

FINAL REPORT

FOR THE

2011 ENGINEERING AND TRAFFIC SURVEY TO ESTABLISH SPEED LIMITS

September 2011

Prepared by:



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



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	- 09	Certification	Number	<u>- </u>	654		· · · · · · · · · · · · · · · · · · ·		
		Manufacturer		Model:		Тур	e (1-IV)		Directional radar	Same directi	on
2	DEVICE ID	Counting unit S/N		HR			111		Yes No		No
		N 3636		Antenna-1			·		Antenna-2 S/N	N/A	
3	§ 2.4 / § 5.4 TUNING FORK	Low speed fork S/N	Last	date calib.	Freq. (Hz)	Speed (m	ph)	Measured (Hz)	2.0	CAN
3	CALIBRATION	High speed fork S/N	Last date calib.		Freq. (Hz)	Speed (m	ph)	Measured (11z)	— PAS9	FAIL
			l Messiles de la	Contract Contract	I	o fork		r 	36 44 High fork		
		,		peed (mph)		35			65		i
	§ 2.5 / § 5.5	Stationary mode	Dien S	peed (mph)		35			2		
4	RADAR DEVICE	<u> </u>	<u> </u>		Expected			Dien	layed.	-(PAS)	FAIL
	TUNING FORK TESTS	Moving mode Opposite Direction		T SPEED – Lo fork)	(mph)	N	/ A		h) · N/A		1742
	*	··		l' SPEED	Expected.				layed.		
		Moving mode Same Direction	Hi fork +	Lo fork	(mph)	N/	' Α	(mph	N.T.(.)		
		Standard supply	Ho fork	Lo fork Antenna I			Anteni		<u> </u>		
	§ 2.6.1. / § 5.6.1	Voltage (V) 13	.6 V	Freq. GHz 2	24.15	/	Freq. (GHz	N/A		
5	TRANSMISSION FREQUENCY	Standard supply Voltage – 20% (V) 10		Antenna I Freg. GHz 🏅	24.15	,	Antenr Freq. (N/A	PASS	FAIL
	STABILITY	Standard supply		Antenna 1			Antenr	1a 2			
	§ 2,6.5 / § 5.6.5	voltage + 20% (V) 16 Mfg. Spec.		Freq. GHz Antenna 1	24.15	/	Freq. (N/A		
6	POWER DENSITY	(max mW/cm) ≤	1 .	Power (mW/cn	n) , Z		Power		m) N/A	PASS	FAIL
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤	1	LVA activates	9,8	, ,	LVA d	eactiva	10.4	PASS	FAIL
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correla				•	++ Y		No	(PASS)	FAIL
	§ 2.12.4 / § 5.12.4	B. Functioning audio Mfg. Spec.	voiume-ac	jusument contr	Test re	sults	r. 10		No		
9	INTERNAL CIRCUIT		6	4				6	4	PASS	FAIL
	§ 2.12.6.5 / §	A. Selects only target	s moving	towards radar		Ye	s : No	, /	N.A.		
10	5.12.6.5	B. Selects only target			BT.	C. Ye	s D No) <i> </i>	N.A.	PASS	FAIL
	DIRECTIONAL			Low speed spee	c. 20		Lo spe	ed disn			
		Stationary mode: target channel (mph)	}		199		+	<u></u>		\dashv	1
1	§ 2.12.7 / § 2.12.8 /			Hi speed spec.			Hi spe	ea aisp	· · · · · · · · · · · · · · · · · · ·	_	
11	5.12.7 / 5.12.8 LOW AND HIGH	Moving Mode		Low speed spee	c. N/A		Lo spe	ed disp	. N/A	PASS)	FAIL
	SPEED DISPLAY TEST	target channel (mph)	1	Hi speed spec: N/A			Hi spec	ed disp	. N/A		·
	1201	Moving Mode:	1	Low speed spee	. N/A		Lo spe	ed disp	. N/A	_	
		patrol channel (mph)		Hi speed spec.	N/A		Hi spec	ed disp	. N/A		ŀ
12	§ 2.13 / § 5.13 RFI TEST		tiek ik					N	<i>VA</i>		FAIL
13	LABORATORY COMMENTS			12.77	ang and the second of the seco			ecilia e e	and a consequence of the consequ		
		This radar device i	meets or	exceeds the	minima	ope	rational	stana	ards of the Nat	ional Traffic	
1	NHTSA/IACP	Highway Safety Ac								PASS []	FAIL
14	CERTIFICATION										1
		Certified by:	1	77					Date:	~ . ~	
		78		11 2nd Ant.	ma	-			<u> </u>	-3-0P	
15	INVENTORY		anual Other: (plea		∴ Re	note	0.18	al. 	·		



TABLE OF CONTENTS

1.1 Regulations and Guidelines	Table	e of Contents	i
2.2 Statistical Analysis Factors		Regulations and Guidelines	1
APPENDIX (Engineering and Traffic Survey Sheets) List of Tables Table 1: Survey Locations and Limits	2.1 2.2 2.3	Statistical Analysis Factors	5 6
Table 1: Survey Locations and Limits			8
Table 2: 2006 California State Highways Collision Rates			<i>A</i>
Table 3: Speed Survey Recommendations	Table 2	2: 2006 California State Highways Collision Rates	7



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 <u>2011 California Vehicle Code</u> 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, <u>California Vehicle Code</u>, Division 1, Section 235, 2011.

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



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.

City of Agoura Hills Page 2

³ California Department of Motor Vehicles, <u>California Vehicle Code</u>, 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.

City of Agoura Hills Page 3

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. **85**th **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

City of Agoura Hills Page 5



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

2.3 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 speed⁵. 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:

City of Agoura Hills
Engineering and Traffic Survey for Speed Limits – Final Report

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

City of Agoura Hills Page 7



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

				Table	J. Specu	Buivey	Recomi	rendation	3		
Location Number	Location Name	Límits (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	85 th 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	85 th Percentile Speed
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	40	41	32 - 41	31,513	1.91	1.60	40	85 th 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	85 th 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	85 th Percentile Speed
18	Palo Comado Canyon Road/ Chesebro Road		Ventura Freeway	35	33	24-33	4,114	6.76	2.55	35	85 TH Percentile Speed
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	40	40	32-41	6,772	1.17	2.00	40	85 th Percentile Speed
20	IRAVAS ADODA ROSD	Thousand Oaks Boulevard	Agoura Road	40	42	34-43	12,120	0.51	2.00	40	85 th 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
''''	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	45	46	38 - 47	12,751	0.61	1.60	45	85 th 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	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.

Page 12

1

STREET	Agoura Road
FROM	West City Limits

CERTIFICATION DATE:

TO Reyes Adobe Road

Posted Speed Limit

SP	EED	FAC	TORS

SPEED FACTURS	
Date of Speed Survey	4/19/2011
Time of Speed Survey	9:00 AM TO 10:00 AM
50th Percentile Speed (Mean Speed)	45 MPH
85th Percentile Speed	49 MPH

Speed Justification
85th percentile speed downgraded due to restricted sight distance from vetical and horizontal road curvature and no sidewalks on

south side of segment

10 mph Pace Speed41 TO 50Percentage of Vehicles in Pace87.1%

Number of Survey Samples 170

Recommended Speed Limit

45 MPH

45 MPH

COLLISION HISTORY

Number of Years Studied		3
Total Collisions		18
Collision Rate (ACC/MVM)	1	1.12
Expected Collisions (ACC/MVM)	. 1	1.30

TRAFFIC FACTORS

Average Daily Traffic

9,445

Date Counted

4/12/2011

Number of Lanes

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 Width

7,575'

Vertical Curve

52'

vertical curve

Yes

Horizontal Curve

Yes

Visibility Roadway Conditions Some restriction due to road curvature 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

Client:				KIMLEY HO	ORN AND ASSO	CIATE	S, INC.				_	
Street:				Agoura Road								
Spt.Spd.	Loc	ation:		West City Li	Ref. # 01							
					Cumulative	Date:		4/19/2011	Day:	Tuesday	·	
Speed	l	Frequency		Percent	Percent	Weath	er:	Dry, clear	- ' ·	<u> </u>	-	
	13		0	0.00%	0.00%	Hours	:	9:00 AM	To	10:00 AM	•	
	14		0	0.00%	0.00%	Record	der:	DB			•	
	15		0	0.00%	0.00%	Posted	Speed:	45 mph			•	
	16		0	0.00%	0.00%	Chann	elization:	Skip dash 2 w	ay traffic	;		
	17		0	0.00%	0.00%	Street	Width:	N/A	•	-		
	18		0	0.00%			./Resid.:	Residential				
	19		0	0.00%			CTION:	Eastbound / V	Vestbound	d combined		
	20		0	0.00%	0.00%	DATA	ANALYSI	S:				
	21		0	0.00%	0.00%	Mean	Speed:			N/A		
	22		0	0.00%	0.00%	Standa	ard Deviati	on:		N/A		
	23		0	0.00%			ard error of	f the mean:		N/A		
	24		0	0.00%	1		ercentile:			43		
	25		0	0.00%			ercentile:			45		
	26		0	0.00%			ercentile:			49		
	27		0	0.00%	· ·	n	le Pace:		41	to	50	
	28		0	0.00%				10-Mile Pace:		87.06%		
	29		0	0.00%			MPH pace	e:	,	148	<u>.</u> .	
	30		0	0.00%		Comm	ents:					
	31		0	0.00%	0.00%							
	32		0	0.00%	0.00%		ve cy (Cumulative Fre	auency	Distribution	n	
	33		0	0.00%	0.00%	120%	1	Jamaianverre	quency	Distribution		
	34		0	0.00%	0.00%							
	35		0	0.00%	0.00%	61		_		-		
	36		0	0.00%	0.00%	80%						
	37	•	0	0.00%	0.00%							
	38		0	0.00%	0.00%	60%				/	<u> </u>	
	39		0	0.00%	0.00%	40%				/ /		
	40		6	3.53%	3.53%					/		
	41		7	4.12%	7.65%	20%			-			
	42		12	7.06%	14.71%	0%	: 	+++++	+++++	+1/:		
	43		17	10.00%	24.71%		0, 0, 0	2 2 2 3	3k 3l	80 83 86		
	44		25	14.71%			•		ot Speed,			
	45		21	12.35%						-		
	46		18	10.59%	62.35%			Frequenc	y Distril	bution		
	47		16	9.41%			1	00000000000000000000000000000000000000				
	48		13	7.65%	1							
	49 50		10 9	5.88% 5.29%		ا مم						
	51		7	3.29% 4.12%						.11:	_	
	52	*	1	2.35%		<u>9</u> 15 -	-			1111		
	53		4	2.33% 1.76%		E 10 -					H	
	54		1	0.59%	98.82%					())))		
	55		1	0.59%								
	56		U T	0.39%	B.	11 - 11 -	1	+++++++++++++++++++++++++++++++++++++++	 	┝╶╎╾┥ ┻╁┻╁┻╁┻╁┻╁┻╁	_╇ ═╏═╬═╬═╬═╬═╬═╬═╬═╬═╬═╬═╬	
	57		0	0.00%	1	II .	3 6 3	P P P S	જ જો	KO K3 K6	% & &	
otal:	JI		170	100%				Spo	ot Speed,	mph	1	

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 **Number of Survey Samples**

74.7% 162

Recommended Speed Limit

45 MPH

COLLISION HISTORY

Number of Years Studied

3

Total Collisions

8 0.52

Collision Rate (ACC/MVM) **Expected Collisions (ACC/MVM)**

1.60

TRAFFIC FACTORS

Average Daily Traffic

9,308

Date Counted

4/12/2011

Number of Lanes

Type of Traffic Control

Signalized at Reyes Adobe Road and Ladyface Circle

Crosswalks?

At signalized intersections

Pedestrian Traffic

Minimal Minimal

Truck Traffic On-Street Parking

No on-street parking

Yes, on both sides of street

Sidewalks?

Driveways?

Moderate on north side, minimal on south side of street

ROADWAY FACTORS

Length of Segment Width

5,960'

Vertical Curve

65'

Yes

Horizontal Curve

Yes

Visibility **Roadway Conditions**

Adjacent Land Use

Field Study By

Good Good. Raised median.

Lighting

Only near signalized intersections

Business Office

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

Client:		Į	KIMLEY HO		OF AGOURA I	HILLS		-			
Street:			KIMLEY HORN AND ASSOCIATES, INC. Agoura Road								
Spt.Spd. Loc	eation:	-	Reyes Adobe Road to Ladyface Circle								
- F 11- F 11- 1- 1		T		Cumulative	Date:	Tuesday	Ref. # 02				
Speed	Frequency	Pe	Percent	Percent	Weather:	4/19/2011 Dry, clear	Day:		-		
13		0	0.00%	0.00%	Hours:	10:00 AM	To	11:00 AM	-		
14		0			Recorder:	DB	•	•	-		
15		0			Posted Speed:	45 mph			-		
16		0	0.00%		Channelization:		ay traffic		-		
17		0	0.00%		Street Width:	N/A	·				
18		0	0.00%	0.00%	Comm./Resid.:	Commercial /	Residen	tial			
19		0	0.00%		DIRECTION:	Eastbound / W	estboun'	d combined			
20		0	0.00%	0.00%	DATA ANALY	SIS:					
21		0	0.00%	0.00%	Mean Speed:			N/A			
22		0	0.00%		Standard Devia	tion:		N/A			
23		0	0.00%	0% 0.00% Standard ei	Standard error	of the mean:		N/A			
24		0	0.00%		15th Percentile:			37			
25		0	0.00%	0.00%	50th Percentile:			41			
26		0	0.00%	0.00%	85th Percentile:			46			
27		0	0.00%	0.00%	10 Mile Pace:		37	to	46		
28		0	0.00%	0.00%	% of Samples in	10-Mile Pace:		74.69%	,		
29		0	0.00%		# in 10 MPH pa			121			
30		0	0.00%		Comments:						
31		0	0.00%	0.00%							
32		0	0.00%	0.00%	Cumulative	Commendation From		Distributio	_		
33		4	2.47%	2.47%	Frequency	Cumulative Fred	quency	Distributio	n		
34		5	3.09%	5.56%	120%				•		
35		7	4.32%	9.88%	100%	,					
36		8	4.94%	14.81%	80%						
37		9	5.56%	20.37%	00%						
38	i :	10	6.17%	26.54%	60% =						
39		11	6.79%	33.33%	400/						
40		15	9.26%	42.59%	40%			7			
41	-	13	8.02%	50.62%	20% =						
42		11	6.79%	57.41%							
43		13	8.02%	65.43%	0% 1 + + + + + + + + + + + + + + + + + + 	\$ \$ \$ \$	જુ ^ઠ જું\	24 c4 04	> % % %		
44		17	10.49%	75.93%	' ' '	· V V V か` Sno	იt Speed		אר אר אר אר		
45		13	8.02%					, 17			
46		9	5.56%	89.51%		Frequency	v Distri	bution			
47		8	4.94%	94.44%							
48		5	3.09%	97.53%		200000000000000000000000000000000000000					
49		2	1.23%								
50	1	1	0.62%	99.38%	∂ 1.5			ı	ALCOHOL:		
51	ļ ,	0	0.00%	99.38%	15		_				
52		1	0.62%	100.00%				╺╀┠╂╁╂╂╂			
53		0	0.00%	100.00%	11 1		اء,		Administrative		
54		0	0.00%		11 1		┰╂╂	▎▋▋▋▋▋▋▋ ▋▋			
55		0	0.00%	100.00%	() 		_{┸┸} ┇╻┇	_┩ ╫╒╫┇┇┇	┖╷▊╷┋╷ ┛╻┉╻┈╻╸		
56		0	0.00%		,5 ,6 ,9	o 10 10 10 10 10 10 10 10 10 10 10 10 10	જુ& જુી	10 13 16	, % eb eb		
57		0	0.00%			, , ,	t Speed,				
Total:	10	62	100%			opocopood, mpn					

