
5.15 TRANSPORTATION AND PARKING

The following section addresses the potential traffic and parking impacts associated with the park improvements at Ramirez Canyon Park, Escondido Canyon Park, Latigo Trailhead, Corral Canyon Park, and the Malibu Bluffs, as proposed in the Malibu Parks Public Works Plan. The Section also analyzes potential traffic impacts to the regional roadways in the study area based on the combined traffic resulting from the changes proposed at the five park areas. Potential traffic impacts are assessed based on City of Malibu and Los Angeles County impact criteria. The study also analyzes each park individually, addressing potential traffic impacts to the local streets in the vicinity of the park sites and reviewing the adequacy of the parking facilities proposed for each park. Plan related traffic impacts have been evaluated based on the Traffic and Parking Study prepared by Associated Transportation Engineers (ATE, 2010), which is included in the EIR as *Appendix O*.

5.15.1 Existing Setting

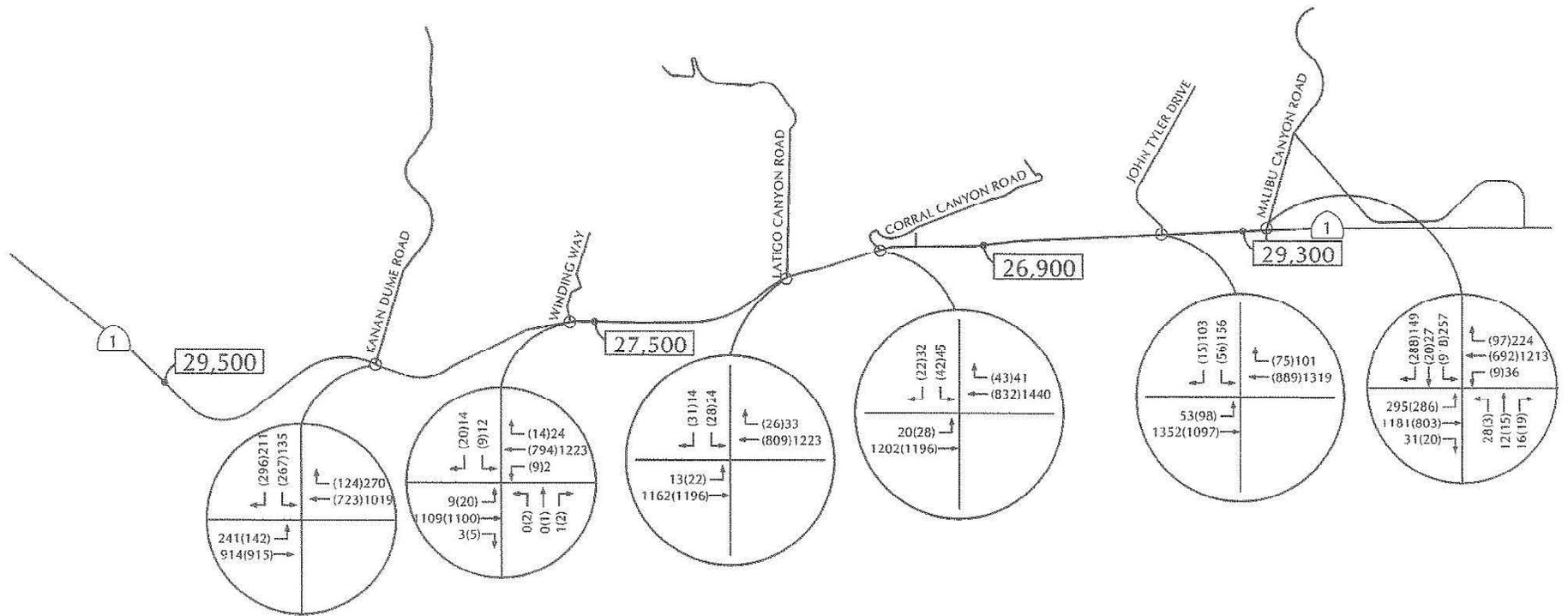
Plan Area

Street Network

Regional access to the five park sites is provided by Pacific Coast Highway (PCH). PCH is a north/south State Highway (SR 1) that traverses the California coast. PCH extends northwest of the park sites connecting to the City of Oxnard. PCH extends southeast of the park sites providing access the Los Angeles urban area. Within the Malibu area, PCH is a four-lane highway that traverses in an east/west direction. The major intersections along PCH are signalized.

Roadway Volumes

Figure 5.15- 1 shows the Existing Average Daily (ADT) traffic volumes for PCH, as obtained from Caltrans. As shown in Table 5.15-1, the key segments of PCH in the plan area carry between 26,900 and 29,500 ADT. Because traffic flow on street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. The following section reviews the operations at the key intersections on PCH.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-1

Regional Traffic System - Existing Traffic Volumes

**Table 5.15-1
Existing Roadway Volumes – Pacific Coast Highway**

Roadway Segment	Existing ADT
PCH e/o Kanan Dume Road	29,500
PCH e/o Latigo Canyon Road	27,500
PCH e/o John Tyler Drive	26,900
PCH e/o Malibu Canyon Road	29,300

Source: ATE 2010

Existing Traffic Volumes and Levels of Service

Levels of Service Definitions

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized in this study to determine the operating LOS of the signalized intersections; the Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating LOS of the unsignalized study intersections. Levels of Service definitions are shown in Table 5.15-2.

**Table 5.15-2
Levels of Service Definitions**

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/ timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Source: ATE 2010

Intersection Operations

Existing A.M. and P.M. peak hour volumes were collected for the key intersections along PCH on March 25, 2008 and September 22, 2009. The A.M. peak hour period is defined as the highest 1-hour period between 7:00 and 9:00 A.M.; and the P.M. peak hour period is defined as the highest 1-hour period between 4:00 and 6:00 P.M. Figure 5.15- 1 shows the existing A.M. and P.M. peak hour traffic volumes for the intersections along PCH.

Levels of service were calculated for the signalized intersections using the ICU procedure outlined in the Los Angeles County Traffic Impact Analysis Report Guidelines (calculation worksheets are contained in the *Appendix O*). The ICU methodology is also consistent with the procedures outlined in the Los Angeles County Congestion Management Program (CMP) (LA MTA, 2004). Levels of service for the stop-sign controlled intersections were calculated using the methodologies outlined in the Highway Capacity Manual (NRC, 2000). The Highway Capacity Manual levels of service are based on the average number of seconds of control delay per vehicle using the intersection during the peak one-hour period. Existing levels of service are shown in Table 5.15-3.

**Table 5.15-3
Existing Intersection Levels of Service**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
PCH/Kanan Dume Road	Signal	0.498	A	0.611	B
PCH/Winding Way	Stop-Sign	18.5 sec	C	42.8 sec	E
PCH/Latigo Canyon Road	Stop-Sign	24.2 sec	C	>50.0 sec	F
PCH/Corral Canyon Road	Stop-Sign	16.3 sec	C	28.3 sec	D
PCH/John Tyler Drive	Signal	0.457	A	0.599	A
PCH/Malibu Canyon Road	Signal	0.722	C	0.699	B

Source: ATE 2010

The data presented in Table 5.15-3 show that the majority of the study-area intersections currently operate at LOS C or better, indicating relatively good operations. The LOS D-F reported for the unsignalized intersections at PCH/Winding Way, PCH/Latigo Canyon Road, and PCH/Corral Canyon Road are related to the delays for turning from the side streets onto PCH (e.g. turning from Winding Way, Latigo Canyon Road, and Corral Canyon Road). PCH traffic does not stop and operates at

5.15 Transportation & Parking

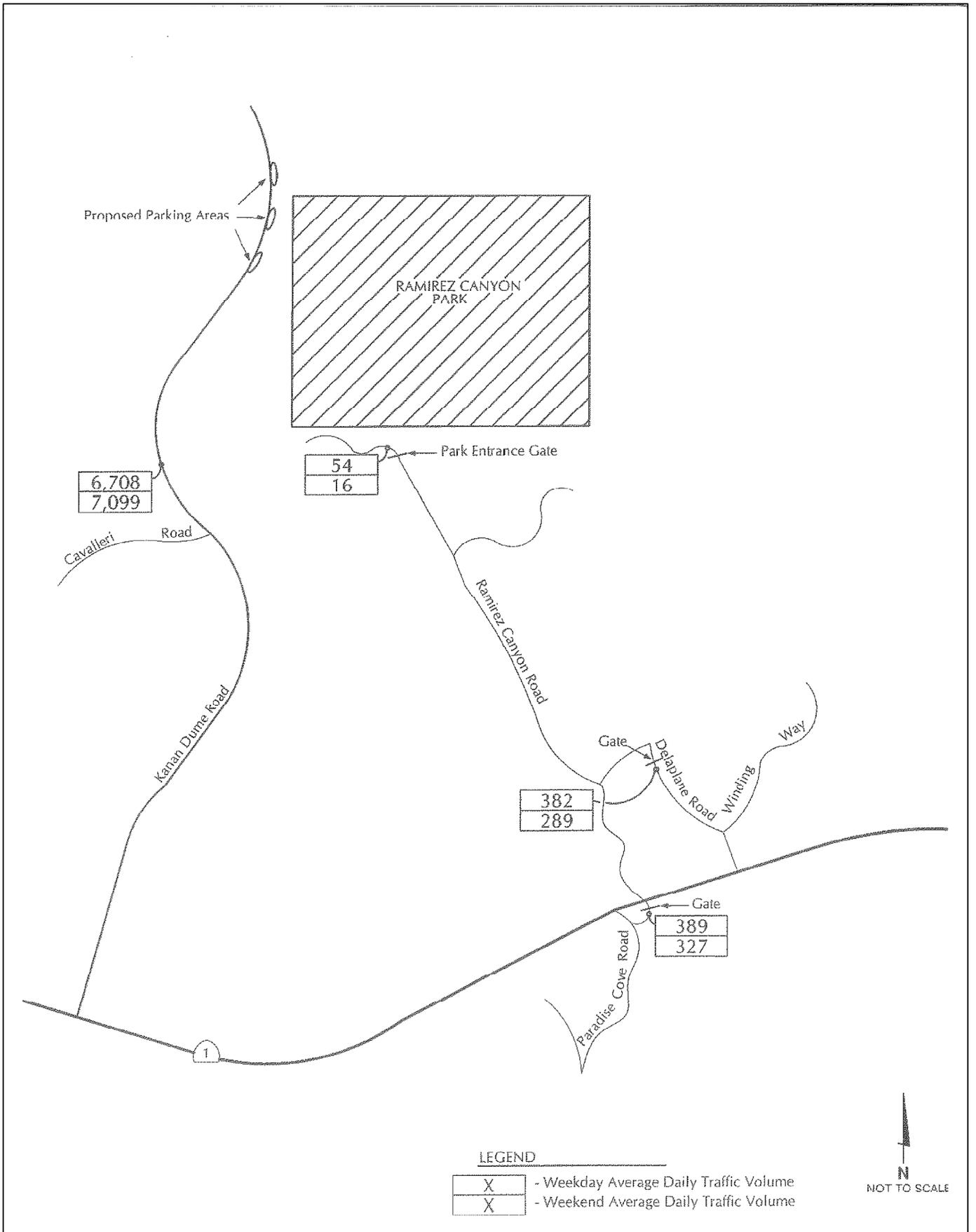
LOS A. The delays for turning left onto PCH at Winding Way, Latigo Canyon Road, and Corral Canyon Road exceed 25 seconds, which equates to LOS D-F.

Ramirez Canyon Park

Ramirez Canyon Park is located off Ramirez Canyon Road in the City of Malibu. The park serves as the home for the Santa Monica Mountains Conservancy administrative offices and the on-site park ranger/maintenance supervisor residence. Gardens, meeting facilities, a public access trail, and a picnic area are located within this park. The Plan proposes to develop 5 new campsites. Access to Ramirez Canyon Park is provided through a gated entrance at the terminus of Ramirez Canyon Road. The park currently provides 54 parking spaces. Three of these spaces are allocated for use by people with disabilities if needed; however, they do not meet the technical specifications for accessibility (e.g., signage, striping, etc.). Trips at Ramirez Canyon Park are currently less than 80 daily trips, consistent with the original Coastal Development Permit 4-98-334 (which is currently not in effect) and based on the *Traffic Generation Assessment Santa Monica Mountains Conservancy*, December 17, 1999, prepared by Crain & Associates. These daily “allowable” trips are a combination of inbound and outbound trips.. Vehicular access to Ramirez Canyon Park will be monitored to ensure that the total number of trips to and from the site do not exceed 80 daily trips. Additional hike-in access will be provided from three parking areas located along Kanan Dume Road. The parking areas currently consist of dirt shoulders that accommodate parallel parking for approximately 12 vehicles. The Plan is proposing to pave and reconfigure these lots to provide 20 standard spaces and 6 accessible spaces for a total of 26 parking spaces (a net increase of 14 spaces).

Ramirez Canyon Park Local Street Network

Figure 5.15-2 shows the local street network adjacent to the Ramirez Canyon Park site. Access to Ramirez Canyon Park is provided via Ramirez Canyon Road which extends northerly from PCH and terminates just north of the park entrance. Secondary access to the park is provided via West Winding Way which extends north from PCH and connects to Delaplane Road. Delaplane Road extends northwesterly from West Winding Way to Ramirez Canyon Road. All three of the roadways are two-lane local roads. The Ramirez Canyon Road and Delaplane Road access connections to the canyon are gated.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-2



Ramirez Canyon Park - Existing Average Daily Traffic Volumes

Malibu Parks Public Access Enhancement Plan Public Works Plan Draft EIR

5.15 Transportation & Parking

Additional hike-in access to Ramirez Canyon Park is proposed via the three enhanced parking areas proposed along Kanan Dume Road. Kanan Dume Road is a 4-lane road adjacent to the three proposed parking areas, and is striped as a 2-lane road south of the parking areas.

Ramirez Canyon Park Local Roadway Operations

Traffic volumes were collected on Ramirez Canyon Road and Delaplane Road adjacent to the entrance gates, and on Kanan Dume Road north of Cavalleri Road (count data is contained in *Appendix O*). Figure 5.15-2 shows the existing ADT volumes for the weekday and weekend periods.

The operational characteristics of the study-area roadways were analyzed based on a standard set of engineering roadway design capacities (see *Appendix O*). Table 5.15-4 shows the ADT volumes and levels of service for the study-area roadways.

**Table 5.15-4
Ramirez Canyon Park Existing Average Daily Traffic Volumes**

Roadway Segment	Geometry	Weekday ADT	Weekend ADT	LOS
Kanan Dume Road n/o Cavalleri Road	2-lane undivided	6,708	7,099	LOS A
Ramirez Canyon Road s/o Entrance Gate	2-lane undivided	389	327	LOS A
Delaplane Road s/o Entrance Gate	2-lane undivided	382	289	LOS A

Source: ATE 2010

The data presented in Table 5.15-4 show that all of the local roadways operate at LOS A during weekdays and weekends. The volumes on Ramirez Canyon Road and Delaplane Road are relatively light, with less than 400 ADT on weekdays and weekends.

Escondido Canyon Park

Escondido Canyon Park is bounded by Winding Way to the south in the City of Malibu. The Plan proposes to develop 13 new campsites. Access to Escondido Canyon Park is provided via Winding Way. The park currently provides 10 parking spaces in a parking lot located on Winding Way adjacent to Pacific Coast Highway (PCH), approximately one mile south of the park boundary. The Plan includes a new parking lot on Winding Way east of Porterdale Drive to accommodate 11 standard spaces, 3 RV/trailer spaces, and 2 accessible spaces, for a total of 16 parking spaces.

Escondido Canyon Park Existing Street Network

Figure 5.15-3 illustrates the local street network adjacent to Escondido Canyon Park. Access to the new parking area that would serve the campsites proposed for Escondido Canyon Park would be provided via Winding Way which extends northerly from PCH.

Escondido Canyon Park Existing Roadway Operations

Traffic counts were conducted on Winding Way to determine existing weekday and weekend traffic flows (count data is contained in the *Appendix O*). The existing weekday and weekend ADT volumes are illustrated in Figure 5.15-3.

The operational characteristics of the study-area roadways were analyzed based on standard engineering roadway design capacities (see *Appendix O*). Table 4.15-5 shows the existing weekday and weekend ADT volumes and levels of service for Winding Way.

Table 5.15-5
Escondido Canyon Park – Existing ADT and LOS

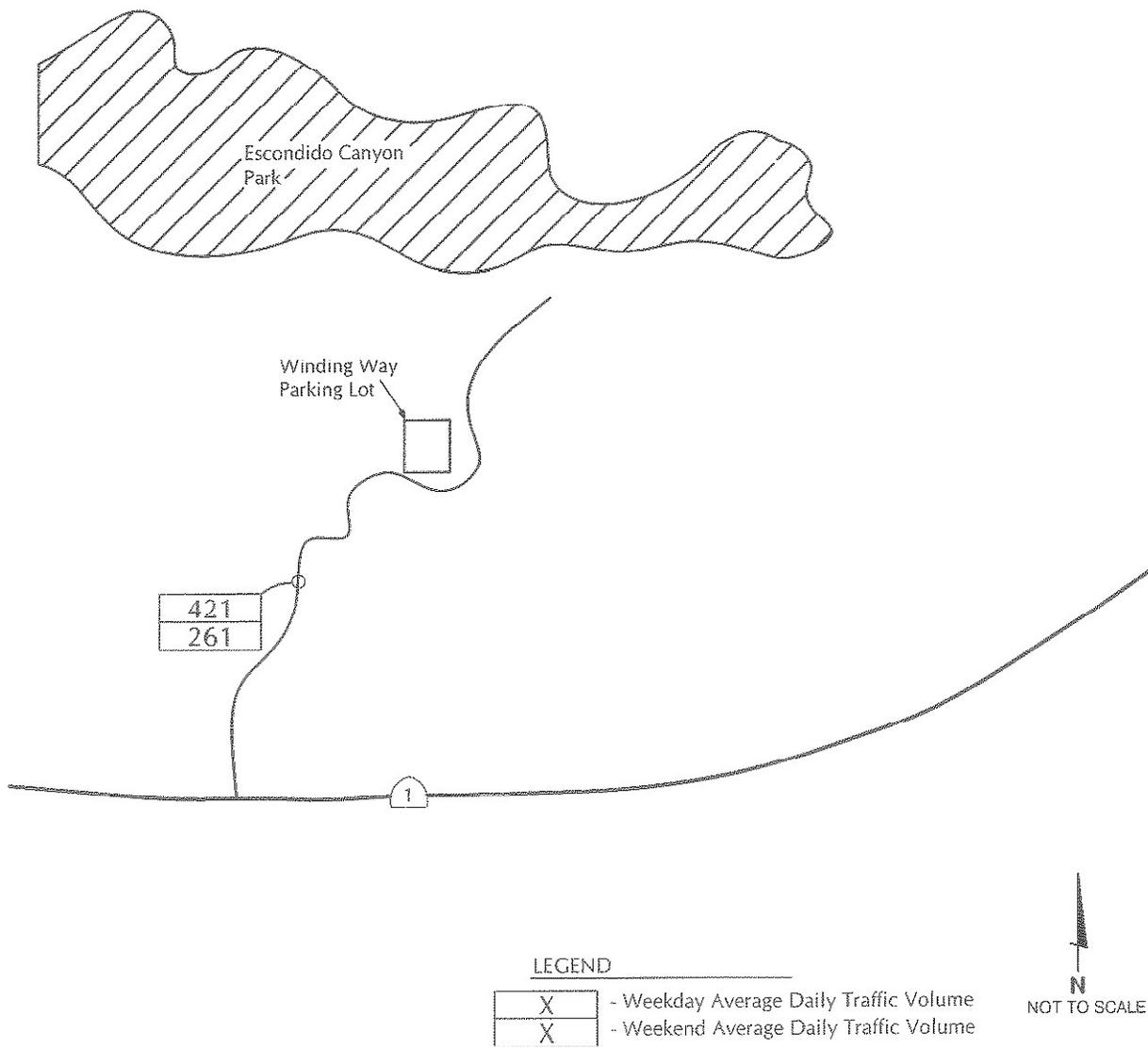
Roadway Segment	Geometry	Weekday ADT	Weekend ADT	LOS
Winding Way	2-lane undivided	421	261	LOS A

Source: ATE 2010

As shown in Table 5.15-5, Winding Way operates at LOS A during both weekdays and weekends. The volumes on Winding Way are relatively light, with less than 500 ADT on weekdays and weekends.

