

**SUPPLEMENTAL
REPORT TO THE HEARING OFFICER**

DATE ISSUED:	May 25, 2023	
HEARING DATE:	June 6, 2023	AGENDA ITEM: 2
PROJECT NUMBER:	2020-000436-(3)	
PERMIT NUMBER(S):	Conditional Use Permit RPPL2020000759 Parking Permit RPPL2021010465	
SUPERVISORIAL DISTRICT:	3	
PROJECT LOCATION:	128 Old Topanga Canyon Road, Topanga	
OWNER:	Ralph and Lucile Yaney	
APPLICANT:	Ronald Mass	
CASE PLANNER:	William Chen, AICP, Senior Regional Planner wchen@planning.lacounty.gov	

This agenda item is a request to expand existing alcohol sales from beer and wine to a full line of beer, wine, and spirits and to authorize tandem parking with valet service at Inn of the Seventh Ray, an existing restaurant located in the Santa Monica Mountains Coastal Zone.

The applicant's agent provided LA County Planning staff ("Staff") with a revised Traffic Access and Visibility Analysis pursuant to the Department of Public Works ("DPW") requirement. This document remains under review by DPW; however, Staff was informed on May 24, 2023 that there will be comments upon completion of review.

Due to the ongoing consultation process, the inevitability of consultation comments and the likelihood of design resubmittal, Staff believes it necessary to continue this item to October 3, 2023.

Staff recommends the following motion:

I, THE HEARING OFFICER, CONTINUE CONDITIONAL USE PERMIT NUMBER RPPL2020000759 AND PARKING PERMIT NUMBER RPPL2021010465 TO OCTOBER 3, 2023.

For questions or additional information, please contact William Chen at wchen@planning.lacounty.gov.

Report

Reviewed By:



Robert Glaser, Supervising Regional Planner

Report

Approved By:



Mitch Glaser, Assistant Administrator

LIST OF ATTACHED EXHIBITS	
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EXHIBIT A	Traffic access and visibility analysis
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INN OF THE SEVENTH DAY RESTAURANT TRAFFIC ACCESS AND VISIBILITY ANALYSIS TOPANGA - CALIFORNIA

Prepared for:

**Inn of the Seventh Ray
128 Old Topanga Canyon Road
Malibu California 90290**

Prepared on:

May 8, 2023



COCO TRAFFIC PLANNERS, INC.



**INN OF THE SEVENTH RAY RESTAURANT RESTAURANT
TRAFFIC ACCESS AND VISIBILITY ANALYSIS
TOPANGA - CALIFORNIA**

Prepared for:

**Inn of the Seventh Ray
128 Old Topanga Canyon Road
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Prepared by:

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May 8, 2023

Mr. Ronald Mass
Inn of the Seventh Ray
128 Old Topanga Canyon Road
Malibu California 90290

**Subject: Inn of The Seventh Ray Restaurant Traffic Access and Visibility
Analysis - Topanga, California**

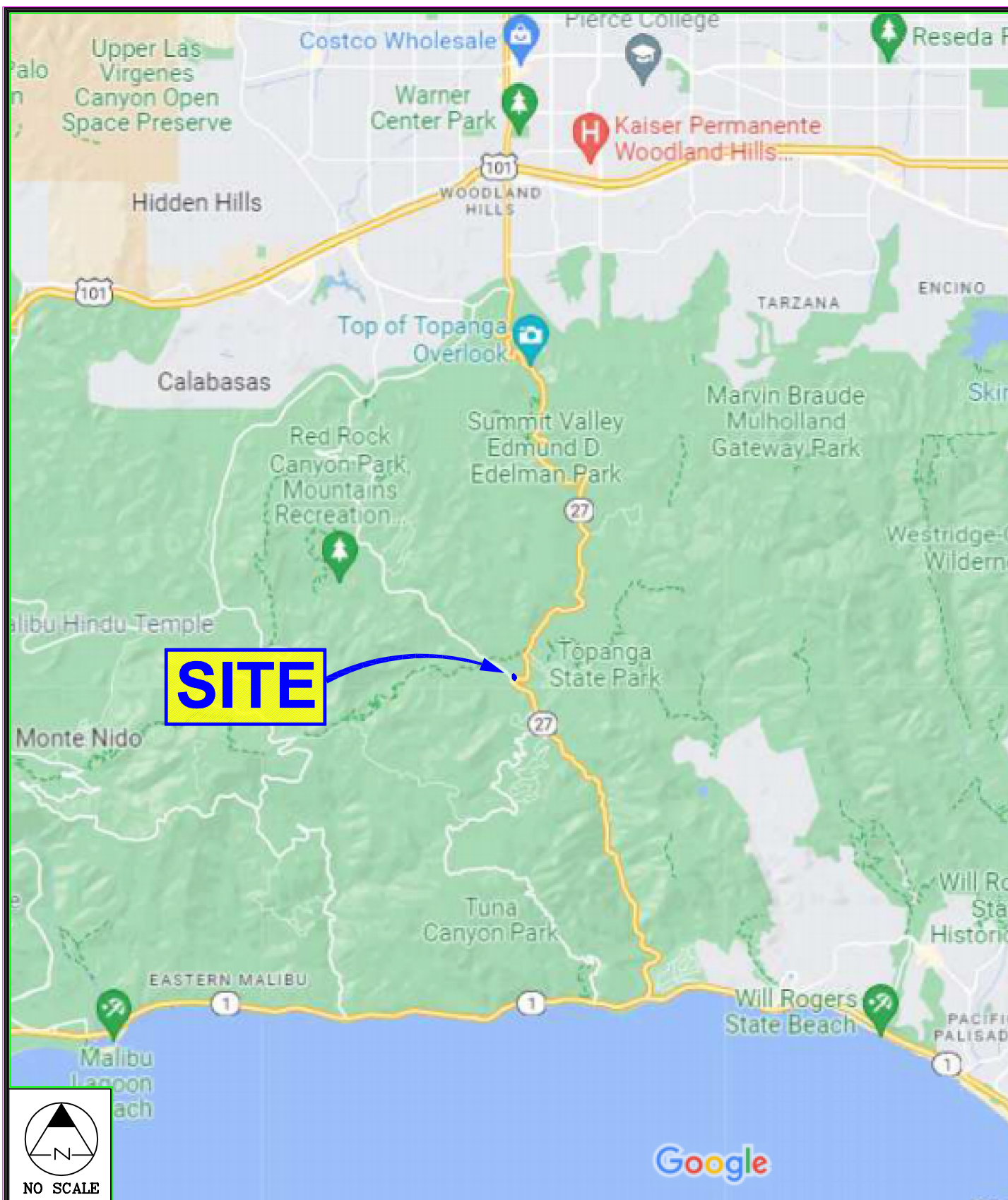
Dear Mr. Mass,

As authorized, we have conducted an analysis of the vehicular ingress and egress traffic issues associated with the parking area of your Inn of The Seventh Ray restaurant development, located at 128 Old Topanga Canyon Road, in the unincorporated area of the County of Los Angeles, known as Topanga, California. The scope of work is based upon the concerns expressed by the County, with the project's parking circulation, and its vehicular access to the site. This report verified the traffic generated by the restaurant, its effect upon the surrounding street system, and the available line of sight to allow safe vehicular movements into and out of the project's parking facility. The report contains the findings and conclusions of our study with necessary supporting data.

PROJECT DESCRIPTION

The project is located on the north side of Old Topanga Canyon Road, in Topanga, California, approximately 100 feet (ft) west of Topanga Canyon Boulevard. Figure 1 shows the location of the subject site on a regional basis. The site consists of a parcel of land with a total of about 29,616 gross square feet (gsf). Figure 2 shows the map of the site, which currently is improved with the subject restaurant, and a 458 gsf bookstore. The restaurant has a total of about 2,950 gsf, 1200 of which are kitchen space, the balance of about 1,750 gsf is service area, providing 145 seats. The site is supported by 42 striped parking stalls, grouped within about three parking areas and along Old Topanga Canyon Road. The Inn of The Seventh Ray restaurant provides valet parking, which can park up to 65 automobiles. Two driveways currently exists to access the parking areas, while the additional parking stalls are readily accessible directly from Old Topanga Canyon Road.

Site plans and other pertinent information concerning the subject development were provided by the restaurant owner, Mr. Ronald Mass.



