

**APPENDIX J:
TRAFFIC & PARKING STUDY**

Traffic Impact Study, SMC Malibu Satellite Campus Project, City of Malibu, CA
Linscott, Law & Greenspan Engineers
October 17, 2014.

TRAFFIC IMPACT STUDY
SMC MALIBU SATELLITE CAMPUS PROJECT
City of Malibu, California
October 17, 2014

Prepared for:
Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, California 90405

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Prepared by:

Tin T. Nguyen
Transportation Engineer I

Under the Supervision of:

David S. Shender, P.E.
Principal

**Linscott, Law &
Greenspan, Engineers**

20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367

818.835.8648 T
818.835.8649 F

www.llgengineers.com

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TRAFFIC IMPACT STUDY
SMC MALIBU SATELLITE CAMPUS PROJECT
City of Malibu, California
October 17, 2014

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Santa Monica College (SMC) Malibu Satellite Campus project located at 23525 Civic Center Way in the City of Malibu, California. The proposed project includes the construction of an educational facility within the Civic Center Complex on the site of the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The project site is bounded by open space/vacant land to the north and west, Civic Center Way to the south, and the existing Civic Center Complex uses to the east. The project site location and general vicinity are shown in *Figure 1-1*.

The traffic analysis follows City of Malibu traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program¹. This traffic analysis evaluates potential project-related impacts at eleven key intersections in the vicinity of the project site. The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at all nine signalized study intersections, and a supplemental Highway Capacity Manual method was used to determine delay values and corresponding Levels of Service for the two stop-sign controlled study intersections. This traffic analysis evaluates potential project-related impacts at eleven key intersections encompassing a study area that extends from Kanan Dume Road to the west, and Las Flores Canyon Road to the east. In addition, a street segment analysis was prepared for two study street segments in the vicinity of the project. The study intersections and segments were determined in consultation with the City of Malibu Department of Planning staff, as well as the Santa Monica Community College District (SMCCD), the Lead Agency for this Project. Additionally, the intersections evaluated herein were selected for analysis based on comments received by the Lead Agency through the California Environmental Quality Act (CEQA) Notice of Preparation (NOP) process. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

¹ 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

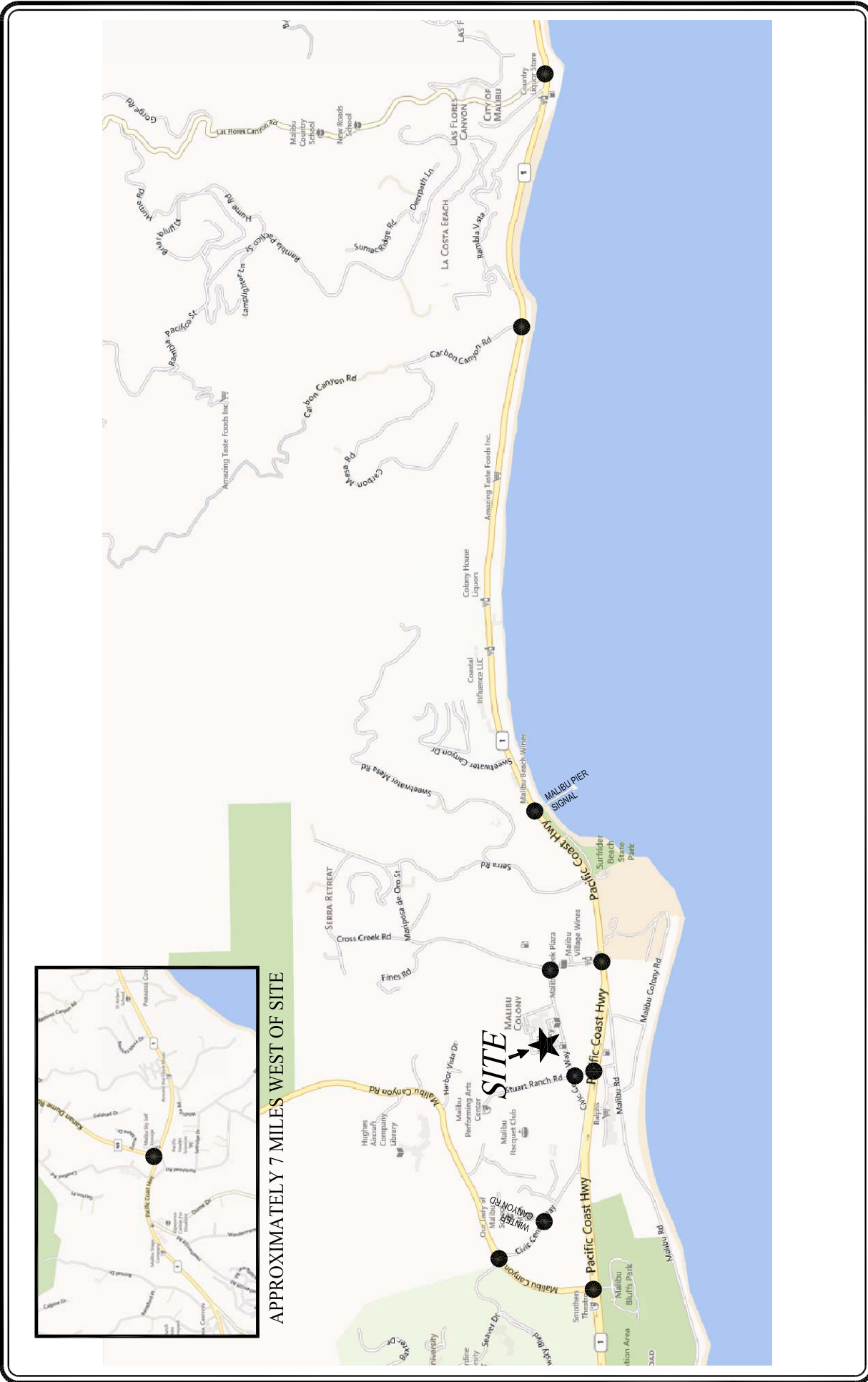


FIGURE 1-1
VICINITY MAP

The Level of Service calculations have been prepared for the following scenarios:

- (a) Existing (Base Study Year 2014) Conditions.
- (b) Existing With Project Conditions.
- (c) Opening Year Cumulative (Year 2017) Pre-Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (d) Opening Year With Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (e) Future Cumulative (Build out Year 2030) Pre- Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (f) Future Cumulative With Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.

1.1 Study Area

Through coordination with City staff, eleven study intersections have been identified for evaluation during the weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM), as well as the Saturday mid-day peak hours (11:00 to 1:00 PM). The eleven study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 5.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure I-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the project site;
- b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed project peak hour vehicle trip generation, input from City staff, the anticipated distribution of project vehicular trips, and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed project site is located at 23525 Civic Center Way within the existing Los Angeles County Civic Center Complex in the City of Malibu, California. The project site is bounded by open space/vacant land to the north and west, Civic Center Way to the south, and the existing Civic Center Complex uses to the east. The project site location and general vicinity are displayed in *Figure 1-1*.

2.2 Existing Project Site

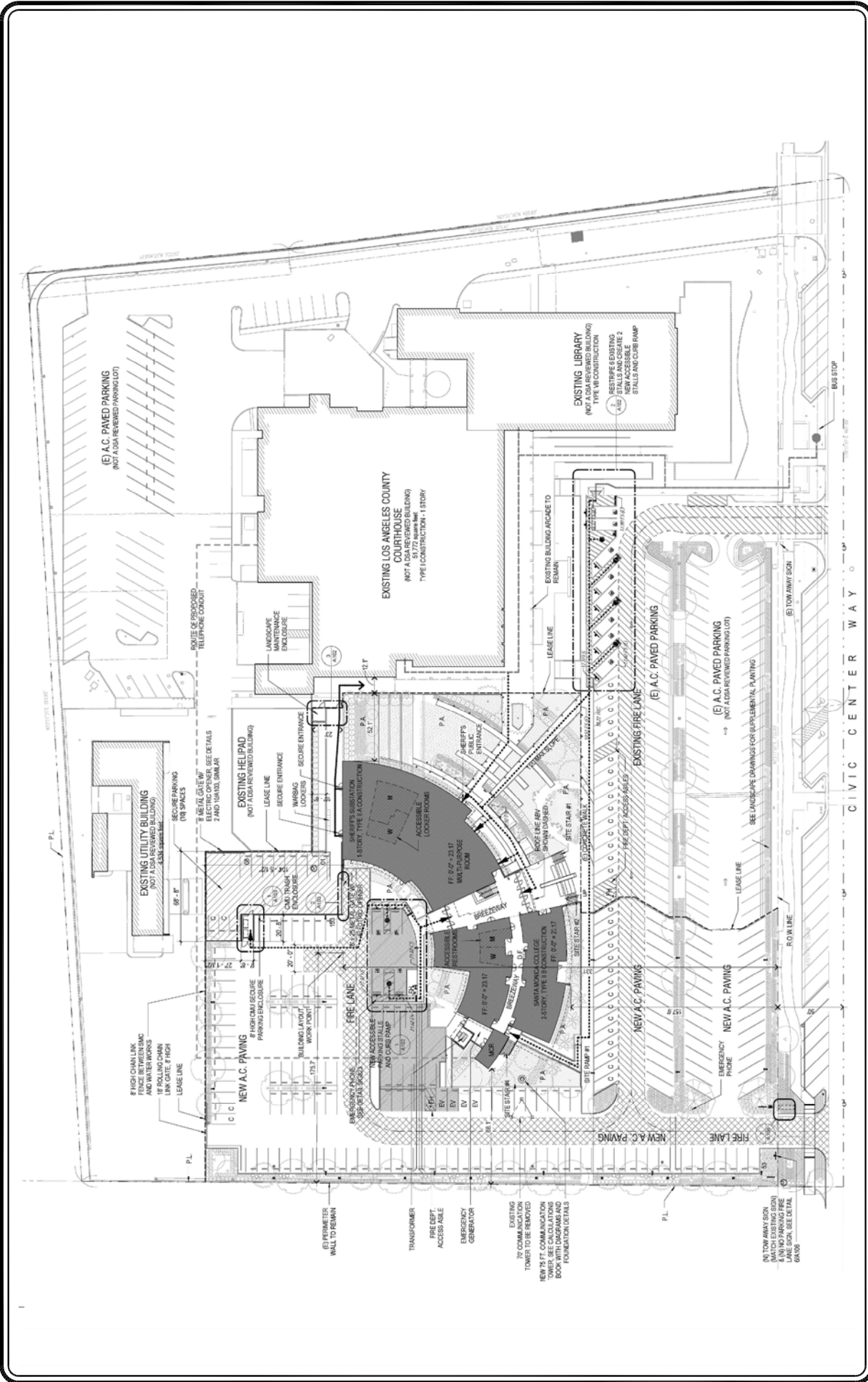
The project site consists of approximately 128,500 square-foot ground lease area within the 9.18-acre Los Angeles County Civic Center Complex. Other existing uses within the complex include the Superior Court operations, the renovated County library, and a helipad. The project site is on the site of the former Los Angeles County Sheriff's Station building, which was decommissioned in the early 1990s. The former Sheriff's Station building will be removed for the project development.

2.3 Proposed Project Description

The project applicant seeks to construct an educational instructional facility as a satellite campus for the Santa Monica Community College, as well as a new Los Angeles County Sheriff's substation to serve the Malibu community. The former Sheriff's Station building will be demolished for the new construction of a two-story 25,310 square-foot building with an approximate 19,670 square foot educational facility and an approximate 5,640 square foot Community Sheriff's substation and Emergency Operations and Planning Center on the ground floor.

The proposed SMC Malibu Satellite Campus will consist of five classrooms and lab space, a multi-purpose community room which can also be converted into an Emergency Operations Center (EOC), a computer lab, an interpretative center, and administrative office space. At peak times, the proposed satellite campus will accommodate up to 210 (full-time equivalent) students and up to 12 faculty and staff members. The proposed educational facility is planned to open for classes in Fall of year 2017. The proposed project site plan is illustrated in *Figure 2-1*.

As shown in *Figure 2-1*, a total of 189 parking spaces are planned in the project's ground lease boundary area within the Civic Center Complex. Vehicular access to the site will be provided via two driveways on Civic Center Way. Further discussion of the proposed project site access and circulation schemes is provided in Section 3.0.



**FIGURE 2-1
SITE PLAN**

MAP SOURCE: QUATRO

NOT TO SCALE



3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the SMC Malibu Satellite Campus project is displayed in *Figure 2-1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Vehicular Project Site Access

Vehicular access to the existing Civic Center complex is currently provided via four driveways on Civic Center Way. The most easterly driveway on Civic Center Way serves the rear (north) parking area behind the Court facilities and will therefore not serve parking for the SMC Malibu Satellite Campus project. The next driveway to the west serves as the easterly entrance/exit for the surface public parking area located in the front (south) side of the Court and existing Sheriff's Station building. No changes are proposed to this driveway in conjunction with the project.

To the west, there are currently two driveways along Civic Center Way: one driveway serves the rear parking area behind the existing Sheriff's Station building and the second serves as the westerly entrance/exit for the public parking area in front of the complex. The project proposes to consolidate the two westerly driveways into a single driveway for entry/exit. The benefits of this proposed consolidation are: 1) eliminates the potential vehicular conflicts related to the current side-by-side configuration of the two existing driveways, and 2) allows for the reconfiguration of the Civic Center public parking area, thereby increasing the number of parking spaces provided. The project site plan provided in *Figure 2-1* reflects the proposed consolidation of the two existing westerly driveways and modification to the front parking area.

3.2 Pedestrian Access

3.2.1 *Project Site Pedestrian Access*

The project will be designed to encourage pedestrian activity and walking as a transportation mode². As indicated in *Figure 2-1*, the proposed project will connect to adjacent sidewalks to promote walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport.³

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus transit stops (serving Metro Line 534), as well as other amenities along Civic Center Way including commercial uses that may be patronized by users of the proposed project.

² For example, refer to <http://www.walkscore.com/>, which generates a walkability score of approximately 92 (Walker's Paradise) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

³ Chapter 4 of the *Pedestrian Network Planning and Facilities Design Guide*, Government of New Zealand, from the www.ltsa.govt.nz website.

4.0 PROJECT PARKING

This section summarizes the review of the existing and future parking conditions at the SMC Malibu satellite campus and the overall Civic Center Complex for the weekday conditions. The following sections provide a review of the following:

- A review of the proposed site-wide parking supply;
- Off-street parking requirements applicable to the project site pursuant to the City of Malibu Municipal Code;
- A review of the observed parking demand at other junior/community colleges (e.g., as summarized in the Institute of Transportation Engineers [ITE] *Parking Generation* publication⁴);
- A review of the observed parking demand at other SMC campuses;
- A summary of the existing parking utilization surveys conducted at the Civic Center Complex following the re-opening of the Malibu library;
- A forecast of peak parking demand for the project site utilizing the shared parking analysis methodologies (i.e., which account for the changes in parking demand that occur based on time of day for the existing Civic Center Complex uses to remain and the proposed SMC educational facility and Sheriff's substation) and;
- A conclusion regarding adequacy of the proposed parking supply to accommodate the forecast future peak parking demand.

4.1 Proposed Project Parking Supply

A total of 189 parking spaces are planned to be provided in the project's ground lease area within the Civic Center Complex following construction of the proposed SMC Malibu Satellite Campus project. As shown in *Figure 2-1*, 71 spaces (15 compact and 56 standard stalls) are planned in the front surface lot and 118 spaces are planned in the surface lot to the west (side yard) and rear of the building (i.e., north of the building). The remaining front parking lot outside of the project's ground lease area is currently striped for another 110 parking spaces. Thus, in total, 299 parking spaces are planned within the project's ground lease area and the remaining portion of the front parking lot outside the lease area.

In addition to these off-street parking spaces, another 72 on-street angled parking spaces are currently provided along the property frontage on Civic Center Way (29 spaces along the north side of Civic Center Way and 43 spaces along the south side of Civic Center Way). When accounting for the on-street spaces, a total of 371 spaces are available to be shared between the proposed project and other uses at the Civic Center Complex.

⁴ Institute of Transportation Engineers *Parking Generation* manual, 4th Edition, Washington D.C., 2010.

It should be noted that the surface parking lot located at the northeastern portion of the Civic Center Complex site is not included in this parking analysis as those spaces are not located within the project's lease area and will not be directly shared with the SMC Malibu Satellite Campus project as they are assumed to be dedicated for use by the Court facilities only.

4.2 City of Malibu Code Parking Requirements

In accordance with City of Malibu Municipal Code off-street parking requirements, 189 parking spaces are required for the proposed SMC Malibu satellite campus project. The City of Malibu requirements for educational land uses are set forth in Chapter 17 (see Section 17.48.030, Specific Parking Requirements) of the Municipal Zoning Code. As indicated in the Municipal Zoning Code, the following Code parking requirements are applicable to the proposed project land use components:

- College/University
0.85 spaces for each full-time equivalent (FTE), less the number of spaces provided to serve on-campus housing facilities (if any).
- Sheriff's Substation
1.0 space for each employee but not less than two spaces total

Based on the Code parking requirements for the above land use components and the anticipated full-time equivalent of 210 students and 10 employees assumed for the sheriff's substation , a total of 189 spaces is required for the proposed project as shown in the following calculations:

- College: $210 \text{ FTE} \times 0.85 \text{ spaces/FTE} = 179 \text{ spaces}$
- Sheriff's Substation: $10 \text{ employees} \times 1.0 \text{ space/employee} = 10 \text{ spaces}$

Total City Code Required Project Parking = 189 spaces

Thus, direct application of Municipal Code requirements for 189 parking spaces to the proposed parking supply of 189 spaces (within the project's ground lease area) would result in a code compliant project. In addition to this review of Municipal Code parking requirements for the project, a review of the ITE parking ratios and empirical parking data of existing SMC campus facilities is provided for comparison purposes.

4.3 Parking Demand Based on ITE Parking Rate for Junior/Community Colleges

In addition to reviewing Code parking requirements, the average peak parking demand junior/community colleges can be estimated using parking demand ratios published in the ITE *Parking Generation*, 4th Edition, 2010. The ITE *Parking Generation* manual contains parking demand ratios for a variety of land uses (including office buildings, shopping centers, universities, etc.), which have been derived based on parking counts conducted at existing sites. When utilizing the ITE manual, the forecast peak parking demand for the proposed junior/community college can be calculated based upon ratios per 1,000 square feet of gross floor area. More specifically,

the ITE Land Use Code 540 (Junior/Community College) peak parking demand ratio was used to forecast the peak parking demand expected for the proposed project. It is noted that the ITE junior/community college database consisted of all suburban sites with the exception of two urban sites for junior/community colleges throughout the United States. Parking demand rates at the two urban sites were similar to those of the suburban sites and, therefore, the data were combined and analyzed together. Transit services were available within three blocks of all except two suburban sites that did not provide transit information.

The ITE Land Use Code 540 peak period parking demand ratio for junior/community colleges is 4.8 parking spaces per 1,000 square feet of gross floor area. As no specific studies and corresponding parking ratios were provided in the ITE *Parking Generation* manual for sheriff's substation land use types, the Code parking requirement of 10 spaces for the sheriff's substation was included. Application of the ITE published parking demand ratio to the proposed 19,670 square-foot educational facility project plus the addition of the Code parking requirement for the sheriff's substation yield an average peak parking demand of 104 spaces:

- College: $19,670 \text{ s.f.} \times 4.8 \text{ spaces}/1,000 \text{ s.f.} = 94 \text{ spaces}$
- Sheriff's Substation: $10 \text{ employees} \times 1.0 \text{ space}/\text{employee} = 100 \text{ spaces}$

Total Forecast Project Parking Per ITE *Parking Generation* = 104 spaces

Thus, based on the parking ratios provided in the ITE *Parking Generation* manual, the project will provide adequate on-site parking. Further, it is noted that the City's Municipal Code results in a parking supply for the project that is greater than what is forecast based on the ITE *Parking Generation* ratios. Thus, it is concluded that the Municipal Code parking requirements result in a sufficiently conservative, "worst case" supply of parking for the project.

4.4 Empirical Parking Demand Studies of Existing SMC Campuses

A review was conducted of the parking demand ratios previously derived from parking demand surveys conducted at existing SMC campuses and associated parking facilities as part of the SMC Career & Educational Facilities Master Plan 2010 Update. The review was conducted to verify adequacy of the parking to be provided at the project under the City's Municipal Code. Specifically, the empirical parking demand ratios were derived from the weekday parking utilization surveys conducted at other SMC campuses (i.e., Main Campus, Academy of Entertainment and Technology Campus, Olympic Shuttle Lot, and the Performing Arts Center Campus). The parking surveys were conducted on an hourly basis from 7:00 AM to 11:00 PM for two mid-week days in October 2008.

The parking utilization data were compiled to develop SMC-specific peak parking demand ratio. The empirical peak parking demand ratio, developed based on existing parking characteristics observed at the SMC campuses, was calculated to be 3.37 parking spaces per 1,000 square feet of gross building floor area. The observed parking demand at existing SMC campuses is less than the ITE *Parking Generation* manual ratio of 4.8 parking spaces per 1,000 square feet of

gross building floor area. Thus, this is further indication that the supply of parking proposed at the project is adequate.

4.5 Existing Site Parking Demand for Civic Center Complex

A portion of the project's parking supply within the ground lease area is contiguous to the public parking spaces for the existing Los Angeles County Superior Court and Malibu Library facilities. Thus, a parking analysis was prepared to demonstrate that under a conservative "worst case" condition whereby the SMC Malibu Satellite Campus were at peak activity throughout the day, there would be sufficient parking supply to accommodate the parking demand attributed to the Court facilities and library.

Parking utilization surveys were conducted at the existing Civic Center Complex on-site surface parking areas and on-street parking adjacent to the property frontage on Civic Center Way as shown in *Appendix A* (refer to *Appendix Figure A-1* for the parking survey areas). The purpose of the parking utilization analysis is to determine existing utilization of the public "front" parking area of the Civic Center, which at the time was being used by persons associated with the Los Angeles County Superior Court and Malibu Library facilities. Based on this data, an assessment can be prepared as to whether there will be sufficient parking at the Civic Center Complex to accommodate existing parking demand, as well as the forecast future parking demand associated with the proposed SMC Malibu Satellite Campus and new Sheriff's Substation. It should be noted that the Los Angeles Superior Court has since closed their Malibu court operations and the court building is currently vacant.

The on-site parking utilization surveys at the front Civic Center parking area were conducted by a traffic count subconsultant (The Traffic Solution). The parking area currently has a total parking supply of 157 spaces. In addition, a total of 72 on-street parking spaces are currently provided on Civic Center Way along the property frontage (29 spaces along the north side of Civic Center Way and 43 spaces along the south side of Civic Center Way). The parking surveys were conducted in 15-minute increments from 8:00 AM to 5:00 PM for five consecutive weekdays, beginning on Monday, June 11, 2012 to Friday, June 15, 2012. Note that the parking surveys occurred after the remodeling and re-opening of the Malibu Library at the Civic Center Complex.

Appendix A contains the existing parking demand observed at Civic Center Complex for five consecutive weekday conditions (refer to *Appendix Tables A-1* to *A-5*). It should be noted that the parking occupancy count for the on-street parked vehicles were tracked separately and included in the overall parking demand for the site. As shown in *Appendix A*, the Civic Center Complex was observed to experience its peak weekday parking demand as follows for each weekday:

- Monday – 76 occupied spaces (40 on-site spaces, 36 on-street spaces) at 2:45 PM
- Tuesday – 97 occupied spaces (87 on-site spaces, 10 on-street spaces) at 10:15 AM
- Wednesday – 98 occupied spaces (72 on-site spaces, 26 on-street spaces) at 11:15 AM

- Thursday – 92 occupied spaces (54 on-site spaces, 38 on-street spaces) at 2:00 PM
- Friday – 96 occupied spaces (86 on-site spaces, 10 on-street spaces) at 9:45 AM

The existing peak parking demand for the Civic Center Complex was observed to occur on Wednesday at 11:15 AM and 2:15 PM, whereby a total of 98 parking spaces were observed to be utilized (42.8% of the 229 on-site and on-street spaces available). This analysis assumes that vehicles parked on-street along the property frontage were patrons of the Civic Center Complex and not outside users (i.e., tourists, visitors to the Legacy Park, etc.). When accounting for only the on-site parking demand at the Civic Center Complex, the peak parking demand was observed to occur on Friday morning at 9:15 AM, whereby a total of 88 on-site spaces were observed to be utilized (56.1% of the 157 on-site spaces available).

4.6 Shared Parking Demand Analysis

The parking demand analysis was prepared to determine whether the site-wide parking supply at the Civic Center Complex would accommodate the peak parking demand following the completion and occupancy of the SMC Malibu satellite campus project.

Parking demand for the proposed SMC Malibu Satellite Campus was determined based on direct application of the Code parking requirement of 189 spaces (i.e., 179 spaces for the educational facility and 10 spaces for the sheriff's substation) for a conservative analysis. As previously noted, the actual parking demand for the educational facility may be lower when calculated based on the ITE parking rate (i.e., peak demand of 104 spaces). The weekday parking demand analyses for the proposed SMC Malibu Satellite Campus project and the existing uses at the Civic Center Complex are summarized in **Tables 4-1** and **4-2**. *Table 4-1* provides a parking demand forecast for the 299 on-site parking spaces comprising the 189 parking spaces in the ground lease area, plus the additional 110 parking spaces provided in the public parking area contiguous to the ground lease area. *Table 4-2* provides a parking demand forecast for the 371 available on-site and on-street parking spaces comprising the 189 parking spaces in the ground lease area, the 110 parking spaces provided in the public parking area contiguous to the ground lease area, as well as the 72 on-street parking spaces on Civic Center Way adjacent to the Civic Center frontage. A Saturday parking analysis was not conducted as the Los Angeles County Superior Court facility is not in operation during the weekend time period, and thus there are no parking demand constraints related to this use.

As shown in *Table 4-1*, a peak site-wide parking demand of 277 parking spaces is forecast on-site on a Friday at 9:15 a.m. Based on the 299 available parking spaces, a surplus of 22 spaces is forecast. When considering both on-site and on-street parking, *Table 4-2* shows a peak parking demand for 287 spaces is forecast to occur on Wednesday at 11:15 a.m. and 2:15 p.m. Based on a comparison of the site-wide parking supply of 371 spaces (299 on-site spaces and 72 on-street spaces) and the forecast peak parking demand of 287 spaces, it is concluded that the proposed parking supply is sufficient to meet the projected site-wide peak parking demand. This would result in a parking surplus of 84 spaces during the peak parking conditions. It should be noted that during other time periods of the day and other days of the week, a greater parking surplus (i.e., more than 84 spaces) is expected for the proposed project. While the on-street parking

Table 4-1
PEAK WEEKDAY SHARED PARKING DEMAND ANALYSIS
ON-SITE PARKING

Land Use	Existing Civic Center Complex June 2012 [3]	SMC Educational Facility (Proposed)	Sheriff's Substation (Proposed)	Total Forecast Parking Demand at Civic Center Complex (incl. SMC Malibu Satellite Campus)	Comparison with Total Proposed Parking Supply [5] 299 Spaces
Size [1] Peak Pkg Rate [2] Gross Spaces		210.00 FTE 0.85 /FTE [4] 179.00 Spc.	10.00 emp. 1.00 /emp. 10.00 Spc.		
Time of Day	Observed 15-Min. Parking Demand	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
8:00 - 8:15 AM	19	179	10	208	91
8:15 - 8:30 AM	38	179	10	227	72
8:30 - 8:45 AM	57	179	10	246	53
8:45 - 9:00 AM	65	179	10	254	45
9:00 - 9:15 AM	84	179	10	273	26
9:15 - 9:30 AM	88	179	10	277	22
9:30 - 9:45 AM	83	179	10	272	27
9:45 - 10:00 AM	86	179	10	275	24
10:00 - 10:15 AM	80	179	10	269	30
10:15 - 10:30 AM	73	179	10	262	37
10:30 - 10:45 AM	65	179	10	254	45
10:45 - 11:00 AM	57	179	10	246	53
11:00 - 11:15 AM	51	179	10	240	59
11:15 - 11:30 AM	45	179	10	234	65
11:30 - 11:45 AM	48	179	10	237	62
11:45 - 12:00 PM	46	179	10	235	64
12:00 - 12:15 PM	35	179	10	224	75
12:15 - 12:30 PM	36	179	10	225	74
12:30 - 12:45 PM	32	179	10	221	78
12:45 - 1:00 PM	35	179	10	224	75
1:00 - 1:15 PM	33	179	10	222	77
1:15 - 1:30 PM	36	179	10	225	74
1:30 - 1:45 PM	42	179	10	231	68
1:45 - 2:00 PM	37	179	10	226	73
2:00 - 2:15 PM	33	179	10	222	77
2:15 - 2:30 PM	34	179	10	223	76
2:30 - 2:45 PM	34	179	10	223	76
2:45 - 3:00 PM	32	179	10	221	78
3:00 - 3:15 PM	28	179	10	217	82
3:15 - 3:30 PM	38	179	10	227	72
3:30 - 3:45 PM	33	179	10	222	77
3:45 - 4:00 PM	28	179	10	217	82
4:00 - 4:15 PM	21	179	10	210	89
4:15 - 4:30 PM	20	179	10	209	90
4:30 - 4:45 PM	22	179	10	211	88
4:45 - 5:00 PM	19	179	10	208	91

Notes:

[1] The proposed 25,310 sf educational facility will accommodate up to 210 full-time equivalent students and will include a 5,640 sf Sheriff's Substation on the ground floor.

[2] The peak parking rates for all land uses based on the City of Malibu Municipal Code.

[3] Based on the existing observed peak weekday (i.e., Friday, June 15, 2012) of the five-day parking utilization surveys conducted by The Traffic Solution on Monday, June 11, 2012 through Friday, June 15, 2012.

[4] Parking rate based on FTE includes parking for all users: students, faculty/staff, etc.

[5] Parking supply consists of 299 on-site spaces.

Table 4-2
PEAK WEEKDAY SHARED PARKING DEMAND ANALYSIS
ON-SITE AND STREET PARKING

Land Use	Existing Civic Center Complex June 2012 [3]	SMC Educational Facility (Proposed)	Sheriff's Substation (Proposed)	Total Forecast Parking Demand at Civic Center Complex (incl. SMC Malibu Satellite Campus)	Comparison with Total Proposed Parking Supply [5] 371 Spaces
Size [1] Peak Pkg Rate [2] Gross Spaces		210.00 FTE 0.85 /FTE [4] 179.00 Spc.	10.00 emp. 1.00 /emp. 10.00 Spc.		
Time of Day	Observed 15-Min. Parking Demand	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
8:00 - 8:15 AM	30	179	10	219	152
8:15 - 8:30 AM	41	179	10	230	141
8:30 - 8:45 AM	51	179	10	240	131
8:45 - 9:00 AM	63	179	10	252	119
9:00 - 9:15 AM	70	179	10	259	112
9:15 - 9:30 AM	80	179	10	269	102
9:30 - 9:45 AM	79	179	10	268	103
9:45 - 10:00 AM	81	179	10	270	101
10:00 - 10:15 AM	94	179	10	283	88
10:15 - 10:30 AM	92	179	10	281	90
10:30 - 10:45 AM	86	179	10	275	96
10:45 - 11:00 AM	85	179	10	274	97
11:00 - 11:15 AM	89	179	10	278	93
11:15 - 11:30 AM	98	179	10	287	84
11:30 - 11:45 AM	93	179	10	282	89
11:45 - 12:00 PM	82	179	10	271	100
12:00 - 12:15 PM	77	179	10	266	105
12:15 - 12:30 PM	72	179	10	261	110
12:30 - 12:45 PM	72	179	10	261	110
12:45 - 1:00 PM	74	179	10	263	108
1:00 - 1:15 PM	86	179	10	275	96
1:15 - 1:30 PM	87	179	10	276	95
1:30 - 1:45 PM	93	179	10	282	89
1:45 - 2:00 PM	97	179	10	286	85
2:00 - 2:15 PM	96	179	10	285	86
2:15 - 2:30 PM	98	179	10	287	84
2:30 - 2:45 PM	87	179	10	276	95
2:45 - 3:00 PM	81	179	10	270	101
3:00 - 3:15 PM	75	179	10	264	107
3:15 - 3:30 PM	66	179	10	255	116
3:30 - 3:45 PM	70	179	10	259	112
3:45 - 4:00 PM	73	179	10	262	109
4:00 - 4:15 PM	58	179	10	247	124
4:15 - 4:30 PM	57	179	10	246	125
4:30 - 4:45 PM	57	179	10	246	125
4:45 - 5:00 PM	54	179	10	243	128

Notes:

[1] The proposed 25,310 sf educational facility will accommodate up to 210 full-time equivalent students and will include a 5,640 sf Sheriff's Substation on the ground floor.

[2] The peak parking rates for all land uses based on the City of Malibu Municipal Code.

[3] Based on the existing observed peak weekday (i.e., Wednesday, June 13, 2012) of the five-day parking utilization surveys conducted by The Traffic Solution on Monday, June 11, 2012 through Friday, June 15, 2012.

[4] Parking rate based on FTE includes parking for all users: students, faculty/staff, etc.

[5] Parking supply consists of 299 on-site spaces and 72 parking spaces along both sides of Civic Center Way adjacent to the site.

spaces along the property frontage were assumed to be available in the future for use by the Civic Center Complex, it is also recognized that should these spaces be made unavailable, the proposed on-site parking supply of 299 spaces will still be sufficient to accommodate the future peak site-wide parking demand.

5.0 EXISTING STREET SYSTEM

5.1 Local Street System

Immediate access to the project site is provided via Cross Creek Road and Civic Center Way. The following eleven study intersections were selected in consultation with staff from the City of Malibu Planning and Public Works Departments in order to determine potential impacts related to the proposed project:

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

Nine of the eleven study intersections selected for analysis are presently controlled by traffic signals. The remaining two study intersections, Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way, are presently all-way stop controlled intersections. The existing lane configurations at the eleven study intersections are displayed in *Figure 5-1*.

5.2 Roadway Descriptions

A brief description of the important roadways in the project vicinity is provided in the following paragraphs.

Pacific Coast Highway (SR-1) is an east-west oriented roadway that is located south of the project site. 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 in the project vicinity. 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

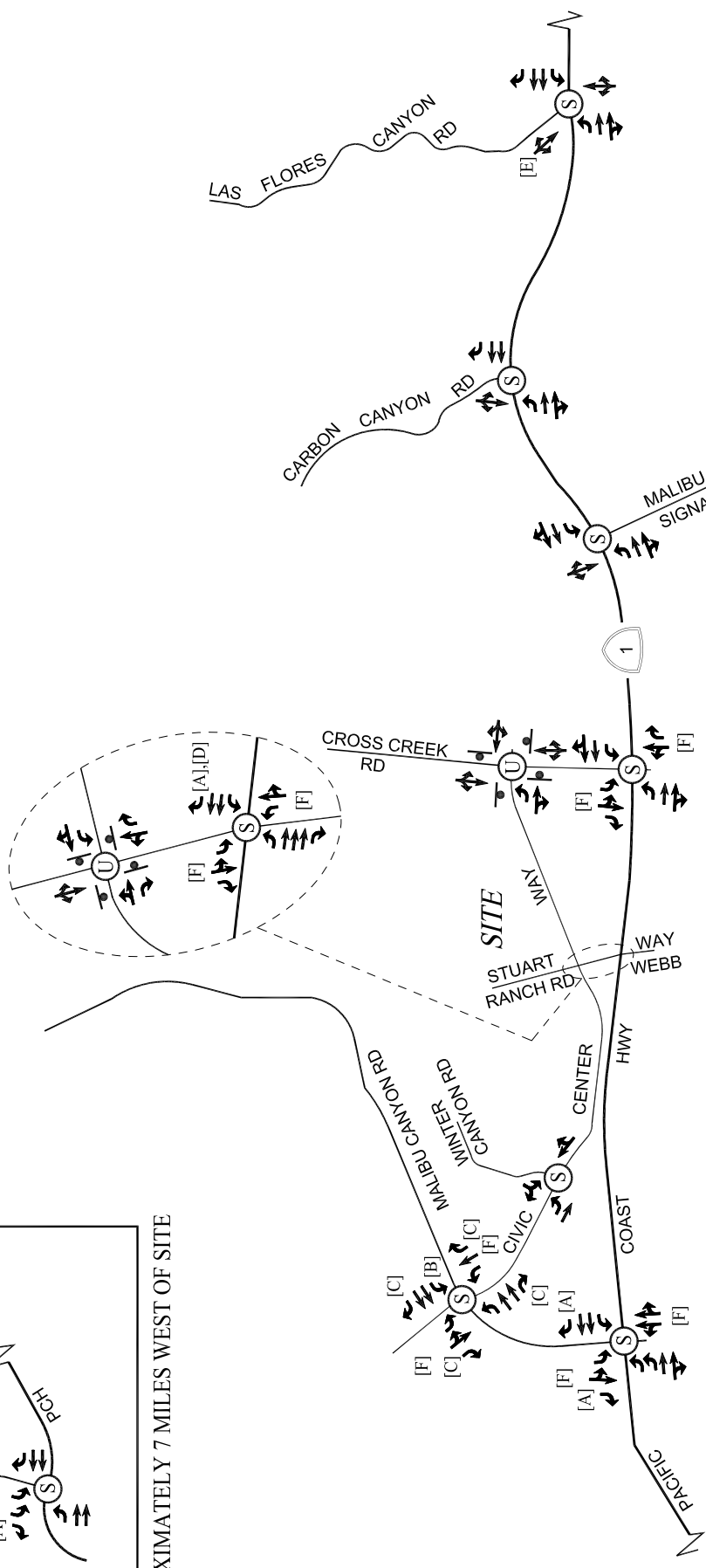
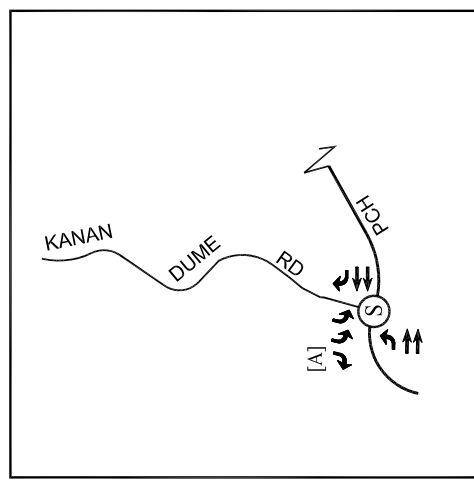


FIGURE 5-1
EXISTING LANE CONFIGURATIONS

SMC MALIBU SATELLITE CAMPUS PROJECT

SIGNALIZED INTERSECTION
 UNSIGNALIZED INTERSECTION
 STOP SIGN
 NOT TO SCALE

[A] OVERLAPPING RIGHT-TURN
 [B] NO LEFT-TURN 6-9 AM M-F
 [C] FREE-FLOW MOVEMENT
 [D] NO RIGHT-TURN ON RED 4-7 PM M-F
 [E] NO RIGHT-TURN ON RED
 [F] SPLIT PHASE

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provided in both directions at major intersections in the project 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 Carbon Canyon Road and Webb Way. Curbside parking is generally prohibited on both sides of Pacific Coast Highway in the project vicinity. 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.

Civic Center Way is an east-west oriented roadway that borders the project site to the south. 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 in the project vicinity. 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. Parking is generally prohibited along both sides of Civic Center Way west of Webb Way, while there are off-road and curb parking accommodated east of Webb Way. Civic Center Way is posted for a speed limit of 40 miles per hour.

Kanan Dume Road is a north-south oriented roadway that is located approximately seven miles west of the project site. 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, except near the Pacific Coast Highway intersection, where there is only one lane 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. Parking is allowed along both sides of Kanan Dume Road. Kanan Dume Road is posted for a speed limit of 50 miles per hour within the study area near Pacific Coast Highway.

Malibu Canyon Road is a north-south oriented roadway that is located west of the project site. 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, while two through travel lanes are provided 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. Parking is prohibited along both sides Malibu Canyon Road. Malibu Canyon Road is posted for a speed limit of 45 miles per hour within the 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. 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 in the project vicinity. Parking is prohibited along both sides of Webb Way. 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 vicinity, 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 borders the project site to the east. 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 in the project vicinity. Parking is allowed along both sides of Cross Creek Road near the project site. 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 in the study area.

Carbon Canyon Road is a north-south oriented roadway that is located east of the project site. Carbon Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. Curb parking is generally provided along west side of Carbon Canyon Road in the project vicinity. Carbon Canyon Road is posted for a speed limit of 30 miles per hour within the study area.

Las Flores Canyon Road is a north-south oriented roadway that is located east of the project site. Las Flores Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. Curb parking is prohibited along both sides of Las Flores Canyon Road in the project vicinity due to right-of-way constraints, but angled, off-street parking is allowed. Las Flores Canyon Road is posted for a speed limit of 25 miles per hour within the study area.

5.3 Existing Public Bus Transit Services

Public bus transit service within the vicinity of the proposed SMC Malibu Satellite Campus project is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro). A summary of the existing transit routes, including the destinations and number of buses during the weekday AM, weekday PM, and Saturday mid-day peak hours is presented in **Table 5-1**. The existing public transit routes in the project vicinity are illustrated in **Figure 5-2**. The nearest bus stop to the site is located at the northwest corner of Webb Way/Civic Center Way intersection for Metro Route 534. Metro Route 534 provides a significant means of transportation for much of the working population of the City of Malibu.

5.4 Existing Bicycle Routes

Bicycle access is currently provided in the western portion of the City of Malibu, primarily along Pacific Coast Highway.

Table 5-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR			
			DIR	AM	PM	SAT MID-DAY
Metro Line 534	Los Angeles to Malibu via Santa Monica	Pacific Coast Highway, Las Flores Canyon Road, Cross Creek Road, Civic Center Way, Stuart Ranch Road, Webb Way, Malibu Canyon Road	EB	3	4	2
			WB	4	2	2
Total				7	6	4

[1] Source: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2014.

CASTELLAMMARE

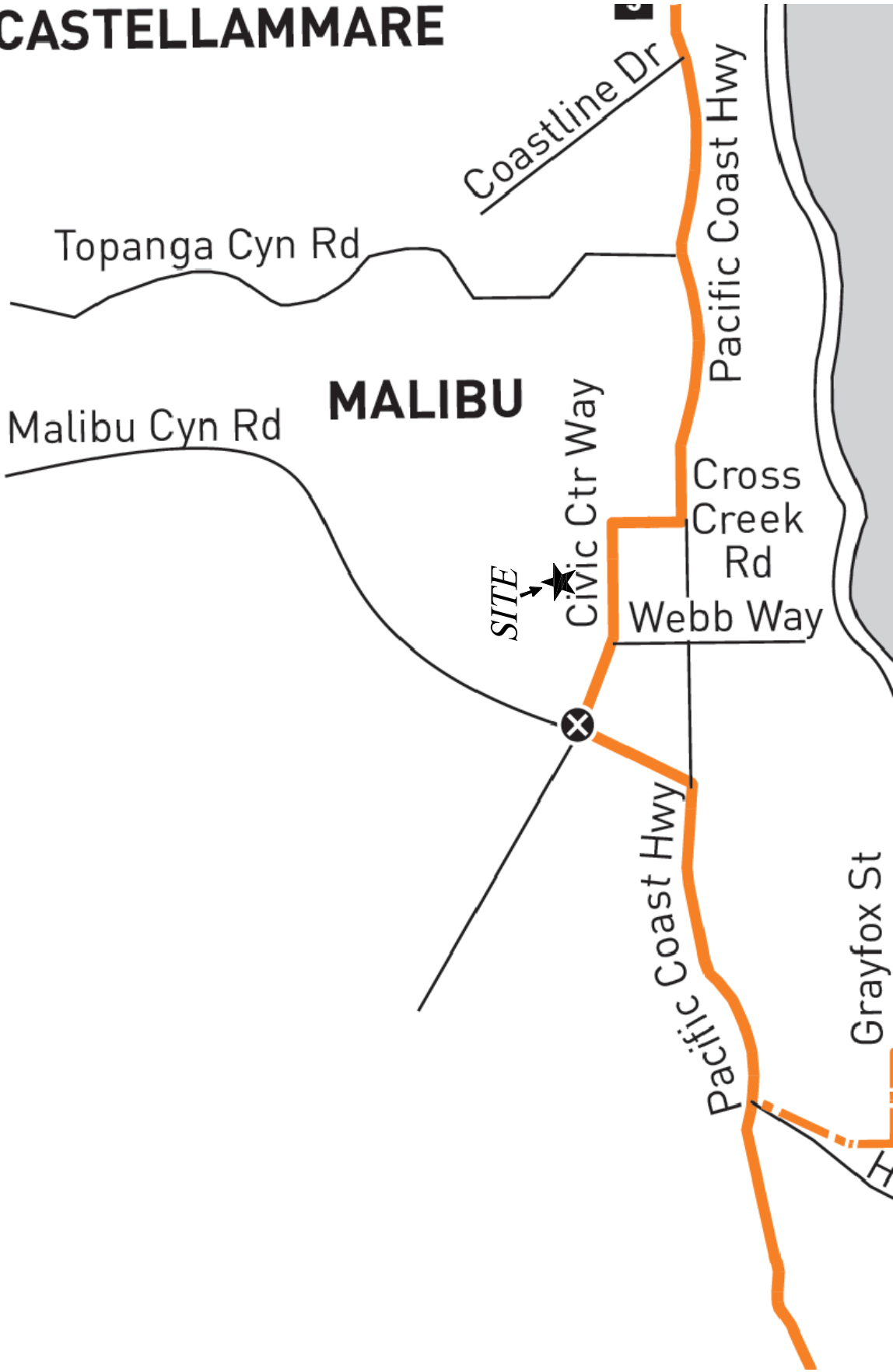


FIGURE 5-2
EXISTING PUBLIC TRANSIT ROUTES

SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY



NOT TO SCALE

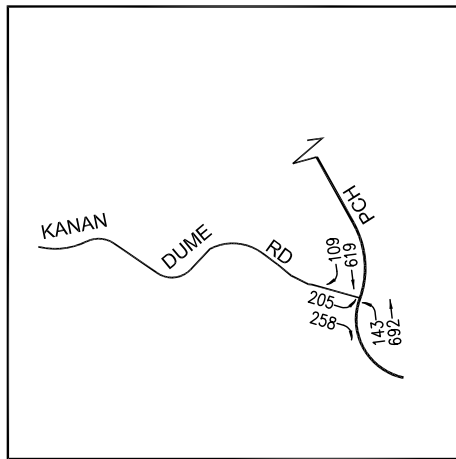
6.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements conducted in July 2012 were provided by the City of Malibu at each of the eleven study intersections during the weekday morning and afternoon commuter periods and during a weekend day (i.e., Saturday) mid-day period to determine the peak hour traffic volumes. Traffic volumes at the study intersections show the typical peak periods between 7:00 and 9:00 AM generally associated with the peak morning commuter hours, 4:00 and 6:00 PM generally associated with the afternoon commuter hours, and from 11:00 AM to 1:00 PM to determine the Saturday mid-day peak hour. These time periods generally correlate with peak commuter hours in the Los Angeles Basin area, including the City of Malibu. Note that in order to reflect existing (Base Study Year 2014) conditions, these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014. In conjunction with the vehicular turning movement counts, pedestrian and bicycle counts were conducted at each intersection. The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in **Table 6-1**. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours and weekend mid-day peak hour are shown in **Figures 6-1, 6-2, and 6-3**, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix B**.

Table 6-1
EXISTING 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)	07/12/2012 07/14/2012	NB	8:00	0	4:00	0	12:00	0
			SB		449		349		870
			EB		811		1,316		1,330
			WB		707		1,253		1,393
2	Malibu Canyon Road/ Civic Center Way	07/12/2012 07/14/2012	NB	7:45	248	4:45	583	11:45	347
			SB		1,389		694		1,027
			EB		46		374		87
			WB		316		661		228
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	8:00	17	4:45	30	12:00	97
			SB		1,187		517		757
			EB		1,027		1,467		1,489
			WB		778		1,504		1,495
4	Winter Canyon Road/ Civic Center Way	07/12/2012 07/14/2012	NB	8:00	0	5:00	0	12:00	0
			SB		22		26		10
			EB		66		320		275
			WB		305		663		230
5	Stuart Ranch Road-Webb Way/ Civic Center Way	07/12/2012 07/14/2012	NB	8:00	378	4:15	525	12:00	283
			SB		12		63		29
			EB		79		291		287
			WB		123		322		188
6	Webb Way/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	8:00	112	4:45	249	12:00	228
			SB		121		368		274
			EB		1,748		1,382		1,490
			WB		1,039		1,819		1,667
7	Cross Creek Road/ Civic Center Way	07/12/2012 07/14/2012	NB	8:00	129	4:15	256	12:00	234
			SB		64		106		65
			EB		84		163		233
			WB		3		4		1
8	Cross Creek Road/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	8:00	7	4:45	41	12:00	68
			SB		143		320		325
			EB		1,726		1,712		1,616
			WB		1,135		1,912		1,858
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	7:30	0	4:45	0	12:00	0
			SB		0		6		5
			EB		1,674		1,800		1,673
			WB		1,203		1,938		1,880
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	8:00	0	4:15	0	12:00	0
			SB		27		34		32
			EB		1,533		1,687		1,494
			WB		1,213		1,814		1,811
11	Las Flores Canyon Road/ Pacific Coast Highway (SR-1)	07/12/2012 07/14/2012	NB	7:45	1	4:30	26	12:00	34
			SB		76		66		77
			EB		1,558		1,757		1,496
			WB		1,227		1,844		1,815

[1] Counts conducted by City of Malibu



APPROXIMATELY 7 MILES WEST OF SITE

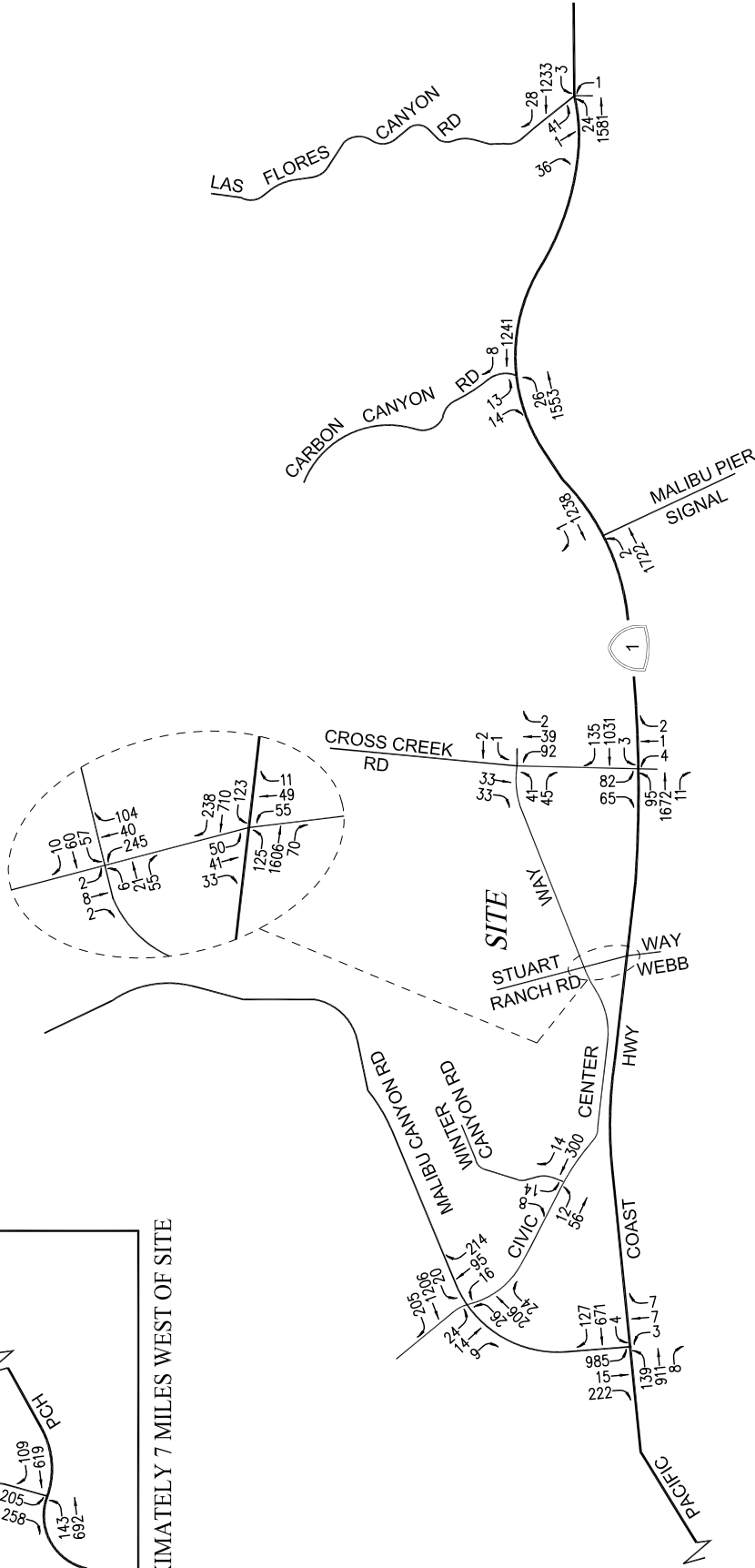


FIGURE 6-1
EXISTING TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers

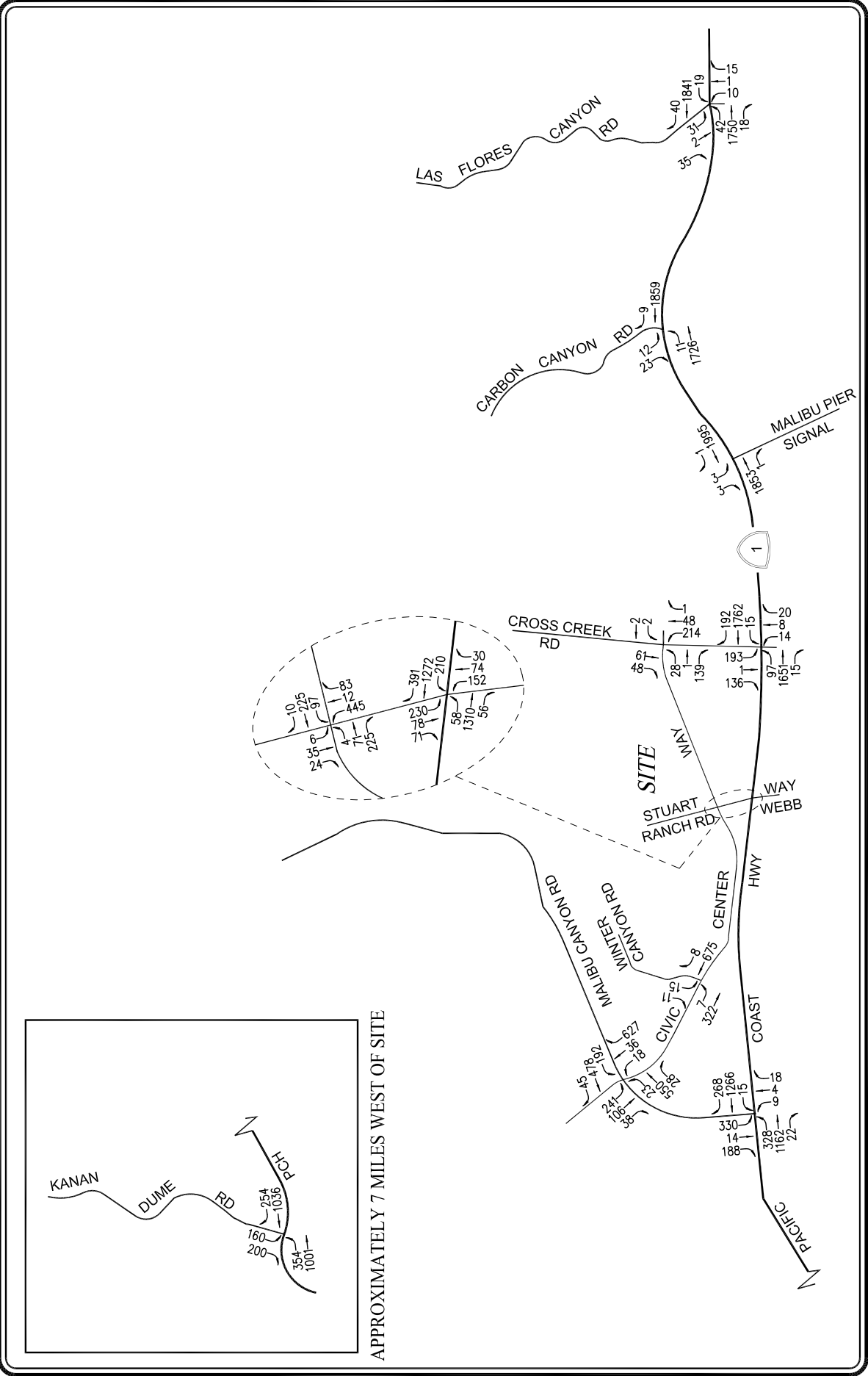
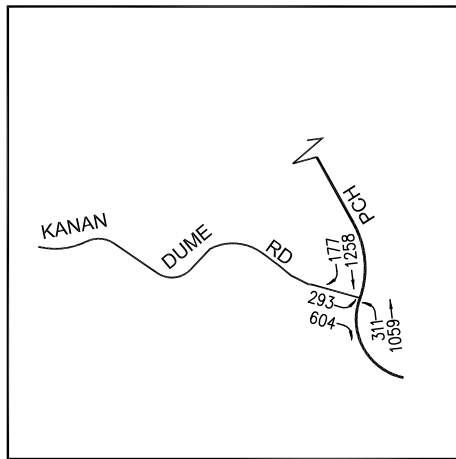
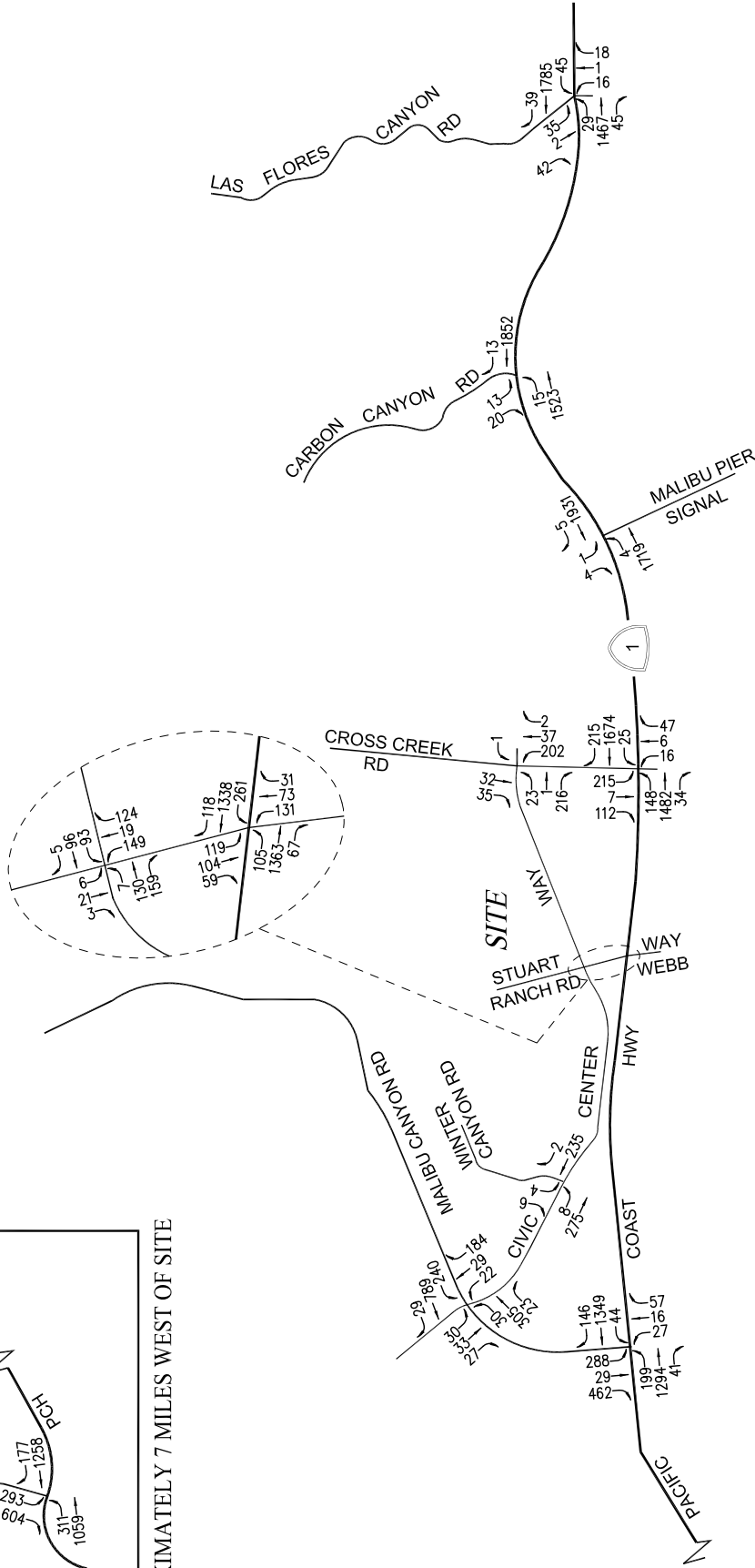


FIGURE 6-2
EXISTING TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
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APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

FIGURE 6-3
EXISTING TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

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7.0 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 provides 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.”

Accordingly, 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.

7.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project 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 project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information provided by 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 7-1**. The location of the related projects is shown in **Figure 7-1**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation* manual⁵. The related projects’ respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in **Table 7-1**. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in **Figures 7-2** and **7-3**, respectively. The related projects’ respective Saturday traffic generation for the mid-day peak hour, as well as on a daily basis, is also summarized in **Table 7-1**. The forecast assignment of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in **Figure 7-4**.

⁵ Institute of Transportation Engineers *Trip Generation* manual, 9th Edition, Washington, D.C., 2012.

Table 7-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT DATA SOURCE	PROJECT NAME/NUMBER ADDRESS/LOCATION	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]		TOTAL
				LAND-USE	SIZE		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	IN	OUT	
M1	Pending Response	[3]	Broad Beach Estates 30999 Pacific Coast Highway	Single-Family Residential 8 Two-Unit Duplex Multi-Sport Athletic Field	46 DU 16 DU 2 Fields	438	9	26	35	29	17	46	23	20	43		
M2	PA; UC	[4]	Trancas Country Market 30745 Pacific Coast Highway	Specialty Retail Quality Restaurant Office Pharmacy	25,728 GLSF	1,366	37	10	47	73	109	182	64	60	124		
M3	UPR	[5]	Sea Star Estates 6270-6398 Sea Star Drive	Single-Family Residential	5 DU	48	1	3	4	3	2	5	3	2	5		
M4	Appealed to CCC	[6]	Malibu High and Middle School Campus Improvements 30215 Morning View Drive	Administration Bldg.	35,315 SF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.		
M5	UPR	[7]	28811 Pacific Coast Highway	Single-Family Residential	3 DU	29	1	1	2	2	1	3	2	1	3		
M6	PA; PBC (County)	[8]	LA County Fire Station No. 71 28722 Pacific Coast Highway	Fire Station Addition	3,152 SF	35	4	1	5	1	4	5	1	0	1		
M7	PA	[9]	Galalahad Subdivision 6061 Galalahad Drive	Single-Family Residential	4 DU	38	1	2	3	3	1	4	2	2	4		
M8	UPR	[10]	5905-5909 Latigo Canyon Road	Single-Family Residential	2 DU	19	1	1	2	1	1	2	1	1	2		
M9	UPR	[11]	Beau Rivage 26023 Pacific Coast Highway	Restaurant	2,800 GSF	356	17	13	30	17	11	28	21	18	39		
M10	UPR	[12]	Crummer 24120 Pacific Coast Highway	Single-Family Residential Baseball Field	5 DU 2 Games	168	1	3	4	33	32	65	49	48	97		
M11	PA; UC	[13]	Hajian 24903 Pacific Coast Highway	Office	9,685 GSF	107	13	2	15	2	12	14	2	2	4		
M12	PA; BPC	[14]	Towing Subdivision 23915 Malibu Road	Single-Family Residential	4 DU	38	1	2	3	3	1	4	2	2	4		
M13	UPR	[15]	Rancho Malibu Hotel 4000 Malibu Canyon Road	Hotel Fitness Retail Spa	146 Rooms 100 Members 19,849 GLSF 20,925 GSF	2,058	68	38	106	74	82	156	222	110	332		
M14	PA; BPC	[16]	La Paz Shopping Center 23465 Civic Center Way	Specialty Retail Office	77,110 GLSF 53,825 GSF	2,863	122	28	150	76	172	248	103	94	197		
M15	UPR	[17]	Whole Foods in the Park 23401 Civic Center Way	Shopping Center Restaurant (High-Turnover) Restaurant (Fast-Food)	34,425 GSF 2,500 GLSF 1,500 GSF	2,296	61	42	103	79	77	156	117	111	228		

Table 7-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT DATA SOURCE	PROJECT NAME/NUMBER ADDRESS/LOCATION	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	TOTAL
M16	UPR	[13] [14]	Malibu Sycamore Village 23575 Civic Center Way	Office/Retail/Restaurant Urgent Care	71,000 GLSF 5,000 GSF	3,032 83	42 4	26 2	68 6	126 3	137 3	3,548 51	178 6	164 5	342 11	
M17	Complete	[8]	Pierview 22716 Pacific Coast Highway	Restaurant	7,100 GSF	903	42	35	77	42	28	1,124	53	47	100	
M18	Complete	[8]	Windsail 22706 Pacific Coast Highway	Restaurant	5,904 GSF	751	35	29	64	35	23	935	44	39	83	
M19	UPR	[7] [5]	Surfrider Plaza 22959 Pacific Coast Highway	Office Retail	2,630 GSF 4,517 GLSF	29 194	4 3	0 2	4 5	1 8	3 9	6 226	1 11	0 11	1 22	
M20	PA; pre-BPC	[7]	22729 Pacific Coast Highway	Office	2,499 GSF	28	4	0	4	1	3	6	1	0	1	
M21	UC	[15]	Carbon Condominiums 22065 Pacific Coast Highway	Condominium	8 DU	46	1	3	4	3	1	45	2	2	4	
M22	PA; BPC	[3]	18805-18809 Pacific Coast Highway	Single-Family Residential	3 DU	29	1	1	2	2	1	30	2	1	3	
M23	PA; BPC	[3]	22301-22309 Pacific Coast Highway	Single-Family Residential	4 DU	38	1	2	3	3	1	40	2	2	4	
M24	PA; BPC	[3]	21997, 22003 Pacific Coast Highway	Single-Family Residential	2 DU	19	1	1	2	1	1	20	1	1	2	
M25	UPR	[3]	20624, 20630 Pacific Coast Highway	Single-Family Residential	2 DU	19	1	1	2	1	1	20	1	1	2	
M26	UPR	[3]	21100 Seaboard	Single-Family Residential	4 DU	38	1	2	3	3	1	40	2	2	4	
County of Los Angeles																
LC1	PA	[16]	Pepperdine Campus Life Project 24255 Pacific Coast Highway	Student Housing Athletics Center Soccer Field Welcome Center Recreation Center	394,137 SF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	
TOTAL							15,363	481	286	767	658	752	1,410	15,234	785	1,738

[1] Sources: City of Malibu Planning Department (November 7, 2013), Trip generation for the related projects are based on ITE "Trip Generation", 9th Edition, 2012 (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 Residential) trip generation average rates.

[4] ITE Land Use Code 488 (Soccer Complex) trip generation average rates.

[5] Source: "Trancas Country Market Traffic Impact Report", Katz, Okitsu & Associates, September 2007. For Saturday: ITE Land Use Code 820 (Shopping Center) trip generation average rates.

[6] Source: "Malibu Middle and High School Campus Improvement Project, Traffic Impact Analysis", prepared by Atkins, February 2012.

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

[8] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.

[9] Source: "Traffic Impact Analysis Crummer Site Subdivision", arch beach Consulting, December 2012.

[10] Source: "Traffic Impact Analysis Resort Hotel Development", Overland Traffic Consultants, Inc. February 2013.

[11] Source: "Malibu La Paz Project, Traffic and Circulation Study", prepared by Kaku Associates, April 2005.

[12] Source: "Neighborhood Shopping Center, Traffic Impact Analysis", prepared by Overland Traffic Consultants, Inc., September 2010.

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

[14] ITE Land Use Code 610 (Hospital) trip generation average rates.

[15] ITE Land Use Code 230 (Residential Townhouse/Condominium) trip generation average rates.

[16] Source: "Pepperdine University Campus Life Project, Revised Traffic, Circulation and Parking Study", prepared by Associated Transportation Engineers, September 3, 2010.

Acronyms:

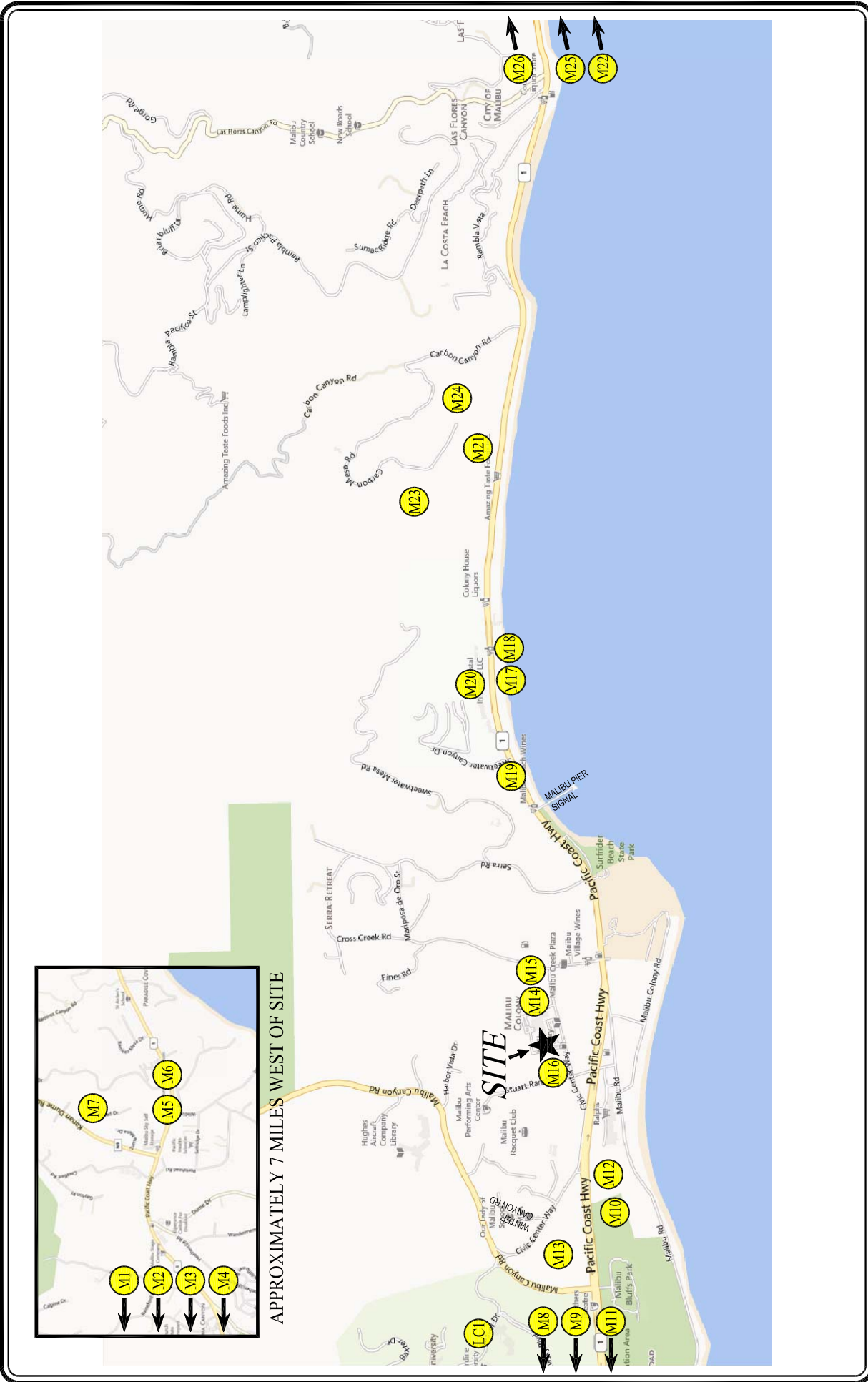
BPC = In Building Plan Check

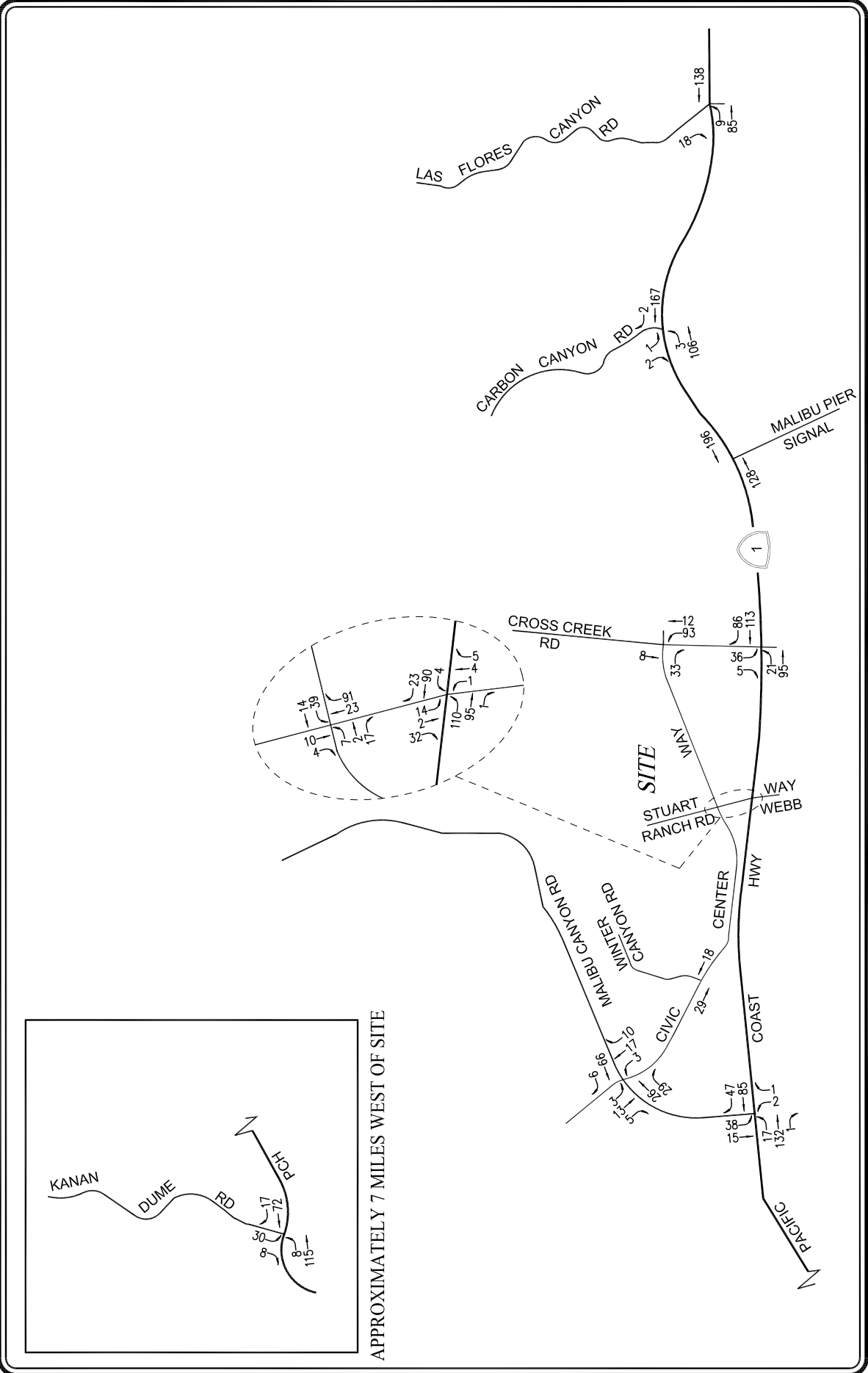
CCC = California Coastal Commission

PA = Planning Approval/CDP received

UC = Under Construction

UPR = Under Planning Review





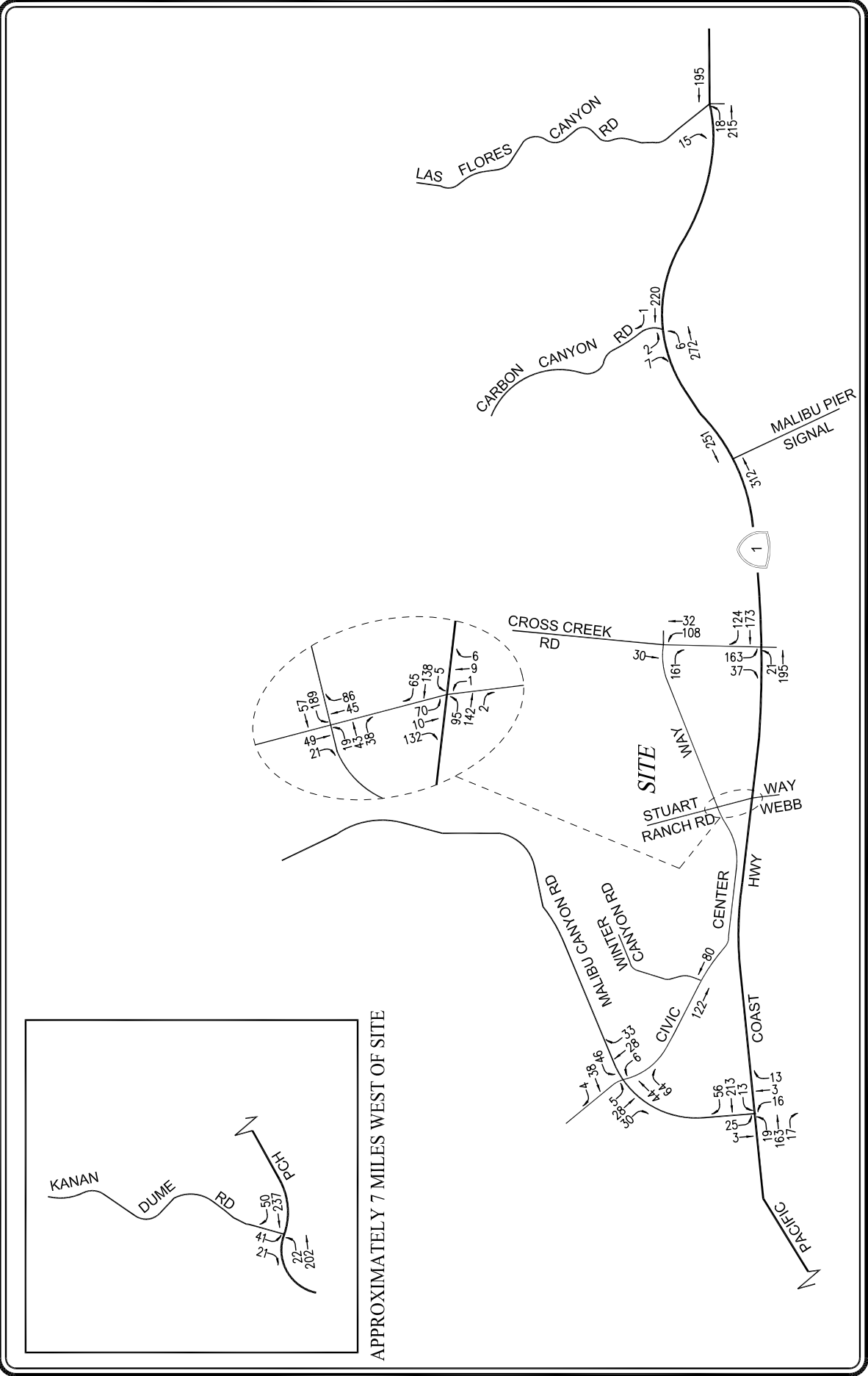


FIGURE 7-3
RELATED PROJECTS TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSKOTT, LAW & GREENSPAN, engineers

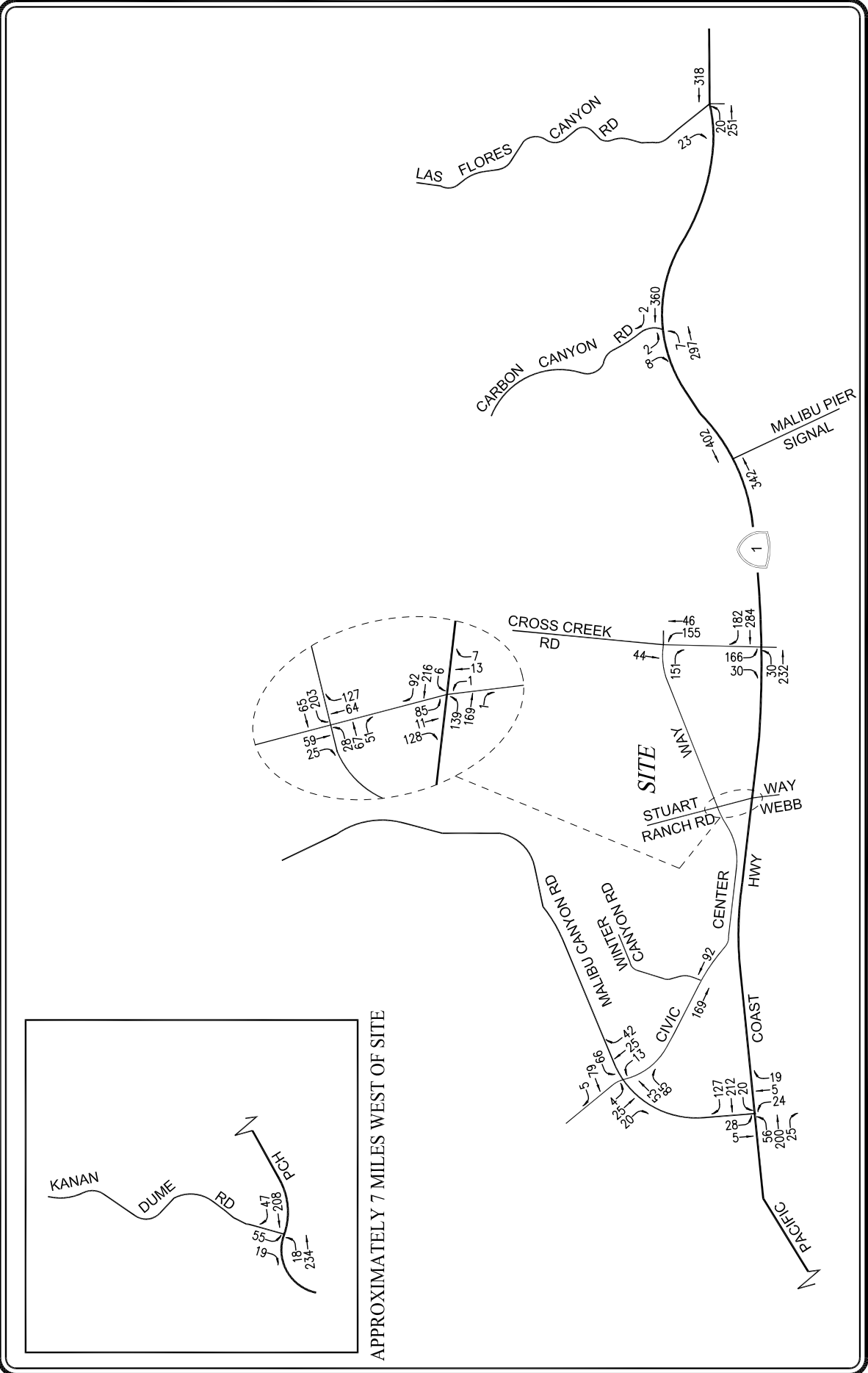


FIGURE 7-4
RELATED PROJECTS TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSKOTT, LAW & GREENSPAN, engineers

7.2 Ambient Traffic Growth Factor

Based on consultation from City staff and in order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.5 percent (1.5%). Specifically, the 1.5% annual growth rate was applied to the 2012 traffic counts to estimate Existing (2014) traffic volumes, and then for an additional three years to estimate Opening Year (2017) traffic volumes (in combination with the forecast traffic due to the related projects). Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in the project study area. This annual rate is consistent with the ambient growth factor used for other recent environmental studies completed in the project vicinity. It should be noted that based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the “CMP manual”) as determined for the Las Virgenes and Malibu communities, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.54 percent (0.54%) per year between the years 2010 and 2020. Thus, application of the 1.5 percent (1.5%) annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. 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 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 higher than that expected from the CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

Furthermore, based on consultation from City staff, existing traffic volumes were increased at an annual rate of 0.48 percent (0.48%) to the year 2030 (i.e., the future year). This annual rate is consistent with the ambient growth factor used for other recent environmental studies completed in the project vicinity. It should be noted that based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the “CMP manual”) as determined for the Las Virgenes and Malibu communities, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.48 percent (0.48%) per year between the years of 2010 and 2030.

8.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the SMC Malibu Satellite Campus project, 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 equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. 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 project traffic 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 project traffic assignments developed, the impact of the proposed project 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 project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

8.1 Project Traffic Generation

8.1.1 *Weekday Project Trip Generation Summary*

Traffic volumes expected to be generated by the proposed SMC Malibu Satellite Campus project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation* manual. ITE Land Use Code 540 (Junior/Community College) and ITE Land Use Code 733 (Government Office Complex) trip generation average rates were used to forecast traffic volumes expected to be generated by the educational facility and Sherriff's substation, respectively. The ITE trip rates based on building floor area were utilized.⁶The traffic generation forecast for the proposed project is summarized in **Table 8-1**. As summarized in *Table 8-1*, the project is expected to generate 71 vehicle trips (55 inbound trips and 16 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour,

⁶ It is acknowledged that trip generation forecasts for educational facilities, including community colleges, typically utilize ITE trip rates based on the number of students. For this traffic study of the proposed SMC Malibu project, the ITE trip rates based on building floor area were utilized because it resulted in a higher number of forecast trips for the project. For example, Table 8-1 shows that the proposed educational facility would generate 59 AM peak hour trips and 50 PM peak hour trips using the building floor area trip rates applied to proposed building size (19,670 s.f.). If the ITE student-based trip rates were utilized and applied to the proposed enrollment (210 full-time equivalent students), the forecast trips generation for the SMC Malibu project would be 25 AM peak hour trips and 25 PM peak hour trips, which is substantially less than the floor area-based trip forecast. Thus, use of the floor area-based forecast of trip generation for the educational facility provides a conservative ("worst case") analysis.

Table 8-1
PROJECT TRIP GENERATION [1]

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
Junior/Community College [3]	19,670 GSF	541	44	15	59	29	21	50	221	16	12	28
Community Sheriff Station [4]	5,610 GSF	157	11	1	12	5	11	16	157	5	11	16
PROJECT TOTAL		698	55	16	71	34	32	66	378	21	23	44

[1] Source: ITE "Trip Generation", 9th Edition, 2012.

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

[3] ITE Land Use Code 540 (Junior/Community College) trip generation average rates.

- Daily Trip Rate: 27.49 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.99 trips/1,000 SF of floor area; 74% inbound/26% outbound
- PM Peak Hour Trip Rate: 2.54 trips/1,000 SF of floor area; 58% inbound/42% outbound
- Saturday Daily Trip Rate: 11.23 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Saturday Mid-day Peak Hour Trip Rate: 1.42 trips/1,000 SF of floor area; 57% inbound/43% outbound

[4] ITE Land Use Code 733 (Government Office Complex) trip generation average rates.

- Daily Trip Rate: 27.92 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.21 trips/1,000 SF of floor area; 89% inbound/11% outbound
- PM Peak Hour Trip Rate: 2.85 trips/1,000 SF of floor area; 31% inbound/69% outbound
- Saturday Daily Trip Rate: Not available; assumed weekday daily trip rate.
- Saturday Mid-day Peak Hour Trip Rate: Not available, assumed weekday PM peak hour trip rate.

the project is expected to generate 66 vehicle trips (34 inbound trips and 32 outbound trips). Over a 24-hour period, the project is forecast to generate 698 daily trip ends during a typical weekday (approximately 349 inbound trips and 349 outbound trips).

8.1.2 Saturday Project Trip Generation Summary

The Saturday trip generation forecast for the proposed project is also summarized in *Table 8-1*. As summarized in *Table 8-1*, the proposed project is expected to generate a total of 44 vehicle trips (21 inbound trips and 23 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour weekend period, the proposed project is forecast to generate a total of 378 vehicle trips (189 inbound trips and 189 outbound trips).

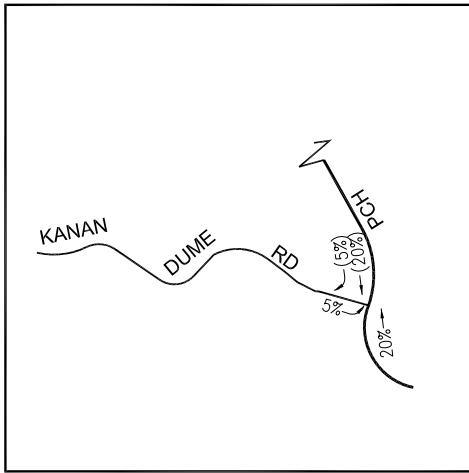
8.2 Project Traffic Distribution

The general, directional traffic distribution patterns for the proposed project was based on the proposed project land use, the development site access scheme, survey of travel routes by existing SMC students currently attending classes at the Webster Elementary School, existing traffic patterns, existing intersection traffic volumes, characteristics of the surrounding roadway system, and nearby population and local schools. The proximity and function of the nearby multi-modal corridors, as well as Secondary and Major Highways, was also considered in the development of the proposed project traffic distribution pattern. The weekday AM peak hour project traffic distribution percentages at the study intersections are illustrated in *Figure 8-1*. The weekday PM peak hour and Saturday mid-day peak hour project traffic distribution percentages at the study intersections are illustrated in *Figure 8-2*.

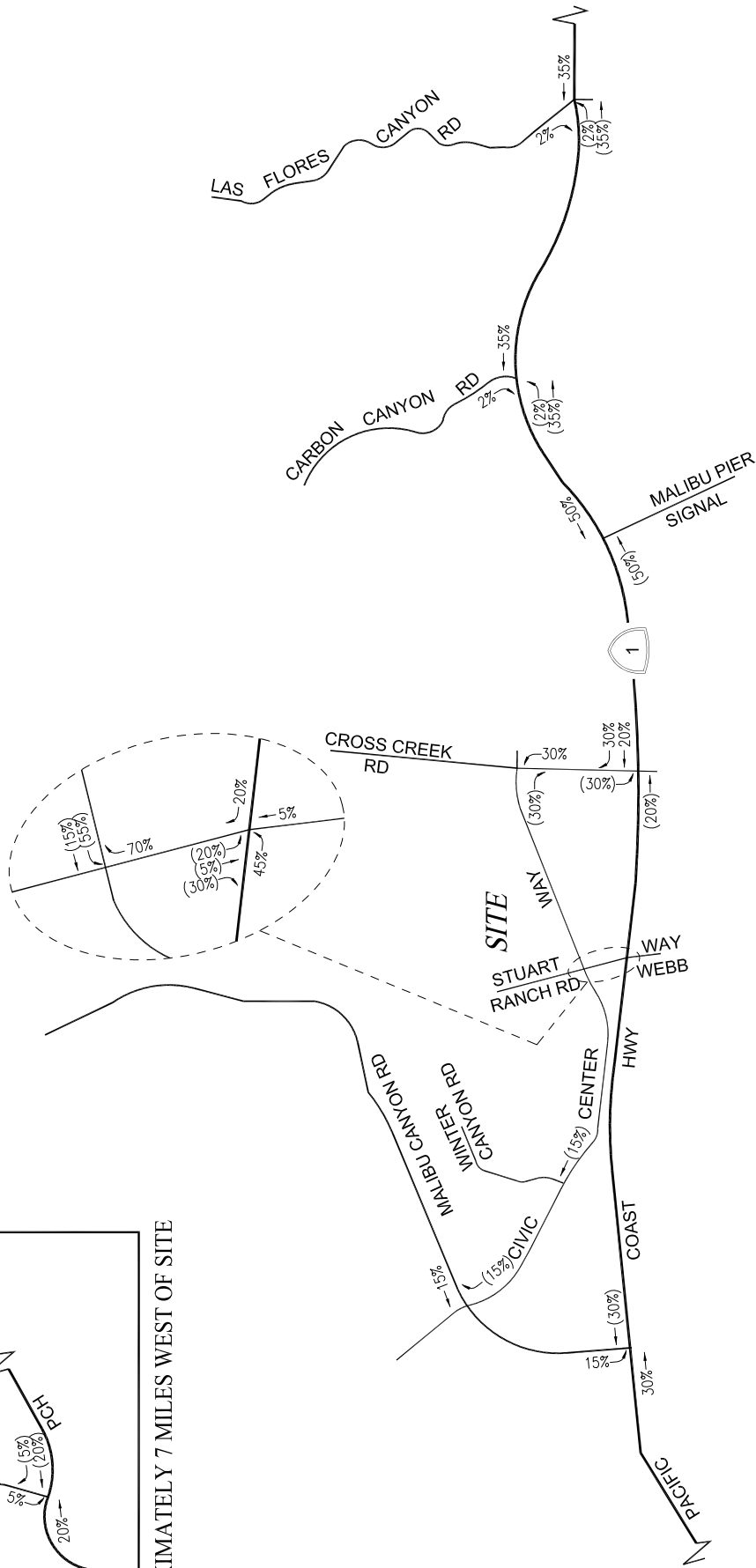
8.3 Project Traffic Assignment

The forecast new weekday AM and PM peak hour traffic volumes at the study intersections associated with the proposed project are presented in *Figures 8-3* and *8-4*, respectively. The forecast new Saturday mid-day peak hour traffic volumes at the study intersections associated with the proposed project are displayed in *Figure 8-5*. The traffic volume assignments presented in *Figures 8-3*, *8-4*, and *8-5* reflect the traffic distribution characteristics shown in *Figures 8-1* and *8-2* and the project traffic generation forecast presented in *Table 8-1*.

It is likely that some local students attending classes at the proposed SMC Malibu Satellite Campus may otherwise attend classes at SMC's Santa Monica campus, or some other college campus in the Los Angeles area. Thus, some or all of these trips may already occur on the local street system related to students commuting to campuses outside the local Malibu community. However, to provide a conservative "worst case" analysis, no adjustments or "credits" were made in the traffic analysis for these existing trips on the local street system that may instead travel to the future SMC Malibu Satellite Campus (i.e., all project-related trips were assumed to be "new" trips on the local street system). Similarly, no trip credits were taken in the traffic analysis for existing SMC classes conducted at nearby Webster Elementary School (which would presumably end with the construction of the project).



APPROXIMATELY 7 MILES WEST OF SITE

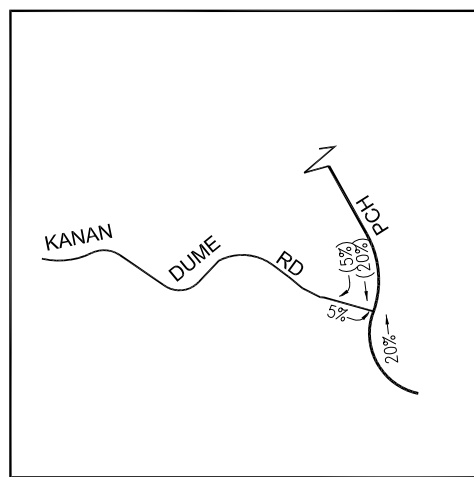


NOT TO SCALE

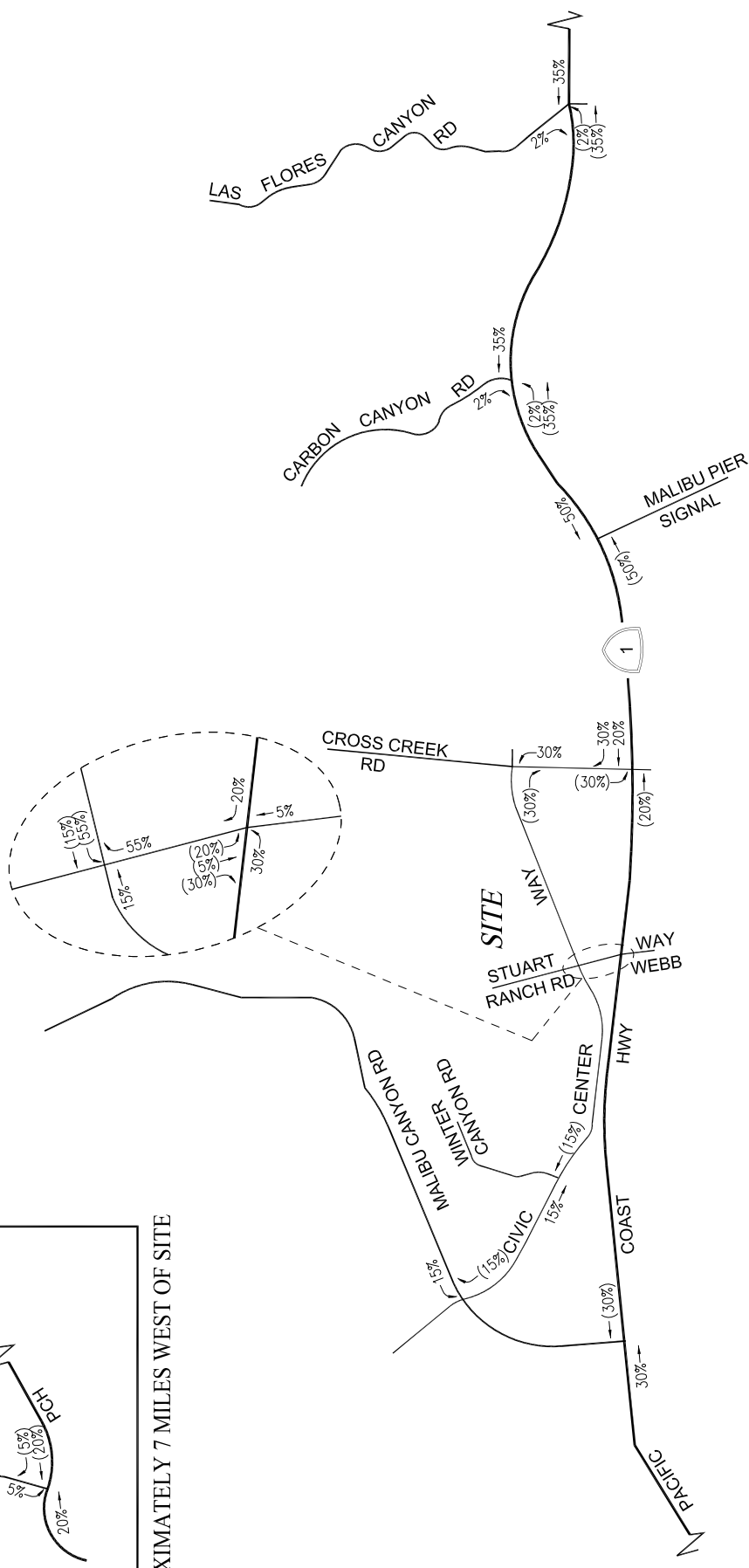
XX = INBOUND PERCENTAGES
 (XX) = OUTBOUND PERCENTAGES

FIGURE 8-1 PROJECT TRIP DISTRIBUTION

WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT



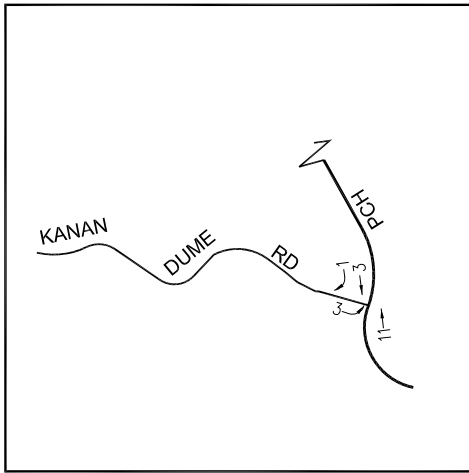
APPROXIMATELY 7 MILES WEST OF SITE



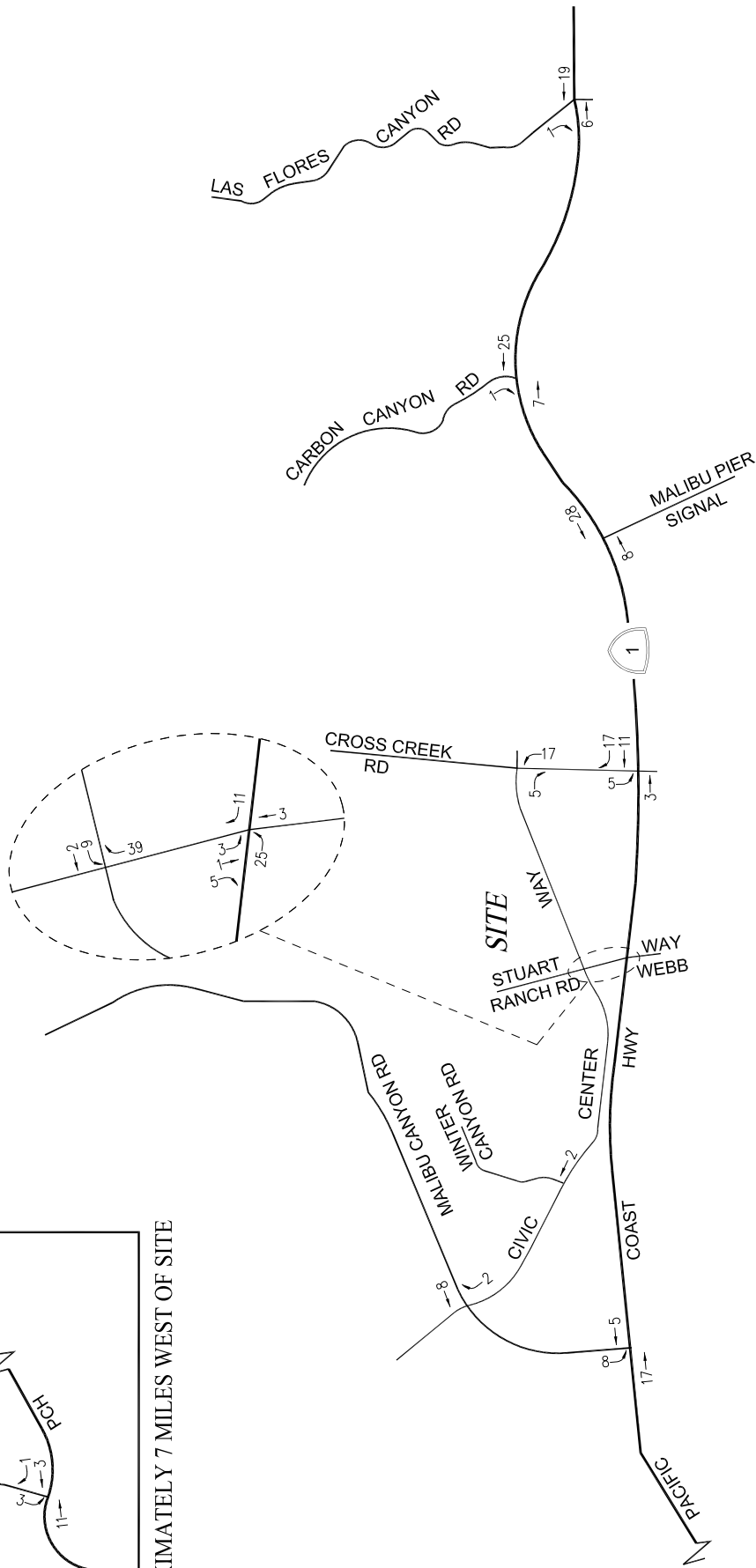
NOT TO SCALE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

FIGURE 8-2
PROJECT TRIP DISTRIBUTION
WEEKDAY PM & SATURDAY MID-DAY PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



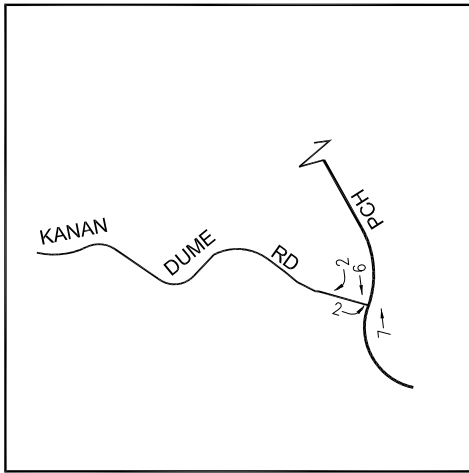
NOT TO SCALE

FIGURE 8-3
TOTAL PROJECT TRAFFIC VOLUMES

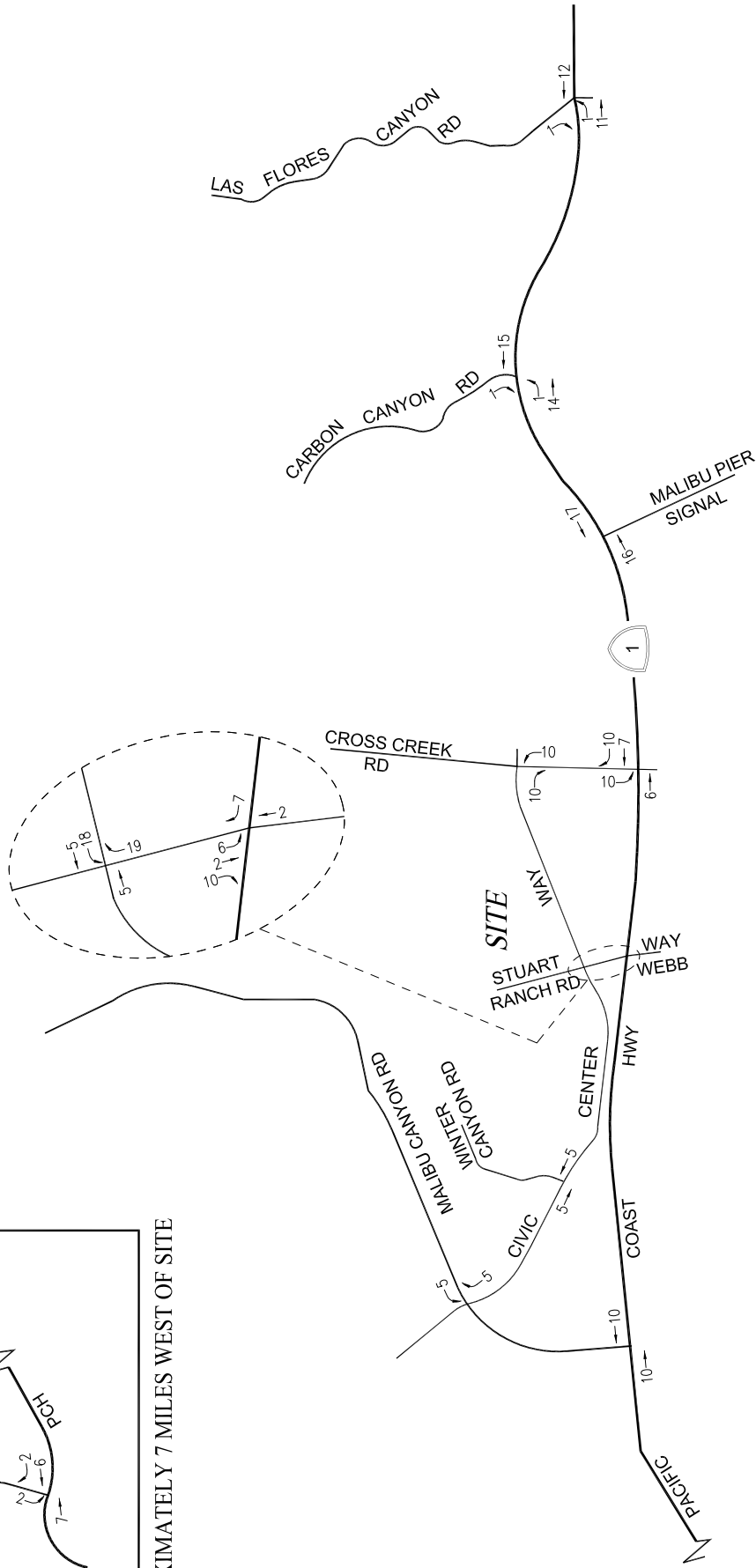
WEEKDAY AM PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

FIGURE 8-4
TOTAL PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

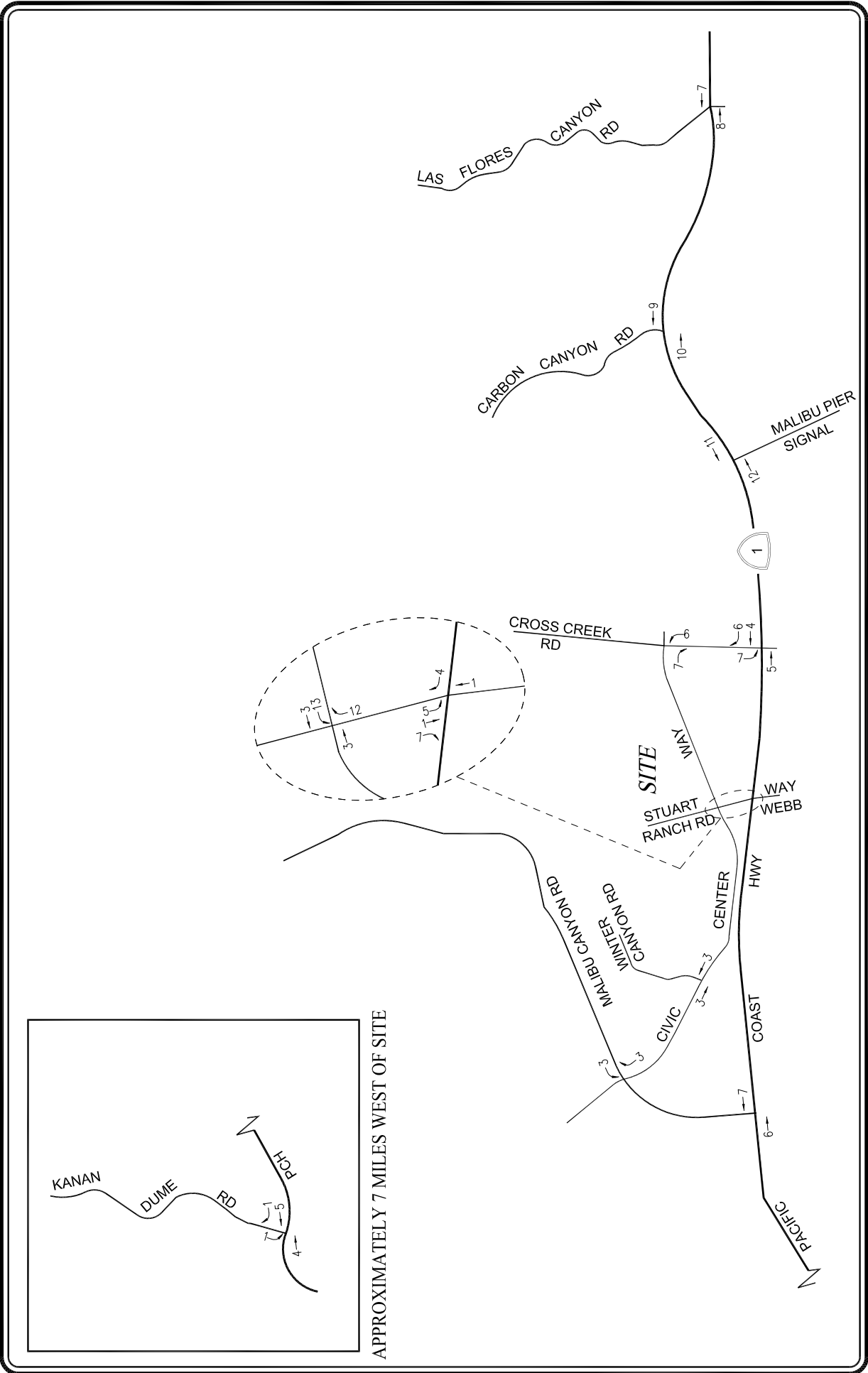


FIGURE 8-5
TOTAL PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSCOTT, LAW & GREENSPAN, engineers

9.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The nine 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 Volume-to-Capacity ratios and corresponding Levels of Service. 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 Level of Service calculation. A description of the ICU method and corresponding Level of Service is provided in *Appendix C*.

In addition, the two unsignalized study intersections (Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way) were also 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 level of service 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 a Level of Service (LOS) value to describe intersection operations. A description of the HCM method and corresponding Level of Service is also provided in *Appendix D*.

9.1 Impact Criteria and Thresholds

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

The significance of the potential impacts of project generated traffic at each study intersection was identified using criteria provided by the City of Malibu for those study intersections. According to the City’s criteria for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in *Table 9-1* and *Table 9-2* for signalized and unsignalized intersections respectively.

Table 9-1 CITY OF MALIBU SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Pre-Project 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 or more	E or F	equal to or greater than 0.010

Table 9-2 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 criteria require mitigation of project traffic impacts 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 or for certain project related increase in delay or degradation in level of service to values shown above for unsignalized intersections.

9.2 Traffic Impact Analysis Scenarios

The Level of Service calculations have been prepared for the following scenarios for the study intersections:

- (a) Existing (Base Study Year 2014) Conditions.
- (b) Existing With Project Conditions.
- (c) Opening Year Cumulative (Year 2017) Pre-Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (d) Opening Year With Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (e) Future Cumulative (Build out Year 2030) Pre- Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (f) Future Cumulative With Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.

10.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the eleven study intersections using the ICU/HCM methodology and application of the City of Malibu significant traffic impact criteria is summarized in *Table 10-1*. The ICU and HCM delay data worksheets for the analyzed intersections are contained in *Appendix C* and *Appendix D* respectively.

10.1 Existing Conditions

10.1.1 Existing Conditions

As indicated in column [1] of *Table 10-1*, all of the eleven study intersections are presently operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Figures 6-1, 6-2 and 6-3*, respectively.

10.1.2 Existing With Project Conditions

As shown in column [2] of *Table 10-1*, application of the City's/County's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Figures 10-1, 10-2 and 10-3*, respectively.

10.2 Opening Year (2017) Conditions

10.2.1 Opening Year Cumulative Pre-Project Conditions

The opening year cumulative without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of 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 at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7-1*. As presented in column [3] of *Table 10-1*, seven of the eleven study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Figures 10-4, 10-5 and 10-6*, respectively.

TABLE 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
WEEKDAY AM, PM AND WEEKEND MID-DAY PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2014 EXISTING			[2] YEAR 2014 EXISTING W/PROJECT			[3] YEAR 2017 OPENING PRE-PROJ W/A.G. & REL PROJ			[4] YEAR 2017 OPENING WITH PROJECT			[5] YEAR 2030 FUTURE PRE-PROJ W/A.G. & REL PROJ			[6] YEAR 2030 FUTURE WITH PROJECT			CHANGE SIGNIF. V/C Delay [(6)-(5)]	CHANGE SIGNIF. IMPACT
			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		V/C or Delay	LOS			
1	Kanan Dume Road/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.404 0.651 0.820	A B D	A B D	0.406 0.653 0.822	A B D	0.002 0.002 0.002	NO NO NO	0.458 0.780 0.932	A C E	0.460 0.782 0.933	A C E	0.469 0.799 0.956	A C E	0.471 0.801 0.958	A D E	0.002 0.002 0.002	NO NO NO			
2	Malibu Canyon Road/ Civic Center Way [a]	AM PM SAT	0.514 0.473 0.353	A A A	A A A	0.517 0.476 0.353	A A A	0.003 0.003 0.000	NO NO NO	0.571 0.562 0.428	A A A	0.574 0.565 0.430	A A A	0.586 0.575 0.437	A A A	0.589 0.579 0.439	A A A	0.003 0.004 0.002	NO NO NO			
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.659 0.678 0.796	B B C	B B C	0.666 0.681 0.798	B B C	0.007 0.003 0.002	NO NO NO	0.745 0.797 0.908	C C E	0.753 0.800 0.910	C C E	0.765 0.817 0.932	C D E	0.773 0.820 0.934	C D E	0.008 0.003 0.002	NO NO NO			
4	Winter Canyon Road/ Civic Center Way [a]	AM PM SAT	0.268 0.498 0.228	A A A	A A A	0.269 0.501 0.230	A A A	0.001 0.003 0.002	NO NO NO	0.289 0.568 0.342	A A A	0.291 0.571 0.344	A A A	0.296 0.582 0.348	A A A	0.297 0.586 0.350	A A A	0.001 0.004 0.002	NO NO NO			
5	Stuart Ranch Road - Webb Way/ Civic Center Way [b]	AM PM SAT	10.3 24.4 9.9	B C A	B C A	10.3 25.0 10.0	B C A	0.0 0.5 0.1	NO NO NO	11.3 56.5 17.5	B F C	11.5 57.7 18.3	B F C	11.6 62.1 18.0	B F C	11.7 63.3 18.9	B F C	0.2 1.2 0.8	NO NO NO			
6	Webb Way/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.528 0.675 0.685	A B B	A B B	0.531 0.684 0.691	A B B	0.003 0.009 0.006	NO NO NO	0.582 0.831 0.899	A D D	0.585 0.840 0.905	A D E	0.597 0.851 0.919	A D E	0.601 0.860 0.925	B D E	0.004 0.009 0.006	NO NO NO			
7	Cross Creek Road/ Civic Center Way [b]	AM PM SAT	7.8 9.1 9.2	A A A	A A A	7.9 9.3 9.3	A A A	0.1 0.2 0.1	NO NO NO	8.7 13.3 15.9	A B C	8.9 13.8 16.3	A B C	8.8 13.7 16.4	A B C	8.9 14.2 16.9	A B C	0.2 0.5 0.5	NO NO NO			
8	Cross Creek Road/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.607 0.796 0.832	B C D	B C D	0.609 0.804 0.837	B D D	0.002 0.008 0.005	NO NO NO	0.673 0.986 1.084	B E F	0.675 0.995 1.089	B E F	0.691 1.010 1.108	B F F	0.693 1.018 1.114	B F F	0.002 0.008 0.006	NO NO NO			
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.588 0.677 0.659	A B B	A B B	0.591 0.683 0.663	A B B	0.003 0.006 0.004	NO NO NO	0.652 0.784 0.812	B C D	0.655 0.789 0.816	B C D	0.670 0.804 0.832	B D D	0.672 0.809 0.835	B D D	0.002 0.005 0.003	NO NO NO			
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.553 0.660 0.659	A B B	A B B	0.556 0.666 0.662	A B B	0.003 0.006 0.003	NO NO NO	0.610 0.766 0.810	B C D	0.613 0.771 0.812	B C D	0.626 0.785 0.829	B C D	0.629 0.791 0.832	B C D	0.003 0.006 0.003	NO NO NO			
11	Las Flores Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM PM SAT	0.596 0.701 0.686	A C B	A C B	0.598 0.706 0.688	A C B	0.002 0.005 0.002	NO NO NO	0.658 0.811 0.841	B D D	0.660 0.816 0.843	B D D	0.675 0.832 0.861	B D D	0.678 0.837 0.863	B D D	0.003 0.005 0.002	NO NO NO			

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

Pre-Project v/c
0.71 - 0.80
0.81 - 0.90
0.91 or more

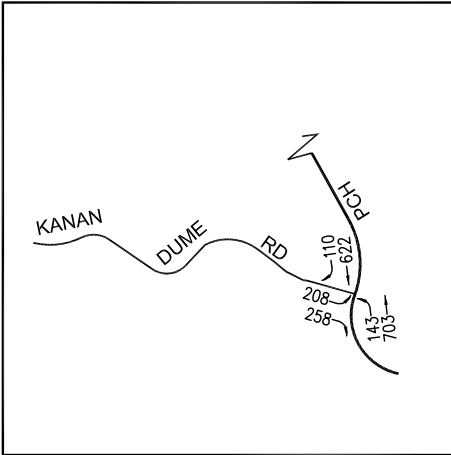
LOS
C
D
E/F

Project Related Increase in v/c

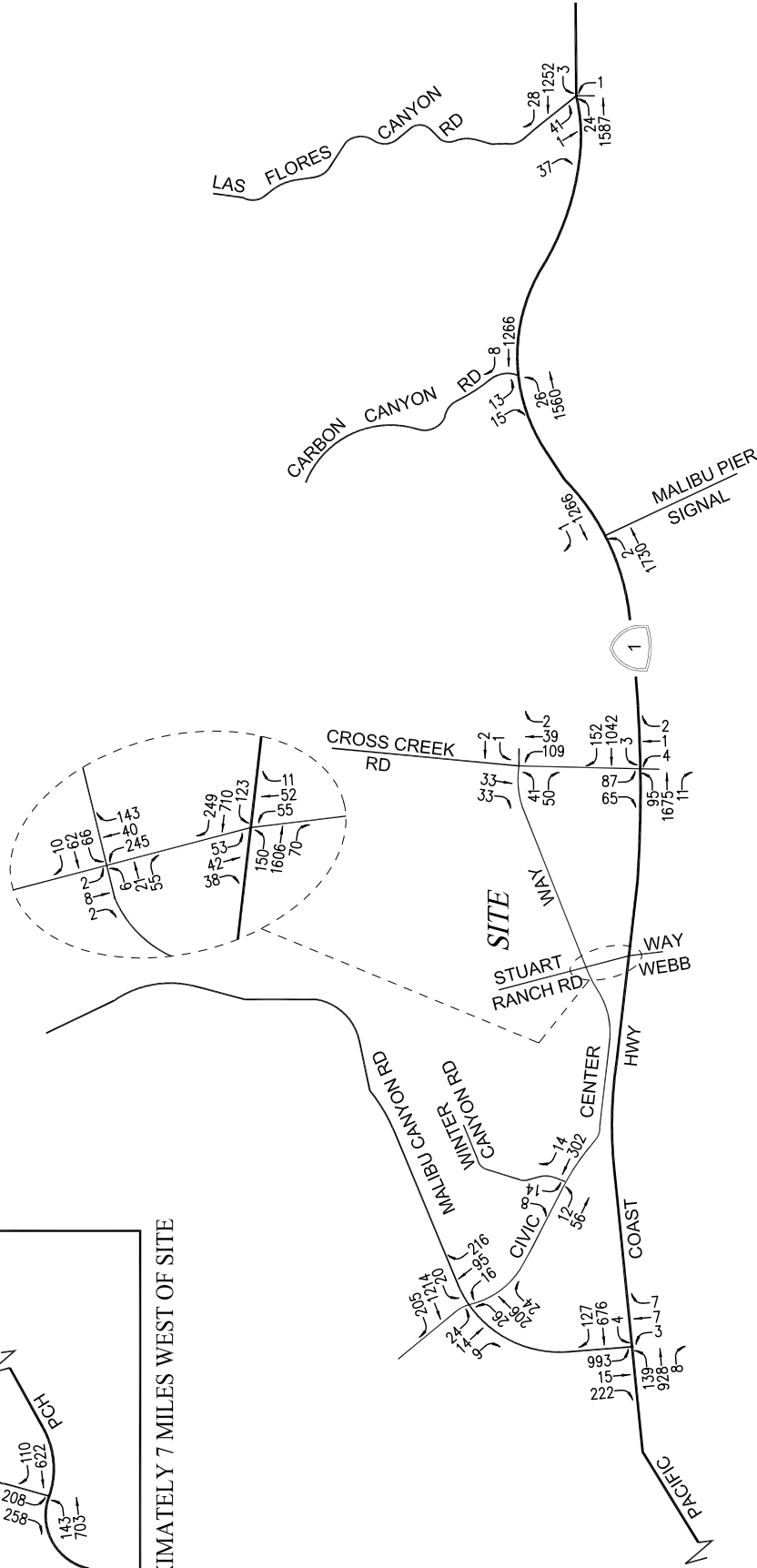
0.04 or more
0.02 or more
0.01 or more

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

Project Related Increase in delay
5 or more seconds
Final LOS
Degrades to level D or worse



APPROXIMATELY 7 MILES WEST OF SITE



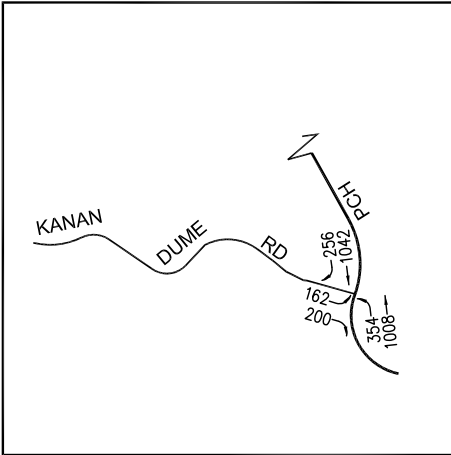
NOT TO SCALE

FIGURE 10-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE

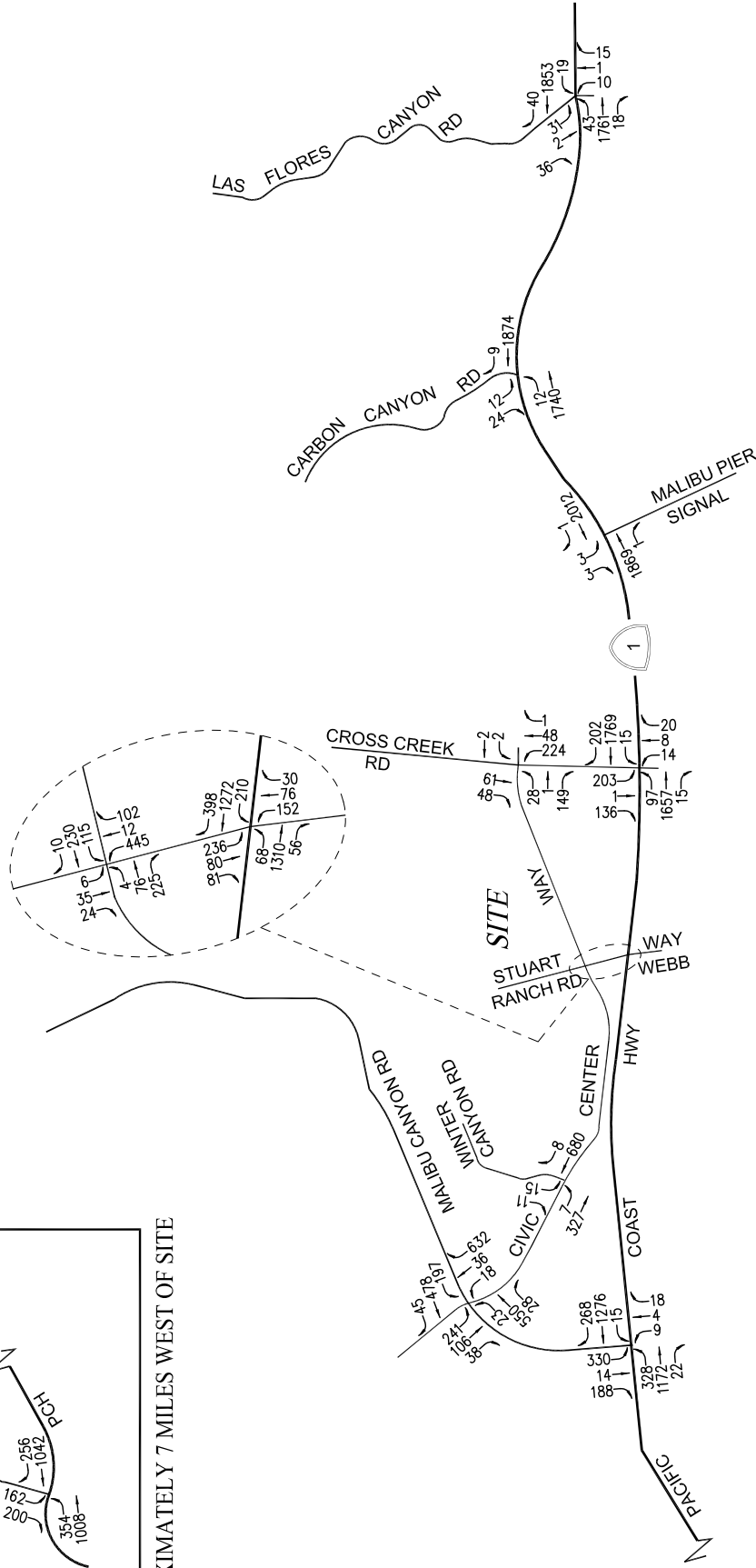
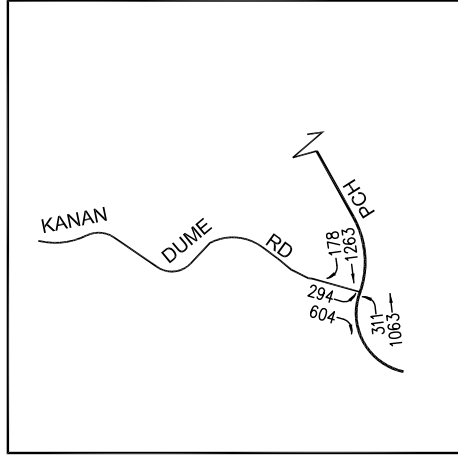


FIGURE 10-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSKOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE

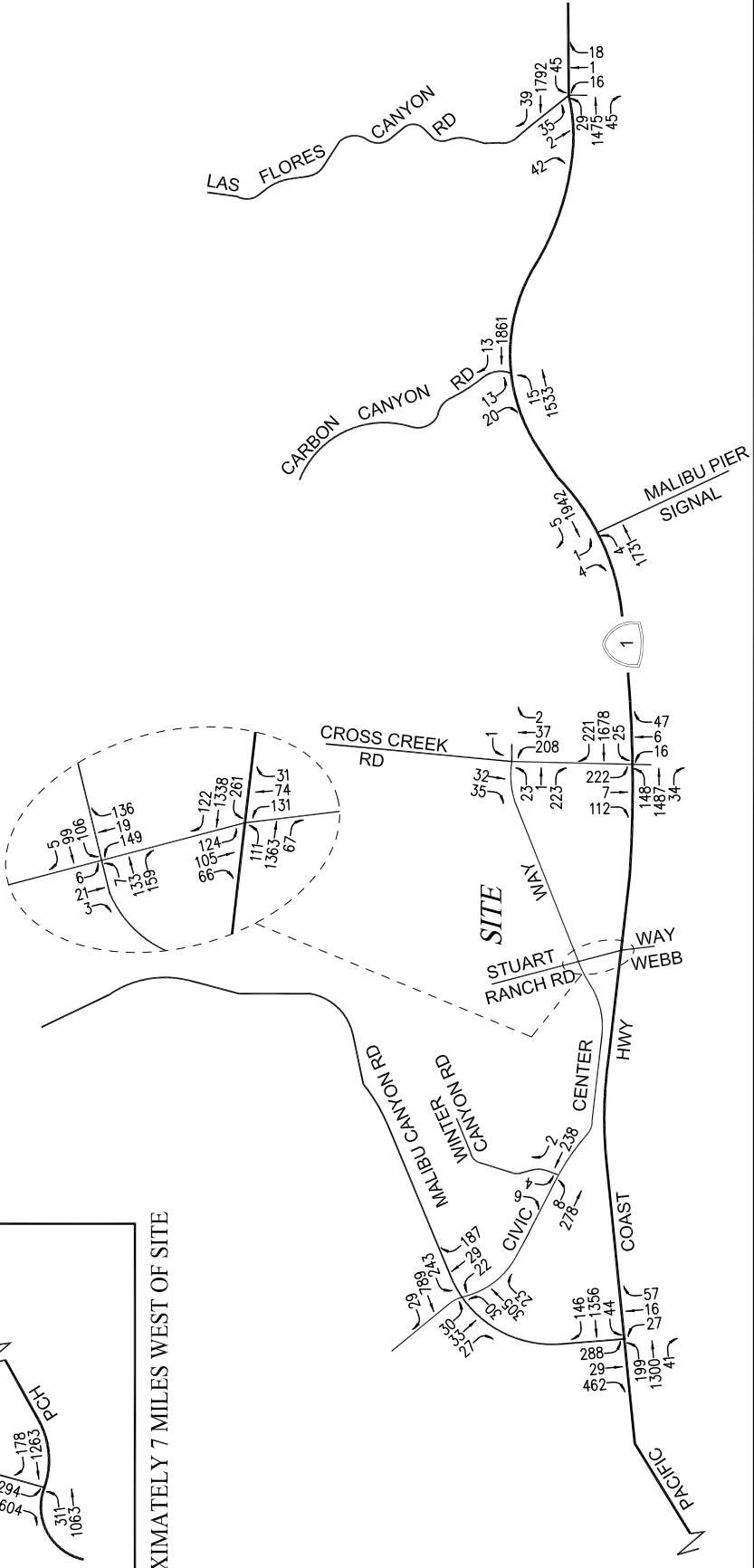
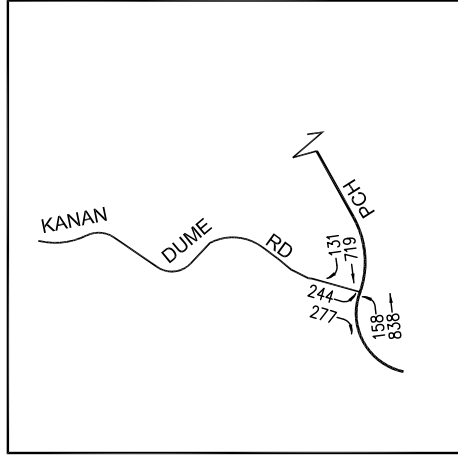


FIGURE 10-3
EXISTING WITH PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSKOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE

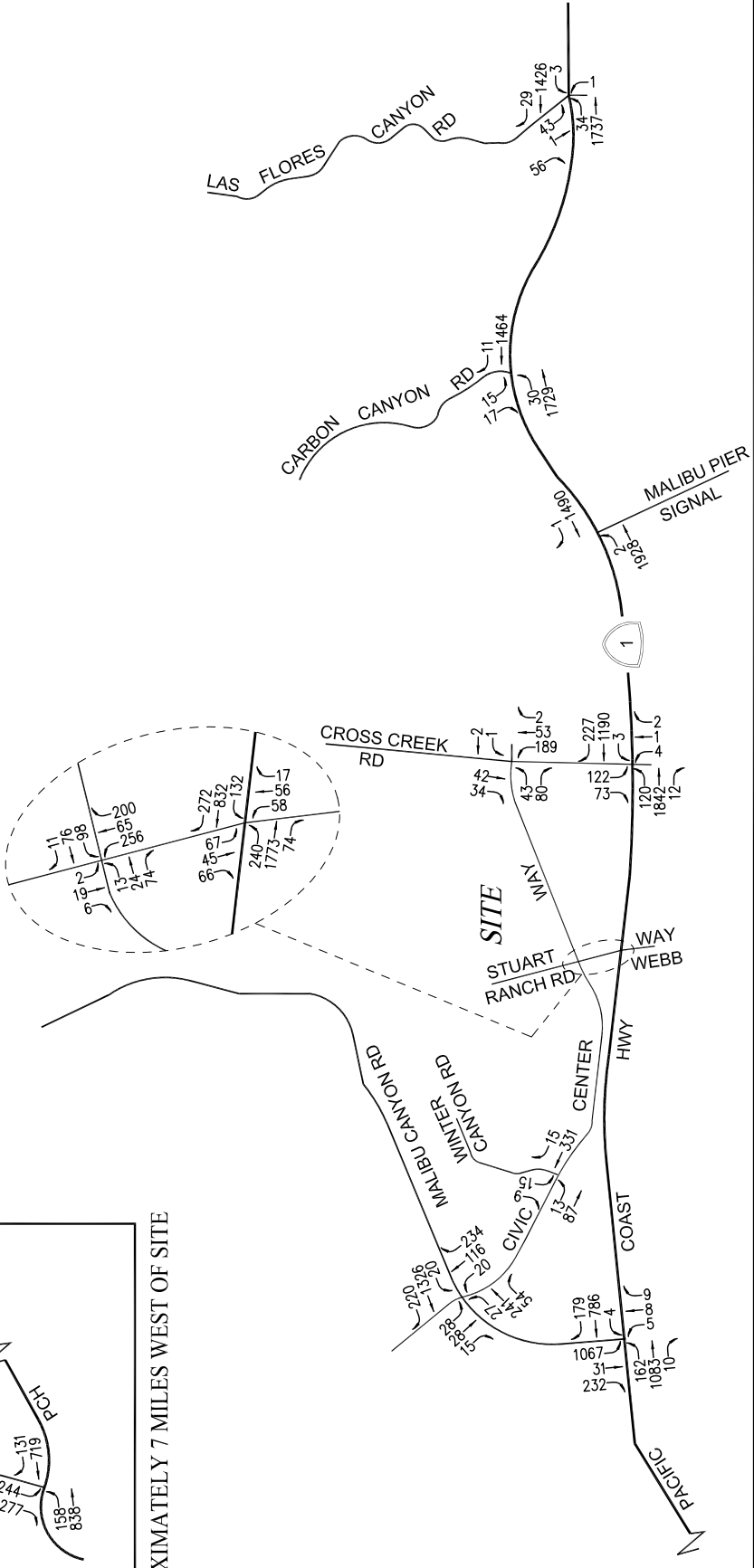
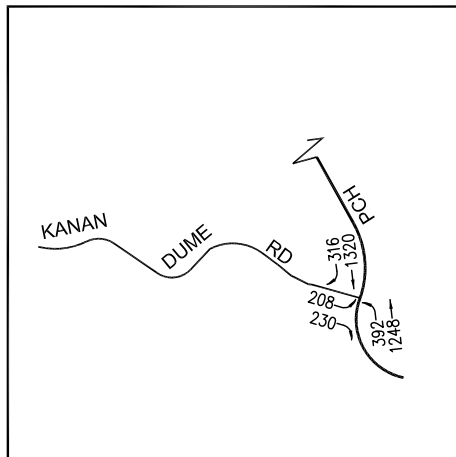
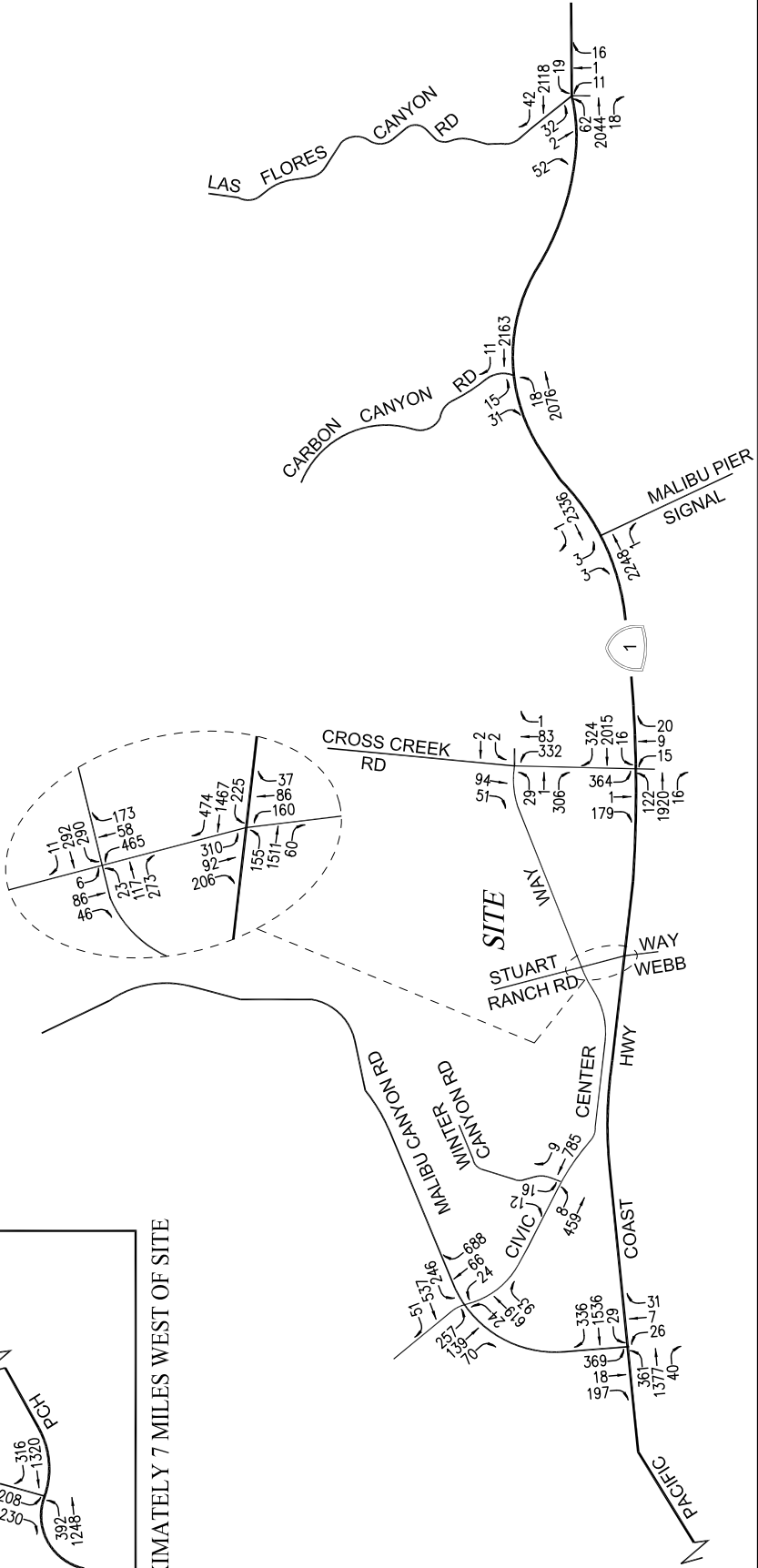


FIGURE 10-4
WEEKDAY AM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
LINSOTT, LAW & GREENSPAN, engineers



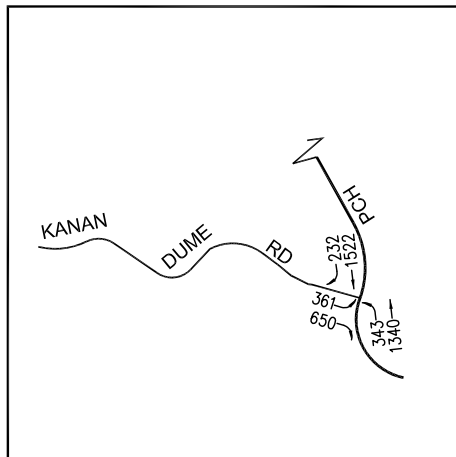
APPROXIMATELY 7 MILES WEST OF SITE



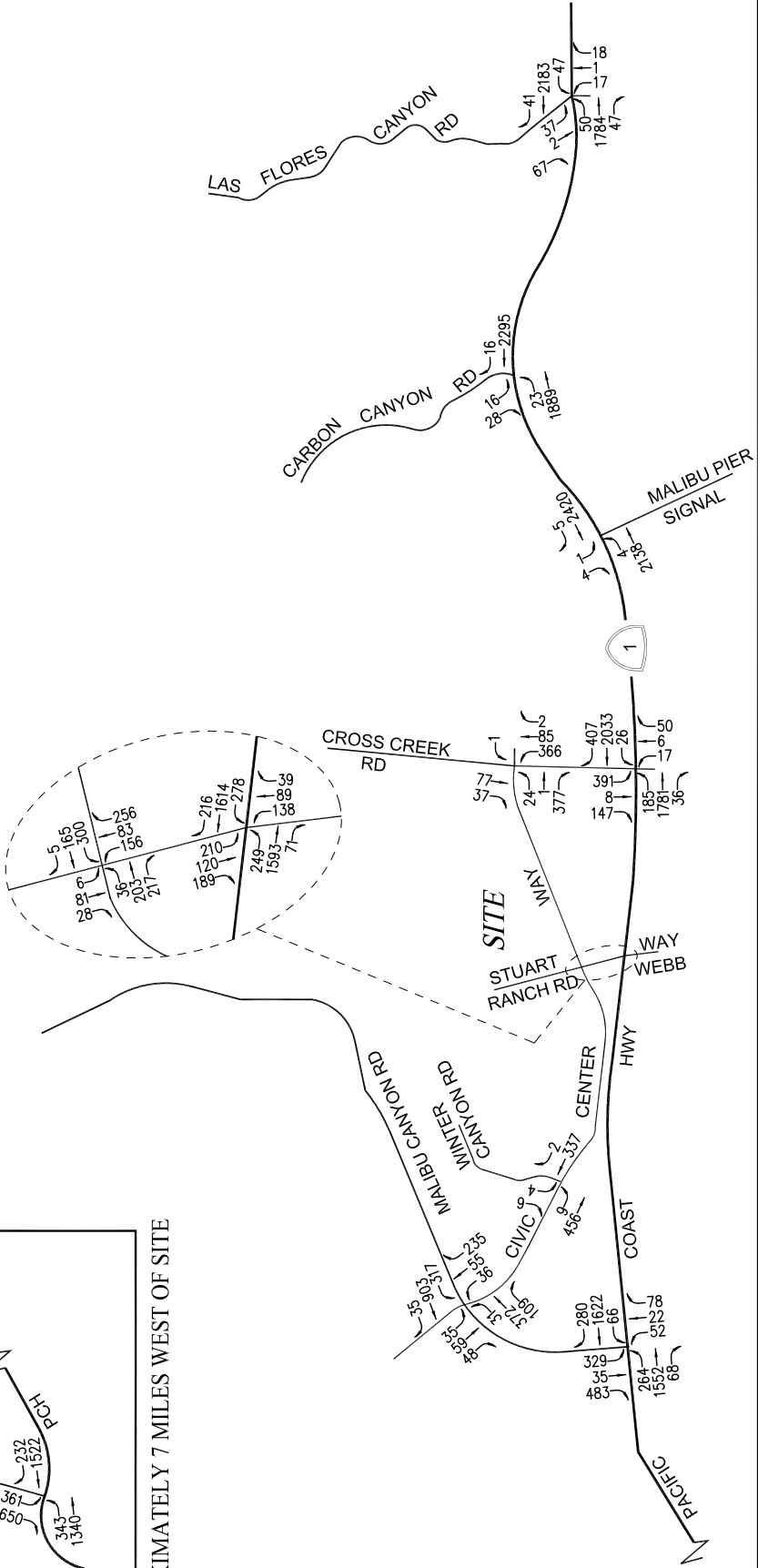
NOT TO SCALE

FIGURE 10-5
OPENING YEAR CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

FIGURE 10-6
OPENING YEAR CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

10.2.2 *Opening Year Cumulative With Project Conditions*

As shown in column [4] of *Table 10-1*, application of the City's threshold criteria to the "Year 2017 Opening With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and project traffic.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in *Figures 10-7, 10-8 and 10-9*, respectively.