3

STREET Agoura Road FROM

Ladyface Circle

CERTIFICATION DATE:

TO

Kanan Road

SPEED FACTORS

Date of Speed Survey

4/19/2011

Posted Speed Limit Speed Justification

45 MPH

Time of Speed Survey 50th Percentile Speed (Mean Speed) 10:00 AM TO 11:00 AM 42 MPH

85th percentile speed

85th Percentile Speed

45 MPH

10 mph Pace Speed

37 TO 46

Percentage of Vehicles in Pace **Number of Survey Samples**

88.1%

168

3

Recommended Speed Limit

<u>45 MPH</u>

COLLISION HISTORY

Number of Years Studied

Total Collisions

Collision Rate (ACC/MVM)

22 0.87 1.55

Expected Collisions (ACC/MVM)

TRAFFIC FACTORS

Average Daily Traffic

9,316

Date Counted

4/12/2011

Number of Lanes 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

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

Visibility

Some restriction due to road curvature

Roadway Conditions Lighting

Good 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

Client:				CITY (RN AND ASSO					_	
Street:			Agoura Road						- -	
Spt.Spd. I	Loca	ition:	Ladyface Circle to Kanan Road						Ref. # 03	
				Cùmulative	Date:	4/19/2011	Day:	Tuesday	_	
Speed		Frequency	Percent	Percent	Weather:	Dry, clear			_	
	13	0	0.00%		Hours:	10:00 AM	То	11:00 AM	- -	
	14	0	0.00%		Recorder:	DB			_ _	
	15	0	0.00%		Posted Speed:	45 mph			_	
	16	0	0.00%		Channelization:	Skip dash 2 wa	ay traffic			
	17	0	0.00%		Street Width:	N/A				
	18	0	0.00%		Comm./Resid.:	Commercial			·	
	19	0	0.00%		DIRECTION:	Eastbound / W	estbound	combined		
	20	0	0.00%		DATA ANALYSIS	5:				
	21	0	0.00%		Mean Speed:			N/A		
	22	0	0.00%		Standard Deviatio			N/A		
	23	0	0.00%		Standard error of	the mean:		N/A		
	24	0	0.00%		15th Percentile:			39		
•	25	0	0.00%		50th Percentile:			42		
	26 27	0	0.00% 0.00%		85th Percentile: 10 Mile Pace:		37	45	46	
	28	0	0.00%		% of Samples in 10) Mila Daga.		to 88.10%		
	29	0	0.00%		# in 10 MPH pace:			148)	
	30	0	0.00%		Comments:		-	146		
	31	0	0.00%	0.00%	Comments.					
	32	0	0.00%	0.00%	Cumulative					
	33	0	0.00%	0.00%		umulative Fre	quency	Distributior	1	
	34	3	1.79%	1.79%	11 17076 7					
	35	2	1.19%	2.98%					· · · · · · · · · · · · · · · · · · ·	
	36	4	2.38%	5.36%						
	37	6	3.57%	8.93%						
	38	9	5.36%	14.29%	11 - 1					
	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%	וט, הע, מי, וו	v v v v	- 	34 c4 c4	1	
	44	22	13.10%	79.76%			ു^ൃ∖ ot Speed,		5 8 8 89 89	
	45	16	9.52%	89.29%						
	46	7	4.17%	93.45%	ľ	Frequenc	v Distrik	oution		
	47	3	1.79%	95.24%						
	48	2	1.19%	96.43%						
	49	3	1.79%	98.21%		 		— <u>,,, </u>	-	
	50	2	1.19%	99.40%	ਨੇ ₁₅					
	51	0	0.00%	99.40%	Sum 15					
	52	l	0.60%	100.00%				_{_{}}}} { } { } { } { } -		
	53	0	0.00%	100.00%			-		nanoneno na	
	54	0	0.00%	100.00%			<u>, i</u> l			
	55	0	0.00%	100.00%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	++++++++	_{┝──┼──} ┦┩┦ ╿ ┆┇	▊▗▊▗▊▗▊▗▊▗▊▗▋ ▗▋	▎ ▊▗▊▗▊▗▊ _▘ ▗▗▗▗▗▗▗▗ [ੵ]	
	56 57	0	0.00%	100.00%	1 62 60 60	D 10 10 10 10	ઝ ^k ઝી	N 64 04	, % e3 e3	
otel.	3/[0	0.00%	100.00%		Spo	t Speed, r	nph		
otal:		168	100%		L					

4

STREET Agoura Road

FROM Kanan Road **CERTIFICATION DATE:**

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 40 MPH

Speed Justification

50th Percentile Speed (Mean Speed)

85th percentile speed

85th Percentile Speed 10 mph Pace Speed

43 MPH

36 TO 45

Recommended Speed Limit

45 MPH

Percentage of Vehicles in Pace 90.7% **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

Type of Traffic Control

Signalized at Kanan Road; 2-way stop at Lewis Place and Vejar Drive; 4-way stop at Cornell Road

Crosswalks? **Pedestrian Traffic** At Kanan Road and Chesebro Road/Palo Comado Canyon Road

Minimal

Truck Traffic

Moderate

On-Street Parking Sidewalks?

Yes On south side of street only. No sidewalk east of Kanan Road

Driveways?

Multiple

ROADWAY FACTORS

Length of Segment

6.897

36' (Varies

Width **Vertical Curve**

Yes

Horizontal Curve

Yes

Visibility

Some restriction due to road curvature

Roadway Conditions

Good; rough road in some areas

Lighting

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

							OURA HI	LLS		_	
Client:					ORN AND ASSO	CIATE	S, INC				_
Street:				Agoura Road							
Spt.Spd.	Loc	ation:		Kanan Road	to Palo Comado	Canyon	Road				Ref. # 04
					Cumulative	Date:		4/19/2011	Day:	Tuesday	
Speed		Frequency		Percent	Percent	Weath	er:	Dry, clear	_		_
	13		0	0.00%	0.00%	Hours	:	11:00 AM	To	12:00 PM	_
	14		0	0.00%	0.00%			DB	-		
	15		0	0.00%			Speed:	45 mph			_
	16		0	0.00%			elization:	Skip dash 2 wa	av traffi	c	_
	17		0	0.00%			Width:	N/A	,	-	
	18		0	0.00%			./Resid.:	Commercial /	Residen	tial	
	19		0	0.00%			CTION:	Eastbound / W			
	20		0	0.00%			ANALYSIS				
	21		0	0.00%	0.00%			•		N/A	
	22		0	0.00%			opeca. ard Deviation	n:		N/A	
	23		0	0.00%	1		ard error of			N/A	
	24		0	0.00%	1		ercentile:			3	7
	25		0	0.00%			ercentile:			4	
	26		0	0.00%			ercentile:			4	
	27		0	0.00%			e Pace:		36	to	45
	28		0	0.00%				0-Mile Pace:		90.739	
	29		0	0.00%			MPH pace:			137	
	30		2	1.32%		Comm	-			137	
	31		1	0.66%	1.99%		cates.				
	32		1	0.66%	2.65%	Cumulat	·				
	33		3	1.99%	4.64%	Frequer		umulative Fred	quency	/ Distribution	on
	34		1	0.66%	5.30%	120%	}				
	35		2	1.32%	6.62%	100%					
	36		4	2.65%	9.27%] .					
	37		11	7.28%	16.56%	80%					
	38		17	11.26%	27.81%	60%					
	39		20	13.25%	41.06%	5070					
	40		19	12.58%	53.64%	40%					
	41		18	11.92%	65.56%	20%				/	
	42		17	11.26%	76.82%					/	
	43		16	10.60%	87.42%	0%			$\overline{\Box}$	 	
	44		9	5.96%	93.38%	ζ.	6 6	D & & & &	3 3		\$ \$ 9 9 6
	45		6	3.97%	97.35%			Sp	ot Speed	l, mph	
	46		2	1.32%	98.68%						
	47		1	0.66%	99.34%			Frequency	y Distri	bution	
	48		1	0.66%	100.00%	25 -					*
	49		0	0.00%	100.00%						activation
	50		0	0.00%	100.00%	20				_11,_	
	51		0	0.00%	100.00%	ີ່ 15 -				-11111	
	52	ŧ	0	0.00%	100.00%					.	· .
	53		0	0.00%	100.00%	၉ 10 - မ					da de la companya de
	54		0	0.00%	100.00%	5 -				╎┇╏┇╏┇┇┇	
	55		0	0.00%	100.00%			-	أوري		-
	56		0	0.00%	100.00%	0 -	! 	·╎╶╎╶╎┈┆┈╎┈╎┈╎┈╎┈ ┤┸ [┇] ┼ ╨ ┼┚	■ ₁ ■ ₁ ■ ₁ ■ ₁	┖ _╀ ┻╁┻╁┻╁┻╁┻╁┻╁ ┸ ╁	┆ ┻ ┆┻╽┻╽┈┇╸╽┈╽┈╎┈╎┈ ┆
	57		0	0.00%	100.00%		3 6 6	0 0 0 0	જે જી		6 % Y Y
otal:			151	100%	100.0076			Spo	t Speed,	mph	L,
Juli.			171	10070							

5

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 50th Percentile Speed (Mean Speed) 12:00 PM TO 1:00 PM 44 MPH

Speed Justification 85th percentile speed

85th Percentile Speed

47 MPH

10 mph Pace Speed

40 TO 49

Percentage of Vehicles in Pace **Number of Survey Samples**

80.2% 187

Recommended Speed Limit

45 MPH

COLLISION HISTORY

Number of Years Studied

Total Collisions

Collision Rate (ACC/MVM)

4 0.38

3

Expected Collisions (ACC/MVM)

1.55

TRAFFIC FACTORS

Average Daily Traffic

5,039

Date Counted

4/12/2011

Number of Lanes

Type of Traffic Control

Crosswalks?

Signalized at Palo Comado and Liberty Canyon; 1-way stop at Calle Montecillo At Palo Comado Canyon Road/Chesebro Road and Liberty Canyon Road

Pedestrian Traffic

No

Truck Traffic

Minimal

On-Street Parking Sidewalks?

Only for a portion of segment

Driveways?

Minimal

ROADWAY FACTORS

Length of Segment Width

5,026'

Vertical Curve

54' (Varies)

Yes

Horizontal Curve

Yes

Visibility **Roadway Conditions** Some restriction due to road curvature Good. Raised median at eas end of Liberty Canyon Road. No median to Palo Comado.

Lighting

Only near Liberty Canyon Road

Adjacent Land Use

Field Study By

Residential

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

				CITY (OF AGOURA HI	LLS			
Client:			KIMLEY H	ORN AND ASSO	CIATES, INC.				_
Street:			Agoura Roa	d					
Spt.Spd. I	Loca	ition:	Palo Comad	o Canyon Road to	Liberty Canyon Roa	ad			Ref. # 05
				Cumulative	Date:	4/19/2011	_ Day:	Tuesday	_
Speed]]	Frequency	Percent	Percent	Weather:	Dry, clear		•	-
	13		0.00%	0.00%	Hours:	12:00 PM	To	1:00 PM	_
	14		0.00%	0.00%	Recorder:	DB	_		-
	15		0.00%	0.00%	Posted Speed:	45 mph			
	16		0.00%	0.00%	Channelization:	Skip dash 2 w	ay traffic	;	
	17		0.00%	0.00%	Street Width:	N/A "			
	18		0.00%		Comm./Resid.:	Residential			
	19		0.00%	0.00%	DIRECTION:	Eastbound / V	Vestboun	d combined	
	20		0.00%	0.00%	DATA ANALYSIS	S:			
	21		0.00%	0.00%	Mean Speed:			N/A	
	22		0.00%	0.00%	Standard Deviatio	n:		N/A	
	23		0.00%	0.00%	Standard error of	the mean:		N/A	
	24		0.00%	0.00%	15th Percentile:	•		4()
	25		0.00%	0.00%	50th Percentile:			44	1
	26		0.00%	0.00%	85th Percentile:		•	47	7
	27		0.00%	0.00%	10 Mile Pace:		40	to	49
	28		0.53%	0.53%	% of Samples in 1	0-Mile Pace:		80.21%	, D
	29		0.53%	1.07%	# in 10 MPH pace			150	
	30		2 1.07%	2.14%	Comments:				
	31		0.53%	2.67%					
	32		2 1.07%	3.74%	Cumulative	umulative Fre	allonov	Distributio	an .
	33		3 1.60%	5.35%	Frequency C	umulalive Fre	quency	Distributio	11.1
	34		2 1.07%	6.42%	12070				
	35		2 1.07%	7.49%	100% =			· · · · · · · · · · · · · · · · · · ·	
	36		2 1.07%						
	37		2 1.07%		1				/
	38		4 2.14%		11 1				
	39		3.21%		II ///10/1 .				
	40	1	· ·		1 3				
	41	1			11			/	
	42	1					T-1-1-1-1	<u> </u>	1.
	43	. 1				·····································	1 	1 ch ch	6 8 8 8
	44	1			li .	レ 'レ゙ 'ビ 'b' 'S' S n	ot Speed,		י אי יטי יטי
	45	1							
	46	1				Frequenc	v Distri	bution	
	47	1							
	48	1							
	49		7 3.74%						
	50		2.14%		3 15				
	51	i	2 1.07%		15			┈╏╂╂╂╂	
	52		0.53%						
	53		0.53%		4! I				
	54		0.53%				_	,{ 	
	55		0.00%			<u>, , , , , , , , , , , , , , , , , , , </u>			▋▗▊▗▋▗▋▗▊▗▆▗▆▗▄ ▗▃▁ <u></u>
	56		0.00%		0, 0, c,	ብ ተ	~ ~ ~	8 & 04	o % eb eb
	57		0.00%			V V -	ot Speed,		i,
Total:		18	7 100%	0				··· p···	

4/19/2011

39 MPH

75.9%

174

5,517

3,440'

43'

30 TO 39

6

STREET Canwood Street

West City Limit

CERTIFICATION DATE:

TO

Reyes Adobe Road

SPEED FACTORS

FROM

Date of Speed Survey Time of Speed Survey

1:00 PM TO 2:00 PM 50th Percentile Speed (Mean Speed) 35 MPH

85th Percentile Speed 10 mph Pace Speed

Percentage of Vehicles in Pace **Number of Survey Samples**

Posted Speed Limit

Speed Justification

Date Counted

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

4/12/2011

Recommended Speed Limit

35 MPH

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

Number of Lanes

Type of Traffic Control

Crosswalks?

