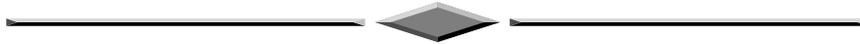


APPENDIX F

TRAFFIC STUDY



TRAFFIC IMPACT ANALYSIS RESORT HOTEL DEVELOPMENT

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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FEBRUARY 2013

TRAFFIC IMPACT ANALYSIS FOR A
PROPOSED LUXURY HOTEL

Pacific Coast Highway and Malibu Canyon Road
(4000 Malibu Canyon Road)
City of Malibu

Prepared for:
Green Acres, LLC

Prepared by:
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February 2013



TABLE OF CONTENTS

Executive Summary	1
Chapter 1 - Introduction.....	10
Chapter 2 - Project Description	14
Vehicle Access and On-Site Circulation.....	14
Chapter 3 - Environmental Setting	17
Freeway and Street Characteristics	17
Transit Service	18
Chapter 4 - Project Traffic	20
Traffic Generation	18
Traffic Distribution and Trip Assignment	22
Chapter 5 - Traffic Conditions Analysis	27
Analysis of Existing Traffic Conditions	27
Analysis of Existing + Project Traffic Conditions	34
Analysis of Future Traffic Conditions	40
Congestion Management Program Review	58
Traffic Impacts on Arterial Streets.....	59
Chapter 6 - Mitigation Measures	61
Project's Traffic Mitigation Measures	61
Traffic Signal Review	68
Traffic Mitigation Fair Share.....	70
Chapter 7- Parking Demand	71
Malibu Municipal Code Parking Requirements	71
Urban Land Institute (ULI) Parking Information	72
Shared Parking Summary.....	74
Chapter 8 - Construction Traffic	78
Appendix A – Land Use Map	
Appendix B – Intersection Photos	
Appendix C – Transit Routes	
Appendix D – Floor Plans for Traffic Study	
Appendix E – U-turn Simulation for NB Malibu Canyon Road & Civic Center Way	



- Appendix F – Traffic Count Data
- Appendix G – Level of Service Worksheets
- Appendix H – Related Project Information
- Appendix I – Traffic Signal Warrant Information
- Appendix J – Malibu Municipal Code Section 17.48.030
- Appendix K– Valet Parking Plan for Rancho Malibu Parking Structure



LIST OF FIGURES

Figure 1 - Project Setting	3
Figure 2 - Project Location	13
Figure 3 - Project Site Plan	16
Figure 4 - Study Intersections Characteristics	19
Figure 5 - Project Traffic Assignment Percentages	23
Figure 6 - Project Traffic Volume - Weekday AM Peak Hour	24
Figure 7 - Project Traffic Volume - Weekday PM Peak Hour	25
Figure 8 - Project Traffic Volume - Saturday Mid - Day Peak Hour	26
Figure 9 - Existing (2012) Traffic Volume - Weekday AM Peak Hour	28
Figure 10 - Existing (2012) Traffic Volume - Weekday PM Peak Hour	29
Figure 11 - Existing (2012) Traffic Volume - Saturday Mid - Day Peak Hour	30
Figure 12 - Existing Traffic Volume + Project - Weekday AM Peak Hour	37
Figure 13 - Existing Traffic Volume + Project - Weekday PM Peak Hour	38
Figure 14 - Existing Traffic Volume + Project - Saturday Mid - Day Peak Hour	39
Figure 15 - Future (2016) Traffic Volume (Without Project) - Weekday AM Peak Hour	44
Figure 16 - Future (2016) Traffic Volume (Without Project) - Weekday PM Peak Hour	45
Figure 17 - Future (2016) Traffic Volume (Without Project) – Saturday Mid - Day Peak Hour	46
Figure 18 - Future (2016) Traffic Volume (With Project) - Weekday AM Peak Hour	47
Figure 19 - Future (2016) Traffic Volume (With Project) - Weekday PM Peak Hour	48
Figure 20 - Future (2016) Traffic Volume (With Project) - Saturday Mid - Day Peak Hour	49
Figure 21 - Future (2030) Traffic Volume (Without Project) - Weekday AM Peak Hour	52
Figure 22 - Future (2030) Traffic Volume (Without Project) - Weekday PM Peak Hour	53
Figure 23 - Future (2030) Traffic Volume (Without Project) - Saturday Mid - Day Peak Hour	54
Figure 24 - Future (2030) Traffic Volume (With Project) - Weekday AM Peak Hour ..	55
Figure 25 - Future (2030) Traffic Volume (With Project) - Weekday PM Peak Hour ...	56
Figure 26 - Future (2030) Traffic Volume (With Project) - Saturday Mid - Day Peak Hour	57



LIST OF FIGURES (CONTINUED)

Figure 27 - Location of Project's Significant Traffic Impacts	63
Figure 28 - Conceptual Traffic Mitigation, Malibu Canyon Road & Pacific Coast Highway	64
Figure 29 - Conceptual Traffic Mitigation, Webb Way & Pacific Coast Highway	65
Figure 30 - Conceptual Traffic Mitigation, Cross Creek Road & Pacific Coast Highway	69
Figure 31 -Traffic Signal Warrant Civic Center Way and Webb Way	68
Figure 32 - Weekday Hourly Parking Demand Graph per Use	76
Figure 33 - Weekend Hourly Parking Demand Graph per Use	77



LIST OF TABLES

Table 1 - Project Trip Generation Rates.....	21
Table 2 - Project Traffic Generation	21
Table 3 - Level of Service Definitions - Signalized Intersections	31
Table 4 - Level of Service Definitions - Stop Sign Controlled Intersections	32
Table 5 - Existing Traffic Conditions Summary	33
Table 6a- Significant Traffic Impact Criteria (Signalized Intersections)	34
Table 6b- Significant Traffic Impact Criteria (Un-signalized Intersections)	34
Table 7 - Existing + Project Traffic Conditions.....	35
Table 8 - Future (2016)Traffic Conditions Without and With Project	41
Table 9 - Future (2030)Traffic Conditions Without and With Project	50
Table 10 - Arterial Street Segment Traffic Impact Analysis	60
Table 11 - Future (2016)Traffic Conditions With Project Mitigation	67
Table 12 - Future (2030)Traffic Conditions With Project Mitigation	67
Table 13 - Malibu Municipal City Code Parking Standards	72
Table 14 - Shared Parking Model Parking Data Per Use	73
Table 15 - Weekday Parking Demand Profile per Use	75
Table 16 - Weekend Parking Demand Profile per Use.....	75



EXECUTIVE SUMMARY

Introduction

This traffic impact study for the Rancho Malibu Luxury Hotel project has been prepared following the scope of work and traffic study guidelines as approved by the City of Malibu for this project. Traffic generated by the 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 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. Key assumptions and criteria was provided by or approved by the City of Malibu and Kimley - Horn and Associates, the City of Malibu's traffic consultants

Project Description

The project being proposed is the construction of a 146-room luxury hotel with on-site retail, restaurant, banquet and spa uses. The hotel 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 main hotel building consists of approximately 134,454 square feet. The hotel includes a lobby, restaurant, bar, library, banquet facilities and retail shops on the first floor, a basement level containing a spa and fitness center with a second basement level with additional retail floor area. The 146 guestrooms and suites will be provided with 12 suites located on the second floor of the hotel and 134 suites in 21 separate casita-type buildings totaling 140,321 square feet. The project site is currently undeveloped property, as shown in the following Figure 1 photo, Project Setting.

Project Parking and Access

The proposed hotel project will provide 543 parking spaces. Fifty four (54) parking spaces will be provided in two separate at-grade parking lots: an at-grade parking lot with



40 parking spaces for employees and a 14-space parking lot for registration and guest services. A multi-level parking structure will contain 489 parking spaces with up to 238 additional parking spaces utilizing a valet parking operation in the parking structure for a total of 781 potential parking spaces within the project.

All public vehicular access to the hotel is provided by a single driveway located on Malibu Canyon Road approximately 680 feet north of the Pacific Coast Highway centerline.

The main hotel entrance and exit is near the curvature of Malibu Canyon Road which restricts the sight distance for vehicles exiting the hotel 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.

In addition to the main hotel access, a 26-foot wide fire access road is provided around the hotel site. The fire access road will intersect Malibu Canyon Road to the north and south of the main hotel entrance/exit. The fire access road will provide service to the casita-type buildings and 40 employee parking spaces but will be closed to the general public. Hotel delivery service will also be provided to and from the northerly fire access. The fire access road be restricted to right turns only at its intersection with Malibu Canyon Road and gated to prohibit public access.

An alternative access plan has been analyzed that would provide a northbound u-turn pocket on Malibu Canyon Road between the Rancho Malibu hotel entrance/exit and Civic Center Way / Seaver Drive. The u-turn pocket would allow hotel traffic exiting the site to turn right onto Malibu Canyon Road followed by a u-turn within the designated pocket to access Pacific Coast Highway, this analysis is provided in Appendix E.



FIGURE 1

8/2012

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). ITE defines a hotel as “places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness rooms), and/or other retail and service shops.”

The trip generation data base for hotel land uses surveyed by ITE (land use code 310) includes “in-house” amenities such as restaurants, meeting and banquet facilities, spas, and support retail. ITE states that “a hotel with an on-site restaurant and small retail falls within Land Use Code 310 and should not be treated as a multi-use development”, see Trip Generation Manual 9th Edition, Volume 1, and page 86.

To be more conservative than ITE, non-guest trip estimates for the retail, spa and fitness center uses have been added to the hotel trips to account for additional non-guest traffic volumes. Based on hotel focused specialty retail uses, a spacious luxury spa, limited fitness memberships (up to 100 memberships) and the expected number of employees, non-captive market adjustments have been estimated. For example, the trip estimates for the spa use considers the capacity of the facility which will have approximately 14 treatment rooms and 14 spa attendants. Hotel retail is consistent with retail uses that cater to the hotel guests on-site. Therefore, an additional 50% of the retail and spa traffic has been added to account for the non-captive market effect of the ancillary retail and spa uses.

The traffic estimates show the hotel project would generate 2,058 weekday vehicle trips with 106 morning peak hour trips and 156 afternoon peak hour trips. In addition, the project will generate an estimated 3,167 Saturday trips with 222 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 hotel 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)

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 at any of the study intersections.

Project traffic impacts (Future 2016 & 2030 Cumulative + Project) Using criteria adopted by the City of Malibu, it has been determined that the change in traffic flow generated by the proposed project would exceed significant traffic impacts in the future cumulative condition at three intersections. The significant traffic impacts occur as follows: the intersection of Pacific Coast Highway and Malibu Canyon Road (#2) is impacted during the Saturday mid-day peak hour, Pacific Coast Highway and Webb Way (# 6) is impacted during the Saturday mid-day peak hour, and Pacific Coast Highway and Cross Creek Road (#7) is impacted during the weekday afternoon peak hour and during the Saturday mid-day peak hour.



Project's Traffic Mitigation Measures

Listed below are the recommended traffic mitigation measures for the impacted intersections. 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 will 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.

Malibu Canyon Road and Pacific Coast Highway - The Saturday mid-day traffic impact on the intersection of Malibu Canyon Road and Pacific Coast Highway could be mitigated by restriping the south leg of the intersection to include a left-turn lane, one through lane and one right-turn lane. Traffic signal recommendations include installing a northbound right turn overlap phase to run concurrently with the westbound left turn phase. This mitigation would improve the traffic movement along northbound approach to the Pacific Coast Highway and Malibu Canyon Road intersection necessary for Saturday mid-day traffic when the traffic congestion is the heaviest due to the activities associated with the proposed athletic fields. Figure 28 illustrates the conceptual traffic mitigation measure.

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 29 illustrates the conceptual traffic mitigation measure.

Pacific Coast Highway and Cross Creek Road The impact of project traffic on the intersection of Cross Creek Road and Pacific Coast Highway could be mitigated by the addition of a westbound right-turn lane on Pacific Coast Highway. This mitigation would improve the traffic movement along westbound Pacific Coast Highway. It is recommended that an additional westbound right-turn lane be added by restriping Pacific Coast Highway at its intersection with Cross Creek Drive to provide additional



right-turn capacity. If Caltrans does not approve of the non-standard narrower lane widths, then roadway widening on the south side of Pacific Coast Highway on the approach and departure legs would allow the standard width lanes for this mitigation measure. Figure 30 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 would 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. 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 LOS F with the project.

A traffic signal warrant analysis has been prepared pursuant to the guidelines established in the Manual on Uniform Traffic Control Devices (MUTCD) handbook to demonstrate the need for a new traffic signal at Civic Center Way and Webb Way / Stuart Ranch Road.

The cumulative impact of project traffic on the intersection of Webb Way / Stuart Ranch Road and Civic Center Way could be mitigated by installing a new traffic signal at the intersection. Therefore, it is also recommended that the project participate in the future installation of a new traffic signal at the intersection of Civic Center Way and Webb Way / Stuart Ranch Road.



Parking Supply and Estimated Parking Demand

As previously stated, the Rancho Malibu Hotel project will provide 543 parking spaces and up to 781 parking spaces with the implementation of the valet parking program.

City code parking requirements are calculated based on the sum of the peak parking demands for individual uses and assumes the components of the hotel are generating peak parking demand at the same time during the day. Using the City of Malibu Municipal Code Section 17.48.030 – Specific Parking Requirements, a total parking requirement of 1,068 spaces has been calculated. Parking for the banquet use has been based on the parking for the ballroom floor area because it is the final destination for a single-use event, (i.e., one parking space is required as the guest moves from the function lawn, pre-function to the ballroom).

Most zoning codes provide peak parking ratios for individual uses and sum the uses to determine the total parking requirement. While this appropriately recognizes that separate land uses generate different parking demands, it does not reflect that the combined peak parking demand for a hotel project can be substantially less than the sum of the individual demands. Simply adding the peak parking demand for each individual use produces an overall parking requirement that is typically too high for hotel projects.

The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. The shared parking demand model accounts for variations in parking demand and for internal use overlap to provide a more accurate parking demand estimate. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day.

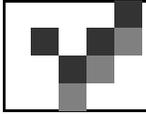
Therefore, the peak parking demand has been estimated using a shared parking model for the hotel and its ancillary uses: retail, spa, fitness, restaurant and banquet uses.



The weekday and weekend results are summarized below:

Weekday Peak Parking Demand - The hourly weekday parking demand for the Rancho Malibu Hotel shows a peak weekday parking demand of 487 parking spaces occurring at 6:00 pm.

Weekend Peak Parking Demand - The hourly weekend parking demand for the Rancho Malibu Hotel shows a peak weekend parking demand of 513 parking spaces occurring at 6:00 pm.



The focus of this traffic study is to evaluate the potential traffic impact created by the development of the Rancho Malibu Hotel project. This traffic study follows the City of Malibu traffic study guidelines and is consistent with other recent traffic studies prepared for this area.

As part of the environmental review for the proposed school 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 Rancho Malibu Hotel 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 between John Tyler Drive and Las Flores Canyon Road;
2. Malibu Canyon Road north of Civic Center Way.



PROJECT STUDY AREA

OVERALL STUDY AREA
KANAN DUME ROAD TO LAS FLORES CANYON ROAD



WEST STUDY AREA

CIVIC CENTER STUDY AREA

EAST STUDY AREA

FIGURE 2

8/2012



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The project being proposed is the construction of a hotel with 146 rooms and ancillary uses consisting of a spa/fitness center, retail shops, ballroom room, restaurant and lounge, hereafter the Rancho Malibu Hotel. This traffic study assumes a project occupancy year 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. The proposed hotel project will provide 543 parking spaces. Fifty four (54) parking spaces will be provided in two separate at-grade parking lots: an employee parking lot with 40 parking spaces and a guest registration parking lot with 14 parking spaces. A multi-level parking structure will contain 489 parking spaces with up to an additional 238 parking spaces available utilizing a valet parking operation, as necessary. Therefore, a total of 781 parking spaces will be available utilizing a valet operation. Appendix K illustrates the valet parking layout in the parking structure.

Vehicle Access and On-Site Circulation

All vehicular access to the hotel parking is located on Malibu Canyon Road approximately 680 feet north of the Pacific Coast Highway centerline. The main hotel entrance and exit is near the curvature of Malibu Canyon Road which restricts the sight distance for vehicles exiting the hotel 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.

In addition to the main hotel access, a 26-foot wide fire access road is provided around the hotel site. The fire access loop road will have separate Malibu Canyon Road driveway access located north and south of the main access. The fire access road will provide service to the casita-type buildings but be gated to restrict access to the general public. Hotel loading and unloading will also be provided to and from the northerly fire



access roadway. It is recommended that the fire access road be restricted to right turns only at its intersection with Malibu Canyon Road.

An alternative access plan has been analyzed that would provide a northbound u-turn pocket on Malibu Canyon Road between the Rancho Malibu hotel entrance/exit and Civic Center Way / Seaver Drive. The u-turn pocket would allow hotel traffic exiting the site to turn right onto Malibu Canyon Road followed by a u-turn within the designated pocket to access Pacific Coast Highway, this analysis is provided in Appendix E.



FIGURE 2

8/2012

**SITE PLAN
CONCEPTUAL STRIPING ON MALIBU CANYON ROAD
WITHOUT TRAFFIC SIGNAL**

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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.

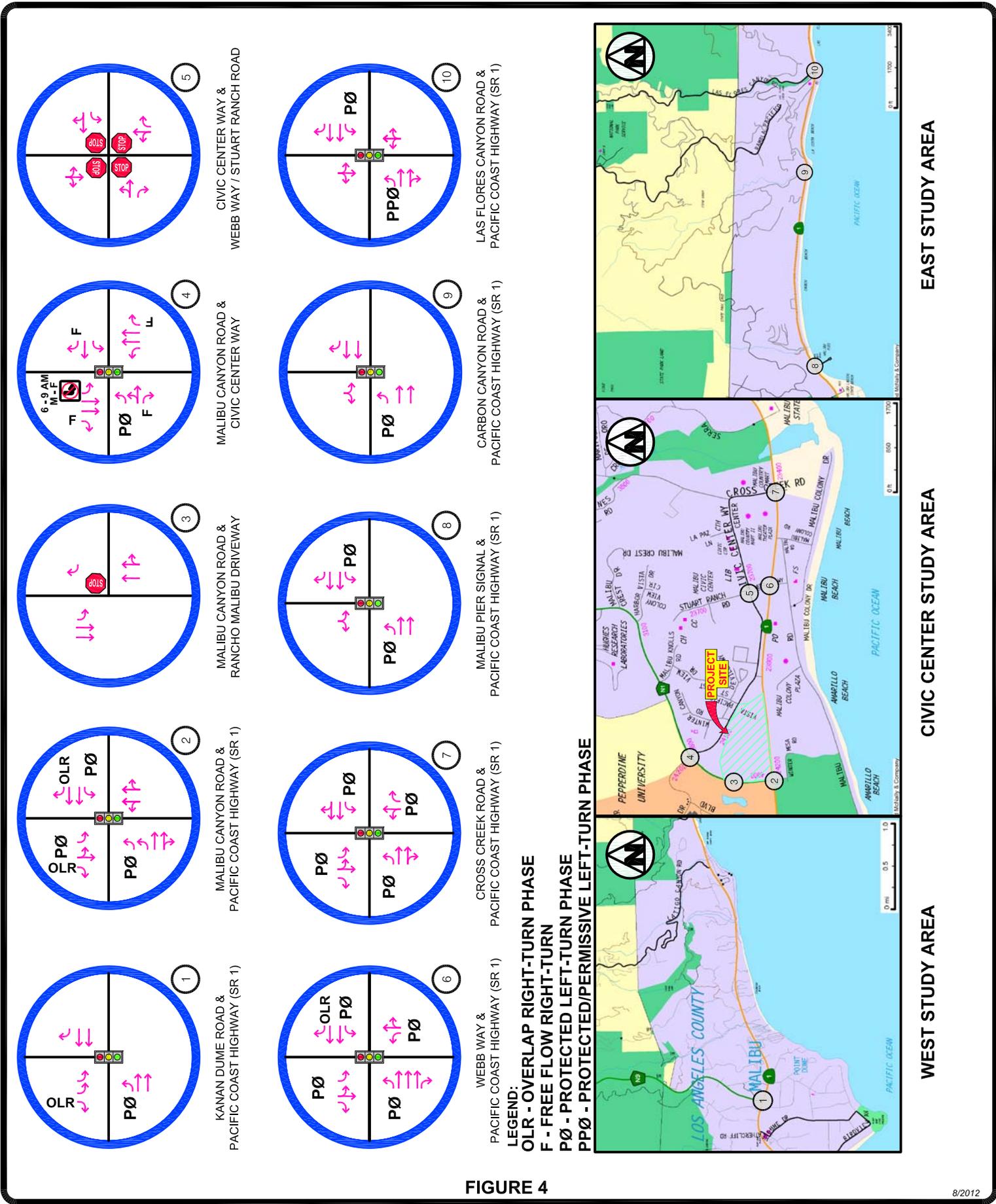


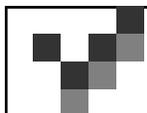
FIGURE 4

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 hotel land uses 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 hotel land uses surveyed by ITE (land use code 310) includes “in-house” amenities such as restaurants, meeting and banquet facilities, spas, and support retail. ITE states that “a hotel with an on-site restaurant and retail falls within land use code 310 and should not be treated as a multi-use development”, see Trip Generation Manual 9th Edition, Volume 1, page 86.

To be more conservative than ITE, non-guest trip estimates for the retail, spa and fitness center uses have been added to the hotel trips to account for additional non-guest traffic volumes. Based on hotel focused specialty retail uses, a spacious luxury spa, limited fitness memberships and the expected number of employees, non-captive market adjustments have been estimated. For example, the trip estimates for the spa use considers the capacity of the facility which will have approximately 14 treatment rooms and 14 spa attendants. Hotel retail is consistent with retail uses that cater to the hotel guests on-site. Therefore, an additional 50% of the retail and spa traffic has been added to account for the non-captive market effect of the ancillary retail and spa uses.

Four land uses have been evaluated to account for the hotel traffic and potential retail, spa and gym traffic by non-hotel guests. Table 1 contains the ITE traffic generation rate for each land use applied in this study. Table 2 shows the resulting peak hour trips by each land use. The floor areas assigned to the internal uses for the traffic estimates are provided in Appendix D.



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>
Hotel per Room	310	8.17	0.53	0.31	0.22	0.60	0.31	0.29
Retail per 1,000 square feet	820	42.70	0.96	0.60	0.36	3.71	1.78	1.93
Spa per 1,000 square feet	918	24.32 *	1.21	1.21	0.00	1.45	0.25	1.20
Fitness Center per member	493	1.86	0.08	0.05	0.03	0.17	0.10	0.07

* Spa weekday trip rate adjusted based on ratio of retail and salon peak hour trip rates.

<u>Land Use</u>	<u>Saturday Daily</u>	<u>Mid-day Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
Hotel per Room	8.19	0.72	0.40	0.32
Retail per 1,000 square feet	49.97	4.82	2.51	2.31
Spa per 1,000 square feet	51.91*	5.08	1.83	3.25
Fitness Center per member	1.67	0.16	0.08	0.08

* Spa Saturday trip rate adjusted based on ratio of retail and salon peak hour trip rates.

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>
146 room Hotel	1,193	77	45	32	88	45	43
100 members Fitness	186	8	5	3	17	10	7
19,849 s.f. Hotel Retail	848	19	12	7	73	35	38
20,928 s.f. Hotel Spa	510	25	25	0	30	5	25
Less internal hotel retail	- 424	- 10	- 6	- 4	- 37	- 18	- 19
Less internal hotel spa	- 255	- 13	-13	0	- 15	- 3	- 12
	2,058	106	68	38	156	74	82

<u>Proposed Land Use</u>	<u>Saturday Traffic</u>	<u>Saturday Mid-day</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
146 room Hotel	1,961	105	58	47
100 members Fitness	167	16	8	8
19,849 s.f. Hotel Retail	992	96	50	46
20,928 s.f. Hotel Spa	1,086	106	38	68
Less internal hotel retail	- 496	- 48	- 25	- 23
Less internal hotel spa	- 543	- 53	- 19	- 34
	3,167	222	110	112

Note: Fitness center limited to a maximum of 100 memberships.



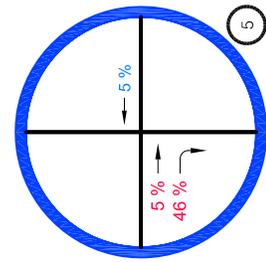
Traffic Distribution and Trip Assignment

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.

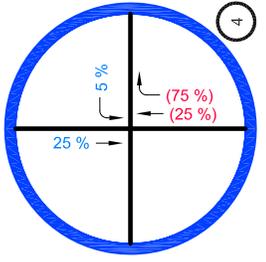
Figure 5 illustrates the estimated project traffic percentages at the selected study intersections serving the Rancho Malibu Hotel. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in Table 2, peak hour traffic volumes at each study location for 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.

Because left-turns exiting the project site are prohibited, a northbound u-turn movement was evaluated for the intersection of Malibu Canyon Road and Civic Center Way. However due to the limited roadway width of Malibu Canyon Road and the existing intersection lane configuration, it has been determined that a northbound u-turn movement is not feasible at this intersection. An auto-turn simulation of a u-turn movement is illustrated in Appendix E for the intersection of Malibu Canyon Road and Center Way. This illustration of a passenger vehicle making a u-turn clearly shows that the intersection is unable to accommodate a u-turn movement.

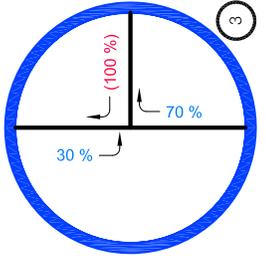
Therefore, an alternative access plan has been analyzed that would provide a northbound u-turn pocket on Malibu Canyon Road between the Rancho Malibu hotel entrance/exit and Civic Center Way / Seaver Drive. The u-turn pocket would allow hotel traffic exiting the site to turn right onto Malibu Canyon Road followed by a u-turn within the designated pocket to access Pacific Coast Highway, this analysis is also provided in Appendix E.



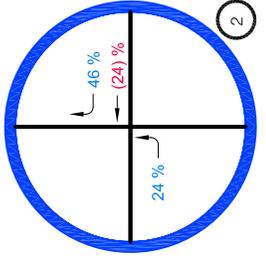
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



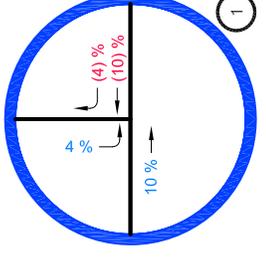
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



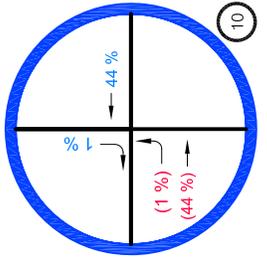
3 MALIBU CANYON ROAD & RANCHO MALIBU RESORT DRIVEWAY



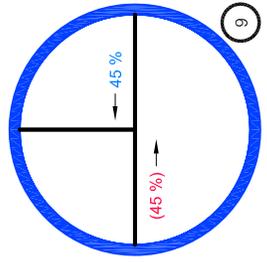
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



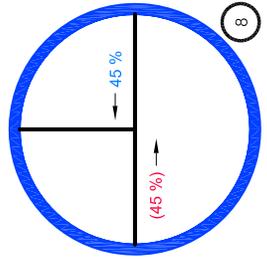
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



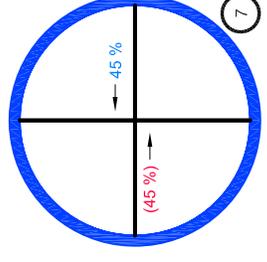
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



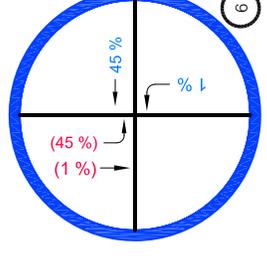
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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**

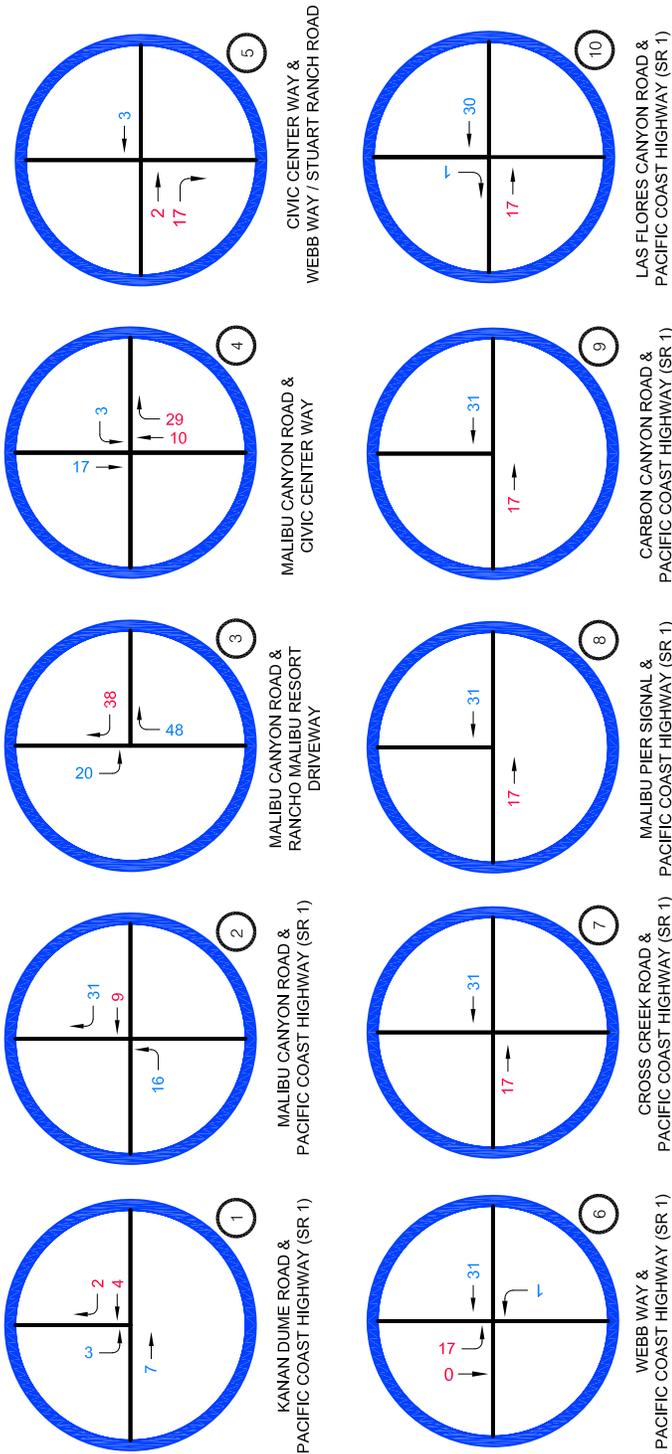
FIGURE 5



PROJECT TRAFFIC ASSIGNMENT PERCENTAGES

Overland Traffic Consultants, Inc.

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



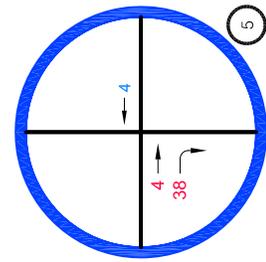
LEGEND
 XX INBOUND
 (XX) OUTBOUND

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

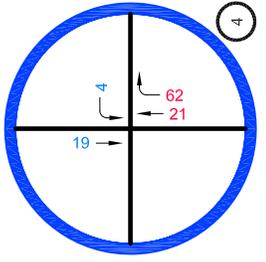
FIGURE 6



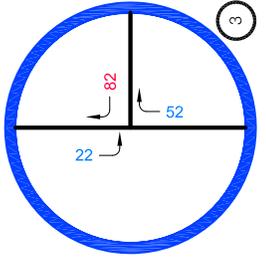
**PROJECT TRAFFIC VOLUME ASSIGNMENT
 WEEKDAY AM PEAK HOUR**



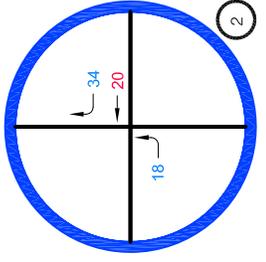
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



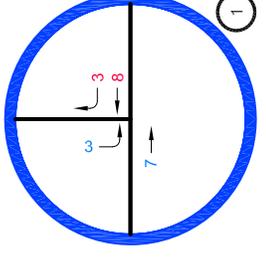
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



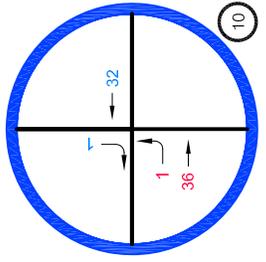
3 MALIBU CANYON ROAD & RANCHO MALIBU RESORT DRIVEWAY



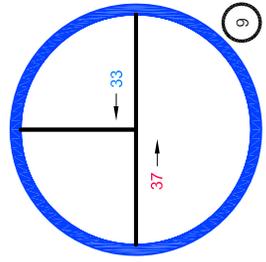
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



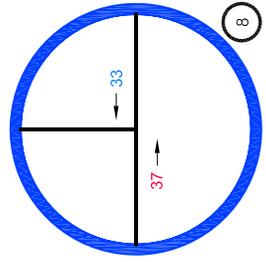
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



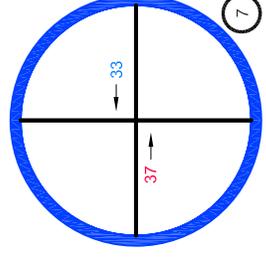
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



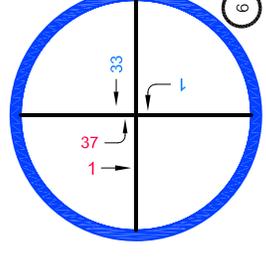
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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 VOLUME
 NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

FIGURE 7



WEST STUDY AREA

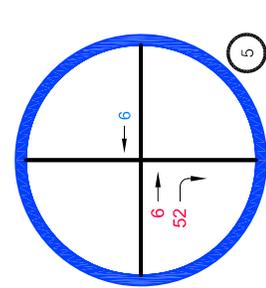
CIVIC CENTER STUDY AREA

EAST STUDY AREA

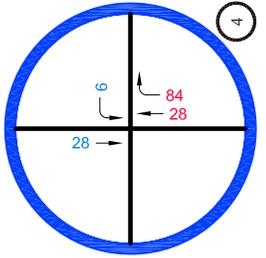
**PROJECT TRAFFIC VOLUME ASSIGNMENT
 WEEKDAY PM PEAK HOUR**

Overland Traffic Consultants, Inc.

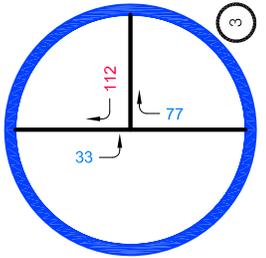
24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423 v, OTC@overlandtraffic.com



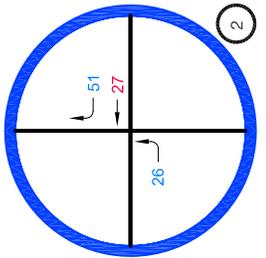
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



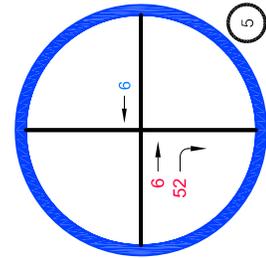
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



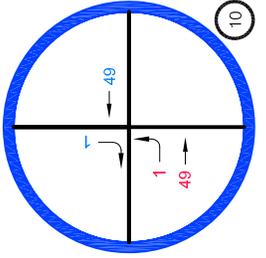
3
MALIBU CANYON ROAD &
RANCHO MALIBU RESORT
DRIVEWAY



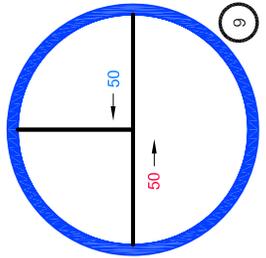
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



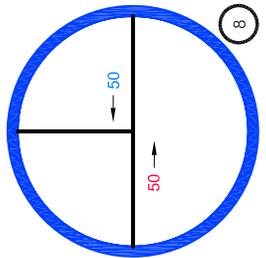
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



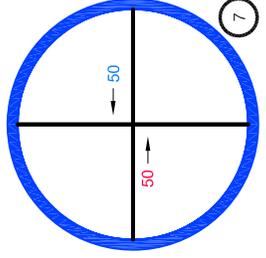
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



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 VOLUME
NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

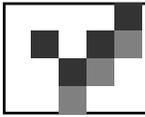
FIGURE 8



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

Overland Traffic Consultants, Inc.

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Analysis of Existing Traffic Conditions

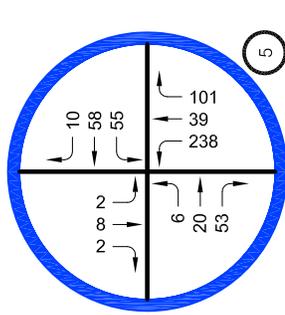
Traffic volume data was collected in the summer of 2012 by the City of Malibu for use in this study. Weekday traffic counts were conducted on Thursday, July 12th from 7:00 to 9:00 am and 4:00 to 6:00 pm. Weekend traffic counts were conducted on Saturday, July 14th from 11:00 am to 1:00 pm.

The existing 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 F.

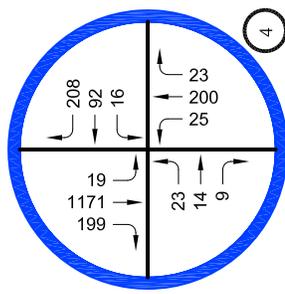
The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method. The ICU procedure uses a ratio of the traffic volume over intersection capacity to establish the level of traffic congestion. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary 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.

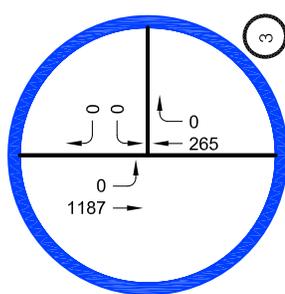
Once the intersection V/C ratio has been calculated for each time period, a level of service grade (A through F) is assigned to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Level 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.



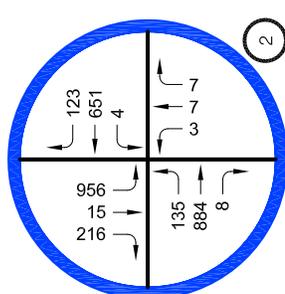
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



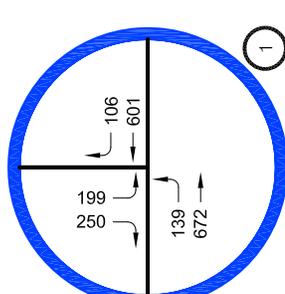
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



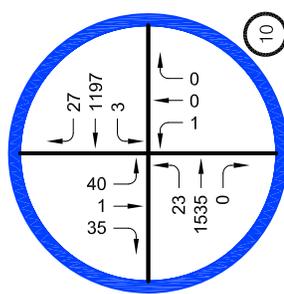
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



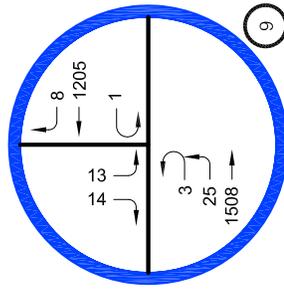
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



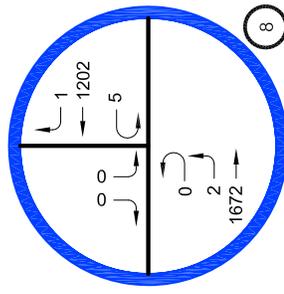
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



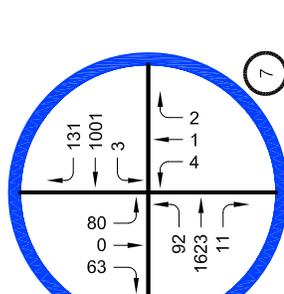
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



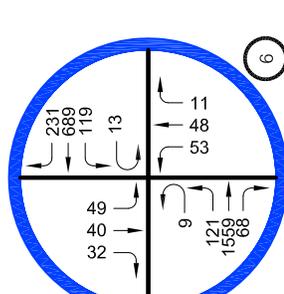
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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



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



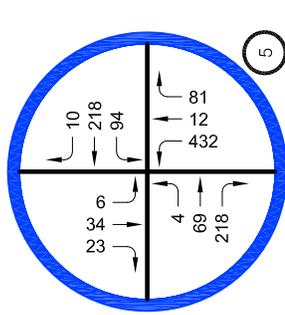
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



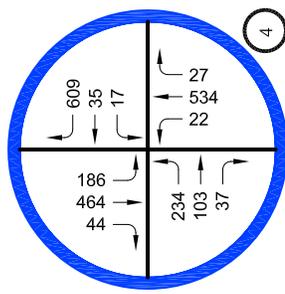
FIGURE 9

**EXISTING (2012) TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR**

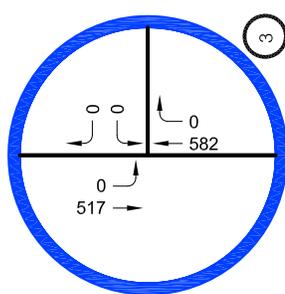
Overland Traffic Consultants, Inc.
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(661)799-8423, OTC@overlandtraffic.com



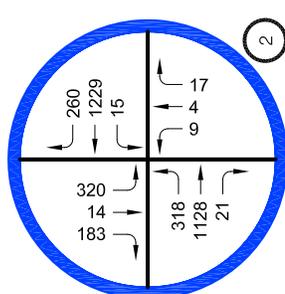
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



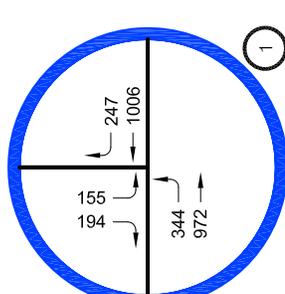
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



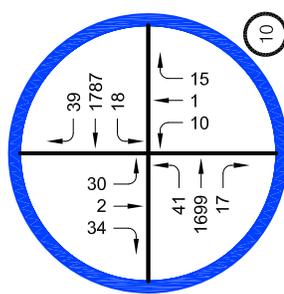
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



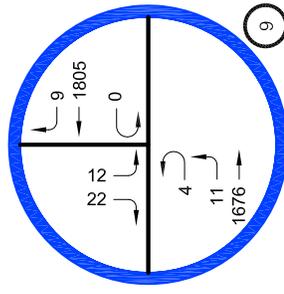
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



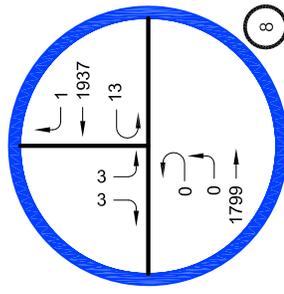
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



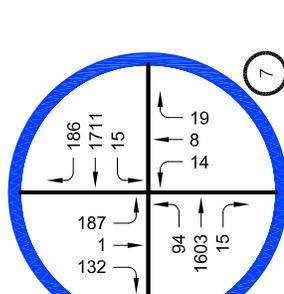
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



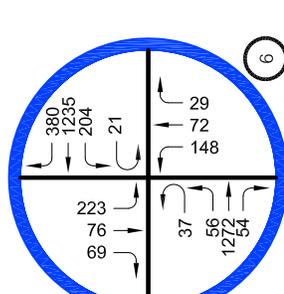
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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



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



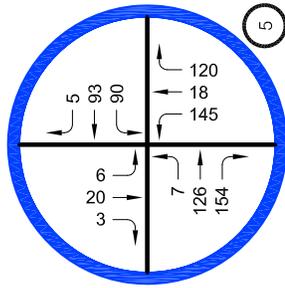
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



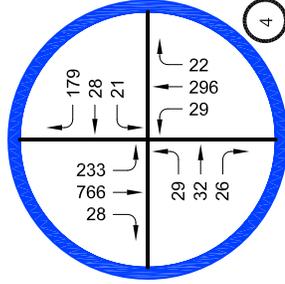
FIGURE 10

**EXISTING (2012) TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR**

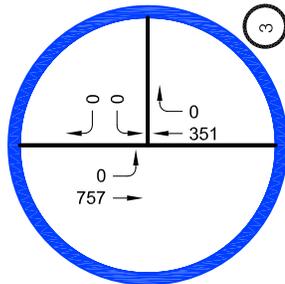
Overland Traffic Consultants, Inc.
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(661)799-8423, OTC@overlandtraffic.com



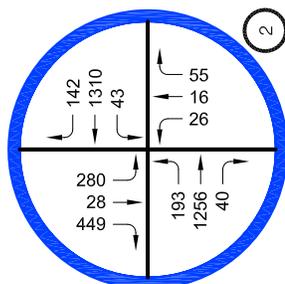
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



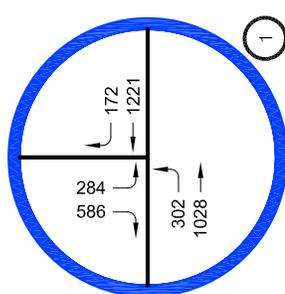
MALIBU CANYON ROAD & CIVIC CENTER WAY



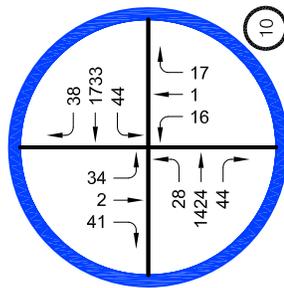
MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



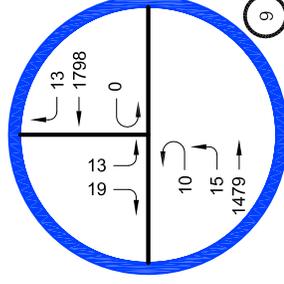
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



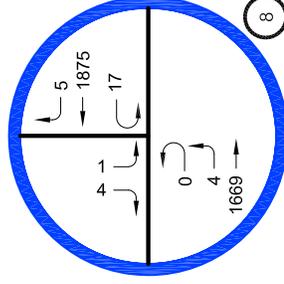
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



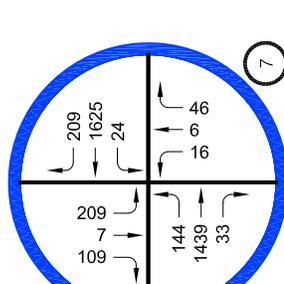
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



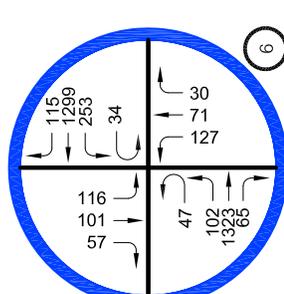
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



FIGURE 11

EXISTING (2012) 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 Rancho Malibu 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.

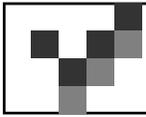


Table 4
Level of Service Definitions – Stop Sign Controlled Intersections

<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 G.

Table 5
Existing (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. & Rancho Malibu 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.	0.581	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.	0.777	C
3.	Malibu Canyon Rd. & Rancho Malibu 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 Rancho Malibu 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	0.396	A	+ 0.002
		Weekday PM	0.633	B	0.637	B	+ 0.004
		Saturday Mid	0.715	C	0.718	C	+ 0.003
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.674	B	0.674	B	+ 0.000
		Weekday PM	0.669	B	0.682	B	+ 0.013
		Saturday Mid	0.777	C	0.795	C	+ 0.018
3.	Malibu Canyon Rd. & Rancho Malibu Dwy.	Weekday AM	-	-	9.2 sec.	A	+ 9.2 sec.
		Weekday PM	-	-	10.6 sec.	B	+ 10.6 sec.
		Saturday Mid	-	-	10.0 sec.	B	+ 10.0 sec.
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.503	A	0.508	A	+ 0.005
		Weekday PM	0.472	A	0.479	A	+ 0.007
		Saturday Mid	0.347	A	0.355	A	+ 0.008
5.	Webb Way & Civic Center Way	Weekday AM	10.14	B	10.19	B	+ 0.05 sec.
		Weekday PM	22.15	C	23.34	C	+ 1.19 sec.
		Saturday Mid	9.73	A	9.99 sec.	A	+ 0.26 sec.

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

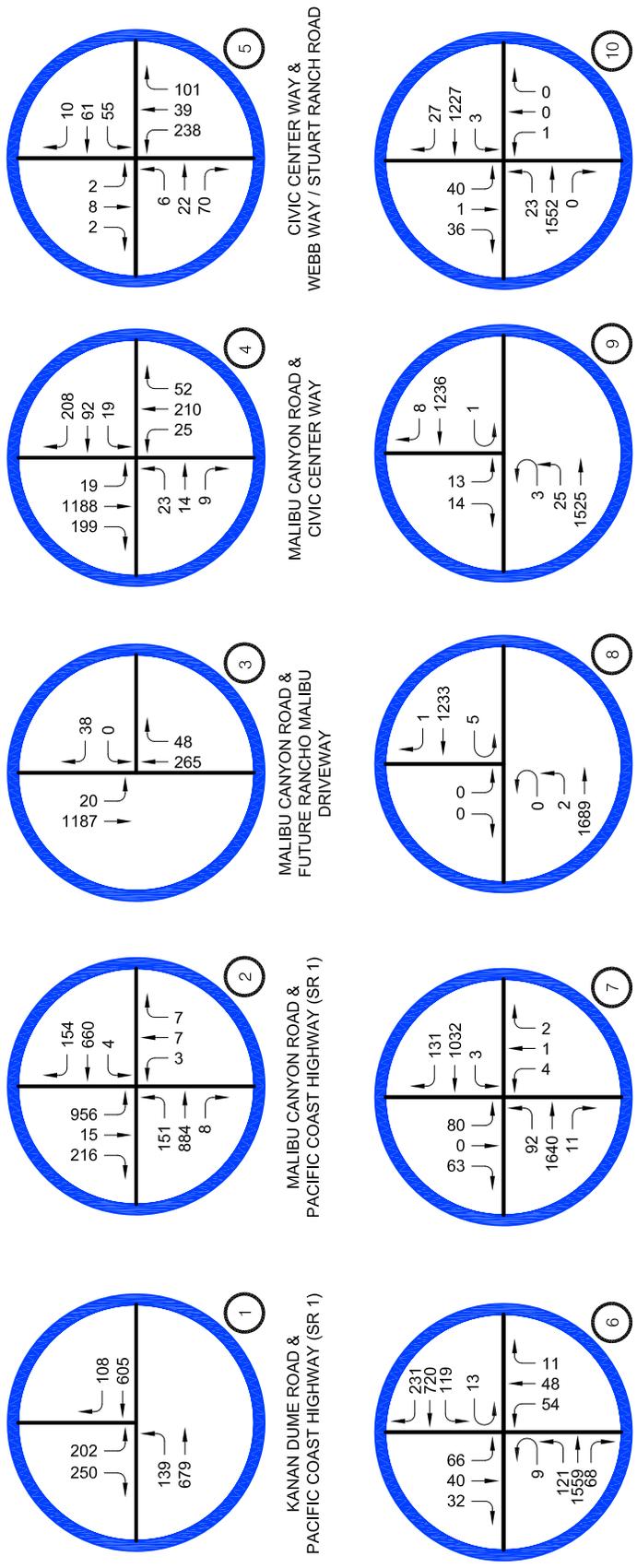
Table 7 cont'd)
Existing + Project Traffic Conditions

<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	0.532	A	+ 0.006
		Weekday PM	0.661	B	0.685	B	+ 0.024
		Saturday Mid	0.703	C	0.738	C	+ 0.035
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.594	A	0.600	A	+ 0.006
		Weekday PM	0.781	C	0.792	C	+ 0.011
		Saturday Mid	0.800	C	0.816	D	+ 0.016
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.576	A	0.580	A	+ 0.004
		Weekday PM	0.655	B	0.666	B	+ 0.011
		Saturday Mid	0.638	B	0.652	B	+ 0.014
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.538	A	0.543	A	+ 0.005
		Weekday PM	0.644	B	0.654	B	+ 0.010
		Saturday Mid	0.648	B	0.663	B	+ 0.015
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.581	A	0.586	A	+ 0.005
		Weekday PM	0.691	B	0.703	C	+ 0.012
		Saturday Mid	0.678	B	0.695	B	+ 0.017

Note: Stop Control Delay in Seconds Per Vehicle

Malibu Canyon Road and Rancho Malibu Driveway currently does not exist.

* Denotes significant traffic impact per City of Malibu definition.



EXISTING (2012) TRAFFIC VOLUME WITH PROJECT WEEKDAY AM PEAK HOUR

FIGURE 12

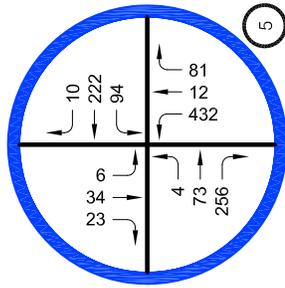
EAST STUDY AREA

CIVIC CENTER STUDY AREA

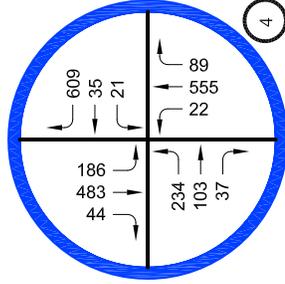
WEST STUDY AREA

11/2012

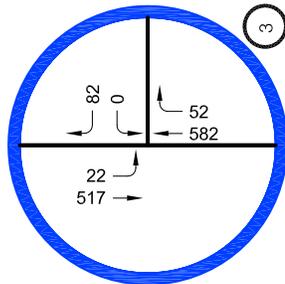
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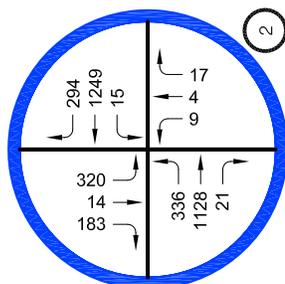
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



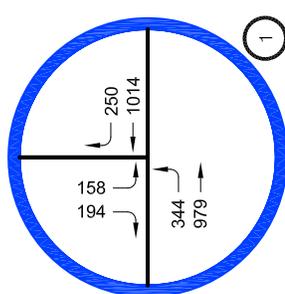
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



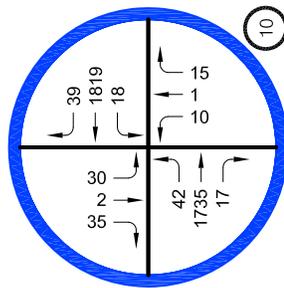
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FUTURE RANCHO MALIBU
DRIVEWAY



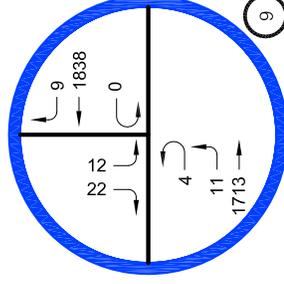
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PACIFIC COAST HIGHWAY (SR 1)



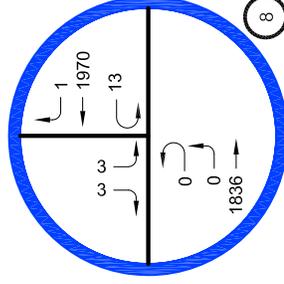
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PACIFIC COAST HIGHWAY (SR 1)



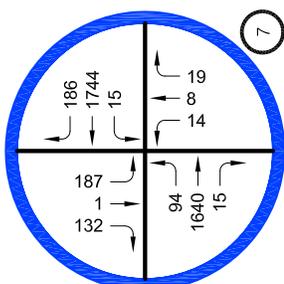
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



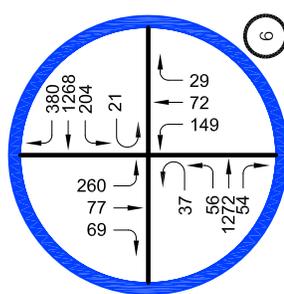
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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



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



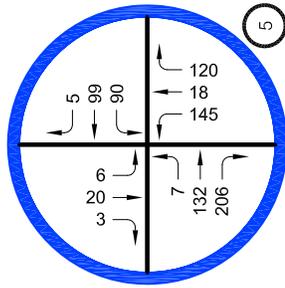
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



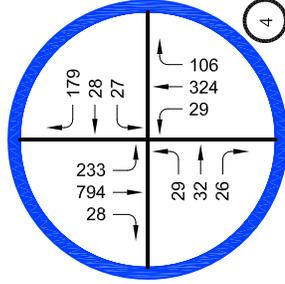
FIGURE 13

EXISTING (2012) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY PM PEAK HOUR

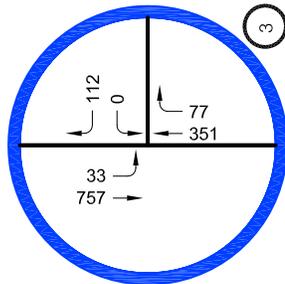
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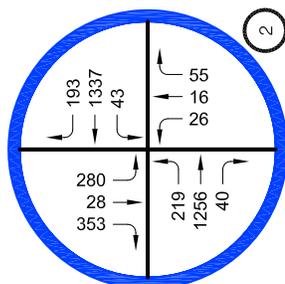
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



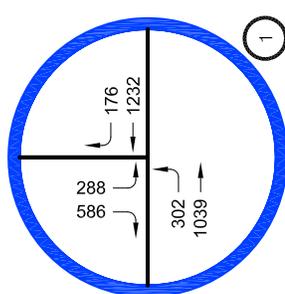
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



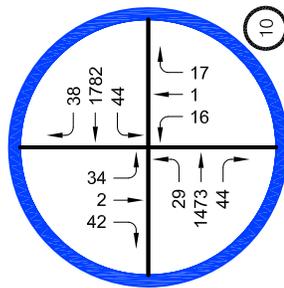
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



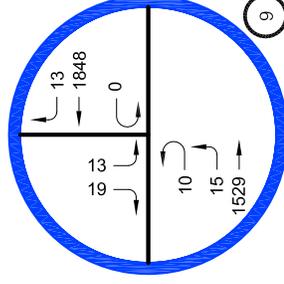
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PACIFIC COAST HIGHWAY (SR 1)



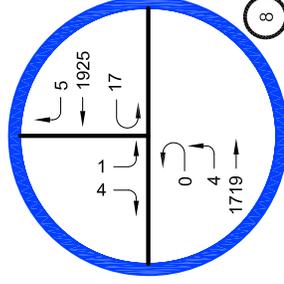
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



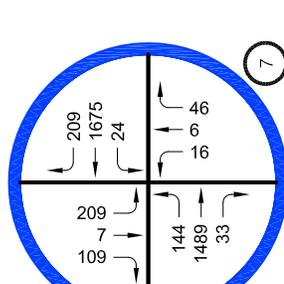
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



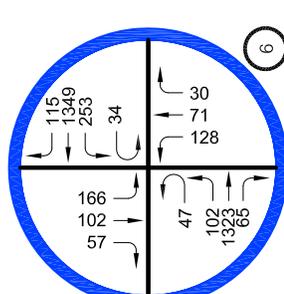
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

11/2012

**EXISTING (2012) TRAFFIC VOLUME
WITH PROJECT
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 H. 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.

Adding the project traffic to the future "without project" conditions provides the information necessary to calculate the future cumulative project traffic impacts at the study intersections for each scenario. Table 8 shows the estimated project traffic impacts for the 2016 study year.

Table 8
Future (2016) + 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	0.481	A	0.483	A	+ 0.002
		Weekday PM	0.772	C	0.776	C	+ 0.004
		Saturday Mid	0.846	D	0.849	D	+ 0.003
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	0.981	E	0.998	E	+ 0.017 *
3.	Malibu Canyon Rd. & Rancho Malibu Dwy.	Weekday AM	-	-	9.2 sec.	A	+ 9.2 sec.
		Weekday PM	-	-	10.7 sec.	B	+ 10.7 sec.
		Saturday Mid	-	-	10.1 sec.	B	+ 10.1 sec.
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.524	A	0.529	A	+ 0.005
		Weekday PM	0.356	A	0.363	A	+ 0.007
		Saturday Mid	0.359	A	0.368	A	+ 0.009
5.	Webb Way & Civic Center Way	Weekday AM	11.62 sec.	B	11.74 sec.	B	+ 0.12 sec.
		Weekday PM	49.76 sec.	E	52.32 sec.	F	+ 2.56 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 Rancho Malibu Driveway currently does not exist.

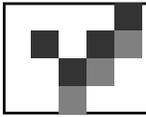
* Denotes significant traffic impact per City of Malibu definition.

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	0.582	A	+ 0.006
		Weekday PM	0.688	B	0.701	C	+ 0.013
		Saturday Mid	0.872	D	0.906	E	+ 0.034 *
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.668	B	0.673	B	+ 0.005
		Weekday PM	0.980	E	0.991	E	+ 0.011 *
		Saturday Mid	1.021	F	1.037	F	+ 0.016 *
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.639	B	0.644	B	+ 0.005
		Weekday PM	0.764	C	0.775	C	+ 0.011
		Saturday Mid	0.764	C	0.780	C	+ 0.016
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.606	B	0.611	B	+ 0.005
		Weekday PM	0.757	C	0.767	C	+ 0.010
		Saturday Mid	0.779	C	0.795	C	+ 0.016
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.646	B	0.653	B	+ 0.007
		Weekday PM	0.801	D	0.813	D	+ 0.012
		Saturday Mid	0.802	D	0.818	D	+ 0.016

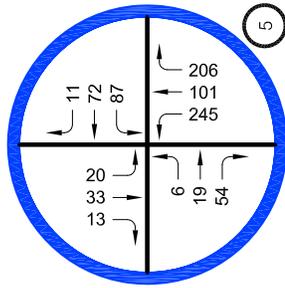
Note: Stop Control Delay in Seconds Per Vehicle
Malibu Canyon Road and Rancho Malibu Driveway currently does not exist.

* Denotes significant traffic impact per City of Malibu definition.

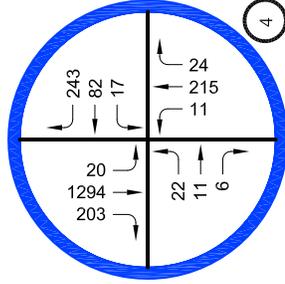


Based on the 2016 analysis, three intersections are significantly impacted. The intersections are: Malibu Canyon Road and Civic Center Way (#2) during the Saturday mid-day peak hour; Pacific Coast Highway and Webb Way (# 6) during the Saturday mid-day peak hour; and Pacific Coast Highway and Cross Creek Road (#7) during the weekday afternoon peak hour and the Saturday mid-day peak hour. Future cumulative 2016 peak hour traffic volumes are shown in Figures 15 through 20 for the study periods.

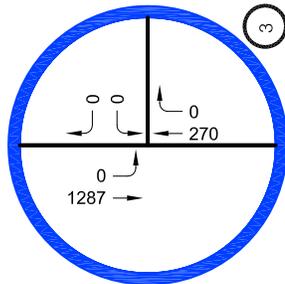
The same intersections during the same peak periods are also impacted in the 2030 analysis, as shown in Table 9. Future cumulative 2030 peak hour traffic volumes are shown in Figures 21 through 26 for the study periods.



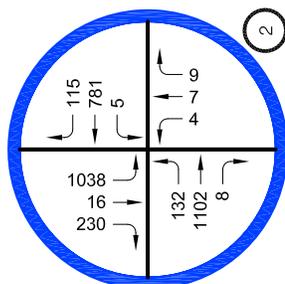
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



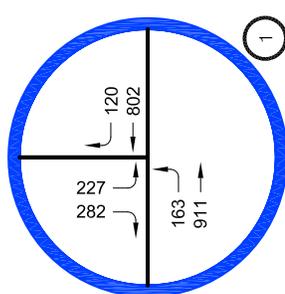
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



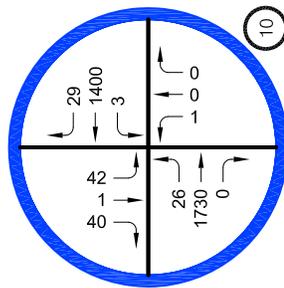
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



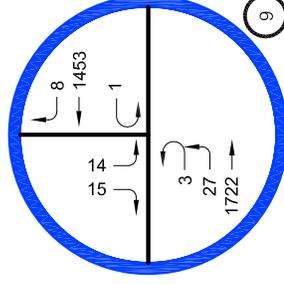
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



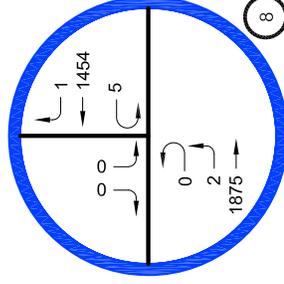
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



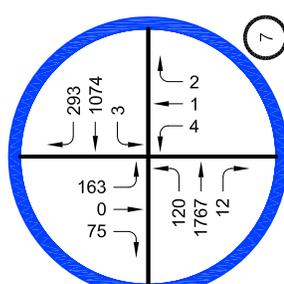
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



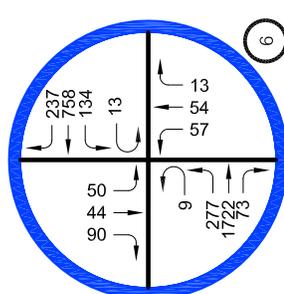
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

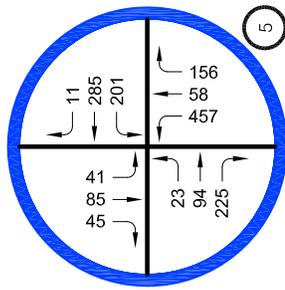
CIVIC CENTER STUDY AREA

WEST STUDY AREA

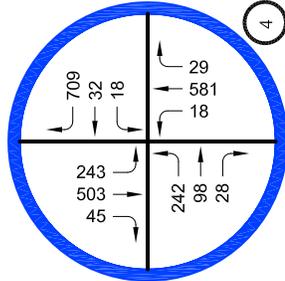
FIGURE 15

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

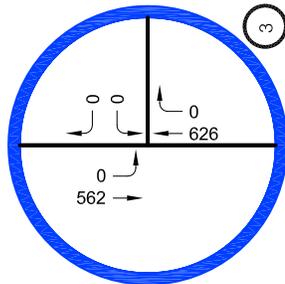
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(661)799-8423, OTC@overlandtraffic.com



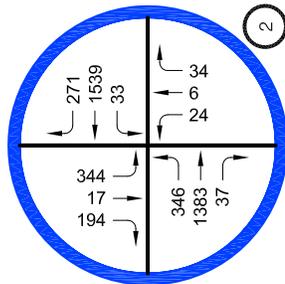
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



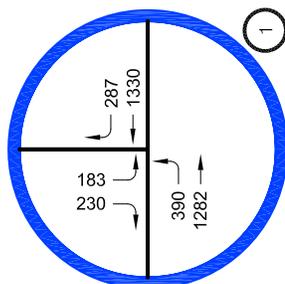
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



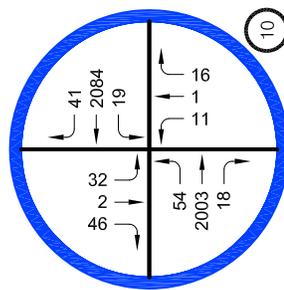
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



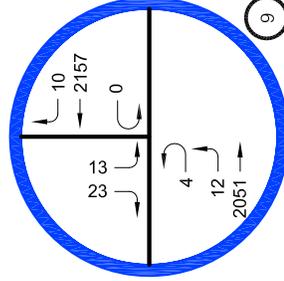
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



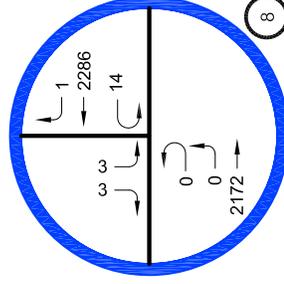
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



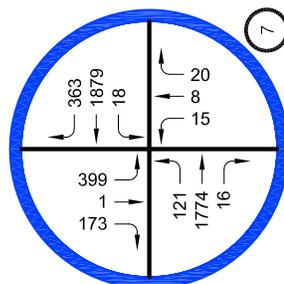
10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



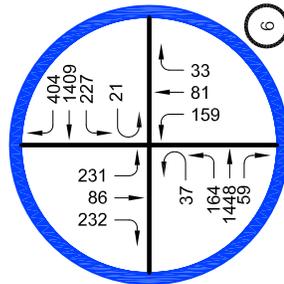
9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

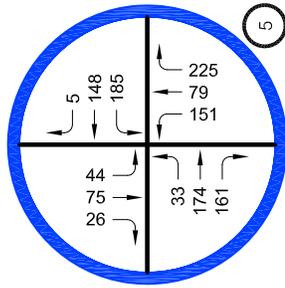
FIGURE 16

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

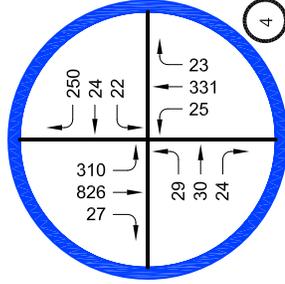


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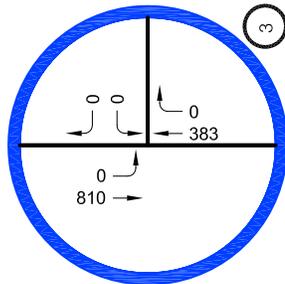
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



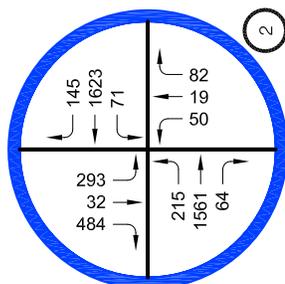
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



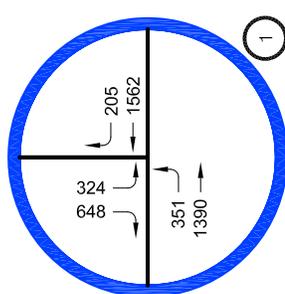
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



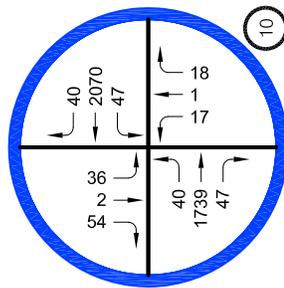
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



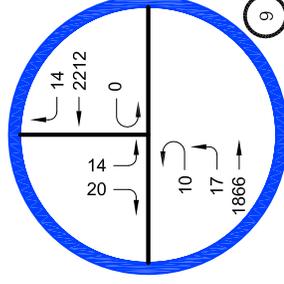
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



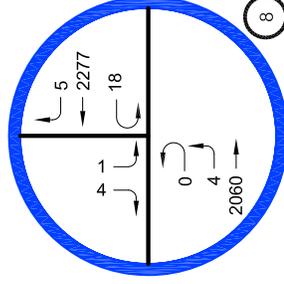
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



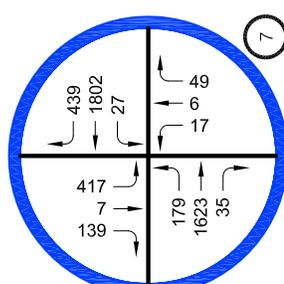
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



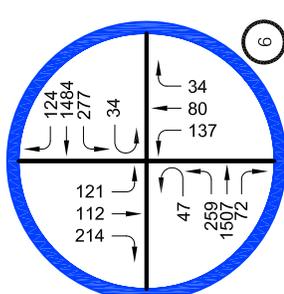
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

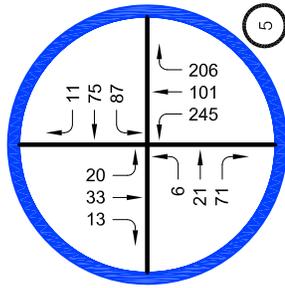
CIVIC CENTER STUDY AREA

WEST STUDY AREA

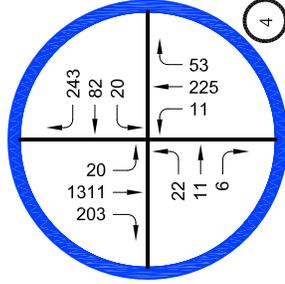
FIGURE 17

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

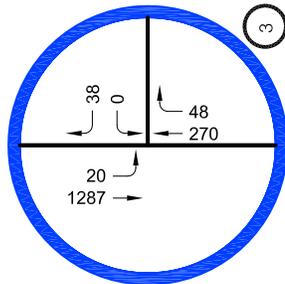
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(661)799-8423, OTC@overlandtraffic.com



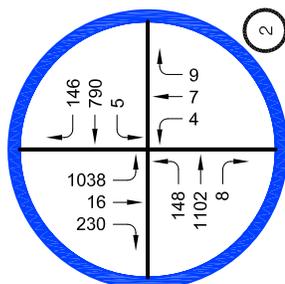
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



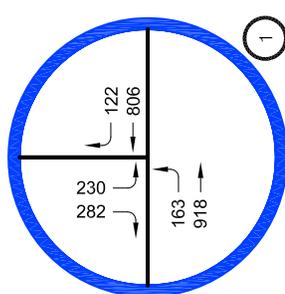
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



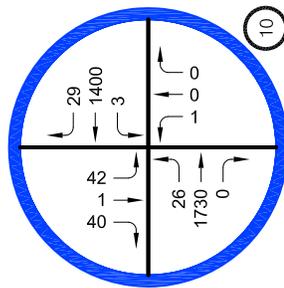
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



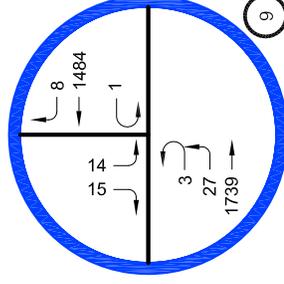
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



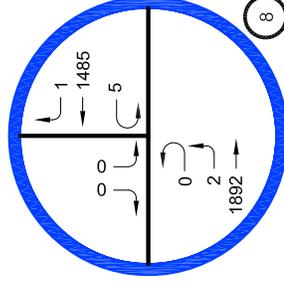
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



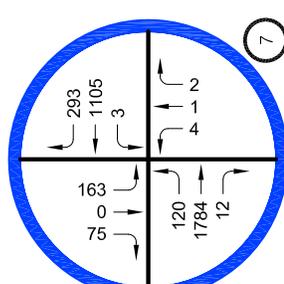
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



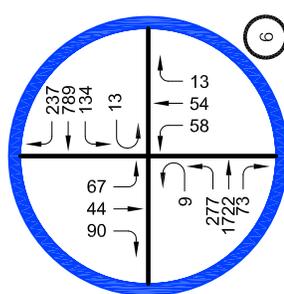
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

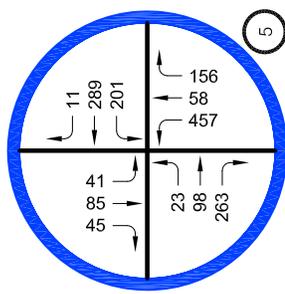
CIVIC CENTER STUDY AREA

WEST STUDY AREA

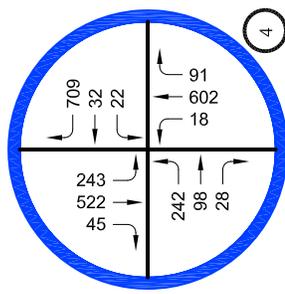
FIGURE 18

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

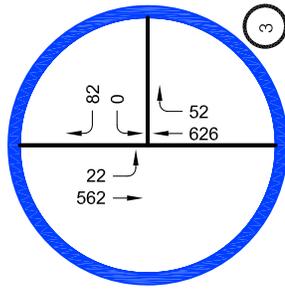
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(661)799-8423, OTC@overlandtraffic.com



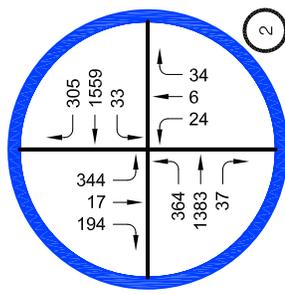
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



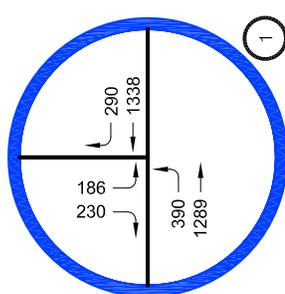
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



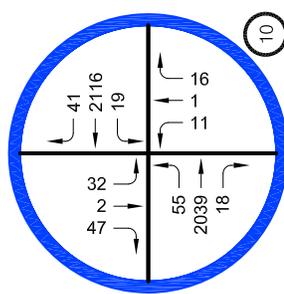
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



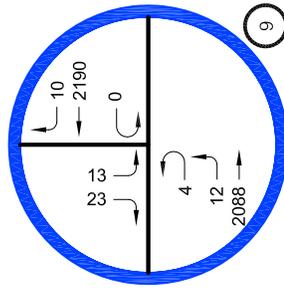
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



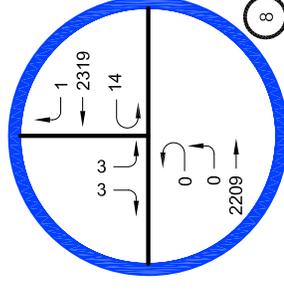
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



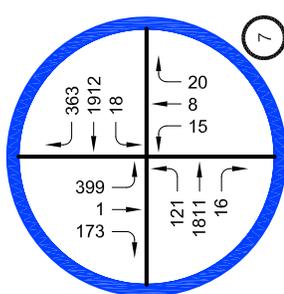
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



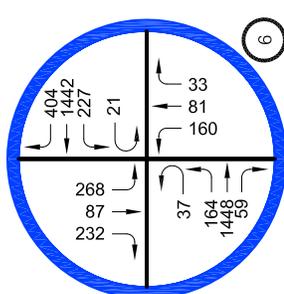
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

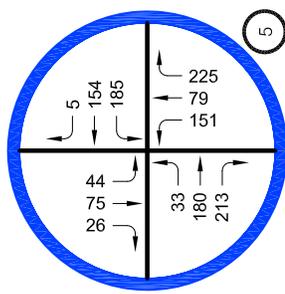
CIVIC CENTER STUDY AREA

WEST STUDY AREA

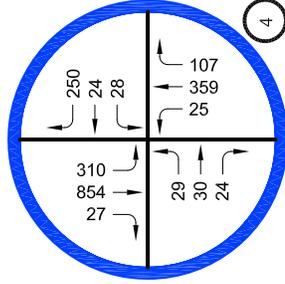
FIGURE 19

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

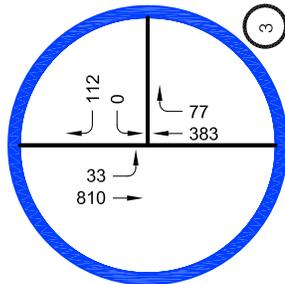
Overland Traffic Consultants, Inc.
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(661)799-8423, OTC@overlandtraffic.com



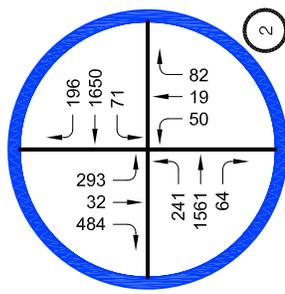
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



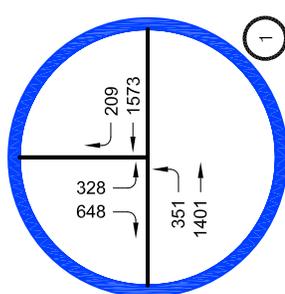
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



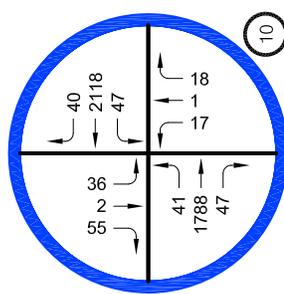
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



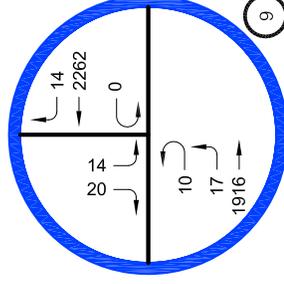
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



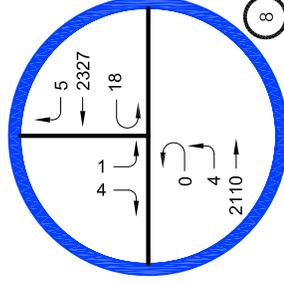
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



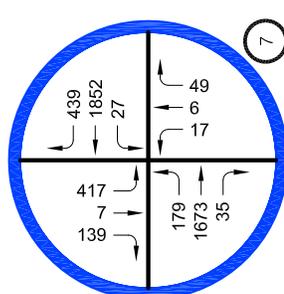
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



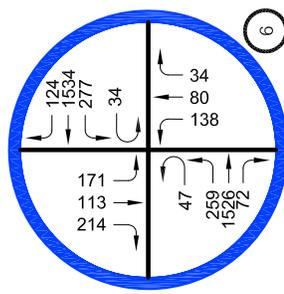
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 20

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

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

Table 9
Future (2030) + Project Traffic Conditions

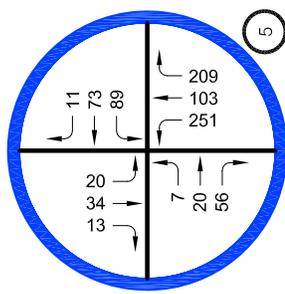
No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.491	A	0.493	A	+ 0.002
		Weekday PM	0.789	C	0.793	C	+ 0.004
		Saturday Mid	0.865	D	0.868	D	+ 0.003
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.790	C	0.790	C	+ 0.000
		Weekday PM	0.674	B	0.684	B	+ 0.000
		Saturday Mid	1.004	F	1.021	F	+ 0.017 *
3.	Malibu Canyon Rd. & Rancho Malibu Dwy.	Weekday AM	-	-	9.2 sec.	A	+ 9.2 sec.
		Weekday PM	-	-	10.8 sec.	B	+ 10.8 sec.
		Saturday Mid	-	-	10.2 sec.	A	+ 10.2 sec.
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.537	A	0.542	A	+ 0.005
		Weekday PM	0.366	A	0.372	A	+ 0.006
		Saturday Mid	0.367	A	0.376	A	+ 0.009
5.	Webb Way & Civic Center Way	Weekday AM	11.85 sec.	B	11.98 sec.	B	+ 0.13 sec.
		Weekday PM	54.57 sec.	F	57.26 sec.	F	+ 2.69 sec.
		Saturday Mid	14.10 sec.	B	14.64 sec.	B	+ 0.54 sec.

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

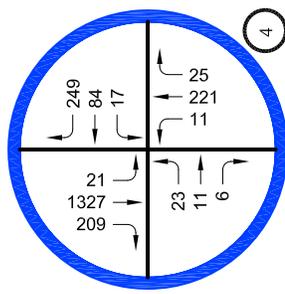
Table 9 (cont'd)
Future (2030) + Project Traffic Conditions

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	0.595	A	+ 0.007
		Weekday PM	0.704	C	0.717	C	+ 0.013
		Saturday Mid	0.924	D	0.942	E	+ 0.017 *
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.682	B	0.688	B	+ 0.006
		Weekday PM	1.000	E	1.010	F	+ 0.010 *
		Saturday Mid	1.043	F	1.059	F	+ 0.016 *
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.653	B	0.660	B	+ 0.007
		Weekday PM	0.786	C	0.796	C	+ 0.010
		Saturday Mid	0.782	C	0.797	C	+ 0.015
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.619	B	0.625	B	+ 0.006
		Weekday PM	0.773	C	0.784	C	+ 0.011
		Saturday Mid	0.796	C	0.812	D	+ 0.016
10.	Las Flores Cyn. Rd. & Pacific Coast Hwy.	Weekday AM	0.661	B	0.667	B	+ 0.006
		Weekday PM	0.820	D	0.832	D	+ 0.012
		Saturday Mid	0.819	D	0.835	D	+ 0.016

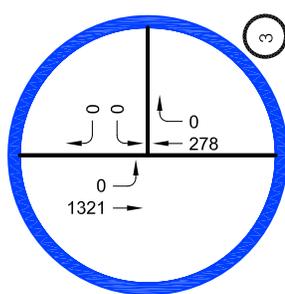
Note: Stop Control Delay in Seconds Per Vehicle
 Malibu Canyon Road and Rancho Malibu Driveway currently does not exist.
 * Denotes significant traffic impact per City of Malibu definition.