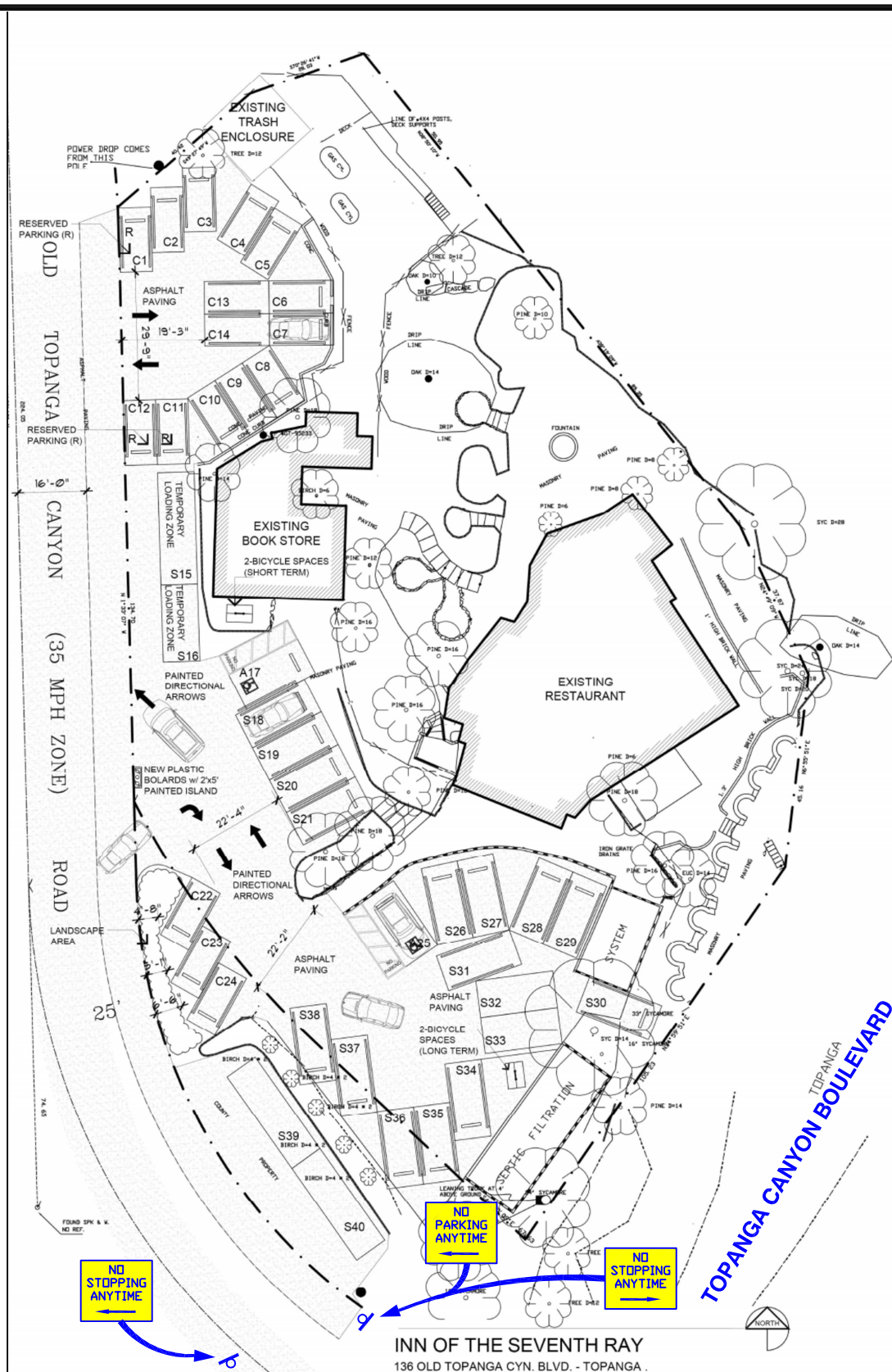
NO SCALE



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SITE LOCATION MAP



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SITE PLAN

**Inn of The Seventh Ray Restaurant Traffic Access and Visibility
Analysis - Topanga, California****DATA SOURCES**

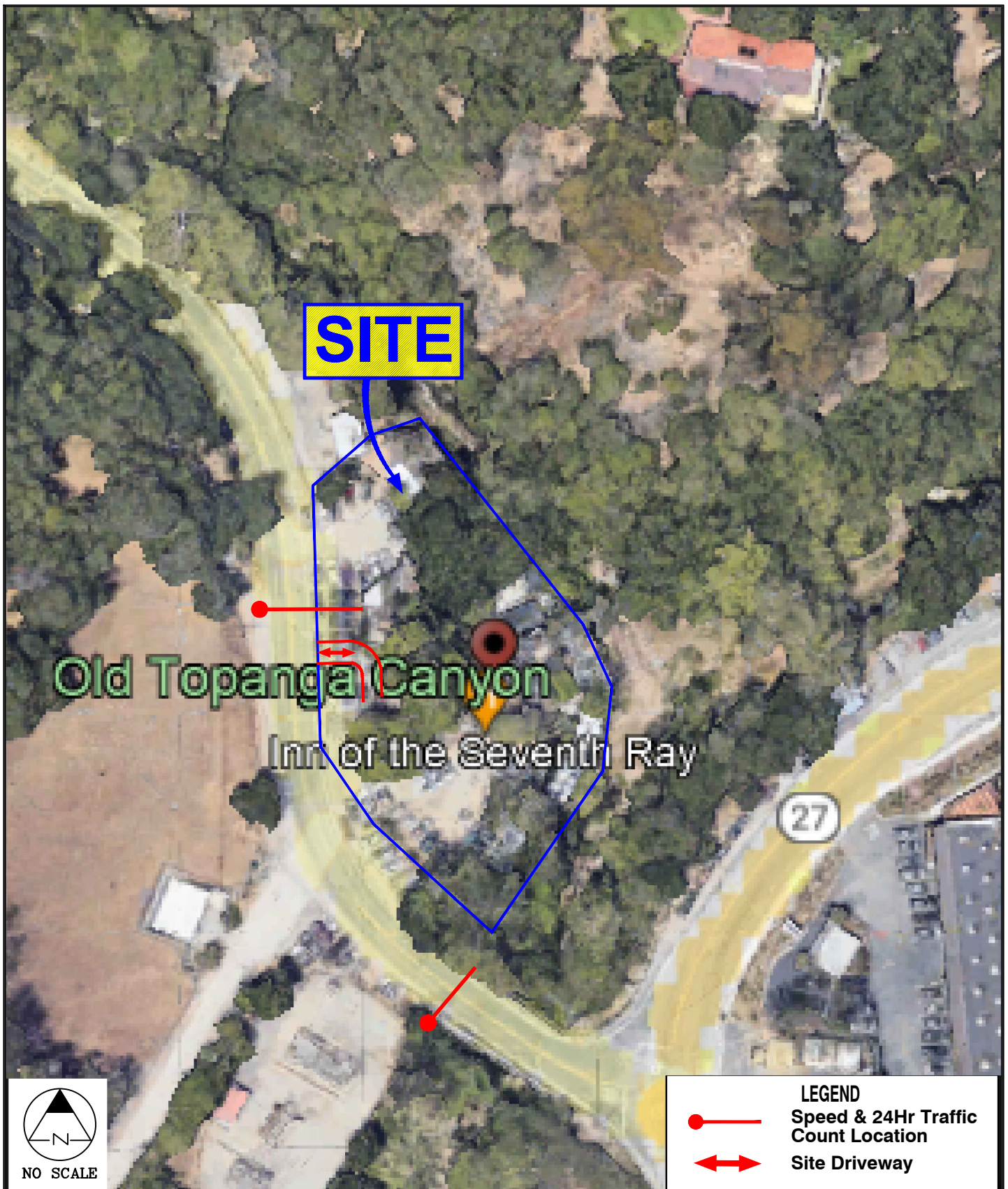
Field investigations were made by our personnel to ascertain the existing traffic and parking conditions within the project's surrounding area. Adjacent intersections' geometry and street characteristics in the vicinity of the site also were surveyed, along with the operation of the site's access points. 24-hour automatic machine counts were conducted, at our direction, at two locations adjacent to the subject restaurants parking driveways, by National Data & Surveying Services. Figure 3 shows the locations where the 24-hour automatic machine counts were set. The counts were conducted on Tuesday April 4, 2023. Speed surveys also were conducted simultaneously with the traffic volume counts, at the same locations. The counts reported in 15 minute intervals the number of vehicles along Old Topanga Canyon Road in both the eastbound and the westbound directions. Similarly, the speed surveys reported the speed in the eastbound and the westbound directions respectively. The results of the traffic counts and surveys used in our analysis are summarized in Appendix A.

LOCAL ROADWAY DESCRIPTION

Old Topanga Canyon Road is a two-lane roadway, designated as *local street*. It originates from Topanga Canyon Boulevard, and terminates north of that, with the intersection of Mulholland Drive. While the roadway has a general north-south orientation, in the immediate vicinity of the project site it was assumed that the roadway orientation is east-west, with the subject restaurant being located on the north side of the street. The speed limit is posted for 35 miles per hour (mph). A Stop sign on Old Topanga Canyon Road controls its intersection with Topanga Canyon Boulevard. The Roadway has an Average Daily Traffic (ADT) of about 3,464 vehicles (year 2023), with 1,794 vehicles per day in the westbound, and 1,670 in the eastbound direction. During the morning peak hour Old Topanga Canyon Road was found to carry 238 vehicles (172 eastbound and 66 westbound), an average of less than four vehicles per minute. During the evening the roadway had an overall peak hour of 420 vehicles (111 eastbound and 309 westbound), at 4:45 PM, an average of seven vehicles per minute. While the westbound traffic had a peak hour of 309 vehicles, at 4:15 PM, representing an average of seven vehicles per minute, the eastbound traffic peaked at 7:45 PM, with 172 vehicles, an average of less than four vehicles per minute. These are very low traffic volumes.

No sidewalks are provided on Old Topanga Canyon Road, which has a roadway width of about 22 feet in the vicinity of Topanga Canyon Boulevard, adjacent to the project access points, and between 24 and 26 ft further north. As indicated in Figure 2, No Stopping Anytime, and No Parking Anytime signs are posted on Old Topanga Canyon Road in the vicinity of the project site.





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SITE LOCATION MAP

Inn of The Seventh Ray Restaurant Traffic Access and Visibility Analysis - Topanga, California

SITE ACCESS AND CIRCULATION

As shown in Figure 2, the site has three access points located along its frontage to Old Topanga Canyon Road. The access points provide proper ingress and egress interface with on street traffic flows. Valet parking is provided for some parking stalls which have a limited access. For all other stalls vehicular access to all parking areas is satisfactory and the parking lots have proper circulation. Current plans show that sufficient driveway widths, internal roadway widths, and parking stall configurations exist to accommodate internal circulation. Turning radii are adequate both for ingress and egress movements. The location of the handicapped parking stalls is satisfactory.

In order to maintain a safe sight distance for all exiting vehicles, it is recommended that landscaping in the vicinity of the project's access points be kept below two feet in height. No obstacles which may block view of oncoming traffic should be located in those areas.

