

Council Agenda Report

То:	Mayor Grisanti and the Honorable Members of the City Council				
Prepared by:	Arthur Aladjadjian, Public Works Superintendent				
Reviewed by:	Rob Duboux, Public Works Director/City Engineer				
Approved by:	Steve McClary, Interim City Manager				
Date prepared:	May 12, 2022 Meeting date: June 13, 2022				
Subject:	2022 Engineering and Traffic Survey (E&TS)				

<u>RECOMMENDED ACTION:</u> 1) Approve and adopt the 2022 Engineering and Traffic Survey (E&TS) to establish speed limits (Speed Survey); 2) After the City Attorney reads the title, introduce on first reading Ordinance No. 500 amending Chapter 10.08 (Speed Limits) of the Malibu Municipal Code (MMC) to establish speed limits on City streets; and 3) Direct staff to schedule second reading and adoption of Ordinance No. 500 for the June 27, 2022 Regular City Council meeting.

<u>FISCAL IMPACT</u>: No additional appropriation is required. If Council moves forward with recommended action, the City will need to purchase and install new speed limits signs along the eleven (11) road segments identified. Sufficient funding for new road signage has been included in the Proposed Budget for Fiscal Year 2022-2023 in Account No. 100-3001-5120-00 (Street Maintenance).

<u>WORK PLAN</u>: This item was not included in the Adopted Work Plan for Fiscal year 2021-2022. This project is part of normal staff operations.

<u>DISCUSSION</u>: The Speed Survey is intended to serve as the basis for the establishment and enforcement of speed limits for street segments within the City of Malibu.

Speed surveys are required by Section 40802(a) of the California Vehicle Code (CVC) and the national Uniform Vehicle Code to enforce speed limits by radar. State law requires speed zones to be evaluated on a regular basis to ensure that the posted speed limits are justified for the road conditions. Engineering and traffic surveys may be extended to every seven (7) years or every fourteen (14) years if a registered engineer

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evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the California Vehicle Code (CVC).

Since the most recent Engineering and Traffic Survey was approved and adopted by the City in 2016, a new survey has been prepared in order to continue radar enforcement of speed limit violations through the utilization of current data in the new Speed Survey.

Speed limits are generally established at or near the 85% Percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis are in accordance with the CVC. The 2022 Speed Survey included the review and analysis of 46 road segments (locations) within the City limits. The survey includes field observations and an inventory of road geometrics, review of accident data, evaluation of surrounding land use, roadway crossings and other relevant information, such as roadway and roadside conditions that may contribute to special circumstances. The location and presence of existing speed limit signs were also reviewed and documented. Additionally, traffic counts were conducted for each road segment.

Table 3: Speed Survey Recommendations of the 2022 Speed Survey summarizes observations and data for the 46 City road segments. The analysis concluded that eleven (11) road segments justified a lower speed limit. The following are the road segments that justify a lower speed limit:

LOCATION No.	LOCATION	LIMITS OF LOCATION	EXISTING SPEED LIMIT	PROPOSED SPEED LIMIT
11	Civic Center Way	Malibu Canyon Road to Webb Way/Stuart Ranch Road	40	35
17	Dume Drive	Heathercliff Road to Cliffside Drive	30	25
18	Encinal Canyon Road	North City Limit to PCH	45	40
23	Heathercliff Road	Wandermere Road to Pt. Dume Club	30	25
26	Kanan Dume Road	North City Limit to 50 Galahad Drive		45
27	Kanan Dume Road	Galahad Drive to PCH	50	45
30	Malibu Canyon Road	North City Limit to Malibu Knolls Road	45	40

31	Malibu Canyon Road	Malibu Knolls Road to PCH	45	40
35	Merritt Drive	Morning View Drive to Busch Drive	30	25
37	Morning View Drive	Via Cabrillo to PCH	30	25
40	Trancas Canyon Road	North City Limit to PCH	30	25

For Segment Nos. 11, 17, 18, 23, 26, 27, 30, 31, 35, 37 and 40, the speed limit is recommended to be decreased by 5 miles per hour (MPH) from the posted speed limit based on the speed data collected. All other road segments in the study are proposed to remain unchanged from the current posted speed limits as noted in the report.

It is important to note that the Speed Survey does not include Pacific Coast Highway (PCH) as it is owned, maintained, and regulated by the State of California. The Speed Survey also does not include any private roads within the City limits. Division 11, Chapter 7, of the California Vehicle Code defines the California Speed Laws. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving.

On October 8, 2021, Governor Newsom signed Assembly Bill 43 (AB 43). This new legislation gives cities throughout the state more control over deciding how speed limits should be set, including reducing the speed limits independent of the 85th Percentile Rule. Assembly Bill 43 would allow for lower speed limits based on an additional set of criteria as noted below (Ref: CVC 22358.7 and 22358.8):

Upon completion of an engineering and traffic survey, if the local authority finds that the speed limit is still more than is reasonably safe, the local authority would be able to reduce the speed limit by an additional five miles per hour for the following reasons:

- a. If the portion of highway is designated as a safety corridor (local authority shall not deem more than one-fifth of their streets as safety corridors). The definition of a "safety corridor" is not available yet and will be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices
- b. If the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused. The Department of Transportation will determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians in the next revision of the California Manual on Uniform Traffic Control Devices

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- c. Local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner
- d. Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit

At this time, the City cannot implement the sections of AB 43 until June 30, 2024 or until the State provides additional guidelines and definitions. Staff will continue to monitor the status of AB 43 and implementation.

On May 4, 2022, the Draft 2022 Engineering and Traffic Survey was presented to the Public Safety Commission for review and comments. The Public Safety Commission recommended that the City Council adopt the 2022 Engineering and Traffic Survey and implement its speed limit recommendations.

MMC Section 10.08.030 establishes speed limits on various City streets. Therefore, staff recommends City Council approve the attached 2022 Engineering and Traffic Survey. In addition, adopt Ordinance No. 500 amending MMC Section 10.08.030 to implement the speed limit recommendations.

ATTACHMENTS:

- 1. Ordinance No. 500
- 2. 2022 Engineering and Traffic Survey (E&TS)

ORDINANCE NO. 500

AN ORDINANCE OF THE CITY OF MALIBU AMENDING CHAPTER 10.08 OF THE MALIBU MUNICIPAL CODE TO ESTABLISH SPEED LIMITS ON CITY STREETS

The City Council of the City of Malibu does ordain as follows:

SECTION 1. Section 10.08.030 of the Malibu Municipal Code is amended to read as follows:

10.08.030 Speed limits.

The prima facie speed limit on the following roads are hereby declared to be as follows:

- 1. BUSCH DRIVE between Calpine Drive and Merritt Drive, thirty (30) miles per hour.
- 2. CIVIC CENTER WAY between Malibu Canyon Road and Webb Way, thirty-five, (35) miles per hour.
- 3. CORRAL CANYON ROAD between City Limit and Pacific Coast Highway, thirty (30) miles per hour.
- 4. ENCINAL CANYON ROAD between North City Limit and Pacific Coast Highway, forty (40) miles per hour.
- 5. GUERNSEY AVENUE between Morning View Drive and Pacific Coast Highway, thirty (30) miles per hour.
- 6. KANAN DUME ROAD between North City Limit to Pacific Coast Highway, forty-five (45) miles per hour.
- 7. LATIGO CANYON ROAD between North City Limit to Pacific Coast Highway, thirty (30) miles per hour.
- 8. MALIBU CANYON ROAD between Pacific Coast Highway and North City Limit, forty (40) miles per hour.
- 9. MORNING VIEW DRIVE between Guernsey Avenue and Via Cabrillo, thirty (30) miles per hour.
- 10. PHILIP AVENUE between Morning View Drive and Cuthbert Road, thirty (30) miles per hour.
- 11. WESTWARD BEACH ROAD between Pacific Coast Highway and Birdview Avenue, thirty (30) miles per hour.

The prima facie speed limit for local streets and roads, twenty-five (25) miles per hour, shall apply to the following roads:

- 1. BIG ROCK DRIVE between Cool Oak Way and Pacific Coast Highway.
- 2. BIRDVIEW AVENUE between Westward Beach Road and Cliffside Drive.
- 3. BLUEWATER ROAD between Birdview Avenue and Dume Drive.
- 4. BONIFACE DRIVE between Portshead Road and Firnhill Drive.
- 5. BONSALL DRIVE between Portshead Road and Fernhill Drive.
- 6. BROAD BEACH ROAD between Pacific Coast Highway and Pacific Coast Highway.
- 7. BUSCH DRIVE between Merritt Drive and Pacific Coast Highway.

- 8. CARBON CANYON ROAD between Carbon Mesa Road and Pacific Coast Highway.
- 9. CARBON MESA ROAD between end of road and Carbon Canyon Road.
- 10. CIVIC CENTER WAY between Webb Way and Cross Creek Road.
- 11. CLIFFSIDE DRIVE between Birdview Avenue to end of road.
- 12. CROSS CREEK ROAD between Civic Center Way and Pacific Coast Highway.
- 13. CUTHBERT ROAD between Busch Drive and Harvester/Philip.
- 14. DUME DRIVE between Heathercliff Road and Cliffside Drive.
- 15. FERNHILL DRIVE between Wildlife Road and Grayfox Street.
- 16. FERNHILL DRIVE between Grayfox Street and Cliffside Drive.
- 17. HARVESTER ROAD between Busch Drive and Cuthbert Road.
- 18. HEATHERCLIFF ROAD between Wandermere Road and Point Dume Club/end of road.
- 19. HEATHERCLIFF ROAD between Pacific Coast Highway and Wandermere Road.
- 20. JOHN TYLER DRIVE between Pepperdine University Entrance and Pacific Coast Highway.
- 21. LAS FLORES CANYON ROAD between North City Limits and Pacific Coast Highway.
- 22. MALIBU COUNTRY DRIVE between John Tyler Drive (Private Road) and John Tyler Drive.
- 23. MALIBU ROAD between Pacific Coast Highway and West of Webb Way.
- 24. MALIBU ROAD between East of Webb Way and Pacific Coast Highway.
- 25. MERRITT DRIVE between Morning View Drive and Busch Drive.
- 26. MORNING VIEW DRIVE between Via Cabrillo and Pacific Coast Highway.
- 27. PORTSHEAD ROAD between Pacific Coast Highway and Boniface Drive.
- 28. PUERCO CANYON ROAD between Pacific Coast Highway and 1000 ft. North of Pacific Coast Highway.
- 29. RAMBLA PACIFICO between north of upper private gate and North City Limit.
- 30. RAMBLA PACIFICO between Pacific Coast Highway and 750 ft. North of Pacific Coast Highway.
- 31. RAMBLA VISTA between Pacific Coast Highway and Pacific Coast Highway.
- 32. TRANCAS CANYON Road between North City Limit and Pacific Coast Highway
- 33. WILDLIFE ROAD between Zumirez Drive and end of road.
- 34. ZUMIREZ DRIVE between Pacific Coast Highway and Terminus.

SECTION 2. The City Clerk shall certify the adoption of this ordinance.

PASSED, APPROVED AND ADOPTED this _____ day of _____ 2022.

PAUL GRISANTI, Mayor

Ordinance No. 500 Page 3 of 3

ATTEST:

KELSEY PETTIJOHN, City Clerk (seal)

Date:

APPROVED AS TO FORM:

THIS DOCUMENT HAS BEEN REVIEWED BY THE CITY ATTORNEY'S OFFICE

JOHN COTTI, Interim City Attorney



FINAL REPORT

FOR THE

2022 ENGINEERING AND TRAFFIC SURVEY TO ESTABLISH SPEED LIMITS

May 2022

Prepared by: Kimley »Horn

CERTIFICATION

I, Srikanth Chakravarthy, do hereby certify that this Engineering and Traffic Survey for the City of Malibu was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a Professional Civil and Traffic Engineer.

Srikanth Chakravarthy May 18, 2022 RCE# 73629 RTE# 2531

Kimley **Whorn**

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for street segments within the City Malibu. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn. The existing speed limits were established based upon the 2016 Engineering and Traffic Survey. The study includes an evaluation of speed at 46 locations within the city, as well as Average Daily Traffic (ADT) and collision histories at key locations.

Engineering and traffic surveys for speed limits are conducted once every five (5) years by governing municipalities in order to comply with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Assembly Bill (AB) No. 43, approved in October 2021, amends several sections of the CVC relating to traffic safety including section 40802. AB 43 extends the period that a speed limit justified by a traffic and engineering survey from seven (7) years to fourteen (14) years (previously ten years) if a traffic engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

The 2016 Engineering and Traffic Survey had expired in 2021. However, in September 2021, Kimley-Horn recommended that the findings in the 2016 Engineering and Traffic Survey are still valid and the existing speed limits shall govern until a new speed survey can be performed. The speed survey was delayed due to the Coronavirus (COVID-19) which caused a significant change in travel patterns and traffic volumes making it difficult to collect representative speed and other relevant data.

The current study will verify and recommend modifications for existing speed limits within the City of Malibu public right of way based on the data and results of this survey not including Pacific Coast Highway. This report documents the following:

- Current speed limits and speed zoning regulations
- Recent 3-year collision records prior to COVID-19
- Radar speed survey results for prevailing speeds
- Vehicle traffic, pedestrian traffic, bicycle traffic, traffic control, and roadside conditions not readily apparent to the driver, and
- Recommended speed limit changes

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the <u>California Vehicle Code</u> defines the California Speed Laws was amended in 2021 by California Assembly Bill 43. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with sight restrictions, and on any alley. In addition, the prima facie speed

limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

"A 'business district' is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.¹"

"A 'residence district' is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.²"

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

"Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.³"

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid.

¹ California Department of Motor Vehicles, <u>California Vehicle Code</u>, Division 1, Section 235, 2011.

² California Department of Motor Vehicles, <u>California Vehicle Code</u>, Division 1, Section 515, 2011.

³ California Department of Motor Vehicles, <u>California Vehicle Code</u>, Division 11. Chapter 7, Section 22357(a), 2011.

Section 22358.7, which was added by AB 43 and effective January 1, 2022, permits the local authority to reduce the speed limit by an additional five miles per hour after a completing an engineering and traffic survey for either of the following reasons:

"(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors. (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused."

The Department of Transportation in the next revision of the California MUTCD shall define "safety corridor" and what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians. A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner. Currently, Los Angeles County does not have an online tool.

Section 22358.8, which was added by AB 43 and effective January 1, 2022, permits the local authority to retain the current speed limit or restore the immediately prior speed limit based on the following text:

"If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit. (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit."

The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or fourteen years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire past the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

"(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.⁴"

1.2 Requirements and Methodology of an Engineering and Traffic Survey

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe and are not dependent on the judgment of one or a few individuals.

⁴ California Department of Motor Vehicles, <u>California Vehicle Code</u>, Division 17. Chapter 2, Section 40802, 2011.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the 2014 California MUTCD Rev 6. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the 2014 California MUTCD Rev 6 to consider are defined in the following section.

2.0 SPEED SURVEY EVALUATION

Forty-six (46) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in Table 1. See **Figure 1** in Appendix B for the location of the project segments.

Location			
Number	Location Name	Limits (From)	Limits (To)
1	Big Rock Drive	Cool Oak Way	Pacific Coast Highway
2	Birdview Avenue	Westward Beach	Cliffside Drive
3	Boniface Drive	Portshead Road	Fernhill Drive
4	Bonsall Drive	Pacific Coast Highway	End of road
5	Portshead Road	Pacific Coast Highway	Boniface Drive
6	Broad Beach Road	Pacific Coast Highway	Pacific Coast Highway
7	Busch Drive	Calpine Drive	Merritt Drive
8	Busch Drive	Merritt Drive	Pacific Coast Highway
9	Carbon Canyon Road	Carbon Mesa	Pacific Coast Highway
10	Carbon Mesa	End of road	Carbon Canyon Road
11	Civic Center Way	Malibu Canyon Road	Webb Way
12	Civic Center Way	Webb Way	Cross Creek Road
13	Cliffside Drive	Birdview Avenue	End of road
14	Corral Canyon Road	North City Limit	Pacific Coast Highway
15	Cross Creek Road	Civic Center Way	Pacific Coast Highway
16	Cuthbert Road	Busch Drive	Harvester/Philip
17	Dume Drive	Heathercliff Road	Cliffside Drive
18	Encinal Canyon Road	North City Limit	Pacific Coast Highway
19	Fernhill Drive	Wildlife Road	Grayfox Street
20	Fernhill Drive	Grayfox Street	Cliffside Drive
21	Guernsey Avenue	Morning View Drive	Pacific Coast Highway
22	Harvester Road	Busch Drive	Cuthbert Road
23	Heathercliff Road	Wandermere Road	To Pt. Dume Club (Mobile Home Park)
24	Heathercliff Road	Pacific Coast Highway	Wandermere Road

Table 1:	Survey	Locations	and	Limits
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City of Malibu Engineering and Traffic Survey for Speed Limits – Final Report

Location	T (1 N)		
Number	Location Name	Limits (From)	Limits (To)
25	John Tyler Drive	Pepperdine University Entrance	Pacific Coast Highway
26	Kanan Dume Road	North City Limit	Galahad Drive
27	Kanan Dume Road	Galahad Drive	Pacific Coast Highway
28	Las Flores Canyon Road	North City Limit	Pacific Coast Highway
29	Latigo Canyon Road	North City Limit	Pacific Coast Highway
30	Malibu Canyon Road	North City Limit	Malibu Knolls Road
31	Malibu Canyon Road	Malibu Knolls Road	Pacific Coast Highway
32	Malibu Country Drive	John Tyler Drive (Private)	John Tyler Drive
33	Malibu Road	Pacific Coast Highway	Webb Way (west of)
34	Malibu Road	Webb Way (east of)	Pacific Coast Highway
35	Merritt Drive	Morning View Drive	Busch Drive
36	Morning View Drive	Guernsey Avenue	Via Cabrillo
37	Morning View Drive	Via Cabrillo	Pacific Coast Highway
38	Phillip Avenue	Morning View Drive	Cuthbert Road
39	Rambla Vista	Pacific Coast Highway	Pacific Coast Highway
40	Trancas Canyon Road	North City Limit	Pacific Coast Highway
41	Westward Beach Road	Pacific Coast Highway	Birdview Avenue
42	Puerco Canyon Road	Pacific Coast Highway	1000' North of PCH
43	Zumirez Drive	Pacific Coast Highway	End of road
44	Rambla Pacifico	from North of private gate	to North City limits/County limits
45	Rambla Pacifico	Pacific Coast Highway	750' North of PCH/to private gate
46	Bluewater Road	Birdview Avenue	Dume Drive

2.1 Field Review

Speed data was collected using manual radar surveys and were performed by a sub-consultant to Kimley-Horn, National Data and Surveying Services (NDS), at 28 locations during "off-peak" hours on a weekday (Monday through Friday). NDS also collected the ADT data for the 28 project locations during a weekday (Tuesday, Wednesday, or Thursday). The radar surveys were collected in January 2021, October 2021, and February 2022, and ADT counts were collected in October 2021 through December 2021. Kimley-Horn in coordination with the City of Malibu identified 23 out of the total 46 locations as either residential or business district and therefore, Prima Facie speed limits were determined.

Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into spreadsheet-based software for analysis purposes. Chapter 2B of the *2014 California MUTCD Rev.* 6 indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, and therefore speed samples were collected during a maximum period of 2 hours for low volume roadways.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables of specific street segments are summarized in the Engineering and Traffic Survey forms included in **Appendix C.**

- 1. Segment length, width, and alignment;
- 2. Level of pedestrian and bicycle activity;
- 3. Traffic flow characteristics;
- 4. Number of lanes and other channelization/striping factors;
- 5. Frequency of intersections, driveways, on-street parking, bike lanes;
- 6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
- 7. Roadway condition, bumps, and dips;
- 8. Land use and proximity of schools, parks/recreation areas and senior centers;
- 9. Uniformity with existing speed zones; and,
- 10. Any other unusual conditions or hazards not readily apparent to the driver.

2.2 Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed**. The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment

from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.

- 2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
- 3. **50th Percentile Speed**. The Median Speed, or 50th Percentile Speed, represents the midpoint value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
- 4. **15th Percentile Speed**. The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
- 5. **Percent of Vehicles in Pace Speed**. The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of vehicles within the 10-mph pace is often between 60 and 90 percent.

2.3 Collision History

The Engineering and Traffic Survey forms summarize the recent collision information for each of the street segments. The collision information was obtained from the California Statewide Integrated Traffic Records System (SWITRS) Report by the City of Malibu from March 1st, 2017 to March 31, 2020. The collisions were reviewed and corridor related collisions (those not related to signalized intersections) were summarized for each segment by Kimley-Horn. Based upon the number of total collisions studied over the 3-year period (prior to COVID-19) and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide

average rate listed in the 2018 Collision Data on California State Highways as listed in Table 2 (road miles, travel, collisions, collision rates) as listed in Table 2.

Highway Type	Area	Base Rate
Conventional 2 Lanes	Statewide	1.48
Conventional 3 Lanes	Statewide	1.48
Undivided 4 Lanes	Statewide	1.24
Divided 4 Lanes	Statewide	1.20

Table 2: 2018 California State Highways Collision Rates Based	on
Accident Data for the years 2016 through 2018	

3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement officers of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road. As a result, the speed limits in adjacent jurisdictions were considered as well as along the various street segments surveyed within the City of Malibu.

Figure 2 included in Appendix B illustrates the existing speed limit and the recommended speed limit for each project segment.

The Engineering and Traffic Survey Forms, presented in **Appendix C**, illustrate the results of an evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in **Table 3** followed by descriptions of the recommendations for each roadway segment with special conditions.

Location Number	Location Name	Limit (From)	Limit (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Justification
1	Big Rock Drive	Cool Oak Way	Pacific Coast Highway	25	31	25	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature
2	Birdview Avenue	Westward Beach	Cliffside Drive	25	-	25	Fronting residential; Prima Facie speed limit
3	Boniface Drive	Portshead Road	Fernhill Drive	25	-	25	Fronting residential; Prima Facie speed limit
4	Bonsall Drive	Pacific Coast Highway	end of road	Not Posted	-	25	Fronting residential; Prima Facie speed limit
5	Portshead Road	Pacific Coast Highway	Boniface Drive	25	-	25	Fronting residential; Prima Facie speed limit
6	Broad Beach Road	Pacific Coast Highway	Pacific Coast Highway	25	-	25	Fronting residential; Prima Facie speed limit
7	Busch Drive	Calpine Drive	Merritt Drive	30	34	30	85th percentile speed downgraded due to restricted sight distance from horizontal road curvature
8	Busch Drive	Merritt Drive	Pacific Coast Highway	25	34	25	Retain the current speed limit per CVC section 22358.8
9	Carbon Canyon Rd	Carbon Mesa	Pacific Coast Highway	25	33	25	Fronting residential; Prima Facie speed limit
10	Carbon Mesa	End of road	Carbon Canyon Road	25	32	25	85th percentile speed downgraded due to restricted sight distance from vertical road curvature.
11	Civic Center Way	Malibu Canyon Rd	Webb Way	40	39	35	85th percentile speed downgraded due to restricted sight distance from horizontal road curvature, residential density, and no sidewalks
12	Civic Center Way	Webb Way	Cross Creek Road	25	31	25	85th percentile speed downgraded due to high pedestrian activity
13	Cliffside Drive	Birdview Avenue	End of road	25	-	25	Fronting residential; Prima Facie speed limit
14	Corral Canyon Rd	North City Limit	Pacific Coast Highway	30	35	30	85th percentile speed downgraded due to restricted sight distance from vertical and horizontal road curvature
15	Cross Creek Rd	Civic Center Way	Pacific Coast Highway	Not Posted	15	25	Business District; Prima Facie

Table 3: Speed Survey Recommendations

Location Number	Location Name	Limit (From)	Limit (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Justification
16	Cuthbert Road	Busch Drive	Harvester/Philip	Not Posted	-	25	Fronting residential; Prima Facie speed limit
17	Dume Drive	Heathercliff Road	Cliffside Drive	30	30	25	Fronting residential; Prima Facie speed limit
18	Encinal Canyon Rd	North City Limit	Pacific Coast Highway	45	47	40	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical curvature
19	Fernhill Drive	Wildlife Road	Grayfox Street	25	30	25	85th percentile speed downgraded due to restricted sight distance from vertical road curvature
20	Fernhill Drive	Grayfox Street	Cliffside Drive	25	-	25	Fronting residential; Prima Facie speed limit
21	Guernsey Avenue	Morning View Drive	Pacific Coast Highway	30	29	30	85th percentile speed
22	Harvester Road	Busch Drive	Cuthbert Road	Not Posted	-	25	Fronting residential; Prima Facie speed limit
23	Heathercliff Road	Wandermere Road	To Pt. Dume Club (Mobile Home Park)	30	-	25	Fronting residential; Prima Facie speed limit
24	Heathercliff Road	Pacific Coast Highway	Wandermere Road	Not Posted	-	25	Fronting residential; Prima Facie speed limit
25	John Tyler Drive	Pepperdine University Entrance	Pacific Coast Highway	Not posted	24	25	85th percentile speed
26	Kanan Dume Road	North City Limit	Galahad Drive	50	49	45	85th percentile speed downgraded due to restricted sight distance from vertical curvature
27	Kanan Dume Rd	Galahad Drive	Pacific Coast Highway	50	51	45	85th percentile speed downgraded due to restricted sight distance from vertical curvature
28	Las Flores Canyon Road	North City Limit	Pacific Coast Highway	25	28	25	Fronting residential; Prima Facie speed limit
29	Latigo Canyon Road	North City Limit	Pacific Coast Highway	30	33	30	85th percentile speed downgraded due to restricted sight distance from vertical and horizontal road curvature
30	Malibu Canyon Road	North City Limit	Malibu Knolls Road	45	44	40	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature

Location Number	Location Name	Limit (From)	Limit (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Justification
31	Malibu Canyon Road	Malibu Knolls Road	Pacific Coast Highway	45	47	40	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature
32	Malibu Country Drive	John Tyler Drive (Private)	John Tyler Drive	Not Posted	-	25	Fronting residential; Prima Facie speed limit
33	Malibu Road	Pacific Coast Highway	Webb Way (west of)	25	-	25	Fronting residential; Prima Facie speed limit
34	Malibu Road	Webb Way (east of)	Pacific Coast Highway	25	-	25	Fronting residential; Prima Facie speed limit
35	Merritt Drive	Morning View Drive	Busch Drive	30	25	25	85th percentile speed
36	Morning View Drive	Guernsey Avenue	Via Cabrillo	30	33	30	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature
37	Morning View Drive	Via Cabrillo	Pacific Coast Highway	30	15	25	Fronting residential; Prima Facie
38	Phillip Avenue	Morning View Drive	Cuthbert Road	30	33	30	85th percentile speed downgraded due to restricted sight distance from horizontal and vertical curvature
39	Rambla Vista	Pacific Coast Highway	Pacific Coast Highway	25	-	25	Fronting residential; Prima Facie speed limit
40	Trancas Canyon Road	North City Limit	Pacific Coast Highway	30	25	25	85th percentile speed
41	Westward Beach Road	Pacific Coast Highway	Birdview	30	35	30	85th percentile speed downgraded due to restricted sight distance from horizontal road curvature, high pedestrian activity, and high collision rate
42	Puerco Canyon Rd	Pacific Coast Highway	1000' North of PCH	Not posted	17	25	85th percentile speed
43	Zumirez Drive	Pacific Coast Highway	End of road	Not Posted	-	25	Fronting residential; Prima Facie speed limit

Kimley **»Horn**

Location Number	Location Name	Limit (From)	Limit (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Justification
44	Rambla Pacifico	from north of private gate	to north City limits/County limits	Not Posted	-	25	Fronting residential; Prima Facie speed limit
45	Rambla Pacifico	Pacific Coast Highway	750' North of PCH/to private gate	25	28	25	85th percentile speed downgraded due to restricted sight distance due to horizontal and vertical road curvature
46	Bluewater Road	Birdview Avenue	Dume Drive	25	-	25	Fronting residential; Prima Facie speed limit

3.1 Segments with Special Conditions

Pursuant to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD) Rev 6, and the California Vehicle Code (CVC), the speed limit should be established at the first fivemile nearest to the 85th Percentile. The following segments surveyed have recommended speed limits that were below the first five-mile nearest to the 85th Percentile speed due to conditions not readily apparent to the driver and are justified in the Speed Survey Recommendations **Table 3** of this report.

Based on segment conditions and/or high collision data, it is recommended that the speed limits be changed at the following segments:

- Location 11 Civic Center Way between Malibu Canyon Road and Webb Way. This segment runs in the eastbound/westbound direction. The existing posted speed limit is 40 mph with one lane in each direction. ADT is 7,254 vehicles and the adjacent land use includes commercial and school. The 85th percentile is 39 mph which indicates a speed limit of 40 mph. Due to restricted sight distance from horizontal road curvature, residential density and the absence of sidewalks, a reduction of 5 mph is justified. Therefore, a speed limit of 35 mph is recommended.
- 2. Location 17 Dume Drive between Heathercliff Road and Cliffside Drive. This segment runs northbound/southbound and has one lane in each direction. The existing posted speed limit is 30 mph. ADT is 1,173 vehicles and the adjacent land use consists of single family residential. The 85th percentile is 30 mph which indicates a speed limit of 30 mph. This segment can be classified as a residence district and therefore a Prima Facie speed limit of 25 mph is recommended.
- 3. Location 18 Encinal Canyon Rd from North City Limit to Pacific Coast Highway. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 45 mph. ADT is 1,532 vehicles and the adjacent land use consists of single family residential and vacant space. The 85th percentile is 47 mph which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
- 4. Location 23 Heathercliff Road between Wandermere Road and Pt Dume Club. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 30 mph and adjacent land use consists of fronting residential. This segment can be classified as a residence district and therefore a Prima Facie speed limit of 25 mph is recommended.
- 5. Location 26 Kanan Dume Road between North City Limit and Galahad Drive. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 50 mph. ADT is 9,723 vehicles and adjacent land use consists of single

family residential. The 85th percentile is 49 mph which indicates a speed limit of 50 mph. Due to restricted sight distance from vertical road curvature, a reduction of 5 mph is justified. Therefore, a speed limit of 45 mph is recommended.

- 6. Location 27 Kanan Dume Road between Galahad Drive and Pacific Coast Highway. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 50 mph. ADT is 10,114 vehicles and adjacent land use consists of single family residential. The 85th percentile is 51 mph which indicates a speed limit of 50 mph. Due to restricted sight distance from vertical road curvature, a reduction of 5 mph is justified. Therefore, a speed limit of 45 mph is recommended.
- 7. Location 30 Malibu Canyon Road from North City Limit to Malibu Knolls Road. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 45 mph. ADT is 20,558 vehicles and adjacent land use consists of single family residential. The 85th percentile is 44 mph which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
- 8. Location 31 Malibu Canyon Road from Malibu Knolls Road to Pacific Coast Highway. This is a northbound/southbound segment with two lanes in each direction. The existing posted speed limit is 45 mph. ADT is 20,927 vehicles and adjacent land use consists of vacant space owned. The 85th percentile is 47 mph which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
- 9. Location 35 Merritt Drive from Morning View Drive to Busch Drive. This segment runs eastbound/westbound and has one lane in each direction. The existing posted speed limit is 30 mph. ADT is 675 vehicles and adjacent land use consists of single family residential. The 85th percentile is 25 mph which indicates a speed limit of 25mph.
- 10. Location 37 Morning View Drive from Via Cabrillo to Pacific Coast Highway. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 30 mph. ADT is 2,861 vehicles and adjacent land use consists of single family residential, church and school. The 85th percentile is 15 mph. This segment can be classified as a residence district and therefore a Prima Facie speed limit of 25 mph is recommended.
- 11. Location 40 Trancas Canyon Road from North City Limit/Anacapa View Drive to Pacific Coast Highway. This is a northbound/southbound segment with one lane in each direction. The existing posted speed limit is 30 mph. ADT is 980 vehicles and adjacent land use consists of single family residential. The 85th percentile is 25 mph which indicates a speed limit of 25 mph.

APPENDIX "A"

SPEED RADAR CERTIFICATIONS



CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT -

- 1. Jonathan Andrade of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Jonathan Andrade completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Jonathan Andrade has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Jonathan Andrade of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

- San na

Scott Miller POST INSTRUCTOR



CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT -

- 1. Michael Ridriguez of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Michael Ridriguez completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Michael Ridriguez has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Michael Ridriguez of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

San na

Scott Miller POST INSTRUCTOR



CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT -

- 1. Tyler Baker of ATD Traffic/NDS Data has successfully completed a Radar Operator course. This was based upon the national standards as outlined by the National Highway Traffic Safety Administration, and the California Highway Patrol radar manual, and the radar program of the Alameda County Sheriff's Office. This instructor is Scott Miller, a deputy sheriff since 1995 and a California P.O.S.T. certified Radar and Laser Instructor since 2011.
- 2. Tyler Baker completed the classroom instruction and theory of Radar devices, case law, traffic and engineering surveys, FCC regulations, the California Vehicle Code and California case law as well as the test, set-up, operation and identification of erroneous readings.
- 3. Tyler Baker has demonstrated competence in test and set-up of the Radar device, in making accurate visual speed estimations and identifying erroneous reading in field settings.
- 4. Tyler Baker of ATD Traffic/NDS Data is hereby certified as having completed a course of instruction for the purposes of Radar operation for determining car counts and raw data for traffic and engineering surveys as our lined in sections 627, 21400, the 22350 series and the 40800 series of the California Vehicle Code, Chapter 8 of the former Cal Trans Manual and applicable sections of Chapter 2 of MUTCD issued January 13, 2012. This certification is awarded on the 6th Day of April 2017.

Scott Miller POST INSTRUCTOR

Radar Repair	F Inc.
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TRAFFIC RADAR CERTIFICATION TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS (NHTSA) National Highway and Traffic Safety Administration. (IACP) International Association of Chiefs of Police

16202 Keats Circle Westminster, Calif, 92683 R.H.F. is a certified independent testing and repair facility.

	westminster, cam	Date Received	0	Certification	Number			1			
1	TEST ID	Date Received $1 - 18$ Certification Number 73493					/1 11 0		Disastian	Come l'art	
-	DEVICE ID	Make: Kustom Electronics	Road Runner III					□ Yes P No □ Yes		on ,≇ No	
2	DEVICE ID	Counting unit S/N	/	Antenna-1	Antenna-1 S/N N/A			Antenna-2 S/N		N/A	
	§ 2.4 / § 5.4	Low speed fork S/N Last da		ate calib.	Freq. (Hz)	Freq. (Hz) S		ph)	Measured (Hz)	DACC	EAU
3	CALIBRATION	High speed fork S/N	Last d	ate calib.	Freq. (Hz)		Speed (m	ph)	Measured (Hz)	PASS	FAIL
				Lo fork					High fork	_	
		Stationary mode	Fork sp	eed (mph)		35		65			
	§ 2.5 / § 5.5	Stational y mode	Disp. Sp	peed (mph)	3	5			65		
4	TUNING FORK TESTS	Moving mode Opposite Direction	TARGET (Hi fork -	SPEED - Lo fork)	Expected. (mph)	N/.	A	Disp (mpl	layed. h) N/A	PASS	FAIL
		Moving mode Same Direction	TARGET Hi fork + Ho fork -	SPEED Lo fork Lo fork	Expected. (mph)	A	Disp (mph	layed.			
	8261/8561	Standard supply Voltage (V) 13	6 V F	Antenna 1 Freg. GHz	24,109	/	Antenn Freg. (na 2 GHz	N/A		
5	TRANSMISSION FREQUENCY STABILITY	Standard supply		Antenna 1			Antenn	na 2 Hz	N/A	(PASS)	FAIL
		Standard supply voltage + 20% (V) 16	.3 V F	Antenna 1 Freq. GHz ZY, 104			Antenn Freq. (na 2 GHz	N/A		
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤	Antenna 1 Power (mW/cm) 55			Antenn Power	Antenna 2 Power (mW/cm) N/A			FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) <1	VA activates 9.7 LVA			LVA d (V)	eactiva	ates 10.6	PASS	FAIL	
8	§ 2.9.1 / § 5.9.1	A. Audio tone correla B. Functioning audio	ceived Doppler signal Yes				Yes	D No	PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 32		Test res	ults	3	2		PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targetB. Selects only target	ts moving t as moving a	owards radar way from rada	ar c	□ Yes □ Yes	s 🗆 N s 🗆 N	0	∎N.A. ∎N.A.	PASS	FAIL
		Stationary mode:	Ι	low speed spe	c. 20		Lo spe	ed disp	. 20		
	80107/80100/	target channel (mph)	ł	Hi speed spec. 199 Hi spee				ed disp	. 199		
11	5.12.7 / 5.12.8 5.0W AND UICH	Moving Mode	I	Low speed spec. N/A Los			Lo spe	Lo speed disp. N/A			FAU
11	SPEED DISPLAY	target channel (mph)	I	li speed spec.	N/A		Hi spe	Hi speed disp. N/A		TASS	FAIL
	TEST	Moving Mode:		Low speed spec. N/A			Lo spe	ed disp	o. N/A		
		patrol channel (mph)	H	li speed spec.	N/A		Hi spe	ed disp	. N/A		
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL
13	LABORATORY COMMENTS										
14	NHTSA/IACP CERTIFICATION	This radar device of Highway Safety A.	meets or dministro	exceeds the ation. Cali	e minimal fornia Vel	open	rational Code S	stand ection	lards of the Nati 1 40802 E Date: 10	ional Traffic TPASS ロ ー 31 - 1	FAIL
15	INVENTORY	Fork Cert Garrying Case	Manual Other: (Dease list)	Ant. a		emote		Bat.		
		La Carrying Case	Ouler. (nease list)						l	



TRAFFIC RADAR CERTIFICATION TESTED TO NHTSA SPECIFICATIONS/IACP CRITICAL PERFORMANCE STANDARDS

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS (NHTSA) National Highway and Traffic Safety Administration. (IACP) International Association of Chiefs of Police

16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility.

	westminster, Call	. 92003									
1	TEST ID	Date Received	8	Certification	Number 3496	-					
		Make: Kustom Electronics	Model: Fal Road	lcon and Runner	Тур	e (1-IV)		Directional radar	Same direct	ame direction	
2	DEVICE ID	Counting unit S/N	-	Antenna-1	Antenna-1 S/N N/A			Antenna-2 S/N		N/A	
	§ 2.4 / § 5.4	Low speed fork S/N	Last d	date calib. Freq. (Hz)		Speed (m	Speed (mph) Measured (Hz)		P.LOS	F.4.11	
3	TUNING FORK CALIBRATION	High speed fork S/N	Last d	late calib.	Freq. (Hz	.)	Speed (m	ph)	Measured (Hz)	PASS	FAIL
			Lo fork			K	High fork				
		Stationary mode	Fork sp	beed (mph)		35	1. margar 1 m / .		65		
	§ 2.5 / § 5.5		Disp. S	peed (mph)		35	-		65	-	
4	TUNING FORK TESTS	Moving mode Opposite Direction	TARGET (Hi fork -	r SPEED - Lo fork)	Expected (mph)	N	/ A	Disp (mp	layed. h) N/A	PASS	FAIL
		Moving mode Same Direction	TARGET Hi fork + Ho fork -	F SPEED · Lo fork · Lo fork	Expected (mph)	n/A		Disp (mpl	a) N/A		
	8261/8561	Standard supply Voltage (V) 13	6V H	Antenna 1 Freg. GHz Z	4.17	1	Anten Freg. (na 2 GHz	N/A		
5	TRANSMISSION	Standard supply	0 V 1	Antenna 1	241	7/	Anten	na 2	N/A	PASS	FAIL
	FREQUENCY STABILITY	Standard supply	.o v 1	Antenna l			Anten	na 2	MA		
	§ 2.6.5 / § 5.6.5	voltage + 20% (V) 16 Mfg. Spec.	3V I	Freq. GHz 29,111 Fr Antenna 1 A			Anten	Antenna 2 N/A			EAU
0	POWER DENSITY	(max mW/cm) ≤	Power (mW/cm	ver (mW/cm) • 6 3 Powe			(mW/	cm) N/A	FASS	FAIL	
7	LOW VOLTAGE	$\frac{(V)}{(V)} \leq 1$	(V) 9,3 (V)				Van	10.6	PASY	FAIL	
8	DOPPLER AUDIO	A. Adult tone conclusion with received Doppler signal Ites Ites No B. Functioning audio volume-adjustment control Ites No						PASS	FAIL		
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. Test results 32						PAS	FAIL		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only target B. Selects only target	A.Selects only targets moving towards radar□Yes□NoerN.A.B.Selects only targets moving away from radar□Yes□NoerN.A.							PASS	FAIL
		Stationary mode:	1	Low speed spe	c. 20		Lo spe	ed dis	p. 20		
		target channel (mph)		Hi speed spec. 199			Hi spe	ed disp	. 199		
	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8	Moving Mode	Low speed spec. N/A Lo			Lo spe	Lo speed disp. N/A			FAIL	
	LOW AND HIGH SPEED DISPLAY	target channel (mph)		Hi speed spec. N/A			Hi spe	Hi speed disp. N/A			
	TEST	Moving Mode:	1	Low speed spec. N		c. N/A Lo speed di		ed dis	p. N/A		
		patrol channel (mph)	I	Hi speed spec.	N/A	1	Hi spe	ed disp	. N/A		
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL
13	LABORATORY COMMENTS										
14	NHTSA/IACP CERTIFICATION	This radar device i Highway Safety A Certified by: 7	meets or dministr	exceeds the ation. Cali TScu	e minima fornia Vo unnoo	ehicle	erational e Code S	stand lection	dards of the Nation 140802 5 Date: 10-	ional Traffi TPASS □ -3/-/8	c FAIL
15	INVENTORY	□ Fork Cert □ Manual □ 2 nd Ant. □ Remote □ Bat.									
L	Carrying Case Other: (please list)										



TRAFFIC RADAR CERTIFICATION TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS (NHTSA) National Highway and Traffic Safety Administration. (IACP) International Association of Chiefs of Police

16202 Keats Circle Westminster, Calif. 92683 R.H.F. is a certified independent testing and repair facility.

	westminster, can	. 74005									
1	TEST ID	Date Received Certification Number									
		Make: Kustom Electronics	Model: Fa	Model: Falcon and Type (1-IV) Road Runner III				Directional radar Same direction □ Yes			
2	DEVICE ID	Counting unit S/N	90	Antenna-1	s/n N	/A			Antenna-2 S/N	N/A	
	§ 2.4 / § 5.4	Low speed fork S/N Last da		late calib.	Freq. (Hz	Freq. (Hz)		ph)	Measured (Hz)		
3	TUNING FORK CALIBRATION	High speed fork S/N	Last d	late calib.	Freq. (Hz)	Speed (m	ph)	Measured (Hz)	PASS	FAIL
				Lo fork					High fork		
		Section 1	Fork sp	beed (mph)		35			65		
	§ 2.5 / § 5.5	Stationary mode	Disp. S	peed (mph)		35	-		65		
4	RADAR DEVICE TUNING FORK	Moving mode	TARGET	SPEED	Expected			Disp	layed.	PASS	FAIL
	TESTS	Opposite Direction	(Hi fork -	- Lo fork)	(mph)	N/	A	(mp	h) N/A		
		Moving mode	TARGE1	SPEED	Expected	INT	/ *	Disp	layed.		
		Same Direction	Ho fork -	Lo fork	(mph)	IN/	A	(mpl	$\mathbf{N} = \mathbf{N} \mathbf{A}$		
	\$ 2.6.1. / \$ 5.6.1	Standard supply Voltage (V) 13	.6 V H	Antenna I Freg. GHz	24.18	6	Freq. (na 2 GHz	N/A		
5	TRANSMISSION	Standard supply	ev /	Antenna 1	7418	0	Anten	na 2	N/A	PASS	FAIL
	STABILITY	Standard supply	Antenna 1			Anten	na 2	IVA			
	0 3 (E 0 E (E	voltage + 20% (V) 16	.3V I	Freq. GHz 24.180			Freq. (GHz	N/A	\bigcirc	
6	9 2.6.5 / 9 5.6.5 POWER DENSITY	$(\max mW/cm) \leq$	Power (mW/cn	m) • 41 Power (mV			(mW/	cm) N/A	PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	$\begin{array}{l} Mfg. spec. \\ (V) \leq 1 \end{array}$	VA activates 9.8 LVA d			leactiv	ates 10,9	PASS	FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlaB. Functioning audio	eived Doppler signal Yes ustment control Yes				Yes Yes	□ No □ No	PASS	FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 32		Test results 3 7				-	PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A.Selects only targets moving towards radar□Yes□No□N.A.B.Selects only targets moving away from radar□Yes□No□N.A.						PASS	FAIL		
		Stationary mode: target channel (mph)		Low speed spec. 20 Lo			Lo spe	ed dis	p. 20		
				Hi speed spec. 199			Hi spe	ed disp	. 199		
	5.12.7 / 5.12.8	Moving Mode	Ι	Low speed spe	c. N/A	Lo spe	ed dis	p. N/A	- Charles	E . F	
11	SPEED DISPLAY	target channel (mph)	H	Hi speed spec. N/A			Hi spe	Hi speed disp. N/A Lo speed disp. N/A		PASS	FAIL
	TEST	Moving Mode:	Low speed spe		c. N/A		Lo spe				
		patrol channel (mph)	I	Hi speed spec.	N/A		Hi spe	ed disj	D. N/A		
12	§ 2.13 / § 5.13 RFI TEST									PASS	FAIL
13	LABORATORY COMMENTS										
14	NHTSA/IACP	This radar device Highway Safety A	meets or dministra	exceeds the ation. Cali	e minima fornia Vo	l ope chicle	erational e Code S	stan	dards of the Nati n 40802	ional Traffic TPASS 🛛	; FAIL
14	CERTIFICATION	Certified by: 7	nd	13a	um	m	-		Date: 10	-31-1	18
15	INVENTORY	□ Fork Cert □ Mahual □ 2 nd Ant. □ Remote □ Bat.									

