

ADDENDUM TRAFFIC IMPACT STUDY

LA PAZ RANCH PROJECT

City of Malibu, California
October 30, 2019

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ADDENDUM TRAFFIC IMPACT STUDY

LA PAZ RANCH PROJECT

City of Malibu, California
October 30, 2019

1.0 INTRODUCTION

This addendum traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed modified La Paz Ranch Project (the “2019 Project Modifications”) located at 23465 Civic Center Way in the City of Malibu (the “Project site”). In 2008, the City of Malibu (City) approved the La Paz Ranch Project, which includes 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area (the retail and restaurant uses total 69,502 square feet of shopping center floor area) (“2008 Approved Project”). Malibu Development Company (MDC or Applicant) seeks to develop the 2008 Approved Project with the 2019 Project Modifications.¹ The Project site is bounded by vacant land to the north and east, Civic Center Way to the south, and La Paz Lane to the west. The Project site location and general vicinity are shown in *Figure 1-1*.

The traffic analysis follows City traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program². This traffic analysis evaluates potential traffic impacts of the 2019 Project Modifications at nine key intersections in the vicinity of the Project site. The study intersections were determined in consultation with City staff. The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity (*v/c*) ratios and corresponding Levels of Service (LOS) at the seven signalized study intersections. The Highway Capacity Manual (HCM) method was used to determine delay values and corresponding LOS for the two stop-controlled intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the 2019 Project Modifications.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed 2019 Project Modifications, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed 2019 Project Modifications, (vi) determines future impacts due to the 2019 Project Modifications, and (vii) recommends mitigation measures, where necessary.

¹ 20,000 square feet of the 62,556 square feet of office floor area approved by the City in the 2008 Approved Project is for municipal uses on Parcel C, a 2.3-acre parcel to be dedicated to the City. The Applicant does not propose to develop the 20,000 square feet on Parcel C; however, this square footage is included in the traffic analysis.

² 2010 *Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.

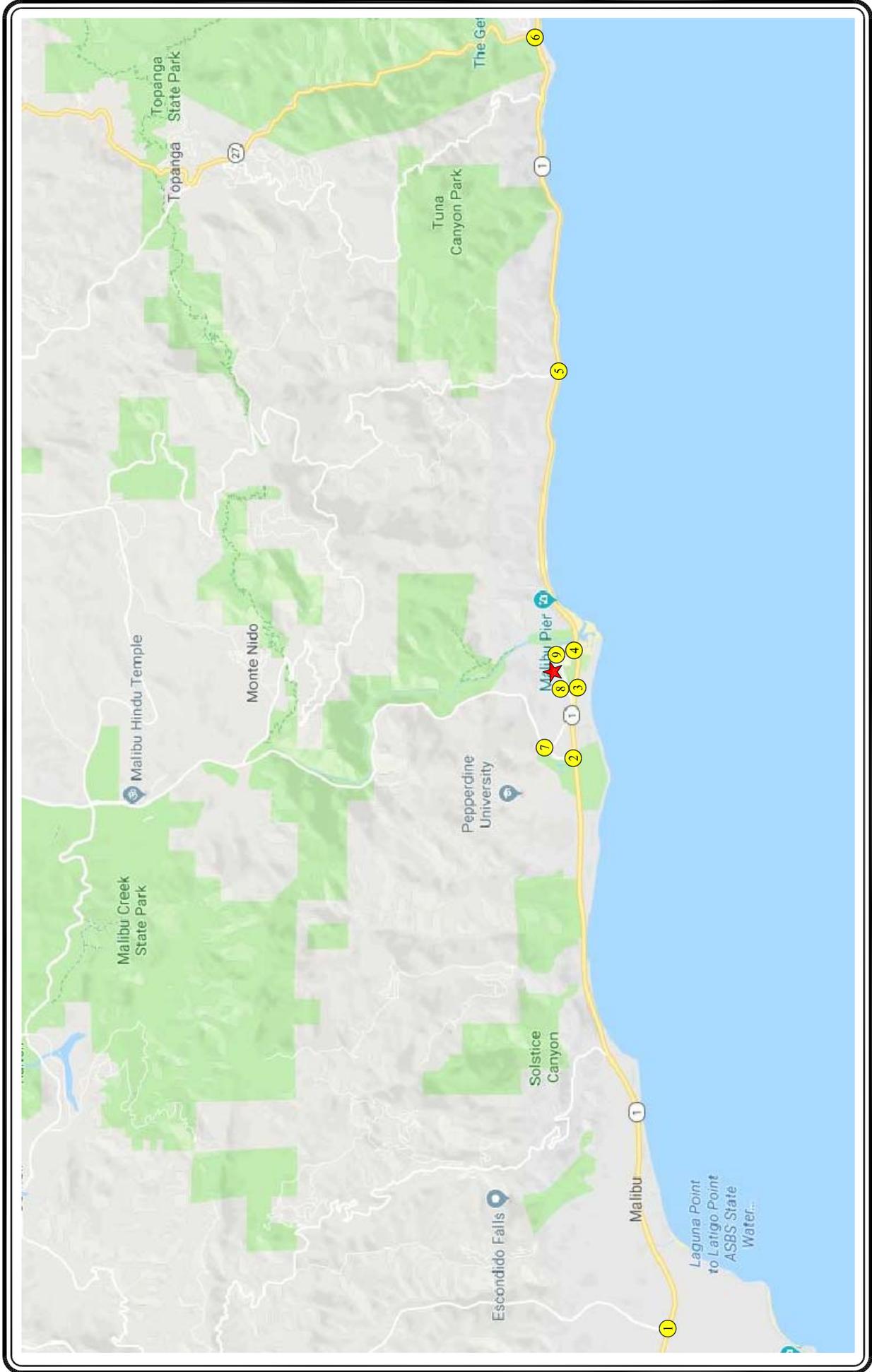


FIGURE 1-1
VICINITY MAP

LA PAZ RANCH PROJECT

MAP SOURCE: GOOGLE MAPS
 PROJECT SITE
 STUDY INTERSECTION



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Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the City's previously approved project-related traffic as a result of the 2019 Project Modifications; accordingly, this addendum traffic study is provided for informational purposes.

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

1.1 Project Background and Kaku Traffic Study

A traffic study³ was prepared by Kaku Associates (the "Kaku traffic study") for the previously proposed La Paz Ranch Project (the "2005 Analyzed Project"). The development analyzed in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The Kaku traffic study was incorporated into an Environmental Impact Report prepared and certified for the La Paz Ranch Project. The Malibu City Council approved a development program (the 2008 Approved Project) consisting of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, which represents a slight modification to the development description evaluated in the Kaku traffic study.

The Kaku traffic study evaluated the potential traffic impacts of the 2005 Analyzed Project. Among other elements, the Kaku traffic study relied on:

- Traffic counts conducted at nine study intersections during the weekday morning (AM), weekday afternoon (PM), and Saturday midday (MD) peak periods in April and May, 2003;
- Trip generation forecasts of the 2005 Analyzed Project using trip generation rates provided in the 6th Edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers;

³ *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

- Analysis of the cumulative traffic effects of the 2005 Analyzed Project based on review and analysis of other proposed development projects known at that time; and
- Assessment of potential traffic impacts of the 2005 Analyzed Project based on the thresholds of significance in effect at the time of the preparation of the Kaku traffic study.

The Kaku traffic study determined that the 2005 Analyzed Project would result in significant traffic impacts at the following five study intersections:

- Webb Way / Pacific Coast Highway
- Cross Creek Road / Pacific Coast Highway
- Webb Way / Civic Center Way
- Malibu Canyon Road / Pacific Coast Highway
- Cross Creek Road / Civic Center Way

The Kaku traffic study identified feasible traffic mitigation measures at three of the adversely affected intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way. Further, the Kaku traffic study determined that no feasible mitigation measures were available at two of the affected intersections: Malibu Canyon Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. It is noted that the Applicant for the 2019 Project Modifications has completed construction of the mitigation measures at Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way as outlined in the Kaku traffic study.

The City has determined that an addendum traffic study is required for purposes of evaluating the traffic effects of the 2019 Project Modifications. The addendum traffic study is to include:

- Updated traffic counts during the AM, PM, and MD peak periods⁴ at the same nine study intersections evaluated in the Kaku traffic study;
- Trip generation forecasts of the 2019 Project Modifications using trip generation rates provided in the current edition of the ITE *Trip Generation Manual* (i.e., the 10th Edition);
- Analysis of the cumulative traffic effects of the 2019 Project Modifications based on a current review and analysis of other proposed development projects in the area;

⁴ It is noted that the Kaku traffic study included traffic counts conducted while local schools were in session. As required by the City of Malibu, the addendum traffic analysis includes traffic counts at the study intersections during both school time conditions, as well as during summertime conditions. See Section 5.0 for additional discussion regarding the intersection traffic counts.

- An assessment of potential traffic impacts of the 2019 Project Modifications based on the current thresholds of significance used by the City of Malibu for purposes of evaluating the relative significance of traffic impacts of development projects in environmental documents;
- A comparison of the relative traffic effects of the 2019 Project Modifications to the 2005 Analyzed Project; and
- A comparison of the relative traffic effects of the 2019 Project Modifications to the 2008 Approved Project.

1.2 Study Area

Upon coordination with City staff, nine study intersections have been identified for evaluation during the weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 to 6:00 PM) peak hours, as well as the Saturday midday peak hours (12:00 PM to 2:00 PM). The nine study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. As previously noted, these nine intersections are consistent with the study intersections evaluated in the Kaku traffic study. Further discussion of the existing street system and study area is provided in Section 4.0.

1.3 Summary of Findings

As noted above, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that the 2019 Project Modifications is forecast to result in significant traffic impacts at three of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at two of the intersections as described below:

- Webb Way / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.
- Cross Creek Road / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection. Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available.

At the Webb Way / Civic Center Way intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. However, the 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection. The traffic mitigation measure identified in the Kaku traffic study for this intersection has been funded for construction by the Applicant of the 2019 Project Modifications.

At the Malibu Canyon Road / Pacific Coast Highway intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the intersection, however, the Kaku traffic study determined that no feasible mitigation measures were available.

In summary, it is concluded in this addendum traffic study that the 2019 Project Modifications would not cause any new traffic impacts on the local street system that were not previously identified for the 2005 Analyzed Project in the Kaku traffic study. Further, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project based on the reduced number of intersections significantly impacted by the 2019 Project Modifications.

As noted above, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The Project site is located at 23465 Civic Center Way in the City of Malibu. The Project site is bounded by vacant land to the north and east, Civic Center Way to the south, and La Paz Lane to the west. The Project site location and general vicinity are shown in *Figure 1-1*.

2.2 Existing Project Site

The existing Project site is currently vacant, and the perimeter of the site is currently fenced off.

2.3 Proposed Project Description

As approved by the City in the 2008 Approved Project, the Applicant of the 2019 Project Modifications seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area.⁵

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

Construction and occupancy of the proposed 2019 Project Modifications is planned to be completed by the year 2022. The site plan for the proposed 2019 Project Modifications is illustrated in *Figure 2-1*.

Vehicular access to the Project site will be provided via La Paz Lane along the Project site's westerly frontage, which is proposed to intersect with Civic Center Way. Further discussion of the Project site access and circulation scheme is provided in Section 3.0.

⁵ The 2008 Approved Project also included 20,000 square feet of municipal uses on Parcel C, a 2.3-acre parcel to be dedicated to the City. The Applicant does not propose to develop the 20,000 square feet on Parcel C; however, this square footage is included in the traffic analysis.

3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the 2019 Project Modifications is displayed in *Figure 2-1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

Vehicular access to the Project site will be provided via one driveway along the west side of La Paz Lane at its intersection with Civic Center Way. The driveway will provide access to the 2019 Project Modifications' subterranean and surface-level parking areas. The driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

4.0 EXISTING STREET SYSTEM

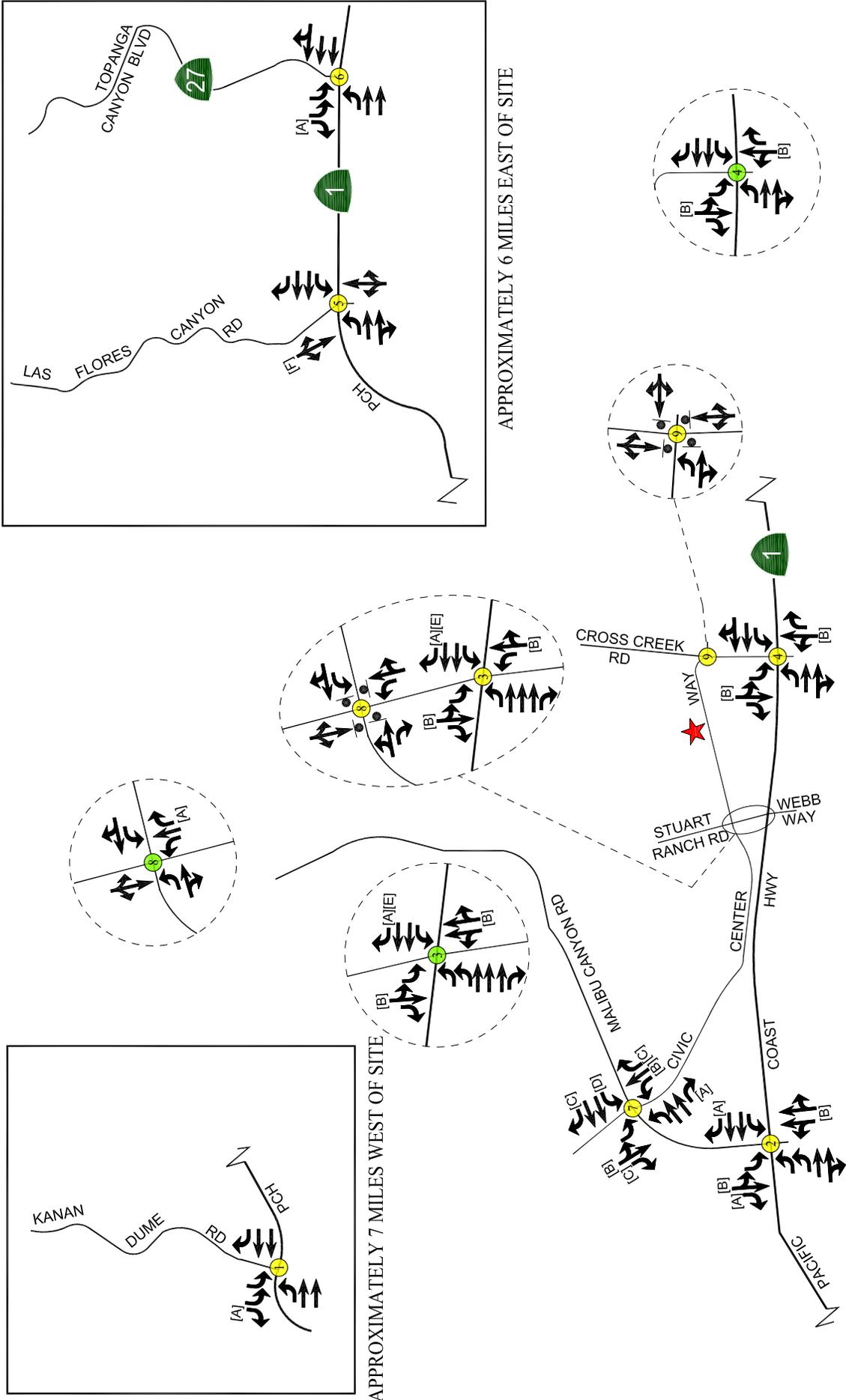
4.1 Local Roadway System

Immediate access to the Project site is provided via La Paz Lane and Civic Center Way. The following nine study intersections were selected in consultation with City staff in order to determine potential impacts related to the proposed 2019 Project Modifications:

1. Kanan Dume Road / Pacific Coast Highway (SR-1)
2. Malibu Canyon Road / Pacific Coast Highway (SR-1)
3. Webb Way / Pacific Coast Highway (SR-1)
4. Cross Creek Road / Pacific Coast Highway (SR-1)
5. Las Flores Canyon Road / Pacific Coast Highway (SR-1)
6. Topanga Canyon Boulevard / Pacific Coast Highway (SR-1)
7. Malibu Canyon Road / Civic Center Way
8. Stuart Ranch Road-Webb Way / Civic Center Way
9. Cross Creek Road / Civic Center Way

As previously noted, these nine intersections were analyzed in the Kaku traffic study to evaluate the potential traffic impacts of the 2005 Analyzed Project. Seven of the nine intersections selected for analysis are presently controlled by traffic signals. The Stuart Ranch Road-Webb Way / Civic Center Way intersection was controlled by all-way stop signs at the time of the traffic counts (described below in Section 5.0). The Cross Creek Road / Civic Center Way intersection is presently controlled by all-way stop signs.

As previously noted, the Applicant of the 2019 Project Modifications has constructed improvements at three of the study intersections (Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Stuart Ranch Road-Webb Way / Civic Center Way), consistent with the traffic mitigation measures identified in the Kaku traffic study. The travel future lane configurations at the study intersections at the time of the intersection traffic counts are displayed in *Figure 4-1*. Also provided in *Figure 4-1* are the current lane configurations at the three intersections where traffic improvements have recently been constructed.



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- ★ PROJECT SITE
- STUDY INTERSECTION
- CONDITIONS WITH MITIGATION
- STOP SIGN
- [A] RIGHT-TURN OVERLAP
- [B] SPLIT PHASING
- [C] FREE-FLOW RIGHT-TURN
- [D] NO LEFT-TURN 6-9 AM, M-F
- [E] NO RIGHT-TURN ON RED 4-7 PM, M-F
- [F] NO RIGHT-TURN ON RED

FIGURE 4-1 INTERSECTION LANE CONFIGURATIONS AT TIME OF TRAFFIC COUNTS

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4.2 Roadway Descriptions

A brief description of the roadways in the vicinity Project site is provided in the following paragraphs.

Kanan Dume Road is a north-south oriented roadway that is located approximately seven miles west of the Project site. Within the Project site study area, Kanan Dume Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. Two through travel lanes are generally provided in each direction on Kanan Dume Road within the Project site study area, except near the Pacific Coast Highway intersection, where only one through travel lane is provided in each direction. An exclusive right-turn lane and dual left-turn lanes are provided in the southbound direction on Kanan Dume Road at the Pacific Coast Highway intersection. A truck arrestor located within the center median is provided in the southbound direction at the Pacific Coast Highway intersection. Kanan Dume Road is posted for a speed limit of 50 miles per hour within the Project site study area near Pacific Coast Highway.

Malibu Canyon Road is a north-south oriented roadway that is located west of the Project site. Within the Project site study area, Malibu Canyon Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction north of Civic Center Way within the Project site study area, while two through travel lanes are provided in each direction between Civic Center Way and Pacific Coast Highway. An exclusive right-turn lane, one left-turn/through lane, and one exclusive left-turn lane is provided in the southbound direction on Malibu Canyon Road at the Pacific Coast Highway intersection. One right-turn/through lane and one left-turn/through lane are provided in the northbound direction on Malibu Canyon Road at the Pacific Coast Highway intersection. Exclusive left-turn lanes are also provided in both directions on Malibu Canyon Road at the Civic Center Way intersection. Malibu Canyon Road is posted for a speed limit of 45 miles per hour within the Project site study area.

Webb Way is a north-south oriented roadway that extends between Civic Center Way and Pacific Coast Highway and is located west of the Project site. Within the Project site study area, Webb Way is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction within the Project site study area. One exclusive left-turn lane is provided in both directions on the roadway at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the southbound direction at the Pacific Coast Highway intersection and in the northbound direction at the Civic Center Way intersection. There is no posted speed limit on Webb Way in the Project site study area, thus it is assumed to be a prima-facie speed limit of 25 miles per hour, consistent with the State of California Vehicle Code.

Cross Creek Road is a north-south oriented roadway that is located east of the Project site. Within the Project site study area, Cross Creek Road is designated as a Collector roadway in the Circulation Element of the City of Malibu General Plan between Pacific Coast Highway and Civic Center Way, while it is designated as a Local roadway north of Civic Center Way. One through travel lane is provided in each direction within the Project site study area. One exclusive left-turn lane and one exclusive right-turn lane are provided in the southbound direction at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the northbound direction at the Pacific Coast Highway intersection. Cross Creek Road is posted for a speed limit of 25 miles per hour within the Project site study area.

Las Flores Canyon Road is a north-south oriented roadway that is located east of the Project site. Within the Project site study area, Las Flores Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction on Las Flores Canyon Road within the Project site vicinity. Las Flores Canyon Road is posted for a speed limit of 25 miles per hour within the Project site study area.

Topanga Canyon Boulevard (SR-27) is a north-south oriented roadway that is located approximately six miles east of the Project site. Within the Project site study area, Topanga Canyon Boulevard is classified as a Secondary Highway in the County of Los Angeles Highway Plan. One through travel lane is generally provided in each direction on Topanga Canyon Boulevard within the Project study area, except near the Pacific Coast Highway intersection, where two through travel lanes are provided in the southbound direction. An exclusive right-turn lane and dual left-turn lanes are provided in the southbound direction on Topanga Canyon Boulevard at the Pacific Coast Highway intersection. Topanga Canyon Boulevard is posted for a speed limit of 45 miles per hour within the Project site study area near Pacific Coast Highway.

Pacific Coast Highway (SR-1) is an east-west oriented roadway that is located south of the Project site. Within the Project study area, Pacific Coast Highway is designated as a Modified Major Arterial in the Circulation Element of the City of Malibu General Plan and an Eligible Scenic Highway by the California Department of Transportation. Two through travel lanes are provided in each direction within the Project site study area. It should be noted that a third eastbound through travel lane is provided at the eastbound approach on Pacific Coast Highway at Webb Way. Exclusive left-turn lanes are provided in both directions at major intersections in the Project site vicinity. Dual left-turn lanes are provided in the eastbound direction at the Malibu Canyon Road intersection. Exclusive right-turn only lanes are provided in the westbound direction at the Kanan Dume Road, Malibu Canyon Road, Webb Way, and Las Flores Canyon Road intersections. An exclusive right-turn only lane is also provided in the eastbound direction on Pacific Coast Highway at Webb Way. Pacific Coast Highway is posted for speed limits of 50 miles per hour west of Malibu Canyon Road and 45 miles per hour east of Malibu Canyon Road within the Project site study area.

Civic Center Way is an east-west oriented roadway that borders the Project site to the south. Within the Project site study area, *Civic Center Way* is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction within the Project site study area. A free-flow right-turn lane is provided in the westbound direction at the Malibu Canyon Road intersection, and an exclusive right-turn lane is provided in the eastbound direction at the Webb Way intersection. *Civic Center Way* is posted for a speed limit of 40 miles per hour within the Project site study area.

4.3 Public Transit Services

Public transit service within the Project site study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in **Table 4-1**. The existing public transit routes in the Project site vicinity are illustrated in **Figure 4-2**.

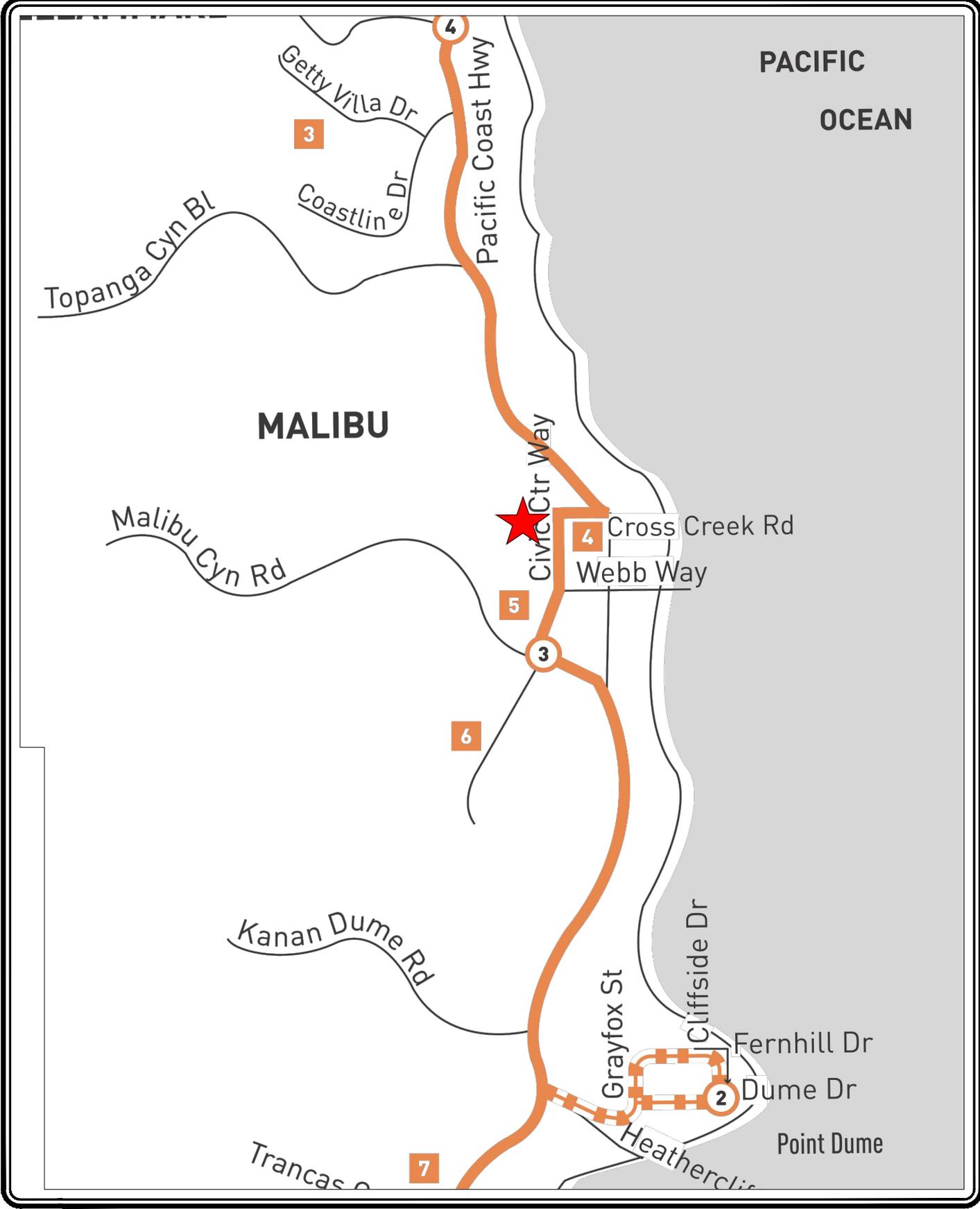
Table 4-1
EXISTING TRANSIT ROUTES [1]

22-Jan-19

| ROUTE | DESTINATIONS | ROADWAY(S) NEAR SITE | NO. OF BUSES DURING PEAK HOUR | | | | |
|--------------|--|--|----------------------------------|-----------|-----------|----------|--|
| | | | DIR | AM | PM | SAT | |
| Metro 534 | Downtown Santa Monica to Malibu (via Pacific Coast Highway) | Pacific Coast Highway, Malibu Canyon Road, Civic Center Way, Cross Creek Road | EB | 5 | 7 | 2 | |
| | | | WB | 8 | 4 | 3 | |
| Total | | | | 13 | 11 | 5 | |

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2018.

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NOT TO SCALE

★ MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO)
PROJECT SITE

FIGURE 4-2 EXISTING PUBLIC TRANSIT ROUTES

5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted in April and May 2018 (school time), as well as July and August 2018 (summertime) at each of the study intersections during the weekday morning and afternoon commuter periods, as well as the Saturday mid-day commuter period to determine the peak hour traffic volumes. As previously noted, the Kaku traffic study included traffic counts conducted at the study intersections while local schools were in session. As required by the City of Malibu, the addendum traffic analysis includes traffic counts at the study intersections during both school time conditions, as well as during summertime conditions.

The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on a weekday to determine the respective weekday peak commuter hours. The manual traffic counts at the study intersections were also conducted from 12:00 PM to 2:00 PM on a Saturday to determine the midday MD peak commuter hour.

The manual counts of vehicle movements at the study intersections conducted during the weekday AM and PM peak periods, as well as the Saturday MD peak period for school-time and summertime conditions are summarized in *Tables 5-1* and *5-2*, respectively. The existing school-time traffic volumes at the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are shown in *Figures 5-1, 5-2, and 5-3*, respectively. The existing summertime traffic volumes at the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are shown in *Figures 5-4, 5-5, and 5-6*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix A*.

Table 5-1
EXISTING SCHOOL TIME TRAFFIC VOLUMES [1]

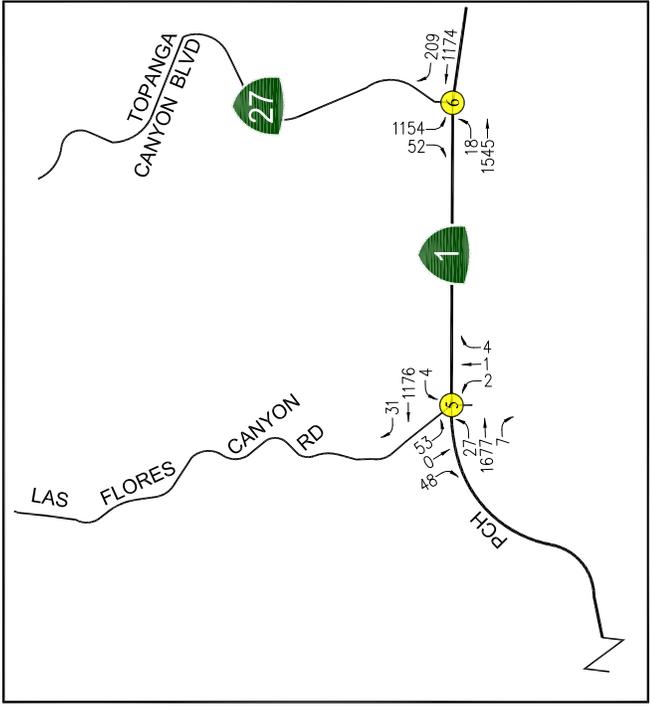
| NO. | INTERSECTION | DATE | DIR | AM PEAK HOUR | | PM PEAK HOUR | | SAT MID-DAY PEAK HOUR | |
|-----|--|--------------------------|-----|--------------|--------|--------------|--------|-----------------------|--------|
| | | | | BEGAN | VOLUME | BEGAN | VOLUME | BEGAN | VOLUME |
| 1 | Kanan Dume Road / Pacific Coast Highway (SR-1) | 04/10/2018 04/14/2018 | NB | 7:15 | 0 | 4:00 | 0 | 1:00 | 0 |
| | | | SB | | 600 | | 405 | | 888 |
| | | | EB | | 1,046 | | 1,147 | | 1,286 |
| | | | WB | | 797 | | 1,297 | | 1,379 |
| 2 | Malibu Canyon Road / Pacific Coast Highway (SR-1) | 04/10/2018 04/14/2018 | NB | 8:00 | 53 | 4:00 | 47 | 12:30 | 96 |
| | | | SB | | 1,014 | | 557 | | 911 |
| | | | EB | | 1,146 | | 1,418 | | 1,466 |
| | | | WB | | 1,000 | | 1,466 | | 1,525 |
| 3 | Webb Way / Pacific Coast Highway (SR-1) | 05/22/2018 05/19/2018 | NB | 8:00 | 114 | 4:15 | 195 | 12:45 | 218 |
| | | | SB | | 175 | | 245 | | 233 |
| | | | EB | | 1,597 | | 1,436 | | 1,589 |
| | | | WB | | 1,203 | | 1,818 | | 1,693 |
| 4 | Cross Creek Road / Pacific Coast Highway (SR-1) | 05/22/2018 05/19/2018 | NB | 8:00 | 4 | 4:30 | 27 | 1:00 | 46 |
| | | | SB | | 161 | | 250 | | 355 |
| | | | EB | | 1,491 | | 1,667 | | 1,612 |
| | | | WB | | 1,251 | | 1,812 | | 1,698 |
| 5 | Las Flores Canyon Road / Pacific Coast Highway (SR-1) | 04/10/2018 04/14/2018 | NB | 7:00 | 7 | 4:15 | 30 | 12:15 | 63 |
| | | | SB | | 101 | | 75 | | 47 |
| | | | EB | | 1,711 | | 1,744 | | 1,632 |
| | | | WB | | 1,211 | | 1,693 | | 1,948 |
| 6 | Topanga Canyon Boulevard (SR-27) / Pacific Coast Highway (SR-1) | 04/10/2018 04/14/2018 | NB | 7:00 | 0 | 4:15 | 0 | 12:45 | 0 |
| | | | SB | | 1,206 | | 304 | | 661 |
| | | | EB | | 1,563 | | 1,899 | | 1,733 |
| | | | WB | | 1,383 | | 2,669 | | 2,209 |
| 7 | Malibu Canyon Road / Civic Center Way | 04/10/2018 04/14/2018 | NB | 7:45 | 502 | 5:00 | 571 | 1:00 | 438 |
| | | | SB | | 1,378 | | 757 | | 1,084 |
| | | | EB | | 102 | | 478 | | 168 |
| | | | WB | | 394 | | 680 | | 331 |
| 8 | Stuart Ranch Road-Webb Way / Civic Center Way | 05/22/2018 05/19/2018 | NB | 8:00 | 445 | 4:15 | 485 | 1:00 | 329 |
| | | | SB | | 19 | | 55 | | 25 |
| | | | EB | | 232 | | 223 | | 211 |
| | | | WB | | 122 | | 279 | | 221 |
| 9 | Cross Creek Road / Civic Center Way | 05/22/2018 05/19/2018 | NB | 8:00 | 149 | 4:15 | 212 | 12:45 | 197 |
| | | | SB | | 104 | | 93 | | 63 |
| | | | EB | | 131 | | 163 | | 196 |
| | | | WB | | 2 | | 9 | | 9 |

[1] Counts conducted by National Data & Surveying Services.

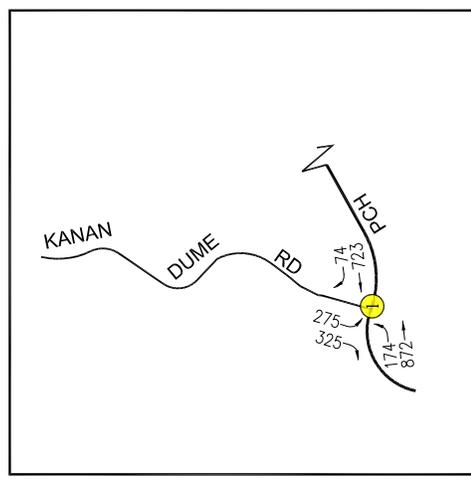
Table 5-2
EXISTING SUMMERTIME TRAFFIC VOLUMES [1]

| NO. | INTERSECTION | DATE | DIR | AM PEAK HOUR | | PM PEAK HOUR | | SAT MID-DAY PEAK HOUR | |
|-----|--|--------------------------|-----|--------------|--------|--------------|--------|-----------------------|--------|
| | | | | BEGAN | VOLUME | BEGAN | VOLUME | BEGAN | VOLUME |
| 1 | Kanan Dume Road / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 8:00 | 0 | 4:15 | 0 | 1:00 | 0 |
| | | | SB | | 532 | | 451 | | 943 |
| | | | EB | | 946 | | 1,391 | | 1,373 |
| | | | WB | | 692 | | 1,338 | | 1,342 |
| 2 | Malibu Canyon Road / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 8:00 | 46 | 4:00 | 44 | 1:00 | 63 |
| | | | SB | | 1,070 | | 589 | | 712 |
| | | | EB | | 1,005 | | 1,544 | | 1,369 |
| | | | WB | | 880 | | 1,522 | | 1,588 |
| 3 | Webb Way / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 7:45 | 76 | 4:00 | 235 | 12:15 | 68 |
| | | | SB | | 109 | | 274 | | 331 |
| | | | EB | | 1,696 | | 1,532 | | 1,599 |
| | | | WB | | 1,118 | | 1,790 | | 1,748 |
| 4 | Cross Creek Road / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 7:30 | 3 | 4:00 | 44 | 1:00 | 46 |
| | | | SB | | 136 | | 304 | | 355 |
| | | | EB | | 1,614 | | 1,672 | | 1,612 |
| | | | WB | | 1,147 | | 1,810 | | 1,698 |
| 5 | Las Flores Canyon Road / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 7:15 | 5 | 4:00 | 48 | 12:15 | 65 |
| | | | SB | | 56 | | 70 | | 70 |
| | | | EB | | 1,549 | | 1,858 | | 1,471 |
| | | | WB | | 1,297 | | 1,714 | | 1,914 |
| 6 | Topanga Canyon Boulevard (SR-27) / Pacific Coast Highway (SR-1) | 07/31/2018 08/04/2018 | NB | 7:15 | 0 | 4:45 | 0 | 12:30 | 0 |
| | | | SB | | 1,124 | | 330 | | 697 |
| | | | EB | | 1,587 | | 1,979 | | 1,584 |
| | | | WB | | 1,475 | | 2,699 | | 2,204 |
| 7 | Malibu Canyon Road / Civic Center Way | 07/31/2018 08/04/2018 | NB | 7:45 | 317 | 4:45 | 594 | 1:00 | 431 |
| | | | SB | | 1,323 | | 706 | | 922 |
| | | | EB | | 57 | | 339 | | 75 |
| | | | WB | | 271 | | 631 | | 284 |
| 8 | Stuart Ranch Road-Webb Way / Civic Center Way | 07/31/2018 08/04/2018 | NB | 8:00 | 355 | 4:45 | 512 | 1:00 | 329 |
| | | | SB | | 22 | | 108 | | 42 |
| | | | EB | | 131 | | 219 | | 270 |
| | | | WB | | 120 | | 270 | | 237 |
| 9 | Cross Creek Road / Civic Center Way | 07/31/2018 08/04/2018 | NB | 8:00 | 129 | 4:00 | 212 | 1:00 | 263 |
| | | | SB | | 106 | | 119 | | 83 |
| | | | EB | | 145 | | 187 | | 295 |
| | | | WB | | 3 | | 12 | | 14 |

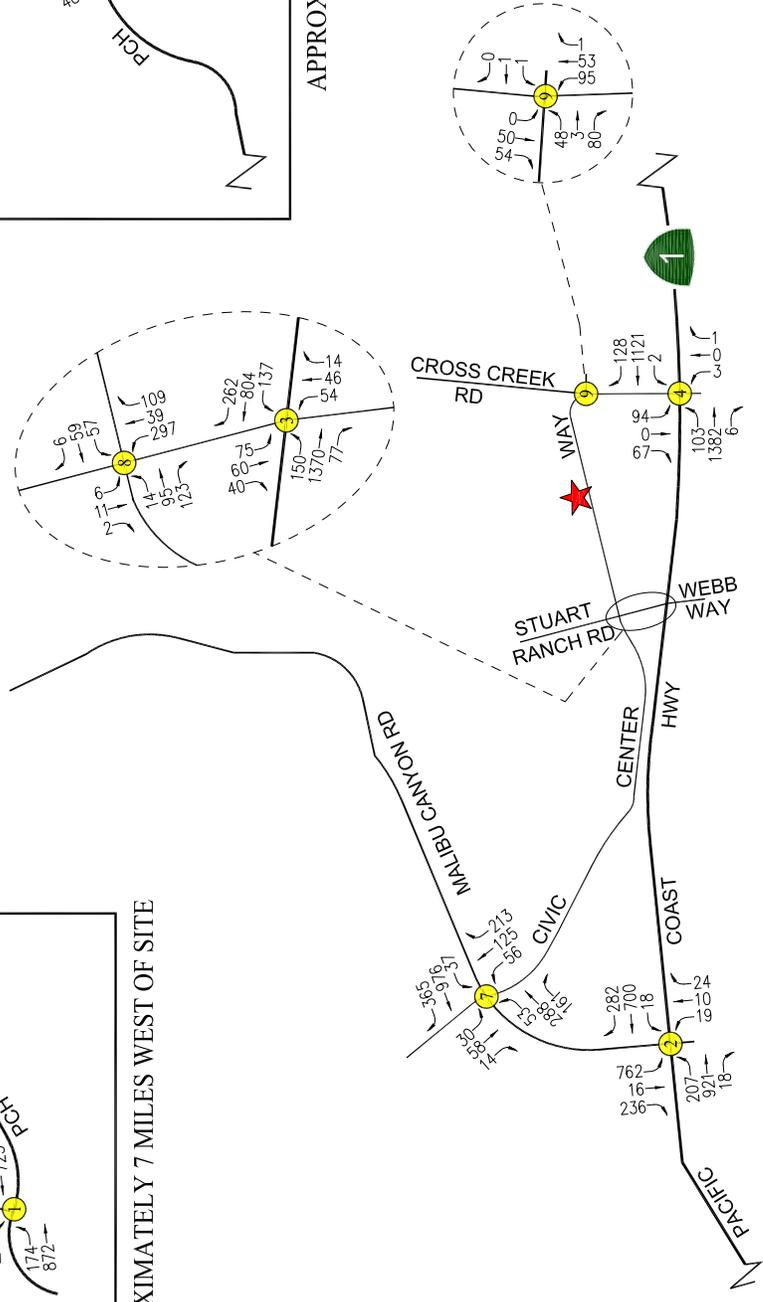
[1] Counts conducted by National Data & Surveying Services.



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE 5-1
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

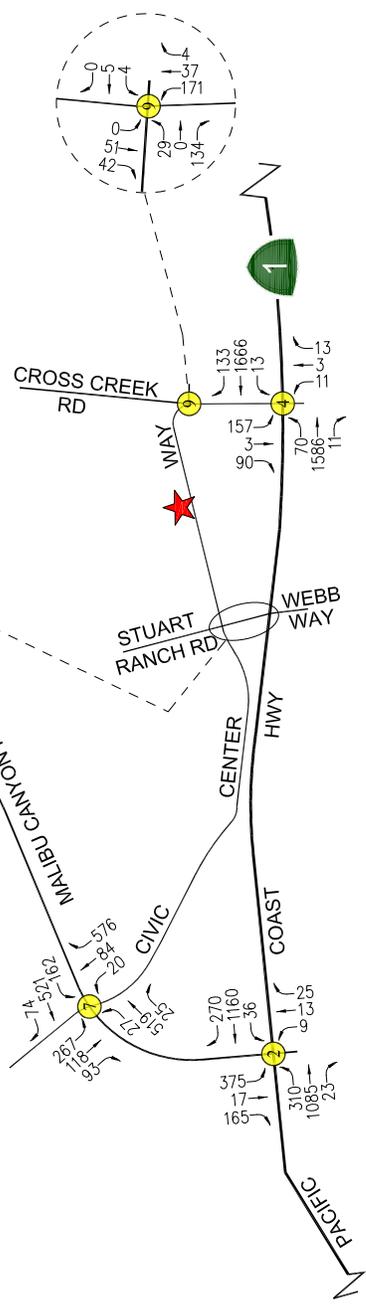
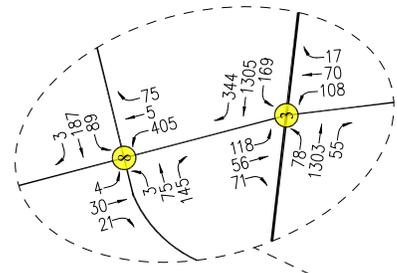
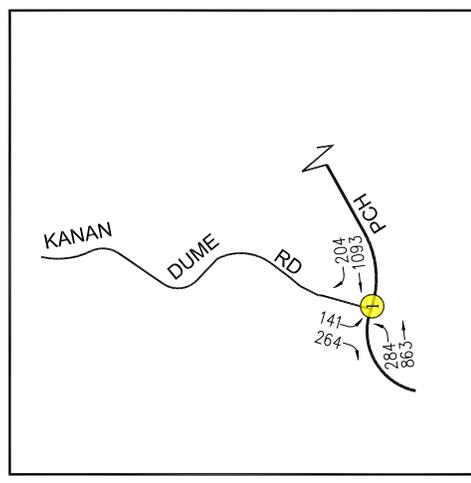
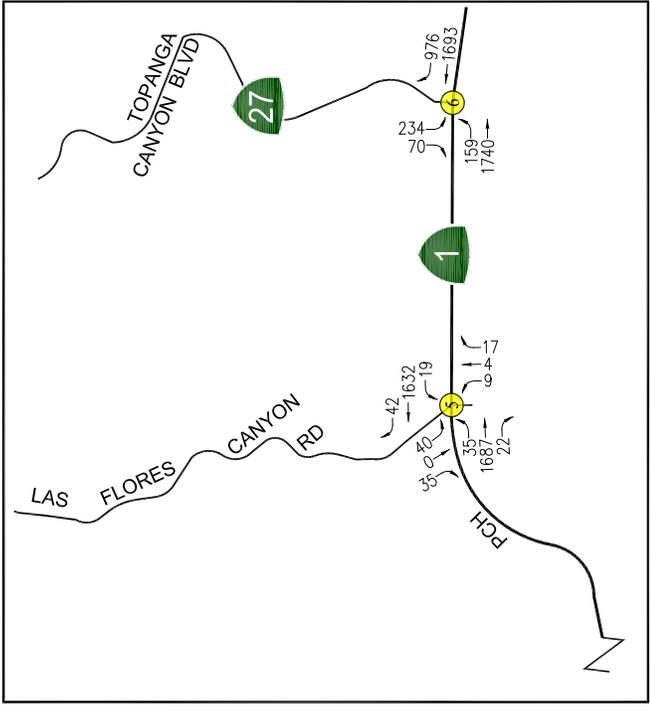


FIGURE 5-2
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE

PROJECT SITE
 STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

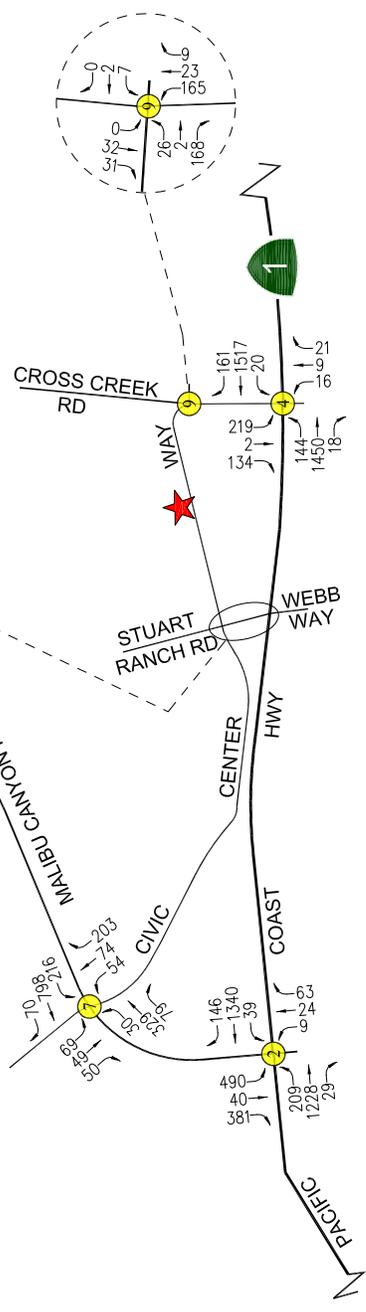
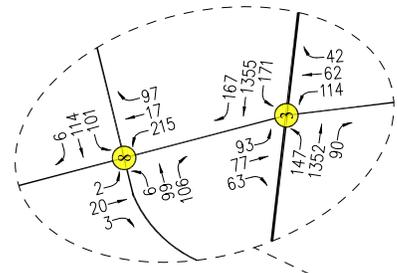
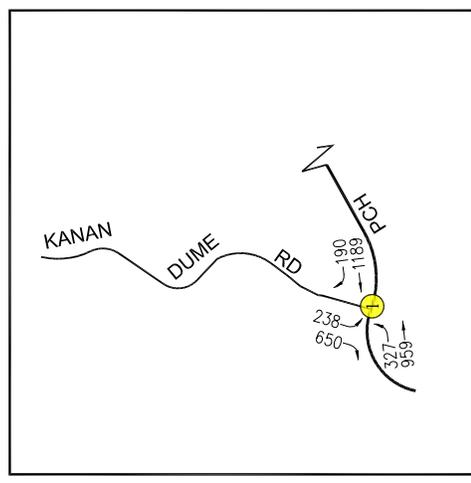
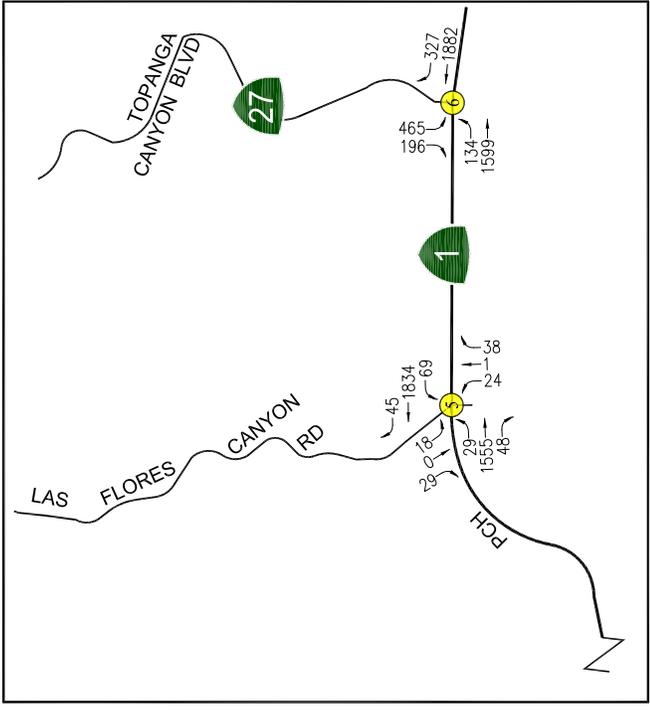
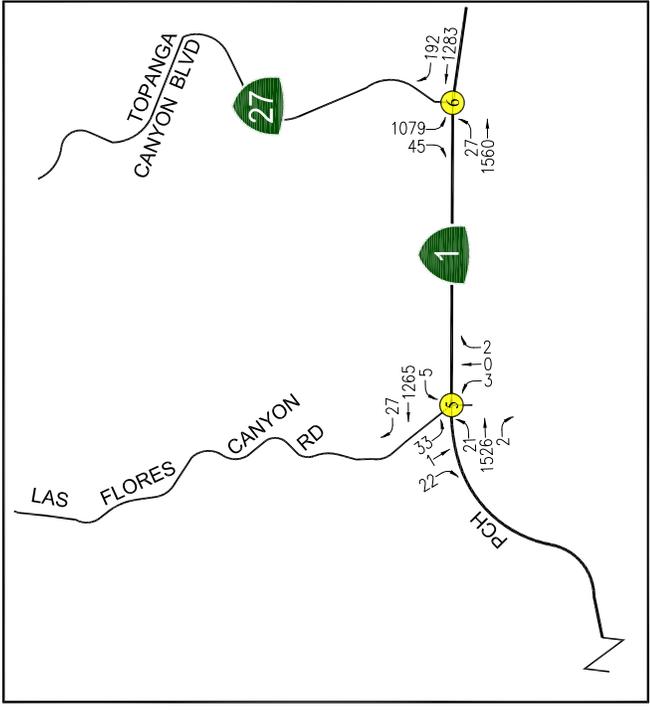


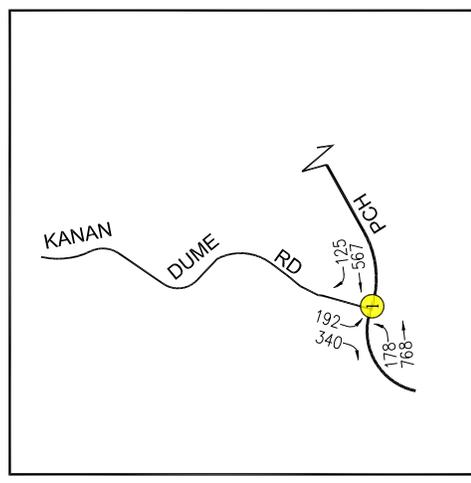
FIGURE 5-3
EXISTING (SCHOOL TIME) TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE
 PROJECT SITE
 STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

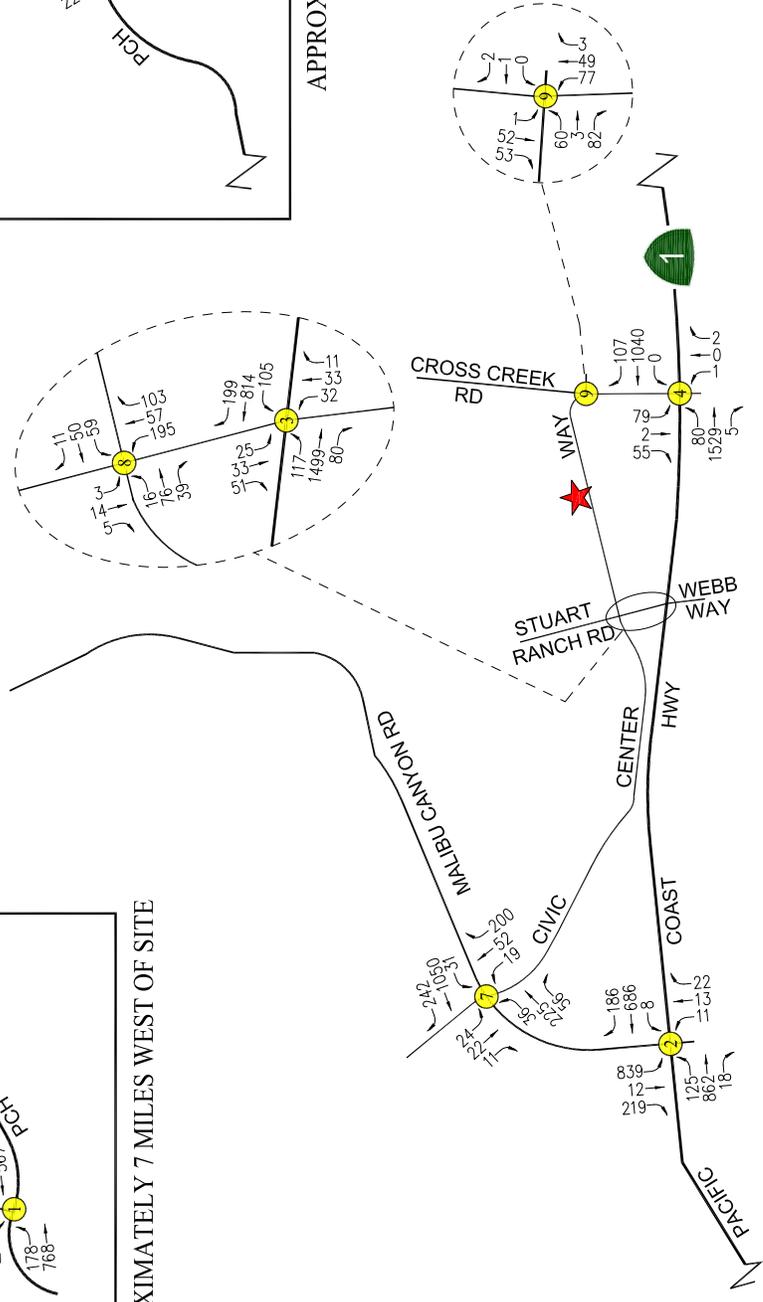
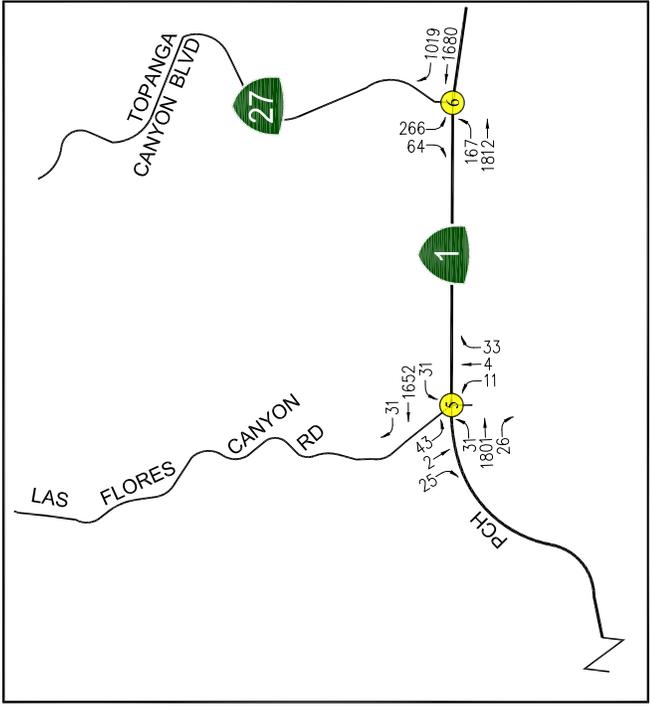


FIGURE 5-4
EXISTING (SUMMERTIME) TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

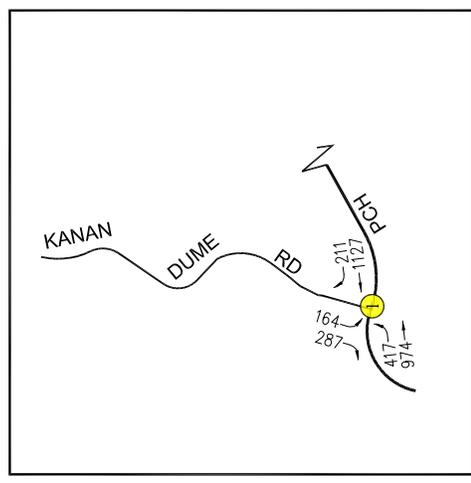
PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

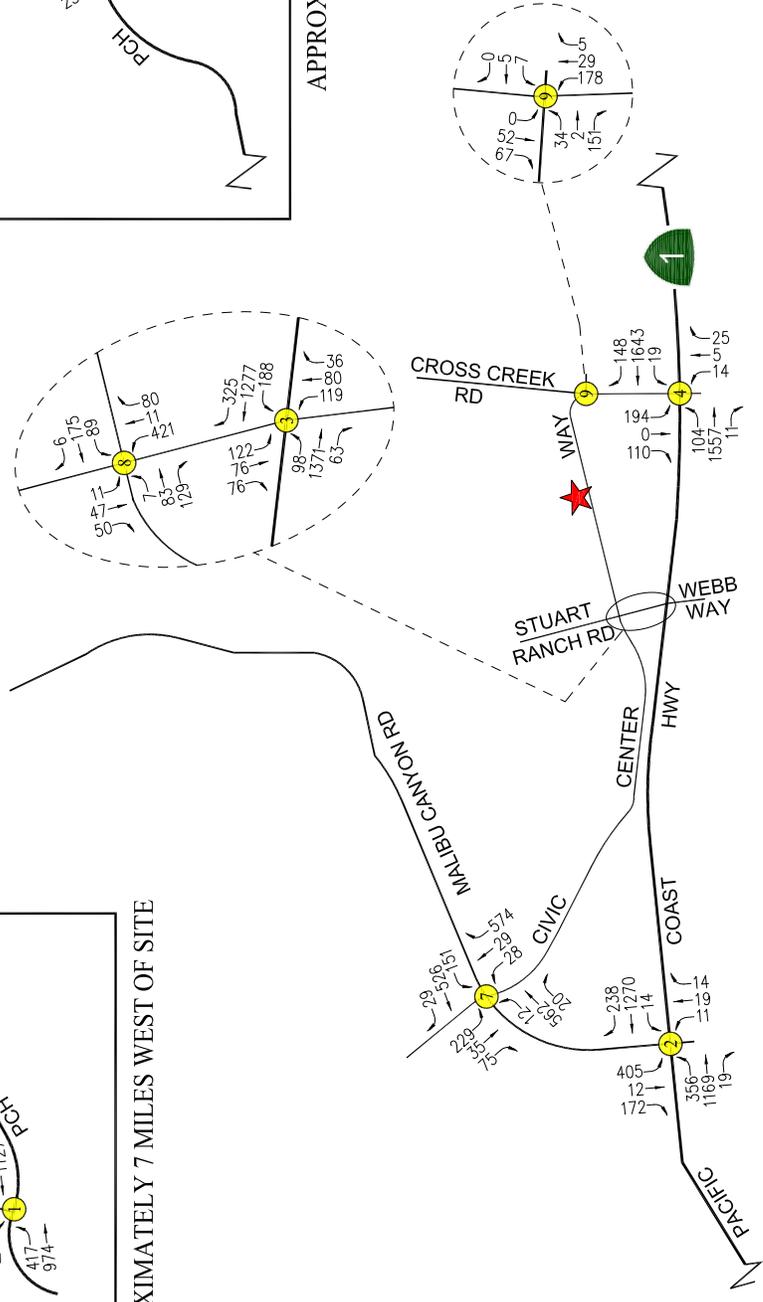
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE 5-5
EXISTING (SUMMERTIME) TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.”

The traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the “A” and “B” options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the Project site was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed 2019 Project Modifications can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of Malibu Planning Department, as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the proposed Project site. The list of related projects in the Project site area is presented in **Table 6-1**. The location of the related projects is shown in **Figure 6-1**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the 10th Edition of the ITE *Trip Generation Manual*⁶. The related projects’ respective traffic generation for the weekday AM and PM peak hours and Saturday MD peak hour, as well as on a daily basis for a typical weekday and Saturday, are summarized in **Table 6-1**.

⁶ Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

| MAP NO. | PROJECT NAME/NUMBER ADDRESS/LOCATION | PROJECT STATUS | PROJECT DATA SOURCE | LAND USE DATA | | DAILY TRIP ENDS VOLUMES [2] | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | | SAT DAILY TRIP ENDS VOLUMES [2] | | SAT MIDDAY PEAK HOUR VOLUMES [2] | |
|---------|--|----------------|---------------------|---|---------------------------------------|-----------------------------|--------------------------|--------|--------|--------------------------|--------|---------|---------------------------------|---------|----------------------------------|---------|
| | | | | LAND-USE | SIZE | | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL | IN |
| M1 | Sea Star Estates 6282, 6285, 6333 and 6380 Sea Star Drive | UPR | [3] | Single-Family Residential | 4 DU | 38 | 1 | 2 | 3 | 3 | 1 | 4 | 38 | 2 | 2 | 4 |
| M2 | Malibu High and Middle School Campus Improvements 30215 Morning View Drive | UC | [4] | Administration Bldg. | 35,315 SF | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. |
| M3 | 28811 Pacific Coast Highway | PA | [3] | Single-Family Residential | 3 DU | 28 | 1 | 1 | 2 | 2 | 1 | 3 | 29 | 2 | 1 | 3 |
| M4 | Galahad Subdivision 6061 Galahad Drive | PA | [3] | Single-Family Residential | 4 DU | 38 | 1 | 2 | 3 | 3 | 1 | 4 | 38 | 2 | 2 | 4 |
| M5 | Sea Level 31864-31866 Sea Level Drive | UPR | [3] | Single-Family Residential | 2 DU | 19 | 0 | 1 | 1 | 1 | 1 | 2 | 19 | 1 | 1 | 2 |
| M6 | 5905-5909 Latigo Canyon Road | UPR | [3] | Single-Family Residential | 2 DU | 19 | 1 | 1 | 2 | 1 | 1 | 2 | 20 | 1 | 1 | 2 |
| M7 | The Case (Crummer Site) 24120 Pacific Coast Highway | UC | [5] | Single-Family Residential Baseball Field | 5 DU 2 Games | 168 | 1 | 3 | 4 | 33 | 32 | 65 | 970 | 49 | 48 | 97 |
| M8 | Towing Subdivision 23915 Malibu Road | UC | [3] | Single-Family Residential | 4 DU | 38 | 1 | 2 | 3 | 3 | 1 | 4 | 40 | 2 | 2 | 4 |
| M9 | Rancho Malibu Memorial Park 4000 Malibu Canyon Road | PA | [6] | Church Cemetery | 8,500 GSF 29 Acres | 213 | 6 | 4 | 10 | 10 | 19 | 29 | 258 | 67 | 52 | 119 |
| M10 | Whole Foods Shopping Center 23401 Civic Center Way | UC | [7] | Shopping Center Restaurant (High-Turnover) Restaurant (Fast-Food) | 34,425 GSF 2,500 GLSF 1,500 GSF | 2,296 | 103 | 61 | 164 | 156 | 79 | 235 | 2,528 | 228 | 117 | 345 |
| M11 | Santa Monica College 23525 Civic Center Way | PA | [8] | Junior/Community College Community Sheriff Station | 19,760 GSF 5,610 GSF | 698 | 55 | 16 | 71 | 34 | 32 | 66 | 378 | 21 | 23 | 44 |
| M12 | Malibu Sycamore Village 23575 Civic Center Way | UPR | [9] | Shopping Center | 76,000 GLSF | 2,869 | 44 | 27 | 71 | 139 | 151 | 290 | 3,505 | 178 | 164 | 342 |
| M13 | Malibu Jewish Center & Synagogue 24855 Pacific Coast Highway | UPR | [10] | Jewish Community Center | 18,423 GSF | 128 | 4 | 2 | 6 | 4 | 5 | 9 | 110 | 30 | 21 | 51 |
| M14 | Surfrider Plaza 22959 Pacific Coast Highway | UPR | [11] [9] | Office Retail | 2,630 GSF 4,517 GLSF | 26 171 | 3 2 | 0 2 | 3 4 | 0 8 | 3 9 | 3 17 | 6 208 | 1 10 | 0 10 | 1 20 |
| M15 | 22729 Pacific Coast Highway | UPR | [11] | Office | 2,499 GSF | 24 | 3 | 0 | 3 | 0 | 3 | 3 | 6 | 1 | 0 | 1 |
| M16 | 22741 Pacific Coast Highway | UPR | [12] | Hotel | 36 Rooms | 301 | 10 | 7 | 17 | 11 | 11 | 22 | 295 | 15 | 11 | 26 |
| M17 | 18805-18809 Pacific Coast Highway | UC | [3] | Single-Family Residential | 3 DU | 29 | 1 | 1 | 2 | 2 | 1 | 3 | 30 | 2 | 1 | 3 |

City of Malibu

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

| MAP NO. | PROJECT NAME/NUMBER ADDRESS/LOCATION | PROJECT STATUS | PROJECT DATA SOURCE | LAND USE DATA | | DAILY TRIP ENDS VOLUMES [2] | AM PEAK HOUR VOLUMES [2] | | PM PEAK HOUR VOLUMES [2] | | SAT DAILY TRIP ENDS VOLUMES [2] | | SAT MIDDAY PEAK HOUR VOLUMES [2] | | |
|------------------------------|---|----------------|---------------------|---|------------|-----------------------------|--------------------------|------------|--------------------------|------------|---------------------------------|--------------|----------------------------------|------------|--------------|
| | | | | LAND-USE | SIZE | | IN | OUT | IN | OUT | IN | OUT | IN | OUT | IN |
| M18 | 21997-22003 Pacific Coast Highway | UPR | [3] | Single-Family Residential | 2 DU | 19 | 1 | 1 | 1 | 1 | 2 | 20 | 1 | 1 | 2 |
| M19 | 20624-20630 Pacific Coast Highway | UC | [3] | Single-Family Residential | 2 DU | 19 | 1 | 1 | 1 | 1 | 2 | 20 | 1 | 1 | 2 |
| M20 | Seaboard 21100 and 21298 Seaboard Road | UPR | [3] | Single-Family Residential | 3 DU | 29 | 1 | 1 | 2 | 2 | 3 | 30 | 2 | 1 | 3 |
| County of Los Angeles | | | | | | | | | | | | | | | |
| LC1 | Pepperdine Campus Life Project 24255 Pacific Coast Highway | UC | [13] | Student Housing Athletics Center Soccer Field Welcome Center Recreation Center Parking Structure | 394,137 SF | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. | Nom. |
| LC2 | Lunch Properties 2930 Sweetwater Mesa Road | PA | [3] | Single-Family Residential | 5 DU | 48 | 1 | 3 | 3 | 4 | 5 | 50 | 3 | 2 | 5 |
| TOTAL | | | | | | 7,218 | 241 | 138 | 379 | 417 | 773 | 8,598 | 619 | 461 | 1,080 |

Notes:

- [1] Sources: City of Malibu Planning Department and Los Angeles County Department of Regional Planning. Trip generation for the related projects are based on ITE "Trip Generation", 10th Edition, 2017 (as referenced in the Project Data Source column).
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- [4] Source: "Malibu Middle and High School Campus Improvement Project, Traffic Impact Analysis", prepared by Atkins, February 2012.
- [5] Source: "Crummer Site Subdivision, Traffic Impact Analysis", prepared by Arch Beach Consulting, December 2012.
- [6] Source: "Malibu Memorial Park, Traffic Impact Analysis", prepared by Overland Traffic Consultants, Inc., updated January 2015.
- [7] Source: "Neighborhood Shopping Center, Traffic Impact Analysis", prepared by Overland Traffic Consultants, Inc., September 2010.
- [8] Source: "SMC Malibu Satellite Campus Project, Traffic Impact Study", prepared by Linscott, Law & Greenspan, Engineers, October 2014.
- [9] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- [10] ITE Land Use Code 560 (Church) trip generation average rates.
- [11] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- [12] ITE Land Use Code 310 (Hotel) trip generation average rates.
- [13] Source: "Pepperdine University Campus Life Project, Revised Traffic, Circulation and Parking Study", prepared by Associated Transportation Engineers, September 2010.

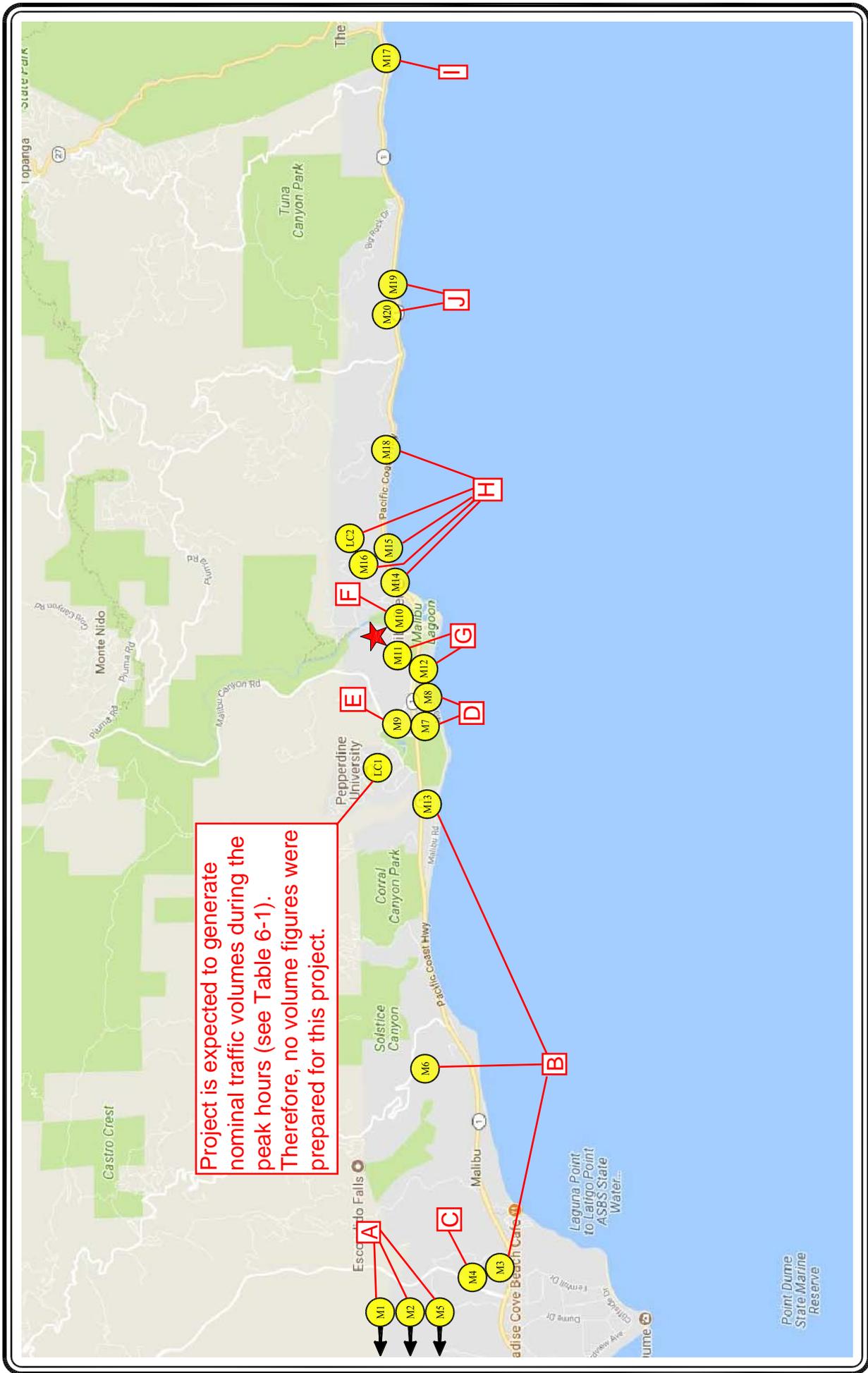


FIGURE 6-1
LOCATION OF RELATED PROJECTS

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

● RELATED PROJECT



NOT TO SCALE

The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours and Saturday MD peak hour are displayed in *Figures 6-2, 6-3, and 6-4*, respectively. Further detail on the assignment of traffic volumes expected to be generated by the related projects can be found in *Appendix C*.

6.2 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2022 (i.e., the anticipated year of the 2019 Project Modifications build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (“CMP manual”) and determined in consultation with City staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Malibu area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.47% per year between the years 2015 and 2022. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual’s traffic growth rate is intended to anticipate future traffic generated by development projects in the Project site vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

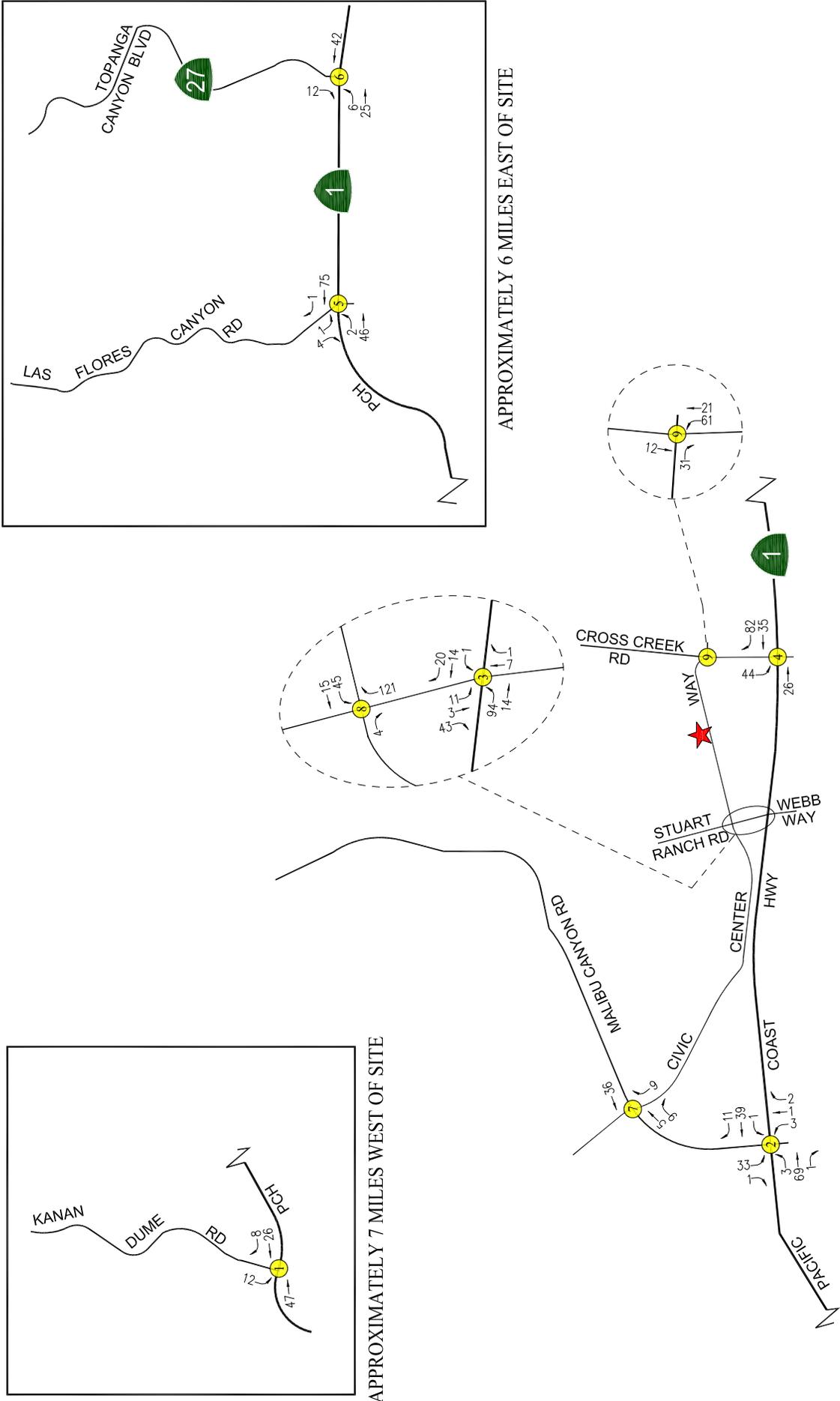
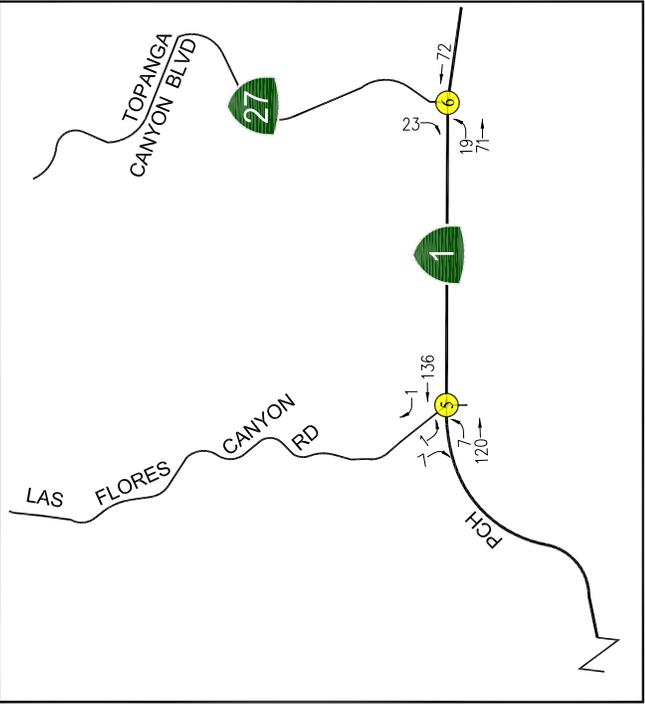
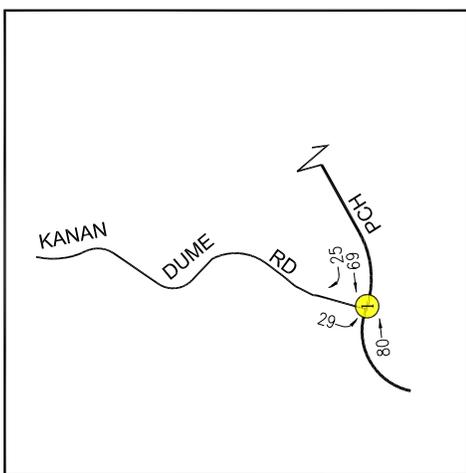


FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

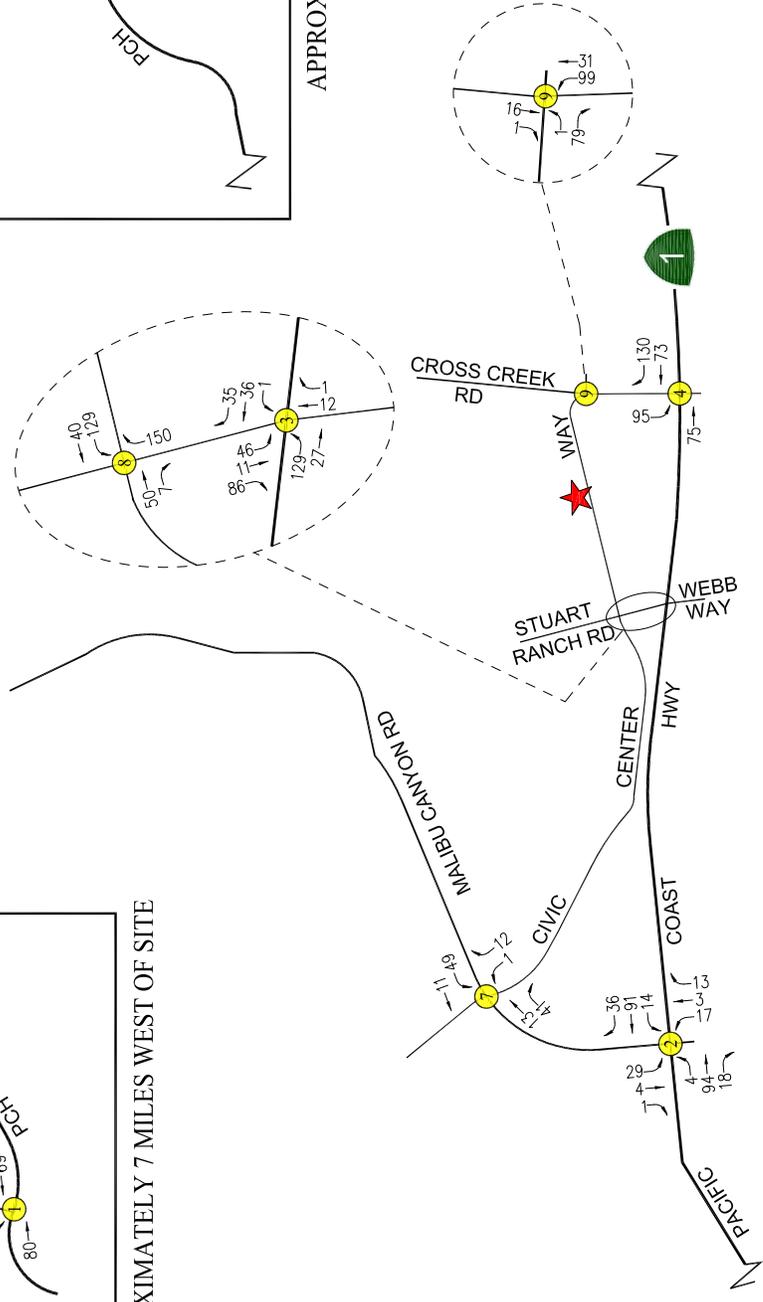
LINSCOTT, LAW & GREENSPAN, engineers



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APPROXIMATELY 7 MILES WEST OF SITE

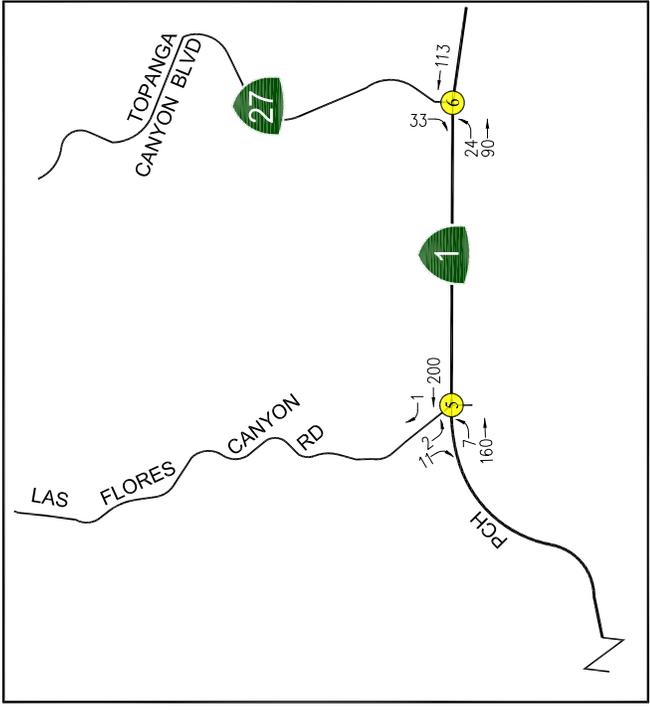


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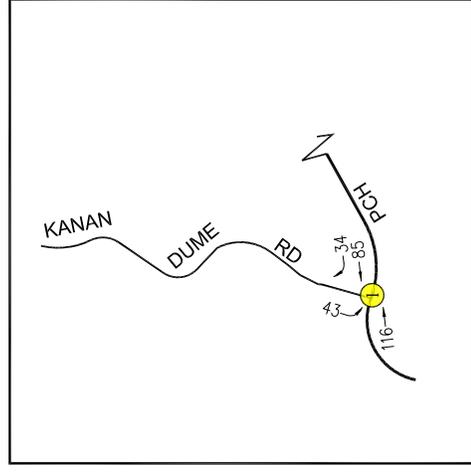
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

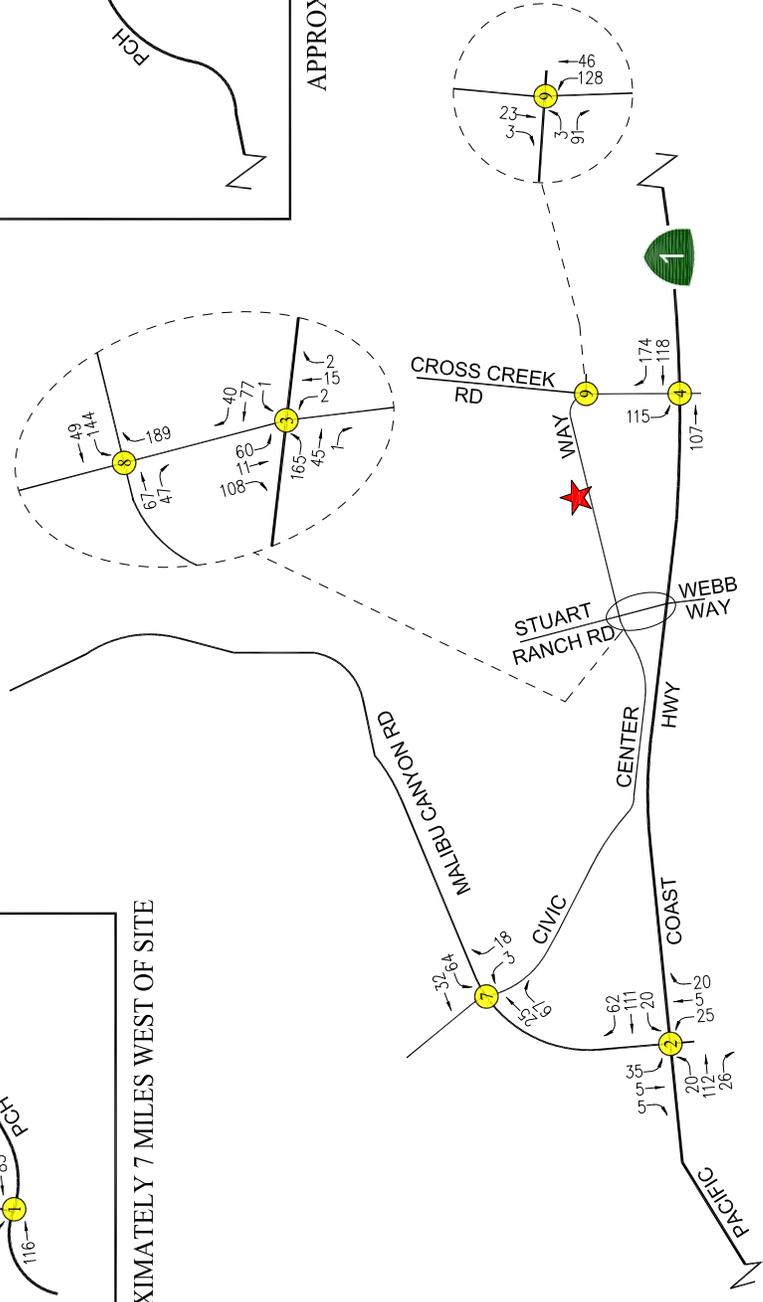
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE 6-4
RELATED PROJECTS TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed 2019 Project Modifications, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation rates to the development tabulation for the 2019 Project Modifications.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound traffic volumes forecast for the 2019 Project Modifications. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of traffic forecast for the 2019 Project Modifications to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and traffic assignments developed, the impact of the proposed 2019 Project Modifications is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast traffic due to the 2019 Project Modifications. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the impacts due to the 2019 Project Modifications identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed 2019 Project Modifications during the weekday AM and PM peak hours, the Saturday MD peak hour as well as on a daily basis (weekdays and Saturdays), were estimated using rates published in the 10th Edition of the *ITE Trip Generation Manual*. As previously noted, the trip generation forecast for the 2005 Analyzed Project as provided in the Kaku traffic utilized trip rates published in the prior 6th Edition of the *ITE Trip Generation Manual*.

The trip generation methodology for the proposed 2019 Project Modifications is detailed in the trip generation memorandum contained in *Appendix B*. The trip generation is depicted in *Table 7-1* within this addendum traffic study.

Table 7-1
PROJECT TRIP GENERATION [1]

18-Oct-19

| LAND USE | SIZE | DAILY TRIP ENDS [2] | AM PEAK HOUR VOLUMES [2] | | PM PEAK HOUR VOLUMES [2] | | SAT DAILY TRIP ENDS [2] | | SAT PEAK HOUR VOLUMES [2] | |
|--|------------|---------------------|--------------------------|-----------|--------------------------|------------|-------------------------|--------------|---------------------------|------------|
| | | | IN | OUT | IN | OUT | IN | OUT | IN | OUT |
| <i>Proposed 2019 Project Modifications</i> | | | | | | | | | | |
| Office [3] | 62,556 GSF | 609 | 63 | 10 | 73 | 12 | 60 | 138 | 28 | 5 |
| Shopping Center [4] | 69,502 GSF | 2,624 | 40 | 25 | 65 | 127 | 138 | 3,205 | 163 | 150 |
| Subtotal | | 3,233 | 103 | 35 | 138 | 139 | 198 | 3,343 | 191 | 155 |
| <i>Internal Capture [5], [6]</i> | | (265) | (6) | (6) | (12) | (13) | (13) | (77) | (4) | (4) |
| SUBTOTAL DRIVEWAY TRIPS | | 2,968 | 97 | 29 | 126 | 126 | 185 | 3,266 | 187 | 151 |
| <i>Pass-By Adjustment [7], [8]</i> | | | | | | | | | | |
| Shopping Center | | (262) | 0 | 0 | 0 | (25) | (28) | (801) | (41) | (37) |
| NET INCREASE "OFF-SITE" TRIPS | | 2,706 | 97 | 29 | 126 | 101 | 157 | 2,465 | 146 | 114 |
| | | | | | | | | | | 260 |

[1] Source: ITE "Trip Generation," 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.

- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound

- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

- Saturday Trip Rate: 2.21 trips/1,000 SF of floor area; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: 0.53 trips/1,000 SF of floor area; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound

- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

- Saturday Trip Rate: 46.12 trips/1,000 SF of floor area; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: 4.50 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] Peak hour internal capture reduction based on synergy between the shopping center and office uses calculated using NCHRP 684 internal trip capture estimation tool (see attached worksheets). PM peak hour calculation used to determine Saturday MD peak hour internal capture.

[6] Weekday daily internal capture assumed to be average of calculated AM peak hour and PM peak hour internal capture (i.e., 8.2%).

Saturday daily internal capture assumed to be equivalent to the calculated MD peak hour internal capture (i.e., 2.3%).

[7] Weekday PM peak hour and Saturday MD peak hour pass-by trip adjustment per City direction (20% for weekday PM peak hour and 25% for Saturday MD peak hour).

[8] Weekday daily pass-by assumed to be average of applied AM peak hour pass-by and PM peak hour pass-by (i.e., 10%).

Saturday daily pass-by assumed to be average of applied MD peak hour pass-by (i.e., 25%).

As presented in *Table 7-1*, the proposed 2019 Project Modifications is expected to generate 126 vehicle trips (97 inbound trips and 29 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed 2019 Project Modifications is expected to generate 258 vehicle trips (101 inbound trips and 157 outbound trips). During the Saturday MD peak hour, the proposed 2019 Project Modifications is expected to generate 260 net new vehicle trips (146 inbound trips and 114 outbound trips). Over a 24-hour period during a typical weekday, the proposed 2019 Project Modifications is forecast to generate 2,706 daily trips ends (approximately 1,353 inbound trips and 1,353 outbound trips). Over a 24-hour period on a typical Saturday, the proposed 2019 Project Modifications is forecast to generate 2,465 daily trips ends (approximately 1,233 inbound trips and 1,232 outbound trips).

As previously discussed in Section 1.1, the Kaku traffic study analyzed a development project consisting of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area (i.e., the “2005 Analyzed Project”). The trip generation forecast for the development evaluated in the Kaku traffic study is provided in Table A from the trip generation memo. When compared to the 2005 Analyzed Project evaluated in the Kaku traffic study, the 2019 Project Modifications is forecast to generate:

- 157 fewer weekday daily trips as compared to the 2005 Analyzed Project;
- 225 additional Saturday daily trips as compared to the 2005 Analyzed Project;
- 24 fewer weekday AM peak hour trips as compared to the 2005 Analyzed Project;
- 10 additional weekday PM peak hour trips as compared to the 2005 Analyzed Project; and
- 63 additional Saturday MD peak hour trips as compared to the 2005 Analyzed Project.

The 2008 Approved Project description as approved by the Malibu City Council consists of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area. Table B from the trip generation memorandum provides the trip generation forecast for the 2008 Approved Project based on the trip generation forecast utilized in the Kaku traffic study. When compared to the 2008 Approved Project, the 2019 Project Modifications is forecast to generate:

- 58 fewer weekday daily trips as compared to the 2008 Approved Project;
- 414 additional Saturday daily trips as compared to the 2008 Approved Project;
- 34 fewer weekday AM peak hour trips as compared to the 2008 Approved Project;
- 9 additional weekday PM peak hour trips as compared to the 2008 Approved Project; and
- 77 additional Saturday MD peak hour trips as compared to the 2008 Approved Project.

Since the 2019 Project Modification do not change the 2008 Approved Project square footage, there is no change in the 2008 Approved Project-related trip generation as a result of the 2019 Project Modifications if the trip generation forecast of the 2019 Project Modifications is calculated as was done in the Kaku traffic study. However, for informational purposes, this addendum traffic study evaluates the 2019 Project Modifications due to:

- Changed environmental conditions (e.g., update traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and
- Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing traffic operations (updates to the HCM methodologies and software), and use of the City of Malibu traffic study guidelines, including thresholds of significance.

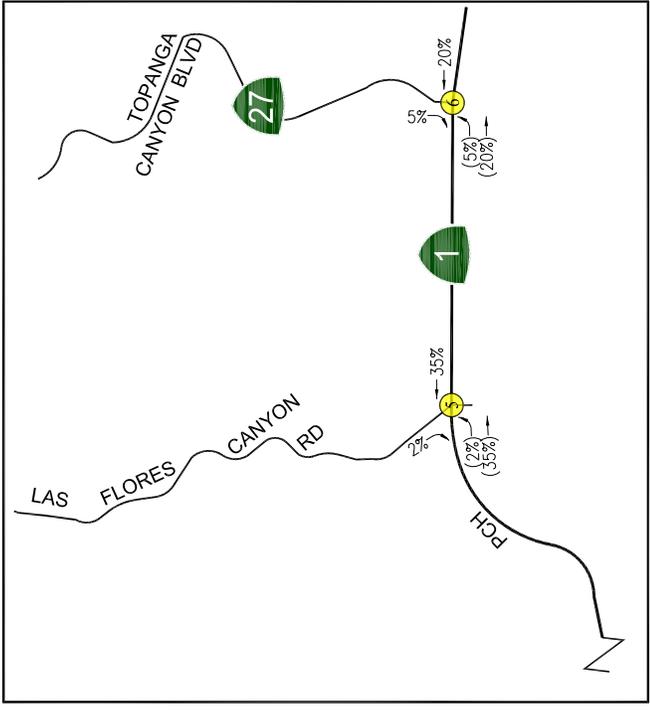
7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

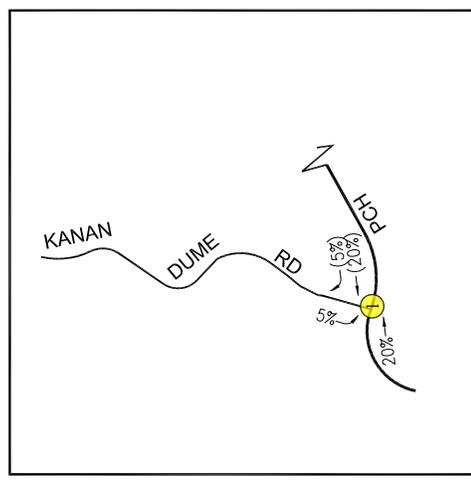
- The site's proximity to major traffic corridors (i.e., Pacific Coast Highway (SR-1), Malibu Canyon Road, Kanan Dume Road, Topanga Canyon Boulevard (SR-27), etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project site assuming the site access and circulation scheme described in Section 3.0; and
- Nearby population and employment centers.

The Kaku traffic study does not provide exhibits displaying the specific turning movement assignments (e.g., as a percentage basis of trips related to the 2005 Analyzed Project) at the analyzed study intersections. However, the general distributions of the trips associated with the 2005 Analyzed Project can be estimated through other graphics provided in the Kaku traffic study and were utilized and consulted (in addition to the factors listed above) in developing the forecast assignment of trips related to the 2019 Project Modifications at the study intersections evaluated in this addendum traffic study.

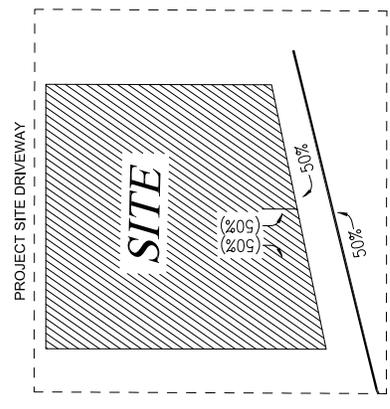
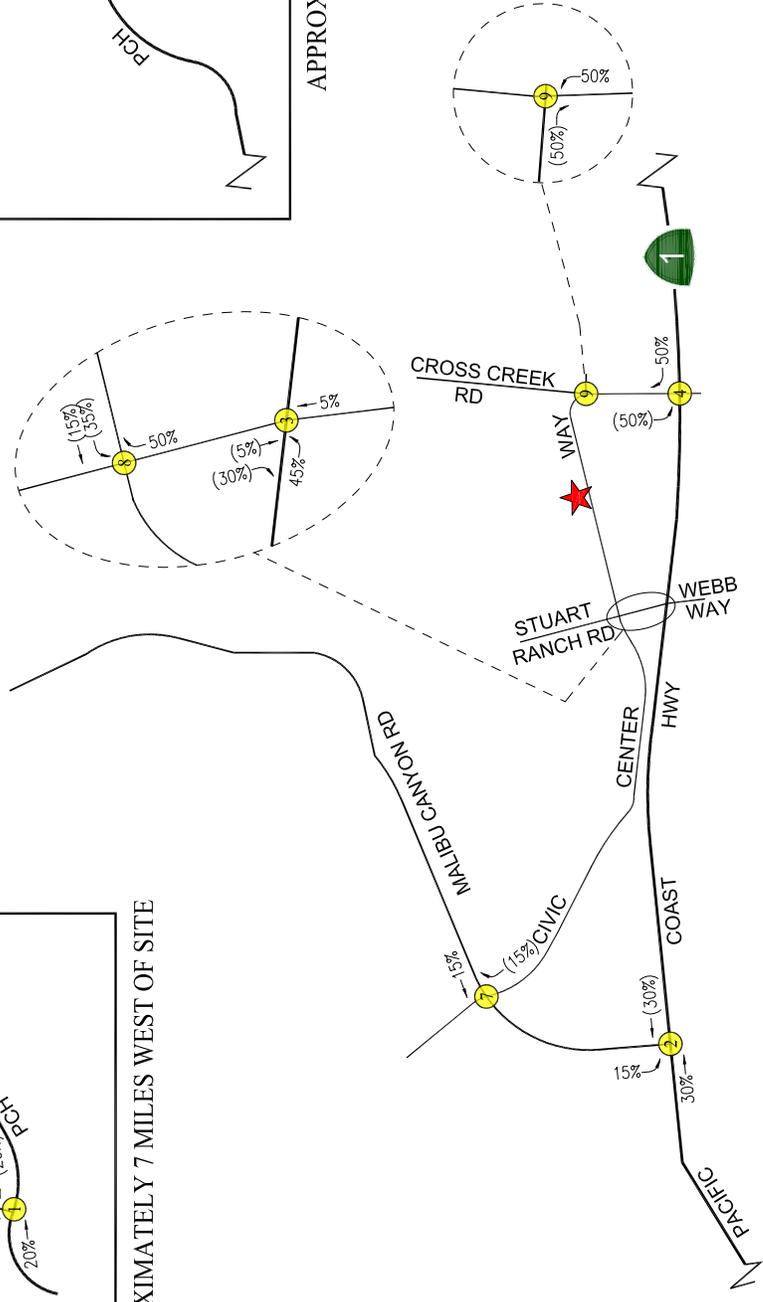
The general, directional traffic distribution patterns for the proposed 2019 Project Modifications during the weekday AM peak hour are presented in *Figure 7-1*, while the general, directional traffic distribution patterns for the proposed 2019 Project Modifications during the weekday PM and Saturday MD peak hours are presented in *Figure 7-2*. A separate assignment is provided for the weekday AM peak hour at the study intersections in *Figure 7-1* primarily related to the existing left-turn prohibition on southbound Malibu Canyon Road at the intersection with Civic



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APPROXIMATELY 7 MILES WEST OF SITE



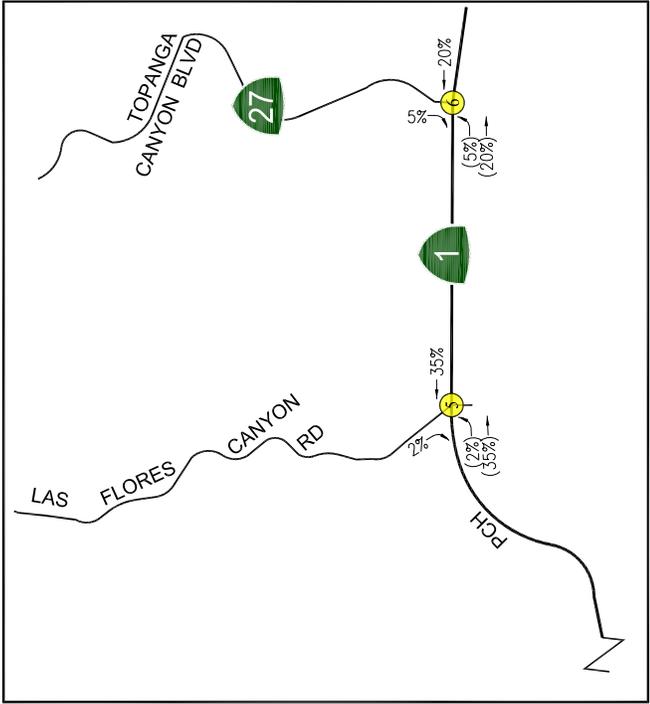
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- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION
- ## = INBOUND PERCENTAGES
- (##) = OUTBOUND PERCENTAGES

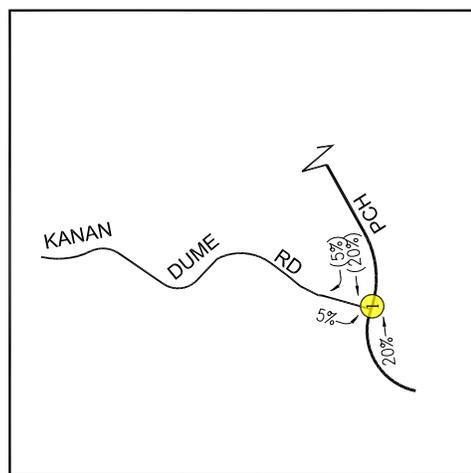
FIGURE 7-1 PROJECT TRIP DISTRIBUTION

WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

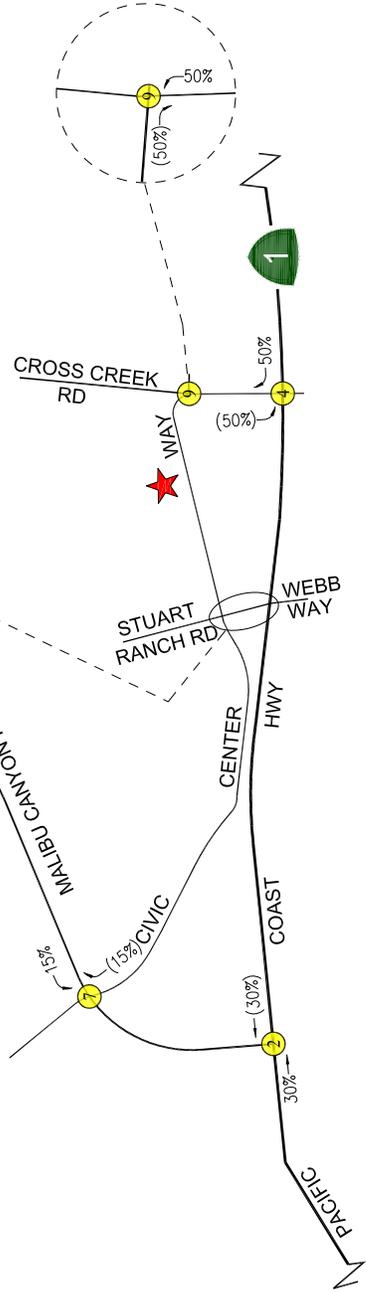
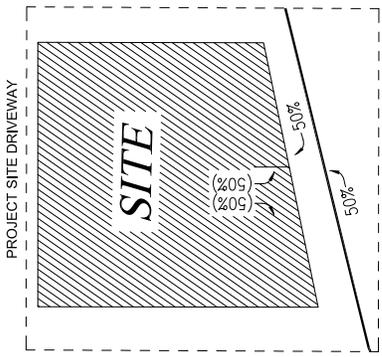
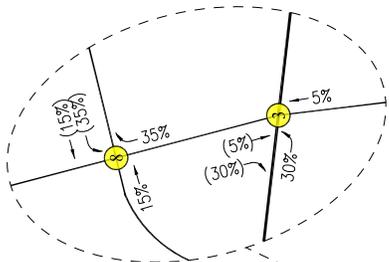
LINSCOTT, LAW & GREENSPAN, engineers



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APPROXIMATELY 7 MILES WEST OF SITE

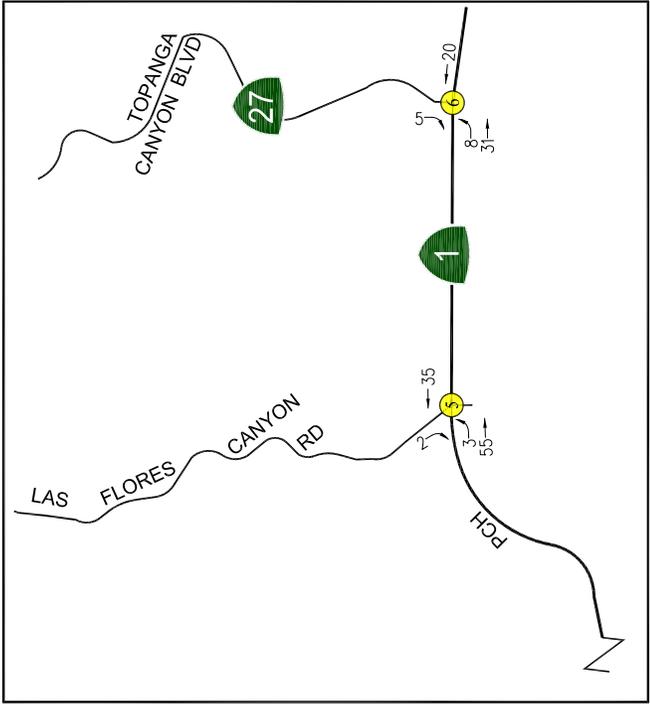


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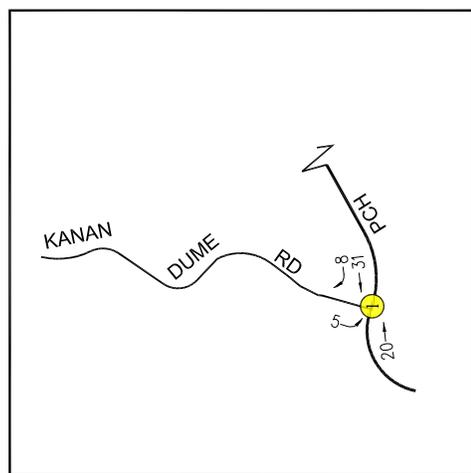
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION
- ## = INBOUND PERCENTAGES
- (##) = OUTBOUND PERCENTAGES

FIGURE 7-2
PROJECT TRIP DISTRIBUTION
 WEEKDAY PM & SATURDAY MID-DAY PEAK HOURS
 LA PAZ RANCH PROJECT

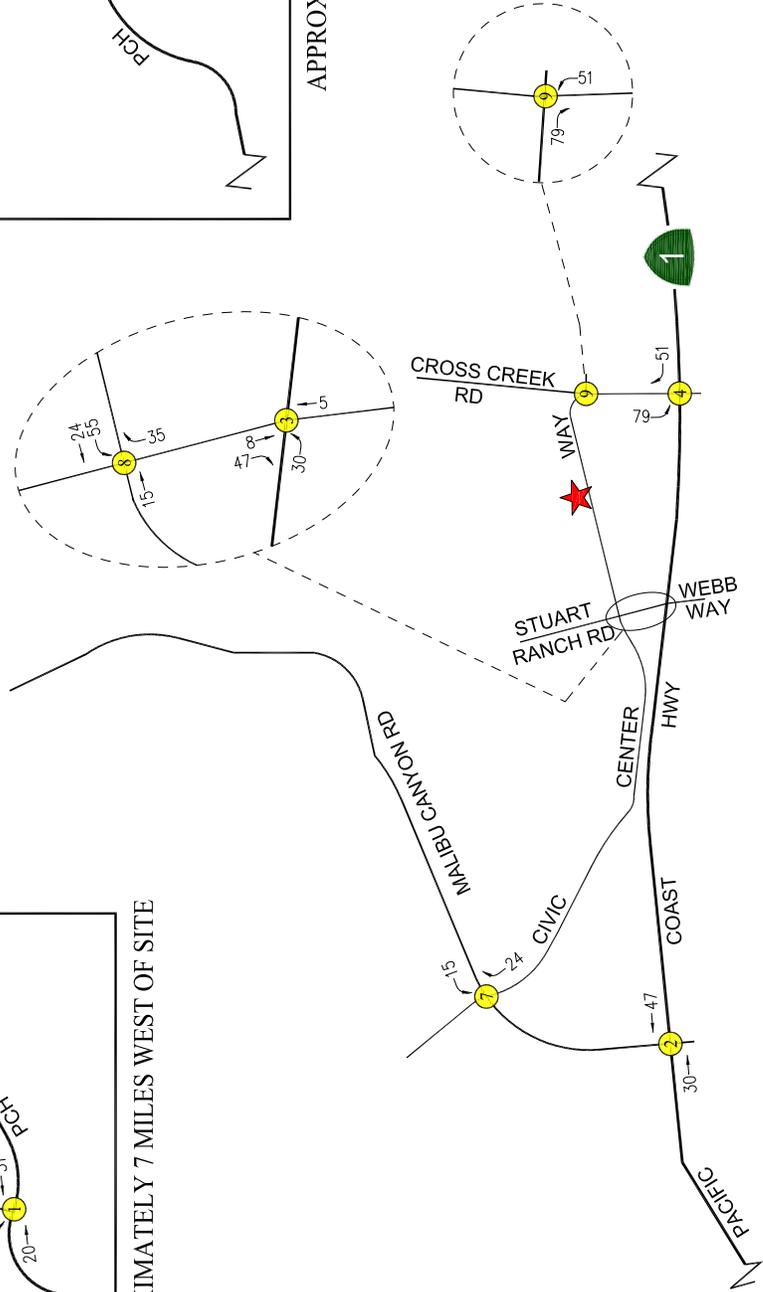
Center Way during the weekday morning commuter period. The forecast weekday AM and PM peak hours and Saturday MD peak hour traffic volumes at the study intersections associated with the proposed 2019 Project Modifications are presented in **Figures 7-3, 7-4, and 7-5**, respectively. The traffic volume assignments presented in *Figures 7-3, 7-4, and 7-5* reflect the traffic distribution characteristics shown in *Figures 7-1 and 7-2*, and the 2019 Project Modifications traffic generation forecast presented in *Table 7-1*.



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE 7-4 NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Operations at the seven signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis for signalized intersections based on the City's traffic study guidelines. Specifically, the ICU method was used to determine v/c ratios and corresponding LOS. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.05 was added to each LOS calculation.

Additionally, the two stop-controlled study intersections (Stuart Ranch Road-Webb Way / Civic Center Way and Cross Creek Road / Civic Center Way) were analyzed using the methodology included in the Highway Capacity Manual (HCM). This methodology estimates the average control delay for each of the subject movements and determines the LOS for each constrained movement. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The overall average control delay is measured in seconds per vehicle. For an all-way stop controlled intersection, the overall intersection delay is subsequently assigned an LOS value to describe intersection operations.

The LOS under both the ICU and HCM methodologies varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding LOS are provided in *Appendix D* and *E* for school time and summertime conditions, respectively. A description of the HCM method and corresponding LOS are provided in *Appendix F* and *G* for school time and summertime conditions, respectively.

8.1 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the proposed 2019 Project Modifications during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed 2019 Project Modifications. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of the forecast traffic generated by the 2019 Project Modifications was evaluated using the traffic impact criteria provided by the City of Malibu⁷. In addition, for the one study intersection located in unincorporated Los Angeles County (Topanga Canyon Boulevard / Pacific Coast Highway), this significance of the potential impacts related to traffic from the 2019 Project Modifications was evaluated using thresholds of significance published by the County of Los Angeles⁸. According to the respective published guidelines, an intersection traffic impact is considered significant if the increase in the v/c ratio due to the 2019 Project Modifications is equal to or exceeds the thresholds presented in *Tables 8-1* and *8-2* for signalized intersections, and *Table 8-3* for unsignalized intersections.

⁷ *Traffic Impact Analysis Guidelines*, City of Malibu, August 2012.

⁸ County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1997.

| Table 8-1 CITY OF MALIBU SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA | | |
|---|-------------------------|--|
| Final v/c | Level of Service | Project Related Increase in v/c |
| > 0.71 - 0.80 | C | equal to or greater than 0.040 |
| > 0.81 - 0.90 | D | equal to or greater than 0.020 |
| > 0.91 | E or F | equal to or greater than 0.010 |

| Table 8-2 COUNTY OF LOS ANGELES SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA | | |
|--|-------------------------|--|
| Final v/c | Level of Service | Project Related Increase in v/c |
| > 0.701 - 0.800 | C | equal to or greater than 0.040 |
| > 0.801 - 0.900 | D | equal to or greater than 0.020 |
| > 0.901 | E or F | equal to or greater than 0.010 |

| Table 8-3 CITY OF MALIBU UNSIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA | |
|---|----------------------------|
| Project Related Increase in Delay | Final LOS |
| 5 or more seconds | Degrades to LOS D or worse |

The City and County criteria require mitigation of impacts due to the 2019 Project Modification whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above for signalized intersections. For unsignalized intersections, the City's Guidelines state an impact is considered significant if traffic from the 2019 Project Modifications: 1) Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or 2) Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds.