DRIVEWAY SIGHT DISTANCE

Due to curvilinear alignment of Old Topanga Canyon Road in the vicinity of the subject restaurant parking driveways, the County of Los Angeles has requested the applicant to demonstrate that the vehicles entering and exiting the site would have adequate site distance, in order to make safe turning maneuvers.

As reported in Chapter 200 of the Highway Design Manual (HDM), the "*sight distance is the continuous length of highway ahead, visible to the highway user.*" While four types of sight distance normally are considered: passing, stopping, decision, and corner, the subject location has to satisfy the needs for the stopping distance. The "*stopping sight distance is the minimum sight distance for a given design speed to be provided on multilane highways and on 2-lane roads..... Stopping sight distance also is to be provided for all users, including motorists and bicyclists, at....* **private road connections.**" Consequently, driveways should be designed to provide as much sight distance as possible. In achieving a safe highway design, as a minimum, there should be sufficient sight distance for a driver on the driveway, to join the main roadway prevailing traffic, without requiring approaching traffic to reduce speed.

Table 1 shows the minimum standards for stopping sight distance D, as related to the prevailing speed, per the following HDM formula:

$$D = 1.467V \times S_t$$

where V is the prevailing speed on the major street, in miles per hour, normally defined as the speed of the 85th percentile i.e., the speed below which 85 percent of the traffic



**Inn of The Seventh Ray Restaurant Traffic Access and Visibility
Analysis - Topanga, California**

travels on a given section of the highway (this coincides with the posted speed limit). Therefore, the stopping distance D is given by the product of the prevailing speed of vehicles on the main street, by the Stopping Time S_t needed by the driveway vehicles to safely join the traffic flows. This time consists of the sum of three elements: **a)** reaction time; **b)** decision time, and **c)** braking time. Together they combine into the stopping time S_t .

As indicated in Table 1, the breaking distance varies with vehicles' deceleration rate, which under non emergency conditions is conservatively assumed to be 22.5 feet per second (fts). This provides the deceleration time, and the distance covered during that time, at each given speed. On a worst case scenario, the reaction time normally is assumed to be about 1.5 seconds (sec), while the decision time is assumed to be about 1.0 sec, for a total of 2.5 sec. It should be noted that, due to the mountainous and winding area associated with the canyon, as well as the narrow lane width (about 11.0 ft), it is reasonable to expect that drivers would pay greater attention to the winding roadway, thus needing less than the 2.5 sec as reaction and decision reported above. Since the conclusions associated with our analysis are based upon the worst case scenario of 2.5 sec reaction and decision time, the actual traffic conditions found at the project's driveways will be safer than those found in this analysis.

The posted speed limit on Old Topanga Canyon Road is between 30 and 35 miles per hour. 2-foot high guard rails are located on both sides of the street, between Topanga Canyon Boulevard and the project site, along with trees and bushes. Due to the fact that the project driveway is on the north side of Old Topanga Canyon Road, and that the roadway "curves toward" the project site, the trees pose some restrictions upon the line of sight for westbound traffic approaching the project driveway from Topanga Canyon Boulevard. We conducted a field review of the site, in order to measure available line of sights for the site's driveways. The measurements conducted were based upon the requirements of the 2001 AASHTO publication "Policy on Geometric Design", also reflected in the Caltrans' Design Manual. The observer was stationed two feet north of the driveway centerline (where the driver would be), with the eye at a height of 3.5 feet, observing approaching traffic both on eastbound and westbound Old Topanga Canyon Road. The distance between the observer's point of view and the point where westbound and eastbound approaching vehicles are first observed was measured at about 197' for westbound, and 200' for eastbound traffic.

The speed surveys discussed earlier reported that that the prevailing travel speeds in the vicinity of the subject site, are well below the 35 mph posted speed limit for westbound traffic, and close to the posted speed limit for eastbound traffic. Specifically, the speed surveys shows that the speed of the 85th percentile is 28 mph for westbound traffic, east of the project's driveway, and 34 mph for eastbound traffic west of the driveway.

As reported in Table 1, at the surveyed speeds of 28 and 34 mph and 2.5 sec of reaction and decision time, the required Stopping Sight Distance is about 140.1' and 179.9' respectively. This means that the available sight distance of 197' for westbound,



TABLE 1

SIGHT DISTANCE STANDARDS

Inn of the 7th Ray Restaurant Access & Visibility Analysis - Topanga

Posted/Design Speed Limit		Stopping Sight Distance (Feet)					
		Decel. Rate		Breaking Distance (ft)	Reaction/Decision		Total
mph	fps	fpss	secs		Time (secs)	Distance (ft)	Distance (ft)
10	14.7	22.5	0.652	4.78	1.00	14.7	19.4
15	22.0	22.5	0.978	10.76	1.00	22.0	32.8
20	29.3	22.5	1.304	19.12	1.00	29.3	48.5
25	36.7	22.5	1.630	29.88	1.00	36.7	66.5
28	41.1	22.5	1.825	37.48	1.00	41.1	78.5
30	44.0	22.5	1.956	43.02	1.00	44.0	87.0
34	49.9	22.5	2.216	55.26	1.00	49.9	105.1
35	51.3	22.5	2.281	58.56	1.00	51.3	109.9
40	58.7	22.5	2.607	76.48	1.00	58.7	135.2
45	66.0	22.5	2.933	96.80	1.00	66.0	162.8
50	73.3	22.5	3.259	119.51	1.00	73.3	192.8
10	14.7	22.5	0.652	4.78	1.50	22.0	26.8
15	22.0	22.5	0.978	10.76	1.50	33.0	43.8
20	29.3	22.5	1.304	19.12	1.50	44.0	63.1
25	36.7	22.5	1.630	29.88	1.50	55.0	84.9
28	41.1	22.5	1.825	37.48	1.50	61.6	99.1
30	44.0	22.5	1.956	43.02	1.50	66.0	109.0
34	49.9	22.5	2.216	55.26	1.50	74.8	130.1
35	51.3	22.5	2.281	58.56	1.50	77.0	135.6
40	58.7	22.5	2.607	76.48	1.50	88.0	164.5
45	66.0	22.5	2.933	96.80	1.50	99.0	195.8
50	73.3	22.5	3.259	119.51	1.50	110.0	229.5
10	14.7	22.5	0.652	4.78	2.50	36.7	41.4
15	22.0	22.5	0.978	10.76	2.50	55.0	65.8
20	29.3	22.5	1.304	19.12	2.50	73.3	92.5
25	36.7	22.5	1.630	29.88	2.50	91.7	121.5
28	41.1	22.5	1.825	37.48	2.50	102.7	140.1
30	44.0	22.5	1.956	43.02	2.50	110.0	153.0
34	49.9	22.5	2.216	55.26	2.50	124.7	179.9
35	51.3	22.5	2.281	58.56	2.50	128.3	186.9
40	58.7	22.5	2.607	76.48	2.50	146.7	223.2
45	66.0	22.5	2.933	96.80	2.50	165.0	261.8
50	73.3	22.5	3.259	119.51	2.50	183.3	302.8

Reaction and Decision Times commonly assumed as 1.5 and 1.0 seconds respectively.

Inn of The Seventh Ray Restaurant Traffic Access and Visibility Analysis - Topanga, California

and 200' for eastbound traffic is significantly higher than the minimum required for the observed speeds. At the posted speed limit of 35 mph the required Stopping Sight Distance would be about 186.9'.

While the above sight distances allow for the subject restaurant's traffic to comfortably perform inbound and outbound movements from the driveway, the safety of those movements could be further improved, by increasing the subject sight distance. To that effect, it is recommended that: a) the shrubs situated immediately west of Topanga Canyon Boulevard be kept trimmed, or replaced with low lying landscape; b) a convex safety mirror be located next to the driveway, as indicated in Figure 4; and c) a convex safety mirrors be located across the street, also indicated in Figure 4. Based upon our surveys the above stopping sight distances fully satisfy the needs for inbound and outbound site related traffic to safely perform those movements. The results of the surveys are corroborated by the fact that during the 40 years that the Inn of The Seventh Ray restaurant has been in operation, no accidents have been reported for those movements.

LEFT TURN POCKET LANE

The County of Los Angeles required the Inn of the Seventh Ray restaurant to provide an analysis of the potential needs to create an eastbound left turn pocket lane for inbound restaurant customers driving down Old Topanga Canyon Road. The analysis is based upon the relationship between the "Advancing Volume" (V_a), in vehicles per hour (vph) during the design hour, and the "Opposing Volume" (V_o), also in vph, during the same hour. The Advancing Volume in this case refers to the westbound traffic on Old Topanga Canyon Road, approaching the restaurant's driveway, with the Opposing Volume being the eastbound traffic, which may have customers wishing to turn left into the driveway. The relationship between these volumes determines a graph, reported in Figure 5, where is several curves are shown, based upon the ratio between the volume of left turning customers, with the total number of opposing vehicles in our case, the eastbound traffic volumes.

It should be noted that there is an area in the graph, shown as "Left-Turn Treatment Not Warranted", located to the left of the curve representing a 40% ratio between the number of left turning customers and the total number of eastbound traffic, or opposing vehicles. If the point associated with the V_a and V_o volumes during the design hour falls in this area, then there's no need for a left turn pocket lane, irrespective of the ratio between the number of left turning customers and the opposing traffic. Similarly, the area in the graph located to the right of the curve representing a 5% ratio between the number of left turning customers and the total opposing traffic, shown as "Left-Turn Treatment Warranted", reflects the necessity of providing a left turn pocket lane anytime the point associated with the V_a and V_o volumes during the design hour falls in this area.