Escondido Canyon Park Site Access and Circulation

Vehicular access to Escondido Canyon Park would be provided via a new driveway connection on Winding Way that accesses the new parking lot. Vehicles entering the site would turn left into the parking lot and turn right to exit. The ultimate design and location of the driveway connection needs to ensure adequate sign distance for left-turns into the lot and right-turns out of the lot.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-3



Escondido Canyon Park - Existing Average Daily Traffic Volumes

Latigo Trailhead

Latigo Trailhead is located off of Latigo Canyon Road in the City of Malibu. The Plan proposes to develop 5 new campsites. Currently there is no paved parking available for the Latigo Trailhead. The Plan includes a new parking lot on Latigo Canyon Road to accommodate 8 standard spaces and 1 accessible space, for a total of 9 parking spaces.

Latigo Trailhead Existing Street Network

Figure 5.15-4 illustrates the local street network adjacent to Latigo Trailhead. Access to the new parking area that would serve the campsites proposed for Latigo Trailhead would be provided via Latigo Canyon Road which extends northerly from PCH.

Latigo Trailhead Existing Roadway Operations

Traffic counts were conducted on Latigo Canyon Road to determine existing weekday and weekend traffic flows (count data is contained in *Appendix O*). The existing weekday and weekend ADT volumes are illustrated in Figure 5.15-4.

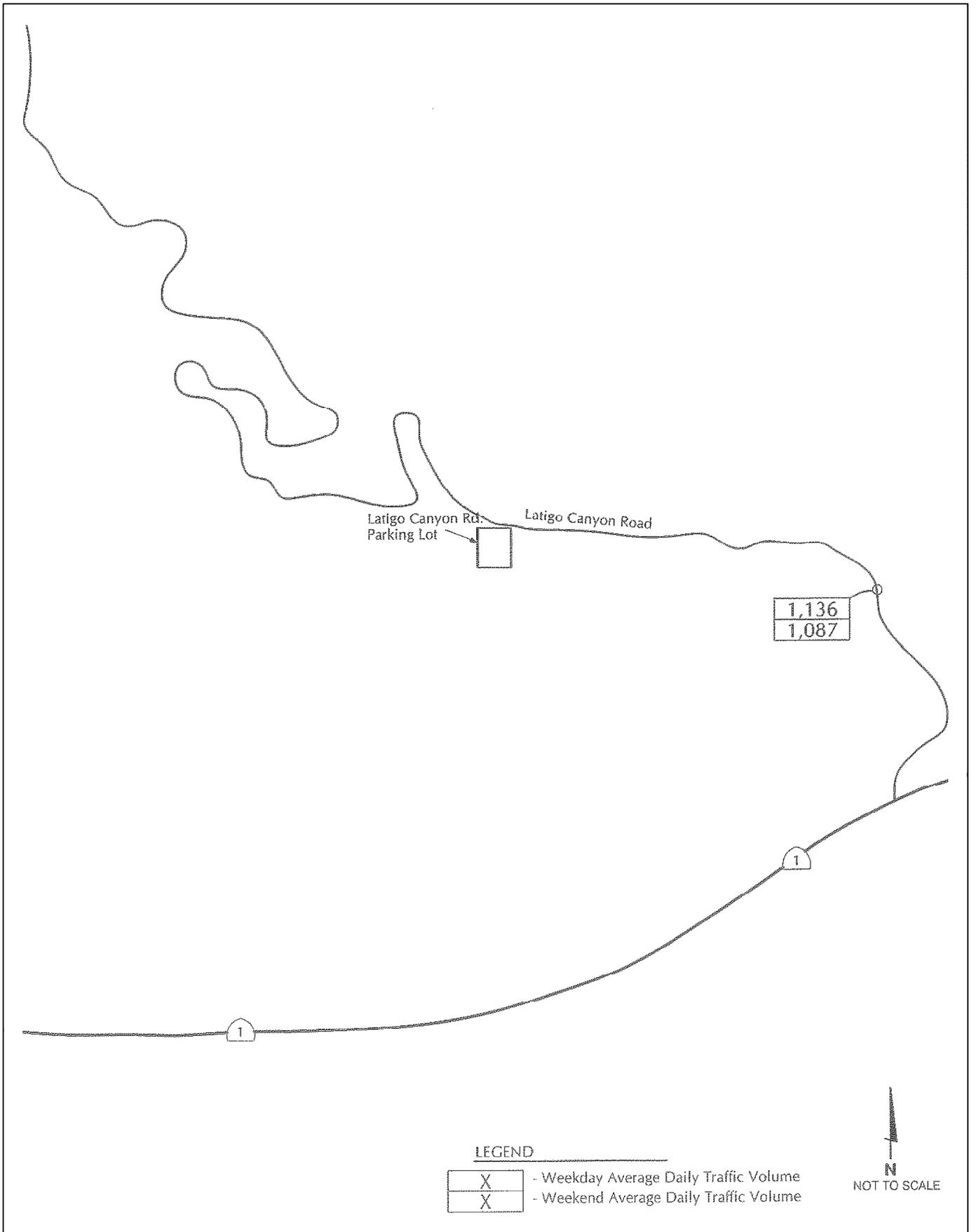
The operational characteristics of the study-area roadways were analyzed based on standard engineering roadway design capacities (see *Appendix O*). Table 5.15-6 shows the existing weekday and weekend ADT volumes and levels of service for Latigo Canyon Road.

**Table 5.15-6
Latigo Trailhead– Existing ADT and LOS**

Roadway Segment	Geometry	Weekday ADT	Weekend ADT	LOS
Latigo Canyon Road	2-lane undivided	1,136	1,087	LOS A

Source: ATE 2010

As shown in Table 5.15-6, Latigo Canyon Road operates at LOS A during both weekdays and weekends.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-4

DUDEK

Latigo Trailhead - Existing Average Daily Traffic Volumes

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Corral Canyon Park

Corral Canyon Park is bounded by Corral Canyon Road to the west and PCH to the south. The park provides picnic areas, as well as a 2.5 mile loop trail for hikers. The Plan proposes 16 new campsites. Corral Canyon Park currently provides 13 standard spaces, 1 accessible space, and 1 trailer space, for a total of 15 parking spaces. The Plan includes re-striping the parking lot to include 19 standard spaces and 2 accessible spaces, for a total of 21 new parking spaces.

Corral Canyon Park Local Street Network

Figure 5.15-5 shows the local street network adjacent to the Corral Canyon Park site. Access to Corral Canyon Park is currently provided via a driveway on PCH that accesses the existing 15-space parking lot. The Plan would maintain the existing driveway and is proposing to implement an accessible drop-off point where an existing park maintenance road currently takes access from PCH. Traffic generated by the new campsites would utilize the existing parking lot driveway and the proposed accessible drop-off driveway on PCH. Based on this access plan, the traffic generated at Corral Canyon Park would not affect the local streets in the area.

Corral Canyon Park Site Access and Circulation

Vehicular access to Corral Canyon Park project would be provided via the existing driveway on PCH that accesses the parking lot and a new accessible drop-off point that would be located where the existing park maintenance road intersects PCH. The unimproved road would be upgraded to provide room to accommodate one drop-off vehicle to allow visitors with special needs to gain access to the park trail system. The improvements will consist of leveling the area and providing adequate dimensions for a vehicle turnaround.

Corral Canyon Park Existing Parking

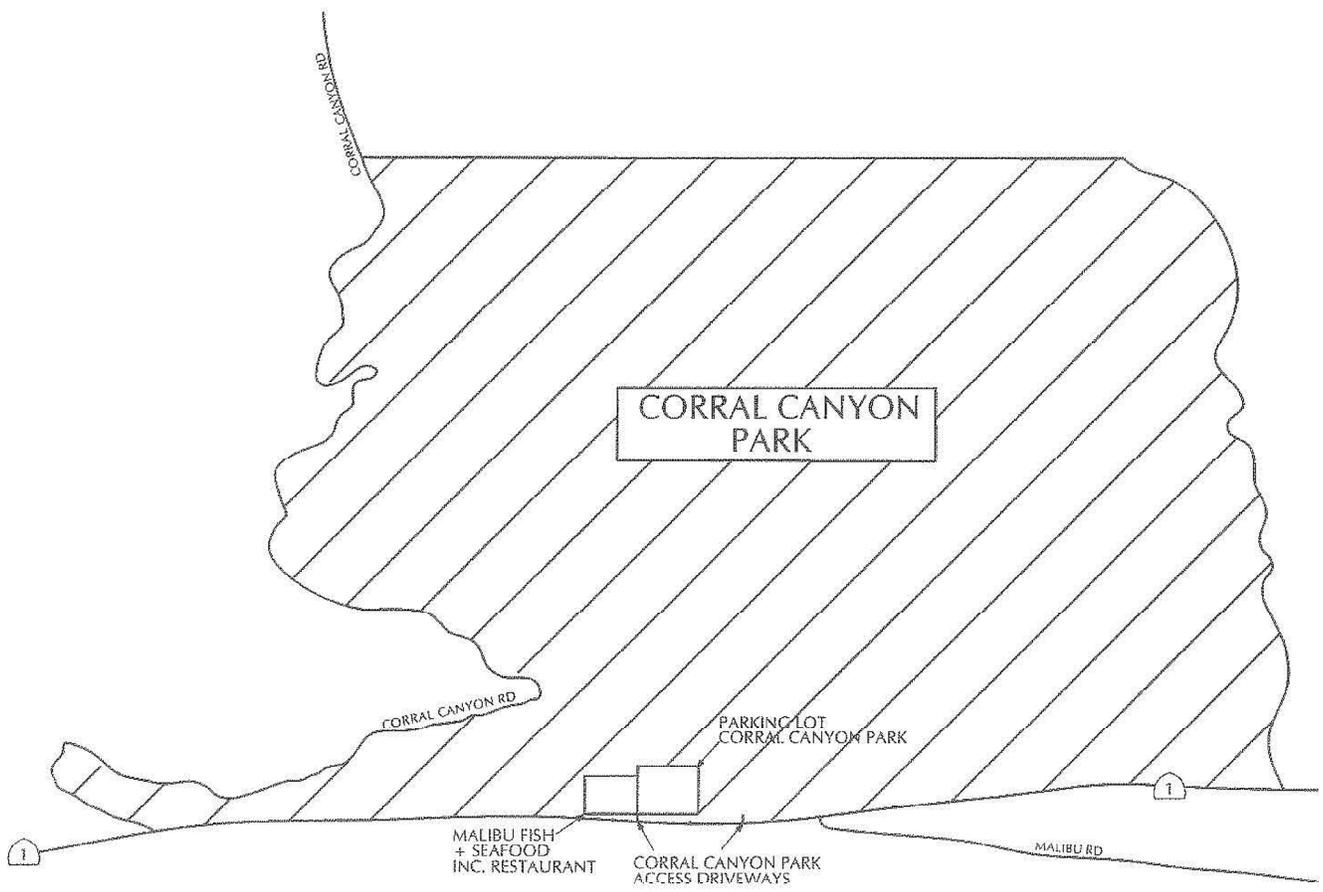
There are 13 regular parking spaces, one accessible space, and one trailer space provided at the Corral Canyon Park, for a total of 15 parking spaces. Parking surveys were conducted at Corral Canyon Park from 10:00 A.M. through 5:00 P.M. on Friday, April 6, 2007 (non-summer) and on Saturday, July 28, 2007 (summer). The number of vehicles parked in the lot were recorded on an hourly basis to determine the current parking demands. Worksheets showing the results of the parking surveys are contained in the Traffic Report in the *Appendix O*. Table 5.15-7 summarizes the peak summer and non-summer parking demands observed at the site.

**Table 5.15-7
Corral Canyon Park Existing Peak Parking Demands**

Date	Peak Time	Available Spaces	Occupied Spaces	% Occupied
Friday 4/6/2007	1:00 P.M.	15	12	80%
Saturday 7/28/2007	1:30 P.M.	15	15	100%

Source: ATE 2010

The data presented in Table 5.15-7 shows that the peak parking demand during the non-summer weekday period occurred at 1:00 P.M. when the lot was 80% occupied (12 occupied spaces). During the summer weekend period, the peak parking demand occurred at 1:30 P.M. when the lot was 100% occupied (15 occupied spaces). It was noted that during the lunch hour, parking for the Malibu Fish & Seafood Inc. restaurant, located adjacent to the Corral Canyon Park parking lot, overflowed into the park parking lot. The field surveys showed that 10 cars from the restaurant used the lot during the non-summer period and 12 cars used the lot during the summer period.



Source: Associated Transportation Engineers (ATE) 2010



FIGURE 5.15-5
Corral Canyon Location Map

Malibu Bluffs

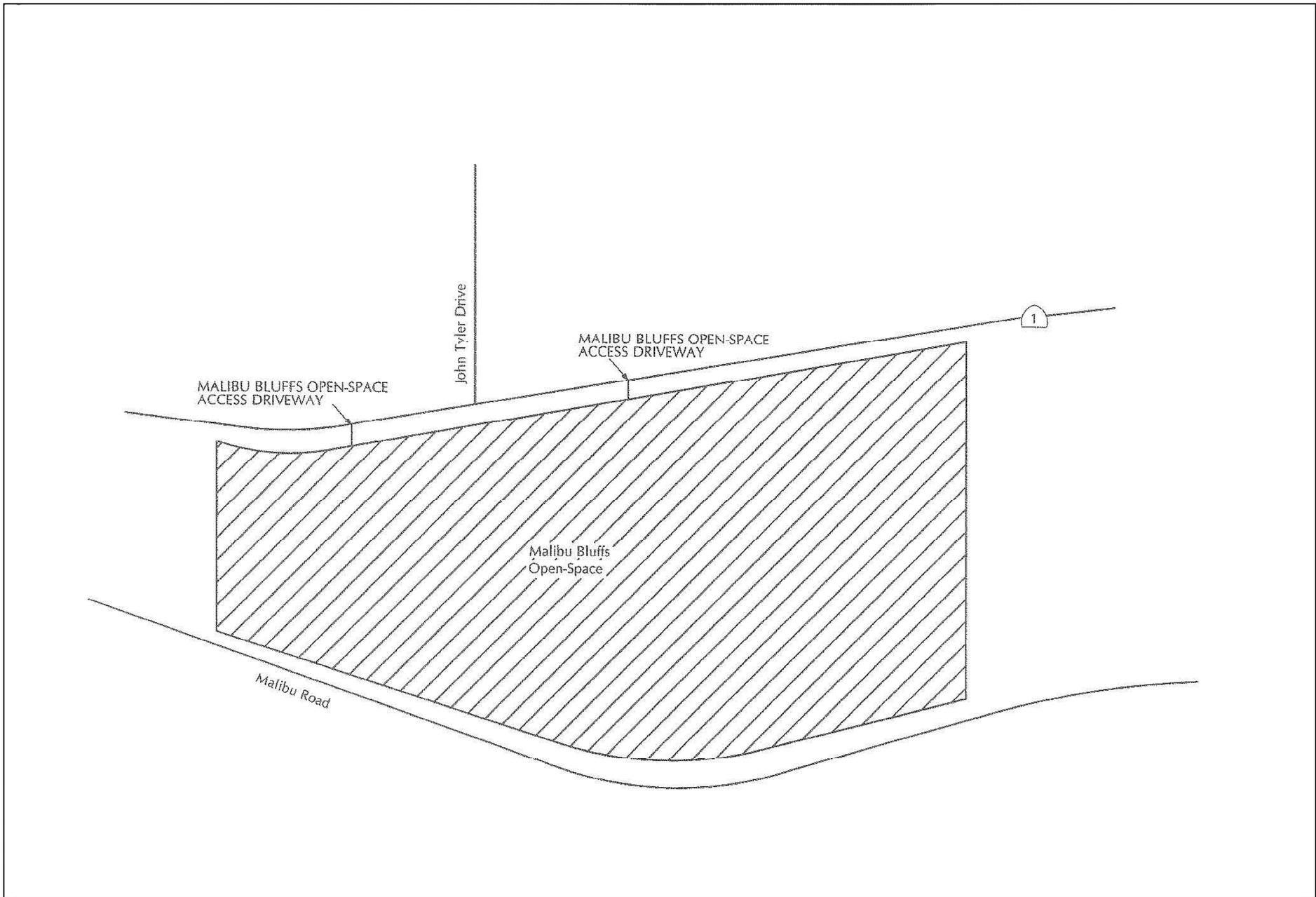
The Malibu Bluffs area is bounded by PCH to the north, Malibu Road to the south, residential development to the west, and the City's Malibu Bluffs Park to the east. The Plan proposes to develop 32 new campsites and a new day-use area with picnic amenities. The Plan includes the development of four new parking areas with a total of 43 standard spaces and 9 accessible spaces, for a total of 52 parking spaces.

Malibu Bluffs Existing Street Network

Figure 5.15-6 illustrates the local street network adjacent to Malibu Bluffs area. Access to the three main parking areas that would serve the campsites and day-use functions proposed for the Malibu Bluffs would be provided via two new driveway connections to PCH east and west of the John Tyler Drive intersection. These three parking lots would contain 43 standard spaces and 9 ADA spaces, for a total of 52 parking spaces. A small three-space parking lot is proposed on Malibu Road and the southern edge of the bluffs property, adjacent to Malibu Road. Traffic generated by the new campsites and the day-use parking areas would utilize the new driveway connections on PCH, with a minor amount of traffic associated with the three parking spaces proposed adjacent to Malibu Road (less than 20 ADT). Given the proposed access and parking plan, the traffic generated at the Malibu Bluffs would not affect the local streets in the area.