APPENDIX "B" FIGURES



City of Malibu


APPENDIX "C"

ENGINEERING AND TRAFFIC SURVEY FORMS

1

STREET	BIG ROCK DRIVE		CERT	FICATION DATE:	3/16/2022
FROM	Cool Oak Way		10	Pacific Coast Highway	
SPEED FAC	TORS				
Date of Speed	d Survey	10/19/2021	Posted	Speed Limit	25
Time of Spee	d Survey	9:00 A.M. to 10:30 A.M.	Speed	Justification	
50th Percenti	le Speed (Mean Speed)	25	from ho	centile speed downgraded d	ue to restricted signt distance
85th Percenti	le Speed	31			
10 mph Pace	Speed	22-31			
Percentage of	f Vehicles in Pace	62.9%	Recom	mended Speed Limit	<u>25</u>
Number of Su	irvey Samples	105			
COLLISION	HISTORY				
Number of Ye	ears Studied	3			
Total Collisio	ns	0			
Collision Rate	e (ACC/MVM)	0.00			
Expected Col	lisions (ACC/MVM)	1.48			
TRAFFIC FA	ACTORS				
Average Daily	/ Traffic	1,480	0	Date Counted	10/26/2021
Number of La	ines	One lane in each	direction		
Type of Traffi	c Control	Signalized at Pac	ific Coast Hię	ghway; stop-controlled at oth	er intersections
Crosswalks?		Only at Pacific Co	bast Highway		
Pedestrian Tr	affic	None present			
Bicycle Traffi	с	None present			
Truck Traffic		None present			
On-Street Par	rking	No			
Sidewalks?		No			
Driveways?		Some driveways	along segme	nt	
ROADWAY	FACTORS				
Length of Seg	gment	6800'			
Width		22'			
Vertical Curve	9	Yes			
Horizontal Cu	irve	Yes			
Visibility		Restricted due to	road curvatu	ire	
Roadway Cor	nditions	Fair; sharp turns,	Speed Mess	age Sign going down hill	
Lighting		No			
Adjacent Lan	d Use	Single family resi	dential		
	Field Study By	KHA Ch	ecked By	KHA	
CERTIFICATI	ON: I Sri Chakravarthy d	o hereby certify that this	Engineerin	g and Traffic Survey	

CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Starp of California as a Professional Engineer (Traffic).

	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CL	TY OF MALIBU				
Client:		KIMLEY-HC	RN					-
Street:		Big Rock Dri	ve					
Spt.Spd. Loc	ation:	Cool Oak Wa	y to Pacific Coast	Highway				Ref. # 1
			Cumulative	Date:	10/19/2021	Day:	Tuesday	-
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
13		0.00%	0.00%	Hours:	9:00 A.M.	То	10:30 A.M.	_
14		0.00%	0.00%	Recorder:	NDS			_
15	2	1.90%	1.90%	Posted Speed:	25	Pacific	Coast Highwa	<u>ay</u>
16	1	0.95%	2.86%	Channelization:	Solid striping, 2	2-way tra	affic	
17	5	4.76%	7.62%	Street Width:	22'			
18	8	7.62%	15.24%	Comm./Resid.:	Residential			
19	3	2.86%	18.10%	DIRECTION:	Eastbound / We	estbound	Combined	
20	8	7.62%	25.71%	DATA ANALYSIS:			/ .	
21	2	1.90%	27.62%	Mean Speed:			N/A	
22	4	3.81%	31.43%	Standard Deviation	:		N/A	
23	2	1.90%	33.33%	Standard error of the	ne mean:		N/A	
24	6	5.71%	39.05%	15th Percentile:			18	
25	17	16.19%	55.24%	50th Percentile:			25	
26	4	3.81%	59.05%	85th Percentile:			31	21
27	5	4.76%	63.81%	10 Mile Pace:	1411 D	22	to	31
28	6	5.71%	69.52%	% of Samples in 10-	Mile Pace:		62.86%	
29	6	5.71%	75.24%	# in 10 MPH pace:			66	
30	10	9.52%	84./6%	Comments:				
31	6	5./1%	90.48%					
32	3	2.86%	93.33%	Frequency CL	mulative Freq	uency	Distribution	
33	0	0.00%	93.33%	120%				
34 25	1	0.95%	94.29%	100%				
55 26	4	5.8170	98.10%					
30	2	1.90%	100.00%	80%				
38		0.00%	100.00%	60%				
30		0.00%	100.00%		<pre> </pre>			
40		0.00%	100.00%	40%	J			
41		0.00%	100.00%	20%				
42		0.00%	100.00%					
43		0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++	+++++++++++++++++++++++++++++++++++++++		+++++++++++++++++++++++++++++++++++++++	
44		0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		° ^A ° ^A	04 63 64	ે જે જે જે
45		0.00%	100.00%		Spo	ot Speed,	mpn	
46		0.00%	100.00%	-		Diatuik		
47		0.00%	100.00%		Frequency	Distric	Julion	
48		0.00%	100.00%	25				
49		0.00%	100.00%	20				
50		0.00%	100.00%	>				
51		0.00%	100.00%	0 15				
52		0.00%	100.00%	n n n n n n n n n n n n n n n n n n n				
53		0.00%	100.00%					
54		0.00%	100.00%	5	. . 	•		
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56		0.00%	100.00%	ר פי שי גיי		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	or Cr Or	ال ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا
57		0.00%	100.00%		Snot	Speed r	noh	ני יני א
Total:	10	5 100%			500			

	CITY OF MALIBU 7									
STREET FROM	BUSCH DRIVE Calpine Drive		CERTIFICATION DATE: TO Merritt Drive	3/16/2022						
SPEED FAC	<u>CTORS</u>									
Date of Spee	d Survey	10/21/2021	Posted Speed Limit	30						
Time of Spee	d Survey 2:00	P.M. to 4:00 P.M.	Speed Justification							
50th Percenti	ile Speed (Mean Speed)	30	85th percentile speed downgraded due to restricted sight							
85th Percenti	ile Speed	34								
10 mph Pace	Speed	25-34								
Percentage o	of Vehicles in Pace	88%	Recommended Speed Limit	<u>30</u>						
Number of Su	urvey Samples	68								
COLLISION	I HISTORY									
Number of Ye	ears Studied	3								
Total Collisio	ons	0								
Collision Rat	e (ACC/MVM)	0.00								
Expected Col	llisions (ACC/MVM)	1.48								
TRAFFIC F	<u>ACTORS</u>									
Average Daily	y Traffic	2,109	Date Counted	10/20/2021						
Number of La	anes	One lane in each	direction							
Type of Traff	ic Control	Stop-controlled at	t intersecting streets							
Crosswalks?		No								
Bicycle Traffi	ic	Minimal								
Pedestrian T	raffic	None present								
Truck Traffic		Minimal	Minimal							
On-Street Pa	rking	Street-adjacent pa	arking available							
Sidewalks?		No								
Driveways?		Multiple								
<u>ROADWAY</u>	FACTORS									
Length of Se	gment	2400'								
Width		22'								
Vertical Curv	е	Minimal								
Horizontal Cu	urve	Yes								
Visibility		Restricted due to	horizontal road curvature							
Roadway Co	nditions	Fair; Speed reduc	ction due to curve (15 mph)							
Lighting		No								
Adjacent Lan	d Use	Single family resid	dential							
	Field Study By K	CHA Ch	ecked By KHA							
within the Cit	to of Malibu was perform	io nereby certify th	at this Engineering and Traffic Su	rvey lete						
l certify that (City staff is experienced	in performing surv	veys of this type. I am duly registe	ered in the						
State of Calif	ornia as a Professional I	Engineer (Traffic).	,							
		•								
VC.	•	16-Mar-22	TE 2531							

			CI	TY OF MAL	IBU				
Client:		KIMLEY-HC	RN						
Street:		Busch Drive							
Spt.Spd. Loc	ation:	Calpine Drive	e to Merritt Drive						Ref. # 7
			Cumulative	Date: 10/21/2021			Day:	Thursday	_
Speed	Frequency	Percent	Percent	Weather:		Dry, clear	_		
13	C	0.00%	0.00%	Hours:		2:00 P.M.	То	4:00 P.M.	
14	C	0.00%	0.00%	Recorder:		NDS			
15	C	0.00%	0.00%	Posted Speed	:	30			
16	C	0.00%	0.00%	Channelizatio	on:	Solid striping 2	-way trat	ffic	
17	C	0.00%	0.00%	Street Width:	:	22'			
18	C	0.00%	0.00%	Comm./Resid	.:	Residential			
19	C	0.00%	0.00%	DIRECTION	:	Northbound / S	outhbour	nd Combined	
20	1	1.47%	1.47%	DATA ANAL	AYSIS:				
21	C	0.00%	1.47%	Mean Speed:				N/A	
22	C	0.00%	1.47%	Standard Dev	viation:			N/A	
23	C	0.00%	1.47%	Standard err	or of th	e mean:		N/A	
24	1	1.47%	2.94%	15th Percenti	le:			27	
25	6	8.82%	11.76%	50th Percenti	le:			30	
26	2	2.94%	14.71%	85th Percenti	le:			34	
27	7	10.29%	25.00%	10 Mile Pace:			25	to	34
28	5	7.35%	32.35%	% of Samples	s in 10-1	Mile Pace:		88.24%	
29	5	7.35%	39.71%	# in 10 MPH	pace:			60	
30	15	22.06%	61.76%	Comments:					
31		10.29%	72.06%	ļ					
32	4	5.88%	77.94%	Cumulative Frequency	Cu	mulative Freq	uency l	Distribution	
33	4	5.88%	83.82%	120% -					
34	3	7.35%	91.18%	100%					
33	3	1.33%	98.55%	100 //					
30	1	1.4770	100.00%	80%			/		
37			100.00%	60%					
30			100.00%	00 /8		/			
40		0.00%	100.00%	40%					
40		0.00%	100.00%	20%					
42		0.00%	100.00%	2070					
43	C C	0.00%	100.00%	0% ++++	+++++++	- 1 + + + + + + + + + + + + + + + + + +		+ + + + + + + + + + + + + + + + + + + +	
44	C	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~ 2	· ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3 ^A 3	8 63 64	。 ^ぬ や や
45	C	0.00%	100.00%			Spo	ot Speed,	mpn	
46	C	0.00%	100.00%			Fraguana	Diatrik	ution	Ĩ
47	C	0.00%	100.00%			Frequency	Distrib	ution	
48	C	0.00%	100.00%	25					
49	C	0.00%	100.00%	20					
50	C	0.00%	100.00%						
51	C	0.00%	100.00%	15 		i			
52	C	0.00%	100.00%	b 10					
53	C	0.00%	100.00%	LE LO					
54	C	0.00%	100.00%	5		<u> </u>			
55	C	0.00%	100.00%			╷╷╸┨╻╏┨┨┨┨			
56	C	0.00%	100.00%	<u>کہ دی</u>	 	س وې وې ۷	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	 ∧ ∿ ∧	\$ \$ \$
57	C	0.00%	100.00%		· · · /	Snot	Speed n	noh	ا د ر ۲۰ ۲۰
Total:	68	100%				500			

ENGIN	CITY OF N EERING AND T	IALIBU 8 RAFFIC SURVEY					
STREET BUSCH DRIVE		CERTIFICATION DATE: 3/25/2022					
FROM Merritt Drive		TO Pacific Coast Highway					
SPEED FACTORS							
Date of Speed Survey	1/6/2021	Posted Speed Limit 25					
Time of Speed Survey	1:30 P.M. to 2:45 P.M.	Speed Justification					
50th Percentile Speed (Mean Spe	ed) 29	85th percentile downgraded due to high collision rate and					
85th Percentile Speed	34	restricted sight distance from vertical and horizontal road					
10 mph Pace Speed	25-34	curvature. Retain current speed innit per CVC Section 22556.0.					
Percentage of Vehicles in Pace	83%	Recommended Speed Limit 25					
Number of Survey Samples	200	· _					
COLLISION HISTORY							
Number of Years Studied	3						
Total Collisions	3						
Collision Rate (ACC/MVM)	1.73						
Expected Collisions (ACC/MVM)	1.48						
TRAFFIC FACTORS							
Average Daily Traffic	2,041	Date Counted 12/16/2021					
Number of Lanes	One lane in each	direction					
Type of Traffic Control	Signalized at PCI	H, stop controlled for intersecting streets					
Crosswalks?	At Pacific Coast H	lighway					
Pedestrian Traffic	None present						
Bicycle Traffic	None present						
Truck Traffic	None present						
On-Street Parking	Street-adjacent p	arking available along sections					
Sidewalks?	None present						
Driveways?	Moderate						
ROADWAY FACTORS							
Length of Segment	4100'						
Width	22'						
Vertical Curve	Yes						
Horizontal Curve	Yes						
Visibility	Restricted due to	road curvature					
Roadway Conditions	Fair; Watch Dowr	nhill Speed Sign					
Lighting	No						
Adjacent Land Use	Single family resi	dential					
Field Study By	KHA Ch	ecked By KHA					
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of Catifornia as a Professional Engineer (Traffic). 25-Mar-22 TE 2531							
Sri Chakravarthy	Date	State Registration Number					

Client: KIMLEY-HORN Sprect: Busch Drive Comulative Percent Percent Percent Date: 1/6/2021 Day: Wednesday 31 0.00% 0.00% Norm Day: Wednesday Day: Wednesday 13 0.00% 0.00% Recorder: Day: With: Day: Wednesday 14 0.00% 0.00% Comm/Resid: 30 nph To 2/45 P.M. 15 0.00% 0.00% Street With: 2/2				CĽ	TY OF MALIBU				
Street: Busch Drive Ref. # 8 Sptkbpl. Location: Merri Drive to Pacific Coast Highway Inc 2021 Day: Wednesday Speed Frequency Percent Cumulative Date: $1/6/2021$ Day: Wednesday 14 0.00% 0.00% 0.00% Rest # 8 15 0.00% 0.00% Percent NDS 16 0.00% 0.00% Channelization: Skig dash 2-way traffic 17 0.00% 0.00% Comm./Kesid: Residential 20 1 0.50% 0.00% Barcet With: 22 21 1 0.50% 1.00% Standard Deviation: N/A 23 5 2.50% 3.50% Standard error of the mean: N/A 24 5 2.50% 4.50% Standard error of the mean: N/A 24 5 2.50% 3.50% Standard error of the mean: N/A 25 17 8.50% 60.00% Standard error of the mean: N/A 26 20 10.00% 60.00% Standar	Client:		KIMLEY-HO	RN					
Spt.Dpd. Lacation: Merrit Drive to Pacific Coast Highway $Idgt = 1$ <th< th=""><th>Street:</th><th></th><th>Busch Drive</th><th></th><th></th><th></th><th></th><th></th><th></th></th<>	Street:		Busch Drive						
Speed Frequency Percent Cumulative Percent Date: $1/6/2021$ Day: Wendeeday 13 0.00% 0.00% 0.00% NDS To 2.45 P.M. 14 0.00% 0.00% Recorder: NDS 1.30 P.M. To 2.45 P.M. 15 0.00% 0.00% Steed 30 mph 1.30 P.M. To 2.45 P.M. 16 0.00% 0.00% Steed Walth: 22 2.5 P.M. NDS 18 0.00% 0.00% Steret Walth: 22 NA 20 1 0.50% 0.00% Standard error of the mean: NA 23 5 2.50% 6.00% Standard derror of the mean: NA 24 5 2.50% 6.00% Standard derror of the mean: NA 24 5 2.50% 6.00% Standard Derroi of the mean: NA 25 10 1.00% Standard Derroi of the mean: NA 25 <th>Spt.Spd. Loca</th> <th>ation:</th> <th>Merrit Drive t</th> <th>to Pacific Coast H</th> <th>ighway</th> <th></th> <th></th> <th></th> <th>Ref. # 8</th>	Spt.Spd. Loca	ation:	Merrit Drive t	to Pacific Coast H	ighway				Ref. # 8
Speed Frequency Percent Weather: Dry, clear 14 0.00% 0.00% Recorder: NDS 15 0.00% 0.00% Speed: NDS 16 0.00% 0.00% Street Width: $22'$ 18 0.00% 0.00% Comm.Resid: Residential 19 0.00% 0.00% Street Width: $22'$ 21 1 0.50% 0.00% Standard Deviation: N/A 23 5 2.50% 6.00% Standard Deviation: N/A 24 5 2.50% Standard Deviation: N/A 24 5 2.50% Standard Deviation: N/A 25 17 8.50% Standard Deviation: 25 0 24 5 2.50% 6.00% Standard Deviation: 25 0 27 19 9.50% Standard Percentile: 24 5 0 34 28 15 7.50%				Cumulative	Date:	Day:	Wednesday		
13 0.00% 0.00% Hours: 130 P.M. To 2:45 P.M. 15 0.00% 0.00% Recorder: MDS Northour 16 0.00% 0.00% Chanelization: Skip dash 2-way traffic 17 0.00% 0.00% Gomm.Resid:: Residential 18 0.00% 0.00% DIRECTON: Northbound / Southbound Combined 20 1 0.50% DIRECTON: Northbound / Southbound Combined 21 1 0.50% DATA ANALYSIS: N/A 22 0.00% 1.00% Standard Deviation: N/A 23 5 2.50% 3.50% Standard Deviation: N/A 24 5 2.50% 3.60% Sth Percentile: 26 25 17 8.50% 14.50% Sth Percentile: 25 to 34 27 19 9.50% 34.00% 10 Mile Pace: 166 166 28 10.00% 60.00% Gomments: 166 166 100 31 16 8.00% <	Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
14 0.00% 0.00% Recorder: NDS 16 0.00% 0.00% Fosted Speed: 30 mph 17 0.00% 0.00% Channelization: Skip dash 2-way traffic 18 0.00% 0.00% Comm.Resident Residential Northbound / Southbound Combined 20 1 0.00% 0.00% DIRECTION: Northbound / Southbound Combined 21 1 0.50% 0.00% Standard Deviation: N/A 23 5 2.50% 6.00% Standard Tevration: N/A 24 5 2.50% 6.00% Sth Percentile: 25 0 26 20 10.00% 24.50% 85th Percentile: 25 16 25 17 8.50% 66.00% % of Samples in 10-Mile Pace: 166 20 10.00% 51.50% # in 10 MPH pace: 166 0 31 16 8.00% 68.00% 120% 100% 1000% 33 14 50% 76.50% Samples Cumulative Frequency Distribution 36 <th>13</th> <th></th> <th>0.00%</th> <th>0.00%</th> <th>Hours:</th> <th>1:30 P.M.</th> <th>То</th> <th>2:45 P.M.</th> <th></th>	13		0.00%	0.00%	Hours:	1:30 P.M.	То	2:45 P.M.	
15 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% Channelization Strigt dash 2-way traffic 17 0.00% 0.00% Street Width: 22^{-}	14		0.00%	0.00%	Recorder:	NDS			
16 0.00% 0.00% Channelization: Skip dash 2-way traffic 18 0.00% 0.00% Comm/Resid: Residential 19 0.00% 0.00% DIRECTION: Northbound / Southbound Combined 20 1 0.59% 0.00% DIRECTION: Northbound / Southbound Combined 21 1 0.59% 0.00% Standard Deviation: N/A 23 5 2.50% 3.50% Standard Proventile: 29 24 5 2.50% 6.09% Standard Proventile: 29 26 20 10.00% Varentile: 29 34 27 19 9.50% 34.00% 10 Mile Pace: 166 28 15 7.50% 41.50% % of Samples in 10-Mile Pace: 166 31 16 8.00% 60.00% Comments: 166 100% 32 17 8.50% 75.50% 100% 90% 90% 33 14 7.00% 83.50% 10% 90% 90% 34 1 0.50	15		0.00%	0.00%	Posted Speed:	30 mph			
17 0.00% 0.00% Comm.Kesid.: 22 0.00% 0.00% DIRECTION: Northbound / Southbound Combined 20 1 0.59% DATA ANALYSIS: 21 1 0.59% DATA SNALYSIS: 22 0.00% 1.00% Standard Deviation: N/A 23 5 2.50% 6.00% Standard Deror of the mean: N/A 24 5 2.50% 6.00% Standard error of the mean: N/A 24 5 2.50% 6.00% Standard error of the mean: N/A 25 17 8.50% Stoh Percentile: 26 20 26 20 10.00% 24.50% Sth Percentile: 25 to 28 15 7.50% 41.50% % of Samples in 10-Mile Pace: 83.00% 25 30 17 8.50% 60.00% 68.00% 68.00% 60.00% 68.00% 60.00% 69.50% 60% 60% 60% 60% 60% 60% 60% 60% 60% 60% 60% 60% 60% </th <th>16</th> <th></th> <th>0.00%</th> <th>0.00%</th> <th>Channelization:</th> <th>Skip dash 2-wa</th> <th>ay traffic</th> <th></th> <th></th>	16		0.00%	0.00%	Channelization:	Skip dash 2-wa	ay traffic		
18 0.00% 0.00% Comm./Resid.: Residential 19 0.00% 0.00% DRTECTION: Northbound / Southbound Combined 20 1 0.59% 0.50% DATA ANALYSIS: N/A 21 1 0.59% 1.00% Standard Deviation: N/A 23 5 2.50% 3.50% Standard Deviation: N/A 24 5 2.50% 6.00% Standard Deviation: N/A 26 20 10.00% 44.50% Sth Percentile: 29 26 20 10.00% 41.50% % of Samples in 10-Mile Pace: 34 27 19 9.50% 60.00% for Mile Pace: 166 28 15 7.50% 41.50% % of Samples in 10-Mile Pace: 166 30 17 8.50% 60.00% 60.00% 60% 60% 31 16 8.00% 60% 60% 60% 60% 33 14 7.00% 85.50% 60% 60% 60% 33 11 5.00%	17		0.00%	0.00%	Street Width:	22'			
19 0.00% 0.00% DIRECTION: Northbound / Southbound Combined 20 1 0.50% 0.57% DATA ANALYSIS: N/A 21 1 0.50% 1.00% Standard Deviation: N/A 23 5 2.50% 6.00% ISth Percentile: 26 24 5 2.50% 6.00% ISth Percentile: 29 26 10.00% 24.50% Sth Percentile: 29 26 10.00% 24.50% Sth Percentile: 29 26 10.00% 51.50% H in OMPH pace: 166 29 10.00% 51.50% # in IO MPH pace: 166 20 10.00% 83.50% Gonza Comments: 31 16 8.00% 66.00% Gonza Gonza 32 17 8.50% 76.50% Gonza Cumulative Frequency Distribution 33 14 7.00% 89.00% Gong Gong Gong 34 11 5.0% 98.00% Gong Gong Gong	18		0.00%	0.00%	Comm./Resid.:	Residential			
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21 1 0.00% 1.00% Mean Speed: N/A 22 0.00% 1.00% Standard Deviation: N/A 23 5 2.50% 6.00% Isth Percentile: 26 24 5 2.50% 6.00% Isth Percentile: 29 26 20 10.00% 24.50% Sth Percentile: 29 26 20 10.00% 24.50% Sth Percentile: 29 26 20 10.00% 24.50% Sth Percentile: 25 to 29 20 10.00% 51.50% # in 10 MPH pace: 1066 66.00% 31 16 8.00% 68.00% 68.00% 60.00% 60.00% 68.00% 60.00%	20	1	0.50%	0.50%	DATA ANALYSIS:				
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23 5 2.50% 3.50% Standard error of the mean: N/A 24 5 2.50% 6.00% Isth Percentile: 26 26 20 10.00% 24.50% Sth Percentile: 34 28 15 7.50% 41.50% Sth Percentile: 25 10 28 15 7.50% 41.50% Sto and the precentile: 25 10 30 17 8.50% 60.00% Sto and the precentile: 25 166 31 16 8.00% 66.00% Sto and the precentile: 166 166 33 14 7.00% 83.50% 100% 100% 100% 34 11 5.50% 89.00% 100% 10% 10% 34 10 5.00% 98.50% 10% 10% 10% 35 7 3.50% 92.50% 10% 90% 10% 36 4 2.00% 96.50% 10% 20% 20% 20% 41 0.00% 100.00% 100.00%	22		0.00%	1.00%	Standard Deviation	:		N/A	
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26 20 10.00% 24.50% Sth Percentile: 34 27 19 9.50% 34.00% 10.00% 34.00% 25 10 34 28 15 7.50% 41.50% 50 25 10.00% 34.00% 25.00% 34.00% 29 20 10.00% 51.50% 60.00% 10.00% 51.50% 60.00% 166 31 16 8.00% 68.00% 60.00% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 100.0% 99.50% 40% 92.50% 40% 92.50% 40% 92.50% 100.0%	25	17	8.50%	14.50%	50th Percentile:			29	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	26	20	10.00%	24.50%	85th Percentile:			34	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	27	19	9.50%	34.00%	10 Mile Pace:		25	to	34
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	28	15	7.50%	41.50%	% of Samples in 10-	Mile Pace:		83.00%	
30 17 8.50% 60.00% Comments: 31 16 8.00% 68.00% Comments: 32 17 8.50% 76.50% 89.00% 33 14 7.00% 83.50% 92.50% Cumulative Frequency Distribution 34 11 5.50% 89.00% 90.00% 100% 36 4 2.00% 94.50% 90% 90% 37 4 2.00% 98.50% 90% 90% 39 1 0.50% 98.00% 90% 90% 41 0.00% 100.00% 100.00% 00% 95.0% 90%	29	20	10.00%	51.50%	# in 10 MPH pace:			166	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	30	17	8.50%	60.00%	Comments:				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	31	16	8.00%	68.00%					
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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	36	4	2.00%	94.50%	80%				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	37	4	2.00%	96.50%		/	/		
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	38	3	1.50%	98.00%	60%				
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	41	1	0.00%	99.50%	20%				
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56 0 0.00% 100 00% 0 ++++++++++++++++++++++++++++++	56	0	0.00%	100.00%	0 ++++++	┝─┼ ┛┼┛┼┛┼┛┼┛┼┛┼┛ ┼ ╲╴╴╱╴	, ■ , ■ , ■ , ■ , ■ , ■ ,	┉┉	······································
57 0 0.00% 100.00% × × × × × × × × × × × × × ×	57	0	0.00%	100.00%	, , , , , , ,	* ^	ઝ^∧ જે∖	A A A	8 6 6 K
Total: 200 100% Spot Speed, mph	Total:	200	100%	10010070		Spo	t Speed, r	nph	

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STREET	CARBON CANYON R	DAD	CERTIFICATION	IDATE: 3/16/2022
FROM	Carbon Mesa		TO Pacific Coa	ast Highway
SPEED FAC	TORS			
Date of Speed	Survey	1/6/2021	Posted Speed Lim	it 25
Time of Speed	I Survey 9:3	0 A.M. to 11:30 A.M.	Speed Justification	า
50th Percentil	e Speed (Mean Spee	d) 28	Fronting residential; P	rima Facie speed limit
85th Percentil	e Speed	33		
10 mph Pace	Speed	23-32		
Percentage of	Vehicles in Pace	75%	Recommended Sp	eed Limit <u>25</u>
Number of Su	rvey Samples	55		_
COLLISION	HISTORY			
Number of Yea	ars Studied	3		
Total Collisior	IS	0		
Collision Rate	(ACC/MVM)	0.00		
Expected Coll	isions (ACC/MVM)	1.48		
TRAFFIC FA	CTORS			
Average Daily	Traffic	459	Date Counted	12/16/2021
Number of La	nes	One lane in each o	direction	
Type of Traffic	: Control	Signalized at Pacit	fic Coast Highway	
Crosswalks?		At Pacific Coast H	ighway	
Pedestrian Tra	affic	None present		
Bicycle Traffic	;	None present		
Truck Traffic		None present		
On-Street Parl	king	Limited parking av	ailable at both sides of se	gment
Sidewalks?		No		
Driveways?		Multiple		
ROADWAY	FACTORS			
Length of Seg	ment	2200'		
Width		22'		
Vertical Curve		Yes		
Horizontal Cu	rve	Yes		
Visibility		Restricted due to r	road curvature	
Roadway Con	ditions	Good; notable Slo	w signs	
Lighting		No		
Adjacent Land	l Use	Single family resid	ential; fire station	
	Field Study By	KHA Che	ecked By KHA	
CERTIFICATIC within the City I certify that C State of Califo	DN: I Sri Chakravarth / of Malibu was perfo ity staff is experienco prnia as a Profession	y do hereby certify that ormed under my super red in performing surv al Engineer (Traffic). 16-Mar-22	at this Engineering an rvision and is accurate reys of this type. I am	d Traffic Survey and complete. duly registered in the TE 2531

				CI	TY OF	MALIBU				
Client:			KIMLEY-HO	RN						_
Street:			Carbon Canyo	on Road						-
Spt.Spd. Loc	ation:		Carbon Mesa	to Pacific Coast H	Highway	•				Ref. # 9
				Cumulative	Date: 1/6/2021 Da			Day:	Wednesday	
Speed	Frequency		Percent	Percent	Weath	er:	Dry, clear			_
13		0	0.00%	0.00%	Hours:		9:30 A.M.	То	11:30 A.M.	
14		0	0.00%	0.00%	Record	ler:	NDS			_
15		0	0.00%	0.00%	Posted	Speed:	30)		-
16		0	0.00%	0.00%	Chann	elization:	Solid striping 2	2-way tra	ffic	
17		0	0.00%	0.00%	Street	Width:	var			
18		2	3.64%	3.64%	Comm	./Resid.:	Residential	N .1.1	10 11 1	
19		l	1.82%	5.45%	DIREC	CTION:	Northbound / S	Southbou	nd Combined	
20		1	1.82%	7.27%	DATA	ANALYSIS			27/4	
21		0	0.00%	7.27%	Mean S	Speed:			N/A	
22		l	1.82%	9.09%	Standa	rd Deviation	:		N/A	
23		0 1	10.91%	20.00%	Standa	rd error of t	ne mean:		N/A 22	
24		1	1.82%	21.82%	15th P 50th D	ercentile:			23	
23		4	7.27%	29.09%	50th P 85th D	ercentile:			20	
20		ר ג	9.09% 5.45%	38.18% 13.64%	85111 P 10 Mil	a Paca		23	33	32
27		8	14 55%	58 18%	10 Min % of S	e 1 acc. amples in 10	Mile Pace	23	74 55%	52
20		4	7 27%	65 45%	/0 01 5 # in 10	MPH nace	-wine i acc.		41	
30		т 5	9.09%	74 55%	$\pi \text{ III } 10$	ents.			71	
31		3	5 45%	80.00%	Comm	ciitis.				
32		2	3.64%	83 64%	Cumulat	ive				
33		3	5.45%	89.09%	Frequer	icy Cl	umulative Free	quency	Distribution	1
34		0	0.00%	89.09%	120% -	-				
35		4	7.27%	96.36%	100%					
36		1	1.82%	98.18%	000/					
37		1	1.82%	100.00%	80% -					
38		0	0.00%	100.00%	60%		/			
39		0	0.00%	100.00%	100/					
40		0	0.00%	100.00%	40% -					
41		0	0.00%	100.00%	20%					
42		0	0.00%	100.00%	0%) 			
43		0	0.00%	100.00%	0% -		່ ເ			
44		0	0.00%	100.00%			Spi Spi	ot Speed.	mph	
45		0	0.00%	100.00%			- •	,	•	я Я
46		0	0.00%	100.00%			Frequency	y Distrik	oution	
47		0	0.00%	100.00%	25 -					
48		0	0.00%	100.00%	20					
49		0	0.00%	100.00%	20 -					
50		0	0.00%	100.00%	ີ 15 -					
51		0	0.00%	100.00%	nen					
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50 57		0	0.00%	100.00%	~			ઝ^ જે	N N3 N0	જે જે જ
Total·	ļ	55	100%	100.0070			Spo	t Speed, r	nph	
	-	~ ~	100/0		L					

CITY OF MALIBU 10 ENGINEERING AND TRAFFIC SURVEY STREET CARBON MESA CERTIFICATION DATE: 3/16/2022 FROM то End Carbon Canyon Road **SPEED FACTORS** 25 Date of Speed Survey 1/6/2021 Posted Speed Limit **Time of Speed Survey** 1:30 P.M. to 3:30 P.M. Speed Justification 85th percentile speed downgraded due to restricted sight distance 50th Percentile Speed (Mean Speed) 25 from vertical road curvature. 85th Percentile Speed 32 10 mph Pace Speed 18-27 Percentage of Vehicles in Pace 70% **Recommended Speed Limit** 25 Number of Survey Samples 33 **COLLISION HISTORY** Number of Years Studied 3 **Total Collisions** 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 **TRAFFIC FACTORS Average Daily Traffic** 346 Date Counted 12/16/2021 Number of Lanes One lane in each direction Type of Traffic Control Unsignalized Crosswalks? No **Pedestrian Traffic** Minimal **Bicvcle Traffic** None present **Truck Traffic** None present **On-Street Parking** Limited street-adjacent parking available at both sides of segment Sidewalks? No **Driveways?** Multiple **ROADWAY FACTORS** Length of Segment 5300' Width 22' Vertical Curve Yes **Horizontal Curve** Yes Visibility Restricted due to vertical road curvature **Roadway Conditions** Fair; Sharp Turns Lighting No Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Ot A of Octife while an a Durafa ani anal Funding and (Tuaffic)

	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

				CI	TY OF	MALIBU				
Client:			KIMLEY-HO	RN						
Street:			Carbon Mesa							-
Spt.Spd. Loc	ation:		Carbon Canyo	on Road to End						Ref. # 10
				Cumulative	Date:		1/6/2021	Day:	Wednesday	
Speed	Frequency		Percent	Percent	Weath	er:	Dry, clear			-
13		0	0.00%	0.00%	Hours:		1:30 P.M.	То	3:30 P.M.	•
14		0	0.00%	0.00%	Record	ler:	NDS	_		-
15		0	0.00%	0.00%	Posted	Speed:	25	5		-
16		0	0.00%	0.00%	Chann	elization:	Solid 2-way tra	affic		-
17		1	3.03%	3.03%	Street '	Width:	22'			
18		4	12.12%	15.15%	Comm	./Resid.:	Residential			
19		1	3.03%	18.18%	DIREC	CTION:	Eastbound / W	estbound	l Combined	
20		4	12.12%	30.30%	DATA	ANALYSIS	•			
21		0	0.00%	30.30%	Mean S	Speed:			N/A	
22		3	9.09%	39.39%	Standa	rd Deviation	1:		N/A	
23		2	6.06%	45.45%	Standa	rd error of t	he mean:		N/A	
24		0	0.00%	45.45%	15th Pe	ercentile:			18	
25		2	6.06%	51.52%	50th Pe	ercentile:			25	
26		3	9.09%	60.61%	85th Pe	ercentile:			32	
27		4	12.12%	72.73%	10 Mile	e Pace:		18	to	27
28		3	9.09%	81.82%	% of S	amples in 10	-Mile Pace:		69.70%	
29		0	0.00%	81.82%	# in 10	MPH pace:			23	
30		1	3.03%	84.85%	Comm	ents:				
31		0	0.00%	84.85%						
32		3	9.09%	93.94%	Cumulat	ive C	umulativo Ero <i>c</i>	NUODOV	Distribution	
33		0	0.00%	93.94%	120% -			quency	Distribution	
34		1	3.03%	96.97%						
35		1	3.03%	100.00%	100% -					
36		0	0.00%	100.00%	80%		لہ	·		
37		0	0.00%	100.00%						
38		0	0.00%	100.00%	60% -					
39		0	0.00%	100.00%	40%		<u>ــــــــــــــــــــــــــــــــــــ</u>			
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44		0	0.00%	100.00%			Spi	ot Speed,	mph	V V) V)
45		0	0.00%	100.00%			•		•	
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47		0	0.00%	100.00%	25 -					
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49		0	0.00%	100.00%	20 -					
50		0	0.00%	100.00%	ਨੇ ₁₅					
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52		0	0.00%	100.00%	b 10 -					
53		0	0.00%	100.00%	<u>ت</u>					
54		0	0.00%	100.00%	5 -		!.	•		
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56		0	0.00%	100.00%	×	, o, o, c		ઝ^⊳ર્∿	64 63 64	\$ 6 6 K
57		0	0.00%	100.00%			Spo	t Speed, r	nph	-
Total:	3	3	100%				•		-	

CITY OF MALIBU I1										
STREET CIVIC CENTER WAY	,	CERTIFICATION DATE:	3/16/2022							
FROM Malibu Canyon Road		TO Webb Way								
SPEED FACTORS										
Date of Speed Survey	2/23/2022	Posted Speed Limit	40							
Time of Speed Survey 1	:00 P.M. to 2:20 P.M.	Speed Justification								
50th Percentile Speed (Mean Spe	ed) 32	85th percentile speed downgrade	d due to restricted sight							
85th Percentile Speed	39	and no sidewalks	ature, residential density							
10 mph Pace Speed	28-37									
Percentage of Vehicles in Pace	56%	Recommended Speed Limit	<u>35</u>							
Number of Survey Samples	136									
COLLISION HISTORY										
Number of Years Studied	3									
Total Collisions	6									
Collision Rate (ACC/MVM)	1.11									
Expected Collisions (ACC/MVM)	1.48									
TRAFFIC FACTORS										
Average Daily Traffic	7,254	Date Counted 10/20/2021								
Number of Lanes	One lane in each	direction								
Type of Traffic Control	Signalized at Mali Pacifica and Web	bu Canyon Rd and Winter Canyon Rd b Way	stop-controlled at Vista;							
Crosswalks?	No									
Pedestrian Traffic	None present									
Bicycle Traffic	None present									
Truck Traffic	None present									
On-Street Parking	Minimal street-adj	jacent parking available								
Sidewalks?	No									
Driveways?	Minimal									
ROADWAY FACTORS										
Length of Segment	3600'									
Width	24'									
Vertical Curve	Moderate									
Horizontal Curve	Yes									
Visibility	Restricted due to	Horizontal road curvature								
Roadway Conditions	Fair									
Lighting	Yes, on south side	e of segment								
Adjacent Land Use	School and comm									
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the										
VC.	16-Mar-22	TE 2531								
Sri Chakravarthy	Date	State Registration N	lumber							