A review of the traffic counts conducted shows that the peak hour of V_a and V_o volumes occurred at 4:45 PM, with 309 Advancing Volumes (westbound), and 111 Opposing





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LINE OF SIGHT EVALUATION

Inn of The Seventh Ray Restaurant Traffic Access and Visibility Analysis - Topanga, California

and 200' for eastbound traffic is significantly higher than the minimum required for the observed speeds. At the posted speed limit of 35 mph the required Stopping Sight Distance would be about 186.9'.

While the above sight distances allow for the subject restaurant's traffic to comfortably perform inbound and outbound movements from the driveway, the safety of those movements could be further improved, by increasing the subject sight distance. To that effect, it is recommended that: a) the shrubs situated immediately west of Topanga Canyon Boulevard be kept trimmed, or replaced with low lying landscape; b) a convex safety mirror be located next to the driveway, as indicated in Figure 4; and c) a convex safety mirrors be located across the street, also indicated in Figure 4. Based upon our surveys the above stopping sight distances fully satisfy the needs for inbound and outbound site related traffic to safely perform those movements. The results of the surveys are corroborated by the fact that during the 40 years that the Inn of The Seventh Ray restaurant has been in operation, no accidents have been reported for those movements.

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It should be noted that there is an area in the graph, shown as "Left-Turn Treatment Not Warranted", located to the left of the curve representing a 40% ratio between the number of left turning customers and the total number of eastbound traffic, or opposing vehicles. If the point associated with the V_a and V_o volumes during the design hour falls in this area, then there's no need for a left turn pocket lane, irrespective of the ratio between the number of left turning customers and the opposing traffic. Similarly, the area in the graph located to the right of the curve representing a 5% ratio between the number of left turning customers and the total opposing traffic, shown as "Left-Turn Treatment Warranted", reflects the necessity of providing a left turn pocket lane anytime the point associated with the V_a and V_o volumes during the design hour falls in this area.

A review of the traffic counts conducted shows that the peak hour of V_a and V_o volumes occurred at 4:45 PM, with 309 Advancing Volumes (westbound), and 111 Opposing



**Inn of The Seventh Ray Restaurant Traffic Access and Visibility
Analysis - Topanga, California**

Volumes (eastbound). As indicated in Figure 5, the point determined by these two volumes falls into the "Left-Turn Treatment Not Warranted", in spite of the fact that the hour beginning at 4:45 PM may not represent the design hour for the restaurant. Consequently, since we conducted the analysis under the worst case scenario associated with the absolute peak hour, the left turn pocket lane is not warranted.

CONCLUSIONS

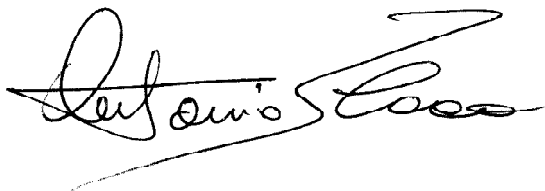
Based upon our analysis, our surveys, and our observations, we conclude that the concerns expressed by the County of Los Angeles with the safety of the Inn of The Seventh Ray restaurant's vehicular access to the parking areas have been addressed by actual measurements of the line of sights associated with the project's ingress and egress movements. The reported sight distances allow for project traffic to safely perform those movements. Stopping sight distances are greater than the minimum required even under the worst case scenarios analyzed. In addition, the traffic volumes found show that the traffic volumes on Old Topanga Canyon Road approaching the restaurant's driveway are significantly lower than the minimum required to consider the implementation of a left turn pocket lane for restaurant's inbound traffic.

* * * * *

Please call me if you have any questions with regard to our study. It has been a pleasure to serve you on this most interesting project.

Very truly yours,

COCO TRAFFIC PLANNERS, INC.



Dr. Antonio S. Coco, P.E.
President

ASC/gt
2K22030LS





APPENDIX A

AUTOMATIC 24-HOUR MACHINE TRAFFIC COUNT SHEETS & SPEED SURVEY



**Old Topanga Canyon Rd
E/O Inn of the 7th Ray Driveway**



VOLUME

Old Topanga Canyon Rd E/O Inn of the 7th Ray Dwy

Day: Tuesday
Date: 4/4/2023

City: Topanga
Project #: CA23_020133_001

DAILY TOTALS						NB	SB							Total
						0	0							3,464
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0		12:00	0	0	25	12	37			
00:15	0	0	1	2	3	12:15	0	0	17	26	43			
00:30	0	0	0	0		12:30	0	0	22	21	43			
00:45	0	0	0	1	1	12:45	0	0	44	108	32	91	76	199
01:00	0	0	1	1	2	13:00	0	0	30	30	60			
01:15	0	0	0	0		13:15	0	0	24	37	61			
01:30	0	0	0	0		13:30	0	0	30	26	56			
01:45	0	0	0	1	0	13:45	0	0	25	109	26	119	51	228
02:00	0	0	1	0	1	14:00	0	0	23	31	54			
02:15	0	0	1	3	4	14:15	0	0	31	22	53			
02:30	0	0	0	1	1	14:30	0	0	27	35	62			
02:45	0	0	0	2	0	14:45	0	0	22	103	33	121	55	224
03:00	0	0	0	1	1	15:00	0	0	26	27	53			
03:15	0	0	0	0		15:15	0	0	38	31	69			
03:30	0	0	2	0	2	15:30	0	0	25	45	70			
03:45	0	0	0	2	0	15:45	0	0	26	115	43	146	69	261
04:00	0	0	1	0	1	16:00	0	0	28	43	71			
04:15	0	0	2	2	4	16:15	0	0	32	51	83			
04:30	0	0	0	1	1	16:30	0	0	16	59	75			
04:45	0	0	1	4	0	16:45	0	0	24	100	75	228	99	328
05:00	0	0	0	0		17:00	0	0	22	66	88			
05:15	0	0	2	2	4	17:15	0	0	29	84	113			
05:30	0	0	2	0	2	17:30	0	0	36	84	120			
05:45	0	0	3	7	2	17:45	0	0	27	114	58	292	85	406
06:00	0	0	4	4	8	18:00	0	0	31	59	90			
06:15	0	0	12	4	16	18:15	0	0	32	45	77			
06:30	0	0	10	8	18	18:30	0	0	16	31	47			
06:45	0	0	25	51	2	18:45	0	0	16	95	28	163	44	258
07:00	0	0	26	13	39	19:00	0	0	18	27	45			
07:15	0	0	42	11	53	19:15	0	0	19	25	44			
07:30	0	0	37	15	52	19:30	0	0	13	19	32			
07:45	0	0	39	144	17	19:45	0	0	14	64	25	96	39	160
08:00	0	0	40	17	57	20:00	0	0	10	20	30			
08:15	0	0	45	16	61	20:15	0	0	13	10	23			
08:30	0	0	48	16	64	20:30	0	0	10	11	21			
08:45	0	0	30	163	20	20:45	0	0	14	47	18	59	32	106
09:00	0	0	36	18	54	21:00	0	0	19	19	38			
09:15	0	0	42	12	54	21:15	0	0	10	7	17			
09:30	0	0	36	13	49	21:30	0	0	10	9	19			
09:45	0	0	21	135	19	21:45	0	0	11	50	10	45	21	95
10:00	0	0	26	21	47	22:00	0	0	7	4	11			
10:15	0	0	26	22	48	22:15	0	0	5	7	12			
10:30	0	0	32	28	60	22:30	0	0	6	5	11			
10:45	0	0	29	113	22	22:45	0	0	0	18	1	17	1	35
11:00	0	0	35	28	63	23:00	0	0	1	8	9			
11:15	0	0	24	20	44	23:15	0	0	4	4	8			
11:30	0	0	24	23	47	23:30	0	0	4	1	5			
11:45	0	0	32	115	16	23:45	0	0	0	9	3	16	3	25
TOTALS			738	401	1139	TOTALS			932	1393	2325			
SPLIT %			64.8%	35.2%	32.9%	SPLIT %			40.1%	59.9%	67.1%			

DAILY TOTALS						NB	SB							Total
						0	0							3,464
						0	0							

AM Peak Hour		07:45	10:15	07:45	PM Peak Hour		12:45	16:45	16:45		
AM Pk Volume		172	100	238	PM Pk Volume		128	309	420		
Pk Hr Factor		0.896	0.893	0.930	Pk Hr Factor		0.727	0.920	0.875		
7 - 9 Volume	0	0	307	125	432	4 - 6 Volume	0	0	214	520	734
7 - 9 Peak Hour		07:45	08:00	07:45	4 - 6 Peak Hour		17:00	16:45	16:45		
7 - 9 Pk Volume	0	0	172	69	238	4 - 6 Pk Volume	0	0	114	309	420
Pk Hr Factor	0.000	0.000	0.896	0.863	0.930	Pk Hr Factor	0.000	0.000	0.792	0.920	0.875

