RESIDENTIAL PROJECTS APPROVED - JUNE 2015

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	City Contact
7P	Abudalu, Joseph (Architect: Studio by Design)	06-CUP-019	28303 Laura La Plante Drive	2061-022-051	0.53 acres (23,090 sq.ft.)	3,630 sq. ft.	Construct 3,230 sq. ft., 2-story S.F.D. with a 400 sq. ft. attached garage. Env. Review: Catex	R. Madrigal (818) 597-7339
8P	Manny Montes	13-SPR-002	5427 Colodny Drive	2055-013-015	1 acre (43,560 sq. ft.)	1,218 sq. ft. + 1,153 sq. ft.	Addition to main house and a new garage and recreation room Env. Review: Catex	R. Madrigal (818) 597-7339
9P	Luke and Hayley Texidor	13-CUP-009	28400 Renee Drive	2061-021-002	0.14 acres (6,183 sq. ft.)	2,540 sq. ft. + 543 sq.ft.	2,539 sq.ft., two-story, single-family residence and 543 sq. ft. attached garage. Env. Review: Catex	R. Madrigal (818) 597-7339
10P	Michael Allan	SPR-01005-2014 VAR-01006-2014 OAK-01007-2014 14-SPR-005 14-VAR-002 14-OTP-024	6055 Hackers Lane	2056-023-016	0.27 acreas (11,609 sq. ft.)	964 sq. ft.	Request to add 964 sqft to an existing single family residence Env. Review: Catex	R. Madrigal (818) 597-7339

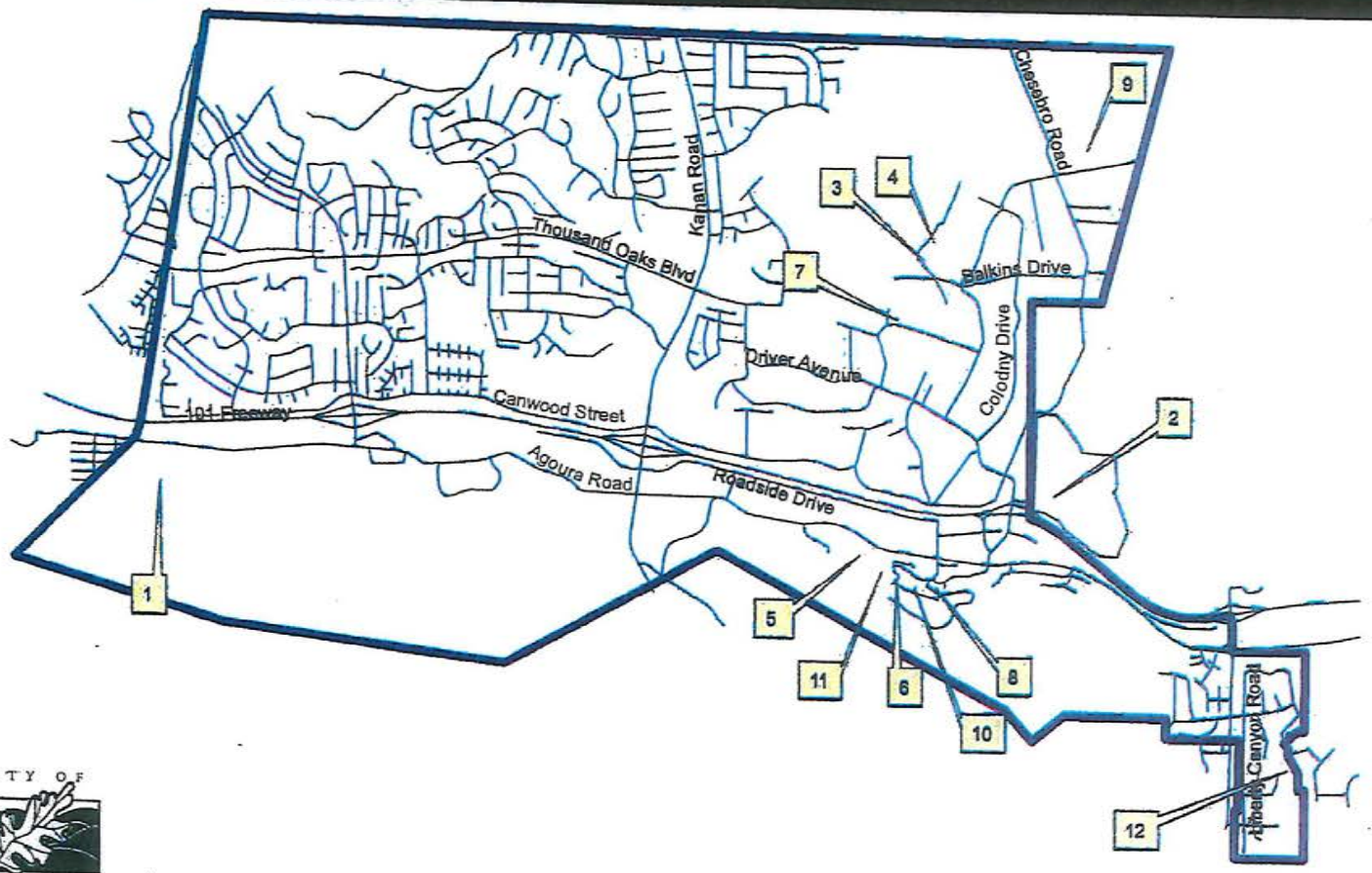
RESIDENTIAL PROJECTS APPROVED TOTALS	ACRES	SQ.FT.	# OF UNITS
New Construction	4.59	58,168	23
Room Additions	3.42	4,334	4