Malibu Bluffs Site Access and Circulation

Primary access to the Malibu Bluffs project would be provided via two new driveway connections to PCH east and west of the John Tyler Drive intersection. The plan calls for construction of the driveways with acceleration and deceleration lanes on PCH. There is a median on PCH that would preclude left-turns into and out of the driveways.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-6

Malibu Bluffs Existing Street Network/Project Site Location

5.15.2 Methodology and Thresholds of Significance

Methodology

Plan Weekday Trip Generation

Weekday trip generation estimates were developed for each park site based on the number of new campsites plus the increase in day-use facilities. The trip generation estimates developed for the campsites assumed that all of the campsites would be utilized on a daily basis and that each campsite would turnover each day (two trips per site). The analysis assumes that 15% of the campsite's traffic would occur during the A.M. and P.M. peak hour periods.

The trip generation estimates developed for the day-use facilities are based on the number of net new parking spaces. Data presented in the San Diego Traffic Generators manual for Regional Parks and data on file at ATE was used to develop the trip generation estimates for the day-use facilities. The analysis assumes that one vehicle per campsite would utilize the new parking spaces, with the remaining spaces being allocated to the day-use facilities.

A separate analysis was completed for the Ramirez Canyon Park based on the vehicle limitations associated with this park site. Existing "baseline" traffic estimates for the park were developed utilizing vehicle trip data collected by the MRCA. Future traffic levels are based on the 80 trips per day limitation.

In addition to proposed programs/ events at Ramirez Canyon Park, the Plan contemplates a limited programs/ events at Escondido Canyon Park, Corral Canyon Park, and Malibu Bluffs. Associated with contemplated programs/ events, on weekdays, approximately one (1) 50-person buses would arrive at each designated Park site. Buses would typically arrive from the greater Los Angeles area. These trips are accounted for within the ADT traffic volumes/ trip generation estimates provided in Table 5.15-10 below. These larger vehicles (i.e., buses) may need to park in overflow parking (in the case of Malibu Bluffs Conservancy Property, near proposed Parking Area 1) and on Pacific Coast Highway west of the Fish Market.

The ADT traffic volumes/ trip generation estimates identified within this report also account for regular ranger patrols and park maintenance activities.

Plan Weekend Trip Generation

Review of the historical traffic volume data shows that the peak weekend traffic volumes along PCH are 10-20% higher than peak weekday at some locations. The following analysis was therefore conducted to determine the Plan's potential impacts on weekends.

Weekend trip generation estimates were developed for the Plan using the same methodology used to develop the weekday estimates. The estimates are based on the number of new campsites proposed and the increases in parking provided for day-use activities at the park sites.

In addition to proposed programs/ events at Ramirez Canyon Park, the Plan contemplates a limited programs/ events at Escondido Canyon Park, Corral Canyon Park, and Malibu Bluffs. Associated with contemplated programs/ events, on weekends, approximately three (3) 50-person buses would arrive at each designated Park site. Buses would typically arrive from the greater Los Angeles area. These trips are accounted for within the ADT traffic volumes/ trip generation estimates provided in Table 5.15-11 below. These larger vehicles (i.e., buses) may need to park in overflow parking (in the case of Malibu Bluffs Conservancy Property, near proposed Parking Area I) and on Pacific Coast Highway west of the Fish Market.

The ADT traffic volumes/ trip generation estimates identified within this report also account for regular ranger patrols and park maintenance activities.

Plan Construction Traffic

At the time of EIR preparation, construction phasing and specifics have not been finalized. To assess the worst-case daily construction scenario, therefore, this EIR evaluates simultaneous construction of proposed improvements for each individual park property and related trail segments, commencing in Spring 2010, although it is unlikely that project construction would commence prior to Summer 2010. The overall construction periods for construction activity associated with parking lots and park improvements at each park are identified below. The overall construction periods for trail improvements was conservatively estimated to be concurrent with that for parking lots and park improvements.

- Ramirez Canyon Park (Kanan Dume Road) – 10 weeks
- Ramirez Canyon Park – 12 weeks
- Ramirez Canyon Road – 12 weeks

5.15 Transportation & Parking

- Ramirez Creek Restoration/Enhancement – 8 weeks
- Escondido Canyon Park – 12 weeks
- Latigo Trailhead – 10 weeks
- Corral Canyon Park – 12 weeks
- Malibu Bluffs Park – 16 weeks

Construction within each park would consist of 6 elements:

- Grading of parking lot(s) and road(s), and export of excess soil
- Paving of parking lot(s) and road(s), including driveway areas
- Trenching for utility lines, including water lines
- Grading for park improvements, including campsites and pads for restrooms, and export of excess soil
- Construction of restrooms, temporary fire shelters, and other buildings
- Grading and construction of trail improvements

Plan Trip Distribution and Assignment

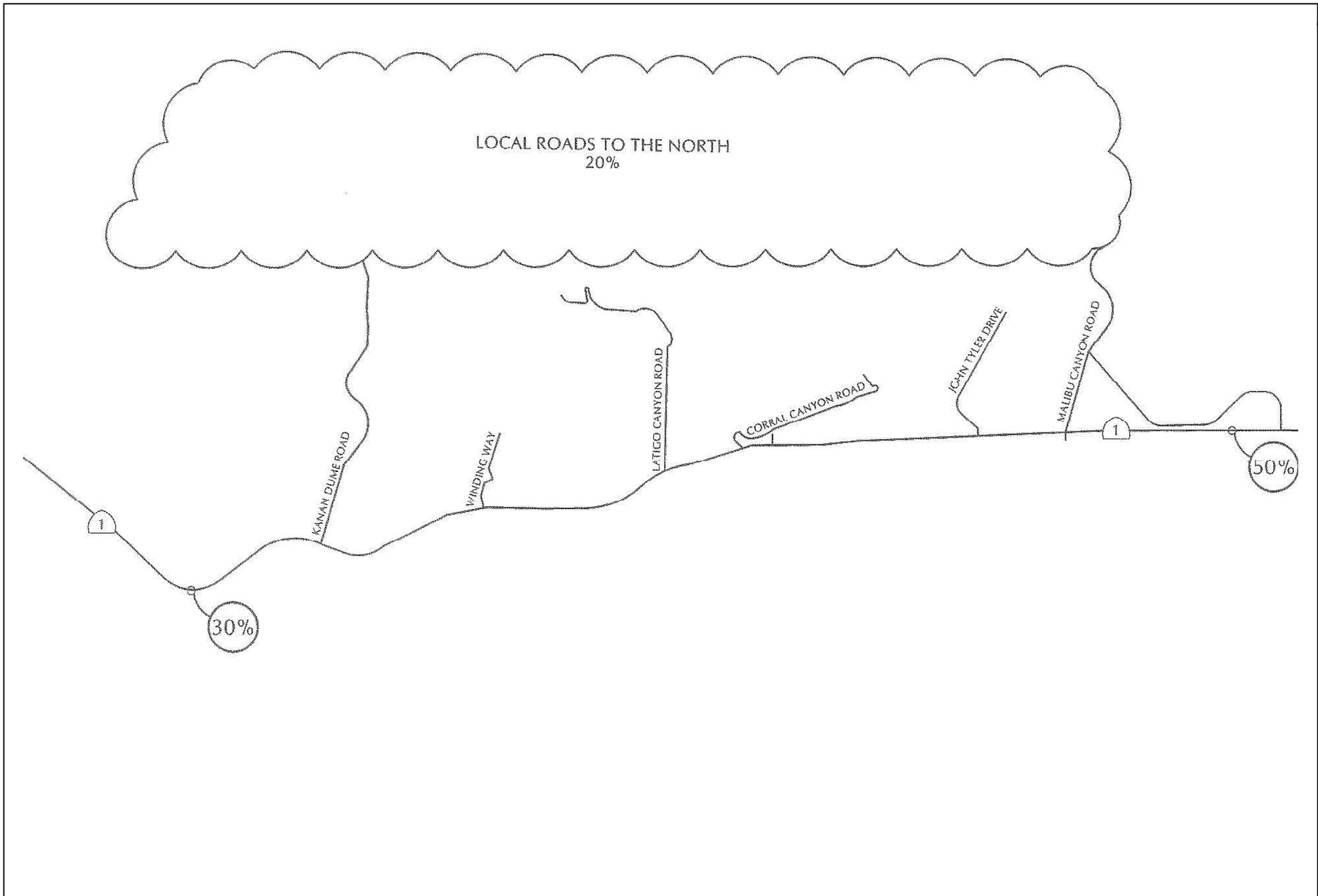
Plan trip distribution percentages were determined based on existing traffic patterns and consideration of the population centers in the region. Table 5.15-8 and Figure 5.15-7 show the trip distribution percentages. Figure 5.15-8 shows the assignment of Plan traffic on the regional traffic system.

**Table 5.15-8
Plan Trip Distribution Percentages**

Origin/Destination	Direction	Distribution %
PCH	West	30%
PCH	East	50%
Local Roads ^a	North	20%
Total		100%

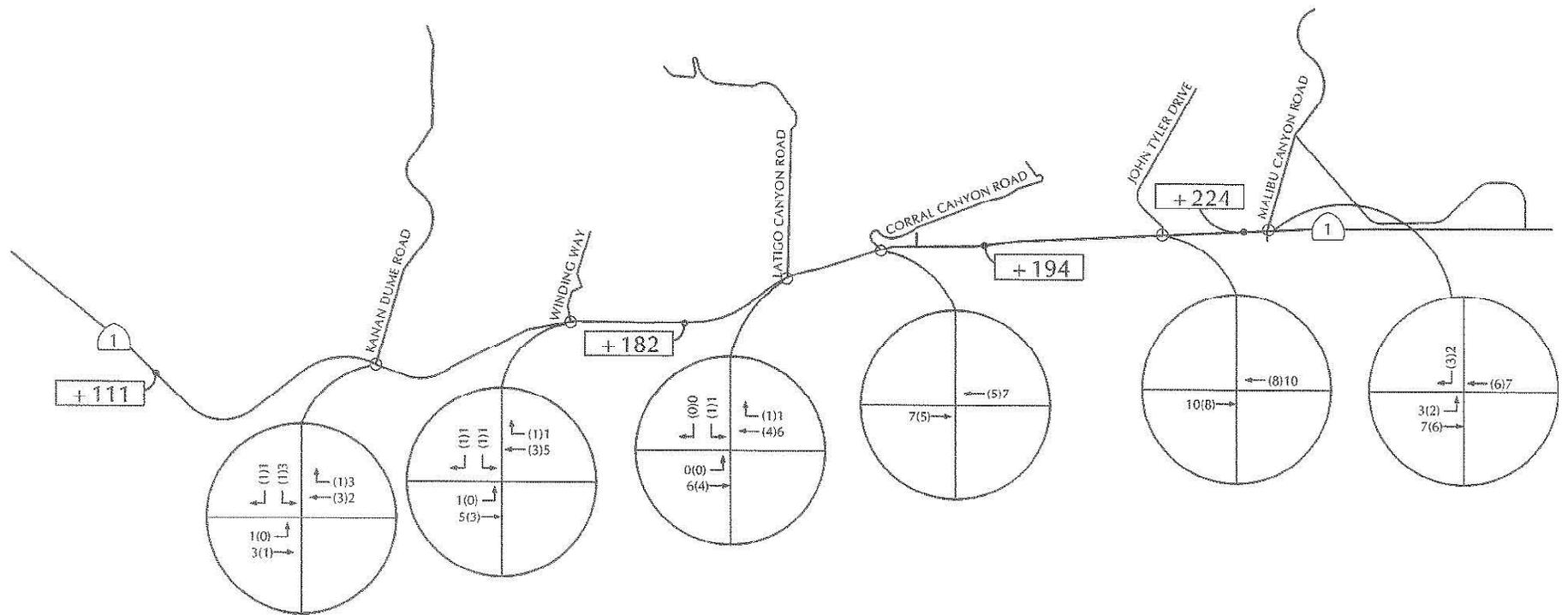
Source: ATE 2010

^aLocal roads include Kanan Dume Road, Las Virgenes Road, etc. to the north.



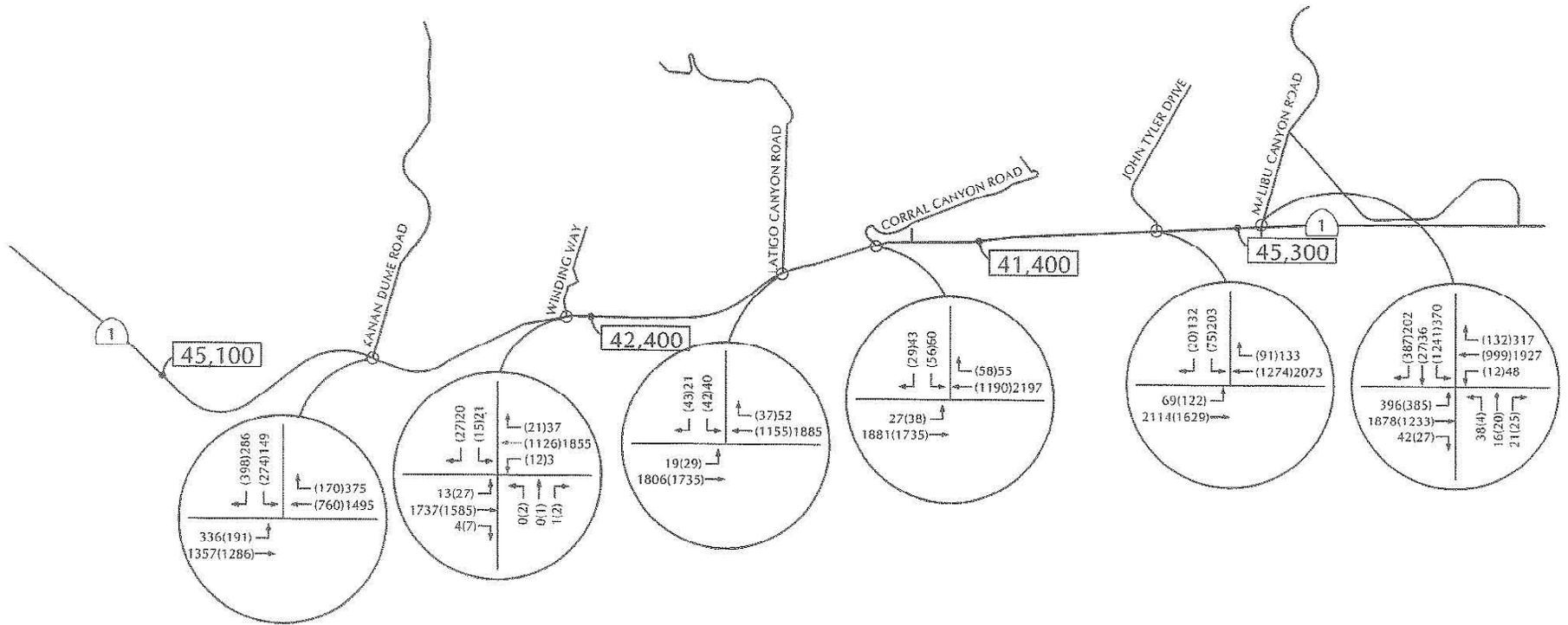
Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-7
Regional Trip Distribution Map



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-8
Regional Traffic System - Project-Added Traffic Volumes



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-9

Regional Traffic System - Cumulative (Year 2025 and Related Projects) Traffic Volumes

Cumulative Traffic Forecasts

This portion analyzes the potential traffic impacts associated with the proposed Plan under Cumulative conditions. Year 2025 was used as the target year for the cumulative analysis.

Year 2025 traffic volumes were forecast for the regional roadway network assuming a 2.0% per year ambient growth rate and development of the approved and pending developments located in the surrounding areas of the City of Malibu and the County of Los Angeles. The cumulative projects are listed in the Appendix O for reference. Trip generation estimates were calculated for the cumulative projects using the rates published in the ITE Trip Generation report. The trips generated by the cumulative projects were then distributed and assigned to the study-area street network based on patterns developed for other projects in the area as well as existing traffic patterns observed in the area. Figure 5.15-9 shows the Cumulative traffic volumes for the regional traffic system.

Thresholds of Significance

Based on the criteria identified in Appendix G of the CEQA Guidelines, the proposed Plan would have a significant impact on transportation, circulation and access if it:

1. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
2. Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?
3. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
4. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
5. Would the project result in inadequate emergency access?
6. Would the project result in inadequate parking capacity?

7. Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Plan improvements and operations would not affect, significantly change or increase air traffic patterns or levels due to the limited scope of the Plan. There would be no conflicts between the proposed Plan and airport operations as the Plan is not located within any flight zone. As such, this issue is not discussed further in the EIR.

City of Malibu

The City of Malibu has established criteria that are used to determine a significant traffic impact resulting from construction of a project. A significant impact would result if an intersection operating at LOS D, E, or F with a V/C ratio of greater than 0.800 would experience a project-related V/C ratio increase equal to, or greater than, 0.020.

Los Angeles County

The County of Los Angeles Department of Public Works indicates that a project impact would be considered significant if the conditions in Table 5.15-9 are met.

**Table 5.15-9
County of Los Angeles Significant Project Traffic Impact**

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.701 – 0.800	Equal to or greater than 0.040
D	>0.801 – 0.900	Equal to or greater than 0.020
E,F	>0.900	Equal to or greater than 0.010

Source: ATE 2010

Congestion Management Program

The Southern California Association of Governments (SCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Los Angeles County Congestion Management Program (CMP) system. The guidelines set forth in the Los Angeles County CMP state that a project should be evaluated for potential impacts if the project will add 50 or more peak hour trips to CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections. The CMP also requires traffic studies to analyze mainline freeway monitoring locations where the proposed Plan would add 150 or more trips in either direction during either the AM or PM weekday peak hours.

5.15 Transportation & Parking

Pacific Coast Highway is a designated route in the CMP within the vicinity of the Plan area. Since the proposed Plan would generate no more than 30 peak hour weekday trips and 35 peak hour weekend day trips, a CMP intersection analysis is not required for this Plan. Furthermore, there are no freeway monitoring locations within the vicinity of the Plan area. As such, the proposed Plan would be in compliance with the CMP, and no further analysis is required.

As with other impact analysis sections contained within this EIR, the analysis within this section associated with the Plan use of Ramirez Canyon Park is based on two different environmental baseline scenarios—Recreation/ Administration and Vacant Residential (refer to Section 3.0, *Environmental Setting*). The impacts under the Recreation/ Administration Baseline are addressed in the main body of the impact analysis below, followed by supplemental analysis based upon the Vacant Residential Baseline.

5.15.2 Impacts and Mitigation Measures

Impact TP-I **The Plan would generate an additional 367 average daily trips (ADT) during weekdays and 504 ADT during weekends to study area roadways, and approximately 22 A.M. and 30 P.M. peak hour weekday trips, and 35 peak hour weekend trips to study area intersections. Long-term Plan generated trips would not measurably change the operation of studied roadway segments or study-area intersections on weekdays or weekends. Impacts would be less than significant.**

Plan Area

Weekday Trip Generation

Table 5.15-10 shows the weekday trip generation calculations for the Plan.