10.3 Future Year (2030) Conditions

10.3.1 *Future Cumulative Pre-Project Conditions*

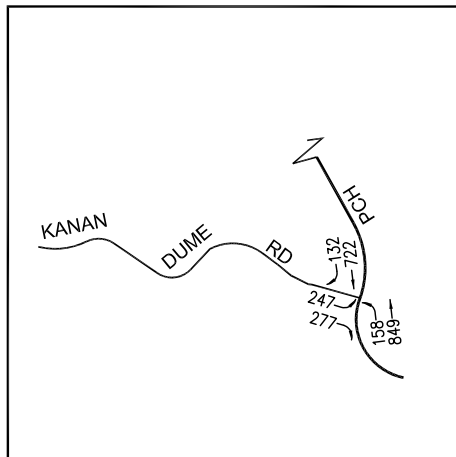
The future cumulative without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7-1*. As presented in column [5] of *Table 10-1*, six of the eleven study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Figures 10-10, 10-11 and 10-12*, respectively.

10.3.2 *Future Cumulative With Project Conditions*

As shown in column [6] of *Table 10-1*, application of the City's threshold criteria to the "Year 2030 Future With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and project traffic.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in *Figures 10-13, 10-14 and 10-15*, respectively.



APPROXIMATELY 7 MILES WEST OF SITE

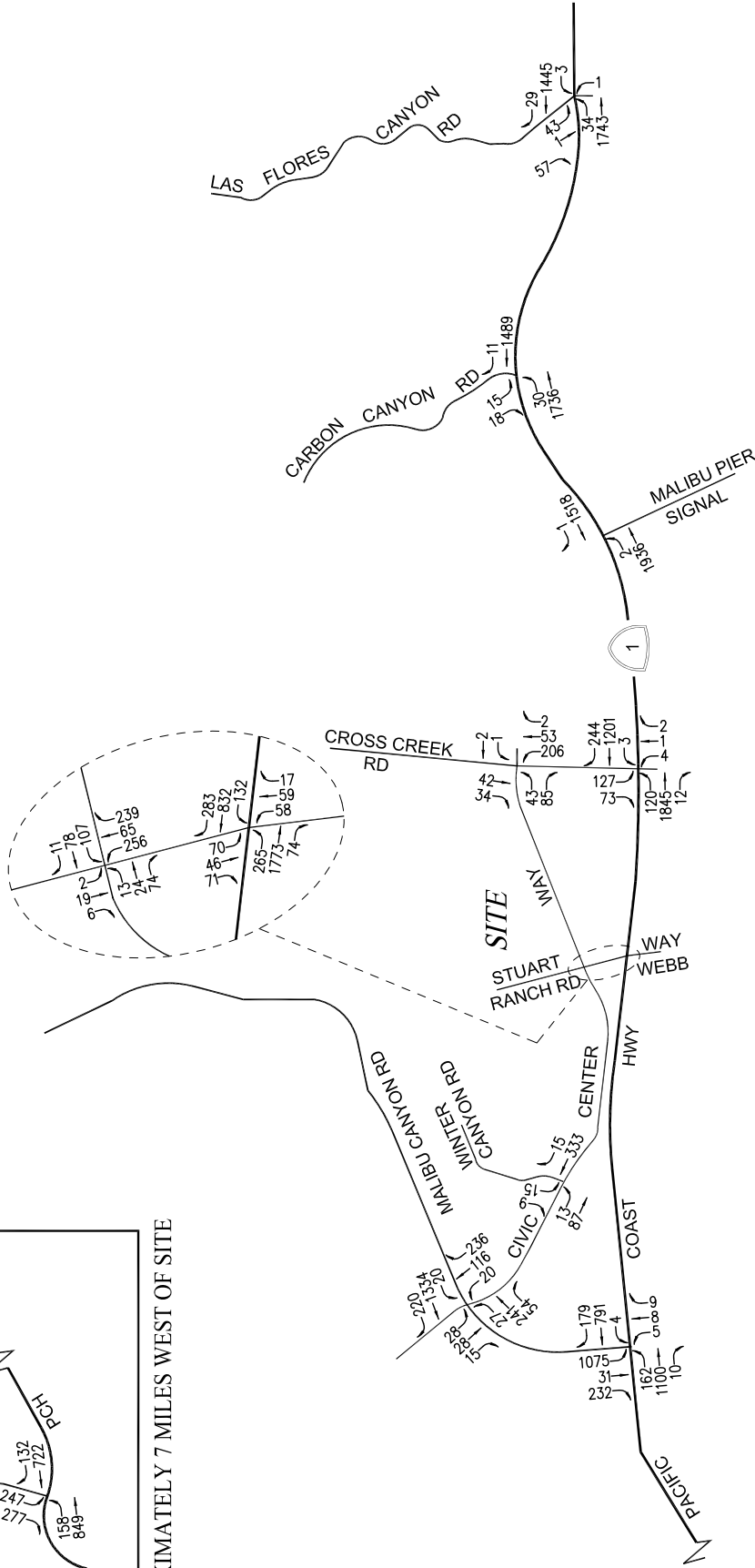
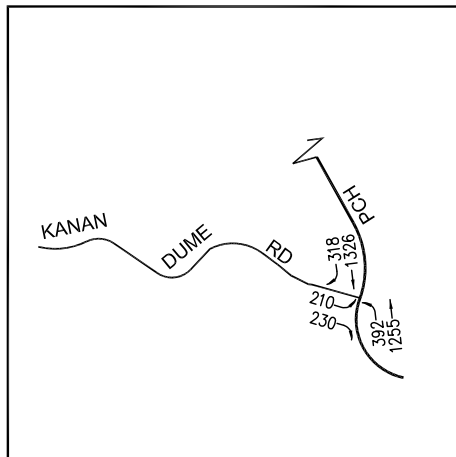


FIGURE 10-7
OPENING YEAR CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE

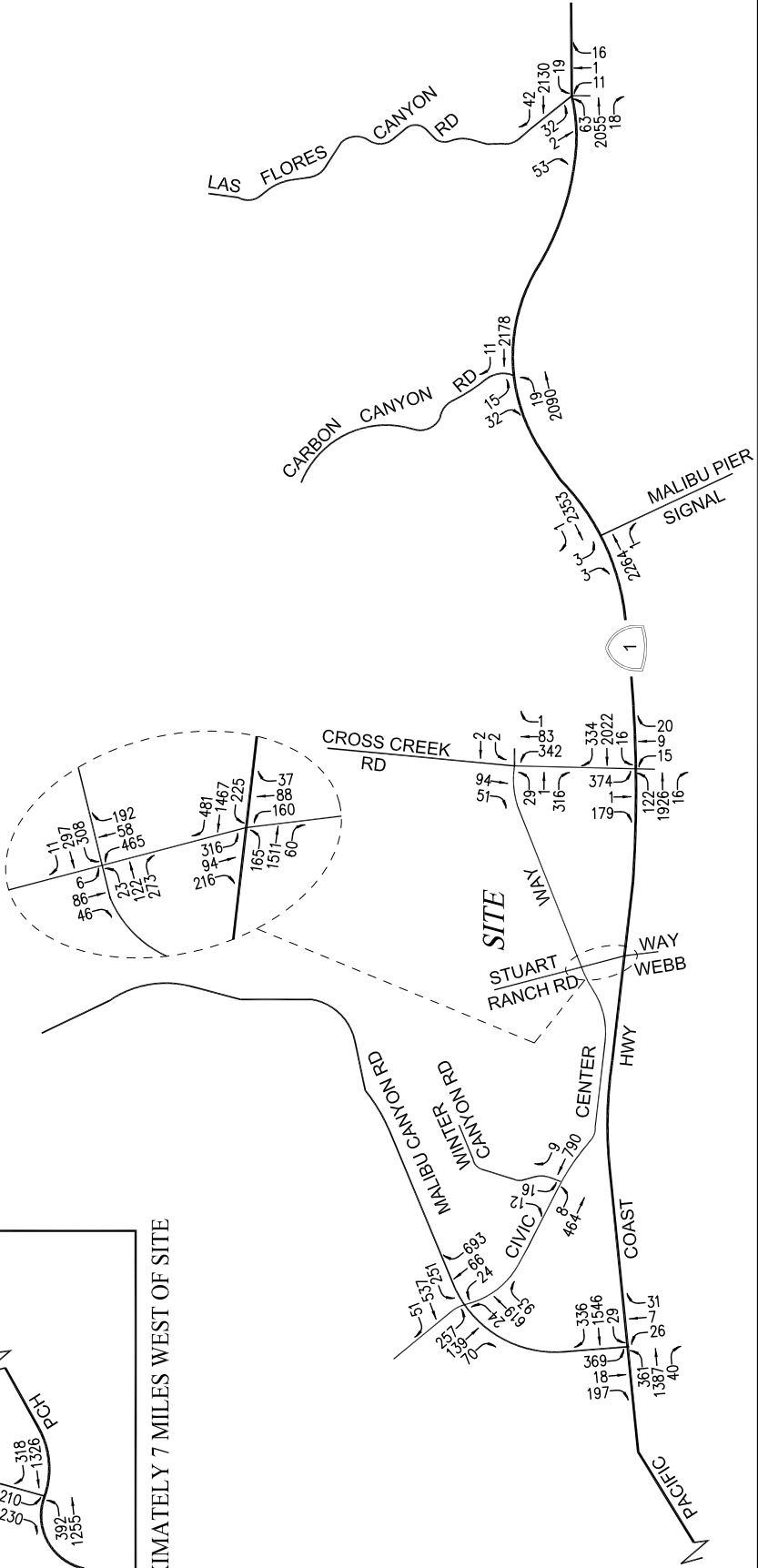
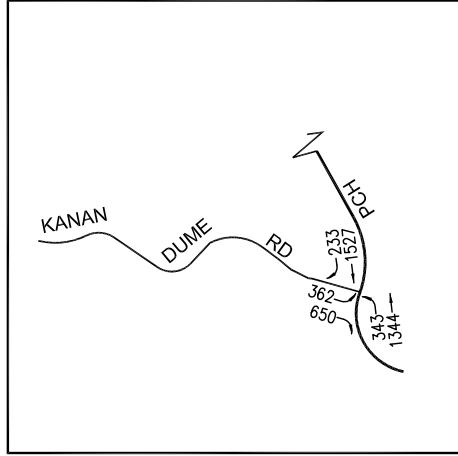


FIGURE 10-8
OPENING YEAR CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE

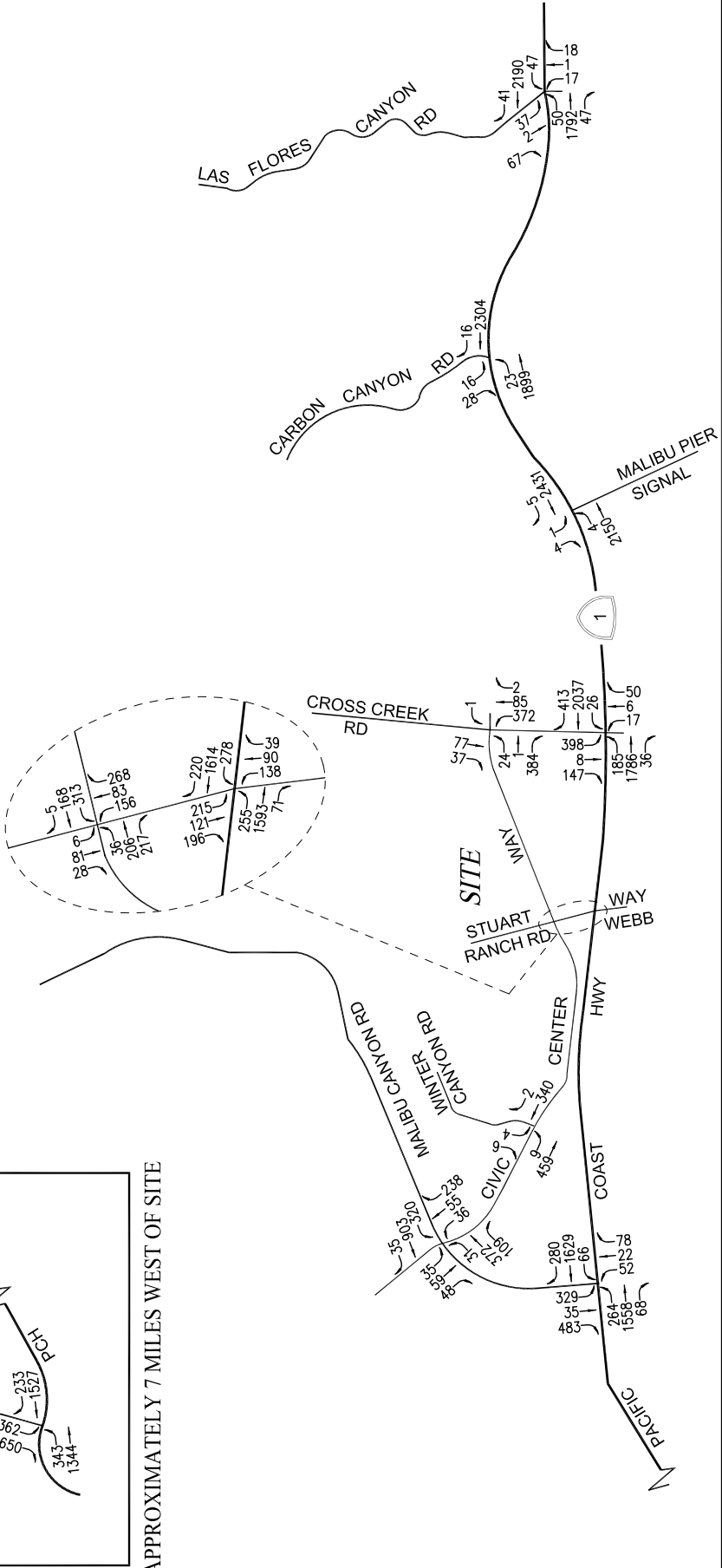


FIGURE 10-9
OPENING YEAR CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSKOTT, LAW & GREENSPAN, engineers

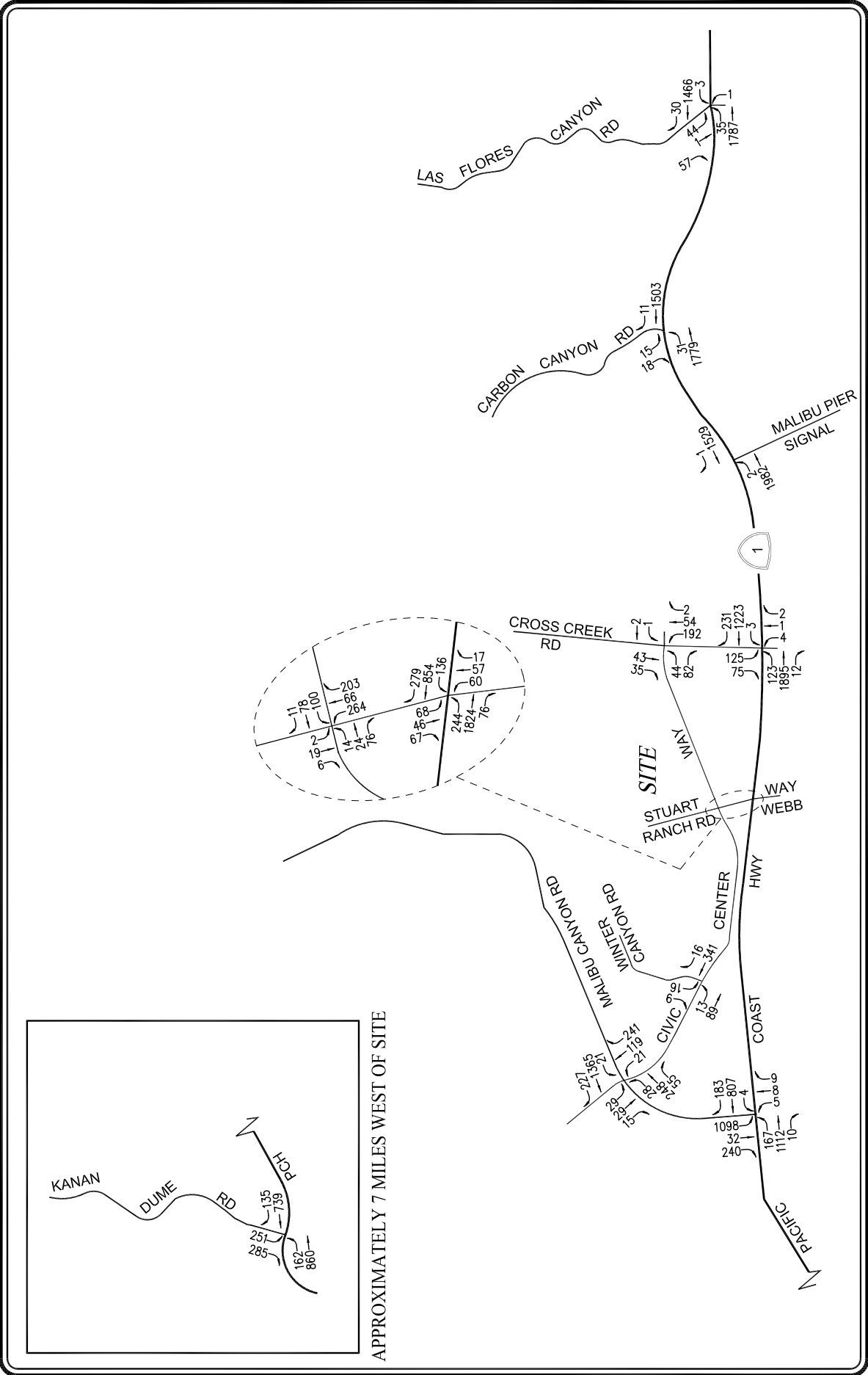


FIGURE 10-10
FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers

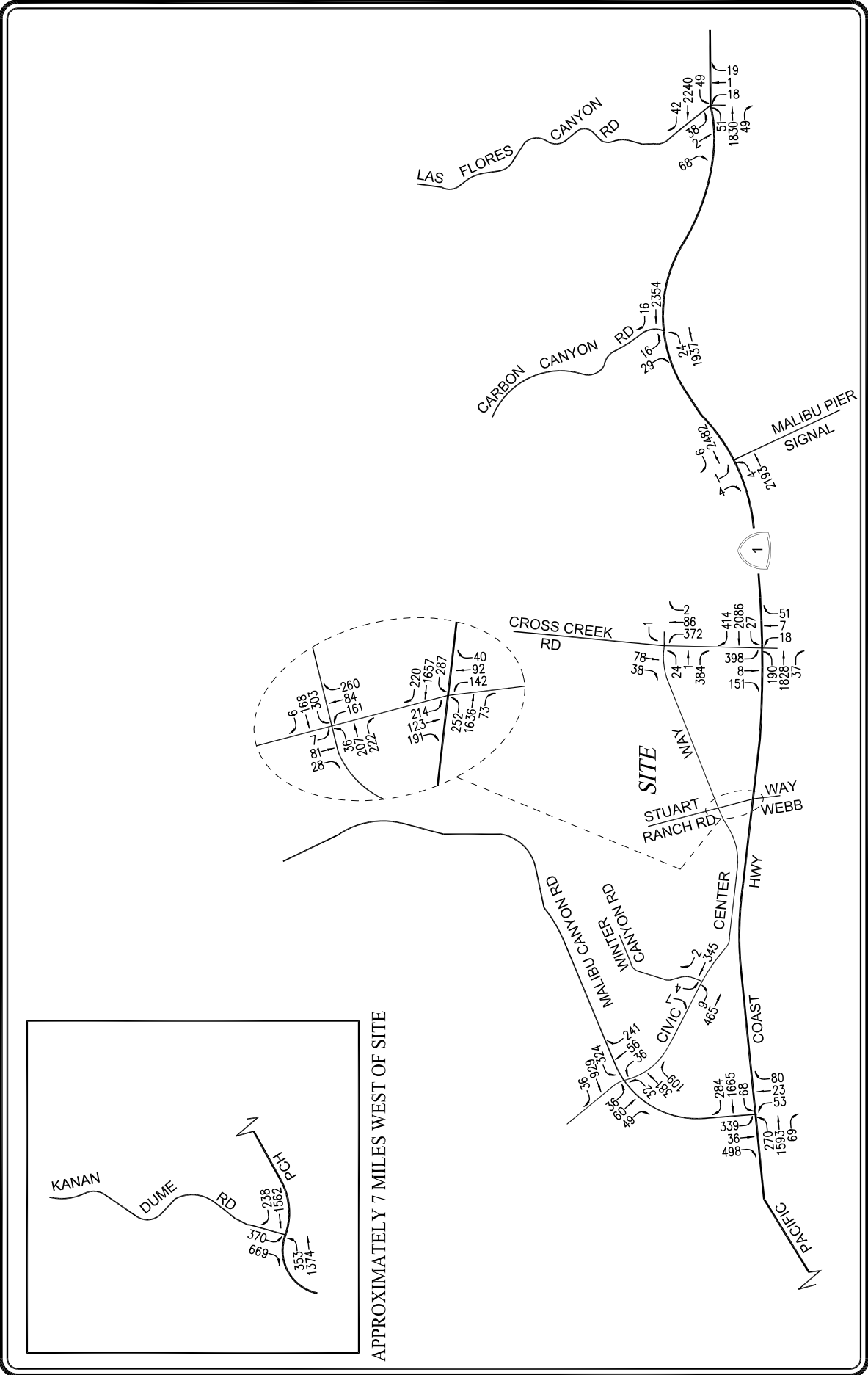


FIGURE 10-12
FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
 SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers

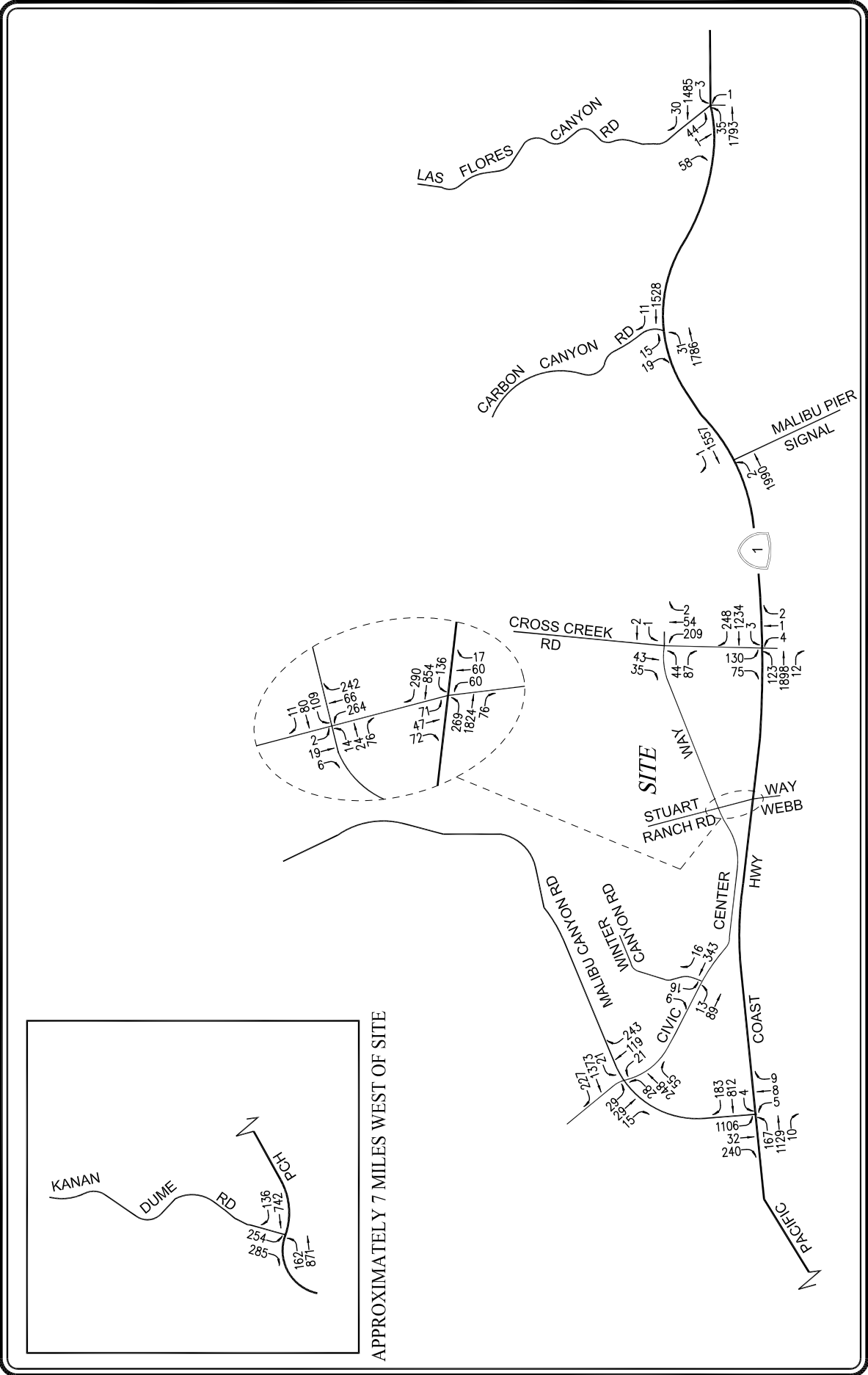


FIGURE 10-13
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers

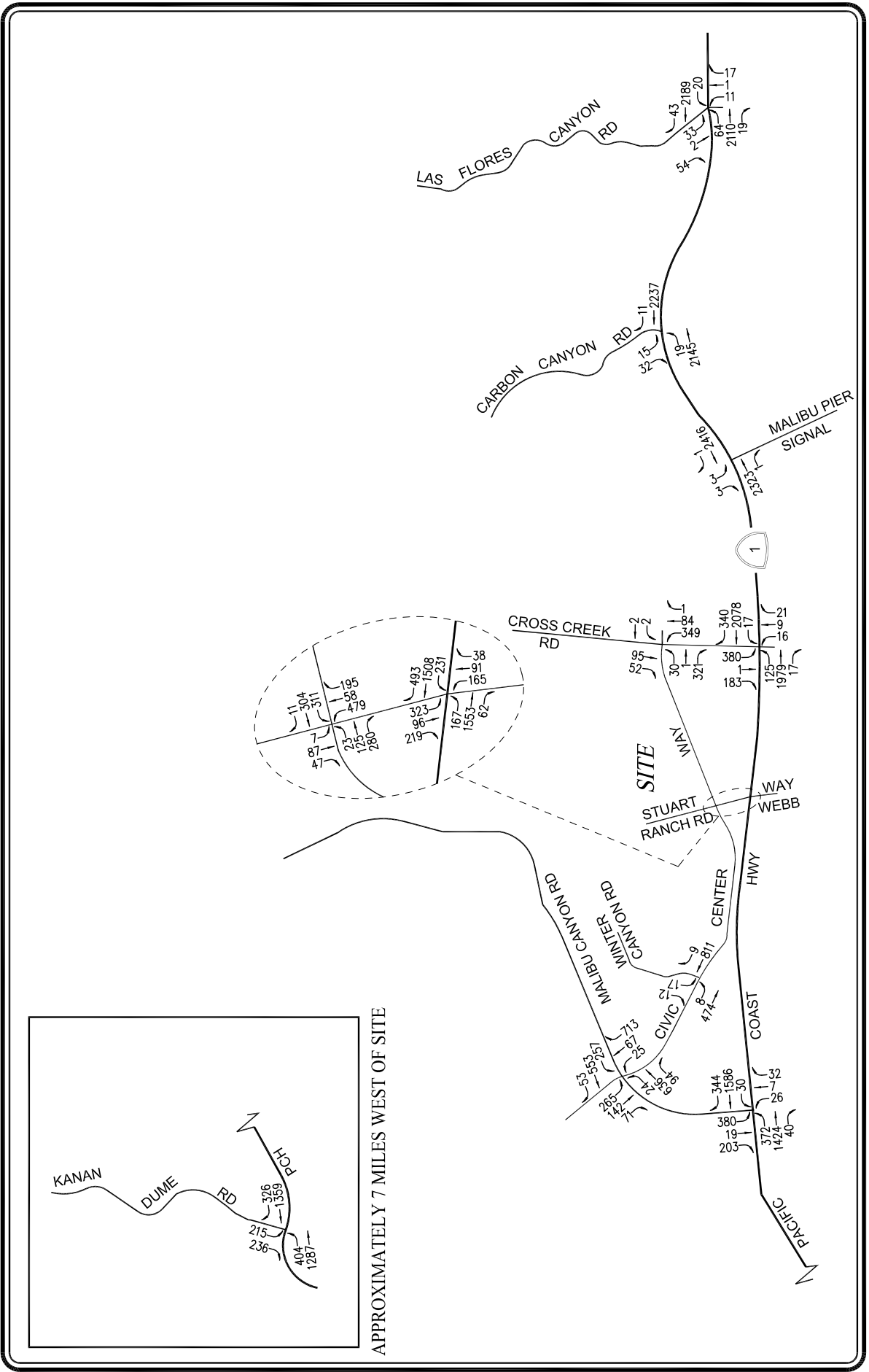
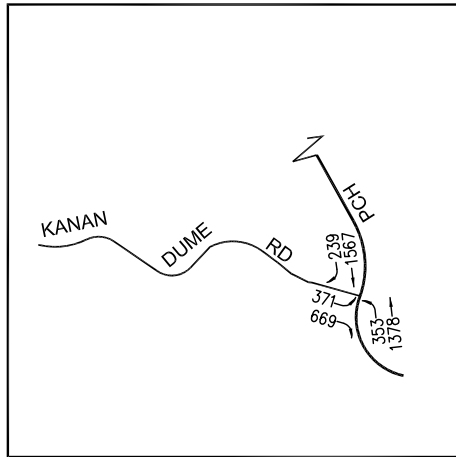


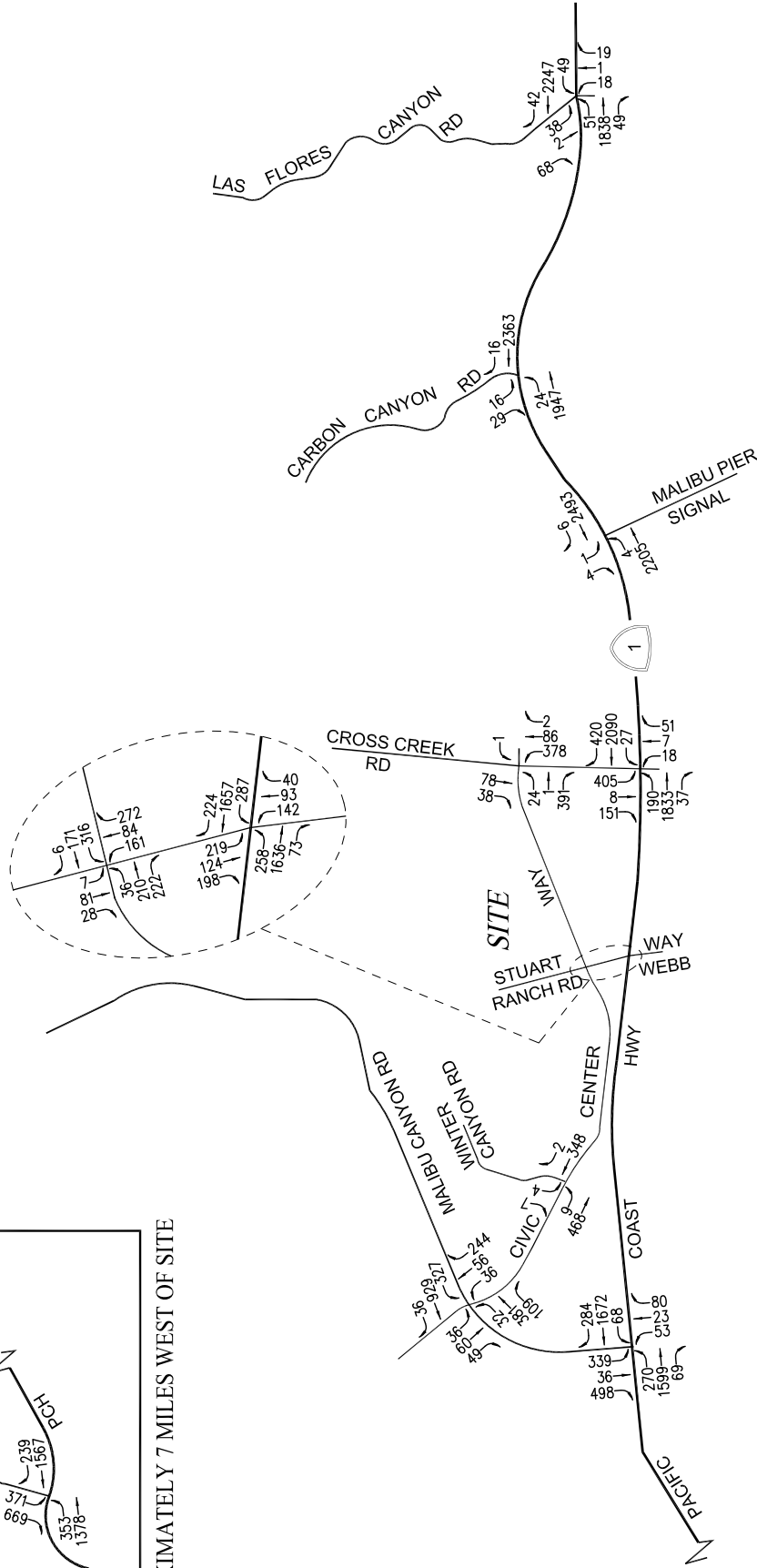
FIGURE 10-14
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY PM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

NOT TO SCALE
 LINSOTT, LAW & GREENSPAN, engineers

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APPROXIMATELY 7 MILES WEST OF SITE



NOT TO SCALE

FIGURE 10-15
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

11.0 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*, 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.

11.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- CMP Station Intersection
No. 107 Pacific Coast Highway/Kanan Dume Road (Study Int. No. 1)
No. 108 Pacific Coast Highway/Las Flores Canyon Road (Study Int. No. 11)
No. 109 Pacific Coast Highway/Malibu Canyon Road (Study Int. No. 3)

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at any of the three CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. The weekday AM, PM, and Saturday mid-day forecast project trips anticipated at each of the three locations are as follows:

- No. 107: Pacific Coast Highway/Kanan Dume Road (Study Int. No. 1)
AM Peak Hour: 18 trips; PM peak hour: 17 trips; Saturday Mid-day peak hour: 11 trips
- No. 108: Pacific Coast Highway/Las Flores Canyon Road (Study Int. No. 11)
AM Peak Hour: 26 trips; PM peak hour: 25 trips; Saturday Mid-day peak hour: 15 trips

- No. 109: Pacific Coast Highway/Malibu Canyon Road (Study Int. No. 3)
AM Peak Hour: 30 trips; PM peak hour: 20 trips; Saturday Mid-day peak hour: 13 trips

Also as summarized in *Table 10-1*, none of these three intersections are anticipated to be significantly impacted by the proposed project. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

No CMP intersection monitoring freeway locations are identified in the project vicinity. The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to any CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 5.3 herein, existing transit service is provided in the vicinity of the proposed SMC Malibu Satellite Campus project.

The project trip generation, as shown in *Table 8-1*, 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 project is forecast to generate demand for 4 transit trips during the weekday AM peak hour, 4 transit trips during the weekday PM peak hour, and 3 transit trips during the Saturday mid-day peak hour. Over a 24-hour weekday and Saturday period, the proposed project is forecast to generate demand for 35 and 19 daily transit trips, respectively. The transit trip calculations are as follows:

- Weekday AM Peak Hour = $71 \times 1.4 \times 0.035 = 4$ Transit Trips
- Weekday PM Peak Hour = $66 \times 1.4 \times 0.035 = 4$ Transit Trips
- Weekday Daily Trips = $698 \times 1.4 \times 0.035 = 35$ Transit Trips
- Saturday Mid-day Peak Hour = $44 \times 1.4 \times 0.035 = 3$ Transit Trips
- Saturday Daily Trips = $378 \times 1.4 \times 0.035 = 19$ Transit Trips

As shown in *Table 5-1*, one bus transit line is provided adjacent to or in close proximity the project site. As outlined in *Table 5-1*, under the “No. of Buses During Peak Hour” column, the

transit line provides services for an average of (i.e., average of the directional number of buses during the peak hours) generally seven buses during the weekday AM peak hour and roughly six buses during the weekday PM peak hour. During the weekend day, this transit line provides services for an average of four buses during the Saturday mid-day peak hour. Therefore, based on the above calculated weekday AM and PM peak hour trips, as well as the Saturday mid-day peak hour trips, this would correspond to approximately one additional transit rider per bus. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the low number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 ARTERIAL STREET SEGMENT ANALYSIS

In order to address the issues of arterial traffic adjacent to the proposed project site, two street segments located near the project site have been analyzed for potential significant impacts. The following street segments have been selected for analysis in consultation with City Staff:

- Pacific Coast Highway, between John Tyler Road and Malibu Canyon Road
- Malibu Canyon Road, north of Civic Center Road

The significance of the potential impacts of project generated traffic at the study street segments were identified using criteria set forth in City thresholds. According to the City's published traffic impact assessment guidelines, a transportation impact on an arterial street shall be deemed significant based on an increase in the project v/c ratio as shown in **Table 10-1**.

Table 12-1 CITY OF MALIBU STREET SEGMENT IMPACT THRESHOLD CRITERIA	
Pre-Project Level of Service	Project Related Increase in v/c
D, E, or F	0.05 or more

Automatic 24-hour machine traffic counts were provided by the City for a mid-week day (Thursday) and weekend (Saturday) in July 2012 for the analyzed street segments. Copies of the 24-hour machine counts are contained in **Appendix E**. Note that in order to reflect existing (Base Study Year 2014) conditions, these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014.

The forecast traffic conditions at the analyzed street segment for existing, existing with project, opening year pre-project, opening year with project, future pre-project, and future with project scenarios are summarized in **Table 12-2**. As presented in Column [2] of **Table 12-2**, the actual 24-hour count data was utilized to evaluate existing conditions on the roadway during each peak hour period. Furthermore, as shown in Column [4] of **Table 12-2**, a 1.5 percent (1.5%) annual ambient growth rate was conservatively added to the existing ADT volume in order to estimate the opening year (2017) pre-project traffic volume. Additionally, as shown in Column [6] of **Table 12-2**, a 0.48 percent (0.48%) annual ambient growth rate through 2030 was conservatively added to the existing ADT volume in order to estimate the future pre-project traffic volume.

As presented in Columns [3], [5], and [7] of **Table 12-2**, the proposed project peak hour trips will incrementally affect traffic volumes on the analyzed street segments. Application of the City's threshold criteria for arterial street segments analysis indicates that the proposed project is not anticipated to significantly impact the analyzed street segments.

Table 12-2
ARTERIAL STREET SEGMENT ANALYSIS SUMMARY

NO.	STREET SEGMENT	CAPACITY	PEAK HOUR	[1] PROJECT VOLUMES	[2] YEAR 2014 EXISTING		[3] EXISTING W/PROJECT CHANGE		[4] YEAR 2017 OPENING		[5] OPENING W/PROJECT CHANGE		[6] YEAR 2030 FUTURE		[7] FUTURE W/PROJECT CHANGE IN V/C	
					VOLUME	V/C	LOS	IN V/C	LOS	VOLUME	V/C	LOS	VOLUME	V/C		LOS
1	Pacific Coast Highway, between John Tyler and Malibu Canyon Road (4 Lane Divided)	3,100	Weekday AM	22	1,967	0.63	B	0.02	2,057	0.66	B	0.01	2,083	0.67	B	0.01
		3,100	Weekday PM	20	2,988	0.96	E	0.01	3,124	1.01	F	0.00	3,164	1.02	F	0.01
		3,100	Saturday Mid-Day	13	3,309	1.07	F	0.00	3,460	1.12	F	0.00	3,505	1.13	F	0.00
2	Malibu Canyon Road, north of Civic Center Road (2 Lane Undivided)	2,800	Weekday AM	10	1,917	0.68	B	0.01	2,005	0.72	C	0.00	2,031	0.73	C	0.00
		2,500	Weekday PM	10	2,136	0.85	D	0.01	2,233	0.89	D	0.01	2,262	0.90	E	0.01
		2,650	Saturday Mid-Day	6	1,604	0.61	B	0.00	1,677	0.63	B	0.01	1,699	0.64	B	0.00

[a] According to City of Malibu Traffic Impact Assessment Guidelines:
Pre-Project Level of Service
D, E

Project-Related Increase V/C
0.05 or more

13.0 SUPPLEMENTAL TRAFFIC ANALYSIS

The traffic analysis provided herein is based on the City's traffic counts conducted in July 2012 (summertime) plus the forecast traffic associated with the SMC Malibu Satellite Campus project at full utilization. It is most likely, however, that the school will operate at substantially reduced levels during summertime periods, so the traffic analysis evaluates a highly conservative (“worse case”) condition.

Accordingly, a supplemental traffic analysis has been prepared based on traffic counts at study intersections conducted during the school-time (i.e., April 2012). In this way, the traffic analysis of the school project can be evaluated within a background of school-time traffic counts. The following section provides a supplemental traffic analysis using traffic count data collected at ten study intersections in April 2012 when local schools in the area were in session. The general vicinity and study intersections are shown in *Appendix Figure F-1*.

13.1 Local Street System

The following ten study intersections are selected in order to determine potential impacts related to the proposed project and the first nine overlap with the previous analysis:

1. Kanan Dume Road/Pacific Coast Highway (SR-1)
2. Malibu Canyon Road/Civic Center Way
3. Malibu Canyon Road/Pacific Coast Highway (SR-1)
4. Winter Canyon Road/Civic Center Way
5. Stuart Ranch Road-Webb Way/Civic Center Way
6. Webb Way/Pacific Coast Highway (SR-1)
7. Cross Creek Road/Civic Center Way
8. Cross Creek Road/Pacific Coast Highway (SR-1)
9. Las Flores Canyon Road/Pacific Coast Highway (SR-1)
10. Topanga Canyon Boulevard (SR-27)/Pacific Coast Highway (SR-1)

Eight of the ten study intersections selected for analysis are presently controlled by traffic signals. The remaining two study intersections, Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way, are presently all-way stop controlled intersections. The existing lane configurations at the ten study intersections are displayed in *Appendix Figure F-2*.

13.2 Weekday Traffic Counts

Manual traffic counts of vehicular turning movements were conducted at each of the ten study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. Traffic volumes at the study intersections show the typical peak periods between 7:00 and 9:00 AM generally associated with the peak morning commuter hours, and 4:00 and 6:00 PM generally associated with the afternoon commuter hours. These time periods generally correlate with peak commuter hours in the Los Angeles Basin area, including the City of Malibu. In conjunction with the vehicular turning movement counts, pedestrian and bicycle counts were conducted at each intersection. The weekday peak period manual traffic counts were conducted at the study intersections in Spring 2012 when local schools in the area were in session. It is noted that it is appropriate to do traffic counts for this traffic analysis when local schools are in session as it corresponds to the period when the proposed SMC Malibu Satellite Campus would be in full operation. Alternatively, conducting traffic counts during non-school periods (e.g., during summer periods and/or December holiday periods) would not be meaningful because the proposed school project will be at substantially reduced activity levels, and thus not generating traffic under these background conditions. Thus, the correct traffic baseline for purposes of measuring traffic impacts due to the proposed SMC Malibu Satellite Campus project is during regular school-time conditions. Note that in order to reflect existing (Base Study Year 2014) conditions, these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in *Appendix Table F-1*. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Appendix Figure F-3* and *F-4*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix F*.

13.3 Saturday Traffic Counts

Manual counts of vehicular turning movements also were conducted at the ten study intersections during a weekend day (i.e., Saturday) mid-day period to determine the peak hour traffic volumes. The manual counts were conducted at the study intersections from 12:00 Noon to 2:00 PM to determine the Saturday mid-day peak hour. Similar to the weekday traffic count data, the existing Saturday pedestrian and bicycle traffic volumes for the ten study intersections were also conducted. Note that in order to reflect existing (Base Study Year 2014) conditions, these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014.

The Saturday peak hour traffic volumes at the ten study intersections are also summarized in *Table 6-1*. The existing traffic volumes at the study intersections during the Saturday mid-day peak hour are presented in *Appendix Figure F-5*. Summary data worksheets of the Saturday manual traffic counts at the study intersections are also contained in *Appendix F*.

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis for signalized intersections based on the City's and County's traffic study guidelines.

In addition, the two unsignalized study intersections (Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way) were also analyzed using the methodology included in the Highway Capacity Manual (HCM). A description of the ICU and HCM method and corresponding Level of Service is also provided in *Appendix C* and *Appendix D* respectively.

13.4 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed SMC Malibu Satellite Campus project during the weekday AM and PM peak hours and Saturday mid-day peak hour was evaluated based on analysis of existing-plus-project, opening and future operating conditions at the study intersections, without and with the proposed project. 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 project generated traffic at each study intersection was identified using criteria provided by the City of Malibu for those study intersections (i.e., Int. Nos. 1 through 9) located within the City and by the County of Los Angeles for the study intersection (i.e., Int. No. 10) situated within the County. According to the City’s criteria for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in *Table 9-1* and *Table 9-2* for signalized and unsignalized intersections respectively.

According to the County’s criteria⁷ for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in *Table 13-1*.

Table 13-1 COUNTY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA		
Final v/c	Level of Service	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E or F	equal to or greater than 0.010

The City and County criteria require mitigation of project traffic impacts 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 or for certain project related increase in delay or degradation in level of service to values shown above for unsignalized intersections.

⁷ *Traffic Impact Analysis Report Guidelines*, County of Los Angeles Department of Public Works, January 1, 1997.

13.5 Traffic Impact Analysis Scenarios

The Level of Service calculations have been prepared for the following scenarios for the study intersections:

- (a) Existing (Base Study Year 2014) Conditions.
- (b) Existing With Project Conditions.
- (c) Opening Year Cumulative (Year 2017) Pre-Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (d) Opening Year With Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (e) Future Cumulative (Build out Year 2030) Pre- Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.
- (f) Future Cumulative With Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual⁸. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 7-1*. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in *Appendix Figures F-6* and *F-7*, respectively. The related projects' respective Saturday traffic generation for the mid-day peak hour, as well as on a daily basis, is also summarized in *Table 7-1*. The forecast assignment of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in *Appendix Figure F-8*.

The weekday AM peak hour project traffic distribution percentages at the study intersections are illustrated in *Appendix Figure F-9*. The weekday PM peak hour and Saturday mid-day peak hour project traffic distribution percentages at the study intersections are illustrated in *Appendix Figure F-10*.

The forecast new weekday AM and PM peak hour traffic volumes at the study intersections associated with the proposed project are presented in *Appendix Figures F-11* and *F-12*, respectively. The forecast new Saturday mid-day peak hour traffic volumes at the study intersections associated with the proposed project are displayed in *Appendix Figure F-13*. The traffic volume assignments presented in *Appendix Figures F-11*, *F-12*, and *F-13* reflect the traffic distribution characteristics shown in *Appendix Figures F-9* and *F-10* and the project traffic generation forecast presented in *Table 8-1*.

⁸ Institute of Transportation Engineers *Trip Generation* manual, 9th Edition, Washington, D.C., 2012.

The traffic impact analysis prepared for the ten study intersections using the ICU/HCM methodology and application of the City of Malibu and Los Angeles County significant traffic impact criteria is summarized in **Appendix Table F-2**. The ICU and HCM delay data worksheets for the analyzed intersections are contained in *Appendix F*.

13.6 Existing Conditions

13.6.1 Existing Conditions

As indicated in column [1] of *Appendix Table F-2*, eight of the ten study intersections are presently operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided in *Appendix Figure F-2, F-3 and F-4*, respectively.

13.6.2 Existing With Project Conditions

As shown in column [2] of *Appendix Table F-2*, application of the City's/County's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the ten study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Appendix Figures F-14, F-15 and F-16*, respectively.

13.7 Opening Year (2017) Conditions

13.7.1 Opening Year Cumulative Pre-Project Conditions

The opening year cumulative without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of 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 at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7-1*. As presented in column [3] of *Appendix Table F-2*, seven of the ten study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Appendix Figures F-17, F-18 and F-19*, respectively.

13.7.2 *Opening Year Cumulative With Project Conditions*

As shown in column [4] of *Appendix Table F-2*, application of the City's threshold criteria to the "Year 2017 Opening With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the ten study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and project traffic.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in *Appendix Figures F-20, F-21 and F-22*, respectively.

13.8 Future Year (2030) Conditions

13.8.1 *Future Cumulative Pre-Project Conditions*

The future cumulative without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of 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 at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7-1*. As presented in column [5] of *Appendix Table F-2*, seven of the ten study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in *Appendix Figures F-23, F-24 and F-25*, respectively.

13.8.2 *Future Cumulative With Project Conditions*

As shown in column [6] of *Appendix Table F-2*, application of the City's threshold criteria to the "Year 2030 Future With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the ten study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and project traffic.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in *Appendix Figures F-26, F-27 and F-28*, respectively.

14.0 CONCLUSIONS

This traffic study has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed SMC Malibu Satellite Campus project. In order to evaluate the potential impacts to the local street system, eleven key intersections were analyzed during weekday and Saturday peak hour conditions to determine changes in operations following completion and occupancy of the project. Application of the intersection impact threshold criteria from the City of Malibu indicates that the proposed project is not expected to create significant impacts at any of the eleven study intersections during weekday and Saturday conditions for existing with project, as well as opening year with project conditions and future 2030 with project conditions. Incremental but not significant impacts are noted at the study intersections evaluated in this analysis. Furthermore, street segment analyses yielded incremental, but not significant impacts at the two study street segments based on City of Malibu criteria. As no significant impacts are identified due to the proposed project, no traffic mitigation measures are required or recommended for the study intersections or street segments. Additionally, no significant impacts are identified due to the proposed project using school-time traffic count data at nine of the study intersections and at an additional Los Angeles County intersection.

A total of 189 on-site parking spaces will be provided within the ground lease area for the project's portion of the Civic Center Complex. Based on the Code parking requirement of 189 spaces (179 spaces for the educational facility and 10 spaces for the Sheriff's substation), the proposed parking supply of 189 spaces will satisfy the Code parking requirement. A portion of the project's parking supply within the ground lease area is contiguous to the public parking spaces for the existing Los Angeles County Superior Court and Malibu Library facilities. The parking analysis demonstrates that under a conservative "worst case" condition whereby the SMC Malibu Satellite Campus were at peak activity throughout the day, there would be sufficient parking supply to accommodate the measured parking demand attributed to the Court facilities and library.

Three CMP monitoring intersections were identified based on the 2010 Congestion Management Program for Los Angeles County. The CMP TIA guidelines require that intersection monitoring locations be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. In addition, freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. Based on the project trip generation forecasts, further review of potential impacts to the nearest intersection and freeway monitoring locations that are part of the CMP highway system are not required.

APPENDIX A
EXISTING PARKING UTILIZATION SURVEYS
PARKING SURVEY AREAS

Appendix Table A-1
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: MONDAY, JUNE 11, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY																							
		8:00 AM		8:15 AM		8:30 AM		8:45 AM		9:00 AM		9:15 AM		9:30 AM		9:45 AM		10:00 AM		10:15 AM		10:30 AM		10:45 AM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	20	13.9%	43	29.9%	50	34.7%	53	36.8%	55	38.2%	45	31.3%	50	34.7%	46	31.9%	51	35.4%	41	28.5%	44	30.6%	38	26.4%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	16.7%	2	33.3%	3	50.0%
TOTAL ON-SITE PARKING	157	20	12.7%	43	27.4%	50	31.8%	53	33.8%	57	36.3%	46	29.3%	51	32.5%	46	29.3%	51	32.5%	42	26.8%	46	29.3%	42	26.8%
North Side of Civic Center Way																									
Standard Spaces	24	0	0.0%	1	4.2%	2	8.3%	2	8.3%	2	8.3%	2	8.3%	1	4.2%	1	4.2%	1	4.2%	4	16.7%	6	25.0%	8	33.3%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	7	17.1%	7	17.1%	6	14.6%	9	22.0%	8	19.5%	10	24.4%	9	22.0%	9	22.0%	9	22.0%	9	22.0%	11	26.8%	12	29.3%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	7	9.7%	8	11.1%	8	11.1%	11	15.3%	10	13.9%	12	16.7%	10	13.9%	10	13.9%	10	13.9%	13	18.1%	17	23.6%	20	27.8%
TOTAL ON-SITE AND ON-STREET PARKING	229	27	11.8%	51	22.3%	58	25.3%	64	27.9%	67	29.3%	58	25.3%	61	26.6%	56	24.5%	61	26.6%	55	24.0%	63	27.5%	62	27.1%

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY																							
		11:00 AM		11:15 AM		11:30 AM		11:45 AM		12:00 Noon		12:15 PM		12:30 PM		12:45 PM		1:00 PM		1:15 PM		1:30 PM		1:45 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	37	25.7%	33	22.9%	39	27.1%	39	27.1%	41	28.5%	40	27.8%	38	26.4%	40	27.8%	36	25.0%	37	25.7%	41	28.5%	38	26.4%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	6	3	50.0%	3	50.0%	3	50.0%	2	33.3%	2	33.3%	0	0.0%	0	0.0%	1	16.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-SITE PARKING	157	40	25.5%	37	23.6%	42	26.8%	41	26.1%	43	27.4%	40	25.5%	38	24.2%	41	26.1%	36	22.9%	37	23.6%	41	26.1%	39	24.8%
North Side of Civic Center Way																									
Standard Spaces	24	6	25.0%	9	37.5%	9	37.5%	8	33.3%	8	33.3%	9	37.5%	9	37.5%	10	41.7%	8	33.3%	9	37.5%	9	37.5%	9	37.5%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	12	29.3%	10	24.4%	15	36.6%	14	34.1%	16	39.0%	18	43.9%	18	43.9%	18	43.9%	19	46.3%	21	51.2%	22	53.7%	24	58.5%
Handicap Accessible Spaces	2	0	0.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%
TOTAL ON-STREET PARKING	72	18	25.0%	20	27.8%	25	34.7%	23	31.9%	25	34.7%	28	38.9%	28	38.9%	29	40.3%	28	38.9%	32	44.4%	33	45.8%	35	48.6%
TOTAL ON-SITE AND ON-STREET PARKING	229	58	25.3%	57	24.9%	67	29.3%	64	27.9%	68	29.7%	68	29.7%	66	28.8%	70	30.6%	64	27.9%	69	30.1%	74	32.3%	74	32.3%

Appendix Table A-1 (Continued)
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: MONDAY, JUNE 11, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY															
		2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM				
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																	
Standard Spaces	144	38	26.4%	33	22.9%	33	22.9%	38	26.4%	40	27.8%	39	27.1%	34	23.6%	33	22.9%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	1	50.0%	1	50.0%	1	50.0%	2	100.0%	0	0.0%	2	100.0%	2	100.0%	0	0.0%
Handicap Accessible Spaces	6	1	16.7%	2	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	16.7%	0	0.0%
TOTAL ON-SITE PARKING	157	40	25.5%	34	21.7%	34	21.7%	40	25.5%	40	25.5%	41	26.1%	36	22.9%	35	22.3%
North Side of Civic Center Way																	
Standard Spaces	24	8	33.3%	7	29.2%	7	29.2%	11	45.8%	9	37.5%	9	37.5%	9	37.5%	9	37.5%
Electric Vehicle Spaces	3	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																	
Standard Spaces	41	21	51.2%	23	56.1%	23	56.1%	23	56.1%	23	56.1%	23	56.1%	23	56.1%	22	53.7%
Handicap Accessible Spaces	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	0	0.0%
TOTAL ON-STREET PARKING	72	31	43.1%	33	45.8%	32	44.4%	36	50.0%	34	47.2%	34	47.2%	34	47.2%	32	44.4%
TOTAL ON-SITE AND ON-STREET PARKING	229	71	31.0%	67	29.3%	66	28.8%	76	33.2%	74	32.3%	75	32.8%	70	30.6%	67	29.3%

PARKING LOCATION	[1] NO. OF SPACES	5:00 PM	
		OCC.	PERCENT
Front Surface Lot			
Standard Spaces	144	16	11.1%
Inspection Reserved Spaces	5	0	0.0%
Time-Restricted Spaces	2	0	0.0%
Handicap Accessible Spaces	6	0	0.0%
TOTAL ON-SITE PARKING	157	16	10.2%
North Side of Civic Center Way			
Standard Spaces	24	4	16.7%
Electric Vehicle Spaces	2	1	50.0%
Handicap Accessible Spaces	3	0	0.0%
South Side of Civic Center Way			
Standard Spaces	41	9	22.0%
Handicap Accessible Spaces	2	0	0.0%
TOTAL ON-STREET PARKING	72	14	19.4%
TOTAL ON-SITE AND ON-STREET PARKING	229	30	13.1%

[1] The parking survey and inventory was conducted by The Traffic Solution.

Appendix Table A-2
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: TUESDAY, JUNE 12, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY															
		8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM				
		OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT
Front Surface Lot	144	28	19.4%	50	34.7%	62	43.1%	71	49.3%	68	47.2%	75	52.1%	83	57.6%	73	50.7%
Standard Spaces																	
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%
Handicap Accessible Spaces	6	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%	2	33.3%	2	33.3%	2	33.3%
TOTAL ON-SITE PARKING	157	29	18.5%	51	32.5%	63	40.1%	74	47.1%	69	43.9%	77	49.0%	86	54.8%	76	48.4%
North Side of Civic Center Way	24	1	4.2%	1	4.2%	2	8.3%	2	8.3%	2	8.3%	3	12.5%	3	12.5%	5	20.8%
Standard Spaces																	
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way	41	3	7.3%	3	7.3%	6	14.6%	6	14.6%	6	14.6%	6	14.6%	5	12.2%	9	22.0%
Standard Spaces																	
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	4	5.6%	4	5.6%	8	11.1%	8	11.1%	8	11.1%	9	12.5%	8	11.1%	14	19.4%
TOTAL ON-SITE AND ON-STREET PARKING	229	33	14.4%	55	24.0%	71	31.0%	82	35.8%	77	33.6%	86	37.6%	94	41.0%	90	39.3%

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY															
		11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 Noon	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM				
		OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT	OC.	PERCENT
Front Surface Lot	144	65	45.1%	62	43.1%	55	38.2%	55	38.2%	61	42.4%	57	39.6%	45	31.3%	45	31.3%
Standard Spaces																	
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	2	40.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	1	50.0%
Handicap Accessible Spaces	6	0	0.0%	1	16.7%	1	16.7%	2	33.3%	1	16.7%	2	33.3%	1	16.7%	1	16.7%
TOTAL ON-SITE PARKING	157	65	41.4%	63	40.1%	58	36.9%	59	37.6%	64	40.8%	47	29.9%	46	29.3%	49	31.2%
North Side of Civic Center Way	24	9	37.5%	9	37.5%	10	41.7%	10	41.7%	9	37.5%	8	33.3%	6	25.0%	7	29.2%
Standard Spaces																	
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way	41	13	31.7%	16	39.0%	16	39.0%	16	39.0%	15	36.6%	15	36.6%	13	31.7%	13	31.7%
Standard Spaces																	
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	2	100.0%
TOTAL ON-STREET PARKING	72	22	30.6%	25	34.7%	27	37.5%	28	38.9%	26	36.1%	22	30.6%	21	29.2%	22	30.6%
TOTAL ON-SITE AND ON-STREET PARKING	229	87	38.0%	88	38.4%	85	37.1%	87	38.0%	90	39.3%	69	30.1%	67	29.3%	71	31.0%

Appendix Table A-2 (Continued)
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: TUESDAY, JUNE 12, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY															
		2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM				
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot	144	54	37.5%	52	36.1%	43	29.9%	45	31.3%	34	23.6%	43	29.9%	39	27.1%	33	22.9%
Standard Spaces																	
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	6	1	16.7%	1	16.7%	1	16.7%	0	0.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%
TOTAL ON-SITE PARKING	157	55	35.0%	53	33.8%	44	28.0%	45	28.7%	35	22.3%	44	28.0%	40	25.5%	34	21.7%
North Side of Civic Center Way	24	9	37.5%	9	37.5%	8	33.3%	9	37.5%	8	33.3%	7	29.2%	8	33.3%	11	45.8%
Standard Spaces																	
Electric Vehicle Spaces	3	1	33.3%	2	66.7%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%	1	33.3%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way	41	17	41.5%	19	46.3%	18	43.9%	15	36.6%	14	34.1%	14	34.1%	14	34.1%	14	34.1%
Standard Spaces																	
Handicap Accessible Spaces	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%
TOTAL ON-STREET PARKING	72	28	38.9%	31	43.1%	28	38.9%	26	36.1%	24	33.3%	23	31.9%	24	33.3%	27	37.5%
TOTAL ON-SITE AND ON-STREET PARKING	229	83	36.2%	84	36.7%	72	31.4%	71	31.0%	59	25.8%	67	29.3%	64	27.9%	61	26.6%

PARKING LOCATION	[1] NO. OF SPACES	5:00 PM	
		OCC.	PERCENT
Front Surface Lot	144	16	11.1%
Standard Spaces			
Inspection Reserved Spaces	5	0	0.0%
Time-Restricted Spaces	2	0	0.0%
Handicap Accessible Spaces	6	0	0.0%
TOTAL ON-SITE PARKING	157	16	10.2%
North Side of Civic Center Way	24	6	25.0%
Standard Spaces			
Electric Vehicle Spaces	2	2	100.0%
Handicap Accessible Spaces	3	0	0.0%
South Side of Civic Center Way	41	11	26.8%
Standard Spaces			
Handicap Accessible Spaces	2	0	0.0%
TOTAL ON-STREET PARKING	72	19	26.4%
TOTAL ON-SITE AND ON-STREET PARKING	229	35	15.3%

[1] The parking survey and inventory was conducted by The Traffic Solution.

Appendix Table A-3
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: WEDNESDAY, JUNE 13, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		8:00 AM		8:15 AM		8:30 AM		8:45 AM		9:00 AM		9:15 AM		9:30 AM		9:45 AM		10:00 AM		10:15 AM		10:30 AM		10:45 AM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	27	18.8%	38	26.4%	47	32.6%	58	40.3%	62	43.1%	70	48.6%	68	47.2%	70	48.6%	78	54.2%	75	52.1%	66	45.8%	63	43.8%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
Handicap Accessible Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	33.3%	2	33.3%	1	16.7%	0	0.0%	1	16.7%	1	16.7%	0	0.0%	1	16.7%
TOTAL ON-SITE PARKING	157	27	17.2%	38	24.2%	47	29.9%	58	36.9%	64	40.8%	72	45.9%	69	43.9%	70	44.6%	79	50.3%	76	48.4%	67	42.7%	65	41.4%
North Side of Civic Center Way																									
Standard Spaces	24	0	0.0%	0	0.0%	1	4.2%	2	8.3%	1	4.2%	3	12.5%	3	12.5%	4	16.7%	6	25.0%	6	25.0%	7	29.2%	9	37.5%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	3	7.3%	3	7.3%	3	7.3%	3	7.3%	5	12.2%	5	12.2%	7	17.1%	7	17.1%	9	22.0%	10	24.4%	12	29.3%	10	24.4%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
TOTAL ON-STREET PARKING	72	3	4.2%	3	4.2%	4	5.6%	5	6.9%	6	8.3%	8	11.1%	10	13.9%	11	15.3%	15	20.8%	16	22.2%	19	26.4%	20	27.8%
TOTAL ON-SITE AND ON-STREET PARKING	229	30	13.1%	41	17.9%	51	22.3%	63	27.5%	70	30.6%	80	34.9%	79	34.5%	81	35.4%	94	41.0%	92	40.2%	86	37.6%	85	37.1%

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		11:00 AM		11:15 AM		11:30 AM		11:45 AM		12:00 Noon		12:15 PM		12:30 PM		12:45 PM		1:00 PM		1:15 PM		1:30 PM		1:45 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	63	43.8%	69	47.9%	59	41.0%	54	37.5%	49	34.0%	44	30.6%	40	27.8%	42	29.2%	49	34.0%	56	38.9%	58	40.3%	58	40.3%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	2	100.0%	2	100.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	1	50.0%
Handicap Accessible Spaces	6	1	16.7%	1	16.7%	2	33.3%	1	16.7%	0	0.0%	0	0.0%	1	16.7%	0	0.0%	1	16.7%	1	16.7%	2	33.3%	4	66.7%
TOTAL ON-SITE PARKING	157	66	42.0%	72	45.9%	62	39.5%	55	35.0%	49	31.2%	44	28.0%	41	26.1%	42	26.8%	52	33.1%	57	36.3%	60	38.2%	63	40.1%
North Side of Civic Center Way																									
Standard Spaces	24	9	37.5%	12	50.0%	12	50.0%	12	50.0%	13	54.2%	12	50.0%	13	54.2%	15	62.5%	14	58.3%	11	45.8%	12	50.0%	11	45.8%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	13	31.7%	14	34.1%	19	46.3%	15	36.6%	15	36.6%	16	39.0%	18	43.9%	17	41.5%	20	48.8%	19	46.3%	21	51.2%	23	56.1%
Handicap Accessible Spaces	2	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	23	31.9%	26	36.1%	31	43.1%	27	37.5%	28	38.9%	28	38.9%	31	43.1%	32	44.4%	34	47.2%	30	41.7%	33	45.8%	34	47.2%
TOTAL ON-SITE AND ON-STREET PARKING	229	89	38.9%	98	42.8%	93	40.6%	82	35.8%	77	33.6%	72	31.4%	72	31.4%	74	32.3%	86	37.6%	87	38.0%	93	40.6%	97	42.4%

Appendix Table A-3 (Continued)
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: WEDNESDAY, JUNE 13, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY																							
		2:00 PM		2:15 PM		2:30 PM		2:45 PM		3:00 PM		3:15 PM		3:30 PM		3:45 PM		4:00 PM		4:15 PM		4:30 PM		4:45 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot	144	56	38.9%	57	39.6%	49	34.0%	43	29.9%	41	28.5%	36	25.0%	37	25.7%	39	27.1%	32	22.2%	30	20.8%	29	20.1%	26	18.1%
Standard Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Inspection Reserved Spaces	2	0	0.0%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	1	50.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%
Time-Restricted Spaces	6	3	50.0%	2	33.3%	4	66.7%	4	66.7%	3	50.0%	2	33.3%	2	33.3%	2	33.3%	1	16.7%	1	16.7%	1	16.7%	1	16.7%
Handicap Accessible Spaces																									
TOTAL ON-SITE PARKING	157	59	37.6%	59	37.6%	53	33.8%	49	31.2%	44	28.0%	39	24.8%	39	24.8%	43	27.4%	33	21.0%	31	19.7%	31	19.7%	27	17.2%
North Side of Civic Center Way	24	13	54.2%	11	45.8%	11	45.8%	10	41.7%	11	45.8%	9	37.5%	12	50.0%	10	41.7%	8	33.3%	9	37.5%	8	33.3%	8	33.3%
Standard Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	33.3%
Electric Vehicle Spaces	2	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces																									
South Side of Civic Center Way	41	23	56.1%	26	63.4%	22	53.7%	21	51.2%	19	46.3%	18	43.9%	19	46.3%	20	48.8%	17	41.5%	17	41.5%	18	43.9%	18	43.9%
Standard Spaces	2	0	0.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces																									
TOTAL ON-STREET PARKING	72	37	51.4%	39	54.2%	34	47.2%	32	44.4%	31	43.1%	27	37.5%	31	43.1%	30	41.7%	25	34.7%	26	36.1%	26	36.1%	27	37.5%
TOTAL ON-SITE AND ON-STREET PARKING	229	96	41.9%	98	42.8%	87	38.0%	81	35.4%	75	32.8%	66	28.8%	70	30.6%	73	31.9%	58	25.3%	57	24.9%	57	24.9%	54	23.6%

PARKING LOCATION	[1] NO. OF SPACES	5:00 PM	
		OCC.	PERCENT
		Front Surface Lot	144
Standard Spaces	5	0	0.0%
Inspection Reserved Spaces	2	1	50.0%
Time-Restricted Spaces	6	1	16.7%
Handicap Accessible Spaces			
TOTAL ON-SITE PARKING	157	23	14.6%
North Side of Civic Center Way	24	4	16.7%
Standard Spaces	2	1	50.0%
Electric Vehicle Spaces	3	0	0.0%
Handicap Accessible Spaces			
South Side of Civic Center Way	41	14	34.1%
Standard Spaces	2	0	0.0%
Handicap Accessible Spaces			
TOTAL ON-STREET PARKING	72	19	26.4%
TOTAL ON-SITE AND ON-STREET PARKING	229	42	18.3%

[1] The parking survey and inventory was conducted by The Traffic Solution.

Appendix Table A-4
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: THURSDAY, JUNE 14, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		8:00 AM		8:15 AM		8:30 AM		8:45 AM		9:00 AM		9:15 AM		9:30 AM		9:45 AM		10:00 AM		10:15 AM		10:30 AM		10:45 AM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	28	19.4%	32	22.2%	42	29.2%	45	31.3%	57	39.6%	54	37.5%	58	40.3%	69	47.9%	65	45.1%	60	41.7%	64	44.4%	61	42.4%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	2	100.0%	0	0.0%	1	50.0%	0	0.0%
Handicap Accessible Spaces	6	2	33.3%	2	33.3%	3	50.0%	4	66.7%	5	83.3%	3	50.0%	3	50.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%
TOTAL ON-SITE PARKING	157	31	19.7%	35	22.3%	45	28.7%	49	31.2%	62	39.5%	57	36.3%	61	38.9%	73	46.5%	68	43.3%	61	38.9%	66	42.0%	62	39.5%
North Side of Civic Center Way																									
Standard Spaces	24	2	8.3%	3	12.5%	5	20.8%	7	29.2%	7	7.0%	7	29.2%	7	29.2%	8	33.3%	10	41.7%	11	45.8%	11	45.8%	9	37.5%
Electric Vehicle Spaces	3	1	33.3%	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	3	7.3%	4	9.8%	5	12.2%	5	12.2%	5	12.2%	5	12.2%	4	9.8%	6	14.6%	8	19.5%	10	24.4%	9	22.0%	11	26.8%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	6	8.3%	8	11.1%	11	15.3%	13	18.1%	12	16.7%	12	16.7%	11	15.3%	14	19.4%	18	25.0%	21	29.2%	20	27.8%	20	27.8%
TOTAL ON-SITE AND ON-STREET PARKING	229	37	16.2%	43	18.8%	56	24.5%	62	27.1%	74	32.3%	69	30.1%	72	31.4%	87	38.0%	86	37.6%	82	35.8%	86	37.6%	82	35.8%

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		11:00 AM		11:15 AM		11:30 AM		11:45 AM		12:00 Noon		12:15 PM		12:30 PM		12:45 PM		1:00 PM		1:15 PM		1:30 PM		1:45 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	52	36.1%	42	29.2%	42	29.2%	43	29.9%	39	27.1%	40	27.8%	36	25.0%	38	26.4%	37	25.7%	49	34.0%	54	37.5%	53	36.8%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	1	50.0%	1	50.0%
Handicap Accessible Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	16.7%	3	50.0%	1	16.7%	0	0.0%	1	16.7%
TOTAL ON-SITE PARKING	157	52	33.1%	43	27.4%	43	27.4%	43	27.4%	39	24.8%	42	26.8%	36	22.9%	40	25.5%	43	27.4%	51	32.5%	55	35.0%	55	35.0%
North Side of Civic Center Way																									
Standard Spaces	24	11	45.8%	13	54.2%	13	54.2%	15	62.5%	16	66.7%	15	62.5%	13	54.2%	13	54.2%	11	45.8%	11	45.8%	12	50.0%	14	58.3%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	12	29.3%	16	39.0%	17	41.5%	18	43.9%	18	43.9%	21	51.2%	20	48.8%	20	48.8%	18	43.9%	20	48.8%	20	48.8%	22	53.7%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	23	31.9%	29	40.3%	30	41.7%	33	45.8%	34	47.2%	36	50.0%	33	45.8%	33	45.8%	29	40.3%	31	43.1%	32	44.4%	36	50.0%
TOTAL ON-SITE AND ON-STREET PARKING	229	75	32.8%	72	31.4%	73	31.9%	76	33.2%	73	31.9%	78	34.1%	69	30.1%	73	31.9%	72	31.4%	82	35.8%	87	38.0%	91	39.7%

Appendix Table A-4 (Continued)
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: THURSDAY, JUNE 14, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY																							
		2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM												
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT		
Front Surface Lot																									
Standard Spaces	144	52	36.1%	48	33.3%	45	31.3%	45	31.3%	39	27.1%	42	29.2%	31	21.5%	32	22.2%	33	22.9%	26	18.1%	22	15.3%	19	13.2%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	2	100.0%	1	50.0%	1	50.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	6	0	0.0%	1	16.7%	2	33.3%	2	33.3%	0	0.0%	0	0.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%
TOTAL ON-SITE PARKING	157	54	34.4%	50	31.8%	48	30.6%	47	29.9%	40	25.5%	42	26.8%	33	21.0%	34	21.7%	34	21.7%	27	17.2%	23	14.6%	20	12.7%
North Side of Civic Center Way																									
Standard Spaces	24	15	62.5%	15	62.5%	15	62.5%	17	70.8%	14	58.3%	14	58.3%	14	58.3%	14	58.3%	11	45.8%	12	50.0%	11	45.8%	8	33.3%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	23	56.1%	22	53.7%	19	46.3%	17	41.5%	19	46.3%	19	46.3%	17	41.5%	18	43.9%	18	43.9%	17	41.5%	16	39.0%	15	36.6%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	38	52.8%	37	51.4%	34	47.2%	34	47.2%	33	45.8%	33	45.8%	31	43.1%	32	44.4%	29	40.3%	29	40.3%	27	37.5%	23	31.9%
TOTAL ON-SITE AND ON-STREET PARKING	229	92	40.2%	87	38.0%	82	35.8%	81	35.4%	73	31.9%	75	32.8%	64	27.9%	66	28.8%	63	27.5%	56	24.5%	50	21.8%	43	18.8%

PARKING LOCATION	[1] NO. OF SPACES	5:00 PM	
		OCC.	PERCENT
Front Surface Lot			
Standard Spaces	144	15	10.4%
Inspection Reserved Spaces	5	0	0.0%
Time-Restricted Spaces	2	0	0.0%
Handicap Accessible Spaces	6	1	16.7%
TOTAL ON-SITE PARKING	157	16	10.2%
North Side of Civic Center Way			
Standard Spaces	24	7	29.2%
Electric Vehicle Spaces	2	0	0.0%
Handicap Accessible Spaces	3	0	0.0%
South Side of Civic Center Way			
Standard Spaces	41	13	31.7%
Handicap Accessible Spaces	2	0	0.0%
TOTAL ON-STREET PARKING	72	20	27.8%
TOTAL ON-SITE AND ON-STREET PARKING	229	36	15.7%

[1] The parking survey and inventory was conducted by The Traffic Solution.

Appendix Table A-5
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: FRIDAY, JUNE 15, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		8:00 AM		8:15 AM		8:30 AM		8:45 AM		9:00 AM		9:15 AM		9:30 AM		9:45 AM		10:00 AM		10:15 AM		10:30 AM		10:45 AM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	19	13.2%	38	26.4%	57	39.6%	63	43.8%	80	55.6%	84	58.3%	79	54.9%	84	58.3%	76	52.8%	69	47.9%	62	43.1%	53	36.8%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%
Time-Restricted Spaces	2	0	0.0%	0	0.0%	0	0.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%	0	0.0%	2	100.0%	1	50.0%	1	50.0%	2	100.0%
Handicap Accessible Spaces	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%
TOTAL ON-SITE PARKING	157	19	12.1%	38	24.2%	57	36.3%	65	41.4%	84	53.5%	88	56.1%	83	52.9%	86	54.8%	80	51.0%	73	46.5%	65	41.4%	57	36.3%
North Side of Civic Center Way																									
Standard Spaces	24	0	0.0%	0	0.0%	0	0.0%	2	8.3%	2	8.3%	2	8.3%	4	16.7%	4	16.7%	5	20.8%	5	20.8%	9	37.5%	10	41.7%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	3	7.3%	3	7.3%	3	7.3%	3	7.3%	4	9.8%	3	7.3%	5	12.2%	6	14.6%	5	12.2%	8	19.5%	9	22.0%	11	26.8%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	3	4.2%	3	4.2%	3	4.2%	5	6.9%	6	8.3%	5	6.9%	9	12.5%	10	13.9%	10	13.9%	13	18.1%	18	25.0%	21	29.2%
TOTAL ON-SITE AND ON-STREET PARKING	229	22	9.6%	41	17.9%	60	26.2%	70	30.6%	90	39.3%	93	40.6%	92	40.2%	96	41.9%	90	39.3%	86	37.6%	83	36.2%	78	34.1%

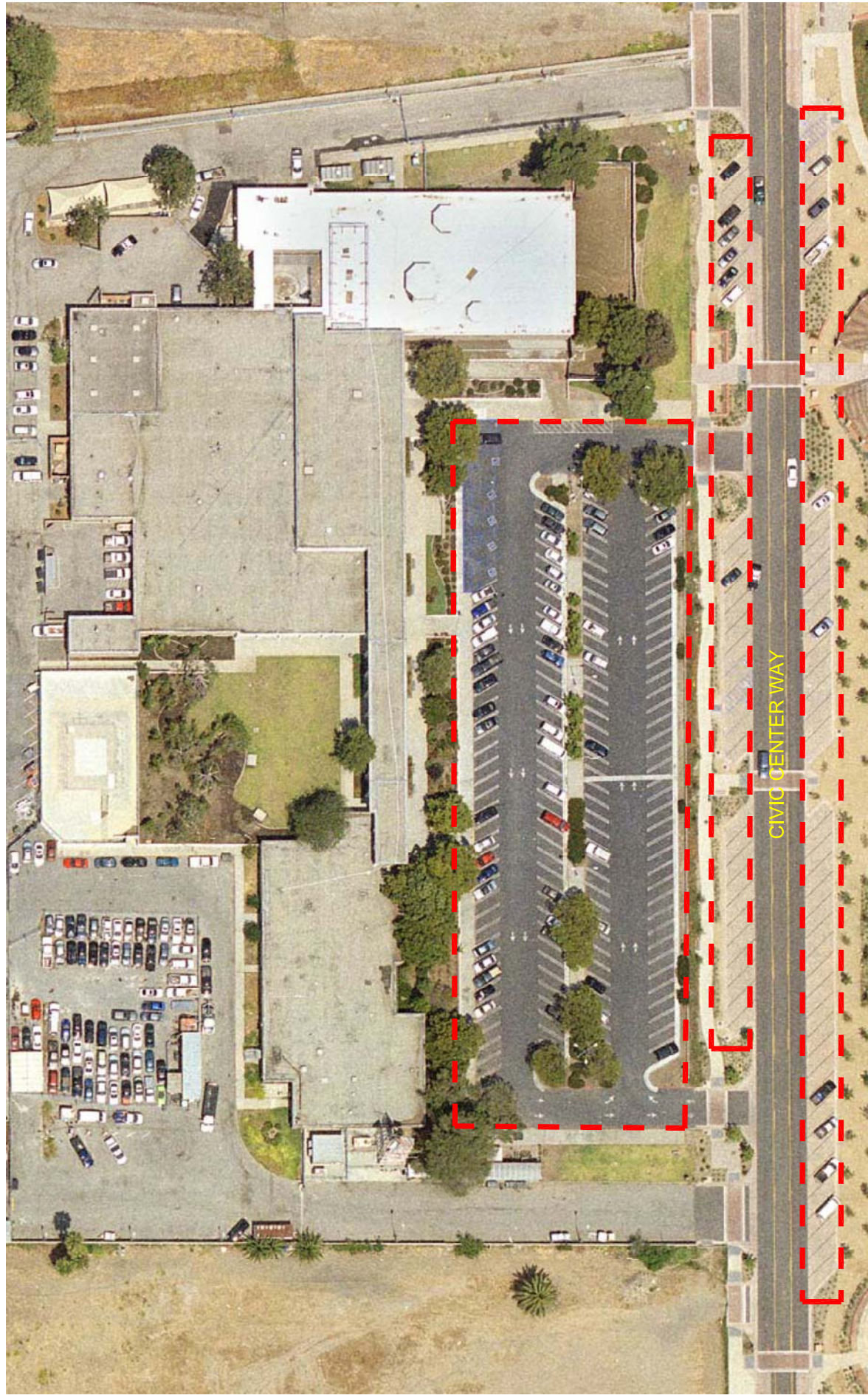
PARKING LOCATION	NO. OF SPACES	TIME OF SURVEY																							
		11:00 AM		11:15 AM		11:30 AM		11:45 AM		12:00 Noon		12:15 PM		12:30 PM		12:45 PM		1:00 PM		1:15 PM		1:30 PM		1:45 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																									
Standard Spaces	144	48	33.3%	43	29.9%	45	31.3%	43	29.9%	32	22.2%	33	22.9%	28	19.4%	30	20.8%	30	20.8%	32	22.2%	38	26.4%	36	25.0%
Inspection Reserved Spaces	5	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	2	100.0%	1	50.0%	0	0.0%
Handicap Accessible Spaces	6	0	0.0%	1	16.7%	2	33.3%	2	33.3%	2	33.3%	2	33.3%	3	50.0%	2	33.3%	2	33.3%	2	33.3%	3	50.0%	1	16.7%
TOTAL ON-SITE PARKING	157	51	32.5%	45	28.7%	48	30.6%	46	29.3%	35	22.3%	36	22.9%	32	20.4%	35	22.3%	33	21.0%	36	22.9%	42	26.8%	37	23.6%
North Side of Civic Center Way																									
Standard Spaces	24	12	50.0%	12	50.0%	11	45.8%	14	58.3%	12	50.0%	12	50.0%	11	45.8%	11	45.8%	11	45.8%	10	41.7%	13	54.2%	15	62.5%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																									
Standard Spaces	41	15	36.6%	16	39.0%	17	41.5%	18	43.9%	19	46.3%	19	46.3%	20	48.8%	25	61.0%	24	58.5%	23	56.1%	23	56.1%	24	58.5%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%
TOTAL ON-STREET PARKING	72	27	37.5%	28	38.9%	28	38.9%	32	44.4%	31	43.1%	31	43.1%	31	43.1%	36	50.0%	35	48.6%	33	45.8%	37	51.4%	39	54.2%
TOTAL ON-SITE AND ON-STREET PARKING	229	78	34.1%	73	31.9%	76	33.2%	78	34.1%	66	28.8%	67	29.3%	63	27.5%	71	31.0%	68	29.7%	69	30.1%	79	34.5%	76	33.2%

Appendix Table A-5 (Continued)
 PARKING UTILIZATION SURVEYS [1]
 SURVEY DATE: FRIDAY, JUNE 15, 2012
 MALIBU CIVIC CENTER COMPLEX

PARKING LOCATION	[1] NO. OF SPACES	TIME OF SURVEY															
		2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM				
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Front Surface Lot																	
Standard Spaces	144	31	21.5%	32	22.2%	32	22.2%	31	21.5%	27	18.8%	33	22.9%	30	20.8%	28	19.4%
Inspection Reserved Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Time-Restricted Spaces	2	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	0	0.0%
Handicap Accessible Spaces	6	1	16.7%	1	16.7%	2	33.3%	1	16.7%	1	16.7%	3	50.0%	2	33.3%	0	0.0%
TOTAL ON-SITE PARKING	157	33	21.0%	34	21.7%	34	21.7%	32	20.4%	28	17.8%	38	24.2%	33	21.0%	28	17.8%
North Side of Civic Center Way																	
Standard Spaces	24	17	70.8%	16	66.7%	17	70.8%	19	79.2%	19	79.2%	20	83.3%	17	70.8%	18	75.0%
Electric Vehicle Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Handicap Accessible Spaces	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
South Side of Civic Center Way																	
Standard Spaces	41	25	61.0%	25	61.0%	24	58.5%	27	65.9%	31	75.6%	31	75.6%	31	75.6%	28	68.3%
Handicap Accessible Spaces	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%
TOTAL ON-STREET PARKING	72	43	59.7%	42	58.3%	42	58.3%	47	65.3%	51	70.8%	52	72.2%	48	66.7%	46	63.9%
TOTAL ON-SITE AND ON-STREET PARKING	229	76	33.2%	76	33.2%	76	33.2%	79	34.5%	79	34.5%	90	39.3%	81	35.4%	74	32.3%

PARKING LOCATION	[1] NO. OF SPACES	5:00 PM	
		OCC.	PERCENT
Front Surface Lot			
Standard Spaces	144	18	12.5%
Inspection Reserved Spaces	5	1	20.0%
Time-Restricted Spaces	2	0	0.0%
Handicap Accessible Spaces	6	0	0.0%
TOTAL ON-SITE PARKING	157	19	12.1%
North Side of Civic Center Way			
Standard Spaces	24	5	20.8%
Electric Vehicle Spaces	2	0	0.0%
Handicap Accessible Spaces	3	0	0.0%
South Side of Civic Center Way			
Standard Spaces	41	16	39.0%
Handicap Accessible Spaces	2	0	0.0%
TOTAL ON-STREET PARKING	72	21	29.2%
TOTAL ON-SITE AND ON-STREET PARKING	229	40	17.5%

[1] The parking survey and inventory was conducted by The Traffic Solution.



NOT TO SCALE



SURVEY AREA

APPENDIX FIGURE A-1 PARKING SURVEY AREAS

APPENDIX B

CITY TRAFFIC COUNT DATA - WEEKDAY AM AND PM AND SATURDAY MID-DAY PEAK HOURS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM				41		63	95	240			236	58	733
4:15 PM				38		54	85	247			261	58	743
4:30 PM				40		36	97	256			253	61	743
4:45 PM				36		41	67	229			256	70	699
5:00 PM				37		47	77	217			243	66	687
5:15 PM				47		54	59	245			258	72	735
5:30 PM				29		53	82	206			245	83	698
5:45 PM				43		51	56	200			198	60	608
TOTAL VOLUMES :	0	0	0	311	0	399	618	1840	0	0	1950	528	5646
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	43.80%	0.00%	56.20%	25.14%	74.86%	0.00%	0.00%	78.69%	21.31%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	155	0	194	344	972	0	0	1006	247	2918
PEAK HR FACTOR :	0.000			0.839			0.932			0.961			0.982

CONTROL :

ITM Peak Hour Summary

Prepared by:



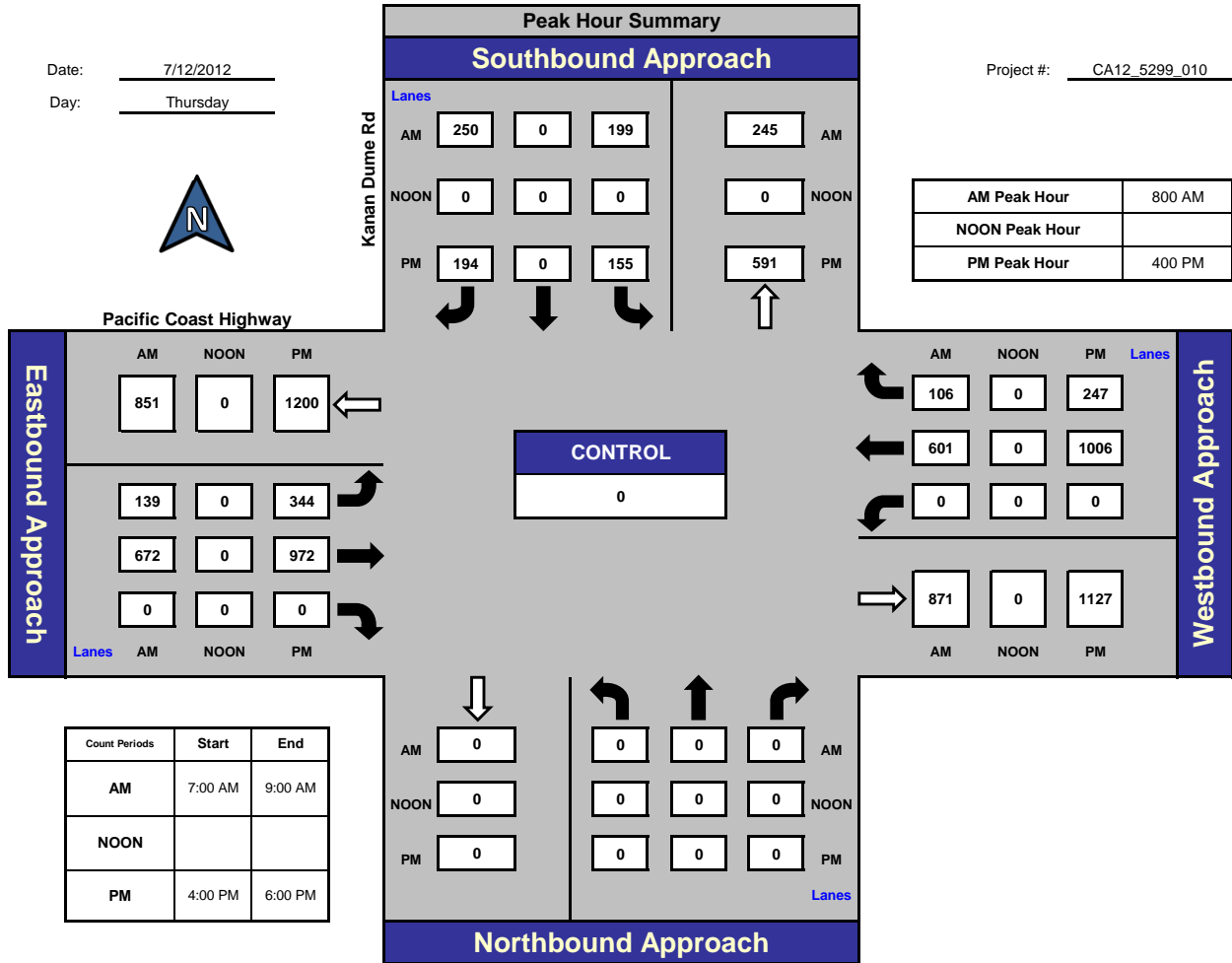
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

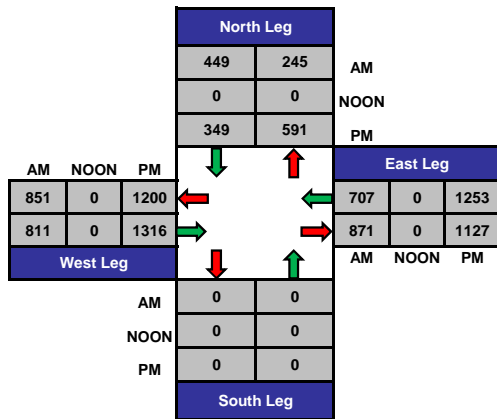
Date: 7/12/2012

Day: Thursday

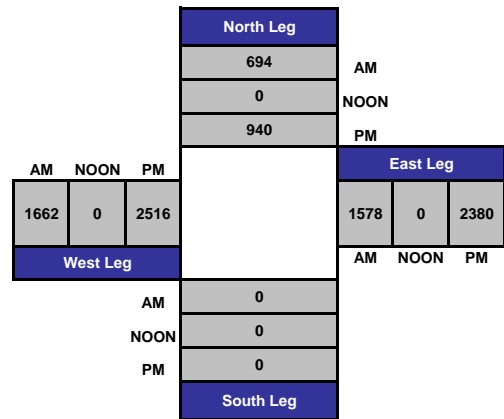
Project #: CA12_5299_010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM				40		111	51	219			304	40	765
11:15 AM				51		126	56	181			291	53	758
11:30 AM				49		133	72	251			288	42	835
11:45 AM				62		147	58	220			326	37	850
12:00 PM				64		144	90	252			298	26	874
12:15 PM				66		166	73	223			271	45	844
12:30 PM				77		142	81	315			333	52	1000
12:45 PM				77		134	58	238			319	49	875

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	486	0	1103	539	1899	0	0	2430	344	6801
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	30.59%	0.00%	69.41%	22.11%	77.89%	0.00%	0.00%	87.60%	12.40%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	284	0	586	302	1028	0	0	1221	172	3593
PEAK HR FACTOR :	0.000			0.938			0.840			0.905			0.898

CONTROL :

ITM Peak Hour Summary

Prepared by:



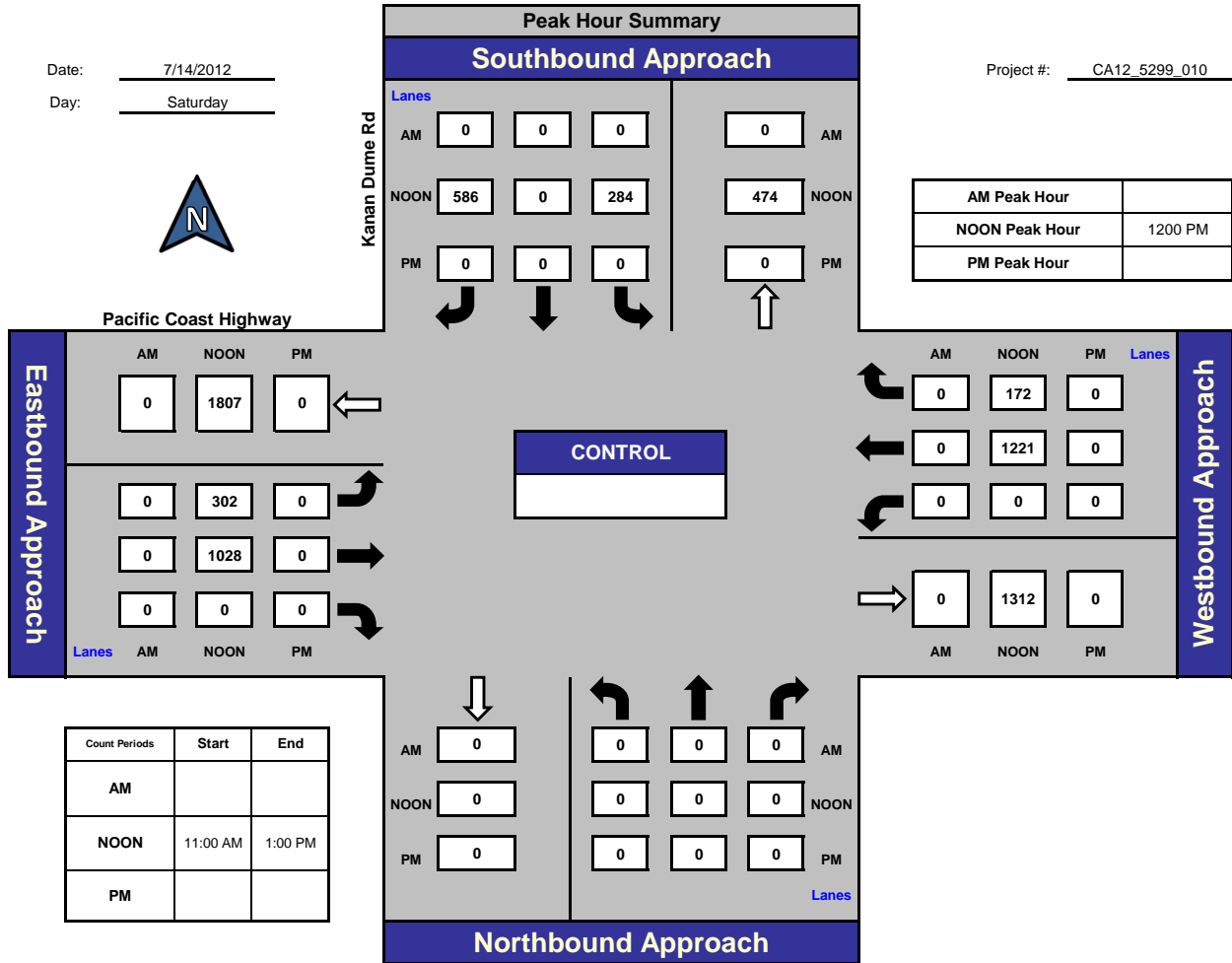
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

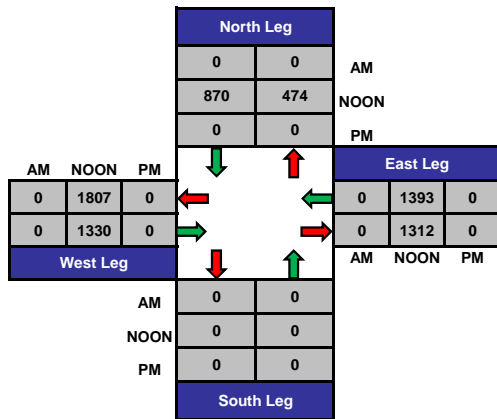
Date: 7/14/2012

Day: Saturday

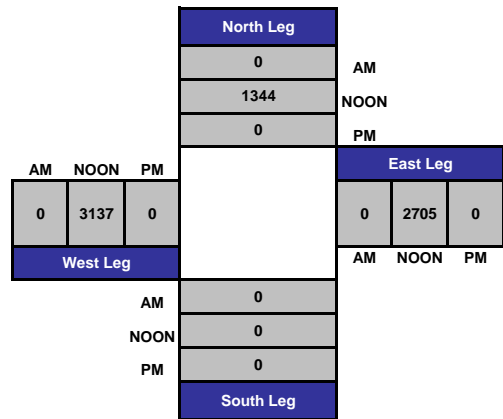
Project #: CA12_5299_010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



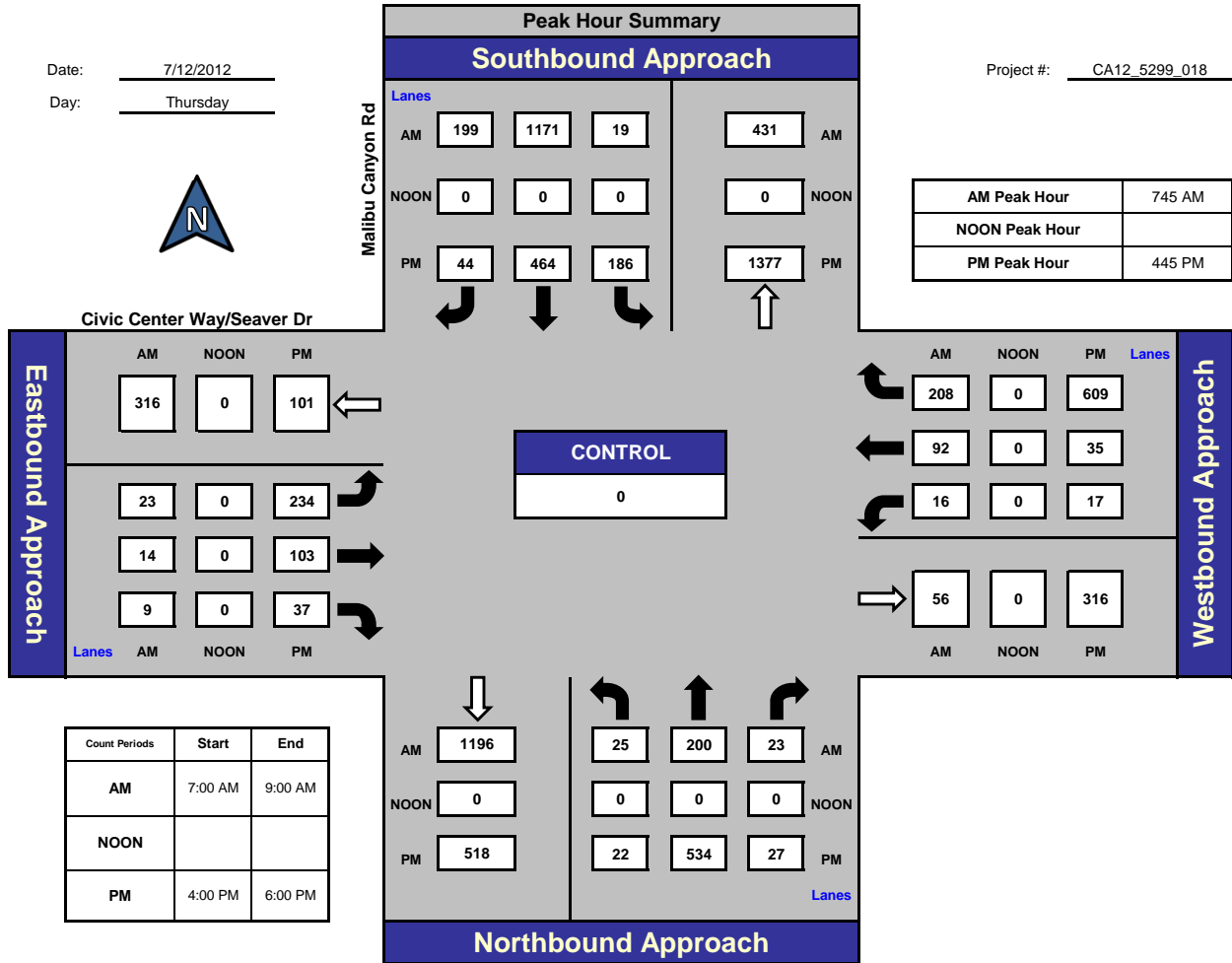
National Data & Surveying Services

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

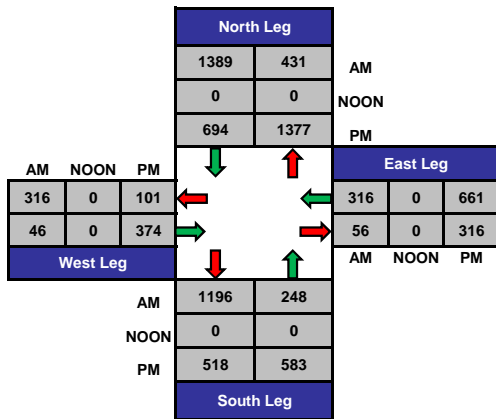
Date: 7/12/2012

Day: Thursday

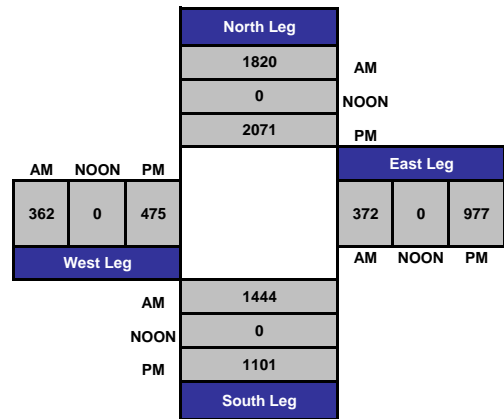
Project #: CA12_5299_018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



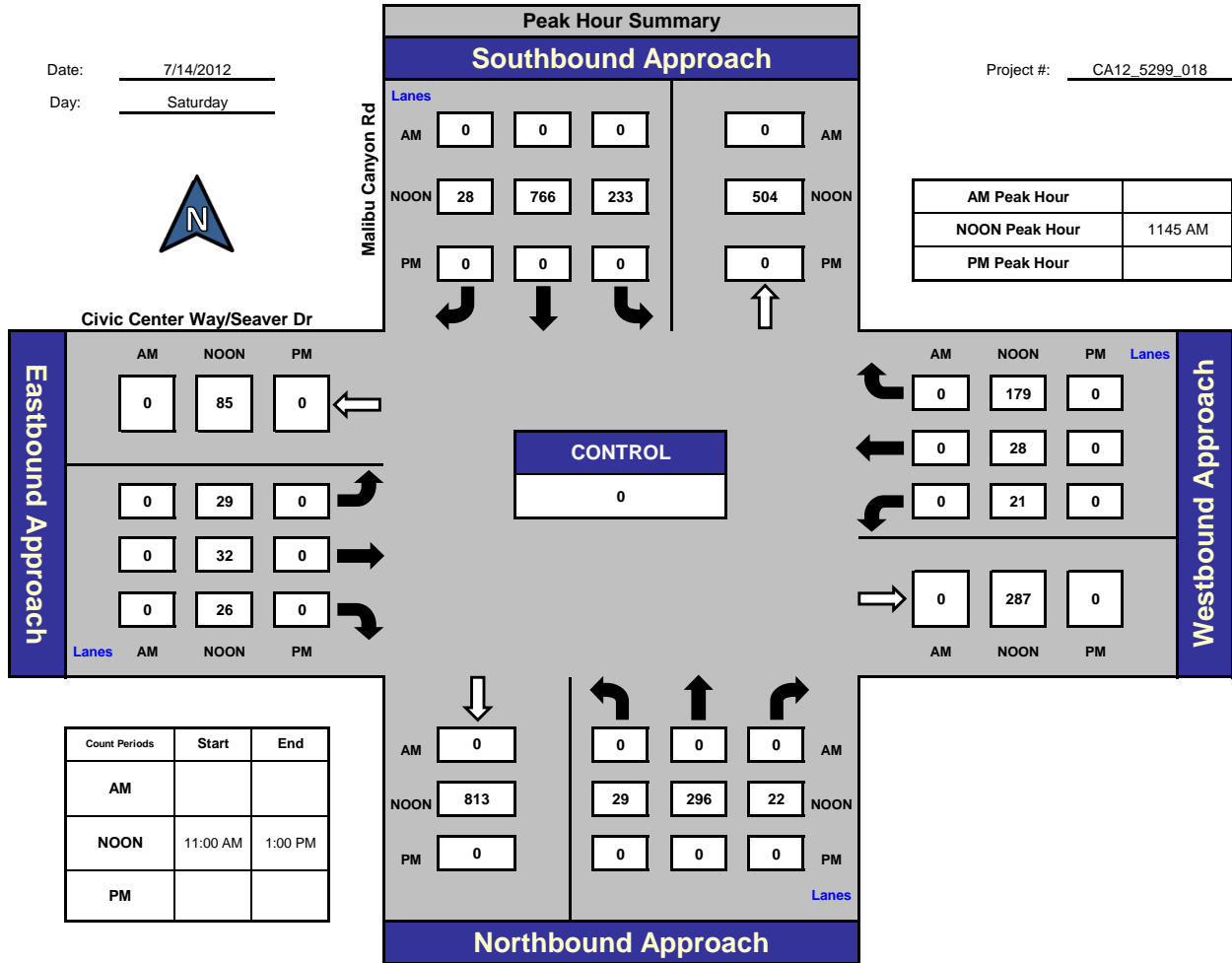
National Data & Surveying Services

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

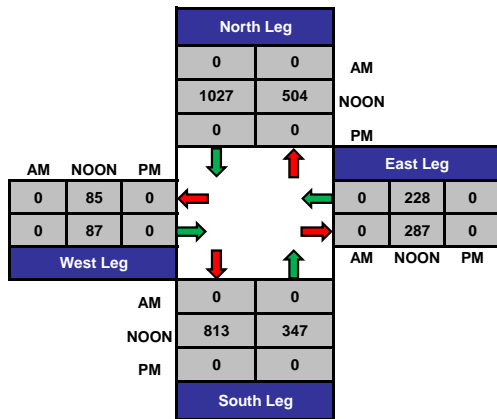
Date: 7/14/2012

Day: Saturday

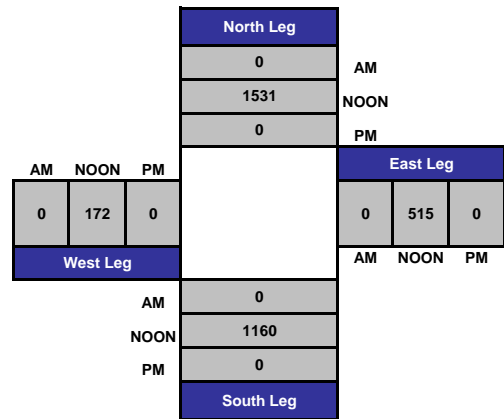
Project #: CA12_5299_018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



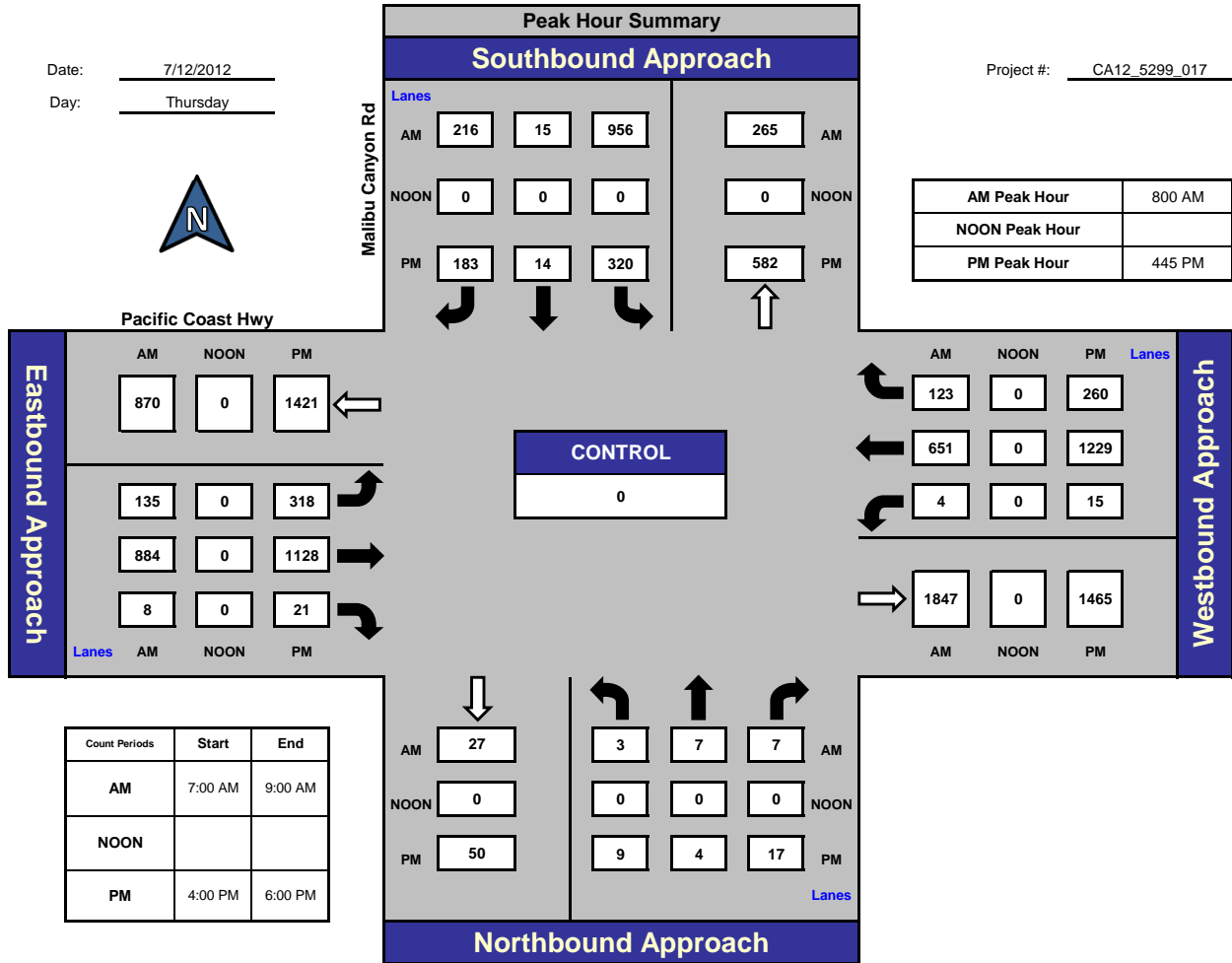
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

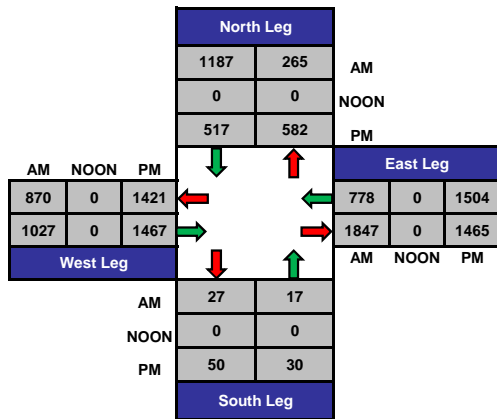
Date: 7/12/2012

Day: Thursday

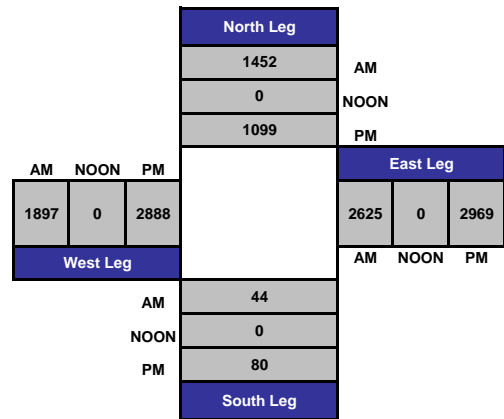
Project #: CA12_5299_017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



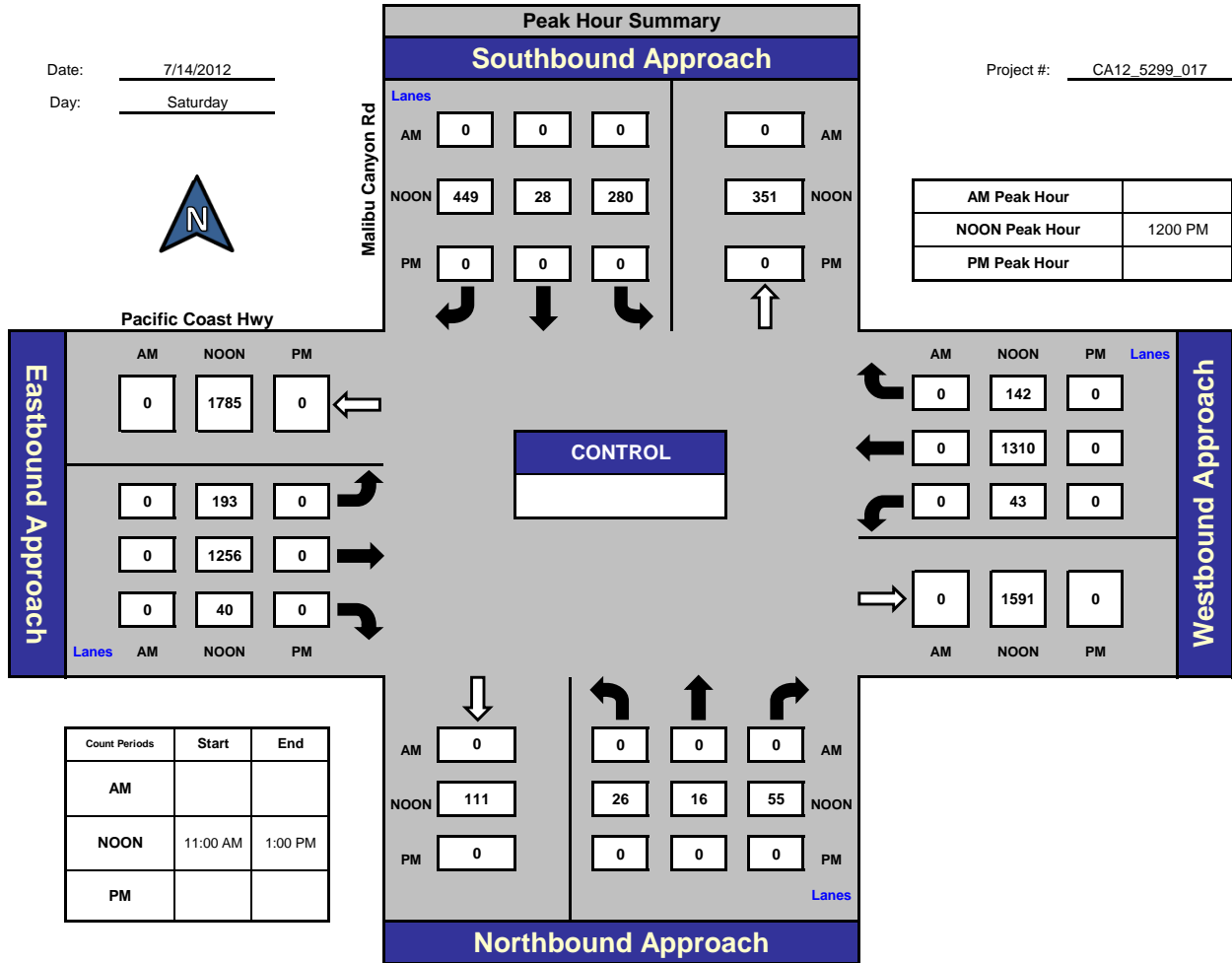
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