RESIDENTIAL PROJECTS RECENTLY COMPLETED

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	Env. Review
1C	Tracy Hrach	12-SPR-004	5310 Colodny Drive	2055-007-053	0.31 acres (13,724 sq. ft.)	8,391 sq. ft.	5 Unit Apartment Complex	Catex
2C	Williams Homes	03-CUP-010 03-VAR-005 TR 48901 (Formerly: TT48901, 90-CUP-010, 98-CUP-007)	27650 Agoura Rd.	2061-014-007 through 015 & 2061-014-18 through 20 & 2061-014-23 through 26	10.58 acres (460,864 sq.ft.)	Three models from 2,777 to 3,235 sqft. 84,945 sqft.	24 Single-Family Residences	EIR

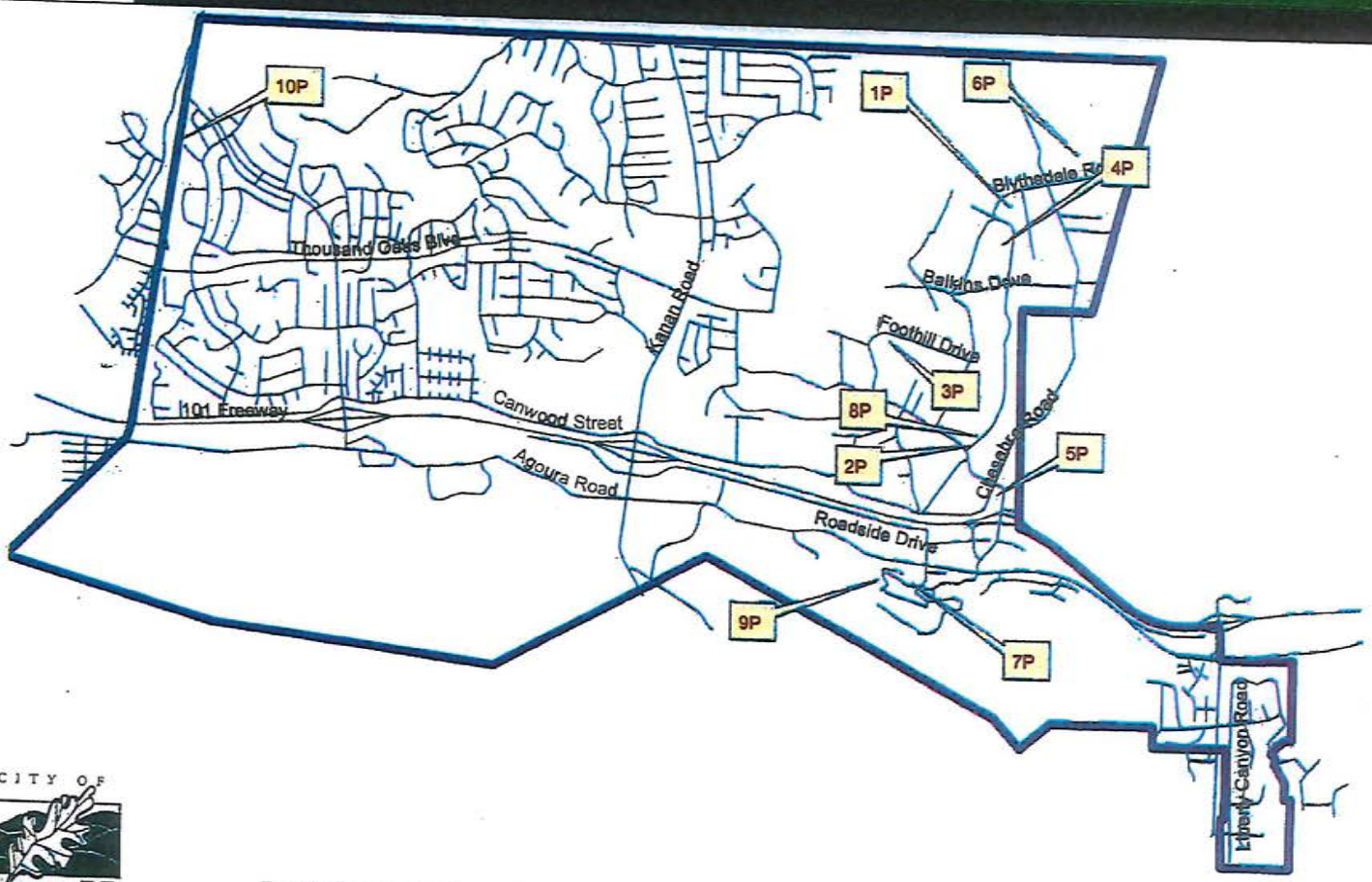
RESIDENTIAL PROJECTS COMPLETED TOTALS	ACRES	SQ.FT.	# OF UNITS
Completed New Dwellling Units	10.89	93,337.00	29
Completed Room Additions	0.00	0.00	0
Other	0.00	0.00	0