			CĽ	TY OF MA	LIBU				
Client:		KIMLEY-HO	RN						
Street:		Civic Center	Way						
Spt.Spd. Loc	ation:	Malibu Canyo	n Road to Webb	Way					Ref. # 11
<u> </u>		<u> </u>	Cumulative	Date:		2/23/2022	Dav:	Wednesday	
Speed	Frequency	Percent	Percent	Weather:		Dry, clear		j	
13	0	0.00%	0.00%	Hours:	I	1:00 P.M.	То	2:20 P.M.	
14	0	0.00%	0.00%	Recorder:		NDS			
15	0	0.00%	0.00%	Posted Spee	d:	40			
16	0	0.00%	0.00%	Channelizat	ion:	Painted median	and soli	d 2-way traffi	c
17	0	0.00%	0.00%	Street Widtl	h:	Var			
18	0	0.00%	0.00%	Comm./Resi	d.:	Residential			
19	1	0.74%	0.74%	DIRECTIO	N:	Eastbound / W	estbound	Combined	
20	6	4.41%	5.15%	DATA ANA	LYSIS:				
21	3	2.21%	7.35%	Mean Speed	l :			N/A	
22	2	1.47%	8.82%	Standard Do	eviation:			N/A	
23	3	2.21%	11.03%	Standard er	ror of th	e mean:		N/A	
24	3	2.21%	13.24%	15th Percen	tile:			25	
25	10	7.35%	20.59%	50th Percent	tile:			32	
26	2	1.47%	22.06%	85th Percent	tile:		20	39	27
27	4	2.94%	25.00%	10 Mile Pace	e:		28	to	37
28	7	5.15%	30.15%	% of Sample	es in 10-1	Mile Pace:		55.88%	
29	4	2.94%	33.09%	# in 10 MPH	l pace:			/6	
30	12	8.82%	41.91%	Comments:					
31	6	4.41%	46.32%						
32	6	4.41%	50.74%	Cumulative Frequency	Cu	mulative Freq	uency	Distribution	
33	4	2.94%	55.08%	120% -					
34 25	3	2.21%	55.88% (0.85%	100%					
33 26	19	15.97%	09.8370						
30	0	4.4170	74.2070 80.88%	80%				/	
38	5	3 68%	84 56%	60%					
39	5	3.68%	88 24%						
40	7	5 15%	93 38%	40% =					
41	3	2.21%	95.59%	20%					
42	1	0.74%	96.32%	20/0					
43	1	0.74%	97.06%	0% ++++	+++1++	+++++++++++++++++++++++++++++++++++++++		+++++++++++++++++++++++++++++++++++++++	+++++++++++++++++++++++++++++++++++++++
44	1	0.74%	97.79%	~5 ~6	~ 2	12 12 5	3 ^A 3 [∖]	°∕4 €∕4 ∕∕4	8 6 6
45	3	2.21%	100.00%			Spo	ot Speea,	mpn	
46	0	0.00%	100.00%			Frequency	. Dietrik	ution	
47	0	0.00%	100.00%			Frequency	Distrib	ution	
48	0	0.00%	100.00%	40					
49	0	0.00%	100.00%	35					
50	0	0.00%	100.00%	30 75 05					
51	0	0.00%	100.00%	20 20					
52	0	0.00%	100.00%						
53	0	0.00%	100.00%						
54	0	0.00%	100.00%	5					
55	0	0.00%	100.00%		╷╷╷╸┨╻┨╷		▎<u></u>▋╷┓╷<u>▋</u>╷<u>┃</u>╷	┨╷┨╷┨╷┓╷╸╷┛╷	$ \cdots $
56	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	, ¹ , ¹ ,	< 1/2 1/2 m ²	3 ^A 3 [√]	N 23 NO	\$ 6 K
57	0	0.00%	100.00%			Spot	Speed, n	nph	
Total:	136	100%					,	•	

	TY OF M/		URVEY	12
STREET CIVIC CENTER WAY		CERTIF	ICATION DATE:	3/16/2022
		10	Cross Creek Road	
SPEED FACTORS	10/10/0001	D (10		25
Date of Speed Survey	10/19/2021	Posted S	peed Limit	25
Time of Speed Survey 9:00 A. 50th Demonstrike Owned (Masse Owned)	M. to 10:30 A.M.	85th perce	ISTIFICATION	tue to high pedestrian
50th Percentile Speed (Mean Speed)	26	activity		de lo high pedestilan
Asth Percentile Speed	31	-		
10 mph Pace Speed	22-31	_		
Percentage of Vehicles in Pace	77%	Recomm	ended Speed Limit	<u>25</u>
Number of Survey Samples	103			
COLLISION HISTORY	_			
Number of Years Studied	3			
Total Collisions	2			
Collision Rate (ACC/MVM)	1.27			
Expected Collisions (ACC/MVM)	1.48			
TRAFFIC FACTORS				
Average Daily Traffic	4,222	Date Cou	inted 10/20/2021	
Number of Lanes	One lane in each	direction		
Type of Traffic Control	Signalized at Web	b Way, Stop-c	controlled at Cross Creek	Road
Crosswalks?	Multiple			
Pedestrian Traffic	High			
Bicycle Traffic	None present			
Truck Traffic	None present			
On-Street Parking	Street-adjacent at	both sides of s	segment	
Sidewalks?	On both sides of s	egment		
Driveways?	Moderate			
ROADWAY FACTORS				
Length of Segment	1800'			
Width	33'			
Vertical Curve	No			
Horizontal Curve	No			
Visibility	Fair			
Roadway Conditions	TWLTL Striped m	edian; bus stop	os; Ped Xing Sign	
Lighting	No			
Adjacent Land Use	Commercial, Park	and Library		
Field Study By KI	HA Ch	ecked By	KHA	
CERTIFICATION: I Sri Chakravarthy d within the City of Malibu was perform I certify that City staff is experienced i State of California as a Professional E	o hereby certify th ed under my supe n performing surv ngineer (Traffic).	at this Engin rvision and is eys of this ty	eering and Traffic Sur s accurate and comple /pe. I am duly register	vey ete. ed in the

Ve.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CL	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Civic Center	Way					
Spt.Spd. Loc	ation:	Webb Way to	Cross Creek Roa	d				Ref. # 12
		<u> </u>	Cumulative	Date:	10/19/2021	Dav:	Tuesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
13	1 1	0.97%	0.97%	Hours:	9:00 A.M.	То	10:30 A.M.	
14	0	0.00%	0.97%	Recorder:	NDS	-		
15	1	0.97%	1.94%	Posted Speed:	25			
16	C	0.00%	1.94%	Channelization:	Painted median	and sol	id 2-way traffi	c
17	0	0.00%	1.94%	Street Width:	33'			
18	3	2.91%	4.85%	Comm./Resid.:	Commercial			
19	1	0.97%	5.83%	DIRECTION:	Eastbound / We	estbound	l Combined	
20	5	4.85%	10.68%	DATA ANALYSIS:	:			
21	3	2.91%	13.59%	Mean Speed:			N/A	
22	7	6.80%	20.39%	Standard Deviation	:		N/A	
23	4	3.88%	24.27%	Standard error of t	he mean:		N/A	
24	7	6.80%	31.07%	15th Percentile:			22	
25	9	8.74%	39.81%	50th Percentile:			26	
26	11	10.68%	50.49%	85th Percentile:			31	
27	7	6.80%	57.28%	10 Mile Pace:		22	to	31
28	9	8.74%	66.02%	% of Samples in 10	-Mile Pace:		76.70%	
29	10	9.71%	75.73%	# in 10 MPH pace:			79	
30	9	8.74%	84.47%	Comments:				
31	6	5.83%	90.29%					
32	1	0.97%	91.26%	Cumulative Frequency CI	umulative Fred	uencv	Distribution	
33	4	3.88%	95.15%	120%		, ,		
34	4	3.88%	99.03%	4000/				
35	C	0.00%	99.03%	100%	~			
36		0.97%	100.00%	80%				
37		0.00%	100.00%					
38		0.00%	100.00%	60%				
39			100.00%	40%				
40			100.00%					
41			100.00%	20%	/			
42			100.00%	0%	+++++++++++++++++++++++++++++++++++++++			+++++++++++++++++++++++++++++++++++++++
43			100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\mathcal{F} \mathcal{F} \mathcal{F}	3 ^A 3 ¹	64 63 K	\$ ² \$7 \$7
44			100.00%		Spo	ot Speed,	mph	
45			100.00%					Ĩ
40			100.00%		Frequency	^v Distril	bution	
47			100.00%	25				
40		0.00%	100.00%	20				
50		0.00%	100.00%	20				
51		0.00%	100.00%	ິຍີ 15				
52		0.00%	100.00%	dne	-			
53		0.00%	100.00%	0 10 +				
54		0.00%	100.00%	5	┨╶┨┨┨┫┨┫			
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56	l c	0.00%	100.00%		<mark>╷╼╷┹╷┹╷┺╷┺╷┺╷┺╷┺╷</mark> ┛ へ ╲ ╲	╡╝╎╝╎╴┤╝╷╴ ╲╴╴╴╱	·····	
57		0.00%	100.00%		レ ひ ひ ゔ -	3 ¹ 3	°, °, °, °, °, °, °, °, °, °, °, °, °, °	^م ن ^ب ن ^ب م
Total:	103	100%			Spot	Speed, I	mpn	

	TY OF MA	LIBU AFFIC SURVEY	14
STREETCORRAL CANYON ROADFROMCity Limit)	CERTIFICATION DATE: TO Pacific Coast Highway	3/16/2022
SPEED FACTORS			
Date of Speed Survey	10/20/2021	Posted Speed Limit	30
Time of Speed Survey12:30	P.M. to 2:00 P.M.	Speed Justification	
50th Percentile Speed (Mean Speed)	30	85th percentile speed downgraded d	ue to restricted sight
85th Percentile Speed	35		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	65%	Recommended Speed Limit	<u>30</u>
Number of Survey Samples	103		
COLLISION HISTORY			
Number of Years Studied	3		
Total Collisions	1		
Collision Rate (ACC/MVM)	0.44		
Expected Collisions (ACC/MVM)	1.48		
TRAFFIC FACTORS			
Average Daily Traffic	1,403	Date Counted 10/20/2021	
Number of Lanes	One lane in each di	rection	
Type of Traffic Control	Signalized at Pacific	c Coast Highway	
Crosswalks?	No		
Pedestrian Traffic	None present		
Bicycle Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	Turnouts		
Sidewalks?	No		
Driveways?	No		
ROADWAY FACTORS			
Length of Segment	7900'		
Width	22'		
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Restricted due to ro	bad curvature	
Roadway Conditions	Fair; Sharp curves;	15mph advisory curve speed	
Lighting	No		
Adjacent Land Use	Residential, vacant,	Trailhead	
Field Study By K	HA Cheo	cked By KHA	
CERTIFICATION: I Sri Chakravarthy d within the City of Malibu was perform I certify that City staff is experienced	o hereby certify that ed under my superv in performing surve	this Engineering and Traffic Survision and is accurate and complety s of this type. I am duly registered	rey te. ed in the
Stare of Galifornia as a Professional I	ngineer (Traffic).	TE 2531	
	Dato	State Projection Nu	mhor

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					<u>.</u>
Street:		Coral Canyon	Road					
Spt.Spd. Loc	ation:	Pacific Coast	Highway to City	Limit				Ref. # 14
			Cumulative	Date:	10/20/2021	Day:	Wednesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			_
13	0	0.00%	0.00%	Hours:	12:30 P.M.	То	2:00 P.M.	
14	0	0.00%	0.00%	Recorder:	NDS			
15	0	0.00%	0.00%	Posted Speed:	30			-
16	0	0.00%	0.00%	Channelization:	Skip dash 2-wa	y traffic		
17	0	0.00%	0.00%	Street Width:	22'			
18	0	0.00%	0.00%	Comm./Resid.:	Residential			
19	1	0.97%	0.97%	DIRECTION:	Northbound / S	outhbou	nd Combined	
20	5	4.85%	5.83%	DATA ANALYSIS:				
21	2	1.94%	7.77%	Mean Speed:			N/A	
22	3	2.91%	10.68%	Standard Deviation:	:		N/A	
23	6	5.83%	16.50%	Standard error of th	e mean:		N/A	
24	4	3.88%	20.39%	15th Percentile:			23	
25	7	6.80%	27.18%	50th Percentile:			30	
26	2	1.94%	29.13%	85th Percentile:			35	
27	4	3.88%	33.01%	10 Mile Pace:		27	to	36
28	4	3.88%	36.89%	% of Samples in 10-	Mile Pace:		65.05%	
29	7	6.80%	43.69%	# in 10 MPH pace:			67	
30	8	7.77%	51.46%	Comments:				
31	10	9.71%	61.17%					
32	7	6.80%	67.96%	Cumulative	mulativo Frog	uency	Distribution	
33	8	7.77%	75.73%	120% ¬	malative i req	ucify	Distribution	
34	8	7.77%	83.50%					
35	7	6.80%	90.29%	100%				
36	4	3.88%	94.17%	80%				
37	3	2.91%	97.09%			/		
38	3	2.91%	100.00%	60%	/			
39	0	0.00%	100.00%	40%				
40	0	0.00%	100.00%					
41	0	0.00%	100.00%	20%	/			
42	0	0.00%	100.00%		• • • • • • • • • • • • •			
43	0	0.00%	100.00%	N3 N0 N9 N	∕ √⊃ ∿ ∞`	~~ ~	on en on	No 67 65
44	0	0.00%	100.00%		Spo	t Speed,	mph	v
45	0	0.00%	100.00%		-	-	-	F
46	0	0.00%	100.00%		Frequency	Distrik	oution	
47	0	0.00%	100.00%	25				
48	0	0.00%	100.00%					
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	ठ ₁₅				
51	0	0.00%	100.00%					
52	0	0.00%	100.00%	8 10				
53	0	0.00%	100.00%	<u>ا</u> ت _				
54	0	0.00%	100.00%	5	<u>, , , , </u>		•	
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56	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2 42 42 m	3 ^A 3 [√]	64 64 G	\$ 6 6 6
57	0	0.00%	100.00%		Spot	Speed, r	nph	
Total:	103	100%			• • •	• •	-	

15

STREET	CROSS CREEK RC	AD	CERTIFICAT	ION DATE:	3/16/2022
FROM	Civic Center Way		TO Pacific	Coast Highway	
SPEED FAC	TORS				
Date of Speed	Survey	10/19/2021	Posted Speed	Limit	Not Posted
Time of Speed	l Survey	2:10 P.M. to 3:45 P.M.	Speed Justifica	ation	
50th Percentil	e Speed (Mean Sp	eed) 14	Business District;	Prima Facie	
85th Percentil	e Speed	15			
10 mph Pace	Speed	10-19			
Percentage of	Vehicles in Pace	99%	Recommended	Speed Limit	<u>25</u>
Number of Su	rvey Samples	102			
COLLISION	HISTORY				
Number of Yea	ars Studied	3			
Total Collisior	ıs	1			
Collision Rate	(ACC/MVM)	1.03			
Expected Coll	isions (ACC/MVM)	1.48			
TRAFFIC FA	CTORS				
Average Daily	Traffic	4,677	Date Counted	10/20/2021	
Number of La	nes	One lane in each d	irection		
Type of Traffic	c Control	Signalized at Pacifi	c Coast Highway; sto	p-controlled at Civi	c Center Way
Crosswalks?		Yes			·
Pedestrian Tra	affic	High			
Bicycle Traffic	;	None present			
Truck Traffic		Minimal			
On-Street Parl	king	Street-adjacent at I	both sides of segmer	it; moderate parking	g turnover
Sidewalks?	-	At both sides of se	gment		
Driveways?		Multiple	-		
ROADWAY	FACTORS				
Length of Seg	ment	1000'			
Width		32'			
Vertical Curve	•	No			
Horizontal Cu	rve	Minimal			
Visibility		Fair			
Roadway Con	ditions	Fair; bus stops; Pe	d Xing sign		
Lighting		No			
Adjacent Land	l Use	Commercial			
	Field Study By	KHA Che	cked By KHA	4	
CERTIFICATIO within the City I certify that C State of Califo	DN: I Sri Chakrava / of Malibu was pe ity staff is experie ›rnia as a Professi	rthy do hereby certify tha rformed under my super nced in performing surve onal Engineer (Traffic).	t this Engineering vision and is accu eys of this type. I	and Traffic Survite and comple am duly register	vey te. ed in the
V		16-Mar-22		TE 2531	
Sri Chakravar	thy	Date	State	Registration Nur	mber

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Cross Creek H	Road					
Spt.Spd. Loca	ation:	Civic Center	Way to Pacific Co	ast Highway				Ref. # 15
			Cumulative	Date:	10/19/2021	Day:	Tuesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			-
10	25	24.51%	24.51%	Hours:	2:10 P.M.	То	3:45 P.M.	
11	13	12.75%	37.25%	Recorder:	NDS			
12	13	12.75%	50.00%	Posted Speed:	N/A			
13	11	10.78%	60.78%	Channelization:	Solid striping 2	-way traf	ffic	
14	15	14.71%	75.49%	Street Width:	32'			
15	14	13.73%	89.22%	Comm./Resid.:	Commercial			
16	6	5.88%	95.10%	DIRECTION:	Eastbound / We	estbound	Combined	
17	3	2.94%	98.04%	DATA ANALYSIS:				
18	0	0.00%	98.04%	Mean Speed:			N/A	
19	1	0.98%	99.02%	Standard Deviation	:		N/A	
20	1	0.98%	100.00%	Standard error of th	ne mean:		N/A	
21	0	0.00%	100.00%	15th Percentile:			<10	
22	0	0.00%	100.00%	50th Percentile:			14	
23	0	0.00%	100.00%	85th Percentile:			15	
24	0	0.00%	100.00%	10 Mile Pace:		10	to	19
25	0	0.00%	100.00%	% of Samples in 10-	Mile Pace:		99.02%	
26	0	0.00%	100.00%	# in 10 MPH pace:			101	
27	0	0.00%	100.00%	Comments:				
28	0	0.00%	100.00%					
29	0	0.00%	100.00%	Cumulative Frequency CU	mulative Fred	uencv I	Distribution	
30	0	0.00%	100.00%	120%				
31	0	0.00%	100.00%	4000/				
32	0	0.00%	100.00%	100%				
33	0	0.00%	100.00%	80%				
34	0	0.00%	100.00%					
35	0	0.00%	100.00%	60%				
30	0	0.00%	100.00%	40%				
3/	0	0.00%	100.00%					
30 30	0	0.00%	100.00%	20%				
39 40	0	0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++				
40	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	° ~ ~ ~	s^ s≯	5 1 1 1 1 C	ે જે જે બે
42	0	0.00%	100.00%		Spo	ot Speed,	mph	
43	0	0.00%	100.00%		_			II
44	0	0.00%	100.00%		Frequency	Distrib	ution	
45	0	0.00%	100.00%	30				
46	0	0.00%	100.00%	25				
47	0	0.00%	100.00%	> 20				
48	0	0.00%	100.00%					
49	0	0.00%	100.00%					
50	0	0.00%	100.00%	변 10				
51	0	0.00%	100.00%	5				
52	0	0.00%	100.00%					
53	0	0.00%	100.00%	י ס <i>י</i> כ <i>י סי</i>	പ 	a [\] a [\]	A N N	۲۰۰۰ <u>م</u>
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Total:	102	100%			500	. speeu, ii		

17

STREET FROM	DUME DRIVE Heathercliff Road		CERTI TO	FICATION DATE: Cliffside Drive	3/16/2022
SPEED FAC	TORS				
Date of Speed	Survey	10/21/2021	Posted	Speed Limit	30
Time of Speed	I Survey 9:	:00 A.M. to 11:00 A.M.	Speed .	Iustification	
50th Percentil	e Speed (Mean Spe	ed) 25	Fronting	residential; Prima Faci	e speed limit
85th Percentil	e Speed	30			
10 mph Pace S	Speed	20-29			
Percentage of	Vehicles in Pace	73%	Recom	nended Speed Limi	t <u>25</u>
Number of Su	rvey Samples	91			
COLLISION	<u>HISTORY</u>				
Number of Yea	ars Studied	3			
Total Collision	าร	1			
Collision Rate	(ACC/MVM)	0.67			
Expected Coll	isions (ACC/MVM)	1.48			
TRAFFIC FA	CTORS				
Average Daily	Traffic	1,173	Date Co	ounted 10/20/202	21
Number of La	nes	One lane in each	direction		
Type of Traffic	c Control	AWSC Stop-con	trolled		
Crosswalks?		No			
Pedestrian Tra	affic	Minimal			
Bicycle Traffic	;	None present			
Truck Traffic		None present			
On-Street Parl	king	Yes, low turnove	r		
Sidewalks?		Yes, DG along e	ast side		
Driveways?		Multiple			
ROADWAY	FACTORS				
Length of Seg	ment	6100'			
Width		22'			
Vertical Curve		Moderate			
Horizontal Cu	rve	Moderate			
Visibility		Minimal restrictio	n due to horiz	oantal road curvature	
Roadway Con	ditions	Fair, regular spe	ed humps		
Lighting		No			
Adjacent Land	Use	Single family res	idential		
	Field Study By	KHA Cł	necked By	KHA	
CERTIFICATIC within the City I certify that C	DN: I Sri Chakravart / of Malibu was per ity staff is experien	hy do hereby certify th formed under my sup ced in performing sur	nat this Engi ervision and veys of this	neering and Traffic is accurate and co type. I am duly reg	Survey mplete. istered in the

Store of California as a Professional Engineer (Traffic).

	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CĽ	TY OF MALIBU				
Client:		KIMLEY-HO	RN					
Street:		Dume Drive						
Spt.Spd. Loca	ation:	Heathercliff R	load to Cliffside I	Drive				Ref. # 17
			Cumulative	Date:	10/21/2021	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
13	0	0.00%	0.00%	Hours:	9:00 A.M.	То	11:00 A.M.	
14	0	0.00%	0.00%	Recorder:	NDS			
15	0	0.00%	0.00%	Posted Speed:	30)		
16	1	1.10%	1.10%	Channelization:	Solid striping 2	2-way tra	ffic	
17	2	2.20%	3.30%	Street Width:	22'			
18	3	3.30%	6.59%	Comm./Resid.:	Residential			
19	4	4.40%	10.99%	DIRECTION:	Northbound / S	Southbou	nd Combined	
20	16	17.58%	28.57%	DATA ANALYSIS:				
21	3	3.30%	31.87%	Mean Speed:			N/A	
22	0	0.00%	31.87%	Standard Deviation			N/A	
23	5	5.30%	35.16%	Standard error of the	ie mean:		N/A 20	
24	J 19	5.49% 10.78%	40.00%	15th Percentile:			20	
25	10	3 20%	63 74%	Sour Fercentile: 85th Porcontilo:			23	
20	3	3.30% 8.79%	72 53%	10 Mile Pace		20		20
27	3	3 30%	75.82%	% of Samples in 10-	Mile Pace	20	72 53%	29
20	7	7 69%	83 52%	# in 10 MPH nace	wine i acc.		66	
30	8	8.79%	92.31%	Comments:			00	
31	4	4.40%	96.70%	Commentes				
32	1	1.10%	97.80%	Cumulative				
33	2	2.20%	100.00%	Frequency CU	imulative Fred	quency	Distribution	
34	0	0.00%	100.00%	120%				
35	0	0.00%	100.00%	100%				
36	0	0.00%	100.00%	80%				
37	0	0.00%	100.00%	00 //				
38	0	0.00%	100.00%	60%				
39	0	0.00%	100.00%	40%				
40	0	0.00%	100.00%					
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%	0%				+++++++++++++++++++++++++++++++++++++++
43	0	0.00%	100.00%	10 ch ch ch		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	04 c2 04	\$ 67 6°
44	0	0.00%	100.00%		Spo	ot Speed,	mph	
45	0	0.00%	100.00%	-				T
46	0	0.00%	100.00%		Frequency	/ Distrik	oution	
4/	0	0.00%	100.00%	40				
48	0	0.00%	100.00%	35				
49	0	0.00%	100.00%	30				
51	0	0.00%	100.00%	25				
52	0	0.00%	100.00%	20	•			
53	0	0.00%	100.00%	ײַ 15 				
54	0	0.00%	100.00%	10	- I a			
55	0	0.00%	100.00%			_ •		
56	0	0.00%	100.00%		<u>ੑ੶ੑਫ਼ੑ੶ਫ਼੶ਫ਼੶ਫ਼੶ਫ਼੶ਫ਼੶ਫ਼੶</u> ੑੑ੶ੑਫ਼੶ਫ਼੶ਫ਼੶੶੶	■ ■ - - - - - N 1	·····	ال البنانانا البنانا
57	0	0.00%	100.00%	~ ~ ~ ~ ~ ^	/ い い い ・	იე ^ი იე .		N ² 5 ⁴ 5 ³
Total:	91	100%			Spor	. speea, r	прп	

ENGIN	CITY OF N	IALIBU18TRAFFIC SURVEY18
STREET ENCINAL CANYON	ROAD	CERTIFICATION DATE: 3/16/2022
SPEED FACTORS		
Date of Speed Survey	10/27/2021	Posted Speed Limit 45
Time of Speed Survey	2:00 P.M. to 2:00 P.M.	Speed Justification
50th Percentile Speed (Mean Spe	ed) 39	85th percentile speed downgraded due to restricted sight distance
85th Percentile Speed	47	from horizontal and vertical curvature
10 mph Pace Speed	35-44	
Percentage of Vehicles in Pace	61%	Recommended Speed Limit 40
Number of Survey Samples	114	<u></u>
COLLISION HISTORY		
Number of Years Studied	3	
Total Collisions	2	
Collision Rate (ACC/MVM)	0.55	
Expected Collisions (ACC/MVM)	1.48	
TRAFFIC FACTORS		
Average Daily Traffic	1,532	Date Counted 10/26/2021
Number of Lanes	One lane in each	direction
Type of Traffic Control	TWSC Stop-contr	olled at PCH
Crosswalks?	No	
Pedestrian Traffic	None present	
Bicycle Traffic	None present	
Truck Traffic	Minimal	
On-Street Parking	No	
Sidewalks?	No	
Driveways?	Multiple	
ROADWAY FACTORS		
Length of Segment	11500'	
Width	22'	
Vertical Curve	Moderate	
Horizontal Curve	Moderate	
Visibility	Restricted due to	road curvature
Roadway Conditions	Fair; sharp curves	s; Curve speed restriction (35mph); Dip and Slow signs
Lighting	No	
Adjacent Land Use	Single family resid	dential; vacant
Field Study By	KHA Ch	ecked By KHA
CERTIFICATION: I Sri Chakravar within the City of Malibu was per I certify that City staff is experier State of California as a Professio	thy do hereby certify th formed under my supe need in performing surv onal Engineer (Traffic). 16-Mar-22	at this Engineering and Traffic Survey rvision and is accurate and complete. reys of this type. I am duly registered in the TE 2531
Sri Chakravarthy	Date	State Registration Number

			CI	TY OF	MALIBU				
Client:		KIMLEY-HC	ORN						
Street:		Encinal Cany	on Road						-
Spt.Spd. Loc	ation:	Pacific Coast	Highway to Nortl	n City Li	mit				Ref. # 18
			Cumulative	Date:		10/27/2021	Day:	Wednesday	
Speed	Frequency	Percent	Percent	Weath	er:	Dry, clear		y	-
13		0.00%	0.00%	Hours:		12:00 P.M.	То	2:00 P.M.	
14	0	0.00%	0.00%	Record	er:	NDS			-
15	0	0.00%	0.00%	Posted	Speed:	45			-
16	0	0.00%	0.00%	Chann	elization:	Solid striping 2	-way tra	ffic	
17	0	0.00%	0.00%	Street	Width:	22'			
18	0	0.00%	0.00%	Comm.	/Resid.:	Residential			
19	C	0.00%	0.00%	DIREC	TION:	Northbound / S	outhbou	nd Combined	
20	0	0.00%	0.00%	DATA	ANALYSIS	•			
21	0	0.00%	0.00%	Mean S	Speed:			N/A	
22	0	0.00%	0.00%	Standa	rd Deviation	ı:		N/A	
23	0	0.00%	0.00%	Standa	rd error of t	he mean:		N/A	
24	0	0.00%	0.00%	15th Pe	ercentile:			34	
25	0	0.00%	0.00%	50th Pe	ercentile:			39	
26	0	0.00%	0.00%	85th Pe	ercentile:			47	
27	1	0.88%	0.88%	10 Mile	e Pace:		35	to	44
28	0	0.00%	0.88%	% of S	amples in 10	-Mile Pace:		61.40%	
29	2	1.75%	2.63%	# in 10	MPH pace:			70	
30	3	2.63%	5.26%	Comm	ents:				
31	2	1.75%	7.02%						
32	5	4.39%	11.40%	Cumulat		umulativo Frod	uency	Distribution	
33	2	1.75%	13.16%	120% -			ucity	Distribution	
34	4	3.51%	16.67%						
35	13	11.40%	28.07%	100% -					~
36	8	7.02%	35.09%	80%					/
37	10	8.77%	43.86%	-					
38	3	2.63%	46.49%	60% -					
39	4	3.51%	50.00%	40%				/	
40	6	5.26%	55.26%	-					
41	9	7.89%	63.16%	20%			\mathcal{I}		
42		4.39%	67.54%	0%		+++++++++++++++++++++++++++++++++++++++	+++++		+++++++++++++++++++++++++++++++++++++++
43	3	2.63%	70.18%	¢.	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		° ^A ° ^A	04 CA 04	\$ 5 · 5
44	9	7.89%	78.07%			Spo	ot Speed,	mph	
45	4	3.51%	81.58%	ſ					T
40	12	1./5%	83.33%			Frequency	Distrib	oution	
4/	12	10.55%	93.80%	25 -					
40	1	0.0070	94.7470						
49	C C	0.00%	100.00%	20 -					
51		0.00%	100.00%	່ <mark>ວ</mark> ີ 15 -					
52		0.00%	100.00%	Inei					
53		0.00%	100.00%	9 10 -					
54		0.00%	100.00%	5					
55		0.00%	100.00%					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
56		0.00%	100.00%	0 -		<u>╷╷╷╷╷╷</u> ┛╷┨╷┫╷┫╷	└┼╝┼╝┼╝┼╝┼ ╝	■ ;	┉┉
57		0.00%	100.00%	^	o 10 10	* * * * *	જે જે	A0 A3 A0	જે જે જે
Total:	114	100%	100.0070			Spot	Speed, n	nph	
- 51411	117	100/0		L					

STREET FERNHILL DRIVE CERTIFICATION DATE: 3/16/2022 FROM Wildlife Road TO Grayfox Street SPEED FACTORS Date of Speed Survey 10/20/2021 Posted Speed Limit 25 Time of Speed Survey 2:10 P.M. to 3:40 P.M. Speed Justification 85th percentile speed (Mean Speed) 26 B5th Percentile Speed 19-28 Speed Justification 85th percentile speed (Mean Speed) 26 Mumber of Survey Samples 100 Recommended Speed Limit 25 Number of Survey Samples 100 COLLISION HISTORY 3 Number of Vears Studied 3 3 104 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic 2.477 Date Counted 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 Number of Lanes Crosswalks at Greyfox St Pedestrian Traffic None present On-Street Parking No Sidewalk on Northwest side Driveways? Multiple Multiple Sidewalk on Northwest side Driveways? Koadway Conditions Fair Lighting No Visiting Restificed due to road curvature; School and speed hump Signs		ENGINE	CITY OF N ERING AND T	IALIBU RAFFIC SURVEY	19
FROM Wildlife Road TO Grayfox Street SPEED FACTORS Date of Speed Survey 2:10 P.M. to 3:40 P.M. Speed Justification 50th Percentile Speed (Mean Speed) 26 85th Percentile speed downgraded due to restricted sight die form vertical road curvature 10 mph Pace Speed 30 30 30 10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 25 Number of Survey Samples 100 0 25 Number of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 0 25 Number of Years Studied 3 3 30 Total Collisions (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic 2.477 Date Counted 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 10/20/2021 Number of Tarfic Minimal Bicycle Traffic None present Truck Traffic None present Truck Traffic None present	STREET	FERNHILL DRIVE		CERTIFICATION DATE: 3/16/2	2022
SPEED FACTORS Date of Speed Survey 10/20/2021 Posted Speed Limit 25 Time of Speed Survey 2:10 P.M. to 3:40 P.M. Speed Justification 85th percentile speed downgraded due to restricted sight dis 50th Percentile Speed 30 10 mph Pace Speed 10 10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 60% Percentage of Vehicles in Pace 60% Recommended Speed Limit 25 Number of Survey Samples 100 0 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS One lane in each direction 10/20/2021 Average Daily Traffic 2.477 Date Counted 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 10/20/2021 Number of Segment Sidewalk on Northwest side 10/20/2021 10/20/2021 Number of Segment 1680' 10/20/2021 10/20/2021 Number of Segment 1680' 10/20/2021 10/20/2021 Number of Lanes OG Sidewalk on Northwest	FROM	Wildlife Road		TO Grayfox Street	
Date of Speed Survey 10/20/2021 Posted Speed Limit 25 Time of Speed Survey 2:10 P.M. to 3:40 P.M. Speed Justification 50 Softh Percentile Speed (Mean Speed) 26 85th Percentile Speed downgraded due to restricted sight dis from vertical road curvature 10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 26 26 COLLISION HISTORY Number of Years Studied 3 Total Collisions 0 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic 2,477 Date Counted 10/20/2021 Number of Traffic Control Stop controlled 10/20/2021 Trype of Traffic Control Stop controlled Crosswalks af Greyfox St Pedestrian Traffic None present Truck Traffic On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Vertical Curve Yes Horizontal Curve<	SPEED FA	<u>CTORS</u>			
Time of Speed Survey 2:10 P.M. to 3:40 P.M. Speed Justification 50th Percentile Speed 26 85th percentile speed downgraded due to restricted sight dis 65th Percentile Speed 30 700 unvitable 26 700 mph Pace Speed 19-28 700 unvitable 25 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 26 26 COLLISION HISTORY Number of Years Studied 3 3 Total Collisions (ACC/MVM) 0.00 24 24 Expected Collisions (ACC/MVM) 1.48 10/20/2021 10/20/2021 Number of Tams One lane in each direction 10/20/2021 10/20/2021 Number of Tams One present 0 0 0 Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic None present 0 Truck Traffic None present 0 0 0 0 Sidewalks? DG Sidewalk on Northwest side 0 0 0 0 Sidewalks? DG Sidewalk on Northwest side 0 0 0 0 </td <td>Date of Spee</td> <td>d Survey</td> <td>10/20/2021</td> <td>Posted Speed Limit 25</td> <td></td>	Date of Spee	d Survey	10/20/2021	Posted Speed Limit 25	
Soth Percentile Speed (Mean Speed) 26 85th Percentile Speed downgraded due to restricted sight dis from vertical road curvature 85th Percentile Speed 30 10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 COLLISION HISTORY 100 Number of Years Studied 3 Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Dally Traffic Average Dally Traffic 2.477 Date Counted 10/20/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Evertee Minimal Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Ro	Time of Spee	ed Survey 2:1	0 P.M. to 3:40 P.M.	Speed Justification	
85th Percentile Speed 30 In other vertical road curvature 10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 COLLISION HISTORY 00 Number of Years Studied 3 Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic Average Daily Traffic 0 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present On-Street Parking No Sidewalk on Northwest side Driveways? Multiple RoAdvay FACTORS Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Yes Horizontal Curve Yes Horizontal Curve Yes Kadaway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Fleid Study By	50th Percent	ile Speed (Mean Speed) 26	85th percentile speed downgraded due to re	stricted sight distance
10 mph Pace Speed 19-28 Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100 25 COLLISION HISTORY 3 3 Number of Years Studied 3 3 Total Collisions 0 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic 2.477 Date Counted 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Stop controlled Crosswalks 1 Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No On-Street Parking No Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Length of Segment 1680' Visibility Restidential Visibility Restidential No Adjacent Land Use Single Family Residential Fied Study By KHA Checked By	85th Percent	ile Speed	30	from ventical road curvature	
Percentage of Vehicles in Pace 69% Recommended Speed Limit 25 Number of Survey Samples 100	10 mph Pace	e Speed	19-28		
Number of Survey Samples 100 COLLISION HISTORY 3 Number of Years Studied 3 Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic Average Daily Traffic 2,477 Date Counted Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Intervention Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA Checked By KHA	Percentage of	of Vehicles in Pace	69%	Recommended Speed Limit 25	
COLLISION HISTORY Number of Years Studied 3 Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS	Number of S	urvey Samples	100		
Number of Years Studied 3 Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS	COLLISION	<u>N HISTORY</u>			
Total Collisions 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Investment of Lanes Average Daily Traffic 2,477 Date Counted 10/20/2021 Number of Lanes One lane in each direction 10/20/2021 Type of Traffic Control Stop controlled Investment of Lanes 10/20/2021 Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Invest of Lanes Invest of Lanes Length of Segment 1680' Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Itighting No Adjacent Land Use Single Family Residential KHA CERTIFICATION: I Sri Chakravarthy dw hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed wither my supervision and is accurate and complete. Ice of alifornia as a Professional Engineer (Traffic).	Number of Y	ears Studied	3		
Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS	Total Collisio	ons	0		
Expected Collisions (ACC/MVM) 1.48 TRAFFIC FACTORS Average Daily Traffic 2,477 Date Counted 10/20/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Length of Segment Length of Segment 1680' Vidith 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Mailbu was performed under my supervision and is accurate and complete. <	Collision Rat	te (ACC/MVM)	0.00		
TRAFFIC FACTORS Average Daily Traffic 2,477 Date Counted 10/20/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Length of Segment 1680' Vidth 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Sato of alifornia as a Professional Engineer (Traffic).	Expected Co	Ilisions (ACC/MVM)	1.48		
Average Daily Traffic 2,477 Date Counted 10/20/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Type of Traffic Control Stop controlled Crosswalks at Greyfox St Pedestrian Traffic Minimal Encode Bicycle Traffic None present Truck Traffic On-Street Parking No Sidewalk on Northwest side Driveways? Multiple Multiple ROADWAY FACTORS Italian Italian Length of Segment 1680' Vidth Vidth 25' Vertical Curve Yes Horizontal Curve Yes Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Mallbu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Sato and allow and as a Professional Engineer (Traffic).	TRAFFIC F	ACTORS			
Number of Lanes One lane in each direction Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Length of Segment Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Safe of alifornia as a Professional Engineer (Traffic).	Average Dail	y Traffic	2,477	Date Counted 10/20/2021	
Type of Traffic Control Stop controlled Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Kent Street Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Safe of alifornia as a Professional Engineer (Traffic).	Number of L	anes	One lane in each	direction	
Crosswalks? Crosswalks at Greyfox St Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS I680' Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CEERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Safe of alifornia as a Professional Engineer (Traffic).	Type of Traff	ic Control	Stop controlled		
Pedestrian Traffic Minimal Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Itel to the segment Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Set of alifornia as a Professional Engineer (Traffic).	Crosswalks?	?	Crosswalks at Gr	eyfox St	
Bicycle Traffic None present Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Itel 880' Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do bereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Set to alifornia as a Professional Engineer (Traffic).	Pedestrian T	raffic	Minimal		
Truck Traffic None present On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Image: Stress of the stress	Bicycle Traff	ïc	None present		
On-Street Parking No Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Safe of california as a Professional Engineer (Traffic).	Truck Traffic	:	None present		
Sidewalks? DG Sidewalk on Northwest side Driveways? Multiple ROADWAY FACTORS Is80' Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Safe of California as a Professional Engineer (Traffic).	On-Street Pa	rking	No		
Driveways? Multiple ROADWAY FACTORS Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Yes Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Set alifornia as a Professional Engineer (Traffic).	Sidewalks?		DG Sidewalk on I	lorthwest side	
ROADWAY FACTORS Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Driveways?		Multiple		
Length of Segment 1680' Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Sinte of California as a Professional Engineer (Traffic).	ROADWAY	<u> FACTORS</u>			
Width 25' Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Length of Se	egment	1680'		
Vertical Curve Yes Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Width		25'		
Horizontal Curve Minimal Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Vertical Curv	/e	Yes		
Visibility Restricted due to road curvature; School and speed hump Signs Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Horizontal C	urve	Minimal		
Roadway Conditions Fair Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Visibility		Restricted due to	road curvature; School and speed hump Signs	
Lighting No Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Roadway Co	nditions	Fair		
Adjacent Land Use Single Family Residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).	Lighting		No		
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of Salifornia as a Professional Engineer (Traffic).	Adjacent Lar	nd Use	Single Family Res		
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the Sinte of Salifornia as a Professional Engineer (Traffic).		Field Study By	KHA Ch	ескеа Ву КНА	
16-Mar-22 TE 2531	CERTIFICAT within the Ci I certify that State of Calif	ION: I Sri Chakravarthy ty of Malibu was perfor City staff is experience fornia as a Professiona	do hereby certify th med under my supe d in performing surv I Engineer (Traffic).	at this Engineering and Traffic Survey rvision and is accurate and complete. reys of this type. I am duly registered in th	ne