Pedestrian Traffic

Truck Traffic

On-Street Parking

Sidewalks?

Driveways?

Multiple on north side only

Yes. On both sides of street

At Reyes Adobe Road

Signalized at Reyes Adobe Road

ROADWAY FACTORS

Length of Segment Width

Yes

Moderate

None present

On north side only.

Vertical Curve Horizontal Curve

Yes

Visibility

Lighting

Restriction due to road curvature

Roadway Conditions

Good 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

Client:				RN AND ASSO	CIATES, INC.	· · · · · · · · · · · · · · · · · · ·			=
Street:			Canwood Str		<u> </u>				-
Spt.Spd. L	ocation:		West City Lin	nits to Reyes Ad	obe Road				Ref. # 06
				Cumulative	Date:	4/19/2011	Day:	Tuesday	_
Speed	Frequency		Percent	Percent	Weather:	Dry, clear			_
1	3	0	0.00%	0.00%	Hours:	1:00 PM	To	2:00 PM	-
1	4	0	0.00%	0.00%	Recorder:	DB		-	-
1	5	0	0.00%	0.00%	Posted Speed:	35 mph			-
1	6	0	0.00%		Channelization:	Skip dash 2 w	ay traffic		-
1	7	0	0.00%		Street Width:	N/A	· · · · · · · · · · · · · · · · · · ·		-
1	8	0	0.00%	0.00%	Comm./Resid.:	Residential			
1		0	0.00%		DIRECTION:	Eastbound / W	/estbounc	d combined	
2	ol	0	0.00%		DATA ANALYSIS	:		_	
2		0	0.00%		Mean Speed:			N/A	
2		ő	0.00%		Standard Deviation	1:		N/A	
2		ő	0.00%		Standard error of			N/A	
2		0	0.00%		15th Percentile:			30	
2		2	1.15%		50th Percentile:			35	
2		1	0.57%		85th Percentile:			39	
2		2	1.15%		10 Mile Pace:		30	to	39
2		4	2.30%		% of Samples in 10	Mile Peer		75.86%	
2		7	4.02%		# in 10 MPH pace:			132	
3	1	11	6.32%		Comments:			132	
3		12	6.90%	22.41%	Comments:				
3	1		6.32%						
3		11	8.05%	28.74%	Cumulative Frequency C	umulative Fre	quency	Distributio	n
3		14	7.47%	36.78% 44.25%	120% -				
3	1	13			100%				
3	1	17	9.77%	54.02%	II F				
		14	8.05%	62.07%	X(1½ +			/	
3	1	15	8.62%	70.69%	II 7				
3	1	13	7.47%	78.16%	II)				
3		12	6.90%	85.06%	II 100/ J		/		
4		11	6.32%	91.38%	1	/			
4		6	3.45%	94.83%	ll 7		-		
4		3	1.72%	96.55%				111:11	+++++
4		1	0.57%	97.13%)	3k 3\	84 E4 C4	N 89 89
4		1	0.57%	97.70%	' ' '	, , ,	ot Speed,	• • • •	
4		l	0.57%	98.28%	<u> </u>				
4		2	1.15%	99.43%		Frequenc	y Distrik	oution	
4		l	0.57%	100.00%	25 7	-			Motorchine and Anti-Anti-Anti-Anti-Anti-Anti-Anti-Anti-
4		0	0.00%	100.00%					-
4		0	0.00%	100.00%					
5		0	0.00%	100.00%	3 15		ı		
5		0	0.00%	100.00%			1,11	n_	
5		0	0.00%	100.00%	D 10		ŧ╂╂╂╂	H	
5		0	0.00%	100.00%	 	.11		111_	a .
5		0	0.00%	100.00%	5	.111	╂╂╂╂╂	<u> </u>	
5		0	0.00%	100.00%	0 1	<u>, , , , , , , , , , , , , , , , , , , </u>		ارميميم الألايلايلا	L
5		0	0.00%	100.00%		ν ν ν ν	-1 -1-1-1-1 -3× -3\	34 cg 04	\$ 87 85 E
	7	0	0.00%	100.00%	, , , , , , , , , , , , , , , , , , ,		ot Speed, i		ייי איז איז איז איז איז איז איז איז איז
Total:		174	100%			Spu	r. opecu, I	ייאיי	

7

STREET

Canwood Street

CERTIFICATION DATE:

FROM

Reyes Adobe Road

TO Kanan Road

SPEED FACTORS

Date of Speed Survey

4/19/2011 2:00 PM TO 3:00 PM 40 MPH

Time of Speed Survey

Posted Speed Limit Speed Justification 85th percentile speed

50th Percentile Speed (Mean Speed) 85th Percentile Speed

36 MPH 39 MPH

10 mph Pace Speed

31 TO 40

Percentage of Vehicles in Pace

90.7%

162

Recommended Speed Limit

40 MPH

COLLISION HISTORY

Number of Survey Samples

Number of Years Studied

Total Collisions

3 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

Signalized at Reyes Adobe Road and Kanan Road; 3-way stop at Forest Cove Lane

Type of Traffic Control 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 Width

6,138'

Vertical Curve

36'

Yes

Horizontal Curve

Yes

Visibility **Roadway Conditions** Some restriction due to road curvature

Lighting

Good

Adjacent Land Use

Good 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

				CITY (OF AG	OUR	4 HIL	LS		<u> </u>	
Client:			KIMLEY HO	ORN AND ASSO	CIATE	Ś, INC.					_
Street:			Canwood Str								_
Spt.Spd.	Loc	ation:	Reyes Adobe	Road to Kanan I	Road		_				Ref. # 07
		*		Cumulative	Date:			4/19/201	1 Day:	Tuesday	_
Speed		Frequency	Percent	Percent	Weath	er:		Dry, clear			
	13	0	0.00%	0.00%	Hours	:		2:00 PM	To	3:00 PM	•
	14	0	0.00%	0.00%	Recor	der:		DB			_
1	15	0	0.00%	0.00%	Posted	Speed	:	40 mph			_
	16	0	0.00%	0.00%	Chann	elizatio	on:	Skip dash 2	way traffic	c	
	17	0	0.00%	0.00%	Street	Width	:	N/A			
	18	0				ı./Resid		Residential			
	19	0	0.00%	0.00%	DIRE	CTION	:	Eastbound /	/ Westboun	d combined_	
	20	0	0.00%	0.00%	DATA	ANAI	YSIS:				-
	21	0	0.00%		Mean					N/A	
	22	0				ard Dev				N/A	
	23	0			1			he mean:		N/A	
	24	0				'ercenti				34	
	25	0				ercenti				36	
	26	0	1			ercenti				39	
	27	0	1			le Pace			31	to	40
l	28	1	0.62%					-Mile Pace:		90.74%	o O
	29	1	0.62%			MPH (pace:			147	
	30	1	0.62%	l I	Comm	ents:					
	31	3	1.85%	3.70%							
	32	4		6.17%			Cu	mulative F	requency	Distributio	n l
	33	13	1	14.20%	Freque 120%	ncy 1	Ou	illulative i	requerioy	Distributio	
1	34	17	1	24.69%							
1	35	21	12.96%	37.65%	100%						
	36	28	1	54.94%	80%						
	37	20		67.28%]			/		
Į.	38	18		78.40%	60%					-	
1	39	16		88.27%	40%	i			/		
1	40	7		92.59%]			/		
İ	41	3	1	94.44%	20%	-		-			
	42	2	1	95.68%	0%	1,,,,	++++		-	+	· ┤┤┤┡╏╌╏╇╇╇╇ ╍┨
	43	2		96.91%	0,0	5 6	જ જ	ν γο γο .	3 ⁵ 3 ⁶ 3 ¹	10 23 N	6 18 18 18
	44	1	0.62%	97.53%		•	V		Spot Speed		
	45	2			-						
	46	l 1	0.62%	99.38%				Freque	ncy Distri	bution	
	47	l	0.62%	100.00%	30	1		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u></u>	17	
	48	0		100.00%	25				1		
	49 50	0	1	100.00%							
	51	0	0.00% 0.00%	100.00% 100.00%	할 20			· · · -	— th		
1		, ,	0.00%	1		-			──╂ ╂	-	
	52 53	0	0.00%		9 10						
	53 54	0	0.00%		1					II.	
1	55		0.00%						.,	111	
	56	0	l .		11 11 .		++	· 	■ŧ₽ŧ₽ŧ₽ŧ₽ŧ₽ŧ₽ŧ₽	┆┻┆┺┆┻┇┺┆┻┆┻┆┻╻	■≀■≀→→→→
	57	0	1		,	3 6	√0 J	, ,	જે જે જો		\$ \$ \$ \$ \$
Total:	31	162						5	Spot Speed,	mph	1
I Julai.		102	. 100/0								

8

STREET Canwood Street

CERTIFICATION DATE:

FROM

Kanan Road

TO Derry Avenue

SPEED FACTORS

Date of Speed Survey
Time of Speed Survey

4/19/2011 2:00 PM TO 3:00 PM Posted Speed Limit Speed Justification

40 MPH

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 Total Collisions

3 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

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?

Width

Minimal

ROADWAY FACTORS

Length of Segment

4,226'

15.10

28'

Vertical Curve

Yes

Horizontal Curve

Yes

Visibility

Some restriction due to road curvature

Roadway Conditions

Some rough road areas

Lighting Adjacent Land Use Yes 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

			CITY (OF AGOURA HI	LLS		 .	
Client:			ORN AND ASSO	CIATES, INC.				_
Street:		Canwood Str						_
Spt.Spd. Lo	cation:	Kanan Road	to Derry Avenue					Ref. # 08
			Cumulative	Date:	4/19/2011	Day:	Tuesday	_
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	_		_
13	0	0.00%	0.00%	Hours:	2:00 PM	To	3:00 PM	
14	0	0.00%	0.00%	Recorder:	DB		-	_
15	0	0.00%	0.00%	Posted Speed:	40 mph			_
16	0	0.00%	0.00%	Channelization:	Skip dash 2 w	ay traffic	:	
17	0	0.00%	0.00%	Street Width:	N/A			
18				Comm./Resid.:	Commercial			
19	0	0.00%	0.00%	DIRECTION:	Eastbound / W	/estbound	d combined	
20	0	0.00%	0.00%	DATA ANALYSIS	·:			
21	0	0.00%	0.00%	Mean Speed:			N/A	
22	0	0.00%	0.00%	Standard Deviation	1:		N/A	
23	0		0.00%	Standard error of	the mean:		N/A	
24	0	•	0.00%	15th Percentile:			30	
25			1.00%	50th Percentile:			34	
26		0.50%		85th Percentile:			39	
27				10 Mile Pace:		30	to	39
28				% of Samples in 10			76.12%	ı
29	1	1		# in 10 MPH pace:			153	
30				Comments:				
31	18	8.96%	25.37%					
32	1	9.95%			umulative Fre	allenev	Distributio	n
33			46.27%	120% ¬	umulative me	quency	Distributio	11
34	E .	1	l I]				
35	1	1	64.68%	II .I				
36			68.66%	80%	<u> </u>			
37			74.13%]				
38		1	80.10%	60%				
39	1	1	85.07%	40%		./		
40			90.55%	1		/		
41	8	1	94.53%	20%				
42	1	1	95.52%	0% 1		+++++	++++++	
43			96.52%	.360	P & & & &		34 64 04	> % % %
44	1	h	97.51%		Sp	ot Speed,		v 5 5
45				<u> </u>				
46		0.50%		1	Frequenc	y Distril	oution	
47		0.50%		0.5				
48			99.50%					an agricultural con-
49		0.50%	100.00%	20		:I;- · ·		
50			100.00%	ည် ₁₅				
51			100.00%	0 15 en			_	
52			100.00%			╂╂╂╂	 	·
53		1	100.00%		111			audzipowania
54		1	100.00%	5			t111	
55			100.00%	0 ++++++	_{╀╌╀╼} ┰ _┦ ┻┧┻┧╂╏ <mark>┦</mark> ╏	▊_┇▊▗▊▗▊▗▊ ▗ ▊	<u> </u>	╙ ┻╃╌┦┻╇╌┼┈┼┈┼┈┼┈┤┈┆ ╸║
56			100.00%	_	0 6 6 5	_{જે} ^ જી	KO K3 K6	\$ 82 85
57			100.00%			ot Speed,		1
Total:	201	100%		<u> </u>	<u> </u>			

9

STREET FROM

Canwood Street Derry Avenue

CERTIFICATION DATE:

TO

Chesebro Road

SPEED FACTORS

Date of Speed Survey

4/19/2011 Time of Speed Survey 3:00 PM TO 4:00 PM Posted Speed Limit Speed Justification

40 MPH

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

Total Collisions

3 7

Collision Rate (ACC/MVM) Expected Collisions (ACC/MVM)

0.53 2.55

TRAFFIC FACTORS

Average Daily Traffic

5,224

Date Counted

4/13/2011

Number of Lanes

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' 36'