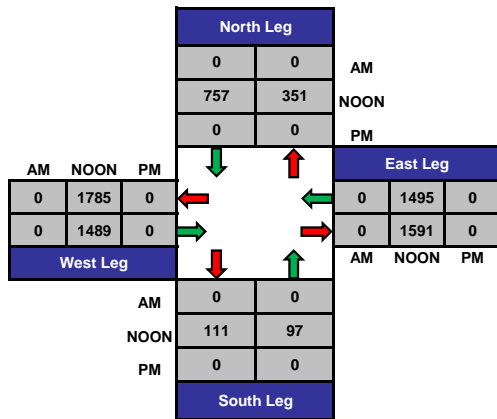
Date: 7/14/2012

Day: Saturday

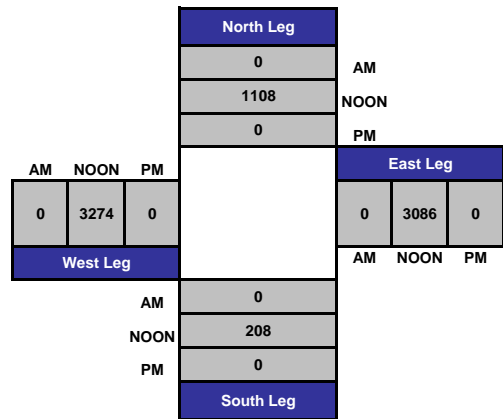
Project #: CA12_5299_017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_019

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Winter Canyon Rd			Winter Canyon Rd			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM				2		0	1	7		37	4		51
7:15 AM				5		0	3	8		44	2		62
7:30 AM				1		2	5	15		68	5		96
7:45 AM				0		3	4	9		84	7		107
8:00 AM				1		1	4	7		70	4		87
8:15 AM				4		2	5	6		77	2		96
8:30 AM				4		2	1	15		75	3		100
8:45 AM				5		3	2	26		69	5		110
TOTAL VOLUMES :	0	0	0	22	0	13	25	93	0	0	524	32	709
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	62.86%	0.00%	37.14%	21.19%	78.81%	0.00%	0.00%	94.24%	5.76%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	14	0	8	12	54	0	0	291	14	393
PEAK HR FACTOR :	0.000			0.688			0.589			0.965			0.893

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_019

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Winter Canyon Rd			Winter Canyon Rd			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM				2		4	1	59			147	2	215
4:15 PM				6		2	1	49			136	2	196
4:30 PM				1		2	5	67			150	5	230
4:45 PM				1		1	5	72			151	5	235
5:00 PM				4		7	1	91			189	4	296
5:15 PM				5		0	1	81			146	1	234
5:30 PM				0		2	4	59			163	0	228
5:45 PM				6		2	1	82			157	3	251
TOTAL VOLUMES :	0	0	0	25	0	20	19	560	0	0	1239	22	1885
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	55.56%	0.00%	44.44%	3.28%	96.72%	0.00%	0.00%	98.26%	1.74%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	15	0	11	7	313	0	0	655	8	1009
PEAK HR FACTOR :	0.000			0.591			0.870			0.859			0.852

CONTROL :

ITM Peak Hour Summary

Prepared by:



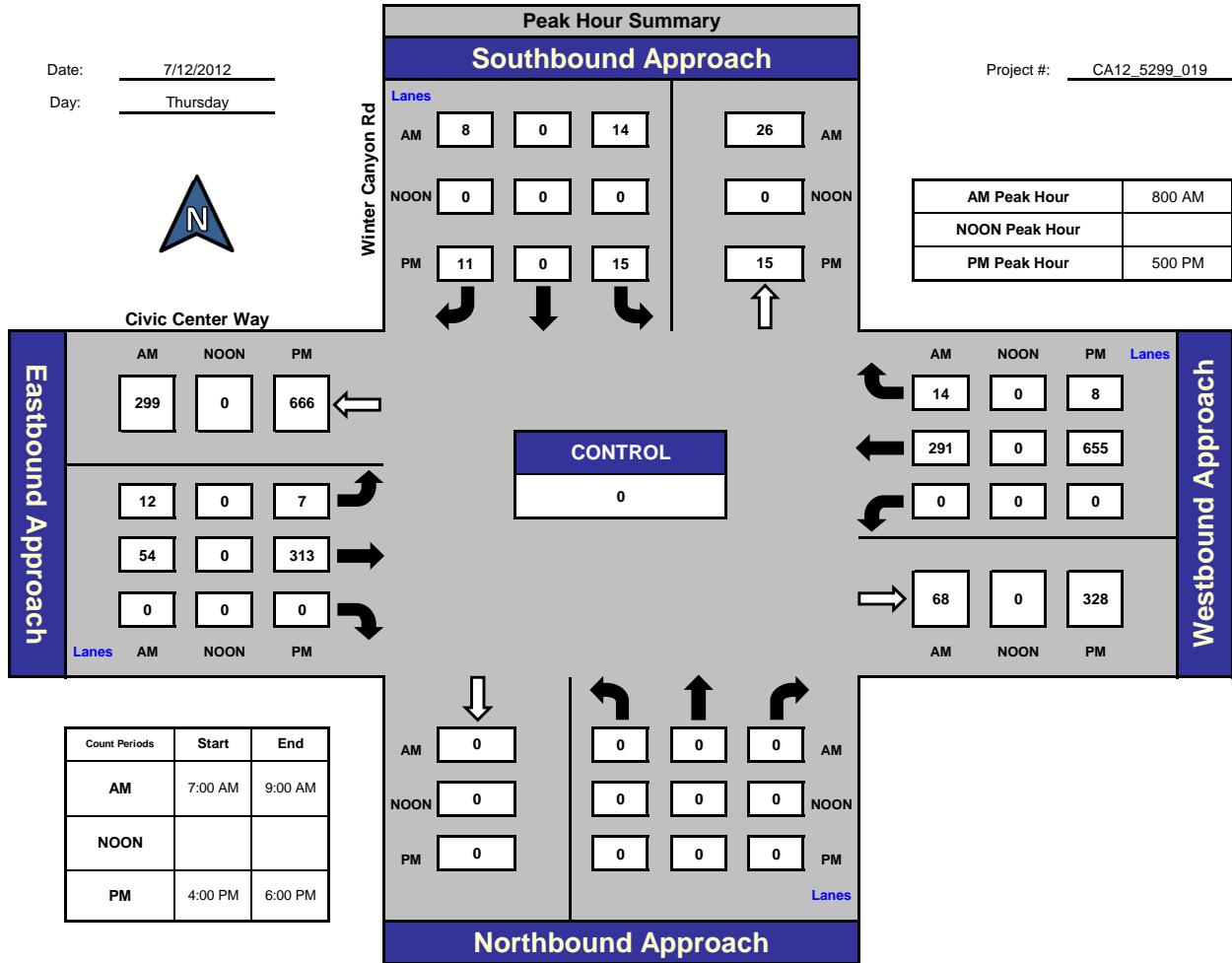
National Data & Surveying Services

Winter Canyon Rd and Civic Center Way, City of Malibu

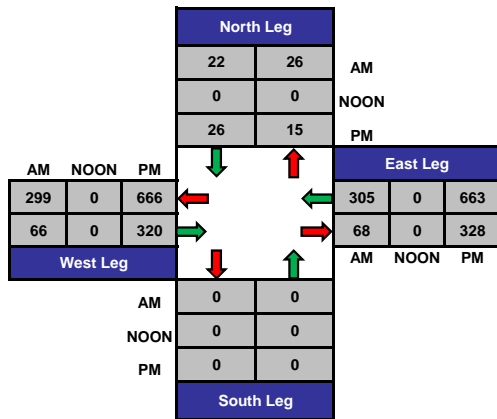
Date: 7/12/2012

Day: Thursday

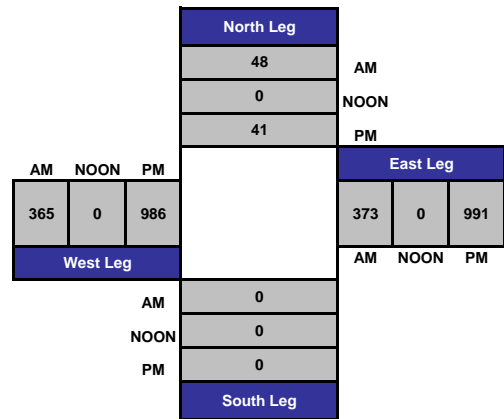
Project #: CA12_5299_019



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_019

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Winter Canyon Rd			Winter Canyon Rd			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM				0		0	2	63			57	1	123
11:15 AM				1		1	1	47			46	1	97
11:30 AM				1		0	1	62			50	1	115
11:45 AM				1		3	3	59			44	3	113
12:00 PM				3		3	1	77			61	0	145
12:15 PM				0		0	2	59			49	1	111
12:30 PM				0		2	4	72			60	0	138
12:45 PM				1		1	1	59			58	1	121
TOTAL VOLUMES :	0	0	0	7	0	10	15	498	0	0	425	8	963
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	41.18%	0.00%	58.82%	2.92%	97.08%	0.00%	0.00%	98.15%	1.85%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	4	0	6	8	267	0	0	228	2	515
PEAK HR FACTOR :	0.000			0.417			0.881			0.943			0.888

CONTROL :

ITM Peak Hour Summary

Prepared by:



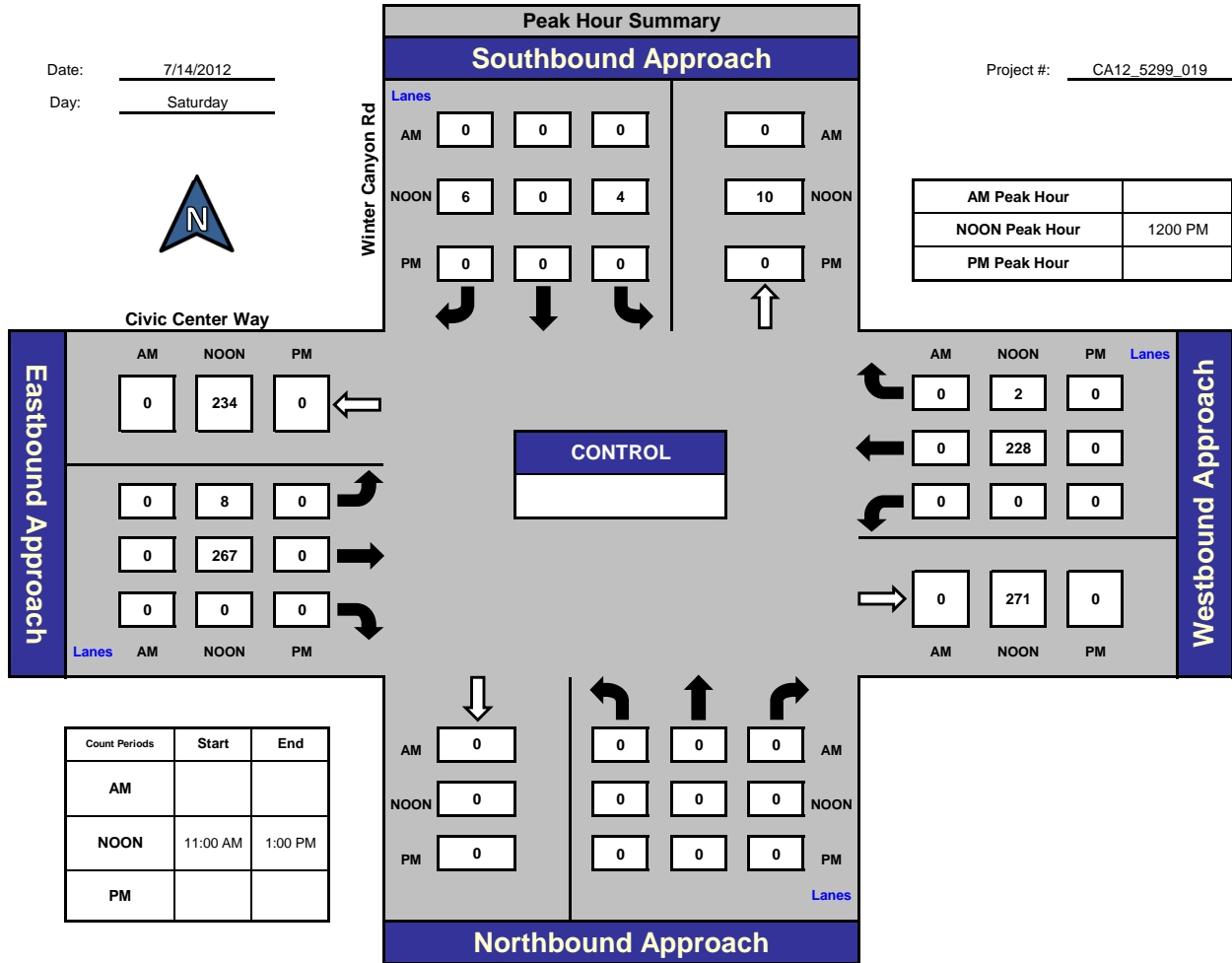
National Data & Surveying Services

Winter Canyon Rd and Civic Center Way, City of Malibu

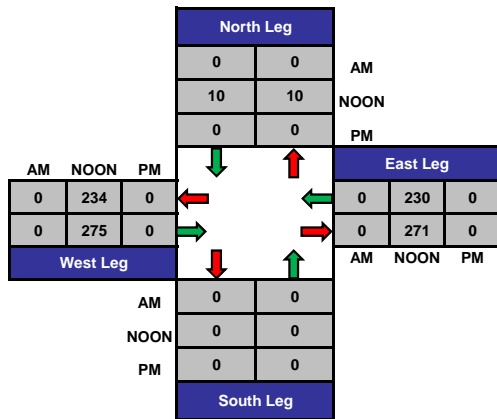
Date: 7/14/2012

Day: Saturday

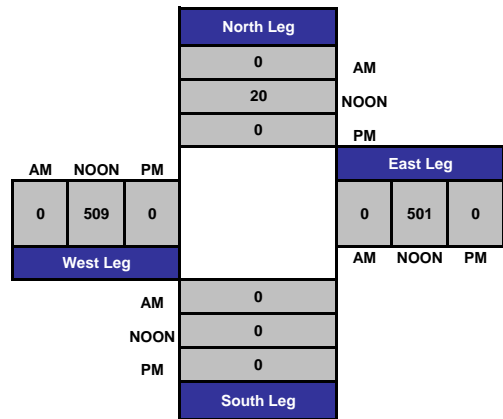
Project #: CA12_5299_019



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	35	8	14	1	0	0	0	4	5	4	12	0	83
7:15 AM	42	11	19	0	1	0	1	5	9	10	4	0	102
7:30 AM	58	19	17	0	0	0	4	9	11	7	15	3	143
7:45 AM	71	13	27	1	0	0	1	5	7	4	13	1	143
8:00 AM	63	10	17	0	1	0	1	6	12	16	13	3	142
8:15 AM	64	10	30	0	1	2	2	5	12	9	19	2	156
8:30 AM	52	8	25	1	4	0	2	5	13	12	14	2	138
8:45 AM	59	11	29	1	2	0	1	4	16	18	12	3	156

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	444	90	178	4	9	2	12	43	85	80	102	14	1063
APPROACH %'s :	62.36%	12.64%	25.00%	26.67%	60.00%	13.33%	8.57%	30.71%	60.71%	40.82%	52.04%	7.14%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	238	39	101	2	8	2	6	20	53	55	58	10	592
PEAK HR FACTOR :	0.909			0.600			0.940			0.932			0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



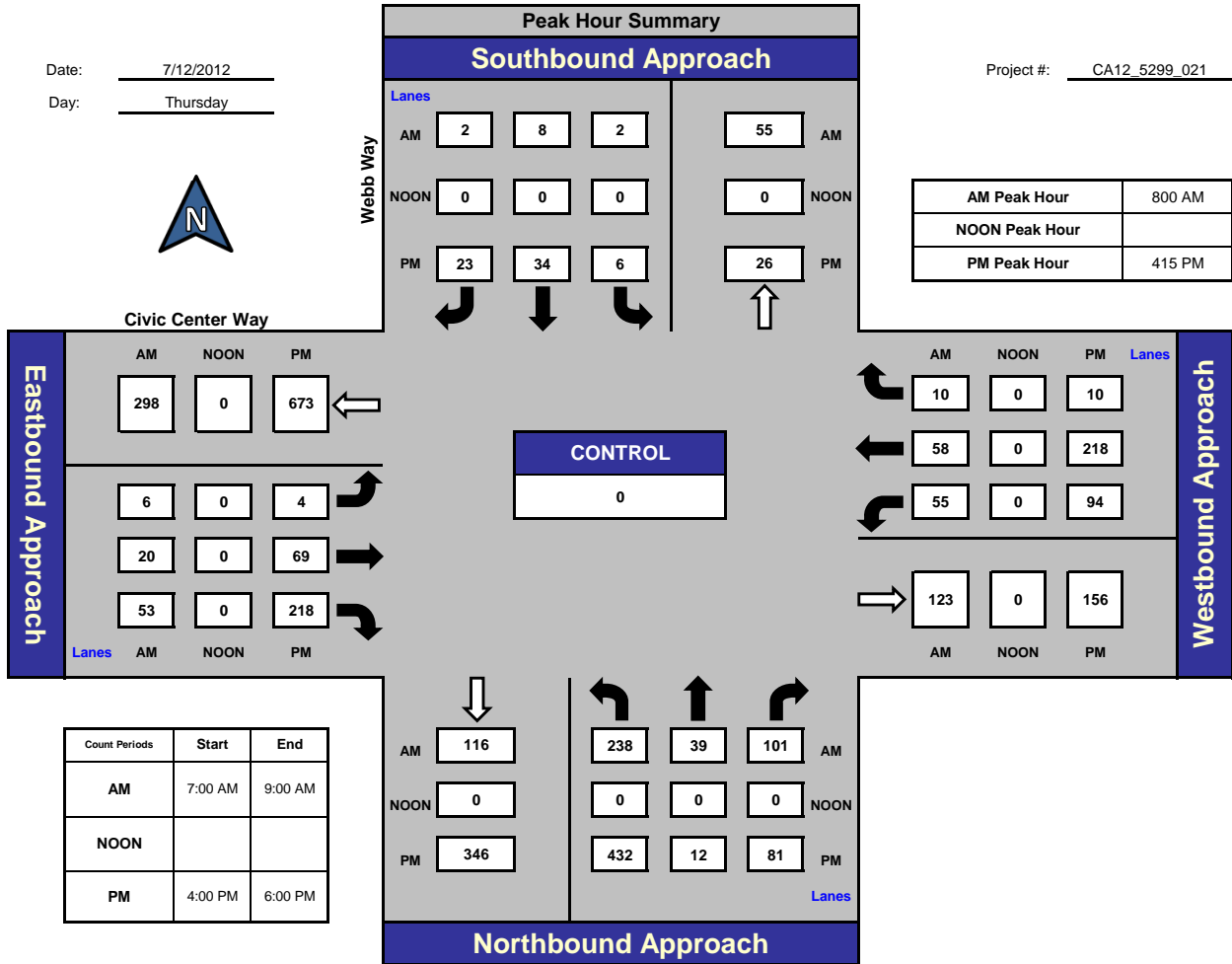
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

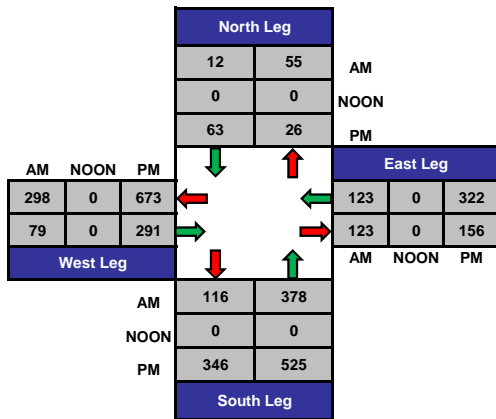
Date: 7/12/2012

Day: Thursday

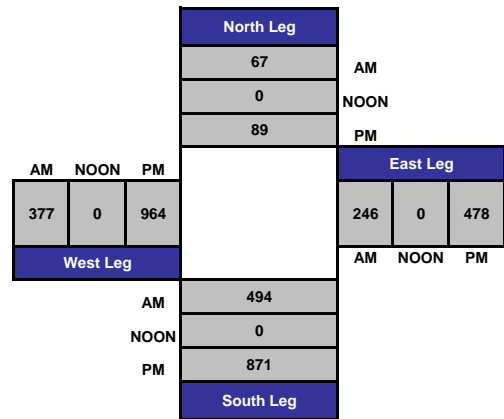
Project #: CA12_5299_021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



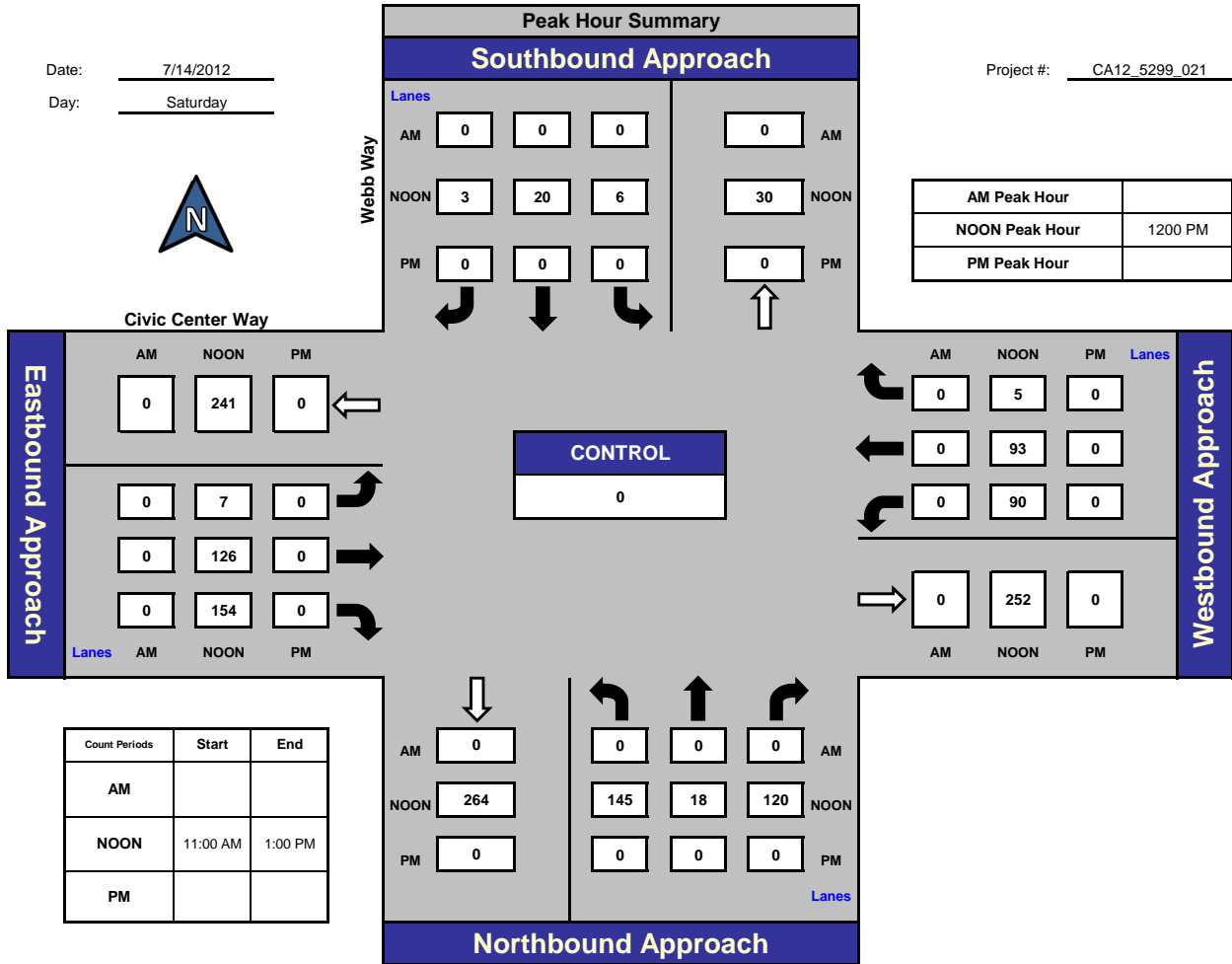
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

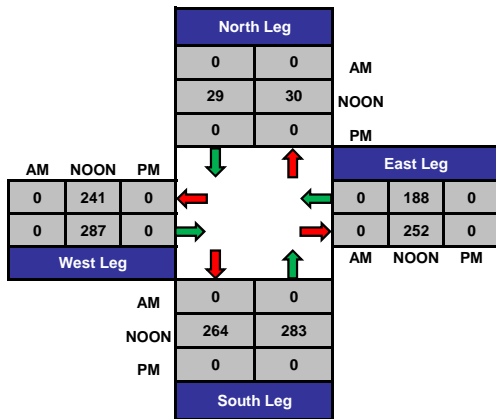
Date: 7/14/2012

Day: Saturday

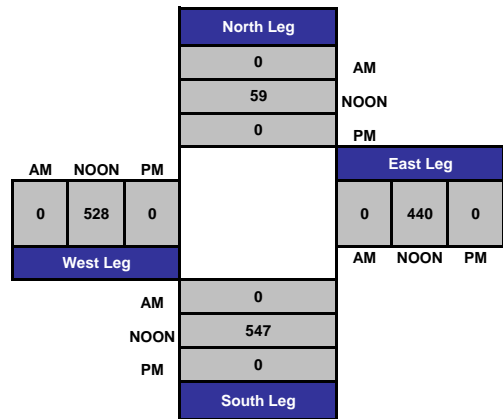
Project #: CA12_5299_021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



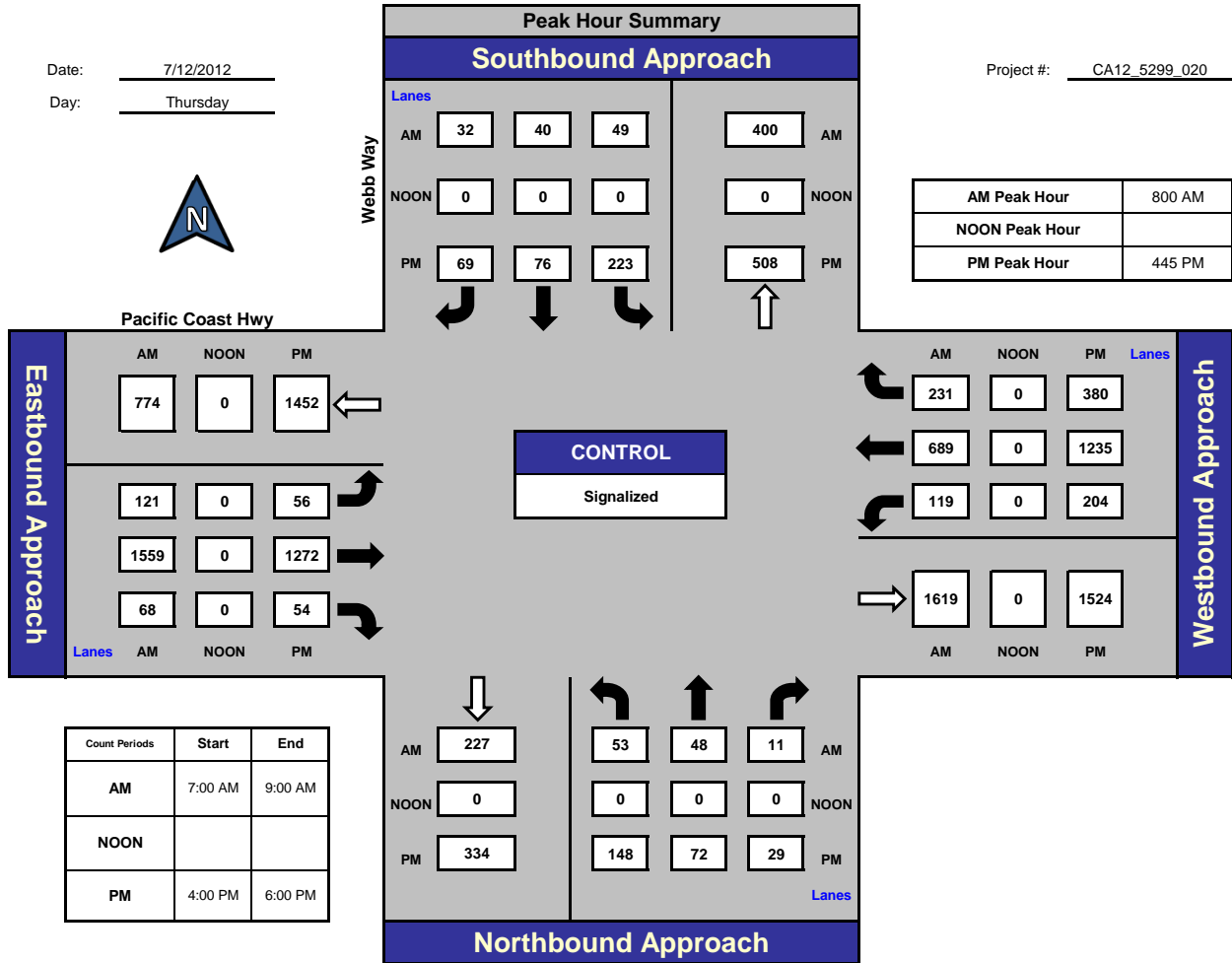
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

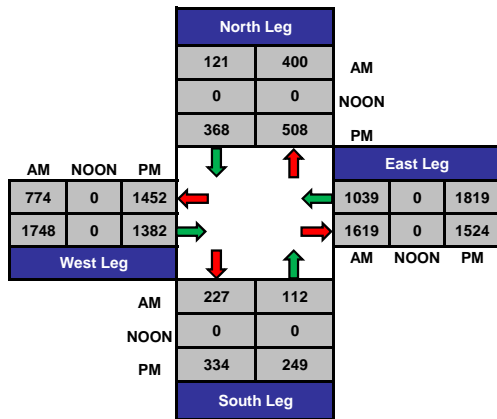
Date: 7/12/2012

Day: Thursday

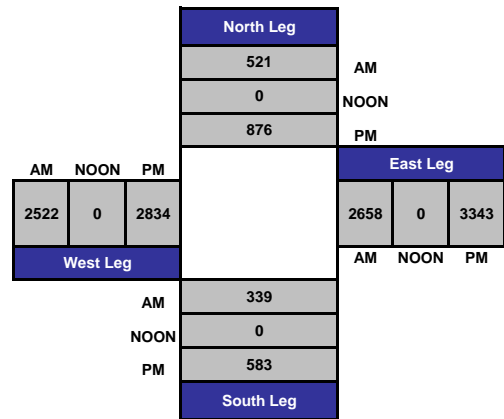
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

AM

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL												
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND															
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR													
7:00 AM							1			5			6												
7:15 AM							0			3			3												
7:30 AM							3			2			5												
7:45 AM							2			5			7												
8:00 AM							1			5			6												
8:15 AM							1			0			1												
8:30 AM							5			2			7												
8:45 AM							2			6			8												
TOTAL VOLUMES :	0	0	0	0	0	0	15	0	0	28	0	0	43												
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%													
PEAK HR START TIME :	800 AM												TOTAL												
PEAK HR VOL :	0			0			0			9			0			13			0			0			22
PEAK HR FACTOR :	0.000			0.000			0.450			0.542			0.688												

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

PM

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM							6			8			14
4:15 PM							7			2			9
4:30 PM							7			4			11
4:45 PM							5			6			11
5:00 PM							6			5			11
5:15 PM							11			3			14
5:30 PM							10			5			15
5:45 PM							10			8			18

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	62	0	0	41	0	0	103
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	37	0	0	21	0	0	58
PEAK HR FACTOR :	0.000			0.000			0.841			0.656			0.806

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



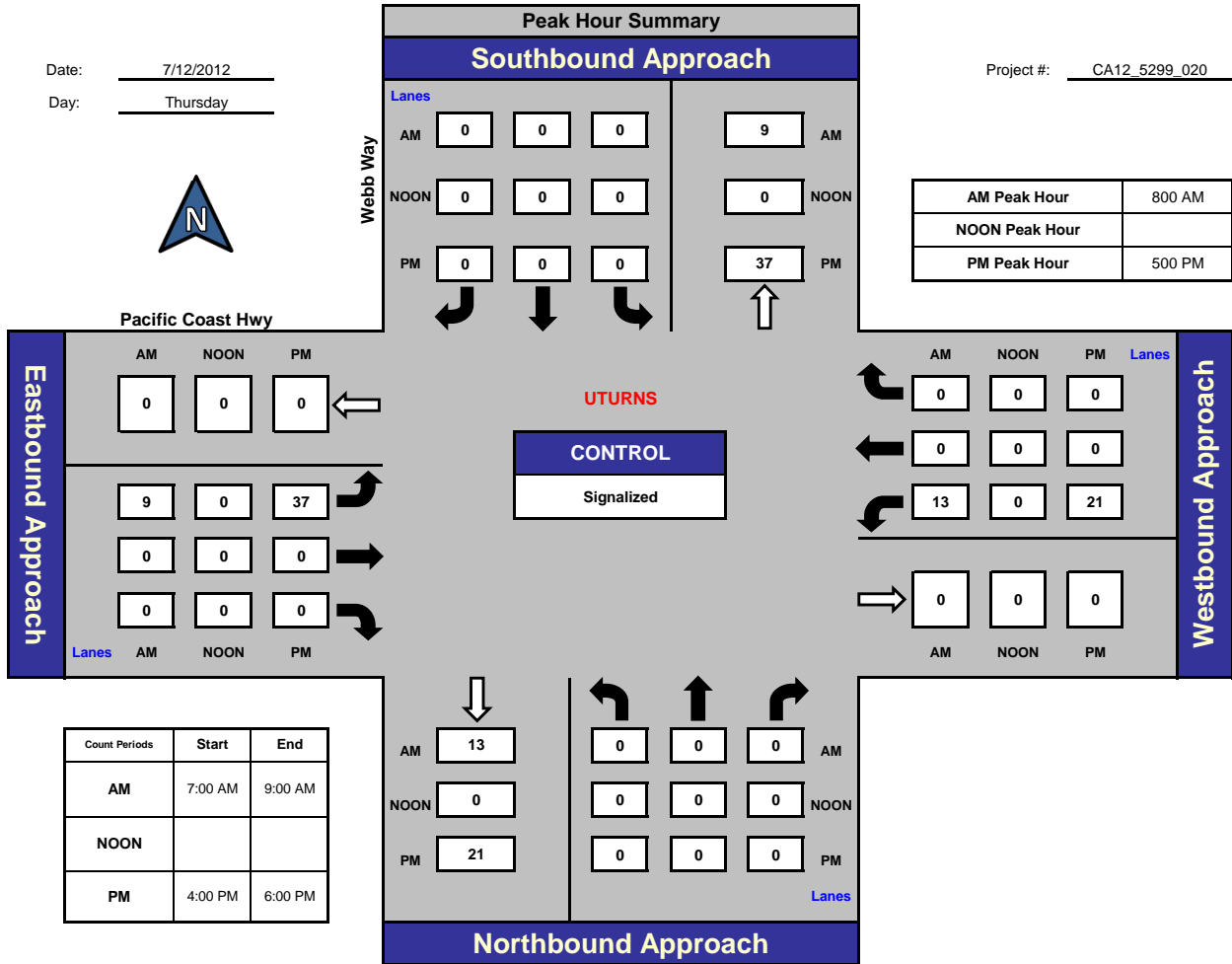
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

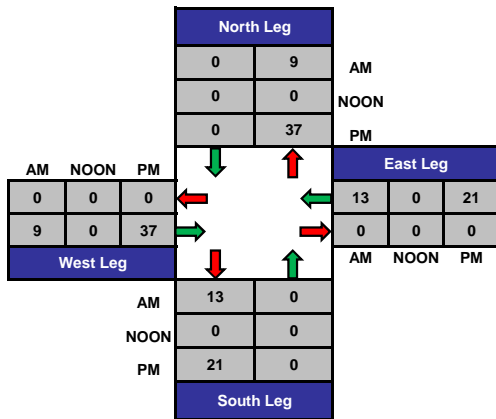
Date: 7/12/2012

Day: Thursday

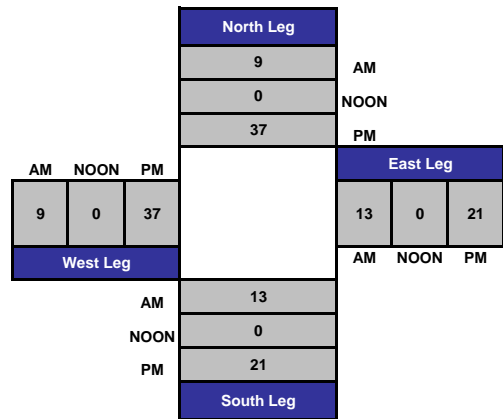
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



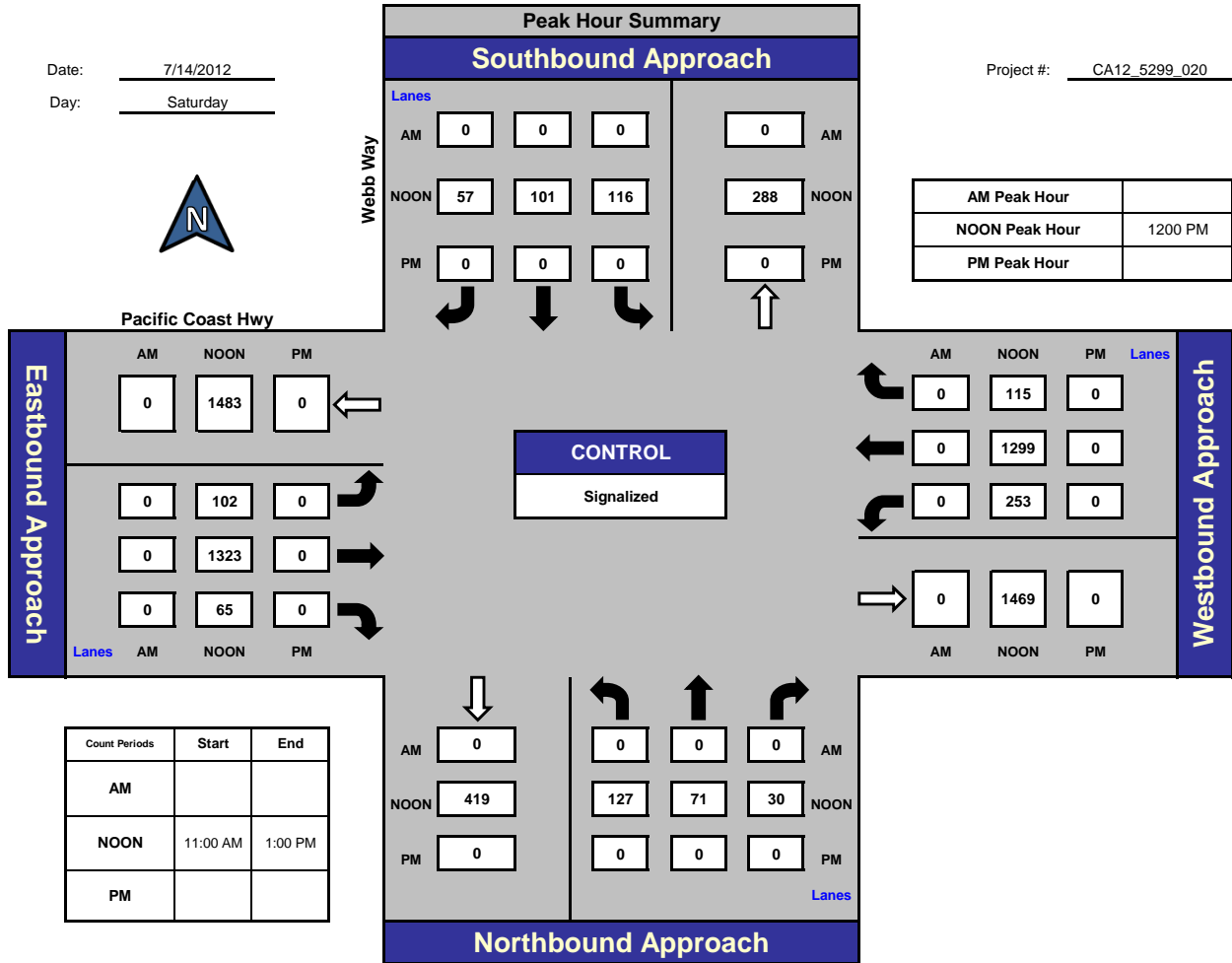
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

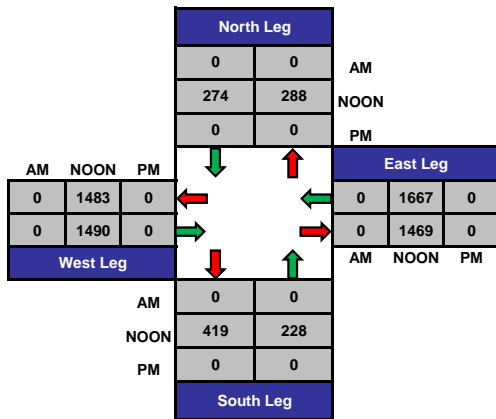
Date: 7/14/2012

Day: Saturday

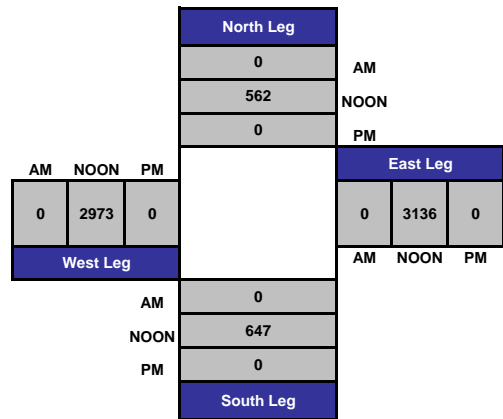
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: SATURDAY

City: City of Malibu

UTURNS

Date: 07/14/2012

NOON

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM							9			9			18
11:15 AM							7			3			10
11:30 AM							13			3			16
11:45 AM							18			8			26
12:00 PM							9			7			16
12:15 PM							9			10			19
12:30 PM							11			9			20
12:45 PM							10			8			18

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	86	0	0	57	0	0	143
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	47	0	0	34	0	0	81
PEAK HR FACTOR :	0.000			0.000			0.653			0.850			0.779

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



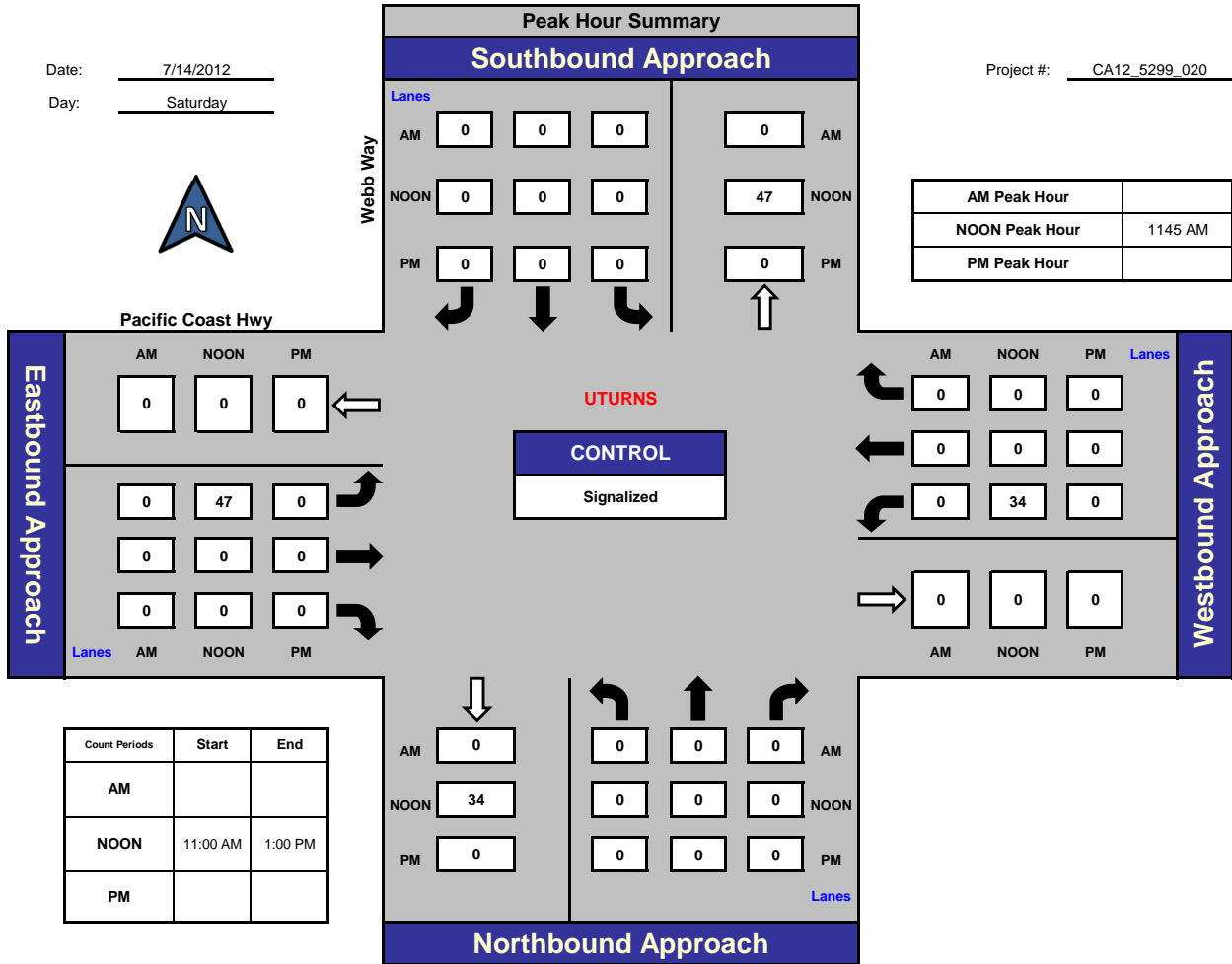
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

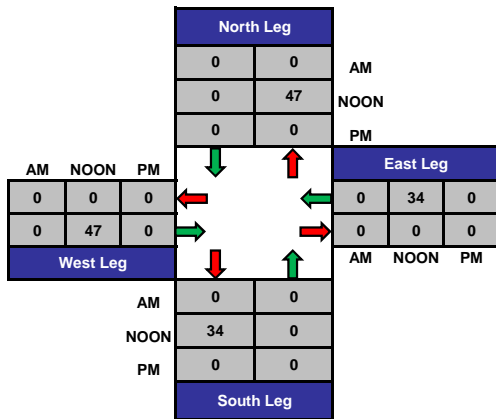
Date: 7/14/2012

Day: Saturday

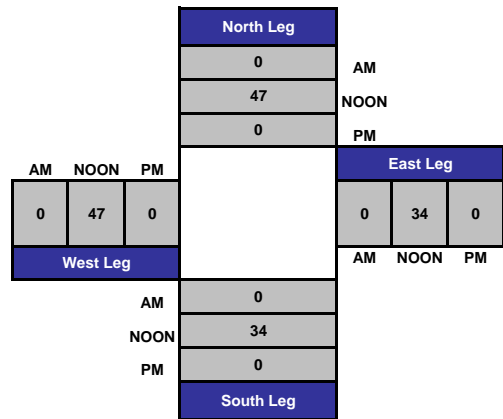
Project #: CA12_5299_020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	10	14	0		5	7	6	0	8	1	1		52
7:15 AM	17	7	0		10	6	4	0	6	0	0		50
7:30 AM	24	15	0		6	3	8	0	13	0	0		69
7:45 AM	17	14	3		14	5	12	1	12	0	0		78
8:00 AM	21	11	0		10	6	8	0	8	1	0		65
8:15 AM	22	10	0		6	7	9	0	11	0	0		65
8:30 AM	20	10	1		8	10	7	0	11	0	0		67
8:45 AM	26	7	1		8	9	16	0	14	0	2		83
TOTAL VOLUMES :	157	88	5	0	67	53	70	1	83	2	3	0	529
APPROACH %'s :	62.80%	35.20%	2.00%	0.00%	55.83%	44.17%	45.45%	0.65%	53.90%	40.00%	60.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	89	38	2	0	32	32	40	0	44	1	2	0	280
PEAK HR FACTOR :	0.949			0.889			0.700			0.375			0.843

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	59	10	0	0	12	8	12	0	32	0	0	0	133
4:15 PM	52	16	0	0	13	8	8	0	29	0	0	0	126
4:30 PM	50	13	0	0	13	11	9	0	36	0	0	0	132
4:45 PM	51	8	0	0	17	18	7	1	25	0	0	0	127
5:00 PM	55	10	1	0	16	10	3	0	45	2	2	0	144
5:15 PM	46	7	0	1	12	9	6	1	31	1	3	0	117
5:30 PM	51	8	0	0	6	14	7	1	29	0	1	1	118
5:45 PM	39	9	0	0	8	11	6	0	30	0	0	0	103
TOTAL VOLUMES :	403	81	1	1	97	89	58	3	257	3	6	1	1000
APPROACH %'s :	83.09%	16.70%	0.21%	0.53%	51.87%	47.59%	18.24%	0.94%	80.82%	30.00%	60.00%	10.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	208	47	1	0	59	47	27	1	135	2	2	0	529
PEAK HR FACTOR :	0.941			0.757			0.849			0.250			0.918

CONTROL :

ITM Peak Hour Summary

Prepared by:



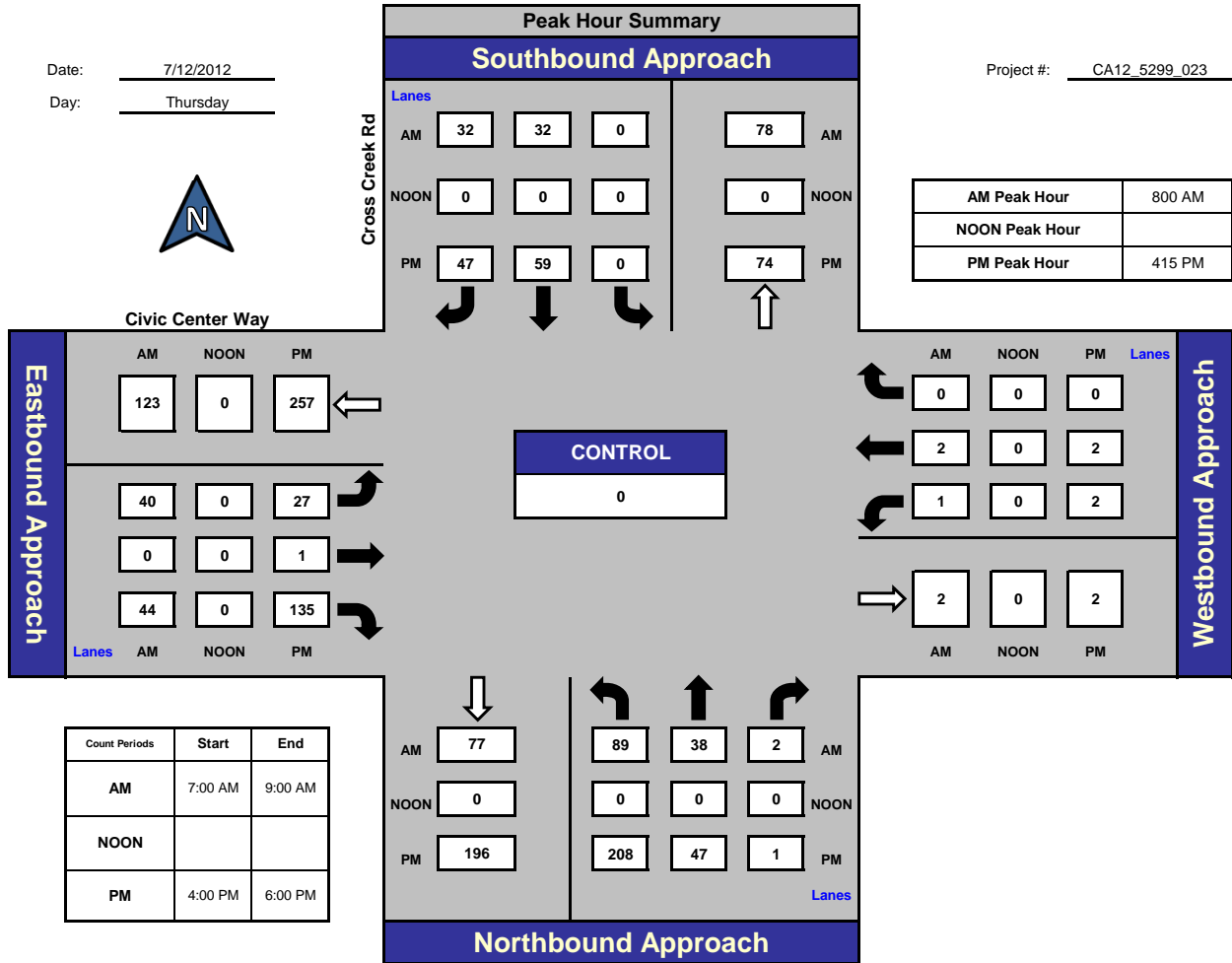
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

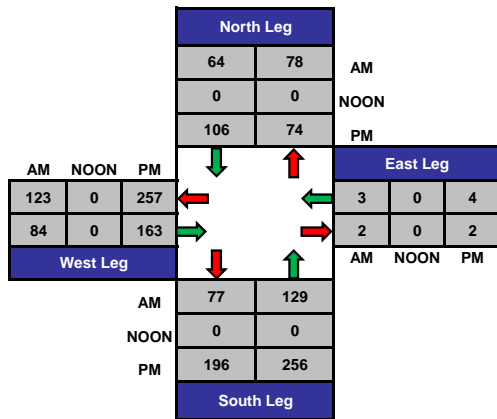
Date: 7/12/2012

Day: Thursday

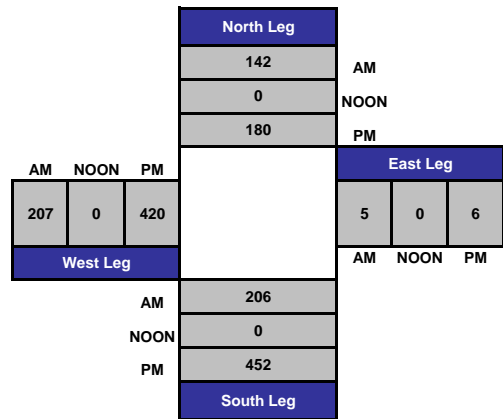
Project #: CA12_5299_023



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			TOTAL																										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																													
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR																											
11:00 AM	38	13	0		6	16	6	0	29	0			108																										
11:15 AM	22	11	0		4	9	6	0	32	1			85																										
11:30 AM	44	9	0		13	12	9	0	40	0			127																										
11:45 AM	34	4	0		8	8	8	0	35	0			97																										
12:00 PM	41	8	0		3	8	3	0	56	0			119																										
12:15 PM	51	6	0		9	7	6	1	51	0			131																										
12:30 PM	55	15	0		9	10	8	0	57	1			155																										
12:45 PM	49	7	2		10	9	5	0	46	0			128																										
TOTAL VOLUMES :	334	73	2	0	62	79	51	1	346	2	0	0	950																										
APPROACH %'s :	81.66%	17.85%	0.49%	0.00%	43.97%	56.03%	12.81%	0.25%	86.93%	100.00%	0.00%	0.00%																											
PEAK HR START TIME :	1200 PM												TOTAL																										
PEAK HR VOL :	196			36			2			0			31			34			22			1			210			1			0			0			533		
PEAK HR FACTOR :	0.836						0.855						0.896						0.250						0.860														

CONTROL :

ITM Peak Hour Summary

Prepared by:



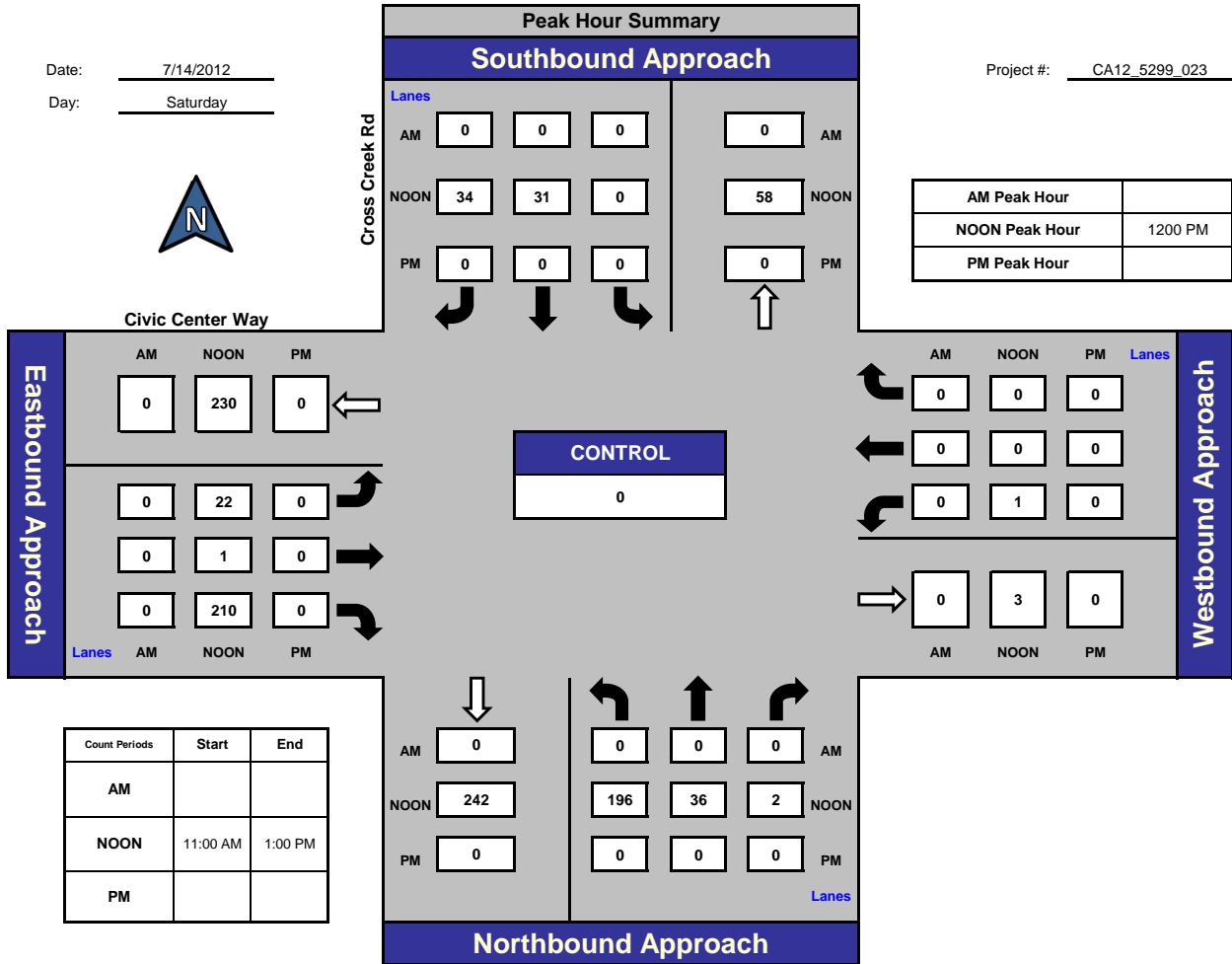
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

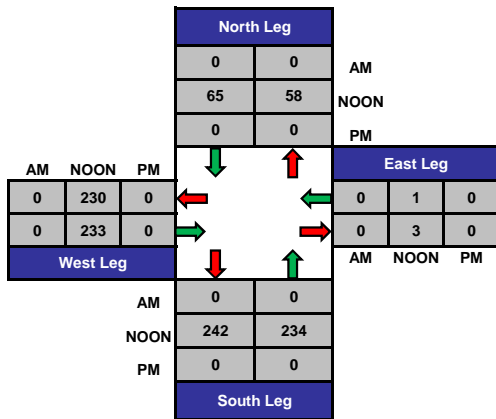
Date: 7/14/2012

Day: Saturday

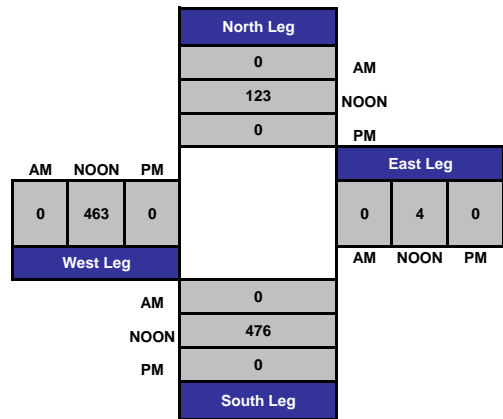
Project #: CA12_5299_023



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



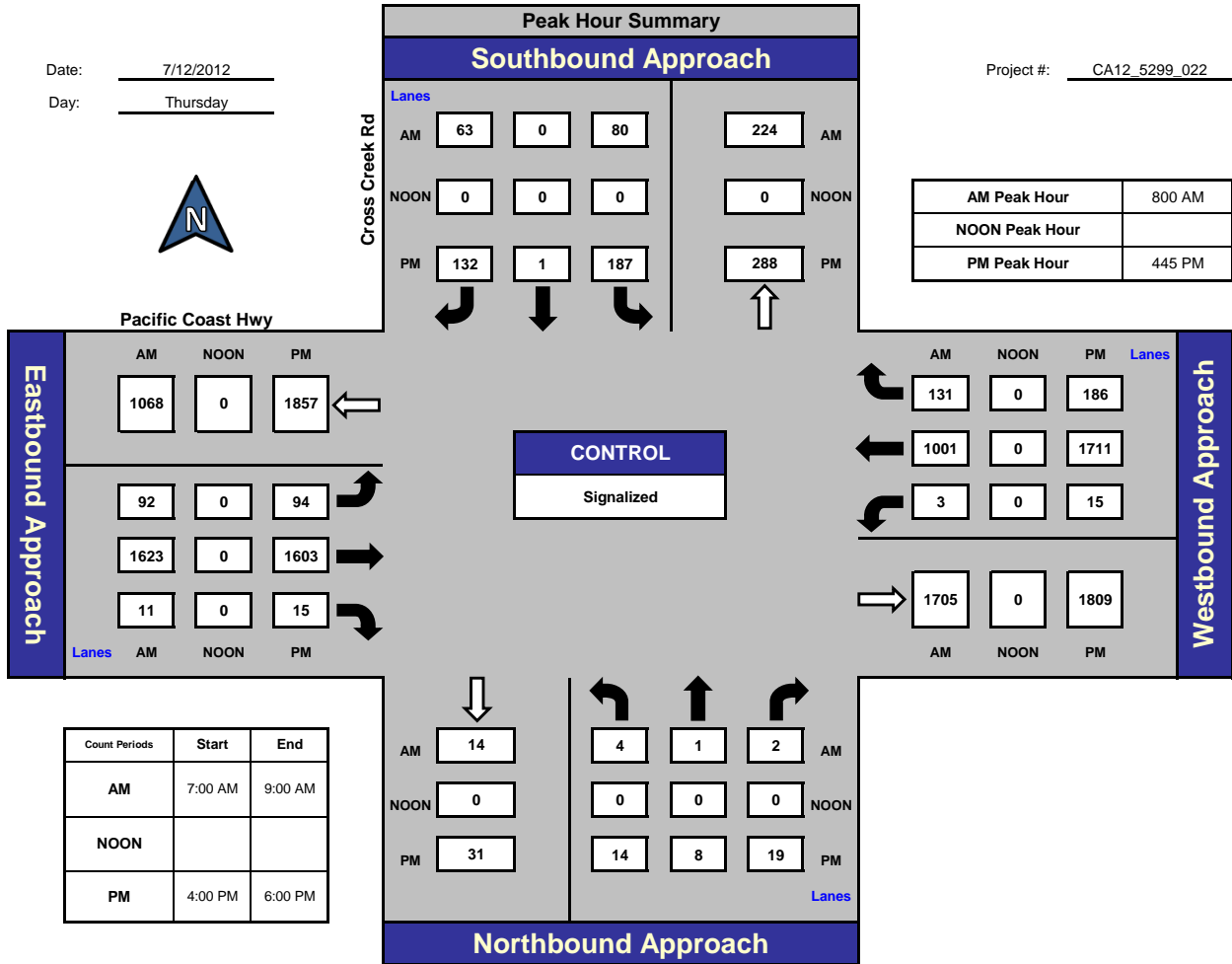
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

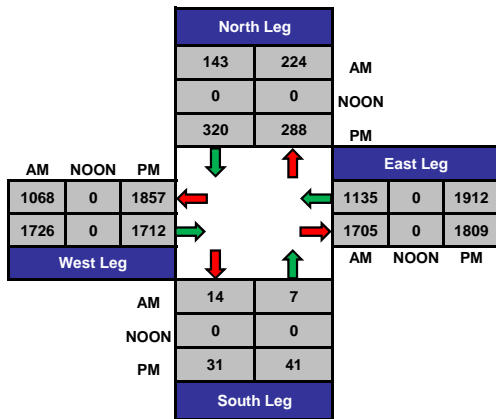
Date: 7/12/2012

Day: Thursday

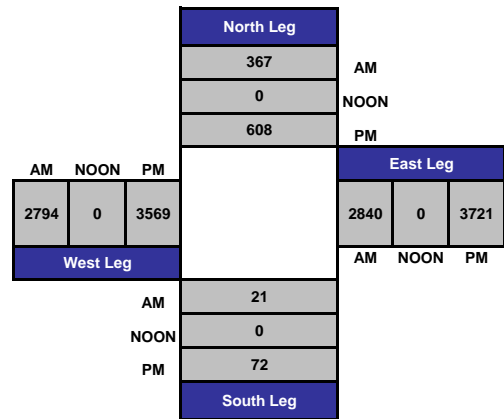
Project #: CA12_5299_022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



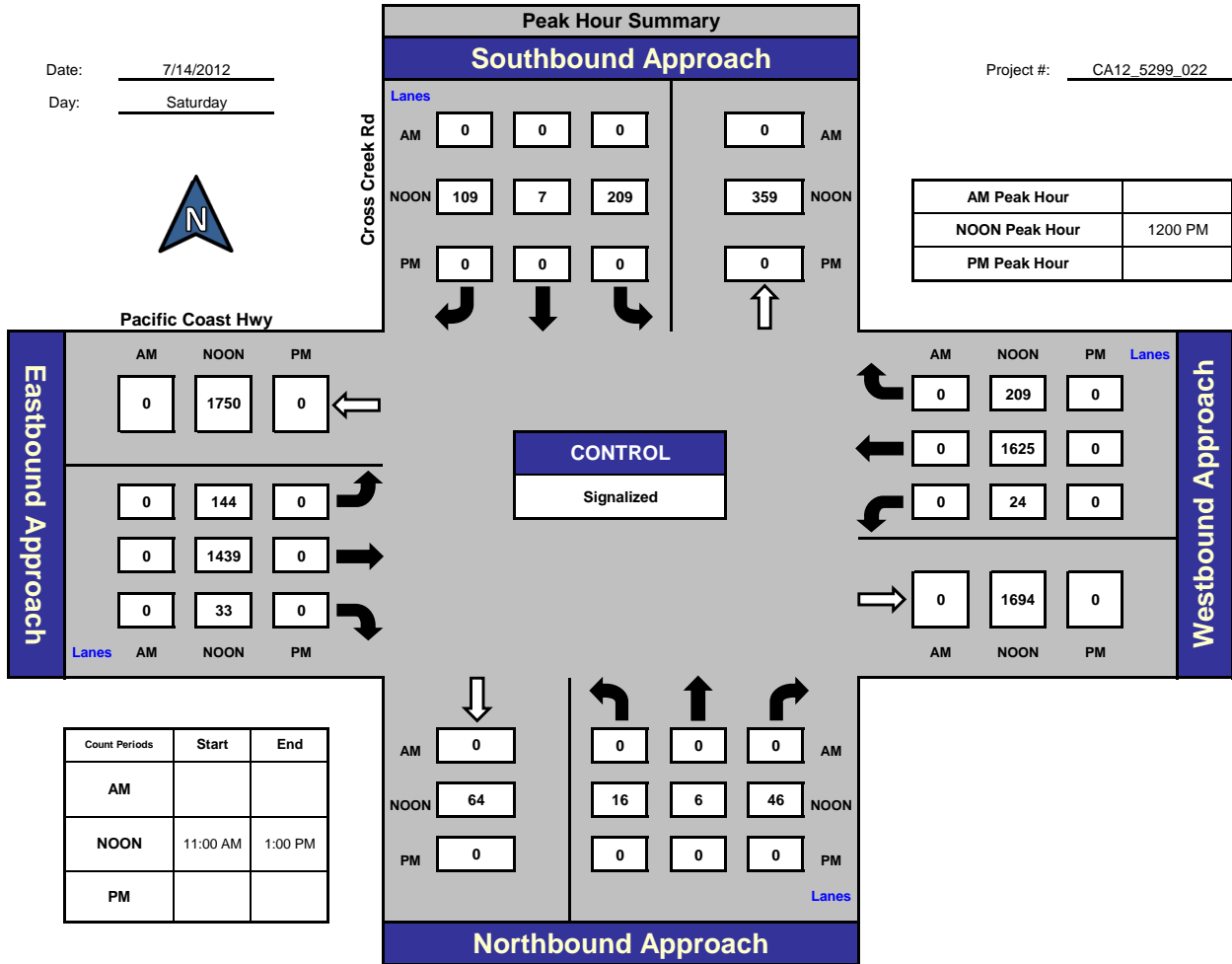
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

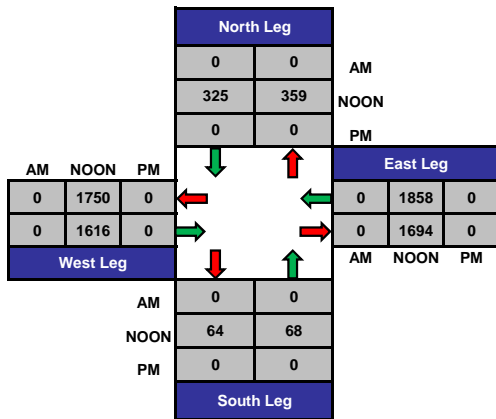
Date: 7/14/2012

Day: Saturday

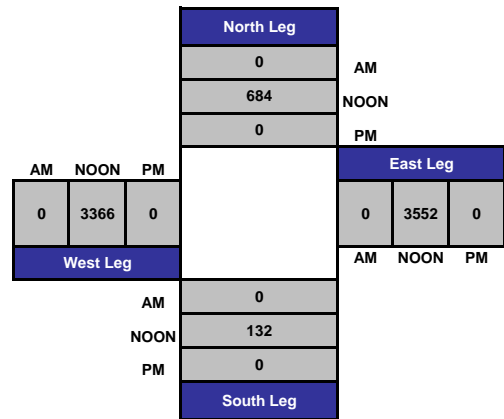
Project #: CA12_5299_022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



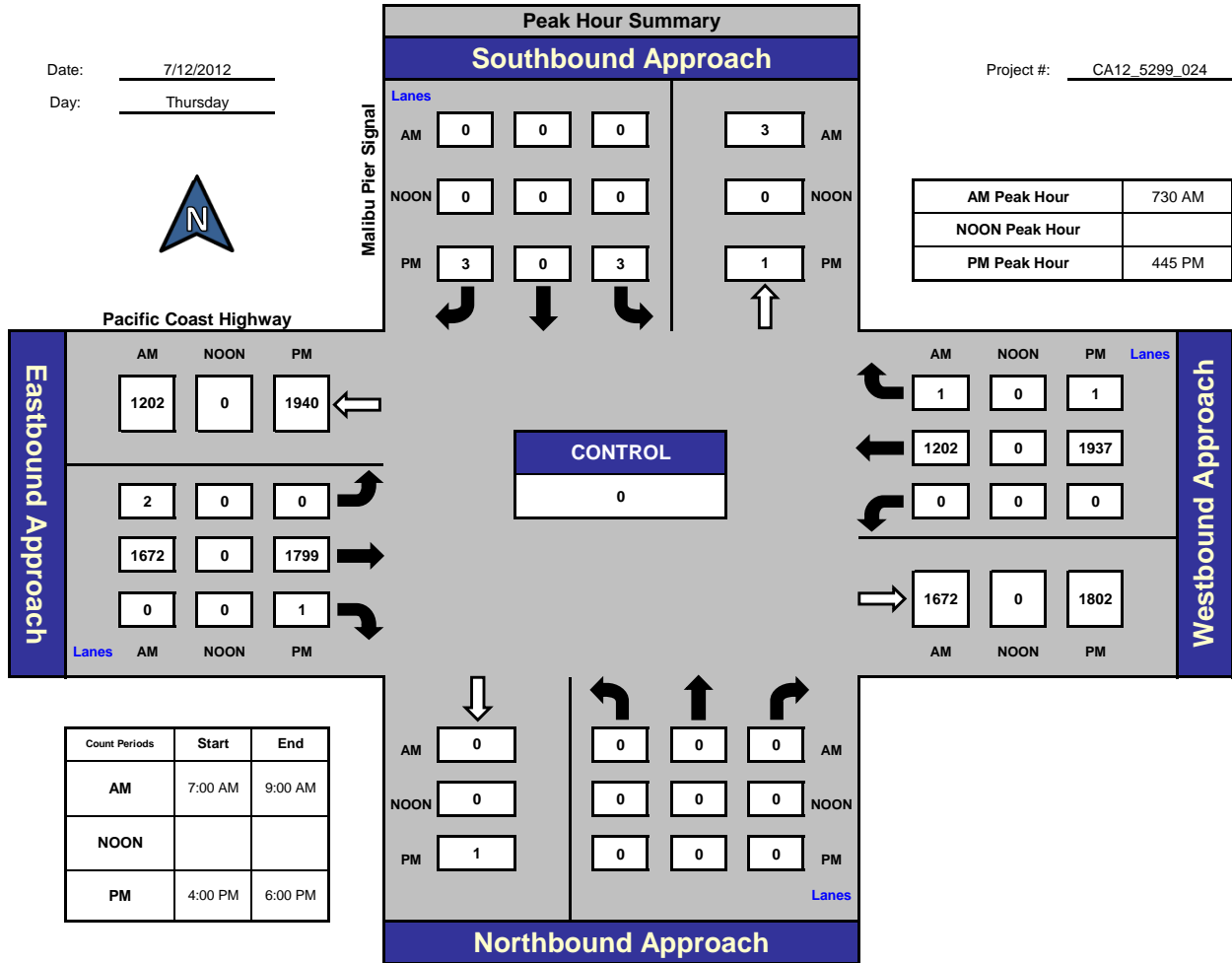
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

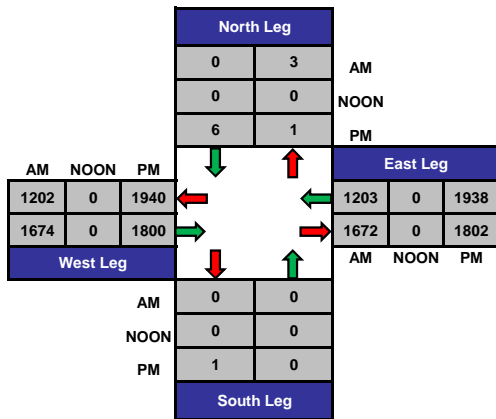
Date: 7/12/2012

Day: Thursday

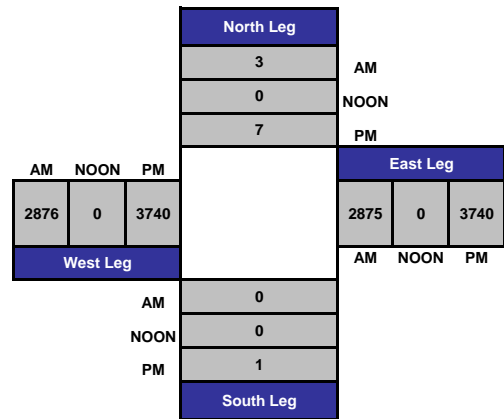
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

AM

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM										0			
7:15 AM										1			1
7:30 AM										0			
7:45 AM										0			
8:00 AM										0			
8:15 AM										1			1
8:30 AM										3			3
8:45 AM										1			1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	6	0	0	6
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	5
PEAK HR FACTOR :	0.000			0.000			0.000			0.417			0.417

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

PM

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM										3			3
4:15 PM										3			3
4:30 PM										2			2
4:45 PM										2			2
5:00 PM										4			4
5:15 PM										2			2
5:30 PM										5			5
5:45 PM										1			1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	22	0	0	22
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	13	0	0	13
PEAK HR FACTOR :	0.000			0.000			0.000			0.650			0.650

CONTROL :

ITM Peak Hour Summary

Prepared by:



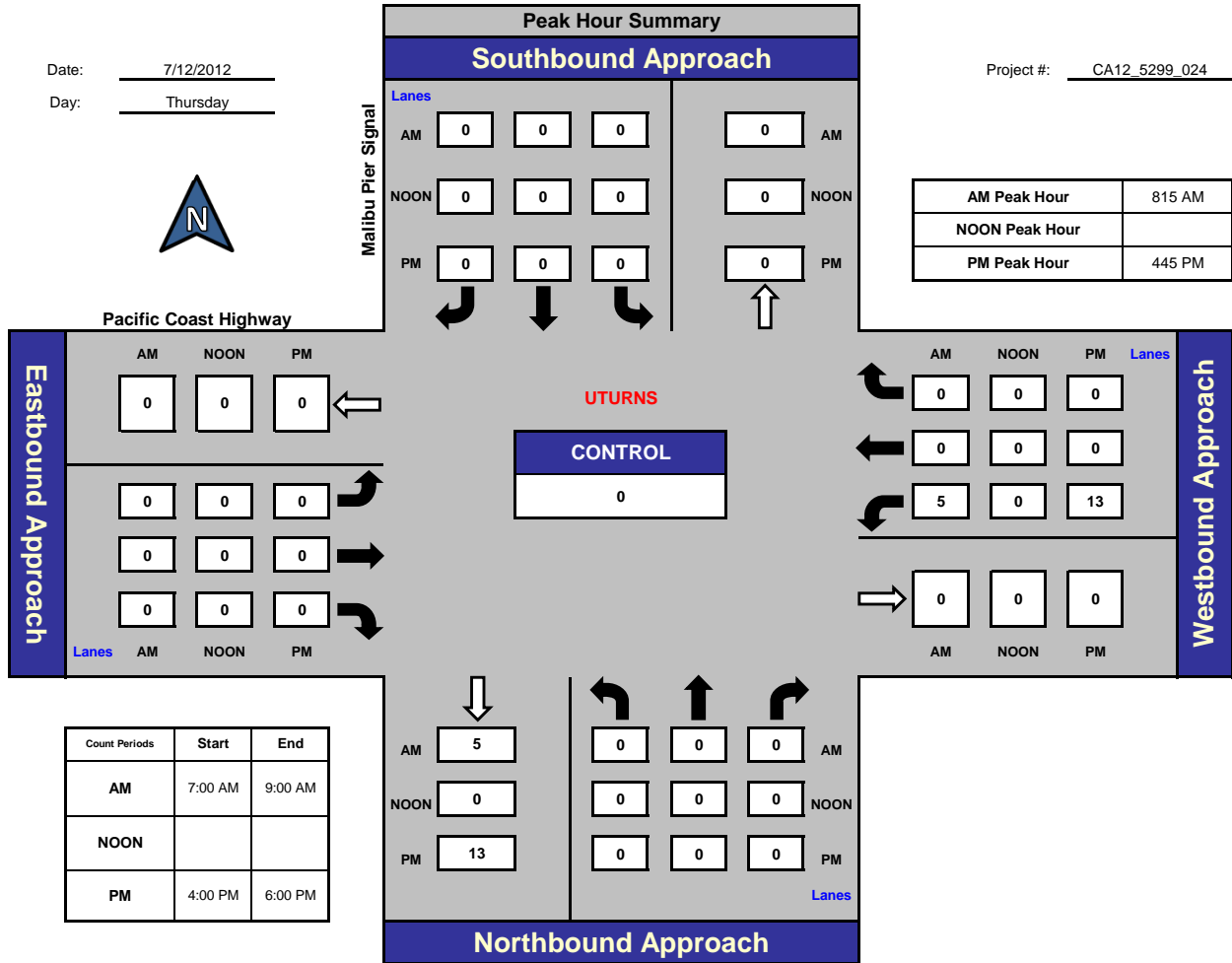
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

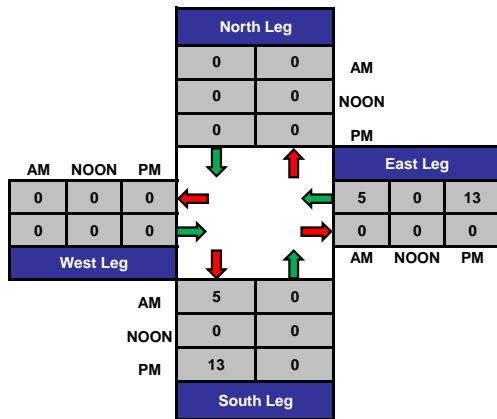
Date: 7/12/2012

Day: Thursday

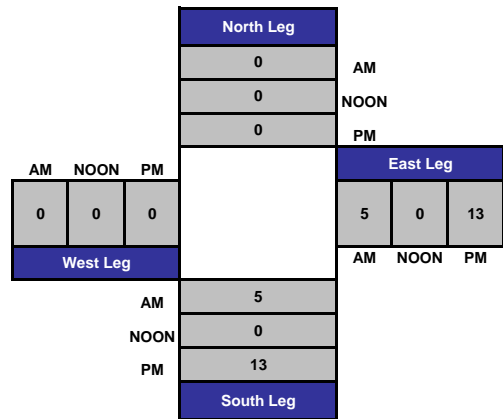
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



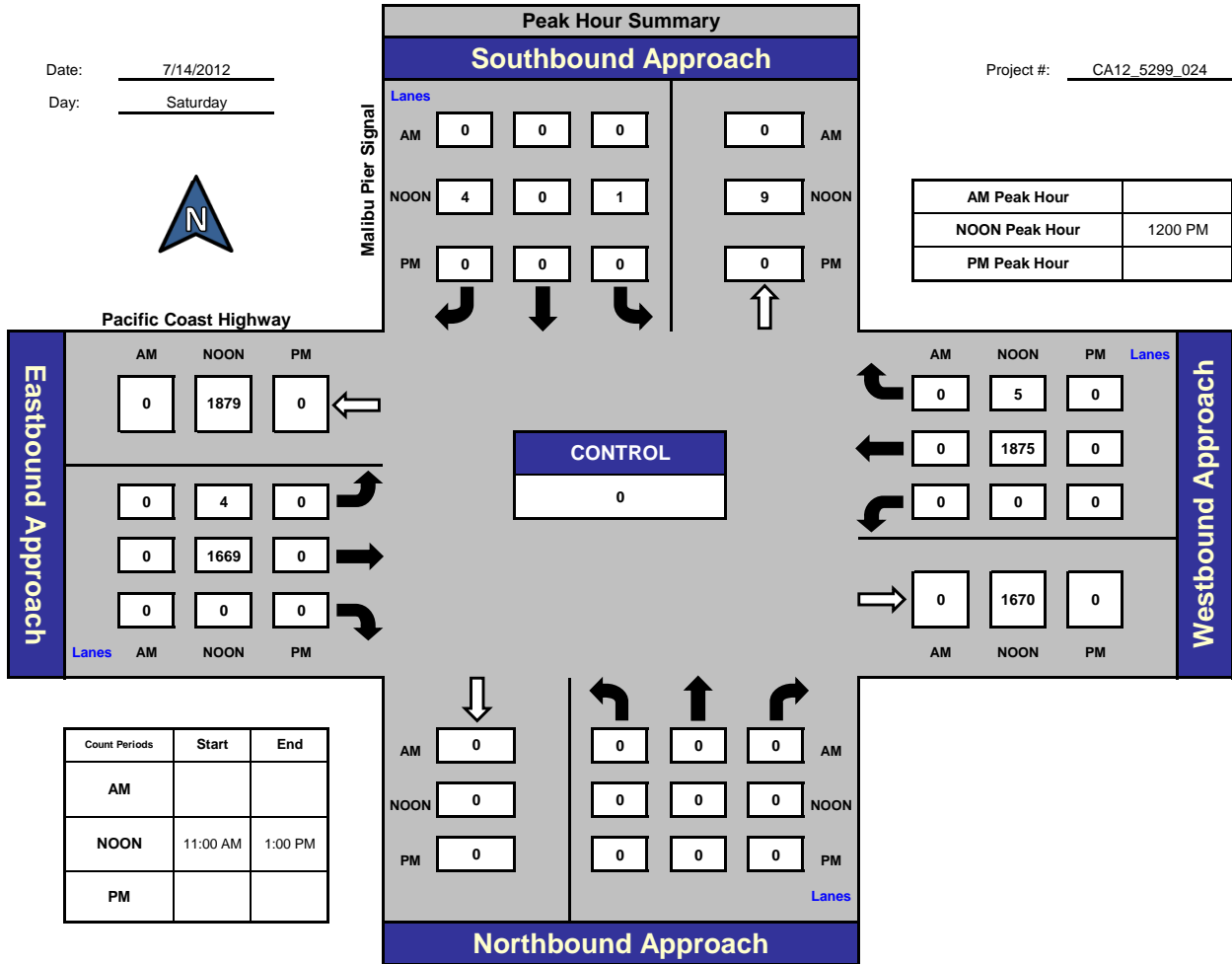
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

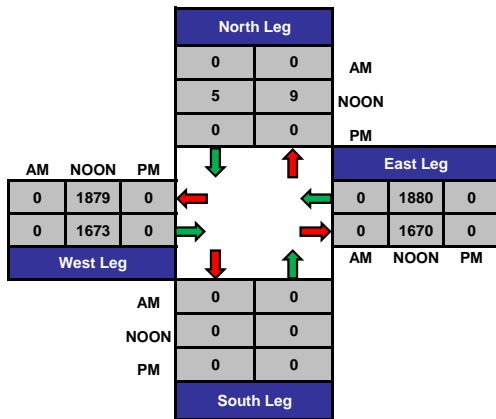
Date: 7/14/2012

Day: Saturday

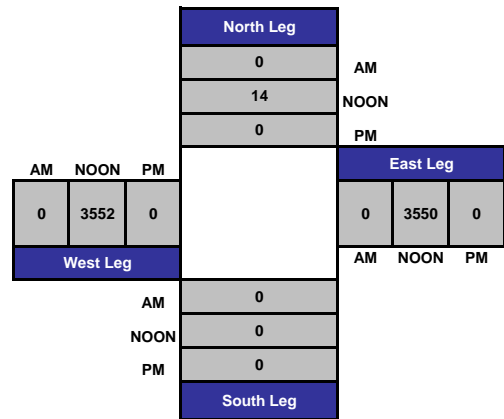
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: SATURDAY

City: City of Malibu

UTURNS

Date: 07/14/2012

NOON

NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM										6			6
11:15 AM										3			3
11:30 AM										2			2
11:45 AM										4			4
12:00 PM										5			5
12:15 PM										5			5
12:30 PM										2			2
12:45 PM										5			5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	32	0	0	32
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	1200 PM												TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	17	0	0	17
PEAK HR FACTOR :	0.000			0.000			0.000			0.850			0.850	

CONTROL :

ITM Peak Hour Summary

Prepared by:



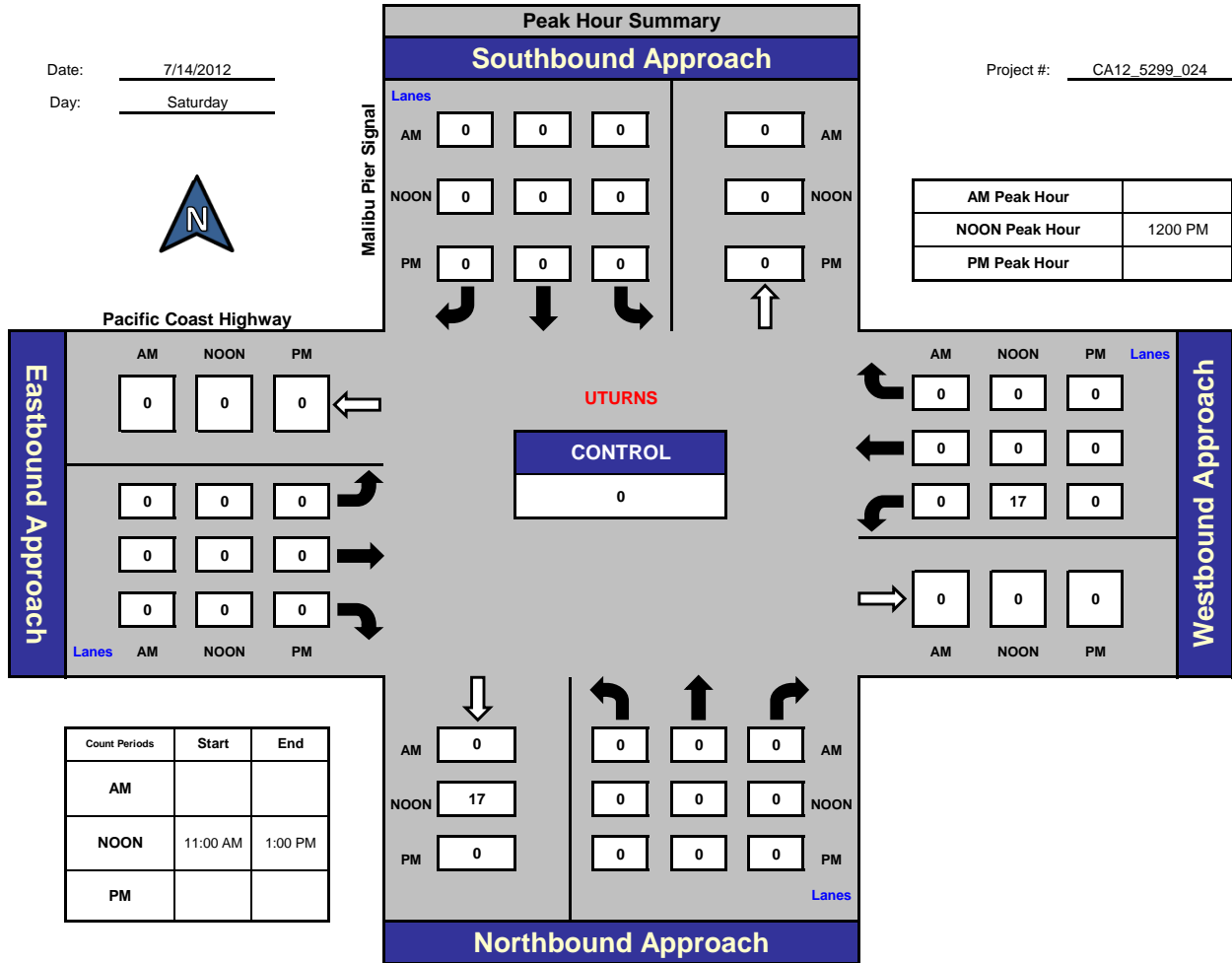
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

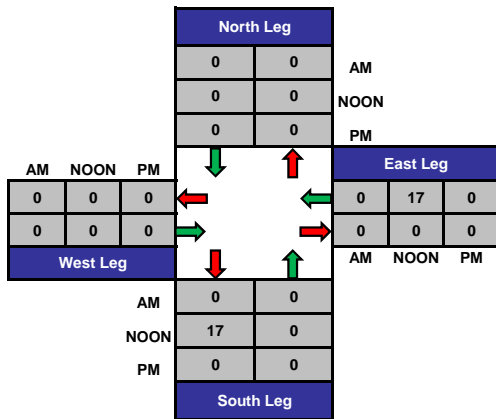
Date: 7/14/2012

Day: Saturday

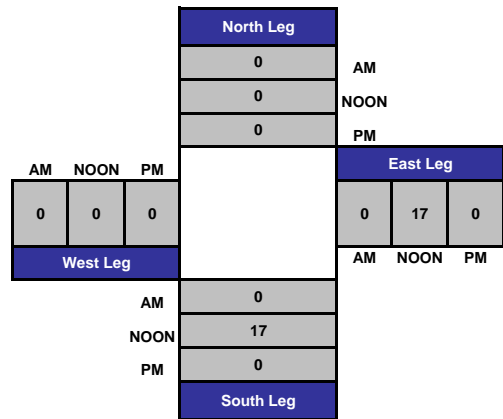
Project #: CA12_5299_024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



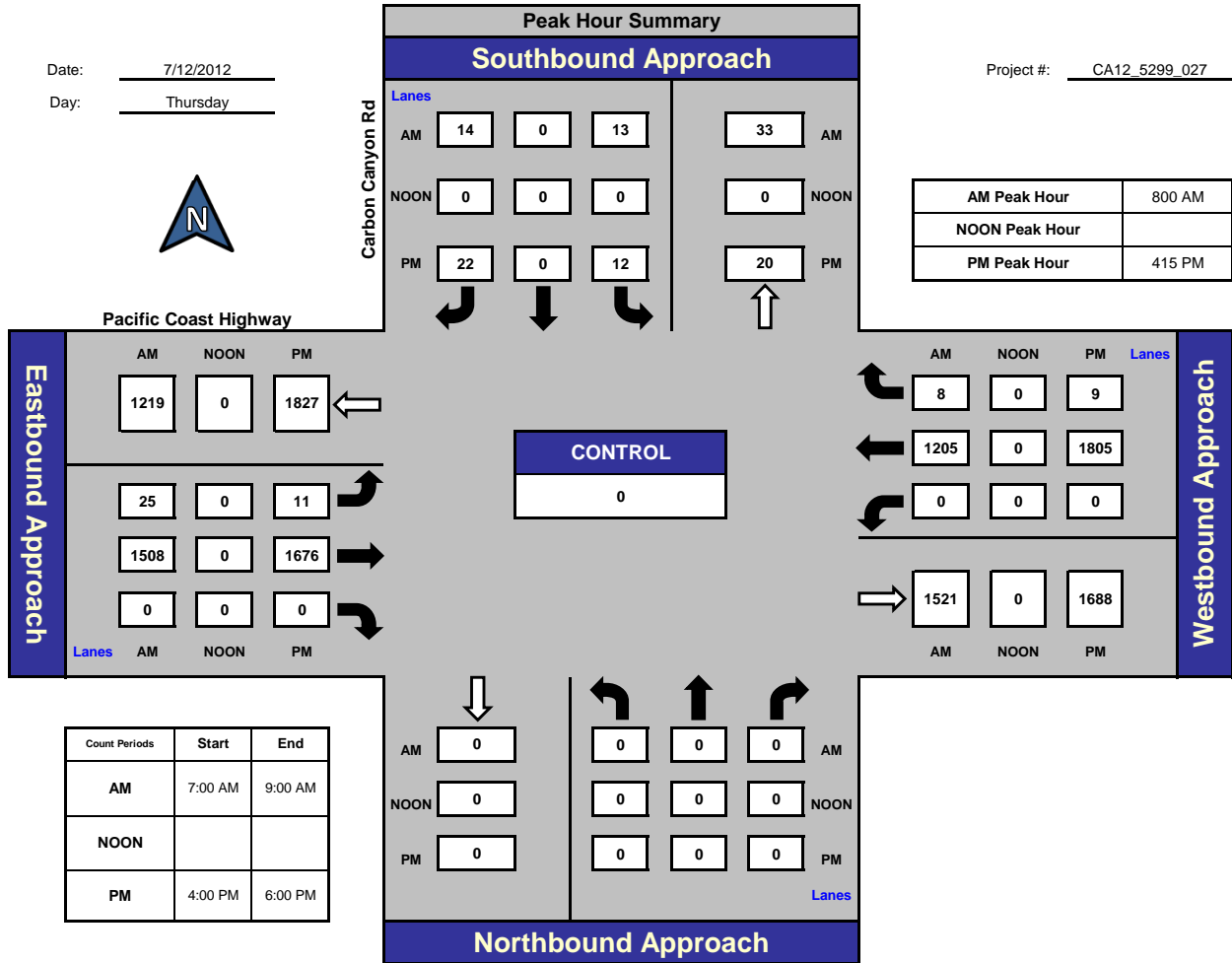
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

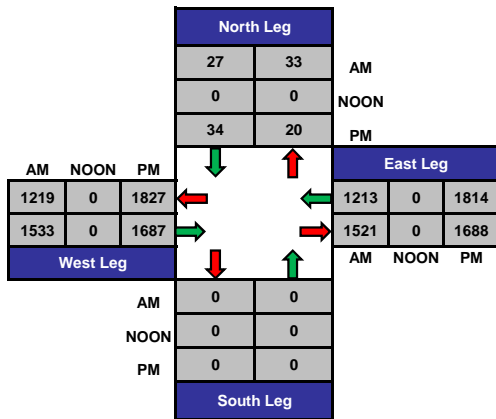
Date: 7/12/2012

Day: Thursday

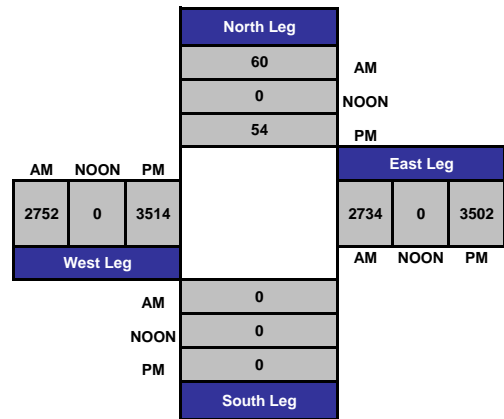
Project #: CA12_5299_027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

AM

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM							0			0			
7:15 AM							0			0			
7:30 AM							1			0			1
7:45 AM							0			0			
8:00 AM							0			0			
8:15 AM							0			0			
8:30 AM							2			1			3
8:45 AM							1			0			1
TOTAL VOLUMES :	0	0	0	0	0	0	4	0	0	1	0	0	5
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	0	1	0	0	4
PEAK HR FACTOR :	0.000			0.000			0.375			0.250			0.333

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

UTURNS

Date: 07/12/2012

PM

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM							0						
4:15 PM							1						1
4:30 PM							1						1
4:45 PM							1						1
5:00 PM							1						1
5:15 PM							1						1
5:30 PM							1						1
5:45 PM							1						1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	7	0	0	0	0	0	7
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	0	0	0	0	4
PEAK HR FACTOR :	0.000			0.000			1.000			0.000			1.000

CONTROL :

ITM Peak Hour Summary

Prepared by:



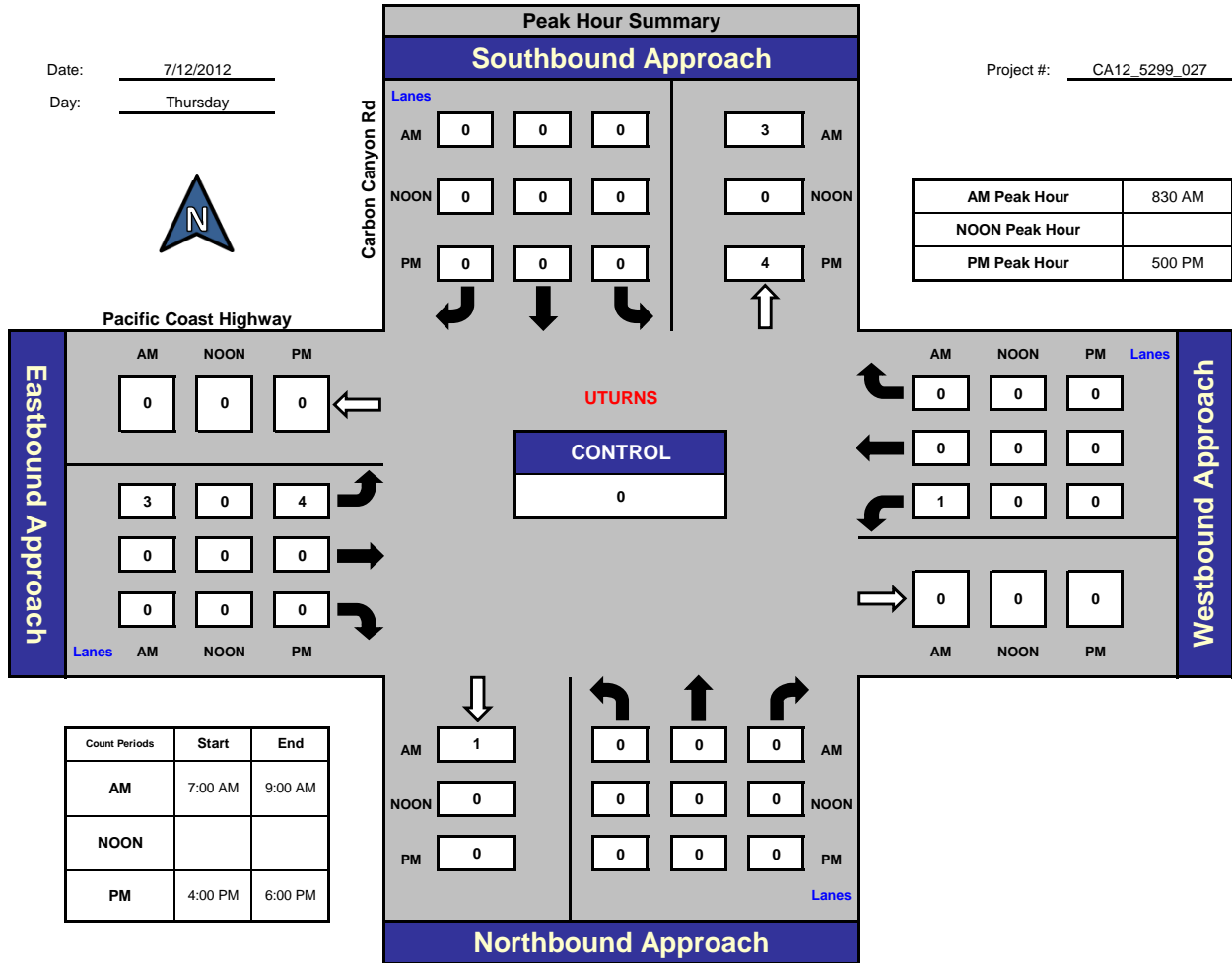
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

Date: 7/12/2012

Day: Thursday

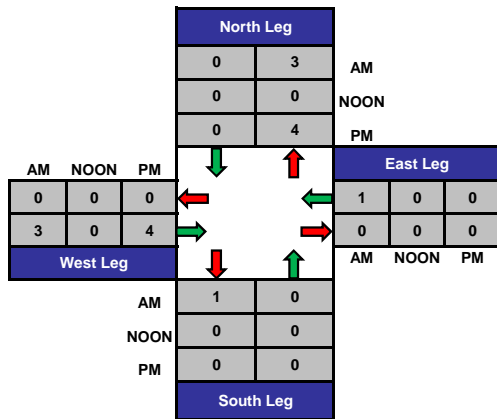
Project #: CA12_5299_027



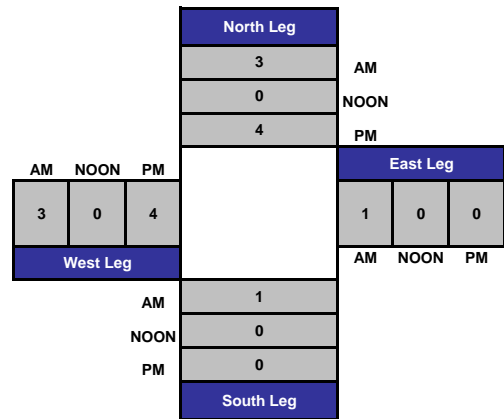
AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL :

ITM Peak Hour Summary

Prepared by:



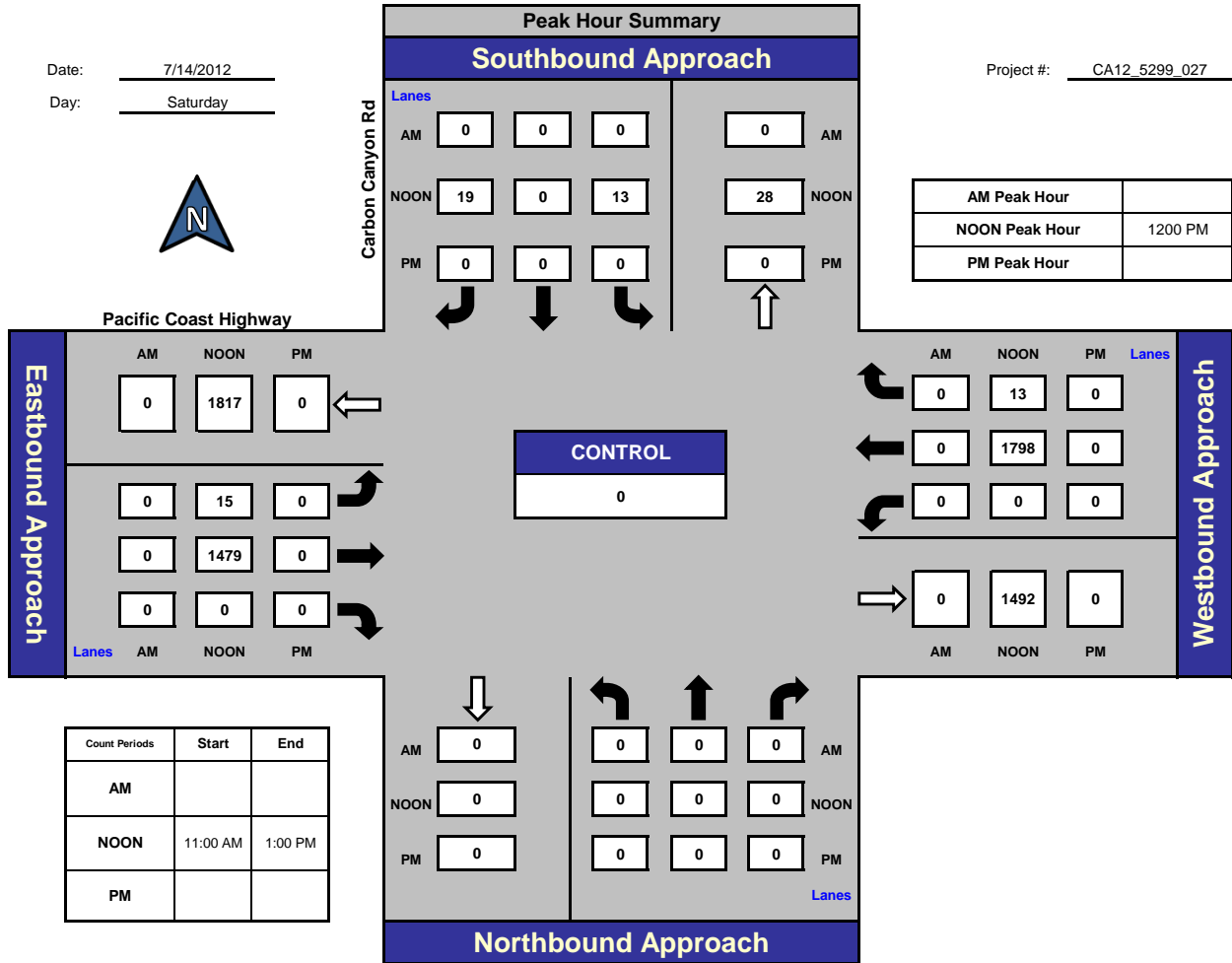
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

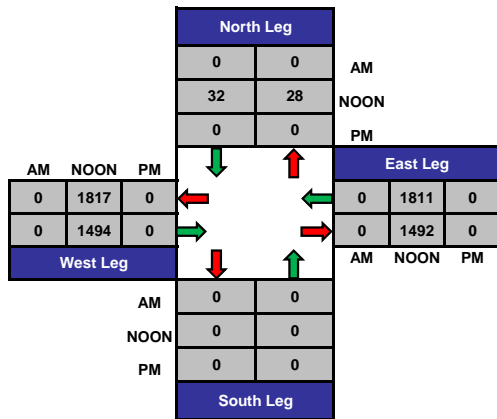
Date: 7/14/2012

Day: Saturday

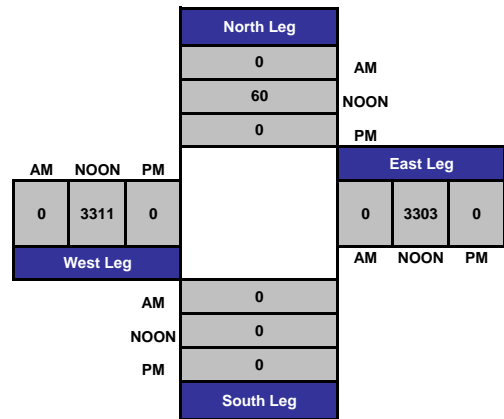
Project #: CA12_5299_027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: SATURDAY

City: City of Malibu

UTURNS

Date: 07/14/2012

NOON

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM							0						
11:15 AM							3						3
11:30 AM							3						3
11:45 AM							1						1
12:00 PM							3						3
12:15 PM							2						2
12:30 PM							2						2
12:45 PM							1						1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	15	0	0	0	0	0	15
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	1115 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	10	0	0	0	0	0	10
PEAK HR FACTOR :	0.000			0.000			0.833			0.000			0.833

CONTROL :

ITM Peak Hour Summary

Prepared by:



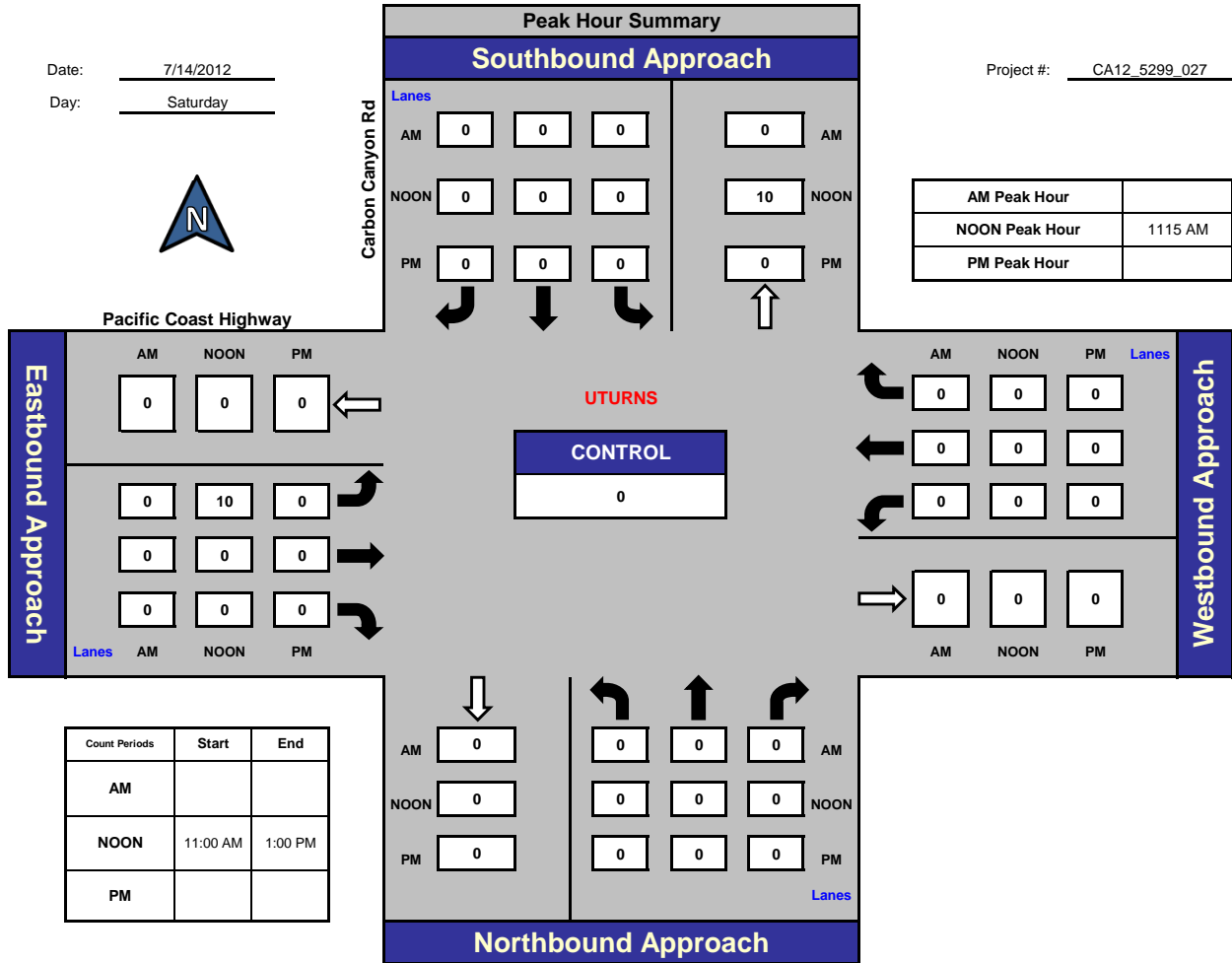
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

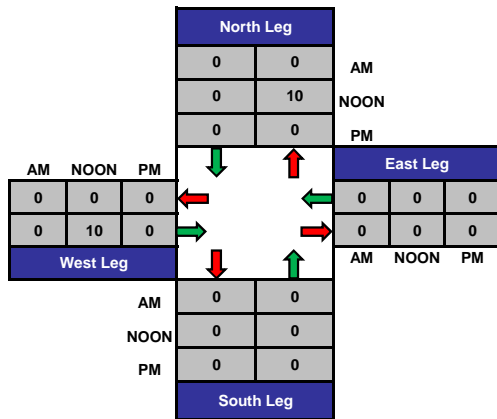
Date: 7/14/2012

Day: Saturday

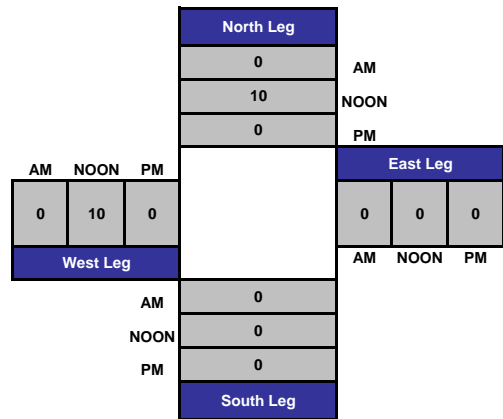
Project #: CA12_5299_027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

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

CONTROL : [Signalized](#)

ITM Peak Hour Summary

Prepared by:



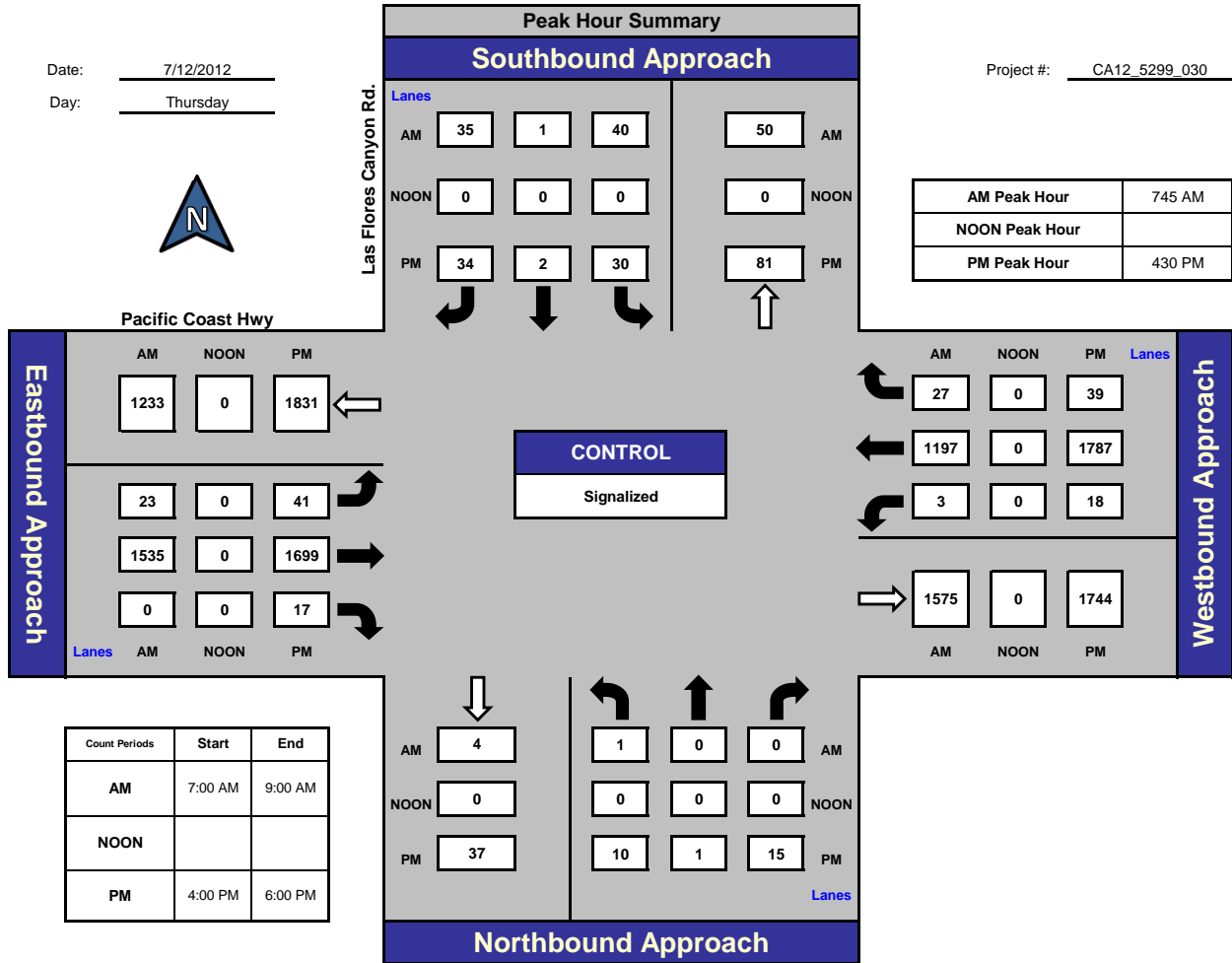
National Data & Surveying Services

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

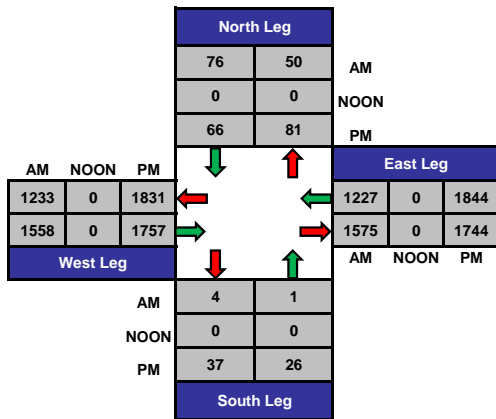
Date: 7/12/2012

Day: Thursday

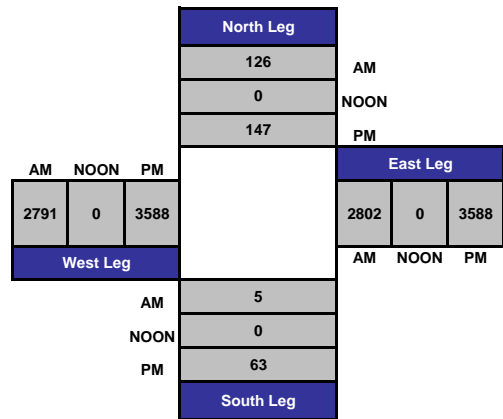
Project #: CA12_5299_030



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

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

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



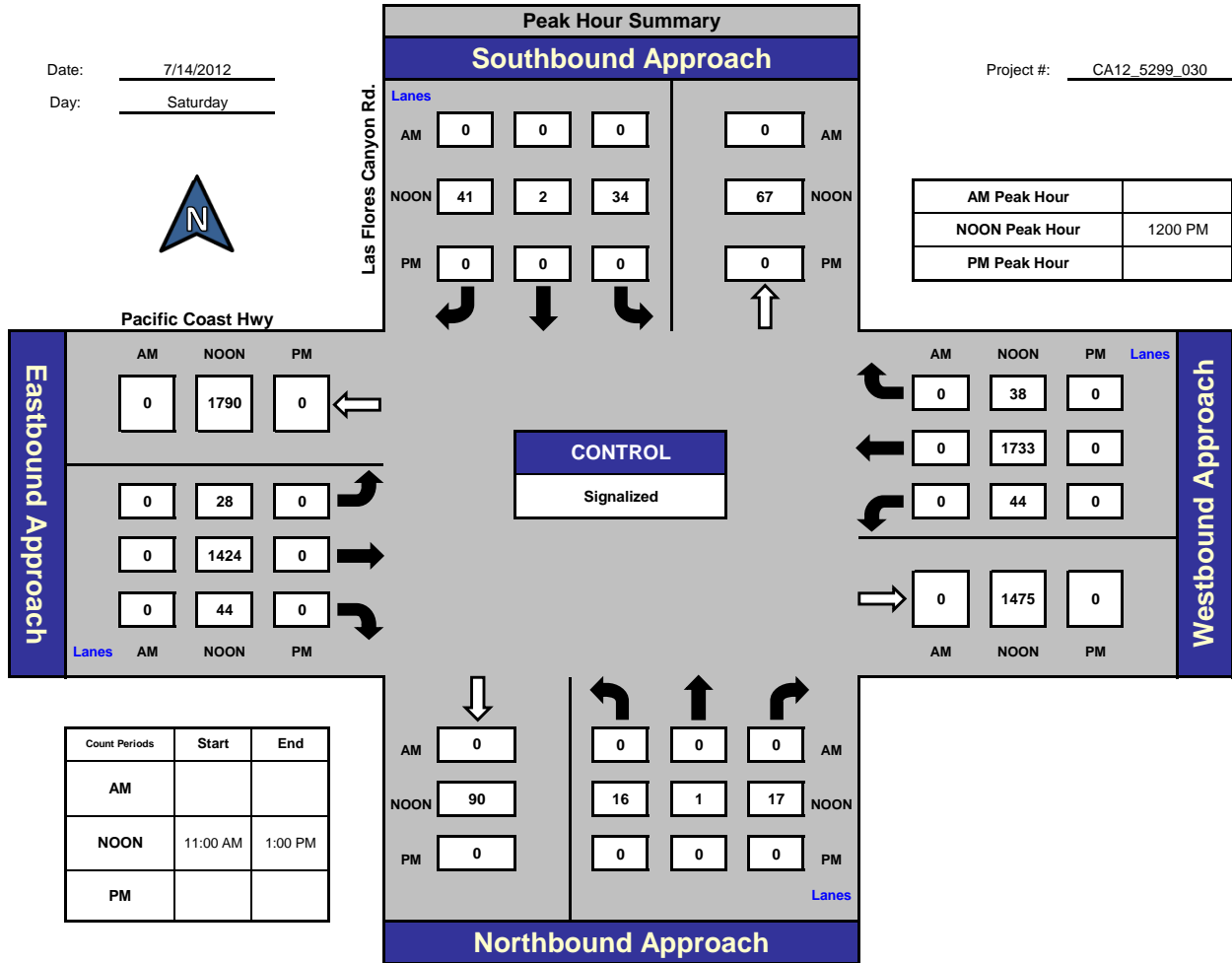
National Data & Surveying Services

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

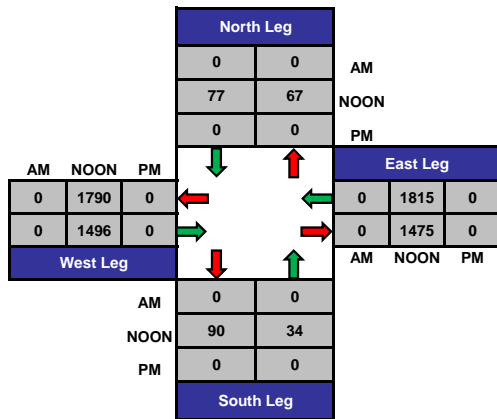
Date: 7/14/2012

Day: Saturday

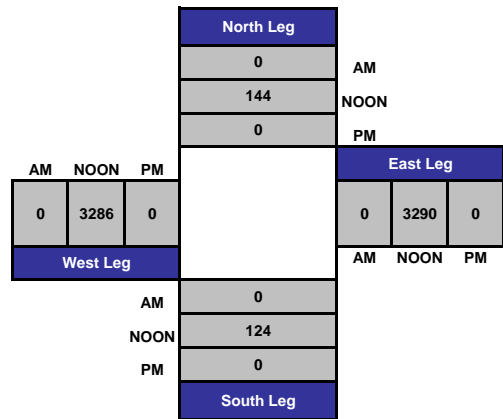
Project #: CA12_5299_030



Total Ins & Outs



Total Volume Per Leg



APPENDIX C

ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS: WEEKDAY AM AND PM PEAK HOURS AND SATURDAY MID-DAY PEAK HOUR

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

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	205	2880	0.071	3	208	0.072	9	214	0.074	30	244	0.085	3	247	0.086	0	247	0.086
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]	258	1600	0.071 *	0	258	0.071	12	269	0.075 *	8	277	0.075	0	277	0.075	0	277	0.075
Eb Left	143	1600	0.089 *	0	143	0.089 *	6	150	0.094 *	8	158	0.099 *	0	158	0.099 *	0	158	0.099 *
Eb Thru	692	3200	0.216	11	703	0.220	31	723	0.226	115	838	0.262	11	849	0.265	0	849	0.265
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	619	3200	0.193 *	3	622	0.194 *	28	647	0.202 *	72	719	0.225 *	3	722	0.226 *	0	722	0.226 *
Wb Right	109	1600	0.068	1	110	0.069	5	114	0.071	17	131	0.082	1	132	0.083	0	132	0.083
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.404			0.406			0.420			0.458			0.460			0.460
LOS			A			A			A			A			A			A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	160	2880	0.055	2	162	0.056	7	167	0.058	41	208	0.072	2	210	0.073	2	212	0.073
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]	200	1600	0.000	0	200	0.000	9	209	0.000	21	230	0.000	0	230	0.000	0	230	0.000
Eb Left	354	1600	0.221 *	0	354	0.221 *	16	370	0.231 *	22	392	0.245 *	0	392	0.245 *	0	392	0.245 *
Eb Thru	1001	3200	0.313	7	1008	0.315	45	1046	0.327	202	1248	0.390	7	1255	0.392	0	1255	0.392
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	1036	3200	0.324 *	6	1042	0.326 *	47	1083	0.338 *	237	1320	0.412 *	6	1326	0.414 *	0	1326	0.414 *
Wb Right	254	1600	0.159	2	256	0.160	11	266	0.166	50	316	0.197	2	318	0.199	0	318	0.199
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU						0.653			0.678			0.780			0.782			0.782
LOS			B			B			B			C			C			C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	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	293	2880	0.102	1	294	2880	0.102	13	306	2880	0.106	55	361	2880	0.125	1	362	2880	0.126
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]	604	1600	0.183 *	0	604	1600	0.183 *	27	631	1600	0.191 *	19	650	1600	0.192 *	0	650	1600	0.192 *
Eb Left	311	1600	0.194 *	0	311	1600	0.194 *	14	325	1600	0.203 *	18	343	1600	0.214 *	0	343	1600	0.214 *
Eb Thru	1059	3200	0.331	4	1063	3200	0.332	48	1106	3200	0.346	234	1340	3200	0.419	4	1344	3200	0.420
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	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1258	3200	0.393 *	5	1263	3200	0.395 *	57	1314	3200	0.411 *	208	1522	3200	0.476 *	5	1527	3200	0.477 *
Wb Right	177	1600	0.111	1	178	1600	0.111	8	185	1600	0.116	47	232	1600	0.145	1	233	1600	0.146
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.820				0.822				0.855				0.932				0.933
LOS			D				D				D				E				E

01:00 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	26	1600	0.016 *	0	26	1600	0.016 *	1	27	0.017 *	0	27	1600	0.017 *	0	27	1600	0.017 *
Nb Thru	206	3200	0.064	0	206	3200	0.064	9	215	0.067	0	241	3200	0.075	0	241	3200	0.075
Nb Right [3]	24	16000000	0.000	0	24	16000000	0.000	1	25	0.000	29	54	16000000	0.000	0	54	16000000	0.000
Sb Left [4]	20	1600	0.012	0	20	1600	0.012	1	20	0.013	0	20	1600	0.013	0	20	1600	0.013
Sb Thru	1206	3200	0.377 *	8	1214	3200	0.379 *	54	1260	0.394 *	66	1326	3200	0.415 *	8	1334	3200	0.417 *
Sb Right [3]	205	16000000	0.000	0	205	16000000	0.000	9	214	0.000	6	220	16000000	0.000	0	220	16000000	0.000
Eb Left	24	0	0.007	0	24	0	0.007	1	25	0.008	3	28	0	0.009	0	28	0	0.009
Eb Thru	14	3200	0.012 *	0	14	3200	0.012 *	1	15	0.012 *	13	28	3200	0.017 *	0	28	3200	0.017 *
Eb Right [3]	9	16000000	0.000	0	9	16000000	0.000	0	10	0.000	5	15	16000000	0.000	0	15	16000000	0.000
Wb Left	16	1600	0.010	0	16	1600	0.010	1	17	0.011	3	20	1600	0.013	0	20	1600	0.013
Wb Thru	95	1600	0.059 *	0	95	1600	0.059 *	4	99	0.062 *	17	116	1600	0.073 *	0	116	1600	0.073 *
Wb Right [3]	214	16000000	0.000	2	216	16000000	0.000	10	224	0.000	10	234	16000000	0.000	2	236	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.514				0.517			0.535				0.571				0.574
LOS			A				A			A				A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	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	23	1600	0.014	0	23	1600	0.014	1	24	0.015	0	24	1600	0.015	0	24	1600	0.015	0.015
Nb Thru	550	3200	0.172 *	0	550	3200	0.172 *	25	575	0.180 *	44	619	3200	0.193 *	0	619	3200	0.193 *	0.193 *
Nb Right [3]	28	16000000	0.000	0	28	16000000	0.000	1	29	0.000	64	93	16000000	0.000	0	93	16000000	0.000	0.000
Sb Left	192	1600	0.120 *	5	197	1600	0.123 *	9	200	0.125 *	46	246	1600	0.154 *	5	251	1600	0.157 *	0.157 *
Sb Thru	478	3200	0.149	0	478	3200	0.149	22	499	0.156	38	537	3200	0.168	0	537	3200	0.168	0.168
Sb Right [3]	45	16000000	0.000	0	45	16000000	0.000	2	47	0.000	4	51	16000000	0.000	0	51	16000000	0.000	0.000
Eb Left	241	0	0.075	0	241	0	0.075	11	252	0.079	5	257	0	0.080	0	257	0	0.080	0.080
Eb Thru	106	3200	0.108 *	0	106	3200	0.108 *	5	111	0.113 *	28	139	3200	0.124 *	0	139	3200	0.124 *	0.124 *
Eb Right [3]	38	16000000	0.000	0	38	16000000	0.000	2	40	0.000	30	70	16000000	0.000	0	70	16000000	0.000	0.000
Wb Left	18	1600	0.011	0	18	1600	0.011	1	18	0.011	6	24	1600	0.015	0	24	1600	0.015	0.015
Wb Thru	36	1600	0.023 *	0	36	1600	0.023 *	2	38	0.024 *	28	66	1600	0.041 *	0	66	1600	0.041 *	0.041 *
Wb Right [3]	627	16000000	0.000	5	632	16000000	0.000	28	655	0.000	33	688	16000000	0.000	5	693	16000000	0.000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.473				0.476			0.492				0.562					0.565
LOS			A				A			A				A					A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	305	3200	0.095	0	305	3200	0.095	14	319	3200	0.116 *	0	372	3200	0.116 *	0	372	3200	0.116 *
Nb Right [3]	23	16000000	0.000	0	23	16000000	0.000	1	24	16000000	0.000	85	109	16000000	0.000	0	109	16000000	0.000
Sb Left	240	1600	0.150	3	243	1600	0.152	11	251	1600	0.157 *	66	317	1600	0.198 *	3	320	1600	0.200 *
Sb Thru	789	3200	0.247 *	0	789	3200	0.247 *	36	824	3200	0.258 *	79	903	3200	0.282	0	903	3200	0.282
Sb Right [3]	29	16000000	0.000	0	29	16000000	0.000	1	30	16000000	0.000	5	35	16000000	0.000	0	35	16000000	0.000
Eb Left	30	0	0.009	0	30	0	0.009	1	31	0	0.010	4	35	0	0.011	0	35	0	0.011
Eb Thru	33	3200	0.020 *	0	33	3200	0.020 *	1	34	3200	0.021 *	25	59	3200	0.030 *	0	59	3200	0.030 *
Eb Right [3]	27	16000000	0.000	0	27	16000000	0.000	1	28	16000000	0.000	20	48	16000000	0.000	0	48	16000000	0.000
Wb Left	22	1600	0.014	0	22	1600	0.014	1	23	1600	0.014	13	36	1600	0.022	0	36	1600	0.022
Wb Thru	29	1600	0.018 *	0	29	1600	0.018 *	1	30	1600	0.019 *	25	55	1600	0.034 *	0	55	1600	0.034 *
Wb Right [3]	184	16000000	0.000	3	187	16000000	0.000	8	193	16000000	0.000	42	235	16000000	0.000	3	238	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.353				0.353				0.367				0.428				0.430
LOS			A				A				A				A				A

