REPORT TO CITY COUNCIL

DATE: **OCTOBER 12, 2011**

TO: **HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

FROM: **GREG RAMIREZ, CITY MANAGER**

BY: **RAMIRO ADEVA, CITY ENGINEER**

SUBJECT: **APPROVE RESOLUTION NO. 11-1650, ADOPTING THE 2011 ENGINEERING AND TRAFFIC SURVEY**

California Vehicle Code (CVC) Section 40802(b) requires that *prima facie* posted speed limits be justified by an engineering and traffic survey. The last engineering and traffic survey was adopted by City Council on February 28, 2007, by Resolution No. 07-1441. The 25 segments in the new survey include all arterial and collector streets in the City. Local streets are exempted from the survey requirements by the CVC, and have a set *prima facie* speed limit of 25MPH.

The Engineering and Traffic Survey (Survey) for the City was conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (MUTCD), and as required by Section 627 of the CVC. The three elements of a survey include the measurement of prevailing speed, accident history, and roadway characteristics not readily apparent to the motorist.

Posted speed limits are established to protect the general public and provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law. As can be seen from the attached table, all segments are proposed to remain the same speed limit with the exception of Kanan Road, between the southern City limit and Agoura Road. It is recommended the speed limit be raised from 35 mph to 45 mph to match that of the southbound traffic within the same segment. The Sheriff's Department reviewed the report and is supportive of the recommendations. If adopted by the City Council, the new speed limit would take effect upon posting.

If approved by the City Council, a copy of the Survey will be made available to the public for review on the City's website, or by contacting either the City Clerk or Public Works Department.

RECOMMENDATION

Staff respectfully recommends the City Council approve the attached Resolution No. 11-1650, adopting the 2011 Engineering and Traffic Survey.

Attachment: Speed Survey Recommendation Table
Resolution No. 11-1650

RESOLUTION NO. 11-1650

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, DETERMINING AND DECLARING PRIMA FACIE SPEED LIMITS ON VARIOUS STREETS WITHIN THE CITY

RECITALS:

WHEREAS, engineering and traffic surveys have been conducted on various streets within the City as required by provisions of the California Vehicle Code; and

WHEREAS, on the basis of those surveys, staff has determined that the adoption of the following recommended speed limits are reasonable and safe and will facilitate the orderly movement of vehicular traffic;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. Recitals. The above recitals, and each of them, are true and correct.

Section 2. This resolution reaffirms all other previous resolutions establishing speed limits within the City of Agoura Hills, and enacts new speed limits as recommended in Table 3 of the 2011 Engineering and Traffic Survey, which is made a part hereto.

Section 3. The City Clerk is hereby ordered to file certified copies of this resolution with the Los Angeles County Sheriff's Office.

Section 4. The speed limits established in Section 2 of this resolution shall become effective upon posting of the speed limit signs.

PASSED, APPROVED, AND ADOPTED, this 12th day of October, 2011, by the following vote to wit:

AYES:	(0)
NOES:	(0)
ABSENT:	(0)
ABSTAIN:	(0)

_____
Harry Schwarz, Mayor

ATTEST:

_____
Kimberly M. Rodrigues, City Clerk

Table 3: Speed Survey Recommendations

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
1	Agoura Road	West City Limits	Reyes Adobe Road	45	49	41 - 50	9,445	1.12	1.30	45	85th Percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature and no sidewalks on south side of segment
2	Agoura Road	Reyes Adobe Road	Ladyface Circle	45	46	37 - 46	9,308	0.52	1.60	45	85th Percentile Speed
3	Agoura Road	Ladyface Circle	Kanan Road	45	45	37 - 46	9,316	0.87	1.55	45	85th Percentile Speed
4	Agoura Road	Kanan Road	Palo Comado Canyon Road	45	43	36 - 45	4,719	1.33	1.55	45	85th Percentile Speed
5	Agoura Road	Palo Comado Canyon Road	Liberty Canyon	45	47	40 - 49	5,039	0.38	1.55	45	85th Percentile Speed
6	Canwood Street	West City Limits	Reyes Adobe Road	35	39	30 - 39	5,517	1.02	2.55	35	85th Percentile Speed downgraded due to restricted sight distance from vertical and horizontal road curvature and no sidewalks on south side of segment
7	Canwood Street	Reyes Adobe Road	Kanan Road	40	39	31 - 40	3,166	1.74	2.55	40	85th Percentile Speed
8	Canwood Street	Kanan Road	Derry Avenue	40	39	30 - 39	9,845	1.16	2.55	40	85th Percentile Speed
9	Canwood Street	Derry Avenue	Chesebro Road	40	41	30 - 39	5,224	0.53	2.55	40	85th Percentile Speed
10	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	35/30	36	27 - 36	7,909	1.85	2.55	30	85th Percentile Speed downgraded due to fronting residential area and restricted sight distance due horizontal and vertical road curvature
11	Kanan Road	North City Limits	Laro Drive	45	46	37 - 46	24,420	0.48	1.60	45	85th Percentile Speed
12	Kanan Road	Laro Drive	Thousand Oaks Boulevard	40	42	34 - 43	30,208	2.13	1.60	40	85th Percentile Speed
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	40	41	32 - 41	31,513	1.91	1.60	40	85th Percentile Speed

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
14	Kanan Road	Hillrise Drive	Canwood Street	40	41	34 - 43	25,691	0.90	1.15	40	85th Percentile Speed
15	Kanan Road	Canwood Street	Agoura Road	35	41	34 - 43	25,443	3.90	1.15	35	85th Percentile Speed downgraded due to high collision rate
16	Kanan Road	Agoura Road	South City Limits	35NB 45SB	49	41 - 50	16,390	0.40	2.55	45	85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature
17	Liberty Canyon Road	Agoura Road	Country Glen Road	40	40	32 - 41	4,161	0.00	2.55	40	85th Percentile Speed
18	Palo Comado Canyon Road/ Chesebro Road	Agoura Road	Ventura Freeway	35	33	24-33	4,114	6.76	2.55	35	85TH Percentile Speed
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	40	40	32-41	6,772	1.17	2.00	40	85th Percentile Speed
20	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	40	42	34-43	12,120	0.51	2.00	40	85th Percentile Speed
21	Roadside Drive	Kanan Road	Lewis Street	40	46	37 - 46	6,081	1.57	2.55	40	85th Percentile Speed downgraded due to restricted sight distance from vertical road curvature and no sidewalks on north side of segment
22	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	45	46	38 - 47	12,751	0.61	1.60	45	85th Percentile Speed
23	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place	40	46	38 - 47	13,406	0.32	1.60	40	85th Percentile Speed downgraded due to restricted sight distance from horizontal road curvature
24	Thousand Oaks Boulevard	Buffwood Place	Kanan Road	35	37	27 - 36	13,942	4.35	1.60	35	85th Percentile Speed
25	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	35	35	27 - 36	2,465	3.68	1.30	35	85th Percentile Speed

** Based on the 2010 Collision Data on California State Highways Manual*

CITY OF AGOURA HILLS

FINAL REPORT

FOR THE

2011 ENGINEERING AND TRAFFIC SURVEY TO ESTABLISH SPEED LIMITS

September 2011

Prepared by:

Kimley-Horn and Associates, Inc.

CERTIFICATION

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

_____

Srikanth Chakravarthy
September 27, 2011
RCE# 73629
RTE# 2531

RHF Inc.
Radar Repair

TRAFFIC RADAR CERTIFICATION

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

16202 Keats Circle
Westminster, Calif. 92683

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 4-3-09		Certification Number 55654						
2	DEVICE ID	Manufacturer KUSTOM		Model: HR-S		Type (I-IV) III	Directional radar ☐ Yes ☑ No		Same direction ☐ Yes ☑ No	
		Counting unit S/N N5636		Antenna-1 S/N N/A			Antenna-2 S/N N/A			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)	PASS	FAIL		
		High speed fork S/N 27917	Last date calib.	Freq. (Hz)	Speed (mph) 50	Measured (Hz) 3644				
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS			Lo fork	High fork					
		Stationary mode	Fork speed (mph)	35	65					
			Disp. Speed (mph)	35	65		PASS	FAIL		
		Moving mode Opposite Direction	TARGET SPEED (Hi fork – Lo fork)	Expected. (mph) N/A	Displayed. (mph) N/A					
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) N/A	Displayed. (mph) N/A					
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 24.151	Antenna 2 Freq. GHz N/A						
		Standard supply Voltage – 20% (V) 10.8 V	Antenna 1 Freq. GHz 24.151	Antenna 2 Freq. GHz N/A			PASS	FAIL		
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 24.151	Antenna 2 Freq. GHz N/A						
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 5	Antenna 1 Power (mW/cm) .2	Antenna 2 Power (mW/cm) N/A			PASS	FAIL		
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8V	LVA activates (V) 9.8	LVA deactivates (V) 10.4			PASS	FAIL		
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☑ Yes ☐ No					PASS	FAIL		
		B. Functioning audio volume-adjustment control ☑ Yes ☐ No								
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 64	Test results 64				PASS	FAIL		
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☑ N.A.					PASS	FAIL		
		B. Selects only targets moving away from radar ☐ Yes ☐ No ☑ N.A.								
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 20	Lo speed disp. 20			PASS	FAIL		
			Hi speed spec. 199	Hi speed disp. 199						
		Moving Mode target channel (mph)	Low speed spec. N/A	Lo speed disp. N/A						
			Hi speed spec. N/A	Hi speed disp. N/A						
		Moving Mode: patrol channel (mph)	Low speed spec. N/A	Lo speed disp. N/A						
			Hi speed spec. N/A	Hi speed disp. N/A						
12	§ 2.13 / § 5.13 RFI TEST	N/A					PASS	FAIL		
13	LABORATORY COMMENTS									
14	NHTSA/IACP CERTIFICATION	***This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802*** ☑ PASS ☐ FAIL								
		Certified by: Fred Bauman				Date: 4-3-09				
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2nd Ant. ☐ Remote ☐ Bat. ☐ Carrying Case Other: (please list)								

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for street segments within the City Agoura Hills. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn and Associates, Inc (Kimley-Horn). The existing speed limits were established based upon the 2006 Engineering and Traffic Survey which expires in December 2011.

Engineering and traffic surveys for speed limits are conducted once every five (5) years by governing municipalities in order to comply with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*). In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed.

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2011 California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

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

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

[1] California Department of Motor Vehicles, California Vehicle Code, Division 1, Section 235, 2011.
[2] California Department of Motor Vehicles, California Vehicle Code, Division 1, Section 515, 2011.

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

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

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire past the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

> "(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
>
> (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.
>
> (b) (1) For purposes of this section, a local street or road is defined by the latest functional usage and federal-aid system maps submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access to abutting residential property and meets the following three conditions:
>
> (A) Roadway width of not more than 40 feet.

[3] California Department of Motor Vehicles, California Vehicle Code, Division 11. Chapter 7, Section 22357(a), 2011.

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

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

1.2 Requirements and Methodology of an Engineering and Traffic Survey

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

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *2010 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2010 California MUTCD* to consider are defined in the following section.

[4] California Department of Motor Vehicles, California Vehicle Code, Division 17. Chapter 2, Section 40802, 2011.

2.0 SPEED SURVEY EVALUATION

Twenty five (25) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in Table 1.

Table 1: Survey Locations and Limits

Location Number	Location Name	Limits (From)	Limits (To)
1	Agoura Road	West City Limits	Reyes Adobe Road
2	Agoura Road	Reyes Adobe Road	Ladyface Circle
3	Agoura Road	Ladyface Circle	Kanan Road
4	Agoura Road	Kanan Road	Palo Comado Canyon Road
5	Agoura Road	Palo Comado Canyon Road	Liberty Canyon Road
6	Canwood Street	West City Limits	Reyes Adobe Road
7	Canwood Street	Reyes Adobe Road	Kanan Road
8	Canwood Street	Kanan Road	Derry Avenue
9	Canwood Street	Derry Avenue	Chesebro Road
10	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway
11	Kanan Road	North City Limits	Laro Drive
12	Kanan Road	Laro Drive	Thousand Oaks Boulevard
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive
14	Kanan Road	Hillrise Drive	Canwood Street
15	Kanan Road	Canwood Street	Agoura Road
16	Kanan Road	Agoura Road	South City Limits
17	Liberty Canyon Road	Agoura Road	Country Glen Road
18	Palo Comado Canyon Road/Chesebro Road	Agoura Road	Ventura Freeway
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard
20	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road
21	Roadside Drive	Kanan Road	Lewis Street
22	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road
23	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place
24	Thousand Oaks Boulevard	Buffwood Place	Kanan Road
25	Thousand Oaks Boulevard	Kanan Road	Carell Avenue

2.1 Field Review

Speed data was collected using manual radar surveys and were performed by a sub-consultant to Kimley-Horn, The Traffic Solution, at 25 locations during a weekday (Monday through Friday). ADT data was collected by another sub-consultant to Kimley-Horn, National Data and Surveying Services (NDS) for the 25 project locations during a Weekday (Tuesday, Wednesday or Thursday).

Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into spreadsheet based software for analysis purposes. Chapter 2B of the *2010 California MUTCD* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, and therefore speed samples were collected during a maximum period of 2 hours for low volume roadways.

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

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

2.2 Statistical Analysis Factors

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

1. **85th Percentile Speed**. The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.

2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds

within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.

3. **50th Percentile Speed**. The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.

4. **15th Percentile Speed**. The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.

5. **Percent of Vehicles in Pace Speed**. The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of vehicles within the 10-mph pace is often between 60 and 90 percent.

2.3 2010 California MUTCD Guidance between Adjacent Segments

The State of California Traffic Manual previously published by the California Department of Transportation previously set guidance on the preparation of Engineering and Traffic Surveys. Section 8-3.3 contained the guidance for establishing speed limits using an Engineering and Traffic Survey, and indicated that the speed limit should normally be established at the first five mile per hour increment below the 85th percentile speed[5]. However, with the change to the 2006 and 2010 California MUTCD, the guidance for establishing speed limits has been modified and the new requirements indicate that "the speed limit shall be established at the nearest 10 km/h (5 mph) increment to the 85th percentile speed of free-flowing traffic.[6]" This change in the guidance for establishing speed limits was incorporated into the analysis and recommendation of speed limits for this study. Both texts note that in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, the pace speed, roadside development and environment, parking practices and pedestrian activity, and collision history. The following are two factors as noted in the 2010 California MUTCD to consider when establishing speed limits between adjacent street segments:

[5] California Department of Transportation, Traffic Manual, Chapter 8, Section 03, Dec 1988.
[6] California Department of Transportation, 2010 California MUTCD, Chapter 2B, page 2B-7, January 21, 2010.

1. **Avoid Short Segments.** Short speed zones of less than ½ mile should be avoided, except in transition areas.
2. **Change in Roadway Conditions or Roadside Development.** Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

2.4 Collision History

The Engineering and Traffic Survey forms summarize the recent collision information for each of the street segments. The collision information was obtained from the California Statewide Integrated Traffic Records System (SWITRS) Report by the City of Agoura Hills from April 1st, 2008 to March 31, 2011. The collisions were reviewed and corridor related collisions (those not related to signalized intersections) were summarized for each segment by Kimley-Horn. Based upon the number of total collisions studied over the 3 year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the 2009 Collision Data on California State Highways as listed in Table 2 (road miles, travel, collisions, collision rates) as listed in Table 2.