Width Vertical Curve

No Yes

Horizontal Curve

Some restriction due to road curvature

Roadway Conditions

Good

Lighting

Visibility

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

••					CITY C	OF AGOURA HI	LLS			_
Client:			_		RN AND ASSO	CIATES, INC.				_
Street:			_	Canwood Str						_
Spt.Spd.	Loc	ation:]	Derry Avenu	e to Chesebro Ro					Ref. # 09
			1		Cumulative	Date:	4/19/2011	_ Day:	Tuesday	_
Speed		Frequency	_ []	Percent	Percent	Weather:	Dry, clear	_		<u>.</u>
	13		न	0.00%	0.00%	Hours:	3:00 PM	То	4:00 PM	_
	14	1	0	0.00%	0.00%	Recorder:	DB	_		_
	15	ı	이	0.00%	0.00%	Posted Speed:	40 mph			_
	16	1	0	0.00%		Channelization:	Skip dash 2 w	ay traffi	С	
	17	1	0	0.00%		Street Width:	N/A			
	18	1	이	0.00%	1	Comm./Resid.:	Commercial /			·
	19	1	이	0.00%		DIRECTION:	Eastbound / W	Vestboun	d combined	
	20	1	이	0.00%	i I	DATA ANALYSIS	S:			
	21	!	ᅃ	0.00%		Mean Speed:			N/A	
	22	1	이	0.00%		Standard Deviatio			N/A	
	23	1	이	0.00%		Standard error of	the mean:		N/A	
	24		1	0.47%		15th Percentile:			30	
	25		2	0.93%		50th Percentile:			36	
	26		2	0.93%		85th Percentile:			4:	·
	27	•	4	1.86%		10 Mile Pace:		30	to	39
	28		5	2.33%		% of Samples in 1			66.51%	<u>, </u>
	29		9	4.19%		# in 10 MPH pace	•		143	
	30	1		6.98%		Comments:				
	31	1.	- 1	5.58%	23.26%					
	32	1	- 1	5.12%	28.37%	Cumulative	umulative Fre	auency	, Distributio	on .
	33	1.	- 1	6.05%	34.42%	Frequency C	amaian ve i ie	quency	Distribution	·••
	34	1	- 1	6.98%	41.40%]				
	35	1.	- 1	6.51%	47.91%	100%		· · · - ·		
	36	1	- 1	7.91%	55.81%	80%			/	
	37	1		7.44%	63.26%					
	38	1	- 1	7.91%	71.16%	60%			,	
	39	1.	- 1	6.05%	77.21%	40%				
	40	1.	- 1	6.05%	83.26%	1				
	41	1	- 1	4.65%	87.91%	20%				
	42	1	- 1	5.12%	93.02%	0%	.,,,, ,,,,,,	 {- - - -	┠╼╈═╋═╬ ╌╬╌┼╌╧╼┼╾	++++++++
	43		5	2.33%	95.35%		2 6 6 3		' cy 04 .	
	44		3	1.40%	96.74%		Śp	ot Speed		
	45		2	0.93%		<u></u>				
	46		4	0.93%	98.60%		Frequenc	y Distri	ibution	
	47		1	0.47%		25 -		VIV. VACENTIAN VIV. VIV. VACENTIAN VIV. VIV. VACENTIAN VIV. VIV. VIV. VIV. VIV. VIV. VIV. VIV	***************************************	
	48		1	0.47%	99.53%					terimony rose
	49 50			0.47%	100.00%	20				
	50			0.00%	100.00%	2 15			1	
	51	i		0.00%	100.00%	· 	I.		llee	- N
	52 53			0.00%	100.00%	<u>E</u> 10		╂╂╂╂		· ·
	53 54			0.00%	100.00%					- Landelton
	54 55			0.00%	100.00%	5				_
	56			0.00%	100.00%	0 + + + + + + + + + + + + + + + + + + +	┈┼╶┼╶╎═ ┧┻┇┻╏┺┆┻╏┩┇┇	_₽ ₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽₽	▊ _╊ ▊▗█▗█▗█▗█▗█▗█▗█▗█	┖ _╀ ┻┼┻╁ ┻╽┈╎┈╎┈╎┈╎
	57		0	0.00%	100.00%	13 16 19	ひかかか	_જ ે જી	, 60 kg kg	b bb bb
otal:	3/		<u>0</u>	0.00%	100.00%		Spo	ot Speed,	mph	ı
OLMI:		21	J	100%						_

10

4/12/2011

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

SPEED FACTORS		Posted Speed Limit 35 MPH From Fwy to Palo Comado				
Date of Speed Survey	4/20/2011	30 MPH from P.Comado to Colodny Drive				
Time of Speed Survey	9:00 AM TO 10:00 AM	Speed Justification				
50th Percentile Speed (Mean Speed)	31 MPH	85th percentile speed downgraded due to fronting residential				
85th Percentile Speed	36 MPH	area and vertical and horizontal road curvature				
10 mph Pace Speed	27 TO 36					
Percentage of Vehicles in Pace	69.4%	Recommended Speed Limit 30 MPH				
Number of Survey Samples	170					

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	Date Counted	

Number of Lanes Stop controlled at Chesebro Road Type of Traffic Control

Minimal

Crosswalks? At Conejo View Drive and Freeway; horse-crossing sign at crosswalk.

Truck Traffic 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

COLLISION HISTORY

Pedestrian Traffic

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

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**

				OF AGOURA HI	LLS			
Client:		KIMLEY HORN AND ASSOCIATES, INC.						-
Street:		Driver Avenue / Palo Comado Canyon Road						- D C !! 10
Spt.Spd. Lo	cation:	Argos Street to US 101 Freeway					Ref. # 10	
~ •			Cumulative	Date:	4/20/2011	_ Day:	Wednesday	•
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	_		•
13		0.00%		Hours:	9:00 AM	_ To	10:00 AM	_
14		0.00%	l .	Recorder:	DB			_
15		0.00%		Posted Speed:	30 mph			_
16		0.00%	1	Channelization:	Skip dash 2 w	ay traffic	<u> </u>	
17		0.00%	I	Street Width:	N/A			
18		0.00%		Comm./Resid.:	Commercial /			<u> </u>
19		0.00%	1	DIRECTION:	Northbound /	Southbou	und combined	<u> </u>
20		5 2.94%	I	DATA ANALYSIS	5:			
21	[6 3.53%	I	Mean Speed:			N/A	
22		7 4.12%		Standard Deviation: N/A				
23		3 1.76%	I	Standard error of the mean: N/A				
24		5 2.94%	I			24		
25		4 2.35%		50th Percentile:			31	
26		4 2.35%		85th Percentile:			36	
27	1		1	10 Mile Pace:		27	to	36
28				% of Samples in 10			69.41%	
29	1			# in 10 MPH pace:			118	
30	1			Comments:				
31	1	0 5.88%	55.29%					
32	1	7.06%	62.35%	Cumulative	umulative Fre	allonov	Dictributio	n
33	1	7 10.00%	6 72.35%	Frequency C	umulative Fre	quency	Distributio	! !
34	1	5.88%	6 78.24%	12070				
35	1	1 6.47%	84.71%	100%				
36		8 4.71%	89.41%	80%				
37		6 3.53%	92.94%	0076.				
38		4 2.35%	6 95.29%	60%				
39		4 2.35%	6 97.65%	40%				
40		1 0.59%	6 98.24%	40%				
41	1	1 0.59%						
42		0.00%		1 00/ 1 1 1 1 1 1 1 1 1 1 1 1			111111	
43		0.00%			''''''' ያ			>
44		1 0.59%			レッグ でか` Sn	იt Speed		איי איי איי
45		0.00%					,,	
46		1 0.59%		II.	Frequenc	v Distri	bution	
47		0.00%				, = .0		
48		0.00%		II i				
49		0.00%						
50		0.00%	1	li k				and the second second
51		0.00%	1	15				
52		0.00%				H.,		
53		0.00%	1	li l	. 11111			in constant of
54		0.00%	6 100.00%	5	┠┋╸╻╻╻ ┠╂╂╂╂	╂╂╂╂╂		
55		0.00%	6 100.00%		<u> 1,0,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1</u>			<u> </u>
56		0.00%	6 100.00%	0 	_የ ተ		% % %	8 8 8
57		0.00%		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		יצי ייצי ot Speed,		אי אסי אסי
Total:	17	0 100%	6		эрс	n opeed,	mpii	

11

STREET

Kanan Road

CERTIFICATION DATE:

FROM

North City Limit

TO

Laro Drive

SPEED FACTORS

Date of Speed Survey

4/20/2011 10:00 AM TO 11:00 AM **Posted Speed Limit** Speed Justification

45 MPH

Time of Speed Survey 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

<u>45 MPH</u>

Number of Survey Samples

180

COLLISION HISTORY

Number of Years Studied

Total Collisions

3

17

Collision Rate (ACC/MVM)

0.48 1.60

Expected Collisions (ACC/MVM)

TRAFFIC FACTORS

Average Daily Traffic

24,420

Date Counted

4/12/2011

Number of Lanes

Type of Traffic Control

Signalized at Fountainwood Street, Eagleton Street, and Laro Drive

Crosswalks?

At signalized intersections

Pedestrian Traffic

Moderate

Truck Traffic On-Street Parking Minimal

Sidewalks?

Yes, on both sides of street

Driveways?

Multiple

ROADWAY FACTORS

Length of Segment Width

2,459' 78'

Vertical Curve

Slight vertical curvature

Horizontal Curve

No

Visibility

Good

Roadway Conditions Lighting

Good

Adjacent Land Use

Good. Raised median. 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

					OF AGOURA HI	LLS			
Client:			KIMLEY HO	ORN AND ASSO	CIATES, INC.				_
Street:			Kanan Road						
Spt.Spd.	. Loc	ation:	North City L	imits to Laro Dri	ve			_	Ref. # 11
		··		Cumulative	Date:	4/20/2011	Day:	Wednesday	
Speed		Frequency	Percent	Percent	Weather:	Dry, clear	_		
	13	(0.00%	0.00%	Hours:	10:00 AM	To	11:00 AM	•
	14	(0.00%	0.00%	Recorder:	DB	_		-
	15	(0.00%	0.00%	Posted Speed:	45 mph		· ·	
	16	(0.00%	0.00%	Channelization:	Skip dash 2 wa	ay traffi	c	_
	17	(0.00%	0.00%	Street Width:	N/A			
	18	(0.00%	0.00%	Comm./Resid.:	Residential			· · ·
	19	(0.00%	0.00%	DIRECTION:	Northbound / S	Southbo	und combined	[
	20	(0.00%	0.00%	DATA ANALYSIS	S:			
	21	(0.00%	0.00%	Mean Speed:			N/A	
	22	(0.00%	0.00%	Standard Deviatio	n:		N/A	
	23	(0.00%		Standard error of	the mean:		N/A	
	24	(0.00%	0.00%	15th Percentile:			37	
	25	•	0.00%	0.00%	50th Percentile:			41	
	26	ĺ	0.00%		85th Percentile:			46	
	27	· (0.00%	0.00%	10 Mile Pace:		37	to	46
	28	(0.00%	0.00%	% of Samples in 1	0-Mile Pace:		75.56%	
	29	(0.00%		# in 10 MPH pace:			136	
	30		1.11%		Comments:				
	31		0.56%	1.67%					
	32		1.11%	2.78%	Cumulative			. Di -4-il4i -	_
	33	;	1.11%		Frequency C	umulative Fred	quency	Distribution	n
	34	(1.67%	5.56%	120%]				
	35	4	2.22%	7.78%	100%				
	36	10	5.56%	13.33%	0004			/	
	37	10	5.56%	18.89%	80%				
	38	13	7.22%	26.11%	60%				
	39	20	11.11%	37.22%	400/				
	40	1:	8.33%	45.56%	40%				
	41	12	6.67%						
	42	1	6.11%	58.33%			_/		
	43	1:			0% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11	<u> </u>		
	44	1:	7.22%	72.78%	\$ 6 6		ം ൃ∖ ot Speed		8 8 8 8
	45	10		81.67%			or oheer	.,p.i	
	46	10				Frequency	v Dietri	ibution	Ĩ
	47	(3.33%	92.22%	05	rrequerio	ווסנום ע	Dation	
	48	:	1.67%	93.89%	25			THE COLUMN TO SERVICE AND ADDRESS OF THE PROPERTY OF THE PROPE	Control Contro
	49	:	2.78%	96.67%	20				· · · · · · · · · · · · · · · · · · ·
	50	;	1.11%	97.78%					
	51	<u> </u>	1.67%					_	
	52	' '	0.00%		nb 10			. [1
	53		0.56%		F 10				S) secured
	54	(0.00%		5		┈┋╢	┞╂╂╂╂╂╂╂╂	╂╌ ┪
	55	(0.00%				a, a, B, B, B, B,		
	56	(0.00%		0 1 	- - - - - - - - - - - - - - - - - - -	- - - - - გა გე	og cg og	\$ 43 45
<u></u>	57		0.00%		72 10 18	φ φ જ જ	ა^ა აე∖ t Speed,		אי אי אי
Total:		180				Spo	ı əpeed,	шрп	1.

12

STREET

Kanan Road

CERTIFICATION DATE:

FROM

Laro Drive

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 85th percentile speed

50th Percentile Speed (Mean Speed) 85th Percentile Speed

39 MPH

42 MPH

10 mph Pace Speed

34 TO 43

Percentage of Vehicles in Pace

Recommended Speed Limit 81.5%

40 MPH

Number of Survey Samples

178

COLLISION HISTORY

Number of Years Studied

Total Collisions

45

3

Collision Rate (ACC/MVM) **Expected Collisions (ACC/MVM)**

2.13 1.60

TRAFFIC FACTORS **Average Daily Traffic**

30,208

Date Counted

4/12/2011

Number of Lanes

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

Yes, on both sides of street

Sidewalks? Driveways?

Multiple drives on west side only

ROADWAY FACTORS

Length of Segment Width

2,024'

Vertical Curve

78'

Horizontal Curve

No No

Visibility

Good

Roadway Conditions

Good. Raised median.