01:00 PM

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

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 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	3	0	0.002	0	3	0.002	0	3	0.002	2	5	0.003	0	5	0.003	0	5	0.003
Nb Thru [3]	7	1600	0.006 *	0	8	0.007 *	0	8	0.007 *	0	8	0.008 *	0	8	0.008 *	0	8	0.008 *
Nb Right [4]	7	1600	0.005	0	8	0.005	0	8	0.005	1	9	0.005	0	9	0.005	0	9	0.005
Sb Left	985	0	0.308	8	993	0.310	44	1029	0.322	38	1067	0.333	8	1075	0.336	0	1075	0.336
Sb Thru [3]	15	3200	0.313 *	0	15	0.315 *	1	16	0.327 *	15	31	0.343 *	0	31	0.346 *	0	31	0.346 *
Sb Right [5]	222	1600	0.091	0	222	0.091	10	232	0.095	0	232	0.089	0	232	0.089	0	232	0.089
Eb Left	139	2880	0.048	0	139	0.048	6	145	0.050	17	162	0.056	0	162	0.056	0	162	0.056
Eb Thru	911	3200	0.287 *	17	928	0.292 *	41	951	0.300 *	132	1083	0.342 *	17	1100	0.347 *	0	1100	0.347 *
Eb Right	8	0	-	0	8	-	0	9	-	1	10	-	0	10	-	0	10	-
Wb Left	4	1600	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *
Wb Thru	671	3200	0.210	5	676	0.211	30	701	0.219	85	786	0.246	5	791	0.247	0	791	0.247
Wb Right [5]	127	1600	0.000	0	127	0.000	6	132	0.000	47	179	0.000	0	179	0.000	0	179	0.000
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.659			0.666			0.686			0.745			0.753			0.753
LOS			B			B			B			C			C			C

* Key conflicting movement as a part of ICU

- 1 Counts conducted by City of Malibu
- 2 Capacity expressed in veh/hour of green
- 3 Northbound and southbound operate with split phasing.
- 4 Functional right-turn lane.
- 5 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	0	10	0.006	16	26	0	0	0.016	0	26	0	0.016
Nb Thru [3]	4	1600	0.008	0	4	0.009	0	4	0.009	3	7	1600	0.021 *	0	7	1600	0.021 *	
Nb Right [4]	18	1600	0.011 *	0	18	0.011 *	1	18	0.011 *	13	31	1600	0.020	0	31	1600	0.020	
Sb Left	330	0	0.103	0	330	0	15	344	0.108	25	369	0	0.115	0	369	0	0.115	
Sb Thru [3]	14	3200	0.108 *	0	14	0.108 *	1	15	0.112 *	3	18	3200	0.121 *	0	18	3200	0.121 *	
Sb Right [5]	188	1600	0.004	0	188	0.004	8	197	0.004	0	197	1600	0.000	0	197	1600	0.000	
Eb Left	328	2880	0.114 *	0	328	0.114 *	15	342	0.119 *	19	361	2880	0.125 *	0	361	2880	0.125 *	
Eb Thru	1162	3200	0.370	10	1172	0.373	52	1214	0.386	163	1377	3200	0.443	10	1387	3200	0.446	
Eb Right	22	0	-	0	22	-	1	23	-	17	40	0	-	0	40	0	-	
Wb Left	15	1600	0.010	0	15	0.010	1	16	0.010	13	29	1600	0.018	0	29	1600	0.018	
Wb Thru	1266	3200	0.396 *	10	1276	0.399 *	57	1323	0.413 *	213	1536	3200	0.480 *	10	1546	3200	0.483 *	
Wb Right [5]	268	1600	0.064	0	268	0.064	12	280	0.067	56	336	1600	0.094	0	336	1600	0.094	
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *						0.050 *
ICU			0.678			0.681			0.706			0.797						0.800
LOS			B			B			C			C						C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	27	0	0.017	0	27	0	0.017	1	28	0.017	24	52	0	0.032	0	52	0	0.032
Nb Thru [3]	16	1600	0.027	0	16	1600	0.027	1	17	0.028	5	22	1600	0.046	0	22	1600	0.046
Nb Right [4]	57	1600	0.035 *	0	57	1600	0.035 *	3	59	0.037 *	19	78	1600	0.049 *	0	78	1600	0.049 *
Sb Left	288	0	0.090	0	288	0	0.090	13	301	0.094	28	329	0	0.103	0	329	0	0.103
Sb Thru [3]	29	3200	0.099	0	29	3200	0.099	1	30	0.104	5	35	3200	0.114	0	35	3200	0.114
Sb Right [5]	462	1600	0.220 *	0	462	1600	0.220 *	21	483	0.230 *	0	483	1600	0.210 *	0	483	1600	0.210 *
Eb Left	199	2880	0.069 *	0	199	2880	0.069 *	9	208	0.072 *	56	264	2880	0.092 *	0	264	2880	0.092 *
Eb Thru	1294	3200	0.417	6	1300	3200	0.419	58	1352	0.436	200	1552	3200	0.506	6	1558	3200	0.508
Eb Right	41	0	-	0	41	0	-	2	43	-	25	68	0	-	0	68	0	-
Wb Left	44	1600	0.028	0	44	1600	0.028	2	46	0.029	20	66	1600	0.041	0	66	1600	0.041
Wb Thru	1349	3200	0.422 *	7	1356	3200	0.424 *	61	1410	0.441 *	212	1622	3200	0.507 *	7	1629	3200	0.509 *
Wb Right [5]	146	1600	0.001	0	146	1600	0.001	7	153	0.001	127	280	1600	0.072	0	280	1600	0.072
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.796				0.798			0.830				0.908				0.910
LOS			C				C			D				E				E

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	14	0	0.009	0	14	0.009	1	15	0.009	0	15	0.009	0	15	0.009	0	15	0.009
Sb Thru	0	1600	0.014 *	0	0	0.014 *	0	0	0.015 *	0	0	0.015 *	0	0	0.015 *	0	0	0.015 *
Sb Right	8	0	-	0	8	-	0	9	-	0	9	-	0	9	-	0	9	-
Eb Left	12	1600	0.008 *	0	12	0.008 *	1	13	0.008 *	0	13	0.008 *	0	13	0.008 *	0	13	0.008 *
Eb Thru	56	1600	0.035	0	56	0.035	3	58	0.036	29	87	0.054	0	87	0.054	0	87	0.054
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	300	1600	0.196 *	2	302	0.198 *	13	313	0.205 *	18	331	0.216 *	2	333	0.218 *	0	333	0.218 *
Wb Right	14	0	-	0	14	-	1	15	-	0	15	-	0	15	-	0	15	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.268			0.269			0.278			0.289			0.291			0.291
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	15	0	0.010	0	15	0.010	0	16	0.010	0	16	0.010	0	16	0.010	0	16	0.010
Sb Thru	0	1600	0.017 *	0	0	0.017 *	0	0	0.017 *	0	0	0.017 *	0	0	0.017 *	0	0	0.017 *
Sb Right	11	0	-	0	11	-	1	12	-	0	12	-	0	12	-	0	12	-
Eb Left	7	1600	0.005 *	0	7	0.005 *	0	8	0.005 *	0	8	0.005 *	0	8	0.005 *	0	8	0.005 *
Eb Thru	322	1600	0.201	5	327	0.205	15	337	0.211	122	459	0.287	5	464	0.290	0	464	0.290
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	675	1600	0.427 *	5	680	0.430 *	30	705	0.446 *	80	785	0.496 *	5	790	0.499 *	0	790	0.499 *
Wb Right	8	0	-	0	8	-	0	9	-	0	9	-	0	9	-	0	9	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.498			0.501			0.518			0.568			0.571			0.571
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	4	0	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003
Sb Thru	0	1600	0.006 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *
Sb Right	6	0	-	0	6	-	0	6	-	0	6	-	0	6	-	0	6	-
Eb Left	8	1600	0.005	0	8	0.005	0	8	0.005	0	8	0.005	0	8	0.005	0	8	0.005
Eb Thru	275	1600	0.172 *	3	278	0.174 *	12	287	0.180 *	169	456	0.285 *	3	459	0.287 *	0	459	0.287 *
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	235	1600	0.148	3	238	0.150	11	245	0.155	92	337	0.212	3	340	0.214	0	340	0.214
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			0.228			0.230			0.236			0.342			0.344			0.344
LOS			A			A			A			A			A			A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 01:00 PM

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	245	0	0.153	0	245	0	0.153	11	256	0	0.160	0	256	0	0.160	0	256	0	0.160
Nb Thru	40	1600	0.178 *	0	40	1600	0.178 *	2	42	1600	0.201 *	23	65	1600	0.201 *	0	65	1600	0.201 *
Nb Right	104	1600	0.065	39	143	1600	0.089	5	109	1600	0.068	91	200	1600	0.125	39	239	1600	0.149
Sb Left	2	0	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *
Sb Thru	8	1600	0.008	0	8	1600	0.008	0	9	1600	0.008	10	19	1600	0.017	0	19	1600	0.017
Sb Right	2	0	-	0	2	0	-	0	2	0	-	4	6	0	-	0	6	0	-
Eb Left	6	0	0.004	0	6	0	0.004	0	6	0	0.004	7	13	0	0.008	0	13	0	0.008
Eb Thru	21	1600	0.017	0	21	1600	0.017	1	22	1600	0.023 *	2	24	1600	0.023 *	0	24	1600	0.023 *
Eb Right	55	1600	0.034 *	0	55	1600	0.034 *	2	57	1600	0.036 *	17	74	1600	0.046 *	0	74	1600	0.046 *
Wb Left	57	1600	0.035 *	9	66	1600	0.041 *	3	59	1600	0.037 *	39	98	1600	0.061 *	9	107	1600	0.067 *
Wb Thru	60	1600	0.044	2	62	1600	0.045	3	62	1600	0.046	14	76	1600	0.054	2	78	1600	0.056
Wb Right	10	0	-	0	10	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.299				0.305				0.310				0.360				0.365
LOS			A				A				A				A				A

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

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 (818) 835.8648 Fax (818) 835.8649

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	445	0	0.278 *	0	445	0	0.278 *	20	465	0.291 *	0	465	0	0.291 *	0	465	0	0.291 *
Nb Thru	12	1600	0.286	0	12	1600	0.286	1	13	0.299	45	58	1600	0.327	0	58	1600	0.327
Nb Right	83	1600	0.052	19	102	1600	0.064	4	87	0.054	86	173	1600	0.108	19	192	1600	0.120
Sb Left	6	0	0.004	0	6	0	0.004	0	6	0.004	0	6	0	0.004	0	6	0	0.004
Sb Thru	35	1600	0.041 *	0	35	1600	0.041 *	2	37	0.042 *	49	86	1600	0.086 *	0	86	1600	0.086 *
Sb Right	24	0	-	0	24	0	-	1	25	-	21	46	0	-	0	46	0	-
Eb Left	4	0	0.003	0	4	0	0.003	0	4	0.003	19	23	0	0.015	0	23	0	0.015
Eb Thru	71	1600	0.047	5	76	1600	0.050	3	74	0.049	43	117	1600	0.088	5	122	1600	0.091
Eb Right	225	1600	0.140 *	0	225	1600	0.140 *	10	235	0.147 *	38	273	1600	0.170 *	0	273	1600	0.170 *
Wb Left	97	1600	0.061 *	18	115	1600	0.072 *	4	101	0.063 *	189	290	1600	0.181 *	18	308	1600	0.193 *
Wb Thru	225	1600	0.147	5	230	1600	0.150	10	235	0.153	57	292	1600	0.189	5	297	1600	0.192
Wb Right	10	0	-	0	10	0	-	0	11	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.570				0.581			0.593				0.779				0.790
LOS			A				A			A				C				C

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

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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	149	0	0.093 *	0	149	0	0.093 *	7	156	0.098 *	0	156	0	0.098	0	156	0	0.098	
Nb Thru	19	1600	0.105	0	19	1600	0.105	1	19	0.110	64	83	1600	0.150	0	83	1600	0.150	
Nb Right	124	1600	0.077	12	136	1600	0.085	6	129	0.081	127	256	1600	0.160	12	268	1600	0.168 *	
Sb Left	6	0	0.004	0	6	0	0.004	0	6	0.004	0	6	0	0.004 *	0	6	0	0.004 *	
Sb Thru	21	1600	0.019 *	0	21	1600	0.019 *	1	22	0.020 *	59	81	1600	0.072 *	0	81	1600	0.072	
Sb Right	3	0	-	0	3	0	-	0	3	-	25	28	0	-	0	28	0	-	
Eb Left	7	0	0.005	0	7	0	0.005	0	8	0.005	28	36	0	0.022	0	36	0	0.022	
Eb Thru	130	1600	0.086	3	133	1600	0.087	6	136	0.089	67	203	1600	0.149 *	3	206	1600	0.151 *	
Eb Right	159	1600	0.099 *	0	159	1600	0.099 *	7	166	0.104 *	51	217	1600	0.135	0	217	1600	0.135	
Wb Left	93	1600	0.058 *	13	106	1600	0.066 *	4	97	0.061 *	203	300	1600	0.187 *	13	313	1600	0.196 *	
Wb Thru	96	1600	0.063	3	99	1600	0.065	4	100	0.066	65	165	1600	0.107	3	168	1600	0.108	
Wb Right	5	0	-	0	5	0	-	0	5	-	0	5	0	-	0	5	0	-	
Yellow Allowance:			0.050 *				0.050 *												0.050 *
ICU			0.319				0.327												0.568
LOS			A				A												A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 01:00 PM

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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	55	1600	0.034	0	55	1600	0.034	2	57	1600	0.036	1	58	1600	0.036	0	58	1600	0.036
Nb Thru [3]	49	1600	0.038 *	3	52	1600	0.040 *	2	52	1600	0.040 *	4	56	1600	0.045 *	3	59	1600	0.047 *
Nb Right	11	0	-	0	11	0	-	1	12	0	-	5	17	0	-	0	17	0	-
Sb Left	50	0	0.016	3	53	0	0.017	2	53	0	0.016	14	67	0	0.021	3	70	0	0.022
Sb Thru [3]	41	3200	0.029 *	1	42	3200	0.030 *	2	43	3200	0.035 *	2	45	3200	0.036 *	1	46	3200	0.036 *
Sb Right [4]	33	1600	0.000	5	38	1600	0.000	1	34	1600	0.000	32	66	1600	0.000	5	71	1600	0.000
Eb Left	125	1600	0.078	25	150	1600	0.094	6	130	1600	0.081	110	240	1600	0.150	25	265	1600	0.166
Eb Thru	1606	4800	0.335 *	0	1606	4800	0.335 *	72	1678	4800	0.350 *	95	1773	4800	0.369 *	0	1773	4800	0.369 *
Eb Right	70	1600	0.044	0	70	1600	0.044	3	73	1600	0.046	1	74	1600	0.046	0	74	1600	0.046
Wb Left	123	1600	0.077 *	0	123	1600	0.077 *	6	128	1600	0.080 *	4	132	1600	0.083 *	0	132	1600	0.083 *
Wb Thru	710	3200	0.222	0	710	3200	0.222	32	742	3200	0.232	90	832	3200	0.260	0	832	3200	0.260
Wb Right [5]	238	1600	0.133	11	249	1600	0.139	11	249	1600	0.139	23	272	1600	0.149	11	283	1600	0.155
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.528				0.531				0.549				0.582				0.585
LOS			A				A				A				A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION			
	1	2	V/C Ratio	Added Volume	Total Volume	Capacity	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	Added Volume	Total Volume	V/C Ratio	Added Volume	Total Volume	Capacity	V/C Ratio
Nb Left	152	1600	0.095 *	0	152	1600	0.095 *	7	159	0.100 *	1	160	1600	0.100 *	0	160	1600	0.100 *	
Nb Thru [3]	74	1600	0.065	2	76	1600	0.066	3	77	0.068	9	86	1600	0.077	2	88	1600	0.079	
Nb Right	30	0	-	0	30	0	-	1	31	-	6	37	0	-	0	37	0	-	
Sb Left	230	0	0.072	6	236	0	0.074	10	240	0.075	70	310	0	0.097	6	316	0	0.099	
Sb Thru [3]	78	3200	0.096 *	2	80	3200	0.099 *	4	82	0.101 *	10	92	3200	0.126 *	2	94	3200	0.128 *	
Sb Right [4]	71	1600	0.026	10	81	1600	0.030	3	74	0.028	132	206	1600	0.080	10	216	1600	0.084	
Eb Left	58	1600	0.036 *	10	68	1600	0.042 *	3	60	0.038 *	95	155	1600	0.097 *	10	165	1600	0.103 *	
Eb Thru	1310	4800	0.273	0	1310	4800	0.273	59	1369	0.285	142	1511	4800	0.315	0	1511	4800	0.315	
Eb Right	56	1600	0.035	0	56	1600	0.035	3	58	0.036	2	60	1600	0.038	0	60	1600	0.038	
Wb Left	210	1600	0.131	0	210	1600	0.131	9	220	0.137	5	225	1600	0.140	0	225	1600	0.140	
Wb Thru	1272	3200	0.398 *	0	1272	3200	0.398 *	57	1329	0.415 *	138	1467	3200	0.459 *	0	1467	3200	0.459 *	
Wb Right [5]	391	1600	0.173	7	398	1600	0.175	18	409	0.181	65	474	1600	0.199	7	481	1600	0.202	
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *	
ICU							0.684			0.703				0.831				0.840	
LOS							B		C				D					D	

01:00 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr. SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION		
	1	2	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	131	1600	0.082 *	0	131	0.082 *	6	137	0.085 *	1	138	0.086 *	0	138	0.086 *	0	138	0.086 *
Nb Thru [3]	73	1600	0.065	1	74	0.066	3	76	0.068	13	89	0.080	1	90	0.081	0	90	0.081
Nb Right	31	0	-	0	31	-	1	32	-	7	39	0	0	39	0	0	39	0
Sb Left	119	0	0.037	5	124	0.039	5	125	0.039	85	210	0.066	5	215	0.067	0	215	0.067
Sb Thru [3]	104	3200	0.070 *	1	105	0.072 *	5	109	0.073 *	11	120	0.103 *	1	121	0.105 *	0	121	0.105 *
Sb Right [4]	59	1600	0.004	7	66	0.006	3	61	0.004	128	189	0.041	7	196	0.043	0	196	0.043
Eb Left	105	1600	0.066 *	6	111	0.069 *	5	110	0.069 *	139	249	0.155 *	6	255	0.159 *	0	255	0.159 *
Eb Thru	1363	4800	0.284	0	1363	0.284	61	1424	0.297	169	1593	0.332	0	1593	0.332	0	1593	0.332
Eb Right	67	1600	0.042	0	67	0.042	3	70	0.044	1	71	0.044	0	71	0.044	0	71	0.044
Wb Left	261	1600	0.163	0	261	0.163	12	272	0.170	6	278	0.174	0	278	0.174	0	278	0.174
Wb Thru	1338	3200	0.418 *	0	1338	0.418 *	60	1398	0.437 *	216	1614	0.504 *	0	1614	0.504 *	0	1614	0.504 *
Wb Right [5]	118	1600	0.037	4	122	0.038	5	124	0.038	92	216	0.069	4	220	0.070	0	220	0.070
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU		0.685	B			0.691	B		0.714			0.899	D		0.905			0.905
LOS																		E

01:00 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

Cross Creek Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	92	0	0.057 *	17	109	0	0.068 *	4	96	0.060 *	93	189	0	0.118 *	17	206	0	0.129 *	0	206	0	0.129 *	
Nb Thru	39	1600	0.083	0	39	1600	0.094	2	41	0.087	12	53	1600	0.152	0	53	1600	0.163	0	53	1600	0.163	
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-	
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Sb Thru	33	1600	0.041 *	0	33	1600	0.041 *	1	34	0.043 *	8	42	1600	0.048 *	0	42	1600	0.048 *	0	42	1600	0.048 *	
Sb Right	33	0	-	0	33	0	-	1	34	-	0	34	0	-	0	34	0	-	0	34	0	-	
Eb Left	41	1600	0.026	0	41	1600	0.026	2	43	0.027	0	43	1600	0.027	0	43	1600	0.027	0	43	1600	0.027	
Eb Thru	0	1600	0.028 *	0	0	1600	0.031 *	0	0	0.030 *	0	0	1600	0.050 *	0	0	1600	0.053 *	0	0	1600	0.053 *	
Eb Right	45	0	-	5	50	0	-	2	47	-	33	80	0	-	5	85	0	-	0	85	0	-	
Wb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	
Wb Thru	2	1600	0.002	0	2	1600	0.002	0	2	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	
Wb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Yellow Allowance:			0.050 *				0.050 *																0.050 *
ICU			0.177				0.191																0.281
LOS			A				A																A

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

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N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	214	0	0.134 *	10	224	0.140 *	10	224	0.140 *	108	332	0.207 *	10	342	0.214 *	0	342	0	0.214 *
Nb Thru	48	1600	0.165	0	48	0.171	2	51	0.172	32	83	0.260	0	83	0.266	0	83	1600	0.266
Nb Right	1	0	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	0	-
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	0.000
Sb Thru	61	1600	0.068 *	0	61	0.068 *	3	64	0.071 *	30	94	0.090 *	0	94	0.090 *	0	94	1600	0.090 *
Sb Right	48	0	-	0	48	-	2	51	-	0	51	-	0	51	-	0	51	0	-
Eb Left	28	1600	0.017	0	28	0.017	1	29	0.018	0	29	0.018	0	29	0.018	0	29	1600	0.018
Eb Thru	1	1600	0.088 *	0	1	0.094 *	0	1	0.091 *	0	1	0.192 *	0	1	0.198 *	0	1	1600	0.198 *
Eb Right	139	0	-	10	149	-	6	145	-	161	306	-	10	316	-	0	316	0	-
Wb Left	2	0	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0	0.001 *
Wb Thru	2	1600	0.003	0	2	0.003	0	2	0.003	0	2	0.003	0	2	0.003	0	2	1600	0.003
Wb Right	0	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			0.341			0.353			0.354			0.541			0.553				0.553
LOS			A			A			A			A			A				A

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

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

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	202	0	0.126 *	6	208	0	0.130 *	9	211	0.132 *	155	366	0	0.229 *	6	372	0	0.232 *	0	372	0	0.232 *	
Nb Thru	37	1600	0.151	0	37	1600	0.154	2	39	0.157	46	85	1600	0.283	0	85	1600	0.287	0	85	1600	0.287	
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-	
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Sb Thru	32	1600	0.042 *	0	32	1600	0.042 *	1	33	0.044 *	44	77	1600	0.071 *	0	77	1600	0.071 *	0	77	1600	0.071 *	
Sb Right	35	0	-	0	35	0	-	2	37	-	0	37	0	-	0	37	0	-	0	37	0	-	
Eb Left	23	1600	0.014	0	23	1600	0.014	1	24	0.015	0	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	
Eb Thru	1	1600	0.136 *	0	1	1600	0.140 *	0	1	0.142 *	0	1	1600	0.236 *	0	1	1600	0.241 *	0	1	1600	0.241 *	
Eb Right	216	0	-	7	223	0	-	10	226	-	151	377	0	-	7	384	0	-	0	384	0	-	
Wb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	
Wb Thru	0	1600	0.001	0	0	1600	0.001	0	0	0.001	0	0	1600	0.001	0	0	1600	0.001	0	0	1600	0.001	
Wb Right	0	0	-	0	0	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			0.354				0.363			0.368				0.587				0.595					0.595
LOS			A				A			A				A				A					A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003	0	4	0	0.003
Nb Thru [3]	1	1600	0.003 *	0	1	1600	0.003 *	0	1	1600	0.003 *	0	1	1600	0.003 *	0	1	1600	0.003 *
Nb Right	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001
Sb Left	82	0	0.026 *	5	87	0	0.027 *	4	86	0	0.038 *	36	122	0	0.040 *	0	127	0	0.040 *
Sb Thru [3]	0	3200	0.026 *	0	0	3200	0.027 *	0	0	0	0.038 *	0	0	0	0.040 *	0	0	0	0.040 *
Sb Right [4]	65	1600	0.011	0	65	1600	0.011	3	68	1600	0.008	5	73	1600	0.008	0	73	1600	0.008
Eb Left	95	1600	0.059	0	95	1600	0.059	4	99	1600	0.075	21	120	1600	0.075	0	120	1600	0.075
Eb Thru	1672	3200	0.526 *	3	1675	3200	0.527 *	75	1747	3200	0.550 *	95	1842	3200	0.579 *	3	1845	3200	0.580 *
Eb Right	11	0	-	0	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-
Wb Left	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *	0	3	1600	0.002 *
Wb Thru	1031	3200	0.364	11	1042	3200	0.373	46	1077	3200	0.381	113	1190	3200	0.443	11	1201	3200	0.452
Wb Right	135	0	-	17	152	0	-	6	141	0	-	86	227	0	-	17	244	0	-
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.607				0.609				0.632				0.673				0.675
LOS			B				B				B				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
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 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	14	0	0.009	0	14	0	0.009	1	15	0.009	0	15	0	0.009	0	15	0	0.009	0
Nb Thru [3]	8	1600	0.014 *	0	8	1600	0.014 *	0	9	0.015 *	0	9	1600	0.015 *	0	9	1600	0.015 *	0
Nb Right	20	1600	0.012	0	20	1600	0.012	1	20	0.013	0	20	1600	0.013	0	20	1600	0.013	0
Sb Left	193	0	0.060	10	203	0	0.063	9	201	0.063	163	364	0	0.114	10	374	0	0.117	0
Sb Thru [3]	1	3200	0.061 *	0	1	3200	0.064 *	0	1	0.063 *	0	1	3200	0.114 *	0	1	3200	0.117 *	0
Sb Right [4]	136	1600	0.055	0	136	1600	0.055	6	142	0.057	37	179	1600	0.074	0	179	1600	0.074	0
Eb Left	97	1600	0.061 *	0	97	1600	0.061 *	4	101	0.063 *	21	122	1600	0.076 *	0	122	1600	0.076 *	0
Eb Thru	1651	3200	0.521	6	1657	3200	0.523	74	1725	0.544	195	1920	3200	0.605	6	1926	3200	0.607	0
Eb Right	15	0	-	0	15	0	-	1	16	-	0	16	0	-	0	16	0	-	0
Wb Left	15	1600	0.010	0	15	1600	0.010	1	16	0.010	0	16	1600	0.010	0	16	1600	0.010	0
Wb Thru	1762	3200	0.611 *	7	1769	3200	0.616 *	79	1842	0.638 *	173	2015	3200	0.731 *	7	2022	3200	0.736 *	0
Wb Right	192	0	-	10	202	0	-	9	200	-	124	324	0	-	10	334	0	-	0
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.796				0.804			0.829				0.986					0.985
LOS			C				D			D				E					E

* Key conflicting movement as a part of ICU
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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
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N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	0.011	0	17	0.011	0	17	0.011	0	17	0.011
Nb Thru [3]	6	1600	0.014	0	6	0.015	0	6	0.015	0	6	0.015	0	6	0.015	0	6	0.015
Nb Right	47	1600	0.030 *	0	47	0.030 *	2	50	0.031 *	0	50	0.031 *	0	50	0.031 *	0	50	0.031 *
Sb Left	215	0	0.067	7	222	0.069	10	225	0.070	166	391	0.122	7	398	0.124	0	398	0.124
Sb Thru [3]	7	3200	0.070 *	0	7	0.072 *	0	8	0.073 *	0	8	0.125 *	0	8	0.127 *	0	8	0.127 *
Sb Right [4]	112	1600	0.024	0	112	0.024	5	117	0.025	30	147	0.034	0	147	0.034	0	147	0.034
Eb Left	148	1600	0.093 *	0	148	0.093 *	7	155	0.097 *	30	185	0.116 *	0	185	0.116 *	0	185	0.116 *
Eb Thru	1482	3200	0.474	5	1487	0.475	67	1549	0.495	232	1781	0.568	5	1786	0.569	0	1786	0.569
Eb Right	34	0	-	0	34	-	2	36	-	0	36	-	0	36	-	0	36	-
Wb Left	25	1600	0.015	0	25	0.015	1	26	0.016	0	26	0.016	0	26	0.016	0	26	0.016
Wb Thru	1674	3200	0.590 *	4	1678	0.593 *	75	1749	0.617 *	284	2033	0.763 *	4	2037	0.766 *	0	2037	0.766 *
Wb Right	215	0	-	6	221	-	10	225	-	182	407	-	6	413	-	0	413	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.832			0.837			0.867			1.084			1.089			1.089
LOS			D			D			D			F			F			F

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	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	0	1600	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000
Sb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Eb Left	2	1600	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001
Eb Thru	1722	3200	0.538	8	1730	0.541	77	1800	0.562	128	1928	0.602	8	1936	0.605	0	1936	0.605
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	1238	3200	0.387	28	1266	0.396	56	1294	0.404	196	1490	0.466	28	1518	0.474	0	1518	0.474
Wb Right	1	1600	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001
Yellow Allowance:			0.050			0.050			0.050			0.050			0.050			0.050
ICU			0.588			0.591			0.612			0.652			0.655			0.655
LOS			A			A			B			B			B			B

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	3	0	0.002	0	3	0.002	0	3	0.002	0	3	0.002	0	3	0.002	0	3	0.002
Sb Thru	0	1600	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *
Sb Right	3	0	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Eb Left	0	1600	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *
Eb Thru	1853	3200	0.579	16	1869	0.584	83	1936	0.605	312	2248	0.703	16	2264	0.708	0	2264	0.708
Eb Right	1	0	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-
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	1995	3200	0.623 *	17	2012	0.629 *	90	2085	0.652 *	251	2336	0.730 *	17	2353	0.735 *	0	2353	0.735 *
Wb Right	1	1600	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.677			0.683			0.706			0.784			0.789			0.789
LOS			B			B			C			C			C			C

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

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N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50% 0.00%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	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	0	1600	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *
Sb Right	4	0	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-
Eb Left	4	1600	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *
Eb Thru	1719	3200	0.537	12	1731	0.541	77	1796	0.561	342	2138	0.668	12	2150	0.672	0	2150	0.672
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	1931	3200	0.604 *	11	1942	0.607 *	87	2018	0.631 *	402	2420	0.756 *	11	2431	0.760 *	0	2431	0.760 *
Wb Right	5	1600	0.003	0	5	0.003	0	5	0.003	0	5	0.003	0	5	0.003	0	5	0.003
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.659			0.663			0.687			0.812			0.816			0.816
LOS			B			B			B			D			D			D

01:00 PM

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

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

N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	13	0	0.008	0	13	0.008	1	14	0.009	1	15	0.009	0	15	0.009	0	15	0.009
Sb Thru	0	1600	0.017 *	0	0	0.018 *	0	0	0.018 *	0	0	0.020 *	0	0	0.021 *	0	0	0.021 *
Sb Right	14	0	-	1	15	-	1	15	-	2	17	0	1	18	0	0	18	0
Eb Left	26	1600	0.016	0	26	0.016	1	27	0.017	3	30	0.019	0	30	0.019	0	30	0.019
Eb Thru	1553	3200	0.485 *	7	1560	0.488 *	70	1623	0.507 *	106	1729	0.540 *	7	1736	0.543 *	0	1736	0.543 *
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	1241	3200	0.388	25	1266	0.396	56	1297	0.405	167	1464	0.458	25	1489	0.465	0	1489	0.465
Wb Right	8	1600	0.005	0	8	0.005	0	9	0.005	2	11	0.007	0	11	0.007	0	11	0.007
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.553			0.556			0.575			0.610			0.613			0.613		
LOS	A			A			A			B			B			B		

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

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N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	12	0	0.008	0	12	0.008	1	13	0.008	2	15	0.009	0	15	0.009	0	15	0.009
Sb Thru	0	1600	0.023 *	0	0	0.023 *	0	0	0.023 *	0	0	0.028 *	0	0	0.029 *	0	0	0.029 *
Sb Right	23	0	-	1	24	-	1	24	-	7	31	-	1	32	-	0	32	-
Eb Left	11	1600	0.007 *	1	12	0.007 *	1	12	0.007 *	6	18	0.011 *	1	19	0.012 *	0	19	0.012 *
Eb Thru	1726	3200	0.539	14	1740	0.544	78	1804	0.564	272	2076	0.649	14	2090	0.653	0	2090	0.653
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	1859	3200	0.581 *	15	1874	0.586 *	84	1943	0.607 *	220	2163	0.676 *	15	2178	0.681 *	0	2178	0.681 *
Wb Right	9	1600	0.006	0	9	0.006	0	10	0.006	1	11	0.007	0	11	0.007	0	11	0.007
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.660			0.666			0.687			0.766			0.771			0.771
LOS			B			B			B			C			C			C

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

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N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	13	0	0.008	0	13	0.008	1	14	0.009	2	16	0.010	0	16	0.010	0	16	0.010
Sb Thru	0	1600	0.021 *	0	0	0.021 *	0	0	0.022 *	0	0	0.028 *	0	0	0.028 *	0	0	0.028 *
Sb Right	20	0	-	0	20	-	1	20	-	8	28	-	0	28	-	0	28	-
Eb Left	15	1600	0.010 *	0	15	0.010 *	1	16	0.010 *	7	23	0.014 *	0	23	0.014 *	0	23	0.014 *
Eb Thru	1523	3200	0.476	10	1533	0.479	69	1592	0.497	297	1889	0.590	10	1899	0.593	0	1899	0.593
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	1852	3200	0.579 *	9	1861	0.582 *	83	1935	0.605 *	360	2295	0.717 *	9	2304	0.720 *	0	2304	0.720 *
Wb Right	13	1600	0.008	0	13	0.008	1	14	0.009	2	16	0.010	0	16	0.010	0	16	0.010
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.659			0.662			0.686			0.810			0.812			0.812
LOS			B			B			B			D			D			D

01:00 PM

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

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

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	1	0	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *
Nb Thru	0	1600	0.001	0	0	0.001	0	0	0.001	0	0	0.001	0	0	0.001	0	0	0.001
Nb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Sb Left	41	0	0.026	0	43	0.027	2	43	0.027	0	43	0.027	0	43	0.027	0	43	0.027
Sb Thru	1	1600	0.049 *	0	1	0.051 *	0	1	0.051 *	0	1	0.062 *	0	1	0.063 *	0	1	0.063 *
Sb Right [3]	36	0	-	1	37	-	2	38	-	18	56	-	1	57	-	0	57	-
Eb Left	24	1600	0.015	0	24	0.015	1	25	0.015	9	34	0.021	0	34	0.021	0	34	0.021
Eb Thru	1581	3200	0.494 *	6	1587	0.496 *	71	1652	0.516 *	85	1737	0.543 *	6	1743	0.545 *	0	1743	0.545 *
Eb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Wb Left	3	1600	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *
Wb Thru	1233	3200	0.385	19	1252	0.391	55	1288	0.403	138	1426	0.446	19	1445	0.452	0	1445	0.452
Wb Right	28	1600	0.017	0	28	0.017	1	29	0.018	0	29	0.018	0	29	0.018	0	29	0.018
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.596			0.598			0.620			0.658			0.660			0.660
LOS			A			A			B			B			B			B

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	10	0	0.006 *	0	10	0	0	11	0.007 *	0	11	0	0	11	0	0	11	0	0.007 *
Nb Thru	1	1600	0.017	0	1	0.017	0	1	0.017	0	1	1600	0.017	0	1	1600	0.017	0	0.017
Nb Right	15	0	-	0	15	-	1	16	-	0	16	0	-	0	16	0	16	0	-
Sb Left	31	0	0.019	0	31	0	1	32	0.020	0	32	0	0.020	0	32	0	32	0	0.020
Sb Thru	2	1600	0.042 *	0	2	0.043 *	0	2	0.044 *	0	2	1600	0.054 *	0	2	1600	0.054 *	0	0.054 *
Sb Right [3]	35	0	-	1	36	-	2	37	-	15	52	0	-	1	53	0	53	0	-
Eb Left	42	1600	0.026 *	1	43	0.027 *	2	44	0.028 *	18	62	1600	0.039 *	1	63	1600	0.039 *	0	0.039 *
Eb Thru	1750	3200	0.552	11	1761	0.556	79	1829	0.577	215	2044	3200	0.644	11	2055	3200	0.648	0	0.648
Eb Right	18	0	-	0	18	-	1	18	-	0	18	0	-	0	18	0	18	0	-
Wb Left	19	1600	0.012	0	19	0.012	1	19	0.012	0	19	1600	0.012	0	19	1600	0.012	0	0.012
Wb Thru	1841	3200	0.575 *	12	1853	0.579 *	83	1923	0.601 *	195	2118	3200	0.662 *	12	2130	3200	0.666 *	0	0.666 *
Wb Right	40	1600	0.025	0	40	0.025	2	42	0.026	0	42	1600	0.026	0	42	1600	0.026	0	0.026
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *	
ICU			0.701			0.706			0.730			0.811			0.816			0.816	
LOS			C			C			C			D			D			D	

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	0.010 *	1	17	0.011 *	0	17	0	0.011 *	0	17	0	0.011 *
Nb Thru	1	1600	0.022	0	1	0.022	0	1	0.023	0	1	0.023	0	1	0.023	0	1	0.023
Nb Right	18	0	-	0	18	-	0	18	-	0	18	-	0	18	-	0	18	-
Sb Left	35	0	0.022	0	35	0.022	0	37	0.023	0	37	0.023	0	37	0.023	0	37	0.023
Sb Thru	2	1600	0.050 *	0	2	0.050 *	0	2	0.052 *	0	2	0.052 *	0	2	0.052 *	0	2	0.052 *
Sb Right [3]	42	0	-	0	42	-	2	44	-	23	67	-	0	67	-	0	67	-
Eb Left	29	1600	0.018 *	0	29	0.018 *	1	30	0.019 *	20	50	0.031 *	0	50	0.031 *	0	50	0.031 *
Eb Thru	1467	3200	0.473	8	1475	0.475	66	1533	0.494	251	1784	0.572	8	1792	0.575	0	1792	0.575
Eb Right	45	0	-	0	45	-	2	47	-	0	47	-	0	47	-	0	47	-
Wb Left	45	1600	0.028	0	45	0.028	2	47	0.030	0	47	0.030	0	47	0.030	0	47	0.030
Wb Thru	1785	3200	0.558 *	7	1792	0.560 *	80	1865	0.583 *	318	2183	0.682 *	7	2190	0.684 *	0	2190	0.684 *
Wb Right	39	1600	0.024	0	39	0.024	2	41	0.026	0	41	0.026	0	41	0.026	0	41	0.026
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.686			0.688			0.714			0.841			0.843			0.843
LOS			B			B			C			D			D			D

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

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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	205	2880	0.071	3	208	0.072	16	221	0.077	30	251	0.087	3	254	0.088	0	254	0.088
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]	258	1600	0.071 *	0	258	0.071	20	277	0.077 *	8	285	0.077	0	285	0.077	0	285	0.077
Eb Left	143	1600	0.089 *	0	143	0.089 *	11	154	0.096 *	8	162	0.101 *	0	162	0.101 *	0	162	0.101 *
Eb Thru	692	3200	0.216	11	703	0.220	53	745	0.233	115	860	0.269	11	871	0.272	0	871	0.272
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	619	3200	0.193 *	3	622	0.194 *	48	667	0.208 *	72	739	0.231 *	3	742	0.232 *	0	742	0.232 *
Wb Right	109	1600	0.068	1	110	0.069	8	118	0.073	17	135	0.084	1	136	0.085	0	136	0.085
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU		0.404				0.406			0.432			0.469			0.471			0.471
LOS		A			A		A		A		A		A		A			A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	160	2880	0.055	2	162	0.056	12	172	0.060	41	213	0.074	2	215	0.075	0	215	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]	200	1600	0.000	0	200	0.000	15	215	0.000	21	236	0.000	0	236	0.000	0	236	0.000
Eb Left	354	1600	0.221 *	0	354	0.221 *	27	382	0.238 *	22	404	0.252 *	0	404	0.252 *	0	404	0.252 *
Eb Thru	1001	3200	0.313	7	1008	0.315	77	1078	0.337	202	1280	0.400	7	1287	0.402	0	1287	0.402
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	1036	3200	0.324 *	6	1042	0.326 *	80	1116	0.349 *	237	1353	0.423 *	6	1359	0.425 *	0	1359	0.425 *
Wb Right	254	1600	0.159	2	256	0.160	20	274	0.171	50	324	0.202	2	326	0.204	0	326	0.204
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU		0.651			0.653			0.697			0.799			0.801			0.801	
LOS		B			B			B			C			D			D	

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

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

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	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	293	2880	0.102	1	294	2880	0.102	22	315	2880	0.128	55	370	2880	0.128	1	371	2880	0.129
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]	604	1600	0.183 *	0	604	1600	0.183 *	46	650	1600	0.197 *	19	669	1600	0.197 *	0	669	1600	0.197 *
Eb Left	311	1600	0.194 *	0	311	1600	0.194 *	24	335	1600	0.221 *	18	353	1600	0.221 *	0	353	1600	0.221 *
Eb Thru	1059	3200	0.331	4	1063	3200	0.332	81	1140	3200	0.356	234	1374	3200	0.429	4	1378	3200	0.431
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	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1258	3200	0.393 *	5	1263	3200	0.395 *	97	1354	3200	0.423 *	208	1562	3200	0.488 *	5	1567	3200	0.490 *
Wb Right	177	1600	0.111	1	178	1600	0.111	14	191	1600	0.119	47	238	1600	0.149	1	239	1600	0.149
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU		0.820				0.822				0.879				0.956				0.958	
LOS		D			D	D			D	D			E	E			E	E	

12:36 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	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	26	1600	0.016 *	0	26	1600	0.016 *	2	28	0.017 *	0	28	1600	0.017 *	0	28	1600	0.017 *
Nb Thru	206	3200	0.064	0	206	3200	0.064	16	222	0.069	0	248	3200	0.077	0	248	3200	0.077
Nb Right [3]	24	16000000	0.000	0	24	16000000	0.000	2	26	0.000	29	55	16000000	0.000	0	55	16000000	0.000
Sb Left [4]	20	1600	0.012	0	20	1600	0.012	2	21	0.013	0	21	1600	0.013	0	21	1600	0.013
Sb Thru	1206	3200	0.377 *	8	1214	3200	0.379 *	93	1299	0.406 *	66	1365	3200	0.426 *	8	1373	3200	0.429 *
Sb Right [3]	205	16000000	0.000	0	205	16000000	0.000	16	221	0.000	6	227	16000000	0.000	0	227	16000000	0.000
Eb Left	24	0	0.007	0	24	0	0.007	2	26	0.008	3	29	0	0.009	0	29	0	0.009
Eb Thru	14	3200	0.012 *	0	14	3200	0.012 *	1	16	0.013 *	13	29	3200	0.018 *	0	29	3200	0.018 *
Eb Right [3]	9	16000000	0.000	0	9	16000000	0.000	1	10	0.000	5	15	16000000	0.000	0	15	16000000	0.000
Wb Left	16	1600	0.010	0	16	1600	0.010	1	18	0.011	3	21	1600	0.013	0	21	1600	0.013
Wb Thru	95	1600	0.059 *	0	95	1600	0.059 *	7	102	0.064 *	17	119	1600	0.074 *	0	119	1600	0.074 *
Wb Right [3]	214	16000000	0.000	2	216	16000000	0.000	16	231	0.000	10	241	16000000	0.000	2	243	16000000	0.000
Yellow Allowance:	0.050 *			0.050 *			0.050 *	0.050 *			0.050 *				0.050 *			0.050 *
ICU	0.514			0.517			0.550				0.586				0.589			0.589
LOS	A			A			A				A			A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	23	1600	0.014	0	23	1600	0.014	2	24	0.015	0	24	1600	0.015	0	24	1600	0.015
Nb Thru	550	3200	0.172 *	0	550	3200	0.172 *	42	592	0.185 *	44	636	3200	0.199 *	0	636	3200	0.199 *
Nb Right [3]	28	16000000	0.000	0	28	16000000	0.000	2	30	0.000	64	94	16000000	0.000	0	94	16000000	0.000
Sb Left	192	1600	0.120 *	5	197	1600	0.123 *	15	206	0.129 *	46	252	1600	0.158 *	5	257	1600	0.161 *
Sb Thru	478	3200	0.149	0	478	3200	0.149	37	515	0.161	38	553	3200	0.173	0	553	3200	0.173
Sb Right [3]	45	16000000	0.000	0	45	16000000	0.000	3	49	0.000	4	53	16000000	0.000	0	53	16000000	0.000
Eb Left	241	0	0.075	0	241	0	0.075	19	260	0.081	5	265	0	0.083	0	265	0	0.083
Eb Thru	106	3200	0.108 *	0	106	3200	0.108 *	8	114	0.117 *	28	142	3200	0.127 *	0	142	3200	0.127 *
Eb Right [3]	38	16000000	0.000	0	38	16000000	0.000	3	41	0.000	30	71	16000000	0.000	0	71	16000000	0.000
Wb Left	18	1600	0.011	0	18	1600	0.011	1	19	0.012	6	25	1600	0.016	0	25	1600	0.016
Wb Thru	36	1600	0.023 *	0	36	1600	0.023 *	3	39	0.024 *	28	67	1600	0.042 *	0	67	1600	0.042 *
Wb Right [3]	627	16000000	0.000	5	632	16000000	0.000	48	675	0.000	33	708	16000000	0.000	0	713	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.473				0.476			A				0.575				0.579
LOS			A				A			A				A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	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	30	1600	0.019 *	0	30	1600	0.019 *	2	32	0.020 *	0	32	1600	0.020	0	32	1600	0.020
Nb Thru	305	3200	0.095	0	305	3200	0.095	23	328	0.103	53	381	3200	0.119 *	0	381	3200	0.119 *
Nb Right [3]	23	16000000	0.000	0	23	16000000	0.000	2	24	0.000	85	109	16000000	0.000	0	109	16000000	0.000
Sb Left	240	1600	0.150	3	243	1600	0.152	18	258	0.162	66	324	1600	0.203 *	3	327	1600	0.205 *
Sb Thru	789	3200	0.247 *	0	789	3200	0.247 *	61	850	0.265 *	79	929	3200	0.290	0	929	3200	0.290
Sb Right [3]	29	16000000	0.000	0	29	16000000	0.000	2	31	0.000	5	36	16000000	0.000	0	36	16000000	0.000
Eb Left	30	0	0.009	0	30	0	0.009	2	32	0.010	4	36	0	0.011	0	36	0	0.011
Eb Thru	33	3200	0.020 *	0	33	3200	0.020 *	3	35	0.021 *	25	60	3200	0.030 *	0	60	3200	0.030 *
Eb Right [3]	27	16000000	0.000	0	27	16000000	0.000	2	29	0.000	20	49	16000000	0.000	0	49	16000000	0.000
Wb Left	22	1600	0.014	0	22	1600	0.014	2	23	0.015	13	36	1600	0.023	0	36	1600	0.023
Wb Thru	29	1600	0.018 *	0	29	1600	0.018 *	2	31	0.019 *	25	56	1600	0.035 *	0	56	1600	0.035 *
Wb Right [3]	184	16000000	0.000	3	187	16000000	0.000	14	199	0.000	42	241	16000000	0.000	3	244	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.353				0.353			0.376				0.437				0.439
LOS			A				A			A				A				A

12:36 PM

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

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

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	3	0	0.002	0	3	0.002	0	3	0.002	2	5	0.003	0	5	0.003	0	5	0.003	
Nb Thru [3]	7	1600	0.006 *	0	7	0.006 *	1	8	0.007 *	0	8	0.008 *	0	8	0.008 *	0	8	0.008 *	
Nb Right [4]	7	1600	0.005	0	7	0.005	1	8	0.005	1	9	0.005	0	9	0.005	0	9	0.005	
Sb Left	985	0	0.308	8	993	0.310	76	1060	0.331	38	1098	0.343	8	1106	0.346	0	1106	0.346	
Sb Thru [3]	15	3200	0.313 *	0	15	0.313 *	1	17	0.337 *	15	32	0.353 *	0	32	0.356 *	0	32	0.356 *	
Sb Right [5]	222	1600	0.091	0	222	0.091	17	240	0.098	0	240	0.092	0	240	0.092	0	240	0.092	
Eb Left	139	2880	0.048	0	139	0.048	11	150	0.052	17	167	0.058	0	167	0.058	0	167	0.058	
Eb Thru	911	3200	0.287 *	17	928	0.292 *	70	980	0.309 *	132	1112	0.351 *	17	1129	0.356 *	0	1129	0.356 *	
Eb Right	8	0	-	0	8	-	1	9	-	1	10	-	0	10	-	0	10	-	
Wb Left	4	1600	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	
Wb Thru	671	3200	0.210	5	676	0.211	51	722	0.226	85	807	0.252	5	812	0.254	0	812	0.254	
Wb Right [5]	127	1600	0.000	0	127	0.000	10	136	0.000	47	183	0.000	0	183	0.000	0	183	0.000	
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU	0.659	B		0.666	B		0.705	C		0.765	C		0.773	C		0.773	C		0.773
LOS																			C

* Key conflicting movement as a part of ICU

- Counts conducted by City of Malibu
- Capacity expressed in veh/hour of green
- Northbound and southbound operate with split phasing.
- Functional right-turn lane.
- 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)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	0.006	1	10	0.006	16	26	0	0.016	0	26	0	0.016
Nb Thru [3]	4	1600	0.008	0	4	0.009	0	4	0.009	0.021 *	3	7	1600	0.021 *	0	7	1600	0.021 *
Nb Right [4]	18	1600	0.011 *	0	18	0.011 *	1	19	0.012 *	0.020	13	32	1600	0.020	0	32	1600	0.020
Sb Left	330	0	0.103	0	330	0	0.103	25	355	0.111	25	380	0	0.119	0	380	0	0.119
Sb Thru [3]	14	3200	0.108 *	0	14	0.108 *	1	16	0.116 *	0.125 *	3	19	3200	0.125 *	0	19	3200	0.125 *
Sb Right [5]	188	1600	0.004	0	188	0.004	14	203	0.004	0.000	0	203	1600	0.000	0	203	1600	0.000
Eb Left	328	2880	0.114 *	0	328	0.114 *	25	353	0.122 *	0.129 *	19	372	2880	0.129 *	0	372	2880	0.129 *
Eb Thru	1162	3200	0.370	10	1172	0.373	89	1251	0.398	0.454	163	1414	3200	0.454	10	1424	3200	0.458
Eb Right	22	0	-	0	22	-	2	23	-	-	17	40	0	-	0	40	0	-
Wb Left	15	1600	0.010	0	15	0.010	1	17	0.010	0.019	13	30	1600	0.019	0	30	1600	0.019
Wb Thru	1266	3200	0.396 *	10	1276	0.399 *	97	1363	0.426 *	0.493 *	213	1576	3200	0.493 *	10	1586	3200	0.496 *
Wb Right [5]	268	1600	0.064	0	268	0.064	21	288	0.069	0.097	56	344	1600	0.097	0	344	1600	0.097
Yellow Allowance:			0.050 *			0.050 *			0.050 *					0.050 *				0.050 *
ICU																		
LOS																		

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	27	0	0.017	0	27	0	0.017	2	29	0.018	24	53	0	53	0	0.033	0	53	0.033
Nb Thru [3]	16	1600	0.027	0	16	1600	0.027	1	18	0.029	5	23	1600	23	1600	0.047	0	23	0.047
Nb Right [4]	57	1600	0.035	0	57	1600	0.035	4	61	0.038	19	80	1600	80	1600	0.050	0	80	0.050
Sb Left	288	0	0.090	0	288	0	0.090	22	311	0.097	28	339	0	339	0	0.106	0	339	0.106
Sb Thru [3]	29	3200	0.099	0	29	3200	0.099	2	31	0.107	5	36	3200	36	3200	0.117	0	36	0.117
Sb Right [5]	462	1600	0.220	0	462	1600	0.220	36	498	0.237	0	498	1600	498	1600	0.217	0	498	0.217
Eb Left	199	2880	0.069	0	199	2880	0.069	15	214	0.074	56	270	2880	270	2880	0.094	0	270	0.094
Eb Thru	1294	3200	0.417	6	1300	3200	0.419	99	1393	0.449	200	1593	3200	1599	3200	0.521	0	1599	0.521
Eb Right	41	0	-	0	41	0	-	3	44	-	25	69	0	69	0	-	0	69	-
Wb Left	44	1600	0.028	0	44	1600	0.028	3	48	0.030	20	68	1600	68	1600	0.042	0	68	0.042
Wb Thru	1349	3200	0.422	7	1356	3200	0.424	104	1453	0.454	212	1665	3200	1672	3200	0.522	0	1672	0.522
Wb Right [5]	146	1600	0.001	0	146	1600	0.001	11	157	0.001	127	284	1600	284	1600	0.072	0	284	0.072
Yellow Allowance:			0.050				0.050			0.050						0.050			0.050
ICU			0.796				0.798			0.853						0.932			0.934
LOS			C				C			D						E			E

12:36 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	14	0	0.009	0	14	0.009	1	16	0.010	0	16	0.010	0	16	0.010	0	16	0.010
Sb Thru	0	1600	0.014 *	0	0	0.014 *	0	0	0.015 *	0	0	0.015 *	0	0	0.015 *	0	0	0.015 *
Sb Right	8	0	-	0	8	-	1	9	-	0	9	-	0	9	-	0	9	-
Eb Left	12	1600	0.008 *	0	12	0.008 *	1	13	0.008 *	0	13	0.008 *	0	13	0.008 *	0	13	0.008 *
Eb Thru	56	1600	0.035	0	56	0.035	4	60	0.037	29	89	0.056	0	89	0.056	0	89	0.056
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	300	1600	0.196 *	2	302	0.198 *	23	323	0.211 *	18	341	0.223 *	2	343	0.224 *	0	343	0.224 *
Wb Right	14	0	-	0	14	-	1	16	-	0	16	-	0	16	-	0	16	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.268			0.269			0.285			0.296			0.297			0.297
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

INTERSECTION CAPACITY UTILIZATION

Winter Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	15	0	0.010	0	15	0.010	0	17	0.010	0	17	0.010	0	17	0.010	0	17	0.010
Sb Thru	0	1600	0.017 *	0	0	0.017 *	0	0	0.018 *	0	0	0.018 *	0	0	0.018 *	0	0	0.018 *
Sb Right	11	0	-	0	11	-	0	12	-	0	12	-	0	12	-	0	12	-
Eb Left	7	1600	0.005 *	0	7	0.005 *	1	8	0.005 *	0	8	0.005 *	0	8	0.005 *	0	8	0.005 *
Eb Thru	322	1600	0.201	5	327	0.205	25	347	0.217	122	469	0.293	5	474	0.296	0	474	0.296
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	675	1600	0.427 *	5	680	0.430 *	52	726	0.460 *	80	806	0.510 *	5	811	0.513 *	0	811	0.513 *
Wb Right	8	0	-	0	8	-	1	9	-	0	9	-	0	9	-	0	9	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.498			0.501			0.532			0.582			0.586			0.586
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	4	0	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003
Sb Thru	0	1600	0.006 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *	0	0	0.007 *
Sb Right	6	0	-	0	6	-	0	7	-	0	7	-	0	7	-	0	7	-
Eb Left	8	1600	0.005	0	8	0.005	1	9	0.006	0	9	0.006	0	9	0.006	0	9	0.006
Eb Thru	275	1600	0.172 *	3	278	0.174 *	21	296	0.185 *	169	465	0.291 *	3	468	0.293 *	0	468	0.293 *
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	235	1600	0.148	3	238	0.150	18	253	0.159	92	345	0.217	3	348	0.219	0	348	0.219
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			0.228			0.230			0.242			0.348			0.350			0.350
LOS			A			A			A			A			A			A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 2 Capacity expressed in veh/hour of green
 12:36 PM

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr. AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	245	0	0.153	0	245	0	0	264	0	0	0.165	0	264	0	0	0	264	0	0.165
Nb Thru	40	1600	0.178 *	0	40	1600	0.178 *	43	3	1600	0.206 *	23	66	1600	0.206 *	0	66	1600	0.206 *
Nb Right	104	1600	0.065	39	143	1600	0.089	112	8	1600	0.070	91	203	1600	0.127	39	242	1600	0.151
Sb Left	2	0	0.001 *	0	2	0	0.001 *	2	0	0	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *
Sb Thru	8	1600	0.008	0	8	1600	0.008	9	1	1600	0.008	10	19	1600	0.017	0	19	1600	0.017
Sb Right	2	0	-	0	2	0	-	2	0	0	-	4	6	0	-	0	6	0	-
Eb Left	6	0	0.004	0	6	0	0.004	7	0	0	0.009	7	14	0	0.009	0	14	0	0.009
Eb Thru	21	1600	0.017	0	21	1600	0.017	22	2	1600	0.024 *	2	24	1600	0.024 *	0	24	1600	0.024 *
Eb Right	55	1600	0.034 *	0	55	1600	0.034 *	59	4	1600	0.037 *	17	76	1600	0.047 *	0	76	1600	0.047 *
Wb Left	57	1600	0.035 *	9	66	1600	0.041 *	61	4	1600	0.038 *	39	100	1600	0.063 *	9	109	1600	0.068 *
Wb Thru	60	1600	0.044	2	62	1600	0.045	64	5	1600	0.047	14	78	1600	0.056	2	80	1600	0.057
Wb Right	10	0	-	0	10	0	-	11	1	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.299				0.305				0.318				0.368				0.373
LOS			A				A				A				A				A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio
Nb Left	445	0	0.278 *	0	445	0	0.278 *	34	479	0.299 *	0	479	0	0.299 *	0	479	0	0.299 *
Nb Thru	12	1600	0.286	0	12	1600	0.286	1	13	0.308	45	58	1600	0.336	0	58	1600	0.336
Nb Right	83	1600	0.052	19	102	1600	0.064	6	90	0.056	86	176	1600	0.110	19	195	1600	0.122
Sb Left	6	0	0.004	0	6	0	0.004	0	7	0.004	0	7	0	0.004	0	7	0	0.004
Sb Thru	35	1600	0.041 *	0	35	1600	0.041 *	3	38	0.044 *	49	87	1600	0.087 *	0	87	1600	0.087 *
Sb Right	24	0	-	0	24	0	-	2	26	-	21	47	0	-	0	47	0	-
Eb Left	4	0	0.003	0	4	0	0.003	0	4	0.003	19	23	0	0.015	0	23	0	0.015
Eb Thru	71	1600	0.047	5	76	1600	0.050	5	77	0.051	43	120	1600	0.089	5	125	1600	0.092
Eb Right	225	1600	0.140 *	0	225	1600	0.140 *	17	242	0.151 *	38	280	1600	0.175 *	0	280	1600	0.175 *
Wb Left	97	1600	0.061 *	18	115	1600	0.072 *	7	104	0.065 *	189	293	1600	0.183 *	18	311	1600	0.195 *
Wb Thru	225	1600	0.147	5	230	1600	0.150	17	242	0.158	57	299	1600	0.194	5	304	1600	0.197
Wb Right	10	0	-	0	10	0	-	1	11	-	0	11	0	-	0	11	0	-
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.570			0.581			0.609			0.795			0.806			0.806		
LOS	A			A			B			C			D			D		

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	149	0	0.093 *	0	149	0	0.093 *	11	161	0.101 *	0	161	0	161	0	161	0	0.101	
Nb Thru	19	1600	0.105	0	19	1600	0.105	1	20	0.113	64	84	1600	0.153	0	84	1600	0.153	
Nb Right	124	1600	0.077	12	136	1600	0.085	9	133	0.083	127	260	1600	0.163	12	272	1600	0.170 *	
Sb Left	6	0	0.004	0	6	0	0.004	0	7	0.004	0	7	0	7	0	7	0	0.004 *	
Sb Thru	21	1600	0.019 *	0	21	1600	0.019 *	2	22	0.020 *	59	81	1600	0.073 *	0	81	1600	0.073	
Sb Right	3	0	-	0	3	0	-	0	3	-	25	28	0	-	0	28	0	-	
Eb Left	7	0	0.005	0	7	0	0.005	1	8	0.005	28	36	0	0.022	0	36	0	0.022	
Eb Thru	130	1600	0.086	3	133	1600	0.087	10	140	0.092	67	207	1600	0.152 *	3	210	1600	0.153 *	
Eb Right	159	1600	0.099 *	0	159	1600	0.099 *	12	171	0.107 *	51	222	1600	0.139	0	222	1600	0.139	
Wb Left	93	1600	0.058 *	13	106	1600	0.066 *	7	100	0.062 *	203	303	1600	0.189 *	13	316	1600	0.197 *	
Wb Thru	96	1600	0.063	3	99	1600	0.065	7	103	0.068	65	168	1600	0.109	3	171	1600	0.110	
Wb Right	5	0	-	0	5	0	-	0	6	-	0	6	0	-	0	6	0	-	
Yellow Allowance:			0.050 *				0.050 *			0.050 *					0.050 *				0.050 *
ICU			0.319				0.327			0.340					0.564				0.575
LOS			A				A			A					A				A

12:36 PM

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

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INTERSECTION CAPACITY UTILIZATION

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	55	1600	0.034	0	55	1600	0.034	4	59	0.037	1	60	1600	0.037	0	60	1600	0.037	0.037
Nb Thru [3]	49	1600	0.038 *	3	52	1600	0.040 *	4	53	0.041 *	4	57	1600	0.047 *	3	60	1600	0.048 *	0.048 *
Nb Right	11	0	-	0	11	0	-	1	12	-	5	17	0	-	0	17	0	-	-
Sb Left	50	0	0.016	3	53	0	0.017	4	54	0.017	14	68	0	0.021	3	71	0	0.022	0.022
Sb Thru [3]	41	3200	0.029 *	1	42	3200	0.030 *	3	44	0.031 *	2	46	3200	0.036 *	1	47	3200	0.037 *	0.037 *
Sb Right [4]	33	1600	0.000	5	38	1600	0.000	3	35	0.000	32	67	1600	0.000	5	72	1600	0.000	0.000
Eb Left	125	1600	0.078	25	150	1600	0.094	10	134	0.084	110	244	1600	0.153	25	269	1600	0.168	0.168
Eb Thru	1606	4800	0.335 *	0	1606	4800	0.335 *	123	1729	0.360 *	95	1824	4800	0.380 *	0	1824	4800	0.380 *	0.380 *
Eb Right	70	1600	0.044	0	70	1600	0.044	5	75	0.047	1	76	1600	0.048	0	76	1600	0.048	0.048
Wb Left	123	1600	0.077 *	0	123	1600	0.077 *	9	132	0.082 *	4	136	1600	0.085 *	0	136	1600	0.085 *	0.085 *
Wb Thru	710	3200	0.222	0	710	3200	0.222	55	764	0.239	90	854	3200	0.267	0	854	3200	0.267	0.267
Wb Right [5]	238	1600	0.133	11	249	1600	0.139	18	256	0.143	23	279	1600	0.153	11	290	1600	0.159	0.159
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.528				0.531			0.564				0.597					0.601
LOS			A				A			A				A					B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION			
	1	2	V/C Ratio	Added	Total	Capacity	Added	Total	V/C Ratio	Added	Total	Capacity	Added	Total	Capacity	Added	Total	Capacity	V/C Ratio
Nb Left	152	1600	0.095 *	0	152	1600	0.095 *	12	164	0.103 *	1	165	1600	0.103 *	0	165	1600	0.103 *	
Nb Thru [3]	74	1600	0.065	2	76	1600	0.066	6	80	0.070	9	89	1600	0.079	2	91	1600	0.081	
Nb Right	30	0	-	0	30	0	-	2	32	-	6	38	0	-	0	38	0	-	
Sb Left	230	0	0.072	6	236	0	0.074	18	247	0.077	70	317	0	0.099	6	323	0	0.101	
Sb Thru [3]	78	3200	0.096 *	2	80	3200	0.099 *	6	84	0.104 *	10	94	3200	0.129 *	2	96	3200	0.131 *	
Sb Right [4]	71	1600	0.026	10	81	1600	0.030	5	77	0.028	132	209	1600	0.081	10	219	1600	0.084	
Eb Left	58	1600	0.036 *	10	68	1600	0.042 *	4	62	0.039 *	95	157	1600	0.098 *	10	167	1600	0.104 *	
Eb Thru	1310	4800	0.273	0	1310	4800	0.273	101	1411	0.294	142	1553	4800	0.323	0	1553	4800	0.323	
Eb Right	56	1600	0.035	0	56	1600	0.035	4	60	0.037	2	62	1600	0.039	0	62	1600	0.039	
Wb Left	210	1600	0.131	0	210	1600	0.131	16	226	0.141	5	231	1600	0.145	0	231	1600	0.145	
Wb Thru	1272	3200	0.398 *	0	1272	3200	0.398 *	98	1370	0.428 *	138	1508	3200	0.471 *	0	1508	3200	0.471 *	
Wb Right [5]	391	1600	0.173	7	398	1600	0.175	30	421	0.186	65	486	1600	0.205	7	493	1600	0.207	
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU							0.684			0.723				0.851					0.860
LOS							B			C				D					D

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	131	1600	0.082 *	0	131	1600	0.082 *	10	141	0.088 *	1	142	1600	0.089 *	0	142	1600	0.089 *
Nb Thru [3]	73	1600	0.065	1	74	1600	0.066	6	79	0.070	13	92	1600	0.083	1	93	1600	0.083
Nb Right	31	0	-	0	31	0	-	2	33	-	7	40	0	-	0	40	0	-
Sb Left	119	0	0.037	5	124	0	0.039	9	129	0.040	85	214	0	0.067	5	219	0	0.068
Sb Thru [3]	104	3200	0.070 *	1	105	3200	0.072 *	8	112	0.075 *	11	123	3200	0.105 *	1	124	3200	0.107 *
Sb Right [4]	59	1600	0.004	7	66	1600	0.006	5	63	0.004	128	191	1600	0.041	7	198	1600	0.043
Eb Left	105	1600	0.066 *	6	111	1600	0.069 *	8	113	0.071 *	139	252	1600	0.158 *	6	258	1600	0.161 *
Eb Thru	1363	4800	0.284	0	1363	4800	0.284	105	1467	0.306	169	1636	4800	0.341	0	1636	4800	0.341
Eb Right	67	1600	0.042	0	67	1600	0.042	5	72	0.045	1	73	1600	0.046	0	73	1600	0.046
Wb Left	261	1600	0.163	0	261	1600	0.163	20	281	0.175	6	287	1600	0.179	0	287	1600	0.179
Wb Thru	1338	3200	0.418 *	0	1338	3200	0.418 *	103	1441	0.450 *	216	1657	3200	0.518 *	0	1657	3200	0.518 *
Wb Right [5]	118	1600	0.037	4	122	1600	0.038	9	128	0.040	92	220	1600	0.070	4	224	1600	0.071
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.685				0.691			0.734				0.919				0.925
LOS			B				B			C				E				E

12:36 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

Cross Creek Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	92	0	0.057 *	17	109	0	0.068 *	7	99	0.062 *	93	192	0	0.120 *	17	209	0	0.130 *	0	209	0	0.130 *	
Nb Thru	39	1600	0.083	0	39	1600	0.094	3	42	0.089	12	54	1600	0.155	0	54	1600	0.166	0	54	1600	0.166	
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-	
Sb Left	0	0	0.000	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 Thru	33	1600	0.041 *	0	33	1600	0.041 *	3	35	0.044 *	8	43	1600	0.049 *	0	43	1600	0.049 *	0	43	1600	0.049 *	
Sb Right	33	0	-	0	33	0	-	3	35	-	0	35	0	-	0	35	0	-	0	35	0	-	
Eb Left	41	1600	0.026	0	41	1600	0.026	3	44	0.028	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	
Eb Thru	0	1600	0.028 *	0	0	1600	0.031 *	0	0	0.031 *	0	0	1600	0.051 *	0	0	1600	0.054 *	0	0	1600	0.054 *	
Eb Right	45	0	-	5	50	0	-	3	49	-	33	82	0	-	5	87	0	-	0	87	0	-	
Wb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	
Wb Thru	2	1600	0.002	0	2	1600	0.002	0	2	0.002	0	2	1600	0.002	0	2	1600	0.002	0	2	1600	0.002	
Wb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Yellow Allowance:			0.050 *				0.050 *																0.050 *
ICU			0.177				0.191																0.285
LOS			A				A																A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
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 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	214	0	0.134 *	10	224	0	0.140 *	16	231	0.144 *	108	339	0	0.212 *	10	349	0	0.218 *
Nb Thru	48	1600	0.165	0	48	1600	0.171	4	52	0.177	32	84	1600	0.265	0	84	1600	0.271
Nb Right	1	0	-	0	1	0	-	0	1	-	0	1	0	-	0	1	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	61	1600	0.068 *	0	61	1600	0.068 *	5	65	0.073 *	30	95	1600	0.092 *	0	95	1600	0.092 *
Sb Right	48	0	-	0	48	0	-	4	52	-	0	52	0	-	0	52	0	-
Eb Left	28	1600	0.017	0	28	1600	0.017	2	30	0.019	0	30	1600	0.019	0	30	1600	0.019
Eb Thru	1	1600	0.088 *	0	1	1600	0.094 *	0	1	0.094 *	0	1	1600	0.195 *	0	1	1600	0.201 *
Eb Right	139	0	-	10	149	0	-	11	150	-	161	311	0	-	10	321	0	-
Wb Left	2	0	0.001 *	0	2	0	0.001 *	0	2	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *
Wb Thru	2	1600	0.003	0	2	1600	0.003	0	2	0.003	0	2	1600	0.003	0	2	1600	0.003
Wb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.341				0.353			0.363				0.550				0.563
LOS			A				A			A				A				A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	202	0	0.126 *	6	208	0	0.130 *	16	217	0.136 *	155	372	0	0.233 *	6	378	0	0.236 *	378	
Nb Thru	37	1600	0.154	0	37	1600	0.154	3	40	0.162	46	86	1600	0.288	0	86	1600	0.292	86	
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	2	
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	
Sb Thru	32	1600	0.042 *	0	32	1600	0.042 *	2	34	0.045 *	44	78	1600	0.073 *	0	78	1600	0.073 *	78	
Sb Right	35	0	-	0	35	0	-	3	38	-	0	38	0	-	0	38	0	-	38	
Eb Left	23	1600	0.014	0	23	1600	0.014	2	24	0.015	0	24	1600	0.015	0	24	1600	0.015	24	
Eb Thru	1	1600	0.136 *	0	1	1600	0.140 *	0	1	0.146 *	0	1	1600	0.241 *	0	1	1600	0.245 *	1	
Eb Right	216	0	-	7	223	0	-	17	233	-	151	384	0	-	7	391	0	-	391	
Wb Left	1	0	0.001 *	0	1	0	0.001 *	0	1	0.001 *	0	1	0	0.001 *	0	1	0	0.001 *	1	
Wb Thru	0	1600	0.001	0	0	1600	0.001	0	0	0.001	0	0	1600	0.001	0	0	1600	0.001	0	
Wb Right	0	0	-	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			0.354				0.363			0.378				0.597				0.605		0.605
LOS			A				A			A				A				B		B

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

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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	4	0	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003	0	4	0.003
Nb Thru [3]	1	1600	0.003 *	0	1	0.003 *	0	1	0.003 *	0	1	0.003 *	0	1	0.003 *	0	1	0.003 *
Nb Right	2	1600	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001
Sb Left	82	0	0.026 *	5	87	0.027 *	6	89	0.028 *	36	125	0.039 *	5	130	0.041 *	0	130	0.041 *
Sb Thru [3]	0	3200	0.026 *	0	0	0.027 *	0	0	0.028 *	0	0	0.039 *	0	0	0.041 *	0	0	0.041 *
Sb Right [4]	65	1600	0.011	0	65	0.011	5	70	0.012	5	75	0.008	0	75	0.008	0	75	0.008
Eb Left	95	1600	0.059	0	95	0.059	7	102	0.064	21	123	0.077	0	123	0.077	0	123	0.077
Eb Thru	1672	3200	0.526 *	3	1675	0.527 *	128	1800	0.566 *	95	1895	0.596 *	3	1898	0.597 *	0	1898	0.597 *
Eb Right	11	0	-	0	11	-	1	12	-	0	12	-	0	12	-	0	12	-
Wb Left	3	1600	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *
Wb Thru	1031	3200	0.364	11	1042	0.373	79	1110	0.392	113	1223	0.455	11	1234	0.463	0	1234	0.463
Wb Right	135	0	-	17	152	-	10	145	-	86	231	-	17	248	-	0	248	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.607			0.609			0.650			0.691			0.693			0.693
LOS			B			B			B			B			B			B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION					
	1	2	V/C	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio			
Nb Left	14	0	0.009	0	14	0	1	16	0.010	0	16	0	0	16	0	0	16	0	0.010		
Nb Thru [3]	8	1600	0.014 *	0	8	1600	1	9	0.015 *	0	9	1600	0	9	1600	0	9	1600	0.015 *		
Nb Right	20	1600	0.012	0	20	1600	2	21	0.013	0	21	1600	0	21	1600	0	21	1600	0.013		
Sb Left	193	0	0.060	10	203	0	15	207	0.065	163	370	0	10	380	0	0	380	0	0.119		
Sb Thru [3]	1	3200	0.061 *	0	1	3200	0	1	0.065 *	0	1	3200	0	1	3200	0	1	3200	0.119 *		
Sb Right [4]	136	1600	0.055	0	136	1600	10	146	0.059	37	183	1600	0	183	1600	0	183	1600	0.075		
Eb Left	97	1600	0.061 *	0	97	1600	7	104	0.065 *	21	125	1600	0	125	1600	0	125	1600	0.078 *		
Eb Thru	1651	3200	0.521	6	1657	3200	127	1778	0.561	195	1973	3200	6	1979	3200	0	1979	3200	0.624		
Eb Right	15	0	-	0	15	0	1	17	-	0	17	0	0	17	0	0	17	0	-		
Wb Left	15	1600	0.010	0	15	1600	1	17	0.010	0	17	1600	0	17	1600	0	17	1600	0.010		
Wb Thru	1762	3200	0.611 *	7	1769	3200	135	1898	0.657 *	173	2071	3200	7	2078	3200	0	2078	3200	0.756 *		
Wb Right	192	0	-	10	202	0	15	206	-	124	330	0	10	340	0	0	340	0	-		
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.796			0.804			0.853			1.010			1.018			1.018			1.018		
LOS	C			D			D			F			F			F			F		

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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

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

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	16	0	0.010	0	16	0.010	1	18	0.011	0	18	0.011	0	18	0.011	0	18	0.011
Nb Thru [3]	6	1600	0.014	0	6	0.014	0	7	0.015	0	7	0.015	0	7	0.015	0	7	0.015
Nb Right	47	1600	0.030 *	0	47	0.030 *	4	51	0.032 *	0	51	0.032 *	0	51	0.032 *	0	51	0.032 *
Sb Left	215	0	0.067	7	222	0.069	17	232	0.072	166	398	0.124	7	405	0.127	0	405	0.127
Sb Thru [3]	7	3200	0.070 *	0	7	0.070 *	1	8	0.075 *	0	8	0.127 *	0	8	0.129 *	0	8	0.129 *
Sb Right [4]	112	1600	0.024	0	112	0.024	9	121	0.026	30	151	0.035	0	151	0.035	0	151	0.035
Eb Left	148	1600	0.093 *	0	148	0.093 *	11	160	0.100 *	30	190	0.119 *	0	190	0.119 *	0	190	0.119 *
Eb Thru	1482	3200	0.474	5	1487	0.475	114	1596	0.510	232	1828	0.563	5	1833	0.584	0	1833	0.584
Eb Right	34	0	-	0	34	-	3	37	-	0	37	-	0	37	-	0	37	-
Wb Left	25	1600	0.015	0	25	0.015	2	27	0.017	0	27	0.017	0	27	0.017	0	27	0.017
Wb Thru	1674	3200	0.590 *	4	1678	0.593 *	129	1802	0.636 *	284	2086	0.781 *	4	2090	0.784 *	0	2090	0.784 *
Wb Right	215	0	-	6	221	-	17	232	-	182	414	-	6	420	-	0	420	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.832			0.837			0.892			1.108			1.114			1.114
LOS			D			D			D			F			F			F

* Key conflicting movement as a part of ICU
 1 Counts conducted by City of Malibu
 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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 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	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	0	1600	0.000	0	0	0.000	0	0	0.000	0	1600	0.000	0	0	0.000	0	0	0.000	
Sb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	
Eb Left	2	1600	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	
Eb Thru	1722	3200	0.538	8	1730	0.541	132	1854	0.580	128	1982	0.620	8	1990	0.622	0	1990	0.622	
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	1238	3200	0.387	28	1266	0.396	95	1333	0.417	196	1529	0.478	28	1557	0.487	0	1557	0.487	
Wb Right	1	1600	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001	
Yellow Allowance:	0.050	*		0.050	*		0.050	*		0.050	*		0.050	*		0.050	*		0.050
ICU		0.588	A		0.591	A		0.630	B		0.670	B		0.672	B		0.672	B	
LOS																			

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

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N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	3	0	0.002	0	3	0.002	0	3	0.002	0	3	0.002	0	3	0.002	0	3	0.002
Sb Thru	0	1600	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *
Sb Right	3	0	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Eb Left	0	1600	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *	0	0	0.000 *
Eb Thru	1853	3200	0.579	16	1869	0.584	142	1995	0.624	312	2307	0.721	16	2323	0.726	0	2323	0.726
Eb Right	1	0	-	0	1	-	0	1	-	0	1	-	0	1	-	0	1	-
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	1995	3200	0.623 *	17	2012	0.629 *	153	2148	0.671 *	251	2399	0.750 *	17	2416	0.755 *	0	2416	0.755 *
Wb Right	1	1600	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001	0	1	0.001
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.677			0.683			0.726			0.804			0.809			0.809
LOS			B			B			C			D			D			D

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Pier Signal
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-9

INTERSECTION CAPACITY UTILIZATION

Malibu Pier Signal @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48% 0.00%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	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	0	1600	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *	0	0	0.003 *
Sb Right	4	0	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-
Eb Left	4	1600	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *	0	4	0.003 *
Eb Thru	1719	3200	0.537	12	1731	0.541	132	1851	0.578	342	2193	0.685	12	2205	0.689	0	2205	0.689
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	1931	3200	0.604 *	11	1942	0.607 *	148	2080	0.650 *	402	2482	0.775 *	11	2493	0.779 *	0	2493	0.779 *
Wb Right	5	1600	0.003	0	5	0.003	0	6	0.003	0	6	0.003	0	6	0.003	0	6	0.003
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.659			0.663			0.706			0.832			0.835			0.835
LOS			B			B			C			D			D			D

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

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

N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	13	0	0.008	0	13	0.008	1	14	0.009	1	15	0.010	0	15	0.010	0	15	0.010
Sb Thru	0	1600	0.017 *	0	0	0.018 *	0	0	0.019 *	0	0	0.021 *	0	0	0.021 *	0	0	0.021 *
Sb Right	14	0	-	1	15	-	1	16	-	2	18	-	1	19	-	0	19	-
Eb Left	26	1600	0.016	0	26	0.016	2	28	0.017	3	31	0.019	0	31	0.019	0	31	0.019
Eb Thru	1553	3200	0.485 *	7	1560	0.488 *	119	1673	0.523 *	106	1779	0.556 *	7	1786	0.558 *	0	1786	0.558 *
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	1241	3200	0.388	25	1266	0.396	95	1336	0.418	167	1503	0.470	25	1528	0.478	0	1528	0.478
Wb Right	8	1600	0.005	0	8	0.005	1	9	0.006	2	11	0.007	0	11	0.007	0	11	0.007
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU																		
LOS				A			A			A			B			B		B

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

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

N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	12	0	0.008	0	12	0.008	1	13	0.008	2	15	0.010	0	15	0.010	0	15	0.010
Sb Thru	0	1600	0.023 *	0	0	0.024 *	0	0	0.024 *	0	0	0.029 *	0	0	0.030 *	0	0	0.030 *
Sb Right	23	0	-	1	24	-	2	24	-	7	31	-	1	32	-	0	32	-
Eb Left	11	1600	0.007 *	1	12	0.008 *	1	12	0.008 *	6	18	0.011 *	1	19	0.012 *	0	19	0.012 *
Eb Thru	1726	3200	0.539	14	1740	0.544	133	1859	0.581	272	2131	0.666	14	2145	0.670	0	2145	0.670
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	1859	3200	0.581 *	15	1874	0.586 *	143	2002	0.626 *	220	2222	0.694 *	15	2237	0.699 *	0	2237	0.699 *
Wb Right	9	1600	0.006	0	9	0.006	1	10	0.006	1	11	0.007	0	11	0.007	0	11	0.007
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.660			0.666			0.707			0.785			0.791			0.791
LOS			B			B			C			C			C			C

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

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 (818) 835.8648 Fax (818) 835.8649

N-S St: Carbon Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-10

INTERSECTION CAPACITY UTILIZATION

Carbon Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	13	0	0.008	0	13	0.008	1	14	0.009	2	16	0.010	0	16	0.010	0	16	0.010
Sb Thru	0	1600	0.021 *	0	0	0.021 *	0	0	0.022 *	0	0	0.022 *	0	0	0.022 *	0	0	0.022 *
Sb Right	20	0	-	0	20	-	2	21	-	8	29	-	0	29	-	0	29	-
Eb Left	15	1600	0.010 *	0	15	0.010 *	1	17	0.010 *	7	24	0.015 *	0	24	0.015 *	0	24	0.015 *
Eb Thru	1523	3200	0.476	10	1533	0.479	117	1640	0.513	297	1937	0.605	10	1947	0.609	0	1947	0.609
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	1852	3200	0.579 *	9	1861	0.582 *	142	1994	0.623 *	360	2354	0.736 *	9	2363	0.738 *	0	2363	0.738 *
Wb Right	13	1600	0.008	0	13	0.008	1	14	0.009	2	16	0.010	0	16	0.010	0	16	0.010
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.659			0.662			0.706			0.829			0.832			0.832
LOS			B			B			C			D			D			D

12:36 PM

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	1	0	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *	0	1	0.001 *
Nb Thru	0	1600	0.001	0	0	0.001	0	0	0.001	0	0	0.001	0	0	0.001	0	0	0.001
Nb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Sb Left	41	0	0.026	0	44	0.028	3	44	0.028	0	44	0.028	0	44	0.028	0	44	0.028
Sb Thru	0	1600	0.049 *	0	0	0.053 *	0	1	0.053 *	0	1	0.064 *	0	1	0.065 *	0	1	0.065 *
Sb Right [3]	36	0	-	1	37	-	3	39	-	18	57	-	1	58	-	0	58	-
Eb Left	24	1600	0.015	0	24	0.015	2	26	0.016	9	35	0.022	0	35	0.022	0	35	0.022
Eb Thru	1581	3200	0.494 *	6	1587	0.496 *	121	1702	0.532 *	85	1787	0.559 *	6	1793	0.560 *	0	1793	0.560 *
Eb Right	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Wb Left	3	1600	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *	0	3	0.002 *
Wb Thru	1233	3200	0.385	19	1252	0.391	95	1328	0.415	138	1466	0.458	19	1485	0.464	0	1485	0.464
Wb Right	28	1600	0.017	0	28	0.017	2	30	0.019	0	30	0.019	0	30	0.019	0	30	0.019
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.596			0.598			0.637			0.675			0.678			0.678
LOS			A			A			B			B			B			B

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

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

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	10	0	0.006 *	0	10	0	0	11	0.007 *	0	11	0	0	0.007 *	0	11	0	0.007 *
Nb Thru	1	1600	0.017	0	1	0.017	0	1	0.018	0	1	1600	0.018	0	1	1600	0.018	0.018
Nb Right	15	0	-	0	15	-	1	17	-	0	17	0	-	0	17	0	-	-
Sb Left	31	0	0.019	0	31	0	2	33	0.021	0	33	0	0.021	0	33	0	0.021	0.021
Sb Thru	2	1600	0.042 *	0	2	0.043 *	0	2	0.046 *	0	2	1600	0.055 *	0	2	1600	0.056 *	0.056 *
Sb Right [3]	35	0	-	1	36	-	3	38	-	15	53	0	-	1	54	0	-	-
Eb Left	42	1600	0.026 *	1	43	0.027 *	3	45	0.028 *	18	63	1600	0.040 *	1	64	1600	0.040 *	0.040 *
Eb Thru	1750	3200	0.552	11	1761	0.556	134	1884	0.595	215	2099	3200	0.662	11	2110	3200	0.665	0.665
Eb Right	18	0	-	0	18	-	1	19	-	0	19	0	-	0	19	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	1841	3200	0.575 *	12	1853	0.579 *	141	1982	0.619 *	195	2177	3200	0.680 *	12	2189	3200	0.684 *	0.684 *
Wb Right	40	1600	0.025	0	40	0.025	3	43	0.027	0	43	1600	0.027	0	43	1600	0.027	0.027
Yellow Allowance:			0.050 *			0.050 *			0.050 *				0.050 *					0.050 *
ICU						0.706			0.750				0.832					0.837
LOS			C			C			C			D						D

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City of Malibu
 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	16	0	0.010 *	0	16	0	0.010 *	1	18	0.011 *	0	18	0	0.011 *	0	18	0	0.011 *	
Nb Thru	1	1600	0.022	0	1	1600	0.022	0	1	0.024	0	0	1	1600	0.024	0	1	1600	0.024
Nb Right	18	0	-	0	18	0	-	1	19	-	0	19	0	0	-	0	19	0	-
Sb Left	35	0	0.022	0	35	0	0.022	3	38	0.024	0	38	0	0.024	0	38	0	0.024	
Sb Thru	2	1600	0.050 *	0	2	1600	0.050 *	0	2	0.053 *	0	0	2	1600	0.068 *	0	2	1600	0.068 *
Sb Right [3]	42	0	-	0	42	0	-	3	45	-	23	68	0	-	0	68	0	-	
Eb Left	29	1600	0.018 *	0	29	1600	0.018 *	2	31	0.019 *	20	51	1600	0.032 *	0	51	1600	0.032 *	
Eb Thru	1467	3200	0.473	8	1475	3200	0.475	113	1579	0.509	251	1830	3200	0.587	8	1838	3200	0.590	
Eb Right	45	0	-	0	45	0	-	3	49	-	0	49	0	-	0	49	0	-	
Wb Left	45	1600	0.028	0	45	1600	0.028	3	49	0.031	0	49	1600	0.031	0	49	1600	0.031	
Wb Thru	1785	3200	0.558 *	7	1792	3200	0.560 *	137	1922	0.601 *	318	2240	3200	0.700 *	7	2247	3200	0.702 *	
Wb Right	39	1600	0.024	0	39	1600	0.024	3	42	0.026	0	42	1600	0.026	0	42	1600	0.026	
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *	
ICU			0.686				0.688			0.735				0.861				0.863	
LOS			B				B			C				D				D	

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

APPENDIX D

HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS: WEEKDAY AM AND PM PEAK HOURS AND SATURDAY MID-DAY PEAK HOUR

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	TTN	Intersection	C1-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	21	55	57	60	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	245	40	104	2	8	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	55	57	70	285	104	12	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.05	0.06	0.25	0.09	0.01	
hd, final value (s)	5.82	5.01	6.14	5.54	5.50	4.37	5.45	
x, final value	0.04	0.08	0.10	0.11	0.44	0.13	0.02	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.7	3.8	3.2	3.2	2.1	3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	305	307	320	535	354	262	
Delay (s/veh)	8.79	8.12	9.50	8.91	12.38	7.71	8.25	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.34		9.18		11.13		8.25	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.29							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	71	225	97	225	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	445	12	83	6	35	24
%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)	75	225	97	235	457	83	65	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	1.0	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.5	-0.7	-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.07	0.20	0.09	0.21	0.41	0.07	0.06	
hd, final value (s)	7.24	6.50	7.62	7.08	7.02	5.83	7.30	
x, final value	0.15	0.41	0.21	0.46	0.89	0.13	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.2	5.3	4.8	4.7	3.5	5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	325	475	347	485	509	333	315	
Delay (s/veh)	11.22	13.58	12.27	15.71	43.64	9.43	11.10	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	12.99		14.71		38.38		11.10	
LOS	B		B		E		B	
Intersection Delay (s/veh)	24.44							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	130	159	93	96	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	149	19	124	6	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)	137	159	93	101	168	124	30	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.4	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.12	0.14	0.08	0.09	0.15	0.11	0.03	
hd, final value (s)	5.70	4.97	6.27	5.73	6.22	5.07	6.12	
x, final value	0.22	0.22	0.16	0.16	0.29	0.17	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.4	2.7	4.0	3.4	3.9	2.8	3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	409	343	351	418	374	280	
Delay (s/veh)	9.97	9.06	10.17	9.52	11.44	8.84	9.15	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.48		9.83		10.34		9.15	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.86							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	41	0	45	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	92	39	2	0	33	33
%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)	41	45	3		133		66	
% 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	0.3		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	0.04	0.00		0.12		0.06	
hd, final value (s)	5.45	4.24	4.62		4.31		3.96	
x, final value	0.06	0.05	0.00		0.16		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.1	1.9	2.6		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291	295	253		383		316	
Delay (s/veh)	8.51	7.18	7.63		8.12		7.27	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.81		7.63		8.12		7.27	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.83							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Cross Creek Road*

North/South Street: *Civic Center Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	28	1	139	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	214	48	1	0	61	48
%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)	28	140	4		263		109	
% 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		0.8		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		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.12	0.00		0.23		0.10	
hd, final value (s)	5.89	4.69	5.22		4.61		4.37	
x, final value	0.05	0.18	0.01		0.34		0.13	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	390	254		513		359	
Delay (s/veh)	8.87	8.43	8.25		9.92		8.04	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.50		8.25		9.92		8.04	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.09							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	1	216	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	202	37	2	0	32	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)	23	217	1		241		67	
% 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	1.0		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		0.2		-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	0.19	0.00		0.21		0.06	
hd, final value (s)	5.76	4.56	5.27		4.71		4.46	
x, final value	0.04	0.27	0.00		0.32		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		2.7		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	273	467	251		491		317	
Delay (s/veh)	8.68	8.97	8.28		9.87		7.86	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.95		8.28		9.87		7.86	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.22							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	21	55	66	62	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	245	40	143	2	8	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	55	66	72	285	143	12	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.06	0.06	0.25	0.13	0.01	
hd, final value (s)	5.92	5.10	6.22	5.62	5.54	4.41	5.52	
x, final value	0.04	0.08	0.11	0.11	0.44	0.18	0.02	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.6	2.8	3.9	3.3	3.2	2.1	3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	305	316	322	535	393	262	
Delay (s/veh)	8.89	8.23	9.72	9.03	12.50	8.05	8.33	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.45		9.36		11.02		8.33	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.30							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Civic Center Way*

North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	76	225	115	230	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	445	12	102	6	35	24
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	80	225	115	240	457	102	65	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	1.0	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.5	-0.7	-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.07	0.20	0.10	0.21	0.41	0.09	0.06	
hd, final value (s)	7.33	6.59	7.68	7.14	7.11	5.92	7.41	
x, final value	0.16	0.41	0.25	0.48	0.90	0.17	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.0	4.3	5.4	4.8	4.8	3.6	5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	330	475	365	484	503	352	315	
Delay (s/veh)	11.46	13.84	12.86	16.16	45.84	9.80	11.25	
LOS	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>E</i>	<i>A</i>	<i>B</i>	
Approach: Delay (s/veh)	13.21		15.09		39.26		11.25	
LOS	<i>B</i>		<i>C</i>		<i>E</i>		<i>B</i>	
Intersection Delay (s/veh)	24.97							
Intersection LOS	<i>C</i>							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	133	159	106	99	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	149	19	136	6	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)	140	159	106	104	168	136	30	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.4	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.12	0.14	0.09	0.09	0.15	0.12	0.03	
hd, final value (s)	5.76	5.03	6.31	5.78	6.27	5.13	6.19	
x, final value	0.22	0.22	0.19	0.17	0.29	0.19	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.7	4.0	3.5	4.0	2.8	3.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	390	409	356	354	418	386	280	
Delay (s/veh)	10.11	9.16	10.45	9.63	11.55	9.06	9.23	
LOS	B	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.61		10.04		10.44		9.23	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.00+							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	41	0	50	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	109	39	2	0	33	33
%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)	41	50	3		150		66	
% 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	0.3		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	0.04	0.00		0.13		0.06	
hd, final value (s)	5.49	4.28	4.67		4.33		3.99	
x, final value	0.06	0.06	0.00		0.18		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.0	2.7		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291	300	253		400		316	
Delay (s/veh)	8.55	7.26	7.68		8.28		7.30	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.84		7.68		8.28		7.30	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.94							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	28	1	149	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	224	48	1	0	61	48
%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)	28	150	4		273		109	
% 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		0.8		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		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.13	0.00		0.24		0.10	
hd, final value (s)	5.92	4.72	5.27		4.64		4.41	
x, final value	0.05	0.20	0.01		0.35		0.13	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.3		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	400	254		523		359	
Delay (s/veh)	8.91	8.57	8.30		10.13		8.09	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.62		8.30		10.13		8.09	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.25							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	1	223	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	208	37	2	0	32	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)	23	224	1		247		67	
% 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	1.0		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		0.2		-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	0.00		0.22		0.06	
hd, final value (s)	5.78	4.57	5.30		4.73		4.49	
x, final value	0.04	0.28	0.00		0.32		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		2.7		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	273	474	251		497		317	
Delay (s/veh)	8.70	9.09	8.31		9.99		7.89	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	9.05		8.31		9.99		7.89	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.32							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	13	24	74	98	76	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	256	65	200	2	19	6
%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)	37	74	98	87	321	200	27	
% 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	0.4	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	0.2	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.07	0.09	0.08	0.29	0.18	0.02	
hd, final value (s)	6.36	5.48	6.56	5.96	5.78	4.68	5.84	
x, final value	0.07	0.11	0.18	0.14	0.52	0.26	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.2	4.3	3.7	3.5	2.4	3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287	324	348	337	571	450	277	
Delay (s/veh)	9.50	8.87	10.68	9.67	14.45	9.01	8.80	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.08		10.20		12.36		8.80	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.34							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	117	273	290	292	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	465	58	173	6	86	46
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	140	273	290	303	523	173	138	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.24	0.26	0.27	0.46	0.15	0.12	
hd, final value (s)	8.55	7.74	8.62	8.08	8.39	7.22	8.68	
x, final value	0.33	0.59	0.69	0.68	1.22	0.35	0.33	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.4	6.3	5.8	6.1	4.9	6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	390	458	416	443	523	423	388	
Delay (s/veh)	15.45	20.87	28.73	26.30	143.97	13.72	15.66	
LOS	C	C	D	D	F	B	C	
Approach: Delay (s/veh)	19.03		27.49		111.59		15.66	
LOS	C		D		F		C	
Intersection Delay (s/veh)	56.52							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	203	217	300	165	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	156	83	256	6	81	28
%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)	239	217	300	170	239	256	115	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.1	

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	0.19	0.27	0.15	0.21	0.23	0.10	
hd, final value (s)	7.54	6.75	7.88	7.35	7.81	6.77	7.98	
x, final value	0.50	0.41	0.66	0.35	0.52	0.48	0.25	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.2	4.5	5.6	5.0	5.5	4.5	5.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463	467	448	420	448	506	365	
Delay (s/veh)	17.57	14.00	24.41	13.90	18.61	15.60	13.39	
LOS	C	B	C	B	C	C	B	
Approach: Delay (s/veh)	15.87		20.61		17.05		13.39	
LOS	C		C		C		B	
Intersection Delay (s/veh)	17.52							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	43	0	80	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	189	53	2	0	42	34
%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	80	3		244		76	
% 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	0.3		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		0.1		-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		0.22		0.07	
hd, final value (s)	5.75	4.54	4.98		4.44		4.22	
x, final value	0.07	0.10	0.00		0.30		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.4	2.2	3.0		2.4		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293	330	253		494		326	
Delay (s/veh)	8.87	7.75	8.00		9.35		7.63	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.14		8.00		9.35		7.63	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.71							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Cross Creek Road*

North/South Street: *Civic Center Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	29	1	306	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	332	83	1	0	94	51
%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	307	4		416		145	
% 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		0.8		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	0.27	0.00		0.37		0.13	
hd, final value (s)	6.51	5.30	6.23		5.19		5.23	
x, final value	0.05	0.45	0.01		0.60		0.21	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.0	4.2		3.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	557	254		666		395	
Delay (s/veh)	9.57	12.28	9.27		15.68		9.63	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.05		9.27		15.68		9.63	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.33							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	377	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	366	85	2	0	77	37
%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)	24	378	1		453		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	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.3	
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	0.02	0.34	0.00		0.40		0.10	
hd, final value (s)	6.58	5.37	6.55		5.35		5.54	
x, final value	0.04	0.56	0.00		0.67		0.18	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.6		3.3		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	628	251		656		364	
Delay (s/veh)	9.58	14.77	9.56		18.65		9.72	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	14.46		9.56		18.65		9.72	
LOS	B		A		C		A	
Intersection Delay (s/veh)	15.85							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	13	24	74	107	78	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	256	65	239	2	19	6
%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)	37	74	107	89	321	239	27	
% 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	0.4	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	0.2	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.07	0.10	0.08	0.29	0.21	0.02	
hd, final value (s)	6.46	5.57	6.64	6.05	5.82	4.72	5.91	
x, final value	0.07	0.11	0.20	0.15	0.52	0.31	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2	3.3	4.3	3.7	3.5	2.4	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287	324	357	339	571	489	277	
Delay (s/veh)	9.62	8.99	10.96	9.81	14.62	9.56	8.88	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.20		10.44		12.46		8.88	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.51							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	122	273	308	297	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	465	58	192	6	86	46
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	145	273	308	308	523	192	138	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.24	0.27	0.27	0.46	0.17	0.12	
hd, final value (s)	8.62	7.81	8.66	8.12	8.46	7.30	8.75	
x, final value	0.35	0.59	0.74	0.69	1.23	0.39	0.34	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.5	6.4	5.8	6.2	5.0	6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	395	454	414	441	523	442	388	
Delay (s/veh)	15.83	21.25	32.36	27.33	148.19	14.56	15.80	
LOS	C	C	D	D	F	B	C	
Approach: Delay (s/veh)	19.37		29.84		112.31		15.80	
LOS	C		D		F		C	
Intersection Delay (s/veh)	57.74							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	206	217	313	165	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	156	83	268	6	81	28
%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)	242	217	313	170	239	268	115	
% 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	0.7	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.1	

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	0.22	0.19	0.28	0.15	0.21	0.24	0.10	
hd, final value (s)	7.62	6.83	7.94	7.41	7.87	6.83	8.07	
x, final value	0.51	0.41	0.69	0.35	0.52	0.51	0.26	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.3	4.5	5.6	5.1	5.6	4.5	5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	459	467	445	420	445	510	365	
Delay (s/veh)	18.05	14.22	26.53	14.04	18.87	16.40	13.55	
LOS	C	B	D	B	C	C	B	
Approach: Delay (s/veh)	16.24		22.13		17.56		13.55	
LOS	C		C		C		B	
Intersection Delay (s/veh)	18.29							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	43	0	85	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	206	53	2	0	52	34
%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	85	3		261		86	
% 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	0.3		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	0.04	0.08	0.00		0.23		0.08	
hd, final value (s)	5.81	4.61	5.06		4.47		4.28	
x, final value	0.07	0.11	0.00		0.32		0.10	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.3	3.1		2.5		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293	335	253		511		336	
Delay (s/veh)	8.95	7.87	8.08		9.61		7.77	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.23		8.08		9.61		7.77	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.90							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	29	1	316	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	342	83	1	0	94	51
%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	317	4		426		145	
% 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		0.8		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	0.28	0.00		0.38		0.13	
hd, final value (s)	6.55	5.33	6.30		5.23		5.29	
x, final value	0.05	0.47	0.01		0.62		0.21	
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)	279	567	254		669		395	
Delay (s/veh)	9.61	12.67	9.34		16.35		9.72	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.41		9.34		16.35		9.72	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.80							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Year With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	384	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	372	85	2	0	77	37
%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)	24	385	1		459		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	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.3	
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	0.02	0.34	0.00		0.41		0.10	
hd, final value (s)	6.60	5.39	6.60		5.38		5.58	
x, final value	0.04	0.58	0.00		0.69		0.18	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.6		3.4		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	635	251		653		364	
Delay (s/veh)	9.61	15.17	9.61		19.26		9.78	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	14.84		9.61		19.26		9.78	
LOS	B		A		C		A	
Intersection Delay (s/veh)	16.31							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	14	24	76	100	78	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	264	66	203	2	19	6
%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)	38	76	100	89	330	203	27	
% 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	0.4	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	0.2	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.07	0.09	0.08	0.29	0.18	0.02	
hd, final value (s)	6.41	5.52	6.60	6.01	5.80	4.70	5.88	
x, final value	0.07	0.12	0.18	0.15	0.53	0.27	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.2	4.3	3.7	3.5	2.4	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288	326	350	339	580	453	277	
Delay (s/veh)	9.58	8.95	10.77	9.75	14.90	9.09	8.85	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.16		10.29		12.69		8.85	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.58							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	120	280	293	299	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	479	58	176	7	87	47
%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	280	293	310	537	176	141	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.25	0.26	0.28	0.48	0.16	0.13	
hd, final value (s)	8.59	7.79	8.67	8.13	8.46	7.29	8.74	
x, final value	0.34	0.61	0.71	0.70	1.26	0.36	0.34	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.5	6.4	5.8	6.2	5.0	6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	393	456	413	441	537	426	391	
Delay (s/veh)	15.68	21.73	29.63	27.69	160.84	13.98	15.93	
LOS	C	C	D	D	F	B	C	
Approach: Delay (s/veh)	19.69		28.64		124.59		15.93	
LOS	C		D		F		C	
Intersection Delay (s/veh)	62.06							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	207	222	303	168	6
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	161	84	260	7	81	28
%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)	243	222	303	174	245	260	116	
% 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	0.7	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.1	

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	0.22	0.20	0.27	0.15	0.22	0.23	0.10	
hd, final value (s)	7.61	6.82	7.95	7.41	7.87	6.83	8.06	
x, final value	0.51	0.42	0.67	0.36	0.54	0.49	0.26	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.3	4.5	5.6	5.1	5.6	4.5	5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	460	472	444	424	445	510	366	
Delay (s/veh)	18.06	14.37	25.28	14.20	19.28	15.99	13.56	
LOS	C	B	D	B	C	C	B	
Approach: Delay (s/veh)	16.30		21.24		17.58		13.56	
LOS	C		C		C		B	
Intersection Delay (s/veh)	18.02							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	0	82	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	192	54	2	0	43	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)	44	82	3		248		78	
% 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	0.3		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		0.1		-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		0.22		0.07	
hd, final value (s)	5.76	4.56	5.00		4.45		4.23	
x, final value	0.07	0.10	0.00		0.31		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.3	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)	294	332	253		498		328	
Delay (s/veh)	8.90	7.78	8.02		9.41		7.65	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.17		8.02		9.41		7.65	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.76							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	30	1	311	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	339	84	1	0	95	52
%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	312	4		424		147	
% 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		0.8		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	0.28	0.00		0.38		0.13	
hd, final value (s)	6.54	5.33	6.29		5.22		5.27	
x, final value	0.05	0.46	0.01		0.61		0.22	
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	562	254		671		397	
Delay (s/veh)	9.62	12.52	9.33		16.19		9.71	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.26		9.33		16.19		9.71	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.66							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road	North/South Street: Civic Center Way
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Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	384	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	372	86	2	0	78	38
%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)	24	385	1		460		116	
% 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	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.3	
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	0.02	0.34	0.00		0.41		0.10	
hd, final value (s)	6.61	5.40	6.61		5.38		5.58	
x, final value	0.04	0.58	0.00		0.69		0.18	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.6		3.4		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	635	251		653		366	
Delay (s/veh)	9.62	15.21	9.62		19.37		9.81	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	14.89		9.62		19.37		9.81	
LOS	B		A		C		A	
Intersection Delay (s/veh)	16.37							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	14	24	76	109	80	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	264	66	242	2	19	6
%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)	38	76	109	91	330	242	27	
% 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	0.4	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	0.2	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.07	0.10	0.08	0.29	0.22	0.02	
hd, final value (s)	6.51	5.62	6.68	6.09	5.85	4.75	5.95	
x, final value	0.07	0.12	0.20	0.15	0.54	0.32	0.04	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2	3.3	4.4	3.8	3.5	2.4	3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288	326	359	341	580	492	277	
Delay (s/veh)	9.69	9.07	11.06	9.89	15.09	9.65	8.93	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.28		10.53		12.79		8.93	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.74							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	125	280	311	304	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	479	58	195	7	87	47
%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)	148	280	311	315	537	195	141	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.25	0.28	0.28	0.48	0.17	0.13	
hd, final value (s)	8.66	7.86	8.71	8.17	8.53	7.36	8.80	
x, final value	0.36	0.61	0.75	0.71	1.27	0.40	0.34	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.4	5.6	6.4	5.9	6.2	5.1	6.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	398	452	412	439	537	445	391	
Delay (s/veh)	16.07	22.14	33.49	28.83	165.21	14.86	16.07	
LOS	C	C	D	D	F	B	C	
Approach: Delay (s/veh)	20.04		31.14		125.15		16.07	
LOS	C		D		F		C	
Intersection Delay (s/veh)	63.29							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	36	210	222	316	171	6
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	161	84	272	7	81	28
%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)	246	222	316	177	245	272	116	
% 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	0.7	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.3	-0.7	-0.1	

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	0.22	0.20	0.28	0.16	0.22	0.24	0.10	
hd, final value (s)	7.69	6.90	8.01	7.48	7.94	6.90	8.16	
x, final value	0.53	0.43	0.70	0.37	0.54	0.52	0.26	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.4	4.6	5.7	5.2	5.6	4.6	5.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	455	472	442	427	442	506	366	
Delay (s/veh)	18.60	14.62	27.57	14.46	19.58	16.86	13.74	
LOS	C	B	D	B	C	C	B	
Approach: Delay (s/veh)	16.71		22.86		18.15		13.74	
LOS	C		C		C		B	
Intersection Delay (s/veh)	18.86							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	0	87	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	209	54	2	0	43	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)	44	87	3		265		78	
% 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	0.3		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		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.08	0.00		0.24		0.07	
hd, final value (s)	5.81	4.60	5.05		4.47		4.26	
x, final value	0.07	0.11	0.00		0.33		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.3	3.1		2.5		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	294	337	253		515		328	
Delay (s/veh)	8.95	7.87	8.07		9.65		7.70	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.23		8.07		9.65		7.70	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.93							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Cross Creek Road*

North/South Street: *Civic Center Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	30	1	321	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	349	84	1	0	95	52
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>L</i>	<i>TR</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	30	322	4		434		147	
% 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		0.8		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	0.29	0.00		0.39		0.13	
hd, final value (s)	6.58	5.37	6.35		5.26		5.33	
x, final value	0.05	0.48	0.01		0.63		0.22	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.4		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	280	572	254		666		397	
Delay (s/veh)	9.66	12.92	9.40		16.92		9.81	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.64		9.40		16.92		9.81	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.16							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	391	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	378	86	2	0	78	38
%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)	24	392	1		466		116	
% 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	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.3	
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	0.02	0.35	0.00		0.41		0.10	
hd, final value (s)	6.64	5.42	6.66		5.41		5.63	
x, final value	0.04	0.59	0.00		0.70		0.18	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.7		3.4		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	636	251		650		366	
Delay (s/veh)	9.65	15.65	9.67		20.03		9.87	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	15.30		9.67		20.03		9.87	
LOS	C		A		C		A	
Intersection Delay (s/veh)	16.87							
Intersection LOS	C							

APPENDIX E

CITY 24-HOUR MANUAL TRAFFIC COUNT DATA - WEEKDAY AM AND PM AND SATURDAY MID-DAY PEAK HOURS

VOLUME

Pacific Coast Hwy btwn Malibu Canyon Rd & John Tyler Dr

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	18,096	17,562	35,658					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			29	40	69	12:00			355	336	691			
00:15			11	27	38	12:15			309	309	618			
00:30			11	28	39	12:30			321	354	675			
00:45			9	60	22	117	12:45		310	1295	300	1299	610	2594
01:00			9	16	25	13:00			359	312	671			
01:15			9	29	38	13:15			349	299	648			
01:30			8	15	23	13:30			336	314	650			
01:45			15	41	11	71	13:45		365	1409	335	1260	700	2669
02:00			7	13	20	14:00			333	321	654			
02:15			9	11	20	14:15			363	352	715			
02:30			6	5	11	14:30			292	355	647			
02:45			9	31	8	37	14:45		317	1305	352	1380	669	2685
03:00			5	6	11	15:00			365	357	722			
03:15			10	5	15	15:15			387	382	769			
03:30			5	8	13	15:30			455	304	759			
03:45			3	23	8	27	15:45		367	1574	352	1395	719	2969
04:00			29	3	32	16:00			362	311	673			
04:15			18	10	28	16:15			397	342	739			
04:30			21	6	27	16:30			340	334	674			
04:45			20	88	15	34	16:45		397	1496	351	1338	748	2834
05:00			25	12	37	17:00			381	358	739			
05:15			35	24	59	17:15			340	339	679			
05:30			68	35	103	17:30			324	340	664			
05:45			97	225	73	144	17:45		297	1342	291	1328	588	2670
06:00			93	102	195	18:00			284	279	563			
06:15			129	117	246	18:15			278	288	566			
06:30			155	145	300	18:30			280	283	563			
06:45			209	586	181	545	18:45		241	1083	264	1114	505	2197
07:00			195	174	369	19:00			229	268	497			
07:15			216	161	377	19:15			201	230	431			
07:30			252	203	455	19:30			199	192	391			
07:45			218	881	234	772	19:45		156	785	179	869	335	1654
08:00			279	200	479	20:00			151	170	321			
08:15			229	218	447	20:15			153	162	315			
08:30			253	201	454	20:30			133	157	290			
08:45			277	1038	252	871	20:45		121	558	145	634	266	1192
09:00			275	230	505	21:00			112	144	256			
09:15			289	218	507	21:15			107	134	241			
09:30			280	216	496	21:30			88	111	199			
09:45			280	1124	237	901	21:45		99	406	138	527	237	933
10:00			315	239	554	22:00			85	106	191			
10:15			272	238	510	22:15			60	98	158			
10:30			281	278	559	22:30			72	93	165			
10:45			269	1137	297	1052	22:45		45	262	65	362	110	624
11:00			266	296	562	23:00			50	73	123			
11:15			302	312	614	23:15			42	37	79			
11:30			299	338	637	23:30			28	47	75			
11:45			332	1199	334	1280	23:45		28	148	48	205	76	353
TOTALS			6433	5851	12284	TOTALS			11663	11711	23374			
SPLIT %			52.4%	47.6%	34.4%	SPLIT %			49.9%	50.1%	65.6%			

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

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

VOLUME

Pacific Coast Hwy btwn Malibu Canyon Rd & John Tyler Dr

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_004

DAILY TOTALS					NB	SB						Total
					0	0						42,395
							21,151			21,244		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL
00:00			35	57	92		12:00			337	404	741
00:15			44	35	79		12:15			344	409	753
00:30			18	48	66		12:30			364	473	837
00:45			21	118	41	181	12:45			406	1451	1761
01:00			33	26	59		13:00			365	465	830
01:15			15	26	41		13:15			397	472	869
01:30			17	26	43		13:30			344	499	843
01:45			12	77	37	115	13:45			343	1449	1877
02:00			16	21	37		14:00			431	482	913
02:15			5	24	29		14:15			382	446	828
02:30			11	15	26		14:30			381	453	834
02:45			5	37	15	75	14:45			403	1597	1839
03:00			9	9	18		15:00			386	432	818
03:15			9	14	23		15:15			364	441	805
03:30			10	9	19		15:30			424	461	885
03:45			13	41	13	45	15:45			469	1643	1761
04:00			6	3	9		16:00			456	408	864
04:15			12	5	17		16:15			464	408	872
04:30			10	11	21		16:30			477	376	853
04:45			12	40	27	46	16:45			470	1867	1581
05:00			18	25	43		17:00			502	329	831
05:15			22	24	46		17:15			505	347	852
05:30			30	39	69		17:30			468	382	850
05:45			28	98	58	146	17:45			493	1968	1322
06:00			42	64	106		18:00			502	319	821
06:15			53	90	143		18:15			452	280	732
06:30			58	124	182		18:30			426	297	723
06:45			63	216	135	413	18:45			429	1809	1157
07:00			79	162	241		19:00			372	289	661
07:15			108	184	292		19:15			334	235	569
07:30			96	213	309		19:30			333	256	589
07:45			112	395	245	804	19:45			294	1333	984
08:00			131	233	364		20:00			305	194	499
08:15			164	202	366		20:15			296	170	466
08:30			150	218	368		20:30			306	176	482
08:45			180	625	221	874	20:45			277	1184	684
09:00			206	245	451		21:00			279	133	412
09:15			216	227	443		21:15			207	135	342
09:30			211	279	490		21:30			225	142	367
09:45			220	853	298	1049	21:45			189	900	547
10:00			264	323	587		22:00			170	145	315
10:15			272	354	626		22:15			146	129	275
10:30			243	341	584		22:30			166	125	291
10:45			310	1089	389	1407	22:45			165	647	530
11:00			301	424	725		23:00			135	102	237
11:15			321	397	718		23:15			111	92	203
11:30			300	437	737		23:30			109	88	197
11:45			355	1277	426	1684	23:45			82	437	362
TOTALS			4866	6839	11705		TOTALS			16285	14405	30690
SPLIT %			41.6%	58.4%	27.6%		SPLIT %			53.1%	46.9%	72.4%

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

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

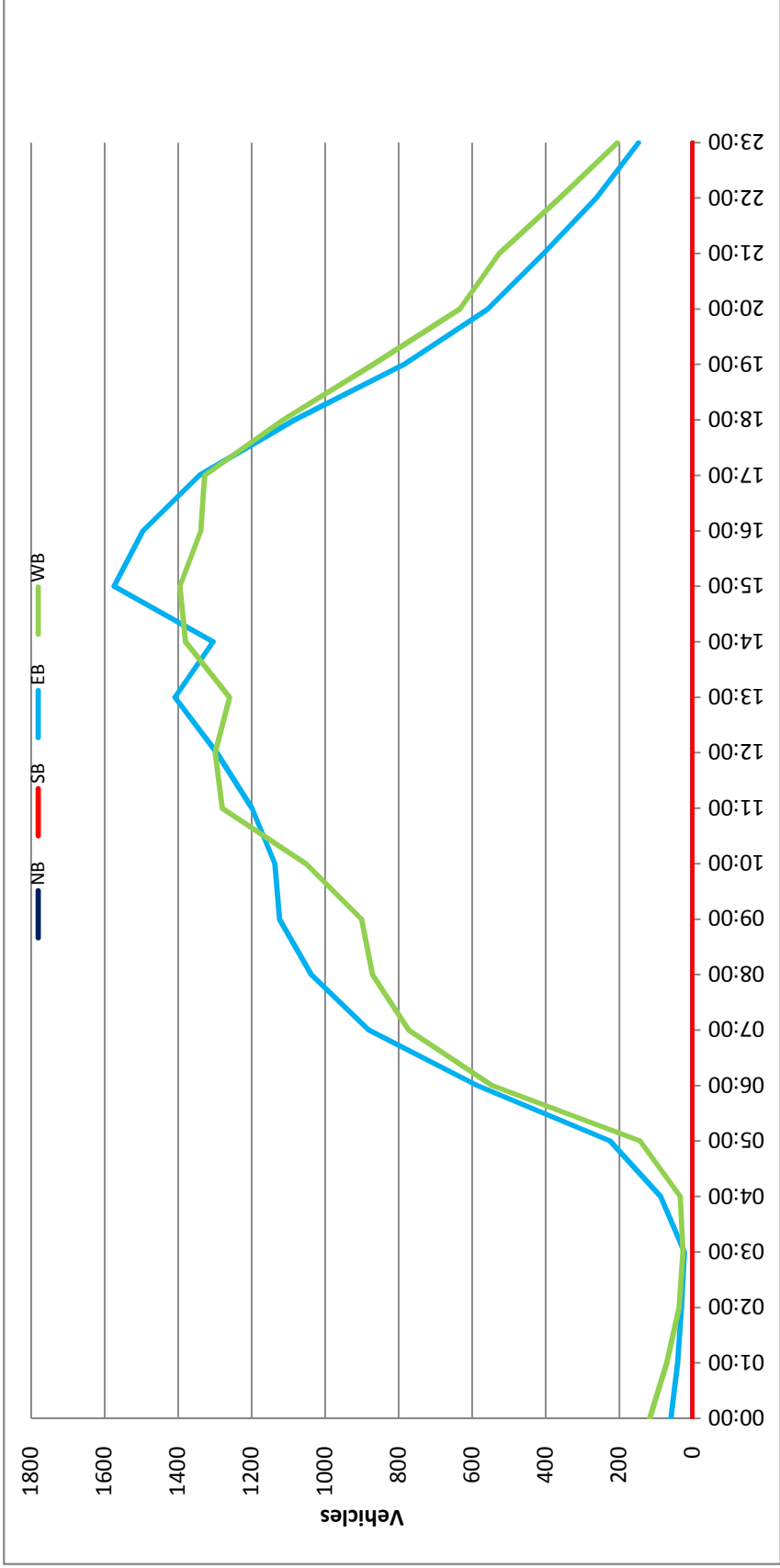
Prepared by NDS/ATD

Project #: CA12_5300_004

City: Malibu

Location: Pacific Coast Hwy btwn Malibu Canyon Rd &

Date: 7/12/2012



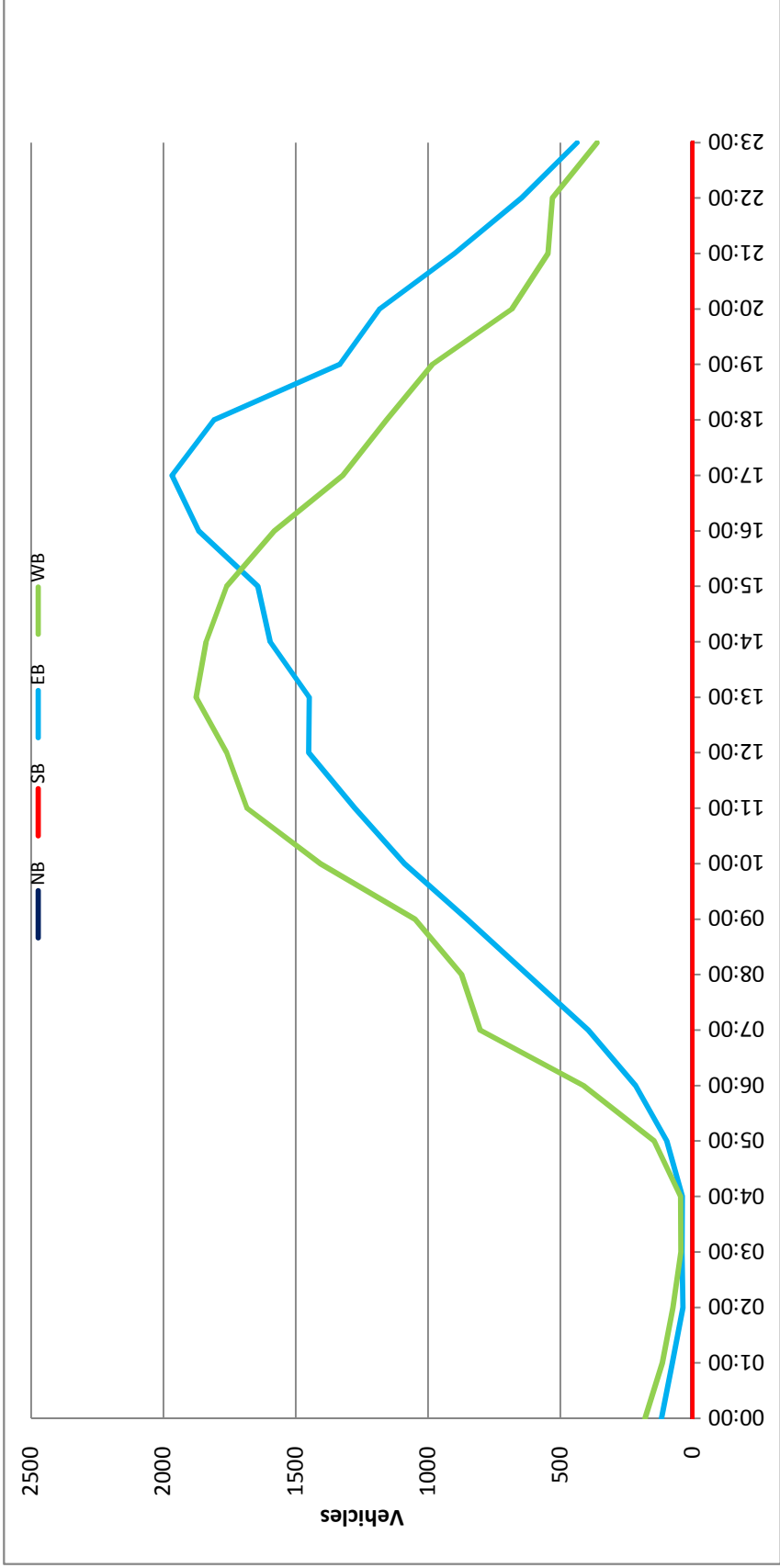
Prepared by NDS/ATD

Project #: CA12_5300_004

City: Malibu

Location: Pacific Coast Hwy btwn Malibu Canyon Rd &

Date: 7/14/2012



VOLUME

Malibu Canyon Rd n/o Civic Center Way

Day: Thursday
Date: 7/12/2012

City: Malibu
Project #: CA12_5300_005

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

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

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

VOLUME

Malibu Canyon Rd n/o Civic Center Way

Day: Saturday
Date: 7/14/2012

City: Malibu
Project #: CA12_5300_005

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

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

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

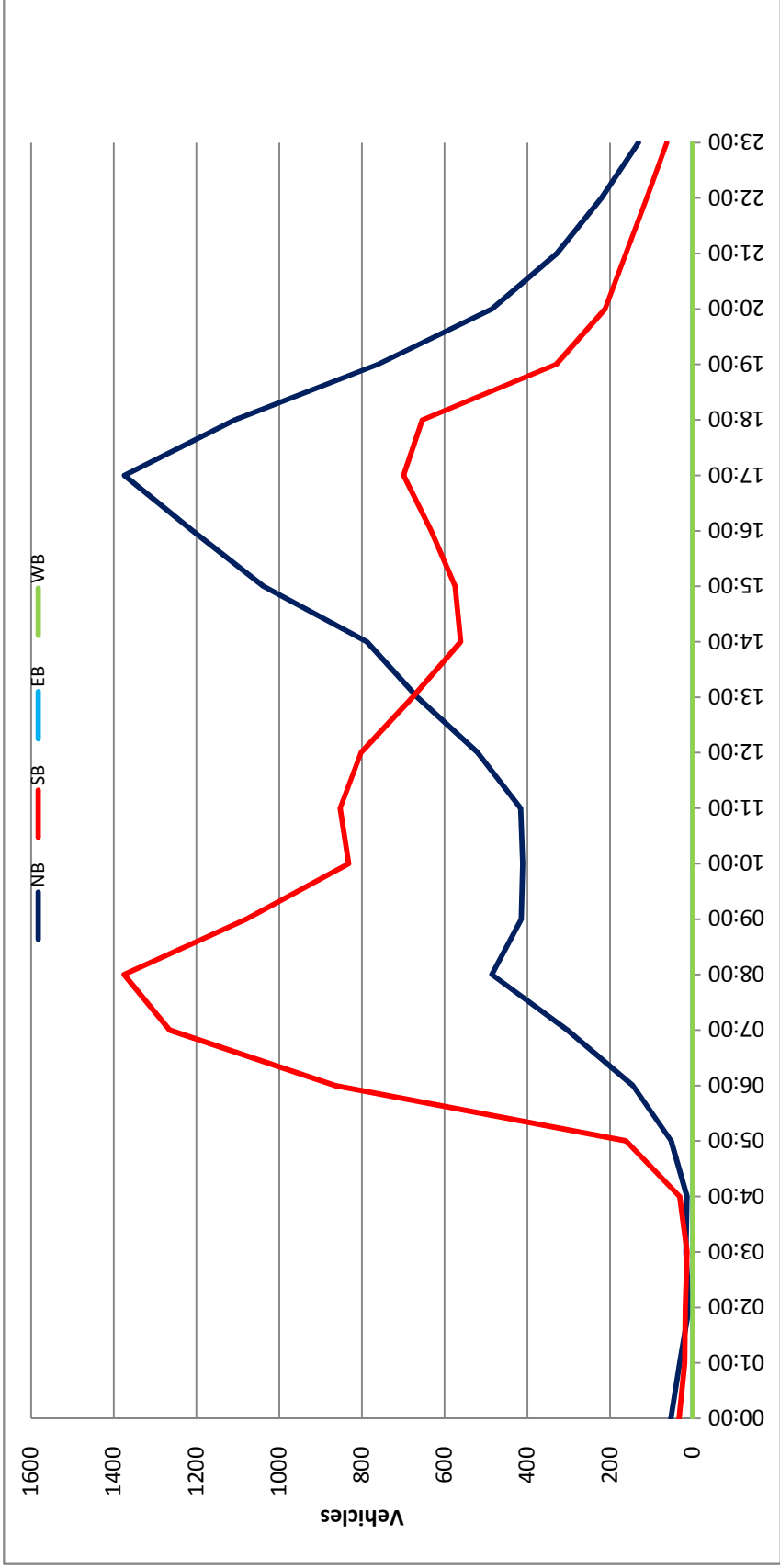
Prepared by NDS/ATD

Project #: CA12_5300_005

City: Malibu

Location: Malibu Canyon Rd n/o Civic Center Way

Date: 7/12/2012



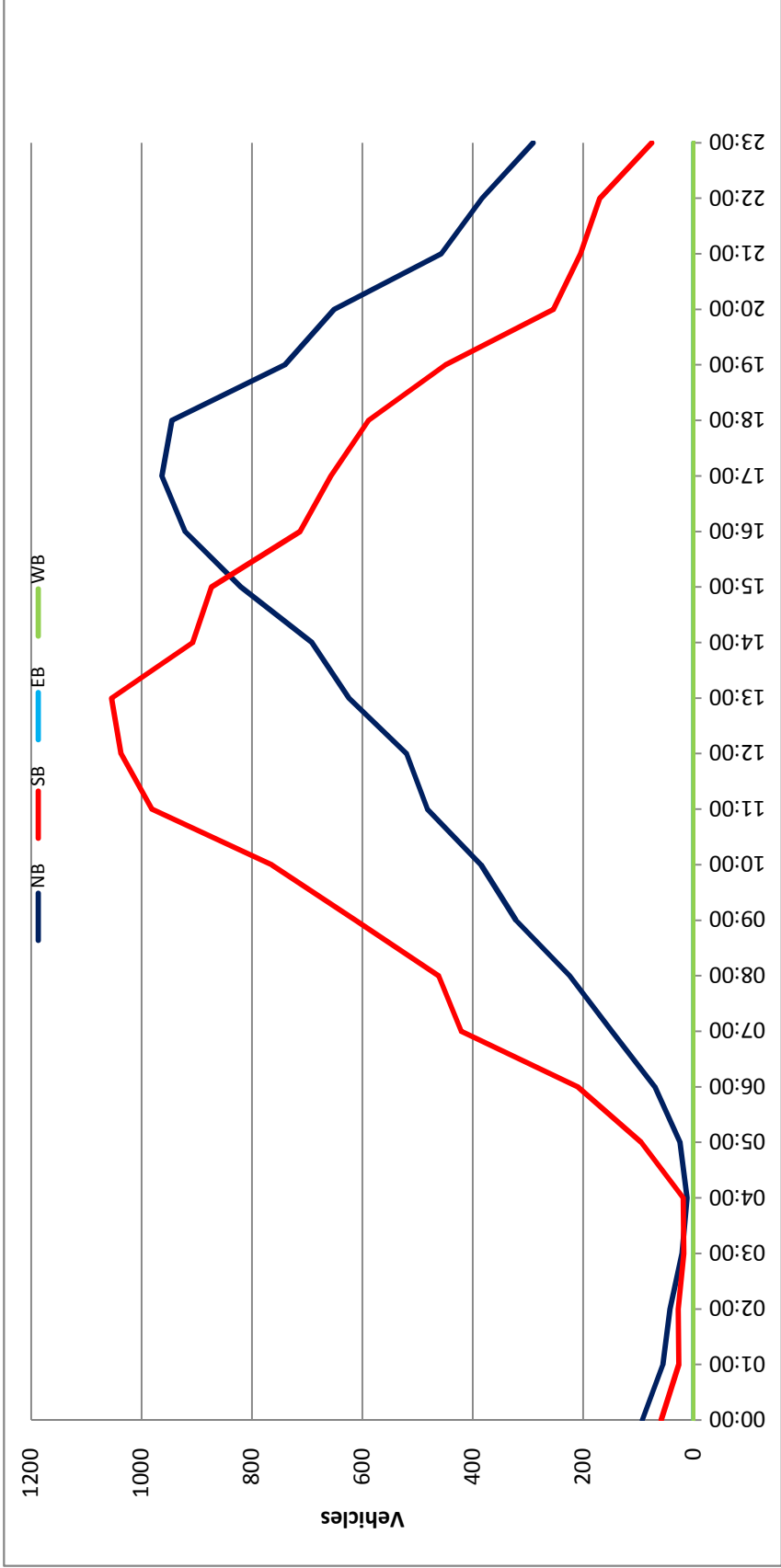
Prepared by NDS/ATD

Project #: CA12_5300_005

City: Malibu

Location: Malibu Canyon Rd n/o Civic Center Way

Date: 7/14/2012



APPENDIX F

SUPPLEMENTAL TRAFFIC ANALYSIS: TABLES, FIGURES, MANUAL TRAFFIC COUNT DATA, AND ICU AND HCM DATA WORKSHEETS

APPENDIX TABLE F-1
EXISTING 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)	04/17/2012 04/14/2012	NB	7:30	0	4:15	0	1:00	0
			SB		541		419		389
			EB		984		1,203		1,113
			WB		780		1,193		1,152
2	Malibu Canyon Road/ Civic Center Way	04/17/2012 04/14/2012	NB	7:45	385	5:00	491	12:45	408
			SB		1,555		657		599
			EB		100		310		184
			WB		451		500		327
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1)	04/17/2012 04/14/2012	NB	7:45	25	4:00	63	1:00	97
			SB		1,227		398		508
			EB		1,138		1,474		1,333
			WB		766		1,348		1,270
4	Winter Canyon Road/ Civic Center Way	04/19/2012 04/21/2012	NB	8:00	0	4:00	0	1:00	0
			SB		136		76		15
			EB		208		285		319
			WB		365		585		414
5	Stuart Ranch Road-Webb Way/ Civic Center Way	04/17/2012 04/14/2012	NB	8:00	534	5:00	568	1:00	364
			SB		19		60		32
			EB		259		365		274
			WB		121		205		251
6	Webb Way/ Pacific Coast Highway (SR-1)	04/17/2012 04/14/2012	NB	8:00	111	5:00	219	1:00	215
			SB		185		363		278
			EB		1,939		1,470		1,363
			WB		1,134		1,680		1,450
7	Cross Creek Road/ Civic Center Way	04/17/2012 04/14/2012	NB	8:00	167	5:00	216	1:00	236
			SB		58		97		55
			EB		151		204		197
			WB		2		3		2
8	Cross Creek Road/ Pacific Coast Highway (SR-1)	04/17/2012 04/14/2012	NB	8:00	8	5:00	30	1:00	26
			SB		181		260		304
			EB		1,758		1,626		1,359
			WB		1,250		1,755		1,572
9	Las Flores Canyon Road/ Pacific Coast Highway (SR-1)	04/17/2012 04/14/2012	NB	8:00	4	4:45	29	1:00	68
			SB		118		79		70
			EB		1,714		1,716		1,464
			WB		1,366		1,683		1,617
12	Topanga Canyon Boulevard (SR-27)/ Pacific Coast Highway (SR-1)	04/17/2012 04/14/2012	NB	7:15	0	4:00	0	1:00	0
			SB		1,317		366		460
			EB		1,743		1,589		1,381
			WB		1,250		2,363		1,853

[1] Counts conducted by City Traffic Counters.