8.2 Traffic Impact Analysis Scenarios

The LOS calculations have been prepared for the following scenarios for the nine study intersections:

- (a) Existing (2018) conditions.
- (b) Condition (a) with completion and occupancy of the 2019 Project Modifications.
- (c) Condition (b) with implementation of 2019 Project Modifications mitigation measures where necessary.
- (d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2022 and with completion and occupancy of the related projects (i.e., future cumulative baseline)
- (e) Condition (d) with completion and occupancy of the 2019 Project Modifications.
- (f) Condition (e) with implementation of 2019 Project Modifications mitigation measures where necessary.

It is noted that at three study intersections (i.e., at Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Stuart Ranch Road-Webb Way / Civic Center Way), the Applicant of the 2019 Project Modifications recently constructed traffic improvements consistent with the traffic mitigation measures identified in the Kaku traffic study. As previously discussed, these improvements were constructed after the collection of the traffic count data used in this traffic analysis, and thus, the LOS calculations assume the prior lane configurations at the three affected intersections for purposes of evaluating operations with and without traffic related to the 2019 Project Modifications (i.e., scenarios (a), (b), (d), and (e) above) so as to assess the effects of the development, similar to the Kaku traffic study. The post-improvement lane configurations at the three intersections were then incorporated into the scenarios with mitigation (i.e., scenarios (c) and (f) above) to assess the effectiveness of the mitigation measures, also consistent with the Kaku traffic study.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the nine study intersections using the ICU and HCM methodologies and application of the City of Malibu and County of Los Angeles significant traffic impact criteria during school time and summertime conditions is summarized in **Tables 9-1** and **9-2**, respectively. The ICU data worksheets for the analyzed intersections during school time and summertime conditions are contained in *Appendix D* and *E*, respectively. The HCM data worksheets for the analyzed intersections are contained in *Appendix F* and *G*, respectively.

9.1 Existing Conditions

9.1.1 Existing Conditions – School Time

As indicated in column [1] of *Table 9-1*, the nine study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours, as well as the Saturday MD peak hour under existing school time conditions. The existing school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are displayed in *Figures 5-1*, *5-2*, and *5-3*, respectively.

9.1.2 Existing Conditions – Summertime

As indicated in column [1] of *Table 9-2*, eight of the nine study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours, as well as the Saturday MD peak hour under existing summertime conditions. The following intersection is currently operating at LOS E during the peak hours shown below under existing conditions:

- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway AM Peak Hour: $v/c = 0.934$, LOS E

The existing summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are displayed in *Figures 5-4*, *5-5*, and *5-3*, respectively.

9.1.3 Existing With Project Conditions – School Time

As shown in column [2] of *Table 9-1*, application of the City and County’s threshold criteria to the “Existing With Project” scenario indicates that the 2019 Project Modifications is not expected to create significant impacts at any of the nine study intersections during school time conditions. Therefore, no mitigation measures are required or recommended with respect to these intersections under the “Existing With Project” conditions. The “Existing With Project” school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are illustrated in **Figures 9-1**, **9-2**, and **9-3**, respectively.

Table 9-1
**SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
 AND LEVELS OF SERVICE**
SCHOOL TIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS

| NO. | INTERSECTION | PEAK HOUR | [1] YEAR 2018 EXISTING | | [2] YEAR 2018 EXISTING W/PROJECT | | [3] YEAR 2022 FUTURE PRE-PROJ W/A.G. & REL PROJ | | [4] YEAR 2022 FUTURE WITH PROJECT | | [5] YEAR 2022 W/PROJECT MITIGATION | | CHANGE V/C or Delay [(5)-(3)] | MITI-GATED |
|-----|--|-----------|------------------------|-------|----------------------------------|----------------|---|-------|-----------------------------------|----------------|------------------------------------|--------|-------------------------------|------------|
| | | | V/C or Delay [(2)-(1)] | LOS | CHANGE V/C or Delay [(2)-(1)] | SIGNIF. IMPACT | V/C or Delay | LOS | CHANGE V/C or Delay [(4)-(3)] | SIGNIF. IMPACT | V/C or Delay | LOS | | |
| 1 | Kanan Dume Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.480 | A | 0.484 | A | 0.510 | A | 0.513 | A | 0.513 | A | 0.003 | --- |
| PM | | 0.618 | B | 0.629 | B | 0.672 | B | 0.684 | B | 0.684 | B | 0.012 | --- | |
| SAT | | 0.828 | D | 0.835 | D | 0.885 | D | 0.893 | D | 0.893 | D | 0.008 | --- | |
| 2 | Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.614 | B | 0.628 | B | 0.672 | B | 0.685 | B | 0.685 | B | 0.013 | --- |
| PM | | 0.657 | B | 0.672 | B | 0.732 | C | 0.747 | C | 0.747 | C | 0.015 | --- | |
| SAT | | 0.737 | C | 0.748 | C | 0.834 | D | 0.845 | D | 0.845 | D | 0.011 | --- | |
| 3 | Webb Way/ Pacific Coast Highway (SR-1) [a] | AM | 0.501 | A | 0.506 | A | 0.564 | A | 0.595 | A | 0.535 | A | -0.029 | --- |
| PM | | 0.628 | B | 0.650 | B | 0.761 | C | 0.783 | C | 0.716 | C | -0.045 | --- | |
| SAT | | 0.690 | B | 0.719 | C | 0.869 | D | 0.903 | E | 0.802 | D | -0.067 | YES | |
| 4 | Cross Creek Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.536 | A | 0.556 | A | 0.606 | B | 0.626 | B | 0.561 | A | -0.045 | --- |
| PM | | 0.715 | C | 0.755 | C | 0.834 | D | 0.875 | D | 0.775 | C | -0.059 | YES | |
| SAT | | 0.749 | C | 0.790 | C | 0.904 | E | 0.945 | E | 0.815 | D | -0.089 | YES | |
| 5 | Las Flores Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.643 | B | 0.648 | B | 0.684 | B | 0.689 | B | 0.689 | B | 0.005 | --- |
| PM | | 0.648 | B | 0.667 | B | 0.715 | C | 0.733 | C | 0.733 | C | 0.018 | --- | |
| SAT | | 0.692 | B | 0.709 | C | 0.786 | C | 0.805 | D | 0.805 | D | 0.019 | --- | |
| 6 | Topanga Canyon Boulevard (SR-27)/ Pacific Coast Highway (SR-1) [c] | AM | 0.934 | E | 0.935 | E | 0.977 | E | 0.979 | E | 0.979 | E | 0.002 | --- |
| PM | | 0.787 | C | 0.796 | C | 0.843 | D | 0.852 | D | 0.852 | D | 0.009 | --- | |
| SAT | | 0.755 | C | 0.765 | C | 0.822 | D | 0.832 | D | 0.832 | D | 0.010 | --- | |
| 7 | Malibu Canyon Road/ Civic Center Way [a] | AM | 0.494 | A | 0.498 | A | 0.523 | A | 0.527 | A | 0.527 | A | 0.004 | --- |
| PM | | 0.486 | A | 0.496 | A | 0.538 | A | 0.547 | A | 0.547 | A | 0.009 | --- | |
| SAT | | 0.401 | A | 0.401 | A | 0.432 | A | 0.445 | A | 0.445 | A | 0.013 | --- | |
| 8 | Stuart Ranch Road - Webb Way/ Civic Center Way [b] | AM | 11.93 | B | 11.99 | B | 13.00 | B | 13.34 | B | 13.34 | B | 0.34 | --- |
| PM | | 16.92 | C | 18.11 | C | 22.40 | C | 25.09 | D | 25.09 | D | 2.69 | --- | |
| SAT | | 10.40 | B | 10.96 | B | 14.16 | B | 16.25 | C | 16.25 | C | 2.09 | --- | |
| 9 | Cross Creek Road/ Civic Center Way [b] | AM | 8.07 | A | 8.44 | A | 8.85 | A | 9.39 | A | 9.39 | A | 0.54 | --- |
| PM | | 8.60 | A | 9.50 | A | 10.72 | B | 12.63 | B | 12.63 | B | 1.91 | --- | |
| SAT | | 8.58 | A | 9.60 | A | 11.64 | B | 14.47 | B | 14.47 | B | 2.83 | --- | |

[a] City of Malibu signalized intersection impact threshold criteria is as follows:

| | | |
|-----------------|-------|---------------------------------|
| Pre-Project v/c | LOS | Project Related Increase in v/c |
| 0.71 - 0.80 | C | 0.04 or more |
| 0.81 - 0.90 | D | 0.02 or more |
| 0.91 or more | E / F | 0.01 or more |

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:

| | | |
|-----------------|-------|---------------------------------|
| Pre-Project v/c | LOS | Project Related Increase in v/c |
| 0.71 to 0.80 | C | 0.04 or more |
| 0.81 to 0.90 | D | 0.02 or more |
| 0.91 or more | E / F | 0.01 or more |

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:

| | |
|--------------------------------------|------------------------------------|
| Final LOS | Degrades the LOS to LOS D or worse |
| or | Project Related Increase in Delay |
| Increases delay by 5 seconds or more | |

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
SUMMERTIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS

| NO. | INTERSECTION | PEAK HOUR | [1] YEAR 2018 EXISTING | | [2] YEAR 2018 EXISTING W/PROJECT | | [3] YEAR 2022 FUTURE PRE-PROJ W/A.G. & REL PROJ | | [4] YEAR 2022 FUTURE WITH PROJECT | | [5] YEAR 2022 W/PROJECT MITIGATION | | CHANGE V/C or Delay [(5)-(3)] | MITI-GATED |
|-----|--|-----------------|-------------------------|-------------|----------------------------------|-------------|---|-------------|-----------------------------------|-------------|------------------------------------|-------------|-------------------------------|------------|
| | | | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS | V/C or Delay | LOS | | |
| 1 | Kanan Dume Road/ Pacific Coast Highway (SR-1) [a] | AM PM SAT | 0.440 0.720 0.846 | A C D | 0.442 0.731 0.853 | A C D | 0.463 0.778 0.904 | A C E | 0.465 0.790 0.912 | A C E | 0.465 0.790 0.912 | A C E | 0.002 0.012 0.008 | --- |
| 2 | Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM PM SAT | 0.610 0.715 0.737 | B C C | 0.624 0.729 0.748 | B C C | 0.667 0.792 0.818 | B C D | 0.681 0.806 0.829 | B D D | 0.681 0.806 0.829 | B D D | 0.014 0.014 0.011 | --- |
| 3 | Webb Way/ Pacific Coast Highway (SR-1) [a] | AM PM SAT | 0.474 0.647 0.658 | A B B | 0.477 0.669 0.688 | A B B | 0.511 0.786 0.833 | A C D | 0.541 0.811 0.863 | A D D | 0.507 0.738 0.769 | A C C | -0.004 -0.048 -0.064 | --- |
| 4 | Cross Creek Road/ Pacific Coast Highway (SR-1) [a] | AM PM SAT | 0.556 0.751 0.747 | A C C | 0.561 0.792 0.788 | A C C | 0.598 0.872 0.903 | A D E | 0.603 0.913 0.943 | B E E | 0.603 0.808 0.791 | B D C | 0.005 -0.064 -0.112 | --- |
| 5 | Las Flores Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM PM SAT | 0.568 0.697 0.714 | A B C | 0.572 0.714 0.731 | A C C | 0.606 0.761 0.808 | B D D | 0.610 0.778 0.827 | B C D | 0.610 0.778 0.827 | B C D | 0.004 0.017 0.019 | --- |
| 6 | Topanga Canyon Boulevard (SR-27)/ Pacific Coast Highway (SR-1) [c] | AM PM SAT | 0.912 0.809 0.750 | E D C | 0.914 0.818 0.760 | E D C | 0.954 0.866 0.817 | E D D | 0.956 0.875 0.827 | E D D | 0.956 0.875 0.827 | E D D | 0.002 0.009 0.010 | --- |
| 7 | Malibu Canyon Road/ Civic Center Way [a] | AM PM SAT | 0.448 0.421 0.328 | A A A | 0.452 0.430 0.342 | A A A | 0.475 0.470 0.387 | A A A | 0.479 0.480 0.401 | A A A | 0.479 0.480 0.401 | A A A | 0.004 0.010 0.014 | --- |
| 8 | Stuart Ranch Road - Webb Way/ Civic Center Way [b] | AM PM SAT | 9.96 19.02 10.46 | A C B | 10.03 20.75 11.25 | B C B | 10.67 26.90 15.56 | B D C | 11.00 30.42 18.72 | B D C | 11.00 30.42 18.72 | B D C | 0.33 3.52 3.16 | --- |
| 9 | Cross Creek Road/ Civic Center Way [b] | AM PM SAT | 8.04 8.76 9.85 | A A A | 8.37 9.73 11.46 | A A B | 8.75 11.02 15.32 | A B C | 9.25 13.14 21.68 | A B C | 9.25 13.14 21.68 | A B C | 0.50 2.12 6.36 | --- |

[a] City of Malibu signalized intersection impact threshold criteria is as follows:

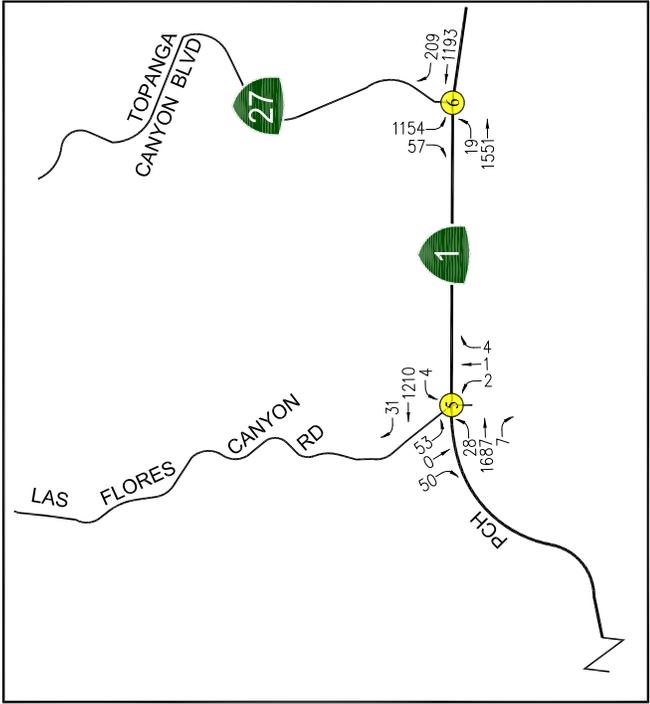
| | | |
|-----------------|-------|---------------------------------|
| Pre-Project v/c | LOS | Project Related Increase in v/c |
| 0.71 - 0.80 | C | 0.04 or more |
| 0.81 - 0.90 | D | 0.02 or more |
| 0.91 or more | E / F | 0.01 or more |

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:

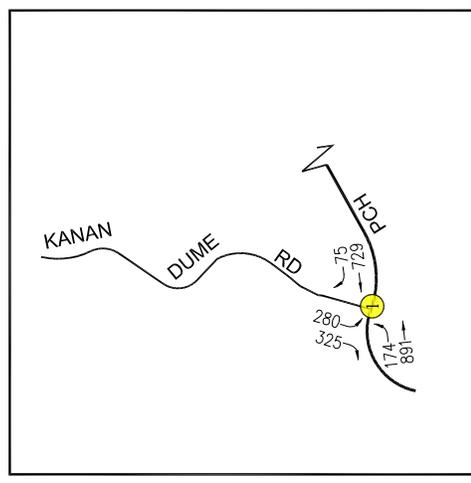
| | | |
|-----------------|-------|---------------------------------|
| Pre-Project v/c | LOS | Project Related Increase in v/c |
| 0.71 to 0.80 | C | 0.04 or more |
| 0.81 to 0.90 | D | 0.02 or more |
| 0.91 or more | E / F | 0.01 or more |

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:

| | |
|--------------------------------------|------------------------------------|
| Final LOS | Degrades the LOS to LOS D or worse |
| or | Project Related Increase in Delay |
| Increases delay by 5 seconds or more | |



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

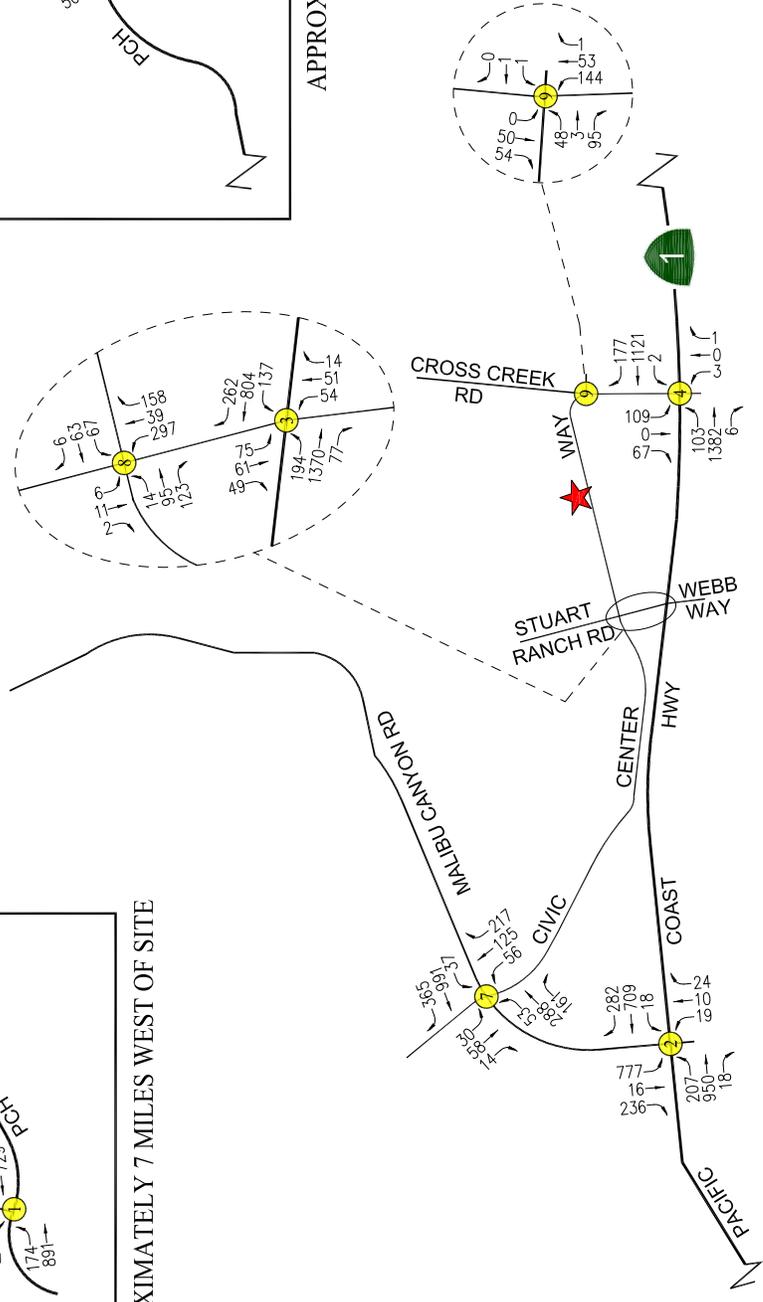


FIGURE 9-1
EXISTING (SCHOOL TIME) WITH PROJECT
TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

★ PROJECT SITE
 ☺ STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

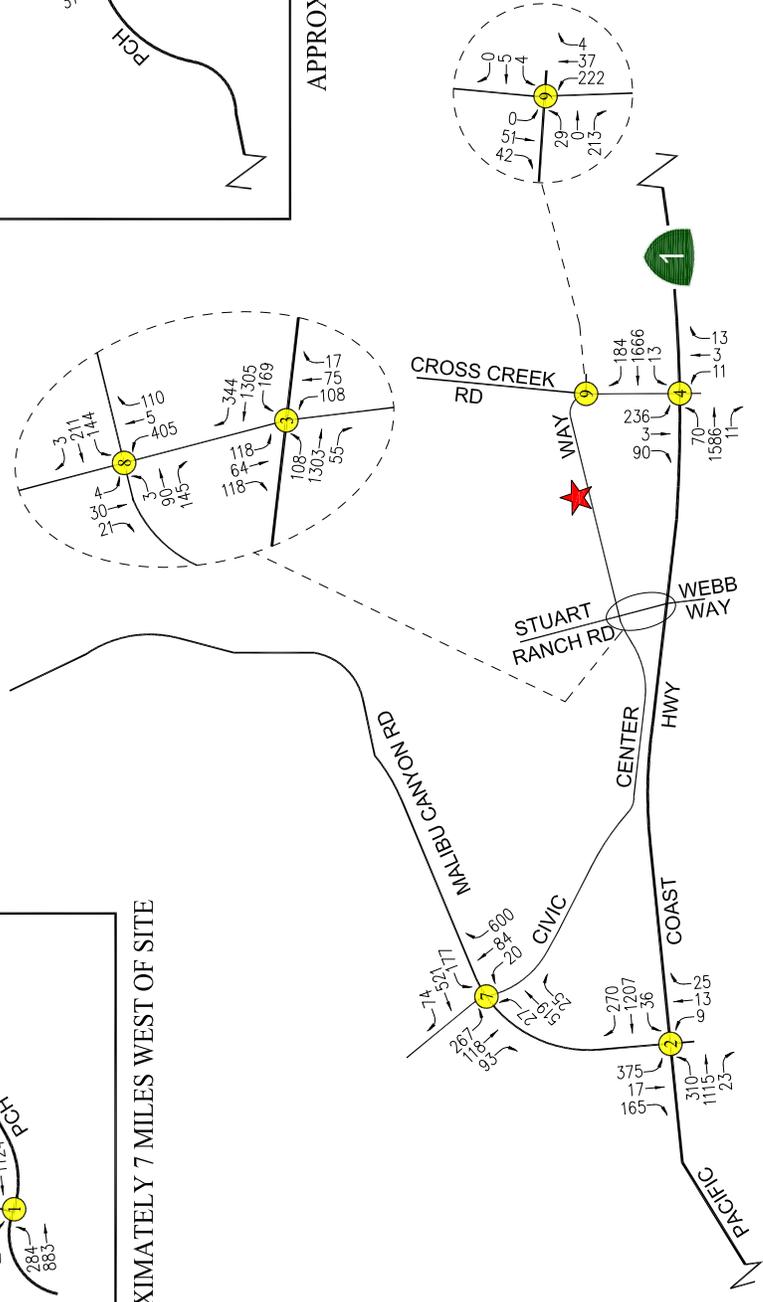
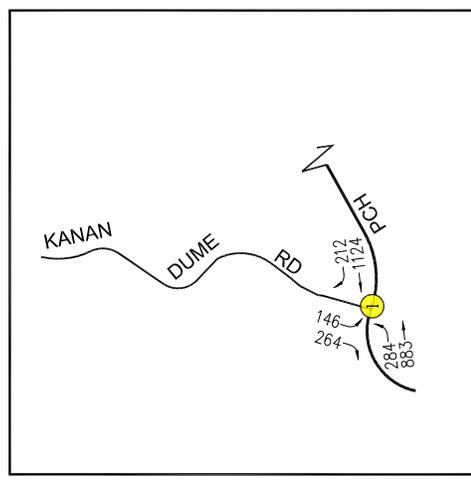
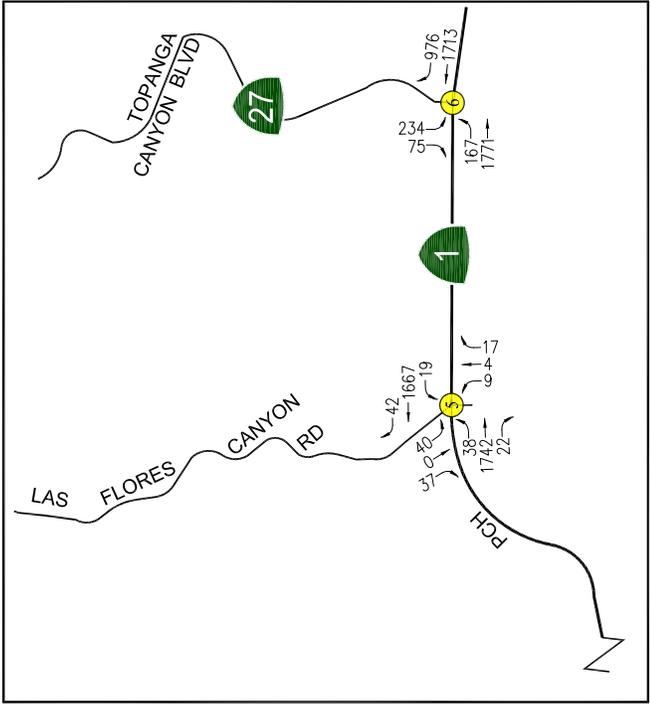


FIGURE 9-2
EXISTING (SCHOOL TIME) WITH PROJECT
TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

★ PROJECT SITE
 ☺ STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

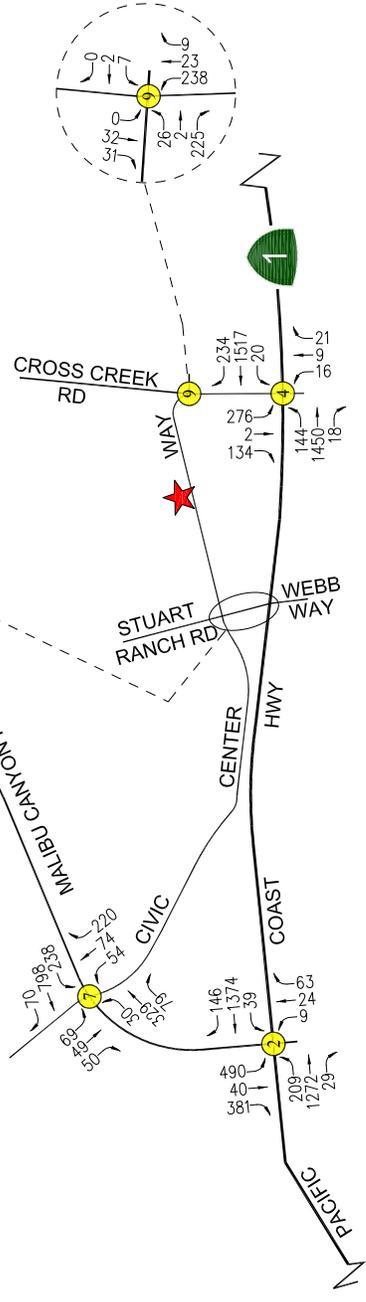
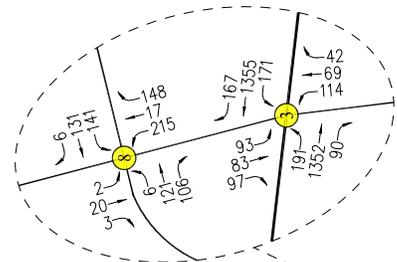
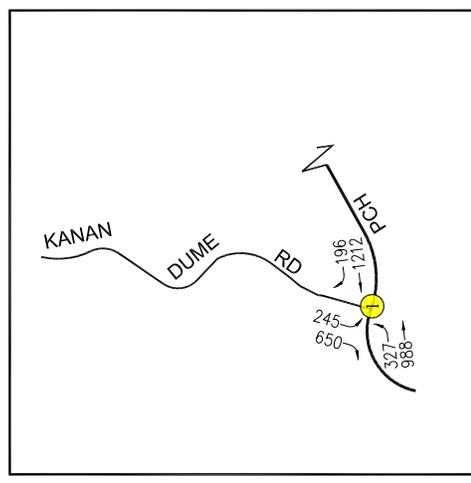
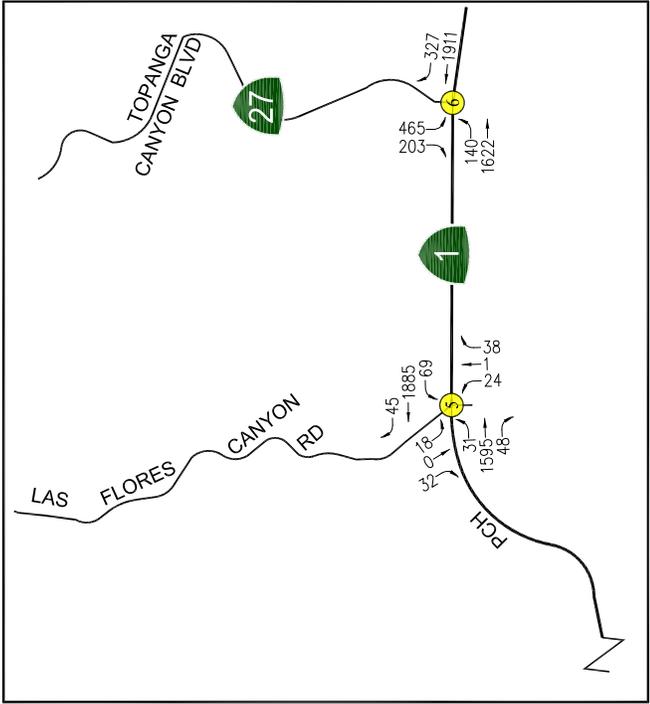


FIGURE 9-3
EXISTING (SCHOOL TIME) WITH PROJECT
TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE

PROJECT SITE (Red Star)
STUDY INTERSECTION (Yellow Circle)

LINSCOTT, LAW & GREENSPAN, engineers

9.1.4 Existing With Project Conditions – Summertime

As shown in column [2] of *Table 9–2*, application of the City and County’s threshold criteria to the “Existing With Project” scenario indicates that the 2019 Project Modifications is not expected to create significant impacts at any of the nine study intersections during summertime conditions. Therefore, no mitigation measures are required or recommended with respect to these intersections under the “Existing With Project” conditions. The “Existing With Project” summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are illustrated in *Figures 9–4, 9–5, and 9–6*, respectively.

9.2 Future Conditions

9.2.1 Future Cumulative Baseline Conditions – School Time

The school time future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios and control delays at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 9–1*, seven of the nine study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the school time future cumulative baseline conditions. The following intersections are expected to operate at LOS E during the peak hours shown below under the school time future cumulative baseline conditions:

- Int. No. 4: Cross Creek Road / Pacific Coast Highway MD Peak Hour: $v/c = 0.905$, LOS E
- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway AM Peak Hour: $v/c = 0.977$, LOS E

The future cumulative baseline (existing, ambient growth and related projects) school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are presented in *Figures 9–7, 9–8, and 9–9*, respectively.

9.2.2 Future Cumulative Baseline Conditions – Summertime

The summertime future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios and control delays at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

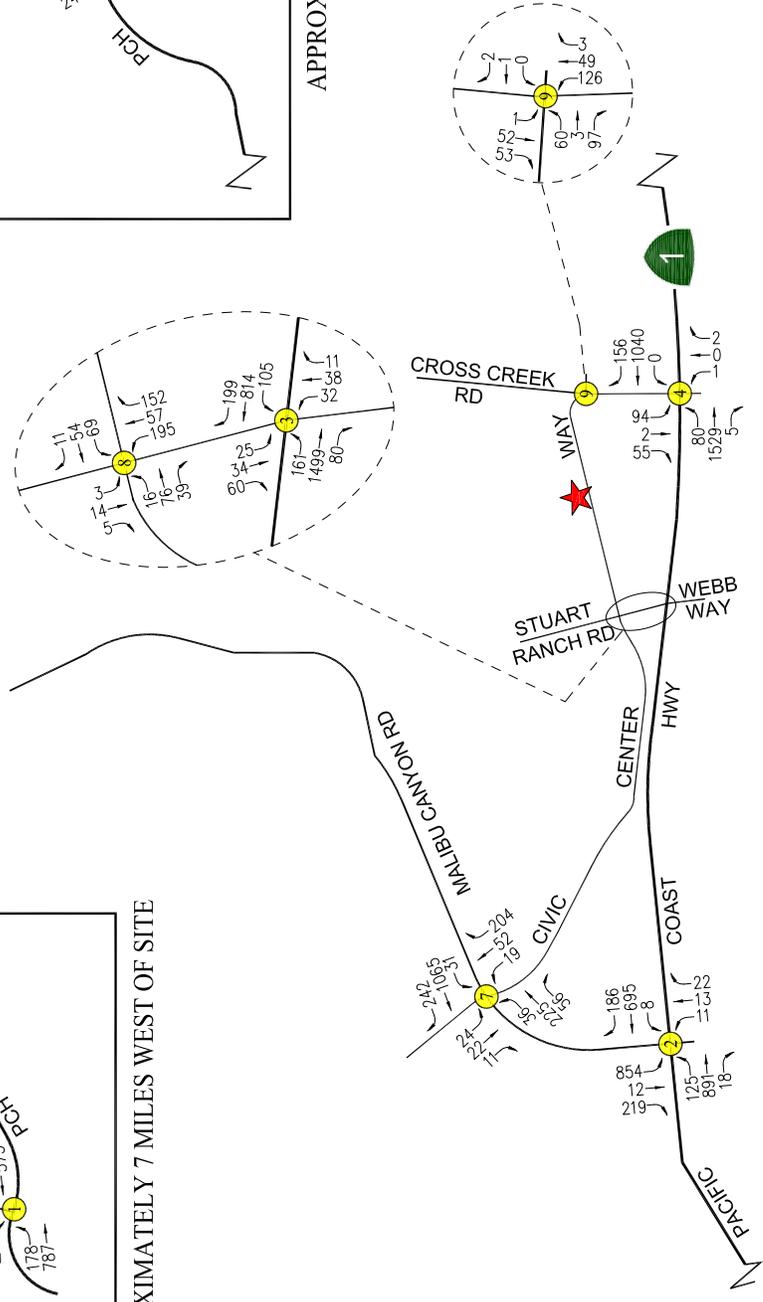
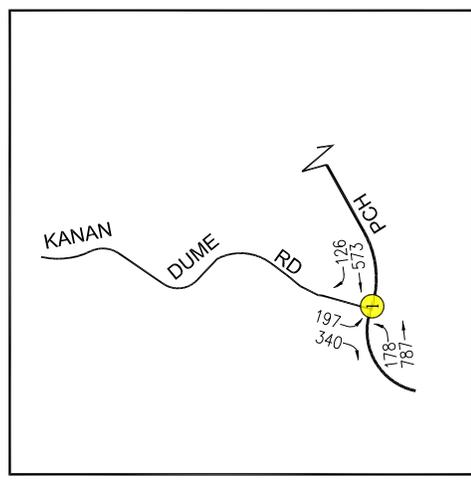
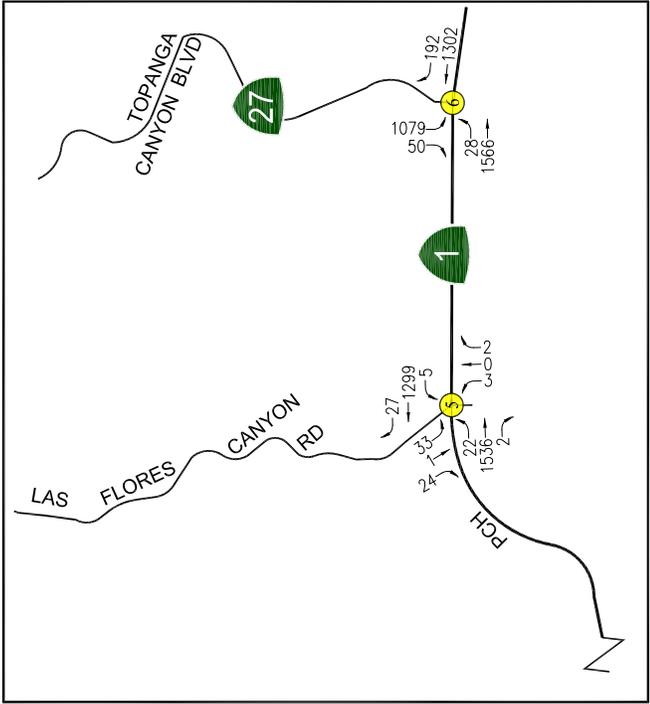


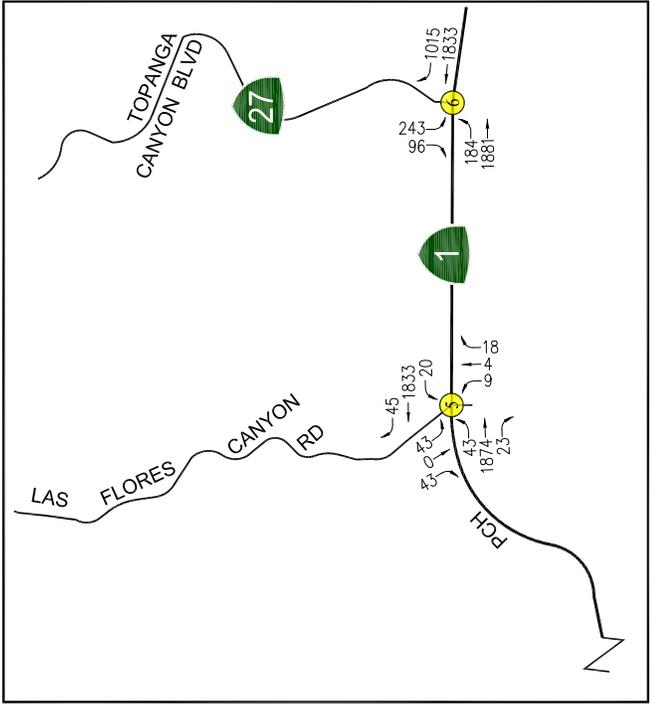
FIGURE 9-4
EXISTING (SUMMERTIME) WITH PROJECT
TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE

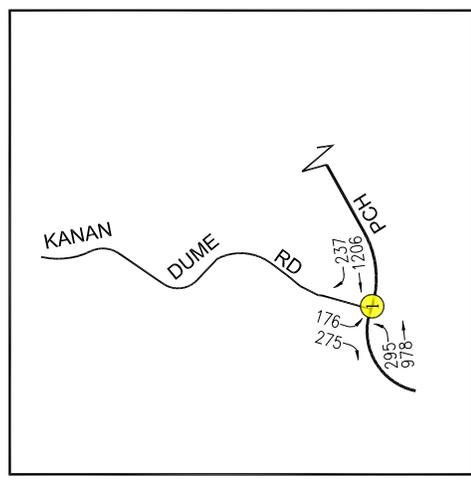
 ★ PROJECT SITE

 ○ STUDY INTERSECTION

 LINSOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

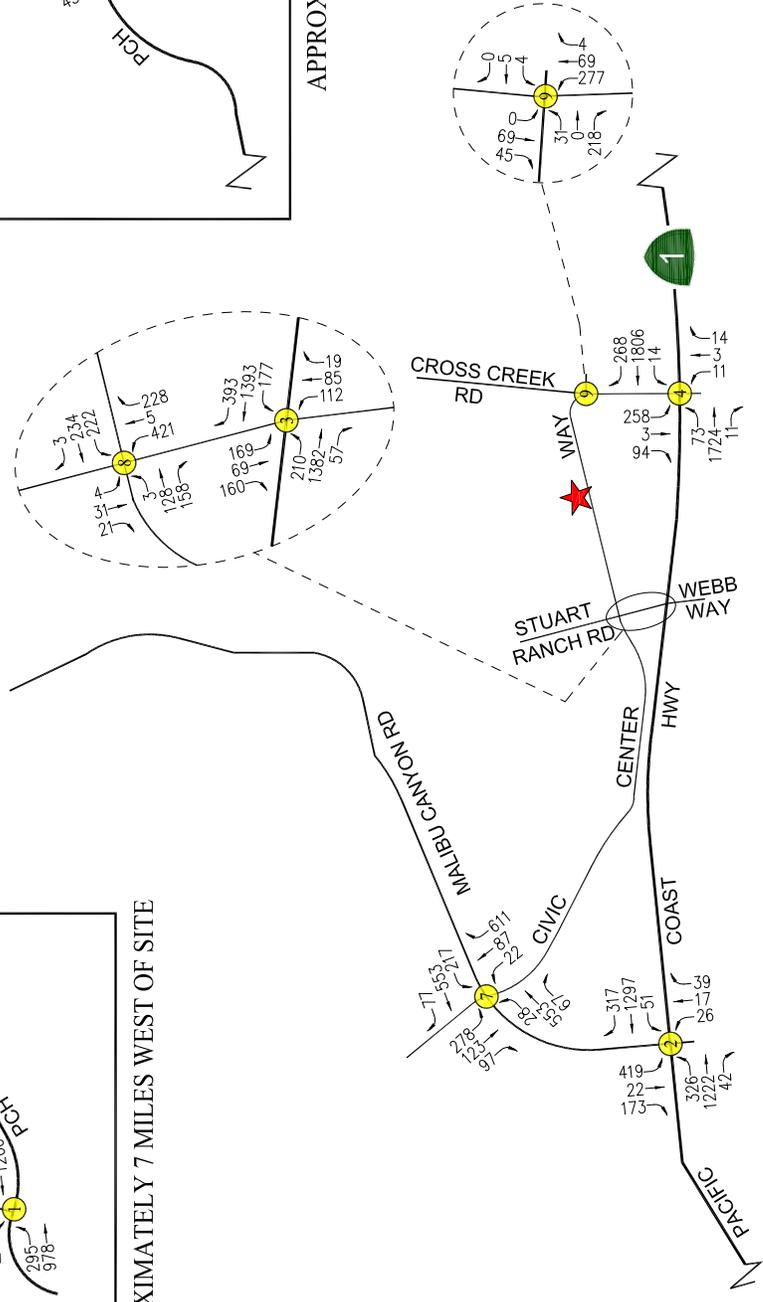


FIGURE 9-8
FUTURE CUMULATIVE (SCHOOL TIME) BASELINE
TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

★ PROJECT SITE
 ⊕ STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

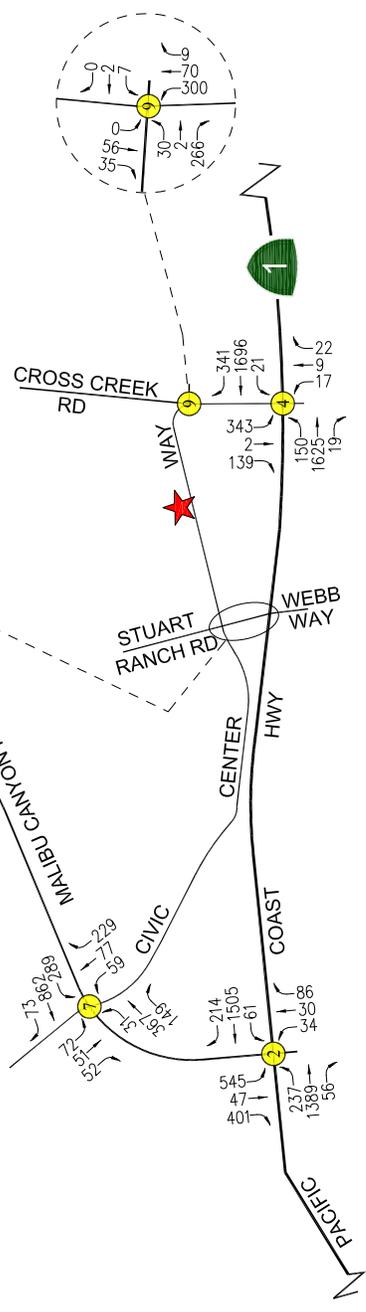
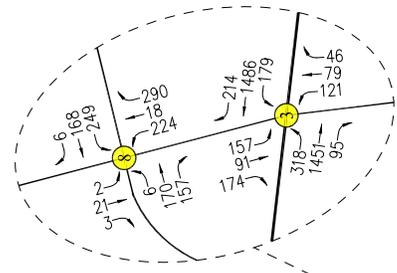
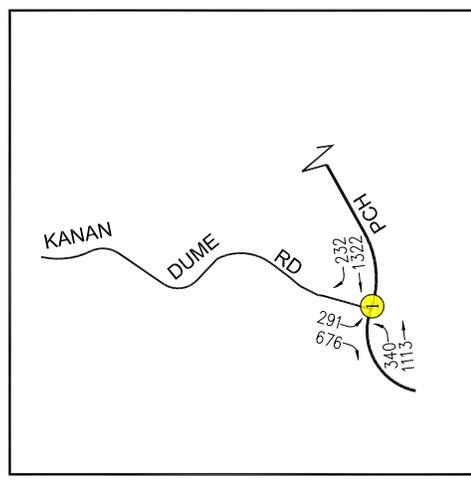
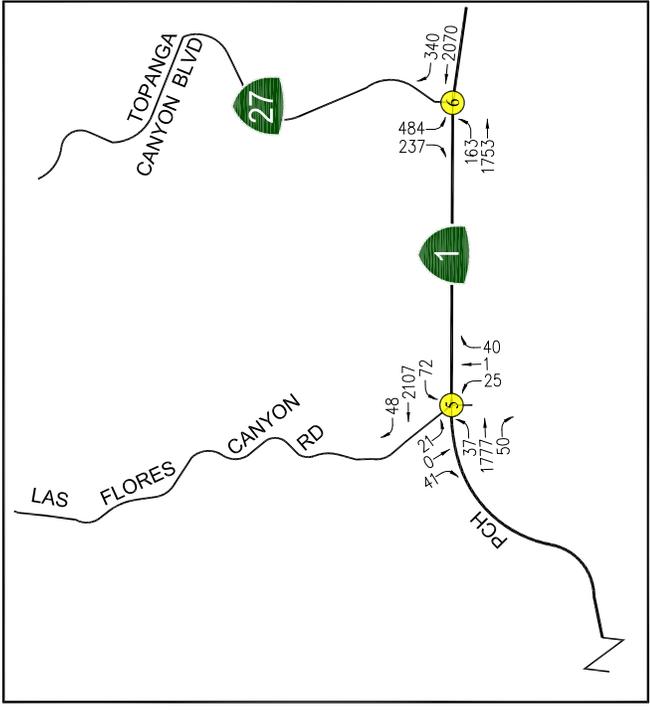


FIGURE 9-9
FUTURE CUMULATIVE (SCHOOL TIME) BASELINE
TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

As presented in column [3] of *Table 9–2*, six of the nine study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the summertime future cumulative baseline conditions. The following intersections are expected to operate at LOS E during the peak hours shown below under the summertime future cumulative baseline conditions:

- Int. No. 1: Kanan Dume Road / Pacific Coast Highway MD Peak Hour: $v/c = 0.904$, LOS E
- Int. No. 4: Cross Creek Road / Pacific Coast Highway MD Peak Hour: $v/c = 0.903$, LOS E
- Int. No. 6: Topanga Canyon Boulevard / Pacific Coast Highway AM Peak Hour: $v/c = 0.954$, LOS E

The future cumulative baseline (existing, ambient growth and related projects) summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are presented in *Figures 9–10, 9–11, and 9–12*, respectively.

9.2.3 Future Cumulative With Project Conditions – School Time

The school time “Future Cumulative With Project” conditions were forecast based on the addition of traffic generated by the 2019 Project Modifications plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1*, application of the City and County’s threshold criteria to the school time “Future Cumulative With Project” scenario indicates that the proposed 2019 Project Modifications is not expected to create significant impacts at seven of the nine study intersections. As indicated in *Table 9–1*, a significant transportation impact is expected at the following intersections during the peak hours shown below under school time “Future Cumulative With Project” conditions:

- Int. No. 3: Webb Way / Pacific Coast Highway MD Peak Hour v/c increases 0.034
- Int. No. 4: Cross Creek Road / Pacific Coast Highway PM Peak Hour v/c increases 0.041
SAT Peak Hour v/c increases 0.041

Incremental, but not significant impacts are noted at the other seven intersections due to the 2019 Project Modifications. The “Future Cumulative With Project” (existing, ambient growth, related projects, and 2019 Project Modifications) school time traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour are illustrated in *Figures 9–13, 9–14, and 9–15*, respectively.

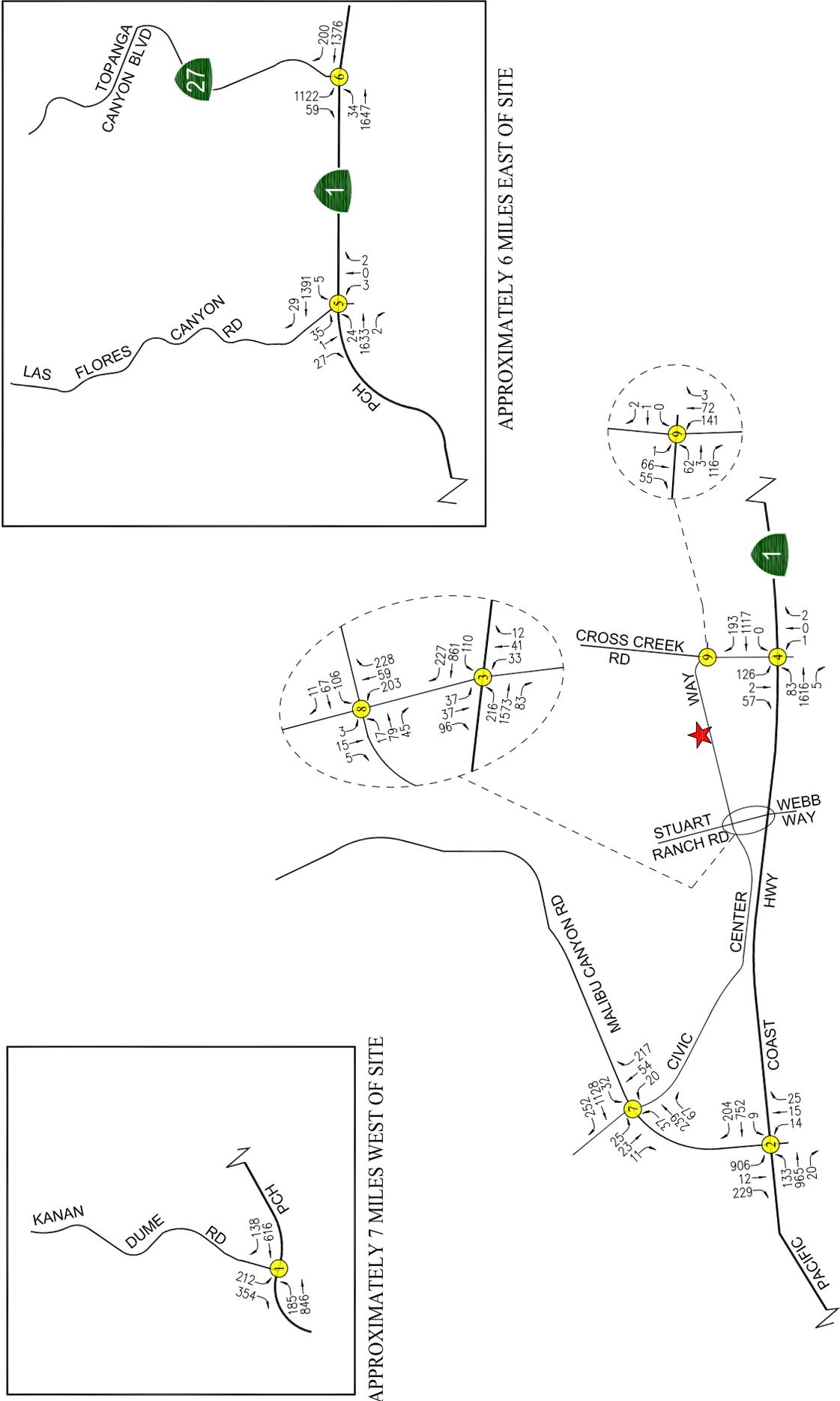
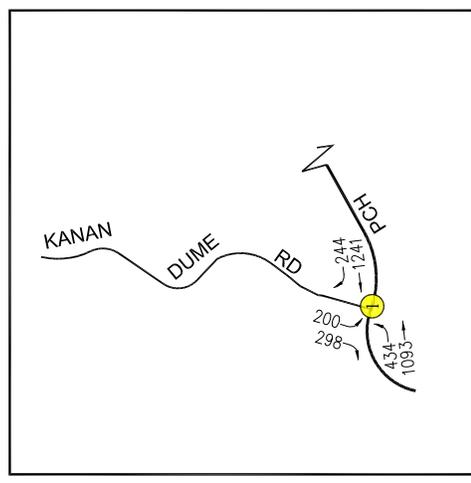


FIGURE 9-10
FUTURE CUMULATIVE (SUMMERTIME) BASELINE
TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

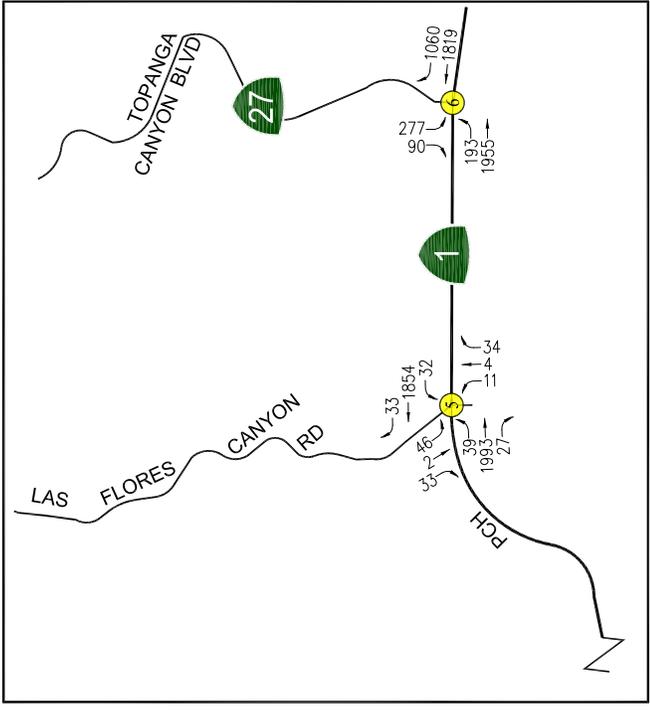
PROJECT SITE
 STUDY INTERSECTION

NOT TO SCALE

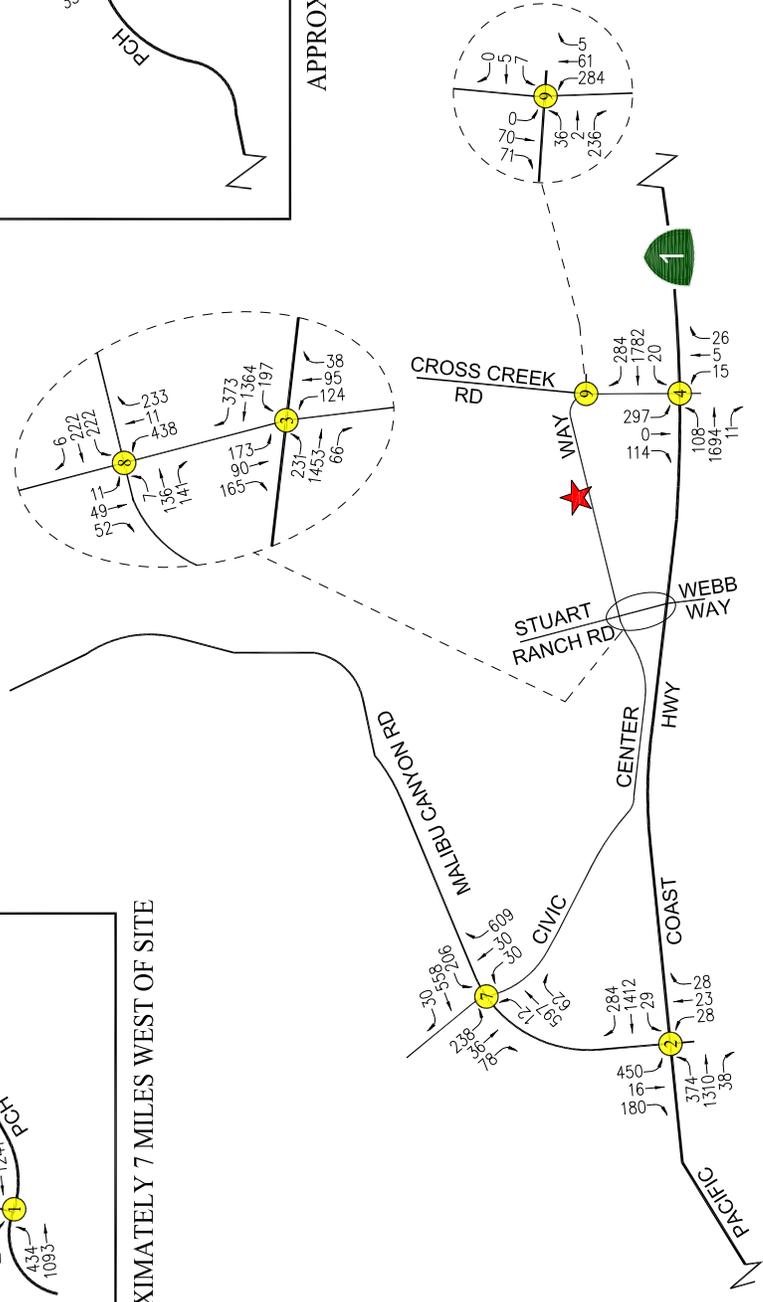
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



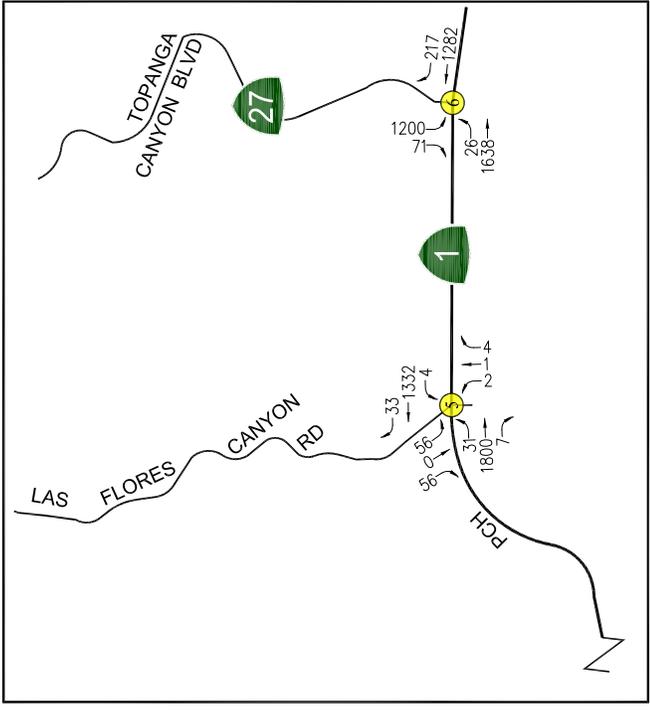
APPROXIMATELY 6 MILES EAST OF SITE



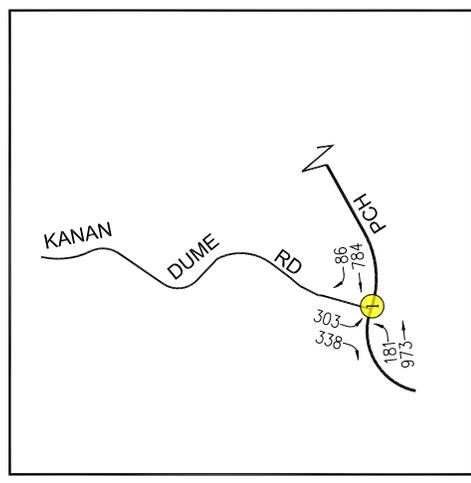
NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE 9-11
FUTURE CUMULATIVE (SUMMERTIME) BASELINE
TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

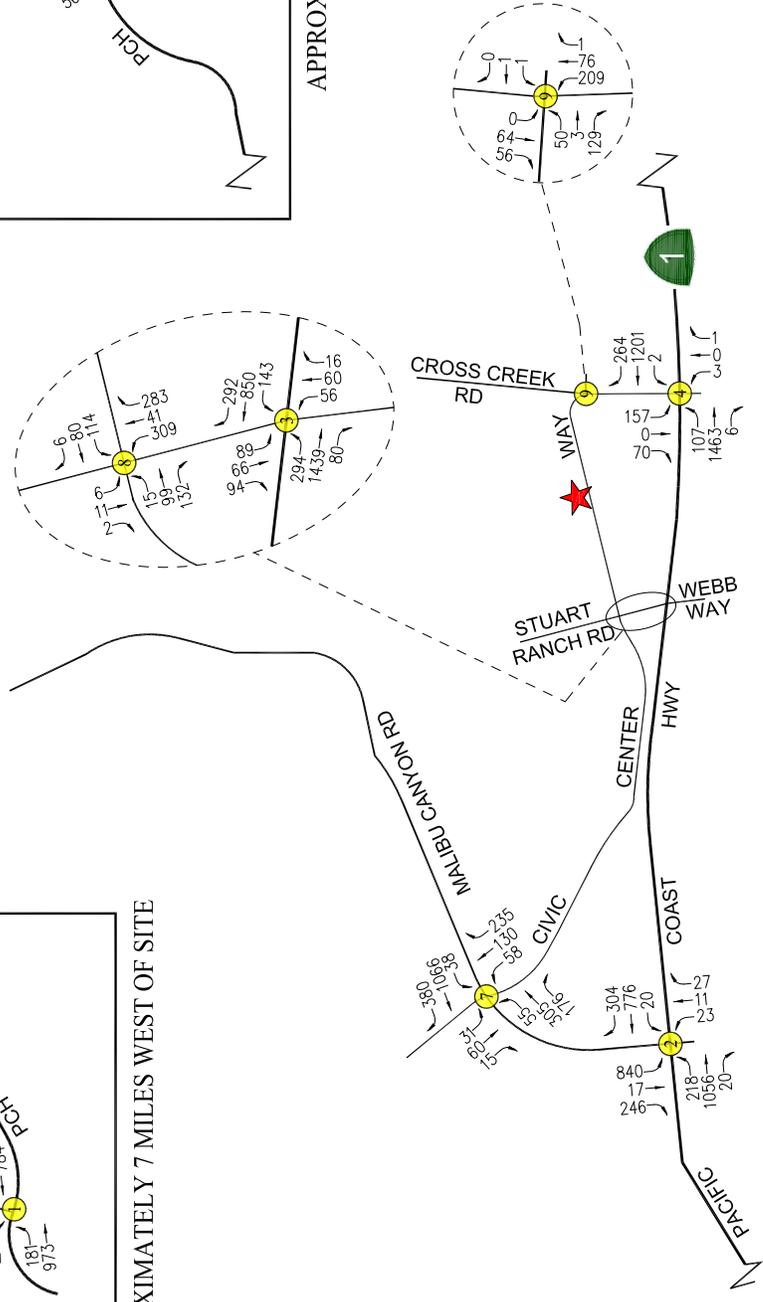


FIGURE 9-13
FUTURE CUMULATIVE (SCHOOL TIME) WITH
PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

NOT TO SCALE

PROJECT SITE
 STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

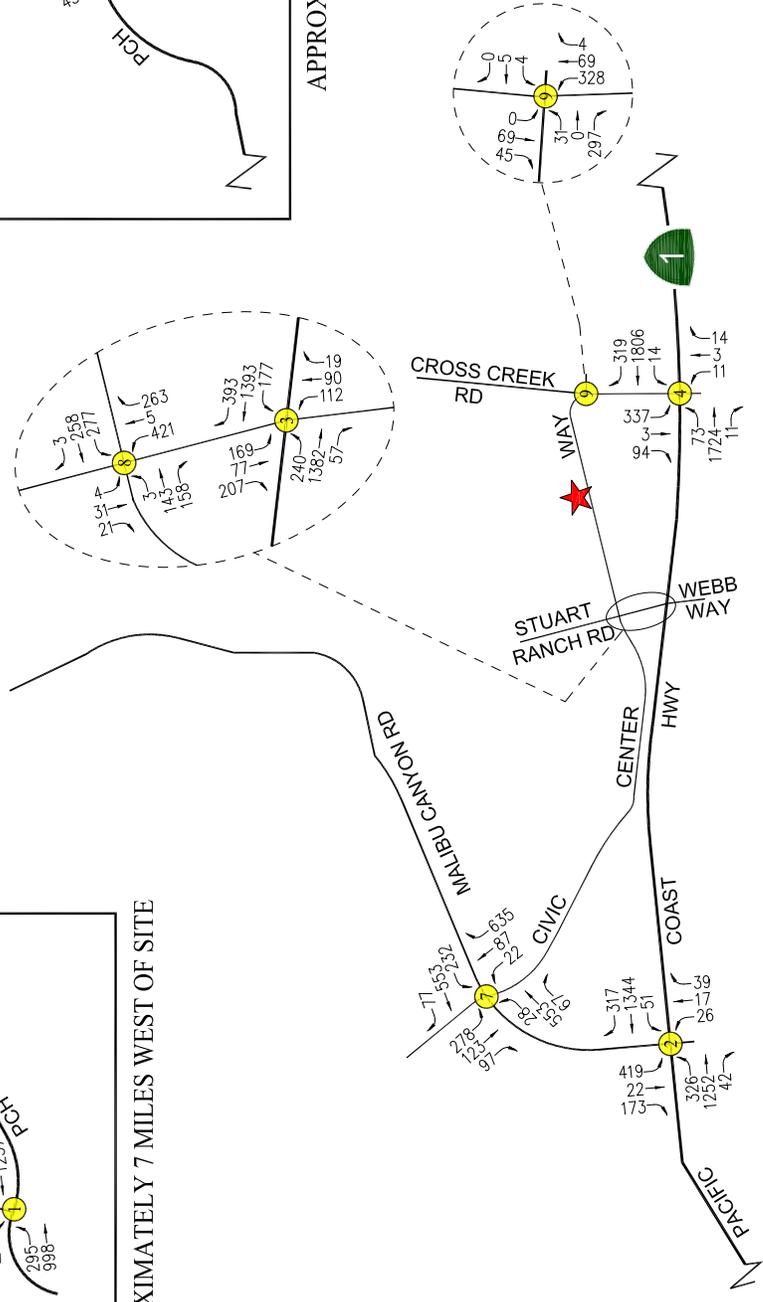
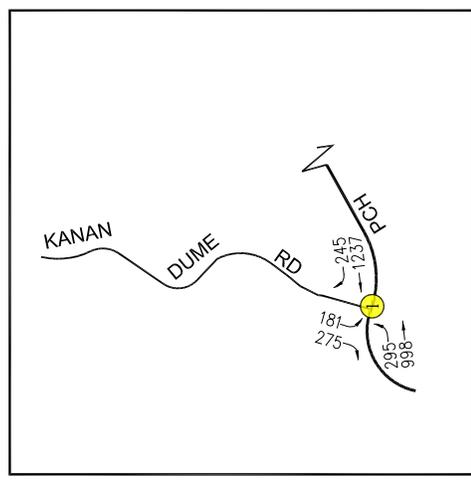
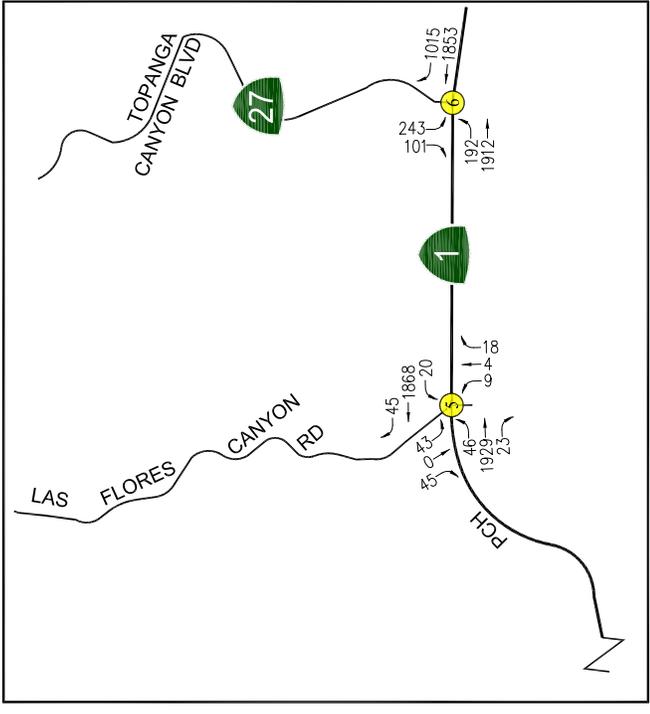
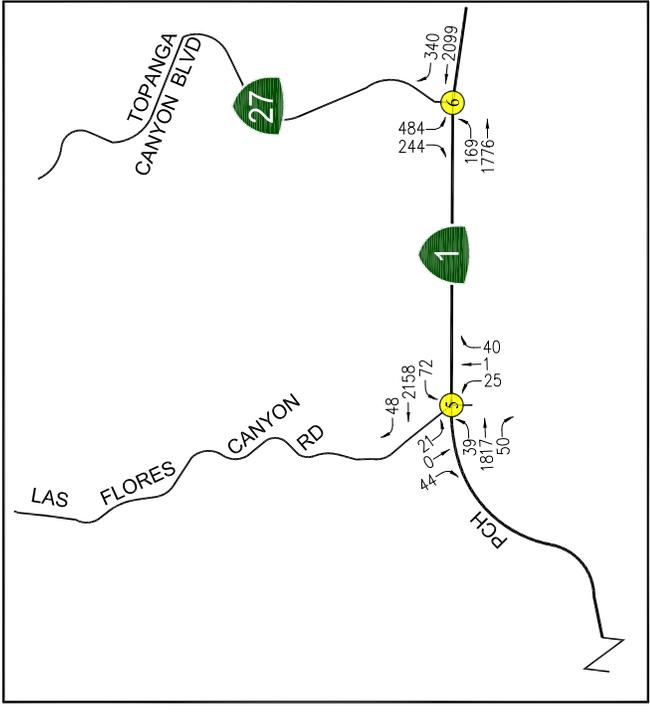


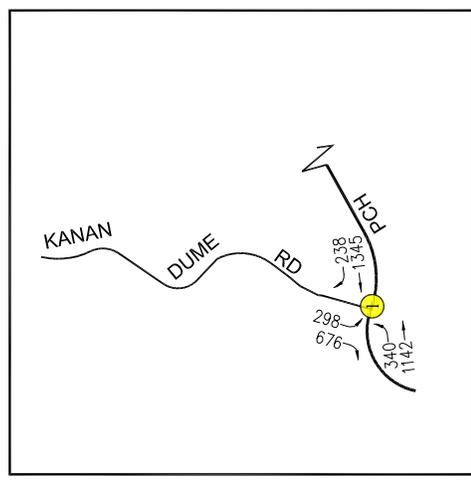
FIGURE 9-14
FUTURE CUMULATIVE (SCHOOL TIME) WITH
PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE
 PROJECT SITE
 STUDY INTERSECTION

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APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

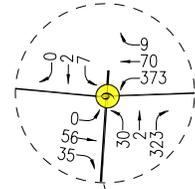
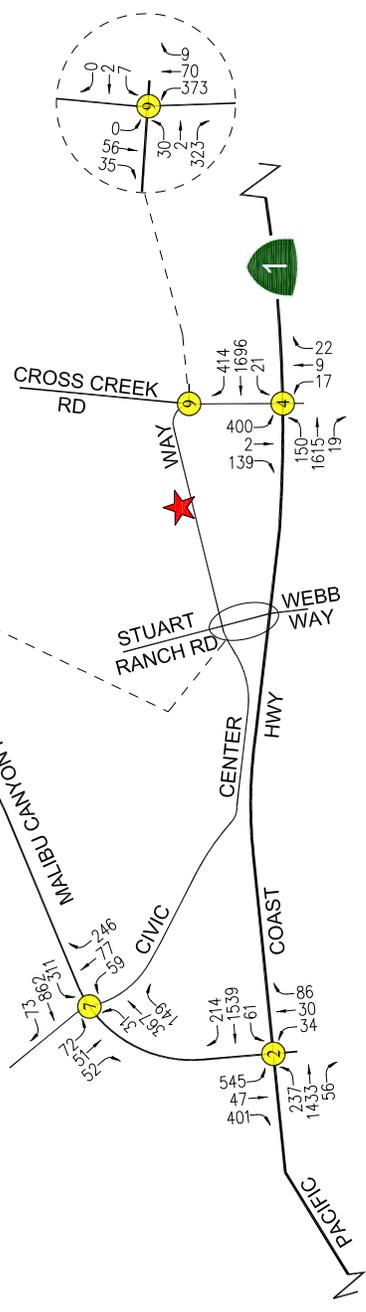
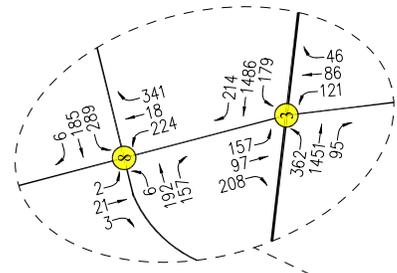


FIGURE 9-15
FUTURE CUMULATIVE (SCHOOL TIME) WITH
PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT

NOT TO SCALE

PROJECT SITE
 STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

9.2.4 Future Cumulative With Project Conditions – Summertime

The summertime “Future Cumulative With Project” conditions were forecast based on the addition of traffic generated by the 2019 Project Modifications plus completion and occupancy of related projects. As shown in column [4] of *Table 9–2*, application of the City and County’s threshold criteria to the summertime “Future Cumulative With Project” scenario indicates that the proposed 2019 Project Modifications is not expected to create significant impacts at six of the nine study intersections. As indicated in *Table 9–2*, a significant transportation impact is expected at the following intersections during the peak hours shown below under summertime “Future Cumulative With Project” conditions:

- Int. No. 3: Webb Way / Pacific Coast Highway
PM Peak Hour *v/c* increases 0.025
MD Peak Hour *v/c* increases 0.030
- Int. No. 4: Cross Creek Road / Pacific Coast Highway
PM Peak Hour *v/c* increases 0.041
MD Peak Hour *v/c* increases 0.040
- Int No. 9 Cross Creek Road / Civic Center Way
MD Peak Hour delay increases 6.36 sec.

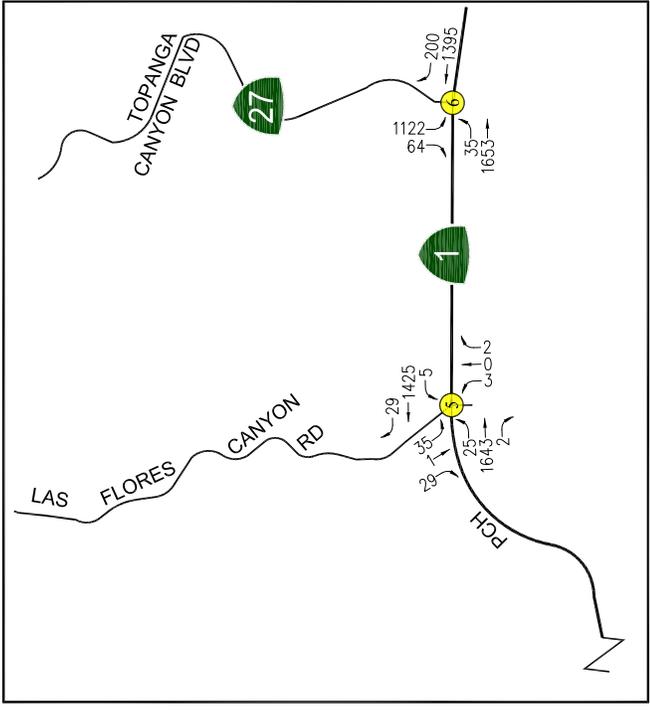
Incremental, but not significant impacts are noted at the other six intersections due to the 2019 Project Modifications. The “Future Cumulative With Project” (existing, ambient growth, related projects, and 2019 Project Modifications) summertime traffic volumes at the study intersections during the weekday AM and PM peak hours, as well as the Saturday MD peak hour are illustrated in *Figures 9–16, 9–17, and 9–18*, respectively.

9.3 Further Discussion of Unsignalized Intersection Analysis at the Intersection of Cross Creek Road / Civic Center Way.

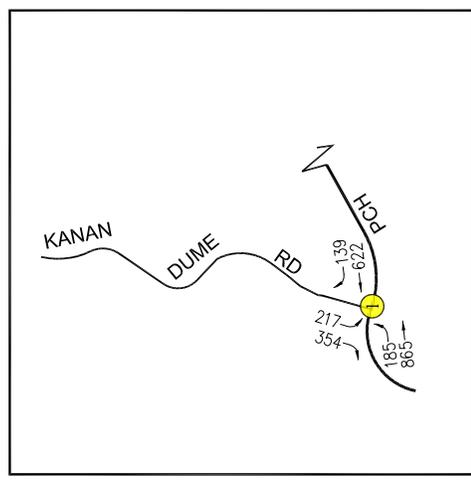
Appendix H provides a further discussion of the unsignalized intersection analysis for the intersection of Cross Creek Road and Civic Center Way. As discussed, in *Appendix H*, this addendum traffic study evaluates the 2019 Approved Project Update due to:

- Changed environmental conditions (e.g., updated traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and
- Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing evaluating traffic operations (updates to the HCM methodologies and software), and use of the current Guidelines, including thresholds of significance.

As would be expected, there are differences in terms of the findings with respect to motorist delay and Levels of Service at the intersection for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours when comparing 2005 Analyzed Project, the 2008 Approved Project, and the 2019 Approved Project Update.



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

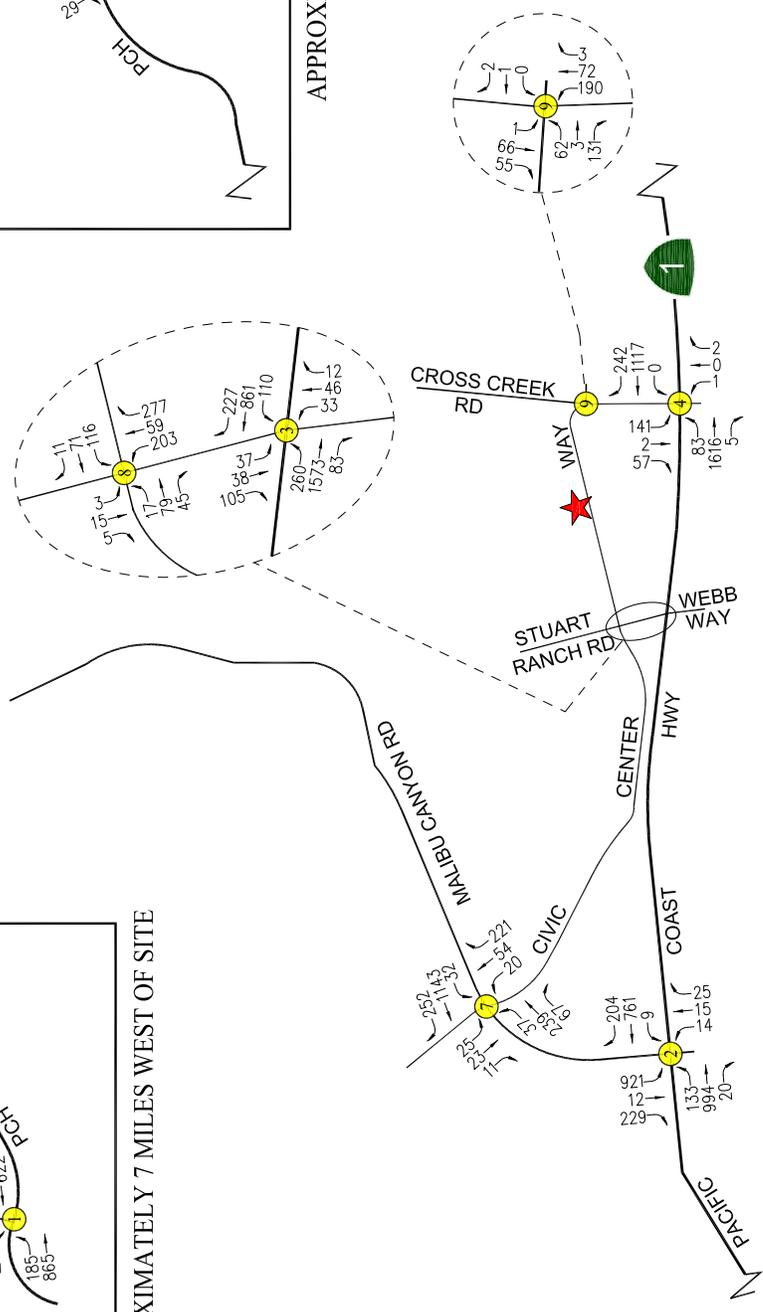
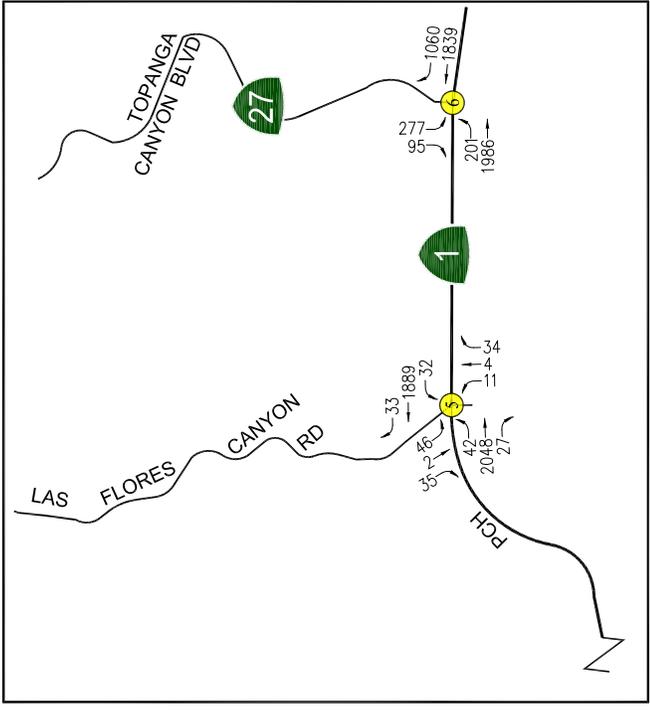


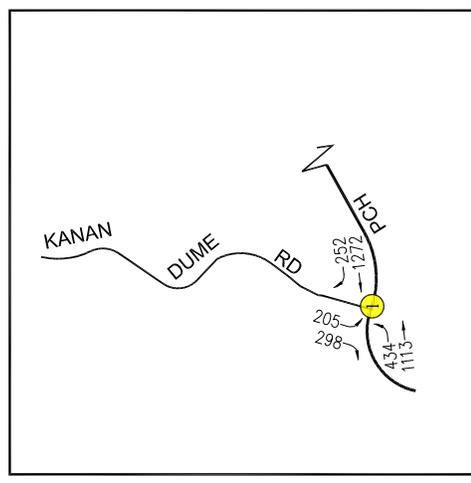
FIGURE 9-16
FUTURE CUMULATIVE (SUMMERTIME) WITH
PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

 **NOT TO SCALE**
 **PROJECT SITE**
 **STUDY INTERSECTION**

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

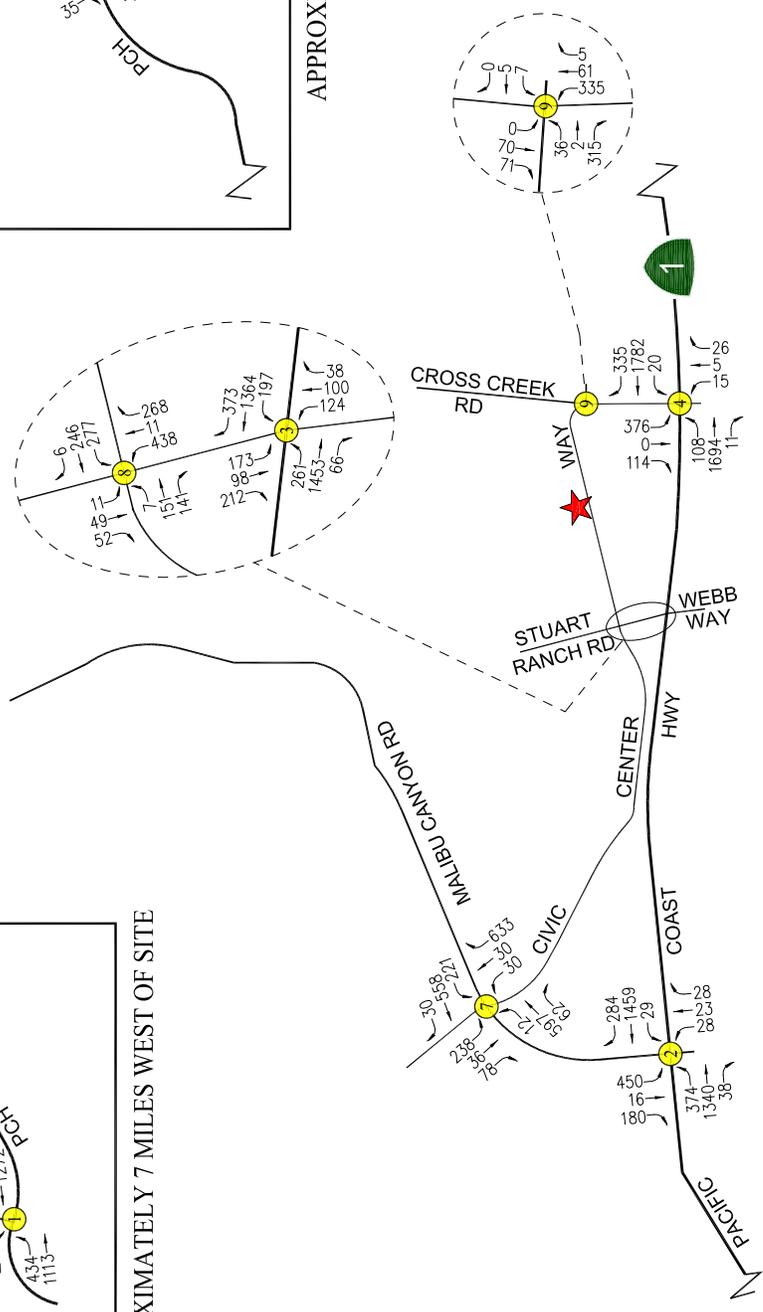
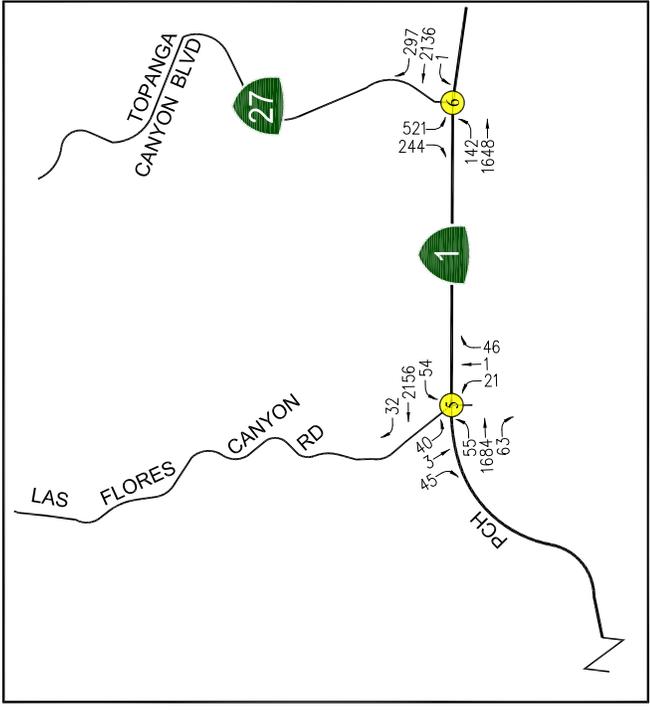


FIGURE 9-17
FUTURE CUMULATIVE (SUMMERTIME) WITH
PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 LA PAZ RANCH PROJECT

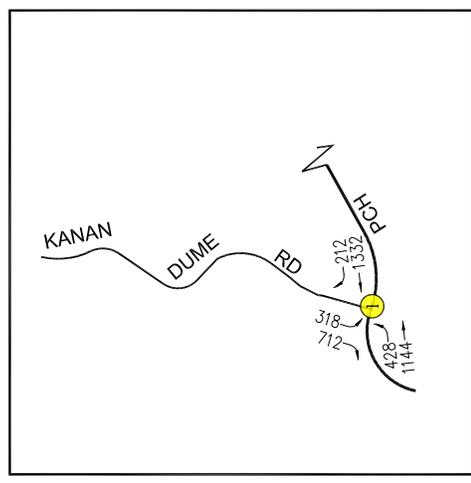

NOT TO SCALE

 **PROJECT SITE**
 **STUDY INTERSECTION**

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

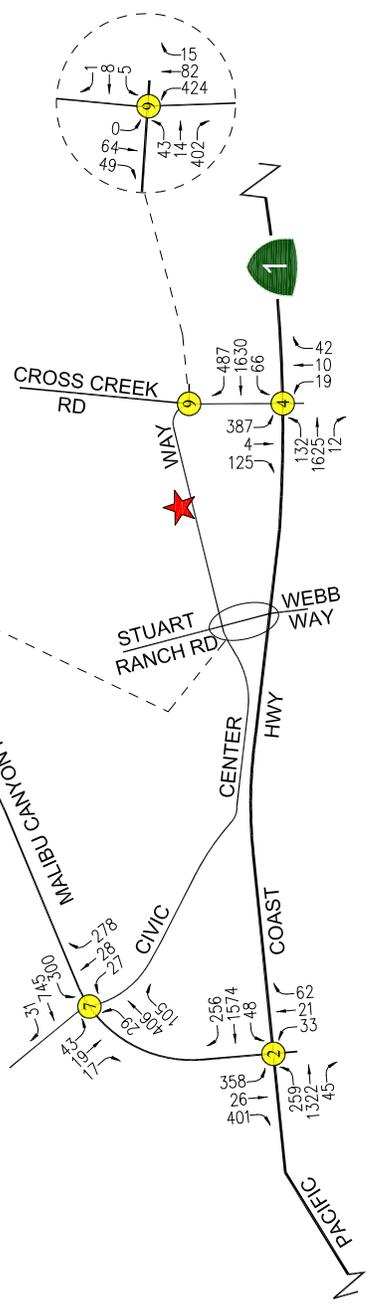
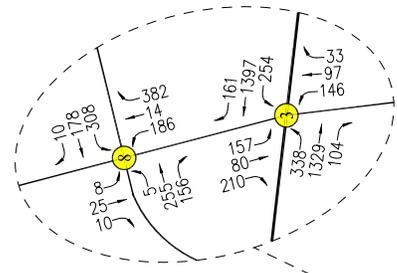


FIGURE 9-18
FUTURE CUMULATIVE (SUMMERTIME) WITH
PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT

★ PROJECT SITE
 ☉ STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour based on summertime traffic counts. The Kaku traffic study determined that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour based on school-time traffic counts (this addendum traffic study concludes that the impacts due the 2019 Project Modifications would be less than significant during this same time period using school-time traffic counts), Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available. It is noted that the Kaku traffic study did not evaluate the impacts of the 2005 Analyzed Project based on summertime traffic counts. However, this addendum traffic study concludes that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the Cross Creek Road / Civic Center Way intersection during all peak hours as compared to the 2019 Project Modifications

10.0 MITIGATION MEASURES

As previously noted, the Kaku traffic study identified feasible traffic mitigation measures at three intersections adversely affected by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way. Further, the Kaku traffic study determined that no feasible mitigation measures were available at two of the affected intersections: Malibu Canyon Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. It is noted that the Applicant for the 2019 Project Modifications has completed construction of the mitigation measures outlined in the Kaku traffic study at the three intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway, and Webb Way / Civic Center Way.

The significant pre-mitigation transportation impacts due to the 2019 Project Modifications are identified in Section 9.0 above in the opening year (2022) of the 2019 Project Modifications. The mitigation measures identified in the Kaku traffic study – which would effectively mitigate the significant traffic impacts of the 2019 Project Modifications at three of the affected intersections – are restated below.

10.1 Webb Way / Pacific Coast Highway

The Applicant of the 2019 Project Modifications has funded construction of the mitigation measure, which consists of the installation of a second left-turn lane on the eastbound Pacific Coast Highway approach to the Webb Way intersection. The eastbound Pacific Coast Highway approach would provide two left-turn lanes, three through lanes, and one right-turn lane.

10.2 Cross Creek Road / Pacific Coast Highway

The Applicant of the 2019 Project Modifications has funded the construction of the mitigation measure, which consists of the installation of a right-turn lane on the westbound Pacific Coast Highway approach to the Cross Creek Road intersection. The westbound Pacific Coast Highway approach would provide one left-turn lane, two through lanes, and one right-turn lane.

10.3 Stuart Ranch Road-Webb Way / Civic Center Way

Application of the City's threshold criteria indicates that the 2019 Project Modifications is not expected to create a significant transportation impact at the Stuart Ranch Road-Webb Way / Civic Center Way intersection during any of the analyzed periods. However, the Kaku traffic study indicated a significant impact, and therefore, the Applicant of the 2019 Project Modifications has funded the installation of a traffic signal. In addition, the Applicant of the 2019 Project Modifications has funded the construction of the following improvements and reconfiguration of the intersection: northbound Webb Way approach to provide one left-turn lane, one through lane, and one right-turn lane; southbound Stuart Ranch Road approach to provide one shared left/through/right-turn lane; eastbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane; and westbound Civic Center Way approach to provide one left-turn lane and one shared through/right-turn lane.

10.4 Cross Creek Road / Civic Center Way

As with the 2005 Analyzed Project, *Table 9–2* indicates that the forecast traffic from the 2019 Project Modifications will result in a significant traffic impact at the intersection of Cross Creek Road and Civic Center Way. The Kaku traffic study determined that no feasible mitigation measures were available to mitigate the impacts of the 2005 Analyzed Project.

LLG reviewed potential modifications to the existing all-way stop intersection for purposes of mitigating the significant traffic impact, including modifying the northbound Cross Creek Road approach to provide a separate lane for left-turn traffic movements. It was found that the potential modifications would not reduce the calculated increase in motorist delay at the intersection due to the 2019 Project Modifications below levels of significance.

As requested by City staff, a review was conducted of the potential feasibility of a constructing a mini-roundabout at the existing Cross Creek Road / Civic Center Way intersection for purposes of mitigating the significant traffic impact due to traffic from the 2019 Project Modifications. The supplemental study of the potential mini-roundabout is provide in *Appendix I*.

As detailed in *Appendix I*, the supplemental study concludes that a mini-roundabout is not feasible due to the need to obtain and demolish an existing commercial building adjacent to the intersection, the potential need to obtain private right-of-way, impacts to existing street parking, removal of existing landscape and other hardscape improvements, and adverse impacts to pedestrian safety and mobility. The supplemental study also notes that the existing all-way stop operation of the Cross Creek Road/Civic Center Way intersection is calculated to operate at good to excellent Levels of Service (LOS C or better) during all peak hours under existing and future conditions, without and with the 2019 Project Modifications. Therefore, as with the 2005 Analyzed Project, it is concluded that no feasible traffic mitigation measures are available to mitigate the significant traffic impact at the Cross Creek Road / Civic Center Way intersection.

10.5 Assessment of Impacts After Mitigation

As shown in Column [5] of *Tables 9–1* and *9–2*, the mitigation measures would mitigate the effects of the forecast traffic from the 2019 Project Modifications at the Webb Way / Pacific Coast Highway and Cross Creek Road / Pacific Coast Highway intersections to less-than significant levels.

11.0 SIGNIFICANT TRANSPORTATION IMPACT COMPARISON

In conjunction with this addendum traffic study for the 2019 Project Modifications, a comparison is provided related to the potential traffic impacts to the 2019 Project Modifications as analyzed herein to the 2005 Analyzed Project as documented in the Kaku traffic study.

As previously discussed, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections based on its analysis of traffic operations using school-time traffic counts: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that based on school-time traffic counts, the 2019 Project Modifications is forecast to result in significant traffic impacts at two of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway and Cross Creek Road / Pacific Coast Highway. (As previously discussed, the 2019 Project Modification is determined to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection based on summertime traffic counts during the Saturday MD peak hour, but is not impacted by the 2019 Project Modifications based on the analysis using school-time traffic counts). Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at the two impacted intersections.

Table 11-1 provides a comparison of the significant transportation impacts identified in the Kaku traffic study for the 2005 Analyzed Project and the analysis of transportation impacts for the 2019 Project Modifications as provided in this addendum traffic study. As previously noted, the Kaku traffic study was prepared based on school-time traffic counts, and therefore, *Table 11-1* focuses to the analysis of traffic impacts of the 2019 Project Modifications as analyzed herein based on the school-time traffic counts.

The summary of the comparison of traffic impacts between the 2019 Project Modifications and 2005 Analyzed Project as provided in *Table 11-1* is provided below:

- Malibu Canyon Road / Pacific Coast Highway. As shown in *Table 11-1*, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the Malibu Canyon Road / Pacific Coast Highway intersection during the weekday AM and PM peak hours. Further, as the Kaku traffic study determined that no feasible mitigation measures were available, a significant and unmitigated traffic impact was identified at this intersection related to the 2005 Analyzed Project.

Table 11-1
**SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
 AND LEVELS OF SERVICE
 SCHOOL TIME WEEKDAY AM / PM AND WEEKEND MID-DAY PEAK HOURS
 2019 PROJECT MODIFICATIONS VS. 2005 ANALYZED PROJECT TRAFFIC STUDY COMPARISON**

| NO. | INTERSECTION | PEAK HOUR | 2019 PROJECT MODIFICATIONS - LIG TRAFFIC STUDY | | | 2005 ANALYZED PROJECT - KAKU TRAFFIC STUDY [d] | | | | | | | | |
|-----|--|-----------|--|----------------------------|---------------------|--|---------------------------------|----------------------------|---------------------|----------------|-----------|--------|--------|-----|
| | | | FUTURE PRE-PROJECT V/C or Delay | W/ MITIGATION V/C or Delay | CHANGE V/C or Delay | SIGNIF. IMPACT | FUTURE PRE-PROJECT V/C or Delay | W/ MITIGATION V/C or Delay | CHANGE V/C or Delay | SIGNIF. IMPACT | | | | |
| 1 | Kanan Dume Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.510 | A | 0.513 | A | 0.003 | NO | 0.557 | A | 0.561 | A | 0.004 | NO |
| PM | | 0.672 | B | 0.684 | B | 0.012 | NO | 0.632 | B | 0.646 | B | 0.014 | NO | |
| SAT | | 0.885 | D | 0.893 | D | 0.008 | NO | 0.817 | D | 0.824 | D | 0.007 | NO | |
| 2 | Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.672 | B | 0.685 | B | 0.013 | NO | 0.841 | D | 0.864 | D | 0.023 | YES |
| PM | | 0.732 | C | 0.747 | C | 0.015 | NO | 0.929 | E | 0.953 | E | 0.024 | YES | |
| SAT | | 0.834 | D | 0.845 | D | 0.011 | NO | 0.815 | D | 0.827 | D | 0.012 | NO | |
| 3 | Webb Way/ Pacific Coast Highway (SR-1) [a] | AM | 0.564 | A | 0.535 | A | -0.029 | NO | 0.680 | B | 0.653 | B | -0.027 | NO |
| PM | | 0.761 | C | 0.716 | C | -0.045 | NO | 0.951 | E | 0.902 | E | -0.049 | NO | |
| SAT | | 0.869 | D | 0.802 | D | -0.067 | NO | 0.914 | E | 0.871 | D | -0.043 | NO | |
| 4 | Cross Creek Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.606 | B | 0.561 | A | -0.045 | NO | 0.774 | C | 0.716 | C | -0.058 | NO |
| PM | | 0.834 | D | 0.775 | C | -0.059 | NO | 1.002 | F | 0.935 | E | -0.067 | NO | |
| SAT | | 0.904 | E | 0.815 | D | -0.089 | NO | 1.069 | F | 0.988 | E | -0.081 | NO | |
| 5 | Las Flores Canyon Road/ Pacific Coast Highway (SR-1) [a] | AM | 0.684 | B | 0.689 | B | 0.005 | NO | 0.685 | B | 0.689 | B | 0.004 | NO |
| PM | | 0.715 | C | 0.733 | C | 0.018 | NO | 0.873 | D | 0.890 | D | 0.017 | NO | |
| SAT | | 0.786 | C | 0.805 | D | 0.019 | NO | 0.829 | D | 0.842 | D | 0.013 | NO | |
| 6 | Topanga Canyon Boulevard (SR-27)/ Pacific Coast Highway (SR-1) [c] | AM | 0.977 | E | 0.979 | E | 0.002 | NO | 1.029 | F | 1.030 | F | 0.001 | NO |
| PM | | 0.843 | D | 0.852 | D | 0.009 | NO | 0.942 | E | 0.948 | E | 0.006 | NO | |
| SAT | | 0.822 | D | 0.832 | D | 0.010 | NO | 0.765 | C | 0.769 | C | 0.004 | NO | |
| 7 | Malibu Canyon Road/ Civic Center Way [a] | AM | 0.523 | A | 0.527 | A | 0.004 | NO | 0.748 | C | 0.755 | C | 0.007 | NO |
| PM | | 0.538 | A | 0.547 | A | 0.009 | NO | 0.874 | D | 0.886 | D | 0.012 | NO | |
| SAT | | 0.432 | A | 0.445 | A | 0.013 | NO | 0.649 | B | 0.664 | B | 0.015 | NO | |
| 8 | Stuart Ranch Road - Webb Way/ Civic Center Way [b] | AM | 13.00 | B | 13.34 | B | 0.34 | NO | 0.730 [e] | C | 0.559 [e] | A | -0.171 | NO |
| PM | | 22.40 | C | 25.09 | D | 2.69 | NO | 0.947 [e] | E | 0.896 [e] | D | -0.051 | NO | |
| SAT | | 14.60 | B | 16.25 | C | 1.65 | NO | 0.604 [e] | B | 0.554 [e] | A | -0.050 | NO | |
| 9 | Cross Creek Road/ Civic Center Way [b] | AM | 8.85 | A | 9.39 | A | 0.34 | NO | 0.589 [e] | A | 0.648 [e] | B | 0.059 | NO |
| PM | | 10.72 | B | 12.63 | B | 2.69 | NO | 0.755 [e] | C | 0.864 [e] | D | 0.109 | YES | |
| SAT | | 11.64 | B | 14.47 | B | 1.65 | NO | 0.660 [e] | B | 0.761 [e] | C | 0.101 | NO | |

[a] City of Malibu signalized intersection impact threshold criteria is as follows:
 Pre-Project v/c LOS
 0.71 - 0.80 C
 0.81 - 0.90 D
 0.91 or more E/F

[b] City of Malibu unsignalized intersection impact threshold criteria is as follows:
 Final LOS
 Degrades the LOS to LOS D or worse
 or
 Project Related Increase in Delay
 Increases delay by 5 seconds or more

[c] County of Los Angeles signalized intersection impact threshold criteria is as follows:
 Pre-Project v/c LOS
 0.71 to 0.80 C
 0.81 to 0.90 D
 0.91 or more E/F

[d] Source: *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

[e] Intersection is analyzed as signalized to determine project impacts.

- Webb Way / Pacific Coast Highway. The 2019 Project Modifications is expected to cause a significant traffic impact at this intersection during the Saturday MD peak hour. However, with incorporation of the identified traffic mitigation measure, *Table 11-1* shows the resultant traffic impact due to the 2019 Project Modifications would be less than significant. The 2005 Analyzed Project was also identified to have a significant traffic impact at the Webb Way / Pacific Coast Highway intersection, however, the impacts were identified for the weekday AM and PM peak hours, as well as the Saturday MD peak hour. The Kaku traffic study determined that traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.
- Cross Creek Road / Pacific Coast Highway. The 2019 Project Modifications is expected to a cause significant traffic impact at this intersection during the weekday PM peak hour and Saturday MD peak hour. However, with incorporation of the identified traffic mitigation measure, *Table 11-1* shows the resultant traffic impact due to the 2019 Project Modifications would be less than significant. The 2005 Analyzed Project was also identified to have a significant traffic impact at the Cross Creek Road / Pacific Coast Highway intersection, however, the impacts were identified for the weekday AM and PM peak hours, as well as the Saturday MD peak hour. The Kaku traffic study determined that traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.
- Webb Way / Civic Center Way. As shown in *Table 11-1*, the 2019 Project Modifications is not expected to cause significant traffic impacts at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection during the weekday PM peak hour. The Kaku traffic study determined that the traffic impact due to the 2005 Analyzed Project would be completely mitigated by the identified mitigation measure.
- Cross Creek Road / Civic Center Way. As shown in *Table 11-1*, the 2019 Project Modifications is not expected to cause significant traffic impacts at this intersection based on the analysis conducted using school-time traffic counts. The 2005 Analyzed Project was identified to have a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the weekday PM peak hour. Further, as the Kaku traffic study determined that no feasible mitigation measures were available, a significant and unmitigated traffic impact was identified at this intersection related to the 2005 Analyzed Project. As previously discussed, the 2019 Project Modification is determined to cause a significant traffic impact at this intersection based on summertime traffic counts during the Saturday midday peak hour. The Kaku traffic study did not provide a traffic analysis based on summertime traffic counts, so no direct comparison is provided. See Section 10.5 above and the analysis provided in *Appendix H* for further discussion.

As also previously noted, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

12.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

“A significant transportation impact occurs when the proposed Project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).”

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

12.1 Intersections

The following CMP intersection monitoring locations in the 2019 Project Modifications vicinity have been identified:

- | <u>CMP Station</u> | <u>Intersection</u> |
|--------------------|---|
| No. 97 | Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. 6) |
| No. 107 | Kanan Dume Road / Pacific Coast Highway (Study Int. 1) |
| No. 108 | Las Flores Canyon Road / Pacific Coast Highway (Study Int. 5) |
| No. 109 | Malibu Canyon Road / Pacific Coast Highway (Study Int. 2) |

The CMP TIA guidelines require that intersection monitoring locations must be examined if a development project will add 50 or more trips during either the AM or PM weekday peak hours. As shown in *Figures 7-3, 7-4, and 7-5*, the weekday AM and PM, and Saturday MD forecast trips due to the 2019 Project Modifications anticipated at each of the four locations are as follows:

- No. 97: Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. No. 6)
AM Peak Hour: 31 trips; PM peak hour: 64 trips; SAT peak hour: 65 trips
- No. 107: Kanan Dume Road / Pacific Coast Highway (Study Int. No. 1)
AM Peak Hour: 31 trips; PM peak hour: 64 trips; SAT peak hour: 65 trips
- No. 108: Las Flores Canyon Road / Pacific Coast Highway (Study Int. No. 5)
AM Peak Hour: 47 trips; PM peak hour: 95 trips; SAT peak hour: 96 trips
- No. 109: Malibu Canyon Road / Pacific Coast Highway (Study Int. No. 2)
AM Peak Hour: 53 trips; PM peak hour: 77 trips; SAT peak hour: 78 trips

Per the CMP guidelines indicate additional review is required of the potential impacts at the intersection monitoring location where the 2019 Project Modifications will add 50 or more trips during either the AM or PM weekday peak hours. The criteria indicates that a significant impact occurs when the traffic from the 2019 Project Modifications increases demand at a CMP arterial; monitoring location by 2 percent of capacity (i.e., v/c increase $>$ or equal to 0.02), causing the location to operate at LOS F ($v/c > 1.00$). Under the CMP TIA Criteria, a project would not have a significant impact if the analyzed monitoring location is operating at LOS E or better after the addition of traffic from the 2019 Project Modifications.

The CMP monitoring intersections were evaluated using the previously described ICU method that determines the v/c ratios on the critical lane basis. As shown on *Tables 9-1* and *9-2*, the CMP monitoring intersections are forecast to operate at the following LOS during the analyzed peak hours with the addition of traffic from the 2019 Project Modifications:

- No. 97: Topanga Canyon Boulevard / Pacific Coast Highway (Study Int. No. 6)
School Time: AM Peak Hour: LOS E; PM peak hour: LOS D; SAT peak hour: LOS D
Summertime: AM Peak Hour: LOS E; PM peak hour: LOS D; SAT peak hour: LOS D
- No. 107: Kanan Dume Road / Pacific Coast Highway (Study Int. No. 1)
School Time: AM Peak Hour: LOS A; PM peak hour: LOS B; SAT peak hour: LOS D
Summertime: AM Peak Hour: LOS A; PM peak hour: LOS C; SAT peak hour: LOS E
- No. 108: Las Flores Canyon Road / Pacific Coast Highway (Study Int. No. 5)
School Time: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D
Summertime: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D
- No. 109: Malibu Canyon Road / Pacific Coast Highway (Study Int. No. 2)
School Time: AM Peak Hour: LOS B; PM peak hour: LOS C; SAT peak hour: LOS D
Summertime: AM Peak Hour: LOS B; PM peak hour: LOS D; SAT peak hour: LOS D

The four monitoring locations are forecasted to operate at LOS E or better during the analyzed peak hours. Therefore, no CMP traffic impacts due to the 2019 Project Modifications are anticipated at the CMP monitoring intersections.

12.2 Freeways

No CMP freeway monitoring locations have been identified within the Project site vicinity. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

12.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the Project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the Project site.

The Project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed 2019 Project Modifications is forecast to generate demand for 6 transit trips during the weekday AM peak hour, 13 transit trips during the weekday PM peak hour, and 13 transit trips during the Saturday MD peak hour. Therefore, the calculations are as follows:

- Weekday AM Peak Hour = $126 \times 1.4 \times 0.035 = 6$ Transit Trips
- Weekday PM Peak Hour = $258 \times 1.4 \times 0.035 = 13$ Transit Trips
- Saturday MD Peak Hour = $260 \times 1.4 \times 0.035 = 13$ Transit Trips

As shown in *Table 4-1*, one bus transit line is provided in close proximity the Project site. As outlined in *Table 4-1*, under the “No. of Buses During Peak Hour” column, the public transit line provides services for an average of (i.e., average of the directional number of buses during the peak hours) generally 13 buses during the weekday AM peak hour and roughly 11 buses during the PM peak hour. On a typical Saturday, this transit line provides services for an average of five buses during the Saturday MD peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to a nominal number of additional transit trips per bus generated by the 2019 Project Modifications. It is anticipated that the existing local transit service will adequately accommodate the increase of transit trips generated by the 2019 Project Modifications.

13.0 CONCLUSIONS

This addendum traffic analysis has been conducted to identify and compare the potential traffic impacts of a proposed 2019 Project Modifications to the 2005 Analyzed Project and the 2008 Approved Project located at 23465 Civic Center Way in the City of Malibu.

The 2005 Analyzed Project evaluated in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The 2008 Approved Project consists of 62,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, which represents a slight modification to the development description evaluated in the Kaku traffic study.

Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications; accordingly, this addendum traffic study is provided for informational purposes

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, this addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. As with the 2008 Approved Project and 2019 Project Modifications, the retail and restaurant uses total 69,502 square feet of shopping center floor area. Under the ITE *Trip Generation Manual*, retail and restaurant uses are combined for trip generation purposes when evaluating shopping centers. Accordingly, for purposes of this addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

As noted above, the Kaku traffic study concluded the 2005 Analyzed Project would result in significant traffic impacts at five intersections: Webb Way / Pacific Coast Highway, Cross Creek Road / Civic Center Way, Cross Creek Road / Civic Center Way, Webb Way / Civic Center Way, and Malibu Canyon Road / Pacific Coast Highway. This addendum traffic study concludes that the 2019 Project Modifications is forecast to result in significant traffic impacts at three of the five study intersections significantly impacted by the 2005 Analyzed Project: Webb Way / Pacific Coast Highway, Cross Creek Road / Pacific Coast Highway and Cross Creek Road / Civic Center Way. Traffic mitigation measures previously identified for the 2008 Approved Project (and funded for construction by the Applicant of the 2019 Project Modifications) would completely mitigate the significant traffic impacts at two of the intersections as described below:

- Webb Way / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.
- Cross Creek Road / Pacific Coast Highway. As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at this intersection. A traffic mitigation measure previously identified in the Kaku traffic study – and funded for construction by the Applicant of the 2019 Project Modifications – was determined to completely mitigate the significant traffic impact due to the 2019 Project Modifications.

As with the 2005 Analyzed Project, the 2019 Project Modifications is expected to cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour based on summertime traffic counts. The Kaku traffic study determined that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour based on school-time traffic counts (this addendum traffic study concludes that the impacts due the 2019 Project Modifications would be less than significant during this same time period using school-time traffic counts). Consistent with the findings of the Kaku traffic study for the 2005 Analyzed Project, it is concluded that no feasible mitigation measures are available. It is noted that the Kaku traffic study did not evaluate the impacts of the 2005 Analyzed Project based on summertime traffic counts. However, this addendum traffic study concludes that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the Cross Creek Road / Civic Center Way intersection during all peak hours as compared to the 2019 Project Modifications.

At the Webb Way / Civic Center Way intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. However, the 2005 Analyzed Project was identified to have a significant traffic impact at the Webb Way / Civic Center Way intersection. The traffic mitigation measure identified in the Kaku traffic study for this intersection has been funded for construction by the Applicant of the 2019 Project Modifications.

At the Malibu Canyon Road / Pacific Coast Highway intersection, the 2019 Project Modifications is not expected to cause a significant traffic impact at this intersection. The 2005 Analyzed Project was identified to have a significant traffic impact at the intersection, however, the Kaku traffic study determined that no feasible mitigation measures were available.

In summary, it is concluded in this addendum traffic study that the 2019 Project Modifications would not cause any new traffic impacts on the local street system that were not previously identified for the 2005 Analyzed Project in the Kaku traffic study. Further, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project based on the reduced number of intersections significantly impacted by the 2019 Project Modifications. This addendum traffic study concludes that the 2019 Project Modifications will cause a significant traffic impact at the Cross Creek Road / Civic Center Way intersection during the Saturday MD peak hour (even though the intersection is expected to operate at a good LOS C during the affected hour), for which there is no feasible mitigation. However, it is also concluded that had the Kaku traffic study provided a traffic analysis based on summertime traffic counts, it would have concluded that both the 2005 Analyzed Project and 2008 Approved Project would result in relatively greater increases in motorist delay at the intersection during the Saturday MD peak hour as compared to the 2019 Project Modifications.

As noted above, the 2008 Approved Project provides a slightly modified development program as compared to the 2005 Analyzed Project. The Kaku traffic study did not directly evaluate the potential traffic impacts of the 2008 Approved Project. However, because of the relatively minor changes in trip generation potential between the 2005 Analyzed Project and 2008 Approved Project, the relative traffic impacts of the 2008 Approved Project would be the same as the 2005 Analyzed Project. Accordingly, the 2019 Project Modifications would result in reduced traffic impacts as compared to the 2005 Analyzed Project and the 2008 Approved Project based on the expected reduced number of intersections significantly impacted by the 2019 Project Modifications.