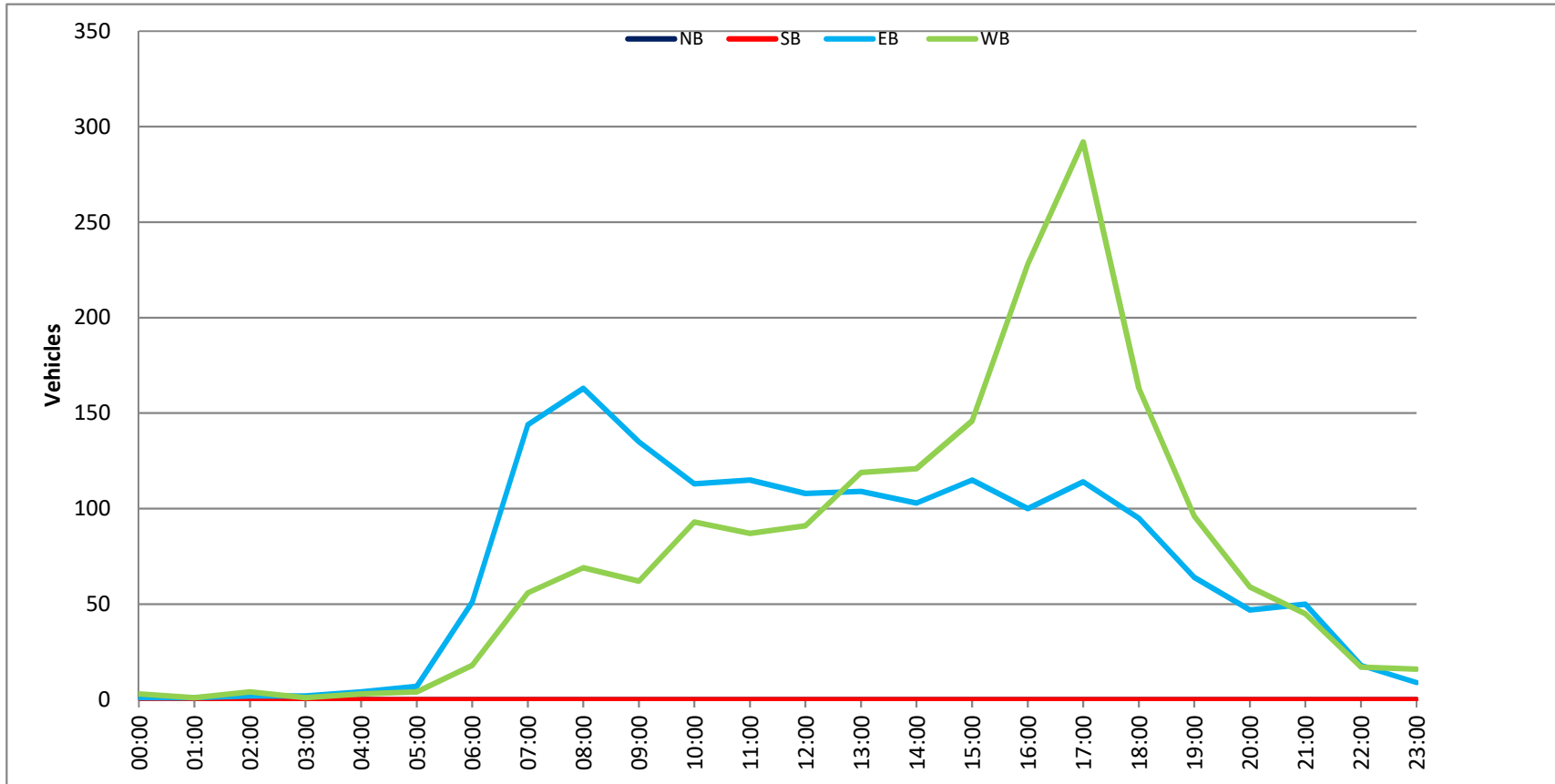
Prepared by NDS/ATD

Project #: CA23_020133_001

City: Topanga

Location: Old Topanga Canyon Rd E/O Inn of the 7th

Date: 4/4/2023



SPEED

Old Topanga Canyon Rd E/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	3	2	2	0	0	0	0	0	0	0	0	7
06:00	0	3	26	21	1	0	0	0	0	0	0	0	0	51
07:00	12	32	57	42	1	0	0	0	0	0	0	0	0	144
08:00	8	20	80	53	2	0	0	0	0	0	0	0	0	163
09:00	5	25	64	37	3	1	0	0	0	0	0	0	0	135
10:00	6	24	53	29	1	0	0	0	0	0	0	0	0	113
11:00	7	20	56	29	3	0	0	0	0	0	0	0	0	115
12:00 PM	10	19	53	25	1	0	0	0	0	0	0	0	0	108
13:00	5	28	56	16	4	0	0	0	0	0	0	0	0	109
14:00	2	21	52	28	0	0	0	0	0	0	0	0	0	103
15:00	4	33	55	20	3	0	0	0	0	0	0	0	0	115
16:00	7	26	50	16	1	0	0	0	0	0	0	0	0	100
17:00	9	22	56	26	1	0	0	0	0	0	0	0	0	114
18:00	5	16	54	17	3	0	0	0	0	0	0	0	0	95
19:00	3	16	27	18	0	0	0	0	0	0	0	0	0	64
20:00	2	10	28	6	1	0	0	0	0	0	0	0	0	47
21:00	5	20	16	6	3	0	0	0	0	0	0	0	0	50
22:00	1	4	6	5	2	0	0	0	0	0	0	0	0	18
23:00	0	1	3	4	1	0	0	0	0	0	0	0	0	9
Totals	93	343	798	401	34	1								1670
% of Totals	6%	21%	48%	24%	2%	0%								100%

AM Volumes	40	127	342	214	14	1	0	0	0	0	0	0	0	738
% AM	2%	8%	20%	13%	1%	0%								44%
AM Peak Hour	07:00	07:00	08:00	08:00	09:00	09:00								08:00
Volume	12	32	80	53	3	1								163
PM Volumes	53	216	456	187	20	0	0	0	0	0	0	0	0	932
% PM	3%	13%	27%	11%	1%									56%
PM Peak Hour	12:00	15:00	13:00	14:00	13:00									15:00
Volume	10	33	56	28	4									115
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes	
All Speeds		Volume			%	Volume			%	Volume			Volume	%
		307	↔		18%	217	↔		13%	214	↔		932	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	East Bound	17	23	22	27	29	1670
Old Topanga Canyon Rd	West Bound	17	22	22	28	30	1794

SPEED

Old Topanga Canyon Rd E/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	2	2	0	0	0	0	0	0	0	0	0	4
06:00	0	10	3	5	0	0	0	0	0	0	0	0	0	18
07:00	9	17	23	5	2	0	0	0	0	0	0	0	0	56
08:00	1	13	37	15	3	0	0	0	0	0	0	0	0	69
09:00	1	10	24	25	2	0	0	0	0	0	0	0	0	62
10:00	6	23	39	21	4	0	0	0	0	0	0	0	0	93
11:00	3	22	37	19	6	0	0	0	0	0	0	0	0	87
12:00 PM	14	22	35	16	3	1	0	0	0	0	0	0	0	91
13:00	5	34	51	24	5	0	0	0	0	0	0	0	0	119
14:00	3	34	42	39	2	1	0	0	0	0	0	0	0	121
15:00	18	32	57	31	7	1	0	0	0	0	0	0	0	146
16:00	15	44	109	52	7	1	0	0	0	0	0	0	0	228
17:00	24	82	110	70	6	0	0	0	0	0	0	0	0	292
18:00	15	47	71	25	5	0	0	0	0	0	0	0	0	163
19:00	10	23	34	26	3	0	0	0	0	0	0	0	0	96
20:00	3	11	32	12	1	0	0	0	0	0	0	0	0	59
21:00	0	10	22	10	3	0	0	0	0	0	0	0	0	45
22:00	1	1	7	5	1	0	2	0	0	0	0	0	0	17
23:00	1	4	10	1	0	0	0	0	0	0	0	0	0	16
Totals	131	440	748	408	60	5	2							1794
% of Totals	7%	25%	42%	23%	3%	0%	0%							100%

AM Volumes	22	96	168	97	17	1	0	0	0	0	0	0	0	401
% AM	1%	5%	9%	5%	1%	0%								22%
AM Peak Hour	07:00	10:00	10:00	09:00	11:00	01:00								10:00
Volume	9	23	39	25	6	1								93
PM Volumes	109	344	580	311	43	4	2	0	0	0	0	0	0	1393
% PM	6%	19%	32%	17%	2%	0%	0%							78%
PM Peak Hour	17:00	17:00	17:00	17:00	15:00	12:00	22:00							17:00
Volume	24	82	110	70	7	1	2							292
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes	
All Speeds		Volume		%		Volume		%		Volume		%	Volume	%
		125	↔	7%		210	↔	12%		520	↔	29%	939	52%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	East Bound	17	23	22	27	29	1670
Old Topanga Canyon Rd	West Bound	17	22	22	28	30	1794

SPEED

Old Topanga Canyon Rd E/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	3	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00	2	2	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:00	2	1	2	2	0	0	0	0	0	0	0	0	0	7
05:00	0	0	5	4	2	0	0	0	0	0	0	0	0	11
06:00	0	13	29	26	1	0	0	0	0	0	0	0	0	69
07:00	21	49	80	47	3	0	0	0	0	0	0	0	0	200
08:00	9	33	117	68	5	0	0	0	0	0	0	0	0	232
09:00	6	35	88	62	5	1	0	0	0	0	0	0	0	197
10:00	12	47	92	50	5	0	0	0	0	0	0	0	0	206
11:00	10	42	93	48	9	0	0	0	0	0	0	0	0	202
12:00 PM	24	41	88	41	4	1	0	0	0	0	0	0	0	199
13:00	10	62	107	40	9	0	0	0	0	0	0	0	0	228
14:00	5	55	94	67	2	1	0	0	0	0	0	0	0	224
15:00	22	65	112	51	10	1	0	0	0	0	0	0	0	261
16:00	22	70	159	68	8	1	0	0	0	0	0	0	0	328
17:00	33	104	166	96	7	0	0	0	0	0	0	0	0	406
18:00	20	63	125	42	8	0	0	0	0	0	0	0	0	258
19:00	13	39	61	44	3	0	0	0	0	0	0	0	0	160
20:00	5	21	60	18	2	0	0	0	0	0	0	0	0	106
21:00	5	30	38	16	6	0	0	0	0	0	0	0	0	95
22:00	2	5	13	10	3	0	2	0	0	0	0	0	0	35
23:00	1	5	13	5	1	0	0	0	0	0	0	0	0	25
Totals	224	783	1546	809	94	6	2							3464
% of Totals	6%	23%	45%	23%	3%	0%	0%							100%