**APPENDIX TABLE F-2
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAYS
AND LEVELS OF SERVICE
WEEKDAY AM, PM AND WEEKEND MID-DAY PEAK HOURS**

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2014 EXISTING			[2] YEAR 2014 EXISTING W/PROJECT			[3] YEAR 2017 OPENING PRE-PROJ W/A.G. & REL PROJ			[4] YEAR 2017 OPENING WITH PROJECT			[5] YEAR 2030 FUTURE PRE-PROJ W/A.G. & REL PROJ			[6] YEAR 2030 FUTURE WITH PROJECT		
			V/C or Delay	LOS	IMPACT	V/C or Delay	LOS	IMPACT	V/C or Delay	LOS	IMPACT	V/C or Delay	LOS	IMPACT	V/C or Delay	LOS	IMPACT	V/C or Delay	LOS	IMPACT
1	Kanan Dume Road/ Pacific Coast Highway (SR-1) [a]	AM	0.462	A	0.464	A	0.002	NO	0.518	A	0.520	A	0.002	NO	0.531	A	0.533	A	0.002	NO
PM		0.627	B	0.629	B	0.002	NO	0.755	C	0.757	C	0.002	NO	0.773	C	0.776	C	0.003	NO	
SAT		0.545	A	0.547	A	0.002	NO	0.663	B	0.665	B	0.002	NO	0.679	B	0.681	B	0.003	NO	
2	Malibu Canyon Road/ Civic Center Way [a]	AM	0.572	A	0.575	A	0.003	NO	0.632	B	0.635	B	0.003	NO	0.649	B	0.651	B	0.002	NO
PM		0.439	A	0.442	A	0.003	NO	0.527	A	0.530	A	0.003	NO	0.542	A	0.542	A	0.003	NO	
SAT		0.338	A	0.340	A	0.002	NO	0.434	A	0.435	A	0.001	NO	0.443	A	0.445	A	0.002	NO	
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM	0.697	B	0.705	C	0.008	NO	0.785	C	0.793	C	0.008	NO	0.806	D	0.814	D	0.008	NO
PM		0.602	B	0.605	B	0.003	NO	0.717	C	0.720	C	0.003	NO	0.735	C	0.738	C	0.003	NO	
SAT		0.614	B	0.616	B	0.002	NO	0.729	C	0.731	C	0.002	NO	0.746	C	0.748	C	0.002	NO	
4	Winter Canyon Road/ Civic Center Way [a]	AM	0.436	A	0.438	A	0.002	NO	0.465	A	0.466	A	0.001	NO	0.477	A	0.478	A	0.001	NO
PM		0.488	A	0.491	A	0.003	NO	0.557	A	0.561	A	0.004	NO	0.571	A	0.574	A	0.003	NO	
SAT		0.338	A	0.340	A	0.002	NO	0.408	A	0.410	A	0.002	NO	0.417	A	0.419	A	0.002	NO	
5	Stuart Ranch Road - Webb Way/ Civic Center Way [b]	AM	16.0	C	16.0	C	0.0	NO	20.7	C	21.0	C	0.2	NO	22.7	C	23.0	C	0.2	NO
PM		37.9	E	38.7	E	0.8	NO	81.8	F	82.6	F	0.9	NO	89.5	F	90.3	F	0.8	NO	
SAT		11.3	B	11.4	B	0.1	NO	21.9	C	23.0	C	1.1	NO	23.0	C	24.1	C	1.1	NO	
6	Webb Way/ Pacific Coast Highway (SR-1) [a]	AM	0.584	A	0.586	A	0.002	NO	0.637	B	0.649	B	0.012	NO	0.654	B	0.664	B	0.010	NO
PM		0.673	B	0.682	B	0.009	NO	0.829	D	0.838	D	0.009	NO	0.849	D	0.858	D	0.009	NO	
SAT		0.648	B	0.654	B	0.006	NO	0.870	D	0.876	D	0.006	NO	0.889	D	0.895	D	0.006	NO	
7	Cross Creek Road/ Civic Center Way [b]	AM	8.3	A	8.4	A	0.1	NO	9.4	A	9.6	A	0.2	NO	9.5	A	9.7	A	0.2	NO
PM		8.9	A	9.0	A	0.1	NO	11.4	B	13.2	B	1.8	NO	13.1	B	13.3	B	0.3	NO	
SAT		9.0	A	9.0	A	0.0	NO	14.7	B	15.1	C	0.4	NO	15.2	C	15.6	C	0.4	NO	
8	Cross Creek Road/ Pacific Coast Highway (SR-1) [a]	AM	0.632	B	0.635	B	0.003	NO	0.699	B	0.702	C	0.003	NO	0.718	C	0.720	C	0.002	NO
PM		0.737	C	0.746	C	0.009	NO	0.925	E	0.933	E	0.008	NO	0.947	E	0.955	E	0.008	NO	
SAT		0.717	C	0.722	C	0.005	NO	0.963	E	0.968	E	0.005	NO	0.984	E	0.990	E	0.006	NO	
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1) [a]	AM	0.050	A	0.059	A	0.009	NO	0.111	A	0.120	A	0.009	NO	0.111	A	0.120	A	0.009	NO
PM		0.050	A	0.055	A	0.005	NO	0.148	A	0.153	A	0.005	NO	0.148	A	0.153	A	0.005	NO	
SAT		0.050	A	0.054	A	0.004	NO	0.176	A	0.179	A	0.003	NO	0.176	A	0.179	A	0.003	NO	
10	Topanga Canyon Boulevard (SR-27)/ Pacific Coast Highway (SR-1) [c]	AM	1.030	F	1.031	F	0.001	NO	1.091	F	1.092	F	0.001	NO	1.122	F	1.123	F	0.001	NO
PM		0.735	C	0.737	C	0.002	NO	0.809	D	0.812	D	0.003	NO	0.831	D	0.833	D	0.002	NO	
SAT		0.641	B	0.642	B	0.001	NO	0.736	C	0.737	C	0.001	NO	0.754	C	0.756	C	0.002	NO	

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

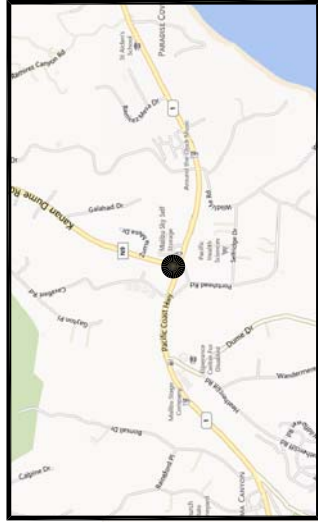
- Pre-Project v/c
- LOS
- 0.71 - 0.80
- C
- 0.81 - 0.90
- D
- 0.91 or more
- E/F

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

- Project Related Increase in delay
- 5 or more seconds
- Final LOS
- Degrades to level D or worse

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

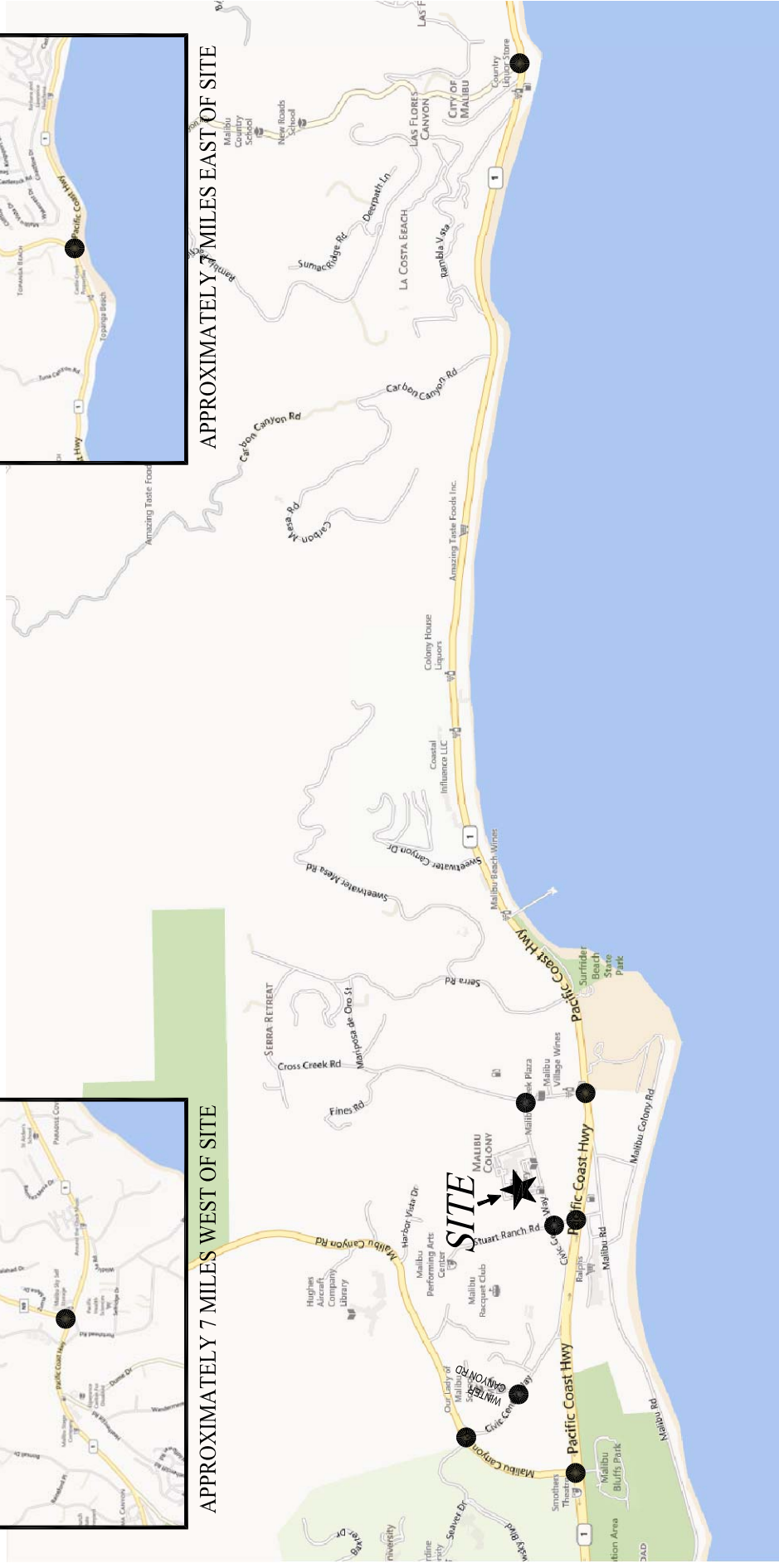
- Pre-Project v/c
- LOS
- 0.71 to 0.80
- C
- 0.81 to 0.90
- D
- 0.91 or more
- E/F



APPROXIMATELY 7 MILES WEST OF SITE



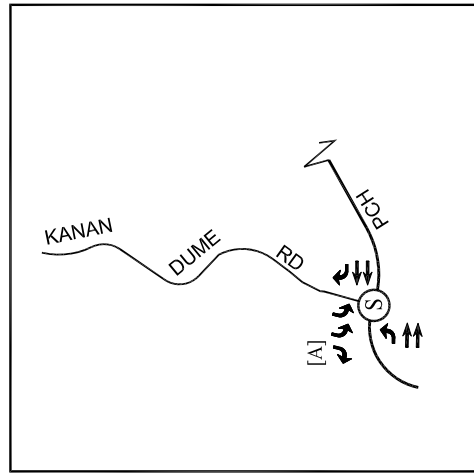
APPROXIMATELY 7 MILES EAST OF SITE



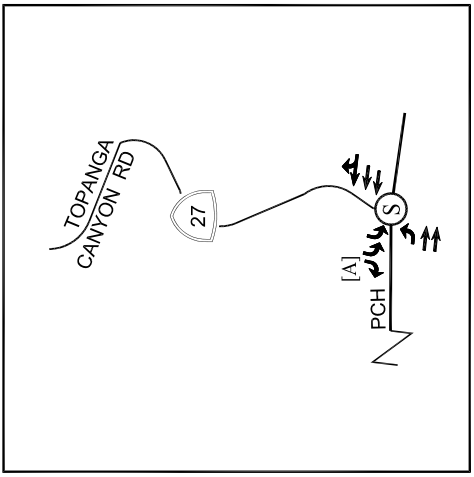
NOT TO SCALE

MAP SOURCE: BING MAPS
● STUDY INTERSECTION

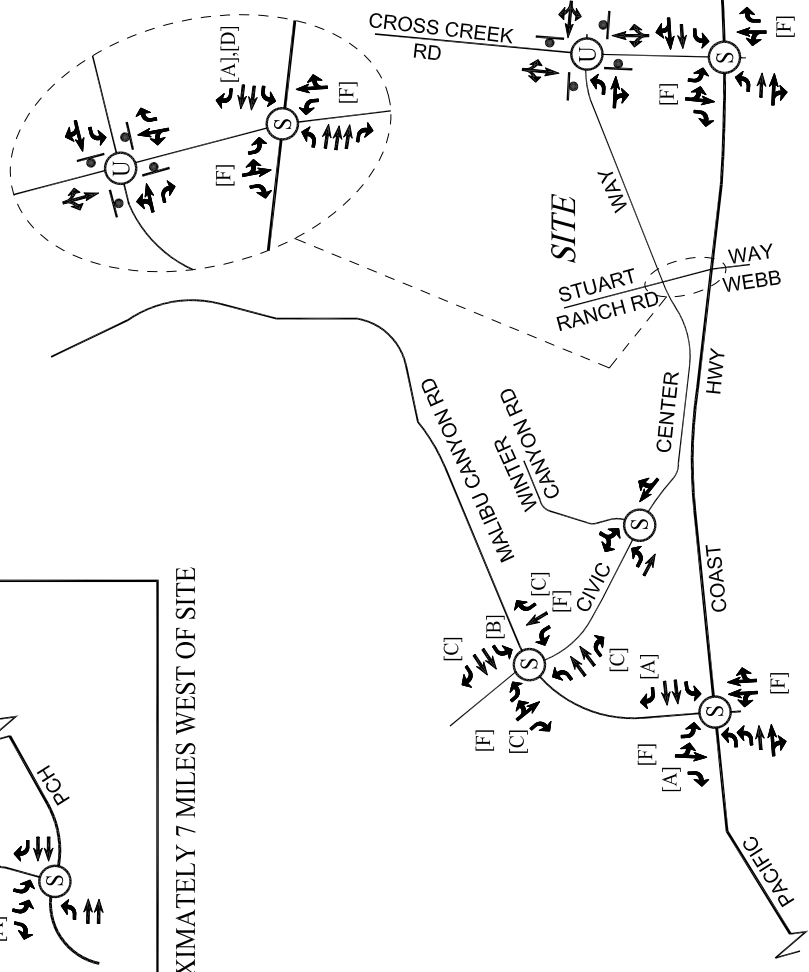
APPENDIX FIGURE F-1 VICINITY MAP



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE

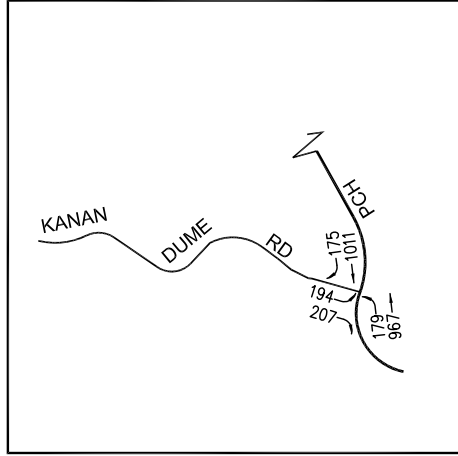
- (S) SIGNALIZED INTERSECTION
- (U) UNSIGNALIZED INTERSECTION
- STOP SIGN

- [A] OVERLAPPING RIGHT-TURN
- [B] NO LEFT-TURN 6-9 AM M-F
- [C] FREE-FLOW MOVEMENT
- [D] NO RIGHT-TURN ON RED 4-7 PM M-F
- [E] NO RIGHT-TURN ON RED
- [F] SPLIT PHASE

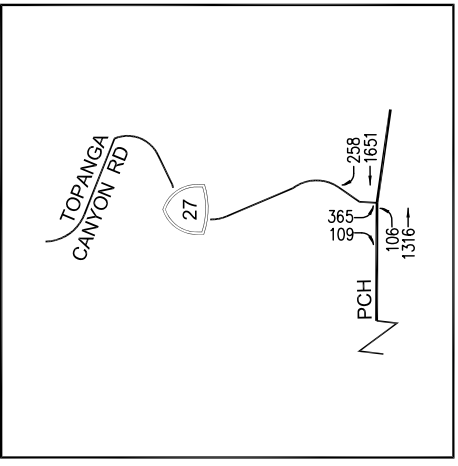
APPENDIX FIGURE F-2 EXISTING LANE CONFIGURATIONS

SMC MALIBU SATELLITE CAMPUS PROJECT

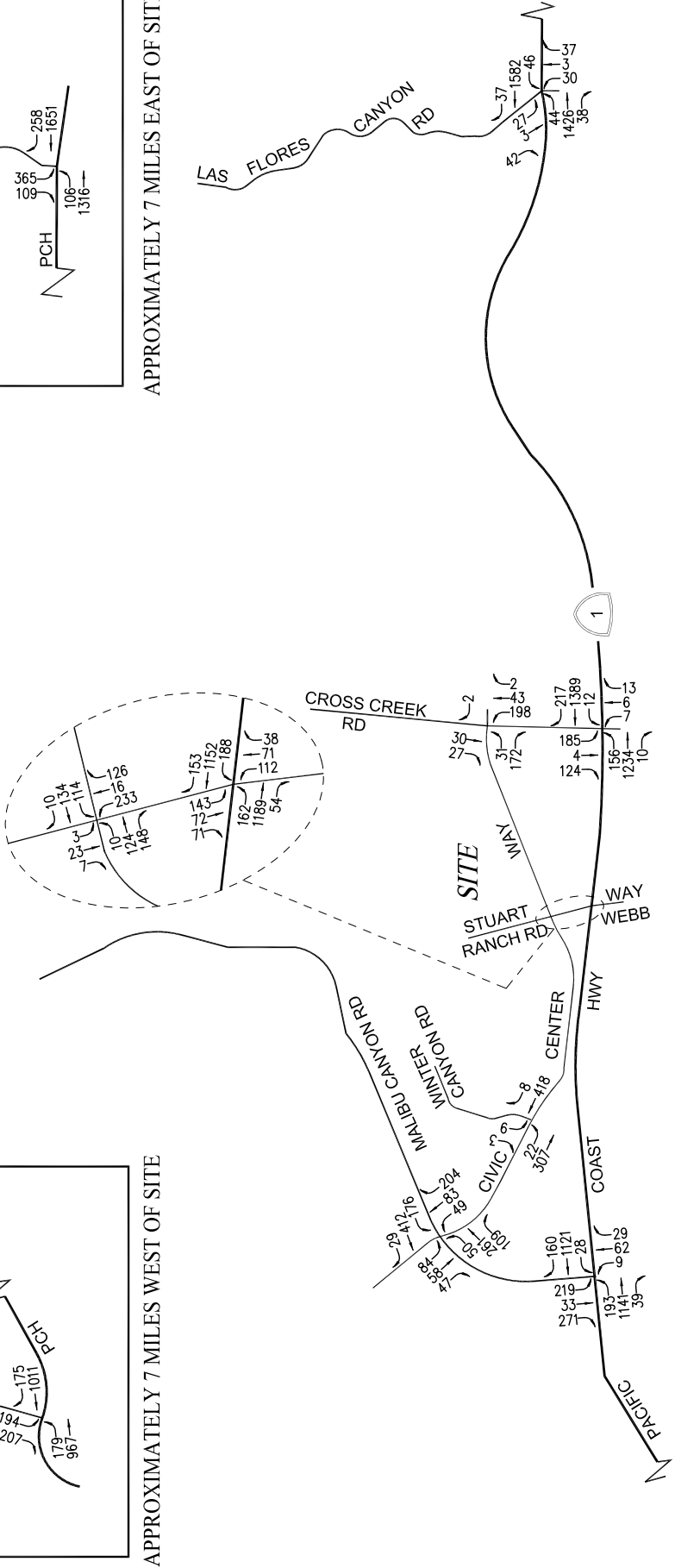
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE

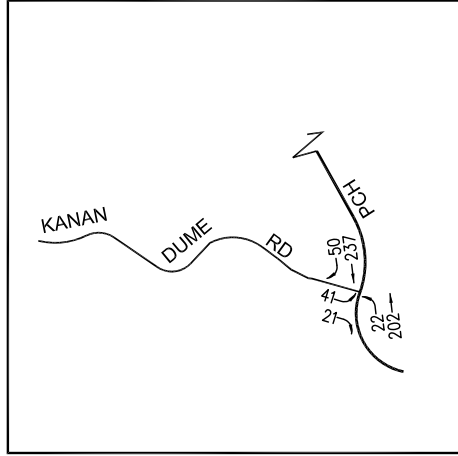
APPENDIX FIGURE F-5

SATURDAY MID-DAY PEAK HOUR

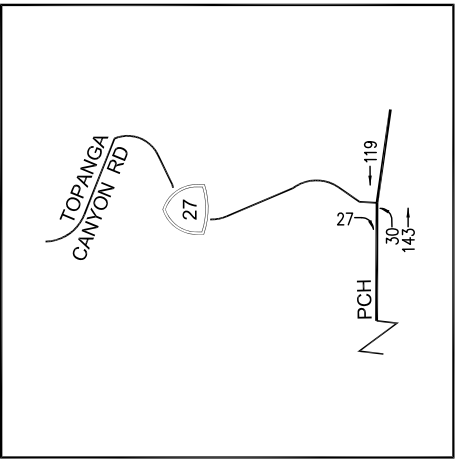
EXISTING TRAFFIC VOLUMES

SMC MALIBU SATELLITE CAMPUS PROJECT

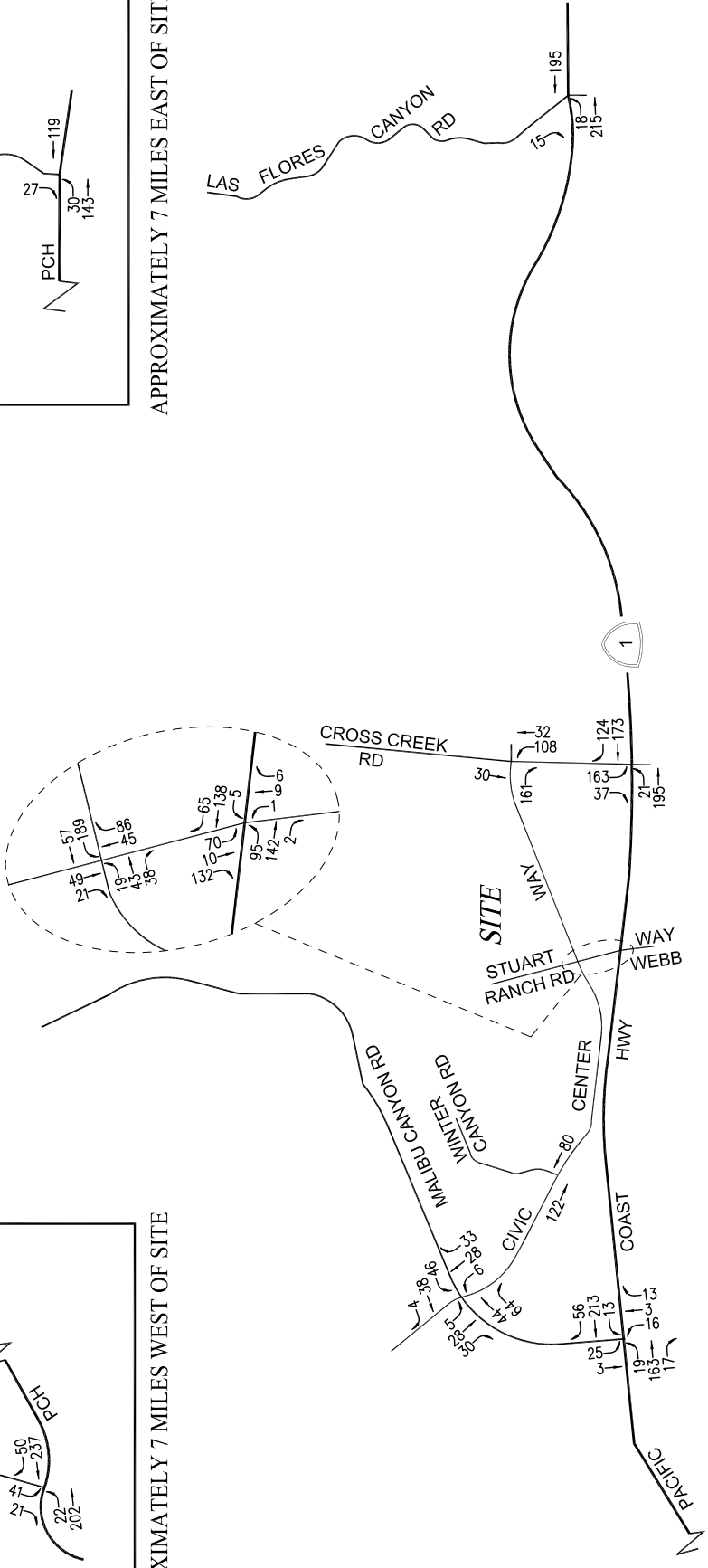
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

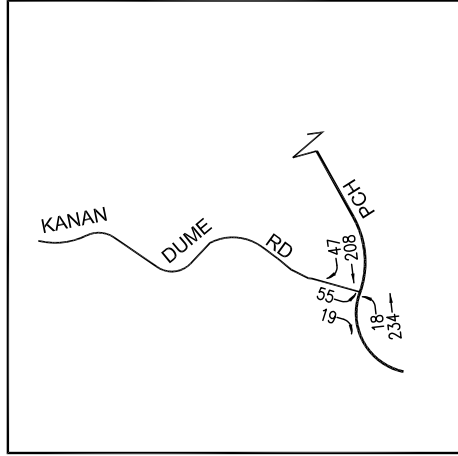


NOT TO SCALE

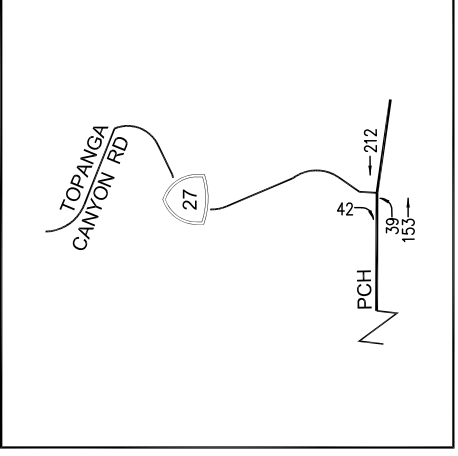
APPENDIX FIGURE F-7 RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

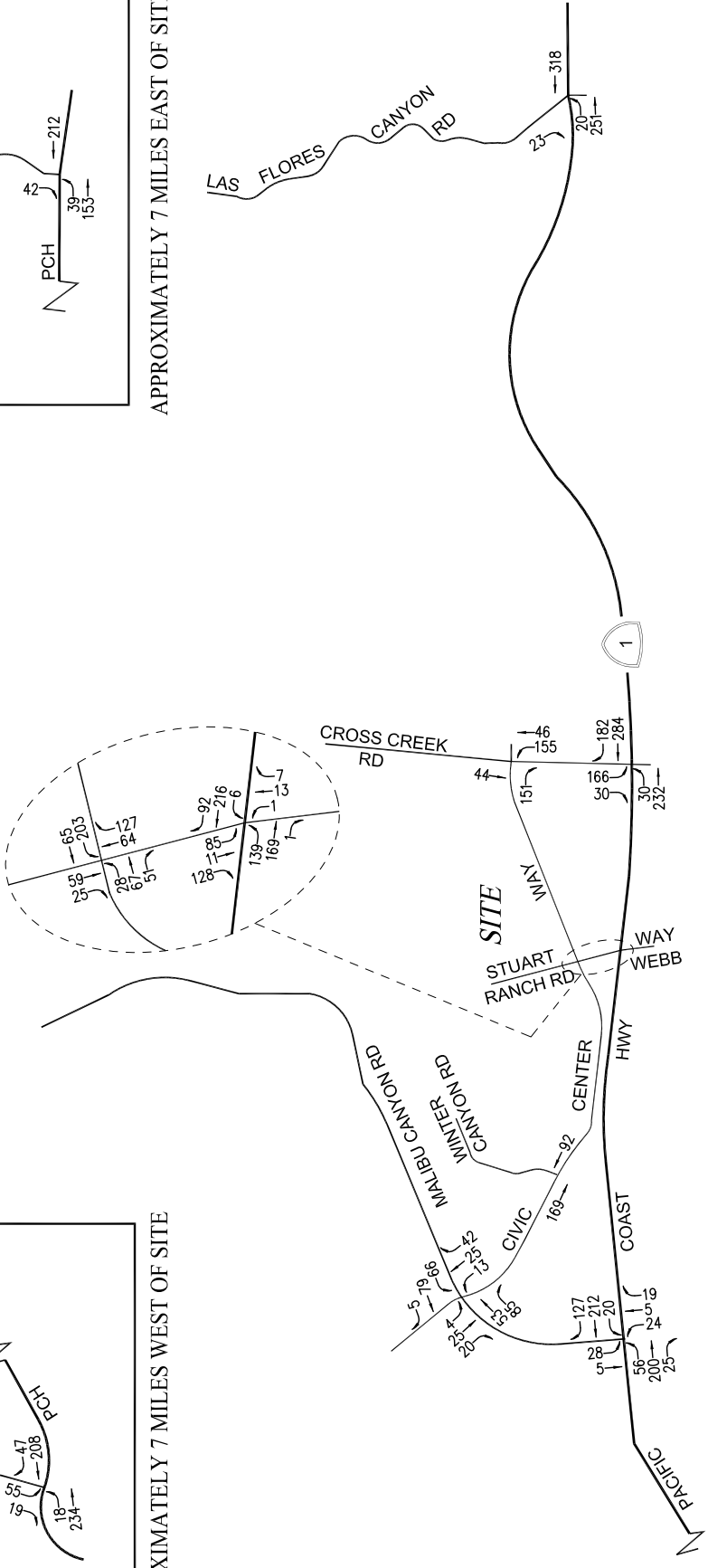
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

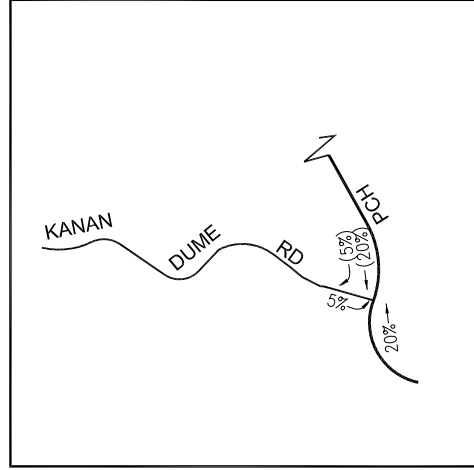


NOT TO SCALE

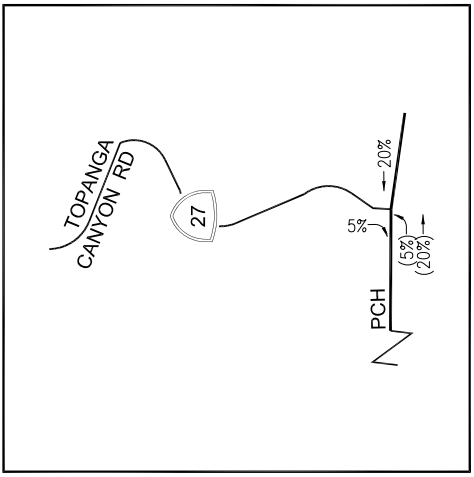
APPENDIX FIGURE F-8

RELATED PROJECTS TRAFFIC VOLUMES

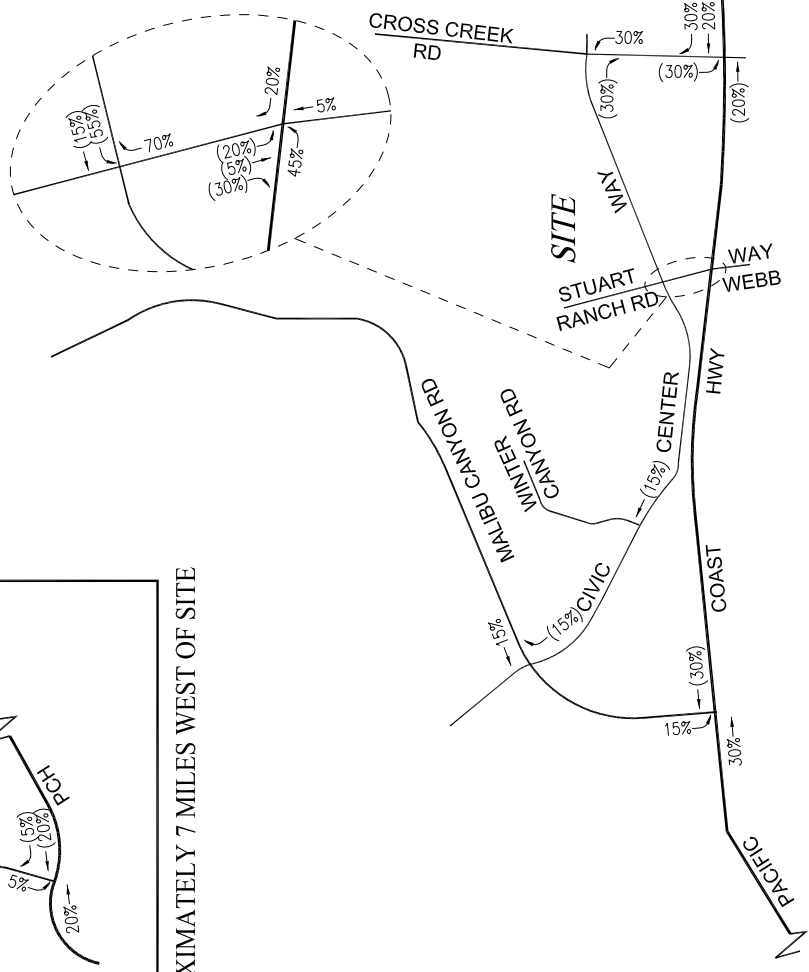
SATURDAY MID-DAY PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



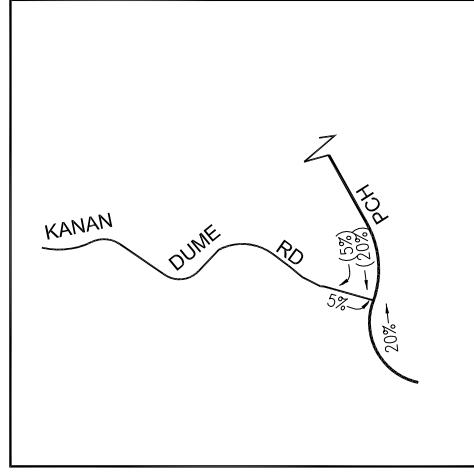
NOT TO SCALE

XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

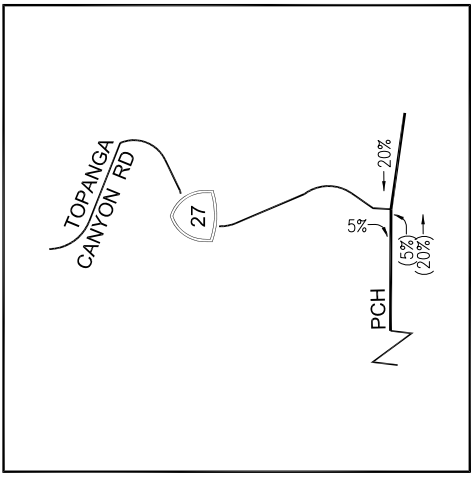
APPENDIX FIGURE F-9 PROJECT TRIP DISTRIBUTION

WEEKDAY AM PEAK HOUR

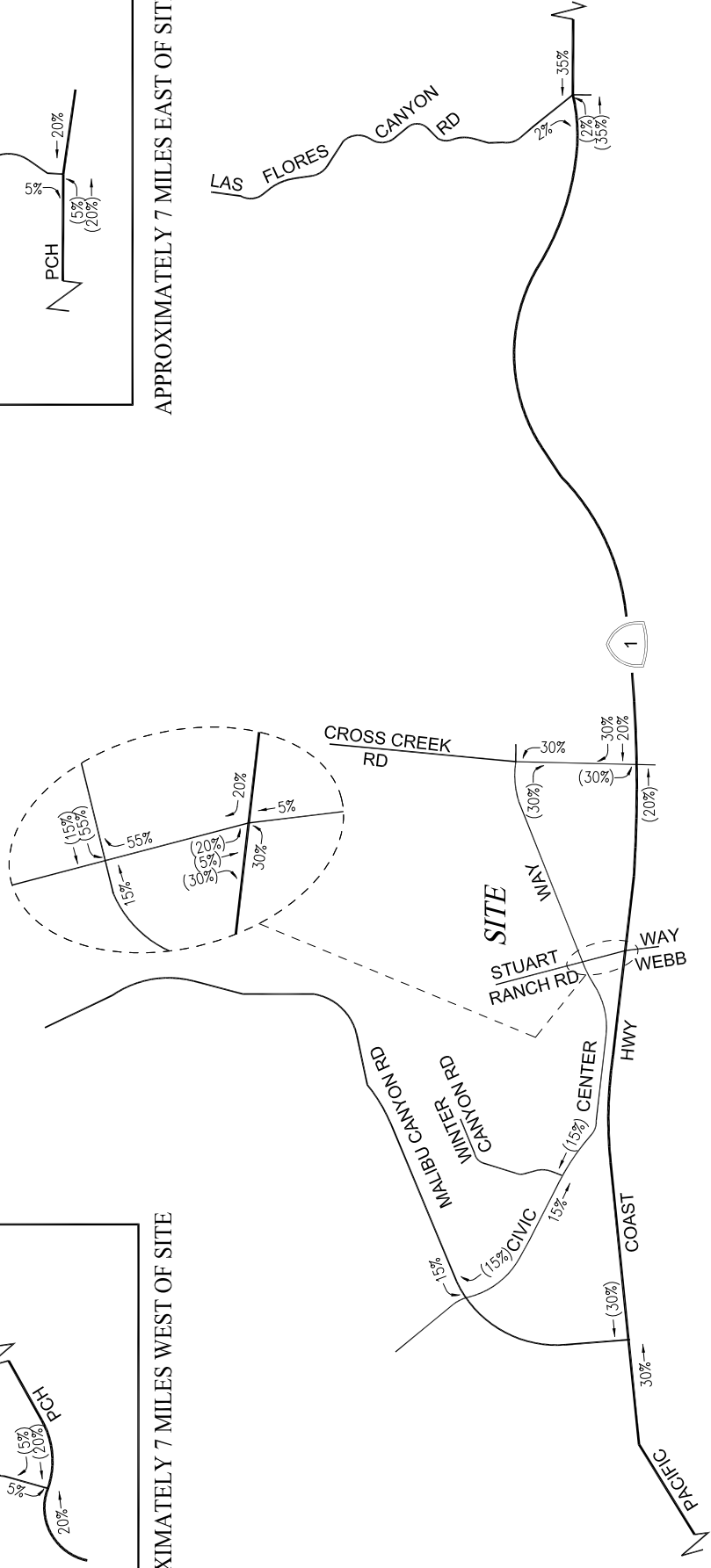
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

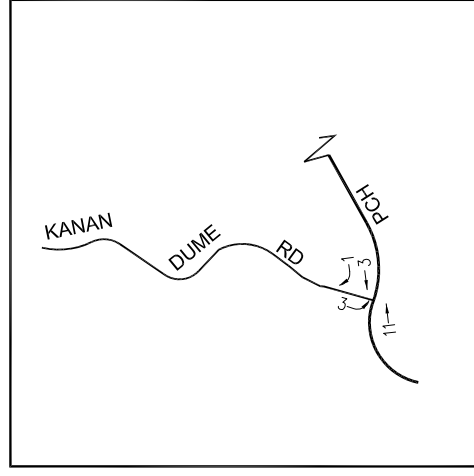


NOT TO SCALE

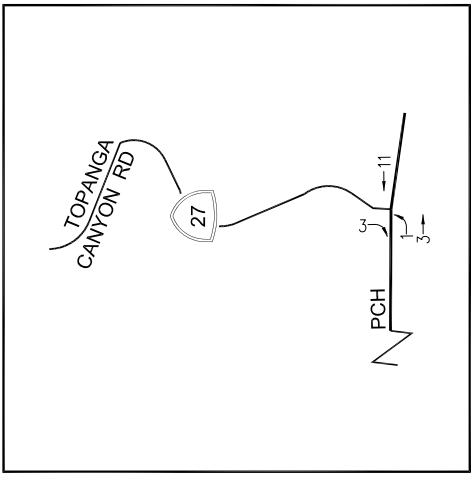
XX = INBOUND PERCENTAGES
 (XX) = OUTBOUND PERCENTAGES

APPENDIX FIGURE F-10 PROJECT TRIP DISTRIBUTION

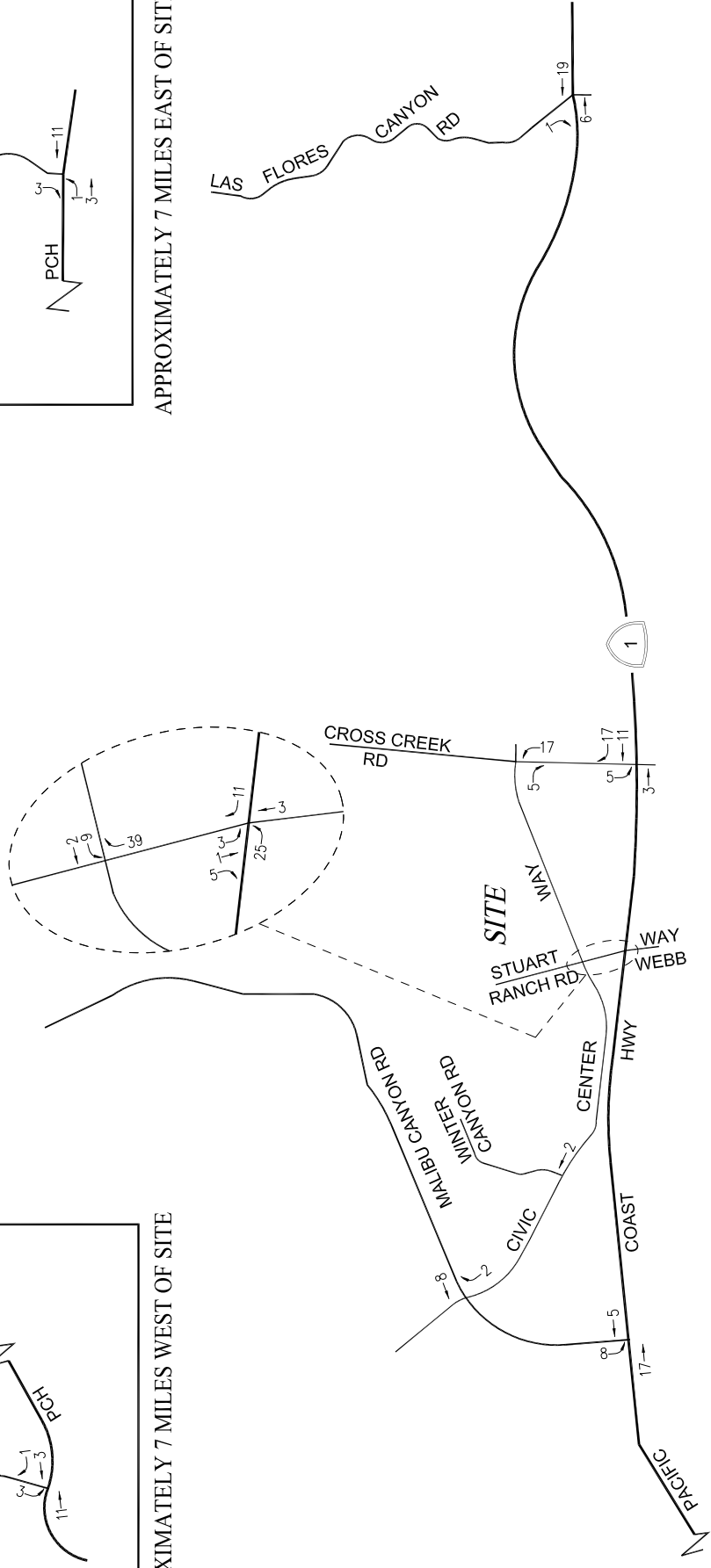
WEEKDAY PM & SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



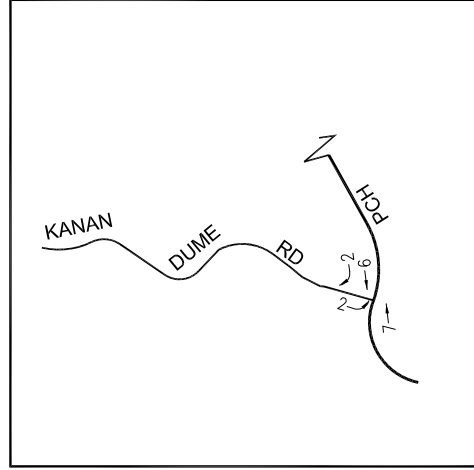
APPROXIMATELY 7 MILES EAST OF SITE



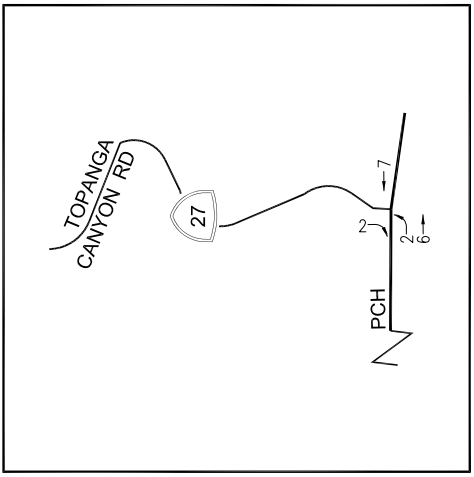
NOT TO SCALE

APPENDIX FIGURE F-11 TOTAL PROJECT TRAFFIC VOLUMES

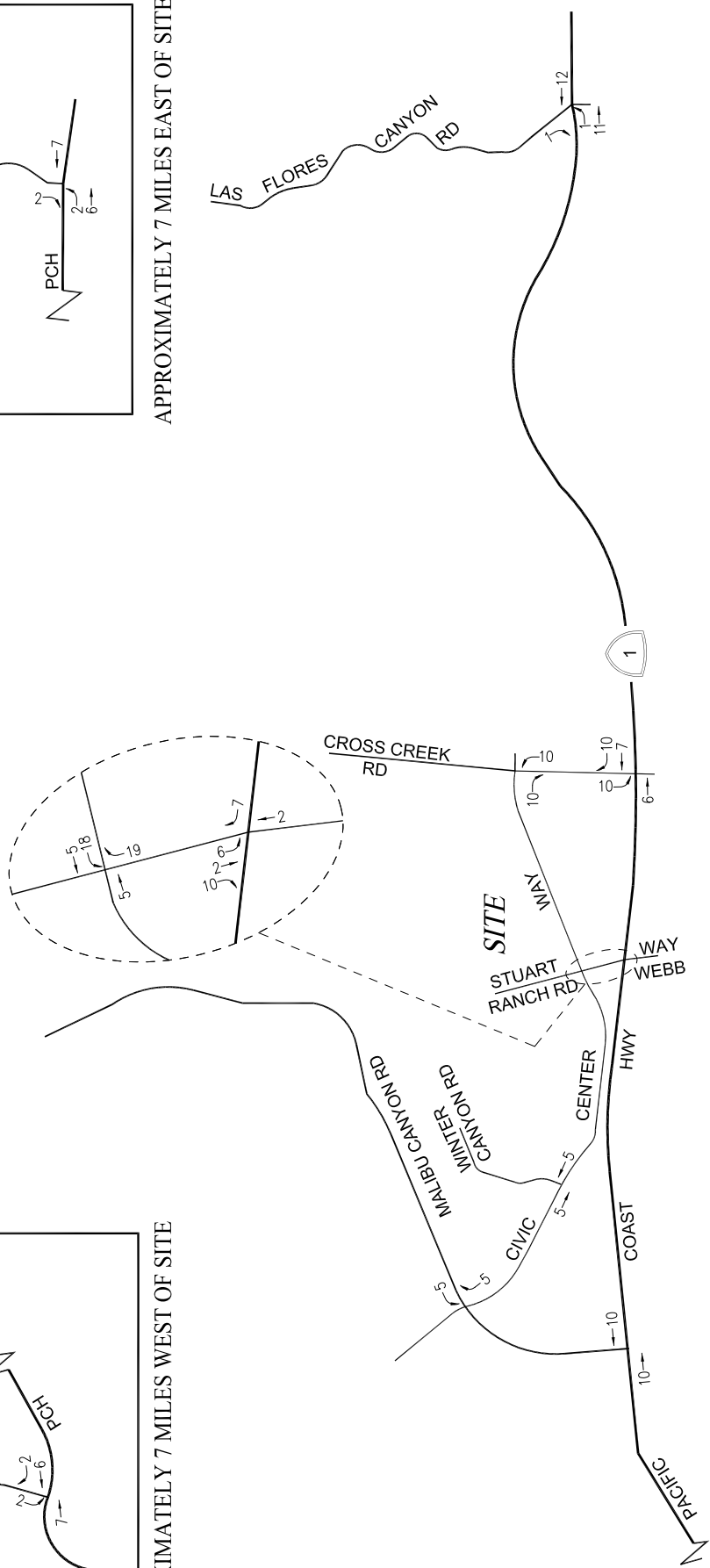
WEEKDAY AM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



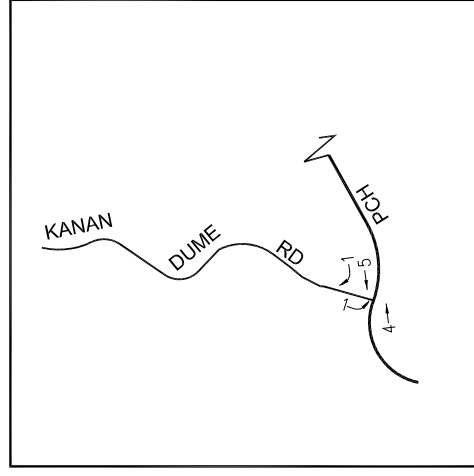
APPROXIMATELY 7 MILES EAST OF SITE



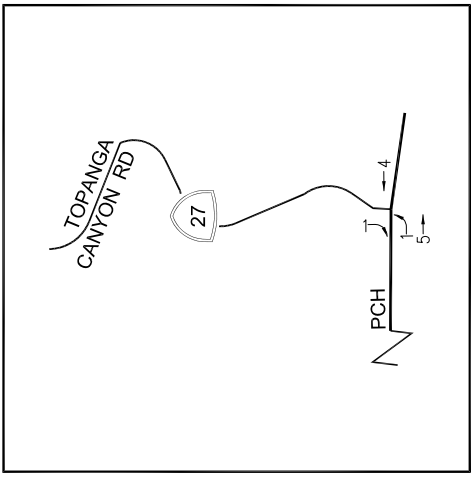
NOT TO SCALE

APPENDIX FIGURE F-12 TOTAL PROJECT TRAFFIC VOLUMES

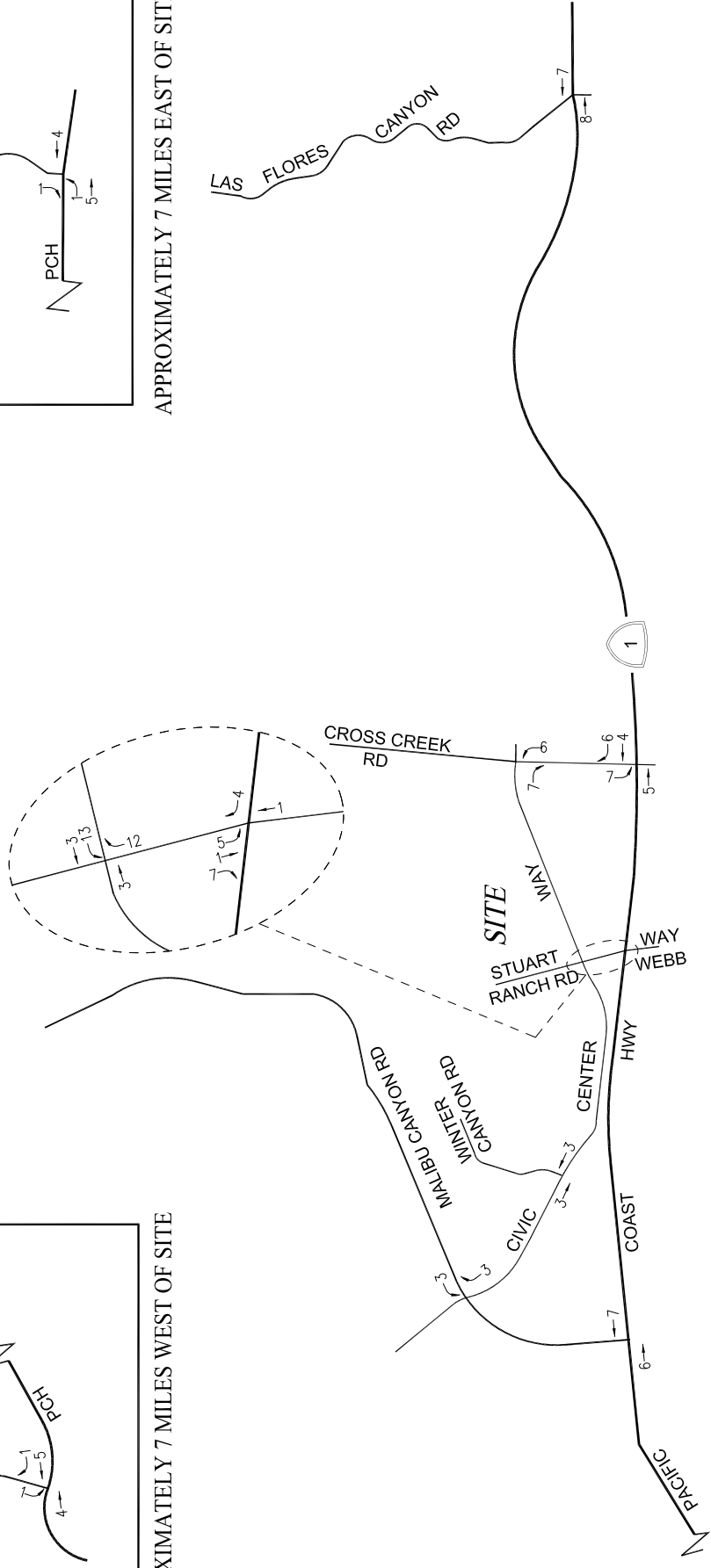
WEEKDAY PM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

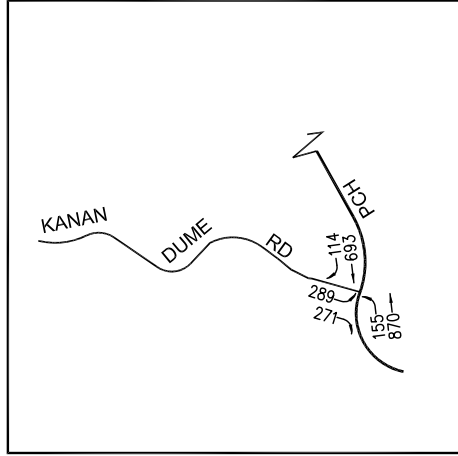


NOT TO SCALE

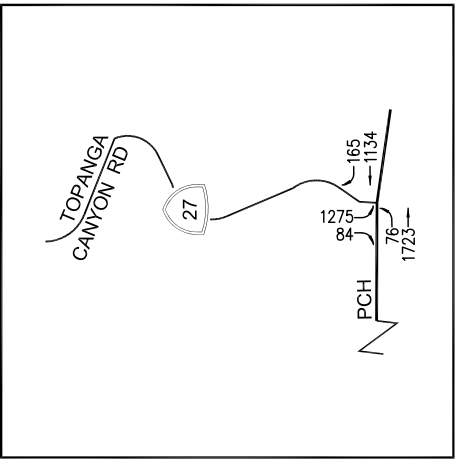
APPENDIX FIGURE F-12

TOTAL PROJECT TRAFFIC VOLUMES

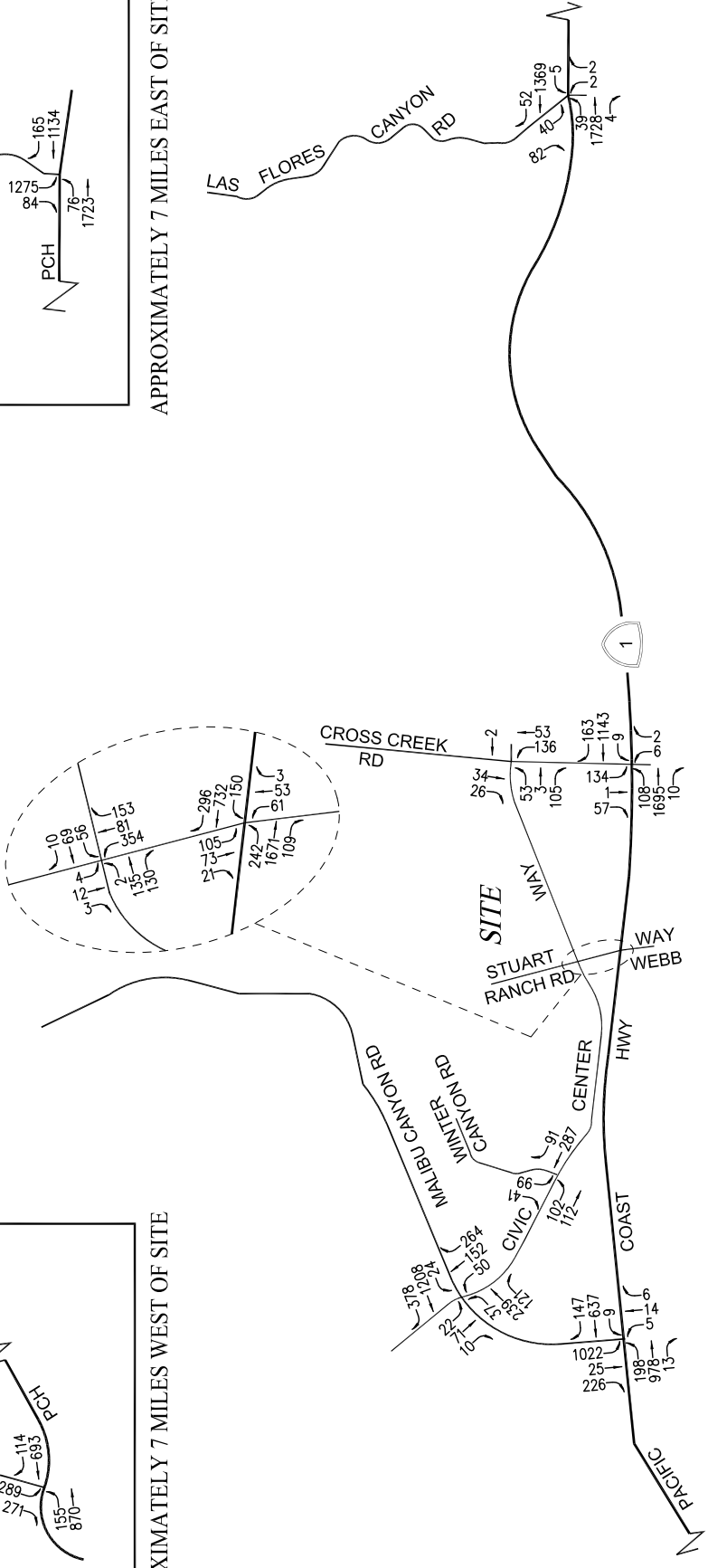
SATURDAY MID-DAY PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

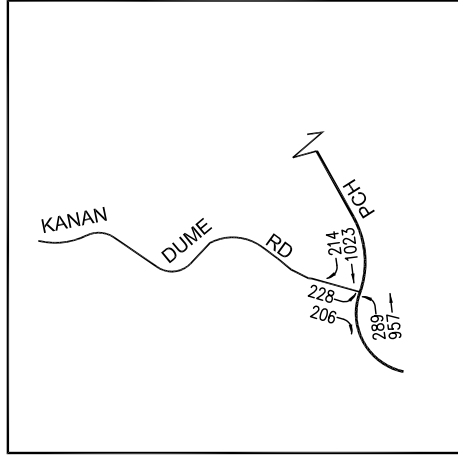


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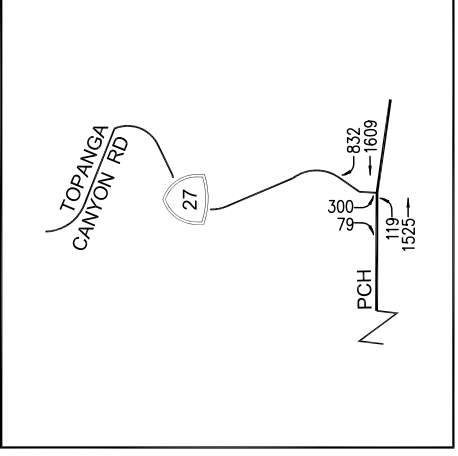
APPENDIX FIGURE F-14 EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

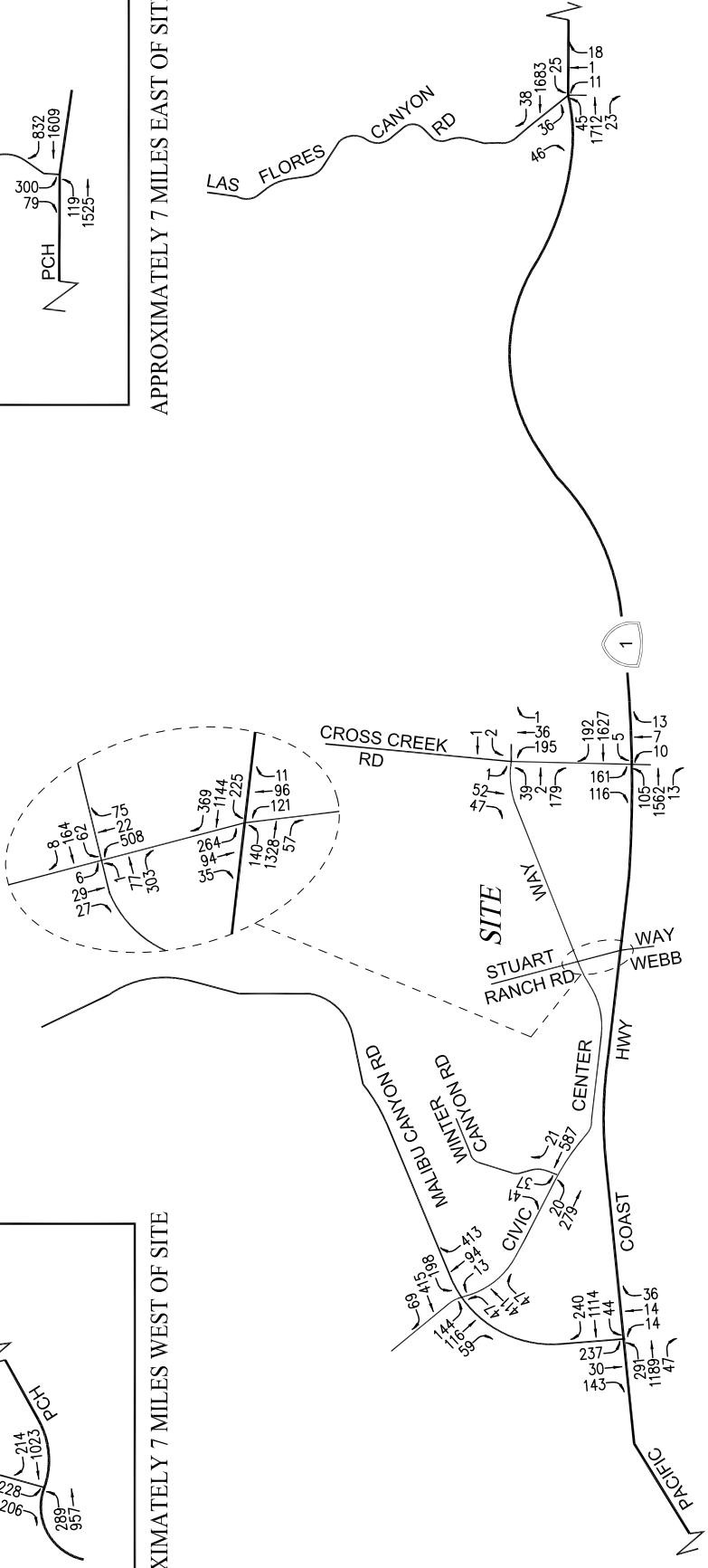
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

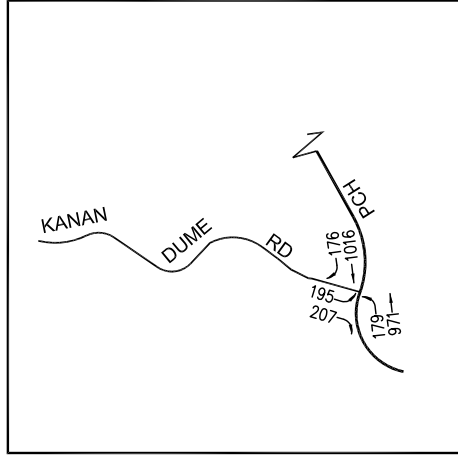


NOT TO SCALE

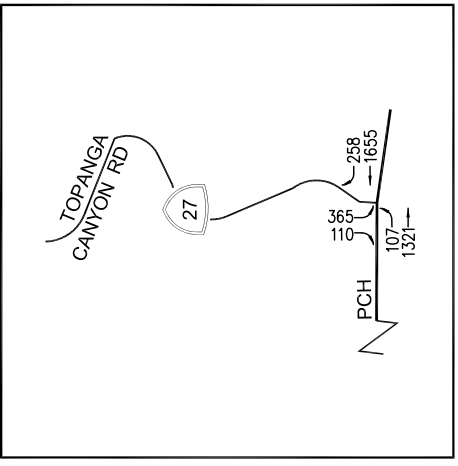
APPENDIX FIGURE F-15 EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

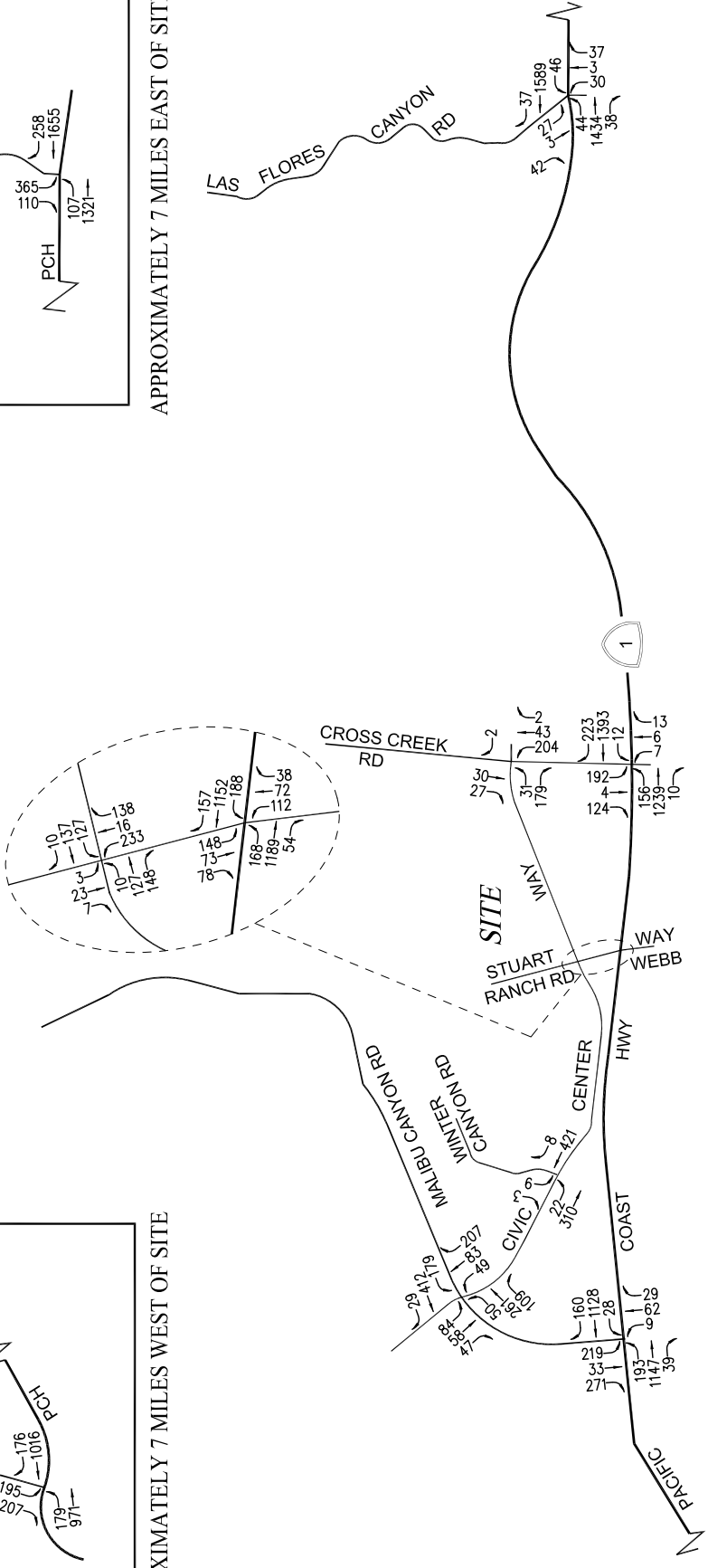
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE

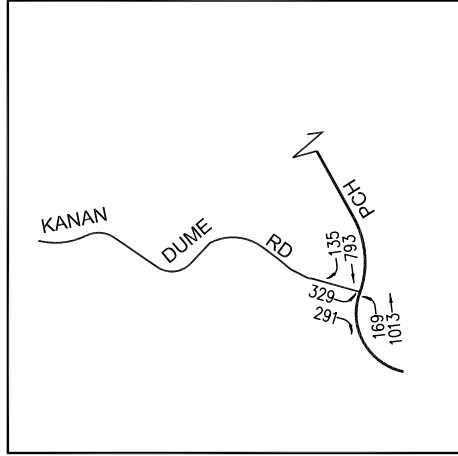
APPENDIX FIGURE F-16

EXISTING WITH PROJECT TRAFFIC VOLUMES

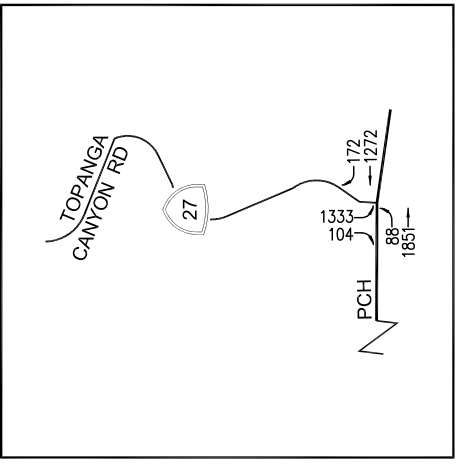
SATURDAY MID-DAY PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

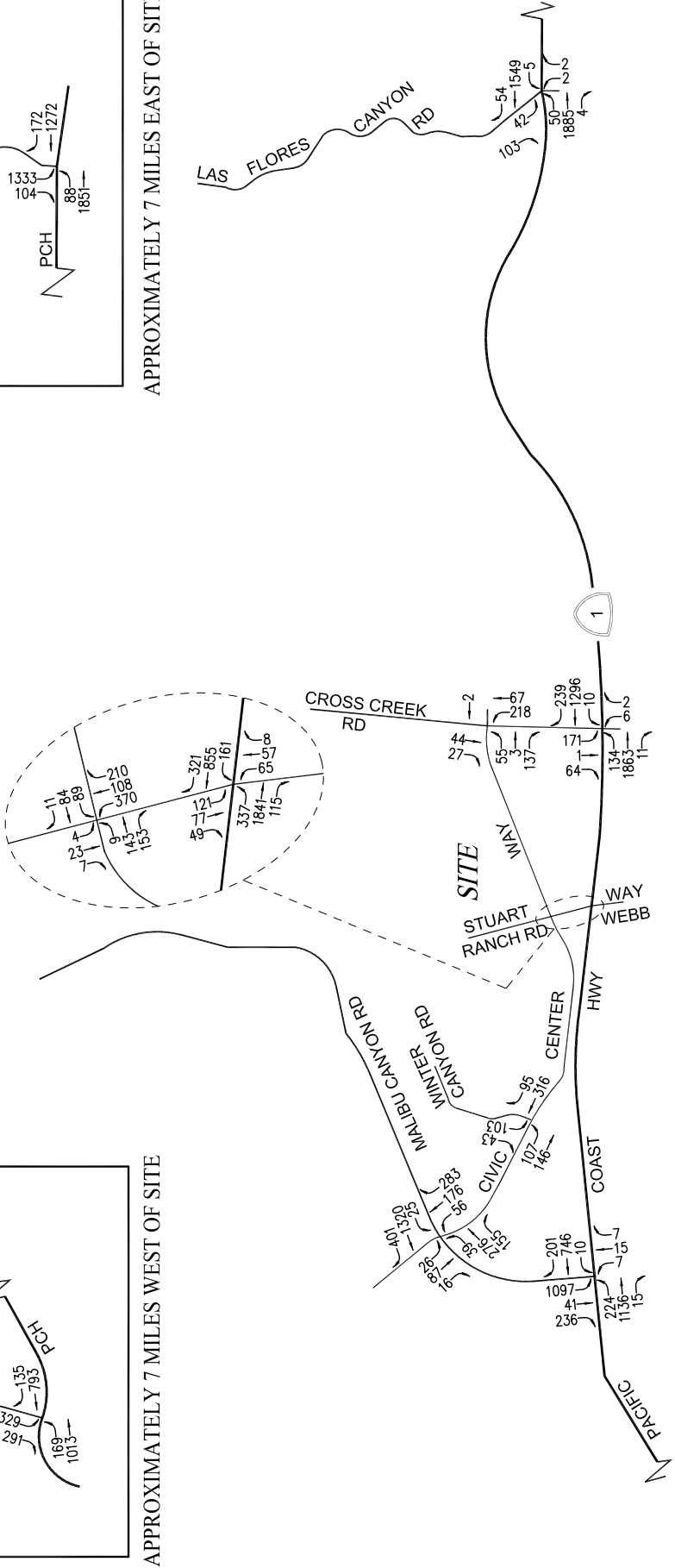
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



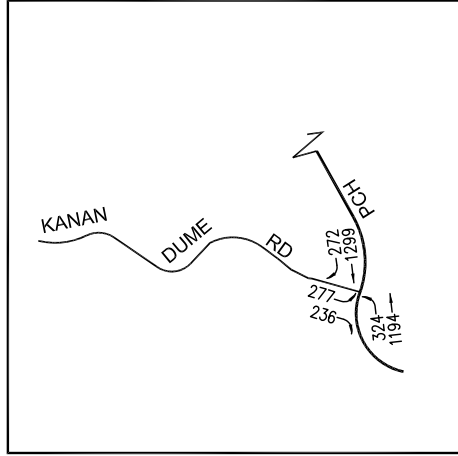
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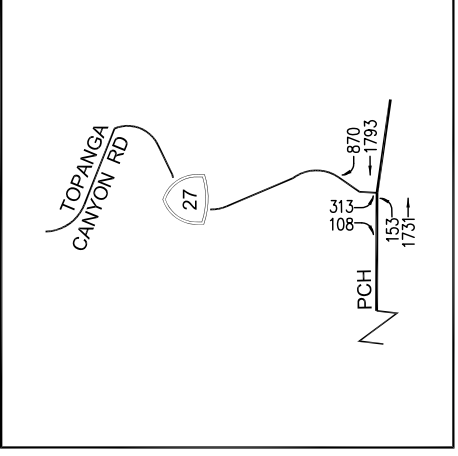
NOT TO SCALE

APPENDIX FIGURE F-17
OPENING YEAR CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

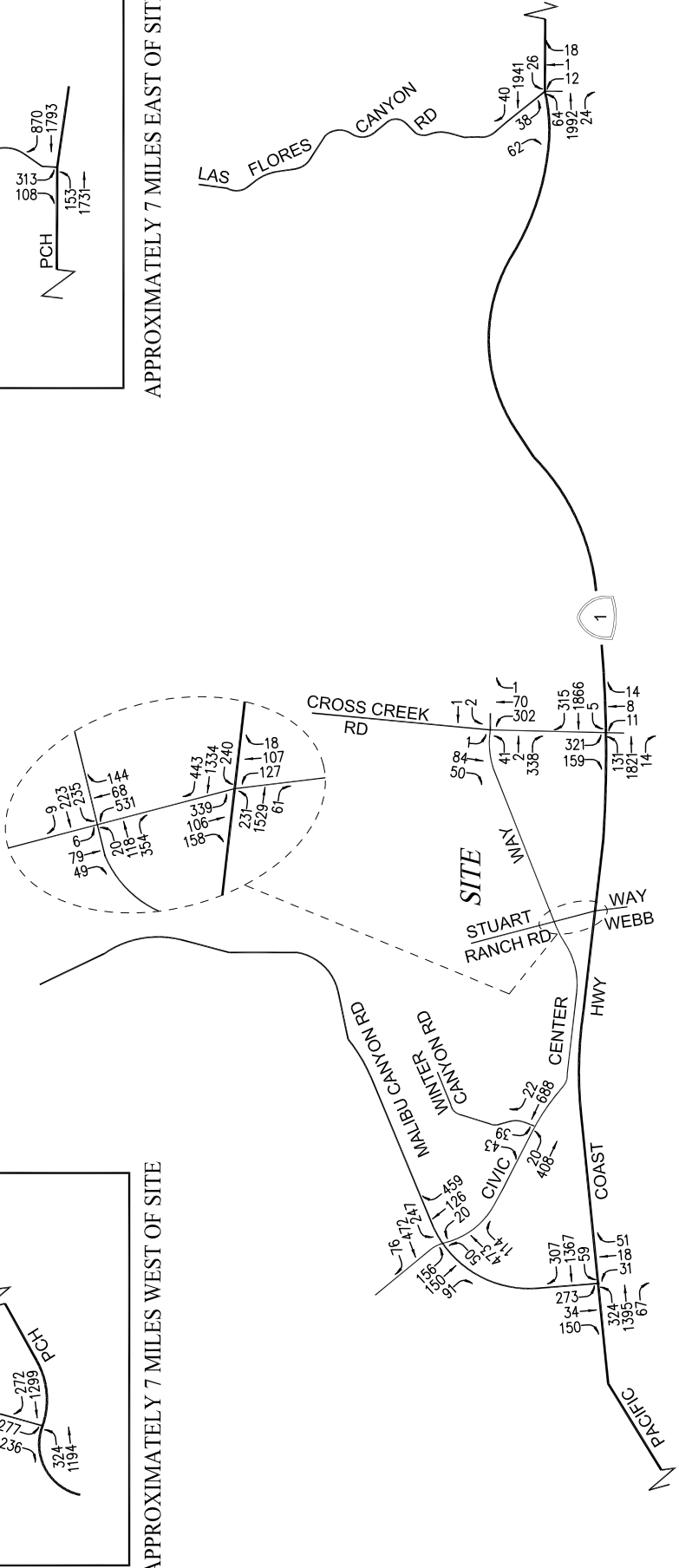
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE

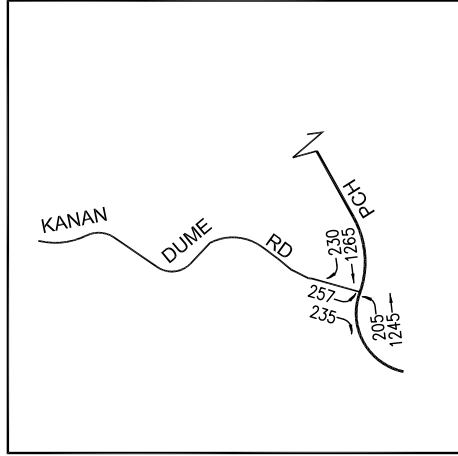


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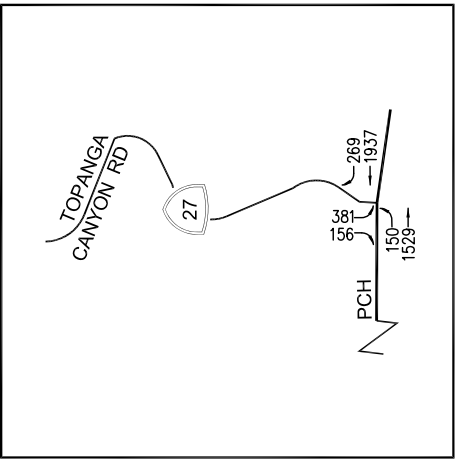
APPENDIX FIGURE F-18

OPENING YEAR CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES

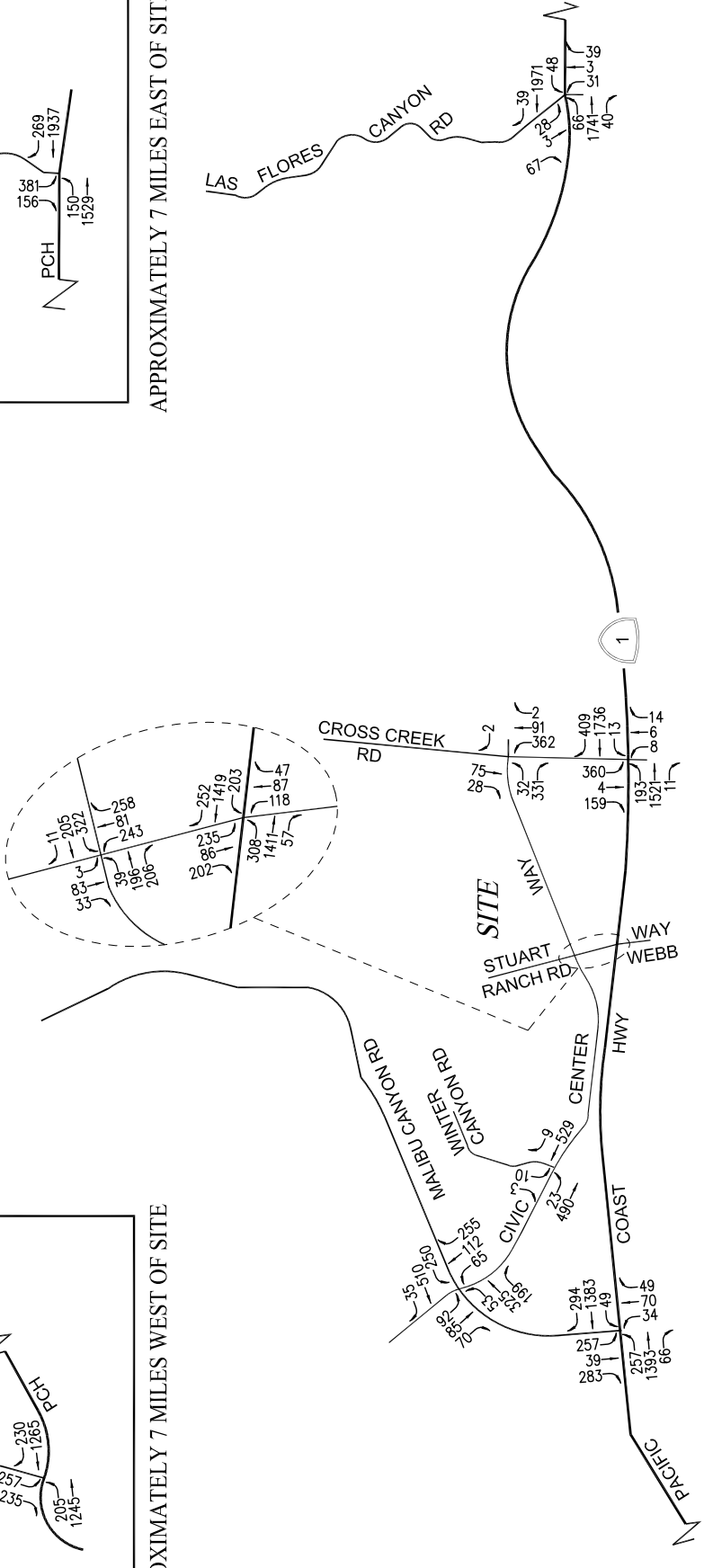
WEEKDAY PM PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



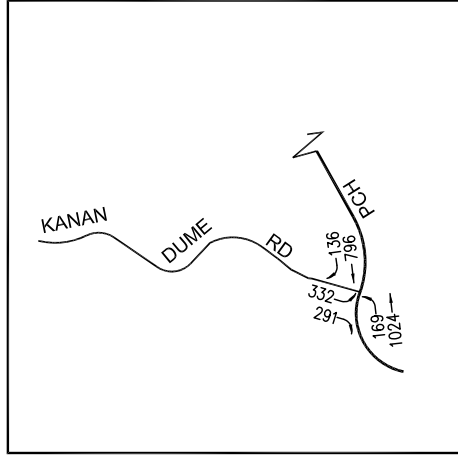
APPROXIMATELY 7 MILES EAST OF SITE



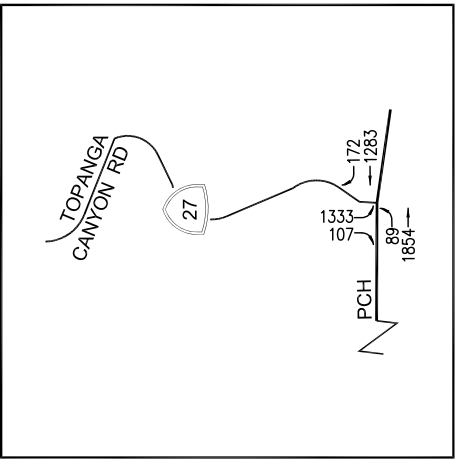
NOT TO SCALE

APPENDIX FIGURE F-19
OPENING YEAR CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES
SATURDAY MID-DAY PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

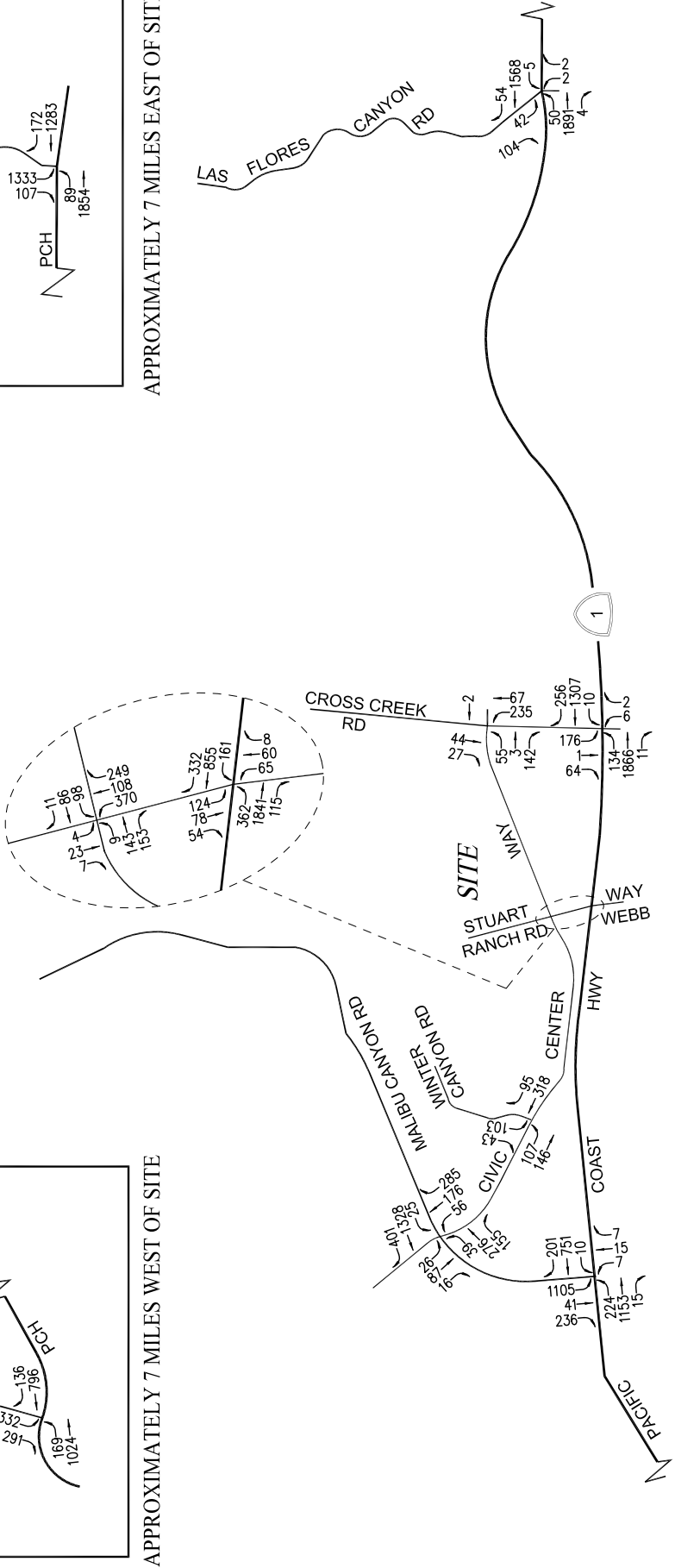
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



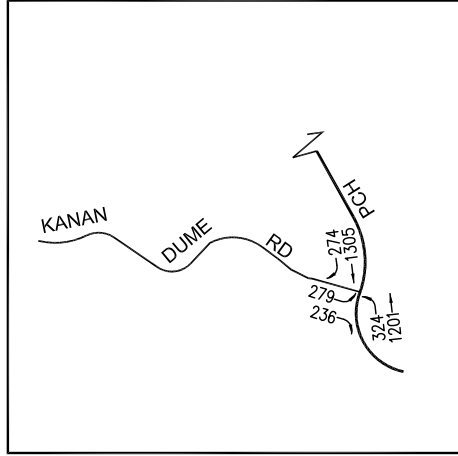
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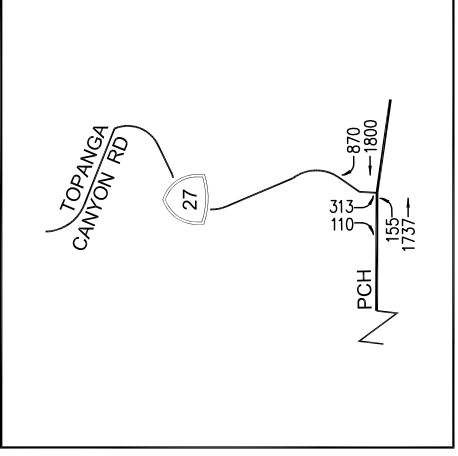
NOT TO SCALE

APPENDIX FIGURE F-20
OPENING YEAR CUMULATIVE WITH PROJECT TRAFFIC VOLUMES
 WEEKDAY AM PEAK HOUR
 SMC MALIBU SATELLITE CAMPUS PROJECT

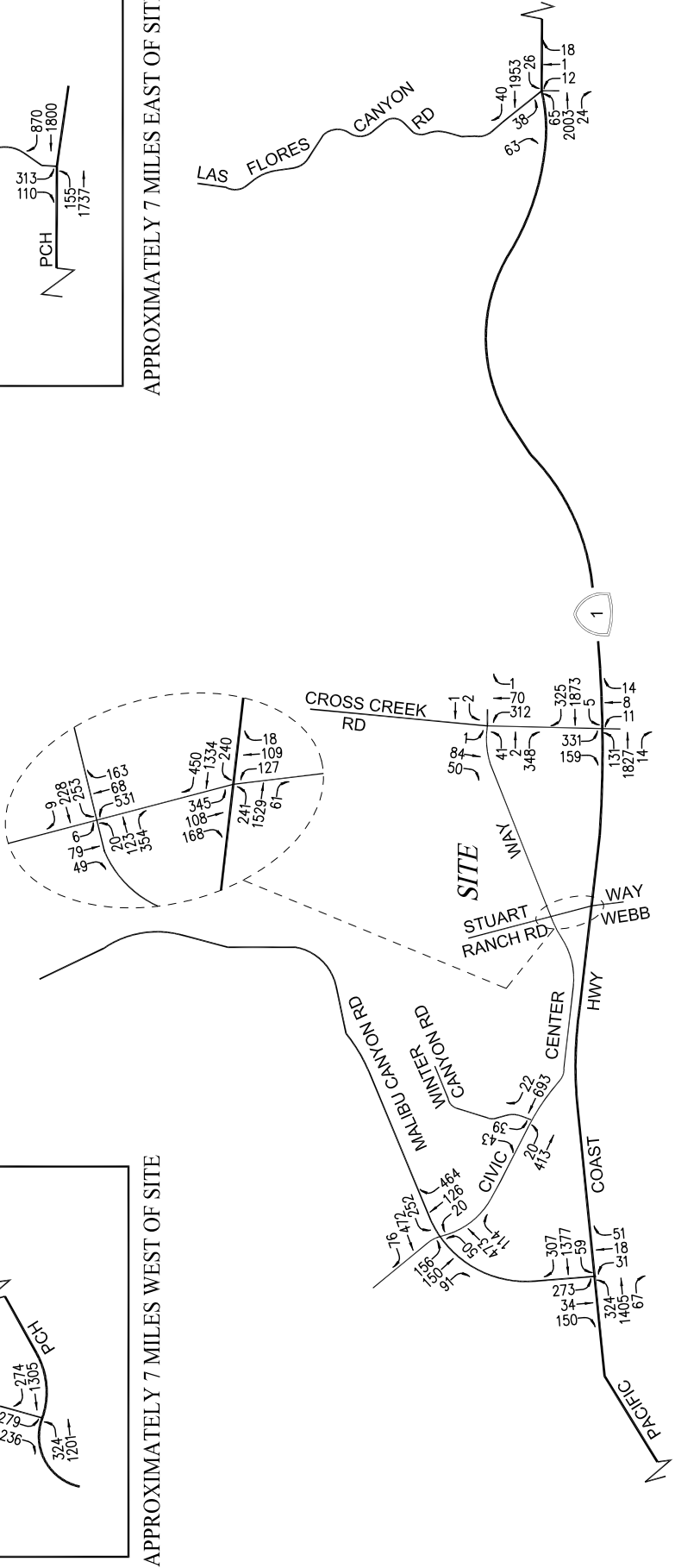
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



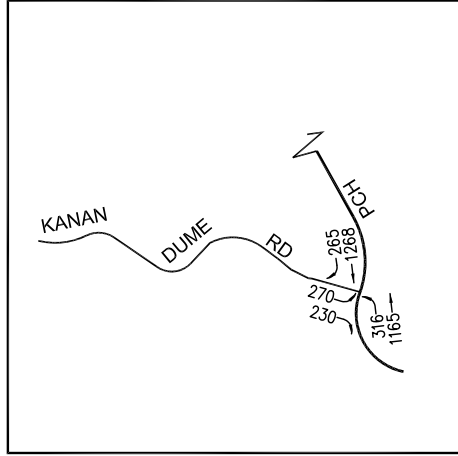
NOT TO SCALE

APPENDIX FIGURE F-21 OPENING YEAR CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

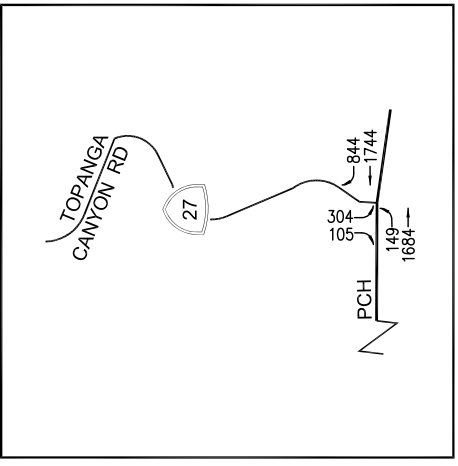
WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

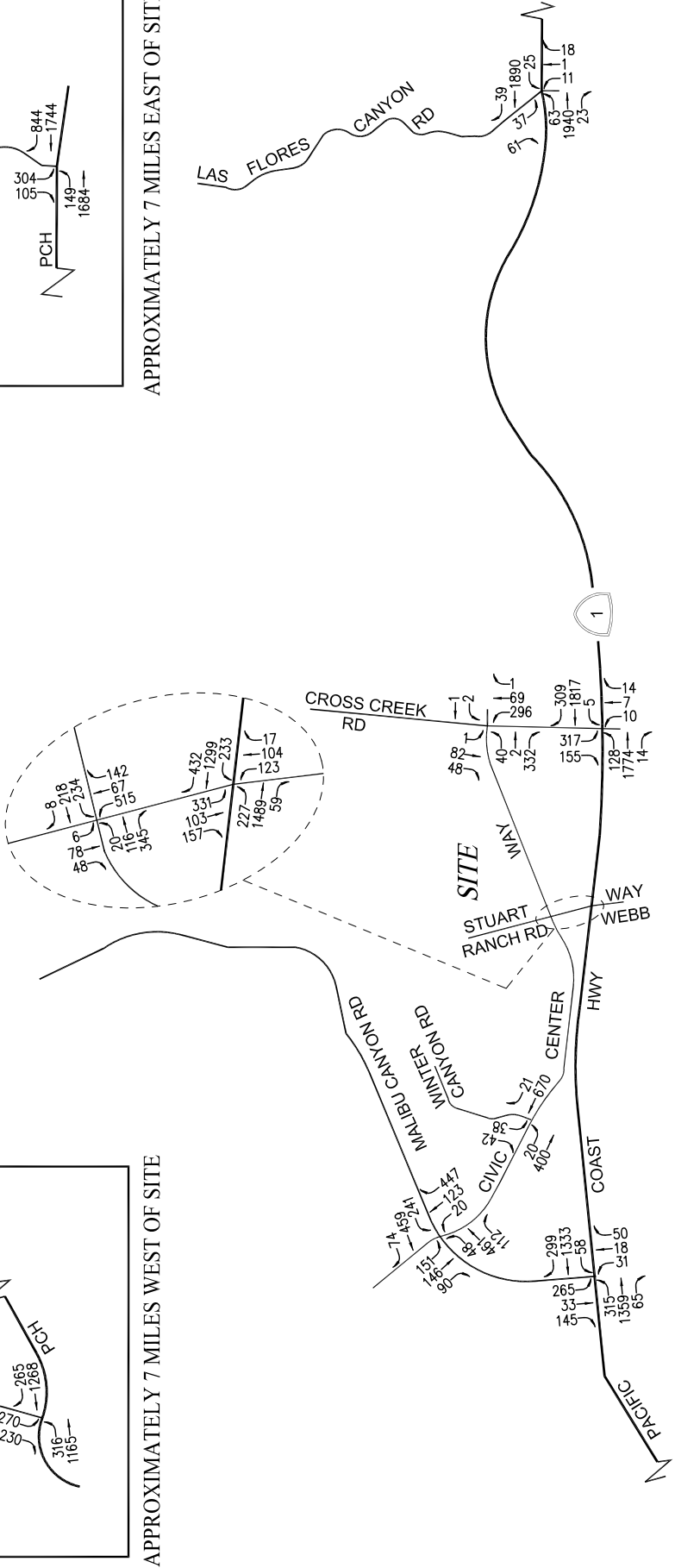
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE

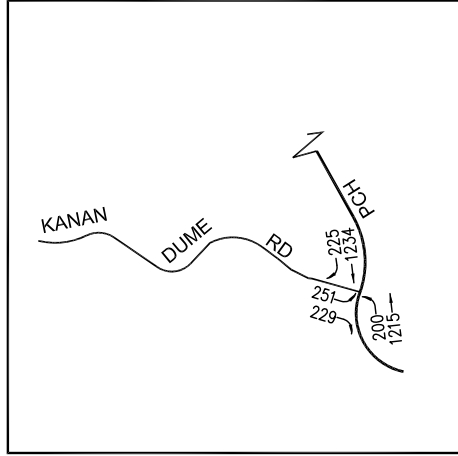
APPENDIX FIGURE F-24

FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES

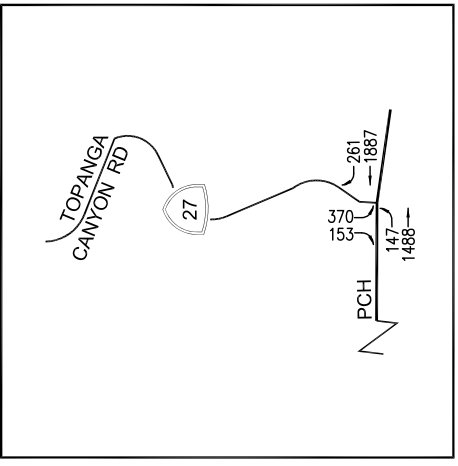
WEEKDAY PM PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

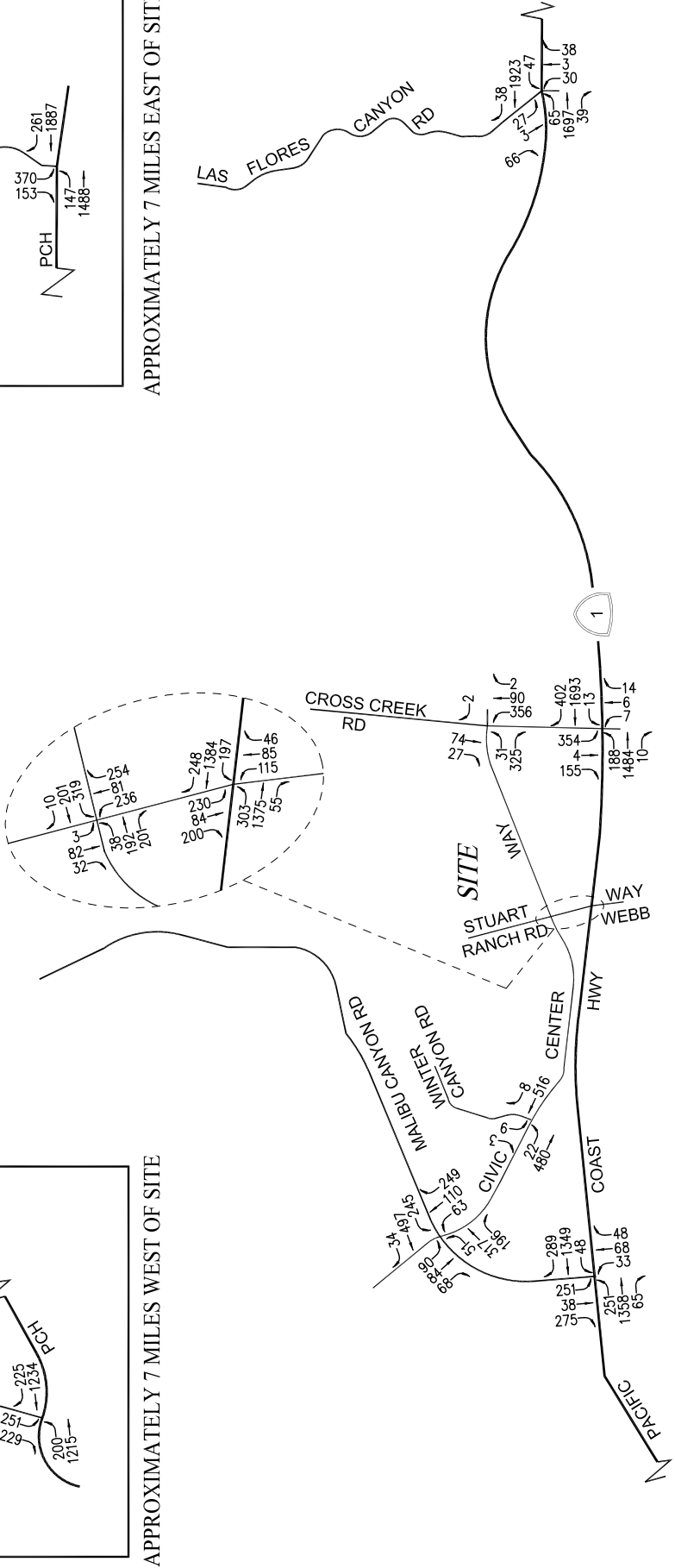
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



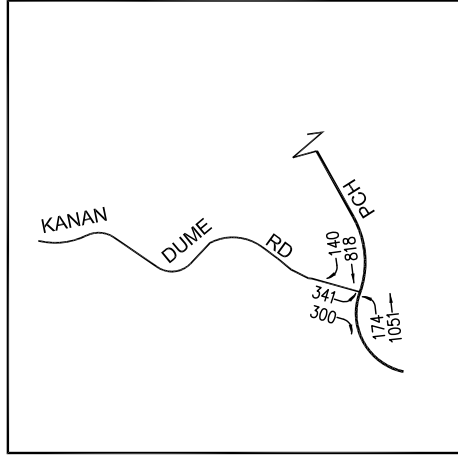
NOT TO SCALE

APPENDIX FIGURE F-25

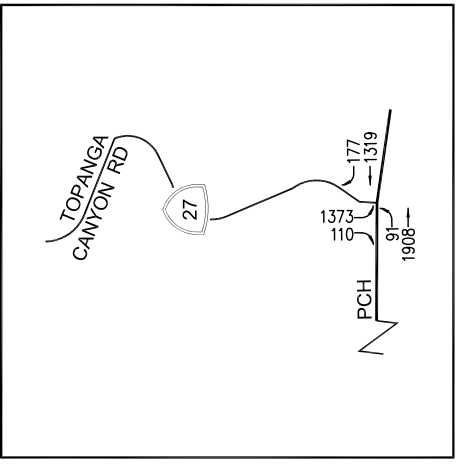
FUTURE CUMULATIVE PRE-PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR
SMC MALIBU SATELLITE CAMPUS PROJECT

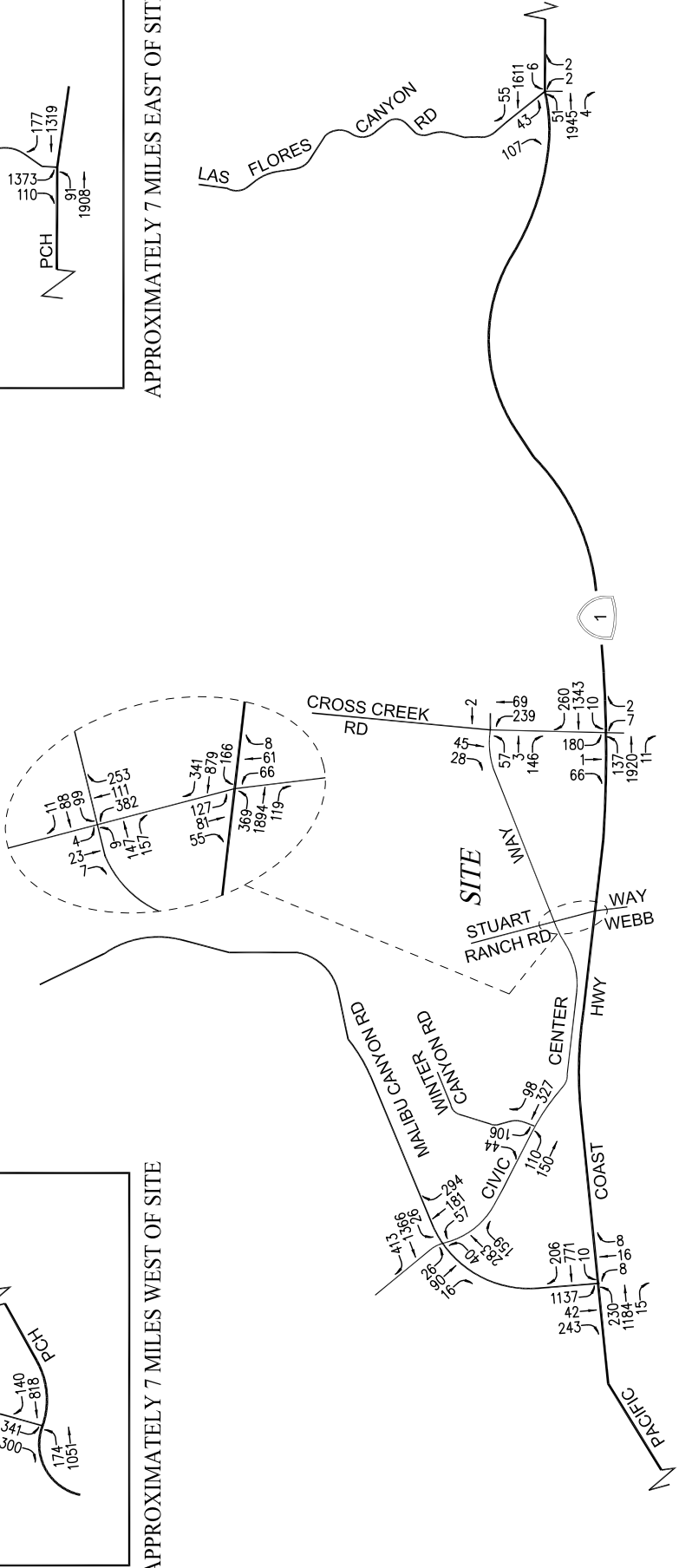
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE

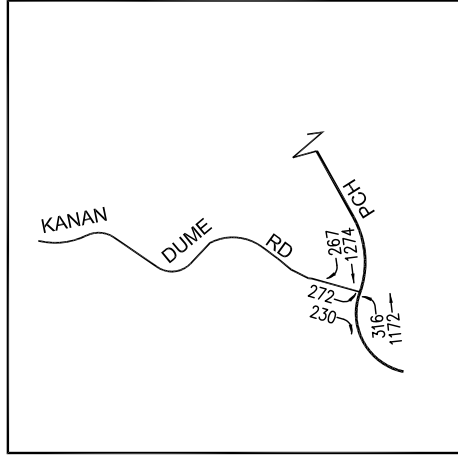
APPENDIX FIGURE F-26

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

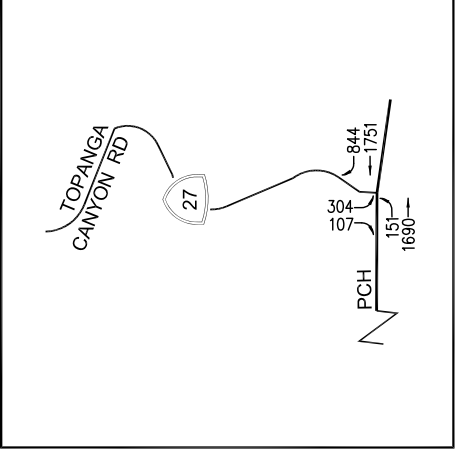
WEEKDAY AM PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

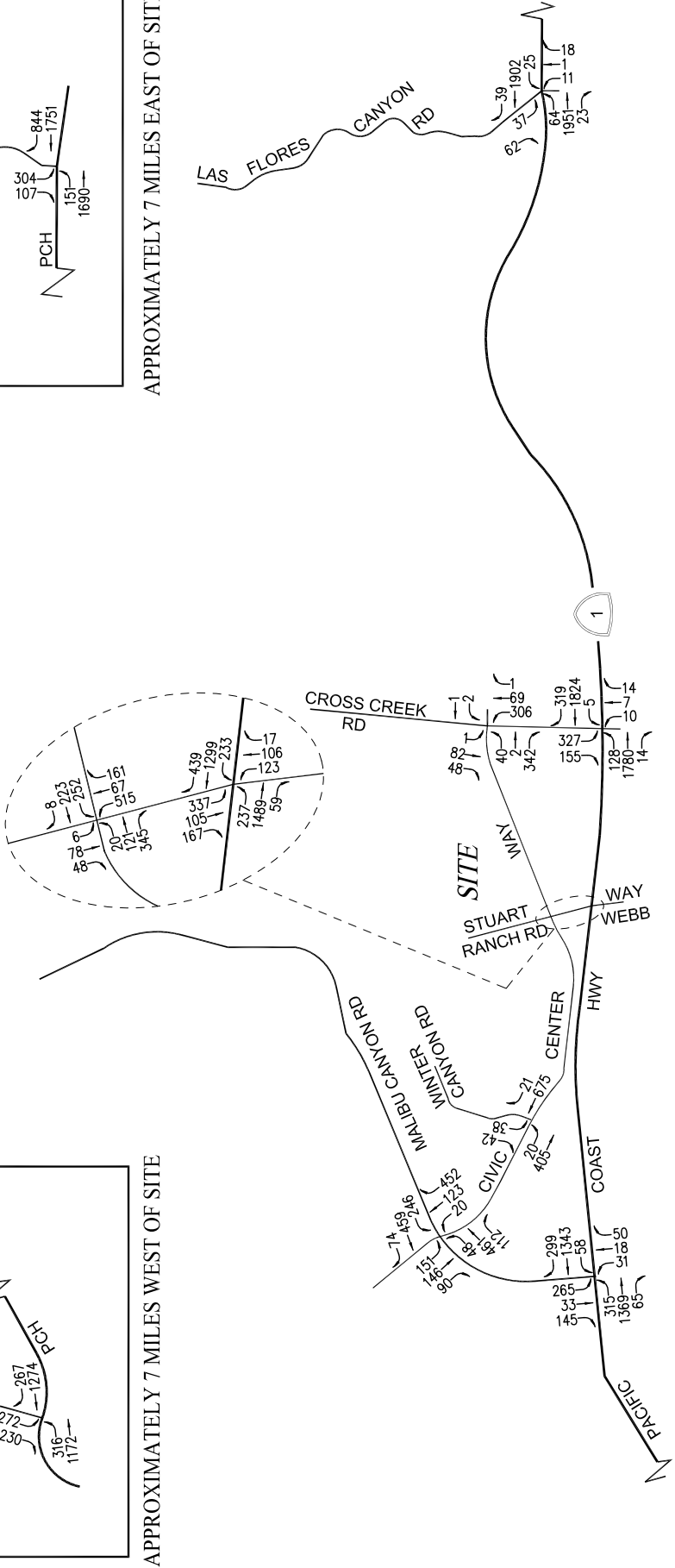
LINSCOTT, LAW & GREENSPAN, engineers



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



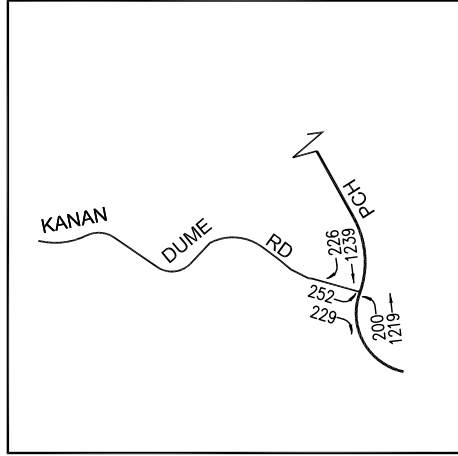
NOT TO SCALE

APPENDIX FIGURE F-27

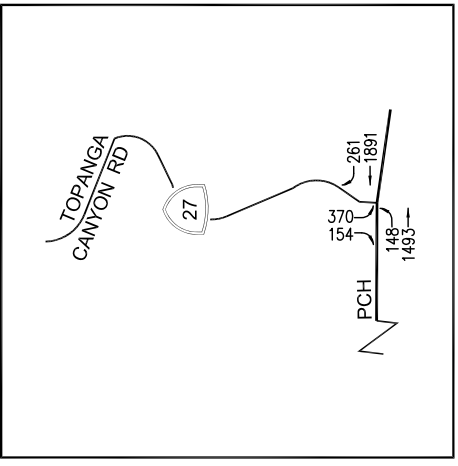
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

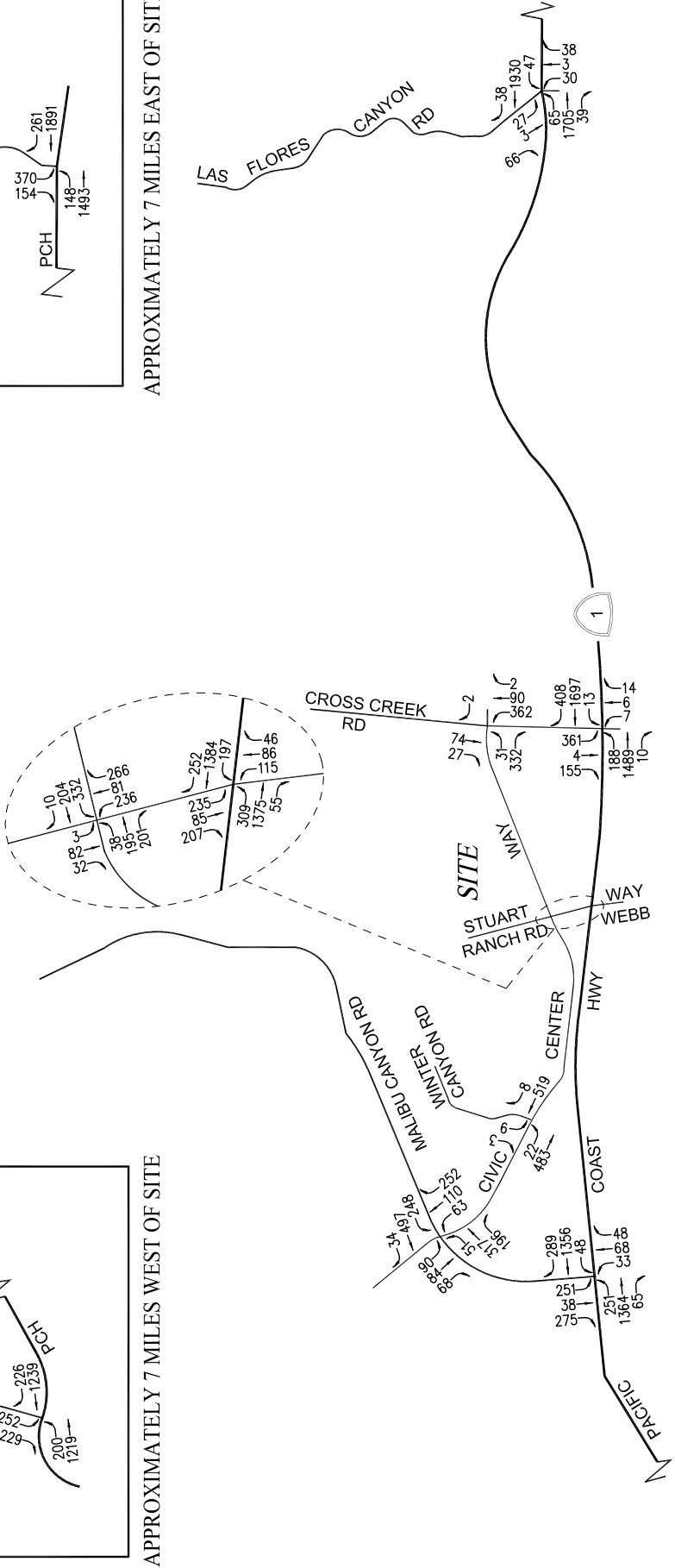
SMC MALIBU SATELLITE CAMPUS PROJECT



APPROXIMATELY 7 MILES WEST OF SITE



APPROXIMATELY 7 MILES EAST OF SITE



NOT TO SCALE



APPENDIX FIGURE F-28

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

SATURDAY MID-DAY PEAK HOUR

SMC MALIBU SATELLITE CAMPUS PROJECT

City Traffic Counters, LLC.
626-256-4171

File Name : Kanan_PCH
Site Code : 00000000
Start Date : 4/17/2012
Page No : 1

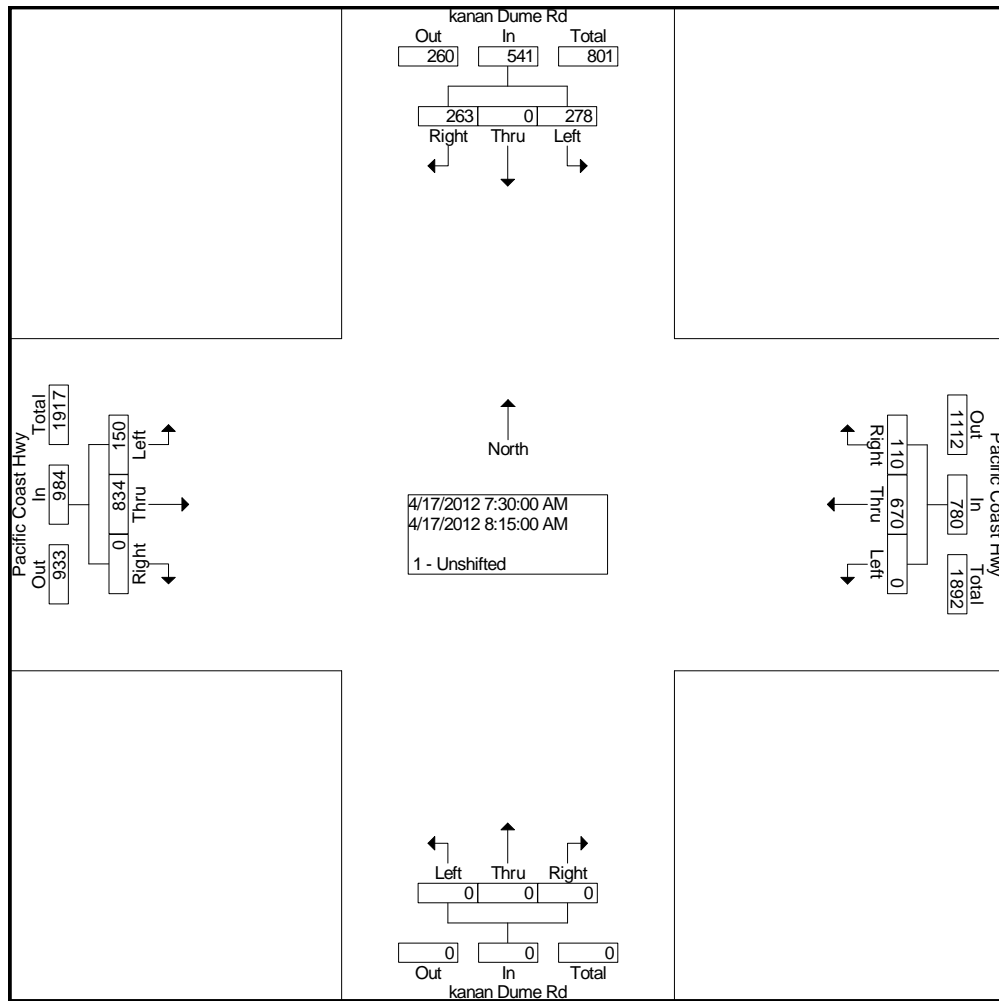
Groups Printed- 1 - Unshifted

Start Time	kanan Dume Rd Southbound			Pacific Coast Hwy Westbound			kanan Dume Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	82	0	38	0	102	20	0	0	0	22	197	0	461
07:15 AM	75	0	43	0	154	35	0	0	0	30	162	0	499
07:30 AM	84	0	73	0	215	23	0	0	0	31	176	0	602
07:45 AM	73	0	72	0	207	22	0	0	0	51	262	0	687
Total	314	0	226	0	678	100	0	0	0	134	797	0	2249
08:00 AM	54	0	62	0	124	31	0	0	0	25	220	0	516
08:15 AM	67	0	56	0	124	34	0	0	0	43	176	0	500
08:30 AM	73	0	47	0	126	29	0	0	0	43	184	0	502
08:45 AM	54	0	44	0	124	27	0	0	0	44	178	0	471
Total	248	0	209	0	498	121	0	0	0	155	758	0	1989
04:00 PM	42	0	49	0	236	49	0	0	0	64	232	0	672
04:15 PM	59	0	49	0	237	47	0	0	0	76	250	0	718
04:30 PM	52	0	45	0	254	55	0	0	0	79	234	0	719
04:45 PM	55	0	46	0	242	47	0	0	0	57	219	0	666
Total	208	0	189	0	969	198	0	0	0	276	935	0	2775
05:00 PM	53	0	60	0	254	57	0	0	0	69	219	0	712
05:15 PM	42	0	36	0	248	53	0	0	0	62	216	0	657
05:30 PM	71	0	45	0	204	50	0	0	0	72	235	0	677
05:45 PM	55	0	38	0	196	62	0	0	0	56	210	0	617
Total	221	0	179	0	902	222	0	0	0	259	880	0	2663
Grand Total	991	0	803	0	3047	641	0	0	0	824	3370	0	9676
Apprch %	55.2	0.0	44.8	0.0	82.6	17.4	0.0	0.0	0.0	19.6	80.4	0.0	
Total %	10.2	0.0	8.3	0.0	31.5	6.6	0.0	0.0	0.0	8.5	34.8	0.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Kanan_PCH
Site Code : 00000000
Start Date : 4/17/2012
Page No : 2

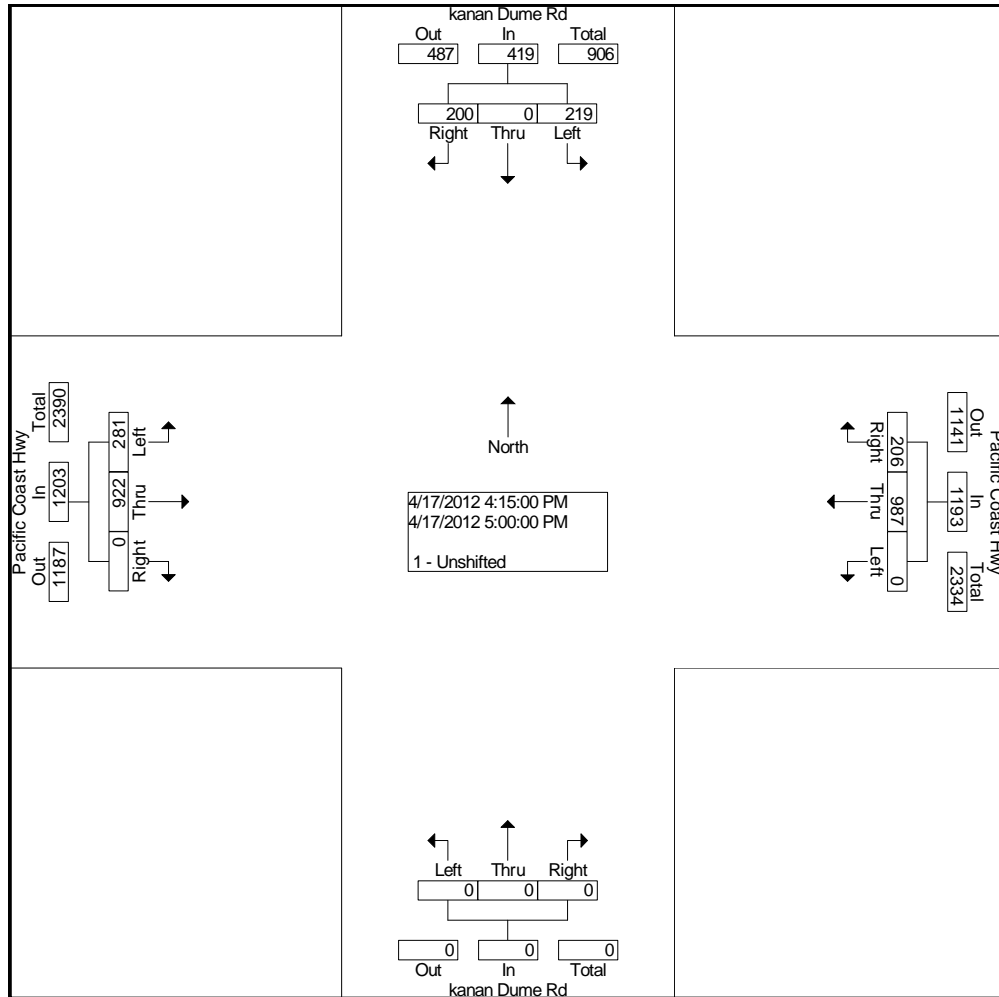
Start Time	kanan Dume Rd Southbound				Pacific Coast Hwy Westbound				kanan Dume Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	278	0	263	541	0	670	110	780	0	0	0	0	150	834	0	984	2305
Percent	51.4	0.0	48.6		0.0	85.9	14.1		0.0	0.0	0.0		15.2	84.8	0.0		
07:45																	
Volume	73	0	72	145	0	207	22	229	0	0	0	0	51	262	0	313	687
Peak Factor	0.839																
High Int.	07:30 AM				07:30 AM				6:45:00 AM				07:45 AM				
Volume	84	0	73	157	0	215	23	238	0	0	0	0	51	262	0	313	
Peak Factor	0.861				0.819								0.786				