City of Agoura Hills Development Summaries



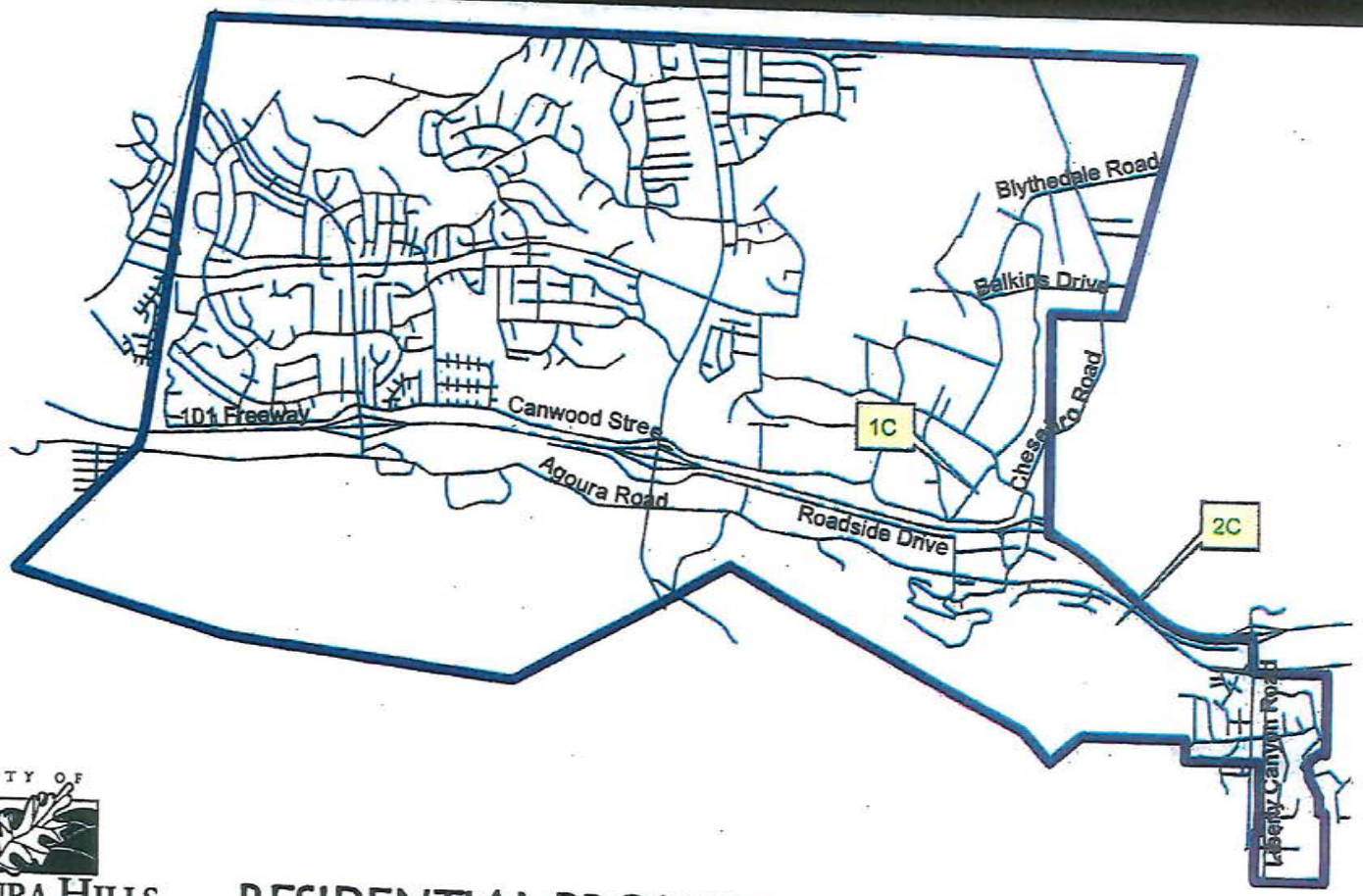
CITY OF AGOURA HILLS

RESIDENTIAL PROJECTS –IN REVIEW



CITY OF AGOURA HILLS

RESIDENTIAL PROJECTS –APPROVED



CITY OF AGOURA HILLS

RESIDENTIAL PROJECTS—COMPLETED

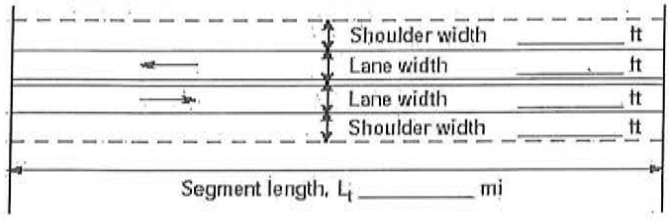
ROADWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Darryl F. Nelson*	Highway / Direction of Travel	*Agoura Road Westbound*
Agency or Company	*ATE*	From/To	*Roadside Drive/Kanan Road*
Date Performed	*9/15/2015*	Jurisdiction	*City of Agoura Hills*
Analysis Time Period	*P.M. Peak Hour*	Analysis Year	*Existing Conditions*

Project Description: *Courtyard & Townplace Suites*

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF *0.89*

No-passing zone *100%*

% Trucks and Buses , P_T *6 %*

% Recreational vehicles, P_R *4%*

Access points *mi* *22*/mi

Analysis direction vol., V_d *313*veh/h

Opposing direction vol., V_o *425*veh/h

Shoulder width ft *6.0*

Lane Width ft *12.0*

Segment Length mi *0.3*

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.3*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.982*	*0.988*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*358*	*483*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, FFS=S_{FM}+0.00776(v/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	*5.5 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.3 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*39.5 mi/h*
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	*30.6 mi/h*
		Percent free flow speed, PFFS	*77.6 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*354*	*478*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*40.4*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*41.8*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*58.2*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.21*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1680*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*77.6*

Darryl F. Nelson

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*351.7*
Effective width, Wv (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.46*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

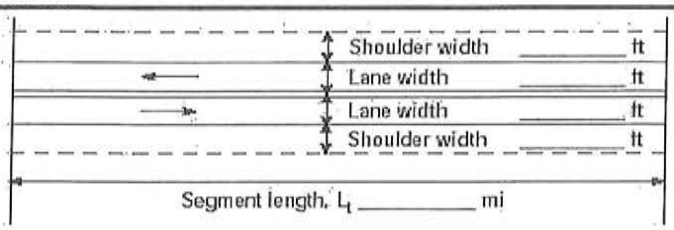
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway / Direction of Travel	Agoura Road Eastbound
Agency or Company	ATE	From/To	Roadside Drive/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Existing Conditions