V0.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CĽ	TY OF MALIBU				
Client:		KIMLEY-HO	RN					
Street:		Fernhill Drive	;					-
Spt.Spd. Loc	ation:	Wildlife Road	l to Grayfox Stree	t				Ref. # 19
			Cumulative	Date:	10/20/2021	Day:	Wednesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear		2	-
13	0	0.00%	0.00%	Hours:	2:10 P.M.	То	3:40 P.M.	
14	0	0.00%	0.00%	Recorder:	NDS	- ·		-
15	0	0.00%	0.00%	Posted Speed:	25			-
16	0	0.00%	0.00%	Channelization:	Solid striping 2	-way tra	ffic	-
17	1	1.00%	1.00%	Street Width:	25'			
18	2	2.00%	3.00%	Comm./Resid.:	Residential			
19	4	4.00%	7.00%	DIRECTION:	Northbound / S	outhbou	nd Combined	
20	10	10.00%	17.00%	DATA ANALYSIS:				
21	2	2.00%	19.00%	Mean Speed:			N/A	
22	6	6.00%	25.00%	Standard Deviation	:		N/A	
23	7	7.00%	32.00%	Standard error of th	ne mean:		N/A	
24	0	0.00%	32.00%	15th Percentile:			20	
25	12	12.00%	44.00%	50th Percentile:			26	
26	6	6.00%	50.00%	85th Percentile:			30	
27	6	6.00%	56.00%	10 Mile Pace:		19	to	28
28	16	16.00%	72.00%	% of Samples in 10-	Mile Pace:		69.00%	
29	4	4.00%	76.00%	# in 10 MPH pace:			69	
30	10	10.00%	86.00%	Comments:				
31	2	2.00%	88.00%					
32	4	4.00%	92.00%	Cumulative Frequency CU	mulative Fred	uencv	Distribution	
33	5	5.00%	97.00%	120% ₁				
34	2	2.00%	99.00%	1000/				
35	1	1.00%	100.00%	100%	/			
30 27	0	0.00%	100.00%	80%	<u>_</u>			
3/	0	0.00%	100.00%	60%	ſ			
30 30	0	0.00%	100.00%	00%				
	0	0.00%	100.00%	40%				
40	0	0.00%	100.00%	20%				
41	0	0.00%	100.00%	20%				
43	0	0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++		+++++	+ + + + + + + + + + + + + + + + + + + +	+++++++++++++++++++++++++++++++++++++++
44	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		34 3	A 63 K	ે જે જે જે
45	0	0.00%	100.00%		Spo	ot Speed,	mph	
46	0	0.00%	100.00%		F	Distuil		Ĩ
47	0	0.00%	100.00%		Frequency	Distric	oution	
48	0	0.00%	100.00%	25				
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	>				
51	0	0.00%	100.00%	1 5				
52	0	0.00%	100.00%	nb _e 10				
53	0	0.00%	100.00%	Ĕ Č				
54	0	0.00%	100.00%	5	 . .			
55	0	0.00%	100.00%					
56	0	0.00%	100.00%	ہ رکہ رکہ رکہ ا	ب ق ق زر ۲	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	े के के क
57	0	0.00%	100.00%		Spot	Speed. n	nph	υ, το
Total:	100	100%						

21

STREET	GUERNSEY AVENUE		CERTI	FICATION DATE:	3/16/2022
FROM	Morning View Drive		то	Pacific Coast Highway	
SPEED FAC	TORS				
Date of Speed	Survey	10/21/2021	Posted	Speed Limit	30
Time of Speed	Survey 10:30 A.M	M. to 12:00 P.M.	Speed J	ustification	
50th Percentil	e Speed (Mean Speed)	21	85th perc	entile speed	
85th Percentil	e Speed	29			
10 mph Pace \$	Speed	15-24			
Percentage of	Vehicles in Pace	58%	Recomm	nended Speed Limit	<u>30</u>
Number of Su	rvey Samples	114			
COLLISION	<u>HISTORY</u>				
Number of Yea	ars Studied	3			
Total Collision	าร	0			
Collision Rate	(ACC/MVM)	0.00			
Expected Coll	isions (ACC/MVM)	1.48			
TRAFFIC FA	ACTORS				
Average Daily	Traffic	1,497	Date Co	unted 10/20/2021	
Number of La	nes	One lane in each dir	ection		
Type of Traffic	c Control	Stop-controlled			
Crosswalks?		No			
Pedestrian Tra	affic	Low			
Bicycle Traffic	;	Low			
Truck Traffic		Minimal			
On-Street Parl	king	No			
Sidewalks?		Gravel Ped Path on	east side		
Driveways?		Minimal			
ROADWAY	FACTORS				
Length of Seg	ment	1000'			
Width		22'			
Vertical Curve	•	Yes			
Horizontal Cu	rve	Yes			
Visibility		Restricted due to roa	ad curvatur	e	
Roadway Con	ditions	Fair; "Share the Roa	d" bike Lar	ne	
Lighting		No			
Adjacent Land	l Use	Single family resider	ntial		
	Field Study By KH	A Chec	ked By	KHA	
CERTIFICATIC within the City I certify that C	DN: I Sri Chakravarthy do y of Malibu was performe ity staff is experienced in yrnia as a Professional F	hereby certify that ad under my supervi n performing survey ngineer (Traffic)	this Engi ision and rs of this	neering and Traffic Sur is accurate and comple type. I am duly registe	vey ete. red in the

Ve.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CĽ	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Guernsey Ave	enue					•
Spt.Spd. Loc	ation:	Morning View	v Drive to Pacific	Coast Highway				Ref. # 21
			Cumulative	Date:	10/21/2021	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	- '		•
13	2	1.75%	1.75%	Hours:	10:30 A.M.	То	12:00 P.M.	
14	7	6.14%	7.89%	Recorder:	NDS	-		•
15	15	13.16%	21.05%	Posted Speed:	30			•
16	8	7.02%	28.07%	Channelization:	Skip dash 2-wa	y traffic		-
17	3	2.63%	30.70%	Street Width:	22'			
18	4	3.51%	34.21%	Comm./Resid.:	Residential			
19	7	6.14%	40.35%	DIRECTION:	Northbound / S	outhbou	nd Combined	
20	10	8.77%	49.12%	DATA ANALYSIS:				
21	1	0.88%	50.00%	Mean Speed:			N/A	
22	10	8.77%	58.77%	Standard Deviation	:		N/A	
23	5	4.39%	63.16%	Standard error of the	ne mean:		N/A	
24	3	2.63%	65.79%	15th Percentile:			15	
25	6	5.26%	71.05%	50th Percentile:			21	
26	5	4.39%	75.44%	85th Percentile:		1.5	29	24
27	4	3.51%	78.95%	10 Mile Pace:	MI D	15	to	24
28	2	1.75%	80.70%	% of Samples in 10-	Mile Pace:		57.89%	
29	5	4.39%	85.09%	# in 10 MPH pace:			/3	
30	0 7	1.0270	92.1170	Comments:				
22	2	1./370	95.8076	Cumulativa				
32	3	2.03%	96.49%	Frequency CL	imulative Freq	luency	Distribution	
33	4	0.00%	100.00%	120% -				
35	0	0.00%	100.00%	100%				
36	0	0.00%	100.00%					
37	0	0.00%	100.00%	80%				
38	0	0.00%	100.00%	60%	/			
39	0	0.00%	100.00%	/م				
40	0	0.00%	100.00%	40%				
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%					
43	0	0.00%	100.00%		++++++++++++++++++++++++++++++++++++++		·····	
44	0	0.00%	100.00%		・ いっ いっ う` Sno	იკი იკა of Sneed	mnh	K 40 60
45	0	0.00%	100.00%		000	n opeca,	inpii	
46	0	0.00%	100.00%		Frequency	v Distrik	oution	
47	0	0.00%	100.00%	25	equoioj	2.00		
48	0	0.00%	100.00%	25				
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	5				
51	0	0.00%	100.00%					
52	0	0.00%	100.00%	8 10				
53		0.00%	100.00%		I. I			
54	0	0.00%	100.00%		11,11,11,.			
55	0	0.00%	100.00%	│ ₀ <u></u> ┃┃┃┃┃	╷┛╷┛╷┛╷┛╷┛╷┛╷┛╷┛╷┛╷	↓┃		\cdots
56 57	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	C	ઝે જે	N N N	જે જે જ
J/ Total:	114	1000/	100.00%		Spot	Speed, r	nph	
i otal:	114	100%						

STREET JOHN	TYLER DRIVE		CERTI	FICATION DATE:	3/16/2022
FROM Peppe	rdine University Entran	се	то	Pacific Coast Highwa	у
SPEED FACTORS	<u>5</u>				
Date of Speed Surve	y	10/20/2021	Posted	Speed Limit	Not posted
Time of Speed Surve	9:00 A.M.	to 10:30 A.M.	Speed .	Justification	
50th Percentile Spee	ed (Mean Speed)	20	85th per	centile speed	
85th Percentile Spee	ed	24			
10 mph Pace Speed		15-24			
Percentage of Vehic	les in Pace	83%	Recom	mended Speed Limit	<u>25</u>
Number of Survey Sa	amples	104			
COLLISION HIST	ORY				
Number of Years Stu	udied	3			
Total Collisions		0			
Collision Rate (ACC/	′MVM)	0.00			
Expected Collisions	(ACC/MVM)	1.24			
TRAFFIC FACTOR	RS				
Average Daily Traffic	2	2,333	Date Co	ounted 10/26/2021	l
Number of Lanes		Two lanes in each o	direction		
Type of Traffic Contr	rol	Signalized at Pacifi	c Coast Hig	hway; TWSC at Malibu (Country Dr
Crosswalks?		At Pacific Coast Hig	ghway		
Pedestrian Traffic		None present			
Bicycle Traffic		None present			
Truck Traffic		None present			
On-Street Parking		Restricted parking a	at both side	s of segment	
Sidewalks?		Yes			
Driveways?		No			
ROADWAY FACT	ORS				
Length of Segment		800'			
Width		45'			
Vertical Curve		Minimal			
Horizontal Curve		Minimal			
Visibility		Fair			
Roadway Conditions	5	Fair; raised median	; university	entrance	
Lighting		Yes			
Adjacent Land Use		Single family reside	ential; Unive	rsity	
Field	Study By KHA	Che	cked By	KHA	
CERTIFICATION: I So within the City of Ma	ri Chakravarthy do I libu was performed	nereby certify tha under my superv	t this Engi /ision and	ineering and Traffic s is accurate and com	Survey iplete.

I certify that City staff is experie	nced in performing surveys of thi	s type. I am duly registered in the
Stole of Galifornia as a Profession	onal Engineer (Traffic).	
	16-Mar-22	TE 2531

Sri Chakravarthy	Date	State Registration Number	

Client: KMLEY-HORN Spreed Percent Na 16 5 4.81% Rescret NA 45 10 10.30 A.M. 10 10.30 A.M. 10 10.30 A.M. 10.30 A.M. 10 10.30 A.M. 10 10.30 A.M. 10				CI	TY OF MALIBU				
Street: John Tyle Driv: Percent liversity Entrance to Pacific Coast Highway Percent Diversity Percent Diversity Percent Diversity Percent Diversity Date: Diversity Date: Diversity Diversity <thdiversity< th=""></thdiversity<>	Client:		KIMLEY-HO	RN					
Spt.Spt.Spt.Spt.Spt.Spt.Spt.Spt.Spt.Spt.	Street:		John Tyler Dr	ive					
Speed Frequency Percent Cumulative Percent Date: 102/2021 Day: Wednesday 13 2 1.92% 1.92% 1.92% 107.02% Day: Wednesday 14 3 2.88% 4.81% Recorder: N/A 10 Day: Wednesday 16 5 4.81% 20.09% Channelization: Reside median	Spt.Spd. Loca	ation:	Pepperdine U	niversity Entrance	e to Pacific Coast High	nway			Ref. # 25
Speed Frequency Percent Weather: Dx, clar 13 2 1.92% 1.92% 14 3 2.88% Recorder: MDS 15 11 10.58% 15.38% Posted Speed: NLA 16 5 4.81% Recorder: MDS MDS 17 7 6.73% 26.92% Street Width: 45 19 11 10.58% 49.04% DIRCTION: Northbound / Southbound Combined 20 13 12.59% 69.23% Standard Deviation: N/A 21 8 7.67% 87.50% Standard Deviation: N/A 23 7 6.73% 81.73% Standard Caror of the mean: N/A 25 11 0.08% 100.00% Mod Sth Percentile: 20 20 26 2 1.92% 100.00% Mod Sth Percentile: 20 20 0.00% 100.00% 31 0 0.00% 100.00%				Cumulative	Date:	10/20/2021	Day:	Wednesday	
13 2 1.92% 1.92% Hours: 9.00 AM To 10.30 AM 15 11 10.58% 15.38% Posted Speed: MA 16 5 4.81% 20.19% Channetization: Riscid median 17 7 6.73% 38.46% Comm./Reside: Rescidential and University 19 11 10.58% 49.04% Maxies Maxies Maxies 20 13 12.50% 61.54% DATA ANALYSIS: N/A 21 8 7.60% Standard error of the mean: N/A 22 6 5.77% 75.00% Standard error of the mean: N/A 23 7 6.73% 81.73% Standard error of the mean: N/A 24 6 5.77% 75.00% Standard error of the mean: N/A 24 6 0.00% Stoh Percentile: 20 24 25 01 0.00% Stoh Percentile: 24 24 26 0.00% 100.00% Stoh Percentile: 25 24	Speed	Frequency	Percent	Percent	Weather:	Dry, clear	-		
14 3 2.8% 4.81% Recorder: NDS 16 5 4.81% 20.19% Channelization: Raised median 17 7 6.73% 26.92% Street With: 45 18 12 11.54% 49.04% DIRECTION: Northbound / Southbound Combined 20 13 12.50% 61.54% Mean Speed: N/A 21 8 7.60% 69.23% Mean Speed: N/A 22 6 5.77% 87.50% ISth Percentile: 15 0 23 7 6.73% Standard Deviation: N/A N/A 24 6 5.77% 87.59% ISth Percentile: 20 20 25 11 10.8% 98.0% Sth Percentile: 20 24 25 11 10.8% 90.00% Sth Percentile: 20 24 26 21 1.92% 100.00% % of Samples in 10-Mile Pace: 86 86 29 0.00% 100.00% % of Samples in 10-Mile Pace: 86 86<	13	2	1.92%	1.92%	Hours:	9:00 A.M.	То	10:30 A.M.	
15 11 10.88% 13.38% Posted Speed: Nad 16 5 4.81% Chanadization Raised median 17 7 6.73% 26.92% Street Width: $45'$ 18 12 11.54% 38.46% Communication $45'$ 20 13 12.50% 61.54% DRRC110N: Northbound Combined 21 8 7.69% Standard Deviation: N/A 22 6 5.77% Standard Deviation: N/A 23 7 6.73% Standard Deviation: N/A 24 6 5.77% Stondard error of the mean: N/A 25 11 0.08% Stondard error of the mean: N/A 26 2 1.92% Stondard error of the mean: N/A 27 0 0.00% Stondard error of the mean: N/A 28 0 0.00% Stondard error of the mean: Stondard error of the mean: Stondard error of the mean: 30 0 0.00% Stondard error of the mean: Stondard error of the mean: <	14	3	2.88%	4.81%	Recorder:	NDS	-		
16 5 4.81% 20.19% Channelization: Raised median 17 7 6.73% 84.6% Comm./Resid: Residential and University 19 11 10.58% 49.04% DIRECTION: Northbound / Southbound Combined 20 13 12.59% 69.23% Mean Speed: N/A 21 8 7.69% 69.23% Standard error of the mean: N/A 23 7 6.73% 81.73% Standard error of the mean: N/A 24 6 5.77% 87.60% 604 Percentile: 20 25 11 10.88% 98.08% 604 Percentile: 20 25 11 10.88% 96.08% 604 Percentile: 20 26 2 10.00% 100.00% 60 Samples in 10-Mile Pace: 86 31 0 0.00% 100.00% 67 Samples in 10-Mile Pace: 86 32 0 0.00% 100.00% 100.00% 100.00% 33 0 0.00% 100.00% 100.00% 100.00% 34 <td>15</td> <td>11</td> <td>10.58%</td> <td>15.38%</td> <th>Posted Speed:</th> <td>N/A</td> <td></td> <td></td> <td></td>	15	11	10.58%	15.38%	Posted Speed:	N/A			
17 7 6.73% 26.92% Street With: $\frac{45}{2}$ 18 12 11.54% 38.46% Comm.Residential and University 20 13 12.50% 61.54% DATA ANALVSIS: 21 8 7.69% 69.23% Wean Speed: N/A 22 6 5.77% 87.50% Standard Deviation: N/A 23 7 6.73% 81.73% Standard Deviation: N/A 24 6 5.77% 87.50% Standard Deviation: N/A 24 6 5.77% 87.50% Standard Percenilie: 20 25 11 10.58% 98.08% Sthe Percenilie: 24 26 2 100.00% Sthe Percenilie: 24 5 27 0 0.00% 100.00% Sthe Percenilie: 36 24 30 0.00% 100.00% Sthe Percenilie: 36 36 36 31 0 0.00% 100.00% Sthe Percenilie: 36 36 32 0 0.00%	16	5	4.81%	20.19%	Channelization:	Raised median			
18 12 11.54% 38.46% Comm.Resid: Residential and Linversity 19 11 10.58% 49.04% DIRECTION: Northbound / Southbound Combined 20 13 12.50% 61.54% DATA ANLYSIS: N/A 21 8 7.63% 81.73% Standard error of the mean: N/A 23 7 6.73% 81.73% Standard error of the mean: N/A 24 6 5.77% 89.06% Sth Percentile: 20 26 2 1.92% 100.00% Sth Percentile: 24 26 0.00% 100.00% W of Samples in 10-Mile Pace: 86 31 0.00% 100.00% W of Samples in 10-Mile Pace: 86 33 0.00% 100.00% W of Samples in 10-Mile Pace: 86 33 0.00% 100.00% W of Samples in 10-Mile Pace: 86 33 0.00% 100.00% W of Samples in 10-Mile Pace: 86 34 0.00% 100.00% W of Samples in 10-Mile Pace: 86 35 0.00% 100.00%	17	7	6.73%	26.92%	Street Width:	45'			
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STREET FROM KANAN DUME ROAD North City Limit CERTIFICATION DATE: TO 3/16/2022 SPEED FACTORS 0/20/2021 Posted Speed Limit 50 Date of Speed Survey 11/20 A.M. to 12:30 P.M. Speed Justification 50 50th Percentile Speed 43 85th percentile speed downgraded due to restricted distance from vertical curvature 45 10 mph Pace Speed 41-50 Percentage of Vehicles in Pace 75 Recommended Speed Limit 45 Number of Survey Samples 101 COLLISION HISTORY Number of Survey Samples 101 Number of Survey Samples 101 0.42 Expected Collisions 4 Collision Rate (ACC/MVM) 0.42 Expected Collisions 4 Collision Rate (ACC/MVM) 0.42 Expected Collisions 4 Verage Daily Traffic 9,723 Date Counted 10/21/2021 Number of Lanes One lane in each direction Signalized at Pacific Coast Highway; TWSC stop-controlled at Mt. Dume I Truck Traffic None present Disclestrian Traffic None present Bicycle Traffic None present Disclestrian Traffic None present On-Street Parking			Y OF MA	ALIBU AFFIC S	URVEY	26
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ROADWAY FACTORS Length of Segment 4700' Width Var Vertical Curve Yes Horizontal Curve Yes Visibility Fair; Slightly restricted due to road curvature Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Driveways?		Multiple Residenti	al		
Length of Segment4700'WidthVarVertical CurveYesHorizontal CurveYesVisibilityFair; Slightly restricted due to road curvatureRoadway ConditionsFair; striped TWLT median; 45 mph Advisory curve speedLightingYesAdjacent Land UseSingle family residentialField Study ByKHACERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Surveywithin the City of Malibu was performed under my supervision and is accurate and complete	ROADWAY	FACTORS				
Width Var Width Var Vertical Curve Yes Horizontal Curve Yes Visibility Fair; Slightly restricted due to road curvature Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Length of Seg	gment	4700'			
Vertical Curve Yes Horizontal Curve Yes Visibility Fair; Slightly restricted due to road curvature Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Width	-	Var			
Horizontal Curve Yes Visibility Fair; Slightly restricted due to road curvature Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Vertical Curve	9	Yes			
Visibility Fair; Slightly restricted due to road curvature Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Horizontal Cu	irve	Yes			
Roadway Conditions Fair; striped TWLT median; 45 mph Advisory curve speed Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Visibility		Fair; Slightly restri	cted due to re	oad curvature	
Lighting Yes Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Roadwav Cor	nditions	Fair: striped TWL	Г median: 45	mph Advisorv curve spee	d
Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete Single family residential	Liahtina		Yes	, -		
Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete	Adiacent Lan	d Use	Single family resid	lential		
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete		Field Study By KHA		ecked By	KHA	
I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of Galifornia as a Professional Engineer (Traffic). 16-Mar-22 TE 2531	CERTIFICATION within the Cit I certify that C State of Califo	ON: I Sri Chakravarthy do y of Malibu was performed City staff is experienced in ornia as a Professional En	hereby certify that d under my super performing surv gineer (Traffic). 16-Mar-22	at this Engi rvision and eys of this t	neering and Traffic Sur is accurate and compl type. I am duly registe TE 2531	rvey ete. red in the
Sri Chakravarthy Date State Registration Number	Sri Chakravar	rthy	Date		State Registration Nu	ımber

				CI	TY OF	MALIBU				
Client:			KIMLEY-HO	RN						
Street:			Kanan Dume Road							-
Spt.Spd. Loc	ation:		North City Limit to Galahad Drive						Ref. # 26	
	1		<i>v</i>	Cumulative	Date:		10/20/2021	Day:	Wednesday	
Speed	Frequency		Percent	Percent	Weath	er:	Dry, clear		J	-
13		0	0.00%	0.00%	Hours:	:	11:00 A.M.	То	12:30 P.M.	
14		0	0.00%	0.00%	Record	ler:	NDS	-		-
15		0	0.00%	0.00%	Posted	Speed:	50			-
16		0	0.00%	0.00%	Chann	elization:	Painted median	1		-
17		0	0.00%	0.00%	Street	Width:	36'			
18		0	0.00%	0.00%	Comm	./Resid.:	Residential			
19		0	0.00%	0.00%	DIREC	CTION:	Northbound / S	outhbou	nd Combined	
20		0	0.00%	0.00%	DATA	ANALYSIS:				
21		0	0.00%	0.00%	Mean S	Speed:			N/A	
22		0	0.00%	0.00%	Standa	rd Deviation	:		N/A	
23		0	0.00%	0.00%	Standa	rd error of t	he mean:		N/A	
24		0	0.00%	0.00%	15th P	ercentile:			36	
25		0	0.00%	0.00%	50th P	ercentile:			43	
26		0	0.00%	0.00%	85th P	ercentile:			49	
27		0	0.00%	0.00%	10 Mil	e Pace:		41	to	50
28		0	0.00%	0.00%	% of Samples in 10-Mile Pace: 57.439				57.43%	
29		0	0.00%	0.00%	# in 10 MPH pace: 58					
30		0	0.00%	0.00%	Comm	ents:				
31		0	0.00%	0.00%						
32		0	0.00%	0.00%	Cumulat	tive C	umulativo Eroa	ulonov	Distribution	
33		3	2.97%	2.97%	120% -		annulative i leq	luency	Distribution	
34		5	4.95%	7.92%						
35		4	3.96%	11.88%	100%	1				
36		4	3.96%	15.84%	80%					
37		3	2.97%	18.81%		-			/	
38		6	5.94%	24.75%	60%	1				
39		7	6.93%	31.68%	40%					
40		3	2.97%	34.65%		-				
41		6	5.94%	40.59%	20%	1		_/		
42		7	6.93%	47.52%	0%					
43		5	4.95%	52.48%	,		<u>)</u>))))))))))))))))))	່ _~ ≱ ഹ_	20 60 00	
44		4	3.96%	56.44%			Spc	ot Speed,	mph	V. 15 15
45		6	5.94%	62.38%	1					 F
46		9	8.91%	71.29%			Frequency	/ Distrik	oution	
47		2	1.98%	73.27%	25 -					
48		2	4.95%	78.22%						
49		/	6.93%	85.15%	20 -					
50		/	6.93%	92.08%	ີ 15 -					
51		2	4.95%	97.03%	ner					
52		2	1.98%	99.01%	8 10 -					
53		0	0.00%	99.01%					ار بار ار	
54		1	0.99%	100.00%						
33		0	0.00%	100.00%	0 -	<u> </u>	+ + + + + + + + + + + + + + + + + + + +	╶╷╝╷╝╷╝╷╝	_┥ ┛╷┛╷┛╷┛╷┛╷┛╷┛╷┛╷	╷ ╝╷╝╷╝╷╝╷╝╷╶╷╝╷╶╷╶╷╶┤╴║
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J/ Total:	<u> </u> 1,	01	1000/	100.00%			Spot	Speed, r	nph	
i otal:	1	υI	100%							

CITY OF MALIBU ENGINEERING AND TRAFFIC SURVEY								
STREET	KANAN DUME ROAD		CERTIFICATION DATE:	3/16/2022				
FROM	Galahad Drive		TO Pacific Coast Highway					
SPEED FAC	TORS							
Date of Speed	Survey	10/20/2021	Posted Speed Limit	50				
Time of Speed	Survey 11:00 A.M.	to 12:30 P.M.	Speed Justification					
50th Percentile	e Speed (Mean Speed)	45	85th percentile speed downgraded	due to restricted sight				
85th Percentile	e Speed	51						
10 mph Pace S	Speed	42-51						
Percentage of	Vehicles in Pace	59%	Recommended Speed Limit	<u>45</u>				
Number of Su	rvey Samples	100						
COLLISION	<u>HISTORY</u>							
Number of Yea	ars Studied	3						
Total Collision	IS	3						
Collision Rate	(ACC/MVM)	0.60						
Expected Coll	isions (ACC/MVM)	1.48						
TRAFFIC FA	<u>CTORS</u>							
Average Daily	Traffic	10,114	Date Counted 10/21/2021					
Number of Lar	nes	One lane in each dire	ection					
Type of Traffic	: Control	Signalized at Pacific Galahad Dr	Coast Highway; TWSC stop-controlle	ed at Mt. Dume Ln and				
Crosswalks?		At Pacific Coast High	nway					
Pedestrian Traffic		None present						
Bicycle Traffic	Bicycle Traffic							
Truck Traffic	Truck Traffic							
On-Street Park	king	Yes						
Sidewalks?	Sidewalks?							
Driveways?		Multiple Residential						
ROADWAY I	FACTORS							
Length of Seg	ment	2400'						
Width		Var						
Vertical Curve	1	Yes						
Horizontal Cu	rve	Yes						
Visibility		Fair, Slightly restricted	ed due to road curvature					
Roadway Con	Roadway Conditions		Fair; striped TWLT median					
Lighting	Lighting		Yes, near PCH					
Adjacent Land	l Use	Single family residen	tial					
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete.								
State of Califo	rnia as a Professional En	gineer (Traffic). 16-Mar-22	TE 2531					
Sri Chakravar	thy	Date	State Registration Nu	mber				

			CI	TYOF	MALIBU				
Client:		KIMLEY-HC	RN						
Street:		Kanan Dume Road							-
Spt.Spd. Loc	ation:	Galahad Driv	e to Pacific Coast	Highway	/				Ref. # 27
			Cumulative	Date:		10/20/2021	Day:	Wednesday	
Speed	Frequency	Percent	Percent	Weathe	r:	Dry, clear	-		-
13	C	0.00%	0.00%	Hours:		11:00 A.M.	То	12:30 P.M.	
14	C	0.00%	0.00%	Record	er:	NDS	-		-
15	C	0.00%	0.00%	Posted 8	Speed:	50			
16	C	0.00%	0.00%	Channe	lization:	Painted median			-
17	C	0.00%	0.00%	Street V	Vidth:	36'			
18	C	0.00%	0.00%	Comm./	Resid.:	Residential			
19	C	0.00%	0.00%	DIREC	TION:	Northbound / S	outhbou	nd Combined	
20	C	0.00%	0.00%	DATA A	ANALYSIS:				
21	C	0.00%	0.00%	Mean S	peed:			N/A	
22	C	0.00%	0.00%	Standar	d Deviation	:		N/A	
23	C	0.00%	0.00%	Standar	rd error of t	he mean:		N/A	
24	C	0.00%	0.00%	15th Pe	rcentile:			38	
25	C	0.00%	0.00%	50th Pe	rcentile:			45	
26	C	0.00%	0.00%	85th Pe	rcentile:			51	
27	C	0.00%	0.00%	10 Mile	Pace:		42	to	51
28	C	0.00%	0.00%	% of Samples in 10-Mile Pace: 59.00				59.00%	
29	C	0.00%	0.00%	# in 10	MPH pace:			59	
30	C	0.00%	0.00%	Comme	nts:				
31	C	0.00%	0.00%	ļ					
32	1	1.00%	1.00%	Cumulativ Frequence	νe cv Cι	umulative Fred	uencv	Distribution	1
33	2	2.00%	3.00%	120%			,		
34	2	2.00%	5.00%	1000/					
35	5	5.00%	10.00%	100% -					
36	2	2.00%	12.00%	80%					
3/		1.00%	13.00%	con/					
38 20		7.00%	20.00%	60%					
39 40			20.00%	40%					
40	1	6.00%	27.00%	200/					
41	5	5.00%	38.00%	20%				<u> </u>	
42	2	2 00%	40.00%	0% +	+++++++++++++++++++++++++++++++++++++++	+++++++++++++++++++++++++++++++++++++++		+++++++++++++++++++++++++++++++++++++++	+++++++++++++++++++++++++++++++++++++++
43	2	2.00% 8.00%	48.00%	సి	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\$ \$ \$ \$ \$	°5 ^A °5√	40 43 40	2 ² 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
45	2	3.00%	51.00%			Spo	ot Speed,	mph	
46	6	6.00%	57.00%			_			Ĩ
47	4	4.00%	61.00%			Frequency	Distrit	oution	
48	6	6.00%	67.00%	25 T					
49	5	5.00%	72.00%	20 -					
50	11	11.00%	83.00%	> 20					
51	9	9.00%	92.00%	0 15 +					
52	3	3.00%	95.00%						
53	2	2.00%	97.00%						
54	3	3.00%	100.00%	5				,	╺┺╍╂╉────┤║
55	C	0.00%	100.00%		<u></u>	<u></u>		▋▋▋▋』	
56	C	0.00%	100.00%	<u></u> ,0	~ <i>Q</i> , <i>Q</i> , (າ ເປັນ ເ	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	" = = = = = = = = ଜ୍ୟ ମୁନ	
57	0	0.00%	100.00%	^-	'\- \ \ * ('C' 'J' 'J' Snot	Speed r	nnh	ν- ^γ ο γο-
Total:	100	100%				3401	Speeu, I		

CITY OF MALIBU ENGINEERING AND TRAFFIC SURVEY								
STREETLAS FLORES CANYONFROMNorth City Limit	ROAD	CERTIFICATION DATE:3/16/2022TOPacific Coast Highway						
SPEED FACTORS								
Date of Speed Survey	10/19/2021	Posted Speed Limit 25						
Time of Speed Survey10:30	A.M. to 12:05 P.M.	Speed Justification						
50th Percentile Speed (Mean Speed	l) 24	son percentile speed downgraded due to restricted sight distance from vertical and horizontal road curvature						
85th Percentile Speed	28							
10 mph Pace Speed	18-27							
Percentage of Vehicles in Pace	79%	Recommended Speed Limit 25						
Number of Survey Samples	107							
COLLISION HISTORY								
Number of Years Studied	3							
Total Collisions	1							
Collision Rate (ACC/MVM)	0.57							
Expected Collisions (ACC/MVM)	1.48							
TRAFFIC FACTORS								
Average Daily Traffic	2,156	Date Counted 10/29/2021						
Number of Lanes	One lane in each o	direction						
Type of Traffic Control	Signalized at Pacit	fic Coast Highway						
Crosswalks?	At Pacific Coast H	ighway						
Pedestrian Traffic	Moderate							
Bicycle Traffic	None present							
Truck Traffic	None present							
On-Street Parking	Yes							
Sidewalks?	No							
Driveways?	Multiple							
ROADWAY FACTORS								
Length of Segment	3900'							
Width	22'							
Vertical Curve	Yes							
Horizontal Curve	Yes							
Visibility	Restricted due to r	road curvature; School Zone Sign						
Roadway Conditions	Good							
Lighting	No							
Adjacent Land Use	Single family resid	ential; school						
Field Study By	KHA Che	ecked By KHA						
CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the								
State of Galifornia as a Professiona	II Engineer (Traffic). 16_Mar_22	TE 2531						
Sri Chakravarthy	Date	State Registration Number						

CITY OF MALIBU								
Client:		KIMLEY-HORN						
Street:		Las Flores Canyon Road						
Spt.Spd. Loc	ation:	Pacific Coast	Highway to North	n City Limit				Ref. # 28
			Cumulative	Date:	10/19/2021	Day:	Tuesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
13	0	0.00%	0.00%	Hours:	10:30 A.M.	То	12:05 P.M.	
14	0	0.00%	0.00%	Recorder:	NDS			
15	3	2.80%	2.80%	Posted Speed:	25			
16	3	2.80%	5.61%	Channelization:	Solid striping 2-	-way tra	ffic	
17	0	0.00%	5.61%	Street Width:	22'			
18	6	5.61%	11.21%	Comm./Resid.:	Residential			
19	10	9.35%	20.56%	DIRECTION:	Eastbound / We	estbound	Combined	
20	15	14.02%	34.58%	DATA ANALYSIS:				
21	5	4.67%	39.25%	Mean Speed:			N/A	
22	5	4.67%	43.93%	Standard Deviation	:		N/A	
23	4	3.74%	47.66%	Standard error of th	e mean:		N/A	
24	5	4.67%	52.34%	15th Percentile:			19	
25	16	14.95%	67.29%	50th Percentile:			24	
26	11	10.28%	77.57%	85th Percentile:			28	
27	7	6.54%	84.11%	10 Mile Pace:		18	to	27
28	5	4.67%	88.79%	% of Samples in 10-Mile Pace: 78.509				
29	4	3.74%	92.52%	# in 10 MPH pace:			84	
30	4	3.74%	96.26%	Comments:				
31	0	0.00%	96.26%					
32	0	0.00%	96.26%	Cumulative Frequency CU	mulative Freq	uency	Distribution	
33	0	0.00%	96.26%	120%		•		
34	0	0.00%	96.26%	100%				
33	2	1.8/%	98.13%	100 %				
30	2	1.0/70	100.00%	80%				
37	0	0.00%	100.00%	60%				
30	0	0.00%	100.00%					
40	0	0.00%	100.00%	40%				
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%	20/0				
43	0	0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++		+++++	+++++++++++++++++++++++++++++++++++++++	+++++++++++++++++++++++++++++++++++++++
44	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	· 12 12 5	3 ^A 3 ¹	8 63 69	જે જે જે
45	0	0.00%	100.00%		Spo	t Speea,	mpn	
46	0	0.00%	100.00%		Eroquanav	Diatrik	ution	
47	0	0.00%	100.00%		Frequency	Distric	Julion	
48	0	0.00%	100.00%	25				
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	2	_			
51	0	0.00%	100.00%	bu 15				
52	0	0.00%	100.00%					
53	0	0.00%	100.00%	L I	11.			
54	0	0.00%	100.00%	5				
55	0	0.00%	100.00%					
56	0	0.00%	100.00%	<u></u>	رت می دی ۲	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	 ∧_ ∧	No 62 60
57	0	0.00%	100.00%		Snot	Speed n	nph	ני ני יי
Total:	107	100%			500	5,000,1		
		YOF NG AND	MALI TRAFI	BU ⁼IC S	URVE	ΞY	29	
--	--	---	--	-----------------------------------	-----------------------------------	---	---------------------------------	
STREET	LATIGO CANYON ROAD		С	ERTIF		ON DATE:	3/16/2022	
FROM	North City Limit		Т	0	Pacific C	Coast Highway		
SPEED FACT	<u>rors</u>							
Date of Speed	Survey	10/20/2021	P	osted S	peed Li	mit	30	
Time of Speed	Survey 2:00 P.	.M. to 4:00 P.M.	. S	peed Ju	stificati	on		
50th Percentile	Speed (Mean Speed)	28	3 85	oth perce	ntile spee	ed downgraded	due to restricted sight	
85th Percentile	Speed	33	3	stance fr	om vertic	al and horizont	tal road curvature	
10 mph Pace S	peed	26-35	5					
Percentage of V	Vehicles in Pace	74%	R	ecomm	ended S	speed Limit	<u>30</u>	
Number of Sur	vey Samples	57	7					
COLLISION H	HISTORY							
Number of Yea	rs Studied	3	3					
Total Collisions	6	3	3					
Collision Rate	(ACC/MVM)	1.23	3					
Expected Collis	sions (ACC/MVM)	1.48	3					
TRAFFIC FA	CTORS							
Average Daily	Fraffic	931	D	ate Cou	inted	10/21/2021		
Number of Lan	es	One lane in e	each directi	on				
Type of Traffic	Control	Stop-controlle	ed at PCH					
Crosswalks?		No						
Pedestrian Tra	ffic	None present	t					
Bicycle Traffic		None present	t					
Truck Traffic		None present	t					
On-Street Park	ing	No						
Sidewalks?	U	No						
Driveways?		No						
ROADWAY F	ACTORS							
Lenath of Sean	nent	12600'						
Width		22'						
Vertical Curve		Yes						
Horizontal Curv	ve	Yes						
Visibility		Fair: striped r	median					
Roadway Cond	litions	Good: sharp :	turns					
Lighting		No						
Adjacent Land	Use	Single family	residential	and vaca	ant			
	Field Study By KH.	A	Checked	l By	KHA			
CERTIFICATION within the City I certify that Cit	N: I Sri Chakravarthy do of Malibu was performe ty staff is experienced ir	hereby certif d under my s າ performing	fy that this upervisio surveys o	s Engin n and is of this ty	eering a s accura /pe. I ai	and Traffic Su ate and comp n duly regist	urvey blete. rered in the	

Sigle Si Sallionna as a Profes	Sional Engineer (Trainc).		
Ve.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CL	TY OF MAL	IBU				
Client:		KIMLEY-HO	RN						<u>.</u>
Street:		Latigo Canyor	n Road						<u>.</u>
Spt.Spd. Loc	ation:	North City Li	mit to Pacific Coa	st Highway					Ref. # 29
			Cumulative	Date:		10/20/2021	Day:	Wednesday	_
Speed	Frequency	Percent	Percent	Weather:		Dry, clear			_
13	0	0.00%	0.00%	Hours:		2:00 P.M.	То	4:00 P.M.	
14	0	0.00%	0.00%	Recorder:		NDS			
15	0	0.00%	0.00%	Posted Speed:		30			-
16	0	0.00%	0.00%	Channelization	n:	Solid striping 2	2-way tra	ffic	
17	0	0.00%	0.00%	Street Width:		22'			
18	0	0.00%	0.00%	Comm./Resid.	:	Residential			
19	0	0.00%	0.00%	DIRECTION:		Northbound / S	Southbou	nd Combined	
20	2	3.51%	3.51%	DATA ANALY	YSIS:				
21	1	1.75%	5.26%	Mean Speed:				N/A	
22	4	7.02%	12.28%	Standard Devi	iation:			N/A	
23	2	3.51%	15.79%	Standard erro	r of th	e mean:		N/A	
24	4	7.02%	22.81%	15th Percentil	e:			23	
25	10	17.54%	40.35%	50th Percentil	e:			28	
26	5	8.77%	49.12%	85th Percentil	e:			33	
27	0	0.00%	49.12%	10 Mile Pace:			22	to	31
28	6	10.53%	59.65%	% of Samples in 10-Mile Pace:				73.68%	
29	1	1.75%	61.40%	# in 10 MPH p	ace:			42	
30	7	12.28%	73.68%	Comments:					
31	3	5.26%	78.95%						
32	1	1.75%	80.70%	Cumulative Frequency	Cu	mulative Fred	uencv	Distribution	
33	3	5.26%	85.96%	120%]			1		
34	2	3.51%	89.47%	1000/					
35	2	3.51%	92.98%	100%			~		
36	0	0.00%	92.98%	80%			/		
37	2	3.51%	96.49%						
38	2	3.51%	100.00%	60%					
39	0	0.00%	100.00%	40%					
40	0	0.00%	100.00%	000/		/			
41	0	0.00%	100.00%	20%					_
42	0	0.00%	100.00%	0% +++++					+++++++++++++++++++++++++++++++++++++++
43	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~ v	· ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	∿^ ∿	80 63 K	જે જે જ
44	0	0.00%	100.00%			Spo	ot Speed,	mph	
46	0	0.00%	100.00%						Ţ
40	0	0.00%	100.00%			Frequency	/ Distrik	oution	
47	0	0.00%	100.00%	25					
40	0	0.00%	100.00%	20					
50	0	0.00%	100.00%	20					
51	0	0.00%	100.00%	ິຍ 15 –					
52	0	0.00%	100.00%	and to					
53	0	0.00%	100.00%						
54	0	0.00%	100.00%	5					
55	0	0.00%	100.00%			 , _ .		•	
56	0	0.00%	100.00%		┝┼┼┩┩	╸╷┛╷⋑╷⋑╷⋑╷⋑╷⋑╷⋑╷⋑ ╵	∎¦∎¦∎¦∎¦ ∖ ∕		
57	0	0.00%	100.00%	~~~ vo	ベン	* 12 12 3` •	3 [~] 3 [\]	k∼ k∽ k0	K 6 40 K
Total:	57	100%				Spot	speed, r	npn	