City Traffic Counters, LLC.
626-256-4171

File Name : Kanan_PCH
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	kanan Dume Rd Southbound				Pacific Coast Hwy Westbound				kanan Dume Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	219	0	200	419	0	987	206	1193	0	0	0	0	281	922	0	1203	2815
Percent	52.3	0.0	47.7		0.0	82.7	17.3		0.0	0.0	0.0		23.4	76.6	0.0		
04:30																	
Volume	52	0	45	97	0	254	55	309	0	0	0	0	79	234	0	313	719
Peak Factor																	0.979
High Int.	05:00 PM				05:00 PM								04:15 PM				
Volume	53	0	60	113	0	254	57	311	0	0	0	0	76	250	0	326	
Peak Factor	0.927								0.959								0.923



City Traffic Counters, LLC.
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File Name : Kanan_PCH_B_P
Site Code : 00000000
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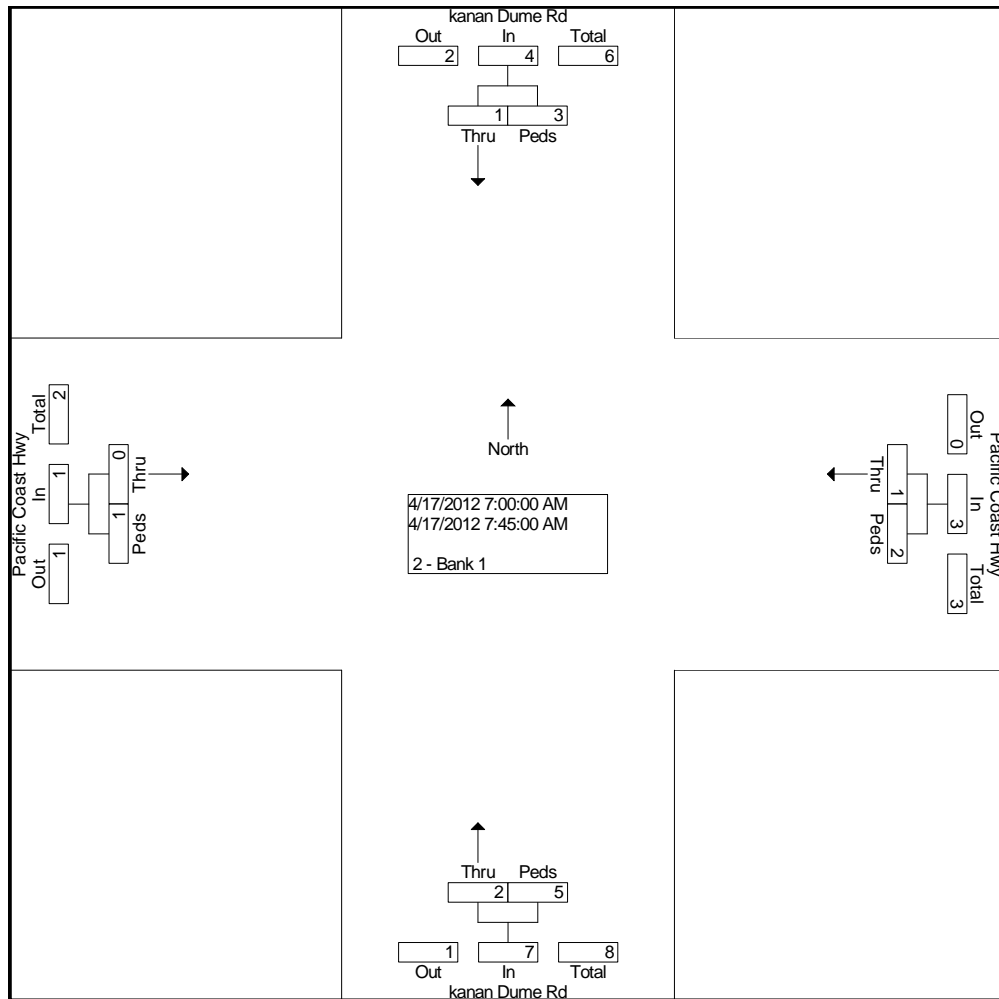
Groups Printed- 2 - Bank 1

Start Time	kanan Dume Rd Southbound		Pacific Coast Hwy Westbound		kanan Dume Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	1	0	1	1	3	0	0	6
07:15 AM	0	1	1	0	1	1	0	1	5
07:45 AM	1	1	0	1	0	1	0	0	4
Total	1	3	1	2	2	5	0	1	15
08:00 AM	0	0	0	0	0	4	0	0	4
08:15 AM	0	0	0	0	0	2	0	0	2
08:30 AM	2	0	1	0	0	1	0	1	5
08:45 AM	0	1	0	0	1	2	0	0	4
Total	2	1	1	0	1	9	0	1	15
04:15 PM	0	0	0	0	1	1	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	2
04:45 PM	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	2	3	0	0	5
05:00 PM	1	0	0	0	0	1	0	0	2
05:15 PM	2	0	1	0	1	0	0	1	5
05:30 PM	1	1	0	1	0	1	0	0	4
05:45 PM	2	0	1	0	0	0	0	1	4
Total	6	1	2	1	1	2	0	2	15
Grand Total	9	5	4	3	6	19	0	4	50
Apprch %	64.3	35.7	57.1	42.9	24.0	76.0	0.0	100.0	
Total %	18.0	10.0	8.0	6.0	12.0	38.0	0.0	8.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Kanan_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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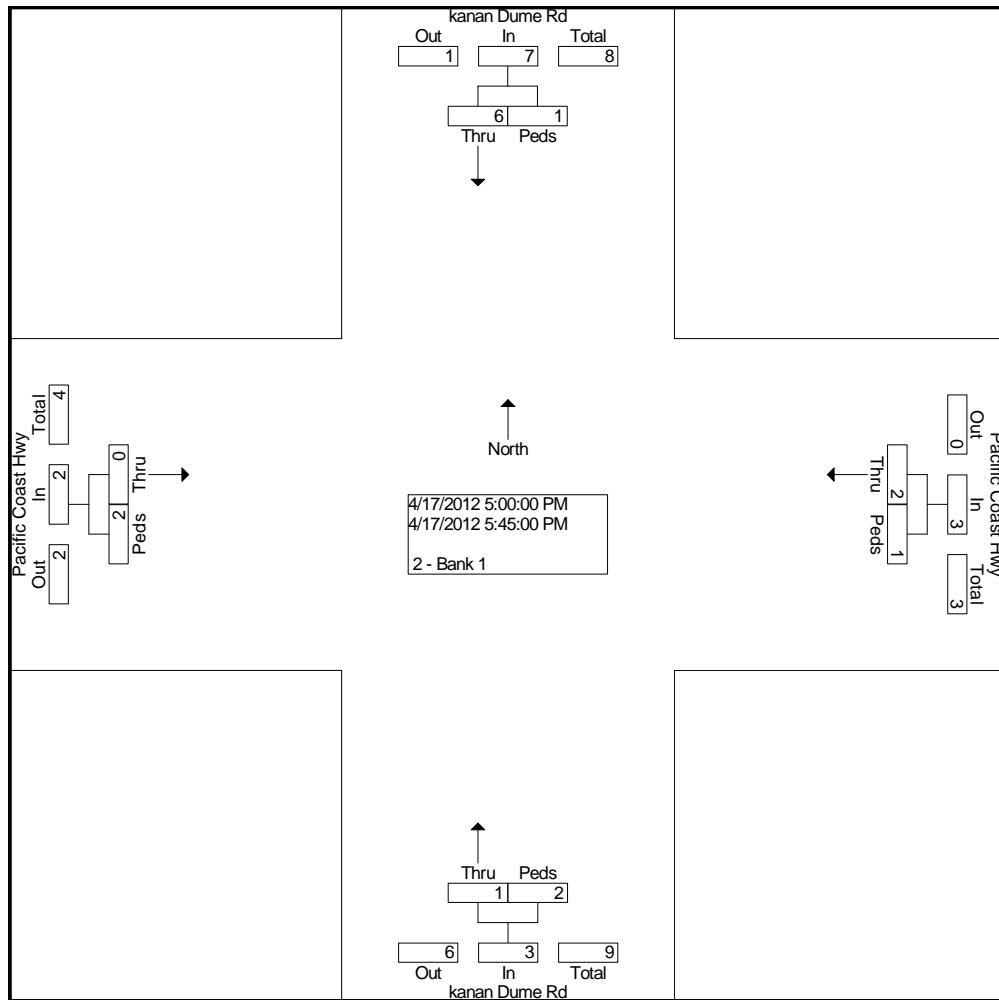
Start Time	kanan Dume Rd Southbound			Pacific Coast Hwy Westbound			kanan Dume Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:00 AM												
Volume	1	3	4	1	2	3	2	5	7	0	1	1	15
Percent	25.0	75.0		33.3	66.7		28.6	71.4		0.0	100.0		
07:00 Volume	0	1	1	0	1	1	1	3	4	0	0	0	6
Peak Factor	0.625												
High Int.	07:45 AM			07:00 AM			07:00 AM			07:15 AM			
Volume	1	1	2	0	1	1	1	3	4	0	1	1	
Peak Factor	0.500			0.750			0.438			0.250			



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File Name : Kanan_PCH_B_P
Site Code : 00000000
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Start Time	kanan Dume Rd Southbound			Pacific Coast Hwy Westbound			kanan Dume Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	6	1	7	2	1	3	1	2	3	0	2	2	15
Percent	85.7	14.3		66.7	33.3		33.3	66.7		0.0	100.0		
05:15 Volume	2	0	2	1	0	1	1	0	1	0	1	1	5
Peak Factor													
High Int.	05:15 PM												
Volume	2	0	2	1	0	1	0	1	1	0	1	1	0.750
Peak Factor	0.875			0.750			0.750			0.500			



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File Name : MC_CC
Site Code : 00000000
Start Date : 4/17/2012
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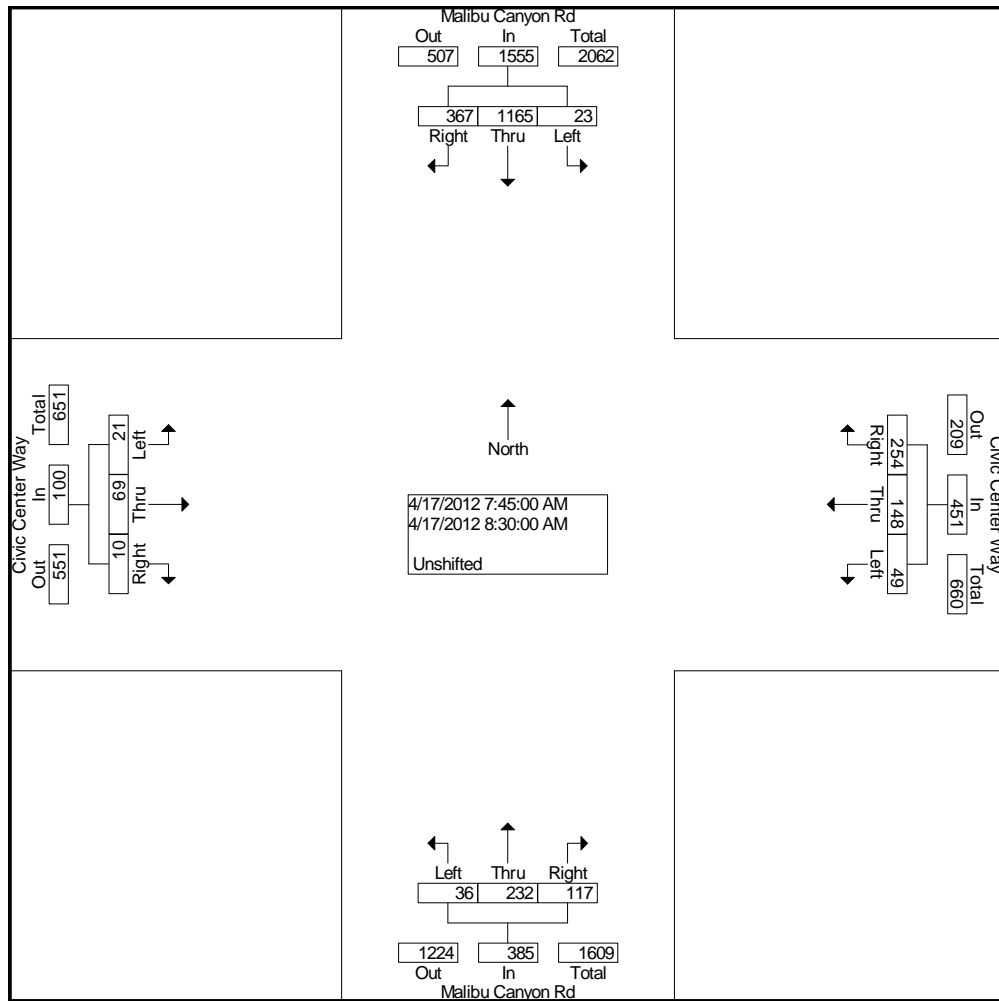
Groups Printed- Unshifted

Start Time	Malibu Canyon Rd Southbound			Civic Center Way Westbound			Malibu Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	8	295	36	6	9	41	4	28	34	7	4	3	475
07:15 AM	3	254	43	2	11	52	5	35	17	5	5	0	432
07:30 AM	9	271	82	6	33	60	1	49	25	7	26	0	569
07:45 AM	6	259	95	7	39	66	7	44	30	6	15	1	575
Total	26	1079	256	21	92	219	17	156	106	25	50	4	2051
08:00 AM	7	320	114	9	38	75	7	45	16	4	14	4	653
08:15 AM	5	308	81	7	38	58	7	61	22	4	10	1	602
08:30 AM	5	278	77	26	33	55	15	82	49	7	30	4	661
08:45 AM	30	242	52	18	30	68	13	51	7	4	12	3	530
Total	47	1148	324	60	139	256	42	239	94	19	66	12	2446
04:00 PM	27	77	6	15	21	107	5	121	5	40	29	15	468
04:15 PM	41	64	13	8	20	117	5	119	3	26	28	8	452
04:30 PM	45	87	12	7	21	115	4	130	2	30	27	9	489
04:45 PM	42	105	18	5	20	121	2	126	4	29	21	10	503
Total	155	333	49	35	82	460	16	496	14	125	105	42	1912
05:00 PM	36	90	8	5	18	99	14	106	8	51	32	19	486
05:15 PM	42	108	14	1	9	81	14	98	17	43	31	14	472
05:30 PM	39	103	22	2	25	115	8	95	13	26	32	7	487
05:45 PM	70	102	23	5	39	101	10	100	8	20	18	17	513
Total	187	403	67	13	91	396	46	399	46	140	113	57	1958
Grand Total	415	2963	696	129	404	1331	121	1290	260	309	334	115	8367
Apprch %	10.2	72.7	17.1	6.9	21.7	71.4	7.2	77.2	15.6	40.8	44.1	15.2	
Total %	5.0	35.4	8.3	1.5	4.8	15.9	1.4	15.4	3.1	3.7	4.0	1.4	

City Traffic Counters, LLC.
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File Name : MC_CC
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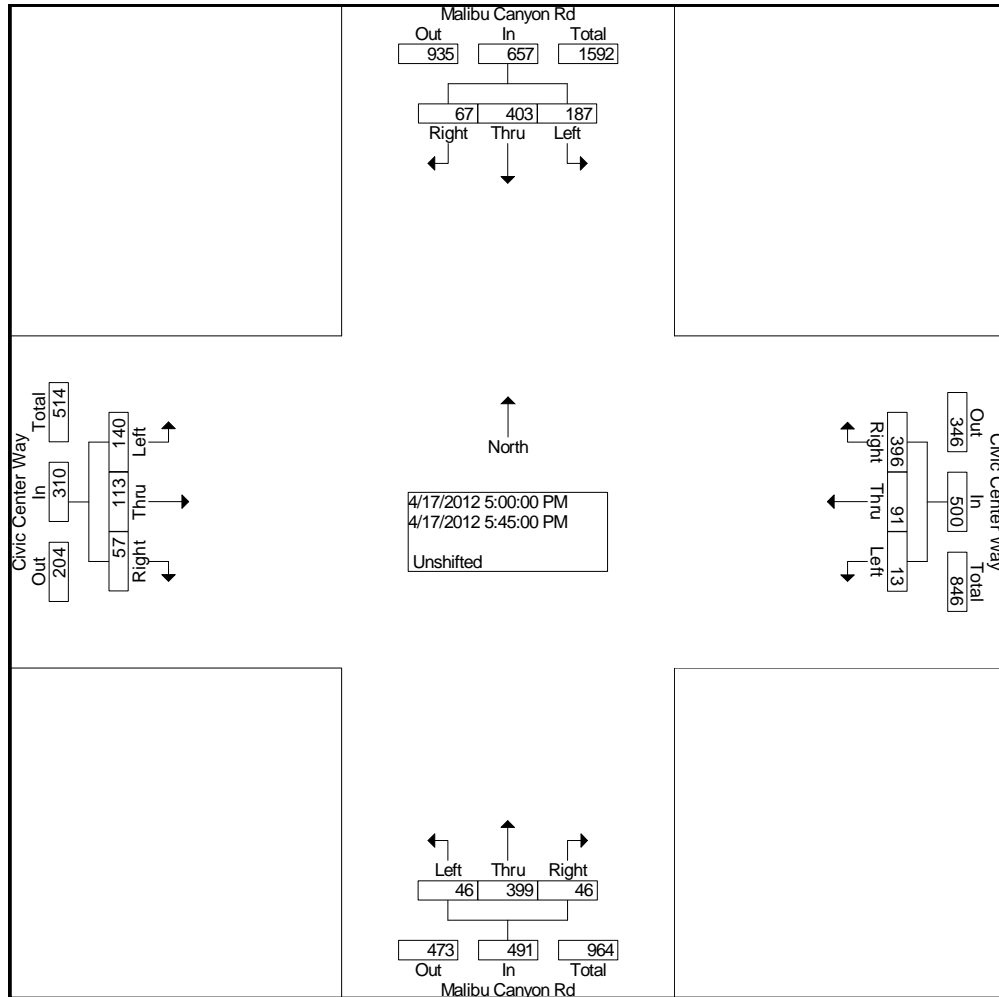
Start Time	Malibu Canyon Rd Southbound				Civic Center Way Westbound				Malibu Canyon Rd Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	23	1165	367	1555	49	148	254	451	36	232	117	385	21	69	10	100	2491
Percent	1.5	74.9	23.6		10.9	32.8	56.3		9.4	60.3	30.4		21.0	69.0	10.0		
08:30																	
Volume	5	278	77	360	26	33	55	114	15	82	49	146	7	30	4	41	661
Peak Factor	0.942																
High Int.	08:00 AM																
Volume	7	320	114	441	9	38	75	122	15	82	49	146	7	30	4	41	
Peak Factor	0.882				0.924				0.659				0.610				



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File Name : MC_CC
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Start Time	Malibu Canyon Rd Southbound				Civic Center Way Westbound				Malibu Canyon Rd Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	187	403	67	657	13	91	396	500	46	399	46	491	140	113	57	310	1958
Percent	28.5	61.3	10.2		2.6	18.2	79.2		9.4	81.3	9.4		45.2	36.5	18.4		
05:45																	
Volume	70	102	23	195	5	39	101	145	10	100	8	118	20	18	17	55	513
Peak Factor	0.954																
High Int.	05:45 PM																
Volume	70	102	23	195	5	39	101	145	14	98	17	129	51	32	19	102	
Peak Factor	0.842				0.862				0.952				0.760				



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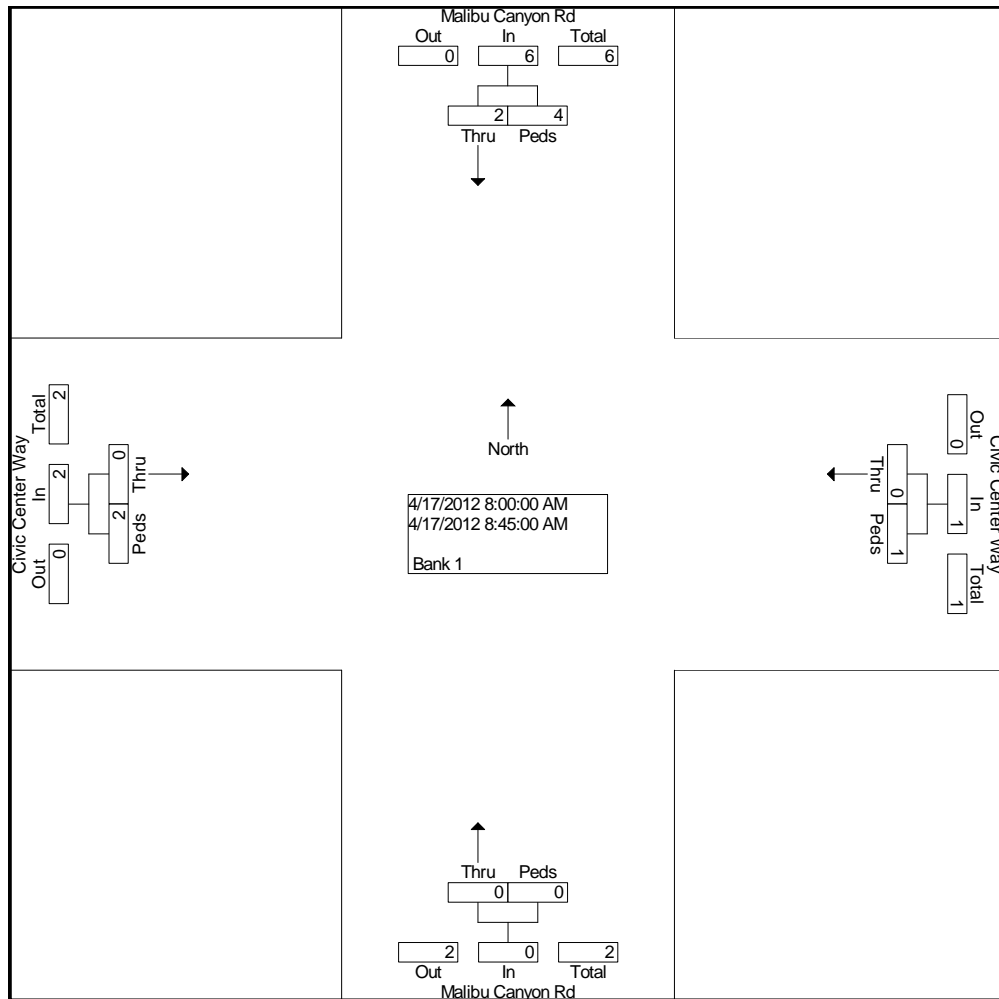
Groups Printed- Bank 1

Start Time	Malibu Canyon Rd Southbound		Civic Center Way Westbound		Malibu Canyon Rd Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	1	0	0	2
08:00 AM	2	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	2	2
08:30 AM	0	2	0	0	0	0	0	0	2
08:45 AM	0	2	0	0	0	0	0	0	2
Total	2	4	0	1	0	0	0	2	9
04:15 PM	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	2
05:15 PM	0	3	0	0	0	0	0	0	3
05:30 PM	0	2	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	1
Total	0	6	0	0	0	0	0	0	6
Grand Total	3	12	0	1	0	1	0	2	19
Apprch %	20.0	80.0	0.0	100.0	0.0	100.0	0.0	100.0	
Total %	15.8	63.2	0.0	5.3	0.0	5.3	0.0	10.5	

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File Name : MC_CC_B_P
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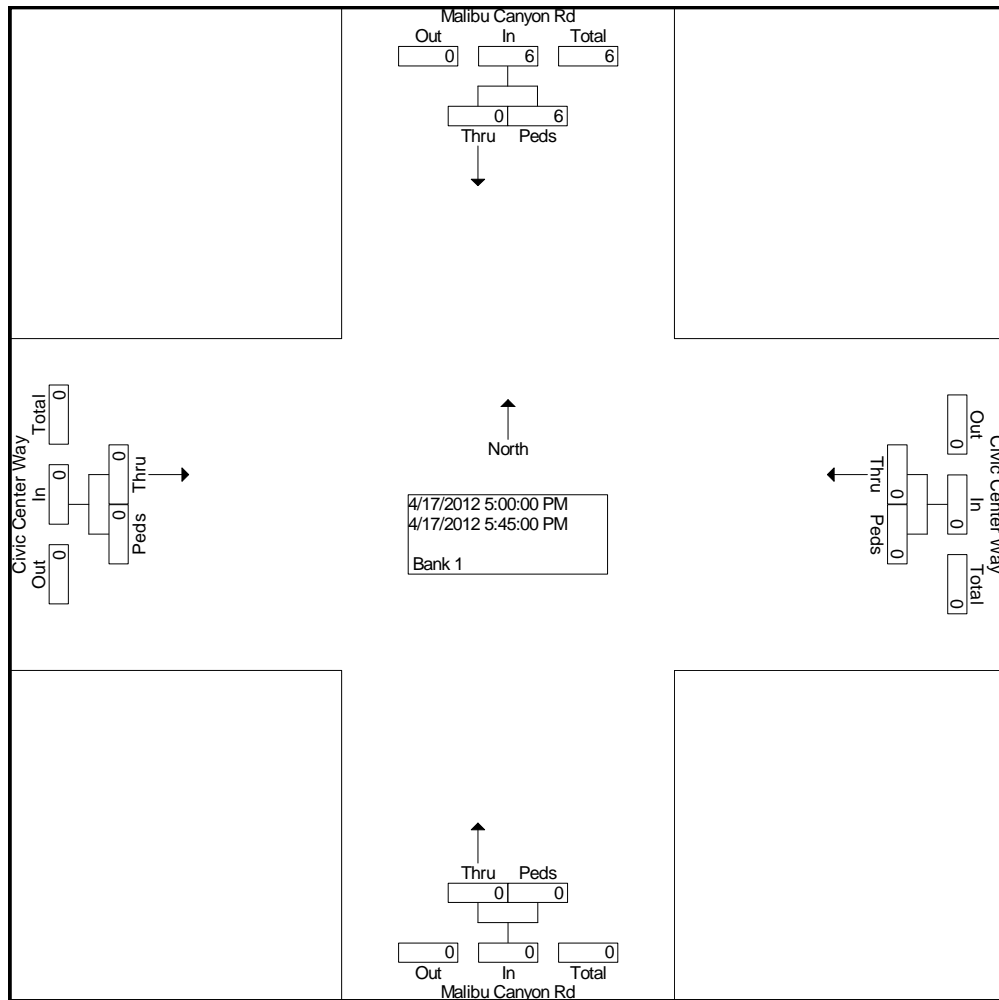
Start Time	Malibu Canyon Rd Southbound			Civic Center Way Westbound			Malibu Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	2	4	6	0	1	1	0	0	0	0	2	2	9
Percent	33.3	66.7		0.0	100.0		0.0	0.0		0.0	100.0		
08:00 Volume	2	0	2	0	1	1	0	0	0	0	0	0	3
Peak Factor	0.750												
High Int.	08:00 AM												
Volume	2	0	2	0	1	1	0	0	0	0	2	2	
Peak Factor	0.750			0.250						0.250			



City Traffic Counters, LLC.
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File Name : MC_CC_B_P
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	Malibu Canyon Rd Southbound			Civic Center Way Westbound			Malibu Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	0	6	6	0	0	0	0	0	0	0	0	0	6
Percent	0.0	100.0		0.0	0.0		0.0	0.0		0.0	0.0		
05:15 Volume	0	3	3	0	0	0	0	0	0	0	0	0	3
Peak Factor													0.500
High Int.	05:15 PM												
Volume	0	3	3										
Peak Factor													0.500



City Traffic Counters, LLC.
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File Name : MC_PCH
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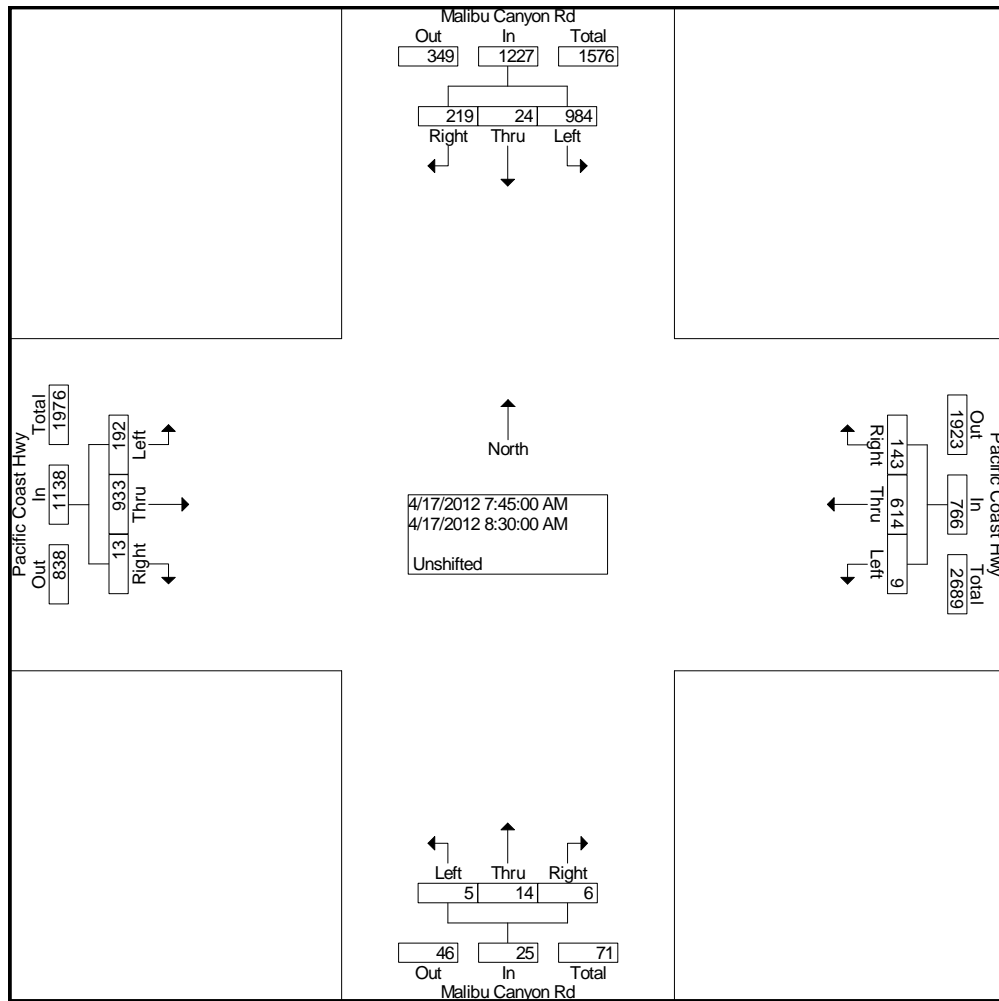
Groups Printed- Unshifted

Start Time	Malibu Canyon Rd Southbound			Pacific Coast Hwy Westbound			Malibu Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	239	0	63	2	104	42	1	0	0	22	262	1	736
07:15 AM	205	0	48	0	154	22	0	1	1	33	252	1	717
07:30 AM	216	1	59	1	186	16	0	0	1	53	244	0	777
07:45 AM	196	2	62	2	162	33	1	2	1	44	246	0	751
Total	856	3	232	5	606	113	2	3	3	152	1004	2	2981
08:00 AM	279	3	57	2	133	30	1	1	2	38	245	3	794
08:15 AM	267	7	54	4	155	44	2	7	1	42	219	7	809
08:30 AM	242	12	46	1	164	36	1	4	2	68	223	3	802
08:45 AM	201	4	62	3	158	35	0	2	1	35	239	6	746
Total	989	26	219	10	610	145	4	14	6	183	926	19	3151
04:00 PM	50	12	44	8	268	51	4	3	15	86	322	16	879
04:15 PM	47	6	28	12	274	54	6	3	9	67	268	9	783
04:30 PM	56	9	32	16	269	68	1	3	8	65	267	13	807
04:45 PM	77	2	35	7	261	60	3	5	3	65	288	8	814
Total	230	29	139	43	1072	233	14	14	35	283	1145	46	3283
05:00 PM	72	3	36	6	257	68	1	4	11	55	292	6	811
05:15 PM	79	3	35	8	266	66	8	2	2	60	267	6	802
05:30 PM	88	6	20	5	241	70	3	3	7	41	282	4	770
05:45 PM	89	6	25	4	257	75	4	1	8	45	285	5	804
Total	328	18	116	23	1021	279	16	10	28	201	1126	21	3187
Grand Total	2403	76	706	81	3309	770	36	41	72	819	4201	88	12602
Apprch %	75.4	2.4	22.2	1.9	79.5	18.5	24.2	27.5	48.3	16.0	82.2	1.7	
Total %	19.1	0.6	5.6	0.6	26.3	6.1	0.3	0.3	0.6	6.5	33.3	0.7	

City Traffic Counters, LLC.
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File Name : MC_PCH
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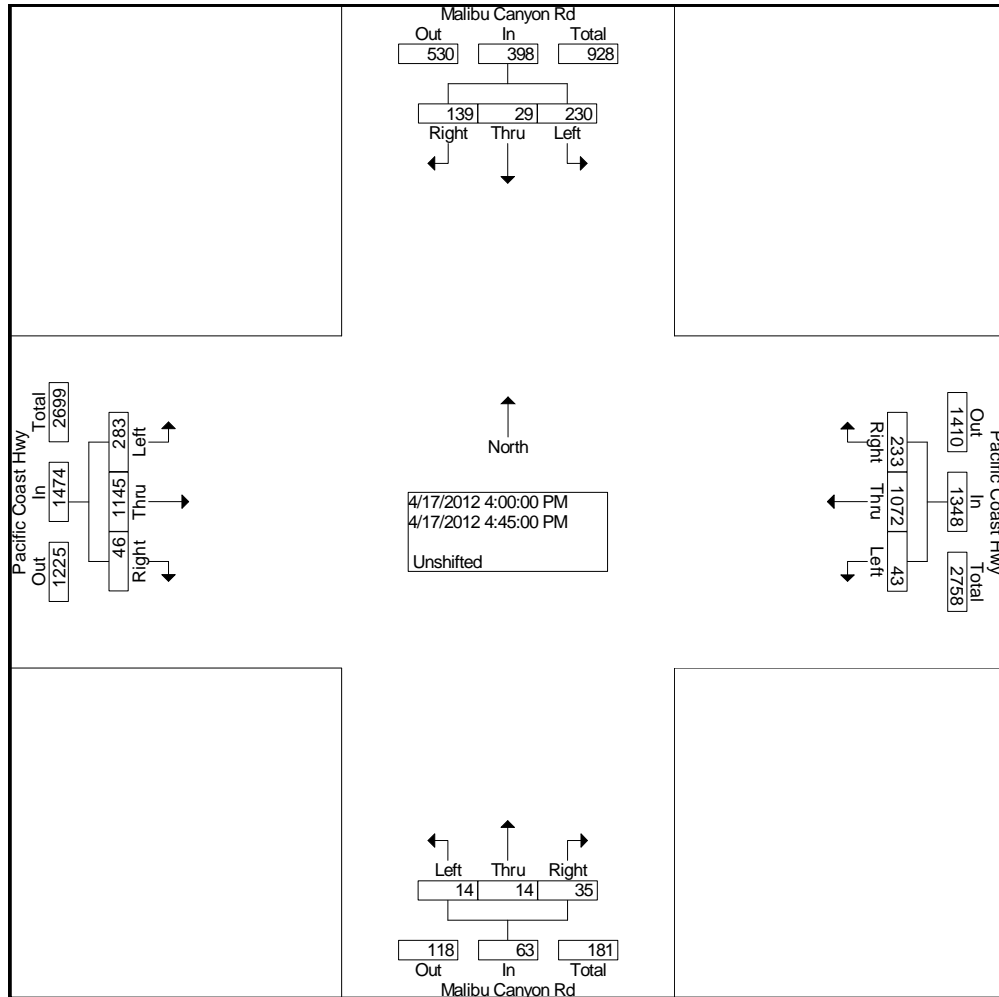
Start Time	Malibu Canyon Rd Southbound				Pacific Coast Hwy Westbound				Malibu Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Intersection	07:45 AM																			
Volume	984	24	219	1227	9	614	143	766	5	14	6	25	192	933	13	1138	3156			
Percent	80.2	2.0	17.8		1.2	80.2	18.7		20.0	56.0	24.0		16.9	82.0	1.1					
08:15																				
Volume	267	7	54	328	4	155	44	203	2	7	1	10	42	219	7	268	809			
Peak Factor	0.975																			
High Int.	08:00 AM																			
Volume	279	3	57	339	08:15 AM				08:15 AM				08:30 AM							
Peak Factor	0.905								0.943				0.625				0.968			



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File Name : MC_PCH
Site Code : 00000000
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Start Time	Malibu Canyon Rd Southbound				Pacific Coast Hwy Westbound				Malibu Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	230	29	139	398	43	1072	233	1348	14	14	35	63	283	1145	46	1474	3283
Percent	57.8	7.3	34.9		3.2	79.5	17.3		22.2	22.2	55.6		19.2	77.7	3.1		
04:00 Volume	50	12	44	106	8	268	51	327	4	3	15	22	86	322	16	424	879
Peak Factor	0.934																
High Int.	04:45 PM																
Volume	77	2	35	114	16	269	68	353	4	3	15	22	86	322	16	424	
Peak Factor	0.873				0.955				0.716				0.869				



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File Name : MC_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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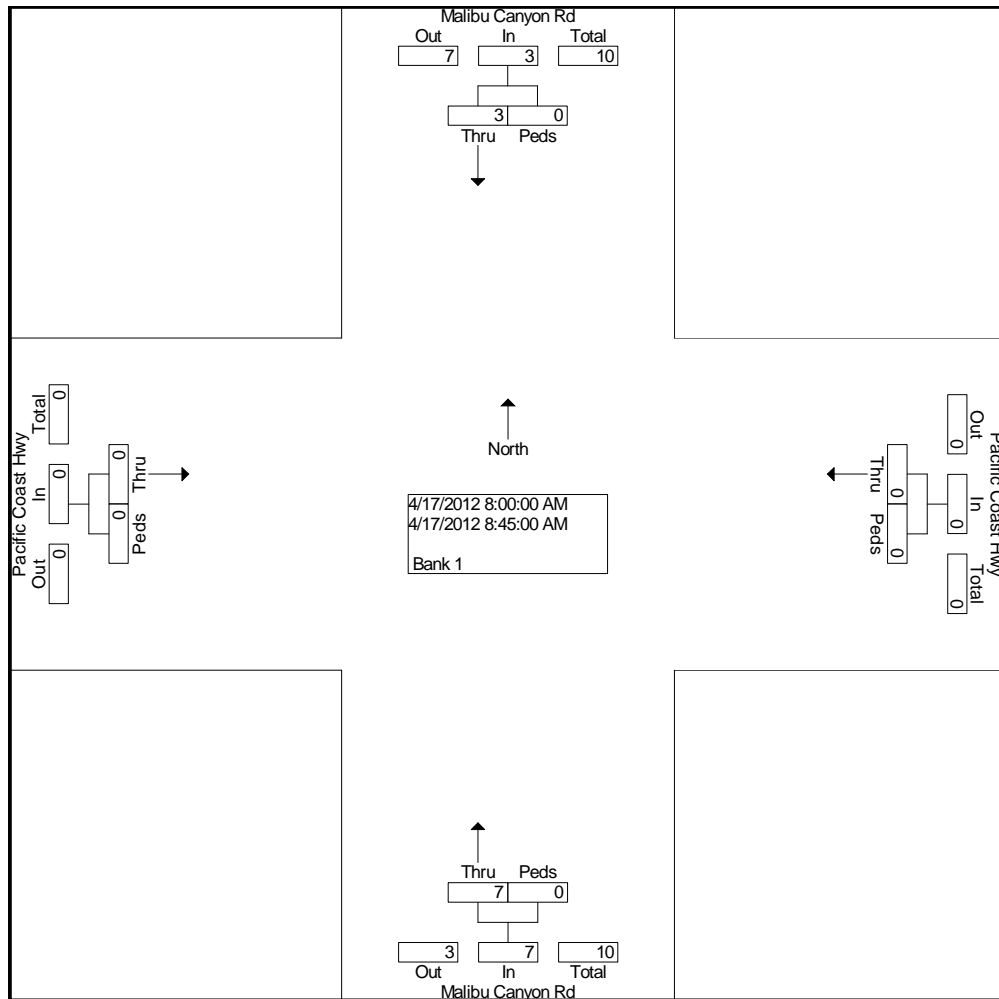
Groups Printed- Bank 1

Start Time	Malibu Canyon Rd Southbound		Pacific Coast Hwy Westbound		Malibu Canyon Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	1	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	4	0	0	0	4
08:00 AM	2	0	0	0	2	0	0	0	4
08:15 AM	1	0	0	0	1	0	0	0	2
08:30 AM	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	3	0	0	0	3
Total	3	0	0	0	7	0	0	0	10
04:15 PM	0	0	0	0	0	0	0	1	1
04:45 PM	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	2
05:15 PM	0	1	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	3	0	0	4
Total	0	2	0	0	0	3	0	0	5
Grand Total	3	3	0	0	11	3	0	1	21
Apprch %	50.0	50.0	0.0	0.0	78.6	21.4	0.0	100.0	
Total %	14.3	14.3	0.0	0.0	52.4	14.3	0.0	4.8	

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File Name : MC_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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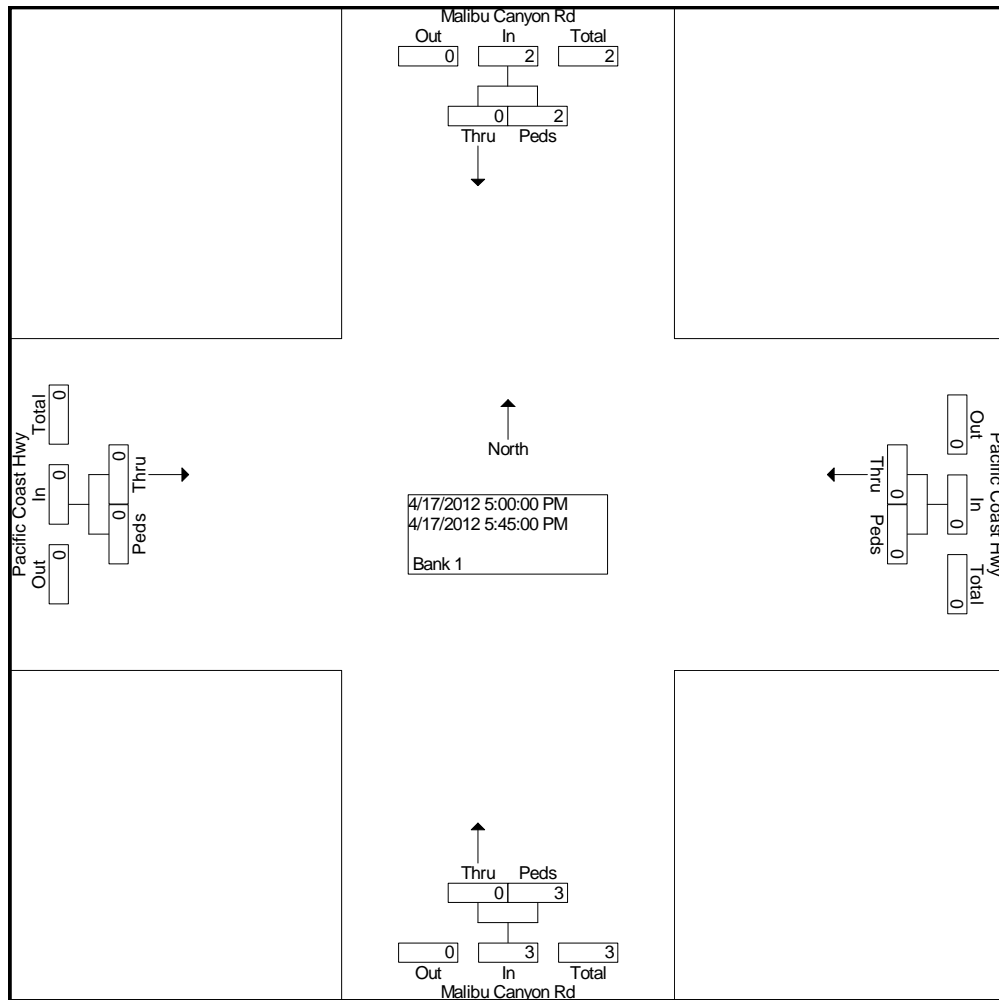
Start Time	Malibu Canyon Rd Southbound			Pacific Coast Hwy Westbound			Malibu Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	3	0	3	0	0	0	7	0	7	0	0	0	10
Percent	100.0	0.0		0.0	0.0		100.0	0.0		0.0	0.0		
08:00 Volume	2	0	2	0	0	0	2	0	2	0	0	0	4
Peak Factor	0.625												
High Int.	08:00 AM												
Volume	2	0	2	6:45:00 AM			08:45 AM			6:45:00 AM			
Peak Factor	0.375						0.583						



City Traffic Counters, LLC.
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File Name : MC_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	Malibu Canyon Rd Southbound			Pacific Coast Hwy Westbound			Malibu Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	0	2	2	0	0	0	0	3	3	0	0	0	5
Percent	0.0	100.0		0.0	0.0		0.0	100.0		0.0	0.0		
05:45 Volume	0	1	1	0	0	0	0	3	3	0	0	0	4
Peak Factor	0.313												
High Int.	05:15 PM												
Volume	0	1	1	0	0	0	0	3	3				
Peak Factor	0.500						0.250						



City Traffic Counters, LLC.
626-256-4171

File Name : Winter_CC
Site Code : 00000000
Start Date : 4/19/2012
Page No : 1

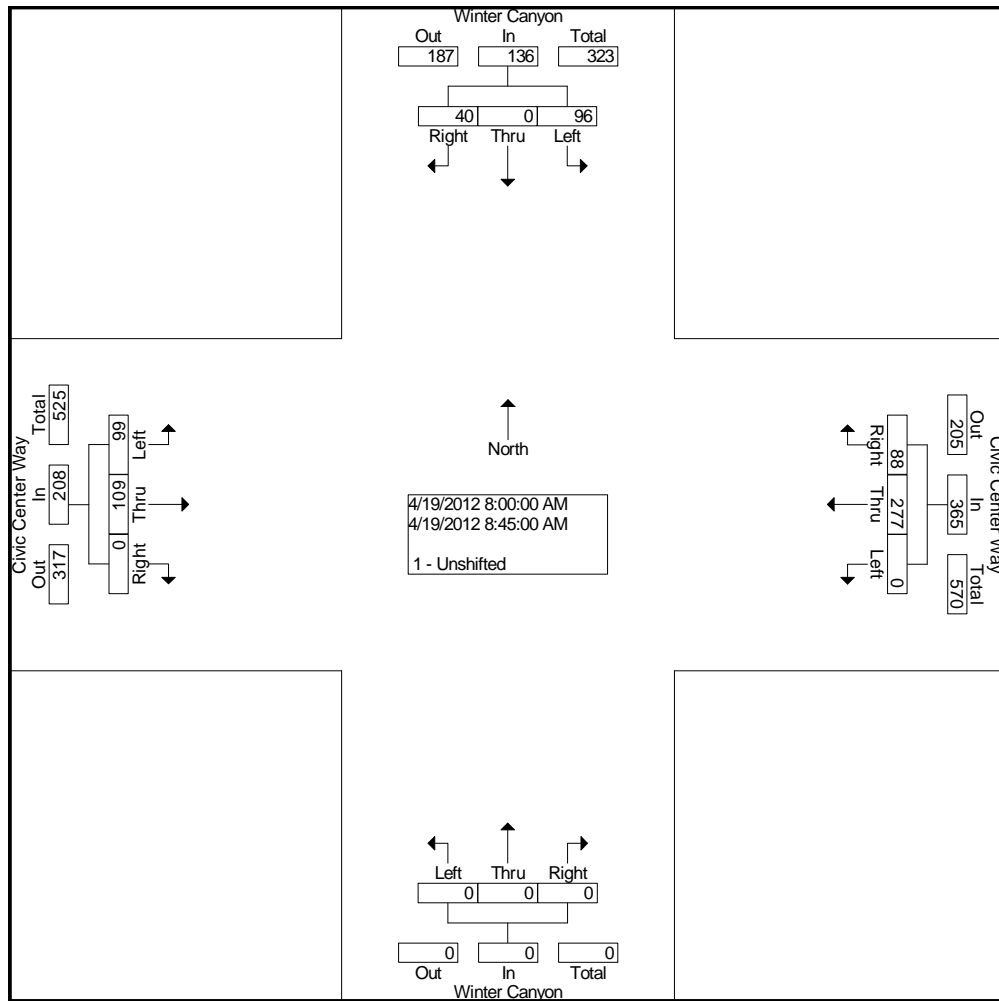
Groups Printed- 1 - Unshifted

Start Time	Winter Canyon Southbound			Civic Center Way Westbound			Winter Canyon Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	0	4	0	48	7	0	0	0	9	34	0	108
07:15 AM	10	0	2	0	64	6	0	0	0	4	24	0	110
07:30 AM	3	0	2	0	93	4	0	0	0	9	49	0	160
07:45 AM	7	0	1	0	99	8	0	0	0	15	19	0	149
Total	26	0	9	0	304	25	0	0	0	37	126	0	527
08:00 AM	6	0	4	0	11	4	0	0	0	11	25	0	61
08:15 AM	18	0	6	0	90	27	0	0	0	24	15	0	180
08:30 AM	51	0	16	0	83	44	0	0	0	57	21	0	272
08:45 AM	21	0	14	0	93	13	0	0	0	7	48	0	196
Total	96	0	40	0	277	88	0	0	0	99	109	0	709
04:00 PM	20	0	8	0	127	7	0	0	0	4	61	0	227
04:15 PM	4	0	8	0	139	5	0	0	0	8	62	0	226
04:30 PM	3	0	11	0	140	3	0	0	0	5	67	0	229
04:45 PM	9	0	13	0	159	5	0	0	0	2	76	0	264
Total	36	0	40	0	565	20	0	0	0	19	266	0	946
05:00 PM	3	0	4	0	127	0	0	0	0	1	70	0	205
05:15 PM	1	0	1	0	89	2	0	0	0	0	91	0	184
05:30 PM	1	0	2	0	143	0	0	0	0	0	82	0	228
05:45 PM	0	0	3	0	146	1	0	0	0	2	88	0	240
Total	5	0	10	0	505	3	0	0	0	3	331	0	857
Grand Total	163	0	99	0	1651	136	0	0	0	158	832	0	3039
Apprch %	62.2	0.0	37.8	0.0	92.4	7.6	0.0	0.0	0.0	16.0	84.0	0.0	
Total %	5.4	0.0	3.3	0.0	54.3	4.5	0.0	0.0	0.0	5.2	27.4	0.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Winter_CC
Site Code : 00000000
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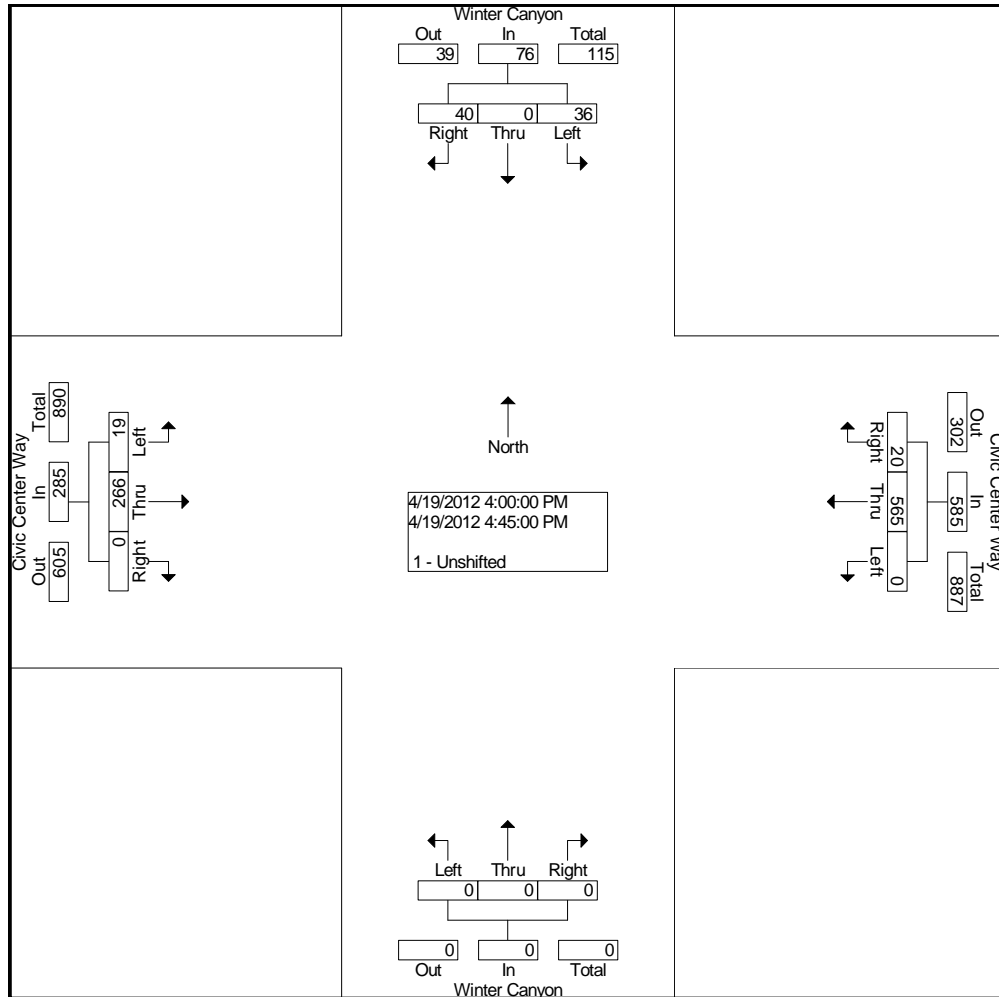
Start Time	Winter Canyon Southbound				Civic Center Way Westbound				Winter Canyon Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	96	0	40	136	0	277	88	365	0	0	0	0	99	109	0	208	709
Percent	70.6	0.0	29.4		0.0	75.9	24.1		0.0	0.0	0.0		47.6	52.4	0.0		
08:30 Volume	51	0	16	67	0	83	44	127	0	0	0	0	57	21	0	78	272
Peak Factor	0.652																
High Int.	08:30 AM				08:30 AM				6:45:00 AM				08:30 AM				
Volume	51	0	16	67	0	83	44	127	0	0	0	0	57	21	0	78	
Peak Factor	0.507				0.719								0.667				



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File Name : Winter_CC
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Start Time	Winter Canyon Southbound				Civic Center Way Westbound				Winter Canyon Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	36	0	40	76	0	565	20	585	0	0	0	0	19	266	0	285	946
Percent	47.4	0.0	52.6		0.0	96.6	3.4		0.0	0.0	0.0		6.7	93.3	0.0		
04:45																	
Volume	9	0	13	22	0	159	5	164	0	0	0	0	2	76	0	78	264
Peak Factor	0.896																
High Int.	04:00 PM																
Volume	20	0	8	28	0	159	5	164	0	0	0	0	2	76	0	78	
Peak Factor	0.679				0.892				0.913								



City Traffic Counters, LLC.
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File Name : Winter_CC_B_P
Site Code : 00000000
Start Date : 4/19/2012
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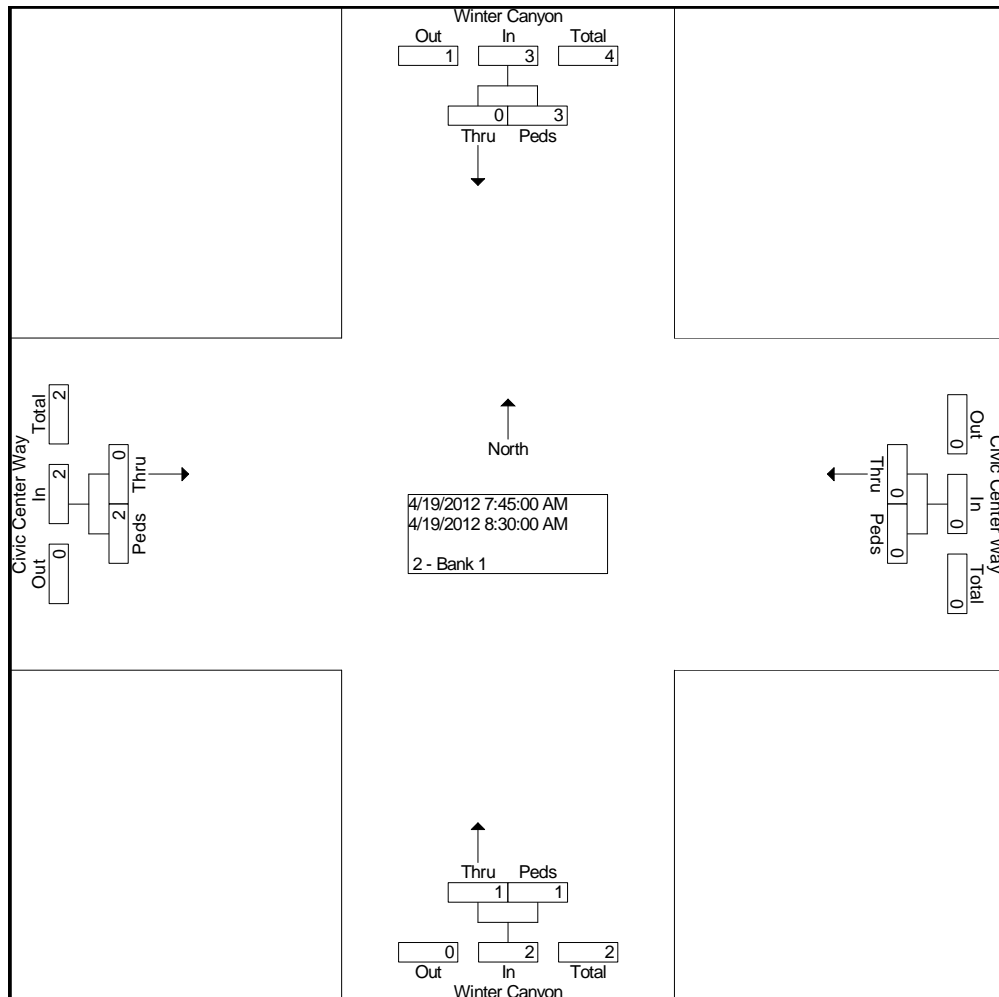
Groups Printed- 2 - Bank 1

Start Time	Winter Canyon Southbound		Civic Center Way Westbound		Winter Canyon Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:30 AM	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	1	0	0	1
08:30 AM	0	3	0	0	1	0	0	2	6
Total	0	3	0	0	1	1	0	2	7
05:00 PM	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	1	0	0	2
Grand Total	0	4	0	0	1	2	0	3	10
Apprch %	0.0	100.0	0.0	0.0	33.3	66.7	0.0	100.0	
Total %	0.0	40.0	0.0	0.0	10.0	20.0	0.0	30.0	

City Traffic Counters, LLC.
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File Name : Winter_CC_B_P
Site Code : 00000000
Start Date : 4/19/2012
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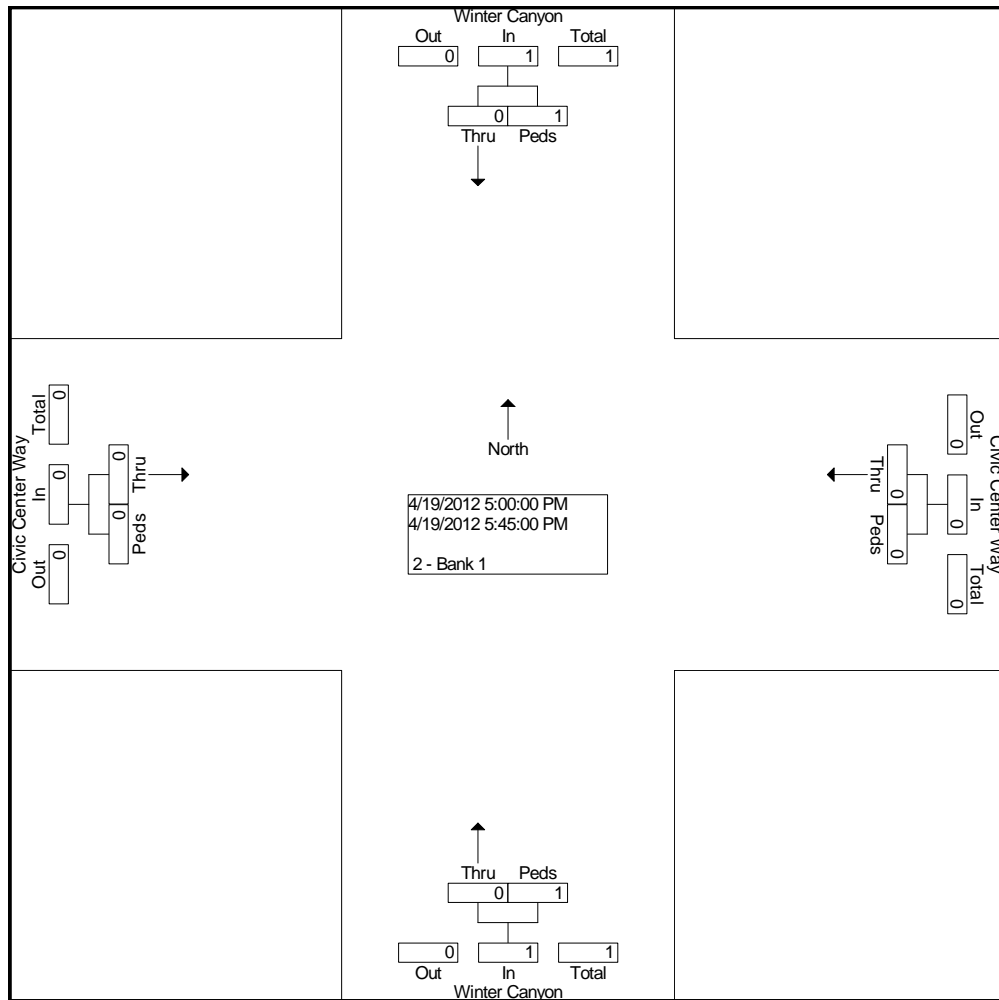
Start Time	Winter Canyon Southbound			Civic Center Way Westbound			Winter Canyon Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	0	3	3	0	0	0	1	1	2	0	2	2	7
Percent	0.0	100.0		0.0	0.0		50.0	50.0		0.0	100.0		
08:30 Volume	0	3	3	0	0	0	1	0	1	0	2	2	6
Peak Factor	0.292												
High Int.	08:30 AM			6:45:00 AM			08:15 AM			08:30 AM			
Volume	0	3	3	0	0	0	0	1	1	0	2	2	
Peak Factor	0.250						0.500			0.250			



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File Name : Winter_CC_B_P
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Start Time	Winter Canyon Southbound			Civic Center Way Westbound			Winter Canyon Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	0	1	1	0	0	0	0	1	1	0	0	0	2
Percent	0.0	100.0		0.0	0.0		0.0	100.0		0.0	0.0		
05:45 Volume	0	0	0	0	0	0	0	1	1	0	0	0	1
Peak Factor													
High Int.	05:00 PM												
Volume	0	1	1	0	0	0	0	1	1				0.500
Peak Factor	0.250						0.250						



City Traffic Counters, LLC.
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File Name : Stuart
Site Code : 00000000
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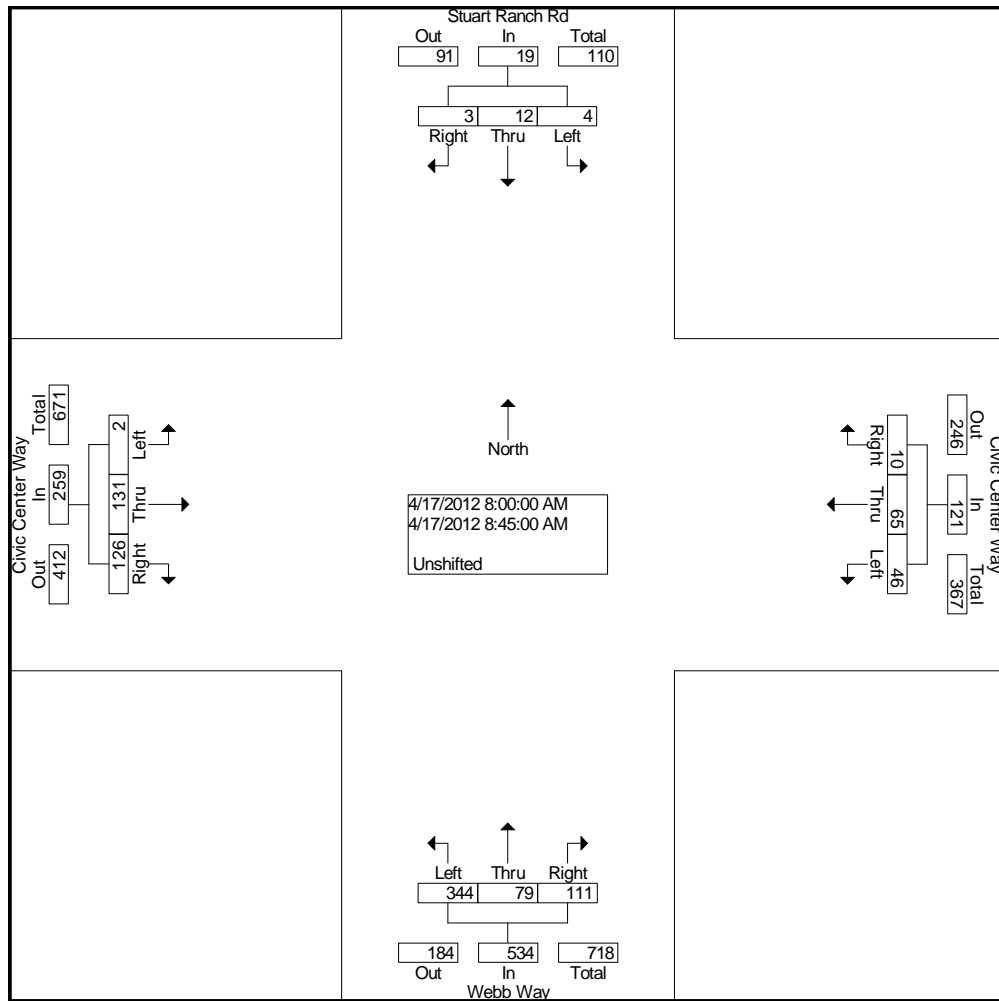
Groups Printed- Unshifted

Start Time	Stuart Ranch Rd Southbound			Civic Center Way Westbound			Webb Way Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	14	2	8	14	0	32	10	10	2	8	22	124
07:15 AM	0	1	0	10	15	2	53	13	16	3	7	26	146
07:30 AM	2	2	0	10	21	0	67	19	14	5	28	29	197
07:45 AM	1	1	0	16	22	3	58	25	37	2	20	31	216
Total	5	18	2	44	72	5	210	67	77	12	63	108	683
08:00 AM	1	2	0	14	14	2	85	20	27	0	22	24	211
08:15 AM	0	5	0	14	14	0	82	18	32	1	30	18	214
08:30 AM	0	0	0	14	18	2	103	21	25	1	37	37	258
08:45 AM	3	5	3	4	19	6	74	20	27	0	42	47	250
Total	4	12	3	46	65	10	344	79	111	2	131	126	933
04:00 PM	8	16	4	15	44	2	84	22	28	1	23	69	316
04:15 PM	1	7	1	18	39	1	101	10	12	0	19	63	272
04:30 PM	2	10	3	12	36	6	115	5	16	1	9	57	272
04:45 PM	1	3	3	10	35	1	120	6	10	1	12	62	264
Total	12	36	11	55	154	10	420	43	66	3	63	251	1124
05:00 PM	2	9	4	11	35	2	118	6	14	1	17	67	286
05:15 PM	1	3	5	11	48	1	121	3	13	0	21	83	310
05:30 PM	1	9	9	10	38	3	129	3	12	0	15	77	306
05:45 PM	2	7	8	11	33	2	125	9	15	0	17	67	296
Total	6	28	26	43	154	8	493	21	54	1	70	294	1198
Grand Total	27	94	42	188	445	33	1467	210	308	18	327	779	3938
Apprch %	16.6	57.7	25.8	28.2	66.8	5.0	73.9	10.6	15.5	1.6	29.1	69.3	
Total %	0.7	2.4	1.1	4.8	11.3	0.8	37.3	5.3	7.8	0.5	8.3	19.8	

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File Name : Stuart
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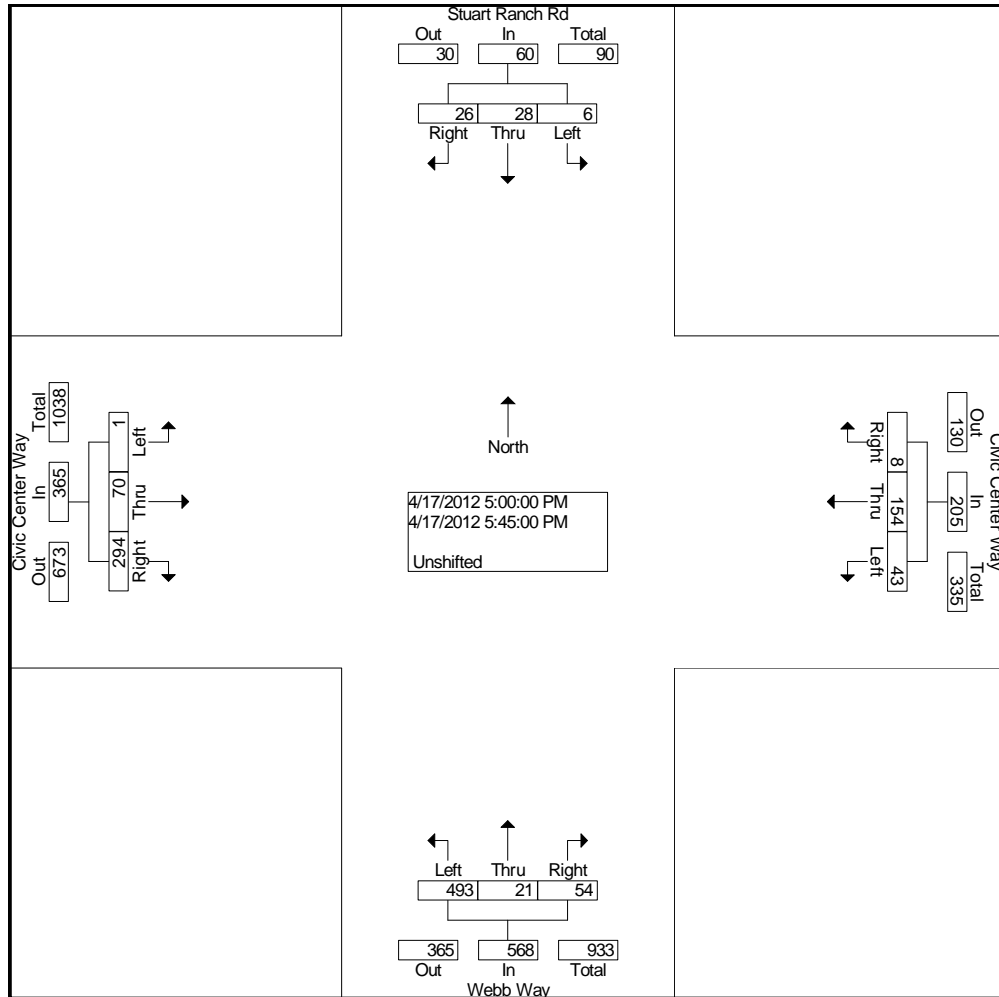
Start Time	Stuart Ranch Rd Southbound				Civic Center Way Westbound				Webb Way Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	4	12	3	19	46	65	10	121	344	79	111	534	2	131	126	259	933
Percent	21.1	63.2	15.8		38.0	53.7	8.3		64.4	14.8	20.8		0.8	50.6	48.6		
08:30 Volume	0	0	0	0	14	18	2	34	103	21	25	149	1	37	37	75	258
Peak Factor	0.904																
High Int.	08:45 AM																
Volume	3	5	3	11	14	18	2	34	103	21	25	149	0	42	47	89	
Peak Factor	0.432				0.890				0.896				0.728				



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File Name : Stuart
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	Stuart Ranch Rd Southbound				Civic Center Way Westbound				Webb Way Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	6	28	26	60	43	154	8	205	493	21	54	568	1	70	294	365	1198
Percent	10.0	46.7	43.3		21.0	75.1	3.9		86.8	3.7	9.5		0.3	19.2	80.5		
05:15																	
Volume	1	3	5	9	11	48	1	60	121	3	13	137	0	21	83	104	310
Peak Factor	0.966																
High Int.	05:30 PM																
Volume	1	9	9	19	11	48	1	60	125	9	15	149	0	21	83	104	
Peak Factor	0.789				0.854				0.953				0.877				



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File Name : Stuart_B_P
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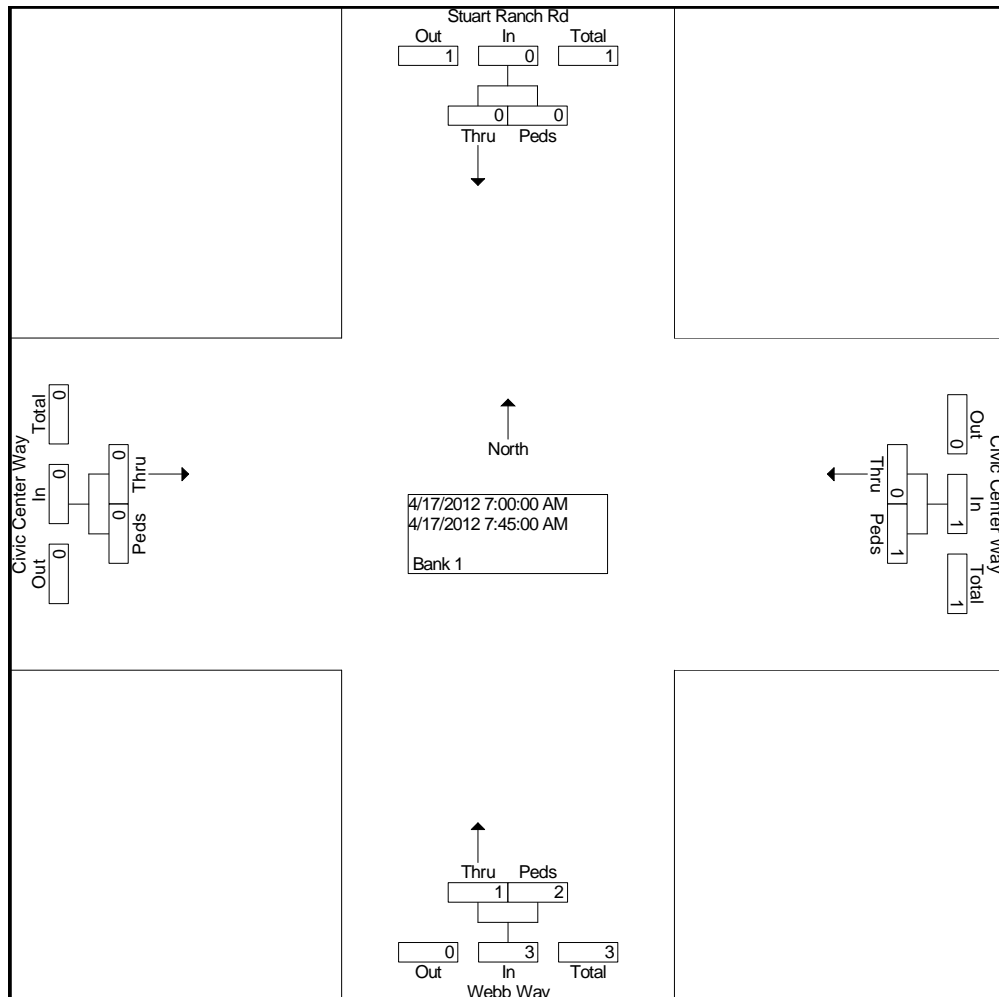
Groups Printed- Bank 1

Start Time Factor	Stuart Ranch Rd Southbound		Civic Center Way Westbound		Webb Way Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:15 AM	0	0	0	0	1	2	0	0	3
07:30 AM	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	4
08:15 AM	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	0	1
Total	0	0	0	1	0	1	0	0	2
04:15 PM	0	1	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	2	0	0	0	0	2
Total	0	0	0	2	0	0	0	0	2
Grand Total	0	2	0	4	1	3	0	0	10
Apprch %	0.0	100.0	0.0	100.0	25.0	75.0	0.0	0.0	
Total %	0.0	20.0	0.0	40.0	10.0	30.0	0.0	0.0	

City Traffic Counters, LLC.
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File Name : Stuart_B_P
Site Code : 00000000
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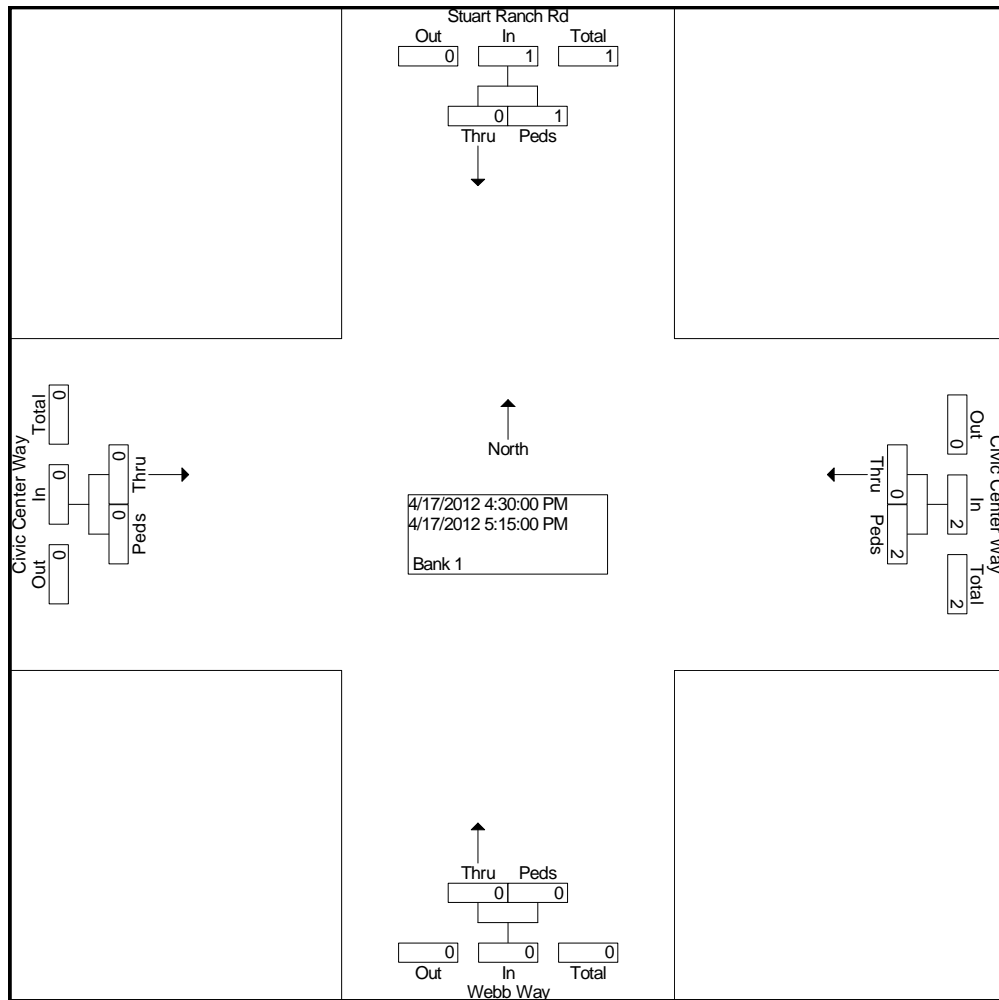
Start Time	Stuart Ranch Rd Southbound			Civic Center Way Westbound			Webb Way Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:00 AM												
Volume	0	0	0	0	1	1	1	2	3	0	0	0	4
Percent	0.0	0.0		0.0	100.0		33.3	66.7		0.0	0.0		
07:15 Volume	0	0	0	0	0	0	1	2	3	0	0	0	3
Peak Factor													
High Int.	6:45:00 AM												
Volume	0	0	0	0	1	1	1	2	3	6:45:00 AM			
Peak Factor							0.250						0.333



City Traffic Counters, LLC.
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File Name : Stuart_B_P
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Start Time	Stuart Ranch Rd Southbound			Civic Center Way Westbound			Webb Way Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:30 PM												
Volume	0	1	1	0	2	2	0	0	0	0	0	0	3
Percent	0.0	100.0		0.0	100.0		0.0	0.0		0.0	0.0		
05:15 Volume	0	0	0	0	2	2	0	0	0	0	0	0	2
Peak Factor	0.375												
High Int.	04:30 PM												
Volume	0	1	1	0	2	2							
Peak Factor	0.250			0.250									



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File Name : WW_PCH
Site Code : 00000000
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Page No : 1

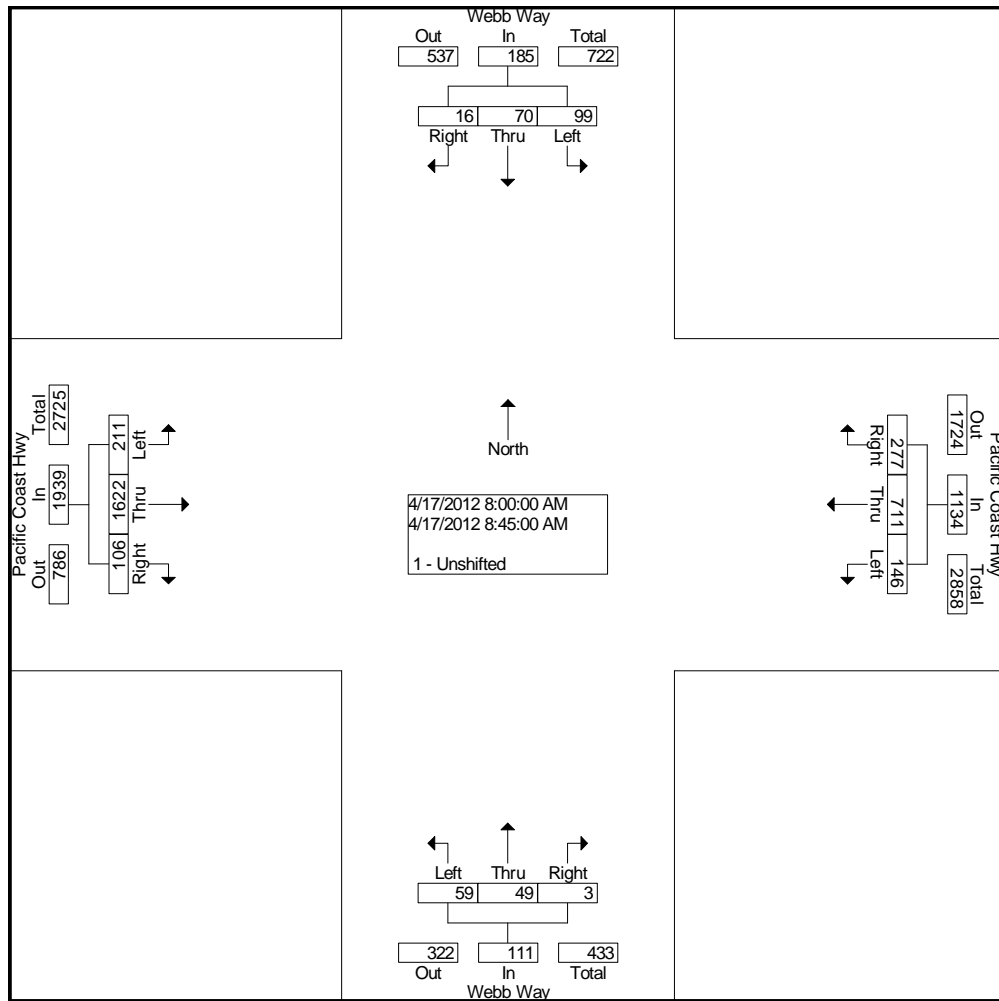
Groups Printed- 1 - Unshifted

Start Time	Webb Way Southbound			Pacific Coast Hwy Westbound			Webb Way Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	29	12	5	30	151	34	0	6	0	17	436	21	741
07:15 AM	22	9	6	20	169	49	7	9	3	28	409	18	749
07:30 AM	26	11	5	26	183	63	6	7	2	29	401	11	770
07:45 AM	27	13	6	29	166	69	11	13	0	36	407	14	791
Total	104	45	22	105	669	215	24	35	5	110	1653	64	3051
08:00 AM	19	18	3	30	166	70	7	10	1	52	455	28	859
08:15 AM	21	16	2	32	177	65	22	13	1	56	410	27	842
08:30 AM	29	15	4	43	180	83	19	15	0	50	380	27	845
08:45 AM	30	21	7	41	188	59	11	11	1	53	377	24	823
Total	99	70	16	146	711	277	59	49	3	211	1622	106	3369
04:00 PM	42	41	20	52	285	72	27	19	2	42	332	24	958
04:15 PM	48	35	5	55	314	64	23	15	1	44	299	13	916
04:30 PM	47	26	4	60	280	70	46	22	2	46	311	10	924
04:45 PM	44	21	10	68	267	82	31	17	3	36	311	15	905
Total	181	123	39	235	1146	288	127	73	8	168	1253	62	3703
05:00 PM	56	23	9	50	290	73	30	28	5	35	323	10	932
05:15 PM	64	27	5	62	277	80	33	22	1	35	293	18	917
05:30 PM	66	21	5	57	261	97	21	20	0	29	340	12	929
05:45 PM	64	18	5	49	283	101	33	21	5	27	333	15	954
Total	250	89	24	218	1111	351	117	91	11	126	1289	55	3732
Grand Total	634	327	101	704	3637	1131	327	248	27	615	5817	287	13855
Apprch %	59.7	30.8	9.5	12.9	66.5	20.7	54.3	41.2	4.5	9.2	86.6	4.3	
Total %	4.6	2.4	0.7	5.1	26.3	8.2	2.4	1.8	0.2	4.4	42.0	2.1	

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File Name : WW_PCH
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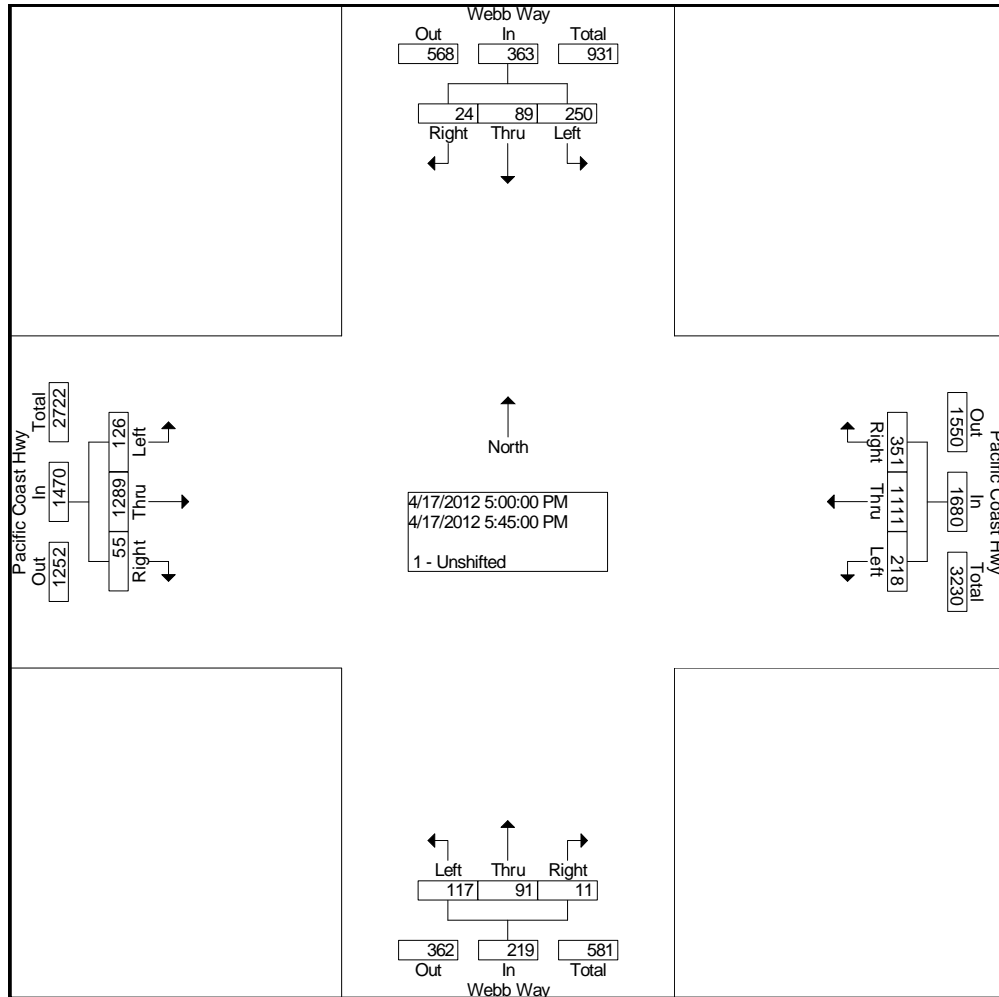
Start Time	Webb Way Southbound				Pacific Coast Hwy Westbound				Webb Way Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	99	70	16	185	146	711	277	1134	59	49	3	111	211	1622	106	1939	3369
Percent	53.5	37.8	8.6		12.9	62.7	24.4		53.2	44.1	2.7		10.9	83.7	5.5		
08:00 Volume	19	18	3	40	30	166	70	266	7	10	1	18	52	455	28	535	859
Peak Factor	0.981																
High Int.	08:45 AM				08:30 AM				08:15 AM				08:00 AM				
Volume	30	21	7	58	43	180	83	306	22	13	1	36	52	455	28	535	
Peak Factor	0.797				0.926				0.771				0.906				



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File Name : WW_PCH
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	Webb Way Southbound				Pacific Coast Hwy Westbound				Webb Way Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	250	89	24	363	218	1111	351	1680	117	91	11	219	126	1289	55	1470	3732
Percent	68.9	24.5	6.6		13.0	66.1	20.9		53.4	41.6	5.0		8.6	87.7	3.7		
05:45																	
Volume	64	18	5	87	49	283	101	433	33	21	5	59	27	333	15	375	954
Peak Factor	0.978																
High Int.	05:15 PM																
Volume	64	27	5	96	05:45 PM				05:00 PM				05:30 PM				
Peak Factor	0.945								0.970				0.869				
					49	283	101	433	30	28	5	63	29	340	12	381	



City Traffic Counters, LLC.
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File Name : WW_PCH_B_P
Site Code : 00000000
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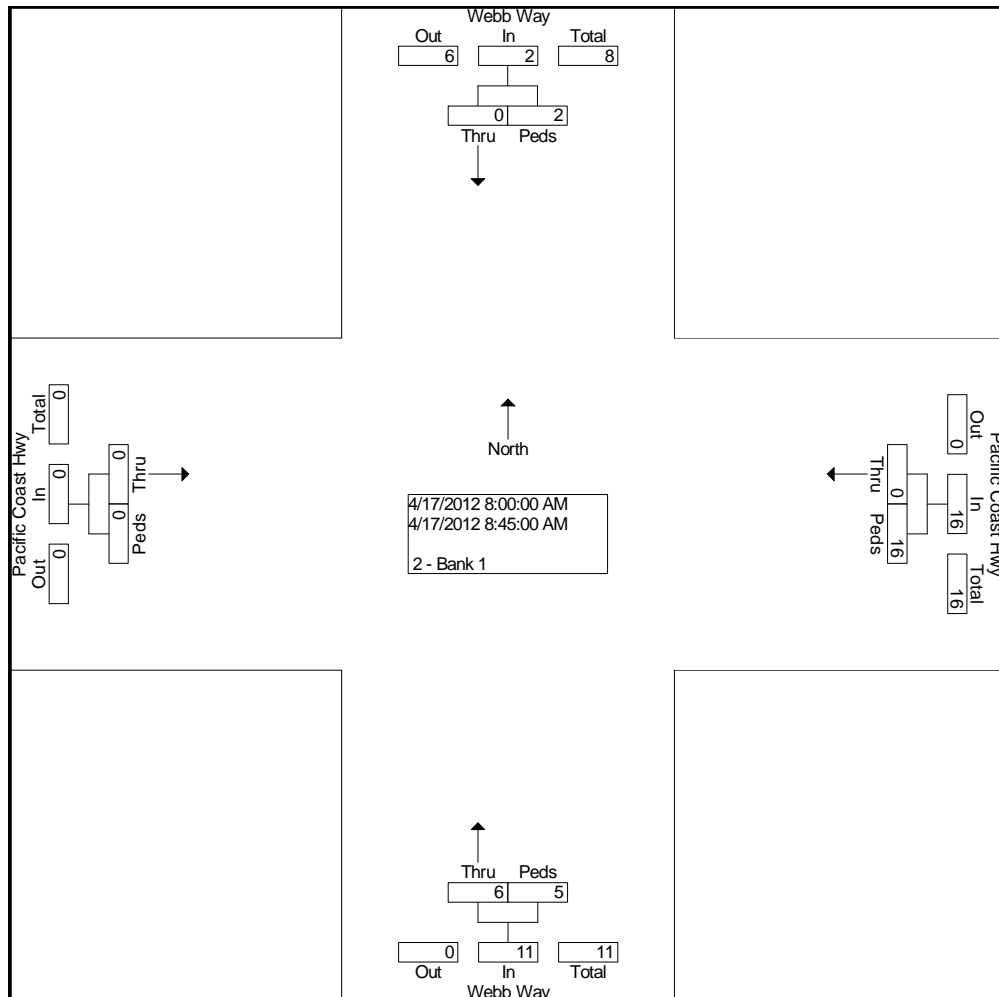
Groups Printed- 2 - Bank 1

Start Time	Webb Way Southbound		Pacific Coast Hwy Westbound		Webb Way Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	4	0	0	4
07:15 AM	0	0	0	2	1	1	0	0	4
07:30 AM	0	0	0	1	0	1	0	0	2
07:45 AM	0	1	0	1	2	0	0	0	4
Total	0	1	0	4	3	6	0	0	14
08:00 AM	0	1	0	6	2	2	0	0	11
08:15 AM	0	0	0	3	1	1	0	0	5
08:30 AM	0	0	0	3	0	1	0	0	4
08:45 AM	0	1	0	4	3	1	0	0	9
Total	0	2	0	16	6	5	0	0	29
04:00 PM	0	0	0	3	0	0	0	0	3
04:15 PM	0	1	0	5	1	0	0	0	7
04:30 PM	0	0	0	1	0	1	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	2
Total	0	1	0	10	2	1	0	0	14
05:00 PM	0	5	0	2	1	0	0	0	8
05:15 PM	0	0	0	4	0	0	0	0	4
05:30 PM	0	0	0	8	3	1	0	0	12
05:45 PM	0	0	0	3	0	1	0	0	4
Total	0	5	0	17	4	2	0	0	28
Grand Total	0	9	0	47	15	14	0	0	85
Apprch %	0.0	100.0	0.0	100.0	51.7	48.3	0.0	0.0	
Total %	0.0	10.6	0.0	55.3	17.6	16.5	0.0	0.0	

City Traffic Counters, LLC.
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File Name : WW_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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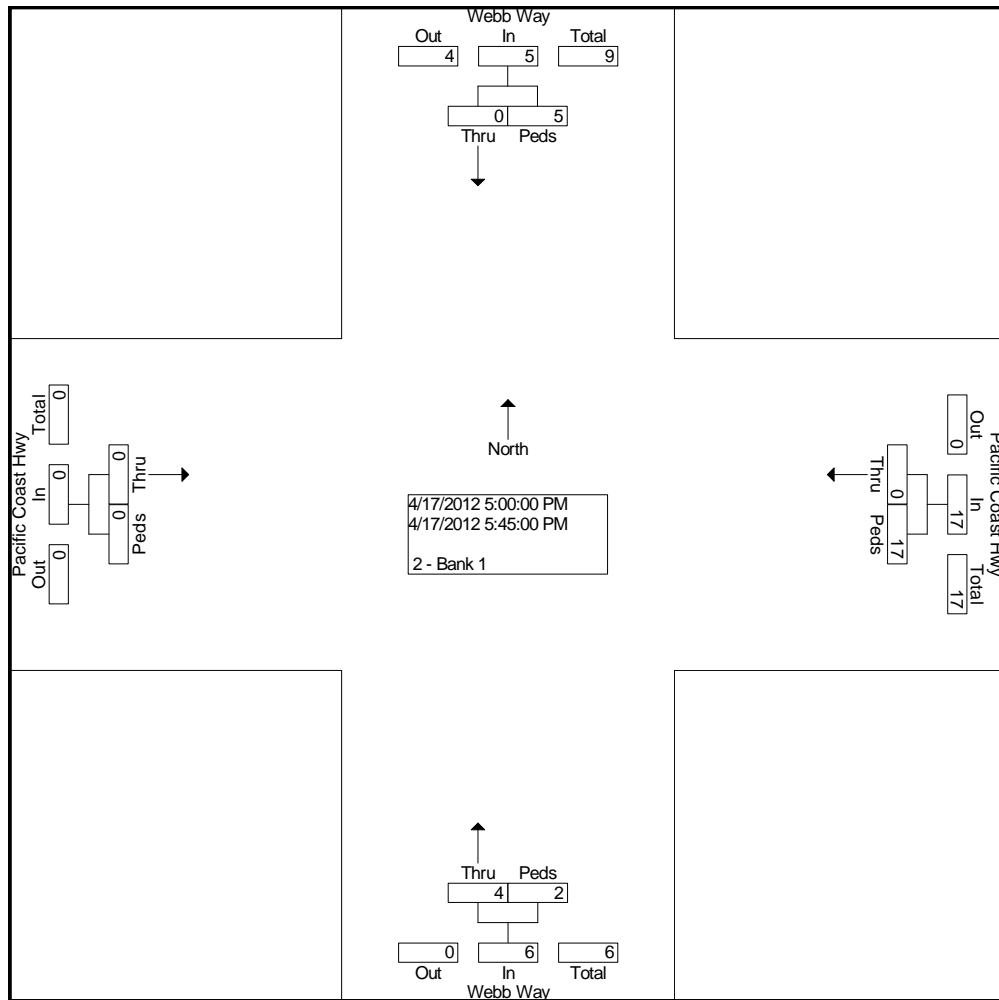
Start Time	Webb Way Southbound			Pacific Coast Hwy Westbound			Webb Way Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	0	2	2	0	16	16	6	5	11	0	0	0	29
Percent	0.0	100.0		0.0	100.0		54.5	45.5		0.0	0.0		
08:00 Volume	0	1	1	0	6	6	2	2	4	0	0	0	11
Peak Factor	0.659												
High Int.	08:00 AM			08:00 AM			08:00 AM			6:45:00 AM			
Volume	0	1	1	0	6	6	2	2	4				
Peak Factor	0.500			0.667			0.688						



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File Name : WW_PCH_B_P
Site Code : 00000000
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Start Time	Webb Way Southbound			Pacific Coast Hwy Westbound			Webb Way Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	0	5	5	0	17	17	4	2	6	0	0	0	28
Percent	0.0	100.0		0.0	100.0		66.7	33.3		0.0	0.0		
05:30 Volume	0	0	0	0	8	8	3	1	4	0	0	0	12
Peak Factor	0.583												
High Int.	05:00 PM												
Volume	0	5	5	0	8	8	3	1	4				
Peak Factor			0.250			0.531			0.375				



City Traffic Counters, LLC.
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File Name : CC_CC
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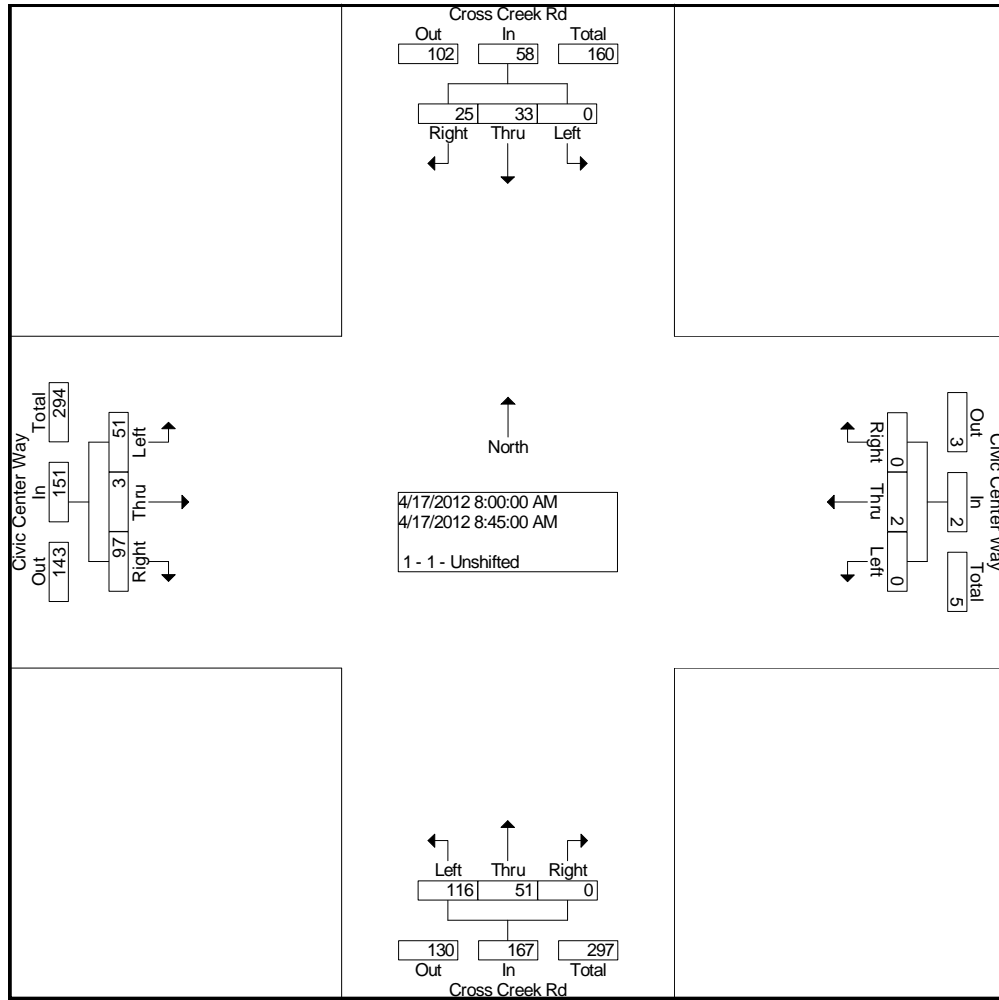
Groups Printed- 1 - 1 - Unshifted

Start Time	Cross Creek Rd Southbound			Civic Center Way Westbound			Cross Creek Rd Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	11	9	0	0	0	16	11	1	6	0	6	60
07:15 AM	0	2	13	0	0	0	20	6	0	7	0	13	61
07:30 AM	0	4	9	0	0	0	28	13	1	9	1	11	76
07:45 AM	0	8	10	0	0	0	28	16	0	14	1	13	90
Total	0	25	41	0	0	0	92	46	2	36	2	43	287
08:00 AM	0	4	5	0	1	0	23	17	0	8	0	13	71
08:15 AM	0	6	6	0	0	0	24	16	0	11	1	29	93
08:30 AM	0	6	8	0	0	0	37	10	0	12	2	27	102
08:45 AM	0	17	6	0	1	0	32	8	0	20	0	28	112
Total	0	33	25	0	2	0	116	51	0	51	3	97	378
04:00 PM	1	12	15	1	0	0	53	10	0	10	0	47	149
04:15 PM	0	18	14	0	0	0	45	6	0	7	0	43	133
04:30 PM	0	6	5	1	0	0	50	7	0	10	0	42	121
04:45 PM	0	14	12	0	1	0	32	12	1	11	2	32	117
Total	1	50	46	2	1	0	180	35	1	38	2	164	520
05:00 PM	0	19	13	0	0	0	51	7	0	7	0	31	128
05:15 PM	0	10	5	1	1	0	53	10	0	10	2	41	133
05:30 PM	0	9	13	1	0	0	54	8	0	10	0	27	122
05:45 PM	0	11	6	3	0	0	41	12	0	5	0	29	107
Total	0	49	37	5	1	0	199	37	0	32	2	128	490
Grand Total	1	157	149	7	4	0	587	169	3	157	9	432	1675
Apprch %	0.3	51.1	48.5	63.6	36.4	0.0	77.3	22.3	0.4	26.3	1.5	72.2	
Total %	0.1	9.4	8.9	0.4	0.2	0.0	35.0	10.1	0.2	9.4	0.5	25.8	

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File Name : CC_CC
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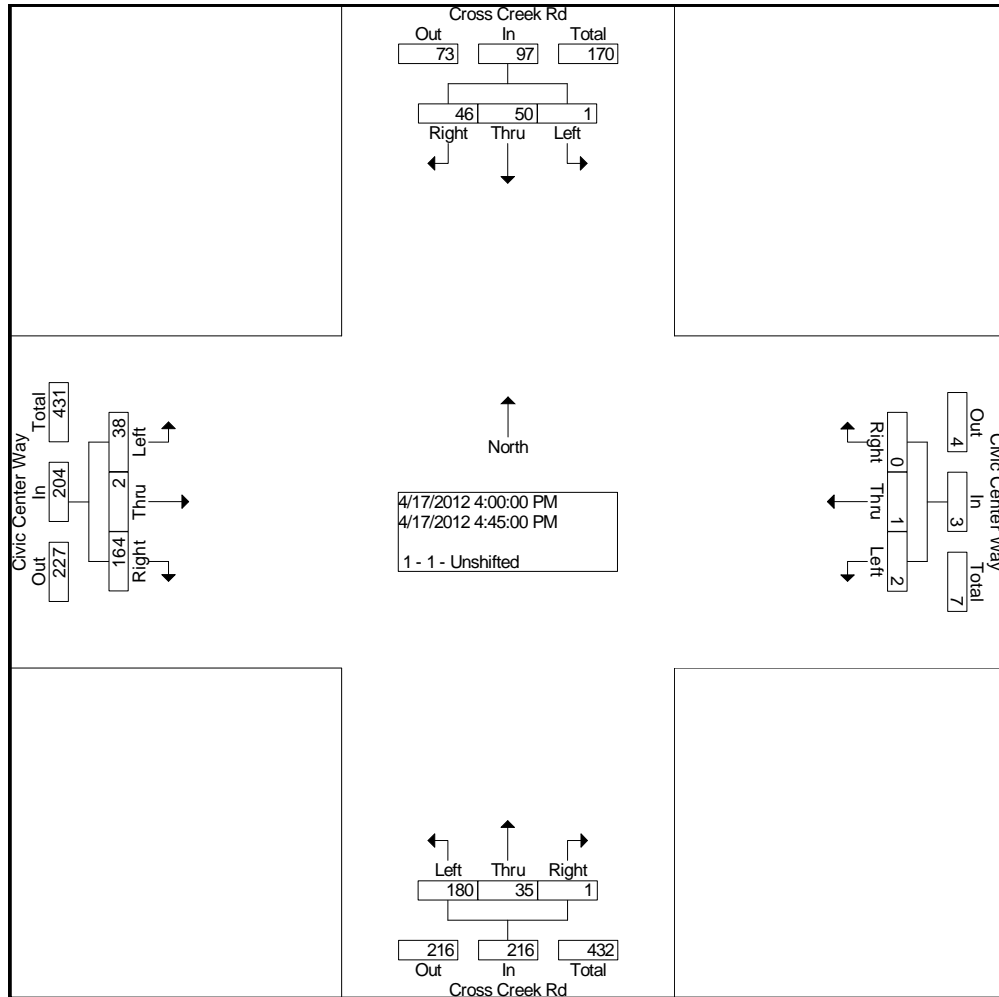
Start Time	Cross Creek Rd Southbound				Civic Center Way Westbound				Cross Creek Rd Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	33	25	58	0	2	0	2	116	51	0	167	51	3	97	151	378
Percent	0.0	56.9	43.1		0.0	100.0	0.0		69.5	30.5	0.0		33.8	2.0	64.2		
08:45																	
Volume	0	17	6	23	0	1	0	1	32	8	0	40	20	0	28	48	112
Peak Factor	0.844																
High Int.	08:45 AM																
Volume	0	17	6	23	08:00 AM				08:30 AM				08:45 AM				
Peak Factor	0.630								0.500				0.888				



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File Name : CC_CC
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Start Time	Cross Creek Rd Southbound				Civic Center Way Westbound				Cross Creek Rd Northbound				Civic Center Way Eastbound				Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total				
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																				
Intersection	04:00 PM																			
Volume	1	50	46	97	2	1	0	3	180	35	1	216	38	2	164	204	520			
Percent	1.0	51.5	47.4		66.7	33.3	0.0		83.3	16.2	0.5		18.6	1.0	80.4					
04:00																				
Volume	1	12	15	28	1	0	0	1	53	10	0	63	10	0	47	57	149			
Peak Factor	0.872																			
High Int.	04:15 PM																			
Volume	0	18	14	32	04:00 PM				04:00 PM				04:00 PM							
Peak Factor	0.758								0.750				0.857				0.895			



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File Name : CC_CC_B_P
Site Code : 00000000
Start Date : 4/17/2012
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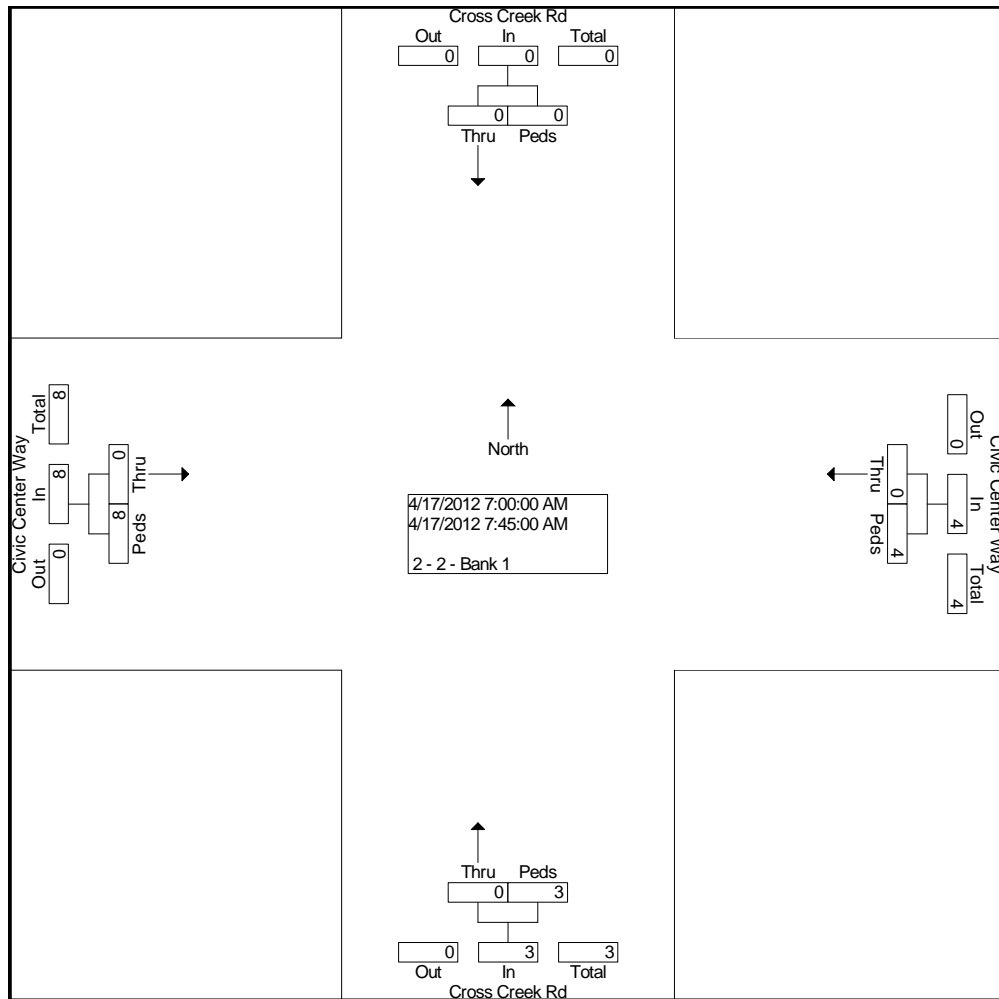
Groups Printed- 2 - 2 - Bank 1

Start Time Factor	Cross Creek Rd Southbound		Civic Center Way Westbound		Cross Creek Rd Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:15 AM	0	0	0	3	0	3	0	3	9
07:30 AM	0	0	0	1	0	0	0	3	4
07:45 AM	0	0	0	0	0	0	0	2	2
Total	0	0	0	4	0	3	0	8	15
08:15 AM	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	1	1
08:45 AM	0	2	0	1	0	0	0	1	4
Total	0	2	0	1	0	0	0	3	6
04:00 PM	0	4	0	4	0	0	0	3	11
04:15 PM	0	9	0	6	0	0	0	2	17
04:30 PM	0	2	0	2	0	0	0	1	5
04:45 PM	0	1	0	0	0	2	0	0	3
Total	0	16	0	12	0	2	0	6	36
05:00 PM	0	0	0	3	0	1	0	2	6
05:30 PM	0	1	0	5	0	0	0	0	6
05:45 PM	0	0	0	5	0	0	0	0	5
Total	0	1	0	13	0	1	0	2	17
Grand Total	0	19	0	30	0	6	0	19	74
Apprch %	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	
Total %	0.0	25.7	0.0	40.5	0.0	8.1	0.0	25.7	

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File Name : CC_CC_B_P
Site Code : 00000000
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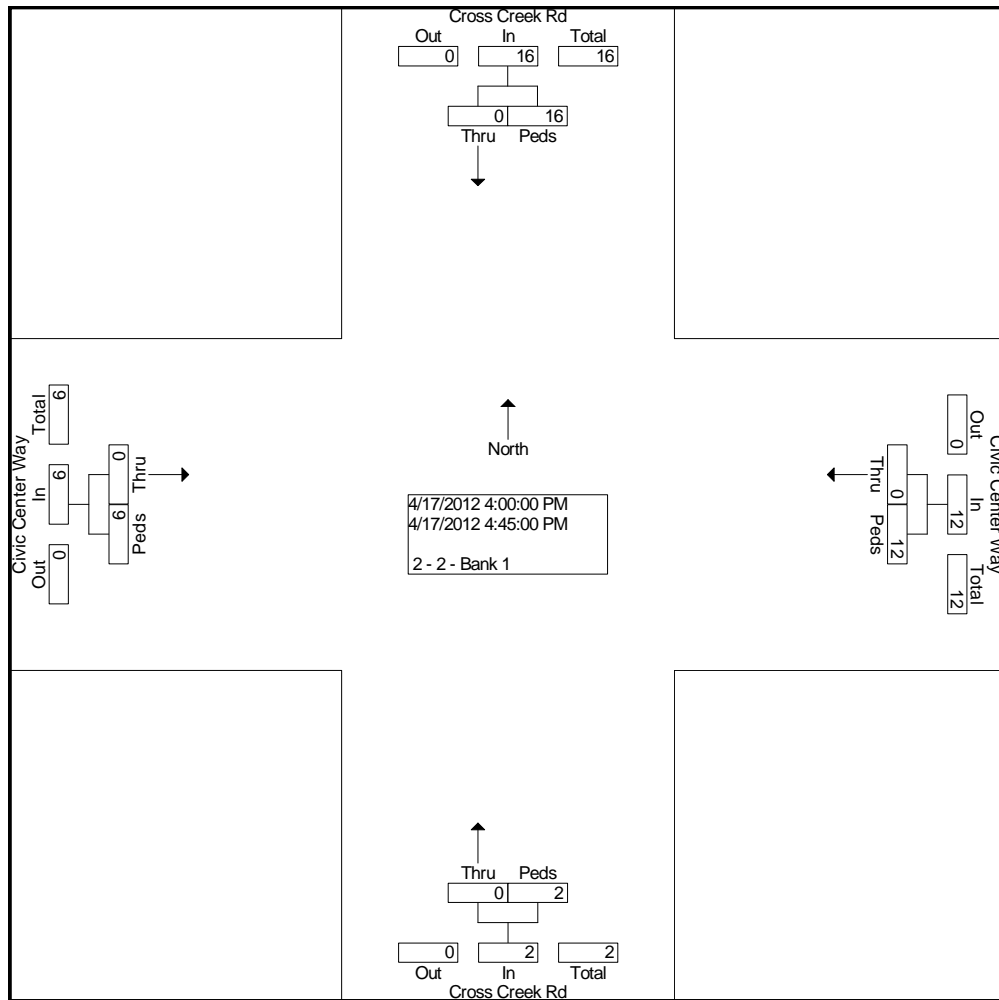
Start Time	Cross Creek Rd Southbound			Civic Center Way Westbound			Cross Creek Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:00 AM												
Volume	0	0	0	0	4	4	0	3	3	0	8	8	15
Percent	0.0	0.0		0.0	100.0		0.0	100.0		0.0	100.0		
07:15 Volume	0	0	0	0	3	3	0	3	3	0	3	3	9
Peak Factor	0.417												
High Int.	6:45:00 AM			07:15 AM			07:15 AM			07:15 AM			
Volume	0	0	0	0	3	3	0	3	3	0	3	3	
Peak Factor				0.333			0.250			0.667			



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File Name : CC_CC_B_P
Site Code : 00000000
Start Date : 4/17/2012
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Start Time	Cross Creek Rd Southbound			Civic Center Way Westbound			Cross Creek Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	0	16	16	0	12	12	0	2	2	0	6	6	36
Percent	0.0	100.0		0.0	100.0		0.0	100.0		0.0	100.0		
04:15 Volume	0	9	9	0	6	6	0	0	0	0	2	2	17
Peak Factor	0.529												
High Int.	04:15 PM			04:15 PM			04:45 PM			04:00 PM			
Volume	0	9	9	0	6	6	0	2	2	0	3	3	
Peak Factor	0.444			0.500			0.250			0.500			



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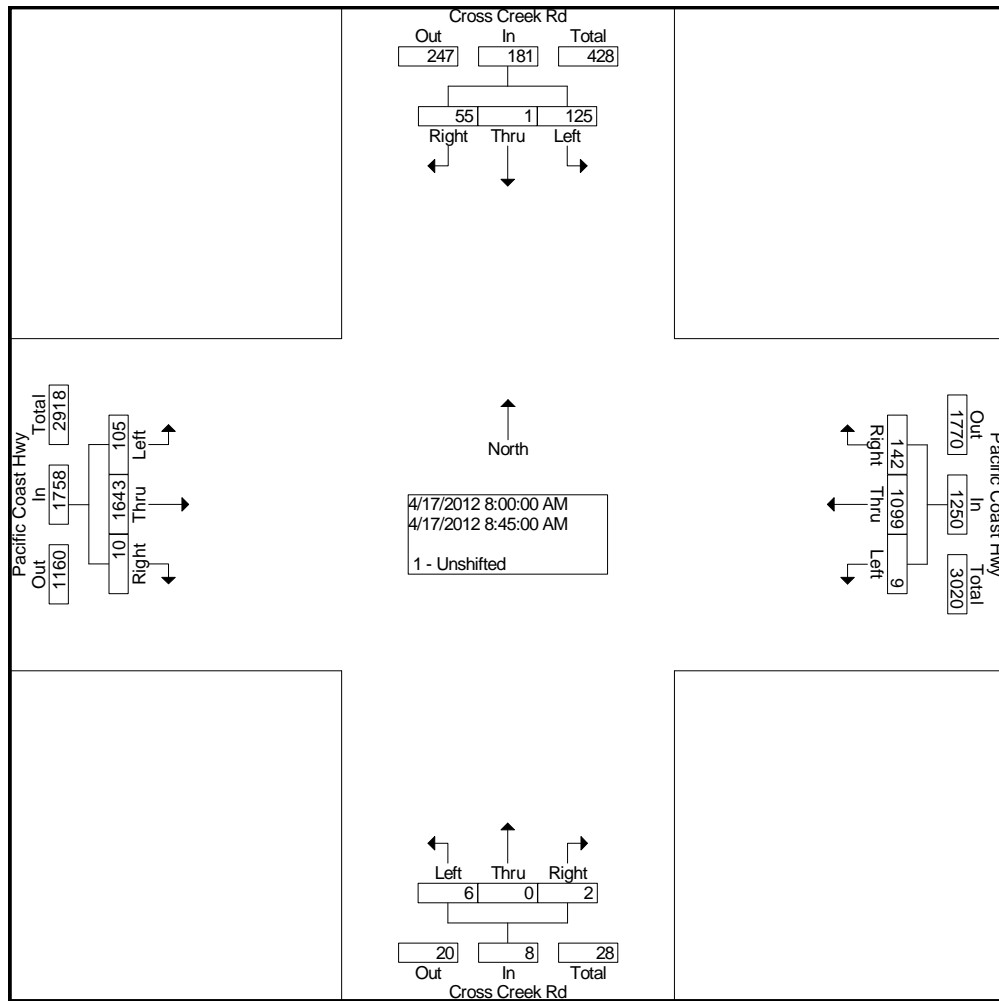
Groups Printed- 1 - Unshifted

Start Time	Cross Creek Rd Southbound			Pacific Coast Hwy Westbound			Cross Creek Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	24	0	7	3	209	35	0	0	0	12	440	0	730
07:15 AM	20	0	9	0	245	19	0	0	0	19	451	0	763
07:30 AM	27	0	10	7	255	37	0	0	0	15	438	0	789
07:45 AM	15	0	18	1	235	28	2	0	0	11	436	0	746
Total	86	0	44	11	944	119	2	0	0	57	1765	0	3028
08:00 AM	23	0	11	0	270	37	1	0	0	18	467	1	828
08:15 AM	27	0	16	2	266	31	0	0	2	28	402	1	775
08:30 AM	32	1	14	6	287	43	3	0	0	21	398	2	807
08:45 AM	43	0	14	1	276	31	2	0	0	38	376	6	787
Total	125	1	55	9	1099	142	6	0	2	105	1643	10	3197
04:00 PM	60	1	29	12	370	41	2	0	3	32	361	2	913
04:15 PM	69	0	27	4	420	26	1	0	3	37	330	1	918
04:30 PM	50	1	30	2	374	50	6	1	8	29	321	2	874
04:45 PM	54	0	29	2	395	34	1	4	1	20	341	1	882
Total	233	2	115	20	1559	151	10	5	15	118	1353	6	3587
05:00 PM	43	0	24	0	396	53	2	1	4	27	380	4	934
05:15 PM	35	0	32	2	383	39	4	1	2	28	346	3	875
05:30 PM	29	0	28	2	383	47	3	5	2	17	386	2	904
05:45 PM	40	0	29	1	411	38	1	0	5	30	399	4	958
Total	147	0	113	5	1573	177	10	7	13	102	1511	13	3671
Grand Total	591	3	327	45	5175	589	28	12	30	382	6272	29	13483
Apprch %	64.2	0.3	35.5	0.8	89.1	10.1	40.0	17.1	42.9	5.7	93.9	0.4	
Total %	4.4	0.0	2.4	0.3	38.4	4.4	0.2	0.1	0.2	2.8	46.5	0.2	

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File Name : CC_PCH
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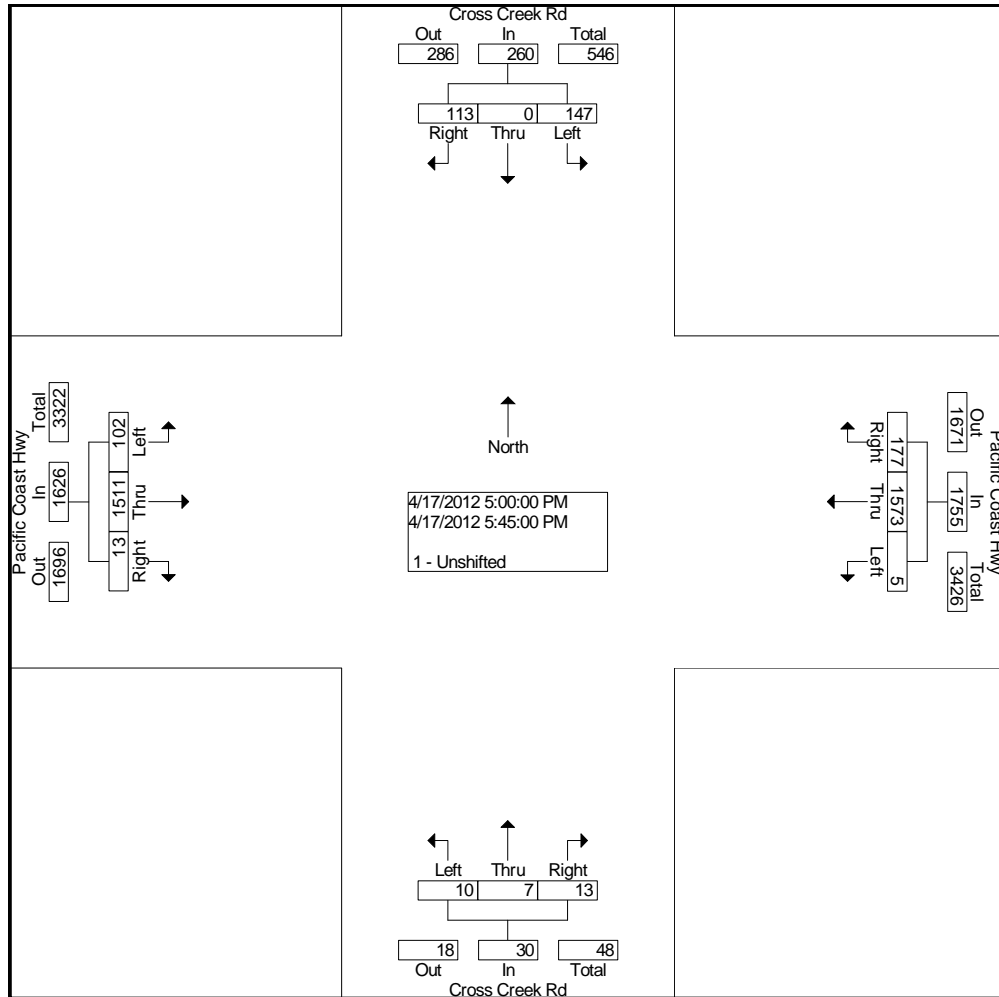
Start Time	Cross Creek Rd Southbound				Pacific Coast Hwy Westbound				Cross Creek Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	125	1	55	181	9	1099	142	1250	6	0	2	8	105	1643	10	1758	3197
Percent	69.1	0.6	30.4		0.7	87.9	11.4		75.0	0.0	25.0		6.0	93.5	0.6		
08:00 Volume	23	0	11	34	0	270	37	307	1	0	0	1	18	467	1	486	828
Peak Factor	0.965																
High Int.	08:45 AM																
Volume	43	0	14	57	6	287	43	336	3	0	0	3	18	467	1	486	
Peak Factor	0.794				0.930				0.667				0.904				



City Traffic Counters, LLC.
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File Name : CC_PCH
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Start Time	Cross Creek Rd Southbound				Pacific Coast Hwy Westbound				Cross Creek Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	147	0	113	260	5	1573	177	1755	10	7	13	30	102	1511	13	1626	3671
Percent	56.5	0.0	43.5		0.3	89.6	10.1		33.3	23.3	43.3		6.3	92.9	0.8		
05:45																	
Volume	40	0	29	69	1	411	38	450	1	0	5	6	30	399	4	433	958
Peak Factor	0.958																
High Int.	05:45 PM																
Volume	40	0	29	69	1	411	38	450	3	5	2	10	30	399	4	433	
Peak Factor	0.942				0.975				0.750				0.939				



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File Name : CC_PCH_B_P
Site Code : 00000000
Start Date : 4/17/2012
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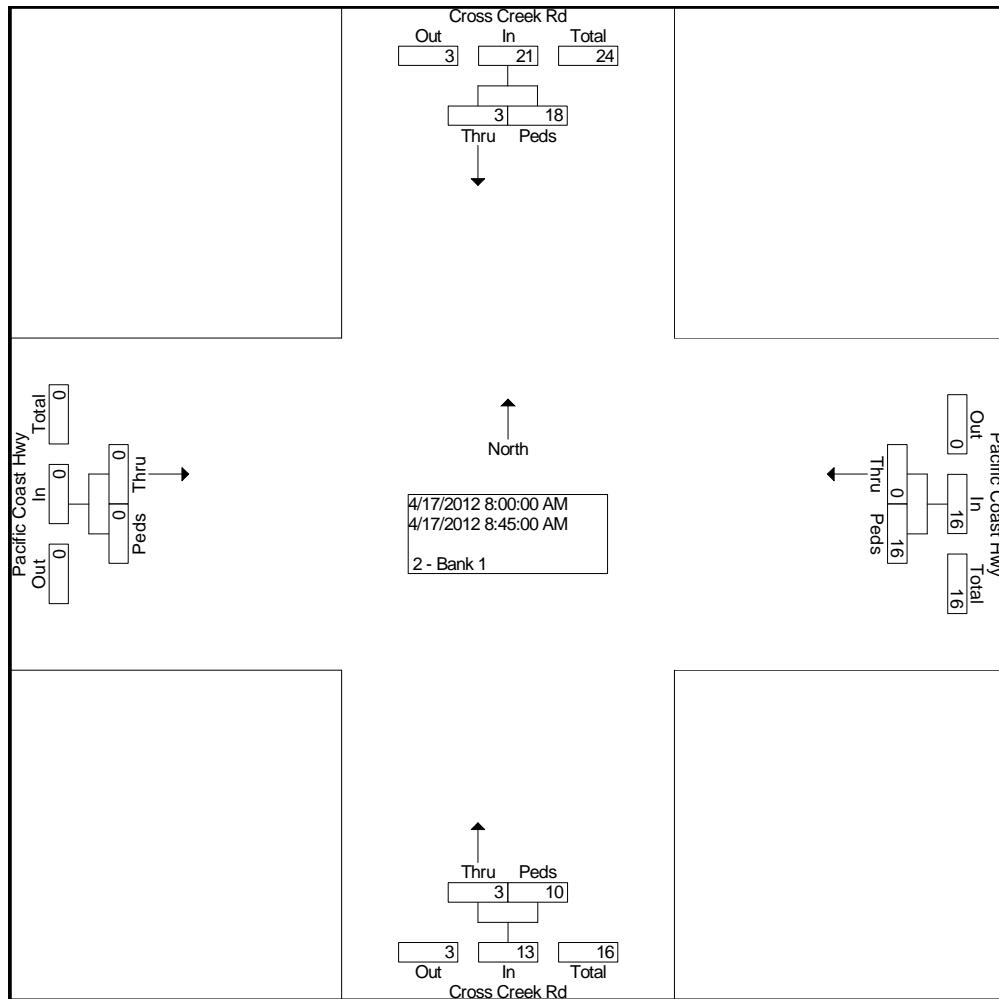
Groups Printed- 2 - Bank 1