Table 2: 2010 California State Highways Collision Rates Based on Accident Data for the years 2008 through 2011

Highway Type	Area	Design Speed	Base Rate
Conventional 2 Lanes or Less	Suburban	<45 mph	2.55
Conventional 2 Lanes or Less	Suburban	45-55 mph	1.55
Conventional 3 Lanes	Suburban	-	1.30
Undivided 4 Lanes	Suburban	≤55	2.00
Divided 4 Lanes	Suburban	≤55	1.60

3.0 RESULTS AND RECOMMENDATIONS

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

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

Table 3: Speed Survey Recommendations

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
1	Agoura Road	West City Limits	Reyes Adobe Road	45	49	41 - 50	9,445	1.12	1.30	45	85th Percentile speed downgraded due to restricted sight distance from horizontal and vertical road curvature and no sidewalks on south side of segment
2	Agoura Road	Reyes Adobe Road	Ladyface Circle	45	46	37 - 46	9,308	0.52	1.60	45	85th Percentile Speed
3	Agoura Road	Ladyface Circle	Kanan Road	45	45	37 - 46	9,316	0.87	1.55	45	85th Percentile Speed
4	Agoura Road	Kanan Road	Palo Comado Canyon Road	45	43	36 - 45	4,719	1.33	1.55	45	85th Percentile Speed
5	Agoura Road	Palo Comado Canyon Road	Liberty Canyon	45	47	40 - 49	5,039	0.38	1.55	45	85th Percentile Speed
6	Canwood Street	West City Limits	Reyes Adobe Road	35	39	30 - 39	5,517	1.02	2.55	35	85th Percentile Speed downgraded due to restricted sight distance from vertical and horizontal road curvature and no sidewalks on south side of segment
7	Canwood Street	Reyes Adobe Road	Kanan Road	40	39	31 - 40	3,166	1.74	2.55	40	85th Percentile Speed
8	Canwood Street	Kanan Road	Derry Avenue	40	39	30 - 39	9,845	1.16	2.55	40	85th Percentile Speed
9	Canwood Street	Derry Avenue	Chesebro Road	40	41	30 - 39	5,224	0.53	2.55	40	85th Percentile Speed
10	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	35/30	36	27 - 36	7,909	1.85	2.55	30	85th Percentile Speed downgraded due to fronting residential area and restricted sight distance due horizontal and vertical road curvature
11	Kanan Road	North City Limits	Laro Drive	45	46	37 - 46	24,420	0.48	1.60	45	85th Percentile Speed
12	Kanan Road	Laro Drive	Thousand Oaks Boulevard	40	42	34 - 43	30,208	2.13	1.60	40	85th Percentile Speed
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	40	41	32 - 41	31,513	1.91	1.60	40	85th Percentile Speed

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
14	Kanan Road	Hillrise Drive	Canwood Street	40	41	34 - 43	25,691	0.90	1.15	40	85th Percentile Speed
15	Kanan Road	Canwood Street	Agoura Road	35	41	34 - 43	25,443	3.90	1.15	35	85th Percentile Speed downgraded due to high collision rate
16	Kanan Road	Agoura Road	South City Limits	35NB 45SB	49	41 - 50	16,390	0.40	2.55	45	85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature
17	Liberty Canyon Road	Agoura Road	Country Glen Road	40	40	32 - 41	4,161	0.00	2.55	40	85th Percentile Speed
18	Palo Comado Canyon Road/ Chesebro Road	Agoura Road	Ventura Freeway	35	33	24-33	4,114	6.76	2.55	35	85TH Percentile Speed
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	40	40	32-41	6,772	1.17	2.00	40	85th Percentile Speed
20	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	40	42	34-43	12,120	0.51	2.00	40	85th Percentile Speed
21	Roadside Drive	Kanan Road	Lewis Street	40	46	37 - 46	6,081	1.57	2.55	40	85th Percentile Speed downgraded due to restricted sight distance from vertical road curvature and no sidewalks on north side of segment
22	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	45	46	38 - 47	12,751	0.61	1.60	45	85th Percentile Speed
23	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place	40	46	38 - 47	13,406	0.32	1.60	40	85th Percentile Speed downgraded due to restricted sight distance from horizontal road curvature
24	Thousand Oaks Boulevard	Buffwood Place	Kanan Road	35	37	27 - 36	13,942	4.35	1.60	35	85th Percentile Speed
25	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	35	35	27 - 36	2,465	3.68	1.30	35	85th Percentile Speed

**** Based on the 2010 Collision Data on California State Highways Manual***

3.1 Segments with Special Conditions

Pursuant to the 2010 California Manual on Uniform Traffic Control Devices (MUTCD) and the California Vehicle Code (CVC), the speed limit should be established at the first five-mile nearest to the 85th Percentile. The following segments surveyed have recommended speed limits that were below the first five-mile nearest to the 85th Percentile speed due to conditions not readily apparent to the driver.

1. Location 1 – Agoura Road from West City limit to Reyes Adobe Road: The existing posted speed limit is 45 mph with 2 through lanes in the westbound direction and 1 lane in the eastbound direction and a daily ADT of 9,445 vehicles. The adjacent land use consists of business office buildings. The 85th percentile is 49 mph, which indicates a speed limit of 50 mph. Due to restricted sight distance from the vertical and horizontal road curvature, light to moderate pedestrian traffic, and no sidewalks on the south side of the segment that may be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, therefore a speed limit of 45 mph is recommended.

2. Location 6 – Canwood Street from West City limit to Reyes Adobe Road: The existing posted speed limit is 35 mph with 1 through lane in each direction and a daily ADT of 5,517 vehicles. The adjacent land use consists of commercial, fronting single family residential and proximity to the freeway. The 85th percentile is 39 mph, which indicates a speed limit of 40 mph. Due to restricted sight distance from vertical and horizontal road curvature, and no sidewalks on the south side of the segment that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, therefore a speed limit of 35 mph is recommended.

3. Location 10 – Driver Avenue/Palo Comado Canyon Road from Argos Street to US 101 Freeway: The existing posted speed limit is 35 MPH from 101 Freeway to Palo Comado Canyon Road and 30 MPH from Palo Comado Canyon Road to Colodny Drive with 1 through lane in each direction and a daily ADT of 7,909 vehicles. The adjacent land use consists of commercial, fronting single family residential and proximity to school. The 85th percentile speed is 36 mph, which indicates a speed limit of 35 mph. Due to restricted sight distance from vertical and horizontal road curvature that may not be readily apparent to unfamiliar drivers, higher than expected collision rate (1.85 compared to the expected collision rate of 1.56) and fronting single family residential, a reduction of 5 mph is justified, therefore a speed limit of 30 mph is being recommended.

4. Location 15 – Kanan Road from Canwood Street to Agoura Road: The existing posted speed limit is 35 mph with 3 through lanes in the southbound direction and 2 through lanes in the northbound direction and a daily ADT of 25,443 vehicles. The adjacent land use consists of commercial area. The 85th percentile is 41 mph, which indicates a speed limit of 40 mph. Due to higher than expected collision rate (3.90 compared to the expected collision rate of 2.51), a reduction of 5 mph is justified therefore a speed limit of 35 mph is recommended.

5. Location 16 – Kanan Road from Agoura Road to South City Limit: The existing posted speed limit is 35 mph in the northbound direction and 45 mph in the southbound direction with 1 through lane in each direction and an ADT of 16,390 vehicles. The adjacent land use consists of empty lots and single family residential. The 85th percentile is 49 mph, which indicates a speed limit of 50 mph. Due to restricted sight distance from vertical and horizontal road curvature that may not be readily apparent to unfamiliar drivers and no sidewalks on either side of the street, a reduction of 5 mph is justified, therefore a speed limit of 45 mph is recommended.

6. Location 21 – Roadside Drive from Kanan Road to Lewis Street: The existing posted speed limit is 40 mph with 1 through lane in each direction and a daily ADT of 6,081 vehicles. The adjacent land use consists of commercial area. The 85th percentile is 46 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical road curvature that may not be readily apparent to unfamiliar drivers and no sidewalks on the north side of segment, a reduction of 5 mph is justified, therefore a speed limit of 40 mph is recommended.

7. Location 23 – Thousand Oaks Boulevard from Reyes Adobe Road to Buffwood Place: The existing posted speed limit is 40 mph with 2 through lanes in each direction and a daily ADT of 13,406 vehicles. The adjacent land use consists of single family residential. The 85th percentile speed is 46 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from horizontal road curvature, a reduction of 5 mph is justified, therefore a speed limit of 40 mph is recommended.

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

1

STREET Agoura Road **CERTIFICATION DATE:**
FROM West City Limits **TO** Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	9:00 AM TO 10:00 AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	45 MPH	85th percentile speed downgraded due to restricted sight distance from vetical and horizontal road curvature and no sidewalks on south side of segment	
85th Percentile Speed	49 MPH		
10 mph Pace Speed	41 TO 50		
Percentage of Vehicles in Pace	87.1%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	170		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	18
Collision Rate (ACC/MVM)	1.12
Expected Collisions (ACC/MVM)	1.30

TRAFFIC FACTORS

Average Daily Traffic	9,445	**Date Counted**	4/12/2011
Number of Lanes	3		
Type of Traffic Control	Signalized at Reyes Adobe Road and Lindero Canyon Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Minimal		
On-Street Parking	No on-street parking		
Sidewalks?	At north side of street only		
Driveways?	Moderate on north side of street only		

ROADWAY FACTORS

Length of Segment	7,575'
Width	52'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	No
Adjacent Land Use	Business Office

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

		TE 2531
Sri Chakravarthy	**Date**	**State Registration Number**

CITY OF AGOURA HILLS

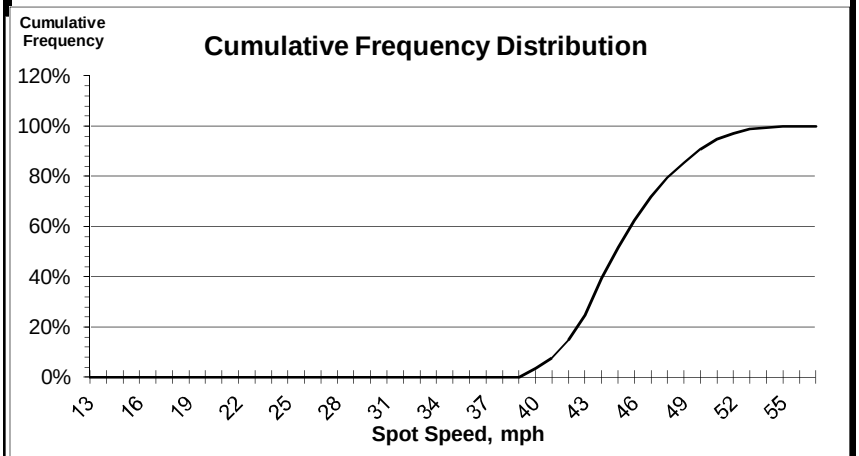
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Agoura Road
Spt.Spd. Location: West City Limits to Reyes Adobe *Ref. # 01*

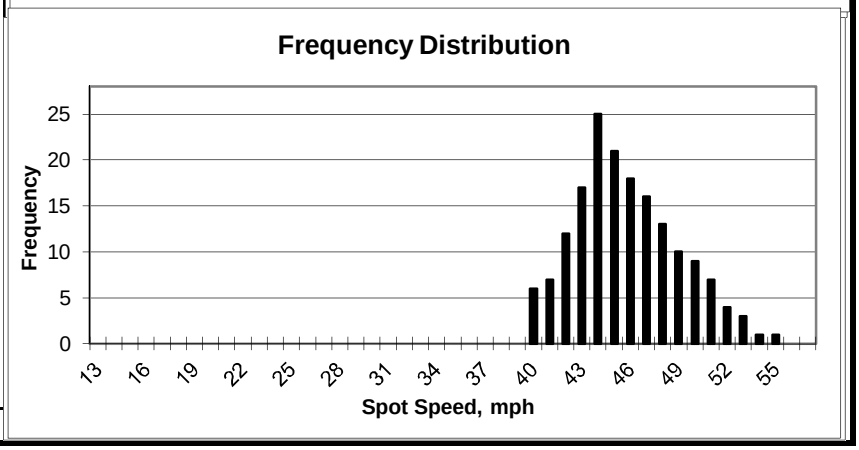
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	0	0.00%	0.00%
35	0	0.00%	0.00%
36	0	0.00%	0.00%
37	0	0.00%	0.00%
38	0	0.00%	0.00%
39	0	0.00%	0.00%
40	6	3.53%	3.53%
41	7	4.12%	7.65%
42	12	7.06%	14.71%
43	17	10.00%	24.71%
44	25	14.71%	39.41%
45	21	12.35%	51.76%
46	18	10.59%	62.35%
47	16	9.41%	71.76%
48	13	7.65%	79.41%
49	10	5.88%	85.29%
50	9	5.29%	90.59%
51	7	4.12%	94.71%
52	4	2.35%	97.06%
53	3	1.76%	98.82%
54	1	0.59%	99.41%
55	1	0.59%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	170	100%	

Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	9:00 AM	**To**	10:00 AM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	43
50th Percentile:	45
85th Percentile:	49
10 Mile Pace:	41 to 50
% of Samples in 10-Mile Pace:	87.06%
# in 10 MPH pace:	148
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

2

STREET Agoura Road **CERTIFICATION DATE:**
FROM Reyes Adobe Road **TO** Ladyface Circle

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	10:00 AM TO 11:00 AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	41 MPH	85th percentile speed	
85th Percentile Speed	46 MPH		
10 mph Pace Speed	37 TO 46		
Percentage of Vehicles in Pace	74.7%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	162		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	8
Collision Rate (ACC/MVM)	0.52
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	9,308	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Reyes Adobe Road and Ladyface Circle		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Minimal		
On-Street Parking	No on-street parking		
Sidewalks?	Yes, on both sides of street		
Driveways?	Moderate on north side, minimal on south side of street		

ROADWAY FACTORS

Length of Segment	5,960'
Width	65'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Only near signalized intersections
Adjacent Land Use	Business Office

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

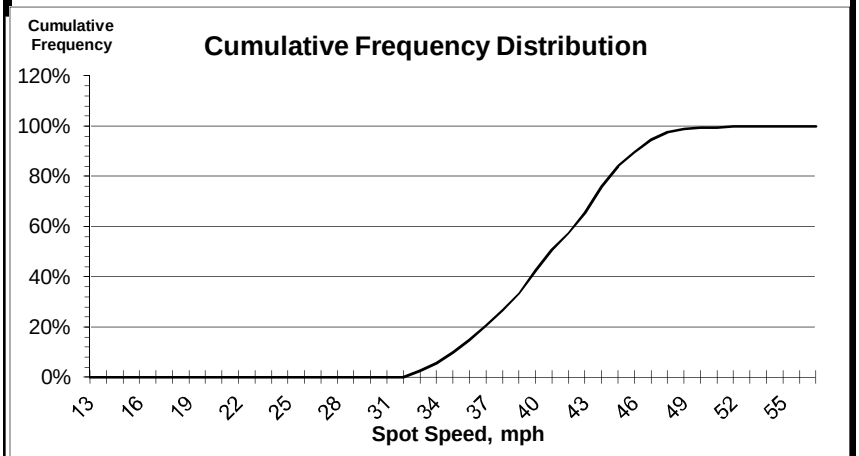
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Agoura Road
Spt.Spd. Location: Reyes Adobe Road to Ladyface Circle *Ref. # 02*

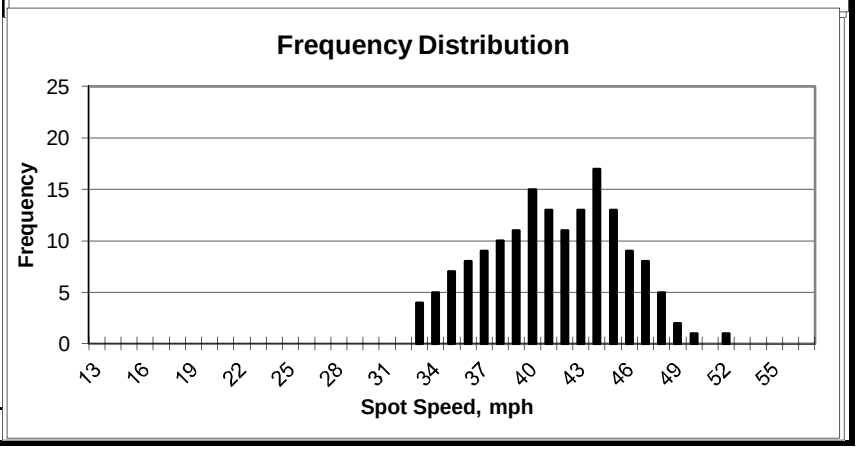
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	4	2.47%	2.47%
34	5	3.09%	5.56%
35	7	4.32%	9.88%
36	8	4.94%	14.81%
37	9	5.56%	20.37%
38	10	6.17%	26.54%
39	11	6.79%	33.33%
40	15	9.26%	42.59%
41	13	8.02%	50.62%
42	11	6.79%	57.41%
43	13	8.02%	65.43%
44	17	10.49%	75.93%
45	13	8.02%	83.95%
46	9	5.56%	89.51%
47	8	4.94%	94.44%
48	5	3.09%	97.53%
49	2	1.23%	98.77%
50	1	0.62%	99.38%
51	0	0.00%	99.38%
52	1	0.62%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	162	100%	

Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	10:00 AM	**To**	11:00 AM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial / Residential		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	37
50th Percentile:	41
85th Percentile:	46
10 Mile Pace:	37 to 46
% of Samples in 10-Mile Pace:	74.69%
# in 10 MPH pace:	121
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

3

STREET Agoura Road **CERTIFICATION DATE:**
FROM Ladyface Circle **TO** Kanan Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	10:00 AM TO 11:00 AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	42 MPH	85th percentile speed	
85th Percentile Speed	45 MPH		
10 mph Pace Speed	37 TO 46		
Percentage of Vehicles in Pace	88.1%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	168		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	22
Collision Rate (ACC/MVM)	0.87
Expected Collisions (ACC/MVM)	1.55

TRAFFIC FACTORS

Average Daily Traffic	9,316	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Ladyface Circle and Kanan Road		
Crosswalks?	At signalized intersections. School crossing sign - no crosswalk		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Sidewalk only for approximately 1500' on north side of street and 295' on south side.		
Driveways?	Moderate		

ROADWAY FACTORS

Length of Segment	4,159'
Width	38' (Varies)
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good
Lighting	No
Adjacent Land Use	Business Office and empty land

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

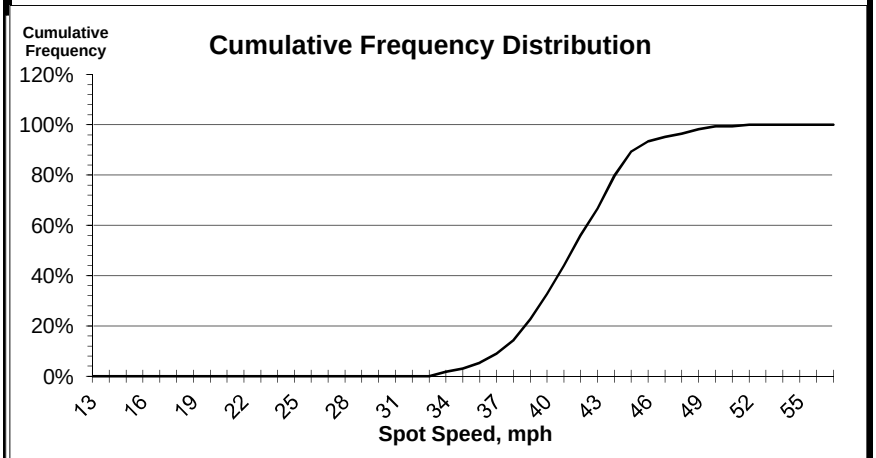
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Agoura Road
Spt.Spd. Location: Ladyface Circle to Kanan Road *Ref. # 03*