Lighting

Adjacent Land Use Residential, commercial

Checked By

Srikanth Chakravarthy

Field Study By

Rossina Chichiri

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

					CITY C)F AG	OURA I	HL	LS						
Client:			_		RN AND ASSO	CIATE	S, INC.						_		
Street:			_	Kanan Road									_		
Spt.Spd. 1	Loca	ation:]	Laro Drive to	Thousand Oaks	Boulev	ard						R	ef. # 12	
0 1		TD		n ,	Cumulative	Date:			4/20/2011	_ Da	y:	Wednesday	<u>/_</u>		
Speed	_	Frequency	-	Percent	Percent	Weath			Dry, clear	_			_	-	
	13			0.00%		Hours			11:00 AM	_ T	0	12:00 PM	_		
	14		인	0.00%		Record			DB				_		
	15			0.00%			Speed:		40 mph		CC		_		
	16 17		0	0.00% 0.00%			elization: Width:		Skip dash 2 w N/A	ay ira	IIIIC	3			
	18			0.00%		•	./Resid.:		Commercial /	Dagie	dont	tial			
	19			0.00%			TION:		Northbound /				·d		
	20			0.00%			ANALY:		1401 tilboullu /	Souti	1000	una comonic	·u		
	21		ال	0.00%		Mean		313.				N/A			
	22		ار	0.00%			opeeu. Ird Devia	tion				N/A			
	23		ŏL	0.00%			rd error					N/A			
	24		ŏL	0.00%			ercentile:		io mondi			35	5		
	25		ار	0.00%			ercentile: ercentile:					39			
	26		ŏ	0.00%			ercentile:					42			
	27	-	οl	0.00%		10 Mil				3	4	to		43	
	28		0	0.00%		4		ı 10-	Mile Pace:			81.46%	6		
	29		2	1.12%			MPH pa					145			
	30		3	1.69%		Comm									
	31		4	2.25%	5.06%										
	32		6	3.37%	8.43%	Cumulati		<u>۰</u>	mulativa Era	~		Diatributio			
	33		3	1.69%	10.11%	Frequent	cy	Cui	mulative Fre	quei	icy	Distributio	711		
	34		6	3.37%	13.48%	12070									
	35		5	2.81%	16.29%	100%									_
	36		7	3.93%	20.22%	80%								<u> </u>	
	37		9	5.06%	25.28%							/			
	38	1	- 1	10.67%	35.96%	60%									_
	39	2	- 1	15.17%	51.12%	40%		_				_/			
	40	3	- 1	20.79%	71.91%							/			
	41	1	- 1	10.67%	82.58%	20%									_
	42	1	6	5.62% 3.37%	88.20% 91.57%	0%		1 1			-++	111:	++		Н
	44		6	3.37%	91.37%	ζ:	, 16 18	v		ъÞ			Ø	k	
	45		4	2.25%	94.94%				Sp	ot Sp	eed,	, mph			
	46		3	1.69%	98.88%]	_								
	47		ارً	1.12%	100.00%				Frequenc	y Dis	stril	bution			
	48		ōl.	0.00%	100.00%	40 -							-		
	49		ŏ	0.00%	100.00%	35 -									-
	50		0	0.00%	100.00%	30 -									$\dashv \parallel$
	51		0	0.00%	100.00%	ည် 25 -									7
	52	•	0	0.00%	100.00%	25 - 25 - 25 - 25 - 25 - 25 - 25 - 25 -						ıllı			
	53		0	0.00%	100.00%	<u>2</u> 15 -									7
	54		0	0.00%	100.00%	10 -					, ,				ajelinensiites
	55		0	0.00%	100.00%	5 - 0 -		ر بيد	, , , , , , , , , , , , , , , , , , ,				La.		
	56		0	0.00%	100.00%		2 % %		<u> </u>	13A	ار ہ	34 & 04 34 & 04	+ o	න හැ දා 	
	57		0	0.00%	100.00%		·- ~~ ~~	'V'		ot Spe				יין אסיי אסיי יין	
Total:		17	8	100%		i 				v ohe		p.,			

13

STREET |

Kanan Road

CERTIFICATION DATE:

FROM

Thousand Oaks Boulevard

TO

Hillrise Drive

SPEED FACTORS

Date of Speed Survey

4/20/2011 11:00 AM TO 12:00 PM Posted Speed Limit

40 MPH

Time of Speed Survey

37 MPH

Speed Justification 85th percentile speed 10 1411 11

50th Percentile Speed (Mean 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

Total Collisions

3 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

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 Width 1,364'

Vertical Curve

78'

vertical Curve

Minimal

Horizontal Curve

Minimal

Visibility

Good. Raised median.

Roadway Conditions 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

Client:				ORN AND ASSO	CIATES, INC.				•
treet:			Kanan Road						
pt.Spd.	Loc	ation:	Thousand Oa	ks Boulevard to				<u> </u>	Ref. # 13
				Cumulative	Date:	4/20/2011	_ Day:	Wednesday	<u>-</u>
peed	_	Frequency	Percent	Percent	Weather:	Dry, clear			•
	13	0	0.00%	4	Hours:	11:00 AM	То	12:00 PM	<u>-</u>
	14	0	0.00%	1	Recorder:	DB			_
	15	0	0.00%		Posted Speed:	40 mph	0.7		<u>-</u>
	16	0	0.00%	t .	Channelization:	Skip dash 2 w	ay traffic	<u> </u>	
	17	0	0.00%	•	Street Width:	N/A	D 11		
	18 19	0	0.00%		Comm./Resid.:	Commercial /			
		0	0.00%	1	DIRECTION:	Northbound /	Southbo	una combined	
	20	0	0.00%		DATA ANĀLYSIS	S:		37/4	
	21	0	0.00%		Mean Speed:			N/A	
	22	0	0.00%		Standard Deviatio			N/A	
	23	0	0.00%		Standard error of	tne mean:		N/A	
	24 25	0	0.00% 0.00%	i e	15th Percentile:			33	
	25	0	0.00%		50th Percentile: 85th Percentile:		-	37 41	
	27	0	1.12%		10 Mile Pace:		32		41
	28	3	1.12%		% of Samples in 1	n-Mila Pagas		to 76.54%	41
	29	J	2.23%		# in 10 MPH pace:			137	
	30	4	2.23%		Comments:	•		137	
	31	5	2.79%	10.06%	IR .				
	32	7	3.91%	13.97%	f .				
	33	6	3.35%	17.32%		umulative Fre	quency	Distribution	า
	34	8	4.47%	21.79%	II 12U% 1				
	35	18	10.06%	31.84%	II I				
	36	25	13.97%	45.81%	1				
	37	23	12.85%	58.66%		. .			
	38	20	11.17%	69.83%	II 3			/	
	39	15	8.38%	78.21%	- ‡		/		
	40	8	4.47%	82.68%			/		
	41	7	3.91%	86.59%	II		$-\!\!\!/-$		4
	42	5	2.79%	89.39%		/			
	43	. 6	3.35%	92.74%	0% 1				
	44	6	3.35%		. א. הי. וו	0 6 6 5	გა გ∖ ხიიო2 to	W 64 04	% थे क
	45	4	2.23%	98.32%			ot Speed	, mpn	
	46	3	1.68%	100.00%		Frequenc	v Dietri	hution	
	47	0	0.00%	100.00%		Frequenc	א טופנען	bullon	
	48	0	0.00%	100.00%	25	Com C. Add M. Sedderhound College Coll	enderstander Traditionalistica	Compliant Control of Company of Control of C	28/4/20
	49	0	0.00%	100.00%	25			:	
	50	0	0.00%	100.00%	ੇ 20		_ [-	1	
	51	. 0	0.00%	100.00%	15				
	52	, 0	0.00%		 			11	4
	53	0	0.00%	100.00%	上 10		,	II.	
	54	0	0.00%	100.00%	5 -		<u> </u>	11111-11	
	55	0	0.00%	100.00%	0	<u>, , , , , , , , , , , , , , , , , , , </u>		<u>, , , , , , , , , , , , , , , , , , , </u>	<u>landa adam kan</u> dandan kata 1800.
	56	0			1	፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ 	- 1-1-1-1- -3 ^b -3 ¹	9 63 04	\$ & &
	57	0	0.00%	100.00%	, , , , , , , , , , , , , , , , , , ,		t Speed,		N
otal:		179	100%				- opecu,	b.,	

14

STREET

Kanan Road

CERTIFICATION DATE:

FROM

Hillrise Drive

TO

Canwood Street

SPEED FACTORS

Date of Speed Survey Time of Speed Survey 4/20/2011

12:00 PM TO 1:00 PM

Posted Speed Limit Speed Justification 85th percentile speed 40 MPH

50th Percentile Speed (Mean Speed)

38 MPH 41 MPH

85th Percentile Speed 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

Total Collisions

26

Collision Rate (ACC/MVM)

0.90 1.15

3

Expected Collisions (ACC/MVM)

TRAFFIC FACTORS

Average Daily Traffic

25,691

Date Counted

4/12/2011

Number of Lanes

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?

rs? N

ROADWAY FACTORS

Length of Segment Width

1,467' 78'

Vertical Curve

vertical Curve

Yes

Horizontal Curve

Yes
Some restriction due to road curvature

Visibility 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

						F AGOURA HILLS		
Client:			_		ORN AND ASSO	IATES, INC.		
Street:			_	Kanan Road				_
Spt.Spd.	Loc	ation:		Hillrise Drive	e to Canwood Str			Ref. # 14
•					Cumulative	Date: 4/20/2011 Day	Wednesday	_
Speed		Frequency		Percent	Percent	Weather: Dry, clear		_
	13		0	0.00%	0.00%		1:00 PM	- -
	14		이	0.00%		Recorder: DB		_
	15		이	0.00%		Posted Speed: 40 mph		_
	16		이	0.00%		Channelization: Skip dash 2 way traff	fic	
	17		이	0.00%		Street Width: N/A		
	18		0	0.00%		Comm./Resid.: Residential		
	19		0	0.00%		DIRECTION: Northbound / Southb	ound combined	<u> </u>
	20		0	0.00%		DATA ANALYSIS:		
	21		0	0.00%		Mean Speed:	N/A	
	22			0.00%		Standard Deviation:	N/A	
	23		인	0.00%		Standard error of the mean:	N/A	
	24		솄	0.00%		5th Percentile:	34	
	25		<u>이</u>	0.00%		50th Percentile:	38	
	26			0.00%	· ·	S5th Percentile: 0 Mile Pace: 34	41	43
	27		0	0.00% 0.65%	1		to 85.06%	
	28 29		扎	1.30%		% of Samples in 10-Mile Pace:	131	
	30		2 3	1.95%	3.90%	in 10 MPH pace:	131	
	31		ار 4	2.60%	6.49%			
	32		اړ	2.60%	9.09%	Cumulative		
	33		٦	2.60%	11.69%	Frequency Cumulative Frequence	y Distributio	n
	34		7	4.55%	16.23%	120%]		
	35		5	3.25%	19.48%	100%		
	36	1	- 1	7.14%	26.62%	4		
	37	1		12.34%	38.96%	80%		
	38	$\stackrel{}{2}$	- 1	15.58%	54.55%	60%		
	39	2	- 1	14.94%	69.48%		/	
	40	1		12.34%	81.82%	40%		
	41		2	7.79%	89.61%	20%	*	
	42		5	3.25%	92.86%			
	43		6	3.90%	96.75%	0% 1		 - - - - - - - - - - - - - - - - - - -
	44		3	1.95%	98.70%	፟ [®] የ የ የ የ የ የ የ የ የ የ የ የ የ Pee		5 6 6 6
	45		1	0.65%		Spot Spec		
	46		1	0.65%	100.00%	Frequency Dist	ribution	
	47		0	0.00%		· ·		
	48		0	0.00%		25	l n	
	49		0	0.00%		20		
	50		0	0.00%		ر رو - رو		
	51	ï	0	0.00%		15		
	52		0	0.00%		15	11111	
	53		이	0.00%		.		a spinistra
	54		0	0.00%		5	#######	-
	55		0	0.00%			_┸ ┸╻┹╻╂╻ ┨╻┨╻╂╻ ╸╻	*
	56		0	0.00%			31 62 63 68	8 8 8 8
	57		0	0.00%		Spot Speed		1,
Total:		15	4	100%			,	

15

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

SPEED FACTORS

Date of Speed Survey 35 MPH 4/20/2011 **Posted Speed Limit** Time of Speed Survey **Speed Justification** 1:00 PM TO 2:00 PM

154

50th Percentile Speed (Mean Speed) 85th percentile speed downgraded due to high collison rate 38 MPH

85th Percentile Speed 41 MPH 10 mph Pace Speed 34 TO 43

Percentage of Vehicles in Pace 85.1% **Recommended Speed Limit 35 MPH**

COLLISION HISTORY

Number of Survey Samples

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 **Date Counted** 25,443 4/12/2011

Number of Lanes

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 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

CII:			1/11 /r> ***			OURA H	ILLS			-
Client:				ORN AND ASSO	CIATE	S, INC.				-
Street:			Kanan Road	1 1 A D						D C U 15
Spt.Spd. L	ocation:		Canwood Str	eet to Agoura Ro	_		1/00/00/14			Ref. # 15
, ,			.	Cumulative	Date:		4/20/2011	_ Day:	Wednesday	•
Speed	Frequency		Percent	Percent	Weath		Dry, clear	_		
	3	0	0.00%	0.00%			1:00 PM	То	2:00 PM	
	4	0	0.00%		Recor		DB			_
	5	0	0.00%			Speed:	40 mph			
	6	0	0.00%			elization:	Skip dash 2 w	ay traffic	3	
	7	0	0.00%			Width:	N/A			
	8	0	0.00%			ı./Resid.:	Commercial	~		· · · · · ·
	9	0	0.00%			CTION:	Northbound /	Southbo	und combined	
	0	0	0.00%			ANALYSI	S:			
	1	0	0.00%			Speed:			N/A	
	2	0	0.00%			ard Deviatio			N/A	
	3	0	0.00%			ard error of	the mean:		N/A	
	4	0	0.00%			ercentile:			34	
	.5	0	0.00%			ercentile:			38	
	6	0	0.00%			ercentile:			41	
	.7	0	0.00%			le Pace:		34	to	43
	8	1	0.65%				0-Mile Pace:		85.06%	
	.9	2	1.30%			MPH pace	:		131	
	0	3	1.95%		Comm	ients:				
	1	4	2.60%	6.49%						
	2	4	2.60%	9.09%	Can millar	tive	umulative Fre	allenev	Dietribution	1
3	3	4	2.60%	11.69%	120%	nicy C	amalative i ie	quency	Distribution	•
	4	7	4.55%	16.23%		1				
	5	5	3.25%	19.48%						
	6	11	7.14%	26.62%	H X(1%					
	7	19	12.34%	38.96%						
	8	24	15.58%	54.55%	1	-			/	
3	.9	23	14.94%	69.48%	40%				/	
4	-0	19	12.34%	81.82%		1		/		
	·1	12	7.79%	89.61%		-				
	-2	5	3.25%	92.86%	00/	<u> </u>		// +++++	<u> </u>	<u> </u>
	-3	6	3.90%	96.75%		5 % %	በ 	**************************************	94 E4 Q4	· % % %
	.4	3	1.95%	98.70%	`	· '\- '\"		ot Speed		N- 10, 10,
	-5	1	0.65%	99.35%						
	-6	1	0.65%	100.00%			Frequenc	y Distri	bution	
	.7	0	0.00%	100.00%	25					
	-8	0	0.00%	100.00%	25				l ₁	
	.9	0	0.00%	100.00%	20	ļ				
	0	0	0.00%	100.00%	۔. ج					and the same of th
	1	0	0.00%	100.00%	15					
	[2]	0	0.00%	100.00%	Frequency 10			,	1111	
	3	0	0.00%	100.00%	Į Į			!!		
	54	0	0.00%	100.00%	5			╻╻ ╂┰╂┨	 	
	55	0	0.00%	100.00%	0		<u>, , , , , , , , , , , , , , , , , , , </u>			<u> </u>
	66	0	0.00%	100.00%	1	3 6 8	η γ γ γ γ	 γ _ο -γ _ο	8 6 Q	\$ 50 65
	57	0	0.00%	100.00%	,	· · · · · · · · · · · · · · · · · · ·		ot Speed,		ν του του
otal:		154	100%				Эрс	opocu,		

16

STREET

Kanan Road

CERTIFICATION DATE:

FROM

Agoura Road

TO

South City Limit

SPEED FACTORS

Date of Speed Survey

Time of Speed Survey

2:00 PM TO 3:00 PM

50th Percentile Speed (Mean Speed) 85th Percentile Speed

10 mph Pace Speed

Percentage of Vehicles in Pace **Number of Survey Samples**

Posted Speed Limit

Speed Justification

35 NB 45 SB

85th percentile downgraded due restricted sight distance from

horizontal and vertical road curvature

41 TO 50 88.0% 158

4/20/2011

45 MPH

49 MPH

Recommended Speed Limit

<u>45 MPH</u>

COLLISION HISTORY

Number of Years Studied Total Collisions

Collision Rate (ACC/MVM)

Expected Collisions (ACC/MVM)

3 23

0.40 2.55

TRAFFIC FACTORS

Average Daily Traffic

Number of Lanes

16,390

Date Counted

4/12/2011

Type of Traffic Control

Signalized at Agoura Road, 1-way stop at Cornell Road At Agoura Road

Crosswalks?