**Table 5.15-10
Weekday Plan Trip Generation**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Ramirez Canyon Park – Kanan Dume Road							
Day-Use Area	26 paved spaces ^a	3.6	94	0.14	4	0.29	8
Ramirez Canyon Park							
Baseline Traffic	N/A	N/A	54	N/A	5	N/A	5
Future Traffic ^b	N/A	N/A	80	N/A	8	N/A	8
Net Traffic Increase	N/A	N/A	26	N/A	3	N/A	3
Subtotal			120		7		11
Escondido Canyon Park							
Campsites	13 campsites	2.0	26	0.15	2	0.15	2
Day-Use Area ^c	3 paved spaces	3.6	11	0.14	0	0.29	1
Subtotal			37		2		3
Latigo Trailhead							
Campsites	5 campsites	2.0	10	0.15	1	0.15	1
Day-Use Area	4 paved spaces	3.6	14	0.14	1	0.29	1
Subtotal			24		2		2
Corral Canyon Park							
Campsites	16 campsites	2.0	32	0.15	2	0.15	2
Day-Use Area	5 paved spaces	3.6	18	0.14	1	0.29	1
Subtotal			50		3		3
Malibu Bluffs							
Campsites	32 campsites	2.0	64	0.15	5	0.15	5
Day-Use Area ^c	20 paved spaces	3.6	72	0.14	3	0.29	6
Subtotal			136		8		11
TOTAL			367		22		30

Source: ATE 2010

^a Currently there are 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 26 paved parking spaces for a net increase of 14 spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.

^b Future traffic for Ramirez Canyon Park based on total allowable trips (a total of 80 ADT).

^c Day-Use Area trips include trips associated with shuttle busses, park ranger patrols, refuse pick-up, etc.

The data presented in Table 5.15-10 show that the proposed Plan would generate 367 ADT, 22 A.M. peak hour trips, and 30 P.M. peak hour trips. Based on the estimated

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Plan-generated ADT, the Plan would not increase the V/C ratios at the key study-area intersections by 1% or 2% during the weekday peak hour period, and thus would not generate significant Plan-specific or cumulative impacts based on the thresholds adopted by the City of Malibu and the County of Los Angeles. Potential impacts to intersection operation during weekdays would be *less than significant*.

Weekend Trip Generation

Table 5.15-11 shows the Plan's trip generation estimate for weekends.

**Table 5.15-11
Weekend Plan Trip Generation**

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
Ramirez Canyon Park – Kanan Dume Road					
Day-Use Traffic	26 paved spaces ^a	5.3	138	0.29	8
Ramirez Canyon Park					
Baseline Traffic	N/A	N/A	16	N/A	2
Future Traffic ^b	N/A	N/A	80	N/A	8
New Traffic	N/A	N/A	64	N/A	6
Subtotal			202		14
Escondido Canyon Park					
Campsites	13 sites	2.0	26	0.15	2
Day-Use Traffic ^c	3 parking spaces	5.3	16	0.36	1
Subtotal			42		3
Latigo Trailhead					
Campsites	5 sites	2.0	10	0.15	1
Day-Use Traffic	4 parking spaces	5.3	21	0.36	1
Subtotal			31		2
Corral Canyon Park					
Campsites	16 sites	2.0	32	0.15	2
Day-Use Traffic	5 paved spaces	5.3	27	0.36	2
Subtotal			59		4
Malibu Bluffs Open Space					

**Table 5.15-11
 Weekend Plan Trip Generation**

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
Campsites	32 sites	2.0	64	0.15	5
Day-Use Traffic	20 parking spaces	5.3	106	0.36	7
Subtotal			170		12
TOTAL			504		35

Source: ATE 2010

^a Currently there are approximately 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 26 paved parking spaces for a net increase of 14 spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.

^b Future traffic for Ramirez Canyon Park based on total allowable trips (a total of 80 ADT).

^c Day-Use Area trips include trips associated with shuttle busses, park ranger patrols, refuse pick-up, etc.

The data presented in Table 5.15-11 shows that the Plan would generate 504 daily trips and 35 peak hour trips on weekends.

The 504 daily trips and 35 peak hour trips generated by the Plan on weekends would also result in traffic additions of less than 1% or 2% to the area roadways and intersections. The Plan would therefore not generated significant impacts on weekends based on the adopted traffic impact thresholds. Potential impacts to intersection operation during weekends would be *less than significant*.

Existing + Plan Roadway Operations

Table 5.15-12 compares the Existing and Existing + Plan ADT forecasts. The table also shows the percent increase in traffic resulting from the Plan.

Table 5.15-12
Plan Area Existing + Plan Average Daily Traffic Volumes

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	% Increase	Impact?
PCH e/o Kanan Dume Road	29,500	29,611	111	0.37%	No
PCH e/o Latigo Canyon Road	27,500	27,682	182	0.66%	No
PCH e/o John Tyler Drive	26,900	27,094	194	0.72%	No
PCH e/o Malibu Canyon Road	29,300	29,524	224	0.76%	No

Source: ATE2010

Table 5.15-12 shows that the Plan would result in less than 1% increase under Existing + Plan conditions. This increase would not measurably affect roadway operations along PCH. Figure 5.15-10 shows the existing + Plan traffic volumes for the regional roadways and intersections. As such, potential impacts to roadways in the Plan area resulting from Plan-generated traffic volumes would be *less than significant*.

Existing + Plan Intersection Operations

Tables 5.15-13 and 5.15.14 compare the Existing and Existing + Plan levels of service for the A.M. and P.M. peak hour period, respectively.

Table 5.15-13
Existing and Existing + Plan Levels of Service
A.M. Peak Hour Period

Roadway Segment	A.M. Peak Hour ICU or Delay/LOS		V/C or % Increase	Impact?
	Existing	Existing + Plan		
PCH/Kanan Dume Road	0.498/LOS A	0.500/LOS A	0.002	No
PCH/Winding Way	18.5sec/LOS C	19.0sec/LOS C	0.004	No
PCH/Latigo Canyon Road	24.2sec/LOS C	24.9sec/LOS C	0.005	No
PCH/Corral Canyon Road	16.3sec/LOS C	16.3sec/LOS C	0.005	No
PCH/John Tyler Drive	0.457/LOS A	0.459/LOS A	0.002	No
PCH/Malibu Canyon Road	0.722/LOS C	0.725/LOS C	0.003	No

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

Table 5.15-14
Existing and Existing + Plan Levels of Service
P.M. Peak Hour Period

Roadway Segment	P.M. Peak Hour ICU or Delay/LOS		V/C or % Increase	Impact?
	Existing	Existing + Plan		
PCH/Kanan Dume Road	0.611/LOS B	0.613/LOS B	0.002	No
PCH/Winding Way ^a	42.8sec/LOS E	44.9sec/LOS E	0.006	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.006	No
PCH/Corral Canyon Road ^a	28.3sec/LOS D	28.8sec/LOS D	0.005	No
PCH/John Tyler Drive	0.599/LOS A	0.597/LOS A	0.003	No
PCH/Malibu Canyon Road	0.699/LOS B	0.703/LOS B	0.004	No

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

The data presented in Tables 5.15-13 and 5.15-14 shows that the SMMC/MRCA Plan would not generate significant impacts based on the adopted thresholds.

Ramirez Canyon Park Trip Generation and Roadway Volumes

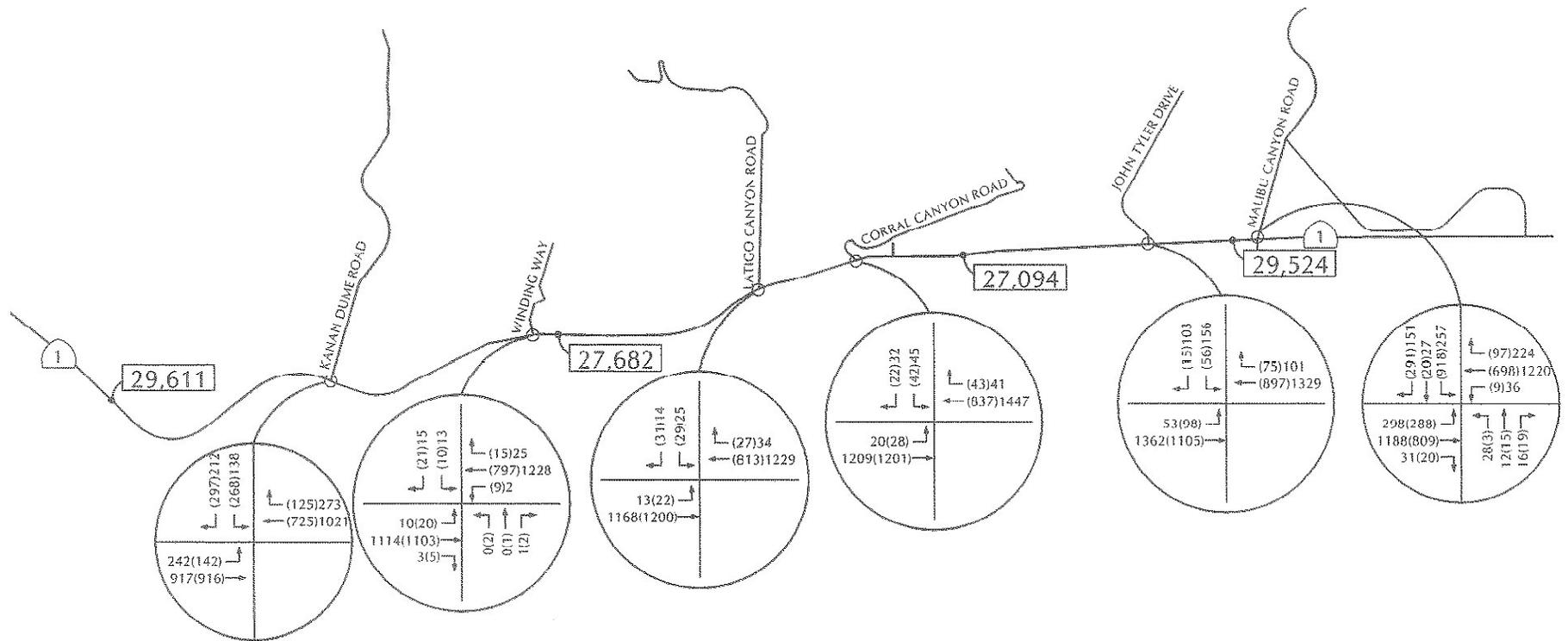
Weekday and weekend trip generation estimates were developed for the Ramirez Canyon Park components of the Plan, as summarized below in Table 5.15-15. Figure 5.15-11 shows the Existing + Plan ADT volumes for the study-area roadways for the weekday and weekend periods.

Table 5.15-15
Ramirez Canyon Park Trip Generation Summary

Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Ramirez Canyon Park	N/A	26	3	3	64	6
Kanan Dume Parking	26 parking spaces ^a	94	4	8	138	8
Total		120	7	11	202	14

Source: ATE 2010

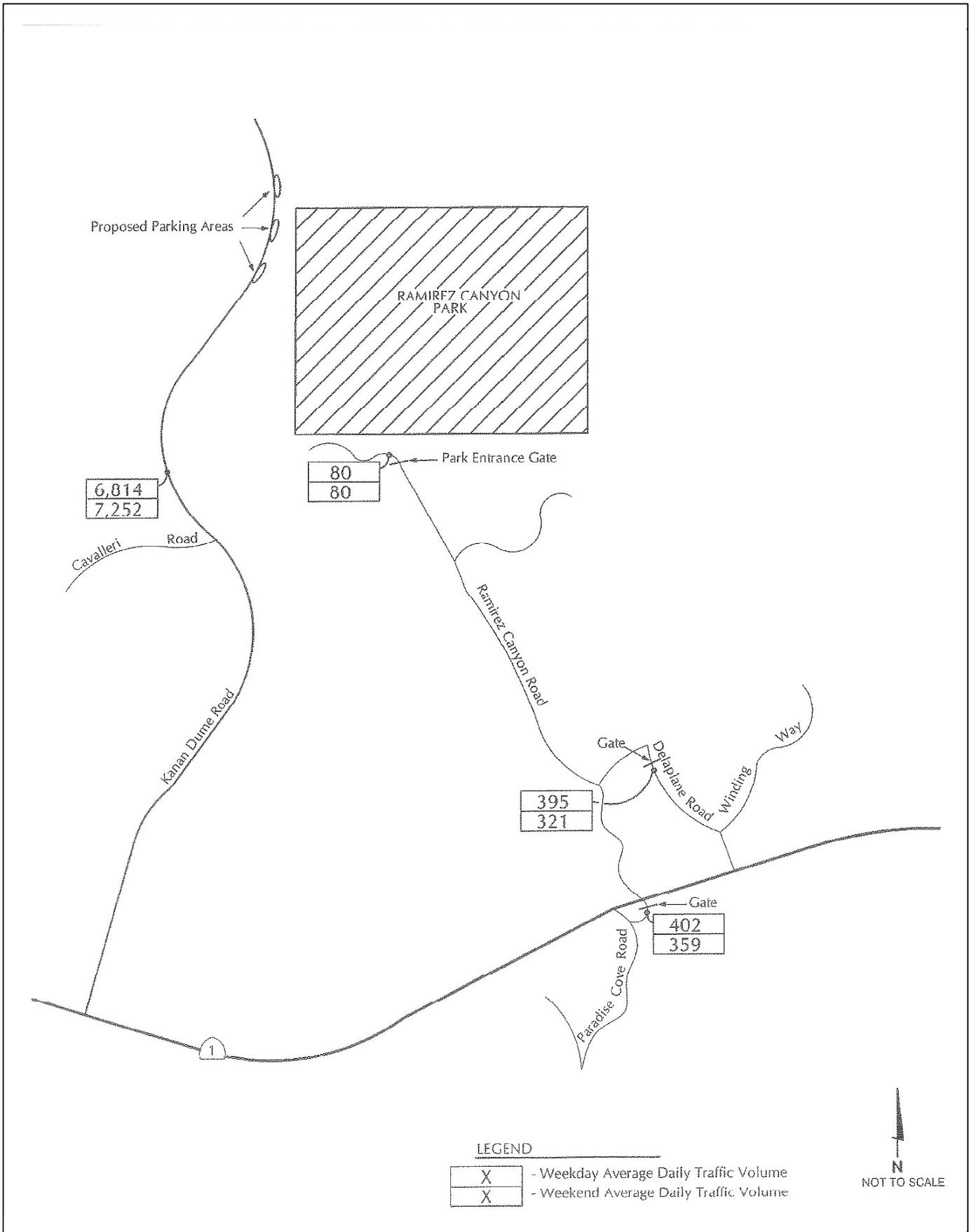
^a Currently there are 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 36 paved spaces for a net increase of 24 paved spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-10

Regional Traffic System - Existing and Project Traffic Volumes



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-11

DUDEK

Ramirez Canyon Park - Existing and Project Average Daily Traffic Volumes

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The data presented in Table 5.15-15 show that the Ramirez Canyon Park Plan would generate 120 ADT, 7 A.M., and 11 P.M. peak hour trips during weekdays, and 202 ADT and 14 peak hour trips on weekends. This traffic includes the trips that would be generated at Ramirez Canyon Park (26 ADT on weekdays and 64 ADT on weekends) and the trips that would be generated from the new parking areas (94 ADT on weekdays and 138 ADT on weekends).

Tables 5.15-16 and 5.15-17 compare the Existing and Existing + Plan ADT volumes and levels of service for the weekday and weekend periods, respectively.

**Table 5.15-16
Ramirez Canyon Park – Existing + Plan Weekday ADT Volumes**

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Kanan Dume Road n/o Cavalleri Road	6,708	6,822	114	LOS A
Ramirez Canyon Road s/o Entrance Gate	389	402	13	LOS A
Delaplane Road s/o Entrance Gate	382	395	13	LOS A

Source: ATE 2009

**Table 5.15-17
Ramirez Canyon Park – Existing + Plan Weekend ADT Volumes**

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Kanan Dume Road n/o Cavalleri Road	7,099	7,263	164	LOS A
Ramirez Canyon Road s/o Entrance Gate	327	359	32	LOS A
Delaplane Road s/o Entrance Gate	289	321	32	LOS A

Source: ATE 2009

The data presented in Tables 5.15-16 and 5.15-17 show that the study-area roadways would continue to operate at LOS A with Plan-added traffic. The Plan would not impact the operation of Ramirez Canyon Road, Delaplane Road and Kanan Dume Road; therefore, potential impacts to roadways at Ramirez Canyon Park would be *less than significant*.

Escondido Canyon Park Trip Generation and Roadway Volumes

Weekday and weekend trip generation estimates were developed for the Escondido Canyon Park components of the Plan, as summarized below in Table 5.15-18.

**Table 5.15-18
 Escondido Canyon Park – Trip Generation Summary**

Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Campsites	13 sites	26	2	2	26	2
Day-Use Area ^a	3 parking spaces	11	0	1	16	1
Total		37	2	3	42	3

Source: ATE2010

^a Day-Use Area trips include trips associated with shuttle busses, park ranger patrols, refuse pick-up, etc.

The data presented in Table 5.15-18 show that the Escondido Canyon Park project would generate 37 ADT, 2 A.M., and 3 P.M. peak hour trips during weekdays, and 42 ADT and 3 peak hour trips on weekends.

Figure 5.15-12 shows the weekday and weekend Existing + Plan ADT volumes for the study-area roadways in Escondido Canyon Park. Tables 5.15-19 and 5.15-20 compare the Existing and Existing + Plan roadway ADT volumes and levels of service for the weekday and weekend periods, respectively.

**Table 5.15-19
 Escondido Canyon Park – Existing + Plan Weekday ADT Volumes**

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Winding Way	421	472	51	LOS A

Source: ATE 2010

**Table 5.15-20
Escondido Canyon Park – Existing + Plan Weekend ADT Volumes**

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Winding Way	261	324	63	LOS A

Source: ATE 2010

The data presented in Tables 5.15-19 and 5.15-20 show that Winding Way will continue to operate at LOS A with the addition of Plan traffic. The Plan would not impact the operation of Winding Way; therefore, potential impacts to roadways at Escondido Canyon Park would be *less than significant*.