ENGI		ALIBU	30
LNOI			
STREET MALIBU CANYON R	OAD	CERTIFICATION DATE:	3/16/2022
FROM North City Limit		TO Malibu Knolls Road	
SPEED FACTORS			
Date of Speed Survey	2/24/2022	Posted Speed Limit	45
Time of Speed Survey	1:00 P.M. to 2:15 P.M	Speed Justification	
50th Percentile Speed (Mean Spe	ed) 37	85th percentile speed downgraded of	due to restricted sight distance
85th Percentile Speed	44	from horizontal and vertical road cur	vature
10 mph Pace Speed	33-42		
Percentage of Vehicles in Pace	67%	Recommended Speed Limit	<u>40</u>
Number of Survey Samples	128		
COLLISION HISTORY			
Number of Years Studied	3		
Total Collisions	4		
Collision Rate (ACC/MVM)	0.36		
Expected Collisions (ACC/MVM)	1.48		
TRAFFIC FACTORS			
Average Daily Traffic	20,558	Date Counted 2/24/2022	
Number of Lanes	One lane in each	direction	
Type of Traffic Control	Signalized at Civi Rd	ic Center Way; TWSC for Poller Rd, Harl	bor Vista Dr, and Malibu Knolls
Crosswalks?	No		
Pedestrian Traffic	None present		
Bicycle Traffic	None present		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	No		
Driveways?	Minimal		
ROADWAY FACTORS			
Length of Segment	2600'		
Width	Var		
Vertical Curve	Yes		
Horizontal Curve	Yes		
Visibility	Restricted due to	road curvature	
Roadway Conditions	Fair; striped medi	ian; 35mph advisory for curve	
Lighting	Yes		
Adjacent Land Use	Single family resi	dential and church	
Field Study By	KHA Ch	ecked By KHA	
CERTIFICATION: I Sri Chakravar within the City of Malibu was per I certify that City staff is experier	thy do hereby certify th formed under my supe nced in performing sur	nat this Engineering and Traffic Sur ervision and is accurate and comple veys of this type. I am duly register	vey ete. red in the
State of California as a Professio	onal Engineer (Traffic).	TF 050 (
Sri Chakravarthy	16-Mar-22	TE 2531 State Production No.	mbor
on onakiavaltily	Dale	State Registration Nu	

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Malibu Canyo	on Road					-
Spt.Spd. Loc	ation:	North City Li	mit to Malibu Kn	olls Road				Ref. # 30
			Cumulative	Date:	2/24/2022	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	_	•	•
13	0	0.00%	0.00%	Hours:	1:00 P.M.	То	2:15 P.M	
14	0	0.00%	0.00%	Recorder:	NDS			•
15	0	0.00%	0.00%	Posted Speed:	45	5		•
16	0	0.00%	0.00%	Channelization:	Solid double an	nd single	striping 2-wa	y traffic with LTLs
17	0	0.00%	0.00%	Street Width:	Var			-
18	0	0.00%	0.00%	Comm./Resid.:	Residential and	d church		
19	0	0.00%	0.00%	DIRECTION:	Eastbound / W	estbound	Combined	
20	0	0.00%	0.00%	DATA ANALYSIS	•			
21	0	0.00%	0.00%	Mean Speed:			N/A	
22	0	0.00%	0.00%	Standard Deviation	1:		N/A	
23	0	0.00%	0.00%	Standard error of t	he mean:		N/A	
24	1	0.78%	0.78%	15th Percentile:			33	
25	0	0.00%	0.78%	50th Percentile:			37	
26	0	0.00%	0.78%	85th Percentile:			44	
27	1	0.78%	1.56%	10 Mile Pace:		33	to	42
28	0	0.00%	1.56%	% of Samples in 10	-Mile Pace:		67.19%	
29	1	0.78%	2.34%	# in 10 MPH pace:			86	
30	2	1.56%	3.91%	Comments:				
31	3	2.34%	6.25%					
32	5	3.91%	10.16%	Cumulative	umulativo Frod		Distribution	
33	9	7.03%	17.19%			quericy L		
34	12	9.38%	26.56%					
35	11	8.59%	35.16%	100%				
36	15	11.72%	46.88%	80%				
37	8	6.25%	53.13%					
38	7	5.47%	58.59%	60%				
39	5	3.91%	62.50%	40%				
40	6	4.69%	67.19%					
41	7	5.47%	72.66%	20%		-		
42	6	4.69%	77.34%		++++++++	/ ++++++		+++++++++++++++++++++++++++++++++++++++
43	5	3.91%	81.25%			3× 3	04 c2 04	No 62 65
44	6	4.69%	85.94%		Spo	ot Speed, I	mph	
45	/	5.4/%	91.41%	4				T
46	2	1.56%	92.97%		Frequency	y Distrib	ution	
4/	2	1.56%	94.53%	25				
48	3	2.34%	96.88%					
49	1	0./8%	97.00%	20				
51	2	1.30%	99.22%	2 15				
51		0.7870		ant				
52	0	0.00%	100.00%	10 				
55 54	0	0.00%	100.00%	5				
54	0	0.00%	100.00%	Ĭ	_ B			
55	0	0.00%	100.00%	0 ++++++++	<u>╷╷╷╕╷╶╷</u> ╕╷╕ <mark>╷</mark>	_॑ <u>ਸ਼</u> _੶ ਸ਼ _੶ ਸ਼ _੶ ਸ਼ _੶ ਸ਼ _੶ ਸ਼	▋_┼╝╷╝╷╝╷╝╷╝╷╝ ╷╝	╷┛╷┛╷┛╷┛╷┛╷╸╴╴╴
50	0	0.00%	100.00%	1 1,5 1,6 1,9 1	$ \hat{\nu} \hat{\nu} \hat{\nu} \hat{\nu} \hat{\nu} $	3 ^A 3 ¹	K K K	જે જે જે
J/ Total·	128	100%	100.0070		Spo	t Speed, m	nph	
1 VIAI.	128	100/0						

	(ENGINEE	CITY OF M		SURVEY		31
STREET	MALIBU CANYON ROAD)	CERTIFI	CATION DATE:	3/16/2022	
FROM	Malibu Knolls Road		ТО	Pacific Coast Highway		
SPEED FAC	CTORS					
Date of Spee	d Survey	2/24/2022	Posted Sp	eed Limit	45	
Time of Spee	d Survey 9:00 A	A.M. to 10:15 A.M.	Speed Jus	stification		
50th Percenti	ile Speed (Mean Speed)	43	85th percer	tile speed downgraded o	due to restricted	sight distance
85th Percenti	ile Speed	47	from horizo	ntal and vertical road cur	rvature	
10 mph Pace	Speed	39-48				
Percentage o	of Vehicles in Pace	69%	Recomme	nded Speed Limit	<u>40</u>	
Number of Su	urvey Samples	128		-		
COLLISION	I HISTORY					
Number of Ye	ears Studied	3				
Total Collisio	ons	10				
Collision Rat	e (ACC/MVM)	0.70				
Expected Col	llisions (ACC/MVM)	1.24				
TRAFFIC F	ACTORS					
Average Daily	y Traffic	20,927	Date Cour	nted 2/24/2022		
Number of La	anes	Two lanes in each	n direction			
Type of Traffi	ic Control	Signalized at Paci	ific Coast Highw	ay and Civic Center Wa	у	
Crosswalks?	1	Yes, at intersectio	ns			
Pedestrian Tr	raffic	None present				
Bicycle Traffi	ic	Low				
Truck Traffic		None present				
On-Street Pa	rking	No				
Sidewalks?		Yes, northwest sid	de of road			
Driveways?		No				
ROADWAY	FACTORS					
Length of Se	gment	3300'				
Width		Var				
Vertical Curv	e	Yes				
Horizontal Cu	urve	Yes				
Visibility		Fair; striped media	an			
Roadway Co	nditions	Fair; striped media	an; bus stops			
Lighting		Yes				
Adjacent Lan	d Use	University, vacant				
	Field Study By	KHA Ch	ecked By	KHA		
CERTIFICATI within the Cit I certify that (ON: I Sri Chakravarthy o ty of Malibu was perforr City staff is experienced	do hereby certify th ned under my supe l in performing surv	at this Engine rvision and is ⁄eys of this ty	ering and Traffic Sur accurate and comple pe. I am duly register	vey ete. red in the	
State of Calif	ornia as a Professional	Engineer (Traffic).				
Sri Chakros	rthy	16-Mar-22		TE 2531	mbor	
Sh Chakrava	iuiy	Date		State Registration NU	inper	

			CL	TY OF	MALIBU				
Client:		KIMLEY-HC	RN						
Street:		Malibu Canyo	on Road						
Spt.Spd. Loc	ation:	Malibu Knoll	s Road to Pacific	Coast H	ighway				Ref. # 31
			Cumulative	Date:		2/24/2022	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weath	er:	Dry, clear	-		
13	0	0.00%	0.00%	Hours:	:	9:00 A.M.	То	10:15 A.M.	
14	0	0.00%	0.00%	Record	ler:	NDS			
15	0	0.00%	0.00%	Posted	Speed:	45	5		
16	0	0.00%	0.00%	Chann	elization:	Double solid st	triping 2-	way traffic	
17	0	0.00%	0.00%	Street	Width:	Var			
18	0	0.00%	0.00%	Comm	./Resid.:	University and	vacant	10 11 1	
19	0	0.00%	0.00%	DIREC	CTION:	Northbound / S	Southbou	nd Combined	
20	0	0.00%	0.00%	DATA	ANALYSIS	:			
21	0	0.00%	0.00%	Mean S	Speed:			N/A	
22	0	0.00%	0.00%	Standa	rd Deviation	1:		N/A	
23	0	0.00%	0.00%	Standa	rd error of t	he mean:		N/A	
24	0	0.00%	0.00%	15th P	ercentile:			37	
25	0	0.00%	0.00%	50th P	ercentile:			43	
26	0	0.00%	0.00%	85th P	ercentile:		20	47	10
27	0	0.00%	0.00%		e Pace:	MIL D	39	to	48
28	1	0./8%	0.78%	% 01 S	amples in 10	-Mile Pace:		68./5%	
29	0	0.00%	0./8%	# in 10	MPH pace:			88	
30		0./8%	1.56%	Comm	ents:				
31	2	1.36%	5.15%						
32	2	1.56%	4.69%	Cumulat Frequer	ncy CI	umulative Fred	quency	Distribution	
33 24	2	1.50%	0.23%	120% -	1				
34 25	2	1.30%	/.81%	100%					
33	3	3.9170 2.120/	11./270	10070					
30	4	J.1370	14.0470	80%	-			/	/
38	0	4.0970	22 66%	60%				/	
30	5	3 91%	22.00%	0070					
40	7	5 47%	32 03%	40%	-				
41	7	5 47%	37 50%	20%					
42	9	7.03%	44.53%	2070	-				
43	8	6.25%	50.78%	0% -	1	+++++++	T I I I I I	+++++++++	+++++++++++++++++++++++++++++++++++++++
44	13	10.16%	60.94%	~ ~			3 ^A 3 ¹	04 64 04	જે છે જે
45	11	8.59%	69.53%			Spo	ot Speed,	mpn	
46	10	7.81%	77.34%	1		Executor			
47	11	8.59%	85.94%			Frequency	y Distrii	bution	
48	7	5.47%	91.41%	25 -					
49	5	3.91%	95.31%	20 -					
50	5	3.91%	99.22%	>					
51	1	0.78%	100.00%	0 15 -					
52	0	0.00%	100.00%	nbe 10 -					
53	0	0.00%	100.00%						
54	0	0.00%	100.00%	5 -			I	╶╻┠┠┠┠┠┠┣	╂╂┲┲───┤║
55	0	0.00%	100.00%			..	 .		
56	0	0.00%	100.00%		י פי פי יייי	,,,,,,,,,,=,,,=,=, ນ	ו=ו=ו=ו-ו - ^_ אַ _ס	ם, ני 0' שובובובובובובו	ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا
57	0	0.00%	100.00%		\\~ \~_ (י יעי יעי יע פרסי	לי כי tSneed י	w- w w° mnh	°CV °CY −×0
Total:	128	100%				эро	t opeeu, i		

CITY OF MALIBU 35 ENGINEERING AND TRAFFIC SURVEY STREET MERRITT DRIVE CERTIFICATION DATE: 3/16/2022 FROM TO Morning View Drive **Busch Drive** SPEED FACTORS 30 Date of Speed Survey 10/20/2021 Posted Speed Limit **Time of Speed Survey** Speed Justification 9:00 A.M to 11:00 A.M. 85th percentile speed 50th Percentile Speed (Mean Speed) 20 85th Percentile Speed 25 10 mph Pace Speed 16-25 Percentage of Vehicles in Pace 76% **Recommended Speed Limit** 25 **Number of Survey Samples** 66 **COLLISION HISTORY** Number of Years Studied 3 **Total Collisions** 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 **TRAFFIC FACTORS Average Daily Traffic** 675 Date Counted 10/21/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop-controlled Crosswalks? No **Pedestrian Traffic** None present **Bicvcle Traffic** None present **Truck Traffic** None present **On-Street Parking** Street-adjacent in some areas along segment Sidewalks? No **Driveways?** Multiple Homes, Malibu Equestrian Park **ROADWAY FACTORS** Length of Segment 3700' Width 22' Vertical Curve Yes **Horizontal Curve** Yes Visibility Restricted due to road curvature **Roadway Conditions** Fair Lighting No **Adjacent Land Use** Single family residential; vacant Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the

Sete of California as a Professional Engineer (Traffic). 16-Mar-22 TE 2531

V	10-11101-22	12 2001	
Sri Chakravarthy	Date	State Registration Number	

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Merritt Drive						-
Spt.Spd. Loc	ation:	Morning View	v Drive to Busch	Drive				Ref. # 35
			Cumulative	Date:	10/20/2021	Day:	Wednesday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear		•	•
12	1	1.52%	1.52%	Hours:	9:00 A.M	То	11:00 A.M.	
13	0	0.00%	1.52%	Recorder:	NDS			-
14	0	0.00%	1.52%	Posted Speed:	30			-
15	10	15.15%	16.67%	Channelization:	Skip dash and s	solid 2-w	ay traffic	
16	5	7.58%	24.24%	Street Width:	22'			
17	2	3.03%	27.27%	Comm./Resid.:	Residential			
18	7	10.61%	37.88%	DIRECTION:	Eastbound / We	estbound	Combined	
19	2	3.03%	40.91%	DATA ANALYSIS:				
20	12	18.18%	59.09%	Mean Speed:			N/A	
21	3	4.55%	63.64%	Standard Deviation:	:		N/A	
22	2	3.03%	66.67%	Standard error of th	e mean:		N/A	
23	2	3.03%	69.70%	15th Percentile:			15	
24	3	4.55%	74.24%	50th Percentile:			20	
25	12	18.18%	92.42%	85th Percentile:			25	
26	1	1.52%	93.94%	10 Mile Pace:		16	to	25
27	3	4.55%	98.48%	% of Samples in 10-	Mile Pace:		75.76%	
28	1	1.52%	100.00%	# in 10 MPH pace:			50	
29	0	0.00%	100.00%	Comments:				
30	0	0.00%	100.00%					
31	0	0.00%	100.00%	Cumulative Frequency Cu	mulative Freq	uencv	Distribution	
32	0	0.00%	100.00%	120%]				
33	0	0.00%	100.00%	4000/				
34	0	0.00%	100.00%	100%				
35	0	0.00%	100.00%	80%	/			
30	0	0.00%	100.00%					
3/	0	0.00%	100.00%	00%				
30	0	0.00%	100.00%	40%				
39 40	0	0.00%	100.00%	20%				
40	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++		+++++	+ + + + + + + + + + + + + + + + + + + +	+++++++++++++++++++++++++++++++++++++++
43	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	` 2 ^{\$} 2` 3 ⁰	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	39 br bo	x 5 5 5 4
44	0	0.00%	100.00%		Spo	ot Speed,	mph	
45	0	0.00%	100.00%		F			
46	0	0.00%	100.00%		Frequency	Distric	oution	
47	0	0.00%	100.00%	25				
48	0	0.00%	100.00%	20				
49	0	0.00%	100.00%	>				
50	0	0.00%	100.00%	2 15				
51	0	0.00%	100.00%					
52	0	0.00%	100.00%					
53	0	0.00%	100.00%	5				
54	0	0.00%	100.00%					
55	0	0.00%	100.00%	ער גא גא יין אין אין אין אין אין אין אין אין אי		പ്പ സ്ക	్ల గి స	
56	0	0.00%	100.00%		Snot	Speed r	nph	<u>ر</u> ه د. ۲
Total:	66	100%			500	5000,1		

ENG	CITY OF MA	ALIBU AFFIC SURVEY	36					
STREETMORNING VIEFROMGuernsey Aver	W DRIVE	CERTIFICATION DATE: TO Via Cabrillo	3/16/2022					
SPEED FACTORS								
Date of Speed Survey	10/21/2021	Posted Speed Limit	30					
Time of Speed Survey	9:00 A.M to 10:30 A.M.	Speed Justification						
50th Percentile Speed (Mea	n Speed) 28	85th percentile speed downgraded	due to restricted sight					
85th Percentile Speed	33							
10 mph Pace Speed	24-33							
Percentage of Vehicles in P	ace 81%	Recommended Speed Limit	<u>30</u>					
Number of Survey Samples	114							
COLLISION HISTORY								
Number of Years Studied	3							
Total Collisions	0							
Collision Rate (ACC/MVM)	0.00							
Expected Collisions (ACC/M	IVM) 1.48							
TRAFFIC FACTORS								
Average Daily Traffic	973	Date Counted 10/21/2021						
Number of Lanes	One lane in each	direction						
Type of Traffic Control	Stop-controlled at	Guemsey Ave and Phillip Ave						
Crosswalks?	No							
Pedestrian Traffic	None present							
Bicycle Traffic	Low							
Truck Traffic	None present							
On-Street Parking	Street-adjacent							
Sidewalks?	Yes, in some area	is on east side of segment						
Driveways?	Multiple; Single fa	mily home driveways						
ROADWAY FACTORS								
Length of Segment	2500'							
Width	Var							
Vertical Curve	Yes							
Horizontal Curve	Yes							
Visibility	Restricted due to	road curvature						
Roadway Conditions	Fair; Dip Sign							
Lighting	No							
Adjacent Land Use	Single family resid	lential						
Field Study E CERTIFICATION: I Sri Chak within the City of Malibu wa	Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete.							
State of Galifornia as a Prof	essional Engineer (Traffic).	eys of this type. I all duly legist						
VC.	16-Mar-22	TE 2531						
Sri Chakravarthy	Date	State Registration N	lumber					

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Morning View	v Drive					
Spt.Spd. Loca	ation:	Guernsey Ave	enue to Via Cabril	lo				Ref. # 36
			Cumulative	Date:	10/21/2021	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear		2	
13	0	0.00%	0.00%	Hours:	9:00 A.M	То	10:30 A.M.	I
14	0	0.00%	0.00%	Recorder:	NDS	-		
15	0	0.00%	0.00%	Posted Speed:	30			
16	0	0.00%	0.00%	Channelization:	Solid striping 2	-way tra	ffic	
17	0	0.00%	0.00%	Street Width:	22'			
18	0	0.00%	0.00%	Comm./Resid.:	Residential			
19	0	0.00%	0.00%	DIRECTION:	Northbound / S	outhbou	nd Combined	
20	2	1.75%	1.75%	DATA ANALYSIS:				
21	2	1.75%	3.51%	Mean Speed:			N/A	
22	3	2.63%	6.14%	Standard Deviation	:		N/A	
23	4	3.51%	9.65%	Standard error of tl	ne mean:		N/A	
24	8	7.02%	16.67%	15th Percentile:			24	
25	14	12.28%	28.95%	50th Percentile:			28	
26	7	6.14%	35.09%	85th Percentile:			33	
27	10	8.77%	43.86%	10 Mile Pace:		24	to	33
28	10	8.77%	52.63%	% of Samples in 10-	Mile Pace:	80.70%		
29	8	7.02%	59.65%	# in 10 MPH pace:			92	
30	14	12.28%	71.93%	Comments:				
31	11	9.65%	81.58%					
32	3	2.63%	84.21%	Cumulative Frequency CL	imulative Fred	uencv	Distribution	
33	7	6.14%	90.35%	120%)		
34	2	1.75%	92.11%	40004				
35	6	5.26%	97.37%	100%				
36	3	2.63%	100.00%	80%	/	/		
37	0	0.00%	100.00%	000/				
38	0	0.00%	100.00%	60%				
39	0	0.00%	100.00%	40%	/			
40	0	0.00%	100.00%	200/				
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%	0% ++++++		+++++		+++++++++++++++++++++++++++++++++++++++
43	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		ઝે જે	A0 A3 A0	\$ ² \$7 \$7
45	0	0.00%	100.00%		Spo	ot Speed,	mph	
46	0	0.00%	100.00%		_			Ĩ
47	0	0.00%	100.00%		Frequency	Distrit	oution	
48	ů 0	0.00%	100.00%	25				
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	>				
51	0	0.00%	100.00%	0 15				
52	0	0.00%	100.00%	nb 10				
53	0	0.00%	100.00%			_		
54	0	0.00%	100.00%	5				
55	0	0.00%	100.00%					
56	0	0.00%	100.00%	ר פי פי כי י	<u></u>	ا=ا=ا=ا -	∂ , 	ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا ا
57	0	0.00%	100.00%		' ^{5'} '7' '7' ' Snot	Sneed r	w- w- w	² ر۷ ² ر۷ ²
Total:	114	100%			300	Speeu, I		

CITY OF MALIBU ENGINEERING AND TRAFFIC SURVEY

STREET	MORNING VIEW DRIVE		CERTIFI	CATION DATE:	3/16/2022
FROM	Via Cabrillo		10	Pacific Coast Highway	
SPEED FAC	IURS				20
Date of Speed	Survey	10/21/2021	Posted Sp		30
Time of Speed	1 Survey 12:00	P.M. to 2:00 P.M.	Speed Just	stification	
50th Percentil	e Speed (Mean Speed)	14	Froming rea	Sideniiai, Fhina Facie	
85th Percentil	e Speed	15			
10 mph Pace	Speed	9-18	_		
Percentage of	Vehicles in Pace	99%	Recomme	ended Speed Limit	<u>25</u>
Number of Su	rvey Samples	94			
COLLISION	HISTORY				
Number of Ye	ars Studied	3			
Total Collision	IS	0			
Collision Rate	(ACC/MVM)	0.00			
Expected Coll	isions (ACC/MVM)	1.48			
TRAFFIC FA	<u>ACTORS</u>				
Average Daily	Traffic	2,861	Date Cour	nted 10/21/2021	
Number of La	nes	One lane in each dir	ection		
Type of Traffic	c Control	Signalized at Pacific	Coast Highw	ay	
Crosswalks?		Yes, at Pacific Coas	t Highway an	d school driveways	
Pedestrian Tra	affic	Minimal			
Bicycle Traffic	;	None present			
Truck Traffic		None present			
On-Street Par	king	Yes			
Sidewalks?		Yes			
Driveways?		Multiple			
ROADWAY	FACTORS				
Length of Seg	ment	2600'			
Width		30'			
Vertical Curve)	Yes			
Horizontal Cu	rve	Yes			
Visibility		Restricted due to roa	ad curvature		
Roadway Con	ditions	Fair; "Share the Roa	d" bike lane;	25mph School zone spec	ed restriction
Lighting		No			
Adjacent Land	l Use	Single family resider	ntial; church; s	school; vacant	
	Field Study By	KHA Chec	ked By	KHA	
CERTIFICATIO within the City I certify that C	DN: I Sri Chakravarthy o of Malibu was perforn ity staff is experienced	do hereby certify that ned under my supervi in performing survey	this Engine ision and is ys of this ty	eering and Traffic Sur accurate and comple pe. I am duly registe	vey ete. red in the

Since estalifornia as a Profe	essional Engineer (Traffic).		
V C.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Morning View	v Drive					
Spt.Spd. Loc	ation:	Via Cabrillo t	o Pacific Coast H	ighway				Ref. # 37
			Cumulative	Date:	10/21/2021	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			•
10	26	27.66%	27.66%	Hours:	12:00 P.M.	То	2:00 P.M.	
11	12	12.77%	40.43%	Recorder:	NDS			-
12	12	12.77%	53.19%	Posted Speed:	30			-
13	7	7.45%	60.64%	Channelization:	Solid striping 2	-way traf	fic	
14	8	8.51%	69.15%	Street Width:	30'			
15	20	21.28%	90.43%	Comm./Resid.:	Rsidential, chu	rch, schoo	ol and vacant	
16	2	2.13%	92.55%	DIRECTION:	Northbound / S	outhboun	nd Combined	
17	4	4.26%	96.81%	DATA ANALYSIS:				
18	2	2.13%	98.94%	Mean Speed:			N/A	
19	0	0.00%	98.94%	Standard Deviation	:		N/A	
20	1	1.06%	100.00%	Standard error of th	ne mean:		N/A	
21	0	0.00%	100.00%	15th Percentile:		<	<10mph	
22	0	0.00%	100.00%	50th Percentile:			14	
23	0	0.00%	100.00%	85th Percentile:			15	
24	0	0.00%	100.00%	10 Mile Pace:		9	to	18
25	0	0.00%	100.00%	% of Samples in 10-	Mile Pace:		99.00%	
26	0	0.00%	100.00%	# in 10 MPH pace:			93	
27	0	0.00%	100.00%	Comments:				
28	0	0.00%	100.00%					
29	0	0.00%	100.00%	Cumulative Frequency CU	mulative Fred	uencv D	Distribution	
30	0	0.00%	100.00%	120%				
31	0	0.00%	100.00%	40004				
32	0	0.00%	100.00%	100%				
33	0	0.00%	100.00%	80%				
34	0	0.00%	100.00%					
35	0	0.00%	100.00%	60%				
36	0	0.00%	100.00%	40%				
3/	0	0.00%	100.00%					
38	0	0.00%	100.00%	20%				
39	0	0.00%	100.00%	0% ++++++++++++++++++++++++++++++++++++				+++++++++++++++++++++++++++++++++++++++
40	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	° 1 1° 1°	3 [°] 3 [№]	3' A A3	No No 152
41	0	0.00%	100.00%		Spo	ot Speed, r	mph	
42	0	0.00%	100.00%					Ĩ
43	0	0.00%	100.00%		Frequency	Distrib	ution	
45	0	0.00%	100.00%	30				
46	0	0.00%	100.00%	25				
40	0	0.00%	100.00%	20				
48	0	0.00%	100.00%					
49	0	0.00%	100.00%	n 15				
50	0	0.00%	100.00%	<u></u> 10				
51	0	0.00%	100.00%					
52	0	0.00%	100.00%	Ŭ Ĵ I I I I I I I .	_			
53	0	0.00%	100.00%			++++++ N N	++++++++	
54	0	0.00%	100.00%		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	იე`იე [*]	-3' k ² k ³	Nº Nº 654
Total:	94	100%			Spot	speed, m	ipii	

	ENGINEE	RING AND TR	AFFIC S	URVE	ΞY	L
STREET	PHILIP AVENUE		CERTIF		N DATE:	3/16/2022
FROM	Morning View Drive		то	Cuthbert	Road	
<u>SPEED FAC</u>	<u>CTORS</u>					
Date of Spee	d Survey	10/21/2021	Posted S	Speed Lii	mit	30
Time of Spee	d Survey 12:	00 P.M. to 2:00 P.M.	Speed Ju	ustificati	on	
50th Percenti	ile Speed (Mean Spee	d) 28	85th perce	entile spee	ed downgraded o	due to restricted sigh
85th Percenti	ile Speed	33	ustance n			
10 mph Pace	Speed	25-34				
Percentage o	of Vehicles in Pace	69%	Recomm	ended S	peed Limit	<u>30</u>
Number of Su	urvey Samples	59				
COLLISION	<u>I HISTORY</u>					
Number of Ye	ears Studied	3				
Total Collisio	ons	0				
Collision Rat	e (ACC/MVM)	0.00				
Expected Col	llisions (ACC/MVM)	1.48				
TRAFFIC F	ACTORS					
Average Dail	y Traffic	1,004	Date Cou	unted	10/21/2021	
Number of La	anes	One lane in each	direction			
Type of Traffi	ic Control	Stop-controlled				
Crosswalks?		No				
Pedestrian T	raffic	None present				
Bicycle Traffi	ic	None present				
Truck Traffic		None present				
On-Street Pa	rking	Yes				
Sidewalks?	-	No				
Driveways?		Multiple				
ROADWAY	FACTORS	·				
Length of Se	gment	2300'				
Width		24'				
Vertical Curv	e	Yes				
Horizontal Cu	Irve	Yes				
Visibility	-	Restricted due to	road curvature	•		
Roadway Co	nditions	Fair				
Liahtina		No				
Adiacent Lan	d Use	Single family resi	dential			
	Field Study By	KHA Ch	ecked By	KHA		

V C.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

				CL	TY OF MALIBU				
Client:			KIMLEY-HO	RN					_
Street:			Philip Avenue	e					-
Spt.Spd. Lo	ocation:		Morning View	v Drive to Cuthbe	rt Road				Ref. # 38
				Cumulative	Date:	10/21/2021	Day:	Thursday	
Speed	Frequen	ey	Percent	Percent	Weather:	Dry, clear	- ·		-
1	.3	0	0.00%	0.00%	Hours:	12:00 P.M.	То	2:00 P.M.	
1	.4	0	0.00%	0.00%	Recorder:	NDS	-		
1	.5	0	0.00%	0.00%	Posted Speed:	30			_
1	.6	0	0.00%	0.00%	Channelization:	Skip dash 2-wa	y traffic		
1	.7	0	0.00%	0.00%	Street Width:	24'			
1	.8	2	3.39%	3.39%	Comm./Resid.:	Residential		~	
1	.9	3	5.08%	8.47%	DIRECTION:	Eastbound / Wo	estbound	Combined	
2	20	5	8.47%	16.95%	DATA ANALYSIS:				
2	21	2	3.39%	20.34%	Mean Speed:			N/A	
2	22	2	3.39%	23.73%	Standard Deviation	:		N/A	
2	.3	1	1.69%	25.42%	Standard error of t	he mean:		N/A	
4	24	0	0.00%	25.42%	15th Percentile:			20	
2	.5	9	15.23%	40.08%	Soun Percentile:			28	
2	20	2 2	3.08%	43.70%	ostin Percentine:		25	33	34
2	8	2	3.39%	49.1370	10 Mille Face. % of Samples in 10	Mila Paca.	23	60 / 0%	54
2	90	2 4	6 78%	59 32%	# in 10 MPH nace			41	
2	.9	10	16 95%	76 27%	# III 10 WIT II pace. Comments:			71	
1	1	2	3 39%	79.66%	Comments.				
2	2	2	3 39%	83.05%	Cumulative				
3	3	3	5.08%	88 14%	Frequency Cl	umulative Freq	luency	Distribution	1
3	34	4	6.78%	94.92%	120%				
3	5	3	5.08%	100.00%	100%				
3	6	0	0.00%	100.00%	000/				
3	57	0	0.00%	100.00%	80%				
3	88	0	0.00%	100.00%	60%				
3	9	0	0.00%	100.00%	400/				
4	10	0	0.00%	100.00%	40%				
4	1	0	0.00%	100.00%	20%				
4	2	0	0.00%	100.00%					
4	3	0	0.00%	100.00%	۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱۱	ν ών ών ών	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	N C N	
4	4	0	0.00%	100.00%		Spo	ot Speed,	mph	v 0 0
4	5	0	0.00%	100.00%	1	-		•	F
4	6	0	0.00%	100.00%		Frequency	/ Distrib	oution	
4	7	0	0.00%	100.00%	25				
4	8	0	0.00%	100.00%					
4	9	0	0.00%	100.00%	20				
3	1	0	0.00%	100.00%	ີ ວັ 15				
5	32	0	0.00%	100.00%					
5	3	0	0.00%	100.00%	1 0	•			
5	54	0	0.00%	100.00%	5				
5	5	0	0.00%	100.00%	∣ ॅ . ∎ .	. 			
5	6	0	0.00%	100.00%		_┥ <u>┛╷╝╷╶</u> ╷╝╷╝╷╝╷╝╷╝╷╝╷╝╷╝	▋┼▋┼Ũ┼Ũ┼╶┼ ╶┼		·······
5	57	0	0.00%	100.00%	1,5 1,0 1,0 (i ¹ v v v	ઝે ર્જ	04 CA 04	ે જે જે જે
Total:		59	100%			Spot	Speed, n	nph	

CITY OF MALIBU 40 ENGINEERING AND TRAFFIC SURVEY STREET TRANCAS CANYON ROAD CERTIFICATION DATE: 3/16/2022 FROM North City Limit/Anacapa View Drive то Pacific Coast Highway SPEED FACTORS 30 Date of Speed Survey 10/29/2021 Posted Speed Limit **Time of Speed Survey** Speed Justification 10:30 AM to 11:45 AM 85th percentile speed 50th Percentile Speed (Mean Speed) 20 85th Percentile Speed 25 10 mph Pace Speed 15-24 Percentage of Vehicles in Pace 70% **Recommended Speed Limit** 25 **Number of Survey Samples** 105 **COLLISION HISTORY** Number of Years Studied 3 **Total Collisions** 1 Collision Rate (ACC/MVM) 0.85 Expected Collisions (ACC/MVM) 1.48 **TRAFFIC FACTORS Average Daily Traffic** 980 Date Counted 11/2/2021 Number of Lanes One lane in each direction Signalized at Pacific Coast Highway; stop-controlled at Principio Dr, Tapia Dr, and Vista **Type of Traffic Control** Playa Dr Crosswalks? At Pacific Coast Highway **Pedestrian Traffic** Moderate **Bicycle Traffic** None present **Truck Traffic** None present **On-Street Parking** Yes, at east side of segment Sidewalks? At east side of segment **Driveways?** Multiple, at east side of segment, Trancas Park Driveway **ROADWAY FACTORS** Length of Segment 5800' Width 30' Vertical Curve Yes; steeper and narrower after Trancas Park **Horizontal Curve** Yes Visibility Restricted due to road curvature **Roadway Conditions** Fair; bus stops; Reduced speed curve signs Lighting No Adjacent Land Use Single family residential; vacant

Field Study By

CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

KHA

	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

Checked By

KHA

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Trancas Cany	on Road					
Spt.Spd. Loc	ation:	Pacific Coast	Highway to North	n City Limit				Ref. # 40
			Cumulative	Date:	10/29/2021	Day:	Friday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	-		
13	1	0.95%	0.95%	Hours:	10:30 AM	То	11:45 A.M.	I
14	1	0.95%	1.90%	Recorder:	NDS	-		
15	15	14.29%	16.19%	Posted Speed:	30			
16	3	2.86%	19.05%	Channelization:	Skip dash 2-wa	y traffic		
17	7	6.67%	25.71%	Street Width:	30'			
18	9	8.57%	34.29%	Comm./Resid.:	Residential			
19	7	6.67%	40.95%	DIRECTION:	Northbound / S	outhbou	nd Combined	
20	17	16.19%	57.14%	DATA ANALYSIS:				
21	2	1.90%	59.05%	Mean Speed:			N/A	
22	5	4.76%	63.81%	Standard Deviation	:		N/A	
23	4	3.81%	67.62%	Standard error of tl	ne mean:		N/A	
24	5	4.76%	72.38%	15th Percentile:			15	
25	15	14.29%	86.67%	50th Percentile:			20	
26	3	2.86%	89.52%	85th Percentile:			25	
27	4	3.81%	93.33%	10 Mile Pace:		15	to	24
28	3	2.86%	96.19%	% of Samples in 10-	Mile Pace:		70.48%	
29	3	2.86%	99.05%	# in 10 MPH pace:			75	
30	1	0.95%	100.00%	Comments:				
31	0	0.00%	100.00%					
32	0	0.00%	100.00%	Cumulative				
33	0	0.00%	100.00%	Frequency CL	imulative Freq	luency	Distribution	
34	0	0.00%	100.00%	12070				
35	0	0.00%	100.00%	100% =				
36	0	0.00%	100.00%	90%				
37	0	0.00%	100.00%	00%	\mathcal{I}			
38	0	0.00%	100.00%	60%	/			
39	0	0.00%	100.00%	40%				
40	0	0.00%	100.00%	40 %				
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%					
43	0	0.00%	100.00%		ັ ໄດ້ 60 ຄັ້ງ	A	→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→→	N 42 42
44	0	0.00%	100.00%		Spo	ot Speed.	mph	ره .زه ی
45	0	0.00%	100.00%	-	•	• •	•	Т
46	0	0.00%	100.00%		Frequency	v Distrik	oution	
4/	0	0.00%	100.00%	25				
48	0	0.00%	100.00%					
49	0	0.00%	100.00%	20				
50	0	0.00%	100.00%	ି ₁₅				
51	0	0.00%	100.00%					
52	0	0.00%	100.00%					
55 51	0	0.00%	100.00%					
54	0	0.00%	100.00%]]]],			
55	0	0.00%	100.00%	│ <u></u>	_ᡰ ╝┼╝┼╝ _┼ ╝┼╝┼╝┼╝┼╝┼╸┼╴┼╴	+++++		
50	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\mathcal{F} \mathcal{F} \mathcal{F} \mathcal{F}	ઝે ર્જ	A 43 K	8° 67 69
J/ Total:	105	100%	100.00%		Spot	Speed, r	nph	
10tal.	103	100%0						

CITY OF MALIBU ENGINEERING AND TRAFFIC SURVEY									
STREET FROM	WESTWARD BEACH RO Pacific Coast Highway	AD	CERTIFI TO	CATION D	DATE: nue	3/16/2022			
SPEED FAC	CTORS								
Date of Spee	d Survey	10/21/2021	Posted Sp	beed Limit		30			
Time of Spee	d Survey 1:00	P.M. to 2:30 P.M.	Speed Jus	stification					
50th Percenti	ile Speed (Mean Speed)	28	85th percer	ntile speed do	wngraded o	lue to restricted sight			
85th Percenti	ile Speed	35	distance fro	m norizontal Lhigh collision	road curvat v rate	ure, high pedestrian			
10 mph Pace	Speed	23-32	activity, and		Trate				
Percentage o	of Vehicles in Pace	52%	Recomme	ended Spee	d Limit	<u>30</u>			
Number of S	urvey Samples	103							
COLLISION	N HISTORY								
Number of Ye	ears Studied	3							
Total Collisio	ons	4							
Collision Rat	e (ACC/MVM)	3.30							
Expected Co	llisions (ACC/MVM)	1.48							
	ACTORS								
Average Dail [,]	y Traffic	2,335	Date Cour	10 /	/29/2021				
Number of La	anes	One lane in each	direction						
Type of Traff	ic Control	Stop-controlled							
Crosswalks?)	No							
Pedestrian T	raffic	High							
Bicycle Traffi	ic	Moderate							
Truck Traffic		None present							
On-Street Pa	rkina	Street-adjacent at	t both sides of se	eament					
Sidewalks?	linig	No		oginon					
Driveways?		Minimal							
ROADWAY	FACTORS								
l ength of Se	ament	2500'							
Width	ginont	2000							
Vertical Curv	20	No							
Horizontal Cu		Moderate							
Visibility		Restricted due to	road curvature						
Roadway Cor	nditions	Fair: bus stops							
Lighting	nations	No							
Adjacont I an		Reach							
	Field Study By K	THA Ch	ecked By	КНА					
CERTIFICATI within the Cit I certify that (ON: I Sri Chakravarthy o ty of Malibu was perform City staff is experienced	to hereby certify th ned under my supe in performing surv Engineer (Traffic)	at this Engine rvision and is veys of this ty	eering and 1 accurate a pe. I am du	raffic Sur nd comple ly registe	vey ete. red in the			
all		16 Mar 22		тс	2531				

VC.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

				CI	TY OF	MALIBU				
Client:		ł	KIMLEY-HO	RN						
Street:		I	Westward Bea	ach Road						-
Spt.Spd. Loca	ation:	I	Pacific Coast	Highway to Birdy	view Ave	enue				
				Cumulative	Date:		10/21/2021	Day:	Thursday	
Speed	Frequency	1	Percent	Percent	Weath	er:	Dry, clear		v	-
13		0	0.00%	0.00%	Hours:	1	1:00 P.M.	То	2:30 P.M.	
14			0.00%	0.00%	Record	ler:	NDS			-
15		4	3.88%	3.88%	Posted	Speed:	30)		-
16		2	1.94%	5.83%	Chann	elization:	Skip dash and	solid strip	oing 2-way tra	affic
17		1	0.97%	6.80%	Street	Width:	var			
18		1	0.97%	7.77%	Comm	./Resid.:	Beach			
19	:	5	4.85%	12.62%	DIREC	CTION:	Eastbound / W	estbound	Combined	
20	:	5	4.85%	17.48%	DATA	ANALYSIS	:			
21	:	5	4.85%	22.33%	Mean S	Speed:			N/A	
22		2	1.94%	24.27%	Standa	rd Deviation	n:		N/A	
23		3	2.91%	27.18%	Standa	rd error of	the mean:		N/A	
24		4	3.88%	31.07%	15th P	ercentile:			20	
25	12	2	11.65%	42.72%	50th P	ercentile:			28	
26		3	2.91%	45.63%	85th P	ercentile:			35	
27	4	4	3.88%	49.51%	10 Mil	e Pace:		23	to	32
28		4	3.88%	53.40%	% of S	amples in 10	-Mile Pace:		52.43%	
29		5	4.85%	58.25%	# in 10	MPH pace:			54	
30		9	8.74%	66.99%	Comm	ents:				
31		5	4.85%	71.84%						
32		5	4.85%	76.70%	Cumulat Frequer	tive ncy C	umulative Fred	uencv l	Distribution	1
33		2	1.94%	78.64%	120%	1		. ,		
34		4	3.88%	82.52%	1000/	-				
35		9	8.74%	91.26%	100%	-				
30 27		5	2.91%	94.1/%	80%	 -		\nearrow		
3/		3 1	4.85%	99.03%	600/					
30 30			0.97%	100.00%	00%					
39 40		0	0.00%	100.00%	40%	-				
40		0	0.00%	100.00%	20%					
42		0	0.00%	100.00%	2070					
43		0	0.00%	100.00%	0%			+ + + + + + +	+ + + + + + + + +	+ + + + + + + + + + + + + + + + + + + +
44		0	0.00%	100.00%	C.		$\hat{\mathcal{V}}$ $\hat{\mathcal{V}}$ $\hat{\mathcal{V}}$ $\hat{\mathcal{V}}$ $\hat{\mathcal{V}}$	34 5	A 62 64	° № 62 62
45		0	0.00%	100.00%			Spe	ot Speed,	mph	
46		0	0.00%	100.00%			F	. Diataile		Ĩ
47	(0	0.00%	100.00%			Frequency	y Distrib	oution	
48		0	0.00%	100.00%	35 -					
49		0	0.00%	100.00%	30 -					
50		0	0.00%	100.00%	> ²⁵					
51		0	0.00%	100.00%	u 20 -					
52	(0	0.00%	100.00%	b 15 -					
53	(0	0.00%	100.00%	ן א 10 -					
54	(0	0.00%	100.00%	5-					
55	(0	0.00%	100.00%			▋▖▖▋▋▖▋▋▋▋			
56		0	0.00%	100.00%		່, <u>,,,,,,,</u> ເວັ້	က် ကို ကို ကို	-	0, C, Q	v2 v2 v2
57		0	0.00%	100.00%			Sno	t Speed n	noh	رە :رە א
Total:	10.	3	100%				500	. opoou, n		

CITY OF MALIBU 42 ENGINEERING AND TRAFFIC SURVEY STREET PUERCO CANYON ROAD **CERTIFICATION DATE:** 3/16/2022 FROM TO Pacific Coast Highway 1000' North of Pacifc Coast Highway SPEED FACTORS Not posted Date of Speed Survey 10/29/2021 **Posted Speed Limit Time of Speed Survey Speed Justification** 12:00 P.M. to 2:00 P.M. 85th percentile speed 50th Percentile Speed (Mean Speed) 14 85th Percentile Speed 17 10 mph Pace Speed 10-19 Percentage of Vehicles in Pace 98% **Recommended Speed Limit** 25 **Number of Survey Samples** 59 **COLLISION HISTORY** Number of Years Studied 3 **Total Collisions** 0 Collision Rate (ACC/MVM) 0.00 Expected Collisions (ACC/MVM) 1.48 **TRAFFIC FACTORS Average Daily Traffic** 130 **Date Counted** 11/2/2021 Number of Lanes One lane in each direction Type of Traffic Control Stop-controlled at Pacific Coast Highway Crosswalks? No **Pedestrian Traffic** None present **Bicvcle Traffic** None present **Truck Traffic** None present **On-Street Parking** On-street parking along certain sections and near end of road for trail Sidewalks? No **Driveways?** Minimal **ROADWAY FACTORS** Length of Segment 1000' Width Var Vertical Curve Yes **Horizontal Curve** Yes Visibility Restricted due to horizontal road curvature **Roadway Conditions** Fair Lighting No Adjacent Land Use Single family residential Field Study By KHA Checked By KHA CERTIFICATION: I Sri Chakravarthy do hereby certify that this Engineering and Traffic Survey within the City of Malibu was performed under my supervision and is accurate and complete. I certify that City staff is experienced in performing surveys of this type. I am duly registered in the

Stile of California as a Professional Engineer (Traffic).