Project Description: Courtyard & Townplace Suites

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.89

No-passing zone 100%

% Trucks and Buses , P_T 6 %

% Recreational vehicles, P_R 4%

Access points mi 0/mi

Analysis direction vol., V_d	425veh/h
Opposing direction vol., V_o	313veh/h
Shoulder width ft	6.0
Lane Width ft	12.0
Segment Length mi	0.3

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.2	1.3
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.988	0.982
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	483	358

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	45.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	0.0 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.0 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	3.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	45.0 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.5 mi/h
		Percent free flow speed, PFFS	78.9 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.994
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	478	354
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	47.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	41.8	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	71.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.28
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	1669
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	1690
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	78.9

Darryl F. Nelson

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*477.5*
Effective width, Wv (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.61*
Bicycle level of service (Exhibit 15-4)	*D*

Notes

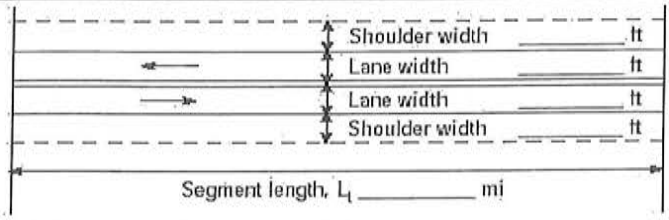
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Darryl F. Nelson*	Highway / Direction of Travel	*Agoura Road Westbound*
Agency or Company	*ATE*	From/To	*Ladyface Circle/Roadside Drive*
Date Performed	*9/15/2015*	Jurisdiction	*City of Agoura Hills*
Analysis Time Period	*P.M. Peak Hour*	Analysis Year	*Existing Conditions*

Project Description: *Courtyard & Townplace Suites*

Input Data



Analysis direction vol., V_d	*313*veh/h
Opposing direction vol., V_o	*418*veh/h
Shoulder width ft	*6.0*
Lane Width ft	*12.0*
Segment Length mi	*0.5*

Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi	Up/down
Peak-hour factor, PHF	*0.89*
No-passing zone	*100%*
% Trucks and Buses , P_T	*6 %*
% Recreational vehicles, P_R	*4%*
Access points *mi*	*12*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.3*	*1.2*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.982*	*0.988*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*358*	*475*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*3.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*2.4 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*42.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*33.2 mi/h*
		Percent free flow speed, PFFS	*79.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.1*	*1.0*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.994*	*1.000*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*354*	*470*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*40.8*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*42.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*58.9*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.21*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1680*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*79.0*

Darryl F. Nelson

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*351.7*
Effective width, Wv (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.46*
Bicycle level of service (Exhibit 15-4)	*C*

Notes

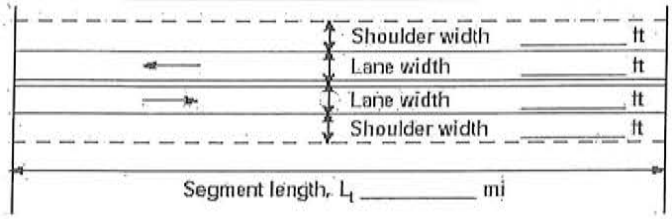
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	*Darryl F. Nelson*	Highway / Direction of Travel	*Agoura Road Eastbound*
Agency or Company	*ATE*	From/To	*Ladyface Circle/Roadside Drive*
Date Performed	*9/15/2015*	Jurisdiction	*City of Agoura Hills*
Analysis Time Period	*P.M. Peak Hour*	Analysis Year	*Existing Conditions*

Project Description: *Courtyard & Townplace Suites*

Input Data



Analysis direction vol., V_d	*418* veh/h
Opposing direction vol., V_o	*313* veh/h
Shoulder width ft	*6.0*
Lane Width ft	*12.0*
Segment Length mi	*0.5*