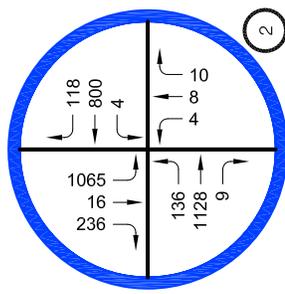
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



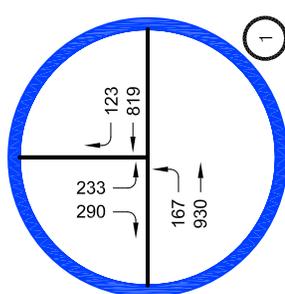
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



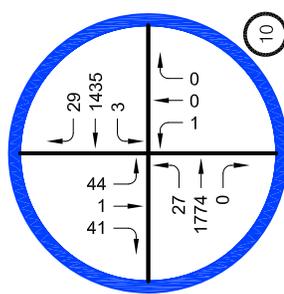
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



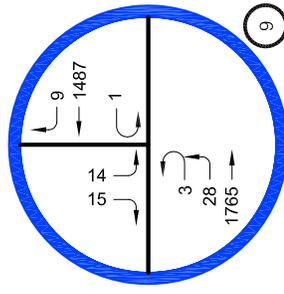
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



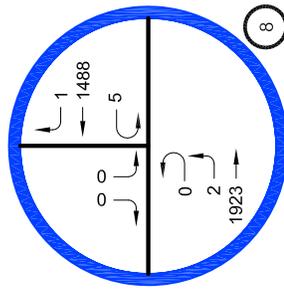
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



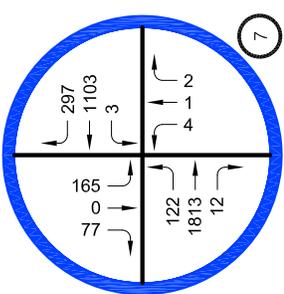
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



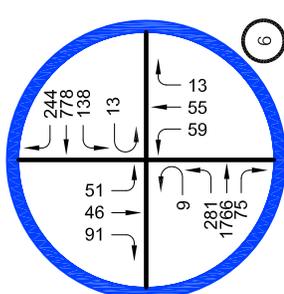
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

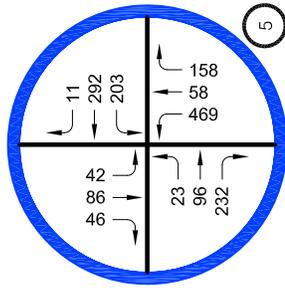
WEST STUDY AREA

FIGURE 21

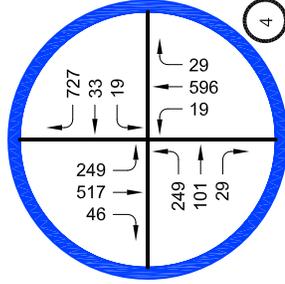
11/2012

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

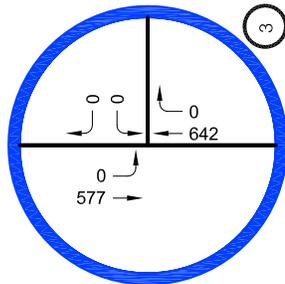
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(661)799-8423, OTC@overlandtraffic.com



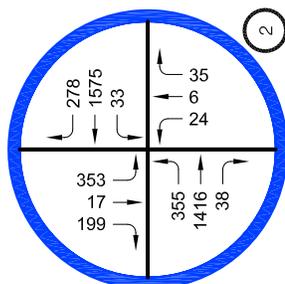
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



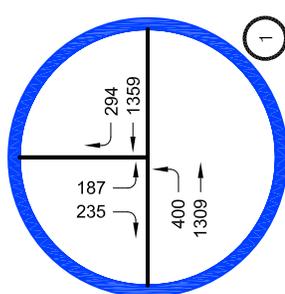
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



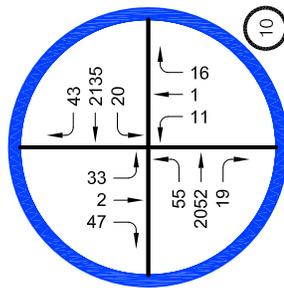
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



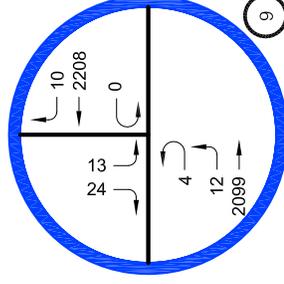
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



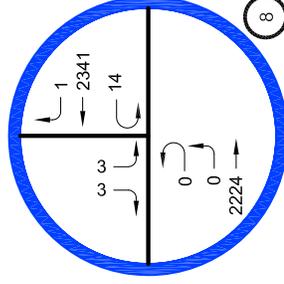
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



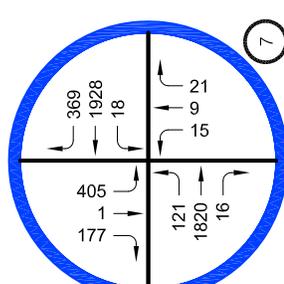
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



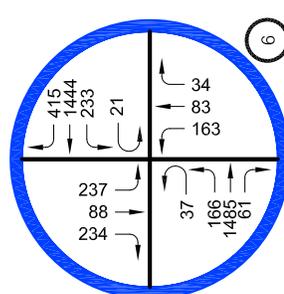
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

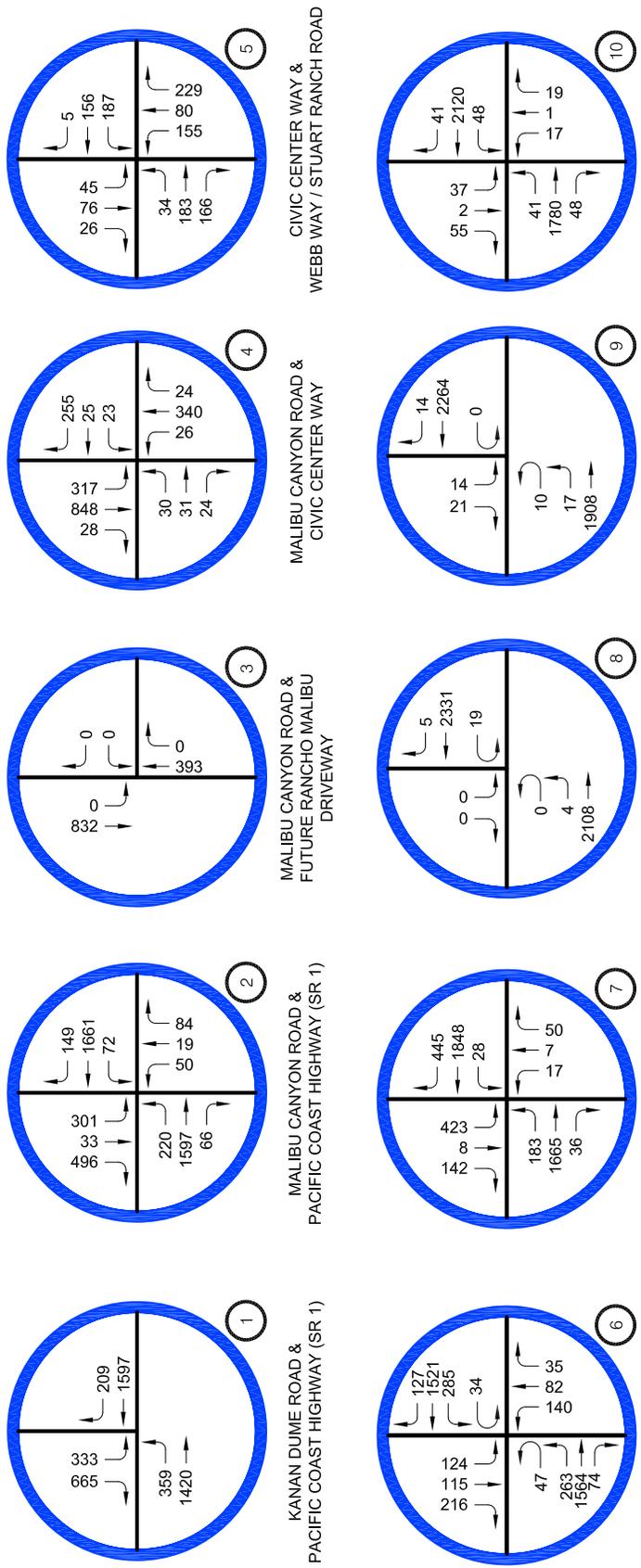
CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 22

**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
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

FIGURE 23

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

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

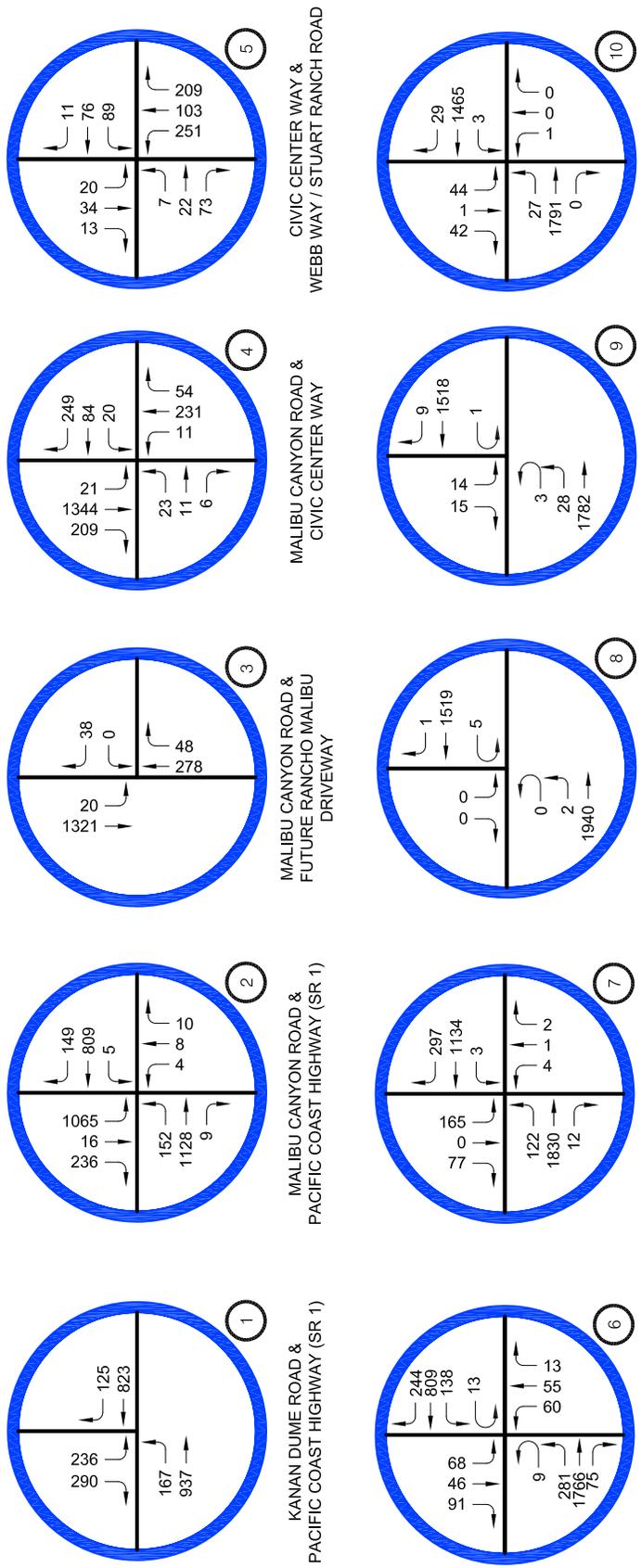
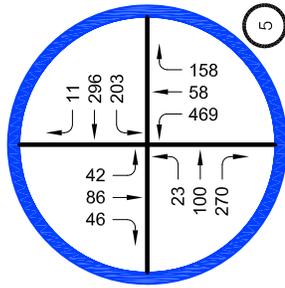


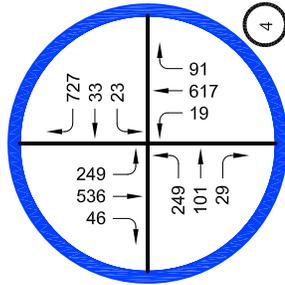
FIGURE 24

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

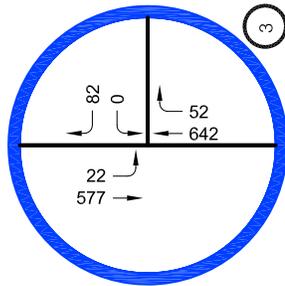
Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



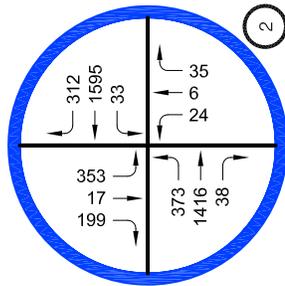
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



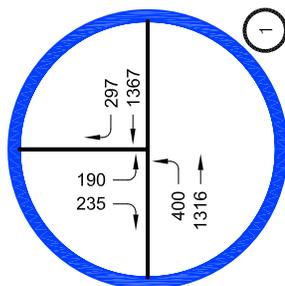
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



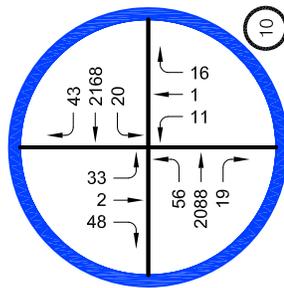
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



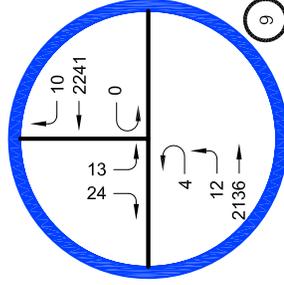
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



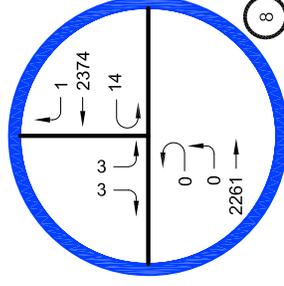
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



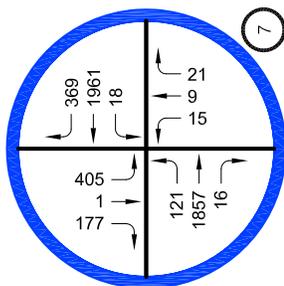
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



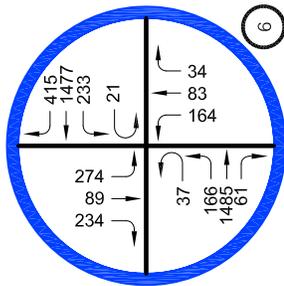
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

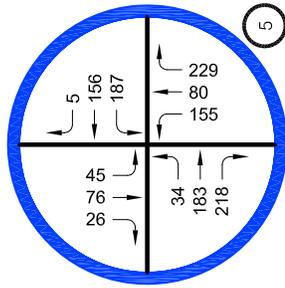
WEST STUDY AREA

FIGURE 25

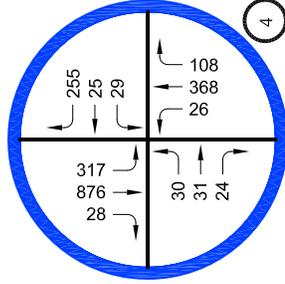
11/2012

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

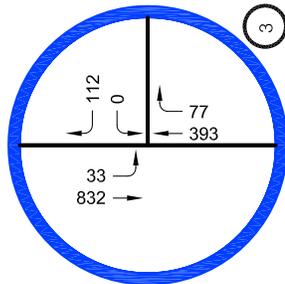
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



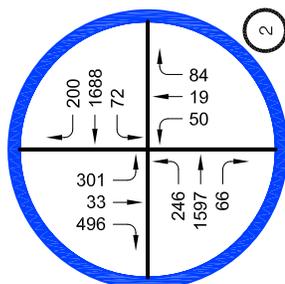
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



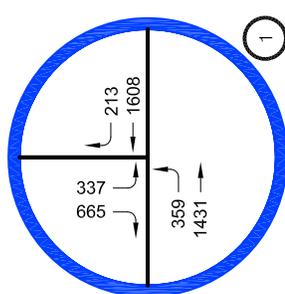
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



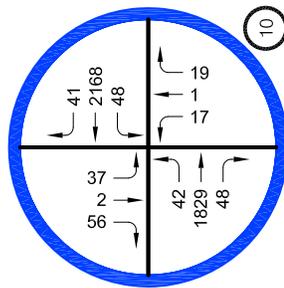
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



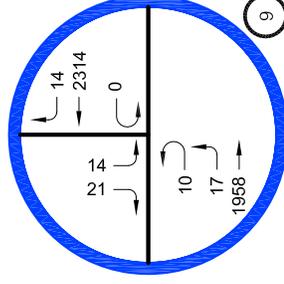
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



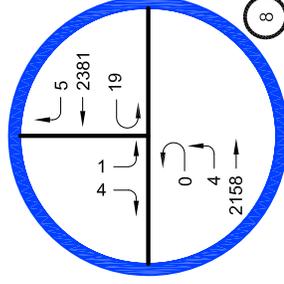
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



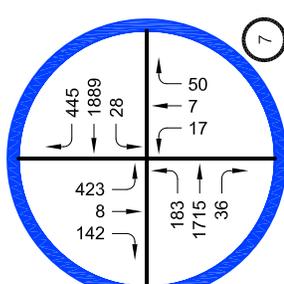
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



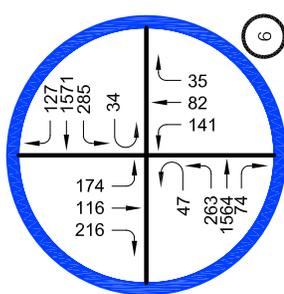
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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)



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 = $106 * 1.4 * 0.035 = 5$ AM peak hour transit trips;

Weekday PM Peak Hour Transit Trips = $156 * 1.4 * 0.035 = 8$ PM peak hour transit trips;

Saturday Mid-day Peak Hour Transit Trips = $222 * 1.4 * 0.035 = 11$ Mid-day peak hour transit trips

As discussed on page 18, 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 a 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.

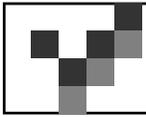
Recent 24-hour traffic counts on the study street segments were conducted (Thursday, July 12, 2012 and on Saturday July 14, 2012) to determine the amount of existing traffic currently utilizing the roadways. The traffic volume growth on the street segments was calculated using the same procedures as 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 2015 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	48	1.7%	3,254	1.05	F	1.5%	3,380	1.09	F	1.4%
			PM (4-6)	3,640	1.17	F	70	1.9%	4,303	1.39	F	1.6%	4,465	1.44	F	1.6%
			Sat. (11-1)	3,541	1.14	F	100	2.8%	4,277	1.38	F	2.3%	4,434	1.43	F	2.3%
2	Pacific Coast Highway West of Malibu Canyon Road 4 Lane Divided	3,100	AM (7-9)	1,909	0.62	B	25	1.3%	2,162	0.70	C	1.2%	2,247	0.72	C	1.1%
			PM (4-6)	2,834	0.91	E	38	1.3%	3,198	1.03	F	1.2%	3,324	1.07	F	1.1%
			Sat. (11-1)	3,212	1.04	F	53	1.7%	3,657	1.18	F	1.4%	3,799	1.23	F	1.4%
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	27	1.5%	2,027	0.72	C	1.3%	2,110	0.75	C	1.3%
			PM (4-6)	2,073	0.83	D	40	1.9%	2,314	0.93	E	1.7%	2,406	0.96	E	1.7%
			Sat. (11-1)	1,557	0.59	A	56	3.6%	1,804	0.68	B	3.1%	1,873	0.71	C	3.0%



Site access improvements would include a southbound left turn lane on Malibu Canyon Road for the Rancho Malibu main entrance, a median island on Malibu Canyon Road and sidewalk improvements along the east side of Malibu Canyon Road along the project frontage to Pacific Coast Highway. The conceptual striping layout for Malibu Canyon Road between Civic Center Way and Pacific Coast Highway is illustrated in Figure 3.

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 up to three intersections. Figure 27 illustrates the location and time period for the impacted study intersections.

Listed below are the recommended traffic mitigation measures for the impacted intersections. 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 will 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.

Malibu Canyon Road and Pacific Coast Highway - The impact of project traffic on the intersection of Malibu Canyon Road and Pacific Coast Highway could be mitigated by restriping the south leg of the intersection to include a left-turn lane, one through lane and one right-turn lane. Traffic signal recommendations include installing a northbound right turn overlap phase to run concurrently with the westbound left turn phase. This mitigation would improve the traffic movement along northbound approach to the Pacific Coast Highway and Malibu Canyon Road intersection. Figure 28 illustrates the conceptual traffic mitigation measure.

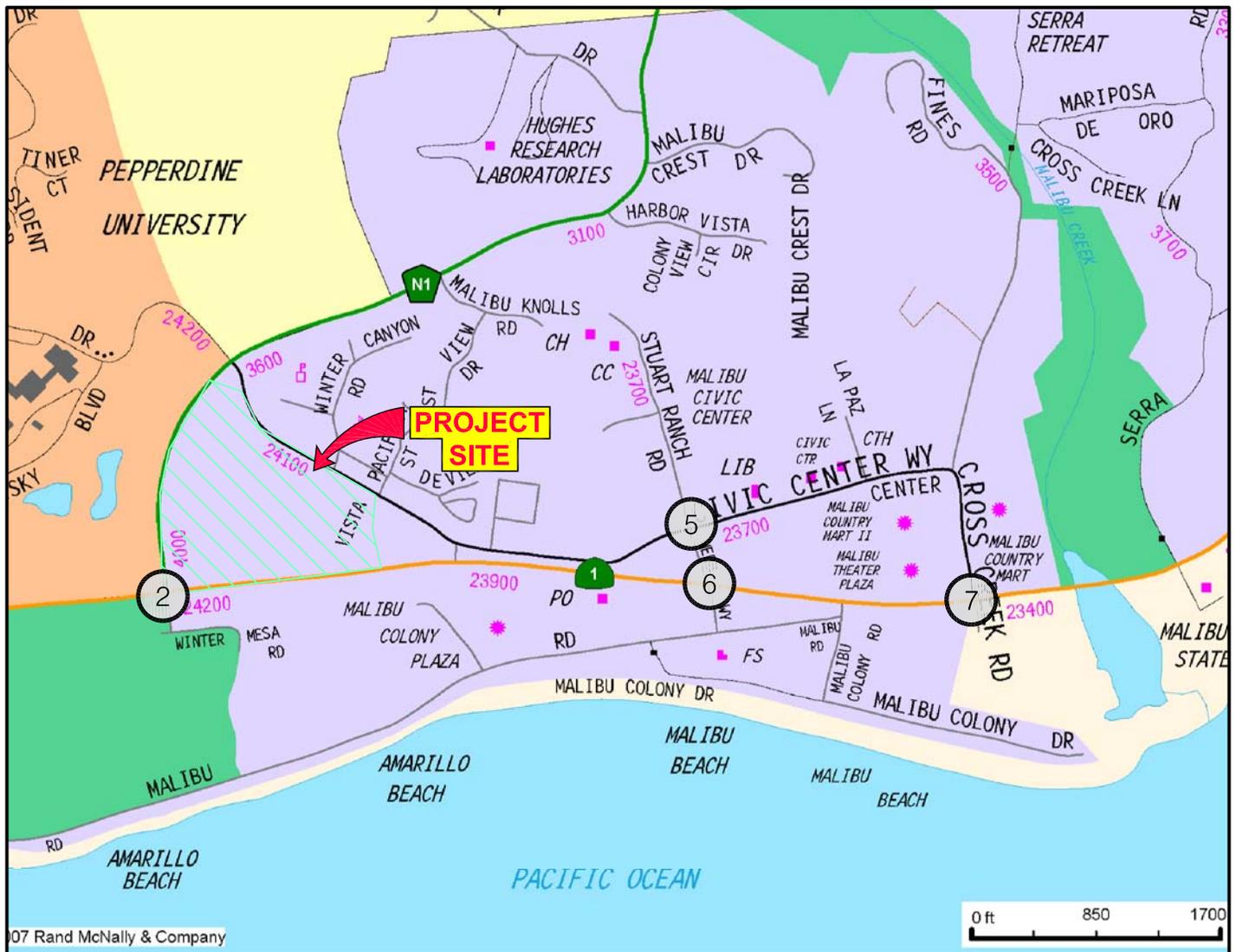
Pacific Coast Highway and Webb Way - The impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound



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 29 illustrates the conceptual traffic mitigation measure.

Pacific Coast Highway and Cross Creek Road The impact of project traffic on the intersection of Cross Creek Road and Pacific Coast Highway could be mitigated by the addition of a westbound right-turn lane on Pacific Coast Highway. This mitigation would improve the traffic movement along westbound Pacific Coast Highway. It is recommended that an additional westbound right-turn lane be added by restriping Pacific Coast Highway at its intersection with Cross Creek Drive to provide additional right-turn capacity. If Caltrans does not approve of the non-standard narrower lane widths, then roadway widening on the south side of Pacific Coast Highway on the approach and departure legs would allow the standard width lanes for this mitigation measure. Figure 30 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 (2016) Cumulative + Project" conditions and Table 12 for the "Future (2030) Cumulative + Project" conditions.



SIGNIFICANTLY IMPACTED INTERSECTIONS:

**#2 PACIFIC COAST HIGHWAY AND MALIBU CANYON ROAD
FUTURE 2016 AND 2030 - SATURDAY MID-DAY**

**#6 PACIFIC COAST HIGHWAY AND WEBB WAY
FUTURE 2016 AND 2030 - SATURDAY MID-DAY**

**#7 PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD
FUTURE 2016 AND 2030 - WEEKDAY AFTERNOON AND SATURDAY MID-DAY**

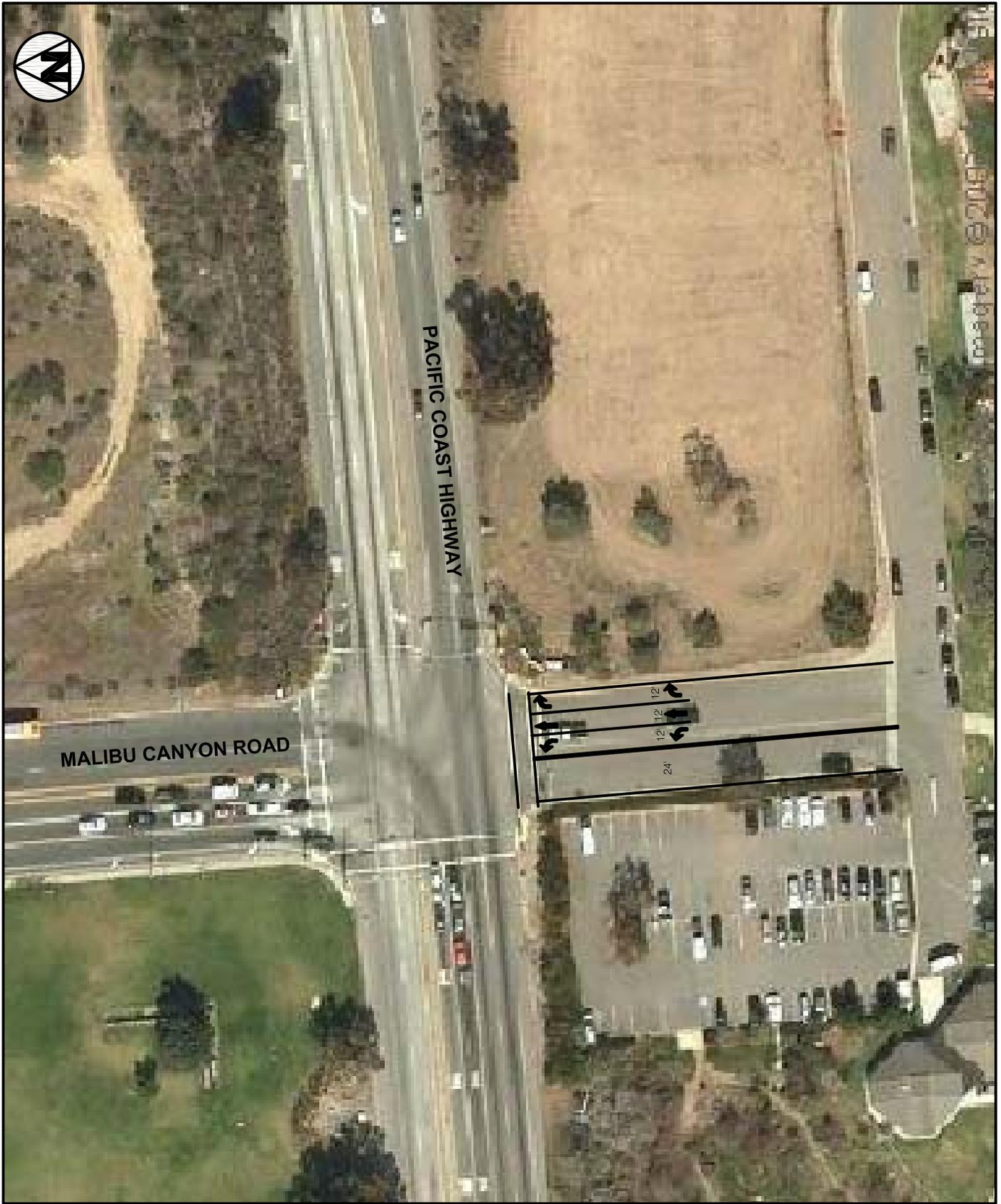
**#5 STUART RANCH ROAD / WEBB WAY AND CIVIC CENTER WAY
CUMULATIVE IMPACT**

FIGURE 27

11/2012

SIGNIFICANTLY IMPACTED STUDY INTERSECTIONS


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



MALIBU CANYON ROAD

PACIFIC COAST HIGHWAY

24'

12'

12'

12'

MALIBU CANYON ROAD AND PACIFIC COAST HIGHWAY

FIGURE 28

1/2013

CONCEPTUAL TRAFFIC MITIGATION



Overland Traffic Consultants, Inc.

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



WEBB WAY AND PACIFIC COAST HIGHWAY

FIGURE 29

1/2012

CONCEPTUAL TRAFFIC MITIGATION


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



FIGURE 30

CONCEPTUAL MITIGATION
 PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD

 Overland Traffic Consultants, Inc.
 27201 Tourney Road, #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Table 11
Future (2016) 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>
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.773	C	0.762	C	- 0.001
		Weekday PM	0.659	B	0.660	B	+0.001
		Saturday Mid	0.981	E	0.982	E	+ 0.001
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.576	A	0.582	A	+ 0.006
		Weekday PM	0.688	C	0.701	C	+ 0.013
		Saturday Mid	0.872	D	0.821	D	- 0.051
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.668	B	0.673	B	+ 0.005
		Weekday PM	0.980	E	0.876	D	- 0.104
		Saturday Mid	1.021	F	0.899	D	- 0.122

Table 12
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>
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.790	C	0.789	C	- 0.001
		Weekday PM	0.674	B	0.675	B	- 0.001
		Saturday Mid	1.004	F	1.005	E	+ 0.001
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.588	A	0.595	A	+ 0.007
		Weekday PM	0.704	C	0.716	C	+ 0.012
		Saturday Mid	0.924	D	0.857	D	- 0.068
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.682	B	0.688	B	+ 0.006
		Weekday PM	1.000	E	0.895	D	- 0.105
		Saturday Mid	1.043	F	0.920	E	- 0.123

Traffic Signal Review

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. 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 LOS F with the project.

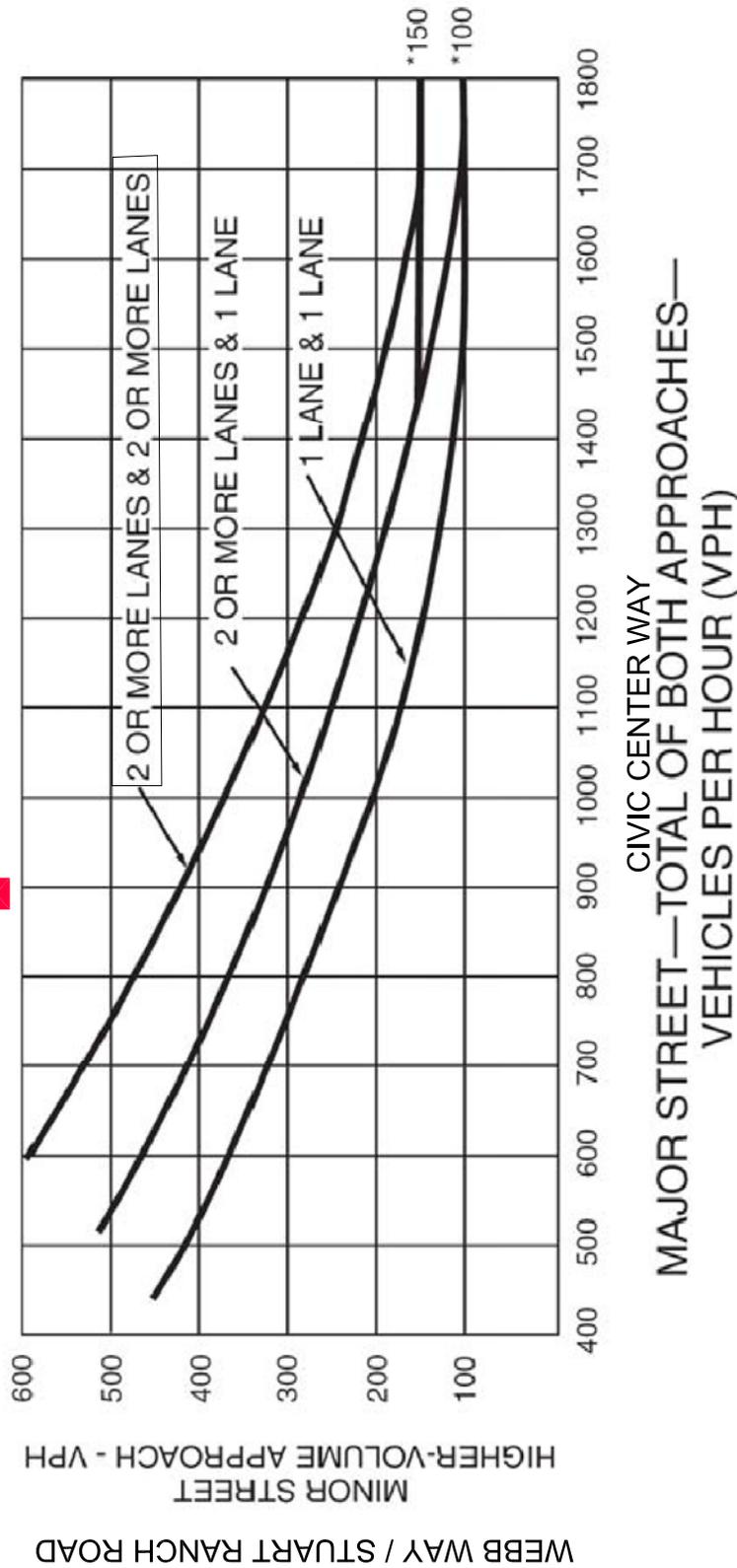
Therefore, a traffic signal warrant analysis has been prepared pursuant to the guidelines established in the Manual on Uniform Traffic Control Devices (MUTCD) handbook to evaluate the need for a new traffic signal at Civic Center Way and Webb Way / Stuart Ranch Road.

The focus of this review is to evaluate the need for a new traffic signal to serve the future weekday afternoon peak hour of traffic at this intersection. Although only one warrant should be satisfied to signalize an intersection, traffic engineers should ideally consider all aspects of the intersection's operation to determine the type of traffic control necessary. Other considerations in determining whether the installation of a traffic signal is appropriate include: providing for the orderly movement of vehicles through the intersection, providing a suitable gap in conflicting traffic flows to allow traffic to cross or enter the main street traffic flow, and increasing the traffic handling capacity of an intersection.

As shown by the traffic volume warrants, the intersection does have the necessary peak hour traffic volume to justify a traffic signal. The peak hour traffic signal warrant is illustrated in Figure 31. The project contributes to the need to construct a traffic signal and therefore the intersection has been included on the following fare share traffic mitigation analysis.

Figure 4C-3. Warrant 3, Peak Hour

CIVIC CENTER WAY AND WEBB WAY / STUART RANCH ROAD
 FUTURE (2016) CUMULATIVE WITH PROJECT
 (885, 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.

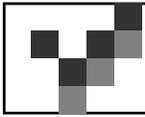
■ WEEKDAY PM PEAK HOUR

FIGURE 31



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.



This chapter provides the results of a study evaluating the parking demand for the proposed Rancho Malibu Hotel. The focus of this parking demand study is to document the project's code parking requirements based on the sum of the individual uses and to estimate the peak hour parking demand using a shared parking demand model created for the Rancho Malibu Hotel.

The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. The Rancho Malibu Luxury Hotel shared parking demand model accounts for variations in parking demand to more accurately estimate the peak parking demand. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day. Simply adding the peak parking demand for each individual use produces an overall parking requirement that is typically too high.

The Rancho Malibu Luxury Hotel peak parking demand has been estimated using a shared parking model which includes the hotel, retail, spa, fitness, and restaurant and banquet components. Parking demand data from the Urban Land Institute (ULI) Shared Parking Report, 2nd Edition has been used as a reference to estimate employee and visitor peak parking demand requirements. The shared parking model utilizes City code parking demand rates applied to the ULI hourly parking demand profiles for each use with adjustments for employee mode splits and internal captive market effects (i.e., reduction of parking demand due to patronage of multiple uses by hotel guests and visitors).

Malibu Municipal Code Parking Calculation

City code parking requirements are calculated based on the sum of the peak parking demands for individual uses and assumes the components of the hotel are generating peak parking demand at the same time during the day. No adjustments are made to account for the internal usage within the hotel. Using the City of Malibu Municipal Code Section 17.48.030 – Specific Parking Requirements, a total parking requirement of 1,068 spaces has been calculated. Parking for the hotel banquet use has been based

on the parking for the ballroom floor area because it is the final destination for a single-use event, (i.e., one parking space is required as the guest moves from the function lawns, pre-function to the ballroom). Table 13 contains the code calculation. Malibu municipal code Section 17.48.030 is provided in Appendix I.

Table 13
Malibu Municipal City Code Parking Standards
Sum of Individual Uses

Use	Total	Parking Ratio	Unadjusted Number of Spaces	Notes
Hotel	146 rooms.	2 / room	292	
Employee	120 employees	1 /employee	120	
Ballroom	4,795 s.f.	1 / 35 s.f.	137	Final destination
Function Lawn west	15,703 s.f.	1 / 35 s.f.	0	
Function Lawn west	12,706 s.f.	1 / 35 s.f.	0	
Ballroom Pre-function	6,254 s.f.	1 / 35 s.f.	0	
Meeting room	1,151 s.f.	1 / 35 s.f.	33	
Retail	19,849 s.f.	1 / 225 s.f.	88	Does not consider internal usage
Restaurant	4,470 s.f.	1 / 100 s.f.	45	Dining area
Bar	1,256 s.f.	1 / 100 s.f.	13	
Spa	20,928 s.f.	1 / 100 s.f.	210	Does not consider internal usage
Spa café/retail	1,978	1 / 100 s.f.	20	
Gym	7,933 s.f.	1 / 100 s.f.	79	Limited to 100 memberships
Hotel swimming pool	3,100 s.f.	1 / 100 s.f.	31	
Total			1,068	Sum individual uses

Urban Land Institute (ULI) Parking Information

ULI recommends that each component of a hotel project be considered in evaluating the parking demand. Parking demand data for different users is provided that supports adjusting parking ratios due to the effects of monthly activity factors, mode split, auto occupancy (persons per car) and captive market. These adjustments can be significant for several reasons: (1) hotel employees are more likely to use transit, carpool or to be dropped off and picked up by others, (2) atypical (higher) auto occupancies for banquet events and receptions, (3) captive market effect from registered hotel guest attendance at events, restaurants and the spa / gym facilities and (4) hotel guests usage of hotel shuttles, if available, taxi services and public transportation.

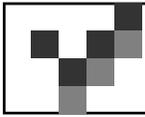
Table 14 summarizes the ULI base rates, mode adjustments, and non-capture ratio for the land uses analyzed. The parking rate reductions include a 90% mode adjustment for the hotel, retail, spa and gym employees. ULI recommends a mode adjustments for hotel employees between 75 -70%. Because of the remote Malibu Rancho location, a more conservative 90% mode adjustment (i.e., 10% parking reduction) for employees has been used. A conservative 100% mode split has been assumed for the hotel guests. The non-captive adjustments (non-guest visitors) include 50% for the retail/spa, 20% for the gym because of the 100-membership limitation, 50% for the restaurant, consistent with ULI recommendations, and 90% for the banquet / reception which is more conservative than the 60% recommend by ULI. Lastly, a 30% weekday and 75 % weekend non-captive factor was used for the pool function area.

Table 14
ULI Shared Parking Model Parking Rates

Land Use	Project Data		Weekday					Weekend				
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit
Retail and Spa	40,777	sf GLA	2.90	1.00	0.50	1.45	/ksf GLA	3.20	1.00	0.50	1.60	/ksf GLA
Employee	41		1.00	0.90	1.00	0.90	RMR	1.00	0.90	1.00	0.90	RMR
Fitness Center (100 members)	12,475	sf GLA	6.60	1.00	0.20	1.32	/ksf GLA	5.50	1.00	0.20	1.10	/ksf GLA
Employee	4		1.00	1.00	1.00	1.00	RMR	1.00	1.00	1.00	1.00	RMR
Hotel-Leisure	146	rooms	0.90	1.00	1.00	0.90	/rooms	1.00	1.00	1.00	1.00	/rooms
Restaurant/Lounge	5,726	sf GLA	10.00	1.00	0.50	5.00	/ksf GLA	10.00	1.00	0.50	5.00	/ksf GLA
Ballroom/Banquet	5,946	sf GLA	30.00	1.00	0.90	27.00	/ksf GLA	30.00	1.00	0.90	27.00	/ksf GLA
Function Pool Space	12,703	sf GLA	20.00	1.00	0.30	6.00	/ksf GLA	10.00	1.00	0.75	7.50	/ksf GLA
Employee	75		1.00	0.90	1.00	0.90	RMR	1.00	0.90	1.00	0.90	RMR

Rancho Malibu Resort (RMR) - Employee Count per building function provided by Project Delivery Analysts, LLC

Source: Base Rates Table 2.2, Shared Parking Second Edition, Urban Land Institute, 2005.



Shared Parking Summary

The amount of parking needed for hotels should be based on the hourly fluctuation in demand for parking among their component parts. Most zoning codes provide peak parking ratios for individual uses and sum the uses to determine the total parking requirement. While this appropriately recognizes that separate land uses generate different parking demands, it does not reflect that the combined peak parking demand for hotel components can be substantially less than the sum of the individual demands based on the variations in their peak demands. Simply adding the peak parking demand for each individual use produces an overall parking requirement that is typically too high for hotel projects.

The ULI parking accumulation profiles for hotel projects show the variation in the parking demand during different hours of the day for each component use. The hourly parking demand for each use is then combined in the shared parking model to estimate the parking demand by the project. The ULI hourly parking accumulation profiles are shown in Table 15 for the weekday and Table 16 for the weekend.

The results of the ULI shared parking model are shown graphically in Figures 32 and 33 for the weekday and weekend, respectively. ULI defines the weekend to include Friday evenings and all day Saturday.

The Rancho Malibu parking profiles show a peak parking demand of 487 parking spaces at 6:00 pm on the weekday and 513 parking spaces at 6:00 pm during the weekend peak hour.

Stacking vehicles end to end in the aisle would add approximately 238 vehicles for a total of 727 parking spaces in the garage. The valet stacking concept would allow one drive aisle with additional pull outs for two way vehicle pass-by. Therefore, a total of 781 on-site parking spaces can be provided by implementing a parking valet plan within the parking garage. A conceptual valet parking plan was developed to evaluate the potential number of extra parking spaces that could be provided. The valet concept plans are illustrated in Appendix K.

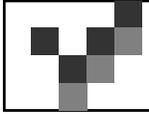


Table 15
Weekday Parking Demand Profile per Use

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail and Spa	-	2	5	12	22	29	32	34	32	30	30	32	32	32	27	17	10	3	-
Employee	2	3	8	16	18	20	21	21	21	21	21	20	20	20	19	16	8	3	-
Fitness Center (100 members)	11	6	6	11	11	12	9	11	11	11	12	14	16	14	12	11	5	2	-
Employee	3	3	3	3	3	3	3	3	3	3	3	4	4	3	2	1	1	1	-
Hotel-Leisure	124	124	118	105	92	92	85	85	92	92	98	105	111	111	118	124	124	131	131
Restaurant/Lounge	-	2	7	2	2	1	24	24	8	2	2	7	13	15	17	16	15	10	7
Ballroom/Banquet	-	-	48	96	96	96	104	104	104	104	104	160	160	160	160	160	160	120	80
Function Pool Space	-	-	38	76	76	76	76	76	76	76	76	76	76	76	76	76	76	57	38
Employee	3	18	55	55	61	61	61	61	61	61	55	55	55	55	55	55	55	43	31
Total Customer	135	134	222	302	299	306	330	334	323	315	322	394	408	408	410	404	390	323	256
Total Employee	8	24	66	74	82	84	85	85	85	85	79	79	79	78	76	72	64	47	31
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DEMAND	143	158	288	376	381	390	415	419	408	400	401	473	487	486	486	476	454	370	287

Table 16
Weekend Parking Demand Profile per Use

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail and Spa	-	2	4	11	19	24	30	33	37	37	35	33	30	28	24	19	13	6	-
Employee	2	4	10	18	20	23	24	24	24	24	24	23	20	19	18	15	11	4	-
Fitness Center (100 members)	10	6	5	7	5	7	7	4	3	4	7	13	12	8	4	1	-	-	-
Employee	2	2	2	2	2	2	2	2	2	2	3	4	4	3	2	1	1	1	-
Hotel-Leisure	139	139	131	117	102	102	95	95	102	102	110	117	124	124	131	139	139	146	146
Restaurant/Lounge	-	2	7	2	2	1	24	24	8	2	2	7	13	15	17	16	15	10	7
Ballroom/Banquet	-	-	48	96	96	96	104	104	104	104	104	160	160	160	160	160	160	120	80
Function Pool Space	-	-	48	95	95	95	95	95	95	95	95	95	95	95	95	95	95	71	48
Employee	3	18	55	55	61	61	61	61	61	61	55	55	55	55	55	55	55	43	31
Total Customer	149	149	243	328	319	325	355	355	349	344	353	425	434	430	431	430	422	353	281
Total Employee	7	24	67	75	83	86	87	87	87	87	82	82	79	77	75	71	67	48	31
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL DEMAND	156	173	310	403	402	411	442	442	436	431	435	507	513	507	506	501	489	401	312

Figure 32
Typical Weekday Peak-Hour Parking Demand

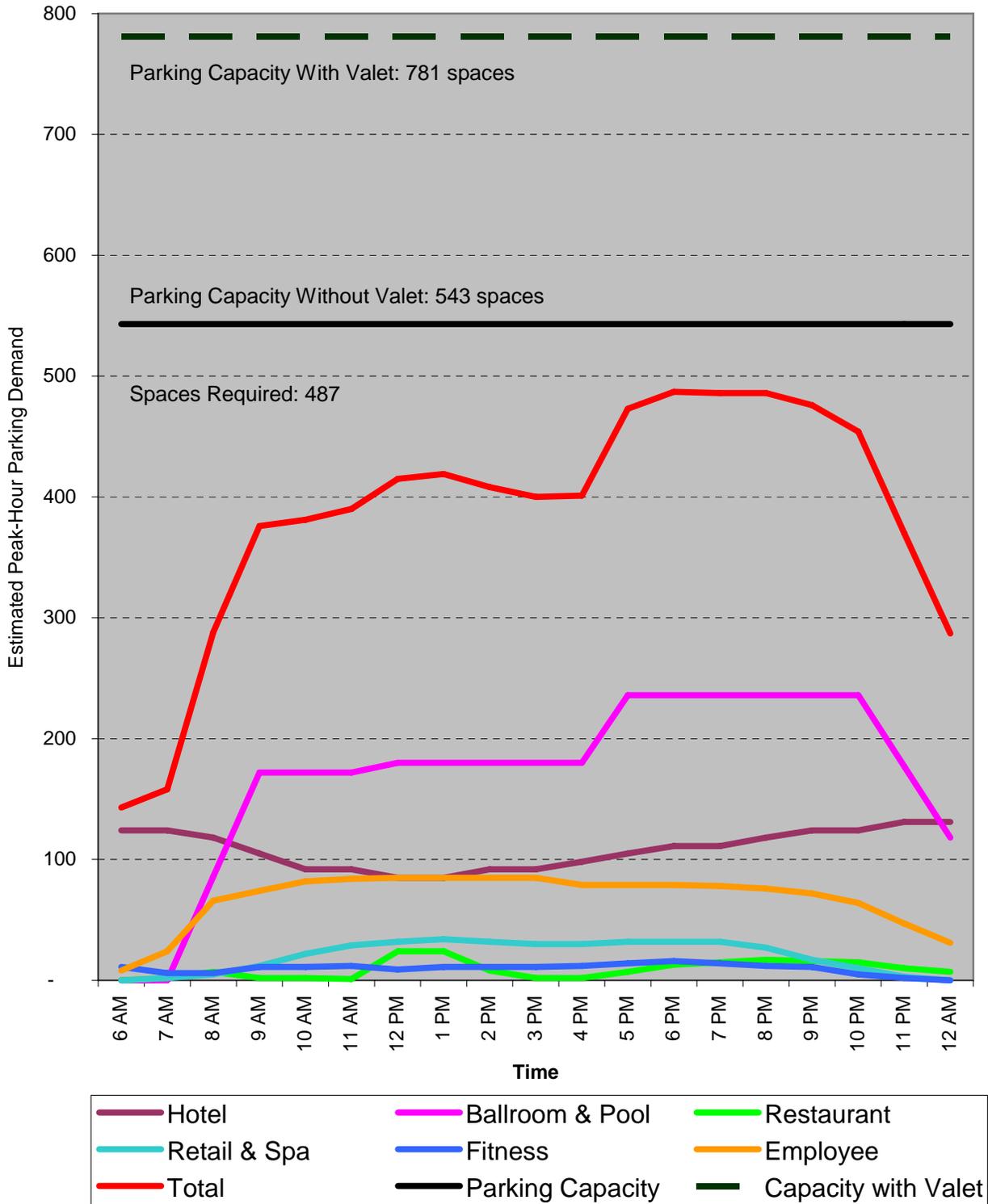
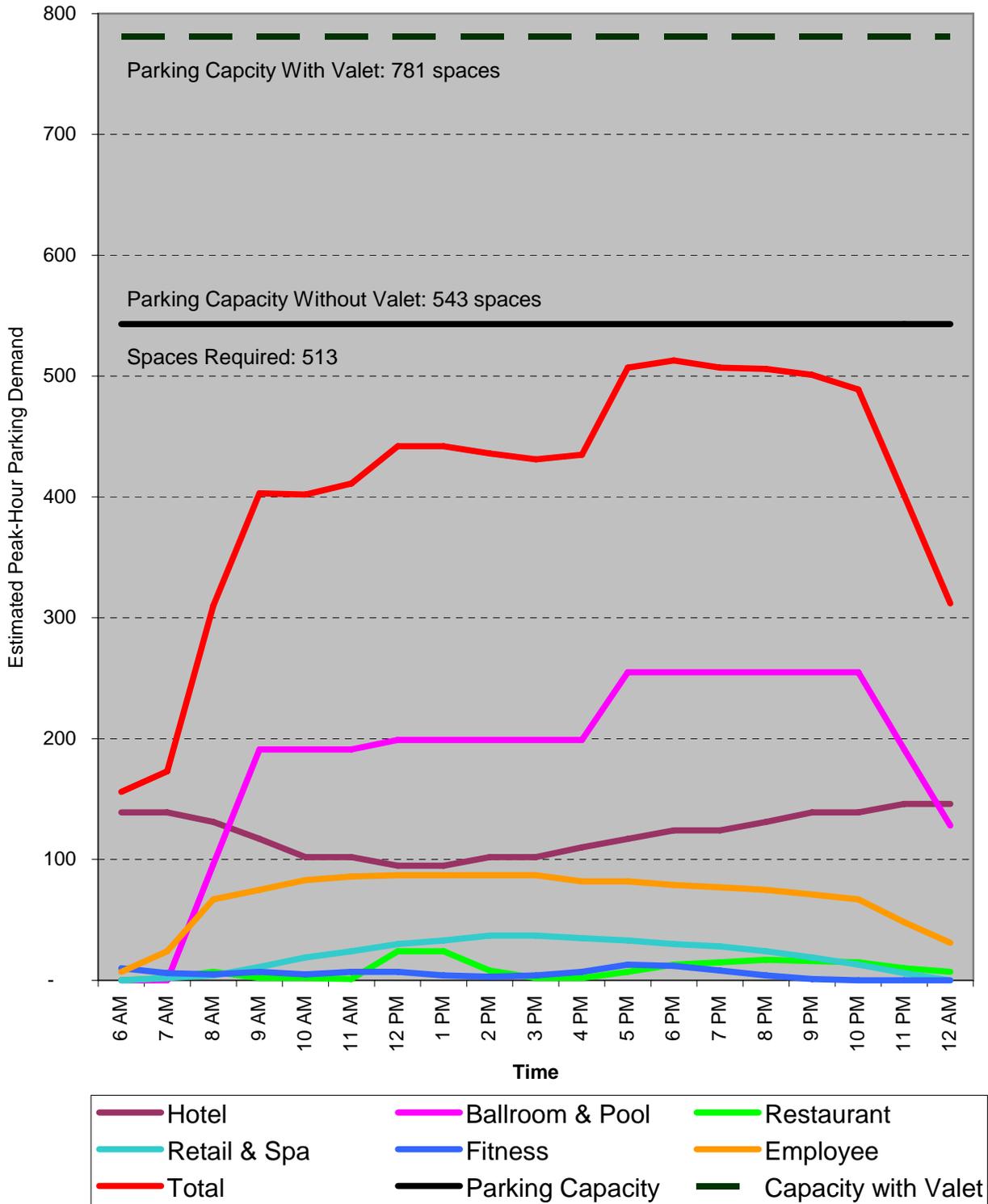


Figure 33
Typical Weekend Peak-Hour Parking Demand





This chapter of the report provides a review of the construction related traffic impacts associated with development of the Rancho Malibu Luxury Hotel. The proposed project would be constructed over approximately 24 months in several construction phases: Site clearing and grading, installation of utilities and foundations, construction of the new hotel and parking garage structure, completion of interior finishes and installation of landscaping and hardscape.

The number of construction workers and construction equipment would vary throughout the construction process in order to maintain a reasonable schedule of completion. Construction workers would typically be on-site before 7:00 am and would typically end their work day at or near 4:00 pm. The majority of the material delivery and hauling trips would be schedule outside of the street peak hours which typically is between 7:30 am and 8:30 am and 4:30 pm to 5:30 pm. It is estimated that during the construction period an average of 50 workers would be on-site with a peak of up to 150 workers. The estimated peak traffic load generated by the construction workers would be 100 trips during the non-peak hours of traffic, assuming an auto occupancy factor of 1.5 workers per vehicle.

As shown in Table 2, page 20, the proposed project is estimated to generate 106 morning peak hour trips, 156 afternoon peak hour trips and 222 peak mid-day trips on Saturday. Because the majority of the construction traffic occurs off - peak, it is assumed that the volume of the construction worker traffic that occurs in the peak hours would be nominal and not expected to create any significant traffic impacts.

The amount of export material at the site for the construction of the proposed project is estimated at 189,760 cubic yards. The project proposes to use 20cy truck/trailer combo units (capacity of approximately 20 cubic yards per truck), which would require hauling approximately 9,488 truck loads to export the estimated material from the site.

The site grading/excavation phase is expected to take approximately 2.5 months. Based on the export quantities and hauling schedule, the average traffic haul volume would be approximately 136 loads per day. This is an average of 13 -14 loads per hour



for a typical work day. To accommodate this truck hauling level, three front-end loaders will be used to load the trucks. On an average hourly basis, these loads would equal to approximately 26 -28 truck trips per hour. Assuming a passenger car equivalency factor of 3.0 (PCE), this level of truck traffic would be equivalent to 78 – 84 passenger car trips per hour. This level of traffic from truck hauling is less than the peak hour traffic volume analyzed for the project traffic impacts in Chapter 6. Therefore, no additional significant traffic impacts are indentified due to the truck hauling activity.

In order to reduce traffic impacts during construction it is necessary to develop and implement an approved construction management plan which will include a designated haul route, staging area, and traffic control procedures to mitigate the short-term traffic impacts during construction. Applicable construction mitigation measures include the following:

- All delivery trucks would be brought onto the project site and be loaded and unloaded within the perimeter fence of the construction site. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.
- The project applicant would be required to submit formal construction staging and traffic control plans for review and approval by the local agency prior to the issuance of any construction permits. A construction management plan will be developed for use during the entire construction period, based on the particular characteristics of the project's clearing, grading and construction activities. This plan will also incorporate safety measures around the construction site to reduce the risk to pedestrian and vehicular traffic near the work area. The construction management plan will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of construction activity.
- The construction management plan must be reviewed and approved by the City of Malibu prior to commencement of construction. Therefore, the traffic impacts



associated with the construction activities will not have long-term adverse impacts, and as such, will be less than significant.

- Construction equipment and worker cars will be contained on-site. If all construction parking can not be accommodated on-site, the construction management plan shall identify alternative parking locations for construction workers and a method to transport them to and from the project site. Approval for these alternative parking locations would be submitted to the City of Malibu for approval prior to commencement of construction.
- The construction management plan will be implemented with oversight from an independent mitigation monitor, which will be required by the City of Malibu as a condition of approval. The mitigation monitor will be required to make periodic reports to the City of Malibu regarding the applicant's compliance with the provisions of the plan.

While such a plan will need to be amended and augmented as construction planning proceeds and details become known, much of the construction planning can be not be identified and addressed. More detailed provisions of the plan will be identified prior to construction of the project as details of the construction management plan are arranged with the project contractor.

In order to further address traffic control issues, the project shall provide a community liaison to address traffic concerns at the site. The name and contact information for the Community Liaison shall be posted in a public location.



RANCHO MALIBU HOTEL APPENDIX

- Appendix A – Land Use Map**
- Appendix B – Intersection Photos**
- Appendix C – Transit Routes**
- Appendix D – Floor Plans for Traffic Study**
- Appendix E – U-Turn Simulation**
- Appendix F – Traffic Count Data**
- Appendix G – Level of Service Worksheets**
- Appendix H – Related Project Information**
- Appendix I – Traffic Signal Warrants**
- Appendix J – Malibu City Parking Code**
- Appendix K – Concept Valet Parking Plan**

**APPENDIX A
LAND USE MAPS**

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

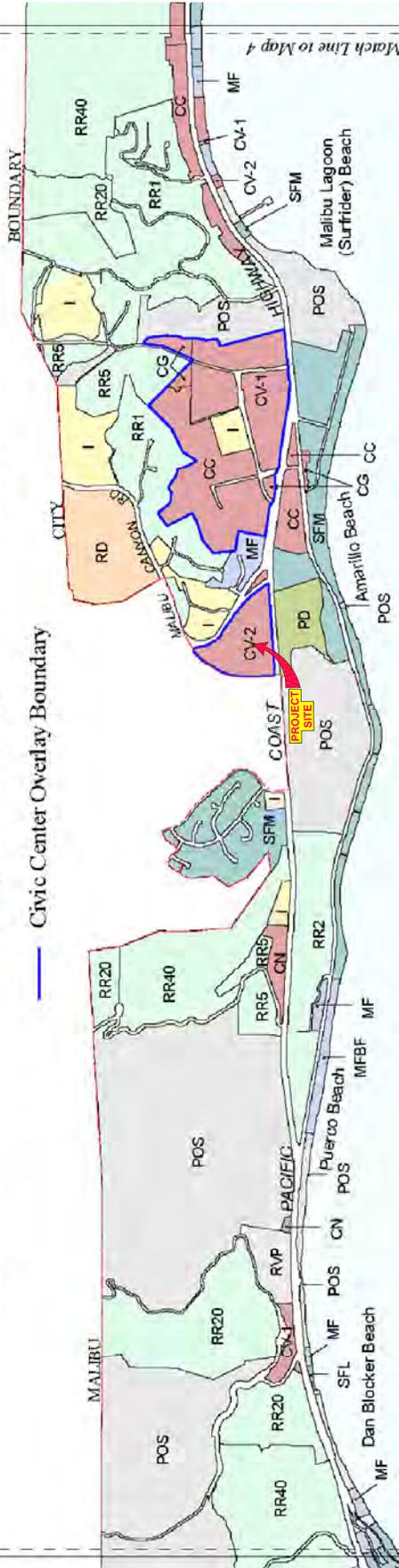
Land Use Designations

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

PD	Planned Development
MF	Multi-Family Residential - 5 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

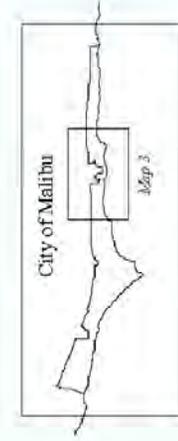


Match Line to Map 2

Match Line to Map 4

P a c i f i c

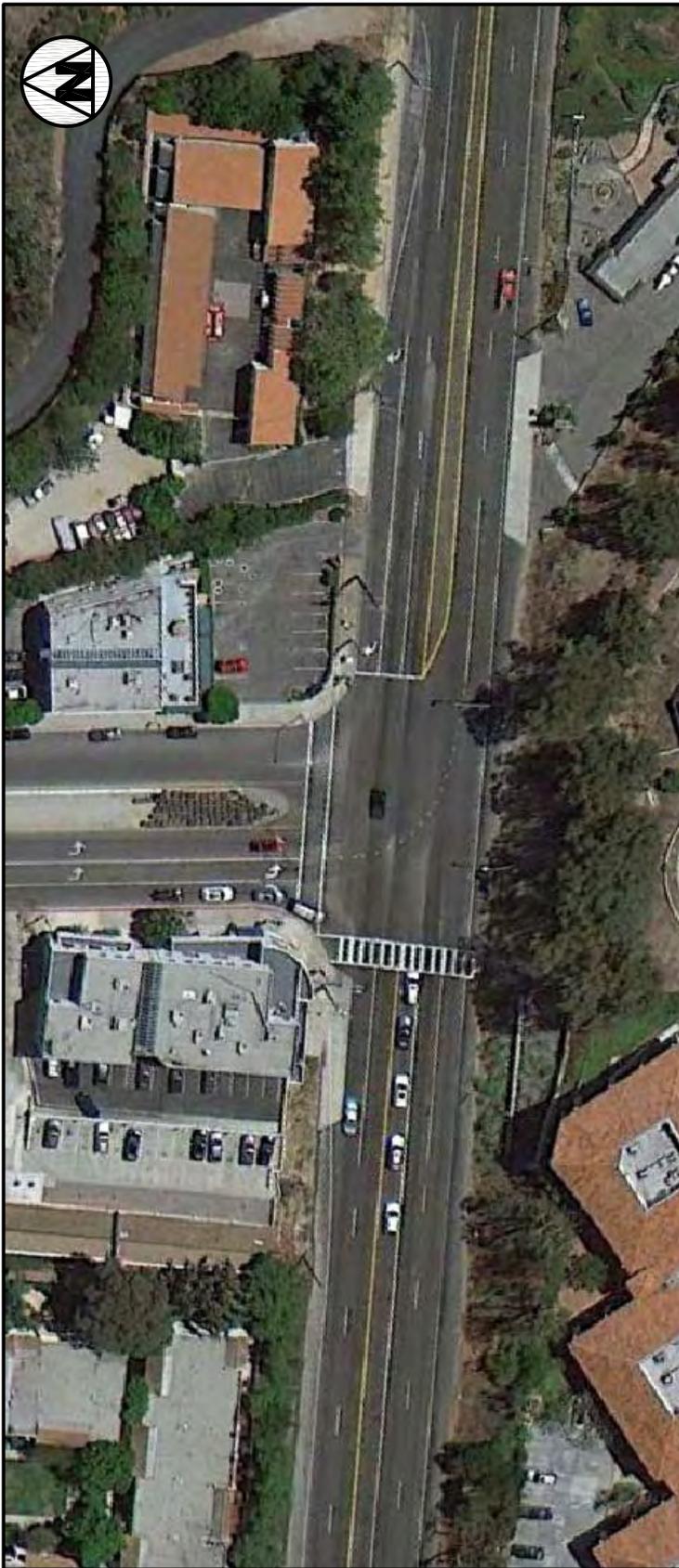
O c e a n



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

DSM, Revised 8/02

**APPENDIX B
INTERSECTION PHOTOS**



**KANAN DUME ROAD AND
PACIFIC COAST HIGHWAY**



**MALIBU CANYON ROAD AND
PACIFIC COAST HIGHWAY**

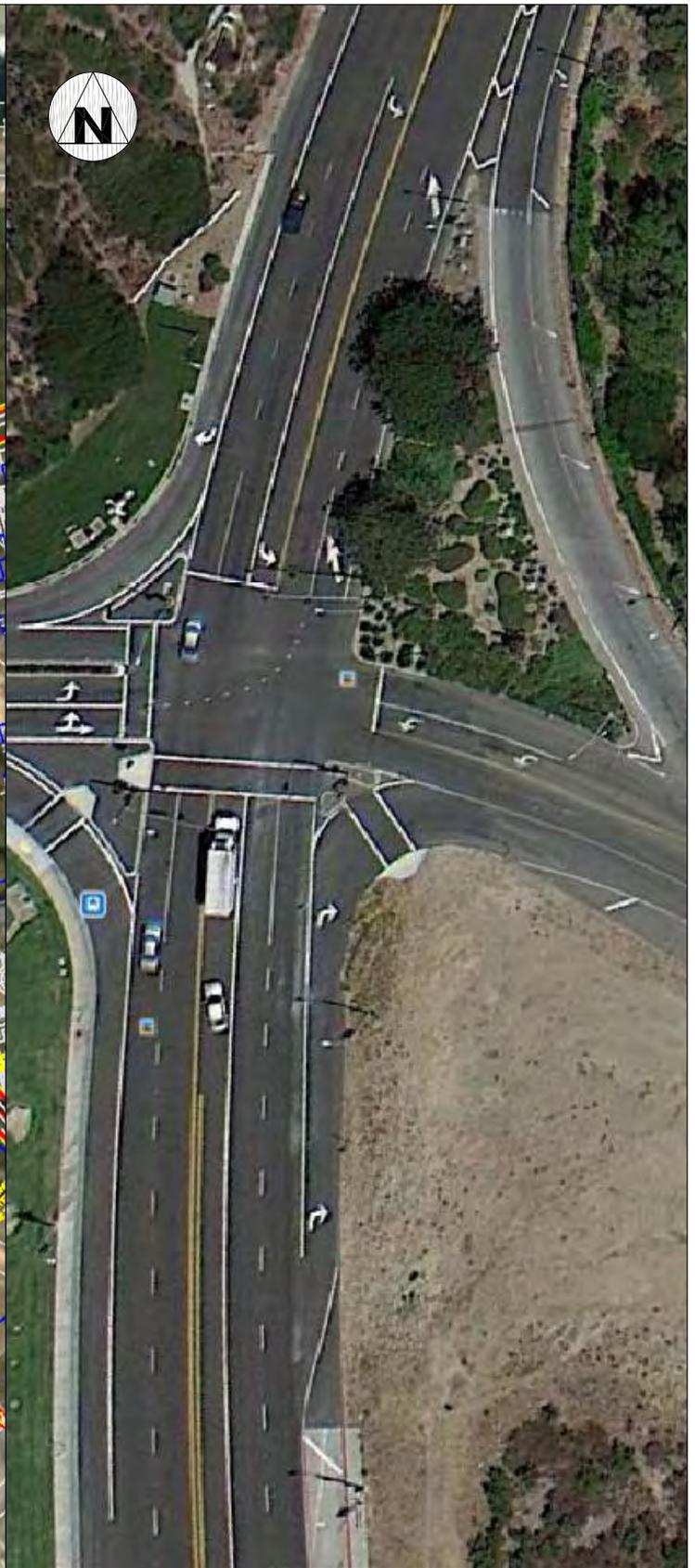
1/2013

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
RANCHO MALIBU RESORT ACCESS**

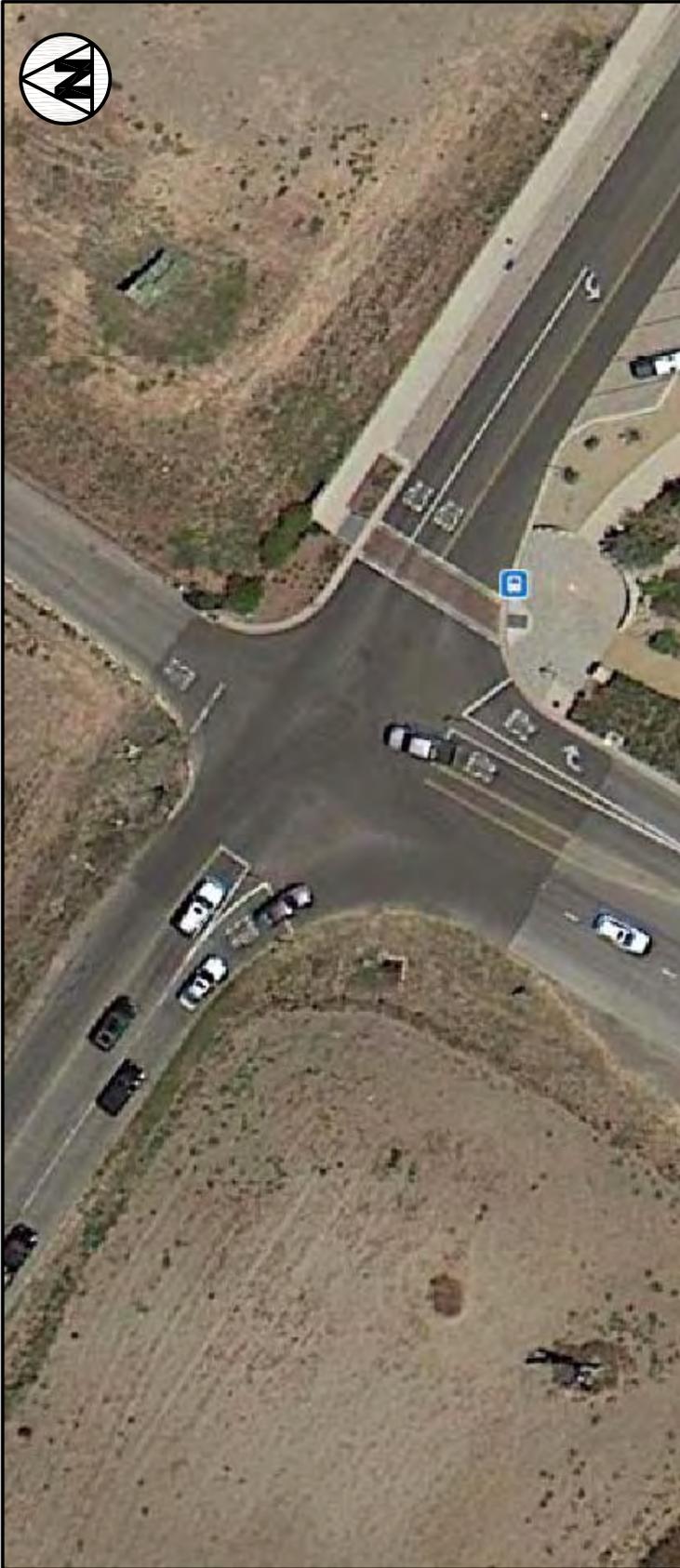


**MALIBU CANYON ROAD AND
CIVIC CENTER WAY**

4/2012

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**

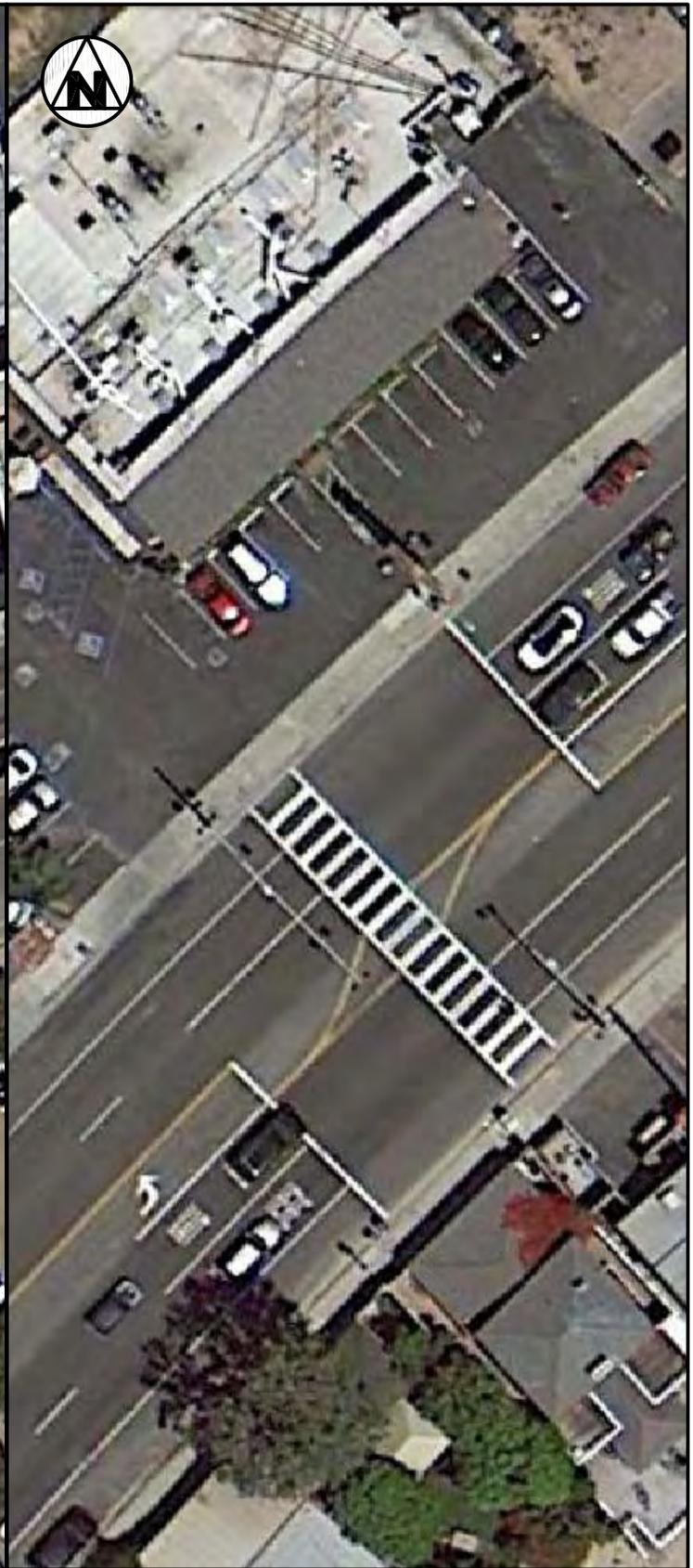
7/2011

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**

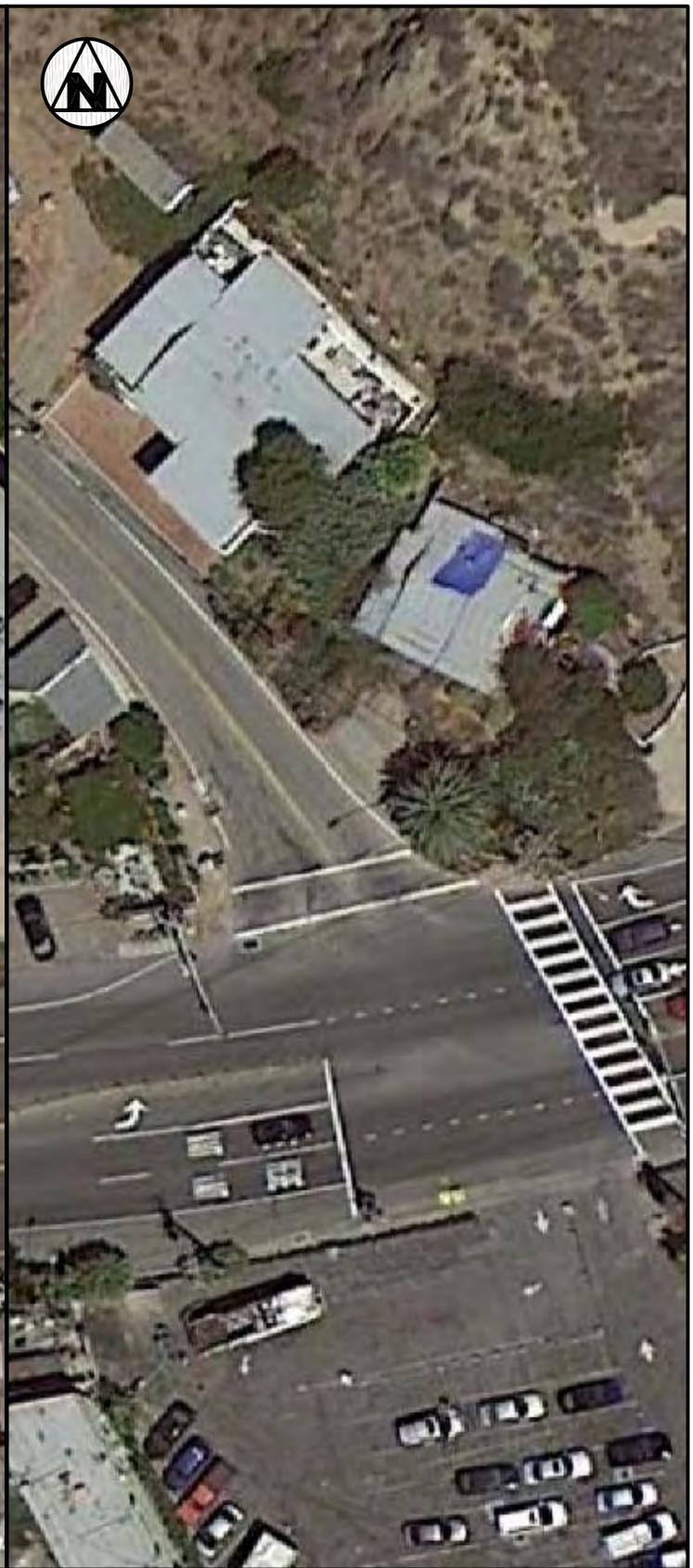
11/2011

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

APPENDIX C
TRANSIT ROUTES

Monday through Friday

Effective Dec 16 2012

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 
6:00A	—	6:18A	6:37A	6:47A	7:17A
6:27	—	6:45	7:05	7:15	7:45
—	—	7:01	7:23	7:33	8:03
7:01	—	7:19	7:41	7:52	8:22
7:19	—	7:37	8:00	8:12	8:42
7:39	—	7:57	8:20	8:32	9:02
8:01	—	8:20	8:43	8:55	9:23
8:28	—	8:47	9:10	9:23	9:50
8:57	—	9:16	9:40	9:53	10:19
9:27	—	9:46	10:10	10:23	10:48
9:56	—	10:16	10:40	10:53	11:18
10:27	—	10:47	11:10	11:23	11:48
10:57	—	11:17	11:40	11:53	12:18P
11:27	—	11:47	12:10P	12:23P	12:48
11:56	—	12:17P	12:40	12:53	1:19
12:26P	—	12:47	1:10	1:23	1:50
12:56	—	1:17	1:40	1:53	2:23
1:20	—	1:43	2:06	2:19	2:51
—	—	2:04	2:28	2:42	3:17
1:59	—	2:22	2:46	3:00	3:38
—	—	2:38	3:02	3:16	3:55
2:30	—	2:53	3:17	3:31	4:14
—	—	3:08	3:32	3:46	4:33
3:01	—	3:24	3:47	4:01	4:51
—	3:18P	3:39	4:02	4:15	5:05
3:32	—	3:54	4:17	4:30	5:20
—	3:48	4:09	4:32	4:45	5:35
4:02	—	4:24	4:47	5:00	5:50
—	4:18	4:39	5:02	5:15	6:04
4:31	—	4:53	5:17	5:30	6:18
—	4:48	5:09	5:33	5:46	6:32
5:03	—	5:25	5:49	6:02	6:45
5:35	—	5:56	6:18	6:31	7:09
6:06	—	6:27	6:48	7:00	7:37
6:38	—	6:57	7:18	7:29	8:02
7:16	—	7:35	7:56	8:06	8:36
8:08	—	8:25	8:45	8:55	9:25
9:00	—	9:17	9:37	9:47	10:17

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
4:35A	4:56A	5:05A	5:24A	—	5:42A
5:04	5:25	5:36	5:56	—	6:14
5:19	5:41	5:52	6:13	—	6:31
5:30	5:53	6:05	6:26	—	—
5:41	6:05	6:18	6:39	6:59A	7:09
5:53	6:17	6:30	6:52	—	—
6:05	6:29	6:42	7:04	—	7:23
6:16	6:40	6:53	7:15	7:36	7:47
6:27	6:51	7:04	7:26	—	—
6:37	7:02	7:16	7:38	—	—
6:48	7:14	7:28	7:50	—	8:10
7:00	7:26	7:40	8:02	8:23	8:34
7:12	7:39	7:52	8:14	—	—
7:22	7:51	8:05	8:27	—	8:47
7:34	8:04	8:18	8:40	—	—
7:46	8:17	8:31	8:53	—	9:12
8:01	8:32	8:46	9:08	—	—
8:20	8:51	9:05	9:27	—	9:46
8:41	9:11	9:25	9:47	—	10:06
9:13	9:41	9:55	10:17	—	10:35
9:44	10:11	10:25	10:47	—	11:05
10:16	10:41	10:55	11:17	—	11:35
10:45	11:10	11:25	11:47	—	12:05P
11:15	11:40	11:55	12:17P	—	12:35
11:46	12:10P	12:25P	12:47	—	1:05
12:15P	12:39	12:55	1:17	—	1:35
12:45	1:09	1:25	1:48	—	2:06
1:15	1:39	1:55	2:18	—	2:36
1:45	2:09	2:25	2:48	—	3:06
2:15	2:39	2:55	3:18	—	3:36
2:44	3:08	3:25	3:47	—	4:05
3:13	3:37	3:55	4:17	—	4:35
3:41	4:05	4:25	4:47	—	5:05
4:09	4:33	4:55	5:16	—	5:34
4:39	5:03	5:25	5:46	—	6:04
5:30	5:54	6:16	6:37	—	6:54
6:30	6:54	7:11	7:31	—	7:48
7:30	7:52	8:06	8:25	—	8:42

Eastbound (Approximate Times)

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

Saturday

Westbound (Approximate Times)

	SANTA MONICA	CASTELLAMARE	MALIBU		
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	6:01A	—	6:19A
5:38	5:58	6:07	6:25	—	6:43
5:58	6:18	6:27	6:45	—	7:03
6:14	6:34	6:44	7:02	—	7:20
6:31	6:51	7:01	7:20	—	7:38
6:48	7:08	7:18	7:37	—	7:55
7:07	7:27	7:38	7:58	—	8:16
7:27	7:47	7:58	8:18	—	8:36
7:47	8:07	8:18	8:38	8:58A	9:08
8:06	8:26	8:38	8:58	—	9:16
8:30	8:50	9:02	9:23	9:43	9:53
8:53	9:14	9:26	9:47	—	10:05
9:15	9:37	9:50	10:12	10:32	10:42
9:42	10:05	10:18	10:40	—	10:58
10:09	10:33	10:48	11:11	—	11:29
10:37	11:03	11:18	11:42	—	12:00P
11:06	11:33	11:48	12:12P	—	12:30
11:35	12:02P	12:18P	12:42	—	1:00
12:05P	12:32	12:48	1:12	—	1:30
12:35	1:02	1:18	1:42	—	2:00
1:05	1:32	1:48	2:12	—	2:30
1:35	2:02	2:18	2:42	—	3:00
2:05	2:32	2:48	3:12	—	3:30
2:35	3:02	3:18	3:42	—	4:00
3:05	3:32	3:48	4:12	—	4:30
3:37	4:04	4:20	4:43	—	5:01
4:15	4:40	4:56	5:18	—	5:36
4:54	5:16	5:32	5:52	—	6:10
5:35	5:57	6:12	6:32	—	6:49
6:29	6:51	7:06	7:26	—	7:43
7:30	7:52	8:06	8:25	—	8:42

Sunday

Eastbound (Approximate Times)

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

Sunday

Westbound (Approximate Times)

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

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 and Christmas Day.

Special Notes

- Passengers going to Downtown Los Angeles may transfer to local service on Lines 35, 37 and 38 at Washington & Fairfax Transit Hub. For connection times and exact route information please obtain timetables for these lines.
- Passengers may board local service in Downtown Los Angeles on Lines 35, 37 and 38 to Washington & Fairfax Transit Hub. For connection times and exact route information please obtain timetables for these lines.

Avisos especiales

- Pasajeros con destino al centro de Los Angeles pueden transbordar al servicio local de Líneas 35, 37 ó 38 en Washington & Fairfax Transit Hub.
- Los pasajeros pueden abordar el servicio local en Downtown Los Angeles en las Líneas 35, 37 ó 38 hacia Washington & Fairfax Transit Hub. Para horarios de conexión y ruta exacta favor de obtener el horario de estas líneas.