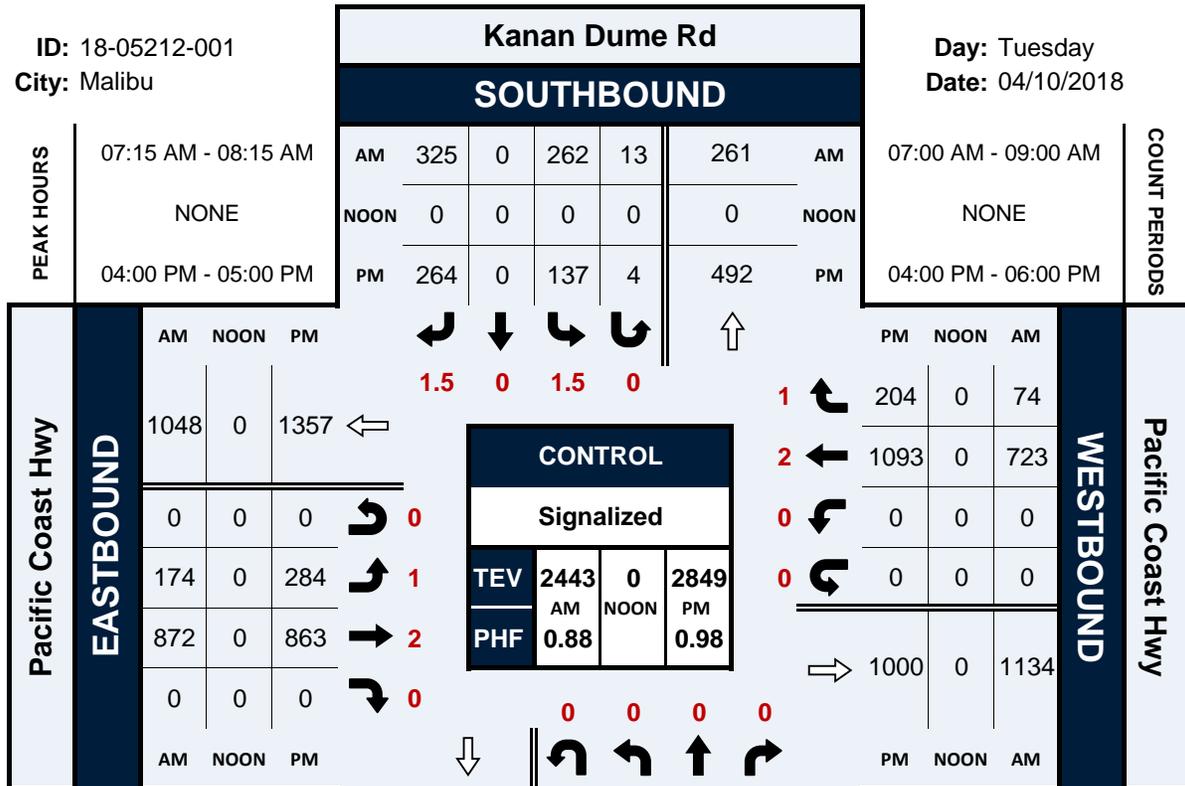
APPENDIX A
MANUAL TRAFFIC COUNT DATA

Kanan Dume Rd & Pacific Coast Hwy

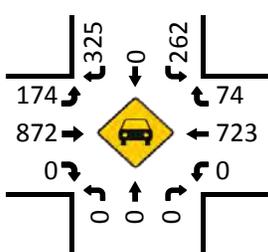
Peak Hour Turning Movement Count

ID: 18-05212-001
City: Malibu

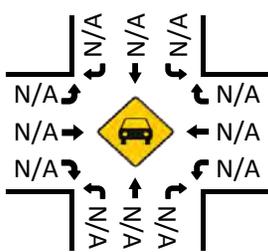
Day: Tuesday
Date: 04/10/2018



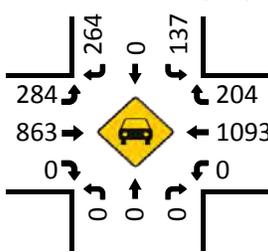
Total Vehicles (AM)



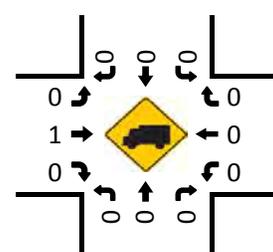
Total Vehicles (Noon)



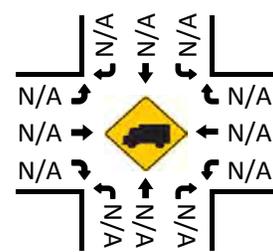
Total Vehicles (PM)



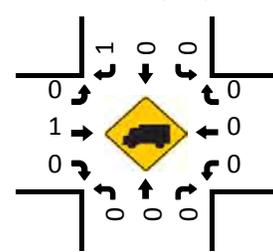
Bikes (AM)



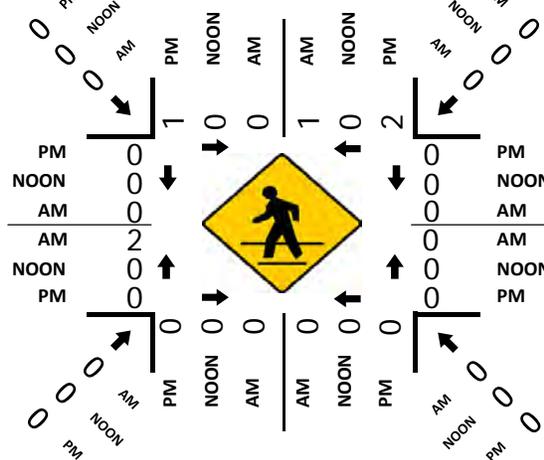
Bikes (Noon)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05212-001
 Date: 4/10/2018

Total

| NS/EW Streets: | Kanan Dume Rd | | | | Kanan Dume Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-------|-------|-------|---------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 53 | 0 | 71 | 0 | 26 | 176 | 0 | 0 | 0 | 142 | 20 | 0 | 488 |
| 7:15 AM | 0 | 0 | 0 | 0 | 55 | 0 | 81 | 4 | 38 | 201 | 0 | 0 | 0 | 148 | 26 | 0 | 553 |
| 7:30 AM | 0 | 0 | 0 | 0 | 76 | 0 | 103 | 4 | 43 | 213 | 0 | 0 | 0 | 244 | 15 | 0 | 698 |
| 7:45 AM | 0 | 0 | 0 | 0 | 66 | 0 | 66 | 4 | 53 | 259 | 0 | 0 | 0 | 161 | 15 | 0 | 624 |
| 8:00 AM | 0 | 0 | 0 | 0 | 65 | 0 | 75 | 1 | 40 | 199 | 0 | 0 | 0 | 170 | 18 | 0 | 568 |
| 8:15 AM | 0 | 0 | 0 | 0 | 65 | 0 | 43 | 1 | 54 | 189 | 0 | 0 | 0 | 136 | 20 | 0 | 508 |
| 8:30 AM | 0 | 0 | 0 | 0 | 73 | 0 | 88 | 0 | 54 | 224 | 0 | 0 | 0 | 120 | 24 | 0 | 583 |
| 8:45 AM | 0 | 0 | 0 | 0 | 56 | 0 | 81 | 1 | 48 | 236 | 0 | 0 | 0 | 165 | 29 | 0 | 616 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 509 | 0 | 608 | 15 | 356 | 1697 | 0 | 0 | 0 | 1286 | 167 | 0 | 4638 |
| | | | | | 44.96% | 0.00% | 53.71% | 1.33% | 17.34% | 82.66% | 0.00% | 0.00% | 0.00% | 88.51% | 11.49% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 262 | 0 | 325 | 13 | 174 | 872 | 0 | 0 | 0 | 723 | 74 | 0 | 2443 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.862 | 0.000 | 0.789 | 0.813 | 0.821 | 0.842 | 0.000 | 0.000 | 0.000 | 0.741 | 0.712 | 0.000 | 0.875 |
| | | | | | 0.820 | | | | 0.838 | | | | 0.769 | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 0 | 0 | 0 | 0 | 33 | 0 | 59 | 0 | 73 | 218 | 0 | 0 | 0 | 260 | 55 | 0 | 698 |
| 4:15 PM | 0 | 0 | 0 | 0 | 35 | 0 | 59 | 2 | 72 | 227 | 0 | 0 | 0 | 286 | 44 | 0 | 725 |
| 4:30 PM | 0 | 0 | 0 | 0 | 35 | 0 | 81 | 0 | 68 | 210 | 0 | 0 | 0 | 257 | 56 | 0 | 707 |
| 4:45 PM | 0 | 0 | 0 | 0 | 34 | 0 | 65 | 2 | 71 | 208 | 0 | 0 | 0 | 290 | 49 | 0 | 719 |
| 5:00 PM | 0 | 0 | 0 | 0 | 36 | 0 | 61 | 1 | 85 | 206 | 0 | 0 | 0 | 254 | 46 | 0 | 689 |
| 5:15 PM | 0 | 0 | 0 | 0 | 47 | 0 | 68 | 2 | 84 | 191 | 0 | 0 | 0 | 265 | 68 | 0 | 725 |
| 5:30 PM | 0 | 0 | 0 | 0 | 39 | 0 | 53 | 1 | 71 | 228 | 0 | 0 | 0 | 242 | 67 | 0 | 701 |
| 5:45 PM | 0 | 0 | 0 | 0 | 33 | 0 | 55 | 0 | 72 | 236 | 0 | 0 | 0 | 234 | 45 | 0 | 675 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 292 | 0 | 501 | 8 | 596 | 1724 | 0 | 0 | 0 | 2088 | 430 | 0 | 5639 |
| | | | | | 36.45% | 0.00% | 62.55% | 1.00% | 25.69% | 74.31% | 0.00% | 0.00% | 0.00% | 82.92% | 17.08% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 137 | 0 | 264 | 4 | 284 | 863 | 0 | 0 | 0 | 1093 | 204 | 0 | 2849 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.979 | 0.000 | 0.815 | 0.500 | 0.973 | 0.950 | 0.000 | 0.000 | 0.000 | 0.942 | 0.911 | 0.000 | 0.982 |
| | | | | | 0.873 | | | | 0.959 | | | | 0.956 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05212-001
 Date: 2018-04-14

Total

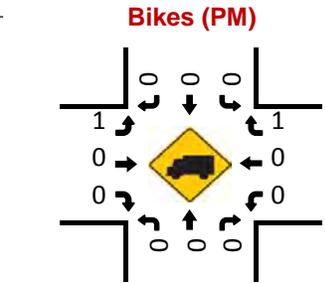
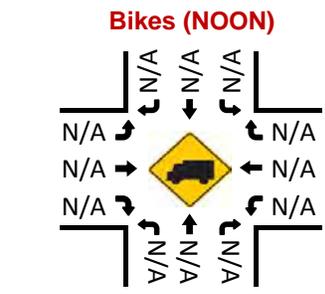
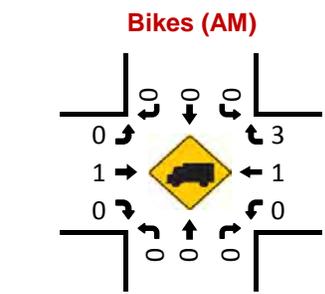
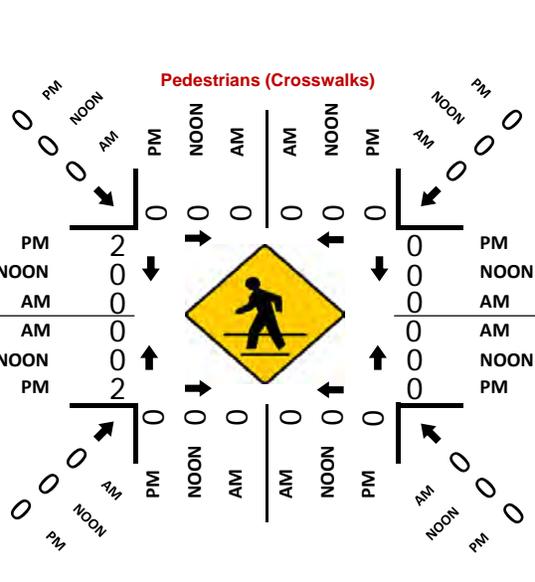
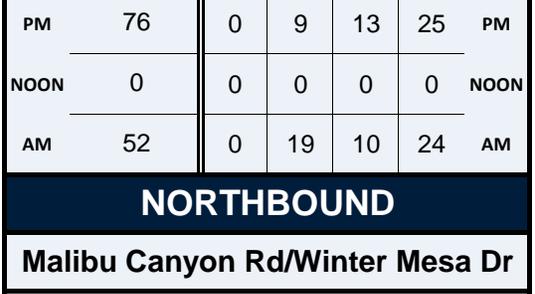
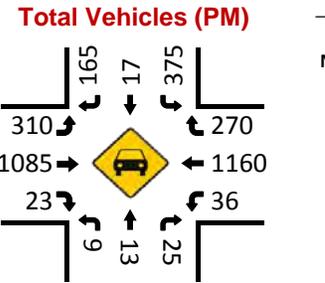
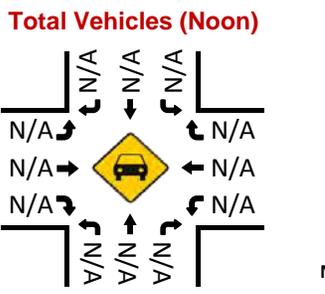
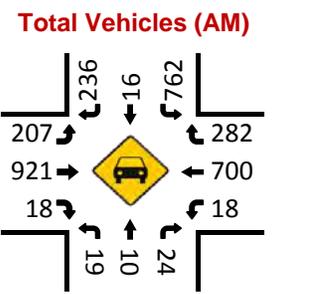
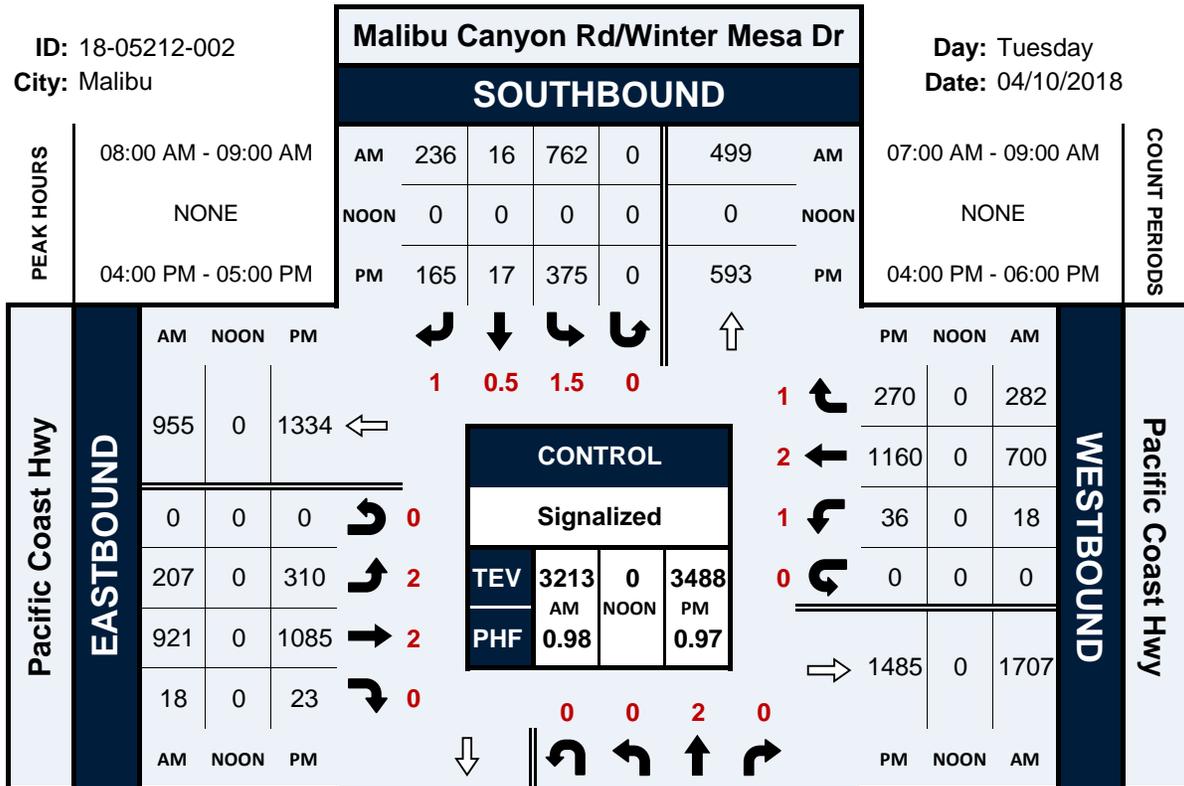
| NS/EW Streets: | Kanan Dume Rd | | | | Kanan Dume Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|------------------|---------------------|-------|-------|-------|---------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 0 | 0 | 0 | 0 | 54 | 0 | 156 | 4 | 61 | 241 | 0 | 0 | 0 | 284 | 39 | 0 | 839 |
| 12:15 PM | 0 | 0 | 0 | 0 | 61 | 0 | 157 | 2 | 81 | 243 | 0 | 0 | 0 | 276 | 44 | 0 | 864 |
| 12:30 PM | 0 | 0 | 0 | 0 | 53 | 0 | 154 | 2 | 77 | 249 | 0 | 0 | 0 | 269 | 45 | 0 | 849 |
| 12:45 PM | 0 | 0 | 0 | 0 | 54 | 0 | 170 | 3 | 91 | 265 | 0 | 0 | 0 | 248 | 43 | 0 | 874 |
| 1:00 PM | 0 | 0 | 0 | 0 | 46 | 0 | 134 | 2 | 67 | 225 | 0 | 0 | 0 | 340 | 43 | 0 | 857 |
| 1:15 PM | 0 | 0 | 0 | 0 | 65 | 0 | 199 | 0 | 81 | 252 | 0 | 0 | 0 | 277 | 48 | 0 | 922 |
| 1:30 PM | 0 | 0 | 0 | 0 | 64 | 0 | 156 | 1 | 82 | 223 | 0 | 0 | 0 | 284 | 45 | 0 | 855 |
| 1:45 PM | 0 | 0 | 0 | 0 | 59 | 0 | 161 | 1 | 97 | 259 | 0 | 0 | 0 | 288 | 54 | 0 | 919 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 456 | 0 | 1287 | 15 | 637 | 1957 | 0 | 0 | 0 | 2266 | 361 | 0 | 6979 |
| | | | | | 25.94% | 0.00% | 73.21% | 0.85% | 24.56% | 75.44% | 0.00% | 0.00% | 0.00% | 86.26% | 13.74% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 234 | 0 | 650 | 4 | 327 | 959 | 0 | 0 | 0 | 1189 | 190 | 0 | 3553 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.000 | 0.817 | 0.500 | 0.843 | 0.926 | 0.000 | 0.000 | 0.000 | 0.874 | 0.880 | 0.000 | 0.963 |
| | | | | | | | 0.841 | | | | 0.903 | | | | 0.900 | | |

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05212-002
City: Malibu

Day: Tuesday
Date: 04/10/2018



National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05212-002
 Date: 4/10/2018

Total

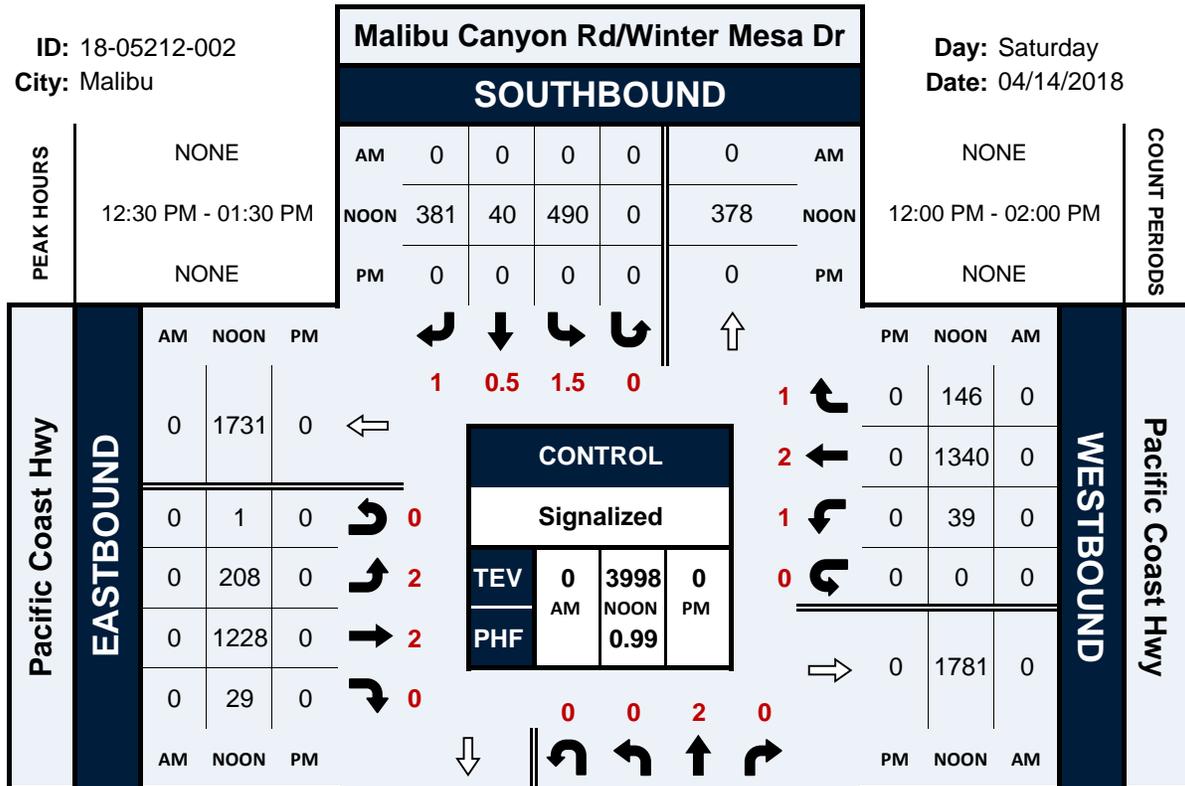
| NS/EW Streets: | Malibu Canyon Rd/Winter Mesa Dr | | | | Malibu Canyon Rd/Winter Mesa Dr | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | | |
|-------------------------|---------------------------------|--------|--------|-------|---------------------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 7:00 AM | 2 | 2 | 2 | 0 | 203 | 3 | 66 | 0 | 54 | 264 | 6 | 0 | 5 | 118 | 23 | 0 | 748 | |
| 7:15 AM | 0 | 4 | 0 | 0 | 207 | 6 | 63 | 0 | 39 | 226 | 5 | 0 | 0 | 177 | 35 | 0 | 762 | |
| 7:30 AM | 1 | 6 | 7 | 0 | 177 | 5 | 46 | 0 | 63 | 213 | 3 | 0 | 6 | 219 | 44 | 0 | 790 | |
| 7:45 AM | 2 | 5 | 4 | 0 | 201 | 4 | 61 | 0 | 51 | 204 | 3 | 0 | 3 | 163 | 47 | 0 | 748 | |
| 8:00 AM | 9 | 2 | 6 | 0 | 178 | 2 | 48 | 0 | 47 | 242 | 2 | 0 | 6 | 200 | 61 | 0 | 803 | |
| 8:15 AM | 6 | 5 | 8 | 0 | 195 | 7 | 71 | 0 | 57 | 220 | 6 | 0 | 1 | 144 | 62 | 0 | 782 | |
| 8:30 AM | 0 | 1 | 3 | 0 | 211 | 3 | 56 | 0 | 65 | 218 | 7 | 0 | 4 | 159 | 81 | 0 | 808 | |
| 8:45 AM | 4 | 2 | 7 | 0 | 178 | 4 | 61 | 0 | 38 | 241 | 3 | 0 | 7 | 197 | 78 | 0 | 820 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 24 | 27 | 37 | 0 | 1550 | 34 | 472 | 0 | 414 | 1828 | 35 | 0 | 32 | 1377 | 431 | 0 | 6261 | |
| | 27.27% | 30.68% | 42.05% | 0.00% | 75.39% | 1.65% | 22.96% | 0.00% | 18.18% | 80.28% | 1.54% | 0.00% | 1.74% | 74.84% | 23.42% | 0.00% | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 19 | 10 | 24 | 0 | 762 | 16 | 236 | 0 | 207 | 921 | 18 | 0 | 18 | 700 | 282 | 0 | 3213 | |
| PEAK HR FACTOR : | 0.528 | 0.500 | 0.750 | 0.000 | 0.903 | 0.571 | 0.831 | 0.000 | 0.796 | 0.951 | 0.643 | 0.000 | 0.643 | 0.875 | 0.870 | 0.000 | 0.980 | |
| | 0.697 | | | | 0.929 | | | | 0.985 | | | | 0.887 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 4:00 PM | 2 | 6 | 10 | 0 | 75 | 4 | 46 | 0 | 74 | 277 | 8 | 0 | 12 | 290 | 64 | 0 | 868 | |
| 4:15 PM | 1 | 1 | 3 | 0 | 62 | 6 | 33 | 0 | 88 | 316 | 10 | 0 | 7 | 291 | 57 | 0 | 875 | |
| 4:30 PM | 5 | 3 | 7 | 0 | 118 | 4 | 31 | 0 | 88 | 250 | 4 | 0 | 6 | 262 | 70 | 0 | 848 | |
| 4:45 PM | 1 | 3 | 5 | 0 | 120 | 3 | 55 | 0 | 60 | 242 | 1 | 0 | 11 | 317 | 79 | 0 | 897 | |
| 5:00 PM | 5 | 3 | 6 | 0 | 93 | 4 | 39 | 0 | 93 | 259 | 4 | 0 | 4 | 287 | 67 | 0 | 864 | |
| 5:15 PM | 3 | 1 | 2 | 0 | 121 | 2 | 37 | 0 | 55 | 212 | 3 | 0 | 5 | 251 | 69 | 0 | 761 | |
| 5:30 PM | 8 | 2 | 7 | 0 | 110 | 1 | 41 | 0 | 59 | 252 | 6 | 0 | 5 | 291 | 86 | 0 | 868 | |
| 5:45 PM | 9 | 2 | 9 | 0 | 137 | 6 | 28 | 0 | 55 | 220 | 7 | 0 | 7 | 236 | 81 | 0 | 797 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 34 | 21 | 49 | 0 | 836 | 30 | 310 | 0 | 572 | 2028 | 43 | 0 | 57 | 2225 | 573 | 0 | 6778 | |
| | 32.69% | 20.19% | 47.12% | 0.00% | 71.09% | 2.55% | 26.36% | 0.00% | 21.64% | 76.73% | 1.63% | 0.00% | 2.00% | 77.93% | 20.07% | 0.00% | | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 9 | 13 | 25 | 0 | 375 | 17 | 165 | 0 | 310 | 1085 | 23 | 0 | 36 | 1160 | 270 | 0 | 3488 | |
| PEAK HR FACTOR : | 0.450 | 0.542 | 0.625 | 0.000 | 0.781 | 0.708 | 0.750 | 0.000 | 0.881 | 0.858 | 0.575 | 0.000 | 0.750 | 0.915 | 0.854 | 0.000 | 0.972 | |
| | 0.653 | | | | 0.782 | | | | 0.856 | | | | 0.900 | | | | | |

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

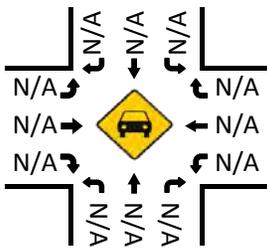
Peak Hour Turning Movement Count

ID: 18-05212-002
City: Malibu

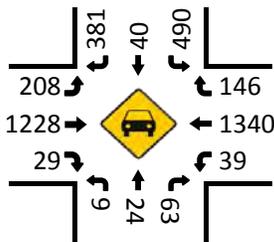
Day: Saturday
Date: 04/14/2018



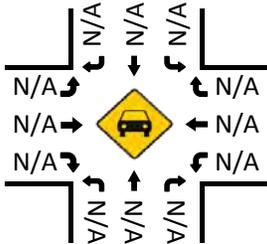
Total Vehicles (AM)



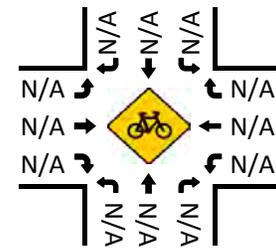
Total Vehicles (Noon)



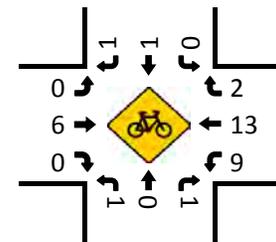
Total Vehicles (PM)



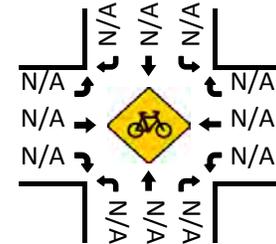
Bikes (AM)



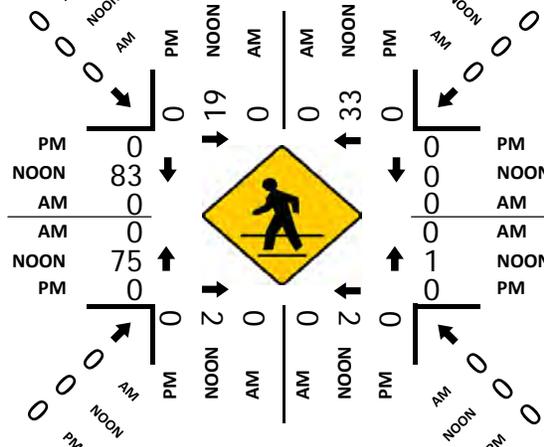
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-002
Date: 2018-04-14

Total

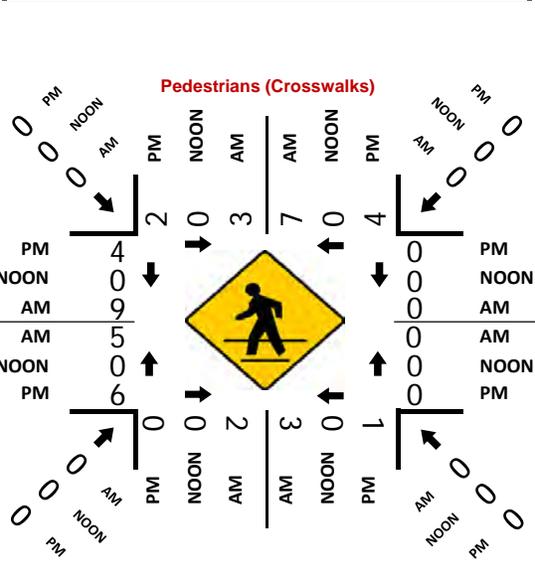
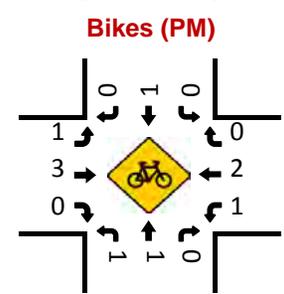
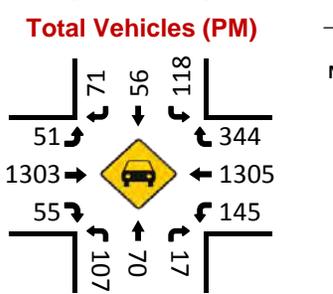
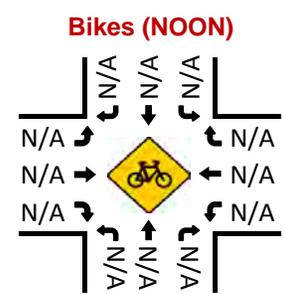
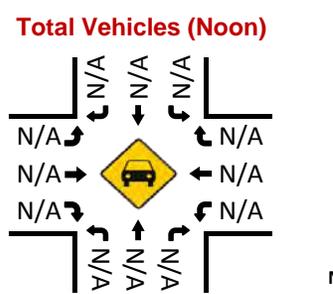
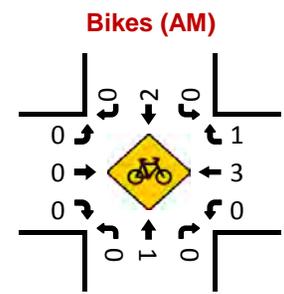
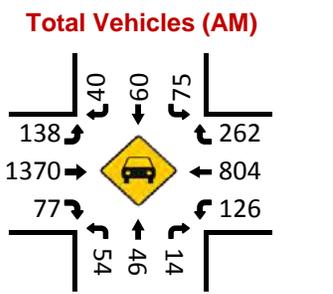
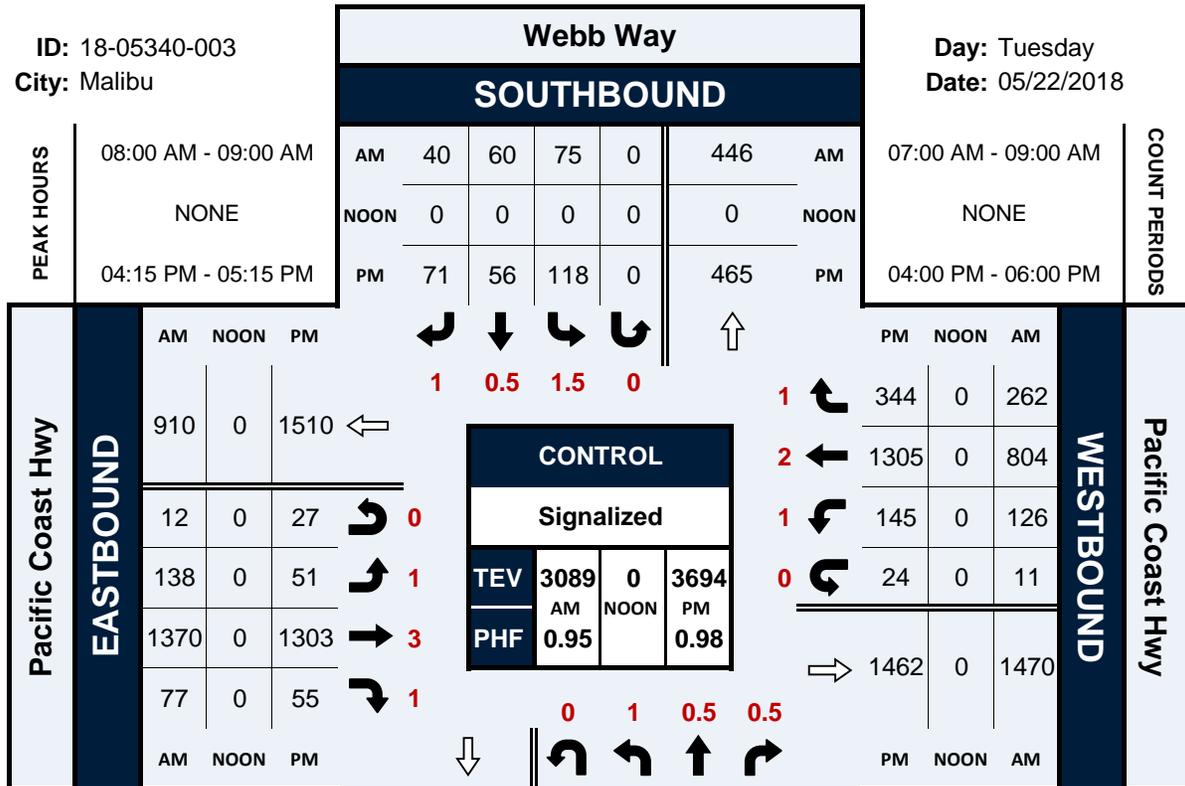
| NS/EW Streets: | Malibu Canyon Rd/Winter Mesa Dr | | | | Malibu Canyon Rd/Winter Mesa Dr | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------------------|--------|--------|-------|---------------------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|--------------|
| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 2 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 2 | 5 | 12 | 0 | 113 | 4 | 69 | 0 | 45 | 251 | 5 | 1 | 9 | 346 | 47 | 0 | 909 |
| 12:15 PM | 0 | 5 | 14 | 0 | 122 | 5 | 100 | 0 | 50 | 316 | 12 | 2 | 6 | 291 | 26 | 0 | 949 |
| 12:30 PM | 1 | 6 | 16 | 0 | 142 | 11 | 96 | 0 | 51 | 323 | 4 | 0 | 8 | 323 | 33 | 0 | 1014 |
| 12:45 PM | 1 | 4 | 17 | 0 | 112 | 5 | 84 | 0 | 49 | 304 | 9 | 0 | 7 | 378 | 37 | 0 | 1007 |
| 1:00 PM | 4 | 7 | 15 | 0 | 120 | 16 | 101 | 0 | 56 | 284 | 5 | 0 | 16 | 305 | 34 | 0 | 963 |
| 1:15 PM | 3 | 7 | 15 | 0 | 116 | 8 | 100 | 0 | 52 | 317 | 11 | 1 | 8 | 334 | 42 | 0 | 1014 |
| 1:30 PM | 5 | 6 | 15 | 0 | 113 | 11 | 96 | 0 | 82 | 291 | 5 | 3 | 12 | 312 | 49 | 0 | 1000 |
| 1:45 PM | 2 | 4 | 13 | 0 | 97 | 15 | 107 | 0 | 62 | 278 | 6 | 0 | 3 | 321 | 47 | 0 | 955 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 18 | 44 | 117 | 0 | 935 | 75 | 753 | 0 | 447 | 2364 | 57 | 7 | 69 | 2610 | 315 | 0 | 7811 |
| | 10.06% | 24.58% | 65.36% | 0.00% | 53.03% | 4.25% | 42.71% | 0.00% | 15.55% | 82.23% | 1.98% | 0.24% | 2.30% | 87.17% | 10.52% | 0.00% | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 9 | 24 | 63 | 0 | 490 | 40 | 381 | 0 | 208 | 1228 | 29 | 1 | 39 | 1340 | 146 | 0 | 3998 |
| PEAK HR FACTOR : | 0.563 | 0.857 | 0.926 | 0.000 | 0.863 | 0.625 | 0.943 | 0.000 | 0.929 | 0.950 | 0.659 | 0.250 | 0.609 | 0.886 | 0.869 | 0.000 | 0.986 |
| | 0.923 | | | | 0.915 | | | | 0.962 | | | | 0.903 | | | | |

Webb Way & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-003
City: Malibu

Day: Tuesday
Date: 05/22/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05340-003
 Date: 5/22/2018

Total

| NS/EW Streets: | | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | |
|-------------------------|---------------------|----------|-------|-------|------------|----------|--------|-------|-----------|-------------------|-------|-------|-----------|-------------------|--------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 1 | 0.5 | 0.5 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 7:00 AM | 5 | 5 | 2 | 0 | 26 | 16 | 12 | 0 | 16 | 435 | 25 | 1 | 38 | 185 | 47 | 3 | 816 | |
| 7:15 AM | 10 | 10 | 2 | 0 | 18 | 4 | 4 | 0 | 25 | 350 | 20 | 1 | 24 | 195 | 37 | 2 | 702 | |
| 7:30 AM | 13 | 13 | 0 | 0 | 12 | 6 | 4 | 0 | 45 | 301 | 21 | 2 | 19 | 170 | 56 | 1 | 663 | |
| 7:45 AM | 10 | 12 | 1 | 0 | 15 | 11 | 17 | 0 | 24 | 319 | 15 | 1 | 21 | 218 | 55 | 3 | 722 | |
| 8:00 AM | 12 | 7 | 3 | 0 | 10 | 21 | 8 | 0 | 32 | 345 | 24 | 2 | 29 | 181 | 49 | 2 | 725 | |
| 8:15 AM | 19 | 14 | 4 | 0 | 8 | 7 | 13 | 0 | 42 | 358 | 13 | 2 | 31 | 212 | 85 | 1 | 809 | |
| 8:30 AM | 9 | 13 | 4 | 0 | 40 | 15 | 8 | 0 | 29 | 321 | 16 | 3 | 39 | 237 | 73 | 2 | 809 | |
| 8:45 AM | 14 | 12 | 3 | 0 | 17 | 17 | 11 | 0 | 35 | 346 | 24 | 5 | 27 | 174 | 55 | 6 | 746 | |
| TOTAL VOLUMES : | 92 | 86 | 19 | 0 | 146 | 97 | 77 | 0 | 248 | 2775 | 158 | 17 | 228 | 1572 | 457 | 20 | 5992 | |
| APPROACH %'s : | 46.70% | 43.65% | 9.64% | 0.00% | 45.63% | 30.31% | 24.06% | 0.00% | 7.75% | 86.77% | 4.94% | 0.53% | 10.01% | 69.04% | 20.07% | 0.88% | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 54 | 46 | 14 | 0 | 75 | 60 | 40 | 0 | 138 | 1370 | 77 | 12 | 126 | 804 | 262 | 11 | 3089 | |
| PEAK HR FACTOR : | 0.711 | 0.821 | 0.875 | 0.000 | 0.469 | 0.714 | 0.769 | 0.000 | 0.821 | 0.957 | 0.802 | 0.600 | 0.808 | 0.848 | 0.771 | 0.458 | 0.955 | |
| | 0.770 | | | | 0.694 | | | | 0.962 | | | | 0.857 | | | | | |

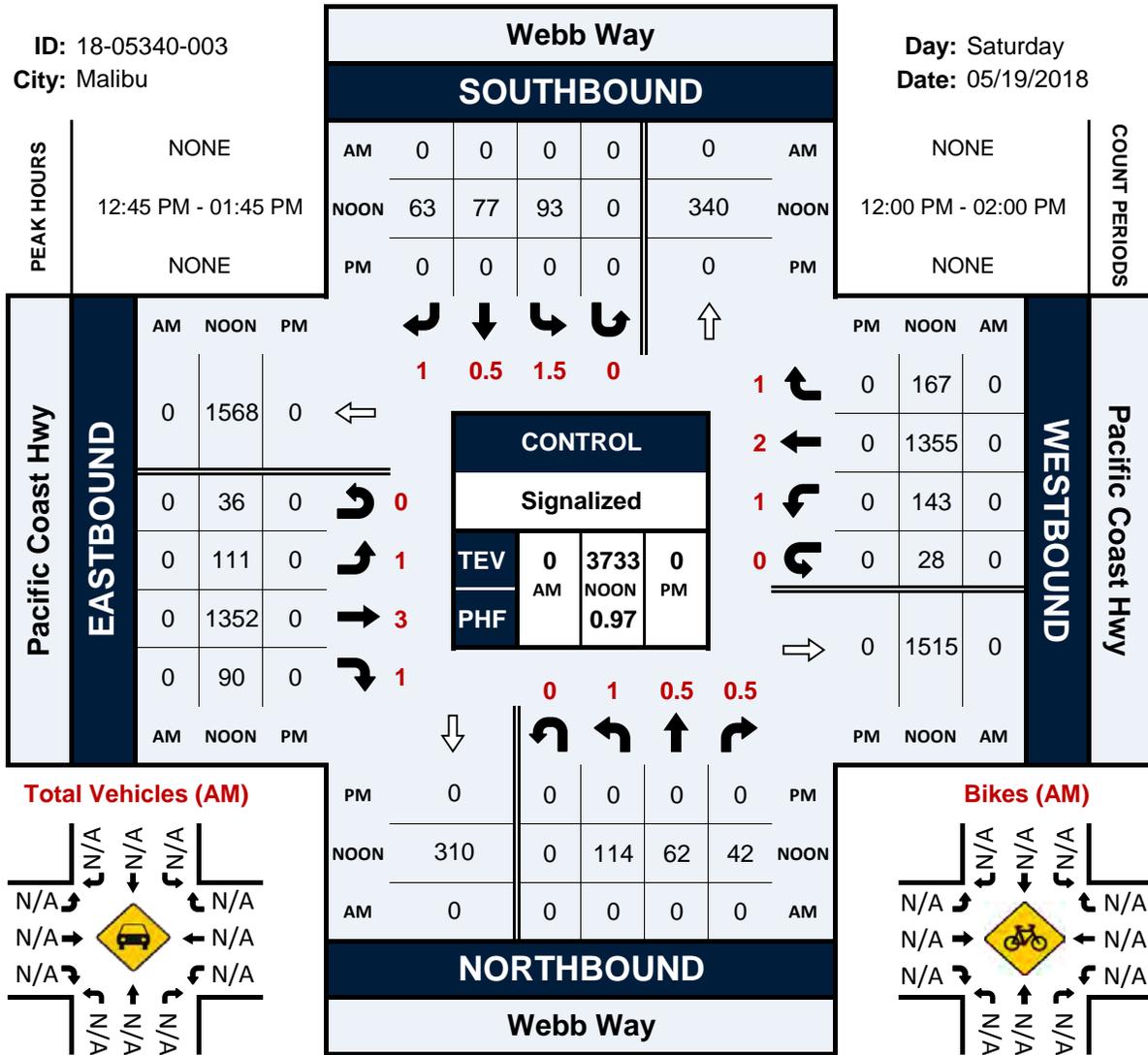
| NS/EW Streets: | | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | |
|-------------------------|---------------------|----------|-------|-------|------------|----------|--------|-------|-----------|-------------------|-------|-------|-----------|-------------------|--------|-------|-------|--------------|
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 1 | 0.5 | 0.5 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 4:00 PM | 41 | 25 | 4 | 0 | 37 | 15 | 14 | 0 | 21 | 308 | 19 | 9 | 34 | 270 | 76 | 2 | 875 | |
| 4:15 PM | 30 | 9 | 3 | 0 | 26 | 12 | 20 | 0 | 11 | 333 | 10 | 6 | 38 | 357 | 84 | 4 | 943 | |
| 4:30 PM | 26 | 26 | 1 | 0 | 23 | 11 | 20 | 0 | 18 | 362 | 14 | 8 | 37 | 310 | 80 | 8 | 944 | |
| 4:45 PM | 25 | 14 | 6 | 1 | 35 | 14 | 21 | 0 | 11 | 300 | 10 | 11 | 46 | 307 | 81 | 8 | 890 | |
| 5:00 PM | 26 | 21 | 7 | 0 | 34 | 19 | 10 | 0 | 11 | 308 | 21 | 2 | 24 | 331 | 99 | 4 | 917 | |
| 5:15 PM | 20 | 12 | 2 | 0 | 42 | 13 | 15 | 0 | 14 | 388 | 12 | 2 | 40 | 279 | 92 | 11 | 942 | |
| 5:30 PM | 26 | 14 | 5 | 0 | 32 | 5 | 22 | 0 | 18 | 330 | 6 | 8 | 43 | 274 | 78 | 5 | 866 | |
| 5:45 PM | 36 | 17 | 4 | 0 | 42 | 8 | 10 | 0 | 16 | 316 | 12 | 10 | 38 | 265 | 82 | 7 | 863 | |
| TOTAL VOLUMES : | 230 | 138 | 32 | 1 | 271 | 97 | 132 | 0 | 120 | 2645 | 104 | 56 | 300 | 2393 | 672 | 49 | 7240 | |
| APPROACH %'s : | 57.36% | 34.41% | 7.98% | 0.25% | 54.20% | 19.40% | 26.40% | 0.00% | 4.10% | 90.43% | 3.56% | 1.91% | 8.79% | 70.09% | 19.68% | 1.44% | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 107 | 70 | 17 | 1 | 118 | 56 | 71 | 0 | 51 | 1303 | 55 | 27 | 145 | 1305 | 344 | 24 | 3694 | |
| PEAK HR FACTOR : | 0.892 | 0.673 | 0.607 | 0.250 | 0.843 | 0.737 | 0.845 | 0.000 | 0.708 | 0.900 | 0.655 | 0.614 | 0.788 | 0.914 | 0.869 | 0.750 | 0.978 | |
| | 0.903 | | | | 0.875 | | | | 0.893 | | | | 0.941 | | | | | |

Webb Way & Pacific Coast Hwy

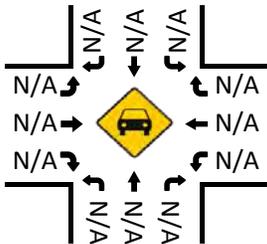
Peak Hour Turning Movement Count

ID: 18-05340-003
City: Malibu

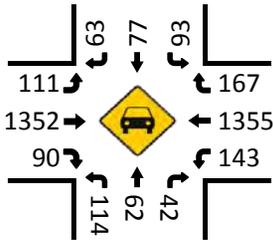
Day: Saturday
Date: 05/19/2018



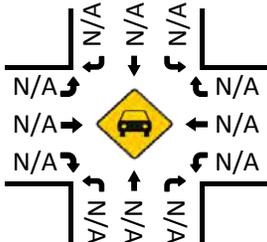
Total Vehicles (AM)



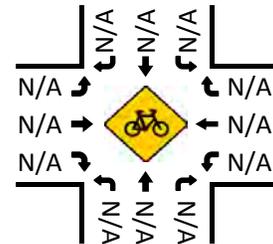
Total Vehicles (Noon)



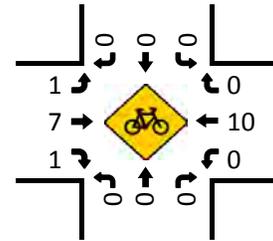
Total Vehicles (PM)



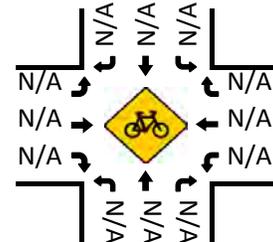
Bikes (AM)



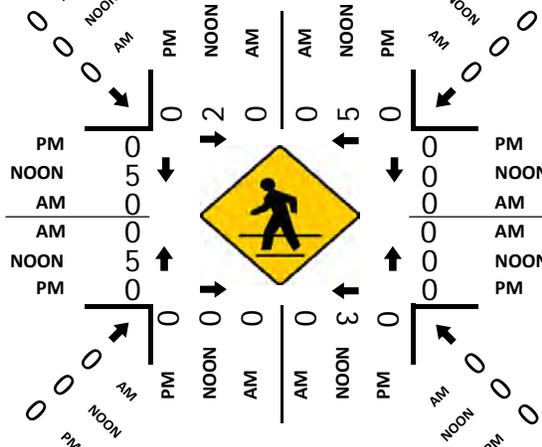
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05340-003
 Date: 2018-05-19

Total

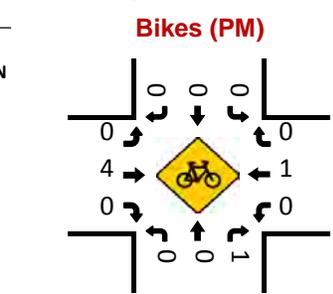
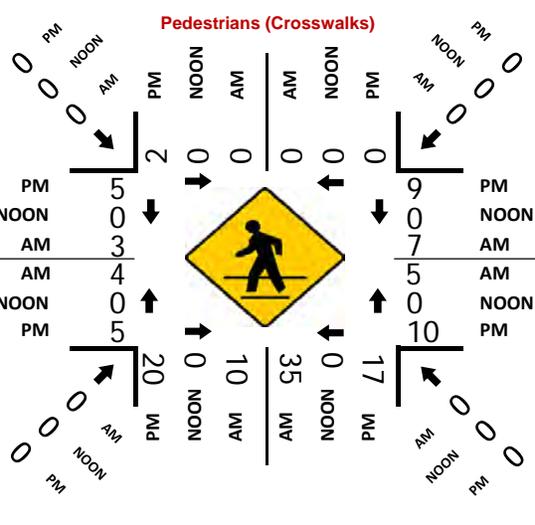
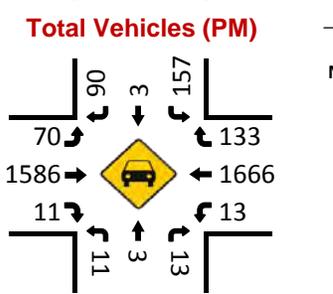
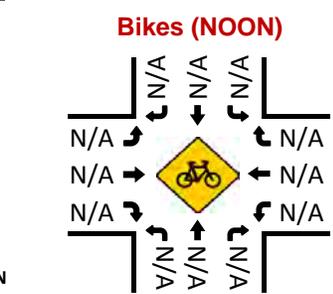
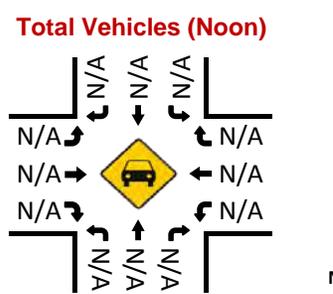
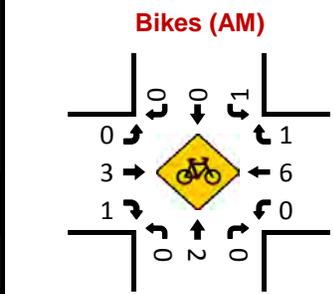
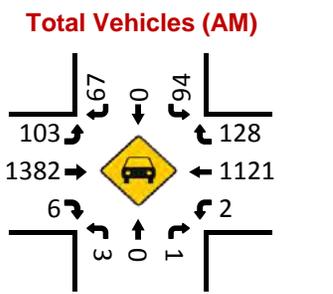
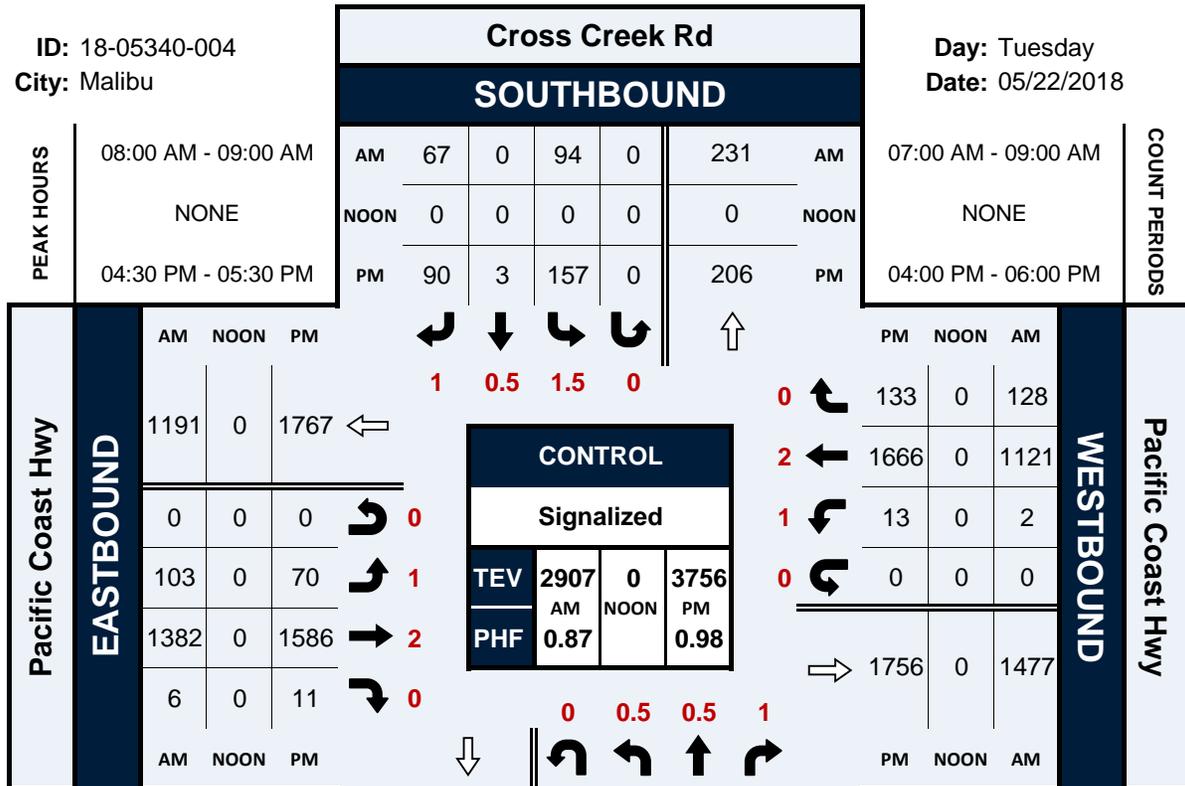
| NS/EW Streets: | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-----------|-----------|---------|------------|-----------|---------|---------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 1 NL | 0.5 NT | 0.5 NR | 0 NU | 1.5 SL | 0.5 ST | 1 SR | 0 SU | 1 EL | 3 ET | 1 ER | 0 EU | 1 WL | 2 WT | 1 WR | 0 WU | |
| 12:00 PM | 34 | 18 | 7 | 0 | 25 | 22 | 9 | 0 | 16 | 373 | 14 | 4 | 39 | 336 | 25 | 8 | 930 |
| 12:15 PM | 30 | 21 | 12 | 0 | 22 | 15 | 9 | 0 | 20 | 358 | 26 | 3 | 34 | 351 | 27 | 7 | 935 |
| 12:30 PM | 17 | 9 | 12 | 0 | 22 | 15 | 20 | 0 | 12 | 344 | 15 | 4 | 32 | 332 | 36 | 3 | 873 |
| 12:45 PM | 33 | 10 | 7 | 0 | 25 | 23 | 15 | 0 | 27 | 318 | 24 | 8 | 33 | 318 | 44 | 8 | 893 |
| 1:00 PM | 22 | 18 | 12 | 0 | 23 | 16 | 16 | 0 | 36 | 357 | 17 | 11 | 34 | 359 | 37 | 8 | 966 |
| 1:15 PM | 33 | 17 | 10 | 0 | 23 | 19 | 11 | 0 | 22 | 336 | 27 | 5 | 36 | 336 | 41 | 9 | 925 |
| 1:30 PM | 26 | 17 | 13 | 0 | 22 | 19 | 21 | 0 | 26 | 341 | 22 | 12 | 40 | 342 | 45 | 3 | 949 |
| 1:45 PM | 33 | 22 | 5 | 0 | 30 | 27 | 15 | 0 | 24 | 313 | 17 | 7 | 36 | 320 | 38 | 6 | 893 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 228 | 132 | 78 | 0 | 192 | 156 | 116 | 0 | 183 | 2740 | 162 | 54 | 284 | 2694 | 293 | 52 | 7364 |
| APPROACH %'s : | 52.05% | 30.14% | 17.81% | 0.00% | 41.38% | 33.62% | 25.00% | 0.00% | 5.83% | 87.29% | 5.16% | 1.72% | 8.55% | 81.07% | 8.82% | 1.56% | |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 114 | 62 | 42 | 0 | 93 | 77 | 63 | 0 | 111 | 1352 | 90 | 36 | 143 | 1355 | 167 | 28 | 3733 |
| PEAK HR FACTOR : | 0.864 | 0.861 | 0.808 | 0.000 | 0.930 | 0.837 | 0.750 | 0.000 | 0.771 | 0.947 | 0.833 | 0.750 | 0.894 | 0.944 | 0.928 | 0.778 | 0.966 |
| | 0.908 | | | | 0.925 | | | | 0.944 | | | | 0.966 | | | | |

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-004
City: Malibu

Day: Tuesday
Date: 05/22/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05340-004
 Date: 5/22/2018

Total

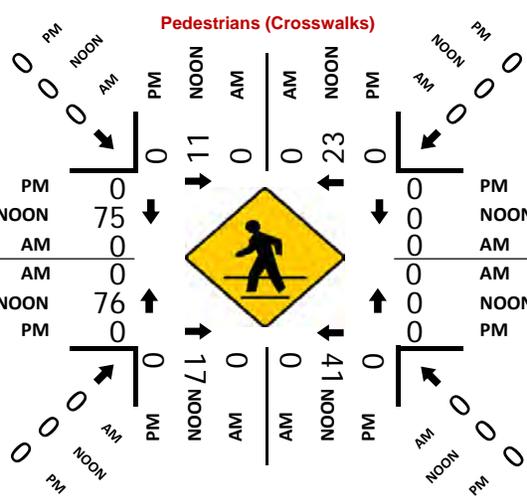
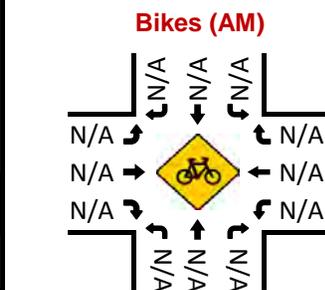
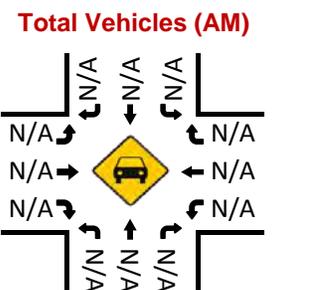
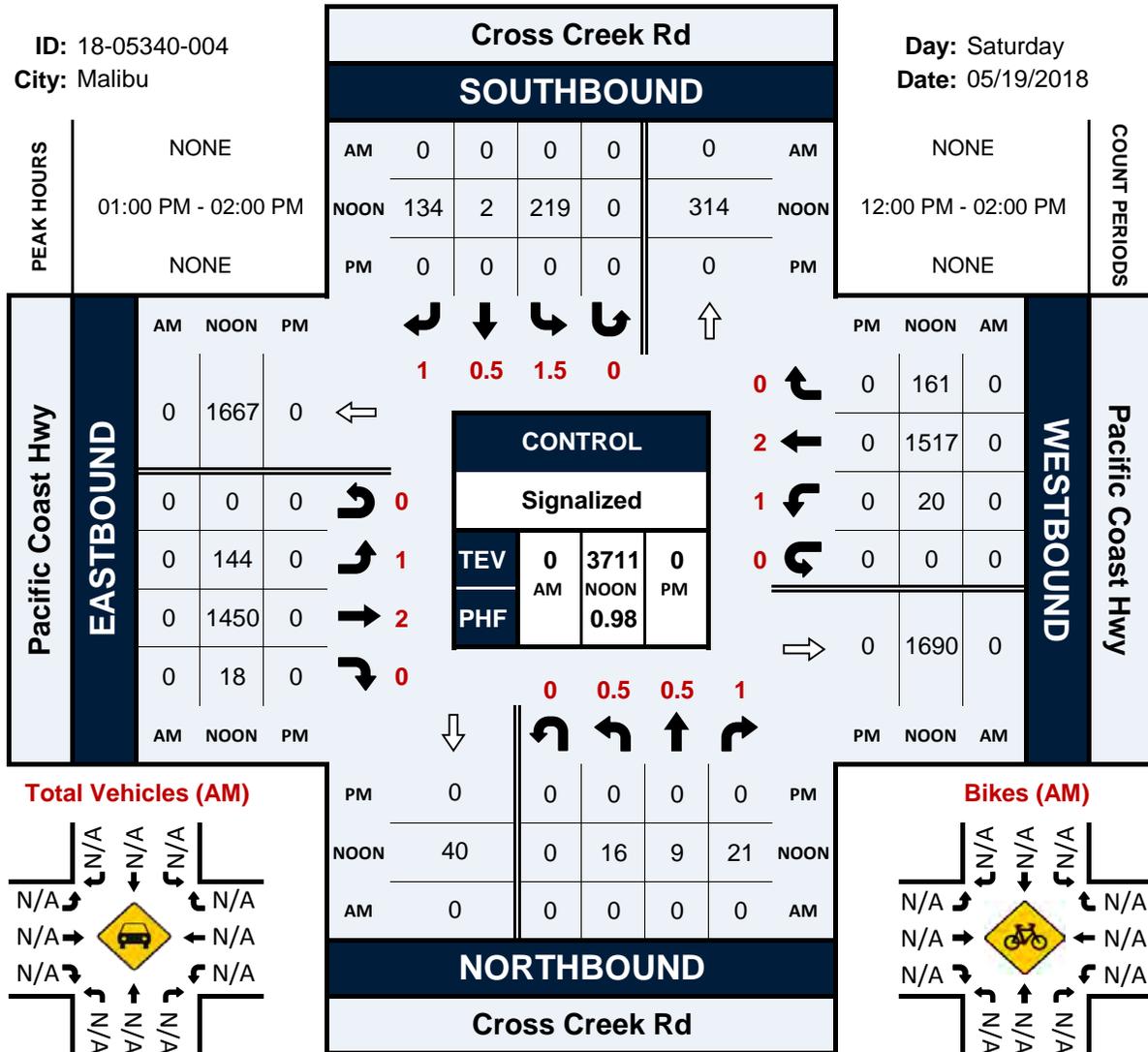
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|--------|--------|-------|----------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 0.5 | 0.5 | 1 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 22 | 0 | 7 | 0 | 8 | 471 | 1 | 0 | 0 | 269 | 26 | 0 | 804 |
| 7:15 AM | 1 | 0 | 0 | 0 | 24 | 0 | 18 | 0 | 14 | 367 | 0 | 0 | 0 | 233 | 33 | 0 | 690 |
| 7:30 AM | 0 | 0 | 0 | 0 | 27 | 0 | 10 | 0 | 13 | 336 | 1 | 0 | 0 | 239 | 21 | 0 | 647 |
| 7:45 AM | 0 | 0 | 0 | 0 | 15 | 0 | 17 | 0 | 13 | 356 | 0 | 0 | 0 | 274 | 19 | 0 | 694 |
| 8:00 AM | 0 | 0 | 1 | 0 | 21 | 0 | 16 | 0 | 27 | 342 | 0 | 0 | 0 | 234 | 27 | 0 | 668 |
| 8:15 AM | 2 | 0 | 0 | 0 | 19 | 0 | 12 | 0 | 25 | 302 | 3 | 0 | 1 | 314 | 27 | 0 | 705 |
| 8:30 AM | 1 | 0 | 0 | 0 | 20 | 0 | 19 | 0 | 23 | 398 | 1 | 0 | 1 | 326 | 44 | 0 | 833 |
| 8:45 AM | 0 | 0 | 0 | 0 | 34 | 0 | 20 | 0 | 28 | 340 | 2 | 0 | 0 | 247 | 30 | 0 | 701 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 4 | 0 | 1 | 0 | 182 | 0 | 119 | 0 | 151 | 2912 | 8 | 0 | 2 | 2136 | 227 | 0 | 5742 |
| | 80.00% | 0.00% | 20.00% | 0.00% | 60.47% | 0.00% | 39.53% | 0.00% | 4.92% | 94.82% | 0.26% | 0.00% | 0.08% | 90.32% | 9.60% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 0 | 1 | 0 | 94 | 0 | 67 | 0 | 103 | 1382 | 6 | 0 | 2 | 1121 | 128 | 0 | 2907 |
| PEAK HR FACTOR : | 0.375 | 0.000 | 0.250 | 0.000 | 0.691 | 0.000 | 0.838 | 0.000 | 0.920 | 0.868 | 0.500 | 0.000 | 0.500 | 0.860 | 0.727 | 0.000 | 0.872 |
| | 0.500 | | | | 0.745 | | | | 0.883 | | | | 0.843 | | | | |
| PM | 0.5 | 0.5 | 1 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 1 | 1 | 3 | 0 | 40 | 2 | 27 | 0 | 15 | 359 | 5 | 0 | 0 | 395 | 34 | 0 | 882 |
| 4:15 PM | 1 | 3 | 5 | 0 | 58 | 1 | 33 | 0 | 23 | 324 | 2 | 0 | 3 | 379 | 36 | 0 | 868 |
| 4:30 PM | 5 | 0 | 3 | 0 | 39 | 1 | 24 | 0 | 16 | 403 | 2 | 0 | 2 | 434 | 28 | 0 | 957 |
| 4:45 PM | 3 | 1 | 1 | 0 | 33 | 1 | 25 | 0 | 11 | 385 | 3 | 0 | 3 | 447 | 40 | 0 | 953 |
| 5:00 PM | 2 | 0 | 3 | 0 | 49 | 1 | 21 | 0 | 25 | 367 | 2 | 0 | 3 | 418 | 33 | 0 | 924 |
| 5:15 PM | 1 | 2 | 6 | 0 | 36 | 0 | 20 | 0 | 18 | 431 | 4 | 0 | 5 | 367 | 32 | 0 | 922 |
| 5:30 PM | 0 | 1 | 1 | 0 | 52 | 0 | 14 | 0 | 20 | 315 | 1 | 0 | 3 | 391 | 19 | 0 | 817 |
| 5:45 PM | 5 | 1 | 2 | 0 | 25 | 0 | 18 | 0 | 13 | 374 | 5 | 0 | 2 | 376 | 34 | 0 | 855 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 18 | 9 | 24 | 0 | 332 | 6 | 182 | 0 | 141 | 2958 | 24 | 0 | 21 | 3207 | 256 | 0 | 7178 |
| | 35.29% | 17.65% | 47.06% | 0.00% | 63.85% | 1.15% | 35.00% | 0.00% | 4.51% | 94.72% | 0.77% | 0.00% | 0.60% | 92.05% | 7.35% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 3 | 13 | 0 | 157 | 3 | 90 | 0 | 70 | 1586 | 11 | 0 | 13 | 1666 | 133 | 0 | 3756 |
| PEAK HR FACTOR : | 0.550 | 0.375 | 0.542 | 0.000 | 0.801 | 0.750 | 0.900 | 0.000 | 0.700 | 0.920 | 0.688 | 0.000 | 0.650 | 0.932 | 0.831 | 0.000 | 0.981 |
| | 0.750 | | | | 0.880 | | | | 0.920 | | | | 0.924 | | | | |

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05340-004
City: Malibu

Day: Saturday
Date: 05/19/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05340-004
 Date: 2018-05-19

Total

| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|--------|--------|-------|----------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0.5 | 0.5 | 1 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 2 | 0 | 7 | 0 | 40 | 1 | 27 | 0 | 38 | 385 | 5 | 0 | 5 | 370 | 55 | 0 | 935 |
| 12:15 PM | 1 | 0 | 5 | 0 | 50 | 0 | 35 | 0 | 34 | 384 | 3 | 0 | 3 | 390 | 35 | 0 | 940 |
| 12:30 PM | 2 | 1 | 5 | 0 | 41 | 1 | 28 | 0 | 31 | 362 | 4 | 0 | 1 | 376 | 32 | 0 | 884 |
| 12:45 PM | 2 | 1 | 4 | 0 | 42 | 0 | 51 | 0 | 29 | 344 | 4 | 0 | 3 | 341 | 45 | 0 | 866 |
| 1:00 PM | 5 | 5 | 8 | 0 | 53 | 0 | 32 | 0 | 39 | 362 | 7 | 0 | 8 | 379 | 39 | 0 | 937 |
| 1:15 PM | 4 | 0 | 3 | 0 | 48 | 0 | 34 | 0 | 41 | 347 | 2 | 0 | 4 | 387 | 35 | 0 | 905 |
| 1:30 PM | 3 | 2 | 5 | 0 | 49 | 1 | 36 | 0 | 37 | 346 | 7 | 0 | 6 | 390 | 44 | 0 | 926 |
| 1:45 PM | 4 | 2 | 5 | 0 | 69 | 1 | 32 | 0 | 27 | 395 | 2 | 0 | 2 | 361 | 43 | 0 | 943 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 30.26% | 14.47% | 55.26% | 0.00% | 58.42% | 0.60% | 40.98% | 0.00% | 8.53% | 90.42% | 1.05% | 0.00% | 0.95% | 89.27% | 9.78% | 0.00% | 7336 |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 16 | 9 | 21 | 0 | 219 | 2 | 134 | 0 | 144 | 1450 | 18 | 0 | 20 | 1517 | 161 | 0 | 3711 |
| PEAK HR FACTOR : | 0.800 | 0.450 | 0.656 | 0.000 | 0.793 | 0.500 | 0.931 | 0.000 | 0.878 | 0.918 | 0.643 | 0.000 | 0.625 | 0.972 | 0.915 | 0.000 | 0.984 |
| | 0.639 | | | | 0.870 | | | | 0.950 | | | | 0.965 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-003
Date: 4/10/2018

Total

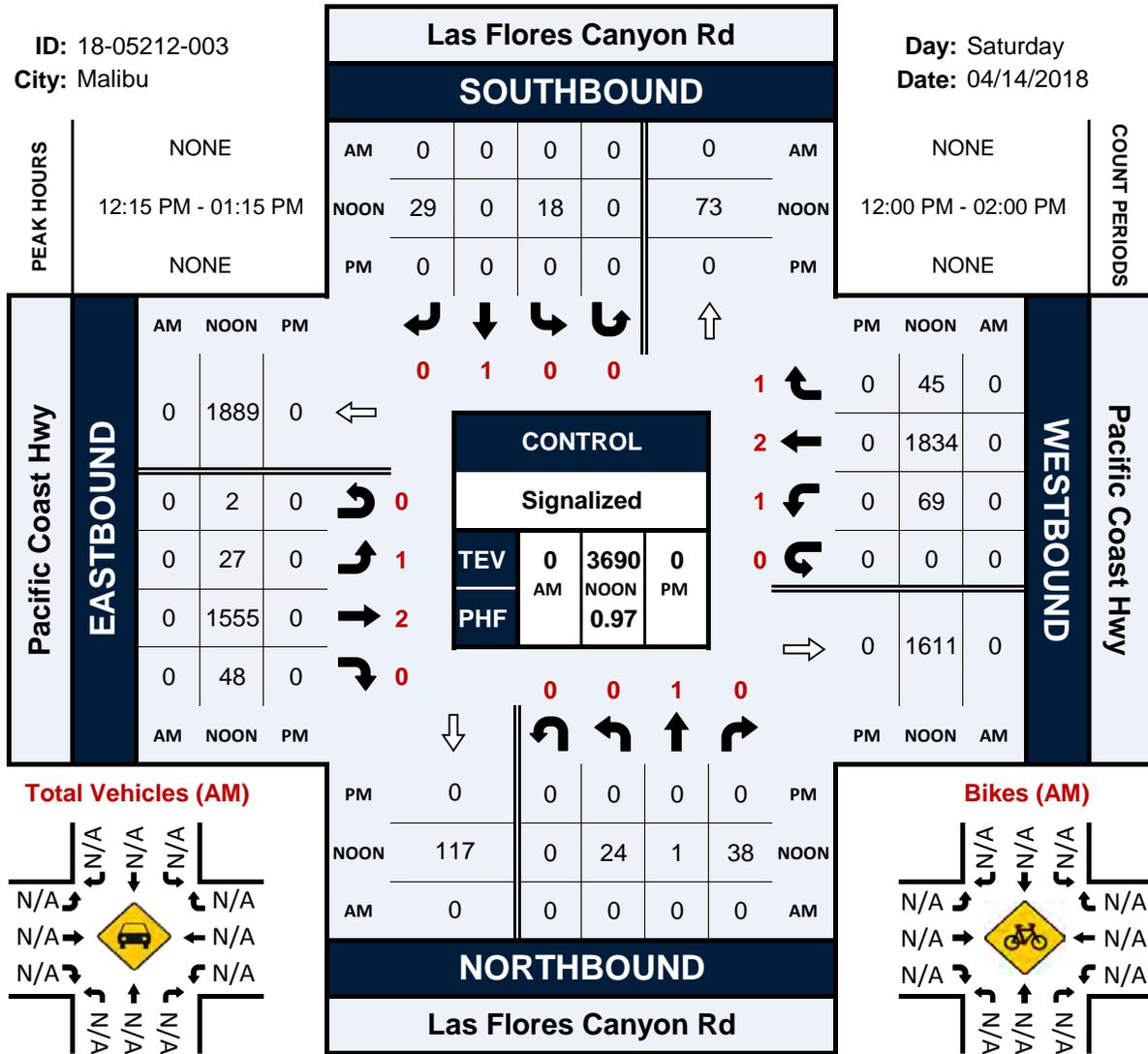
| NS/EW Streets: | Las Flores Canyon Rd | | | | Las Flores Canyon Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|----------------------|-------|--------|-------|----------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 11 | 0 | 19 | 0 | 10 | 510 | 3 | 0 | 2 | 242 | 7 | 0 | 804 |
| 7:15 AM | 2 | 1 | 1 | 0 | 16 | 0 | 10 | 0 | 5 | 462 | 0 | 0 | 1 | 311 | 7 | 0 | 816 |
| 7:30 AM | 0 | 0 | 3 | 0 | 12 | 0 | 7 | 0 | 6 | 341 | 2 | 0 | 1 | 291 | 7 | 0 | 670 |
| 7:45 AM | 0 | 0 | 0 | 0 | 14 | 0 | 12 | 0 | 6 | 364 | 2 | 0 | 0 | 332 | 10 | 0 | 740 |
| 8:00 AM | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 6 | 350 | 1 | 0 | 0 | 307 | 11 | 0 | 693 |
| 8:15 AM | 1 | 0 | 2 | 0 | 7 | 0 | 14 | 0 | 7 | 329 | 1 | 0 | 1 | 344 | 12 | 0 | 718 |
| 8:30 AM | 1 | 0 | 0 | 0 | 5 | 0 | 15 | 0 | 13 | 377 | 0 | 0 | 2 | 366 | 16 | 0 | 795 |
| 8:45 AM | 1 | 0 | 0 | 0 | 16 | 0 | 22 | 0 | 12 | 352 | 0 | 1 | 1 | 340 | 14 | 0 | 759 |
| TOTAL VOLUMES : | 5 | 1 | 6 | 0 | 89 | 0 | 109 | 0 | 65 | 3085 | 9 | 1 | 8 | 2533 | 84 | 0 | 5995 |
| APPROACH %'s : | 41.67% | 8.33% | 50.00% | 0.00% | 44.95% | 0.00% | 55.05% | 0.00% | 2.06% | 97.63% | 0.28% | 0.03% | 0.30% | 96.50% | 3.20% | 0.00% | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 2 | 1 | 4 | 0 | 53 | 0 | 48 | 0 | 27 | 1677 | 7 | 0 | 4 | 1176 | 31 | 0 | 3030 |
| PEAK HR FACTOR : | 0.250 | 0.250 | 0.333 | 0.000 | 0.828 | 0.000 | 0.632 | 0.000 | 0.675 | 0.822 | 0.583 | 0.000 | 0.500 | 0.886 | 0.775 | 0.000 | 0.928 |
| | 0.438 | | | | 0.842 | | | | 0.818 | | | | 0.885 | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 3 | 1 | 5 | 0 | 14 | 0 | 7 | 0 | 11 | 426 | 5 | 0 | 4 | 375 | 11 | 0 | 862 |
| 4:15 PM | 1 | 3 | 2 | 0 | 13 | 0 | 9 | 0 | 5 | 450 | 3 | 0 | 5 | 430 | 10 | 0 | 931 |
| 4:30 PM | 2 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 6 | 407 | 8 | 1 | 2 | 405 | 11 | 0 | 862 |
| 4:45 PM | 2 | 0 | 7 | 0 | 7 | 0 | 12 | 0 | 9 | 425 | 3 | 1 | 4 | 396 | 6 | 0 | 872 |
| 5:00 PM | 4 | 1 | 2 | 0 | 13 | 0 | 7 | 0 | 13 | 405 | 8 | 0 | 8 | 401 | 15 | 0 | 877 |
| 5:15 PM | 4 | 0 | 5 | 0 | 7 | 1 | 7 | 0 | 6 | 424 | 1 | 1 | 4 | 416 | 14 | 0 | 890 |
| 5:30 PM | 0 | 0 | 4 | 0 | 7 | 0 | 8 | 0 | 9 | 363 | 7 | 0 | 8 | 404 | 13 | 0 | 823 |
| 5:45 PM | 1 | 0 | 3 | 0 | 5 | 0 | 4 | 0 | 14 | 371 | 7 | 0 | 3 | 395 | 15 | 0 | 818 |
| TOTAL VOLUMES : | 17 | 5 | 34 | 0 | 73 | 1 | 61 | 0 | 73 | 3271 | 42 | 3 | 38 | 3222 | 95 | 0 | 6935 |
| APPROACH %'s : | 30.36% | 8.93% | 60.71% | 0.00% | 54.07% | 0.74% | 45.19% | 0.00% | 2.15% | 96.52% | 1.24% | 0.09% | 1.13% | 96.04% | 2.83% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 9 | 4 | 17 | 0 | 40 | 0 | 35 | 0 | 33 | 1687 | 22 | 2 | 19 | 1632 | 42 | 0 | 3542 |
| PEAK HR FACTOR : | 0.563 | 0.333 | 0.607 | 0.000 | 0.769 | 0.000 | 0.729 | 0.000 | 0.635 | 0.937 | 0.688 | 0.500 | 0.594 | 0.949 | 0.700 | 0.000 | 0.951 |
| | 0.833 | | | | 0.852 | | | | 0.952 | | | | 0.951 | | | | |

Las Flores Canyon Rd & Pacific Coast Hwy

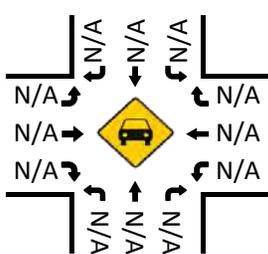
Peak Hour Turning Movement Count

ID: 18-05212-003
City: Malibu

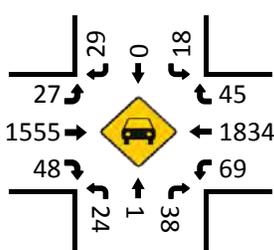
Day: Saturday
Date: 04/14/2018



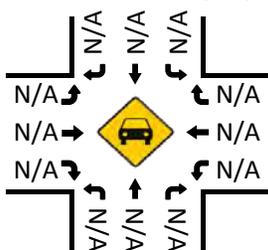
Total Vehicles (AM)



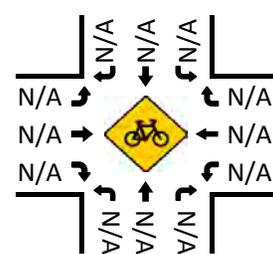
Total Vehicles (Noon)



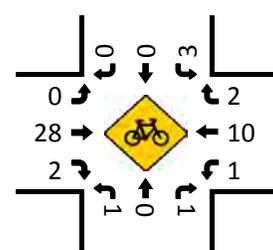
Total Vehicles (PM)



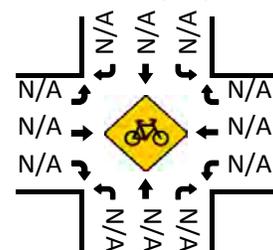
Bikes (AM)



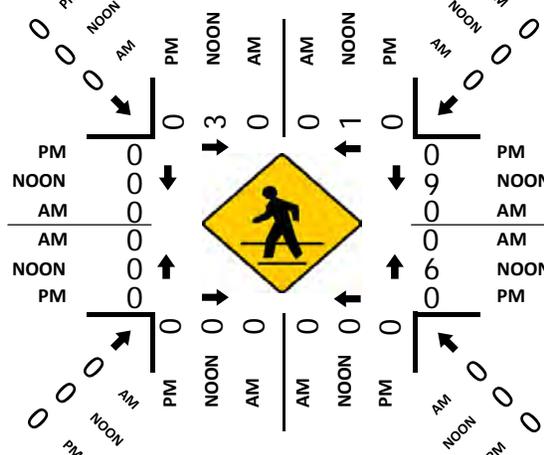
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services **Intersection Turning Movement Count**

Location: Las Flores Canyon Rd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-003
Date: 2018-04-14

Total

| NS/EW Streets: | Las Flores Canyon Rd | | | | Las Flores Canyon Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL | |
|-------------------------|----------------------|-------|--------|-------|----------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| NOON | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| 12:00 PM | 2 | 0 | 5 | 0 | 6 | 0 | 3 | 0 | 6 | 301 | 6 | 0 | 11 | 466 | 7 | 0 | 813 | |
| 12:15 PM | 2 | 0 | 3 | 0 | 6 | 0 | 6 | 0 | 4 | 384 | 11 | 0 | 22 | 477 | 10 | 0 | 925 | |
| 12:30 PM | 8 | 0 | 14 | 0 | 2 | 0 | 9 | 0 | 5 | 386 | 10 | 1 | 19 | 456 | 19 | 0 | 929 | |
| 12:45 PM | 11 | 1 | 10 | 0 | 6 | 0 | 9 | 0 | 8 | 385 | 15 | 0 | 16 | 418 | 7 | 0 | 886 | |
| 1:00 PM | 3 | 0 | 11 | 0 | 4 | 0 | 5 | 0 | 10 | 400 | 12 | 1 | 12 | 483 | 9 | 0 | 950 | |
| 1:15 PM | 14 | 0 | 11 | 0 | 7 | 0 | 5 | 0 | 6 | 364 | 12 | 0 | 11 | 417 | 9 | 0 | 856 | |
| 1:30 PM | 11 | 0 | 5 | 0 | 4 | 3 | 15 | 0 | 5 | 373 | 11 | 0 | 6 | 465 | 6 | 0 | 904 | |
| 1:45 PM | 8 | 0 | 17 | 0 | 5 | 0 | 6 | 0 | 8 | 398 | 13 | 1 | 10 | 404 | 12 | 0 | 882 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 43.38% | 0.74% | 55.88% | 0.00% | 39.60% | 2.97% | 57.43% | 0.00% | 1.66% | 95.38% | 2.87% | 0.10% | 2.84% | 95.07% | 2.09% | 0.00% | 7145 | |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 24 | 1 | 38 | 0 | 18 | 0 | 29 | 0 | 27 | 1555 | 48 | 2 | 69 | 1834 | 45 | 0 | 3690 | |
| PEAK HR FACTOR : | 0.545 | 0.250 | 0.679 | 0.000 | 0.750 | 0.000 | 0.806 | 0.000 | 0.675 | 0.972 | 0.800 | 0.500 | 0.784 | 0.949 | 0.592 | 0.000 | 0.971 | |
| | 0.716 | | | | 0.783 | | | | 0.965 | | | | 0.957 | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05212-004
 Date: 4/10/2018

Total

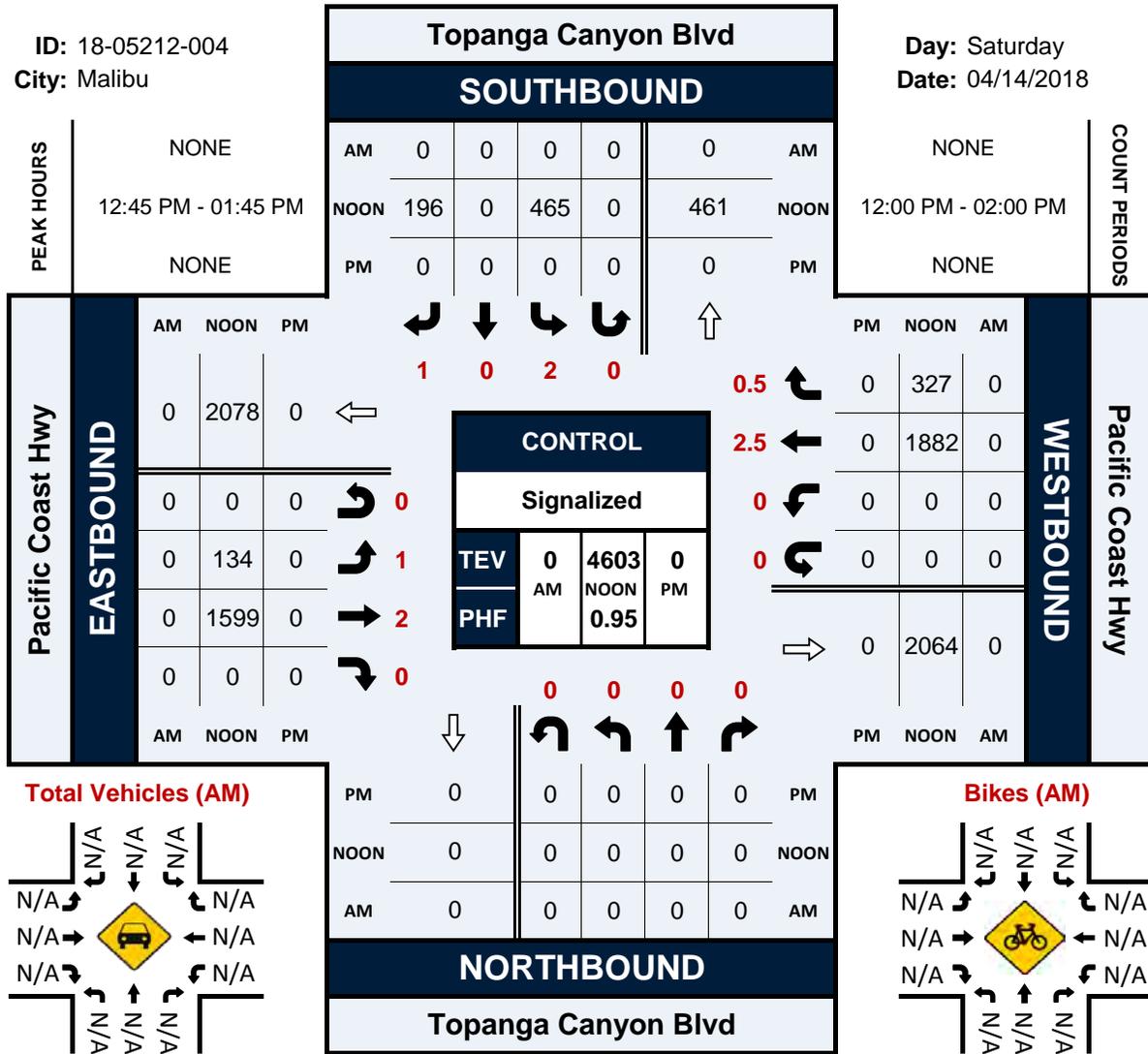
| NS/EW Streets: | Topanga Canyon Blvd | | | | Topanga Canyon Blvd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-------|-------|-------|---------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 316 | 0 | 14 | 0 | 8 | 386 | 0 | 0 | 0 | 274 | 40 | 0 | 1038 |
| 7:15 AM | 0 | 0 | 0 | 0 | 276 | 0 | 12 | 0 | 2 | 389 | 0 | 0 | 0 | 276 | 59 | 0 | 1014 |
| 7:30 AM | 0 | 0 | 0 | 0 | 286 | 0 | 15 | 0 | 3 | 394 | 0 | 0 | 0 | 291 | 53 | 0 | 1042 |
| 7:45 AM | 0 | 0 | 0 | 0 | 276 | 0 | 11 | 0 | 5 | 376 | 0 | 0 | 0 | 333 | 57 | 0 | 1058 |
| 8:00 AM | 0 | 0 | 0 | 0 | 221 | 0 | 12 | 0 | 3 | 360 | 0 | 0 | 0 | 347 | 50 | 0 | 993 |
| 8:15 AM | 0 | 0 | 0 | 0 | 247 | 0 | 10 | 0 | 13 | 362 | 0 | 0 | 0 | 346 | 69 | 0 | 1047 |
| 8:30 AM | 0 | 0 | 0 | 0 | 209 | 0 | 8 | 0 | 7 | 350 | 0 | 0 | 0 | 380 | 61 | 0 | 1015 |
| 8:45 AM | 0 | 0 | 0 | 0 | 265 | 0 | 5 | 0 | 5 | 310 | 0 | 0 | 0 | 347 | 64 | 0 | 996 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 2096 | 0 | 87 | 0 | 46 | 2927 | 0 | 0 | 0 | 2594 | 453 | 0 | 8203 |
| | | | | | 96.01% | 0.00% | 3.99% | 0.00% | 1.55% | 98.45% | 0.00% | 0.00% | 0.00% | 85.13% | 14.87% | 0.00% | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 1154 | 0 | 52 | 0 | 18 | 1545 | 0 | 0 | 0 | 1174 | 209 | 0 | 4152 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.913 | 0.000 | 0.867 | 0.000 | 0.563 | 0.980 | 0.000 | 0.000 | 0.000 | 0.881 | 0.886 | 0.000 | 0.981 |
| | | | | | | 0.914 | | | | 0.984 | | | | 0.887 | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 45 | 0 | 18 | 0 | 36 | 411 | 0 | 0 | 0 | 400 | 256 | 0 | 1166 |
| 4:15 PM | 0 | 0 | 0 | 0 | 57 | 0 | 14 | 0 | 37 | 489 | 0 | 0 | 0 | 416 | 213 | 0 | 1226 |
| 4:30 PM | 0 | 0 | 0 | 0 | 58 | 0 | 20 | 0 | 56 | 413 | 0 | 0 | 0 | 414 | 236 | 0 | 1197 |
| 4:45 PM | 0 | 0 | 0 | 0 | 64 | 0 | 19 | 0 | 28 | 394 | 0 | 0 | 0 | 438 | 270 | 0 | 1213 |
| 5:00 PM | 0 | 0 | 0 | 0 | 55 | 0 | 17 | 0 | 38 | 444 | 0 | 0 | 0 | 425 | 257 | 0 | 1236 |
| 5:15 PM | 0 | 0 | 0 | 0 | 82 | 0 | 11 | 0 | 30 | 418 | 0 | 0 | 0 | 413 | 242 | 0 | 1196 |
| 5:30 PM | 0 | 0 | 0 | 0 | 69 | 0 | 19 | 0 | 42 | 380 | 0 | 0 | 0 | 407 | 248 | 0 | 1165 |
| 5:45 PM | 0 | 0 | 0 | 0 | 63 | 0 | 15 | 0 | 32 | 377 | 0 | 0 | 0 | 423 | 255 | 0 | 1165 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 493 | 0 | 133 | 0 | 299 | 3326 | 0 | 0 | 0 | 3336 | 1977 | 0 | 9564 |
| | | | | | 78.75% | 0.00% | 21.25% | 0.00% | 8.25% | 91.75% | 0.00% | 0.00% | 0.00% | 62.79% | 37.21% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 234 | 0 | 70 | 0 | 159 | 1740 | 0 | 0 | 0 | 1693 | 976 | 0 | 4872 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.914 | 0.000 | 0.875 | 0.000 | 0.710 | 0.890 | 0.000 | 0.000 | 0.000 | 0.966 | 0.904 | 0.000 | 0.985 |
| | | | | | | 0.916 | | | | 0.903 | | | | 0.942 | | | |

Topanga Canyon Blvd & Pacific Coast Hwy

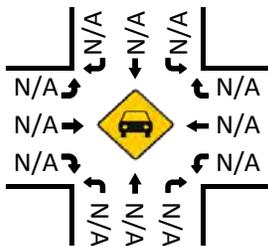
Peak Hour Turning Movement Count

ID: 18-05212-004
City: Malibu

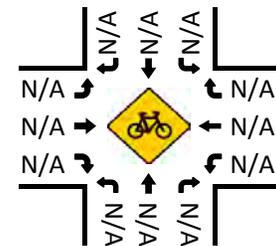
Day: Saturday
Date: 04/14/2018



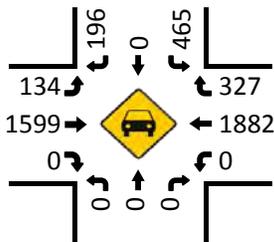
Total Vehicles (AM)



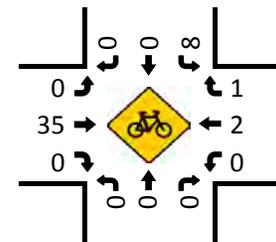
Bikes (AM)



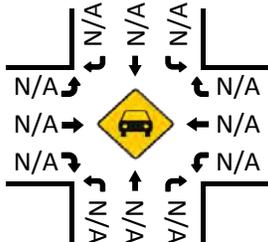
Total Vehicles (Noon)



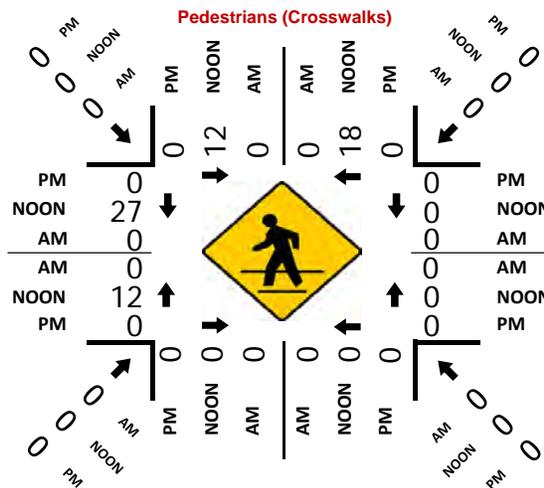
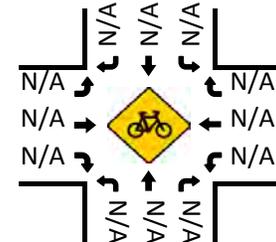
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services **Intersection Turning Movement Count**

Location: Topanga Canyon Blvd & Pacific Coast Hwy
City: Malibu
Control: Signalized

Project ID: 18-05212-004
Date: 2018-04-14

Total

| NS/EW Streets: | Topanga Canyon Blvd | | | | Topanga Canyon Blvd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|----------------------------|-------|-------|-------|---------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 0 | 0 | 0 | 0 | 129 | 0 | 43 | 0 | 22 | 310 | 0 | 0 | 0 | 516 | 60 | 0 | 1080 |
| 12:15 PM | 0 | 0 | 0 | 0 | 120 | 0 | 50 | 0 | 24 | 365 | 0 | 0 | 0 | 500 | 67 | 0 | 1126 |
| 12:30 PM | 0 | 0 | 0 | 0 | 154 | 0 | 43 | 0 | 39 | 364 | 0 | 0 | 0 | 430 | 70 | 0 | 1100 |
| 12:45 PM | 0 | 0 | 0 | 0 | 94 | 0 | 41 | 0 | 25 | 438 | 0 | 0 | 0 | 525 | 88 | 0 | 1211 |
| 1:00 PM | 0 | 0 | 0 | 0 | 134 | 0 | 59 | 0 | 39 | 362 | 0 | 0 | 0 | 438 | 66 | 0 | 1098 |
| 1:15 PM | 0 | 0 | 0 | 0 | 92 | 0 | 45 | 0 | 28 | 419 | 0 | 0 | 0 | 513 | 82 | 0 | 1179 |
| 1:30 PM | 0 | 0 | 0 | 0 | 145 | 0 | 51 | 0 | 42 | 380 | 0 | 0 | 0 | 406 | 91 | 0 | 1115 |
| 1:45 PM | 0 | 0 | 0 | 0 | 93 | 0 | 49 | 0 | 34 | 377 | 0 | 0 | 0 | 483 | 91 | 0 | 1127 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 961 | 0 | 381 | 0 | 253 | 3015 | 0 | 0 | 0 | 3811 | 615 | 0 | 9036 |
| | | | | | 71.61% | 0.00% | 28.39% | 0.00% | 7.74% | 92.26% | 0.00% | 0.00% | 0.00% | 86.10% | 13.90% | 0.00% | |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 465 | 0 | 196 | 0 | 134 | 1599 | 0 | 0 | 0 | 1882 | 327 | 0 | 4603 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.802 | 0.000 | 0.831 | 0.000 | 0.798 | 0.913 | 0.000 | 0.000 | 0.000 | 0.896 | 0.898 | 0.000 | 0.950 |
| | | | | | | 0.843 | | | | 0.936 | | | | 0.901 | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
 City: Malibu
 Control: Signalized

Project ID: 18-05212-005
 Date: 4/10/2018

Total

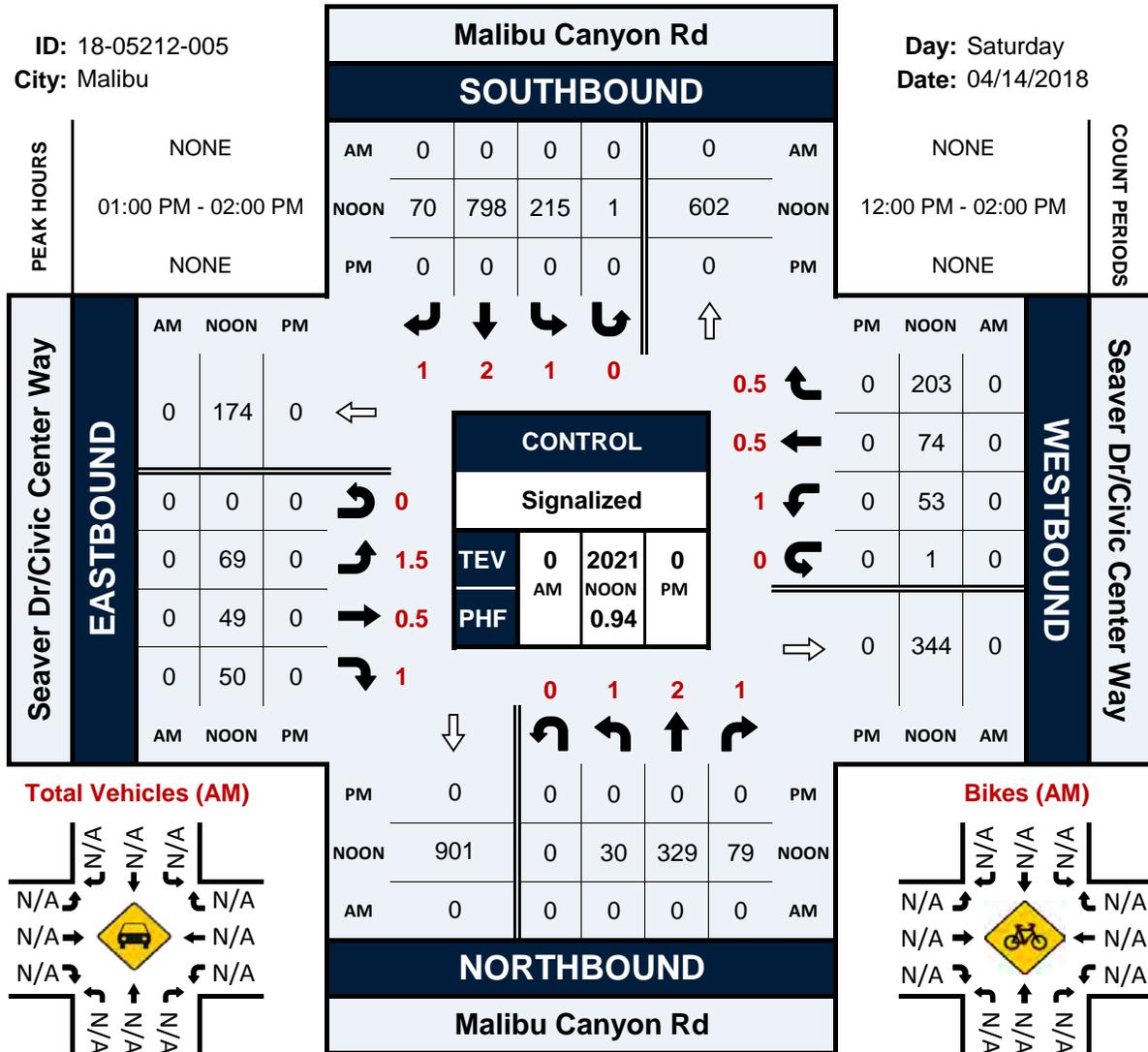
| NS/EW Streets: | Malibu Canyon Rd | | | | Malibu Canyon Rd | | | | Seaver Dr/Civic Center Way | | | | Seaver Dr/Civic Center Way | | | | |
|-------------------------|---------------------|---------|---------|---------|------------------|---------|---------|---------|----------------------------|-----------|---------|---------|----------------------------|-----------|-----------|---------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 7:00 AM | 5 | 42 | 37 | 0 | 13 | 273 | 45 | 0 | 4 | 5 | 5 | 0 | 3 | 3 | 26 | 0 | 461 |
| 7:15 AM | 8 | 35 | 32 | 0 | 8 | 258 | 82 | 0 | 7 | 7 | 2 | 0 | 6 | 10 | 43 | 0 | 498 |
| 7:30 AM | 8 | 73 | 39 | 0 | 8 | 229 | 109 | 0 | 13 | 5 | 6 | 0 | 7 | 25 | 39 | 0 | 561 |
| 7:45 AM | 17 | 50 | 39 | 0 | 7 | 239 | 133 | 0 | 7 | 10 | 4 | 0 | 17 | 42 | 46 | 0 | 611 |
| 8:00 AM | 13 | 82 | 23 | 0 | 10 | 227 | 65 | 0 | 12 | 3 | 2 | 0 | 8 | 26 | 51 | 0 | 522 |
| 8:15 AM | 10 | 75 | 47 | 0 | 6 | 253 | 77 | 0 | 4 | 24 | 5 | 0 | 9 | 19 | 56 | 0 | 585 |
| 8:30 AM | 13 | 81 | 52 | 0 | 14 | 257 | 90 | 0 | 7 | 21 | 3 | 0 | 22 | 38 | 60 | 0 | 658 |
| 8:45 AM | 17 | 88 | 13 | 0 | 31 | 230 | 71 | 0 | 8 | 5 | 3 | 0 | 8 | 29 | 77 | 0 | 580 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 91 | 526 | 282 | 0 | 97 | 1966 | 672 | 0 | 62 | 80 | 30 | 0 | 80 | 192 | 398 | 0 | 4476 |
| | 10.12% | 58.51% | 31.37% | 0.00% | 3.55% | 71.88% | 24.57% | 0.00% | 36.05% | 46.51% | 17.44% | 0.00% | 11.94% | 28.66% | 59.40% | 0.00% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 53 | 288 | 161 | 0 | 37 | 976 | 365 | 0 | 30 | 58 | 14 | 0 | 56 | 125 | 213 | 0 | 2376 |
| PEAK HR FACTOR : | 0.779 | 0.878 | 0.774 | 0.000 | 0.661 | 0.949 | 0.686 | 0.000 | 0.625 | 0.604 | 0.700 | 0.000 | 0.636 | 0.744 | 0.888 | 0.000 | 0.903 |
| | 0.860 | | | | 0.909 | | | | 0.773 | | | | 0.821 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 4:00 PM | 2 | 134 | 8 | 0 | 33 | 93 | 16 | 0 | 90 | 26 | 21 | 0 | 7 | 19 | 127 | 0 | 576 |
| 4:15 PM | 4 | 132 | 10 | 0 | 32 | 92 | 20 | 0 | 49 | 19 | 8 | 0 | 9 | 20 | 121 | 0 | 516 |
| 4:30 PM | 4 | 151 | 4 | 0 | 30 | 136 | 16 | 0 | 55 | 21 | 13 | 0 | 8 | 20 | 142 | 0 | 600 |
| 4:45 PM | 4 | 133 | 5 | 0 | 44 | 133 | 15 | 0 | 59 | 13 | 19 | 0 | 8 | 18 | 138 | 0 | 589 |
| 5:00 PM | 7 | 147 | 9 | 0 | 32 | 121 | 14 | 0 | 104 | 34 | 26 | 0 | 6 | 17 | 148 | 0 | 665 |
| 5:15 PM | 5 | 106 | 5 | 0 | 49 | 126 | 14 | 0 | 65 | 34 | 23 | 0 | 6 | 19 | 158 | 0 | 610 |
| 5:30 PM | 9 | 140 | 5 | 0 | 33 | 138 | 25 | 0 | 51 | 22 | 27 | 0 | 6 | 29 | 131 | 0 | 616 |
| 5:45 PM | 6 | 126 | 6 | 0 | 48 | 136 | 21 | 0 | 47 | 28 | 17 | 0 | 2 | 19 | 139 | 0 | 595 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 41 | 1069 | 52 | 0 | 301 | 975 | 141 | 0 | 520 | 197 | 154 | 0 | 52 | 161 | 1104 | 0 | 4767 |
| | 3.53% | 92.00% | 4.48% | 0.00% | 21.24% | 68.81% | 9.95% | 0.00% | 59.70% | 22.62% | 17.68% | 0.00% | 3.95% | 12.22% | 83.83% | 0.00% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 27 | 519 | 25 | 0 | 162 | 521 | 74 | 0 | 267 | 118 | 93 | 0 | 20 | 84 | 576 | 0 | 2486 |
| PEAK HR FACTOR : | 0.750 | 0.883 | 0.694 | 0.000 | 0.827 | 0.944 | 0.740 | 0.000 | 0.642 | 0.868 | 0.861 | 0.000 | 0.833 | 0.724 | 0.911 | 0.000 | 0.935 |
| | 0.876 | | | | 0.923 | | | | 0.729 | | | | 0.929 | | | | |

Malibu Canyon Rd & Seaver Dr/Civic Center Way

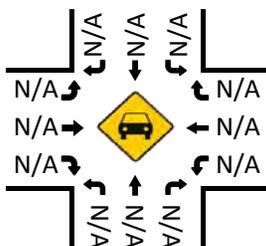
Peak Hour Turning Movement Count

ID: 18-05212-005
City: Malibu

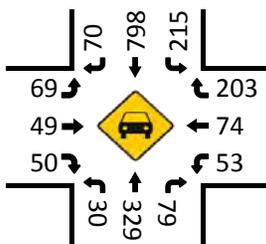
Day: Saturday
Date: 04/14/2018



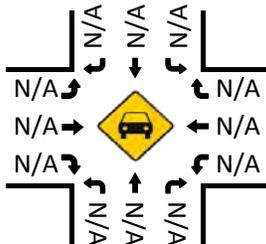
Total Vehicles (AM)



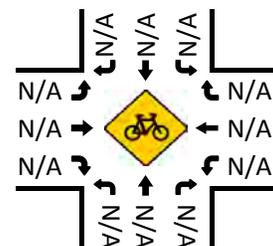
Total Vehicles (Noon)



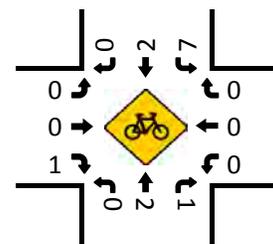
Total Vehicles (PM)



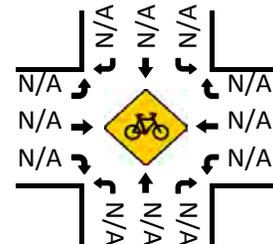
Bikes (AM)



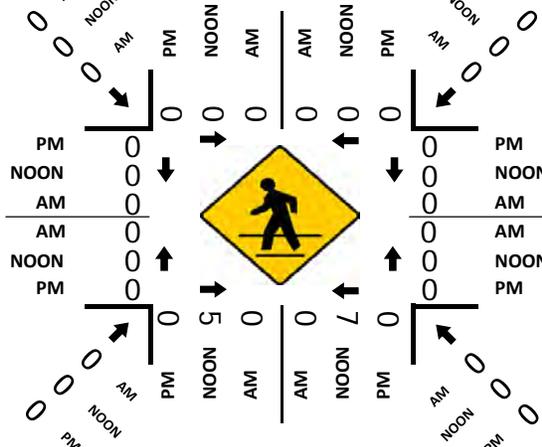
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
 City: Malibu
 Control: Signalized

Project ID: 18-05212-005
 Date: 2018-04-14

Total

| NS/EW Streets: | Malibu Canyon Rd | | | | Malibu Canyon Rd | | | | Seaver Dr/Civic Center Way | | | | Seaver Dr/Civic Center Way | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------------|---------|---------|---------|----------------------------|-----------|---------|---------|----------------------------|-----------|-----------|---------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | TOTAL |
| 12:00 PM | 8 | 79 | 14 | 0 | 49 | 184 | 22 | 0 | 6 | 18 | 11 | 0 | 5 | 20 | 40 | 1 | 457 |
| 12:15 PM | 3 | 67 | 7 | 0 | 56 | 195 | 13 | 0 | 8 | 6 | 9 | 0 | 7 | 14 | 42 | 1 | 428 |
| 12:30 PM | 10 | 68 | 16 | 0 | 72 | 225 | 12 | 0 | 12 | 11 | 13 | 0 | 11 | 13 | 34 | 0 | 497 |
| 12:45 PM | 8 | 71 | 16 | 0 | 68 | 191 | 21 | 0 | 18 | 11 | 20 | 0 | 8 | 15 | 35 | 0 | 482 |
| 1:00 PM | 8 | 69 | 13 | 0 | 47 | 200 | 11 | 0 | 15 | 18 | 18 | 0 | 9 | 16 | 57 | 0 | 481 |
| 1:15 PM | 7 | 75 | 17 | 0 | 57 | 204 | 8 | 0 | 20 | 10 | 10 | 0 | 18 | 24 | 46 | 0 | 496 |
| 1:30 PM | 6 | 97 | 21 | 0 | 59 | 208 | 26 | 1 | 17 | 9 | 12 | 0 | 15 | 15 | 53 | 1 | 540 |
| 1:45 PM | 9 | 88 | 28 | 0 | 52 | 186 | 25 | 0 | 17 | 12 | 10 | 0 | 11 | 19 | 47 | 0 | 504 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 59 | 614 | 132 | 0 | 460 | 1593 | 138 | 1 | 113 | 95 | 103 | 0 | 84 | 136 | 354 | 3 | 3885 |
| APPROACH %'s : | 7.33% | 76.27% | 16.40% | 0.00% | 20.99% | 72.67% | 6.30% | 0.05% | 36.33% | 30.55% | 33.12% | 0.00% | 14.56% | 23.57% | 61.35% | 0.52% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 30 | 329 | 79 | 0 | 215 | 798 | 70 | 1 | 69 | 49 | 50 | 0 | 53 | 74 | 203 | 1 | 2021 |
| PEAK HR FACTOR : | 0.833 | 0.848 | 0.705 | 0.000 | 0.911 | 0.959 | 0.673 | 0.250 | 0.863 | 0.681 | 0.694 | 0.000 | 0.736 | 0.771 | 0.890 | 0.250 | 0.936 |
| | 0.876 | | | | 0.922 | | | | 0.824 | | | | 0.940 | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd-Webb Way & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05340-008
 Date: 5/22/2018