Start Time	Cross Creek Rd Southbound		Pacific Coast Hwy Westbound		Cross Creek Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	3	0	1	0	0	0	0	7
07:15 AM	0	2	0	1	0	2	0	0	5
07:45 AM	0	1	0	0	0	3	0	0	4
Total	3	6	0	2	0	5	0	0	16
08:00 AM	3	3	0	0	0	5	0	0	11
08:15 AM	0	9	0	7	1	1	0	0	18
08:30 AM	0	0	0	3	0	3	0	0	6
08:45 AM	0	6	0	6	2	1	0	0	15
Total	3	18	0	16	3	10	0	0	50
04:00 PM	1	2	1	1	0	1	0	0	6
04:15 PM	0	0	1	14	0	5	0	0	20
04:30 PM	0	0	0	3	0	3	0	1	7
04:45 PM	0	1	0	6	0	7	0	0	14
Total	1	3	2	24	0	16	0	1	47
05:00 PM	0	4	0	5	1	4	0	3	17
05:15 PM	0	4	0	8	0	0	0	0	12
05:30 PM	1	1	0	6	2	1	0	1	12
05:45 PM	1	2	0	6	0	3	0	3	15
Total	2	11	0	25	3	8	0	7	56
Grand Total	9	38	2	67	6	39	0	8	169
Apprch %	19.1	80.9	2.9	97.1	13.3	86.7	0.0	100.0	
Total %	5.3	22.5	1.2	39.6	3.6	23.1	0.0	4.7	

City Traffic Counters, LLC.
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File Name : CC_PCH_B_P
Site Code : 00000000
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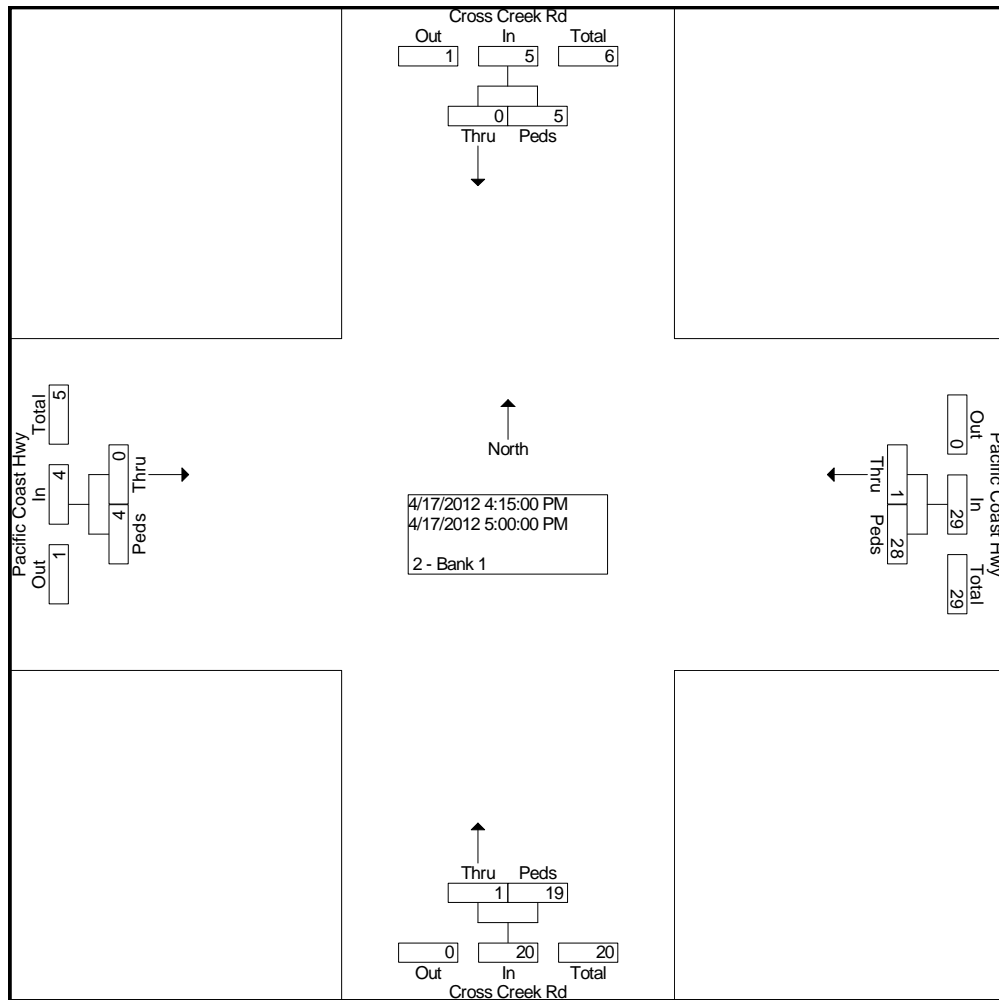
Start Time	Cross Creek Rd Southbound			Pacific Coast Hwy Westbound			Cross Creek Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	3	18	21	0	16	16	3	10	13	0	0	0	50
Percent	14.3	85.7		0.0	100.0		23.1	76.9		0.0	0.0		
08:15 Volume	0	9	9	0	7	7	1	1	2	0	0	0	18
Peak Factor	0.694												
High Int.	08:15 AM			08:15 AM			08:00 AM			6:45:00 AM			
Volume	0	9	9	0	7	7	0	5	5				
Peak Factor	0.583			0.571			0.650						



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File Name : CC_PCH_B_P
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Start Time	Cross Creek Rd Southbound			Pacific Coast Hwy Westbound			Cross Creek Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:15 PM												
Volume	0	5	5	1	28	29	1	19	20	0	4	4	58
Percent	0.0	100.0		3.4	96.6		5.0	95.0		0.0	100.0		
04:15 Volume	0	0	0	1	14	15	0	5	5	0	0	0	20
Peak Factor	0.725												
High Int.	05:00 PM												
Volume	0	4	4	1	14	15	0	7	7	0	3	3	
Peak Factor	0.313			0.483			0.714			0.333			



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File Name : LFC_PCH
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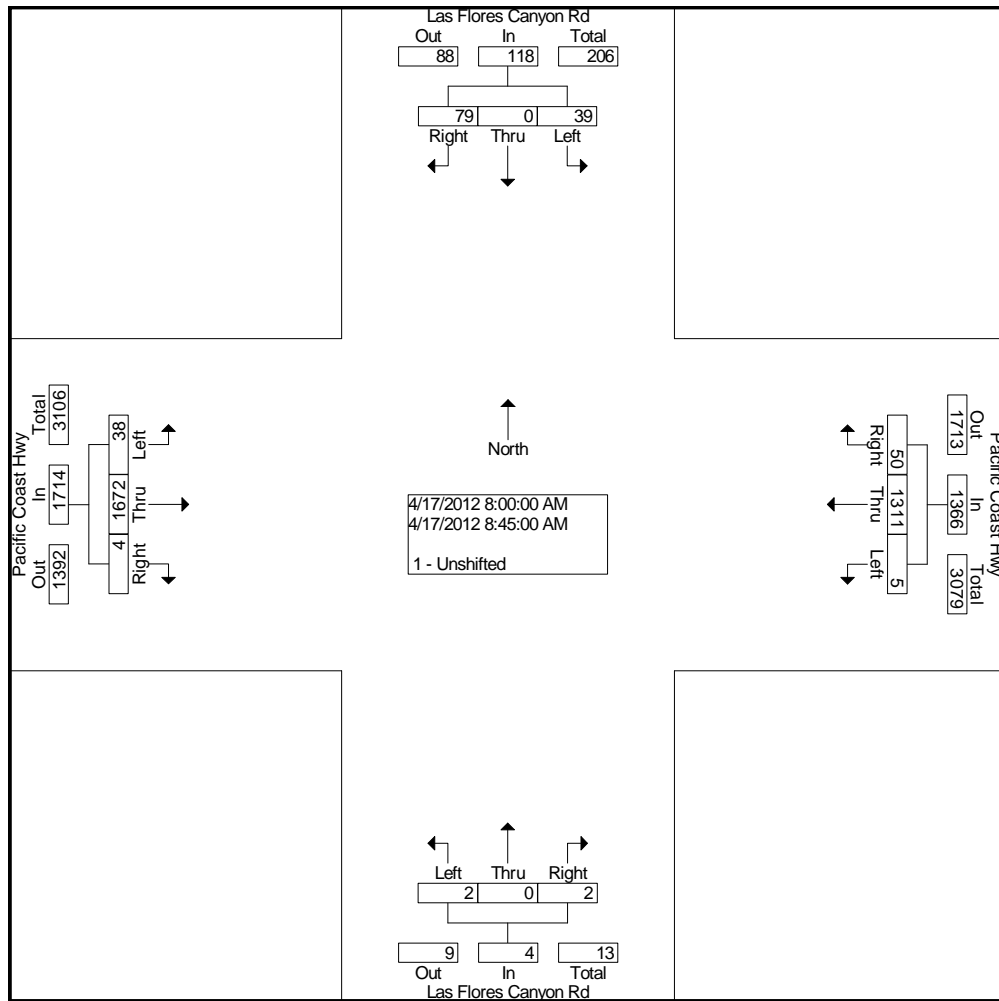
Groups Printed- 1 - Unshifted

Start Time	Las Flores Canyon Rd Southbound			Pacific Coast Hwy Westbound			Las Flores Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	11	1	16	1	280	11	0	0	1	3	429	0	753
07:15 AM	10	0	14	0	263	11	2	0	2	11	462	2	777
07:30 AM	13	0	11	3	274	6	0	0	1	2	440	1	751
07:45 AM	17	2	15	0	319	22	2	0	0	13	409	0	799
Total	51	3	56	4	1136	50	4	0	4	29	1740	3	3080
08:00 AM	11	0	24	1	310	14	1	0	0	16	433	3	813
08:15 AM	12	0	19	2	269	12	0	0	0	5	407	1	727
08:30 AM	8	0	19	0	364	12	1	0	0	10	422	0	836
08:45 AM	8	0	17	2	368	12	0	0	2	7	410	0	826
Total	39	0	79	5	1311	50	2	0	2	38	1672	4	3202
04:00 PM	10	0	5	3	384	8	4	0	5	16	439	5	879
04:15 PM	15	0	14	5	416	7	1	0	4	13	383	4	862
04:30 PM	13	0	11	2	422	9	0	0	2	11	365	4	839
04:45 PM	11	0	9	6	416	6	5	0	4	9	421	8	895
Total	49	0	39	16	1638	30	10	0	15	49	1608	21	3475
05:00 PM	3	0	12	7	429	15	4	0	3	5	417	2	897
05:15 PM	16	0	11	6	387	11	1	0	4	12	402	6	856
05:30 PM	5	0	12	5	390	5	1	1	6	17	411	6	859
05:45 PM	9	0	8	2	414	10	1	0	4	7	423	14	892
Total	33	0	43	20	1620	41	7	1	17	41	1653	28	3504
Grand Total	172	3	217	45	5705	171	23	1	38	157	6673	56	13261
Apprch %	43.9	0.8	55.4	0.8	96.4	2.9	37.1	1.6	61.3	2.3	96.9	0.8	
Total %	1.3	0.0	1.6	0.3	43.0	1.3	0.2	0.0	0.3	1.2	50.3	0.4	

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File Name : LFC_PCH
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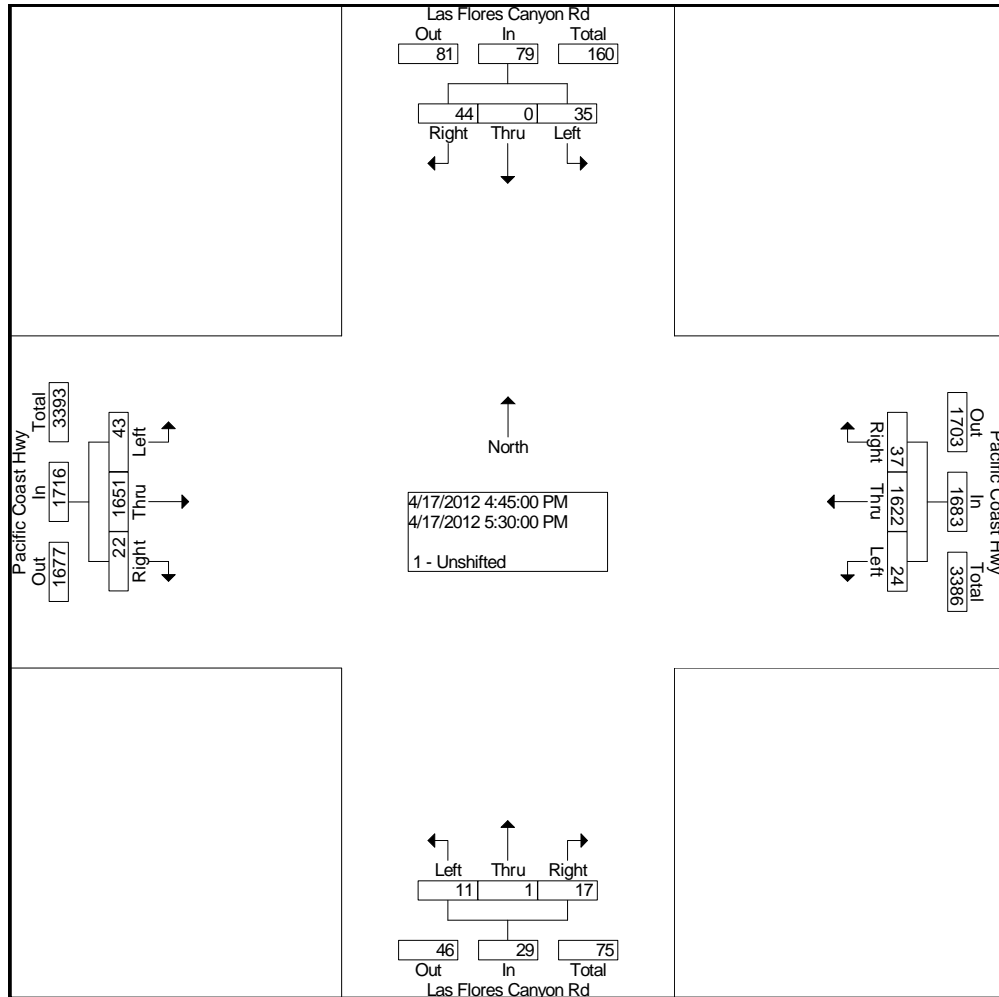
Start Time	Las Flores Canyon Rd Southbound				Pacific Coast Hwy Westbound				Las Flores Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	39	0	79	118	5	1311	50	1366	2	0	2	4	38	1672	4	1714	3202
Percent	33.1	0.0	66.9		0.4	96.0	3.7		50.0	0.0	50.0		2.2	97.5	0.2		
08:30 Volume	8	0	19	27	0	364	12	376	1	0	0	1	10	422	0	432	836
Peak Factor	0.958																
High Int.	08:00 AM				08:45 AM				08:45 AM				08:00 AM				
Volume	11	0	24	35	2	368	12	382	0	0	2	2	16	433	3	452	
Peak Factor	0.843				0.894				0.500				0.948				



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File Name : LFC_PCH
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Start Time	Las Flores Canyon Rd Southbound				Pacific Coast Hwy Westbound				Las Flores Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	35	0	44	79	24	1622	37	1683	11	1	17	29	43	1651	22	1716	3507
Percent	44.3	0.0	55.7		1.4	96.4	2.2		37.9	3.4	58.6		2.5	96.2	1.3		
05:00																	
Volume	3	0	12	15	7	429	15	451	4	0	3	7	5	417	2	424	897
Peak Factor																	0.977
High Int.	05:15 PM				05:00 PM				04:45 PM				04:45 PM				
Volume	16	0	11	27	7	429	15	451	5	0	4	9	9	421	8	438	
Peak Factor	0.731								0.933				0.806				0.979



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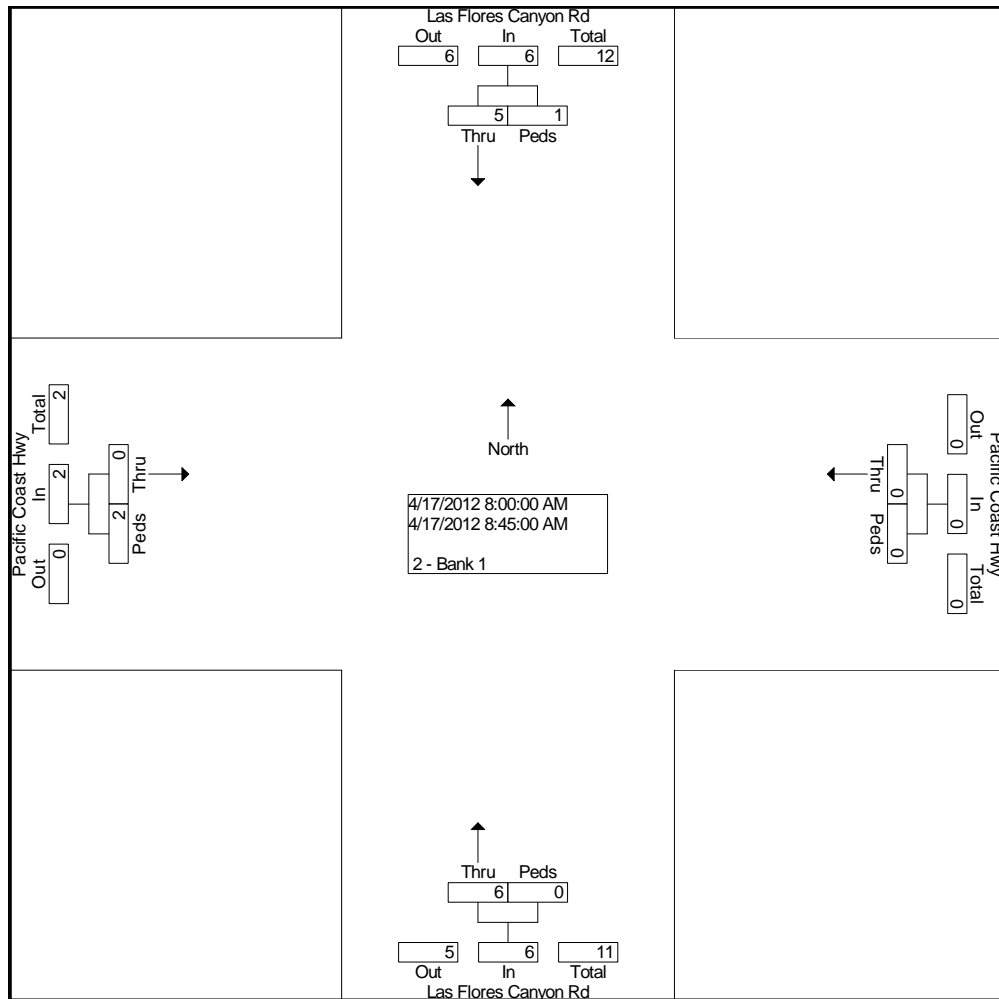
Groups Printed- 2 - Bank 1

Start Time	Las Flores Canyon Rd Southbound		Pacific Coast Hwy Westbound		Las Flores Canyon Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	0	0	0	0	0	0	0	4
07:15 AM	0	1	0	0	1	0	0	2	4
07:30 AM	0	0	0	0	3	0	0	0	3
07:45 AM	0	0	0	0	2	0	0	0	2
Total	4	1	0	0	6	0	0	2	13
08:00 AM	0	0	0	0	1	0	0	1	2
08:15 AM	3	0	0	0	1	0	0	0	4
08:30 AM	2	0	0	0	1	0	0	1	4
08:45 AM	0	1	0	0	3	0	0	0	4
Total	5	1	0	0	6	0	0	2	14
04:00 PM	0	0	0	0	0	0	0	3	3
04:15 PM	2	0	0	0	2	0	0	2	6
04:30 PM	1	0	0	0	0	0	0	1	2
04:45 PM	1	0	0	0	0	0	0	5	6
Total	4	0	0	0	2	0	0	11	17
05:00 PM	0	0	0	0	1	0	0	5	6
05:15 PM	0	0	0	1	1	0	0	4	6
05:30 PM	0	1	0	0	3	2	0	4	10
05:45 PM	0	0	0	0	1	0	0	4	5
Total	0	1	0	1	6	2	0	17	27
Grand Total	13	3	0	1	20	2	0	32	71
Apprch %	81.3	18.8	0.0	100.0	90.9	9.1	0.0	100.0	
Total %	18.3	4.2	0.0	1.4	28.2	2.8	0.0	45.1	

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File Name : LFC_PCH_B_P
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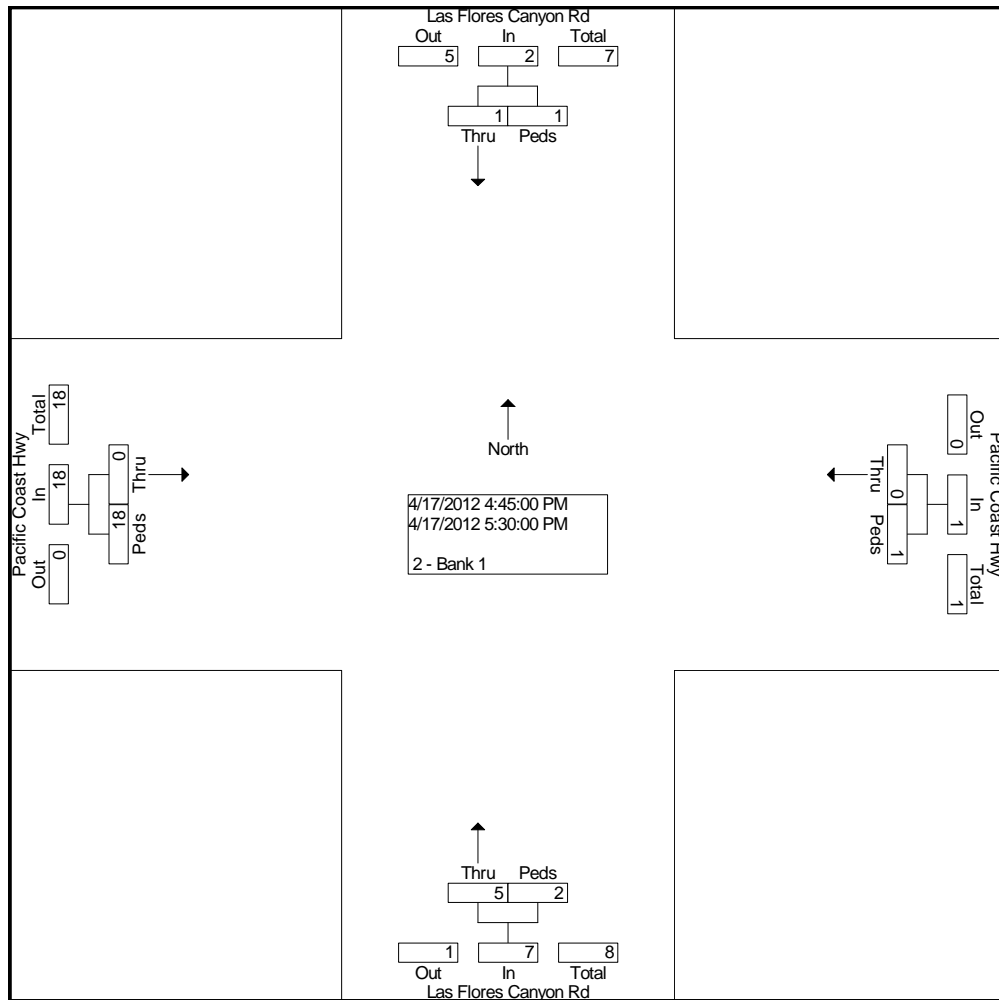
Start Time	Las Flores Canyon Rd Southbound			Pacific Coast Hwy Westbound			Las Flores Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:00 AM												
Volume	5	1	6	0	0	0	6	0	6	0	2	2	14
Percent	83.3	16.7		0.0	0.0		100.0	0.0		0.0	100.0		
08:45 Volume	0	1	1	0	0	0	3	0	3	0	0	0	4
Peak Factor	0.875												
High Int.	08:15 AM												
Volume	3	0	3	6:45:00 AM			08:45 AM			08:00 AM			1
Peak Factor	0.500									0.500			0.500



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File Name : LFC_PCH_B_P
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Start Time	Las Flores Canyon Rd Southbound			Pacific Coast Hwy Westbound			Las Flores Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	1	1	2	0	1	1	5	2	7	0	18	18	28
Percent	50.0	50.0		0.0	100.0		71.4	28.6		0.0	100.0		
05:30 Volume	0	1	1	0	0	0	3	2	5	0	4	4	10
Peak Factor	0.700												
High Int.	04:45 PM												
Volume	1	0	1	0	1	1	3	2	5	0	5	5	
Peak Factor	0.500			0.250			0.350			0.900			



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File Name : TC_PCH
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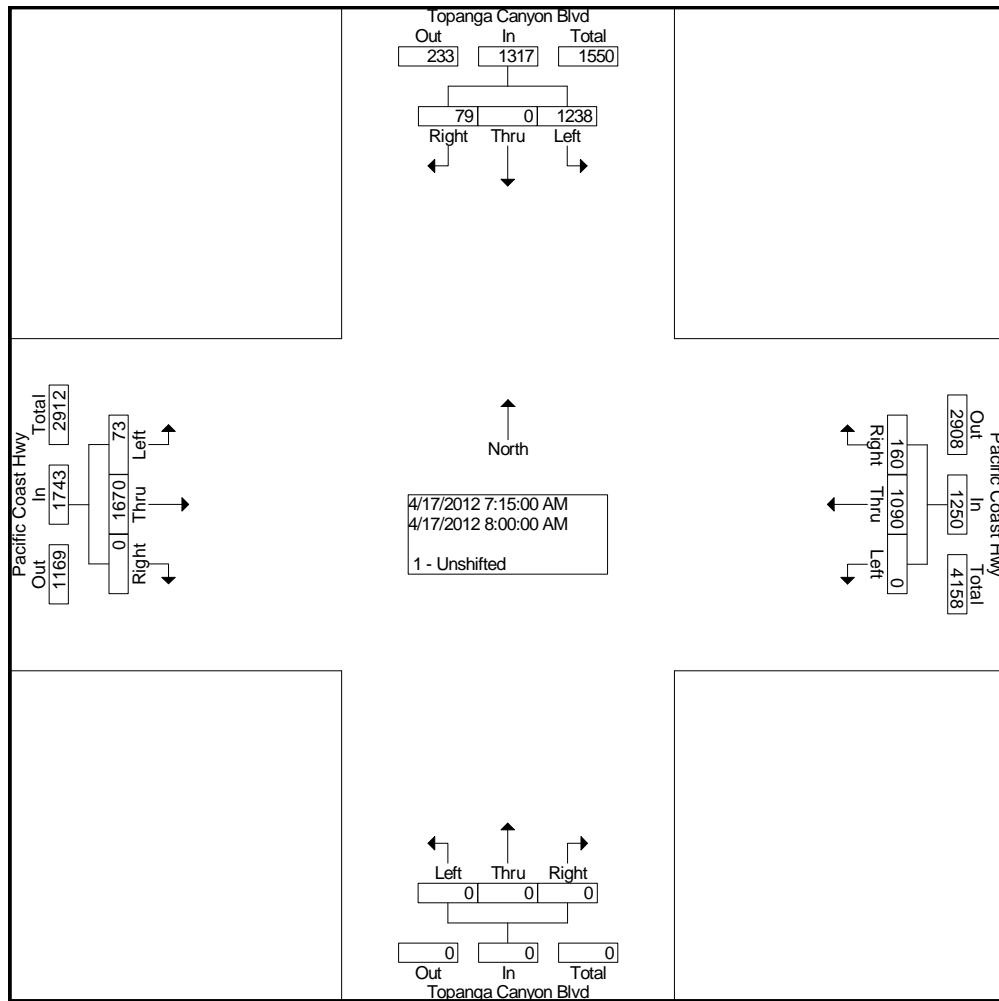
Groups Printed- 1 - Unshifted

Start Time	Topanga Canyon Blvd Southbound			Pacific Coast Hwy Westbound			Topanga Canyon Blvd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	326	0	13	0	219	39	0	0	0	14	380	0	991
07:15 AM	345	0	17	0	246	31	0	0	0	16	440	0	1095
07:30 AM	300	0	19	0	278	49	0	0	0	18	451	0	1115
07:45 AM	329	0	22	0	283	50	0	0	0	21	388	0	1093
Total	1300	0	71	0	1026	169	0	0	0	69	1659	0	4294
08:00 AM	264	0	21	0	283	30	0	0	0	18	391	0	1007
08:15 AM	285	0	18	0	269	36	0	0	0	14	388	0	1010
08:30 AM	240	0	15	0	353	61	0	0	0	19	418	0	1106
08:45 AM	283	0	14	0	376	46	0	0	0	14	402	0	1135
Total	1072	0	68	0	1281	173	0	0	0	65	1599	0	4258
04:00 PM	72	0	15	0	382	191	0	0	0	28	378	0	1066
04:15 PM	81	0	21	0	406	237	0	0	0	26	346	0	1117
04:30 PM	80	0	22	0	392	215	0	0	0	27	353	0	1089
04:45 PM	58	0	17	0	375	165	0	0	0	33	398	0	1046
Total	291	0	75	0	1555	808	0	0	0	114	1475	0	4318
05:00 PM	55	0	19	0	327	141	0	0	0	27	376	0	945
05:15 PM	66	0	12	0	386	197	0	0	0	39	379	0	1079
05:30 PM	74	0	11	0	408	226	0	0	0	35	355	0	1109
05:45 PM	99	0	12	0	378	145	0	0	0	45	366	0	1045
Total	294	0	54	0	1499	709	0	0	0	146	1476	0	4178
Grand Total	2957	0	268	0	5361	1859	0	0	0	394	6209	0	17048
Apprch %	91.7	0.0	8.3	0.0	74.3	25.7	0.0	0.0	0.0	6.0	94.0	0.0	
Total %	17.3	0.0	1.6	0.0	31.4	10.9	0.0	0.0	0.0	2.3	36.4	0.0	

City Traffic Counters, LLC.
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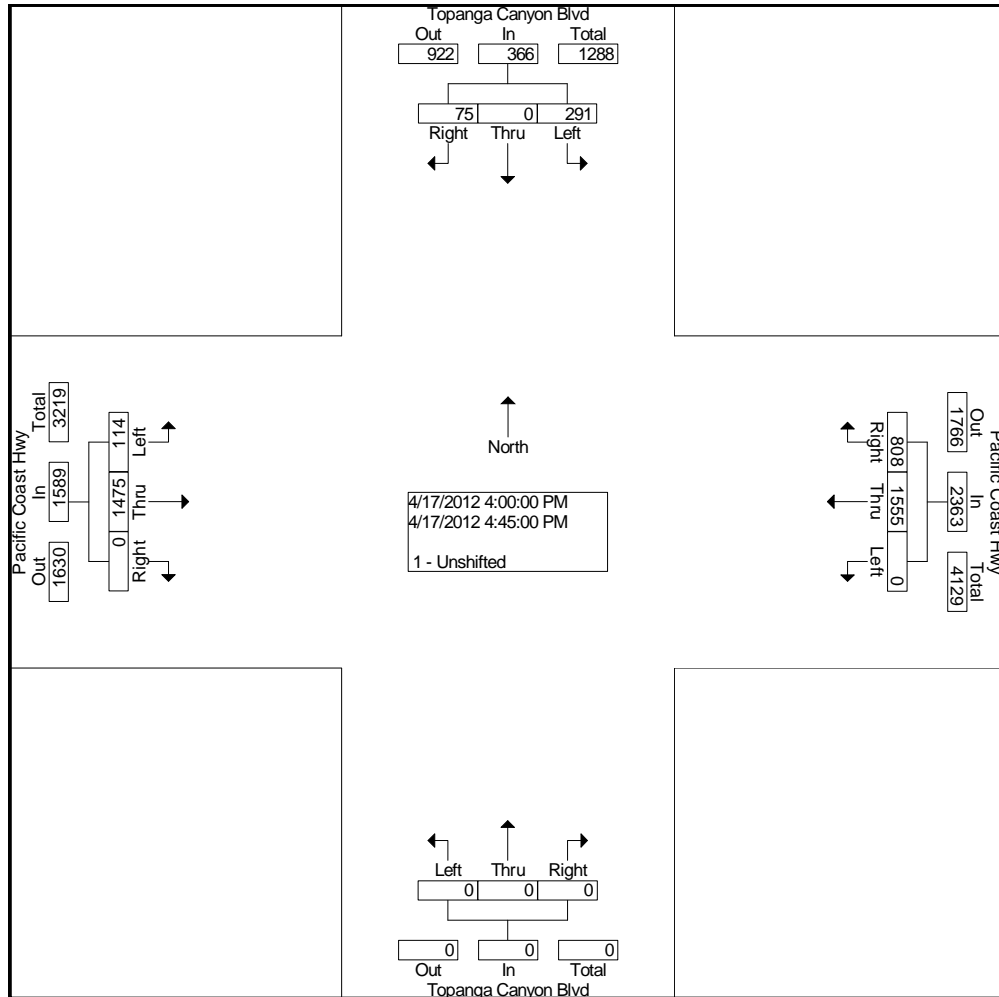
Start Time	Topanga Canyon Blvd Southbound				Pacific Coast Hwy Westbound				Topanga Canyon Blvd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	1238	0	79	1317	0	1090	160	1250	0	0	0	0	73	1670	0	1743	4310
Percent	94.0	0.0	6.0		0.0	87.2	12.8		0.0	0.0	0.0		4.2	95.8	0.0		
07:30																	
Volume	300	0	19	319	0	278	49	327	0	0	0	0	18	451	0	469	1115
Peak Factor	0.966																
High Int.	07:15 AM				07:45 AM				6:45:00 AM				07:30 AM				
Volume	345	0	17	362	0	283	50	333	0	0	0	0	18	451	0	469	
Peak Factor	0.910				0.938								0.929				



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File Name : TC_PCH
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Start Time	Topanga Canyon Blvd Southbound				Pacific Coast Hwy Westbound				Topanga Canyon Blvd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	291	0	75	366	0	1555	808	2363	0	0	0	0	114	1475	0	1589	4318
Percent	79.5	0.0	20.5		0.0	65.8	34.2		0.0	0.0	0.0		7.2	92.8	0.0		
04:15																	
Volume	81	0	21	102	0	406	237	643	0	0	0	0	26	346	0	372	1117
Peak Factor	0.966																
High Int.	04:15 PM																
Volume	81	0	21	102	0	406	237	643	0	0	0	0	33	398	0	431	
Peak Factor	0.897																



City Traffic Counters, LLC.
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File Name : TC_PCH_B_P
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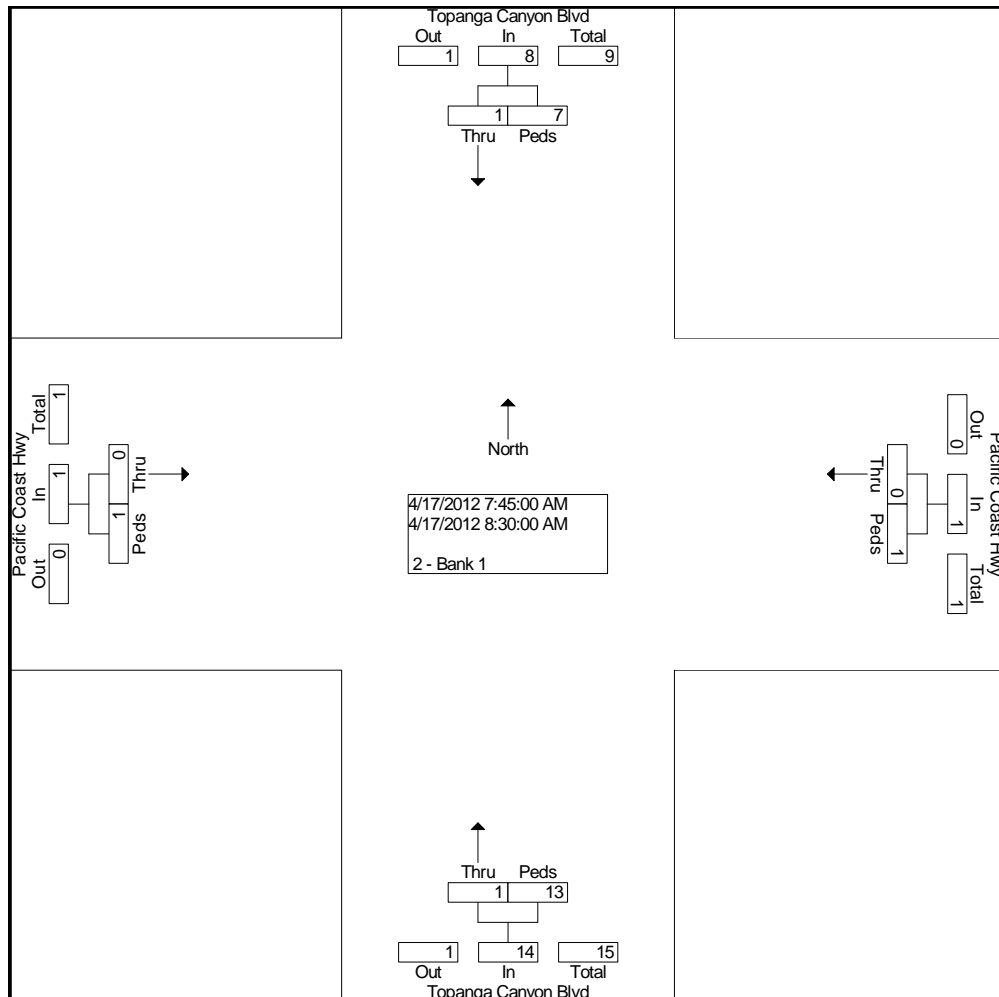
Groups Printed- 2 - Bank 1

Start Time	Topanga Canyon Blvd Southbound		Pacific Coast Hwy Westbound		Topanga Canyon Blvd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	3	3	0	0	6
07:15 AM	0	3	0	0	0	1	0	0	4
07:30 AM	1	0	0	0	1	0	0	0	2
07:45 AM	1	2	0	0	0	5	0	0	8
Total	2	5	0	0	4	9	0	0	20
08:00 AM	0	1	0	0	0	1	0	0	2
08:15 AM	0	1	0	1	1	6	0	1	10
08:30 AM	0	3	0	0	0	1	0	0	4
08:45 AM	0	4	0	0	0	0	0	0	4
Total	0	9	0	1	1	8	0	1	20
04:00 PM	0	0	0	0	1	1	0	0	2
04:15 PM	0	3	0	1	0	1	0	1	6
04:30 PM	2	1	0	0	1	0	0	0	4
04:45 PM	2	1	0	0	0	1	0	0	4
Total	4	5	0	1	2	3	0	1	16
05:00 PM	0	1	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	0	4	0	0	5
05:30 PM	0	1	0	0	0	1	0	0	2
05:45 PM	0	0	0	0	0	1	0	0	1
Total	1	2	0	0	0	6	0	0	9
Grand Total	7	21	0	2	7	26	0	2	65
Apprch %	25.0	75.0	0.0	100.0	21.2	78.8	0.0	100.0	
Total %	10.8	32.3	0.0	3.1	10.8	40.0	0.0	3.1	

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File Name : TC_PCH_B_P
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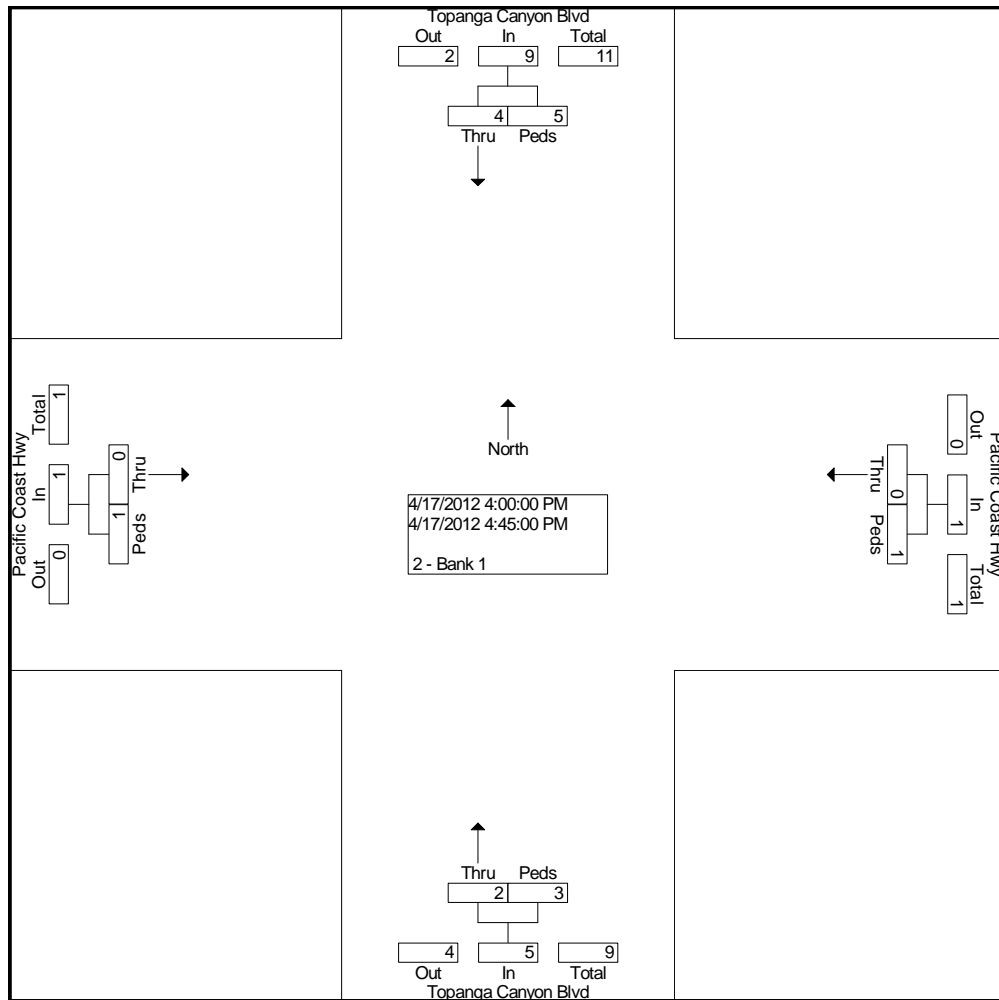
Start Time	Topanga Canyon Blvd Southbound			Pacific Coast Hwy Westbound			Topanga Canyon Blvd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	1	7	8	0	1	1	1	13	14	0	1	1	24
Percent	12.5	87.5		0.0	100.0		7.1	92.9		0.0	100.0		
08:15 Volume	0	1	1	0	1	1	1	6	7	0	1	1	10
Peak Factor	0.600												
High Int.	07:45 AM			08:15 AM			08:15 AM			08:15 AM			
Volume	1	2	3	0	1	1	1	6	7	0	1	1	
Peak Factor	0.667			0.250			0.500			0.250			



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File Name : TC_PCH_B_P
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Start Time	Topanga Canyon Blvd Southbound			Pacific Coast Hwy Westbound			Topanga Canyon Blvd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	4	5	9	0	1	1	2	3	5	0	1	1	16
Percent	44.4	55.6		0.0	100.0		40.0	60.0		0.0	100.0		
04:15 Volume	0	3	3	0	1	1	0	1	1	0	1	1	6
Peak Factor	0.667												
High Int.	04:15 PM												
Volume	0	3	3	0	1	1	1	1	2	0	1	1	
Peak Factor	0.750			0.250			0.625			0.250			



City Traffic Counters, LLC.
626-256-4171

File Name : Sat_KananPCH
Site Code : 00000000
Start Date : 4/14/2012
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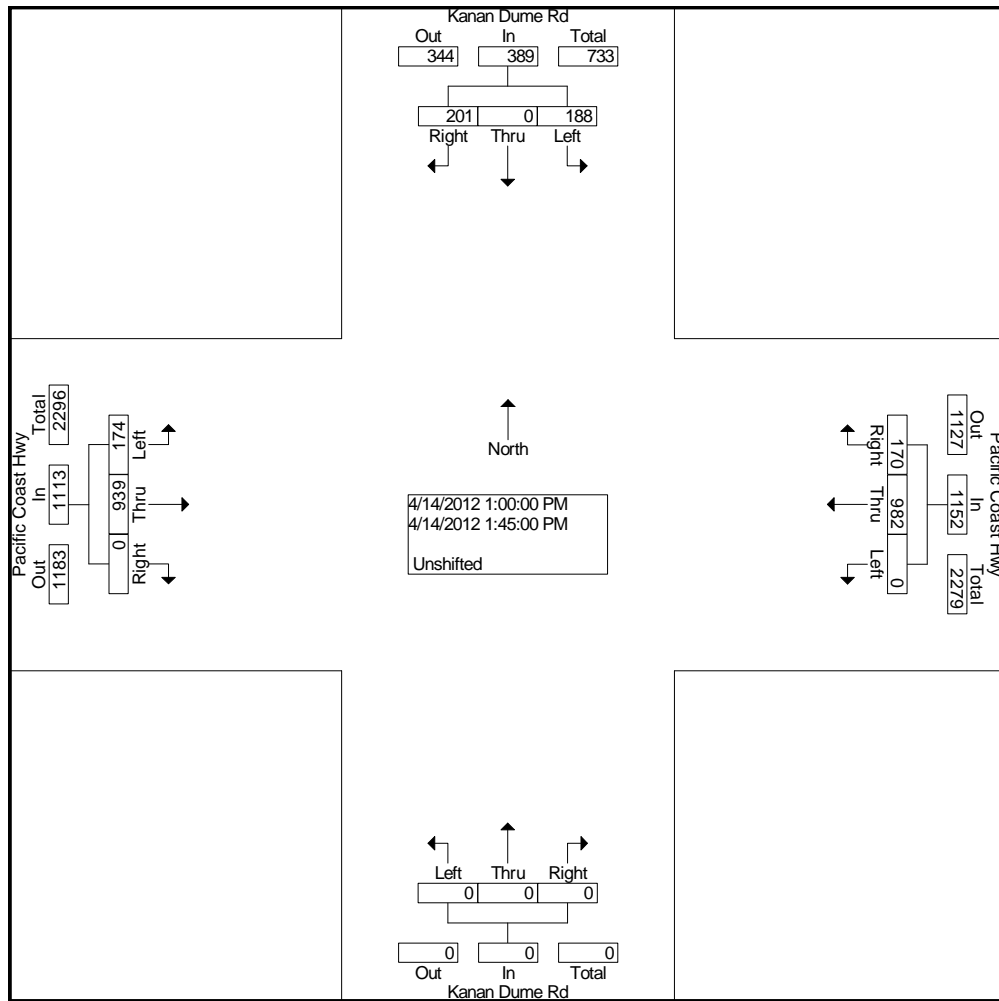
Groups Printed- Unshifted

Start Time	Kanan Dume Rd Southbound			Pacific Coast Hwy Westbound			Kanan Dume Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	39	0	51	0	270	37	0	0	0	29	194	0	620
12:15 PM	40	0	43	0	240	29	0	0	0	42	221	0	615
12:30 PM	38	0	46	0	244	35	0	0	0	39	204	0	606
12:45 PM	35	0	40	0	237	46	0	0	0	43	233	0	634
Total	152	0	180	0	991	147	0	0	0	153	852	0	2475
01:00 PM	52	0	53	0	250	45	0	0	0	38	245	0	683
01:15 PM	43	0	40	0	232	44	0	0	0	40	243	0	642
01:30 PM	51	0	54	0	257	43	0	0	0	47	222	0	674
01:45 PM	42	0	54	0	243	38	0	0	0	49	229	0	655
Total	188	0	201	0	982	170	0	0	0	174	939	0	2654
Grand Total	340	0	381	0	1973	317	0	0	0	327	1791	0	5129
Apprch %	47.2	0.0	52.8	0.0	86.2	13.8	0.0	0.0	0.0	15.4	84.6	0.0	
Total %	6.6	0.0	7.4	0.0	38.5	6.2	0.0	0.0	0.0	6.4	34.9	0.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_KananPCH
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Kanan Dume Rd Southbound				Pacific Coast Hwy Westbound				Kanan Dume Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	188	0	201	389	0	982	170	1152	0	0	0	0	174	939	0	1113	2654
Percent	48.3	0.0	51.7		0.0	85.2	14.8		0.0	0.0	0.0		15.6	84.4	0.0		
01:00 Volume	52	0	53	105	0	250	45	295	0	0	0	0	38	245	0	283	683
Peak Factor	0.971																
High Int.	01:00 PM				01:30 PM				11:45:00 AM				01:00 PM				
Volume	52	0	53	105	0	257	43	300	0	0	0	0	38	245	0	283	
Peak Factor	0.926				0.960								0.983				



City Traffic Counters, LLC.
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File Name : Sat_KananPCH_B_P
Site Code : 00000000
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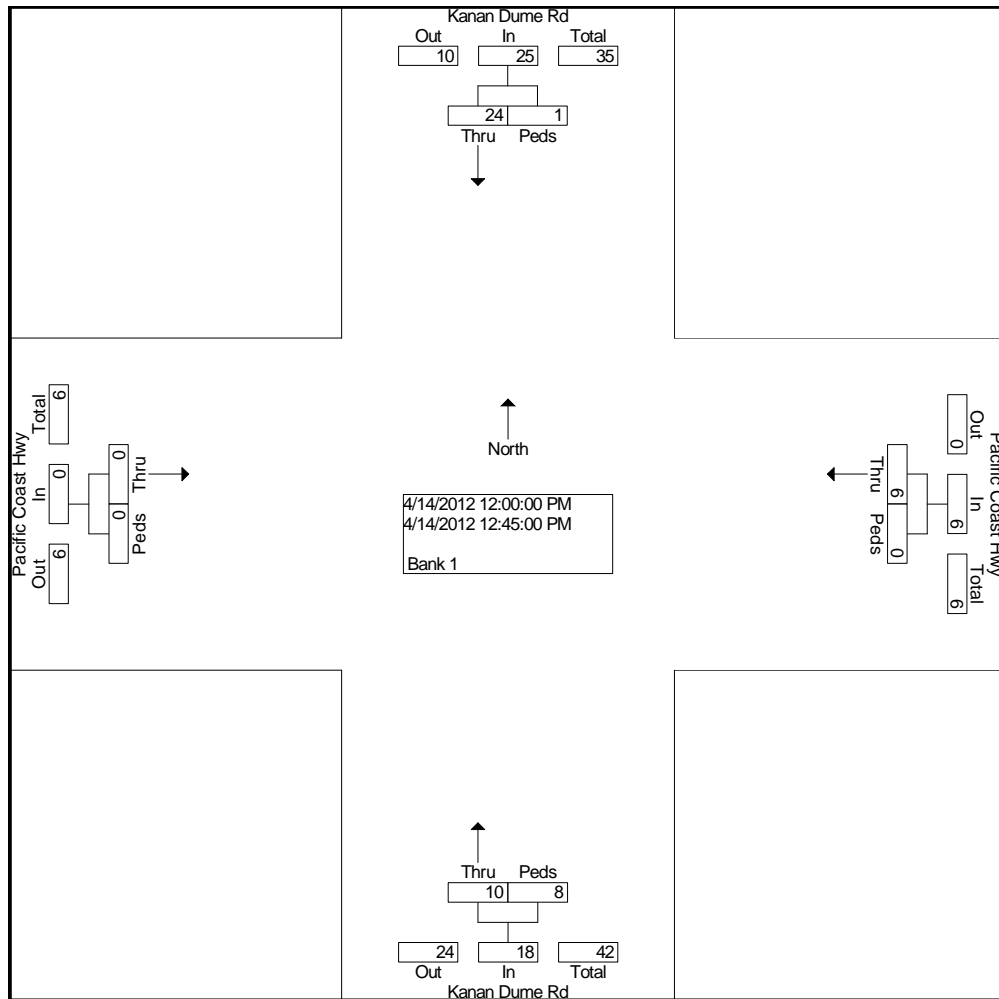
Groups Printed- Bank 1

Start Time	Kanan Dume Rd Southbound		Pacific Coast Hwy Westbound		Kanan Dume Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	4	0	2	0	3	4	0	0	13
12:15 PM	10	0	2	0	4	2	0	0	18
12:30 PM	6	1	2	0	2	0	0	0	11
12:45 PM	4	0	0	0	1	2	0	0	7
Total	24	1	6	0	10	8	0	0	49
01:00 PM	5	0	1	0	2	0	0	0	8
01:15 PM	5	2	1	0	1	3	0	0	12
01:30 PM	2	0	0	2	4	3	0	0	11
01:45 PM	5	0	1	0	2	1	0	0	9
Total	17	2	3	2	9	7	0	0	40
Grand Total	41	3	9	2	19	15	0	0	89
Apprch %	93.2	6.8	81.8	18.2	55.9	44.1	0.0	0.0	
Total %	46.1	3.4	10.1	2.2	21.3	16.9	0.0	0.0	

City Traffic Counters, LLC.
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File Name : Sat_KananPCH_B_P
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Kanan Dume Rd Southbound			Pacific Coast Hwy Westbound			Kanan Dume Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	24	1	25	6	0	6	10	8	18	0	0	0	49
Percent	96.0	4.0		100.0	0.0		55.6	44.4		0.0	0.0		
12:15 Volume	10	0	10	2	0	2	4	2	6	0	0	0	18
Peak Factor	0.681												
High Int.	12:15 PM			12:00 PM			12:00 PM			11:45:00 AM			
Volume	10	0	10	2	0	2	3	4	7				
Peak Factor	0.625			0.750			0.643						



City Traffic Counters, LLC.
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File Name : Sat_MC_CC
Site Code : 00000000
Start Date : 4/14/2012
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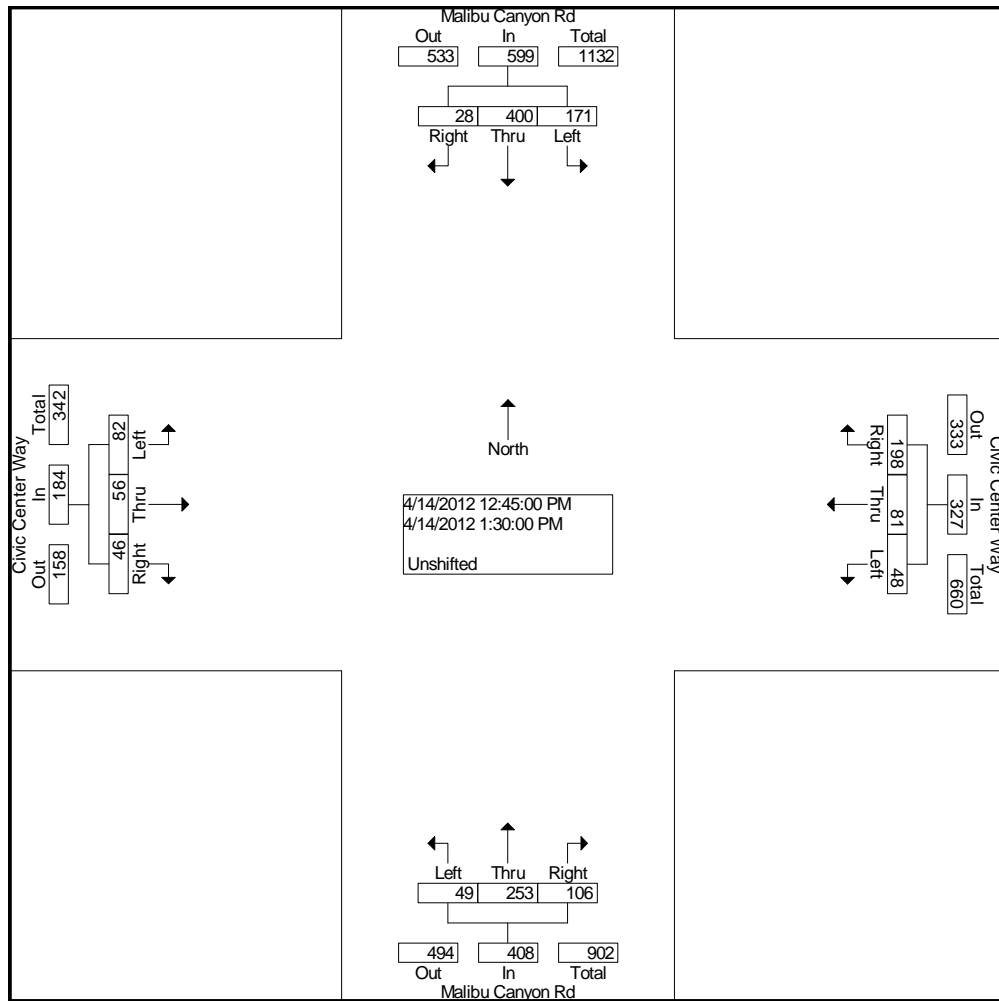
Groups Printed- Unshifted

Start Time	Malibu Canyon Rd Southbound			Civic Center Way Westbound			Malibu Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	41	84	14	12	30	22	10	50	25	15	8	16	327
12:15 PM	29	98	8	15	23	35	5	67	26	13	13	12	344
12:30 PM	44	109	13	13	18	43	7	62	32	18	7	11	377
12:45 PM	42	102	15	8	23	42	11	63	26	26	12	12	382
Total	156	393	50	48	94	142	33	242	109	72	40	51	1430
01:00 PM	44	111	6	10	18	44	9	74	29	16	13	15	389
01:15 PM	43	92	2	18	19	57	13	46	25	12	16	9	352
01:30 PM	42	95	5	12	21	55	16	70	26	28	15	10	395
01:45 PM	45	110	15	9	16	56	11	55	25	11	7	13	373
Total	174	408	28	49	74	212	49	245	105	67	51	47	1509
Grand Total	330	801	78	97	168	354	82	487	214	139	91	98	2939
Apprch %	27.3	66.3	6.5	15.7	27.1	57.2	10.5	62.2	27.3	42.4	27.7	29.9	
Total %	11.2	27.3	2.7	3.3	5.7	12.0	2.8	16.6	7.3	4.7	3.1	3.3	

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File Name : Sat_MC_CC
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Malibu Canyon Rd Southbound				Civic Center Way Westbound				Malibu Canyon Rd Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	12:45 PM																
Volume	171	400	28	599	48	81	198	327	49	253	106	408	82	56	46	184	1518
Percent	28.5	66.8	4.7		14.7	24.8	60.6		12.0	62.0	26.0		44.6	30.4	25.0		
01:30 Volume	42	95	5	142	12	21	55	88	16	70	26	112	28	15	10	53	395
Peak Factor	0.961																
High Int.	01:00 PM				01:15 PM				01:00 PM				01:30 PM				
Volume	44	111	6	161	18	19	57	94	9	74	29	112	28	15	10	53	
Peak Factor	0.930				0.870				0.911				0.868				



City Traffic Counters, LLC.
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File Name : Sat_MC_CC_B_P
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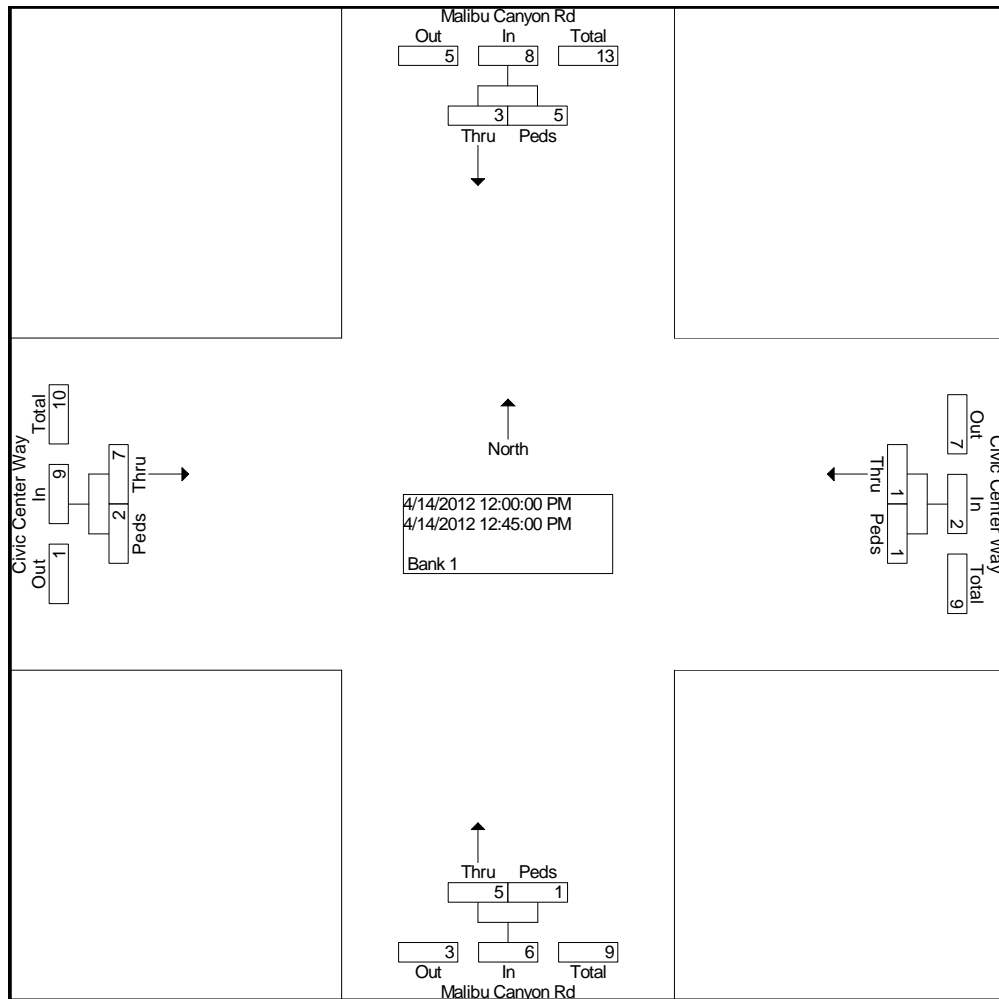
Groups Printed- Bank 1

Start Time	Malibu Canyon Rd Southbound		Civic Center Way Westbound		Malibu Canyon Rd Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	0	0	1	0	1	1	2	5
12:15 PM	0	4	1	0	0	0	3	0	8
12:30 PM	3	1	0	0	5	0	3	0	12
Total	3	5	1	1	5	1	7	2	25
01:15 PM	0	1	0	1	0	0	0	0	2
01:30 PM	0	6	0	0	0	0	0	0	6
01:45 PM	0	0	0	0	0	0	0	1	1
Total	0	7	0	1	0	0	0	1	9
Grand Total	3	12	1	2	5	1	7	3	34
Apprch %	20.0	80.0	33.3	66.7	83.3	16.7	70.0	30.0	
Total %	8.8	35.3	2.9	5.9	14.7	2.9	20.6	8.8	

City Traffic Counters, LLC.
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File Name : Sat_MC_CC_B_P
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Malibu Canyon Rd Southbound			Civic Center Way Westbound			Malibu Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	3	5	8	1	1	2	5	1	6	7	2	9	25
Percent	37.5	62.5		50.0	50.0		83.3	16.7		77.8	22.2		
12:30 Volume	3	1	4	0	0	0	5	0	5	3	0	3	12
Peak Factor	0.521												
High Int.	12:15 PM			12:00 PM			12:30 PM			12:00 PM			
Volume	0	4	4	0	1	1	5	0	5	1	2	3	
Peak Factor	0.500			0.500			0.300			0.750			



City Traffic Counters, LLC.
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File Name : Sat_MC_PCH
Site Code : 00000000
Start Date : 4/14/2012
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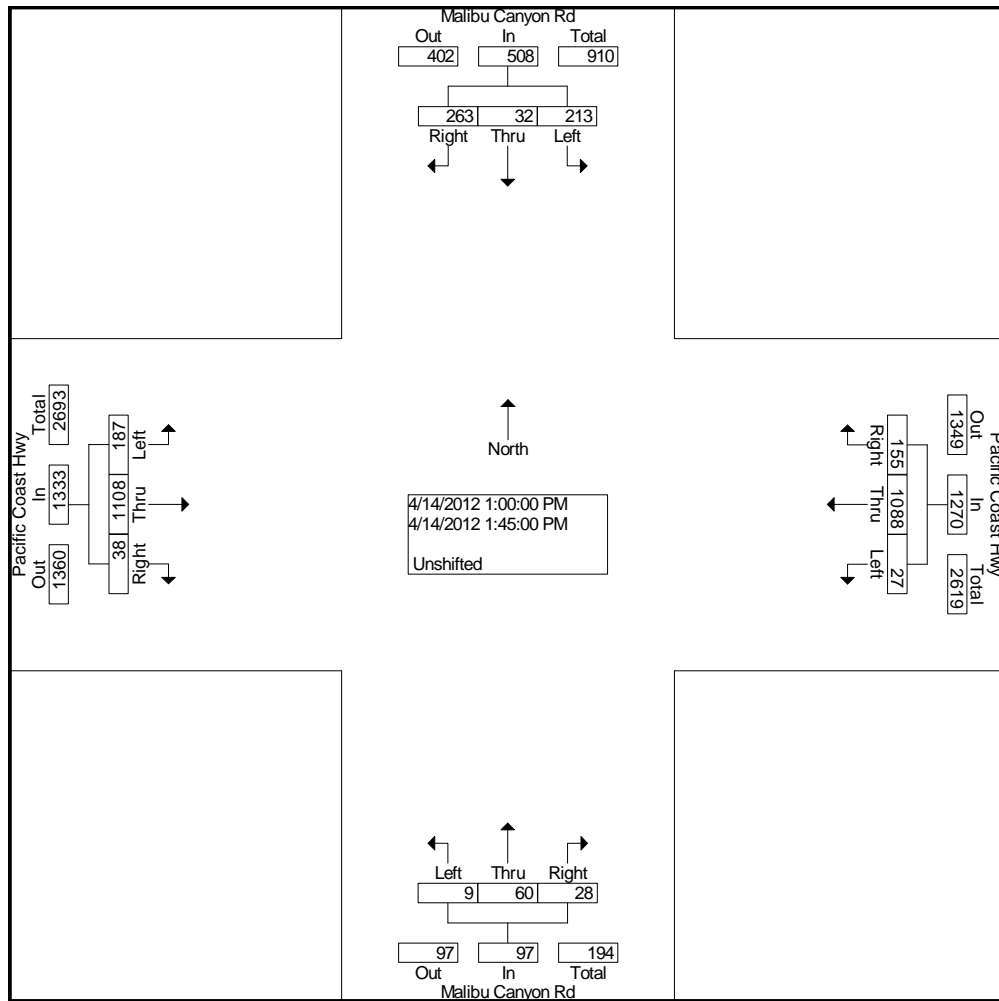
Groups Printed- Unshifted

Start Time	Malibu Canyon Rd Southbound			Pacific Coast Hwy Westbound			Malibu Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	56	16	55	4	232	39	0	16	3	34	228	9	692
12:15 PM	59	12	56	5	249	41	0	13	9	43	251	5	743
12:30 PM	76	7	56	5	281	47	3	16	5	41	256	11	804
12:45 PM	51	13	55	6	229	32	1	22	9	44	254	9	725
Total	242	48	222	20	991	159	4	67	26	162	989	34	2964
01:00 PM	61	6	68	2	273	49	3	13	4	53	283	10	825
01:15 PM	54	10	57	5	261	26	0	17	4	40	280	5	759
01:30 PM	51	8	59	9	286	43	3	13	10	56	286	12	836
01:45 PM	47	8	79	11	268	37	3	17	10	38	259	11	788
Total	213	32	263	27	1088	155	9	60	28	187	1108	38	3208
Grand Total	455	80	485	47	2079	314	13	127	54	349	2097	72	6172
Apprch %	44.6	7.8	47.5	1.9	85.2	12.9	6.7	65.5	27.8	13.9	83.3	2.9	
Total %	7.4	1.3	7.9	0.8	33.7	5.1	0.2	2.1	0.9	5.7	34.0	1.2	

City Traffic Counters, LLC.
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File Name : Sat_MC_PCH
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Malibu Canyon Rd Southbound				Pacific Coast Hwy Westbound				Malibu Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	213	32	263	508	27	1088	155	1270	9	60	28	97	187	1108	38	1333	3208
Percent	41.9	6.3	51.8		2.1	85.7	12.2		9.3	61.9	28.9		14.0	83.1	2.9		
01:30																	
Volume	51	8	59	118	9	286	43	338	3	13	10	26	56	286	12	354	836
Peak Factor	0.959																
High Int.	01:00 PM																
Volume	61	6	68	135	9	286	43	338	3	17	10	30	56	286	12	354	
Peak Factor	0.941				0.939				0.808				0.941				



City Traffic Counters, LLC.
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File Name : Sat_MC_PCH_B_P
Site Code : 00000000
Start Date : 4/14/2012
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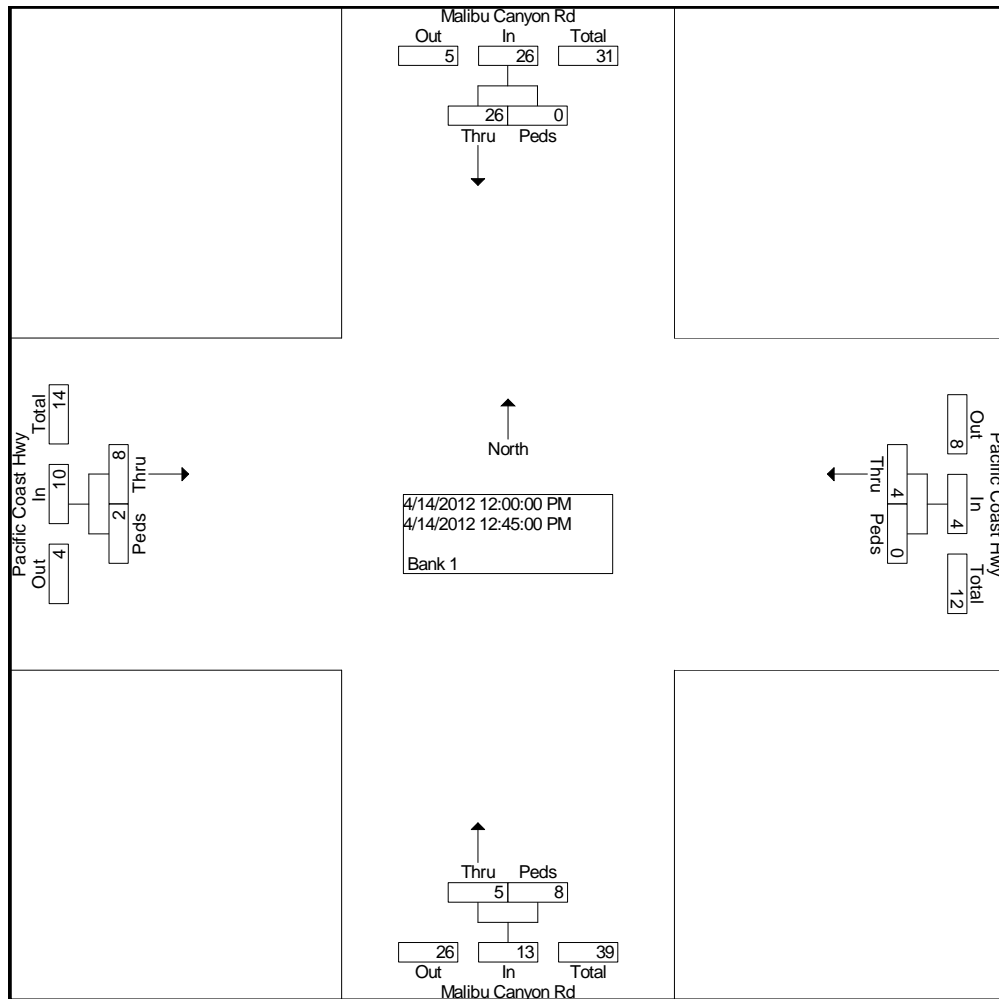
Groups Printed- Bank 1

Start Time	Malibu Canyon Rd Southbound		Pacific Coast Hwy Westbound		Malibu Canyon Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	8	0	1	0	1	2	3	0	15
12:15 PM	6	0	2	0	1	1	2	0	12
12:30 PM	11	0	1	0	1	3	1	1	18
12:45 PM	1	0	0	0	2	2	2	1	8
Total	26	0	4	0	5	8	8	2	53
01:00 PM	3	0	0	0	4	4	2	0	13
01:15 PM	0	0	0	0	0	1	0	0	1
01:30 PM	4	0	0	0	7	1	2	1	15
01:45 PM	2	0	0	0	2	2	0	0	6
Total	9	0	0	0	13	8	4	1	35
Grand Total	35	0	4	0	18	16	12	3	88
Apprch %	100.0	0.0	100.0	0.0	52.9	47.1	80.0	20.0	
Total %	39.8	0.0	4.5	0.0	20.5	18.2	13.6	3.4	

City Traffic Counters, LLC.
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File Name : Sat_MC_PCH_B_P
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Malibu Canyon Rd Southbound			Pacific Coast Hwy Westbound			Malibu Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	26	0	26	4	0	4	5	8	13	8	2	10	53
Percent	100.0	0.0		100.0	0.0		38.5	61.5		80.0	20.0		
12:30 Volume	11	0	11	1	0	1	1	3	4	1	1	2	18
Peak Factor	0.736												
High Int.	12:30 PM												
Volume	11	0	11	2	0	2	1	3	4	3	0	3	
Peak Factor	0.591			0.500			0.813			0.833			



City Traffic Counters, LLC.
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File Name : Sat_WinterCC
Site Code : 00000000
Start Date : 4/21/2012
Page No : 1

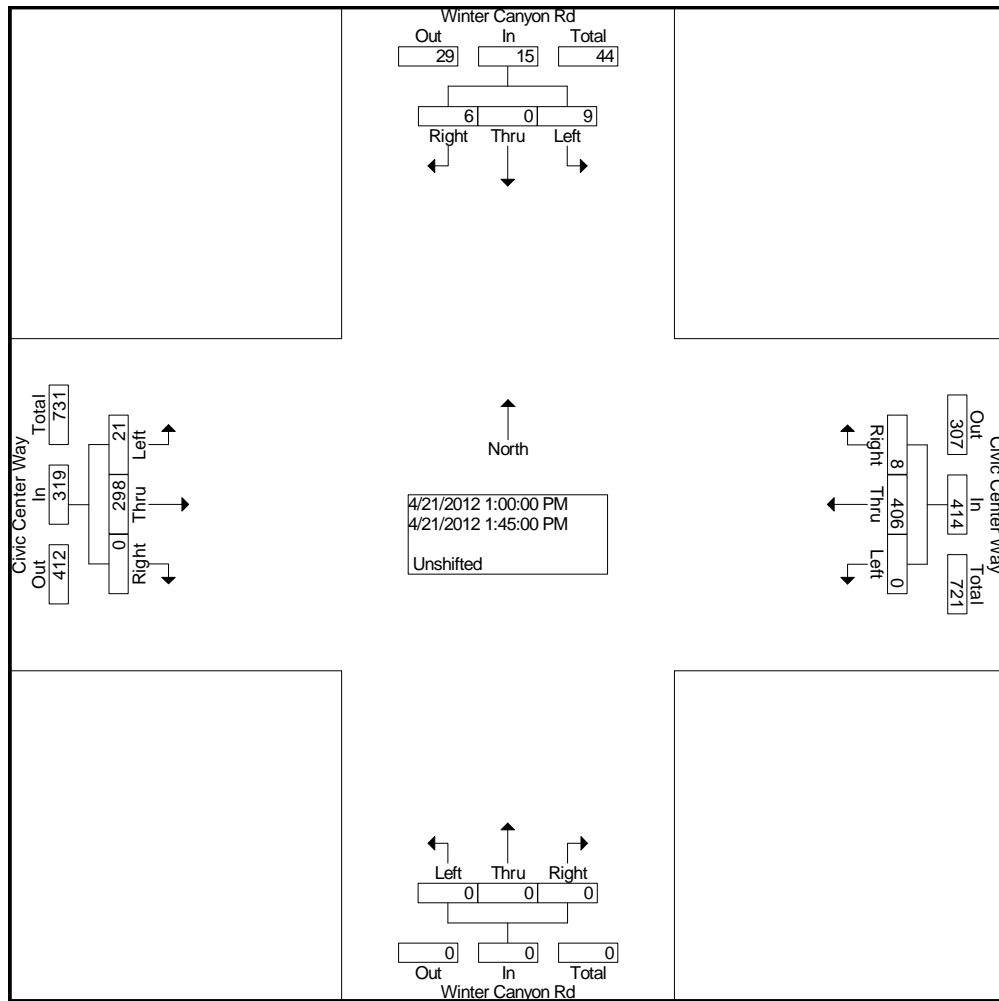
Groups Printed- Unshifted

Start Time	Winter Canyon Rd Southbound			Civic Center Way Westbound			Winter Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	3	0	1	0	82	2	0	0	0	2	81	0	171
12:15 PM	3	0	1	0	75	2	0	0	0	2	72	0	155
12:30 PM	0	0	0	0	98	1	0	0	0	0	83	0	182
12:45 PM	2	0	1	0	94	3	0	0	0	5	94	0	199
Total	8	0	3	0	349	8	0	0	0	9	330	0	707
01:00 PM	1	0	2	0	94	1	0	0	0	2	73	0	173
01:15 PM	4	0	2	0	83	3	0	0	0	7	71	0	170
01:30 PM	0	0	2	0	111	3	0	0	0	7	78	0	201
01:45 PM	4	0	0	0	118	1	0	0	0	5	76	0	204
Total	9	0	6	0	406	8	0	0	0	21	298	0	748
Grand Total	17	0	9	0	755	16	0	0	0	30	628	0	1455
Apprch %	65.4	0.0	34.6	0.0	97.9	2.1	0.0	0.0	0.0	4.6	95.4	0.0	
Total %	1.2	0.0	0.6	0.0	51.9	1.1	0.0	0.0	0.0	2.1	43.2	0.0	

City Traffic Counters, LLC.
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File Name : Sat_WinterCC
Site Code : 00000000
Start Date : 4/21/2012
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Start Time	Winter Canyon Rd Southbound				Civic Center Way Westbound				Winter Canyon Rd Northbound				Civic Center Way Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																		
Intersection	01:00 PM																	
Volume	9	0	6	15	0	406	8	414	0	0	0	0	21	298	0	319	748	
Percent	60.0	0.0	40.0		0.0	98.1	1.9		0.0	0.0	0.0		6.6	93.4	0.0			
01:45																		
Volume	4	0	0	4	0	118	1	119	0	0	0	0	5	76	0	81	204	
Peak Factor	0.917																	
High Int.	01:15 PM																	
Volume	4	0	2	6	01:45 PM				11:45:00 AM				01:30 PM					
Peak Factor	0.625								0.870								85	0.938



City Traffic Counters, LLC.
626-256-4171

File Name : Sat_WinterCC_B_P
Site Code : 00000000
Start Date : 4/21/2012
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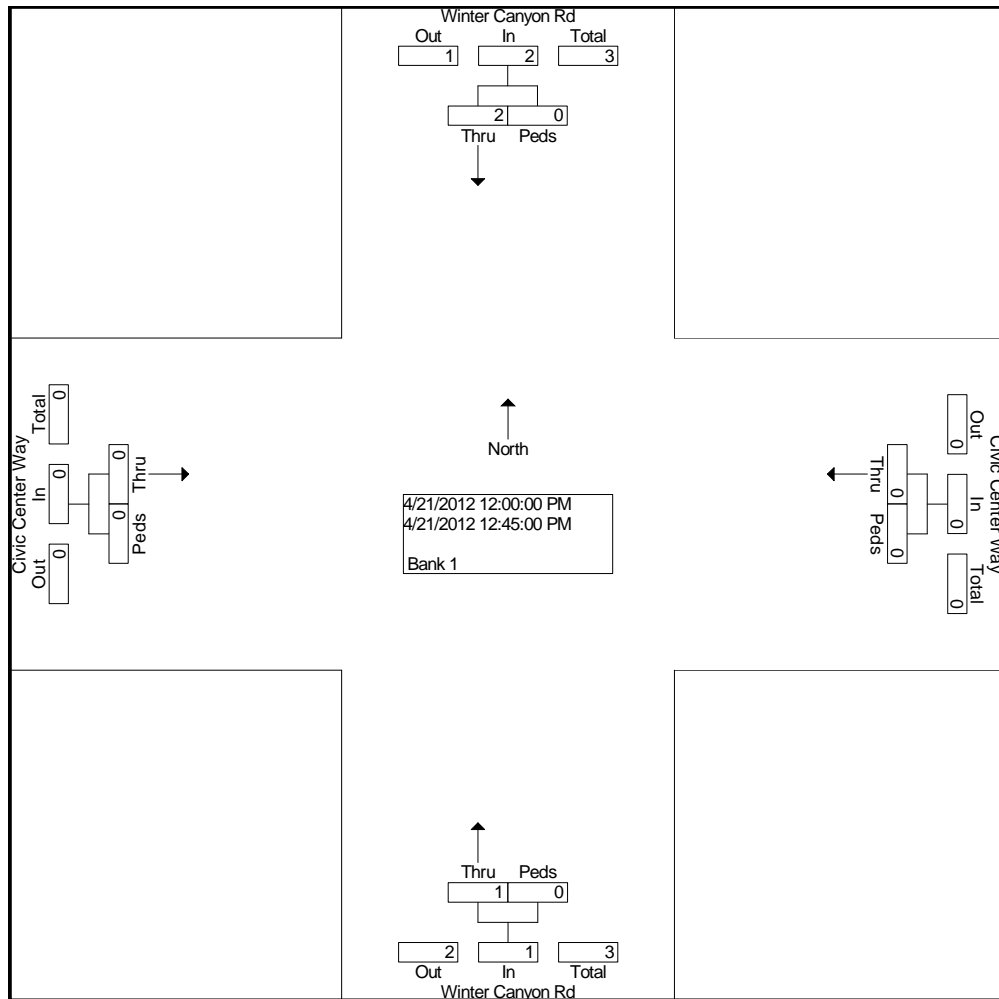
Groups Printed- Bank 1

Start Time	Winter Canyon Rd Southbound		Civic Center Way Westbound		Winter Canyon Rd Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	0	0	0	1	0	0	0	1
12:15 PM	1	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	0	0	0	0	0	1
Total	2	0	0	0	1	0	0	0	3
01:30 PM	0	0	0	0	0	1	0	0	1
01:45 PM	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	3	0	0	3
Grand Total	2	0	0	0	1	3	0	0	6
Apprch %	100.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	
Total %	33.3	0.0	0.0	0.0	16.7	50.0	0.0	0.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_WinterCC_B_P
Site Code : 00000000
Start Date : 4/21/2012
Page No : 2

Start Time	Winter Canyon Rd Southbound			Civic Center Way Westbound			Winter Canyon Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	2	0	2	0	0	0	1	0	1	0	0	0	3
Percent	100.0	0.0		0.0	0.0		100.0	0.0		0.0	0.0		
12:45 Volume	1	0	1	0	0	0	0	0	0	0	0	0	1
Peak Factor													
High Int.	12:15 PM			11:45:00 AM			12:00 PM			11:45:00 AM			0.750
Volume	1	0	1	0	0	0	1	0	1				
Peak Factor	0.500						0.250						



City Traffic Counters, LLC.
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File Name : Sat_Stuart
Site Code : 00000000
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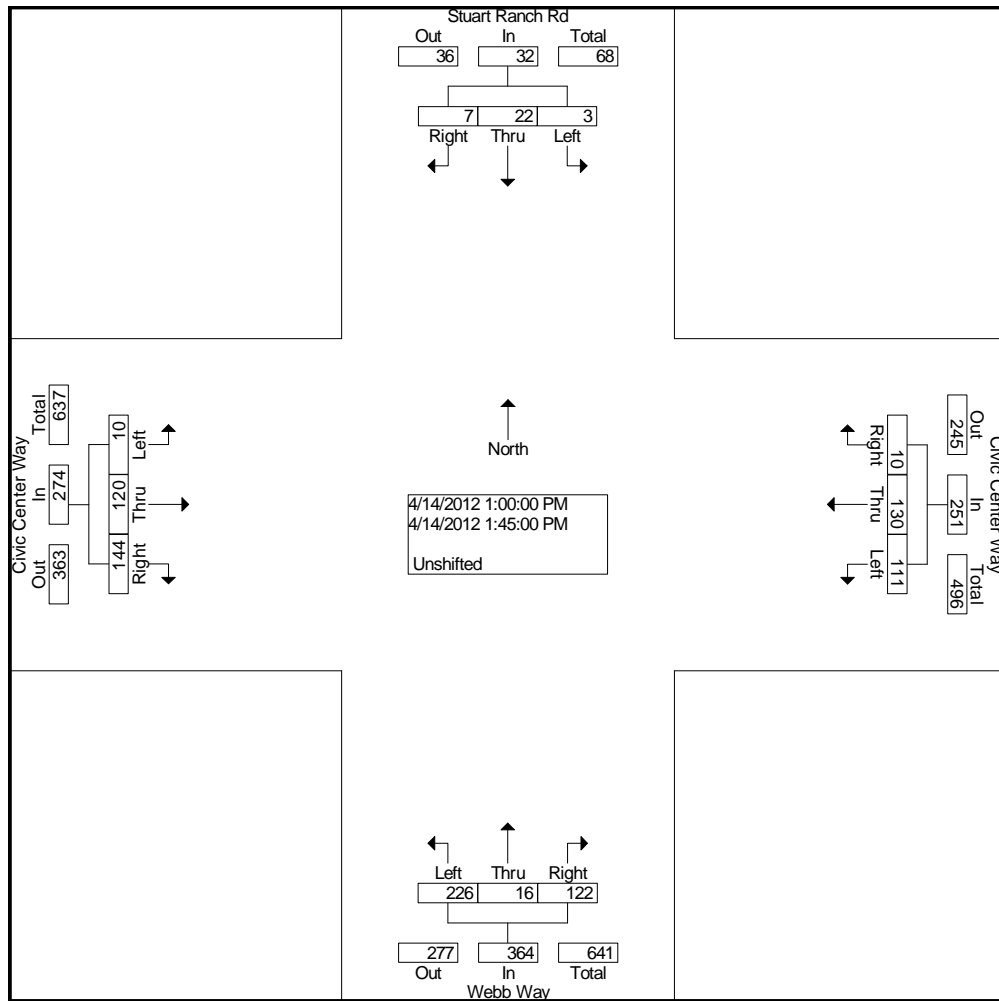
Groups Printed- Unshifted

Start Time	Stuart Ranch Rd Southbound			Civic Center Way Westbound			Webb Way Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	1	14	1	20	20	0	59	1	24	5	26	33	204
12:15 PM	2	9	2	20	22	0	52	4	35	1	18	30	195
12:30 PM	0	5	1	16	36	1	58	4	32	1	30	41	225
12:45 PM	0	1	5	18	22	1	57	1	30	3	35	30	203
Total	3	29	9	74	100	2	226	10	121	10	109	134	827
01:00 PM	0	8	1	22	33	3	56	7	31	3	29	34	227
01:15 PM	0	2	3	24	28	1	53	3	28	3	37	38	220
01:30 PM	3	4	1	39	27	4	57	5	28	1	20	40	229
01:45 PM	0	8	2	26	42	2	60	1	35	3	34	32	245
Total	3	22	7	111	130	10	226	16	122	10	120	144	921
Grand Total	6	51	16	185	230	12	452	26	243	20	229	278	1748
Apprch %	8.2	69.9	21.9	43.3	53.9	2.8	62.7	3.6	33.7	3.8	43.5	52.8	
Total %	0.3	2.9	0.9	10.6	13.2	0.7	25.9	1.5	13.9	1.1	13.1	15.9	

City Traffic Counters, LLC.
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File Name : Sat_Stuart
Site Code : 00000000
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Start Time	Stuart Ranch Rd Southbound				Civic Center Way Westbound				Webb Way Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	3	22	7	32	111	130	10	251	226	16	122	364	10	120	144	274	921
Percent	9.4	68.8	21.9		44.2	51.8	4.0		62.1	4.4	33.5		3.6	43.8	52.6		
01:45																	
Volume	0	8	2	10	26	42	2	70	60	1	35	96	3	34	32	69	245
Peak Factor	0.940																
High Int.	01:45 PM																
Volume	0	8	2	10	39	27	4	70	60	1	35	96	3	37	38	78	
Peak Factor	0.800				0.896				0.948				0.878				



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File Name : Sat_Stuart_B_P
Site Code : 00000000
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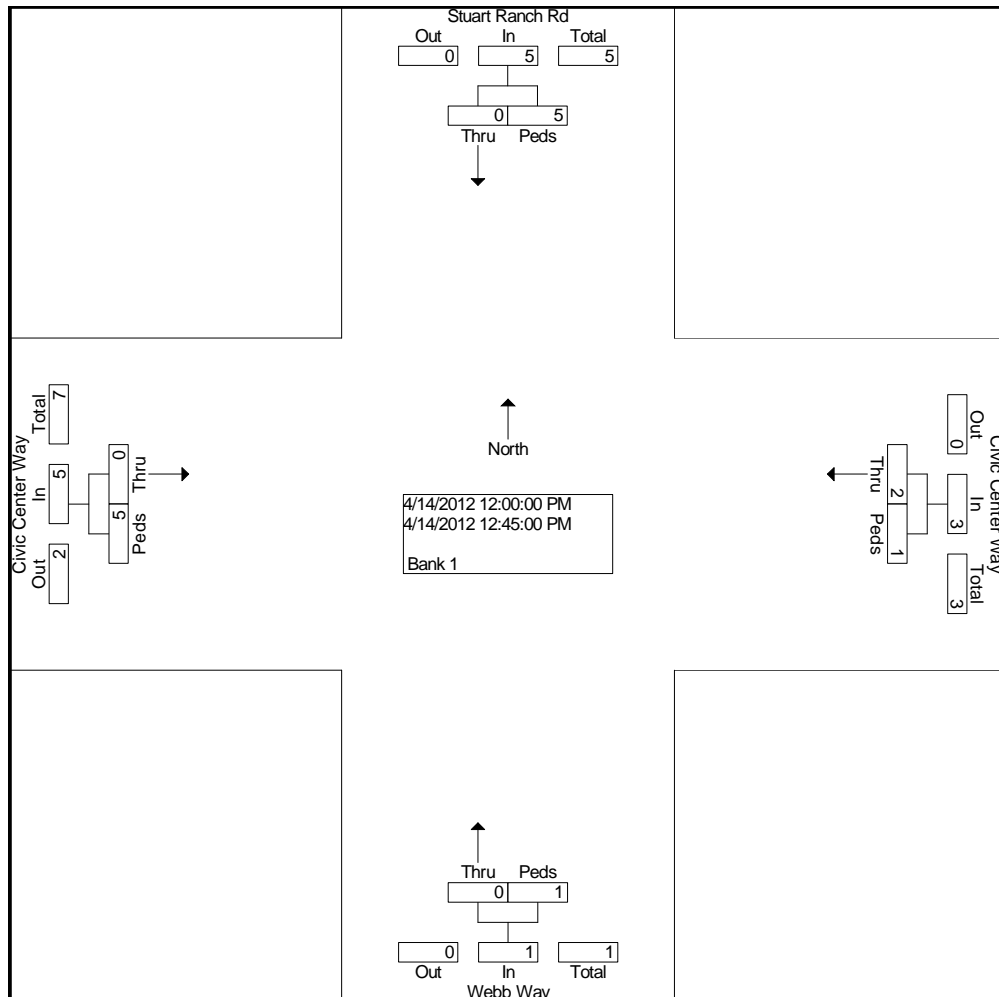
Groups Printed- Bank 1

Start Time	Stuart Ranch Rd Southbound		Civic Center Way Westbound		Webb Way Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	3	0	1	0	1	0	0	5
12:15 PM	0	0	0	0	0	0	0	1	1
12:30 PM	0	1	1	0	0	0	0	1	3
12:45 PM	0	1	1	0	0	0	0	3	5
Total	0	5	2	1	0	1	0	5	14
01:00 PM	0	0	1	0	0	1	0	2	4
01:30 PM	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	0	1	1	2	5
Grand Total	0	5	3	1	0	2	1	7	19
Apprch %	0.0	100.0	75.0	25.0	0.0	100.0	12.5	87.5	
Total %	0.0	26.3	15.8	5.3	0.0	10.5	5.3	36.8	

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File Name : Sat_Stuart_B_P
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Stuart Ranch Rd Southbound			Civic Center Way Westbound			Webb Way Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	0	5	5	2	1	3	0	1	1	0	5	5	14
Percent	0.0	100.0		66.7	33.3		0.0	100.0		0.0	100.0		
12:45 Volume	0	1	1	1	0	1	0	0	0	0	3	3	5
Peak Factor	0.700												
High Int.	12:00 PM			12:00 PM			12:00 PM			12:45 PM			
Volume	0	3	3	0	1	1	0	1	1	0	3	3	
Peak Factor	0.417			0.750			0.250			0.417			



City Traffic Counters, LLC.
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File Name : Sat_WW_PCH
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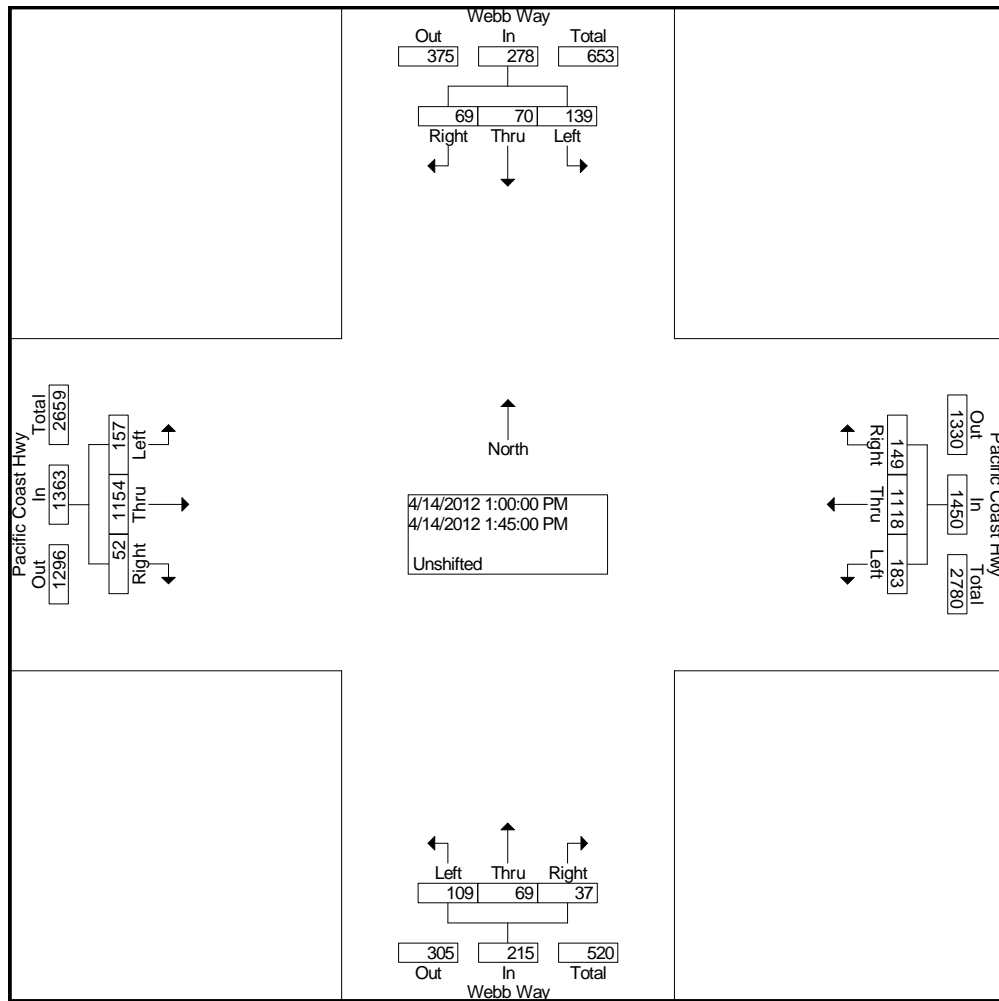
Groups Printed- Unshifted

Start Time	Webb Way Southbound			Pacific Coast Hwy Westbound			Webb Way Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	31	25	12	61	259	36	22	25	7	28	269	16	791
12:15 PM	17	28	13	47	248	35	19	21	5	36	278	9	756
12:30 PM	28	23	13	66	283	33	22	25	7	38	253	19	810
12:45 PM	22	15	13	65	239	31	40	19	9	42	266	15	776
Total	98	91	51	239	1029	135	103	90	28	144	1066	59	3133
01:00 PM	29	22	13	52	288	40	31	15	12	39	294	15	850
01:15 PM	25	22	18	50	263	32	27	19	5	31	291	14	797
01:30 PM	52	14	17	43	294	36	30	17	8	42	306	10	869
01:45 PM	33	12	21	38	273	41	21	18	12	45	263	13	790
Total	139	70	69	183	1118	149	109	69	37	157	1154	52	3306
Grand Total	237	161	120	422	2147	284	212	159	65	301	2220	111	6439
Apprch %	45.8	31.1	23.2	14.8	75.3	10.0	48.6	36.5	14.9	11.4	84.3	4.2	
Total %	3.7	2.5	1.9	6.6	33.3	4.4	3.3	2.5	1.0	4.7	34.5	1.7	

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Site Code : 00000000
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Start Time	Webb Way Southbound				Pacific Coast Hwy Westbound				Webb Way Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	139	70	69	278	183	1118	149	1450	109	69	37	215	157	1154	52	1363	3306
Percent	50.0	25.2	24.8		12.6	77.1	10.3		50.7	32.1	17.2		11.5	84.7	3.8		
01:30																	
Volume	52	14	17	83	43	294	36	373	30	17	8	55	42	306	10	358	869
Peak Factor	0.951																
High Int.	01:30 PM																
Volume	52	14	17	83	52	288	40	380	31	15	12	58	42	306	10	358	
Peak Factor	0.837				0.954				0.927				0.952				



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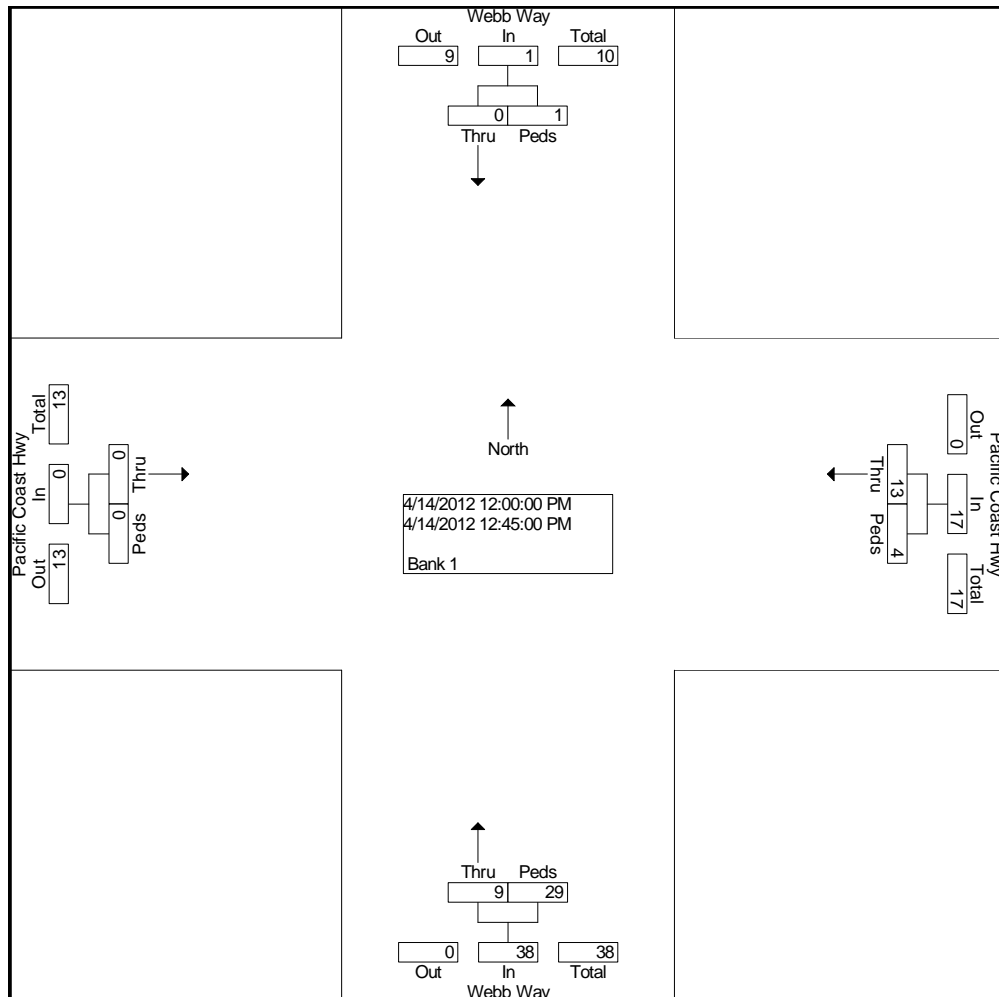
Groups Printed- Bank 1

Start Time	Webb Way Southbound		Pacific Coast Hwy Westbound		Webb Way Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	0	2	2	1	7	0	0	12
12:15 PM	0	0	2	0	2	11	0	0	15
12:30 PM	0	0	3	1	5	10	0	0	19
12:45 PM	0	1	6	1	1	1	0	0	10
Total	0	1	13	4	9	29	0	0	56
01:00 PM	0	3	0	0	0	2	0	0	5
01:15 PM	0	0	3	0	0	0	0	0	3
01:30 PM	0	0	6	1	0	4	0	0	11
01:45 PM	0	0	1	1	0	3	0	0	5
Total	0	3	10	2	0	9	0	0	24
Grand Total	0	4	23	6	9	38	0	0	80
Apprch %	0.0	100.0	79.3	20.7	19.1	80.9	0.0	0.0	
Total %	0.0	5.0	28.8	7.5	11.3	47.5	0.0	0.0	

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File Name : Sat_WW_PCH_B_P
Site Code : 00000000
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Start Time	Webb Way Southbound			Pacific Coast Hwy Westbound			Webb Way Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	0	1	1	13	4	17	9	29	38	0	0	0	56
Percent	0.0	100.0		76.5	23.5		23.7	76.3		0.0	0.0		
12:30 Volume	0	0	0	3	1	4	5	10	15	0	0	0	19
Peak Factor	0.737												
High Int.	12:45 PM												
Volume	0	1	1	6	1	7	5	10	15	11:45:00 AM			
Peak Factor	0.250			0.607			0.633						



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File Name : Sat_CC_CC
Site Code : 00000000
Start Date : 4/14/2012
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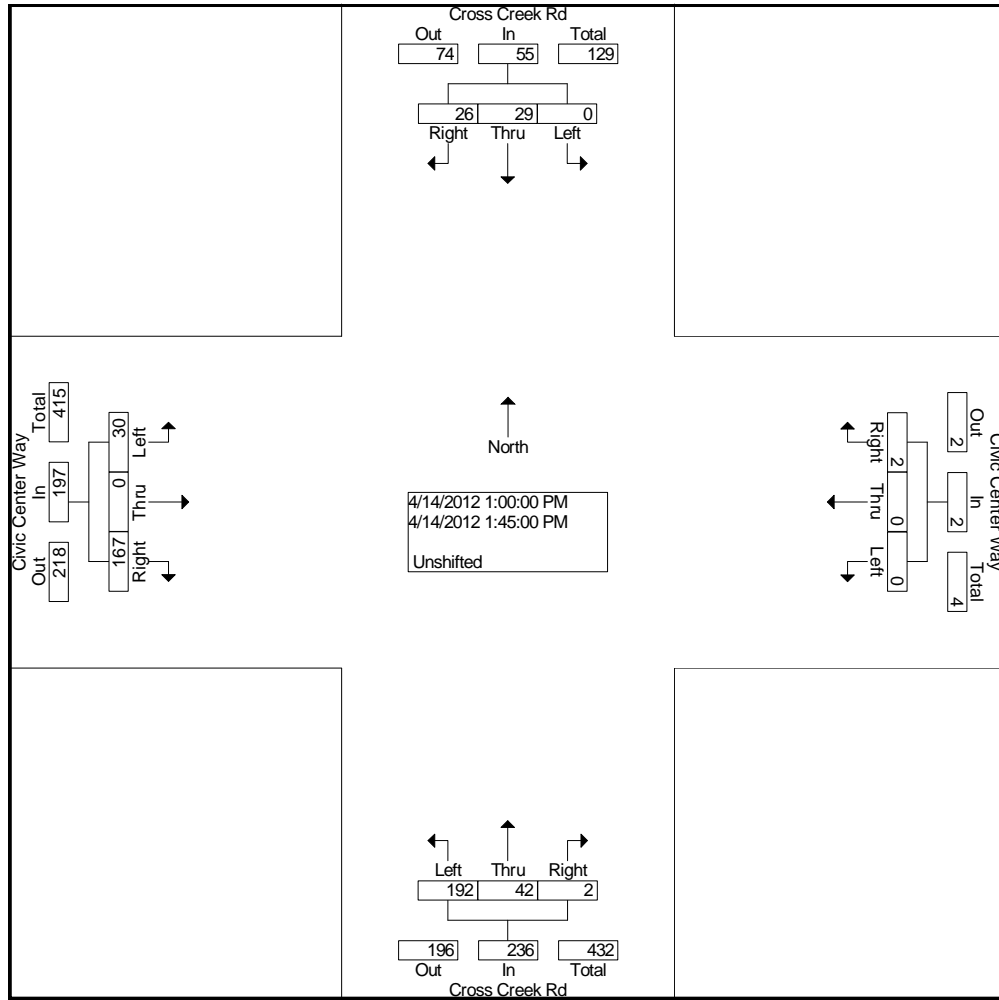
Groups Printed- Unshifted

Start Time	Cross Creek Rd Southbound			Civic Center Way Westbound			Cross Creek Rd Northbound			Civic Center Way Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	5	7	0	0	0	33	9	0	11	0	32	97
12:15 PM	0	8	5	0	0	0	31	2	0	4	0	26	76
12:30 PM	0	5	11	0	0	0	28	8	0	4	0	33	89
12:45 PM	0	5	4	0	1	0	37	9	0	12	0	40	108
Total	0	23	27	0	1	0	129	28	0	31	0	131	370
01:00 PM	0	14	4	0	0	0	38	12	0	8	0	46	122
01:15 PM	0	5	7	0	0	0	49	6	1	7	0	36	111
01:30 PM	0	4	4	0	0	2	50	13	0	7	0	38	118
01:45 PM	0	6	11	0	0	0	55	11	1	8	0	47	139
Total	0	29	26	0	0	2	192	42	2	30	0	167	490
Grand Total	0	52	53	0	1	2	321	70	2	61	0	298	860
Apprch %	0.0	49.5	50.5	0.0	33.3	66.7	81.7	17.8	0.5	17.0	0.0	83.0	
Total %	0.0	6.0	6.2	0.0	0.1	0.2	37.3	8.1	0.2	7.1	0.0	34.7	

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File Name : Sat_CC_CC
Site Code : 00000000
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Start Time	Cross Creek Rd Southbound				Civic Center Way Westbound				Cross Creek Rd Northbound				Civic Center Way Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	0	29	26	55	0	0	2	2	192	42	2	236	30	0	167	197	490
Percent	0.0	52.7	47.3		0.0	0.0	100.0		81.4	17.8	0.8		15.2	0.0	84.8		
01:45																	
Volume	0	6	11	17	0	0	0	0	55	11	1	67	8	0	47	55	139
Peak Factor	0.881																
High Int.	01:00 PM																
Volume	0	14	4	18	01:30 PM				01:45 PM				01:45 PM				
Peak Factor	0.764								0.250				0.881				



City Traffic Counters, LLC.
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File Name : Sat_CC_CC_B_P
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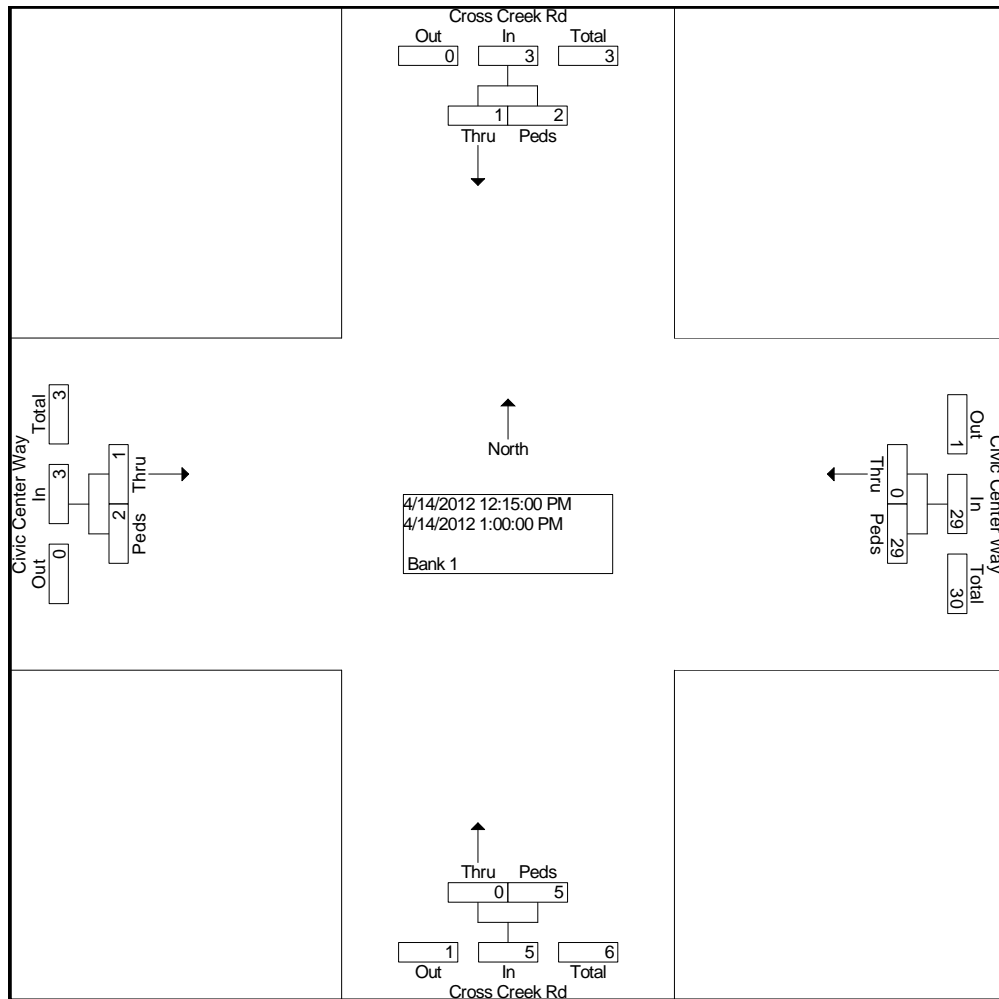
Groups Printed- Bank 1

Start Time	Cross Creek Rd Southbound		Civic Center Way Westbound		Cross Creek Rd Northbound		Civic Center Way Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	0	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	3	0	2	0	0	5
12:30 PM	0	0	0	11	0	3	0	0	14
12:45 PM	0	0	0	11	0	0	0	0	11
Total	0	0	0	26	0	5	0	0	31
01:00 PM	1	2	0	4	0	0	1	2	10
01:15 PM	0	0	0	2	0	1	0	0	3
01:30 PM	0	0	0	7	0	0	0	4	11
01:45 PM	0	0	0	14	0	0	0	1	15
Total	1	2	0	27	0	1	1	7	39
Grand Total	1	2	0	53	0	6	1	7	70
Apprch %	33.3	66.7	0.0	100.0	0.0	100.0	12.5	87.5	
Total %	1.4	2.9	0.0	75.7	0.0	8.6	1.4	10.0	

City Traffic Counters, LLC.
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File Name : Sat_CC_CC_B_P
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Start Date : 4/14/2012
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Start Time	Cross Creek Rd Southbound			Civic Center Way Westbound			Cross Creek Rd Northbound			Civic Center Way Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:15 PM												
Volume	1	2	3	0	29	29	0	5	5	1	2	3	40
Percent	33.3	66.7		0.0	100.0		0.0	100.0		33.3	66.7		
12:30 Volume	0	0	0	0	11	11	0	3	3	0	0	0	14
Peak Factor	0.714												
High Int.	01:00 PM			12:30 PM			12:30 PM			01:00 PM			
Volume	1	2	3	0	11	11	0	3	3	1	2	3	
Peak Factor	0.250			0.659			0.417			0.250			



City Traffic Counters, LLC.
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File Name : Sat_PCH_CC
Site Code : 00000000
Start Date : 4/14/2012
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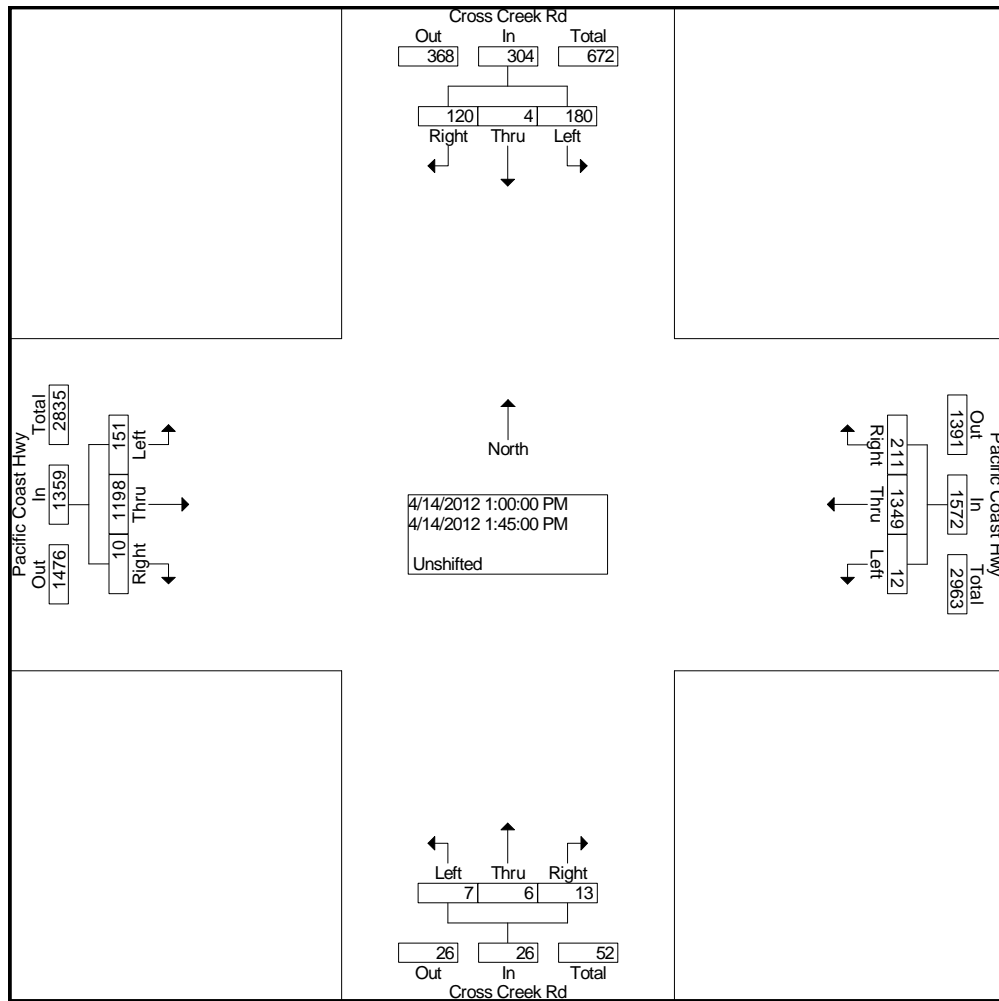
Groups Printed- Unshifted

Start Time	Cross Creek Rd Southbound			Pacific Coast Hwy Westbound			Cross Creek Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	33	0	21	4	308	46	1	5	4	33	289	5	749
12:15 PM	38	0	20	2	327	41	1	1	1	36	271	8	746
12:30 PM	35	0	38	5	340	41	1	1	6	30	265	4	766
12:45 PM	36	0	30	3	311	51	4	1	0	37	279	3	755
Total	142	0	109	14	1286	179	7	8	11	136	1104	20	3016
01:00 PM	58	1	33	2	331	59	2	3	3	31	308	5	836
01:15 PM	43	2	25	3	322	49	1	1	4	44	294	3	791
01:30 PM	38	1	33	5	366	59	2	1	4	44	308	2	863
01:45 PM	41	0	29	2	330	44	2	1	2	32	288	0	771
Total	180	4	120	12	1349	211	7	6	13	151	1198	10	3261
Grand Total	322	4	229	26	2635	390	14	14	24	287	2302	30	6277
Apprch %	58.0	0.7	41.3	0.9	86.4	12.8	26.9	26.9	46.2	11.0	87.9	1.1	
Total %	5.1	0.1	3.6	0.4	42.0	6.2	0.2	0.2	0.4	4.6	36.7	0.5	

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File Name : Sat_PCH_CC
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Cross Creek Rd Southbound				Pacific Coast Hwy Westbound				Cross Creek Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	180	4	120	304	12	1349	211	1572	7	6	13	26	151	1198	10	1359	3261
Percent	59.2	1.3	39.5		0.8	85.8	13.4		26.9	23.1	50.0		11.1	88.2	0.7		
01:30																	
Volume	38	1	33	72	5	366	59	430	2	1	4	7	44	308	2	354	863
Peak Factor	0.945																
High Int.	01:00 PM				01:30 PM				01:00 PM				01:30 PM				
Volume	58	1	33	92	5	366	59	430	2	3	3	8	44	308	2	354	
Peak Factor	0.826				0.914				0.813				0.960				



City Traffic Counters, LLC.
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File Name : Sat_PCH_CC_B_P
Site Code : 00000000
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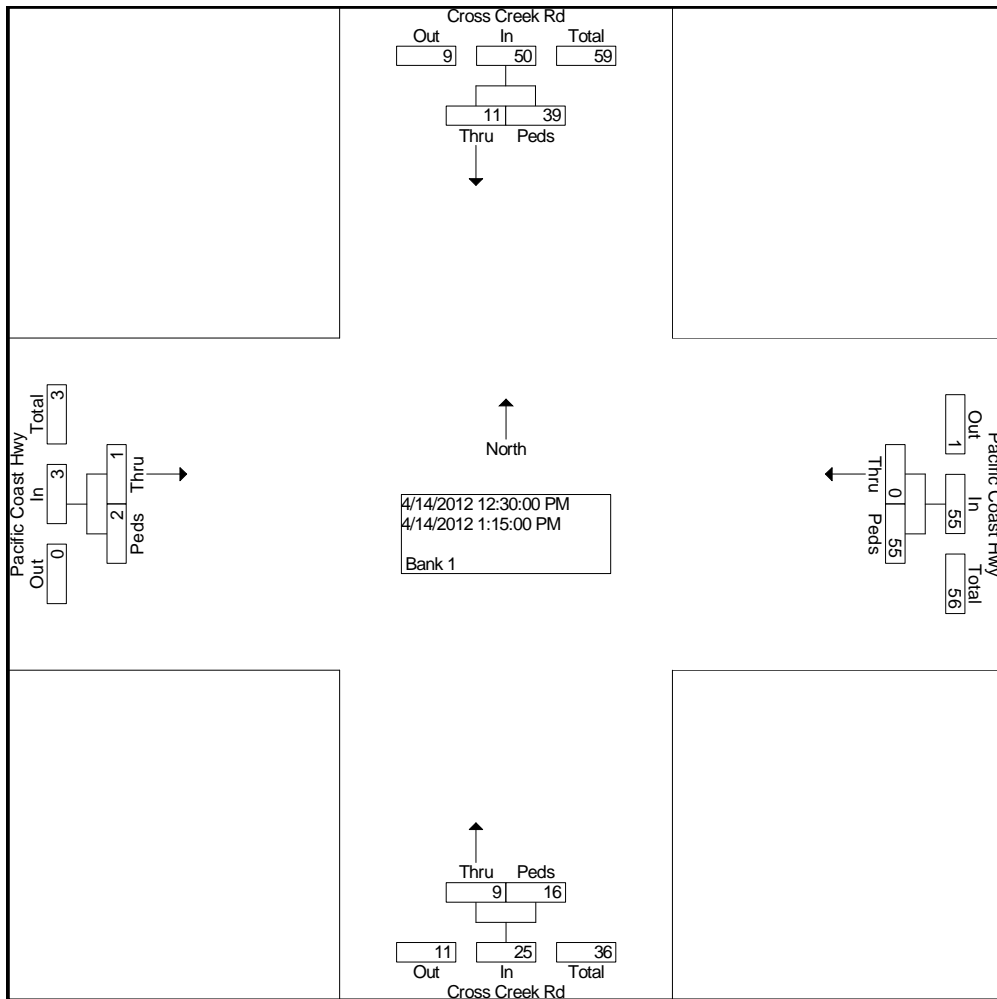
Groups Printed- Bank 1

Start Time	Cross Creek Rd Southbound		Pacific Coast Hwy Westbound		Cross Creek Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	6	10	0	8	0	6	2	1	33
12:15 PM	3	7	0	20	1	9	2	0	42
12:30 PM	6	13	0	3	3	1	0	0	26
12:45 PM	1	3	0	21	1	4	0	0	30
Total	16	33	0	52	5	20	4	1	131
01:00 PM	3	5	0	4	0	5	1	2	20
01:15 PM	1	18	0	27	5	6	0	0	57
01:30 PM	0	3	0	8	2	2	2	1	18
01:45 PM	0	6	0	12	0	8	0	0	26
Total	4	32	0	51	7	21	3	3	121
Grand Total	20	65	0	103	12	41	7	4	252
Apprch %	23.5	76.5	0.0	100.0	22.6	77.4	63.6	36.4	
Total %	7.9	25.8	0.0	40.9	4.8	16.3	2.8	1.6	

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File Name : Sat_PCH_CC_B_P
Site Code : 00000000
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Start Time	Cross Creek Rd Southbound			Pacific Coast Hwy Westbound			Cross Creek Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:30 PM												
Volume	11	39	50	0	55	55	9	16	25	1	2	3	133
Percent	22.0	78.0		0.0	100.0		36.0	64.0		33.3	66.7		
01:15 Volume	1	18	19	0	27	27	5	6	11	0	0	0	57
Peak Factor	0.583												
High Int.	12:30 PM			01:15 PM			01:15 PM			01:00 PM			
Volume	6	13	19	0	27	27	5	6	11	1	2	3	
Peak Factor	0.658			0.509			0.568			0.250			



City Traffic Counters, LLC.
626-256-4171

File Name : Sat_LFC_PCH
Site Code : 00000000
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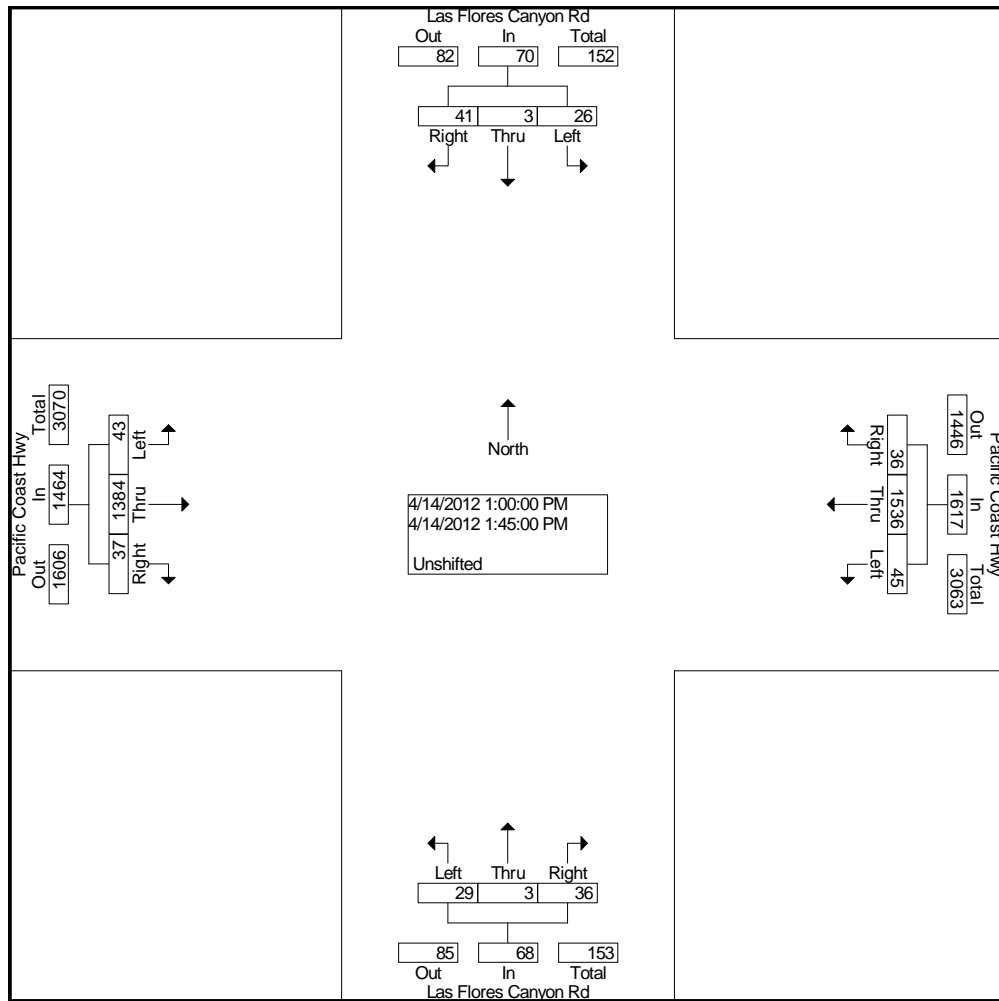
Groups Printed- Unshifted

Start Time	Las Flores Canyon Rd Southbound			Pacific Coast Hwy Westbound			Las Flores Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	15	0	10	8	312	14	3	0	2	10	268	8	650
12:15 PM	6	1	12	4	368	7	3	0	2	8	288	28	727
12:30 PM	7	1	10	10	348	9	1	0	2	6	305	15	714
12:45 PM	8	0	13	15	372	13	3	0	3	8	285	5	725
Total	36	2	45	37	1400	43	10	0	9	32	1146	56	2816
01:00 PM	2	1	11	8	359	8	3	0	10	12	334	11	759
01:15 PM	8	0	11	15	381	11	9	2	4	12	311	8	772
01:30 PM	11	2	9	10	411	8	4	0	9	10	380	8	862
01:45 PM	5	0	10	12	385	9	13	1	13	9	359	10	826
Total	26	3	41	45	1536	36	29	3	36	43	1384	37	3219
Grand Total	62	5	86	82	2936	79	39	3	45	75	2530	93	6035
Apprch %	40.5	3.3	56.2	2.6	94.8	2.6	44.8	3.4	51.7	2.8	93.8	3.4	
Total %	1.0	0.1	1.4	1.4	48.6	1.3	0.6	0.0	0.7	1.2	41.9	1.5	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_LFC_PCH
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Las Flores Canyon Rd Southbound				Pacific Coast Hwy Westbound				Las Flores Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	26	3	41	70	45	1536	36	1617	29	3	36	68	43	1384	37	1464	3219
Percent	37.1	4.3	58.6		2.8	95.0	2.2		42.6	4.4	52.9		2.9	94.5	2.5		
01:30 Volume	11	2	9	22	10	411	8	429	4	0	9	13	10	380	8	398	862
Peak Factor	0.934																
High Int.	01:30 PM																
Volume	11	2	9	22	10	411	8	429	13	1	13	27	10	380	8	398	
Peak Factor	0.795				0.942				0.630				0.920				



City Traffic Counters, LLC.
626-256-4171

File Name : Sat_LFC_PCH_B_P
Site Code : 00000000
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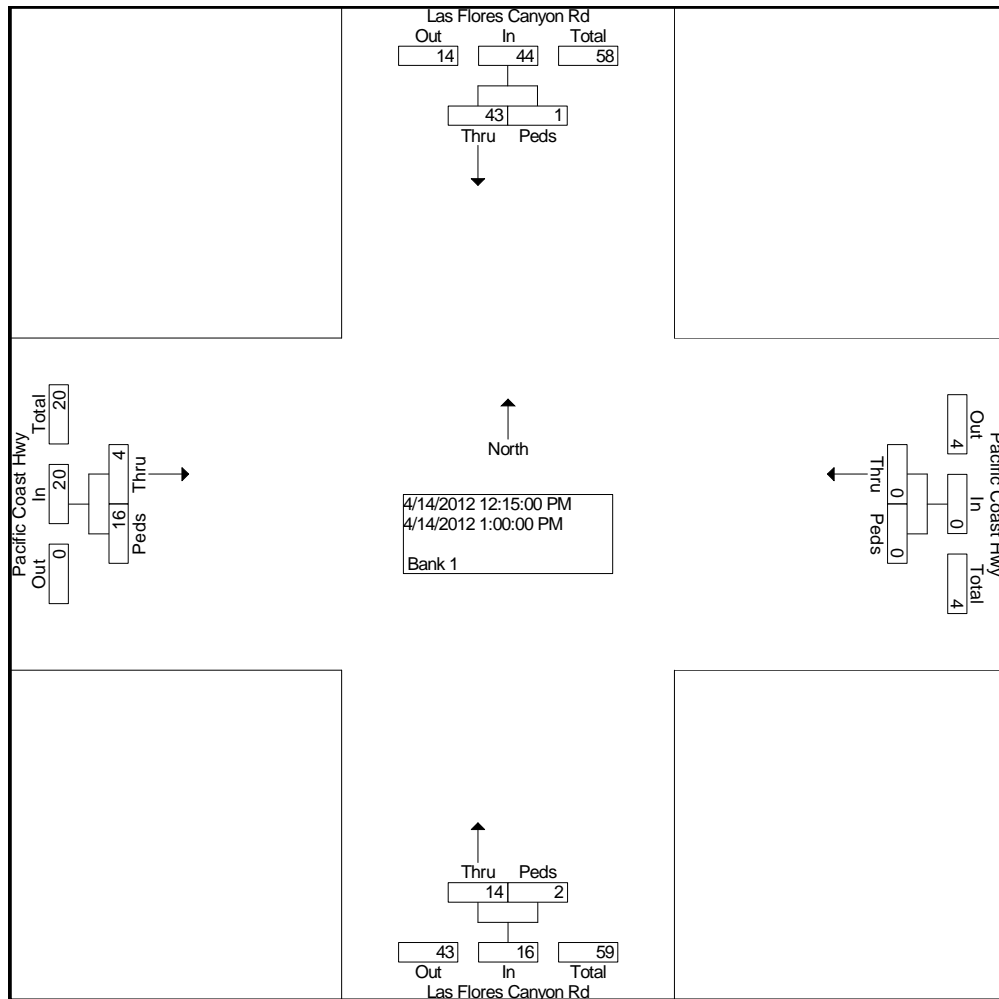
Groups Printed- Bank 1

Start Time	Las Flores Canyon Rd Southbound		Pacific Coast Hwy Westbound		Las Flores Canyon Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	5	0	0	0	3	0	0	3	11
12:15 PM	19	0	0	0	1	2	1	0	23
12:30 PM	2	1	0	0	3	0	2	2	10
12:45 PM	10	0	0	0	4	0	1	2	17
Total	36	1	0	0	11	2	4	7	61
01:00 PM	12	0	0	0	6	0	0	12	30
01:15 PM	0	0	0	0	3	0	0	0	3
01:30 PM	6	0	0	0	2	0	0	2	10
01:45 PM	5	0	0	0	0	0	1	0	6
Total	23	0	0	0	11	0	1	14	49
Grand Total	59	1	0	0	22	2	5	21	110
Apprch %	98.3	1.7	0.0	0.0	91.7	8.3	19.2	80.8	
Total %	53.6	0.9	0.0	0.0	20.0	1.8	4.5	19.1	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_LFC_PCH_B_P
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Las Flores Canyon Rd Southbound			Pacific Coast Hwy Westbound			Las Flores Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:15 PM												
Volume	43	1	44	0	0	0	14	2	16	4	16	20	80
Percent	97.7	2.3		0.0	0.0		87.5	12.5		20.0	80.0		
01:00 Volume	12	0	12	0	0	0	6	0	6	0	12	12	30
Peak Factor	0.667												
High Int.	12:15 PM			11:45:00 AM			01:00 PM			01:00 PM			
Volume	19	0	19	0	0	0	6	0	6	0	12	12	
Peak Factor	0.579						0.667			0.417			