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi	Up/down
Peak-hour factor, PHF	*0.89*
No-passing zone	*100%*
% Trucks and Buses , P_T	*6 %*
% Recreational vehicles, P_R	*4%*
Access points *mi*	*0*/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	*1.2*	*1.3*
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.988*	*0.982*
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	*1.00*	*1.00*
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	*475*	*358*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	*45.0 mi/h*
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	*0.0 mi/h*
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	*0.0 mi/h*
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	*3.0 mi/h*	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	*45.0 mi/h*
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	*35.6 mi/h*
		Percent free flow speed, PFFS	*79.0 %*

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	*1.0*	*1.1*
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	*1.0*	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*1.000*	*0.994*
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	*1.00*	*1.00*
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	*470*	*354*
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	*46.5*	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	*42.2*	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	*70.6*	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	*E*
Volume to capacity ratio, *v/c*	*0.28*
Capacity, $C_{d,ATS}$ (Equation 15-12) veh/h	*1669*
Capacity, $C_{d,PTSF}$ (Equation 15-13) veh/h	*1690*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*79.0*

Darryl F. Nelson

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	469.7
Effective width, Wv (Eq. 15-29) ft	24.00
Effective speed factor, S_t (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	3.60
Bicycle level of service (Exhibit 15-4)	D

Notes

1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Existing + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	354	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	203
Speed, S (mi/h)	45.0
D (pc/mi/ln)	4.5
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*198.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.68*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Existing + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	454	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	45.0

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	261
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.8
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*255.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.81*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	425	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	244
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.4
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*238.8*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.78*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	538	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	45.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	309
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.9
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*302.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.89*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	466	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	268
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.0
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*261.8*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.82*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	578	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	45.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	332
Speed, S (mi/h)	45.0
D (pc/mi/ln)	7.4
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*324.7*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.93*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	472	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f_A (mi/h)	1.5
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	43.5
Base Free-Flow Speed, BFFS	45.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	271	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	6.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*265.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.83*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	600	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	0.0
Access Points, A (A/mi)	0	f_A (mi/h)	0.0
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS	45.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	345	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	7.7	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*337.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.95*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	513	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f_A (mi/h)	1.5
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	43.5
Base Free-Flow Speed, BFFS	45.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	295	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	6.6	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*288.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.87*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	.Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Roadside Road/Kanan Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	629	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	0.0
Access Points, A (A/mi)	0	f_A (mi/h)	0.0
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	45.0
Base Free-Flow Speed, BFFS	45.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	362	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	8.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*353.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.97*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Existing + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	354	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
Lane Width, LW (ft)	12.0	f_{LW} (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f_{LC} (mi/h)	0.0
Access Points, A (A/mi)	6	f_A (mi/h)	1.5
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	43.5
Base Free-Flow Speed, BFFS	45.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	203	Required Number of Lanes, N	
Speed, S (mi/h)	45.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	4.5	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*198.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.68*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Existing + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	446	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	256
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.7
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*250.6*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.80*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	408	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	234
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.2
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*229.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.75*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	522	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	300
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.7
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*293.3*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.88*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	449	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	258
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.7
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*252.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.80*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Near-Term + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	550	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	316
Speed, S (mi/h)	45.0
D (pc/mi/ln)	7.0
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*309.0*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.91*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	455	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	262
Speed, S (mi/h)	45.0
D (pc/mi/ln)	5.8
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*255.6*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.81*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative Conditions

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	584	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	336
Speed, S (mi/h)	45.0
D (pc/mi/ln)	7.5
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*328.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.94*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	496	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	285
Speed, S (mi/h)	45.0
D (pc/mi/ln)	6.3
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*278.7*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.85*
Bicycle level of service (Exhibit 15-4)	*C*

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	Darryl F. Nelson	Highway/Direction to Travel	Agoura Road
Agency or Company	ATE	From/To	Ladyface Circle/Roadside Road
Date Performed	9/15/2015	Jurisdiction	City of Agoura Hills
Analysis Time Period	P.M. Peak Hour	Analysis Year	Cumulative + Project

Project Description Courtyard & Townplace Suites Hotel Project - #15068

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	612	Peak-Hour Factor, PHF	0.89
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	45.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	43.5

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	352
Speed, S (mi/h)	45.0
D (pc/mi/ln)	7.8
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*343.8*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_f (Eq. 15-30)	*4.42*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.97*
Bicycle level of service (Exhibit 15-4)	*C*

Darryl F. Nelson