None present

Pedestrian Traffic

Yes

Truck Traffic On-Street Parking

No

Sidewalks?

No

Driveways?

No

ROADWAY FACTORS

Length of Segment

1,455' 36'

Vertical Curve

Width

Yes

Horizontal Curve

Yes

Visibility

Restriction due to road curvature

Rough road in some areas. Striped median.

Roadway Conditions Lighting

Adjacent Land Use

Field Study By

State of California as a Professional Engineer (Traffic).

Empty lots, residential

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

TE 2531

Sri Chakravarthy

Date

				CITY)F AG	OURA HI	LLS			
Client:			KIMLEY HO	ORN AND ASSO						
Street:			Kanan Road	71417111771000	CHILD	,, 1110.				<u>-</u>
Spt.Spd.	Loc	ation		l to South City Li	mits					Ref. # 16
Бри.Бри.	100	ation.	I godia Roac	Cumulative	Date:		4/20/2011	Dow	Wednesday	Reg. 11 10
Speed		Frequency	Percent	Percent	Weathe	.w.	Dry, clear	_ Day:	Wednesday	-
Speed	12	<u>-</u>				51 .		То	2.00 DM	•
	13	0	1		Hours:		2:00 PM DB	- 10	3:00 PM	-
	14	0			Record		45 MPH			-
	15	0	0.00%		Posted	speed: elization:	Skip dash 2 wa	ove two ff		-
l	16 17	(Street V		N/A	ay ilaiii	<u>. </u>	
1	18	(Comm.		N/A			
	19	(1		DIREC		Northbound / S	Southbo	und combine	
	20	(ANALYSIS		Southoo	did comonic	
	21	(Mean S) .		N/A	
	22	(speeu: rd Deviatio			N/A	
		(rd Deviation			N/A N/A	
	23 24	(1			ra error of ' ercentile:	те шеян:	-	N/A 42	
	25	(i			ercentile: ercentile:			45	
	26	(ercentile:			49	
	27	(1	10 Mile			41	to	50
1	28	. ()-Mile Pace:	-71	87.97%	
1	29	(MPH pace:			139	
1	30	(Comme	-				
1	31	(
	32	(I		/e				
	33	(Frequenc	y C	umulative Fred	quency	<i>,</i> Distributio	n
	34		0.00%		11 12070 7					
	35	1	0.63%							
	36	1	0.63%		4					
	37	2	1.27%		II 8(1% +					/
	38	2			11 -					<u>/</u>
	39	3	l.	1	=				/	
	40	2	1.27%						-	
1	41	g								
	42	g	1]					
1	43	13			0% 7	 	 			
	44	18				6 6	P P P S	აბ ა∫ ot Speed		, % e3, e4,
	45	22					sp	or obeen	., mpn	
	46	19			t		Frequenc	v Dietri	ibution	Ĭ
	47	18					riequenc	y DISHI	ivation	
I	48	13			25		V. Co. Co. Co. Co. Co. Co. Co. Co. Co. Co		entident common a constitutiva de discrimenta de la constitutiva de la constitutiva de la constitutiva de la c	
	49	10	6.33%							
	50	8	5.06%	94.94%					<u></u>	
	51		3.80%	98.73%	Frequency 10 +				_[[1]	
	52	' 2	1.27%	100.00%	nbe 10					
	53	(P .		Ŧ,,					
	54	(0.00%	100.00%	5				╼	
	55	(<u></u>		<u> </u>	
	56	(0 +	5 % % ;	፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣ ፣	ره م ي	, % % %	\$ \$ \$ \$
	57	(\	- 1, 1,		უ: უ: t Speed,		אי אי אי
Total:		158	100%					- opeeu,	mpn	

17

STREET **FROM**

Liberty Canyon Road

Agoura Road

CERTIFICATION DATE:

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 85th percentile speed

50th Percentile Speed (Mean Speed)

37 MPH

40 MPH

85th Percentile Speed 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

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?

ROADWAY FACTORS

Length of Segment

1,217'

Width

Vertical Curve

Slight road curvature downhill in the southbound direction

Horizontal Curve

No

Visibility **Roadway Conditions** Good 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

							OURA I	HILI	LS				
Client:					ORN AND ASSO	CIATE	S, INC.						•
Street:				Liberty Cany						_			•
Spt.Spd.	. Loc	ation:		Agoura Road	to Country Glen								Ref. # 17
			-1		Cumulative	Date:		_	4/20/2011	_ Day	Έ.	Wednesday	
Speed		Frequency		Percent	Percent	Weath	er:	_	Dry, clear	_			
	13		0	0.00%	0.00%	Hours	:	_	2:00 PM	To		3:00 PM	•
	14		0	0.00%		Record			DB	<u>,</u>			
	15		0	0.00%			Speed:		40 mph				
	16		0	0.00%	0.00%	Chann	elization	ι:]	Skip dash 2 w	ay traf	fic	;	
	17		0	0.00%			Width:		N/A				
	18		0	0.00%			./Resid.:	_	Residential				4
	19		0	0.00%	0.00%	DIRE	CTION:		Northbound/	Southb	οι	ınd combined	
	20		0	0.00%	0.00%	DATA	ANALY	(SIS:	-				
	21		0	0.00%	0.00%	Mean	Speed:					N/A	
	22		0	0.00%	0.00%	Standa	ard Devia	ation:				N/A	
	23		0	0.00%	0.00%	Standa	ard error	r of th	e mean:			N/A	
	24		0	0.00%	0.00%	15th P	ercentile	:				32	
	25		0	0.00%	0.00%	50th P	ercentile	:				37	
	26		2	1.14%	1.14%	85th P	ercentile	: :				40	
	27		1	0.57%			e Pace:			32		to	41
	28		2	1.14%	2.84%	% of S	Samples in	in 10-l	Mile Pace:			82.95%	
	29		4	2.27%	5.11%	# in 10	MPH pa	ace:				146	
	30		5	2.84%	7.95%	Comm	ents:	_					
	31		6	3.41%	11.36%								
	32		9	5.11%	16.48%			Cur	nulative Fre	allone		Dietribution	-
	33	1	0	5.68%	22.16%	Frequer	icy	Cui	ilulative Fie	quenc	, у	Distribution	•
	34	1	3	7.39%	29.55%	12070							
	35	1	6	9.09%	38.64%	100%							
	36	1	8	10.23%	48.86%	80%							
	37	1	9	10.80%	59.66%	00%						/	
	38	1	8	10.23%	69.89%	60%					1	<u>, </u>	
	39	2	0	11.36%	81.25%	40%				/	/		
	40	1	5	8.52%	89.77%	10 70	1						
	41		8	4.55%	94.32%	20%	-			/			•
	42		5	2.84%	97.16%	00/	<u>.</u>		+++++++++++++++++++++++++++++++++++++++			<u> </u>	. 1 . 1 . 1 . 1 . 1 . 1 . 1
	43		3	1.70%	98.86%	0% -	2 % %	? ?	1117111111 ψ જ જે		— ፊ	g cy og	\$ 67 65
	44		2	1.14%	100.00%	``	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	·		ot Spe		_	יאי יטי יאן יטי
	45		0	0.00%	100.00%	ļ						•	
	46		0	0.00%	100.00%				Frequenc	y Dist	ril	bution	
	47	i	0	0.00%	100.00%	25 -	· ·	200				-	american colonia. Calcina il incono colonia di colonia
	48		0	0.00%	100.00%	i I							
	49		0	0.00%	100.00%	20							
	50	ĺ	0	0.00%	100.00%	· 5				ار	ı	H	
	51	i	0	0.00%	100.00%	2 15	1				Ħ	III	
	52		0	0.00%	100.00%		1			<u>-</u> }	H	!!!	
	53		0	0.00%	100.00%				_			IIIı	H I - Parker
	54		0	0.00%	100.00%	5					H	HH).	
	55		0	0.00%	100.00%	0 -	<u> </u>	++++	▗▗▗▗ ▊ _▞ ▆▗▆▗█▗▋ <mark>┆</mark> ▋	_┸ ┇╻┇╻┇	ĻĽ,	. I., I., II, II, II, II, II, II, II, II	
	56		0	0.00%	100.00%		(5 \& \	ં જે	15 20 3	، کی	ል	oz ez oz	\$ 87 89
TEO	57		0	0.00%	100.00%	İ				ot Spee	-		
Total:		17	6	100%								<u> </u>	

18

35 MPH

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 Time of Speed Survey

Posted Speed Limit 12:00 PM TO 1:00 PM **Speed Justification** 85th percentile speed

50th Percentile Speed (Mean Speed) 30 MPH 85th Percentile Speed 33 MPH

10 mph Pace Speed 24 TO 33

Percentage of Vehicles in Pace 75.5% **Recommended Speed Limit 35 MPH**

163

Number of Survey Samples

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

Date Counted 4,114

4/12/2011

Number of Lanes

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 Width

1,040'

40' (Varies)

Vertical Curve

No

Horizontal Curve

Yes

Visibility

Some restriction due to road curvature

Roadway Conditions

Good

Lighting Adjacent Land Use Minimal

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

				OF AGOURA HI	LLS			
Client:			ORN AND ASSO					-
Street:			Canyon Road /					-
Spt.Spd. Lo	cation:	Agoura Road	to US 101 Freev	· ·				Ref. # 18A
G 1	_	, .	Cumulative	Date:	7/28/2011	_ Day:	Thursday	_
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	_	_	
13				Hours:	12:00 PM	To	1:00 PM	_
14				Recorder:	DB			-
15				Posted Speed:	35 mph			_
16		0.0070		Channelization:	Skip dash 2 w	ay traffic	;	
17		0.00% 0.61%		Street Width:	N/A	D! 14	:-1	 .
18 19		0.61%		Comm./Resid.: DIRECTION:	Commercial / Northbound /			
	ľ	I .				Southbot	ina combine	<u> </u>
20	3	1.84% 2.45%		DATA ANALYSIS):		NI/A	
21	1	1.84%		Mean Speed: Standard Deviation			N/A N/A	
22	3			Standard Deviation				
23	l	2.45% 3.07%		Standard error of 15th Percentile:	ше шеап:	-	N/A 25	
24 25				15th Percentile: 50th Percentile:			30	
25 26				85th Percentile:			33	
20 27	10			10 Mile Pace:		24	to	33
28				% of Samples in 1	Mila Paga		75.46%	
26 29		1		# in 10 MPH pace:			152	
30				Comments:			132	
31		1						
32								-
33				Frequency	umulative Fre	quency	Distributio	n
34								
35		4.29%	ľ					
36				1				
37		1.23%				/		
38	1	1.84%		1				
39		0.61%		1 .				
40		1		1//10/				
41	Č		1	11 -1				
42	1	0.00%	1		<u> </u>			
43		0.00%	1	0% 1+++++1				
44	1		1	. א. היי. וו		્રિ વધ bood ? to		, % e3, e2,
45						ot Speed,	шрп	
46				· ·	Frequenc	v Bietrii	hution	
47		0.00%			Frequenc	y DISUII	JuliOII	
48		0.00%		25	=		CONTRACTOR OF THE STATE OF THE	
49		0.00%	100.00%	20				
50		0.00%			ıl			divide a funda de se
51				15	, }}	1		
52			1	Treducing 15		I		· · · · · · · · · · · · · · · · · · ·
53			1	Ŧ.,	[]].[]]	11 .		Muddenhere
54				5	┈╻╏┋╏╏╏╏ ╏	╂╂┰┠╂╌		
55								
56		1		0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ϑ જ જ જે	3 ^d 31	34 64 04	\$ \$\ \forall \
57				1,5 1,5 1,5		ot Speed,		יי אי איי איי
Fotal:	163	100%						

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 50th Percentile Speed (Mean Speed)

1:00 PM TO 2:00 PM

Speed Justification

70 1011 11

85th Percentile Speed

37 MPH 40 MPH 85th percentile speed

40 mmb Bass Sassal

40 MPH

10 mph Pace Speed Percentage of Vehicles in Pace

32 TO 41 77.9%

Recommended Speed Limit

40 MPH

Number of Survey Samples

172

COLLISION HISTORY

Number of Years Studied
Total Collisions

. 8

Collision Rate (ACC/MVM)

1.17

Expected Collisions (ACC/MVM)

2.00

TRAFFIC FACTORS

Average Daily Traffic Number of Lanes

6,772

Date Counted

4/12/2011

Type of Traffic Control

4-way stop at Lindero Canyon, 1-way stop at Rainbow Hill Road, 2-way stop at Stonecrest Drive, signalized

Type of Trailic Control

at Thousand Oaks Boulevard

Crosswalks?

At signalized intersections

Pedestrian Traffic Truck Traffic None present Yes

On-Street Parking

None present

Sidewalks?

Yes, on both sides of street

Driveways?

Minimal

ROADWAY FACTORS

Length of Segment Width

3,660' 60'

Vertical Curve

Horizontal Curve

Minimal

Visibility

Minimal Good

Roadway Conditions

Good. Striped median.