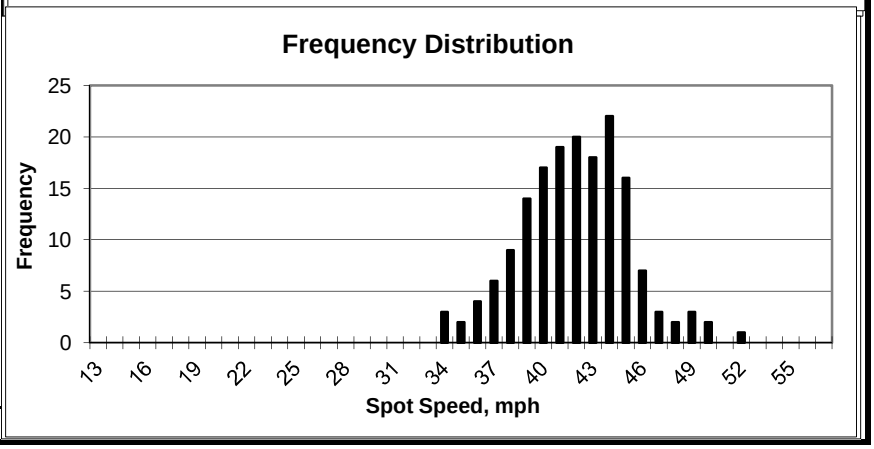
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	3	1.79%	1.79%
35	2	1.19%	2.98%
36	4	2.38%	5.36%
37	6	3.57%	8.93%
38	9	5.36%	14.29%
39	14	8.33%	22.62%
40	17	10.12%	32.74%
41	19	11.31%	44.05%
42	20	11.90%	55.95%
43	18	10.71%	66.67%
44	22	13.10%	79.76%
45	16	9.52%	89.29%
46	7	4.17%	93.45%
47	3	1.79%	95.24%
48	2	1.19%	96.43%
49	3	1.79%	98.21%
50	2	1.19%	99.40%
51	0	0.00%	99.40%
52	1	0.60%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	168	100%	

Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	10:00 AM	**To**	11:00 AM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	39
50th Percentile:	42
85th Percentile:	45
10 Mile Pace:	37 to 46
% of Samples in 10-Mile Pace:	88.10%
# in 10 MPH pace:	148
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

4

STREET Agoura Road
FROM Kanan Road
CERTIFICATION DATE:
TO Palo Comado Canyon Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	11:00 AM TO 12:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	40 MPH	85th percentile speed	
85th Percentile Speed	43 MPH		
10 mph Pace Speed	36 TO 45		
Percentage of Vehicles in Pace	90.7%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	151		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	17
Collision Rate (ACC/MVM)	1.33
Expected Collisions (ACC/MVM)	1.55

TRAFFIC FACTORS

Average Daily Traffic	4,719	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road; 2-way stop at Lewis Place and Vejar Drive; 4-way stop at Cornell Road		
Crosswalks?	At Kanan Road and Chesebro Road/Palo Comado Canyon Road		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	Yes		
Sidewalks?	On south side of street only. No sidewalk east of Kanan Road		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	6,897'
Width	36' (Varies
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good; rough road in some areas
Lighting	No
Adjacent Land Use	Business on north side and residential on south side

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

		TE 2531
Sri Chakravarthy	**Date**	**State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Agoura Road
Spt.Spd. Location: Kanan Road to Palo Comado Canyon Road *Ref. # 04*

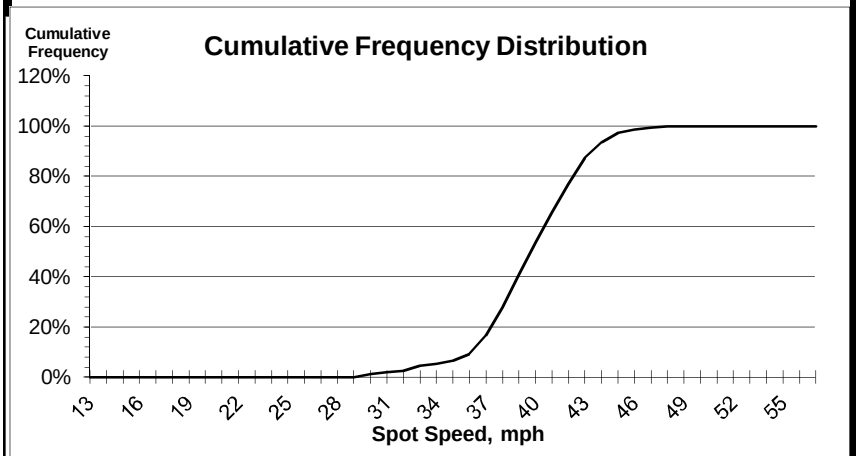
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	2	1.32%	1.32%
31	1	0.66%	1.99%
32	1	0.66%	2.65%
33	3	1.99%	4.64%
34	1	0.66%	5.30%
35	2	1.32%	6.62%
36	4	2.65%	9.27%
37	11	7.28%	16.56%
38	17	11.26%	27.81%
39	20	13.25%	41.06%
40	19	12.58%	53.64%
41	18	11.92%	65.56%
42	17	11.26%	76.82%
43	16	10.60%	87.42%
44	9	5.96%	93.38%
45	6	3.97%	97.35%
46	2	1.32%	98.68%
47	1	0.66%	99.34%
48	1	0.66%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	151	100%	

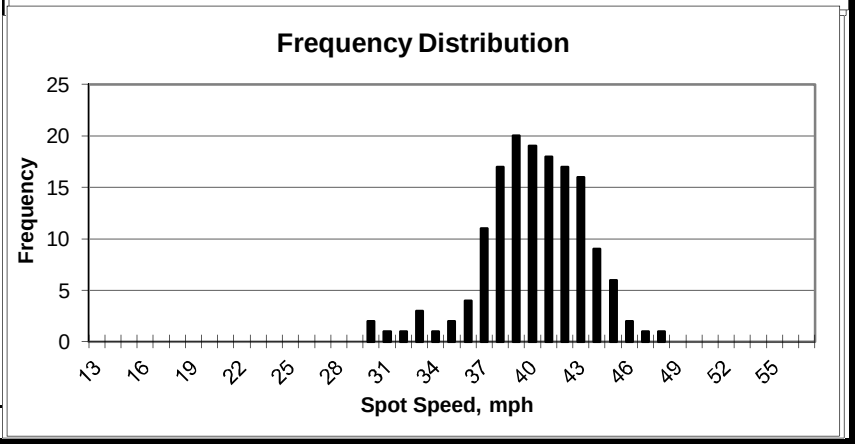
Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	11:00 AM	**To**	12:00 PM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial / Residential		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	37
50th Percentile:	40
85th Percentile:	43
10 Mile Pace:	36 to 45
% of Samples in 10-Mile Pace:	90.73%
# in 10 MPH pace:	137

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

5

STREET Agoura Road **CERTIFICATION DATE:**
FROM Palo Comado Canyon Road **TO** Liberty Canyon Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	12:00 PM TO 1:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	44 MPH	85th percentile speed	
85th Percentile Speed	47 MPH		
10 mph Pace Speed	40 TO 49		
Percentage of Vehicles in Pace	80.2%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	187		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.38
Expected Collisions (ACC/MVM)	1.55

TRAFFIC FACTORS

Average Daily Traffic	5,039	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Palo Comado and Liberty Canyon; 1-way stop at Calle Montecillo		
Crosswalks?	At Palo Comado Canyon Road/Chesebro Road and Liberty Canyon Road		
Pedestrian Traffic	No		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	Only for a portion of segment		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	5,026'
Width	54' (Varies)
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median at eas end of Liberty Canyon Road. No median to Palo Comado.
Lighting	Only near Liberty Canyon Road
Adjacent Land Use	Residential

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Agoura Road
Spt.Spd. Location: Palo Comado Canyon Road to Liberty Canyon Road *Ref. # 05*

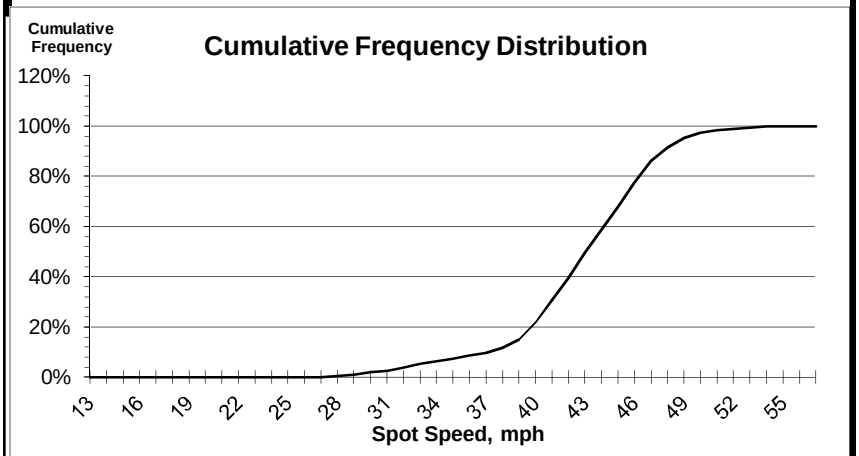
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	1	0.53%	0.53%
29	1	0.53%	1.07%
30	2	1.07%	2.14%
31	1	0.53%	2.67%
32	2	1.07%	3.74%
33	3	1.60%	5.35%
34	2	1.07%	6.42%
35	2	1.07%	7.49%
36	2	1.07%	8.56%
37	2	1.07%	9.63%
38	4	2.14%	11.76%
39	6	3.21%	14.97%
40	13	6.95%	21.93%
41	16	8.56%	30.48%
42	17	9.09%	39.57%
43	19	10.16%	49.73%
44	17	9.09%	58.82%
45	17	9.09%	67.91%
46	18	9.63%	77.54%
47	16	8.56%	86.10%
48	10	5.35%	91.44%
49	7	3.74%	95.19%
50	4	2.14%	97.33%
51	2	1.07%	98.40%
52	1	0.53%	98.93%
53	1	0.53%	99.47%
54	1	0.53%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	187	100%	

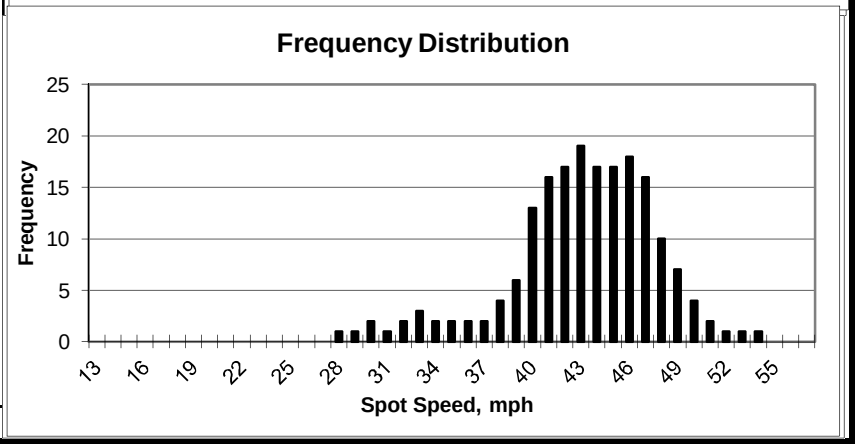
Date: 4/19/2011 **Day:** Tuesday
Weather: Dry, clear
Hours: 12:00 PM **To** 1:00 PM
Recorder: DB
Posted Speed: 45 mph
Channelization: Skip dash 2 way traffic
Street Width: N/A
Comm./Resid.: Residential
DIRECTION: Eastbound / Westbound combined

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	40
50th Percentile:	44
85th Percentile:	47
10 Mile Pace:	40 to 49
% of Samples in 10-Mile Pace:	80.21%
# in 10 MPH pace:	150

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

6

STREET Canwood Street
FROM West City Limit
CERTIFICATION DATE:
TO Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/19/2011
Time of Speed Survey	1:00 PM TO 2:00 PM
50th Percentile Speed (Mean Speed)	35 MPH
85th Percentile Speed	39 MPH
10 mph Pace Speed	30 TO 39
Percentage of Vehicles in Pace	75.9%
Number of Survey Samples	174

Posted Speed Limit 35 MPH

Speed Justification

85th percentile speed downgraded due to restricted sight distance from vertical and horizontal road curvature, multiple driveways and no sidewalks on south side of segment

Recommended Speed Limit **35 MPH**

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	1.02
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	5,517
Number of Lanes	2
Type of Traffic Control	Signalized at Reyes Adobe Road
Crosswalks?	At Reyes Adobe Road
Pedestrian Traffic	Moderate
Truck Traffic	None present
On-Street Parking	Yes. On both sides of street
Sidewalks?	On north side only.
Driveways?	Multiple on north side only

Date Counted 4/12/2011

ROADWAY FACTORS

Length of Segment	3,440'
Width	43'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Restriction due to road curvature
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential, commercial, freeway adjacent

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Canwood Street
Spt.Spd. Location: West City Limits to Reyes Adobe Road *Ref. # 06*

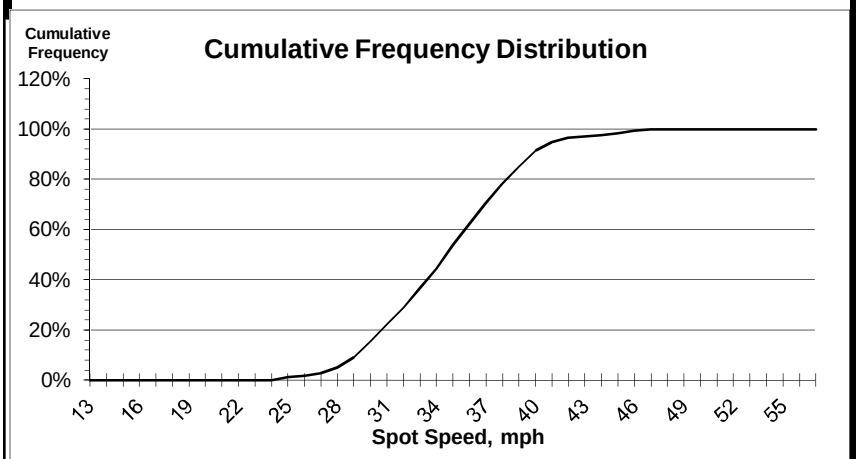
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	2	1.15%	1.15%
26	1	0.57%	1.72%
27	2	1.15%	2.87%
28	4	2.30%	5.17%
29	7	4.02%	9.20%
30	11	6.32%	15.52%
31	12	6.90%	22.41%
32	11	6.32%	28.74%
33	14	8.05%	36.78%
34	13	7.47%	44.25%
35	17	9.77%	54.02%
36	14	8.05%	62.07%
37	15	8.62%	70.69%
38	13	7.47%	78.16%
39	12	6.90%	85.06%
40	11	6.32%	91.38%
41	6	3.45%	94.83%
42	3	1.72%	96.55%
43	1	0.57%	97.13%
44	1	0.57%	97.70%
45	1	0.57%	98.28%
46	2	1.15%	99.43%
47	1	0.57%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	174	100%	

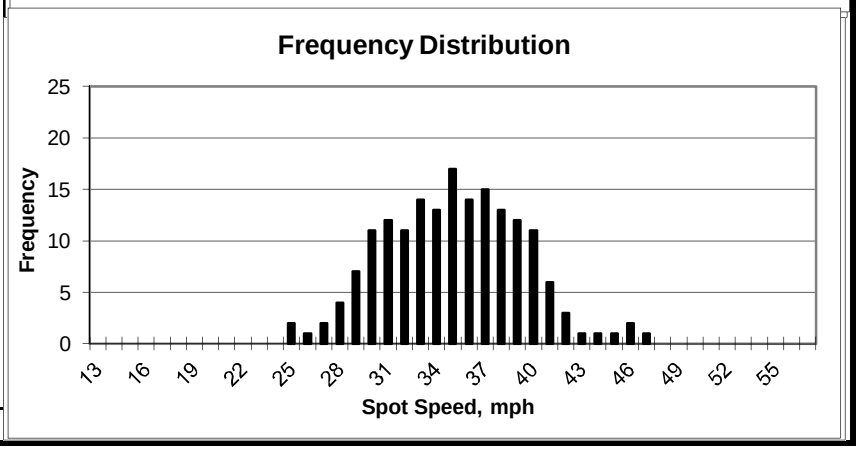
Date: 4/19/2011 **Day:** Tuesday
Weather: Dry, clear
Hours: 1:00 PM **To** 2:00 PM
Recorder: DB
Posted Speed: 35 mph
Channelization: Skip dash 2 way traffic
Street Width: N/A
Comm./Resid.: Residential
DIRECTION: Eastbound / Westbound combined