AM Volumes	62	223	510	311	31	2	0	0	0	0	0	0	0	1139
% AM	2%	6%	15%	9%	1%	0%								33%
AM Peak Hour	07:00	07:00	08:00	08:00	11:00	01:00								08:00
Volume	21	49	117	68	9	1								232
PM Volumes	162	560	1036	498	63	4	2	0	0	0	0	0	0	2325
% PM	5%	16%	30%	14%	2%	0%	0%							67%
PM Peak Hour	17:00	17:00	17:00	17:00	15:00	12:00	22:00							17:00
Volume	33	104	166	96	10	1	2							406
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
			432	↔ 12%	427	↔ 12%	734	↔ 21%	1871	↔ 54%				

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	Summary	17	22	22	27	30	3464

**Old Topanga Canyon Rd
W/O Inn of the 7th Ray Driveway**



VOLUME

Old Topanga Canyon Rd W/O Inn of the 7th Ray Dwy

Day: Tuesday
Date: 4/4/2023

City: Topanga
Project #: CA23_020133_002

DAILY TOTALS						NB	SB							Total
						0	0							3,098
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	1	1	12:00	0	0	22	14	36			
00:15	0	0	1	2	3	12:15	0	0	17	23	40			
00:30	0	0	0	0	0	12:30	0	0	21	14	35			
00:45	0	0	0	1	1	12:45	0	0	31	91	24	75	55	166
01:00	0	0	0	1	1	13:00	0	0	28	28	56			
01:15	0	0	0	0	0	13:15	0	0	20	27	47			
01:30	0	0	2	1	3	13:30	0	0	28	19	47			
01:45	0	0	1	3	1	13:45	0	0	20	96	22	96	42	192
02:00	0	0	1	1	2	14:00	0	0	19	26	45			
02:15	0	0	2	4	6	14:15	0	0	22	19	41			
02:30	0	0	1	2	3	14:30	0	0	26	30	56			
02:45	0	0	0	4	0	14:45	0	0	22	89	35	110	57	199
03:00	0	0	0	1	1	15:00	0	0	21	23	44			
03:15	0	0	0	0	0	15:15	0	0	33	28	61			
03:30	0	0	2	0	2	15:30	0	0	19	38	57			
03:45	0	0	2	4	2	15:45	0	0	25	98	40	129	65	227
04:00	0	0	3	0	3	16:00	0	0	24	35	59			
04:15	0	0	1	2	3	16:15	0	0	31	47	78			
04:30	0	0	0	1	1	16:30	0	0	14	58	72			
04:45	0	0	1	5	0	16:45	0	0	18	87	71	211	89	298
05:00	0	0	0	0	0	17:00	0	0	19	61	80			
05:15	0	0	2	2	4	17:15	0	0	27	83	110			
05:30	0	0	2	0	2	17:30	0	0	31	81	112			
05:45	0	0	3	7	2	17:45	0	0	24	101	53	278	77	379
06:00	0	0	4	4	8	18:00	0	0	27	53	80			
06:15	0	0	11	4	15	18:15	0	0	29	40	69			
06:30	0	0	11	5	16	18:30	0	0	16	27	43			
06:45	0	0	23	49	2	18:45	0	0	14	86	26	146	40	232
07:00	0	0	27	10	37	19:00	0	0	17	26	43			
07:15	0	0	40	7	47	19:15	0	0	16	20	36			
07:30	0	0	38	11	49	19:30	0	0	13	16	29			
07:45	0	0	37	142	14	19:45	0	0	6	52	22	84	28	136
08:00	0	0	39	13	52	20:00	0	0	12	19	31			
08:15	0	0	41	14	55	20:15	0	0	10	10	20			
08:30	0	0	46	17	63	20:30	0	0	6	11	17			
08:45	0	0	31	157	19	20:45	0	0	7	35	17	57	24	92
09:00	0	0	33	16	49	21:00	0	0	7	19	26			
09:15	0	0	40	10	50	21:15	0	0	4	10	14			
09:30	0	0	36	12	48	21:30	0	0	5	8	13			
09:45	0	0	19	128	19	21:45	0	0	4	20	9	46	13	66
10:00	0	0	22	20	42	22:00	0	0	7	9	16			
10:15	0	0	20	21	41	22:15	0	0	3	6	9			
10:30	0	0	34	21	55	22:30	0	0	3	4	7			
10:45	0	0	25	101	18	22:45	0	0	0	13	0	19		32
11:00	0	0	29	20	49	23:00	0	0	1	7	8			
11:15	0	0	23	18	41	23:15	0	0	2	3	5			
11:30	0	0	22	18	40	23:30	0	0	3	1	4			
11:45	0	0	31	105	16	23:45	0	0	0	6	3	14	3	20
TOTALS	706 353					1059	TOTALS	774 1265					2039	
SPLIT %	66.7% 33.3%					34.2%	SPLIT %	38.0% 62.0%					65.8%	

DAILY TOTALS						NB	SB							Total
						0	0							3,098
						1,480	1,618							

AM Peak Hour		07:45	09:45	07:45	PM Peak Hour		17:30	16:45	16:45		
AM Pk Volume		163	81	221	PM Pk Volume		111	296	391		
Pk Hr Factor		0.886	0.964	0.877	Pk Hr Factor		0.895	0.892	0.873		
7 - 9 Volume	0	0	299	105	404	4 - 6 Volume	0	0	188	489	677
7 - 9 Peak Hour		07:45	08:00	07:45	4 - 6 Peak Hour		17:00	16:45	16:45		
7 - 9 Pk Volume	0	0	163	63	221	4 - 6 Pk Volume	0	0	101	296	391
Pk Hr Factor	0.000	0.000	0.886	0.829	0.877	Pk Hr Factor	0.000	0.000	0.815	0.892	0.873