Total

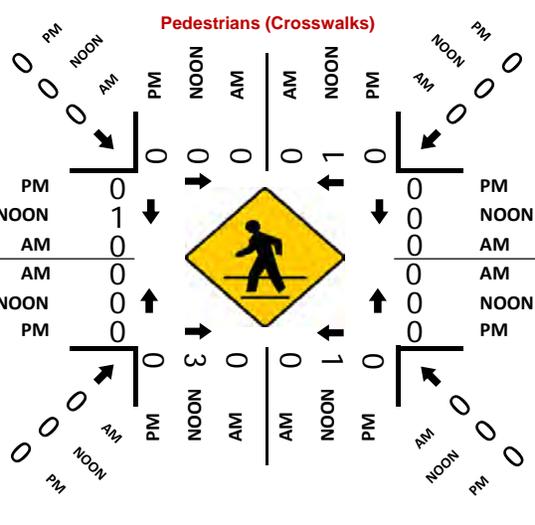
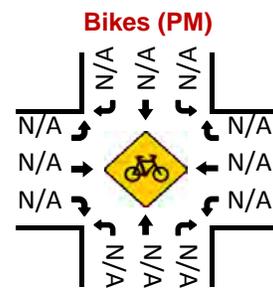
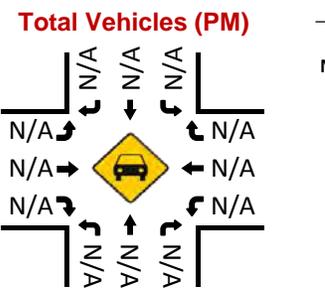
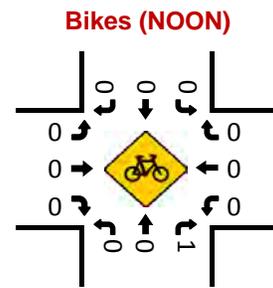
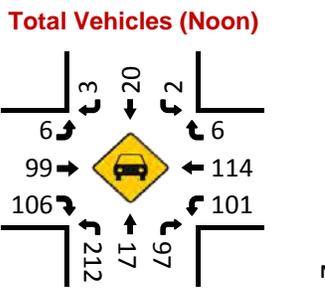
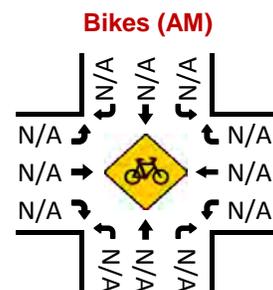
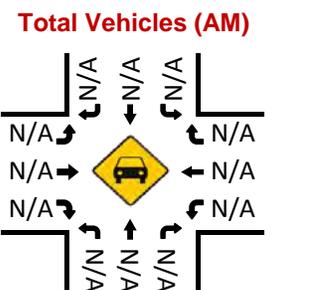
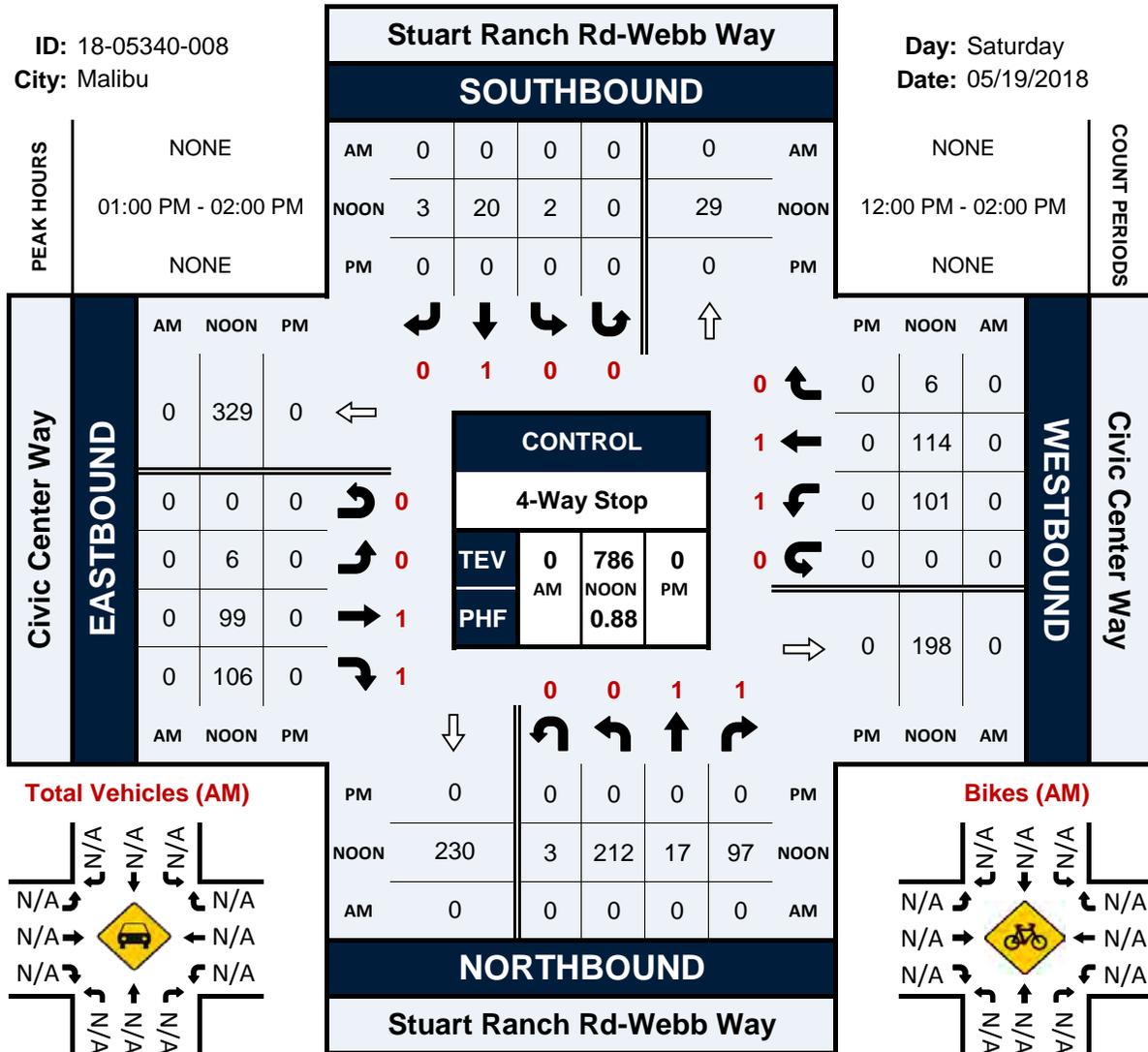
| NS/EW Streets: | Stuart Ranch Rd-Webb Way | | | | Stuart Ranch Rd-Webb Way | | | | Civic Center Way | | | | Civic Center Way | | | | |
|-------------------------|----------------------------|--------|--------|-------|--------------------------|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 42 | 10 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 39 | 0 | 6 | 4 | 3 | 0 | 163 |
| 7:15 AM | 45 | 7 | 16 | 0 | 1 | 0 | 0 | 0 | 3 | 28 | 18 | 0 | 11 | 17 | 2 | 0 | 148 |
| 7:30 AM | 65 | 25 | 19 | 0 | 0 | 1 | 0 | 0 | 5 | 16 | 14 | 0 | 9 | 10 | 3 | 0 | 167 |
| 7:45 AM | 56 | 14 | 13 | 0 | 0 | 2 | 0 | 0 | 2 | 25 | 25 | 0 | 17 | 13 | 3 | 0 | 170 |
| 8:00 AM | 54 | 10 | 21 | 0 | 1 | 3 | 0 | 0 | 6 | 21 | 20 | 0 | 19 | 13 | 0 | 0 | 168 |
| 8:15 AM | 99 | 10 | 36 | 0 | 1 | 1 | 1 | 0 | 3 | 10 | 23 | 0 | 13 | 18 | 2 | 0 | 217 |
| 8:30 AM | 78 | 5 | 24 | 0 | 0 | 1 | 1 | 0 | 2 | 36 | 52 | 0 | 11 | 12 | 2 | 0 | 224 |
| 8:45 AM | 65 | 14 | 28 | 1 | 4 | 6 | 0 | 0 | 3 | 28 | 28 | 0 | 14 | 16 | 2 | 0 | 209 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 504 | 95 | 175 | 1 | 7 | 14 | 2 | 0 | 30 | 199 | 219 | 0 | 100 | 103 | 17 | 0 | 1466 |
| | 65.03% | 12.26% | 22.58% | 0.13% | 30.43% | 60.87% | 8.70% | 0.00% | 6.70% | 44.42% | 48.88% | 0.00% | 45.45% | 46.82% | 7.73% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 296 | 39 | 109 | 1 | 6 | 11 | 2 | 0 | 14 | 95 | 123 | 0 | 57 | 59 | 6 | 0 | 818 |
| PEAK HR FACTOR : | 0.747 | 0.696 | 0.757 | 0.250 | 0.375 | 0.458 | 0.500 | 0.000 | 0.583 | 0.660 | 0.591 | 0.000 | 0.750 | 0.819 | 0.750 | 0.000 | 0.913 |
| | 0.767 | | | | 0.475 | | | | 0.644 | | | | 0.924 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 87 | 5 | 15 | 0 | 2 | 10 | 4 | 0 | 3 | 28 | 31 | 0 | 26 | 64 | 0 | 0 | 275 |
| 4:15 PM | 92 | 3 | 20 | 0 | 1 | 7 | 2 | 0 | 1 | 16 | 36 | 0 | 23 | 45 | 0 | 0 | 246 |
| 4:30 PM | 109 | 0 | 14 | 0 | 1 | 7 | 4 | 0 | 1 | 22 | 41 | 0 | 17 | 51 | 1 | 0 | 268 |
| 4:45 PM | 92 | 0 | 21 | 0 | 0 | 5 | 7 | 0 | 1 | 22 | 28 | 0 | 16 | 49 | 1 | 0 | 242 |
| 5:00 PM | 111 | 2 | 20 | 1 | 2 | 11 | 8 | 0 | 0 | 15 | 40 | 0 | 33 | 42 | 1 | 0 | 286 |
| 5:15 PM | 89 | 2 | 19 | 0 | 1 | 6 | 7 | 0 | 1 | 17 | 30 | 0 | 11 | 45 | 0 | 0 | 228 |
| 5:30 PM | 115 | 1 | 12 | 0 | 1 | 16 | 15 | 0 | 1 | 19 | 37 | 0 | 20 | 35 | 3 | 0 | 275 |
| 5:45 PM | 95 | 2 | 6 | 0 | 1 | 6 | 12 | 0 | 2 | 19 | 35 | 0 | 14 | 39 | 5 | 0 | 236 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 790 | 15 | 127 | 1 | 9 | 68 | 59 | 0 | 10 | 158 | 278 | 0 | 160 | 370 | 11 | 0 | 2056 |
| | 84.67% | 1.61% | 13.61% | 0.11% | 6.62% | 50.00% | 43.38% | 0.00% | 2.24% | 35.43% | 62.33% | 0.00% | 29.57% | 68.39% | 2.03% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 404 | 5 | 75 | 1 | 4 | 30 | 21 | 0 | 3 | 75 | 145 | 0 | 89 | 187 | 3 | 0 | 1042 |
| PEAK HR FACTOR : | 0.910 | 0.417 | 0.893 | 0.250 | 0.500 | 0.682 | 0.656 | 0.000 | 0.750 | 0.852 | 0.884 | 0.000 | 0.674 | 0.917 | 0.750 | 0.000 | 0.911 |
| | 0.905 | | | | 0.655 | | | | 0.871 | | | | 0.918 | | | | |

Stuart Ranch Rd-Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-008
City: Malibu

Day: Saturday
Date: 05/19/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd-Webb Way & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05340-008
 Date: 2018-05-19

Total

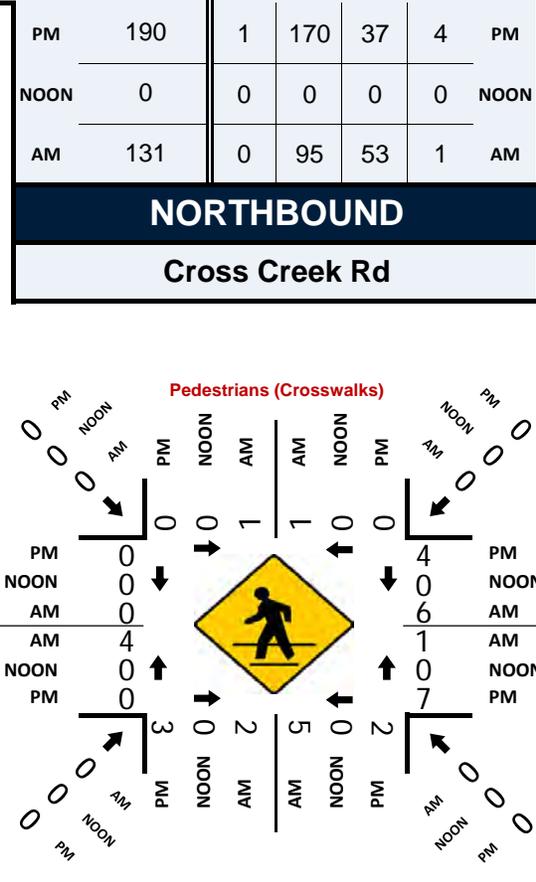
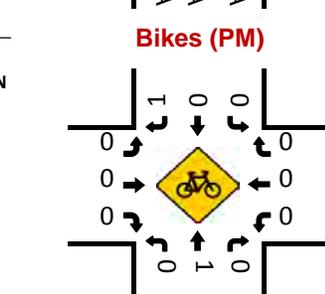
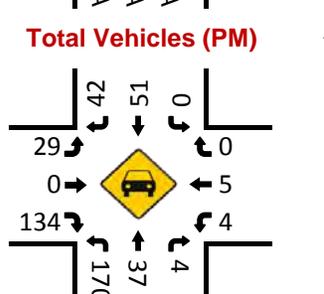
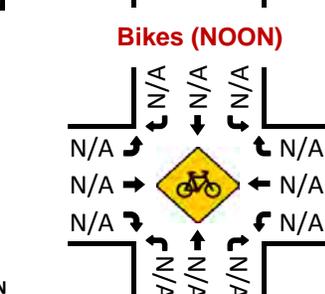
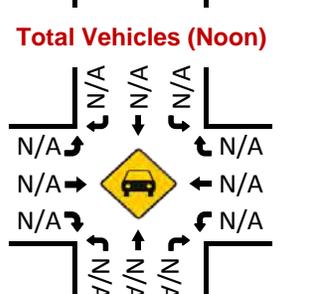
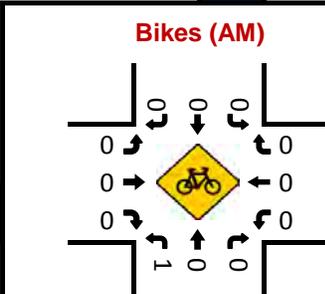
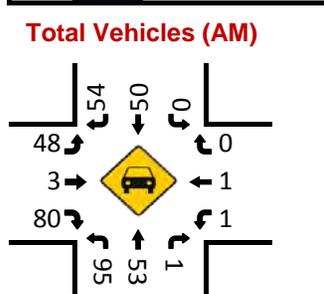
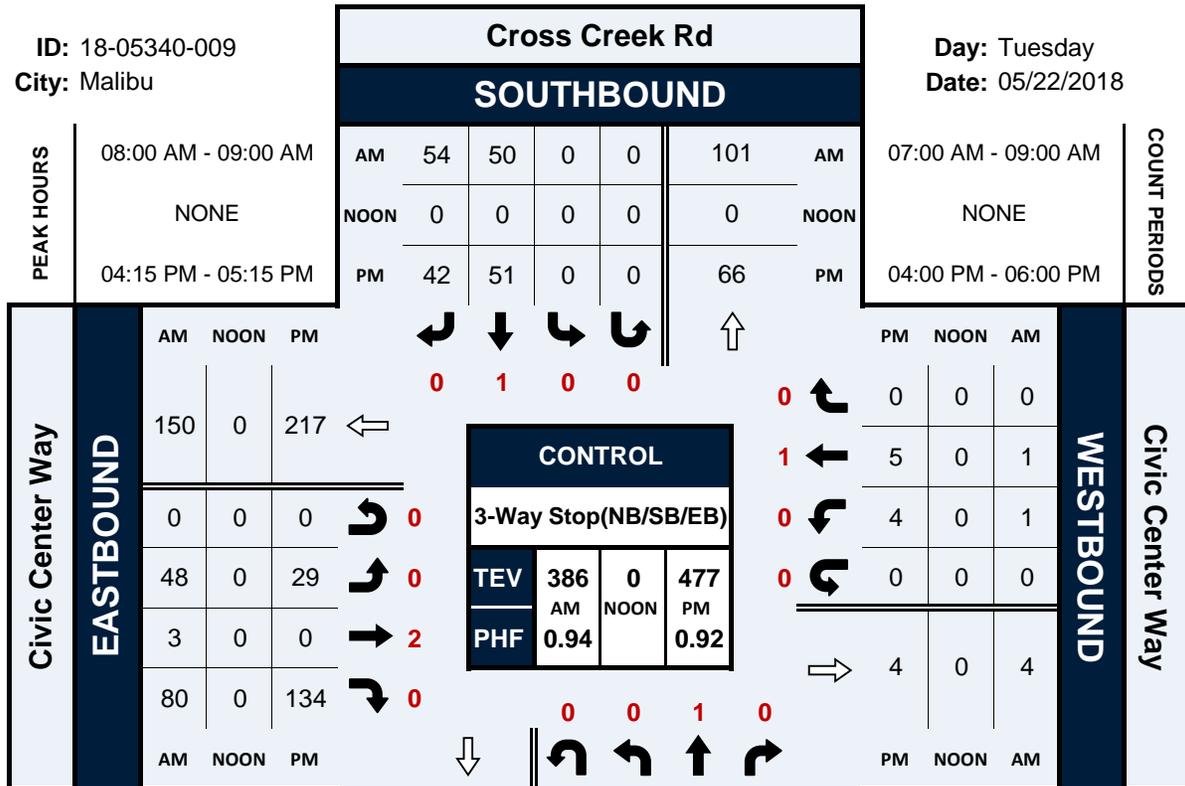
| NS/EW Streets: | Stuart Ranch Rd-Webb Way | | | | Stuart Ranch Rd-Webb Way | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL | | | | |
|-------------------------|--------------------------|-------|--------|-------|--------------------------|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|---|---|---|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | | | |
| NOON | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | | |
| 12:00 PM | 30 | 4 | 19 | 1 | 1 | 3 | 3 | 0 | 1 | 40 | 26 | 0 | 17 | 21 | 1 | 0 | | | | | 167 |
| 12:15 PM | 39 | 3 | 23 | 2 | 1 | 1 | 2 | 0 | 2 | 30 | 24 | 0 | 15 | 14 | 0 | 0 | | | | | 156 |
| 12:30 PM | 42 | 4 | 11 | 0 | 0 | 2 | 1 | 0 | 3 | 30 | 30 | 0 | 21 | 32 | 2 | 0 | | | | | 178 |
| 12:45 PM | 46 | 8 | 21 | 1 | 3 | 6 | 2 | 0 | 4 | 34 | 34 | 0 | 28 | 24 | 1 | 0 | | | | | 212 |
| 1:00 PM | 50 | 5 | 31 | 0 | 1 | 4 | 2 | 0 | 0 | 20 | 25 | 0 | 22 | 26 | 1 | 0 | | | | | 187 |
| 1:15 PM | 51 | 3 | 20 | 1 | 1 | 5 | 0 | 0 | 2 | 27 | 28 | 0 | 14 | 21 | 4 | 0 | | | | | 177 |
| 1:30 PM | 54 | 3 | 27 | 0 | 0 | 7 | 0 | 0 | 1 | 19 | 18 | 0 | 31 | 39 | 0 | 0 | | | | | 199 |
| 1:45 PM | 57 | 6 | 19 | 2 | 0 | 4 | 1 | 0 | 3 | 33 | 35 | 0 | 34 | 28 | 1 | 0 | | | | | 223 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | | TOTAL |
| | 369 | 36 | 171 | 7 | 7 | 32 | 11 | 0 | 16 | 233 | 220 | 0 | 182 | 205 | 10 | 0 | | | | | 1499 |
| APPROACH %'s : | 63.29% | 6.17% | 29.33% | 1.20% | 14.00% | 64.00% | 22.00% | 0.00% | 3.41% | 49.68% | 46.91% | 0.00% | 45.84% | 51.64% | 2.52% | 0.00% | | | | | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL | | | | |
| PEAK HR VOL : | 212 | 17 | 97 | 3 | 2 | 20 | 3 | 0 | 6 | 99 | 106 | 0 | 101 | 114 | 6 | 0 | | | | | 786 |
| PEAK HR FACTOR : | 0.930 | 0.708 | 0.782 | 0.375 | 0.500 | 0.714 | 0.375 | 0.000 | 0.500 | 0.750 | 0.757 | 0.000 | 0.743 | 0.731 | 0.375 | 0.000 | | | | | 0.881 |
| | 0.956 | | | | 0.893 | | | | 0.743 | | | | 0.789 | | | | | | | | |

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-009
City: Malibu

Day: Tuesday
Date: 05/22/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
 City: Malibu
 Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-05340-009
 Date: 5/22/2018

Total

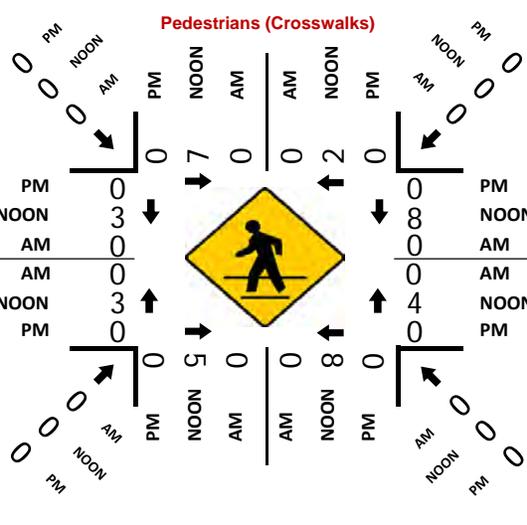
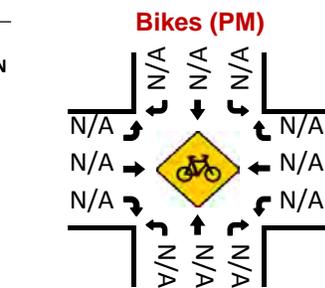
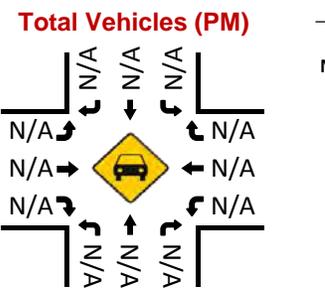
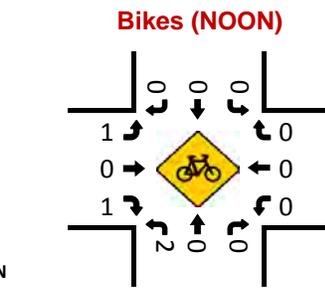
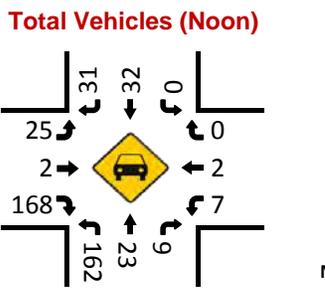
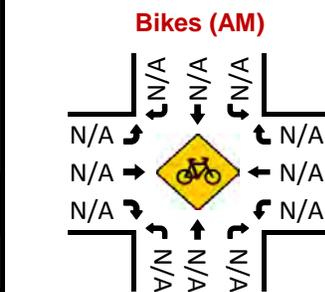
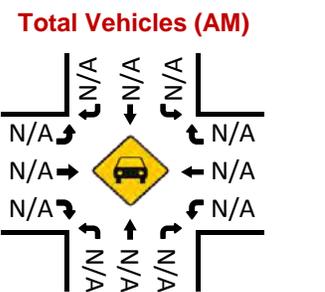
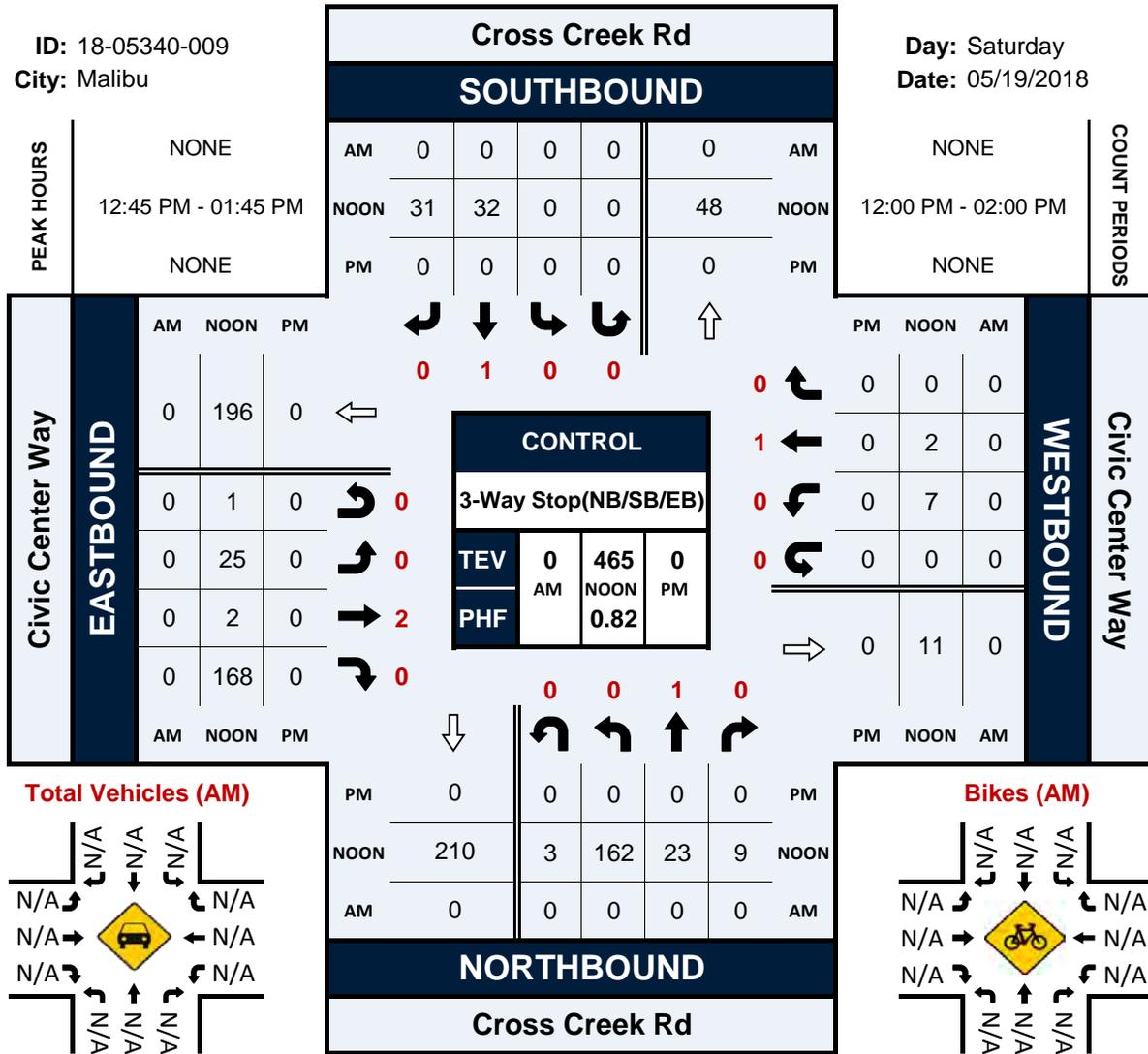
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Civic Center Way | | | | Civic Center Way | | | | |
|-------------------------|---------------------|--------|-------|-------|----------------|--------|--------|-------|------------------|-------|--------|-------|------------------|--------|--------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 14 | 12 | 0 | 0 | 0 | 6 | 14 | 0 | 16 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 89 |
| 7:15 AM | 13 | 16 | 0 | 0 | 0 | 8 | 6 | 0 | 9 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 73 |
| 7:30 AM | 24 | 6 | 2 | 0 | 0 | 6 | 9 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 80 |
| 7:45 AM | 18 | 7 | 1 | 1 | 0 | 7 | 10 | 0 | 24 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 89 |
| 8:00 AM | 19 | 11 | 0 | 0 | 0 | 10 | 17 | 0 | 11 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 86 |
| 8:15 AM | 20 | 11 | 1 | 0 | 0 | 14 | 16 | 0 | 14 | 1 | 21 | 0 | 1 | 0 | 0 | 0 | 99 |
| 8:30 AM | 33 | 17 | 0 | 0 | 0 | 13 | 6 | 0 | 9 | 1 | 18 | 0 | 0 | 1 | 0 | 0 | 98 |
| 8:45 AM | 23 | 14 | 0 | 0 | 0 | 13 | 15 | 0 | 14 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 103 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 164 | 94 | 4 | 1 | 0 | 77 | 93 | 0 | 113 | 4 | 164 | 0 | 1 | 1 | 1 | 0 | 717 |
| APPROACH %'s : | 62.36% | 35.74% | 1.52% | 0.38% | 0.00% | 45.29% | 54.71% | 0.00% | 40.21% | 1.42% | 58.36% | 0.00% | 33.33% | 33.33% | 33.33% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 95 | 53 | 1 | 0 | 0 | 50 | 54 | 0 | 48 | 3 | 80 | 0 | 1 | 1 | 0 | 0 | 386 |
| PEAK HR FACTOR : | 0.720 | 0.779 | 0.250 | 0.000 | 0.000 | 0.893 | 0.794 | 0.000 | 0.857 | 0.750 | 0.870 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.937 |
| | 0.745 | | | | 0.867 | | | | 0.862 | | | | 0.500 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 32 | 8 | 1 | 0 | 0 | 6 | 12 | 0 | 6 | 0 | 38 | 0 | 0 | 3 | 0 | 0 | 106 |
| 4:15 PM | 38 | 10 | 1 | 0 | 0 | 14 | 14 | 0 | 9 | 0 | 43 | 0 | 1 | 0 | 0 | 0 | 130 |
| 4:30 PM | 49 | 5 | 2 | 0 | 0 | 15 | 10 | 0 | 9 | 0 | 29 | 0 | 1 | 0 | 0 | 0 | 120 |
| 4:45 PM | 34 | 8 | 0 | 1 | 0 | 10 | 11 | 0 | 4 | 0 | 25 | 0 | 0 | 5 | 0 | 0 | 98 |
| 5:00 PM | 49 | 14 | 1 | 0 | 0 | 12 | 7 | 0 | 7 | 0 | 37 | 0 | 2 | 0 | 0 | 0 | 129 |
| 5:15 PM | 41 | 8 | 0 | 1 | 0 | 9 | 19 | 0 | 7 | 2 | 22 | 0 | 1 | 0 | 0 | 0 | 110 |
| 5:30 PM | 21 | 6 | 0 | 0 | 0 | 8 | 12 | 0 | 2 | 1 | 38 | 0 | 1 | 2 | 0 | 0 | 91 |
| 5:45 PM | 36 | 6 | 2 | 0 | 0 | 7 | 8 | 0 | 5 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 98 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 300 | 65 | 7 | 2 | 0 | 81 | 93 | 0 | 49 | 4 | 265 | 0 | 6 | 10 | 0 | 0 | 882 |
| APPROACH %'s : | 80.21% | 17.38% | 1.87% | 0.53% | 0.00% | 46.55% | 53.45% | 0.00% | 15.41% | 1.26% | 83.33% | 0.00% | 37.50% | 62.50% | 0.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 170 | 37 | 4 | 1 | 0 | 51 | 42 | 0 | 29 | 0 | 134 | 0 | 4 | 5 | 0 | 0 | 477 |
| PEAK HR FACTOR : | 0.867 | 0.661 | 0.500 | 0.250 | 0.000 | 0.850 | 0.750 | 0.000 | 0.806 | 0.000 | 0.779 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.917 |
| | 0.828 | | | | 0.830 | | | | 0.784 | | | | 0.450 | | | | |

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05340-009
City: Malibu

Day: Saturday
Date: 05/19/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
 City: Malibu
 Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-05340-009
 Date: 2018-05-19

Total

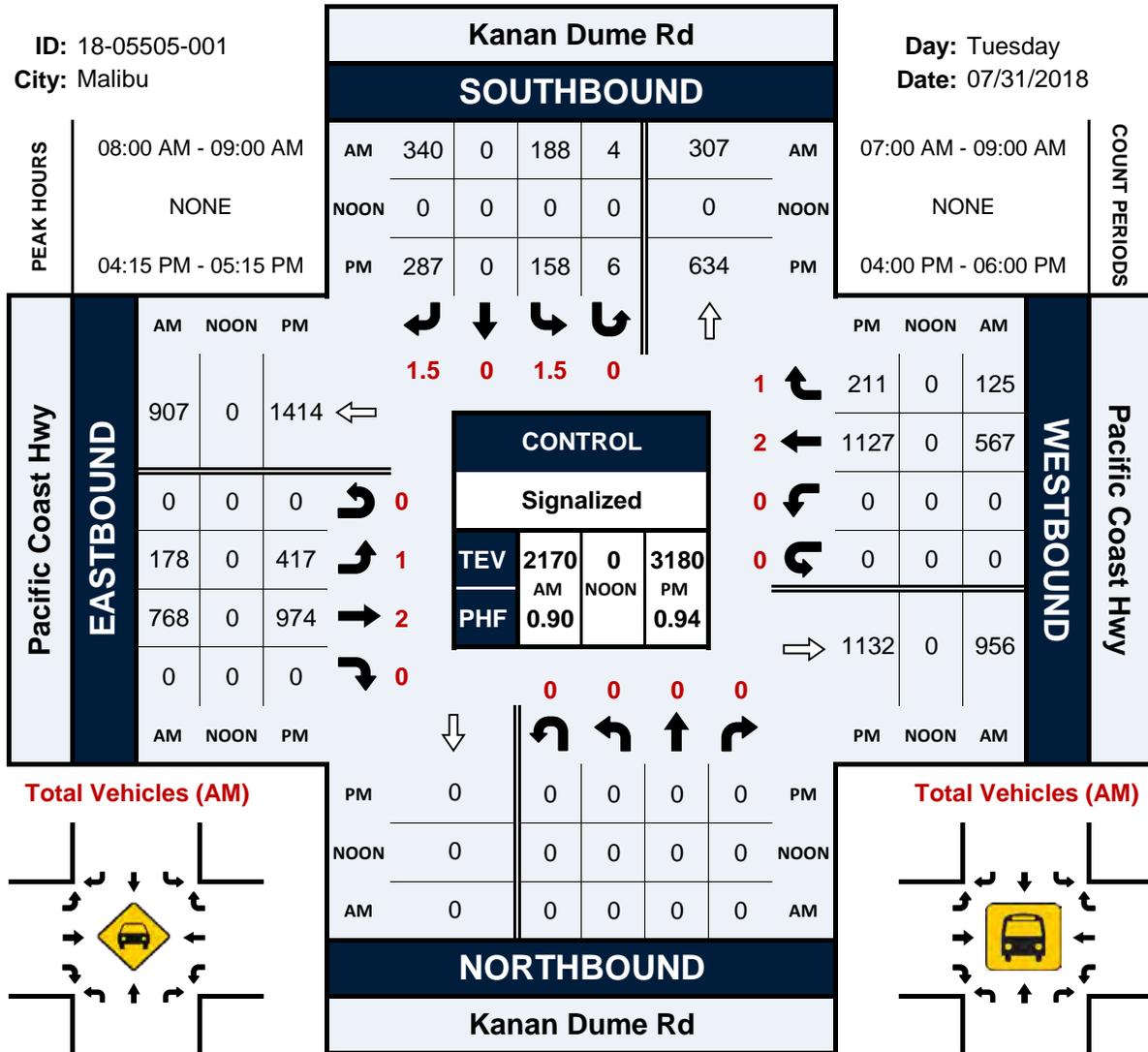
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL | | | |
|------------------|---------------------|--------|-------|-------|----------------|--------|--------|-------|------------------|-------|--------|-------|------------------|--------|-------|-------|-------|---|---|---|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | | |
| NOON | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | |
| 12:00 PM | 33 | 9 | 2 | 0 | 0 | 7 | 9 | 0 | 9 | 4 | 45 | 0 | 0 | 1 | 0 | 0 | | | | |
| 12:15 PM | 34 | 5 | 1 | 1 | 0 | 14 | 6 | 0 | 8 | 0 | 39 | 0 | 3 | 0 | 0 | 0 | | | | |
| 12:30 PM | 38 | 6 | 1 | 1 | 0 | 1 | 14 | 0 | 3 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | | | | |
| 12:45 PM | 45 | 7 | 2 | 1 | 0 | 12 | 8 | 0 | 6 | 1 | 55 | 0 | 4 | 0 | 0 | 0 | | | | |
| 1:00 PM | 33 | 5 | 3 | 0 | 0 | 8 | 6 | 0 | 6 | 0 | 46 | 0 | 0 | 1 | 0 | 0 | | | | |
| 1:15 PM | 35 | 6 | 1 | 0 | 0 | 7 | 8 | 0 | 9 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | | | | |
| 1:30 PM | 49 | 5 | 3 | 2 | 0 | 5 | 9 | 0 | 4 | 1 | 34 | 0 | 3 | 1 | 0 | 0 | | | | |
| 1:45 PM | 46 | 9 | 1 | 2 | 0 | 7 | 10 | 0 | 11 | 2 | 44 | 0 | 1 | 1 | 0 | 0 | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | | | |
| APPROACH %'s : | 313 | 52 | 14 | 7 | 0 | 61 | 70 | 0 | 56 | 9 | 323 | 1 | 11 | 4 | 0 | 0 | 921 | | | |
| | 81.09% | 13.47% | 3.63% | 1.81% | 0.00% | 46.56% | 53.44% | 0.00% | 14.40% | 2.31% | 83.03% | 0.26% | 73.33% | 26.67% | 0.00% | 0.00% | | | | |
| PEAK HR : | 12:45 PM - 01:45 PM | | | | | | | | | | | | | | | | TOTAL | | | |
| PEAK HR VOL : | 162 | 23 | 9 | 3 | 0 | 32 | 31 | 0 | 25 | 2 | 168 | 1 | 7 | 2 | 0 | 0 | 465 | | | |
| PEAK HR FACTOR : | 0.827 | 0.821 | 0.750 | 0.375 | 0.000 | 0.667 | 0.861 | 0.000 | 0.694 | 0.500 | 0.764 | 0.250 | 0.438 | 0.500 | 0.000 | 0.000 | 0.824 | | | |
| | 0.835 | | | | 0.788 | | | | 0.790 | | | | 0.563 | | | | | | | |

Kanan Dume Rd & Pacific Coast Hwy

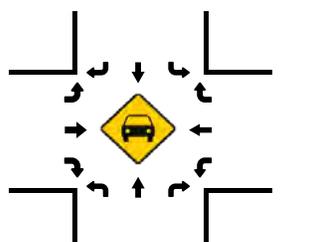
Peak Hour Turning Movement Count

ID: 18-05505-001
City: Malibu

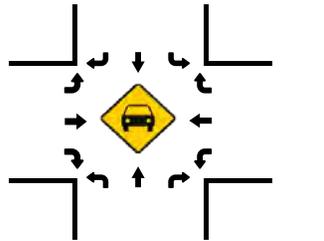
Day: Tuesday
Date: 07/31/2018



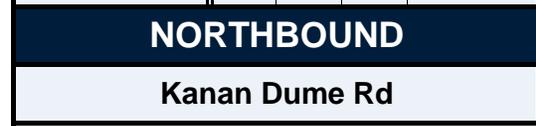
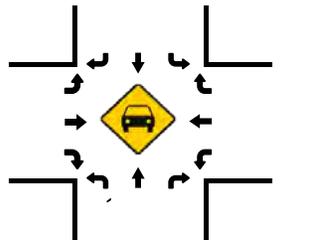
Total Vehicles (AM)



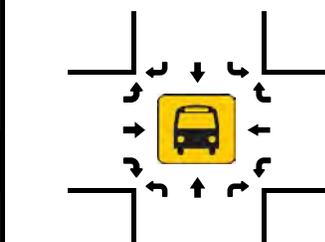
Total Vehicles (NOON)



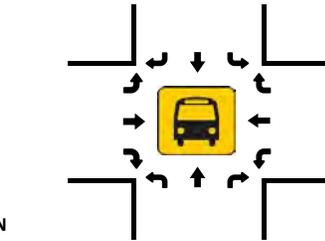
Total Vehicles (PM)



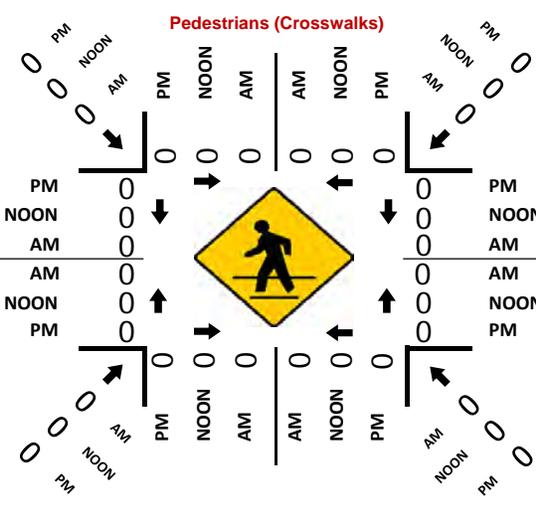
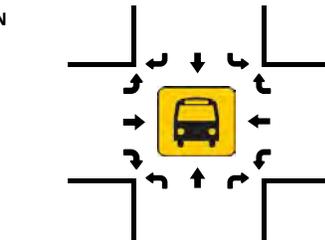
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-001
 Date: 7/31/2018

Total

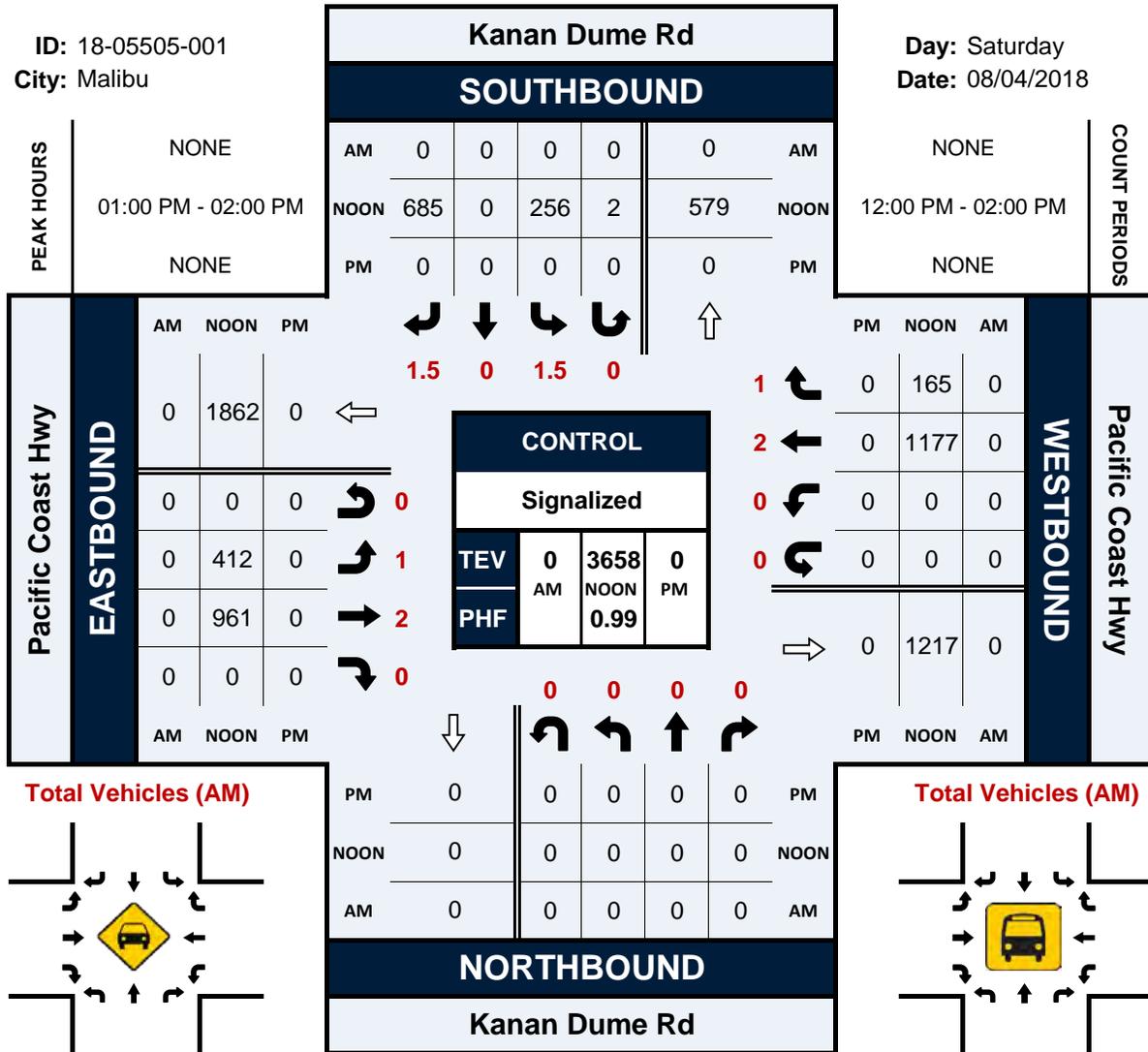
| NS/EW Streets: | Kanan Dume Rd | | | | Kanan Dume Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-------|-------|-------|---------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 53 | 0 | 59 | 1 | 38 | 167 | 0 | 0 | 0 | 100 | 13 | 0 | 431 |
| 7:15 AM | 0 | 0 | 0 | 0 | 63 | 0 | 58 | 2 | 30 | 179 | 0 | 0 | 0 | 108 | 15 | 0 | 455 |
| 7:30 AM | 0 | 0 | 0 | 0 | 56 | 0 | 56 | 2 | 32 | 192 | 0 | 0 | 0 | 114 | 18 | 0 | 470 |
| 7:45 AM | 0 | 0 | 0 | 0 | 36 | 0 | 78 | 0 | 22 | 161 | 0 | 0 | 0 | 135 | 23 | 0 | 455 |
| 8:00 AM | 0 | 0 | 0 | 0 | 54 | 0 | 61 | 2 | 33 | 191 | 0 | 0 | 0 | 121 | 32 | 0 | 494 |
| 8:15 AM | 0 | 0 | 0 | 0 | 42 | 0 | 77 | 2 | 55 | 190 | 0 | 0 | 0 | 157 | 32 | 0 | 555 |
| 8:30 AM | 0 | 0 | 0 | 0 | 39 | 0 | 93 | 0 | 46 | 175 | 0 | 0 | 0 | 137 | 27 | 0 | 517 |
| 8:45 AM | 0 | 0 | 0 | 0 | 53 | 0 | 109 | 0 | 44 | 212 | 0 | 0 | 0 | 152 | 34 | 0 | 604 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 396 | 0 | 591 | 9 | 300 | 1467 | 0 | 0 | 0 | 1024 | 194 | 0 | 3981 |
| | | | | | 39.76% | 0.00% | 59.34% | 0.90% | 16.98% | 83.02% | 0.00% | 0.00% | 0.00% | 84.07% | 15.93% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 188 | 0 | 340 | 4 | 178 | 768 | 0 | 0 | 0 | 567 | 125 | 0 | 2170 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.870 | 0.000 | 0.780 | 0.500 | 0.809 | 0.906 | 0.000 | 0.000 | 0.000 | 0.903 | 0.919 | 0.000 | 0.898 |
| | | | | | | 0.821 | | | | 0.924 | | | | 0.915 | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 43 | 0 | 70 | 1 | 105 | 234 | 0 | 0 | 0 | 317 | 45 | 0 | 815 |
| 4:15 PM | 0 | 0 | 0 | 0 | 45 | 0 | 54 | 1 | 110 | 231 | 0 | 0 | 0 | 308 | 55 | 0 | 804 |
| 4:30 PM | 0 | 0 | 0 | 0 | 35 | 0 | 88 | 3 | 99 | 246 | 0 | 0 | 0 | 258 | 53 | 0 | 782 |
| 4:45 PM | 0 | 0 | 0 | 0 | 37 | 0 | 68 | 0 | 92 | 231 | 0 | 0 | 0 | 270 | 48 | 0 | 746 |
| 5:00 PM | 0 | 0 | 0 | 0 | 41 | 0 | 77 | 2 | 116 | 266 | 0 | 0 | 0 | 291 | 55 | 0 | 848 |
| 5:15 PM | 0 | 0 | 0 | 0 | 34 | 0 | 87 | 1 | 96 | 223 | 0 | 0 | 0 | 287 | 64 | 0 | 792 |
| 5:30 PM | 0 | 0 | 0 | 0 | 36 | 0 | 73 | 4 | 81 | 193 | 0 | 0 | 0 | 253 | 52 | 0 | 692 |
| 5:45 PM | 0 | 0 | 0 | 0 | 32 | 0 | 76 | 0 | 94 | 217 | 0 | 0 | 0 | 263 | 49 | 0 | 731 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 303 | 0 | 593 | 12 | 793 | 1841 | 0 | 0 | 0 | 2247 | 421 | 0 | 6210 |
| | | | | | 33.37% | 0.00% | 65.31% | 1.32% | 30.11% | 69.89% | 0.00% | 0.00% | 0.00% | 84.22% | 15.78% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 158 | 0 | 287 | 6 | 417 | 974 | 0 | 0 | 0 | 1127 | 211 | 0 | 3180 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.878 | 0.000 | 0.815 | 0.500 | 0.899 | 0.915 | 0.000 | 0.000 | 0.000 | 0.915 | 0.959 | 0.000 | 0.938 |
| | | | | | | 0.895 | | | | 0.910 | | | | 0.921 | | | |

Kanan Dume Rd & Pacific Coast Hwy

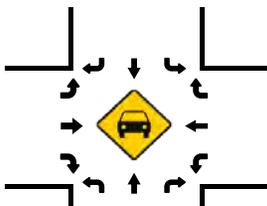
Peak Hour Turning Movement Count

ID: 18-05505-001
City: Malibu

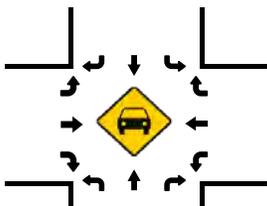
Day: Saturday
Date: 08/04/2018



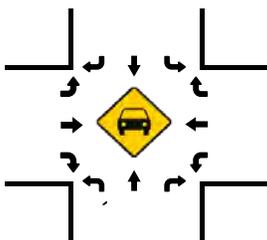
Total Vehicles (AM)



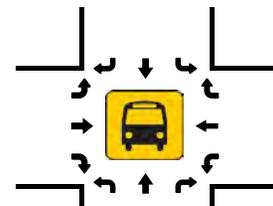
Total Vehicles (NOON)



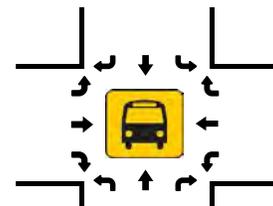
Total Vehicles (PM)



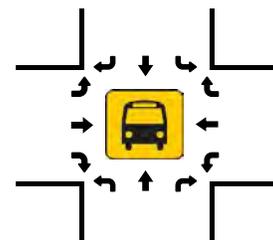
Total Vehicles (AM)



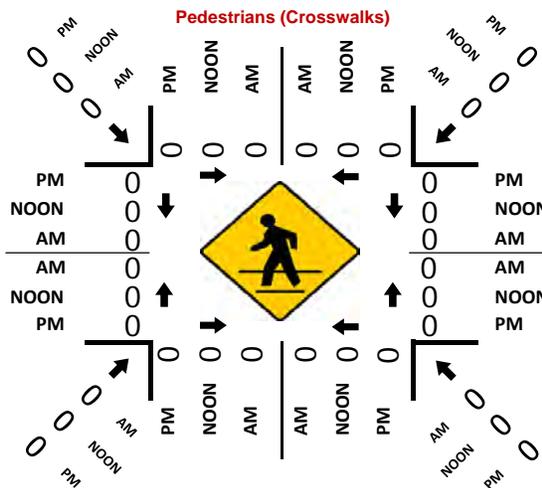
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kanan Dume Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-001
 Date: 2018-08-04

Total

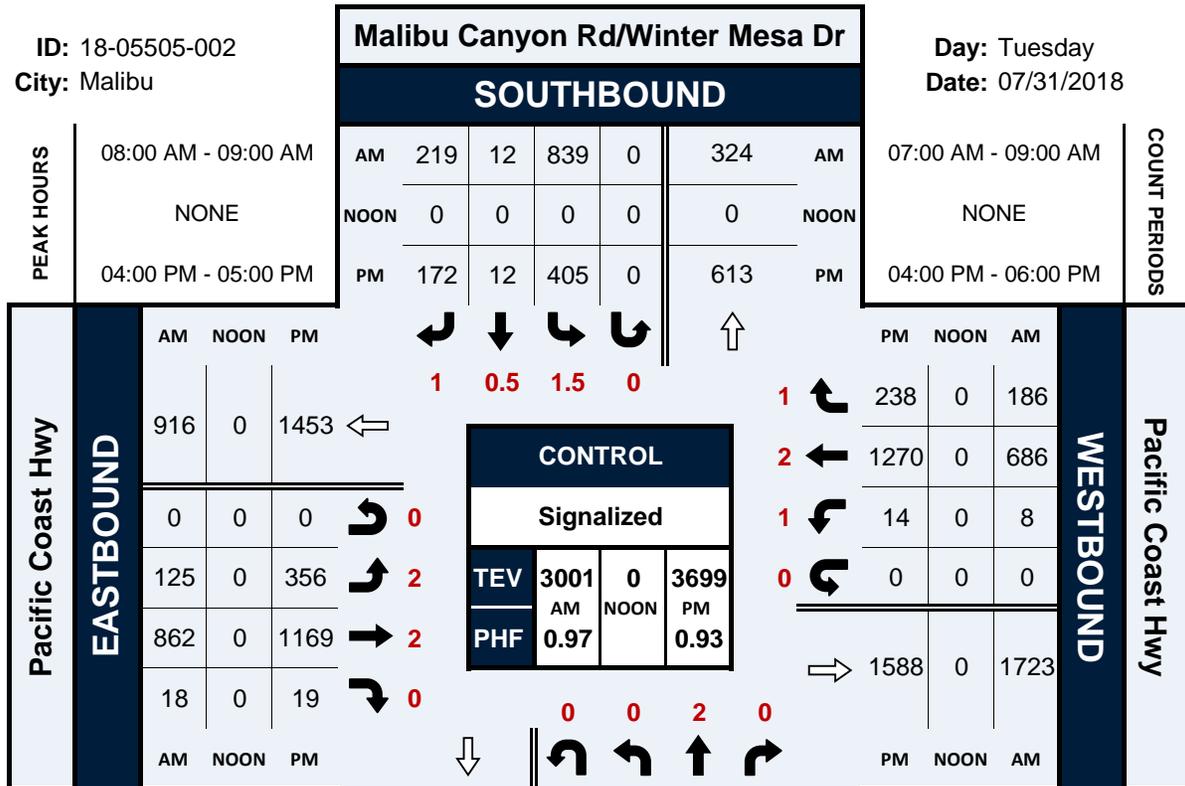
| NS/EW Streets: | Kanan Dume Rd | | | | Kanan Dume Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|------------------|---------------------|-------|-------|-------|---------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 0 | 0 | 0 | 1.5 | 0 | 1.5 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 0 | 0 | 0 | 0 | 61 | 0 | 178 | 0 | 77 | 241 | 0 | 0 | 0 | 283 | 47 | 0 | 887 |
| 12:15 PM | 0 | 0 | 0 | 0 | 53 | 0 | 196 | 2 | 62 | 214 | 0 | 0 | 0 | 309 | 31 | 0 | 867 |
| 12:30 PM | 0 | 0 | 0 | 0 | 51 | 0 | 200 | 2 | 103 | 238 | 0 | 0 | 0 | 287 | 45 | 0 | 926 |
| 12:45 PM | 0 | 0 | 0 | 0 | 45 | 0 | 169 | 2 | 90 | 242 | 0 | 0 | 0 | 300 | 46 | 0 | 894 |
| 1:00 PM | 0 | 0 | 0 | 0 | 63 | 0 | 180 | 0 | 100 | 242 | 0 | 0 | 0 | 306 | 37 | 0 | 928 |
| 1:15 PM | 0 | 0 | 0 | 0 | 64 | 0 | 163 | 1 | 80 | 251 | 0 | 0 | 0 | 294 | 42 | 0 | 895 |
| 1:30 PM | 0 | 0 | 0 | 0 | 68 | 0 | 189 | 1 | 106 | 219 | 0 | 0 | 0 | 290 | 42 | 0 | 915 |
| 1:45 PM | 0 | 0 | 0 | 0 | 61 | 0 | 153 | 0 | 126 | 249 | 0 | 0 | 0 | 287 | 44 | 0 | 920 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 466 | 0 | 1428 | 8 | 744 | 1896 | 0 | 0 | 0 | 2356 | 334 | 0 | 7232 |
| | | | | | 24.50% | 0.00% | 75.08% | 0.42% | 28.18% | 71.82% | 0.00% | 0.00% | 0.00% | 87.58% | 12.42% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 256 | 0 | 685 | 2 | 412 | 961 | 0 | 0 | 0 | 1177 | 165 | 0 | 3658 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.941 | 0.000 | 0.906 | 0.500 | 0.817 | 0.957 | 0.000 | 0.000 | 0.000 | 0.962 | 0.938 | 0.000 | 0.985 |
| | | | | | 0.914 | | | | 0.915 | | | | 0.978 | | | | |

Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy

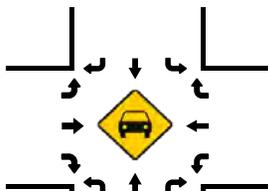
Peak Hour Turning Movement Count

ID: 18-05505-002
City: Malibu

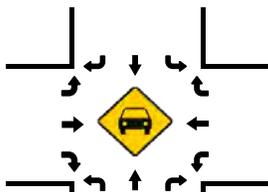
Day: Tuesday
Date: 07/31/2018



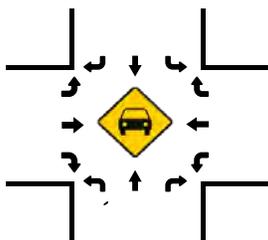
Total Vehicles (AM)



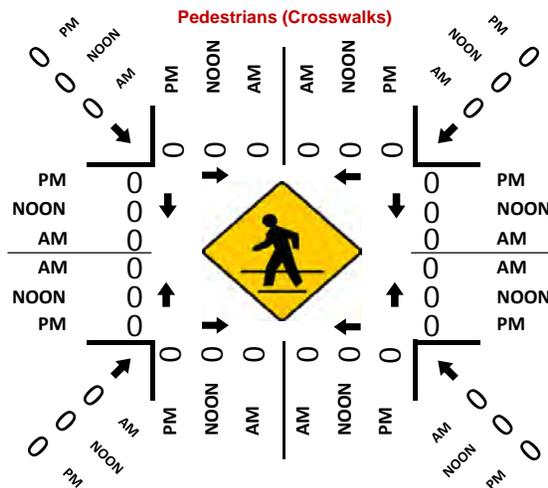
Total Vehicles (NOON)



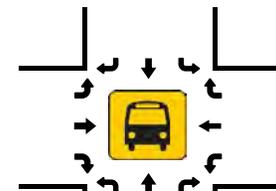
Total Vehicles (PM)



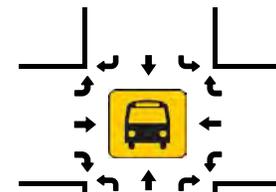
Malibu Canyon Rd/Winter Mesa Dr NORTHBOUND



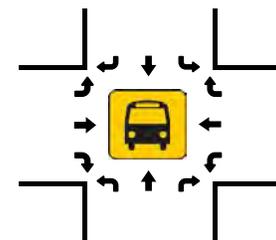
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-002
 Date: 7/31/2018

Total

| NS/EW Streets: | Malibu Canyon Rd/Winter Mesa Dr | | | | Malibu Canyon Rd/Winter Mesa Dr | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | | |
|-------------------------|---------------------------------|--------|--------|-------|---------------------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 7:00 AM | 2 | 0 | 1 | 0 | 247 | 2 | 54 | 0 | 15 | 203 | 7 | 0 | 6 | 139 | 16 | 0 | 692 | |
| 7:15 AM | 1 | 2 | 0 | 0 | 236 | 3 | 34 | 0 | 18 | 208 | 2 | 0 | 3 | 151 | 29 | 0 | 687 | |
| 7:30 AM | 1 | 1 | 3 | 0 | 226 | 3 | 51 | 0 | 19 | 223 | 5 | 0 | 1 | 137 | 45 | 0 | 715 | |
| 7:45 AM | 0 | 3 | 3 | 0 | 212 | 3 | 41 | 0 | 36 | 197 | 0 | 0 | 2 | 183 | 46 | 0 | 726 | |
| 8:00 AM | 7 | 4 | 10 | 0 | 210 | 4 | 38 | 0 | 24 | 215 | 6 | 0 | 5 | 171 | 50 | 0 | 744 | |
| 8:15 AM | 2 | 3 | 3 | 0 | 215 | 2 | 49 | 0 | 27 | 232 | 7 | 0 | 2 | 192 | 35 | 0 | 769 | |
| 8:30 AM | 1 | 4 | 6 | 0 | 214 | 4 | 65 | 0 | 32 | 194 | 1 | 0 | 0 | 145 | 48 | 0 | 714 | |
| 8:45 AM | 1 | 2 | 3 | 0 | 200 | 2 | 67 | 0 | 42 | 221 | 4 | 0 | 1 | 178 | 53 | 0 | 774 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 15 | 19 | 29 | 0 | 1760 | 23 | 399 | 0 | 213 | 1693 | 32 | 0 | 20 | 1296 | 322 | 0 | 5821 | |
| | 23.81% | 30.16% | 46.03% | 0.00% | 80.66% | 1.05% | 18.29% | 0.00% | 10.99% | 87.36% | 1.65% | 0.00% | 1.22% | 79.12% | 19.66% | 0.00% | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 13 | 22 | 0 | 839 | 12 | 219 | 0 | 125 | 862 | 18 | 0 | 8 | 686 | 186 | 0 | 3001 | |
| PEAK HR FACTOR : | 0.393 | 0.813 | 0.550 | 0.000 | 0.976 | 0.750 | 0.817 | 0.000 | 0.744 | 0.929 | 0.643 | 0.000 | 0.400 | 0.893 | 0.877 | 0.000 | 0.969 | |
| | 0.548 | | | | 0.945 | | | | 0.941 | | | | 0.948 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 4:00 PM | 1 | 7 | 5 | 0 | 95 | 5 | 41 | 0 | 107 | 319 | 5 | 0 | 2 | 331 | 76 | 0 | 994 | |
| 4:15 PM | 2 | 2 | 5 | 0 | 100 | 3 | 32 | 0 | 80 | 279 | 3 | 0 | 7 | 323 | 45 | 0 | 881 | |
| 4:30 PM | 5 | 4 | 2 | 0 | 98 | 3 | 40 | 0 | 78 | 275 | 6 | 0 | 3 | 324 | 57 | 0 | 895 | |
| 4:45 PM | 3 | 6 | 2 | 0 | 112 | 1 | 59 | 0 | 91 | 296 | 5 | 0 | 2 | 292 | 60 | 0 | 929 | |
| 5:00 PM | 2 | 4 | 11 | 0 | 117 | 3 | 67 | 0 | 81 | 303 | 6 | 0 | 5 | 281 | 68 | 0 | 948 | |
| 5:15 PM | 5 | 2 | 11 | 0 | 97 | 2 | 36 | 0 | 90 | 297 | 5 | 0 | 2 | 271 | 69 | 0 | 887 | |
| 5:30 PM | 3 | 4 | 3 | 0 | 107 | 1 | 48 | 0 | 50 | 206 | 3 | 0 | 4 | 314 | 72 | 0 | 815 | |
| 5:45 PM | 0 | 2 | 6 | 0 | 109 | 5 | 27 | 0 | 62 | 253 | 2 | 0 | 3 | 276 | 68 | 0 | 813 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 21 | 31 | 45 | 0 | 835 | 23 | 350 | 0 | 639 | 2228 | 35 | 0 | 28 | 2412 | 515 | 0 | 7162 | |
| | 21.65% | 31.96% | 46.39% | 0.00% | 69.12% | 1.90% | 28.97% | 0.00% | 22.02% | 76.77% | 1.21% | 0.00% | 0.95% | 81.62% | 17.43% | 0.00% | | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 19 | 14 | 0 | 405 | 12 | 172 | 0 | 356 | 1169 | 19 | 0 | 14 | 1270 | 238 | 0 | 3699 | |
| PEAK HR FACTOR : | 0.550 | 0.679 | 0.700 | 0.000 | 0.904 | 0.600 | 0.729 | 0.000 | 0.832 | 0.916 | 0.792 | 0.000 | 0.500 | 0.959 | 0.783 | 0.000 | 0.930 | |
| | 0.846 | | | | 0.856 | | | | 0.896 | | | | 0.930 | | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd/Winter Mesa Dr & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-002
 Date: 2018-08-04

Total

| NS/EW Streets: | Malibu Canyon Rd/Winter Mesa Dr | | | | Malibu Canyon Rd/Winter Mesa Dr | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------------------|--------|--------|-------|---------------------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 2 | 0 | 0 | 1.5 | 0.5 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 5 | 4 | 10 | 0 | 100 | 7 | 117 | 0 | 53 | 271 | 4 | 0 | 4 | 304 | 38 | 0 | 917 |
| 12:15 PM | 1 | 2 | 8 | 0 | 106 | 7 | 83 | 0 | 40 | 299 | 5 | 0 | 1 | 310 | 34 | 0 | 896 |
| 12:30 PM | 1 | 2 | 5 | 0 | 87 | 7 | 87 | 0 | 46 | 304 | 3 | 0 | 8 | 344 | 30 | 0 | 924 |
| 12:45 PM | 1 | 2 | 7 | 0 | 86 | 7 | 109 | 0 | 65 | 274 | 5 | 0 | 5 | 293 | 22 | 0 | 876 |
| 1:00 PM | 3 | 4 | 11 | 0 | 89 | 8 | 97 | 0 | 57 | 294 | 3 | 0 | 9 | 363 | 54 | 0 | 992 |
| 1:15 PM | 1 | 6 | 10 | 0 | 81 | 4 | 96 | 0 | 57 | 276 | 3 | 0 | 3 | 338 | 48 | 0 | 923 |
| 1:30 PM | 2 | 0 | 4 | 0 | 79 | 5 | 94 | 0 | 49 | 281 | 6 | 0 | 3 | 352 | 39 | 0 | 914 |
| 1:45 PM | 2 | 5 | 15 | 0 | 62 | 3 | 94 | 0 | 67 | 270 | 6 | 0 | 12 | 321 | 46 | 0 | 903 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 16 | 25 | 70 | 0 | 690 | 48 | 777 | 0 | 434 | 2269 | 35 | 0 | 45 | 2625 | 311 | 0 | 7345 |
| APPROACH %'s : | 14.41% | 22.52% | 63.06% | 0.00% | 45.54% | 3.17% | 51.29% | 0.00% | 15.85% | 82.87% | 1.28% | 0.00% | 1.51% | 88.06% | 10.43% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 8 | 15 | 40 | 0 | 311 | 20 | 381 | 0 | 230 | 1121 | 18 | 0 | 27 | 1374 | 187 | 0 | 3732 |
| PEAK HR FACTOR : | 0.667 | 0.625 | 0.667 | 0.000 | 0.874 | 0.625 | 0.982 | 0.000 | 0.858 | 0.953 | 0.750 | 0.000 | 0.563 | 0.946 | 0.866 | 0.000 | 0.941 |
| | 0.716 | | | | 0.918 | | | | 0.967 | | | | 0.932 | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-003
 Date: 7/31/2018

Total

| NS/EW Streets: | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | |
|-------------------------|---------------------|--------|--------|-------|------------|--------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 | 0.5 | 0.5 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 2 | 1 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 5 | 3 | 2 | 0 | 12 | 8 | 11 | 0 | 21 | 370 | 22 | 0 | 40 | 127 | 27 | 1 | 649 |
| 7:15 AM | 4 | 8 | 3 | 0 | 7 | 5 | 8 | 0 | 19 | 403 | 24 | 0 | 24 | 188 | 28 | 1 | 722 |
| 7:30 AM | 11 | 13 | 1 | 0 | 10 | 5 | 5 | 0 | 30 | 362 | 18 | 0 | 27 | 151 | 48 | 3 | 684 |
| 7:45 AM | 4 | 4 | 5 | 1 | 4 | 3 | 10 | 0 | 26 | 397 | 20 | 1 | 34 | 244 | 53 | 1 | 807 |
| 8:00 AM | 10 | 11 | 2 | 0 | 6 | 10 | 13 | 0 | 27 | 339 | 19 | 2 | 15 | 202 | 53 | 3 | 712 |
| 8:15 AM | 9 | 9 | 1 | 0 | 5 | 6 | 8 | 0 | 34 | 412 | 24 | 2 | 24 | 210 | 45 | 4 | 793 |
| 8:30 AM | 8 | 9 | 3 | 0 | 10 | 14 | 20 | 0 | 23 | 351 | 17 | 2 | 24 | 158 | 48 | 0 | 687 |
| 8:45 AM | 19 | 6 | 4 | 1 | 12 | 9 | 6 | 0 | 32 | 338 | 21 | 1 | 30 | 213 | 55 | 5 | 752 |
| TOTAL VOLUMES : | 70 | 63 | 21 | 2 | 66 | 60 | 81 | 0 | 212 | 2972 | 165 | 8 | 218 | 1493 | 357 | 18 | 5806 |
| APPROACH %'s : | 44.87% | 40.38% | 13.46% | 1.28% | 31.88% | 28.99% | 39.13% | 0.00% | 6.32% | 88.53% | 4.92% | 0.24% | 10.45% | 71.57% | 17.11% | 0.86% | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 31 | 33 | 11 | 1 | 25 | 33 | 51 | 0 | 110 | 1499 | 80 | 7 | 97 | 814 | 199 | 8 | 2999 |
| PEAK HR FACTOR : | 0.775 | 0.750 | 0.550 | 0.250 | 0.625 | 0.589 | 0.638 | 0.000 | 0.809 | 0.910 | 0.833 | 0.875 | 0.713 | 0.834 | 0.939 | 0.500 | 0.929 |
| | 0.826 | | | | 0.619 | | | | 0.898 | | | | 0.842 | | | | |

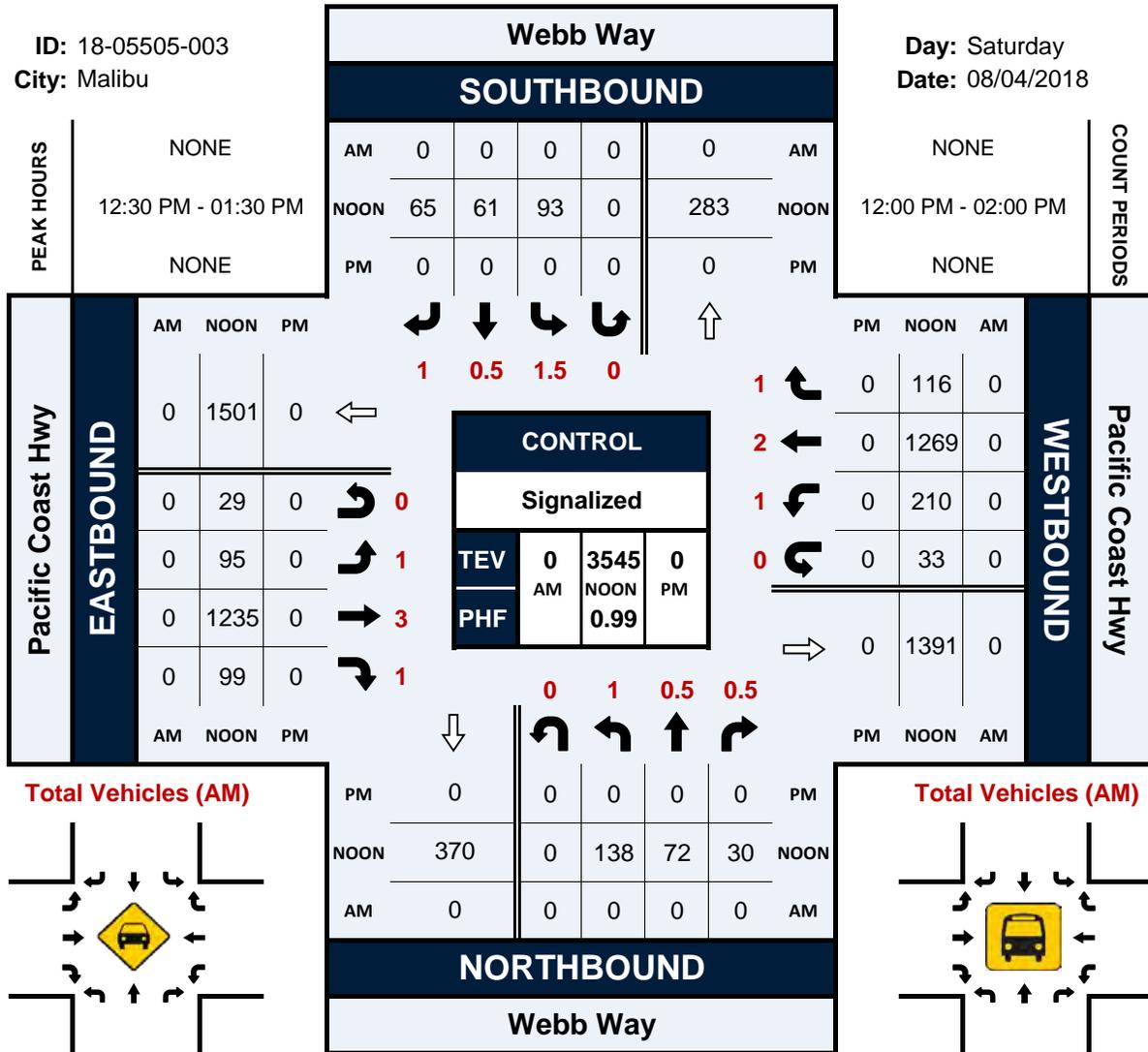
| NS/EW Streets: | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | |
|-------------------------|---------------------|--------|--------|-------|------------|--------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 1 | 0.5 | 0.5 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 2 | 1 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 29 | 29 | 6 | 1 | 43 | 18 | 28 | 0 | 17 | 356 | 11 | 5 | 26 | 325 | 81 | 6 | 981 |
| 4:15 PM | 29 | 24 | 7 | 0 | 25 | 14 | 16 | 0 | 19 | 355 | 19 | 7 | 56 | 331 | 70 | 10 | 982 |
| 4:30 PM | 30 | 16 | 13 | 1 | 31 | 27 | 14 | 0 | 12 | 310 | 16 | 9 | 38 | 300 | 93 | 3 | 913 |
| 4:45 PM | 28 | 11 | 10 | 1 | 23 | 17 | 18 | 0 | 24 | 350 | 17 | 5 | 43 | 321 | 81 | 6 | 955 |
| 5:00 PM | 29 | 25 | 5 | 0 | 42 | 22 | 20 | 0 | 23 | 363 | 17 | 4 | 22 | 298 | 78 | 5 | 953 |
| 5:15 PM | 38 | 27 | 9 | 0 | 28 | 18 | 9 | 0 | 24 | 360 | 12 | 9 | 38 | 286 | 93 | 7 | 958 |
| 5:30 PM | 28 | 17 | 7 | 0 | 40 | 14 | 19 | 0 | 7 | 308 | 9 | 5 | 33 | 348 | 100 | 10 | 945 |
| 5:45 PM | 29 | 16 | 7 | 0 | 34 | 16 | 14 | 0 | 21 | 280 | 18 | 9 | 37 | 276 | 83 | 2 | 842 |
| TOTAL VOLUMES : | 240 | 165 | 64 | 3 | 266 | 146 | 138 | 0 | 147 | 2682 | 119 | 53 | 293 | 2485 | 679 | 49 | 7529 |
| APPROACH %'s : | 50.85% | 34.96% | 13.56% | 0.64% | 48.36% | 26.55% | 25.09% | 0.00% | 4.90% | 89.37% | 3.97% | 1.77% | 8.36% | 70.88% | 19.37% | 1.40% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 116 | 80 | 36 | 3 | 122 | 76 | 76 | 0 | 72 | 1371 | 63 | 26 | 163 | 1277 | 325 | 25 | 3831 |
| PEAK HR FACTOR : | 0.967 | 0.690 | 0.692 | 0.750 | 0.709 | 0.704 | 0.679 | 0.000 | 0.750 | 0.963 | 0.829 | 0.722 | 0.728 | 0.965 | 0.874 | 0.625 | 0.975 |
| | 0.904 | | | | 0.770 | | | | 0.958 | | | | 0.958 | | | | |

Webb Way & Pacific Coast Hwy

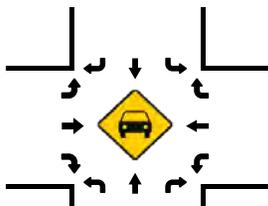
Peak Hour Turning Movement Count

ID: 18-05505-003
City: Malibu

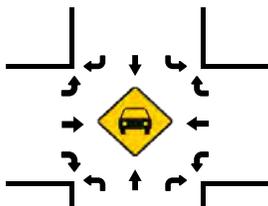
Day: Saturday
Date: 08/04/2018



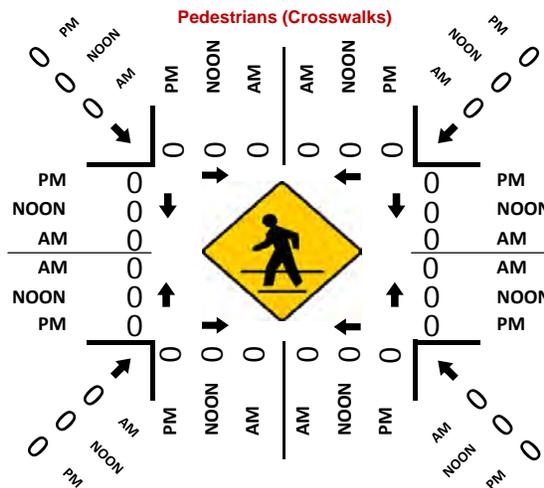
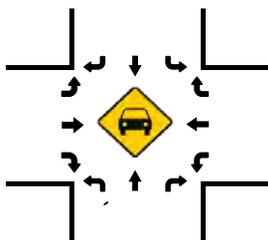
Total Vehicles (AM)



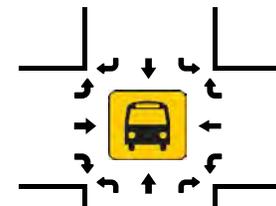
Total Vehicles (NOON)



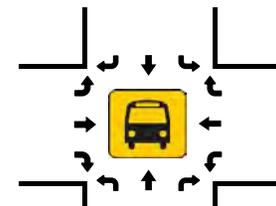
Total Vehicles (PM)



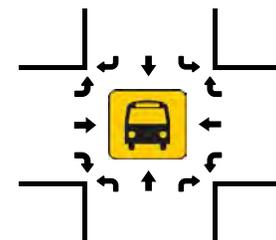
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Webb Way & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-003
 Date: 2018-08-04

Total

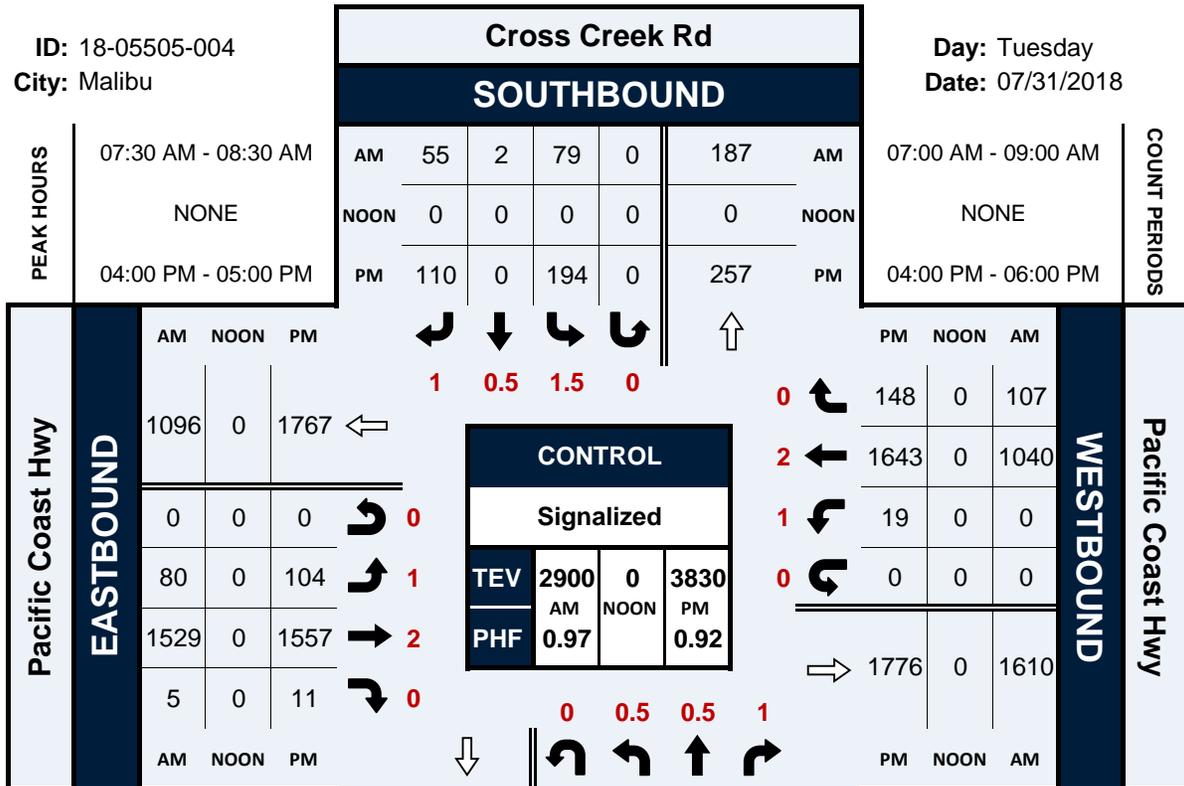
| NS/EW Streets: | Webb Way | | | | Webb Way | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|--------|--------|-------|------------|--------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 1 | 0.5 | 0.5 | 0 | 1.5 | 0.5 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 34 | 16 | 5 | 1 | 20 | 20 | 7 | 0 | 21 | 323 | 16 | 8 | 65 | 306 | 31 | 10 | 883 |
| 12:15 PM | 22 | 17 | 7 | 0 | 20 | 32 | 15 | 0 | 24 | 322 | 38 | 4 | 34 | 284 | 40 | 6 | 865 |
| 12:30 PM | 44 | 19 | 10 | 0 | 22 | 16 | 10 | 0 | 28 | 304 | 26 | 10 | 63 | 314 | 20 | 13 | 899 |
| 12:45 PM | 32 | 19 | 4 | 0 | 18 | 14 | 22 | 0 | 27 | 329 | 25 | 5 | 39 | 309 | 25 | 7 | 875 |
| 1:00 PM | 33 | 21 | 11 | 0 | 27 | 19 | 22 | 0 | 27 | 271 | 24 | 9 | 59 | 310 | 39 | 7 | 879 |
| 1:15 PM | 29 | 13 | 5 | 0 | 26 | 12 | 11 | 0 | 13 | 331 | 24 | 5 | 49 | 336 | 32 | 6 | 892 |
| 1:30 PM | 29 | 30 | 6 | 0 | 27 | 21 | 19 | 0 | 18 | 171 | 46 | 16 | 45 | 300 | 36 | 8 | 772 |
| 1:45 PM | 33 | 26 | 9 | 0 | 13 | 27 | 21 | 0 | 20 | 211 | 62 | 7 | 34 | 341 | 44 | 5 | 853 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 256 | 161 | 57 | 1 | 173 | 161 | 127 | 0 | 178 | 2262 | 261 | 64 | 388 | 2500 | 267 | 62 | 6918 |
| APPROACH %'s : | 53.89% | 33.89% | 12.00% | 0.21% | 37.53% | 34.92% | 27.55% | 0.00% | 6.44% | 81.81% | 9.44% | 2.31% | 12.06% | 77.71% | 8.30% | 1.93% | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 138 | 72 | 30 | 0 | 93 | 61 | 65 | 0 | 95 | 1235 | 99 | 29 | 210 | 1269 | 116 | 33 | 3545 |
| PEAK HR FACTOR : | 0.784 | 0.857 | 0.682 | 0.000 | 0.861 | 0.803 | 0.739 | 0.000 | 0.848 | 0.933 | 0.952 | 0.725 | 0.833 | 0.944 | 0.744 | 0.635 | 0.986 |
| | 0.822 | | | | 0.805 | | | | 0.944 | | | | 0.962 | | | | |

Cross Creek Rd & Pacific Coast Hwy

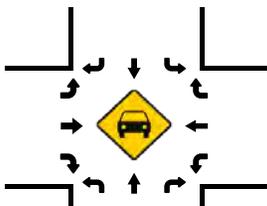
Peak Hour Turning Movement Count

ID: 18-05505-004
City: Malibu

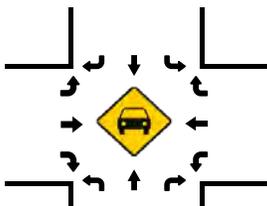
Day: Tuesday
Date: 07/31/2018



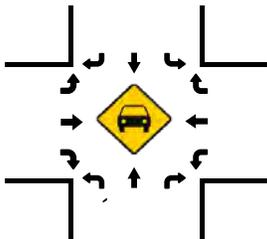
Total Vehicles (AM)



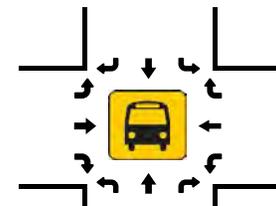
Total Vehicles (NOON)



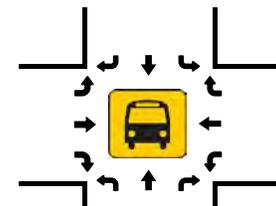
Total Vehicles (PM)



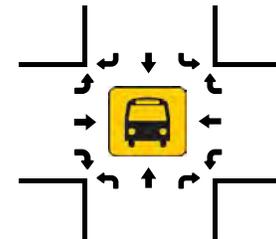
Total Vehicles (AM)



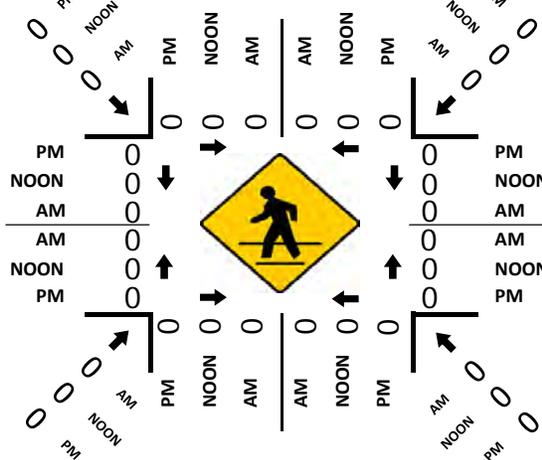
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-004
 Date: 7/31/2018

Total

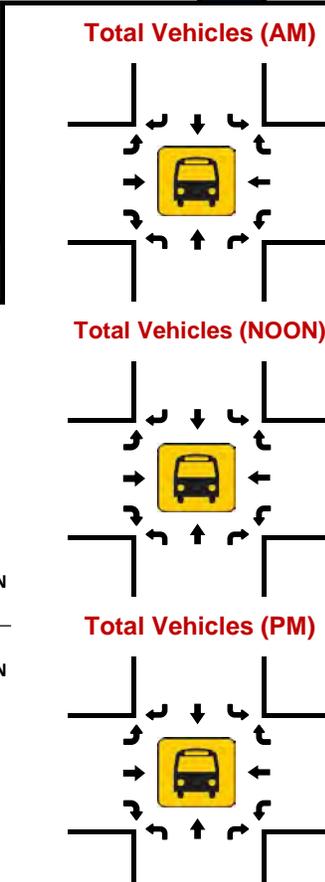
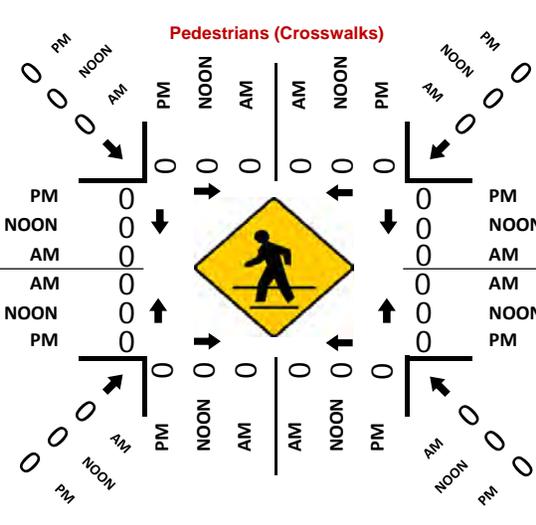
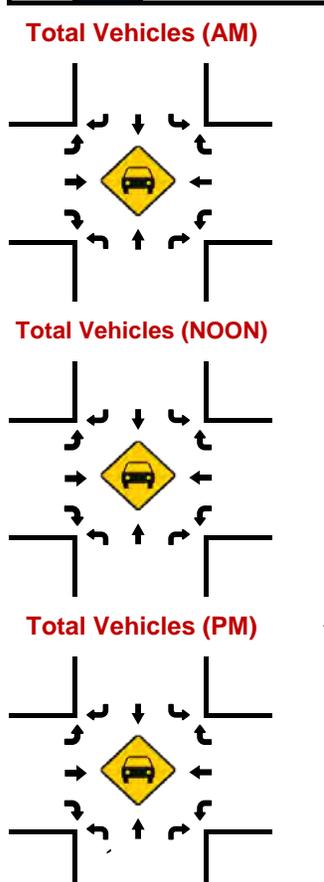
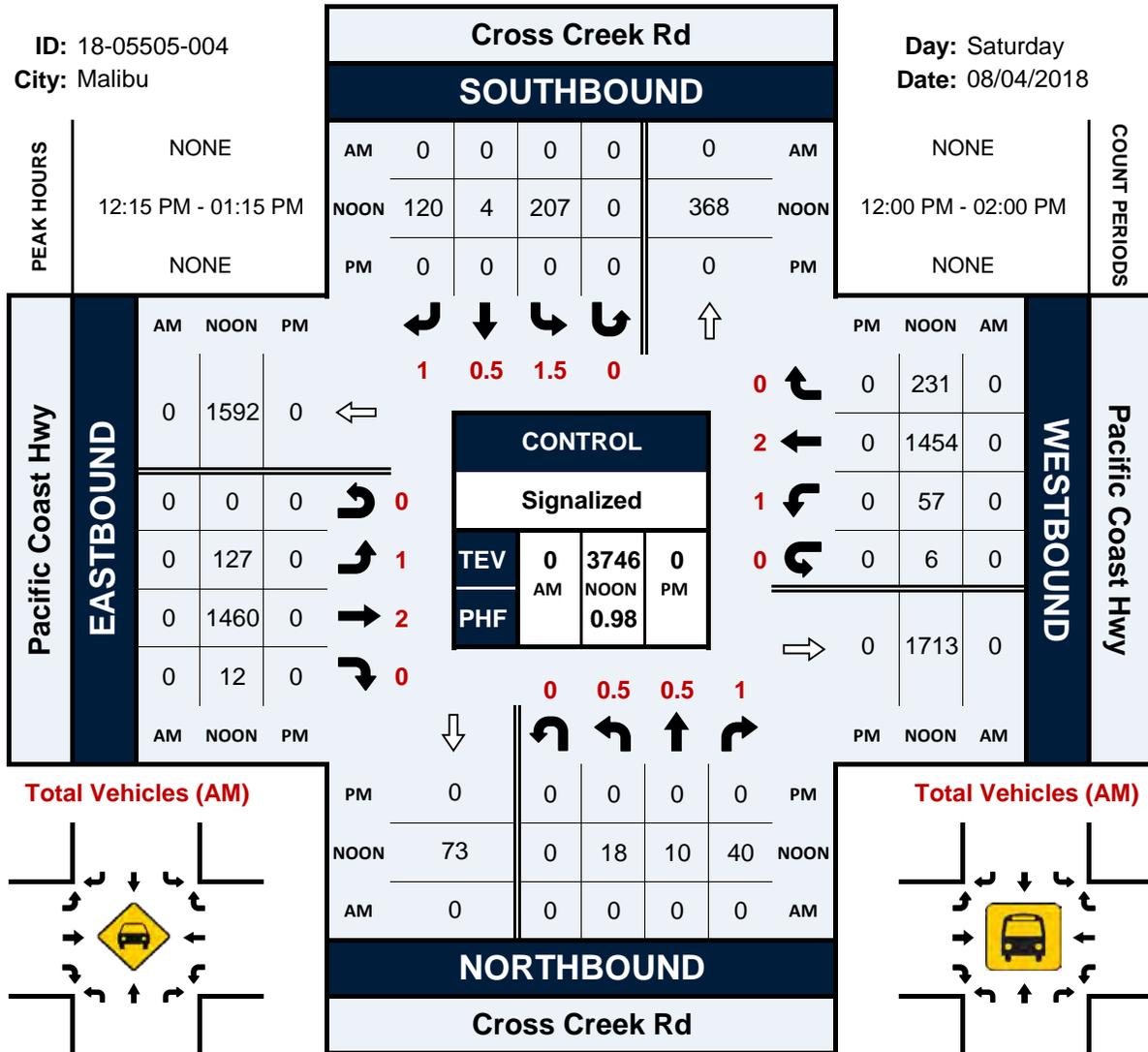
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | |
|-------------------------|---------------------|-----------|---------|-----------|----------------|-----------|---------|---------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 0.5 NL | 0.5 NT | 1 NR | 0 NU | 1.5 SL | 0.5 ST | 1 SR | 0 SU | 1 EL | 2 ET | 0 ER | 0 EU | 1 WL | 2 WT | 0 WR | 0 WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 23 | 0 | 5 | 0 | 7 | 422 | 0 | 0 | 0 | 181 | 24 | 0 | 662 |
| 7:15 AM | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 0 | 11 | 366 | 0 | 0 | 0 | 239 | 28 | 0 | 666 |
| 7:30 AM | 0 | 0 | 2 | 0 | 25 | 0 | 12 | 0 | 16 | 416 | 2 | 0 | 0 | 242 | 31 | 0 | 746 |
| 7:45 AM | 0 | 0 | 0 | 0 | 17 | 0 | 18 | 0 | 26 | 379 | 0 | 0 | 0 | 283 | 20 | 0 | 743 |
| 8:00 AM | 0 | 0 | 0 | 0 | 13 | 2 | 13 | 0 | 12 | 383 | 2 | 0 | 0 | 238 | 16 | 0 | 679 |
| 8:15 AM | 1 | 0 | 0 | 0 | 24 | 0 | 12 | 0 | 26 | 351 | 1 | 0 | 0 | 277 | 40 | 0 | 732 |
| 8:30 AM | 1 | 0 | 0 | 0 | 20 | 0 | 16 | 0 | 30 | 388 | 2 | 0 | 0 | 217 | 29 | 0 | 703 |
| 8:45 AM | 0 | 0 | 2 | 0 | 32 | 2 | 25 | 0 | 26 | 327 | 2 | 0 | 1 | 278 | 32 | 0 | 727 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 2 | 0 | 4 | 0 | 168 | 4 | 109 | 0 | 154 | 3032 | 9 | 0 | 1 | 1955 | 220 | 0 | 5658 |
| | 33.33% | 0.00% | 66.67% | 0.00% | 59.79% | 1.42% | 38.79% | 0.00% | 4.82% | 94.90% | 0.28% | 0.00% | 0.05% | 89.84% | 10.11% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 2 | 0 | 79 | 2 | 55 | 0 | 80 | 1529 | 5 | 0 | 0 | 1040 | 107 | 0 | 2900 |
| PEAK HR FACTOR : | 0.250 | 0.000 | 0.250 | 0.000 | 0.790 | 0.250 | 0.764 | 0.000 | 0.769 | 0.919 | 0.625 | 0.000 | 0.000 | 0.919 | 0.669 | 0.000 | 0.972 |
| | 0.375 | | | | 0.919 | | | | 0.930 | | | | 0.905 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| 0.5 NL | 0.5 NT | 1 NR | 0 NU | 1.5 SL | 0.5 ST | 1 SR | 0 SU | 1 EL | 2 ET | 0 ER | 0 EU | 1 WL | 2 WT | 0 WR | 0 WU | | |
| 4:00 PM | 2 | 0 | 5 | 0 | 43 | 0 | 32 | 0 | 25 | 451 | 3 | 0 | 11 | 438 | 36 | 0 | 1046 |
| 4:15 PM | 1 | 0 | 14 | 0 | 49 | 0 | 31 | 0 | 28 | 396 | 1 | 0 | 6 | 394 | 44 | 0 | 964 |
| 4:30 PM | 5 | 0 | 2 | 0 | 51 | 0 | 28 | 0 | 31 | 370 | 0 | 0 | 1 | 398 | 36 | 0 | 922 |
| 4:45 PM | 6 | 5 | 4 | 0 | 51 | 0 | 19 | 0 | 20 | 340 | 7 | 0 | 1 | 413 | 32 | 0 | 898 |
| 5:00 PM | 1 | 0 | 6 | 0 | 56 | 0 | 31 | 0 | 30 | 436 | 2 | 0 | 8 | 417 | 43 | 0 | 1030 |
| 5:15 PM | 3 | 1 | 1 | 0 | 50 | 0 | 32 | 0 | 37 | 389 | 4 | 0 | 3 | 356 | 23 | 0 | 899 |
| 5:30 PM | 0 | 0 | 3 | 0 | 39 | 3 | 25 | 0 | 19 | 359 | 2 | 0 | 4 | 479 | 43 | 0 | 976 |
| 5:45 PM | 4 | 1 | 7 | 0 | 38 | 0 | 28 | 0 | 17 | 320 | 3 | 0 | 4 | 354 | 38 | 0 | 814 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 22 | 7 | 42 | 0 | 377 | 3 | 226 | 0 | 207 | 3061 | 22 | 0 | 38 | 3249 | 295 | 0 | 7549 |
| | 30.99% | 9.86% | 59.15% | 0.00% | 62.21% | 0.50% | 37.29% | 0.00% | 6.29% | 93.04% | 0.67% | 0.00% | 1.06% | 90.70% | 8.24% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 14 | 5 | 25 | 0 | 194 | 0 | 110 | 0 | 104 | 1557 | 11 | 0 | 19 | 1643 | 148 | 0 | 3830 |
| PEAK HR FACTOR : | 0.583 | 0.250 | 0.446 | 0.000 | 0.951 | 0.000 | 0.859 | 0.000 | 0.839 | 0.863 | 0.393 | 0.000 | 0.432 | 0.938 | 0.841 | 0.000 | 0.915 |
| | 0.733 | | | | 0.950 | | | | 0.873 | | | | 0.933 | | | | |

Cross Creek Rd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-004
City: Malibu

Day: Saturday
Date: 08/04/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-004
 Date: 2018-08-04

Total

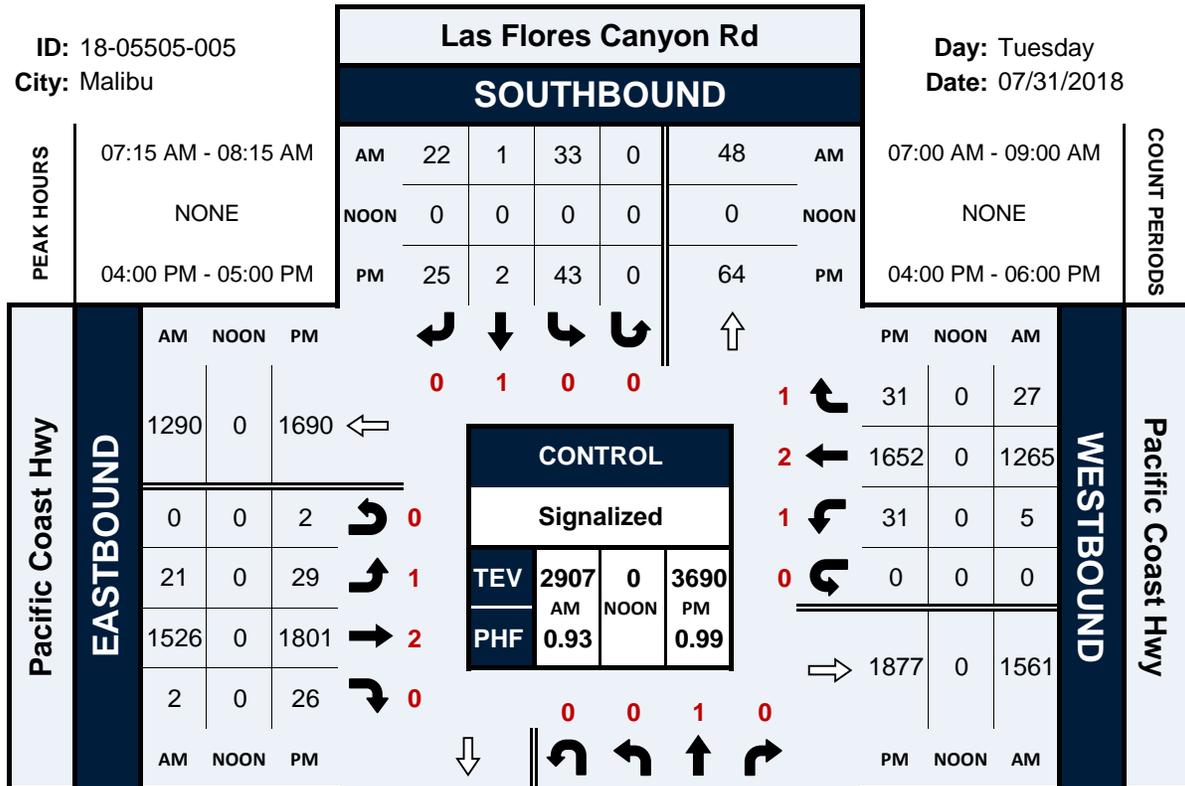
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-----------|---------|---------|----------------|-----------|---------|---------|-------------------|---------|---------|---------|-------------------|---------|---------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0.5 NL | 0.5 NT | 1 NR | 0 NU | 1.5 SL | 0.5 ST | 1 SR | 0 SU | 1 EL | 2 ET | 0 ER | 0 EU | 1 WL | 2 WT | 0 WR | 0 WU | |
| 12:00 PM | 3 | 5 | 13 | 0 | 35 | 2 | 26 | 0 | 24 | 314 | 3 | 0 | 8 | 380 | 45 | 1 | 859 |
| 12:15 PM | 6 | 3 | 5 | 0 | 60 | 2 | 29 | 0 | 20 | 374 | 5 | 0 | 12 | 342 | 62 | 0 | 920 |
| 12:30 PM | 6 | 5 | 7 | 0 | 41 | 1 | 31 | 0 | 32 | 396 | 3 | 0 | 13 | 362 | 54 | 4 | 955 |
| 12:45 PM | 5 | 1 | 13 | 0 | 42 | 1 | 25 | 0 | 31 | 374 | 3 | 0 | 19 | 372 | 59 | 0 | 945 |
| 1:00 PM | 1 | 1 | 15 | 0 | 64 | 0 | 35 | 0 | 44 | 316 | 1 | 0 | 13 | 378 | 56 | 2 | 926 |
| 1:15 PM | 4 | 0 | 4 | 0 | 43 | 3 | 29 | 0 | 20 | 327 | 0 | 0 | 3 | 407 | 56 | 1 | 897 |
| 1:30 PM | 5 | 0 | 8 | 0 | 57 | 1 | 42 | 0 | 26 | 207 | 3 | 0 | 13 | 344 | 50 | 2 | 758 |
| 1:45 PM | 4 | 0 | 8 | 0 | 52 | 0 | 16 | 0 | 22 | 304 | 2 | 0 | 10 | 402 | 59 | 1 | 880 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 34 | 15 | 73 | 0 | 394 | 10 | 233 | 0 | 219 | 2612 | 20 | 0 | 91 | 2987 | 441 | 11 | 7140 |
| APPROACH %'s : | 27.87% | 12.30% | 59.84% | 0.00% | 61.85% | 1.57% | 36.58% | 0.00% | 7.68% | 91.62% | 0.70% | 0.00% | 2.58% | 84.62% | 12.49% | 0.31% | |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 18 | 10 | 40 | 0 | 207 | 4 | 120 | 0 | 127 | 1460 | 12 | 0 | 57 | 1454 | 231 | 6 | 3746 |
| PEAK HR FACTOR : | 0.750 | 0.500 | 0.667 | 0.000 | 0.809 | 0.500 | 0.857 | 0.000 | 0.722 | 0.922 | 0.600 | 0.000 | 0.750 | 0.962 | 0.931 | 0.375 | 0.981 |
| | 0.895 | | | | 0.836 | | | | 0.927 | | | | 0.971 | | | | |

Las Flores Canyon Rd & Pacific Coast Hwy

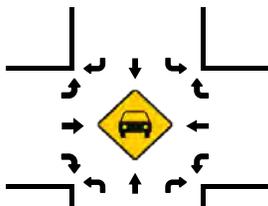
Peak Hour Turning Movement Count

ID: 18-05505-005
City: Malibu

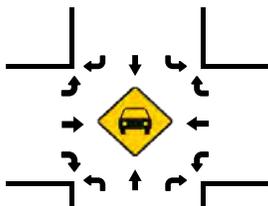
Day: Tuesday
Date: 07/31/2018



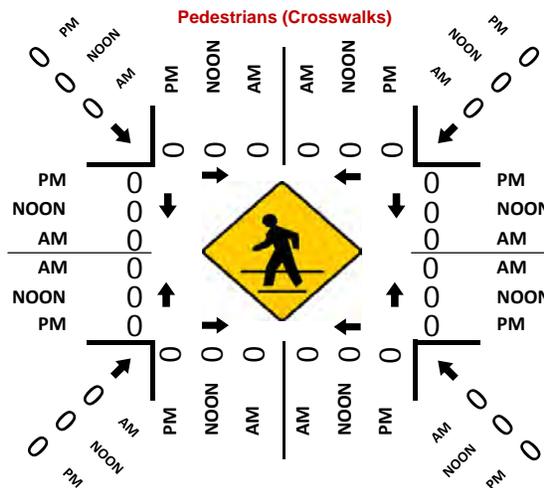
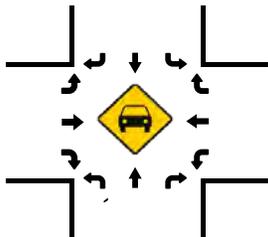
Total Vehicles (AM)



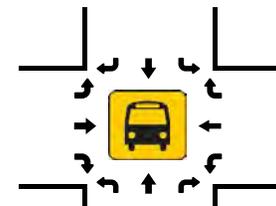
Total Vehicles (NOON)



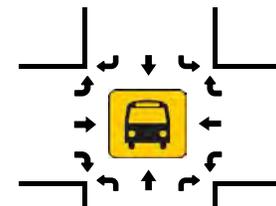
Total Vehicles (PM)



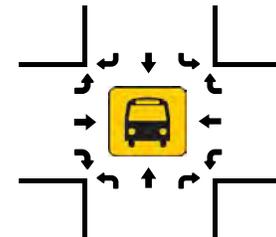
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-005
 Date: 7/31/2018

Total

| NS/EW Streets: | Las Flores Canyon Rd | | | | Las Flores Canyon Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|----------------------|-------|--------|-------|----------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 3 | 0 | 1 | 0 | 14 | 0 | 4 | 0 | 6 | 373 | 1 | 1 | 0 | 224 | 6 | 0 | 633 |
| 7:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 6 | 356 | 0 | 0 | 2 | 293 | 6 | 0 | 672 |
| 7:30 AM | 1 | 0 | 2 | 0 | 14 | 0 | 8 | 0 | 4 | 429 | 0 | 0 | 2 | 318 | 5 | 0 | 783 |
| 7:45 AM | 2 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 5 | 392 | 0 | 0 | 1 | 291 | 8 | 0 | 713 |
| 8:00 AM | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 0 | 6 | 349 | 2 | 0 | 0 | 363 | 8 | 0 | 739 |
| 8:15 AM | 1 | 0 | 3 | 0 | 11 | 0 | 6 | 0 | 7 | 340 | 2 | 1 | 0 | 245 | 6 | 0 | 622 |
| 8:30 AM | 0 | 0 | 1 | 0 | 5 | 0 | 11 | 0 | 5 | 385 | 0 | 0 | 2 | 269 | 5 | 0 | 683 |
| 8:45 AM | 1 | 0 | 0 | 0 | 12 | 0 | 7 | 0 | 7 | 305 | 0 | 0 | 1 | 289 | 13 | 0 | 635 |
| TOTAL VOLUMES : | 8 | 0 | 7 | 0 | 75 | 1 | 50 | 0 | 46 | 2929 | 5 | 2 | 8 | 2292 | 57 | 0 | 5480 |
| APPROACH %'s : | 53.33% | 0.00% | 46.67% | 0.00% | 59.52% | 0.79% | 39.68% | 0.00% | 1.54% | 98.22% | 0.17% | 0.07% | 0.34% | 97.24% | 2.42% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 0 | 2 | 0 | 33 | 1 | 22 | 0 | 21 | 1526 | 2 | 0 | 5 | 1265 | 27 | 0 | 2907 |
| PEAK HR FACTOR : | 0.375 | 0.000 | 0.250 | 0.000 | 0.589 | 0.250 | 0.688 | 0.000 | 0.875 | 0.889 | 0.250 | 0.000 | 0.625 | 0.871 | 0.844 | 0.000 | 0.928 |
| | 0.417 | | | | 0.636 | | | | 0.894 | | | | 0.874 | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 2 | 1 | 9 | 0 | 10 | 1 | 9 | 0 | 4 | 454 | 4 | 1 | 9 | 412 | 9 | 0 | 925 |
| 4:15 PM | 5 | 1 | 8 | 0 | 8 | 1 | 8 | 0 | 14 | 446 | 4 | 0 | 8 | 413 | 9 | 0 | 925 |
| 4:30 PM | 1 | 1 | 9 | 0 | 14 | 0 | 5 | 0 | 7 | 451 | 10 | 1 | 8 | 395 | 10 | 0 | 912 |
| 4:45 PM | 3 | 1 | 7 | 0 | 11 | 0 | 3 | 0 | 4 | 450 | 8 | 0 | 6 | 432 | 3 | 0 | 928 |
| 5:00 PM | 4 | 0 | 4 | 0 | 9 | 2 | 7 | 0 | 7 | 416 | 14 | 1 | 7 | 382 | 10 | 0 | 863 |
| 5:15 PM | 5 | 0 | 4 | 0 | 3 | 1 | 7 | 0 | 10 | 464 | 9 | 0 | 7 | 416 | 10 | 0 | 936 |
| 5:30 PM | 2 | 0 | 8 | 0 | 9 | 0 | 5 | 0 | 13 | 469 | 10 | 1 | 2 | 414 | 9 | 0 | 942 |
| 5:45 PM | 2 | 0 | 7 | 0 | 6 | 0 | 7 | 0 | 6 | 368 | 8 | 0 | 5 | 381 | 15 | 0 | 805 |
| TOTAL VOLUMES : | 24 | 4 | 56 | 0 | 70 | 5 | 51 | 0 | 65 | 3518 | 67 | 4 | 52 | 3245 | 75 | 0 | 7236 |
| APPROACH %'s : | 28.57% | 4.76% | 66.67% | 0.00% | 55.56% | 3.97% | 40.48% | 0.00% | 1.78% | 96.28% | 1.83% | 0.11% | 1.54% | 96.23% | 2.22% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 4 | 33 | 0 | 43 | 2 | 25 | 0 | 29 | 1801 | 26 | 2 | 31 | 1652 | 31 | 0 | 3690 |
| PEAK HR FACTOR : | 0.550 | 1.000 | 0.917 | 0.000 | 0.768 | 0.500 | 0.694 | 0.000 | 0.518 | 0.992 | 0.650 | 0.500 | 0.861 | 0.956 | 0.775 | 0.000 | 0.994 |
| | 0.857 | | | | 0.875 | | | | 0.990 | | | | 0.972 | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Las Flores Canyon Rd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-005
 Date: 2018-08-04

Total

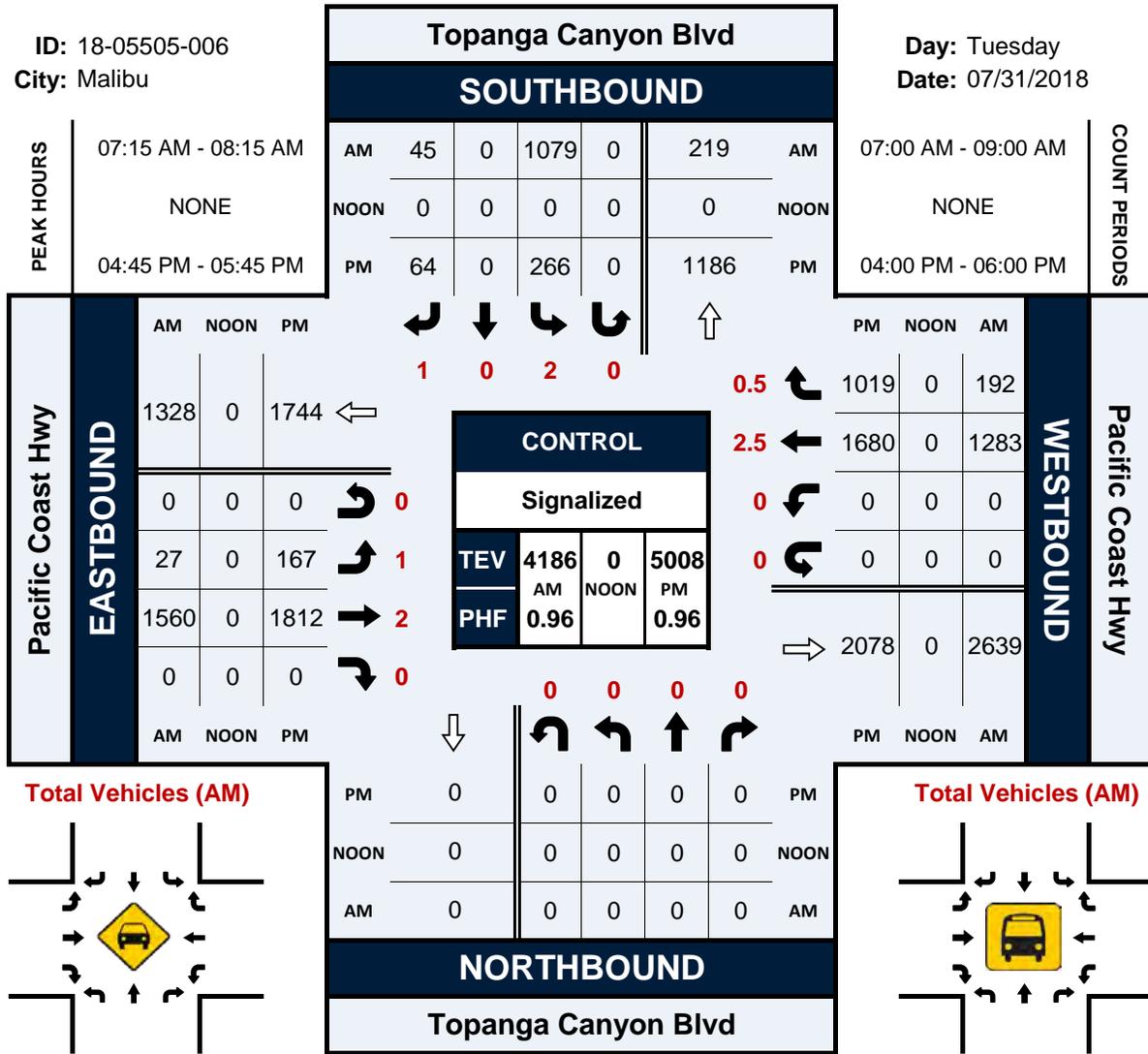
| NS/EW Streets: | Las Flores Canyon Rd | | | | Las Flores Canyon Rd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|----------------------|-------|--------|-------|----------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 5 | 1 | 6 | 0 | 12 | 2 | 6 | 0 | 6 | 284 | 12 | 0 | 13 | 394 | 7 | 0 | 748 |
| 12:15 PM | 6 | 0 | 9 | 0 | 6 | 1 | 6 | 0 | 12 | 356 | 14 | 0 | 15 | 443 | 8 | 0 | 876 |
| 12:30 PM | 7 | 1 | 10 | 0 | 16 | 0 | 11 | 0 | 16 | 374 | 11 | 0 | 4 | 468 | 8 | 0 | 926 |
| 12:45 PM | 4 | 0 | 14 | 0 | 9 | 1 | 7 | 0 | 5 | 326 | 22 | 1 | 21 | 468 | 11 | 0 | 889 |
| 1:00 PM | 3 | 0 | 11 | 0 | 6 | 1 | 6 | 0 | 9 | 371 | 14 | 1 | 12 | 453 | 3 | 0 | 890 |
| 1:15 PM | 9 | 0 | 7 | 0 | 7 | 0 | 18 | 0 | 2 | 326 | 12 | 0 | 11 | 441 | 4 | 0 | 837 |
| 1:30 PM | 10 | 0 | 16 | 0 | 12 | 1 | 10 | 0 | 7 | 280 | 9 | 1 | 13 | 433 | 10 | 0 | 802 |
| 1:45 PM | 6 | 3 | 15 | 0 | 11 | 0 | 11 | 0 | 5 | 284 | 9 | 0 | 5 | 452 | 9 | 0 | 810 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 50 | 5 | 88 | 0 | 79 | 6 | 75 | 0 | 62 | 2601 | 103 | 3 | 94 | 3552 | 60 | 0 | 6778 |
| APPROACH %'s : | 34.97% | 3.50% | 61.54% | 0.00% | 49.38% | 3.75% | 46.88% | 0.00% | 2.24% | 93.93% | 3.72% | 0.11% | 2.54% | 95.84% | 1.62% | 0.00% | |
| PEAK HR : | 12:15 PM - 01:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 20 | 1 | 44 | 0 | 37 | 3 | 30 | 0 | 42 | 1427 | 61 | 2 | 52 | 1832 | 30 | 0 | 3581 |
| PEAK HR FACTOR : | 0.714 | 0.250 | 0.786 | 0.000 | 0.578 | 0.750 | 0.682 | 0.000 | 0.656 | 0.954 | 0.693 | 0.500 | 0.619 | 0.979 | 0.682 | 0.000 | 0.967 |
| | 0.903 | | | | 0.648 | | | | 0.955 | | | | 0.957 | | | | |

Topanga Canyon Blvd & Pacific Coast Hwy

Peak Hour Turning Movement Count

ID: 18-05505-006
City: Malibu

Day: Tuesday
Date: 07/31/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-006
 Date: 7/31/2018