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	30		
50th Percentile:	35		
85th Percentile:	39		
10 Mile Pace:	30	to	39
% of Samples in 10-Mile Pace:	75.86%		
# in 10 MPH pace:	132		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

7

STREET Canwood Street **CERTIFICATION DATE:**
FROM Reyes Adobe Road **TO** Kanan Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	36 MPH	85th percentile speed	
85th Percentile Speed	39 MPH		
10 mph Pace Speed	31 TO 40		
Percentage of Vehicles in Pace	90.7%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	162		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	12
Collision Rate (ACC/MVM)	1.74
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	3,166	**Date Counted**	4/13/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Reyes Adobe Road and Kanan Road; 3-way stop at Forest Cove Lane		
Crosswalks?	At Reyes Adobe Road and Kanan Road		
Pedestrian Traffic	None present		
Truck Traffic	None present		
On-Street Parking	On both sides east of Forest Cove Lane		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	6,138'
Width	36'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential, commercial

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

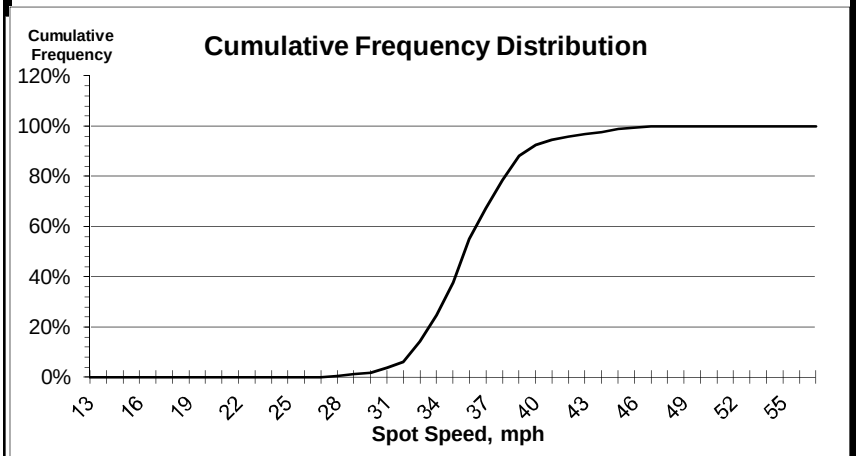
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Canwood Street
Spt.Spd. Location: Reyes Adobe Road to Kanan Road *Ref. # 07*

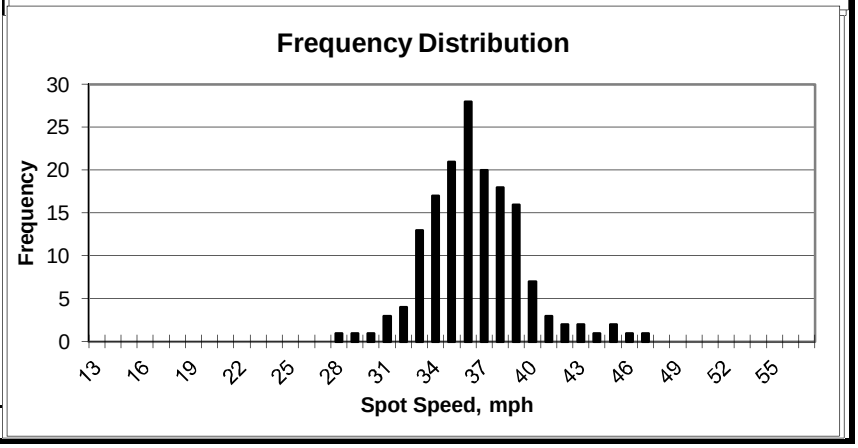
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	1	0.62%	0.62%
29	1	0.62%	1.23%
30	1	0.62%	1.85%
31	3	1.85%	3.70%
32	4	2.47%	6.17%
33	13	8.02%	14.20%
34	17	10.49%	24.69%
35	21	12.96%	37.65%
36	28	17.28%	54.94%
37	20	12.35%	67.28%
38	18	11.11%	78.40%
39	16	9.88%	88.27%
40	7	4.32%	92.59%
41	3	1.85%	94.44%
42	2	1.23%	95.68%
43	2	1.23%	96.91%
44	1	0.62%	97.53%
45	2	1.23%	98.77%
46	1	0.62%	99.38%
47	1	0.62%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	162	100%	

Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	2:00 PM	**To**	3:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	34
50th Percentile:	36
85th Percentile:	39
10 Mile Pace:	31 to 40
% of Samples in 10-Mile Pace:	90.74%
# in 10 MPH pace:	147
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

8

STREET Canwood Street **CERTIFICATION DATE:**
FROM Kanan Road **TO** Derry Avenue

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	34 MPH	85th percentile speed	
85th Percentile Speed	39 MPH		
10 mph Pace Speed	30 TO 39		
Percentage of Vehicles in Pace	76.1%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	201		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	14
Collision Rate (ACC/MVM)	1.16
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	9,845	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road ; 1-way stop at Derry Avenue		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	None present		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	On south side of street only		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	4,226'
Width	28'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Some rough road areas
Lighting	Yes
Adjacent Land Use	Commercial, freeway adjacent

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

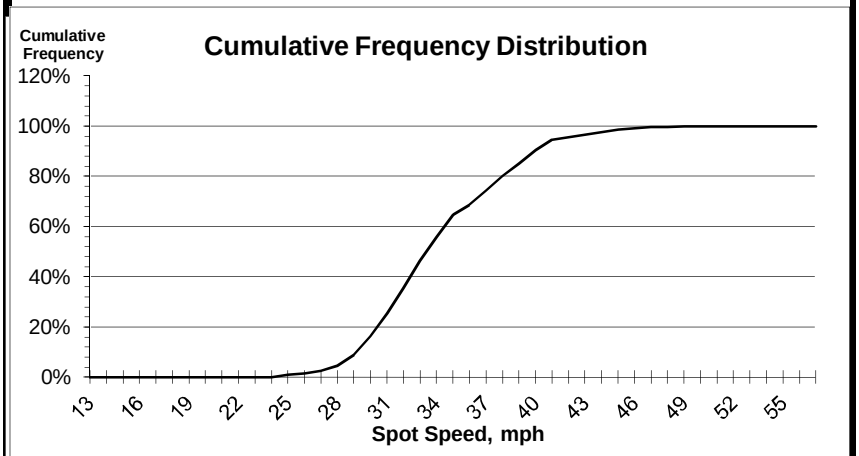
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Canwood Street
Spt.Spd. Location: Kanan Road to Derry Avenue *Ref. # 08*

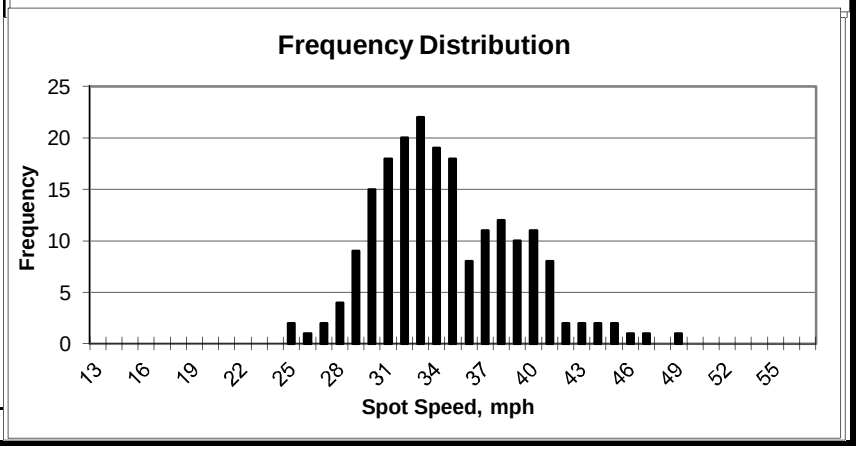
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	2	1.00%	1.00%
26	1	0.50%	1.49%
27	2	1.00%	2.49%
28	4	1.99%	4.48%
29	9	4.48%	8.96%
30	15	7.46%	16.42%
31	18	8.96%	25.37%
32	20	9.95%	35.32%
33	22	10.95%	46.27%
34	19	9.45%	55.72%
35	18	8.96%	64.68%
36	8	3.98%	68.66%
37	11	5.47%	74.13%
38	12	5.97%	80.10%
39	10	4.98%	85.07%
40	11	5.47%	90.55%
41	8	3.98%	94.53%
42	2	1.00%	95.52%
43	2	1.00%	96.52%
44	2	1.00%	97.51%
45	2	1.00%	98.51%
46	1	0.50%	99.00%
47	1	0.50%	99.50%
48	0	0.00%	99.50%
49	1	0.50%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	201	100%	

Date:	4/19/2011	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	2:00 PM	**To**	3:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound / Westbound combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	30
50th Percentile:	34
85th Percentile:	39
10 Mile Pace:	30 to 39
% of Samples in 10-Mile Pace:	76.12%
# in 10 MPH pace:	153
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

9

STREET Canwood Street **CERTIFICATION DATE:**
FROM Derry Avenue **TO** Chesebro Road

SPEED FACTORS

Date of Speed Survey	4/19/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	3:00 PM TO 4:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	36 MPH	85th percentile speed	
85th Percentile Speed	41 MPH		
10 mph Pace Speed	30 TO 39		
Percentage of Vehicles in Pace	66.5%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	215		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.53
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	5,224	**Date Counted**	4/13/2011
Number of Lanes	2		
Type of Traffic Control	Stop-controlled at Chesebro Road and Derry Avenue		
Crosswalks?	At Colodny Drive only		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	Yes, on both sides of street		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	3,467'
Width	36'
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential, vacant land, adjacent to freeway and commercail east of Lewist Street

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

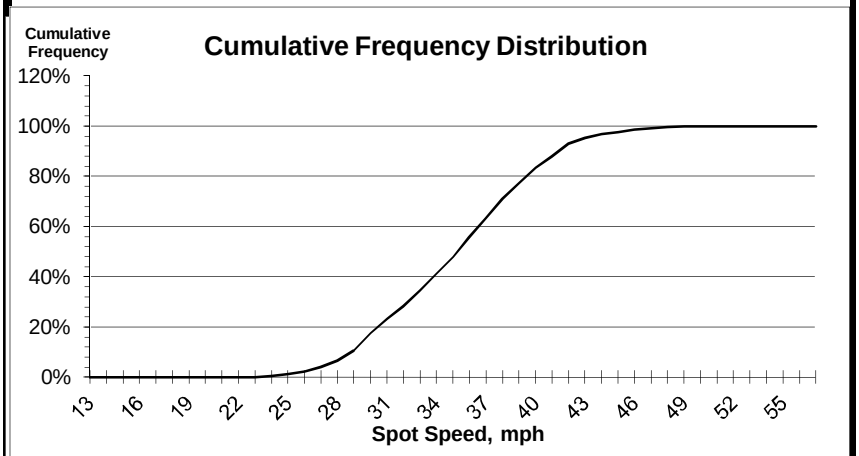
CITY OF AGOURA HILLS

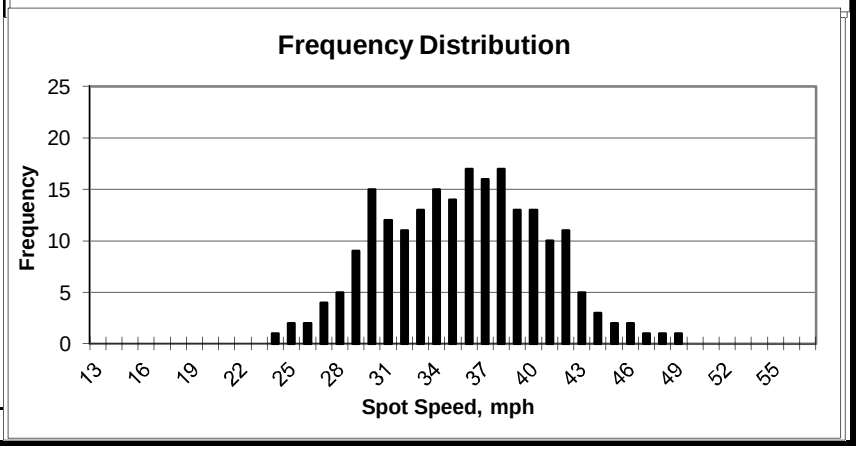
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Canwood Street
Spt.Spd. Location: Derry Avenue to Chesebro Road *Ref. # 09*

Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	1	0.47%	0.47%
25	2	0.93%	1.40%
26	2	0.93%	2.33%
27	4	1.86%	4.19%
28	5	2.33%	6.51%
29	9	4.19%	10.70%
30	15	6.98%	17.67%
31	12	5.58%	23.26%
32	11	5.12%	28.37%
33	13	6.05%	34.42%
34	15	6.98%	41.40%
35	14	6.51%	47.91%
36	17	7.91%	55.81%
37	16	7.44%	63.26%
38	17	7.91%	71.16%
39	13	6.05%	77.21%
40	13	6.05%	83.26%
41	10	4.65%	87.91%
42	11	5.12%	93.02%
43	5	2.33%	95.35%
44	3	1.40%	96.74%
45	2	0.93%	97.67%
46	2	0.93%	98.60%
47	1	0.47%	99.07%
48	1	0.47%	99.53%
49	1	0.47%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	215	100%	

Date:	4/19/2011	**Day:**	Tuesday	
Weather:	Dry, clear			
Hours:	3:00 PM	**To**	4:00 PM	
Recorder:	DB			
Posted Speed:	40 mph			
Channelization:	Skip dash 2 way traffic			
Street Width:	N/A			
Comm./Resid.:	Commercial / Residential			
DIRECTION:	Eastbound / Westbound combined			

DATA ANALYSIS:			
Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	30		
50th Percentile:	36		
85th Percentile:	41		
10 Mile Pace:	30	to	39
% of Samples in 10-Mile Pace:	66.51%		
# in 10 MPH pace:	143		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

10

STREET Driver Avenue/Palo Comado Canyon Road **CERTIFICATION DATE:**
FROM Argos Street **TO** US 101 Freeway

SPEED FACTORS

Date of Speed Survey	4/20/2011
Time of Speed Survey	9:00 AM TO 10:00 AM
50th Percentile Speed (Mean Speed)	31 MPH
85th Percentile Speed	36 MPH
10 mph Pace Speed	27 TO 36
Percentage of Vehicles in Pace	69.4%
Number of Survey Samples	170

Posted Speed Limit 35 MPH From Fwy to Palo Comado
30 MPH from P.Comado to Colodny Drive

Speed Justification
85th percentile speed downgraded due to fronting residential area and vertical and horizontal road curvature

Recommended Speed Limit **30 MPH**

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	39
Collision Rate (ACC/MVM)	1.85
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	7,909
Number of Lanes	2
Type of Traffic Control	Stop controlled at Chesebro Road
Crosswalks?	At Conejo View Drive and Freeway; horse-crossing sign at crosswalk.
Pedestrian Traffic	Minimal
Truck Traffic	Yes
On-Street Parking	No parking at Palo Comado Road; parking allowed on Driver Avenue
Sidewalks?	On both sides along Driver Avenue; No sidewalk along Palo Comado Road
Driveways?	Minimal

Date Counted 4/12/2011

ROADWAY FACTORS

Length of Segment	6,271'
Width	38'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Some rough road areas
Lighting	No
Adjacent Land Use	Residential, commercial, school, freeway, and empty land

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Driver Avenue / Palo Comado Canyon Road
Spt.Spd. Location: Argos Street to US 101 Freeway *Ref. # 10*

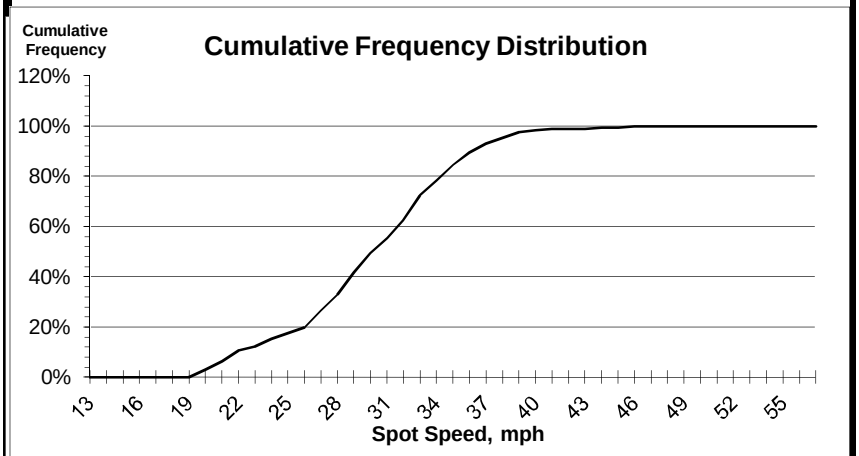
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	5	2.94%	2.94%
21	6	3.53%	6.47%
22	7	4.12%	10.59%
23	3	1.76%	12.35%
24	5	2.94%	15.29%
25	4	2.35%	17.65%
26	4	2.35%	20.00%
27	11	6.47%	26.47%
28	11	6.47%	32.94%
29	15	8.82%	41.76%
30	13	7.65%	49.41%
31	10	5.88%	55.29%
32	12	7.06%	62.35%
33	17	10.00%	72.35%
34	10	5.88%	78.24%
35	11	6.47%	84.71%
36	8	4.71%	89.41%
37	6	3.53%	92.94%
38	4	2.35%	95.29%
39	4	2.35%	97.65%
40	1	0.59%	98.24%
41	1	0.59%	98.82%
42	0	0.00%	98.82%
43	0	0.00%	98.82%
44	1	0.59%	99.41%
45	0	0.00%	99.41%
46	1	0.59%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	170	100%	