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
-  Culver CityBus
-  LADOT Commuter Express
-  Santa Monica's Big Blue Bus

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 & 2nd St**
Metro 4, 704; BBB1, BBB7, 10, Rapid 7
- 4 Ocean Av & Santa Monica Bl**
Metro 20 Owl, 33 Owl, 534, 704,
720, 733; BBB1, 7, Rapid 7
- 5 Sunset Bl & Pacific Coast Hwy**
Metro 2, 302



CULVER CITY

SANTA MONICA

PACIFIC PALISADES

CASTELLAMMARE

MALIBU

PACIFIC OCEAN

Point Dume

Zuma County Beach

APPENDIX D
FLOOR AREAS

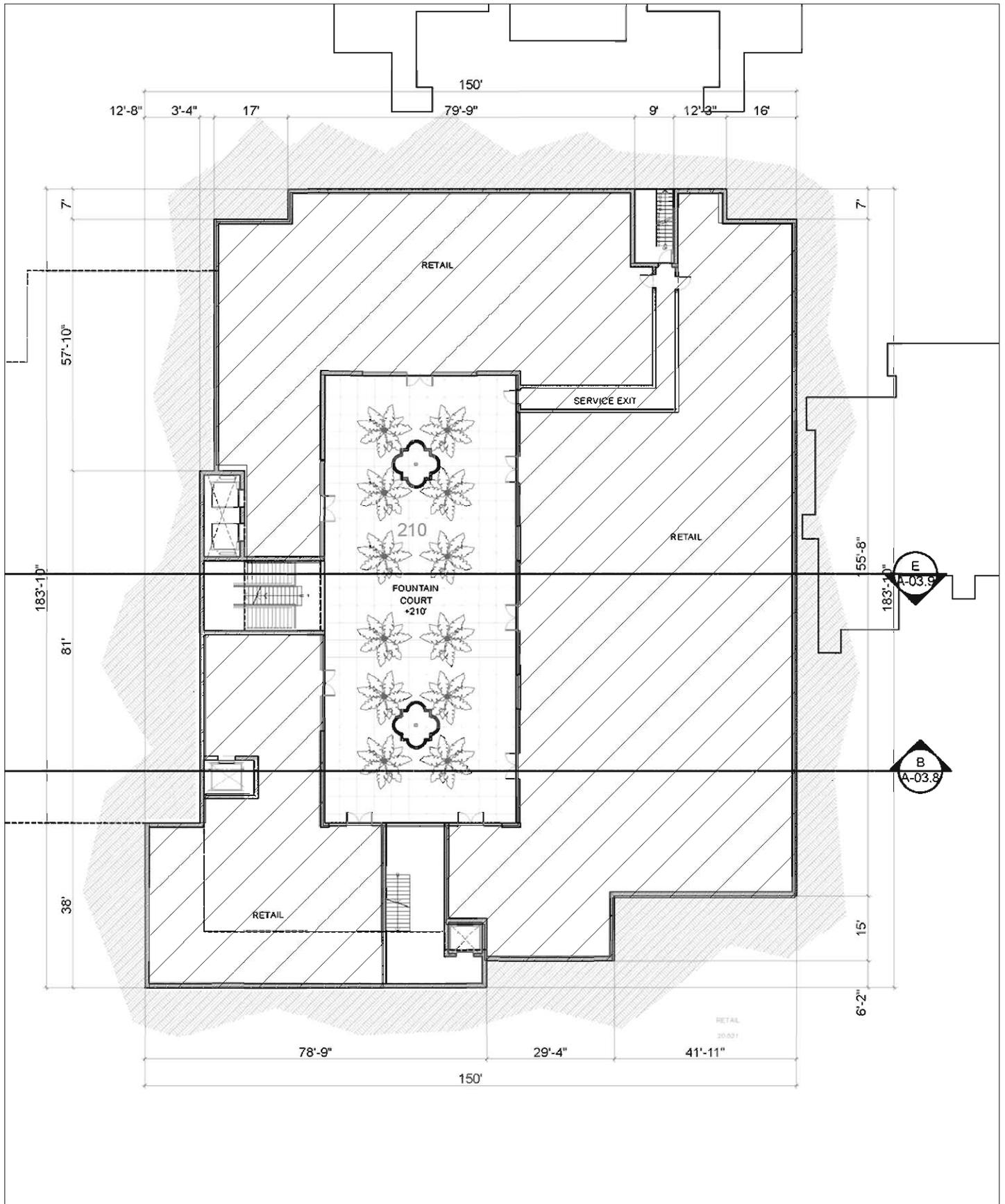


EXHIBIT A2

7/2011

**RANCHO MALIBU
RETAIL BASEMENT FLOOR AREA FOR TRAFFIC STUDY**

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)798-8423 v, (661)798-8456 f, OTC@overlandtraffic.com

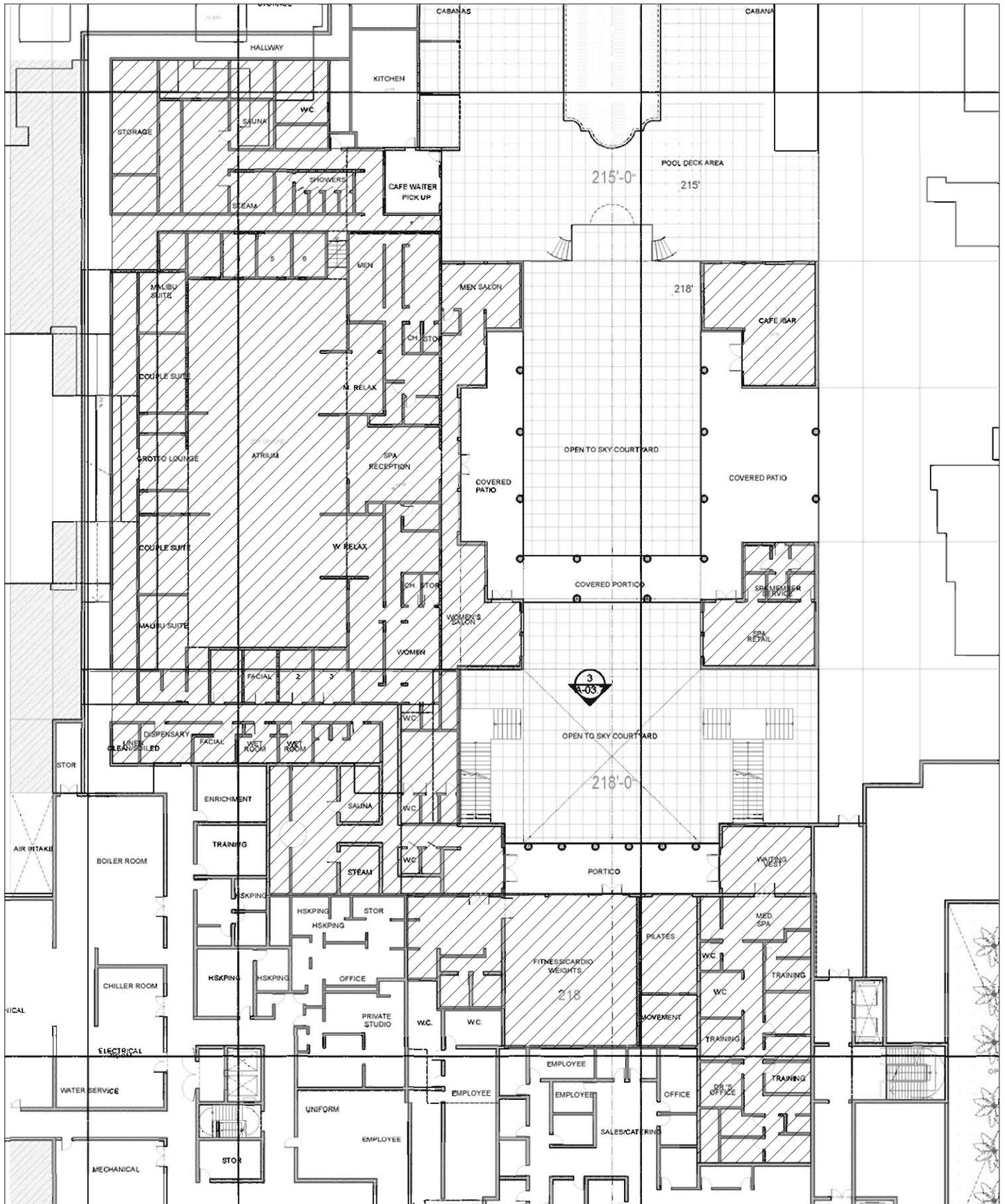


EXHIBIT A3

7/2011

**RANCHO MALIBU
BASEMENT FLOOR AREA FOR TRAFFIC STUDY**

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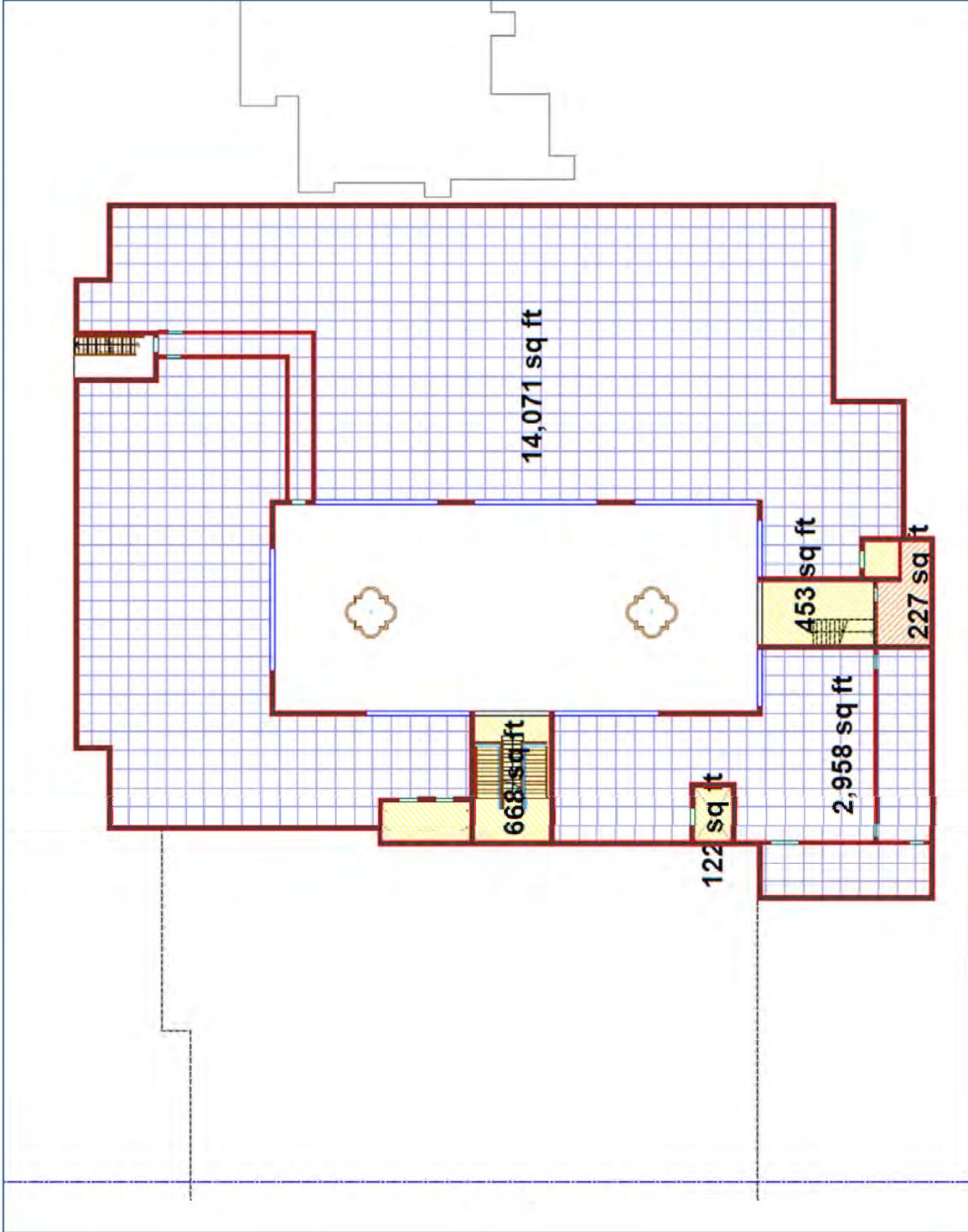
Rancho Malibu Resort Main Hotel Building Areas

Elevation	Floor	Use	Gross SF
210'	Basement Floor Level – 2	Retail	17,029
		Circulation	1,121
		Mechanical	227
		Subtotal:	18,377
215'	Pool Deck	Deck – circulation	15,611
		Pool / Spa / Fountain	3,440
		Cabanas	3,112
		Bathroom / Showers	595
		Bar / Kitchen	1,438
		Subtotal:	24,196
218'	Spa – One Story Building adjacent to Main Hotel	Spa / Salons / Sauna	18,950
		Spa Retail (detached)	989
		Café / Bar for Spa	989
		Circulation	3,470
		Subtotal:	24,398
218'	Basement Floor Level – 1 adjacent to Spa	Fitness Center	7,933
		Sauna	4,542
		Office / Service	10,170
		Mechanical	5,755
		Circulation	7,258
		Subtotal:	35,658
232'	First Floor	Lobby / Offices	3,391
		Lounge	1,750
		Library	1,668

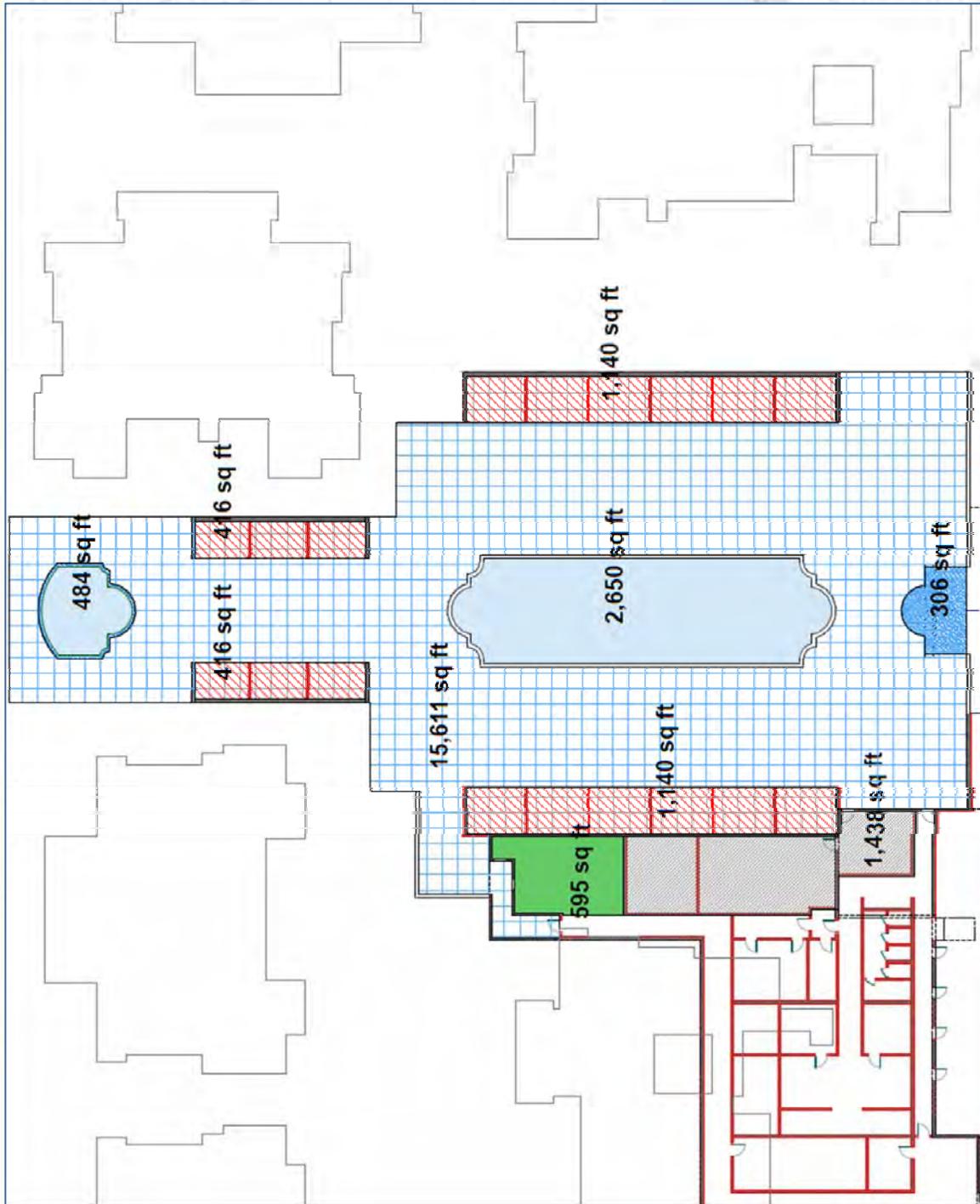
Elevation	Floor	Use	Gross SF
232'	First Floor (continued)	Bar	1,256
		Restaurant	4,470
		Kitchen	5,143
		Ballrooms	5,946
		Services	3,623
		Restrooms	2,273
		Storage	641
		Subtotal:	30,161
232'	Courtyard Level –	Retail	2,820
	One Story Building	Circulation	462
		Subtotal:	3,282
247'	Second Floor	Guest Rooms	8,876
		Mechanical	465
		Circulation	3,062
		Subtotal:	12,403
	Unenclosed, covered Patios	2 nd Floor Guest Patios	1,848
	Exterior	Ballroom Pre-Function	6,254
		Lounge Patio	352
		Spa Patios	4,281
		Subtotal:	12,735

Note: Gross Floor Area is measured from the interior face of the exterior walls, or from the centerline of wall separating two areas.

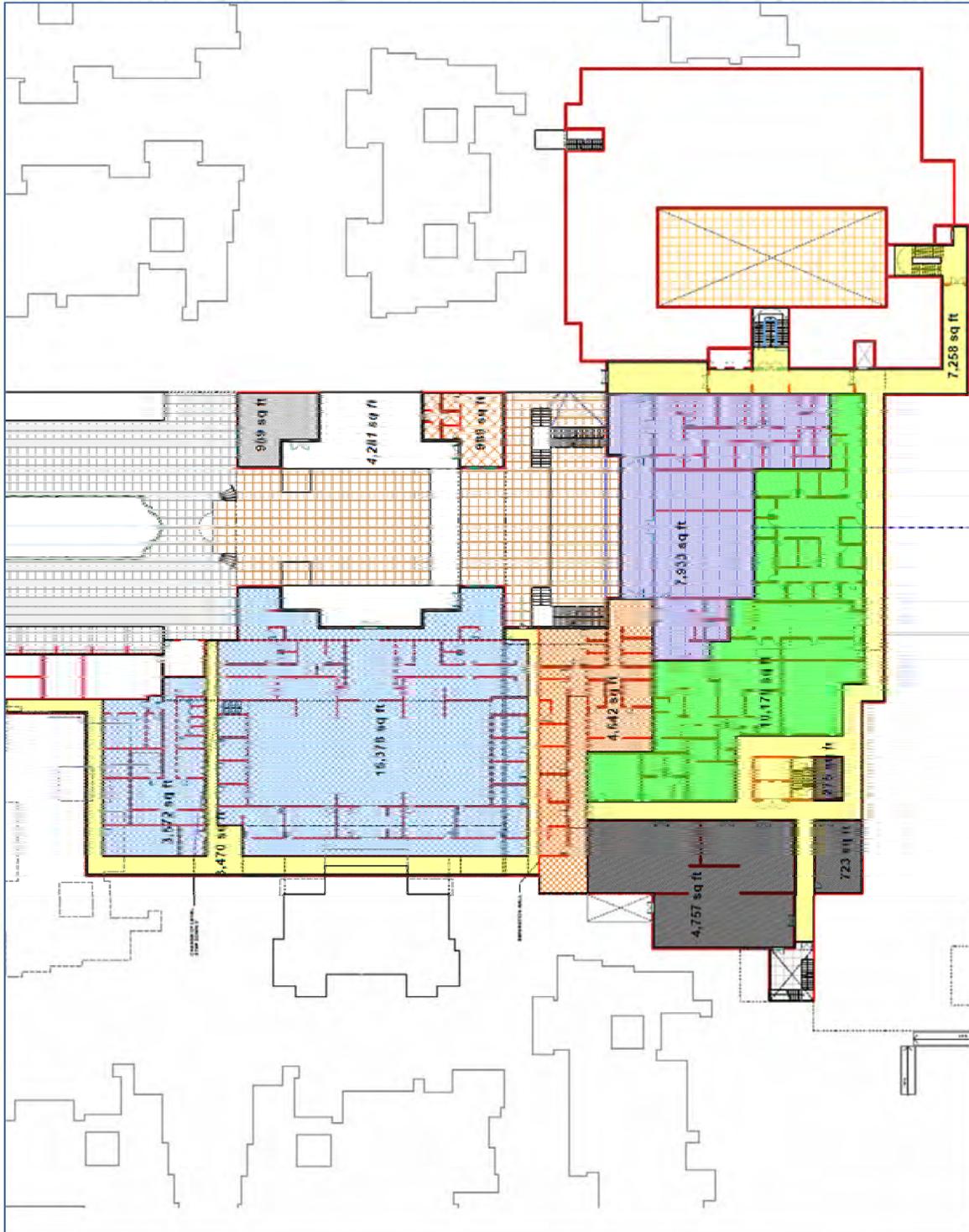
**Basement Floor Level - 2
(Lowest Level)**



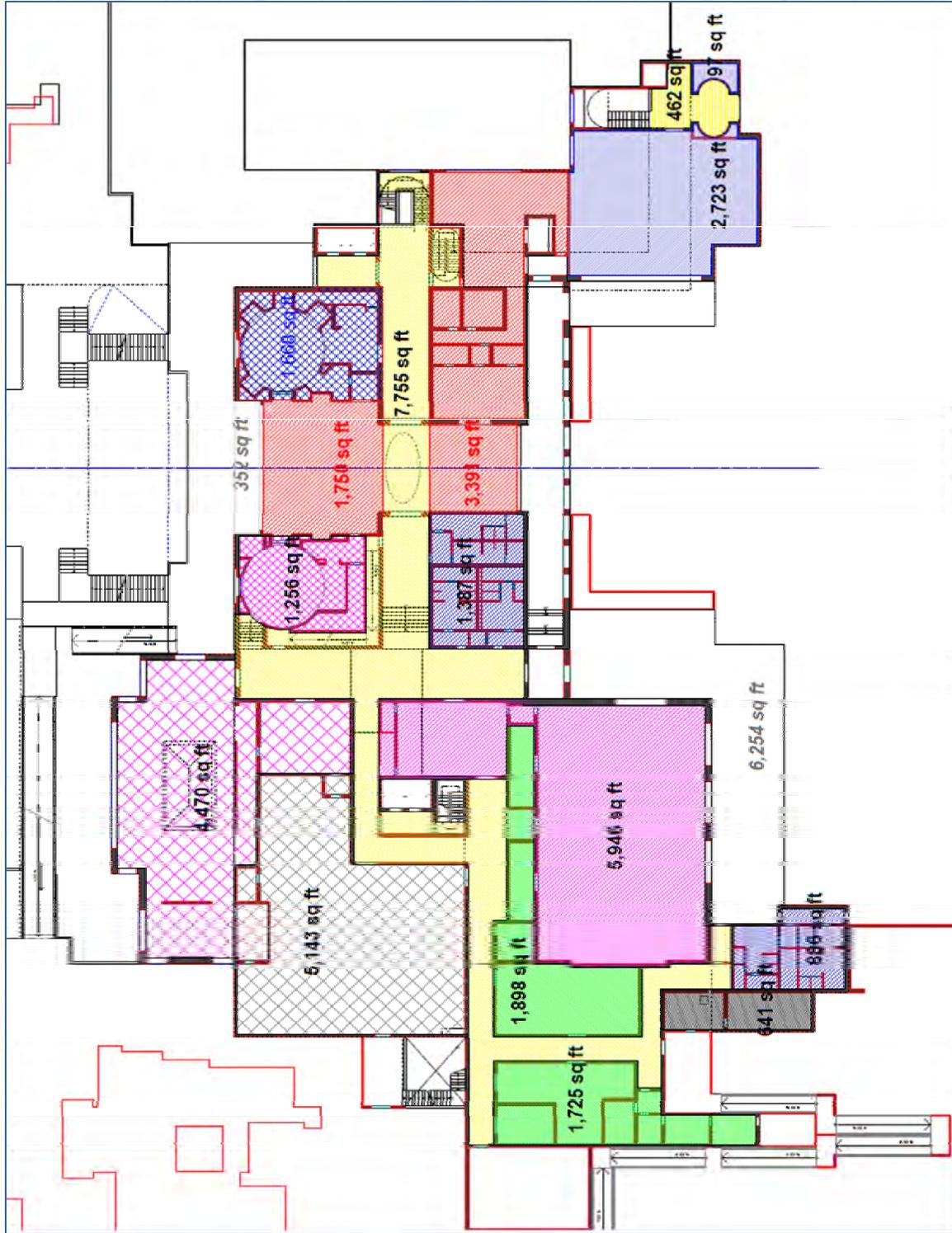
Pool Deck (Multi-level Cabanas)



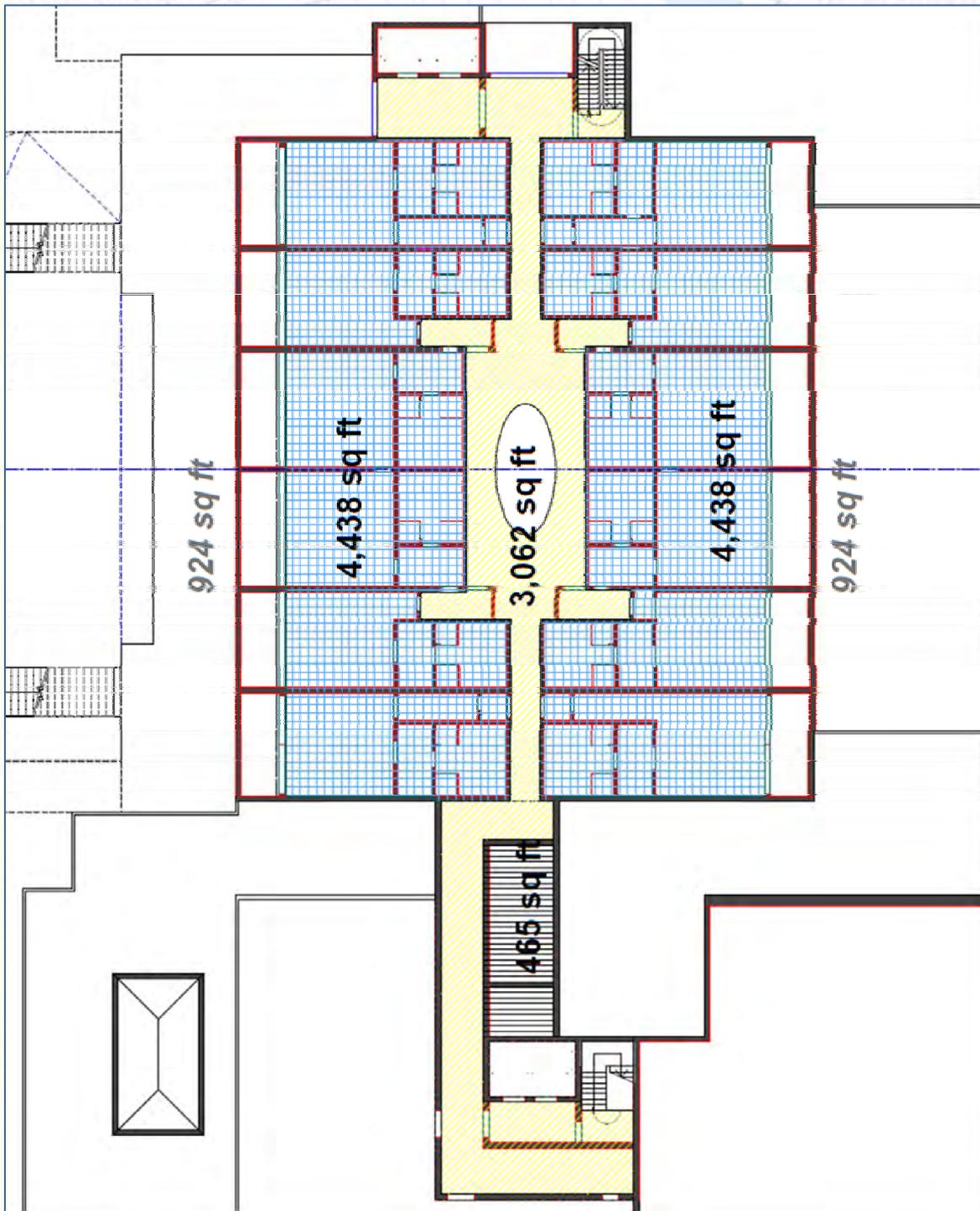
Spa - One Story Building Includes Fitness Area



First Floor Plan Including Courtyard Level Retail



Second Floor Plan Including Covered Patios



Rancho Malibu Resort

Main Hotel Building Uses and Occupancies

The following Matrix reflects the Guest Occupancy and patron capacity in each of the Hotel Function areas, depending upon Fixed Seating or unobstructed configurations. The Ballrooms will be able to accommodate a wide variety of events: such as Wedding Receptions, Banquets, Meetings, Lectures, Classrooms, Music Recitals/small Concerts, Film Reviews, Quinceaneras, Bat/Bar Mitzvahs, Reunions, etc. The sub-detail of the Ballrooms in the Matrix reflects the impact to occupancy depending upon the usage. The quantity and mixture of events occurring simultaneously will be under the purview of the Hotel Operating Management Team, once they are on board.

Location	Use	Occ./ SF Allow.	GSF	Fixed Seating Occupancy	W/O Fixed Seating Occupancy
Basement Floor Level – 2					
Retail	Staff and Patrons	60	17,029	284	
	Subtotal:		17,029		

Pool Deck					
Pool / Spa	Swimmers/Waders	50	3,100		62
Cabanas	Private Usage	100	3,112	32	
Bar / Kitchen	Staff and Patrons	100	1,438	15	
	Subtotal:		7,650		

Spa – One Story Building adjacent to Main Hotel					
Spa / Treatment Rms	Staff and Patrons	120	18,950	158	
Spa Retail (detached)	Staff and Patrons	60	989	17	
Café / Bar for Spa	Staff and Patrons	15	989	66	
	Subtotal:		20,928		

Basement Floor Level – 1, adjacent to Spa					
Fitness Center	Staff and Patrons	50	7,933	157	
Sauna	Staff and Patrons	120	4,542	38	
	Subtotal:		12,475		

First Floor					
Lounge	Staff and Patrons	15	1,750	117	
Library	Patrons	50	728	15	
Bar	Staff and Patrons	15	1,256	84	

Location		Use	Occ./ SF Allow.	GSF	Fixed Element Occupancy	W/O Fixed Element Occupancy
First Floor (continued)						
Restaurant		Staff and Patrons	15	4,470	298	
Kitchen		Staff	200	5,143	26	
Ballroom	Wedding	Staff and Patrons	15	4,795	320	
	Concert	"	7	"		685
	Classroom	"	20	"	240	
Mtg Room	Wedding	Staff and Patrons	15	1,151	75	
	Concert	"	7	"		165
	Classroom	"	20	"	58	
Sundry Store		Staff and Patrons	60	526	9	
Subtotal:				20,759		

Courtyard Level – One Story Building						
Retail			60	2,820	47	
Subtotal:				2,820		

Date: September 19, 2012 R1

Rancho Malibu Resort Main Hotel Building Areas – Rev. 1

Elevation	Floor	Use	Gross SF
210'	Basement Floor Level – 2	Retail	17,029
		Circulation	1,121
		Mechanical	227
		Subtotal:	18,377
215'	Pool Deck	Deck – circulation	15,611
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		Bar / Kitchen	1,438
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		Circulation	3,470
		Subtotal:	24,398
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		Subtotal:	35,658
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		Lounge	1,750
		Library	1,668

Elevation	Floor	Use	Gross SF
232'	First Floor (continued)	Bar	1,256
		Restaurant	4,470
		Kitchen	5,143
		Ballroom	4,795
		Meeting Room	1,151
		Services	3,623
		Restrooms	2,273
		Storage	641
		Sundry Store	526
		Circulation	7,755
		Subtotal:	30,161
232'	Courtyard Level –	Retail	2,820
	One Story Building	Circulation	462
		Subtotal:	3,282
247'	Second Floor	Guest Rooms	8,876
		Mechanical	465
		Circulation	3,062
		Subtotal:	12,403
	Function Lawns -		
	Function Lawn at Ballrooms	West Function Lawn	15,703
	Function Lawn at Pool	East Function Lawn	12,703
		Subtotal:	28,406
	Unenclosed, covered Patios	2 nd Floor Guest Patios	1,848
	Exterior	Ballroom Pre-Function	6,254
		Lounge Patio	352
		Spa Patios	4,281
		Subtotal:	12,735

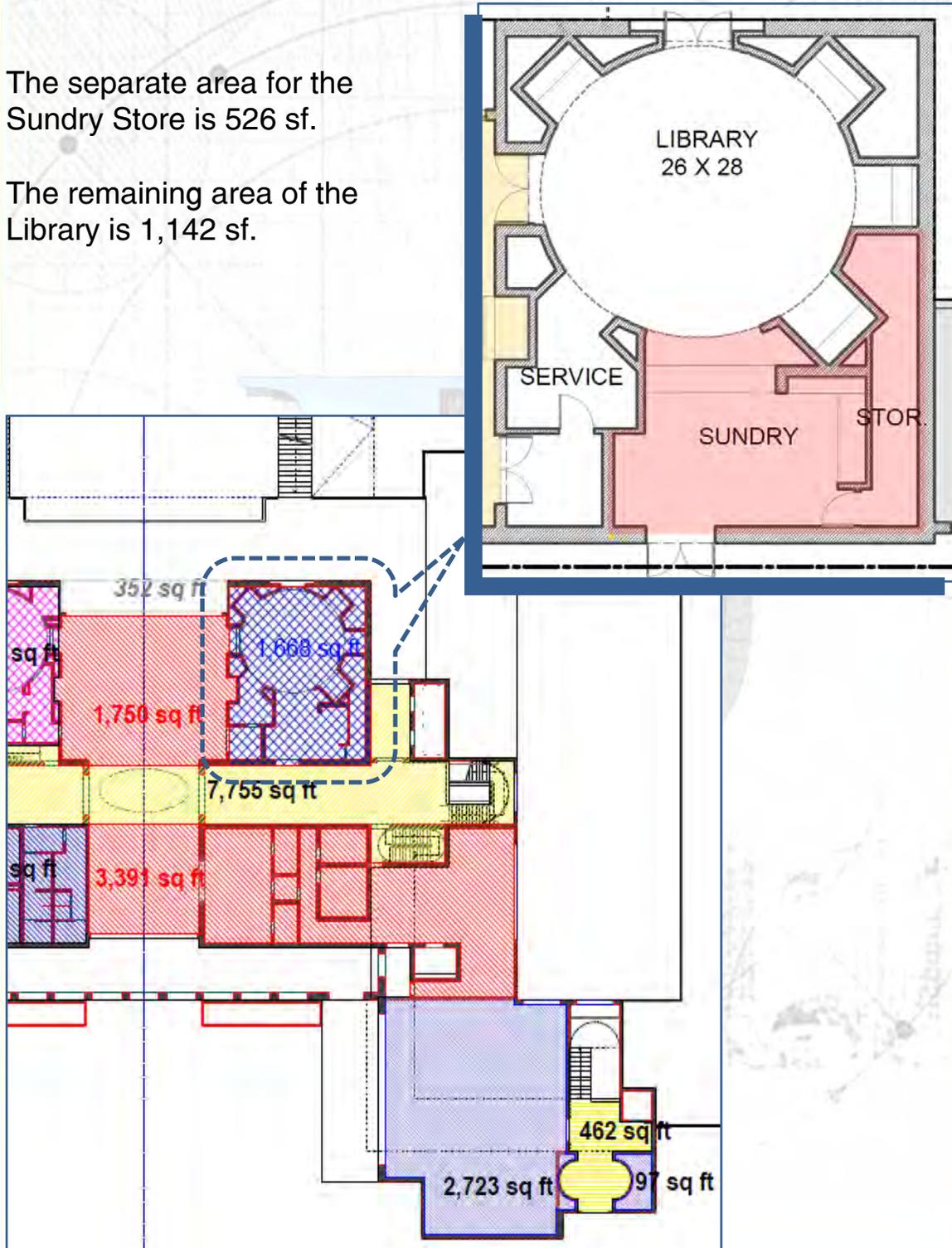
Note: Gross Floor Area is measured from the interior face of the exterior walls, or from the centerline of wall separating two areas.

First Floor Plan

Sundry Store was folded into the Library area.

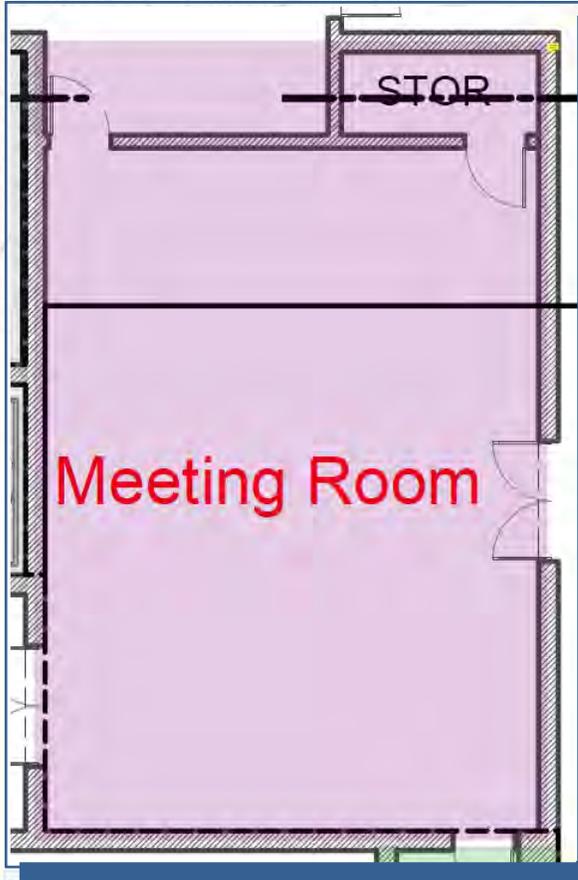
The separate area for the Sundry Store is 526 sf.

The remaining area of the Library is 1,142 sf.



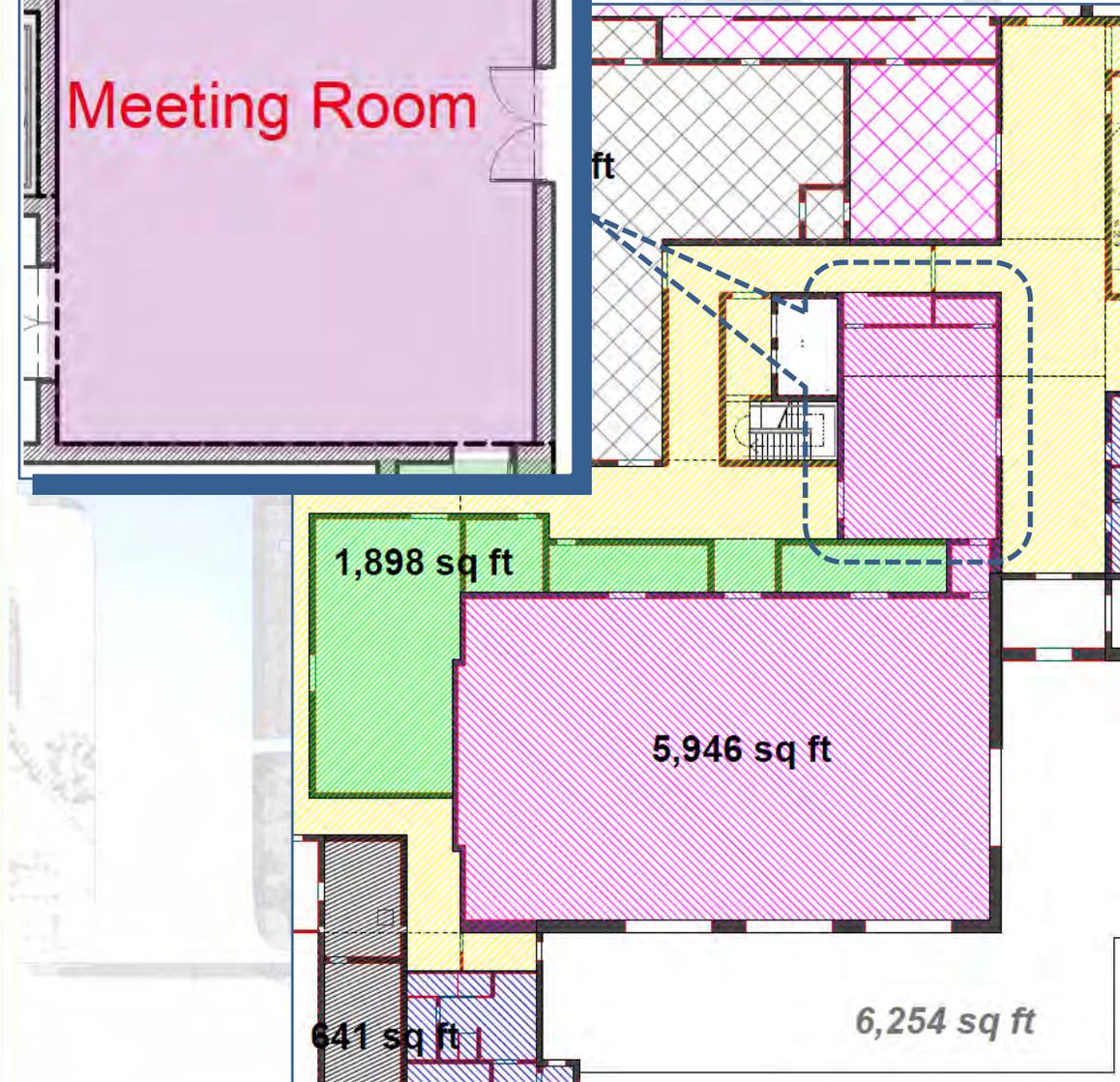
First Floor Plan

Meeting Room was folded into the Ballroom area.



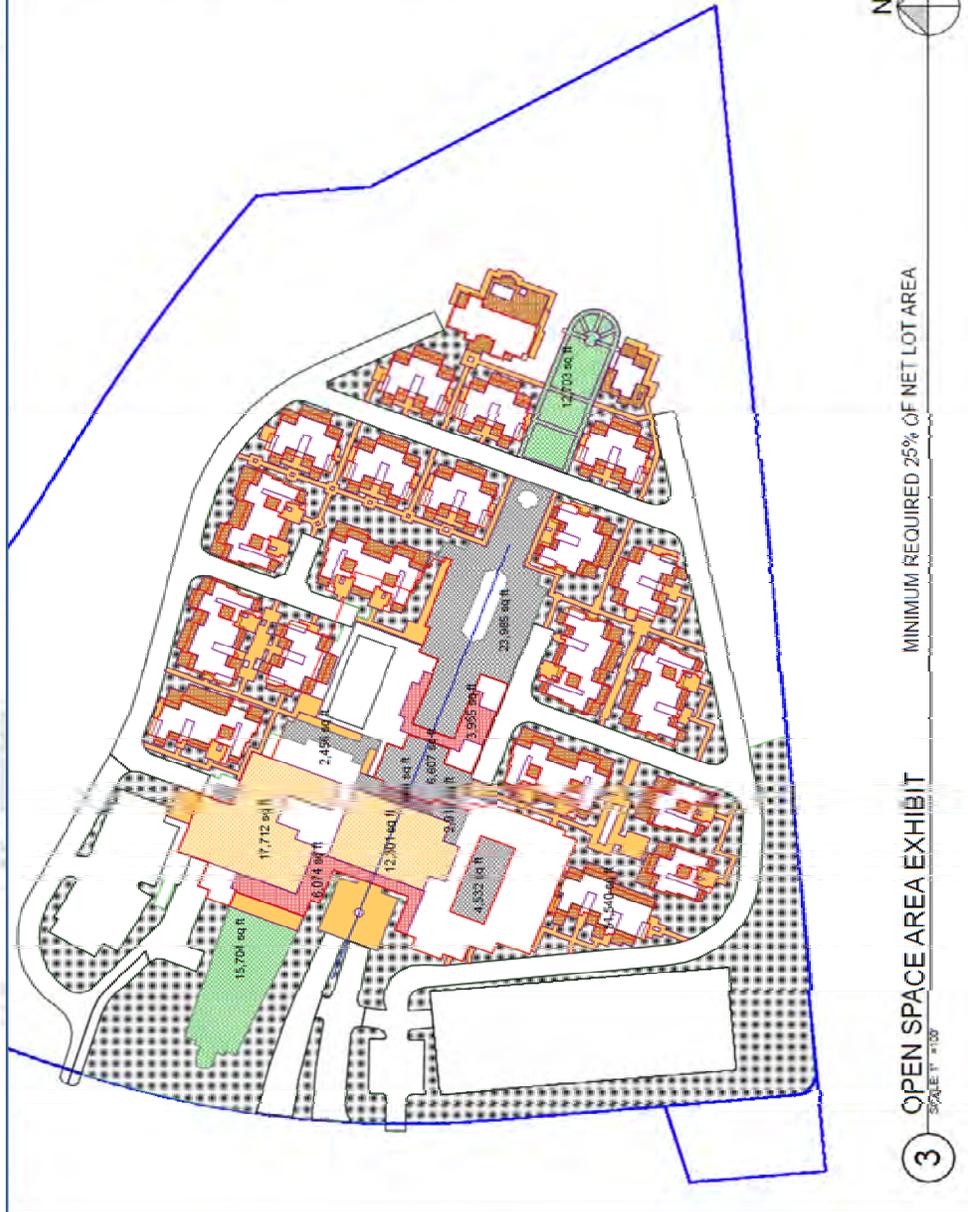
The separate area for the Meeting Room is 1,151 sf

The remaining area of the Ballroom is 4,795 sf.



Function Lawns Areas shown on Plan Sheet A-02.3

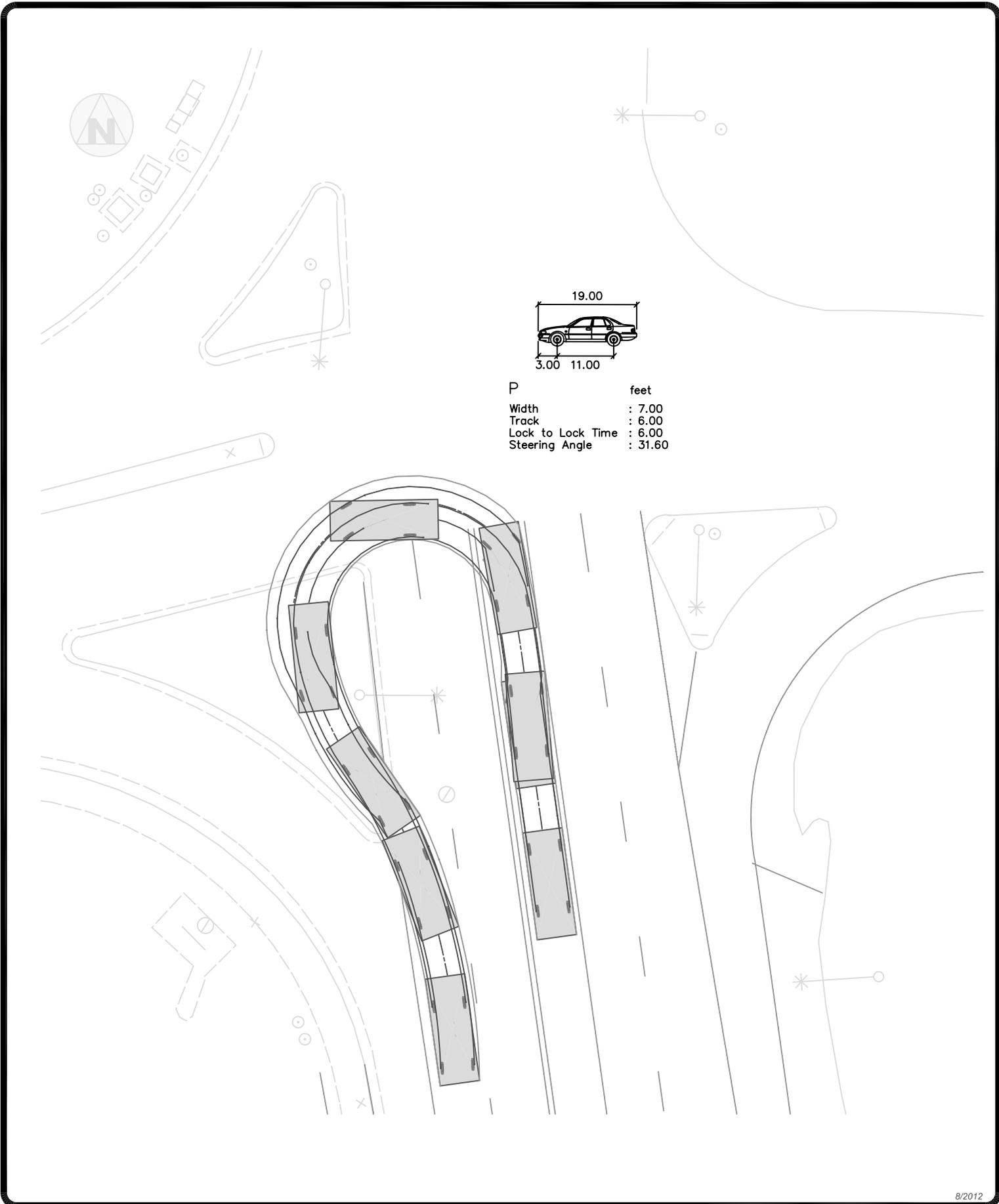
OPEN SPACE AREA	
OPEN COURTYARD	11,139
POOL/SPA DECK	23,884
COVERED PORTICO	10,888
ROOF DECK/TERRACE	30,715
RESTAURANT/BAR TERRACE	5,084
FUNCTION LAWN	28,408
WALKWAY WITH LANDSCAPE	92,518
PRIVATE COURTYARD CASITAS	49,076
NATURAL LANDSCAPE	61,026
PROPOSED TOTAL	322,643
REQUIRED MINIMUM	322,643



3 OPEN SPACE AREA EXHIBIT
SCALE: 1" = 100'

APPENDIX E
U-TURN SIMULTION
FOR NORTHBOUND MALIBU CANYON ROAD AND CIVIC CENTER WAY

Because left-turns exiting the project site are prohibited, a northbound u-turn movement was evaluated for the intersection of Malibu Canyon Road and Civic Center Way. However due to the limited roadway width of Malibu Canyon Road and the existing intersection lane configuration, it has been determined that a northbound u-turn movement is not feasible at this intersection. An auto-turn simulation of a u-turn movement is illustrated for the intersection of Malibu Canyon Road and Center Way. This illustration of a passenger vehicle making a u-turn clearly shows that the intersection is unable to accommodate a u-turn movement.



8/2012

**NORTHBOUND U-TURN ANALYSIS FOR
MALIBU CANYON ROAD AT SEAVER DRIVE / CIVIC CENTER WAY**



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Therefore, an alternative access plan has been analyzed that would provide a northbound u-turn pocket on Malibu Canyon Road between the Rancho Malibu hotel entrance/exit and Civic Center Way / Seaver Drive.

The alternative access plan would allow hotel traffic exiting the site to turn right onto Malibu Canyon Road followed by a u-turn within the designated pocket on Malibu Canyon Road to access Pacific Coast Highway, as shown in Exhibits E1 –E3. Note that the addition of the u-turn will require an 82' roadway.

A sight distance analysis has been prepared to determine whether the proposed u-turn movement would be able to be made safely. Stopping sight distance is the length of roadway ahead that is visible to the driver. The available sight distance is the distance needed for drivers to perceive the presence of potentially conflicting vehicles in sufficient time to stop to avoid colliding.

The Caltrans Design Manual has been used as the source for determining the necessary sight distance for the proposed u-turn lane (source: Chapters 200 and 400, Caltrans Design Manual). Caltrans Table 201.01 lists the stopping sight distance standards provided in the Caltrans Design Manual. Pursuant to these standards, 360 feet is the minimum suggested stopping sight distance for the 45 mph speed limit posted for this segment of Malibu Canyon Road. Exhibits E1- E2 illustrate the clear line of sight of approximately 645' is provided for the proposed u-turn movement.

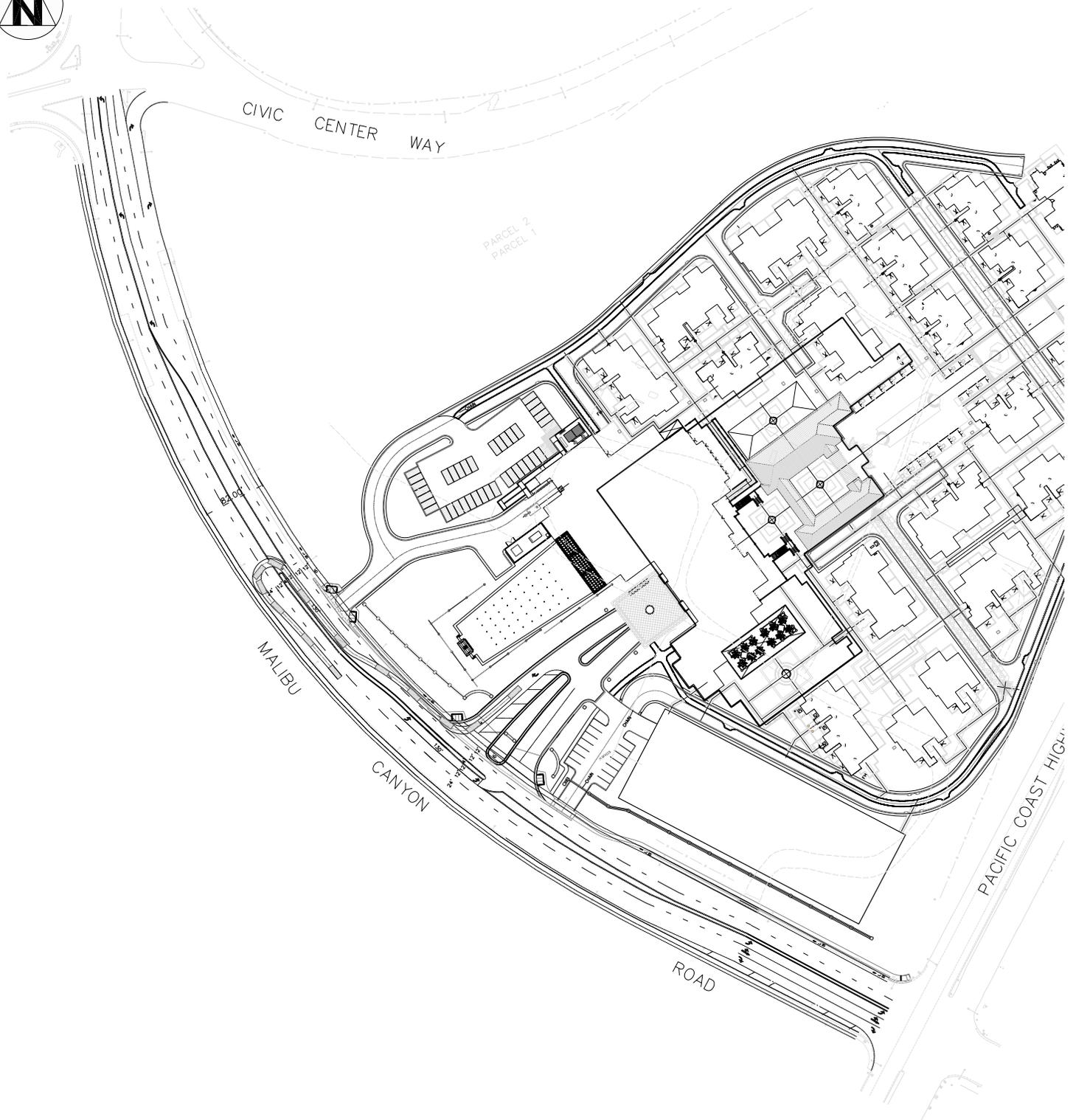


EXHIBIT E1

8/2012

**CONCEPTUAL STRIPING ON MALIBU CANYON ROAD
WITH U - TURN POCKET WITHOUT TRAFFIC SIGNAL
(approximately 82' roadway width)**



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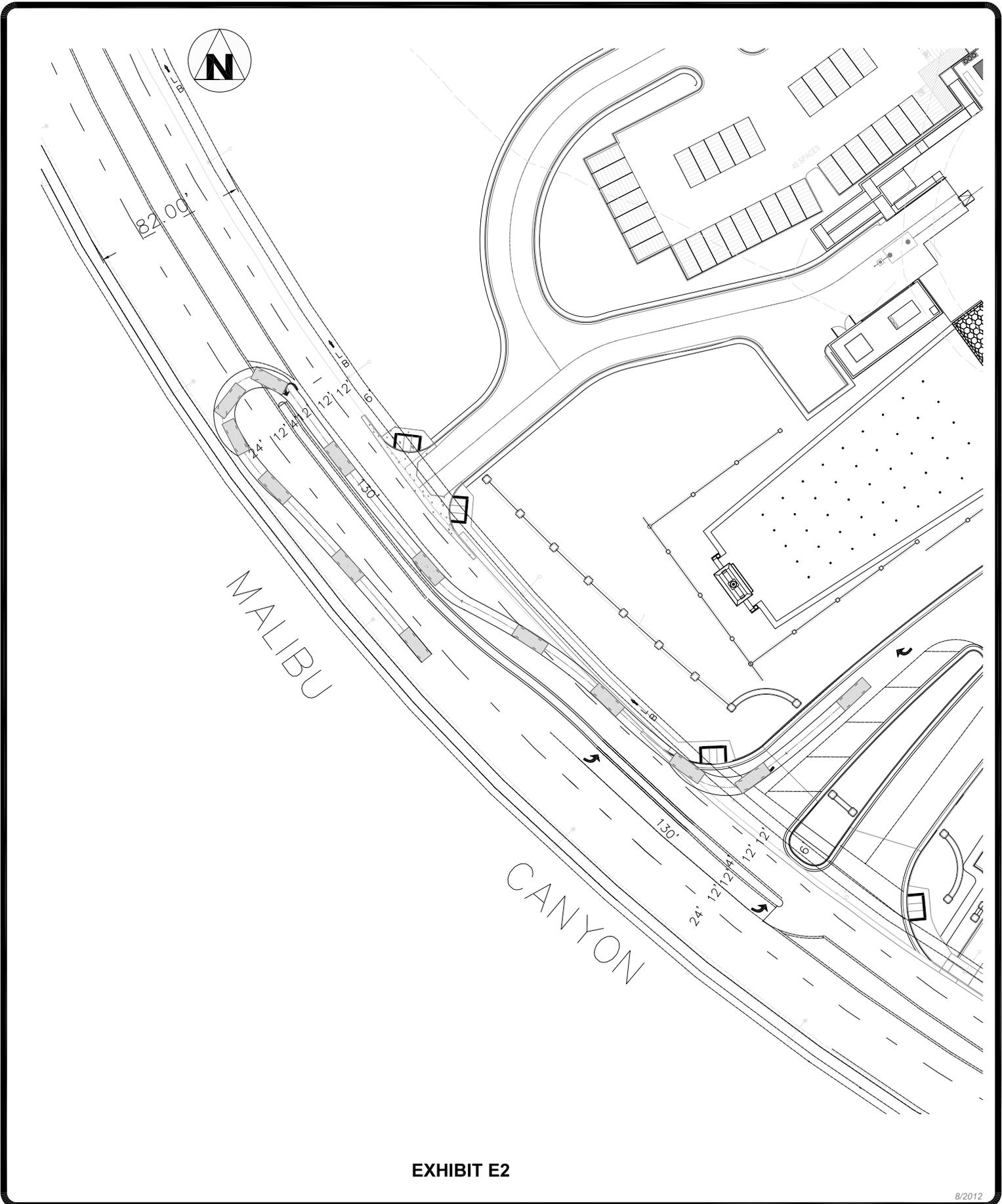


EXHIBIT E2

8/2012

**CONCEPTUAL STRIPING ON MALIBU CANYON ROAD
WITH U - TURN POCKET WITHOUT TRAFFIC SIGNAL
(approximately 82' roadway width)**



Overland Traffic Consultants, Inc.

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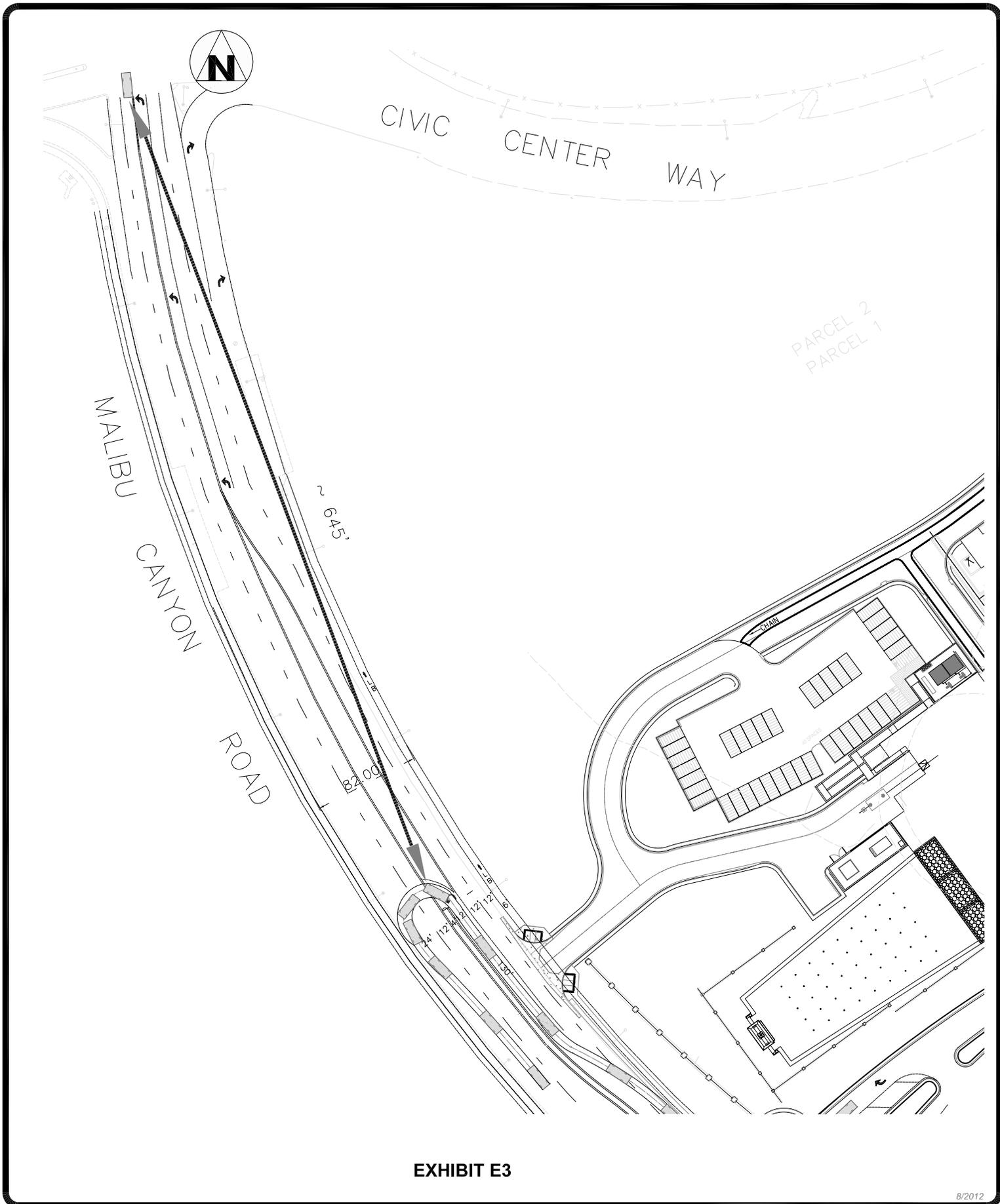
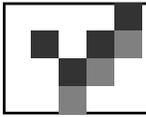


EXHIBIT E3

8/2012

**645' SIGHT DISTANCE FOR 45 MPH SPEED LIMIT
CONCEPTUAL STRIPING ON MALIBU CANYON ROAD
WITH U - TURN POCKET WITHOUT TRAFFIC SIGNAL**


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**Table 201.1
Sight Distance Standards**

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

(1) See Topic 101 for selection of design speed.

(2) For sustained downgrades, refer to advisory standard in Index 201.3

The traffic impact of this assignment is illustrated in the following Tables 7e, 8e and 9e.

Based on the “Existing + Project” conditions analysis, one of the study intersections would be significantly impacted: Malibu Canyon Road and Civic Center Way (#2) during the Saturday mid-day peak hour. This is a new impact that was not identified in the no U-turn scenario for this time period. The existing level of service traffic conditions with the added project traffic volume are shown in Table 7e.

Table 7e

Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		With Project		
			V/C (Delay)	LOS	V/C (Delay)	LOS	Impact
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.674	B	0.680	B	+ 0.006
		Weekday PM	0.669	B	0.690	B	+ 0.021
		Saturday Mid	0.777	C	0.803	D	+ 0.027 *
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.503	A	0.508	A	+ 0.005
		Weekday PM	0.472	A	0.479	A	+ 0.007
		Saturday Mid	0.347	A	0.354	A	+ 0.007
5.	Webb Way & Civic Center Way	Weekday AM	10.14	B	10.19	B	+ 0.05 sec.
		Weekday PM	22.15	C	22.29	C	+ 0.14 sec.
		Saturday Mid	9.73	A	9.78 sec.	A	+ 0.05 sec.
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.526	A	0.531	A	+ 0.005
		Weekday PM	0.661	B	0.6710	B	+ 0.010
		Saturday Mid	0.703	C	0.720	C	+ 0.017

Note: Stop Control Delay in Seconds Per Vehicle

* Denotes significant traffic impact per City of Malibu definition.

Based on the 2016 analysis, two intersections are significantly impacted. The intersections are: Malibu Canyon Road and Civic Center Way (#2) during the Saturday mid-day peak hour; and Pacific Coast Highway and Cross Creek Road (#7) during the weekday afternoon peak hour and the Saturday mid-day peak hour. The intersection of Pacific Coast Highway and Webb Way is not impacted in this scenario with a U-turn movement.

Table 8e

Future (2016) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.773	C	0.779	C	+ 0.006
		Weekday PM	0.659	B	0.672	B	+ 0.013
		Saturday Mid	0.847	E	0.873	D	+ 0.026 *
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.524	A	0.529	A	+ 0.005
		Weekday PM	0.356	A	0.363	A	+ 0.007
		Saturday Mid	0.359	A	0.368	A	+ 0.009
5.	Webb Way & Civic Center Way	Weekday AM	11.62 sec.	B	11.65 sec.	B	+ 0.03 sec.
		Weekday PM	49.76 sec.	E	50.17 sec.	F	+ 0.41 sec.
		Saturday Mid	13.82 sec.	B	13.95 sec.	B	+ 0.13 sec.
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.576	A	0.579	A	+ 0.003
		Weekday PM	0.688	B	0.695	B	+ 0.008
		Saturday Mid	0.871	D	0.887	D	+ 0.015
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.668	B	0.673	B	+ 0.005
		Weekday PM	0.980	E	0.990	E	+ 0.010 *
		Saturday Mid	1.021	F	1.037	F	+ 0.016 *

Note: Stop Control Delay in Seconds Per Vehicle

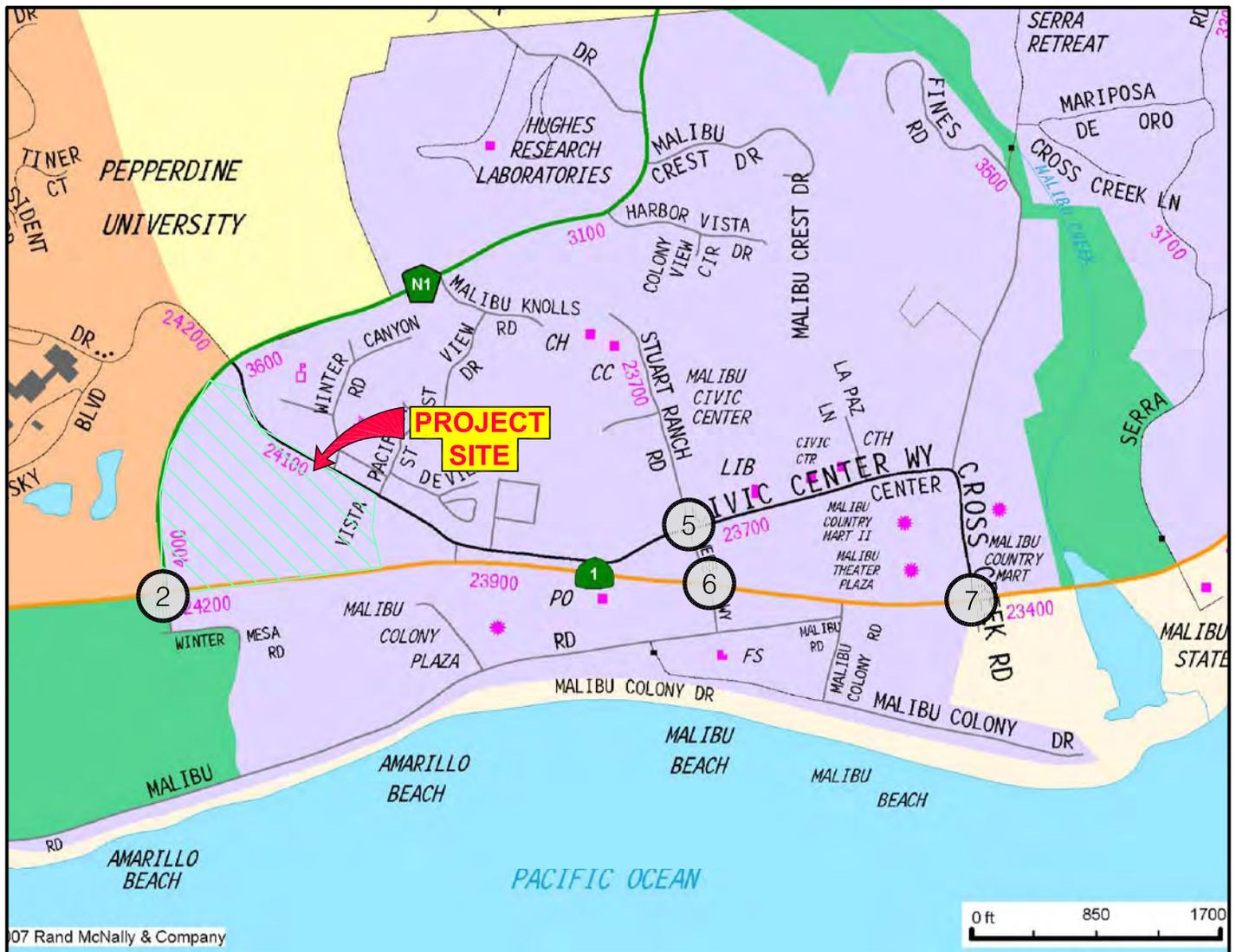
* Denotes significant traffic impact per City of Malibu definition.

Table 9e
Future (2030) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.790	C	0.796	C	+ 0.006
		Weekday PM	0.674	B	0.687	B	+ 0.013
		Saturday Mid	1.004	F	1.030	F	+ 0.026*
4.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.537	A	0.542	A	+ 0.005
		Weekday PM	0.366	A	0.376	A	+ 0.006
		Saturday Mid	0.366	A	0.376	A	+ 0.010
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	55.00 sec.	F	+ 0.43 sec.
		Saturday Mid	14.10 sec.	B	14.24 sec.	C	+ 0.14 sec.
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.589	A	0.593	A	+ 0.005
		Weekday PM	0.814	D	0.825	D	+ 0.011
		Saturday Mid	0.924	E	0.958	E	+ 0.016 *
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.682	B	0.688	B	+ 0.006
		Weekday PM	1.000	E	1.010	F	+ 0.010 *
		Saturday Mid	1.043	F	1.058	F	+ 0.016 *

Note: Stop Control Delay in Seconds Per Vehicle
Denotes significant traffic impact per City of Malibu definition

- Based on the 2030 analysis, three intersections are significantly impacted. The intersections are: Malibu Canyon Road and Civic Center Way (#2) during the Saturday mid-day peak hour; Pacific Coast Highway and Webb Way (#6) during the Saturday mid-day peak hour, and Pacific Coast Highway and Cross Creek Road (#7) during the weekday afternoon peak hour and the Saturday mid-day peak hour.
- A summary of the traffic impacts with the alternative access plan is provided in the following Exhibit E.



SIGNIFICANTLY IMPACTED INTERSECTIONS:

**#2 PACIFIC COAST HIGHWAY AND MALIBU CANYON ROAD
FUTURE 2030 - SATURDAY MID-DAY**

**#6 PACIFIC COAST HIGHWAY AND WEBB WAY
FUTURE 2016 AND 2030 - SATURDAY MID-DAY**

**#7 PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD
FUTURE 2016 AND 2030 - WEEKDAY AFTERNOON AND SATURDAY MID-DAY**

**#5 STUART RANCH ROAD / WEBB WAY AND CIVIC CENTER WAY
CUMULATIVE IMPACT**

EXHIBIT E

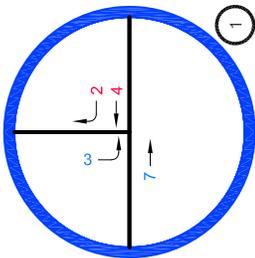
11/2012

**SIGNIFICANTLY IMPACTED STUDY INTERSECTIONS
WITH ALTERNATIVE U-TURN ACCESS SCENARIO**

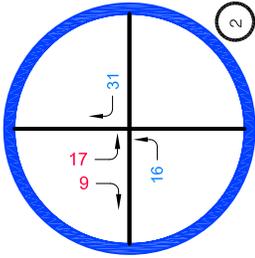


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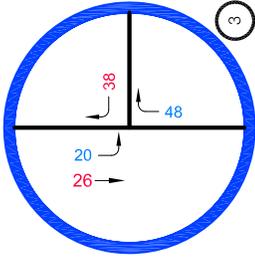
24325 Main Street #202, Santa Clarita, CA 91321
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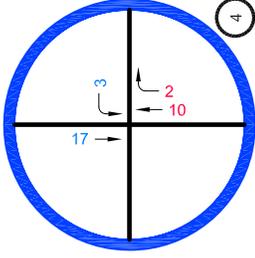
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



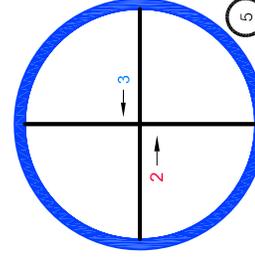
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



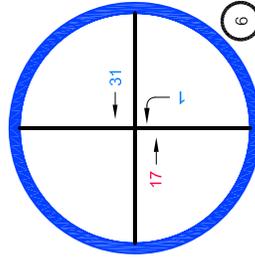
3
MALIBU CANYON ROAD &
RANCHO MALIBU RESORT
DRIVEWAY



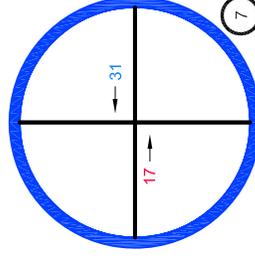
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



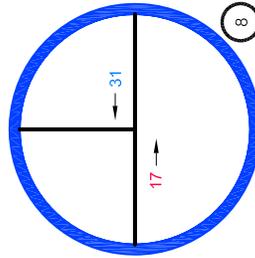
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CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



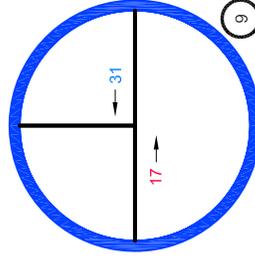
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



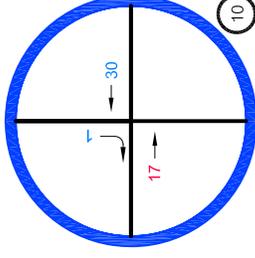
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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 VOLUME
NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

EXHIBIT E1



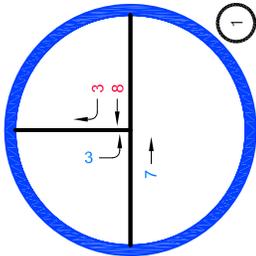
WEST STUDY AREA

CIVIC CENTER STUDY AREA

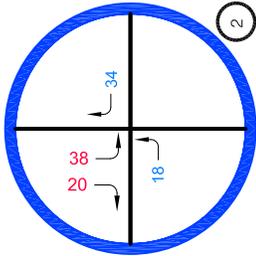
EAST STUDY AREA

**PROJECT TRAFFIC VOLUME ASSIGNMENT
U-TURN ANALYSIS
WEEKDAY AM PEAK HOUR**

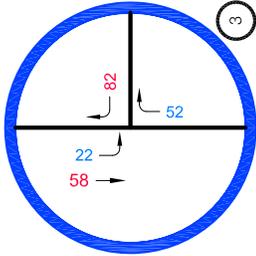
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423 v, OTC@overlandtraffic.com



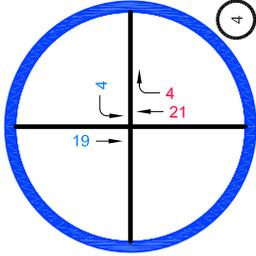
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



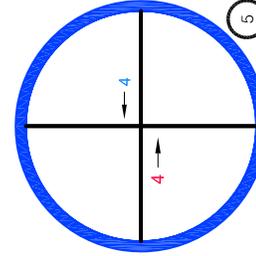
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



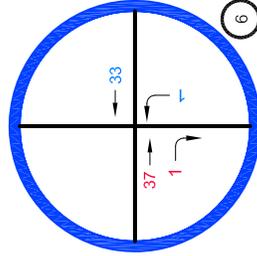
3
MALIBU CANYON ROAD &
RANCHO MALIBU RESORT
DRIVEWAY



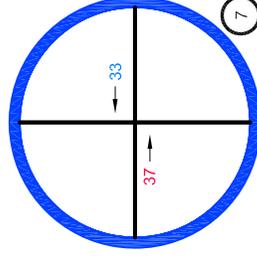
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



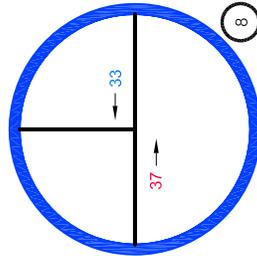
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



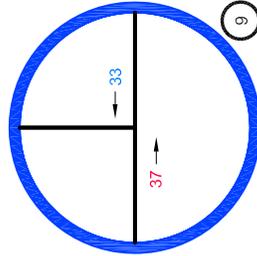
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



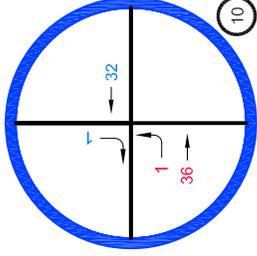
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

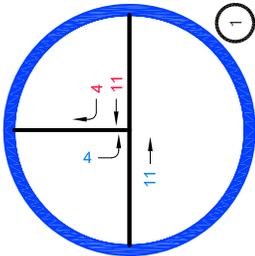
**PROJECT TRAFFIC ASSIGNMENT VOLUME
NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

EXHIBIT E2

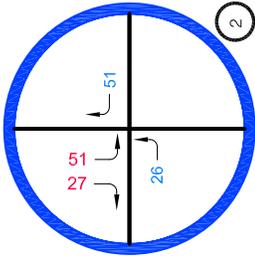


**PROJECT TRAFFIC VOLUME ASSIGNMENT
U-TURN ANALYSIS
WEEKDAY PM PEAK HOUR**

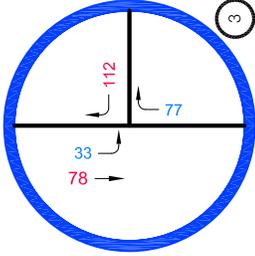
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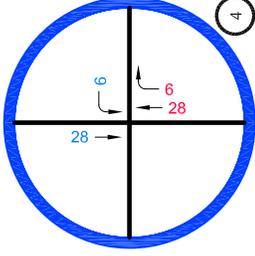
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



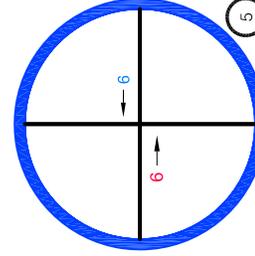
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



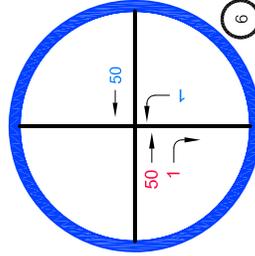
3
MALIBU CANYON ROAD &
RANCHO MALIBU RESORT
DRIVEWAY



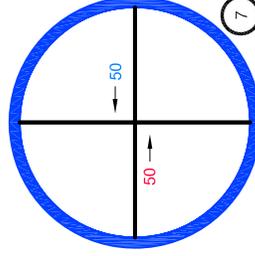
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



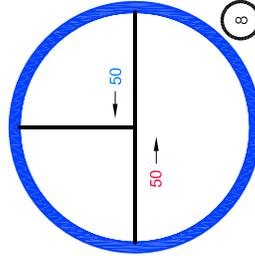
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



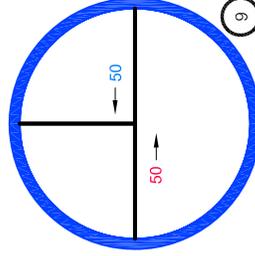
6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



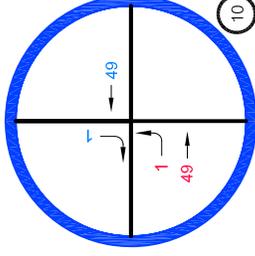
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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 VOLUME
NO LEFT-TURN EGRESS TO MALIBU CANYON ROAD**

EXHIBIT E3



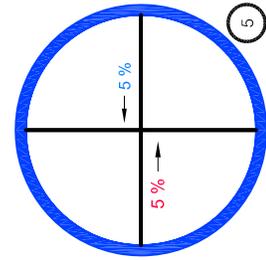
WEST STUDY AREA

CIVIC CENTER STUDY AREA

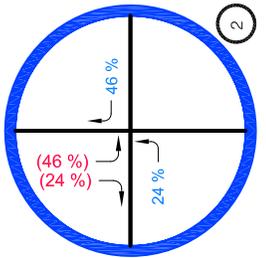
EAST STUDY AREA

**PROJECT TRAFFIC VOLUME ASSIGNMENT
U-TURN ANALYSIS
SATURDAY MID-DAY PEAK HOUR**

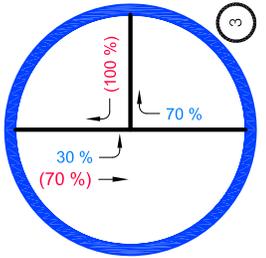
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423 v, OTC@overlandtraffic.com



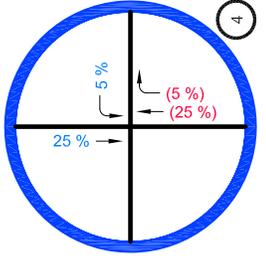
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



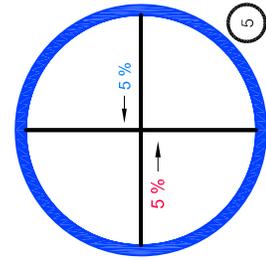
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



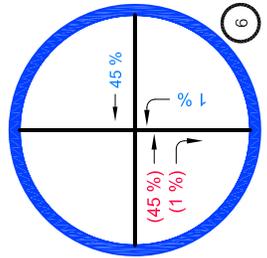
3 MALIBU CANYON ROAD & RANCHO MALIBU RESORT DRIVEWAY



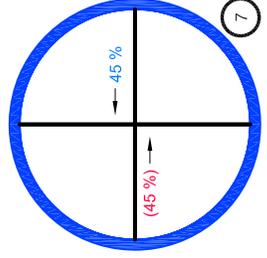
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



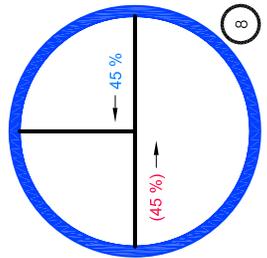
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



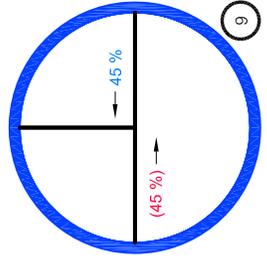
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



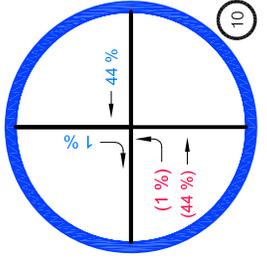
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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**

EXHIBIT E4



WEST STUDY AREA

CIVIC CENTER STUDY AREA

EAST STUDY AREA

**PROJECT TRAFFIC ASSIGNMENT PERCENTAGES
 U-TURN ANALYSIS**

Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
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Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT					WITH TRAFFIC MITIGATION			
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	68	38	106			
WEEKDAY						PM	74	82	156			
AM Peak: 8:00 AM	Counts					= Total				Adjusted	Total	Lane
	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C		Volume	Volume	Volume
Northbound	↵ Left	0	0.000	0%	0	3	0	0.000	0	3	1	0.002
	↵ Lt-Th	3	1 0.005	0%	0	3	1	0.005	0	3	0	0.000
	↑ Thru	7	0 0.000	0%	0	7	0	0.000	0	7	1	0.004
	↗ Th-Rt	7	1 0.005	0%	0	7	1	0.005	0	7	0	0.000
	↘ Shared	7	0 0.000	0%	0	7	0	0.000	0	7	1	0.004
Southbound	↵ Left	1	0.337	(46%)	17	973	1	0.343	0	973	1	0.343
	↵ Lt-Th	956	1 0.337	0%	0	973	1	0.343	0	973	1	0.343
	↓ Thru	15	0 0.000	0%	0	15	0	0.000	0	15	0	0.000
	↘ Th-Rt	15	0 0.000	0%	0	15	0	0.000	0	15	0	0.000
	↘ Shared	216	1 0.093	(24%)	9	225	1	0.093	0	225	1	0.093
Eastbound	↵ Left	2	0.047	24%	16	151	2	0.005	0	151	2	0.052
	↵ Lt-Th	135	0 0.000	0%	0	151	0	0.000	0	151	0	0.000
	↓ Thru	884	1 0.279	0%	0	884	1	0.279	0	884	1	0.279
	↗ Th-Rt	884	1 0.279	0%	0	884	1	0.279	0	884	1	0.279
	↘ Shared	8	0 0.000	0%	0	8	0	0.000	0	8	0	0.000
Westbound	↵ Left	1	0.003	0%	0	4	1	0.003	0	4	1	0.003
	↵ Lt-Th	4	0 0.000	0%	0	4	0	0.000	0	4	0	0.000
	↑ Thru	651	2 0.203	0%	0	651	2	0.203	0	651	2	0.203
	↗ Th-Rt	651	0 0.000	0%	0	651	0	0.000	0	651	0	0.000
	↘ Shared	123	1 0.000	46%	31	154	1	0.000	0	154	1	0.000
Critical Volumes:	North-South:	0.342				North-South:	0.348			North-South:	0.347	
	East-West:	0.282				East-West:	0.282			East-West:	0.282	
	Loss Time:	0.050				Loss Time:	0.050			Total:	0.050	
Volume/capacity (v/c) ratio:		0.674					0.680				0.679	
Level of Service (LOS):		B					B				B	
PROJECT IMPACT												
				Change in v/c due to project:		0.006	Δv/c after mitigation:				0.005	
				Significantly impacted?		NO	Fully mitigated?				N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT					WITH TRAFFIC MITIGATION				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880					In	Out	Total					
East/West Street: Pacific Coast Highway						AM	68	38	106				
WEEKDAY						PM	74	82	156				
PM Peak: 4:45 PM	Counts									Adjusted	Total	Lane	
	Volume	Lanes	V / C	+ Project		Volume	Lanes	V / C		Volume	Volume	Lanes	
				Volume								Volume	
Northbound	↵ Left	9	0	0.000	0%	0	9	0	0.000	0	9	1	0.006
	↵ Lt-Th		1	0.009	0%	0	1	0.009	0	0	9	0	0.000
	↑ Thru	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003
	↗ Th-Rt		1	0.009	0%	0	1	0.009	0	0	4	0	0.000
	↘ Right	17	0	0.000	0%	0	17	0	0.000	0	17	1	0.011
↔ Shared		0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Southbound	↵ Left	320	1	0.116	(46%)	38	358	1	0.129	0	358	1	0.129
	↵ Lt-Th		1	0.116	0%	0	1	0.129	0	0	358	1	0.129
	↑ Thru	14	0	0.000	0%	0	14	0	0.000	0	14	0	0.000
	↗ Th-Rt		0	0.000	0%	0	0	0.000	0	0	14	0	0.000
	↘ Right	183	1	0.015	(24%)	20	203	1	0.022	0	203	1	0.022
↔ Shared		0	0.000	0%	0	0	0.000	0	0	203	0	0.000	
Eastbound	↵ Left	318	2	0.110	24%	18	336	2	0.117	0	336	2	0.117
	↵ Lt-Th		0	0.000	0%	0	0	0.000	0	0	336	0	0.000
	↑ Thru	1128	1	0.359	0%	0	1128	1	0.359	0	1128	1	0.359
	↗ Th-Rt		1	0.359	0%	0	1	0.359	0	0	1128	1	0.359
	↘ Right	21	0	0.000	0%	0	21	0	0.000	0	21	0	0.000
↔ Shared		0	0.000	0%	0	0	0.000	0	0	21	0	0.000	
Westbound	↵ Left	15	1	0.009	0%	0	15	1	0.009	0	15	1	0.009
	↵ Lt-Th		0	0.000	0%	0	0	0.000	0	0	15	0	0.000
	↑ Thru	1229	2	0.384	0%	0	1229	2	0.384	0	1229	2	0.384
	↗ Th-Rt		0	0.000	0%	0	0	0.000	0	0	1229	0	0.000
	↘ Right	260	1	0.063	46%	34	294	1	0.072	0	294	1	0.000
↔ Shared		0	0.000	0%	0	0	0.000	0	0	294	0	0.000	
Critical Volumes:	North-South:	0.125				North-South:	0.139			North-South:	0.140		
	East-West:	0.494				East-West:	0.501			East-West:	0.501		
	Loss Time:	0.050				Loss Time:	0.050			Total:	0.050		
Volume/capacity (v/c) ratio:		0.669					0.690				0.692		
Level of Service (LOS):		B					B				B		
PROJECT IMPACT													
						Change in v/c due to project:	0.021	Δv/c after mitigation:				0.023	
						Significantly impacted?	NO	Fully mitigated?				N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION			
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				Trip Gen 1 PM 110 112 222							
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C
	Volume										
Northbound	↶ Left	26	0 0.000	0%	0	26	0 0.000	0	26	1 0.016	0.016
	↷ Lt-Th		1 0.030	0%	0		1 0.030	0		0 0.000	0.000
	↑ Thru	16	0 0.000	0%	0	16	0 0.000	0	16	1 0.010	0.010
	↘ Th-Rt		1 0.030	0%	0		1 0.030	0		0 0.000	0.000
	↷ Right	55	0 0.000	0%	0	55	0 0.000	0	55	1 0.005	0.005
↕ Shared		0 0.000	0%	0		0 0.000	0		0 0.000	0.000	
Southbound	↶ Left	280	1 0.107	(46%)	52	332	1 0.125	0	332	1 0.125	0.125
	↷ Lt-Th		1 0.110	0%	0		1 0.129	0		1 0.129	0.129
	↓ Thru	28	0 0.000	0%	0	28	0 0.000	0	28	0 0.000	0.000
	↘ Th-Rt		0 0.000	0%	0		0 0.000	0		0 0.000	0.000
	↷ Right	353	1 0.221	(24%)	27	380	1 0.237	0	380	1 0.237	0.237
↕ Shared		0 0.000	0%	0		0 0.000	0		0 0.000	0.000	
Eastbound	↶ Left	193	2 0.067	24%	26	219	2 0.076	0	219	2 0.076	0.076
	↷ Lt-Th		0 0.000	0%	0		0 0.000	0		0 0.000	0.000
	→ Thru	1256	1 0.405	0%	0	1256	1 0.405	0	1256	1 0.405	0.405
	↘ Th-Rt		1 0.405	0%	0		1 0.405	0		1 0.405	0.405
	↷ Right	40	0 0.000	0%	0	40	0 0.000	0	40	0 0.000	0.000
↕ Shared		0 0.000	0%	0		0 0.000	0		0 0.000	0.000	
Westbound	↶ Left	43	1 0.027	0%	0	43	1 0.027	0	43	1 0.027	0.027
	↷ Lt-Th		0 0.000	0%	0		0 0.000	0		0 0.000	0.000
	← Thru	1310	2 0.409	0%	0	1310	2 0.409	0	1310	2 0.409	0.409
	↘ Th-Rt		0 0.000	0%	0		0 0.000	0		0 0.000	0.000
	↷ Right	142	1 0.001	46%	51	193	1 0.017	0	193	1 0.017	0.017
↕ Shared		0 0.000	0%	0		0 0.000	0		0 0.000	0.000	
Critical Volumes:	North-South: 0.251			North-South: 0.268				North-South: 0.254			
	East-West: 0.476			East-West: 0.485				East-West: 0.485			
	Loss Time: 0.050			Loss Time: 0.050				Loss Time: 0.050			
Volume/capacity (v/c) ratio:	0.777			0.803				0.789			
Level of Service (LOS):	C			D				C			
PROJECT IMPACT											
Change in v/c due to project:						0.027		Δv/c after mitigation:		0.012	
Significantly impacted?						NO		Fully mitigated?		N/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	68	38	106
						PM	74	82	156
WEEKDAY AM Peak: 7:45 AM	Counts					= Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↶ Left	1	0.016	0%	0	25	1	0.016	
	↶ Lt-Th	0	0.000	0%	0	25	0	0.000	
	↑ Thru	200	2	0.063	(25%)	10	210	2	0.066
	↷ Th-Rt	0	0.000	0%	0	10	0	0.000	
	↷ Right	23	1	0.000	(5%)	2	25	1	0.000
↷ Shared	0	0.000	0%	0	2	25	0	0.000	
Southbound	↷ Left	19	1	0.012	0%	0	19	1	0.012
	↷ Lt-Th	0	0.000	0%	0	19	0	0.000	
	↓ Thru	1171	2	0.366	25%	17	1188	2	0.371
	↶ Th-Rt	0	0.000	0%	0	17	0	0.000	
	↶ Right	199	1	0.000	0%	0	199	1	0.000
↶ Shared	0	0.000	0%	0	0	199	0	0.000	
Eastbound	↶ Left	23	1	0.013	0%	0	23	1	0.013
	↶ Lt-Th	1	0.013	0%	0	23	1	0.013	
	→ Thru	14	0	0.000	0%	0	14	0	0.000
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000	
	↷ Right	9	1	0.000	0%	0	9	1	0.000
↷ Shared	0	0.000	0%	0	0	9	0	0.000	
Westbound	↶ Left	16	1	0.010	5%	3	19	1	0.012
	↶ Lt-Th	0	0.000	0%	0	3	0	0.000	
	↑ Thru	92	1	0.058	0%	0	92	1	0.058
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000	
	↷ Right	208	1	0.000	0%	0	208	1	0.000
↷ Shared	0	0.000	0%	0	0	208	0	0.000	
Critical Volumes:	North-South: 0.382			North-South: 0.387					
	East-West: 0.071			East-West: 0.071					
	Loss Time: 0.050			LossTime: 0.050					
Volume/capacity (v/c) ratio:	0.503			0.508					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:								0.005	
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	68	38	106
						PM	74	82	156
WEEKDAY PM Peak: 4:45 PM	Counts					Total			
	Volume	Lanes	V / C	+ Project		Volume	Lanes	V / C	
Northbound	↶ Left	22	1	0.014	0%	0	22	1	0.014
	↶ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	534	2	0.167	(25%)	21	555	2	0.173
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	27	1	0.000	(5%)	4	31	1	0.000
↷ Shared	0	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	0.000	0%	0	0	0	0.000
	↓ Thru	464	2	0.145	25%	19	483	2	0.151
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	44	1	0.000	0%	0	44	1	0.000
↷ Shared	0	0	0.000	0%	0	0	0	0.000	
Eastbound	↶ Left	234	1	0.117	0%	0	234	1	0.117
	↶ Lt-Th	1	1	0.117	0%	0	1	1	0.117
	↑ Thru	103	0	0.000	0%	0	103	0	0.000
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	37	1	0.000	0%	0	37	1	0.000
↷ Shared	0	0	0.000	0%	0	0	0	0.000	
Westbound	↶ Left	17	1	0.011	5%	4	21	1	0.013
	↶ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	35	1	0.022	0%	0	35	1	0.022
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	609	1	0.000	0%	0	609	1	0.000
↷ Shared	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South: 0.283			North-South: 0.290					
	East-West: 0.139			East-West: 0.139					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.472			0.479					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:								0.007	
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	110	112	222	
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	0
	↑ Thru	296	2	0.093	(25%)	28	324	2	0.101
	↵ Th-Rt		0	0	0%	0	0	0	0
	↵ Right	22	1	0.014	(5%)	6	28	1	0.018
↵ Shared		0	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	0
	↓ Thru	766	2	0.239	25%	28	794	2	0.248
	↵ Th-Rt		0	0	0%	0	0	0	0
	↵ Right	28	1	0.018	0%	0	28	1	0.018
↵ Shared		0	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	0	1	0.021
	→ Thru	32	0	0	0%	0	32	0	0
	↵ Th-Rt		0	0	0%	0	0	0	0
	↵ Right	26	1	0.016	0%	0	26	1	0.016
↵ Shared		0	0	0%	0	0	0	0	
Westbound	↵ Left	21	1	0.013	5%	6	27	1	0.017
	↵ Lt-Th		0	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	0
	↵ Right	179	1	0.112	0%	0	179	1	0.112
↵ Shared		0	0	0%	0	0	0	0	
Critical Volumes:	North-South:	0.258				North-South:	0.265		
	East-West:	0.039				East-West:	0.039		
	Loss Time:	0.050				Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.347					0.354		
Level of Service (LOS):		A					A		
PROJECT IMPACT									
							Change in v/c due to project:	0.007	
							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	2/2013	Analysis Year	2012 + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	22		55	61	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	28	70	55	71	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	0.06	0.05	0.06	0.25	0.09	0.01	
hd, final value (s)	5.80	4.98	6.14	5.54	5.54	4.41	5.48	
x, final value	0.05	0.10	0.09	0.11	0.43	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	3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	320	305	321	527	351	262	
Delay (s/veh)	8.77	8.22	9.47	8.92	12.28	7.73	8.28	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.37		9.16		11.06		8.28	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.19							
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	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	73	216	94	222	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	77	216	94	232	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	0.19	0.08	0.21	0.39	0.07	0.06	
hd, final value (s)	7.14	6.40	7.52	6.98	6.95	5.77	7.19	
x, final value	0.15	0.38	0.20	0.45	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)	327	466	344	482	513	331	313	
Delay (s/veh)	11.12	13.04	12.04	15.26	38.55	9.32	10.92	
LOS	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>E</i>	<i>A</i>	<i>B</i>	
Approach: Delay (s/veh)	12.54		14.33		34.04		10.92	
LOS	<i>B</i>		<i>B</i>		<i>D</i>		<i>B</i>	
Intersection Delay (s/veh)	22.29							
Intersection LOS	<i>C</i>							