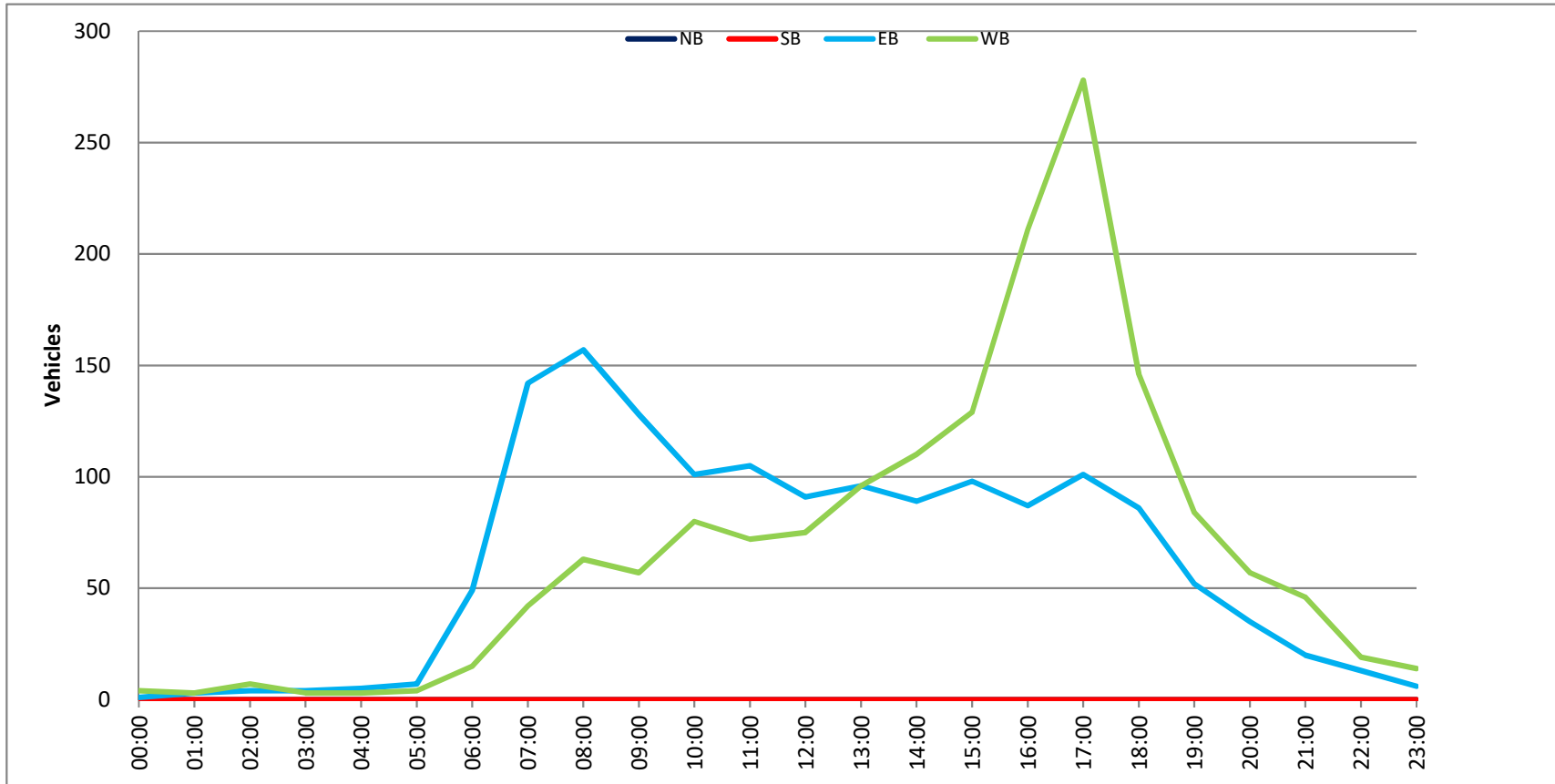
Prepared by NDS/ATD

Project #: CA23_020133_002

City: Topanga

Location: Old Topanga Canyon Rd W/O Inn of the 7th

Date: 4/4/2023



SPEED

Old Topanga Canyon Rd W/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	1	1	1	0	0	0	0	0	0	0	0	0	4
03:00	0	0	1	1	1	1	0	0	0	0	0	0	0	4
04:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	3	4	0	0	0	0	0	0	0	7
06:00	0	0	1	12	28	7	1	0	0	0	0	0	0	49
07:00	2	2	10	59	61	8	0	0	0	0	0	0	0	142
08:00	1	3	18	49	71	15	0	0	0	0	0	0	0	157
09:00	0	5	9	37	62	15	0	0	0	0	0	0	0	128
10:00	1	4	14	38	38	6	0	0	0	0	0	0	0	101
11:00	1	0	12	42	45	5	0	0	0	0	0	0	0	105
12:00 PM	1	6	11	45	24	4	0	0	0	0	0	0	0	91
13:00	0	1	19	49	21	6	0	0	0	0	0	0	0	96
14:00	1	6	15	45	17	5	0	0	0	0	0	0	0	89
15:00	1	4	17	60	15	1	0	0	0	0	0	0	0	98
16:00	2	4	15	41	22	3	0	0	0	0	0	0	0	87
17:00	1	2	24	45	27	2	0	0	0	0	0	0	0	101
18:00	3	5	12	37	21	7	0	0	0	0	1	0	0	86
19:00	0	1	10	17	23	1	0	0	0	0	0	0	0	52
20:00	0	5	7	11	12	0	0	0	0	0	0	0	0	35
21:00	1	0	4	8	4	2	1	0	0	0	0	0	0	20
22:00	0	0	1	3	6	3	0	0	0	0	0	0	0	13
23:00	0	1	1	2	1	1	0	0	0	0	0	0	0	6
Totals	18	53	204	602	504	96	2				1			1480
% of Totals	1%	4%	14%	41%	34%	6%	0%				0%			100%

AM Volumes	8	18	68	239	311	61	1	0	0	0	0	0	0	706		
% AM	1%	1%	5%	16%	21%	4%	0%							48%		
AM Peak Hour	01:00	09:00	08:00	07:00	08:00	08:00	06:00							08:00		
Volume	2	5	18	59	71	15	1							157		
PM Volumes	10	35	136	363	193	35	1	0	0	0	1	0	0	774		
% PM	1%	2%	9%	25%	13%	2%	0%				0%			52%		
PM Peak Hour	18:00	12:00	17:00	15:00	17:00	18:00	21:00				18:00			17:00		
Volume	3	6	24	60	27	7	1				1			101		
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes		
All Speeds			Volume		%		Volume		%		Volume		%			
			299		↔ 20%		187		↔ 13%		188		↔ 13%			

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	East Bound	24	29	29	34	36	1480
Old Topanga Canyon Rd	West Bound	22	28	28	34	37	1618

SPEED

Old Topanga Canyon Rd W/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	4
01:00	2	0	0	0	0	0	0	0	1	0	0	0	0	3
02:00	3	0	3	1	0	0	0	0	0	0	0	0	0	7
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	2	0	0	0	0	0	0	0	4
06:00	1	3	2	2	7	0	0	0	0	0	0	0	0	15
07:00	1	4	7	13	12	4	1	0	0	0	0	0	0	42
08:00	3	0	5	26	24	4	1	0	0	0	0	0	0	63
09:00	0	2	8	12	24	11	0	0	0	0	0	0	0	57
10:00	1	2	8	30	28	10	1	0	0	0	0	0	0	80
11:00	0	1	7	28	31	5	0	0	0	0	0	0	0	72
12:00 PM	0	3	8	29	25	9	1	0	0	0	0	0	0	75
13:00	1	1	10	33	39	11	1	0	0	0	0	0	0	96
14:00	2	7	15	42	34	8	2	0	0	0	0	0	0	110
15:00	4	6	26	42	40	10	1	0	0	0	0	0	0	129
16:00	2	23	46	88	47	5	0	0	0	0	0	0	0	211
17:00	3	20	67	118	60	10	0	0	0	0	0	0	0	278
18:00	2	12	34	56	35	6	0	0	1	0	0	0	0	146
19:00	0	4	14	34	26	6	0	0	0	0	0	0	0	84
20:00	2	2	11	27	13	2	0	0	0	0	0	0	0	57
21:00	1	4	6	18	13	3	1	0	0	0	0	0	0	46
22:00	1	2	3	3	3	4	1	0	0	2	0	0	0	19
23:00	0	0	1	7	3	2	1	0	0	0	0	0	0	14
Totals	30	97	282	612	470	112	11		2	2				1618
% of Totals	2%	6%	17%	38%	29%	7%	1%		0%	0%				100%

AM Volumes	12	13	41	115	132	36	3	0	1	0	0	0	0	353
% AM	1%	1%	3%	7%	8%	2%	0%		0%					22%
AM Peak Hour	02:00	07:00	09:00	10:00	11:00	09:00	07:00		01:00					10:00
Volume	3	4	8	30	31	11	1		1					80
PM Volumes	18	84	241	497	338	76	8	0	1	2	0	0	0	1265
% PM	1%	5%	15%	31%	21%	5%	0%		0%	0%				78%
PM Peak Hour	15:00	16:00	17:00	17:00	17:00	13:00	14:00		18:00	22:00				17:00
Volume	4	23	67	118	60	11	2		1	2				278
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes
All Speeds			Volume			%	Volume			%	Volume			%
			105	↔		6%	171	↔		11%	489	↔		30%
											853	↔		53%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	East Bound	24	29	29	34	36	1480
Old Topanga Canyon Rd	West Bound	22	28	28	34	37	1618

SPEED

Old Topanga Canyon Rd W/O Inn of the 7th Ray Dwy

Day: Tuesday

Date: 4/4/2023

City: Topanga

Project #: CA23_020133_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	0	0	1	3	0	0	0	0	0	0	0	0	5
01:00	4	1	0	0	0	0	0	0	1	0	0	0	0	6
02:00	4	1	4	2	0	0	0	0	0	0	0	0	0	11
03:00	0	1	2	1	2	1	0	0	0	0	0	0	0	7
04:00	0	2	2	2	2	0	0	0	0	0	0	0	0	8
05:00	0	0	0	0	5	6	0	0	0	0	0	0	0	11
06:00	1	3	3	14	35	7	1	0	0	0	0	0	0	64
07:00	3	6	17	72	73	12	1	0	0	0	0	0	0	184
08:00	4	3	23	75	95	19	1	0	0	0	0	0	0	220
09:00	0	7	17	49	86	26	0	0	0	0	0	0	0	185
10:00	2	6	22	68	66	16	1	0	0	0	0	0	0	181
11:00	1	1	19	70	76	10	0	0	0	0	0	0	0	177
12:00 PM	1	9	19	74	49	13	1	0	0	0	0	0	0	166
13:00	1	2	29	82	60	17	1	0	0	0	0	0	0	192
14:00	3	13	30	87	51	13	2	0	0	0	0	0	0	199
15:00	5	10	43	102	55	11	1	0	0	0	0	0	0	227
16:00	4	27	61	129	69	8	0	0	0	0	0	0	0	298
17:00	4	22	91	163	87	12	0	0	0	0	0	0	0	379
18:00	5	17	46	93	56	13	0	0	1	0	1	0	0	232
19:00	0	5	24	51	49	7	0	0	0	0	0	0	0	136
20:00	2	7	18	38	25	2	0	0	0	0	0	0	0	92
21:00	2	4	10	26	17	5	2	0	0	0	0	0	0	66
22:00	1	2	4	6	9	7	1	0	0	2	0	0	0	32
23:00	0	1	2	9	4	3	1	0	0	0	0	0	0	20
Totals	48	150	486	1214	974	208	13		2	2	1			3098
% of Totals	2%	5%	16%	39%	31%	7%	0%		0%	0%	0%			100%

AM Volumes	20	31	109	354	443	97	4	0	1	0	0	0	0	1059
% AM	1%	1%	4%	11%	14%	3%	0%		0%					34%
AM Peak Hour	01:00	09:00	08:00	08:00	08:00	09:00	06:00		01:00					08:00
Volume	4	7	23	75	95	26	1		1					220
PM Volumes	28	119	377	860	531	111	9	0	1	2	1	0	0	2039
% PM	1%	4%	12%	28%	17%	4%	0%		0%	0%	0%			66%
PM Peak Hour	15:00	16:00	17:00	17:00	17:00	13:00	14:00		18:00	22:00	18:00			17:00
Volume	5	27	91	163	87	17	2		1	2	1			379
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			
All Speeds			Volume			%	Volume			%	Volume			%
			404	↔		13%	358	↔		12%	677	↔		22%
											1659	↔		54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Old Topanga Canyon Rd	Summary	23	29	28	34	37	3098