Total

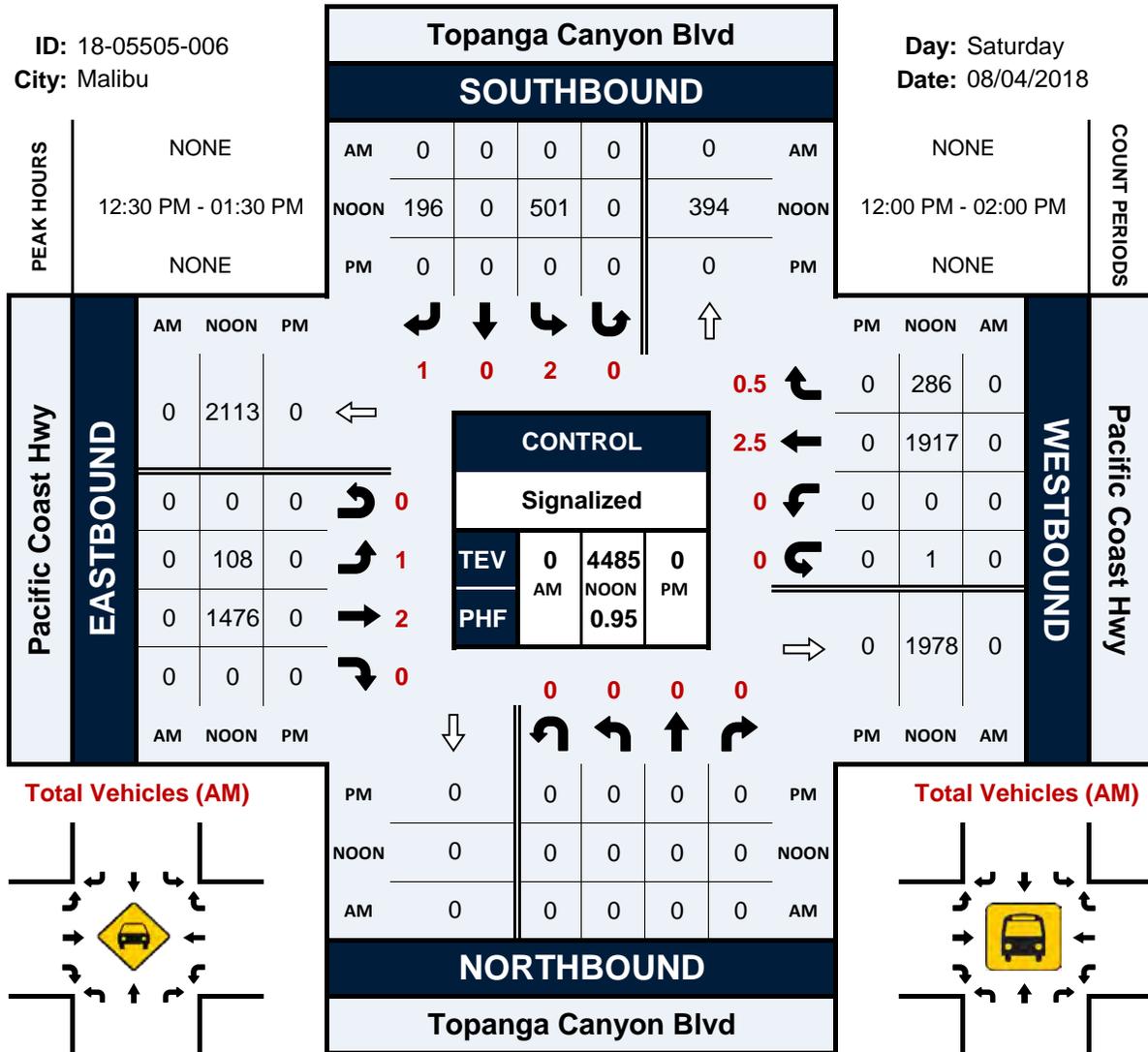
| NS/EW Streets: | Topanga Canyon Blvd | | | | Topanga Canyon Blvd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|-------------------------|---------------------|-------|-------|-------|---------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 0 | 0 | 0 | 0 | 249 | 0 | 9 | 0 | 6 | 433 | 0 | 0 | 0 | 263 | 35 | 0 | 995 |
| 7:15 AM | 0 | 0 | 0 | 0 | 279 | 0 | 4 | 0 | 8 | 437 | 0 | 0 | 0 | 296 | 38 | 0 | 1062 |
| 7:30 AM | 0 | 0 | 0 | 0 | 297 | 0 | 14 | 0 | 6 | 379 | 0 | 0 | 0 | 351 | 48 | 0 | 1095 |
| 7:45 AM | 0 | 0 | 0 | 0 | 267 | 0 | 16 | 0 | 9 | 361 | 0 | 0 | 0 | 304 | 47 | 0 | 1004 |
| 8:00 AM | 0 | 0 | 0 | 0 | 236 | 0 | 11 | 0 | 4 | 383 | 0 | 0 | 0 | 332 | 59 | 0 | 1025 |
| 8:15 AM | 0 | 0 | 0 | 0 | 290 | 0 | 7 | 0 | 7 | 310 | 0 | 0 | 0 | 294 | 53 | 0 | 961 |
| 8:30 AM | 0 | 0 | 0 | 0 | 305 | 0 | 3 | 0 | 8 | 341 | 0 | 0 | 0 | 278 | 65 | 0 | 1000 |
| 8:45 AM | 0 | 0 | 0 | 0 | 273 | 0 | 16 | 0 | 8 | 334 | 0 | 0 | 0 | 316 | 47 | 0 | 994 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 2196 | 0 | 80 | 0 | 56 | 2978 | 0 | 0 | 0 | 2434 | 392 | 0 | 8136 |
| | | | | | 96.49% | 0.00% | 3.51% | 0.00% | 1.85% | 98.15% | 0.00% | 0.00% | 0.00% | 86.13% | 13.87% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 1079 | 0 | 45 | 0 | 27 | 1560 | 0 | 0 | 0 | 1283 | 192 | 0 | 4186 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.908 | 0.000 | 0.703 | 0.000 | 0.750 | 0.892 | 0.000 | 0.000 | 0.000 | 0.914 | 0.814 | 0.000 | 0.956 |
| | | | | | | | 0.904 | | | | 0.892 | | | | 0.924 | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 73 | 0 | 18 | 0 | 52 | 419 | 0 | 0 | 0 | 412 | 222 | 0 | 1196 |
| 4:15 PM | 0 | 0 | 0 | 0 | 73 | 0 | 22 | 0 | 32 | 464 | 0 | 0 | 0 | 437 | 213 | 0 | 1241 |
| 4:30 PM | 0 | 0 | 0 | 0 | 49 | 0 | 17 | 0 | 42 | 445 | 0 | 0 | 0 | 418 | 232 | 0 | 1203 |
| 4:45 PM | 0 | 0 | 0 | 0 | 68 | 0 | 18 | 0 | 44 | 468 | 0 | 0 | 0 | 430 | 235 | 0 | 1263 |
| 5:00 PM | 0 | 0 | 0 | 0 | 73 | 0 | 17 | 0 | 45 | 412 | 0 | 0 | 0 | 398 | 259 | 0 | 1204 |
| 5:15 PM | 0 | 0 | 0 | 0 | 77 | 0 | 14 | 0 | 37 | 440 | 0 | 0 | 0 | 425 | 246 | 0 | 1239 |
| 5:30 PM | 0 | 0 | 0 | 0 | 48 | 0 | 15 | 0 | 41 | 492 | 0 | 0 | 0 | 427 | 279 | 0 | 1302 |
| 5:45 PM | 0 | 0 | 0 | 0 | 76 | 0 | 20 | 0 | 58 | 382 | 0 | 0 | 0 | 395 | 265 | 0 | 1196 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 537 | 0 | 141 | 0 | 351 | 3522 | 0 | 0 | 0 | 3342 | 1951 | 0 | 9844 |
| | | | | | 79.20% | 0.00% | 20.80% | 0.00% | 9.06% | 90.94% | 0.00% | 0.00% | 0.00% | 63.14% | 36.86% | 0.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 266 | 0 | 64 | 0 | 167 | 1812 | 0 | 0 | 0 | 1680 | 1019 | 0 | 5008 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.864 | 0.000 | 0.889 | 0.000 | 0.928 | 0.921 | 0.000 | 0.000 | 0.000 | 0.977 | 0.913 | 0.000 | 0.962 |
| | | | | | | | 0.907 | | | | 0.928 | | | | 0.956 | | |

Topanga Canyon Blvd & Pacific Coast Hwy

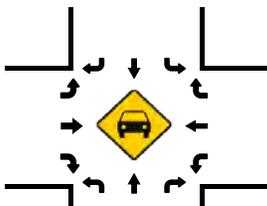
Peak Hour Turning Movement Count

ID: 18-05505-006
City: Malibu

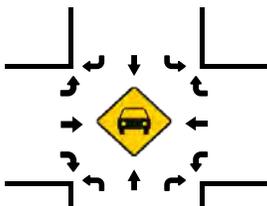
Day: Saturday
Date: 08/04/2018



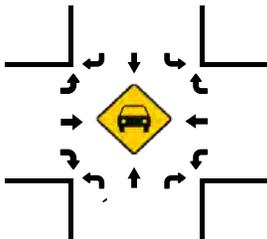
Total Vehicles (AM)



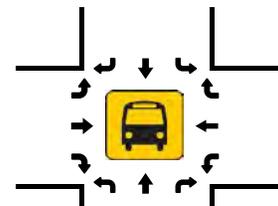
Total Vehicles (NOON)



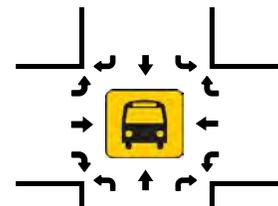
Total Vehicles (PM)



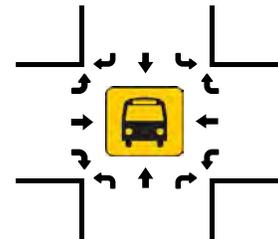
Total Vehicles (AM)



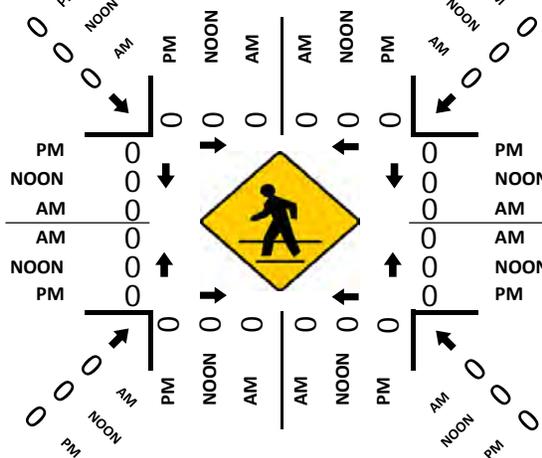
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Topanga Canyon Blvd & Pacific Coast Hwy
 City: Malibu
 Control: Signalized

Project ID: 18-05505-006
 Date: 2018-08-04

Total

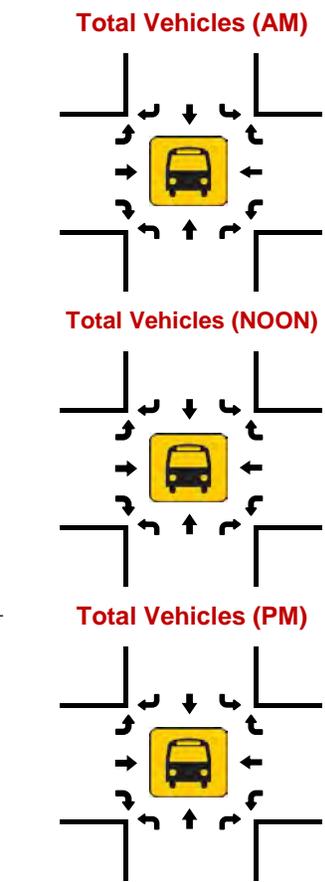
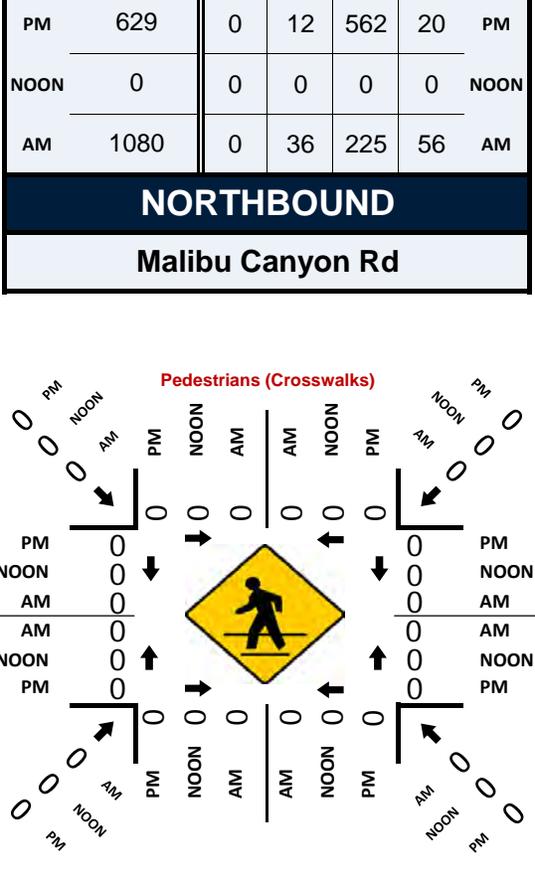
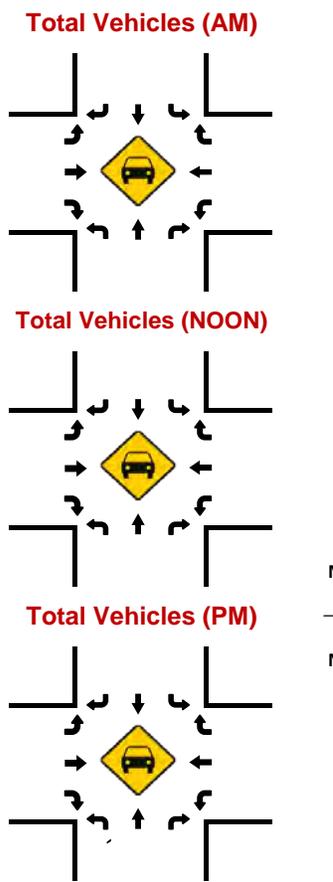
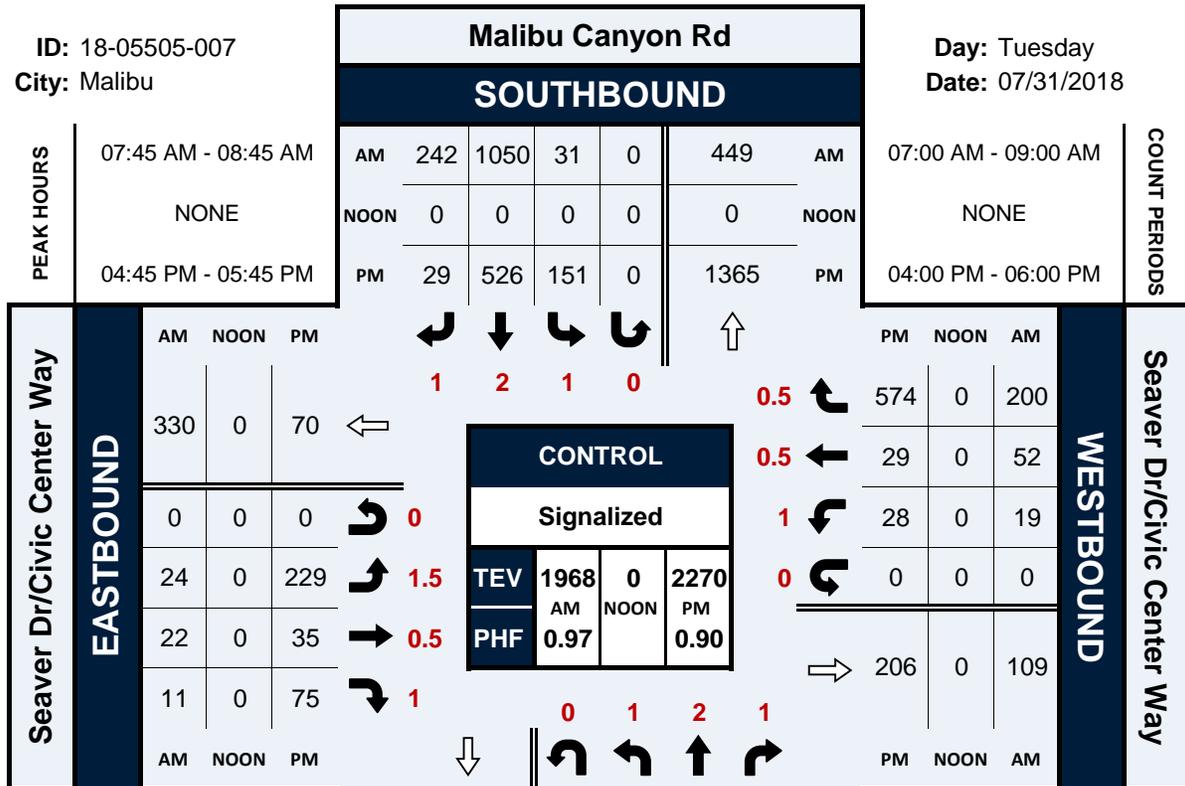
| NS/EW Streets: | Topanga Canyon Blvd | | | | Topanga Canyon Blvd | | | | Pacific Coast Hwy | | | | Pacific Coast Hwy | | | | TOTAL |
|------------------|---------------------|-------|-------|-------|---------------------|-------|--------|-------|-------------------|--------|-------|-------|-------------------|--------|--------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 0 | 0 | 0 | 0 | 160 | 0 | 44 | 0 | 28 | 335 | 0 | 0 | 0 | 412 | 48 | 1 | 1028 |
| 12:15 PM | 0 | 0 | 0 | 0 | 96 | 0 | 40 | 0 | 16 | 331 | 0 | 0 | 0 | 519 | 71 | 0 | 1073 |
| 12:30 PM | 0 | 0 | 0 | 0 | 124 | 0 | 62 | 0 | 27 | 421 | 0 | 0 | 0 | 483 | 59 | 0 | 1176 |
| 12:45 PM | 0 | 0 | 0 | 0 | 140 | 0 | 52 | 0 | 29 | 351 | 0 | 0 | 0 | 477 | 63 | 0 | 1112 |
| 1:00 PM | 0 | 0 | 0 | 0 | 134 | 0 | 42 | 0 | 28 | 343 | 0 | 0 | 0 | 464 | 65 | 1 | 1077 |
| 1:15 PM | 0 | 0 | 0 | 0 | 103 | 0 | 40 | 0 | 24 | 361 | 0 | 0 | 0 | 493 | 99 | 0 | 1120 |
| 1:30 PM | 0 | 0 | 0 | 0 | 127 | 0 | 53 | 0 | 21 | 335 | 0 | 0 | 0 | 468 | 61 | 0 | 1065 |
| 1:45 PM | 0 | 0 | 0 | 0 | 86 | 0 | 34 | 0 | 16 | 324 | 0 | 0 | 0 | 516 | 88 | 0 | 1064 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 970 | 0 | 367 | 0 | 189 | 2801 | 0 | 0 | 0 | 3832 | 554 | 2 | 8715 |
| | | | | | 72.55% | 0.00% | 27.45% | 0.00% | 6.32% | 93.68% | 0.00% | 0.00% | 0.00% | 87.33% | 12.63% | 0.05% | |
| PEAK HR : | 12:30 PM - 01:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 501 | 0 | 196 | 0 | 108 | 1476 | 0 | 0 | 0 | 1917 | 286 | 1 | 4485 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.895 | 0.000 | 0.790 | 0.000 | 0.931 | 0.876 | 0.000 | 0.000 | 0.000 | 0.972 | 0.722 | 0.250 | 0.953 |
| | | | | | | 0.908 | | | | 0.884 | | | | 0.931 | | | |

Malibu Canyon Rd & Seaver Dr/Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-007
City: Malibu

Day: Tuesday
Date: 07/31/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
 City: Malibu
 Control: Signalized

Project ID: 18-05505-007
 Date: 7/31/2018

Total

| NS/EW Streets: | Malibu Canyon Rd | | | | Malibu Canyon Rd | | | | Seaver Dr/Civic Center Way | | | | Seaver Dr/Civic Center Way | | | | | |
|-------------------------|---------------------|---------|---------|---------|------------------|---------|---------|---------|----------------------------|-----------|---------|---------|----------------------------|-----------|-----------|---------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | | |
| 7:00 AM | 5 | 13 | 11 | 0 | 12 | 288 | 25 | 0 | 3 | 2 | 3 | 0 | 7 | 4 | 22 | 0 | 395 | |
| 7:15 AM | 5 | 35 | 15 | 0 | 10 | 273 | 34 | 0 | 6 | 3 | 6 | 1 | 4 | 3 | 23 | 0 | 418 | |
| 7:30 AM | 2 | 56 | 4 | 0 | 5 | 275 | 44 | 0 | 4 | 5 | 0 | 0 | 1 | 11 | 45 | 0 | 452 | |
| 7:45 AM | 15 | 53 | 15 | 0 | 6 | 254 | 76 | 0 | 2 | 7 | 1 | 0 | 4 | 17 | 46 | 0 | 496 | |
| 8:00 AM | 7 | 61 | 12 | 0 | 3 | 223 | 88 | 0 | 6 | 6 | 5 | 0 | 4 | 16 | 52 | 0 | 483 | |
| 8:15 AM | 5 | 52 | 8 | 0 | 8 | 282 | 54 | 0 | 7 | 4 | 3 | 0 | 7 | 9 | 45 | 0 | 484 | |
| 8:30 AM | 9 | 59 | 21 | 0 | 14 | 291 | 24 | 0 | 9 | 5 | 2 | 0 | 4 | 10 | 57 | 0 | 505 | |
| 8:45 AM | 7 | 80 | 16 | 0 | 15 | 247 | 33 | 0 | 5 | 6 | 6 | 0 | 2 | 9 | 43 | 0 | 469 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 55 | 409 | 102 | 0 | 73 | 2133 | 378 | 0 | 42 | 38 | 26 | 1 | 33 | 79 | 333 | 0 | 3702 | |
| | 9.72% | 72.26% | 18.02% | 0.00% | 2.83% | 82.55% | 14.63% | 0.00% | 39.25% | 35.51% | 24.30% | 0.93% | 7.42% | 17.75% | 74.83% | 0.00% | | |
| PEAK HR : | 07:45 AM - 08:45 AM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 36 | 225 | 56 | 0 | 31 | 1050 | 242 | 0 | 24 | 22 | 11 | 0 | 19 | 52 | 200 | 0 | 1968 | |
| PEAK HR FACTOR : | 0.600 | 0.922 | 0.667 | 0.000 | 0.554 | 0.902 | 0.688 | 0.000 | 0.667 | 0.786 | 0.550 | 0.000 | 0.679 | 0.765 | 0.877 | 0.000 | 0.974 | |
| | 0.890 | | | | 0.961 | | | | 0.838 | | | | 0.941 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | | |
| 4:00 PM | 2 | 176 | 8 | 0 | 35 | 126 | 4 | 0 | 36 | 8 | 10 | 0 | 5 | 4 | 150 | 0 | 564 | |
| 4:15 PM | 3 | 127 | 7 | 1 | 45 | 128 | 7 | 0 | 19 | 3 | 8 | 0 | 0 | 8 | 144 | 0 | 500 | |
| 4:30 PM | 5 | 128 | 2 | 0 | 34 | 133 | 8 | 0 | 33 | 6 | 7 | 0 | 6 | 5 | 147 | 0 | 514 | |
| 4:45 PM | 3 | 131 | 8 | 0 | 38 | 138 | 7 | 0 | 49 | 7 | 21 | 0 | 9 | 8 | 137 | 0 | 556 | |
| 5:00 PM | 2 | 152 | 1 | 0 | 32 | 150 | 10 | 0 | 98 | 14 | 28 | 0 | 10 | 5 | 130 | 0 | 632 | |
| 5:15 PM | 4 | 155 | 5 | 0 | 36 | 113 | 6 | 0 | 53 | 8 | 17 | 0 | 3 | 9 | 154 | 0 | 563 | |
| 5:30 PM | 3 | 124 | 6 | 0 | 45 | 125 | 6 | 0 | 29 | 6 | 9 | 0 | 6 | 7 | 153 | 0 | 519 | |
| 5:45 PM | 6 | 134 | 2 | 0 | 47 | 147 | 16 | 0 | 14 | 2 | 5 | 0 | 2 | 5 | 149 | 0 | 529 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 28 | 1127 | 39 | 1 | 312 | 1060 | 64 | 0 | 331 | 54 | 105 | 0 | 41 | 51 | 1164 | 0 | 4377 | |
| | 2.34% | 94.31% | 3.26% | 0.08% | 21.73% | 73.82% | 4.46% | 0.00% | 67.55% | 11.02% | 21.43% | 0.00% | 3.26% | 4.06% | 92.68% | 0.00% | | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 12 | 562 | 20 | 0 | 151 | 526 | 29 | 0 | 229 | 35 | 75 | 0 | 28 | 29 | 574 | 0 | 2270 | |
| PEAK HR FACTOR : | 0.750 | 0.906 | 0.625 | 0.000 | 0.839 | 0.877 | 0.725 | 0.000 | 0.584 | 0.625 | 0.670 | 0.000 | 0.700 | 0.806 | 0.932 | 0.000 | 0.898 | |
| | 0.905 | | | | 0.919 | | | | 0.605 | | | | 0.950 | | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Malibu Canyon Rd & Seaver Dr/Civic Center Way
 City: Malibu
 Control: Signalized

Project ID: 18-05505-007
 Date: 2018-08-04

Total

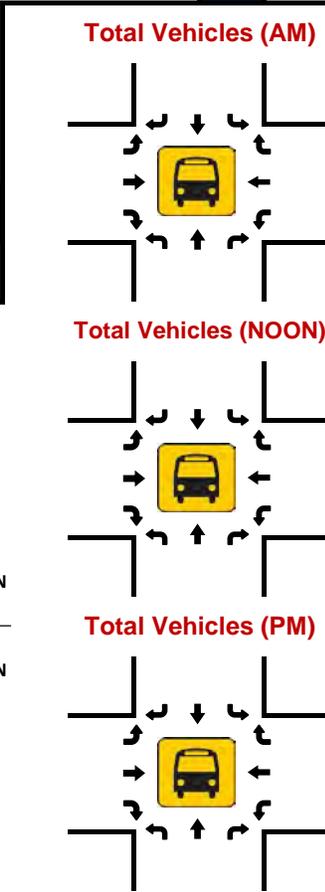
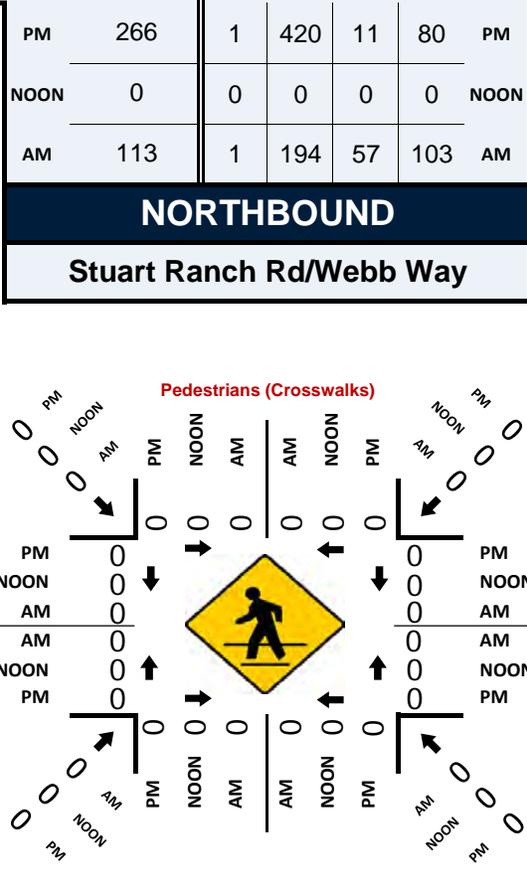
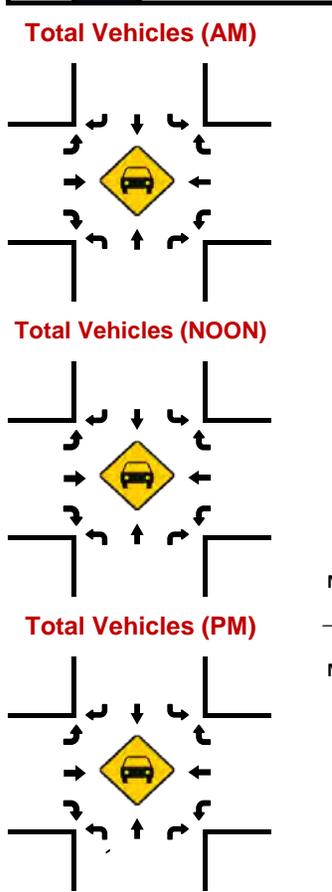
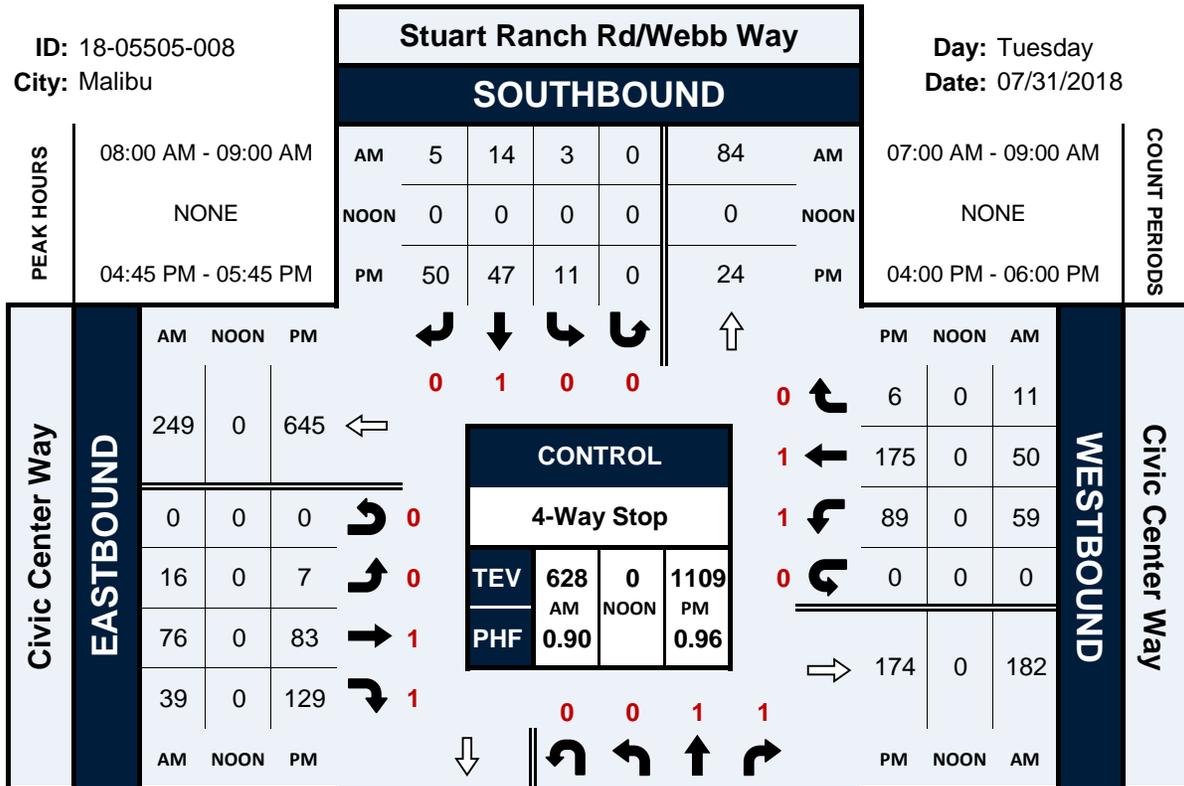
| NS/EW Streets: | Malibu Canyon Rd | | | | Malibu Canyon Rd | | | | Seaver Dr/Civic Center Way | | | | Seaver Dr/Civic Center Way | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------------|---------|---------|---------|----------------------------|-----------|---------|---------|----------------------------|-----------|-----------|---------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 1 SR | 0 SU | 1.5 EL | 0.5 ET | 1 ER | 0 EU | 1 WL | 0.5 WT | 0.5 WR | 0 WU | |
| 12:00 PM | 8 | 76 | 7 | 1 | 55 | 203 | 3 | 0 | 10 | 15 | 6 | 0 | 2 | 12 | 43 | 0 | 441 |
| 12:15 PM | 4 | 76 | 7 | 0 | 50 | 201 | 9 | 0 | 3 | 4 | 8 | 0 | 7 | 7 | 48 | 0 | 424 |
| 12:30 PM | 4 | 62 | 9 | 0 | 56 | 159 | 11 | 0 | 15 | 6 | 5 | 0 | 4 | 5 | 34 | 0 | 370 |
| 12:45 PM | 4 | 78 | 6 | 0 | 36 | 183 | 4 | 0 | 2 | 1 | 7 | 0 | 4 | 5 | 58 | 0 | 388 |
| 1:00 PM | 7 | 101 | 11 | 0 | 51 | 188 | 7 | 0 | 12 | 3 | 2 | 0 | 5 | 7 | 53 | 0 | 447 |
| 1:15 PM | 7 | 95 | 7 | 0 | 55 | 192 | 7 | 0 | 11 | 5 | 5 | 0 | 6 | 6 | 51 | 0 | 447 |
| 1:30 PM | 8 | 69 | 10 | 0 | 52 | 149 | 3 | 0 | 10 | 4 | 4 | 0 | 6 | 5 | 64 | 0 | 384 |
| 1:45 PM | 6 | 101 | 9 | 0 | 48 | 157 | 13 | 0 | 8 | 6 | 5 | 0 | 6 | 9 | 66 | 0 | 434 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 48 | 658 | 66 | 1 | 403 | 1432 | 57 | 0 | 71 | 44 | 42 | 0 | 40 | 56 | 417 | 0 | 3335 |
| APPROACH %'s : | 6.21% | 85.12% | 8.54% | 0.13% | 21.30% | 75.69% | 3.01% | 0.00% | 45.22% | 28.03% | 26.75% | 0.00% | 7.80% | 10.92% | 81.29% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 28 | 366 | 37 | 0 | 206 | 686 | 30 | 0 | 41 | 18 | 16 | 0 | 23 | 27 | 234 | 0 | 1712 |
| PEAK HR FACTOR : | 0.875 | 0.906 | 0.841 | 0.000 | 0.936 | 0.893 | 0.577 | 0.000 | 0.854 | 0.750 | 0.800 | 0.000 | 0.958 | 0.750 | 0.886 | 0.000 | 0.957 |
| | 0.905 | | | | 0.907 | | | | 0.893 | | | | 0.877 | | | | |

Stuart Ranch Rd/Webb Way & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-008
City: Malibu

Day: Tuesday
Date: 07/31/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd/Webb Way & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05505-008
 Date: 7/31/2018

Total

| NS/EW Streets: | Stuart Ranch Rd/Webb Way | | | | Stuart Ranch Rd/Webb Way | | | | Civic Center Way | | | | Civic Center Way | | | | |
|-------------------------|--------------------------|--------|--------|-------|--------------------------|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 30 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 11 | 0 | 18 | 11 | 2 | 0 | 112 |
| 7:15 AM | 27 | 10 | 18 | 1 | 0 | 1 | 0 | 0 | 2 | 15 | 9 | 0 | 10 | 12 | 2 | 0 | 107 |
| 7:30 AM | 50 | 20 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 11 | 0 | 5 | 7 | 1 | 0 | 129 |
| 7:45 AM | 49 | 20 | 17 | 0 | 0 | 1 | 0 | 0 | 6 | 9 | 7 | 0 | 15 | 14 | 1 | 0 | 139 |
| 8:00 AM | 53 | 17 | 22 | 0 | 2 | 3 | 2 | 0 | 4 | 11 | 5 | 0 | 16 | 10 | 3 | 0 | 148 |
| 8:15 AM | 46 | 14 | 28 | 0 | 0 | 4 | 0 | 0 | 3 | 16 | 5 | 0 | 14 | 10 | 3 | 0 | 143 |
| 8:30 AM | 45 | 7 | 24 | 0 | 1 | 3 | 3 | 0 | 3 | 23 | 18 | 0 | 18 | 16 | 1 | 0 | 162 |
| 8:45 AM | 50 | 19 | 29 | 1 | 0 | 4 | 0 | 0 | 6 | 26 | 11 | 0 | 11 | 14 | 4 | 0 | 175 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 350 | 113 | 172 | 2 | 3 | 16 | 5 | 0 | 28 | 131 | 77 | 0 | 107 | 94 | 17 | 0 | 1115 |
| APPROACH %'s : | 54.95% | 17.74% | 27.00% | 0.31% | 12.50% | 66.67% | 20.83% | 0.00% | 11.86% | 55.51% | 32.63% | 0.00% | 49.08% | 43.12% | 7.80% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 194 | 57 | 103 | 1 | 3 | 14 | 5 | 0 | 16 | 76 | 39 | 0 | 59 | 50 | 11 | 0 | 628 |
| PEAK HR FACTOR : | 0.915 | 0.750 | 0.888 | 0.250 | 0.375 | 0.875 | 0.417 | 0.000 | 0.667 | 0.731 | 0.542 | 0.000 | 0.819 | 0.781 | 0.688 | 0.000 | 0.897 |
| | 0.896 | | | | 0.786 | | | | 0.744 | | | | 0.857 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 94 | 2 | 22 | 0 | 1 | 5 | 3 | 0 | 3 | 15 | 31 | 0 | 36 | 62 | 0 | 0 | 274 |
| 4:15 PM | 91 | 7 | 19 | 0 | 2 | 8 | 7 | 0 | 0 | 21 | 28 | 0 | 22 | 52 | 2 | 0 | 259 |
| 4:30 PM | 105 | 7 | 9 | 0 | 1 | 17 | 10 | 0 | 1 | 19 | 33 | 0 | 16 | 43 | 1 | 0 | 262 |
| 4:45 PM | 98 | 3 | 21 | 0 | 5 | 19 | 7 | 0 | 3 | 27 | 20 | 0 | 24 | 51 | 3 | 0 | 281 |
| 5:00 PM | 87 | 4 | 28 | 0 | 1 | 11 | 18 | 0 | 1 | 14 | 39 | 0 | 27 | 40 | 2 | 0 | 272 |
| 5:15 PM | 126 | 2 | 22 | 1 | 5 | 6 | 11 | 0 | 2 | 18 | 32 | 0 | 22 | 41 | 1 | 0 | 289 |
| 5:30 PM | 109 | 2 | 9 | 0 | 0 | 11 | 14 | 0 | 1 | 24 | 38 | 0 | 16 | 43 | 0 | 0 | 267 |
| 5:45 PM | 100 | 4 | 15 | 0 | 2 | 13 | 8 | 0 | 0 | 20 | 29 | 0 | 21 | 44 | 0 | 0 | 256 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 810 | 31 | 145 | 1 | 17 | 90 | 78 | 0 | 11 | 158 | 250 | 0 | 184 | 376 | 9 | 0 | 2160 |
| APPROACH %'s : | 82.07% | 3.14% | 14.69% | 0.10% | 9.19% | 48.65% | 42.16% | 0.00% | 2.63% | 37.71% | 59.67% | 0.00% | 32.34% | 66.08% | 1.58% | 0.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 420 | 11 | 80 | 1 | 11 | 47 | 50 | 0 | 7 | 83 | 129 | 0 | 89 | 175 | 6 | 0 | 1109 |
| PEAK HR FACTOR : | 0.833 | 0.688 | 0.714 | 0.250 | 0.550 | 0.618 | 0.694 | 0.000 | 0.583 | 0.769 | 0.827 | 0.000 | 0.824 | 0.858 | 0.500 | 0.000 | 0.959 |
| | 0.848 | | | | 0.871 | | | | 0.869 | | | | 0.865 | | | | |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stuart Ranch Rd/Webb Way & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05505-008
 Date: 2018-08-04

Total

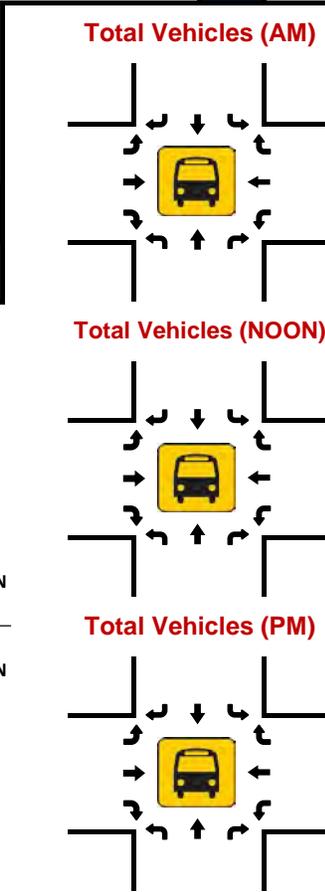
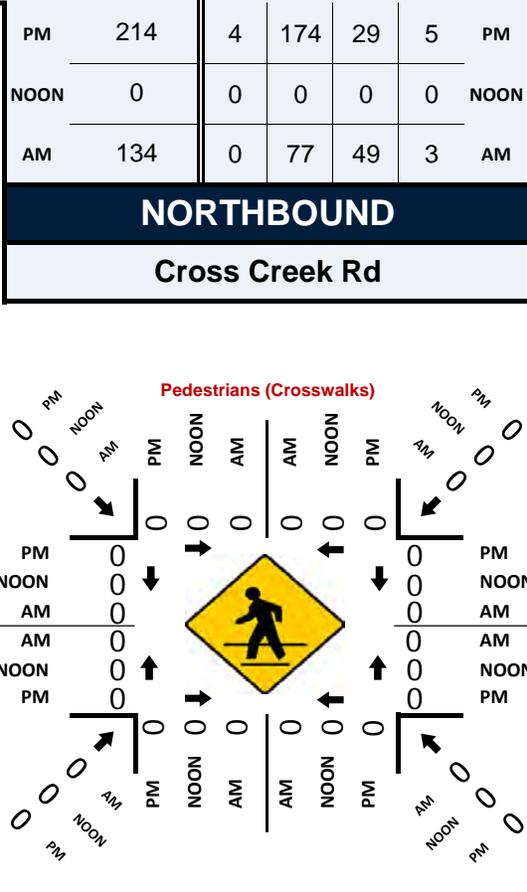
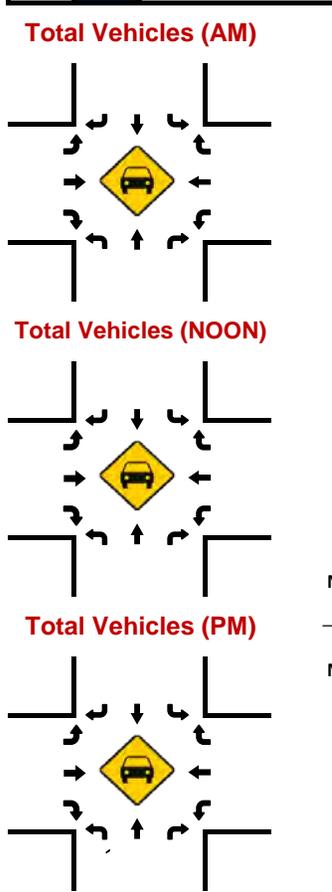
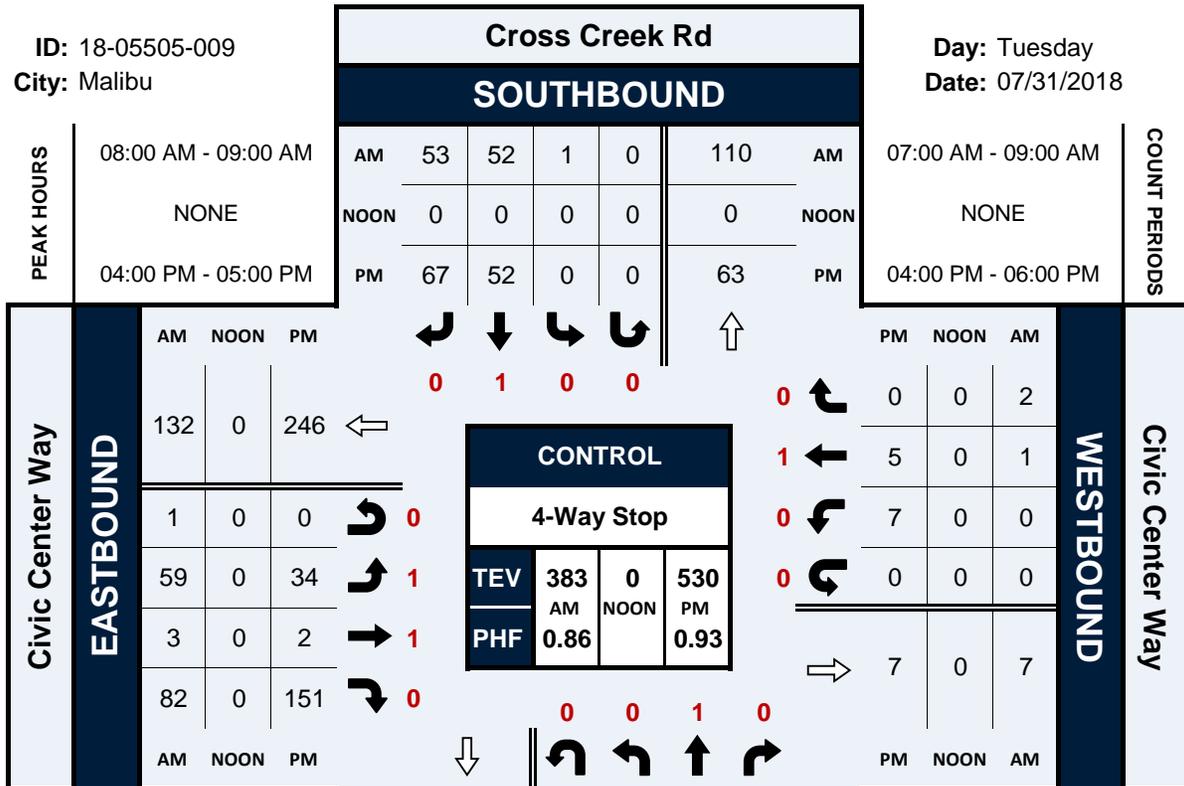
| NS/EW Streets: | Stuart Ranch Rd/Webb Way | | | | Stuart Ranch Rd/Webb Way | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL |
|-------------------------|--------------------------|-------|--------|-------|--------------------------|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 39 | 4 | 28 | 0 | 1 | 5 | 1 | 0 | 2 | 44 | 28 | 0 | 20 | 26 | 0 | 0 | 198 |
| 12:15 PM | 43 | 2 | 28 | 0 | 2 | 3 | 2 | 0 | 6 | 31 | 25 | 0 | 23 | 23 | 2 | 0 | 190 |
| 12:30 PM | 30 | 2 | 31 | 0 | 0 | 2 | 1 | 0 | 2 | 40 | 30 | 0 | 20 | 16 | 0 | 0 | 174 |
| 12:45 PM | 43 | 2 | 28 | 0 | 3 | 9 | 1 | 0 | 3 | 31 | 10 | 0 | 38 | 18 | 2 | 0 | 188 |
| 1:00 PM | 42 | 3 | 36 | 0 | 4 | 8 | 2 | 0 | 0 | 26 | 34 | 0 | 25 | 24 | 2 | 0 | 206 |
| 1:15 PM | 38 | 3 | 32 | 1 | 0 | 5 | 3 | 0 | 3 | 46 | 25 | 0 | 27 | 22 | 2 | 0 | 207 |
| 1:30 PM | 41 | 3 | 28 | 2 | 1 | 4 | 3 | 0 | 1 | 48 | 22 | 0 | 30 | 25 | 1 | 0 | 209 |
| 1:45 PM | 54 | 4 | 41 | 1 | 3 | 7 | 2 | 0 | 1 | 40 | 24 | 0 | 37 | 37 | 5 | 0 | 256 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 330 | 23 | 252 | 4 | 14 | 43 | 15 | 0 | 18 | 306 | 198 | 0 | 220 | 191 | 14 | 0 | 1628 |
| APPROACH %'s : | 54.19% | 3.78% | 41.38% | 0.66% | 19.44% | 59.72% | 20.83% | 0.00% | 3.45% | 58.62% | 37.93% | 0.00% | 51.76% | 44.94% | 3.29% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 175 | 13 | 137 | 4 | 8 | 24 | 10 | 0 | 5 | 160 | 105 | 0 | 119 | 108 | 10 | 0 | 878 |
| PEAK HR FACTOR : | 0.810 | 0.813 | 0.835 | 0.500 | 0.500 | 0.750 | 0.833 | 0.000 | 0.417 | 0.833 | 0.772 | 0.000 | 0.804 | 0.730 | 0.500 | 0.000 | 0.857 |
| | 0.823 | | | | 0.750 | | | | 0.912 | | | | 0.750 | | | | |

Cross Creek Rd & Civic Center Way

Peak Hour Turning Movement Count

ID: 18-05505-009
City: Malibu

Day: Tuesday
Date: 07/31/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05505-009
 Date: 7/31/2018

Total

| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL |
|-------------------------|---------------------|--------|-------|-------|----------------|--------|--------|-------|------------------|-------|--------|-------|------------------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 12 | 8 | 0 | 0 | 0 | 5 | 14 | 0 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:15 AM | 15 | 16 | 0 | 0 | 0 | 4 | 5 | 0 | 13 | 2 | 12 | 0 | 0 | 0 | 1 | 0 | 68 |
| 7:30 AM | 17 | 11 | 1 | 0 | 0 | 10 | 2 | 0 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:45 AM | 22 | 12 | 1 | 0 | 0 | 6 | 9 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 80 |
| 8:00 AM | 8 | 9 | 1 | 0 | 0 | 14 | 15 | 0 | 10 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 71 |
| 8:15 AM | 26 | 12 | 1 | 0 | 0 | 11 | 11 | 0 | 17 | 0 | 21 | 0 | 0 | 0 | 1 | 0 | 100 |
| 8:30 AM | 23 | 15 | 1 | 0 | 0 | 12 | 15 | 0 | 14 | 2 | 18 | 0 | 0 | 1 | 0 | 0 | 101 |
| 8:45 AM | 20 | 13 | 0 | 0 | 1 | 15 | 12 | 0 | 18 | 1 | 30 | 1 | 0 | 0 | 0 | 0 | 111 |
| TOTAL VOLUMES : | 143 | 96 | 5 | 0 | 1 | 77 | 83 | 0 | 107 | 5 | 141 | 1 | 0 | 1 | 3 | 0 | 663 |
| APPROACH %'s : | 58.61% | 39.34% | 2.05% | 0.00% | 0.62% | 47.83% | 51.55% | 0.00% | 42.13% | 1.97% | 55.51% | 0.39% | 0.00% | 25.00% | 75.00% | 0.00% | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 77 | 49 | 3 | 0 | 1 | 52 | 53 | 0 | 59 | 3 | 82 | 1 | 0 | 1 | 2 | 0 | 383 |
| PEAK HR FACTOR : | 0.740 | 0.817 | 0.750 | 0.000 | 0.250 | 0.867 | 0.883 | 0.000 | 0.819 | 0.375 | 0.683 | 0.250 | 0.000 | 0.250 | 0.500 | 0.000 | 0.863 |
| | 0.827 | | | | 0.914 | | | | 0.725 | | | | 0.750 | | | | |

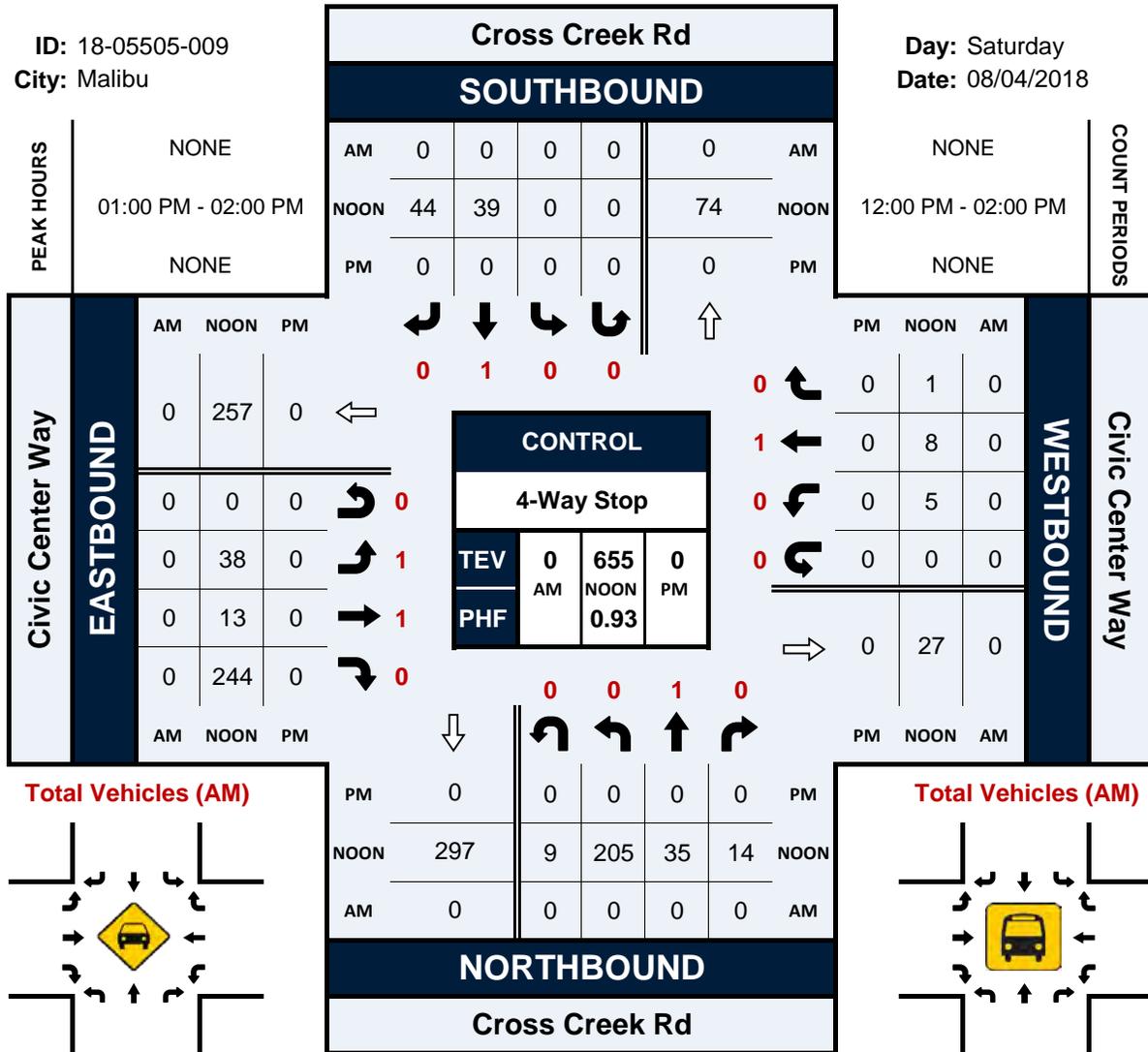
| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL |
|-------------------------|---------------------|--------|-------|-------|----------------|--------|--------|-------|------------------|-------|--------|-------|------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 50 | 9 | 0 | 1 | 0 | 14 | 18 | 0 | 9 | 2 | 37 | 0 | 2 | 0 | 0 | 0 | 142 |
| 4:15 PM | 37 | 6 | 2 | 1 | 0 | 14 | 19 | 0 | 11 | 0 | 40 | 0 | 0 | 3 | 0 | 0 | 133 |
| 4:30 PM | 40 | 10 | 3 | 1 | 0 | 14 | 9 | 0 | 4 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 116 |
| 4:45 PM | 47 | 4 | 0 | 1 | 0 | 10 | 21 | 0 | 10 | 0 | 41 | 0 | 3 | 2 | 0 | 0 | 139 |
| 5:00 PM | 48 | 4 | 0 | 1 | 0 | 11 | 15 | 0 | 8 | 0 | 43 | 0 | 2 | 2 | 0 | 0 | 134 |
| 5:15 PM | 29 | 5 | 2 | 0 | 0 | 8 | 12 | 0 | 7 | 0 | 37 | 0 | 0 | 1 | 0 | 0 | 101 |
| 5:30 PM | 44 | 2 | 1 | 2 | 0 | 3 | 8 | 0 | 5 | 0 | 32 | 0 | 2 | 4 | 0 | 0 | 103 |
| 5:45 PM | 50 | 2 | 2 | 0 | 0 | 6 | 3 | 0 | 3 | 0 | 23 | 0 | 2 | 2 | 0 | 0 | 93 |
| TOTAL VOLUMES : | 345 | 42 | 10 | 7 | 0 | 80 | 105 | 0 | 57 | 2 | 286 | 0 | 13 | 14 | 0 | 0 | 961 |
| APPROACH %'s : | 85.40% | 10.40% | 2.48% | 1.73% | 0.00% | 43.24% | 56.76% | 0.00% | 16.52% | 0.58% | 82.90% | 0.00% | 48.15% | 51.85% | 0.00% | 0.00% | |
| PEAK HR : | 04:00 PM - 05:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 174 | 29 | 5 | 4 | 0 | 52 | 67 | 0 | 34 | 2 | 151 | 0 | 7 | 5 | 0 | 0 | 530 |
| PEAK HR FACTOR : | 0.870 | 0.725 | 0.417 | 1.000 | 0.000 | 0.929 | 0.798 | 0.000 | 0.773 | 0.250 | 0.921 | 0.000 | 0.583 | 0.417 | 0.000 | 0.000 | 0.933 |
| | 0.883 | | | | 0.902 | | | | 0.917 | | | | 0.600 | | | | |

Cross Creek Rd & Civic Center Way

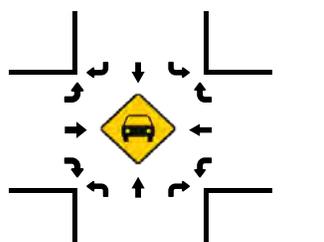
Peak Hour Turning Movement Count

ID: 18-05505-009
City: Malibu

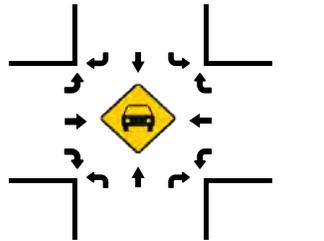
Day: Saturday
Date: 08/04/2018



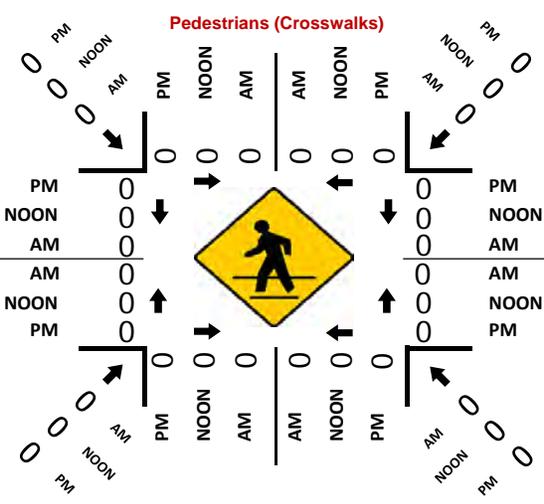
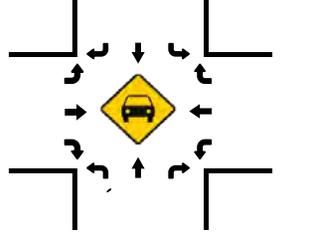
Total Vehicles (AM)



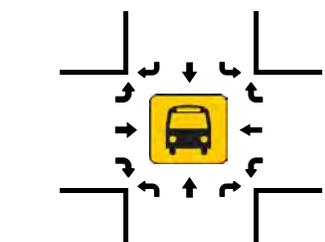
Total Vehicles (NOON)



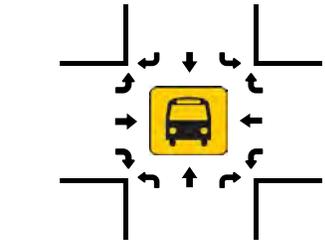
Total Vehicles (PM)



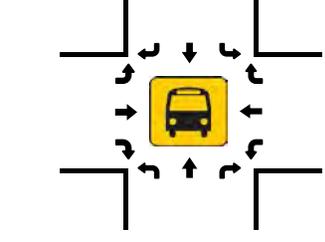
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Cross Creek Rd & Civic Center Way
 City: Malibu
 Control: 4-Way Stop

Project ID: 18-05505-009
 Date: 2018-08-04

Total

| NS/EW Streets: | Cross Creek Rd | | | | Cross Creek Rd | | | | Civic Center Way | | | | Civic Center Way | | | | TOTAL |
|-------------------------|---------------------|--------|-------|-------|----------------|--------|--------|-------|------------------|-------|--------|-------|------------------|--------|--------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| NOON | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 12:00 PM | 29 | 17 | 3 | 0 | 0 | 7 | 10 | 0 | 10 | 4 | 42 | 0 | 1 | 2 | 0 | 0 | 125 |
| 12:15 PM | 38 | 3 | 1 | 5 | 0 | 9 | 14 | 0 | 5 | 2 | 53 | 0 | 0 | 0 | 1 | 0 | 131 |
| 12:30 PM | 39 | 6 | 1 | 3 | 0 | 9 | 9 | 0 | 6 | 3 | 56 | 0 | 1 | 0 | 0 | 0 | 133 |
| 12:45 PM | 50 | 10 | 2 | 2 | 0 | 7 | 12 | 0 | 9 | 1 | 51 | 1 | 0 | 1 | 0 | 0 | 146 |
| 1:00 PM | 53 | 7 | 2 | 4 | 0 | 10 | 9 | 0 | 8 | 3 | 58 | 0 | 1 | 0 | 0 | 0 | 155 |
| 1:15 PM | 48 | 11 | 3 | 2 | 0 | 8 | 12 | 0 | 10 | 4 | 66 | 0 | 1 | 2 | 1 | 0 | 168 |
| 1:30 PM | 45 | 7 | 4 | 2 | 0 | 7 | 10 | 0 | 15 | 2 | 61 | 0 | 1 | 2 | 0 | 0 | 156 |
| 1:45 PM | 59 | 10 | 5 | 1 | 0 | 14 | 13 | 0 | 5 | 4 | 59 | 0 | 2 | 4 | 0 | 0 | 176 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 361 | 71 | 21 | 19 | 0 | 71 | 89 | 0 | 68 | 23 | 446 | 1 | 7 | 11 | 2 | 0 | 1190 |
| APPROACH %'s : | 76.48% | 15.04% | 4.45% | 4.03% | 0.00% | 44.38% | 55.63% | 0.00% | 12.64% | 4.28% | 82.90% | 0.19% | 35.00% | 55.00% | 10.00% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 205 | 35 | 14 | 9 | 0 | 39 | 44 | 0 | 38 | 13 | 244 | 0 | 5 | 8 | 1 | 0 | 655 |
| PEAK HR FACTOR : | 0.869 | 0.795 | 0.700 | 0.563 | 0.000 | 0.696 | 0.846 | 0.000 | 0.633 | 0.813 | 0.924 | 0.000 | 0.625 | 0.500 | 0.250 | 0.000 | 0.930 |
| | 0.877 | | | | 0.769 | | | | 0.922 | | | | 0.583 | | | | |

APPENDIX B
TRIP GENERATION MEMORANDUM

November 1, 2019

LLG Reference: 5-16-0246-1

Subject: **Malibu La Paz Ranch: Trip Generation Evaluation**

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a discussion of vehicular trip generation forecasting related to the La Paz Ranch Project located at 23465 Civic Center Way in the City of Malibu. The trip generation forecast has been incorporated into the addendum traffic analysis for the La Paz Ranch Project, which evaluated the potential traffic impacts of the proposed 2019 Project Modifications compared to the traffic impacts of the 2005 Analyzed Project and the 2008 Approved Project.¹

Background – Trip Generation Forecasting

Trip generation forecasts for development projects are typically prepared by traffic engineers based on trip rates provided in the latest edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The trip rates published in the *Trip Generation Manual* are derived by ITE based on driveway traffic counts conducted by traffic engineers at a variety of existing land uses (e.g., office buildings, shopping centers, etc.). Following review and analysis of the driveway traffic count data by ITE, recommended trip rates are published in the *Trip Generation Manual* based on the independent variable deemed statistically appropriate by ITE for each land use. By way of example, for office buildings and shopping centers, the typical independent variable for trip forecasting purposes is the building floor area.

Trip Generation Forecast Provided in Kaku Traffic Study for the 2005 Analyzed Project

A traffic study² was prepared by Kaku Associates (the “Kaku traffic study”) for the previously proposed La Paz Ranch Project (the “2005 Analyzed Project”). The development analyzed in the Kaku traffic study consisted of 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area. The Kaku traffic study was incorporated into an Environmental Impact Report prepared and certified for the La Paz Ranch Project.

¹ Descriptions of the 2019 Project Modifications, 2005 Analyzed Project and 2008 Approved Project are provided in a following section.

² *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

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Traffic
Transportation
Parking

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Greenspan, Engineers**
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Irvine
San Diego
Woodland Hills

Table 8 of the Kaku traffic study provides the trip generation forecast for the 2005 Analyzed Project. **Table A** attached to this memorandum replicates the trip forecast provided in the Kaku traffic study (i.e., *Table A* of this memorandum replicates Table 8 of the Kaku traffic study).

The Kaku traffic study utilized trip rates provided in the 6th Edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE), which was the most current version of the ITE manual at the time of preparation of the Kaku traffic study.

Trip Generation Manual

As shown on *Table A*, the proposed floor areas of the retail (67,110 square feet) and restaurant (10,000 square feet) components of the 2005 Analyzed Project were combined and evaluated for trip generation purposes based on the Specialty Retail Center land use category provided in the ITE *Trip Generation Manual*.

The practice of combining the floor areas of retail and restaurant uses for trip generation forecast purposes is a standard approach for evaluating trip generation potential for commercial centers. This is based in part on the description of the Specialty Retail Center land use category provided in prior editions of the ITE *Trip Generation Manual*, which stated: “Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants.”

Use of the Specialty Retail Center category (and the ITE Shopping Center land use category as will be discussed in a following paragraph) is the correct method for forecasting vehicle trips generated by multi-tenant commercial centers because these trip rates account for multiple-purpose trips by patrons who visit such developments. Applying a methodology utilizing trip rates for individual ITE land use categories for individual tenants would overstate the trip generation potential of the overall development because it does not account for the multipurpose trips (e.g., a patron who visits a small shop and then has a coffee at a café within the center). It is further noted that there is no “retail” trip rate in the ITE *Trip Generation Manual*, in part because nearly all retail uses are provided within the multi-tenant centers evaluated by ITE in the multi-tenant land use categories.

Pass-By Adjustment

As noted in *Table A*, the Kaku traffic study utilized a 35 percent pass-by trip adjustment applied to the trip generation of the specialty retail component. A pass-by adjustment is intended to take into account vehicles that currently drive by the site today (e.g., as part of their commute), and that, in the future, would visit the retail and restaurant components of the 2005 Analyzed Project while passing-by as a matter of convenience.

For example, certain current commuters on Pacific Coast Highway would be reasonably expected to grab breakfast and/or have dinner at one or more of the food-serving uses within the La Paz Ranch Project while on their way to and/or from work. These commuters who are expected to visit the La Paz Ranch Project site in the future are already accounted for in the existing intersection traffic counts to be used in the traffic study; the use of the pass-by trip adjustment in the trip generation forecast prevents the potential overstatement of new vehicle trips that would be added to the street system.

2008 Approved Project

The project approved by the Malibu City Council (the “2008 Approved Project”) consists of the following floor areas: 62,556 square feet of office, 59,502 square feet of retail, and 10,000 square feet of restaurant (slightly modified from the 53,825 square feet of office floor area, 67,110 square feet of retail floor area, and 10,000 square feet of restaurant floor area analyzed in the Kaku traffic study). *Table B* attached provides a trip generation forecast for the 2008 Approved Project using the methodology provided in the Kaku traffic study (including combining the approved floor area for the retail and restaurant components and applying the Specialty Retail Center trip rates to the aggregate area of 69,502 square feet, as well as the 35 percent pass-by adjustment), but with the 2008 Approved Project floor area.

2019 Project Modifications Trip Generation Forecast

Since the Applicant seeks to develop the 2008 Approved Project with the 2019 Project Modifications, there is no change in the City’s previously approved project-related traffic as a result of the 2019 Project Modifications; accordingly, the addendum traffic study is provided for informational purposes.

While the Applicant seeks to develop 42,556 square feet of office floor area, 59,502 square feet of retail floor area, and 10,000 square feet of restaurant floor area, to provide for the future possibility of reducing retail square footage for additional restaurant square footage, the addendum traffic analysis evaluates the potential traffic impacts of 62,556 square feet of office floor area (inclusive of the 20,000 square feet of municipal use), 49,502 square feet of retail floor area, and 20,000 square feet of restaurant floor area. Accordingly, for purposes of the addendum traffic study, the analysis of the 2019 Project Modifications assumes 62,556 square feet of office floor area and 69,502 square feet of shopping center floor area (either the square footage the Applicant currently seeks to develop of 59,502 square feet of retail floor area and 10,000 square feet of restaurant floor area, or the future possibility of 49,502 square feet of retail floor area and 20,000 square feet of restaurant floor area).

A trip generation forecast was prepared for the 2019 Project Modifications and is provided in **Table C**. The following sections describe the methodology for preparing the trip generation forecast for the 2019 Project Modifications.

Updated Trip Generation Manual

Since the preparation of the Kaku traffic study, ITE has issued several subsequent editions of its *Trip Generation Manual*, with the current version being the 10th Edition.³ It is appropriate to apply the trip generation rates from the most recent version of the *Trip Generation Manual* for purposes of preparing the trip generation forecast for the 2019 Project Modifications as the 10th Edition reflects the most current research and guidance from ITE.

For purposes of forecasting the trip generation potential of the retail and restaurant components of the 2019 Project Modifications, trip rates provided in the Shopping Center land use category were utilized. The Shopping Center trip rates were used because the 10th Edition of the ITE *Trip Generation Manual* no longer provides a Specialty Retail Center land use category.⁴ For the trip generation forecast for the 2019 Project Modifications, it would be appropriate to combine the floor areas of the proposed retail and restaurant components and apply the ITE Shopping Center trip rates to the aggregate floor area (69,502 square feet), similar to the methodology used in the trip generation forecast in the Kaku traffic study. Just as the Specialty Retail Center land use category assumed a variety of potential commercial tenants, the ITE Shopping Center land use category assumes a similar mix of tenants (including retail and restaurant).

³ *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, September 2017.

⁴ The *Trip Generation Manual* states that data previously used in the deriving the Specialty Retail Center trip rates were moved to other land uses, including the Shopping Center land use category.

Specifically, the 10th Edition of the ITE *Trip Generation Manual* provides the following description of the Shopping Center land use category: “A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center’s composition is related to its market area in terms of size, location, and type of store...Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).”

It is further noted for the Shopping Center land use category (or for the prior Specialty Retail Center land use category), the ITE manuals do not define a minimum or maximum amount of food-serving uses (or any other uses typical to a center, as noted within the previous paragraph) within a commercial center. Thus, while the proportion of restaurant area is proposed to increase within the La Paz Ranch Project, the standard trip generation forecast practice is to apply ITE Shopping Center trip rates to the aggregate floor area of the commercial center (69,502 square feet).

Updated Pass-By Adjustment

As previously described, the Kaku traffic study applied a 35 percent pass-by trip adjustment for all analyzed peak hours, as well as over a 24-hour daily basis on weekdays and Saturdays related to the specialty retail component of the 2005 Analyzed Project.⁵ The adjustment is intended to take into account vehicles that currently drive by the site today (e.g., as part of their commute), and that, in the future, would visit the retail and restaurant tenants at the La Paz Ranch Project while passing-by as a matter of convenience.

⁵ It is noted that the companion document to the ITE’s *Trip Generation Manual* is the Trip Generation Handbook. At the time of preparation of the Kaku traffic study, the 1st Edition of the ITE Trip Generation Handbook was available. As described in the manual, ITE obtained pass-by trip data from existing shopping centers and determined an average pass-by rate of 34 percent for the weekday PM peak hour and 26 percent for the Saturday MD peak hour. Pass-by data was not provided for the weekday AM peak hour; however, it may be assumed that pass-by trips would also occur during the AM peak hour to utilize, for example, a shopping center’s restaurants and coffee shops. In addition, pass-by data was not provided for the 24-hour daily periods, even though pass-by trips would also occur throughout the day on weekdays and weekends.

In coordination with the City, the following pass-by percentages were applied in the trip generation forecast for purposes of analysis of the 2019 Project Modifications:

- Weekday AM peak hour: 0%
- Weekday PM peak hour: No more than 20%
- Saturday MD peak hour: No more than 25%

The current edition of the ITE *Trip Generation Handbook* is the 3rd Edition. The current edition provides for an average pass-by rate of 34 percent for the weekday PM peak hour, 26 percent for the Saturday midday peak hour, with no data provided for the AM peak hour or over a 24-hour daily basis for weekdays or weekends. Therefore, the pass-by trip factors utilized for the 2019 Project Modifications should be considered a conservative forecast since the data provided by ITE support use of higher pass-by trip reduction rates.

Internal Capture

The La Paz Ranch Project includes an office component, as well as retail and restaurant uses. It is reasonable to expect that office workers will choose to walk to the on-site retail and restaurant uses for shopping and dining opportunities in lieu of driving off-site for these trip purposes. Accordingly, the analysis of the 2019 Project Modifications includes a reduction in vehicle trips based on internal capture. LLG utilized the Internal Capture Estimation Tool published by the National Cooperative Highway Research Program (NCHRP) which estimates internal capture trips within a single development site. The output of the NCHRP tool is attached, and the related internal capture trip adjustments are provided on *Table C*.

As shown in *Table C*, the NCHRP Internal Capture Estimation Tool generates an internal capture adjustment of approximately 8.7 percent in the weekday AM peak hour, 7.7 percent in the weekday PM peak hour, and 2.3 percent in the Saturday MD peak hour. The weekday daily internal capture was assumed to be the average of the calculated AM and PM peak hour rates (i.e., 8.2 percent). For Saturdays, the MD peak hour internal capture factor was assumed to be equivalent to the daily internal capture adjustment (2.3 percent).

Civic Center Walk-In Capture

The trip generation shown in *Table C* does not include a reduction in vehicle trips based on the expected walk-in trips to the La Paz Ranch site from nearby existing commercial centers within the Malibu Civic Center, even though it is foreseeable for such interaction to occur; accordingly, the trip generation for the 2019 Project Modifications should be considered a conservative forecast.

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The La Paz Ranch site is highly convenient to nearby existing developments within the Malibu Civic Center including the Malibu Country Mart, Malibu Lumber Yard and Malibu Village commercial centers. In addition, the Whole Foods and in the Park has opened immediately adjacent to the La Paz Ranch site, and the Malibu Satellite Campus – Santa Monica College projects will be constructed immediately adjacent to the La Paz Ranch site. It is readily observed that there is currently a high level of pedestrian activity between the existing centers. These developments have created a village-like, park-once synergy whereby a motorist will drive to one center, park, and then walk to one or more centers during a single visit. It is reasonable to foresee that the La Paz Ranch Project will benefit, and potentially enhance the walkability of the Malibu Civic Center.

Table A
2005 ANALYZED PROJECT - KAKU TRAFFIC STUDY METHODOLOGY
TRIP GENERATION [1]

28-Oct-19

| LAND USE | SIZE | DAILY TRIP ENDS [2] VOLUMES | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | | SAT DAILY TRIP ENDS [2] VOLUMES | SAT PEAK HOUR VOLUMES [2] | | |
|---|------------|-----------------------------------|-----------------------------|-----------|------------|-----------------------------|------------|------------|---------------------------------------|------------------------------|------------|------------|
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | | IN | OUT | TOTAL |
| Office [3] | 53,825 GSF | 825 | 100 | 14 | 114 | 20 | 98 | 118 | 133 | 13 | 10 | 23 |
| Specialty Retail [4], [5] | 77,110 GSF | <u>3,136</u> | <u>34</u> | <u>22</u> | <u>56</u> | <u>86</u> | <u>114</u> | <u>200</u> | <u>3,242</u> | <u>139</u> | <u>129</u> | <u>268</u> |
| Subtotal | | 3,961 | 134 | 36 | 170 | 106 | 212 | 318 | 3,375 | 152 | 139 | 291 |
| DRIVEWAY TRIPS | | 3,961 | 134 | 36 | 170 | 106 | 212 | 318 | 3,375 | 152 | 139 | 291 |
| <i>Pass-By Adjustment [6]</i> Specialty Retail (35%) | | (1,098) | (12) | (8) | (20) | (30) | (40) | (70) | (1,135) | (49) | (45) | (94) |
| OFF-SITE TRIPS | | 2,863 | 122 | 28 | 150 | 76 | 172 | 248 | 2,240 | 103 | 94 | 197 |

[1] Source: ITE "Trip Generation," 6th Edition, 1997.

[2] Trips are one-way traffic movements, entering or leaving

[3] ITE Land Use Code 710 (General Office) trip generation average rates

- Daily Trip Rate: $\text{Ln}(T) = 0.768 * \text{Ln}(X) + 3.564$; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: $\text{Ln}(T) = 0.797 * \text{Ln}(X) + 1.558$; 88% inbound/12% outbound

- PM Peak Hour Trip Rate: $\text{Ln}(T) = 0.737 * \text{Ln}(X) + 1.831$; 17% inbound/83% outbound

- Saturday Trip Rate: $T = 2.136(X) + 18.473$; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: $\text{Ln}(T) = 0.814 * \text{Ln}(X) - 0.115$; 57% inbound/43% outbound

[4] ITE Land Use Code 814 (Specialty Retail) trip generation average rates

- Daily Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.72 trips/1,000 SF of floor area; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 2.59 trips/1,000 SF of floor area; 43% inbound/57% outbound

- Saturday Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: 3.48 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] No rate available for Specialty Retail during AM and Saturday midday peak hours. The proportional rate of ITE Land Use Code 820 (Shopping Center) was applied

A comparison of trip rates indicates that specialty retail generates approximately 70% of shopping center trips; therefore this proportion was applied to the shopping center rate and used to estimate trip generation for specialty retail.

Table B
2008 APPROVED PROJECT - KAKU TRAFFIC STUDY METHODOLOGY
TRIP GENERATION [1]

28-Oct-19

| LAND USE | SIZE | DAILY TRIP ENDS [2] VOLUMES | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | | SAT DAILY TRIP ENDS [2] VOLUMES | SAT PEAK HOUR VOLUMES [2] | | |
|---|------------|-----------------------------------|-----------------------------|-----------|------------|-----------------------------|------------|------------|---------------------------------------|------------------------------|------------|------------|
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | | IN | OUT | TOTAL |
| Approved Project | | | | | | | | | | | | |
| Office [3] | 62,556 GSF | 926 | 113 | 15 | 128 | 22 | 110 | 132 | 152 | 15 | 11 | 26 |
| Specialty Retail [4], [5] | 69,502 GSF | <u>2,827</u> | <u>31</u> | <u>19</u> | <u>50</u> | <u>77</u> | <u>103</u> | <u>180</u> | <u>2,922</u> | <u>126</u> | <u>116</u> | <u>242</u> |
| Subtotal | | 3,753 | 144 | 34 | 178 | 99 | 213 | 312 | 3,074 | 141 | 127 | 268 |
| DRIVEWAY TRIPS: APPROVED PROJECT | | 3,753 | 144 | 34 | 178 | 99 | 213 | 312 | 3,074 | 141 | 127 | 268 |
| Pass-By Adjustment [6] | | | | | | | | | | | | |
| Specialty Retail (35%) | | (989) | (11) | (7) | (18) | (27) | (36) | (63) | (1,023) | (44) | (41) | (85) |
| OFF-SITE TRIPS: APPROVED PROJECT | | 2,764 | 133 | 27 | 160 | 72 | 177 | 249 | 2,051 | 97 | 86 | 183 |

[1] Source: ITE "Trip Generation," 6th Edition, 1997.

[2] Trips are one-way traffic movements, entering or leaving

[3] ITE Land Use Code 710 (General Office) trip generation average rates

- Daily Trip Rate: $\text{Ln}(T) = 0.768 \cdot \text{Ln}(X) + 3.564$; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: $\text{Ln}(T) = 0.797 \cdot \text{Ln}(X) + 1.558$; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: $\text{Ln}(T) = 0.737 \cdot \text{Ln}(X) + 1.831$; 17% inbound/83% outbound
- Saturday Trip Rate: $T = 2.136(X) + 18.473$; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: $\text{Ln}(T) = 0.814 \cdot \text{Ln}(X) - 0.115$; 57% inbound/43% outbound

[4] ITE Land Use Code 814 (Specialty Retail) trip generation average rates

- Daily Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.72 trips/1,000 SF of floor area; 61% inbound/39% outbound
- PM Peak Hour Trip Rate: 2.59 trips/1,000 SF of floor area; 43% inbound/57% outbound
- Saturday Trip Rate: 42.04 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Peak Hour Trip Rate: 3.48 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] No rate available for Specialty Retail during AM and Saturday midday peak hours. The proportional rate of ITE Land Use Code 820 (Shopping Center) was applied

A comparison of trip rates indicates that specialty retail generates approximately 70% of shopping center trips; therefore this proportion was applied to the shopping center rate and used to estimate trip generation for specialty retail.

Table C
2019 PROJECT MODIFICATIONS - ITE 10TH EDITION TRIP RATES
TRIP GENERATION [1]

28-Oct-19

| LAND USE | SIZE | DAILY TRIP ENDS [2] VOLUMES | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | | SAT DAILY TRIP ENDS [2] VOLUMES | SAT PEAK HOUR VOLUMES [2] | | |
|--------------------------------------|------------|-----------------------------------|-----------------------------|-----------|------------|-----------------------------|------------|------------|---------------------------------------|------------------------------|------------|------------|
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL | | IN | OUT | TOTAL |
| Proposed Modified Project | | | | | | | | | | | | |
| Office [3] | 62,556 GSF | 609 | 63 | 10 | 73 | 12 | 60 | 72 | 138 | 28 | 5 | 33 |
| Shopping Center [4] | 69,502 GSF | 2,624 | 40 | 25 | 65 | 127 | 138 | 265 | 3,205 | 163 | 150 | 313 |
| Subtotal | | 3,233 | 103 | 35 | 138 | 139 | 198 | 337 | 3,343 | 191 | 155 | 346 |
| Internal Capture [5], [6] | | (265) | (6) | (6) | (12) | (13) | (13) | (26) | (77) | (4) | (4) | (8) |
| SUBTOTAL DRIVEWAY TRIPS | | 2,968 | 97 | 29 | 126 | 126 | 185 | 311 | 3,266 | 187 | 151 | 338 |
| Pass-By Adjustment [7], [8] | | | | | | | | | | | | |
| Shopping Center | | (262) | 0 | 0 | 0 | (25) | (28) | (53) | (801) | (41) | (37) | (78) |
| NET INCREASE "OFF-SITE" TRIPS | | 2,706 | 97 | 29 | 126 | 101 | 157 | 258 | 2,465 | 146 | 114 | 260 |

[1] Source: ITE "Trip Generation," 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving

[3] ITE Land Use Code 710 (General Office Building) trip generation average rates
 - Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
 - PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
 - Saturday Trip Rate: 2.21 trips/1,000 SF of floor area; 50% inbound/50% outbound
 - Saturday Peak Hour Trip Rate: 0.53 trips/1,000 SF of floor area; 54% inbound/46% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
 - Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
 - PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound
 - Saturday Trip Rate: 46.12 trips/1,000 SF of floor area; 50% inbound/50% outbound
 - Saturday Peak Hour Trip Rate: 4.50 trips/1,000 SF of floor area; 52% inbound/48% outbound

[5] Peak hour internal capture reduction based on synergy between the shopping center and office uses calculated using NCHRP 684 internal trip capture estimation tool (see attached worksheets). PM peak hour calculation used to determine Saturday MD peak hour internal capture

[6] Weekday daily internal capture assumed to be average of calculated AM peak hour and PM peak hour internal capture (i.e., 8.2%)
 Saturday daily internal capture assumed to be equivalent to the calculated MD peak hour internal capture (i.e., 2.3%)

[7] Weekday PM peak hour and Saturday MD peak hour pass-by trip adjustment per City direction (20% for weekday PM peak hour and 25% for Saturday MD peak hour)

[8] Weekday daily pass-by assumed to be average of applied AM peak hour pass-by and PM peak hour pass-by (i.e., 10%)
 Saturday daily pass-by assumed to be average of applied MD peak hour pass-by (i.e., 25%)

APPENDIX C
RELATED PROJECTS TRIP ASSIGNMENT

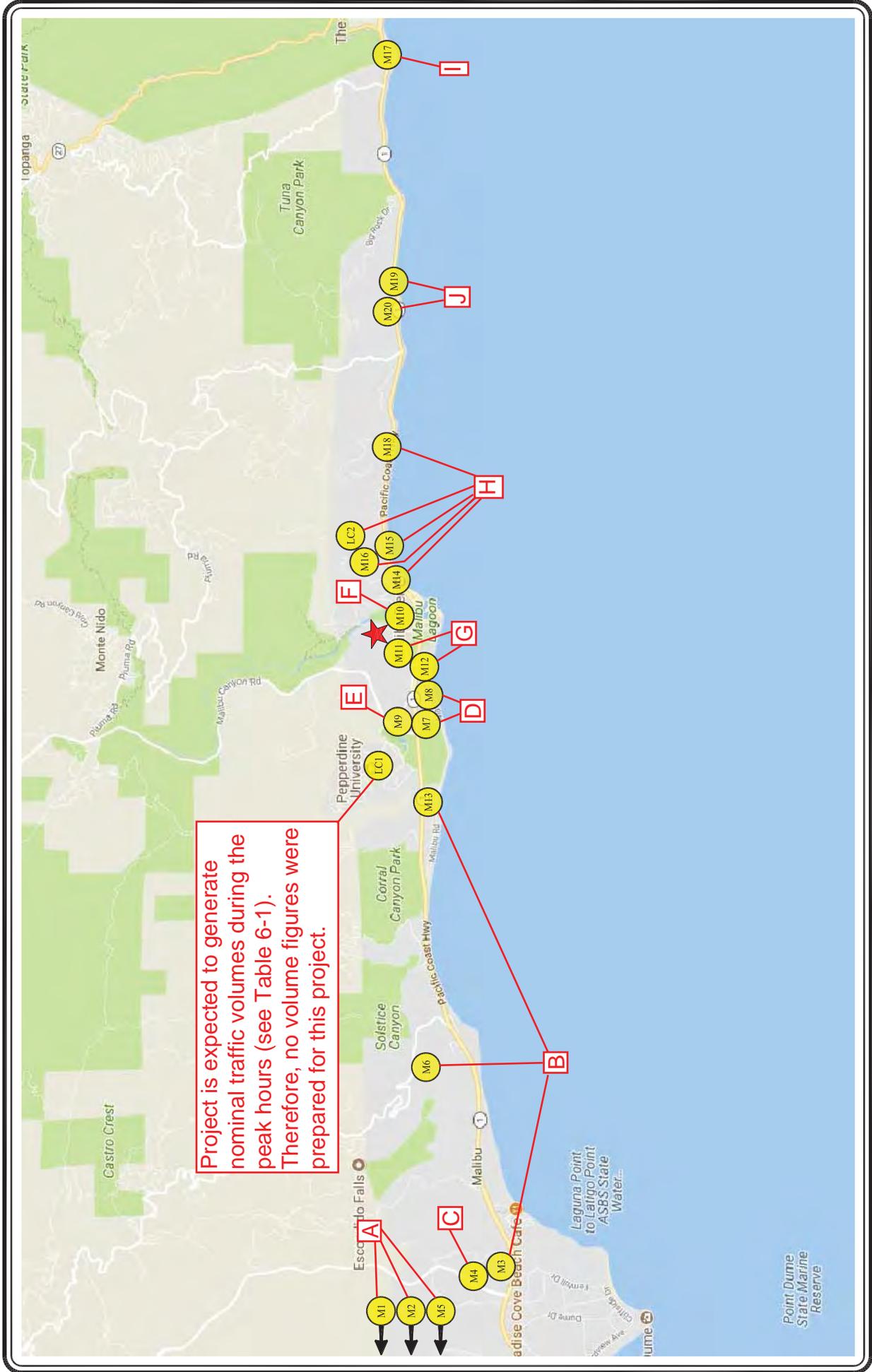
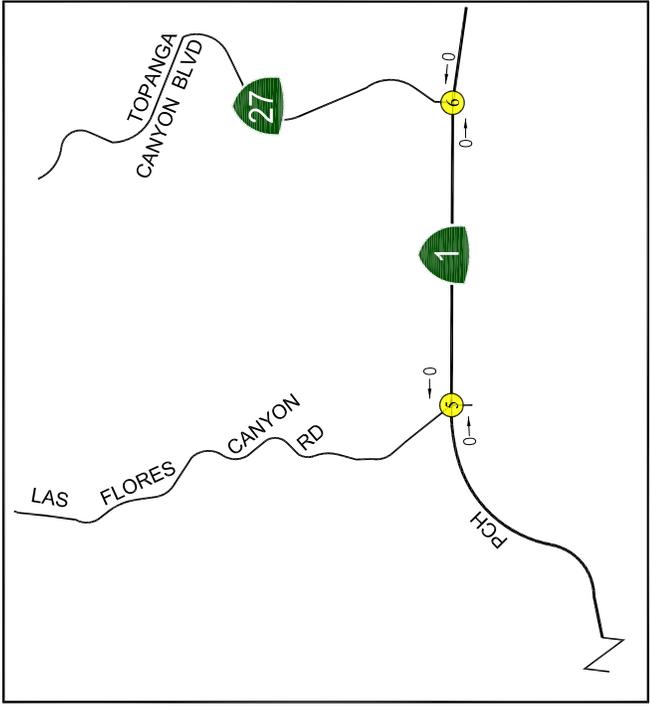


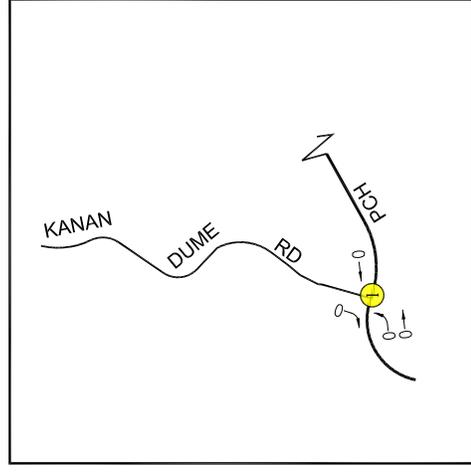
FIGURE 6-1
LOCATION OF RELATED PROJECTS

MAP SOURCE: GOOGLE MAPS
 ★ PROJECT SITE
 ● RELATED PROJECT

NOT TO SCALE



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

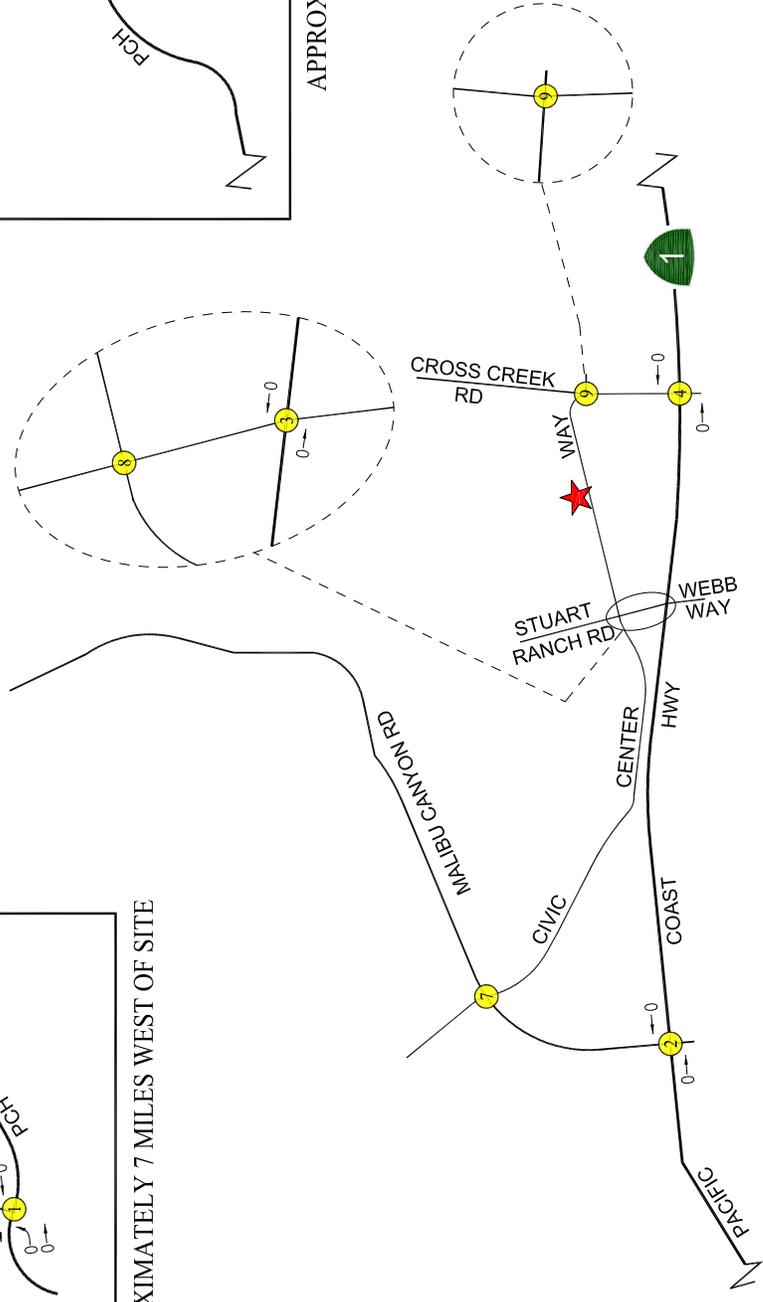
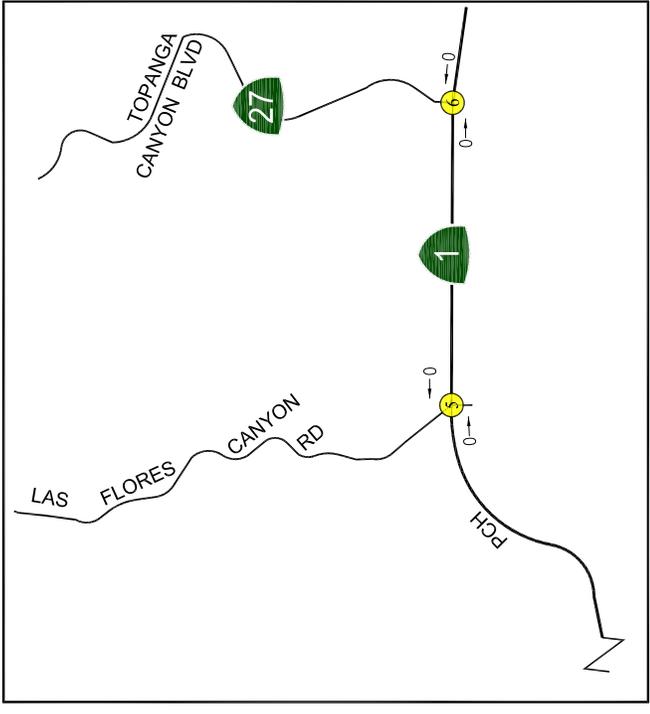


FIGURE C-1 RELATED PROJECTS TRAFFIC VOLUMES ZONE A

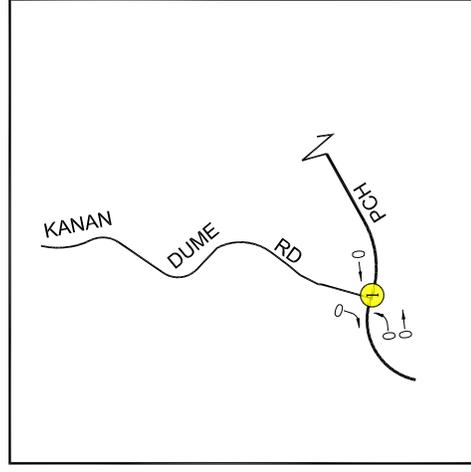
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT

- ★ PROJECT SITE
- ⊕ STUDY INTERSECTION

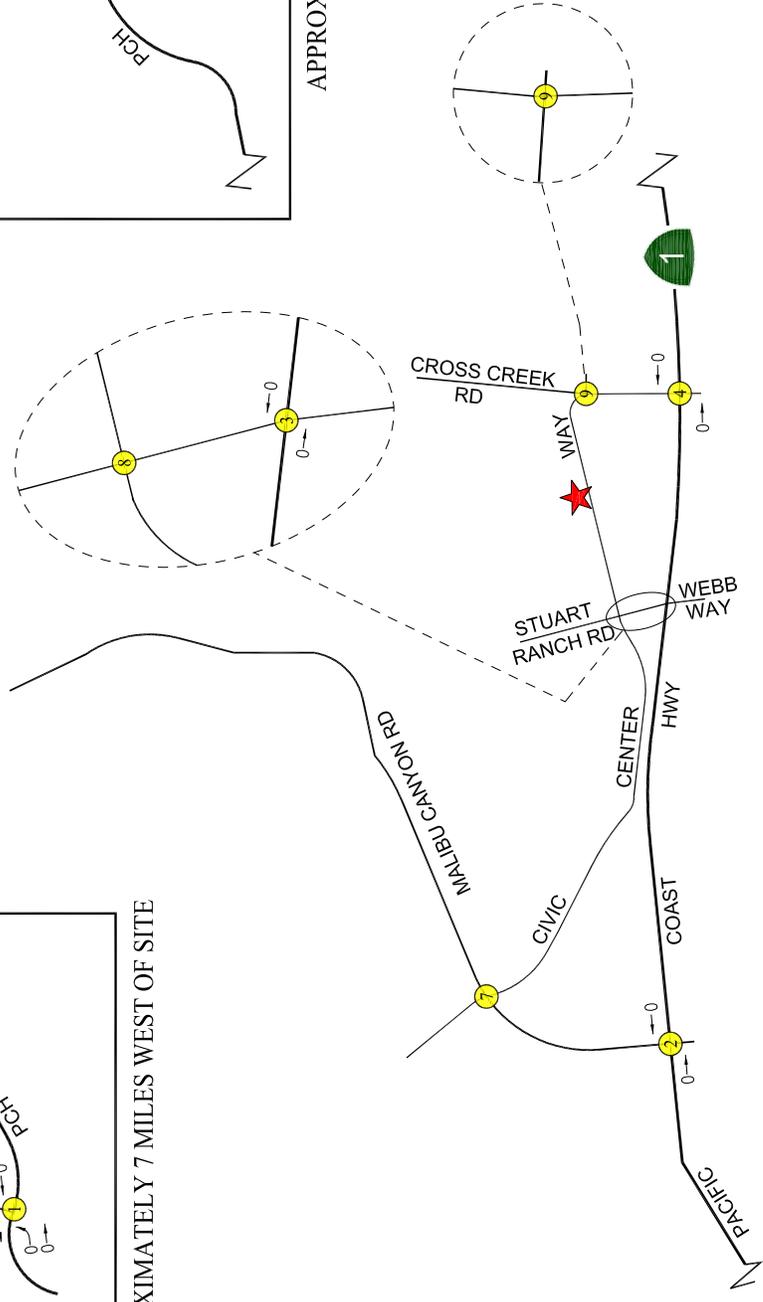
NOT TO SCALE



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

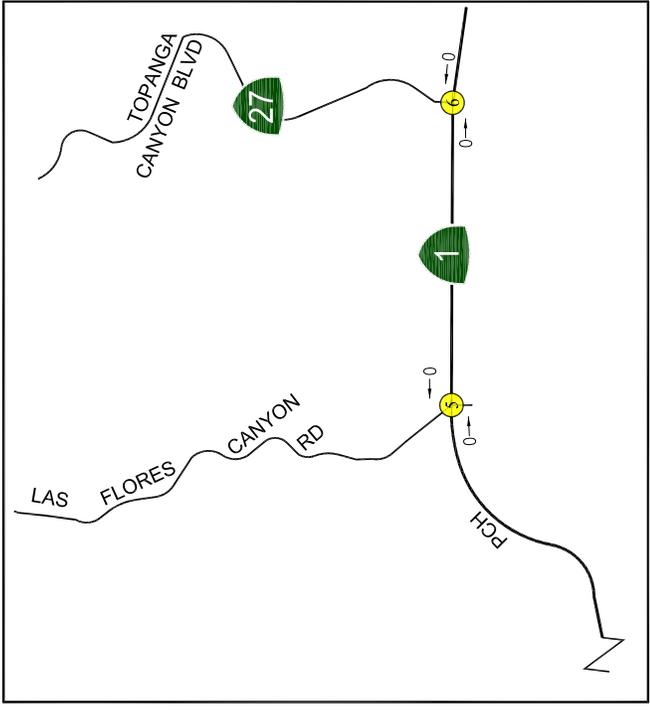


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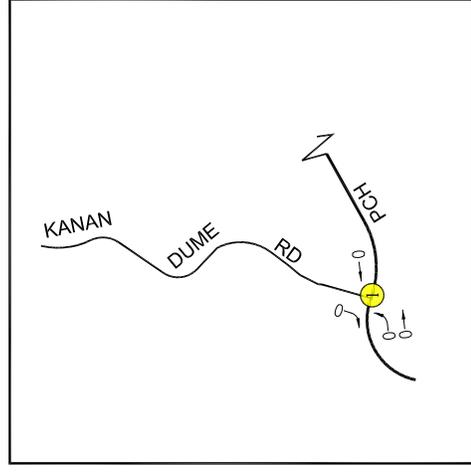
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-2 RELATED PROJECTS TRAFFIC VOLUMES ZONE A

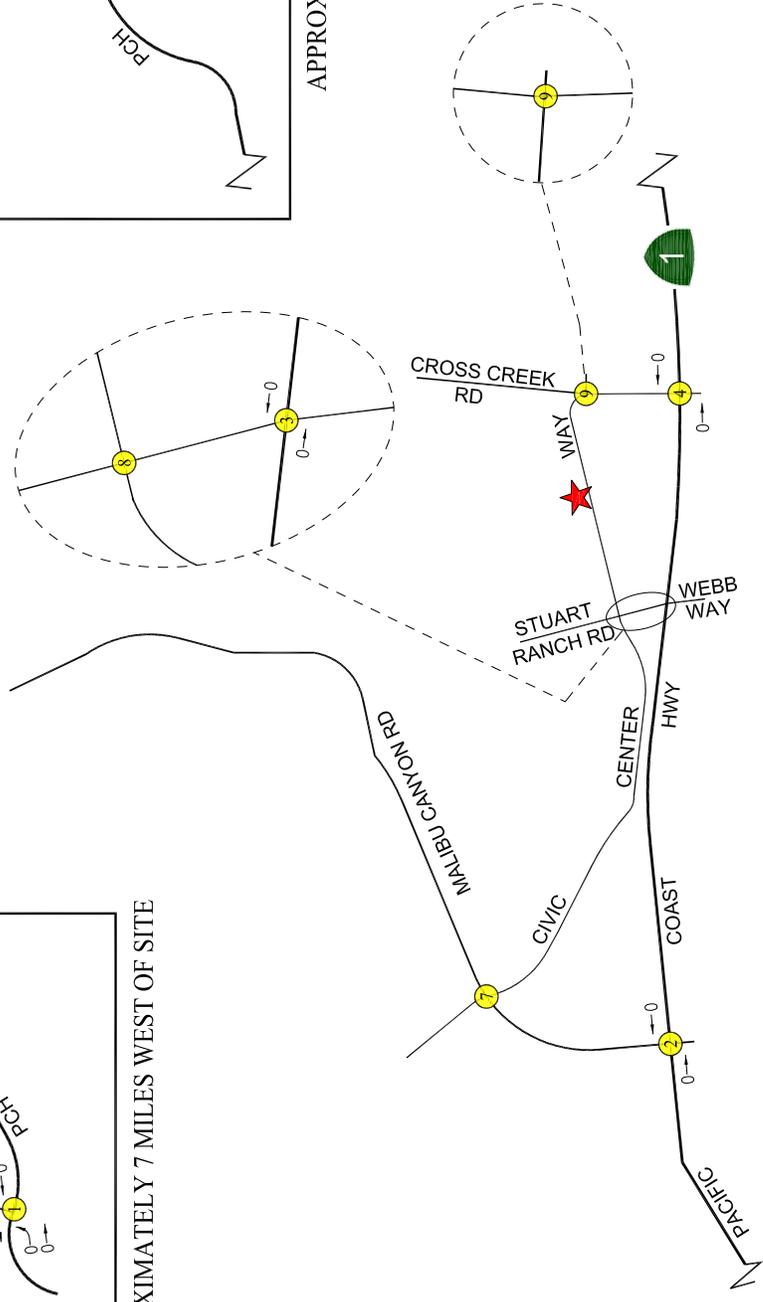
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

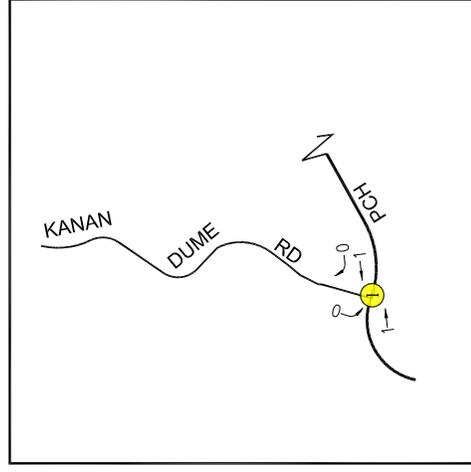


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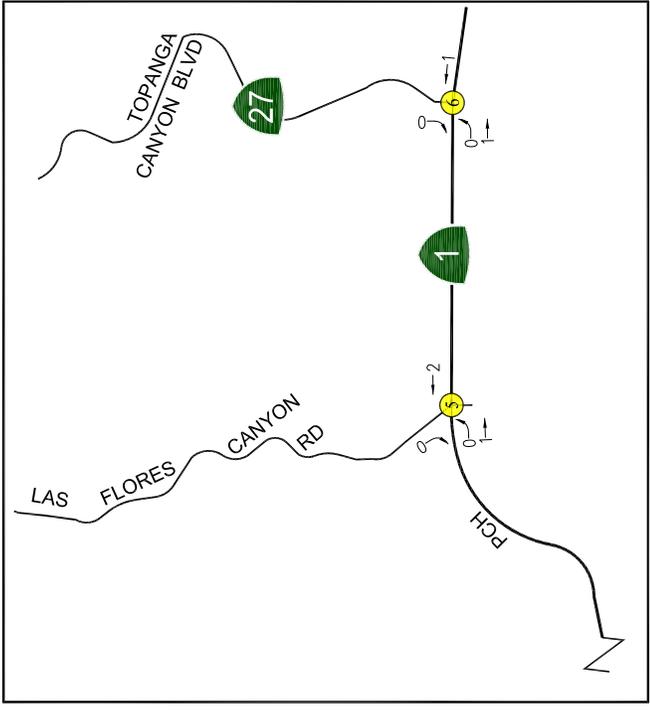
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-3 RELATED PROJECTS TRAFFIC VOLUMES ZONE A

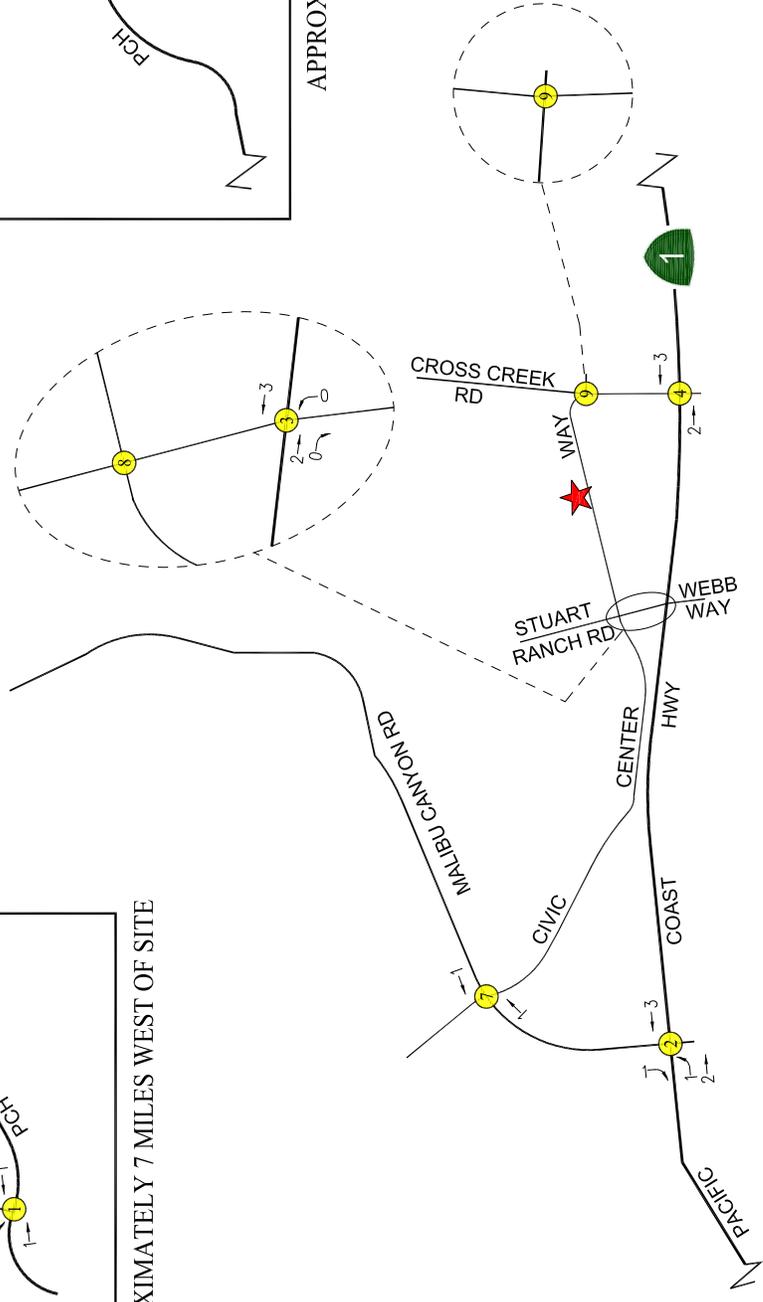
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

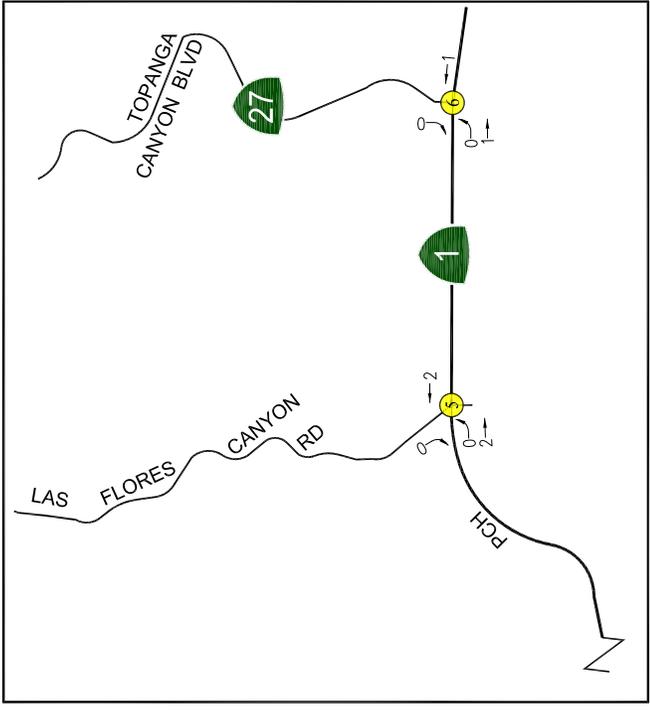


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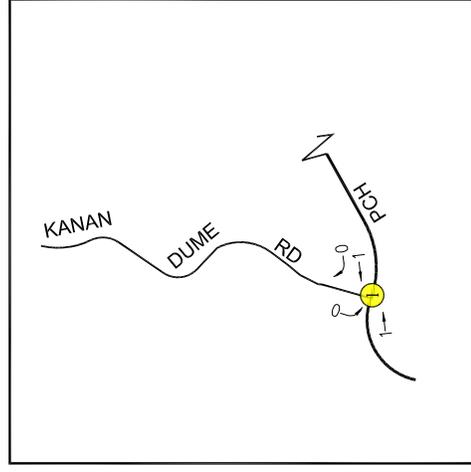
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-4 RELATED PROJECTS TRAFFIC VOLUMES ZONE B

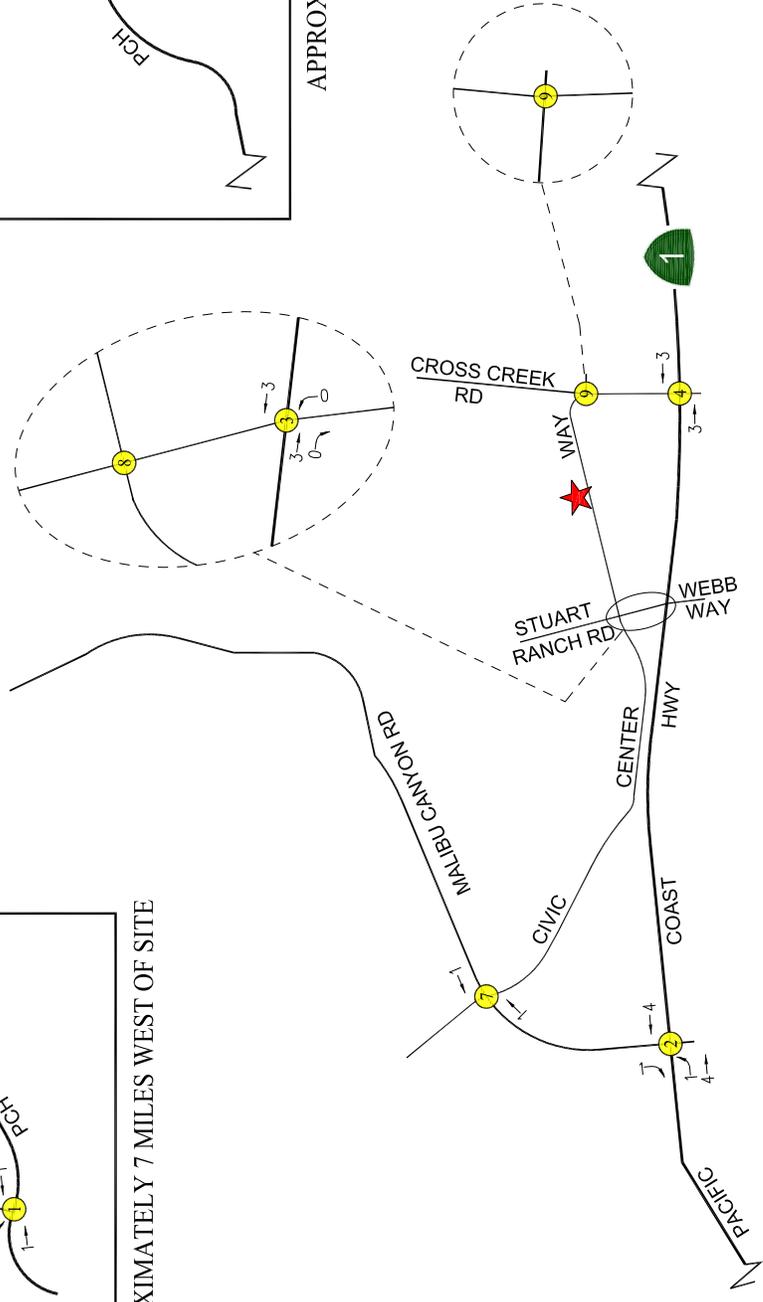
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