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	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	132	154	90	99	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	139	154	90	104	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	0.14	0.08	0.09	0.14	0.11	0.03	
hd, final value (s)	5.67	4.94	6.23	5.69	6.20	5.06	6.09	
x, final value	0.22	0.21	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	3.9	3.4	3.9	2.8	3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	389	404	340	354	413	370	279	
Delay (s/veh)	9.94	8.95	10.08	9.51	11.31	8.78	9.10	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.42		9.77		10.24		9.10	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.78							
Intersection LOS	A							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION					
North/South Street: Webb Way	Capacity: vphpl 1600					In	Out	Total					
East/West Street: Pacific Coast Highway	Dual 2880				AM	68	38	106					
WEEKDAY					PM	74	82	156					
AM Peak: 8:00 AM	Counts								Adjusted	Total			
	Volume	Lanes	V / C	+ Project	= Total				Volume	Volume	Lanes	V / C	
				Volume	Volume	Lanes	V / C						
Northbound	↵ Left	1	0.033	1%	1	54	1	0.034	0	54	1	0.034	
	↵ Lt-Th	0	0	0%	0	0	0	0	0	0	0	0	
	↑ Thru	48	0	0	0	48	0	0	0	48	0	0	
	↗ Th-Rt	1	0.037	0%	0	1	1	0.037	0	1	1	0.037	
	↘ Right	0	0	0%	0	0	0	0	0	0	0	0	
↔ Shared	11	0	0	0%	0	11	0	0	0	11	0	0	
Southbound	↵ Left	1	0.031	(45%)	17	66	1	0.037	0	66	1	0.037	
	↵ Lt-Th	1	0.031	0%	0	0	1	0.037	0	0	1	0.037	
	↓ Thru	40	0	0.000	(1%)	0	40	0	0.000	0	40	0	0.000
	↘ Th-Rt	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
	↘ Right	32	1	0.020	0%	0	32	1	0.020	0	32	1	0.020
↔ Shared	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	↵ Left	1	0.081	0%	0	130	1	0.081	0	130	2	0.045	
	↵ Lt-Th	0	0	0%	0	0	0	0.000	0	0	0	0	
	→ Thru	1559	3	0.325	0%	0	1559	3	0.325	0	1559	3	0.325
	↗ Th-Rt	0	0	0	0%	0	0	0	0	0	0	0.000	
	↘ Right	68	1	0.043	0%	0	68	1	0.043	0	68	1	0.043
↔ Shared	0	0	0	0%	0	0	0	0	0	0	0		
Westbound	↵ Left	1	0.083	0%	0	132	1	0.083	0	132	1	0.083	
	↵ Lt-Th	0	0	0%	0	0	0	0	0	0	0	0	
	↑ Thru	689	2	0.215	45%	31	720	2	0.225	0	720	2	0.225
	↗ Th-Rt	0	0	0	0%	0	0	0	0	0	0	0	
	↘ Right	231	1	0.144	0%	0	231	1	0.144	0	231	1	0.144
↔ Shared	0	0	0	0%	0	0	0	0	0	0	0		
Critical Volumes:	North-South:	0.068			North-South:	0.075			North-South:	0.074			
	East-West:	0.408			East-West:	0.408			East-West:	0.408			
	Loss Time:	0.050			LossTime:	0.050			Loss Time:	0.050			
Volume/capacity (v/c) ratio:		0.526				0.532				0.532			
Level of Service (LOS):		A				A				A			
PROJECT IMPACT													
Change in v/c due to project:						0.006	Δv/c after mitigation:			0.006			
Significantly impacted?						NO	Fully mitigated?			N/A			

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					<u>In</u>	<u>Out</u>	<u>Total</u>					
East/West Street: Pacific Coast Highway				AM	68	38	106						
				PM	74	82	156						
WEEKDAY													
PM Peak: 4:45 PM	Counts								Adjusted	Total			
	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound													
↪ Left	148	1	0.093	1%	1	149	1	0.093	0	149	1	0.093	
↪ Lt-Th		0	0	0%			0	0	0		0	0	
↪ Thru	72	0	0	0%	0	72	0	0	0	72	0	0	
↪ Th-Rt		1	0.063	0%	0		1	0.063	0		1	0.063	
↪ Right	29	0	0	0%	0	29	0	0	0	29	0	0	
↪ Shared		0	0	0%			0	0	0		0	0	
Southbound													
↪ Left	223	1	0.104	(45%)	37	260	1	0.117	0	260	1	0.117	
↪ Lt-Th		1	0.104	0%			1	0.117	0		1	0.117	
↪ Thru	76	0	0.000	(1%)	1	77	0	0.000	0	77	0	0.000	
↪ Th-Rt		0	0.000	0%			0	0.000	0		0	0.000	
↪ Right	69	1	0.043	0%	0	69	1	0.043	0	69	1	0.043	
↪ Shared		0	0.000	0%			0	0.000	0		0	0.000	
Eastbound													
↪ Left	93	1	0.058	0%	0	93	1	0.058	0	93	2	0.032	
↪ Lt-Th		0	0	0%			0	0	0		0	0	
↪ Thru	1272	3	0.265	0%	0	1272	3	0.265	0	1272	3	0.265	
↪ Th-Rt		0	0	0%			0	0	0		0	0	
↪ Right	54	1	0.034	0%	0	54	1	0.034	0	54	1	0.034	
↪ Shared		0	0	0%			0	0	0		0	0	
Westbound													
↪ Left	225	1	0.141	0%	0	225	1	0.141	0	225	1	0.141	
↪ Lt-Th		0	0	0%			0	0	0		0	0	
↪ Thru	1235	2	0.386	45%	33	1268	2	0.396	0	1268	2	0.396	
↪ Th-Rt		0	0	0%			0	0	0		0	0	
↪ Right	380	1	0.168	0%	0	380	1	0.156	0	380	1	0.156	
↪ Shared		0	0	0%			0	0	0		0	0	
Critical Volumes:	North-South:	0.167			North-South:	0.180			North-South:	0.180			
	East-West:	0.444			East-West:	0.454			East-West:	0.429			
	Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050			
Volume/capacity (v/c) ratio:		0.661				0.685				0.659			
Level of Service (LOS):		B				B				B			
PROJECT IMPACT													
	Change in v/c due to project:				0.024				Δv/c after mitigation:				-0.002
	Significantly impacted?				NO				Fully mitigated?				N/A

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 110 112 222					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	127	1	0.079	1%	1	128	1	0.080	0	128	1	0.080	
↵ Lt-Th		0	0	0%			0	0			0	0	
↑ Thru	71	0	0	0%	0	71	0	0	0	71	0	0	
↵ Th-Rt		1	0.063	0%			1	0.063	0		1	0.063	
↵ Right	30	0	0	0%	0	30	0	0	0	30	0	0	
↕ Shared		0	0	0%			0	0			0	0	
Southbound													
↵ Left	116	1	0.075	0%	0	116	1	0.075	0	116	1	0.075	
↵ Lt-Th		1	0.075	0%			1	0.075	0		1	0.075	
↓ Thru	101	0	0	0%	0	101	0	0	0	101	0	0	
↵ Th-Rt		0	0	0%			0	0	0		0	0	
↵ Right	57	1	0	0%	0	57	1	0	0	57	1	0	
↕ Shared		0	0	0%			0	0			0	0	
Eastbound													
↵ Left	149	1	0.093	0%	0	149	1	0.093	0	149	2	0.052	
↵ Lt-Th		0	0	0%			0	0			0	0	
→ Thru	1323	3	0.276	(45%)	50	1373	3	0.286	0	1373	3	0.286	
↵ Th-Rt		0	0	0%			0	0			0	0	
↵ Right	65	1	0.041	(1%)	1	66	1	0.041	0	66	1	0.041	
↕ Shared		0	0	0%			0	0			0	0	
Westbound													
↵ Left	287	1	0.179	0%	0	287	1	0.179	0	287	1	0.179	
↵ Lt-Th		0	0	0%			0	0			0	0	
← Thru	1299	2	0.406	45%	50	1349	2	0.422	0	1349	2	0.422	
↵ Th-Rt		0	0	0%			0	0			0	0	
↵ Right	115	1	0.036	0%	0	115	1	0.036	0	115	1	0.036	
↕ Shared		0	0	0%			0	0			0	0	
Critical Volumes:	North-South:	0.154		North-South:					0.155		North-South:	0.155	
	East-West:	0.499		East-West:					0.515		East-West:	0.473	
	Loss Time:	0.050		Loss Time:					0.050		Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.703			0.720					0.678				
Level of Service (LOS):	C			C					B				
PROJECT IMPACT													
Change in v/c due to project:								0.017	Δv/c after mitigation:		-0.025		
Significantly impacted?								NO	Fully mitigated?		N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	68	38	106	PM	74	82	156				
	<u>In</u>	<u>Out</u>	<u>Total</u>																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003										
	↵ Lt-Th	3	1	0.005	0	1	4	1	0.007	0%	0	4	1	0.007	0	4	0	0.000										
	↑ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000	0	7	1	0.005										
	↗ Th-Rt	7	1	0.005	0	0	7	1	0.007	0%	0	7	1	0.007	0	7	0	0.000										
	↘ Right	7	0	0.000	0	2	9	0	0.000	0%	0	9	0	0.000	0	9	1	0.006										
↔ Shared	7	0	0.000	0	2	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000											
Southbound	↵ Left	956	1	0.337	59	23	1038	1	0.366	(46%)	17	1055	1	0.372	0	1055	1	0.372										
	↵ Lt-Th	956	1	0.337	59	23	1038	1	0.366	0%	17	1055	1	0.372	0	1055	1	0.372										
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Th-Rt	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Right	216	1	0.093	13	1	230	1	0.103	(24%)	9	239	1	0.103	0	239	1	0.103										
↔ Shared	216	0	0.000	13	1	230	0	0.000	0%	9	239	0	0.000	0	239	0	0.000											
Eastbound	↵ Left	135	2	0.048	8	-11	132	2	0.047	24%	16	148	2	0.053	0	148	2	0.053										
	↵ Lt-Th	135	0	0.000	8	-11	132	0	0.000	0%	16	148	0	0.000	0	148	0	0.000										
	↑ Thru	884	1	0.279	54	164	1102	1	0.347	0%	0	1102	1	0.347	0	1102	1	0.347										
	↗ Th-Rt	884	1	0.279	54	164	1102	1	0.347	0%	0	1102	1	0.347	0	1102	1	0.347										
	↘ Right	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
↔ Shared	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000											
Westbound	↵ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003										
	↵ Lt-Th	4	0	0.000	0	1	5	0	0.000	0%	0	5	0	0.000	0	5	0	0.000										
	↑ Thru	651	2	0.203	40	90	781	2	0.244	0%	0	781	2	0.244	0	781	2	0.244										
	↗ Th-Rt	651	0	0.000	40	90	781	0	0.000	0%	0	781	0	0.000	0	781	0	0.000										
	↘ Right	123	1	0.000	8	-16	115	1	0.000	46%	31	146	1	0.000	0	146	1	0.000										
↔ Shared	123	0	0.000	8	-16	115	0	0.000	0%	31	146	0	0.000	0	146	0	0.000											
Critical Volumes:	North-South: 0.342							North-South: 0.373		North-South: 0.379		North-South: 0.378		East-West: 0.350		East-West: 0.350												
	East-West: 0.281							East-West: 0.350		East-West: 0.350		East-West: 0.350		Total: 0.050		Total: 0.050												
Volume/capacity (v/c) ratio:	Loss Time: 0.050							Loss Time: 0.050		Loss Time: 0.050		Loss Time: 0.050		Total: 0.050		Total: 0.050												
Level of Service (LOS):	0.673							0.773		0.779		0.778		0.778		0.778												
	B							C		C		C		C		C												
									<u>P R O J E C T I M P A C T</u>																			
									Change in v/c due to project:				0.006		Δv/c after mitigation:				0.005									
									Significantly impacted?				NO		Fully mitigated?				N/A									

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	68	38	106	PM	74	82	156				
	<u>In</u>	<u>Out</u>	<u>Total</u>																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY 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	Adjusted Volume	Total Volume	Lanes	V / C												
Northbound	↪ Left	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000	0	24	1	0.015										
	↪ Lt-Th		1	0.009				1	0.020	0%	0	24	1	0.020	0	24	0	0.000										
	↑ Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1	0.004										
	↪ Th-Rt		1	0.009				1	0.020	0%	0	6	1	0.020	0	6	0	0.000										
	↪ Right	17	0	0.000	1	16	34	0	0.000	0%	0	34	0	0.000	0	34	1	0.021										
↔ Shared		0	0.000				0	0.000	0%	0	34	0	0.000	0	34	0	0.000											
Southbound	↪ Left	320	1	0.116	20	4	344	1	0.125	(46%)	38	382	1	0.138	0	382	1	0.138										
	↪ Lt-Th		1	0.116				1	0.125	0%	38	382	1	0.138	0	382	1	0.138										
	↓ Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000										
	↪ Th-Rt		0	0.000				0	0.000	0%	0	17	0	0.000	0	17	0	0.000										
	↪ Right	183	1	0.015	11	0	194	1	0.013	(24%)	20	214	1	0.020	0	214	1	0.020										
↔ Shared		0	0.000				0	0.000	0%	20	214	0	0.000	0	214	0	0.000											
Eastbound	↪ Left	318	2	0.114	20	8	346	2	0.123	24%	18	364	2	0.130	0	364	2	0.130										
	↪ Lt-Th		0	0.000				0	0.000	0%	18	364	0	0.000	0	364	0	0.000										
	→ Thru	1128	1	0.359	69	186	1383	1	0.444	0%	0	1383	1	0.444	0	1383	1	0.444										
	↪ Th-Rt		1	0.359				1	0.444	0%	0	1383	1	0.444	0	1383	1	0.444										
	↪ Right	21	0	0.000	1	15	37	0	0.000	0%	0	37	0	0.000	0	37	0	0.000										
↔ Shared		0	0.000				0	0.000	0%	0	37	0	0.000	0	37	0	0.000											
Westbound	↪ Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021	0	33	1	0.021										
	↪ Lt-Th		0	0.000				0	0.000	0%	0	33	0	0.000	0	33	0	0.000										
	↑ Thru	1229	2	0.384	75	235	1539	2	0.481	0%	0	1539	2	0.481	0	1539	2	0.481										
	↪ Th-Rt		0	0.000				0	0.000	0%	0	1539	0	0.000	0	1539	0	0.000										
	↪ Right	260	1	0.000	16	-5	271	1	0.000	46%	34	305	1	0.000	0	305	1	0.000										
↔ Shared		0	0.000				0	0.000	0%	34	305	0	0.000	0	305	0	0.000											
Critical Volumes:	North-South:	0.125							North-South:	0.145				North-South:	0.158													
	East-West:	0.368							East-West:	0.464				East-West:	0.464													
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050													
Volume/capacity (v/c) ratio:	0.543								0.659							0.672												
Level of Service (LOS):	A								B							B												
									PROJECT IMPACT																			
									Change in v/c due to project:		0.013		Δv/c after mitigation:		0.016													
									Significantly impacted?		NO		Fully mitigated?		N/A													

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION												
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>Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">110</td> <td style="text-align: center;">112</td> <td style="text-align: center;">222</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	Trip Gen 1	PM	110	112	222				
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
Trip Gen 1	PM	110	112	222																					
East/West Street: Pacific Coast Highway																									
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total											
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C									
Northbound	↵ Left	26	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000	0	50	1	0.031							
	↵ Lt-Th		1	0.030				1	0.047	0%	0	50	1	0.047	0	50	0	0.000							
	↵ Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000	0	19	1	0.012							
	↵ Th-Rt		1	0.030				1	0.047	0%	0	19	1	0.047	0	19	0	0.000							
	↵ Right	55	0	0.000	3	24	82	0	0.000	0%	0	82	0	0.000	0	82	1	0.007							
↵ Shared		0	0.000				0	0.000	0%	0	82	0	0.000	0	82	0	0.000								
Southbound	↵ Left	280	1	0.107	17	-4	293	1	0.113	(46%)	52	345	1	0.131	0	345	1	0.131							
	↵ Lt-Th		1	0.110				1	0.116	0%	52	345	1	0.135	0	345	1	0.135							
	↵ Thru	28	0	0.000	2	2	32	0	0.000	0%	0	32	0	0.000	0	32	0	0.000							
	↵ Th-Rt		0	0.000				0	0.000	0%	0	32	0	0.000	0	32	0	0.000							
	↵ Right	449	1	0.281	28	7	269	1	0.168	(24%)	27	296	1	0.185	0	296	1	0.185							
↵ Shared		0	0.000				0	0.000	0%	27	296	0	0.000	0	296	0	0.000								
Eastbound	↵ Left	193	2	0.067	12	10	215	2	0.075	24%	26	241	2	0.084	0	241	2	0.084							
	↵ Lt-Th		0	0.000				0	0.000	0%	26	241	0	0.000	0	241	0	0.000							
	↵ Thru	1256	1	0.405	77	228	1561	1	0.508	0%	0	1561	1	0.508	0	1561	1	0.508							
	↵ Th-Rt		1	0.405				1	0.508	0%	0	1561	1	0.508	0	1561	1	0.508							
	↵ Right	40	0	0.000	2	22	64	0	0.000	0%	0	64	0	0.000	0	64	0	0.000							
↵ Shared		0	0.000				0	0.000	0%	0	64	0	0.000	0	64	0	0.000								
Westbound	↵ Left	43	1	0.027	3	25	71	1	0.044	0%	0	71	1	0.044	0	71	1	0.044							
	↵ Lt-Th		0	0.000				0	0.000	0%	0	71	0	0.000	0	71	0	0.000							
	↵ Thru	1310	2	0.409	80	233	1623	2	0.507	0%	0	1623	2	0.507	0	1623	2	0.507							
	↵ Th-Rt		0	0.000				0	0.000	0%	0	1623	0	0.000	0	1623	0	0.000							
	↵ Right	142	1	0.001	9	-6	145	1	-0.001	46%	51	196	1	0.014	0	196	1	0.014							
↵ Shared		0	0.000				0	0.000	0%	51	196	0	0.000	0	196	0	0.000								
Critical Volumes:	North-South:	0.311							North-South:	0.215				North-South:	0.232				North-South:	0.216					
	East-West:	0.476							East-West:	0.582				East-West:	0.591				East-West:	0.591					
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050					
Volume/capacity (v/c) ratio:	0.837								0.847					0.873					0.857						
Level of Service (LOS):	D								D					D					D						
PROJECT IMPACT																									
Change in v/c due to project:											0.026	Δv/c after mitigation:			0.010										
Significantly impacted?											YES	Fully mitigated?			YES										

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						In	Out	Total		
East/West Street: Civic Center Way	east-west split								AM	68	38	106		
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			0	0.000	0%	0	11	0	0.000	
	↵ Thru	200	2	0.063	12	3	215	2	0.067	(25%)	10	225	2	0.070
	↵ Th-Rt	23	1	0.000	1	0	24	1	0.000	(5%)	2	26	1	0.000
	↵ Shared	0	0	0.000				0	0.000	0%	0	0	0.000	
Southbound	↵ Left	19	1	0.012	1	0	20	1	0.013	0%	0	20	1	0.013
	↵ Lt-Th	0	0	0.000				0	0.000	0%	0	20	0	0.000
	↵ Thru	1171	2	0.366	72	51	1294	2	0.404	25%	17	1311	2	0.410
	↵ Th-Rt	0	0	0.000				0	0.000	0%	0	0	0.000	
	↵ Right	199	1	0.000	12	-8	203	1	0.000	0%	0	203	1	0.000
↵ Shared	0	0	0.000				0	0.000	0%	0	0	0.000		
Eastbound	↵ Left	23	1	0.013	1	-2	22	1	0.012	0%	0	22	1	0.012
	↵ Lt-Th	1	1	0.013				1	0.012	0%	0	22	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				0	0.000	0%	0	0	0.000	
	↵ Right	9	1	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000
↵ Shared	0	0	0.000				0	0.000	0%	0	0	0.000		
Westbound	↵ Left	16	1	0.010	1	0	17	1	0.011	5%	3	20	1	0.012
	↵ Lt-Th	0	0	0.000				0	0.000	0%	0	0	0.000	
	↵ Thru	92	1	0.058	6	-16	82	1	0.051	0%	0	82	1	0.051
	↵ Th-Rt	0	0	0.000				0	0.000	0%	0	0	0.000	
	↵ Right	208	1	0.000	13	22	243	1	0.000	0%	0	243	1	0.000
↵ Shared	0	0	0.000				0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.382				North-South:	0.411				North-South:	0.416		
	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					0.529		
Level of Service (LOS):		A					A					A		
PROJECT IMPACT														
Change in v/c due to project:												0.005		
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	68	38	106
WEEKDAY 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	1	0.014				1	0.011	0%		1	0.011	
	Lt-Th	22	0.000	1	-5	18	0	0.000	0%	0	18	0.000	
	Thru	534	0.167	33	14	581	2	0.181	(25%)	21	602	0.188	
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	27	0.000	2	0	29	1	0.000	(5%)	4	33	0.000	
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Southbound	Left	1	0.116				1	0.152	0%		1	0.152	
	Lt-Th	186	0.000	11	46	243	0	0.000	0%	0	243	0.000	
	Thru	464	0.145	28	11	503	2	0.157	25%	19	522	0.163	
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	44	0.000	3	-2	45	1	0.000	0%	0	45	0.000	
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Eastbound	Left	1	0.117				1	0.118	0%		1	0.118	
	Lt-Th	234	0.117	14	-6	242	1	0.118	0%	0	242	0.118	
	Thru	103	0.000	6	-11	98	0	0.000	0%	0	98	0.000	
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	37	0.000	2	-11	28	1	0.000	0%	0	28	0.000	
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Westbound	Left	1	0.011				1	0.011	5%		1	0.014	
	Lt-Th	17	0.000	1	0	18	0	0.000	0%	4	22	0.000	
	Thru	35	0.022	2	-5	32	1	0.020	0%	0	32	0.020	
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	609	0.000	37	63	709	1	0.000	0%	0	709	0.000	
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.159				North-South:	0.168			North-South:	0.175		
	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					0.356				0.363		
Level of Service (LOS):		A					A				A		
PROJECT IMPACT													
Change in v/c due to project: 0.007													
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 110 112 222				
WEEKEND PM Peak: 11:45 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	0.018				1	0.015		0%	0	1	0.015	
	↵ Lt-Th	29	0		2	-6	25	0	0	0%	0	25	0	0
	↑ Thru	296	2	0.093	18	17	331	2	0.103	(25%)	28	359	2	0.112
	↗ Th-Rt		0	0				0	0	0%			0	0
	↘ Right	22	1	0.014	1	0	23	1	0.015	(5%)	6	29	1	0.018
↕ Shared		0	0				0	0	0%			0	0	
Southbound	↵ Left	1	0.146				1	0.194		0%	0	1	0.194	
	↵ Lt-Th	233	0		14	63	310	0	0	0%	0	310	0	0
	↓ Thru	766	2	0.239	47	13	826	2	0.258	25%	28	854	2	0.267
	↘ Th-Rt		0	0				0	0	0%			0	0
	↘ 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	
Eastbound	↵ Left	1	0.021				1	0.020		0%	0	1	0.020	
	↵ Lt-Th	29	1	0.021	2	-2	29	1	0.020	0%	0	29	1	0.020
	→ Thru		0	0				0	0	0%	0		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	
Westbound	↵ Left	1	0.013				1	0.014		5%	6	1	0.018	
	↵ Lt-Th	21	0	0	1	0	22	0	0	0%	0	22	0	0
	← Thru	28	1	0.018	2	-6	24	1	0.015	0%	0	24	1	0.015
	↗ Th-Rt		0	0				0	0	0%			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	
Critical Volumes:	North-South: 0.258				North-South: 0.274					North-South: 0.282				
	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					0.368				
Level of Service (LOS):	A				A					A				
PROJECT IMPACT														
Change in v/c due to project:										0.009				
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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	21	54	87	75	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	54	87	86	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	0.08	0.31	0.18	0.06	
hd, final value (s)	6.44	5.62	6.67	6.07	5.68	4.63	5.81	
x, final value	0.05	0.08	0.16	0.15	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	304	337	336	596	456	316	
Delay (s/veh)	9.47	8.84	10.65	9.80	15.02	8.99	9.20	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.05		10.23		12.77		9.20	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.65							
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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	98	225	201	289	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	121	225	201	300	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	0.11	0.20	0.18	0.27	0.46	0.14	0.15	
hd, final value (s)	8.50	7.67	8.56	8.02	8.13	6.97	8.38	
x, final value	0.29	0.48	0.48	0.67	1.16	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)	371	459	417	445	515	406	414	
Delay (s/veh)	14.56	17.25	18.84	25.40	122.13	12.65	16.51	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	16.31		22.77		96.67		16.51	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	50.17							
Intersection LOS	<i>F</i>							

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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	33	180	161	185	154	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	213	161	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	0.14	0.16	0.14	0.20	0.20	0.13	
hd, final value (s)	7.14	6.35	7.58	7.05	7.28	6.24	7.33	
x, final value	0.42	0.28	0.39	0.31	0.47	0.39	0.30	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.8	4.1	5.3	4.7	5.0	3.9	5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463	411	435	409	478	475	395	
Delay (s/veh)	14.97	11.55	15.04	12.90	16.15	12.88	13.07	
LOS	<i>B</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>	
Approach: Delay (s/veh)	13.50		14.05		14.53		13.07	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	13.95							
Intersection LOS	<i>B</i>							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT					2016, WITH TRAFFIC MITIGATION				
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 110 112 222									
WEEKEND AM Peak: 7:30 AM	Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
Northbound	↵ Left	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0	
	↵ Lt-Th	0	0	0	0	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	0	0	0	0	
	↵ Th-Rt	0	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0
	↵ Right	0	0	0	0	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	0	0	0	0	
Southbound	↵ Left	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0	
	↵ Lt-Th	0	1	0	0	0	1	0	0%	0	0	1	0	0	0	1	0	
	↵ Thru	0	0	0	0	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	0	0	0	0	
	↵ Right	0	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0
↵ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Eastbound	↵ Left	0	1	0	0	0	1	0	0%	0	0	1	0	0	0	1	0	
	↵ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	↵ Thru	0	3	0	0	0	3	0	0%	0	0	3	0	0	0	3	0	
	↵ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	↵ Right	0	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0
↵ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	↵ Left	0	1	0	0	0	1	0	0%	0	0	1	0	0	0	1	0	
	↵ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	↵ Thru	0	2	0	0	0	2	0	0%	0	0	2	0	0	0	2	0	
	↵ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	↵ Right	0	1	0	0	0	0	1	0	0%	0	0	1	0	0	0	1	0
↵ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:	North-South:	0		North-South:					0		North-South:					0		
	East-West:	0		East-West:					0		East-West:					0		
	Total:	0		Total:					0		Total:					0		
Volume/capacity (v/c) ratio:	0.000			#DIV/0!					#DIV/0!					#DIV/0!				
Level of Service (LOS):	A			###					###					###				
PROJECT IMPACT																		
Change in v/c due to project:										#DIV/0!			Δv/c after mitigation:		#DIV/0!			
Significantly impacted?										#DIV/0!			Fully mitigated?		#DIV/0!			

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION							
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 110 112 222											
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	8	2	137	1	0.085	1%	1	138	1	0.086	0	138	1	0.086		
	Lt-Th		0	0				0	0	0%			0	0	0	0	0	0		
	Thru	71	0	0	4	5	80	0	0	0%	0	80	0	0	0	80	0	0		
	Th-Rt		1	0.063				1	0.071	0%			1	0.071	0	80	1	0.071		
	Right	30	0	0	2	2	34	0	0	0%	0	34	0	0	0	34	0	0		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Southbound	Left	116	1	0.075	7	-2	121	1	0.081	0%	0	121	1	0.081	0	121	1	0.081		
	Lt-Th		1	0.075				1	0.081	0%			1	0.081	0	121	1	0.081		
	Thru	101	0	0	6	5	112	0	0	0%	0	112	0	0	0	112	0	0		
	Th-Rt		0	0				0	0	0%			0	0	0	112	0	0		
	Right	57	1	0.036	3	154	214	1	0.134	0%	0	214	1	0.134	0	214	1	0.134		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Eastbound	Left	149	1	0.093	9	148	306	1	0.191	0%	0	306	1	0.191	0	306	2	0.106		
	Lt-Th		0	0				0	0	0%			0	0	0	306	0	0		
	Thru	1323	3	0.276	81	122	1526	3	0.318	(45%)	50	1576	3	0.328	0	1576	3	0.328		
	Th-Rt		0	0				0	0	0%			0	0	0	1576	0	0		
	Right	65	1	0.041	4	3	72	1	0.045	(1%)	1	73	1	0.046	0	73	1	0.046		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Westbound	Left	287	1	0.179	18	6	311	1	0.194	0%	0	311	1	0.194	0	311	1	0.194		
	Lt-Th		0	0				0	0	0%			0	0	0	311	0	0		
	Thru	1299	2	0.406	80	105	1484	2	0.464	45%	50	1534	2	0.479	0	1534	2	0.479		
	Th-Rt		0	0				0	0	0%			0	0	0	1534	0	0		
	Right	115	1	0.036	7	2	124	1	0.040	0%	0	124	1	0.040	0	124	1	0.040		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Critical Volumes:	North-South:	0.155		North-South:					0.219		North-South:				0.220		North-South:		0.220	
	East-West:	0.499		East-West:					0.655		East-West:				0.670		East-West:		0.585	
	Total:	0.050		Total:					0.050		Total:				0.050		Total:		0.050	
Volume/capacity (v/c) ratio:	0.704			0.924					0.940				0.855							
Level of Service (LOS):	C			E					E				D							

PROJECT IMPACT

Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.069
Significantly impacted?	Yes	Fully mitigated?	YES

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION							
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 110 112 222											
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	8	2	137	1	0.085	1%	1	138	1	0.086	0	138	1	0.086		
	Lt-Th		0	0				0	0	0%			0	0	0	0	0	0		
	Thru	71	0	0	4	5	80	0	0	0%	0	80	0	0	0	80	0	0		
	Th-Rt		1	0.063				1	0.071	0%			1	0.071	0	80	1	0.071		
	Right	30	0	0	2	2	34	0	0	0%	0	34	0	0	0	34	0	0		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Southbound	Left	116	1	0.075	7	-2	121	1	0.081	0%	0	121	1	0.081	0	121	1	0.081		
	Lt-Th		1	0.075				1	0.081	0%			1	0.081	0	121	1	0.081		
	Thru	101	0	0	6	5	112	0	0	0%	0	112	0	0	0	112	0	0		
	Th-Rt		0	0				0	0	0%			0	0	0	112	0	0		
	Right	57	1	0.036	3	154	214	1	0.134	0%	0	214	1	0.134	0	214	1	0.134		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Eastbound	Left	149	1	0.093	9	148	306	1	0.191	0%	0	306	1	0.191	0	306	2	0.106		
	Lt-Th		0	0				0	0	0%			0	0	0	306	0	0		
	Thru	1323	3	0.276	81	122	1526	3	0.318	(45%)	50	1576	3	0.328	0	1576	3	0.328		
	Th-Rt		0	0				0	0	0%			0	0	0	1576	0	0		
	Right	65	1	0.041	4	3	72	1	0.045	(1%)	1	73	1	0.046	0	73	1	0.046		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Westbound	Left	287	1	0.179	18	6	311	1	0.194	0%	0	311	1	0.194	0	311	1	0.194		
	Lt-Th		0	0				0	0	0%			0	0	0	311	0	0		
	Thru	1299	2	0.406	80	105	1484	2	0.464	45%	50	1534	2	0.479	0	1534	2	0.479		
	Th-Rt		0	0				0	0	0%			0	0	0	1534	0	0		
	Right	115	1	0.036	7	2	124	1	0.040	0%	0	124	1	0.040	0	124	1	0.040		
Shared		0	0				0	0	0%			0	0	0	0	0	0	0		
Critical Volumes:	North-South:	0.155		North-South:					0.219		North-South:				0.220		North-South:		0.220	
	East-West:	0.499		East-West:					0.655		East-West:				0.670		East-West:		0.585	
	Total:	0.050		Total:					0.050		Total:				0.050		Total:		0.050	
Volume/capacity (v/c) ratio:	0.704			0.924					0.940				0.855							
Level of Service (LOS):	C			E					E				D							

PROJECT IMPACT

Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.069
Significantly impacted?	Yes	Fully mitigated?	YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION			
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 AM 68 38 106 PM 74 82 156							
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	Adjusted Volume	Total Volume	Lanes	V / C
Northbound	Left	4	0.000	0	0	4	0	0.000	0%	0	4	0.000	0	4	0	0.000
	Lt-Th	1	0.003	0	0	1	0	0.003	0%	0	1	0.003	0	1	0	0.003
	Thru	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000
	Th-Rt	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000
	Right	2	0.000	0	0	2	1	0.000	0%	0	2	0.000	0	2	1	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Southbound	Left	80	0.028	5	78	163	1	0.057	0%	0	163	0.057	0	163	1	0.057
	Lt-Th	1	0.028	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Right	63	0.000	4	8	75	1	0.000	0%	0	75	0.000	0	75	1	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Eastbound	Left	92	0.058	6	22	120	1	0.075	0%	0	120	0.075	0	120	1	0.075
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	1623	0.511	100	44	1767	1	0.556	(45%)	17	1784	0.561	0	1784	1	0.561
	Th-Rt	1	0.511	1	0	12	0	0.000	0%	0	12	0.000	0	12	0	0.000
	Right	11	0.000	1	0	12	0	0.000	0%	0	12	0.000	0	12	0	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Westbound	Left	3	0.002	0	0	3	1	0.002	0%	0	3	0.002	0	3	1	0.002
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	1001	0.354	61	12	1074	1	0.427	45%	31	1105	0.437	0	1105	2	0.345
	Th-Rt	1	0.354	1	0	12	1	0.427	0%	0	12	0.427	0	12	0	0.427
	Right	131	0.000	8	154	293	0	0.000	0%	0	293	0.000	0	293	1	0.183
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South: 0.031 East-West: 0.513 Loss Time: 0.050			North-South: 0.060 East-West: 0.558 Loss Time: 0.050					North-South: 0.060 East-West: 0.563 Loss Time: 0.050				North-South: 0.060 East-West: 0.563 Loss Time: 0.050			
Volume/capacity (v/c) ratio:	0.594			0.668					0.673				0.673			
Level of Service (LOS):	A			B					B				B			
PROJECT IMPACT																
Change in v/c due to project:										0.005		Δv/c after mitigation:		0.005		
Significantly impacted?										NO		Fully mitigated?		N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek 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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↵ Lt-Th	14	1	0.014	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↑ Thru	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↘ Right	19	1	0.000	1	0	20	1	0.000	0%	0	20	1	0.000	0	20	1	0.000										
↘ Shared	0	0	0.000	0	0	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	0	399	1	0.139										
	↵ Lt-Th	1	1	0.065	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Right	132	1	0.000	8	33	173	1	0.000	0%	0	173	1	0.000	0	173	1	0.000										
↘ Shared	0	0	0.000	0	0	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	0	121	1	0.075										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000											
	↑ Thru	1603	1	0.506	98	73	1774	1	0.559	(45%)	37	1811	1	0.571	0	1811	1	0.571										
	↘ Th-Rt	1	1	0.506	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
↘ Shared	0	0	0.000	0	0	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	0	18	1	0.011										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000											
	↑ Thru	1711	1	0.593	105	63	1879	1	0.701	45%	33	1912	1	0.711	0	1912	2	0.597										
	↘ Th-Rt	1	1	0.593	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	186	0	0.000	11	166	363	0	0.000	0%	0	363	0	0.000	0	363	1	0.227										
↘ Shared	0	0	0.000	0	0	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				North-South: 0.154															
	East-West: 0.652			East-West: 0.775					East-West: 0.786				East-West: 0.672															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.780			0.980					0.990				0.876															
Level of Service (LOS):	C			E					E				D															
PROJECT IMPACT																												
Change in v/c due to project:										0.010	Δv/c after mitigation:			-0.104														
Significantly impacted?										YES	Fully mitigated?			YES														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION												
North/South Street: Cross Creek 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>Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">110</td> <td style="text-align: center;">112</td> <td style="text-align: center;">222</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	Trip Gen 1	PM	110	112	222				
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
Trip Gen 1	PM	110	112	222																					
East/West Street: Pacific Coast Highway	north-south split																								
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total											
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C									
Northbound	↵ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000							
	↵ Lt-Th		1	0.014			1	0.015		0%	0	17	1	0.015	0	17	1	0.015							
	↵ Thru	6	0	0.000	0	0	6	0	0.000	0%	0	6	0	0.000	0	6	0	0.000							
	↵ Th-Rt		0	0.000			0	0.000		0%	0	6	0	0.000	0	6	0	0.000							
	↵ Right	46	1	0.000	3	0	49	1	0.000	0%	0	49	1	0.000	0	49	1	0.000							
↵ Shared		0	0.000			0	0.000		0%	0	49	0	0.000	0	49	0	0.000								
Southbound	↵ Left	209	1	0.073	13	195	417	1	0.145	0%	0	417	1	0.145	0	417	1	0.145							
	↵ Lt-Th		1	0.073			1	0.145		0%	0	417	1	0.145	0	417	1	0.145							
	↵ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000							
	↵ Th-Rt		0	0.000			0	0.000		0%	0	7	0	0.000	0	7	0	0.000							
	↵ Right	109	1	0.000	7	23	139	1	0.000	0%	0	139	1	0.000	0	139	1	0.000							
↵ Shared		0	0.000			0	0.000		0%	0	139	0	0.000	0	139	0	0.000								
Eastbound	↵ Left	144	1	0.090	9	26	179	1	0.112	0%	0	179	1	0.112	0	179	1	0.112							
	↵ Lt-Th		0	0.000			0	0.000		0%	0	179	0	0.000	0	179	0	0.000							
	↵ Thru	1439	1	0.460	88	96	1623	1	0.518	(45%)	50	1673	1	0.534	0	1673	1	0.534							
	↵ Th-Rt		1	0.460			1	0.518		0%	50	1673	1	0.534	0	1673	1	0.534							
	↵ Right	33	0	0.000	2	0	35	0	0.000	0%	0	35	0	0.000	0	35	0	0.000							
↵ Shared		0	0.000			0	0.000		0%	0	35	0	0.000	0	35	0	0.000								
Westbound	↵ Left	24	1	0.015	1	2	27	1	0.017	0%	0	27	1	0.017	0	27	1	0.017							
	↵ Lt-Th		0	0.000			0	0.000		0%	0	27	0	0.000	0	27	0	0.000							
	↵ Thru	1625	1	0.573	100	77	1802	1	0.700	45%	50	1852	1	0.716	0	1852	2	0.579							
	↵ Th-Rt		1	0.573			1	0.700		0%	50	1852	1	0.716	0	1852	0	0.579							
	↵ Right	209	0	0.000	13	217	439	0	0.000	0%	0	439	0	0.000	0	439	1	0.274							
↵ Shared		0	0.000			0	0.000		0%	0	439	0	0.000	0	439	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:	0.690								
	Loss Time:	0.050							Loss Time:	0.050						Loss Time:	0.050								
Volume/capacity (v/c) ratio:	0.799								1.021							1.037									
Level of Service (LOS):	C								F							F									
PROJECT IMPACT																									
Change in v/c due to project:										0.016	Δv/c after mitigation:			-0.123											
Significantly impacted?										YES	Fully mitigated?			YES											

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
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="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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	68	38	106	PM	74	82	156				
	<u>In</u>	<u>Out</u>	<u>Total</u>																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003										
	↵ Lt-Th	1	0	0.005	0	0	0	0	0.007	0%	0	0	1	0.007	0	0	0	0.000										
	↑ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	1	0.005										
	↘ Th-Rt	1	0	0.005	0	0	0	0	0.007	0%	0	0	1	0.007	0	0	0	0.000										
	↘ Right	7	0	0.000	1	2	10	0	0.000	0%	0	10	0	0.000	0	10	1	0.006										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Southbound	↵ Left	956	1	0.337	86	23	1065	1	0.375	(46%)	17	1082	1	0.381	0	1082	1	0.381										
	↵ Lt-Th	1	0	0.337	0	0	0	0	0.375	0%	0	0	1	0.381	0	0	1	0.381										
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	216	1	0.093	19	1	236	1	0.105	(24%)	9	245	1	0.106	0	245	1	0.106										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	135	2	0.048	12	-11	136	2	0.049	24%	16	152	2	0.054	0	152	2	0.054										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	884	1	0.279	80	164	1128	1	0.355	0%	0	1128	1	0.355	0	1128	1	0.355										
	↘ Th-Rt	1	0	0.279	0	0	0	0	0.355	0%	0	0	1	0.355	0	0	1	0.355										
	↘ Right	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Westbound	↵ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	651	2	0.203	59	90	800	2	0.250	0%	0	800	2	0.250	0	800	2	0.250										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	123	1	0.000	11	-16	118	1	0.000	46%	31	149	1	0.000	0	149	1	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Critical Volumes:	North-South: 0.342							North-South: 0.382		North-South: 0.388		North-South: 0.387																
	East-West: 0.281							East-West: 0.358		East-West: 0.358		East-West: 0.358																
	Loss Time: 0.050							Loss Time: 0.050		Loss Time: 0.050		Total: 0.050																
Volume/capacity (v/c) ratio:	0.673							0.790		0.796		0.797																
Level of Service (LOS):	B							C		C		C																
PROJECT IMPACT																												
Change in v/c due to project:										0.006		Δv/c after mitigation:				0.007												
Significantly impacted?										NO		Fully mitigated?				N/A												

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION					
North/South Street: Malibu Canyon Road East/West Street: Pacific Coast Highway WEEKDAY PM Peak: 4:45 PM	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 68 38 106 PM 74 82 156									
	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	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000	0	24	1	0.015
	Lt-Th		1	0.009				1	0.020	0%	0		1	0.020	0		0	0.000
	Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1	0.004
	Th-Rt		1	0.009				1	0.020	0%	0		1	0.020	0		0	0.000
	Right	17	0	0.000	2	16	35	0	0.000	0%	0	35	0	0.000	0	35	1	0.022
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Southbound	Left	320	1	0.116	29	4	353	1	0.128	(46%)	38	391	1	0.142	0	391	1	0.142
	Lt-Th		1	0.116				1	0.128	0%	0		1	0.142	0		1	0.142
	Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Right	183	1	0.015	16	0	199	1	0.014	(24%)	20	219	1	0.021	0	219	1	0.021
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Eastbound	Left	318	2	0.114	29	8	355	2	0.127	24%	18	373	2	0.133	0	373	2	0.133
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Thru	1128	1	0.359	102	186	1416	1	0.454	0%	0	1416	1	0.454	0	1416	1	0.454
	Th-Rt		1	0.359				1	0.454	0%	0		1	0.454	0		1	0.454
	Right	21	0	0.000	2	15	38	0	0.000	0%	0	38	0	0.000	0	38	0	0.000
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Westbound	Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021	0	33	1	0.021
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Thru	1229	2	0.384	111	235	1575	2	0.492	0%	0	1575	2	0.492	0	1575	2	0.492
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Right	260	1	0.000	23	-5	278	1	0.000	46%	34	312	1	0.000	0	312	1	0.000
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Critical Volumes:	North-South: 0.125			North-South: 0.149					North-South: 0.162				North-South: 0.157					
	East-West: 0.368			East-West: 0.475					East-West: 0.475				East-West: 0.475					
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.543			0.674					0.687				0.682					
Level of Service (LOS):	A			B					B				B					
									PROJECT IMPACT									
									Change in v/c due to project: 0.013				Δv/c after mitigation: 0.008					
									Significantly impacted? NO				Fully mitigated? N/A					

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION			
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 110 112 222							
	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	26	0 0.000	2	22	50	0 0.000	0.000	0	50	0 0.000	0.000	0	50	1 0.031	0.031
	Lt-Th		1 0.030				1 0.048	0.048	0		1 0.048	0.048	0		0 0.000	0.000
	Thru	16	0 0.000	1	2	19	0 0.000	0.000	0	19	0 0.000	0.000	0	19	1 0.012	0.012
	Th-Rt		1 0.030				1 0.048	0.048	0		1 0.048	0.048	0		0 0.000	0.000
	Right Shared	55	0 0.000	5	24	84	0 0.000	0.000	0	84	0 0.000	0.000	0	84	1 0.007	0.007
Southbound	Left	280	1 0.107	25	-4	301	1 0.116	0.116	(46%) 52	353	1 0.134	0.134	0	353	1 0.134	0.134
	Lt-Th		1 0.110				1 0.119	0.119	0%		1 0.138	0.138	0		1 0.138	0.138
	Thru	28	0 0.000	3	2	33	0 0.000	0.000	0%	0	0 0.000	0.000	0	33	0 0.000	0.000
	Th-Rt		0 0.000				0 0.000	0.000	0%		0 0.000	0.000	0		0 0.000	0.000
	Right Shared	449	1 0.281	40	7	496	1 0.310	0.310	(24%) 27	523	1 0.327	0.327	0	523	1 0.327	0.327
Eastbound	Left	193	2 0.067	17	10	220	2 0.077	0.077	24%	26	2 0.086	0.086	0	246	2 0.086	0.086
	Lt-Th		0 0.000				0 0.000	0.000	0%		0 0.000	0.000	0		0 0.000	0.000
	Thru	1256	1 0.405	113	228	1597	1 0.520	0.520	0%	0	1 0.520	0.520	0	1597	1 0.520	0.520
	Th-Rt		1 0.405				1 0.520	0.520	0%		1 0.520	0.520	0		1 0.520	0.520
	Right Shared	40	0 0.000	4	22	66	0 0.000	0.000	0%	0	0 0.000	0.000	0	66	0 0.000	0.000
Westbound	Left	43	1 0.027	4	25	72	1 0.045	0.045	0%	0	1 0.045	0.045	0	72	1 0.045	0.045
	Lt-Th		0 0.000				0 0.000	0.000	0%		0 0.000	0.000	0		0 0.000	0.000
	Thru	1310	2 0.409	118	233	1661	2 0.519	0.519	0%	0	2 0.519	0.519	0	1661	2 0.519	0.519
	Th-Rt		0 0.000				0 0.000	0.000	0%		0 0.000	0.000	0		0 0.000	0.000
	Right Shared	142	1 0.001	13	-6	149	1 -0.001	-0.001	46%	51	1 0.014	0.014	0	200	1 0.014	0.014
Critical Volumes:	North-South:	0.311				North-South:	0.358			North-South:	0.375			North-South:	0.358	
	East-West:	0.476				East-West:	0.596			East-West:	0.605			East-West:	0.605	
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.837					1.004				1.030				1.013	
Level of Service (LOS):		D					F				F				F	
PROJECT IMPACT																
Change in v/c due to project:										0.026	Δv/c after mitigation:					
Significantly impacted?										YES	Fully mitigated?					
											Fully mitigated?					
											Fully mitigated?					

Intersection Capacity Utilization (ICU)

Intersection No. 3	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						In	Out	Total		
East/West Street: Rancho Malibu Resort								AM	68	38	106			
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	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
	↪ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
	↪ Thru	265	2	0.083	24	-11	278	2	0.087	0%	0	278	1	0.102
	↪ 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	70%	48	48	0	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	0	0	0.000	30%	20	20	1	0.013	
	↪ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Thru	1187	2	0.371	107	27	1321	2	0.413	(70%)	27	1348	2	0.421
	↪ 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		
Eastbound	↪ Left	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Right	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↪ Shared	0	0.000	0	0	0	0	0	0.000	0%	0	0	0.000		
Westbound	↪ Left	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↪ Right	0	0.000	0	0	0	0	0.000	(100%)	38	38	1	0.024	
↪ Shared	0	0.000	0	0	0	0	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.000		North-South:					0.413	North-South:			0.421	
	East-West:	0.000		East-West:					0.000	East-West:			0.024	
	Total:	0.000		Total:					0.050	Total:			0.050	
Volume/capacity (v/c) ratio:	0.000								0.463				0.495	
Level of Service (LOS):	A								A				A	
PROJECT IMPACT														
Change in v/c due to project:											0.032			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No. 3	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						In	Out	Total		
East/West Street: Rancho Malibu Resort									AM	68	38	106		
WEEKDAY									PM	74	82	156		
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	0	0	0	0	0.000	0%	0	0	0.000		
	↵ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
	→ Thru	582	2	0.182	52	8	642	2	0.201	0%	0	642	1	0.217
	↘ Th-Rt	0	0	0.182	0	0	0	0	0.000	0%	0	642	1	0.217
	↘ Right	0	0	0.000	0	0	0	0	0.000	70%	52	52	0	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	0	0	0.000	30%	22	22	1	0.014	
	↵ Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	→ Thru	517	2	0.162	47	13	577	2	0.180	(70%)	57	634	2	0.198
	↘ 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	
Eastbound	↵ Left	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↵ Lt-Th	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	0.000	
	↘ 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		
Westbound	↵ Left	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	↵ Lt-Th	0	0	0.000	0	0	0	0.000	0%	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	(100%)	82	82	1	0.051
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.000							North-South:	0.201		North-South:	0.231	
	East-West:	0.000							East-West:	0.000		East-West:	0.051	
	Total:	0.000							Total:	0.050		Total:	0.050	
Volume/capacity (v/c) ratio:	0.000								0.251			0.332		
Level of Service (LOS):	A								A			A		
PROJECT IMPACT														
Change in v/c due to project:											0.081			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No. 3	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					In Out Total					
East/West Street: Rancho Malibu Resort									PM 110 112 222					
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	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	351	2	0.110	32	10	393	2	0.123	0%	0	393	1	0.147
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	1	0.147
	↘ Right	0	0	0	0	0	0	0	0	70%	77	77	0	0
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Southbound	↵ Left	0	0	0	0	0	0	0	30%	33	33	1	0.021	
	↵ Lt-Th	0	0	0	0	0	0	0	0%	0	0	0	0	
	↓ Thru	757	2	0.237	68	7	832	2	0.260	(70%)	78	910	2	0.284
	↘ 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	0	
Eastbound	↵ 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		
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	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	(100%)	112	112	1	0.070	
↔ Shared	0	0	0	0	0	0	0	0%	0	0	0	0		
Critical Volumes:	North-South:	0.000		North-South:					0.000		North-South:	0.021		
	East-West:	0.237		East-West:					0.000		East-West:	0.000		
	Total:	0.237		Total:					0.000		Total:	0.050		
Volume/capacity (v/c) ratio:	0.473			0.000					0.071					
Level of Service (LOS):	A			A					A					
PROJECT IMPACT														
Change in v/c due to project:												-0.403		
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			Ambient Growth from: 2012 to: 2030 at: 0.48% per year							In	Out	Total
East/West Street: Civic Center Way	east-west split									AM	68	38	106
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	18	3	221	2	0.069	(25%)	10	231	2	0.072
	↑ Thru	200	0.000	2	0	25	1	0.000	(5%)	2	27	1	0.000
	↘ Th-Rt	23	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
	↔ Shared	0	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
Southbound	↵ Left	19	0.012	2	0	21	1	0.013	0%	0	21	1	0.013
	↵ Lt-Th	0	0.000	105	51	1327	2	0.415	25%	17	1344	2	0.420
	↓ Thru	1171	0.366	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
	↘ Th-Rt	0	0.000	18	-8	209	1	0.000	0%	0	209	1	0.000
	↔ Shared	199	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
Eastbound	↵ Left	1	0.013	2	-2	23	1	0.012	0%	0	23	1	0.012
	↵ Lt-Th	23	0.013	1	-4	11	1	0.012	0%	0	11	1	0.012
	→ Thru	14	0.000	1	0	0.000	0	0.000	0%	0	0.000	0	0.000
	↘ Th-Rt	0	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000
	↔ Shared	9	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
Westbound	↵ Left	1	0.010	1	0	17	1	0.011	5%	3	20	1	0.013
	↵ Lt-Th	16	0.000	8	-16	84	1	0.053	0%	0	84	1	0.053
	← Thru	92	0.058	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
	↘ Th-Rt	0	0.000	19	22	249	1	0.000	0%	0	249	1	0.000
	↔ Shared	208	0.000	0	0	0.000	0	0.000	0%	0	0.000	0	0.000
Critical Volumes:	North-South:	0.382						North-South:	0.422		North-South:		0.427
	East-West:	0.070						East-West:	0.065		East-West:		0.065
	Loss Time:	0.050						Loss Time:	0.050		Loss Time:		0.050
Volume/capacity (v/c) ratio:	0.502							0.537			0.542		
Level of Service (LOS):	A							A			A		
PROJECT IMPACT													
Change in v/c due to project:												0.005	
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	68	38	106		
WEEKDAY 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	1	0.014	2	-5	19	1	0.012	0%	0	19	1	0.012	
	↵ Lt-Th	22	0	0.000	48	14	596	2	0.186	(25%)	21	617	2	0.193
	↵ Thru	534	2	0.167	2	0	29	1	0.000	(5%)	4	33	1	0.000
	↵ Th-Rt	27	1	0.000	0	0.000	0	0.000	0%	0	0	0	0.000	
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	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	42	11	517	2	0.161	25%	19	536	2	0.167	
	↵ Thru	464	2	0.145	4	-2	46	1	0.000	0%	0	46	1	0.000
	↵ Th-Rt	44	1	0.000	0	0.000	0	0.000	0%	0	0	0	0.000	
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	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	9	-11	101	0	0.000	0%	0	101	0	0.000	
	↵ Thru	103	0	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000
	↵ Th-Rt	37	1	0.000	0	0.000	0	0.000	0%	0	0	0	0.000	
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000	
Westbound	↵ Left	17	1	0.011	2	0	19	1	0.012	5%	4	23	1	0.014
	↵ Lt-Th	0	0.000	3	-5	33	1	0.021	0%	0	33	1	0.021	
	↵ Thru	35	1	0.022	0	0.000	0	0.000	0%	0	0	0	0.000	
	↵ Th-Rt	609	1	0.000	55	63	727	1	0.000	0%	0	727	1	0.000
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.159							North-South:	0.173		North-South:	0.179	
	East-West:	0.139							East-West:	0.143		East-West:	0.143	
	Total:	0.050							Total:	0.050		Total:	0.050	
Volume/capacity (v/c) ratio:	0.348								0.366			0.372		
Level of Service (LOS):	A								A			A		
PROJECT IMPACT														
Change in v/c due to project:									0.006					
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 110 112 222				
East/West Street: Civic Center Way	east-west split													
WEEKEND PM Peak: 11:45 PM	Counts			+ Amb.	+ Area	= Total				+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound	↵ Left	29	1	0.018	3	-6	26	1	0.016	0%	0	26	1	0.016
	↵ Lt-Th		0	0				0	0	0%	0	26	0	0
	→ Thru	296	2	0.093	27	17	340	2	0.106	(25%)	28	368	2	0.115
	↘ Th-Rt		0	0				0	0	0%	0	30	0	0
	↘ Right	22	1	0.014	2	0	24	1	0.015	(5%)	6	30	1	0.019
↘ Shared		0	0				0	0	0%	0	30	0	0	
Southbound	↵ Left	233	1	0.146	21	63	317	1	0.198	0%	0	317	1	0.198
	↵ Lt-Th		0	0				0	0	0%	0	317	0	0
	→ Thru	766	2	0.239	69	13	848	2	0.265	25%	28	876	2	0.274
	↘ Th-Rt		0	0				0	0	0%	0	28	0	0
	↘ Right	28	1	0.018	3	-3	28	1	0.017	0%	0	28	1	0.017
↘ Shared		0	0				0	0	0%	0	28	0	0	
Eastbound	↵ Left	29	1	0.021	3	-2	30	1	0.021	0%	0	30	1	0.021
	↵ Lt-Th		1	0.021				1	0.021	0%	0	30	1	0.021
	→ Thru	32	0	0	3	-4	31	0	0	0%	0	31	0	0
	↘ Th-Rt		0	0				0	0	0%	0	24	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	24	0	0	
Westbound	↵ Left	21	1	0.013	2	0	23	1	0.014	5%	6	29	1	0.018
	↵ Lt-Th		0	0				0	0	0%	0	29	0	0
	→ Thru	28	1	0.018	3	-6	25	1	0.015	0%	0	25	1	0.015
	↘ Th-Rt		0	0				0	0	0%	0	25	0	0
	↘ Right	179	1	0.112	16	60	255	1	0.159	0%	0	255	1	0.159
↘ Shared		0	0				0	0	0%	0	255	0	0	
Critical Volumes:	North-South: 0.258			North-South: 0.281						North-South: 0.290				
	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			0.366						0.376				
Level of Service (LOS):	A			A						A				
PROJECT IMPACT														
Change in v/c due to project:										0.010				
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	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	22	56	89	76	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	29	56	89	87	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	0.08	0.31	0.19	0.06	
hd, final value (s)	6.49	5.66	6.71	6.12	5.71	4.66	5.85	
x, final value	0.05	0.09	0.17	0.15	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	3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	306	339	337	604	459	317	
Delay (s/veh)	9.55	8.91	10.74	9.88	15.48	9.08	9.26	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.13		10.31		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	2/2013	Analysis Year	2030 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	100	232	203	296	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	123	232	203	307	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	0.21	0.18	0.27	0.47	0.14	0.15	
hd, final value (s)	8.54	7.72	8.60	8.06	8.20	7.04	8.44	
x, final value	0.29	0.50	0.49	0.69	1.20	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	4.7	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	373	457	415	443	527	408	412	
Delay (s/veh)	14.72	17.82	19.14	26.69	136.31	12.85	16.84	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	16.74		23.69		107.83		16.84	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	55.00							
Intersection LOS	<i>F</i>							

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	2/2013	Analysis Year	2030 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY* North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	34	183	166	187	156	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	217	166	187	161	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	0.19	0.15	0.17	0.14	0.21	0.20	0.13	
hd, final value (s)	7.20	6.41	7.65	7.12	7.34	6.30	7.40	
x, final value	0.43	0.30	0.40	0.32	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	5.3	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)	467	416	437	411	474	479	397	
Delay (s/veh)	15.32	11.78	15.30	13.11	16.60	13.15	13.27	
LOS	<i>C</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>	
Approach: Delay (s/veh)	13.78		14.29		14.89		13.27	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	14.24							
Intersection LOS	<i>B</i>							

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			<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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↶ Left	1	0.033	5	1	59	1	0.037	1%	1	60	1	0.037	0	60	1	0.037											
	↷ Lt-Th	0	0	4	3	55	0	0	0%	0	55	0	0	0	55	0	0											
	↑ Thru	48	0	0	4	3	55	0	0	0%	0	55	0	0	55	0	0											
	↘ Th-Rt	1	0.037	0	4	3	55	1	0.043	0%	0	55	1	0.043	0	55	1	0.043										
	↷ Shared	11	0	0	1	1	13	0	0	0%	0	13	0	0	13	0	0											
Southbound	↷ Left	1	0.031	4	-2	51	1	0.034	0%	0	51	1	0.034	0	51	1	0.034											
	↶ Lt-Th	1	0.031	4	-2	51	1	0.034	0%	0	51	1	0.034	0	51	1	0.034											
	↓ Thru	40	0	0.000	4	2	46	0	0.000	0%	0	46	0	0.000	0	46	0	0.000										
	↘ Th-Rt	0	0	0.000	4	2	46	0	0.000	0%	0	46	0	0.000	0	46	0	0.000										
	↷ Shared	32	1	0.020	3	56	91	1	0.057	0%	0	91	1	0.057	0	91	1	0.057										
Eastbound	↶ Left	1	0.081	12	148	290	1	0.181	0%	0	290	1	0.181	0	290	2	0.101											
	↷ Lt-Th	0	0	12	148	290	0	0	0%	0	290	0	0	0	290	0	0											
	↑ Thru	1559	3	0.325	140	67	1766	3	0.368	(45%)	17	1783	3	0.372	0	1783	3	0.372										
	↘ Th-Rt	0	0	0	140	67	1766	0	0	0%	0	1766	0	0	0	1766	0	0										
	↷ Shared	68	1	0.043	6	1	75	1	0.047	(1%)	0	75	1	0.047	0	75	1	0.047										
Westbound	↶ Left	1	0.083	12	7	151	1	0.094	0%	0	151	1	0.094	0	151	1	0.094											
	↷ Lt-Th	0	0	12	7	151	0	0	0%	0	151	0	0	0	151	0	0											
	↑ Thru	689	2	0.215	62	27	778	2	0.243	45%	31	809	2	0.253	0	809	2	0.253										
	↘ Th-Rt	0	0	0	62	27	778	0	0	0%	0	778	0	0	0	778	0	0										
	↷ Shared	231	1	0.144	21	-8	244	1	0.152	0%	0	244	1	0.152	0	244	1	0.152										
Critical Volumes:	North-South:	0.068							North-South:	0.077						North-South:	0.077											
	East-West:	0.407							East-West:	0.462						East-West:	0.466											
	Loss Time:	0.050							LossTime:	0.050						Loss Time:	0.050											
Volume/capacity (v/c) ratio:	0.525								0.589							0.593												
Level of Service (LOS):	A								A							A												
PROJECT IMPACT																												
Change in v/c due to project:												0.005	Δv/c after mitigation:			0.005												
Significantly impacted?												NO	Fully mitigated?			N/A												

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			<u>Ambient Growth</u> 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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY PM Peak: 4:45 PM	Counts Volume	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	1	0.093	13	2	163	1	0.102	1%	1	164	1	0.103	0	164	1	0.103											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	72	0	0	6	5	83	0	0	0%	0	83	0	0	0	0	0											
	↘ Th-Rt	1	0.063				1	0.073	0%	0	0	1	0.073	0	0	1	0.073											
	↷ Right	29	0	0	3	2	34	0	0	0%	0	34	0	0	0	34	0	0										
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Southbound	↵ Left	1	0.104	20	-6	237	1	0.113	0%	0	237	1	0.113	0	237	1	0.113											
	↵ Lt-Th	1	0.104				1	0.113	0%	0	0	1	0.113	0	0	1	0.113											
	↓ Thru	76	0	0.000	7	5	88	0	0.000	0%	0	88	0	0.000	0	88	0	0.000										
	↘ Th-Rt	0	0	0.000				0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↷ Right	69	1	0.043	6	159	234	1	0.146	0%	0	234	1	0.146	0	234	1	0.146										
↕ Shared	0	0	0.000				0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	1	0.058	8	102	203	1	0.127	0%	0	203	1	0.127	0	203	2	0.071											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	1272	3	0.265	115	98	1485	3	0.309	(45%)	37	1522	3	0.317	0	1522	3	0.317										
	↘ Th-Rt	0	0	0			0	0	0%	0	0	0	0	0	0	0	0											
	↷ Right	54	1	0.034	5	2	61	1	0.038	(1%)	1	62	1	0.039	0	62	1	0.039										
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Westbound	↵ Left	1	0.141	20	9	254	1	0.159	0%	0	254	1	0.159	0	254	1	0.159											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	1235	2	0.386	111	98	1444	2	0.451	45%	33	1477	2	0.462	0	1477	2	0.462										
	↘ Th-Rt	0	0	0			0	0	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	0	415	1	0.260										
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Critical Volumes:	North-South:	0.167				North-South:	0.186				North-South:	0.186			North-South:	0.186												
	East-West:	0.444				East-West:	0.578				East-West:	0.589			East-West:	0.533												
	Loss Time:	0.050				LossTime:	0.050				LossTime:	0.050			Loss Time:	0.050												
Volume/capacity (v/c) ratio:		0.661					0.814					0.825				0.769												
Level of Service (LOS):		B					D					D				C												
PROJECT IMPACT																												
													Change in v/c due to project:	0.011	Δv/c after mitigation:	-0.045												
													Significantly impacted?	NO	Fully mitigated?	N/A												

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 110 112 222									
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	1%	1	141	1	0.088	0	141	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	82	0	0
	Th-Rt		1	0.063				1	0.073	0%			1	0.073	0		1	0.073
	Right Shared	30	0	0	3	2	35	0	0	0%	0	35	0	0	0	35	0	0
Southbound	Left	116	1	0.075	10	-2	124	1	0.083	0%	0	124	1	0.083	0	124	1	0.083
	Lt-Th		1	0.075				1	0.083	0%			1	0.083	0		1	0.083
	Thru	101	0	0	9	5	115	0	0	0%	0	115	0	0	0	115	0	0
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right Shared	57	1	0.036	5	154	216	1	0.135	0%	0	216	1	0.135	0	216	1	0.135
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	(45%)	50	1614	3	0.336	0	1614	3	0.336
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right Shared	65	1	0.041	6	3	74	1	0.046	(1%)	1	75	1	0.047	0	75	1	0.047
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%	50	1571	2	0.491	0	1571	2	0.491
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right Shared	115	1	0.036	10	2	127	1	0.041	0%	0	127	1	0.041	0	127	1	0.041
Critical Volumes:	North-South: 0.155 East-West: 0.499 Total: 0.050			North-South: 0.223 East-West: 0.669 Total: 0.050					North-South: 0.223 East-West: 0.685 Total: 0.050				North-South: 0.223 East-West: 0.599 Total: 0.050					
Volume/capacity (v/c) ratio:	0.704			0.942					0.958				0.872					
Level of Service (LOS):	C			E					E				D					
PROJECT IMPACT																		
Change in v/c due to project:										0.016		Δv/c after mitigation:		-0.070				
Significantly impacted?										NO		Fully mitigated?		N/A				

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek 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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	4	0	0.000	0	0	4	0	0.000	0%	0	4	0	0.000	0	4	0	0.000										
	↵ Lt-Th	1	1	0.003	0	0	1	1	0.003	0%	0	1	1	0.003	0	1	1	0.003										
	↑ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Shared	2	1	0.000	0	0	2	1	0.000	0%	0	2	1	0.000	0	2	1	0.000										
Southbound	↵ Left	80	1	0.028	7	78	165	1	0.057	0%	0	165	1	0.057	0	165	1	0.057										
	↵ Lt-Th	1	1	0.028	0	0	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	0.000	0	0	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Shared	63	1	0.000	6	8	77	1	0.000	0%	0	77	1	0.000	0	77	1	0.000										
Eastbound	↵ Left	92	1	0.058	8	22	122	1	0.076	0%	0	122	1	0.076	0	122	1	0.076										
	↵ Lt-Th	0	0	0.000	146	44	1813	1	0.570	(45%)	17	1830	1	0.576	0	1830	1	0.576										
	↑ Thru	1623	1	0.511	1	0	12	0	0.000	0%	0	12	0	0.000	0	12	0	0.000										
	↘ Th-Rt	11	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Shared	11	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
Westbound	↵ Left	3	1	0.002	0	0	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002										
	↵ Lt-Th	0	0	0.000	90	12	1103	1	0.437	45%	31	1134	1	0.447	0	1134	2	0.354										
	↑ Thru	1001	1	0.354	12	154	297	1	0.437	0%	0	297	1	0.447	0	297	1	0.185										
	↘ Th-Rt	131	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Shared	131	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
Critical Volumes:	North-South: 0.031			North-South: 0.060					North-South: 0.060				North-South: 0.060															
	East-West: 0.513			East-West: 0.572					East-West: 0.578				East-West: 0.578															
	Loss Time: 0.050			Loss Time: 0.050					LossTime: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.594			0.682					0.688				0.688															
Level of Service (LOS):	A			B					B				B															
PROJECT IMPACT																												
Change in v/c due to project:											0.006	Δv/c after mitigation:		0.006														
Significantly impacted?											NO	Fully mitigated?		N/A														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek 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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
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PM	74	82	156																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↵ Lt-Th	14	1	0.014	1	0	15	1	0.015	0%	0	15	1	0.015	0	15	1	0.015										
	↑ Thru	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
	↘ Th-Rt	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
	↘ Shared	19	1	0.000	2	0	21	1	0.000	0%	0	21	1	0.000	0	21	1	0.000										
Southbound	↵ Left	1	0.065	17	201	405	1	0.141	0%	0	405	1	0.141	0	405	1	0.141											
	↵ Lt-Th	187	1	0.065	17	201	405	1	0.141	0%	0	405	1	0.141	0	405	1	0.141										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Shared	132	1	0.000	12	33	177	1	0.000	0%	0	177	1	0.000	0	177	1	0.000										
Eastbound	↵ Left	1	0.059	8	19	121	1	0.076	0%	0	121	1	0.076	0	121	1	0.076											
	↵ Lt-Th	94	0	0.000	8	19	121	0	0.000	0%	0	121	0	0.000	0	121	0	0.000										
	↑ Thru	1603	1	0.506	144	73	1820	1	0.574	(45%)	37	1857	1	0.586	0	1857	1	0.586										
	↘ Th-Rt	1603	1	0.506	144	73	1820	1	0.574	0%	37	1857	1	0.586	0	1857	1	0.586										
	↘ Shared	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
Westbound	↵ Left	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011	0	18	1	0.011											
	↵ Lt-Th	15	0	0.000	1	2	18	0	0.000	0%	0	18	0	0.000	0	18	0	0.000										
	↑ Thru	1711	1	0.593	154	63	1928	1	0.718	45%	33	1961	1	0.728	0	1961	2	0.613										
	↘ Th-Rt	1711	1	0.593	154	63	1928	1	0.718	0%	33	1961	1	0.728	0	1961	0	0.000										
	↘ Shared	186	0	0.000	17	166	369	0	0.000	0%	0	369	0	0.000	0	369	1	0.230										
Critical Volumes:	North-South: 0.079			North-South: 0.156					North-South: 0.156				North-South: 0.156															
	East-West: 0.652			East-West: 0.794					East-West: 0.804				East-West: 0.689															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.781			1.000					1.010				0.895															
Level of Service (LOS):	C			E					F				D															
PROJECT IMPACT																												
Change in v/c due to project:										0.009	Δv/c after mitigation:			-0.105														
Significantly impacted?										YES	Fully mitigated?			YES														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION												
North/South Street: Cross Creek 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>Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">110</td> <td style="text-align: center;">112</td> <td style="text-align: center;">222</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	Trip Gen 1	PM	110	112	222				
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
Trip Gen 1	PM	110	112	222																					
East/West Street: Pacific Coast Highway	north-south split																								
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total											
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C									
Northbound	↵ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000							
	↵ Lt-Th		1	0.014				1	0.015	0%	0		1	0.015	0	17	1	0.015							
	↵ Thru	6	0	0.000	1	0	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000							
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000							
	↵ Right	46	1	0.000	4	0	50	1	0.000	0%	0	50	1	0.000	0	50	1	0.000							
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000								
Southbound	↵ Left	209	1	0.073	19	195	423	1	0.147	0%	0	423	1	0.147	0	423	1	0.147							
	↵ Lt-Th		1	0.073				1	0.147	0%	0		1	0.147	0		1	0.147							
	↵ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000							
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000							
	↵ Right	109	1	0.000	10	23	142	1	0.000	0%	0	142	1	0.000	0	142	1	0.000							
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000								
Eastbound	↵ Left	144	1	0.090	13	26	183	1	0.114	0%	0	183	1	0.114	0	183	1	0.114							
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000							
	↵ Thru	1439	1	0.460	130	96	1665	1	0.531	(45%)	50	1715	1	0.547	0	1715	1	0.547							
	↵ Th-Rt		1	0.460				1	0.531	0%	0		1	0.547	0		1	0.547							
	↵ Right	33	0	0.000	3	0	36	0	0.000	0%	0	36	0	0.000	0	36	0	0.000							
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000								
Westbound	↵ Left	24	1	0.015	2	2	28	1	0.018	0%	0	28	1	0.018	0	28	1	0.018							
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000							
	↵ Thru	1625	1	0.573	146	77	1848	1	0.717	45%	50	1898	1	0.732	0	1898	2	0.593							
	↵ Th-Rt		1	0.573				1	0.717	0%	0		1	0.732	0		0	0.593							
	↵ Right	209	0	0.000	19	217	445	0	0.000	0%	0	445	0	0.000	0	445	1	0.278							
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000								
Critical Volumes:	North-South:	0.086							North-South:	0.162						North-South:	0.162								
	East-West:	0.663							East-West:	0.831						East-West:	0.707								
	Loss Time:	0.050							Loss Time:	0.050						Total:	0.050								
Volume/capacity (v/c) ratio:	0.799								1.043							1.058									
Level of Service (LOS):	C								F							F									
PROJECT IMPACT																									
Change in v/c due to project:											0.016	Δv/c after mitigation:		-0.123											
Significantly impacted?											YES	Fully mitigated?		YES											

APPENDIX F
TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:



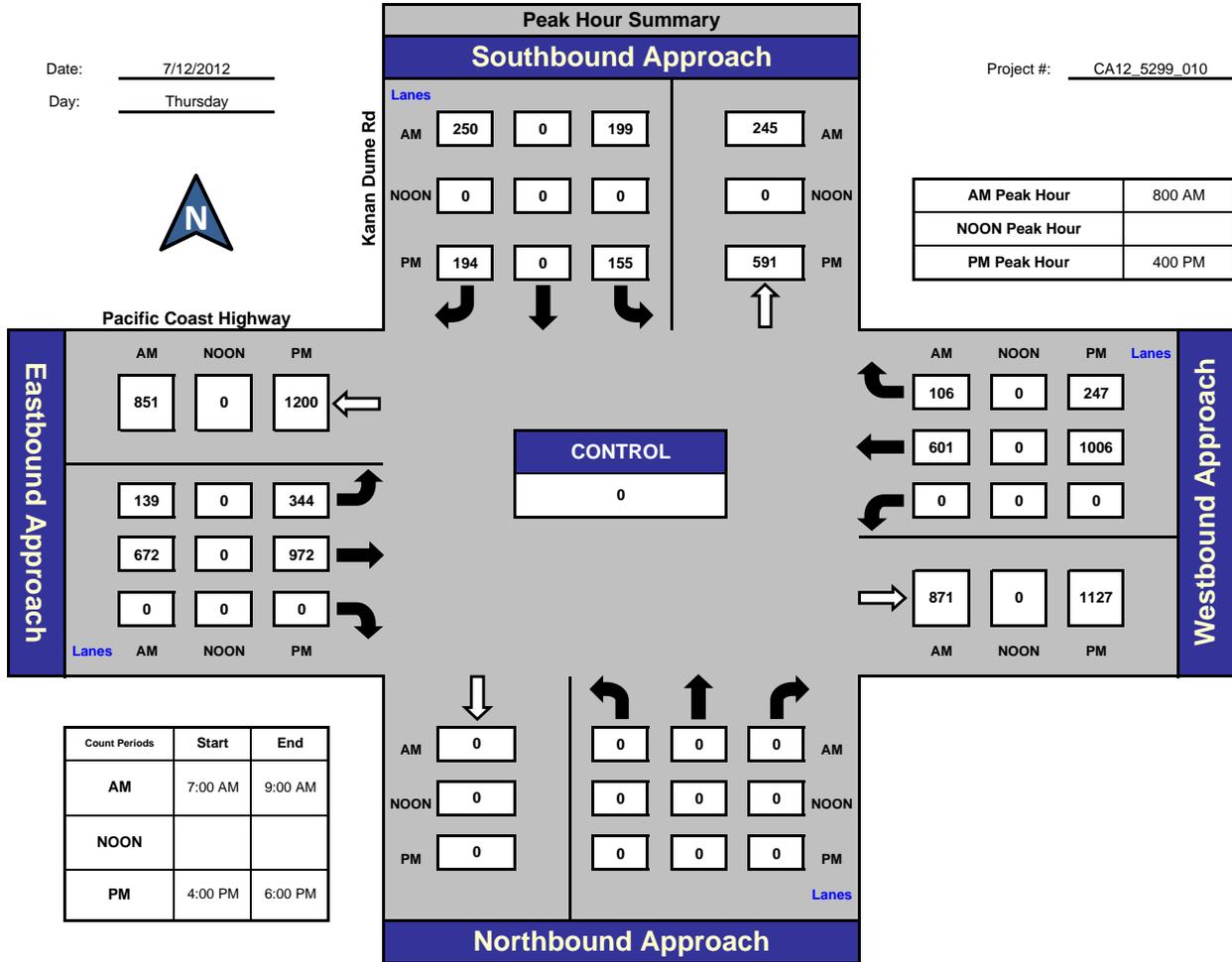
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

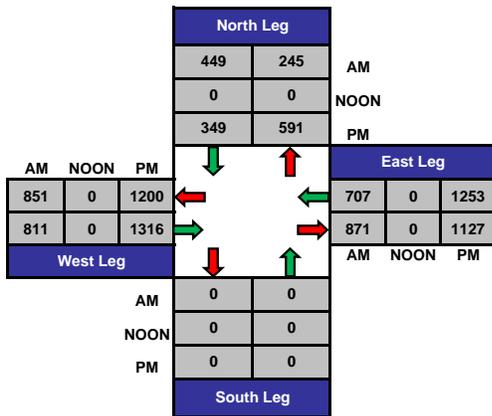
Date: 7/12/2012

Day: Thursday

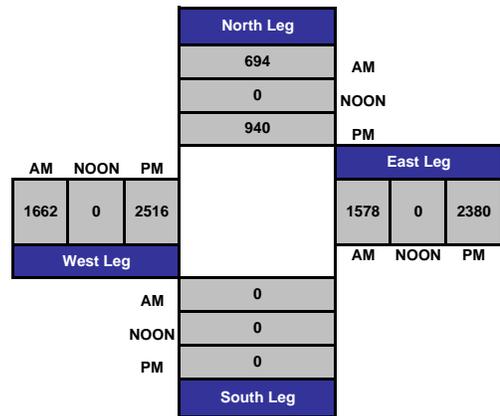
Project #: CA12_5299_010



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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	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:



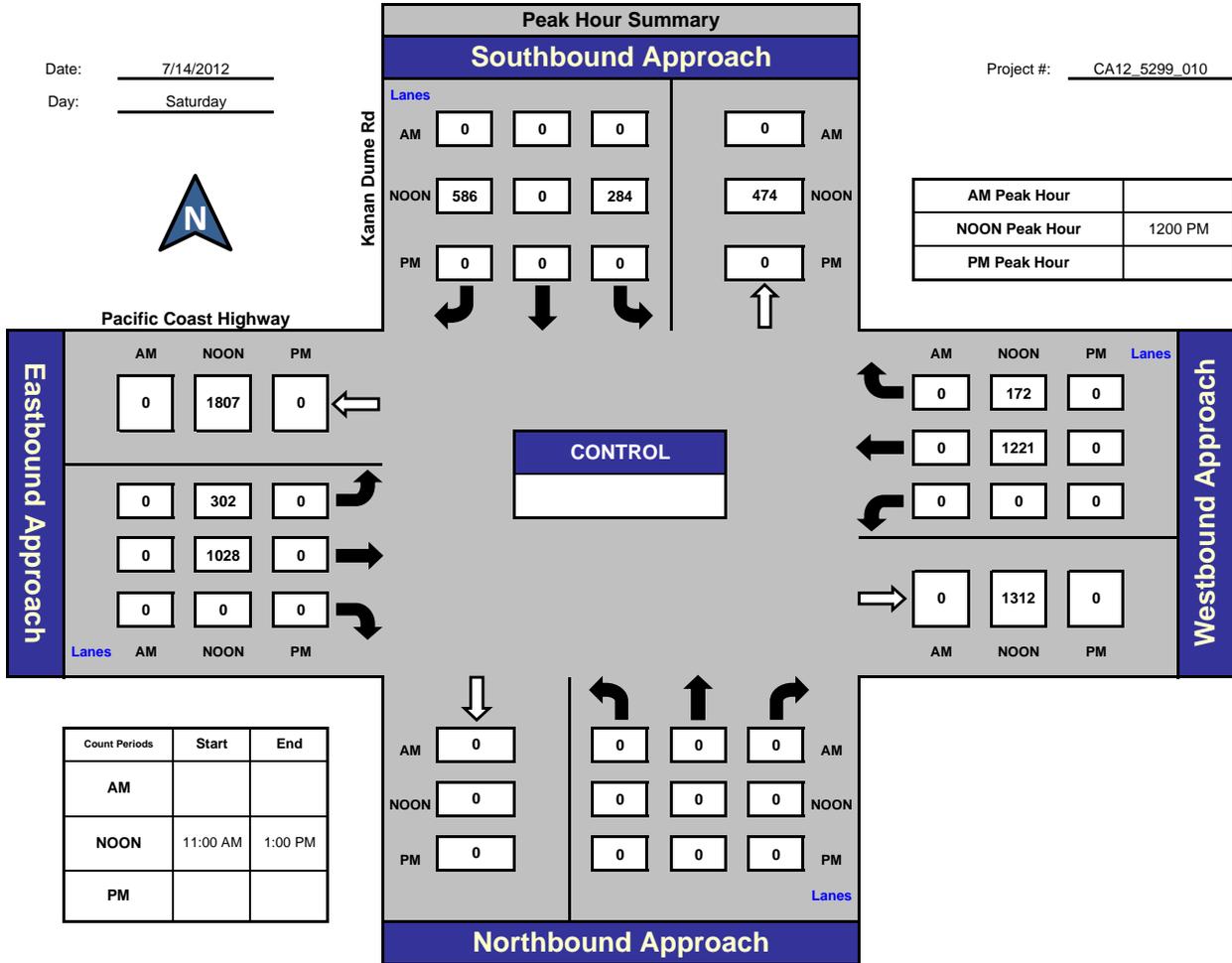
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