City Traffic Counters, LLC.
626-256-4171

File Name : Sat_PCH_TC
Site Code : 00000000
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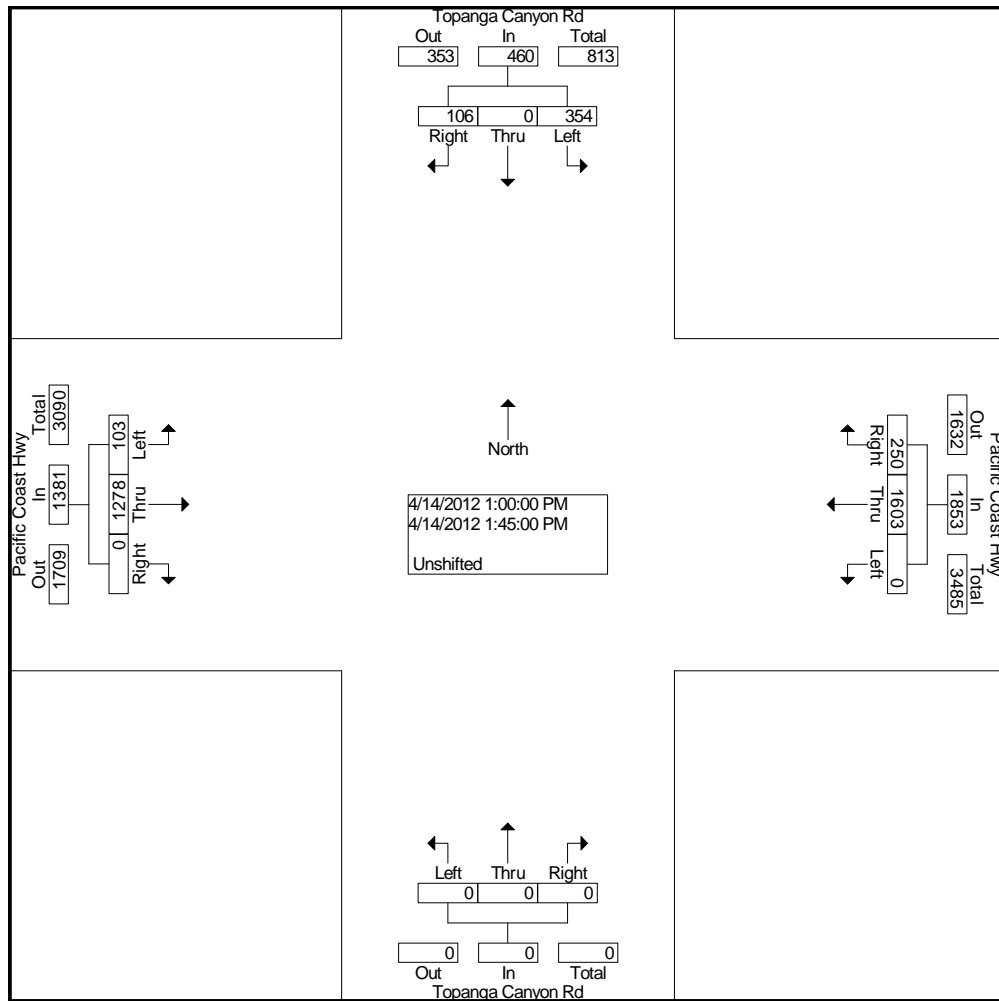
Groups Printed- Unshifted

Start Time	Topanga Canyon Rd Southbound			Pacific Coast Hwy Westbound			Topanga Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	83	0	17	0	326	78	0	0	0	18	282	0	804
12:15 PM	77	0	22	0	394	72	0	0	0	9	288	0	862
12:30 PM	106	0	20	0	368	56	0	0	0	20	296	0	866
12:45 PM	81	0	16	0	399	58	0	0	0	24	270	0	848
Total	347	0	75	0	1487	264	0	0	0	71	1136	0	3380
01:00 PM	88	0	28	0	379	62	0	0	0	21	304	0	882
01:15 PM	87	0	30	0	393	46	0	0	0	19	294	0	869
01:30 PM	94	0	24	0	393	58	0	0	0	34	349	0	952
01:45 PM	85	0	24	0	438	84	0	0	0	29	331	0	991
Total	354	0	106	0	1603	250	0	0	0	103	1278	0	3694
Grand Total	701	0	181	0	3090	514	0	0	0	174	2414	0	7074
Apprch %	79.5	0.0	20.5	0.0	85.7	14.3	0.0	0.0	0.0	6.7	93.3	0.0	
Total %	9.9	0.0	2.6	0.0	43.7	7.3	0.0	0.0	0.0	2.5	34.1	0.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_PCH_TC
Site Code : 00000000
Start Date : 4/14/2012
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Start Time	Topanga Canyon Rd Southbound				Pacific Coast Hwy Westbound				Topanga Canyon Rd Northbound				Pacific Coast Hwy Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Intersection	01:00 PM																
Volume	354	0	106	460	0	1603	250	1853	0	0	0	0	103	1278	0	1381	3694
Percent	77.0	0.0	23.0		0.0	86.5	13.5		0.0	0.0	0.0		7.5	92.5	0.0		
01:45																	
Volume	85	0	24	109	0	438	84	522	0	0	0	0	29	331	0	360	991
Peak Factor	0.932																
High Int.	01:30 PM																
Volume	94	0	24	118	0	438	84	522	0	0	0	0	34	349	0	383	
Peak Factor	0.975				0.887								0.901				



City Traffic Counters, LLC.
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File Name : Sat_PCH_TC_B_P
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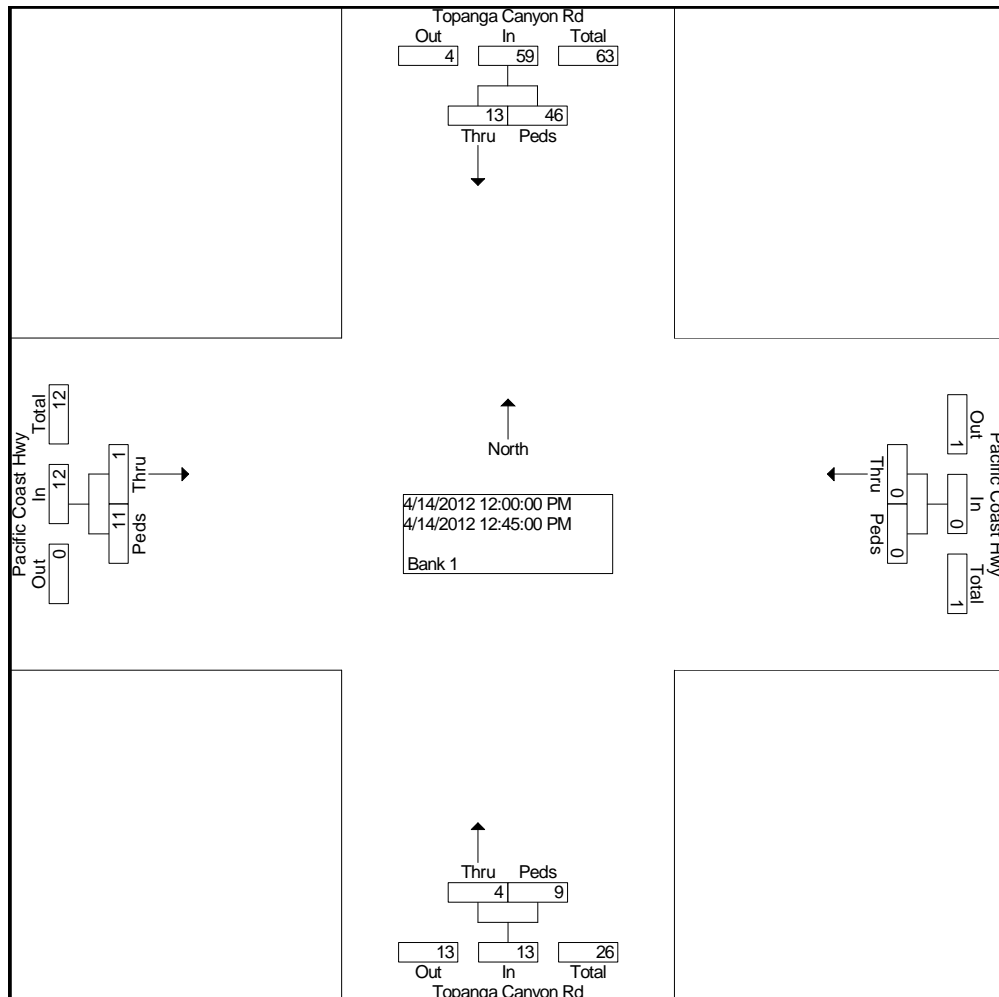
Groups Printed- Bank 1

Start Time	Topanga Canyon Rd Southbound		Pacific Coast Hwy Westbound		Topanga Canyon Rd Northbound		Pacific Coast Hwy Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	2	16	0	0	2	0	0	0	20
12:15 PM	4	7	0	0	1	5	0	6	23
12:30 PM	5	13	0	0	0	0	0	5	23
12:45 PM	2	10	0	0	1	4	1	0	18
Total	13	46	0	0	4	9	1	11	84
01:00 PM	3	6	0	0	2	1	1	1	14
01:15 PM	1	4	0	2	1	1	0	3	12
01:30 PM	4	2	0	0	1	2	0	4	13
01:45 PM	2	7	0	0	0	2	2	0	13
Total	10	19	0	2	4	6	3	8	52
Grand Total	23	65	0	2	8	15	4	19	136
Apprch %	26.1	73.9	0.0	100.0	34.8	65.2	17.4	82.6	
Total %	16.9	47.8	0.0	1.5	5.9	11.0	2.9	14.0	

City Traffic Counters, LLC.
626-256-4171

File Name : Sat_PCH_TC_B_P
Site Code : 00000000
Start Date : 4/14/2012
Page No : 2

Start Time	Topanga Canyon Rd Southbound			Pacific Coast Hwy Westbound			Topanga Canyon Rd Northbound			Pacific Coast Hwy Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour From 12:00 PM to 01:45 PM - Peak 1 of 1													
Intersection	12:00 PM												
Volume	13	46	59	0	0	0	4	9	13	1	11	12	84
Percent	22.0	78.0		0.0	0.0		30.8	69.2		8.3	91.7		
12:30 Volume	5	13	18	0	0	0	0	0	0	0	5	5	23
Peak Factor	0.913												
High Int.	12:00 PM			11:45:00 AM			12:15 PM			12:15 PM			
Volume	2	16	18	0	0	0	1	5	6	0	6	6	
Peak Factor	0.819						0.542			0.500			



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

N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	286	2880	0.099	3	289	0.104	13	299	0.104	30	329	0.114	3	332	0.115	0	332	0.115
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]	271	1600	0.073	0	271	0.073	12	283	0.076	8	291	0.076	0	291	0.076	0	291	0.076
Eb Left	155	1600	0.097 *	0	155	0.097 *	7	161	0.101 *	8	169	0.106 *	0	169	0.106 *	0	169	0.106 *
Eb Thru	859	3200	0.268	11	870	0.272	39	898	0.281	115	1013	0.316	11	1024	0.320	0	1024	0.320
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	690	3200	0.216 *	3	693	0.217 *	31	721	0.225 *	72	793	0.248 *	3	796	0.249 *	0	796	0.249 *
Wb Right	113	1600	0.071	1	114	0.071	5	118	0.074	17	135	0.085	1	136	0.085	0	136	0.085
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU		0.462				0.464			0.480			0.518			0.520			
LOS		A			A	A		A	A		A	A		A	A		A	A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	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	226	2880	0.078	2	228	2880	0.079	10	236	2880	0.082	41	277	2880	0.096	2	279	2880	0.097
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]	206	1600	0.000	0	206	1600	0.000	9	215	1600	0.000	21	236	1600	0.000	0	236	1600	0.000
Eb Left	289	1600	0.181 *	0	289	1600	0.181 *	13	302	1600	0.189 *	22	324	1600	0.203 *	0	324	1600	0.203 *
Eb Thru	950	3200	0.297	7	957	3200	0.299	43	992	3200	0.310	202	1194	3200	0.373	7	1201	3200	0.375
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	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1017	3200	0.318 *	6	1023	3200	0.320 *	46	1062	3200	0.332 *	237	1299	3200	0.406 *	6	1305	3200	0.408 *
Wb Right	212	1600	0.133	2	214	1600	0.134	10	222	1600	0.139	50	272	1600	0.170	2	274	1600	0.171
Yellow Allowance:	0.050 *			0.050 *				0.050 *				0.050 *				0.050 *			
ICU	0.627	B		0.629	B			0.653	B			0.755	C			0.757	C		
LOS																			

* Key conflicting movement as a part of ICU
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 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase

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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	194	2880	0.067	1	195	0.068	9	202	0.070	55	257	0.089	1	258	0.090	0	258	0.090
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]	207	1600	0.017	0	207	0.017	9	216	0.018	19	235	0.019	0	235	0.019	0	235	0.019
Eb Left	179	1600	0.112 *	0	179	0.112 *	8	187	0.117 *	18	205	0.128 *	0	205	0.128 *	0	205	0.128 *
Eb Thru	967	3200	0.302	4	971	0.303	44	1011	0.316	234	1245	0.389	4	1249	0.390	0	1249	0.390
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	1011	3200	0.316 *	5	1016	0.318 *	46	1057	0.330 *	208	1265	0.395 *	5	1270	0.397 *	0	1270	0.397 *
Wb Right	175	1600	0.109	1	176	0.110	8	183	0.114	47	230	0.144	1	231	0.144	0	231	0.144
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.545			0.547			0.568			0.663			0.665			0.665
LOS			A			A			A			B			B			B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	37	1600	0.023 *	0	37	1600	0.023 *	2	39	1600	0.024 *	0	39	1600	0.024 *	0	39	1600	0.024 *
Nb Thru	239	3200	0.075	0	239	3200	0.075	11	250	3200	0.086	0	276	3200	0.086	0	276	3200	0.086
Nb Right [3]	121	16000000	0.000	0	121	16000000	0.000	5	126	16000000	0.000	29	155	16000000	0.000	0	155	16000000	0.000
Sb Left [4]	24	1600	0.015	0	24	1600	0.015	1	25	1600	0.015	0	25	1600	0.015	0	25	1600	0.015
Sb Thru	1200	3200	0.375 *	8	1208	3200	0.377 *	54	1254	3200	0.412 *	66	1320	3200	0.415 *	8	1328	3200	0.415 *
Sb Right [3]	378	16000000	0.000	0	378	16000000	0.000	17	395	16000000	0.000	6	401	16000000	0.000	0	401	16000000	0.000
Eb Left	22	0	0.007	0	22	0	0.007	1	23	0	0.007	3	26	0	0.008	0	26	0	0.008
Eb Thru	71	3200	0.029 *	0	71	3200	0.029 *	3	74	3200	0.030 *	13	87	3200	0.035 *	0	87	3200	0.035 *
Eb Right [3]	10	16000000	0.000	0	10	16000000	0.000	0	11	16000000	0.000	5	16	16000000	0.000	0	16	16000000	0.000
Wb Left	50	1600	0.032	0	50	1600	0.032	2	53	1600	0.033	3	56	1600	0.035	0	56	1600	0.035
Wb Thru	152	1600	0.095 *	0	152	1600	0.095 *	7	159	1600	0.100 *	17	176	1600	0.110 *	0	176	1600	0.110 *
Wb Right [3]	262	16000000	0.000	2	264	16000000	0.000	12	273	16000000	0.000	10	283	16000000	0.000	2	285	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.572				0.575				0.596				0.632				0.635
LOS			A				A				A				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Freeflow 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION			
	1	2	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	2	V/C Ratio	
	Volume	Capacity		Volume	Volume	Capacity		Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity
Nb Left	47	1600	0.030	0	47	1600	0.030	2	50	0.031	0	50	1600	0.031	0	50	1600	0.031	0.031
Nb Thru	411	3200	0.128 *	0	411	3200	0.128 *	18	429	0.134 *	44	473	3200	0.148 *	0	473	3200	0.148 *	0.148 *
Nb Right [3]	47	16000000	0.000	0	47	16000000	0.000	2	50	0.000	64	114	16000000	0.000	0	114	16000000	0.000	0.000
Sb Left	193	1600	0.120 *	5	198	1600	0.124 *	9	201	0.126 *	46	247	1600	0.155 *	5	252	1600	0.158 *	0.158 *
Sb Thru	415	3200	0.130	0	415	3200	0.130	19	434	0.136	38	472	3200	0.147	0	472	3200	0.147	0.147
Sb Right [3]	69	16000000	0.000	0	69	16000000	0.000	3	72	0.000	4	76	16000000	0.000	0	76	16000000	0.000	0.000
Eb Left	144	0	0.045	0	144	0	0.045	6	151	0.047	5	156	0	0.049	0	156	0	0.049	0.049
Eb Thru	116	3200	0.081 *	0	116	3200	0.081 *	5	122	0.085 *	28	150	3200	0.095 *	0	150	3200	0.095 *	0.095 *
Eb Right [3]	59	16000000	0.000	0	59	16000000	0.000	3	61	0.000	30	91	16000000	0.000	0	91	16000000	0.000	0.000
Wb Left	13	1600	0.008	0	13	1600	0.008	1	14	0.009	6	20	1600	0.012	0	20	1600	0.012	0.012
Wb Thru	94	1600	0.059 *	0	94	1600	0.059 *	4	98	0.061 *	28	126	1600	0.079 *	0	126	1600	0.079 *	0.079 *
Wb Right [3]	408	16000000	0.000	5	413	16000000	0.000	18	426	0.000	33	459	16000000	0.000	5	464	16000000	0.000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.439				0.442			0.456				0.527					0.530
LOS			A				A			A				A					A

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

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 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	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	50	1600	0.032	0	50	1600	0.032	2	53	1600	0.033	0	53	1600	0.033	0	53	1600	0.033
Nb Thru	261	3200	0.081 *	0	261	3200	0.081 *	12	272	3200	0.085 *	53	325	3200	0.102 *	0	325	3200	0.102 *
Nb Right [3]	109	16000000	0.000	0	109	16000000	0.000	5	114	16000000	0.000	85	199	16000000	0.000	0	199	16000000	0.000
Sb Left	176	1600	0.110 *	3	179	1600	0.112 *	8	184	1600	0.115 *	66	250	1600	0.156 *	3	253	1600	0.158 *
Sb Thru	412	3200	0.129	0	412	3200	0.129	19	431	3200	0.135	79	510	3200	0.159	0	510	3200	0.159
Sb Right [3]	29	16000000	0.000	0	29	16000000	0.000	1	30	16000000	0.000	5	35	16000000	0.000	0	35	16000000	0.000
Eb Left	84	0	0.026	0	84	0	0.026	4	88	0	0.028	4	92	0	0.029	0	92	0	0.029
Eb Thru	58	3200	0.044 *	0	58	3200	0.044 *	3	60	3200	0.046 *	25	85	3200	0.055 *	0	85	3200	0.055 *
Eb Right [3]	47	16000000	0.000	0	47	16000000	0.000	2	50	16000000	0.000	20	70	16000000	0.000	0	70	16000000	0.000
Wb Left	49	1600	0.031	0	49	1600	0.031	2	52	1600	0.040	13	65	1600	0.040	0	65	1600	0.040
Wb Thru	83	1600	0.052 *	0	83	1600	0.052 *	4	87	1600	0.054 *	25	112	1600	0.070 *	0	112	1600	0.070 *
Wb Right [3]	204	16000000	0.000	3	207	16000000	0.000	9	213	16000000	0.000	42	255	16000000	0.000	3	258	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.338				0.340				0.351				0.434				0.435
LOS			A				A				A				A				A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	5	0	0.003	0	5	0.003	0	5	0.003	2	7	0.005	0	7	0.005	0	7	0.005
Nb Thru [3]	14	1600	0.012 *	0	14	0.012 *	0	15	0.013 *	0	15	0.014 *	0	15	0.014 *	0	15	0.014 *
Nb Right [4]	6	1600	0.004	0	6	0.004	0	6	0.004	1	7	0.005	0	7	0.005	0	7	0.005
Sb Left	1014	0	0.317	8	1022	0.319	46	1059	0.331	38	1097	0.343	8	1105	0.345	0	1105	0.345
Sb Thru [3]	25	3200	0.324 *	0	25	0.327 *	1	26	0.339 *	15	41	0.356 *	0	41	0.358 *	0	41	0.358 *
Sb Right [5]	226	1600	0.072	0	226	0.072	10	236	0.076	0	236	0.070	0	236	0.070	0	236	0.070
Eb Left	198	2880	0.069	0	198	0.069	9	207	0.072	17	224	0.078	0	224	0.078	0	224	0.078
Eb Thru	961	3200	0.304 *	17	978	0.310 *	43	1004	0.318 *	132	1136	0.360 *	17	1153	0.365 *	0	1153	0.365 *
Eb Right	13	0	-	0	13	-	1	14	-	1	15	0	0	15	0	0	15	0
Wb Left	9	1600	0.006 *	0	9	0.006 *	0	10	0.006 *	0	10	0.006 *	0	10	0.006 *	0	10	0.006 *
Wb Thru	632	3200	0.198	5	637	0.199	28	661	0.207	85	746	0.233	5	751	0.235	0	751	0.235
Wb Right [5]	147	1600	0.000	0	147	0.000	7	154	0.000	47	201	0.000	0	201	0.000	0	201	0.000
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.697			0.705			0.726			0.785			0.793			0.793
LOS		B			C			C			C			C				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.
 5 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

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

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr. PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	Capacity	Ratio	Added	Total	V/C	Added	Total	Capacity	Ratio	Added	Total	Capacity	Ratio
Nb Left	14	0	0.009	0	14	0	0.009	1	15	0.009	16	31	0	0.019	0	31	0	0.019
Nb Thru [3]	14	1600	0.018	0	14	1600	0.018	1	15	0.019	3	18	1600	0.031	0	18	1600	0.031
Nb Right [4]	36	1600	0.023 *	0	36	1600	0.023 *	2	38	0.024 *	13	51	1600	0.032 *	0	51	1600	0.032 *
Sb Left	237	0	0.074	0	237	0	0.074	11	248	0.077	25	273	0	0.085	0	273	0	0.085
Sb Thru [3]	30	3200	0.083 *	0	30	3200	0.083 *	1	31	0.087 *	3	34	3200	0.096 *	0	34	3200	0.096 *
Sb Right [5]	143	1600	0.000	0	143	1600	0.000	6	150	0.000	0	150	1600	0.000	0	150	1600	0.000
Eb Left	291	2880	0.101 *	0	291	2880	0.101 *	13	305	0.106 *	19	324	2880	0.112 *	0	324	2880	0.112 *
Eb Thru	1179	3200	0.383	10	1189	3200	0.386	53	1232	0.401	163	1395	3200	0.457	10	1405	3200	0.460
Eb Right	47	0	-	0	47	0	-	2	50	-	17	67	0	-	0	67	0	-
Wb Left	44	1600	0.028	0	44	1600	0.028	2	46	0.029	13	59	1600	0.037	0	59	1600	0.037
Wb Thru	1104	3200	0.345 *	10	1114	3200	0.348 *	50	1154	0.361 *	213	1367	3200	0.427 *	10	1377	3200	0.430 *
Wb Right [5]	240	1600	0.076	0	240	1600	0.076	11	251	0.079	56	307	1600	0.107	0	307	1600	0.107
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU							0.605			0.627				0.717				0.720
LOS							B			B				C				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	10	0.006	24	34	0.021	0	34	0.021	0	34	0.021
Nb Thru [3]	62	1600	0.044 *	0	62	0.044 *	3	65	0.046 *	5	70	0.065 *	0	70	0.065 *	0	70	0.065 *
Nb Right [4]	29	1600	0.018	0	29	0.018	1	30	0.019	19	49	0.031	0	49	0.031	0	49	0.031
Sb Left	219	0	0.069	0	219	0.069	10	229	0.072	28	257	0.080	0	257	0.080	0	257	0.080
Sb Thru [3]	33	3200	0.079	0	33	0.079	1	34	0.082	5	39	0.093 *	0	39	0.093 *	0	39	0.093 *
Sb Right [5]	271	1600	0.102 *	0	271	0.102 *	12	283	0.107 *	0	283	0.088	0	283	0.088	0	283	0.088
Eb Left	193	2880	0.067 *	0	193	0.067 *	9	201	0.070 *	56	257	0.089 *	0	257	0.089 *	0	257	0.089 *
Eb Thru	1141	3200	0.369	6	1147	0.371	51	1193	0.385	200	1393	0.456	6	1399	0.458	0	1399	0.458
Eb Right	39	0	-	0	39	-	2	41	-	25	66	0	0	66	0	0	66	0
Wb Left	28	1600	0.017	0	28	0.017	1	29	0.018	20	49	0.031	0	49	0.031	0	49	0.031
Wb Thru	1121	3200	0.350 *	7	1128	0.352 *	50	1171	0.366 *	212	1383	0.432 *	7	1390	0.434 *	0	1390	0.434 *
Wb Right [5]	160	1600	0.031	0	160	0.031	7	167	0.033	127	294	0.103	0	294	0.103	0	294	0.103
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.614			0.616			0.639			0.729			0.731			0.731
LOS			B			B			B			C			C			C

01:14 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	99	0	0.062	0	99	0.062	4	103	0.065	0	103	0.065	0	103	0.065	0	103	0.065
Sb Thru	0	1600	0.088 *	0	0	0.088 *	0	0	0.091 *	0	0	0.091 *	0	0	0.091 *	0	0	0.091 *
Sb Right	41	0	-	0	41	-	2	43	-	0	43	-	0	43	-	0	43	-
Eb Left	102	1600	0.064 *	0	102	0.064 *	5	107	0.067 *	0	107	0.067 *	0	107	0.067 *	0	107	0.067 *
Eb Thru	112	1600	0.070	0	112	0.070	5	117	0.073	29	146	0.091	0	146	0.091	0	146	0.091
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	285	1600	0.235 *	2	287	0.236 *	13	298	0.246 *	18	316	0.257 *	2	318	0.258 *	0	318	0.258 *
Wb Right	91	0	-	0	91	-	4	95	-	0	95	-	0	95	-	0	95	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.436			0.438			0.454			0.465			0.466			0.466
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	37	0	0.023	0	37	0.023	2	39	0.024	0	39	0.024	0	39	0.024	0	39	0.024
Sb Thru	0	1600	0.049 *	0	0	0.049 *	0	0	0.051 *	0	0	0.051 *	0	0	0.051 *	0	0	0.051 *
Sb Right	41	0	-	0	41	-	2	43	-	0	43	-	0	43	-	0	43	-
Eb Left	20	1600	0.012 *	0	20	0.012 *	1	20	0.013 *	0	20	0.013 *	0	20	0.013 *	0	20	0.013 *
Eb Thru	274	1600	0.171	5	279	0.174	12	286	0.179	122	408	0.255	5	413	0.258	0	413	0.258
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	582	1600	0.377 *	5	587	0.380 *	26	608	0.394 *	80	688	0.444 *	5	693	0.447 *	0	693	0.447 *
Wb Right	21	0	-	0	21	-	1	22	-	0	22	-	0	22	-	0	22	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.488			0.491			0.507			0.557			0.561			0.561
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	9	0	0.006	0	9	0.006	0	10	0.006	0	10	0.006	0	10	0.006	0	10	0.006
Sb Thru	0	1600	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *
Sb Right	3	0	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Eb Left	22	1600	0.014 *	0	22	0.014 *	1	23	0.014 *	0	23	0.014 *	0	23	0.014 *	0	23	0.014 *
Eb Thru	307	1600	0.192	3	310	0.194	14	321	0.200	169	490	0.306	3	493	0.308	0	493	0.308
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	418	1600	0.267 *	3	421	0.268 *	19	437	0.279 *	92	529	0.336 *	3	532	0.338 *	0	532	0.338 *
Wb Right	8	0	-	0	8	-	0	9	-	0	9	-	0	9	-	0	9	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.338			0.340			0.351			0.408			0.410			0.410
LOS			A			A			A			A			A			A

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
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 01:14 PM

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-5

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	354	0	0.221	0	354	0	0.221	16	370	0.231	0	370	0	0.231	0	370	0	0.231	0.231
Nb Thru	81	1600	0.272 *	0	81	1600	0.272 *	4	85	0.285 *	23	108	1600	0.299 *	0	108	1600	0.299 *	0.299 *
Nb Right	114	1600	0.071	39	153	1600	0.096	5	119	0.075	91	210	1600	0.132	39	249	1600	0.156	0.156
Sb Left	4	0	0.003 *	0	4	0	0.003 *	0	4	0.003 *	0	4	0	0.003 *	0	4	0	0.003 *	0.003 *
Sb Thru	12	1600	0.012	0	12	1600	0.012	1	13	0.013	10	23	1600	0.022	0	23	1600	0.022	0.022
Sb Right	3	0	-	0	3	0	-	0	3	-	4	7	0	-	0	7	0	-	-
Eb Left	2	0	0.001	0	2	0	0.001	0	2	0.001	7	9	0	0.006	0	9	0	0.006	0.006
Eb Thru	135	1600	0.086 *	0	135	1600	0.086 *	6	141	0.089 *	2	143	1600	0.095 *	0	143	1600	0.095 *	0.095 *
Eb Right	130	1600	0.081	0	130	1600	0.081	6	136	0.085	17	153	1600	0.095 *	0	153	1600	0.095 *	0.095 *
Wb Left	47	1600	0.030 *	9	56	1600	0.035 *	2	50	0.031 *	39	89	1600	0.055 *	9	98	1600	0.061 *	0.061 *
Wb Thru	67	1600	0.048	2	69	1600	0.050	3	70	0.050	14	84	1600	0.059	2	86	1600	0.060	0.060
Wb Right	10	0	-	0	10	0	-	0	11	-	0	11	0	-	0	11	0	-	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.440				0.446			0.458				0.502					0.508
LOS			A				A			A				A					A

* Key conflicting movement as a part of ICU
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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION					
	1	2	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	508	0	0.317 *	0	508	0	0	508	0	0	0.317 *	0	508	0	0	0	508	0	0.332 *		
Nb Thru	22	1600	0.331	0	22	1600	0.331	1	23	0.346	45	68	1600	0.374	0	68	1600	0.374	0.374		
Nb Right	56	1600	0.035	19	75	1600	0.047	3	58	0.036	86	144	1600	0.090	19	163	1600	0.102	0.102		
Sb Left	6	0	0.004	0	6	0	0.004	0	6	0.004	0	6	0	0.004	0	6	0	0.004	0.004		
Sb Thru	29	1600	0.039 *	0	29	1600	0.039 *	1	30	0.040 *	49	79	1600	0.084 *	0	79	1600	0.084 *	0.084 *		
Sb Right	27	0	-	0	27	0	-	1	28	-	21	49	0	-	0	49	0	-	-		
Eb Left	1	0	0.001	0	1	0	0.001	0	1	0.001	19	20	0	0.013	0	20	0	0.013	0.013		
Eb Thru	72	1600	0.046	5	77	1600	0.049	3	75	0.048	43	118	1600	0.087	5	123	1600	0.090	0.090		
Eb Right	303	1600	0.189 *	0	303	1600	0.189 *	14	316	0.198 *	38	354	1600	0.222 *	0	354	1600	0.222 *	0.222 *		
Wb Left	44	1600	0.028 *	18	62	1600	0.039 *	2	46	0.029 *	189	235	1600	0.147 *	18	253	1600	0.158 *	0.158 *		
Wb Thru	159	1600	0.104	5	164	1600	0.107	7	166	0.109	57	223	1600	0.145	5	228	1600	0.148	0.148		
Wb Right	8	0	-	0	8	0	-	0	9	-	0	9	0	-	0	9	0	-	-		
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.623			0.634			0.649			0.834			0.846			0.846			0.846		
LOS	B			B			B			D			D			D			D		

* Key conflicting movement as a part of ICU
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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-5

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	233	0	0.145 *	0	233	0	0	243	0	0.152 *	0	243	0	0.152 *	0	243	0	0.152 *
Nb Thru	16	1600	0.156	0	16	1600	0.156	17	1600	0.203	0	81	1600	0.203	0	81	1600	0.203
Nb Right	126	1600	0.079	12	138	1600	0.086	131	1600	0.161	127	258	1600	0.161	12	270	1600	0.169
Sb Left	3	0	0.002	0	3	0	0.002	3	0	0.002	0	3	0	0.002	0	3	0	0.002
Sb Thru	23	1600	0.021 *	0	23	1600	0.021 *	24	1600	0.074 *	59	83	1600	0.074 *	0	83	1600	0.074 *
Sb Right	7	0	-	0	7	0	-	8	0	-	25	33	0	-	0	33	0	-
Eb Left	10	0	0.006	0	10	0	0.006	11	0	0.024	28	39	0	0.024	0	39	0	0.024
Eb Thru	124	1600	0.084	3	127	1600	0.086	129	1600	0.147 *	67	196	1600	0.147 *	3	199	1600	0.149 *
Eb Right	148	1600	0.093 *	0	148	1600	0.093 *	155	1600	0.097 *	51	206	1600	0.129	0	206	1600	0.129
Wb Left	114	1600	0.071 *	13	127	1600	0.080 *	119	1600	0.202 *	203	322	1600	0.202 *	13	335	1600	0.210 *
Wb Thru	134	1600	0.090	3	137	1600	0.092	140	1600	0.135	65	205	1600	0.135	3	208	1600	0.137
Wb Right	10	0	-	0	10	0	-	11	0	-	0	11	0	-	0	11	0	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *		0.050 *				0.050 *
ICU			0.380			0.388		A		0.395			B		0.624			0.634
LOS			A			A		A		A			B		B			B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 01:14 PM

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	61	1600	0.038 *	0	61	1600	0.038 *	3	64	1600	0.040 *	1	65	1600	0.040	0	65	1600	0.040
Nb Thru [3]	50	1600	0.033	3	53	1600	0.035	2	53	1600	0.041 *	4	57	1600	0.041 *	3	60	1600	0.042 *
Nb Right	3	0	-	0	3	0	-	0	3	0	-	5	8	0	-	0	8	0	-
Sb Left	102	0	0.032	3	105	0	0.033	5	107	0	0.038	14	121	0	0.038	3	124	0	0.039
Sb Thru [3]	72	3200	0.054 *	1	73	3200	0.056 *	3	75	3200	0.062 *	2	77	3200	0.063 *	1	78	3200	0.063 *
Sb Right [4]	16	1600	0.000	5	21	1600	0.000	1	17	1600	0.000	32	49	1600	0.000	5	54	1600	0.000
Eb Left	217	1600	0.136	25	242	1600	0.151	10	227	1600	0.142	110	337	1600	0.211	25	362	1600	0.226 *
Eb Thru	1671	4800	0.348 *	0	1671	4800	0.348 *	75	1746	4800	0.364 *	95	1841	4800	0.384 *	0	1841	4800	0.384 *
Eb Right	109	1600	0.068	0	109	1600	0.068	5	114	1600	0.071	1	115	1600	0.072	0	115	1600	0.072
Wb Left	150	1600	0.094 *	0	150	1600	0.094 *	7	157	1600	0.098 *	4	161	1600	0.101 *	0	161	1600	0.101
Wb Thru	732	3200	0.229	0	732	3200	0.229	33	765	3200	0.239	90	855	3200	0.267 *	0	855	3200	0.267 *
Wb Right [5]	285	1600	0.146	11	296	1600	0.152	13	298	1600	0.153	23	321	1600	0.163	11	332	1600	0.169
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.584				0.586				0.608				0.637				0.649
LOS			A				A				B				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION					
	1	2	V/C	Added	Total	2	V/C	Added	Total	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	121	1600	0.075 *	0	121	1600	0.075 *	5	126	1600	0.079 *	1	127	1600	0.079 *	0	127	1600	0.079 *		
Nb Thru [3]	94	1600	0.066	2	96	1600	0.067	4	98	1600	0.069	9	107	1600	0.078	2	109	1600	0.079		
Nb Right	11	0	-	0	11	0	-	1	12	-	-	6	18	0	-	0	18	0	-		
Sb Left	258	0	0.080	6	264	0	0.082	12	269	0.084	70	339	0	0.106	6	345	0	0.108	0		
Sb Thru [3]	92	3200	0.109 *	2	94	3200	0.112 *	4	96	0.114 *	10	106	3200	0.139 *	2	108	3200	0.142 *	0		
Sb Right [4]	25	1600	-0.025	10	35	1600	-0.022	1	26	-0.026	132	158	1600	0.027	10	168	1600	0.030	0		
Eb Left	130	1600	0.081 *	10	140	1600	0.087 *	6	136	0.085 *	95	231	1600	0.144 *	10	241	1600	0.150 *	0		
Eb Thru	1328	4800	0.277	0	1328	4800	0.277	60	1387	0.289	142	1529	4800	0.319	0	1529	4800	0.319	0		
Eb Right	57	1600	0.035	0	57	1600	0.035	3	59	0.037	2	61	1600	0.038	0	61	1600	0.038	0		
Wb Left	225	1600	0.140	0	225	1600	0.140	10	235	0.147	5	240	1600	0.150	0	240	1600	0.150	0		
Wb Thru	1144	3200	0.358 *	0	1144	3200	0.358 *	51	1196	0.374 *	138	1334	3200	0.417 *	0	1334	3200	0.417 *	0		
Wb Right [5]	362	1600	0.145	7	369	1600	0.148	16	378	0.152	65	443	1600	0.171	7	450	1600	0.173	0		
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.673			0.682			0.701			0.829			0.838			0.838			0.838		
LOS	B			B			C			D			D			D			D		

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr. SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	112	1600	0.070 *	0	112	1600	0.070 *	5	117	1600	0.073 *	1	118	1600	0.074	0	118	1600	0.074
Nb Thru [3]	71	1600	0.068	1	72	1600	0.069	3	74	1600	0.071	13	87	1600	0.084 *	1	88	1600	0.084 *
Nb Right	38	0	-	0	38	0	-	2	40	0	-	7	47	0	-	0	47	0	-
Sb Left	143	0	0.045	5	148	0	0.046	6	150	0	0.047	85	235	0	0.073	5	240	0	0.075
Sb Thru [3]	72	3200	0.067 *	1	73	3200	0.069 *	3	75	3200	0.070 *	11	86	3200	0.100 *	1	87	3200	0.102 *
Sb Right [4]	71	1600	-0.006	7	78	1600	-0.004	3	74	1600	-0.006	128	202	1600	0.030	7	209	1600	0.033
Eb Left	162	1600	0.101 *	6	168	1600	0.105 *	7	169	1600	0.106 *	139	308	1600	0.192 *	6	314	1600	0.196 *
Eb Thru	1189	4800	0.248	0	1189	4800	0.248	53	1242	4800	0.259	169	1411	4800	0.294	0	1411	4800	0.294
Eb Right	54	1600	0.033	0	54	1600	0.033	2	56	1600	0.035	1	57	1600	0.036	0	57	1600	0.036
Wb Left	188	1600	0.118	0	188	1600	0.118	8	197	1600	0.123	6	203	1600	0.127	0	203	1600	0.127
Wb Thru	1152	3200	0.360 *	0	1152	3200	0.360 *	52	1203	3200	0.376 *	216	1419	3200	0.444 *	0	1419	3200	0.444 *
Wb Right [5]	153	1600	0.051	4	157	1600	0.052	7	160	1600	0.053	92	252	1600	0.084	4	256	1600	0.085
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.648				0.654				0.675				0.870				0.876
LOS			B				B				B				D				D

01:14 PM

* Key conflicting movement as a part of ICU
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 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

Cross Creek Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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					
Nb Left	119	0	0.075 *	17	136	0	0.085 *	5	125	0.078 *	93	218	0	0.136 *	17	235	0	0.147 *	0	235	0	0.147 *	
Nb Thru	53	1600	0.108	0	53	1600	0.118	2	55	0.112	12	67	1600	0.178	0	67	1600	0.189	0	67	1600	0.189	
Nb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Sb Thru	34	1600	0.037 *	0	34	1600	0.037 *	2	36	0.039 *	8	44	1600	0.044 *	0	44	1600	0.044 *	0	44	1600	0.044 *	
Sb Right	26	0	-	0	26	0	-	1	27	-	0	27	0	-	0	27	0	-	0	27	0	-	
Eb Left	53	1600	0.033	0	53	1600	0.033	2	55	0.034	0	55	1600	0.034	0	55	1600	0.034	0	55	1600	0.034	
Eb Thru	3	1600	0.064 *	0	3	1600	0.068 *	0	3	0.067 *	0	3	1600	0.088 *	0	3	1600	0.091 *	0	3	1600	0.091 *	
Eb Right	100	0	-	5	105	0	-	4	104	-	33	137	0	-	5	142	0	-	0	142	0	-	
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	
Wb Thru	2	1600	0.001	0	2	1600	0.001	0	2	0.001	0	2	1600	0.001	0	2	1600	0.001	0	2	1600	0.001	
Wb Right	0	0	-	0	0	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			0.226				0.240			0.234				0.318				0.332					0.332
LOS			A				A			A				A				A					A

* Key conflicting movement as a part of ICU
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N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	185	0	0.116 *	10	195	0	0.122 *	8	194	0.121 *	108	302	0	0.189 *	10	312	0	0.195 *
Nb Thru	36	1600	0.139	0	36	0.145	2	38	0.145	2	32	70	1600	0.233	0	70	1600	0.239
Nb Right	1	0	-	0	1	-	0	1	-	0	0	1	0	-	0	1	0	-
Sb Left	1	0	0.001	0	1	0.001	0	1	0.001	0	0	1	0	0.001	0	1	0	0.001
Sb Thru	52	1600	0.062 *	0	52	0.062 *	2	54	0.065 *	30	84	1600	0.084 *	0	84	1600	0.084 *	
Sb Right	47	0	-	0	47	-	2	50	-	2	0	50	0	-	0	50	0	-
Eb Left	39	1600	0.024	0	39	0.024	2	41	0.026	2	41	1600	0.026	0	41	1600	0.026	
Eb Thru	2	1600	0.107 *	0	2	0.113 *	0	2	0.112 *	0	2	1600	0.212 *	0	2	1600	0.219 *	
Eb Right	169	0	-	10	179	-	8	177	-	161	338	0	-	10	348	0	348	0
Wb Left	2	0	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *	
Wb Thru	1	1600	0.002	0	1	0.002	0	1	0.002	0	1	1600	0.002	0	1	1600	0.002	
Wb Right	0	0	-	0	0	-	0	0	-	0	0	0	-	0	0	0	0	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.336			0.349			0.349				0.536					0.549
LOS			A			A			A				A					A

* Key conflicting movement as a part of ICU
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N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION						
	1	2	V/C	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio				
Nb Left	198	0	0.124 *	6	204	0	0.127 *	9	207	0.129 *	155	362	0	0.226 *	6	368	0	0.230 *	0	368	0	0.230 *
Nb Thru	43	1600	0.152	0	43	1600	0.156	2	45	0.159	46	91	1600	0.284	0	91	1600	0.288	0	91	1600	0.288
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	30	1600	0.035 *	0	30	1600	0.035 *	1	31	0.037 *	44	75	1600	0.064 *	0	75	1600	0.064 *	0	75	1600	0.064 *
Sb Right	27	0	-	0	27	0	-	1	28	-	0	28	0	-	0	28	0	-	0	28	0	-
Eb Left	31	1600	0.019	0	31	1600	0.019	1	32	0.020	0	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Eb Thru	0	1600	0.108 *	0	0	1600	0.112 *	0	0	0.112 *	0	0	1600	0.207 *	0	0	1600	0.211 *	0	0	1600	0.211 *
Eb Right	172	0	-	7	179	0	-	8	180	-	151	331	0	-	7	338	0	-	0	338	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	0	1600	0.001	0	0	1600	0.001	0	0	0.001	0	0	1600	0.001	0	0	1600	0.001	0	0	1600	0.001
Wb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	0	2	0	-
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			
ICU	0.317			0.325			0.329			0.547			0.555			0.555						
LOS	A			A			A			A			A			A						

* Key conflicting movement as a part of ICU
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 01:14 PM

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N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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
Nb Left	6	0	0.004 *	0	6	0.004 *	0	6	0.004 *	0	6	0.004 *	0	6	0.004 *	0	6	0.004 *
Nb Thru [3]	0	1600	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *
Nb Right	2	1600	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001
Sb Left	129	0	0.040	5	134	0.042	6	135	0.042	36	171	0.053	5	176	0.055	0	176	0.055
Sb Thru [3]	1	3200	0.041 *	0	1	0.042 *	0	1	0.042 *	0	1	0.054 *	0	1	0.055 *	0	1	0.055 *
Sb Right [4]	57	1600	0.002	0	57	0.002	3	59	0.002	5	64	-0.002	0	64	-0.002	0	64	-0.002
Eb Left	108	1600	0.068	0	108	0.068	5	113	0.071	21	134	0.084	0	134	0.084	0	134	0.084
Eb Thru	1692	3200	0.532 *	3	1695	0.533 *	76	1768	0.556 *	95	1863	0.566 *	3	1866	0.567 *	0	1866	0.567 *
Eb Right	10	0	-	0	10	-	0	11	-	0	11	-	0	11	-	0	11	-
Wb Left	9	1600	0.006 *	0	9	0.006 *	0	10	0.006 *	0	10	0.006 *	0	10	0.006 *	0	10	0.006 *
Wb Thru	1132	3200	0.399	11	1143	0.408	51	1183	0.417	113	1296	0.480	11	1307	0.488	0	1307	0.488
Wb Right	146	0	-	17	163	-	7	153	-	86	239	-	17	256	-	0	256	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.632			0.635			0.658			0.699			0.702			0.702
LOS			B			B			B			B			C			C

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 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	10	0	0.006	0	10	0	0.006	0	11	0.007	0	11	0	0.007	0	11	0	0.007
Nb Thru [3]	7	1600	0.011 *	0	7	1600	0.011 *	0	8	0.011 *	0	8	1600	0.011 *	0	8	1600	0.011 *
Nb Right	13	1600	0.008	0	13	1600	0.008	1	14	0.009	0	14	1600	0.009	0	14	1600	0.009
Sb Left	151	0	0.047 *	10	161	0	0.050 *	7	158	0.049 *	163	321	0	0.100 *	10	331	0	0.104 *
Sb Thru [3]	0	3200	0.047 *	0	0	3200	0.050 *	0	0	0.049 *	0	0	3200	0.100 *	0	0	3200	0.104 *
Sb Right [4]	116	1600	0.040	0	116	1600	0.040	5	122	0.042	37	159	1600	0.058	0	159	1600	0.058
Eb Left	105	1600	0.066 *	0	105	1600	0.066 *	5	110	0.069 *	21	131	1600	0.082 *	0	131	1600	0.082 *
Eb Thru	1556	3200	0.491	6	1562	3200	0.492	70	1626	0.513	195	1821	3200	0.574	6	1827	3200	0.575
Eb Right	13	0	-	0	13	0	-	1	14	-	0	14	0	-	0	14	0	-
Wb Left	5	1600	0.003	0	5	1600	0.003	0	5	0.003	0	5	1600	0.003	0	5	1600	0.003
Wb Thru	1620	3200	0.563 *	7	1627	3200	0.569 *	73	1693	0.589 *	173	1866	3200	0.681 *	7	1873	3200	0.687 *
Wb Right	182	0	-	10	192	0	-	8	191	-	124	315	0	-	10	325	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.737				0.746			0.768				0.925				0.933
LOS			C				C			C				E				E

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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	2	V/C	Added	Total	V/C	Added	Total	2	V/C	Added	Total	2	V/C
	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	7	0	0.005	0	7	0	0.005	0	8	0.005	0	8	0	0.005	0	8	0	0.005
Nb Thru [3]	6	1600	0.008	0	6	1600	0.008	0	6	0.009 *	0	6	1600	0.009 *	0	6	1600	0.009 *
Nb Right	13	1600	0.008 *	0	13	1600	0.008 *	1	14	0.009 *	0	14	1600	0.009 *	0	14	1600	0.009 *
Sb Left	185	0	0.058	7	192	0	0.060	8	194	0.061	166	360	0	0.112	7	367	0	0.115
Sb Thru [3]	4	3200	0.059 *	0	4	3200	0.061 *	0	4	0.062 *	0	4	3200	0.114 *	0	4	3200	0.116 *
Sb Right [4]	124	1600	0.029	0	124	1600	0.029	6	129	0.030	30	159	1600	0.039	0	159	1600	0.039
Eb Left	156	1600	0.097 *	0	156	1600	0.097 *	7	163	0.102 *	30	193	1600	0.120 *	0	193	1600	0.120 *
Eb Thru	1234	3200	0.389	5	1239	3200	0.390	56	1289	0.406	232	1521	3200	0.479	5	1526	3200	0.480
Eb Right	10	0	-	0	10	0	-	0	11	-	0	11	0	-	0	11	0	-
Wb Left	12	1600	0.008	0	12	1600	0.008	1	13	0.008	0	13	1600	0.008	0	13	1600	0.008
Wb Thru	1389	3200	0.502 *	4	1393	3200	0.505 *	63	1452	0.525 *	284	1736	3200	0.670 *	4	1740	3200	0.673 *
Wb Right	217	0	-	6	223	0	-	10	227	-	182	409	0	-	6	415	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.717				0.722			0.747				0.963				0.968
LOS			C				C			C				E				E

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N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	2	0	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *
Nb Thru	0	1600	0.003	0	0	0.003	0	0	0.003	0	0	0.003	0	0	0.003	0	0	0.003
Nb Right	2	0	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Sb Left	40	0	0.025	0	40	0.025	2	42	0.026	0	42	0.026	0	42	0.026	0	42	0.026
Sb Thru	0	1600	0.076 *	0	0	0.077 *	0	0	0.079 *	0	0	0.091 *	0	0	0.091 *	0	0	0.091 *
Sb Right [3]	81	0	-	1	82	-	4	85	-	18	103	-	1	104	-	0	104	-
Eb Left	39	1600	0.024	0	39	0.024	2	41	0.026	9	50	0.031	0	50	0.031	0	50	0.031
Eb Thru	1722	3200	0.539 *	6	1728	0.541 *	77	1800	0.564 *	85	1885	0.590 *	6	1891	0.592 *	0	1891	0.592 *
Eb Right	4	0	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-
Wb Left	5	1600	0.003 *	0	5	0.003 *	0	5	0.003 *	0	5	0.003 *	0	5	0.003 *	0	5	0.003 *
Wb Thru	1350	3200	0.422	19	1369	0.428	61	1411	0.441	138	1549	0.484	19	1568	0.490	0	1568	0.490
Wb Right	52	1600	0.032	0	52	0.032	2	54	0.034	0	54	0.034	0	54	0.034	0	54	0.034
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.670			0.672			0.698			0.736			0.738			0.738
LOS			B			B			B			C			C			C

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

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

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	11	0	0.007 *	0	11	0	0.007 *	1	12	0.007 *	0	12	0	0.007 *	0	12	0	0.007 *	
Nb Thru	1	1600	0.019	0	1	1600	0.019	0	1	0.020	0	1	1600	0.020	0	1	1600	0.020	
Nb Right	18	0	-	0	18	0	-	1	18	-	0	18	0	-	0	18	0	-	
Sb Left	36	0	0.023	0	36	0	0.023	2	38	0.024	0	38	0	0.024	0	38	0	0.024	
Sb Thru	0	1600	0.051 *	0	0	1600	0.051 *	0	0	0.053 *	0	0	1600	0.063 *	0	0	1600	0.063 *	
Sb Right [3]	45	0	-	1	46	0	-	2	47	-	15	62	0	-	0	63	0	-	
Eb Left	44	1600	0.028	1	45	1600	0.028	2	46	0.029	18	64	1600	0.040 *	1	65	1600	0.041 *	
Eb Thru	1701	3200	0.538 *	11	1712	3200	0.542 *	77	1777	0.563 *	215	1992	3200	0.630	11	2003	3200	0.633	
Eb Right	23	0	-	0	23	0	-	1	24	-	0	24	0	-	0	24	0	-	
Wb Left	25	1600	0.015 *	0	25	1600	0.015 *	1	26	0.016 *	0	26	1600	0.016	0	26	1600	0.016	
Wb Thru	1671	3200	0.522	12	1683	3200	0.526	75	1746	0.546	195	1941	3200	0.607 *	12	1953	3200	0.610 *	
Wb Right	38	1600	0.024	0	38	1600	0.024	2	40	0.025	0	40	1600	0.025	0	40	1600	0.025	
Yellow Allowance:			0.050 *				0.050 *								0.050 *				0.050 *
ICU							0.666								0.767				0.772
LOS							B								C				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
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 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	30	0	0.019 *	0	30	0	0.019 *	1	31	0.020 *	0	31	0	0.020 *	0	31	0	0.020 *
Nb Thru	3	1600	0.044	0	3	0.044	0	3	0.046	0	3	0.046	0	3	0.046	0	3	0.046
Nb Right	37	0	-	0	37	0	0	39	-	0	39	0	0	39	0	0	39	0
Sb Left	27	0	0.017	0	27	0	0.017	1	28	0.017	0	28	0	0.017	0	28	0	0.017
Sb Thru	3	1600	0.045 *	0	3	0.045 *	0	3	0.047 *	0	3	0.047 *	0	3	0.047 *	0	3	0.047 *
Sb Right [3]	42	0	-	0	42	0	0	44	-	23	67	0	0	67	0	0	67	0
Eb Left	44	1600	0.028 *	0	44	0.028 *	2	46	0.029 *	20	66	0.041 *	0	66	0.041 *	0	66	0.041 *
Eb Thru	1426	3200	0.457	8	1434	0.460	64	1490	0.478	251	1741	0.556	8	1749	0.559	0	1749	0.559
Eb Right	38	0	-	0	38	0	0	40	-	0	40	0	0	40	0	0	40	0
Wb Left	46	1600	0.029	0	46	0.029	2	48	0.030	0	48	0.030	0	48	0.030	0	48	0.030
Wb Thru	1582	3200	0.494 *	7	1589	0.497 *	71	1653	0.517 *	318	1971	0.616 *	7	1978	0.618 *	0	1978	0.618 *
Wb Right	37	1600	0.023	0	37	0.023	2	39	0.024	0	39	0.024	0	39	0.024	0	39	0.024
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.636			0.638			0.662			0.788			0.791			0.791
LOS			B			B			B			C			C			C

* Key conflicting movement as a part of ICU
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 3 No right-turn on red.

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

N-S St: Topanga Canyon Road (SR-27)
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-12

INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	1275	2880	0.443	0	1333	0.463	57	1333	0.463	0	1333	0.463	0	1333	0.463	0	1333	0.463	
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]	81	1600	0.004	3	84	0.005	4	85	0.004	19	104	0.010	3	107	0.012	0	107	0.012	
Eb Left	75	1600	0.047	1	76	0.048	3	79	0.049	9	88	0.055	1	89	0.055	0	89	0.055	
Eb Thru	1720	3200	0.538	3	1723	0.538	77	1798	0.562	53	1851	0.578	3	1854	0.579	0	1854	0.579	
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	1123	4800	0.268	11	1134	0.271	51	1173	0.280	99	1272	0.301	11	1283	0.303	0	1283	0.303	
Wb Right	165	0	-	0	165	-	7	172	-	0	172	-	0	172	-	0	172	-	
Yellow Allowance:	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050
ICU	1.030	F	1.031	F	1.074	F	1.091	F	1.092	F	1.092	F	1.092	F	1.092	F	1.092	F	
LOS																			

* Key conflicting movement as a part of ICU
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 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-12

INTERSECTION CAPACITY UTILIZATION
 Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	300	2880	0.104	0	300	0.104	13	313	0.109	0	313	0.109	0	313	0.109	0	313	0.109
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]	77	1600	0.000	2	79	0.000	3	81	0.000	27	108	0.000	2	110	0.000	0	110	0.000
Eb Left	117	1600	0.073 *	2	119	0.075 *	5	123	0.077 *	30	153	0.095 *	2	155	0.097 *	0	155	0.097 *
Eb Thru	1519	3200	0.475	6	1525	0.477	68	1588	0.496	143	1731	0.541	6	1737	0.543	0	1737	0.543
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	1602	4800	0.507 *	7	1609	0.509 *	72	1674	0.530 *	119	1793	0.555 *	7	1800	0.556 *	0	1800	0.556 *
Wb Right	832	0	-	0	832	-	37	870	-	0	870	-	0	870	-	0	870	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.735			0.737			0.765			0.809			0.812			0.812
LOS			C			C			C			D			D			D

* Key conflicting movement as a part of ICU
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 3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.

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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-12

INTERSECTION CAPACITY UTILIZATION
 Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 1.50%

Date: 10/10/2014
 Date of Count: 2014
 Projection Year: 2017

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2017 W/AMBIENT GROWTH			2017 W/RELATED PROJECTS			2017 W/PROJECT SITE TRAFFIC			2017 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	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	365	2880	0.127	0	365	2880	0.127	16	381	2880	0.132	0	381	2880	0.132	0	381	2880	0.132	
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]	109	1600	0.002	1	110	1600	0.002	5	114	1600	0.004	42	156	1600	0.004	1	157	1600	0.004	
Eb Left	106	1600	0.066	1	107	1600	0.067	5	111	1600	0.069	39	150	1600	0.094	1	151	1600	0.094	
Eb Thru	1316	3200	0.411	5	1321	3200	0.413	59	1376	3200	0.430	153	1529	3200	0.478	5	1534	3200	0.479	
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	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	
Wb Thru	1651	4800	0.398	4	1655	4800	0.398	74	1725	4800	0.461	212	1937	4800	0.460	4	1941	4800	0.461	
Wb Right	258	0	-	0	258	0	-	12	269	0	-	0	269	0	-	0	269	0	-	
Yellow Allowance:			0.050	*			0.050	*			0.050	*			0.050	*			0.050	*
ICU			0.641	B			0.642	B			0.667	B			0.736	C			0.737	C
LOS																				

01:14 PM

* Key conflicting movement as a part of ICU
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 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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N-S St: Kanan Dume Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	286	2880	0.099	3	289	0.100	22	308	0.107	30	338	0.117	3	341	0.119	0	341	0.119
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]	271	1600	0.073	0	271	0.073	21	292	0.078	8	300	0.078	0	300	0.078	0	300	0.078
Eb Left	155	1600	0.097 *	0	155	0.097 *	12	166	0.104 *	8	174	0.109 *	0	174	0.109 *	0	174	0.109 *
Eb Thru	859	3200	0.268	11	870	0.272	66	925	0.289	115	1040	0.325	11	1051	0.328	0	1051	0.328
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	690	3200	0.216 *	3	693	0.217 *	53	743	0.232 *	72	815	0.255 *	3	818	0.256 *	0	818	0.256 *
Wb Right	113	1600	0.071	1	114	0.071	9	122	0.076	17	139	0.087	1	140	0.088	0	140	0.088
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU		0.462			0.464			0.493			0.531			0.533			0.533	
LOS		A			A			A			A			A			A	

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	226	2880	0.078	2	228	0.079	17	243	0.084	41	284	0.099	2	286	0.099	0	286	0.099
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]	206	1600	0.000	0	206	0.000	16	222	0.000	21	243	0.000	0	243	0.000	0	243	0.000
Eb Left	289	1600	0.181 *	0	289	0.181 *	22	312	0.195 *	22	334	0.209 *	0	334	0.209 *	0	334	0.209 *
Eb Thru	950	3200	0.297	7	957	0.299	73	1023	0.320	202	1225	0.383	7	1232	0.385	0	1232	0.385
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	1017	3200	0.318 *	6	1023	0.320 *	78	1095	0.342 *	237	1332	0.416 *	6	1338	0.418 *	0	1338	0.418 *
Wb Right	212	1600	0.133	2	214	0.134	16	228	0.143	50	278	0.174	2	280	0.175	0	280	0.175
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.627			0.629			0.671			0.773			0.776			0.776
LOS			B			B			B			C			C			C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 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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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-1

INTERSECTION CAPACITY UTILIZATION

Kanan Dume Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	194	2880	0.067	1	195	0.068	15	209	0.072	55	264	0.091	1	265	0.092	0	265	0.092
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]	207	1600	0.017	0	207	0.017	16	223	0.019	19	242	0.019	0	242	0.019	0	242	0.019
Eb Left	179	1600	0.112 *	0	179	0.112 *	14	193	0.121 *	18	211	0.132 *	0	211	0.132 *	0	211	0.132 *
Eb Thru	967	3200	0.302	4	971	0.303	74	1041	0.325	234	1275	0.399	4	1279	0.400	0	1279	0.400
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	1011	3200	0.316 *	5	1016	0.318 *	78	1089	0.340 *	208	1297	0.405 *	5	1302	0.407 *	0	1302	0.407 *
Wb Right	175	1600	0.109	1	176	0.110	13	189	0.118	47	236	0.147	1	237	0.148	0	237	0.148
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.545			0.547			0.583			0.679			0.681			0.681
LOS			A			A			A			B			B			B

12:35 PM

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

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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	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	37	1600	0.023 *	0	37	1600	0.023 *	3	40	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
Nb Thru	239	3200	0.075	0	239	3200	0.075	18	257	0.080	0	257	3200	0.089	0	283	3200	0.089
Nb Right [3]	121	16000000	0.000	0	121	16000000	0.000	9	130	0.000	29	159	16000000	0.000	0	159	16000000	0.000
Sb Left [4]	24	1600	0.015	0	24	1600	0.015	2	26	0.016	0	26	1600	0.016	0	26	1600	0.016
Sb Thru	1200	3200	0.375 *	8	1208	3200	0.377 *	92	1292	0.404 *	66	1358	3200	0.424 *	8	1366	3200	0.427 *
Sb Right [3]	378	16000000	0.000	0	378	16000000	0.000	29	407	0.000	6	413	16000000	0.000	0	413	16000000	0.000
Eb Left	22	0	0.007	0	22	0	0.007	2	23	0.007	3	26	0	0.008	0	26	0	0.008
Eb Thru	71	3200	0.029 *	0	71	3200	0.029 *	5	77	0.031 *	13	90	3200	0.036 *	0	90	3200	0.036 *
Eb Right [3]	10	16000000	0.000	0	10	16000000	0.000	1	11	0.000	5	16	16000000	0.000	0	16	16000000	0.000
Wb Left	50	1600	0.032	0	50	1600	0.032	4	54	0.034	3	57	1600	0.036	0	57	1600	0.036
Wb Thru	152	1600	0.095 *	0	152	1600	0.095 *	12	164	0.103 *	17	181	1600	0.113 *	0	181	1600	0.113 *
Wb Right [3]	262	16000000	0.000	2	264	16000000	0.000	20	282	0.000	10	292	16000000	0.000	2	294	16000000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.572				0.575			0.613				0.649				0.651
LOS			A				A			B				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Freeflow 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: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Malibu Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION			
	1	2	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	2	V/C Ratio	
	Volume	Capacity		Volume	Volume	Capacity		Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity	Volume	Volume	Capacity
Nb Left	47	1600	0.030	0	47	1600	0.030	4	51	0.032	0	51	1600	0.032	0	51	1600	0.032	0.032
Nb Thru	411	3200	0.128 *	0	411	3200	0.128 *	32	443	0.138 *	44	487	3200	0.152 *	0	487	3200	0.152 *	0.152 *
Nb Right [3]	47	16000000	0.000	0	47	16000000	0.000	4	51	0.000	64	115	16000000	0.000	0	115	16000000	0.000	0.000
Sb Left	193	1600	0.120 *	5	198	1600	0.124 *	15	207	0.130 *	46	253	1600	0.158 *	5	258	1600	0.162 *	0.162 *
Sb Thru	415	3200	0.130	0	415	3200	0.130	32	447	0.140	38	485	3200	0.152	0	485	3200	0.152	0.152
Sb Right [3]	69	16000000	0.000	0	69	16000000	0.000	5	74	0.000	4	78	16000000	0.000	0	78	16000000	0.000	0.000
Eb Left	144	0	0.045	0	144	0	0.045	11	155	0.049	5	160	0	0.050	0	160	0	0.050	0.050
Eb Thru	116	3200	0.081 *	0	116	3200	0.081 *	9	125	0.088 *	28	153	3200	0.098 *	0	153	3200	0.098 *	0.098 *
Eb Right [3]	59	16000000	0.000	0	59	16000000	0.000	5	63	0.000	30	93	16000000	0.000	0	93	16000000	0.000	0.000
Wb Left	13	1600	0.008	0	13	1600	0.008	1	14	0.009	6	20	1600	0.013	0	20	1600	0.013	0.013
Wb Thru	94	1600	0.059 *	0	94	1600	0.059 *	7	101	0.063 *	28	129	1600	0.081 *	0	129	1600	0.081 *	0.081 *
Wb Right [3]	408	16000000	0.000	5	413	16000000	0.000	31	439	0.000	33	472	16000000	0.000	0	472	16000000	0.000	0.000
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.439				0.442			0.469				0.539					0.542
LOS			A				A			A				A					A

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

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

INTERSECTION CAPACITY UTILIZATION

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Malibu Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

N-S St: Malibu Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-2

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	50	1600	0.032	0	50	0.032	4	54	0.034	0	54	0.034	0	54	0.034	0	54	0.034
Nb Thru	261	3200	0.081 *	0	261	0.081 *	20	281	0.088 *	53	334	0.104 *	0	334	0.104 *	0	334	0.104 *
Nb Right [3]	109	16000000	0.000	0	109	0.000	8	118	0.000	85	203	0.000	0	203	0.000	0	203	0.000
Sb Left	176	1600	0.110 *	3	179	0.112 *	14	190	0.119 *	66	256	0.160 *	3	259	0.162 *	0	259	0.162 *
Sb Thru	412	3200	0.129	0	412	0.129	32	444	0.139	79	523	0.163	0	523	0.163	0	523	0.163
Sb Right [3]	29	16000000	0.000	0	29	0.000	2	31	0.000	5	36	0.000	0	36	0.000	0	36	0.000
Eb Left	84	0	0.026	0	84	0.026	6	91	0.028	4	95	0.030	0	95	0.030	0	95	0.030
Eb Thru	58	3200	0.044 *	0	58	0.044 *	4	62	0.048 *	25	87	0.057 *	0	87	0.057 *	0	87	0.057 *
Eb Right [3]	47	16000000	0.000	0	47	0.000	4	51	0.000	20	71	0.000	0	71	0.000	0	71	0.000
Wb Left	49	1600	0.031	0	49	0.031	4	53	0.033	13	66	0.041	0	66	0.041	0	66	0.041
Wb Thru	83	1600	0.052 *	0	83	0.052 *	6	90	0.056 *	25	115	0.072 *	0	115	0.072 *	0	115	0.072 *
Wb Right [3]	204	16000000	0.000	3	207	0.000	16	220	0.000	42	262	0.000	3	265	0.000	0	265	0.000
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.338			0.340			0.360			0.443			0.445			0.445
LOS			A			A			A			A			A			A

12:35 PM

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

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

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	5	0	0.003	0	5	0	0.003	6	0.003	2	8	0	0.005	0	8	0	0.005	0	
Nb Thru [3]	14	1600	0.012 *	0	14	16	0.012 *	16	0.013 *	0	16	1600	0.014 *	0	16	1600	0.014 *	0	
Nb Right [4]	6	1600	0.004	0	6	7	0.004	7	0.004	1	8	1600	0.005	0	8	1600	0.005	0	
Sb Left	1014	0	0.317	8	1022	0	0.319	78	0.341	38	1129	0	0.353	8	1137	0	0.355	0	
Sb Thru [3]	25	3200	0.324 *	0	25	27	0.327 *	2	0.349 *	15	42	3200	0.366 *	0	42	3200	0.368 *	0	
Sb Right [5]	226	1600	0.072	0	226	17	0.072	17	0.078	0	243	1600	0.072	0	243	1600	0.072	0	
Eb Left	198	2880	0.069	0	198	2880	0.069	15	0.074	17	230	2880	0.080	0	230	2880	0.080	0	
Eb Thru	961	3200	0.304 *	17	978	74	0.310 *	1035	0.328 *	132	1167	3200	0.369 *	17	1184	3200	0.375 *	0	
Eb Right	13	0	-	0	13	14	-	14	-	1	15	0	-	0	15	0	-	0	
Wb Left	9	1600	0.006 *	0	9	10	0.006 *	1	0.006 *	0	10	1600	0.006 *	0	10	1600	0.006 *	0	
Wb Thru	632	3200	0.198	5	637	3200	0.199	49	0.213	85	766	3200	0.239	5	771	3200	0.241	0	
Wb Right [5]	147	1600	0.000	0	147	159	0.000	11	0.000	47	206	1600	0.000	0	206	1600	0.000	0	
Yellow Allowance:			0.050 *				0.050 *		0.050 *				0.050 *				0.050 *		0.050 *
ICU							0.705		0.747				0.806				0.814		0.814
LOS							C		C				D				D		D

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.
 5 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

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

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio
Nb Left	14	0	0.009	0	14	0	0.009	1	16	0.010	16	32	0	0.020	0	32	0	0.020
Nb Thru [3]	14	1600	0.018	0	14	1600	0.018	1	16	0.019	3	19	1600	0.031	0	19	1600	0.031
Nb Right [4]	36	1600	0.023	0	36	1600	0.023	3	39	0.024	13	52	1600	0.032	0	52	1600	0.032
Sb Left	237	0	0.074	0	237	0	0.074	18	255	0.080	25	280	0	0.088	0	280	0	0.088
Sb Thru [3]	30	3200	0.083	0	30	3200	0.083	2	32	0.090	3	35	3200	0.099	0	35	3200	0.099
Sb Right [5]	143	1600	0.000	0	143	1600	0.000	11	154	0.000	0	154	1600	0.000	0	154	1600	0.000
Eb Left	291	2880	0.101	0	291	2880	0.101	22	314	0.109	19	333	2880	0.116	0	333	2880	0.116
Eb Thru	1179	3200	0.383	10	1189	3200	0.386	91	1270	0.413	163	1433	3200	0.469	10	1443	3200	0.472
Eb Right	47	0	-	0	47	0	-	4	51	-	17	68	0	-	0	68	0	-
Wb Left	44	1600	0.028	0	44	1600	0.028	3	48	0.030	13	61	1600	0.038	0	61	1600	0.038
Wb Thru	1104	3200	0.345	10	1114	3200	0.348	85	1189	0.372	213	1402	3200	0.438	10	1412	3200	0.441
Wb Right [5]	240	1600	0.076	0	240	1600	0.076	18	258	0.082	56	314	1600	0.109	0	314	1600	0.109
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.602			0.605			0.645			0.735			0.738			0.738		
LOS	B			B			B			C			C			C		

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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

N-S St: Malibu Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-3

INTERSECTION CAPACITY UTILIZATION

Malibu Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	0.006	1	10	0.006	24	34	0	0.021	0	34	0	0.021
Nb Thru [3]	62	1600	0.044 *	0	62	0.044 *	5	67	0.048 *	5	72	1600	0.066 *	0	72	1600	0.066 *	
Nb Right [4]	29	1600	0.018	0	29	0.018	2	31	0.019	19	50	1600	0.031	0	50	1600	0.031	
Sb Left	219	0	0.069	0	219	0	0.069	17	236	0.074	28	264	0	0.083	0	264	0	0.083
Sb Thru [3]	33	3200	0.079	0	33	0.079	3	35	0.085 *	5	40	3200	0.095 *	0	40	3200	0.095 *	
Sb Right [5]	271	1600	0.102 *	0	271	0.102 *	21	292	0.110 *	0	292	1600	0.091	0	292	1600	0.091	
Eb Left	193	2880	0.067 *	0	193	0.067 *	15	207	0.072 *	56	263	2880	0.091 *	0	263	2880	0.091 *	
Eb Thru	1141	3200	0.369	6	1147	0.371	88	1229	0.397	200	1429	3200	0.468	6	1435	3200	0.469	
Eb Right	39	0	-	0	39	-	3	42	-	25	67	0	-	0	67	0	-	
Wb Left	28	1600	0.017	0	28	0.017	2	30	0.019	20	50	1600	0.031	0	50	1600	0.031	
Wb Thru	1121	3200	0.350 *	7	1128	0.352 *	86	1207	0.377 *	212	1419	3200	0.443 *	7	1426	3200	0.446 *	
Wb Right [5]	160	1600	0.031	0	160	0.031	12	172	0.034	127	299	1600	0.104	0	299	1600	0.104	
Yellow Allowance:			0.050 *			0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.614			0.616			0.657				0.746					0.748
LOS			B			B			B				C					C

12:35 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound operate with split phasing.
 4 Functional right-turn lane.

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	99	0	0.062	0	99	0.062	8	106	0.067	0	106	0.067	0	106	0.067	0	106	0.067
Sb Thru	0	1600	0.088 *	0	0	0.088 *	0	0	0.094 *	0	0	0.094 *	0	0	0.094 *	0	0	0.094 *
Sb Right	41	0	-	0	41	-	3	44	-	0	44	-	0	44	-	0	44	-
Eb Left	102	1600	0.064 *	0	102	0.064 *	8	110	0.069 *	0	110	0.069 *	0	110	0.069 *	0	110	0.069 *
Eb Thru	112	1600	0.070	0	112	0.070	9	121	0.076	29	150	0.094	0	150	0.094	0	150	0.094
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	285	1600	0.235 *	2	287	0.236 *	22	307	0.253 *	18	325	0.264 *	2	327	0.266 *	0	327	0.266 *
Wb Right	91	0	-	0	91	-	7	98	-	0	98	-	0	98	-	0	98	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.436			0.438			0.466			0.477			0.478			0.478
LOS			A			A			A			A			A			A

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

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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-4

INTERSECTION CAPACITY UTILIZATION

Winter Canyon Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	37	0	0.023	0	37	0.023	3	40	0.025	0	40	0.025	0	40	0.025	0	40	0.025
Sb Thru	0	1600	0.049 *	0	0	0.049 *	0	0	0.053 *	0	0	0.053 *	0	0	0.053 *	0	0	0.053 *
Sb Right	41	0	-	0	41	-	3	44	-	0	44	-	0	44	-	0	44	-
Eb Left	20	1600	0.012 *	0	20	0.012 *	2	21	0.013 *	0	21	0.013 *	0	21	0.013 *	0	21	0.013 *
Eb Thru	274	1600	0.171	5	279	0.174	21	295	0.184	122	417	0.261	5	422	0.264	0	422	0.264
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	582	1600	0.377 *	5	587	0.380 *	45	627	0.406 *	80	707	0.456 *	5	712	0.459 *	0	712	0.459 *
Wb Right	21	0	-	0	21	-	2	22	-	0	22	-	0	22	-	0	22	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.488			0.491			0.521			0.571			0.574			0.574
LOS			A			A			A			A			A			A

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

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: Winter Canyon Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-4

Winter Canyon Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	9	0	0.006	0	9	0.006	1	10	0.006	0	10	0.006	0	10	0.006	0	10	0.006
Sb Thru	0	1600	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *	0	0	0.008 *
Sb Right	3	0	-	0	3	-	0	3	-	0	3	-	0	3	-	0	3	-
Eb Left	22	1600	0.014 *	0	22	0.014 *	2	23	0.015 *	0	23	0.015 *	0	23	0.015 *	0	23	0.015 *
Eb Thru	307	1600	0.192	3	310	0.194	24	331	0.207	169	500	0.312	3	503	0.314	0	503	0.314
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	418	1600	0.267 *	3	421	0.268 *	32	450	0.287 *	92	542	0.344 *	3	545	0.346 *	0	545	0.346 *
Wb Right	8	0	-	0	8	-	1	9	-	0	9	-	0	9	-	0	9	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.338			0.340			0.360			0.417			0.419			0.419
LOS			A			A			A			A			A			A

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

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

INTERSECTION CAPACITY UTILIZATION

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-5

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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			
Nb Left	354	0	0.221	0	354	0	0	382	0	382	0	0	382	0	0.238	0	382	0	0.238		
Nb Thru	81	1600	0.272 *	0	81	1600	0.272 *	88	88	88	1600	0.308 *	0	111	1600	0.308 *	0	111	1600	0.308 *	
Nb Right	114	1600	0.071	39	153	1600	0.096	123	9	123	1600	0.077	91	214	1600	0.134	39	253	1600	0.158	
Sb Left	4	0	0.003 *	0	4	0	0.003 *	4	4	4	0	0.003 *	0	4	0	0.003 *	0	4	0	0.003 *	
Sb Thru	12	1600	0.012	0	12	1600	0.012	13	1	13	1600	0.013	10	23	1600	0.022	0	23	1600	0.022	
Sb Right	3	0	-	0	3	0	-	3	0	3	0	-	4	7	0	-	0	7	0	-	
Eb Left	2	0	0.001	0	2	0	0.001	2	0	2	0	0.001	7	9	0	0.006	0	9	0	0.006	
Eb Thru	135	1600	0.086 *	0	135	1600	0.086 *	145	10	145	1600	0.092 *	2	147	1600	0.098 *	0	147	1600	0.098 *	
Eb Right	130	1600	0.081	0	130	1600	0.081	140	10	140	1600	0.087	17	157	1600	0.098 *	0	157	1600	0.098 *	
Wb Left	47	1600	0.030 *	9	56	1600	0.035 *	51	4	51	1600	0.032 *	39	90	1600	0.056 *	9	99	1600	0.062 *	
Wb Thru	67	1600	0.048	2	69	1600	0.050	72	5	72	1600	0.052	14	86	1600	0.061	2	88	1600	0.062	
Wb Right	10	0	-	0	10	0	-	11	1	11	0	-	0	11	0	-	0	11	0	-	
Yellow Allowance:			0.050 *				0.050 *					0.050 *				0.050 *					0.050 *
ICU			0.440				0.446					0.470				0.515					0.520
LOS			A				A				A					A					A

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

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: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-5

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	508	0	0.317 *	0	508	0	0.317 *	39	547	0.342 *	0	547	0	547	0	547	0	0.342 *
Nb Thru	22	1600	0.331	0	22	1600	0.331	2	23	0.356	45	68	1600	68	1600	0	68	0.384
Nb Right	56	1600	0.035	19	75	1600	0.047	4	60	0.037	86	146	1600	165	1600	0	165	0.103
Sb Left	6	0	0.004	0	6	0	0.004	0	7	0.004	0	7	0	7	0	7	0	0.004
Sb Thru	29	1600	0.039 *	0	29	1600	0.039 *	2	31	0.042 *	49	80	1600	80	1600	0	80	0.085 *
Sb Right	27	0	-	0	27	0	-	2	29	-	21	50	0	50	0	50	0	-
Eb Left	1	0	0.001	0	1	0	0.001	0	1	0.001	19	20	0	20	0	20	0	0.013
Eb Thru	72	1600	0.046	5	77	1600	0.049	6	78	0.049	43	121	1600	126	1600	0	126	0.091
Eb Right	303	1600	0.189 *	0	303	1600	0.189 *	23	326	0.204 *	38	364	1600	364	1600	0	364	0.228 *
Wb Left	44	1600	0.028 *	18	62	1600	0.039 *	3	48	0.030 *	189	237	1600	255	1600	0	255	0.159 *
Wb Thru	159	1600	0.104	5	164	1600	0.107	12	171	0.112	57	228	1600	233	1600	0	233	0.151
Wb Right	8	0	-	0	8	0	-	1	9	-	0	9	0	9	0	9	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *								0.050 *
ICU			0.623				0.634			0.667								0.864
LOS			B				B			B								D

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

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: Stuart Ranch Road-Webb Way
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-5

Stuart Ranch Road-Webb Way @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	233	0	0.145 *	0	233	0	0	0.145 *	18	251	0.157 *	0	251	0	0.157 *	0	251	0	0.157 *	
Nb Thru	16	1600	0.156	0	16	1600	0.156	1	18	18	0.168	64	82	1600	0.208	0	82	1600	0.208	
Nb Right	126	1600	0.079	12	138	1600	0.086	10	135	0.085	127	262	1600	0.164	12	274	1600	0.171	1600	0.171
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	0	0.002
Sb Thru	23	1600	0.021 *	0	23	1600	0.021 *	2	24	0.022 *	59	83	1600	0.075 *	0	83	1600	0.075 *	1600	0.075 *
Sb Right	7	0	-	0	7	0	-	1	8	-	25	33	0	-	0	33	0	-	0	-
Eb Left	10	0	0.006	0	10	0	0.006	1	11	0.007	28	39	0	0.024	0	39	0	0.024	0	0.024
Eb Thru	124	1600	0.084	3	127	1600	0.086	9	133	0.090	67	200	1600	0.149 *	3	203	1600	0.151 *	1600	0.151 *
Eb Right	148	1600	0.093 *	0	148	1600	0.093 *	11	160	0.100 *	51	211	1600	0.132	0	211	1600	0.132	1600	0.132
Wb Left	114	1600	0.071 *	13	127	1600	0.080 *	9	123	0.077 *	203	326	1600	0.204 *	13	339	1600	0.212 *	1600	0.212 *
Wb Thru	134	1600	0.090	3	137	1600	0.092	10	144	0.097	65	209	1600	0.138	3	212	1600	0.140	1600	0.140
Wb Right	10	0	-	0	10	0	-	1	11	-	0	11	0	-	0	11	0	-	0	-
Yellow Allowance:			0.050 *				0.050 *													0.050 *
ICU			0.380				0.388													0.645
LOS			A				A													B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 2 Capacity expressed in veh/hour of green
 12:35 PM

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

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	61	1600	0.038 *	0	61	1600	0.038 *	5	65	1600	0.041 *	1	66	1600	0.042	0	66	1600	0.042
Nb Thru [3]	50	1600	0.033	3	53	1600	0.035	4	54	1600	0.036	4	58	1600	0.042 *	3	61	1600	0.044 *
Nb Right	3	0	-	0	3	0	-	0	3	0	-	5	8	0	-	0	8	0	-
Sb Left	102	0	0.032	3	105	0	0.033	8	110	0	0.034	14	124	0	0.039	3	127	0	0.040
Sb Thru [3]	72	3200	0.054 *	1	73	3200	0.056 *	6	78	3200	0.059 *	2	80	3200	0.064 *	1	81	3200	0.065 *
Sb Right [4]	16	1600	0.000	5	21	1600	0.000	1	18	1600	0.000	32	50	1600	0.000	5	55	1600	0.000
Eb Left	217	1600	0.136	25	242	1600	0.151	17	234	1600	0.146	110	344	1600	0.215	25	369	1600	0.231 *
Eb Thru	1671	4800	0.348 *	0	1671	4800	0.348 *	128	1799	4800	0.375 *	95	1894	4800	0.395 *	0	1894	4800	0.395
Eb Right	109	1600	0.068	0	109	1600	0.068	8	118	1600	0.073	1	119	1600	0.074	0	119	1600	0.074
Wb Left	150	1600	0.094 *	0	150	1600	0.094 *	12	162	1600	0.101 *	4	166	1600	0.104 *	0	166	1600	0.104
Wb Thru	732	3200	0.229	0	732	3200	0.229	56	789	3200	0.246	90	879	3200	0.275 *	0	879	3200	0.275 *
Wb Right [5]	285	1600	0.146	11	296	1600	0.152	22	307	1600	0.158	23	330	1600	0.168	11	341	1600	0.174
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.584				0.586				0.625				0.654				0.664
LOS			A				A				B				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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.

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

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	V/C Ratio	Added	Total	2	V/C Ratio	Added	Total	2	V/C Ratio
Nb Left	121	1600	0.075 *	0	121	1600	0.075 *	9	130	0.081 *	1	131	1600	0.082 *	0	131	1600	0.082 *
Nb Thru [3]	94	1600	0.066	2	96	1600	0.067	7	101	0.071	9	110	1600	0.080	2	112	1600	0.081
Nb Right	11	0	-	0	11	0	-	1	12	-	6	18	0	-	0	18	0	-
Sb Left	258	0	0.080	6	264	0	0.082	20	277	0.087	70	347	0	0.109	6	353	0	0.110
Sb Thru [3]	92	3200	0.109 *	2	94	3200	0.112 *	7	99	0.117 *	10	109	3200	0.142 *	2	111	3200	0.145 *
Sb Right [4]	25	1600	-0.025	10	35	1600	-0.022	2	27	-0.027	132	159	1600	0.026	10	169	1600	0.029
Eb Left	130	1600	0.081 *	10	140	1600	0.087 *	10	140	0.087 *	95	235	1600	0.147 *	10	245	1600	0.153 *
Eb Thru	1328	4800	0.277	0	1328	4800	0.277	102	1430	0.298	142	1572	4800	0.327	0	1572	4800	0.327
Eb Right	57	1600	0.035	0	57	1600	0.035	4	61	0.038	2	63	1600	0.039	0	63	1600	0.039
Wb Left	225	1600	0.140	0	225	1600	0.140	17	242	0.151	5	247	1600	0.154	0	247	1600	0.154
Wb Thru	1144	3200	0.358 *	0	1144	3200	0.358 *	88	1232	0.385 *	138	1370	3200	0.428 *	0	1370	3200	0.428 *
Wb Right [5]	362	1600	0.145	7	369	1600	0.148	28	389	0.157	65	454	1600	0.175	7	461	1600	0.178
Yellow Allowance:	0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *		
ICU	0.673			0.682			0.721			0.849			0.858			0.858		
LOS	B			B			C			D			D			D		

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 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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 (818) 835.8648 Fax (818) 835.8649

INTERSECTION CAPACITY UTILIZATION

Webb Way @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Webb Way
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-6

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION				
	1	2	V/C	Added	Total	2	V/C	Added	Total	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	112	1600	0.070 *	0	112	1600	0.070 *	9	121	0.076 *	1	122	1600	0.076	0	122	1600	0.076	0.076	
Nb Thru [3]	71	1600	0.068	1	72	1600	0.069	5	77	0.073	13	90	1600	0.086 *	1	91	1600	0.087 *	0.087 *	
Nb Right	38	0	-	0	38	0	-	3	41	-	7	48	0	-	0	48	0	0	-	
Sb Left	143	0	0.045	5	148	0	0.046	11	154	0.048	85	239	0	0.075	5	244	0	244	0	0.076
Sb Thru [3]	72	3200	0.067 *	1	73	3200	0.069 *	6	78	0.072 *	11	89	3200	0.102 *	1	90	3200	0.104 *	0.104 *	
Sb Right [4]	71	1600	-0.006	7	78	1600	-0.004	5	77	-0.007	128	205	1600	0.030	7	212	1600	0.032	0.032	
Eb Left	162	1600	0.101 *	6	168	1600	0.105 *	12	174	0.109 *	139	313	1600	0.196 *	6	319	1600	0.199 *	0.199 *	
Eb Thru	1189	4800	0.248	0	1189	4800	0.248	91	1280	0.267	169	1449	4800	0.302	0	1449	4800	0.302	0.302	
Eb Right	54	1600	0.033	0	54	1600	0.033	4	58	0.036	1	59	1600	0.037	0	59	1600	0.037	0.037	
Wb Left	188	1600	0.118	0	188	1600	0.118	14	203	0.127	6	209	1600	0.131	0	209	1600	0.131	0.131	
Wb Thru	1152	3200	0.360 *	0	1152	3200	0.360 *	88	1240	0.387 *	216	1456	3200	0.455 *	0	1456	3200	0.455 *	0.455 *	
Wb Right [5]	153	1600	0.051	4	157	1600	0.052	12	165	0.055	92	257	1600	0.086	4	261	1600	0.087	0.087	
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *	
ICU			0.648				0.654			0.694				0.889					0.895	
LOS			B				B			B				D					D	

* Key conflicting movement as a part of ICU
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 4 Right turns on red from exclusive lanes, 50% of overlapping left turn

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INTERSECTION CAPACITY UTILIZATION

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-7

Cross Creek Road @ Civic Center Way
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	
Nb Left	119	0	0.075 *	17	136	0	0	0.085 *	9	129	0.080 *	93	222	0	0.139 *	17	239	0	0.149 *
Nb Thru	53	1600	0.108	0	53	1600	0.118	0	4	57	0.116	12	69	1600	0.181	0	69	1600	0.192
Nb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Sb 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
Sb Thru	34	1600	0.037 *	0	34	1600	0.037 *	3	37	0.040 *	8	45	1600	0.045 *	0	45	1600	0.045 *	0.045 *
Sb Right	26	0	-	0	26	0	-	2	28	-	0	0	28	0	-	0	28	0	-
Eb Left	53	1600	0.033	0	53	1600	0.033	4	57	0.035	0	57	1600	0.035	0	57	1600	0.035	0.035
Eb Thru	3	1600	0.064 *	0	3	1600	0.068 *	0	3	0.069 *	0	3	1600	0.090 *	0	3	1600	0.093 *	0.093 *
Eb Right	100	0	-	5	105	0	-	8	108	-	33	141	0	-	5	146	0	-	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	2	1600	0.001	0	2	1600	0.001	0	2	0.001	0	2	1600	0.001	0	2	1600	0.001	0.001
Wb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	0	-
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.226				0.240				0.240				0.324				0.337
LOS			A				A				A				A				A

* Key conflicting movement as a part of ICU
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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	185	0	0.116 *	10	195	0	0.122 *	14	200	0.125 *	108	308	0	0.192 *	10	318	0	0.199 *
Nb Thru	36	1600	0.139	0	36	1600	0.145	3	39	0.150	32	71	1600	0.237	0	71	1600	0.243
Nb Right	1	0	-	0	1	0	-	0	1	-	0	1	0	-	0	1	0	-
Sb Left	1	0	0.001	0	1	0	0.001	0	1	0.001	0	1	0	0.001	0	1	0	0.001
Sb Thru	52	1600	0.062 *	0	52	1600	0.062 *	4	55	0.067 *	30	85	1600	0.086 *	0	85	1600	0.086 *
Sb Right	47	0	-	0	47	0	-	4	51	-	0	51	0	-	0	51	0	-
Eb Left	39	1600	0.024	0	39	1600	0.024	3	42	0.026	0	42	1600	0.026	0	42	1600	0.026
Eb Thru	2	1600	0.107 *	0	2	1600	0.113 *	0	2	0.115 *	0	2	1600	0.216 *	0	2	1600	0.222 *
Eb Right	169	0	-	10	179	0	-	13	182	-	161	343	0	-	10	353	0	-
Wb Left	2	0	0.001 *	0	2	0	0.001 *	0	2	0.001 *	0	2	0	0.001 *	0	2	0	0.001 *
Wb Thru	1	1600	0.002	0	1	1600	0.002	0	1	0.002	0	1	1600	0.002	0	1	1600	0.002
Wb Right	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *
ICU			0.336				0.349			0.358				0.545				0.558
LOS			A				A			A				A				A

* Key conflicting movement as a part of ICU
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 (818) 835.8648 Fax (818) 835.8649

N-S St: Cross Creek Road
 E-W St: Civic Center Way
 Project: Santa Monica College - Mailbu/1-11-3943-1
 File: ICU-7

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Civic Center Way
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	198	0	0.124 *	6	204	0	0.127 *	15	213	0.133 *	155	368	0	0.230 *	6	374	0	0.234 *	374	0	0.234 *	
Nb Thru	43	1600	0.152	0	43	1600	0.156	3	47	0.164	46	93	1600	0.289	0	93	1600	0.293	93	1600	0.293	
Nb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	2	0	-	
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0.000	
Sb Thru	30	1600	0.035 *	0	30	1600	0.035 *	2	32	0.038 *	44	76	1600	0.066 *	0	76	1600	0.066 *	76	1600	0.066 *	
Sb Right	27	0	-	0	27	0	-	2	29	-	0	29	0	-	0	29	0	-	29	0	-	
Eb Left	31	1600	0.019	0	31	1600	0.019	2	33	0.021	0	33	1600	0.021	0	33	1600	0.021	33	1600	0.021	
Eb Thru	0	1600	0.108 *	0	0	1600	0.112 *	0	0	0.116 *	0	0	1600	0.210 *	0	0	1600	0.215 *	0	1600	0.215 *	
Eb Right	172	0	-	7	179	0	-	13	185	-	151	336	0	-	7	343	0	-	343	0	-	
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0.000 *	
Wb Thru	0	1600	0.001	0	0	1600	0.001	0	0	0.001	0	0	1600	0.001	0	0	1600	0.001	0	1600	0.001	
Wb Right	2	0	-	0	2	0	-	0	2	-	0	2	0	-	0	2	0	-	2	0	-	
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *				0.050 *				0.050 *
ICU			0.317				0.325			0.337				0.556				0.564				0.564
LOS			A				A			A				A				A				A

* Key conflicting movement as a part of ICU
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 20931 Burbank Boulevard, Suite C, Woodland Hills, CA 91367
 (818) 835.8648 Fax (818) 835.8649

N-S St: Cross Creek Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	6	0	0.004 *	0	7	0.004 *	0	7	0.004 *	0	7	0.004 *	0	7	0.004 *	0	7	0.004 *
Nb Thru [3]	0	1600	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *	0	0	0.004 *
Nb Right	2	1600	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001	0	2	0.001
Sb Left	129	0	0.040	5	134	0.042	10	139	0.043	36	175	0.055	5	180	0.056	0	180	0.056
Sb Thru [3]	1	3200	0.041 *	0	1	0.042 *	0	1	0.044 *	0	1	0.055 *	0	1	0.056 *	0	1	0.056 *
Sb Right [4]	57	1600	0.002	0	57	0.002	4	61	0.002	5	66	0.002	0	66	0.002	0	66	0.002
Eb Left	108	1600	0.068	0	108	0.068	8	116	0.073	21	137	0.086	0	137	0.086	0	137	0.086
Eb Thru	1692	3200	0.532 *	3	1695	0.533 *	130	1822	0.573 *	95	1917	0.603 *	3	1920	0.604 *	0	1920	0.604 *
Eb Right	10	0	-	0	10	-	1	11	-	0	11	-	0	11	-	0	11	-
Wb Left	9	1600	0.006 *	0	9	0.006 *	1	10	0.006 *	0	10	0.006 *	0	10	0.006 *	0	10	0.006 *
Wb Thru	1132	3200	0.399	11	1143	0.408	87	1219	0.430	113	1332	0.492	11	1343	0.501	0	1343	0.501
Wb Right	146	0	-	17	163	-	11	157	-	86	243	-	17	260	-	0	260	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.632			0.635			0.677			0.718			0.720			0.720
LOS			B			B			B			C			C			C

* Key conflicting movement as a part of ICU
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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION		
	1	2	V/C	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio	Added	Total	Ratio
Nb Left	10	0	0.006	0	10	0.006	1	11	0.007	0	11	0	0.007	0	11	0	11	0.007
Nb Thru [3]	7	1600	0.011 *	0	7	0.011 *	1	8	0.012 *	0	8	1600	0.012 *	0	8	1600	0.012 *	0.012 *
Nb Right	13	1600	0.008	0	13	0.008	1	14	0.009	0	14	1600	0.009	0	14	1600	0.009	0.009
Sb Left	151	0	0.047 *	10	161	0.050 *	12	163	0.051 *	163	326	0	0.102 *	10	336	0	336	0.105 *
Sb Thru [3]	0	3200	0.047 *	0	0	0.050 *	0	0	0.051 *	0	0	3200	0.102 *	0	0	3200	0.105 *	0.105 *
Sb Right [4]	116	1600	0.040	0	116	0.040	9	125	0.043	37	162	1600	0.060	0	162	1600	0.060	0.060
Eb Left	105	1600	0.066 *	0	105	0.066 *	8	113	0.071 *	21	134	1600	0.084 *	0	134	1600	0.084 *	0.084 *
Eb Thru	1556	3200	0.491	6	1562	0.492	120	1676	0.528	195	1871	3200	0.589	6	1877	3200	0.591	0.591
Eb Right	13	0	-	0	13	-	1	14	-	0	14	0	-	0	14	0	14	-
Wb Left	5	1600	0.003	0	5	0.003	0	6	0.003	0	6	1600	0.003	0	6	1600	0.003	0.003
Wb Thru	1620	3200	0.563 *	7	1627	0.569 *	124	1745	0.607 *	173	1918	3200	0.699 *	7	1925	3200	0.705 *	0.705 *
Wb Right	182	0	-	10	192	-	14	196	-	124	320	0	-	10	330	0	330	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.737			0.746			0.790				0.947					0.955
LOS			C			C			C				E					E

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
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 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-8

INTERSECTION CAPACITY UTILIZATION

Cross Creek Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 W/PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	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	7	0	0.005	0	7	0	0.005	1	8	0.005	0	8	0	0.005	0	8	0	0.005	0.005
Nb Thru [3]	6	1600	0.008	0	6	1600	0.008	0	7	0.009 *	0	7	1600	0.009 *	0	7	1600	0.009 *	0.009 *
Nb Right	13	1600	0.008 *	0	13	1600	0.008 *	1	14	0.009 *	0	14	1600	0.009 *	0	14	1600	0.009 *	0.009 *
Sb Left	185	0	0.058	7	192	0	0.060	14	200	0.062	166	366	0	0.114	7	373	0	0.116	0.116
Sb Thru [3]	4	3200	0.059 *	0	4	3200	0.061 *	0	4	0.064 *	0	4	3200	0.116 *	0	4	3200	0.118 *	0.118 *
Sb Right [4]	124	1600	0.029	0	124	1600	0.029	9	133	0.031	30	163	1600	0.040	0	163	1600	0.040	0.040
Eb Left	156	1600	0.097 *	0	156	1600	0.097 *	12	167	0.105 *	30	197	1600	0.123 *	0	197	1600	0.123 *	0.123 *
Eb Thru	1234	3200	0.389	5	1239	3200	0.390	95	1329	0.419	232	1561	3200	0.491	5	1566	3200	0.493	0.493
Eb Right	10	0	-	0	10	0	-	1	11	-	0	11	0	-	0	11	0	-	-
Wb Left	12	1600	0.008	0	12	1600	0.008	1	13	0.008	0	13	1600	0.008	0	13	1600	0.008	0.008
Wb Thru	1389	3200	0.502 *	4	1393	3200	0.505 *	107	1496	0.541 *	284	1780	3200	0.688 *	4	1784	3200	0.689 *	0.689 *
Wb Right	217	0	-	6	223	0	-	17	234	-	182	416	0	-	6	422	0	-	-
Yellow Allowance:			0.050 *				0.050 *			0.050 *				0.050 *					0.050 *
ICU			0.717				0.722			0.768				0.984					0.990
LOS			C				C			C				E					E

12:35 PM

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 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

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

N-S St: Las Flores Canyon Road
 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	2	0	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *	0	2	0.001 *
Nb Thru	0	1600	0.003	0	0	0.003	0	0	0.003	0	0	0.003	0	0	0.003	0	0	0.003
Nb Right	2	0	-	0	2	-	0	2	-	0	2	-	0	2	-	0	2	-
Sb Left	40	0	0.025	0	40	0.025	3	43	0.027	0	43	0.027	0	43	0.027	0	43	0.027
Sb Thru	0	1600	0.076 *	0	0	0.077 *	0	0	0.082 *	0	0	0.093 *	0	0	0.094 *	0	0	0.094 *
Sb Right [3]	81	0	-	1	82	-	6	88	-	18	106	-	1	107	-	0	107	-
Eb Left	39	1600	0.024	0	39	0.024	3	42	0.026	9	51	0.032	0	51	0.032	0	51	0.032
Eb Thru	1722	3200	0.539 *	6	1728	0.541 *	132	1854	0.581 *	85	1939	0.607 *	6	1945	0.609 *	0	1945	0.609 *
Eb Right	4	0	-	0	4	-	0	4	-	0	4	-	0	4	-	0	4	-
Wb Left	5	1600	0.003 *	0	5	0.003 *	0	6	0.003 *	0	6	0.003 *	0	6	0.003 *	0	6	0.003 *
Wb Thru	1350	3200	0.422	19	1369	0.428	104	1454	0.454	138	1592	0.498	19	1611	0.503	0	1611	0.503
Wb Right	52	1600	0.032	0	52	0.032	4	55	0.035	0	55	0.035	0	55	0.035	0	55	0.035
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.670			0.672			0.718			0.755			0.758			0.758
LOS			B			B			C			C			C			C

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

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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	11	0	0.007 *	0	11	0	0.007 *	1	12	0.008 *	0	12	0	0.008 *	0	12	0	0.008 *
Nb Thru	1	1600	0.019	0	1	0.019	0	1	0.020	0.020	0	1	1600	0.020	0	1	1600	0.020
Nb Right	18	0	-	0	18	-	0	19	-	-	0	19	0	-	0	19	0	-
Sb Left	36	0	0.023	0	36	0	0.023	3	39	0.024	0	39	0	0.024	0	39	0	0.024
Sb Thru	0	1600	0.051 *	0	0	0	0.051 *	0	0	0.055 *	0	0	1600	0.064 *	0	0	1600	0.065 *
Sb Right [3]	45	0	-	1	46	-	-	3	49	-	15	64	0	-	1	65	0	-
Eb Left	44	1600	0.028	1	45	0.028	0.028	3	48	0.030	18	66	1600	0.041 *	1	67	1600	0.042 *
Eb Thru	1701	3200	0.538 *	11	1712	0.542 *	0.542 *	131	1831	0.580 *	215	2046	3200	0.647	11	2057	3200	0.650
Eb Right	23	0	-	0	23	-	-	2	24	-	0	24	0	-	0	24	0	-
Wb Left	25	1600	0.015 *	0	25	0.015 *	0.015 *	2	27	0.017 *	0	27	1600	0.017	0	27	1600	0.017
Wb Thru	1671	3200	0.522	12	1683	0.526	0.526	128	1799	0.562	195	1994	3200	0.623 *	12	2006	3200	0.627 *
Wb Right	38	1600	0.024	0	38	0.024	0.024	3	41	0.026	0	41	1600	0.026	0	41	1600	0.026
Yellow Allowance:			0.050 *			0.050 *	0.050 *			0.050 *				0.050 *				0.050 *
ICU							0.666			0.709				0.786				0.791
LOS							B			C				C				C

* Key conflicting movement as a part of ICU
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 3 No right-turn on red.

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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-11

INTERSECTION CAPACITY UTILIZATION

Las Flores Canyon Road @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	30	0	0.019 *	0	30	0	0.019 *	2	32	0.020 *	0	32	0	0.020 *	0	32	0	0.020 *
Nb Thru	3	1600	0.044	0	3	0.044	0	3	0.047	0	3	0.047	0	3	0.047	0	3	0.047
Nb Right	37	0	-	0	37	0	0	40	-	0	40	-	0	40	-	0	40	-
Sb Left	27	0	0.017	0	27	0	0.017	2	29	0.018	0	29	0	0.018	0	29	0	0.018
Sb Thru	3	1600	0.045 *	0	3	0.045 *	0	3	0.049 *	0	3	0.049 *	0	3	0.049 *	0	3	0.049 *
Sb Right [3]	42	0	-	0	42	0	-	3	45	-	23	68	0	-	0	68	0	-
Eb Left	44	1600	0.028 *	0	44	0.028 *	3	48	0.030 *	20	68	0.042 *	0	68	0.042 *	0	68	0.042 *
Eb Thru	1426	3200	0.457	8	1434	0.460	109	1535	0.493	251	1786	0.571	8	1794	0.573	0	1794	0.573
Eb Right	38	0	-	0	38	0	-	3	41	-	0	41	0	-	0	41	0	-
Wb Left	46	1600	0.029	0	46	0.029	4	50	0.031	0	50	0.031	0	50	0.031	0	50	0.031
Wb Thru	1582	3200	0.494 *	7	1589	0.497 *	122	1704	0.532 *	318	2022	0.632 *	7	2029	0.634 *	0	2029	0.634 *
Wb Right	37	1600	0.023	0	37	0.023	3	40	0.025	0	40	0.025	0	40	0.025	0	40	0.025
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.636			0.638			0.681			0.807			0.809			0.809
LOS			B			B			B			D			D			D

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

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 E-W St: Pacific Coast Highway (SR-1)
 Project: Santa Monica College - Malibu/1-11-3943-1
 File: ICU-12

INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: AM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	1275	2880	0.443	0	1275	0.443	98	1373	0.477	0	1373	0.477	0	1373	0.477	0	1373	0.477	
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]	81	1600	0.004	3	84	0.005	6	88	0.004	19	107	0.010	3	110	0.012	0	110	0.012	
Eb Left	75	1600	0.047	1	76	0.048	6	81	0.051	9	90	0.056	1	91	0.057	0	91	0.057	
Eb Thru	1720	3200	0.538	3	1723	0.538	132	1852	0.579	53	1905	0.595	3	1908	0.596	0	1908	0.596	
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	1123	4800	0.268	11	1134	0.271	86	1209	0.289	99	1308	0.309	11	1319	0.312	0	1319	0.312	
Wb Right	165	0	-	0	165	-	13	177	-	0	177	-	0	177	-	0	177	-	
Yellow Allowance:	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050	*	0.050
ICU	1.030	F	1.031	F	1.106	F	1.122	F	1.123	F	1.123	F	1.123	F	1.123	F	1.123	F	1.123
LOS																			

* Key conflicting movement as a part of ICU
 1 Counts conducted by City Traffic Counters
 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: PM
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	300	2880	0.104	0	300	0.104	23	323	0.112	0	323	0.112	0	323	0.112	0	323	0.112
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]	77	1600	0.000	2	79	0.000	6	83	0.000	27	110	0.000	2	112	0.000	0	112	0.000
Eb Left	117	1600	0.073 *	2	119	0.075 *	9	126	0.079 *	30	156	0.098 *	2	158	0.099 *	0	158	0.099 *
Eb Thru	1519	3200	0.475	6	1525	0.477	117	1636	0.511	143	1779	0.556	6	1785	0.558	0	1785	0.558
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	1602	4800	0.507 *	7	1609	0.509 *	123	1725	0.546 *	119	1844	0.571 *	7	1851	0.572 *	0	1851	0.572 *
Wb Right	832	0	-	0	832	-	64	896	-	0	896	-	0	896	-	0	896	-
Yellow Allowance:			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *			0.050 *
ICU			0.735			0.737			0.787			0.831			0.833			0.833
LOS			C			C			C			D			D			D

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 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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 File: ICU-12

INTERSECTION CAPACITY UTILIZATION

Topanga Canyon Road (SR-27) @ Pacific Coast Highway (SR-1)
 Peak hr: SAT
 Annual Growth: 0.48%

Date: 10/14/2014
 Date of Count: 2014
 Projection Year: 2030

Movement	2014 EXIST. TRAFFIC			2014 W/PROJECT SITE TRAFFIC			2030 W/AMBIENT GROWTH			2030 W/RELATED PROJECTS			2030 W/PROJECT SITE TRAFFIC			2030 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	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	365	2880	0.127	0	365	2880	0.127	28	393	2880	0.136	0	393	2880	0.136	0	393	2880	0.136
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]	109	1600	0.002	1	110	1600	0.002	8	118	1600	0.004	42	160	1600	0.004	1	161	1600	0.004
Eb Left	106	1600	0.066 *	1	107	1600	0.067 *	8	114	1600	0.071 *	39	153	1600	0.096 *	1	154	1600	0.096 *
Eb Thru	1316	3200	0.411	5	1321	3200	0.413	101	1417	3200	0.443	153	1570	3200	0.491	5	1575	3200	0.492
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	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1651	4800	0.398 *	4	1655	4800	0.398 *	127	1778	4800	0.428 *	212	1990	4800	0.472 *	4	1994	4800	0.473 *
Wb Right	258	0	-	0	258	0	-	20	277	0	-	0	277	0	-	0	277	0	-
Yellow Allowance:			0.050 *				0.050 *				0.050 *				0.050 *				0.050 *
ICU		0.641	B			0.642	B			0.686	B			0.754	C			0.756	C
LOS																			

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

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	2	135	130	47	67	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	354	81	114	4	12	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)	137	130	47	77	435	114	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	0.0	0.0	1.0	0.0	0.8	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	0.4	-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	0.12	0.12	0.04	0.07	0.39	0.10	0.02	
hd, final value (s)	6.34	5.63	7.04	6.44	6.04	4.93	6.33	
x, final value	0.24	0.20	0.09	0.14	0.73	0.16	0.03	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.0	3.3	4.7	4.1	3.7	2.6	4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	380	297	327	588	364	269	
Delay (s/veh)	11.05	9.76	10.45	10.17	23.30	8.54	9.25	
LOS	B	A	B	B	C	A	A	
Approach: Delay (s/veh)	10.42		10.28		20.23		9.25	
LOS	B		B		C		A	
Intersection Delay (s/veh)	16.00							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	72	303	44	159	8
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	508	22	56	6	29	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	73	303	44	167	530	56	62	
% 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	0.06	0.27	0.04	0.15	0.47	0.05	0.06	
hd, final value (s)	7.17	6.45	7.95	7.40	6.90	5.72	7.27	
x, final value	0.15	0.54	0.10	0.34	1.02	0.09	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.2	5.6	5.1	4.6	3.4	5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	323	553	294	417	530	306	312	
Delay (s/veh)	11.09	16.55	11.50	13.92	69.63	8.98	11.01	
LOS	B	C	B	B	F	A	B	
Approach: Delay (s/veh)	15.49		13.42		63.84		11.01	
LOS	C		B		F		B	
Intersection Delay (s/veh)	37.85							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	10	124	148	114	134	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	233	16	126	3	26	7
%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)	134	148	114	144	249	126	36	
% 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	0.2	
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	0.12	0.13	0.10	0.13	0.22	0.11	0.03	
hd, final value (s)	6.14	5.40	6.61	6.06	6.46	5.29	6.41	
x, final value	0.23	0.22	0.21	0.24	0.45	0.19	0.06	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.8	3.1	4.3	3.8	4.2	3.0	4.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	384	398	364	394	499	376	286	
Delay (s/veh)	10.65	9.63	11.05	10.68	14.27	9.19	9.54	
LOS	B	A	B	B	B	A	A	
Approach: Delay (s/veh)	10.12		10.84		12.56		9.54	
LOS	B		B		B		A	
Intersection Delay (s/veh)	11.26							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	53	3	100	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	119	53	0	0	34	26
%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)	53	103	2		172		60	
% 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	0.0		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	0.0		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	0.05	0.09	0.00		0.15		0.05	
hd, final value (s)	5.55	4.36	4.73		4.48		4.21	
x, final value	0.08	0.12	0.00		0.21		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.1	2.7		2.5		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	303	353	252		422		310	
Delay (s/veh)	8.74	7.68	7.74		8.69		7.53	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.04		7.74		8.69		7.53	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.25							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Cross Creek Road*

North/South Street: *Civic Center Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	2	169	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	185	36	1	1	52	47
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>L</i>	<i>TR</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	39	171	3		222		100	
% 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	0.7		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	0.15	0.00		0.20		0.09	
hd, final value (s)	5.78	4.58	5.19		4.69		4.40	
x, final value	0.06	0.22	0.00		0.29		0.12	
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		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	289	421	253		472		350	
Delay (s/veh)	8.87	8.55	8.21		9.58		8.01	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.61		8.21		9.58		8.01	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.90							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C1-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing Condition
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	31	0	172	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	198	43	2	0	30	27
%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	172	2		243		57	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		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	-0.6		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	0.15	0.00		0.22		0.05	
hd, final value (s)	5.73	4.52	4.38		4.61		4.39	
x, final value	0.05	0.22	0.00		0.31		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.4	2.2	2.4		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	281	422	252		493		307	
Delay (s/veh)	8.73	8.47	7.39		9.67		7.72	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.51		7.39		9.67		7.72	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.97							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	2	135	130	56	69	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	354	81	153	4	12	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)	137	130	56	79	435	153	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	0.0	0.0	1.0	0.0	0.8	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	0.4	-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	0.12	0.12	0.05	0.07	0.39	0.14	0.02	
hd, final value (s)	6.44	5.72	7.12	6.52	6.09	4.98	6.40	
x, final value	0.24	0.21	0.11	0.14	0.74	0.21	0.03	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.4	4.8	4.2	3.8	2.7	4.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	380	306	329	584	403	269	
Delay (s/veh)	11.21	9.90	10.70	10.31	23.80	9.01	9.33	
LOS	B	A	B	B	C	A	A	
Approach: Delay (s/veh)	10.57		10.47		19.95		9.33	
LOS	B		B		C		A	
Intersection Delay (s/veh)	16.00							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Civic Center Way*

North/South Street: *Stuart Ranch Road-Webb Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	1	77	303	62	164	8
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	508	22	75	6	29	27
%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	303	62	172	530	75	62	
% 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	0.27	0.06	0.15	0.47	0.07	0.06	
hd, final value (s)	7.24	6.52	7.98	7.44	6.99	5.81	7.38	
x, final value	0.16	0.55	0.14	0.36	1.03	0.12	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.2	5.7	5.1	4.7	3.5	5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	328	547	312	422	530	325	312	
Delay (s/veh)	11.28	16.87	11.95	14.18	73.57	9.31	11.15	
LOS	B	C	B	B	F	A	B	
Approach: Delay (s/veh)	15.73		13.59		65.61		11.15	
LOS	C		B		F		B	
Intersection Delay (s/veh)	38.65							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	10	127	148	127	137	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	233	16	138	3	23	7
%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)	137	148	127	147	249	138	33	
% 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	0.2	
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	0.12	0.13	0.11	0.13	0.22	0.12	0.03	
hd, final value (s)	6.19	5.45	6.64	6.09	6.51	5.34	6.47	
x, final value	0.24	0.22	0.23	0.25	0.45	0.20	0.06	
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	4.2	3.0	4.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	398	377	397	499	388	283	
Delay (s/veh)	10.80	9.72	11.36	10.79	14.43	9.41	9.58	
LOS	B	A	B	B	B	A	A	
Approach: Delay (s/veh)	10.24		11.06		12.64		9.58	
LOS	B		B		B		A	
Intersection Delay (s/veh)	11.39							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	53	3	105	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	136	53	0	0	34	26
%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)	53	108	2		189		60	
% 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	0.0		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	0.0		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	0.05	0.10	0.00		0.17		0.05	
hd, final value (s)	5.59	4.40	4.79		4.50		4.24	
x, final value	0.08	0.13	0.00		0.24		0.07	
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		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	303	358	252		439		310	
Delay (s/veh)	8.79	7.77	7.80		8.88		7.57	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.11		7.80		8.88		7.57	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.38							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID *SMC Malibu - 5-11-3943-1*

East/West Street: *Cross Creek Road*

North/South Street: *Civic Center Way*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	2	179	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	195	36	1	1	52	47
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>L</i>	<i>TR</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	39	181	3		232		100	
% 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	0.7		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	0.16	0.00		0.21		0.09	
hd, final value (s)	5.81	4.61	5.24		4.72		4.44	
x, final value	0.06	0.23	0.00		0.30		0.12	
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		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	289	431	253		482		350	
Delay (s/veh)	8.90	8.70	8.26		9.76		8.07	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.74		8.26		9.76		8.07	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.04							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C2-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Existing With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	31	0	179	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	198	43	2	0	30	27
%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	179	2		243		57	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		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	-0.6		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	0.16	0.00		0.22		0.05	
hd, final value (s)	5.73	4.53	4.39		4.62		4.41	
x, final value	0.05	0.23	0.00		0.31		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.4	2.2	2.4		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	281	429	252		493		307	
Delay (s/veh)	8.73	8.53	7.40		9.71		7.74	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.56		7.40		9.71		7.74	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.01							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	9	143	153	89	84	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	370	108	210	4	23	7
%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)	152	153	89	95	478	210	34	
% 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	0.8	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	0.0	-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	0.14	0.14	0.08	0.08	0.42	0.19	0.03	
hd, final value (s)	6.90	6.16	7.55	6.96	6.41	5.32	6.84	
x, final value	0.29	0.26	0.19	0.18	0.85	0.31	0.06	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.6	3.9	5.2	4.7	4.1	3.0	4.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	402	403	339	345	558	460	284	
Delay (s/veh)	12.41	11.03	11.97	11.22	35.34	10.39	10.01	
LOS	B	B	B	B	E	B	B	
Approach: Delay (s/veh)	11.72		11.58		27.73		10.01	
LOS	B		B		D		B	
Intersection Delay (s/veh)	20.74							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	20	118	354	235	223	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	531	68	144	6	79	49
%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)	138	354	235	232	599	144	134	
% 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	0.0	
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	0.1	-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	0.12	0.31	0.21	0.21	0.53	0.13	0.12	
hd, final value (s)	8.28	7.48	8.72	8.18	8.29	7.13	8.64	
x, final value	0.32	0.74	0.57	0.53	1.38	0.29	0.32	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.0	5.2	6.4	5.9	6.0	4.8	6.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	388	477	408	435	599	394	384	
Delay (s/veh)	14.77	28.25	22.35	19.65	207.68	12.65	15.39	
LOS	B	D	C	C	F	B	C	
Approach: Delay (s/veh)	24.47		21.01		169.88		15.39	
LOS	C		C		F		C	
Intersection Delay (s/veh)	81.77							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	196	206	322	205	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	243	81	258	3	83	33
%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)	235	206	322	216	324	258	119	
% 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	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.21	0.18	0.29	0.19	0.29	0.23	0.11	
hd, final value (s)	8.06	7.25	8.25	7.70	8.11	7.02	8.37	
x, final value	0.53	0.41	0.74	0.46	0.73	0.50	0.28	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.8	5.0	6.0	5.4	5.8	4.7	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	435	456	431	458	437	502	369	
Delay (s/veh)	19.34	15.00	30.83	16.85	29.75	16.61	14.24	
LOS	C	B	D	C	D	C	B	
Approach: Delay (s/veh)	17.31		25.22		23.92		14.24	
LOS	C		D		C		B	
Intersection Delay (s/veh)	21.92							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	55	3	137	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	218	67	0	0	44	27
%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)	55	140	2		285		71	
% 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		0.8		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	0.0		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	0.05	0.12	0.00		0.25		0.06	
hd, final value (s)	5.87	4.67	5.14		4.62		4.50	
x, final value	0.09	0.18	0.00		0.37		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.1		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	305	390	252		535		321	
Delay (s/veh)	9.14	8.41	8.15		10.26		7.94	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.62		8.15		10.26		7.94	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.38							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	41	2	238	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	302	70	1	1	84	50
%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)	41	240	3		373		135	
% 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	0.7		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	0.04	0.21	0.00		0.33		0.12	
hd, final value (s)	6.31	5.10	5.92		4.98		4.94	
x, final value	0.07	0.34	0.00		0.52		0.19	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.0	2.8	3.9		3.0		2.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291	490	253		623		385	
Delay (s/veh)	9.50	10.41	8.95		13.18		9.05	
LOS	A	B	A		B		A	
Approach: Delay (s/veh)	10.28		8.95		13.18		9.05	
LOS	B		A		B		A	
Intersection Delay (s/veh)	11.43							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C3-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	32	0	331	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	362	91	2	0	75	28
%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)	32	331	2		455		103	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		0.0		0.3	
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	-0.6		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	0.00		0.40		0.09	
hd, final value (s)	6.52	5.31	5.57		5.20		5.42	
x, final value	0.06	0.49	0.00		0.66		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.0	3.6		3.2		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	282	581	252		676		353	
Delay (s/veh)	9.62	12.96	8.59		17.60		9.41	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.66		8.59		17.60		9.41	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.72							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1	
East/West Street: Civic Center Way	North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	9	143	153	98	86	11
%Thrus Left Lane						
Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	370	108	249	4	23	7
%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)	152	153	98	97	478	249	34	
% 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	0.8	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	0.0	-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	0.14	0.14	0.09	0.09	0.42	0.22	0.03	
hd, final value (s)	6.99	6.25	7.61	7.03	6.45	5.37	6.91	
x, final value	0.29	0.27	0.21	0.19	0.86	0.37	0.07	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.7	3.9	5.3	4.7	4.2	3.1	4.6	

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	402	403	348	347	554	499	284	
Delay (s/veh)	12.58	11.19	12.29	11.36	36.31	11.20	10.10	
LOS	B	B	B	B	E	B	B	
Approach: Delay (s/veh)	11.88		11.83		27.71		10.10	
LOS	B		B		D		B	
Intersection Delay (s/veh)	20.95							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	20	123	354	253	228	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	531	68	163	6	79	49
%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	354	253	237	599	163	134	
% 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	0.0	
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	0.1	-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	0.13	0.31	0.22	0.21	0.53	0.14	0.12	
hd, final value (s)	8.35	7.56	8.76	8.22	8.37	7.21	8.72	
x, final value	0.33	0.74	0.62	0.54	1.39	0.33	0.32	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.0	5.3	6.5	5.9	6.1	4.9	6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	393	473	407	433	599	413	384	
Delay (s/veh)	15.13	29.04	24.53	20.20	213.51	13.36	15.56	
LOS	C	D	C	C	F	B	C	
Approach: Delay (s/veh)	25.04		22.44		170.69		15.56	
LOS	D		C		F		C	
Intersection Delay (s/veh)	82.63							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	199	206	335	208	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	243	81	270	3	83	33
%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	206	335	219	324	270	119	
% 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	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.21	0.18	0.30	0.19	0.29	0.24	0.11	
hd, final value (s)	8.13	7.33	8.30	7.75	8.17	7.08	8.45	
x, final value	0.54	0.42	0.77	0.47	0.74	0.53	0.28	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.8	5.0	6.0	5.5	5.9	4.8	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	431	456	429	455	434	498	369	
Delay (s/veh)	19.89	15.22	34.03	17.19	30.39	17.52	14.39	
LOS	C	C	D	C	D	C	B	
Approach: Delay (s/veh)	17.72		27.37		24.54		14.39	
LOS	C		D		C		B	
Intersection Delay (s/veh)	22.98							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	55	3	142	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	235	67	0	0	44	27
%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)	55	145	2		302		71	
% 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		0.8		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	0.0		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	0.05	0.13	0.00		0.27		0.06	
hd, final value (s)	5.91	4.72	5.19		4.64		4.54	
x, final value	0.09	0.19	0.00		0.39		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	305	395	252		552		321	
Delay (s/veh)	9.20	8.52	8.21		10.57		7.98	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.71		8.21		10.57		7.98	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.59							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	41	2	348	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	312	70	1	1	84	50
%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)	41	350	3		383		135	
% 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	0.7		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	0.04	0.31	0.00		0.34		0.12	
hd, final value (s)	6.42	5.21	6.24		5.31		5.32	
x, final value	0.07	0.51	0.01		0.56		0.20	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.1	2.9	4.2		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291	600	253		633		385	
Delay (s/veh)	9.63	13.15	9.28		14.96		9.64	
LOS	A	B	A		B		A	
Approach: Delay (s/veh)	12.78		9.28		14.96		9.64	
LOS	B		A		B		A	
Intersection Delay (s/veh)	13.22							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C4-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/10/2014	Analysis Year	Opening With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	32	0	338	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	368	91	2	0	75	28
%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)	32	338	2		461		103	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		0.0		0.3	
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	-0.6		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	0.30	0.00		0.41		0.09	
hd, final value (s)	6.54	5.33	5.61		5.22		5.46	
x, final value	0.06	0.50	0.00		0.67		0.16	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.0	3.6		3.2		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	282	588	252		673		353	
Delay (s/veh)	9.65	13.25	8.63		18.13		9.46	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.94		8.63		18.13		9.46	
LOS	B		A		C		A	
Intersection Delay (s/veh)	15.10							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	9	147	157	90	86	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	382	111	214	4	23	7
%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)	156	157	90	97	493	214	34	
% 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	0.8	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	0.0	-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	0.14	0.14	0.08	0.09	0.44	0.19	0.03	
hd, final value (s)	6.97	6.23	7.63	7.04	6.45	5.36	6.92	
x, final value	0.30	0.27	0.19	0.19	0.88	0.32	0.07	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.7	3.9	5.3	4.7	4.1	3.1	4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	406	407	340	347	555	464	284	
Delay (s/veh)	12.66	11.24	12.12	11.38	39.91	10.55	10.10	
LOS	B	B	B	B	E	B	B	
Approach: Delay (s/veh)	11.94		11.74		31.02		10.10	
LOS	B		B		D		B	
Intersection Delay (s/veh)	22.73							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	20	121	364	237	228	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	547	68	146	7	80	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)	141	364	237	237	615	146	137	
% 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	0.0	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	0.1	-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	0.13	0.32	0.21	0.21	0.55	0.13	0.12	
hd, final value (s)	8.31	7.52	8.78	8.23	8.36	7.20	8.71	
x, final value	0.33	0.76	0.58	0.54	1.43	0.29	0.33	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.0	5.2	6.5	5.9	6.1	4.9	6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	391	475	406	432	615	396	387	
Delay (s/veh)	14.98	30.33	22.82	20.26	228.62	12.84	15.67	
LOS	B	D	C	C	F	B	C	
Approach: Delay (s/veh)	26.04		21.54		187.22		15.67	
LOS	D		C		F		C	
Intersection Delay (s/veh)	89.50							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	200	211	326	209	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	251	82	262	3	83	33
%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)	239	211	326	220	333	262	119	
% 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	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.21	0.19	0.29	0.20	0.30	0.23	0.11	
hd, final value (s)	8.13	7.32	8.32	7.78	8.17	7.08	8.45	
x, final value	0.54	0.43	0.75	0.48	0.76	0.52	0.28	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.8	5.0	6.0	5.5	5.9	4.8	6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	432	461	427	454	435	498	369	
Delay (s/veh)	19.95	15.42	32.39	17.32	32.04	17.05	14.40	
LOS	C	C	D	C	D	C	B	
Approach: Delay (s/veh)	17.83		26.32		25.44		14.40	
LOS	C		D		D		B	
Intersection Delay (s/veh)	22.95							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	57	3	141	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	222	69	0	0	45	28
%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)	57	144	2		291		73	
% 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		0.8		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	0.0		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	0.05	0.13	0.00		0.26		0.06	
hd, final value (s)	5.89	4.70	5.17		4.64		4.52	
x, final value	0.09	0.19	0.00		0.38		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	307	394	252		541		323	
Delay (s/veh)	9.19	8.48	8.18		10.40		7.98	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.68		8.18		10.40		7.98	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.47							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	42	2	343	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	308	71	1	1	85	51
%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)	42	345	3		380		137	
% 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	0.7		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	0.04	0.31	0.00		0.34		0.12	
hd, final value (s)	6.42	5.21	6.23		5.29		5.30	
x, final value	0.07	0.50	0.01		0.56		0.20	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.1	2.9	4.2		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	595	253		630		387	
Delay (s/veh)	9.63	12.98	9.26		14.79		9.63	
LOS	A	B	A		B		A	
Approach: Delay (s/veh)	12.61		9.26		14.79		9.63	
LOS	B		A		B		A	
Intersection Delay (s/veh)	13.06							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C5-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future Baseline
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	33	0	336	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	368	93	2	0	76	29
%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)	33	336	2		463		105	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		0.0		0.3	
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	-0.6		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	0.30	0.00		0.41		0.09	
hd, final value (s)	6.55	5.34	5.62		5.23		5.45	
x, final value	0.06	0.50	0.00		0.67		0.16	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.0	3.6		3.2		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283	586	252		673		355	
Delay (s/veh)	9.67	13.23	8.64		18.25		9.48	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.91		8.64		18.25		9.48	
LOS	B		A		C		A	
Intersection Delay (s/veh)	15.15							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	9	147	157	99	88	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	382	111	253	4	23	7
%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)	156	157	99	99	493	253	34	
% 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	0.8	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	0.0	-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	0.14	0.14	0.09	0.09	0.44	0.22	0.03	
hd, final value (s)	7.05	6.31	7.69	7.10	6.50	5.41	6.99	
x, final value	0.31	0.28	0.21	0.20	0.89	0.38	0.07	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.8	4.0	5.4	4.8	4.2	3.1	4.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	406	407	349	349	552	503	284	
Delay (s/veh)	12.83	11.39	12.44	11.52	41.07	11.38	10.18	
LOS	B	B	B	B	E	B	B	
Approach: Delay (s/veh)	12.11		11.98		31.00		10.18	
LOS	B		B		D		B	
Intersection Delay (s/veh)	22.96							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	20	126	364	255	233	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	547	68	165	7	80	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)	146	364	255	242	615	165	137	
% 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	0.0	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	0.1	-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	0.13	0.32	0.23	0.22	0.55	0.15	0.12	
hd, final value (s)	8.39	7.59	8.82	8.27	8.44	7.28	8.79	
x, final value	0.34	0.77	0.62	0.56	1.44	0.33	0.33	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.1	5.3	6.5	6.0	6.1	5.0	6.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	396	471	405	431	615	415	387	
Delay (s/veh)	15.35	31.23	25.09	20.86	234.60	13.58	15.84	
LOS	C	D	D	C	F	B	C	
Approach: Delay (s/veh)	26.68		23.03		187.84		15.84	
LOS	D		C		F		C	
Intersection Delay (s/veh)	90.30							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT5SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Civic Center Way

North/South Street: Stuart Ranch Road-Webb Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	39	203	211	339	212	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	251	82	274	3	83	33
%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)	242	211	339	223	333	274	119	
% 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	0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.2	

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	0.22	0.19	0.30	0.20	0.30	0.24	0.11	
hd, final value (s)	8.20	7.40	8.38	7.83	8.23	7.14	8.53	
x, final value	0.55	0.43	0.79	0.48	0.76	0.54	0.28	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.9	5.1	6.1	5.5	5.9	4.8	6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	428	461	425	452	432	495	369	
Delay (s/veh)	20.52	15.65	35.87	17.68	32.75	18.01	14.55	
LOS	C	C	E	C	D	C	B	
Approach: Delay (s/veh)	18.25		28.65		26.10		14.55	
LOS	C		D		D		B	
Intersection Delay (s/veh)	24.09							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7AM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday AM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	57	3	146	0	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	239	69	0	0	45	28
%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)	57	149	2		308		73	
% 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		0.8		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	0.0		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	0.05	0.13	0.00		0.27		0.06	
hd, final value (s)	5.94	4.74	5.23		4.66		4.56	
x, final value	0.09	0.20	0.00		0.40		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.7		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	307	399	252		558		323	
Delay (s/veh)	9.25	8.60	8.24		10.71		8.03	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.78		8.24		10.71		8.03	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.69							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7PM
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekday PM Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	42	2	343	2	1	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	318	71	1	1	85	51
%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)	42	345	3		390		137	
% 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	0.7		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	0.04	0.31	0.00		0.35		0.12	
hd, final value (s)	6.45	5.24	6.27		5.30		5.32	
x, final value	0.08	0.50	0.01		0.57		0.20	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.1	2.9	4.3		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	595	253		640		387	
Delay (s/veh)	9.67	13.09	9.30		15.21		9.66	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.72		9.30		15.21		9.66	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.31							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	TTN	Intersection	C6-INT7SAT
Agency/Co.	LLG	Jurisdiction	City of Malibu
Date Performed	10/14/2014	Analysis Year	2030 Future With Project
Analysis Time Period	Weekend Mid-day Peak Hour		

Project ID SMC Malibu - 5-11-3943-1

East/West Street: Cross Creek Road

North/South Street: Civic Center Way

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	33	0	343	0	0	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	374	93	2	0	76	29
%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)	33	343	2		469		105	
% 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		0.8		0.0	
Prop. Right-Turns	0.0	1.0	1.0		0.0		0.3	
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	-0.6		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	0.30	0.00		0.42		0.09	
hd, final value (s)	6.58	5.36	5.67		5.25		5.49	
x, final value	0.06	0.51	0.00		0.68		0.16	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	3.7		3.3		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	283	593	252		670		355	
Delay (s/veh)	9.70	13.54	8.69		18.83		9.54	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.20		8.69		18.83		9.54	
LOS	B		A		C		A	
Intersection Delay (s/veh)	15.56							
Intersection LOS	C							