Access Date: 11/17/22 4:12 PM
Count Date: 5/1/2019 Wednesday
Conditions: Clear

Los Angeles County Department of Public Works
24 Hour Traffic Count

Report ID: 318V

Location: OLD TOPANGA CANYON ROAD N/O MONTE VISTA DRIVE

N/B								S/B							
		N/B		S/B		Total				N/B		S/B		Total	
Time	15'	Hour	15'	Hour	15'	Hour		Time	15'	Hour	15'	Hour	15'	Hour	
12:00 AM	0	3	0	3	0	6		12:00 PM	22	89	28	97	50	186	
12:15 AM	0	3	1	3	1	6		12:15 PM	24	99	25	100	49	199	
12:30 AM	2	3	2	3	4	6		12:30 PM	24	93	23	114	47	207	
12:45 AM	1	1	0	1	1	2		12:45 PM	19	90	21	103	40	193	
1:00 AM	0	1	0	1	0	2		1:00 PM	32	99	31	100	63	199	
1:15 AM	0	1	1	1	1	2		1:15 PM	18	99	39	97	57	196	
1:30 AM	0	1	0	0	0	1		1:30 PM	21	105	12	93	33	198	
1:45 AM	1	1	0	0	1	1		1:45 PM	28	110	18	104	46	214	
2:00 AM	0	0	0	0	0	0		2:00 PM	32	131	28	108	60	239	
2:15 AM	0	0	0	0	0	0		2:15 PM	24	142	35	109	59	251	
2:30 AM	0	0	0	0	0	0		2:30 PM	26	167	23	107	49	274	
2:45 AM	0	1	0	0	0	1		2:45 PM	49	185	22	135	71	320	
3:00 AM	0	2	0	0	0	2		3:00 PM	43	185	29	146	72	331	
3:15 AM	0	2	0	0	0	2		3:15 PM	49	176	33	138	82	314	
3:30 AM	1	2	0	0	1	2		3:30 PM	44	175	51	132	95	307	
3:45 AM	1	1	0	1	1	2		3:45 PM	49	175	33	103	82	278	
4:00 AM	0	0	0	2	0	2		4:00 PM	34	177	21	95	55	272	
4:15 AM	0	1	0	5	0	6		4:15 PM	48	192	27	101	75	293	
4:30 AM	0	2	1	8	1	10		4:30 PM	44	202	22	96	66	298	
4:45 AM	0	2	1	16	1	18		4:45 PM	51	200	25	102	76	302	
5:00 AM	1	3	3	23	4	26		5:00 PM	49	197	27	111	76	308	
5:15 AM	1	2	3	43	4	45		5:15 PM	58	199	22	105	80	304	
5:30 AM	0	4	9	85	9	89		5:30 PM	42	202	28	103	70	305	
5:45 AM	1	9	8	129	9	138		5:45 PM	48	207	34	89	82	296	
6:00 AM	0	19	23	198	23	217		6:00 PM	51	224	21	80	72	304	
6:15 AM	3	31	45	270	48	301		6:15 PM	61	232	20	76	81	308	
6:30 AM	5	53	53	295	58	348		6:30 PM	47	210	14	67	61	277	
6:45 AM	11	76	77	312	88	388		6:45 PM	65	191	25	61	90	252	
7:00 AM	12	96	95	326	107	422		7:00 PM	59	155	17	45	76	200	
7:15 AM	25	133	70	315	95	448		7:15 PM	39	116	11	37	50	153	
7:30 AM	28	141	70	332	98	473		7:30 PM	28	88	8	42	36	130	
7:45 AM	31	146	91	332	122	478		7:45 PM	29	87	9	45	38	132	
8:00 AM	49	145	84	306	133	451		8:00 PM	20	79	9	41	29	120	
8:15 AM	33	117	87	289	120	406		8:15 PM	11	78	16	38	27	116	
8:30 AM	33	96	70	261	103	357		8:30 PM	27	81	11	27	38	108	
8:45 AM	30	77	65	234	95	311		8:45 PM	21	71	5	20	26	91	
9:00 AM	21	68	67	215	88	283		9:00 PM	19	64	6	19	25	83	
9:15 AM	12	64	59	206	71	270		9:15 PM	14	50	5	14	19	64	
9:30 AM	14	72	43	192	57	264		9:30 PM	17	37	4	14	21	51	
9:45 AM	21	89	46	181	67	270		9:45 PM	14	22	4	14	18	36	
10:00 AM	17	89	58	158	75	247		10:00 PM	5	9	1	11	6	20	
10:15 AM	20	85	45	126	65	211		10:15 PM	1	6	5	11	6	17	
10:30 AM	31	79	32	105	63	184		10:30 PM	2	5	4	7	6	12	
10:45 AM	21	70	23	101	44	171		10:45 PM	1	4	1	6	2	10	
11:00 AM	13	69	26	108	39	177		11:00 PM	2	4	1	5	3	9	
11:15 AM	14	78	24	110	38	188		11:15 PM	0		1		1		
11:30 AM	22	88	28	111	50	199		11:30 PM	1		3		4		
11:45 AM	20	90	30	106	50	196		11:45 PM	1		0		1		

24 Hour		AM Peak Hour		PM Peak Hour	
Direction	Volume	Time	Volume	Time	Volume
Total	4106	7:45 AM	478	3:00 PM	331
N/B	1908	7:45 AM	146	6:15 PM	232
S/B	2198	7:30 AM	332	3:00 PM	146

Access Date: 11/17/22 4:10 PM
Count Date: 3/23/2021 Tuesday
Conditions: Clear

Los Angeles County Department of Public Works
24 Hour Traffic Count

Report ID: HOME 368V

Location: OLD TOPANGA CANYON ROAD E/O HONDO CANYON ROAD

Location: OLD TOPANGA CANYON ROAD E/O HONDO CANYON ROAD															
		E/B		W/B		Total				E/B		W/B		Total	
Time	15'	Hour	15'	Hour	15'	Hour		Time	15'	Hour	15'	Hour	15'	Hour	
12:00 AM	0	2	0	4	0	6		12:00 PM	20	92	20	87	40	179	
12:15 AM	0	4	1	4	1	8		12:15 PM	23	96	25	93	48	189	
12:30 AM	2	4	1	3	3	7		12:30 PM	23	93	24	88	47	181	
12:45 AM	0	2	2	2	2	4		12:45 PM	26	97	18	89	44	186	
1:00 AM	2	2	0	0	2	2		1:00 PM	24	88	26	110	50	198	
1:15 AM	0	0	0	1	0	1		1:15 PM	20	88	20	119	40	207	
1:30 AM	0	0	0	1	0	1		1:30 PM	27	104	25	127	52	231	
1:45 AM	0	1	0	1	0	2		1:45 PM	17	97	39	162	56	259	
2:00 AM	0	1	1	1	1	2		2:00 PM	24	109	35	163	59	272	
2:15 AM	0	1	0	1	0	2		2:15 PM	36	124	28	162	64	286	
2:30 AM	1	1	0	1	1	2		2:30 PM	20	115	60	162	80	277	
2:45 AM	0	0	0	2	0	2		2:45 PM	29	106	40	149	69	255	
3:00 AM	0	1	1	2	1	3		3:00 PM	39	90	34	148	73	238	
3:15 AM	0	2	0	2	0	4		3:15 PM	27	69	28	157	55	226	
3:30 AM	0	2	1	3	1	5		3:30 PM	11	67	47	152	58	219	
3:45 AM	1	2	0	2	1	4		3:45 PM	13	72	39	137	52	209	
4:00 AM	1	3	1	2	2	5		4:00 PM	18	85	43	138	61	223	
4:15 AM	0	6	1	1	1	7		4:15 PM	25	86	23	126	48	212	
4:30 AM	0	11	0	2	0	13		4:30 PM	16	79	32	130	48	209	
4:45 AM	2	19	0	10	2	29		4:45 PM	26	79	40	114	66	193	
5:00 AM	4	30	0	15	4	45		5:00 PM	19	67	31	97	50	164	
5:15 AM	5	38	2	17	7	55		5:15 PM	18	72	27	85	45	157	
5:30 AM	8	46	8	28	16	74		5:30 PM	16	67	16	76	32	143	
5:45 AM	13	57	5	32	18	89		5:45 PM	14	60	23	71	37	131	
6:00 AM	12	73	2	42	14	115		6:00 PM	24	57	19	59	43	116	
6:15 AM	13	86	13	63	26	149		6:15 PM	13	37	18	52	31	89	
6:30 AM	19	92	12	71	31	163		6:30 PM	9	33	11	45	20	78	
6:45 AM	29	87	15	78	44	165		6:45 PM	11	31	11	42	22	73	
7:00 AM	25	91	23	86	48	177		7:00 PM	4	24	12	40	16	64	
7:15 AM	19	106	21	80	40	186		7:15 PM	9	23	11	37	20	60	
7:30 AM	14	110	19	77	33	187		7:30 PM	7	21	8	32	15	53	
7:45 AM	33	122	23	79	56	201		7:45 PM	4	20	9	27	13	47	
8:00 AM	40	111	17	65	57	176		8:00 PM	3	21	9	22	12	43	
8:15 AM	23	90	18	69	41	159		8:15 PM	7	19	6	20	13	39	
8:30 AM	26	84	21	61	47	145		8:30 PM	6	12	3	18	9	30	
8:45 AM	22	79	9	55	31	134		8:45 PM	5	9	4	17	9	26	
9:00 AM	19	74	21	68	40	142		9:00 PM	1	11	7	16	8	27	
9:15 AM	17	82	10	73	27	155		9:15 PM	0	12	4	11	4	23	
9:30 AM	21	84	15	74	36	158		9:30 PM	3	13	2	11	5	24	
9:45 AM	17	80	22	73	39	153		9:45 PM	7	12	3	9	10	21	
10:00 AM	27	79	26	69	53	148		10:00 PM	2	5	2	7	4	12	
10:15 AM	19	72	11	57	30	129		10:15 PM	1	3	4	6	5	9	
10:30 AM	17	75	14	79	31	154		10:30 PM	2	2	0	5	2	7	
10:45 AM	16	100	18	87	34	187		10:45 PM	0	0	1	5	1	5	
11:00 AM	20	113	14	110	34	223		11:00 PM	0	0	1	5	1	5	
11:15 AM	22	113	33	116	55	229		11:15 PM	0		3		3		
11:30 AM	42	114	22	108	64	222		11:30 PM	0		0		0		
11:45 AM	29	95	41	110	70	205		11:45 PM	0		1		1		

24 Hour		AM Peak Hour		PM Peak Hour	
Direction	Volume	Time	Volume	Time	Volume
Total	2585	11:15 AM	229	2:15 PM	286
E/B	1229	7:45 AM	122	2:15 PM	124
W/B	1356	11:15 AM	116	2:00 PM	163