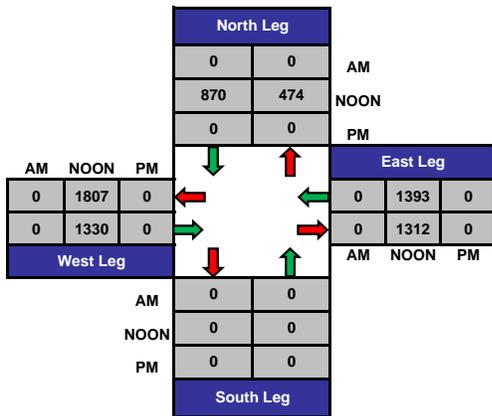
Date: 7/14/2012

Day: Saturday

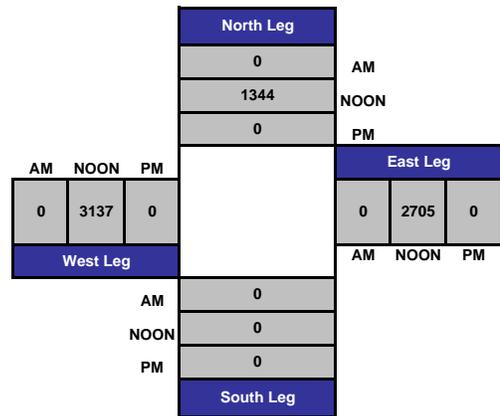
Project #: CA12_5299_010



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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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:



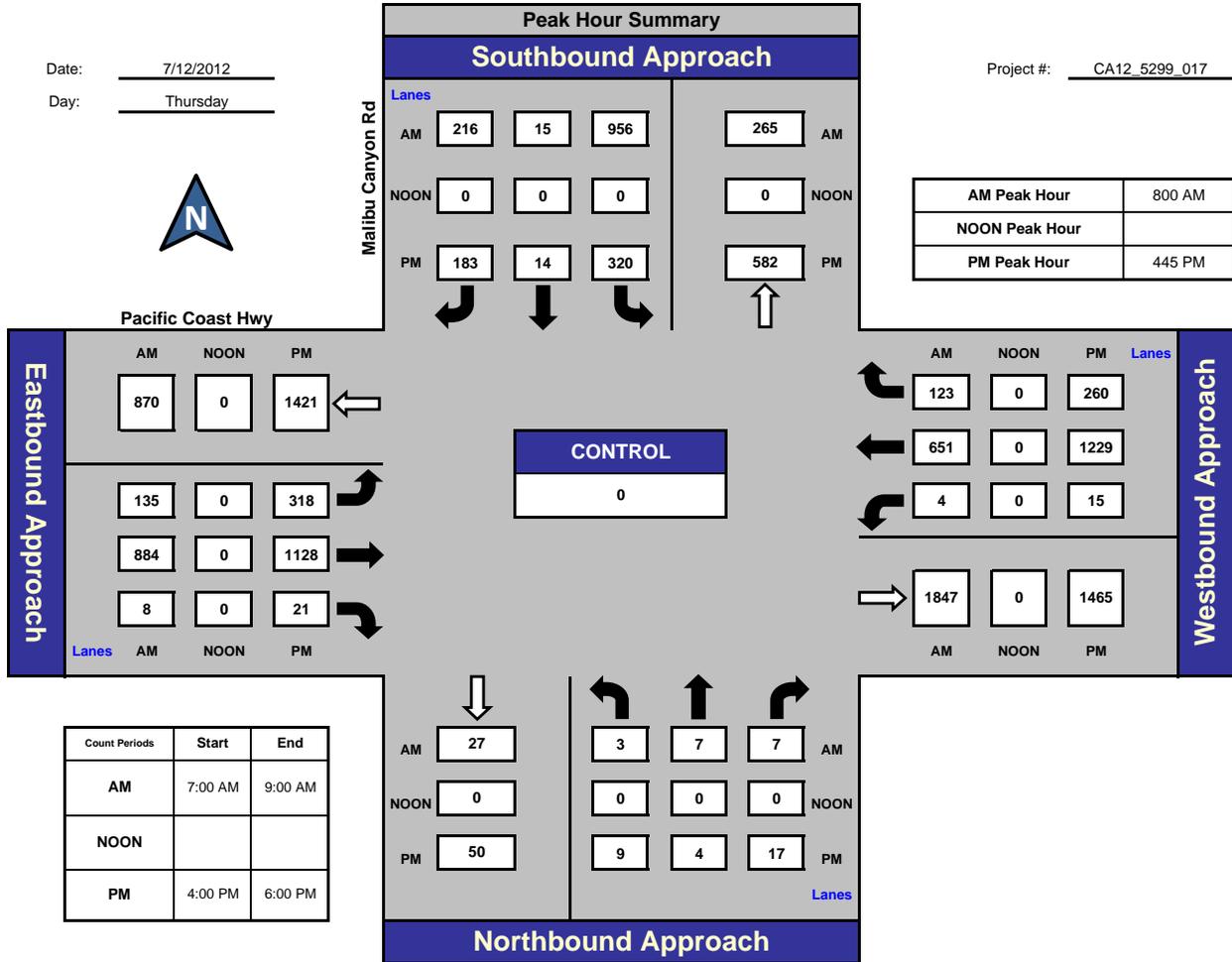
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

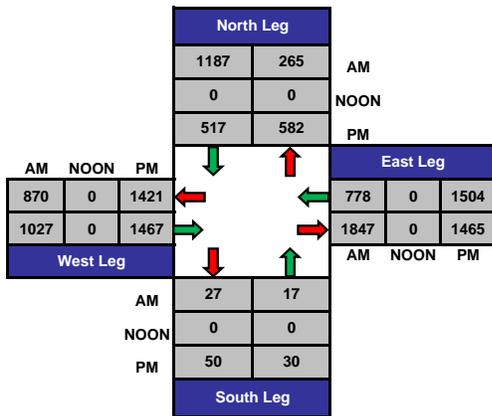
Date: 7/12/2012

Day: Thursday

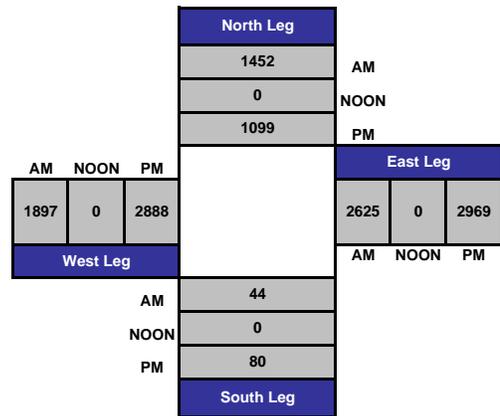
Project #: CA12_5299_017



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 20	NT 15	NR 38	SL 591	ST 19	SR 361	EL 617	ET 2237	ER 39	WL 35	WT 2319	WR 508	TOTAL 6799
APPROACH %'s :	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:



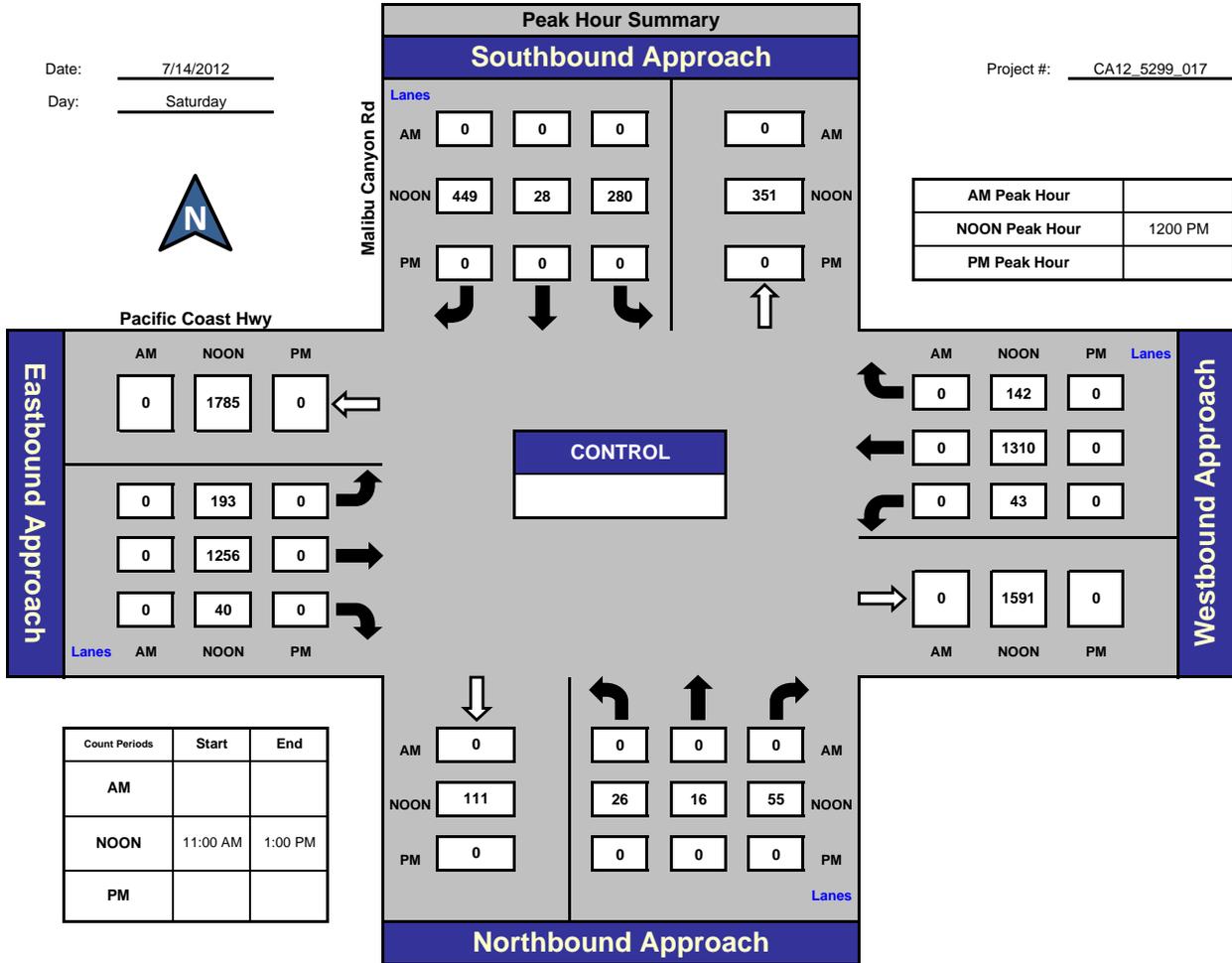
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

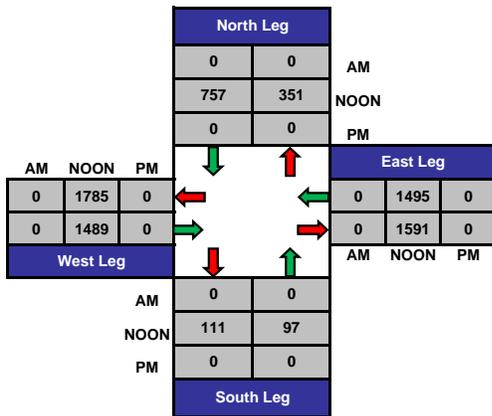
Date: 7/14/2012

Day: Saturday

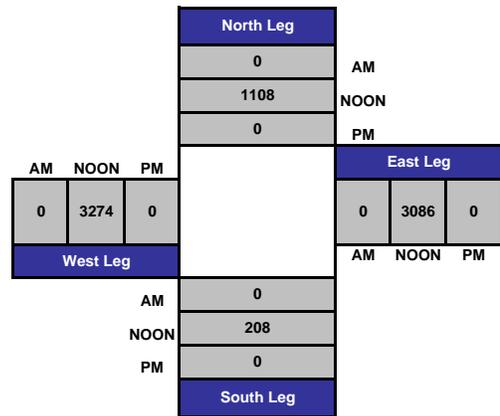
Project #: CA12_5299_017



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 :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	33	29	97	578	51	853	357	2300	76	75	2551	302	7302
	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:



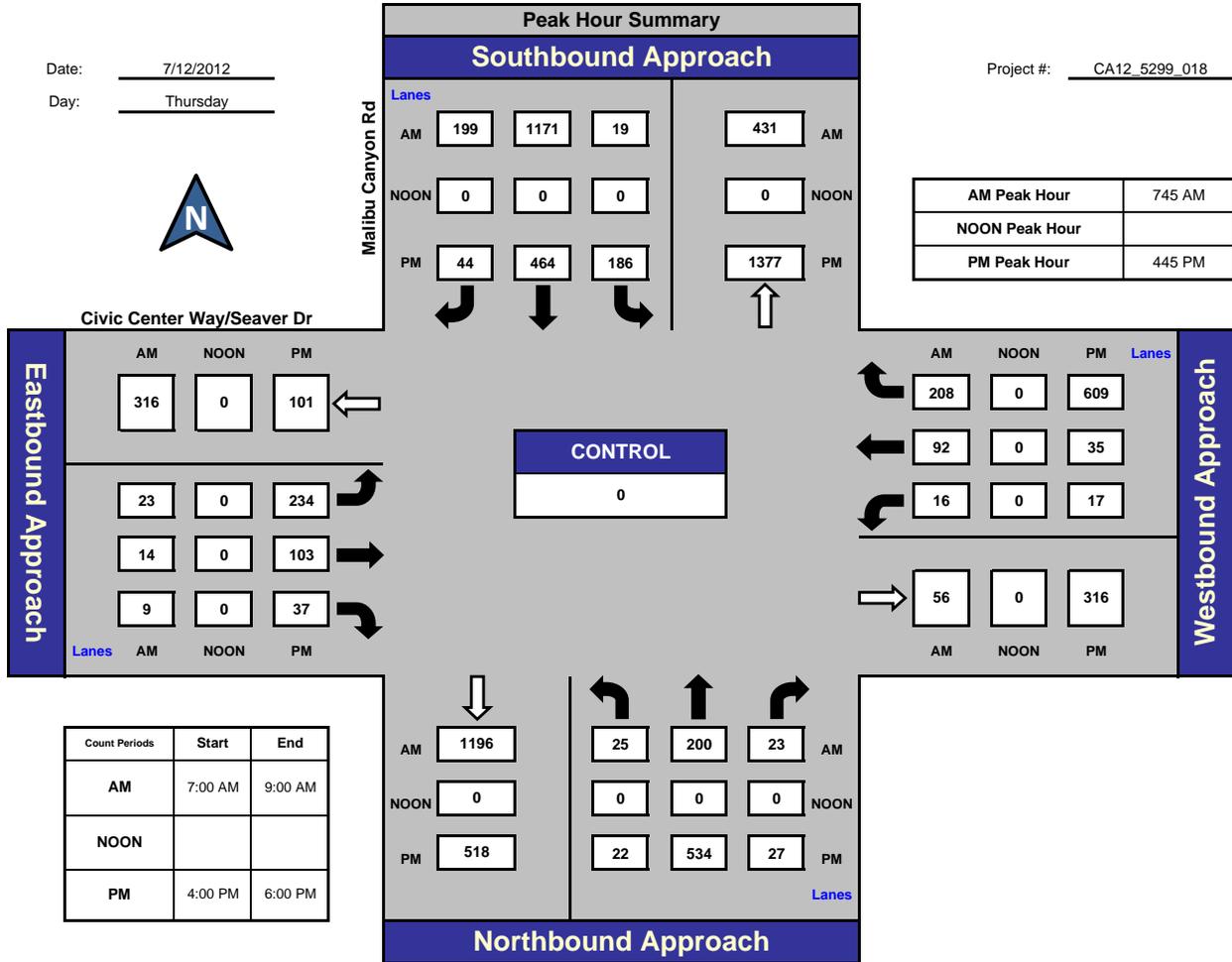
National Data & Surveying Services

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

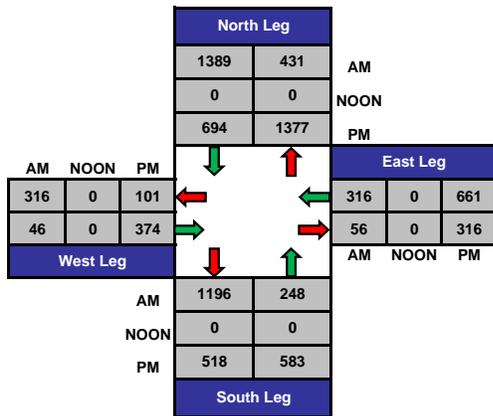
Date: 7/12/2012

Day: Thursday

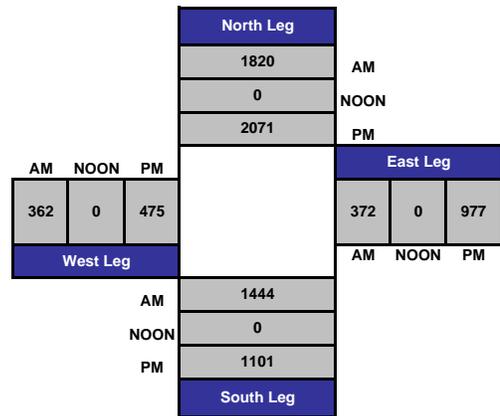
Project #: CA12_5299_018



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:



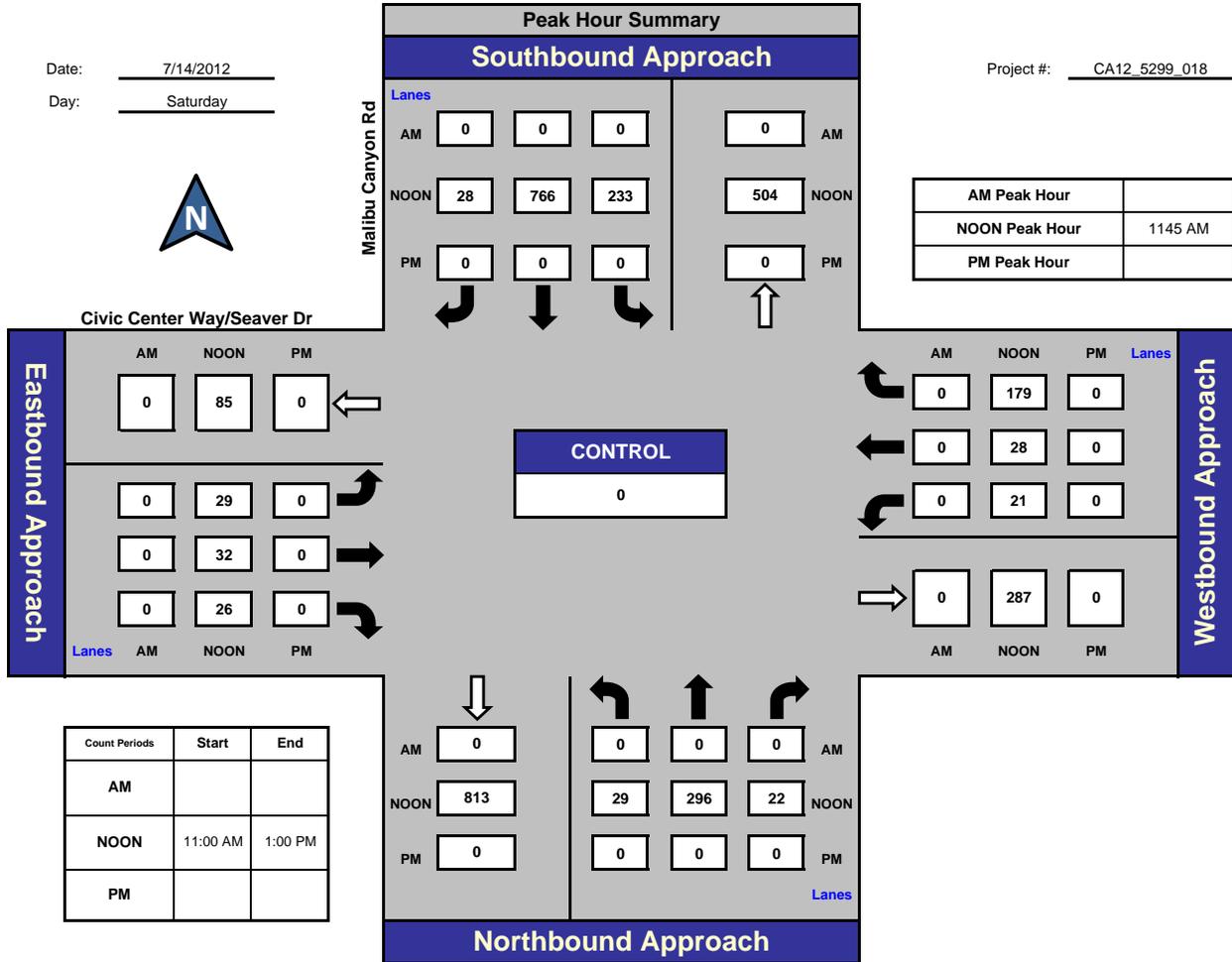
National Data & Surveying Services

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

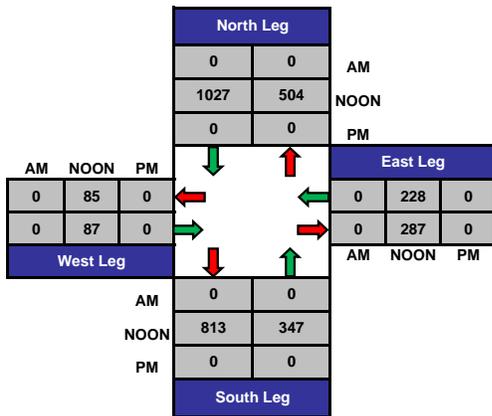
Date: 7/14/2012

Day: Saturday

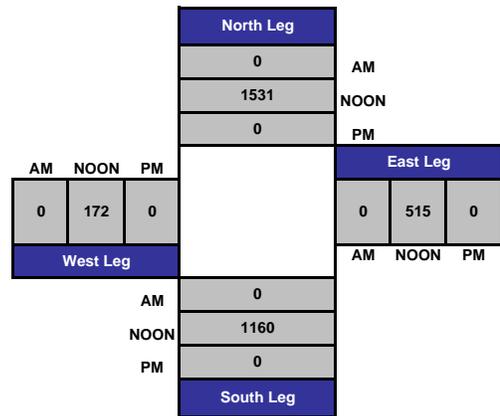
Project #: CA12_5299_018



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	
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:



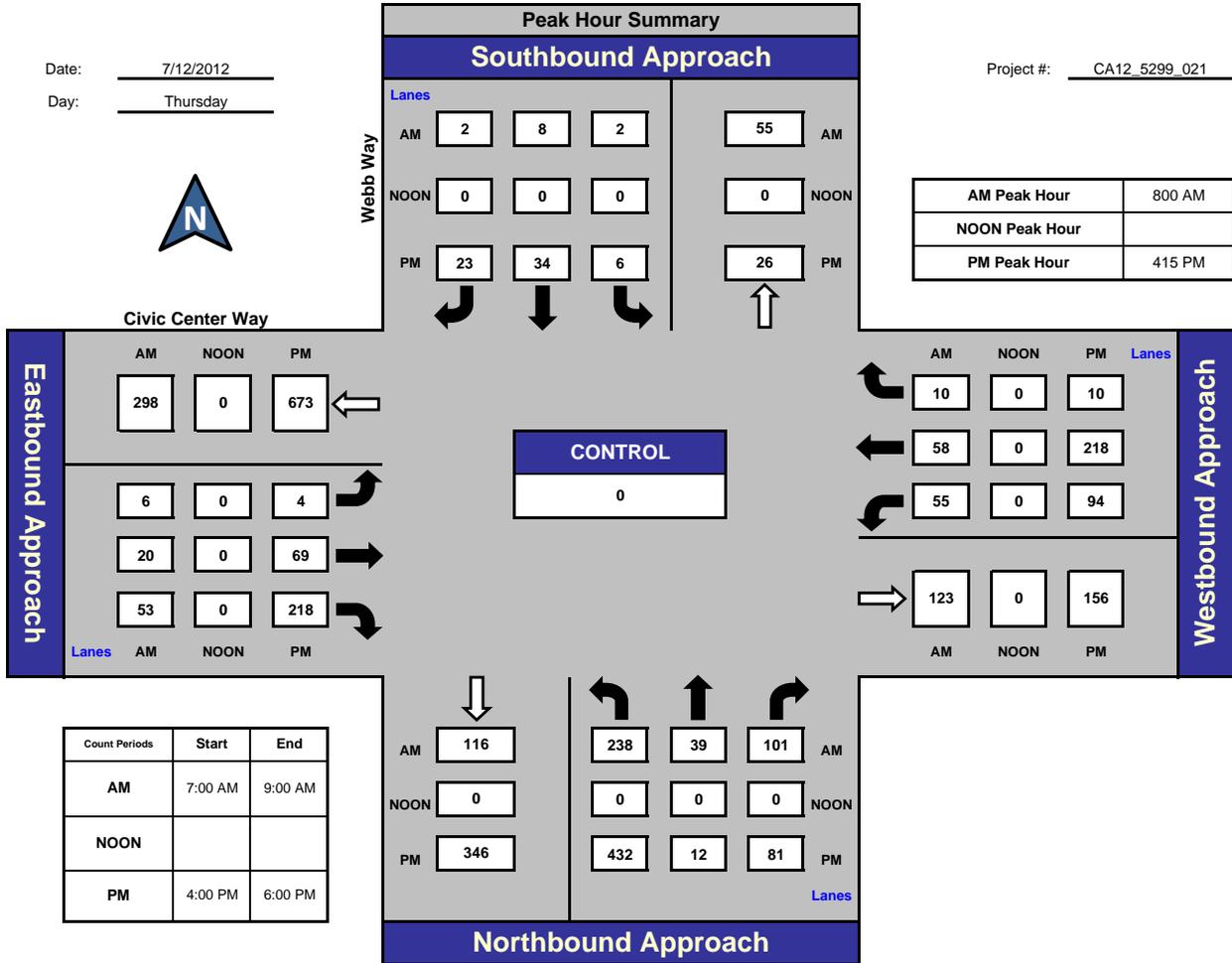
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

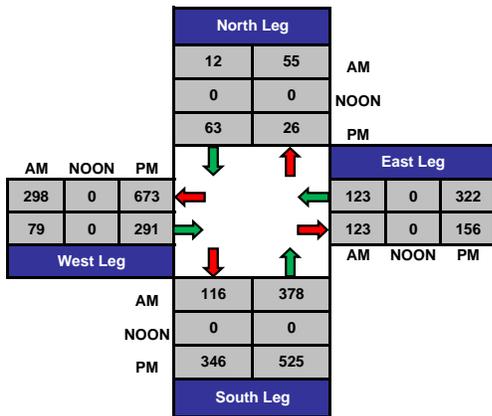
Date: 7/12/2012

Day: Thursday

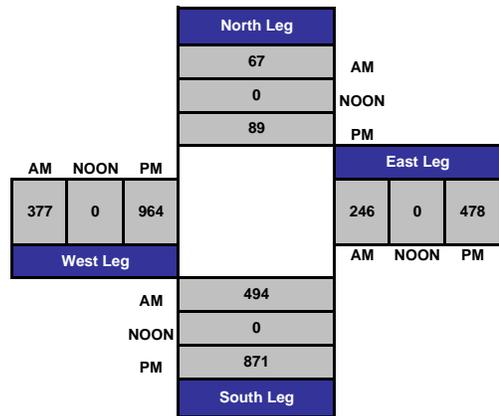
Project #: CA12_5299_021



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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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	
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:



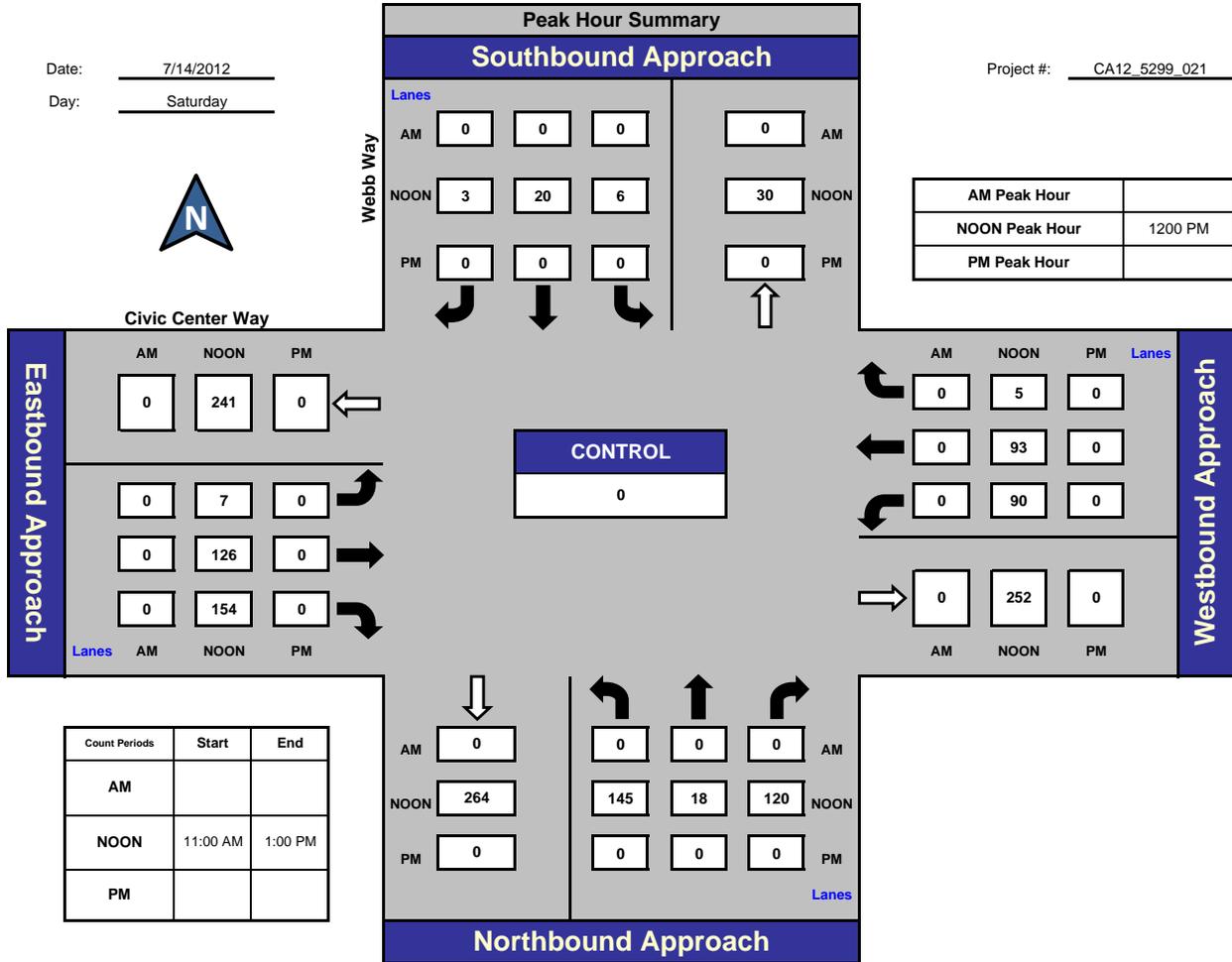
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

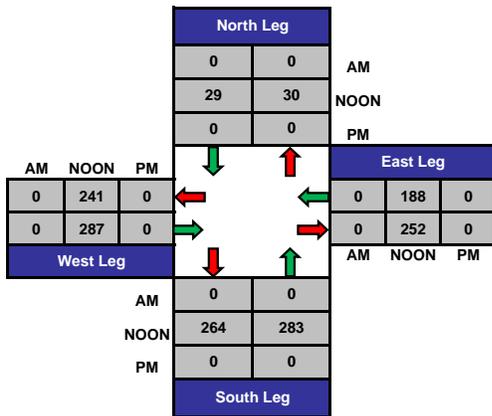
Date: 7/14/2012

Day: Saturday

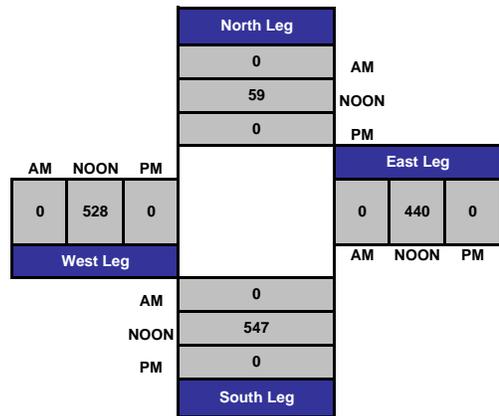
Project #: CA12_5299_021



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:



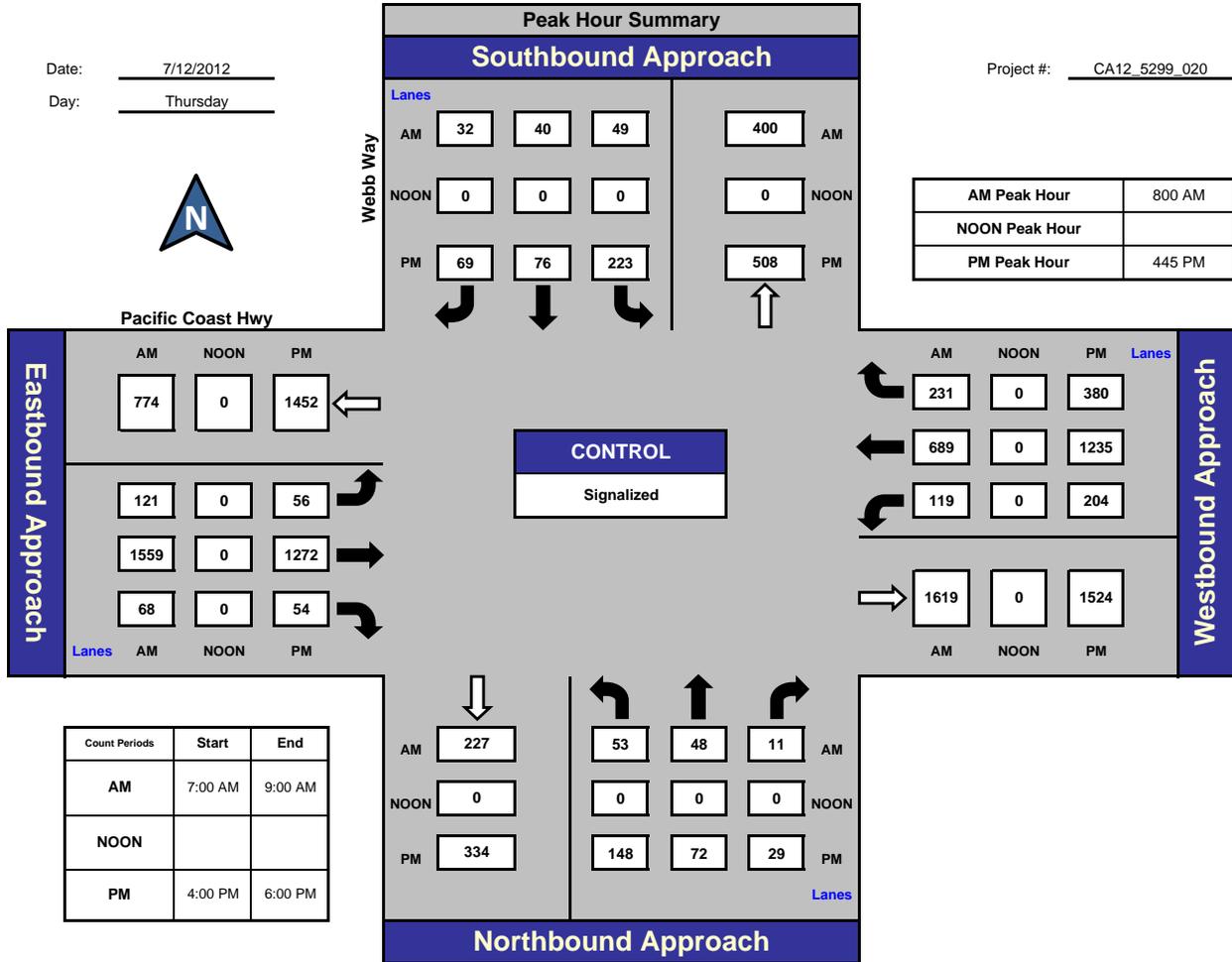
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

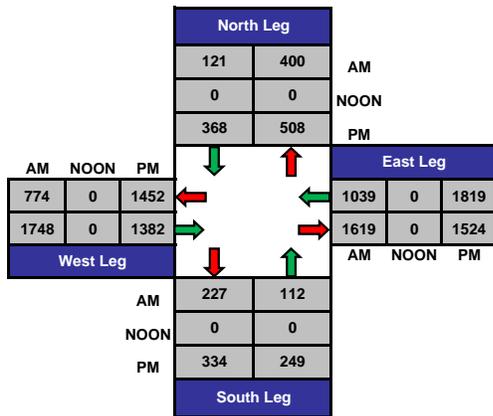
Date: 7/12/2012

Day: Thursday

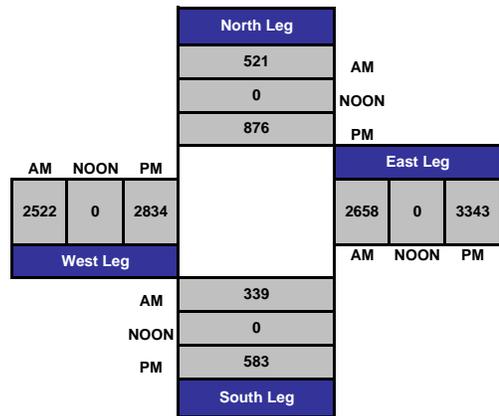
Project #: CA12_5299_020



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:



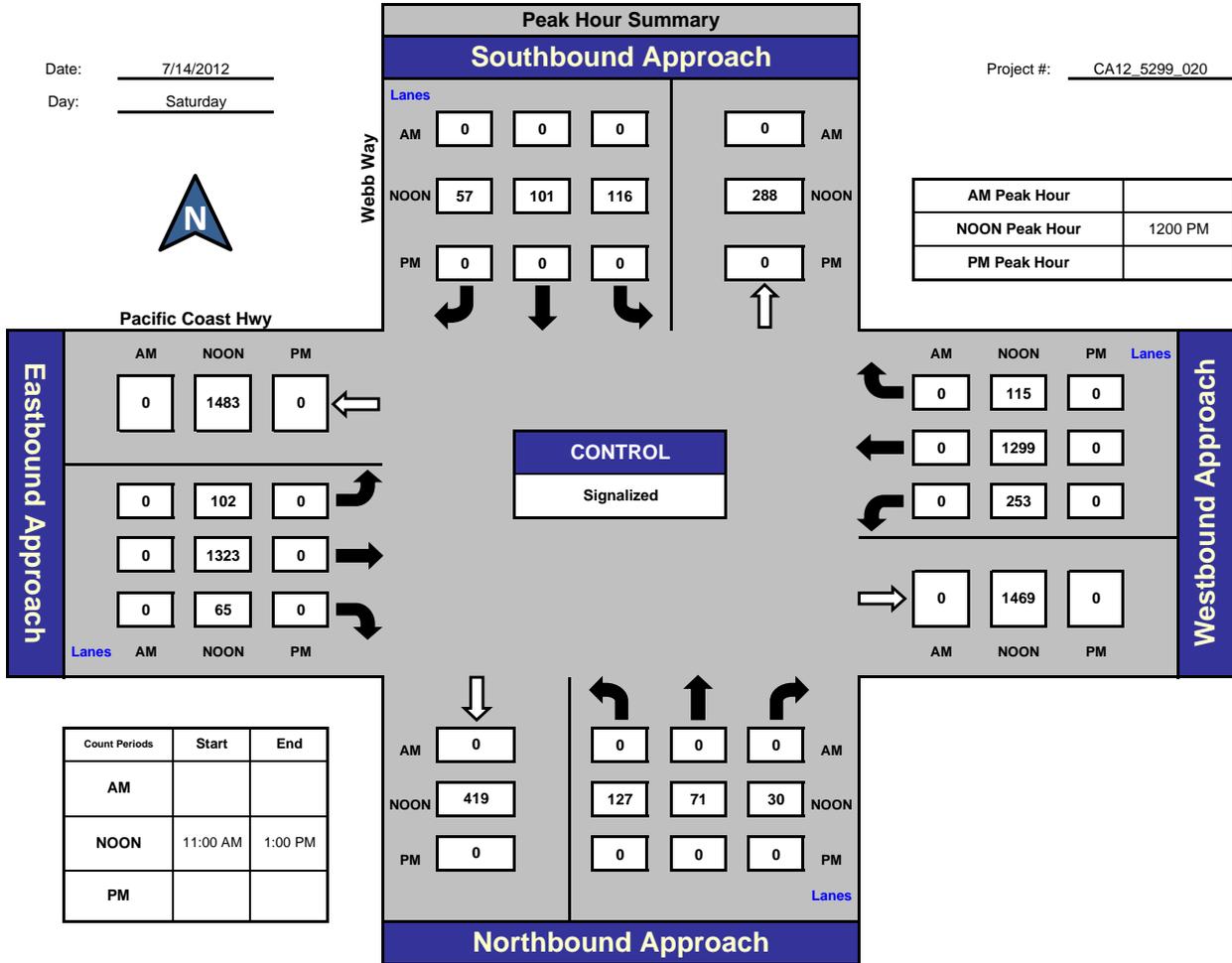
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

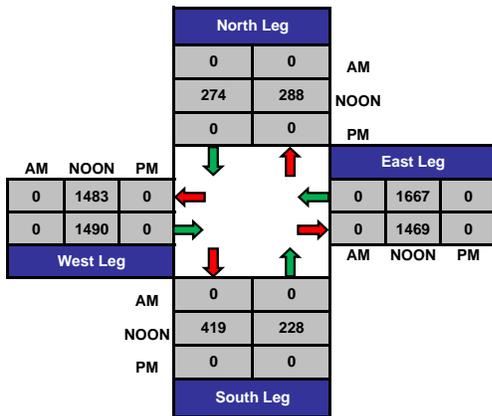
Date: 7/14/2012

Day: Saturday

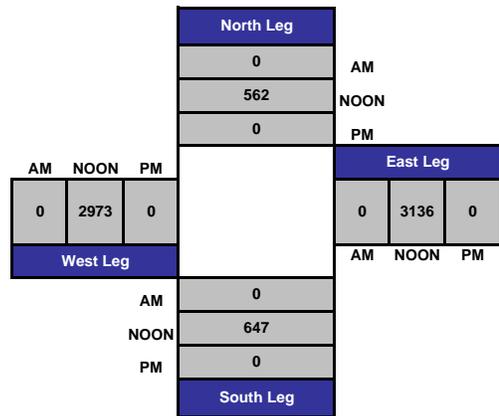
Project #: CA12_5299_020



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	TOTAL
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:



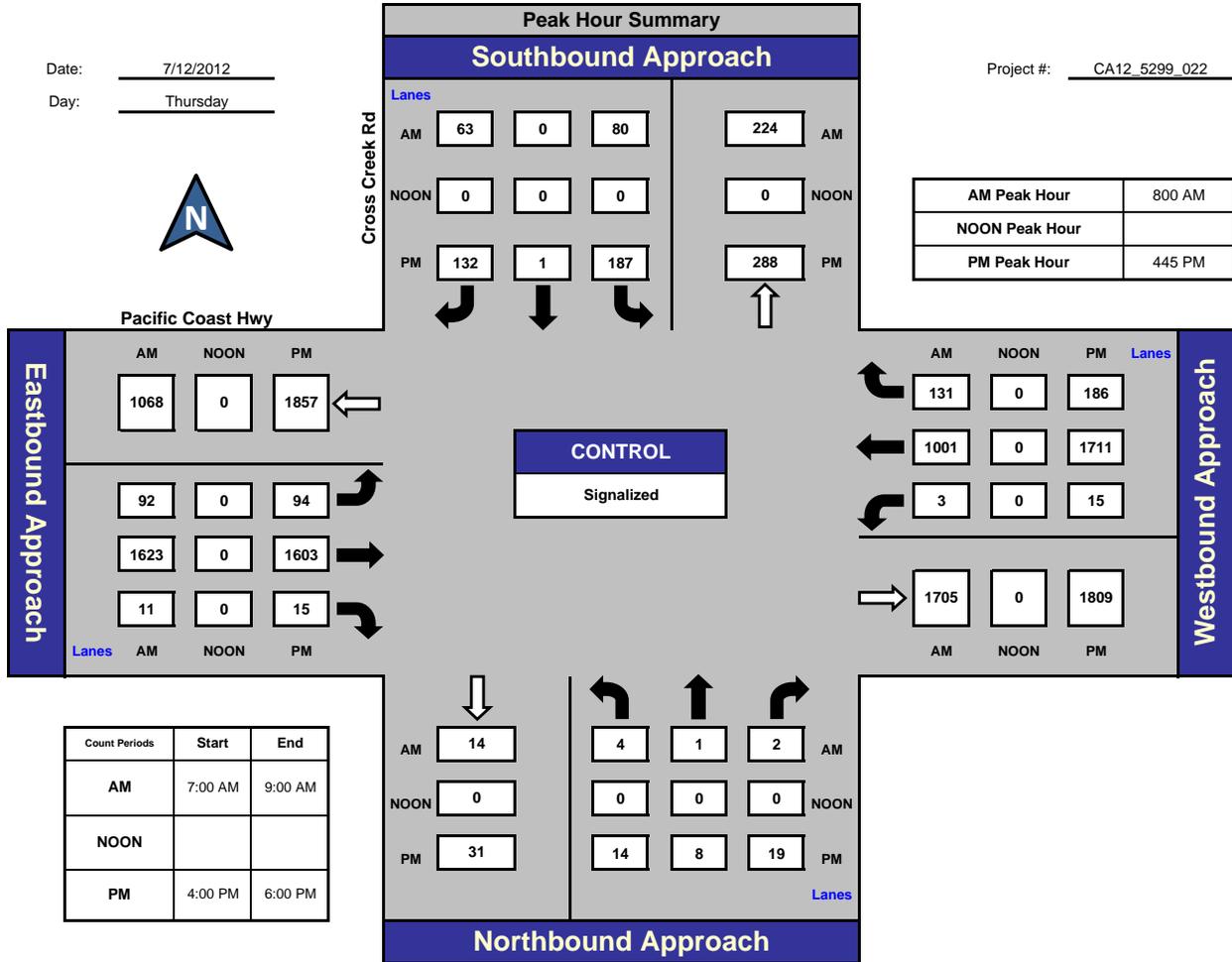
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

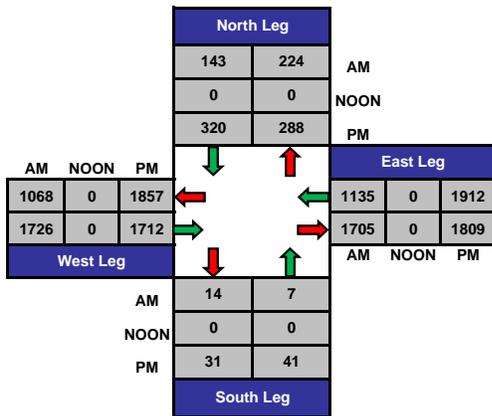
Date: 7/12/2012

Day: Thursday

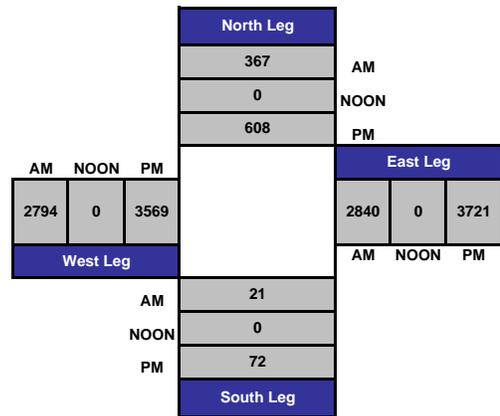
Project #: CA12_5299_022



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	
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:



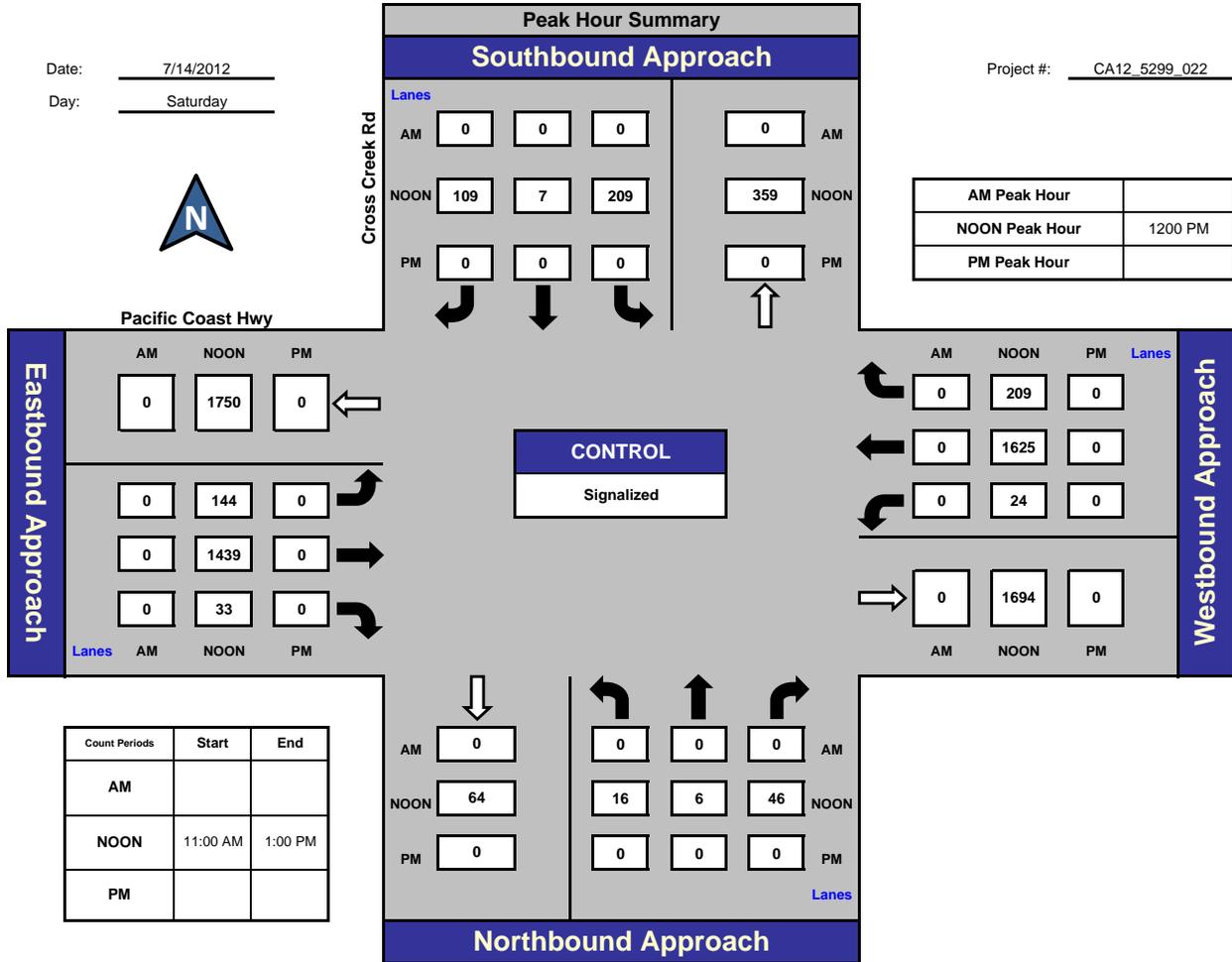
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

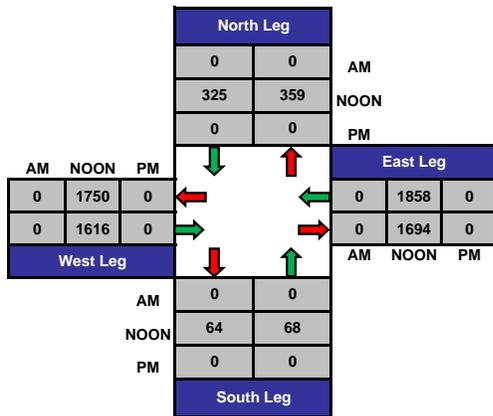
Date: 7/14/2012

Day: Saturday

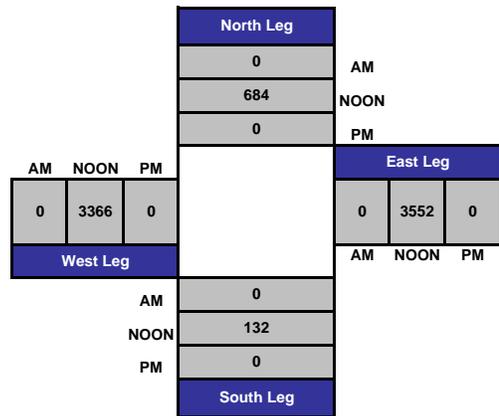
Project #: CA12_5299_022



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 :	25	11	74	372	10	211	289	2727	53	50	3050	379	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:



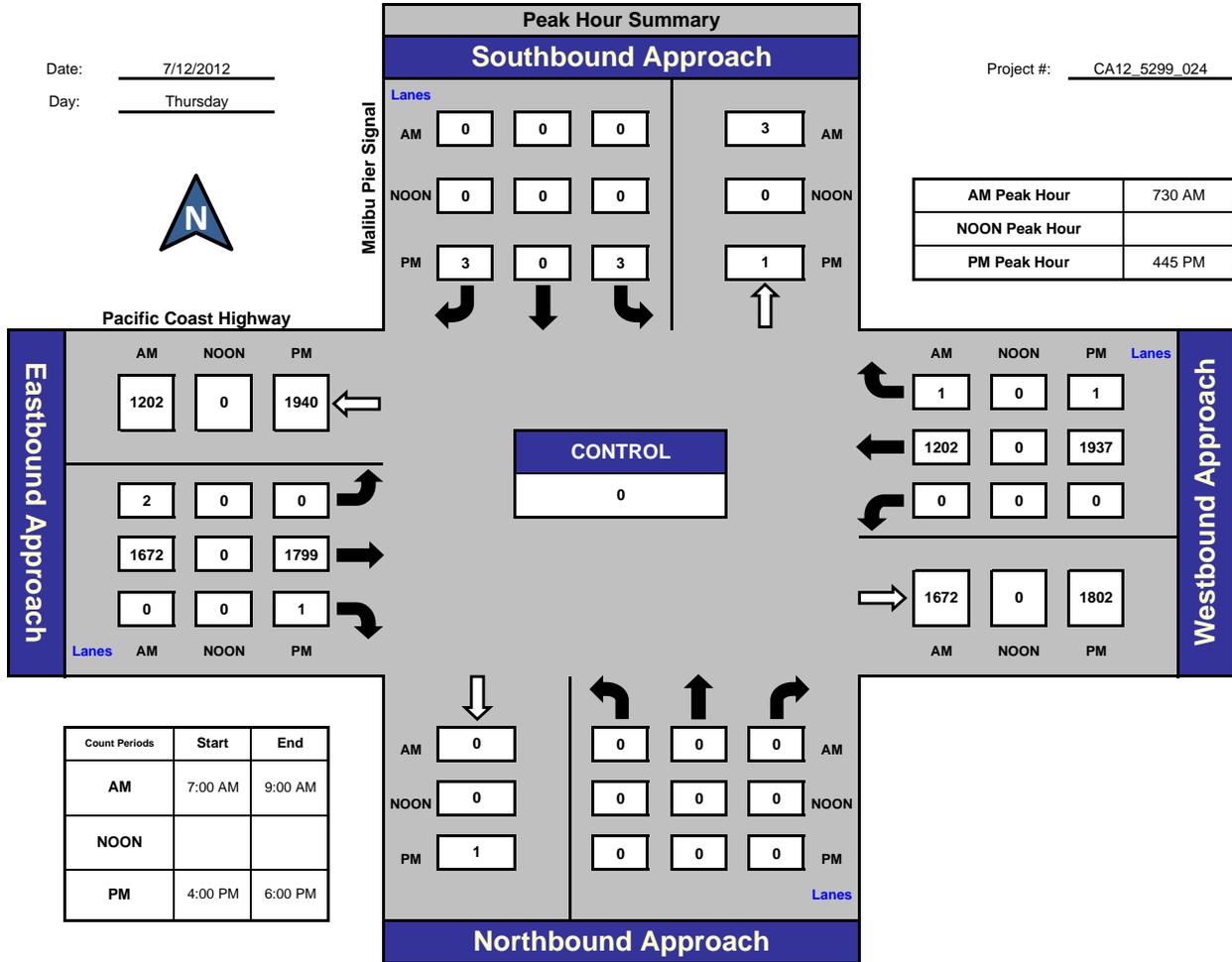
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

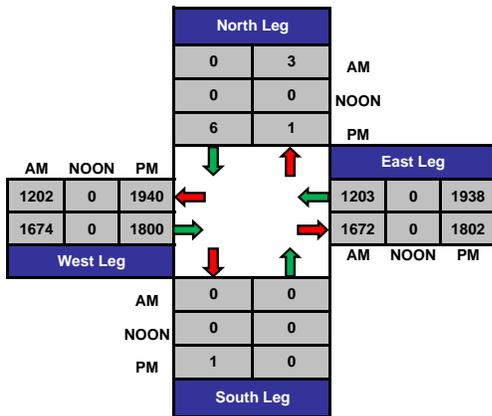
Date: 7/12/2012

Day: Thursday

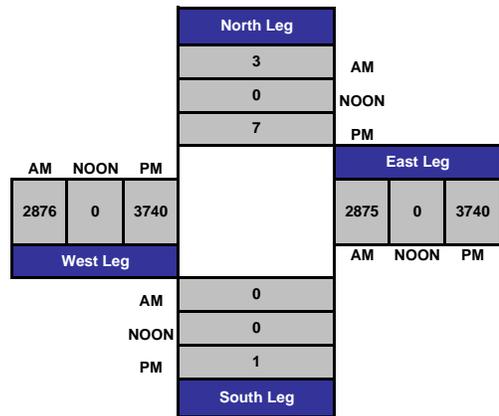
Project #: CA12_5299_024



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:



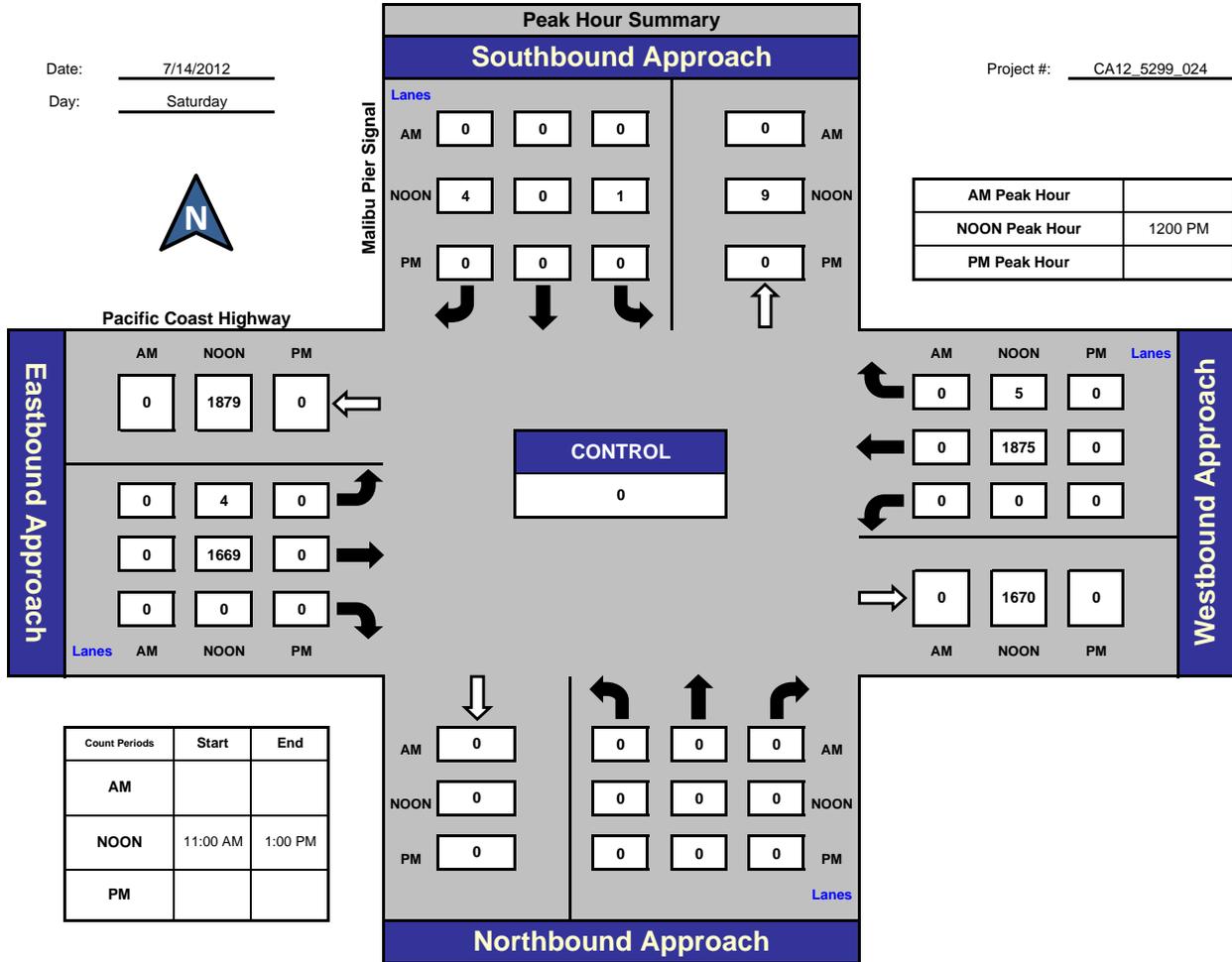
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

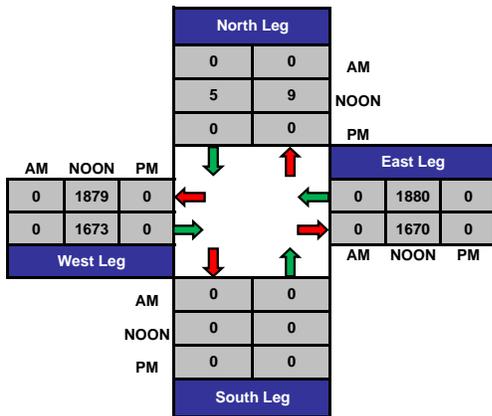
Date: 7/14/2012

Day: Saturday

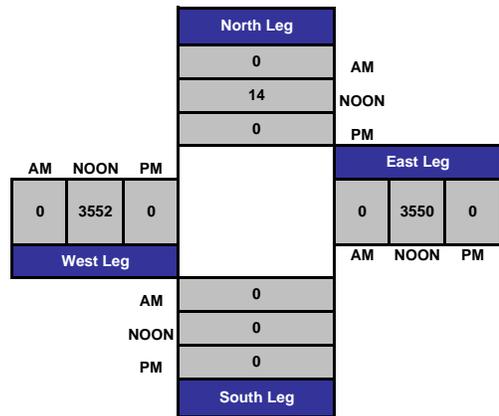
Project #: CA12_5299_024



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:



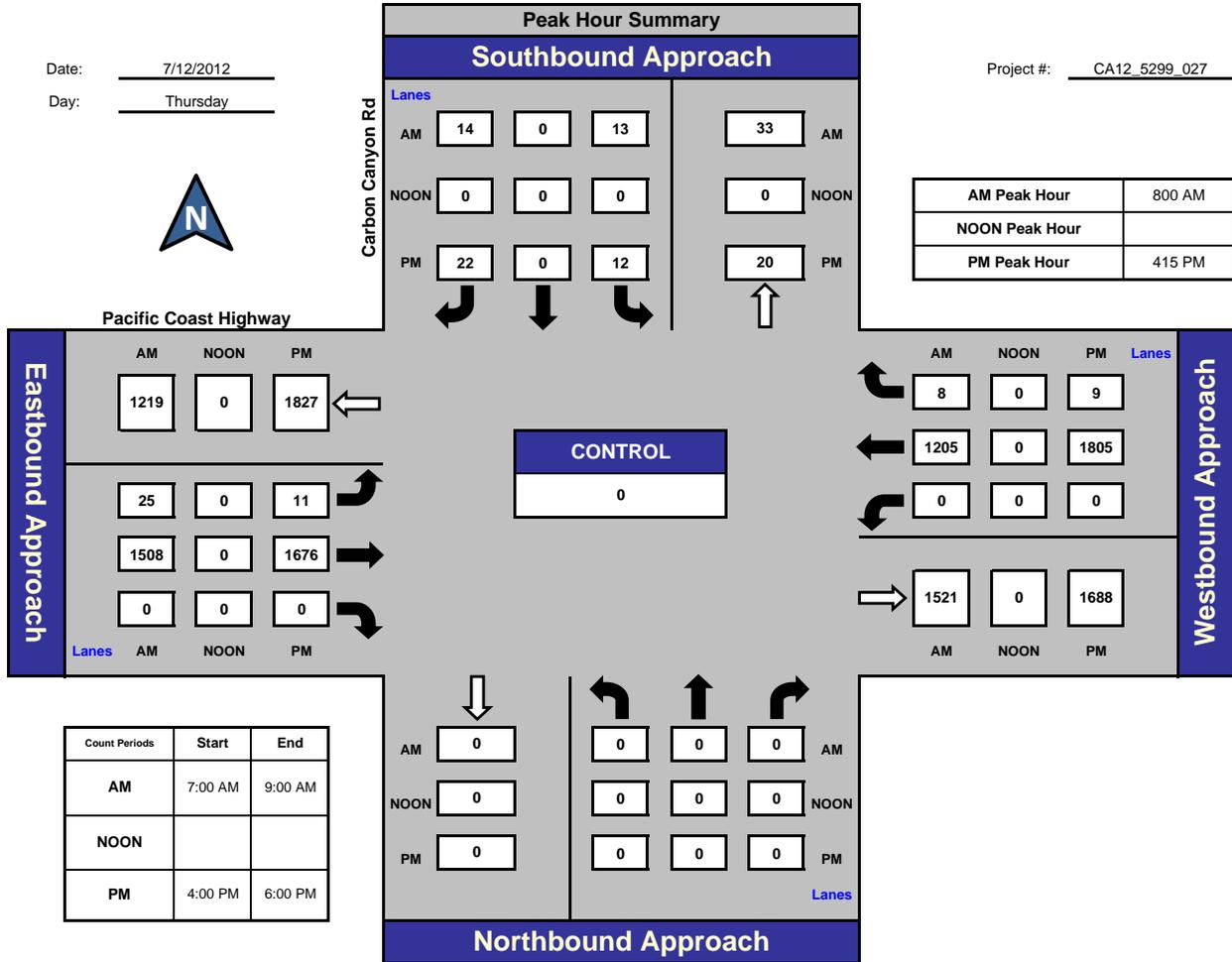
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

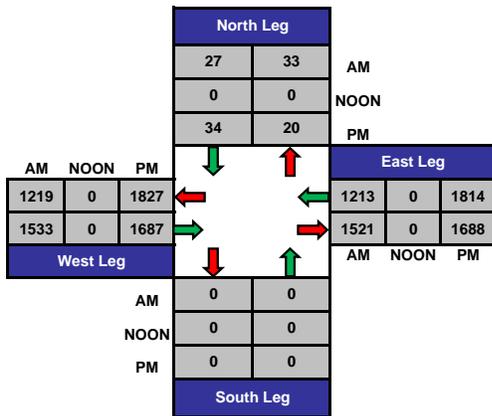
Date: 7/12/2012

Day: Thursday

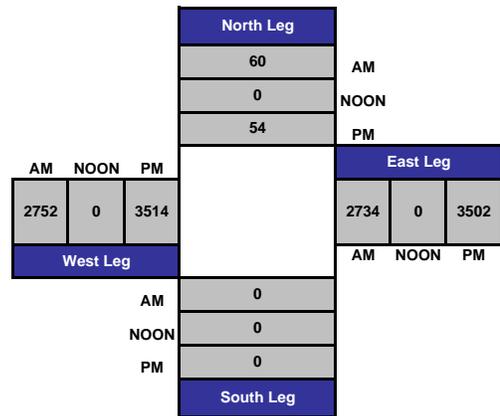
Project #: CA12_5299_027



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	TOTAL
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 :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	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:



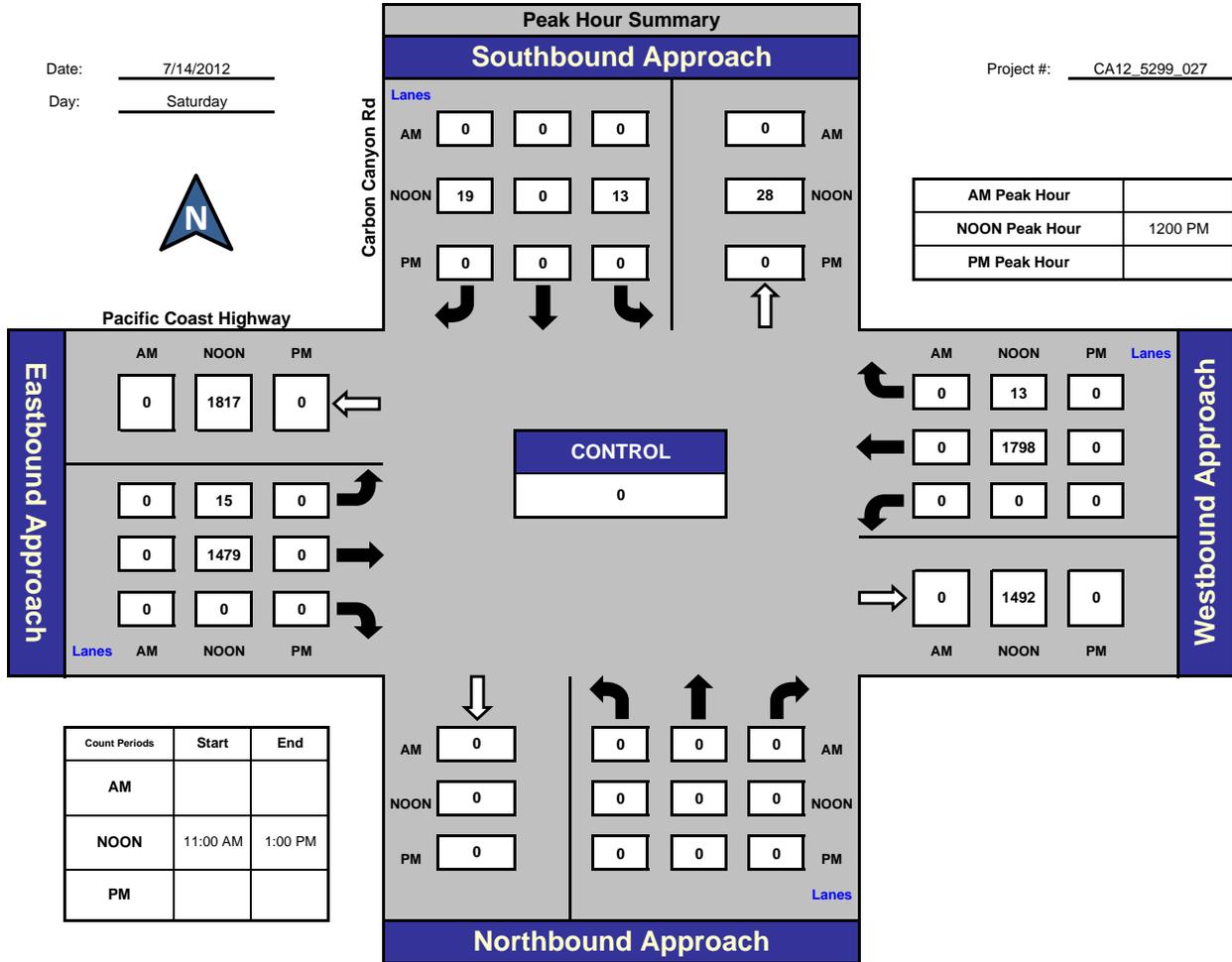
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

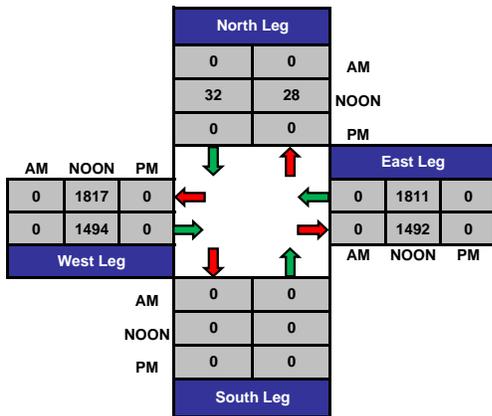
Date: 7/14/2012

Day: Saturday

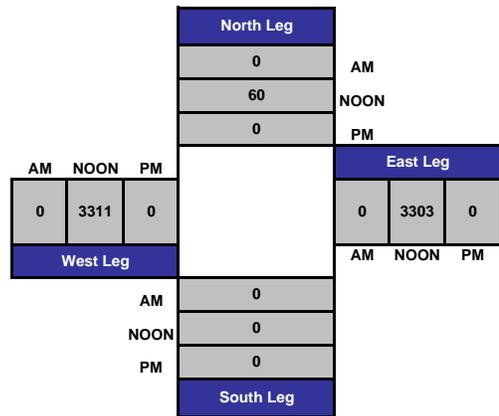
Project #: CA12_5299_027



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 :	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:



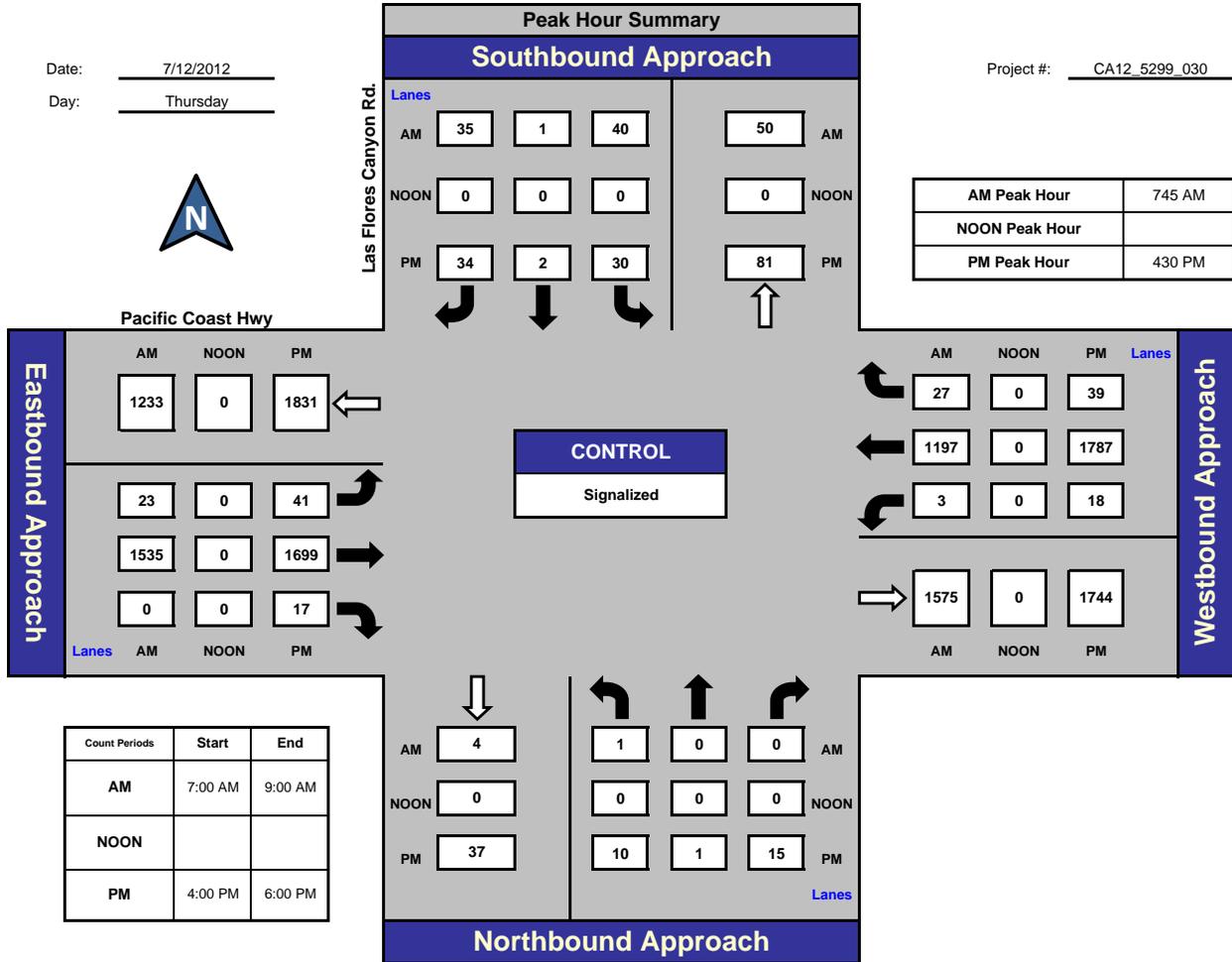
National Data & Surveying Services

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

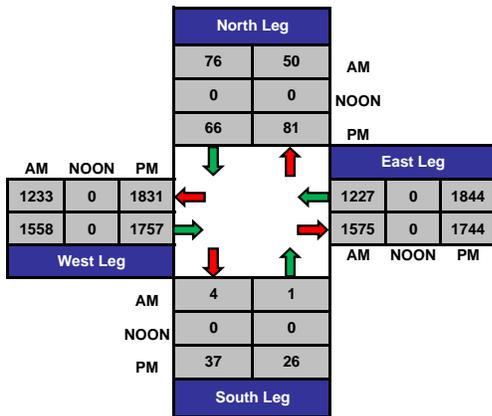
Date: 7/12/2012

Day: Thursday

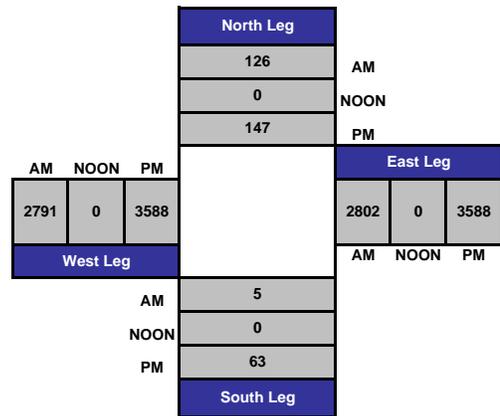
Project #: CA12_5299_030



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:



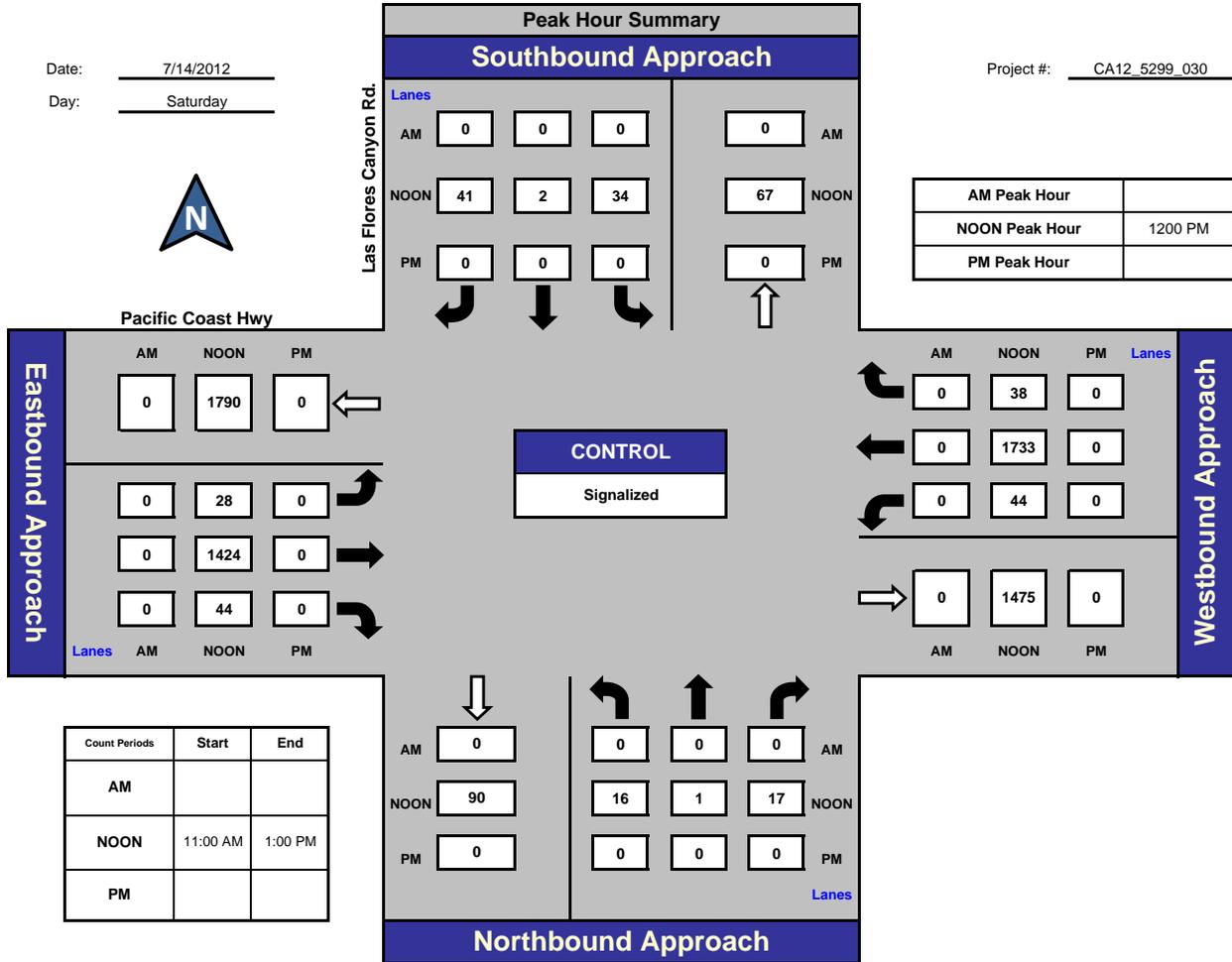
National Data & Surveying Services

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

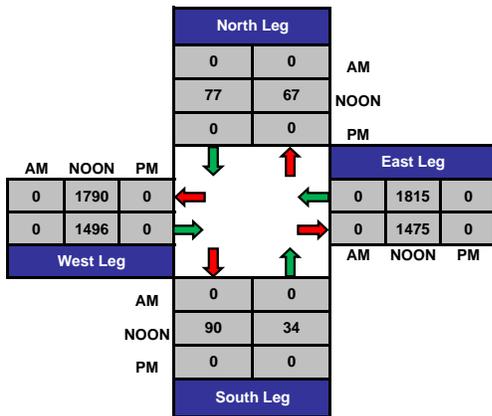
Date: 7/14/2012

Day: Saturday

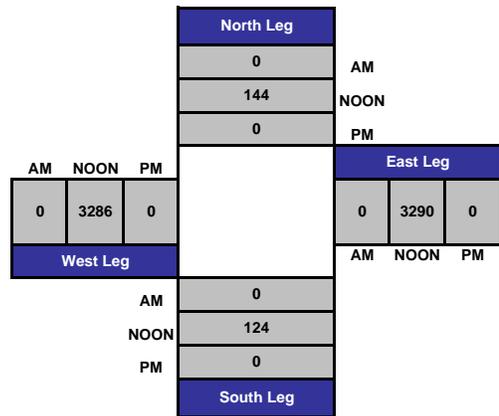
Project #: CA12_5299_030



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	475	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	441	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	458	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	427	1761
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	389	1581
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	264	1322
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	261	1157
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	204	984
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	144	684
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	137	547
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	131	530
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	80	362
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: 7/14/2012City: 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			9	60	22	12:45			310	1295	300	1299
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			15	41	11	13:45			365	1409	335	1260
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			9	31	8	14:45			317	1305	352	1380
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			3	23	8	15:45			367	1574	352	1395
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			20	88	15	16:45			397	1496	351	1338
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			97	225	73	17:45			297	1342	291	1328
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			209	586	181	18:45			241	1083	264	1114
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			218	881	234	19:45			156	785	179	869
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			277	1038	252	20:45			121	558	145	634
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			280	1124	237	21:45			99	406	138	527
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			269	1137	297	22:45			45	262	65	362
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			332	1199	334	23:45			28	148	48	205
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 G
LEVEL OF SERVICE WORKSHEETS
Existing / Existing + Project
Future Cumulative + Project