V0.	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CI	TY OF MALIBU				
Client:		KIMLEY-HC	RN					
Street:		Puerco Canyo	on Road					
Spt.Spd. Loc	ation:	Pacific Coast	Highway to 1000	'North of Pacific Coa	st Highway			Ref. # 42
			Cumulative	Date:	10/29/2021	Day:	Friday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
10	9	15.25%	15.25%	Hours:	12:00 P.M.	То	2:00 P.M.	
11	2	3.39%	18.64%	Recorder:	NDS			
12	7	11.86%	30.51%	Posted Speed:	N/A			
13	5	8.47%	38.98%	Channelization:	No striping 2-w	vay traffi	с	
14	9	15.25%	54.24%	Street Width:	30'			
15	12	20.34%	74.58%	Comm./Resid.:	Residential			
16	6	10.17%	84.75%	DIRECTION:	Northbound / S	outhbour	nd Combined	
17	4	6.78%	91.53%	DATA ANALYSIS:				
18	3	5.08%	96.61%	Mean Speed:			N/A	
19	1	1.69%	98.31%	Standard Deviation	:		N/A	
20	1	1.69%	100.00%	Standard error of t	he mean:		N/A	
21	0	0.00%	100.00%	15th Percentile:			<10mph	
22	0	0.00%	100.00%	50th Percentile:			14	
23	0	0.00%	100.00%	85th Percentile:			17	
24	0	0.00%	100.00%	10 Mile Pace:		10	to	19
25	0	0.00%	100.00%	% of Samples in 10-	Mile Pace:		98.31%	
26	0	0.00%	100.00%	# in 10 MPH pace:			58	
27	0	0.00%	100.00%	Comments:				
28	0	0.00%	100.00%					
29	0	0.00%	100.00%	Cumulative Frequency CL	imulative Freq	uency	Distribution	
30	0	0.00%	100.00%	120%				
31	0	0.00%	100.00%	100%				
32	0	0.00%	100.00%					
33 24	0	0.00%	100.00%	80%				
24 25	0	0.00%	100.00%	600/				
33	0	0.00%	100.00%	00%				
30	0	0.00%	100.00%	40%				
38	0	0.00%	100.00%	20%				
39	0	0.00%	100.00%	20 %				
40	0	0.00%	100.00%	0% ++++++++	+ + + + + + + + + + + + + + + + + + + +	+++++	+++++++++++++++++++++++++++++++++++++++	+ + + + + + + + + + + + + + + + + + + +
41	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		3 3 ^A	3 & X	ે જે જે જે
42	0	0.00%	100.00%		Spo	ot Speed,	mph	
43	0	0.00%	100.00%		F	Distuile		
44	0	0.00%	100.00%		Frequency	Distric	oution	
45	0	0.00%	100.00%	25				
46	0	0.00%	100.00%	20				
47	0	0.00%	100.00%	~				
48	0	0.00%	100.00%	0 15				
49	0	0.00%	100.00%					
50	0	0.00%	100.00%					
51	0	0.00%	100.00%	5				
52	0	0.00%	100.00%					
53	0	0.00%	100.00%		စ် ကို က် ကိ	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	ి గు గు	\$ \$ \$ \$
54	0	0.00%	100.00%		Spot	Speed. n	nph	
Total:	59	100%			epor			

CITY OF MALIBU 45										
STREET RAMBLA PACIFICO		CERTIFICATION DATE: 3/16/2022								
FROM Pacific Coast Highwa	ау	TO 750' North of Pacific Coast Highway								
SPEED FACTORS	•									
Date of Speed Survey	10/29/2021	Posted Speed Limit 25								
Time of Speed Survey	2:15 P.M. to 3:45 P.M.	Speed Justification								
50th Percentile Speed (Mean Spe	ed) 23	85th percentile speed downgraded due to restricted sight distance due								
85th Percentile Speed	28	to horizontal and vertical road curvature								
10 mph Pace Speed	17-26									
Percentage of Vehicles in Pace	65%	Recommended Speed Limit <u>25</u>								
Number of Survey Samples	100									
COLLISION HISTORY										
Number of Years Studied	3									
Total Collisions	0									
Collision Rate (ACC/MVM)	0.00									
Expected Collisions (ACC/MVM)	1.48									
TRAFFIC FACTORS										
Average Daily Traffic	462	Date Counted 11/2/2021								
Number of Lanes	One lane in each d	irection								
Type of Traffic Control	Signalized at Pacif	ic Coast Highway								
Crosswalks?	At Pacific Coast Hi	ghway								
Pedestrian Traffic	Yes									
Bicycle Traffic	None Present									
Truck Traffic	No									
On-Street Parking	Yes									
Sidewalks?	No									
Driveways?	Yes									
ROADWAY FACTORS										
Length of Segment	750'									
Width	Var									
Vertical Curve	Yes									
Horizontal Curve	Yes									
Visibility	Restriction due to	vertical and horizontal road curvature.								
Roadway Conditions	Narrow Road									
Lighting	No									
Adjacent Land Use	Commercial									
Field Study By	KHA Che	cked By KHA								
CERTIFICATION: I Sri Chakravar within the within the City of Malil I certify that City staff is experier State of California as a Professio	thy do hereby certify tha bu was performed unde nced in performing surv onal Engineer (Traffic).	nt this Engineering and Traffic Survey r my supervision and is accurate and complete. eys of this type. I am duly registered in the								

	16-Mar-22	TE 2531	
Sri Chakravarthy	Date	State Registration Number	

			CL	TY OF MALIBU				
Client:		KIMLEY-HO	RN					
Street:		Rambla Pacifi	ico					
Spt.Spd. Loc	ation:	Pacific Coast	Highway to 750'	North of PCH				Ref. # 45
			Cumulative	Date:	10/29/2021	Day:	Friday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			
13	0	0.00%	0.00%	Hours:	2:15 P.M.	То	3:45 P.M.	
14	0	0.00%	0.00%	Recorder:	NDS	-		
15	9	9.00%	9.00%	Posted Speed:	25	Pacific	Coast Highwa	y
16	3	3.00%	12.00%	Channelization:	Skip dash 2-wa	y traffic		
17	5	5.00%	17.00%	Street Width:	Var			
18	5	5.00%	22.00%	Comm./Resid.:	Commercial			
19	6	6.00%	28.00%	DIRECTION:	Northbound / S	outhbour	nd Combined	
20	11	11.00%	39.00%	DATA ANALYSIS:				
21	3	3.00%	42.00%	Mean Speed:			N/A	
22	3	3.00%	45.00%	Standard Deviation	:		N/A	
23	5	5.00%	50.00%	Standard error of th	ne mean:		N/A	
24	4	4.00%	54.00%	15th Percentile:			17	
25	19	19.00%	73.00%	50th Percentile:			23	
26	4	4.00%	77.00%	85th Percentile:			28	
27	4	4.00%	81.00%	10 Mile Pace:		17	to	26
28	5	5.00%	86.00%	% of Samples in 10-	Mile Pace:		65.00%	
29	3	3.00%	89.00%	# in 10 MPH pace:			65	
30	7	7.00%	96.00%	Comments:				
31	2	2.00%	98.00%					
32	1	1.00%	99.00%	Cumulative Cu	mulative Fred	wency l	Distribution	
33	0	0.00%	99.00%	120% 7		laonoj	Biotingation	
34	0	0.00%	99.00%					
35	1	1.00%	100.00%	100%				
36	0	0.00%	100.00%	80%				
37	0	0.00%	100.00%					
38	0	0.00%	100.00%	60%				
39	0	0.00%	100.00%	40%	لم			
40	0	0.00%	100.00%		/			
41	0	0.00%	100.00%	20%				
42	0	0.00%	100.00%	0%			+++++++++	+++++++++++++++++++++++++++++++++++++++
43	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		ઝુ& ઝું\	64 63 Kg	x2 62 65
44	0	0.00%	100.00%		Spo	ot Speed,	mph	
45	0	0.00%	100.00%	-				 T
46	0	0.00%	100.00%		Frequency	/ Distrib	oution	
4/	0	0.00%	100.00%	25				
48	0	0.00%	100.00%					
49	0	0.00%	100.00%	20				
51	0	0.00%	100.00%	کو ₁₅				
52	0	0.00%	100.00%					
53	0	0.00%	100.00%	1 0				
55 54	0	0.00%	100.00%	5				
54	0	0.00%	100.00%					
55	0	0.00%	100.00%	│ 0 ╄┾┼┼┼╋┼╋┼╋┼╋	_┍ ┛╷┛╷╶╷┛╷┛╷┛╷┛╷┛╷╴╷┛╷╴ ╴	+ + + + + + + + + + + + + + + + + + + +	+++++++++	
50	0	0.00%	100.00%	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\mathcal{F} \mathcal{F} \mathcal{F} \mathcal{F}	ઝ^ જ∖	A 43 46	8° 6° 6°
J/ Total·	100	100%	100.0070		Spot	Speed, n	nph	
1 Jtal.	100	100/0						

APPENDIX "D" ADT COUNTS

Big Rock Dr Bet. Cool Oak Way & Pacific Coast Hwy

Day: Tuesday Date: 10/26/2021

City:	Malibu
Project #:	CA21_020306_001

	DAILY TOTA	LS		NB		SB		EB	W	B					T	otal
				0		0		732	74	8					1,	480
AM Period	NB SB	EB		WB		тс	DTAL	PM Period	NB	SB	EB		WB		тс	DTAL
0:00		1		0		1		12:00			18		15		33	
0:15		1		1		2		12:15			19		19		38	
0:30		0		0		0		12:30			10		13		23	
0:45		0	2	2	3	2	5	12:45			9	56	12	59	21	115
1:00		1		2		3		13:00			8		15		23	
1:15		1		1		2		13:15			16		11		27	
1:30		0	2	0	2	0	F	13:30			15	52	1/	FO	32	111
1:45		0	Z	0	3	2	5	13:45			15	52	10	59	29	111
2:00		2		0		0		14.00			15		1/1		22	
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3:00		0	-	0	-	0	· ·	15:00			16		18		34	
3:15		0		Ō		0		15:15			15		9		24	
3:30		0		1		1		15:30			28		11		39	
3:45		0		0	1	0	1	15:45			10	69	16	54	26	123
4:00		1		0		1		16:00			12		15		27	
4:15		3		2		5		16:15			10		7		17	
4:30		1		2		3		16:30			12		12		24	
4:45		2	7	1	5	3	12	16:45			15	49	14	48	29	97
5:00		0		1		1		17:00			7		8		15	
5:15		0		3		3		17:15			9		10		19	
5:30		2	_	1		3		17:30			11		9		20	
5:45		1	3	5	10	6	13	17:45			12	39	12	39	24	78
6:00		4		8		12		18:00			11		15		26	
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0.45		4	10	6	20	14	44	10.45			16	54	010	55	21	0/
7:00		13		5		18		19.00			10		o Q		12	
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7:45		12	55	13	32	25	87	19:45			6	30	8	31	14	61
8:00		11		14	52	25		20:00			2	50	7		9	
8:15		16		16		32		20:15			3		10		13	
8:30		8		15		23		20:30			7		4		11	
8:45		13	48	28	73	41	121	20:45			7	19	5	26	12	45
9:00		12		11		23		21:00			3		5		8	
9:15		13		4		17		21:15			4		4		8	
9:30		8		11		19		21:30			2		1		3	
9:45		10	43	19	45	29	88	21:45			2	11	2	12	4	23
10:00		21		16		37		22:00			2		4		6	
10:15		15		10		25		22:15			3		6		9	
10:30		16	62	16	5.0	32	440	22:30			4	4.0	0	4.2	4	22
10:45		10	62	14	56	24	118	22:45			1	10	2	12	3	22
11:00		/		11		18		25:00			0		0		0	
11:15		10		15 21		20		23.15			1		4		2	
11:50		10	57	21 7	52	24	109	23.30			3	4	2	6	3	10
TOTALS		1/	298	/	309	24	607	TOTALS			5	434	0	439	5	873
SPLIT %			49.1%		50.9%		41.0%	SPLIT %				49.7%		50.3%		59.0%
		_		NID		6.0									_	
	DAILY TOTA			NB		SB		EB	W	B						otal
				0		0		732	74	8					1,	480

				U	U	/52	/40				1,400
AM Peak Hour			11:30	8:00	11:30	PM Peak Hour			14:45	12:00	15:00
AM Pk Volume			72	73	134	PM Pk Volume			75	59	123
Pk Hr Factor			0.947	0.652	0.859	Pk Hr Factor			0.670	0.776	0.788
7 - 9 Volume	0	0	103	105	208	4 - 6 Volume	0	0	88	87	175
7 - 9 Peak Hour			7:30	8:00	8:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume			62	73	121	4 - 6 Pk Volume			49	48	97
Pk Hr Factor			0.674	0.652	0.738	Pk Hr Factor			0.817	0.800	0.836

Prepared by NDS/ATD **VOLUME** Busch Dr Bet. Calpine Dr & Merritt Dr

City:	Malib	u	
Project #:	CA21_	_020306_	002

	2	A 11 \/ 3	OTA			NB	SB		EB		WB						Тс	otal
	D	AILY		LS		1,041	1,068	;	0		0						2,	109
AM Period	NB		SB		EB	WB	TO	TAL	PM Period	NB		SB		EB	W	'B	TC	TAL
0:00	0		0				0		12:00	28		22					50	
0:15	0		0				0		12:15	19		16					35	
0:30	1	1	0				1	1	12:30	21	87	19	72				38 36	159
1:00	0	-	0				0		13:00	11	0,	32	72				43	100
1:15	0		0				0		13:15	15		26					41	
1:30	0		0				0		13:30 13:45	21	64	18 27	103				39	167
2:00	0		0				0		14:00	26	04	27	105				53	107
2:15	0		0				0		14:15	16		29					45	
2:30	0		0				0		14:30	14	70	24					38	4.02
2:45	0		0				0		14:45	16	72	31 27	111				47	183
3:15	0		Ő				0		15:15	13		45					58	
3:30	1		1				2		15:30	13		53					66	
3:45	0	1	1	2			1	3	15:45	14	56	29	154				43	210
4:00	1		0				1		16:00	10		28 26					44 32	
4:30	Ō		Ő				Ō		16:30	11		14					25	
4:45	1	2	0	1			1	3	16:45	17	50	20	88				37	138
5:00	0		0				0		17:00	12		14					26	
5:15	2		1				1		17:15	9		14					25 27	
5:45	3	5	1	3			4	8	17:45	10	42	11	57				21	99
6:00	9		1				10		18:00	8		12					20	
6:15	18		1				19		18:15 18:20	9		8					17	
6:45	40	94	, 16	25			56	119	18:45	3	27	7	33				10	60
7:00	38		11				49		19:00	6		6					12	
7:15	29		10				39		19:15	6		4					10	
7:30	26	126	2	20			28	155	19:30 19:45	5 1	21	9	25				14 10	46
8:00	22	120	14	29			36	155	20:00	4	21	4	25				8	40
8:15	23		19				42		20:15	12		8					20	
8:30	31		18	70			49	464	20:30	4	25	6	20				10	5.2
8:45 9:00	22	94	19	70			3/	164	20:45	<u>5</u> 4	25	<u>10</u> 6	28				10	53
9:15	20		20				40		21:15	4		6					10	
9:30	26		15				41		21:30	2		7					9	
9:45	17	85	12	66			29	151	21:45	2	12	1	20				3	32
10:00	19		25 14				29		22:00	4		0					3	
10:30	14		16				30		22:30	4		1					5	
10:45	31	79	24	79			55	158	22:45	4	15	1	3				5	18
11:00 11·15	14 19		29 29				43		23:00 23:15	2		3					5	
11:30	20		20				40		23:30	Ő		1					1	
11:45	28	81	17	95			45	176	23:45	0	2	0	4				0	6
TOTALS		568		370				938	TOTALS		473		698					1171
SPLIT %		60.6%		39.4%				44.5%	SPLIT %		40.4%		59.6%					55.5%
	D	AILY	ΓΟΤΑ	LS		NB	SB		EB		WB						Тс	otal
						1,041	1,068		0		0						2,	109
AM Peak Hour		6:30		10:45				10:45	PM Peak Hour		12:00		14:45					14:45
AM Pk Volume		134		102				186	PM Pk Volume		87		156					214
Pk Hr Factor	_	0.838	_	0.879	0			0.845	Pk Hr Factor	_	0.777		0.736		0	0	_	0.811
7 - 9 Volume		220 7·00		8.00				7.45	4 - 6 Peak Hour		92 16·30		145					16:00
7 - 9 Pk Volume		126		70				166	4 - 6 Pk Volume		51		88					138
Pk Hr Factor		0.829		0.921				0.847	Pk Hr Factor		0.750		0.786					0.784

Civic Center Way Bet. Malibu Canyon Rd & Webb Way

City:	Malib	u	
Project #:	CA21_	020306	003

	DAILY TO	TALS	-	NB		SB		EB	WB						To	otal 254
				U		U		2,874	4,380						7 ,	254
AM Period	NB S	B EB		WB		то	TAL	PM Period	NB	SB	EB		WB		то	TAL
0:00		1		6		7		12:00			51		55		106	
0:15		1		ð o		9 12		12:15			57 62		6U		11/	
0:45		4	8	4	26	6	34	12:30			35	206	77	250	1121	456
1:00		2	0	2	20	4		13:00			50	200	92	200	142	
1:15		2		2		4		13:15			34		78		112	
1:30		0		1		1		13:30			43		71		114	
1:45		0	4	0	5	0	9	13:45			49	176	70	311	119	487
2:00		2		1		3		14:00			44		/6 90		120	
2:30		2		0		0		14:30			41		104		150	
2:45		1	5	õ	2	1	7	14:45			54	188	121	390	175	578
3:00		1		0		1		15:00			101		107		208	
3:15		1		2		3		15:15			66		128		194	
3:30		1		2		3		15:30			92		119		211	
3:45		0	3	2	6	2	9	15:45			/3	332	110	464	183	796
4:00		0		2		2 4		16:00			45 63		107		170	
4:30		4		3		7		16:30			68		99		167	
4:45		7	14	2	8	9	22	16:45			60	236	107	443	167	679
5:00		3		2		5		17:00			68		121		189	
5:15		24		3		27		17:15			70		104		174	
5:30		17	60	5	24	22	02	17:30			52	262	127	442	179	700
5:45		25	69	12	24	39	93	17:45			/3	263	91	443	164	706
6:15		14		9		27		18:00			47		100		104	
6:30		11		16		27		18:30			30		70		100	
6:45		14	53	27	65	41	118	18:45			27	150	72	359	99	509
7:00		12		22		34		19:00			23		72		95	
7:15		9		22		31		19:15			34		77		111	
7:30		11	47	38	122	49	170	19:30			21	00	59	240	80	240
7:45		<u> </u>	47	41 87	123	137	170	20.00			21	99	32	249	54	348
8:15		56		63		119		20:15			19		30		49	
8:30		33		60		93		20:30			21		36		57	
8:45		31	170	43	253	74	423	20:45			17	79	26	124	43	203
9:00		58		57		115		21:00			23		30		53	
9:15		58		52		110		21:15			8		27		35	
9:30		57	222	51 40	200	108	441	21:30			8 11	50	12	07	25	127
10:00		49	232	49	203	98	441	22:00			14	50	16	07	30	137
10:15		61		52		113		22:15			6		8		14	
10:30		58		64		122		22:30			11		9		20	
10:45		60	228	60	225	120	453	22:45			5	36	13	46	18	82
11:00		37		46		83		23:00			10		6		16	
11:15		36		63 62		126		23:15			10 2		13		23	
11:45		51	197	64	236	115	433	23:45			6	29	7	32	13	61
TOTALS			1030		1182		2212	TOTALS				1844		3198		5042
SPLIT %			46.6%		53.4%		30.5%	SPLIT %				36.6%		63.4%		69.5%
				NB		SB		EB	WB						Т	otal
	DAILY TO	TALS		0_		0_		2.874	4.380						7.	254
								,0, 7	1,000)	

AM Peak Hour			9:00	8:00	11:30	PM Peak Hour			15:00	15:15	15:00
AM Pk Volume			232	253	474	PM Pk Volume			332	487	796
Pk Hr Factor			0.983	0.727	0.871	Pk Hr Factor			0.822	0.937	0.943
7 - 9 Volume	0	0	217	376	593	4 - 6 Volume	0	0	499	886	1385
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume			170	253	423	4 - 6 Pk Volume			266	459	709
Pk Hr Factor			0.759	0.727	0.772	Pk Hr Factor			0.950	0.904	0.938

Civic Center Way Bet. Webb Way & Cross Creek Rd

City:	Malib	u	
Project #:	CA21_	020306	004

	DAILY TOTALS			NB		SB		EB	WB						T	otal
				U		U		2,121	2,101						4,	<i>222</i>
AM Period	NB SB	EB		WB		тс	DTAL	PM Period	NB	SB	EB		WB		TC	TAL
0:00		0		4		4		12:00			45		37		82	
0:15		1		3		4		12:15			44 50		43		8/ 01	
0:50		1	2	2	10	2	12	12.30			21	170	32	146	66	316
1:00		2	J	1	10	2	15	13:00			52	170	54	140	106	510
1:15		0		1		1		13:15			40		50		90	
1:30		1		0		1		13:30			55		52		107	
1:45		0	3	2	4	2	7	13:45			53	200	46	202	99	402
2:00		0		1		1		14:00			53		39		92	
2:15		1		1		2		14:15			56		69		125	
2:30		0	_	0	_	0		14:30			48		48		96	
2:45		1	2	0	2	1	4	14:45			14	171	18	174	32	345
3:00		1		1		2		15:00			64		52		116	
3:15		1		4		4		15:15			58		40		98	
3.30		0	2	1	6	1	8	15:45			44	215	64	203	113	418
4:00		0		0	0	0	0	16:00			44	215	51	205	95	-110
4:15		1		1		2		16:15			54		40		94	
4:30		1		3		4		16:30			36		43		79	
4:45		1	3	5	9	6	12	16:45			45	179	44	178	89	357
5:00		0		10		10		17:00			40		32		72	
5:15		6		12		18		17:15			48		48		96	
5:30		6		15		21		17:30			31		26		57	
5:45		10	22	21	58	31	80	17:45			35	154	31	137	66	291
6:00		10		26		36		18:00			35		42		//	
6:15		10		24		34 20		18:15			41		28		69 E0	
6:30		19	57	20	22	20 28	146	18:45			21	119	29	122	50 45	241
7:00		7	57	9	85	16	140	19:00			22	115	25	122	45	241
7:15		17		9		26		19:15			29		41		70	
7:30		21		10		31		19:30			15		30		45	
7:45		13	58	16	44	29	102	19:45			12	77	17	113	29	190
8:00		25		19		44		20:00			15		20		35	
8:15		29		23		52		20:15			24		15		39	
8:30		25		25		50		20:30			13		13		26	
8:45		28	107	25	92	53	199	20:45			12	64	9	57	21	121
9:00		3/		23		60		21:00			2		13		15	
9:15		27		20		43		21:15			6				14	
9.50		50 11	144	20 36	95	80	230	21:45			Q	24	2	32	12	56
10:00		30	144	30	35	60	235	22:00			3	24	3	JZ	6	50
10:15		26		29		55		22:15			6		1		7	
10:30		37		37		74		22:30			3		5		8	
10:45		45	138	38	134	83	272	22:45			1	13	3	12	4	25
11:00		40		31		71		23:00			1		4		5	
11:15		34		50		84		23:15			2		6		8	
11:30		58	463	42	4.55	100	255	23:30			1	-	1	42	2	
11:45		59	191	46	169	105	360	23:45			1	1201	2	13	3	18
			50.6%		/12		24 20/	SPLIT %				1391		1389		65.99
SPLIT 70			50.0%		49.4%		54.2%	JF L11 /0				50.0%		30.0%		05.87
	DAILY TOTALS			NB		SB		EB	WB						T	otal
				0		0		2,121	2,101						4,	222

				<u> </u>	<u> </u>		_,				.,
AM Peak Hour			11:30	11:15	11:30	PM Peak Hour			13:30	13:30	13:30
AM Pk Volume			206	175	374	PM Pk Volume			217	206	423
Pk Hr Factor			0.873	0.875	0.890	Pk Hr Factor			0.969	0.746	0.846
7 - 9 Volume	0	0	165	136	301	4 - 6 Volume	0	0	333	315	648
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume			107	92	199	4 - 6 Pk Volume			179	178	357
Pk Hr Factor			0.922	0.920	0.939	Pk Hr Factor			0.829	0.873	0.939

Corral Canyon Rd Bet. North City Limit & Pacific Coast Hwy

Day: Wednesday Date: 10/20/2021

Pk Hr Factor 7 - 9 Volume

7 - 9 Peak Hour

7 - 9 Pk Volume

Pk Hr Factor

City:	Malib	u	
Project #:	CA21	020306	005

0.882

108

17:00

55 0.859 0.838

103

16:15

57

0.713

0.833

211

17:00

106

0.828

				NB		SB		EB		WB						T	otal
	DAILY TOTALS			0		0		689		714						1,	403
AM Period	NB SB	EB		WB		TC	DTAL	PM Period	NB		SB	EB		WB		TC	DTAL
0:00		1		1		2		12:00				12		15		27	
0:15		1		2		3		12:15				16		20		36	
0:30		3	_	0		3		12:30				12		15		27	
0:45		0	5	0	3	0	8	12:45				13	53	1/	6/	30	120
1:00		1		0				13:00				13		10		26	
1.15		2		1		1		13.13				10		10		19	
1:45		1	4	Ō	1	1	5	13:45				11	43	11	51	22	94
2:00		0	•	0	-	0		14:00				12		16		28	
2:15		1		1		2		14:15				13		14		27	
2:30		0		0		0		14:30				13		12		25	
2:45		0	1	0	1	0	2	14:45				13	51	17	59	30	110
3:00		0		0		0		15:00				13		12		25	
3:15		0		1		1		15:15				12		17		29	
3:30		0		0	4	0	4	15:30				12	54	11	F 4	23	105
3:45		0		0	1	0	<u> </u>	15:45				17	54	10	51	28	105
4:00		0		0		0		16.00				17		20		27	
4.15		1		1		2		16:30				14		11		28	
4:45		ō	1	Ō	1	ō	2	16:45				10	53	11	52	21	105
5:00		0		2		2		17:00				7		15		22	
5:15		0		1		1		17:15				16		12		28	
5:30		0		0		0		17:30				16		8		24	
5:45		1	1	2	5	3	6	17:45				16	55	16	51	32	106
6:00		2		3		5		18:00				12		15		27	
6:15		1		4		5		18:15				15		17		32	
6:30		4	10	7	10	11	24	18:30				13		7	44	20	05
6:45		<u> </u>	13	4	18	10	31	18:45				4	44	2	41	10	85
7:00		10		4		14		19:00				6		/		10	
7:15		2		14 Q		17		19:30				q		4		10	
7:45		10	30	17	44	27	74	19:45				6	32	3	17	9	49
8:00		7		19		26		20:00				10	02	2		12	
8:15		11		21		32		20:15				15		4		19	
8:30		15		9		24		20:30				6		5		11	
8:45		17	50	10	59	27	109	20:45				5	36	1	12	6	48
9:00		13		7		20		21:00				6		2		8	
9:15		/		1/		24		21:15				4		0		4	
9:30		12	42	10	40	19	01	21:30				0	15	2	7	2	22
9.45		15	42	10	49	20	91	22:45				<u> </u>	15	<u> </u>	/	0 8	
10:15		10		13		23		22:15				3		0		3	
10:30		7		11		18		22:30				Ő		3		3	
10:45		9	38	16	50	25	88	22:45				1	5	2	12	3	17
11:00		14		14		28		23:00				1		0		1	
11:15		15		13		28		23:15				1		0		1	
11:30		14		15		29		23:30				1		0		1	
11:45		15	58	20	62	35	120	23:45				2	5	0		2	5
TOTALS			243		294		537	TOTALS					446		420		866
SPLIT %			45.3%		54.7%		38.3%	SPLIT %					51.5%		48.5%		61.7%
				NB		SB		EB		WB						T	otal
	DAILY TOTALS			0		0		689		714						1	403
AM Peak Hour			11:00		11:30		11:30	PM Peak Hour					15:45		12:00		12:00
AM Pk Volume			58		70		127	PM Pk Volume					60		67		120

0.882

183

7:45

109

0.852

Pk Hr Factor

4 - 6 Volume

4 - 6 Peak Hour

4 - 6 Pk Volume

Pk Hr Factor

0.967

80

8:00

50

0.735

0.875

103

7:30

66

0.786

Cross Creek Rd Bet. Civic Center Way & Pacific Coast Hwy

City:	Malib	u	
Project #:	CA21	020306	006

														-	_	_		
	Л		οτα	u s		NB	SB		EB		WB						Т	otal
	U			(L)		2,395	2,282		0		0						4,	677
AM Period	NB		SB		EB	WB	то	TAL	PM Period	NB		SB		EB	V	VB	TC	TAL
0:00	4		0				4		12:00	46		50					96	
0:15	3		3				6		12:15	48		51					99	
0:30	2	4.4	2	c			4	47	12:30	46	102	49	100				95	272
0:45	2	11	2	6			3	17	12:45	43	183	40	190				83	3/3
1.00	1		0				2		13:15	59		44					96	
1:30	Ō		1				1		13:30	57		63					120	
1:45	2	3	0	3			2	6	13:45	51	219	53	220				104	439
2:00	1		0				1		14:00	44		49					93	
2:15	0		1				1		14:15	61		61					122	
2:30	0		0	-			0	-	14:30	51	474	55	470				106	252
2:45	1	1	1	2			1	3	14:45	18	1/4	13	1/8				31	352
3:00	3		0				2		15:00	70		66					1/1	
3:30	ő		1				1		15:30	53		43					96	
3:45	1	5	0	2			1	7	15:45	60	212	58	232				118	444
4:00	0		0				0		16:00	48		57					105	
4:15	1		2				3		16:15	42		59					101	
4:30	5		1				6		16:30	37	. = 0	38					75	
4:45	9	15	2	4			10	19	16:45	45	1/2	54	208				99	380
5.00	16		5 4				20		17.00	50		41 57					108	
5:30	18		5				23		17:30	31		33					64	
5:45	28	73	7	19			35	92	17:45	32	150	41	172				73	322
6:00	34		6				40		18:00	42		45					87	
6:15	32		8				40		18:15	32		40					72	
6:30	24	120	12	40			36	100	18:30	25	120	30	140				55	271
7:00	- 50 14	120	6	40			20	100	19:00	31	129	27	142				60	271
7:15	12		17				29		19:15	39		28					67	
7:30	20		18				38		19:30	29		19					48	
7:45	22	68	14	55			36	123	19:45	18	117	13	89				31	206
8:00	26		20				46		20:00	23		19					42	
8:15	27		26				53		20:15	19		30					49	
8:30	34 20	125	21	00			55	212	20:30	15	69	10	70				27	1/7
9:00	27	125	37	00			64	215	21:00	13	00	3	79				16	147
9:15	24		29				53		21:15	6		14					20	
9:30	32		33				65		21:30	9		10					19	
9:45	41	124	47	146			88	270	21:45	4	32	12	39				16	71
10:00	44		30				74		22:00	4		7					11	
10:15	4Z 25		27				69 72		22:15	2		2					9	
10:30	46	167	50 44	139			90	306	22:45	4	14	4	21				8	35
11:00	36	207	53				89	000	23:00	4	- 1	1					5	
11:15	56		34				90		23:15	7		4					11	
11:30	49		53				102		23:30	3		3					6	
11:45	48	189	58	198			106	387	23:45	2	16	2	10				4	26
TOTALS		909		702				1611	TOTALS		1486		1580					3066
SPLIT %		56.4%		43.6%				34.4%	SPLIT %		48.5%		51.5%					65.6%
	D	AILY 1	ΓΟΤΑ	LS		NB	SB		EB		WB						To	otal
						2,395	2,282		0		0						4,	577
AM Peak Hour		11:15		11:30				11:30	PM Peak Hour		13:00		15:00					15:00
AM Pk Volume		199		212				403	PM Pk Volume		219		232					444
Pk Hr Factor		0.888		0.914				0.950	Pk Hr Factor		0.928		0.879					0.917
7 - 9 Volume		193		143				336	4 - 6 Volume		322		380					702
7 - 9 Peak Hour		8:00		8:00				8:00	4 - 6 Peak Hour		16:00		16:00					16:00
Pk Hr Factor		0.822		88 0.846				0,903	Pk Hr Factor		0.896		208					380 0,905
				2.2.0	0.00						2.330		2.501					

Dume Dr Bet. Heathercliff Rd & Cliffside Dr

Day: Wednesday Date: 10/20/2021

City: Malibu Project #: CA21_020306_007

	DAILY TOTALS					NB		SB		EB		WB						Т	otal
				123		543		630		0		0						1,	173
AM Period	NB		SB		EB	WB		то	TAL	PM Period	NB		SB		EB	W	В	TC	TAL
0:00	0		1					1		12:00 12:15	13 12		17 10					30 22	
0:30	0		0					0		12:30	12		10					22	
0:45	0	1	2	3				2	4	12:45	7	44	8	52				15	96
1:00 1:15	0		0					0		13:00 13:15	7 4		11 6					18 10	
1:30	1		1					2		13:30	16		14					30	
1:45	0	1	2	3				2	4	13:45	11	38	16	47				27	85
2:00	0		0					0		14:00	16 20		9 10					25 30	
2:30	0		0					0		14:30	15		14					29	
2:45	0		0	1				0	1	14:45 15:00	10	61	17	50				27	111
3:15	0		0					0		15:15	19		12					31	
3:30	0		1					1		15:30	15	~~	13					28	
3:45	0	1	0	1				0	2	15:45 16:00	13	69	<u>16</u> 12	52				29	121
4:15	0		0					0		16:15	1		6					7	
4:30	0		0					0		16:30	0	_	1	22				1	20
4:45	0	1	<u>0</u> 1					0	1	16:45	1	/	3	22				4 8	29
5:15	Ő		1					1		17:15	2		14					16	
5:30	1	2	0	2				1	G	17:30	2	0	9	41				11	FO
6:00	3	3	3	5				6	0	18:00	5	9	17	41				22	50
6:15	2		2					4		18:15	6		4					10	
6:30 6:45	5 4	14	6 10	21				11 14	35	18:30 18:45	1	12	3	24				4	36
7:00	8	14	11	21				19		19:00	8	12	12	27				20	
7:15	8		7					15		19:15	6		5					11	
7:30 7:45	14 4	34	8 11	37				22	71	19:30	6 2	22	2	25				8	47
8:00	15	51	17	57				32		20:00	3		4	23				7	
8:15	15		11					26		20:15	3		5					8	
8:30 8:45	12	52	16	53				28 19	105	20:30	4 6	16	4	19				8 12	35
9:00	12		13					25		21:00	7		2					9	
9:15	10		9 12					19		21:15	3		6					9	
9:45	11	39	9	44				20	83	21:45	3	18	5 6	17				° 9	35
10:00	11		10					21		22:00	1		1					2	
10:15	9 9		14 6					23		22:15 22:30	0		3					3	
10:45	14	43	15	45				29	88	22:45	Ő	1	3	13				3	14
11:00	10		17					27		23:00 22:15	1		0					1	
11:15	19		10 14					29		23:15	1 2		3 0					4	
11:45	12	51	12	53				24	104	23:45	2	6	1	4				3	10
TOTALS		240		264					504	TOTALS		303		366					669
SPLIT %		47.6%		52.4%					43.0%	SPLIT %		45.3%		54.7%					57.0%
	D	AILY	ΓΟΤ.	ALS		NB		SB		EB		WB						Т	otal
						543		630		0		0						1,	173
AM Peak Hour		11:15		10:45					10:45	PM Peak Hour		15:00		14:30					15:00
AM Pk Volume		54		56					109	PM Pk Volume		69		54					121
7 - 9 Volume		86		90	0		0		0.940	4 - 6 Volume		0.784		63		0	0		0.917
7 - 9 Peak Hour		8:00		7:45					8:00	4 - 6 Peak Hour		17:00		17:00					17:00
7 - 9 Pk Volume		52		55					105	4 - 6 Pk Volume		9		41					50
Pk Hr Factor		0.867		0.809					0.820	Pk Hr Factor		0.563		0.732					0.781

Encinal Canyon Rd Bet. North City Limit & Pacific Coast Hwy

Day: Tuesday Date: 10/26/2021

City:	Malib	u	
Project #:	CA21_	_020306_	_008

		10		NB		SB		EB	WB						T	otal
	DAILY IUTA	123		0		0		793	739						1,	532
AM Period	NB SB	EB		WB		TC	TAL	PM Period	NB	SB	EB		WB		TC	DTAL
0:00		0		1		1		12:00			13		10		23	
0:15		1		0		1		12:15			11		16		27	
0:30		1		1		2		12:30			18		16		34	
0:45		0	2	0	2	0	4	12:45			7	49	10	52	17	101
1:00		2		2		4		13:00			17		16		33	
1:15		2		1		3		13:15			13		14		27	
1:30		0	_	1		1	_	13:30			17		12		29	
1:45		0	4	0	4	0	8	13:45			11	58	14	56	25	114
2:00		0		1		1		14:00			12		1/		29	
2:15		0		0		0		14:15			16		/		23	
2:30		0		0	4	0	1	14:30			4	45	13	F 4	17	00
2:45		0		0	1	0	1	14:45			13	45	14	51	27	96
3:00		0		0		0		15.00			10		23		33	
3:15		2		0		2		15.15			10		16		33	
3:30		0	n	0		0	2	15.30			21	61	10	74	27	125
3:45		0	Z	1		1	2	15.45			20	01	10	74	32	155
4:00		0		1		0		16.00			12		10		20	
4:15		0		1		1		16.15			12		1/		29	
4.30		1	1	0	2	1	3	16:45			10	66	19	65	25	131
5:00		4	1	0	2	4	5	17:00			19	00	12	05	37	
5.00		4		0		0		17:00			13		19		32	
5.30		5		0		5		17:30			6		22		28	
5:45		10	19	1	1	11	20	17:45			11	49	19	72	30	121
6:00		11	15	4	-	15	20	18:00			6	75	17	12	23	121
6:15		9		4		13		18.15			7		24		23	
6:30		18		10		28		18:30			9		11		20	
6:45		29	67	9	27	38	94	18:45			7	29	8	60	15	89
7:00		11	• ·	11		22		19:00			5		5		10	
7:15		24		7		31		19:15			6		7		13	
7:30		21		4		25		19:30			6		7		13	
7:45		23	79	8	30	31	109	19:45			3	20	1	20	4	40
8:00		12	-	9		21		20:00			2	-	3	-	5	
8:15		19		8		27		20:15			0		2		2	
8:30		10		15		25		20:30			2		3		5	
8:45		11	52	5	37	16	89	20:45			2	6	4	12	6	18
9:00		14		12		26		21:00			1		2		3	
9:15		11		10		21		21:15			1		0		1	
9:30		20		15		35		21:30			1		2		3	
9:45		5	50	12	49	17	99	21:45			1	4	3	7	4	11
10:00		11		13		24		22:00			3		1		4	
10:15		19		16		35		22:15			1		3		4	
10:30		9		11		20		22:30			1		1		2	
10:45		11	50	13	53	24	103	22:45			1	6	7	12	8	18
11:00		22		4		26		23:00			2		0		2	
11:15		19		10		29		23:15			2		3		5	
11:30		16	~~	17		33		23:30			1	~	5		6	
11:45		11	68	13	44	24	112	23:45			1	6	0	8	1	14
CDUTALS			394		250		42.00					399		489		588
SPLIT %			61.2%		38.8%		42.0%	SPLIT %				44.9%		55.1%		58.0%
	DAILY TOTALS NB SB						EB	WB	_					Т	otal	
		20		0		0		793	739						1,	532