Latigo Trailhead Trip Generation and Roadway Volumes

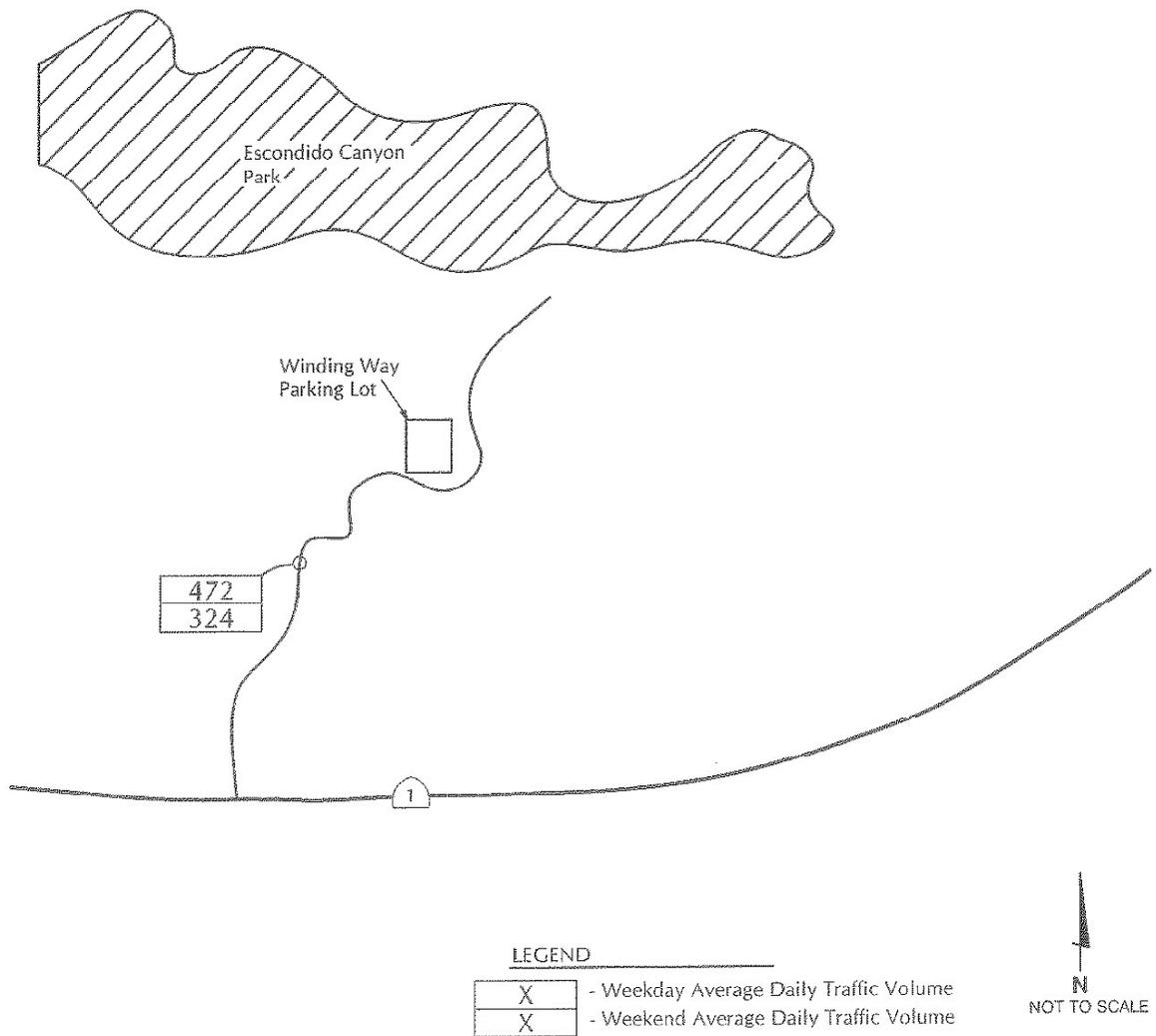
Weekday and weekend trip generation estimates were developed for the Latigo Trailhead components of the Plan, as summarized below in Table 5.15-21.

**Table 5.15-21
Latigo Trailhead – Trip Generation Summary**

Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Campsites	5 sites	10	1	1	10	1
Day-Use Area	4 parking spaces	14	1	1	21	1
Total		24	2	2	31	2

Source: ATE 2010

The data presented in Table 5.15-21 show that the Latigo Trailhead project would generate 24 ADT, 2 A.M., and 2 P.M. peak hour trips during weekdays, and 31 ADT and 2 peak hour trips on weekends.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-12



Escondido Canyon Park - Existing and Project Average Daily Traffic Volumes

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Figure 5.15-13 shows the weekday and weekend Existing + Plan ADT volumes for the study-area roadways at Latigo Trailhead. Tables 5.15-22 and 5.15-23 compare the Existing and Existing + Plan roadway ADT volumes and levels of service for the weekday and weekend periods, respectively.

Table 5.15-22
Latigo Trailhead – Existing + Plan Weekday ADT Volumes

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Latigo Canyon Road	1,136	1,164	28	LOS A

Source: ATE 2010

Table 5.15-23
Latigo Trailhead – Existing + Plan Weekend ADT Volumes

Roadway Segment	Existing ADT	Existing + Plan ADT	Plan-Added ADT	LOS
Latigo Canyon Road	1,087	1,124	37	LOS A

Source: ATE 2010

The data presented in Tables 5.15-22 and 5.15-23 show that Latigo Canyon Road will continue to operate at LOS A with the addition of Plan traffic. The Plan would not impact the operation of Latigo Canyon Road; therefore, potential impacts to roadways at Latigo Trailhead would be *less than significant*.

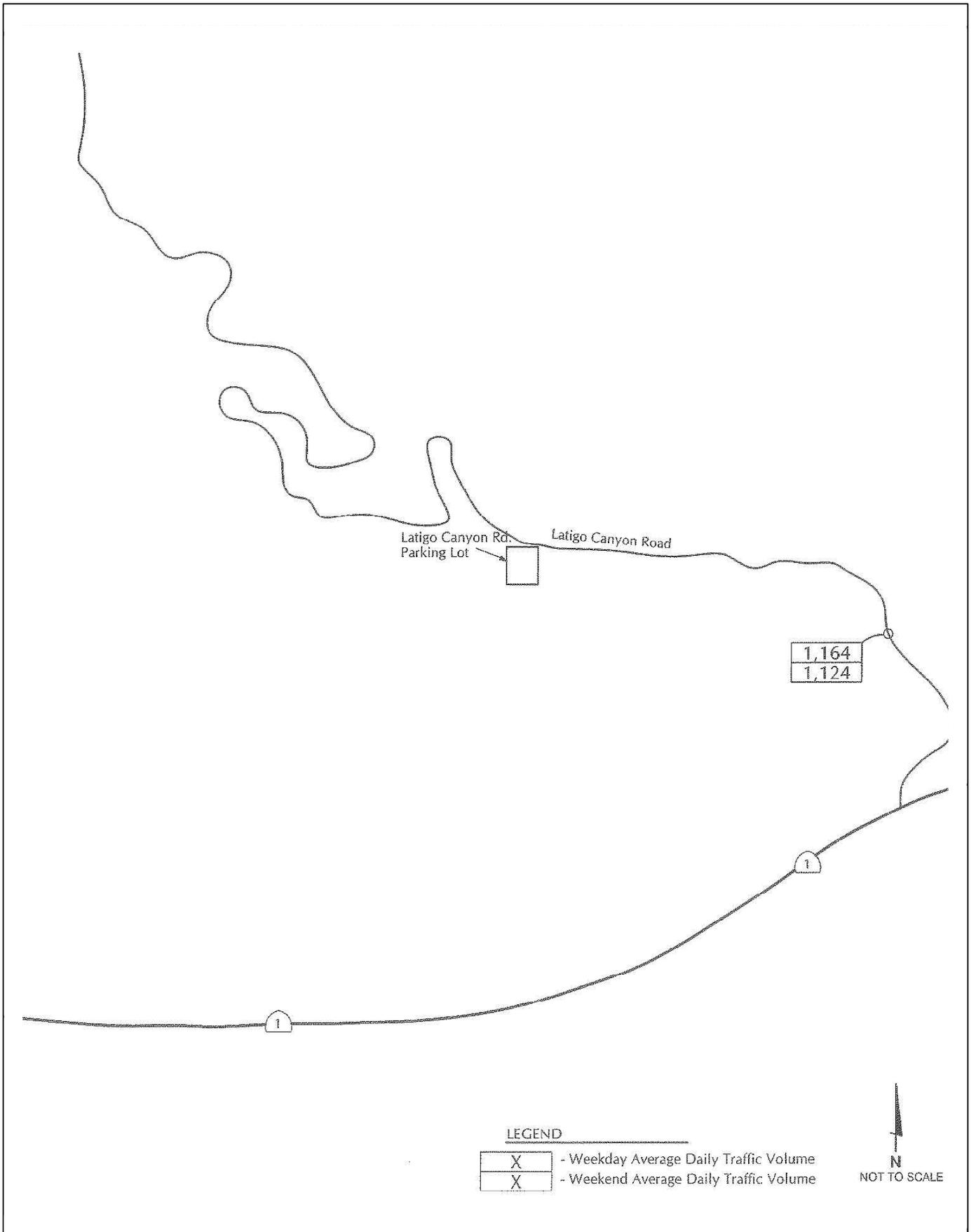
Corral Canyon Park Trip Generation

Weekday and weekend trip generation estimates were developed for the Corral Canyon Park components of the project, as summarized below in Table 5.15-24.

Table 5.15-24
Corral Canyon Park – Trip Generation Summary

Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Campsites	16 sites	32	2	2	32	2
Day-Use Area	5 parking spaces	18	1	1	27	2
Total		50	3	3	59	4

Source: ATE 2010



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-13

DUDEK

Latigo Trailhead - Existing and Project Average Daily Traffic Volumes

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The data presented in Table 5.15-24 show that the Corral Canyon Park project would generate 50 ADT, 3 A.M., and 3 P.M. peak hour trips during weekdays, and 59 ADT and 4 peak hour trips on weekends. Corral Canyon Park-generated daily and peak hour trips would not impact the operation of Plan area roadways or intersections; therefore, potential impacts would be *less than significant*.

Malibu Bluffs Trip Generation

Weekday and weekend trip generation estimates were developed for the Malibu Bluffs components of the Plan, as summarized below in Table 5.15-25.

**Table 5.15-25
Malibu Bluffs Trip Generation Summary**

Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Campsites	32 sites	64	5	5	64	5
Parking Spaces	20 paved spaces	72	3	6	106	7
Total		136	8	11	170	12

Source: ATE 2010

The data presented in Table 5.15-25 show that the Malibu Bluffs project would generate 136 ADT, 8 A.M., and 11 P.M. peak hour trips during weekdays, and 170 ADT and 12 peak hour trips on weekends.

Given that primary access to the Malibu Bluffs site would be provided via two new connections to PCH, the traffic generated at the Malibu Bluffs would not affect the local streets in the area. The three parking spaces proposed adjacent to Malibu Road would generate 10 ADT on weekdays and 16 ADT on weekends and would not affect the operation of Malibu Road.

Daily and peak hour trips generated by the proposed improvements at Malibu Bluffs would not impact the operation of Plan area roadways or intersections; therefore, potential impacts would be *less than significant*.

Malibu Bluffs Access Improvements

Primary access to the Malibu Bluffs project would be provided via two new driveway connections to PCH east and west of the John Tyler Drive intersection. The plan

developed for these improvements is shown on Figures 2-18, 2-18a through 2-18e. The plan calls for construction of the driveways with acceleration and deceleration lanes on PCH. There is a median on PCH that would preclude left-turns into and out of the driveways.

The two new driveway connections to PCH east and west of the John Tyler Drive intersection would operate with right-turns in and right-turns out of the Plan site only. Levels of service for these new driveway connections were calculated using Existing + Plan traffic volumes (see *Appendix O*). Table 5.15-26 shows the levels of service for the new driveway connections to PCH.

**Table 5.15-26
Driveway Levels of Service**

Intersection	Existing + Plan Delay/LOS	
	A.M. Peak Hour	P.M. Peak Hour
PCH/Dwy #1 ^a	13.1sec/LOS B	14.4 sec/LOS B
PCH/Dwy #2 ^b	12.8sec/LOS B	15.1sec/LOS C

Source: ATE 2010

^a Dwy #1 is located to the west of the John Tyler Drive. Dwy #1 provides access to parking lots #1 and #2.

^b Dwy #2 is located to the east of John Tyler Drive. Dwy #2 provides access to parking lot #3.

The data presented in Table 5.15-26 shows that the new driveway connections to PCH would operate acceptably within LOS B-C range. The new access connections to PCH will require an encroachment permit from Caltrans. The design of the access connections will therefore need to meet Caltrans standards for private driveway connections to the state highway. Given that the driveways will be limited to right-turn in and right-turn out movements and will be designed to Caltrans standards (including geometry and sight distance), they will operate acceptably without creating significant safety impacts to PCH. Impacts would be *less than significant*.

Mitigation Measures

No Plan-specific mitigation measures are required, as the Plan would not exceed the City of Malibu or County of Los Angeles thresholds.

Residual Impact

Impacts from the proposed Plan would be **less than significant (Class III)**.

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Impact TP-2 **The Plan would generate vehicular trips during construction of the proposed improvements from worker commute and construction truck trips. The addition of 12 to 30 construction related trips would result in an adverse, but less than significant impact to the surrounding street network, including study intersections.**

Average daily traffic estimates for construction related trips were developed based on the number of employees at each park and the amount of daily truck trips made to and from each site. The preliminary construction plan anticipates that there would be 7 employees at each park location and the number of daily trucks was calculated based on the total amount of material to be exported/imported to each site. Table 5.15-27 presents a summary of the daily construction related trips for each site.

**Table 5.15-27
Construction Related Trips**

Park Location	Employees	Daily Employee Trips (a)	Daily Truck Trips (b)	Total Daily Trips
Kanan Dume Road	7	12	4	16
Ramirez Canyon Park	7	12	8	20
Ramirez Canyon Restoration	7	12	14	26
Ramirez Canyon Road	7	12	0	12
Escondido Canyon Park	7	12	8	20
Latigo Trailhead	7	12	6	18
Corral Canyon Park	7	12	18	30
Malibu Bluffs	7	12	4	16

Source: ATE 2010

The data presented in Table 5.15-27 show that the Plan sites would generate between 12 and 30 construction related trips per day. The level of traffic generated by construction activities would not generate capacity impacts to the surrounding street network.

In order to minimize traffic impacts during the construction phase, a construction management plan was developed for the Plan. The components of the construction management plan are outlined below:

- Construction workers will be scheduled to arrive and depart the Plan site outside of the A.M. and P.M. peak periods.
- Material delivery trucks and dump trucks will arrive and depart outside of the peak hour periods. Truck trips will be scheduled so no simultaneous arrivals and departures occur on local roads.
- Construction staging and parking areas will be developed to accommodate employee parking and equipment storage. No construction related vehicle or equipment will be parked overnight on public roadways.
- Construction activities that are anticipated to cause delays and/or redirect traffic shall start after 9:00 A.M. and end prior to 4:00 P.M.
- The applicant will designate a person on-site to receive and respond to all traffic related complaints made by the public. The person's name and contact information will be posted at the site throughout the duration of the construction period. The applicant will also distribute this information in written form to all property owners and residents within 1,600 feet of the proposed activity that could impair use of the paved public or private road.

Impacts would be *less than significant*.

Mitigation Measures

None required.

Residual Impact

Impacts from the proposed Plan would be **less than significant (Class III)**.

Impact TP-3 **The proposed parking improvements and additional parking spaces would serve Plan-generated demand and would result in a surplus at all park sites, with the exception of Corral Canyon Park. Impacts at Corral Canyon Park would be potentially significant, but mitigable.**

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Ramirez Canyon Park Parking Analysis

Parking at Ramirez Canyon Park is currently accommodated in existing parking areas that contain 54 total spaces. Three of these spaces are allocated for use by people with disabilities if needed; however, they do not meet the technical specifications for accessibility (e.g., signage, striping, etc.).

As reviewed previously in this study, vehicular operations within Ramirez Canyon Park would be limited to 40 round trips per day. Total provided parking (existing + proposed) within Ramirez Canyon would be 47 spaces; Kanan Dume Trailhead Parking would provide an additional 26 parking spaces. Park operations vehicles are parked at Ramirez for longer periods of time than one day, so the actual number of vehicles parked at Ramirez Canyon Park at any one time could be more than 40. For example, a fire truck is parked at Ramirez Canyon Park and utilizes one of these parking spaces. This fire truck is not driven in/out of the park on a regular basis. Table 5.15-28 summarizes the parking data for Ramirez Canyon Park.

**Table 5.15-28
Ramirez Canyon Park – Parking Summary**

Land Use	Size	Typical Peak Parking Demand (for vehicles entering the park on a given day)	Spaces Provided (Proposed Project)	Surplus
Park Operations	N/A	40 spaces	47 spaces	+ 7 spaces
Kanan Trailhead	N/A		26 spaces	+ 26 spaces
TOTAL		40 spaces	73 spaces	+ 33 spaces

Source: ATE 2010

Note: Some parking spaces at Ramirez Canyon Park are utilized for more than one day by park operations vehicles. For example, a fire truck is parked at Ramirez Canyon Park and utilizes one of these 47 parking spaces. This fire truck is not driven in/out of the park on a regular basis.

Ramirez Canyon Park would be managed so there would be only 47 vehicles parked on the property at any one time. The 73 parking spaces provided at the park (including along Kanan Dume Road) would satisfy this parking demand. Potential parking impacts at Ramirez Canyon Park would be *less than significant*.

Escondido Canyon Park Parking Analysis

The Escondido Canyon Park project includes 13 new campsites. The Plan is proposing to construct a new parking lot on Winding Way east of Porterdale Drive that will

provide 11 standard spaces, 3 RV/trailer spaces, and 2 accessible spaces, for a total of 16 parking spaces.

Parking demands for the campsites were estimated assuming that each campsite was full and that each site would have one vehicle parked in the lot. Based on these assumptions, the total parking demand generated by the campsites would be 13 spaces. Table 5.15-29 summarizes the parking data for Escondido Canyon Park.

**Table 5.15-29
Escondido Canyon Park – Parking Summary**

Land Use	Size	Peak Parking Demand	Spaces Provided	Surplus
Campsites	13 sites	13 spaces	16 spaces	+ 3 spaces

Source: ATE 2010

The 16 new parking spaces provided in the parking lot would satisfy the parking demands generated by the campsites and provide 3 extra spaces for public users of the park. Potential parking impacts at Escondido Canyon Park would be *less than significant*.

Latigo Trailhead Parking Analysis

The Latigo Trailhead project includes 5 new campsites. The Plan is proposing to construct a new parking lot on Latigo Canyon Road north of PCH that will provide 8 standard spaces and 1 accessible space, for a total of 9 parking spaces.

Parking demands for the campsites were estimated assuming that each campsite was full and that each site would have one vehicle parked in the lot. Based on these assumptions, the total parking demand generated by the campsites would be 5 spaces. Table 5.15-30 summarizes the parking data for Latigo Trailhead.

**Table 5.15-30
Latigo Trailhead – Parking Summary**

Land Use	Size	Peak Parking Demand	Spaces Provided	Surplus
Campsites	5 sites	5 spaces	9 spaces	+ 4 spaces

Source: ATE 2010

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The 9 new parking spaces provided in the parking lot would satisfy the parking demands generated by the campsites and provide 4 extra spaces for public users of the park. Potential parking impacts at Latigo Trailhead would be *less than significant*.