EXISTING / EXISTING + PROJECT

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	68	38	106
East/West Street:					PM	74	82	156
Pacific Coast Highway								
WEEKDAY								
AM Peak: 8:00 AM	Counts			+ Project Volume		= Total Volume		
	Volume	Lanes	V / C			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%	3	202	2	0.070
	↶ 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%	7	679	2	0.212
	↷ 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%)	4	605	2	0.189
	↷ Th-Rt	0	0.000	0%	0	0	0	0.000
	↷ Right	106	1 0.066	(4%)	2	108	1	0.068
↕ Shared	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.069		North-South:		0.070		
	East-West:	0.275		East-West:		0.276		
	Loss Time:	0.050		LossTime:		0.050		
Volume/capacity (v/c) ratio:	0.394			0.396				
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. 1	2012, EXISTING			2012, WITH PROJECT					
North/South Street:	Capacity: vphpl 1600					In	Out	Total	
Kanan Dume Road	Dual 2880					AM	68	38	106
East/West Street:						PM	74	82	156
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	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	155	2	0.054	4%	3	158	2	0.055
	↪ 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	194	1	0.000	0%	0	194	1	0.000
↔ Shared	0	0	0.000	0%	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	0.000
	→ Thru	972	2	0.304	10%	7	979	2	0.306
	↪ 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	1006	2	0.314	(10%)	8	1014	2	0.317
	↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↪ Right	247	1	0.154	(4%)	3	250	1	0.156
↔ Shared	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South:	0.054		North-South: 0.055					
	East-West:	0.529		East-West: 0.532					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.633			0.637					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:								0.004	
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			<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></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2" style="text-align: left;">East/West Street: Pacific Coast Highway</td> <td colspan="3"></td> <td style="text-align: center;">Trip</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2" style="text-align: left;">WEEKEND</td> <td colspan="3"></td> <td style="text-align: center;">Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">110</td> <td style="text-align: center;">112</td> <td style="text-align: center;">222</td> </tr> </table>							<u>In</u>	<u>Out</u>	<u>Total</u>					East/West Street: Pacific Coast Highway					Trip					WEEKEND					Gen 1	PM	110	112	222
					<u>In</u>	<u>Out</u>	<u>Total</u>																															
East/West Street: Pacific Coast Highway					Trip																																	
WEEKEND					Gen 1	PM	110	112	222																													
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%	4	288	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%	11	1039	2	0.325																													
	↪ 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%)	11	1232	2	0.385																													
	↪ Th-Rt	0	0	0.000	0%	0	0	0	0.000																													
	↪ Right	172	1	0.108	(4%)	4	176	1	0.110																													
	↔ 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: 0.490																																	
	Loss Time:	0.050			Loss Time: 0.050																																	
	Volume/capacity (v/c) ratio:	0.715			0.718																																	
	Level of Service (LOS):	C			C																																	
PROJECT IMPACT																																						
								Change in v/c due to project: 0.003																														
								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	68	38	106	
WEEKDAY AM Peak: 8:00 AM					PM	74	82	156	
		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	1	1	0.005	0%	0	1	1	0.005
	↑ Thru	7	0	0.000	0%	0	7	0	0.000
	↘ Th-Rt	1	1	0.005	0%	0	1	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	1	1	0.337	0%	0	1	1	0.337
	↓ Thru	15	0	0.000	0%	0	15	0	0.000
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	216	1	0.093	0%	0	216	1	0.088
↕ Shared	0	0	0.000	0%	0	0	0	0.000	
Eastbound	↶ Left	135	2	0.048	24%	16	151	2	0.054
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	→ Thru	884	1	0.279	0%	0	884	1	0.279
	↘ Th-Rt	1	1	0.279	0%	0	1	1	0.279
	↷ Right	8	0	0.000	0%	0	8	0	0.000
↕ Shared	0	0	0.000	0%	0	0	0	0.000	
Westbound	↶ Left	4	1	0.003	0%	0	4	1	0.003
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	← Thru	651	2	0.203	(24%)	9	660	2	0.206
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	123	1	0.000	46%	31	154	1	0.000
↕ Shared	0	0	0.000	0%	0	0	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	68	38	106	
WEEKDAY PM Peak: 4:45 PM					PM	74	82	156	
		Counts							
		Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↷ Left	9	0	0.000	0%	0	9	0	0.000
	↷ Lt-Th	1	1	0.009	0%	0	1	1	0.009
	↑ Thru	4	0	0.000	0%	0	4	0	0.000
	↶ Th-Rt	1	1	0.009	0%	0	1	1	0.009
	↶ Right	17	0	0.000	0%	0	17	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	1	1	0.116	0%	0	1	1	0.116
	↓ Thru	14	0	0.000	0%	0	14	0	0.000
	↶ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↶ Right	183	1	0.015	0%	0	183	1	0.009
	↷ Shared	0	0	0.000	0%	0	0	0	0.000
Eastbound	↷ Left	318	2	0.110	24%	18	336	2	0.117
	↷ 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	1	1	0.359	0%	0	1	1	0.359
	↶ Right	21	0	0.000	0%	0	21	0	0.000
	↷ Shared	0	0	0.000	0%	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	(24%)	20	1249	2	0.390
	↶ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↶ Right	260	1	0.063	46%	34	294	1	0.084
	↷ Shared	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:		North-South: 0.125 East-West: 0.494 Loss Time: 0.050			North-South: 0.125 East-West: 0.507 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.669			0.682				
Level of Service (LOS):		B			B				
					PROJECT IMPACT				
					Change in v/c due to project:		0.013		
					Significantly impacted?		NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION			
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				Trip Gen 1 PM 110 112 222							
WEEKEND 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	26	0 0.000	0%	0	26	0 0.000	0	26	1 0.016	
	↷ Lt-Th		1 0.030	0%	0	1	1 0.030	0	0	0 0.000	
	↑ Thru	16	0 0.000	0%	0	16	0 0.000	0	16	1 0.010	
	↶ Th-Rt		1 0.030	0%	0	1	1 0.030	0	16	0 0.000	
	↷ Right	55	0 0.000	0%	0	55	0 0.000	0	55	1 0.005	
↕ Shared		0 0.000	0%	0	0	0 0.000	0	0	0 0.000		
Southbound	↷ Left	280	1 0.107	0%	0	280	1 0.107	0	280	1 0.107	
	↶ Lt-Th		1 0.110	0%	0	1	1 0.110	0	1	1 0.110	
	↓ Thru	28	0 0.000	0%	0	28	0 0.000	0	28	0 0.000	
	↶ Th-Rt		0 0.000	0%	0	0	0 0.000	0	0	0 0.000	
	↷ Right	353	1 0.221	0%	0	353	1 0.221	0	353	1 0.221	
↕ Shared		0 0.000	0%	0	0	0 0.000	0	0	0 0.000		
Eastbound	↷ Left	193	2 0.067	24%	26	219	2 0.076	0	219	2 0.076	
	↶ Lt-Th		0 0.000	0%	0	0	0 0.000	0	0	0 0.000	
	→ Thru	1256	1 0.405	0%	0	1256	1 0.405	0	1256	1 0.405	
	↶ Th-Rt		1 0.405	0%	0	1	1 0.405	0	1	1 0.405	
	↷ Right	40	0 0.000	0%	0	40	0 0.000	0	40	0 0.000	
↕ Shared		0 0.000	0%	0	0	0 0.000	0	0	0 0.000		
Westbound	↶ Left	43	1 0.027	0%	0	43	1 0.027	0	43	1 0.027	
	↷ Lt-Th		0 0.000	0%	0	0	0 0.000	0	0	0 0.000	
	← Thru	1310	2 0.409	(24%)	27	1337	2 0.418	0	1337	2 0.418	
	↶ Th-Rt		0 0.000	0%	0	0	0 0.000	0	0	0 0.000	
	↷ Right	142	1 0.001	46%	51	193	1 0.033	0	193	1 0.033	
↕ Shared		0 0.000	0%	0	0	0 0.000	0	0	0 0.000		
Critical Volumes:	North-South:	0.251		North-South:	0.251		North-South:	0.237			
	East-West:	0.476		East-West:	0.494		East-West:	0.494			
	Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050			
Volume/capacity (v/c) ratio:		0.777			0.795			0.782			
Level of Service (LOS):		C			C			C			
PROJECT IMPACT											
Change in v/c due to project:						0.018	Δv/c after mitigation:			0.005	
Significantly impacted?						NO	Fully mitigated?			N/A	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	AM PEAK HOUR		

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>RANCHO 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	48	20	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	48	20	1187	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		<i>T</i>	<i>TR</i>	<i>L</i>	<i>T</i>	
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						38
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	38
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						<i>R</i>

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>L</i>			<i>R</i>			
v (veh/h)		20			38			
C (m) (veh/h)		1259			895			
v/c		0.02			0.04			
95% queue length		0.05			0.13			
Control Delay (s/veh)		7.9			9.2			
LOS		<i>A</i>			<i>A</i>			
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	<i>A</i>					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	PM PEAK HOUR		

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>RANCHO 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	52	22	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	52	22	517	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
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)						82
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	82
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)		22			82			
C (m) (veh/h)		959			728			
v/c		0.02			0.11			
95% queue length		0.07			0.38			
Control Delay (s/veh)		8.8			10.6			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.6					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	SAT MID-DAY PEAK HOUR		

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>RANCHO 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	77	33	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	77	33	757	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
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)						112
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	112
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)		33			112			
C (m) (veh/h)		1142			831			
v/c		0.03			0.13			
95% queue length		0.09			0.46			
Control Delay (s/veh)		8.2			10.0			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.0					
Approach LOS	--	--	B					

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	38	106	
WEEKDAY AM Peak: 7:45 AM	Counts					= Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↶ Left	1	0.016	0%	0	25	1	0.016	
	↶ Lt-Th	0	0.000	0%	0	25	0	0.000	
	↑ Thru	200	2	0.063	(25%)	10	210	2	0.066
	↷ Th-Rt	0	0.000	0%	10	210	0	0.000	
	↷ Right	23	1	0.000	(75%)	29	52	1	0.000
↷ Shared	0	0.000	0%	0	52	0	0.000		
Southbound	↷ Left	19	1	0.012	0%	0	19	1	0.012
	↷ Lt-Th	0	0.000	0%	0	19	0	0.000	
	↓ Thru	1171	2	0.366	25%	17	1188	2	0.371
	↷ Th-Rt	0	0.000	0%	17	1188	0	0.000	
	↷ Right	199	1	0.000	0%	0	199	1	0.000
↷ Shared	0	0.000	0%	0	199	0	0.000		
Eastbound	↶ Left	23	1	0.013	0%	0	23	1	0.013
	↶ Lt-Th	1	0.013	0%	0	23	1	0.013	
	→ Thru	14	0	0.000	0%	0	14	0	0.000
	↷ Th-Rt	0	0.000	0%	0	14	0	0.000	
	↷ Right	9	1	0.000	0%	0	9	1	0.000
↷ Shared	0	0.000	0%	0	9	0	0.000		
Westbound	↶ Left	16	1	0.010	5%	3	19	1	0.012
	↶ Lt-Th	0	0.000	0%	3	19	0	0.000	
	↑ Thru	92	1	0.058	0%	0	92	1	0.058
	↷ Th-Rt	0	0.000	0%	0	92	0	0.000	
	↷ Right	208	1	0.000	0%	0	208	1	0.000
↷ Shared	0	0.000	0%	0	208	0	0.000		
Critical Volumes:	North-South: 0.382			North-South: 0.387					
	East-West: 0.071			East-West: 0.071					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.503			0.508					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
							Change in v/c due to project:		0.005
							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	68	38	106	
				PM	74	82	156	
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%) 21	555	2	0.173	
	↷ Th-Rt	0	0.000	0% 0	0	0	0.000	
	↷ Right	27	1 0.000	(75%) 62	89	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% 19	483	2	0.151	
	↷ 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% 4	21	1	0.013	
	↶ 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: 0.290				
	East-West: 0.139			East-West: 0.139				
	Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.472			0.479				
Level of Service (LOS):	A			A				
PROJECT IMPACT								
Change in v/c due to project:							0.007	
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	110	112	222	
WEEKEND PM Peak: 11:45 PM	Counts	Lanes	V / C	+ Project	Volume	Total	Lanes	V / C	
	Volume			Volume		Volume			
Northbound	↵ Left	29	1	0.018	0%	0	29	1	0.018
	↵ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	296	2	0.093	(25%)	28	324	2	0.101
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	22	1	0.014	(75%)	84	106	1	0.066
↔ Shared		0	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	0
	↓ Thru	766	2	0.239	25%	28	794	2	0.248
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	28	1	0.018	0%	0	28	1	0.018
↔ Shared		0	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	0	1	0.021
	→ Thru	32	0	0	0%	0	32	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	26	1	0.016	0%	0	26	1	0.016
↔ Shared		0	0	0%	0	0	0	0	
Westbound	↘ Left	21	1	0.013	5%	6	27	1	0.017
	↘ Lt-Th		0	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	0
	↘ Right	179	1	0.112	0%	0	179	1	0.112
↔ Shared		0	0	0%	0	0	0	0	
Critical Volumes:	North-South:	0.258		North-South: 0.265					
	East-West:	0.039		East-West: 0.039					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.347			0.355					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:							0.008		
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	11/2012	Analysis Year	2012
Analysis Time Period	AM PEAK HOUR		

Project ID RANCHO MALIBU	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	20	53	55	58	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	26	53	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)	5.79	4.97	6.11	5.50	5.48	4.35	5.41	
x, final value	0.04	0.07	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)	276	303	305	318	527	351	262	
Delay (s/veh)	8.74	8.06	9.44	8.84	12.12	7.66	8.21	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.28		9.11		10.93		8.21	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.14							
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	2/2013	Analysis Year	2012 + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	22	70	55	61	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	28	70	55	71	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	0.06	0.05	0.06	0.25	0.09	0.01	
hd, final value (s)	5.80	4.98	6.14	5.54	5.54	4.41	5.48	
x, final value	0.05	0.10	0.09	0.11	0.43	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	3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	320	305	321	527	351	262	
Delay (s/veh)	8.77	8.22	9.47	8.92	12.28	7.73	8.28	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.37		9.16		11.06		8.28	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.19							
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	11/2012	Analysis Year	2012
Analysis Time Period	PM PEAK HOUR		

Project ID RANCHO MALIBU	North/South Street: WEBB WAY / STUART RANCH ROAD
East/West Street: CIVIC CENTER WAY	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	69	218	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)	73	218	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	0.06	0.19	0.08	0.20	0.39	0.07	0.06	
hd, final value (s)	7.13	6.39	7.51	6.97	6.94	5.75	7.17	
x, final value	0.14	0.39	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	4.6	3.4	4.9	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	323	468	344	478	514	331	313	
Delay (s/veh)	11.03	13.06	12.03	15.06	38.18	9.30	10.89	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	12.55		14.17		33.72		10.89	
LOS	B		B		D		B	
Intersection Delay (s/veh)	22.15							
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	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID RANCHO MALIBU	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	73	256	94	222	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	77	256	94	232	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	0.23	0.08	0.21	0.39	0.07	0.06	
hd, final value (s)	7.19	6.45	7.63	7.10	7.08	5.89	7.36	
x, final value	0.15	0.46	0.20	0.46	0.87	0.13	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.1	5.3	4.8	4.8	3.6	5.1	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	327	506	344	482	504	331	313	
Delay (s/veh)	11.19	14.49	12.23	15.63	41.17	9.48	11.15	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	13.73		14.65		36.28		11.15	
LOS	B		B		E		B	
Intersection Delay (s/veh)	23.34							
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	11/2012	Analysis Year	2012
Analysis Time Period	SAT MID PEAK HOUR		

Project ID RANCHO MALIBU	North/South Street: WEBB WAY / STUART RANCH ROAD
East/West Street: CIVIC CENTER WAY	

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	126	154	90	93	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	133	154	90	98	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	0.1	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	0.14	0.08	0.09	0.14	0.11	0.03	
hd, final value (s)	5.65	4.92	6.22	5.68	6.17	5.03	6.06	
x, final value	0.21	0.21	0.16	0.15	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	3.9	3.4	3.9	2.7	3.8	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	383	404	340	348	413	370	279	
Delay (s/veh)	9.84	8.93	10.06	9.41	11.25	8.74	9.07	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.35		9.72		10.18		9.07	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.73							
Intersection LOS	A							

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	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID RANCHO MALIBU	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	132	206	90	99	5
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	139	206	90	104	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	0.18	0.08	0.09	0.14	0.11	0.03	
hd, final value (s)	5.69	4.96	6.31	5.77	6.32	5.17	6.21	
x, final value	0.22	0.28	0.16	0.17	0.29	0.17	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.4	2.7	4.0	3.5	4.0	2.9	3.9	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	389	456	340	354	413	370	279	
Delay (s/veh)	9.98	9.61	10.18	9.62	11.52	8.95	9.24	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.76		9.88		10.43		9.24	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.99							
Intersection LOS	A							

Intersection Capacity Utilization (ICU)

Intersection No. 5	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: Civic Center Way	north-south split					AM	68	38	106
						PM	74	82	156
WEEKDAY AM Peak: 7:45 AM	Counts					= Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↵ Left	238	0	0.000	0%	0	238	0	0.000
	↵ Lt-Th		1	0.173	0%	0	1	0.173	
	↑ Thru	39	0	0.000	0%	0	39	0	0.000
	↗ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	101	1	0.063	0%	0	101	1	0.063
↔ Shared		0	0.000	0%	0	0	0.000		
Southbound	↘ Left	2	0	0.000	0%	0	2	0	0.000
	↘ Lt-Th		0	0.000	0%	0	0	0.000	
	↓ Thru	8	0	0.000	0%	0	8	0	0.000
	↙ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	2	0	0.000	0%	0	2	0	0.000
↔ Shared		1	0.008	0%	0	1	0.008		
Eastbound	↘ Left	6	0	0.000	0%	0	6	0	0.000
	↘ Lt-Th		1	0.016	0%	0	1	0.018	
	→ Thru	20	0	0.000	(5%)	2	22	0	0.000
	↘ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	53	1	0.033	(46%)	17	70	1	0.044
↔ Shared		0	0.000	0%	0	0	0.000		
Westbound	↘ Left	55	1	0.034	0%	0	55	1	0.034
	↘ Lt-Th		0	0.000	0%	0	0	0.000	
	← Thru	58	0	0.000	5%	3	61	0	0.000
	↙ Th-Rt		1	0.043	0%	0	1	0.044	
	↘ Right	10	0	0.000	0%	0	10	0	0.000
↔ Shared		0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.181		North-South: 0.181					
	East-West:	0.076		East-West: 0.088					
	Loss Time:	0.050		LossTime: 0.050					
Volume/capacity (v/c) ratio:	0.307			0.319					
Level of Service (LOS):	A			A					
PROJECT IMPACT									
Change in v/c due to project:							0.012		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 5	2012, EXISTING			2012, WITH PROJECT					
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880				In	Out	Total		
East/West Street: Civic Center Way	north-south split			AM	68	38	106		
				PM	74	82	156		
WEEKDAY PM Peak: 4:45 PM	Counts								
	Volume	Lanes	V / C	+ Project Volume		Total Volume	Lanes	V / C	
Northbound	↵ Left	432	0	0.000	0%	0	432	0	0.000
	↵ Lt-Th		1	0.278	0%	0	1	0.278	
	↑ Thru	12	0	0.000	0%	0	12	0	0.000
	↗ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	81	1	0.051	0%	0	81	1	0.051
↕ Shared		0	0.000	0%	0	0	0.000		
Southbound	↘ Left	6	0	0.000	0%	0	6	0	0.000
	↘ Lt-Th		0	0.000	0%	0	0	0.000	
	↓ Thru	34	0	0.000	0%	0	34	0	0.000
	↙ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	23	0	0.000	0%	0	23	0	0.000
↕ Shared		1	0.039	0%	0	1	0.039		
Eastbound	↘ Left	4	0	0.000	0%	0	4	0	0.000
	↘ Lt-Th		1	0.046	0%	0	1	0.046	
	→ Thru	69	0	0.000	(5%)	4	73	0	0.000
	↗ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	218	1	0.136	(46%)	38	256	1	0.160
↕ Shared		0	0.000	0%	0	0	0.000		
Westbound	↙ Left	94	1	0.059	0%	0	94	1	0.059
	↙ Lt-Th		0	0.000	0%	0	0	0.000	
	← Thru	218	0	0.000	5%	4	222	0	0.000
	↖ Th-Rt		1	0.143	0%	0	1	0.143	
	↙ Right	10	0	0.000	0%	0	10	0	0.000
↕ Shared		0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South: 0.317			North-South: 0.317					
	East-West: 0.279			East-West: 0.305					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.646			0.672					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:							0.026		
Significantly impacted?							NO		

Intersection Capacity Utilization (ICU)

Intersection No. 5	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: Civic Center Way	north-south split			Trip	AM	0	0	0
				Gen 1	PM	110	112	222
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	145	1	0.102	0%	0	1	0.102
	↑ Thru	18	0	0	0%	0	0	0
	↪ Th-Rt	18	0	0	0%	0	0	0
	↪ Right	120	1	0.075	0%	0	1	0.075
↔ Shared	0	0	0	0%	0	0	0	
Southbound	↪ Left	6	0	0	0%	0	0	0
	↪ Lt-Th	6	0	0	0%	0	0	0
	↓ Thru	20	0	0	0%	0	0	0
	↪ Th-Rt	20	0	0	0%	0	0	0
	↪ Right	3	0	0	0%	0	0	0
↔ Shared	3	1	0.018	0%	0	1	0.018	
Eastbound	↪ Left	7	0	0	0%	0	0	0
	↪ Lt-Th	7	1	0.083	0%	0	1	0.087
	→ Thru	126	0	0	(5%) 0%	6	0	0
	↪ Th-Rt	126	0	0	0%	0	0	0
	↪ Right	154	1	0.096	(46%) 0%	52	1	0.129
↔ Shared	0	0	0.000	0%	0	0	0	
Westbound	↪ Left	90	1	0.056	0%	0	1	0.056
	↪ Lt-Th	90	0	0	0%	0	0	0
	↑ Thru	93	0	0	5%	6	0	0
	↪ Th-Rt	93	1	0.061	0%	6	1	0.065
	↪ Right	5	0	0	0%	0	0	0
↔ Shared	0	0	0	0%	0	0	0	
Critical Volumes:	North-South: 0.120			North-South: 0.120				
	East-West: 0.158			East-West: 0.194				
	Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.328			0.364				
Level of Service (LOS):	A			A				
PROJECT IMPACT								
Change in v/c due to project:							0.036	
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					
East/West Street: Pacific Coast Highway				AM	68	38	106						
WEEKDAY AM Peak: 8:00 AM	Counts								Adjusted	Total			
	Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound	↵ Left	53	1	0.033	1%	1	54	1	0.034	0	54	1	0.034
	↵ Lt-Th	0	0	0	0%	0	0	0	0	0	0	0	0
	↑ Thru	48	0	0	0%	0	48	0	0	0	48	0	0
	↗ Th-Rt	1	1	0.037	0%	0	48	1	0.037	0	48	1	0.037
	↘ Right	11	0	0	0%	0	11	0	0	0	11	0	0
↔ Shared	0	0	0	0%	0	0	0	0	0	0	0	0	
Southbound	↵ Left	49	1	0.031	(45%)	17	66	1	0.037	0	66	1	0.037
	↵ Lt-Th	1	1	0.031	0%	0	0	1	0.037	0	0	1	0.037
	↓ Thru	40	0	0.000	(1%)	0	40	0	0.000	0	40	0	0.000
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↘ Right	32	1	0.020	0%	0	32	1	0.020	0	32	1	0.020
↔ Shared	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	↵ Left	130	1	0.081	0%	0	130	1	0.081	0	130	2	0.045
	↵ Lt-Th	0	0	0	0%	0	0	0	0.000	0	0	0	0
	→ Thru	1559	3	0.325	0%	0	1559	3	0.325	0	1559	3	0.325
	↘ Th-Rt	0	0	0	0%	0	0	0	0	0	0	0	0.000
	↘ Right	68	1	0.043	0%	0	68	1	0.043	0	68	1	0.043
↔ Shared	0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	↵ Left	132	1	0.083	0%	0	132	1	0.083	0	132	1	0.083
	↵ Lt-Th	0	0	0	0%	0	0	0	0	0	0	0	0
	↑ Thru	689	2	0.215	45%	31	720	2	0.225	0	720	2	0.225
	↗ Th-Rt	0	0	0	0%	0	0	0	0	0	0	0	0
	↘ Right	231	1	0.144	0%	0	231	1	0.144	0	231	1	0.144
↔ Shared	0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:	North-South:	0.068				North-South:	0.075			North-South:	0.074		
	East-West:	0.408				East-West:	0.408			East-West:	0.408		
	Loss Time:	0.050				LossTime:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:	0.526					0.532				0.532			
Level of Service (LOS):	A					A				A			
PROJECT IMPACT													
Change in v/c due to project:								0.006	Δv/c after mitigation:			0.006	
Significantly impacted?								NO	Fully mitigated?			N/A	

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					<u>In</u>	<u>Out</u>	<u>Total</u>				
East/West Street: Pacific Coast Highway				AM	68	38	106					
				PM	74	82	156					
WEEKDAY PM Peak: 4:45 PM	Counts											
	Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound												
↪ Left	148	1	0.093	1%	1	149	1	0.093	0	149	1	0.093
↪ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
↪ Thru	72	0	0	0%	0	72	0	0	0	72	0	0
↪ Th-Rt		1	0.063	0%	0	72	1	0.063	0	72	1	0.063
↪ Right	29	0	0	0%	0	29	0	0	0	29	0	0
↪ Shared		0	0	0%	0	0	0	0	0	0	0	0
Southbound												
↪ Left	223	1	0.104	(45%)	37	260	1	0.117	0	260	1	0.117
↪ Lt-Th		1	0.104	0%	0	0	1	0.117	0	0	1	0.117
↪ Thru	76	0	0.000	(1%)	1	77	0	0.000	0	77	0	0.000
↪ Th-Rt		0	0.000	0%	0	0	0	0.000	0	0	0	0.000
↪ Right	69	1	0.043	0%	0	69	1	0.043	0	69	1	0.043
↪ Shared		0	0.000	0%	0	0	0	0.000	0	0	0	0.000
Eastbound												
↪ Left	93	1	0.058	0%	0	93	1	0.058	0	93	2	0.032
↪ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
↪ Thru	1272	3	0.265	0%	0	1272	3	0.265	0	1272	3	0.265
↪ Th-Rt		0	0	0%	0	0	0	0	0	0	0	0
↪ Right	54	1	0.034	0%	0	54	1	0.034	0	54	1	0.034
↪ Shared		0	0	0%	0	0	0	0	0	0	0	0
Westbound												
↪ Left	225	1	0.141	0%	0	225	1	0.141	0	225	1	0.141
↪ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
↪ Thru	1235	2	0.386	45%	33	1268	2	0.396	0	1268	2	0.396
↪ Th-Rt		0	0	0%	0	0	0	0	0	0	0	0
↪ Right	380	1	0.168	0%	0	380	1	0.156	0	380	1	0.156
↪ Shared		0	0	0%	0	0	0	0	0	0	0	0
Critical Volumes:	North-South:	0.167				North-South:	0.180			North-South:	0.180	
	East-West:	0.406				East-West:	0.406			East-West:	0.406	
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.623					0.636				0.636	
Level of Service (LOS):		B					B				B	
PROJECT IMPACT												
				Change in v/c due to project:		0.013		Δv/c after mitigation:		0.013		
				Significantly impacted?		NO		Fully mitigated?		N/A		

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 110 112 222					FALSE 0 0%			
PM Peak: 12:00 PM									0			
	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound												
↵ Left	127	1	0.079	1%	1	128	1	0.080	0	128	1	0.080
↵ Lt-Th		0	0	0%			0	0		0	0	
↑ Thru	71	0	0	0%	0	71	0	0	0	71	0	0
↵ Th-Rt		1	0.063	0%			1	0.063	0	71	1	0.063
↵ Right	30	0	0	0%	0	30	0	0	0	30	0	0
↕ Shared		0	0	0%			0	0		0	0	0
Southbound												
↵ Left	116	1	0.075	(45%)	50	166	1	0.093	0	166	1	0.093
↵ Lt-Th		1	0.075	0%			1	0.093			1	0.093
↓ Thru	101	0	0	(1%)	1	102	0	0	0	102	0	0
↵ Th-Rt		0	0	0%			0	0			0	0
↵ Right	57	1	0	0%	0	57	1	0	0	57	1	0
↕ Shared		0	0	0%			0	0		0	0	0
Eastbound												
↵ Left	149	1	0.093	0%	0	149	1	0.093	0	149	2	0.052
↵ Lt-Th		0	0	0%			0	0		0	0	
→ Thru	1323	3	0.276	0%	0	1323	3	0.276	0	1323	3	0.276
↵ Th-Rt		0	0	0%			0	0		0	0	
↵ Right	65	1	0.041	0%	0	65	1	0.041	0	65	1	0.041
↕ Shared		0	0	0%			0	0		0	0	0
Westbound												
↵ Left	287	1	0.179	0%	0	287	1	0.179	0	287	1	0.179
↵ Lt-Th		0	0	0%			0	0		0	0	
← Thru	1299	2	0.406	45%	50	1349	2	0.422	0	1349	2	0.422
↵ Th-Rt		0	0	0%			0	0		0	0	
↵ Right	115	1	0.036	0%	0	115	1	0.020	0	115	1	0.020
↕ Shared		0	0	0%			0	0		0	0	0
Critical Volumes:	North-South: 0.154			North-South: 0.173					North-South: 0.173			
	East-West: 0.499			East-West: 0.515					East-West: 0.473			
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050			
Volume/capacity (v/c) ratio:	0.703			0.738					0.696			
Level of Service (LOS):	C			C					B			
PROJECT IMPACT												
Change in v/c due to project:								0.035	Δv/c after mitigation:		-0.007	
Significantly impacted?								NO	Fully mitigated?		N/A	

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					<u>In</u>	<u>Out</u>	<u>Total</u>				
East/West Street: Pacific Coast Highway		north-south split					AM	68	38	106			
WEEKDAY AM Peak: 8:00 AM		Counts			+ Project		= Total			Adjusted	Total		
		Volume	Lanes	V / C		Volume	Lanes	V / C		Volume	Lanes	V / C	
Northbound	↵ Left	4	0	0.000	0%	0	4	0	0.000	0	4	0	0.000
	↵ Lt-Th	1	1	0.003	0%	0	1	1	0.003	0	1	1	0.003
	↑ Thru	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↵ Th-Rt	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↵ Right	2	1	0.000	0%	0	2	1	0.000	0	2	1	0.000
	↕ Shared	2	0	0.000	0%	0	2	0	0.000	0	2	0	0.000
Southbound	↵ Left	80	1	0.028	0%	0	80	1	0.028	0	80	1	0.028
	↵ Lt-Th	1	1	0.028	0%	0	1	1	0.028	0	1	1	0.028
	↓ 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	63	1	0.000	0%	0	63	1	0.000	0	63	1	0.000
	↕ Shared	63	0	0.000	0%	0	63	0	0.000	0	63	0	0.000
Eastbound	↵ Left	92	1	0.058	0%	0	92	1	0.058	0	92	1	0.058
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	→ Thru	1623	1	0.511	(45%)	17	1640	1	0.516	0	1640	1	0.516
	↵ Th-Rt	11	1	0.511	0%	0	11	1	0.516	0	11	1	0.516
	↵ Right	11	0	0.000	0%	0	11	0	0.000	0	11	0	0.000
	↕ Shared	11	0	0.000	0%	0	11	0	0.000	0	11	0	0.000
Westbound	↵ Left	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002
	↵ Lt-Th	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	← Thru	1001	1	0.354	45%	31	1032	1	0.363	0	1032	2	0.323
	↵ Th-Rt	131	1	0.354	0%	0	131	1	0.363	0	131	0	0.000
	↵ Right	131	0	0.000	0%	0	131	0	0.000	0	131	1	0.082
	↕ Shared	131	0	0.000	0%	0	131	0	0.000	0	131	0	0.000
Critical Volumes:		North-South: 0.031			North-South: 0.031				North-South: 0.031				
		East-West: 0.513			East-West: 0.519				East-West: 0.519				
		Loss Time: 0.050			LossTime: 0.050				Total: 0.050				
Volume/capacity (v/c) ratio:		0.594			0.600				0.600				
Level of Service (LOS):		A			A				A				
PROJECT IMPACT													
Change in v/c due to project:						0.006			Δv/c after mitigation:			0.006	
Significantly impacted?						NO			Fully mitigated?			N/A	

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					
East/West Street: Pacific Coast Highway	north-south split					AM	PM	106	156				
WEEKDAY PM Peak: 4:45 PM	Counts					Total				Adjusted	Total		
	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↙ Left	0	0.000	0%	0	14	0	0.000	0	14	0	0.000	
	↘ Lt-Th	14	1	0.014	0%	0	1	0.014	0	14	1	0.014	
	↑ Thru	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000
	↗ Th-Rt	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000
	↘ Right	19	1	0.000	0%	0	19	1	0.000	0	19	1	0.000
↕ Shared	19	0	0.000	0%	0	19	0	0.000	0	19	0	0.000	
Southbound	↙ Left	1	0.065	0%	0	187	1	0.065	0	187	1	0.065	
	↘ Lt-Th	187	1	0.065	0%	0	1	0.065	0	187	1	0.065	
	↓ Thru	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↗ Th-Rt	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↘ Right	132	1	0.000	0%	0	132	1	0.000	0	132	1	0.000
↕ Shared	132	0	0.000	0%	0	132	0	0.000	0	132	0	0.000	
Eastbound	↙ Left	1	0.059	0%	0	94	1	0.059	0	94	1	0.059	
	↘ Lt-Th	94	0	0.000	0%	0	0	0.000	0	94	0	0.000	
	→ Thru	1603	1	0.506	(45%)	37	1640	1	0.517	0	1640	1	0.517
	↗ Th-Rt	1603	1	0.506	0%	37	1640	1	0.517	0	1640	1	0.517
	↘ Right	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000
↕ Shared	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000	
Westbound	↙ Left	1	0.009	0%	0	15	1	0.009	0	15	1	0.009	
	↘ Lt-Th	15	0	0.000	0%	0	0	0.000	0	15	0	0.000	
	← Thru	1711	1	0.593	45%	33	1744	1	0.603	0	1744	2	0.545
	↗ Th-Rt	1711	1	0.593	0%	33	1744	1	0.603	0	1744	0	0.000
	↘ Right	186	0	0.000	0%	0	186	0	0.000	0	186	1	0.116
↕ Shared	186	0	0.000	0%	0	186	0	0.000	0	186	0	0.000	
Critical Volumes:	North-South:	0.079				North-South:	0.079			North-South:	0.079		
	East-West:	0.652				East-West:	0.663			East-West:	0.605		
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.781					0.792				0.733		
Level of Service (LOS):		C					C				C		
PROJECT IMPACT													
Change in v/c due to project:						0.011		Δv/c after mitigation:			-0.048		
Significantly impacted?						NO		Fully mitigated?			N/A		

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	110	112	222	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	Volume		
Northbound	↵ Left	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	↵ Lt-Th	16	0.014	0%	0	16	1	0.014	0	16	1	0.014
	↑ Thru	6	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↗ Th-Rt	6	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↘ Right	46	0.000	0%	0	46	1	0.000	0	46	1	0.000
↔ Shared	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	0.073	0%	0	209	1	0.073	0	209	1	0.073
	↓ Thru	7	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Th-Rt	7	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Right	109	0.000	0%	0	109	1	0.000	0	109	1	0.000
↔ Shared	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	0.090	0%	0	144	0	0.000	0	144	0	0.000
	→ Thru	1439	0.460	(45%)	50	1489	1	0.476	0	1489	1	0.476
	↗ Th-Rt	1439	0.460	0%	50	1489	1	0.476	0	1489	1	0.476
	↘ Right	33	0.000	0%	0	33	0	0.000	0	33	0	0.000
↔ Shared	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	0.015	0%	0	24	0	0.000	0	24	0	0.000
	↑ Thru	1625	0.573	45%	50	1675	1	0.589	0	1675	2	0.523
	↗ Th-Rt	1625	0.573	0%	50	1675	1	0.589	0	1675	0	0.000
	↘ Right	209	0.000	0%	0	209	0	0.000	0	209	1	0.131
↔ Shared	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:	0.679			East-West:	0.613		
	Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.800				0.816				0.750		
Level of Service (LOS):		C				D				C		
PROJECT IMPACT												
								Change in v/c due to project:	0.016	Δv/c after mitigation:	-0.050	
								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 Dual 2880				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	68	38	106	
WEEKDAY 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	1	0	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%)	17	1689	2	0.528
	↘ 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	0.000	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%	31	1233	2	0.385
	↗ 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	0.000
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.526			East-West: 0.530				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.576			0.580				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:							0.004		
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	68	38	106	
WEEKDAY PM Peak: 4:45 PM		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
	↑ 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		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
	↓ Thru	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
	↔ Shared		3	1	0.000	0%	0	3	1
Eastbound	↵ Left	0	1	0.000	0%	0	0	1	0.000
	↵ Lt-Th		0	0.000	0%	0	0	0	0.000
	→ Thru	1799	2	0.562	(45%)	37	1836	2	0.574
	↗ Th-Rt		0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
	↔ Shared		0	0.000	0%	0	0	0	0.000
Westbound	↵ Left	13	1	0.008	0%	0	13	1	0.008
	↵ Lt-Th		0	0.000	0%	0	0	0	0.000
	↑ Thru	1937	2	0.605	45%	33	1970	2	0.616
	↗ Th-Rt		0	0.000	0%	0	0	0	0.000
	↘ Right	1	1	0.001	0%	0	1	1	0.001
	↔ Shared		0	0.000	0%	0	0	0	0.000
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.605			East-West: 0.616				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.655			0.666				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:							0.011		
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	110	112	222	
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%)	50	1719	2	0.537
	↵ 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%	50	1925	2	0.602
	↵ 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: 0.602					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.638			0.652					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
change in v/c due to project:							0.014		
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	68	38	106	
					PM	74	82	156	
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	14	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%)	17	1525	2	0.477
	↗ 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%	31	1236	2	0.387
	↙ 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: 0.477				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.538			0.543				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:							0.005		
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	68	38	106	
WEEKDAY PM Peak: 4:15 PM		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	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%)	37	1713	2	0.535
	↘ 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%	33	1838	2	0.574
	↘ 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: 0.584				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.644			0.654				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:							0.010		
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	110	112	222	
WEEKEND PM Peak: 12:00 PM	Counts			+ Project Volume		Total			
	Volume	Lanes	V / C			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%)	50	1529	2	0.478
	↗ 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%	50	1848	2	0.578
	↗ 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: 0.593					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.648			0.663					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
Change in v/c due to project:							0.015		
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	68	38	106	
WEEKDAY					PM	74	82	156	
AM Peak: 7:45 AM		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	1%	1	36	0	0
	↔ Shared		1	0.048	0%	1	1	0.048	
Eastbound	↶ Left	23	1	0.014	(1%)	0	23	1	0.014
	↷ Lt-Th		0	0	0%	0	0	0	0
	→ Thru	1535	1	0.480	(44%)	17	1552	1	0.485
	↘ Th-Rt		1	0.480	0%	0	0	1	0.485
	↷ 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	44%	30	1227	2	0.383
	↘ 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: 0.049			North-South: 0.049				
		East-West: 0.482			East-West: 0.487				
		Loss Time: 0.050			LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.581			0.586				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:							0.005		
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	68	38	106	
WEEKDAY PM Peak: 4:30 PM		Counts							
		Volume	Lanes	V / C	+ Project Volume		Total Volume	Lanes	V / C
Northbound	↶ Left	10	0	0	0%	0	10	0	0
	↶ Lt-Th		0	0	0%	0		0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↷ Th-Rt		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
	↓ Thru	2	0	0	0%	0	2	0	0
	↷ Th-Rt		0	0	0%	0		0	0
	↷ Right	34	0	0	1%	1	35	0	0
	↷ Shared		1	0.041	0%	1		1	0.042
Eastbound	↶ Left	41	1	0.026	(1%)	1	42	1	0.026
	↶ Lt-Th		0	0	0%	0		0	0
	↑ Thru	1699	1	0.531	(44%)	36	1735	1	0.542
	↷ Th-Rt		1	0.531	0%	0		1	0.542
	↷ Right	17	0	0	0%	0	17	0	0
	↷ Shared		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
	↑ Thru	1787	2	0.558	44%	32	1819	2	0.568
	↷ Th-Rt		0	0	0%	0		0	0
	↷ Right	39	1	0.024	0%	0	39	1	0.024
	↷ Shared		0	0	0%	0		0	0
Critical Volumes:		North-South: 0.057			North-South: 0.058				
		East-West: 0.584			East-West: 0.595				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.691			0.703				
Level of Service (LOS):		B			C				
PROJECT IMPACT									
Change in v/c due to project:							0.012		
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	110	112	222	
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
	Volume								
Northbound	↶ Left	0	0	0%	0	0	0	0	
	↷ Lt-Th	0	0	0%	0	0	0	0	
	↩ Thru	1	0	0%	0	1	0	0	
	↪ Th-Rt	0	0	0%	0	0	0	0	
	↷ Right	17	0	0%	0	17	0	0	
	↶ Shared	1	0.021	0%	0	1	0.021		
Southbound	↶ Left	34	0	0%	0	34	0	0	
	↷ Lt-Th	0	0	0%	0	0	0	0	
	↩ Thru	2	0	0%	0	2	0	0	
	↪ Th-Rt	0	0	0%	0	0	0	0	
	↷ Right	41	0	0%	1	42	0	0	
	↶ Shared	1	0.048	1%	1	1	0.049		
Eastbound	↶ Left	28	1	0.018	(1%)	1	29	1	
	↷ Lt-Th	0	0	0	0%	0	0	0	
	↩ Thru	1424	1	0.445	(44%)	49	1473	1	
	↪ Th-Rt	0	1	0.445	0%	0	0	1	
	↷ Right	44	0	0	0%	0	44	0	
	↶ Shared	0	0	0	0%	0	0	0	
Westbound	↶ Left	44	1	0.028	0%	0	44	1	
	↷ Lt-Th	0	0	0	0%	0	0	0	
	↩ Thru	1733	2	0.542	44%	49	1782	2	
	↪ Th-Rt	0	0	0	0%	0	0	0	
	↷ Right	38	1	0.024	0%	0	38	1	
	↶ Shared	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.069		North-South: 0.070					
	East-West:	0.559		East-West: 0.575					
	Loss Time:	0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.678			0.695					
Level of Service (LOS):	B			B					
PROJECT IMPACT									
								Change in v/c due to project:	0.017
								Significantly impacted?	NO

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								In	Out	Total
East/West Street: Pacific Coast Highway										AM	68	38	106	
										PM	74	82	156	
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%	3	230	2	0.080	
↙ 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%	7	918	2	0.287	
↘ 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%)	4	806	2	0.252	
↘ 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%)	2	122	1	0.076	
↔ 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: 0.080				
	East-West: 0.275			East-West: 0.352						East-West: 0.353				
	Loss Time: 0.050			Loss Time: 0.050						Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.394			0.481						0.483				
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. 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	68	38	106	
									PM	74	82	156	
WEEKDAY PM Peak: 4:00 PM	Counts			+ Amb.	+ Area	= Total				Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound													
↵ Left	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%	3	186	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%	7	1289	2	0.403
↵ 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%)	8	1338	2	0.418
↵ 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%)	3	290	1	0.181
↕ 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			
	East-West:	0.529							East-West:	0.659			
	Loss Time:	0.050							Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.633								0.772				
Level of Service (LOS):	B								C			C	
PROJECT IMPACT													
Change in v/c due to project:											0.004		
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 110 112 222				
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%	4	328	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%	11	1401	2 0.438	
↘ 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%)	11	1573	2 0.492	
↘ 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%)	4	209	1 0.130	
↔ 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: 0.613				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.715			0.846					0.849				
Level of Service (LOS):	C			D					D				
PROJECT IMPACT													
Change in v/c due to project:										0.003			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION					
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: Pacific Coast Highway																		
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total				
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound	↶ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003
	↷ Lt-Th	1	1	0.005	0	0	0	0	0.000	0%	0	1	1	0.007	0	0	0	0.000
	↑ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000	0	7	1	0.005
	↘ Th-Rt	1	1	0.005	0	0	0	0	0.000	0%	0	1	1	0.007	0	0	0	0.000
	↷ Right	7	0	0.000	0	2	9	0	0.000	0%	0	9	0	0.000	0	9	1	0.006
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Southbound	↶ Left	956	1	0.337	59	23	1038	1	0.366	0%	0	1038	1	0.366	0	1038	1	0.366
	↷ Lt-Th	1	1	0.337	0	0	0	0	0.000	0%	0	1	1	0.366	0	0	0	0.000
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↷ Right	216	1	0.093	13	1	230	1	0.103	0%	0	230	1	0.098	0	230	1	0.098
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	↶ Left	135	2	0.047	8	-11	132	2	0.046	24%	16	148	2	0.051	0	148	2	0.051
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↑ Thru	884	1	0.279	54	164	1102	1	0.347	0%	0	1102	1	0.347	0	1102	1	0.347
	↘ Th-Rt	1	1	0.279	0	0	0	0	0.000	0%	0	1	1	0.347	0	0	0	0.000
	↷ Right	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Westbound	↶ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003
	↷ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↑ Thru	651	2	0.203	40	90	781	2	0.244	(24%)	9	790	2	0.247	0	790	2	0.247
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↷ Right	123	1	0.000	8	-16	115	1	0.000	46%	31	146	1	0.000	0	146	1	0.000
↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South:	0.342					North-South:	0.373			North-South:	0.373			North-South:	0.372		
	East-West:	0.281					East-West:	0.350			East-West:	0.350			East-West:	0.350		
	Loss Time:	0.050					Loss Time:	0.050			LossTime:	0.050			Total:	0.050		
Volume/capacity (v/c) ratio:		0.673						0.773				0.773				0.772		
Level of Service (LOS):		B						C				C				C		
PROJECT IMPACT																		
										Change in v/c due to project:	0.000	Δv/c after mitigation:		-0.001				
										Significantly impacted?	NO	Fully mitigated?		N/A				

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
North/South Street: Malibu Canyon Road East/West Street: Pacific Coast Highway WEEKDAY PM Peak: 4:45 PM	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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
	Counts			+ Amb.	+ Area	= Total			Total			Adjusted	Total															
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000	0	24	1	0.015											
↙ Lt-Th		1	0.009				1	0.020	0%	0		1	0.020	0		0	0.000											
↑ Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1	0.004											
↘ Th-Rt		1	0.009				1	0.020	0%	0		1	0.020	0		0	0.000											
↗ Right	17	0	0.000	1	16	34	0	0.000	0%	0	34	0	0.000	0	34	1	0.021											
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
Southbound	320	1	0.116	20	4	344	1	0.125	0%	0	344	1	0.125	0	344	1	0.125											
↙ Lt-Th		1	0.116				1	0.125	0%	0		1	0.125	0		1	0.125											
↓ Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000											
↘ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
↗ Right	183	1	0.015	11	0	194	1	0.013	0%	0	194	1	0.008	0	194	1	0.008											
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
Eastbound	318	2	0.110	20	8	346	2	0.120	24%	18	364	2	0.126	0	364	2	0.126											
↙ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
↑ Thru	1128	1	0.359	69	186	1383	1	0.444	0%	0	1383	1	0.444	0	1383	1	0.444											
↘ Th-Rt		1	0.359				1	0.444	0%	0		1	0.444	0		1	0.444											
↗ Right	21	0	0.000	1	15	37	0	0.000	0%	0	37	0	0.000	0	37	0	0.000											
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
Westbound	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021	0	33	1	0.021											
↙ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
↑ Thru	1229	2	0.384	75	235	1539	2	0.481	(24%)	20	1559	2	0.487	0	1559	2	0.487											
↘ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
↗ Right	260	1	0.000	16	-5	271	1	0.000	46%	34	305	1	0.000	0	305	1	0.000											
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000											
Critical Volumes:	North-South:	0.125				North-South:	0.145				North-South:	0.145			North-South:	0.146												
	East-West:	0.368				East-West:	0.464				East-West:	0.464			East-West:	0.464												
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050												
Volume/capacity (v/c) ratio:		0.543					0.659					0.659				0.660												
Level of Service (LOS):		A					B					B				B												
									PROJECT IMPACT																			
									Change in v/c due to project:				0.000	Δv/c after mitigation:				0.001										
									Significantly impacted?				NO	Fully mitigated?				N/A										

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION					
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: 2016 at: 1.50% per year					In Out Total Trip Gen 1 PM 110 112 222									
	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	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000	0	50	1	0.031	
	Lt-Th	1	0.030				1	0.047	0%	0	50	1	0.047	0	50	0	0.000	
	Thru	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000	0	19	1	0.012	
	Th-Rt	1	0.030				1	0.047	0%	0	19	1	0.047	0	19	0	0.000	
	Right	0	0.000	3	24	82	0	0.000	0%	0	82	0	0.000	0	82	1	0.007	
Shared	0	0.000				0	0.000	0%	0	82	0	0.000	0	82	0	0.000		
Southbound	Left	1	0.107	17	-4	293	1	0.113	0%	0	293	1	0.113	0	293	1	0.113	
	Lt-Th	1	0.110				1	0.116	0%	0	293	1	0.116	0	293	1	0.116	
	Thru	0	0.000	2	2	32	0	0.000	0%	0	32	0	0.000	0	32	0	0.000	
	Th-Rt	0	0.000				0	0.000	0%	0	32	0	0.000	0	32	0	0.000	
	Right	1	0.281	28	7	484	1	0.302	0%	0	484	1	0.302	0	484	1	0.302	
Shared	0	0.000				0	0.000	0%	0	484	0	0.000	0	484	0	0.000		
Eastbound	Left	2	0.067	12	10	215	2	0.075	24%	26	241	2	0.084	0	241	2	0.084	
	Lt-Th	0	0.000				0	0.000	0%	0	241	0	0.000	0	241	0	0.000	
	Thru	1	0.405	77	228	1561	1	0.508	0%	0	1561	1	0.508	0	1561	1	0.508	
	Th-Rt	1	0.405				1	0.508	0%	0	1561	1	0.508	0	1561	1	0.508	
	Right	0	0.000	2	22	64	0	0.000	0%	0	64	0	0.000	0	64	0	0.000	
Shared	0	0.000				0	0.000	0%	0	64	0	0.000	0	64	0	0.000		
Westbound	Left	1	0.027	3	25	71	1	0.044	0%	0	71	1	0.044	0	71	1	0.044	
	Lt-Th	0	0.000				0	0.000	0%	0	71	0	0.000	0	71	0	0.000	
	Thru	2	0.409	80	233	1623	2	0.507	(24%)	27	1650	2	0.516	0	1650	2	0.516	
	Th-Rt	0	0.000				0	0.000	0%	0	1650	0	0.000	0	1650	0	0.000	
	Right	1	0.001	9	-6	145	1	-0.001	46%	51	196	1	0.031	0	196	1	0.031	
Shared	0	0.000				0	0.000	0%	0	196	0	0.000	0	196	0	0.000		
Critical Volumes:	North-South:	0.311							North-South:	0.349				North-South:	0.333			
	East-West:	0.476							East-West:	0.582				East-West:	0.599			
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.837								0.981					0.998				
Level of Service (LOS):	D								E					E				
PROJECT IMPACT																		
Change in v/c due to project:										0.016		Δv/c after mitigation:		0.001				
Significantly impacted?										YES		Fully mitigated?		YES				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2016
Analysis Time Period	AM PEAK HOUR		

Project Description 2016 + PROJECT	
East/West Street: RANCHO 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	48	20	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	48	20	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)						38
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	38
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			38			
C (m) (veh/h)		1253			892			
v/c		0.02			0.04			
95% queue length		0.05			0.13			
Control Delay (s/veh)		7.9			9.2			
LOS		A			A			
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2016
Analysis Time Period	PM PEAK HOUR		

Project Description 2016 + PROJECT	
East/West Street: RANCHO 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	52	22	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	52	22	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)						82
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	82
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)		22			82			
C (m) (veh/h)		923			708			
v/c		0.02			0.12			
95% queue length		0.07			0.39			
Control Delay (s/veh)		9.0			10.7			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.7					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2016
Analysis Time Period	SAT MID-DAY PEAK HOUR		

Project Description 2016 + PROJECT	
East/West Street: RANCHO 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	77	33	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	77	33	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)						112
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	112
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)		33			112			
C (m) (veh/h)		1112			814			
v/c		0.03			0.14			
95% queue length		0.09			0.48			
Control Delay (s/veh)		8.3			10.1			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.1					
Approach LOS	--	--	B					

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						In	Out	Total	
East/West Street: Civic Center Way	east-west split								AM	68	38	106	
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	25	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007
↪ Lt-Th		0	0.000				0	0.000	0%			0	0.000
↑ Thru	200	2	0.063	12	3	215	2	0.067	(25%)	10	225	2	0.070
↪ Th-Rt		0	0.000				0	0.000	0%			0	0.000
↪ Right	23	1	0.000	1	0	24	1	0.000	(75%)	29	53	1	0.000
↔ Shared		0	0.000				0	0.000	0%			0	0.000
Southbound													
↪ Left	19	1	0.012	1	0	20	1	0.013	0%	0	20	1	0.013
↪ Lt-Th		0	0.000				0	0.000	0%			0	0.000
↓ Thru	1171	2	0.366	72	51	1294	2	0.404	25%	17	1311	2	0.410
↪ Th-Rt		0	0.000				0	0.000	0%			0	0.000
↪ Right	199	1	0.000	12	-8	203	1	0.000	0%	0	203	1	0.000
↔ Shared		0	0.000				0	0.000	0%			0	0.000
Eastbound													
↪ Left	23	1	0.013	1	-2	22	1	0.012	0%	0	22	1	0.012
↪ Lt-Th		1	0.013				1	0.012	0%			1	0.012
→ Thru	14	0	0.000	1	-4	11	0	0.000	0%	0	11	0	0.000
↪ Th-Rt		0	0.000				0	0.000	0%			0	0.000
↪ Right	9	1	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000
↔ Shared		0	0.000				0	0.000	0%			0	0.000
Westbound													
↪ Left	16	1	0.010	1	0	17	1	0.011	5%	3	20	1	0.012
↪ Lt-Th		0	0.000				0	0.000	0%			0	0.000
← Thru	92	1	0.058	6	-16	82	1	0.051	0%	0	82	1	0.051
↪ Th-Rt		0	0.000				0	0.000	0%			0	0.000
↪ Right	208	1	0.000	13	22	243	1	0.000	0%	0	243	1	0.000
↔ Shared		0	0.000				0	0.000	0%			0	0.000
Critical Volumes:	North-South:	0.382				North-South:	0.411				North-South:	0.416	
	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					0.529	
Level of Service (LOS):		A					A					A	
PROJECT IMPACT													
Change in v/c due to project:										0.005			
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	68	38	106		
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%)	21	602	2	0.188
	↵ Th-Rt	27	0	0.000	2	0	29	0	0.000	(75%)	62	91	1	0.000
	↵ Shared	0	0	0.000				0	0.000	0%	0	91	0	0.000
Southbound	↵ Left	186	1	0.116	11	46	243	1	0.152	0%	0	243	1	0.152
	↵ Lt-Th	464	0	0.000				0	0.000	0%	0	243	0	0.000
	↵ Thru	44	2	0.145	28	11	503	2	0.157	25%	19	522	2	0.163
	↵ Th-Rt	0	0	0.000	3	-2	45	0	0.000	0%	0	45	0	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	103	1	0.117				1	0.118	0%	0	242	1	0.118
	↵ Thru	0	0	0.000	6	-11	98	0	0.000	0%	0	98	0	0.000
	↵ Th-Rt	0	0	0.000	2	-11	28	0	0.000	0%	0	98	0	0.000
	↵ Shared	37	1	0.000	2	-11	28	1	0.000	0%	0	28	1	0.000
Westbound	↵ Left	0	0	0.000	37	63	709	0	0.000	0%	0	709	0	0.000
	↵ Lt-Th	17	1	0.011	1	0	18	1	0.011	5%	4	22	1	0.014
	↵ Thru	0	0	0.000				0	0.000	0%	0	22	0	0.000
	↵ Th-Rt	35	1	0.022	2	-5	32	1	0.020	0%	0	32	1	0.020
	↵ Shared	0	0	0.000	37	63	709	0	0.000	0%	0	709	0	0.000
Critical Volumes:	North-South: 0.159			North-South: 0.169					North-South: 0.175					
	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			0.356					0.363					
Level of Service (LOS):	A			A					A					
PROJECT IMPACT														
Change in v/c due to project:									0.007					
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 110 112 222				
WEEKEND PM Peak: 11:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project	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	17	2	0.103	0%	0	25	0	0	
	Thru	296	2	0.093	18	17	331	2	0.103	(25%)	28	359	2	0.112
	Th-Rt	0	0	1	0	0	23	1	0.015	0%	0	107	1	0.067
	Right	22	1	0.014	1	0	23	1	0.015	(75%)	84	107	1	0.067
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	47	13	2	0.258	0%	0	310	0	0	
	Thru	766	2	0.239	47	13	826	2	0.258	25%	28	854	2	0.267
	Th-Rt	0	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	0	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%	6	28	1	0.018	
	Lt-Th	21	0	0	1	0	22	0	0	0%	0	28	0	0
	Thru	28	1	0.018	2	-6	24	1	0.015	0%	0	24	1	0.015
	Th-Rt	0	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: 0.282				
	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					0.368				
Level of Service (LOS):	A				A					A				
PROJECT IMPACT														
Change in v/c due to project:										0.009				
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	11/2012	Analysis Year	2016 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID RANCHO MALIBU	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	19	54	87	72	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	25	54	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	5.61	6.66	6.06	5.67	4.62	5.79	
x, final value	0.04	0.08	0.16	0.14	0.54	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)	275	304	337	333	596	456	316	
Delay (s/veh)	9.44	8.83	10.64	9.75	14.95	8.96	9.18	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.02		10.20		12.71		9.18	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.62							
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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	21	71	87	75	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	71	87	86	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	0.06	0.08	0.08	0.31	0.18	0.06	
hd, final value (s)	6.46	5.64	6.71	6.11	5.73	4.68	5.87	
x, final value	0.05	0.11	0.16	0.15	0.55	0.27	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2	3.3	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)	277	321	337	336	596	456	316	
Delay (s/veh)	9.48	9.04	10.70	9.85	15.24	9.08	9.27	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.16		10.28		12.94		9.27	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.74							
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	2/2013	Analysis Year	2016 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	94	225	201	285	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	117	225	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	0.20	0.18	0.26	0.46	0.14	0.15	
hd, final value (s)	8.49	7.66	8.54	8.00	8.10	6.94	8.35	
x, final value	0.28	0.48	0.48	0.66	1.16	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	6.2	5.7	5.8	4.6	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	367	460	417	446	515	406	416	
Delay (s/veh)	14.39	17.20	18.79	24.81	120.76	12.60	16.44	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	16.24		22.38		95.62		16.44	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	49.76							
Intersection LOS	<i>E</i>							

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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	98	263	201	289	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	121	263	201	300	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	0.11	0.23	0.18	0.27	0.46	0.14	0.15	
hd, final value (s)	8.52	7.70	8.67	8.13	8.26	7.10	8.53	
x, final value	0.29	0.56	0.48	0.68	1.18	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	6.4	5.8	6.0	4.8	6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	371	459	411	439	515	406	407	
Delay (s/veh)	14.61	19.86	19.23	26.24	129.54	12.92	16.92	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	18.21		23.43		102.43		16.92	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	52.32							
Intersection LOS	<i>F</i>							

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	2/2013	Analysis Year	2016 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	33	174	161	185	148	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	207	161	185	153	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	0.18	0.14	0.16	0.14	0.20	0.20	0.13	
hd, final value (s)	7.12	6.33	7.56	7.02	7.24	6.20	7.29	
x, final value	0.41	0.28	0.39	0.30	0.46	0.39	0.29	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.8	4.0	5.3	4.7	4.9	3.9	5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	457	411	435	403	480	475	395	
Delay (s/veh)	14.67	11.51	14.97	12.69	16.02	12.78	12.99	
LOS	<i>B</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>	
Approach: Delay (s/veh)	13.29		13.94		14.42		12.99	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	13.82							
Intersection LOS	<i>B</i>							

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	2/2013	Analysis Year	2016 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	33	180	213	185	154	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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. 5	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE						2016, WITH PROJECT															
North/South Street: Webb Way	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>AM</td> <td style="text-align: center;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td>PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156
	In	Out	Total																						
AM	68	38	106																						
PM	74	82	156																						
East/West Street: Civic Center Way																									
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	0	0.000				0	0.000	0%	0	0	0.000													
	↵ Lt-Th <small>N/B RTOR: Existing: 0%</small>	238	1	0.173	15	-8	245	1	0.216	0%	0	245	1	0.216											
	↑ Thru <small>Projected: 0%</small>	39	0	0.000	2	60	101	0	0.000	0%	0	101	0	0.000											
	↗ Th-Rt <small>Projected: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	101	1	0.063	6	99	206	1	0.129	0%	0	206	1	0.129											
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000												
Southbound	↵ Left	2	0	0.000	0	18	20	0	0.000	0%	0	20	0	0.000											
	↵ Lt-Th <small>S/B RTOR: Existing: 0%</small>	8	0	0.000	0	25	33	0	0.000	0%	0	33	0	0.000											
	↓ Thru <small>Projected: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	↘ Th-Rt <small>Projected: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	2	0	0.000	0	11	13	0	0.000	0%	0	13	0	0.000											
↔ Shared	1	1	0.008	0	0	0	1	0.042	0%	0	0	1	0.042												
Eastbound	↵ Left	6	0	0.000	0	0	6	0	0.000	0%	0	6	0	0.000											
	↵ Lt-Th <small>E/B RTOR: Existing: 0%</small>	20	1	0.016	1	-2	19	1	0.016	(5%)	2	21	1	0.017											
	→ Thru <small>Projected: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	↗ Th-Rt <small>Projected: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	↘ Right	53	1	0.033	3	-2	54	1	0.034	(46%)	17	71	1	0.045											
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000												
Westbound	↵ Left	55	1	0.034	3	29	87	1	0.055	0%	0	87	1	0.055											
	↵ Lt-Th <small>W/B RTOR: Existing: 0%</small>	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000											
	← Thru <small>Projected: 0%</small>	58	0	0.000	4	10	72	0	0.000	5%	3	75	0	0.000											
	↗ Th-Rt <small>Projected: 0%</small>	1	1	0.043	0	0	0	1	0.051	0%	0	0	1	0.053											
	↘ Right	10	0	0.000	1	0	11	0	0.000	0%	0	11	0	0.000											
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000												
Critical Volumes:	North-South: 0.181									North-South: 0.258															
	East-West: 0.076									East-West: 0.085															
	Loss Time: 0.050									Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.307									0.392															
Level of Service (LOS):	A									A															
PROJECT IMPACT																									
Change in v/c due to project:												0.013													
Significantly impacted?												NO													

Intersection Capacity Utilization (ICU)

Intersection No. 5	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE						2016, WITH PROJECT															
North/South Street: Webb Way	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>AM</td> <td style="text-align: center;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td>PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156
	In	Out	Total																						
AM	68	38	106																						
PM	74	82	156																						
East/West Street: Civic Center Way																									
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				0	0.000	0%	0	0	0.000													
	↵ Lt-Th <u>N/B RTOR:</u>	432	1	0.278	27	-2	457	1	0.321	0%	457	1	0.321												
	↵ Thru Existing: 0%	12	0	0.000	1	45	58	0	0.000	0%	58	0	0.000												
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
	↵ Right	81	1	0.051	5	70	156	1	0.097	0%	156	1	0.097												
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000													
Southbound	↵ Left	6	0	0.000	0	35	41	0	0.000	0%	41	0	0.000												
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0.000	2	49	85	0	0.000	0%	85	0	0.000												
	↵ Thru Existing: 0%	34	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
	↵ Right	23	0	0.000	1	21	45	0	0.000	0%	45	0	0.000												
↵ Shared	1	1	0.039	0	0	0	1	0.107	0%	0	1	0.107													
Eastbound	↵ Left	4	0	0.000	0	19	23	0	0.000	0%	23	0	0.000												
	↵ Lt-Th <u>E/B RTOR:</u>	1	1	0.046	4	21	94	1	0.073	0%	94	1	0.076												
	↵ Thru Existing: 0%	69	0	0.000	0	0	0	0	0.000	(5%)	4	98	0	0.000											
	↵ Th-Rt Projected: 0%	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000												
	↵ Right	218	1	0.136	13	-6	225	1	0.141	(46%)	38	263	1	0.165											
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000													
Westbound	↵ Left	94	1	0.059	6	101	201	1	0.125	0%	201	1	0.125												
	↵ Lt-Th <u>W/B RTOR:</u>	0	0	0.000	13	54	285	0	0.000	0%	285	0	0.000												
	↵ Thru Existing: 0%	218	0	0.000	0	0	0	1	0.185	5%	4	289	0	0.000											
	↵ Th-Rt Projected: 0%	1	1	0.143	0	0	0	0	0.000	0%	0	1	0.187												
	↵ Right	10	0	0.000	1	0	11	0	0.000	0%	11	0	0.000												
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000													
Critical Volumes:	North-South: 0.317									North-South: 0.429			North-South: 0.429												
	East-West: 0.279									East-West: 0.326			East-West: 0.352												
	Loss Time: 0.050									Loss Time: 0.050			Loss Time: 0.050												
Volume/capacity (v/c) ratio:	0.646									0.805			0.831												
Level of Service (LOS):	B									D			D												
PROJECT IMPACT																									
												Change in v/c due to project:		0.026											
												Significantly impacted?		YES											

Intersection Capacity Utilization (ICU)

Intersection No. 5	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					Trip <u>In</u> <u>Out</u> <u>Total</u> Gen 1 AM 0 0 0 PM 110 112 222				
East/West Street: Civic Center Way	north-south split												
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	145	0	0	9	-3	151	0	0	0%	0	151	0	0
↵ Lt-Th		1	0.102				1	0.144	0%			1	0.144
→ Thru	18	0	0	1	60	79	0	0	0%	0	79	0	0
→ Th-Rt		0	0				0	0	0%	0	0	0	0
↘ Right	120	1	0.075	7	98	225	1	0.141	0%	0	225	1	0.141
↘ Shared		0	0				0	0	0%	0	0	0	0
Southbound													
↵ Left	6	0	0	0	38	44	0	0	0%	0	44	0	0
↵ Lt-Th		0	0				0	0	0%	0	0	0	0
→ Thru	20	0	0	1	54	75	0	0	0%	0	75	0	0
→ Th-Rt		0	0				0	0	0%	0	0	0	0
↘ Right	3	0	0	0	23	26	0	0	0%	0	26	0	0
↘ Shared		1	0.018				1	0.091	0%			1	0.091
Eastbound													
↵ Left	7	0	0	0	26	33	0	0	0%	0	33	0	0
↵ Lt-Th		1	0.083				1	0.129	0%	0	0	1	0.133
→ Thru	126	0	0	8	40	174	0	0	(5%)	6	180	0	0
→ Th-Rt		0	0				0	0	0%	0	0	0	0
↘ Right	154	1	0.096	9	-2	161	1	0.101	(46%)	52	213	1	0.133
↘ Shared		0	0				0	0	0%	0	0	0	0
Westbound													
↵ Left	90	1	0.056	6	89	185	1	0.115	0%	0	185	1	0.115
↵ Lt-Th		0	0				0	0	0%	0	0	0	0
→ Thru	93	0	0	6	49	148	0	0	5%	6	154	0	0
→ Th-Rt		1	0.061				1	0.096	0%	0	0	1	0.099
↘ Right	5	0	0	0	0	5	0	0	0%	0	5	0	0
↘ Shared		0	0				0	0	0%	0	0	0	0
Critical Volumes:	North-South: 0.120			North-South: 0.235					North-South: 0.235				
	East-West: 0.139			East-West: 0.245					East-West: 0.249				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.309			0.530					0.533				
Level of Service (LOS):	A			A					A				
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				2016, WITH TRAFFIC MITIGATION															
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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	53	1	0.033	3	1	57	1	0.036	1%	1	58	1	0.036	0	58	1	0.036										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	54	0	0	0	54	0	0										
	↑ Thru	48	0	0	3	3	54	0	0	0%	0	54	0	0	0	54	0	0										
	↘ Th-Rt	0	1	0.037	0	0	0	1	0.042	0%	0	54	1	0.042	0	54	1	0.042										
	↘ Right	11	0	0	1	1	13	0	0	0%	0	13	0	0	0	13	0	0										
↔ Shared	0	0	0	0	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%)	17	67	1	0.039	0	67	1	0.039										
	↵ Lt-Th	0	1	0.031	0	0	0	1	0.033	0%	0	67	1	0.039	0	67	1	0.039										
	↓ Thru	40	0	0.000	2	2	44	0	0.000	(1%)	0	44	0	0.000	0	44	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	44	0	0.000	0	44	0	0.000										
	↘ Right	32	1	0.020	2	56	90	1	0.056	0%	0	90	1	0.056	0	90	1	0.056										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	130	1	0.081	8	148	286	1	0.179	0%	0	286	1	0.179	0	286	2	0.099										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	286	0	0	0	286	0	0										
	↑ Thru	1559	3	0.325	96	67	1722	3	0.359	0%	0	1722	3	0.359	0	1722	3	0.359										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	1722	0	0	0	1722	0	0										
	↘ Right	68	1	0.043	4	1	73	1	0.046	0%	0	73	1	0.046	0	73	1	0.046										
↔ Shared	0	0	0	0	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	0	147	1	0.092										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	147	0	0	0	147	0	0										
	↑ Thru	689	2	0.215	42	27	758	2	0.237	45%	31	789	2	0.247	0	789	2	0.247										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	789	0	0	0	789	0	0										
	↘ Right	231	1	0.144	14	-8	237	1	0.148	0%	0	237	1	0.148	0	237	1	0.148										
↔ Shared	0	0	0	0	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: 0.081				North-South: 0.081															
	East-West: 0.407			East-West: 0.451					East-West: 0.451				East-West: 0.451															
	Loss Time: 0.050			LossTime: 0.050					LossTime: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.525			0.576					0.582				0.582															
Level of Service (LOS):	A			A					A				A															
PROJECT IMPACT																												
Change in v/c due to project:											0.006	Δv/c after mitigation:			0.006													
Significantly impacted?											NO	Fully mitigated?			N/A													

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION					
North/South Street: Webb Way	Capacity: vphpl 1600				<u>Ambient Growth</u>													
East/West Street: Pacific Coast Highway	Dual 2880				from: 2012					AM	68	38	106					
WEEKDAY					to: 2016					PM	74	82	156					
PM Peak: 4:45 PM					at: 1.50% per year													
	Counts				+ Amb.	+ Area	= Total											
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C		
									Volume	Volume			Volume	Volume				
Northbound	↵ Left	148	1	0.093	9	2	159	1	0.099	1%	1	160	1	0.100	0	160	1	0.100
	↵ Lt-Th		0	0				0	0	0%			0	0	0	0	0	0
	↑ Thru	72	0	0	4	5	81	0	0	0%	0	81	0	0	0	81	0	0
	↵ Th-Rt		1	0.063				1	0.071	0%			1	0.071	0		1	0.071
	↵ Right	29	0	0	2	2	33	0	0	0%	0	33	0	0	0	33	0	0
↕ Shared		0	0				0	0	0%			0	0	0	0	0	0	
Southbound	↵ Left	223	1	0.104	14	-6	231	1	0.110	(45%)	37	268	1	0.123	0	268	1	0.123
	↵ Lt-Th		1	0.104				1	0.110	0%			1	0.123	0		1	0.123
	↓ Thru	76	0	0.000	5	5	86	0	0.000	(1%)	1	87	0	0.000	0	87	0	0.000
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000	0		0	0.000
	↵ Right	69	1	0.043	4	159	232	1	0.145	0%	0	232	1	0.145	0	232	1	0.145
↕ Shared		0	0.000				0	0.000	0%			0	0.000	0		0	0.000	
Eastbound	↵ Left	93	1	0.058	6	102	201	1	0.125	0%	0	201	1	0.125	0	201	2	0.125
	↵ Lt-Th		0	0				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	0	1448	3	0.302
	↵ Th-Rt		0	0				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	0	59	1	0.037
↕ Shared		0	0				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	0	248	1	0.155
	↵ Lt-Th		0	0				0	0	0%			0	0	0	0	0	0
	↑ Thru	1235	2	0.386	76	98	1409	2	0.440	45%	33	1442	2	0.451	0	1442	2	0.451
	↵ Th-Rt		0	0				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	0	404	1	0.253
↕ Shared		0	0				0	0	0%			0	0	0	0	0	0	
Critical Volumes:	North-South: 0.167				North-South: 0.181					North-South: 0.194				North-South: 0.194				
	East-West: 0.406				East-West: 0.457					East-West: 0.457				East-West: 0.457				
	Loss Time: 0.050				Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.623			0.688					0.701				0.701					
Level of Service (LOS):	B			B					C				C					
PROJECT IMPACT																		
Change in v/c due to project:												0.013	Δv/c after mitigation:				0.013	
Significantly impacted?												NO	Fully mitigated?				N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION						
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 110 112 222										
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	1	0.079	8	2	137	1	0.085	1%	1	138	1	0.086	0	138	1	0.086		
	Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0		
	Thru	0	0				0	0	0%	0	80	0	0	0	80	0	0		
	Th-Rt	1	0.063	4	5	80	1	0.071	0%	0	80	1	0.071	0	80	1	0.071		
	Right	0	0				0	0	0%	0	34	0	0	0	34	0	0		
Shared	0	0				0	0	0%	0	34	0	0	0	34	0	0			
Southbound	Left	1	0.007	7	-2	121	1	0.008	(45%)	50	171	1	0.010	0	171	1	0.010		
	Lt-Th	1	0.075				1	0.081	0%	0	0	1	0.099	0	0	1	0.099		
	Thru	0	0	6	5	112	0	0	(1%)	1	113	0	0	0	113	0	0		
	Th-Rt	0	0				0	0	0%	0	0	0	0	0	0	0	0		
	Right	1	0	3	154	214	1	0	0%	0	214	1	0	0	214	1	0		
Shared	0	0				0	0	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	0	306	2	0.106		
	Lt-Th	0	0				0	0	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	0	1526	3	0.318		
	Th-Rt	0	0				0	0	0%	0	72	1	0.045	0	72	1	0.045		
	Right	1	0.041	4	3	72	1	0.045	0%	0	72	1	0.045	0	72	1	0.045		
Shared	0	0				0	0	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	0	311	1	0.194		
	Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0		
	Thru	2	0.406	80	105	1484	2	0.464	45%	50	1534	2	0.479	0	1534	2	0.479		
	Th-Rt	0	0				0	0	0%	0	0	0	0	0	0	0	0		
	Right	1	0.036	7	2	124	1	0.040	0%	0	124	1	0.024	0	124	1	0.024		
Shared	0	0				0	0	0%	0	0	0	0	0	0	0	0			
Critical Volumes:	North-South:	0.155							North-South:	0.167				North-South:	0.185		0.185		
	East-West:	0.499							East-West:	0.655				East-West:	0.671		0.586		
	Total:	0.050							Total:	0.050				Total:	0.050		0.050		
Volume/capacity (v/c) ratio:	0.704								0.872			0.906				0.821			
Level of Service (LOS):	C								D			E				D			

PROJECT IMPACT

Change in v/c due to project:	0.034	Δv/c after mitigation:	-0.051
Significantly impacted?	YES	Fully mitigated?	YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
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>In</td> <td>Out</td> <td>Total</td> </tr> <tr> <td>AM</td> <td>68</td> <td>38</td> <td>106</td> </tr> <tr> <td>PM</td> <td>74</td> <td>82</td> <td>156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
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	Adjusted Volume	Total Volume	Lanes	V / C												
Northbound	Left	4	0.000	0	0	4	0	0.000	0%	0	4	0.000	0	4	0	0.000												
	Lt-Th	1	0.003	0	0	1	0	0.003	0%	0	1	0.003	0	1	0	0.003												
	Thru	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000												
	Th-Rt	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000												
	Right	2	0.000	0	0	2	1	0.000	0%	0	2	1.000	0	2	1	0.000												
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000												
Southbound	Left	80	0.028	5	78	163	1	0.057	0%	0	163	1	0.057	0	163	1	0.057											
	Lt-Th	1	0.028	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	Right	63	0.000	4	8	75	1	0.000	0%	0	75	1	0.000	0	75	1	0.000											
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000												
Eastbound	Left	92	0.058	6	22	120	1	0.075	0%	0	120	1	0.075	0	120	1	0.075											
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	Thru	1623	0.511	100	44	1767	1	0.556	(45%)	17	1784	1	0.561	0	1784	1	0.561											
	Th-Rt	1	0.511	1	0	12	0	0.000	0%	0	12	0	0.000	0	12	0	0.000											
	Right	11	0.000	1	0	12	0	0.000	0%	0	12	0	0.000	0	12	0	0.000											
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000												
Westbound	Left	3	0.002	0	0	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002											
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	Thru	1001	0.354	61	12	1074	1	0.427	45%	31	1105	1	0.437	0	1105	2	0.345											
	Th-Rt	1	0.354	1	0	12	1	0.427	0%	0	12	1	0.427	0	12	1	0.427											
	Right	131	0.000	8	154	293	0	0.000	0%	0	293	0	0.000	0	293	1	0.183											
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000												
Critical Volumes:	North-South: 0.031 East-West: 0.513 Loss Time: 0.050			North-South: 0.060 East-West: 0.558 Loss Time: 0.050					North-South: 0.060 East-West: 0.563 Loss Time: 0.050				North-South: 0.060 East-West: 0.563 Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.594			0.668					0.673				0.673															
Level of Service (LOS):	A			B					B				B															
PROJECT IMPACT																												
Change in v/c due to project:											0.005	Δv/c after mitigation:			0.005													
Significantly impacted?											NO	Fully mitigated?			N/A													

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek 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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↶ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↶ Lt-Th	14	1	0.014	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↑ Thru	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↷ Th-Rt	0	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000										
	↷ Right	19	1	0.000	1	0	20	1	0.000	0%	0	20	1	0.000	0	20	1	0.000										
↷ Shared	0	0	0.000	0	0	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	0	399	1	0.139										
	↶ Lt-Th	1	1	0.065	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↷ Th-Rt	0	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↷ Right	132	1	0.000	8	33	173	1	0.000	0%	0	173	1	0.000	0	173	1	0.000										
↷ Shared	0	0	0.000	0	0	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	0	121	1	0.075										
	↶ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	1603	1	0.506	98	73	1774	1	0.559	(45%)	37	1811	1	0.571	0	1811	1	0.571										
	↷ Th-Rt	1	1	0.506	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↷ Right	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
↷ Shared	0	0	0.000	0	0	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	0	18	1	0.011										
	↶ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	1711	1	0.593	105	63	1879	1	0.701	45%	33	1912	1	0.711	0	1912	2	0.597										
	↷ Th-Rt	1	1	0.593	11	166	363	0	0.000	0%	0	363	0	0.000	0	363	1	0.227										
	↷ Right	186	0	0.000	0	0	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	0.000	0	0	0	0.000											
Critical Volumes:	North-South: 0.079			North-South: 0.154					North-South: 0.154				North-South: 0.153															
	East-West: 0.652			East-West: 0.775					East-West: 0.787				East-West: 0.673															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.780			0.980					0.991				0.876															
Level of Service (LOS):	C			E					E				D															
PROJECT IMPACT																												
Change in v/c due to project:										0.011	Δv/c after mitigation:			-0.104														
Significantly impacted?										YES	Fully mitigated?			YES														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				2016, WITH TRAFFIC MITIGATION												
North/South Street: Cross Creek 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>Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">110</td> <td style="text-align: center;">112</td> <td style="text-align: center;">222</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	Trip Gen 1	PM	110	112	222				
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
Trip Gen 1	PM	110	112	222																					
East/West Street: Pacific Coast Highway	north-south split																								
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total											
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C									
Northbound	↵ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000							
	↵ Lt-Th		1	0.014				1	0.015	0%	0		1	0.015	0	17	1	0.015							
	↵ Thru	6	0	0.000	0	0	6	0	0.000	0%	0	6	0	0.000	0	6	0	0.000							
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0	6	0	0.000							
	↵ Right	46	1	0.000	3	0	49	1	0.000	0%	0	49	1	0.000	0	49	1	0.000							
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0	49	0	0.000								
Southbound	↘ Left	209	1	0.073	13	195	417	1	0.145	0%	0	417	1	0.145	0	417	1	0.145							
	↘ Lt-Th		1	0.073				1	0.145	0%	0		1	0.145	0	417	1	0.145							
	↘ Thru	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000							
	↘ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0	7	0	0.000							
	↘ Right	109	1	0.000	7	23	139	1	0.000	0%	0	139	1	0.000	0	139	1	0.000							
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0	139	0	0.000								
Eastbound	↵ Left	144	1	0.090	9	26	179	1	0.112	0%	0	179	1	0.112	0	179	1	0.112							
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0	179	0	0.000							
	↵ Thru	1439	1	0.460	88	96	1623	1	0.518	(45%)	50	1673	1	0.534	0	1673	1	0.534							
	↵ Th-Rt		1	0.460				1	0.518	0%	0		1	0.534	0	1673	1	0.534							
	↵ Right	33	0	0.000	2	0	35	0	0.000	0%	0	35	0	0.000	0	35	0	0.000							
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0	35	0	0.000								
Westbound	↘ Left	24	1	0.015	1	2	27	1	0.017	0%	0	27	1	0.017	0	27	1	0.017							
	↘ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0	27	0	0.000							
	↘ Thru	1625	1	0.573	100	77	1802	1	0.700	45%	50	1852	1	0.716	0	1852	2	0.579							
	↘ Th-Rt		1	0.573				1	0.700	0%	0		1	0.716	0	1852	0	0.579							
	↘ Right	209	0	0.000	13	217	439	0	0.000	0%	0	439	0	0.000	0	439	1	0.274							
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0	439	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:	0.690								
	Loss Time:	0.050							Loss Time:	0.050						Total:	0.050								
Volume/capacity (v/c) ratio:	0.799								1.021							1.037			0.899						
Level of Service (LOS):	C								F							F			D						
PROJECT IMPACT																									
Change in v/c due to project:											0.016	Δv/c after mitigation:		-0.122											
Significantly impacted?											YES	Fully mitigated?		YES											

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						In	Out	Total	
East/West Street: Pacific Coast Highway									AM	68	38	106	
WEEKDAY 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	1	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%)	17	1892	0.591	
↪ 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	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%	31	1485	0.464	
↪ 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	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:	0.594	
	Loss Time:	0.050		Loss Time:					0.050		LossTime:	0.050	
Volume/capacity (v/c) ratio:	0.576			0.639					0.644				
Level of Service (LOS):	A			B					B				
PROJECT IMPACT													
Change in v/c due to project:										0.005			
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	68	38	106
WEEKDAY PM Peak: 4:45 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</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>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	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	0.000	0	0	3	1	0.000	0%	0	3	1
Eastbound												
↵ Left	0	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
→ Thru	1799	2	0.562	110	263	2172	2	0.679	(45%)	37	2209	2
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↘ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
Westbound												
↵ Left	13	1	0.008	1	0	14	1	0.009	0%	0	14	1
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
→ Thru	1937	2	0.605	119	230	2286	2	0.714	45%	33	2319	2
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↘ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
Critical Volumes:	North-South: 0.000			North-South: 0.000					North-South: 0.000			
	East-West: 0.605			East-West: 0.714					East-West: 0.725			
	Total: 0.050			Total: 0.050					Total: 0.050			
Volume/capacity (v/c) ratio:	0.655			0.764					0.775			
Level of Service (LOS):	B			C					C			
PROJECT IMPACT												
Change in v/c due to project:									0.011			
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					Trip <u>In</u> <u>Out</u> <u>Total</u> Gen 1 AM 0 0 0 PM 110 112 222				
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	0.000	
↵ 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	102	289	2060	2	0.644	(45%)	50	2110	0.660	
→ 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	1	0	18	1	0.011	0%	0	18	0.011	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
→ Thru	1875	2	0.586	115	287	2277	2	0.712	45%	50	2327	0.727	
→ 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	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: 0.588			East-West: 0.714					East-West: 0.730				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.638			0.764					0.780				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project: 0.016													
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							In	Out	Total
East/West Street: Pacific Coast Highway										AM	68	38	106
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	
	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	0	
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	14	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	0	
↔ Shared	1	1	0.017	1	0	15	1	0.018	0%	0	15	1	
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%)	17	1739	2
	↘ 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	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%	31	1484	2
	↘ Th-Rt Projected: 50%	0	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	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:		0.543
	Loss Time:	0.050						Loss Time:	0.050		LossTime:		0.050
Volume/capacity (v/c) ratio:	0.538							0.606			0.611		
Level of Service (LOS):	A							B			B		
PROJECT IMPACT													
Change in v/c due to project:												0.005	
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	68	38	106	
									PM	74	82	156	
WEEKDAY 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	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%)	37	2088	2	0.652
↳ 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%	33	2190	2	0.684
↳ 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:	0.694
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.644								0.757			0.767	
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					Trip Gen 1 PM 110 112 222				
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	
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	91	296	1866	2	0.583	(45%)	50	1916	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	110	304	2212	2	0.691	45%	50	2262	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:	0.021			
	East-West:	0.578							East-West:	0.708			
	Loss Time:	0.050							Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.648								0.779				
Level of Service (LOS):	B								C			C	
PROJECT IMPACT													
Change in v/c due to project:											0.016		
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							In	Out	Total
East/West Street: Pacific Coast Highway										AM	68	38	106
WEEKDAY										PM	74	82	156
AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	= Total	Lanes	V / C	
	Volume			Growth	Projects	Volume			Volume	Volume			
Northbound													
↙ Left	1	0	0	0	0	1	0	0	0%	0	1	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	0%	0	0	0	
↘ Right		0	0				0	0	0%	0	0	0	
↕ Shared	0	1	0.001	0	0	0	1	0.001	0%	0	0	1	
Southbound													
↙ Left	40	0	0	2	0	42	0	0	0%	0	42	0	
↙ Lt-Th		0	0				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	0	0	
↘ Right		0	0				0	0	1%	1	41	0	
↕ Shared	35	1	0.048	2	3	40	1	0.052	0%	1	41	1	
Eastbound													
↙ Left	23	1	0.014	1	2	26	1	0.017	(1%)	0	26	1	
↙ Lt-Th		0	0				0	0	0%	0	0	0	
↑ Thru		1	0.480				1	0.541	(44%)	17	1747	1	
↘ Th-Rt	1535	1	0.480	94	101	1730	1	0.541	0%	0	0	1	
↘ Right		0	0				0	0	0%	0	0	0	
↕ Shared	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	
↙ Lt-Th		0	0				0	0	0%	0	0	0	
↑ Thru		2	0.374				2	0.438	44%	30	1430	2	
↘ Th-Rt	1197	0	0	73	130	1400	0	0	0%	0	0	0	
↘ Right		0	0				0	0	0%	0	0	0	
↕ Shared	27	1	0.017	2	0	29	1	0.018	0%	0	29	1	
		0	0				0	0	0%	0	0	0	
Critical Volumes:	North-South: 0.048			North-South: 0.053			North-South: 0.054						
	East-West: 0.482			East-West: 0.543			East-West: 0.548						
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050						
Volume/capacity (v/c) ratio:	0.580			0.646			0.653						
Level of Service (LOS):	A			B			B						
PROJECT IMPACT													
Change in v/c due to project:												0.007	
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	68	38	106	
WEEKDAY									PM	74	82	156	
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
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
↘ Th-Rt		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
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
↘ Th-Rt		0	0				0	0	0%			0	0
↘ Right	34	0	0	2	10	46	0	0	1%	1	47	0	0
↔ Shared		1	0.041				1	0.050	0%			1	0.051
Eastbound													
↵ Left	41	1	0.026	3	10	54	1	0.033	(1%)	1	55	1	0.034
↵ Lt-Th		0	0				0	0	0%			0	0
→ Thru	1699	1	0.531	104	200	2003	1	0.626	(44%)	36	2039	1	0.637
↘ Th-Rt		1	0.531				1	0.626	0%			1	0.637
↘ Right	17	0	0	1	0	18	0	0	0%	0	18	0	0
↔ Shared		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
← Thru	1787	2	0.558	110	187	2084	2	0.651	44%	32	2116	2	0.661
↘ Th-Rt		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
Critical Volumes:	North-South:	0.058				North-South:	0.067				North-South:	0.068	
	East-West:	0.584				East-West:	0.685				East-West:	0.695	
	Total:	0.050				Total:	0.050				Total:	0.050	
Volume/capacity (v/c) ratio:		0.692					0.801					0.813	
Level of Service (LOS):		B					D					D	
PROJECT IMPACT													
Change in v/c due to project:										0.012			
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 110 112 222				
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	1%		1	0.058	
Eastbound													
↵ Left	28	1	0.018	2	10	40	1	0.025	(1%)	1	41	1	0.025
↵ Lt-Th		0	0				0	0	0%		0	0	0
→ Thru	1424	1	0.445	87	228	1739	1	0.544	(44%)	49	1788	1	0.559
↘ Th-Rt		1	0.445				1	0.544	0%			1	0.559
↘ 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	44%	48	2118	2	0.662
↗ 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: 0.687	
	Loss Time: 0.050								Loss Time: 0.050			Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.678								0.802			0.818	
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
										Change in v/c due to project:	0.016		
										Significantly impacted?	NO		

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	68	38	106	
									PM	74	82	156	
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	0.000	
↘ 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	199	2	0.069	18	16	233	2	0.081	4%	3	236	2	0.082
↘ 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	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	0.000	
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	0.000	
↓ Thru	672	2	0.210	60	198	930	2	0.291	10%	7	937	2	0.293
↗ 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	601	2	0.188	54	164	819	2	0.256	(10%)	4	823	2	0.257
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↘ Right	106	1	0.066	10	7	123	1	0.077	(4%)	2	125	1	0.078
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:		0.069			North-South:		0.081			North-South:		0.082
	East-West:		0.275			East-West:		0.360			East-West:		0.361
	Loss Time:		0.050			Loss Time:		0.050			Loss Time:		0.050
Volume/capacity (v/c) ratio:			0.394					0.491					0.493
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. 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	68	38	106	
									PM	74	82	156	
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	0.000	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	0.000										
↳ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↪ Right		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%	3	190	2	0.066
↳ Lt-Th		0	0.000				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	0.000										
↪ Right	194	1	0.000	17	24	235	1	0.000	0%	0	235	1	0.000
↔ Shared		0	0.000				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	0.000				0	0.000	0%	0	0	0.000	
→ Thru	972	2	0.304	87	250	1309	2	0.409	10%	7	1316	2	0.411
↳ 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		0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
↳ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
↑ Thru	1006	2	0.314	91	262	1359	2	0.425	(10%)	8	1367	2	0.427
↳ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
↪ Right	247	1	0.154	22	25	294	1	0.184	(4%)	3	297	1	0.186
↔ Shared		0	0.000				0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.054							North-South:	0.065		North-South:	0.066
	East-West:	0.529							East-West:	0.675		East-West:	0.677
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.633								0.789			0.793	
Level of Service (LOS):	B								C			C	
PROJECT IMPACT													
Change in v/c due to project:											0.004		
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 110 112 222				
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%	4	337	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%	11	1431	2 0.447	
↘ 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%)	11	1608	2 0.502	
↘ 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%)	4	213	1 0.133	
↔ 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: 0.627	
	Loss Time:	0.050							Loss Time:	0.050		Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.715								0.865			0.868	
Level of Service (LOS):	C								D			D	
PROJECT IMPACT													
Change in v/c due to project:										0.003			
Significantly impacted?										NO			