				U	U	/93	/39				1,532
AM Peak Hour			6:45	9:30	6:30	PM Peak Hour			15:15	17:30	15:15
AM Pk Volume			85	56	119	PM Pk Volume			71	82	138
Pk Hr Factor			0.733	0.875	0.783	Pk Hr Factor			0.845	0.854	0.932
7 - 9 Volume	0	0	131	67	198	4 - 6 Volume	0	0	115	137	252
7 - 9 Peak Hour			7:15	7:45	7:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume			80	40	109	4 - 6 Pk Volume			66	72	131
Pk Hr Factor	0.000	0.000	0.833	0.667	0.879	Pk Hr Factor	0.000	0.000	0.825	0.818	0.885

Prepared by NDS/ATD **VOLUME** Fernhill Dr Bet. Wildlife Road & Grayfox St

Day: Wednesday Date: 10/20/2021

City: Malibu
Project #: CA21_020306_009

	D	A II V 1				NB	SB		EB		WB						T	otal
	U			AL3		1,264	1,213		0		0						2,	477
AM Period	NB		SB		EB	WB	то	TAL	PM Period	NB		SB		EB	١	VB	тс	TAL
00:00	0		0				0		12:00	20		28					48	
00:30	1		0				1		12:30	20		20 36					40 57	
00:45	2	3	2	3			 4	6	12:45	21	88	27	111				48	199
01:00	0		0				0 3		13:00	23 20		29 22					52 42	
01:30	0		Ő				0		13:30	20		19					39	
01:45	0	3	0				 0	3	13:45	28	91	18	88				46	179
02:00	0		0				0		14:00	32 31		19					49	
02:30	2		0				2		14:30	33		36					69	
02:45	0	2	1	1			 1	3	14:45 15:00	46	142	31	104				77	246
03:15	0		Ő				0		15:15	48		14					62	
03:30	0		0				0		15:30	38	474	25	02				63	254
03:45	0		0				 0		15:45	37	1/1	<u>20</u> 19	83				57	254
04:15	0		0				0		16:15	19		24					43	
04:30	0		0				0		16:30 16:45	25	101	20	07				45	102
05:00	2		0				2		17:00	20	101	18	92				39	195
05:15	0		1				1		17:15	25		21					46	
05:30 05:45	0	3	1 4	6			15	9	17:30	21 13	80	9 19	67				30	147
06:00	6		3	Ū			9		18:00	13		10	07				23	
06:15	3		2				5		18:15 18:30	17		12					29	
06:45	4	17	23	36			27	53	18:45	20 11	61	12	47				23	108
07:00	11		26				37		19:00	8		6					14	
07:15	13 14		23 14				36 28		19:15	8		/ 4					15 9	
07:45	15	53	41	104			56	157	19:45	3	24	8	25				11	49
08:00	50		51				101		20:00	5		9					14	
08:15	38 14		25 22				36		20:15	2 4		6 10					8 14	
08:45	13	115	27	125			 40	240	20:45	2	13	8	33				10	46
09:00	20 25		20 18				40 43		21:00 21:15	3 ⊿		7					10 6	
09:30	17		24				41		21:30	4		1					5	
09:45	15	77	12	74			 27	151	21:45	0	11	3	13				3	24
10:00	27		20 25				31 52		22:00	3 1		4					4 5	
10:30	24		19				43		22:30	6		4					10	
<u>10:45</u> 11:00	16	78	18	82			 34	160	22:45 23:00	2	12	3	12				5 0	24
11:15	22		24				46		23:15	1		2					3	
11:30	27	407	24				51	200	23:30	1	42	2					3	20
11:45 TOTALS	29	107	24	520			53	206	23:45 TOTALS	3	<u>12</u>		692				5	1490
SPLIT %		46.4%		53.6%			 	39.9%	SPLIT %		54.1%		45.9%					60.1%
						NB	SR_		FR		W/B						т	otal
	D	AILY 1	ΤΟΤΑ	ALS		1,264	1,213		0		0						2,	477
AM Peak Hour		07:30		07:45				07:45	PM Peak Hour		14:45		12:30					14:30
AM Pk Volume		117		139				256	PM Pk Volume		180		114					280
Pk Hr Factor		0.585		0.681				0.634	Pk Hr Factor	_	0.938	_	0.792		0			0.909
7 - 9 Volume		168		229				397	4 - 6 Volume 4 - 6 Peak Hour		181 16:00		159					340 16:00
7 - 9 Pk Volume		117		139				256	4 - 6 Pk Volume		101		92					193
Pk Hr Factor		0.585		0.681				0.634	Pk Hr Factor		0.815		0.793					0.877

Guernsey Ave Bet. Morning View Dr & Pacific Coast Hwy

City:	Malibu
Project #:	CA21_020306_010

						NB		SB		FB		WB						Т	otal
	D	AILY 1	ΓΟΤΑ	ALS		749	7	/48		0		0					1,	497	
AM Period	NB		SB		EB	WB		ΤΟΤΑ	۱L	PM Period	NB		SB		EB		WB	тс	DTAL
0:00	0		0					0		12:00	14		21					35	
0:15 0:30	0		0					0		12:15 12:30	9 11		18 11					27 22	
0:45	Ő		Ő					0		12:45	14	48	9	59				23	107
1:00	0		1					1		13:00 13:15	11		14 16					25	
1:15	0		0					0		13:30	15		9					27	
1:45	0		0	1				0	1	13:45	13	50	7	46				20	96
2:00	1		0					1		14:00 14:15	16 13		24 18					40 31	
2:30	0		Ő					0		14:30	10		11					21	
2:45	0	1	0					0	1	14:45	4	43	20	73				24	116
3:00 3:15	0		0					0		15:00 15:15	16 11		14 16					30	
3:30	0		Ő					0		15:30	20		53					73	
3:45	0		0					0		15:45	7	54	45	128				52	182
4:00 4:15	0		0					0		16:00	15 6		15 19					30	
4:30	0		Ő					0		16:30	4		20					24	
4:45	0		1	1				1	1	16:45	14	39	8	62				22	101
5:00	0		0					0 1		17:00	11 6		15 7					26 13	
5:30	Ő		1					1		17:30	10		13					23	
5:45	2	2	0	2				2	4	17:45	14	41	9	44				23	85
6:00	3		2					5 6		18:00	8 10		15					23 18	
6:30	19		1				2	20		18:30	5		8					13	
6:45	25	53	2	5			4	27	58	18:45	5	28	8	39				13	67
7:00	27 19		6					34 25		19:00	6 10		2					8 12	
7:30	15		12					27		19:30	0		2					2	
7:45	19	80	11	36				<u>30 1</u>	116	19:45	4	20	4	10				8	30
8:00	24 38		13					57 51		20:00	5		2					8	
8:30	19		38				5	57		20:30	2		1					3	
8:45	18	99	13	77				<u>31 1</u>	176	20:45	4	17	1	10				5	27
9:15	10		9					19		21:15	1		4					5	
9:30	11		11				2	22		21:30	1		1					2	
9:45	9	45	12	38			4	21	83	21:45	4	7	0	6				4	13
10:00	12		14					26		22:15	2		2					4	
10:30	19		9				2	28		22:30	0		0					0	
10:45	20	59	14	51				<u>34 1</u>	110	22:45	2	6	1	3				3	9
11:15	12		, 18				4	30		23:15	2		1					3	
11:30	15		18				3	33		23:30	1		1					2	
11:45 TOTALS	12	53 202	12	266			4	<u>24</u> 1	108	23:45	1	257	0	2				1	<u>6</u>
SPLIT %		59.6%		40.4%				4	4.0%	SPLIT %		42.6%		57.4%					56.0%
			_										_						
	D	AILY	ΓΟΤΑ	ALS		NB		SB		EB		WB							otal 497
						749	/	40		0		- 0-						Ţ,	
AM Peak Hour		7:45		8:00				1	8:00	PM Peak Hour		13:30		15:30					15:00
AM Pk Volume		100		77				-	176	PM PK Volume		57		132					182
7 - 9 Volume		179		113	0		0	0	292	4 - 6 Volume		80		106		0	0		186
7 - 9 Peak Hour		7:45		8:00				1	8:00	4 - 6 Peak Hour		16:45		16:00					16:00
7 - 9 Pk Volume		100		77					176	4 - 6 Pk Volume		41		62					101
Pk Hr Factor		0 659		0 507				0	772	Dk Hr Eactor		0 722		0 775					0 043

John Tyler Dr Bet. Pepperdine University Entrance & Pacific Coast Hwy

Day: Tuesday Date: 10/26/2021

, City:	Malib	u	
Project #:	CA21	020306	011

		τοτλις			NB		SB		EB		WB						То	otal
	DAILT	IUTALS			0		0		1,025		1,308						2,	333
AM Period	NB	SB	EB		WB		тс	DTAL	PM Period	NB		SB	EB		WB		TC	TAL
0:00			0		0		0		12:00				16		26		42	
0:15			0		0		0		12:15				15		21		36	
0:30			0		0		0		12:30				39		30		69	
0:45			0		0		0		12:45				30	100	13	90	43	190
1:00			0		0		0		13:00				15		20		35	
1:15			0		0		0		13:15				20		16		36	
1:30			0		0		0		13:30				19		21		40	
1:45			0		0		0		13:45				12	66	24	81	36	147
2:00			0		0		0		14:00				12		24		36	
2:15			0		0		0		14:15				12		14		26	
2:30			0		0		0		14:30				15		22		37	
2:45			0		0		0		14:45				6	45	15	75	21	120
3:00			0		0		0		15:00				11		23		34	
3:15			0		0		0		15:15				11		22		33	
3:30			0		0		0		15:30				13		28	107	41	104
3:45			0		0		0		15:45				22	57	34	107	56	164
4:00			0		0		0		16:00				14		57		/1	
4:15			0		0		0		16:15				2		35		3/	
4:30			0		0		0		16:30				10	45	28	165	39	210
4:45			0		0		0		10:45				10	45	45	105	03	210
5.00			0		0		0		17.00				17		71		01 72	
5.15			0		0		0		17.15				24		22		67	
5.50			0		0		0		17:45				10	70	45	200	50	270
6:00			0		0		0		18:00				15	70	3/	205	10	275
6.15			0		0		0		18.15				1/		12		22	
6:30			3		1		4		18.30				14		22		36	
6:45			4	7	2	3	6	10	18:45				9	52	29	103	38	155
7:00			15		7		22		19:00				11	02	31	100	42	
7:15			8		4		12		19:15				8		16		24	
7:30			30		7		37		19:30				13		15		28	
7:45			46	99	5	23	51	122	19:45				5	37	20	82	25	119
8:00			28		15		43		20:00				7		20		27	
8:15			45		11		56		20:15				6		16		22	
8:30			43		7		50		20:30				8		18		26	
8:45			31	147	7	40	38	187	20:45				5	26	20	74	25	100
9:00			26		7	-	33		21:00				7	-	17		24	
9:15			25		4		29		21:15				6		11		17	
9:30			41		6		47		21:30				6		19		25	
9:45			30	122	16	33	46	155	21:45				12	31	18	65	30	96
10:00			9		18		27		22:00				4		19		23	
10:15			9		15		24		22:15				0		0		0	
10:30			16		14		30		22:30				1		1		2	
10:45			12	46	14	61	26	107	22:45				1	6	1	21	2	27
11:00			11		21		32		23:00				2		2		4	
11:15			14		15		29		23:15				0		0		0	
11:30			17		13		30		23:30				0		0		0	
11:45			24	66	24	73	48	139	23:45				1	3	1	3	2	6
TOTALS				487		233		720	TOTALS					538		1075		1613
SPLIT %				67.6%		32.4%		30.9%	SPLIT %					33.4%		66.6%		69.1%

		τλις	_	NB	SB	EB	WB				Total
	DAILI IO	IALS		0	0	1,025	1,308				2,333
AM Peak Hour			7:45	11:45	7:45	PM Peak Hour			12:30	16:45	16:45
AM Pk Volume			162	101	200	PM Pk Volume			104	214	283
Pk Hr Factor			0.880	0.842	0.893	Pk Hr Factor			0.667	0.754	0.873
7 - 9 Volume	0	0	246	63	309	4 - 6 Volume	0	0	115	374	489
7 - 9 Peak Hour			7:45	8:00	7:45	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume			162	40	200	4 - 6 Pk Volume			70	214	283
Pk Hr Factor	0.000	0.000	0.880	0.667	0.893	Pk Hr Factor	0.000	0.000	0.729	0.754	0.873

Kanan Dume Road Between North City Limit & Galahad Drive

Day: Thursday Date: 10/21/2021

City:	Malib	u
Project #:	CA21_	_020306_012

										•									
	D		τοτ/	N S		NB		SB		EB		WB						To	otal
				123		4,806		4,917	1	0		0						9,	723
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0:00	8		5					13		12:00	67		87					154	
0:15	8		4					12		12:15	83		68 67					151	
0:30	2	26	5	20				13	46	12:50	80 73	303	67 85	307				147	610
1:00	1	20	3	20				4	-10	13:00	98	505	90	507				188	010
1:15	1		4					5		13:15	91		84					175	
1:30	3	-	0	0				3	10	13:30	111	205	76	222				187	710
1:45	2 1	/	2	9				4	16	13:45	85 118	385	83 74	333				168	/18
2:15	3		3					6		14:15	118		76					192	
2:30	1		2					3		14:30	133		83					216	
2:45	2	7	1	9				3	16	14:45	131	500	85	318				216	818
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3:30	2		0					2		15:30	163		68					220	
3:45	2	5	2	4				4	9	15:45	150	591	75	298				225	889
4:00	0		1					1		16:00	119		66					185	
4:15	2		4					6		16:15	122		78					200	
4:30	3	11	2	7				3	18	16:30	89	/12	67 64	275				156	687
5:00	7	- 11	1	,				8	10	17:00	91	412	72	275				163	087
5:15	9		6					15		17:15	108		64					172	
5:30	7		12					19		17:30	90		62					152	
5:45	2	25	19	38				21	63	17:45	75	364	73	271				148	635
6:00	9 17		23 53					32 70		18:00	87 88		49 63					130	
6:30	25		80					105		18:30	70		42					112	
6:45	38	89	117	273				155	362	18:45	86	331	54	208				140	539
7:00	48		90					138		19:00	83		49					132	
7:15	49		97					146		19:15	48		46					94	
7:30	45 34	176	121	452				100	628	19:45	40 22	193	41 28	164				81 50	357
8:00	49	1/0	135	452				184	020	20:00	31	155	24	104				55	
8:15	52		140					192		20:15	29		27					56	
8:30	62		121					183		20:30	22		37					59	
8:45	62	215	12/	523				179	/38	20:45	34	116	21	109				55	225
9:15	61		114					174		21:15	25		15					40	
9:30	58		121					179		21:30	21		24					45	
9:45	62	244	99	447				161	691	21:45	15	106	31	96				46	202
10:00	56		67					123		22:00	21		16					37	
10:15	59 82		97 69					156		22:15	22		2/					39	
10:30	82	279	91	324				173	603	22:45	13	70	11	68				24	138
11:00	78		92					170		23:00	13		4					17	
11:15	81		67					148		23:15	11		8					19	
11:30	83	212	80	220				163	650	23:30	8	20	8	20				16	C.F.
11:45 TOTALS	1	1396	99	338 2444				169	3840	Z3:45 TOTALS		39	6	26				13	5883
SPLIT %	-	36.4%		63.6%					39.5%	SPLIT %		58.0%		42.0%					60.5%
						NB		SB		EB		WB						Тс	otal
	D	AILY	TOT/			4,806		4,917		0		0						9,	723
AM Peak Hour		10:45		7:30					8:00	PM Peak Hour		15:00		12:45					15:00
AM Pk Volume		324		540					738	PM Pk Volume		591		335					889
Pk Hr Factor		0.976		0.938					0.961	Pk Hr Factor		0.906		0.931					0.962
7 - 9 Volume		391		975	0		0		1366	4 - 6 Volume		776		546		0	0		1322
7 - 9 Peak Hour		8:00		7:30					8:00	4 - 6 Peak Hour		16:00		16:15					16:00
7 - 9 Pk Volume		215		540					738	4 - 6 Pk Volume		412		281					687
Pk Hr Factor		0.867		0.938					0 961	Pk Hr Factor		0 844		0 901					0.859

Kanan Dume Rd Bet. Galahad Dr & Pacific Coast Hwy

Day: Thursday Date: 10/21/2021

City:	Malib	u	
Project #:	CA21	020306	013

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0:15	9 7		7				14		12:30	84		70					158	
0:45	3	28	5	22			8	50	12:45	77	314	92	322				169	636
1:15	1		5				4 6		13:15	98 96		94 89					192	
1:30	5		0				5		13:30	115		80					195	
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3:30	2	5	2	4			4	9	15:30	156	613	73 74	309				243	922
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4:15	2		5				7		16:15 16:30	128		82 72					210	
4:45	6	11	2	8			8	19	16:45	82	429	69	288				151	717
5:00	5		2				7		17:00	96		76					172	
5:15	8		10				21		17:30	94		64 66					160	
5:45	5	29	18	44			23	73	17:45	78	384	72	278				150	662
6:00 6:15	10 19		26 54				36 73		18:00 18:15	92 90		52 64					144 154	
6:30	24		85				109		18:30	74		40					114	
6:45	41	94	124	289			165	383	18:45	87	343	59	215				146	558
7:15	47		95 102				142		19:15	80 46		47					92	
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9:00	67	230	120	555			188	705	21:00	46	125	26	125				72	240
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11:30	84		80				164		23:30	9		10					19	
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TOTALS		1452		2534			-	3986	TOTALS		3555		2573					6128
SPLIT %		36.4%		63.6%				39.4%	SPLIT %		58.0%		42.0%					60.6%
	D		ΓΟΤΑ	LS		NB	SB		EB		WB						То	otal
						5,007	5,107		0		0						10,	114
AM Peak Hour		10:45		7:30				7:45	PM Peak Hour		15:00		12:45					15:00
AM PK Volume Pk Hr Factor		329 0.956		553 0.940				764 0.941	Pk Hr Factor		613 0.901		355					922
7 - 9 Volume		411		1001	0	0		1412	4 - 6 Volume		813		566		0	0		1379
7 - 9 Peak Hour		8:00		7:30				7:45	4 - 6 Peak Hour		16:00		16:15					16:00
7 - 9 Pk Volume Pk Hr Factor		230 0.885		553 0.940				764 0.941	4 - 6 Pk Volume Pk Hr Factor		429 0.838		299 0.912					717
Las Flores Canyon Rd Bet. North City Limit & Pacific Coast Hwy

Day: Friday Date: 10/29/2021

City: Malibu Project #: CA21_020306_014

J.120 J.22 J.024 0 0 0 2,156 AM Period NB 5.6 EB WB TOTAL PM Period NB 5.6 1.4 1.83 1.3 1.4 1.83 1.3 1.4 1.83 1.3 1.4 1.83 1.3 1.4 1.83 1.3 1.4 1.83 1.3 1.3 1.4 1.83 1.3 1.3		р		στ			NB	SB		EB		WB						T	otal
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9:00 21 19 40 21:00 5 6 11 9:15 14 19 33 21:15 6 4 10 9:30 24 11 35 21:30 7 4 11 9:45 19 78 19 68 38 146 21:30 7 4 11 9:45 19 78 19 68 38 146 22:00 9 5 16 48 10:00 12 21 33 22:00 9 5 15 14 15 15 14 29 22:15 7 8 15 12 15 15 15 15 15 15 15	8:45	42	99	19	64			61	163	20:45	9	33	5	20				14	53
9:15 14 19 33 21:15 6 4 10 9:30 24 11 35 21:30 7 4 11 9:45 19 78 19 68 35 21:30 7 4 11 9:45 19 78 19 68 38 146 21:45 8 26 8 22 16 48 10:00 12 21 33 22:00 9 5 14 15 14 10:30 17 17 34 22:30 7 8 15 15 15 14 12 15 15 15 14 12 13 13 12 12 56 15 15 15 14 12 15 15 15 15 15 15 14 12 13 12 56 12 56 16 12 12 56 12 12 56 12 12 56 12 12 12 12 12 12	9:00	21		19				40		21:00	5		6					11	
9:30 24 11 35 21:30 7 4 11 9:45 19 78 19 68 21:45 8 26 8 22 16 48 10:00 12 21 33 22:00 9 5 14 10:15 15 14 29 22:15 7 8 15 15 10:30 17 17 34 22:30 7 8 15 12	9:15	14		19				33		21:15	6		4					10	
10:00 12 21 33 100 100 12 10 10 10 11 10 12 10 10 11 10 15 14 19 10 10 17 17 13 14 15 10:30 17 17 17 34 22:30 7 8 15 15 10:45 19 63 20 72 39 135 22:30 7 8 12 56 11:00 20 16 36 23:00 6 7 13 13 12 12 56 11:30 14 27 41 23:30 3 5 18 12 12 8 12 12 8 12 12 13 13 13 13 13 13 13 13 14 13 13 14 13 13 14 13 14 13 14 13	9:30	24 19	78	11 19	68			35	146	21:30	/ 8	26	4 8	22				11	48
10:15 15 14 29 22:15 7 8 15 10:30 17 17 17 34 22:30 7 8 15 10:45 19 63 20 72 39 135 22:45 4 27 8 29 12 56 11:00 20 16 36 23:00 6 7 13 12 13 13 12 13 12 13 12 13 12 13 12 13 12 13 12 13 12 13 13 12 13 13 12 13 13 12 13 13 14 133 12 13 13 14 133 14 13 13	10:00	12	70	21	00			33	140	22:00	9	20	5	~~~				14	
10:30 17 17 17 34 22:30 7 8 15 10:45 19 63 20 72 39 135 22:45 4 27 8 29 12 56 11:00 20 16 36 23:00 6 7 13 12 13 11:15 18 20 38 23:15 8 4 12 13 11:30 14 27 41 23:30 3 5 8 1 12 11:45 31 83 21 84 52 167 23:45 0 17 1 1 34 TOTALS 438 383 383 821 TOTALS 694 641 1335 SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% AM Peak Hour 11:45 1.32 1.024 0 0 0 14:15 AM Peak Hour 11:45 11:45 PM Peak Hour 14:15 14:00 <td< td=""><td>10:15</td><td>15</td><td></td><td>14</td><td></td><td></td><td></td><td>29</td><td></td><td>22:15</td><td>7</td><td></td><td>8</td><td></td><td></td><td></td><td></td><td>15</td><td></td></td<>	10:15	15		14				29		22:15	7		8					15	
10:45 19 0.3 20 72 39 155 22:45 4 27 8 29 12 56 11:00 20 16 36 23:00 6 7 13 12 13 11:15 18 20 38 23:15 8 4 12 12 12 11 11:30 14 27 41 23:30 3 5 8 12 12 13 13 13 13 13 12 12 14 12 12 14 12 14 12 14 12 14 12 14 12 15 14 12 15 14 12 14 <	10:30	17	62	17	70			34	425	22:30	7	27	8	20				15	5.0
11:15 18 20 38 23:15 8 4 12 11:30 14 27 41 23:30 3 5 8 11:45 31 83 21 84 52 167 23:45 0 17 1 17 1 34 TOTALS 438 383 821 TOTALS 694 641 1335 SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% Optimization of the second of th	10:45	- <u>19</u>	63	20	12			39	132	22:45	4	27	<u>8</u> 7	29				12	56
11:30 14 27 41 23:30 3 5 8 11:45 31 83 21 84 52 167 23:45 0 17 1 17 1 34 TOTALS 438 383 821 TOTALS 694 641 1335 SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% DAILY TOTALS NB SB EB WB 7.0% 7.1 1.1 1.1 AM Peak Hour 11:45 11:30 11:45 10.24 0 0 0 0 7.1 1.1	11:15	18		20				38		23:15	8		4					12	
11:45 31 83 21 84 52 167 23:45 0 17 1 17 1 34 TOTALS 438 383 833 821 TOTALS 694 641 1335 SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% DAILY TOTALS NB SB EB WB VB 70.0 70.1 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Pk Volume 112 89 194 PM Pk Volume 113 124 232 Pk Hr Factor 0.848 0.824 0.915 280 4-6 Volume 133 127 260 7 - 9 Volume 157 123 280 4-6 Volume 133 127 260 260<	11:30	14		27				41		23:30	3		5					8	
TOTALS 438 383 821 TOTALS 694 641 1335 SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% DAILY TOTALS NB SB EB WB SPLIT % 52.0% 48.0% 61.9% DAILY TOTALS NB SB EB WB SB EB WB SD Total AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 11:3 124 232 Pk Hr Factor 0.848 0.824 0.915 Pk Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 280 4 - 6 Volume 133 127 260 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 9 68 0.0	11:45	31	83	21	84			52	167	23:45	0	17	1	17				1	34
SPLIT % 53.3% 46.7% 38.1% SPLIT % 52.0% 48.0% 61.9% DAILY TOTALS NB SB EB WB Total 7.132 1,132 1,024 0 0 14:15 14:00 14:15 2,156 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 232 PK Hr Factor 0.848 0.824 0.915 PK Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 0 280 4 - 6 Volume 133 127 0 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 99 68 0 0 163 4 - 6 Peak Hour 16:15 16:30 16:45 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.934 0.934 0.934 0.934 <th>TOTALS</th> <th></th> <th>438</th> <th></th> <th>383</th> <th></th> <th></th> <th></th> <th>821</th> <th>TOTALS</th> <th></th> <th>694</th> <th></th> <th>641</th> <th></th> <th></th> <th></th> <th></th> <th>1335</th>	TOTALS		438		383				821	TOTALS		694		641					1335
NB SB EB WB Total 1,132 1,024 0 0 0 2,156 AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Peak Hour 112 89 194 PM Peak Hour 113 124 232 Pk Hr Factor 0.848 0.824 0.915 Pk Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 0 0 280 4 - 6 Volume 133 127 0 0 260 7 - 9 Peak Hour 8:00 7 - 6 Peak Hour 16:15 16:30 16:45 16:30 16:45 7 - 9 Peak Hour 8:00 163 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Peak Hour 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.934	SPLIT %		53.3%		46.7%				38.1%	SPLIT %		52.0%		48.0%					61.9%
Initial Initial <t< th=""><th></th><th>. .</th><th></th><th></th><th><u> </u></th><th></th><th>NB</th><th>SB</th><th></th><th>EB</th><th></th><th>WB</th><th></th><th></th><th></th><th></th><th></th><th>T</th><th>otal</th></t<>		. .			<u> </u>		NB	SB		EB		WB						T	otal
AM Peak Hour 11:45 11:30 11:45 PM Peak Hour 14:15 14:00 14:15 AM Pk Volume 112 89 194 PM Pk Volume 113 124 232 Pk Hr Factor 0.848 0.824 0.915 Pk Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 0 280 4 - 6 Volume 133 127 0 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pe k Volume 99 68 0 163 4 - 6 Pk Volume 73 71 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.934		U			ALS		1,132	1,024		0		0						2,	156
AM Pk Volume 112 89 194 PM Pk Volume 113 124 232 Pk Hr Factor 0.848 0.824 0.915 Pk Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 0 280 4 - 6 Volume 133 127 0 0 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 99 68 0 163 4 - 6 Pk Volume 73 71 0 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.934	AM Peak Hour		11:45		11:30				11:45	PM Peak Hour		14:15		14:00					14:15
Pk Hr Factor 0.848 0.824 0.915 Pk Hr Factor 0.785 0.544 0.624 7 - 9 Volume 157 123 0 280 4 - 6 Volume 133 127 0 0 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 99 68 0 163 4 - 6 Pk Volume 73 71 0 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.914	AM Pk Volume		112		89				194	PM Pk Volume		113		124					232
7 - 9 Volume 157 123 0 280 4 - 6 Volume 133 127 0 260 7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 99 68 0 163 4 - 6 Pk Volume 73 71 0 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.914	Pk Hr Factor		0.848		0.824				0.915	Pk Hr Factor		0.785		0.544					0.624
7 - 9 Peak Hour 8:00 7:30 8:00 4 - 6 Peak Hour 16:15 16:30 16:45 7 - 9 Pk Volume 99 68 0 163 4 - 6 Pk Volume 73 71 0 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.914	7 - 9 Volume		157		123				280	4 - 6 Volume		133		127					260
V - 9 PK volume 99 68 0 163 4 - 6 PK volume 73 71 0 0 139 Pk Hr Factor 0.589 0.850 0.000 0.668 Pk Hr Factor 0.830 0.934 0.000 0.914	7 - 9 Peak Hour		8:00		7:30				8:00	4 - 6 Peak Hour		16:15		16:30					16:45
	Pk Hr Factor		99		68 0.850				163	Pk Hr Factor		73		/1 0.934					0.914

Prepared by NDS/ATD VOLUME Malibu Canyon Rd Bet. Malibu Knolls Rd & Potter Rd

Day: Thursday Date: 2/24/2022

City: Malibu Project #: CA22_020078_001

	D			NI S		NB	SB		EB		WB						To	otal
	וס		1017	1LJ		9,992	10,566	1	0		0						20,	558
AM Period	NB		SB		EB	WB	TC	TAL	PM Period	NB		SB		EB	WE	3	TO	TAL
00:00	22 13		14 12				36		12:00 12:15	134 135		147 137					281	
00:15	7		6				13		12:30	121		120					241	
00:45	19	61	7	39			26	100	12:45	148	538	134	538				282	1076
01:00	3		3				6		13:00	152		102					254 322	
01:30	9		3				12		13:30	161		143					304	
01:45	6	30	2	15			8	45	13:45	173	632	128	549				301	1181
02:00	2		3				5		14:15	192		119					310	
02:30	4	4.0	0	4.0			4	05	14:30	205	700	137	407				342	1005
02:45	4	12	3	13			1	25	14:45	210	/98	123	487				425	1285
03:15	3		3				6		15:15	243		118					361	
03:30	0	0	4	0			4	17	15:30	356	1240	158	677				514	1024
03:45	2	0	3	9			5	17	16:00	347	1249	152	577				461	1020
04:15	3		4				7		16:15	250		144					394	
04:30	1	10	10 15	22			11	12	16:30 16:45	303	1161	203	661				506	1922
05:00	5	10	15	JZ			20	42	17:00	361	1101	169	001				530	1022
05:15	6		23				29		17:15	296		170					466	
05:30	18 19	48	69 95	202			87	250	17:30	276	1186	156 166	661				432	1847
06:00	30	10	117	202			147	200	18:00	257		139					396	1017
06:15	21		169 224				190		18:15 18:30	265		93					358	
06:30	43	110	234 266	786			309	896	18:45	185	917	94 95	421				280	1338
07:00	48		270				318		19:00	149		73					222	
07:15	/0 82		338				408		19:15 19:30	134		57 61					191	
07:45	78	278	346	1299			424	1577	19:45	96	496	39	230				135	726
08:00	76		352				428		20:00	81		44					125	
08:15	84 110		347 276				386		20:15	113		35 40					106	
08:45	78	348	338	1313			416	1661	20:45	91	356	45	164				136	520
09:00	77 86		268				345		21:00 21:15	113		43 20					156	
09:30	96		209				316		21:30	59		27					86	
09:45	96	355	244	941			340	1296	21:45	56	333	24	123				80	456
10:00	79 103		182				305		22:00	46 46		19 27					65 73	
10:30	86		173				259		22:30	54		17					71	
10:45	87	355	183	740			270	1095	22:45	42	188	15	78				57	266
11:00	98 105		155				253		23:00	31		7					45 40	
11:30	120		175				295		23:30	21		7					28	
11:45	103	426	146	652			249	1078	23:45	12	97	8	36				20	133
IOTALS		2041		6041				8082	IOTALS		7951		4525					12476
SPLIT %		25.3%		74.7%				39.3%	SPLIT %		63.7%		36.3%					60.7%
	D		ΓΟΤΑ	ALS		NB	SB		EB		WB						To	otal
						9,992	10,566		0		0						20,	558
AM Peak Hour		11:45		07:30				07:30	PM Peak Hour		15:30		16:30					16:30
AM Pk Volume		493		1390				1710	PM Pk Volume		1262		704					1963
7 - 9 Volume		626		2612	0	0)	3238	4 - 6 Volume		2347		1322	()	0		3669
7 - 9 Peak Hour		07:45		07:30				07:30	4 - 6 Peak Hour		16:30		16:30					16:30
7 - 9 Pk Volume		348		1390				1710	Volume		1259		704					1963
Pk Hr Factor		0.791		0.987	0.000	0.0	000	0.992	Pk Hr Factor		0.872		0.867	0.0	000	0.000		0.926

Prepared by NDS/ATD VOLUME Malibu Canyon Rd Bet. Malibu Knolls Rd & PCH

Day: Thursday Date: 2/24/2022 City: Malibu Project #: CA22_020078_002

	D	AILY 1	ΓΟΤΑ	ALS		NB	SB		EB 0		WB 0						Tc 20	ital 927
AM Poriod	NR		SB		ED	W/R	TO	τλι	DM Poriod	NR	U	SB		EB	\\//	2	Σ0, ΤΟ	727 ΤΔΙ
00:00	23		12		LD	VVD	35		12:00	144		149		LD	V V I	J	293	IAL
00:15 00:30	12 7		15 6				27		12:15 12:30	131 129		146 128					277 257	
00:45	20	62	4	37			24	99	12:45	157	561	143	566				300	1127
01:00	13 2		9 3				22		13:00 13:15	141 153		100 180					241 333	
01:30	11		3				14		13:30	167		138					305	
01:45	6	32	2	17			8	49	13:45 14:00	168	629	141	559				309	1188
02:00	3		5				8		14:15	203		124					328	
02:30	3	10	0	12			3	22	14:30 14:45	191 213	Q11	141 122	510				332	1221
03:00	1	10	0	IJ			1	25	15:00	302	011	129	510				431	1321
03:15	5		3				8		15:15 15:30	257 371		131 161					388 532	
03:45	4	10	4	10			8	20	15:45	346	1276	165	586				511	1862
04:00	2		3				5		16:00 16:15	307		171 127					478	
04:15	1		10				11		16:30	209		196					400	
04:45	4	10	15	32			19	42	16:45	304	1174	188	692				492	1866
05:15	7		22				29		17:15	308		175					484	
05:30	19 20	50	65	105			84	247	17:30 17:45	278	1106	153	671				431	1070
05.45	20	52	117	190			146	247	18:00	267	1190	139	074				422	1070
06:15	20		169 221				189		18:15	270		90 101					360	
06:45	43	111	274	781			317	892	18:45	185	933	95	425				280	1358
07:00	54		263				317		19:00 10:15	151		72 61					223	
07:15	73 84		344 344				417		19:30	118		59					196	
07:45	79	290	340	1291			419	1581	19:45	98	502	42	234				140	736
08:00	85 87		378 340				463		20:00	80 76		46 36					120	
08:30	105	2/0	268	1005			373	1/05	20:30	109	2/2	39	1/4				148	507
08:45	78	300	280	1325			358	1080	20:45	112	303	43	104				141	527
09:15	91 102		216				307		21:15	104		27					131	
09:30	102	374	224 243	963			326	1337	21:30	6∠ 52	330	27	125				89 75	455
10:00	74		193				267		22:00	49		18					67	
10:15	93		197				280		22:15	51 52		28 16					79 68	
10:45	96	375	182	759			278	1134	22:45	43	195	17	79				60	274
11:00 11:15	97 112		163				260		23:00 23:15	30 33		13 7					43 40	
11:30	119		187				306		23:30	21		8					29	100
11:45	107	435	141	667			248	0011	23:45	13	9/	/	35				20	132
		2121		74.2%				20.2%	SPLIT %		63.4%		36.6%					60.8%
JELIT 70		23.070		74.270				J7.270	JI LII 70		03.4 //		30.0%					00.0%
	D	AILY 1	TOTA	ALS		NB	SB		EB		WB						Tc	Ital
						10,188	10,739		0		0_						20,	921
AM Peak Hour		11:45 511		07:15				07:30	PM Peak Hour		15:30		16:30					16:30
Pk Hr Factor		0.887		0.930				0.938	Pk Hr Factor		0.871		0.935					0.938
7 - 9 Volume		650		2616	0	0)	3266	4 - 6 Volume		2370		1366	()	0		3736
7 - 9 Peak Hour		08:00		07:15				07:30	4 - 6 Peak Hour 4 - 0 r N		16:30 1266		16:30					16:30
Pk Hr Factor		0.857		0.930	0.000			0.938	Pk Hr Factor		0.879		0.935					0.938

Malibu Canyon Rd Bet. Civic Center Way & Pacific Coast Hwy

Day: Saturday Date:

City:	Malib	u	
Project #:	CA21	020306	017

						ND	CD		гр								.	
	D	AILY 1	ΓΟΤΑ	LS			5B		EB		WB						12	
						5,973	6,974		0		U						12,	947
AM Period	NB		SB		EB	WB	TO	TAL	PM Period	NB		SB		EB	v	VB	TO	TAL
0:00	20		17				37		12:00	105		42					147	
0:15	22		18				40 29		12:15	87		49 22					136	
0:30	20	90	13	58			33	148	12:45	93	384	41	165				132	549
1:00	14		24				38		13:00	102		49					151	
1:15	13		11				24		13:15	101		47					148	
1:30	15	E 4	10	F 2			25	107	13:30	100	422	60 61	217				160	620
2:00	5	54	11	55			16	107	14:00	119	422	100	217				217	039
2:15	9		7				16		14:15	119		103					222	
2:30	8		10				18		14:30	125		111					236	
2:45	7	29	7	35			14	64	14:45	144	505	125	439				269	944
3:00	1		3				3		15:00	150		129					285	
3:30	9		2				11		15:30	193		114					307	
3:45	1	18	3	10			4	28	15:45	150	666	103	491				253	1157
4:00	3		4				7		16:00	155		132					287	
4:15	b 1		4				10		16:15	151		125					276	
4:45	3	13	9	20			12	33	16:45	152	599	138	550				290	1149
5:00	2		2				4		17:00	140		146					286	
5:15	12		7				19		17:15	145		167					312	
5:30	2	10	10 16	25			12	54	17:30	146 153	584	1/5	606				321	1100
6:00	15	15	10	33			25	54	18:00	148	504	141	000				289	1150
6:15	9		22				31		18:15	177		106					283	
6:30	10		29				39		18:30	150		83					233	
6:45	20	54	218	100			255	154	18:45 19:00	111	586	3/	407				188	993
7:15	51		243				294		19:15	40		27					72	
7:30	68		228				296		19:30	31		40					71	
7:45	63	219	224	913			287	1132	19:45	23	139	14	115				37	254
8:00	104		253				357		20:00	45		20					65 42	
8:30	102		278				344		20:30	39		20					42 59	
8:45	75	398	211	984			286	1382	20:45	26	134	35	93				61	227
9:00	53		157				210		21:00	35		18					53	
9:15	60		135				195		21:15	30		18					48	
9:30	55 65	233	133	562			202	795	21:30	24 31	120	25 16	77				49 47	197
10:00	71	200	140	502			211	755	22:00	16	120	35					51	
10:15	52		123				175		22:15	22		12					34	
10:30	66	25.0	134	500			200	75.0	22:30	36	02	26	00				62	102
10:45	67 50	256	103	500			170	756	22:45	19 17	93	13	89				35 30	182
11:15	76		94				170		23:15	14		12					26	
11:30	84		122				206		23:30	23		13					36	
11:45	84	294	90	410			174	704	23:45	10	64	7	45				17	109
TOTALS		1677		3680				5357	TOTALS		4296		3294					7590
SPLIT %		31.3%		68.7%				41.4%	SPLIT %		56.6%		43.4%					58.6%
	D	AILY 1	ΓΟΤΑ	LS		NB	SB		EB		WB						Тс	otal
						5,973	6,974		0		0						12,	947
AM Peak Hour		8:00		7:45				7:45	PM Peak Hour		15:00		16:45					16:45
AM Pk Volume		398		997				1383	PM Pk Volume		666		626					1209
Pk Hr Factor		0.850		0.897			 	0.875	Pk Hr Factor		0.863		0.894					0.942
7 - 9 Volume		617		1897				2514	4 - 6 Volume		1183		1156					2339
7 - 9 Peak Hour		8:00		7:45				7:45	4 - 6 Peak Hour		16:00		16:45					10:45
Pk Hr Factor		0.850		0.897				0.875	Pk Hr Factor		0.966		0.894					0.942