Lighting

Good

Adjacent Land Use

Field Study By

Residential, school
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

				CITY	OF AGOURA H	IILLS			
Client:				IORN AND ASSO	OCIATES, INC.				_
Street:			Reyes Ado						_
Spt.Spd.	Loc	ation:	North City	Limits to Thousan	ıd Oaks Boulevard				Ref. # 19A
				Cumulative	Date:	7/28/2011	Day:	Thursday	_
Speed		Frequency	Percent	Percent	Weather:	Dry, clear			-
	13	(0.00	% 0.00%	Hours:	1:00 PM	To	2:00 PM	-
	14	(0.00	% 0.00%	Recorder:	DB	_		_
	15	(0.00	% 0.00%	Posted Speed:	40 mph			_
	16	(0.00		Channelization:	Skip dash 2 w	ay traffic	3	_
	17	(0.00	% 0.00%	Street Width:	N/A			
	18	(0.00	% 0.00%	Comm./Resid.:	Residential		•	
	19	(0.00		DIRECTION:	Northbound /	Southbo	und combine	d
	20	(0.00	% 0.00%	DATA ANALYS	IS:			
	21	(0.00	1	Mean Speed:			N/A	
	22	(0.00		Standard Deviati	ion:		N/A	
	23		0.58		Standard error o			N/A	
	24	,	1.16		15th Percentile:			31	
	25				50th Percentile:			37	
	26				85th Percentile:			40	
	27		1.74		10 Mile Pace:		32	to	41
	28		0.58		% of Samples in	10-Mile Pace:		77.91%	
	29		2.91		# in 10 MPH pac			115	
	30		2.91		Comments:				
	31		2.33					-	
	32		2.91		Cumulative				
	33	,	4.07		Frequency	Cumulative Fre	quency	Distributio	n
	34	,	4.07						
	35	10	B C	L	11 1			·····	
	36	13		i i] 4				
	37	13	1	ľ					
	38	2:			11 -1			/	
	39	2:		II	. =		/	/	
	40	1	1	Į.					
	41		5.23						
	42		2.91	II		_/			
	43		3 1.74	II	0% 1+++++		+++++		
	44		1.16			~ ~ ~ ~ ~ ~	3 ^k 3 ¹		6 69 69 69 6
	45	•	0.58			Sp	ot Speed	, mpn	
	46	(0.00			-			
	47		0.00			Frequenc	y Distri	nom	
	48		0.00			Lat. Mal. Amino anno anno anno anno anno anno anno a			
	49		0.00					1	
	50		0.00		20				
	51		0.00		15				
	52	i (0.00						1.
	53		0.00		<u> </u>		┈┰╂┨	HH. —	
	54		0.00				_11111		
	55		0.00	1					
	56		0.00		0 1 	▊ ▗█▗█▗█▗█▗█▗ ▔ ▔	█ ┆█┆█┆█┆█┆█ ┆ ▘	▗▀▗▀▗▀▗▀▗▀▗▀ ▔	
	57		0.00		1 7 10 12	₩ \$ \$ \$	34 31		5 8 8 85 85
otal:	- 1	17:			1	Sp	ot Speed,	mph	U,

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 85th percentile speed

50th Percentile Speed (Mean Speed) 85th Percentile Speed 38 MPH 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)
Expected Collisions (ACC/MVM)

0.51 2.00

TRAFFIC FACTORS

Average Daily Traffic

12,120

Date Counted

4/12/2011

Number of Lanes

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 Width

3,875' 60'

Vertical Curve

Horizontal Curve

Lighting

Visibility

No Good

No

Roadway Conditions

Good

Adjacent Land Use

Good Residential, Park

Checked By

Srikanth Chakravarthy

Field Study By

Rossina Chichiri

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

						OF AGOURA HILLS	
Client:					RN AND ASSO	CIATES, INC.	
Street:	_			Reyes Adobe		2.4	
Spt.Spd.	Loca	tion:		Thousand Oa	ks Boulevard to		0A
	1				Cumulative	Date: 7/28/2011 Day: Thursday	
Speed	F	requency]]	Percent	Percent	Weather: Dry, clear	
	13		0	0.00%		Hours: 2:00 PM To 3:00 PM	
	14		0	0.00%	0.00%	Recorder: DB	
	15		0	0.00%	0.00%	Posted Speed: 40 mph	
	16		0	0.00%	0.00%	Channelization: Skip dash 2 way traffic	
	17		0	0.00%	0.00%	Street Width: N/A	
	18		0	0.00%	0.00%	Comm./Resid.: Residential	
	19		0	0.00%	0.00%	DIRECTION: Northbound / Southbound combined	
	20		o	0.00%	0.00%	DATA ANALYSIS:	
	21		ol	0.00%		Mean Speed: N/A	
	22		اه	0.00%		Standard Deviation: N/A	
	23		ŏ	0.00%		Standard error of the mean: N/A	
	24		ŏ	0.00%		15th Percentile: 29	
	25		2	1.22%		50th Percentile: 38	
	26		4	2.44%		85th Percentile: 42	
	27		5	3.05%			43
	28		8	4.88%		% of Samples in 10-Mile Pace: 63.41%	7.5
	29		7	4.27%		# in 10 MPH pace: 103	
	30		4	2.44%		Comments:	
	31		- 1	3.66%	21.95%		
			6				
	32		4	2.44%	24.39%	L CHMHISTIVA FRANIANCV DISTRIBITION	
	33		5	3.05%	27.44%	120%]	
	34		6	3.66%	31.10%	1	
	35		8	4.88%	35.98%	100%	
	36		0	6.10%	42.07%	80%	
	37	1	- 1	6.71%	48.78%		
	38	1		6.71%	55.49%		
	39		.5	9.15%	64.63%		
	40	1	7	10.37%	75.00%		
	41	1	1	6.71%	81.71%	i 1	
	42		8	4.88%	86.59%	200	
	43		7	4.27%	90.85%	D. O. O. A. A. A. A. O. O. O. O. O.	
	44		5	3.05%	93.90%	న ల ల గు గు గు ను ను ను ఏ ఏ దు దు దు Spot Speed, mph	, %
	45		4	2.44%	96.34%	Opot opeed, mpn	
	46		3	1.83%	98.17%	Frequency Distribution	
	47		2	1.22%	99.39%	·	
	48		1	0.61%	100.00%	25	
	49		0	0.00%	100.00%	20	
	50		0	0.00%	100.00%	. 	Quarter 1
	51		0	0.00%	100.00%	ှင့် 15 	
	52	Ť	ŏ	0.00%	100.00%	15 lo lo lo lo lo lo lo lo lo lo lo lo lo	NAME AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS O
	53			0.00%	100.00%	E 10	
	54			0.00%	100.00%	5	
	55		0	0.00%	100.00%		and the same of th
	56		0	0.00%	100.00%	┊ ╸ ╸ ┃ <u>ੵ</u>	
	57		0	0.00%	1	\$ 6 6 4 4 4 4 4 4 8 6 6 6 8 8 8 8 8 8 8 8	ďγ
otol.	3/	1.0			100.00%	Spot Speed, mph	
'otal:		16	94	100%		<u> </u>	

21

STREET

Roadside Drive

CERTIFICATION DATE:

FROM

Kanan Road

TO

Lewis Street

SPEED FACTORS

Date of Speed Survey Time of Speed Survey

11:00 AM TO 12:00 PM

50th Percentile Speed (Mean Speed) 85th Percentile Speed 10 mph Pace Speed

Percentage of Vehicles in Pace **Number of Survey Samples**

41 MPH **46 MPH** 37 TO 46

6,081

Signalized at Kanan Road, 3-way stop at Cornell Road

5,560'

42'

At Kanan Road only. Horse crossing sign-no crosswalk.

2-hour parking on south side of street for portion of segment

4/21/2011

80.1% 151 **Posted Speed Limit**

Date Counted

Speed Justification

85th percentile speed downgraded due to sight restriction from vertical road curvature, rough road conditions, and no sidewalks

4/12/2011

on north side of road segment

Recommended Speed Limit

40 MPH

40 MPH

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

Number of Lanes

Type of Traffic Control

Crosswalks?

Pedestrian Traffic

Moderate **Truck Traffic** Yes

On-Street Parking

Sidewalks?

On south side of street for portion of segment only Multiple

Driveways?

ROADWAY FACTORS

Length of Segment

Width **Vertical Curve**

Yes No

Horizontal Curve Visibility

Roadway Conditions

Rough road in some areas

Restriction due to road curvature

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

Client:				KIMI EA HU	<i>CITY (</i> ORN AND ASSO	OF AGOURA H	ILLS			
Street:				Roadside Dri		CIATES, INC.				-
Spt.Spd.	Loc	ation			to Lewis Street					
շիւ ւթիս.	Loc	<u>auon.</u>		Kanan Koau	Cumulative	Date:	4/21/2011	Dove	Thursday	Кеј. # 21
Speed		Frequency		Percent	Percent	Weather:	Dry, clear	_ Day:	Illuisday	-
opeeu		Frequency	^			Hours:		m.	12.00 DM	-
	13		0	0.00%			11:00 AM	To	12:00 PM	_
	14		0	0.00%	1	Recorder:	DB 40 mph			-
	15		0	0.00%		Posted Speed: Channelization:				_
	16 17		0	0.00% 0.00%		Channelization: Street Width:	Skip dash 2 w N/A	ay tramo	<u>:</u>	
	18		0	0.00%		Comm./Resid.:	Commercial			·
	19		0	0.00%		DIRECTION:	Eastbound / W	Inathoun	d Combined	
	20		- 1	0.00%		DATA ANALYSI		estocuii	d Combined	
	21		0	0.00%		H .	5:		N/A	
	22		0	0.00%		Mean Speed: Standard Deviation			N/A N/A	
			-			B .		-	N/A N/A	
	23 24		0	0.00% 0.00%		Standard error of 15th Percentile:	the mean:	•	N/A 37	
	25		0	0.00%		50th Percentile:		-	41	
	25		0	0.00%		85th Percentile:			40	
	27			0.00%	· ·	10 Mile Pace:		37		46
	28		0	0.00%		% of Samples in 1	IO Mila Danas		to 80.13%	
			0	0.00%					121)
	29 30		0	0.00%		# in 10 MPH pace Comments:	:	-	121	
	31		1	0.00%	0.00%	Comments:				
			1			Cumulativa				
	32		1	0.66%	1.32%		Cumulative Free	quency	Distributio	n
	33		2	1.32% 1.32%	2.65%					
	34 35		2	1.32%	3.97% 5.96%	100%				
	36		3	3.97%	9.93%	II I				
	37		6 9	5.96% 5.96%	15.89%					
	38			5.96% 5.96%	21.85%	II 1				
	39		9 15	9.93%	31.79%	11 1				
	40		21	13.91%	45.70%	40%				
	41		16	10.60%	56.29%	1 2000				
	42		13	8.61%	64.90%					
	43		10	6.62%	71.52%	II 00/ 1		++11+	111++++	+++++++++
	44	•	8	5.30%		וו איי ריי.	P P P S	જ જો	64 CA OA	\$ 83 84 86
	45		10		83.44%		Sp	ot Speed	, mph	
	46		10		90.07%					
	47		8	5.30%	95.36%		Frequenc	y Distri	bution	
	48		5	3.31%	98.68%	25 7				1
	49		2	1.32%	100.00%					
	50		0	0.00%	100.00%	.55				
	51		0	0.00%	100.00%					
	52	i	0	0.00%	100.00%	en L				
	53		0	0.00%	100.00%	6 10			<u></u>	
	54		0	0.00%	100.00%	5			▋▋▋▋▋ ▋ ▋	
	55		0	0.00%	100.00%			,[]		
	56		0	0.00%	100.00%	0 + + + + + + + + + + + + + + + + + + +	 	·■₊■₊■₊■₊■↓ ·	╻╸ ╌	┖┼╚┼╚┼ ╚╎┈┼┈┼┈┼┈┼┈┼┈┼┈┼
	57		0	0.00%	100.00%	13 16 19	N 10 10 5	જુ& જી\		8 8 8 8
Total:	5 /	-	151	100%		li .	Spo	t Speed,	mph	t.

22

STREET Thousand Oaks Bouelvard

West City Limit

CERTIFICATION DATE:

TO

Reyes Adobe Road

SPEED FACTORS

FROM

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 46 MPH 85th percentile speed

85th Percentile Speed 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 Total Collisions

. 3 6

Collision Rate (ACC/MVM)

0.61

Expected Collisions (ACC/MVM)

0.61 1.60

TRAFFIC FACTORS

Average Daily Traffic

12,751

Date Counted

4/13/2011

Number of Lanes
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

None preser

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 Adjacent Land Use

Good

Residential, some commercial

Srikanth Chakravarthy

Field Study By

Rossina Chichiri

Checked By

•

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

:							OURA H	IILLS	-		
Client:					ORN AND ASSO	CIATE	S, INC.				_
Street:					ks Boulevard						_
Spt.Spd.	. Loc	ation:		West City Lin	mits to Reyes Ad	obe Roa	.d				Ref. # 22
					Cumulative	Date:		4/21/2011	Day:	Thursday	
Speed		Frequency		Percent	Percent	Weath	er:	Dry, clear	_	•	-
	13		0	0.00%	0.00%	Hours	<u>.</u>	12:00 PM	To	1:00 PM	-
	14		o	0.00%		Record		DB	~	1,0011,1	-
	15		ŏ	0.00%			Speed:	45 mph			-
	16		ő	0.00%			elization:	Skip dash 2 w	av traffic	·	-
	17		ő	0.00%			Width:	N/A	ay trairie		
	18		0	0.00%			./Resid.:	Residential			
	19		0	0.00%		,	CTION:	Eastbound / W	Jesthoun	d Combined	
	20		0	0.00%	l		ANALYS		CStOOUII	a Combined	
	21		0	0.00%				15;		N/A	
			ŭ			Mean		•		N/A N/A	
	22		0	0.00%			ard Deviati				
	23		0	0.00%				of the mean:		N/A	
	24		0	0.00%		1	ercentile:			39	
	25		0	0.00%	1		ercentile:			43	
	26	-	0	0.00%			ercentile:			46	
	27		0	0.00%			e Pace:	40 7 50 70	38	to	47
	28		0	0.00%				10-Mile Pace:		89.16%)
	29		0	0.00%			МРН рас	e:		148	
	30		0	0.00%		Comm	ents:				
	31		0	0.00%	0.00%						
	32		0	0.00%	0.00%			Cumulative Fre	anency	Distributio	n
	33		0	0.00%	0.00%	Frequer	icy	Odinalative i ie	quency	Distributio	•••
	34		1	0.60%	0.60%						
	35		1	0.60%	1.20%	100%					
	36	1:	2	1.20%	2.41%	80%					<u></u>
	37		5	3.01%	5.42%	0070				/	
	38		7	4.22%	9.64%	60%					
	39	1	10	6.02%	15.66%	400/					
	40	1	14	8.43%	24.10%	40%	-				
	41	1	10	6.02%	30.12%	20%					
	42	1	17	10.24%	40.36%		1			/	
	43	2	22	13.25%	53.61%	0%		1 1 1 1 1 1 1 1 1 1 1 	+++++1	++++++++	++++++++++++++++++++++++++++++++++++++
	44		25	15.06%	68.67%	1	2 10 10		್ರ ot Speed	W 62 6	\$ 8 8 8
	45		19	11.45%		ļ			or sheed	hu	
	46		16	9.64%	89.76%			Erosus	v Diotri	hution	Ī
	47		8	4.82%	94.58%			Frequenc	y มเรเก	มนแบท	
	48		6	3.61%	98.19%		·			and comment of a second control of the secon	970/10/01/01/01
	49		2	1.20%	99.40%						
	50		1	0.60%							
	51		0	0.00%		ις 1.				.111	•
	52	ì	0	0.00%							5
	53		0	0.00%		<u>ë</u> 10				╼╂┰╂╂╂╂	
	54		0	0.00%		5					II.
	55		0	0.00%		1					
	56			0.00%		0 -			┈╎┈╎╚┆ ┖┆	┆ ┻╁┻┼┻┼┻┼┻╁┻╁	┖ _╀ ╚╀╚╀╚╀ ╚┞┈╏╶┦┈╏┈╏┈╏┈╏ ╸┊
	50 57		0	0.00%		,	3 6 6	P P P S	જુષ જી	NO NO NO	6 65 65 65 65 65 65 65 65 65 65 65 65 65
Total:	3/	16		100%				Spo	ot Speed,	mph	t .
Total.			50	100%		L					