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
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="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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	68	38	106	PM	74	82	156				
	<u>In</u>	<u>Out</u>	<u>Total</u>																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003										
	↵ Lt-Th	1	1	0.005	0	0	0	1	0.007	0%	0	1	1	0.007	0	0	0	0.000										
	↑ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	1	0.005										
	↘ Th-Rt	1	1	0.005	0	0	0	1	0.007	0%	0	1	1	0.007	0	0	0	0.000										
	↘ Right	7	0	0.000	1	2	10	0	0.000	0%	0	10	0	0.000	0	10	1	0.006										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Southbound	↵ Left	956	1	0.337	86	23	1065	1	0.375	0%	0	1065	1	0.375	0	1065	1	0.375										
	↵ Lt-Th	1	1	0.337	0	0	0	1	0.375	0%	0	1	1	0.375	0	0	0	0.000										
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	216	1	0.093	19	1	236	1	0.105	0%	0	236	1	0.100	0	236	1	0.100										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	135	2	0.048	12	-11	136	2	0.049	24%	16	152	2	0.054	0	152	2	0.054										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	884	1	0.279	80	164	1128	1	0.355	0%	0	1128	1	0.355	0	1128	1	0.355										
	↘ Th-Rt	1	1	0.279	0	0	0	1	0.355	0%	0	1	1	0.355	0	0	0	0.000										
	↘ Right	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Westbound	↵ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003										
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↑ Thru	651	2	0.203	59	90	800	2	0.250	(24%)	9	809	2	0.253	0	809	2	0.253										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000										
	↘ Right	123	1	0.000	11	-16	118	1	0.000	46%	31	149	1	0.000	0	149	1	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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							0.789												
Level of Service (LOS):	B								C							C												
									PROJECT IMPACT																			
									Change in v/c due to project:				0.000	Δv/c after mitigation:				-0.001										
									Significantly impacted?				NO	Fully mitigated?				N/A										

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
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="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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	AM	68	38	106	PM	74	82	156				
	<u>In</u>	<u>Out</u>	<u>Total</u>																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000	0	24	1	0.015										
	↵ Lt-Th		1	0.009				1	0.020	0%	0	24	1	0.020	0	24	0	0.000										
	↑ Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1	0.004										
	↑ Th-Rt		1	0.009				1	0.020	0%	0	6	1	0.020	0	6	0	0.000										
	↘ Right	17	0	0.000	2	16	35	0	0.000	0%	0	35	0	0.000	0	35	1	0.022										
↔ Shared		0	0.000				0	0.000	0%	0	35	0	0.000	0	35	0	0.000											
Southbound	↵ Left	320	1	0.116	29	4	353	1	0.128	0%	0	353	1	0.128	0	353	1	0.128										
	↵ Lt-Th		1	0.116				1	0.128	0%	0	353	1	0.128	0	353	1	0.128										
	↓ Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000										
	↓ Th-Rt		0	0.000				0	0.000	0%	0	17	0	0.000	0	17	0	0.000										
	↘ Right	183	1	0.015	16	0	199	1	0.014	0%	0	199	1	0.008	0	199	1	0.008										
↔ Shared		0	0.000				0	0.000	0%	0	199	0	0.000	0	199	0	0.000											
Eastbound	↵ Left	318	2	0.114	29	8	355	2	0.127	24%	18	373	2	0.133	0	373	2	0.133										
	↵ Lt-Th		0	0.000				0	0.000	0%	0	373	0	0.000	0	373	0	0.000										
	↑ Thru	1128	1	0.359	102	186	1416	1	0.454	0%	0	1416	1	0.454	0	1416	1	0.454										
	↑ Th-Rt		1	0.359				1	0.454	0%	0	1416	1	0.454	0	1416	1	0.454										
	↘ Right	21	0	0.000	2	15	38	0	0.000	0%	0	38	0	0.000	0	38	0	0.000										
↔ Shared		0	0.000				0	0.000	0%	0	38	0	0.000	0	38	0	0.000											
Westbound	↵ Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021	0	33	1	0.021										
	↵ Lt-Th		0	0.000				0	0.000	0%	0	33	0	0.000	0	33	0	0.000										
	↑ Thru	1229	2	0.384	111	235	1575	2	0.492	(24%)	20	1595	2	0.498	0	1595	2	0.498										
	↑ Th-Rt		0	0.000				0	0.000	0%	0	1595	0	0.000	0	1595	0	0.000										
	↘ Right	260	1	0.000	23	-5	278	1	0.000	46%	34	312	1	0.000	0	312	1	0.000										
↔ Shared		0	0.000				0	0.000	0%	0	312	0	0.000	0	312	0	0.000											
Critical Volumes:	North-South:	0.125							North-South:	0.149				North-South:	0.150													
	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:	0.543								0.674							0.675												
Level of Service (LOS):	A								B							B												
									PROJECT IMPACT																			
									Change in v/c due to project:				0.000		Δv/c after mitigation:				0.001									
									Significantly impacted?				NO		Fully mitigated?				N/A									

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION					
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 110 112 222									
	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	26	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000	0	50	1	0.031
	↵ Lt-Th		1	0.030				1	0.048	0%	0		1	0.048	0		0	0.000
	↵ Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000	0	19	1	0.012
	↵ Th-Rt		1	0.030				1	0.048	0%	0		1	0.048	0		0	0.000
	↵ Right	55	0	0.000	5	24	84	0	0.000	0%	0	84	0	0.000	0	84	1	0.007
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Southbound	↘ Left	280	1	0.107	25	-4	301	1	0.116	0%	0	301	1	0.116	0	301	1	0.116
	↘ Lt-Th		1	0.110				1	0.119	0%	0		1	0.119	0		1	0.119
	↘ Thru	28	0	0.000	3	2	33	0	0.000	0%	0	33	0	0.000	0	33	0	0.000
	↘ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↘ Right	449	1	0.281	40	7	496	1	0.310	0%	0	496	1	0.310	0	496	1	0.310
↘ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Eastbound	↵ Left	193	2	0.067	17	10	220	2	0.077	24%	26	246	2	0.086	0	246	2	0.086
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↵ Thru	1256	1	0.405	113	228	1597	1	0.520	0%	0	1597	1	0.520	0	1597	1	0.520
	↵ Th-Rt		1	0.405				1	0.520	0%	0		1	0.520	0		1	0.520
	↵ Right	40	0	0.000	4	22	66	0	0.000	0%	0	66	0	0.000	0	66	0	0.000
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Westbound	↘ Left	43	1	0.027	4	25	72	1	0.045	0%	0	72	1	0.045	0	72	1	0.045
	↘ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↘ Thru	1310	2	0.409	118	233	1661	2	0.519	(24%)	27	1688	2	0.527	0	1688	2	0.527
	↘ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↘ Right	142	1	0.001	13	-6	149	1	-0.001	46%	51	200	1	0.031	0	200	1	0.031
↘ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Critical Volumes:	North-South: 0.311			North-South: 0.358					North-South: 0.358				North-South: 0.342					
	East-West: 0.476			East-West: 0.596					East-West: 0.613				East-West: 0.613					
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.837			1.004					1.021				1.005					
Level of Service (LOS):	D			F					F				F					
PROJECT IMPACT																		
Change in v/c due to project:											0.017		Δv/c after mitigation:				0.001	
Significantly impacted?											YES		Fully mitigated?				YES	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	AM PEAK HOUR		

Project Description 2030 + PROJECT	
East/West Street: RANCHO 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	48	20	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	48	20	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)						38
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	38
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			38			
C (m) (veh/h)		1245			887			
v/c		0.02			0.04			
95% queue length		0.05			0.13			
Control Delay (s/veh)		7.9			9.2			
LOS		A			A			
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	PM PEAK HOUR		

Project Description 2030 + PROJECT	
East/West Street: RANCHO 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	52	22	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	52	22	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)						82
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	82
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)		22			82			
C (m) (veh/h)		911			701			
v/c		0.02			0.12			
95% queue length		0.07			0.40			
Control Delay (s/veh)		9.0			10.8			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	MALIBU CYN. RD & RANCHO DRWY
Agency/Co.	OTC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	SAT MID-DAY PEAK HOUR		

Project Description 2030 + PROJECT	
East/West Street: RANCHO 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	77	33	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	77	33	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)						112
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	112
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)		33			112			
C (m) (veh/h)		1102			809			
v/c		0.03			0.14			
95% queue length		0.09			0.48			
Control Delay (s/veh)		8.4			10.2			
LOS		A			B			
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

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							In	Out	Total		
East/West Street: Civic Center Way	east-west split									AM	68	38	106		
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	18	3	221	2	0.069	(25%)	10	231	2	0.072		
	↵ Thru	200	0.000	2	0	25	1	0.000	(75%)	29	54	1	0.000		
	↵ Th-Rt	23	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
	↵ Right	23	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
↵ Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000			
Southbound	↵ Left	19	0.012	2	0	21	1	0.013	0%	0	21	1	0.013		
	↵ Lt-Th	0	0.000	105	51	1327	2	0.415	25%	17	1344	2	0.420		
	↵ Thru	1171	0.366	0	0	0	0	0.000	0%	0	0	0	0.000		
	↵ Th-Rt	0	0.000	18	-8	209	1	0.000	0%	0	209	1	0.000		
	↵ Right	199	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
↵ Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000			
Eastbound	↵ Left	23	0.013	2	-2	23	1	0.012	0%	0	23	1	0.012		
	↵ Lt-Th	1	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	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000		
	↵ Right	9	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000		
↵ Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000			
Westbound	↵ Left	16	0.010	1	0	17	1	0.011	5%	3	20	1	0.013		
	↵ Lt-Th	0	0.000	8	-16	84	1	0.053	0%	0	84	1	0.053		
	↵ Thru	92	0.058	0	0	0	0	0.000	0%	0	0	0	0.000		
	↵ Th-Rt	0	0.000	19	22	249	1	0.000	0%	0	249	1	0.000		
	↵ Right	208	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
↵ Shared	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		North-South:	0.427	
	East-West:	0.070								East-West:	0.065		East-West:	0.065	
	Loss Time:	0.050								Loss Time:	0.050		Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.502									0.537			0.542		
Level of Service (LOS):	A									A			A		
PROJECT IMPACT															
Change in v/c due to project:												0.005			
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	68	38	106		
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	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%)	21	617	2	0.193
	↵ Th-Rt	27	0	0.000	2	0	29	0	0.000	0%	62	91	1	0.000
	↵ Shared	0	0	0.000				0	0.000	(75%)			0	0.000
Southbound	↵ Left	186	1	0.116	17	46	249	1	0.155	0%	0	249	1	0.155
	↵ Lt-Th	464	0	0.000	42	11	517	2	0.161	25%	19	536	2	0.167
	↵ Thru	44	1	0.000	4	-2	46	1	0.000	0%	0	46	1	0.000
	↵ Th-Rt	0	0	0.000				0	0.000	0%	0	46	0	0.000
	↵ Shared	0	0	0.000				0	0.000	0%	0	46	0	0.000
Eastbound	↵ Left	234	1	0.117	21	-6	249	1	0.122	0%	0	249	1	0.122
	↵ Lt-Th	103	0	0.000	9	-11	101	0	0.000	0%	0	101	0	0.000
	↵ Thru	37	1	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000
	↵ Th-Rt	0	0	0.000				0	0.000	0%	0	29	0	0.000
	↵ Shared	0	0	0.000				0	0.000	0%	0	29	0	0.000
Westbound	↵ Left	17	1	0.011	2	0	19	1	0.012	5%	4	23	1	0.014
	↵ Lt-Th	35	0	0.000	3	-5	33	1	0.021	0%	0	33	1	0.021
	↵ Thru	609	1	0.000	55	63	727	1	0.000	0%	0	727	1	0.000
	↵ Th-Rt	0	0	0.000				0	0.000	0%	0	727	0	0.000
	↵ Shared	0	0	0.000				0	0.000	0%	0	727	0	0.000
Critical Volumes:	North-South: 0.159		East-West: 0.139		Total: 0.050		North-South: 0.173		East-West: 0.142		Total: 0.050			
Volume/capacity (v/c) ratio:	0.348						0.366				0.372			
Level of Service (LOS):	A						A				A			
PROJECT IMPACT														
Change in v/c due to project:									0.006					
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 110 112 222				
East/West Street: Civic Center Way	east-west split													
WEEKEND PM Peak: 11:45 PM	Counts			+ Amb.	+ Area	= Total				+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound	↵ Left	29	1	0.018	3	-6	26	1	0.016	0%	0	26	1	0.016
	↵ Lt-Th		0	0				0	0	0%	0	26	0	0
	→ Thru	296	2	0.093	27	17	340	2	0.106	(25%)	28	368	2	0.115
	↘ Th-Rt		0	0				0	0	0%	0	368	0	0
	↘ Right	22	1	0.014	2	0	24	1	0.015	(75%)	84	108	1	0.067
↘ Shared		0	0				0	0	0%	0	108	0	0	
Southbound	↵ Left	233	1	0.146	21	63	317	1	0.198	0%	0	317	1	0.198
	↵ Lt-Th		0	0				0	0	0%	0	317	0	0
	→ Thru	766	2	0.239	69	13	848	2	0.265	25%	28	876	2	0.274
	↘ Th-Rt		0	0				0	0	0%	0	876	0	0
	↘ Right	28	1	0.018	3	-3	28	1	0.017	0%	0	28	1	0.017
↘ Shared		0	0				0	0	0%	0	28	0	0	
Eastbound	↵ Left	29	1	0.021	3	-2	30	1	0.021	0%	0	30	1	0.021
	↵ Lt-Th		1	0.021				1	0.021	0%	0	30	1	0.021
	→ Thru	32	0	0	3	-4	31	0	0	0%	0	31	0	0
	↘ Th-Rt		0	0				0	0	0%	0	31	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	24	0	0	
Westbound	↵ Left	21	1	0.013	2	0	23	1	0.014	5%	6	29	1	0.018
	↵ Lt-Th		0	0				0	0	0%	0	29	0	0
	→ Thru	28	1	0.018	3	-6	25	1	0.015	0%	0	25	1	0.015
	↘ Th-Rt		0	0				0	0	0%	0	25	0	0
	↘ Right	179	1	0.112	16	60	255	1	0.159	0%	0	255	1	0.159
↘ Shared		0	0				0	0	0%	0	255	0	0	
Critical Volumes:	North-South: 0.258			North-South: 0.281						North-South: 0.290				
	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						0.376				
Level of Service (LOS):	A			A						A				
PROJECT IMPACT														
Change in v/c due to project:										0.009				
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	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID MAILBU RANCHO	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	20	56	89	73	11
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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)	27	56	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	0.3	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	0.19	0.06	
hd, final value (s)	6.49	5.65	6.70	6.11	5.70	4.64	5.83	
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	2.3	3.5	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	306	339	334	604	459	317	
Delay (s/veh)	9.53	8.90	10.73	9.82	15.40	9.05	9.24	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.10		10.29		13.04		9.24	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.85							
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	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID RANCHO MALIBU	East/West Street: CIVIC CENTER WAY	North/South Street: WEBB WAY / STUART RANCH ROAD
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Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	22	73	89	76	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	73	89	87	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	0.06	0.08	0.08	0.31	0.19	0.06	
hd, final value (s)	6.51	5.68	6.75	6.16	5.76	4.71	5.91	
x, final value	0.05	0.12	0.17	0.15	0.57	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	4.5	3.9	3.5	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	323	339	337	604	459	317	
Delay (s/veh)	9.57	9.12	10.80	9.93	15.72	9.17	9.34	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.24		10.37		13.29		9.34	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.98							
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	2/2013	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	96	232	203	292	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	119	232	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	0.21	0.18	0.27	0.47	0.14	0.15	
hd, final value (s)	8.53	7.71	8.59	8.05	8.17	7.01	8.42	
x, final value	0.28	0.50	0.48	0.68	1.20	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	5.7	5.9	4.7	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	369	457	415	443	527	408	413	
Delay (s/veh)	14.55	17.77	19.10	26.05	134.88	12.80	16.77	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	16.68		23.26		106.72		16.77	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	54.57							
Intersection LOS	<i>F</i>							

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	2/2013	Analysis Year	2030 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	100	270	203	296	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	123	270	203	307	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	0.24	0.18	0.27	0.47	0.14	0.15	
hd, final value (s)	8.57	7.75	8.71	8.17	8.33	7.17	8.59	
x, final value	0.29	0.58	0.49	0.70	1.22	0.31	0.42	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.4	6.4	5.9	6.0	4.9	6.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	373	457	409	437	527	408	404	
Delay (s/veh)	14.78	20.64	19.55	27.62	144.16	13.12	17.26	
LOS	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	18.81		24.41		113.93		17.26	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	57.26							
Intersection LOS	<i>F</i>							

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	28/2013	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	34	177	166	187	150	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	211	166	187	155	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	0.19	0.15	0.17	0.14	0.21	0.20	0.13	
hd, final value (s)	7.18	6.39	7.63	7.09	7.30	6.26	7.36	
x, final value	0.42	0.29	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	5.3	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)	461	416	437	405	477	479	397	
Delay (s/veh)	15.01	11.73	15.24	12.88	16.46	13.04	13.19	
LOS	C	B	C	B	C	B	B	
Approach: Delay (s/veh)	13.57		14.17		14.78		13.19	
LOS	B		B		B		B	
Intersection Delay (s/veh)	14.10							
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	2/2013	Analysis Year	2030 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *RANCHO MALIBU*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	34	183	218	187	156	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	217	218	187	161	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	0.19	0.19	0.17	0.14	0.21	0.20	0.13	
hd, final value (s)	7.25	6.46	7.77	7.24	7.47	6.43	7.54	
x, final value	0.44	0.39	0.40	0.32	0.49	0.41	0.31	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.2	5.5	4.9	5.2	4.1	5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	467	468	437	411	466	479	397	
Delay (s/veh)	15.45	13.24	15.63	13.37	17.08	13.51	13.55	
LOS	C	B	C	B	C	B	B	
Approach: Delay (s/veh)	14.34		14.58		15.32		13.55	
LOS	B		B		C		B	
Intersection Delay (s/veh)	14.64							
Intersection LOS	B							

Intersection Capacity Utilization (ICU)

Intersection No. 5	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT				
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year						In Out Total				
East/West Street: Civic Center Way										AM 68 38 106 PM 74 82 156				
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		0	0.000				0	0.000	0%	0	0	0.000		
↙ Lt-Th <u>N/B RTOR:</u>	238	1	0.173	21	-8	251	1	0.221	0%	0	251	1 0.221		
↑ Thru Existing: 0%	39	0	0.000	4	60	103	0	0.000	0%	0	103	0 0.000		
↘ Th-Rt Projected: 0%		0	0.000				0	0.000	0%	0	0	0 0.000		
↗ Right	101	1	0.063	9	99	209	1	0.131	0%	0	209	1 0.131		
↕ Shared		0	0.000				0	0.000	0%	0	0	0 0.000		
Southbound														
↖ Left		0	0.000				0	0.000	0%	0	0	0 0.000		
↙ Lt-Th <u>S/B RTOR:</u>	2	0	0.000	0	18	20	0	0.000	0%	0	20	0 0.000		
↓ Thru Existing: 0%	8	0	0.000	1	25	34	0	0.000	0%	0	34	0 0.000		
↘ Th-Rt Projected: 0%		0	0.000				0	0.000	0%	0	0	0 0.000		
↗ Right	2	0	0.000	0	11	13	0	0.000	0%	0	13	0 0.000		
↕ Shared		1	0.008				1	0.042	0%	0	1	1 0.042		
Eastbound														
↖ Left		0	0.000				0	0.000	0%	0	0	0 0.000		
↙ Lt-Th <u>E/B RTOR:</u>	6	1	0.016	1	0	7	1	0.016	0%	0	7	1 0.018		
→ Thru Existing: 0%	20	0	0.000	2	-2	20	0	0.000	(5%)	2	22	0 0.000		
↘ Th-Rt Projected: 0%		0	0.000				0	0.000	0%	0	0	0 0.000		
↗ Right	53	1	0.033	5	-2	56	1	0.035	(46%)	17	73	1 0.045		
↕ Shared		0	0.000				0	0.000	0%	0	0	0 0.000		
Westbound														
↖ Left		1	0.034				1	0.056	0%	0	89	1 0.056		
↙ Lt-Th <u>W/B RTOR:</u>	55	0	0.000	5	29	89	0	0.000	0%	0	89	0 0.000		
← Thru Existing: 0%	58	0	0.000	5	10	73	0	0.000	5%	3	76	0 0.000		
↘ Th-Rt Projected: 0%		1	0.043				1	0.053	0%	0	1	1 0.054		
↗ Right	10	0	0.000	1	0	11	0	0.000	0%	0	11	0 0.000		
↕ Shared		0	0.000				0	0.000	0%	0	0	0 0.000		
Critical Volumes:	North-South:	0.181								North-South:	0.263		North-South:	0.263
	East-West:	0.076								East-West:	0.087		East-West:	0.100
	Loss Time:	0.050								Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.307									0.400			0.413	
Level of Service (LOS):	A									A			A	
PROJECT IMPACT														
Change in v/c due to project:										0.014				
Significantly impacted?										NO				

Intersection Capacity Utilization (ICU)

Intersection No. 5	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT							
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year						In Out Total AM 68 38 106 PM 74 82 156							
East/West Street: Civic Center Way	WEEKDAY PM Peak: 4:45 PM									+ Amb. Growth			+ Area Projects			= Total Volume	
	Counts	Lanes	V / C														
Northbound	↵ Left	0	0.000	39	-2	469	1	0.329	0	0.000	0%	0	469	1	0.329	0	0.000
	↵ Lt-Th <u>N/B RTOR:</u>	1	0.278								0%	0					
	↵ Thru Existing: 0%	12	0.000	1	45	58	0	0.000	0	0.000	0%	0	58	0	0.000	0	0.000
	↵ Th-Rt Projected: 0%	0	0.000				0	0.000	0	0.000	0%	0		0	0.000	0	0.000
	↵ Right	81	1 0.051	7	70	158	1	0.099	0	0.000	0%	0	158	1	0.099	0	0.000
↵ Shared	0	0.000				0	0.000			0%	0		0	0.000			
Southbound	↘ Left	6	0.000	1	35	42	0	0.000	0	0.000	0%	0	42	0	0.000	0	0.000
	↘ Lt-Th <u>S/B RTOR:</u>	0	0.000								0%	0					
	↘ Thru Existing: 0%	34	0.000	3	49	86	0	0.000	0	0.000	0%	0	86	0	0.000	0	0.000
	↘ Th-Rt Projected: 0%	0	0.000				0	0.000	0	0.000	0%	0		0	0.000	0	0.000
	↘ Right	23	0.000	2	21	46	0	0.000	0	0.000	0%	0	46	0	0.000	0	0.000
↘ Shared	1	0.039				1	0.109			0%	0		1	0.109			
Eastbound	↙ Left	4	0.000	0	19	23	0	0.000	0	0.000	0%	0	23	0	0.000	0	0.000
	↙ Lt-Th <u>E/B RTOR:</u>	1	0.046				1	0.075			0%	0		1	0.077		
	↙ Thru Existing: 0%	69	0.000	6	21	96	0	0.000	(5%)	4	100	0	0.000	0	0.000	0	0.000
	↙ Th-Rt Projected: 0%	0	0.000				0	0.000			0%	0		0	0.000	0	0.000
	↙ Right	218	1 0.136	20	-6	232	1	0.145	(46%)	38	270	1	0.169				
↙ Shared	0	0.000				0	0.000			0%	0		0	0.000			
Westbound	↘ Left	94	1 0.059	8	101	203	1	0.127	0%	0	203	1	0.127				
	↘ Lt-Th <u>W/B RTOR:</u>	0	0.000				0	0.000			0%	0		0	0.000		
	↘ Thru Existing: 0%	218	0.000	20	54	292	0	0.000	5%	4	296	0	0.000				
	↘ Th-Rt Projected: 0%	1	0.143				1	0.189			0%	0		1	0.192		
	↘ Right	10	0.000	1	0	11	0	0.000	0%	0	11	0	0.000				
↘ Shared	0	0.000				0	0.000			0%	0		0	0.000			
Critical Volumes:	North-South:	0.317				North-South:	0.438					North-South:	0.438				
	East-West:	0.279				East-West:	0.334					East-West:	0.360				
	Loss Time:	0.050				Loss Time:	0.050					Loss Time:	0.050				
Volume/capacity (v/c) ratio:		0.646					0.822						0.848				
Level of Service (LOS):		B					D						D				
PROJECT IMPACT																	
Change in v/c due to project:														0.026			
Significantly impacted?														YES			

Intersection Capacity Utilization (ICU)

Intersection No. 5	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					Trip <u>In</u> <u>Out</u> <u>Total</u> Gen 1 AM 0 0 0 PM 110 112 222					
East/West Street: Civic Center Way	north-south split													
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	145	0	0	13	-3	155	0	0	0%	0	155	0	0
	↵ Lt-Th		1	0.102				1	0.147	0%			1	0.147
	↑ Thru	18	0	0	2	60	80	0	0	0%	0	80	0	0
	↗ Th-Rt		0	0				0	0	0%	0		0	0
	↘ Right	120	1	0.075	11	98	229	1	0.143	0%	0	229	1	0.143
↔ Shared		0	0				0	0	0%	0		0	0	
Southbound	↘ Left	6	0	0	1	38	45	0	0	0%	0	45	0	0
	↘ Lt-Th		0	0				0	0	0%	0		0	0
	↓ Thru	20	0	0	2	54	76	0	0	0%	0	76	0	0
	↙ Th-Rt		0	0				0	0	0%	0		0	0
	↘ Right	3	0	0	0	23	26	0	0	0%	0	26	0	0
↔ Shared		1	0.018				1	0.092	0%			1	0.092	
Eastbound	↘ Left	7	0	0	1	0	8	0	0	0%	0	8	0	0
	↘ Lt-Th		1	0.083				1	0.132	0%	0	8	1	0.136
	→ Thru	126	0	0	11	66	203	0	0	(5%)	6	209	0	0
	↗ Th-Rt		0	0				0	0	0%	0		0	0
	↘ Right	154	1	0.096	14	-2	166	1	0.104	(46%)	52	218	1	0.136
↔ Shared		0	0				0	0	0%	0		0	0	
Westbound	↘ Left	90	1	0.056	8	89	187	1	0.117	0%	0	187	1	0.117
	↘ Lt-Th		0	0				0	0	0%	0		0	0
	← Thru	93	0	0	8	49	150	0	0	5%	6	156	0	0
	↙ Th-Rt		1	0.061				1	0.097	0%	0		1	0.101
	↘ Right	5	0	0	0	0	5	0	0	0%	0	5	0	0
↔ Shared		0	0				0	0	0%	0		0	0	
Critical Volumes:	North-South: 0.120			North-South: 0.238					North-South: 0.238					
	East-West: 0.139			East-West: 0.249					East-West: 0.253					
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.309			0.537					0.541					
Level of Service (LOS):	A			A					A					
PROJECT IMPACT														
Change in v/c due to project: 0.004														
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			<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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY AM Peak: 8:00 AM	Counts			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	53	1	0.033	5	1	59	1	0.037	1%	1	60	1	0.037	0	60	1	0.037										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	55	0	0	0	55	0	0										
	↑ Thru	48	0	0	4	3	55	0	0	0%	0	55	0	0	0	55	0	0										
	↘ Th-Rt	0	1	0.037	4	3	55	1	0.043	0%	0	55	1	0.043	0	55	1	0.043										
	↘ Right	11	0	0	1	1	13	0	0	0%	0	13	0	0	0	13	0	0										
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0											
Southbound	↵ Left	49	1	0.031	4	-2	51	1	0.034	(45%)	17	68	1	0.040	0	68	1	0.040										
	↵ Lt-Th	0	1	0.031	0	0	0	1	0.034	0%	0	46	1	0.040	0	46	1	0.040										
	↓ Thru	40	0	0.000	4	2	46	0	0.000	(1%)	0	46	0	0.000	0	46	0	0.000										
	↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	91	0	0.000	0	91	0	0.000										
	↘ Right	32	1	0.020	3	56	91	1	0.057	0%	0	91	1	0.057	0	91	1	0.057										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	130	1	0.081	12	148	290	1	0.181	0%	0	290	1	0.181	0	290	2	0.101										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	1766	0	0	0	1766	0	0										
	↑ Thru	1559	3	0.325	140	67	1766	3	0.368	0%	0	1766	3	0.368	0	1766	3	0.368										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	75	0	0	0	75	0	0										
	↘ Right	68	1	0.043	6	1	75	1	0.047	0%	0	75	1	0.047	0	75	1	0.047										
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0											
Westbound	↵ Left	132	1	0.083	12	7	151	1	0.094	0%	0	151	1	0.094	0	151	1	0.094										
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	809	0	0	0	809	0	0										
	↑ Thru	689	2	0.215	62	27	778	2	0.243	45%	31	809	2	0.253	0	809	2	0.253										
	↘ Th-Rt	0	0	0	0	0	0	0	0	0%	0	244	0	0	0	244	0	0										
	↘ Right	231	1	0.144	21	-8	244	1	0.152	0%	0	244	1	0.152	0	244	1	0.152										
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0											
Critical Volumes:	North-South: 0.068 East-West: 0.407 Loss Time: 0.050			North-South: 0.076 East-West: 0.462 LossTime: 0.050					North-South: 0.083 East-West: 0.462 LossTime: 0.050				North-South: 0.083 East-West: 0.462 Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.525			0.588					0.595				0.595															
Level of Service (LOS):	A			A					A				A															
PROJECT IMPACT																												
Change in v/c due to project:											0.007	Δv/c after mitigation:			0.007													
Significantly impacted?											NO	Fully mitigated?			N/A													

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			<u>Ambient Growth</u> 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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway																												
WEEKDAY PM Peak: 4:45 PM	Counts Volume	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	1	0.093	13	2	163	1	0.102	1%	1	164	1	0.103	0	164	1	0.103											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	72	0	0	6	5	83	0	0	0%	0	83	0	0	0	0	0											
	↘ Th-Rt	1	0.063				1	0.073	0%	0	0	1	0.073	0	83	1	0.073											
	↵ Right	29	0	0	3	2	34	0	0	0%	0	34	0	0	34	0	0											
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Southbound	↵ Left	1	0.104	20	-6	237	1	0.113	(45%)	37	274	1	0.126	0	274	1	0.126											
	↵ Lt-Th	1	0.104				1	0.113	0%	0	0	1	0.126	0	0	1	0.126											
	↓ Thru	76	0	0.000	7	5	88	0	0.000	(1%)	1	89	0	0.000	0	89	0	0.000										
	↘ Th-Rt	0	0.000				0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
	↵ Right	69	1	0.043	6	159	234	1	0.146	0%	0	234	1	0.146	0	234	1	0.146										
↕ Shared	0	0.000				0	0.000	0%	0	0	0	0.000	0	0	0	0.000												
Eastbound	↵ Left	1	0.058	8	102	203	1	0.127	0%	0	203	1	0.127	0	203	2	0.071											
	↵ Lt-Th	0	0				0	0	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	0	1485	3	0.309										
	↘ Th-Rt	0	0				0	0	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	0	61	1	0.038										
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Westbound	↵ Left	1	0.141	20	9	254	1	0.159	0%	0	254	1	0.159	0	254	1	0.159											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	1235	2	0.386	111	98	1444	2	0.451	45%	33	1477	2	0.462	0	1477	2	0.462										
	↘ Th-Rt	0	0				0	0	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	0	415	1	0.260										
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0	0											
Critical Volumes:	North-South:	0.167				North-South:	0.186				North-South:	0.199			North-South:	0.199												
	East-West:	0.406				East-West:	0.468				East-West:	0.468			East-West:	0.468												
	Loss Time:	0.050				LossTime:	0.050				LossTime:	0.050			Loss Time:	0.050												
Volume/capacity (v/c) ratio:		0.623					0.704					0.717				0.717												
Level of Service (LOS):		B					C					C				C												
PROJECT IMPACT																												
													Change in v/c due to project:	0.013	Δv/c after mitigation:	0.013												
													Significantly impacted?	NO	Fully mitigated?	N/A												

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 110 112 222									
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	1%	1	141	1	0.088	0	141	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	82	0	0
	Th-Rt		1	0.063				1	0.073	0%			1	0.073	0		1	0.073
	Right Shared	30	0	0	3	2	35	0	0	0%	0	35	0	0	0	35	0	0
Southbound	Left	116	1	0.007	10	-2	124	1	0.008	(45%)	50	174	1	0.010	0	174	1	0.010
	Lt-Th		1	0.075				1	0.083	0%			1	0.101	0		1	0.101
	Thru	101	0	0	9	5	115	0	0	(1%)	1	116	0	0	0	116	0	0
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right Shared	57	1	0	5	154	216	1	0	0%	0	216	1	0	0	216	1	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 Shared	65	1	0.041	6	3	74	1	0.046	0%	0	74	1	0.046	0	74	1	0.046
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%	50	1571	2	0.491	0	1571	2	0.491
	Th-Rt		0	0				0	0	0%			0	0	0	0	0	0
	Right Shared	115	1	0.036	10	2	127	1	0.041	0%	0	127	1	0.025	0	127	1	0.025
Critical Volumes:	North-South:	0.155							North-South:	0.171				North-South:	0.189			
	East-West:	0.499							East-West:	0.669				East-West:	0.685			
	Total:	0.050							Total:	0.050				Total:	0.050			
Volume/capacity (v/c) ratio:	0.704								0.890			0.924						
Level of Service (LOS):	C								D			E						
PROJECT IMPACT																		
Change in v/c due to project:											0.034	Δv/c after mitigation:		-0.052				
Significantly impacted?											YES	Fully mitigated?		YES				

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION			
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 AM 68 38 106 PM 74 82 156							
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	Adjusted Volume	Total Volume	Lanes	V / C
Northbound	Left	4	0.000	0	0	4	0	0.000	0%	0	4	0.000	0	4	0	0.000
	Lt-Th	1	0.003	0	0	1	0	0.003	0%	0	1	0.003	0	1	0	0.003
	Thru	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000
	Th-Rt	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000
	Right	2	0.000	0	0	2	1	0.000	0%	0	2	1.000	0	2	1	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Southbound	Left	80	0.028	7	78	165	1	0.057	0%	0	165	1.057	0	165	1	0.057
	Lt-Th	1	0.028	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Right	63	0.000	6	8	77	1	0.000	0%	0	77	1.000	0	77	1	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Eastbound	Left	92	0.058	8	22	122	1	0.076	0%	0	122	1.076	0	122	1	0.076
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	1623	0.511	146	44	1813	1	0.570	(45%)	17	1830	1.576	0	1830	1	0.576
	Th-Rt	1	0.511	1	0	12	0	0.000	0%	0	12	0.000	0	12	0	0.000
	Right	11	0.000	1	0	12	0	0.000	0%	0	12	0.000	0	12	0	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Westbound	Left	3	0.002	0	0	3	1	0.002	0%	0	3	0.002	0	3	1	0.002
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000
	Thru	1001	0.354	90	12	1103	1	0.437	45%	31	1134	1.447	0	1134	2	0.354
	Th-Rt	1	0.354	1	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000
	Right	131	0.000	12	154	297	0	0.000	0%	0	297	0.000	0	297	1	0.185
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South: 0.031 East-West: 0.513 Loss Time: 0.050			North-South: 0.060 East-West: 0.572 Loss Time: 0.050					North-South: 0.060 East-West: 0.578 LossTime: 0.050				North-South: 0.060 East-West: 0.578 Loss Time: 0.050			
Volume/capacity (v/c) ratio:	0.594			0.682					0.688				0.688			
Level of Service (LOS):	A			B					B				B			
PROJECT IMPACT																
Change in v/c due to project:										0.006		Δv/c after mitigation:		0.006		
Significantly impacted?										NO		Fully mitigated?		N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek 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;">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;">68</td> <td style="text-align: center;">38</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">74</td> <td style="text-align: center;">82</td> <td style="text-align: center;">156</td> </tr> </table>					In	Out	Total	AM	68	38	106	PM	74	82	156				
	In	Out	Total																									
AM	68	38	106																									
PM	74	82	156																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↵ Lt-Th	14	1	0.014	1	0	15	1	0.015	0%	0	15	1	0.015	0	15	1	0.015										
	↑ Thru	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
	↘ Th-Rt	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
	↘ Shared	19	1	0.000	2	0	21	1	0.000	0%	0	21	1	0.000	0	21	1	0.000										
Southbound	↘ Left	1	0.065	17	201	405	1	0.141	0%	0	405	1	0.141	0	405	1	0.141											
	↘ Lt-Th	187	1	0.065	17	201	405	1	0.141	0%	0	405	1	0.141	0	405	1	0.141										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Shared	132	1	0.000	12	33	177	1	0.000	0%	0	177	1	0.000	0	177	1	0.000										
Eastbound	↘ Left	1	0.059	8	19	121	1	0.076	0%	0	121	1	0.076	0	121	1	0.076											
	↘ Lt-Th	94	0	0.000	8	19	121	0	0.000	0%	0	121	0	0.000	0	121	0	0.000										
	↑ Thru	1603	1	0.506	144	73	1820	1	0.574	(45%)	37	1857	1	0.586	0	1857	1	0.586										
	↘ Th-Rt	1603	1	0.506	144	73	1820	1	0.574	0%	37	1857	1	0.586	0	1857	1	0.586										
	↘ Shared	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
Westbound	↘ Left	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011	0	18	1	0.011											
	↘ Lt-Th	15	0	0.000	1	2	18	0	0.000	0%	0	18	0	0.000	0	18	0	0.000										
	↑ Thru	1711	1	0.593	154	63	1928	1	0.718	45%	33	1961	1	0.728	0	1961	2	0.613										
	↘ Th-Rt	1711	1	0.593	154	63	1928	1	0.718	0%	33	1961	1	0.728	0	1961	0	0.000										
	↘ Shared	186	0	0.000	17	166	369	0	0.000	0%	0	369	0	0.000	0	369	1	0.230										
Critical Volumes:	North-South: 0.079			North-South: 0.156					North-South: 0.156				North-South: 0.156															
	East-West: 0.652			East-West: 0.794					East-West: 0.804				East-West: 0.689															
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				Loss Time: 0.050															
Volume/capacity (v/c) ratio:	0.781			1.000					1.010				0.895															
Level of Service (LOS):	C			E					F				D															
PROJECT IMPACT																												
Change in v/c due to project:										0.010	Δv/c after mitigation:			-0.105														
Significantly impacted?										YES	Fully mitigated?			YES														

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION					
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	110	112	222					
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	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000
	Lt-Th		1	0.014				1	0.015	0%	0		1	0.015	0		1	0.015
	Thru	6	0	0.000	1	0	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Right	46	1	0.000	4	0	50	1	0.000	0%	0	50	1	0.000	0	50	1	0.000
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Southbound	Left	209	1	0.073	19	195	423	1	0.147	0%	0	423	1	0.147	0	423	1	0.147
	Lt-Th		1	0.073				1	0.147	0%	0		1	0.147	0		1	0.147
	Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Right	109	1	0.000	10	23	142	1	0.000	0%	0	142	1	0.000	0	142	1	0.000
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Eastbound	Left	144	1	0.090	13	26	183	1	0.114	0%	0	183	1	0.114	0	183	1	0.114
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Thru	1439	1	0.460	130	96	1665	1	0.531	(45%)	50	1715	1	0.547	0	1715	1	0.547
	Th-Rt		1	0.460				1	0.531	0%	0		1	0.547	0		1	0.547
	Right	33	0	0.000	3	0	36	0	0.000	0%	0	36	0	0.000	0	36	0	0.000
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Westbound	Left	24	1	0.015	2	2	28	1	0.018	0%	0	28	1	0.018	0	28	1	0.018
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	Thru	1625	1	0.573	146	77	1848	1	0.717	45%	50	1898	1	0.732	0	1898	2	0.593
	Th-Rt		1	0.573				1	0.717	0%	0		1	0.732	0		0	0.593
	Right	209	0	0.000	19	217	445	0	0.000	0%	0	445	0	0.000	0	445	1	0.278
Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Critical Volumes:	North-South:	0.086							North-South:	0.162				North-South:	0.162			
	East-West:	0.663							East-West:	0.831				East-West:	0.708			
	Loss Time:	0.050							Loss Time:	0.050				Total:	0.050			
Volume/capacity (v/c) ratio:	0.799								1.043			1.059						
Level of Service (LOS):	C								F			F						
PROJECT IMPACT																		
Change in v/c due to project:										0.016	Δv/c after mitigation:		-0.123					
Significantly impacted?										YES	Fully mitigated?		YES					

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	68	38	106
WEEKDAY AM Peak: 7:30 AM	Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	= Total	Lanes	V / C
	Volume			Growth	Projects	Volume			Volume	Volume		
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 not part of signal	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	1	0
Eastbound												
↵ Left	2	1	0.001	0	0	2	1	0.001	0%	0	2	1
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
→ Thru	1672	2	0.523	151	100	1923	2	0.601	(45%)	17	1940	2
↗ 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
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↑ Thru	1202	2	0.376	108	178	1488	2	0.465	45%	31	1519	2
↗ 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	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:	0.603			East-West:	0.610	
	Loss Time:	0.050				Loss Time:	0.050			LossTime:	0.050	
Volume/capacity (v/c) ratio:		0.576					0.653				0.660	
Level of Service (LOS):		A					B				B	
PROJECT IMPACT												
Change in v/c due to project:												0.007
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							<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway										AM	68	38	106
WEEKDAY 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	0	0%	0	0	0	0
↳ Lt-Th	0	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	0
↳ Th-Rt	0	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	0
↳ Shared	0	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	0
↳ Lt-Th	0	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	0
↳ Th-Rt	0	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	0
↳ Shared	3	1	0.004	0	0	3	1	0.004	0%	0	3	1	0.004
Eastbound													
↳ Left	0	1	0.000	0	0	0	1	0.000	0%	0	0	1	0.000
↳ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
↳ Thru	1799	2	0.562	162	263	2224	2	0.695	(45%)	37	2261	2	0.707
↳ 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	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	0.000
↳ Thru	1937	2	0.605	174	230	2341	2	0.732	45%	33	2374	2	0.742
↳ 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: 0.004			North-South: 0.004						North-South: 0.004			
	East-West: 0.605			East-West: 0.732						East-West: 0.742			
	Total: 0.050			Total: 0.050						Total: 0.050			
Volume/capacity (v/c) ratio:	0.659			0.786						0.796			
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.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 110 112 222				
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	0.000	
↵ 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%)	50	2158	2 0.674	
→ 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%	50	2381	2 0.744	
→ 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: 0.747				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.639			0.782					0.797				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project: 0.015													
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							In	Out	Total
East/West Street: Pacific Coast Highway										AM	68	38	106
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	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%	14	0	0	1	0	15	0	0	0%	0	15	0
	↘ Right	14	1	0.017	1	0	15	1	0.018	0%	0	15	1
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
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%)	17	1782	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%	31	1518	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			North-South: 0.018			
	East-West: 0.471			East-West: 0.551			East-West: 0.551			East-West: 0.557			
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050			
Volume/capacity (v/c) ratio:	0.538			0.619			0.619			0.625			
Level of Service (LOS):	A			B			B			B			
PROJECT IMPACT													
Change in v/c due to project:											0.006		
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	68	38	106	
									PM	74	82	156	
WEEKDAY 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	22	1	0.021	2	0	24	1	0.023	0%	0	24	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	151	272	2099	2	0.656	(45%)	37	2136	2	
↳ 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	162	241	2208	2	0.690	45%	33	2241	2	
↳ 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:	0.700				East-West:	0.711	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.644					0.773					0.784		
Level of Service (LOS):	B					C					C		
PROJECT IMPACT													
Change in v/c due to project:												0.011	
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 110 112 222				
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	0	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%)	50	1958	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%	50	2314	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:	0.740	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.648					0.796					0.812	
Level of Service (LOS):		B					C					D	
PROJECT IMPACT													
Change in v/c due to project:											0.016		
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	68	38	106	
WEEKDAY AM Peak: 7:45 AM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</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</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>		
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	1	0	0	0	0	1	0	0	0%	0	1	0	
	↗ Th-Rt	35	0	0	3	3	41	0	0	1%	1	42	0	
	↘ Right	35	0	0	3	3	41	0	0	0%	1	42	0	
↕ Shared	35	1	0.048	3	3	41	1	0.054	0%	1	42	1	0.054	
Eastbound	↵ Left	23	1	0.014	2	2	27	1	0.017	(1%)	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	(44%)	17	1791	1	0.560
	↗ Th-Rt	1535	1	0.480	138	101	1774	1	0.554	0%	0	0	0	0
	↘ 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	44%	30	1465	2	0.458
	↗ Th-Rt	1197	0	0	108	130	1435	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	27	0	0	2	0	29	0	0	0%	0	29	0	0	
Critical Volumes:	North-South: 0.049			North-South: 0.055			North-South: 0.055			North-South: 0.055				
	East-West: 0.482			East-West: 0.556			East-West: 0.556			East-West: 0.562				
	Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.581			0.661			0.661			0.667				
Level of Service (LOS):	A			B			B			B				
PROJECT IMPACT														
Change in v/c due to project:											0.006			
Significantly impacted?											NO			

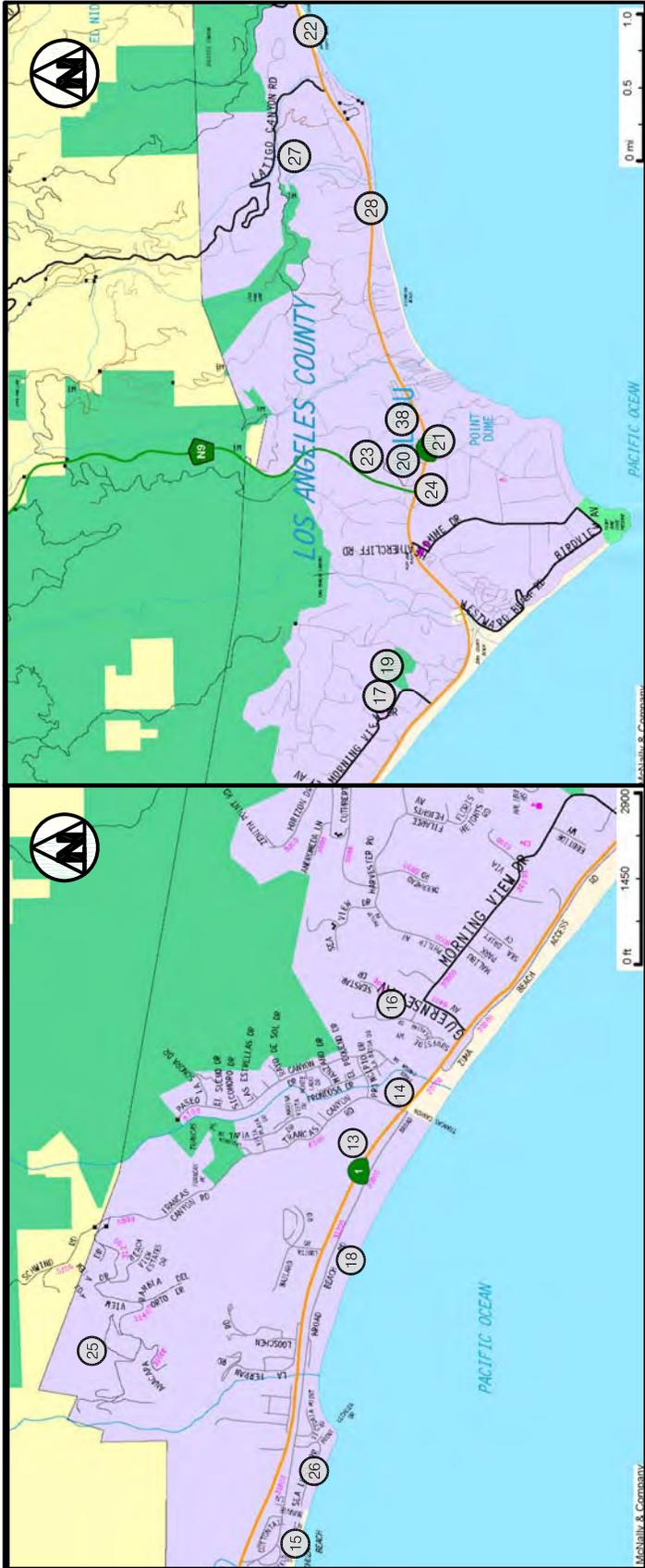
Intersection Capacity Utilization (ICU)

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	68	38	106		
WEEKDAY									PM	74	82	156		
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	
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0	
↘ Th-Rt		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	0.018	0%			1	0.018	
Southbound														
↙ Left	30	0	0	3	0	33	0	0	0%	0	33	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	34	0	0	3	10	47	0	0	1%	1	48	0	0	
↔ Shared		1	0.041				1	0.051	0%			1	0.052	
Eastbound														
↙ Left	41	1	0.026	4	10	55	1	0.034	(1%)	1	56	1	0.035	
↙ Lt-Th		0	0				0	0	0%			0	0	
→ Thru	1699	1	0.531	153	200	2052	1	0.641	(44%)	36	2088	1	0.652	
↘ Th-Rt		1	0.531				1	0.641	0%			1	0.652	
↘ Right	17	0	0	2	0	19	0	0	0%	0	19	0	0	
↔ Shared		0	0				0	0	0%			0	0	
Westbound														
↙ Left	18	1	0.011	2	0	20	1	0.012	0%	0	20	1	0.012	
↙ Lt-Th		0	0				0	0	0%			0	0	
← Thru	1787	2	0.558	161	187	2135	2	0.667	44%	33	2168	2	0.677	
↘ Th-Rt		0	0				0	0	0%			0	0	
↘ Right	39	1	0.024	4	0	43	1	0.027	0%	0	43	1	0.027	
↔ Shared		0	0				0	0	0%			0	0	
Critical Volumes:	North-South:	0.057		North-South:					0.069		North-South:			0.070
	East-West:	0.584		East-West:					0.701		East-West:			0.712
	Total:	0.050		Total:					0.050		Total:			0.050
Volume/capacity (v/c) ratio:	0.691			0.820					0.832					
Level of Service (LOS):	B			D					D					
PROJECT IMPACT														
Change in v/c due to project:										0.012				
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 110 112 222				
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	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	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	4	10	55	0	0	0%	1	56	0	0
↕ Shared		1	0.048				1	0.059	1%		1	0.059	
Eastbound													
↪ Left	28	1	0.018	3	10	41	1	0.025	(1%)	1	42	1	0.026
↪ Lt-Th		0	0				0	0	0%		0	0	0
→ Thru	1424	1	0.445	128	228	1780	1	0.556	(44%)	49	1829	1	0.572
↪ Th-Rt		1	0.445				1	0.556	0%		1	0.572	
↪ Right	44	0	0	4	0	48	0	0	0%	0	48	0	0
↕ Shared		0	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	0
← Thru	1733	2	0.542	156	231	2120	2	0.662	44%	48	2168	2	0.677
↪ Th-Rt		0	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	0
Critical Volumes:	North-South: 0.069								North-South: 0.082			North-South: 0.082	
	East-West: 0.560								East-West: 0.687			East-West: 0.703	
	Loss Time: 0.050								Loss Time: 0.050			Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.679								0.819			0.835	
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
										Change in v/c due to project:	0.016		
										Significantly impacted?	NO		

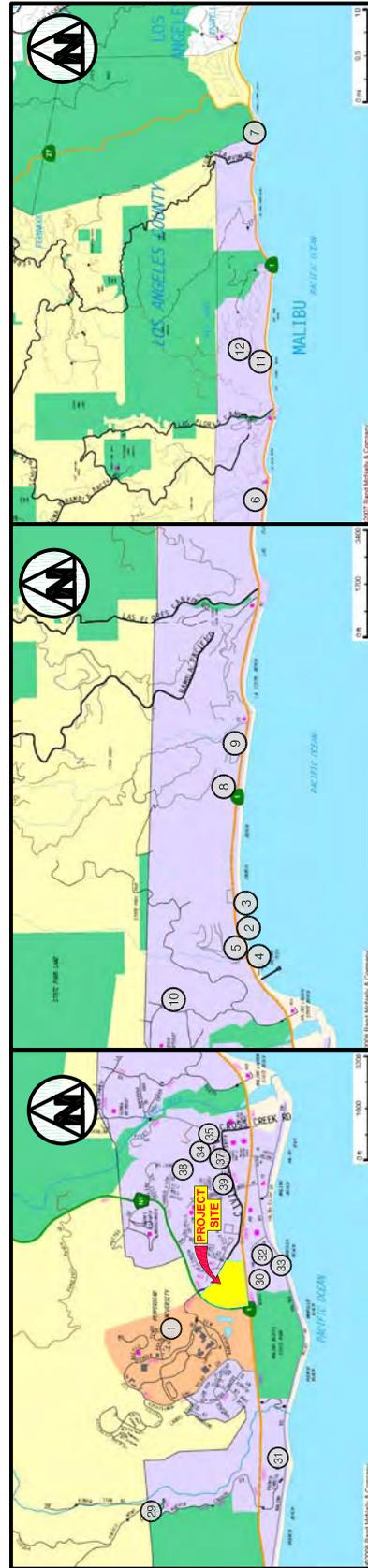
APPENDIX H
RELATED PROJECT INFORMATION



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

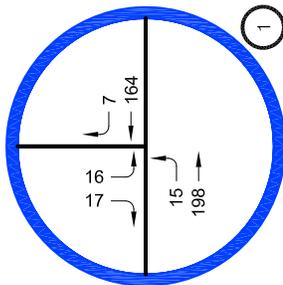
West Malibu

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 sf total (27,695 sf existing; 25,728 sf 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 sf of new construction, 12,509 sf 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 sf total (2,881 sf existing; 3,152 sf 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 sf and 6,984 sf	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 sf	B. Blue
Sea Level	2 NSFR (infill) and road widening project	31864 and 31866 Sea Level Dr	UPR	2,185 sf and 1,925 sf; 2,000 sf; 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 sf 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

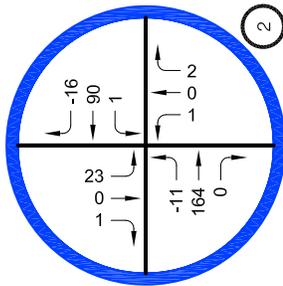
City of Malibu Cumulative Projects Listing
Updated August 1, 2012

Acronyms

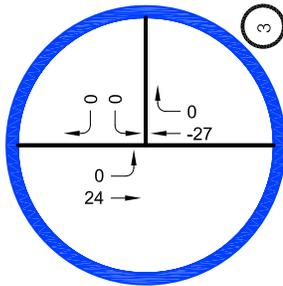
ac = acres
BPC = in building plan check
CCC = California Coastal Commission
CCD = Cross Creek Drive
CCW = Civic Center Way
CDP = coastal development permit
LLA = lot line adjustment
MCR = Malibu Canyon Road
NSFR = new, single-family residence
PA = planning approval / CDP received
PCH = Pacific Coast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



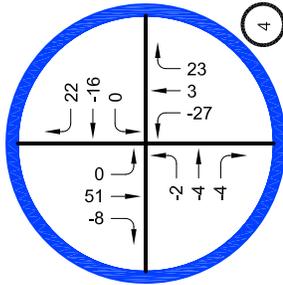
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



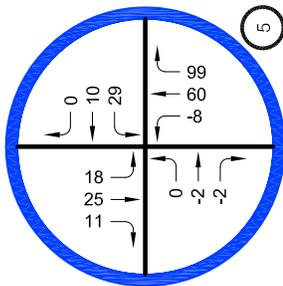
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



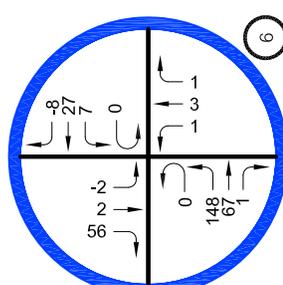
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



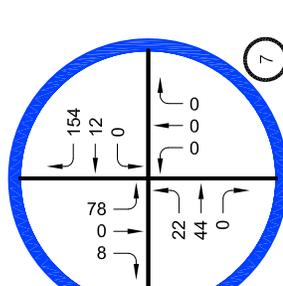
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



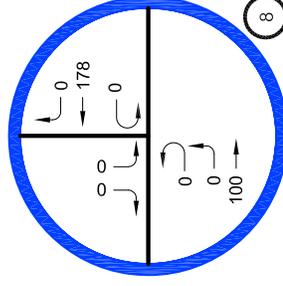
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



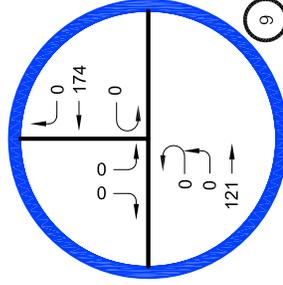
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



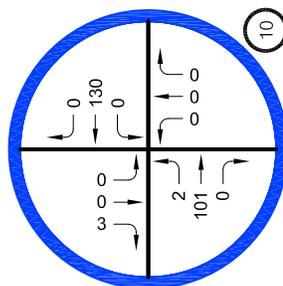
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

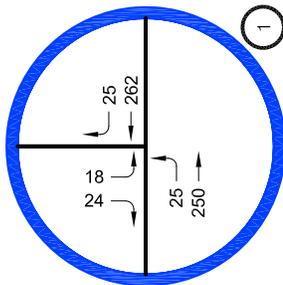


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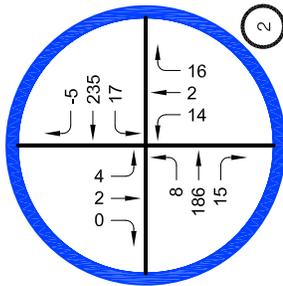
EXHIBIT H1

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME WEEKDAY AM PEAK HOUR

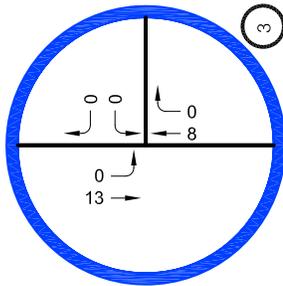
Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



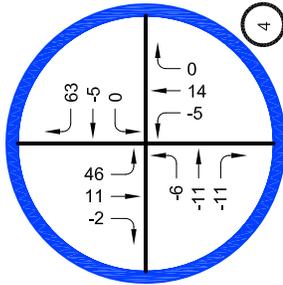
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



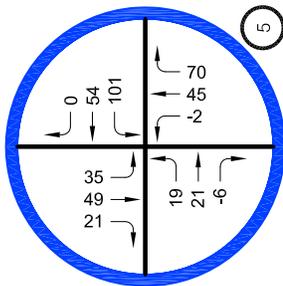
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



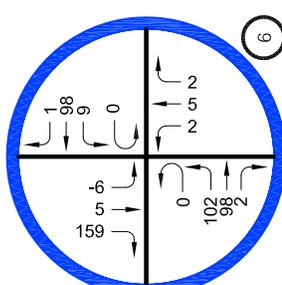
3 MALIBU CANYON ROAD & FUTURE RANCHO MALIBU DRIVEWAY



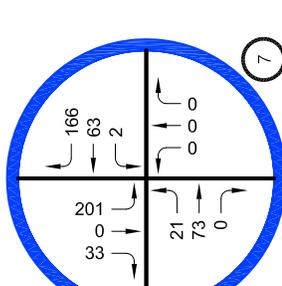
4 MALIBU CANYON ROAD & CIVIC CENTER WAY



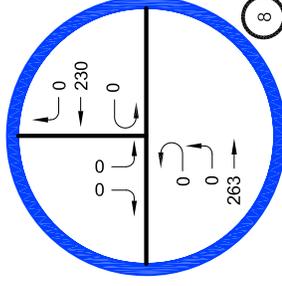
5 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



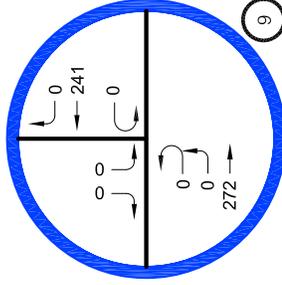
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



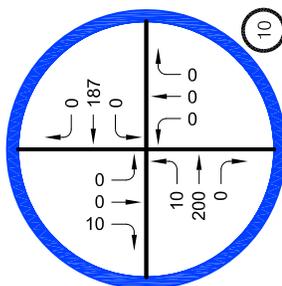
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



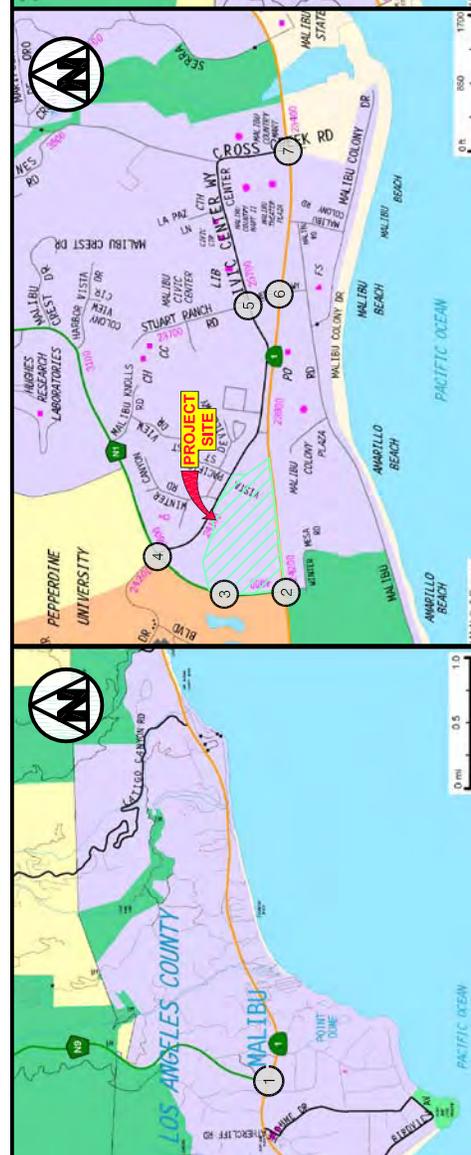
8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



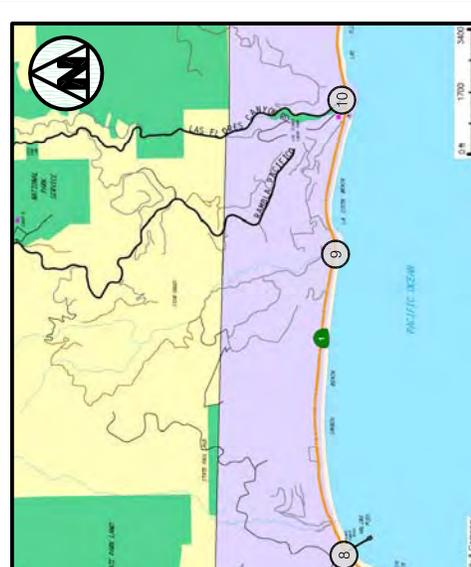
9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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



CIVIC CENTER STUDY AREA



EAST STUDY AREA

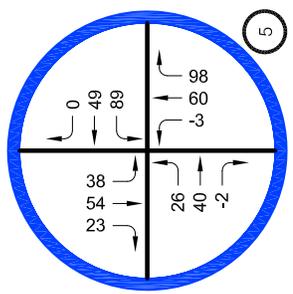


WEST STUDY AREA

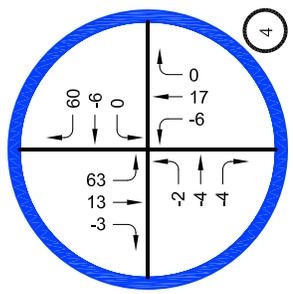
EXHIBIT H2

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME WEEKDAY PM PEAK HOUR

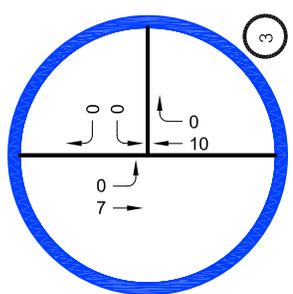
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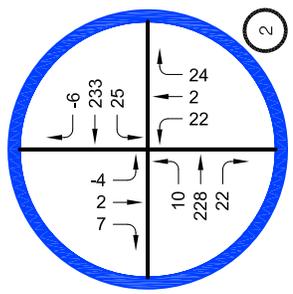
5
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



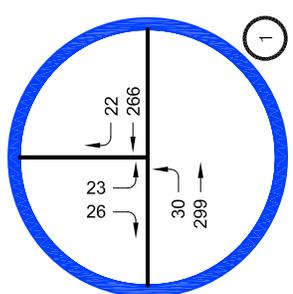
4
MALIBU CANYON ROAD &
CIVIC CENTER WAY



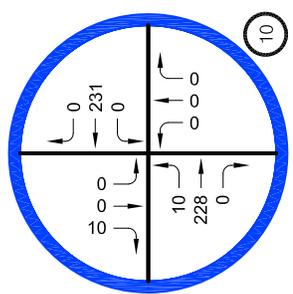
3
MALIBU CANYON ROAD &
FUTURE RANCHO MALIBU
DRIVEWAY



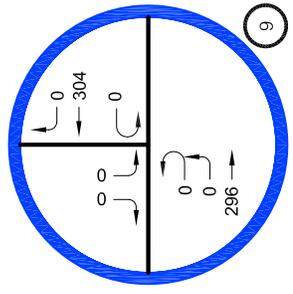
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



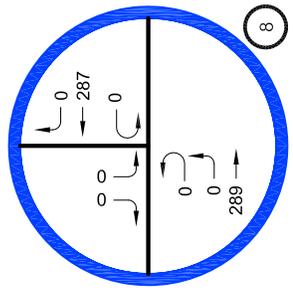
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



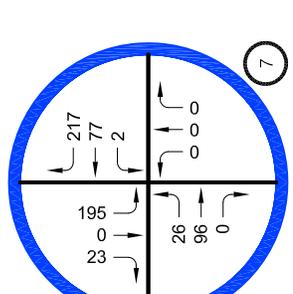
10
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



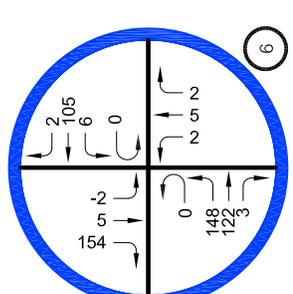
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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

EXHIBIT H3

CUMULATIVE RELATED PROJECTS TRAFFIC VOLUME
SATURDAY MID-DAY PEAK HOUR

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

APPENDIX H
MUTCD TRAFFIC SIGNAL WARRANTS

Warrants Summary												
Information												
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY									
Agency/Co	OTC	Jurisdiction	CITY OF MALIBU									
Date Performed	12/2012	Units	U.S. Customary									
Project ID	RANCHO MALIBU	Time Period Analyzed	PM PEAK HOUR									
East/West Street	CIIVIC CENTER WAY	North/South Street	WEBB WAY / STUART RANCH ROAD									
File Name	2016 Warrants1.xhy	Major Street	East-West									
Project Description <i>RANCHO MALIBU</i>												
General						Roadway Network						
Major Street Speed (mph)	40	<input type="checkbox"/>	Population < 10,000				Two Major Routes			<input type="checkbox"/>		
Nearest Signal (ft)	0	<input type="checkbox"/>	Coordinated Signal System				Weekend Count			<input type="checkbox"/>		
Crashes (per year)	0	<input type="checkbox"/>	Adequate Trials of Alternatives				5-yr Growth Factor			0		
Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	0	1	1	1	1	0	0	1	1	0	1	0
Lane usage		LT	R	L	TR			LT	R		LTR	
Vehicle Volume Averages (vph)	1	8	21	16	24	0	38	4	12	3	7	3
Peds (ped/h) / Gaps (gaps/h)	--	/	--	--	/	--	--	/	--	--	/	--
Delay (s/veh) / (veh-hr)	--	/	--	--	/	--	--	/	--	--	/	--
Warrant 1: Eight-Hour Vehicular Volume												<input type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
Warrant 2: Four-Hour Vehicular Volume												<input type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
Warrant 3: Peak Hour												<input checked="" type="checkbox"/>
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--												<input type="checkbox"/>
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input checked="" type="checkbox"/>
Warrant 4: Pedestrian Volume												<input type="checkbox"/>
4 A. Pedestrian Volumes (Four hours --or-- one hour) --and--												<input type="checkbox"/>
4 B. Gaps Same Period (Four hours --or-- one hour)												<input type="checkbox"/>
Warrant 5: School Crossing												<input type="checkbox"/>
5. Student Volumes --and--												<input type="checkbox"/>
5. Gaps Same Period												<input type="checkbox"/>
Warrant 6: Coordinated Signal System												<input type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>
Warrant 7: Crash Experience												<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--												<input type="checkbox"/>
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--												<input type="checkbox"/>
7 C. 80% Volumes for Warrants 1A, 1B --or-- 4 are satisfied												<input type="checkbox"/>
Warrant 8: Roadway Network												<input type="checkbox"/>
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--												<input type="checkbox"/>
8 B. Weekend Volume (Five hours total)												<input type="checkbox"/>

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

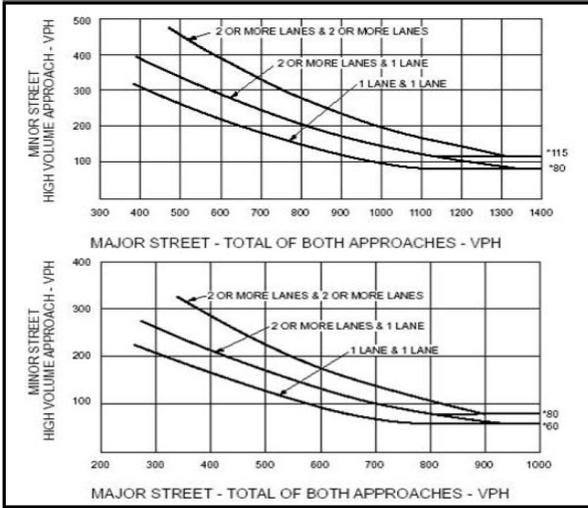
Warrants Volume

Information			
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co	OTC	Jurisdiction	CITY OF MALIBU
Date Performed	12/2012	Units	U.S. Customary
Project ID	RANCHO MALIBU	Time Period Analyzed	PM PEAK HOUR
East/West Street	CIVIC CENTER WAY	North/South Street	WEBB WAY / STUART RANCH ROAD
File Name	2016 Warrants1.xhy	Major Street	East-West
Project Description <i>RANCHO MALIBU</i>			

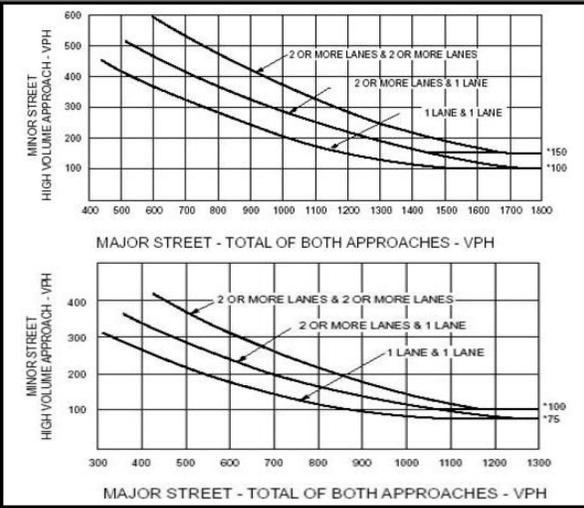
Warrant 1

Condition A - Minimum Vehicular Volume						Condition B - Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)			Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c	Major Street	Minor Street	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1.....	1.....	500	400	350	150	120	105	1.....	1.....	750	600	525	75	60	53
2 or more...	1.....	600	480	420	150	120	105	2 or more...	1.....	900	720	630	75	60	53
2 or more...	2 or more...	600	480	420	200	160	140	2 or more...	2 or more...	900	720	630	100	80	70
1.....	2 or more...	500	400	350	200	160	140	1.....	2 or more...	750	600	525	100	80	70

Warrant 2

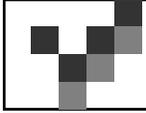


Warrant 3



Volume Summary

Hours	Major Street Lanes 2+			Minor Street Lanes 2+		Speed		Population		
	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	0	0	0	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	0	0	0	No	No	No	No	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	882	668	1721	Yes	Yes	No	Yes	Yes	No	Yes
18-19	0	0	0	No	No	No	No	No	No	No
Totals	882	668	1721	1	1	0	1	1	0	1



Overland Traffic Consultants, Inc.

APPENDIX J
CITY OF MALIBU MUNICIPAL CODE SECTION 17.48.030

17.48.030 Specific parking requirements.

Parking shall be provided in accordance with the list of uses under this section. Where the standards result in a fraction, the next larger whole number shall be the number of spaces required. For additions to existing development, the increased parking requirement shall be based only on the addition. A minimum of two spaces shall be provided for any use or development regardless of the size or scope of the use or development. The minimum size for a residential parking space shall be eighteen (18) feet long by ten (10) feet wide. If the specific use is not listed in the following table, the parking requirements listed in each zone district shall apply.

Parking Standards

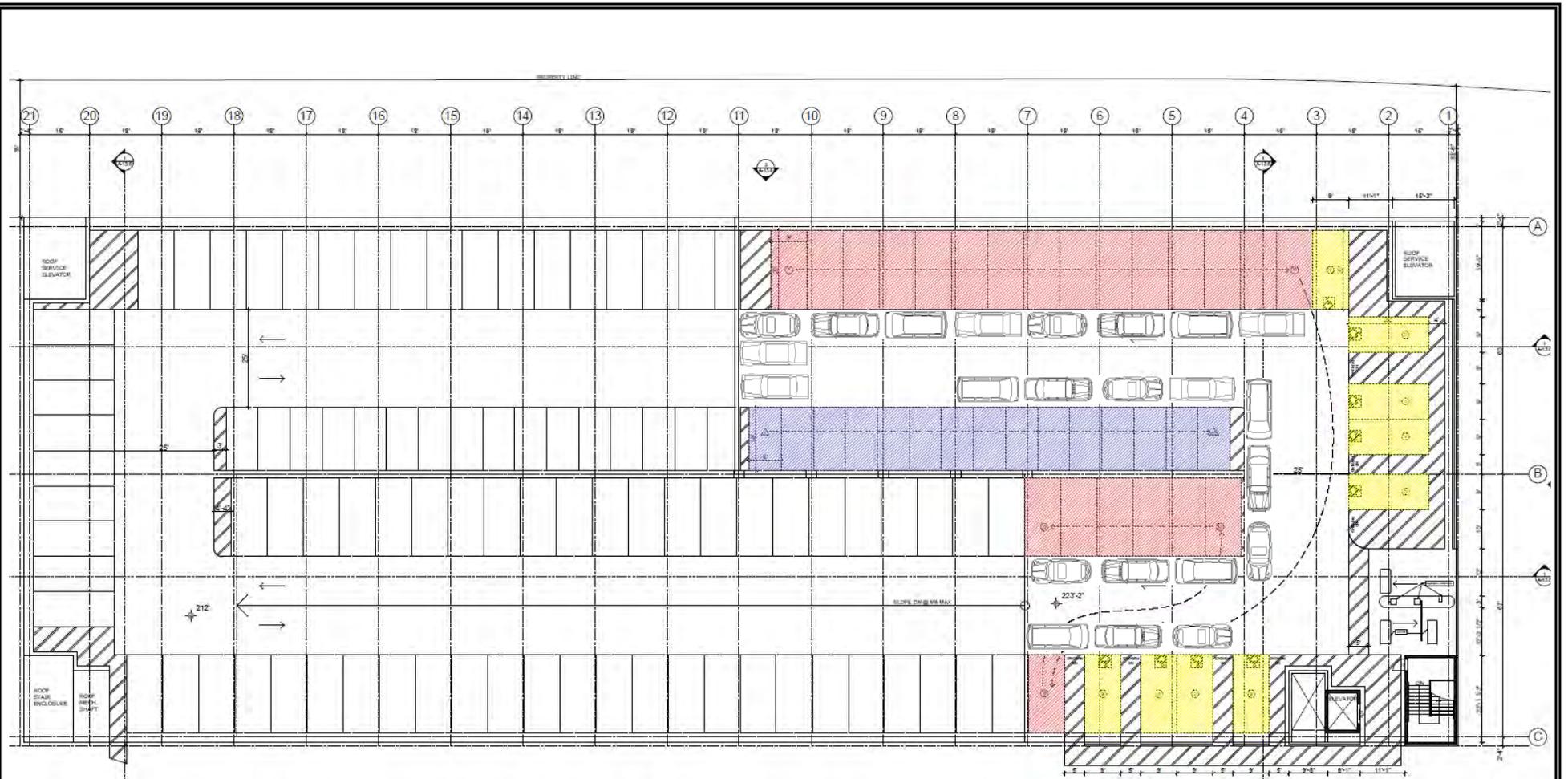
A. Residential Units.	
Single-family units	For each two enclosed and two unenclosed spaces.
Multifamily units	For each efficiency dwelling unit, two spaces which shall be either enclosed or covered. For each one-bedroom or two-bedroom unit, three spaces, two of which shall be enclosed. For each additional bedroom above two, one space which shall be enclosed or covered. Guest parking for each four units or fraction thereof, one space.
Home occupations	One parking space for each employee and one parking space for each client shall be provided.
Mobilehome parks	For each mobilehome space, two spaces. Guest parking for each four units or fraction thereof, one space.
B. Visitor-Serving Commercial Uses.	
Hotel	Two spaces for each room, plus one space for the average, per-shift number of employees, plus one space for each one hundred (100) square feet of gross floor area used for consumption of food or beverages, or public recreation areas, plus one space for each five fixed seats, or for every thirty-five (35) square feet of assembly area where there are no fixed seats in meeting rooms or other assembly areas.
Motel or motor hotel	One space for each keyed room, plus one space for the average, per-shift number of employees
Boarding/lodging houses, student housing, dormitories, and fraternity/ sorority houses	Two spaces for each three guest rooms, plus two spaces for each dwelling unit. In dormitories, each one hundred (100) square feet of gross floor area shall be considered equivalent to one guest room.
C. Educational and Cultural Uses.	
Elementary and junior high	Two spaces for each classroom.
High school, including auditoriums and stadiums on the site	Seven spaces for each teaching station.
College or university, including auditoriums and stadiums on the site	.85 spaces for each full-time equivalent, less the number of space provided to serve on-campus housing facilities in accord with this schedule.
Business, professional or trade schools	One space for each faculty member or employee, plus one space for each three students based upon the maximum number of students attending classes at any one time during any twenty-four (24)-hour period.
Day nurseries and preschools	One space for each employee, plus one space for each five children or one space for each ten (10) children where a circular driveway is provided for the continuous flow of passenger vehicles (for the purpose of loading and unloading children) and which accommodates at least two such vehicles.
Libraries, museums, and art galleries	One space for each two hundred fifty (250) square feet of gross floor area.
D. Places of Assemble and Recreational Uses.	
Theater, auditorium, arena or stadium, except when part of a school or institutional	One space for each three fixed seats or for every twenty-one (21) square feet of seating area where there are not fixed seats, plus one space for each two employees.
Churches	One space for each three fixed seats or for every twenty-one (21) square feet of seating area where there are no fixed seats.
Chapels, mortuaries or funeral homes	One space for each three fixed seats or for every twenty-one (21) square feet of seating area where there are no fixed seats in the main chapel, plus one space for each three hundred fifty (350) square feet of gross floor area outside the main chapel.

Dance halls, pool and billiard parlors, skating rinks, exhibition and assembly halls without fixed seats, community centers, health clubs, lodge and union halls	One space for each three persons allowed with the maximum occupancy load as established by local building code, or one space for each seventy-two (72) square feet of gross floor area, whichever is greater, plus one space for each employee.
Bowling alley	Five spaces for each lane.
Golf driving range, public	One and one-half spaces for each ten (10) linear feet of driving range or one space per tee, whichever is greater.
Golf course, regulation, public	Eight spaces for each hole, plus one space for each employee.
Golf course, miniature or 3 par, public	Two spaces for each hole, plus one space for each employee.
Swimming pool, commercial	One space for each one hundred (100) square feet of water surface, plus one space for each employee, but not less than ten (10) spaces for any such use.
Tennis, handball, and racquetball courts, public	Two spaces for each court.
Private golf course, country club, swim club, tennis club, recreation center and other similar uses	One space for each four persons allowed within the maximum occupancy load as established by building code, plus one space for each two employees.
Stables	One space for every five horses.
E. Medical and Health Uses.	
Convalescent and nursing homes, homes for the aged, resthomes and sanitariums	One space for every four beds or One space for every dwelling unit, whichever is greater, plus one space for each employee.
Hospitals	One space for each two patient beds, plus One space for each employee.
Dental and medical offices or other similar uses	One space for each one hundred fifty (150) square feet of gross floor area.
Veterinary hospitals and clinics	One space for each three hundred (300) square feet of gross floor area.
F. Office Uses.	
Commercial bank, savings and loan offices, other floor financial institutions, public or private utility office, mutual ticket agency, other similar window service offices	One space for each two hundred twenty-five (225) square feet of gross floor area of the main non-bank uses within a bank structure shall provide parking pursuant to specific use guidelines.
General office and other business, technical service, administrative, or professional offices	One space for each two hundred fifty (250) square feet of gross floor area.
G. Business and Commercial Uses.	
Beauty shop or barber shop	Three spaces for each of the first two beauty or barber chairs, plus one and one-half spaces for each additional chair.
Other personal service establishments, including cleaning or laundry agency or similar use	One space for each two hundred fifty (250) square feet of gross floor area.
General retail stores, except as otherwise provided	One space for each two hundred twenty-five (225) square feet of gross floor area.
Shopping centers	Five space for each one thousand (1,000) square feet of gross floor area within the center, or spaces as required for each individual use within the center. To qualify for the "shopping center" criteria (5/1000) a well balanced mixture of uses within the center must be demonstrated. Where there is an imbalance of high intensity uses, restaurants, theater, bowling alleys, billiard parlors, beauty schools and other such uses and/or long-term parking uses, parking calculations will be based totally or in part on an individual basis.
Food store, grocery store, supermarket, or similar use	One space for each two hundred twenty-five (225) square feet of gross floor area.
Restaurants, night clubs, bars and similar establishments for the sale and consumption of food or beverages on the premises	One space for each fifty (50) square feet of service area.
Drive-in and window service restaurants providing outdoor eating area or walk-up or	One space for each fifty (50) square feet of gross floor area, but not less than ten (10) spaces for any such use. The above may be modified for walk-up facilities with no seating area (and beach-front walk-up

drive-up window service	seating) depending upon the particulars of the individual case.
Laundromats and coin operated cleaners	One space for each two machines.
Automobile service stations	Two spaces for each lubrication stall, rack, or pit, plus one space for each gasoline pump outlet.
Auto wash, except self-service	Reservoir (line-up) parking equal to five times the capacity of the auto wash. In determining capacity, each twenty (20) linear feet of wash line shall equal one car length.
Auto wash, self-service	Five spaces for each two wash stalls.
Furniture store, appliance store, machinery rental or sales store (excluding motor vehicle rental or sales), and similar establishments which handle only bulky merchandise	One space for each five hundred (500) square feet of gross floor area, except floor area used exclusively for storage of loading, plus one space for each five hundred (500) square feet of outdoor sales, display or service area.
Commercial service, establishments, repair shops, motor vehicle repair garages, and similar establishments	One space for each five hundred (500) square feet of gross floor area, except floor area used exclusively for storage or loading, plus one space for each five hundred (500) square feet of outdoor sales, display or service area.
Automobile, truck, boat, trailer or similar vehicle shops, motor vehicle sales or rental establishment	One space for each five hundred (500) square feet of gross floor area, except floor area used exclusively for storage or loading, plus one space for each one thousand (1,000) square feet of outdoor sales, display or service area.
Wholesale establishments, mail order houses, printing and publishing establishments, and cartage or express facilities	One space for each five hundred (500) square feet of gross floor area, but not less than five spaces, plus one space for each employee.
Lumber yard	One space for each five hundred (500) square feet of gross floor area, plus one space for each one thousand (1,000) square feet of outdoor sales, display or service area, plus one space for each two employees.
Contractor's storage yard, salvage yard, junk yard, automobile wrecking yard	Five spaces, plus one space for each employee.
Retail plant nursery, garden shop including greenhouses or lathhouses, or similar outdoor sales and display	Five spaces, plus one space for each five hundred (500) square feet of outdoor sales, display or service area.
H. Manufacturing and Related Uses.	
Manufacturing or industrial establishment, including offices and other incidental operations on the same site	One space for each three hundred fifty (350) square feet of gross floor area, but not less than three spaces for each four employees.
Laboratories and research establishments	One space for each three hundred (300) square feet of gross floor area, but not less than three spaces for each four employees.
Warehouses or storage building	One space for each one thousand square feet of gross floor area, but not less than one space for each employee.
Public utility facilities, including electric, gas, water, telephone, and telegraph, facilities not having business offices on the premises	One space for each employee, but not less than two spaces for each such facility.

(Ord. 222 § 3(B), 2001; Ord. 179 § 7(2), 1998; Ord. 151 § 12, 1996; Ord. 93 § 57, 1993; Ord. 86 § 3 (part), 1993: prior code § 9332)

APPENDIX K
CONCEPT VALET PARKING PLAN



Total Additional Valet Parking:

Street Level	23 Vehicles
Level B-1	69 Vehicles
Level B-2	69 Vehicles
Level B-3	77 Vehicles
Total:	238 Vehicles (New to Inventory)

Additional Vehicle Parking at this Level:

Minimum of 23 Additional Cars in a Valet Parking Scheme while maintaining one extra-wide travel lane for access and path of travel for retrieval, pull out pockets for two-way.

Note: Previous Parking Structure total of 489 Vehicles, now 727.