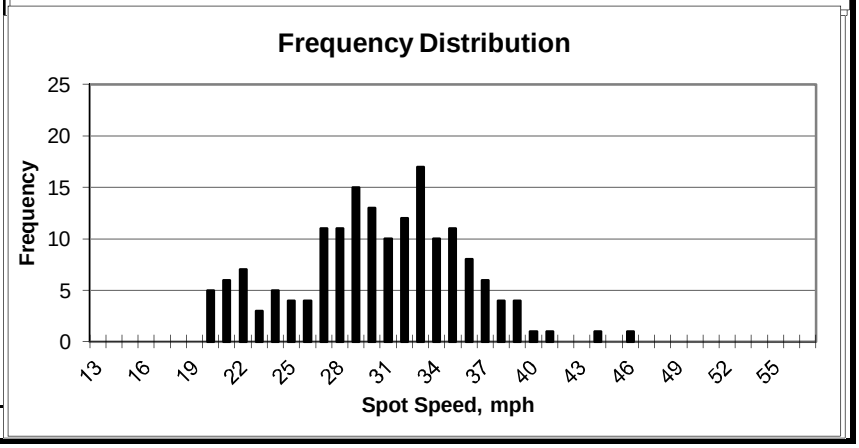
Date: 4/20/2011 **Day:** Wednesday
Weather: Dry, clear
Hours: 9:00 AM **To** 10:00 AM
Recorder: DB
Posted Speed: 30 mph
Channelization: Skip dash 2 way traffic
Street Width: N/A
Comm./Resid.: Commercial / Residential
DIRECTION: Northbound / Southbound combined

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	24
50th Percentile:	31
85th Percentile:	36
10 Mile Pace:	27 to 36
% of Samples in 10-Mile Pace:	69.41%
# in 10 MPH pace:	118

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

11

STREET Kanan Road **CERTIFICATION DATE:**
FROM North City Limit **TO** Laro Drive

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	10:00 AM TO 11:00 AM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	41 MPH	85th percentile speed limit	
85th Percentile Speed	46 MPH		
10 mph Pace Speed	37 TO 46		
Percentage of Vehicles in Pace	75.6%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	180		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	17
Collision Rate (ACC/MVM)	0.48
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	24,420	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Fountainwood Street, Eagleton Street, and Laro Drive		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Moderate		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	2,459'
Width	78'
Vertical Curve	Slight vertical curvature
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential, school, park

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: North City Limits to Laro Drive *Ref. # 11*

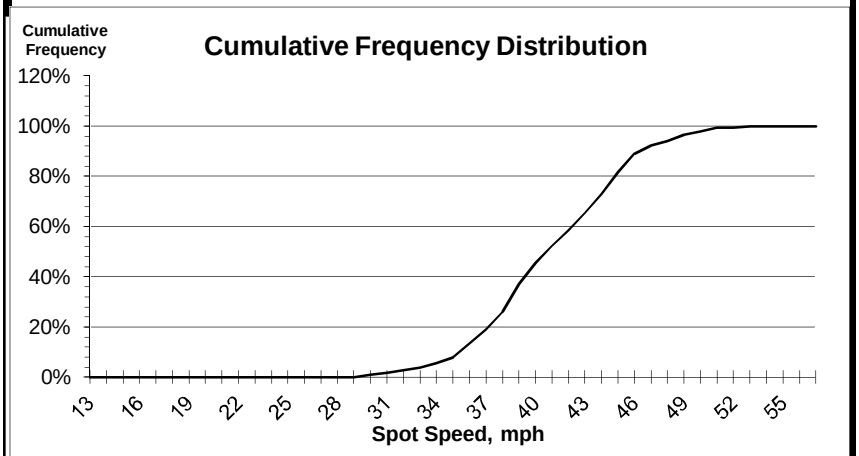
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	2	1.11%	1.11%
31	1	0.56%	1.67%
32	2	1.11%	2.78%
33	2	1.11%	3.89%
34	3	1.67%	5.56%
35	4	2.22%	7.78%
36	10	5.56%	13.33%
37	10	5.56%	18.89%
38	13	7.22%	26.11%
39	20	11.11%	37.22%
40	15	8.33%	45.56%
41	12	6.67%	52.22%
42	11	6.11%	58.33%
43	13	7.22%	65.56%
44	13	7.22%	72.78%
45	16	8.89%	81.67%
46	13	7.22%	88.89%
47	6	3.33%	92.22%
48	3	1.67%	93.89%
49	5	2.78%	96.67%
50	2	1.11%	97.78%
51	3	1.67%	99.44%
52	0	0.00%	99.44%
53	1	0.56%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	180	100%	

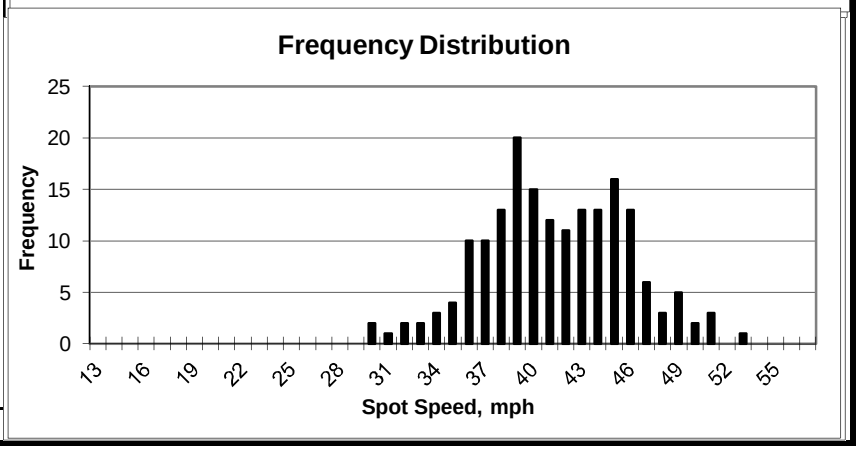
Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	10:00 AM	**To**	11:00 AM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	37		
50th Percentile:	41		
85th Percentile:	46		
10 Mile Pace:	37	to	46
% of Samples in 10-Mile Pace:	75.56%		
# in 10 MPH pace:	136		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

12

STREET Kanan Road
FROM Laro Drive
CERTIFICATION DATE:
TO Thousand Oaks Boulevard

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:00 AM TO 12:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	39 MPH	85th percentile speed	
85th Percentile Speed	42 MPH		
10 mph Pace Speed	34 TO 43		
Percentage of Vehicles in Pace	81.5%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	178		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	45
Collision Rate (ACC/MVM)	2.13
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	30,208	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Laro Drive and Thousand Oaks Boulevard		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Moderate		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple drives on west side only		

ROADWAY FACTORS

Length of Segment	2,024'
Width	78'
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential, commercial

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: Laro Drive to Thousand Oaks Boulevard *Ref. # 12*

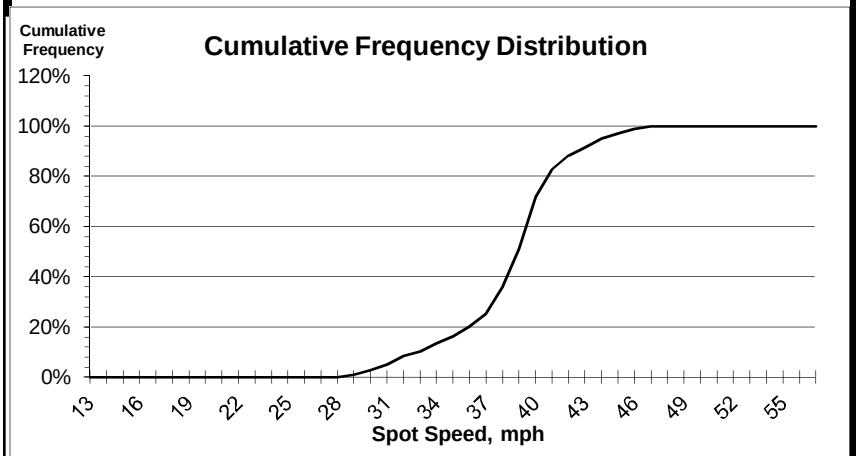
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	2	1.12%	1.12%
30	3	1.69%	2.81%
31	4	2.25%	5.06%
32	6	3.37%	8.43%
33	3	1.69%	10.11%
34	6	3.37%	13.48%
35	5	2.81%	16.29%
36	7	3.93%	20.22%
37	9	5.06%	25.28%
38	19	10.67%	35.96%
39	27	15.17%	51.12%
40	37	20.79%	71.91%
41	19	10.67%	82.58%
42	10	5.62%	88.20%
43	6	3.37%	91.57%
44	6	3.37%	94.94%
45	4	2.25%	97.19%
46	3	1.69%	98.88%
47	2	1.12%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	178	100%	

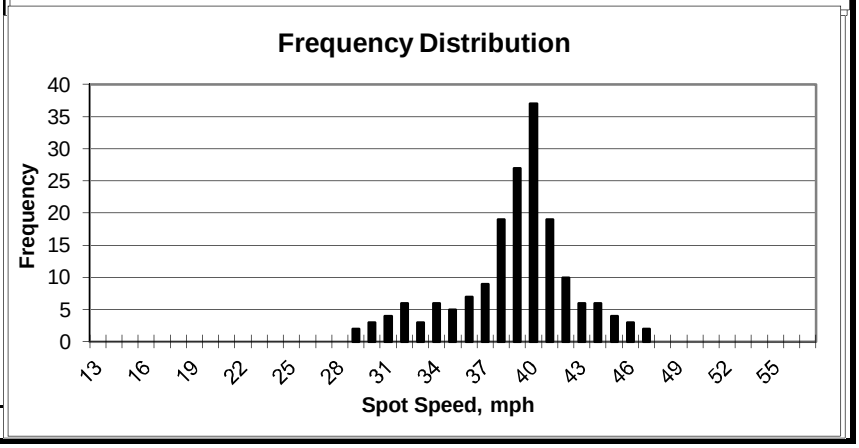
Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	11:00 AM	**To**	12:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial / Residential		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	35		
50th Percentile:	39		
85th Percentile:	42		
10 Mile Pace:	34	to	43
% of Samples in 10-Mile Pace:	81.46%		
# in 10 MPH pace:	145		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

13

STREET Kanan Road **CERTIFICATION DATE:**
FROM Thousand Oaks Boulevard **TO** Hillrise Drive

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:00 AM TO 12:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 MPH	85th percentile speed	
85th Percentile Speed	41 MPH		
10 mph Pace Speed	32 TO 41		
Percentage of Vehicles in Pace	76.5%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	179		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	31
Collision Rate (ACC/MVM)	1.91
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	31,513	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Thousand Oaks Boulevard and Hillrise Drive		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple driveways on west side of street. None on east side		

ROADWAY FACTORS

Length of Segment	1,364'
Width	78'
Vertical Curve	Minimal
Horizontal Curve	Minimal
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential on east side, commercial on west side

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

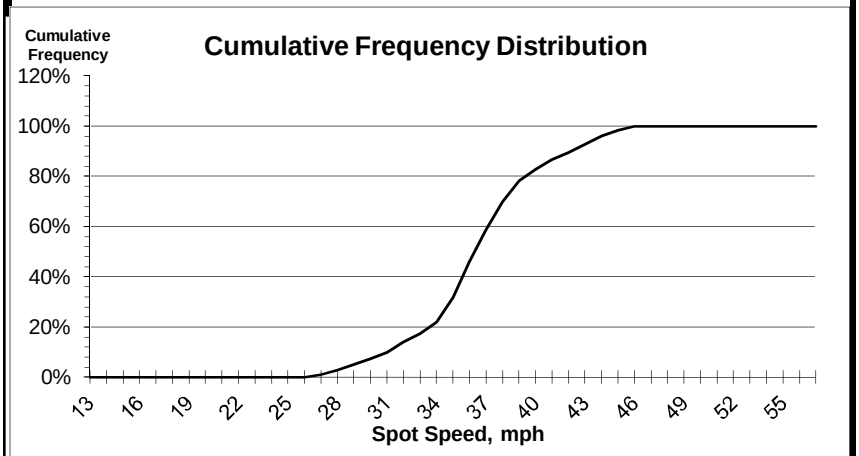
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: Thousand Oaks Boulevard to Hillrise Drive *Ref. # 13*

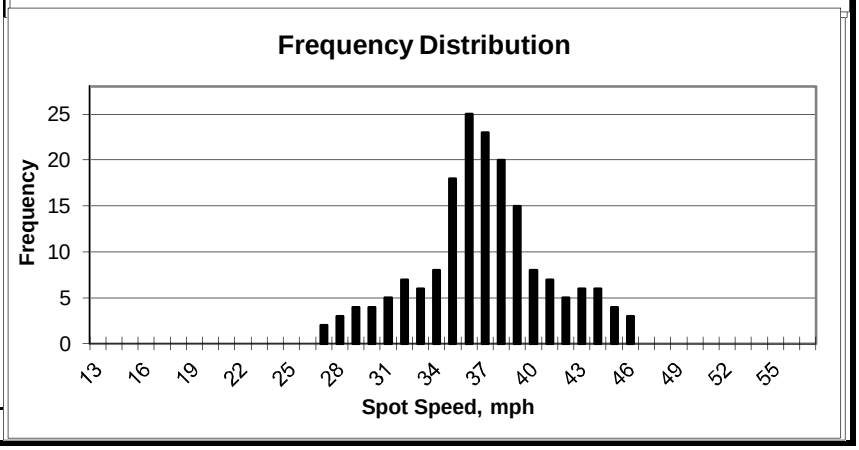
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	2	1.12%	1.12%
28	3	1.68%	2.79%
29	4	2.23%	5.03%
30	4	2.23%	7.26%
31	5	2.79%	10.06%
32	7	3.91%	13.97%
33	6	3.35%	17.32%
34	8	4.47%	21.79%
35	18	10.06%	31.84%
36	25	13.97%	45.81%
37	23	12.85%	58.66%
38	20	11.17%	69.83%
39	15	8.38%	78.21%
40	8	4.47%	82.68%
41	7	3.91%	86.59%
42	5	2.79%	89.39%
43	6	3.35%	92.74%
44	6	3.35%	96.09%
45	4	2.23%	98.32%
46	3	1.68%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	179	100%	

Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	11:00 AM	**To**	12:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial / Residential		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	33		
50th Percentile:	37		
85th Percentile:	41		
10 Mile Pace:	32	to	41
% of Samples in 10-Mile Pace:	76.54%		
# in 10 MPH pace:	137		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

14

STREET Kanan Road **CERTIFICATION DATE:**
FROM Hillrise Drive **TO** Canwood Street

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	12:00 PM TO 1:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	38 MPH	85th percentile speed	
85th Percentile Speed	41 MPH		
10 mph Pace Speed	34 TO 43		
Percentage of Vehicles in Pace	85.1%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	154		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	26
Collision Rate (ACC/MVM)	0.90
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	25,691	**Date Counted**	4/12/2011
Number of Lanes	5		
Type of Traffic Control	Signalized at Hillrise Drive and Canwood Street		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	2-hour parking from Canwood Street to Hillrise Drive on east side only		
Sidewalks?	Yes, on both sides of street		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,467'
Width	78'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Commercial, residential, freeway

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

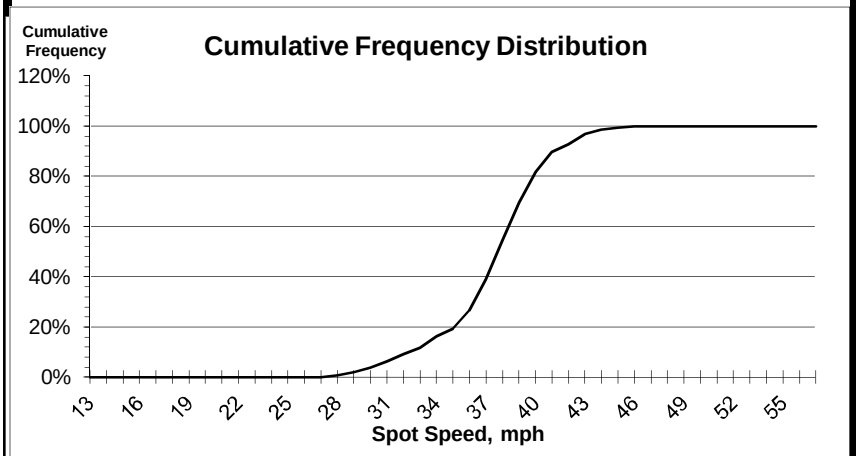
CITY OF AGOURA HILLS

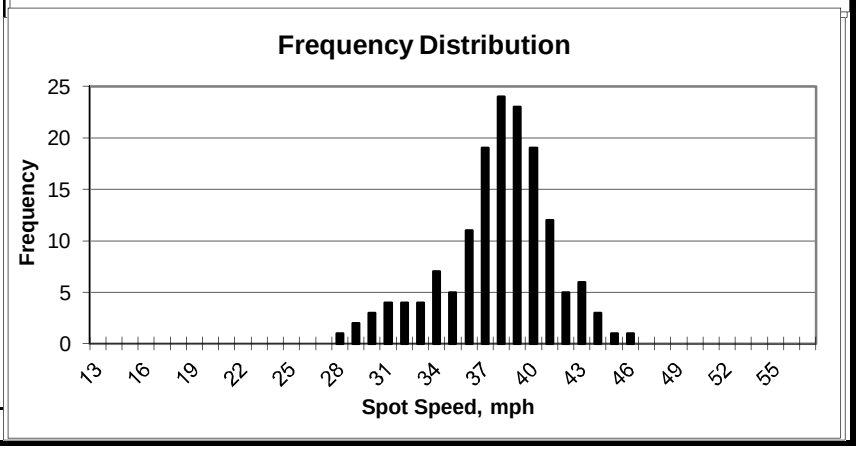
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: Hillrise Drive to Canwood Street *Ref. # 14*

Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	1	0.65%	0.65%
29	2	1.30%	1.95%
30	3	1.95%	3.90%
31	4	2.60%	6.49%
32	4	2.60%	9.09%
33	4	2.60%	11.69%
34	7	4.55%	16.23%
35	5	3.25%	19.48%
36	11	7.14%	26.62%
37	19	12.34%	38.96%
38	24	15.58%	54.55%
39	23	14.94%	69.48%
40	19	12.34%	81.82%
41	12	7.79%	89.61%
42	5	3.25%	92.86%
43	6	3.90%	96.75%
44	3	1.95%	98.70%
45	1	0.65%	99.35%
46	1	0.65%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	154	100%	

Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	12:00 PM	**To**	1:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:			
Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	34		
50th Percentile:	38		
85th Percentile:	41		
10 Mile Pace:	34	to	43
% of Samples in 10-Mile Pace:	85.06%		
# in 10 MPH pace:	131		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

15

STREET Kanan Road — **CERTIFICATION DATE:**
FROM Canwood Street — **TO** Agoura Road

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	35 MPH
Time of Speed Survey	1:00 PM TO 2:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	38 MPH	85th percentile speed downgraded due to high collison rate	
85th Percentile Speed	41 MPH		
10 mph Pace Speed	34 TO 43		
Percentage of Vehicles in Pace	85.1%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	154		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	64
Collision Rate (ACC/MVM)	3.90
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	25,443	**Date Counted**	4/12/2011
Number of Lanes	5		
Type of Traffic Control	Signalized at Canwood Street, Roadside Road, Agoura Road and Freeway		
Crosswalks?	At Roadside Road, Agoura Road and Canwood Street		
Pedestrian Traffic	Moderate		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	1,265'	
Width	78'	
Vertical Curve	No	
Horizontal Curve	No	
Visibility	Good	
Roadway Conditions	Good. Raised median. Striped median between Agoura Road and Roadside Drive	
Lighting	Good	
Adjacent Land Use	Commercial, freeway	

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: Canwood Street to Agoura Road *Ref. # 15*

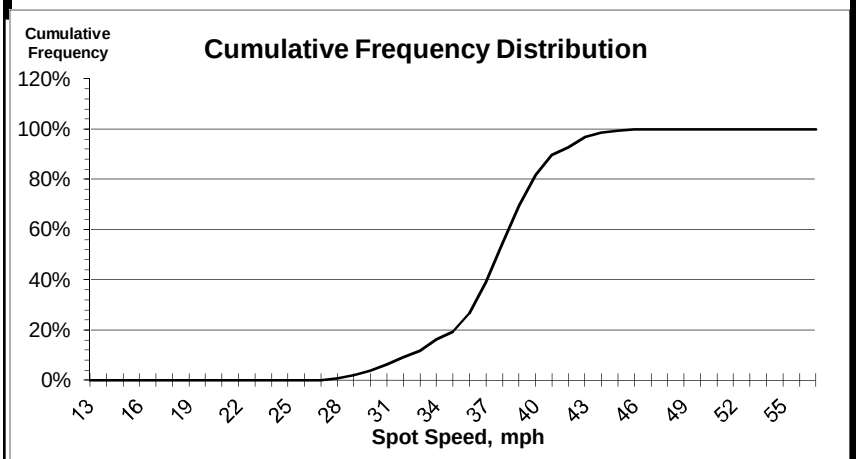
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	1	0.65%	0.65%
29	2	1.30%	1.95%
30	3	1.95%	3.90%
31	4	2.60%	6.49%
32	4	2.60%	9.09%
33	4	2.60%	11.69%
34	7	4.55%	16.23%
35	5	3.25%	19.48%
36	11	7.14%	26.62%
37	19	12.34%	38.96%
38	24	15.58%	54.55%
39	23	14.94%	69.48%
40	19	12.34%	81.82%
41	12	7.79%	89.61%
42	5	3.25%	92.86%
43	6	3.90%	96.75%
44	3	1.95%	98.70%
45	1	0.65%	99.35%
46	1	0.65%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	154	100%	

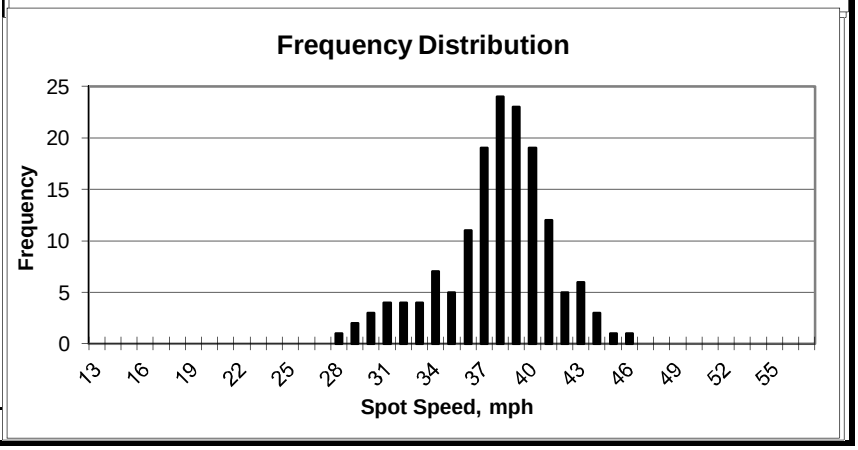
Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	1:00 PM	**To**	2:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	34		
50th Percentile:	38		
85th Percentile:	41		
10 Mile Pace:	34	to	43
% of Samples in 10-Mile Pace:	85.06%		
# in 10 MPH pace:	131		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

16

STREET Kanan Road **CERTIFICATION DATE:**
FROM Agoura Road **TO** South City Limit

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	35 NB 45 SB
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	45 MPH	85th percentile downgraded due restricted sight distance from horizontal and vertical road curvature	
85th Percentile Speed	49 MPH		
10 mph Pace Speed	41 TO 50		
Percentage of Vehicles in Pace	88.0%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	158		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	23
Collision Rate (ACC/MVM)	0.40
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	16,390	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Agoura Road, 1-way stop at Cornell Road		
Crosswalks?	At Agoura Road		
Pedestrian Traffic	None present		
Truck Traffic	Yes		
On-Street Parking	No		
Sidewalks?	No		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,455'
Width	36'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Restriction due to road curvature
Roadway Conditions	Rough road in some areas. Striped median.
Lighting	None
Adjacent Land Use	Empty lots, residential

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

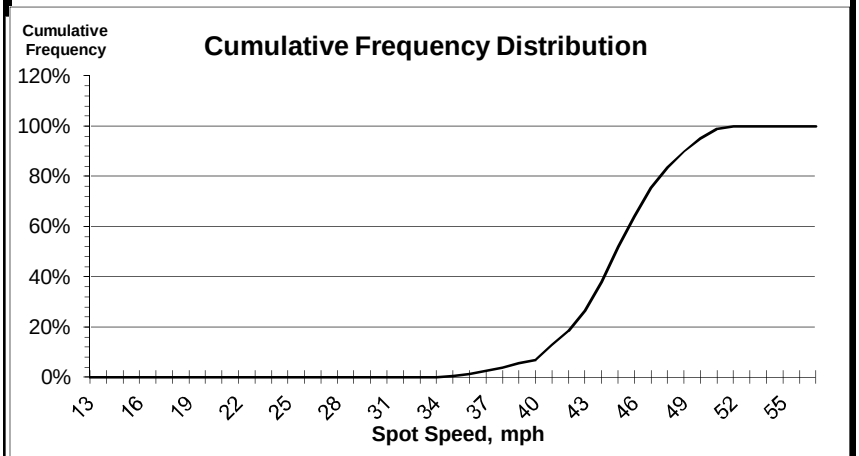
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Kanan Road
Spt.Spd. Location: Agoura Road to South City Limits *Ref. # 16*

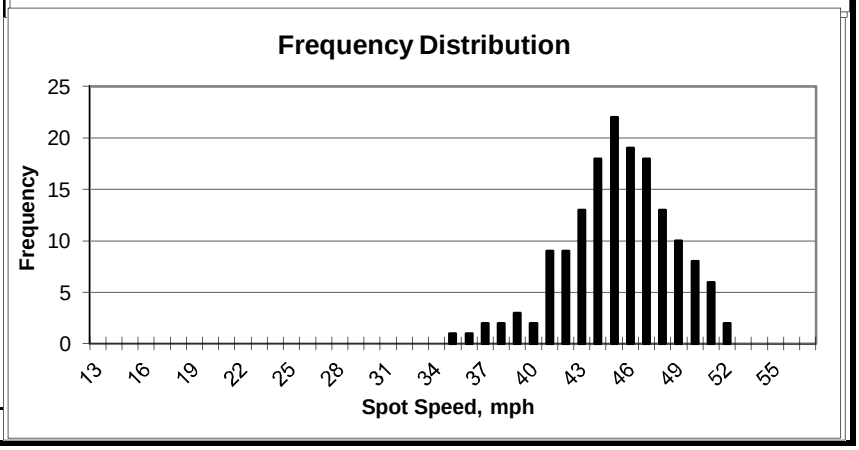
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	0	0.00%	0.00%
35	1	0.63%	0.63%
36	1	0.63%	1.27%
37	2	1.27%	2.53%
38	2	1.27%	3.80%
39	3	1.90%	5.70%
40	2	1.27%	6.96%
41	9	5.70%	12.66%
42	9	5.70%	18.35%
43	13	8.23%	26.58%
44	18	11.39%	37.97%
45	22	13.92%	51.90%
46	19	12.03%	63.92%
47	18	11.39%	75.32%
48	13	8.23%	83.54%
49	10	6.33%	89.87%
50	8	5.06%	94.94%
51	6	3.80%	98.73%
52	2	1.27%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	158	100%	

Date:	4/20/2011	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	2:00 PM	**To**	3:00 PM
Recorder:	DB		
Posted Speed:	45 MPH		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	N/A		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	42		
50th Percentile:	45		
85th Percentile:	49		
10 Mile Pace:	41	to	50
% of Samples in 10-Mile Pace:	87.97%		
# in 10 MPH pace:	139		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

17

STREET Liberty Canyon Road **CERTIFICATION DATE:**
FROM Agoura Road **TO** Country Glen Road

SPEED FACTORS

Date of Speed Survey	4/20/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 MPH	85th percentile speed	
85th Percentile Speed	40 MPH		
10 mph Pace Speed	32 TO 41		
Percentage of Vehicles in Pace	83.0%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	176		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	
Collision Rate (ACC/MVM)	
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	4,161	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Agoura Road, 4-way Stop at Country Glen Road		
Crosswalks?	At Agoura Road and Country Glen Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On west side of street only		
Sidewalks?	Yes, on both sides of street		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,217'
Width	84'
Vertical Curve	Slight road curvature downhill in the southbound direction
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

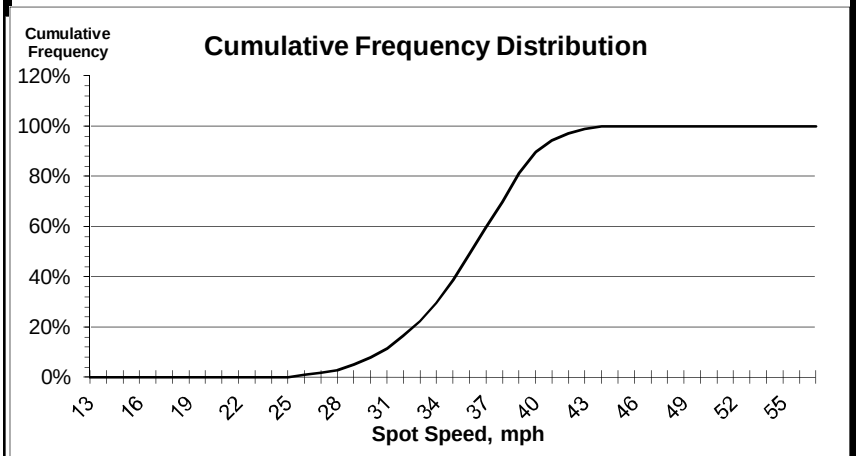
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Liberty Canyon Road
Spt.Spd. Location: Agoura Road to Country Glen Road *Ref. # 17*

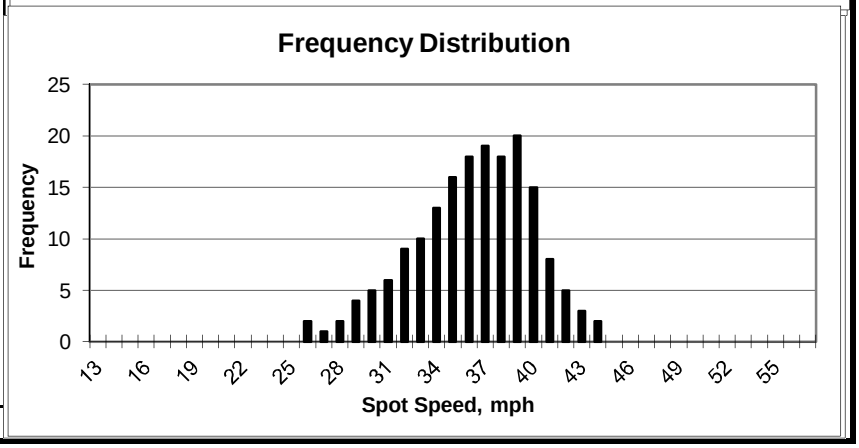
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	2	1.14%	1.14%
27	1	0.57%	1.70%
28	2	1.14%	2.84%
29	4	2.27%	5.11%
30	5	2.84%	7.95%
31	6	3.41%	11.36%
32	9	5.11%	16.48%
33	10	5.68%	22.16%
34	13	7.39%	29.55%
35	16	9.09%	38.64%
36	18	10.23%	48.86%
37	19	10.80%	59.66%
38	18	10.23%	69.89%
39	20	11.36%	81.25%
40	15	8.52%	89.77%
41	8	4.55%	94.32%
42	5	2.84%	97.16%
43	3	1.70%	98.86%
44	2	1.14%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	176	100%	

Date:	4/20/2011	**Day:**	Wednesday	
Weather:	Dry, clear			
Hours:	2:00 PM	**To**	3:00 PM	
Recorder:	DB			
Posted Speed:	40 mph			
Channelization:	Skip dash 2 way traffic			
Street Width:	N/A			
Comm./Resid.:	Residential			
DIRECTION:	Northbound / Southbound combined			

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	32		
50th Percentile:	37		
85th Percentile:	40		
10 Mile Pace:	32	to	41
% of Samples in 10-Mile Pace:	82.95%		
# in 10 MPH pace:	146		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

18

STREET Palo Comado Canyon Road/Chesebro Road **CERTIFICATION DATE:**
FROM Agoura Road **TO** US 101 Freeway

SPEED FACTORS

Date of Speed Survey	7/28/2011	**Posted Speed Limit**	35 MPH
Time of Speed Survey	12:00 PM TO 1:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	30 MPH	85th percentile speed	
85th Percentile Speed	33 MPH		
10 mph Pace Speed	24 TO 33		
Percentage of Vehicles in Pace	75.5%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	163		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	16
Collision Rate (ACC/MVM)	6.76
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	4,114	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	4-way Stop at Agoura Road, 1-way Stop at Dorothy Drive		
Crosswalks?	At Agoura Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On the east side of street only		
Sidewalks?	On east side of street from Agoura Road to Freeway only		
Driveways?	Minimal on east side of street		

ROADWAY FACTORS

Length of Segment	1,040'
Width	40' (Varies)
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good
Lighting	Minimal
Adjacent Land Use	Residential, freeway

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Palo Comado Canyon Road / Chesebro Road
Spt.Spd. Location: Agoura Road to US 101 Freeway *Ref. # 18A*