Merritt Dr Bet. Morning View Dr & Busch Dr

Day: Thursday Date: 10/21/2021

City:	Malib	u	
Project #:	CA21_	_020306_	018

	DAILY TOTALS			NB		SB		EB		WB						T	otal
				U		U		308		307						. C	975
AM Period	NB SB	EB		WB		TC	TAL	PM Period	NB		SB	EB		WB		тс	DTAL
0:00		0		1		1		12:00				6		2		8	
0:15		1		1		2		12:15				5		9 10		14	
0:50		1	2	0	2	1	Λ	12.30				6	10	10	30	12	10
1:00		0	2	1	2	1		13:00				7	15	7	50	14	45
1:15		Ő		ō		ō		13:15				10		11		21	
1:30		0		0		0		13:30				8		7		15	
1:45		1	1	1	2	2	3	13:45				8	33	3	28	11	61
2:00		0		0		0		14:00				2		6		8	
2:15		0		0		0		14:15				2		10		12	
2:30		0		0		0		14:30				5	45	8	20	13	45
2:45		0		0		0		14:45				6	15	12	30	17	45
3:00		0		0		0		15:00				5		12		1/	
3.15		0		0		0		15:30				11		25		36	
3:45		Ő		1	1	1	1	15:45				9	30	11	57	20	87
4:00		1		0		1		16:00				5		6		11	
4:15		0		0		0		16:15				9		10		19	
4:30		0		0		0		16:30				8		15		23	
4:45		0	1	1	1	1	2	16:45				1	23	6	37	7	60
5:00		0		0		0		17:00				6		3		9	
5:15		1		0		1		17:15				4		5		9	
5:30		1	2	0	1	2	2	17:45				1	12	3 1	15	4	27
6:00		0	2	1	1	1	J	18:00				8	12	6	15	14	
6:15		1		2		3		18:15				5		11		16	
6:30		4		0		4		18:30				3		2		5	
6:45		4	9	1	4	5	13	18:45				0	16	2	21	2	37
7:00		7		2		9		19:00				5		3		8	
7:15		5		0		5		19:15				4		1		5	
7:30		2		4		6		19:30				0		3	_	3	
7:45		4	18	4	10	8	28	19:45				1	10	0	7	1	17
8:00		4		9		13		20:00				3		1		4	
8.15		4		11		18		20:13				2		2		2	
8:45		8	23	3	29	11	52	20:45				Ō	6	1	4	1	10
9:00		8	20	7	20	15		21:00				1		2	•	3	
9:15		7		5		12		21:15				1		1		2	
9:30		5		4		9		21:30				0		0		0	
9:45		3	23	7	23	10	46	21:45				0	2	0	3	0	5
10:00		8		6		14		22:00				3		1		4	
10:15		5		5		10		22:15				1		0		1	
10:30		5	25	3	22	8 15	47	22:30				0	4	0	1	0	F
10:45		6	25	<u>0</u>	22	15	47	23.45				0	4	0	1	0	5
11:15		12		13		25		23:15				1		0		1	
11:30		11		9		20		23:30				ō		õ		0	
11:45		4	33	8	39	12	72	23:45				0	1	0		0	1
TOTALS			137		134		271	TOTALS					171		233		404
SPLIT %			50.6%		49.4%		40.1%	SPLIT %					42.3%		57.7%		59.9%
				NR		CP.		EP		\//R						т.	otal
	DAILY TOTALS			ND		30		СВ		WB							
				0		0		308		367						- 6	5/5
			10.15		10.15								45.00		45.00		

AM Peak Hour			10:45	10:45	10:45	PM Peak Hour			15:30	15:00	15:00
AM Pk Volume			36	39	75	PM Pk Volume			34	57	87
Pk Hr Factor			0.750	0.750	0.750	Pk Hr Factor			0.773	0.570	0.604
7 - 9 Volume	0	0	41	39	80	4 - 6 Volume	0	0	35	52	87
7 - 9 Peak Hour			8:00	7:45	8:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume			23	30	52	4 - 6 Pk Volume			24	37	60
Pk Hr Factor			0.719	0.682	0.722	Pk Hr Factor			0.667	0.617	0.652

Morning View Dr Bat. Guernsey Ave & Via Cabrillo

Day: Thursday Date: 10/21/2021

City: Malibu
Project #: CA21_020306_019

	DAILY TOTAL	.S	-	NB		SB		EB		WB						T	otal
				0		0		445		528						9	/3
AM Period	NB SB	EB		WB		тс	DTAL	PM Period	NB		SB	EB		WB		TC	DTAL
0:00		0		1		1		12:00				9		7		16	
0:15		0		0		0		12.15				4		11		12	
0:30		0		0	1	0	1	12:45				11	29	5	27	16	56
1:00		0		0	-	0		13:00				9	23	11	27	20	
1:15		Ő		Õ		Ő		13:15				2		7		9	
1:30		0		0		0		13:30				3		2		5	
1:45		0		0		0		13:45				11	25	6	26	17	51
2:00		0		1		1		14:00				6		3		9	
2:15		0		0		0		14:15				12		8		20	
2:30		0		0		0		14:30				10	27	7	24	17	64
2:45		0		0	1	0	1	14:45				9	37	6	24	15	61
3:00		0		0		0		15:00				4		10		22	
3:15		0		0		0		15.15				12		56		67	
3:45		0		0		Ő		15:45				11	38	36	109	47	147
4:00		0		0		0		16:00				6		8	100	14	
4:15		0		0		0		16:15				13		9		22	
4:30		0		0		0		16:30				3		6		9	
4:45		0		0		0		16:45				3	25	9	32	12	57
5:00		2		0		2		17:00				10		9		19	
5:15		1		1		2		17:15				5		7		12	
5:30		2	-	0		2	•	17:30				4	22	4	25	8	47
5:45		2	/	0	1	2	8	17:45				3	22	5	25	8	47
6:00		5		1		4		18.00				2		9		20	
6:30		2		3		5		18:30				2		0		1	
6:45		1	11	13	18	14	29	18:45				6	20	4	20	10	40
7:00		7		6		13		19:00				4		4		8	
7:15		8		14		22		19:15				4		3		7	
7:30		6		15		21		19:30				0		3		3	
7:45		10	31	9	44	19	75	19:45				0	8	0	10	0	18
8:00		17		9		26		20:00				0		5		5	
8:15		35		23		58		20:15				6		3		9	
8:30		16	04	39		55	4.65	20:30				5	40	6	47	11	25
8:45			81	13	84	26	165	20:45				/	18	<u> </u>	1/	2	35
9.00		6		6		10		21.00				0		1		5 1	
9.30		4		6		10		21:30				2		2 2		5	
9:45		13	30	3	24	16	54	21:45				0	4	1	6	1	10
10:00		8		5		13	•	22:00				Ō		0	-	0	
10:15		6		5		11		22:15				2		1		3	
10:30		9		3		12		22:30				0		1		1	
10:45		10	33	9	22	19	55	22:45				0	2	0	2	0	4
11:00		4		6		10		23:00				1		0		1	
11:15		9		10		19		23:15				0		0		0	
11:30		/	22	b 10	25	13	EQ	23:30				0	1	0		0	1
11:45 TOTAIS		3	23	13	35 230	10	58 446	Z5:45				U	229	0	298	U	527
SPLIT %			48.4%		51.6%		45.8%	SPLIT %					43.5%		56.5%		54.2%
				NID-		C.D	_	50		14/D		_	_			-	
	DAILY TOTAL	S		INB		SB		EB		WB							otal
				0		0		445		528						9	73
AM Pook Hour			8.00		8.00		8.00	DM Deak Hours					15.20		15.15		15.15
AN FEAK HOUL			0.00		0.00		0.00						10.00		10.10		10.10

AM Peak Hour			8:00	8:00	8:00	PM Peak Hour			15:30	15:15	15:15
AM Pk Volume			81	84	165	PM Pk Volume			41	110	150
Pk Hr Factor			0.579	0.538	0.711	Pk Hr Factor			0.788	0.491	0.560
7 - 9 Volume	0	0	112	128	240	4 - 6 Volume	0	0	47	57	104
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume			81	84	165	4 - 6 Pk Volume			29	33	62
Pk Hr Factor			0.579	0.538	0.711	Pk Hr Factor			0.558	0.917	0.705

Morning View Dr Bet. Via Cabrillo & Pacific Coast Hwy

Day: Thursday Date: 10/21/2021

City:	Malibu
Project #:	CA21_020306_020

	_					NB	SB		EB		WB						Тс	otal
	D			ALS		1,453	1,408	3	0		0						2,	861
AM Period	NB		SB		EB	WB	тс	DTAL	PM Period	NB		SB		EB	W	'B	TO	TAL
0:00	1		0				1		12:00	12		11					23	
0:15	0		0				0		12:15 12:30	9 16		42 11					51 27	
0:45	0	1	0				0	1	12:45	22	59	19	83				41	142
1:00	0		0				0		13:00	6		11					17	
1:15	0		0				0		13:15 13:30	7		14					14 21	
1:45	0		Ő				0		13:45	, 13	33	17	49				30	82
2:00	1		1				2		14:00	14		14					28	
2:15	0		0				0		14:15 14:30	12 11		18 16					30 27	
2:45	0	1	õ	1			0	2	14:45	21	58	34	82				55	140
3:00	1		0				1		15:00	36		17					53	
3:15	0		1				1		15:15 15:30	51 75		26 88					77 163	
3:45	1	2	0	1			1	3	15:45	32	194	89	220				121	414
4:00	0		0				0		16:00	22		55					77	
4:15	0		0				0		16:15 16:30	20		33					53	
4:50	1	1	0				1	1	16:45	14	71	24	133				36	204
5:00	2		0				2		17:00	22		23					45	
5:15	12		2				14		17:15	8		23					31	
5:45	5	26	0	7			5	33	17:45	27	73	11	74				38	147
6:00	6		4				10		18:00	12		34					46	
6:15	11		4				15		18:15	10		24					34	
6:30	18 26	61	3	20			35	81	18:45	ь 8	36	13 3	74				19	110
7:00	27		1				28		19:00	2		17					19	
7:15	33		8				41		19:15	2		12					14	
7:30	32 47	139	8 11	28			40 58	167	19:30	3 1	8	10	50				13	58
8:00	67	100	25	20			92	107	20:00	8		16					24	
8:15	182		85				267		20:15	3		13					16	
8:30 8:45	126	440	129 68	307			255	747	20:30	3 4	18	15 12	56				18	74
9:00	22	110	15	507			37	/ 1/	21:00	2	10	13	50				15	
9:15	20		14				34		21:15	3		2					5	
9:30	13	72	16 25	70			29 42	142	21:30	3 4	12	3 4	22				6 8	34
10:00	16	72	8	70			24	172	22:00	2	12	1	22				3	
10:15	20		16				36		22:15	2		2					4	
10:30	1/	69	19 14	57			36	126	22:30 22:45	0	4	2	Q				2	12
11:00	15	05	14	51			29	120	23:00	1	~	2	0				3	12
11:15	23		14				37		23:15	2		1					3	
11:30 11:45	11 18	67	20 12	60			31	127	23:30	3 2	8	2	6				5	14
TOTALS	10	879	12	551				1430	TOTALS		574	-	857					1431
SPLIT %		61.5%		38.5%				50.0%	SPLIT %		40.1%		59.9%					50.0%
						NB	SB		EB		WB						To	otal
	D		TOT/	ALS		1,453	1,408	3	0		0						2,	861
AM Peak Hour		8:00		8:00				8:00	PM Peak Hour		15:00		15:30					15:15
AM Pk Volume		440		307				747	PM Pk Volume		194		265					438
Pk Hr Factor		0.604		0.595				0.699	Pk Hr Factor		0.647		0.744					0.672
7 - 9 Volume		579		335				914	4 - 6 Volume		144		207					351
7 - 9 Peak Hour		8:00		8:00				8:00	4 - 6 Peak Hour 4 - 6 Pk Volume		17:00		10:00					16:00
Pk Hr Factor		0.604		0.595	0.000			0.699	Pk Hr Factor		0.676		0.605					0.662

Philip Ave Bet. Morning View Dr & Cuthbert Rd

Day: Thursday Date: 10/21/2021

City:	Malibu
Project #:	CA21_020306_021

	D		ΓΟΤΑ	IS	_	NB	SB		EB		WB						То	otal
				123		477	527		0		0						1,	004
AM Period	NB		SB		EB	WB	TO	TAL	PM Period	NB		SB		EB	٧	NB	TC	TAL
0:00	1		0				1		12:00	8		12					20	
0:15	0		0				0		12:15	7		9					16	
0:30	0	1	0				0	1	12:30	/	21	/	20				14	70
0:45	1	1	0				1	1	12:45	9	31	10	39				20	70
1:15	Ō		0				Ō		13:15	6		12					18	
1:30	0		0				0		13:30	1		7					8	
1:45	0	1	0				0	1	13:45	2	15	13	42				15	57
2:00	0		0				0		14:00	3		9					12	
2:15	0		0				0		14:15	8		15					23	
2:30	0		0				0		14:30	/	22	10	52				1/	76
2:45	1		1				2		14:45	5	23	19	53				24	76
3:15	0		0				0		15:15	6		19					25	
3:30	Ő		Ő				0		15:30	5		13					18	
3:45	0	1	0	1			0	2	15:45	10	26	11	60				21	86
4:00	0		0				0		16:00	6		9					15	
4:15	0		1				1		16:15	11		17					28	
4:30	0		0	_			0	_	16:30	4		12					16	
4:45	0		2	3			2	3	16:45	3	24	7	45				10	69
5:00	1		1				2		17:00	10		/					1/	
5:15	0		2				2		17:30	2		4					10	
5:45	2	3	õ	3			2	6	17:45	3	22	5	23				8	45
6:00	6		3	-			9		18:00	3		6					9	
6:15	7		3				10		18:15	3		2					5	
6:30	13		1				14		18:30	5		3					8	
6:45	31	57	2	9			33	66	18:45	0	11	3	14				3	25
7:00	15		7				22		19:00	4		5					9	
7:15	19		6				10		19:15	2		2					4	
7:50	10	60	0 7	28			23	88	19:45	2	11	2	9				2	20
8:00	12	00	6	20			18	00	20:00	5	11	1	5				6	20
8:15	11		14				25		20:15	4		6					10	
8:30	14		9				23		20:30	9		6					15	
8:45	13	50	15	44			28	94	20:45	2	20	7	20				9	40
9:00	11		9				20		21:00	0		1					1	
9:15	15		6				21		21:15	0		1					1	
9:30	9	41	8 11	24			17	75	21:30	2	4	1	2				3	7
10:00	11	41	11	34			22	75	22:00	2	4	1	3				2	/
10:15	8		10				18		22:15	2		1					3	
10:30	6		12				18		22:30	0		1					1	
10:45	11	36	11	44			22	80	22:45	2	6	0	3				2	9
11:00	7		9				16		23:00	0		1					1	
11:15	7		15				22		23:15	0		0					0	
11:30	12	22	10	10			1/	01	23:30 22:45	1	1	1	2				2	2
11:45	12	33	14	48			20	81	23:45	0	1	0	2				0	
TOTALS		283		214				497	TOTALS		194		313					507
SPLIT %		56.9%		43.1%				49.5%	SPLIT %		38.3%		61.7%					50.5%
	D	AILY 1	ΟΤΑ	LS	-	NB	SB		EB		WB						Тс	otal
						477	527		0		0						1,	004
AM Peak Hour		6:30		11:15				6:45	PM Peak Hour		15:30		14:45					14:45
AM Pk Volume		78		51				98	PM Pk Volume		32		68					89
Pk Hr Factor		0.629		0.850				0.742	Pk Hr Factor		0.727		0.895					0.890
7 - 9 Volume		110		72	0	0		182	4 - 6 Volume		46		68		0	0		114
7 - 9 Peak Hour		7:00		8:00				8:00	4 - 6 Peak Hour		16:15		16:00					16:15
7 - 9 Pk Volume		60		44				94	4 - 6 Pk Volume		28		45					71
Pk Hr Factor		0.789		0.733				0.839	Pk Hr Factor		0.636		0.662					0.634

Trancas Canyon Rd Bet. North City Limit/Anacapa View Dr & Pacific Coast Hwy

Day: Tuesday Date: 11/2/2021

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City: Malibu
Project #: CA21_020306_022
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DAILY TOTALS NO 36 EB WE	Total
488 492 0 0	980
AM Period NB SB EB WB TOTAL PM Period NB SB B	EB WB TOTAL
0:00 0 0 12:00 7 10 0:15 0 0 12:15 6 9	17 15
0:30 0 0 0 12:30 4 10	14
0:45 0 0 12:45 6 23 10 39 1:00 0 0 13:00 6 7	<u>16 62</u> 13
1:15 0 0 0 13:15 11 3	14
1:30 0 0 0 13:30 8 6 1:45 0 0 13:45 8 33 5 21	14 13 54
2:00 0 0 0 14:00 15 8	23
2:15 0 0 0 14:15 6 10 2:30 0 0 14:30 8 13	16 21
2:45 0 0 0 14:45 9 38 14 45	23 83
3:00 1 0 1 15:00 12 19 3:15 0 0 15:15 5 15	31
3:30 0 1 1 15:30 9 16	25
3:45 0 1 0 1 0 2 15:45 15 41 15 65	<u>30 106</u> 26
4:15 1 1 2 16:15 24 15	39
4:30 1 2 3 16:30 11 11 4:45 0 2 1 4 1 6 16:45 11 60 7 45	22 18 105
5:00 0 0 1 0 11 00 13	21
5:15 1 0 1 17:15 9 6 5:30 1 0 1 17:30 8 11	15
5:45 2 4 5 7 9 17:45 10 36 7 36	17 72
6:00 1 2 3 18:00 5 6 6:15 3 3 6 18:15 6 18	11 24
6:30 10 0 10 10 18:30 5 5	10
6:45 8 22 5 10 13 32 18:45 8 24 5 34 7:00 3 3 6 19:00 3 2	13 58
7:15 3 5 8 19:15 4 0	4
7:30 4 6 10 19:30 6 3 7:45 0 10 7 31 16 40 19:45 5 18 1 6	9
7.45 9 19 7 21 16 40 15.45 5 18 1 6 8:00 7 3 10 20:00 3 0	3
8:15 6 14 20 20:15 2 0 9:20 11 10 21 20:20 <th>2</th>	2
8:45 12 36 7 34 19 70 20:45 1 9 2 2	3 11
9:00 12 6 18 21:00 2 1	3
9:15 9:00 5 12 15 21:15 5 2 17 21:30 1 1	2
9:45 9 35 10 34 19 69 21:45 0 6 1 5	1 11
10:00 12 11 23 22.00 0 2 10:15 9 11 20 22:15 1 1	2
10:30 8 7 15 22:30 2 0	2
10:45 13 42 6 35 19 77 22:45 1 4 1 4 11:00 8 6 14 23:00 0 1	
11:15 7 12 19 23:15 1 2 11:10 10 0 10 0 10	3
11:30 10 9 19 23:30 2 1 11:45 7 32 15 42 22 74 23:45 0 3 0 4	3 0 7
TOTALS 193 186 379 TOTALS 295 306	601
SPLIT % 50.9% 49.1% 38.7% SPLIT % 49.1% 50.9%	61.3%
	Total
488 492 0 0	980
AM Peak Hour 8:30 11:15 9:30 PM Peak Hour 15:45 15:00	15:30
AM Pk Volume 44 46 79 PM Pk Volume 64 65 Dk Hz Factor 0.017 0.757 0.050 Dk Hz Factor 0.057 0.057	120
7-9 Volume 55 55 0 0 10 4-6 Volume 96 81	0.769
7 - 9 Peak Hour 8:00 7:45 8:00 4 - 6 Peak Hour 16:00 16:00	16:00
7 - 9 Pk Volume 36 34 0 70 4 - 6 Pk Volume 60 45 Pk Hx Easter 0.507 0.607 0.000	0 0 105

Westward Beach Rd Bet. Pacific Coast Hwy & Birdview Ave

Day: Friday Date: 10/29/2021

City: Malibu Project #: CA21_020306_023

		A 11 \/ 7				NB	SB		EB		WB						T	otal
	D			ALS		1,165	1,17	כ	0		0						2,	335
AM Period	NB		SB		EB	WB	Т	DTAL	PM Period	NB		SB		EB	W	В	тс	DTAL
0:00	2		4				6		12:00	33		22					55	
0:15	4		0				4		12:15 12:30	35		25 21					60 42	
0:45	2	10	1	8			3	18	12:45	21	100	26	104				42	204
1:00	2		2				4		13:00	30		27					57	
1:15	4		0				4		13:15	14		28					42	
1:30	1	8	2	Д			3	12	13:30	22 16	82	27	106				49 40	188
2:00	0	0	1				1		14:00	19	02	22	100				41	100
2:15	3		1				4		14:15	24		16					40	
2:30	2	-	2	-			4	10	14:30	27	00	28	00				55	170
3:00	0	5	0	5			0	10	14:45	20	90	22	00				42 53	1/0
3:15	1		Ő				1		15:15	29		19					48	
3:30	0		0				0		15:30	26		26					52	
3:45	0	1	0				0	1	15:45	18	100	23	94				41	194
4:00	1		0				1		16:15	33		23					49 56	
4:30	0		1				1		16:30	24		11					35	
4:45	1	4	0	1			1	5	16:45	16	104	20	72				36	176
5:00	0		2				2		17:00	16		32					48	
5:30	0		2				2		17:30	28		20					40	
5:45	0	1	4	8			4	9	17:45	15	73	31	110				46	183
6:00	2		5				7		18:00	27		29					56	
6:15	3		2 11				5		18:15	35 21		24 13					59 34	
6:45	6	13	13	31			19	44	18:45	20	103	7	73				27	176
7:00	2		12				14		19:00	24		8					32	
7:15	8		11				19		19:15	13		7					20	
7:30	14 9	33	10	41			17	74	19:45	13	61	7	33				24 18	94
8:00	8		13	11			21		20:00	11	01	3					14	
8:15	12		10				22		20:15	15		3					18	
8:30	11	12	15				26	00	20:30	12	45	9	21				21	66
9:00	12	45	17	55			29	90	21:00	10	45	4	21				13	00
9:15	9		18				27		21:15	6		8					14	
9:30	6	22	21	60			27	400	21:30	9		7	24				16	64
9:45 10:00	6 12	32	21	68			21	100	21:45	12	37	5	24				17	61
10:15	19		19				38		22:15	7		5					12	
10:30	18		27				45		22:30	9		6					15	
10:45	24	73	26	93			50	166	22:45	6	35	4	21				10	56
11:00	18		10 24				33 42		23:15	ہ 4		5 1					5	
11:30	34		30				64		23:30	4		3					7	
11:45	21	90	30	100			51	190	23:45	6	22	1	10				7	32
TOTALS		313		414				727	TOTALS		852		756					1608
SPLIT %		43.1%		56.9%				31.1%	SPLIT %		53.0%		47.0%					68.9%
	D		ΓΟΤΑ	NLS		NB	SB		EB		WB						T	otal
						1,165	1,17)	0		0						2,	335
AM Peak Hour		11:30		11:45				11:30	PM Peak Hour		15:30		12:30					17:30
AM Pk Volume		123		108				230	PM Pk Volume		108		112					210
Pk Hr Factor		0.879		0.871			0	0.898	Pk Hr Factor		0.818		0.903					0.890
7 - 9 Volume		/b 7·20		96				1/2	4 - 6 Volume		1//		182					359
7 - 9 Pk Volume		43		55				98	4 - 6 Pk Volume		10.00		110					183
Pk Hr Factor		0.768		0.809				0.845	Pk Hr Factor		0.788		0.859					0.934

Puerco Canyon Rd Bet. Pacific Coast Hwy & 1000' N/O Pacific Coast Hwy

Day: Tuesday Date: 11/2/2021 City: Malibu Project #: CA21_020306_024

	D	лиут		IC		NB	SB		EB		WB						Т	otal
	10			il.3		65	65		0		0							130
AM Period	NB		SB		EB	WB	TOTA	L	PM Period	NB		SB		EB	W	В	T	DTAL
0:00	0		0				0		12:00 12:15	1		1					2	
0:15	0		0				0		12:15	1		0					1	
0:45	0		0				0		12:45	2	4	0	1				2	5
1:00	0		0				0		13:00	1		2					3	
1:15	0		0				0		13:30	0		0					0	
1:45	0		0				0		13:45	0	2	2	5				2	7
2:00	0		0				0		14:00	1		1					2	
2:15	0		0				0		14:15	0		2					0 3	
2:45	0	1	Ō	1			0 2	2	14:45	Ō	2	3	6				3	8
3:00	0		0				0		15:00	1		2					3	
3:15	0		0				0		15:15 15:30	0		5					5	
3:45	0		0				0		15:45	1	3	3	15				4	18
4:00	0		0				0		16:00	0	-	3					3	
4:15	0		0				0		16:15	1		2					3	
4:30 4:45	0	1	0				0 1 ·	1	16:30	0	1	2	7				2	8
5:00	0	-	0				0	-	17:00	1	-	0	,				1	
5:15	0		0				0		17:15	0		0					0	
5:30	0	1	0				0	1	17:30 17:45	1	2	1	1				2	л
6:00	2	1	0				2	1	18:00	1	3	1	1				2	4
6:15	1		0				1		18:15	0		1					1	
6:30	5	10	0	2			5	0	18:30	0	2	1	2				1	C
6:45 7:00	8 4	10	<u> </u>	Z			 <u>10 1</u> 5	.ð	18:45	2	3	0	3				2	0
7:15	1		Ō				1		19:15	Ő		Õ					Õ	
7:30	1	-	0				1	_	19:30	1		0					1	
7:45	3	9	2	1			 <u>3 1</u> 6	.0	19:45	0	1	0					0	1
8:15	1		2				3		20:15	0		0					0	
8:30	0		1				1		20:30	1		1					2	
8:45	0	4	0	6			 0 1	.0	20:45	0	1	0	1				0	2
9:00	3 0		2				3		21:00	0		0					0	
9:30	Ő		Ō				0		21:30	Ő		Õ					Õ	
9:45	2	5	2	7			 4 1	.2	21:45	0		0					0	
10:00	0		1				1		22:00 22:15	0		0					0	
10:30	1		1				2		22:30	0		0					0	
10:45	2	3	3	6			5 9	9	22:45	0		0					0	
11:00 11:15	1		0				1		23:00	0		0					0	
11:30	1		0				1		23:30	0		0					0	
11:45	0	5	0	3			0 8	8	23:45	0		Ó					0	
TOTALS		45		26			7	'1	TOTALS		20		39					59
SPLIT %		63.4%		36.6%			54	.6%	SPLIT %		33.9%		66.1%					45.4%
	D.		OTA			NB	SB		EB		WB						Т	otal
			UTA			65	65		0		0							130
AM Peak Hour		6:15		9:00			6	:15	PM Peak Hour		12:30		15:15					15:00
AM Pk Volume		18		7			2	21	PM Pk Volume		5		16					18
Pk Hr Factor	_	0.563	_	0.583			 0.	525	Pk Hr Factor	_	0.625	_	0.800				_	0.750
7 - 9 Volume		13		7			2	20	4 - 6 Volume		4		8					12
7 - 9 Peak Hour		2:00 Q		6			1	30	4 - 6 Peak Hour 4 - 6 Pk Volume		2		10:00					10:00
Pk Hr Factor		0.563		0.500			0.	542	Pk Hr Factor		0.750		, 0.583					0.667

Rambla Pacifico St Bet. Pacific Coast Hwy & 750' N/O Pacific Coast Hwy

Day: Tuesday Date: 11/2/2021

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City: Malibu
Project #: CA21_020306_025
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	DA		ΟΤΑ	LS		NB		SB		EB		WB						T	otal
	D/N		01/	(20		222		240		0		0						4	62
AM Period	NB		SB		EB	WB		TO	TAL	PM Period	NB		SB		EB	W	В	TC	TAL
0:00	0		0					0		12:00	6		5					11	
0:30	0		1					1		12:30	6		3					9	
0:45	0		0	1				0	1	12:45	7	24	7	19				14	43
1:00	0		0					0		13:00 13:15	8 1		4					12	
1:30	0		0					0		13:30	4		6					10	
1:45	0		0					0		13:45	4	17	1	15				5	32
2:00	0		0					0		14:00 14:15	3		3					6	
2:30	0		0					0		14:30	3		5					8	
2:45	1	1	1	1				2	2	14:45	7	16	6	20				13	36
3:00	0		0					0		15:00 15:15	2		2					4	
3:30	0		0					0		15:30	9		5					14	
3:45	0		0					0		15:45	3	14	2	10				5	24
4:00	0		0					0		16:00 16:15	8		4					12	
4:30	0		0					0		16:30	3		4					7	
4:45	0		0					0		16:45	8	21	1	11				9	32
5:00	0		0					0		17:00	4		4					8	
5:30	1		1					2		17:30	4		6					10	
5:45	1	2	1	2				2	4	17:45	4	16	5	24				9	40
6:00	0		0					0		18:00	3		2					5	
6:15	2		1					3		18:30	4		2					0	
6:45	1	3	2	3				3	6	18:45	Ő	7	3	7				3	14
7:00	0		3					3		19:00	0		2					2	
7:15	2		4					6 2		19:15	4 3		0					4 4	
7:45	3	5	4	13				7	18	19:45	5	12	2	5				7	17
8:00	2		8					10		20:00	0		0					0	
8:15 8:30	6 9		4 8					10 17		20:15	2		5 3					6	
8:45	3	20	8	28				11	48	20:45	1	6	2	10				3	16
9:00	6		8					14		21:00	0		1					1	
9:15	6		4					10		21:15	0		0					0 3	
9:45	1	16	6	22				7	38	21:45	3	5	2	4				5	9
10:00	3		5					8		22:00	4		1					5	
10:15	5		7 0					12		22:15 22:30	2		2					4	
10:45	2	16	2	23				4	39	22:45	Ō	7	Ō	4				0	11
11:00	3		4					7		23:00	0		1					1	
11:15 11·30	2		5					7		23:15 23·30	1 0		2					3	
11:45	2	12	5	14				7	26	23:45	1	2	0	4				1	6
TOTALS		75		107					182	TOTALS		147		133					280
SPLIT %	4	1.2%		58.8%					39.4%	SPLIT %		52.5%		47.5%					60.6%
	DA	шνт	OTA			NB		SB		EB		WB						Т	otal
	- DA			IES		222		240		0		0						4	62
AM Peak Hour		8:15		8:00					8:15	PM Peak Hour		12:15		17:00					12:15
AM Pk Volume		24		28					52	PM Pk Volume		26		24					44
Pk Hr Factor		0.667		0.875	0		0		0.765	Pk Hr Factor		0.813	_	0.667		0	0		0.786
7 - 9 Volume		25 7:45		41 8·00					8:00	4 - 6 Volume		37 16:00		35 17:00					16.45
7 - 9 Pk Volume		20		28					48	4 - 6 Pk Volume		21		24					40
Pk Hr Factor	(0.556		0.875	0.000		0.000		0.706	Pk Hr Factor		0.656		0.667	0	.000	0.000		0.769

VOLUME

Busch Dr Bet. Meritt Dr & PCH

Day: Thursday Date: 12/16/2021

City:	Malib	u	
Project #:	CA21_	_050024_001	

	σλιιντ	οτλις			NB		SB		EB	WB						T	otal
		UTALJ			0		0		1,020	1,021						2,	041
AM Period	NB	SB	EB		WB		тс	DTAL	PM Period	NB	SB	EB		WB		тс	DTAL
00:00			0		0		0		12:00			23		20		43	
00:15			1		0		1		12:15			19		21		40	
00:30			0	1	0		0	1	12:30			47	111	23	87	70	198
01:00			0	-	0		0		13:00			28		29	0,	57	
01:15			0		0		0		13:15			36		23		59	
01:30			1		0		1		13:30			13		14		27	
01:45			0	1	0		0	1	13:45			30	107	22	88	52	195
02:00			0		0		0		14:00			20		19		39	
02:15			0		0		0		14.15			20		12		38 41	
02:45			ő		Ő		0		14:45			26	100	13	57	39	157
03:00			0		0		0		15:00			27		14		41	
03:15			0		0		0		15:15			42		27		69	
03:30			0		0		0		15:30			37		14		51	
03:45			0		0		0		15:45			20	126	13	68	33	194
04:00			1		1		2		16:00			19		11		30	
04:15			0		0		0		16:15			18		1/		35	
04:50			1	2	0	1	1	з	16:45			10	70	13	56	55 28	126
05:00			0	L	1	-	1		17:00			16	70	8	50	24	120
05:15			Ō		2		2		17:15			11		13		24	
05:30			3		4		7		17:30			9		11		20	
05:45			0	3	5	12	5	15	17:45			11	47	10	42	21	89
06:00			2		12		14		18:00			7		12		19	
06:15			1		13		14		18:15			8		5		13	
06:30			3	12	22	72	25	95	18:30			8 0	22	8	24	10	66
08:45			7	12	36	75	22 23	65	19:00			8	52	10	54	18	00
07:15			, 15		22		37		19:15			3		5		8	
07:30			12		29		41		19:30			4		5		9	
07:45			10	44	20	107	30	151	19:45			8	23	4	24	12	47
08:00			17		24		41		20:00			7		4		11	
08:15			19		23		42		20:15			8		1		9	
08:30			16	74	23	05	39	100	20:30			4	21	5	10	9	40
08:45			10	74	<u> </u>	95	27	169	20.43			2	21	<u>9</u> 4	19	6	40
09:15			21		19		40		21:15			1		3		4	
09:30			19		20		39		21:30			ō		1		1	
09:45			20	70	26	82	46	152	21:45			0	3	5	13	5	16
10:00			21		17		38		22:00			5		5		10	
10:15			19		20		39		22:15			2		2		4	
10:30			21	00	16	72	37	100	22:30			0	7	3	12	3	10
10:45			27	88	19	12	46	160	22:45			1	/	2	12	2	19
11:15			19		19		38		23:15			1		0		1	
11:30			14		18		32		23:30			1		õ		1	
11:45			21	75	20	79	41	154	23:45			0	3	0		0	3
TOTALS				370		521		891	TOTALS				650		500		1150
SPLIT %				41.5%		58.5%		43.7%	SPLIT %				56.5%		43.5%		56.3%
	_				NB		SB		FB	WB						I	otal
	DAILY T	OTALS			0				1 020	1 021						2	041
					- 0		- 0		1,020							- 2,	041

AM Peak Hour			10:00	06:45	08:00	PM Peak Hour			12:30	12:30	12:30
AM Pk Volume			88	113	169	PM Pk Volume			133	98	231
Pk Hr Factor			0.815	0.785	0.899	Pk Hr Factor			0.707	0.845	0.825
7 - 9 Volume	0	0	118	202	320	4 - 6 Volume	0	0	117	98	215
7 - 9 Peak Hour			08:00	07:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume			74	107	169	4 - 6 Pk Volume			70	56	126
Pk Hr Factor			0.841	0.743	0.899	Pk Hr Factor			0.921	0.824	0.900

Prepared by National Data & Surveying Services

VOLUME

Carbon Canyon Rd Bet. Carbon Mesa Rd & PCH

Day: Thursday Date: 12/16/2021

City:	Malibu
Project #:	CA21_050024_002

	D		OT			NB	SB		EB		WB						To	otal
	UF	AILT I	01	ALS		221	238		0		0						4	59
AM Period	NB		SB		EB	WB	то	TAL	PM Period	NB		SB		EB	W	В	TC	TAL
00:00	0		0				0		12:00	7		8					15	
00:15	0		1				1		12:15	5		9 12					12	
00:45	0		0	1			0	1	12:45	3	18	7	36				10	54
01:00	0		0				0		13:00	7		5					12	
01:15	0		0				0		13:15	2		7					9	
01:30	0		0				0		13:30	11	24	0	21				11	45
01:45	0		0				0		13:45	4	24	9 7	21				10	45
02:15	0		Ő				Ő		14:15	4		5					9	
02:30	0		0				0		14:30	2		10					12	
02:45	0		0				0		14:45	3	12	8	30				11	42
03:00	0		0				0		15:00	2		5					14	
03:30	0		0				0		15:30	3		5					8	
03:45	0		0				0		15:45	5	19	5	23				10	42
04:00	0		0				0		16:00	4		4					8	
04:15	0		0				0		16:15	0		2					2	
04:30	0		0				0		16:30	6 3	13	6 3	15				12	28
05:00	0		0				0		17:00	1	15	3	15				4	20
05:15	0		0				0		17:15	1		0					1	
05:30	2	-	0				2	_	17:30	2	_	1	_				3	
05:45	0	2	1	1			1	3	17:45	2	6	2	6				4	12
06:00	2		0				2		18.00	2		2					3	
06:30	6		2				8		18:30	Ō		0					0	
06:45	6	14	1	3			7	17	18:45	5	8	1	4				6	12
07:00	4		0				4		19:00	2		3					5	
07:15	1		1				2		19:15	1		0					1	
07:30	2	8	2	3			3	11	19:45	2	6	4	7				4	13
08:00	1	0	2	5			3		20:00	4	0	3	,				7	
08:15	2		3				5		20:15	0		1					1	
08:30	7		4				11		20:30	0		0					0	
08:45	9	19	2	14			14	33	20:45	0	4	0	4				0	8
09:15	3		3				6		21:00	2		0					2	
09:30	8		1				9		21:30	1		Ő					1	
09:45	5	23	12	18			17	41	21:45	1	4	2	2				3	6
10:00	5		7				12		22:00	2		0					2	
10:15	1		12				13		22:15	0		1					1	
10:45	4	13	6	29			10	42	22:45	1	4	0	1				1	5
11:00	5		6				11		23:00	0		0					0	
11:15	2		4				6		23:15	0		0					0	
11:30	10	24	7	20			17	44	23:30	0		0					0	
11:45		24	3	20			10	44	25:45	U	442	U	4.42				0	
TOTALS		103		89				192	TOTALS		118		149					267
SPLIT %		53.6%		46.4%				41.8%	SPLIT %		44.2%		55.8%					58.2%
	DA	AILY T	OT/	ALS		NB	SB		EB		WB						Т	otal
						221	238		0		0						4	59
AM Peak Hour		08:45		09:45				11:30	PM Peak Hour		13:00		12:00					12:00
AM Pk Volume		27		35				54	PM Pk Volume		24		36					54
Pk Hr Factor		0.750	_	0.729			 	0.794	Pk Hr Factor		0.545		0.750					0.794
7 - 9 Volume		27		17				44	4 - 6 Volume		19		21					40
7 - 9 Peak Hour		08:00		08:00				08:00	4 - 6 Peak Hour		16:00		16:00					16:00
Pk Hr Factor		0.528		0.700				0,589	Pk Hr Factor		0.542		0.625					28

Prepared by National Data & Surveying Services

VOLUME

Carbon Mesa Rd W/O Carbon Canyon rd

Day: Thursday Date: 12/16/2021

City:	Malib	u	
Project #:	CA21_	_050024_	_003

	ΠΑΙΙΧ ΤΟΤΑΙ S		NB		SB		EB	N	/B					T	otal
	DAILT TUTALS		0		0		172	17	74					3	46
AM Period	NB SB	EB	WB		тот	AL	PM Period	NB	SB	EB		WB		TC	TAL
00:00		0	0		0		12:00			6		8		14	
00:15		0	0		0		12:15			6		3		9	
00:30		0	0		0		12:30			9	26	3	16	12	12
01:00		0	0		0		13:00			2	20	5	10	7	42
01:15		õ	ŏ		Ő		13:15			5		2		7	
01:30		0	0		0		13:30			0		10		10	
01:45		0	0		0		13:45			8	15	1	18	9	33
02:00		0	0		0		14:00			3		2		5	
02:15		0	0		0		14:15			5		4		9	
02:30		0	0		0		14:30			/	20	2	11	9	21
02:45		0	0		0		14.45			5	20	6	11	0	51
03:15		0	ő		Ő		15:15			8		1		9	
03:30		Õ	Õ		Ő		15:30			3		3		6	
03:45		0	0		0		15:45			4	20	5	15	9	35
04:00		0	0		0		16:00			3		3		6	
04:15		0	0		0		16:15			2		1		3	
04:30		0	0		0		16:30			3	10	3	10	6	20
04:45		0	0		0		10:45			2	10	3	10	2	20
05:15		0	0		0		17:15			0		1		1	
05:30		0	1		1		17:30			1		2		3	
05:45		1 1	Ō	1	1	2	17:45			2	6	2	5	4	11
06:00		0	2		2		18:00			1		1		2	
06:15		0	0		0		18:15			0		1		1	
06:30		2	6		8		18:30			0		0		0	-
06:45		2 4	6	14	8	18	18:45			1	2	4	6	5	8
07:00		3	4		4		19.00			5		2		5 1	
07:30		1	1		2		19:30			2		0		2	
07:45		0 4	1	7	1	11	19:45			0	5	3	6	3	11
08:00		1	0		1		20:00			1		0		1	
08:15		2	2		4		20:15			1		1		2	
08:30		3	4		7		20:30			0	_	0		0	_
08:45		3 9	4	10	7	19	20:45			0	2	0	1	0	3
09:00		3	2		6		21.00			0		2		2	
09:30		2	6		8		21:30			0		1		1	
09:45		6 11	4	20	10	31	21:45			1	1	1	4	2	5
10:00		6	1		7		22:00			0		2		2	
10:15		7	1		8		22:15			1		0		1	
10:30		3	1	_	4		22:30			0		1		1	_
10:45		5 21	3	6	8	27	22:45			0	1	1	4	1	5
11:00		4	5		3		23:00			0		0		0	
11:15		4	10		14		23:30			0		n		0	
11:45		3 14	5	20	8	34	23:45			0		0		0	
TOTALS		64	<u> </u>	78		142	TOTALS				108	<u> </u>	96	-	204
SPLIT %		45.1	.%	54.9%		41.0%	SPLIT %				52.9%		47.1%		59.0%
			NR		SB		EB	14	/B					.т.	otal
			30												
			0		0		172	1.	74					3	46

				0	U	1/2	1/4				340
AM Peak Hour			11:45	11:30	11:30	PM Peak Hour			12:00	12:45	12:00
AM Pk Volume			24	26	45	PM Pk Volume			26	19	42
Pk Hr Factor			0.667	0.650	0.804	Pk Hr Factor			0.722	0.475	0.750
7 - 9 Volume	0	0	13	17	30	4 - 6 Volume	0	0	16	15	31
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume			9	10	19	4 - 6 Pk Volume			10	10	20
Pk Hr Factor			0.750	0.625	0.679	Pk Hr Factor			0.833	0.833	0.833