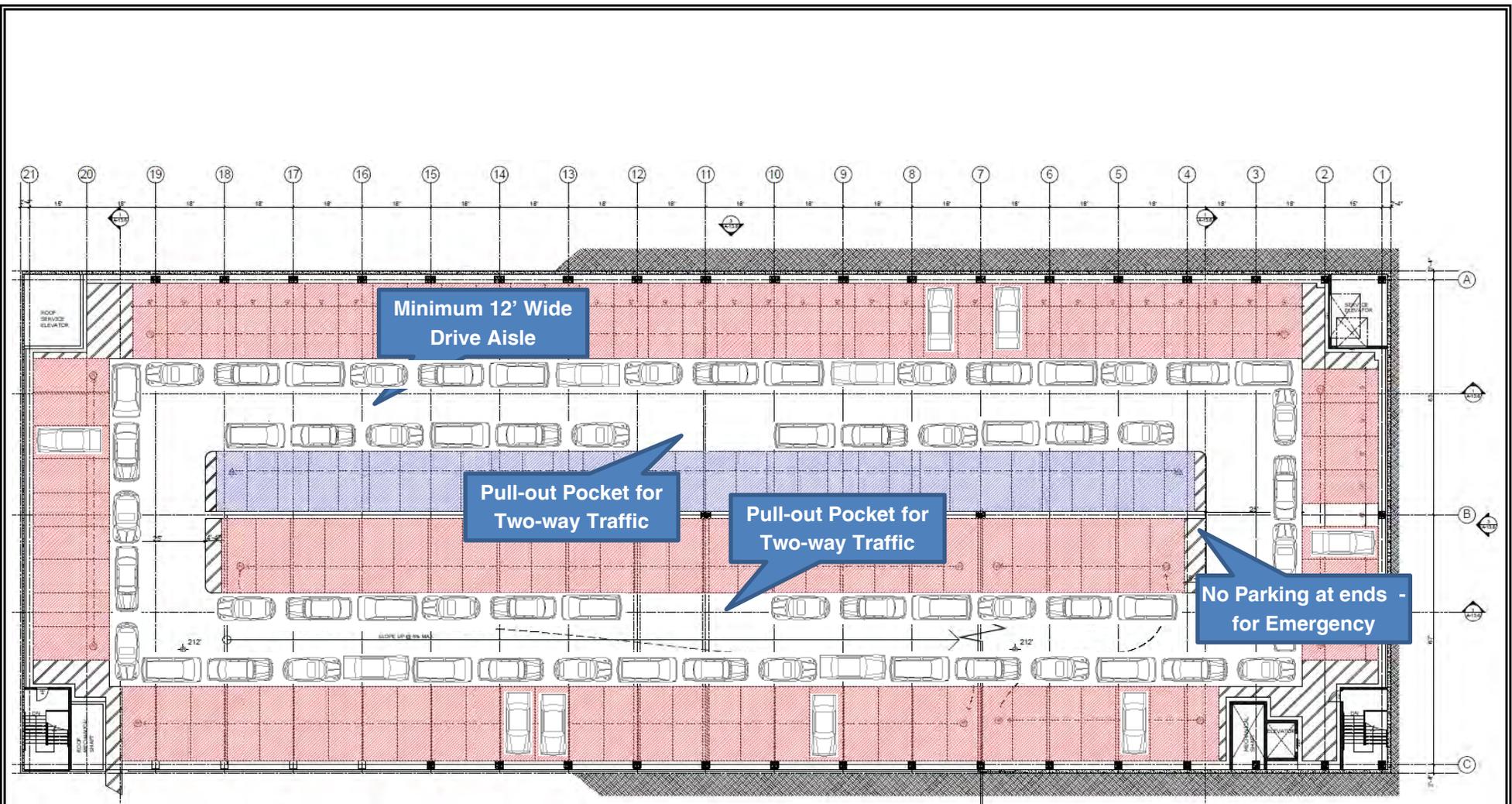


Rancho Malibu Resort
4000 Malibu Canyon Road, Malibu, CA

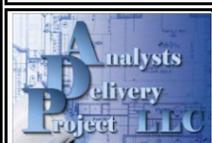
Date: 01/30/13
Scale: None

**Valet Parking Scheme for
Parking Structure**

LEVEL
Street



Additional Vehicle Parking at this Level:
 Minimum of 69 Additional Cars in a Valet Parking Scheme
 while maintaining one extra-wide travel lane for access and
 path of travel for retrieval, pull out pockets for two-way.

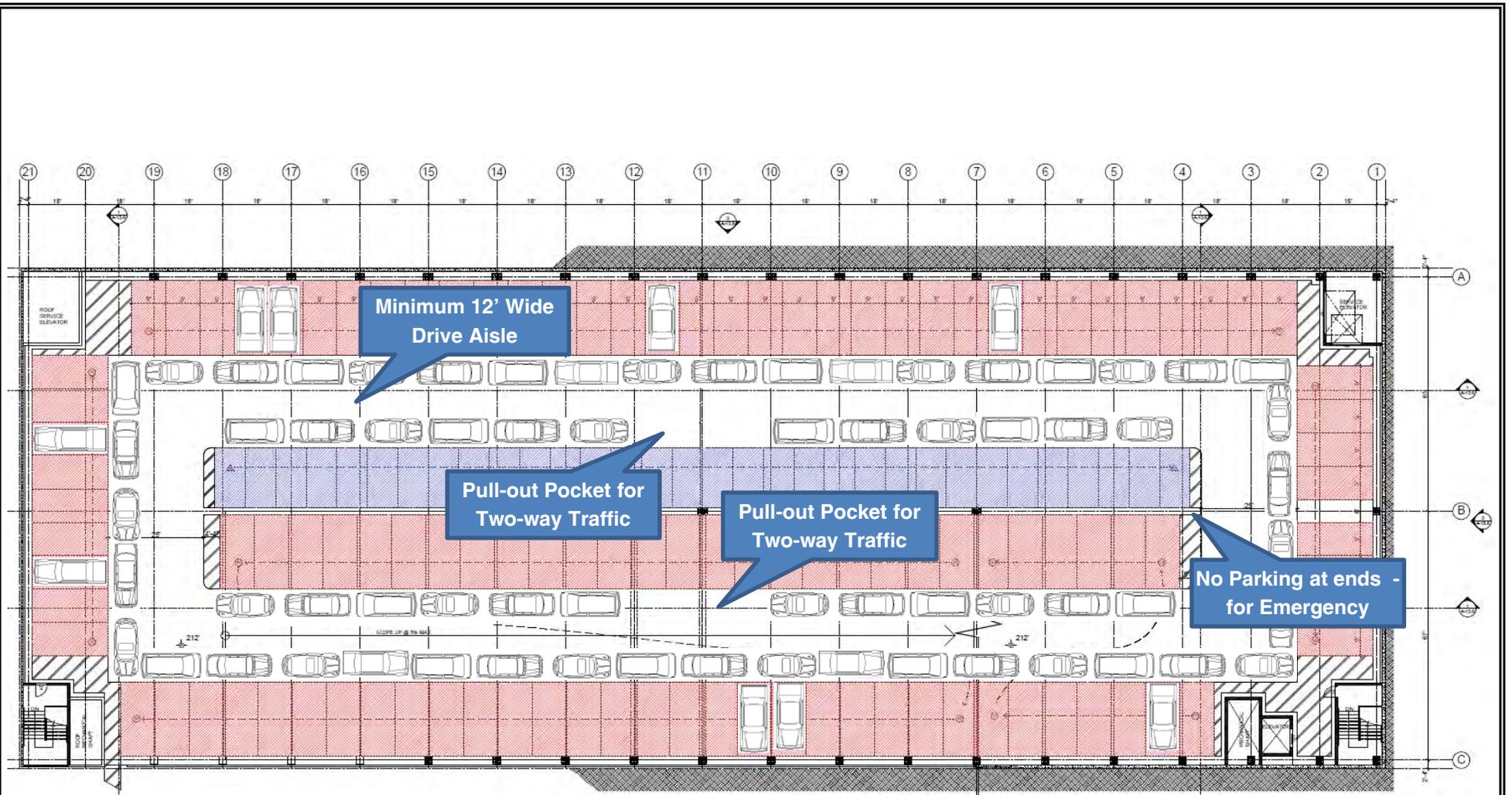


Rancho Malibu Resort
 4000 Malibu Canyon Road, Malibu, CA

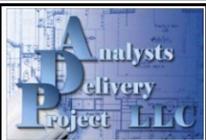
Date: 01/30/13
 Scale: None

**Valet Parking Scheme for
 Parking Structure**

LEVEL
B-1



Additional Vehicle Parking at this Level:
 Minimum of 69 Additional Cars in a Valet Parking Scheme
 while maintaining one extra-wide travel lane for access and
 path of travel for retrieval, pull out pockets for two-way.



Rancho Malibu Resort
 4000 Malibu Canyon Road, Malibu, CA

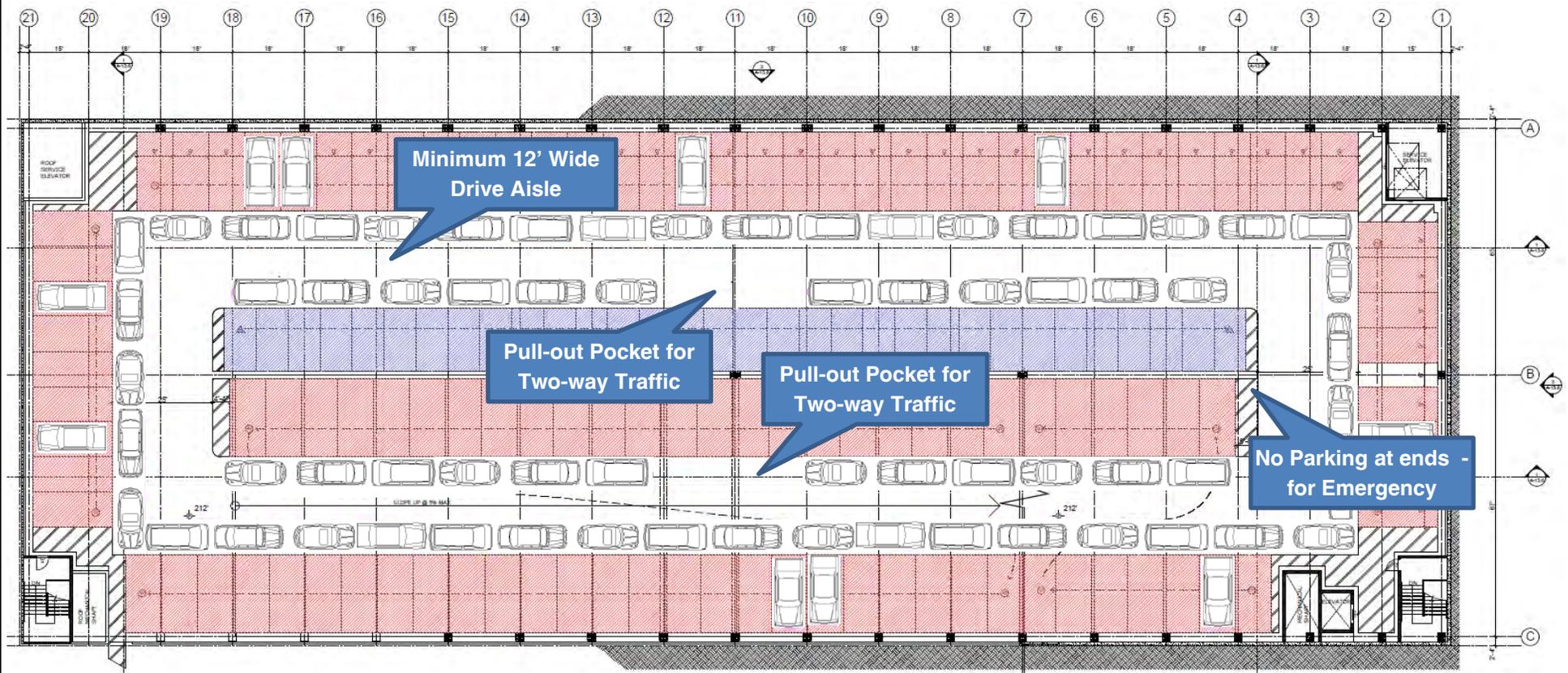
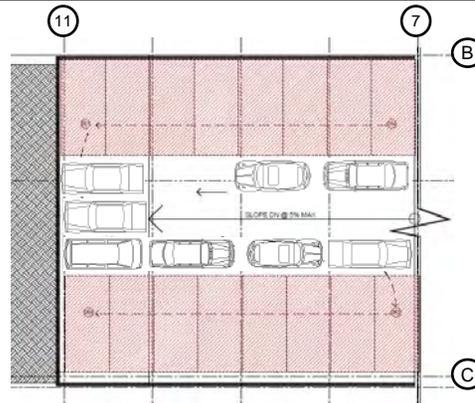
Date: 01/30/13
 Scale: None

**Valet Parking Scheme for
 Parking Structure**

LEVEL
B-2

Additional Vehicle Parking at this Level:

Minimum of 77 Additional Cars in a Valet Parking Scheme while maintaining one extra-wide travel lane for access and path of travel for retrieval, pull out pockets for two-way.



Rancho Malibu Resort
4000 Malibu Canyon Road, Malibu, CA

Date: 01/30/13
Scale: None

**Valet Parking Scheme for
Parking Structure**

LEVEL
B-3

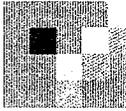


Overland Traffic Consultants
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Santa Clarita, CA 91321
Phone: (661) 799 - 8423
E-mail: OTC@overlandtraffic.com

RECEIVED
APR 13 2012
PLANNING DEPT.

ISSUES RAISED BY CITY STAFF FOR DISCUSSION
TRAFFIC STUDY DATABASE

1. For consistency with other current development projects, the Rancho Malibu traffic study was based on the same traffic conditions used in the Whole Foods traffic study prepared and accepted by the City staff in October, 2011. Since the traffic studies will be in circulation for public review at or near the same time, it was determined and accepted by the City's traffic consultant, Willdan Engineering that the same data base would be used for the Rancho Malibu report. That determination was made, as well as other basic assumptions, prior to the first submittal of the traffic study to the city for review.
2. Pepperdine Campus Life Project DEIR was reviewed and included as a cumulative project. The Rancho Malibu traffic study considered the normal traffic flow from the Pepperdine Campus Life project as presented in the DEIR. The DEIR determined that the traffic changes in the area due to the Campus Life project was nominal and actually reduced average weekday traffic. The Pepperdine Campus Life Project traffic generated by "special events" from events with more than 3,500 attendees was not included in the average weekday/weekend analysis for the Rancho Malibu study. The background base line traffic data for



the environmental review does not need to consider the very limited occurrences of special events traffic to analyze the average morning and afternoon weekday / Saturday mid-day traffic impact.

PROJECT ACCESS

The revised traffic report will include two access scenarios; without and with a traffic signal. That information is necessary for the city to determine the best and safest access for the Rancho Malibu resort and the general motoring public. The information will also allow the city to select the access plan and traffic patterns to minimize the traffic impacts to the surrounding community and study intersections.

SHARED PARKING

The traffic study will include a parking calculation using the city code requirements for the hotel and its individual uses. However, the code calculation considers each use as a stand alone use and not internal ancillary uses to the hotel.

Shared parking or joint use of different land uses recognizes that hourly parking demand differs between uses so that one parking space may provide parking for several uses during different times of the day.

Simply adding the peak parking demand for each individual use produces an overall parking requirement that is typically too high for multiple use projects. Therefore, a peak parking demand calculation using a shared parking model for the hotel, retail, spa, fitness, restaurant



and banquet uses will be included in the traffic study for review by the city.

The proposed hotel project will provide 543 parking spaces. The parking demand calculated for the Rancho Malibu Resort Hotel is approximately 500 parking spaces using the shared parking model. The city code calculation requires more than double the calculated peak parking demand. It is important to note that the garden, pre-function and banquet room will often be used for the same event as the event moves from the garden to the pre-function to the banquet room.

VOLUME

Pacific Coast Hwy e/o Broad Beach Rd

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_001

DAILY TOTALS					NB	SB					Total				
					0	0	10,388	10,438				20,826			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			8	20	28		12:00			201	209	410			
00:15			7	13	20		12:15			203	195	398			
00:30			5	17	22		12:30			194	200	394			
00:45			5	25	13	63	12:45			201	799	227	831	428	1630
01:00			2	11	13		13:00			201	194	395			
01:15			9	8	17		13:15			203	204	407			
01:30			7	13	20		13:30			196	212	408			
01:45			7	25	4	36	13:45			209	809	184	794	393	1603
02:00			6	5	11		14:00			172	209	381			
02:15			5	2	7		14:15			173	222	395			
02:30			4	4	8		14:30			191	231	422			
02:45			3	18	4	15	14:45			199	735	235	897	434	1632
03:00			1	3	4		15:00			204	216	420			
03:15			2	6	8		15:15			209	253	462			
03:30			2	5	7		15:30			183	233	416			
03:45			14	19	5	19	15:45			197	793	230	932	427	1725
04:00			13	1	14		16:00			211	246	457			
04:15			12	7	19		16:15			168	233	401			
04:30			16	5	21		16:30			188	221	409			
04:45			22	63	4	17	16:45			172	739	242	942	414	1681
05:00			14	14	28		17:00			194	222	416			
05:15			38	16	54		17:15			155	203	358			
05:30			59	25	84		17:30			171	218	389			
05:45			54	165	27	82	17:45			167	687	202	845	369	1532
06:00			93	42	135		18:00			142	164	306			
06:15			88	61	149		18:15			153	161	314			
06:30			145	59	204		18:30			147	154	301			
06:45			156	482	75	237	18:45			116	558	182	661	298	1219
07:00			131	78	209		19:00			117	138	255			
07:15			147	72	219		19:15			111	144	255			
07:30			155	86	241		19:30			92	118	210			
07:45			198	631	91	327	19:45			82	402	101	501	183	903
08:00			140	91	231		20:00			97	94	191			
08:15			177	93	270		20:15			84	100	184			
08:30			164	118	282		20:30			62	86	148			
08:45			177	658	127	429	20:45			62	305	84	364	146	669
09:00			169	134	303		21:00			42	75	117			
09:15			174	126	300		21:15			41	80	121			
09:30			188	137	325		21:30			45	63	108			
09:45			170	701	140	537	21:45			42	170	68	286	110	456
10:00			174	129	303		22:00			33	56	89			
10:15			157	134	291		22:15			36	45	81			
10:30			153	151	304		22:30			25	40	65			
10:45			187	671	181	595	22:45			23	117	45	186	68	303
11:00			172	203	375		23:00			29	25	54			
11:15			192	165	357		23:15			12	30	42			
11:30			193	196	389		23:30			15	19	34			
11:45			192	749	178	742	23:45			11	67	26	100	37	167
TOTALS				4207	3099	7306	TOTALS			6181	7339	13520			
SPLIT %				57.6%	42.4%	35.1%	SPLIT %			45.7%	54.3%	64.9%			

DAILY TOTALS					NB	SB					Total	
					0	0	10,388	10,438				20,826
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			13:00	15:15	15:15	
AM Pk Volume			790	782	1572	PM Pk Volume			809	962	1762	
Pk Hr Factor			0.973	0.935	0.959	Pk Hr Factor			0.968	0.951	0.953	
7 - 9 Volume	0	0	1289	756	2045	4 - 6 Volume	0	0	1426	1787	3213	
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00	
7 - 9 Pk Volume	0	0	679	429	1087	4 - 6 Pk Volume	0	0	739	942	1681	
Pk Hr Factor	0.000	0.000	0.857	0.844	0.894	Pk Hr Factor	0.000	0.000	0.876	0.957	0.920	

VOLUME

Pacific Coast Hwy e/o Broad Beach Rd

Day: Saturday
Date: 7/14/2012City: Malibu
Project #: CA12_5300_001

DAILY TOTALS					NB	SB						Total			
					0	0	12,252					12,885	25,137		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			11	30	41		12:00			246	238	484			
00:15			7	25	32		12:15			226	239	465			
00:30			11	27	38		12:30			222	273	495			
00:45			13	42	22	104	12:45			204	898	268	1018	472	1916
01:00			7	13	20		13:00			250	261	511			
01:15			9	7	16		13:15			230	263	493			
01:30			5	15	20		13:30			204	277	481			
01:45			12	33	11	46	13:45			234	918	284	1085	518	2003
02:00			7	17	24		14:00			219	266	485			
02:15			2	4	6		14:15			234	262	496			
02:30			2	12	14		14:30			221	296	517			
02:45			4	15	2	35	14:45			215	889	283	1107	498	1996
03:00			6	7	13		15:00			247	249	496			
03:15			7	6	13		15:15			229	253	482			
03:30			5	7	12		15:30			262	284	546			
03:45			3	21	3	23	15:45			251	989	268	1054	519	2043
04:00			7	5	12		16:00			247	239	486			
04:15			13	3	16		16:15			235	258	493			
04:30			9	4	13		16:30			234	274	508			
04:45			12	41	9	21	16:45			248	964	232	1003	480	1967
05:00			9	12	21		17:00			269	247	516			
05:15			28	21	49		17:15			250	204	454			
05:30			19	16	35		17:30			226	228	454			
05:45			28	84	25	74	17:45			219	964	249	928	468	1892
06:00			38	44	82		18:00			236	180	416			
06:15			41	44	85		18:15			253	193	446			
06:30			57	71	128		18:30			209	169	378			
06:45			68	204	72	231	18:45			194	892	172	714	366	1606
07:00			91	69	160		19:00			138	137	275			
07:15			85	97	182		19:15			217	165	382			
07:30			105	94	199		19:30			196	152	348			
07:45			119	400	122	382	19:45			164	715	126	580	290	1295
08:00			135	137	272		20:00			131	109	240			
08:15			126	148	274		20:15			157	113	270			
08:30			138	155	293		20:30			151	81	232			
08:45			162	561	170	610	20:45			143	582	91	394	234	976
09:00			137	164	301		21:00			118	85	203			
09:15			180	210	390		21:15			106	90	196			
09:30			155	179	334		21:30			72	81	153			
09:45			200	672	270	823	21:45			67	363	82	338	149	701
10:00			222	221	443		22:00			57	62	119			
10:15			225	244	469		22:15			60	65	125			
10:30			236	225	461		22:30			57	69	126			
10:45			205	888	213	903	22:45			37	211	56	252	93	463
11:00			209	238	447		23:00			44	66	110			
11:15			185	217	402		23:15			36	53	89			
11:30			195	209	404		23:30			23	48	71			
11:45			192	781	281	945	23:45			22	125	48	215	70	340
TOTALS				3742	4197	7939	TOTALS			8510	8688	17198			
SPLIT %				47.1%	52.9%	31.6%	SPLIT %			49.5%	50.5%	68.4%			

DAILY TOTALS					NB	SB						Total	
					0	0	12,252					12,885	25,137
AM Peak Hour			10:00	11:45	11:45		PM Peak Hour			16:30	13:45	15:30	
AM Pk Volume			888	1031	1917		PM Pk Volume			1001	1108	2044	
Pk Hr Factor			0.941	0.917	0.968		Pk Hr Factor			0.930	0.936	0.936	
7 - 9 Volume	0	0	961	992	1953		4 - 6 Volume	0	0	1928	1931	3859	
7 - 9 Peak Hour			08:00	08:00	08:00		4 - 6 Peak Hour			16:30	16:15	16:15	
7 - 9 Pk Volume	0	0	561	610	1171		4 - 6 Pk Volume	0	0	1001	1011	1997	
Pk Hr Factor	0.000	0.000	0.866	0.897	0.882		Pk Hr Factor	0.000	0.000	0.930	0.922	0.968	



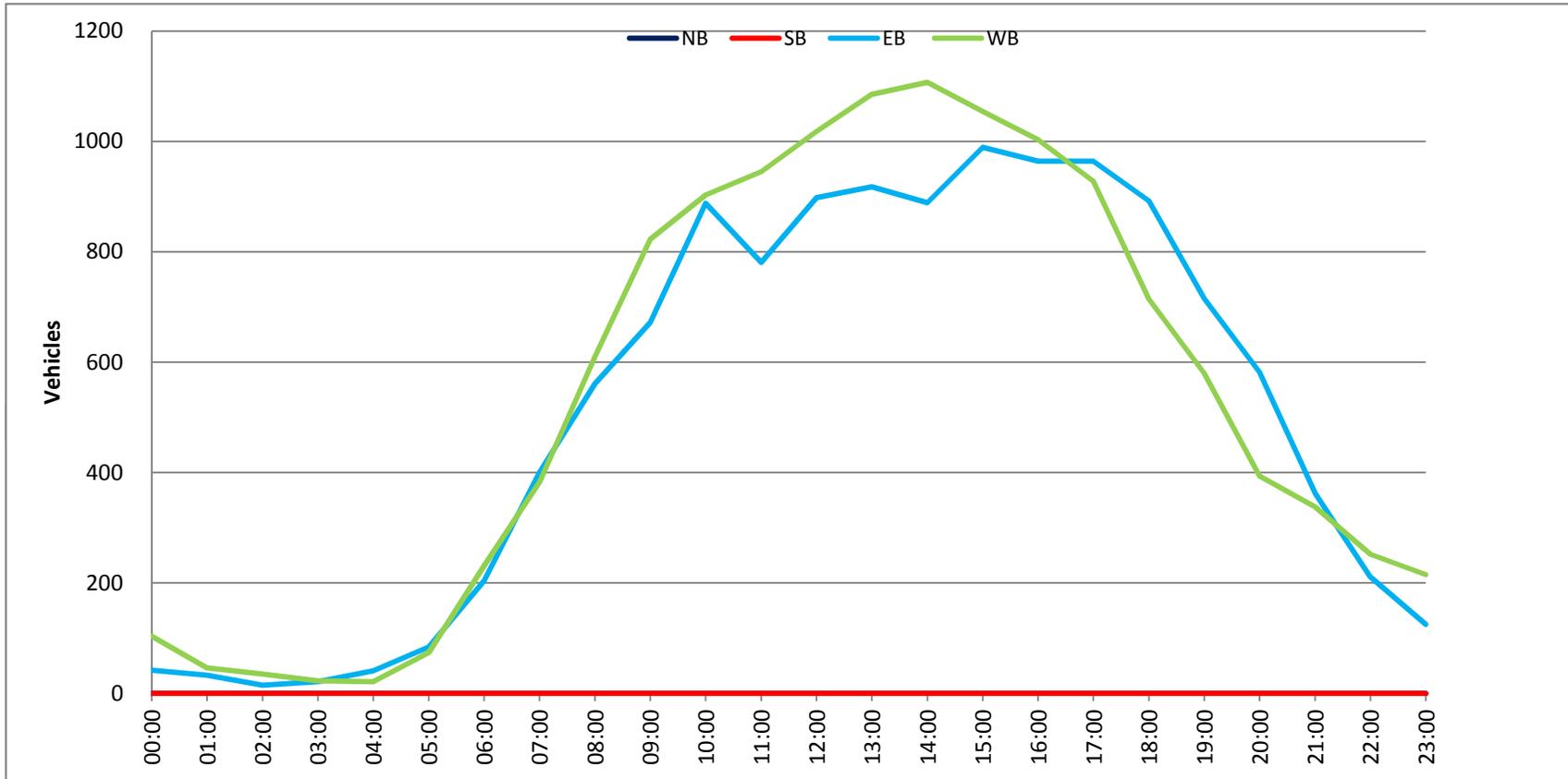
Prepared by NDS/ATD

Project #: CA12_5300_001

City: Malibu

Location: Pacific Coast Hwy e/o Broad Beach Rd

Date: 7/14/2012



VOLUME

Pacific Coast Hwy e/o Paradise Cove Rd

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_002

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	15,572	15,727	31,299					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			18	37	55	12:00			299	272	571			
00:15			10	23	33	12:15			295	290	585			
00:30			12	23	35	12:30			283	294	577			
00:45			7	47	18	101	12:45		300	1177	272	1128	572	2305
01:00			6	15	21	13:00			278	291	569			
01:15			5	16	21	13:15			312	290	602			
01:30			9	19	28	13:30			331	309	640			
01:45			8	28	8	58	13:45		297	1218	325	1215	622	2433
02:00			6	8	14	14:00			303	300	603			
02:15			5	9	14	14:15			282	305	587			
02:30			6	6	12	14:30			235	307	542			
02:45			6	23	8	31	14:45		274	1094	367	1279	641	2373
03:00			6	7	13	15:00			331	351	682			
03:15			5	3	8	15:15			312	334	646			
03:30			4	4	8	15:30			337	332	669			
03:45			9	24	9	23	15:45		311	1291	319	1336	630	2627
04:00			24	2	26	16:00			317	295	612			
04:15			20	1	21	16:15			315	359	674			
04:30			18	5	23	16:30			314	328	642			
04:45			26	88	7	15	16:45		280	1226	313	1295	593	2521
05:00			21	13	34	17:00			267	339	606			
05:15			38	26	64	17:15			323	325	648			
05:30			67	29	96	17:30			232	329	561			
05:45			72	198	45	113	17:45		260	1082	277	1270	537	2352
06:00			97	60	157	18:00			253	246	499			
06:15			124	80	204	18:15			251	288	539			
06:30			162	84	246	18:30			190	237	427			
06:45			196	579	110	334	18:45		188	882	268	1039	456	1921
07:00			176	130	306	19:00			199	237	436			
07:15			213	121	334	19:15			196	208	404			
07:30			218	147	365	19:30			158	185	343			
07:45			245	852	175	573	19:45		119	672	152	782	271	1454
08:00			244	162	406	20:00			127	140	267			
08:15			204	194	398	20:15			111	156	267			
08:30			241	201	442	20:30			117	133	250			
08:45			259	948	213	770	20:45		102	457	139	568	241	1025
09:00			237	182	419	21:00			97	110	207			
09:15			276	184	460	21:15			87	130	217			
09:30			245	206	451	21:30			85	94	179			
09:45			262	1020	207	779	21:45		77	346	102	436	179	782
10:00			261	188	449	22:00			62	125	187			
10:15			248	215	463	22:15			73	78	151			
10:30			214	219	433	22:30			51	93	144			
10:45			228	951	293	915	22:45		42	228	55	351	97	579
11:00			223	250	473	23:00			46	58	104			
11:15			241	316	557	23:15			29	33	62			
11:30			288	272	560	23:30			22	36	58			
11:45			271	1023	310	1148	23:45		21	118	41	168	62	286
TOTALS			5781	4860	10641	TOTALS			9791	10867	20658			
SPLIT %			54.3%	45.7%	34.0%	SPLIT %			47.4%	52.6%	66.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	15,572	15,727	31,299

AM Peak Hour			11:30	11:15	11:45	PM Peak Hour			15:00	14:45	14:45
AM Pk Volume			1153	1170	2314	PM Pk Volume			1291	1384	2638
Pk Hr Factor			0.964	0.926	0.989	Pk Hr Factor			0.958	0.943	0.967
7 - 9 Volume	0	0	1800	1343	3143	4 - 6 Volume	0	0	2308	2565	4873
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	948	770	1718	4 - 6 Pk Volume	0	0	1226	1339	2521
Pk Hr Factor	0.000	0.000	0.915	0.904	0.910	Pk Hr Factor	0.000	0.000	0.967	0.932	0.935

VOLUME

Pacific Coast Hwy e/o Paradise Cove Rd

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_002

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	18,299	19,169	37,468				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			29	66	95	12:00			300	342	642			
00:15			30	57	87	12:15			316	397	713			
00:30			17	43	60	12:30			362	382	744			
00:45			30	106	40	206	12:45		361	1339	414	1535	775	2874
01:00			20	49	69	13:00			336	490	826			
01:15			13	33	46	13:15			370	420	790			
01:30			16	28	44	13:30			298	431	729			
01:45			15	64	20	130	13:45		329	1333	407	1748	736	3081
02:00			11	17	28	14:00			358	443	801			
02:15			5	10	15	14:15			346	444	790			
02:30			9	9	18	14:30			374	417	791			
02:45			5	30	13	49	14:45		308	1386	425	1729	733	3115
03:00			7	9	16	15:00			320	371	691			
03:15			11	9	20	15:15			369	395	764			
03:30			9	5	14	15:30			346	435	781			
03:45			9	36	6	29	15:45		357	1392	372	1573	729	2965
04:00			4	4	8	16:00			381	383	764			
04:15			14	8	22	16:15			415	383	798			
04:30			9	7	16	16:30			406	334	740			
04:45			9	36	11	30	16:45		438	1640	344	1444	782	3084
05:00			14	15	29	17:00			435	319	754			
05:15			29	18	47	17:15			405	277	682			
05:30			23	22	45	17:30			388	340	728			
05:45			26	92	29	84	17:45		435	1663	300	1236	735	2899
06:00			47	40	87	18:00			420	286	706			
06:15			61	55	116	18:15			374	277	651			
06:30			50	61	111	18:30			408	256	664			
06:45			57	215	73	229	18:45		293	1495	228	1047	521	2542
07:00			81	107	188	19:00			297	244	541			
07:15			93	154	247	19:15			307	227	534			
07:30			82	170	252	19:30			308	213	521			
07:45			116	372	211	642	19:45		243	1155	210	894	453	2049
08:00			122	192	314	20:00			242	181	423			
08:15			125	264	389	20:15			229	159	388			
08:30			144	194	338	20:30			241	135	376			
08:45			161	552	197	847	20:45		210	922	150	625	360	1547
09:00			195	245	440	21:00			198	122	320			
09:15			184	253	437	21:15			174	126	300			
09:30			211	244	455	21:30			178	126	304			
09:45			236	826	290	1032	21:45		134	684	121	495	255	1179
10:00			264	290	554	22:00			132	111	243			
10:15			229	331	560	22:15			118	118	236			
10:30			258	328	586	22:30			135	129	264			
10:45			287	1038	320	1269	22:45		118	503	108	466	226	969
11:00			267	366	633	23:00			87	99	186			
11:15			279	363	642	23:15			85	93	178			
11:30			295	363	658	23:30			59	85	144			
11:45			294	1135	392	1484	23:45		54	285	69	346	123	631
TOTALS			4502	6031	10533	TOTALS			13797	13138	26935			
SPLIT %			42.7%	57.3%	28.1%	SPLIT %			51.2%	48.8%	71.9%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	18,299	19,169	37,468

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:15	12:45	12:30
AM Pk Volume			1272	1513	2785	PM Pk Volume			1694	1755	3135
Pk Hr Factor			0.878	0.953	0.936	Pk Hr Factor			0.967	0.895	0.949
7 - 9 Volume	0	0	924	1489	2413	4 - 6 Volume	0	0	3303	2680	5983
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	552	861	1399	4 - 6 Pk Volume	0	0	1694	1444	3084
Pk Hr Factor	0.000	0.000	0.857	0.815	0.899	Pk Hr Factor	0.000	0.000	0.967	0.943	0.966

Prepared by NDS/ATD

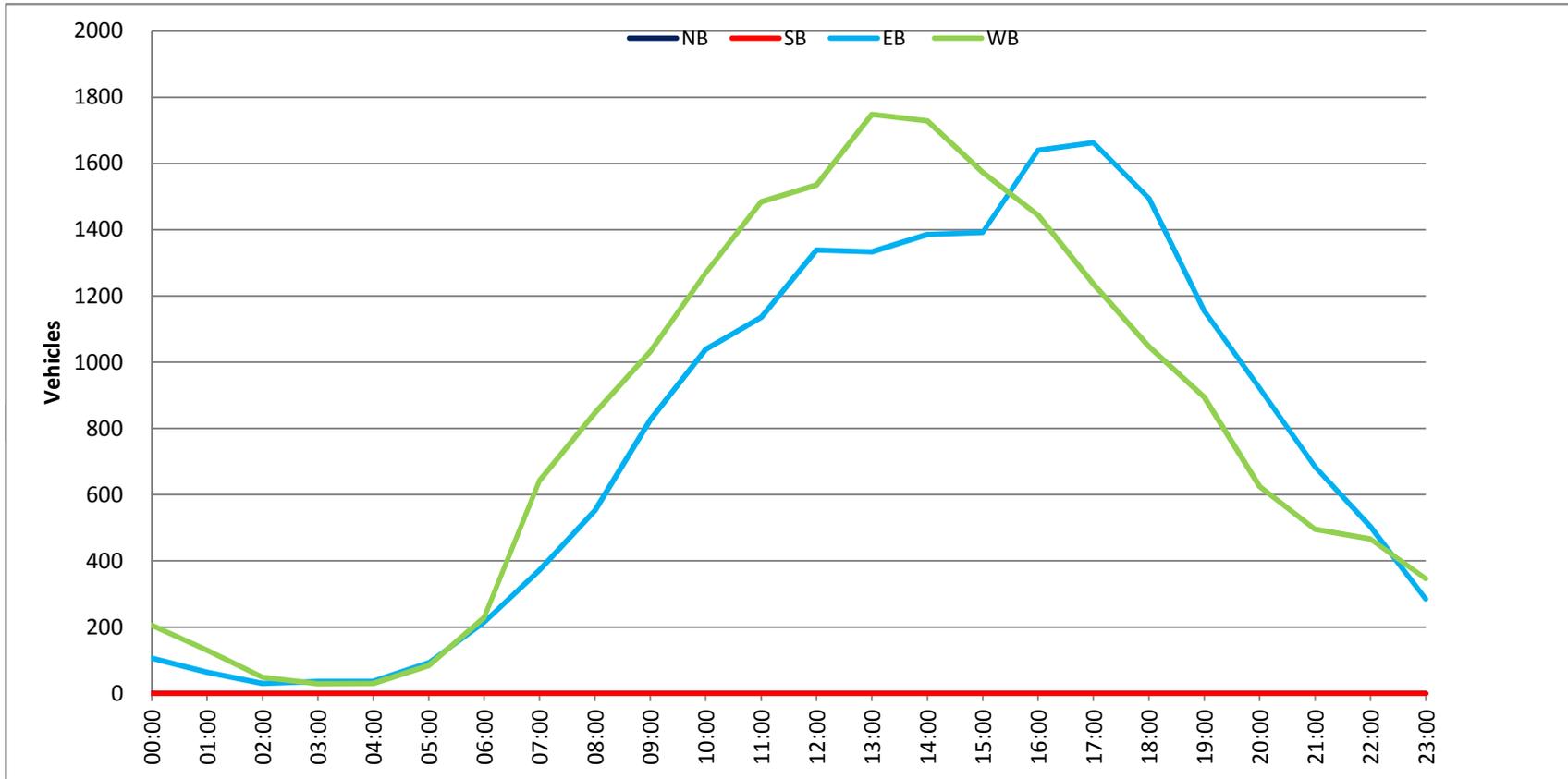
Project #: CA12_5300_002

City: Malibu

Location: Pacific Coast Hwy e/o Paradise Cove Rd

Date: 7/12/2012





VOLUME

Pacific Coast Hwy e/o Corral Canyon Rd

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_003

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	17,026	17,375	34,401					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			20	44	64	12:00			315	319	634			
00:15			10	26	36	12:15			280	307	587			
00:30			13	28	41	12:30			326	334	660			
00:45			9	52	21	119	12:45		306	1227	306	1266	612	2493
01:00			7	16	23	13:00			287	314	601			
01:15			6	19	25	13:15			331	308	639			
01:30			10	23	33	13:30			364	339	703			
01:45			10	33	9	67	13:45		338	1320	331	1292	669	2612
02:00			8	11	19	14:00			324	329	653			
02:15			6	9	15	14:15			332	343	675			
02:30			5	6	11	14:30			264	356	620			
02:45			10	29	9	35	14:45		305	1225	387	1415	692	2640
03:00			6	6	12	15:00			374	352	726			
03:15			7	2	9	15:15			363	366	729			
03:30			5	4	9	15:30			397	337	734			
03:45			7	25	11	23	15:45		341	1475	348	1403	689	2878
04:00			26	6	32	16:00			331	291	622			
04:15			18	9	27	16:15			362	395	757			
04:30			23	5	28	16:30			329	332	661			
04:45			22	89	11	31	16:45		353	1375	350	1368	703	2743
05:00			33	20	53	17:00			308	373	681			
05:15			32	21	53	17:15			354	358	712			
05:30			75	29	104	17:30			264	352	616			
05:45			92	232	61	131	17:45		276	1202	280	1363	556	2565
06:00			85	77	162	18:00			271	289	560			
06:15			141	113	254	18:15			255	296	551			
06:30			157	115	272	18:30			242	277	519			
06:45			201	584	149	454	18:45		216	984	286	1148	502	2132
07:00			209	158	367	19:00			201	261	462			
07:15			209	160	369	19:15			188	224	412			
07:30			236	182	418	19:30			185	196	381			
07:45			270	924	207	707	19:45		143	717	190	871	333	1588
08:00			271	170	441	20:00			137	170	307			
08:15			214	213	427	20:15			130	177	307			
08:30			253	215	468	20:30			117	147	264			
08:45			263	1001	240	838	20:45		108	492	144	638	252	1130
09:00			257	216	473	21:00			99	133	232			
09:15			294	214	508	21:15			95	144	239			
09:30			270	224	494	21:30			101	112	213			
09:45			274	1095	204	858	21:45		81	376	122	511	203	887
10:00			303	230	533	22:00			68	111	179			
10:15			258	241	499	22:15			71	99	170			
10:30			246	235	481	22:30			58	92	150			
10:45			253	1060	304	1010	22:45		46	243	61	363	107	606
11:00			226	284	510	23:00			50	67	117			
11:15			268	314	582	23:15			37	41	78			
11:30			291	323	614	23:30			29	47	76			
11:45			334	1119	345	1266	23:45		31	147	43	198	74	345
TOTALS			6243	5539	11782	TOTALS			10783	11836	22619			
SPLIT %			53.0%	47.0%	34.2%	SPLIT %			47.7%	52.3%	65.8%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	17,026	17,375	34,401

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			15:00	14:30	14:45
AM Pk Volume			1255	1305	2560	PM Pk Volume			1475	1461	2881
Pk Hr Factor			0.939	0.946	0.943	Pk Hr Factor			0.929	0.944	0.981
7 - 9 Volume	0	0	1925	1545	3470	4 - 6 Volume	0	0	2577	2731	5308
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	1008	838	1839	4 - 6 Pk Volume	0	0	1375	1450	2802
Pk Hr Factor	0.000	0.000	0.930	0.873	0.914	Pk Hr Factor	0.000	0.000	0.950	0.918	0.925

VOLUME

Pacific Coast Hwy e/o Corral Canyon Rd

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_003

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	20,393	20,944	41,337			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			39	51	90	12:00			329	360	689	
00:15			30	38	68	12:15			315	438	753	
00:30			17	43	60	12:30			388	441	829	
00:45			24	110	41	12:45			394	1426	431	1670
01:00			26	21	47	13:00			331	471	802	
01:15			15	23	38	13:15			381	431	812	
01:30			15	22	37	13:30			352	489	841	
01:45			14	70	30	13:45			332	1396	414	1805
02:00			11	24	35	14:00			417	483	900	
02:15			4	19	23	14:15			389	444	833	
02:30			11	15	26	14:30			392	444	836	
02:45			7	33	11	14:45			364	1562	450	1821
03:00			8	12	20	15:00			363	423	786	
03:15			9	12	21	15:15			380	433	813	
03:30			8	8	16	15:30			395	434	829	
03:45			12	37	15	15:45			424	1562	410	1700
04:00			5	2	7	16:00			440	400	840	
04:15			16	2	18	16:15			435	430	865	
04:30			11	10	21	16:30			446	367	813	
04:45			9	41	23	16:45			470	1791	396	1593
05:00			21	23	44	17:00			459	338	797	
05:15			27	18	45	17:15			477	350	827	
05:30			25	41	66	17:30			460	355	815	
05:45			32	105	53	17:45			472	1868	322	1365
06:00			49	68	117	18:00			491	318	809	
06:15			50	76	126	18:15			422	281	703	
06:30			50	110	160	18:30			433	274	707	
06:45			60	209	140	18:45			374	1720	257	1130
07:00			80	141	221	19:00			342	296	638	
07:15			106	192	298	19:15			328	238	566	
07:30			93	184	277	19:30			335	258	593	
07:45			117	396	247	19:45			273	1278	212	1004
08:00			141	224	365	20:00			305	200	505	
08:15			148	248	396	20:15			254	169	423	
08:30			150	218	368	20:30			301	176	477	
08:45			181	620	251	20:45			239	1099	147	692
09:00			208	283	491	21:00			237	145	382	
09:15			207	247	454	21:15			193	132	325	
09:30			218	276	494	21:30			231	152	383	
09:45			235	868	289	21:45			164	825	133	562
10:00			264	309	573	22:00			162	121	283	
10:15			261	361	622	22:15			144	118	262	
10:30			283	339	622	22:30			168	115	283	
10:45			272	1080	355	22:45			154	628	121	475
11:00			301	407	708	23:00			132	111	243	
11:15			308	416	724	23:15			104	87	191	
11:30			293	410	703	23:30			93	92	185	
11:45			364	1266	415	23:45			74	403	74	364
TOTALS			4835	6763	11598	TOTALS			15558	14181	29739	
SPLIT %			41.7%	58.3%	28.1%	SPLIT %			52.3%	47.7%	71.9%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	20,393	20,944	41,337

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			17:15	13:30	16:00
AM Pk Volume			1396	1654	3050	PM Pk Volume			1900	1830	3384
Pk Hr Factor			0.899	0.938	0.920	Pk Hr Factor			0.967	0.936	0.977
7 - 9 Volume	0	0	1016	1705	2721	4 - 6 Volume	0	0	3659	2958	6617
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:00	16:00
7 - 9 Pk Volume	0	0	620	941	1561	4 - 6 Pk Volume	0	0	1868	1593	3384
Pk Hr Factor	0.000	0.000	0.856	0.937	0.903	Pk Hr Factor	0.000	0.000	0.979	0.926	0.977

Prepared by NDS/ATD

Project #: CA12_5300_003

City: Malibu

Location: Pacific Coast Hwy e/o Corral Canyon Rd

Date: 7/12/2012



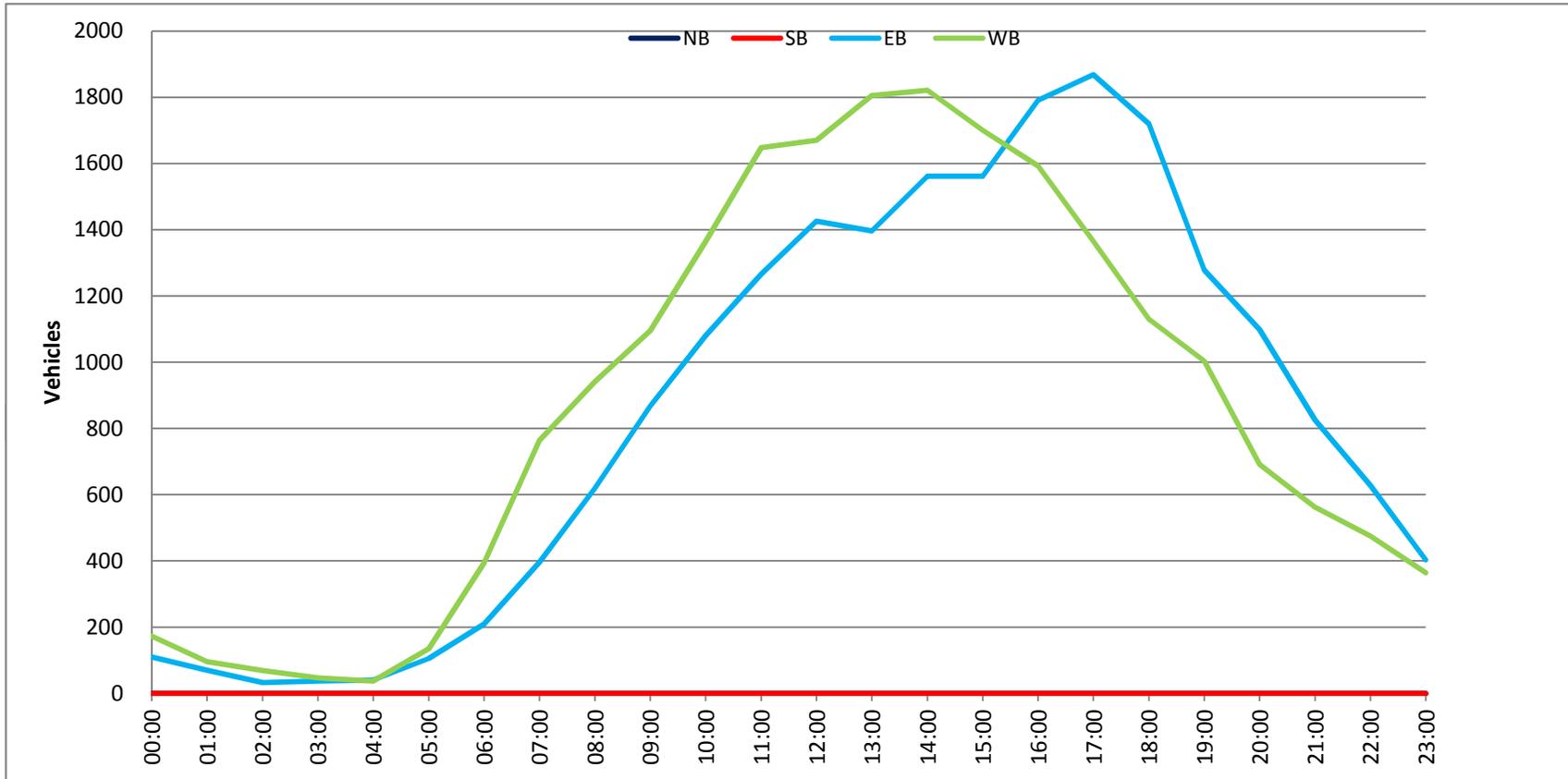
Prepared by NDS/ATD

Project #: CA12_5300_003

City: Malibu

Location: Pacific Coast Hwy e/o Corral Canyon Rd

Date: 7/14/2012



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			9	60	22	117	12:45		310	1295	300	1299	610	2594
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			15	41	11	71	13:45		365	1409	335	1260	700	2669
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			9	31	8	37	14:45		317	1305	352	1380	669	2685
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			3	23	8	27	15:45		367	1574	352	1395	719	2969
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			20	88	15	34	16:45		397	1496	351	1338	748	2834
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			97	225	73	144	17:45		297	1342	291	1328	588	2670
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			209	586	181	545	18:45		241	1083	264	1114	505	2197
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			218	881	234	772	19:45		156	785	179	869	335	1654
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			277	1038	252	871	20:45		121	558	145	634	266	1192
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			280	1124	237	901	21:45		99	406	138	527	237	933
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			269	1137	297	1052	22:45		45	262	65	362	110	624
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			332	1199	334	1280	23:45		28	148	48	205	76	353
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

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						Total
					0	0						42,395
							21,151			21,244		
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	181	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	115	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	75	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	45	15:45			469	1643	1761
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	46	16:45			470	1867	1581
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	146	17:45			493	1968	1322
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	413	18:45			429	1809	1157
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	804	19:45			294	1333	984
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	874	20:45			277	1184	684
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	1049	21:45			189	900	547
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	1407	22:45			165	647	530
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	1684	23:45			82	437	362
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						Total
					0	0						42,395
							21,151			21,244		

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

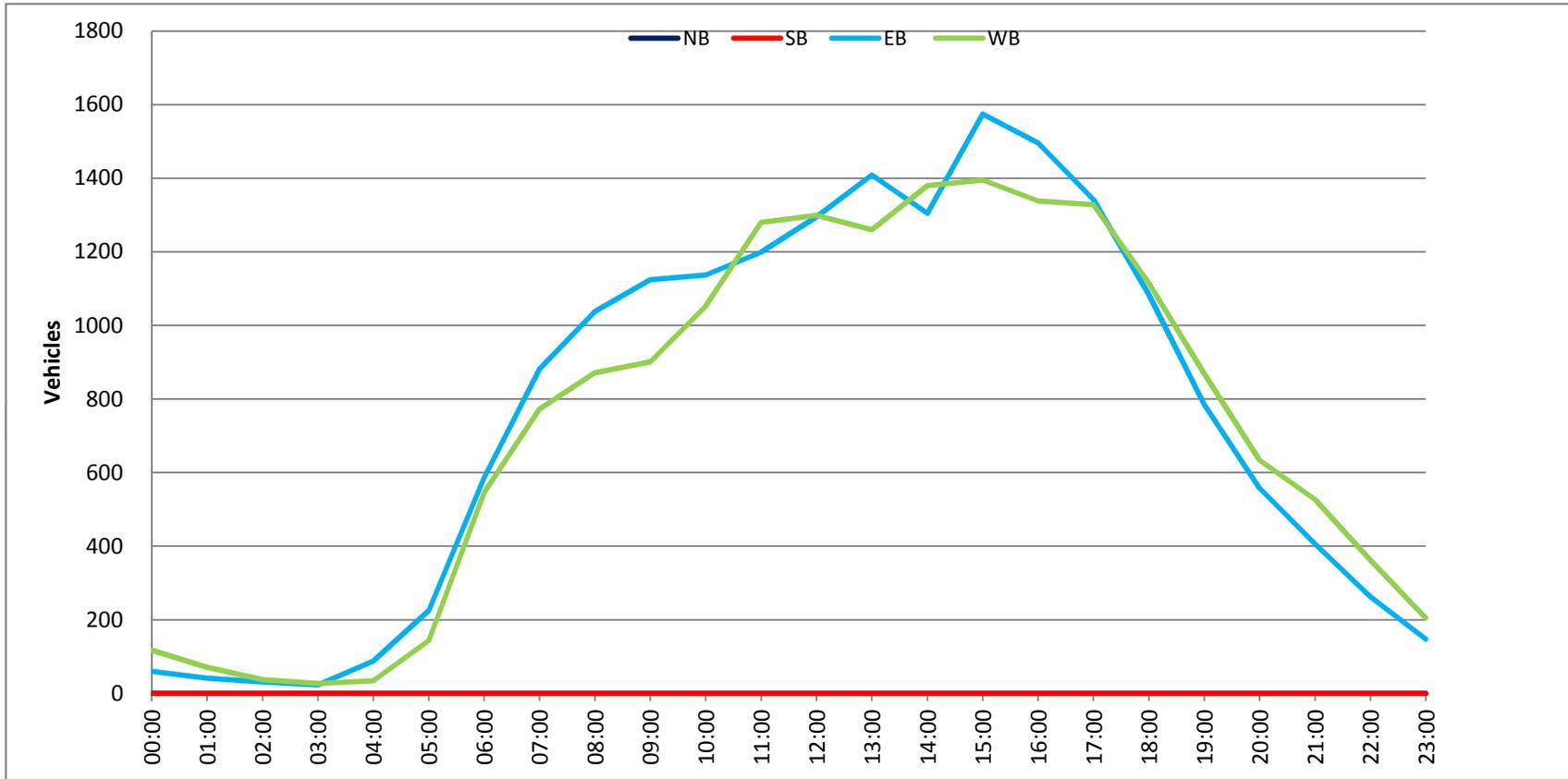
Prepared by NDS/ATD

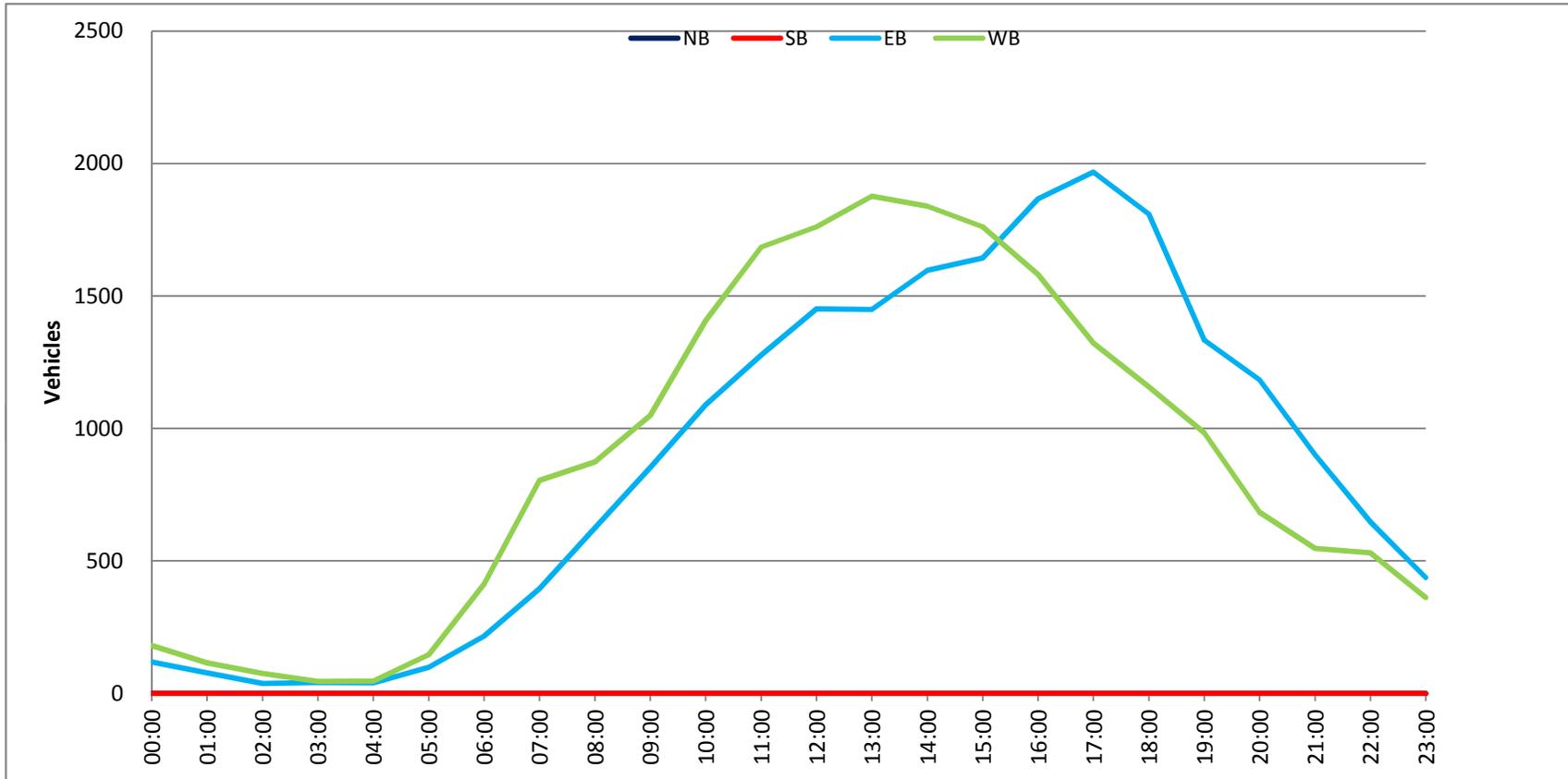
Project #: CA12_5300_004

City: Malibu

Location: Pacific Coast Hwy btwn Malibu Canyon Rd &

Date: 7/12/2012





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			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

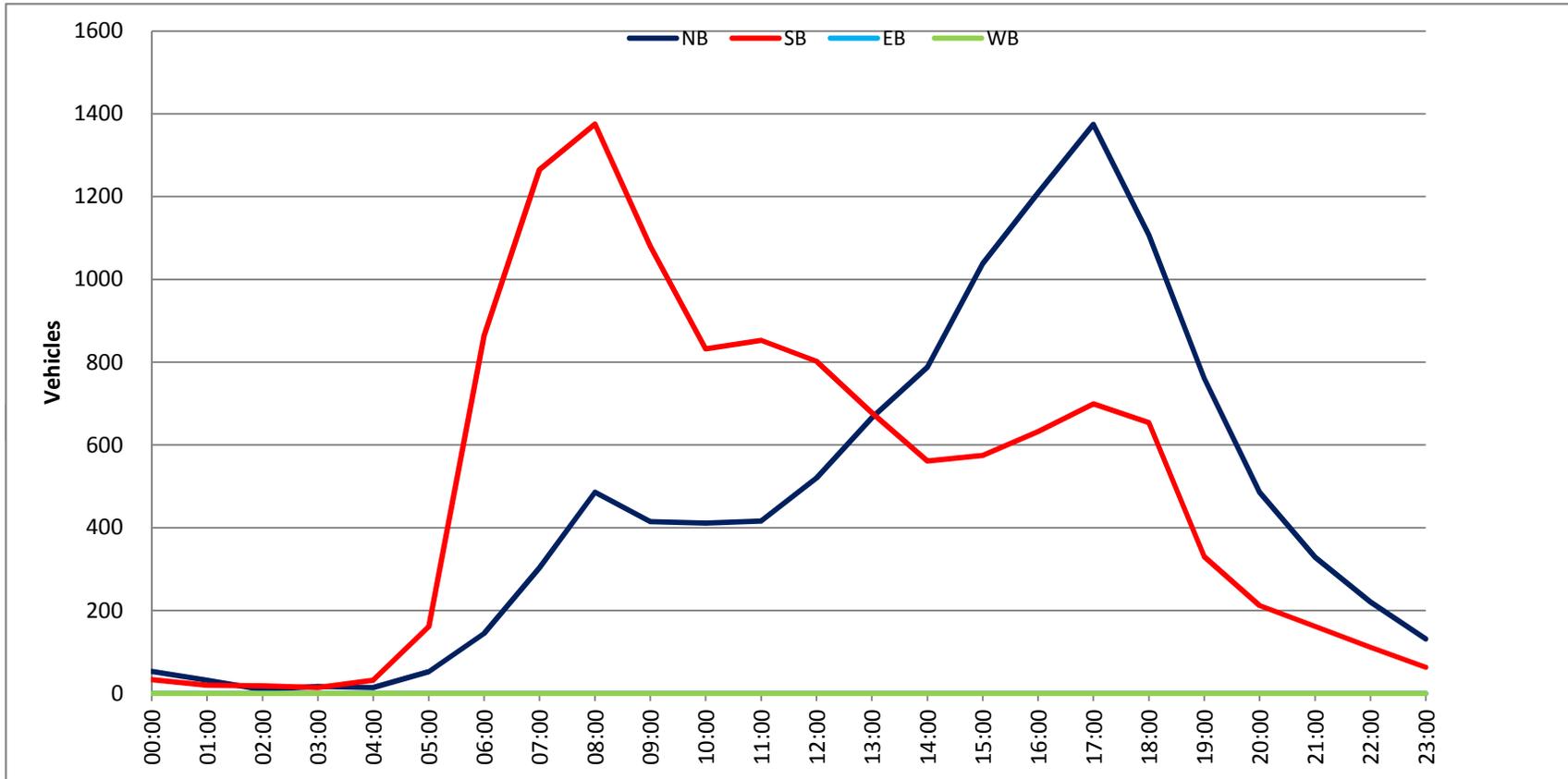
Day: Saturday
Date: 7/14/2012

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			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



Prepared by NDS/ATD

Project #: CA12_5300_005

City: Malibu

Location: Malibu Canyon Rd n/o Civic Center Way

Date: 7/14/2012



VOLUME

Civic Center Way btwn Webb Way & Cross Creek Rd

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,380	2,702	5,082		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			1	2	3	12:00			72	45	117
00:15			0	5	5	12:15			67	53	120
00:30			2	1	3	12:30			67	46	113
00:45			0	3	0	12:45			60	266	58
				8	0				202		118
					11						468
01:00			0	2	2	13:00			68	49	117
01:15			1	0	1	13:15			57	61	118
01:30			2	2	4	13:30			57	42	99
01:45			0	3	1	13:45			54	236	50
				5	1				202		104
					8						438
02:00			0	0	0	14:00			54	62	116
02:15			5	0	5	14:15			50	58	108
02:30			0	0	0	14:30			65	79	144
02:45			0	5	0	14:45			38	207	69
				0	0				268		107
					5						475
03:00			0	0	0	15:00			39	66	105
03:15			0	4	4	15:15			40	59	99
03:30			0	0	0	15:30			49	79	128
03:45			3	3	1	15:45			45	173	68
				5	4				272		113
					8						445
04:00			0	1	1	16:00			35	74	109
04:15			0	0	0	16:15			31	61	92
04:30			2	0	2	16:30			36	67	103
04:45			0	2	1	16:45			33	135	81
				2	1				283		114
					4						418
05:00			0	2	2	17:00			44	80	124
05:15			2	3	5	17:15			30	54	84
05:30			8	1	9	17:30			31	71	102
05:45			9	19	4	17:45			35	140	54
				10	13				259		89
					29						399
06:00			5	6	11	18:00			24	68	92
06:15			3	5	8	18:15			31	63	94
06:30			8	15	23	18:30			24	49	73
06:45			15	31	14	18:45			13	92	36
				40	29				216		49
					71						308
07:00			18	14	32	19:00			30	40	70
07:15			21	16	37	19:15			26	45	71
07:30			23	23	46	19:30			19	18	37
07:45			25	87	20	19:45			8	83	20
				73	45				123		28
					160						206
08:00			25	23	48	20:00			7	23	30
08:15			32	30	62	20:15			11	22	33
08:30			33	24	57	20:30			14	11	25
08:45			37	127	29	20:45			5	37	16
				106	66				72		21
					233						109
09:00			52	26	78	21:00			5	20	25
09:15			62	24	86	21:15			6	16	22
09:30			60	26	86	21:30			3	13	16
09:45			73	247	28	21:45			3	17	14
				104	101				63		17
					351						80
10:00			64	42	106	22:00			5	11	16
10:15			59	41	100	22:15			2	8	10
10:30			49	38	87	22:30			0	11	11
10:45			73	245	36	22:45			1	8	7
				157	109				37		8
					402						45
11:00			46	42	88	23:00			3	15	18
11:15			40	36	76	23:15			2	9	11
11:30			58	46	104	23:30			1	6	7
11:45			63	207	38	23:45			1	7	3
				162	101				33		4
					369						40
TOTALS			979	672	1651	TOTALS			1401	2030	3431
SPLIT %			59.3%	40.7%	32.5%	SPLIT %			40.8%	59.2%	67.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,380	2,702	5,082		
AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			12:00	16:15	14:00
AM Pk Volume			269	182	451	PM Pk Volume			266	289	475
Pk Hr Factor			0.934	0.858	0.940	Pk Hr Factor			0.924	0.892	0.825
7 - 9 Volume	0	0	214	179	393	4 - 6 Volume	0	0	275	542	817
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	127	106	233	4 - 6 Pk Volume	0	0	144	289	433
Pk Hr Factor	0.000	0.000	0.858	0.883	0.883	Pk Hr Factor	0.000	0.000	0.818	0.892	0.873

VOLUME

Civic Center Way btwn Webb Way & Cross Creek Rd

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_006

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	2,338	2,524	4,862			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			1	2	3	12:00			69	37	106	
00:15			2	4	6	12:15			60	49	109	
00:30			0	3	3	12:30			78	49	127	
00:45			0	3	3	12:45			61	268	50	185
01:00			0	2	2	13:00			60	47	107	
01:15			3	3	6	13:15			51	70	121	
01:30			1	1	2	13:30			59	63	122	
01:45			0	4	1	13:45			46	216	44	224
02:00			3	0	3	14:00			41	51	92	
02:15			3	1	4	14:15			43	49	92	
02:30			2	0	2	14:30			39	58	97	
02:45			0	8	0	14:45			46	169	66	224
03:00			1	0	1	15:00			44	75	119	
03:15			0	0	0	15:15			50	59	109	
03:30			0	0	0	15:30			53	53	106	
03:45			0	1	0	15:45			48	195	53	240
04:00			0	0	0	16:00			44	60	104	
04:15			0	1	1	16:15			49	62	111	
04:30			1	0	1	16:30			53	69	122	
04:45			3	4	0	16:45			45	191	48	239
05:00			1	1	2	17:00			54	66	120	
05:15			1	1	2	17:15			55	48	103	
05:30			0	0	0	17:30			38	43	81	
05:45			5	7	1	17:45			35	182	46	203
06:00			6	1	7	18:00			48	47	95	
06:15			3	2	5	18:15			40	47	87	
06:30			10	6	16	18:30			37	44	81	
06:45			8	27	7	18:45			49	174	50	188
07:00			15	8	23	19:00			36	50	86	
07:15			12	12	24	19:15			43	34	77	
07:30			15	7	22	19:30			39	42	81	
07:45			11	53	12	19:45			32	150	37	163
08:00			20	9	29	20:00			17	43	60	
08:15			18	16	34	20:15			19	42	61	
08:30			24	18	42	20:30			12	42	54	
08:45			33	95	18	20:45			15	63	30	157
09:00			36	12	48	21:00			9	26	35	
09:15			27	9	36	21:15			16	25	41	
09:30			30	11	41	21:30			7	27	34	
09:45			37	130	27	21:45			10	42	24	102
10:00			30	23	53	22:00			4	28	32	
10:15			37	30	67	22:15			3	18	21	
10:30			36	30	66	22:30			1	16	17	
10:45			46	149	31	22:45			3	11	22	84
11:00			42	48	90	23:00			1	17	18	
11:15			45	28	73	23:15			2	14	16	
11:30			47	42	89	23:30			0	15	15	
11:45			59	193	32	23:45			0	3	9	55
TOTALS			674	460	1134	TOTALS			1664	2064	3728	
SPLIT %			59.4%	40.6%	23.3%	SPLIT %			44.6%	55.4%	76.7%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,338	2,524	4,862

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			12:00	14:30	12:30
AM Pk Volume			266	167	433	PM Pk Volume			268	258	466
Pk Hr Factor			0.853	0.852	0.852	Pk Hr Factor			0.859	0.860	0.917
7 - 9 Volume	0	0	148	100	248	4 - 6 Volume	0	0	373	442	815
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume	0	0	95	61	156	4 - 6 Pk Volume	0	0	207	245	446
Pk Hr Factor	0.000	0.000	0.720	0.847	0.765	Pk Hr Factor	0.000	0.000	0.941	0.888	0.914

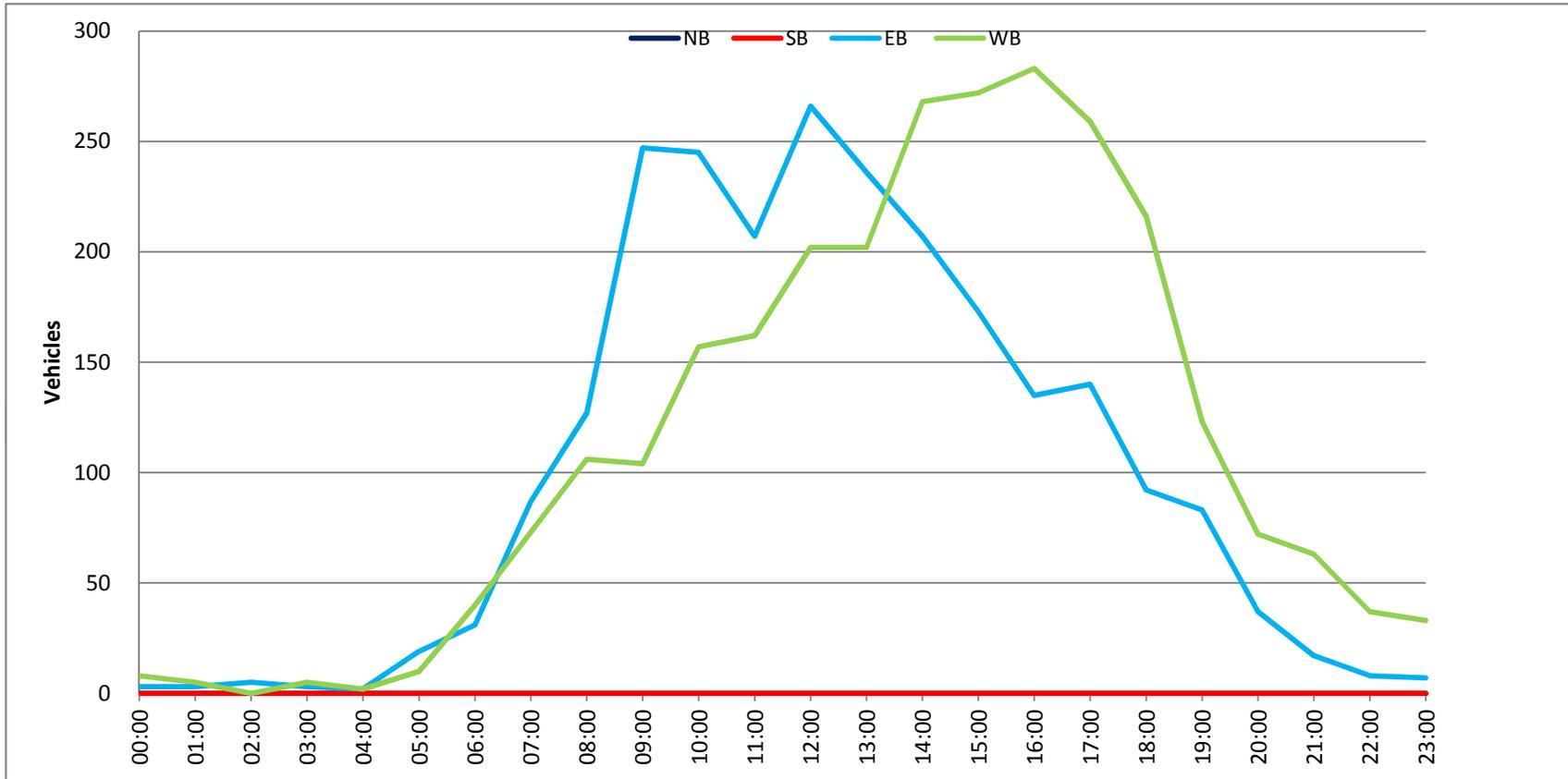
Prepared by NDS/ATD

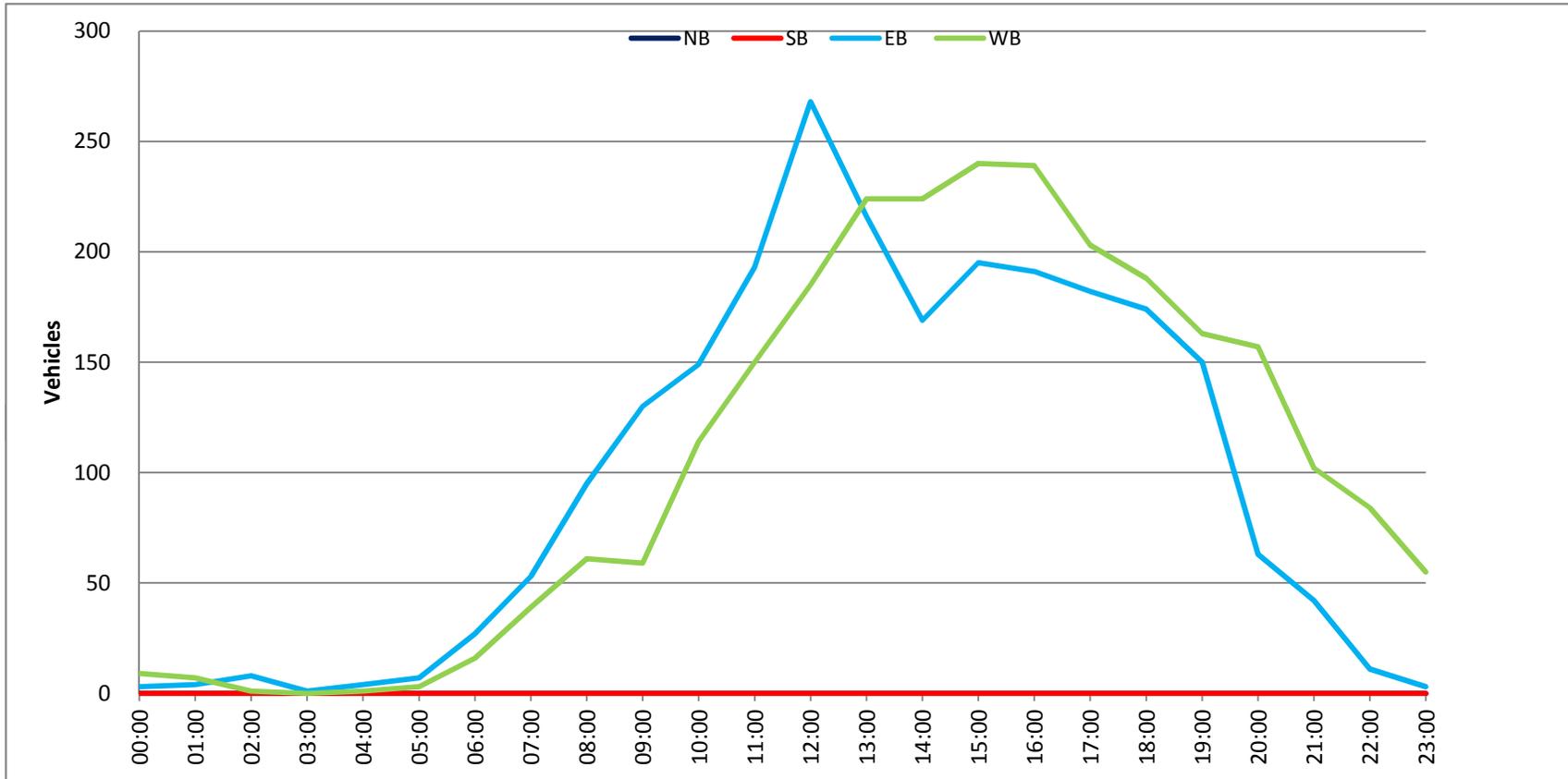
Project #: CA12_5300_006

City: Malibu

Location: Civic Center Way btwn Webb Way & Cross

Date: 7/12/2012





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	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

Prepared by NDS/ATD

Project #: CA12_5300_007

City: Malibu

Location: Pacific Coast Hwy e/o Cross Creek Rd

Date: 7/12/2012



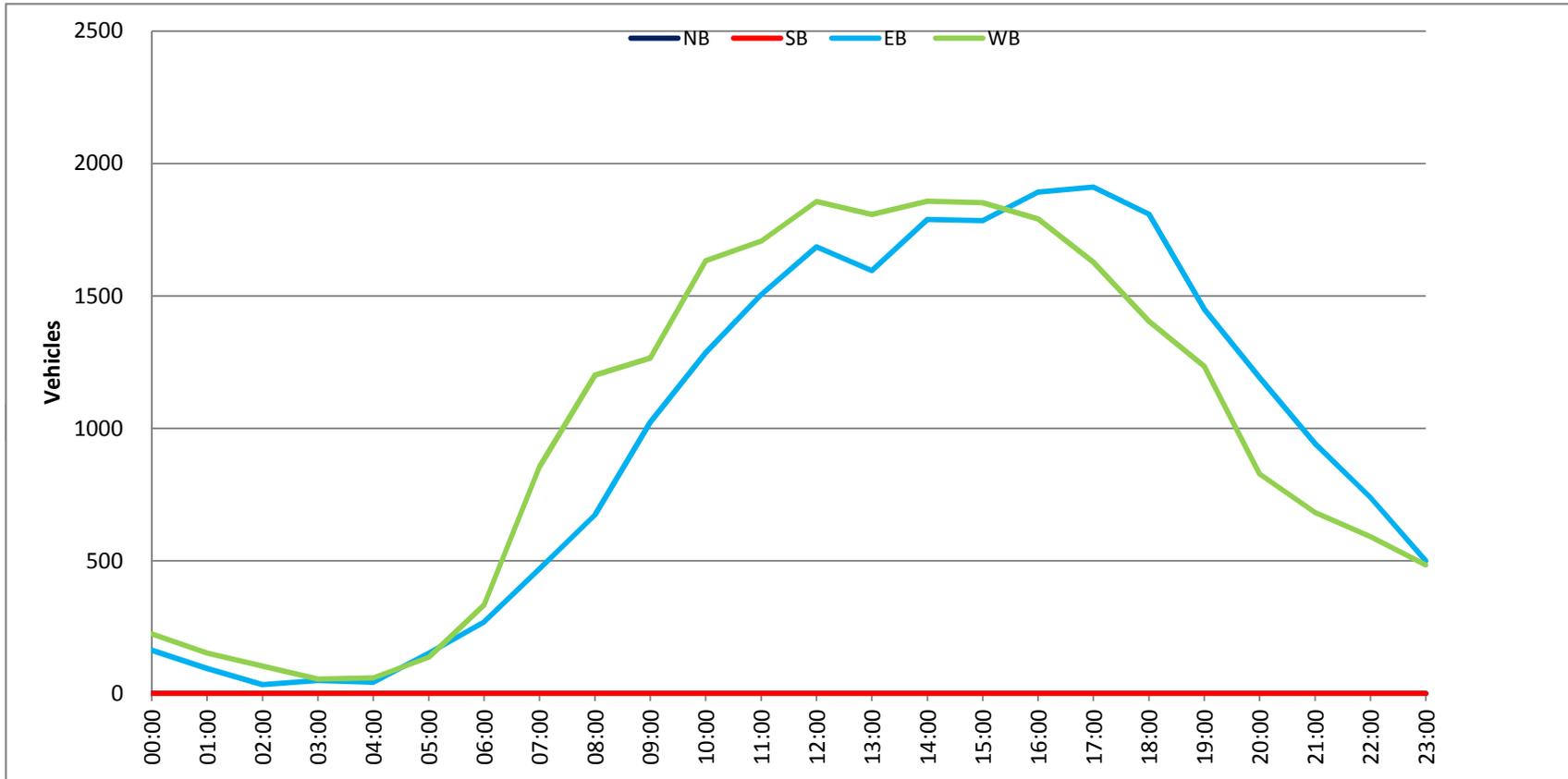
Prepared by NDS/ATD

Project #: CA12_5300_007

City: Malibu

Location: Pacific Coast Hwy e/o Cross Creek Rd

Date: 7/14/2012



VOLUME

Wilshire Blvd bet. La Cienega & Robertson

Day: Thursday
Date: 7/12/2012

City: Rancho Cucamonga/San Marino
Project #: CA07_7007_002n

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	22,982	22,350	45,332					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			36	47	83	12:00			347	308	655			
00:15			34	41	75	12:15			406	338	744			
00:30			23	37	60	12:30			339	364	703			
00:45			22	115	28	153	12:45		348	1440	337	1347	685	2787
01:00			29	29	58	13:00			349	327	676			
01:15			20	29	49	13:15			375	369	744			
01:30			11	18	29	13:30			355	349	704			
01:45			14	74	18	94	13:45		338	1417	349	1394	687	2811
02:00			13	10	23	14:00			392	367	759			
02:15			10	14	24	14:15			354	392	746			
02:30			12	12	24	14:30			375	415	790			
02:45			7	42	11	47	14:45		335	1456	374	1548	709	3004
03:00			10	15	25	15:00			452	386	838			
03:15			7	9	16	15:15			423	377	800			
03:30			10	10	20	15:30			411	415	826			
03:45			8	35	10	44	15:45		450	1736	424	1602	874	3338
04:00			14	10	24	16:00			489	449	938			
04:15			28	11	39	16:15			430	484	914			
04:30			26	28	54	16:30			427	476	903			
04:45			30	98	34	83	16:45		435	1781	493	1902	928	3683
05:00			39	41	80	17:00			406	488	894			
05:15			49	56	105	17:15			451	500	951			
05:30			83	77	160	17:30			434	452	886			
05:45			109	280	132	306	17:45		413	1704	446	1886	859	3590
06:00			116	159	275	18:00			403	431	834			
06:15			210	208	418	18:15			420	422	842			
06:30			273	236	509	18:30			368	420	788			
06:45			333	932	232	835	18:45		359	1550	421	1694	780	3244
07:00			375	229	604	19:00			273	358	631			
07:15			402	307	709	19:15			265	332	597			
07:30			415	299	714	19:30			236	207	443			
07:45			413	1605	360	1195	19:45		217	991	245	1142	462	2133
08:00			367	264	631	20:00			173	219	392			
08:15			447	323	770	20:15			175	208	383			
08:30			387	347	734	20:30			158	186	344			
08:45			418	1619	312	1246	20:45		160	666	200	813	360	1479
09:00			275	272	547	21:00			130	177	307			
09:15			418	307	725	21:15			155	154	309			
09:30			374	269	643	21:30			132	145	277			
09:45			342	1409	280	1128	21:45		147	564	167	643	314	1207
10:00			359	276	635	22:00			140	134	274			
10:15			355	300	655	22:15			118	124	242			
10:30			356	304	660	22:30			116	99	215			
10:45			333	1403	314	1194	22:45		100	474	96	453	196	927
11:00			342	323	665	23:00			82	62	144			
11:15			278	323	601	23:15			74	78	152			
11:30			379	380	759	23:30			44	69	113			
11:45			336	1335	316	1342	23:45		56	256	50	259	106	515
TOTALS			8947	7667	16614	TOTALS			14035	14683	28718			
SPLIT %			53.9%	46.1%	36.6%	SPLIT %			48.9%	51.1%	63.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	22,982	22,350	45,332

AM Peak Hour			07:30	11:00	07:45	PM Peak Hour			15:45	16:30	16:00
AM Pk Volume			1642	1342	2908	PM Pk Volume			1796	1957	3683
Pk Hr Factor			0.918	0.883	0.940	Pk Hr Factor			0.918	0.979	0.982
7 - 9 Volume	0	0	3224	2441	5665	4 - 6 Volume	0	0	3485	3788	7273
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:00	16:30	16:00
7 - 9 Pk Volume	0	0	1642	1294	2908	4 - 6 Pk Volume	0	0	1781	1957	3683
Pk Hr Factor	0.000	0.000	0.918	0.899	0.940	Pk Hr Factor	0.000	0.000	0.911	0.979	0.982

VOLUME

Wilshire Blvd bet. La Cienega & Robertson

Day: Saturday
Date: 7/14/2012City: Rancho Cucamonga/San Marino
Project #: CA07_7007_002n

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	23,881	23,607	47,488					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			73	70	143	12:00			365	435	800			
00:15			67	56	123	12:15			351	479	830			
00:30			54	48	102	12:30			355	465	820			
00:45			38	232	50	224	12:45		383	1454	464	1843	847	3297
01:00			53	38	91	13:00			407	446	853			
01:15			58	38	96	13:15			404	479	883			
01:30			36	37	73	13:30			600	449	1049			
01:45			26	173	40	153	13:45		412	1823	485	1859	897	3682
02:00			24	35	59	14:00			390	489	879			
02:15			16	32	48	14:15			419	465	884			
02:30			11	15	26	14:30			450	415	865			
02:45			9	60	18	100	14:45		414	1673	491	1860	905	3533
03:00			11	14	25	15:00			456	421	877			
03:15			12	14	26	15:15			449	444	893			
03:30			10	15	25	15:30			423	444	867			
03:45			10	43	8	51	15:45		464	1792	424	1733	888	3525
04:00			11	5	16	16:00			448	441	889			
04:15			2	14	16	16:15			462	459	921			
04:30			20	27	47	16:30			469	387	856			
04:45			10	43	25	71	16:45		532	1911	432	1719	964	3630
05:00			16	40	56	17:00			479	407	886			
05:15			30	40	70	17:15			577	415	992			
05:30			54	63	117	17:30			531	378	909			
05:45			37	137	85	228	17:45		483	2070	336	1536	819	3606
06:00			47	101	148	18:00			435	331	766			
06:15			74	119	193	18:15			494	367	861			
06:30			76	161	237	18:30			395	289	684			
06:45			62	259	176	557	18:45		447	1771	387	1374	834	3145
07:00			91	187	278	19:00			422	302	724			
07:15			107	238	345	19:15			493	306	799			
07:30			127	287	414	19:30			442	225	667			
07:45			138	463	263	975	19:45		438	1795	235	1068	673	2863
08:00			132	286	418	20:00			368	222	590			
08:15			167	330	497	20:15			334	230	564			
08:30			168	232	400	20:30			330	163	493			
08:45			177	644	293	1141	20:45		352	1384	169	784	521	2168
09:00			192	264	456	21:00			322	160	482			
09:15			239	304	543	21:15			323	173	496			
09:30			300	348	648	21:30			255	175	430			
09:45			244	975	351	1267	21:45		234	1134	157	665	391	1799
10:00			252	365	617	22:00			226	150	376			
10:15			312	386	698	22:15			223	151	374			
10:30			265	384	649	22:30			187	151	338			
10:45			343	1172	413	1548	22:45		202	838	151	603	353	1441
11:00			301	421	722	23:00			213	128	341			
11:15			347	445	792	23:15			169	136	305			
11:30			352	413	765	23:30			172	120	292			
11:45			350	1350	462	1741	23:45		131	685	123	507	254	1192
TOTALS			5551	8056	13607	TOTALS			18330	15551	33881			
SPLIT %			40.8%	59.2%	28.7%	SPLIT %			54.1%	45.9%	71.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	23,881	23,607	47,488		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:45	13:15	16:45
AM Pk Volume			1421	1841	3262	PM Pk Volume			2119	1902	3751
Pk Hr Factor			0.973	0.961	0.983	Pk Hr Factor			0.918	0.972	0.945
7 - 9 Volume	0	0	1107	2116	3223	4 - 6 Volume	0	0	3981	3255	7236
7 - 9 Peak Hour			08:00	07:30	08:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	644	1166	1785	4 - 6 Pk Volume	0	0	2119	1719	3751
Pk Hr Factor	0.000	0.000	0.910	0.883	0.898	Pk Hr Factor	0.000	0.000	0.918	0.936	0.945