Corral Canyon Park Parking Analysis

The Plan proposes re-striping of the existing parking lot to include 19 standard spaces and 2 accessible spaces for a total of 21 parking spaces.

Parking demands for the 16 campsites were estimated assuming that each campsite was full and that each site would have one vehicle. Based on these assumptions, the total parking demand generated by the campsites would be 16 spaces. Table 5.15-31 presents the future non-summer weekday and summer weekend parking demand estimates for Corral Canyon Park.

**Table 5.15-31
Corral Canyon Park – Future Parking Occupancies**

Study Period	Existing Demand	Plan Demand	Existing + Plan Demand	Spaces Provided	Surplus or Deficit
Non-Summer Weekday	12 spaces	16 spaces	28 spaces	21 spaces	-7 spaces
Summer Weekend	15 spaces	16 spaces	31 spaces	21 spaces	-10 spaces

Source: ATE 2010

The data presented in Table 5.15-31 show that the parking demand would be 28 spaces during non-summer weekdays and 31 spaces during summer weekends. The parking supply would not satisfy the parking demand for the proposed 16 new campsites.

It is noted that the existing parking demands observed at Corral Canyon Park include between 10 and 12 cars that came from the restaurant. By eliminating the restaurant parkers, the future parking demands would be between 16 and 18 spaces during non-summer weekdays and 19 and 21 spaces during summer weekends. Therefore the parking supply of 21 spaces would satisfy the parking demands. Impacts would be *less than significant*

Please see *Mitigation Measures* below for Corral Canyon Park parking mitigation.

Malibu Bluffs Parking Analysis

The Malibu Bluffs project includes a total of 32 new campsites. This includes 4 tent cabin sites. The Plan is proposing to construct four new parking areas on the bluffs site providing 43 standard spaces and 9 accessible spaces, for a total of 52 parking spaces.

Parking demands for the campsites were estimated assuming that each campsite was full and that each site would have one vehicle parked on-site. Based on these assumptions, the total parking demand generated by the campsites would be 32 spaces. Table 5.15-32 summarizes the parking data for the Malibu Bluffs.

Table 5.15-32
Malibu Bluffs Parking Summary

Land Use	Size	Peak Demand	Spaces Provided	Surplus
Campsites	32 sites	32 spaces	52 spaces	+20 spaces

Source: ATE 2010

The 52 new parking spaces provided in the parking lot would satisfy the parking demands generated by the campsites and provide 20 extra spaces for public users of the park. Potential parking impacts at Malibu Bluffs Open Space would be *less than significant*.

Mitigation Measures

MM TP-3 Corral Canyon Park Parking Management Plan. As reviewed above, parking for the Malibu Fish & Seafood Inc. restaurant overflows into the Corral Canyon Park parking lot during busy periods. Field observations found that that between 10 and 12 cars parked in the lot during peak hours to use the restaurant. By eliminating restaurant parkers, future parking demands with the proposed campsites would range from 16-18 spaces during the non-summer periods and 19-21 spaces during the summer periods, which would be accommodated within the proposed parking supply or 21 spaces.

In order to satisfy the parking demands at the Corral Canyon Park, a Parking Management Plan shall be developed by the SMMC/MRCA to manage the parking supply for the Corral Canyon Park site. Parking lot enforcement (signs, ordinance enforcement and/or parking attendants) would reduce restaurant parking in the park parking lot.

5.15 Transportation & Parking

Plan Requirement and Timing: Mitigation measure TP-3 shall be integrated into the final project plans and/or to the Public Works Plan, as applicable. The Park Management Plan shall be developed and implemented prior to use of the proposed camp facilities at Corral Canyon Park.

Monitoring: MRCA staff shall review and approve all project plans to ensure consistency with the Corral Canyon Park Parking Management Plan.

Residual Impacts

With the implementation of the mitigation measure MM TP-3 Parking Management Plan, potential impacts resulting from insufficient parking availability at Corral Canyon Park would be **less than significant (Class II)**.

Impact TP-4 **The Plan would generate an average of 28 persons per week day and 38 persons per weekend day that would potentially utilize alternative transportation. Visitation increases associated with Plan improvements would not conflict with programs supporting alternative transportation, including the MTA bus system. Impacts would be less than significant.**

Weekdays Increased Transit Use

Table 5.15-10, under Impact TP-1, shows that the proposed Plan would generate 367 ADT. Based on an average vehicle occupancy (AVO) of 1.5 people per vehicle, approximately 450 people would visit the parks per day via automobiles (367 ADT = 183 cars. 183 cars x 1.5 AVO = 275 people via automobiles). Assuming 10% of visitors would utilize alternative forms of transportation (such as walking, cycling, shuttle, MTA busses), a maximum 28 additional passengers per day would use MTA busses (approximately 4 passengers per hour). These additional passengers would not impact the capacity of the MTA bus system. Impacts would be *less than significant*.

Weekends Increased Transit Use

Table 5.15-11, under Impact TP-1, shows that the proposed Plan would generate 504 ADT. Based on an average vehicle occupancy (AVO) of 1.5 people per vehicle, approximately 378 people would visit the parks per day via automobiles (504 ADT = 252 cars x 1.5 AVO = 378 people via automobiles). Assuming 10% of visitors would

utilize alternative forms of transportation (such as walking, cycling, MTA busses), as a maximum, 38 additional passengers per day would use MTA busses (approximately 5 additional passengers per hour). These additional passengers would not impact the MTA bus system. Impacts would be *less than significant*.

Mitigation Measures

None required.

Residual Impacts

Impacts would be **less than significant (Class III)**.

Analysis of Impacts Post-Mitigation

Impact TP-5: Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would result in less than significant impacts on transportation and parking.

In addition to analysis of the project (as proposed), CEQA requires that an EIR discuss the environmental impacts associated with the implementation of any required mitigation. This section, therefore, evaluates how mitigation measures required in other sections of this EIR would affect transportation and parking. Required mitigation measures to reduce the Plan's environmental impact that would potentially result in impacts to transportation would include off-site biological mitigation measures, described in detail in Section 5.4, *Biological Resources*.

Habitat restoration would be conducted at four sites: Malibu Bluffs, Corral Canyon, Tuna/Las Flores Canyon, and King Gillette Ranch (see *Appendix H-2*). Potential impacts to transportation resulting from the proposed biological mitigation would be associated with construction worker vehicle trips during restoration activities and occasional vehicular travel generated by a landscape maintenance contractor during the 5-year maintenance and monitoring program that would be implemented on all mitigation sites to ensure successful implementation of the habitat mitigation program. Vehicular trips would be nominal and would not result in impacts to roadways or intersections volume to capacity ratios. Parking availability would not be impacted as biological mitigation would not require long-term parking at each site nor would it result in a substantial parking demand. Impacts would be *less than significant*.

5.15 Transportation & Parking

Mitigation Measures

None required.

Residual Impacts

Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would not result in impacts to transportation or parking; impacts would be **less than significant (Class III)**.

5.15.3 Cumulative Impacts

The following analysis addresses the potential traffic impacts associated with the SMMC/MRCA Plan under Cumulative conditions. Year 2025 was used as the target year for the cumulative analysis.

Area of Influence. The Plan area is located within the City of Malibu and County of Los Angeles. The Area of Influence for assessing cumulative transportation effects in combination with the proposed Plan would be the Plan Area and the surrounding areas that are within the study street network.

Impact TP-6: **The proposed Plan plus other reasonably foreseeable related projects within the Plan area of influence would generate vehicular trips that would cumulatively add to roadways and intersections within the vicinity of the Plan area resulting in an adverse but less than cumulatively considerable impact to the surrounding street network.**

Cumulative + Plan Roadway Operations

Figure 5.15-14 shows the Cumulative + Plan traffic volumes for the regional roadways and intersections.

Table 5.15-33 compares the Cumulative and Cumulative + Plan ADT forecasts. The table also shows the percent increase in traffic resulting from the Plan.

**Table 5.15-33
Cumulative + Plan Average Daily Traffic Volumes**

Roadway Segment	Cumulative ADT	Cumulative + Plan ADT	Plan-Added ADT	% Increase	Impact?
PCH e/o Kanan Dume Road	45,100	45,211	111	0.25%	No
PCH e/o Latigo Canyon Road	42,400	42,582	182	0.43%	No
PCH e/o John Tyler Drive	41,400	41,594	194	0.47%	No
PCH e/o Malibu Canyon Road	45,300	45,524	224	0.49%	No

Source: ATE 2010

Table 5.15-33 shows that the Plan would result in less than 1% increase under Existing + Plan conditions. This increase would not measurably affect roadway operations along PCH.

Cumulative + Plan Intersection Operations

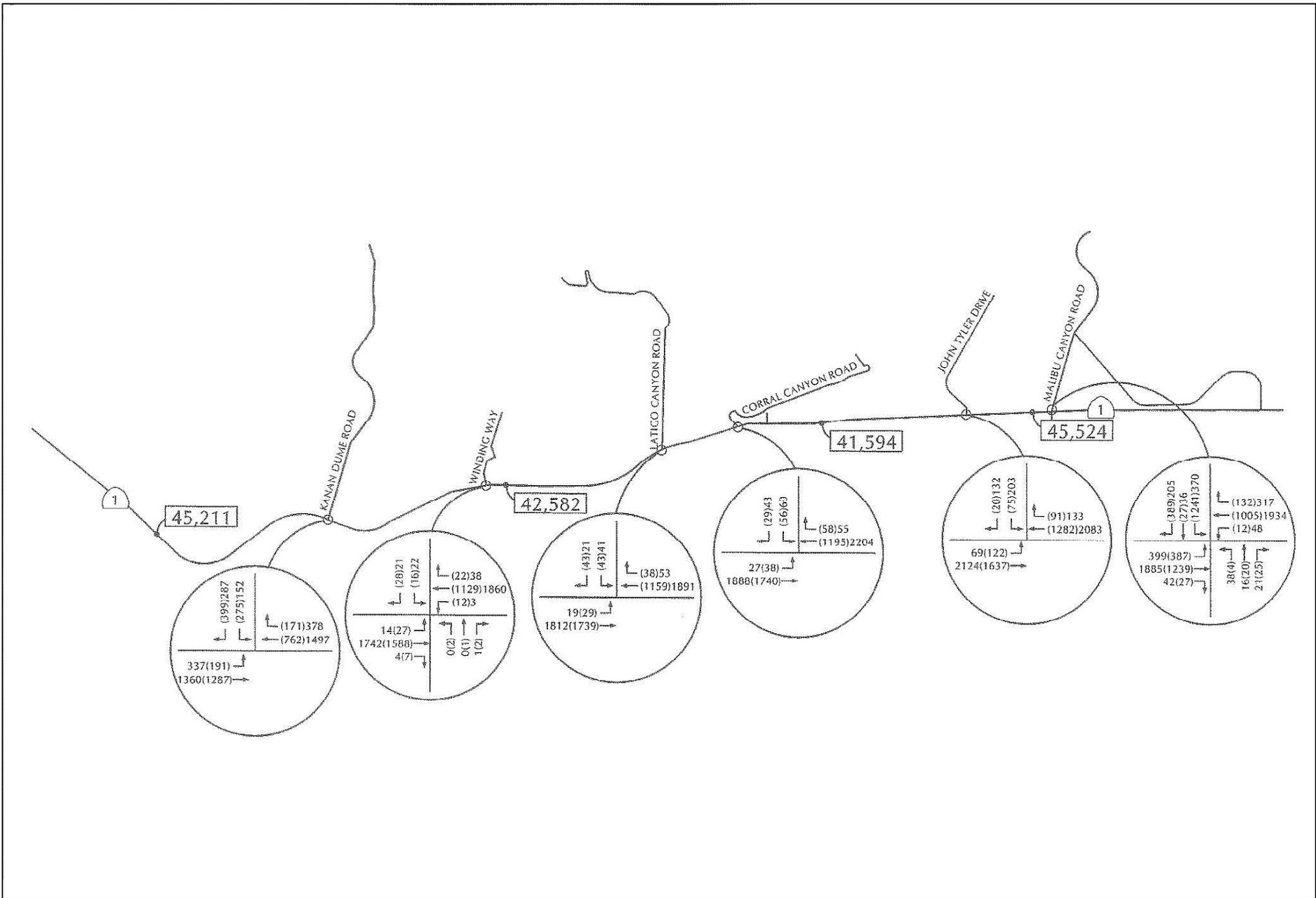
Tables 5.15-34 and 5.15-35 compare the Cumulative and Cumulative + Plan levels of service for the A.M. and P.M. peak hour periods, respectively.

**Table 5.15-34
Cumulative and Cumulative + Plan Levels of Service
A.M. Peak Hour Period**

Roadway Segment	A.M. Peak Hour ICU or Delay/LOS		V/C or % increase	Impact?
	Cumulative	Cumulative + Plan		
PCH/Kanan Dume Road	0.543/LOS A	0.543/LOS A	0.000	No
PCH/Winding Way ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.003	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.003	No
PCH/Corral Canyon Road ^a	27.5sec/LOS D	27.5sec/LOS D	0.003	No
PCH/John Tyler Drive	0.632/LOS B	0.635/LOS B	0.003	No
PCH/Malibu Canyon Road	0.941/LOS E	0.943/LOS E	0.002	No

Source: ATE 2010

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-14

Regional Traffic System - Cumulative (Year 2025 and Related Projects) and Project Traffic Volumes

Table 5.15-35
Cumulative and Cumulative + Plan Levels of Service
P.M. Peak Hour Period

Roadway Segment	P.M. Peak Hour ICU or Delay/LOS		V/C or % increase	Impact?
	Cumulative	Cumulative + Plan		
<i>PCH/Kanan Dume Road</i>	0.824/LOS D	0.827/LOS D	0.003	No
PCH/Winding Way ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.005	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.004	No
PCH/Corral Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.003	No
PCH/John Tyler Drive	0.854/LOS D	0.854/LOS D	0.000	No
PCH/Malibu Canyon Road	0.999/LOS E	1.004/LOS E	0.005	No

Source: ATE 2010

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

The data presented in Tables 5.15-34 and 5.15-35 shows that the SMMC/MRCA Plan would generate *less than significant* cumulative impacts based on the adopted thresholds.

Mitigation Measures

None required.

Residual Impacts

Impacts would be **less than cumulatively considerable (Class III)**.

5.15.4 Vacant Residential Baseline Scenario

An additional scenario was analyzed assuming a second baseline for the traffic analysis with no existing trips to/from the Ramirez Canyon Park on Ramirez Canyon Road. Therefore, the following analysis provides worst-case conditions and maximum impacts and mitigations.

Existing Conditions

Plan Area Baseline Roadway Volumes

Figure 5.15-15 shows the Baseline Average Daily (ADT) traffic volumes for PCH assuming no existing trips to/from Ramirez Canyon Road. As shown in Table 5.15-36, the key segments on PCH in the Plan area carry between 26,900 and 29,500 ADT.

**Table 5.15-36
Plan Existing Baseline Roadway Volumes – Pacific Coast Highway**

Roadway Segment	Baseline ADT
PCH e/o Kanan Dume Road	29,500
PCH e/o Latigo Canyon Road	27,500
PCH e/o John Tyler Drive	26,900
PCH e/o Malibu Canyon Road	29,300

Source: ATE 2010

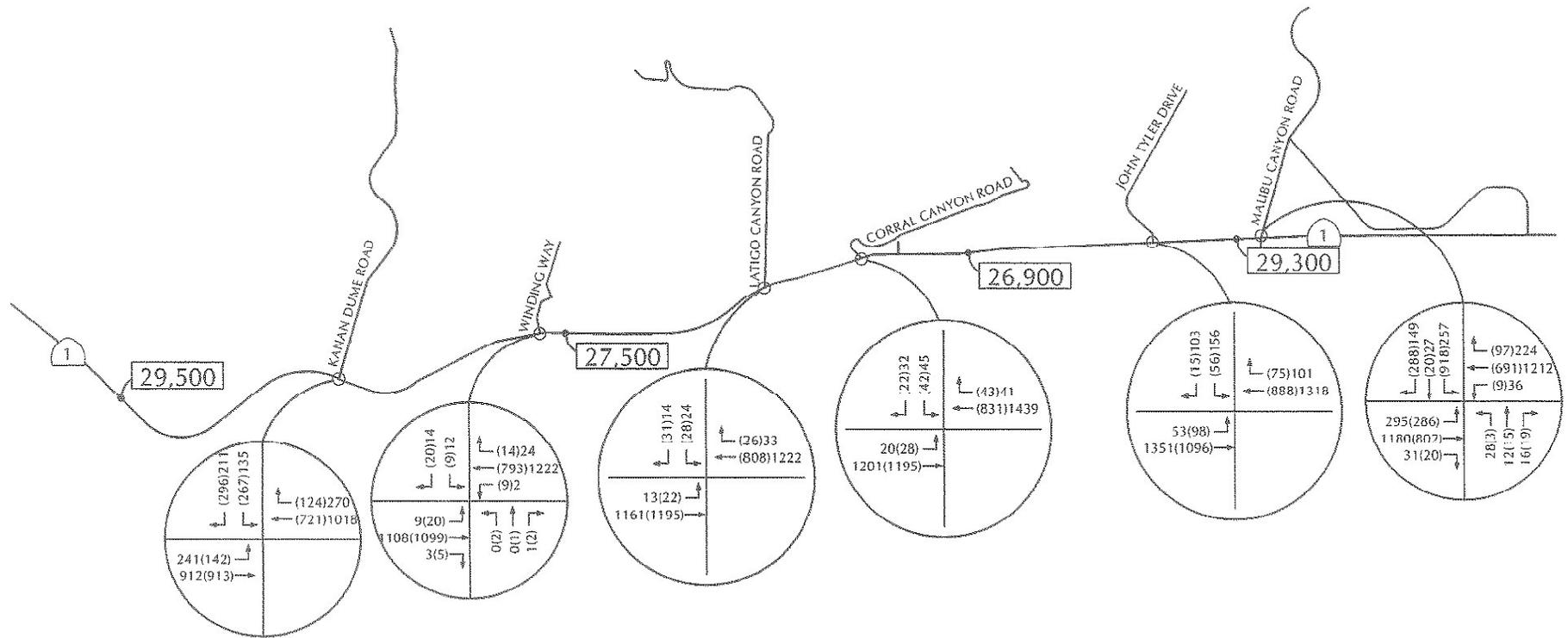
Plan Area Baseline Intersection Operations

Figure 5.15-15 shows the Baseline A.M. and P.M. peak hour traffic volumes for the intersections along PCH assuming no existing trips to/from Ramirez Canyon Road. Baseline levels of service are shown in Table 4.15-37.