23

STREET Thousand Oaks B			CEF TO		ION DATE:	
FROM Reyes Adobe Roa	u		10	вип	wood Place	<u> </u>
SPEED FACTORS						
Date of Speed Survey	1	/21/2011	Doct	nd Spand	Limit	40 MPH
Time of Speed Survey		л ТО 2:00 PM		ed Speed ed Justific		40 MFTT
50th Percentile Speed (Mear		42	•			d due to sight restriction from
85th Percentile Speed	i Speeu)	46			urvature and resi	_
10 mph Pace Speed	,	38 TO 47		orrai roda o		a o
Percentage of Vehicles in Pa		85.6%	Reco	nmende	d Speed Limit	40 MPH
Number of Survey Samples	.00	167	11001	Jiiiiiioiiae.	a opeca Emin	
Training of Camping		,				
COLLISION HISTORY						
Number of Years Studied		3				
Total Collisions		19				
Collision Rate (ACC/MVM)		0.32				
Expected Collisions (ACC/M	VM)	1.60				
TRAFFIC FACTORS						
Average Daily Traffic		13,406	Date	Counted	4/13/201	1
Number of Lanes		4				
Type of Traffic Control	Signalized at Kanan stop at Rista Drive, Ir					t Middle Crest Drive, 1-way
Crosswalks?	At signalized intersec			21110, 0110 =		
Pedestrian Traffic	None present	•				
Truck Traffic	None present					
On-Street Parking	No .					
Sidewalks?	Yes, on both sides of	fstreet				
Driveways?	Minimal					
	-					
ROADWAY FACTORS						
Length of Segment		6,710'				
Width		80'				
Vertical Curve	Minimal					
Horizontal Curve	Yes				-	
Visibility	Restriction due to roa	ad curvature				
Roadway Conditions	Good. Raised media	ın.				
Lighting	Good					
Adjacent Land Use	Residential					
Field Study By	Rossina Chichiri	Chec	ked By	Srikanth	Chakravarthy	
CERTIFICATION: I Sri Chakrav	arthy do hereby certif	v that this Engi	ineering an	d Traffic Si	urvev within	
the City of Agoura Hills was pe						
I certify that City staff is experi						
Ctata of California D. C				,		

Date

TE 2531

State Registration Number

State of California as a Professional Engineer (Traffic).

Sri Chakravarthy

					OF AGOURA HI	LLS		-			
Client:				ORN AND ASSO	CIATES, INC.				_		
Street:				Thousand Oaks Boulevard							
Spt.Spd.	. Loca	tion:	Reyes Adobe		Ref. # 23						
				Cumulative	Date:	4/21/2011	Day:	Thursday	_		
Speed	F	Frequency	Percent	Percent	Weather:	Dry, clear	_		_		
	13	C	0.00%	0.00%	Hours:	1:00 PM	To	2:00 PM	- -		
	14	C	0.00%	0.00%	Recorder:	DB	_		_		
	15	C	0.00%	0.00%	Posted Speed:	45 mph			- -		
	16	C	0.00%	0.00%	Channelization:	Skip dash 2 w	ay traffic	2			
	17	C	0.00%	0.00%	Street Width:	N/A					
	18	C			Comm./Resid.:	Residential			•		
	19	C	0.00%	0.00%	DIRECTION:	Eastbound / V	Vestboun	d Combined			
	20	C	0.00%	0.00%	DATA ANALYSI	S:					
	21	C	0.00%	0.00%	Mean Speed:			N/A			
	22	C	0.00%	0.00%	Standard Deviatio	n:		N/A			
	23	C	0.00%	0.00%	Standard error of	the mean:		N/A			
	24	(0.00%	0.00%	15th Percentile:			39)		
	25	(0.00%	0.00%	50th Percentile:			42	2		
	26	(0.00%	0.00%	85th Percentile:			46)		
	27	. (0.00%	0.00%	10 Mile Pace:		38	to	47		
	28	(0.00%	0.00%	% of Samples in 1	0-Mile Pace:		85.63%)		
	29	(0.00%		# in 10 MPH pace			143			
	30	(0.00%	0.00%	Comments:						
	31	(0.00%	0.00%							
	32	(0.00%	0.00%	Cumulative	umulative Fre	allonov	Dietributie	n		
	33	(0.00%	0.00%	Frequency C	umulanve Fre	quency	Distributio	111		
	34	(0.00%	0.00%	120%						
	35	3	1.80%	1.80%	100% =						
	36	5	2.99%	4.79%	80%				<u>/</u>		
	37	. 5			30 %						
	38	11	1		60%						
1	39	20	11.98%		40%						
	40	21	1		40%						
	41	14		47.31%	20%						
	42	15	1	56.29%	1 on 1			/ - 			
	43	15	1		וו ייט יעט יעט	 	ا ۱۱۰۱ کو خو		\$ \$ \$ \$		
	44	13					ია ია oot Speed		ר אי אי אי		
	45	16						, -1	1		
	46	8		•	ll .	Frequenc	v Distri	bution			
	47	10									
	48	5	1	1			MARKET CONTRACTOR				
	49	3	1.80%					•			
ŀ	50	1	0.60%		ا ہے ا						
I	51	. 1	0.60%								
	52	· 1	0.60%		B 10			•			
	53	(0.00%	1	II I						
	54	(0.00%	1		<u> </u>		┋╏╏╏╏╏╏╏			
	55	(1			,_, <u>,</u> ,,], [,]	_╀ ┫┆┫┆┫┆┫┆┫┆┇┆ <mark>┦</mark> ┆	▋ <mark>▗▊▗▊▗█▗▆▗▆▗▆</mark> ▗▃▗▗▗▗▗▗ [▗] ░ ▏		
	56	(6, 0, 6,	ብ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ ነ	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	8 62 04	\$ & & &		
	57	(ot Speed,		ا و و پ		
Total:		167	100%								

24

STREET

Thousand Oaks Boulevard

CERTIFICATION DATE:

FROM

Buffwood Place

TO

Kanan Road

SPEED FACTORS

Date of Speed Survey

4/21/2011 2:00 PM TO 3:00 PM **Posted Speed Limit Speed Justification**

35 MPH

Time of Speed Survey 50th Percentile Speed (Mean Speed)

32

85th percentile speed

85th Percentile Speed

37

27 TO 36

10 mph Pace Speed Percentage of Vehicles in Pace

76.2%

Recommended Speed Limit

Number of Survey Samples

164

35 MPH

COLLISION HISTORY

Number of Years Studied

Collision Rate (ACC/MVM)

19 4.35 1.60

3

Expected Collisions (ACC/MVM)

TRAFFIC FACTORS

Average Daily Traffic

13,942

Date Counted

4/13/2011

Number of Lanes

Type of Traffic Control

1-way stop at Buffwood Place; Signalized at Kanan Road

Crosswalks?

Total Collisions

At Kanan Road

Pedestrian Traffic

Minimal

Truck Traffic

None present

On-Street Parking

Sidewalks?

Yes, on both sides of street

Driveways?

Minimal

ROADWAY FACTORS

Length of Segment Width

875'

Vertical Curve

80'

No

Horizontal Curve

No

Visibility

Good

Roadway Conditions

Good. Raised median.

Lighting

Yes

Adjacent Land Use

Field Study By

Residential

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

Client:		KIMLEY H	ORN AND ASSO	CIATES, INC.				<u>-</u>
Street:		Thousand O						
Spt.Spd. Lo	cation:	Buffwood Pl	ace to Kanan Roa	nd				Ref. # 24
			Cumulative	Date:	4/21/2011	Day:	Thursday	
Speed	Frequency	Percent	Percent	Weather:	Dry, clear			-
13	3	0.00%	0.00%	Hours:	2:00 PM	To	3:00 PM	
14	ι !	0.00%	0.00%	Recorder:	DB	_		_
1.5	5	0.00%	0.00%	Posted Speed:	35 mph			_
16	5	0.00%	0.00%	Channelization:	Skip dash 2 w	ay traffic	;	-
17	7	0.00%	0.00%	Street Width:	N/A			
18	3	0.00%	0.00%	Comm./Resid.:	Commercial /	Resident	ial	,
19)	0.00%	0.00%	DIRECTION:	Eastbound / V	Vestboun	d Combined	
20)	0.00%	0.00%	DATA ANALYSI:	S:			
2	Į.	0.00%	0.00%	Mean Speed:			N/A	
22	2	0.00%	0.00%	Standard Deviatio	n:		N/A	
23	3	0.00%	0.00%	Standard error of	the mean:		N/A	
24	!	0.00%	0.00%	15th Percentile:			28	
25	5	4 2.44%		50th Percentile:			32	
26		8 4.88%		85th Percentile:			37	
27	7	0 6.10%	13.41%	10 Mile Pace:		27	to	36
28		1 6.71%		% of Samples in 1			76.22%)
29		4 8.54%		# in 10 MPH pace	:		125	
30		5 9.15%		Comments:				
3.	1	3 7.93%	45.73%					
32		4 8.54%	1	III Farance and III	umulative Fre	allonev	Dietributio	n
33		1 6.71%		120%	umulative i ie	quency	Distributio	"
34		4 8.54%	1					
3.5		1 6.71%		II J				
36		2 7.32%						
37		8 4.88%						
38		7 4.27%		II i		/		
39		2.44%				, 		
40	1	2 1.22%		 				
41	4	2 1.22%						·
42	1	0.61%		II 00/ 7 1 1 1 1 1 1 1		1-1-1-1-1-1	1.	
43	1	2 1.22%			v v v	3 ^k 3 ⁽	84 c3 04	\$ \$ \$ \$
44	1	0.61%			Sp.	ot Speed,		ν .υυ
4:		0.00%			·			
40		0.00%			Frequenc	y Distril	bution	
4′		0.00%			-			
48		0.00%						
49		0.00%						
50		0.00%		වූ 15 				
5.		0.00%		nen	ıl.	H I _		
52		0.00%			····	╂╂┠╂╌		_
53		0.00%		II I	J11111			
54		0.00%			111111			
5.		0.00%			▗▗▗▗▗ ▊ _▍ ▊▗▊▗▊▗▊▗▋	_┾ █▗█▗█▗█▗█▗█	_┇ ┛╻┛┆┛┆┹┆┻┆┸┆┻ ┊╶╵	
50		0.00%		1: 10 10 10	0 0 0 °	_જ ે જી	NO NO NO	, % % %
5'		0.00%				ot Speed,	mph	V_{ij}
Total:	16	4 100%)	li .				

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 **Recommended Speed Limit** 89.0% 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

Signalized at Kanan Road, 3-way stop at Argos Street, 2-way stop at Carell Type of Traffic Control

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

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

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 State Registration Number Date

Client:		KIMLEY HO	ORN AND ASSO	OF AGOURA HI CIATES INC	LLS			
Street:		Thousand Oa	_					
Spt.Spd. Lo	cation		to Carall Avenue					
spuspu. Lo	T	I Ranan Road	Cumulative	Date:	4/21/2011	Davi	Thursday	Rej. π 25
Speed	Frequency	Percent	Percent	Weather:	Dry, clear	_ Day:	Thursday	-
13	 	 		Hours:	3:00 PM	То	4:00 PM	-
14	1	0.00%		Recorder:	DB	_		_
15	c	0.00%	0.00%	Posted Speed:	35 mph			_
16	5 C	0.00%	0.00%	Channelization:	Skip dash 2 w	ay traffic	;	_
17	ď	0.00%	0.00%	Street Width:	N/A			•
18	c			Comm./Resid.:	Residential			
19	0	0.00%	0.00%	DIRECTION:	Eastbound / V	Vestboun	d Combined	
20	0	0.00%	0.00%	DATA ANALYSIS	S:			
21	. C	0.00%	0.00%	Mean Speed:			N/A	
22	e c	0.00%	0.00%	Standard Deviatio	n:		N/A	
23	c c	0.00%	0.00%	Standard error of	the mean:		N/A	
24	· C	0.00%	0.00%	15th Percentile:			29)
25	i c	0.00%	0.00%	50th Percentile:			32	}
26	3	1.94%	1.94%	85th Percentile:			35	5
27				10 Mile Pace:		27	to	36
28				% of Samples in 1			89.03%)
29	1	7.74%	20.65%	# in 10 MPH pace:	•		138	
30				Comments:	<u></u>			
31		13.55%	46.45%					
32			57.42%		umulative Fre	allonev	Dietributio	n
33	17	10.97%		120% -	umulative i ie	quency	Distributio	••
34				1				
35								
36	i		90.97%	80% -				
37			94.84%]				
38	l		96.77%	l I		/		
39	II.		98.71%					
4(0.65%	i i]				
41		0.65%		1 3			<u> </u>	
42				ll on/ liiiiiiii		 		
43			1		P & & &	3 ^b 3 ^c	84 c4 04	\$ 8 8 6 1
44		0.0070			Sp	ot Speed,		ν .υυ
45				<u> </u>	<u>.</u>	-		· · · · · · · · · · · · · · · · · · ·
46				Į.	Frequenc	y Distri	bution	
47			1	25 7		-		
48								
49		0.00,0		20	· · · · ·			
50		1 0.0070		3 ₁₅		LLL		
51		0.0070		Supplies 15				-
52			1	0) 1/7	──── ╻╂╂╂	╂╂╂╂╌╌		
53			1	l' i	,1111			
54		0.0078	1	5	.!!!!!			
55			1	0 ++++++	▗▗▗▗▗▗▗ ▊▗▊▗▊▗▊▗▊▗▊	: 8,8,1,8,8,1 ,1	_╊ ┸ _┩ ┻ _┩ ┻ _┩ ┈┆┈┆┈┤┈┼	
56				12 10 10	₽ \$ \$ \$	_જ ે જી	40 K3 K6	, % % %
57				:		t Speed,		T.
Fotal:	155	100%			<u>.</u>			