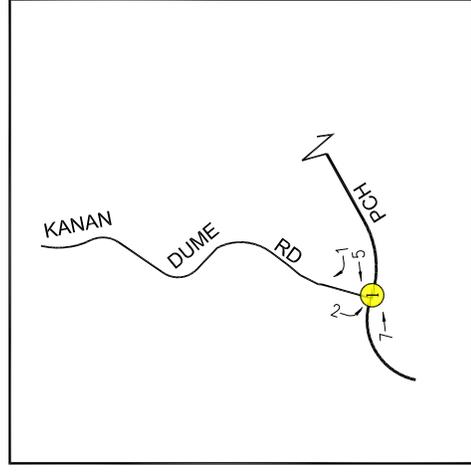


- ★ PROJECT SITE
- ⑤ STUDY INTERSECTION

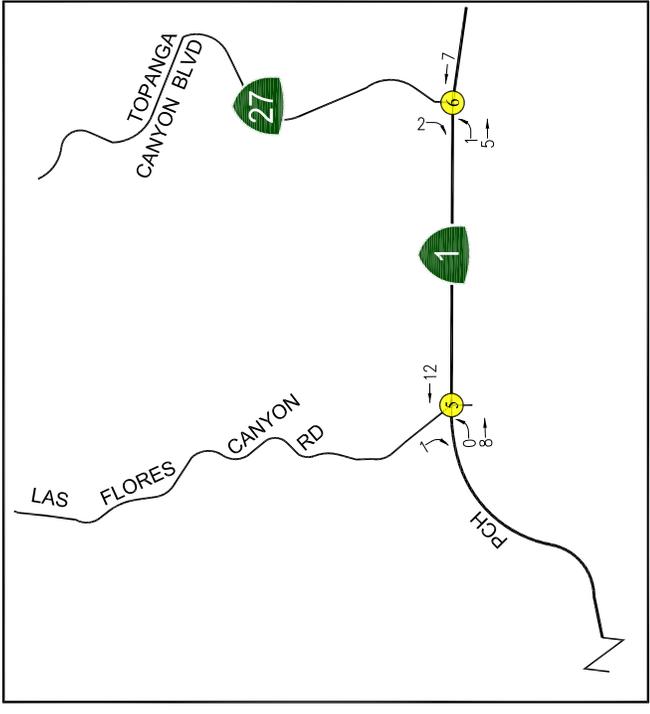
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FIGURE C-5 RELATED PROJECTS TRAFFIC VOLUMES ZONE B

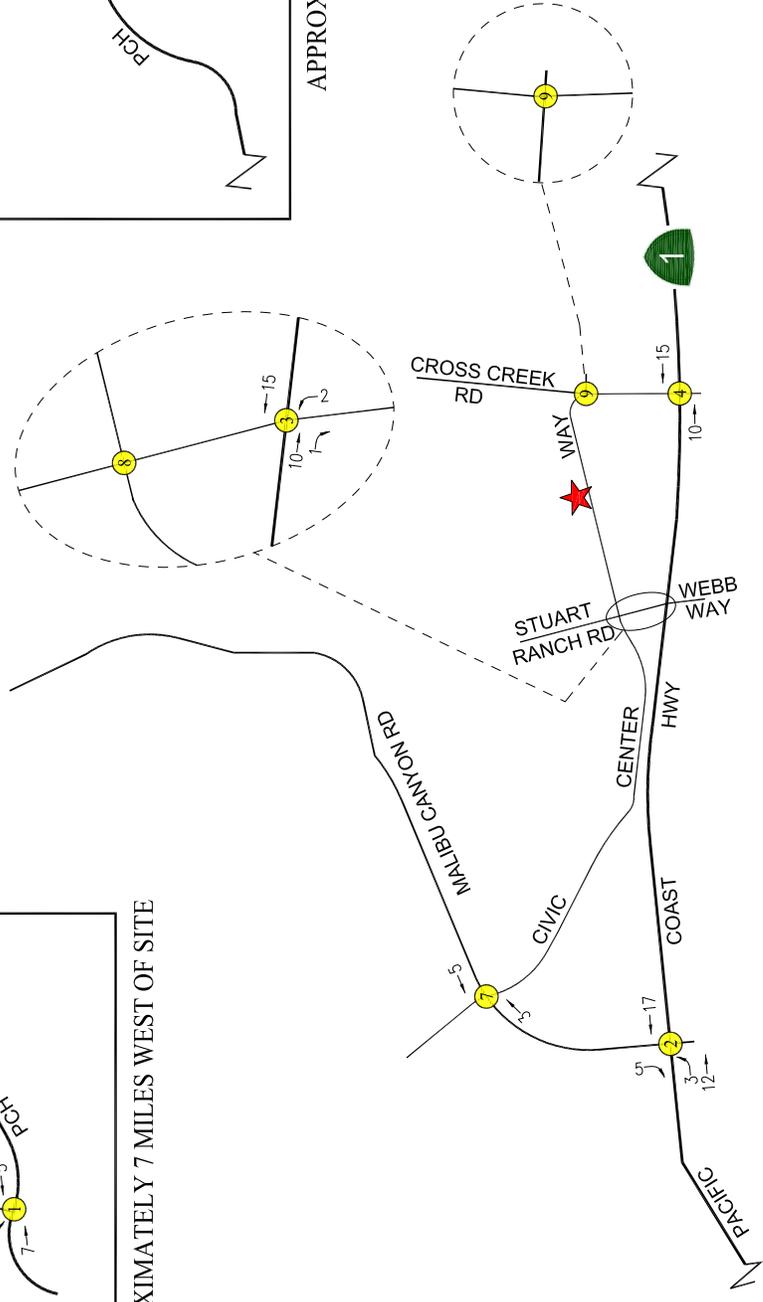
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

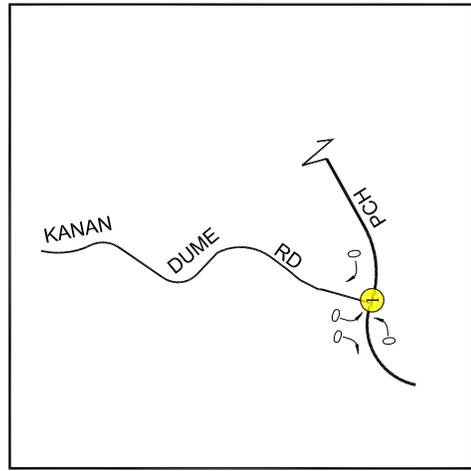


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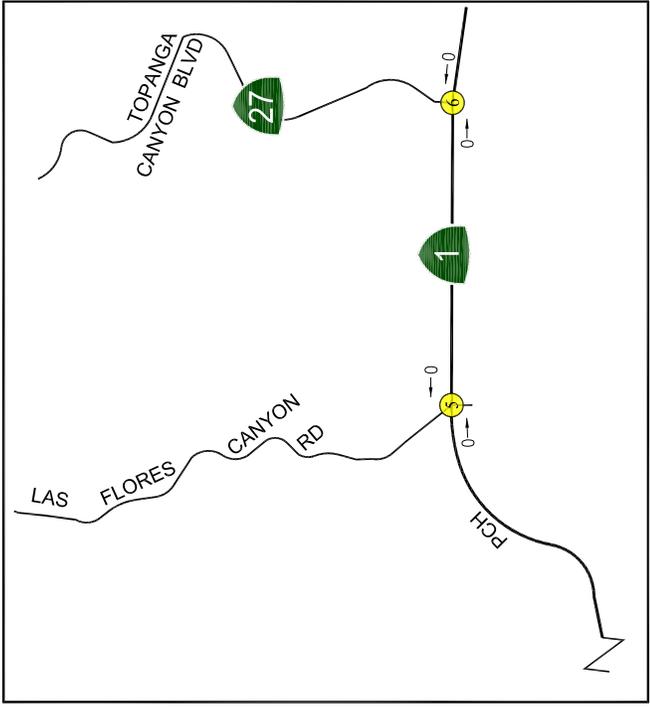
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-6 RELATED PROJECTS TRAFFIC VOLUMES ZONE B

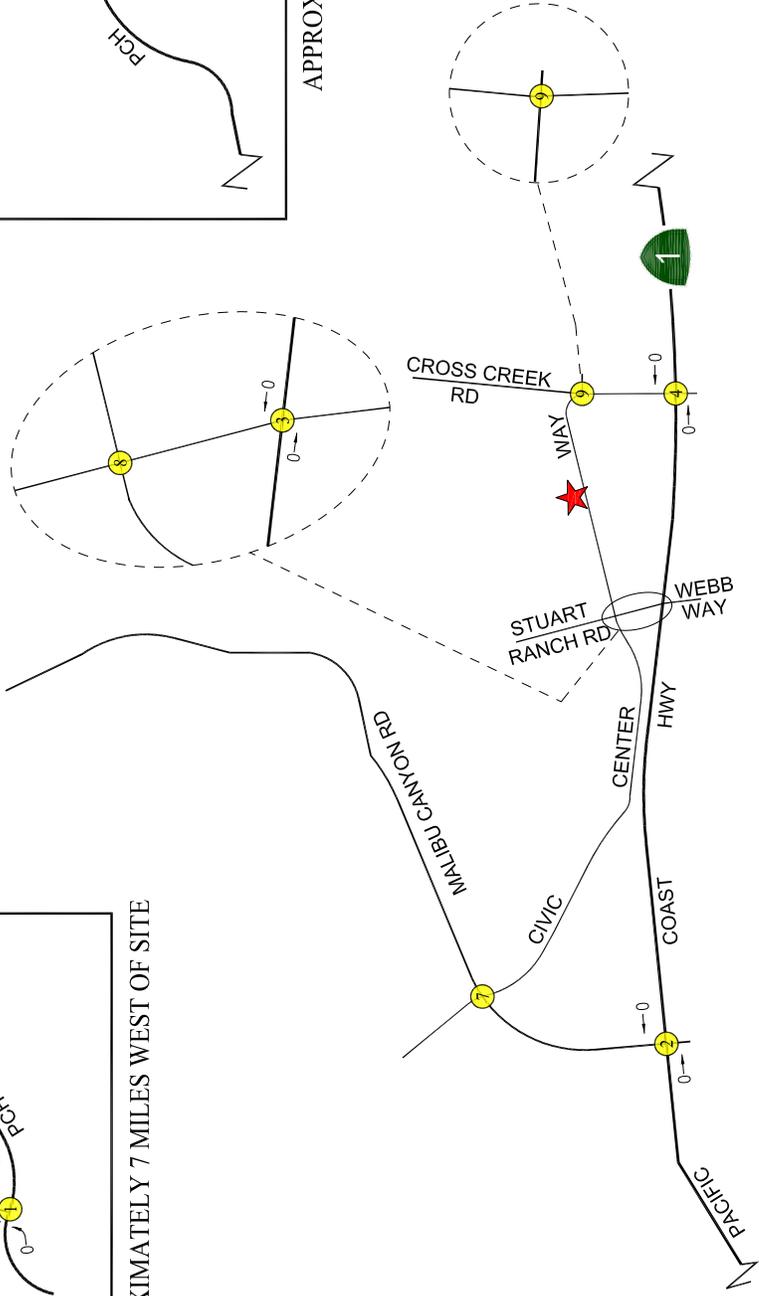
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

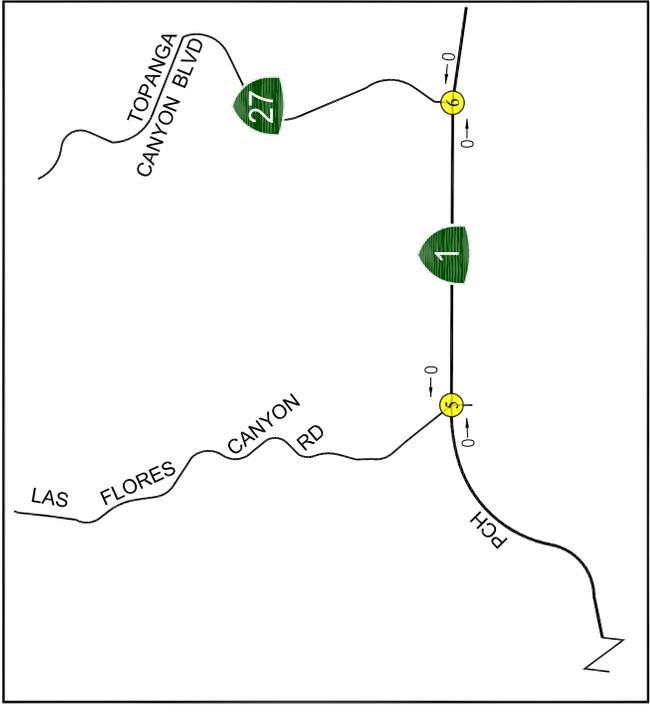


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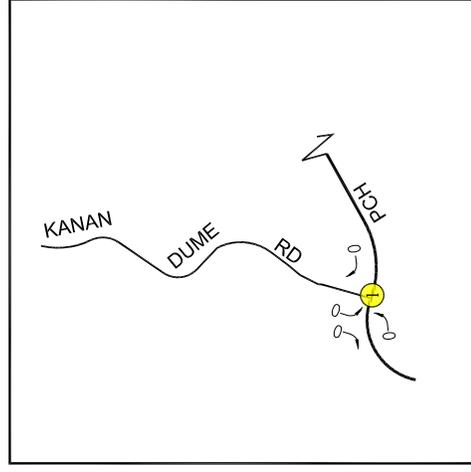
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-7 RELATED PROJECTS TRAFFIC VOLUMES ZONE C

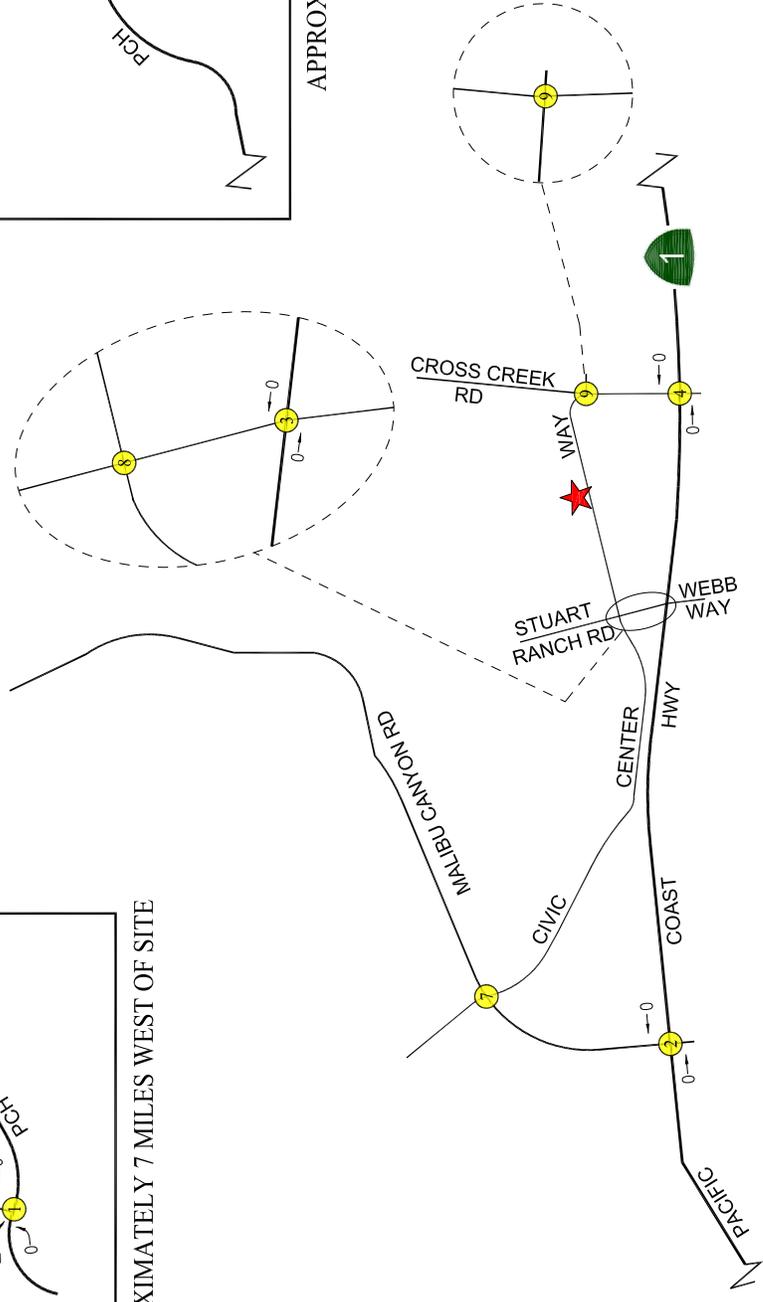
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



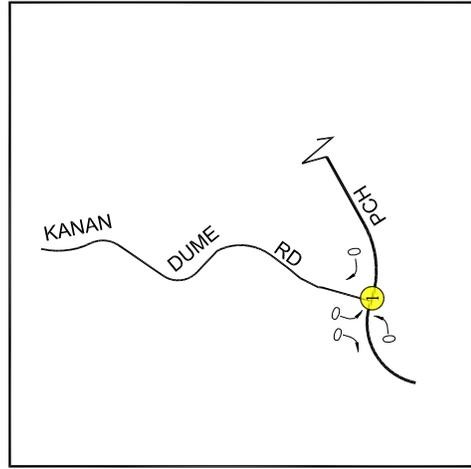
-  PROJECT SITE
-  STUDY INTERSECTION

NOT TO SCALE

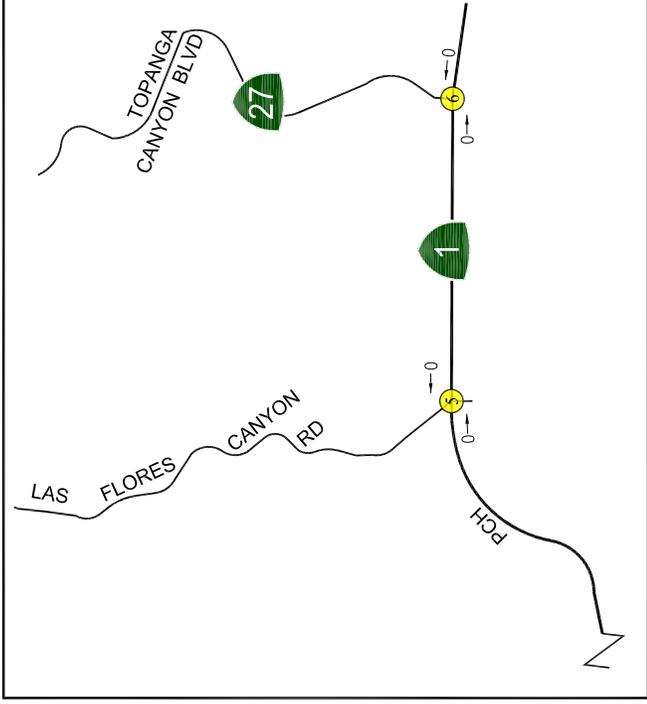
FIGURE C-8 RELATED PROJECTS TRAFFIC VOLUMES ZONE C

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

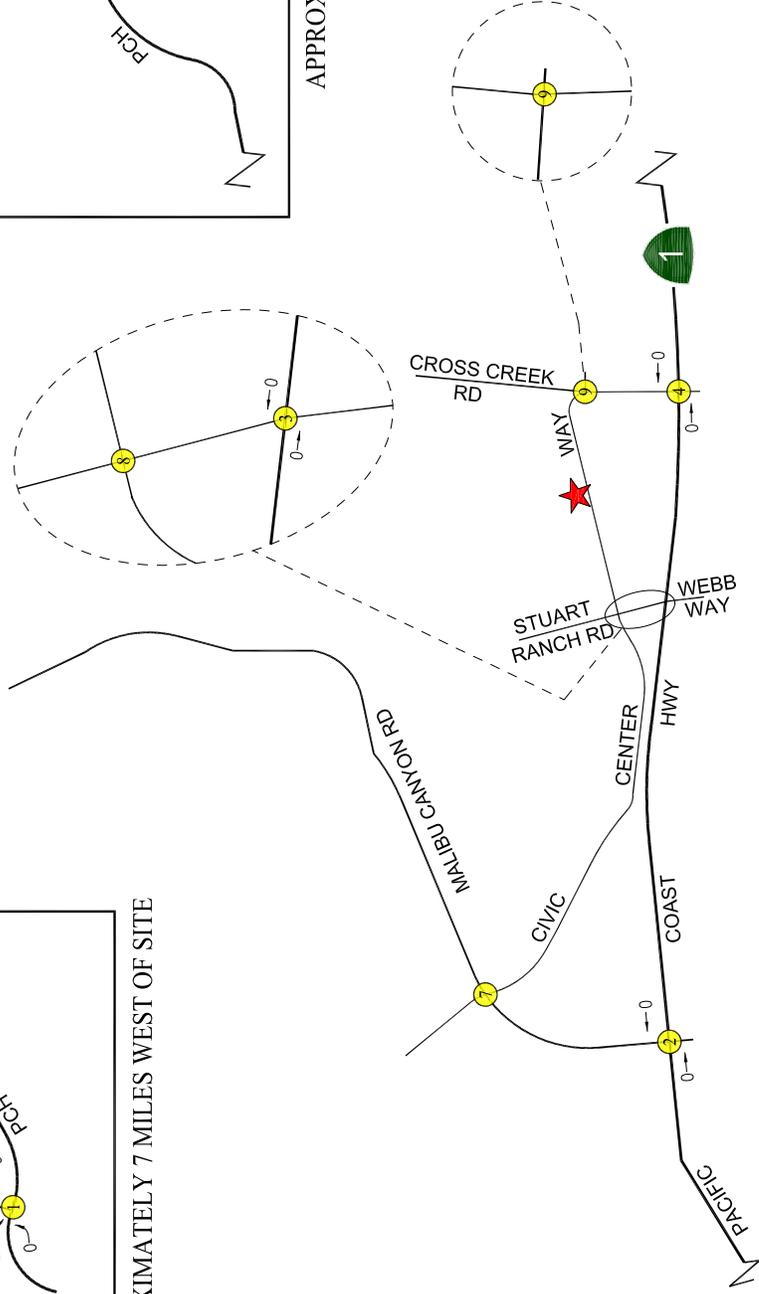
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

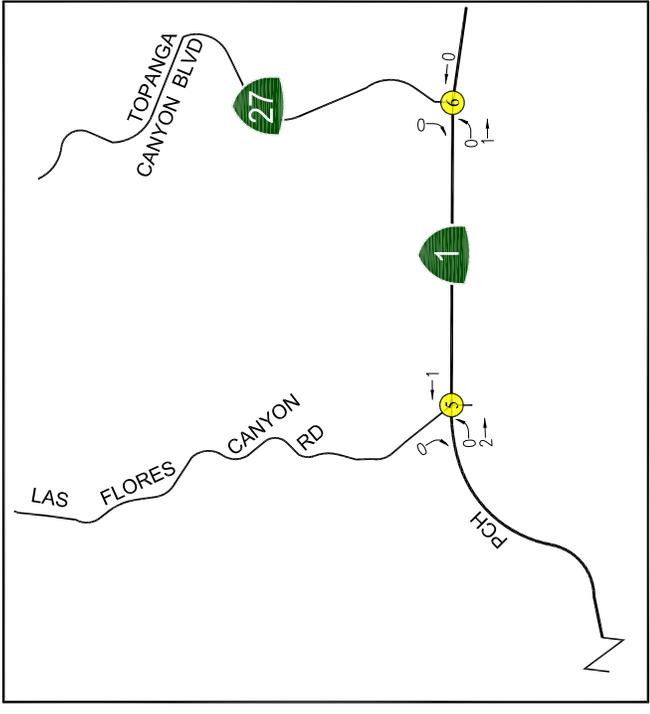


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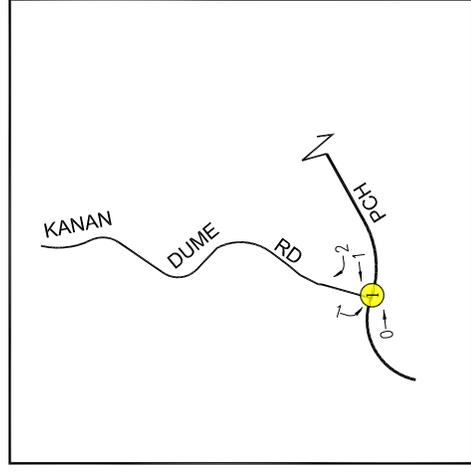
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-9 RELATED PROJECTS TRAFFIC VOLUMES ZONE C

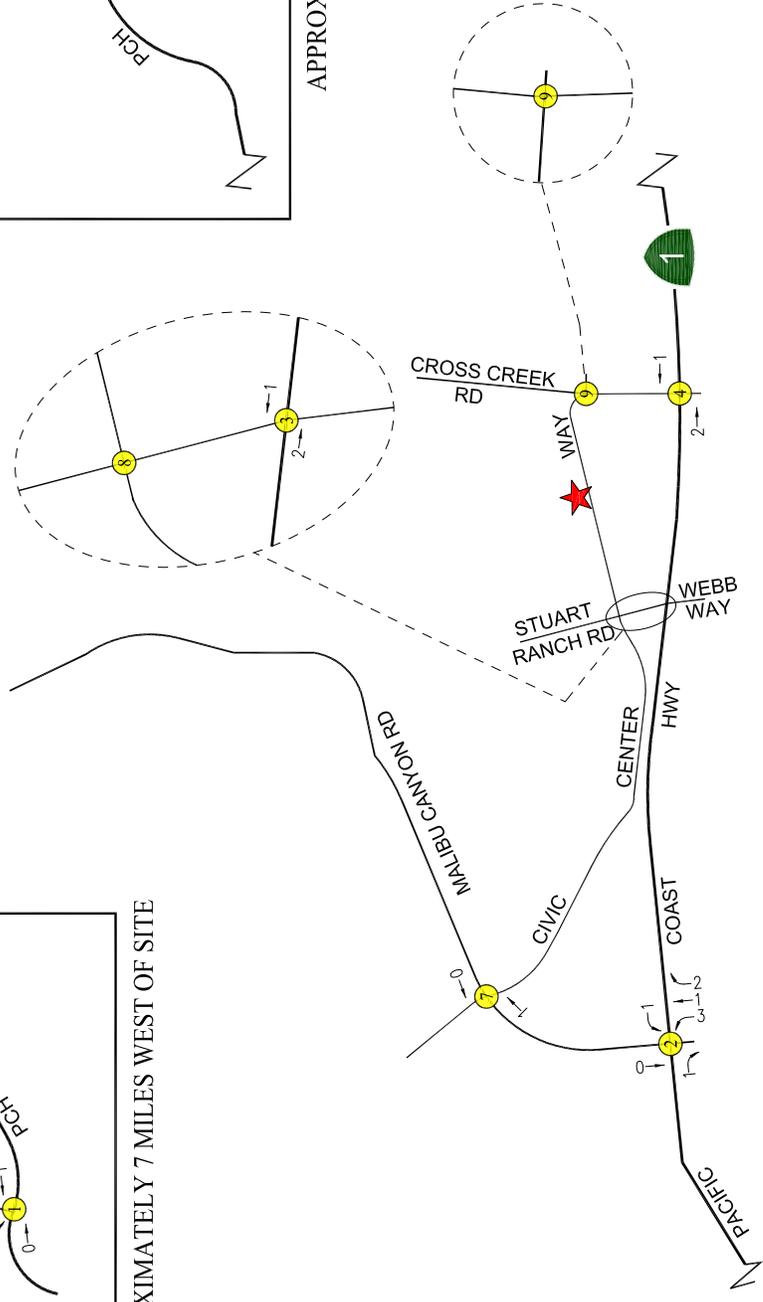
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

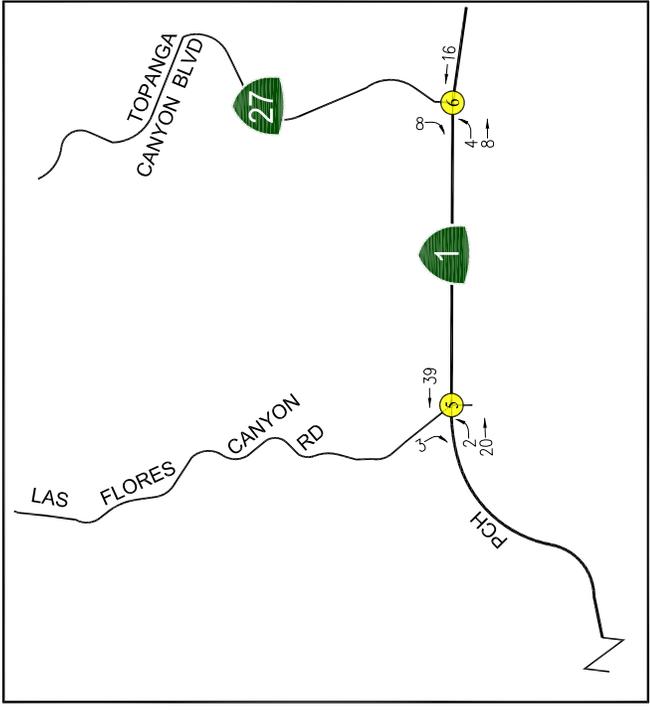


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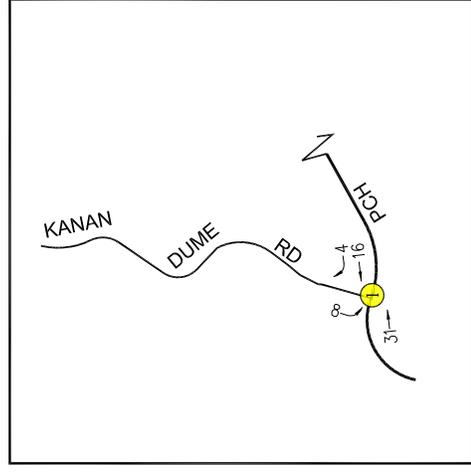
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-10 RELATED PROJECTS TRAFFIC VOLUMES ZONE D

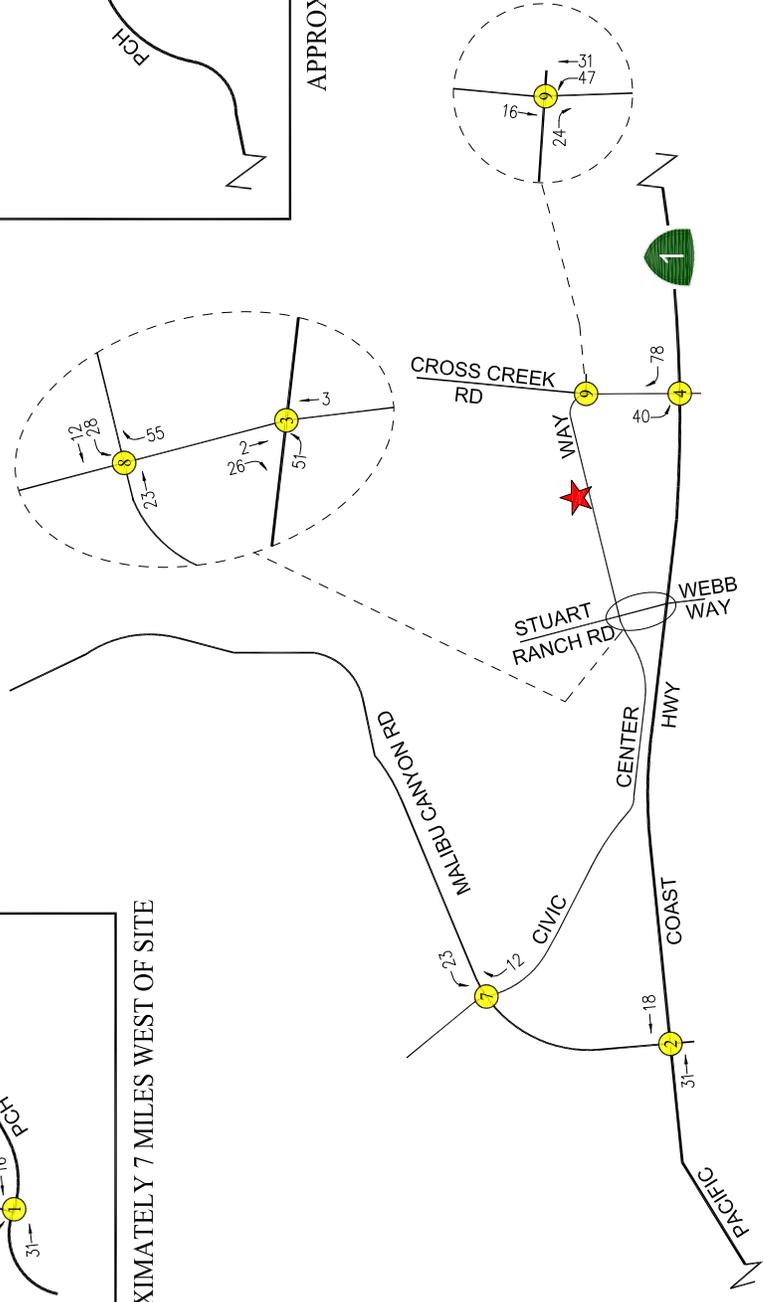
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

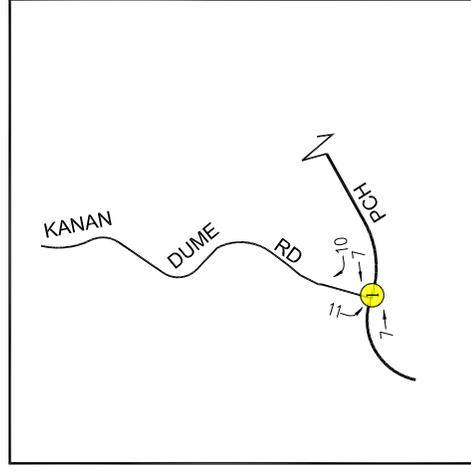


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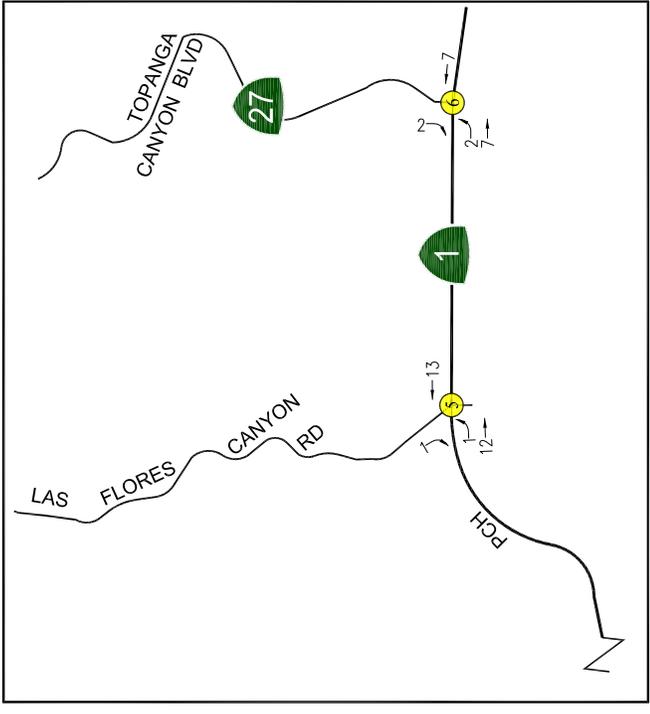
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-17 RELATED PROJECTS TRAFFIC VOLUMES ZONE F

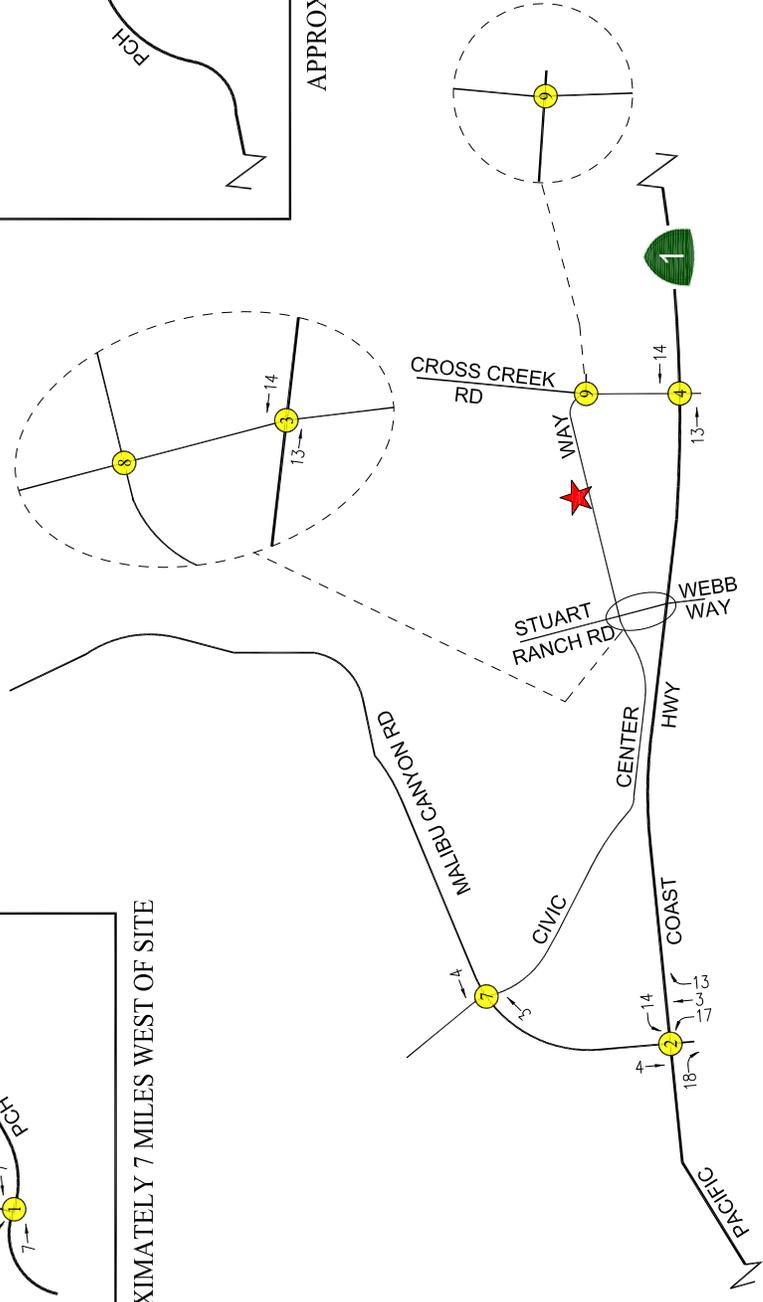
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

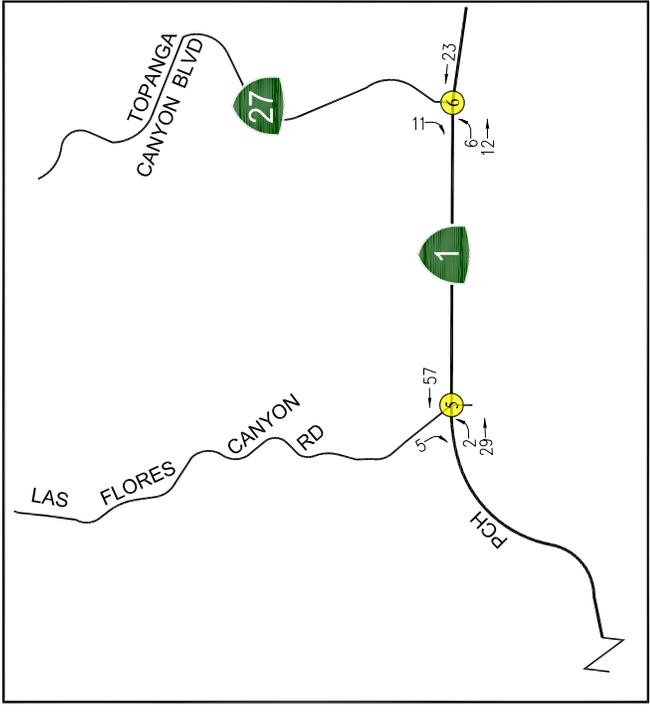


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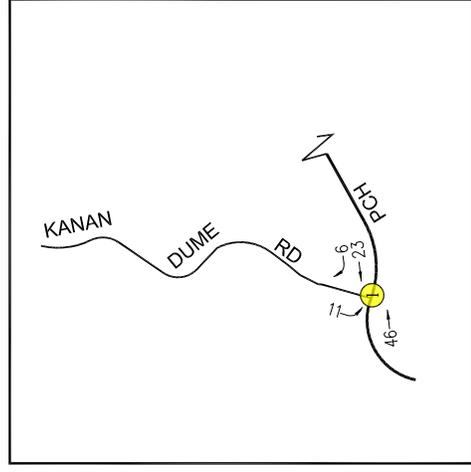
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-11 RELATED PROJECTS TRAFFIC VOLUMES ZONE D

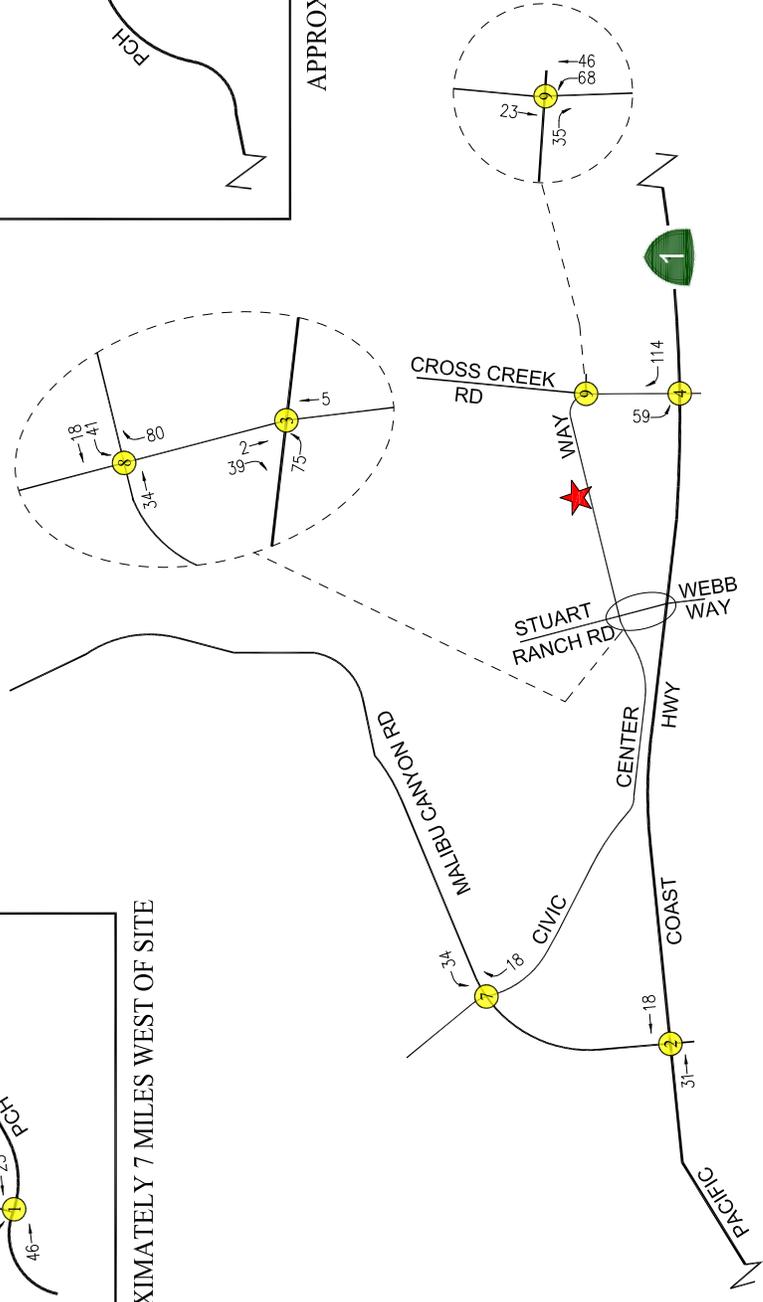
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



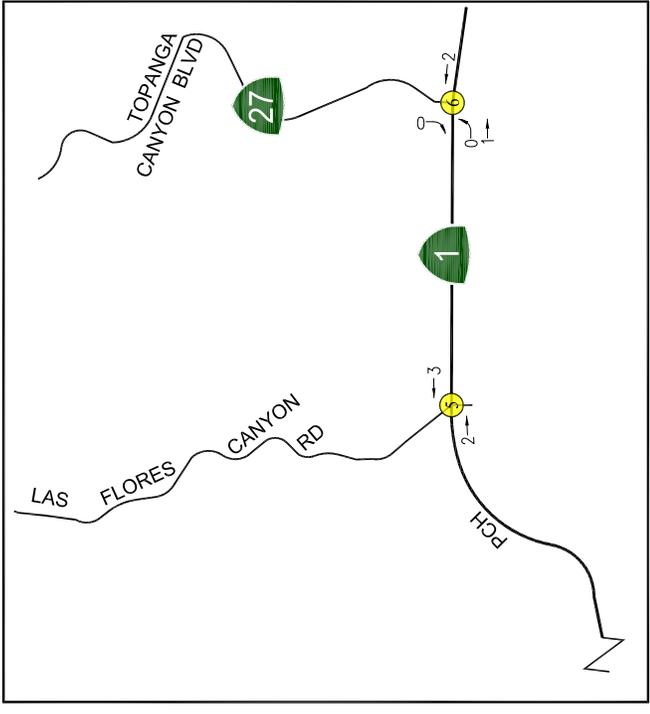
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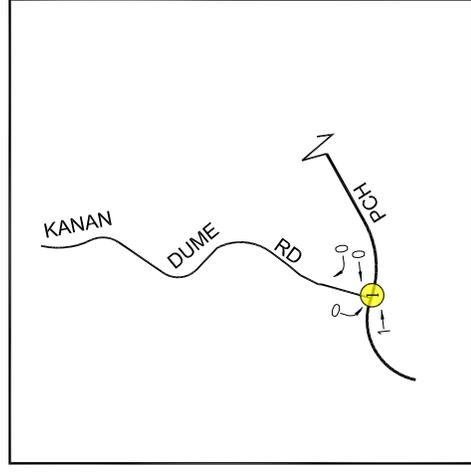
NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

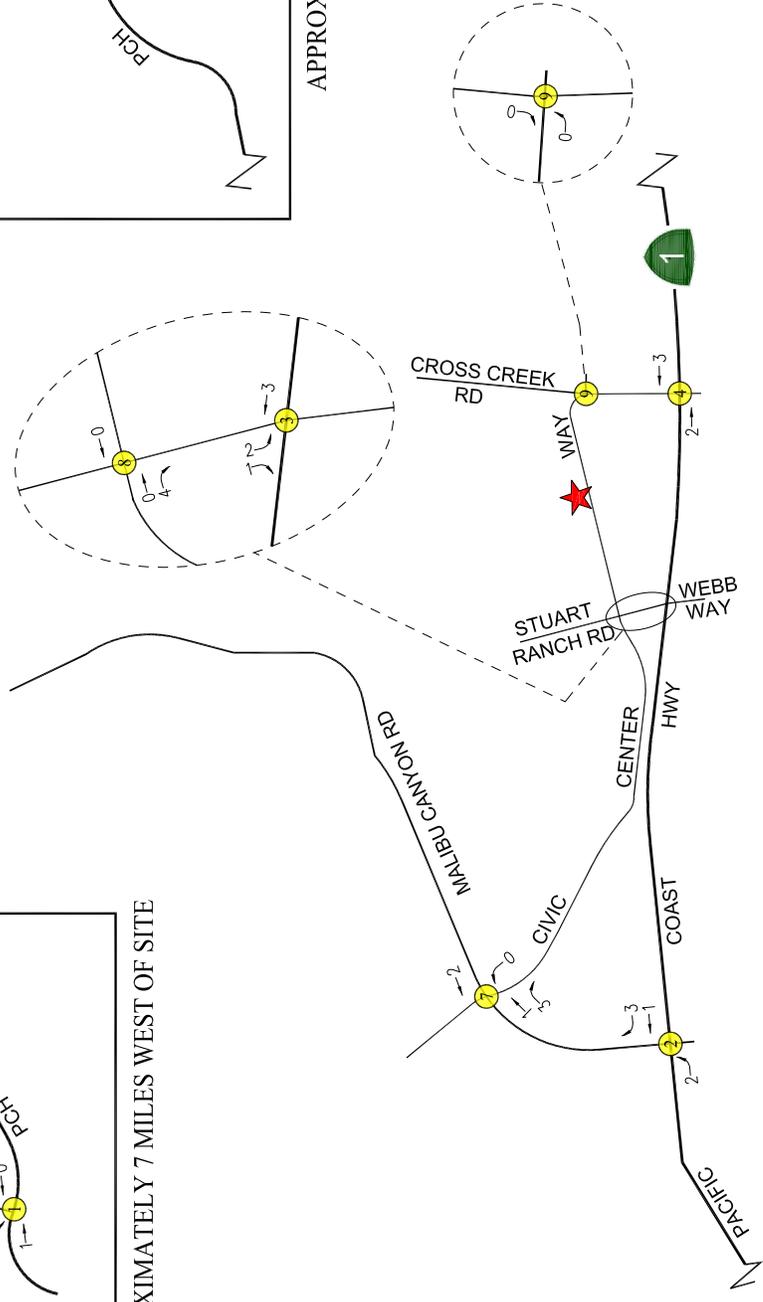
FIGURE C-18
RELATED PROJECTS TRAFFIC VOLUMES
ZONE F
 SATURDAY MID-DAY PEAK HOUR
 LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

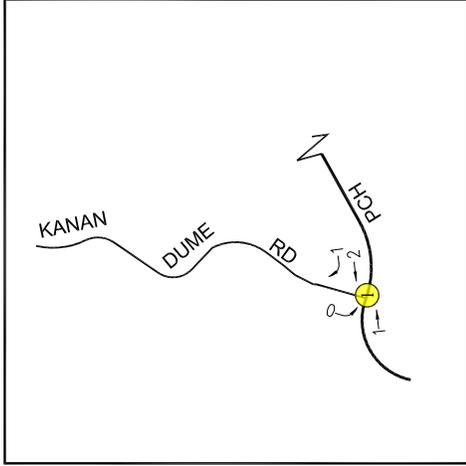


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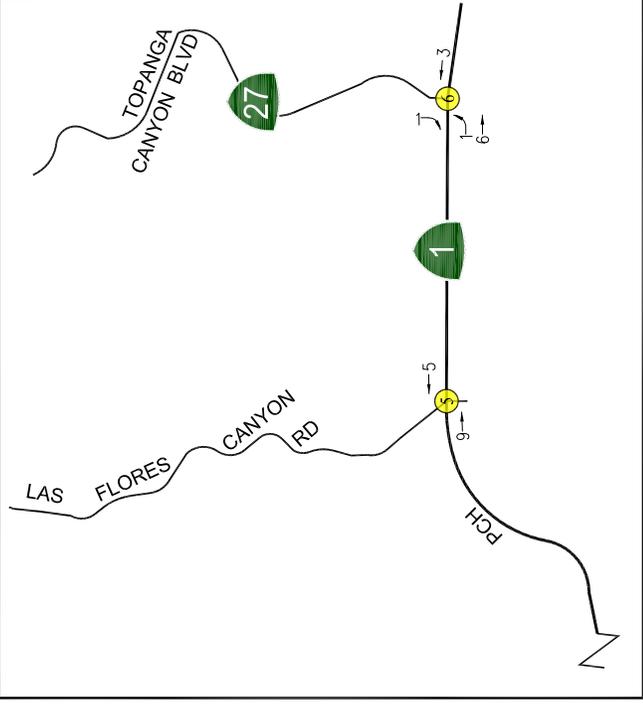
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-13 RELATED PROJECTS TRAFFIC VOLUMES ZONE E

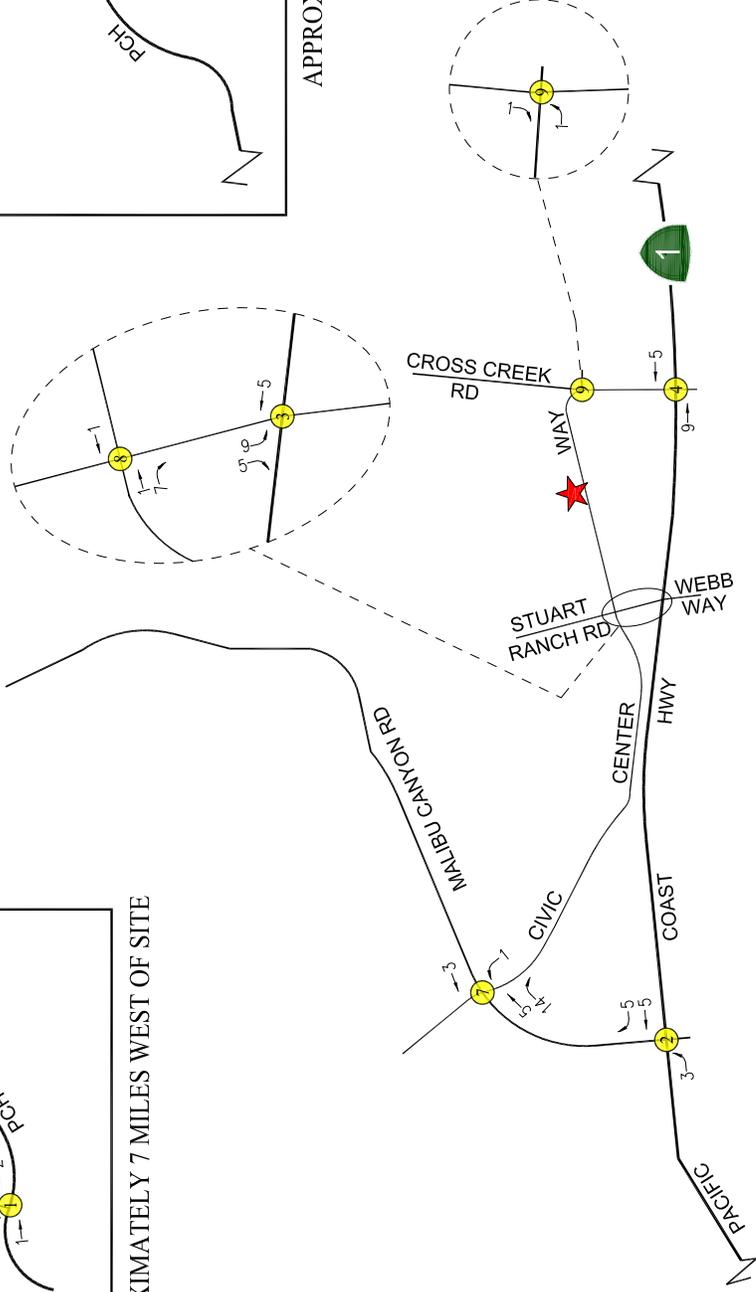
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

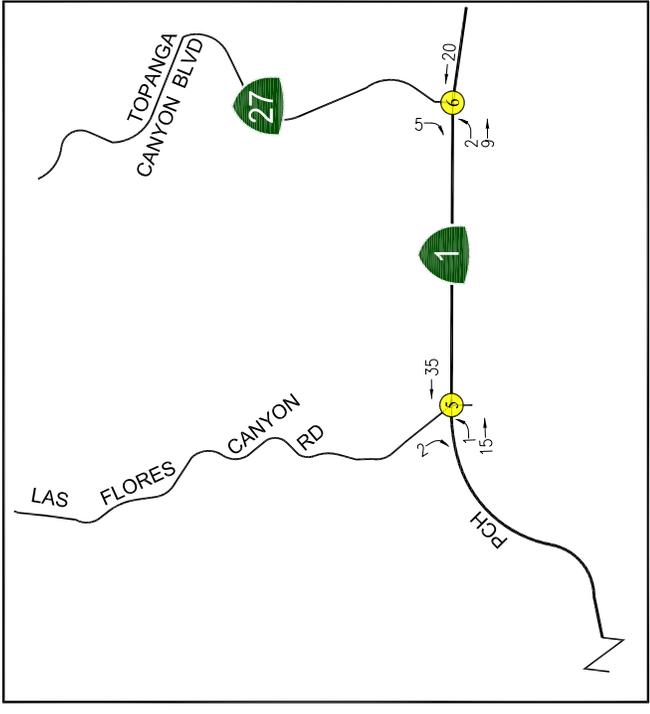


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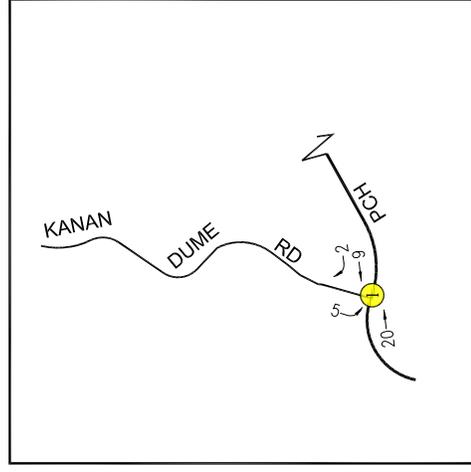
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-14 RELATED PROJECTS TRAFFIC VOLUMES ZONE E

WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

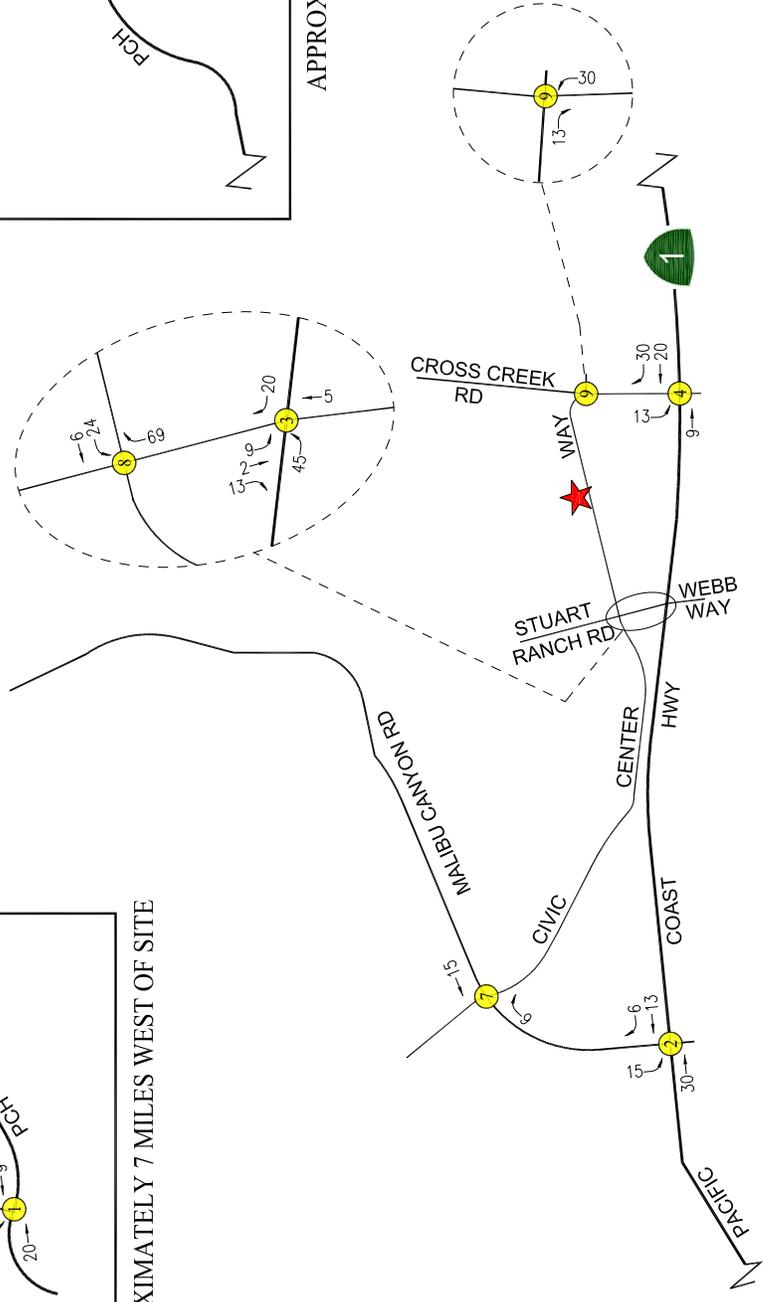
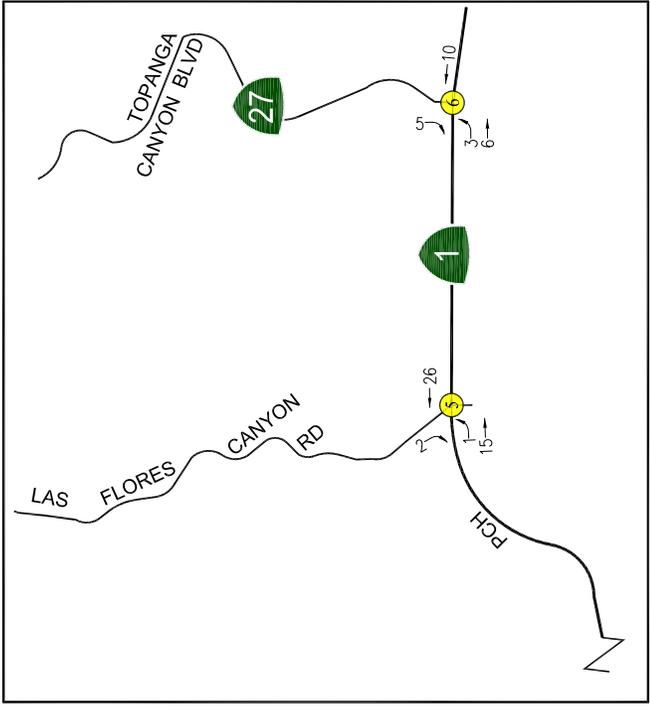


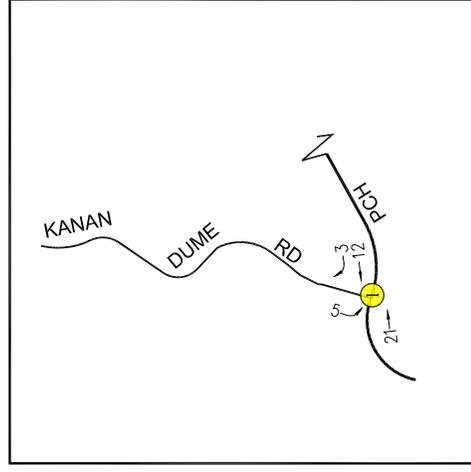
FIGURE C-19
RELATED PROJECTS TRAFFIC VOLUMES
ZONE G
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT

-  PROJECT SITE
-  STUDY INTERSECTION

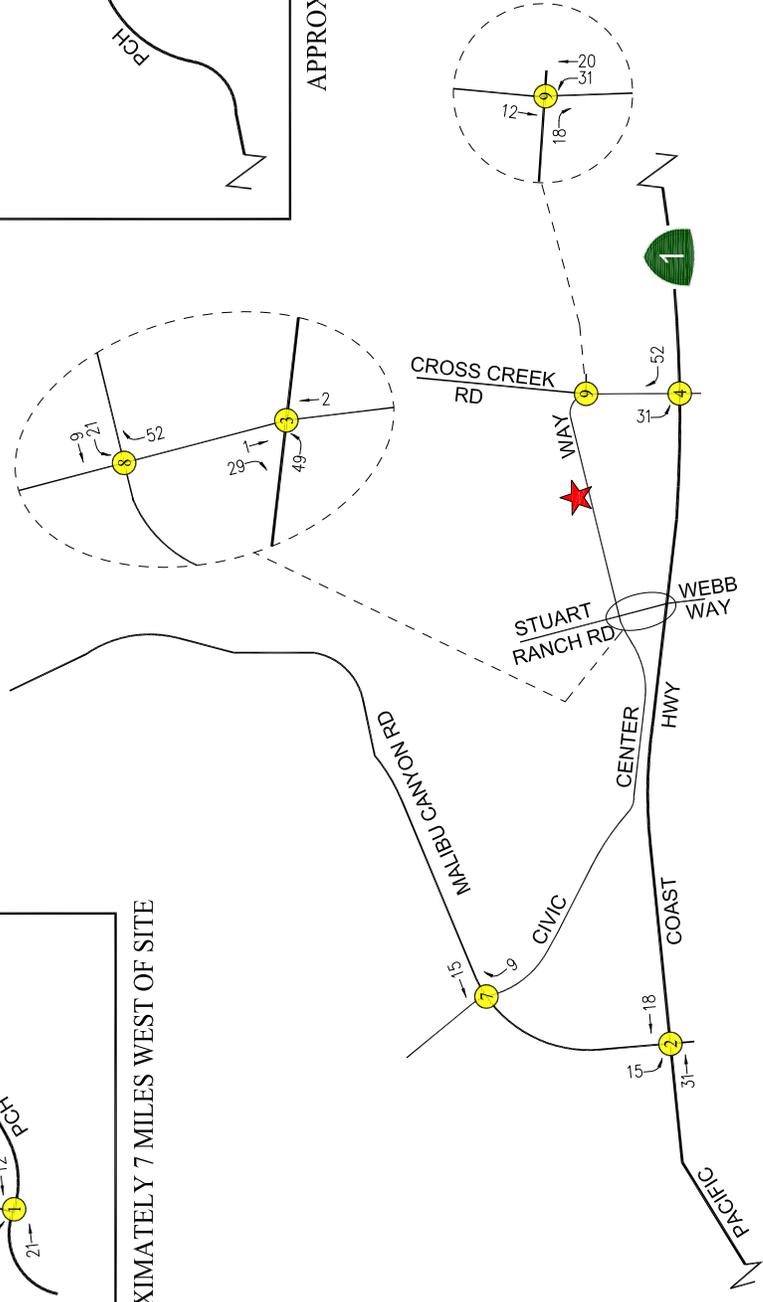

NOT TO SCALE



APPROXIMATELY 6 MILES EAST OF SITE



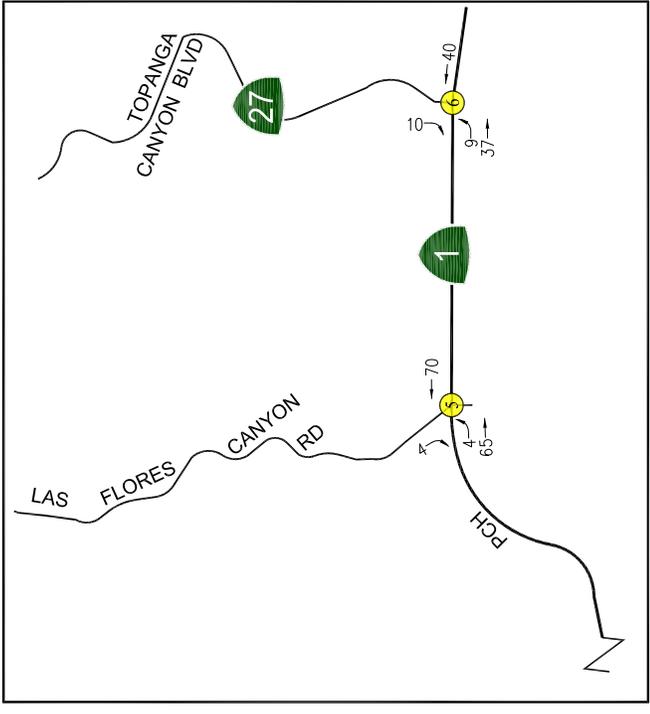
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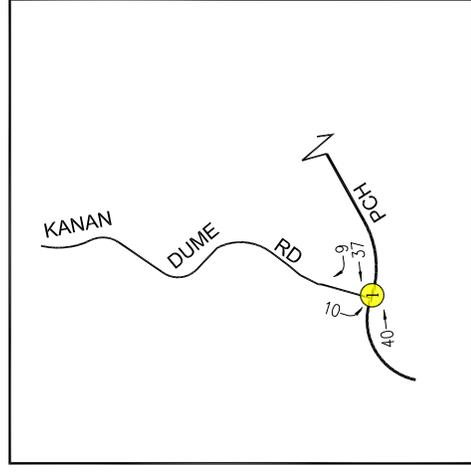
NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

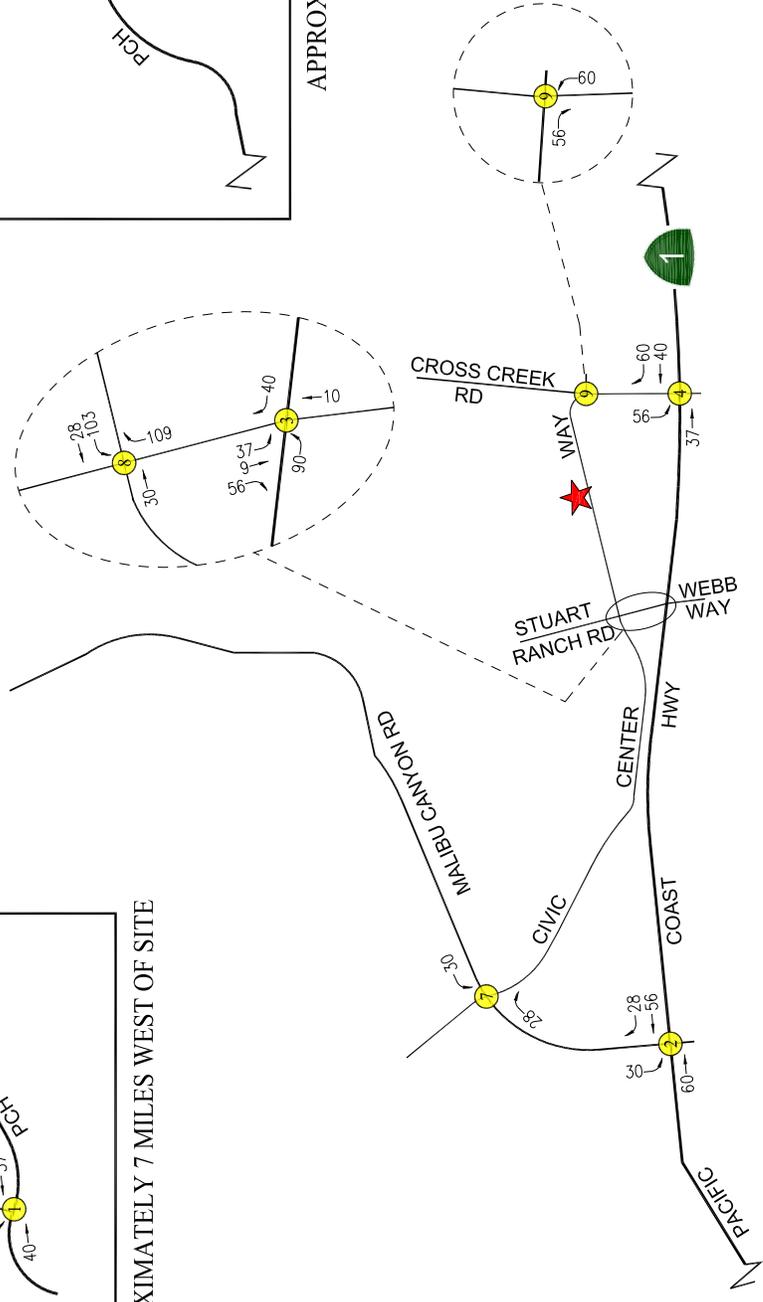
FIGURE C-16
RELATED PROJECTS TRAFFIC VOLUMES
ZONE F
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

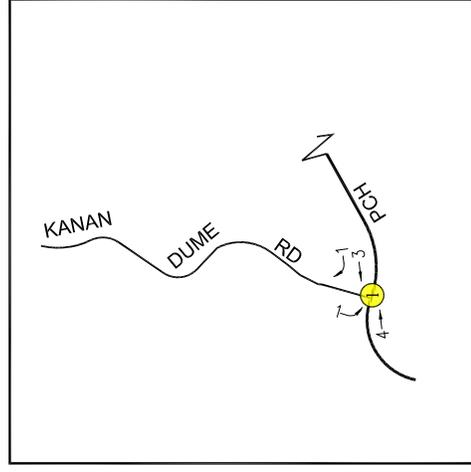


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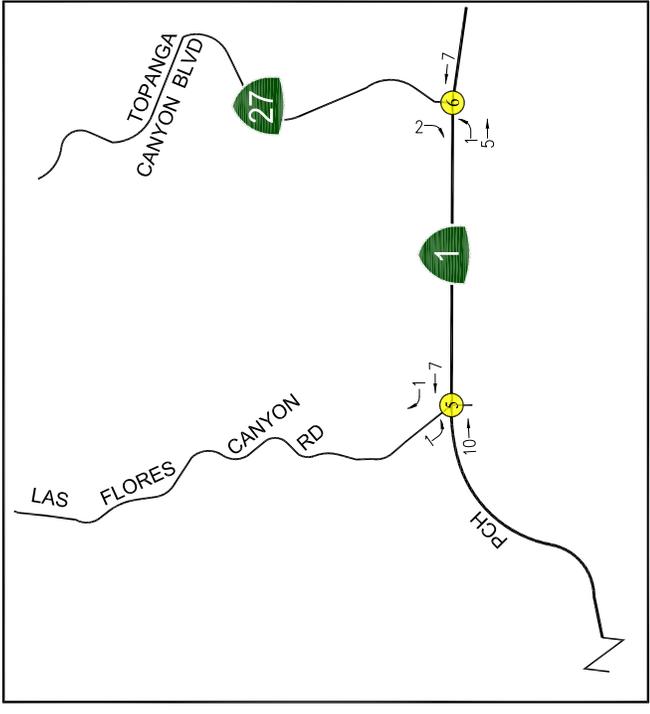
- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-21 RELATED PROJECTS TRAFFIC VOLUMES ZONE G

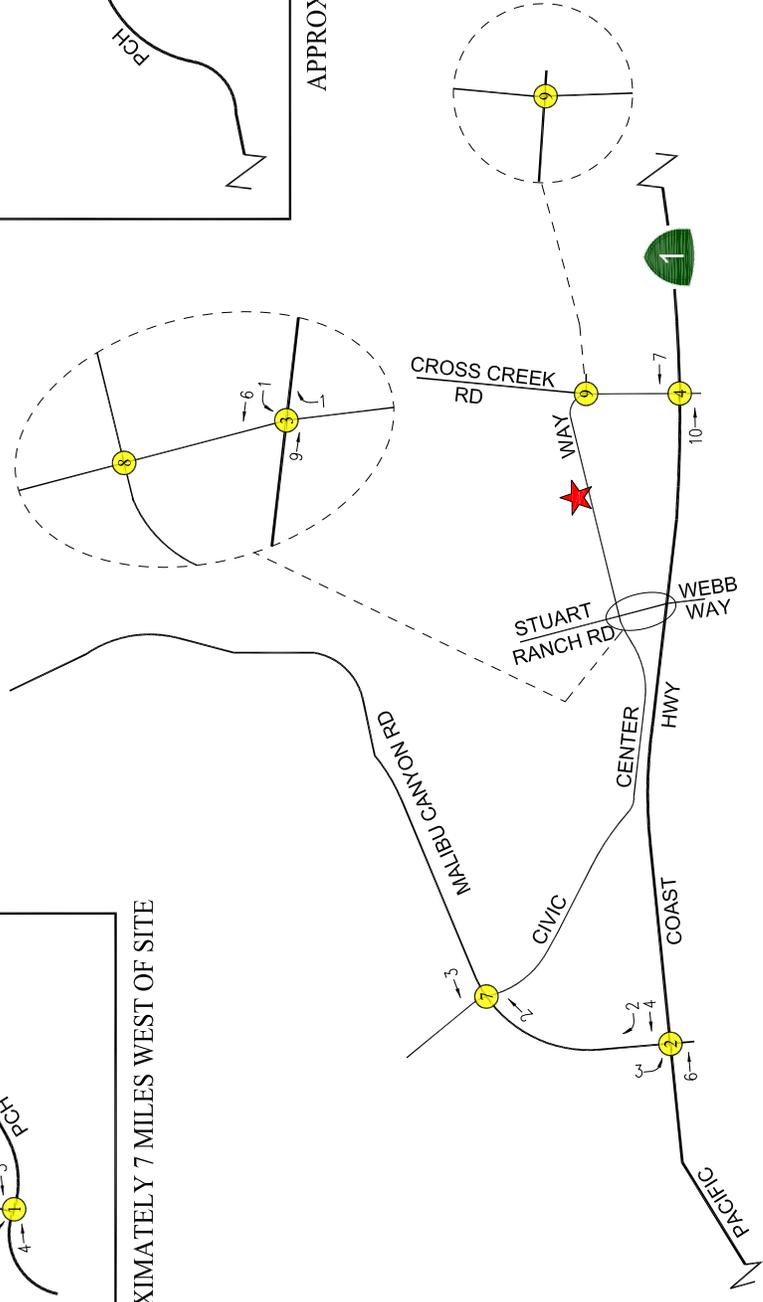
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



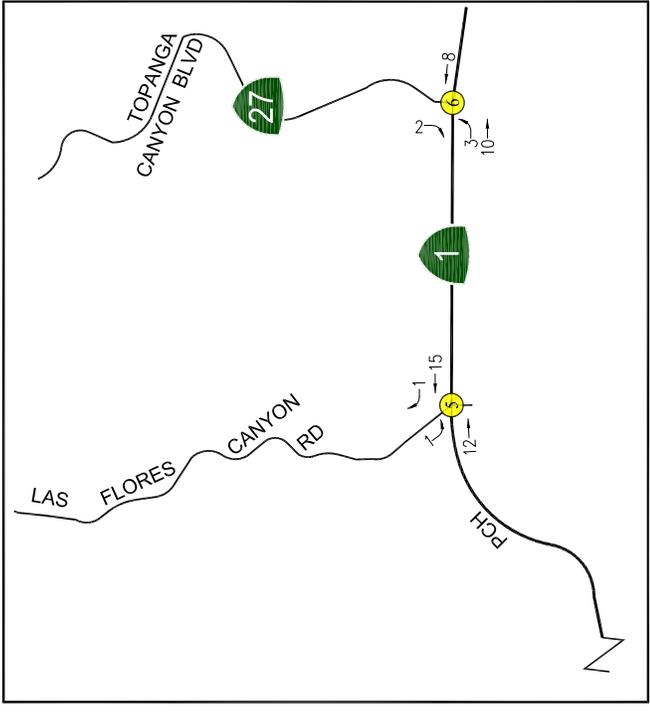
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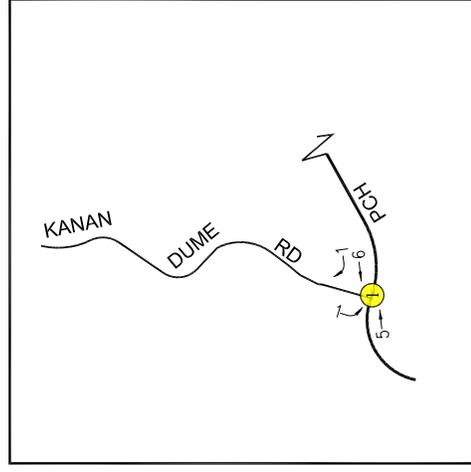
NOT TO SCALE

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

FIGURE C-22
RELATED PROJECTS TRAFFIC VOLUMES
ZONE H
 WEEKDAY AM PEAK HOUR
 LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

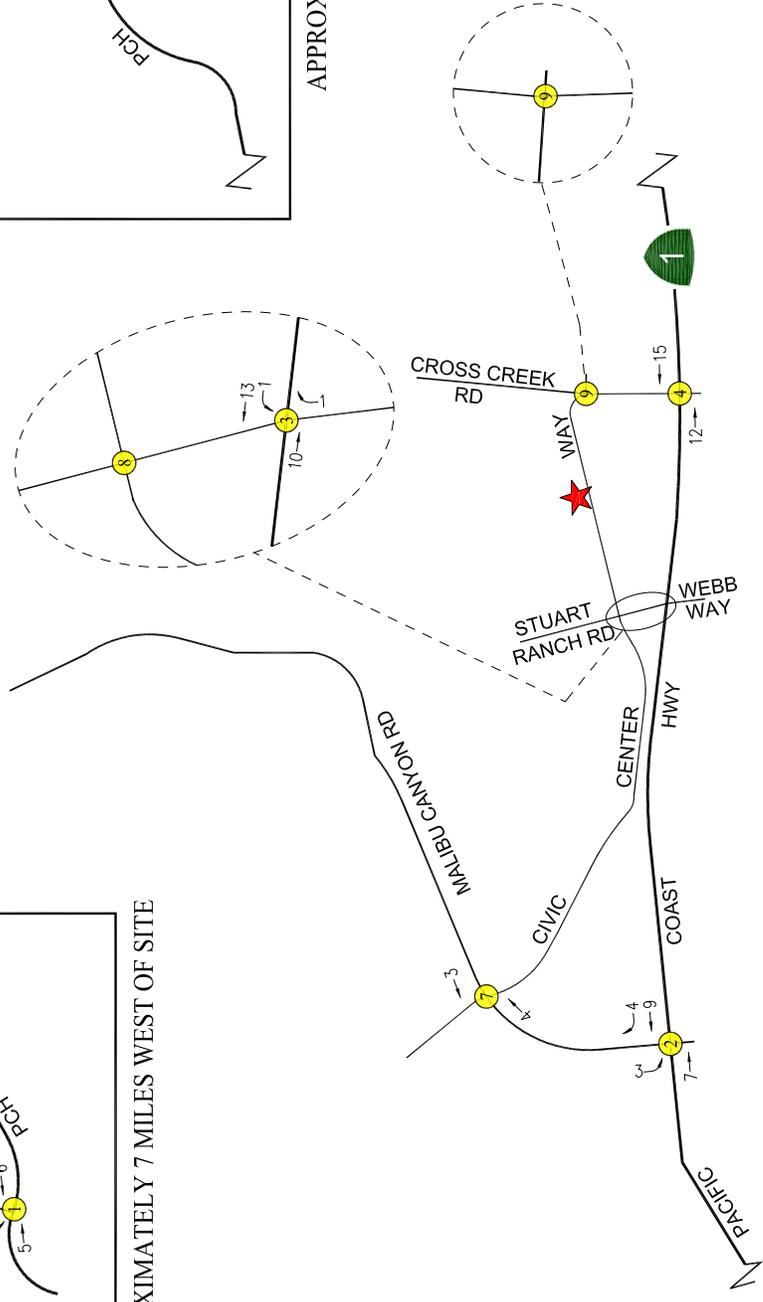
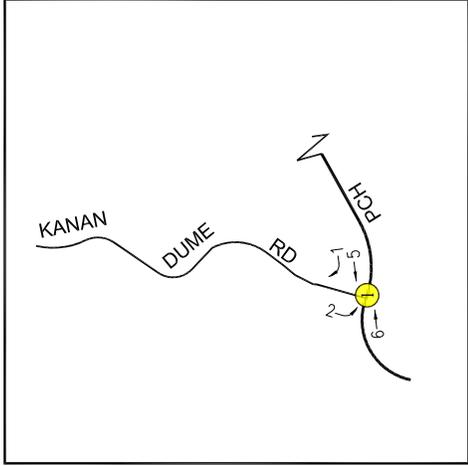


FIGURE C-23
RELATED PROJECTS TRAFFIC VOLUMES
ZONE H

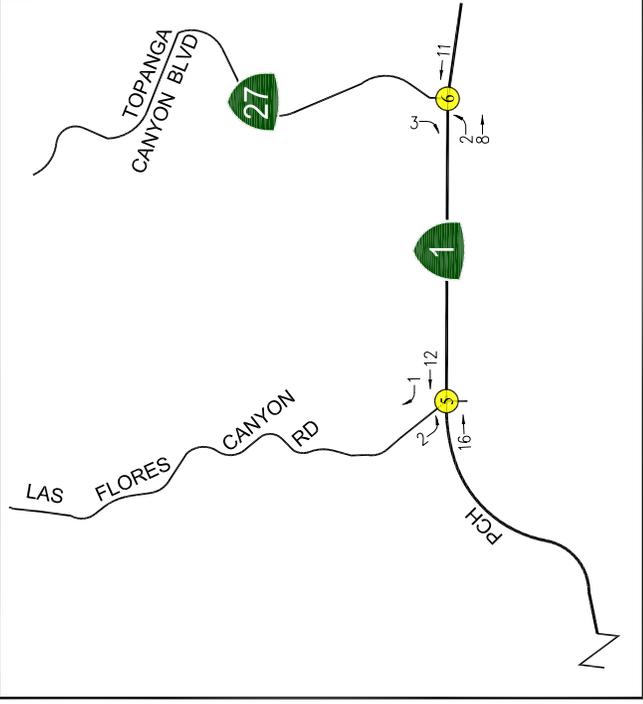
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT

- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

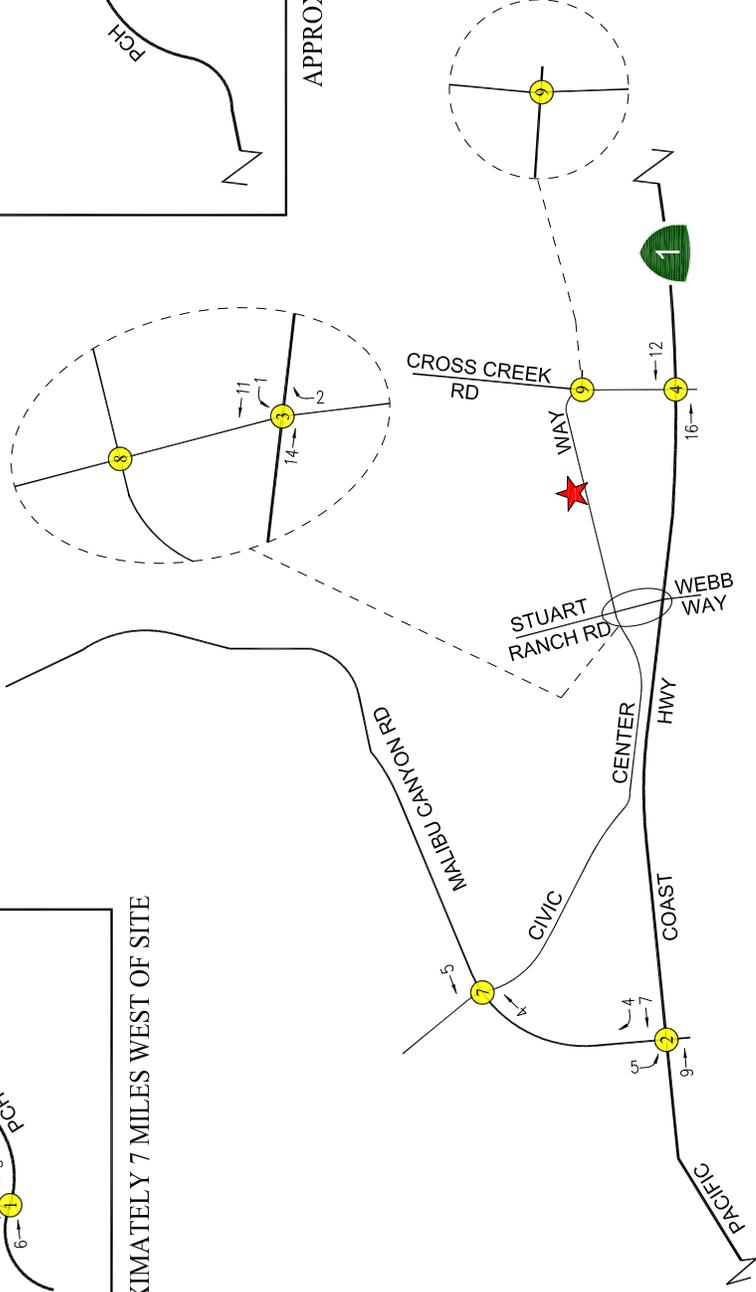
NOT TO SCALE



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

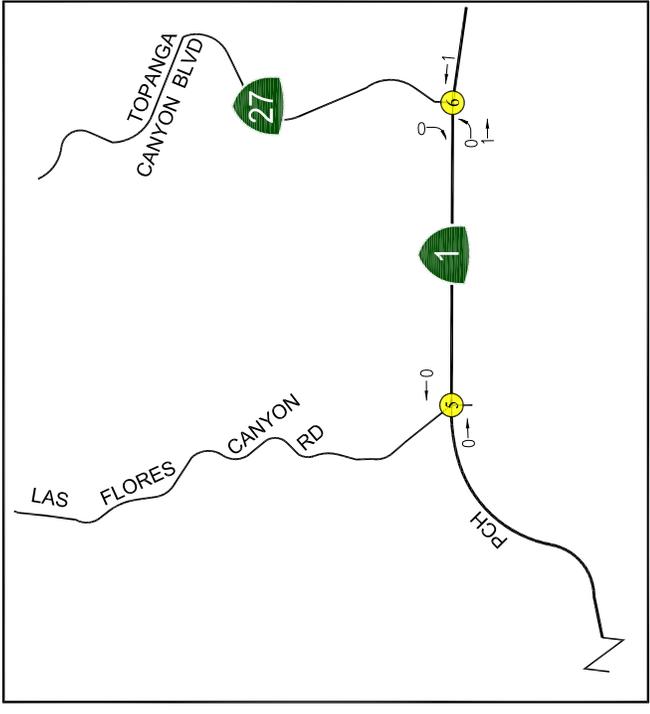


- ★ PROJECT SITE
- ⊙ STUDY INTERSECTION

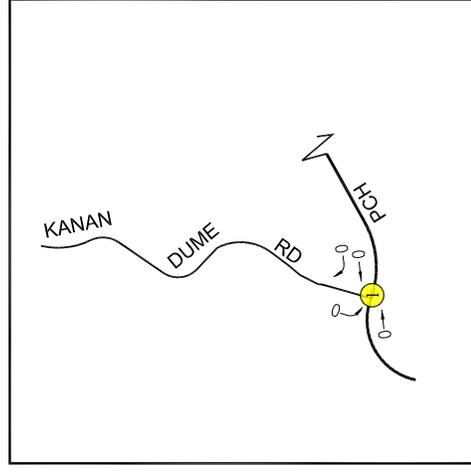
NOT TO SCALE

FIGURE C-24 RELATED PROJECTS TRAFFIC VOLUMES ZONE H

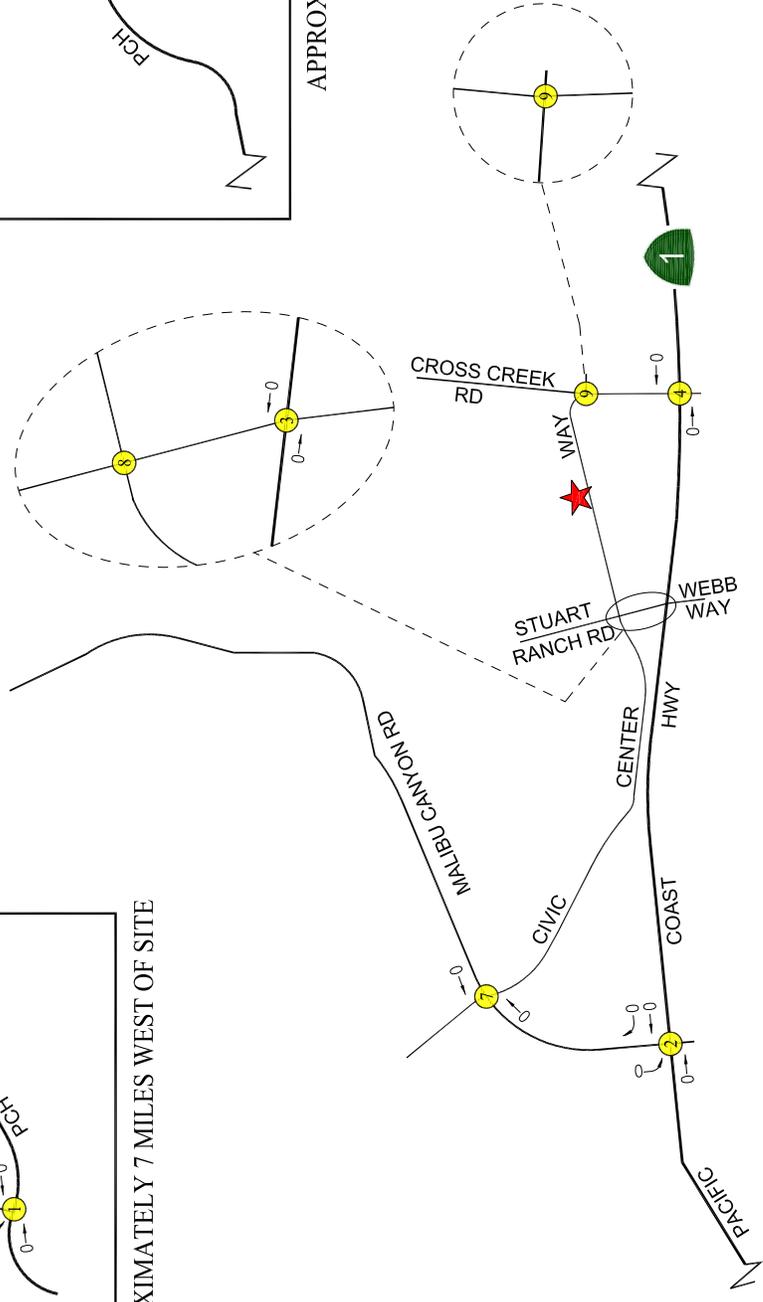
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

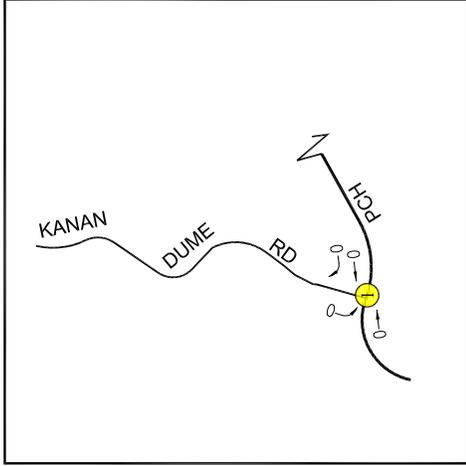


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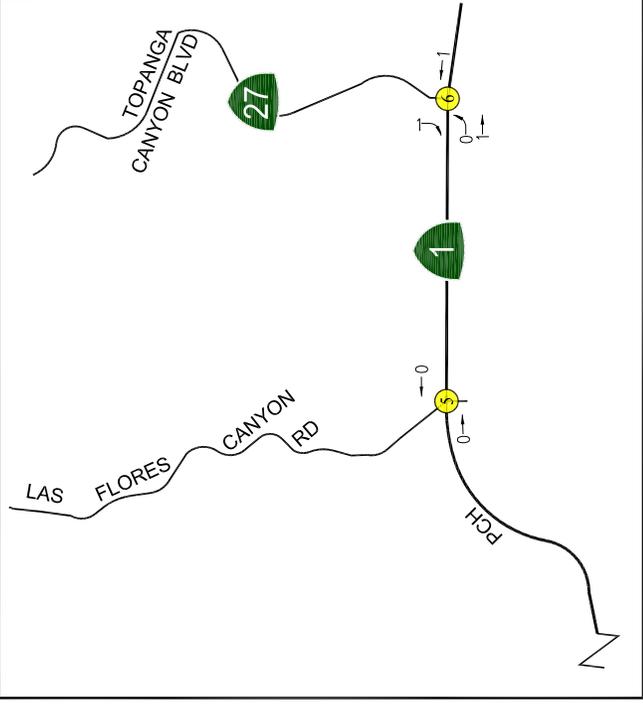
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-25 RELATED PROJECTS TRAFFIC VOLUMES ZONE I

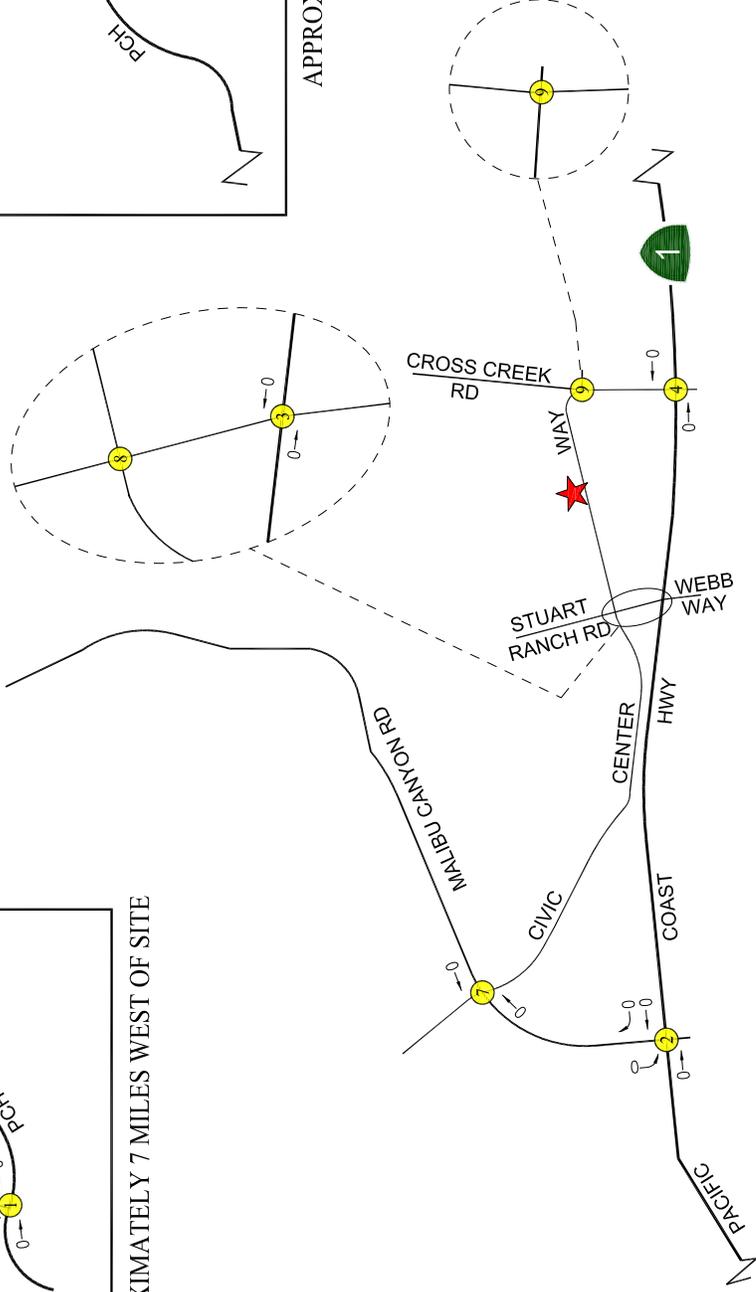
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

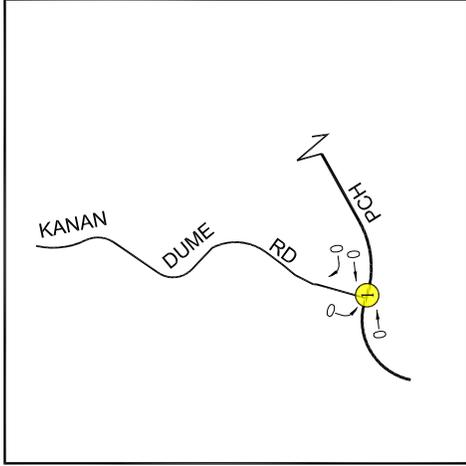


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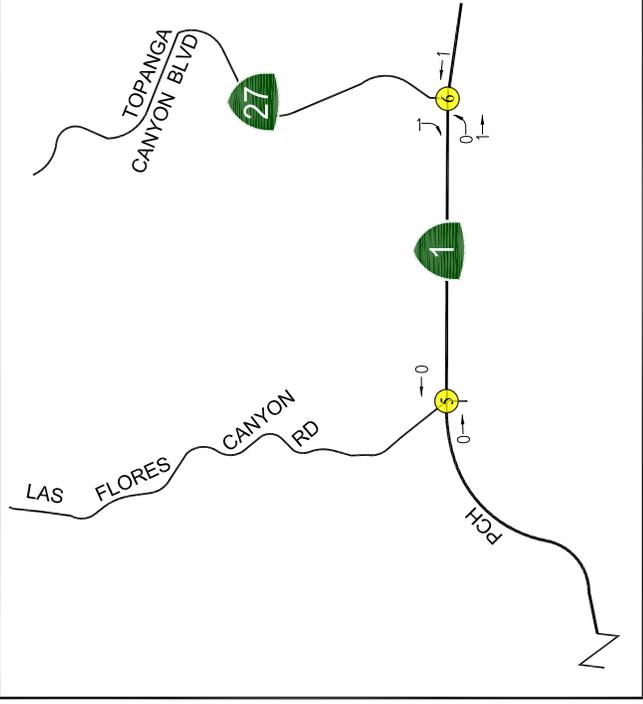
-  PROJECT SITE
-  STUDY INTERSECTION

RELATED PROJECTS TRAFFIC VOLUMES ZONE I

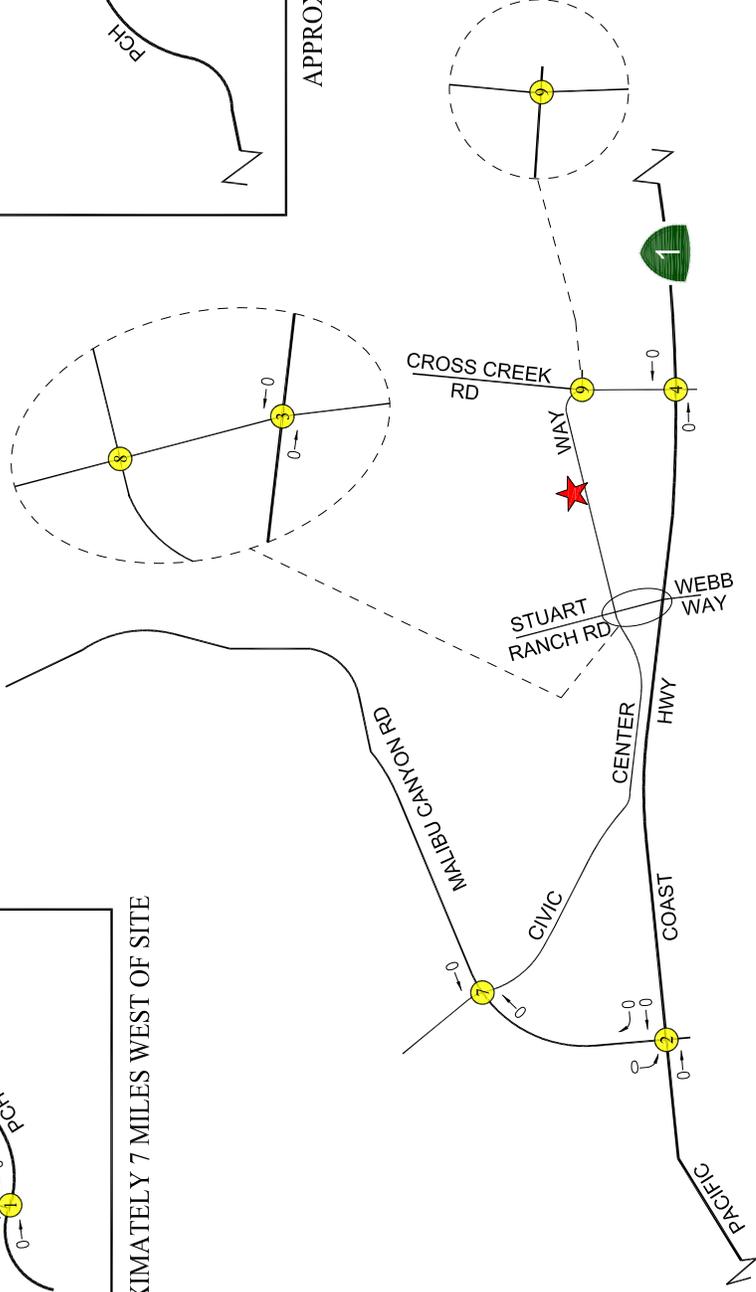
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

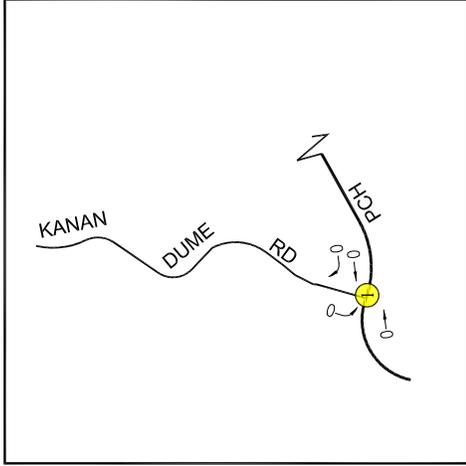


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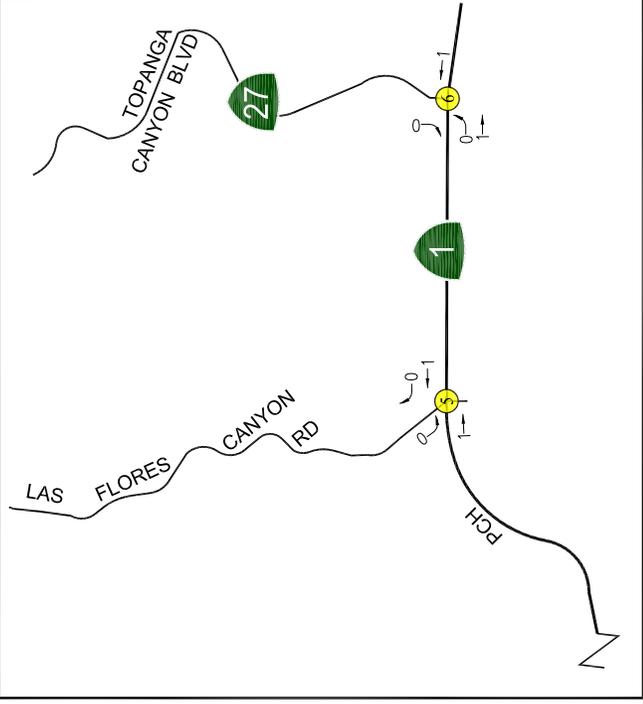
- ★ PROJECT SITE
- ⊕ STUDY INTERSECTION

RELATED PROJECTS TRAFFIC VOLUMES ZONE I

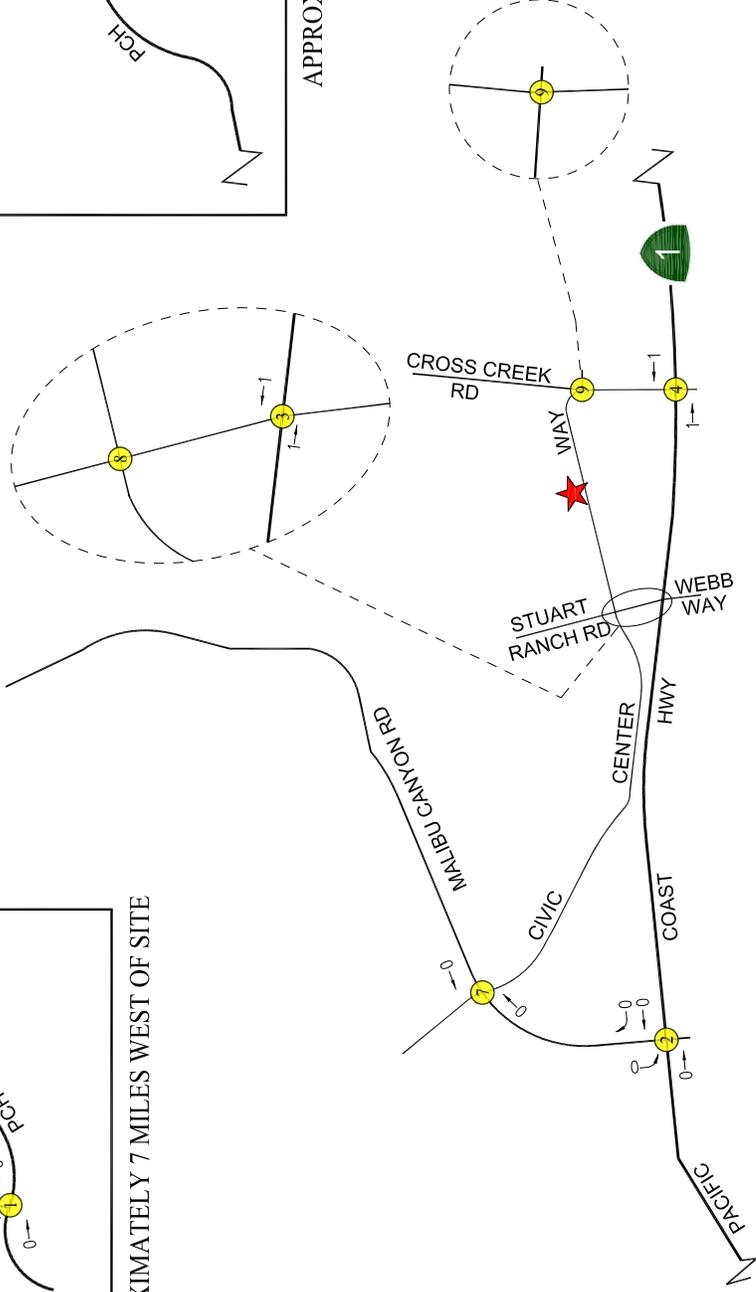
SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 6 MILES EAST OF SITE

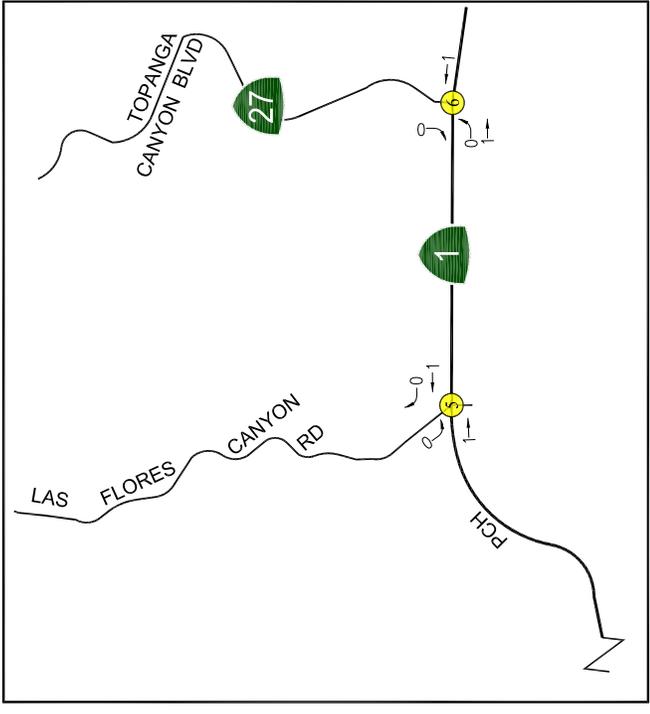


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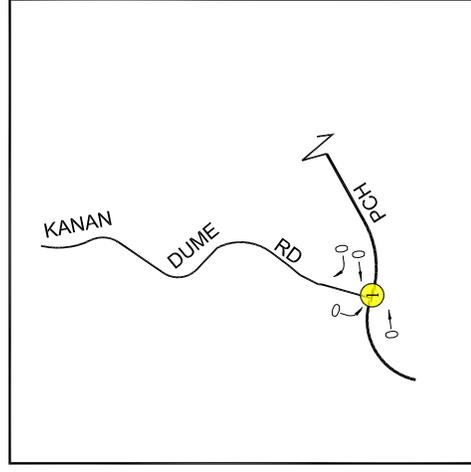
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-28 RELATED PROJECTS TRAFFIC VOLUMES ZONE J

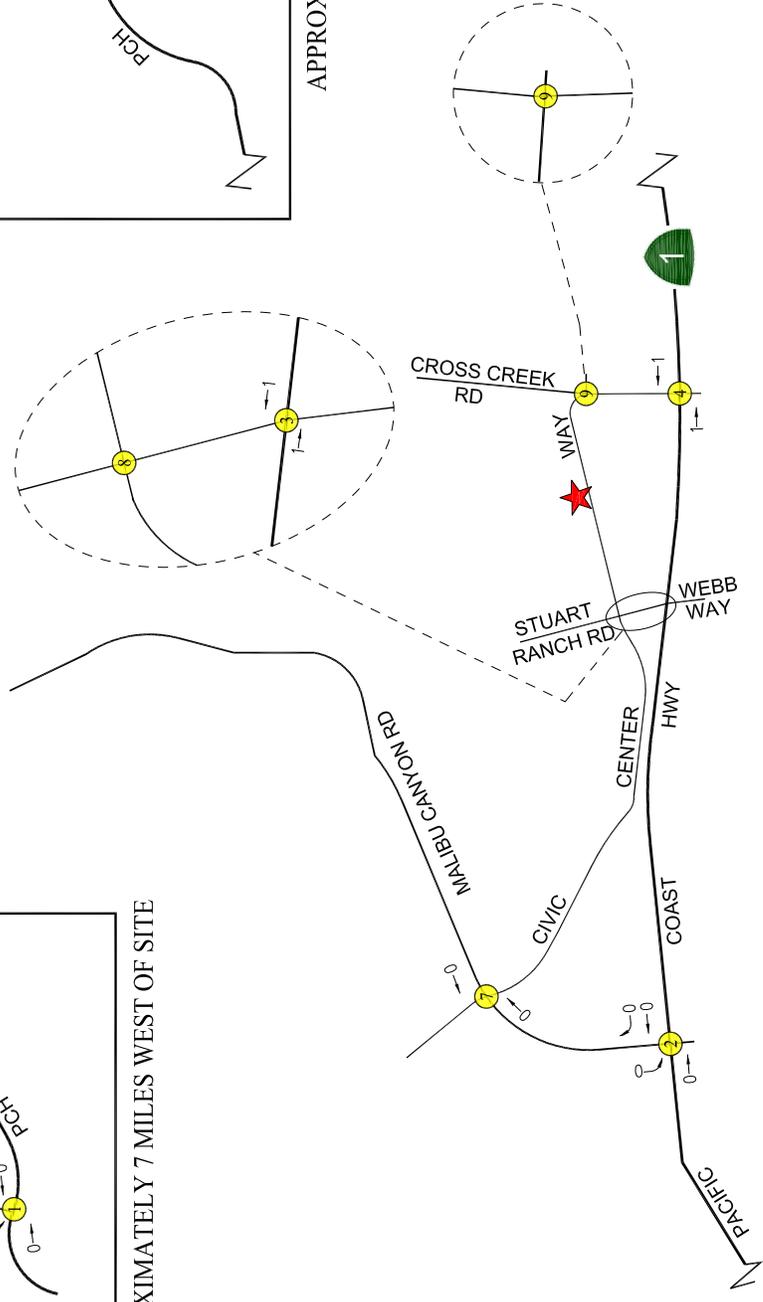
WEEKDAY AM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE

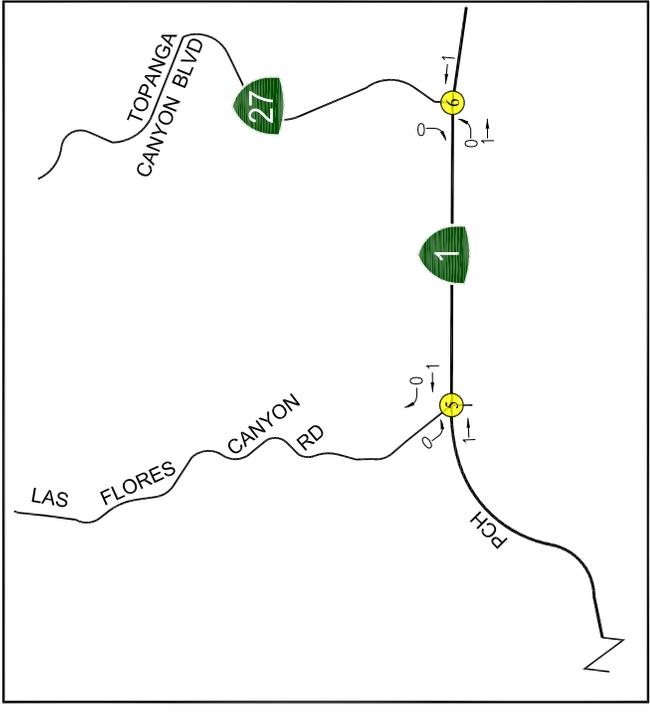


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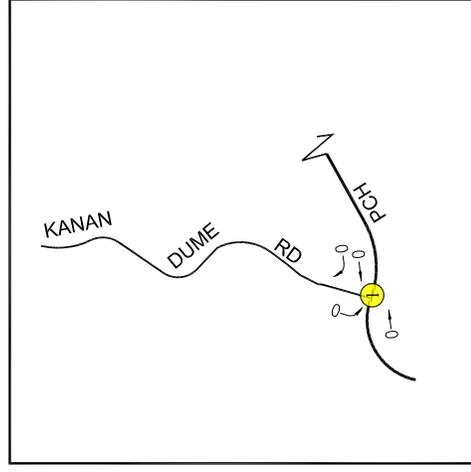
-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-29 RELATED PROJECTS TRAFFIC VOLUMES ZONE J

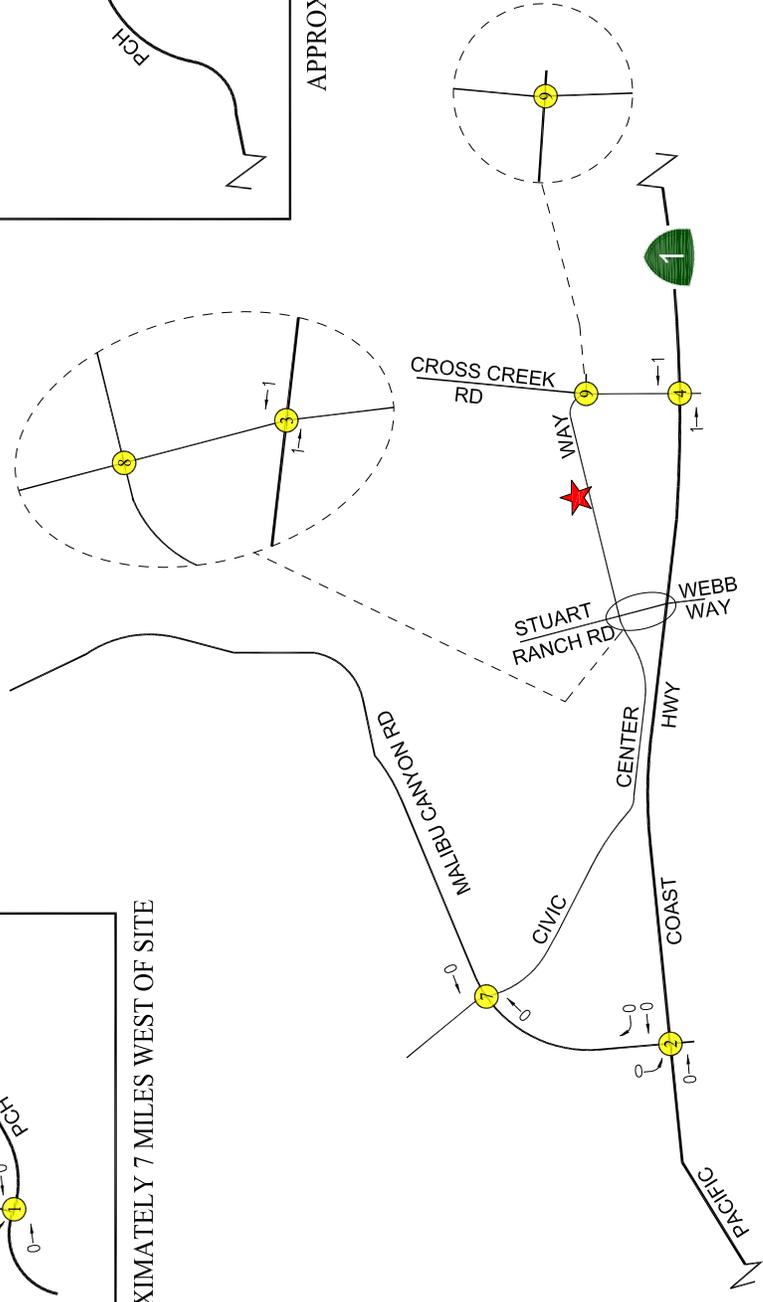
WEEKDAY PM PEAK HOUR
LA PAZ RANCH PROJECT



APPROXIMATELY 6 MILES EAST OF SITE



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

-  PROJECT SITE
-  STUDY INTERSECTION

FIGURE C-30 RELATED PROJECTS TRAFFIC VOLUMES ZONE J

SATURDAY MID-DAY PEAK HOUR
LA PAZ RANCH PROJECT

APPENDIX D

ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS SCHOOL TIME CONDITIONS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

| Intersection Capacity Utilization Characteristics | | |
|---|----------------|----------------|
| Level of Service | Load Factor | Equivalent ICU |
| A | 0.0 | 0.00 - 0.60 |
| B | 0.0 - 0.1 | 0.61 - 0.70 |
| C | 0.1 - 0.3 | 0.71 - 0.80 |
| D | 0.3 - 0.7 | 0.81 - 0.90 |
| E | 0.7 - 1.0 | 0.91 - 1.00 |
| F | Not Applicable | Not Applicable |

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

Peak hr: AM
 Annual Growth: 1.00%

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|--------------|-----------|-----------------------|--------------|-----------|-------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|-----------|
| | Volume | Capacity | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 275 | 2880 | 0.095 | 5 | 280 | 0.097 | 11 | 286 | 0.099 | 12 | 298 | 0.103 | 5 | 303 | 0.105 | 0 | 303 | 0.105 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 325 | 1600 | 0.094 | 0 | 325 | 0.094 | 13 | 338 | 0.098 | 0 | 338 | 0.098 | 0 | 338 | 0.098 | 0 | 338 | 0.098 |
| Eb Left | 174 | 1600 | 0.109 * | 0 | 174 | 0.109 * | 7 | 181 | 0.113 * | 0 | 181 | 0.113 * | 0 | 181 | 0.113 * | 0 | 181 | 0.113 * |
| Eb Thru | 872 | 3200 | 0.273 | 19 | 891 | 0.278 | 35 | 907 | 0.283 | 47 | 954 | 0.298 | 19 | 973 | 0.304 | 0 | 973 | 0.304 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 723 | 3200 | 0.226 * | 6 | 729 | 0.228 * | 29 | 752 | 0.235 * | 26 | 778 | 0.243 * | 6 | 784 | 0.245 * | 0 | 784 | 0.245 * |
| Wb Right | 74 | 1600 | 0.046 | 1 | 75 | 0.047 | 3 | 77 | 0.048 | 8 | 85 | 0.053 | 1 | 86 | 0.054 | 0 | 86 | 0.054 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.480 | | | 0.484 | | | 0.497 | | | 0.510 | | | 0.513 | | | 0.513 |
| LOS | | | A | | | A | | | A | | | A | | | A | | | A |

12:40 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|---------|---------|-----------------------------|---------|---------|-----------------------|---------|---------|-------------------------|---------|---------|-----------------------------|---------|---------|---------------------------|---------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 141 | 2880 | 0.049 | 5 | 146 | 0.051 | 6 | 147 | 0.051 | 29 | 176 | 0.061 | 5 | 181 | 0.063 | 0 | 181 | 0.063 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 264 | 1600 | 0.000 | 0 | 264 | 0.000 | 11 | 275 | 0.000 | 0 | 275 | 0.000 | 0 | 275 | 0.000 | 0 | 275 | 0.000 |
| Eb Left | 284 | 1600 | 0.178 * | 0 | 284 | 0.178 * | 11 | 295 | 0.185 * | 0 | 295 | 0.185 * | 0 | 295 | 0.185 * | 0 | 295 | 0.185 * |
| Eb Thru | 863 | 3200 | 0.270 | 20 | 883 | 0.276 | 35 | 898 | 0.280 | 80 | 978 | 0.305 | 20 | 998 | 0.312 | 0 | 998 | 0.312 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1093 | 3200 | 0.342 * | 31 | 1124 | 0.351 * | 44 | 1137 | 0.355 * | 69 | 1206 | 0.377 * | 31 | 1237 | 0.386 * | 0 | 1237 | 0.386 * |
| Wb Right | 204 | 1600 | 0.128 | 8 | 212 | 0.133 | 8 | 212 | 0.133 | 25 | 237 | 0.148 | 8 | 245 | 0.153 | 0 | 245 | 0.153 |
| Yellow Allowance: | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * |
| ICU | | 0.618 | | | 0.629 | | | 0.641 | | | 0.672 | | | 0.684 | | | 0.684 | |
| LOS | | B | | | B | | | B | | | B | | | B | | | B | |

12:40 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 238 | 2880 | 0.083 | 7 | 245 | 0.085 | 10 | 248 | 0.086 | 43 | 291 | 0.101 | 7 | 298 | 0.103 | 0 | 298 | 0.103 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 650 | 1600 | 0.202 * | 0 | 650 | 0.202 * | 26 | 676 | 0.210 * | 0 | 676 | 0.210 * | 0 | 676 | 0.210 * | 0 | 676 | 0.210 * |
| Eb Left | 327 | 1600 | 0.204 * | 0 | 327 | 0.204 * | 13 | 340 | 0.213 * | 0 | 340 | 0.213 * | 0 | 340 | 0.213 * | 0 | 340 | 0.213 * |
| Eb Thru | 959 | 3200 | 0.300 | 29 | 988 | 0.309 | 38 | 997 | 0.312 | 116 | 1113 | 0.348 | 29 | 1142 | 0.357 | 0 | 1142 | 0.357 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1189 | 3200 | 0.372 * | 23 | 1212 | 0.379 * | 48 | 1237 | 0.386 * | 85 | 1322 | 0.413 * | 23 | 1345 | 0.420 * | 0 | 1345 | 0.420 * |
| Wb Right | 190 | 1600 | 0.119 | 6 | 196 | 0.123 | 8 | 198 | 0.124 | 34 | 232 | 0.145 | 6 | 238 | 0.149 | 0 | 238 | 0.149 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.828 | | | 0.835 | | | 0.859 | | | 0.885 | | | 0.893 | | | 0.893 |
| LOS | | | D | | | D | | | D | | | D | | | D | | | D |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------------|--------|--------|-----------------------------|---------|--------|---------------------------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 19 | 0 | 0.006 | 0 | 19 | 0 | 0.006 | 3 | 23 | 0 | 0.007 | 0 | 23 | 0 | 0.007 |
| Nb Thru [3] | 10 | 3200 | 0.017 * | 0 | 10 | 3200 | 0.017 * | 1 | 11 | 3200 | 0.019 * | 0 | 11 | 3200 | 0.019 * |
| Nb Right | 24 | 0 | - | 0 | 24 | 0 | - | 2 | 27 | 0 | - | 0 | 27 | 0 | - |
| Sb Left | 762 | 0 | 0.238 | 15 | 777 | 0 | 0.243 | 33 | 825 | 0 | 0.258 | 15 | 840 | 0 | 0.263 |
| Sb Thru [3] | 16 | 3200 | 0.243 * | 0 | 16 | 3200 | 0.248 * | 0 | 17 | 3200 | 0.263 * | 0 | 17 | 3200 | 0.268 * |
| Sb Right [4] | 236 | 1600 | 0.076 | 0 | 236 | 1600 | 0.076 | 1 | 246 | 1600 | 0.078 | 0 | 246 | 1600 | 0.078 |
| Eb Left | 207 | 2880 | 0.072 | 0 | 207 | 2880 | 0.072 | 3 | 218 | 2880 | 0.076 | 0 | 218 | 2880 | 0.076 |
| Eb Thru | 921 | 3200 | 0.293 * | 29 | 950 | 3200 | 0.303 * | 69 | 1027 | 3200 | 0.327 * | 29 | 1056 | 3200 | 0.336 * |
| Eb Right | 18 | 0 | - | 0 | 18 | 0 | - | 1 | 20 | 0 | - | 0 | 20 | 0 | - |
| Wb Left | 18 | 1600 | 0.011 * | 0 | 18 | 1600 | 0.011 * | 1 | 20 | 1600 | 0.012 * | 0 | 20 | 1600 | 0.012 * |
| Wb Thru | 700 | 3200 | 0.219 | 9 | 709 | 3200 | 0.222 | 39 | 767 | 3200 | 0.240 | 9 | 776 | 3200 | 0.243 |
| Wb Right [4] | 282 | 1600 | 0.000 | 0 | 282 | 1600 | 0.000 | 11 | 304 | 1600 | 0.000 | 0 | 304 | 1600 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.614 | | | | 0.628 | | | | 0.672 | | | | 0.685 |
| LOS | | | B | | | | B | | | | B | | | | B |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing
 4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------------|--------|--------|---------------------------|---------|--------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | | | |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 9 | 0 | 0.003 | 0 | 9 | 0 | 0.003 | 17 | 26 | 0 | 0.008 | 0 | 26 | 0 | 0.008 |
| Nb Thru [3] | 13 | 3200 | 0.015 * | 0 | 13 | 3200 | 0.015 * | 3 | 17 | 3200 | 0.026 * | 0 | 17 | 3200 | 0.026 * |
| Nb Right | 25 | 0 | - | 0 | 25 | 0 | - | 13 | 39 | 0 | - | 0 | 39 | 0 | - |
| Sb Left | 375 | 0 | 0.117 | 0 | 375 | 0 | 0.117 | 29 | 419 | 0 | 0.131 | 0 | 419 | 0 | 0.131 |
| Sb Thru [3] | 17 | 3200 | 0.123 * | 0 | 17 | 3200 | 0.123 * | 4 | 22 | 3200 | 0.138 * | 0 | 22 | 3200 | 0.138 * |
| Sb Right [4] | 165 | 1600 | 0.000 | 0 | 165 | 1600 | 0.000 | 1 | 173 | 1600 | 0.000 | 0 | 173 | 1600 | 0.000 |
| Eb Left | 310 | 2880 | 0.108 * | 0 | 310 | 2880 | 0.108 * | 4 | 326 | 2880 | 0.113 * | 0 | 326 | 2880 | 0.113 * |
| Eb Thru | 1085 | 3200 | 0.346 | 30 | 1115 | 3200 | 0.356 | 94 | 1222 | 3200 | 0.395 | 30 | 1252 | 3200 | 0.404 |
| Eb Right | 23 | 0 | - | 0 | 23 | 0 | - | 18 | 42 | 0 | - | 0 | 42 | 0 | - |
| Wb Left | 36 | 1600 | 0.023 | 0 | 36 | 1600 | 0.023 | 14 | 51 | 1600 | 0.032 | 0 | 51 | 1600 | 0.032 |
| Wb Thru | 1160 | 3200 | 0.363 * | 47 | 1207 | 3200 | 0.377 * | 91 | 1297 | 3200 | 0.405 * | 47 | 1344 | 3200 | 0.420 * |
| Wb Right [4] | 270 | 1600 | 0.052 | 0 | 270 | 1600 | 0.052 | 36 | 317 | 1600 | 0.067 | 0 | 317 | 1600 | 0.067 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.657 | | | | 0.672 | | | | 0.732 | | | | 0.747 |
| LOS | | | B | | | | B | | | | C | | | | C |

11:39 AM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr. SAT
 Annual Growth: 1.00%

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|-------|--------|-----------------------------|----------|-------|---------------------------|--------|----------|-------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | |
| Nb Left | 9 | 0 | 0.003 | 0 | 9 | 0 | 0.003 | 0 | 9 | 0 | 0.003 | 0 | 9 | 0 | 0.011 | 0 | 34 | 0 | 0.011 | |
| Nb Thru [3] | 24 | 3200 | 0.030 * | 0 | 24 | 3200 | 0.030 * | 1 | 25 | 0.031 * | 5 | 30 | 3200 | 0.047 * | 0 | 30 | 3200 | 0.047 * | 0 | |
| Nb Right | 63 | 0 | - | 0 | 63 | 0 | - | 3 | 66 | - | 20 | 86 | 0 | - | 0 | 86 | 0 | - | 0 | |
| Sb Left | 490 | 0 | 0.153 | 0 | 490 | 0 | 0.153 | 20 | 510 | 0.159 | 35 | 545 | 0 | 0.170 | 0 | 545 | 0 | 0.170 | 0 | |
| Sb Thru [3] | 40 | 3200 | 0.166 * | 0 | 40 | 3200 | 0.166 * | 2 | 42 | 0.172 * | 5 | 47 | 3200 | 0.185 * | 0 | 47 | 3200 | 0.185 * | 0 | |
| Sb Right [4] | 381 | 1600 | 0.166 | 0 | 381 | 1600 | 0.166 | 15 | 396 | 0.172 | 5 | 401 | 1600 | 0.168 | 0 | 401 | 1600 | 0.168 | 0 | |
| Eb Left | 209 | 2880 | 0.073 * | 0 | 209 | 2880 | 0.073 * | 8 | 217 | 0.075 * | 20 | 237 | 2880 | 0.082 * | 0 | 237 | 2880 | 0.082 * | 0 | |
| Eb Thru | 1228 | 3200 | 0.393 | 44 | 1272 | 3200 | 0.407 | 49 | 1277 | 0.409 | 112 | 1389 | 3200 | 0.452 | 44 | 1433 | 3200 | 0.465 | 0 | |
| Eb Right | 29 | 0 | - | 0 | 29 | 0 | - | 1 | 30 | - | 26 | 56 | 0 | - | 0 | 56 | 0 | - | 0 | |
| Wb Left | 39 | 1600 | 0.024 | 0 | 39 | 1600 | 0.024 | 2 | 41 | 0.025 | 20 | 61 | 1600 | 0.038 | 0 | 61 | 1600 | 0.038 | 0 | |
| Wb Thru | 1340 | 3200 | 0.419 * | 34 | 1374 | 3200 | 0.429 * | 54 | 1394 | 0.436 * | 111 | 1505 | 3200 | 0.470 * | 34 | 1539 | 3200 | 0.481 * | 0 | |
| Wb Right [4] | 146 | 1600 | 0.000 | 0 | 146 | 1600 | 0.000 | 6 | 152 | 0.000 | 62 | 214 | 1600 | 0.000 | 0 | 214 | 1600 | 0.000 | 0 | |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | | | | | | | | | | 0.050 * |
| ICU | | | 0.737 | | | | 0.748 | | | | | | | | | | | | | 0.845 |
| LOS | | | C | | | | C | | | | | | | | | | | | | D |

* Key conflicting movement as a part of ICU

- Counts conducted by NDS
- Capacity expressed in veh/hour of green
- Northbound and southbound operate with split phasing.
- The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/29/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-3

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|---------|--------|-----------------------------|----------|---------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 54 | 1600 | 0.034 | 0 | 54 | 1600 | 0.034 | 2 | 56 | 1600 | 0.035 | 0 | 56 | 1600 | 0.035 | 0 | 56 | 1600 | 0.035 |
| Nb Thru [3] | 46 | 1600 | 0.038 * | 5 | 51 | 1600 | 0.041 * | 2 | 48 | 1600 | 0.039 * | 7 | 55 | 1600 | 0.044 * | 5 | 60 | 1600 | 0.047 * |
| Nb Right | 14 | 0 | - | 0 | 14 | 0 | - | 1 | 15 | 0 | - | 1 | 16 | 0 | - | 0 | 16 | 0 | - |
| Sb Left | 75 | 0 | 0.023 | 0 | 75 | 0 | 0.023 | 3 | 78 | 0.024 | 0.028 | 11 | 89 | 0 | 0.028 | 0 | 89 | 0 | 0.028 |
| Sb Thru [3] | 60 | 3200 | 0.042 * | 1 | 61 | 3200 | 0.043 * | 2 | 62 | 3200 | 0.044 * | 3 | 65 | 3200 | 0.048 * | 1 | 66 | 3200 | 0.049 * |
| Sb Right [4] | 40 | 1600 | 0.000 | 9 | 49 | 1600 | 0.000 | 2 | 42 | 1600 | 0.000 | 43 | 85 | 1600 | 0.000 | 9 | 94 | 1600 | 0.000 |
| Wb Left | 150 | 1600 | 0.094 | 44 | 194 | 1600 | 0.121 * | 6 | 156 | 1600 | 0.098 | 94 | 250 | 1600 | 0.156 * | 44 | 294 | 1600 | 0.184 * |
| Wb Thru | 1370 | 4800 | 0.285 * | 0 | 1370 | 4800 | 0.285 * | 55 | 1425 | 4800 | 0.297 * | 14 | 1439 | 4800 | 0.300 | 0 | 1439 | 4800 | 0.300 * |
| Wb Right | 77 | 1600 | 0.048 | 0 | 77 | 1600 | 0.048 | 3 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 |
| Wb Left | 137 | 1600 | 0.086 * | 0 | 137 | 1600 | 0.086 * | 5 | 142 | 1600 | 0.089 * | 1 | 143 | 1600 | 0.090 | 0 | 143 | 1600 | 0.090 * |
| Wb Thru | 804 | 3200 | 0.251 | 0 | 804 | 3200 | 0.251 * | 32 | 836 | 3200 | 0.261 | 14 | 850 | 3200 | 0.266 * | 0 | 850 | 3200 | 0.266 * |
| Wb Right [5] | 262 | 1600 | 0.140 | 0 | 262 | 1600 | 0.140 | 10 | 272 | 1600 | 0.146 | 20 | 292 | 1600 | 0.155 | 0 | 292 | 1600 | 0.155 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.501 | | | | 0.506 | | | | 0.519 | | | | 0.564 | | | | 0.595 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn
 5 The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)

Date: 04/29/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-3

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|-----------|-----------------------------|--------|----------|-----------------------|--------|-------|-------------------------|--------|----------|-----------------------------|---------|----------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C Ratio | Added | Total | 2 V/C | Added | Total | V/C | Added | Total | 2 V/C | Added | Total | 2 V/C | Added | Total | 2 V/C | |
| | Volume | Capacity | | Volume | Volume | Capacity | Volume | Volume | Ratio | Volume | Volume | Capacity | Volume | Volume | Capacity | Volume | Volume | Capacity | Ratio |
| Nb Left | 108 | 1600 | 0.068 * | 0 | 108 | 1600 | 0.068 * | 4 | 112 | 0.070 * | 0 | 112 | 1600 | 0.070 * | 0 | 112 | 1600 | 0.070 * | |
| Nb Thru [3] | 70 | 1600 | 0.054 | 5 | 75 | 1600 | 0.058 | 3 | 73 | 0.057 | 12 | 85 | 1600 | 0.065 | 5 | 90 | 1600 | 0.068 | 0.068 |
| Nb Right | 17 | 0 | - | 0 | 17 | 0 | - | 1 | 18 | - | 1 | 19 | 0 | - | 0 | 19 | 0 | 0 | - |
| Sb Left | 118 | 0 | 0.037 | 0 | 118 | 0 | 0.037 | 5 | 123 | 0.038 | 46 | 169 | 0 | 0.053 | 0 | 169 | 0 | 0 | 0.053 |
| Sb Thru [3] | 56 | 3200 | 0.054 * | 8 | 64 | 3200 | 0.057 * | 2 | 58 | 0.057 * | 11 | 69 | 3200 | 0.074 * | 8 | 77 | 3200 | 0.077 * | 0.077 * |
| Sb Right [4] | 71 | 1600 | 0.024 | 47 | 118 | 1600 | 0.040 | 3 | 74 | 0.021 | 86 | 160 | 1600 | 0.034 | 47 | 207 | 1600 | 0.054 | 0.054 |
| Eb Left | 78 | 1600 | 0.049 * | 30 | 108 | 1600 | 0.068 * | 3 | 81 | 0.051 * | 129 | 210 | 1600 | 0.131 * | 30 | 240 | 1600 | 0.150 * | 0.083 * |
| Eb Thru | 1303 | 4800 | 0.271 | 0 | 1303 | 4800 | 0.271 | 52 | 1355 | 0.282 | 27 | 1382 | 4800 | 0.288 | 0 | 1382 | 4800 | 0.288 | 0.288 |
| Eb Right | 55 | 1600 | 0.034 | 0 | 55 | 1600 | 0.034 | 2 | 57 | 0.036 | 0 | 57 | 1600 | 0.036 | 0 | 57 | 1600 | 0.036 | 0.036 |
| Wb Left | 169 | 1600 | 0.106 | 0 | 169 | 1600 | 0.106 | 7 | 176 | 0.110 | 1 | 177 | 1600 | 0.110 | 0 | 177 | 1600 | 0.110 | 0.110 |
| Wb Thru | 1305 | 3200 | 0.408 * | 0 | 1305 | 3200 | 0.408 * | 52 | 1357 | 0.424 * | 36 | 1393 | 3200 | 0.435 * | 0 | 1393 | 3200 | 0.435 * | 0.435 * |
| Wb Right [5] | 344 | 1600 | 0.178 | 0 | 344 | 1600 | 0.178 | 14 | 358 | 0.185 | 35 | 393 | 1600 | 0.193 | 0 | 393 | 1600 | 0.193 | 0.193 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | | 0.050 * |
| ICU | | | 0.628 | | | | 0.650 | | | 0.652 | | | | 0.761 | | | | | 0.783 |
| LOS | | | B | | | | B | | | B | | | | C | | | | | C |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes. 50% of overlapping left turn
 5 The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/29/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-3

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------------|-----------|-----------------------|--------------|-----------|-------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|-----------|---|
| | Volume | Capacity | Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | |
| Nb Left | 114 | 1600 | 0.071 * | 0 | 114 | 1600 | 0.071 * | 5 | 119 | 0.074 * | 2 | 121 | 1600 | 0.075 | 0 | 121 | 1600 | 0.075 | |
| Nb Thru [3] | 62 | 1600 | 0.065 | 7 | 69 | 1600 | 0.069 | 2 | 64 | 0.068 | 15 | 79 | 1600 | 0.078 * | 7 | 86 | 1600 | 0.083 * | |
| Nb Right | 42 | 0 | - | 0 | 42 | 0 | - | 2 | 44 | - | 2 | 46 | 0 | - | 0 | 46 | 0 | - | |
| Sb Left | 93 | 0 | 0.029 | 0 | 93 | 0 | 0.029 | 4 | 97 | 0.030 | 60 | 157 | 0 | 0.049 | 0 | 157 | 0 | 0.049 | |
| Sb Thru [3] | 77 | 3200 | 0.053 * | 6 | 83 | 3200 | 0.055 * | 3 | 80 | 0.055 * | 11 | 91 | 3200 | 0.077 * | 6 | 97 | 3200 | 0.079 * | |
| Sb Right [4] | 63 | 1600 | -0.007 | 34 | 97 | 1600 | 0.001 | 3 | 66 | -0.007 | 108 | 174 | 1600 | 0.009 | 34 | 208 | 1600 | 0.017 | |
| Wb Left | 147 | 1600 | 0.092 * | 44 | 191 | 1600 | 0.119 * | 6 | 153 | 0.096 * | 165 | 318 | 1600 | 0.199 * | 44 | 362 | 1600 | 0.226 * | |
| Wb Thru | 1352 | 4800 | 0.282 | 0 | 1352 | 4800 | 0.282 | 54 | 1406 | 0.293 | 45 | 1451 | 4800 | 0.302 | 0 | 1451 | 4800 | 0.302 | |
| Wb Right | 90 | 1600 | 0.056 | 0 | 90 | 1600 | 0.056 | 4 | 94 | 0.059 | 1 | 95 | 1600 | 0.059 | 0 | 95 | 1600 | 0.059 | |
| Wb Left | 171 | 1600 | 0.107 | 0 | 171 | 1600 | 0.107 | 7 | 178 | 0.111 | 1 | 179 | 1600 | 0.112 | 0 | 179 | 1600 | 0.112 | |
| Wb Thru | 1355 | 3200 | 0.423 * | 0 | 1355 | 3200 | 0.423 * | 54 | 1409 | 0.440 * | 77 | 1486 | 3200 | 0.464 * | 0 | 1486 | 3200 | 0.464 * | |
| Wb Right [5] | 167 | 1600 | 0.075 | 0 | 167 | 1600 | 0.075 | 7 | 174 | 0.078 | 40 | 214 | 1600 | 0.085 | 0 | 214 | 1600 | 0.085 | |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | |
| ICU | | | 0.690 | | | | 0.719 | | | 0.715 | | | | 0.869 | | | | 0.903 | |
| LOS | | | B | | | | C | | | C | | | | D | | | | E | |
| | | | | | | | | | | | | | | | | | | | D |

04:04 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn
 5 The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: AM
 Annual Growth: 1.00%

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|-----------|-----------------------------|-------|-----------|-----------------------|-------|-----------|-------------------------|---------|-----------|-----------------------------|---------|-----------|---------------------------|-------|-----------|---------|
| | Volume | Capacity | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | |
| Nb Left | 3 | 0 | 0.002 * | 0 | 3 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * | |
| Nb Thru [3] | 0 | 1600 | 0.002 * | 0 | 0 | 0.002 * | 0 | 0 | 0 | 1600 | 0.002 * | 0 | 0 | 1600 | 0.002 * | 0 | 0 | 1600 | |
| Nb Right | 1 | 1600 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0 | 1600 | 0.001 | 0 | 1 | 1600 | 0.001 | 0 | 1 | 1600 | |
| Sb Left | 94 | 0 | 0.029 * | 15 | 109 | 0.034 * | 4 | 98 | 0 | 0.044 * | 44 | 142 | 0 | 0.044 * | 15 | 157 | 0 | 0.049 * | |
| Sb Thru [3] | 0 | 3200 | 0.029 * | 0 | 0 | 0.031 * | 0 | 0 | 0 | 3200 | 0.044 * | 0 | 0 | 3200 | 0.049 * | 0 | 0 | 3200 | |
| Sb Right [4] | 67 | 1600 | 0.010 | 0 | 67 | 0.010 | 3 | 70 | 0 | 1600 | 0.010 | 0 | 70 | 1600 | 0.010 | 0 | 70 | 1600 | |
| Eb Left | 103 | 1600 | 0.064 * | 0 | 103 | 0.067 * | 4 | 107 | 0 | 1600 | 0.067 * | 0 | 107 | 1600 | 0.067 * | 0 | 107 | 1600 | |
| Eb Thru | 1382 | 3200 | 0.434 | 0 | 1382 | 0.434 | 55 | 1437 | 26 | 3200 | 0.459 | 1463 | 0 | 3200 | 0.459 | 0 | 1463 | 3200 | |
| Eb Right | 6 | 0 | - | 0 | 6 | - | 0 | 6 | 0 | 0 | - | 0 | 6 | 0 | - | 0 | 6 | 0 | |
| Wb Left | 2 | 1600 | 0.001 | 0 | 2 | 0.001 | 0 | 2 | 0 | 1600 | 0.001 | 0 | 2 | 1600 | 0.001 | 0 | 2 | 1600 | |
| Wb Thru | 1121 | 3200 | 0.390 * | 0 | 1121 | 0.406 * | 45 | 1166 | 35 | 3200 | 0.442 * | 1201 | 0 | 3200 | 0.458 * | 0 | 1201 | 3200 | |
| Wb Right | 128 | 0 | - | 49 | 177 | - | 5 | 133 | 82 | 0 | - | 215 | 0 | 0 | - | 264 | 0 | 0.165 | |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.536 | | | 0.556 | | | | | 0.606 | | | | 0.626 | | | | 0.561 |
| LOS | | | A | | | A | | | | | B | | | | B | | | | A |

12:48 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|-------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | |
| Nb Left | 11 | 0 | 0.007 | 0 | 11 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | |
| Nb Thru [3] | 3 | 1600 | 0.009 * | 0 | 3 | 0.009 * | 0 | 3 | 0.009 * | 0 | 3 | 0.009 * | 0 | 3 | 0.009 * | 0 | 3 | 0.009 * | |
| Nb Right | 13 | 1600 | 0.008 | 0 | 13 | 0.008 | 0 | 14 | 0.008 | 0 | 14 | 0.008 | 0 | 14 | 0.008 | 0 | 14 | 0.008 | |
| Sb Left | 157 | 0 | 0.049 | 79 | 236 | 0.074 | 6 | 163 | 0.051 | 95 | 258 | 0.081 | 79 | 337 | 0.105 | 0 | 337 | 0 | 0.105 |
| Sb Thru [3] | 3 | 3200 | 0.050 * | 0 | 3 | 0.052 * | 0 | 3 | 0.052 * | 0 | 3 | 0.052 * | 0 | 3 | 0.106 * | 0 | 3 | 0.106 * | |
| Sb Right [4] | 90 | 1600 | 0.034 | 0 | 90 | 0.034 | 4 | 94 | 0.036 | 0 | 94 | 0.036 | 0 | 94 | 0.036 | 0 | 94 | 0.036 | |
| Eb Left | 70 | 1600 | 0.044 * | 0 | 70 | 0.044 * | 3 | 73 | 0.046 * | 0 | 73 | 0.046 * | 0 | 73 | 0.046 * | 0 | 73 | 0.046 * | |
| Eb Thru | 1586 | 3200 | 0.499 | 0 | 1586 | 0.499 | 63 | 1649 | 0.519 | 75 | 1724 | 0.542 | 0 | 1724 | 0.542 | 0 | 1724 | 0.542 | |
| Eb Right | 11 | 0 | - | 0 | 11 | - | 0 | 11 | - | 0 | 11 | - | 0 | 11 | - | 0 | 11 | - | |
| Wb Left | 13 | 1600 | 0.008 | 0 | 13 | 0.008 | 1 | 14 | 0.008 | 0 | 14 | 0.008 | 0 | 14 | 0.008 | 0 | 14 | 0.008 | |
| Wb Thru | 1666 | 3200 | 0.562 * | 0 | 1666 | 0.578 * | 67 | 1733 | 0.585 * | 73 | 1806 | 0.648 * | 0 | 1806 | 0.664 * | 0 | 1806 | 0.664 * | |
| Wb Right | 133 | 0 | - | 51 | 184 | - | 5 | 138 | - | 130 | 268 | - | 51 | 319 | - | 0 | 319 | - | |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | |
| ICU | | | 0.715 | | | 0.755 | | | 0.741 | | | 0.834 | | | 0.875 | | | 0.775 | |
| LOS | | | C | | | C | | | C | | | D | | | D | | | C | |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Peak hr: SAT
 Annual Growth: 1.00%

Date of Count: 2018
 Projection Year: 2022

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 16 | 0 | 0.010 | 0 | 16 | 0.010 | 1 | 17 | 0.010 | 0 | 17 | 0.010 | 0 | 17 | 0.010 | 0 | 17 | 0.010 |
| Nb Thru [3] | 9 | 1600 | 0.016 * | 0 | 9 | 0.016 * | 0 | 9 | 0.016 * | 0 | 9 | 0.016 * | 0 | 9 | 0.016 * | 0 | 9 | 0.016 * |
| Nb Right | 21 | 1600 | 0.013 | 0 | 21 | 0.014 | 1 | 22 | 0.014 | 0 | 22 | 0.014 | 0 | 22 | 0.014 | 0 | 22 | 0.014 |
| Sb Left | 219 | 0 | 0.068 | 57 | 276 | 0.086 | 9 | 228 | 0.071 | 115 | 343 | 0.107 | 57 | 400 | 0.125 | 0 | 400 | 0.125 |
| Sb Thru [3] | 2 | 3200 | 0.069 * | 0 | 2 | 0.072 * | 0 | 2 | 0.072 * | 0 | 2 | 0.108 * | 0 | 2 | 0.126 * | 0 | 2 | 0.126 * |
| Sb Right [4] | 134 | 1600 | 0.039 | 0 | 134 | 0.039 | 5 | 139 | 0.040 | 0 | 139 | 0.040 | 0 | 139 | 0.040 | 0 | 139 | 0.040 |
| Eb Left | 144 | 1600 | 0.090 * | 0 | 144 | 0.090 * | 6 | 150 | 0.094 * | 0 | 150 | 0.094 * | 0 | 150 | 0.094 * | 0 | 150 | 0.094 * |
| Eb Thru | 1450 | 3200 | 0.459 | 0 | 1450 | 0.459 | 58 | 1508 | 0.477 | 107 | 1615 | 0.511 | 0 | 1615 | 0.511 | 0 | 1615 | 0.511 |
| Eb Right | 18 | 0 | - | 0 | 18 | - | 1 | 19 | - | 0 | 19 | - | 0 | 19 | - | 0 | 19 | - |
| Wb Left | 20 | 1600 | 0.013 | 0 | 20 | 0.013 | 1 | 21 | 0.013 | 0 | 21 | 0.013 | 0 | 21 | 0.013 | 0 | 21 | 0.013 |
| Wb Thru | 1517 | 3200 | 0.524 * | 0 | 1517 | 0.524 * | 61 | 1578 | 0.545 * | 118 | 1696 | 0.637 * | 0 | 1696 | 0.659 * | 0 | 1696 | 0.659 * |
| Wb Right | 161 | 0 | - | 73 | 234 | - | 6 | 167 | - | 174 | 341 | - | 73 | 414 | - | 0 | 414 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.749 | | | 0.790 | | | 0.777 | | | 0.904 | | | 0.945 | | | 0.815 |
| LOS | | | C | | | C | | | C | | | E | | | E | | | D |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | |
|-------------------|---------------------|----------|-----------|-----------------------------|-------|-----------|-----------------------|-------|-----------|-------------------------|-------|-----------|-----------------------------|-------|-----------|---------------------------|--------|-----------|--------|--------|
| | Volume | Capacity | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | | |
| Nb Left | 2 | 0 | 0.001* | 0 | 2 | 0.001* | 0 | 2 | 0 | 2 | 0 | 0.001* | 0 | 2 | 0 | 0 | 2 | 0 | 0.001* | |
| Nb Thru | 1 | 1600 | 0.004 | 0 | 0 | 1 | 0.005 | 0 | 0 | 1 | 1600 | 0.005 | 0 | 0 | 1 | 1600 | 0 | 1 | 1600 | 0.005 |
| Nb Right | 4 | 0 | - | 0 | 4 | - | 0 | 4 | 0 | 4 | 0 | - | 0 | 4 | 0 | 0 | 4 | 0 | 0 | - |
| Sb Left | 53 | 0 | 0.033 | 0 | 53 | 0.033 | 2 | 55 | 0.034 | 1 | 56 | 0.035 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0.035 |
| Sb Thru | 0 | 1600 | 0.063* | 0 | 0 | 0.066* | 0 | 0 | 0.066* | 0 | 0 | 0.069* | 0 | 0 | 0 | 1600 | 0.070* | 0 | 1600 | 0.070* |
| Sb Right [3] | 48 | 0 | - | 2 | 50 | - | 2 | 50 | - | 4 | 54 | - | 2 | 56 | 0 | 0 | 56 | 0 | 0 | - |
| Eb Left | 27 | 1600 | 0.017 | 1 | 28 | 0.018 | 1 | 28 | 0.018 | 2 | 30 | 0.019 | 1 | 31 | 1600 | 0.019 | 0 | 31 | 1600 | 0.019 |
| Eb Thru | 1677 | 3200 | 0.526* | 10 | 1687 | 0.529* | 67 | 1744 | 0.547* | 46 | 1790 | 0.562* | 10 | 1800 | 3200 | 0.565* | 0 | 1800 | 3200 | 0.565* |
| Eb Right | 7 | 0 | - | 0 | 7 | - | 0 | 7 | - | 0 | 7 | - | 0 | 7 | 0 | - | 0 | 7 | 0 | - |
| Wb Left | 4 | 1600 | 0.003* | 0 | 4 | 0.003* | 0 | 4 | 0.003* | 0 | 4 | 0.003* | 0 | 4 | 1600 | 0.003* | 0 | 4 | 1600 | 0.003* |
| Wb Thru | 1176 | 3200 | 0.368 | 34 | 1210 | 0.378 | 47 | 1223 | 0.382 | 75 | 1298 | 0.406 | 34 | 1332 | 3200 | 0.416 | 0 | 1332 | 3200 | 0.416 |
| Wb Right | 31 | 1600 | 0.019 | 0 | 31 | 0.019 | 1 | 32 | 0.020 | 1 | 33 | 0.021 | 0 | 33 | 1600 | 0.021 | 0 | 33 | 1600 | 0.021 |
| Yellow Allowance: | | | 0.050* | | | 0.050* | | | 0.050* | | | 0.050* | | | | | | | | 0.050* |
| ICU | | | 0.643 | | | 0.648 | | | 0.667 | | | 0.684 | | | | | | | | 0.689 |
| LOS | | | B | | | B | | | B | | | B | | | | | | | | B |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|---------|-----------------------|--------|---------|-------------------------|--------|---------|-----------------------------|---------|---------|---------------------------|---------|---------|
| | 1 | 2 | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio |
| Nb Left | 9 | 0 | 0.006 * | 0 | 9 | 0.006 * | 0 | 9 | 0 | 0.006 * | 0 | 9 | 0 | 0.006 * | 0 | 9 | 0 | 0.006 * |
| Nb Thru | 4 | 1600 | 0.019 | 0 | 4 | 0.020 | 0 | 4 | 1600 | 0.020 | 0 | 4 | 1600 | 0.020 | 0 | 4 | 1600 | 0.020 |
| Nb Right | 17 | 0 | - | 1 | 18 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - |
| Sb Left | 40 | 0 | 0.025 | 2 | 42 | 0.026 | 2 | 42 | 0 | 0.027 | 1 | 43 | 0 | 0.027 | 0 | 43 | 0 | 0.027 |
| Sb Thru | 0 | 1600 | 0.048 * | 0 | 0 | 0.049 * | 0 | 0 | 1600 | 0.054 * | 0 | 0 | 1600 | 0.055 * | 0 | 0 | 1600 | 0.055 * |
| Sb Right [3] | 35 | 0 | - | 2 | 37 | - | 1 | 36 | - | - | 7 | 43 | 0 | - | 2 | 45 | 0 | - |
| Eb Left | 35 | 1600 | 0.022 | 3 | 38 | 0.024 | 1 | 36 | 0.023 | 7 | 43 | 1600 | 0.027 | 3 | 46 | 1600 | 0.029 | 0.029 |
| Eb Thru | 1687 | 3200 | 0.534 * | 55 | 1742 | 0.551 * | 67 | 1754 | 0.555 * | 120 | 1874 | 3200 | 0.593 * | 55 | 1929 | 3200 | 0.610 * | 0.610 * |
| Eb Right | 22 | 0 | - | 0 | 22 | - | 1 | 23 | - | 0 | 23 | 0 | - | 0 | 23 | 0 | - | - |
| Wb Left | 19 | 1600 | 0.012 * | 0 | 19 | 0.012 * | 1 | 20 | 0.012 * | 0 | 20 | 1600 | 0.012 * | 0 | 20 | 1600 | 0.012 * | 0.012 * |
| Wb Thru | 1632 | 3200 | 0.510 | 35 | 1667 | 0.521 | 65 | 1697 | 0.530 | 136 | 1833 | 3200 | 0.573 | 35 | 1868 | 3200 | 0.584 | 0.584 |
| Wb Right | 42 | 1600 | 0.026 | 0 | 42 | 0.026 | 2 | 44 | 0.027 | 1 | 45 | 1600 | 0.028 | 0 | 45 | 1600 | 0.028 | 0.028 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.648 | | | 0.667 | | | 0.672 | | | 0.715 | | | 0.733 | | | 0.733 |
| LOS | | | B | | | B | | | B | | | C | | | C | | | C |

12:49 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 24 | 0 | 0.015 | 0 | 24 | 0.015 | 1 | 25 | 0.016 | 0 | 25 | 0.016 | 0 | 25 | 0.016 | 0 | 25 | 0.016 |
| Nb Thru | 1 | 1600 | 0.039 * | 0 | 1 | 0.041 * | 0 | 1 | 0.041 * | 0 | 1 | 0.041 * | 0 | 1 | 0.041 * | 0 | 1 | 0.041 * |
| Nb Right | 38 | 0 | - | 0 | 38 | - | 2 | 40 | - | 0 | 40 | - | 0 | 40 | - | 0 | 40 | - |
| Sb Left | 18 | 0 | 0.011 * | 0 | 18 | 0.012 * | 1 | 19 | 0.012 * | 2 | 21 | 0.013 | 0 | 21 | 0.013 | 0 | 21 | 0.013 |
| Sb Thru | 0 | 1600 | 0.031 | 0 | 0 | 0.031 | 0 | 0 | 0.031 | 0 | 0 | 0.031 * | 0 | 0 | 0.041 * | 0 | 0 | 0.041 * |
| Sb Right [3] | 29 | 0 | - | 3 | 32 | - | 1 | 30 | - | 11 | 41 | - | 3 | 44 | - | 0 | 44 | - |
| Eb Left | 29 | 1600 | 0.018 * | 2 | 31 | 0.019 * | 1 | 30 | 0.019 * | 7 | 37 | 0.023 * | 2 | 39 | 0.024 * | 0 | 39 | 0.024 * |
| Eb Thru | 1555 | 3200 | 0.501 | 40 | 1595 | 0.513 | 62 | 1617 | 0.521 | 160 | 1777 | 0.571 | 40 | 1817 | 0.583 | 0 | 1817 | 0.583 |
| Eb Right | 48 | 0 | - | 0 | 48 | - | 2 | 50 | - | 0 | 50 | - | 0 | 50 | - | 0 | 50 | - |
| Wb Left | 69 | 1600 | 0.043 | 0 | 69 | 0.043 | 3 | 72 | 0.045 | 0 | 72 | 0.045 | 0 | 72 | 0.045 | 0 | 72 | 0.045 |
| Wb Thru | 1834 | 3200 | 0.573 * | 51 | 1885 | 0.589 * | 73 | 1907 | 0.596 * | 200 | 2107 | 0.659 * | 51 | 2158 | 0.674 * | 0 | 2158 | 0.674 * |
| Wb Right | 45 | 1600 | 0.028 | 0 | 45 | 0.028 | 2 | 47 | 0.029 | 1 | 48 | 0.030 | 0 | 48 | 0.030 | 0 | 48 | 0.030 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.692 | | | 0.709 | | | 0.718 | | | 0.786 | | | 0.805 | | | 0.805 |
| LOS | | | B | | | C | | | C | | | C | | | D | | | D |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|--------|-----------------------------|-------|-------|---------------------------|--------|----------|---------|
| | Volume | Capacity | Ratio | Added | Total | V/C | Added | Total | V/C | Added | Total | Volume | Capacity | Ratio | Added | Total | Volume | Capacity | Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - |
| Sb Left | 1154 | 2880 | 0.401 | 46 | 1200 | 0.417 | 0 | 1200 | 0.417 | 0 | 1200 | 2880 | 0.417 | 0 | 1200 | 2880 | 0 | 2880 | 0.417 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0.000 |
| Sb Right [3] | 52 | 1600 | 0.021 | 2 | 54 | 0.022 | 12 | 66 | 0.026 | 5 | 71 | 1600 | 0.028 | 0 | 71 | 1600 | 0 | 1600 | 0.028 |
| Eb Left | 18 | 1600 | 0.011 | 1 | 19 | 0.012 | 1 | 19 | 0.012 | 6 | 25 | 1600 | 0.015 | 1 | 26 | 1600 | 0 | 1600 | 0.016 |
| Eb Thru | 1545 | 3200 | 0.483 | 62 | 1607 | 0.502 | 62 | 1607 | 0.502 | 25 | 1632 | 3200 | 0.510 | 6 | 1638 | 3200 | 0 | 3200 | 0.512 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1174 | 4800 | 0.288 | 47 | 1221 | 0.300 | 47 | 1221 | 0.300 | 42 | 1263 | 4800 | 0.308 | 19 | 1282 | 4800 | 0 | 4800 | 0.312 |
| Wb Right | 209 | 0 | - | 8 | 217 | - | 8 | 217 | - | 0 | 217 | 0 | - | 0 | 217 | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | | | 0.050 * |
| ICU | | | 0.934 | | | 0.935 | | | 0.969 | | | | 0.977 | | | | | | 0.979 |
| LOS | | | E | | | E | | | E | | | | E | | | | | | E |

12:50 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|---------|-----------------------|--------|---------|-------------------------|--------|---------|-----------------------------|--------|---------|---------------------------|--------|---------|
| | 1 | 2 | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio | Volume | Volume | Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 234 | 2880 | 0.081 | 0 | 234 | 0.085 | 0 | 243 | 0.085 | 0 | 243 | 0.085 | 0 | 243 | 0.085 | 0 | 243 | 0.085 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 70 | 1600 | 0.000 | 5 | 75 | 0.000 | 3 | 73 | 0.000 | 23 | 96 | 0.000 | 5 | 101 | 0.000 | 0 | 101 | 0.000 |
| Eb Left | 159 | 1600 | 0.099 * | 8 | 167 | 0.104 * | 6 | 165 | 0.103 * | 19 | 184 | 0.115 * | 8 | 192 | 0.120 * | 0 | 192 | 0.120 * |
| Eb Thru | 1740 | 3200 | 0.544 | 31 | 1771 | 0.553 | 70 | 1810 | 0.566 | 71 | 1881 | 0.588 | 31 | 1912 | 0.597 | 0 | 1912 | 0.597 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1693 | 4800 | 0.556 * | 20 | 1713 | 0.560 * | 68 | 1761 | 0.578 * | 72 | 1833 | 0.593 * | 20 | 1853 | 0.597 * | 0 | 1853 | 0.597 * |
| Wb Right | 976 | 0 | - | 0 | 976 | - | 39 | 1015 | - | 0 | 1015 | - | 0 | 1015 | - | 0 | 1015 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.787 | | | 0.796 | | | 0.816 | | | 0.843 | | | 0.852 | | | 0.852 |
| LOS | | | C | | | C | | | D | | | D | | | D | | | D |

12:50 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 465 | 2880 | 0.161 | 0 | 465 | 0.161 | 19 | 484 | 0.168 | 0 | 484 | 0.168 | 0 | 484 | 0.168 | 0 | 484 | 0.168 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 196 | 1600 | 0.039 | 7 | 203 | 0.039 | 8 | 204 | 0.040 | 33 | 237 | 0.046 | 7 | 244 | 0.047 | 0 | 244 | 0.047 |
| Eb Left | 134 | 1600 | 0.084 * | 6 | 140 | 0.088 * | 5 | 139 | 0.087 * | 24 | 163 | 0.102 * | 6 | 169 | 0.106 * | 0 | 169 | 0.106 * |
| Eb Thru | 1599 | 3200 | 0.500 | 23 | 1622 | 0.507 | 64 | 1663 | 0.520 | 90 | 1753 | 0.548 | 23 | 1776 | 0.555 | 0 | 1776 | 0.555 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1882 | 4800 | 0.460 * | 29 | 1911 | 0.466 * | 75 | 1957 | 0.479 * | 113 | 2070 | 0.502 * | 29 | 2099 | 0.508 * | 0 | 2099 | 0.508 * |
| Wb Right | 327 | 0 | - | 0 | 327 | - | 13 | 340 | - | 0 | 340 | - | 0 | 340 | - | 0 | 340 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.755 | | | 0.765 | | | 0.784 | | | 0.822 | | | 0.832 | | | 0.832 |
| LOS | | | C | | | C | | | C | | | D | | | D | | | D |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | Volume | Capacity | Ratio | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C |
| Nb Left | 53 | 1600 | 0.033 * | 0 | 53 | 0.034 * | 2 | 55 | 0.034 * | 0 | 55 | 0.034 * | 0 | 55 | 0.034 * | 0 | 55 | 0.034 * |
| Nb Thru | 288 | 3200 | 0.090 | 0 | 288 | 0.090 | 12 | 300 | 0.094 | 5 | 305 | 0.095 | 0 | 305 | 0.095 | 0 | 305 | 0.095 |
| Nb Right [3] | 161 | 16000000 | 0.000 | 0 | 161 | 0.000 | 6 | 167 | 0.000 | 9 | 176 | 0.000 | 0 | 176 | 0.000 | 0 | 176 | 0.000 |
| Sb Left [4] | 37 | 1600 | 0.023 | 0 | 37 | 0.024 | 1 | 38 | 0.024 | 0 | 38 | 0.024 | 0 | 38 | 0.024 | 0 | 38 | 0.024 |
| Sb Thru | 976 | 3200 | 0.305 * | 15 | 991 | 0.310 * | 39 | 1015 | 0.317 * | 36 | 1051 | 0.328 * | 15 | 1066 | 0.333 * | 0 | 1066 | 0.333 * |
| Sb Right [3] | 365 | 16000000 | 0.000 | 0 | 365 | 0.000 | 15 | 380 | 0.000 | 0 | 380 | 0.000 | 0 | 380 | 0.000 | 0 | 380 | 0.000 |
| Eb Left | 30 | 0 | 0.009 | 0 | 30 | 0.010 | 1 | 31 | 0.010 | 0 | 31 | 0.010 | 0 | 31 | 0.010 | 0 | 31 | 0.010 |
| Eb Thru | 58 | 3200 | 0.028 * | 0 | 58 | 0.029 * | 2 | 60 | 0.029 * | 0 | 60 | 0.029 * | 0 | 60 | 0.029 * | 0 | 60 | 0.029 * |
| Eb Right [3] | 14 | 16000000 | 0.000 | 0 | 14 | 0.000 | 1 | 15 | 0.000 | 0 | 15 | 0.000 | 0 | 15 | 0.000 | 0 | 15 | 0.000 |
| Wb Left | 56 | 1600 | 0.035 | 0 | 56 | 0.036 | 2 | 58 | 0.036 | 0 | 58 | 0.036 | 0 | 58 | 0.036 | 0 | 58 | 0.036 |
| Wb Thru | 125 | 1600 | 0.078 * | 0 | 125 | 0.081 * | 5 | 130 | 0.081 * | 0 | 130 | 0.081 * | 0 | 130 | 0.081 * | 0 | 130 | 0.081 * |
| Wb Right [3] | 213 | 16000000 | 0.000 | 4 | 217 | 0.000 | 9 | 222 | 0.000 | 9 | 231 | 0.000 | 4 | 235 | 0.000 | 0 | 235 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.494 | | | 0.498 | | | 0.512 | | | 0.523 | | | 0.527 | | | 0.527 |
| LOS | | | A | | | A | | | A | | | A | | | A | | | A |

04:03 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Freeflow right-turn lane.
 4 Southbound left-turns prohibited Monday-Friday, 6-9 AM.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|----------|-----------------------|-------|-------|-------------------------|-------|-------|-----------------------------|---------|-------|---------------------------|----------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 27 | 1600 | 0.017 | 0 | 27 | 1600 | 0.017 | 1 | 28 | 0.018 | 0 | 28 | 1600 | 0.018 | 0 | 28 | 1600 | 0.018 |
| Nb Thru | 519 | 3200 | 0.162 * | 0 | 519 | 3200 | 0.162 * | 21 | 540 | 0.169 * | 13 | 553 | 3200 | 0.173 * | 0 | 553 | 3200 | 0.173 * |
| Nb Right [3] | 25 | 16000000 | 0.000 | 0 | 25 | 16000000 | 0.000 | 1 | 26 | 0.000 | 41 | 67 | 16000000 | 0.000 | 0 | 67 | 16000000 | 0.000 |
| Sb Left | 162 | 1600 | 0.101 * | 15 | 177 | 1600 | 0.111 * | 6 | 168 | 0.105 * | 49 | 217 | 1600 | 0.136 * | 15 | 232 | 1600 | 0.145 * |
| Sb Thru | 521 | 3200 | 0.163 | 0 | 521 | 3200 | 0.163 | 21 | 542 | 0.169 | 11 | 553 | 3200 | 0.173 | 0 | 553 | 3200 | 0.173 |
| Sb Right [3] | 74 | 16000000 | 0.000 | 0 | 74 | 16000000 | 0.000 | 3 | 77 | 0.000 | 0 | 77 | 16000000 | 0.000 | 0 | 77 | 16000000 | 0.000 |
| Eb Left | 267 | 0 | 0.083 | 0 | 267 | 0 | 0.083 | 11 | 278 | 0.087 | 0 | 278 | 0 | 0.087 | 0 | 278 | 0 | 0.087 |
| Eb Thru | 118 | 3200 | 0.120 * | 0 | 118 | 3200 | 0.120 * | 5 | 123 | 0.125 * | 0 | 123 | 3200 | 0.125 * | 0 | 123 | 3200 | 0.125 * |
| Eb Right [3] | 93 | 16000000 | 0.000 | 0 | 93 | 16000000 | 0.000 | 4 | 97 | 0.000 | 0 | 97 | 16000000 | 0.000 | 0 | 97 | 16000000 | 0.000 |
| Wb Left | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 1 | 21 | 0.013 | 1 | 22 | 1600 | 0.014 | 0 | 22 | 1600 | 0.014 |
| Wb Thru | 84 | 1600 | 0.053 * | 0 | 84 | 1600 | 0.053 * | 3 | 87 | 0.055 * | 0 | 87 | 1600 | 0.055 * | 0 | 87 | 1600 | 0.055 * |
| Wb Right [3] | 576 | 16000000 | 0.000 | 24 | 600 | 16000000 | 0.000 | 23 | 599 | 0.000 | 12 | 611 | 16000000 | 0.000 | 24 | 635 | 16000000 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.486 | | | | 0.496 | | | 0.504 | | | | 0.538 | | | | 0.548 |
| LOS | | | A | | | | A | | | A | | | | A | | | | A |

04:03 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Freeflow right-turn lane.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

Malibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|---------|--------|-----------------------------|----------|---------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 1 | 31 | 1600 | 0.020 * | 0 | 31 | 1600 | 0.020 | 0 | 31 | 1600 | 0.020 |
| Nb Thru | 329 | 3200 | 0.103 | 0 | 329 | 3200 | 0.103 | 13 | 342 | 3200 | 0.107 | 25 | 367 | 3200 | 0.115 * | 0 | 367 | 3200 | 0.115 * |
| Nb Right [3] | 79 | 16000000 | 0.000 | 0 | 79 | 16000000 | 0.000 | 3 | 82 | 16000000 | 0.000 | 67 | 149 | 16000000 | 0.000 | 0 | 149 | 16000000 | 0.000 |
| Sb Left | 216 | 1600 | 0.135 * | 22 | 238 | 1600 | 0.149 * | 9 | 225 | 1600 | 0.140 * | 64 | 289 | 1600 | 0.180 * | 22 | 311 | 1600 | 0.194 * |
| Sb Thru | 798 | 3200 | 0.249 * | 0 | 798 | 3200 | 0.249 * | 32 | 830 | 3200 | 0.259 * | 32 | 862 | 3200 | 0.269 | 0 | 862 | 3200 | 0.269 |
| Sb Right [3] | 70 | 16000000 | 0.000 | 0 | 70 | 16000000 | 0.000 | 3 | 73 | 16000000 | 0.000 | 0 | 73 | 16000000 | 0.000 | 0 | 73 | 16000000 | 0.000 |
| Eb Left | 69 | 0 | 0.022 | 0 | 69 | 0 | 0.022 | 3 | 72 | 0 | 0.022 | 0 | 72 | 0 | 0.022 | 0 | 72 | 0 | 0.022 |
| Eb Thru | 49 | 3200 | 0.037 * | 0 | 49 | 3200 | 0.037 * | 2 | 51 | 3200 | 0.038 * | 0 | 51 | 3200 | 0.038 * | 0 | 51 | 3200 | 0.038 * |
| Eb Right [3] | 50 | 16000000 | 0.000 | 0 | 50 | 16000000 | 0.000 | 2 | 52 | 16000000 | 0.000 | 0 | 52 | 16000000 | 0.000 | 0 | 52 | 16000000 | 0.000 |
| Wb Left | 54 | 1600 | 0.034 | 0 | 54 | 1600 | 0.034 | 2 | 56 | 1600 | 0.035 | 3 | 59 | 1600 | 0.037 | 0 | 59 | 1600 | 0.037 |
| Wb Thru | 74 | 1600 | 0.046 * | 0 | 74 | 1600 | 0.046 * | 3 | 77 | 1600 | 0.048 * | 0 | 77 | 1600 | 0.048 * | 0 | 77 | 1600 | 0.048 * |
| Wb Right [3] | 203 | 16000000 | 0.000 | 17 | 220 | 16000000 | 0.000 | 8 | 211 | 16000000 | 0.000 | 18 | 229 | 16000000 | 0.000 | 17 | 246 | 16000000 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.401 | | | | 0.401 | | | | 0.415 | | | | 0.432 | | | | 0.445 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Freeway right-turn lane.

APPENDIX E

ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS SUMMERTIME CONDITIONS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

| Intersection Capacity Utilization Characteristics | | |
|---|----------------|----------------|
| Level of Service | Load Factor | Equivalent ICU |
| A | 0.0 | 0.00 - 0.60 |
| B | 0.0 - 0.1 | 0.61 - 0.70 |
| C | 0.1 - 0.3 | 0.71 - 0.80 |
| D | 0.3 - 0.7 | 0.81 - 0.90 |
| E | 0.7 - 1.0 | 0.91 - 1.00 |
| F | Not Applicable | Not Applicable |

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

Peak hr: AM
 Annual Growth: 1.00%

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|--------------|-----------|-----------------------|--------------|-----------|-------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|-----------|
| | Volume | Capacity | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 192 | 2880 | 0.067 | 5 | 197 | 0.068 | 8 | 200 | 0.069 | 12 | 212 | 0.074 | 5 | 217 | 0.075 | 0 | 217 | 0.075 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 340 | 1600 | 0.101 * | 0 | 340 | 0.101 * | 14 | 354 | 0.105 * | 0 | 354 | 0.105 * | 0 | 354 | 0.105 * | 0 | 354 | 0.105 * |
| Eb Left | 178 | 1600 | 0.111 * | 0 | 178 | 0.111 * | 7 | 185 | 0.116 * | 0 | 185 | 0.116 * | 0 | 185 | 0.116 * | 0 | 185 | 0.116 * |
| Eb Thru | 768 | 3200 | 0.240 | 19 | 787 | 0.246 | 31 | 799 | 0.250 | 47 | 846 | 0.264 | 19 | 865 | 0.270 | 0 | 865 | 0.270 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 567 | 3200 | 0.177 * | 6 | 573 | 0.179 * | 23 | 590 | 0.184 * | 26 | 616 | 0.192 * | 6 | 622 | 0.194 * | 0 | 622 | 0.194 * |
| Wb Right | 125 | 1600 | 0.078 | 1 | 126 | 0.079 | 5 | 130 | 0.081 | 8 | 138 | 0.086 | 1 | 139 | 0.087 | 0 | 139 | 0.087 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.440 | | | 0.442 | | | 0.455 | | | 0.463 | | | 0.465 | | | 0.465 |
| LOS | | | A | | | A | | | A | | | A | | | A | | | A |

01:48 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

Peak hr: PM
 Annual Growth: 1.00%

| 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | |
|---------------------|---------|----------|-----------------------------|---------|---------|-----------------------|---------|---------|-------------------------|---------|---------|-----------------------------|---------|---------|---------------------------|---------|---------|---------|---------|
| Movement | Volume | Capacity | Ratio | 1 | 2 | V/C | Added | Total | V/C | Ratio | Added | Total | V/C | Ratio | Added | Total | V/C | Ratio | |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | |
| Sb Left | 164 | 2880 | 0.057 | 5 | 169 | 0.059 | 7 | 171 | 0.059 | 29 | 200 | 2880 | 0.069 | 5 | 205 | 2880 | 0.071 | 2880 | 0.071 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0.000 |
| Sb Right [3] | 287 | 1600 | 0.000 | 0 | 287 | 0.000 | 11 | 298 | 0.000 | 0 | 298 | 1600 | 0.000 | 0 | 298 | 1600 | 0.000 | 1600 | 0.000 |
| Eb Left | 417 | 1600 | 0.261 * | 0 | 417 | 0.261 * | 17 | 434 | 0.271 * | 0 | 434 | 1600 | 0.271 * | 0 | 434 | 1600 | 0.271 * | 1600 | 0.271 * |
| Eb Thru | 974 | 3200 | 0.304 | 20 | 994 | 0.311 | 39 | 1033 | 0.317 | 80 | 1093 | 3200 | 0.342 | 20 | 1113 | 3200 | 0.348 | 3200 | 0.348 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0.000 |
| Wb Thru | 1127 | 3200 | 0.352 * | 31 | 1158 | 0.362 * | 45 | 1172 | 0.366 * | 69 | 1241 | 3200 | 0.388 * | 31 | 1272 | 3200 | 0.398 * | 3200 | 0.398 * |
| Wb Right | 211 | 1600 | 0.132 | 8 | 219 | 0.137 | 8 | 219 | 0.137 | 25 | 244 | 1600 | 0.153 | 8 | 252 | 1600 | 0.158 | 1600 | 0.158 |
| Yellow Allowance: | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * | 0.050 * |
| ICU | 0.720 | C | 0.731 | C | 0.747 | C | 0.778 | C | 0.790 | C | 0.790 | C | 0.790 | C | 0.790 | C | 0.790 | C | 0.790 |
| LOS | | | | | | | | | | | | | | | | | | | |

01:48 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: SAT
 Annual Growth: 1.00%

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-1

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 258 | 2880 | 0.090 | 7 | 265 | 0.092 | 10 | 268 | 0.093 | 43 | 311 | 0.108 | 7 | 318 | 0.111 | 0 | 318 | 0.111 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 685 | 1600 | 0.171 * | 0 | 685 | 0.171 * | 27 | 712 | 0.177 * | 0 | 712 | 0.177 * | 0 | 712 | 0.177 * | 0 | 712 | 0.177 * |
| Eb Left | 412 | 1600 | 0.258 * | 0 | 412 | 0.258 * | 16 | 428 | 0.268 * | 0 | 428 | 0.268 * | 0 | 428 | 0.268 * | 0 | 428 | 0.268 * |
| Eb Thru | 961 | 3200 | 0.300 | 29 | 990 | 0.309 | 38 | 999 | 0.312 | 116 | 1115 | 0.349 | 29 | 1144 | 0.358 | 0 | 1144 | 0.358 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1177 | 3200 | 0.368 * | 23 | 1200 | 0.375 * | 47 | 1224 | 0.383 * | 85 | 1309 | 0.409 * | 23 | 1332 | 0.416 * | 0 | 1332 | 0.416 * |
| Wb Right | 165 | 1600 | 0.103 | 6 | 171 | 0.107 | 7 | 172 | 0.107 | 34 | 206 | 0.129 | 6 | 212 | 0.132 | 0 | 212 | 0.132 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.846 | | | 0.853 | | | 0.878 | | | 0.904 | | | 0.912 | | | 0.912 |
| LOS | | | D | | | D | | | D | | | E | | | E | | | E |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: AM
 Annual Growth: 1.00%

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|-------|-----------|-----------------------|-------|-----------|-------------------------|-------|-----------|-----------------------------|---------|-----------|---------------------------|-------|-----------|
| | Volume | Capacity | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio |
| Nb Left | 11 | 0 | 0.003 | 0 | 11 | 0.004 | 3 | 14 | 0 | 0.005 | 0 | 14 | 0 | 0.005 | 0 | 14 | 0 | 0.005 |
| Nb Thru [3] | 13 | 3200 | 0.014 * | 1 | 14 | 0.015 * | 1 | 15 | 3200 | 0.017 * | 0 | 15 | 3200 | 0.017 * | 0 | 15 | 3200 | 0.017 * |
| Nb Right | 22 | 0 | - | 1 | 23 | - | 2 | 25 | 0 | - | 0 | 25 | 0 | - | 0 | 25 | 0 | - |
| Sb Left | 839 | 0 | 0.267 | 34 | 873 | 0.273 | 33 | 906 | 0 | 0.283 | 15 | 921 | 0 | 0.288 | 0 | 921 | 0 | 0.288 |
| Sb Thru [3] | 12 | 3200 | 0.271 * | 0 | 12 | 0.277 * | 0 | 12 | 3200 | 0.287 * | 0 | 12 | 3200 | 0.292 * | 0 | 12 | 3200 | 0.292 * |
| Sb Right [4] | 219 | 1600 | 0.093 | 9 | 228 | 0.097 | 1 | 229 | 1600 | 0.097 | 0 | 229 | 1600 | 0.097 | 0 | 229 | 1600 | 0.097 |
| Eb Left | 125 | 2880 | 0.043 | 5 | 130 | 0.045 | 3 | 133 | 2880 | 0.046 | 0 | 133 | 2880 | 0.046 | 0 | 133 | 2880 | 0.046 |
| Eb Thru | 862 | 3200 | 0.275 * | 29 | 891 | 0.286 * | 34 | 925 | 3200 | 0.308 * | 29 | 954 | 3200 | 0.317 * | 0 | 954 | 3200 | 0.317 * |
| Eb Right | 18 | 0 | - | 1 | 19 | - | 1 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Wb Left | 8 | 1600 | 0.005 * | 0 | 8 | 0.005 * | 1 | 9 | 1600 | 0.006 * | 0 | 9 | 1600 | 0.006 * | 0 | 9 | 1600 | 0.006 * |
| Wb Thru | 686 | 3200 | 0.214 | 27 | 713 | 0.223 | 39 | 752 | 3200 | 0.235 | 9 | 761 | 3200 | 0.238 | 0 | 761 | 3200 | 0.238 |
| Wb Right [4] | 186 | 1600 | 0.000 | 7 | 193 | 0.000 | 11 | 204 | 1600 | 0.000 | 0 | 204 | 1600 | 0.000 | 0 | 204 | 1600 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.610 | | | 0.633 | | | | 0.667 | | | | 0.681 | | | | 0.681 |
| LOS | | | B | | | B | | | | B | | | | B | | | | B |

11:42 AM

* Key conflicting movement as a part of ICU

- 1 Counts conducted by NDS
- 2 Capacity expressed in veh/hour of green
- 3 Northbound and southbound operate with split phasing.
- 4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

Peak hr: PM
 Annual Growth: 1.00%

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 11 | 0 | 0.003 | 0 | 11 | 0.004 | 0 | 11 | 0.004 | 17 | 28 | 0.009 | 0 | 28 | 0.009 | 0 | 28 | 0.009 |
| Nb Thru [3] | 19 | 3200 | 0.014 * | 0 | 19 | 0.014 * | 1 | 20 | 0.014 * | 3 | 23 | 0.025 * | 0 | 23 | 0.025 * | 0 | 23 | 0.025 * |
| Nb Right | 14 | 0 | - | 0 | 14 | - | 1 | 15 | - | 13 | 28 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| Sb Left | 405 | 0 | 0.127 | 0 | 405 | 0.127 | 16 | 421 | 0.132 | 29 | 450 | 0.141 | 0 | 450 | 0.141 | 0 | 450 | 0.141 |
| Sb Thru [3] | 12 | 3200 | 0.130 * | 0 | 12 | 0.136 * | 0 | 12 | 0.136 * | 4 | 16 | 0.146 * | 0 | 16 | 0.146 * | 0 | 16 | 0.146 * |
| Sb Right [4] | 172 | 1600 | 0.000 | 0 | 172 | 0.000 | 7 | 179 | 0.000 | 1 | 180 | 0.000 | 0 | 180 | 0.000 | 0 | 180 | 0.000 |
| Eb Left | 356 | 2880 | 0.124 * | 0 | 356 | 0.124 * | 14 | 370 | 0.129 * | 4 | 374 | 0.130 * | 0 | 374 | 0.130 * | 0 | 374 | 0.130 * |
| Eb Thru | 1169 | 3200 | 0.371 | 30 | 1199 | 0.381 | 47 | 1246 | 0.386 | 94 | 1310 | 0.421 | 30 | 1340 | 0.430 | 0 | 1340 | 0.430 |
| Eb Right | 19 | 0 | - | 0 | 19 | - | 1 | 20 | - | 18 | 38 | 0 | 0 | 38 | 0 | 0 | 38 | 0 |
| Wb Left | 14 | 1600 | 0.009 | 0 | 14 | 0.009 | 1 | 15 | 0.009 | 14 | 29 | 0.018 | 0 | 29 | 0.018 | 0 | 29 | 0.018 |
| Wb Thru | 1270 | 3200 | 0.397 * | 47 | 1317 | 0.412 * | 51 | 1321 | 0.413 * | 91 | 1412 | 0.441 * | 47 | 1459 | 0.456 * | 0 | 1459 | 0.456 * |
| Wb Right [4] | 238 | 1600 | 0.022 | 0 | 238 | 0.022 | 10 | 248 | 0.023 | 36 | 284 | 0.037 | 0 | 284 | 0.037 | 0 | 284 | 0.037 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.715 | | | 0.729 | | | 0.741 | | | 0.792 | | | 0.806 | | | 0.806 |
| LOS | | | C | | | C | | | C | | | C | | | D | | | D |

11:42 AM

- * Key conflicting movement as a part of ICU
- 1 Counts conducted by NDS
- 2 Capacity expressed in veh/hour of green
- 3 Northbound and southbound operate with split phasing.
- 4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/26/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: SAT
 Annual Growth: 1.00%

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-2

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|-------|---------------------------|---------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | |
| Nb Left | 8 | 0 | 0.003 | 0 | 8 | 0.003 | 0 | 8 | 0.003 | 25 | 33 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 0.010 |
| Nb Thru [3] | 15 | 3200 | 0.020 * | 0 | 15 | 0.020 * | 1 | 16 | 0.020 * | 5 | 21 | 3200 | 0.036 * | 0 | 21 | 3200 | 0.036 * | 0 | 0.036 * |
| Nb Right | 40 | 0 | - | 0 | 40 | - | 2 | 42 | - | 20 | 62 | 0 | - | 0 | 62 | 0 | 62 | 0 | - |
| Sb Left | 311 | 0 | 0.097 | 0 | 311 | 0.097 | 12 | 323 | 0.101 | 35 | 358 | 0 | 0.112 | 0 | 358 | 0 | 358 | 0 | 0.112 |
| Sb Thru [3] | 20 | 3200 | 0.103 | 0 | 20 | 0.103 | 1 | 21 | 0.108 | 5 | 26 | 3200 | 0.120 | 0 | 26 | 3200 | 0.120 | 0 | 0.120 |
| Sb Right [4] | 381 | 1600 | 0.158 * | 0 | 381 | 0.158 * | 15 | 396 | 0.165 * | 5 | 401 | 1600 | 0.161 * | 0 | 401 | 1600 | 0.161 * | 0 | 0.161 * |
| Eb Left | 230 | 2880 | 0.080 * | 0 | 230 | 0.080 * | 9 | 239 | 0.083 * | 20 | 259 | 2880 | 0.090 * | 0 | 259 | 2880 | 0.090 * | 0 | 0.090 * |
| Eb Thru | 1121 | 3200 | 0.356 | 44 | 1165 | 0.370 | 45 | 1166 | 0.370 | 112 | 1278 | 3200 | 0.413 | 44 | 1322 | 3200 | 0.427 | 0 | 0.427 |
| Eb Right | 18 | 0 | - | 0 | 18 | - | 1 | 19 | - | 26 | 45 | 0 | - | 0 | 45 | 0 | 45 | 0 | - |
| Wb Left | 27 | 1600 | 0.017 | 0 | 27 | 0.017 | 1 | 28 | 0.018 | 20 | 48 | 1600 | 0.030 | 0 | 48 | 1600 | 0.030 | 0 | 0.030 |
| Wb Thru | 1374 | 3200 | 0.429 * | 34 | 1408 | 0.440 * | 55 | 1429 | 0.447 * | 111 | 1540 | 3200 | 0.481 * | 34 | 1574 | 3200 | 0.492 * | 0 | 0.492 * |
| Wb Right [4] | 187 | 1600 | 0.020 | 0 | 187 | 0.020 | 7 | 194 | 0.020 | 62 | 256 | 1600 | 0.048 | 0 | 256 | 1600 | 0.048 | 0 | 0.048 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | | | | | 0.050 * |
| ICU | | | | | | | | | | | | | | | | | | | 0.829 |
| LOS | | | | | | | | | | | | | | | | | | | D |

11:42 AM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr. AM
 Annual Growth: 1.00%

Date: 04/29/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-3

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|------|-----------------------|-------|-------|-------------------------|----------|-------|-----------------------------|---------|--------|---------------------------|-------|-------|-------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | Volume | Capacity | Ratio | Added | Total | Volume | Capacity | Ratio | Added | Total | Volume | Capacity | Ratio |
| Nb Left | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 | 1 | 33 | 0.021 | 0 | 33 | 1600 | 0.021 | 0 | 33 | 1600 | 0 | 33 | 1600 | 0.021 | |
| Nb Thru [3] | 33 | 1600 | 0.028 * | 5 | 38 | 1600 | 0.031 * | 1 | 34 | 0.029 * | 7 | 41 | 1600 | 0.034 * | 5 | 46 | 1600 | 0 | 46 | 1600 | 0.037 * | |
| Nb Right | 11 | 0 | - | 0 | 11 | 0 | - | 0 | 11 | - | 1 | 12 | 0 | - | 0 | 12 | 0 | 0 | 12 | 0 | - | |
| Sb Left | 25 | 0 | 0.008 | 0 | 25 | 0 | 0.008 | 1 | 26 | 0.008 | 11 | 37 | 0 | 0.012 | 0 | 37 | 0 | 0 | 37 | 0 | 0.012 | |
| Sb Thru [3] | 33 | 3200 | 0.018 * | 1 | 34 | 3200 | 0.018 * | 1 | 34 | 0.019 * | 3 | 37 | 3200 | 0.023 * | 1 | 38 | 3200 | 0 | 38 | 3200 | 0.024 * | |
| Sb Right [4] | 51 | 1600 | 0.000 | 9 | 60 | 1600 | 0.000 | 2 | 53 | 0.000 | 43 | 96 | 1600 | 0.000 | 9 | 105 | 1600 | 0 | 105 | 1600 | 0.000 | |
| Eb Left | 117 | 1600 | 0.073 | 44 | 161 | 1600 | 0.101 | 5 | 122 | 0.076 | 94 | 216 | 1600 | 0.135 * | 44 | 260 | 1600 | 0 | 260 | 2880 | 0.090 | |
| Eb Thru | 1499 | 4800 | 0.312 * | 0 | 1499 | 4800 | 0.312 * | 60 | 1559 | 0.325 * | 14 | 1573 | 4800 | 0.328 | 0 | 1573 | 4800 | 0 | 1573 | 4800 | 0.328 * | |
| Eb Right | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 3 | 83 | 0.052 | 0 | 83 | 1600 | 0.052 | 0 | 83 | 1600 | 0 | 83 | 1600 | 0.052 | |
| Wb Left | 105 | 1600 | 0.066 * | 0 | 105 | 1600 | 0.066 * | 4 | 109 | 0.068 * | 1 | 110 | 1600 | 0.069 | 0 | 110 | 1600 | 0 | 110 | 1600 | 0.069 * | |
| Wb Thru | 814 | 3200 | 0.254 | 0 | 814 | 3200 | 0.254 | 33 | 847 | 0.265 | 14 | 861 | 3200 | 0.269 * | 0 | 861 | 3200 | 0 | 861 | 3200 | 0.269 * | |
| Wb Right [5] | 199 | 1600 | 0.117 | 0 | 199 | 1600 | 0.117 | 8 | 207 | 0.121 | 20 | 227 | 1600 | 0.130 | 0 | 227 | 1600 | 0 | 227 | 1600 | 0.130 | |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | | | | | 0.050 * |
| ICU | | | 0.474 | | | | 0.477 | | | 0.490 | | | | 0.511 | | | | | | | | 0.507 |
| LOS | | | A | | | | A | | | A | | | | A | | | | | | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn
 5 The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr. SAT
 Annual Growth: 1.00%

Date: 04/29/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-3

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|---------|--------|-----------------------------|----------|---------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 138 | 1600 | 0.086 * | 0 | 138 | 1600 | 0.086 * | 6 | 144 | 1600 | 0.090 * | 2 | 146 | 1600 | 0.091 * | 0 | 146 | 1600 | 0.091 * |
| Nb Thru [3] | 72 | 1600 | 0.064 | 7 | 79 | 1600 | 0.068 | 3 | 75 | 1600 | 0.066 | 15 | 90 | 1600 | 0.077 | 7 | 97 | 1600 | 0.081 |
| Nb Right | 30 | 0 | - | 0 | 30 | 0 | - | 1 | 31 | 0 | - | 2 | 33 | 0 | - | 0 | 33 | 0 | - |
| Sb Left | 93 | 0 | 0.029 | 0 | 93 | 0 | 0.029 | 4 | 97 | 0 | 0.030 | 60 | 157 | 0 | 0.049 | 0 | 157 | 0 | 0.049 |
| Sb Thru [3] | 61 | 3200 | 0.048 * | 6 | 67 | 3200 | 0.050 * | 2 | 63 | 3200 | 0.050 * | 11 | 74 | 3200 | 0.072 * | 6 | 80 | 3200 | 0.074 * |
| Sb Right [4] | 65 | 1600 | 0.002 | 34 | 99 | 1600 | 0.009 | 3 | 68 | 1600 | 0.002 | 108 | 176 | 1600 | 0.018 | 34 | 210 | 1600 | 0.025 |
| Eb Left | 124 | 1600 | 0.078 * | 44 | 168 | 1600 | 0.105 * | 5 | 129 | 1600 | 0.081 * | 165 | 294 | 1600 | 0.184 * | 44 | 338 | 1600 | 0.211 * |
| Eb Thru | 1235 | 4800 | 0.257 | 0 | 1235 | 4800 | 0.257 | 49 | 1284 | 4800 | 0.268 | 45 | 1329 | 4800 | 0.277 | 0 | 1329 | 4800 | 0.277 |
| Eb Right | 99 | 1600 | 0.062 | 0 | 99 | 1600 | 0.062 | 4 | 103 | 1600 | 0.064 | 1 | 104 | 1600 | 0.065 | 0 | 104 | 1600 | 0.065 |
| Wb Left | 243 | 1600 | 0.152 | 0 | 243 | 1600 | 0.152 | 10 | 253 | 1600 | 0.158 | 1 | 254 | 1600 | 0.159 | 0 | 254 | 1600 | 0.159 |
| Wb Thru | 1269 | 3200 | 0.397 * | 0 | 1269 | 3200 | 0.397 * | 51 | 1320 | 3200 | 0.412 * | 77 | 1397 | 3200 | 0.436 * | 0 | 1397 | 3200 | 0.436 * |
| Wb Right [5] | 116 | 1600 | 0.043 | 0 | 116 | 1600 | 0.043 | 5 | 121 | 1600 | 0.045 | 40 | 161 | 1600 | 0.051 | 0 | 161 | 1600 | 0.051 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.658 | | | | 0.688 | | | | 0.683 | | | | 0.833 | | | | 0.863 |
| LOS | | | B | | | | B | | | | B | | | | D | | | | D |

04:06 PM

- * Key conflicting movement as a part of ICU
- 1 Counts conducted by NDS
- 2 Capacity expressed in veh/hour of green
- 3 Northbound and southbound operate with split phasing.
- 4 Right turns on red from exclusive lanes, 50% of overlapping left turn
- 5 The westbound right-turn lane has an overlapping phase with soundbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: AM
 Annual Growth: 1.00%

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|----------|-----------------------------|---------|-------|---------------------------|-------|-------|-------|----------|---------|-------|
| | Volume | Capacity | Ratio | Added | Total | V/C | Added | Total | V/C | Added | Total | Capacity | Ratio | Added | Total | Capacity | Ratio | Added | Total | Capacity | Ratio | |
| Nb Left | 1 | 0 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0 | 0.001 | 0 | 1 | 0 | 0.001 | 0 | 1 | 0 | 0 | 1 | 0 | 0.001 | |
| Nb Thru [3] | 0 | 1600 | 0.001 | 0 | 0 | 0.001 | 0 | 0 | 0 | 0.001 | 0 | 0 | 0 | 0.001 | 0 | 0 | 0 | 0 | 0 | 1600 | 0.001 | |
| Nb Right | 2 | 1600 | 0.001 * | 0 | 2 | 0.001 * | 0 | 2 | 0 | 0.001 * | 0 | 2 | 0 | 0.001 * | 0 | 2 | 0 | 0 | 2 | 1600 | 0.001 * | |
| Sb Left | 79 | 0 | 0.029 | 15 | 94 | 0.029 | 3 | 82 | 0.026 | 0.039 | 44 | 126 | 0 | 0.044 | 15 | 141 | 0 | 0 | 141 | 0 | 0.044 | |
| Sb Thru [3] | 2 | 3200 | 0.025 * | 0 | 2 | 0.026 * | 0 | 2 | 0.026 * | 0.040 * | 0 | 2 | 3200 | 0.040 * | 0 | 2 | 3200 | 0 | 2 | 3200 | 0.045 * | |
| Sb Right [4] | 55 | 1600 | 0.009 | 0 | 55 | 0.009 | 2 | 57 | 0.010 | 0.010 | 0 | 57 | 1600 | 0.010 | 0 | 57 | 1600 | 0 | 57 | 1600 | 0.010 | |
| Eb Left | 80 | 1600 | 0.050 | 0 | 80 | 0.050 | 3 | 83 | 0.052 | 0.052 | 0 | 83 | 1600 | 0.052 | 0 | 83 | 1600 | 0 | 83 | 1600 | 0.052 | |
| Eb Thru | 1529 | 3200 | 0.479 * | 0 | 1529 | 0.479 * | 61 | 1590 | 0.499 * | 0.507 * | 26 | 1616 | 3200 | 0.507 * | 0 | 1616 | 3200 | 0 | 1616 | 3200 | 0.507 * | |
| Eb Right | 5 | 0 | - | 0 | 5 | - | 0 | 5 | - | - | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 5 | 0 | - | |
| Wb Left | 0 | 1600 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0.000 * | 0 | 0 | 1600 | 0.000 * | 0 | 0 | 1600 | 0 | 0 | 1600 | 0.000 * | |
| Wb Thru | 1040 | 3200 | 0.358 | 0 | 1040 | 0.374 | 42 | 1082 | 0.373 | 0.409 | 35 | 1117 | 3200 | 0.425 | 0 | 1117 | 3200 | 0 | 1117 | 3200 | 0.425 | |
| Wb Right | 107 | 0 | - | 49 | 156 | - | 4 | 111 | - | - | 82 | 193 | 0 | - | 49 | 242 | 0 | 0 | 242 | 1600 | 0.151 | |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | 0.050 * | | | 0.050 * | | | | | | | | 0.050 * | |
| ICU | | | 0.556 | | | 0.561 | | | 0.576 | | | | 0.598 | | | | | | | | | 0.603 |
| LOS | | | A | | | A | | | A | | | | A | | | | | | | | | B |

03:48 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|----------|---------|---------|--|
| | Volume | Capacity | Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | Capacity | Ratio | | |
| Nb Left | 14 | 0 | 0.009 | 0 | 14 | 0.009 | 0 | 15 | 0 | 0.009 | 0 | 15 | 0 | 0.009 | |
| Nb Thru [3] | 5 | 1600 | 0.012 | 0 | 5 | 0.012 | 0 | 5 | 5 | 1600 | 0 | 5 | 1600 | 0.012 | |
| Nb Right | 25 | 1600 | 0.016 * | 0 | 25 | 0.016 * | 0 | 26 | 26 | 1600 | 0 | 26 | 1600 | 0.016 * | |
| Sb Left | 194 | 0 | 0.085 * | 79 | 273 | 0.085 * | 95 | 297 | 0 | 0.093 * | 79 | 376 | 0 | 0.117 * | |
| Sb Thru [3] | 0 | 3200 | 0.061 * | 0 | 0 | 0.063 * | 0 | 0 | 0 | 3200 | 0 | 0 | 3200 | 0.117 * | |
| Sb Right [4] | 110 | 1600 | 0.036 | 0 | 110 | 0.036 | 0 | 114 | 0 | 0.038 | 0 | 114 | 1600 | 0.038 | |
| Eb Left | 104 | 1600 | 0.065 * | 0 | 104 | 0.065 * | 0 | 108 | 0 | 0.068 * | 0 | 108 | 1600 | 0.068 * | |
| Eb Thru | 1557 | 3200 | 0.490 | 0 | 1557 | 0.490 | 75 | 1694 | 0 | 0.533 | 0 | 1694 | 3200 | 0.533 | |
| Eb Right | 11 | 0 | - | 0 | 11 | - | 0 | 11 | 0 | - | 0 | 11 | 0 | - | |
| Wb Left | 19 | 1600 | 0.012 | 0 | 19 | 0.012 | 0 | 20 | 0 | 0.012 | 0 | 20 | 1600 | 0.012 | |
| Wb Thru | 1643 | 3200 | 0.560 * | 0 | 1643 | 0.560 * | 73 | 1782 | 3200 | 0.646 * | 0 | 1782 | 3200 | 0.661 * | |
| Wb Right | 148 | 0 | - | 51 | 199 | - | 130 | 284 | 0 | - | 51 | 335 | 1600 | 0.209 | |
| Yellow Allowance: | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | |
| ICU | 0.751 | | | 0.792 | | | 0.872 | | | 0.913 | | | 0.808 | | |
| LOS | C | | | C | | | C | | | E | | | D | | |

03:48 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Peak hr: SAT
 Annual Growth: 1.00%
 Date of Count: 2018
 Projection Year: 2022

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-4

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|---------|---------|---------------------------|---------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 18 | 0 | 0.011 | 0 | 18 | 0.012 | 0 | 19 | 0 | 0.012 | 0 | 19 | 0 | 0.012 | 0 | 19 | 0 | 0.012 |
| Nb Thru [3] | 10 | 1600 | 0.018 | 0 | 10 | 0.018 | 0 | 10 | 1600 | 0.018 | 0 | 10 | 1600 | 0.018 | 0 | 10 | 1600 | 0.018 |
| Nb Right | 40 | 1600 | 0.025 * | 0 | 40 | 0.026 * | 0 | 42 | 1600 | 0.026 * | 0 | 42 | 1600 | 0.026 * | 0 | 42 | 1600 | 0.026 * |
| Sb Left | 207 | 0 | 0.065 | 57 | 264 | 0.067 | 8 | 215 | 0.067 | 115 | 330 | 0 | 103 | 0 | 121 | 387 | 0 | 121 |
| Sb Thru [3] | 4 | 3200 | 0.066 * | 0 | 4 | 0.069 * | 0 | 4 | 3200 | 0.105 * | 0 | 4 | 3200 | 0.122 * | 0 | 4 | 3200 | 0.122 * |
| Sb Right [4] | 120 | 1600 | 0.035 | 0 | 120 | 0.037 | 5 | 125 | 0.037 | 0 | 125 | 1600 | 0.037 | 0 | 125 | 1600 | 0.037 | 0.037 |
| Eb Left | 127 | 1600 | 0.079 * | 0 | 127 | 0.083 * | 5 | 132 | 0.083 * | 0 | 132 | 1600 | 0.083 * | 0 | 132 | 1600 | 0.083 * | 0.083 * |
| Eb Thru | 1460 | 3200 | 0.460 | 0 | 1460 | 0.478 | 58 | 1518 | 0.478 | 107 | 1625 | 3200 | 0.512 | 0 | 1625 | 3200 | 0.512 | 0.512 |
| Eb Right | 12 | 0 | - | 0 | 12 | - | 0 | 12 | - | 0 | 12 | 0 | - | 0 | 12 | 0 | 12 | - |
| Wb Left | 63 | 1600 | 0.039 | 0 | 63 | 0.041 | 3 | 66 | 0.041 | 0 | 66 | 1600 | 0.041 | 0 | 66 | 1600 | 0.041 | 0.041 |
| Wb Thru | 1454 | 3200 | 0.527 * | 0 | 1454 | 0.548 * | 58 | 1512 | 0.548 * | 118 | 1630 | 3200 | 0.639 * | 0 | 1630 | 3200 | 0.662 * | 0.509 * |
| Wb Right | 231 | 0 | - | 73 | 304 | - | 9 | 240 | - | 174 | 414 | 0 | - | 73 | 487 | 0 | 487 | 0.305 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.747 | | | 0.788 | | | 0.775 | | | 0.902 | | | 0.943 | | | 0.790 |
| LOS | | | C | | | C | | | C | | | E | | | E | | | C |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

03:48 PM

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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|--------------|-----------|-----------------------|--------------|-----------|-------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|-----------|
| | Volume | Capacity | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio |
| Nb Left | 3 | 0 | 0.002 * | 0 | 3 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * |
| Nb Thru | 0 | 1600 | 0.003 | 0 | 0 | 0.003 | 0 | 0 | 0 | 1600 | 0.003 | 0 | 0 | 1600 | 0.003 | 0 | 0 | 1600 |
| Nb Right | 2 | 0 | - | 0 | 2 | - | 0 | 2 | 0 | 0 | - | 0 | 2 | 0 | - | 0 | 2 | 0 |
| Sb Left | 33 | 0 | 0.021 | 0 | 33 | 0.021 | 1 | 34 | 0 | 0.022 | 1 | 35 | 0 | 0.022 | 0 | 35 | 0 | 0.022 |
| Sb Thru | 1 | 1600 | 0.036 * | 0 | 1 | 0.036 * | 0 | 1 | 1 | 1600 | 0.040 * | 0 | 1 | 1600 | 0.041 * | 0 | 1 | 1600 |
| Sb Right [3] | 22 | 0 | - | 2 | 24 | - | 1 | 23 | 4 | 27 | 0 | 4 | 27 | 0 | 0 | 29 | 0 | 0 |
| EB Left | 21 | 1600 | 0.013 | 1 | 22 | 0.014 | 1 | 22 | 2 | 24 | 1600 | 0.015 | 2 | 24 | 1600 | 0.016 | 25 | 1600 |
| EB Thru | 1526 | 3200 | 0.478 * | 10 | 1536 | 0.481 * | 61 | 1587 | 46 | 1633 | 3200 | 0.511 * | 10 | 1643 | 3200 | 0.514 * | 1643 | 3200 |
| EB Right | 2 | 0 | - | 0 | 2 | - | 0 | 2 | 0 | 0 | - | 0 | 2 | 0 | - | 0 | 2 | 0 |
| WB Left | 5 | 1600 | 0.003 * | 0 | 5 | 0.003 * | 0 | 5 | 0 | 5 | 1600 | 0.003 * | 0 | 5 | 1600 | 0.003 * | 5 | 1600 |
| WB Thru | 1265 | 3200 | 0.395 | 34 | 1299 | 0.406 | 51 | 1316 | 75 | 1391 | 3200 | 0.435 | 34 | 1425 | 3200 | 0.445 | 1425 | 3200 |
| WB Right | 27 | 1600 | 0.017 | 0 | 27 | 0.017 | 1 | 28 | 1 | 29 | 1600 | 0.018 | 1 | 29 | 1600 | 0.018 | 29 | 1600 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | | | 0.050 * | | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.568 | | | 0.572 | | | | | 0.588 | | | | 0.606 | | | 0.610 |
| LOS | | | A | | | A | | | | | A | | | | B | | | B |

01:56 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|---------|--------|-----------------------------|----------|---------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 |
| Nb Thru | 4 | 1600 | 0.030 * | 0 | 4 | 1600 | 0.031 * | 0 | 4 | 1600 | 0.031 * | 0 | 4 | 1600 | 0.031 * | 0 | 4 | 1600 | 0.031 * |
| Nb Right | 33 | 0 | - | 0 | 33 | 0 | - | 1 | 34 | 0 | - | 0 | 34 | 0 | - | 0 | 34 | 0 | - |
| Sb Left | 43 | 0 | 0.027 * | 0 | 43 | 0 | 0.027 * | 2 | 45 | 0 | 0.028 * | 1 | 46 | 0 | 0.029 * | 0 | 46 | 0 | 0.029 * |
| Sb Thru | 2 | 1600 | 0.044 | 0 | 2 | 1600 | 0.045 | 0 | 2 | 1600 | 0.051 | 0 | 2 | 1600 | 0.052 | 0 | 2 | 1600 | 0.052 |
| Sb Right [3] | 25 | 0 | - | 2 | 27 | 0 | - | 1 | 26 | 0 | - | 7 | 33 | 0 | - | 0 | 35 | 0 | - |
| Eb Left | 31 | 1600 | 0.019 | 3 | 34 | 1600 | 0.021 | 1 | 32 | 1600 | 0.025 | 7 | 39 | 1600 | 0.026 | 0 | 42 | 1600 | 0.026 |
| Eb Thru | 1801 | 3200 | 0.571 * | 55 | 1856 | 3200 | 0.588 * | 72 | 1873 | 3200 | 0.594 * | 120 | 1993 | 3200 | 0.631 * | 55 | 2048 | 3200 | 0.648 * |
| Eb Right | 26 | 0 | - | 0 | 26 | 0 | - | 1 | 27 | 0 | - | 0 | 27 | 0 | - | 0 | 27 | 0 | - |
| Wb Left | 31 | 1600 | 0.019 * | 0 | 31 | 1600 | 0.019 * | 1 | 32 | 1600 | 0.020 * | 0 | 32 | 1600 | 0.020 * | 0 | 32 | 1600 | 0.020 * |
| Wb Thru | 1652 | 3200 | 0.516 | 35 | 1687 | 3200 | 0.527 | 66 | 1718 | 3200 | 0.537 | 136 | 1854 | 3200 | 0.579 | 35 | 1889 | 3200 | 0.590 |
| Wb Right | 31 | 1600 | 0.019 | 0 | 31 | 1600 | 0.019 | 1 | 32 | 1600 | 0.021 | 1 | 33 | 1600 | 0.021 | 0 | 33 | 1600 | 0.021 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.687 | | | | 0.714 | | | | 0.723 | | | | 0.761 | | | | 0.778 |
| LOS | | | B | | | | C | | | | C | | | | C | | | | C |

01:56 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)

Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 20 | 0 | 0.013 | 0 | 21 | 0.013 | 1 | 21 | 0.013 | 0 | 21 | 0.013 | 0 | 21 | 0.013 | 0 | 21 | 0.013 |
| Nb Thru | 1 | 1600 | 0.041 * | 0 | 1 | 0.042 * | 0 | 1 | 0.042 * | 0 | 1 | 0.042 * | 0 | 1 | 0.042 * | 0 | 1 | 0.042 * |
| Nb Right | 44 | 0 | - | 0 | 44 | - | 2 | 46 | - | 0 | 46 | - | 0 | 46 | - | 0 | 46 | - |
| Sb Left | 37 | 0 | 0.023 * | 0 | 37 | 0.024 * | 1 | 38 | 0.024 * | 2 | 40 | 0.025 * | 0 | 40 | 0.025 * | 0 | 40 | 0.025 * |
| Sb Thru | 3 | 1600 | 0.044 | 0 | 3 | 0.046 | 0 | 3 | 0.046 | 0 | 3 | 0.054 * | 0 | 3 | 0.056 * | 0 | 3 | 0.056 * |
| Sb Right [3] | 30 | 0 | - | 3 | 33 | - | 1 | 31 | - | 11 | 42 | - | 3 | 45 | - | 0 | 45 | - |
| Eb Left | 44 | 1600 | 0.028 * | 2 | 46 | 0.029 * | 2 | 48 | 0.029 * | 7 | 53 | 0.033 * | 2 | 55 | 0.034 * | 0 | 55 | 0.034 * |
| Eb Thru | 1427 | 3200 | 0.465 | 40 | 1467 | 0.478 | 57 | 1484 | 0.484 | 160 | 1644 | 0.534 | 40 | 1684 | 0.546 | 0 | 1684 | 0.546 |
| Eb Right | 61 | 0 | - | 0 | 61 | - | 2 | 63 | - | 0 | 63 | - | 0 | 63 | - | 0 | 63 | - |
| Wb Left | 52 | 1600 | 0.033 | 0 | 52 | 0.034 | 2 | 54 | 0.034 | 0 | 54 | 0.034 | 0 | 54 | 0.034 | 0 | 54 | 0.034 |
| Wb Thru | 1832 | 3200 | 0.573 * | 51 | 1883 | 0.588 * | 73 | 1905 | 0.595 * | 200 | 2105 | 0.658 * | 51 | 2156 | 0.674 * | 0 | 2156 | 0.674 * |
| Wb Right | 30 | 1600 | 0.019 | 0 | 30 | 0.019 | 1 | 31 | 0.020 | 1 | 32 | 0.020 | 0 | 32 | 0.020 | 0 | 32 | 0.020 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.714 | | | 0.731 | | | 0.740 | | | 0.808 | | | 0.827 | | | 0.827 |
| LOS | | | C | | | C | | | C | | | D | | | D | | | D |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 No right-turn on red.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: AM
 Annual Growth: 1.00%

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|-------|-----------|-----------------------|-------|-----------|-------------------------|-------|-----------|-----------------------------|-------|-----------|---------------------------|-------|-----------|
| | Volume | Capacity | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Sb Left | 1079 | 2880 | 0.375 | 0 | 1079 | 0.375 | 43 | 1122 | 0.390 | 0 | 1122 | 0.390 | 0 | 1122 | 0.390 | 0 | 1122 | 0.390 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Right [3] | 45 | 1600 | 0.011 | 5 | 50 | 0.014 | 2 | 47 | 0.012 | 12 | 59 | 0.015 | 5 | 64 | 0.018 | 0 | 64 | 0.018 |
| Eb Left | 27 | 1600 | 0.017 | 1 | 28 | 0.018 | 1 | 28 | 0.018 | 6 | 34 | 0.021 | 1 | 35 | 0.022 | 0 | 35 | 0.022 |
| Eb Thru | 1560 | 3200 | 0.488 | 6 | 1566 | 0.489 | 62 | 1622 | 0.507 | 25 | 1647 | 0.515 | 6 | 1653 | 0.517 | 0 | 1653 | 0.517 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Wb Thru | 1283 | 4800 | 0.307 | 19 | 1302 | 0.311 | 51 | 1334 | 0.320 | 42 | 1376 | 0.328 | 19 | 1395 | 0.332 | 0 | 1395 | 0.332 |
| Wb Right | 192 | 0 | - | 0 | 192 | - | 8 | 200 | - | 0 | 200 | - | 0 | 200 | - | 0 | 200 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.912 | | | 0.914 | | | 0.947 | | | 0.954 | | | 0.956 | | | 0.956 |
| LOS | | | E | | | E | | | E | | | E | | | E | | | E |

04:09 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

Peak hr: PM
 Annual Growth: 1.00%

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|---------|-----------------------|---------|--------|-------------------------|---------|---------|-----------------------------|--------|---------|---------------------------|--------|--------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Volume | Ratio | Volume | Volume | Volume | Ratio | Volume | Volume | Volume | Ratio | Volume | Volume | Volume | Ratio |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 266 | 2880 | 0.092 | 11 | 277 | 0.096 | 0.000 | 0 | 277 | 2880 | 0.096 | 0 | 277 | 2880 | 0.096 | 0 | 277 | 2880 | 0.096 |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right [3] | 64 | 1600 | 0.000 | 3 | 67 | 0.000 | 0.000 | 23 | 90 | 1600 | 0.000 | 5 | 95 | 1600 | 0.000 | 0 | 95 | 1600 | 0.000 |
| Eb Left | 167 | 1600 | 0.104 * | 7 | 174 | 0.109 * | 0.000 | 19 | 193 | 1600 | 0.120 * | 8 | 201 | 1600 | 0.125 * | 0 | 201 | 1600 | 0.125 * |
| Eb Thru | 1812 | 3200 | 0.566 | 72 | 1884 | 0.589 | 0.000 | 71 | 1955 | 3200 | 0.611 | 31 | 1986 | 3200 | 0.621 | 0 | 1986 | 3200 | 0.621 |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0.000 | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1680 | 4800 | 0.562 * | 67 | 1747 | 0.585 * | 0.000 | 72 | 1819 | 4800 | 0.600 * | 20 | 1839 | 4800 | 0.604 * | 0 | 1839 | 4800 | 0.604 * |
| Wb Right | 1019 | 0 | - | 41 | 1060 | - | 0.000 | 0 | 1060 | 0 | - | 0 | 1060 | 0 | - | 0 | 1060 | 0 | - |
| Yellow Allowance: | 0.050 * | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | |
| ICU | 0.809 | | | 0.818 | | | | 0.839 | | | | 0.866 | | | | 0.875 | | | |
| LOS | D | | | D | | | | D | | | | D | | | | D | | | |

04:09 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-6

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|------|-------|-----------------------------|-------|-------|-----------------------|-------|-------|-------------------------|-------|-------|-----------------------------|-------|-------|---------------------------|-------|-------|-------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | |
| Nb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | |
| Nb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | |
| Sb Left | 501 | 2880 | 0.174 | 0 | 521 | 0.181 | 20 | 521 | 0.181 | 0 | 521 | 0.181 | 0 | 521 | 0.181 | 0 | 521 | 0.181 | |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | |
| Sb Right [3] | 196 | 1600 | 0.055 | 7 | 203 | 0.057 | 8 | 204 | 0.057 | 33 | 237 | 0.063 | 7 | 244 | 0.063 | 0 | 244 | 0.063 | |
| Eb Left | 108 | 1600 | 0.068 | 6 | 114 | 0.071 | 4 | 112 | 0.070 | 24 | 136 | 0.085 | 6 | 142 | 0.089 | 0 | 142 | 0.089 | |
| Eb Thru | 1476 | 3200 | 0.461 | 23 | 1499 | 0.468 | 59 | 1535 | 0.480 | 90 | 1625 | 0.508 | 23 | 1648 | 0.515 | 0 | 1648 | 0.515 | |
| Eb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | |
| Wb Thru | 1917 | 4800 | 0.459 | 29 | 1946 | 0.465 | 77 | 1994 | 0.477 | 113 | 2107 | 0.501 | 29 | 2136 | 0.507 | 0 | 2136 | 0.507 | |
| Wb Right | 286 | 0 | - | 0 | 286 | - | 11 | 297 | - | 0 | 297 | - | 0 | 297 | - | 0 | 297 | - | |
| Yellow Allowance: | 0.050 | * | | 0.050 | * | | 0.050 | * | | 0.050 | * | | 0.050 | * | | 0.050 | * | | 0.050 |
| ICU | | | 0.750 | | | 0.760 | | | 0.778 | | | 0.817 | | | 0.827 | | | | 0.827 |
| LOS | | | C | | | C | | | C | | | D | | | D | | | | D |

04:09 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|---------|--------|-----------------------------|----------|---------|---------------------------|--------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 36 | 1600 | 0.023 * | 0 | 36 | 1600 | 0.023 * | 1 | 37 | 1600 | 0.023 * | 0 | 37 | 1600 | 0.023 * | 0 | 37 | 1600 | 0.023 * |
| Nb Thru | 225 | 3200 | 0.070 | 0 | 225 | 3200 | 0.070 | 9 | 234 | 3200 | 0.073 | 5 | 239 | 3200 | 0.075 | 0 | 239 | 3200 | 0.075 |
| Nb Right [3] | 56 | 16000000 | 0.000 | 0 | 56 | 16000000 | 0.000 | 2 | 58 | 16000000 | 0.000 | 9 | 67 | 16000000 | 0.000 | 0 | 67 | 16000000 | 0.000 |
| Sb Left [4] | 31 | 1600 | 0.019 | 0 | 31 | 1600 | 0.019 | 1 | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 |
| Sb Thru | 1050 | 3200 | 0.328 * | 15 | 1065 | 3200 | 0.333 * | 42 | 1092 | 3200 | 0.341 * | 36 | 1128 | 3200 | 0.353 * | 15 | 1143 | 3200 | 0.357 * |
| Sb Right [3] | 242 | 16000000 | 0.000 | 0 | 242 | 16000000 | 0.000 | 10 | 252 | 16000000 | 0.000 | 0 | 252 | 16000000 | 0.000 | 0 | 252 | 16000000 | 0.000 |
| Eb Left | 24 | 0 | 0.008 | 0 | 24 | 0 | 0.008 | 1 | 25 | 0 | 0.008 | 0 | 25 | 0 | 0.008 | 0 | 25 | 0 | 0.008 |
| Eb Thru | 22 | 3200 | 0.014 * | 0 | 22 | 3200 | 0.014 * | 1 | 23 | 3200 | 0.015 * | 0 | 23 | 3200 | 0.015 * | 0 | 23 | 3200 | 0.015 * |
| Eb Right [3] | 11 | 16000000 | 0.000 | 0 | 11 | 16000000 | 0.000 | 0 | 11 | 16000000 | 0.000 | 0 | 11 | 16000000 | 0.000 | 0 | 11 | 16000000 | 0.000 |
| Wb Left | 19 | 1600 | 0.012 | 0 | 19 | 1600 | 0.012 | 1 | 20 | 1600 | 0.012 | 0 | 20 | 1600 | 0.012 | 0 | 20 | 1600 | 0.012 |
| Wb Thru | 52 | 1600 | 0.033 * | 0 | 52 | 1600 | 0.033 * | 2 | 54 | 1600 | 0.034 * | 0 | 54 | 1600 | 0.034 * | 0 | 54 | 1600 | 0.034 * |
| Wb Right [3] | 200 | 16000000 | 0.000 | 4 | 204 | 16000000 | 0.000 | 8 | 208 | 16000000 | 0.000 | 9 | 217 | 16000000 | 0.000 | 4 | 221 | 16000000 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.448 | | | | 0.452 | | | | 0.463 | | | | 0.475 | | | | 0.479 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A |

02:00 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Free-flow right-turn lane.
 4 Southbound left-turns prohibited Monday-Friday, 6-9 AM.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|----------|---------|-----------------------------|--------|----------|-----------------------|--------|--------|-------------------------|-------|--------|-----------------------------|----------|---------|---------------------------|----------|----------|---------|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 |
| Nb Thru | 562 | 3200 | 0.176 * | 0 | 562 | 3200 | 0.176 * | 22 | 584 | 0.183 * | 13 | 597 | 3200 | 0.187 * | 0 | 597 | 3200 | 0.187 * | 0 |
| Nb Right [3] | 20 | 16000000 | 0.000 | 0 | 20 | 16000000 | 0.000 | 1 | 21 | 0.000 | 41 | 62 | 16000000 | 0.000 | 0 | 62 | 16000000 | 0.000 | 0 |
| Sb Left | 151 | 1600 | 0.094 * | 15 | 166 | 1600 | 0.104 * | 6 | 157 | 0.098 * | 49 | 206 | 1600 | 0.129 * | 15 | 221 | 1600 | 0.138 * | 0 |
| Sb Thru | 526 | 3200 | 0.164 | 0 | 526 | 3200 | 0.164 | 21 | 547 | 0.171 | 11 | 558 | 3200 | 0.174 | 0 | 558 | 3200 | 0.174 | 0 |
| Sb Right [3] | 29 | 16000000 | 0.000 | 0 | 29 | 16000000 | 0.000 | 1 | 30 | 0.000 | 0 | 30 | 16000000 | 0.000 | 0 | 30 | 16000000 | 0.000 | 0 |
| Eb Left | 229 | 0 | 0.072 | 0 | 229 | 0 | 0.072 | 9 | 238 | 0.074 | 0 | 238 | 0 | 0.074 | 0 | 238 | 0 | 0.074 | 0 |
| Eb Thru | 35 | 3200 | 0.083 * | 0 | 35 | 3200 | 0.083 * | 1 | 36 | 0.086 * | 0 | 36 | 3200 | 0.086 * | 0 | 36 | 3200 | 0.086 * | 0 |
| Eb Right [3] | 75 | 16000000 | 0.000 | 0 | 75 | 16000000 | 0.000 | 3 | 78 | 0.000 | 0 | 78 | 16000000 | 0.000 | 0 | 78 | 16000000 | 0.000 | 0 |
| Wb Left | 28 | 1600 | 0.018 | 0 | 28 | 1600 | 0.018 | 1 | 29 | 0.018 | 1 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 |
| Wb Thru | 29 | 1600 | 0.018 * | 0 | 29 | 1600 | 0.018 * | 1 | 30 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 |
| Wb Right [3] | 574 | 16000000 | 0.000 | 24 | 598 | 16000000 | 0.000 | 23 | 597 | 0.000 | 12 | 609 | 16000000 | 0.000 | 24 | 633 | 16000000 | 0.000 | 0 |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.421 | | | | 0.430 | | | | | | | | 0.470 | | | | 0.480 |
| LOS | | | A | | | | A | | | | | | | | A | | | | A |

02:00 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Free-flow right-turn lane.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Mailibu Canyon Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-7

Mailibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 28 | 1600 | 0.018 | 0 | 28 | 0.018 | 1 | 29 | 0.018 | 0 | 29 | 0.018 | 0 | 29 | 0.018 | 0 | 29 | 0.018 |
| Nb Thru | 366 | 3200 | 0.114 * | 0 | 366 | 0.114 * | 15 | 381 | 0.119 * | 25 | 406 | 0.127 * | 0 | 406 | 0.127 * | 0 | 406 | 0.127 * |
| Nb Right [3] | 37 | 16000000 | 0.000 | 0 | 37 | 0.000 | 1 | 38 | 0.000 | 67 | 105 | 0.000 | 0 | 105 | 0.000 | 0 | 105 | 0.000 |
| Sb Left | 206 | 1600 | 0.129 * | 22 | 228 | 0.143 * | 8 | 214 | 0.134 * | 64 | 278 | 0.174 * | 22 | 300 | 0.188 * | 0 | 300 | 0.188 * |
| Sb Thru | 686 | 3200 | 0.214 | 0 | 686 | 0.214 | 27 | 713 | 0.223 | 32 | 745 | 0.233 | 0 | 745 | 0.233 | 0 | 745 | 0.233 |
| Sb Right [3] | 30 | 16000000 | 0.000 | 0 | 30 | 0.000 | 1 | 31 | 0.000 | 0 | 31 | 0.000 | 0 | 31 | 0.000 | 0 | 31 | 0.000 |
| Eb Left | 41 | 0 | 0.013 | 0 | 41 | 0.013 | 2 | 43 | 0.013 | 0 | 43 | 0.013 | 0 | 43 | 0.013 | 0 | 43 | 0.013 |
| Eb Thru | 18 | 3200 | 0.018 * | 0 | 18 | 0.018 * | 1 | 19 | 0.019 * | 0 | 19 | 0.019 * | 0 | 19 | 0.019 * | 0 | 19 | 0.019 * |
| Eb Right [3] | 16 | 16000000 | 0.000 | 0 | 16 | 0.000 | 1 | 17 | 0.000 | 0 | 17 | 0.000 | 0 | 17 | 0.000 | 0 | 17 | 0.000 |
| Wb Left | 23 | 1600 | 0.014 | 0 | 23 | 0.014 | 1 | 24 | 0.015 | 3 | 27 | 0.017 | 0 | 27 | 0.017 | 0 | 27 | 0.017 |
| Wb Thru | 27 | 1600 | 0.017 * | 0 | 27 | 0.017 * | 1 | 28 | 0.018 * | 0 | 28 | 0.018 * | 0 | 28 | 0.018 * | 0 | 28 | 0.018 * |
| Wb Right [3] | 234 | 16000000 | 0.000 | 17 | 251 | 0.000 | 9 | 243 | 0.000 | 18 | 261 | 0.000 | 17 | 278 | 0.000 | 0 | 278 | 0.000 |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.328 | | | 0.342 | | | 0.340 | | | 0.387 | | | 0.401 | | | 0.401 |
| LOS | | | A | | | A | | A | A | | A | A | | A | A | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 3 Free-flow right-turn lane.