**Table 5.15-37
Plan Existing Baseline Intersection Levels of Service**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
PCH/Kanan Dume Road	Signal	0.497	A	0.611	B
PCH/Winding Way	Stop-Sign	16.2sec	C	42.8 sec	D
PCH/Latigo Canyon Road	Stop-Sign	24.1sec	C	>50.0 sec	F
PCH/Corral Canyon Road	Stop-Sign	18.4sec	C	28.3 sec	E
PCH/John Tyler Drive	Signal	0.457	A	0.599	A
PCH/Malibu Canyon Road	Signal	0.722	C	0.699	B

Source: ATE 2010



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-15

Regional Traffic System - Baseline Traffic Volumes

5.15 Transportation & Parking

Ramirez Canyon Park Baseline Roadway Volumes

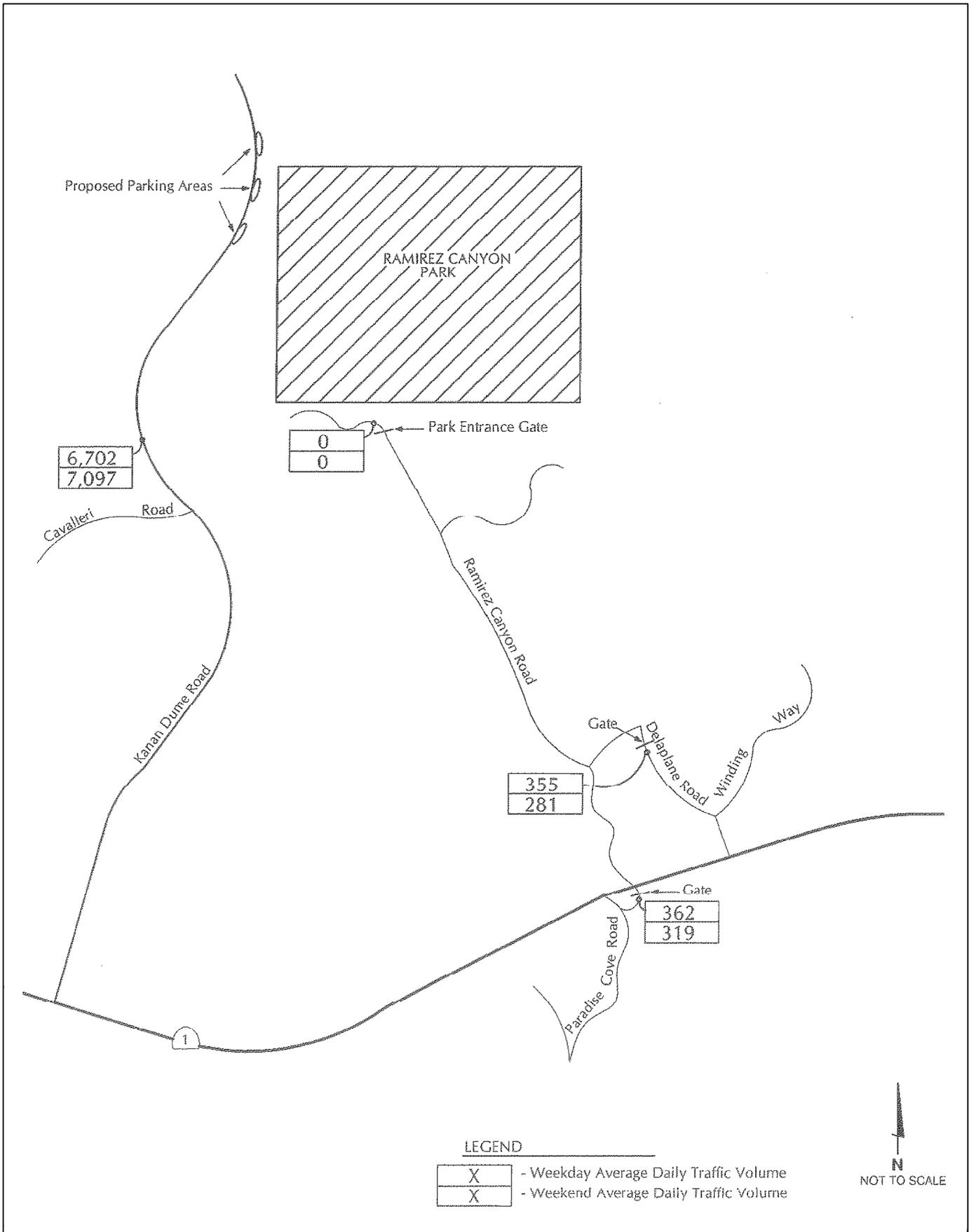
Figure 5.15-16 shows the baseline roadway volumes for weekday and weekend periods assuming no existing trips to/from Ramirez Canyon Road. Table 5.15-38 shows the baseline ADT volumes and levels of service for the study-area roadways.

**Table 5.15-38
Ramirez Canyon Park Existing Baseline Average Daily Traffic Volumes**

Roadway Segment	Geometry	Weekday ADT	Weekend ADT	LOS
Kanan Dume Road n/o Cavalleri Road	2-lane undivided	6,702	7,097	LOS A
Ramirez Canyon Road s/o Entrance Gate	2-lane undivided	362	319	LOS A
Delaplane Road s/o Entrance Gate	2-lane undivided	355	281	LOS A

Source: ATE 2010

The data presented in Table 5.15-38 show that all the local roadways operate at LOS A during weekdays and weekends. The volumes on Ramirez Canyon Road and Delaplane Road are relatively light, with less than 400 ADT on weekdays and weekends.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-16



Ramirez Canyon Park - Baseline Average Daily Traffic Volumes

Malibu Parks Public Access Enhancement Plan Public Works Plan Draft EIR

Baseline Impact and Mitigation Measures

Impact TP-7: The Plan under the Baseline Scenario would generate an additional 421 average daily trips (ADT) during weekdays and 511 ADT during weekends to study area roadways, and approximately 27 A.M. and 35 P.M. peak hour weekday trips, and 36 peak hour weekend trips to study area intersections. Plan-generated trips under the Baseline Scenario would not measurably change the operation of studied roadway segments or study-area intersections on weekdays or weekends. Impacts would be less than significant.

Baseline Weekday Plan Trip Generation

Weekday trip generation estimates were developed similarly to the previous analysis completed for the Plan, however, with the assumption that there are no existing trips to/from Ramirez Canyon Road. Table 5.15-39 shows the weekday trip generation calculations for the Plan.

**Table 5.15-39
Plan Baseline Weekday Plan Trip Generation**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Ramirez Canyon Park – Kanan Dume Road							
Day-Use Area	26 paved spaces ^a	3.6	94	0.14	4	0.29	8
Ramirez Canyon Park							
Baseline Traffic	N/A	N/A	0	N/A	0	N/A	0
Future Traffic ^b	N/A	N/A	80	N/A	8	N/A	8
Net Traffic Increase	N/A	N/A	80	N/A	8	N/A	8
Subtotal			174		12		16
Escondido Canyon Park							
Campsites	13 campsites	2.0	26	0.15	2	0.15	2
Day-Use Area ^c	3 paved spaces	3.6	11	0.14	0	0.29	1

**Table 5.15-39
Plan Baseline Weekday Plan Trip Generation**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Subtotal			37		2		3
<i>Latigo Trailhead</i>							
Campsites	5 campsites	2.0	10	0.15	1	0.15	1
Day-Use Area	4 paved spaces	3.6	14	0.14	1	0.29	1
Subtotal			24		2		2
<i>Corral Canyon Park</i>							
Campsites	16 campsites	2.0	32	0.15	2	0.15	2
Day-Use Area	5 paved spaces	3.6	18	0.14	1	0.29	1
Subtotal			50		3		2
<i>Malibu Bluffs</i>							
Campsites	32 campsites	2.0	64	0.15	5	0.15	5
Day-Use Area ^c	20 paved spaces	3.6	72	0.14	3	0.29	7
Subtotal			136		8		12
TOTAL			421		27		35

^a Currently there are 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 26 paved parking spaces for a net increase of 14 spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.

^b Future traffic for Ramirez Canyon Park based on total allowable trips (a total of 80 ADT).

^c Day-Use Area trips include trips associated with shuttle busses, park ranger patrols, refuse pick-up, etc.

The data presented in Table 5.15-39 show that the proposed Plan would generate 421 ADT, 27 A.M. peak hour trips, and 35 P.M. peak hour trips assuming that there are no existing trips to/from Ramirez Canyon Road.

Baseline Weekend Plan Trip Generation

Weekend trip generation estimates were developed for the Plan using the same methodology as the previous analysis completed for the Plan, however, with the assumption that there are no existing trips to/from Ramirez Canyon Road. Table 5.15-40 shows the Plan's trip generation estimates for weekends.

**Table 5.15-40
Baseline Weekend Plan Trip Generation**

Land Use	Size	ADT		Peak Hour	
		Rate	Trips	Rate	Trips
Ramirez Canyon Park – Kanan Dume Road					
Day-Use Traffic	26 paved spaces ^a	5.3	138	0.29	8
Ramirez Canyon Park					
Baseline Traffic	N/A	N/A	0	N/A	0
Future Traffic ^b	N/A	N/A	80	N/A	8
New Traffic	N/A	N/A	80	N/A	8
Subtotal			218		16
Escondido Canyon Park					
Campsites	13 sites	2.0	26	0.15	2
Day-Use Traffic ^c	3 parking spaces	5.3	16	0.36	1
Subtotal			42		3
Latigo Trailhead					
Campsites	5 sites	2.0	10	0.15	1
Day-Use Traffic	4 parking spaces	5.3	21	0.36	1
Subtotal			31		2
Corral Canyon Park					
Campsites	16 sites	2.0	32	0.15	2
Day-Use Traffic	5 parking spaces	5.3	18	0.36	1
Subtotal			50		3
Malibu Bluffs Open Space					
Campsites	32 sites	2.0	64	0.15	5
Day-Use Traffic ^c	20 parking spaces	5.3	106	0.36	7
Subtotal			170		12
TOTAL			511		36

Source: ATE 2010

^a Currently there are approximately 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 26 paved parking spaces for a net increase of 14 spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.

^b Future traffic for Ramirez Canyon Park based on total allowable trips (a total of 80 ADT).

^c Day-Use Area trips include trips associated with shuttle busses, park ranger patrols, refuse pick-up, etc.

The data presented in Table 5.15-40 shows that the Plan would generate 511 ADT and 36 peak hour trips on weekends assuming that there are no existing trips to/from Ramirez Canyon Road.

The traffic analysis completed for the weekday period found that the Plan would generate 421 average daily trips, 27 A.M. peak hour trips, and 35 P.M. peak hour trips. The impact analysis found that the Plan would not increase the V/C ratios at the key study-area intersections by 1% or 2% during the weekday peak hour period, and thus would not generate significant Plan-specific or cumulative impacts based on the thresholds adopted by the City of Malibu and the County of Los Angeles. The 511 daily trips and 36 peak hour trips generated by the Plan on weekends would also result in traffic additions of less than 1% or 2% to the area roadways and intersections. The Plan would therefore not generated significant impacts on weekends based on the adopted traffic impact thresholds. Impacts would be *less than significant*.

Plan Baseline + Plan Roadway Operations

The Plan trip distribution percentages are the same as the previous analysis. Figure 5.15-17 shows the assignment of Plan traffic on the regional traffic system assuming that there are no existing trips to/from Ramirez Canyon Road. Figure 5.15-18 shows the Baseline + Plan traffic volumes for the regional roadways and intersections.

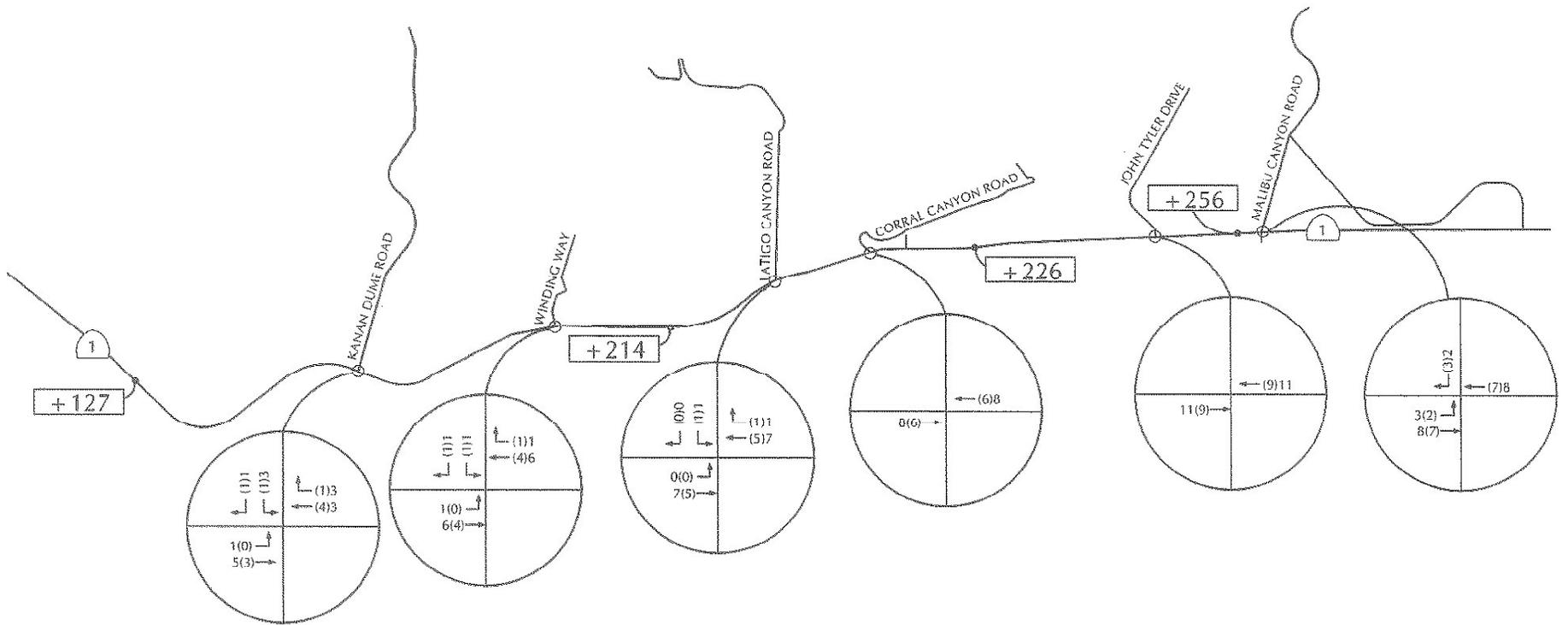
Table 5.15-41 compares the Baseline and Baseline + Plan ADT forecasts. The table also shows the percent increase in traffic resulting from the Plan.

**Table 5.15-41
Baseline + Plan Average Daily Traffic Volumes**

Roadway Segment	Baseline ADT	Baseline + Plan ADT	Plan-Added ADT	% Increase	Impact?
PCH e/o Kanan Dume Road	29,500	29,627	127	0.43%	No
PCH e/o Latigo Canyon Road	27,500	27,714	214	0.77%	No
PCH e/o John Tyler Drive	26,900	27,126	226	0.84%	No
PCH e/o Malibu Canyon Road	29,300	29,556	256	0.87%	No

Source: ATE 2010

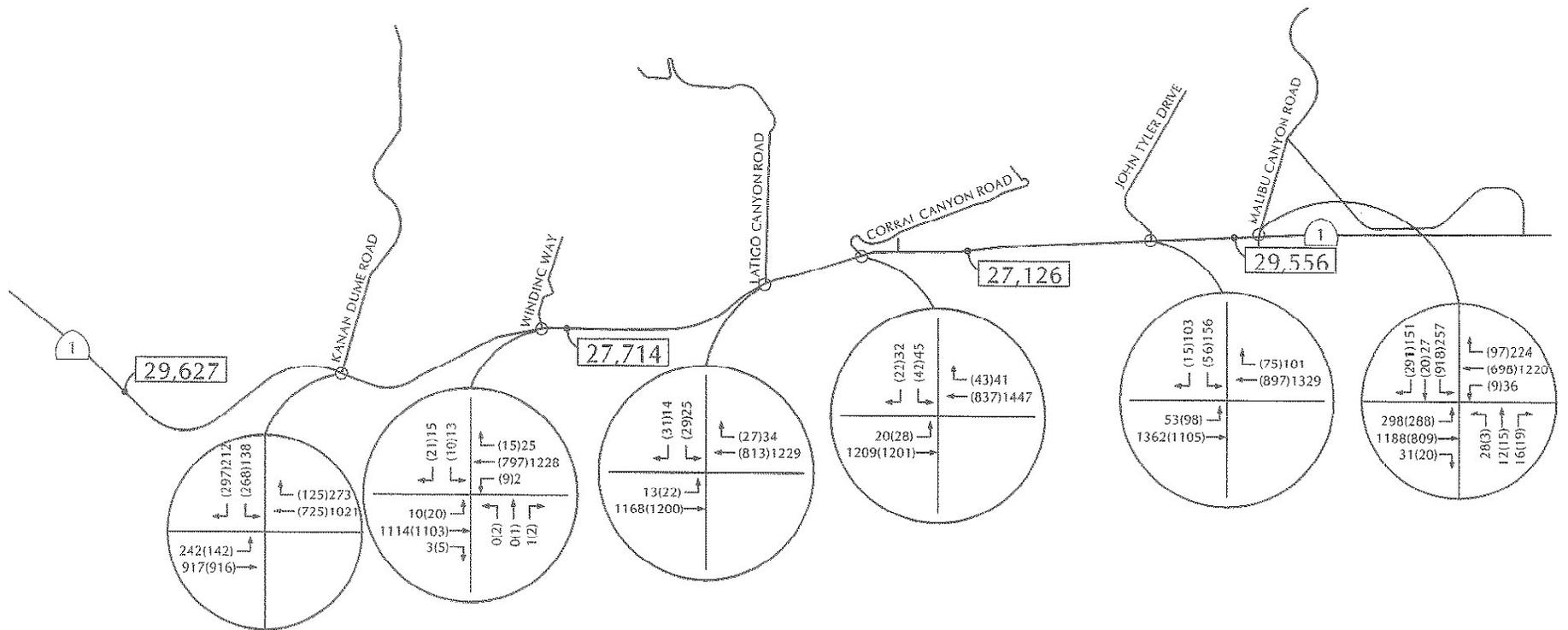
Table 5.15-41 show that the Plan would result in less than 1% increase under Baseline + Plan conditions. This increase would not measurably affect roadway operations along PCH. Impacts would be *less than significant*.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-17

Regional Traffic System - Baseline Project-Added Traffic Volumes



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-18

Regional Traffic System - Baseline and Project Traffic Volumes

5.15 Transportation & Parking

Baseline + Plan Intersection Operations

Tables 5.15-42 and 5.15-43 compare the Baseline and Baseline + Plan levels of service for the A.M. and P.M. peak hour periods, respectively.