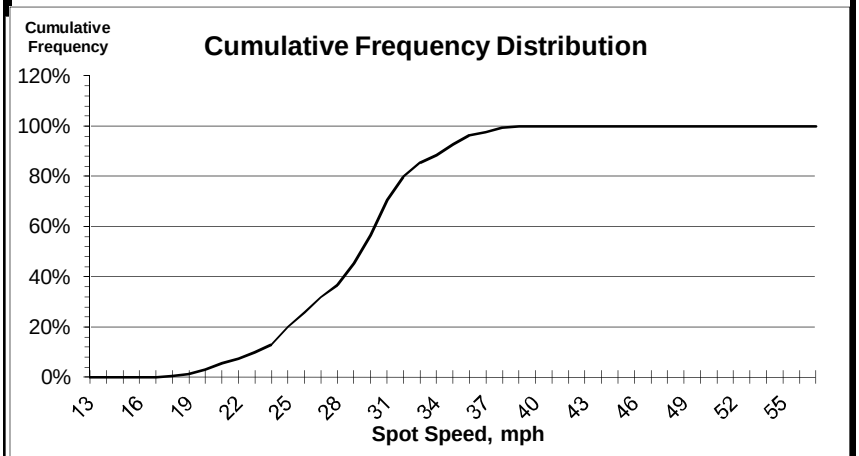
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	1	0.61%	0.61%
19	1	0.61%	1.23%
20	3	1.84%	3.07%
21	4	2.45%	5.52%
22	3	1.84%	7.36%
23	4	2.45%	9.82%
24	5	3.07%	12.88%
25	12	7.36%	20.25%
26	9	5.52%	25.77%
27	10	6.13%	31.90%
28	8	4.91%	36.81%
29	14	8.59%	45.40%
30	18	11.04%	56.44%
31	23	14.11%	70.55%
32	15	9.20%	79.75%
33	9	5.52%	85.28%
34	5	3.07%	88.34%
35	7	4.29%	92.64%
36	6	3.68%	96.32%
37	2	1.23%	97.55%
38	3	1.84%	99.39%
39	1	0.61%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	163	100%	

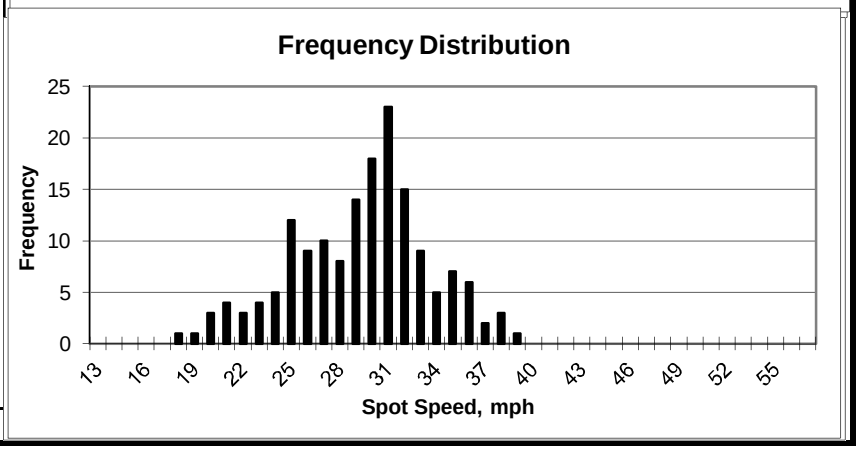
Date:	7/28/2011	**Day:**	Thursday	
Weather:	Dry, clear			
Hours:	12:00 PM	**To**	1:00 PM	
Recorder:	DB			
Posted Speed:	35 mph			
Channelization:	Skip dash 2 way traffic			
Street Width:	N/A			
Comm./Resid.:	Commercial / Residential			
DIRECTION:	Northbound / Southbound combined			

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	25		
50th Percentile:	30		
85th Percentile:	33		
10 Mile Pace:	24	to	33
% of Samples in 10-Mile Pace:	75.46%		
# in 10 MPH pace:	152		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

19

STREET Reyes Adobe Road **CERTIFICATION DATE:**
FROM North City Limit **TO** Thousand Oaks Boulevard

SPEED FACTORS

Date of Speed Survey	7/28/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	1:00 PM TO 2:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 MPH	85th percentile speed	
85th Percentile Speed	40 MPH		
10 mph Pace Speed	32 TO 41		
Percentage of Vehicles in Pace	77.9%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	172		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	8
Collision Rate (ACC/MVM)	1.17
Expected Collisions (ACC/MVM)	2.00

TRAFFIC FACTORS

Average Daily Traffic	6,772	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	4-way stop at Lindero Canyon, 1-way stop at Rainbow Hill Road, 2-way stop at Stonecrest Drive, signalized at Thousand Oaks Boulevard		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	None present		
Truck Traffic	Yes		
On-Street Parking	None present		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	3,660'	
Width	60'	
Vertical Curve	Minimal	
Horizontal Curve	Minimal	
Visibility	Good	
Roadway Conditions	Good. Striped median.	
Lighting	Good	
Adjacent Land Use	Residential, school	

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

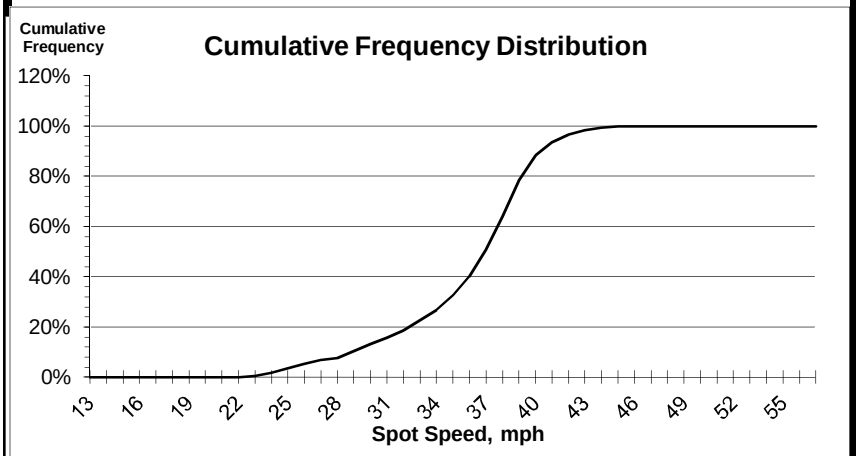
CITY OF AGOURA HILLS

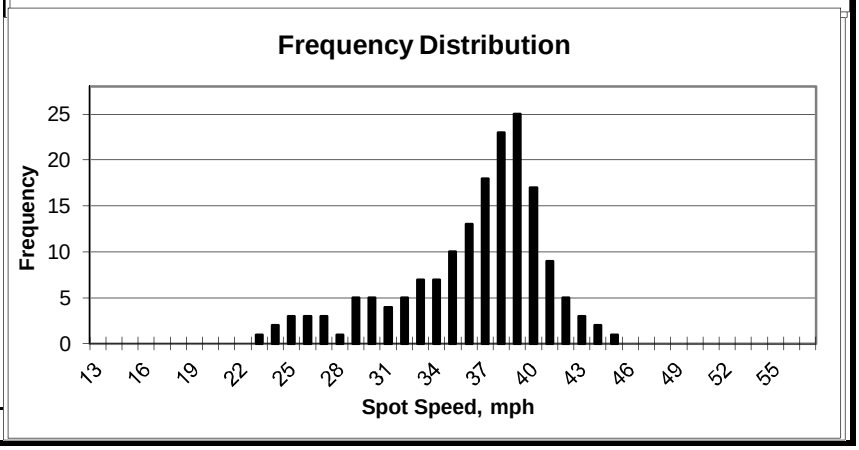
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Reyes Adobe Road
Spt.Spd. Location: North City Limits to Thousand Oaks Boulevard *Ref. # 19A*

Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	0.58%	0.58%
24	2	1.16%	1.74%
25	3	1.74%	3.49%
26	3	1.74%	5.23%
27	3	1.74%	6.98%
28	1	0.58%	7.56%
29	5	2.91%	10.47%
30	5	2.91%	13.37%
31	4	2.33%	15.70%
32	5	2.91%	18.60%
33	7	4.07%	22.67%
34	7	4.07%	26.74%
35	10	5.81%	32.56%
36	13	7.56%	40.12%
37	18	10.47%	50.58%
38	23	13.37%	63.95%
39	25	14.53%	78.49%
40	17	9.88%	88.37%
41	9	5.23%	93.60%
42	5	2.91%	96.51%
43	3	1.74%	98.26%
44	2	1.16%	99.42%
45	1	0.58%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	172	100%	

Date:	7/28/2011	**Day:**	Thursday	
Weather:	Dry, clear			
Hours:	1:00 PM	**To**	2:00 PM	
Recorder:	DB			
Posted Speed:	40 mph			
Channelization:	Skip dash 2 way traffic			
Street Width:	N/A			
Comm./Resid.:	Residential			
DIRECTION:	Northbound / Southbound combined			

DATA ANALYSIS:			
Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	31		
50th Percentile:	37		
85th Percentile:	40		
10 Mile Pace:	32	to	41
% of Samples in 10-Mile Pace:	77.91%		
# in 10 MPH pace:	115		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

20

STREET Reyes Adobe Road **CERTIFICATION DATE:**
FROM Thousand Oaks Boulevard **TO** Agoura Road

SPEED FACTORS

Date of Speed Survey	7/28/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	38 MPH	85th percentile speed	
85th Percentile Speed	42 MPH		
10 mph Pace Speed	34 TO 43		
Percentage of Vehicles in Pace	63.4%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	164		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	52
Collision Rate (ACC/MVM)	0.51
Expected Collisions (ACC/MVM)	2.00

TRAFFIC FACTORS

Average Daily Traffic	12,120	**Date Counted**	4/12/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Thousand Oaks Boulevard and Agoura Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	3,875'	
Width	60'	
Vertical Curve	No	
Horizontal Curve	No	
Visibility	Good	
Roadway Conditions	Good	
Lighting	Good	
Adjacent Land Use	Residential, Park	

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Reyes Adobe Road
Spt.Spd. Location: Thousand Oaks Boulevard to Agoura Road *Ref. # 20A*

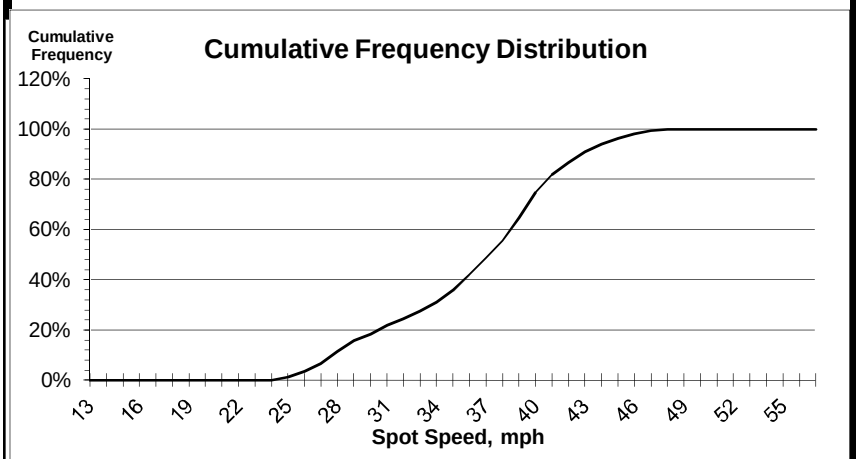
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	2	1.22%	1.22%
26	4	2.44%	3.66%
27	5	3.05%	6.71%
28	8	4.88%	11.59%
29	7	4.27%	15.85%
30	4	2.44%	18.29%
31	6	3.66%	21.95%
32	4	2.44%	24.39%
33	5	3.05%	27.44%
34	6	3.66%	31.10%
35	8	4.88%	35.98%
36	10	6.10%	42.07%
37	11	6.71%	48.78%
38	11	6.71%	55.49%
39	15	9.15%	64.63%
40	17	10.37%	75.00%
41	11	6.71%	81.71%
42	8	4.88%	86.59%
43	7	4.27%	90.85%
44	5	3.05%	93.90%
45	4	2.44%	96.34%
46	3	1.83%	98.17%
47	2	1.22%	99.39%
48	1	0.61%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	164	100%	

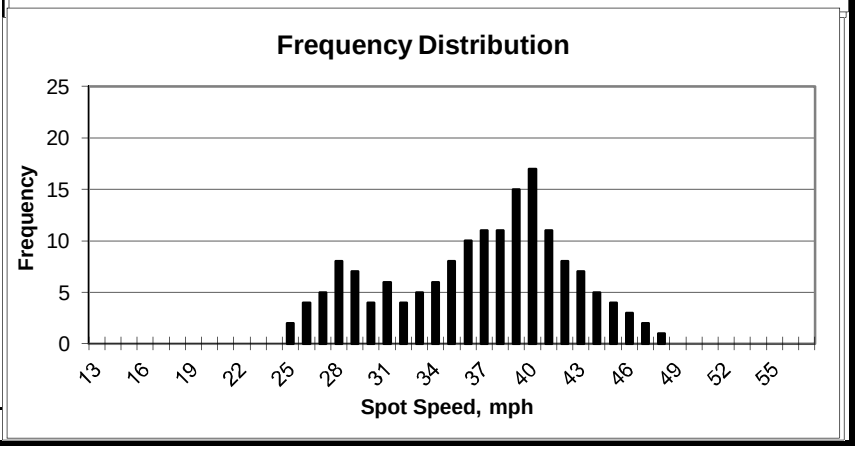
Date:	7/28/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	2:00 PM	**To**	3:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Northbound / Southbound combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	29		
50th Percentile:	38		
85th Percentile:	42		
10 Mile Pace:	34	to	43
% of Samples in 10-Mile Pace:	63.41%		
# in 10 MPH pace:	103		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

21

STREET Roadside Drive **CERTIFICATION DATE:**
FROM Kanan Road **TO** Lewis Street

SPEED FACTORS

Date of Speed Survey	4/21/2011	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:00 AM TO 12:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	41 MPH	85th percentile speed downgraded due to sight restriction from vertical road curvature, rough road conditions, and no sidewalks on north side of road segment	
85th Percentile Speed	46 MPH		
10 mph Pace Speed	37 TO 46		
Percentage of Vehicles in Pace	80.1%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	151		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	13
Collision Rate (ACC/MVM)	1.57
Expected Collisions (ACC/MVM)	2.55

TRAFFIC FACTORS

Average Daily Traffic	6,081	**Date Counted**	4/12/2011
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road, 3-way stop at Cornell Road		
Crosswalks?	At Kanan Road only. Horse crossing sign-no crosswalk.		
Pedestrian Traffic	Moderate		
Truck Traffic	Yes		
On-Street Parking	2-hour parking on south side of street for portion of segment		
Sidewalks?	On south side of street for portion of segment only		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	5,560'
Width	42'
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Restriction due to road curvature
Roadway Conditions	Rough road in some areas
Lighting	On south side of street only and for a portion of the segment only
Adjacent Land Use	Commercial

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

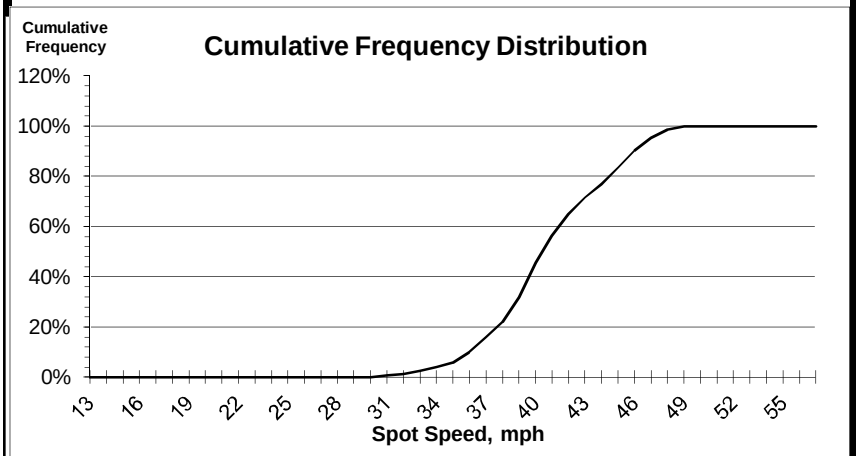
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Roadside Drive
Spt.Spd. Location: Kanan Road to Lewis Street *Ref. # 21*

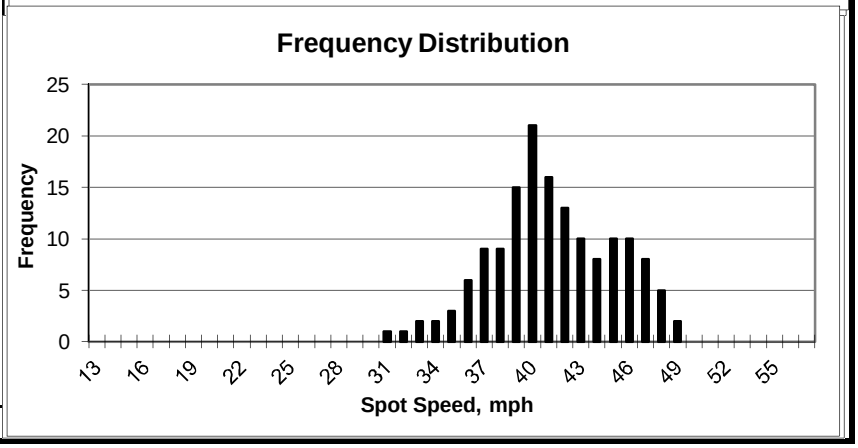
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	1	0.66%	0.66%
32	1	0.66%	1.32%
33	2	1.32%	2.65%
34	2	1.32%	3.97%
35	3	1.99%	5.96%
36	6	3.97%	9.93%
37	9	5.96%	15.89%
38	9	5.96%	21.85%
39	15	9.93%	31.79%
40	21	13.91%	45.70%
41	16	10.60%	56.29%
42	13	8.61%	64.90%
43	10	6.62%	71.52%
44	8	5.30%	76.82%
45	10	6.62%	83.44%
46	10	6.62%	90.07%
47	8	5.30%	95.36%
48	5	3.31%	98.68%
49	2	1.32%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	151	100%	