02:00 PM

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-8

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|-------|-----------|-----------------------|-------|-----------|-------------------------|-------|-----------|-----------------------------|---------|-----------|---------------------------|-------|-----------|
| | Volume | Capacity | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio | Added | Total | V/C Ratio |
| Nb Left | 195 | 0 | 0.122 | 0 | 195 | 0 | 0.122 | 8 | 203 | 0.127 | 0 | 203 | 0 | 0.127 | 0 | 203 | 0 | 0.127 |
| Nb Thru | 57 | 1600 | 0.158 * | 0 | 57 | 1600 | 0.158 * | 2 | 59 | 0.164 * | 0 | 59 | 0 | 0.164 | 0 | 59 | 0 | 0.164 |
| Nb Right | 103 | 1600 | 0.064 | 49 | 152 | 1600 | 0.095 | 4 | 107 | 0.067 | 121 | 228 | 1600 | 0.143 | 49 | 277 | 1600 | 0.173 * |
| Sb Left | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0.002 * | 0 | 3 | 0 | 0.002 * | 0 | 3 | 0 | 0.002 * |
| Sb Thru | 14 | 1600 | 0.014 | 0 | 14 | 1600 | 0.014 | 1 | 15 | 0.014 | 0 | 15 | 1600 | 0.014 | 0 | 15 | 1600 | 0.014 |
| Sb Right | 5 | 0 | - | 0 | 5 | 0 | - | 0 | 5 | - | 0 | 5 | 0 | - | 0 | 5 | 0 | - |
| Eb Left | 16 | 0 | 0.010 | 0 | 16 | 0 | 0.010 | 1 | 17 | 0.010 | 0 | 17 | 0 | 0.010 | 0 | 17 | 0 | 0.010 |
| Eb Thru | 76 | 1600 | 0.058 * | 0 | 76 | 1600 | 0.058 * | 3 | 79 | 0.060 * | 0 | 79 | 1600 | 0.060 * | 0 | 79 | 1600 | 0.060 * |
| Eb Right | 39 | 1600 | 0.024 | 0 | 39 | 1600 | 0.024 | 2 | 41 | 0.025 | 4 | 45 | 1600 | 0.028 | 0 | 45 | 1600 | 0.028 |
| Wb Left | 59 | 1600 | 0.037 * | 10 | 69 | 1600 | 0.043 * | 2 | 61 | 0.038 * | 45 | 106 | 1600 | 0.066 * | 10 | 116 | 1600 | 0.073 * |
| Wb Thru | 50 | 1600 | 0.038 | 4 | 54 | 1600 | 0.041 | 2 | 52 | 0.040 | 15 | 67 | 1600 | 0.049 | 4 | 71 | 1600 | 0.052 |
| Wb Right | 11 | 0 | - | 0 | 11 | 0 | - | 0 | 11 | - | 0 | 11 | 0 | - | 0 | 11 | 0 | - |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | | | | | | | | 0.050 * |
| ICU | | | 0.304 | | | | 0.310 | | | | | | | | | | | 0.358 |
| LOS | | | A | | | | A | | | | | | | | | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-8

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|-----|-----------------------------|---------|-----|---------------------------|-------|---------|
| | Volume | Capacity | Ratio | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C | Added | Total | V/C |
| Nb Left | 421 | 0 | 0.263 * | 0 | 421 | 0 | 0.263 * | 17 | 438 | 0.274 * | 0 | 438 | 0 | 0.274 * | 0 | 438 | 0 | 0.274 * |
| Nb Thru | 11 | 1600 | 0.270 | 0 | 11 | 0.281 | 0 | 11 | 0.281 | 0.281 | 0 | 11 | 0 | 0.281 | 0 | 11 | 1600 | 0.281 |
| Nb Right | 80 | 1600 | 0.050 | 35 | 115 | 0.072 | 3 | 83 | 0.052 | 0.146 | 150 | 233 | 1600 | 0.146 | 35 | 268 | 1600 | 0.168 |
| Sb Left | 11 | 0 | 0.007 | 0 | 11 | 0.007 | 0 | 11 | 0.007 | 0 | 11 | 0 | 0.007 | 0 | 11 | 0 | 0.007 | 0 |
| Sb Thru | 47 | 1600 | 0.068 * | 0 | 47 | 0.070 * | 2 | 49 | 0.070 * | 0.070 * | 0 | 49 | 1600 | 0.070 * | 0 | 49 | 1600 | 0.070 * |
| Sb Right | 50 | 0 | - | 0 | 50 | - | 2 | 52 | - | 0 | 52 | 0 | 0 | - | 0 | 52 | 0 | - |
| Eb Left | 7 | 0 | 0.004 | 0 | 7 | 0.005 | 0 | 7 | 0.005 | 0 | 7 | 0 | 0.005 | 0 | 7 | 0 | 0.005 | 0 |
| Eb Thru | 83 | 1600 | 0.056 | 15 | 98 | 0.066 | 3 | 86 | 0.059 | 0.090 * | 50 | 136 | 1600 | 0.090 * | 15 | 151 | 1600 | 0.099 * |
| Eb Right | 129 | 1600 | 0.081 * | 0 | 129 | 0.084 * | 5 | 134 | 0.084 * | 0.088 | 7 | 141 | 1600 | 0.088 | 0 | 141 | 1600 | 0.088 |
| Wb Left | 89 | 1600 | 0.056 * | 55 | 144 | 0.090 * | 4 | 93 | 0.058 * | 0.138 * | 129 | 222 | 1600 | 0.138 * | 55 | 277 | 1600 | 0.173 * |
| Wb Thru | 175 | 1600 | 0.113 | 24 | 199 | 0.128 | 7 | 182 | 0.118 | 0.143 | 40 | 222 | 1600 | 0.143 | 24 | 246 | 1600 | 0.158 |
| Wb Right | 6 | 0 | - | 0 | 6 | - | 0 | 6 | - | 0 | 6 | 0 | 0 | - | 0 | 6 | 0 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | | | 0.050 * | | | | 0.050 * |
| ICU | | | 0.517 | | | 0.551 | | | 0.536 | | | | | 0.622 | | | | 0.666 |
| LOS | | | A | | | A | | | A | | | | | B | | | | B |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 12:58 PM

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INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-16-0246-1
 File: ICU-8

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|-------|-----------------------|-------|-------|-------------------------|-------|-------|-----------------------------|---------|-------|---------------------------|-------|---------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | |
| Nb Left | 179 | 0 | 0.112 * | 0 | 179 | 0 | 0.112 * | 7 | 186 | 0.116 * | 0 | 186 | 0 | 0.116 | 0 | 186 | 0 | 0.116 | |
| Nb Thru | 13 | 1600 | 0.120 | 0 | 13 | 1600 | 0.120 | 1 | 14 | 0.125 | 0 | 14 | 0 | 0.125 | 0 | 14 | 0 | 0.125 | |
| Nb Right | 137 | 1600 | 0.086 | 51 | 188 | 1600 | 0.118 | 5 | 142 | 0.089 | 189 | 331 | 1600 | 0.207 * | 51 | 382 | 1600 | 0.239 * | |
| Sb Left | 8 | 0 | 0.005 | 0 | 8 | 0 | 0.005 | 0 | 8 | 0.005 * | 0 | 8 | 0 | 0.005 * | 0 | 8 | 0 | 0.005 * | |
| Sb Thru | 24 | 1600 | 0.026 * | 0 | 24 | 1600 | 0.026 * | 1 | 25 | 0.027 * | 0 | 25 | 1600 | 0.027 | 0 | 25 | 1600 | 0.027 | |
| Sb Right | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - | |
| Eb Left | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 | 0 | 5 | 0.003 | 0 | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 | |
| Eb Thru | 160 | 1600 | 0.103 * | 22 | 182 | 1600 | 0.117 * | 6 | 166 | 0.107 * | 67 | 233 | 1600 | 0.149 * | 22 | 255 | 1600 | 0.163 * | |
| Eb Right | 105 | 1600 | 0.066 | 0 | 105 | 1600 | 0.066 | 4 | 109 | 0.068 | 47 | 156 | 1600 | 0.098 | 0 | 156 | 1600 | 0.098 | |
| Wb Left | 119 | 1600 | 0.074 * | 40 | 159 | 1600 | 0.099 * | 5 | 124 | 0.077 * | 144 | 268 | 1600 | 0.167 * | 40 | 308 | 1600 | 0.192 * | |
| Wb Thru | 108 | 1600 | 0.074 | 17 | 125 | 1600 | 0.084 | 4 | 112 | 0.077 | 49 | 161 | 1600 | 0.107 | 17 | 178 | 1600 | 0.118 | |
| Wb Right | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - | |
| Yellow Allowance: | | | 0.050 * | | | | 0.050 * | | | | | | | | | | | | 0.050 * |
| ICU | | | 0.366 | | | | 0.404 | | | | | | | | | | | | 0.649 |
| LOS | | | A | | | | A | | | | | | | | | | | | B |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green
 12:59 PM

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.00%
 Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-9

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|----------|-----------|-----------------------------|--------------|-----------|-----------------------|--------------|-----------|-------------------------|--------------|-----------|-----------------------------|--------------|-----------|---------------------------|--------------|-----------|
| | Volume | Capacity | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio | Added Volume | Total Volume | V/C Ratio |
| Nb Left | 77 | 0 | 0.048 * | 49 | 126 | 0.079 * | 3 | 80 | 0.050 * | 61 | 141 | 0.068 * | 49 | 190 | 0.119 * | 0 | 190 | 0.119 * |
| Nb Thru | 49 | 1600 | 0.081 | 0 | 49 | 0.111 | 2 | 51 | 0.084 | 21 | 72 | 0.135 | 0 | 72 | 0.166 | 0 | 72 | 0.166 |
| Nb Right | 3 | 0 | - | 0 | 3 | - | 0 | 3 | - | 0 | 3 | - | 0 | 3 | - | 0 | 3 | - |
| Sb Left | 1 | 0 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0.001 | 0 | 1 | 0.001 |
| Sb Thru | 52 | 1600 | 0.066 * | 0 | 52 | 0.066 * | 2 | 54 | 0.069 * | 12 | 66 | 0.076 * | 0 | 66 | 0.076 * | 0 | 66 | 0.076 * |
| Sb Right | 53 | 0 | - | 0 | 53 | - | 2 | 55 | - | 0 | 55 | - | 0 | 55 | - | 0 | 55 | - |
| Eb Left | 60 | 1600 | 0.038 | 0 | 60 | 0.038 | 2 | 62 | 0.039 | 0 | 62 | 0.039 | 0 | 62 | 0.039 | 0 | 62 | 0.039 |
| Eb Thru | 3 | 1600 | 0.053 * | 0 | 3 | 0.055 * | 0 | 3 | 0.055 * | 0 | 3 | 0.075 * | 0 | 3 | 0.084 * | 0 | 3 | 0.084 * |
| Eb Right | 82 | 0 | - | 15 | 97 | - | 3 | 85 | - | 31 | 116 | - | 15 | 131 | - | 0 | 131 | - |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * | 0 | 0 | 0.000 * |
| Wb Thru | 1 | 1600 | 0.002 | 0 | 1 | 0.002 | 0 | 1 | 0.002 | 0 | 1 | 0.002 | 0 | 1 | 0.002 | 0 | 1 | 0.002 |
| Wb Right | 2 | 0 | - | 0 | 2 | - | 0 | 2 | - | 0 | 2 | - | 0 | 2 | - | 0 | 2 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.218 | | | 0.258 | | | 0.224 | | | 0.289 | | | 0.329 | | | 0.329 |
| LOS | | | A | | | A | | | A | | | A | | | A | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-9

Cross Creek Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 178 | 0 | 0.111 * | 51 | 229 | 0.143 * | 7 | 185 | 0.116 * | 99 | 284 | 0.178 * | 51 | 335 | 0.209 * | 0 | 335 | 0.209 * |
| Nb Thru | 29 | 1600 | 0.133 | 0 | 29 | 0.164 | 1 | 30 | 0.138 | 31 | 61 | 0.219 | 0 | 61 | 0.251 | 0 | 61 | 0.251 |
| Nb Right | 5 | 0 | - | 0 | 5 | - | 0 | 5 | - | 0 | 5 | - | 0 | 5 | - | 0 | 5 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Thru | 52 | 1600 | 0.074 * | 0 | 52 | 0.074 * | 2 | 54 | 0.077 * | 16 | 70 | 0.088 * | 0 | 70 | 0.088 * | 0 | 70 | 0.088 * |
| Sb Right | 67 | 0 | - | 0 | 67 | - | 3 | 70 | - | 1 | 71 | 0 | 0 | 71 | 0 | 0 | 71 | 0 |
| Eb Left | 34 | 1600 | 0.021 | 0 | 34 | 0.021 | 1 | 35 | 0.022 | 1 | 36 | 0.023 | 0 | 36 | 0.023 | 0 | 36 | 0.023 |
| Eb Thru | 2 | 1600 | 0.096 * | 0 | 2 | 0.145 * | 0 | 2 | 0.099 * | 0 | 2 | 0.149 * | 0 | 2 | 0.198 * | 0 | 2 | 0.198 * |
| Eb Right | 151 | 0 | - | 79 | 230 | - | 6 | 157 | - | 79 | 236 | 0 | 79 | 315 | 0 | 0 | 315 | 0 |
| Wb Left | 7 | 0 | 0.004 * | 0 | 7 | 0.004 * | 0 | 7 | 0.005 * | 0 | 7 | 0.005 * | 0 | 7 | 0.005 * | 0 | 7 | 0.005 * |
| Wb Thru | 5 | 1600 | 0.008 | 0 | 5 | 0.008 | 0 | 5 | 0.008 | 0 | 5 | 0.008 | 0 | 5 | 0.008 | 0 | 5 | 0.008 |
| Wb Right | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.336 | | | 0.417 | | | 0.347 | | | 0.469 | | | 0.550 | | | 0.550 |
| LOS | | | A | | | A | | | A | | | A | | | A | | | A |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.00%

Date: 04/25/2019
 Date of Count: 2018
 Projection Year: 2022

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: La Paz Ranch/5-18-0246-1
 File: ICU-9

| Movement | 2018 EXIST. TRAFFIC | | | 2018 W/PROJECT SITE TRAFFIC | | | 2022 W/AMBIENT GROWTH | | | 2022 W/RELATED PROJECTS | | | 2022 W/PROJECT SITE TRAFFIC | | | 2022 W/PROJECT MITIGATION | | |
|-------------------|---------------------|------|---------|-----------------------------|-------|---------|-----------------------|-------|---------|-------------------------|-------|---------|-----------------------------|-------|---------|---------------------------|-------|---------|
| | 1 | 2 | V/C | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio | Added | Total | Ratio |
| Nb Left | 214 | 0 | 0.134 * | 73 | 287 | 0.179 * | 9 | 223 | 0.139 * | 128 | 351 | 0.219 * | 73 | 424 | 0.265 * | 0 | 424 | 0.265 * |
| Nb Thru | 35 | 1600 | 0.164 | 0 | 35 | 0.210 | 1 | 36 | 0.171 | 46 | 82 | 0.280 | 0 | 82 | 0.325 | 0 | 82 | 0.325 |
| Nb Right | 14 | 0 | - | 0 | 14 | - | 1 | 15 | - | 0 | 15 | - | 0 | 15 | - | 0 | 15 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 | 0 | 0 | 0.000 |
| Sb Thru | 39 | 1600 | 0.052 * | 0 | 39 | 0.052 * | 2 | 41 | 0.054 * | 23 | 64 | 0.070 * | 0 | 64 | 0.070 * | 0 | 64 | 0.070 * |
| Sb Right | 44 | 0 | - | 0 | 44 | - | 2 | 46 | - | 3 | 49 | - | 0 | 49 | - | 0 | 49 | - |
| Eb Left | 38 | 1600 | 0.024 | 0 | 38 | 0.024 | 2 | 40 | 0.025 | 3 | 43 | 0.027 | 0 | 43 | 0.027 | 0 | 43 | 0.027 |
| Eb Thru | 13 | 1600 | 0.161 * | 0 | 13 | 0.196 * | 1 | 14 | 0.167 * | 0 | 14 | 0.224 * | 0 | 14 | 0.260 * | 0 | 14 | 0.260 * |
| Eb Right | 244 | 0 | - | 57 | 301 | - | 10 | 254 | - | 91 | 345 | - | 57 | 402 | - | 0 | 402 | - |
| Wb Left | 5 | 0 | 0.003 * | 0 | 5 | 0.003 * | 0 | 5 | 0.003 * | 0 | 5 | 0.003 * | 0 | 5 | 0.003 * | 0 | 5 | 0.003 * |
| Wb Thru | 8 | 1600 | 0.009 | 0 | 8 | 0.009 | 0 | 8 | 0.009 | 0 | 8 | 0.009 | 0 | 8 | 0.009 | 0 | 8 | 0.009 |
| Wb Right | 1 | 0 | - | 0 | 1 | - | 0 | 1 | - | 0 | 1 | - | 0 | 1 | - | 0 | 1 | - |
| Yellow Allowance: | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * | | | 0.050 * |
| ICU | | | 0.399 | | | 0.481 | | | 0.413 | | | 0.566 | | | 0.648 | | | 0.648 |
| LOS | | | A | | | A | | | A | | | A | | | B | | | B |

* Key conflicting movement as a part of ICU
 1 Counts conducted by NDS
 2 Capacity expressed in veh/hour of green

APPENDIX F

HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS SCHOOL TIME CONDITIONS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

| Level of Service Criteria for TWSC/AWSC Intersections | |
|---|------------------------------------|
| Level of Service | Average Control Delay (Sec/Veh) |
| A | ≤ 10 |
| B | $> 10 \text{ and } \leq 15$ |
| C | $> 15 \text{ and } \leq 25$ |
| D | $> 25 \text{ and } \leq 35$ |
| E | $> 35 \text{ and } \leq 50$ |
| F | > 50 |

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|------|--|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 8/15/2018 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 14 | 95 | 123 | | 57 | 59 | 6 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 297 | 39 | 109 | | 6 | 2 | 11 | |
| %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) | 109 | 123 | 57 | 65 | 336 | 109 | 19 | |
| % 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 | 0.3 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | 0.1 | 0.0 | 1.0 | 0.6 | |
| 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 | -0.3 | |
| 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 | 0.11 | 0.05 | 0.06 | 0.30 | 0.10 | 0.02 | |
| hd, final value (s) | 6.05 | 5.28 | 6.62 | 6.05 | 5.92 | 4.78 | 5.78 | |
| x, final value | 0.18 | 0.18 | 0.10 | 0.11 | 0.55 | 0.14 | 0.03 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.7 | 3.0 | 4.3 | 3.7 | 3.6 | 2.5 | 3.5 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 359 | 373 | 307 | 315 | 586 | 359 | 269 | |
| Delay (s/veh) | 10.10 | 9.13 | 10.09 | 9.49 | 15.71 | 8.29 | 8.66 | |
| LOS | B | A | B | A | C | A | A | |
| Approach: Delay (s/veh) | 9.59 | | 9.77 | | 13.89 | | 8.66 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 11.93 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/30/2018 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 14 | 95 | 123 | 67 | 63 | 6 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 297 | 39 | 158 | 6 | 2 | 11 | | |
| %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) | 109 | 123 | 67 | 69 | 336 | 158 | 19 | |
| % 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 | 0.3 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | 0.1 | 0.0 | 1.0 | 0.6 | |
| 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 | -0.3 | |
| 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 | 0.11 | 0.06 | 0.06 | 0.30 | 0.14 | 0.02 | |
| hd, final value (s) | 6.17 | 5.40 | 6.72 | 6.15 | 5.98 | 4.84 | 5.88 | |
| x, final value | 0.19 | 0.18 | 0.13 | 0.12 | 0.56 | 0.21 | 0.03 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.9 | 3.1 | 4.4 | 3.9 | 3.7 | 2.5 | 3.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 359 | 373 | 317 | 319 | 586 | 408 | 269 | |
| Delay (s/veh) | 10.28 | 9.31 | 10.38 | 9.68 | 15.97 | 8.84 | 8.76 | |
| LOS | B | A | B | A | C | A | A | |
| Approach: Delay (s/veh) | 9.77 | | 10.02 | | 13.69 | | 8.76 | |
| LOS | A | | B | | B | | A | |
| Intersection Delay (s/veh) | 11.99 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|----------------------|------|-----------|-------|--|-----------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/30/2018 | | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 15 | 99 | 132 | | 104 | 76 | 6 | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 309 | 41 | 234 | | 6 | 12 | 11 | | |
| %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) | 114 | 132 | 104 | 82 | 350 | 234 | 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 | 0.4 | | |
| 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 | 0.1 | -0.7 | 0.5 | -0.1 | 0.4 | -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 | 0.10 | 0.12 | 0.09 | 0.07 | 0.31 | 0.21 | 0.03 | | |
| hd, final value (s) | 6.52 | 5.75 | 7.02 | 6.47 | 6.23 | 5.09 | 6.32 | | |
| x, final value | 0.21 | 0.21 | 0.20 | 0.15 | 0.61 | 0.33 | 0.05 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 4.2 | 3.4 | 4.7 | 4.2 | 3.9 | 2.8 | 4.0 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 364 | 382 | 354 | 332 | 568 | 484 | 279 | | |
| Delay (s/veh) | 10.91 | 9.98 | 11.50 | 10.28 | 18.02 | 10.28 | 9.36 | | |
| LOS | B | A | B | B | C | B | A | | |
| Approach: Delay (s/veh) | 10.41 | | 10.96 | | 14.92 | | 9.36 | | |
| LOS | B | | B | | B | | A | | |
| Intersection Delay (s/veh) | 13.00 | | | | | | | | |
| Intersection LOS | B | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|----------------------|-------|-----------|-------|--|-------------------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/30/2018 | | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 15 | 99 | 132 | | 114 | 80 | 6 | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 309 | 41 | 283 | | 6 | 12 | 11 | | |
| %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) | 114 | 132 | 114 | 86 | 350 | 283 | 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 | 0.4 | | |
| 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 | 0.1 | -0.7 | 0.5 | -0.0 | 0.4 | -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 | 0.10 | 0.12 | 0.10 | 0.08 | 0.31 | 0.25 | 0.03 | | |
| hd, final value (s) | 6.65 | 5.88 | 7.13 | 6.57 | 6.29 | 5.15 | 6.43 | | |
| x, final value | 0.21 | 0.22 | 0.23 | 0.16 | 0.61 | 0.40 | 0.05 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 4.4 | 3.6 | 4.8 | 4.3 | 4.0 | 2.8 | 4.1 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 364 | 382 | 364 | 336 | 563 | 533 | 279 | | |
| Delay (s/veh) | 11.12 | 10.18 | 11.90 | 10.49 | 18.38 | 11.30 | 9.48 | | |
| LOS | B | B | B | B | C | B | A | | |
| Approach: Delay (s/veh) | 10.62 | | 11.29 | | 15.21 | | 9.48 | | |
| LOS | B | | B | | C | | A | | |
| Intersection Delay (s/veh) | 13.34 | | | | | | | | |
| Intersection LOS | B | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|-------|--|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 8/15/2018 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 3 | 75 | 145 | | 89 | 187 | 3 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 405 | 5 | 75 | | 4 | 30 | 21 | |
| %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) | 78 | 145 | 89 | 190 | 410 | 75 | 55 | |
| % 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 | 0.0 | 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 | 0.13 | 0.08 | 0.17 | 0.36 | 0.07 | 0.05 | |
| hd, final value (s) | 6.73 | 6.00 | 7.09 | 6.57 | 6.54 | 5.35 | 6.58 | |
| x, final value | 0.15 | 0.24 | 0.18 | 0.35 | 0.75 | 0.11 | 0.10 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 4.4 | 3.7 | 4.8 | 4.3 | 4.2 | 3.1 | 4.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 328 | 395 | 339 | 440 | 541 | 325 | 305 | |
| Delay (s/veh) | 10.58 | 10.61 | 11.29 | 12.72 | 25.96 | 8.72 | 10.02 | |
| LOS | B | B | B | B | D | A | B | |
| Approach: Delay (s/veh) | 10.60 | | 12.26 | | 23.30 | | 10.02 | |
| LOS | B | | B | | C | | B | |
| Intersection Delay (s/veh) | 16.92 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 3 | 90 | 145 | 144 | 211 | 3 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 405 | 5 | 110 | 4 | 30 | 21 | | |
| %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) | 93 | 145 | 144 | 214 | 410 | 110 | 55 | |
| % 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 | 0.0 | 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 | 0.08 | 0.13 | 0.13 | 0.19 | 0.36 | 0.10 | 0.05 | |
| hd, final value (s) | 7.01 | 6.28 | 7.26 | 6.74 | 6.83 | 5.64 | 6.94 | |
| x, final value | 0.18 | 0.25 | 0.29 | 0.40 | 0.78 | 0.17 | 0.11 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 4.7 | 4.0 | 5.0 | 4.4 | 4.5 | 3.3 | 4.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 343 | 395 | 394 | 464 | 519 | 360 | 305 | |
| Delay (s/veh) | 11.25 | 11.09 | 12.90 | 13.88 | 29.52 | 9.51 | 10.47 | |
| LOS | B | B | B | B | D | A | B | |
| Approach: Delay (s/veh) | 11.16 | | 13.49 | | 25.29 | | 10.47 | |
| LOS | B | | B | | D | | B | |
| Intersection Delay (s/veh) | 18.11 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|-------|-----------|-------|--|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 10/30/2018 | | | | Analysis Year | 2022 (Future) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 3 | 128 | 158 | | 222 | 234 | 3 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 421 | 5 | 228 | | 4 | 31 | 22 | |
| %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) | 131 | 158 | 222 | 237 | 426 | 228 | 57 | |
| % 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 | 0.0 | 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 | 0.12 | 0.14 | 0.20 | 0.21 | 0.38 | 0.20 | 0.05 | |
| hd, final value (s) | 7.59 | 6.86 | 7.75 | 7.23 | 7.34 | 6.14 | 7.63 | |
| x, final value | 0.28 | 0.30 | 0.48 | 0.48 | 0.87 | 0.39 | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 5.3 | 4.6 | 5.5 | 4.9 | 5.0 | 3.8 | 5.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 381 | 408 | 453 | 485 | 487 | 478 | 307 | |
| Delay (s/veh) | 13.15 | 12.49 | 17.34 | 16.33 | 41.59 | 12.69 | 11.37 | |
| LOS | B | B | C | C | E | B | B | |
| Approach: Delay (s/veh) | 12.79 | | 16.82 | | 31.51 | | 11.37 | |
| LOS | B | | C | | D | | B | |
| Intersection Delay (s/veh) | 22.40 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--|-------------------------|-------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 3 | 143 | 158 | 277 | 258 | 3 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 421 | 5 | 263 | 4 | 31 | 22 | | |
| %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) | 146 | 158 | 277 | 261 | 426 | 263 | 57 | |
| % 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 | 0.0 | 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 | 0.13 | 0.14 | 0.25 | 0.23 | 0.38 | 0.23 | 0.05 | |
| hd, final value (s) | 7.86 | 7.13 | 7.91 | 7.39 | 7.60 | 6.40 | 7.95 | |
| x, final value | 0.32 | 0.31 | 0.61 | 0.54 | 0.90 | 0.47 | 0.13 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 5.6 | 4.8 | 5.6 | 5.1 | 5.3 | 4.1 | 5.7 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 396 | 408 | 448 | 478 | 471 | 513 | 307 | |
| Delay (s/veh) | 14.19 | 13.04 | 22.16 | 18.31 | 47.62 | 14.60 | 11.79 | |
| LOS | B | B | C | C | E | B | B | |
| Approach: Delay (s/veh) | 13.59 | | 20.29 | | 35.02 | | 11.79 | |
| LOS | B | | C | | E | | B | |
| Intersection Delay (s/veh) | 25.09 | | | | | | | |
| Intersection LOS | D | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|--------------------------|------|-----------|------|--|-----------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 8/15/2018 | | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 6 | 99 | 106 | 101 | 114 | 6 | | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 215 | 17 | 97 | 2 | 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) | 105 | 106 | 101 | 120 | 232 | 97 | 25 | | |
| % 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 | 0.1 | | |
| 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 | 0.5 | -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 | 0.09 | 0.09 | 0.09 | 0.11 | 0.21 | 0.09 | 0.02 | | |
| hd, final value (s) | 5.85 | 5.12 | 6.29 | 5.75 | 6.13 | 4.96 | 6.04 | | |
| x, final value | 0.17 | 0.15 | 0.18 | 0.19 | 0.39 | 0.13 | 0.04 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 3.6 | 2.8 | 4.0 | 3.4 | 3.8 | 2.7 | 3.7 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 355 | 356 | 351 | 370 | 482 | 347 | 275 | | |
| Delay (s/veh) | 9.75 | 8.72 | 10.33 | 9.81 | 12.76 | 8.43 | 9.01 | | |
| LOS | A | A | B | A | B | A | A | | |
| Approach: Delay (s/veh) | 9.23 | | 10.05 | | 11.49 | | 9.01 | | |
| LOS | A | | B | | B | | A | | |
| Intersection Delay (s/veh) | 10.40 | | | | | | | | |
| Intersection LOS | B | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|------|-----------|-------|--|---------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 11/6/2018 | | | | Analysis Year | 2018 (Existing + Project) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 6 | 121 | 106 | | 141 | 131 | 6 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 215 | 17 | 148 | | 2 | 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) | 127 | 106 | 141 | 137 | 232 | 148 | 25 | |
| % 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 | 0.0 | 0.0 | 1.0 | 0.0 | 0.9 | 0.0 | 0.1 | |
| 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 | 0.5 | -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 | 0.09 | 0.13 | 0.12 | 0.21 | 0.13 | 0.02 | |
| hd, final value (s) | 6.09 | 5.36 | 6.48 | 5.95 | 6.36 | 5.20 | 6.36 | |
| x, final value | 0.21 | 0.16 | 0.25 | 0.23 | 0.41 | 0.21 | 0.04 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.8 | 3.1 | 4.2 | 3.6 | 4.1 | 2.9 | 4.1 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 377 | 356 | 391 | 387 | 482 | 398 | 275 | |
| Delay (s/veh) | 10.45 | 9.06 | 11.37 | 10.38 | 13.41 | 9.31 | 9.35 | |
| LOS | B | A | B | B | B | A | A | |
| Approach: Delay (s/veh) | 9.82 | | 10.88 | | 11.82 | | 9.35 | |
| LOS | A | | B | | B | | A | |
| Intersection Delay (s/veh) | 10.96 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|--------------------------|-------|-----------|-------|--|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 10/30/2018 | | | | Analysis Year | 2022 (Future) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 6 | 170 | 157 | 249 | 168 | 6 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 224 | 18 | 290 | 2 | 21 | 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) | 176 | 157 | 249 | 174 | 242 | 290 | 26 | |
| % 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 | 0.0 | 0.0 | 1.0 | 0.0 | 0.9 | 0.0 | 0.1 | |
| 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 | 0.5 | -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 | 0.16 | 0.14 | 0.22 | 0.15 | 0.22 | 0.26 | 0.02 | |
| hd, final value (s) | 6.88 | 6.15 | 7.19 | 6.66 | 7.10 | 5.94 | 7.41 | |
| x, final value | 0.34 | 0.27 | 0.50 | 0.32 | 0.48 | 0.48 | 0.05 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 4.6 | 3.9 | 4.9 | 4.4 | 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) | 426 | 407 | 488 | 424 | 492 | 540 | 276 | |
| Delay (s/veh) | 13.03 | 11.09 | 16.79 | 12.48 | 16.12 | 13.96 | 10.53 | |
| LOS | B | B | C | B | C | B | B | |
| Approach: Delay (s/veh) | 12.12 | | 15.02 | | 14.94 | | 10.53 | |
| LOS | B | | C | | B | | B | |
| Intersection Delay (s/veh) | 14.16 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|--------------------------|-------|-----------|-------|--|-------------------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 6 | 192 | 157 | 289 | 185 | 6 | | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 224 | 18 | 341 | 2 | 21 | 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) | 198 | 157 | 289 | 191 | 242 | 341 | 26 | | |
| % 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 | 0.0 | 0.0 | 1.0 | 0.0 | 0.9 | 0.0 | 0.1 | | |
| 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 | 0.5 | -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 | 0.18 | 0.14 | 0.26 | 0.17 | 0.22 | 0.30 | 0.02 | | |
| hd, final value (s) | 7.17 | 6.45 | 7.42 | 6.89 | 7.35 | 6.18 | 7.78 | | |
| x, final value | 0.39 | 0.28 | 0.60 | 0.37 | 0.49 | 0.59 | 0.06 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 4.9 | 4.1 | 5.1 | 4.6 | 5.0 | 3.9 | 5.5 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 448 | 407 | 475 | 441 | 479 | 568 | 276 | | |
| Delay (s/veh) | 14.47 | 11.65 | 20.49 | 13.52 | 17.00 | 17.23 | 10.94 | | |
| LOS | B | B | C | B | C | C | B | | |
| Approach: Delay (s/veh) | 13.22 | | 17.71 | | 17.13 | | 10.94 | | |
| LOS | B | | C | | C | | B | | |
| Intersection Delay (s/veh) | 16.25 | | | | | | | | |
| Intersection LOS | C | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|--------------------------------------|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 48 | 3 | 80 | | 1 | 1 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 95 | 53 | 1 | | 0 | 50 | 54 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 48 | 83 | 2 | | 149 | | 104 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.5 | | 0.6 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.07 | 0.00 | | 0.13 | | 0.09 | |
| hd, final value (s) | 5.58 | 4.40 | 4.84 | | 4.45 | | 4.07 | |
| x, final value | 0.07 | 0.10 | 0.00 | | 0.18 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.3 | 2.1 | 2.8 | | 2.5 | | 2.1 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 298 | 333 | 252 | | 399 | | 354 | |
| Delay (s/veh) | 8.72 | 7.59 | 7.85 | | 8.45 | | 7.62 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.01 | | 7.85 | | 8.45 | | 7.62 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.07 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 48 | 3 | 95 | 1 | 1 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 144 | 53 | 1 | 0 | 50 | 54 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 48 | 98 | 2 | | 198 | | 104 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.5 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.09 | 0.00 | | 0.18 | | 0.09 | |
| hd, final value (s) | 5.70 | 4.52 | 4.99 | | 4.51 | | 4.18 | |
| x, final value | 0.08 | 0.12 | 0.00 | | 0.25 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.4 | 2.2 | 3.0 | | 2.5 | | 2.2 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 298 | 348 | 252 | | 448 | | 354 | |
| Delay (s/veh) | 8.87 | 7.85 | 8.01 | | 9.00 | | 7.75 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.19 | | 8.01 | | 9.00 | | 7.75 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.44 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 50 | 3 | 114 | 1 | 1 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 160 | 76 | 1 | 0 | 64 | 56 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 50 | 117 | 2 | | 237 | | 120 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.5 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.10 | 0.00 | | 0.21 | | 0.11 | |
| hd, final value (s) | 5.84 | 4.65 | 5.18 | | 4.58 | | 4.32 | |
| x, final value | 0.08 | 0.15 | 0.00 | | 0.30 | | 0.14 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.5 | 2.4 | 3.2 | | 2.6 | | 2.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 300 | 367 | 252 | | 487 | | 370 | |
| Delay (s/veh) | 9.06 | 8.18 | 8.19 | | 9.55 | | 8.04 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.44 | | 8.19 | | 9.55 | | 8.04 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.85 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|--------------------------------------|-------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2022 (Future + Project) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 50 | 3 | 129 | | 1 | 1 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 209 | 76 | 1 | | 0 | 64 | 56 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 50 | 132 | 2 | | 286 | | 120 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.5 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.12 | 0.00 | | 0.25 | | 0.11 | |
| hd, final value (s) | 5.97 | 4.78 | 5.34 | | 4.65 | | 4.43 | |
| x, final value | 0.08 | 0.18 | 0.00 | | 0.37 | | 0.15 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.7 | 2.5 | 3.3 | | 2.6 | | 2.4 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 300 | 382 | 252 | | 536 | | 370 | |
| Delay (s/veh) | 9.21 | 8.49 | 8.36 | | 10.34 | | 8.19 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 8.69 | | 8.36 | | 10.34 | | 8.19 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.39 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|---|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID <i>La Paz Ranch - 5-16-0246-1</i> | | | | | | | | |
| East/West Street: <i>Civic Center Way</i> | | | | | North/South Street: <i>Cross Creek Road</i> | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 29 | 0 | 134 | | 4 | 5 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 171 | 37 | 4 | | 0 | 51 | 42 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 29 | 134 | 9 | | 212 | | 93 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.12 | 0.01 | | 0.19 | | 0.08 | |
| hd, final value (s) | 5.73 | 4.52 | 5.02 | | 4.56 | | 4.29 | |
| x, final value | 0.05 | 0.17 | 0.01 | | 0.27 | | 0.11 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.4 | 2.2 | 3.0 | | 2.6 | | 2.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 279 | 384 | 259 | | 462 | | 343 | |
| Delay (s/veh) | 8.71 | 8.14 | 8.09 | | 9.23 | | 7.82 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.24 | | 8.09 | | 9.23 | | 7.82 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.60 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 29 | 0 | 213 | 4 | 5 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 222 | 37 | 4 | 0 | 51 | 42 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 29 | 213 | 9 | | 263 | | 93 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.19 | 0.01 | | 0.23 | | 0.08 | |
| hd, final value (s) | 5.90 | 4.69 | 5.31 | | 4.78 | | 4.58 | |
| x, final value | 0.05 | 0.28 | 0.01 | | 0.35 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.6 | 2.4 | 3.3 | | 2.8 | | 2.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 279 | 463 | 259 | | 513 | | 343 | |
| Delay (s/veh) | 8.89 | 9.18 | 8.38 | | 10.33 | | 8.19 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 9.14 | | 8.38 | | 10.33 | | 8.19 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.50 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 31 | 0 | 218 | 4 | 5 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 277 | 69 | 4 | 0 | 69 | 45 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 31 | 218 | 9 | | 350 | | 114 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.2 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.19 | 0.01 | | 0.31 | | 0.10 | |
| hd, final value (s) | 6.19 | 4.97 | 5.66 | | 4.86 | | 4.79 | |
| x, final value | 0.05 | 0.30 | 0.01 | | 0.47 | | 0.15 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.9 | 2.7 | 3.7 | | 2.9 | | 2.8 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 281 | 468 | 259 | | 600 | | 364 | |
| Delay (s/veh) | 9.23 | 9.80 | 8.74 | | 12.14 | | 8.65 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 9.73 | | 8.74 | | 12.14 | | 8.65 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 10.72 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--------------------------------------|-------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 31 | 0 | 297 | 4 | 5 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 328 | 69 | 4 | 0 | 69 | 45 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 31 | 297 | 9 | | 401 | | 114 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.2 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.26 | 0.01 | | 0.36 | | 0.10 | |
| hd, final value (s) | 6.38 | 5.17 | 6.03 | | 5.11 | | 5.14 | |
| x, final value | 0.05 | 0.43 | 0.02 | | 0.57 | | 0.16 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.1 | 2.9 | 4.0 | | 3.1 | | 3.1 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 281 | 547 | 259 | | 651 | | 364 | |
| Delay (s/veh) | 9.45 | 11.66 | 9.12 | | 14.66 | | 9.14 | |
| LOS | A | B | A | | B | | A | |
| Approach: Delay (s/veh) | 11.45 | | 9.12 | | 14.66 | | 9.14 | |
| LOS | B | | A | | B | | A | |
| Intersection Delay (s/veh) | 12.63 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|------|-----------|------|--------------------------------------|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 26 | 2 | 168 | | 7 | 2 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 165 | 23 | 9 | | 0 | 32 | 31 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 26 | 170 | 9 | | 197 | | 63 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.8 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.2 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.02 | 0.15 | 0.01 | | 0.18 | | 0.06 | |
| hd, final value (s) | 5.63 | 4.44 | 5.02 | | 4.59 | | 4.32 | |
| x, final value | 0.04 | 0.21 | 0.01 | | 0.25 | | 0.08 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.3 | 2.1 | 3.0 | | 2.6 | | 2.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 276 | 420 | 259 | | 447 | | 313 | |
| Delay (s/veh) | 8.57 | 8.31 | 8.08 | | 9.12 | | 7.67 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.34 | | 8.08 | | 9.12 | | 7.67 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.58 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|--------------------------|------|-----------|--------------------------------------|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 26 | 2 | 225 | 7 | 2 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 238 | 23 | 9 | 0 | 32 | 31 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 26 | 227 | 9 | | 270 | | 63 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.8 | | 0.9 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.2 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.02 | 0.20 | 0.01 | | 0.24 | | 0.06 | |
| hd, final value (s) | 5.84 | 4.64 | 5.33 | | 4.76 | | 4.58 | |
| x, final value | 0.04 | 0.29 | 0.01 | | 0.36 | | 0.08 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.5 | 2.3 | 3.3 | | 2.8 | | 2.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 276 | 477 | 259 | | 520 | | 313 | |
| Delay (s/veh) | 8.80 | 9.25 | 8.40 | | 10.39 | | 7.98 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 9.21 | | 8.40 | | 10.39 | | 7.98 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.60 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|-------|-----------|------|--------------------------------------|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2022 (Future) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 30 | 2 | 266 | | 7 | 2 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 300 | 70 | 9 | | 0 | 56 | 35 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 30 | 268 | 9 | | 379 | | 91 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.8 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.2 | | 0.1 | | -0.2 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.24 | 0.01 | | 0.34 | | 0.08 | |
| hd, final value (s) | 6.24 | 5.03 | 5.86 | | 4.96 | | 4.99 | |
| x, final value | 0.05 | 0.37 | 0.01 | | 0.52 | | 0.13 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.9 | 2.7 | 3.9 | | 3.0 | | 3.0 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 280 | 518 | 259 | | 629 | | 341 | |
| Delay (s/veh) | 9.28 | 10.71 | 8.95 | | 13.26 | | 8.71 | |
| LOS | A | B | A | | B | | A | |
| Approach: Delay (s/veh) | 10.57 | | 8.95 | | 13.26 | | 8.71 | |
| LOS | B | | A | | B | | A | |
| Intersection Delay (s/veh) | 11.64 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|-------|-----------|------|--------------------------------------|-------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2022 (Future + Project) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 30 | 2 | 323 | | 7 | 2 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 373 | 70 | 9 | | 0 | 56 | 35 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 30 | 325 | 9 | | 452 | | 91 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.8 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.2 | | 0.2 | | -0.2 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.29 | 0.01 | | 0.40 | | 0.08 | |
| hd, final value (s) | 6.49 | 5.28 | 6.27 | | 5.17 | | 5.34 | |
| x, final value | 0.05 | 0.48 | 0.02 | | 0.65 | | 0.13 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.2 | 3.0 | 4.3 | | 3.2 | | 3.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 280 | 575 | 259 | | 679 | | 341 | |
| Delay (s/veh) | 9.56 | 12.70 | 9.37 | | 17.23 | | 9.17 | |
| LOS | A | B | A | | C | | A | |
| Approach: Delay (s/veh) | 12.43 | | 9.37 | | 17.23 | | 9.17 | |
| LOS | B | | A | | C | | A | |
| Intersection Delay (s/veh) | 14.47 | | | | | | | |
| Intersection LOS | B | | | | | | | |

APPENDIX G

HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS SUMMERTIME CONDITIONS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

| Level of Service Criteria for TWSC/AWSC Intersections | |
|---|------------------------------------|
| Level of Service | Average Control Delay (Sec/Veh) |
| A | ≤ 10 |
| B | $> 10 \text{ and } \leq 15$ |
| C | $> 15 \text{ and } \leq 25$ |
| D | $> 25 \text{ and } \leq 35$ |
| E | $> 35 \text{ and } \leq 50$ |
| F | > 50 |

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/31/2018 | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 16 | 76 | 39 | 59 | 50 | 11 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 195 | 57 | 103 | 3 | 14 | 5 | | |
| %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) | 92 | 39 | 59 | 61 | 252 | 103 | 22 | |
| % 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 | 0.8 | 0.0 | 0.1 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | 0.2 | 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 | 0.08 | 0.03 | 0.05 | 0.05 | 0.22 | 0.09 | 0.02 | |
| hd, final value (s) | 5.74 | 4.95 | 6.16 | 5.53 | 5.59 | 4.50 | 5.50 | |
| x, final value | 0.15 | 0.05 | 0.10 | 0.09 | 0.39 | 0.13 | 0.03 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.4 | 2.6 | 3.9 | 3.2 | 3.3 | 2.2 | 3.2 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 342 | 289 | 309 | 311 | 502 | 353 | 272 | |
| Delay (s/veh) | 9.42 | 7.93 | 9.55 | 8.80 | 11.83 | 7.87 | 8.39 | |
| LOS | A | A | A | A | B | A | A | |
| Approach: Delay (s/veh) | 8.98 | | 9.17 | | 10.68 | | 8.39 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.96 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/31/2018 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 16 | 76 | 39 | 69 | 54 | 11 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 195 | 57 | 152 | 3 | 14 | 5 | | |
| %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) | 92 | 39 | 69 | 65 | 252 | 152 | 22 | |
| % 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 | 0.8 | 0.0 | 0.1 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | 0.2 | 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 | 0.08 | 0.03 | 0.06 | 0.06 | 0.22 | 0.14 | 0.02 | |
| hd, final value (s) | 5.86 | 5.07 | 6.27 | 5.64 | 5.64 | 4.55 | 5.60 | |
| x, final value | 0.15 | 0.05 | 0.12 | 0.10 | 0.39 | 0.19 | 0.03 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.6 | 2.8 | 4.0 | 3.3 | 3.3 | 2.3 | 3.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 342 | 289 | 319 | 315 | 502 | 402 | 272 | |
| Delay (s/veh) | 9.59 | 8.07 | 9.82 | 8.98 | 11.97 | 8.34 | 8.50 | |
| LOS | A | A | A | A | B | A | A | |
| Approach: Delay (s/veh) | 9.14 | | 9.41 | | 10.60 | | 8.50 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 10.03 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/31/2018 | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 17 | 79 | 45 | 106 | 67 | 11 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 203 | 59 | 228 | 3 | 15 | 5 | | |
| %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) | 96 | 45 | 106 | 78 | 262 | 228 | 23 | |
| % 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 | 0.8 | 0.0 | 0.1 | |
| 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 | 0.09 | 0.04 | 0.09 | 0.07 | 0.23 | 0.20 | 0.02 | |
| hd, final value (s) | 6.17 | 5.37 | 6.51 | 5.90 | 5.84 | 4.75 | 5.90 | |
| x, final value | 0.16 | 0.07 | 0.19 | 0.13 | 0.43 | 0.30 | 0.04 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.9 | 3.1 | 4.2 | 3.6 | 3.5 | 2.5 | 3.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 346 | 295 | 356 | 328 | 512 | 478 | 273 | |
| Delay (s/veh) | 10.08 | 8.46 | 10.74 | 9.47 | 12.79 | 9.49 | 8.83 | |
| LOS | B | A | B | A | B | A | A | |
| Approach: Delay (s/veh) | 9.56 | | 10.20 | | 11.25 | | 8.83 | |
| LOS | A | | B | | B | | A | |
| Intersection Delay (s/veh) | 10.67 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|---|-------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 10/31/2018 | | | | Analysis Year | 2022 (Future + Project) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID <i>La Paz Ranch - 5-16-0246-1</i> | | | | | | | | |
| East/West Street: <i>Civic Center Way</i> | | | | | North/South Street: <i>Stuart Ranch Road-Webb Way</i> | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 17 | 79 | 45 | | 116 | 71 | 11 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 203 | 59 | 277 | | 3 | 15 | 5 | |
| %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) | 96 | 45 | 116 | 82 | 262 | 277 | 23 | |
| % 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 | 0.8 | 0.0 | 0.1 | |
| 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 | 0.09 | 0.04 | 0.10 | 0.07 | 0.23 | 0.25 | 0.02 | |
| hd, final value (s) | 6.30 | 5.50 | 6.62 | 6.02 | 5.90 | 4.81 | 6.01 | |
| x, final value | 0.17 | 0.07 | 0.21 | 0.14 | 0.43 | 0.37 | 0.04 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 4.0 | 3.2 | 4.3 | 3.7 | 3.6 | 2.5 | 3.7 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 346 | 295 | 366 | 332 | 512 | 527 | 273 | |
| Delay (s/veh) | 10.27 | 8.61 | 11.10 | 9.67 | 12.96 | 10.31 | 8.95 | |
| LOS | B | A | B | A | B | B | A | |
| Approach: Delay (s/veh) | 9.74 | | 10.51 | | 11.60 | | 8.95 | |
| LOS | A | | B | | B | | A | |
| Intersection Delay (s/veh) | 11.00 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 8/15/2018 | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 7 | 83 | 129 | 89 | 175 | 6 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 421 | 11 | 80 | 11 | 47 | 50 | | |
| %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) | 90 | 129 | 89 | 181 | 432 | 80 | 108 | |
| % 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 | 0.5 | |
| 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 | -0.3 | |
| 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 | 0.08 | 0.11 | 0.08 | 0.16 | 0.38 | 0.07 | 0.10 | |
| hd, final value (s) | 7.04 | 6.29 | 7.37 | 6.84 | 6.67 | 5.48 | 6.62 | |
| x, final value | 0.18 | 0.23 | 0.18 | 0.34 | 0.80 | 0.12 | 0.20 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 4.7 | 4.0 | 5.1 | 4.5 | 4.4 | 3.2 | 4.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 340 | 379 | 339 | 431 | 533 | 330 | 358 | |
| Delay (s/veh) | 11.24 | 10.81 | 11.71 | 13.09 | 30.95 | 8.94 | 10.96 | |
| LOS | B | B | B | B | D | A | B | |
| Approach: Delay (s/veh) | 10.99 | | 12.64 | | 27.52 | | 10.96 | |
| LOS | B | | B | | D | | B | |
| Intersection Delay (s/veh) | 19.02 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--|---------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | Analysis Year | 2018 (Existing + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 7 | 98 | 129 | 144 | 199 | 6 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 421 | 11 | 115 | 11 | 47 | 50 | | |
| %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) | 105 | 129 | 144 | 205 | 432 | 115 | 108 | |
| % 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 | 0.5 | |
| 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 | -0.3 | |
| 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 | 0.09 | 0.11 | 0.13 | 0.18 | 0.38 | 0.10 | 0.10 | |
| hd, final value (s) | 7.35 | 6.60 | 7.57 | 7.04 | 6.99 | 5.80 | 7.01 | |
| x, final value | 0.21 | 0.24 | 0.30 | 0.40 | 0.84 | 0.19 | 0.21 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 5.0 | 4.3 | 5.3 | 4.7 | 4.7 | 3.5 | 4.7 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 355 | 379 | 394 | 455 | 510 | 365 | 358 | |
| Delay (s/veh) | 12.04 | 11.33 | 13.52 | 14.36 | 36.34 | 9.81 | 11.57 | |
| LOS | B | B | B | B | E | A | B | |
| Approach: Delay (s/veh) | 11.65 | | 14.01 | | 30.76 | | 11.57 | |
| LOS | B | | B | | D | | B | |
| Intersection Delay (s/veh) | 20.75 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|-------|-----------|-------|--|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 10/31/2018 | | | | Analysis Year | 2022 (Future) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 7 | 136 | 141 | | 222 | 222 | 6 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 438 | 11 | 233 | | 11 | 49 | 52 | |
| %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) | 143 | 141 | 222 | 228 | 449 | 233 | 112 | |
| % 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 | 0.0 | 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 | 0.5 | |
| 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 | -0.3 | |
| 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 | 0.13 | 0.13 | 0.20 | 0.20 | 0.40 | 0.21 | 0.10 | |
| hd, final value (s) | 7.95 | 7.21 | 8.08 | 7.55 | 7.55 | 6.35 | 7.71 | |
| x, final value | 0.32 | 0.28 | 0.50 | 0.48 | 0.94 | 0.41 | 0.24 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 5.7 | 4.9 | 5.8 | 5.2 | 5.2 | 4.0 | 5.4 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 393 | 391 | 436 | 466 | 476 | 483 | 362 | |
| Delay (s/veh) | 14.28 | 12.72 | 18.54 | 16.97 | 55.05 | 13.41 | 12.83 | |
| LOS | B | B | C | C | F | B | B | |
| Approach: Delay (s/veh) | 13.50 | | 17.74 | | 40.82 | | 12.83 | |
| LOS | B | | C | | E | | B | |
| Intersection Delay (s/veh) | 26.90 | | | | | | | |
| Intersection LOS | D | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--|-------------------------|-------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 7 | 151 | 141 | 277 | 246 | 6 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 438 | 11 | 268 | 11 | 49 | 52 | | |
| %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) | 158 | 141 | 277 | 252 | 449 | 268 | 112 | |
| % 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 | 0.0 | 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 | 0.5 | |
| 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 | -0.3 | |
| 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 | 0.14 | 0.13 | 0.25 | 0.22 | 0.40 | 0.24 | 0.10 | |
| hd, final value (s) | 8.23 | 7.49 | 8.25 | 7.72 | 7.83 | 6.64 | 8.04 | |
| x, final value | 0.36 | 0.29 | 0.63 | 0.54 | 0.98 | 0.49 | 0.25 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 5.9 | 5.2 | 5.9 | 5.4 | 5.5 | 4.3 | 5.7 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 408 | 391 | 432 | 461 | 459 | 518 | 362 | |
| Delay (s/veh) | 15.52 | 13.27 | 24.20 | 19.12 | 64.29 | 15.64 | 13.41 | |
| LOS | C | B | C | C | F | C | B | |
| Approach: Delay (s/veh) | 14.46 | | 21.78 | | 46.10 | | 13.41 | |
| LOS | B | | C | | E | | B | |
| Intersection Delay (s/veh) | 30.42 | | | | | | | |
| Intersection LOS | D | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|--------------------------|------|-----------|------|--|-----------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 8/15/2018 | | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 5 | 160 | 105 | 119 | 108 | 10 | | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 179 | 13 | 137 | 8 | 24 | 10 | | | |
| %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) | 165 | 105 | 119 | 118 | 192 | 137 | 42 | | |
| % 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 | 0.0 | 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 | 0.0 | -0.7 | 0.5 | -0.1 | 0.5 | -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 | 0.15 | 0.09 | 0.11 | 0.10 | 0.17 | 0.12 | 0.04 | | |
| hd, final value (s) | 5.92 | 5.20 | 6.42 | 5.86 | 6.36 | 5.20 | 6.21 | | |
| x, final value | 0.27 | 0.15 | 0.21 | 0.19 | 0.34 | 0.20 | 0.07 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 3.6 | 2.9 | 4.1 | 3.6 | 4.1 | 2.9 | 3.9 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 415 | 355 | 369 | 368 | 442 | 387 | 292 | | |
| Delay (s/veh) | 10.81 | 8.83 | 10.85 | 9.95 | 12.30 | 9.17 | 9.39 | | |
| LOS | B | A | B | A | B | A | A | | |
| Approach: Delay (s/veh) | 10.04 | | 10.40 | | 11.00 | | 9.39 | | |
| LOS | B | | B | | B | | A | | |
| Intersection Delay (s/veh) | 10.46 | | | | | | | | |
| Intersection LOS | B | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|------|-----------|-------|--|---------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 11/6/2018 | | | | Analysis Year | 2018 (Existing + Project) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 5 | 182 | 105 | | 159 | 125 | 10 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 179 | 13 | 188 | | 8 | 24 | 10 | |
| %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) | 187 | 105 | 159 | 135 | 192 | 188 | 42 | |
| % 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 | 0.0 | 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 | 0.0 | -0.7 | 0.5 | -0.1 | 0.5 | -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 | 0.17 | 0.09 | 0.14 | 0.12 | 0.17 | 0.17 | 0.04 | |
| hd, final value (s) | 6.18 | 5.46 | 6.64 | 6.09 | 6.61 | 5.45 | 6.55 | |
| x, final value | 0.32 | 0.16 | 0.29 | 0.23 | 0.35 | 0.28 | 0.08 | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | |
| Service Time, t _s (s) | 3.9 | 3.2 | 4.3 | 3.8 | 4.3 | 3.1 | 4.2 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 437 | 355 | 409 | 385 | 442 | 438 | 292 | |
| Delay (s/veh) | 11.78 | 9.20 | 12.08 | 10.58 | 12.88 | 10.30 | 9.79 | |
| LOS | B | A | B | B | B | B | A | |
| Approach: Delay (s/veh) | 10.85 | | 11.39 | | 11.60 | | 9.79 | |
| LOS | B | | B | | B | | A | |
| Intersection Delay (s/veh) | 11.25 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|--------------------------|-------|-----------|-------|--|-----------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 10/31/2018 | | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 5 | 233 | 156 | 268 | 161 | 10 | | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | L | T | R | | | |
| Volume (veh/h) | 186 | 14 | 331 | 8 | 25 | 10 | | | |
| %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) | 238 | 156 | 268 | 171 | 200 | 331 | 43 | | |
| % 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 | 0.0 | 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 | 0.0 | -0.7 | 0.5 | -0.0 | 0.5 | -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 | 0.21 | 0.14 | 0.24 | 0.15 | 0.18 | 0.29 | 0.04 | | |
| hd, final value (s) | 7.05 | 6.32 | 7.42 | 6.87 | 7.39 | 6.22 | 7.67 | | |
| x, final value | 0.47 | 0.27 | 0.55 | 0.33 | 0.41 | 0.57 | 0.09 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 4.7 | 4.0 | 5.1 | 4.6 | 5.1 | 3.9 | 5.4 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 488 | 406 | 473 | 421 | 450 | 562 | 293 | | |
| Delay (s/veh) | 15.74 | 11.39 | 18.91 | 12.87 | 15.14 | 16.89 | 11.14 | | |
| LOS | C | B | C | B | C | C | B | | |
| Approach: Delay (s/veh) | 14.02 | | 16.56 | | 16.23 | | 11.14 | | |
| LOS | B | | C | | C | | B | | |
| Intersection Delay (s/veh) | 15.56 | | | | | | | | |
| Intersection LOS | C | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | | |
|---|--------------------------|-------|-----------|-------|--|-------------------------|------------|------|--|
| General Information | | | | | Site Information | | | | |
| Analyst | JAS | | | | Intersection | Intersection #8 | | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 11/6/2018 | | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Stuart Ranch Road-Webb Way | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 5 | 255 | 156 | | 308 | 178 | 10 | | |
| %Thrus Left Lane | | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | | |
| Movement | L | T | R | | L | T | R | | |
| Volume (veh/h) | 186 | 14 | 382 | | 8 | 25 | 10 | | |
| %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) | 260 | 156 | 308 | 188 | 200 | 382 | 43 | | |
| % 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 | 0.0 | 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 | 0.0 | -0.7 | 0.5 | -0.0 | 0.5 | -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 | 0.23 | 0.14 | 0.27 | 0.17 | 0.18 | 0.34 | 0.04 | | |
| hd, final value (s) | 7.37 | 6.65 | 7.69 | 7.15 | 7.65 | 6.47 | 8.08 | | |
| x, final value | 0.53 | 0.29 | 0.66 | 0.37 | 0.42 | 0.69 | 0.10 | | |
| Move-up time, m (s) | 2.3 | | 2.3 | | 2.3 | | 2.3 | | |
| Service Time, t _s (s) | 5.1 | 4.3 | 5.4 | 4.8 | 5.3 | 4.2 | 5.8 | | |
| Capacity and Level of Service | | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 | |
| Capacity (veh/h) | 475 | 406 | 460 | 438 | 450 | 545 | 293 | | |
| Delay (s/veh) | 18.15 | 12.01 | 24.00 | 14.04 | 15.87 | 22.18 | 11.64 | | |
| LOS | C | B | C | B | C | C | B | | |
| Approach: Delay (s/veh) | 15.85 | | 20.22 | | 20.01 | | 11.64 | | |
| LOS | C | | C | | C | | B | | |
| Intersection Delay (s/veh) | 18.72 | | | | | | | | |
| Intersection LOS | C | | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|--------------------------------------|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 60 | 3 | 82 | | 0 | 1 | 2 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 77 | 49 | 3 | | 1 | 52 | 53 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 60 | 85 | 3 | | 129 | | 106 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | | 0.6 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.7 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | -0.4 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.05 | 0.08 | 0.00 | | 0.11 | | 0.09 | |
| hd, final value (s) | 5.54 | 4.36 | 4.31 | | 4.47 | | 4.10 | |
| x, final value | 0.09 | 0.10 | 0.00 | | 0.16 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.2 | 2.1 | 2.3 | | 2.5 | | 2.1 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 310 | 335 | 253 | | 379 | | 356 | |
| Delay (s/veh) | 8.80 | 7.56 | 7.33 | | 8.32 | | 7.67 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.07 | | 7.33 | | 8.32 | | 7.67 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.04 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|---|---------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing + Project) | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID <i>La Paz Ranch - 5-16-0246-1</i> | | | | | | | | |
| East/West Street: <i>Civic Center Way</i> | | | | | North/South Street: <i>Cross Creek Road</i> | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 60 | 3 | 97 | | 0 | 1 | 2 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 126 | 49 | 3 | | 1 | 52 | 53 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 60 | 100 | 3 | | 178 | | 106 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.7 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | -0.4 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.05 | 0.09 | 0.00 | | 0.16 | | 0.09 | |
| hd, final value (s) | 5.66 | 4.48 | 4.47 | | 4.54 | | 4.20 | |
| x, final value | 0.09 | 0.12 | 0.00 | | 0.22 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.4 | 2.2 | 2.5 | | 2.5 | | 2.2 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 310 | 350 | 253 | | 428 | | 356 | |
| Delay (s/veh) | 8.95 | 7.81 | 7.48 | | 8.85 | | 7.80 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.24 | | 7.48 | | 8.85 | | 7.80 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.37 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 62 | 3 | 116 | 0 | 1 | 2 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 141 | 72 | 3 | 1 | 66 | 55 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 62 | 119 | 3 | | 216 | | 122 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.7 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | -0.4 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.06 | 0.11 | 0.00 | | 0.19 | | 0.11 | |
| hd, final value (s) | 5.80 | 4.61 | 4.64 | | 4.61 | | 4.34 | |
| x, final value | 0.10 | 0.15 | 0.00 | | 0.28 | | 0.15 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.5 | 2.3 | 2.6 | | 2.6 | | 2.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 312 | 369 | 253 | | 466 | | 372 | |
| Delay (s/veh) | 9.15 | 8.14 | 7.66 | | 9.37 | | 8.09 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.49 | | 7.66 | | 9.37 | | 8.09 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.75 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|-------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday AM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 62 | 3 | 131 | 0 | 1 | 2 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 190 | 72 | 3 | 1 | 66 | 55 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 62 | 134 | 3 | | 265 | | 122 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.0 | | 0.7 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.7 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | -0.4 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.06 | 0.12 | 0.00 | | 0.24 | | 0.11 | |
| hd, final value (s) | 5.93 | 4.74 | 4.81 | | 4.68 | | 4.45 | |
| x, final value | 0.10 | 0.18 | 0.00 | | 0.34 | | 0.15 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.6 | 2.4 | 2.8 | | 2.7 | | 2.5 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 312 | 384 | 253 | | 515 | | 372 | |
| Delay (s/veh) | 9.31 | 8.46 | 7.83 | | 10.11 | | 8.24 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 8.73 | | 7.83 | | 10.11 | | 8.24 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.25 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 34 | 2 | 151 | 7 | 5 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 178 | 29 | 5 | 0 | 52 | 67 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 34 | 153 | 12 | | 212 | | 119 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.6 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.6 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.14 | 0.01 | | 0.19 | | 0.11 | |
| hd, final value (s) | 5.80 | 4.60 | 5.16 | | 4.67 | | 4.30 | |
| x, final value | 0.05 | 0.20 | 0.02 | | 0.27 | | 0.14 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.5 | 2.3 | 3.2 | | 2.7 | | 2.3 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 284 | 403 | 262 | | 462 | | 369 | |
| Delay (s/veh) | 8.84 | 8.42 | 8.25 | | 9.43 | | 8.01 | |
| LOS | A | A | A | | A | | A | |
| Approach: Delay (s/veh) | 8.50 | | 8.25 | | 9.43 | | 8.01 | |
| LOS | A | | A | | A | | A | |
| Intersection Delay (s/veh) | 8.76 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|------|-----------|------|---|---------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing + Project) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID <i>La Paz Ranch - 5-16-0246-1</i> | | | | | | | | |
| East/West Street: <i>Civic Center Way</i> | | | | | North/South Street: <i>Cross Creek Road</i> | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 34 | 2 | 230 | | 7 | 5 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 229 | 29 | 5 | | 0 | 52 | 67 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 34 | 232 | 12 | | 263 | | 119 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.6 | | 0.9 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.6 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.21 | 0.01 | | 0.23 | | 0.11 | |
| hd, final value (s) | 5.98 | 4.77 | 5.46 | | 4.90 | | 4.60 | |
| x, final value | 0.06 | 0.31 | 0.02 | | 0.36 | | 0.15 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.7 | 2.5 | 3.5 | | 2.9 | | 2.6 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 284 | 482 | 262 | | 513 | | 369 | |
| Delay (s/veh) | 9.03 | 9.58 | 8.56 | | 10.60 | | 8.42 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 9.51 | | 8.56 | | 10.60 | | 8.42 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.73 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|----------------------|-------|-----------|------|--------------------------------------|-----------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2022 (Future) | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 36 | 2 | 236 | | 7 | 5 | 0 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 284 | 61 | 5 | | 0 | 70 | 71 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 36 | 238 | 12 | | 350 | | 141 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.6 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.21 | 0.01 | | 0.31 | | 0.13 | |
| hd, final value (s) | 6.27 | 5.07 | 5.83 | | 4.99 | | 4.83 | |
| x, final value | 0.06 | 0.34 | 0.02 | | 0.48 | | 0.19 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.0 | 2.8 | 3.8 | | 3.0 | | 2.8 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 286 | 488 | 262 | | 600 | | 391 | |
| Delay (s/veh) | 9.39 | 10.30 | 8.95 | | 12.59 | | 8.95 | |
| LOS | A | B | A | | B | | A | |
| Approach: Delay (s/veh) | 10.18 | | 8.95 | | 12.59 | | 8.95 | |
| LOS | B | | A | | B | | A | |
| Intersection Delay (s/veh) | 11.02 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|----------------------|-------|-----------|--------------------------------------|-------------------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future + Project) | | | |
| Analysis Time Period | Weekday PM Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 36 | 2 | 315 | 7 | 5 | 0 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 335 | 61 | 5 | 0 | 70 | 71 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 36 | 317 | 12 | | 401 | | 141 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.6 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.0 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.1 | | 0.2 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.28 | 0.01 | | 0.36 | | 0.13 | |
| hd, final value (s) | 6.48 | 5.27 | 6.22 | | 5.25 | | 5.20 | |
| x, final value | 0.06 | 0.46 | 0.02 | | 0.58 | | 0.20 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.2 | 3.0 | 4.2 | | 3.3 | | 3.2 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 286 | 567 | 262 | | 651 | | 391 | |
| Delay (s/veh) | 9.63 | 12.46 | 9.36 | | 15.37 | | 9.52 | |
| LOS | A | B | A | | C | | A | |
| Approach: Delay (s/veh) | 12.18 | | 9.36 | | 15.37 | | 9.52 | |
| LOS | B | | A | | C | | A | |
| Intersection Delay (s/veh) | 13.14 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|--------------------------|------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2018 (Existing) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 38 | 13 | 244 | 5 | 8 | 1 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 214 | 35 | 14 | 0 | 39 | 44 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 38 | 257 | 14 | | 263 | | 83 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 0.9 | 0.1 | | 0.1 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.0 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.23 | 0.01 | | 0.23 | | 0.07 | |
| hd, final value (s) | 5.90 | 4.73 | 5.31 | | 4.89 | | 4.69 | |
| x, final value | 0.06 | 0.34 | 0.02 | | 0.36 | | 0.11 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.6 | 2.4 | 3.3 | | 2.9 | | 2.7 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 288 | 507 | 264 | | 513 | | 333 | |
| Delay (s/veh) | 8.99 | 9.82 | 8.43 | | 10.58 | | 8.26 | |
| LOS | A | A | A | | B | | A | |
| Approach: Delay (s/veh) | 9.71 | | 8.43 | | 10.58 | | 8.26 | |
| LOS | A | | A | | B | | A | |
| Intersection Delay (s/veh) | 9.85 | | | | | | | |
| Intersection LOS | A | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|-------|-----------|------|--------------------------------------|---------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2018 (Existing + Project) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 38 | 13 | 301 | | 5 | 8 | 1 | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | | L | T | R | |
| Volume (veh/h) | 287 | 35 | 14 | | 0 | 39 | 44 | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 38 | 314 | 14 | | 336 | | 83 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.9 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.1 | | 0.0 | | 0.5 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.0 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.03 | 0.28 | 0.01 | | 0.30 | | 0.07 | |
| hd, final value (s) | 6.14 | 4.95 | 5.68 | | 5.08 | | 5.00 | |
| x, final value | 0.06 | 0.43 | 0.02 | | 0.47 | | 0.12 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 3.8 | 2.7 | 3.7 | | 3.1 | | 3.0 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 288 | 564 | 264 | | 586 | | 333 | |
| Delay (s/veh) | 9.26 | 11.37 | 8.80 | | 12.59 | | 8.65 | |
| LOS | A | B | A | | B | | A | |
| Approach: Delay (s/veh) | 11.14 | | 8.80 | | 12.59 | | 8.65 | |
| LOS | B | | A | | B | | A | |
| Intersection Delay (s/veh) | 11.46 | | | | | | | |
| Intersection LOS | B | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|---|--------------------------|-------|-----------|--------------------------------------|-----------------|------|------------|------|
| General Information | | | | Site Information | | | | |
| Analyst | JAS | | | Intersection | Intersection #9 | | | |
| Agency/Co. | LLG | | | Jurisdiction | City of Malibu | | | |
| Date Performed | 5/13/2019 | | | Analysis Year | 2022 (Future) | | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | North/South Street: Cross Creek Road | | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 43 | 14 | 345 | 5 | 8 | 1 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | | |
| Volume (veh/h) | 351 | 82 | 15 | 0 | 64 | 49 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 43 | 359 | 14 | | 448 | | 113 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.1 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.0 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.32 | 0.01 | | 0.40 | | 0.10 | |
| hd, final value (s) | 6.59 | 5.40 | 6.34 | | 5.35 | | 5.50 | |
| x, final value | 0.08 | 0.54 | 0.02 | | 0.67 | | 0.17 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.3 | 3.1 | 4.3 | | 3.3 | | 3.5 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 293 | 609 | 264 | | 656 | | 363 | |
| Delay (s/veh) | 9.85 | 14.23 | 9.50 | | 18.33 | | 9.64 | |
| LOS | A | B | A | | C | | A | |
| Approach: Delay (s/veh) | 13.76 | | 9.50 | | 18.33 | | 9.64 | |
| LOS | B | | A | | C | | A | |
| Intersection Delay (s/veh) | 15.32 | | | | | | | |
| Intersection LOS | C | | | | | | | |

| ALL-WAY STOP CONTROL ANALYSIS | | | | | | | | |
|--|--------------------------|-------|-----------|------|--------------------------------------|-------------------------|------------|------|
| General Information | | | | | Site Information | | | |
| Analyst | JAS | | | | Intersection | Intersection #9 | | |
| Agency/Co. | LLG | | | | Jurisdiction | City of Malibu | | |
| Date Performed | 5/13/2019 | | | | Analysis Year | 2022 (Future + Project) | | |
| Analysis Time Period | Weekend Midday Peak Hour | | | | | | | |
| Project ID La Paz Ranch - 5-16-0246-1 | | | | | | | | |
| East/West Street: Civic Center Way | | | | | North/South Street: Cross Creek Road | | | |
| Volume Adjustments and Site Characteristics | | | | | | | | |
| Approach | Eastbound | | | | Westbound | | | |
| Movement | L | T | R | L | T | R | L | R |
| Volume (veh/h) | 43 | 14 | 402 | 5 | 8 | 1 | | |
| %Thrus Left Lane | | | | | | | | |
| Approach | Northbound | | | | Southbound | | | |
| Movement | L | T | R | L | T | R | L | R |
| Volume (veh/h) | 424 | 82 | 15 | 0 | 64 | 49 | | |
| %Thrus Left Lane | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Configuration | L | TR | LTR | | LTR | | LTR | |
| PHF | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Flow Rate (veh/h) | 43 | 416 | 14 | | 521 | | 113 | |
| % Heavy Vehicles | 0 | 0 | 0 | | 0 | | 0 | |
| No. Lanes | 2 | | 1 | | 1 | | 1 | |
| Geometry Group | 5 | | 4a | | 2 | | 2 | |
| Duration, T | 0.25 | | | | | | | |
| Saturation Headway Adjustment Worksheet | | | | | | | | |
| Prop. Left-Turns | 1.0 | 0.0 | 0.4 | | 0.8 | | 0.0 | |
| Prop. Right-Turns | 0.0 | 1.0 | 0.1 | | 0.0 | | 0.4 | |
| Prop. Heavy Vehicle | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | |
| hLT-adj | 0.5 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| hRT-adj | -0.7 | -0.7 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 | -0.6 |
| hHV-adj | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 |
| hadj, computed | 0.5 | -0.7 | 0.0 | | 0.1 | | -0.3 | |
| Departure Headway and Service Time | | | | | | | | |
| hd, initial value (s) | 3.20 | 3.20 | 3.20 | | 3.20 | | 3.20 | |
| x, initial | 0.04 | 0.37 | 0.01 | | 0.46 | | 0.10 | |
| hd, final value (s) | 6.88 | 5.68 | 6.84 | | 5.59 | | 5.91 | |
| x, final value | 0.08 | 0.66 | 0.03 | | 0.81 | | 0.19 | |
| Move-up time, m (s) | 2.3 | | 2.0 | | 2.0 | | 2.0 | |
| Service Time, t _s (s) | 4.6 | 3.4 | 4.8 | | 3.6 | | 3.9 | |
| Capacity and Level of Service | | | | | | | | |
| | Eastbound | | Westbound | | Northbound | | Southbound | |
| | L1 | L2 | L1 | L2 | L1 | L2 | L1 | L2 |
| Capacity (veh/h) | 293 | 611 | 264 | | 634 | | 363 | |
| Delay (s/veh) | 10.19 | 18.57 | 10.03 | | 27.91 | | 10.26 | |
| LOS | B | C | B | | D | | B | |
| Approach: Delay (s/veh) | 17.79 | | 10.03 | | 27.91 | | 10.26 | |
| LOS | C | | B | | D | | B | |
| Intersection Delay (s/veh) | 21.68 | | | | | | | |
| Intersection LOS | C | | | | | | | |

APPENDIX H
UNSIGNALIZED INTERSECTION ANALYSIS
SUPPLEMENTAL STUDY

October 22, 2019

LLG Reference: 5-16-0246-1

Subject: **La Paz Malibu: Supplemental Review of the Calculated Motorist Delay Values and Levels of Service at the Cross Creek Road / Civic Center Way Intersection, City of Malibu**

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Overview of 2008 Approved Project and 2019 Project Modifications

- I. In 2008, the City of Malibu approved the La Paz Ranch Project located at 23465 Civic Center Way in the City of Malibu (the "2008 Approved Project"). The 2008 Approved Project consists of 112,058 square feet of retail, restaurant, and office space comprised of 69,502 square feet of retail and restaurant and 42,556 square feet of office space. The 2008 Approved Project also included 20,000 square feet of municipal uses to be developed by the City.
- II. In the process of preparing to develop the 2008 Approved Project, Malibu Development Company LLC ("MDC"), the owner of La Paz Ranch, identified improvements to the 2008 Approved Project (which seek to enhance the pedestrian experience, including an upgraded design, improved pedestrian walkways, plazas and courtyards, and better pedestrian access; provide improved vehicular access and parking that increases pedestrian and vehicular safety; and provide for a balanced mix of uses (the "2019 Project Modifications"). On September 26, 2017, MDC submitted applications for the 2019 Project Modifications.
- III. The 2019 Project Modifications do not change the square footages approved by the City as part of the 2008 Approved Project. Accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications.

Addendum Traffic Study for 2019 Project Modifications

- IV. Linscott, Law & Greenspan, Engineers (LLG) prepared an addendum traffic study (the "Addendum Traffic Study") for the Project Modifications.

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William A. Law, PE (1921-2018)

Jack M. Greenspan, PE (Ret.)

Paul W. Wilkinson, PE (Ret.)

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- a. The Addendum Traffic Study was prepared in compliance with the current City of Malibu Traffic Impact Analysis Guidelines¹ (the “Guidelines”).
- b. Section 3.e.ii of the Guidelines state that Levels of Service at unsignalized intersections under all-way stop control (AWSC) shall be determined using the average intersection control delay as determined by the methodology provided in the *Highway Capacity Manual* (HCM).
- c. While there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications, for informational purposes, the Addendum Traffic Study provides an update to the 2008 Approved Project to reflect current intersection traffic counts, updated information regarding related projects, and changes to the travel lane configurations, as well as use of the Guidelines, the current version of the *Trip Generation Manual*, and the current version of the HCM software.

Prior Traffic Study

- V. A prior traffic study² (“Traffic Study”) was prepared and incorporated into the Environmental Impact Report certified by the City for the Project. The Traffic Study evaluated a proposed development consisting of 130,935 square feet of retail, restaurant, and office space, comprised of 77,110 square feet of retail and restaurant and 53,825 square feet of office space (the “2005 Analyzed Project”). It is noted that 20,000 square feet of the analyzed 53,825 square feet of office space was assumed to be the municipal use developed by the City.
 - a. The current City's Guidelines had not been adopted when the Traffic Study was prepared.
 - b. The Traffic Study evaluated operations at the study intersections during the weekday AM, weekday PM, and Saturday MD peak hours based on traffic counts conducted in April and May 2003, which reflected school-time traffic conditions. The Traffic Study did not include summertime traffic counts or analyze the study intersections to reflect summertime conditions.

¹ *Traffic Impact Analysis Guidelines*, City of Malibu, August 2012.

² *Traffic and Circulation Study for the Malibu La Paz Project*, Kaku Associates, April 2005.

2008 Approved Project

- VI. While slightly different than what was evaluated in the Traffic Study, the City of Malibu approved the 2008 Approved Project consisting of 132,058 square feet of retail, restaurant, and office space comprised of 69,502 square feet of retail and restaurant and 62,556 square feet of office space. The 62,556 square feet of office in the 2008 Approved Project included the 20,000 square feet of municipal uses to be developed by the City.

Unsignalized Intersection at Cross Creek Road / Civic Center Way

- VII. While there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications, for informational purposes, the Addendum Traffic Study's evaluation of operations at the study intersections included analysis of the calculated average motorist delay and corresponding Levels of Service at the Cross Creek Cross Road / Civic Center Way intersection during the analyzed peak hours.

Traffic Study / 2005 Analyzed Project

- VIII. The Cross Creek Road / Civic Center Way intersection was evaluated in the Traffic Study based on the roadway configurations that existed at the time the Traffic Study was prepared.
- a. Continuous traffic movements were provided between the south leg of Cross Creek Road and west leg of Civic Center Way.
 - b. Southbound Cross Creek Road traffic approaching the intersection, as well as traffic from the commercial center on the east leg of the current intersection was required to stop.
 - c. The Traffic Study utilized the Intersection Capacity Utilization (ICU) method for purposes of determining changes in operation at the intersection and assessing the relative significance of the traffic impacts due to the 2005 Analyzed Project.

- d. For informational purposes, the Traffic Study also provides average motorist delay as calculated at the intersection based on methodologies provided in the *Highway Capacity Manual* (HCM). As LLG does not have copies of the traffic analysis worksheets, it is estimated that the Traffic Study would have utilized the HCM2000 software for purposes of calculating intersection delay, as it was available at the time the Traffic Study was prepared.
- IX. The following **Table A** provides Existing and Cumulative + Project delay and Level of Service for the Cross Creek Road / Civic Center Way intersection as reported in the Traffic Study.

TABLE A
TRAFFIC STUDY - 2005 ANALYZED PROJECT
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | CERTIFIED EIR [1] (SCHOOL-TIME COUNTS) ANALYZED PROJECT | |
|------------------|----------------------|--|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 9.5 | A |
| | Cumulative | -- | -- |
| | Cumulative + Project | 18.0 | C |
| | Delay Due to Project | -- | -- |
| Weekday PM | Existing | 10.9 | B |
| | Cumulative | -- | -- |
| | Cumulative + Project | 39.8 | E |
| | Delay Due to Project | -- | -- |
| Saturday MD | Existing | 9.3 | A |
| | Cumulative | -- | -- |
| | Cumulative + Project | 22.3 | C |
| | Delay Due to Project | -- | -- |

[1] Certified EIR, Tables V.K-3 and V.K-4 (Existing) and Tables V.K-9 and V.K-10 (Cumulative + Project). Certified EIR does not provide delay values for Cumulative scenario, and therefore does not provide values for changes in intersection delay due to the Analyzed Project (53,825 s.f. of office and 77,110 s.f. of retail/restaurant).

[2] Average delay reported in seconds.

- X. The Traffic Study did not provide delay and Level of Service values for the Cumulative condition and, accordingly, did not provide change in delay values due to the 2005 Analyzed Project.³
- XI. For the Cross Creek Road / Civic Center Way intersection, the Certified EIR concluded that the 2005 Analyzed Project would cause a significant traffic impact during the weekday PM peak hour. This is because, per the ICU method, traffic from the 2005 Analyzed Project caused a change in the intersection volume-to-capacity (v/c) ratio increase by 0.020 or more, with the final v/c ratio at 0.800 or greater (i.e., LOS D, E or F).
- XII. As noted in VIII.d. above, the delay values provided in the Traffic Study for the Cross Creek Road / Civic Center Way intersection were provided for information purposes only, and were not used for purposes of assessing the relative significance of the traffic impacts associated with the 2005 Analyzed Project.

2005 Analyzed Project with the Cumulative Condition and Change in Delay Values Incorporated

- XIII. As noted above, the Traffic Study did not provide delay and Level of Service values for the Cumulative condition and, accordingly, did not provide change in delay values due to the 2005 Analyzed Project.
- XIV. To provide the calculated changes in delay at the intersection due to the 2005 Analyzed Project, LLG modeled the traffic volume forecasts provided in the Traffic Study for the Cumulative and Cumulative + Project conditions.
 - a. LLG utilized the HCM2000 software in an attempt to replicate the traffic analysis methodology available at the time the Traffic Study was prepared. LLG also considered the travel lane configurations at the intersection provided at the time the Traffic Study was prepared.
 - b. The change in delay values due to the 2005 Analyzed Project as modeled by LLG were applied to the Cumulative + Project delay values reported in the Traffic Study. The resultant Cumulative delay values as calculated by LLG (which were not provided in the Traffic Study), are shown in the following **Table B**.

³ The Traffic Study did not evaluate an Existing + Project condition. The Addendum Traffic Study provides the Existing + Project analysis (in addition to the Cumulative + Project analysis) as required in the current Guidelines.

TABLE B
2005 ANALYZED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1] | |
|------------------|----------------------|---|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 9.5 | A |
| | Cumulative | 14.38 | B |
| | Cumulative + Project | 18.0 | C |
| | Delay Due to Project | 3.62 | -- |
| Weekday PM | Existing | 10.9 | B |
| | Cumulative | 27.03 | D |
| | Cumulative + Project | 39.8 | E |
| | Delay Due to Project | 12.77 | -- |
| Saturday MD | Existing | 9.3 | A |
| | Cumulative | 17.49 | C |
| | Cumulative + Project | 22.3 | C |
| | Delay Due to Project | 4.81 | -- |

[1] Intersection delay due to Analyzed Project calculated by LLG using Cumulative and Cumulative + Analyzed Project traffic volume data provided in Certified EIR (Figures V.K-4 and V.K-5 for Cumulative and Figures V.K-8 and V.K-9 for Cumulative + Project).

[2] Average delay reported in seconds.

2008 Approved Project

- XV. As stated above, the 2008 Approved Project provides slightly different retail and restaurant, and office space square footage than the 2005 Analyzed Project in the Traffic Study. LLG modeled the 2008 Approved Project and the results of this analysis are provided in *Table C* below.
- a. LLG estimated vehicle trip generation for the 2008 Approved Project during the peak hours.⁴ The peak hour trips for the 2008 Approved Project were assigned to the Cross Creek Road / Civic Center Way intersection following the methodology provided in the Traffic Study for the 2005 Analyzed Project.
 - b. Similar to the analysis provided for the 2005 Analyzed Project in *Table B*, LLG modeled changes in delay values due to the 2008 Approved Project by comparing calculated Cumulative and Cumulative + 2008 Approved Project delay values during the three peak hours.

Addendum Traffic Study - 2019 Approved Project Update

- XVI. For informational purposes, the Addendum Traffic Study provides an update to the 2008 Approved Project to reflect current intersection traffic counts, updated information regarding related projects, and changes to the travel lane configurations, as well as use of the Guidelines, the current version of the *Trip Generation Manual*, and the current version of the HCM software (the “2019 Approved Project Update”). In addition to a school-time update, the City required summertime analysis, which was not done as part of the Traffic Study.
- XVII. The Cross Creek Road / Civic Center Way intersection was evaluated in the Addendum Traffic Study based on the roadway configurations which existed at the time the Addendum Traffic Study was prepared.
- a. Unlike conditions when the Traffic Study was prepared, the configuration is now a more traditional four-way intersection, with each leg under stop sign control (i.e., all-way stop control).

⁴ See Appendix B of the Addendum Traffic Study which provides a trip generation calculation for the 2008 Approved Project based on the methodology used in the Traffic Study for the 2005 Analyzed Project.

TABLE C
2008 APPROVED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | CERTIFIED EIR (SCHOOL-TIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1] | |
|------------------|----------------------|---|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 9.5 | A |
| | Cumulative | 14.38 | B |
| | Cumulative + Project | 17.79 | C |
| | Delay Due to Project | 3.41 | -- |
| Weekday PM | Existing | 10.9 | B |
| | Cumulative | 27.03 | D |
| | Cumulative + Project | 34.90 | D |
| | Delay Due to Project | 7.87 | -- |
| Saturday MD | Existing | 9.3 | A |
| | Cumulative | 17.49 | C |
| | Cumulative + Project | 20.13 | C |
| | Delay Due to Project | 2.64 | -- |

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG based on Cumulative intersection delay provided in Table B, and determining added intersection delay caused by peak hour trips due to Approved Project at the Cross Creek Road / Civic Center Way intersection utilizing trip generation forecast and Project trip assignment methodology provided in Certified EIR.

[2] Average delay reported in seconds.

- b. Based on the requirements for analysis of stop-controlled intersections as provided in the Guidelines, the Addendum Traffic Study reports average motorist delay as calculated at the intersection based on more current HCS+ software used to replicate the methodologies provided in the HCM.
 - c. As the basis for determining significant impacts at unsignalized intersections per the Guidelines rely solely on the HCM methodology, the Cross Creek Road / Civic Center Way intersection was not evaluated under the ICU method in the Addendum Traffic Study.
- XVIII. **Table D** shows the 2019 Approved Project Update for Existing, Cumulative, and Cumulative + Project delay values based on the school-time traffic counts.
- XIX. **Table E** shows the 2019 Approved Project Update for Existing, Cumulative, and Cumulative + Project delay values based on the summertime traffic counts.
- XX. The 2019 Approved Project Update in the Addendum Traffic Study concluded the intersection is calculated to operate at good Levels of Service (LOS A, B or C) based on the analysis using the summertime counts. However, traffic related to the 2019 Approved Project Update is calculated to cause a change in delay that exceeds 5 seconds during the Saturday MD peak hour (i.e., 6.36 seconds). Therefore, a finding of a significant impact is shown on **Table E** due to the change in delay.

TABLE D
2019 APPROVED PROJECT UPDATE
SCHOOL-TIME COUNTS
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | ADDENDUM TRAFFIC STUDY [1] (SCHOOL-TIME COUNTS) | |
|------------------|----------------------|--|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 8.07 | A |
| | Cumulative | 8.85 | A |
| | Cumulative + Project | 9.39 | A |
| | Delay Due to Project | 0.54 | -- |
| Weekday PM | Existing | 8.60 | A |
| | Cumulative | 10.72 | B |
| | Cumulative + Project | 12.63 | B |
| | Delay Due to Project | 1.91 | -- |
| Saturday MD | Existing | 8.58 | A |
| | Cumulative | 11.64 | B |
| | Cumulative + Project | 14.47 | B |
| | Delay Due to Project | 2.83 | -- |

[1] Addendum Traffic Impact Study, Table 9-1.

[2] Average delay reported in seconds.

TABLE E
2019 APPROVED PROJECT UPDATE
SUMMERTIME COUNTS
DELAY AND LEVELS OF SERVICE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | ADDENDUM TRAFFIC STUDY [1] (SUMMERTIME COUNTS) | |
|------------------|----------------------|---|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 8.04 | A |
| | Cumulative | 8.75 | A |
| | Cumulative + Project | 9.25 | A |
| | Delay Due to Project | 0.50 | -- |
| Weekday PM | Existing | 8.76 | A |
| | Cumulative | 11.02 | B |
| | Cumulative + Project | 13.14 | B |
| | Delay Due to Project | 2.12 | -- |
| Saturday MD | Existing | 9.85 | A |
| | Cumulative | 15.32 | C |
| | Cumulative + Project | 21.68 | C |
| | Delay Due to Project | 6.36 | -- |

[1] Addendum Traffic Impact Study, Table 9-2.

[2] Average delay reported in seconds.

Comparison of 2005 Analyzed Project and the 2019 Approved Project Update

- XXI. **Table F** provides a comparison between the 2005 Analyzed Project (*Table B*) and the 2019 Approved Project Update (for school-time, *Table D*).
- XXII. As shown in *Table F*, the relative comparison of the change in delay due to the 2019 Approved Project Update as compared to the 2005 Analyzed Project is as follows:
- a. A reduction of 3.08 seconds in the weekday AM peak hour;
 - b. A reduction of 10.86 seconds in the weekday PM peak hour; and
 - c. A reduction of 1.98 seconds in the Saturday MD peak hour.
- XXIII. **Table G** provides a comparison between the 2008 Approved Project (*Table C*) and the 2019 Approved Project Update (for school-time, *Table D*).

TABLE F
DELAY COMPARISON: 2005 ANALYZED PROJECT AND 2019 APPROVED PROJECT UPDATE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | [A] | | [B] | | |
|-------------|----------------------|-----------|-----|-----------|-----|-------------------------|
| | | Delay [3] | LOS | Delay [3] | LOS | CHANGE IN DELAY [B]-[A] |
| Weekday AM | Existing | 9.5 | A | 8.07 | A | -- |
| | Cumulative | 14.38 | B | 8.85 | A | -- |
| | Cumulative + Project | 18.0 | C | 9.39 | A | -- |
| | Delay Due to Project | 3.62 | -- | 0.54 | -- | -3.08 |
| Weekday PM | Existing | 10.9 | B | 8.60 | A | -- |
| | Cumulative | 27.03 | D | 10.72 | B | -- |
| | Cumulative + Project | 39.8 | E | 12.63 | B | -- |
| | Delay Due to Project | 12.77 | -- | 1.91 | -- | -10.86 |
| Saturday MD | Existing | 9.3 | A | 8.58 | A | -- |
| | Cumulative | 17.49 | C | 11.64 | B | -- |
| | Cumulative + Project | 22.3 | C | 14.47 | B | -- |
| | Delay Due to Project | 4.81 | -- | 2.83 | -- | -1.98 |

[1] Intersection delay due to Analyzed Project calculated by LLG using Cumulative and Cumulative + Analyzed Project traffic volume data provided in Certified EIR (Figures V.K-4 and V.K-5 for Cumulative and Figures V.K-8 and V.K-9 for Cumulative + Project).

[2] Addendum Traffic Impact Study, Table 9-1.

[3] Average delay reported in seconds.

TABLE G
DELAY COMPARISON: 2008 APPROVED PROJECT AND 2019 APPROVED PROJECT UPDATE
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | [A] | | [B] | | |
|-------------|----------------------|-----------|-----|-----------|-----|-------------------------|
| | | Delay [3] | LOS | Delay [3] | LOS | CHANGE IN DELAY [B]-[A] |
| Weekday AM | Existing | 9.5 | A | 8.07 | A | -- |
| | Cumulative | 14.38 | B | 8.85 | A | -- |
| | Cumulative + Project | 17.79 | C | 9.39 | A | -- |
| | Delay Due to Project | 3.41 | -- | 0.54 | -- | -2.87 |
| Weekday PM | Existing | 10.9 | B | 8.60 | A | -- |
| | Cumulative | 27.03 | D | 10.72 | B | -- |
| | Cumulative + Project | 34.90 | D | 12.63 | B | -- |
| | Delay Due to Project | 7.87 | -- | 1.91 | -- | -5.96 |
| Saturday MD | Existing | 9.3 | A | 8.58 | A | -- |
| | Cumulative | 17.49 | C | 11.64 | B | -- |
| | Cumulative + Project | 20.13 | C | 14.47 | B | -- |
| | Delay Due to Project | 2.64 | -- | 2.83 | -- | +0.19 |

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG based on Cumulative intersection delay provided in Table B, and determining added intersection delay caused by peak hour trips due to Approved Project.

[2] Addendum Traffic Impact Study, Table 9-1.

[3] Average delay reported in seconds.

- I. As shown in *Table G*, the relative comparison of the change in delay due to the 2019 Approved Project Update as compared to the 2008 Approved Project is as follows:
 - a. A reduction of 2.87 seconds in the weekday AM peak hour;
 - b. A reduction of 5.96 seconds in the weekday PM peak hour; and
 - c. An increase of 0.19 second in the Saturday MD peak hour.

- II. The Project Modifications do not change the square footages approved by the City as part of the 2008 Approved Project. Accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the Project Modifications. As shown in *Tables F and G*, however, the LOS and delay does vary between the Traffic Study and Addendum Traffic Study and, the delay was decreased in all comparisons except for a slight increase of 0.19 second in the Saturday MD peak hour for the 2019 Project Modifications as compared to the 2008 Approved Project. The variations are likely due to several factors, including:
 - a. The slight change in square footage between the 2005 Analyzed Project and the 2008 Approved Project;
 - b. Updated intersection traffic counts (i.e., the Traffic Study utilized counts from 2003, while the Addendum Traffic Study utilized counts from 2018);
 - c. Updated information regarding related projects analyzed in the Traffic Study and Addendum Traffic Study;
 - d. The Traffic Study utilized the 6th Edition and the Addendum Traffic Study used the updated 10th Edition of the *Trip Generation Manual* for forecasting peak hour vehicle trips generated by the Project and related projects;
 - e. Changes to the travel lane configurations at the Cross Creek Road / Civic Center Way intersection; and
 - f. Use of current version of the HCM software to calculate intersection delay values.

- III. The Traffic Study in the Certified EIR only evaluated traffic operations based on school-time traffic counts. However, a comparison of the delay values and Levels of Service related to the 2005 Analyzed Project (*Table B*) or the 2008 Approved Project (*Table C*) to the delay values and Levels of Service provided in the Addendum Traffic Study for the analysis based on summertime counts (*Table E*) was prepared by:
- a. Comparing the school-time and summertime Existing and Cumulative baseline traffic volumes at the Cross Creek Road / Civic Center Way intersection as provided in the LLG Addendum Traffic Study and determining the relative differences in the turning movement data in each peak hour;
 - b. Applying the factored differences between the school-time and summertime volumes in the Addendum traffic study to the school-time traffic data provided in the Traffic Study for the Existing and Cumulative baseline conditions to derive estimated summertime peak hour volumes at the Cross Creek Road / Civic Center Way intersection;
 - c. Adding the peak hour traffic volumes forecast to be generated by the 2005 Analyzed Project and 2008 Approved Project to the derived summertime Cumulative baseline traffic volumes at the Cross Creek Road / Civic Center Way intersection to arrive at Cumulative + Project volumes for purposes of preparing the Level of Service calculations; and
 - d. Preparing Level of Service calculations for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours for both the 2005 Analyzed Project and 2008 Approved Project using the *Highway Capacity Manual* software likely used in the Traffic Study and considering the geometric alignment of the Cross Creek Road / Civic Center Way intersection in effect at the time the Traffic Study was prepared.

- IV. The following tables related to the summertime analysis of the Cross Creek Road / Civic Center Way intersection:
- a. **Table H:** Provides the Existing and Cumulative baseline delay values and Levels of Service derived for summertime conditions if provided in the Traffic Study, as well as the resultant Cumulative + 2005 Analyzed Project results and changes in delay.
 - b. **Table I:** Same as *Table H*, with the resultant Cumulative + 2008 Approved Project results and changes in delay.
 - c. **Table J:** Compares the delay values and Levels of Service from *Table H* (2005 Analyzed Project) to those provided in the Addendum Traffic Study. Note the relative change in delay values for the 2019 Approved Project Update are less in all peak hours as compared to the calculated change in the delay for the 2005 Analyzed Project.
 - d. **Table K:** Compares the delay values and Levels of Service from *Table I* (Approved Project) to those provided in the Addendum Traffic Study. Note the relative change in delay values for the 2019 Approved Project Update are less in all peak hours as compared to the calculated change in the delay for the 2008 Approved Project.

TABLE H
2005 ANALYZED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO ANALYZED PROJECT [1] | |
|------------------|----------------------|--|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 9.28 | A |
| | Cumulative | 12.48 | B |
| | Cumulative + Project | 15.07 | C |
| | Delay Due to Project | 2.59 | -- |
| Weekday PM | Existing | 11.53 | B |
| | Cumulative | 22.35 | C |
| | Cumulative + Project | 41.90 | E |
| | Delay Due to Project | 19.55 | -- |
| Saturday MD | Existing | 11.49 | B |
| | Cumulative | 20.24 | C |
| | Cumulative + Project | 31.97 | D |
| | Delay Due to Project | 11.73 | -- |

[1] Intersection delay due to Analyzed Project calculated by LLG.

[2] Average delay reported in seconds.

TABLE I
2008 APPROVED PROJECT CALCULATED WITH DELAY
DELAY AND LEVELS OF SERVICE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO APPROVED PROJECT [1] | |
|------------------|----------------------|--|------------|
| | | Delay [2] | LOS |
| Weekday AM | Existing | 9.28 | A |
| | Cumulative | 12.48 | B |
| | Cumulative + Project | 15.29 | C |
| | Delay Due to Project | 2.81 | -- |
| Weekday PM | Existing | 11.53 | B |
| | Cumulative | 22.35 | C |
| | Cumulative + Project | 41.35 | E |
| | Delay Due to Project | 19.00 | -- |
| Saturday MD | Existing | 11.49 | B |
| | Cumulative | 20.24 | C |
| | Cumulative + Project | 30.51 | D |
| | Delay Due to Project | 10.27 | -- |

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG.

[2] Average delay reported in seconds.

TABLE J
DELAY COMPARISON: 2005 ANALYZED PROJECT AND 2019 APPROVED PROJECT UPDATE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | [A] | | [B] | | |
|-------------|----------------------|-----------|-----|-----------|-----|-------------------------|
| | | Delay [3] | LOS | Delay [3] | LOS | CHANGE IN DELAY [B]-[A] |
| Weekday AM | Existing | 9.28 | A | 8.04 | A | -- |
| | Cumulative | 12.48 | B | 8.75 | A | -- |
| | Cumulative + Project | 15.07 | C | 9.25 | A | -- |
| | Delay Due to Project | 2.59 | -- | 0.50 | -- | -2.09 |
| Weekday PM | Existing | 11.53 | B | 8.76 | A | -- |
| | Cumulative | 22.35 | C | 11.02 | B | -- |
| | Cumulative + Project | 41.90 | E | 13.14 | B | -- |
| | Delay Due to Project | 19.55 | -- | 2.12 | -- | -17.43 |
| Saturday MD | Existing | 11.49 | B | 9.85 | A | -- |
| | Cumulative | 20.24 | C | 15.32 | C | -- |
| | Cumulative + Project | 31.97 | D | 21.68 | C | -- |
| | Delay Due to Project | 11.73 | -- | 6.36 | -- | -5.37 |

[1] Intersection delay due to Analyzed Project calculated by LLG.

[2] Addendum Traffic Impact Study, Table 9-2.

[3] Average delay reported in seconds.

TABLE K
DELAY COMPARISON: 2008 APPROVED PROJECT AND 2019 APPROVED PROJECT UPDATE (SUMMERTIME)
CROSS CREEK ROAD / CIVIC CENTER WAY

| Peak Hour | Condition | [A] CERTIFIED EIR (ESTIMATED SUMMERTIME COUNTS) WITH CALCULATED DELAY DUE TO APPROVED PROJECT [1] | | [B] ADDENDUM TRAFFIC STUDY [2] (SUMMERTIME COUNTS) CHANGE IN DELAY [B]-[A] | | |
|-------------|----------------------|--|-----|--|-----|--------|
| | | Delay [3] | LOS | Delay [3] | LOS | |
| Weekday AM | Existing | 9.28 | A | 8.04 | A | -- |
| | Cumulative | 12.48 | B | 8.75 | A | -- |
| | Cumulative + Project | 15.29 | C | 9.25 | A | -- |
| | Delay Due to Project | 2.81 | -- | 0.50 | -- | -2.31 |
| Weekday PM | Existing | 11.53 | B | 8.76 | A | -- |
| | Cumulative | 22.35 | C | 11.02 | B | -- |
| | Cumulative + Project | 41.35 | E | 13.14 | B | -- |
| | Delay Due to Project | 19.00 | -- | 2.12 | -- | -16.88 |
| Saturday MD | Existing | 11.49 | B | 9.85 | A | -- |
| | Cumulative | 20.24 | C | 15.32 | C | -- |
| | Cumulative + Project | 30.51 | D | 21.68 | C | -- |
| | Delay Due to Project | 10.27 | -- | 6.36 | -- | -3.91 |

[1] Intersection delay due to Approved Project (62,556 s.f. of office and 69,502 s.f. of retail/restaurant) calculated by LLG.

[2] Addendum Traffic Impact Study, Table 9-2.

[3] Average delay reported in seconds.

Summary and Conclusion

- V. An Addendum Traffic Study was prepared for the Project Modifications. While the Project Modifications do not change the 2008 Approved Project square footage and, accordingly, there is no change in the 2008 Approved Project-related traffic as a result of the 2019 Project Modifications, for informational purposes, the Addendum Traffic Study evaluates 2019 Approved Project Update due to:
- a. Changed environmental conditions (e.g., updated traffic counts, updated list of related projects, evaluation of current intersection configurations and controls, etc.); and
 - b. Current practices and standards for evaluating trip generation (changes to the ITE *Trip Generation Manual*), analyzing evaluating traffic operations (updates to the HCM methodologies and software), and use of the current Guidelines, including thresholds of significance.
- VI. As would be expected, there are differences in terms of the findings with respect to motorist delay and Levels of Service at the Cross Creek Road / Civic Center Way intersection for Existing, Cumulative, and Cumulative + Project conditions during the weekday AM, weekday PM, and Saturday MD peak hours when comparing 2005 Analyzed Project, the 2008 Approved Project, and the 2019 Approved Project Update.
- a. The Certified EIR concluded that a significant traffic impact would occur due to the 2005 Analyzed Project at Cross Creek Road/Civic Center Way intersection during the weekday PM peak hour based on school-time traffic counts.
 - b. The Addendum Traffic Study concludes that traffic impacts based on the 2019 Approved Project Update would be less than significant during all analyzed peak hours based on school-time traffic counts. However, a significant traffic impact due to the 2019 Approve Project Update is identified during the Saturday MD peak hour based on summertime traffic counts. Further, good Levels of Service (i.e. LOS C) are calculated for the intersection during the affected hour.
 - c. In all peak hours, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2005 Analyzed Project.

- d. For the school-time analysis, in the weekday AM and PM peak hours, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2008 Approved Project. Only in the Saturday MD peak hour is the 2019 Approved Project Update estimated to result in a slightly greater delay (an increase of 0.19 seconds) than the 2008 Approved Project.
- e. For the summertime analysis, the forecast delay at the intersection due to the 2019 Approved Project Update is less than the calculated delay associated with the 2008 Approved Project in the weekday AM, weekday PM, and Saturday MD peak hours.

APPENDIX I
MINI-ROUNDBOUT SUPPLEMENTAL STUDY



October 22, 2019

LLG Reference: 5-16-0246-1

Subject: **Malibu La Paz Ranch
Feasibility Review of a Potential Mini-Roundabout at the Cross
Creek Road/Civic Center Way Intersection**

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a feasibility review of a potential mini-roundabout at the existing Cross Creek Road/Civic Center Way intersection in the City of Malibu. City staff requested the feasibility assessment in conjunction with its review of the Addendum Traffic Impact Study prepared by LLG for the La Paz Ranch Project (the “2019 Project Modifications”) located at 23465 Civic Center Way (the “Project site”).

Existing Intersection Configuration and Operations

Traffic movements at the Cross Creek Road/Civic Center Way intersection are currently controlled by all-way stop signs. It is noted that the easterly leg of the intersection is a driveway providing access to an existing commercial development (e.g., the Urban Outfitters building at 3806 Cross Creek Road). Crosswalks for pedestrians are provided on all four legs of the intersection. The crosswalks accommodate pedestrians walking between the commercial centers adjacent to the intersection, including the new Park at Cross Creek (Whole Foods) center.

Tables 9-1 and 9-2 in the Addendum Traffic Impact Study provide a summary of the calculated existing and forecast future¹ traffic operations at the Cross Creek Road/Civic Center Way intersection during weekday morning (AM), weekday afternoon (PM), and Saturday midday (MD) peak hours for both school time and summertime conditions, respectively. As shown in Tables 9-1 and 9-2, the intersection under the current all-way stop control is calculated to operate at the following Levels of Service (LOS) for existing and future conditions during school time and summertime conditions, respectively:

- School Time Conditions:
 - Weekday AM Peak Hour: LOS A existing and future
 - Weekday PM Peak Hour: LOS A existing, LOS B future
 - Saturday MD Peak Hour: LOS A existing, LOS B future

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An LG2WB Company Founded 1966

¹ Forecast future conditions include existing traffic, as well as additional traffic due to regional ambient growth, traffic due to known related projects (such as the Park at Cross Creek center), and forecast traffic due to the 2019 Project Modifications.

- Summertime Conditions:
 - Weekday AM Peak Hour: LOS A existing and future
 - Weekday PM Peak Hour: LOS A existing, LOS B future
 - Saturday MD Peak Hour: LOS A existing, LOS C future

As noted above, the Cross Creek Road/Civic Center Way intersection is calculated to operate at very good service levels (LOS A and B) during all time periods under existing and future conditions, with LOS C operations forecast only during the summertime Saturday MD peak hour under future conditions.

Review of Potential Mini-Roundabout

As requested by City staff, a potential mini-roundabout was reviewed for installation at the Cross Creek Road/Civic Center Way intersection to replace the existing all-way stop control. Per direction from City staff, the mini-roundabout configuration was evaluated using a 90-foot diameter for the inscribed circle so as to accommodate turning movements by larger vehicles including trucks, as well as transit buses operated by Los Angeles County Metro.

The attached Exhibit C provides a conceptual plan of a mini-roundabout with the corresponding maneuvering by a WB-40 truck as requested by City staff. The plan provides the 90-foot diameter inscribed circle; a smaller mini-roundabout would likely not sufficiently accommodate the turning movements by large vehicles. Also attached is an LOS calculation worksheet produced by the SIDRA software as requested by City staff for the Saturday MD peak hour in the future summertime scenario. As shown in the worksheet, the roundabout would provide LOS B conditions in this scenario, as compared to LOS C shown in the Addendum Traffic Impact Study for the Cross Creek Road/Civic Center Way intersection.

Briefly, it is concluded that while the mini-roundabout could be constructed at the Cross Creek Road/Civic Center Way intersection, it is not considered feasible due to the street improvements that require taking of private property, including demolition of an existing building. In addition, since the mini-roundabout would also require the removal of landscape/hardscape improvements, as well as street parking spaces within the right-of-way, it would also be considered not desirable due to the adverse effects to pedestrians and parking availability. Removal of such improvements would also eliminate the positive vehicle traffic calming aspects and pedestrian connectivity associated with the existing pedestrian and street parking features at the Cross Creek Road/Civic Center Way intersection.

Additional details are provided below:

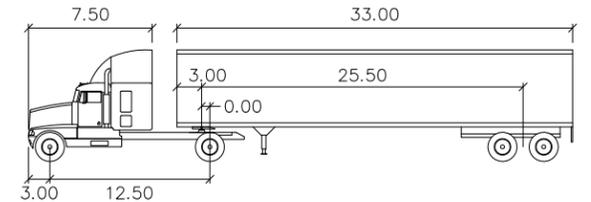
- Impacts to Existing Buildings. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would require the demolition of the Urban Outfitters building located at the southeast corner of the Cross Creek Road/Civic Center Way intersection.
- Potential Need for Private Right-of-Way. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would likely require the acquisition of existing private right-of-way on both the east and west sides of Cross Creek Road north of Civic Center Way.
- Impacts to Existing Street Parking. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches would require the removal of existing street parking spaces on the south leg of Cross Creek Road and west leg of Civic Center Way. LLG estimates that up to 36 existing street parking spaces may be impacted as follows:
 - South Leg (Cross Creek Road).
 - 13 spaces west side
 - 6 spaces east side
 - West Leg (Civic Center Way)
 - 5 spaces north side
 - 12 spaces south side (2 of which are designated for commercial loading)
- Removal of Existing Landscape and other Hardscape Improvements. As shown on Exhibit C, the construction of a mini-roundabout and associated improvements to the intersection approaches will require the removal of significant portions of existing landscape and other hardscape improvements. It is reasonable to assume these landscape and hardscape improvements were previously installed by the City to promote vehicle traffic calming and facilitate pedestrian movements. The removal of the landscape and hardscape improvements in conjunction with a mini-roundabout would eliminate these traffic calming features and cause a relatively adverse pedestrian environment.
- Pedestrian Safety Concerns. The construction of a mini-roundabout and associated improvements would cause the following adverse impacts related to pedestrian safety:

- The existing commercial developments at the intersection are designed to facilitate pedestrians at the current corners of the intersection. This includes the recently developed Park at Cross Creek center, which specifically designed its pedestrian path to the northwest corner of the intersection to align with the existing crosswalks, creating the shortest (and safest) routing for pedestrians.
- A mini-roundabout would cause the relocation of the existing crosswalks approximately 40 feet away from their current location. The relocation of the crosswalks in conjunction with a mini-roundabout would result in confusion to pedestrians, as well as potential jaywalking through a mini-roundabout as pedestrians seek the shortest path between the commercial centers when walking across Civic Center Way and/or Cross Creek Road.
- Under a mini-roundabout operation, vehicles are only required to stop prior to traversing a crosswalk if there is a pedestrian crossing the street (thereby creating a potential safety issue if a motorist enters and travels through the mini-roundabout, but does not see a crossing pedestrian). By contrast, all vehicles are currently required to stop at the all-way stop intersection, whether pedestrians are present or not.
- As vehicles entering and traveling through a mini-roundabout are required to stop for pedestrians, any traffic flow benefits as compared to an all-way stop intersection (where all vehicles are required to stop) are negated.

In summary, in consideration of the existing and forecast future excellent Levels of Service at the Cross Creek Road/Civic Center Way intersection in all peak hours (with moderate LOS C conditions forecast for the future Saturday MD peak hour in summertime conditions) under the current all-way stop control operation, a mini-roundabout is not recommended for implementation due to the need to obtain and demolish an existing commercial building adjacent to the intersection, the potential need to obtain private right-of-way, impacts to existing street parking, removal of existing landscape and other hardscape improvements, and adverse impacts to pedestrian safety and mobility.

cc: File

cc:\0246\design\autoturn\finals\revised\exhibit c - wb-40 maneuver.dwg 06/11/2019 14:06:49 shankar dot_geo_2005_bw_11x17-autoturn.ctb



WB-40

| | feet | |
|---------------|--------|---------------------------|
| Tractor Width | : 8.00 | Lock to Lock Time : 6.0 |
| Trailer Width | : 8.00 | Steering Angle : 20.3 |
| Tractor Track | : 8.00 | Articulating Angle : 70.0 |
| Trailer Track | : 8.00 | |

VEHICLE PATH ROLLS OVER CURBS

REMOVE STREET PARKING

CIVIC CENTER WAY

CROSS CREEK ROAD

CR=75'

CR=20'

CR=40'

CR=40'

REMOVE STREET PARKING

REMOVE STREET PARKING

REMOVE STREET PARKING

-  ADDITIONAL RIGHT-OF-WAY REQUIRED
-  EXISTING PARKWAY/HARDSCAPE IMPROVEMENTS IMPACTED BY MINI-ROUNDBABOUT
-  EXISTING BUILDING

**LINSCOTT
LAW &
GREENSPAN**



NOT TO SCALE

EXHIBIT C
WB-40 TRUCK
MINI-ROUNDBABOUT MANEUVER
CROSS CREEK ROAD / CIVIC CENTER WAY
LA PAZ RANCH PROJECT

MOVEMENT SUMMARY

 Site: 101 [Cross Creek Rd / Civic Center Way]

Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph | |
| South: Cross Creek Rd | | | | | | | | | | | | |
| 3 | L2 | 461 | 3.0 | 0.586 | 11.8 | LOS B | 4.9 | 125.7 | 0.41 | 0.21 | 29.2 | |
| 8 | T1 | 89 | 3.0 | 0.586 | 11.8 | LOS B | 4.9 | 125.7 | 0.41 | 0.21 | 29.4 | |
| 18 | R2 | 16 | 3.0 | 0.586 | 11.8 | LOS B | 4.9 | 125.7 | 0.41 | 0.21 | 28.9 | |
| Approach | | 566 | 3.0 | 0.586 | 11.8 | LOS B | 4.9 | 125.7 | 0.41 | 0.21 | 29.2 | |
| East: Civic Center Way | | | | | | | | | | | | |
| 1 | L2 | 5 | 3.0 | 0.033 | 8.4 | LOS A | 0.1 | 3.1 | 0.61 | 0.54 | 31.3 | |
| 6 | T1 | 9 | 3.0 | 0.033 | 8.4 | LOS A | 0.1 | 3.1 | 0.61 | 0.54 | 31.5 | |
| 16 | R2 | 1 | 3.0 | 0.033 | 8.4 | LOS A | 0.1 | 3.1 | 0.61 | 0.54 | 30.9 | |
| Approach | | 15 | 3.0 | 0.033 | 8.4 | LOS A | 0.1 | 3.1 | 0.61 | 0.54 | 31.4 | |
| North: Cross Creek Rd | | | | | | | | | | | | |
| 7 | L2 | 1 | 3.0 | 0.219 | 9.2 | LOS A | 0.9 | 23.3 | 0.61 | 0.61 | 31.5 | |
| 4 | T1 | 70 | 3.0 | 0.219 | 9.2 | LOS A | 0.9 | 23.3 | 0.61 | 0.61 | 31.7 | |
| 14 | R2 | 53 | 3.0 | 0.219 | 9.2 | LOS A | 0.9 | 23.3 | 0.61 | 0.61 | 31.1 | |
| Approach | | 124 | 3.0 | 0.219 | 9.2 | LOS A | 0.9 | 23.3 | 0.61 | 0.61 | 31.4 | |
| West: Civic Center Way | | | | | | | | | | | | |
| 5 | L2 | 47 | 3.0 | 0.525 | 10.5 | LOS B | 3.9 | 99.5 | 0.40 | 0.22 | 30.8 | |
| 2 | T1 | 15 | 3.0 | 0.525 | 10.5 | LOS B | 3.9 | 99.5 | 0.40 | 0.22 | 31.0 | |
| 12 | R2 | 437 | 3.0 | 0.525 | 10.5 | LOS B | 3.9 | 99.5 | 0.40 | 0.22 | 30.4 | |
| Approach | | 499 | 3.0 | 0.525 | 10.5 | LOS B | 3.9 | 99.5 | 0.40 | 0.22 | 30.5 | |
| All Vehicles | | 1204 | 3.0 | 0.586 | 11.0 | LOS B | 4.9 | 125.7 | 0.43 | 0.26 | 30.0 | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: LINSOTT, LAW & GREENSPAN ENGINEERS | Processed: Tuesday, May 07, 2019 3:34:55 PM

Project: \\LLGSVRAD5\userdata\$\lopez\Desktop\0246\0246 Roundabout.sip7