**Table 5.15-42
Baseline and Baseline + Plan Levels of Service
A.M. Peak Hour Period**

Roadway Segment	A.M. Peak Hour ICU or Delay/LOS		V/C or % Increase	Impact?
	Baseline	Baseline + Plan		
PCH/Kanan Dume Road	0.497/LOS A	0.500/LOS A	0.003	No
PCH/Winding Way	16.2sec/LOS C	19.0sec/LOS C	0.006	No
PCH/Latigo Canyon Road	24.1sec/LOS C	24.9sec/LOS C	0.006	No
PCH/Corral Canyon Road	18.4sec/LOS C	16.3sec/LOS C	0.005	No
PCH/John Tyler Drive	0.457/LOS A	0.459/LOS A	0.002	No
PCH/Malibu Canyon Road	0.722/LOS C	0.725/LOS C	0.003	No

Source: ATE 2010

**Table 5.15-43
Baseline and Baseline + Plan Levels of Service
P.M. Peak Hour Period**

Roadway Segment	P.M. Peak Hour ICU or Delay/LOS		V/C or % Increase	Impact?
	Baseline	Baseline + Plan		
PCH/Kanan Dume Road	0.611/LOS A	0.613/LOS B	0.002	No
PCH/Winding Way ^a	28.4sec/LOS D	44.9sec/LOS E	0.007	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.006	No
PCH/Corral Canyon Road ^a	42.8sec/LOS E	28.8sec/LOS D	0.006	No
PCH/John Tyler Drive	0.597/LOS A	0.597/LOS A	0.000	No
PCH/Malibu Canyon Road	0.699/LOS B	0.703/LOS B	0.004	No

Source: ATE 2010

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

The data presented in Tables 5.15-42 and 5.15-43 shows that the SMMC/MRCA Plan would not generate significant impacts based on the adopted thresholds. Impacts would be *less than significant*.

Ramirez Canyon Park Baseline Trip Generation and Baseline Roadway Volumes

Weekday and weekend trip generation estimates were developed using the same methodology as the previous analysis completed for the Plan, however, with the assumption that there are no existing trips to/from Ramirez Canyon Road, as summarized below in Table 5.15-44.

**Table 5.15-44
Ramirez Canyon Park Baseline Trip Generation**

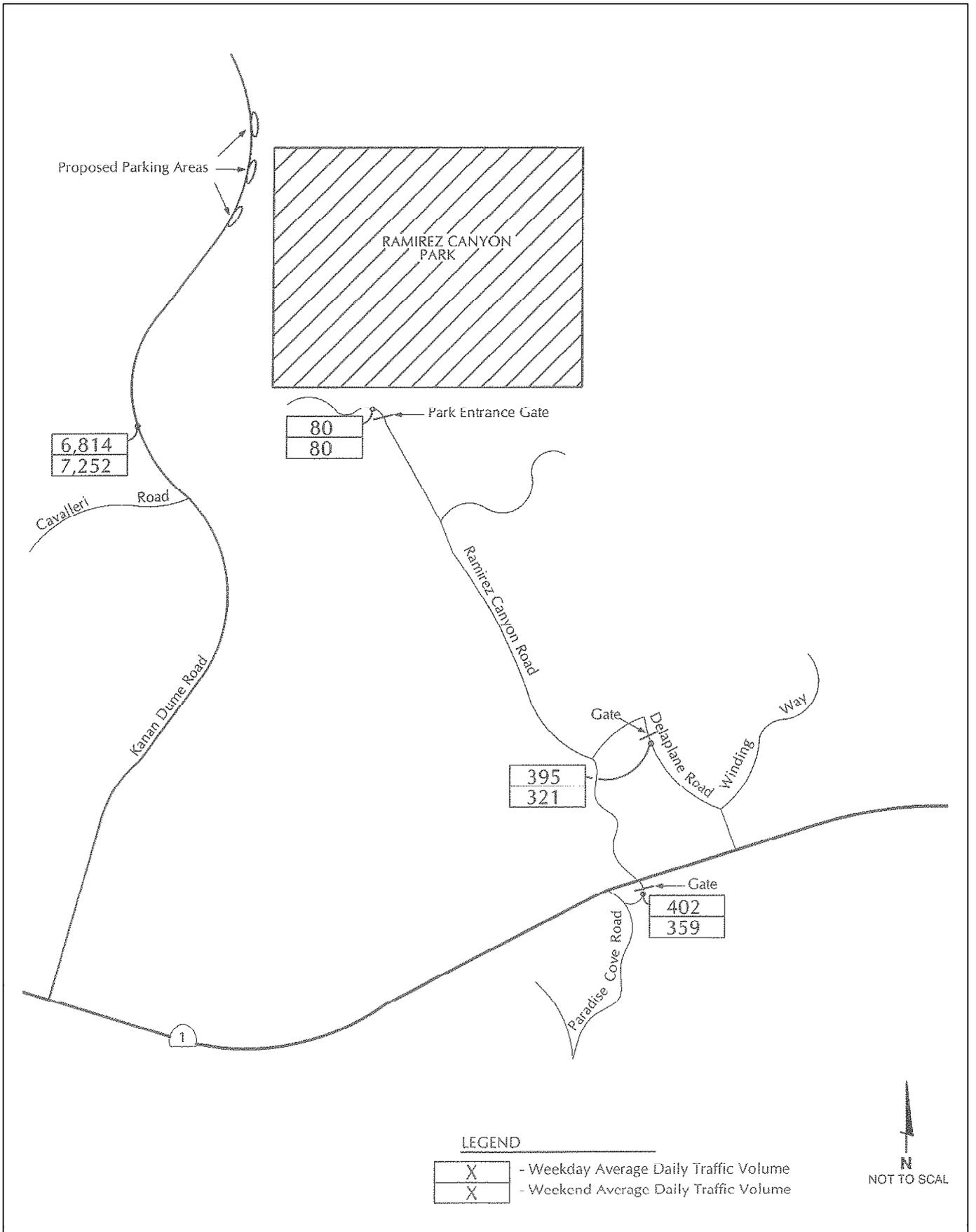
Land Use	Size	Weekday Trips			Weekend Trips	
		ADT	A.M. Peak Hour	P.M. Peak Hour	ADT	Peak Hour
Ramirez Canyon Park	N/A	80	8	8	80	8
Kanan Dume Parking	26 parking spaces ^a	94	4	8	138	8
Total		174	12	16	218	16

Source: ATE 2010

^a Currently there are 12 parking spaces in the dirt lots on Kanan Dume Road. The Plan proposes to develop 36 paved spaces for a net increase of 24 paved spaces. The analysis assumes no credit for the existing spaces as a worst-case scenario.

The data presented in Table 5.15-44 show that the Ramirez Canyon Park Plan would generate 174 ADT, 12 A.M., and 16 P.M. peak hour trips during weekdays, and 218 ADT and 16 peak hour trips on weekends. This includes the assumption that the baseline is defined as no existing trips to/from Ramirez Canyon Road.

The traffic generated at Ramirez Canyon Park and the Kanan Dume Road parking areas was distributed onto the local street network using the same methodology as the previous analysis. Figure 5.15-19 shows the Baseline + Plan ADT volumes for the study-area roadways for the weekday and weekend periods.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-19

DUDEK

Ramirez Canyon Park - Baseline and Project Average Daily Traffic Volumes

Tables 5.15-45 and 5.15-46 compare the Baseline and Baseline + Plan ADT volumes and levels of service for the weekday and weekend periods, respectively.

Table 5.15-45
Ramirez Canyon Park – Baseline + Plan Weekday ADT Volumes

Roadway Segment	Baseline ADT	Baseline + Plan ADT	Plan-Added ADT	LOS
Kanan Dume Road n/o Cavalleri Road	6,702	6,822	122	LOS A
Ramirez Canyon Road s/o Entrance Gate	362	402	40	LOS A
Delaplane Road s/o Entrance Gate	355	395	40	LOS A

Source: ATE 2010

Table 5.15-46
Ramirez Canyon Park – Baseline + Plan Weekend ADT Volumes

Roadway Segment	Baseline ADT	Baseline + Plan ADT	Plan-Added ADT	LOS
Kanan Dume Road n/o Cavalleri Road	7,097	7,263	166	LOS A
Ramirez Canyon Road s/o Entrance Gate	319	359	40	LOS A
Delaplane Road s/o Entrance Gate	281	321	40	LOS A

Source: ATE 2010

The data presented in Tables 5.15-45 and 5.15-46 show that the study-area roadways would continue to operate at LOS A with Plan-added traffic. The Plan would not impact the operation of Ramirez Canyon Road, Delaplane Road and Kanan Dume Road. Impacts would be *less than significant*.

Mitigation Measures

None required.

Residual Impacts

Impacts would be **less than significant (Class III)**.

Cumulative Vacant Residential Baseline Traffic Analysis

Year 2025 traffic volumes were forecast for the regional roadway network similarly to the previous analysis completed for the Plan, however, with the assumption that there are no existing trips to/from Ramirez Canyon Road. Figure 5.15-20 shows the Cumulative Baseline traffic volumes for the regional traffic system. Figure 5.15-21 show the Cumulative Baseline + Plan traffic volumes for the regional roadways and intersections.

Impact TP-8: The proposed Plan under the Ramirez Canyon Bark Baseline Scenario plus other reasonably foreseeable related projects within the Plan area of influence would generate vehicular trips that would cumulatively add to roadways and intersections within the vicinity of the Plan area resulting in an adverse but less than cumulatively considerable impact to the surrounding street network.

Cumulative Residential Baseline Plan Roadway Operations

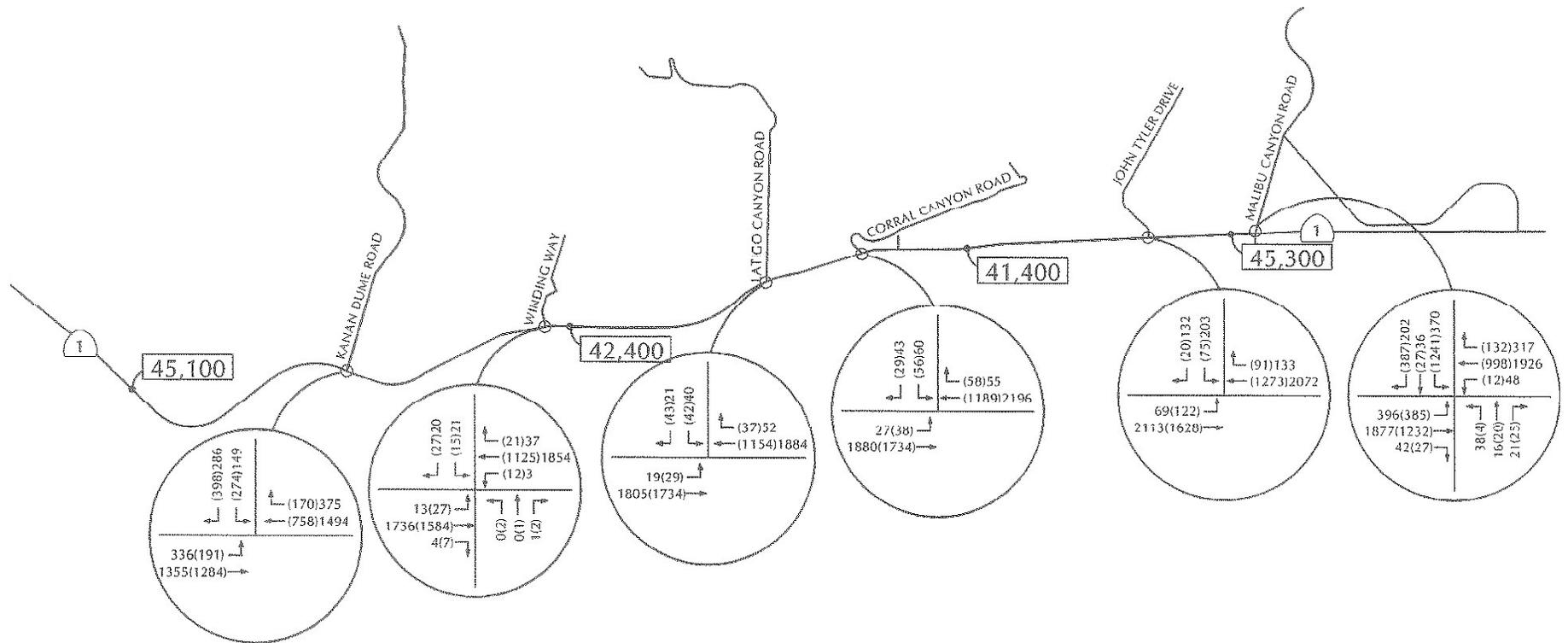
Table 5.15-47 compares the Cumulative Baseline and Cumulative Baseline + Plan forecasts. The table also shows the percent increases in traffic resulting from the Plan.

Table 5.15-47
Cumulative Baseline+ Plan Average Daily Traffic Volumes

Roadway Segment	Cumulative Baseline ADT	Cumulative Baseline + Plan ADT	Plan-Added ADT	% Increase	Impact?
PCH e/o Kanan Dume Road	45,100	45,227	127	0.28%	No
PCH e/o Latigo Canyon Road	42,400	42,614	214	0.50%	No
PCH e/o John Tyler Drive	41,400	41,626	226	0.54%	No
PCH e/o Malibu Canyon Road	45,300	45,556	256	0.56%	No

Source: ATE 2010

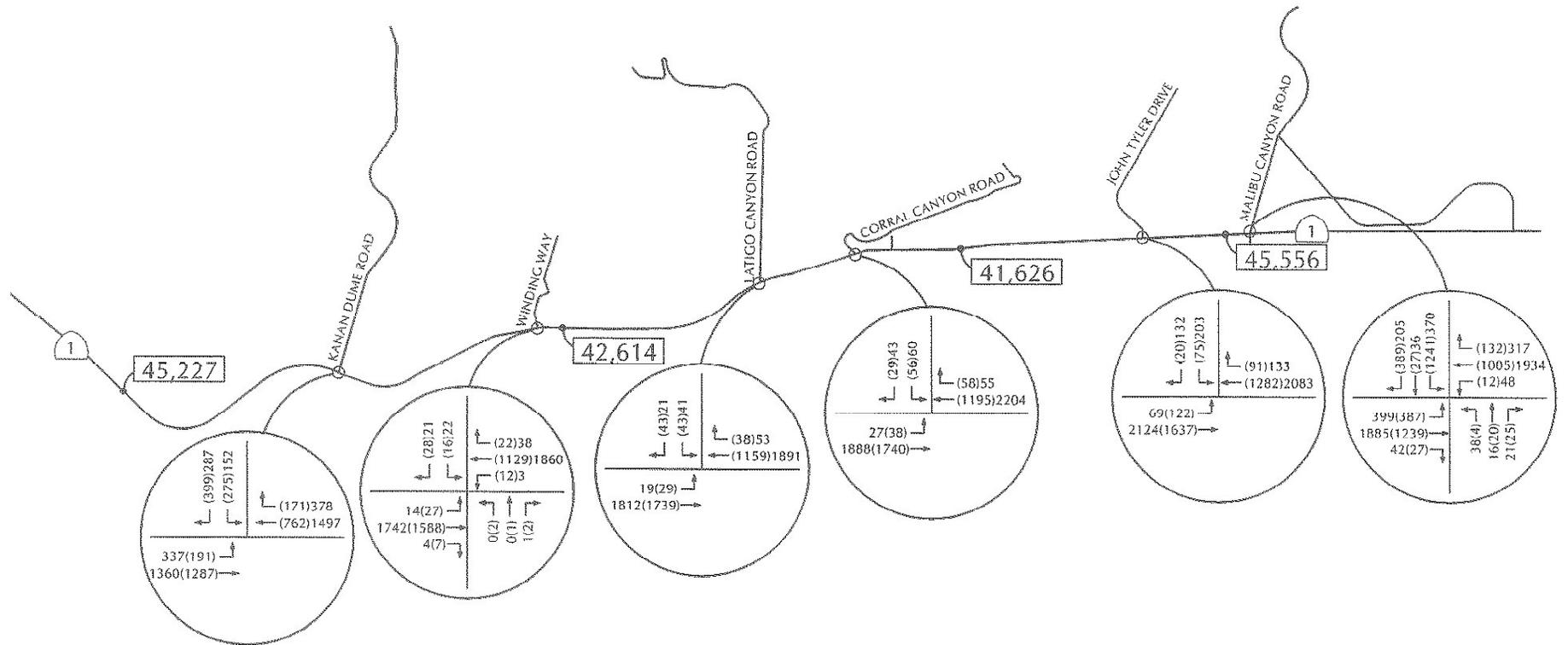
Table 5.15-47 show that the Plan would result in less than 1% increase under Baseline + Plan conditions. This increase would not measurably affect roadway operations along PCH. Impacts would be *less than cumulatively considerable*.



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-20

Regional Traffic System - Cumulative Baseline (Year 2025 and Related Projects) Traffic Volumes



Source: Associated Transportation Engineers (ATE) 2010

FIGURE 5.15-21

Regional Traffic System - Cumulative Baseline (Year 2025 and Related Projects) and Project Traffic Volumes

Cumulative Baseline Plan Intersection Operations

Tables 5.15-48 and 5.15-49 compare the Cumulative Baseline and Cumulative Baseline + Plan levels of service for the A.M. and P.M. peak hour periods, respectively.

**Table 5.15-48
Cumulative and Cumulative + Plan Levels of Service
A.M. Peak Hour Period**

Roadway Segment	A.M. Peak Hour ICU or Delay/LOS		V/C or % increase	Impact?
	Cumulative	Cumulative + Plan		
PCH/Kanan Dume Road	0.543/LOS A	0.543/LOS A	0.000	No
PCH/Winding Way ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.003	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.003	No
PCH/Corral Canyon Road ^a	27.5sec/LOS D	27.5sec/LOS D	0.003	No
PCH/John Tyler Drive	0.632/LOS B	0.635/LOS B	0.003	No
PCH/Malibu Canyon Road	0.941/LOS E	0.943/LOS E	0.002	No

Source: ATE 2010

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

**Table 5.15-49
Cumulative Baseline and Cumulative Baseline + Plan Levels of Service
P.M. Peak Hour Period**

Roadway Segment	P.M. Peak Hour ICU or Delay/LOS		V/C or % increase	Impact?
	Cumulative Baseline	Cumulative Baseline + Plan		
PCH/Kanan Dume Road	0.824/LOS D	0.827/LOS D	0.003	No
PCH/Winding Way ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.004	No
PCH/Latigo Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.004	No
PCH/Corral Canyon Road ^a	>50.0sec/LOS F	>50.0sec/LOS F	0.004	No
PCH/John Tyler Drive	0.854/LOS D	0.854/LOS D	0.000	No
PCH/Malibu Canyon Road	0.999/LOS E	1.004/LOS E	0.005	No

Source: ATE 2010

^a The poor level of service for the unsignalized intersections is due to delays on the side-street. The mainline (PCH) does not stop and operates at LOS A.

5.15 Transportation & Parking

The data presented in Tables 5.15-48 and 5.15-49 shows that the SMMC/MRCA Plan would not generate significant cumulative impacts based on the adopted thresholds. Impacts would be *less than cumulatively considerable*.

Mitigation Measures

None required.

Residual Impacts

Impacts would be **less than cumulatively considerable (Class III)**.

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