Date:	4/21/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	11:00 AM	**To**	12:00 PM
Recorder:	DB		
Posted Speed:	40 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound / Westbound Combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	37
50th Percentile:	41
85th Percentile:	46
10 Mile Pace:	37 to 46
% of Samples in 10-Mile Pace:	80.13%
# in 10 MPH pace:	121
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

22

STREET Thousand Oaks Bouelvard **CERTIFICATION DATE:**
FROM West City Limit **TO** Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/21/2011	**Posted Speed Limit**	45 MPH
Time of Speed Survey	12:00 PM TO 1:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	43 MPH	85th percentile speed	
85th Percentile Speed	46 MPH		
10 mph Pace Speed	38 TO 47		
Percentage of Vehicles in Pace	89.2%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	166		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	6
Collision Rate (ACC/MVM)	0.61
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	12,751	**Date Counted**	4/13/2011
Number of Lanes	4		
Type of Traffic Control	Signalized at Lake Lindero Road and Reyes Adobe Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	2,465'
Width	80'
Vertical Curve	Minimal
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential, some commercial

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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

TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

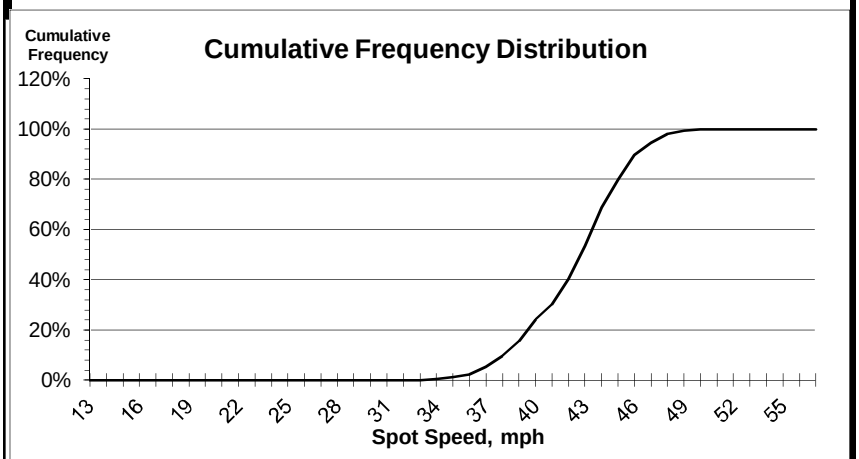
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Thousand Oaks Boulevard
Spt.Spd. Location: West City Limits to Reyes Adobe Road *Ref. # 22*

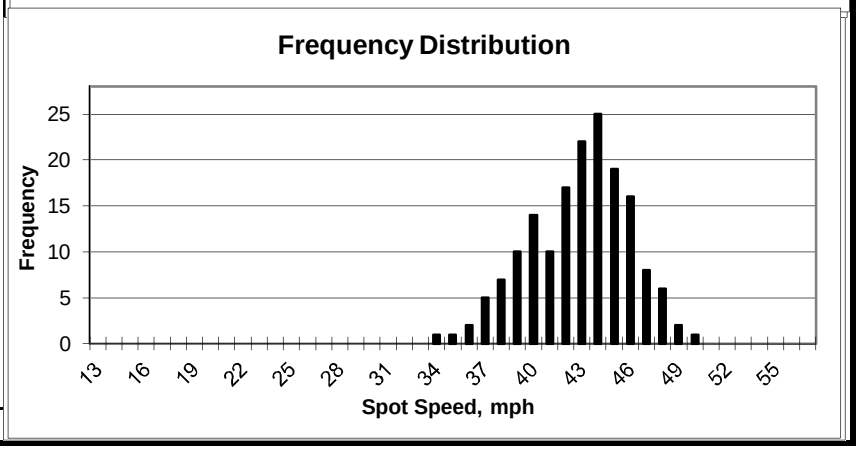
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	1	0.60%	0.60%
35	1	0.60%	1.20%
36	2	1.20%	2.41%
37	5	3.01%	5.42%
38	7	4.22%	9.64%
39	10	6.02%	15.66%
40	14	8.43%	24.10%
41	10	6.02%	30.12%
42	17	10.24%	40.36%
43	22	13.25%	53.61%
44	25	15.06%	68.67%
45	19	11.45%	80.12%
46	16	9.64%	89.76%
47	8	4.82%	94.58%
48	6	3.61%	98.19%
49	2	1.20%	99.40%
50	1	0.60%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	166	100%	

Date:	4/21/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	12:00 PM	**To**	1:00 PM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound / Westbound Combined		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	39
50th Percentile:	43
85th Percentile:	46
10 Mile Pace:	38 to 47
% of Samples in 10-Mile Pace:	89.16%
# in 10 MPH pace:	148
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

23

STREET Thousand Oaks Boulevard
FROM Reyes Adobe Road
CERTIFICATION DATE:
TO Buffwood Place

SPEED FACTORS

Date of Speed Survey	4/21/2011
Time of Speed Survey	1:00 PM TO 2:00 PM
50th Percentile Speed (Mean Speed)	42
85th Percentile Speed	46
10 mph Pace Speed	38 TO 47
Percentage of Vehicles in Pace	85.6%
Number of Survey Samples	167

Posted Speed Limit 40 MPH

Speed Justification
85th percentile speed downgraded due to sight restriction from horizontal road curvature and residential density

Recommended Speed Limit **40 MPH**

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	19
Collision Rate (ACC/MVM)	0.32
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	13,406
Number of Lanes	4
Type of Traffic Control	Signalized at Kanan Road, Forest Cove Lane, Grey Rock Road; 2-way stop at Middle Crest Drive, 1-way stop at Rista Drive, Ironwood Drive, Tenneyson Drive, and Buffwood Place
Crosswalks?	At signalized intersections
Pedestrian Traffic	None present
Truck Traffic	None present
On-Street Parking	No
Sidewalks?	Yes, on both sides of street
Driveways?	Minimal

Date Counted 4/13/2011

ROADWAY FACTORS

Length of Segment	6,710'
Width	80'
Vertical Curve	Minimal
Horizontal Curve	Yes
Visibility	Restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

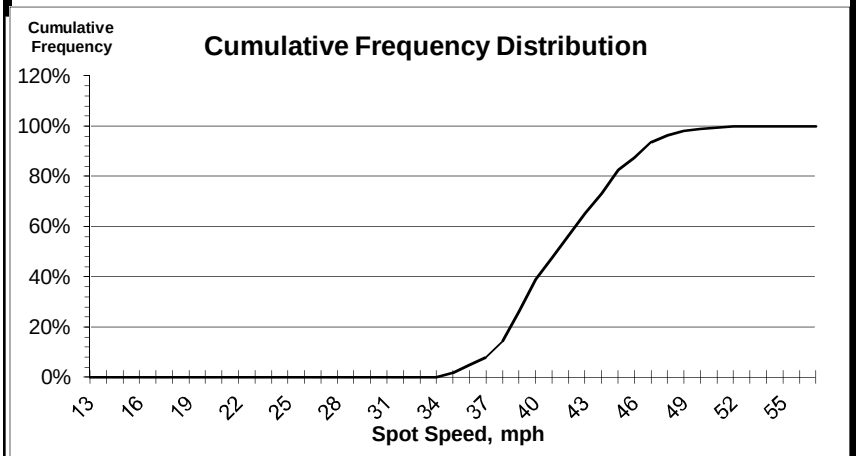
Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Thousand Oaks Boulevard
Spt.Spd. Location: Reyes Adobe Road to Buffwood Place *Ref. # 23*

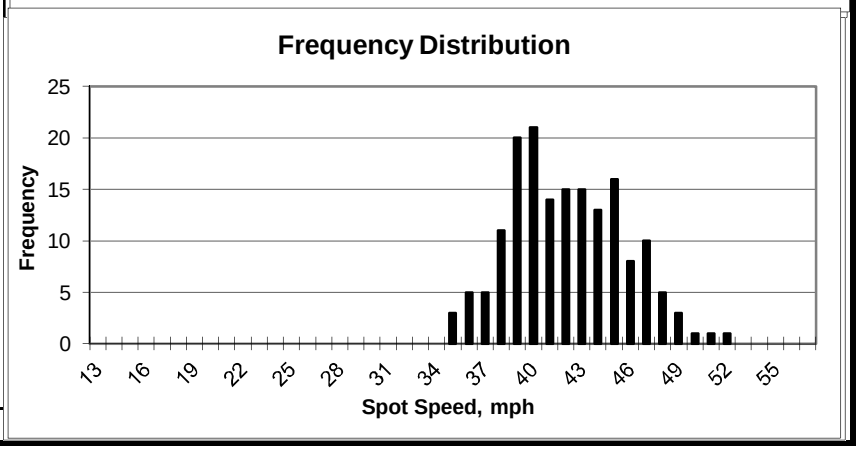
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	0	0.00%	0.00%
35	3	1.80%	1.80%
36	5	2.99%	4.79%
37	5	2.99%	7.78%
38	11	6.59%	14.37%
39	20	11.98%	26.35%
40	21	12.57%	38.92%
41	14	8.38%	47.31%
42	15	8.98%	56.29%
43	15	8.98%	65.27%
44	13	7.78%	73.05%
45	16	9.58%	82.63%
46	8	4.79%	87.43%
47	10	5.99%	93.41%
48	5	2.99%	96.41%
49	3	1.80%	98.20%
50	1	0.60%	98.80%
51	1	0.60%	99.40%
52	1	0.60%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	167	100%	

Date:	4/21/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	1:00 PM	**To**	2:00 PM
Recorder:	DB		
Posted Speed:	45 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound / Westbound Combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	39		
50th Percentile:	42		
85th Percentile:	46		
10 Mile Pace:	38	to	47
% of Samples in 10-Mile Pace:	85.63%		
# in 10 MPH pace:	143		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

24

STREET Thousand Oaks Boulevard **CERTIFICATION DATE:**
FROM Buffwood Place **TO** Kanan Road

SPEED FACTORS

Date of Speed Survey	4/21/2011	**Posted Speed Limit**	35 MPH
Time of Speed Survey	2:00 PM TO 3:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32	85th percentile speed	
85th Percentile Speed	37		
10 mph Pace Speed	27 TO 36		
Percentage of Vehicles in Pace	76.2%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	164		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	19
Collision Rate (ACC/MVM)	4.35
Expected Collisions (ACC/MVM)	1.60

TRAFFIC FACTORS

Average Daily Traffic	13,942	**Date Counted**	4/13/2011
Number of Lanes	4		
Type of Traffic Control	1-way stop at Buffwood Place; Signalized at Kanan Road		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	875'
Width	80'
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Yes
Adjacent Land Use	Residential

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Thousand Oaks Boulevard
Spt.Spd. Location: Buffwood Place to Kanan Road *Ref. # 24*

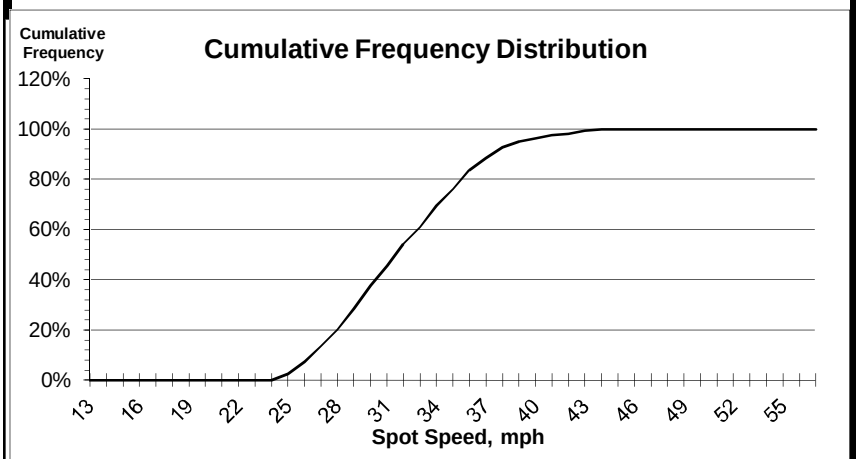
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	4	2.44%	2.44%
26	8	4.88%	7.32%
27	10	6.10%	13.41%
28	11	6.71%	20.12%
29	14	8.54%	28.66%
30	15	9.15%	37.80%
31	13	7.93%	45.73%
32	14	8.54%	54.27%
33	11	6.71%	60.98%
34	14	8.54%	69.51%
35	11	6.71%	76.22%
36	12	7.32%	83.54%
37	8	4.88%	88.41%
38	7	4.27%	92.68%
39	4	2.44%	95.12%
40	2	1.22%	96.34%
41	2	1.22%	97.56%
42	1	0.61%	98.17%
43	2	1.22%	99.39%
44	1	0.61%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	164	100%	

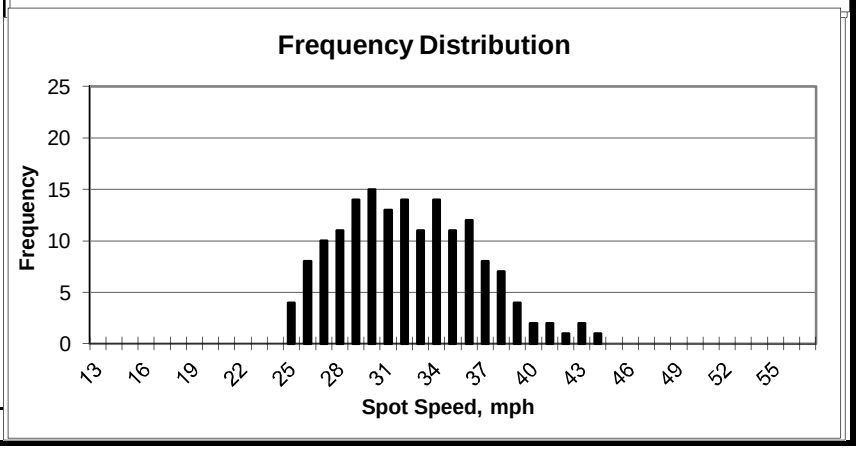
Date:	4/21/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	2:00 PM	**To**	3:00 PM
Recorder:	DB		
Posted Speed:	35 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Commercial / Residential		
DIRECTION:	Eastbound / Westbound Combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	28		
50th Percentile:	32		
85th Percentile:	37		
10 Mile Pace:	27	to	36
% of Samples in 10-Mile Pace:	76.22%		
# in 10 MPH pace:	125		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

25

STREET Thousand Oaks Boulevard **CERTIFICATION DATE:**
FROM Kanan Road **TO** Carell Avenue

SPEED FACTORS

Date of Speed Survey	4/21/2011	**Posted Speed Limit**	35 MPH
Time of Speed Survey	3:00 PM TO 4:00 PM	**Speed Justification**	
50th Percentile Speed (Mean Speed)	32 MPH	85th percentile speed	
85th Percentile Speed	35 MPH		
10 mph Pace Speed	27 TO 36		
Percentage of Vehicles in Pace	89.0%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	155		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	3.68
Expected Collisions (ACC/MVM)	1.30

TRAFFIC FACTORS

Average Daily Traffic	2,465	**Date Counted**	4/13/2011
Number of Lanes	3		
Type of Traffic Control	Signalized at Kanan Road, 3-way stop at Argos Street, 2-way stop at Carell		
Crosswalks?	At Kanan Road and Argos Street		
Pedestrian Traffic	Moderate		
Truck Traffic	None present		
On-Street Parking	On-street parking available from Kanan Road to Carell Avenue on north side of street; off-street parallel		
Sidewalks?			
Driveways?			

ROADWAY FACTORS

Length of Segment	1,596'
Width	62'
Vertical Curve	Slight vertical road curvature
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Yes
Adjacent Land Use	Residential, school

Field Study By Rossina Chichiri **Checked By** Srikanth Chakravarthy

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TE 2531

Sri Chakravarthy **Date** **State Registration Number**

CITY OF AGOURA HILLS

Client: KIMLEY HORN AND ASSOCIATES, INC.
Street: Thousand Oaks Boulevard
Spt.Spd. Location: Kanan Road to Carall Avenue *Ref. # 25*

Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	3	1.94%	1.94%
27	7	4.52%	6.45%
28	10	6.45%	12.90%
29	12	7.74%	20.65%
30	19	12.26%	32.90%
31	21	13.55%	46.45%
32	17	10.97%	57.42%
33	17	10.97%	68.39%
34	17	10.97%	79.35%
35	12	7.74%	87.10%
36	6	3.87%	90.97%
37	6	3.87%	94.84%
38	3	1.94%	96.77%
39	3	1.94%	98.71%
40	1	0.65%	99.35%
41	1	0.65%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	155	100%	

Date:	4/21/2011	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	3:00 PM	**To**	4:00 PM
Recorder:	DB		
Posted Speed:	35 mph		
Channelization:	Skip dash 2 way traffic		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound / Westbound Combined		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	29		
50th Percentile:	32		
85th Percentile:	35		
10 Mile Pace:	27	to	36
% of Samples in 10-Mile Pace:	89.03%		
# in 10 MPH pace:	138		
Comments: