CITY OF AGOURA HILLS

FINAL REPORT

FOR THE

2016 ENGINEERING AND TRAFFIC SURVEY TO ESTABLISH SPEED LIMITS

June 2016

Prepared by:
Kimley»Horn

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
June 2016
RCE# 73629
RTE# 2531

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for street segments within the City Agoura Hills. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn. The existing speed limits were established based upon the 2011 Engineering and Traffic Survey. The study includes a summary of Average Daily Traffic (ADT) and radar speed surveys at 16 out of 25 locations within the city, as well as collision histories along the segments. Due to on-going construction activities on Agoura Road, data collection and speed survey at 9 segments was not collected at this time. Survey for these 9 segments will be completed after the construction work is complete and an updated report will be completed that will include engineering and traffic survey for all 25 study segments.

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.

The current study will verify and recommend modifications for existing speed limits within the City of Agoura Hills based on the data and results of this survey. This report documents the following:

- Current speed limits and speed zoning regulations;
- Recent 5 year collision records;
- Radar speed survey results for prevailing speeds;
- Highway, traffic and roadside conditions not readily apparent to the driver; and
- Recommended speed limit changes

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2015 California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

> "A 'business district' is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b)

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

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

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.

[1] California Department of Motor Vehicles, California Vehicle Code, Division 1, Section 235, 2015.
[2] California Department of Motor Vehicles, California Vehicle Code, Division 1, Section 515, 2015.
[3] California Department of Motor Vehicles, California Vehicle Code, Division 11. Chapter 7, Section 22357(a), 2015.

(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 one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.
(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 bicyclist safety, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise

[4] California Department of Motor Vehicles, California Vehicle Code, Division 17. Chapter 2, Section 40802, 2015.

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 Survey are outlined in Chapter 2B (Section 2B.13) of the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

2.0 SPEED SURVEY EVALUATION

Sixteen (16) out of twenty-five (25) locations were evaluated by Kimley-Horn and are included in this report. The remaining 9 locations will be surveyed after the construction on Agoura Road is complete and a supplemental memorandum will be provided to the City. These roadway sections and limits of the sections are listed in **Table 1** below.

Table 1: Survey Locations and Limits

Location Number	Location Name	Limits (From)	Limits (To)	Status
1	Agoura Road	West City Limits	Reyes Adobe Road	To be Completed After Construction
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	Complete
7	Canwood Street	Reyes Adobe Road	Kanan Road	Complete
8	Canwood Street	Kanan Road	Derry Avenue	Complete
9	Canwood Street	Derry Avenue	Chesebro Road	Complete
10	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	Complete
11	Kanan Road	North City Limits	Laro Drive	Complete
12	Kanan Road	Laro Drive	Thousand Oaks Boulevard	Complete
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	Complete
14	Kanan Road	Hillrise Drive	Canwood Street	To be Completed After Construction
15	Kanan Road	Canwood Street	Agoura Road	
16	Kanan Road	Agoura Road	South City Limits	
17	Liberty Canyon Road	Agoura Road	Country Glen Road	Complete
18	Palo Comado Canyon Road/Chesebro Road	Agoura Road	Ventura Freeway	Complete
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	Complete

Location Number	Location Name	Limits (From)	Limits (To)	Status
20	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	To be Completed After Construction
21	Roadside Drive	Kanan Road	Lewis Street	Complete
22	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	Complete
23	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place	Complete
24	Thousand Oaks Boulevard	Buffwood Place	Kanan Road	Complete
25	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	Complete

2.1 Field Review

Speed data was collected using manual radar surveys and were performed by a sub-consultant to Kimley-Horn, National Data and Surveying Services (NDS), at 16 locations during "off-peak" hours on a weekday (Monday through Friday). NDS also collected the ADT data for the 16 project locations during a Weekday (Tuesday, Wednesday or Thursday). The radar surveys and ADT counts were collected in September 2015 and one location was re-collected in March 2016.

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 *2014 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 in **Appendix B.** ADT count worksheets are included in **Appendix C**.

1. Segment length, width and alignment;
2. Level of pedestrian and bicycle activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;

7. Roadway condition, bumps and dips;
8. Land use and proximity of schools, parks/recreation areas and senior centers;
9. Uniformity with existing speed zones; and,
10. Any other unusual conditions or hazards not readily apparent to the driver.

2.2 Statistical Analysis Factors

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

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

2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.

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

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

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

2.3 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 November 1st, 2010 to October 31, 2015. 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 5 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 2012 collision data on California State Highways (road miles, travel, collisions, collision rates) as listed in Table 2.

Table 2: 2012 California State Highways Collision Rates

Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rate for 2010, 2011 and 2012)
2 and 3 Lanes	1.37
4 Lanes (undivided highway)	1.85
4 Lanes (divided highway)	1.45

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

Table 3: Speed Survey Recommendations

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
1	Agoura Road	West City Limits	Reyes Adobe Road	45	-	-	-	-	-	-	To be Completed After Construction
2	Agoura Road	Reyes Adobe Road	Ladyface Circle	45	-	-	-	-	-	-	
3	Agoura Road	Ladyface Circle	Kanan Road	45	-	-	-	-	-	-	
4	Agoura Road	Kanan Road	Palo Comado Canyon Road	45	-	-	-	-	-	-	
5	Agoura Road	Palo Comado Canyon Road	Liberty Canyon	45	-	-	-	-	-	-	
6	Canwood Street	West City Limits	Reyes Adobe Road	35	40	32-41	4,872	1.90	1.37	35	85th Percentile Speed downgraded due to restricted sight distance from vertical and horizontal road curvature and no sidewalks on south side of segment; High collision rate
7	Canwood Street	Reyes Adobe Road	Kanan Road	40	41	32-41	3,513	1.34	1.37	40	85th Percentile Speed
8	Canwood Street	Kanan Road	Derry Avenue	40	45	35-44	8,457	0.81	1.37	40	85th Percentile Speed downgraded due to restricted sight distance from vertical and horizontal road curvature
9	Canwood Street	Derry Avenue	Chesebro Road	40	45	35-44	5,498	0.91	1.37	40	85th Percentile Speed downgraded due to restricted sight distance from horizontal road curvature
10	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	35/30	37	29-38	6,317	0.73	1.37	30	85th Percentile Speed downgraded due to fronting residential area, restricted sight distance from horizontal and vertical road curvature, and school
11	Kanan Road	North City Limits	Laro Drive	45	51	41-50	23,114	0.41	1.37	45	85th percentile speed downgraded due to pace range, school, and high pedestrian activity

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
12	Kanan Road	Laro Drive	Thousand Oaks Boulevard	40	45	36-45	32,133	1.11	1.45	40	85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature, school, and high pedestrian activity
13	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	40	46	36-45	35,532	1.67	1.45	40	85th Percentile Speed downgraded due to high collision rate, school, and high pedestrian activity; High collision rate
14	Kanan Road	Hillrise Drive	Canwood Street	40	-	-	-	-	-	-	To be Completed After Construction
15	Kanan Road	Canwood Street	Agoura Road	35	-	-	-	-	-	-	
16	Kanan Road	Agoura Road	South City Limits	35NB 45SB	-	-	-	-	-	-	
17	Liberty Canyon Road	Agoura Road	Country Glen Road	40	46	37-46	4,683	1.02	1.37	40	85th percentile speed downgraded due pedestrian activity and no sidewalks on east side of segment
18	Palo Comado Canyon Road/ Chesebro Road	Agoura Road	Ventura Freeway	35	35	27-36	10,819	1.03	1.37	35	85th Percentile Speed
19	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	40	45	38-47	4,940	1.60	1.45	40	85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature, school, and uncontrolled crosswalk; High accident rate
20	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	40	-	-	-	-	-	-	To be Completed After Construction
21	Roadside Drive	Kanan Road	Lewis Street	40	44	35-44	4.267	1.46	1.37	40	85th Percentile Speed downgraded due to restricted sight distance from vertical road curvature and no sidewalks on north side of segment; High collision rate
22	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	45	47	37-46	12,607	0.09	1.45	45	85th Percentile Speed

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Accidents per Million vehicle Miles (AMVM)	Expected Accidents per Million Vehicle Miles (ACC/MVM)*	Recommended Speed Limit (mph)	Justification
23	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place	40	40	30-39	15,390	0.11	1.45	40	85th Percentile Speed
24	Thousand Oaks Boulevard	Buffwood Place	Kanan Road	35	37	29-38	13,282	0.25	1.45	35	85th Percentile Speed
25	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	35	37	28-37	10,011	3.80	1.37	35	85th Percentile Speed

**** Based on the 2012 Collision Data on California State Highways Manual***

3.1 Segments with Special Conditions

Pursuant to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD) and the 2015 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 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 4,872 vehicles. The adjacent land use consists of commercial, fronting single family residential and proximity to the freeway. The 85th percentile is 40 mph, which indicates a speed limit of 40 mph. Due to restricted sight distance from vertical and horizontal road curvature, high collision rate, 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, and therefore a speed limit of 35 mph is recommended.

2. Location 8 – Canwood Street from Kanan Road to Derry Avenue: The existing posted speed limit is 40 mph with 1 through lane in each direction and a daily ADT of 8,457 vehicles. The adjacent land use consists of commercial, residential and proximity to the freeway. The 85th percentile is 45 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, there are conditions that may not be readily apparent to unfamiliar drivers and a reduction of 5 mph is justified. Therefore a speed limit of 40 mph is recommended.

3. Location 9 – Canwood Street from Derry Avenue to Chesebro Road: The existing posted speed limit is 40 mph with 1 through lane in each direction and a daily ADT of 5,498 vehicles. The adjacent land use consists of commercial, fronting residential and proximity to the freeway. The 85th percentile is 45 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, there are conditions that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 40 mph is recommended.

4. 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 6,317 vehicles. The adjacent land use consists of commercial, fronting single family residential and proximity to school. The 85th percentile speed is 37 mph, which indicates a speed limit of 35 mph. Due to restricted sight distance from vertical and horizontal road curvature and school, there are conditions that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 30 mph is being recommended.

5. Location 11 – Kanan Road from north city limits to Laro Drive: The existing posted speed limit is 45 mph with 2 through lanes in each direction and a daily ADT of 23,114 vehicles. The adjacent land use consists of residential and proximity to school. The 85th percentile is 51 mph, which indicates a speed limit of 50 mph. Due to pace range, high pedestrian activity and proximity to school, a reduction of 5 mph is justified, and therefore a speed limit of 45 mph is recommended.

6. Location 12 – Kanan Road from Laro Drive to Thousand Oaks Boulevard: The existing posted speed limit is 40 mph with 2 through lane in each direction and a daily ADT of 32,133 vehicles. The adjacent land use consists of commercial, residential, and school. The 85th percentile is 45 mph, which indicates a speed limit of 45 mph. Due to high pedestrian activity, proximity to school, and restricted sight distance from vertical and horizontal road curvature that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 40 mph is recommended.

7. Location 13 – Kanan Road from Thousand Oaks Boulevard to Hillrise Drive: The existing posted speed limit is 40 mph with 2 through lane in each direction and a daily ADT of 35,542 vehicles. The adjacent land use consists of commercial to the west side, and residential on the east side. The 85th percentile is 46 mph, which indicates a speed limit of 45 mph. Due to high collision rate, there are conditions that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 40 mph is recommended.

8. Location 17 – Liberty Canyon Road from Agoura Road to Country Glen Road: The existing posted speed limit is 40 mph with 2 through lanes in each direction and an ADT of 4,683 vehicles. The adjacent land use consists of single family residential. The 85th percentile is 46 mph, which indicates a speed limit of 45 mph. Due to pedestrian activity and no sidewalks on the east side of the segment, there are conditions that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 40 mph is recommended.

9. Location 19 – Reyes Adobe Road from North City Limits to Thousand Oaks Boulevard: The existing posted speed limit is 40 mph with 2 through lanes in each direction and a daily ADT of 4,940 vehicles. The adjacent land use consists of single family residential and proximity to school. The 85th percentile is 45 mph, which indicates a speed limit of 45 mph. Due to school, uncontrolled crosswalk, high collision rate and restricted sight distance from vertical and horizontal road curvature that may not be readily apparent to unfamiliar drivers, a reduction of 5 mph is justified, and therefore a speed limit of 40 mph is recommended.

10. 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 4,267 vehicles. The adjacent land use consists of commercial area. The 85th percentile is 44 mph, which indicates a speed limit of 45 mph. Due to pace range, high collision rate and restricted sight distance from horizontal and 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, and therefore a speed limit of 40 mph is recommended.

APPENDIX A

Speed Radar Certifications

PB Electronics Inc.

248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 45821

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016

PB Electronics Inc.

248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 17488

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY INC
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016

PB Electronics Inc.
248 W Peaceful Ct., Shepherdsville, KY 40165
502 543-7032 www.pbelectronics.com
Factory Authorized Calibration Center for Stalker, MPH, Kustom, and LTI

Certificate of Calibration

Manufacturer: MPH	Model: K-55	Serial Number: 17806

I hereby certify that this Speed Measuring Device has been checked for accuracy and correctness of operation under my supervision. This Speed Measuring Device is certified accurately within +/- 0.5 mph in stationary mode and +/- 1 mph in moving mode using equipment traceable to National Institute of Standards and technology.

The transmitter of this device has been tested and found to be within specified range for Radar Devices as established by the Federal Communications Commission and IACP.

FCC License number PG-18-12552 Technician Signature _____

PB ELECTRONICS
Factory Authorized Service Center
STALKER Radar
MPH INDUSTRIES
LASER TECHNOLOGY
KUSTOM SIGNALS, INC.

Certified Tuning Fork Serial Number: n/a	Date: March 14, 2016

APPENDIX B

Engineering and Traffic Survey Forms

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

6

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

SPEED FACTORS

Date of Speed Survey	9/17/2015
Time of Speed Survey	9:39-10:50
50th Percentile Speed (Mean Speed)	36 mph
85th Percentile Speed	40 mph
10 mph Pace Speed	32-41
Percentage of Vehicles in Pace	69.3%
Number of Survey Samples	150

Posted Speed Limit 35 MPH

Speed Justification

85th percentile speed downgraded due to restricted sight distance from vertical and horizontal road curvature and no sidewalks on south side of segment; High collision rate

Recommended Speed Limit **35 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	11
Collision Rate (ACC/MVM)	1.90
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	4,872
Number of Lanes	2
Type of Traffic Control	Signalized at Reyes Adobe Road
Crosswalks?	At Reyes Adobe Road
Pedestrian Traffic	Moderate
Truck Traffic	None present
On-Street Parking	Yes. On both sides of street
Sidewalks?	On north side only.
Driveways?	Multiple on north side only

Date Counted 9/22/2015

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

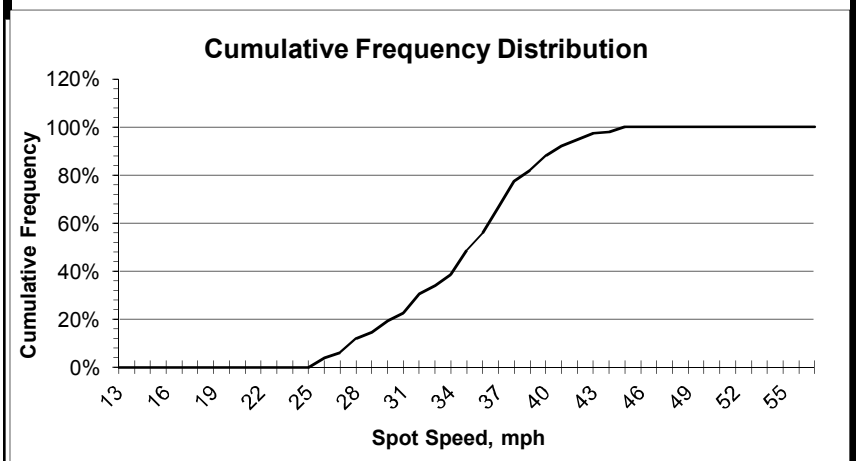
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Canwood St
Spt.Spd. Location: West City Limits & Reyes Adobe Rd *Ref. # 01*

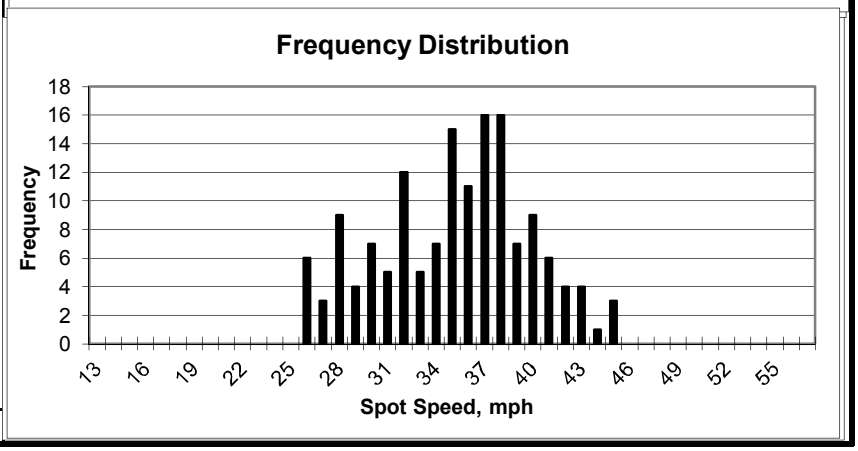
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	6	4.00%	4.00%
27	3	2.00%	6.00%
28	9	6.00%	12.00%
29	4	2.67%	14.67%
30	7	4.67%	19.33%
31	5	3.33%	22.67%
32	12	8.00%	30.67%
33	5	3.33%	34.00%
34	7	4.67%	38.67%
35	15	10.00%	48.67%
36	11	7.33%	56.00%
37	16	10.67%	66.67%
38	16	10.67%	77.33%
39	7	4.67%	82.00%
40	9	6.00%	88.00%
41	6	4.00%	92.00%
42	4	2.67%	94.67%
43	4	2.67%	97.33%
44	1	0.67%	98.00%
45	3	2.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	9:39 AM	**To**	10:50 AM
Recorder:	NDS		
Posted Speed:	35 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	30
50th Percentile:	36
85th Percentile:	40
10 Mile Pace:	32 to 41
% of Samples in 10-Mile Pace:	69.33%
# in 10 MPH pace:	104
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

7

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	40
Time of Speed Survey	10:55-11:52	**Speed Justification**	
50th Percentile Speed (Mean Speed)	37 mph	85th percentile speed	
85th Percentile Speed	41 mph		
10 mph Pace Speed	32-41		
Percentage of Vehicles in Pace	81.3%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	10
Collision Rate (ACC/MVM)	1.34
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	3,513	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	Signalized at Reyes Adobe Road and Kanan Road; 3-way stop at Forest Cove Lane		
Crosswalks?	At Reyes Adobe Road and Kanan Road		
Pedestrian Traffic	None present		
Truck Traffic	None present		
On-Street Parking	On both sides east of Forest Cove Lane		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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TE 2531

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

CITY OF AGOURA HILLS

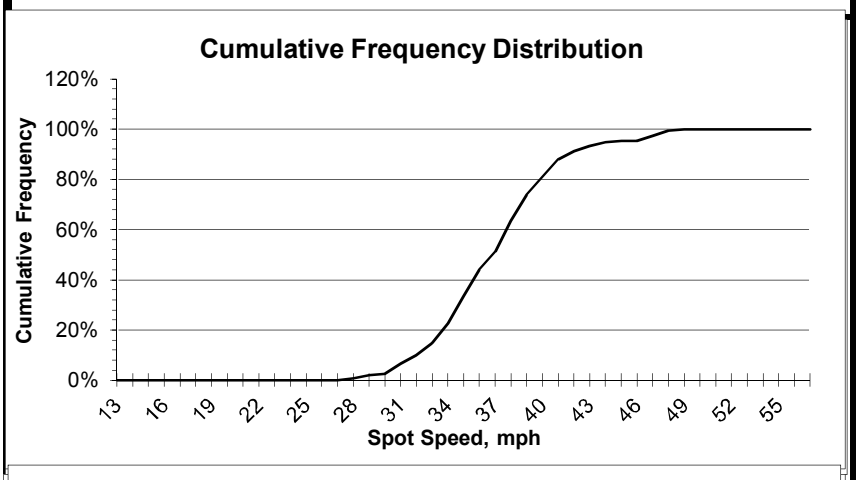
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Canwood St
Spt.Spd. Location: Reyes Adobe Rd & Kanan Rd *Ref. # 01*

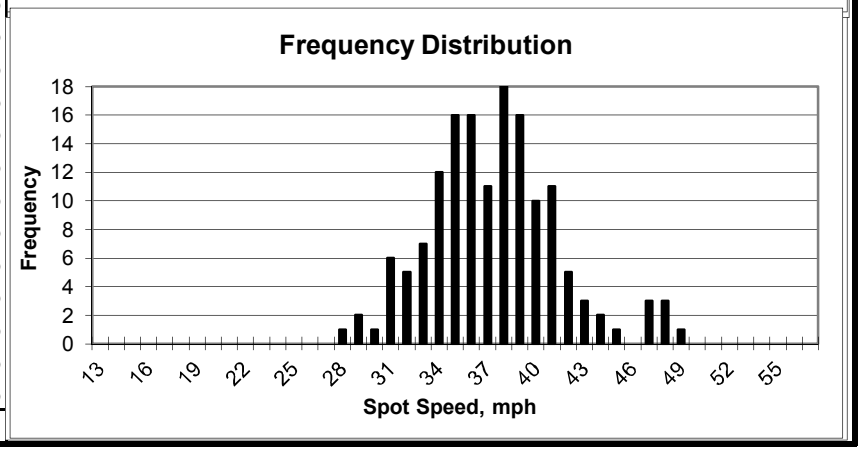
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	1	0.67%	0.67%
29	2	1.33%	2.00%
30	1	0.67%	2.67%
31	6	4.00%	6.67%
32	5	3.33%	10.00%
33	7	4.67%	14.67%
34	12	8.00%	22.67%
35	16	10.67%	33.33%
36	16	10.67%	44.00%
37	11	7.33%	51.33%
38	18	12.00%	63.33%
39	16	10.67%	74.00%
40	10	6.67%	80.67%
41	11	7.33%	88.00%
42	5	3.33%	91.33%
43	3	2.00%	93.33%
44	2	1.33%	94.67%
45	1	0.67%	95.33%
46	0	0.00%	95.33%
47	3	2.00%	97.33%
48	3	2.00%	99.33%
49	1	0.67%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	10:55 AM	**To**	11:52 AM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	34		
50th Percentile:	37		
85th Percentile:	41		
10 Mile Pace:	32	to	41
% of Samples in 10-Mile Pace:	81.33%		
# in 10 MPH pace:	122		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

8

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	40 MPH
Time of Speed Survey	09:00-10:05	**Speed Justification**	
50th Percentile Speed (Mean Speed)	40 mph	85th percentile speed downgraded due to restricted sight distance from vertical and horizontal roadway curvature;	
85th Percentile Speed	45 mph		
10 mph Pace Speed	35-44		
Percentage of Vehicles in Pace	82.0%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	10
Collision Rate (ACC/MVM)	0.81
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	8,457	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road ; 1-way stop at Derry Avenue		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	None present		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	On south side of street only		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

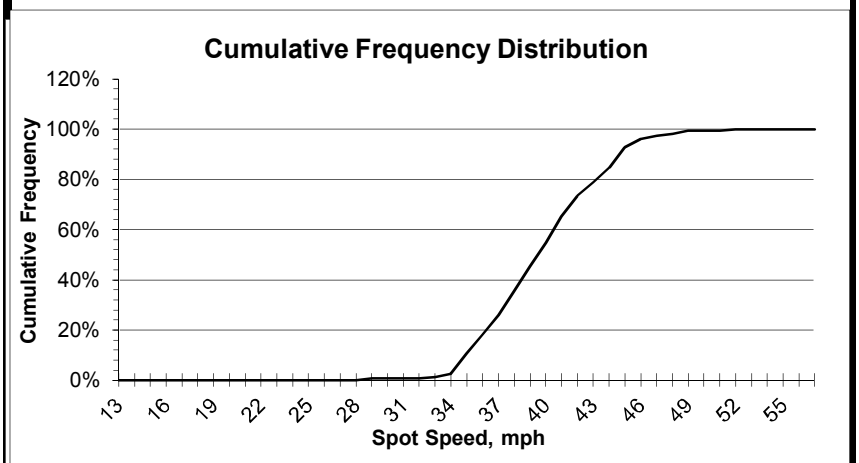
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Canwood St
Spt.Spd. Location: Kanan Rd & Derry Ave *Ref. # 01*

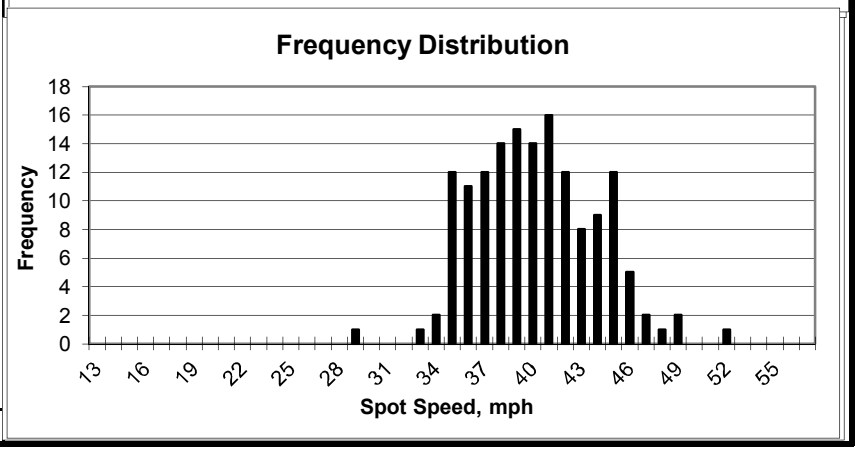
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	0.67%	0.67%
30	0	0.00%	0.67%
31	0	0.00%	0.67%
32	0	0.00%	0.67%
33	1	0.67%	1.33%
34	2	1.33%	2.67%
35	12	8.00%	10.67%
36	11	7.33%	18.00%
37	12	8.00%	26.00%
38	14	9.33%	35.33%
39	15	10.00%	45.33%
40	14	9.33%	54.67%
41	16	10.67%	65.33%
42	12	8.00%	73.33%
43	8	5.33%	78.67%
44	9	6.00%	84.67%
45	12	8.00%	92.67%
46	5	3.33%	96.00%
47	2	1.33%	97.33%
48	1	0.67%	98.00%
49	2	1.33%	99.33%
50	0	0.00%	99.33%
51	0	0.00%	99.33%
52	1	0.67%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	9:00 AM	**To**	10:05 AM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	36
50th Percentile:	40
85th Percentile:	45
10 Mile Pace:	35 to 44
% of Samples in 10-Mile Pace:	82.00%
# in 10 MPH pace:	123
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

9

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

SPEED FACTORS

Date of Speed Survey	9/17/2015
Time of Speed Survey	10:13-11:26
50th Percentile Speed (Mean Speed)	40 mph
85th Percentile Speed	45 mph
10 mph Pace Speed	35-44
Percentage of Vehicles in Pace	72.0%
Number of Survey Samples	150

Posted Speed Limit 40 MPH

Speed Justification
85th percentile speed downgraded due to restricted sight distance from horizontal roadway curvature

Recommended Speed Limit **40 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	6
Collision Rate (ACC/MVM)	0.91
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	5,498	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	Stop-controlled at Chesebro Road and Derry Avenue		
Crosswalks?	At Colodny Drive only		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	Yes, on both sides of street		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

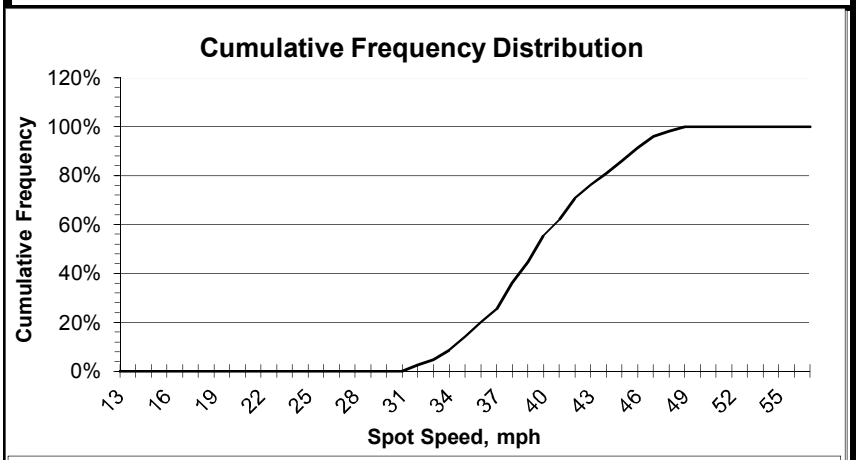
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Canwood St
Spt.Spd. Location: Derry Ave & Chesebro Rd *Ref. # 01*

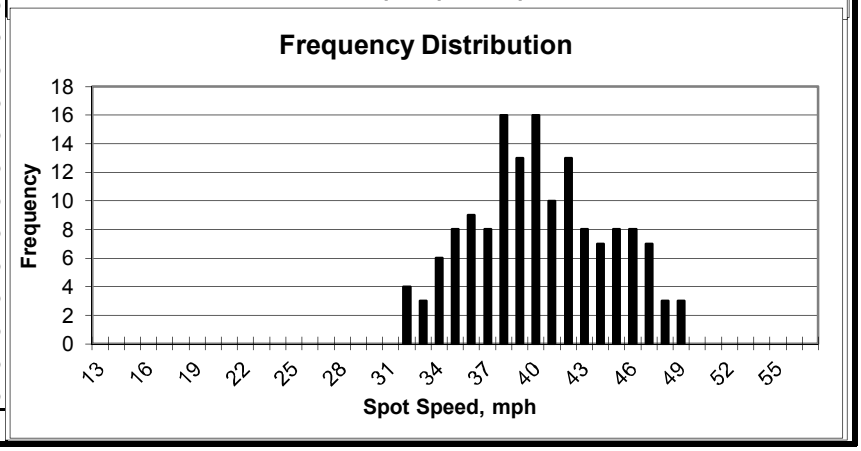
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	4	2.67%	2.67%
33	3	2.00%	4.67%
34	6	4.00%	8.67%
35	8	5.33%	14.00%
36	9	6.00%	20.00%
37	8	5.33%	25.33%
38	16	10.67%	36.00%
39	13	8.67%	44.67%
40	16	10.67%	55.33%
41	10	6.67%	62.00%
42	13	8.67%	70.67%
43	8	5.33%	76.00%
44	7	4.67%	80.67%
45	8	5.33%	86.00%
46	8	5.33%	91.33%
47	7	4.67%	96.00%
48	3	2.00%	98.00%
49	3	2.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	10:13 AM	**To**	11:26 AM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	36
50th Percentile:	40
85th Percentile:	45
10 Mile Pace:	35 to 44
% of Samples in 10-Mile Pace:	72.00%
# in 10 MPH pace:	108
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

10

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

SPEED FACTORS

Date of Speed Survey	9/17/2015
Time of Speed Survey	13:25-14:17
50th Percentile Speed (Mean Speed)	33 mph
85th Percentile Speed	37 mph
10 mph Pace Speed	29-38
Percentage of Vehicles in Pace	86.0%
Number of Survey Samples	150

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

Speed Justification
85th Percentile Speed downgraded due to fronting residential area, restricted sight distance due horizontal and vertical road curvature, and school

Recommended Speed Limit **30 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	10
Collision Rate (ACC/MVM)	0.73
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	6,317	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	Stop controlled at Chesebro Road		
Crosswalks?	At Conejo View Drive and Freeway; horse-crossing sign at crosswalk.		
Pedestrian Traffic	Minimal		
Truck Traffic	Yes		
On-Street Parking	No parking at Palo Comado Road; parking allowed on Driver Avenue		
Sidewalks?	On both sides along Driver Avenue; No sidewalk along Palo Comado Road		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Driver Ave / Palo Comado Cyn Rd
Spt.Spd. Location: Argos St & Ventura Fwy *Ref. # 01*

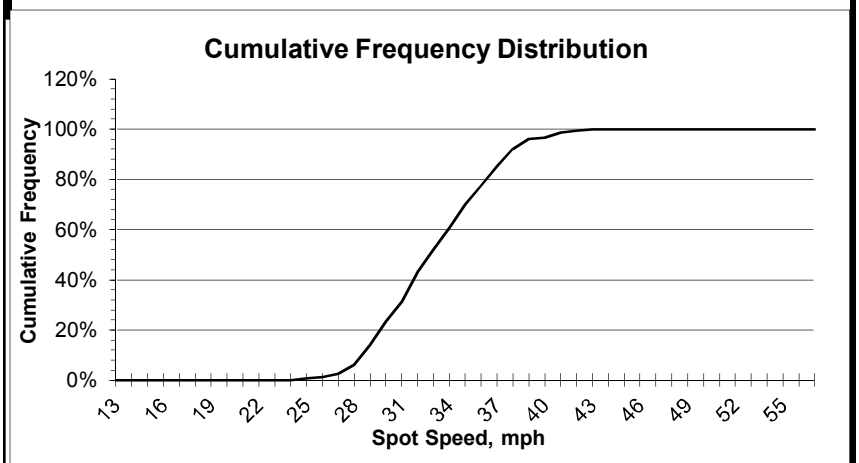
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	1	0.67%	0.67%
26	1	0.67%	1.33%
27	2	1.33%	2.67%
28	5	3.33%	6.00%
29	12	8.00%	14.00%
30	14	9.33%	23.33%
31	12	8.00%	31.33%
32	18	12.00%	43.33%
33	13	8.67%	52.00%
34	13	8.67%	60.67%
35	14	9.33%	70.00%
36	11	7.33%	77.33%
37	12	8.00%	85.33%
38	10	6.67%	92.00%
39	6	4.00%	96.00%
40	1	0.67%	96.67%
41	3	2.00%	98.67%
42	1	0.67%	99.33%
43	1	0.67%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

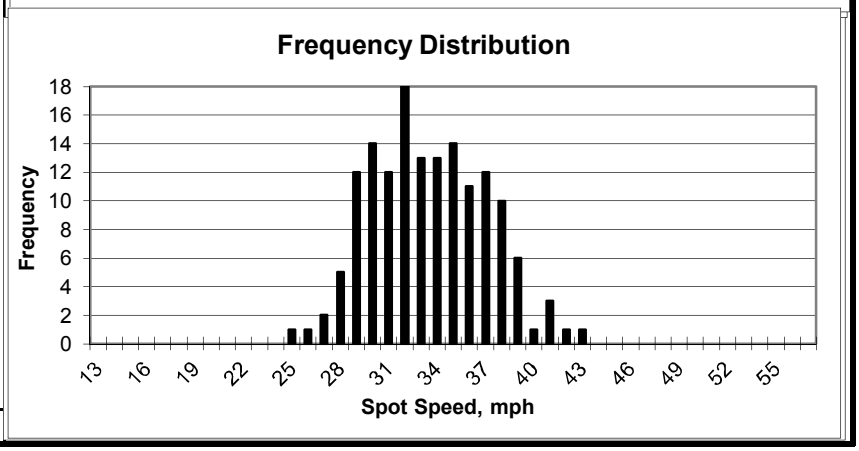
Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	1:25 PM	**To**	2:17 PM
Recorder:	NDS		
Posted Speed:	30 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	30		
50th Percentile:	33		
85th Percentile:	37		
10 Mile Pace:	29	to	38
% of Samples in 10-Mile Pace:	86.00%		
# in 10 MPH pace:	129		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

11

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

SPEED FACTORS

Date of Speed Survey	9/23/2015
Time of Speed Survey	12:45-13:20
50th Percentile Speed (Mean Speed)	47 mph
85th Percentile Speed	51 mph
10 mph Pace Speed	41-50
Percentage of Vehicles in Pace	72.0%
Number of Survey Samples	150

Posted Speed Limit 45 MPH

Speed Justification
85th percentile speed downgraded due to pace speed, school, and high pedestrian activity

Recommended Speed Limit **45 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	8
Collision Rate (ACC/MVM)	0.41
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	23,114
Number of Lanes	4
Type of Traffic Control	Signalized at Fountainwood Street, Eagleton Street, and Laro Drive
Crosswalks?	At signalized intersections
Pedestrian Traffic	High
Truck Traffic	Minimal
On-Street Parking	No
Sidewalks?	Yes, on both sides of street
Driveways?	Multiple

Date Counted 9/22/2015

ROADWAY FACTORS

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

Field Study By

Checked By Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

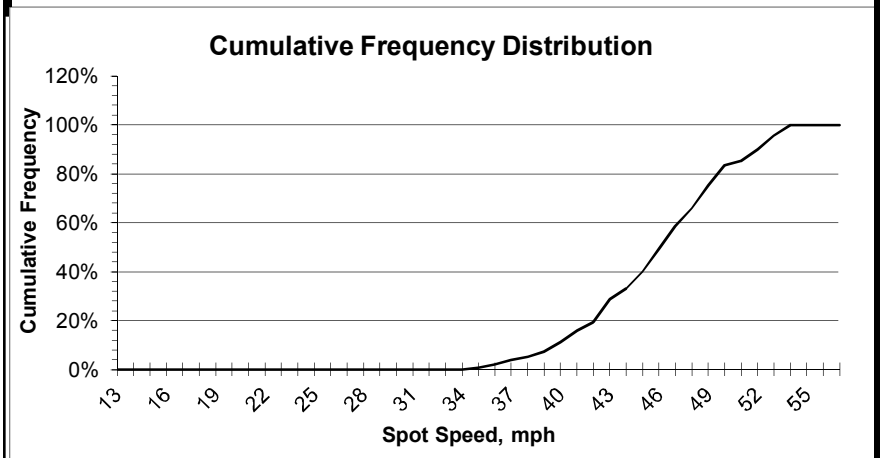
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Kanan Rd
Spt.Spd. Location: North City Limits & Laro Dr *Ref. # 01*

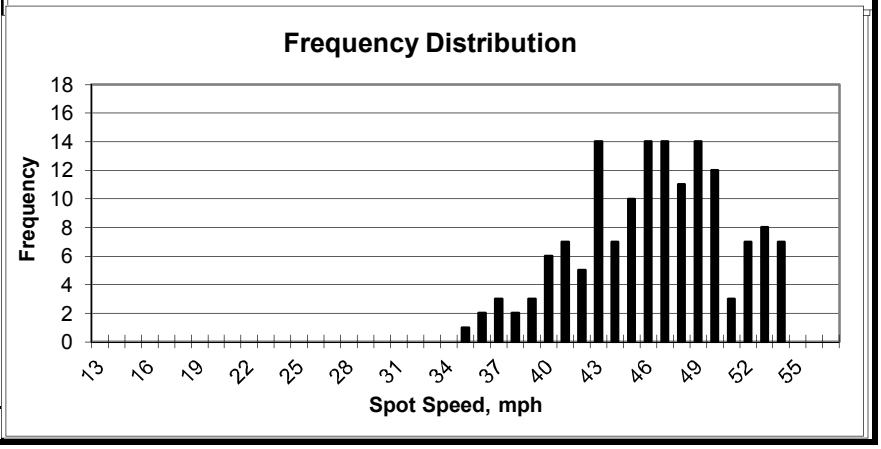
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	0	0.00%	0.00%
35	1	0.67%	0.67%
36	2	1.33%	2.00%
37	3	2.00%	4.00%
38	2	1.33%	5.33%
39	3	2.00%	7.33%
40	6	4.00%	11.33%
41	7	4.67%	16.00%
42	5	3.33%	19.33%
43	14	9.33%	28.67%
44	7	4.67%	33.33%
45	10	6.67%	40.00%
46	14	9.33%	49.33%
47	14	9.33%	58.67%
48	11	7.33%	66.00%
49	14	9.33%	75.33%
50	12	8.00%	83.33%
51	3	2.00%	85.33%
52	7	4.67%	90.00%
53	8	5.33%	95.33%
54	7	4.67%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/23/2015	**Day:**	Wednesday	
Weather:	Dry, clear			
Hours:	12:45 PM	**To**	1:20 PM	
Recorder:	NDS			
Posted Speed:	45 mph			
Channelization:	N/A			
Street Width:	N/A			
Comm./Resid.:	Residential			
DIRECTION:	Northbound/Southbound			

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	41		
50th Percentile:	47		
85th Percentile:	51		
10 Mile Pace:	41	to	50
% of Samples in 10-Mile Pace:	72.00%		
# in 10 MPH pace:	108		
Comments:			





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

12

STREET Kanan Road
FROM Laro Drive

CERTIFICATION DATE:
TO Thousand Oaks Boulevard

SPEED FACTORS

Date of Speed Survey	9/23/2015
Time of Speed Survey	12:00-12:35
50th Percentile Speed (Mean Speed)	40 mph
85th Percentile Speed	45 mph
10 mph Pace Speed	36-45
Percentage of Vehicles in Pace	74.7%
Number of Survey Samples	150

Posted Speed Limit 40 MPH

Speed Justification

85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature, school, and high pedestrian activity

Recommended Speed Limit **40 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	25
Collision Rate (ACC/MVM)	1.11
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	32,133	**Date Counted**	9/22/2015
Number of Lanes	4		
Type of Traffic Control	Signalized at Laro Drive and Thousand Oaks Boulevard		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	High		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple drives on west side only		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

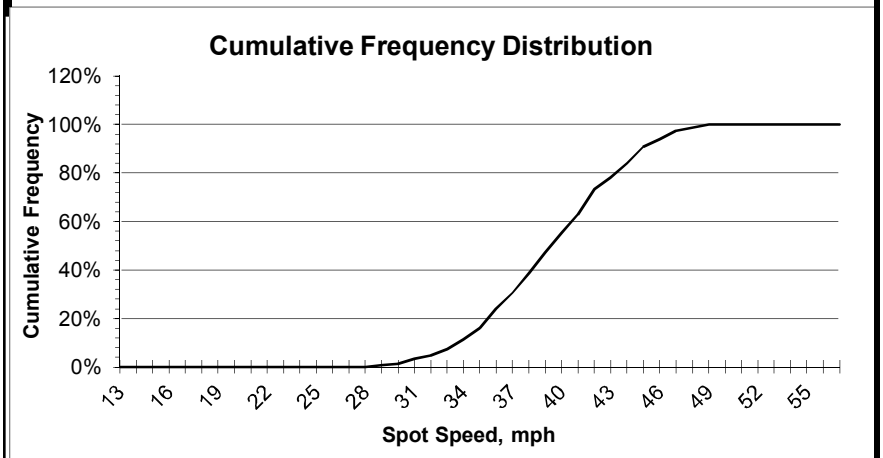
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Kanan Rd
Spt.Spd. Location: Laro Dr & Thousand Oaks Blvd *Ref. # 01*

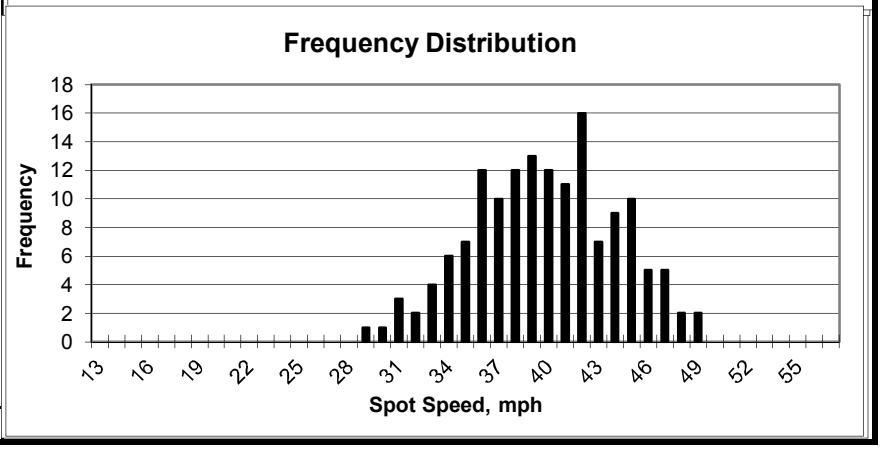
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	0.67%	0.67%
30	1	0.67%	1.33%
31	3	2.00%	3.33%
32	2	1.33%	4.67%
33	4	2.67%	7.33%
34	6	4.00%	11.33%
35	7	4.67%	16.00%
36	12	8.00%	24.00%
37	10	6.67%	30.67%
38	12	8.00%	38.67%
39	13	8.67%	47.33%
40	12	8.00%	55.33%
41	11	7.33%	62.67%
42	16	10.67%	73.33%
43	7	4.67%	78.00%
44	9	6.00%	84.00%
45	10	6.67%	90.67%
46	5	3.33%	94.00%
47	5	3.33%	97.33%
48	2	1.33%	98.67%
49	2	1.33%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/23/2015	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	12:00 PM	**To**	12:35 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Northbound/Southbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	35
50th Percentile:	40
85th Percentile:	45
10 Mile Pace:	36 to 45
% of Samples in 10-Mile Pace:	74.67%
# in 10 MPH pace:	112
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

13

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

SPEED FACTORS

Date of Speed Survey	9/23/2015	**Posted Speed Limit**	40 MPH
Time of Speed Survey	10:00-10:40	**Speed Justification**	
50th Percentile Speed (Mean Speed)	41 mph	85th Percentile Speed downgraded due to high collision rate, school, and high pedestrian activity	
85th Percentile Speed	46 mph		
10 mph Pace Speed	36-45		
Percentage of Vehicles in Pace	72.0%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	28
Collision Rate (ACC/MVM)	1.67
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	35,532	**Date Counted**	9/22/2015
Number of Lanes	4		
Type of Traffic Control	Signalized at Thousand Oaks Boulevard and Hillrise Drive		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	High		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Multiple driveways on west side of street. None on east side		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

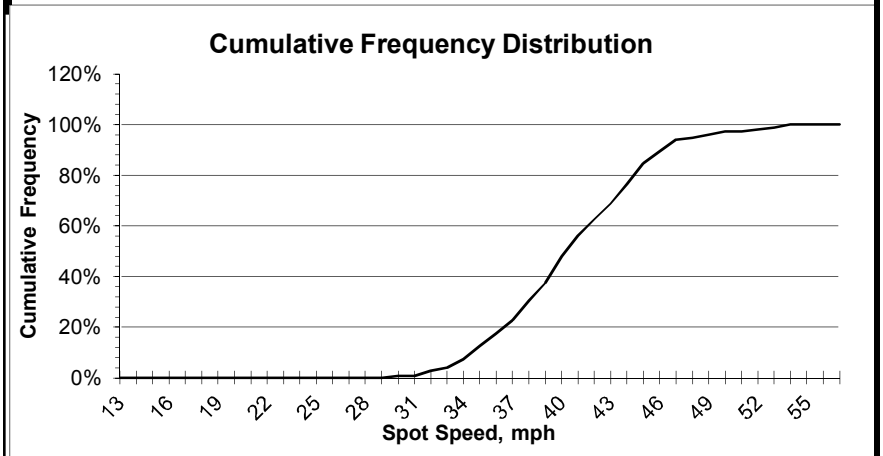
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Kanan Rd
Spt.Spd. Location: Thousand Oaks Blvd & Hillrise Dr *Ref. # 01*

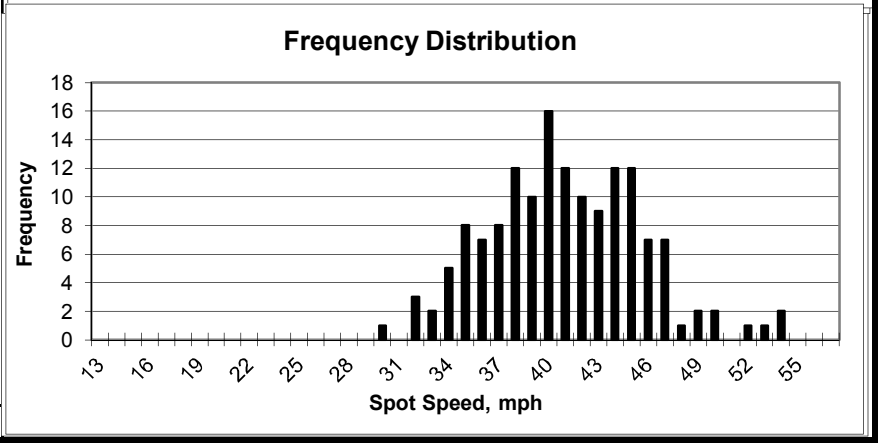
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	0.67%	0.67%
31	0	0.00%	0.67%
32	3	2.00%	2.67%
33	2	1.33%	4.00%
34	5	3.33%	7.33%
35	8	5.33%	12.67%
36	7	4.67%	17.33%
37	8	5.33%	22.67%
38	12	8.00%	30.67%
39	10	6.67%	37.33%
40	16	10.67%	48.00%
41	12	8.00%	56.00%
42	10	6.67%	62.67%
43	9	6.00%	68.67%
44	12	8.00%	76.67%
45	12	8.00%	84.67%
46	7	4.67%	89.33%
47	7	4.67%	94.00%
48	1	0.67%	94.67%
49	2	1.33%	96.00%
50	2	1.33%	97.33%
51	0	0.00%	97.33%
52	1	0.67%	98.00%
53	1	0.67%	98.67%
54	2	1.33%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/23/2015	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	10:00 AM	**To**	10:40 AM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Northbound/Southbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	36
50th Percentile:	41
85th Percentile:	46
10 Mile Pace:	36 to 45
% of Samples in 10-Mile Pace:	72.00%
# in 10 MPH pace:	108
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

17

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

SPEED FACTORS

Date of Speed Survey	9/17/2015
Time of Speed Survey	14:26-15:20
50th Percentile Speed (Mean Speed)	40 mph
85th Percentile Speed	46 mph
10 mph Pace Speed	37-46
Percentage of Vehicles in Pace	70.0%
Number of Survey Samples	150

Posted Speed Limit 40 MPH

Speed Justification
85th percentile speed downgraded due pedestrian activity and no sidewalks on east side of segment

Recommended Speed Limit **40 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	2
Collision Rate (ACC/MVM)	1.02
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	4,683
Number of Lanes	2
Type of Traffic Control	Signalized at Agoura Road, 4-way Stop at Country Glen Road
Crosswalks?	At Agoura Road and Country Glen Road
Pedestrian Traffic	Minimal
Truck Traffic	None present
On-Street Parking	On west side of street only
Sidewalks?	On west side only
Driveways?	No

Date Counted 9/22/2015

ROADWAY FACTORS

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

Field Study By

Checked By Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

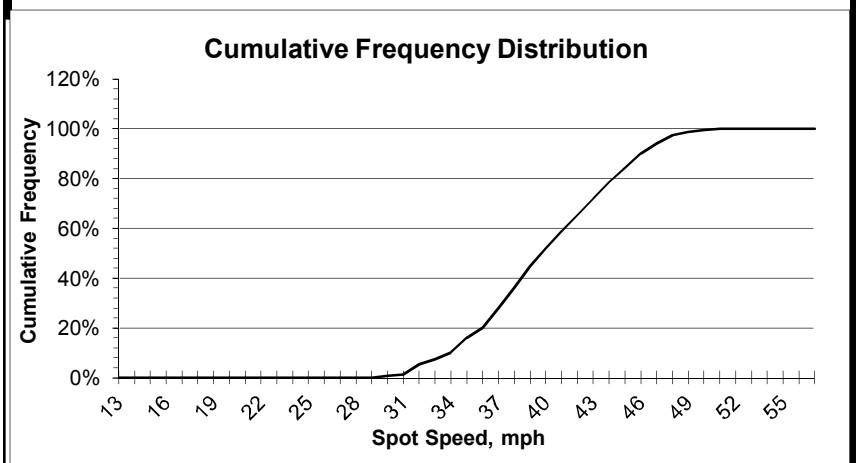
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Liberty Cyn Rd
Spt.Spd. Location: Agoura Rd & Country Glen Rd *Ref. # 01*

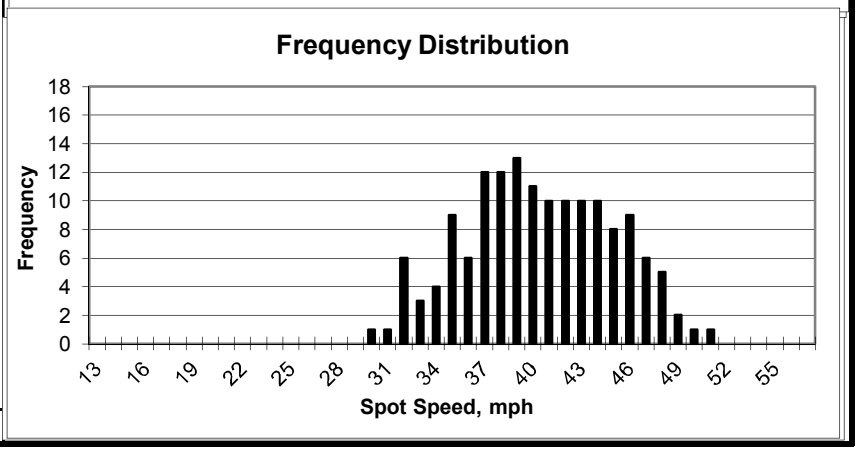
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	0.67%	0.67%
31	1	0.67%	1.33%
32	6	4.00%	5.33%
33	3	2.00%	7.33%
34	4	2.67%	10.00%
35	9	6.00%	16.00%
36	6	4.00%	20.00%
37	12	8.00%	28.00%
38	12	8.00%	36.00%
39	13	8.67%	44.67%
40	11	7.33%	52.00%
41	10	6.67%	58.67%
42	10	6.67%	65.33%
43	10	6.67%	72.00%
44	10	6.67%	78.67%
45	8	5.33%	84.00%
46	9	6.00%	90.00%
47	6	4.00%	94.00%
48	5	3.33%	97.33%
49	2	1.33%	98.67%
50	1	0.67%	99.33%
51	1	0.67%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	2:26 PM	**To**	3:20 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Northbound/Southbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	35
50th Percentile:	40
85th Percentile:	46
10 Mile Pace:	37 to 46
% of Samples in 10-Mile Pace:	70.00%
# in 10 MPH pace:	105
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

18

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	35 MPH
Time of Speed Survey	15:30-16:16	**Speed Justification**	
50th Percentile Speed (Mean Speed)	31 mph	85th percentile speed	
85th Percentile Speed	35 mph		
10 mph Pace Speed	27-36		
Percentage of Vehicles in Pace	92.7%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	4
Collision Rate (ACC/MVM)	1.03
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	10,819	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	4-way Stop at Agoura Road, 1-way Stop at Dorothy Drive		
Crosswalks?	At Agoura Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On the east side of street only		
Sidewalks?	On east side of street from Agoura Road to Freeway only		
Driveways?	Minimal on east side of street		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

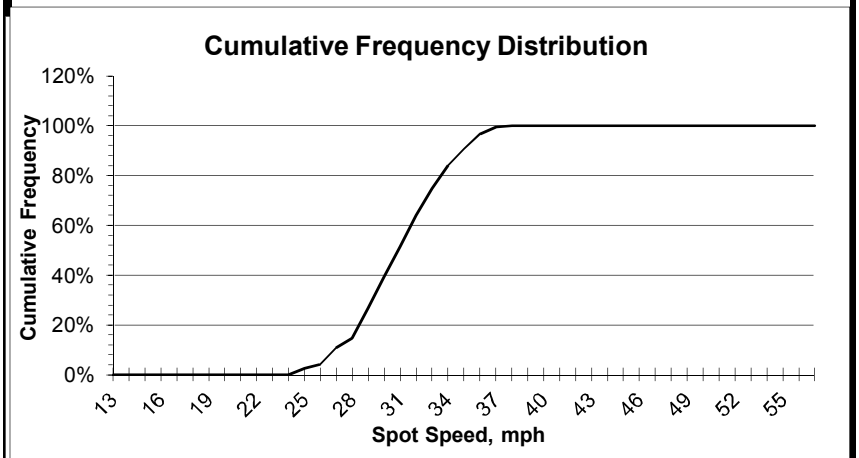
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Palo Comado Cyn Rd
Spt.Spd. Location: Agoura Rd & Ventura Fwy *Ref. # 01*

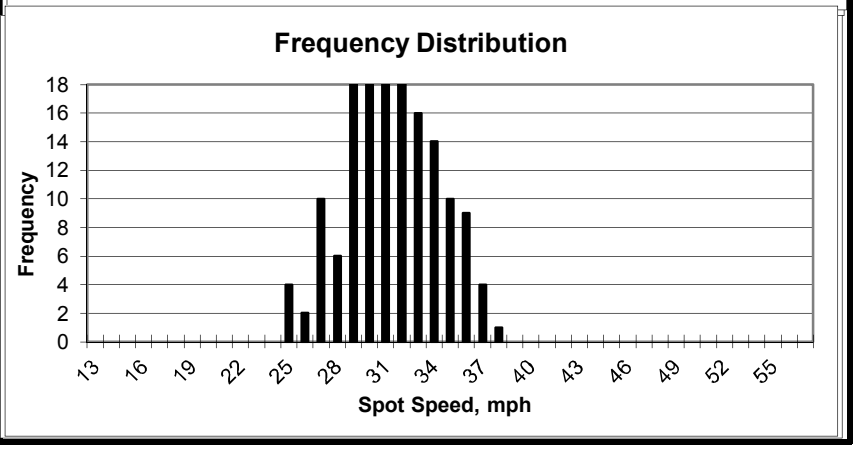
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	4	2.67%	2.67%
26	2	1.33%	4.00%
27	10	6.67%	10.67%
28	6	4.00%	14.67%
29	18	12.00%	26.67%
30	19	12.67%	39.33%
31	18	12.00%	51.33%
32	19	12.67%	64.00%
33	16	10.67%	74.67%
34	14	9.33%	84.00%
35	10	6.67%	90.67%
36	9	6.00%	96.67%
37	4	2.67%	99.33%
38	1	0.67%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	3:30 PM	**To**	4:16 PM
Recorder:	NDS		
Posted Speed:	35 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Northbound/Southbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	29
50th Percentile:	31
85th Percentile:	35
10 Mile Pace:	27 to 36
% of Samples in 10-Mile Pace:	92.67%
# in 10 MPH pace:	139
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

19

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

SPEED FACTORS

Date of Speed Survey	9/17/2015
Time of Speed Survey	12:04-13:17
50th Percentile Speed (Mean Speed)	40 mph
85th Percentile Speed	45 mph
10 mph Pace Speed	38-47
Percentage of Vehicles in Pace	75.3%
Number of Survey Samples	150

Posted Speed Limit 40 MPH

Speed Justification

85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature, high collision rate, school, and uncontrolled crosswalk

Recommended Speed Limit **40 MPH**

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	10
Collision Rate (ACC/MVM)	1.60
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	4,940
Number of Lanes	4
Type of Traffic Control	4-way stop at Lindero Canyon, 1-way stop at Rainbow Hill Road, 2-way stop at Stonecrest Drive, signalized at Thousand Oaks Boulevard
Crosswalks?	At Stonecrest and at signalized intersection
Pedestrian Traffic	None present
Truck Traffic	Yes
On-Street Parking	None present
Sidewalks?	Yes, on both sides of street
Driveways?	Minimal

Date Counted 9/22/2015

ROADWAY FACTORS

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

Field Study By

Checked By Srikanth Chakravarthy

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TE 2531

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

CITY OF AGOURA HILLS

Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Reyes Adobe Rd
Spt.Spd. Location: North City Limits & Thousand Oaks Blvd *Ref. # 01*

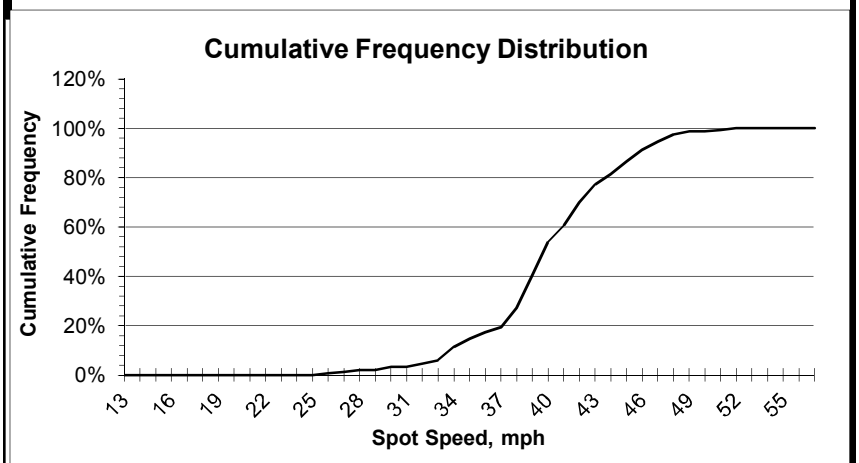
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	1	0.67%	0.67%
27	1	0.67%	1.33%
28	1	0.67%	2.00%
29	0	0.00%	2.00%
30	2	1.33%	3.33%
31	0	0.00%	3.33%
32	2	1.33%	4.67%
33	2	1.33%	6.00%
34	8	5.33%	11.33%
35	5	3.33%	14.67%
36	4	2.67%	17.33%
37	3	2.00%	19.33%
38	12	8.00%	27.33%
39	20	13.33%	40.67%
40	20	13.33%	54.00%
41	10	6.67%	60.67%
42	14	9.33%	70.00%
43	11	7.33%	77.33%
44	6	4.00%	81.33%
45	8	5.33%	86.67%
46	7	4.67%	91.33%
47	5	3.33%	94.67%
48	4	2.67%	97.33%
49	2	1.33%	98.67%
50	0	0.00%	98.67%
51	1	0.67%	99.33%
52	1	0.67%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

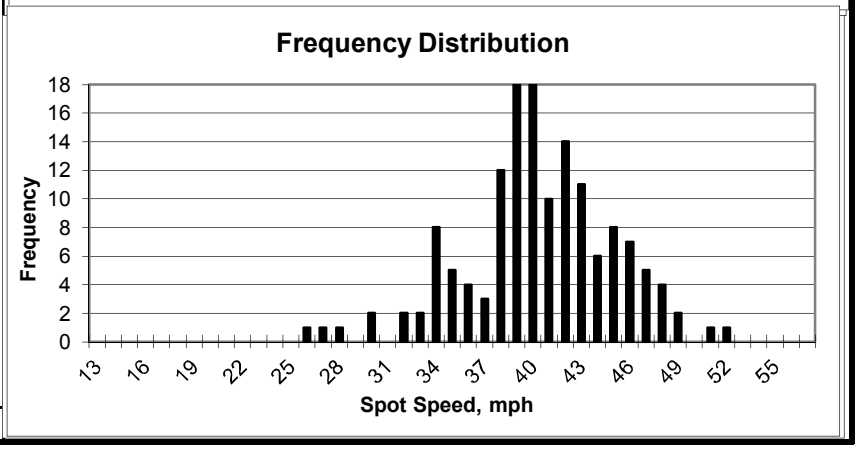
Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	12:04 PM	**To**	1:17 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Northbound/Southbound		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	36		
50th Percentile:	40		
85th Percentile:	45		
10 Mile Pace:	38	to	47
% of Samples in 10-Mile Pace:	75.33%		
# in 10 MPH pace:	113		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

21

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:45-13:10	**Speed Justification**	
50th Percentile Speed (Mean Speed)	39 mph	85th Percentile Speed downgraded due to restricted sight distance from horizontal and vertical road curvature and pace range	
85th Percentile Speed	44 mph		
10 mph Pace Speed	35-44		
Percentage of Vehicles in Pace	70.0%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	12
Collision Rate (ACC/MVM)	1.46
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	4,267	**Date Counted**	9/22/2015
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road, 3-way stop at Cornell Road		
Crosswalks?	At Kanan Road only. Horse crossing sign-no crosswalk.		
Pedestrian Traffic	Moderate		
Truck Traffic	Yes		
On-Street Parking	2-hour parking on south side of street for portion of segment		
Sidewalks?	On south side of street for portion of segment only		
Driveways?	Multiple		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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TE 2531

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

CITY OF AGOURA HILLS

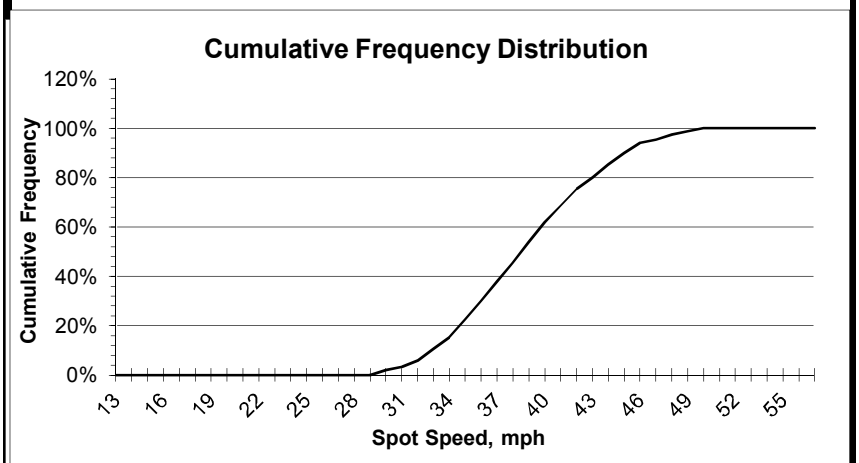
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Roadside Dr
Spt.Spd. Location: Kanan Rd & Lewis St *Ref. # 01*

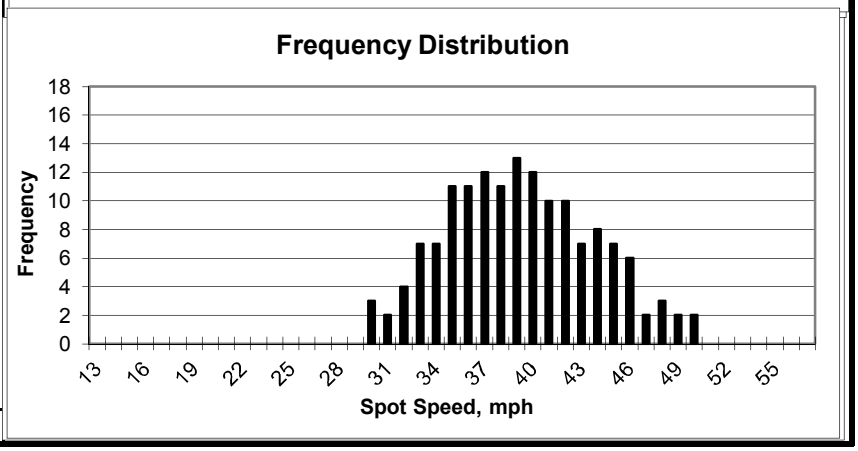
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	3	2.00%	2.00%
31	2	1.33%	3.33%
32	4	2.67%	6.00%
33	7	4.67%	10.67%
34	7	4.67%	15.33%
35	11	7.33%	22.67%
36	11	7.33%	30.00%
37	12	8.00%	38.00%
38	11	7.33%	45.33%
39	13	8.67%	54.00%
40	12	8.00%	62.00%
41	10	6.67%	68.67%
42	10	6.67%	75.33%
43	7	4.67%	80.00%
44	8	5.33%	85.33%
45	7	4.67%	90.00%
46	6	4.00%	94.00%
47	2	1.33%	95.33%
48	3	2.00%	97.33%
49	2	1.33%	98.67%
50	2	1.33%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	11:45 AM	**To**	1:10 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	34
50th Percentile:	39
85th Percentile:	44
10 Mile Pace:	35 to 44
% of Samples in 10-Mile Pace:	70.00%
# in 10 MPH pace:	105
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

22

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	45 MPH
Time of Speed Survey	13:40-14:11	**Speed Justification**	
50th Percentile Speed (Mean Speed)	41 mph	85th percentile speed	
85th Percentile Speed	47 mph		
10 mph Pace Speed	37-46		
Percentage of Vehicles in Pace	73.3%	**Recommended Speed Limit**	**45 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	1
Collision Rate (ACC/MVM)	0.09
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	12,607	**Date Counted**	9/22/2015
Number of Lanes	4		
Type of Traffic Control	Signalized at Lake Lindero Road and Reyes Adobe Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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TE 2531

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

CITY OF AGOURA HILLS

Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Thousand Oaks Blvd
Spt.Spd. Location: West City Limits & Reyes Adobe Rd *Ref. # 01*

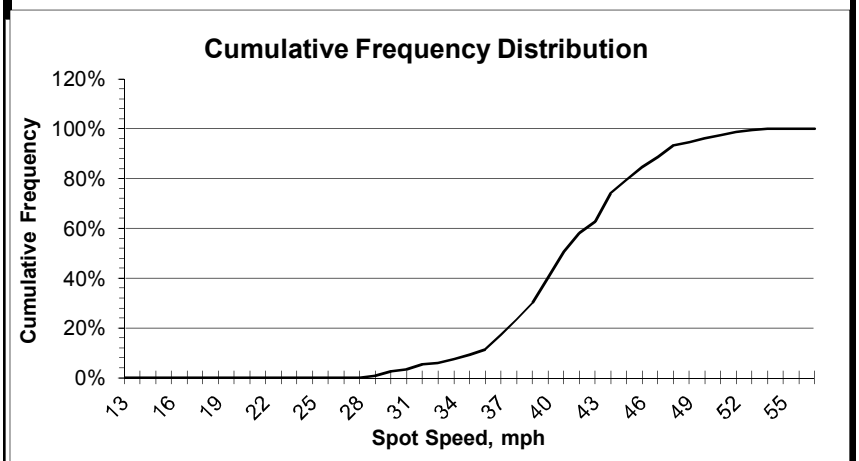
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	0.67%	0.67%
30	3	2.00%	2.67%
31	1	0.67%	3.33%
32	3	2.00%	5.33%
33	1	0.67%	6.00%
34	2	1.33%	7.33%
35	3	2.00%	9.33%
36	3	2.00%	11.33%
37	9	6.00%	17.33%
38	9	6.00%	23.33%
39	10	6.67%	30.00%
40	15	10.00%	40.00%
41	16	10.67%	50.67%
42	11	7.33%	58.00%
43	7	4.67%	62.67%
44	17	11.33%	74.00%
45	8	5.33%	79.33%
46	8	5.33%	84.67%
47	6	4.00%	88.67%
48	7	4.67%	93.33%
49	2	1.33%	94.67%
50	2	1.33%	96.00%
51	2	1.33%	97.33%
52	2	1.33%	98.67%
53	1	0.67%	99.33%
54	1	0.67%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

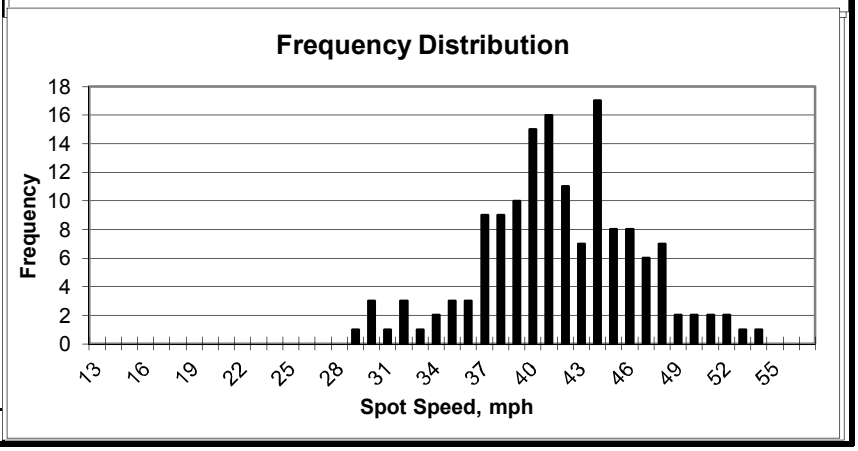
Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	1:40 PM	**To**	2:11 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	37		
50th Percentile:	41		
85th Percentile:	47		
10 Mile Pace:	37	to	46
% of Samples in 10-Mile Pace:	73.33%		
# in 10 MPH pace:	110		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

23

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

SPEED FACTORS

Date of Speed Survey	2/23/2016	**Posted Speed Limit**	40 MPH
Time of Speed Survey	14:19-14:47	**Speed Justification**	
50th Percentile Speed (Mean Speed)	35 mph	85th percentile speed	
85th Percentile Speed	40 mph		
10 mph Pace Speed	30-39		
Percentage of Vehicles in Pace	67.3%	**Recommended Speed Limit**	**40 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	4
Collision Rate (ACC/MVM)	0.11
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	15,390	**Date Counted**	9/22/2015
Number of Lanes	4		
Type of Traffic Control	Signalized at Kanan Road, Forest Cove Lane, Grey Rock Road; 2-way stop at Middle Crest Drive, 1-way stop at Rista Drive, Ironwood Drive, Tenneyson Drive, and Buffwood Place		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	None present		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

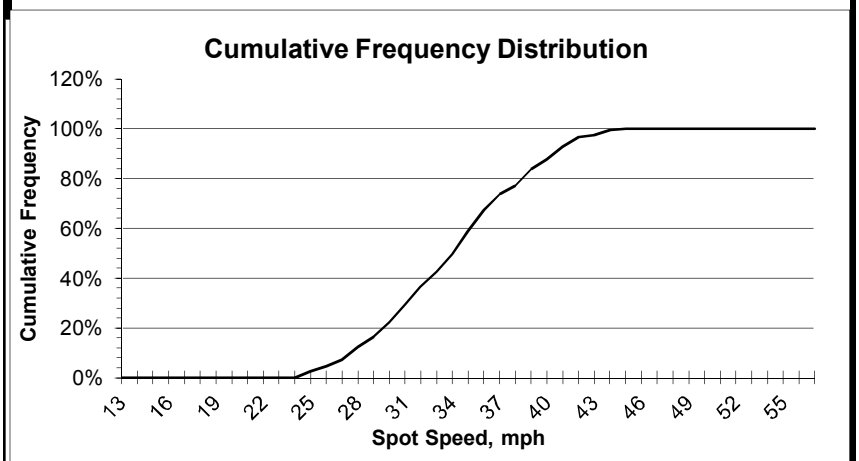
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Thousand Oaks Blvd
Spt.Spd. Location: Reyes Adobe Rd & Buffwood Pl *Ref. # 01*

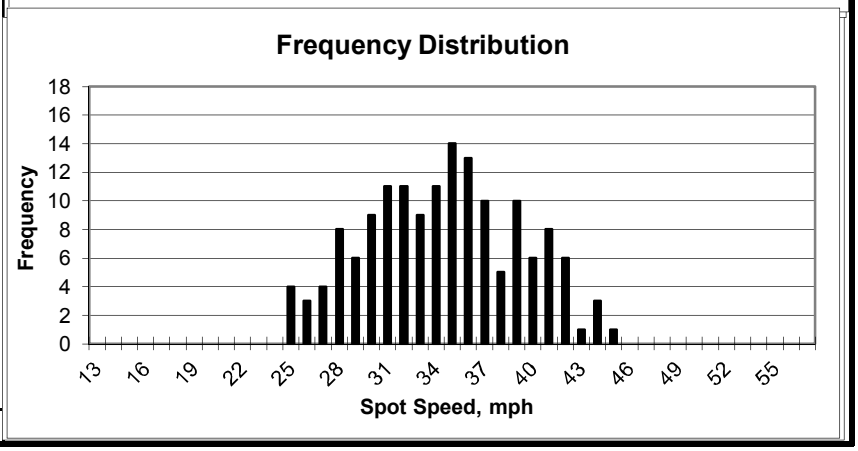
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	4	2.61%	2.61%
26	3	1.96%	4.58%
27	4	2.61%	7.19%
28	8	5.23%	12.42%
29	6	3.92%	16.34%
30	9	5.88%	22.22%
31	11	7.19%	29.41%
32	11	7.19%	36.60%
33	9	5.88%	42.48%
34	11	7.19%	49.67%
35	14	9.15%	58.82%
36	13	8.50%	67.32%
37	10	6.54%	73.86%
38	5	3.27%	77.12%
39	10	6.54%	83.66%
40	6	3.92%	87.58%
41	8	5.23%	92.81%
42	6	3.92%	96.73%
43	1	0.65%	97.39%
44	3	1.96%	99.35%
45	1	0.65%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	153	100%	

Date:	2/23/2016	**Day:**	Tuesday
Weather:	Dry, clear		
Hours:	2:19 PM	**To**	2:47 PM
Recorder:	NDS		
Posted Speed:	40 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Residential		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	29
50th Percentile:	35
85th Percentile:	40
10 Mile Pace:	30 to 39
% of Samples in 10-Mile Pace:	67.32%
# in 10 MPH pace:	103
Comments:	





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

24

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

SPEED FACTORS

Date of Speed Survey	9/17/2015	**Posted Speed Limit**	35 MPH
Time of Speed Survey	14:54-15:47	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	85th percentile speed	
85th Percentile Speed	37 mph		
10 mph Pace Speed	29-38		
Percentage of Vehicles in Pace	77.5%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	4
Collision Rate (ACC/MVM)	0.75
Expected Collisions (ACC/MVM)	1.45

TRAFFIC FACTORS

Average Daily Traffic	13,282	**Date Counted**	9/22/2015
Number of Lanes	4		
Type of Traffic Control	1-way stop at Buffwood Place; Signalized at Kanan Road		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Thousand Oaks Blvd
Spt.Spd. Location: Buffwood Pl & Kanan Rd *Ref. # 01*

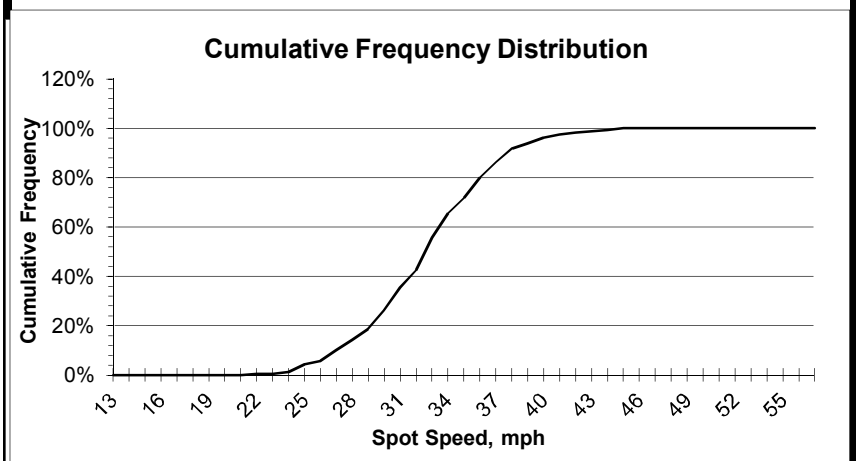
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	1	0.63%	0.63%
23	0	0.00%	0.63%
24	1	0.63%	1.25%
25	5	3.13%	4.38%
26	2	1.25%	5.63%
27	7	4.38%	10.00%
28	7	4.38%	14.38%
29	7	4.38%	18.75%
30	12	7.50%	26.25%
31	15	9.38%	35.63%
32	11	6.88%	42.50%
33	21	13.13%	55.63%
34	16	10.00%	65.63%
35	10	6.25%	71.88%
36	13	8.13%	80.00%
37	10	6.25%	86.25%
38	9	5.63%	91.88%
39	3	1.88%	93.75%
40	4	2.50%	96.25%
41	2	1.25%	97.50%
42	1	0.63%	98.13%
43	1	0.63%	98.75%
44	1	0.63%	99.38%
45	1	0.63%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	160	100%	

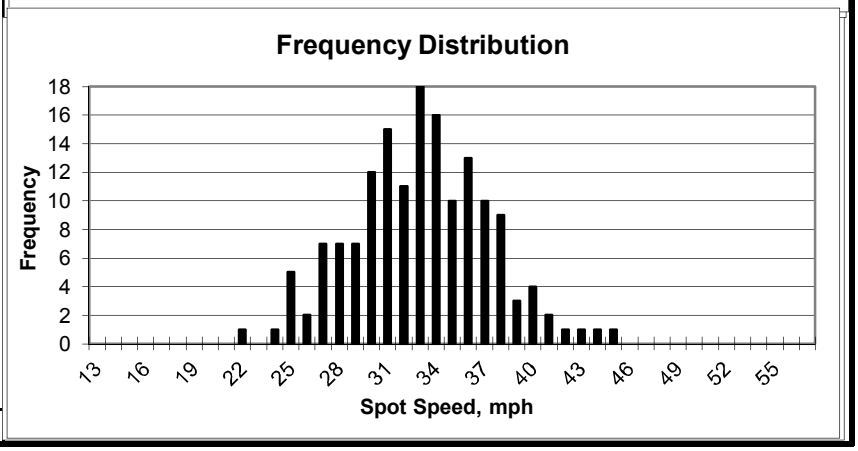
Date:	9/17/2015	**Day:**	Thursday
Weather:	Dry, clear		
Hours:	2:54 PM	**To**	3:47 PM
Recorder:	NDS		
Posted Speed:	35 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A		
Standard Deviation:	N/A		
Standard error of the mean:	N/A		
15th Percentile:	29		
50th Percentile:	33		
85th Percentile:	37		
10 Mile Pace:	29	to	38
% of Samples in 10-Mile Pace:	77.50%		
# in 10 MPH pace:	124		

Comments:





CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

25

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

SPEED FACTORS

Date of Speed Survey	9/23/2015	**Posted Speed Limit**	35 MPH
Time of Speed Survey	10:50-11:50	**Speed Justification**	
50th Percentile Speed (Mean Speed)	33 mph	85th percentile speed	
85th Percentile Speed	37 mph		
10 mph Pace Speed	28-37		
Percentage of Vehicles in Pace	75.3%	**Recommended Speed Limit**	**35 MPH**
Number of Survey Samples	150		

COLLISION HISTORY

Number of Years Studied	5
Total Collisions	21
Collision Rate (ACC/MVM)	3.80
Expected Collisions (ACC/MVM)	1.37

TRAFFIC FACTORS

Average Daily Traffic	10,011	**Date Counted**	9/22/2015
Number of Lanes	3		
Type of Traffic Control	Signalized at Kanan Road, 3-way stop at Argos Street, 2-way stop at Carell		
Crosswalks?	At Kanan Road and Argos Street		
Pedestrian Traffic	Moderate		
Truck Traffic	None present		
On-Street Parking	On-street parking available from Kanan Road to Carell Avenue on north side of street; off-street parallel		
Sidewalks?			
Driveways?			

ROADWAY FACTORS

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

Field Study By **Checked By** Srikanth Chakravarthy

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

TE 2531

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

CITY OF AGOURA HILLS

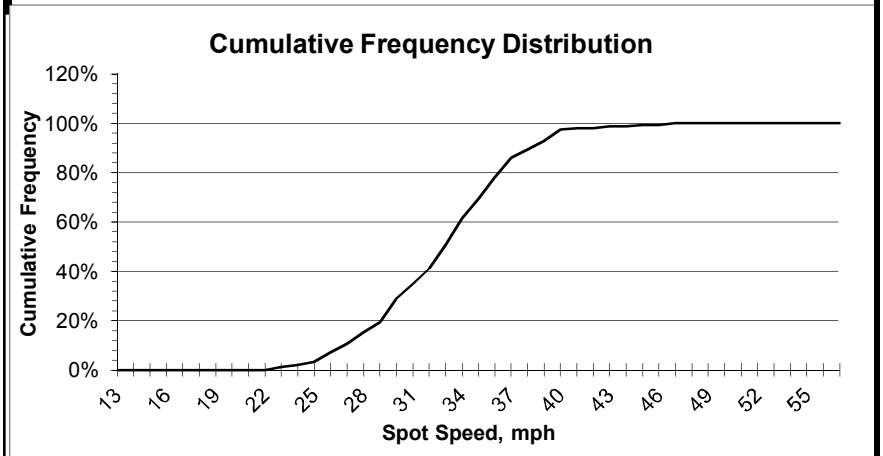
Client: KIMLEY HORN & ASSOCIATES, INC.
Street: Thousand Oaks Blvd
Spt.Spd. Location: Kanan Rd & Carall Ave *Ref. # 01*

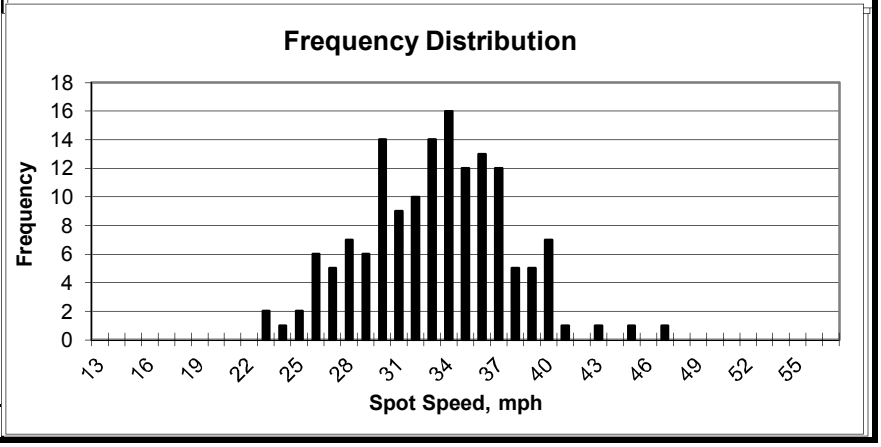
Speed	Frequency	Percent	Cumulative Percent
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	2	1.33%	1.33%
24	1	0.67%	2.00%
25	2	1.33%	3.33%
26	6	4.00%	7.33%
27	5	3.33%	10.67%
28	7	4.67%	15.33%
29	6	4.00%	19.33%
30	14	9.33%	28.67%
31	9	6.00%	34.67%
32	10	6.67%	41.33%
33	14	9.33%	50.67%
34	16	10.67%	61.33%
35	12	8.00%	69.33%
36	13	8.67%	78.00%
37	12	8.00%	86.00%
38	5	3.33%	89.33%
39	5	3.33%	92.67%
40	7	4.67%	97.33%
41	1	0.67%	98.00%
42	0	0.00%	98.00%
43	1	0.67%	98.67%
44	0	0.00%	98.67%
45	1	0.67%	99.33%
46	0	0.00%	99.33%
47	1	0.67%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
Total:	150	100%	

Date:	9/23/2015	**Day:**	Wednesday
Weather:	Dry, clear		
Hours:	10:50 AM	**To**	11:50 AM
Recorder:	NDS		
Posted Speed:	35 mph		
Channelization:	N/A		
Street Width:	N/A		
Comm./Resid.:	Commercial		
DIRECTION:	Eastbound/Westbound		

DATA ANALYSIS:

Mean Speed:	N/A
Standard Deviation:	N/A
Standard error of the mean:	N/A
15th Percentile:	28
50th Percentile:	33
85th Percentile:	37
10 Mile Pace:	28 to 37
% of Samples in 10-Mile Pace:	75.33%
# in 10 MPH pace:	113
Comments:	





APPENDIX C

ADT Count Worksheets

Prepared by NDS/ATD

VOLUME

Canwood St Bet. West City Limits & Reyes Adobe Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,174	2,698	4,872

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		8		12		12:00			42		43		85	
00:15			2		4		6		12:15			29		38		67	
00:30			3		3		6		12:30			40		55		95	
00:45			0	9	2	17	2	26	12:45			38	149	57	193	95	342
01:00			0		1		1		13:00			36		46		82	
01:15			1		2		3		13:15			37		50		87	
01:30			1		0		1		13:30			38		39		77	
01:45			1	3	2	5	3	8	13:45			27	138	40	175	67	313
02:00			0		0		0		14:00			28		32		60	
02:15			1		2		3		14:15			32		50		82	
02:30			0		1		1		14:30			51		49		100	
02:45			0	1	0	3	0	4	14:45			30	141	49	180	79	321
03:00			0		1		1		15:00			44		67		111	
03:15			0		0		0		15:15			52		76		128	
03:30			2		0		2		15:30			40		66		106	
03:45			0	2	0	1	0	3	15:45			51	187	50	259	101	446
04:00			1		1		2		16:00			47		50		97	
04:15			1		1		2		16:15			39		50		89	
04:30			4		1		5		16:30			45		52		97	
04:45			5	11	2	5	7	16	16:45			39	170	50	202	89	372
05:00			2		1		3		17:00			65		56		121	
05:15			6		3		9		17:15			41		45		86	
05:30			11		6		17		17:30			34		46		80	
05:45			10	29	10	20	20	49	17:45			26	166	45	192	71	358
06:00			15		10		25		18:00			47		47		94	
06:15			21		8		29		18:15			38		45		83	
06:30			28		18		46		18:30			35		44		79	
06:45			27	91	28	64	55	155	18:45			27	147	37	173	64	320
07:00			29		19		48		19:00			25		28		53	
07:15			44		30		74		19:15			22		30		52	
07:30			42		35		77		19:30			26		33		59	
07:45			41	156	46	130	87	286	19:45			12	85	22	113	34	198
08:00			31		40		71		20:00			17		12		29	
08:15			49		66		115		20:15			13		13		26	
08:30			41		58		99		20:30			10		21		31	
08:45			45	166	62	226	107	392	20:45			9	49	12	58	21	107
09:00			34		51		85		21:00			5		13		18	
09:15			40		52		92		21:15			8		19		27	
09:30			21		32		53		21:30			5		20		25	
09:45			30	125	62	197	92	322	21:45			11	29	11	63	22	92
10:00			26		41		67		22:00			6		7		13	
10:15			29		43		72		22:15			10		12		22	
10:30			36		46		82		22:30			4		5		9	
10:45			39	130	59	189	98	319	22:45			6	26	10	34	16	60
11:00			33		43		76		23:00			3		4		7	
11:15			44		50		94		23:15			6		5		11	
11:30			33		45		78		23:30			3		8		11	
11:45			38	148	41	179	79	327	23:45			4	16	3	20	7	36
TOTALS				871		1036		1907	TOTALS				1303		1662		2965
SPLIT %				45.7%		54.3%		39.1%	SPLIT %				43.9%		56.1%		60.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,174	2,698	4,872

AM Peak Hour			08:15	08:15	08:15	PM Peak Hour			15:15	15:00	15:00
AM Pk Volume			169	237	406	PM Pk Volume			190	259	446
Pk Hr Factor			0.862	0.898	0.883	Pk Hr Factor			0.913	0.852	0.871
7 - 9 Volume	0	0	322	356	678	4 - 6 Volume	0	0	336	394	730
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume	0	0	166	226	392	4 - 6 Pk Volume	0	0	190	208	396
Pk Hr Factor	0.000	0.000	0.847	0.856	0.852	Pk Hr Factor	0.000	0.000	0.731	0.929	0.818

Prepared by NDS/ATD

VOLUME

Canwood St Bet. Reyes Adobe Rd & Kanan Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,840	1,673	3,513

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			42		24		66	
00:15			2		0		2		12:15			50		32		82	
00:30			2		2		4		12:30			36		23		59	
00:45			3	9	0	2	3	11	12:45			36	164	20	99	56	263
01:00			0		2		2		13:00			36		25		61	
01:15			0		1		1		13:15			35		26		61	
01:30			2		0		2		13:30			21		38		59	
01:45			0	2	0	3	0	5	13:45			31	123	36	125	67	248
02:00			0		0		0		14:00			36		38		74	
02:15			0		0		0		14:15			26		32		58	
02:30			0		0		0		14:30			38		40		78	
02:45			0		0		0		14:45			49	149	32	142	81	291
03:00			1		1		2		15:00			34		28		62	
03:15			1		0		1		15:15			36		31		67	
03:30			1		0		1		15:30			53		29		82	
03:45			0	3	1	2	1	5	15:45			50	173	31	119	81	292
04:00			0		1		1		16:00			33		21		54	
04:15			0		1		1		16:15			42		21		63	
04:30			0		1		1		16:30			45		30		75	
04:45			2	2	2	5	4	7	16:45			50	170	20	92	70	262
05:00			1		5		6		17:00			56		18		74	
05:15			4		6		10		17:15			53		30		83	
05:30			0		10		10		17:30			52		22		74	
05:45			2	7	17	38	19	45	17:45			36	197	22	92	58	289
06:00			3		12		15		18:00			45		14		59	
06:15			2		9		11		18:15			27		20		47	
06:30			8		28		36		18:30			35		21		56	
06:45			4	17	26	75	30	92	18:45			21	128	14	69	35	197
07:00			7		30		37		19:00			21		11		32	
07:15			10		30		40		19:15			22		13		35	
07:30			10		35		45		19:30			17		8		25	
07:45			12	39	53	148	65	187	19:45			10	70	13	45	23	115
08:00			20		41		61		20:00			23		8		31	
08:15			18		56		74		20:15			27		11		38	
08:30			25		49		74		20:30			19		3		22	
08:45			14	77	46	192	60	269	20:45			13	82	9	31	22	113
09:00			15		37		52		21:00			11		5		16	
09:15			23		21		44		21:15			16		6		22	
09:30			22		24		46		21:30			7		2		9	
09:45			31	91	34	116	65	207	21:45			11	45	4	17	15	62
10:00			30		25		55		22:00			12		2		14	
10:15			24		36		60		22:15			2		6		8	
10:30			24		28		52		22:30			8		3		11	
10:45			30	108	32	121	62	229	22:45			4	26	5	16	9	42
11:00			34		28		62		23:00			4		1		5	
11:15			35		31		66		23:15			2		3		5	
11:30			36		36		72		23:30			7		1		8	
11:45			36	141	24	119	60	260	23:45			4	17	0	5	4	22
TOTALS				496		821		1317	TOTALS				1344		852		2196
SPLIT %				37.7%		62.3%		37.5%	SPLIT %				61.2%		38.8%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,840	1,673	3,513

AM Peak Hour			11:30	07:45	11:30	PM Peak Hour			16:45	13:45	16:30
AM Pk Volume			164	199	280	PM Pk Volume			211	146	302
Pk Hr Factor			0.820	0.888	0.854	Pk Hr Factor			0.942	0.913	0.910
7 - 9 Volume	0	0	116	340	456	4 - 6 Volume	0	0	367	184	551
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	77	199	274	4 - 6 Pk Volume	0	0	211	98	302
Pk Hr Factor	0.000	0.000	0.770	0.888	0.926	Pk Hr Factor	0.000	0.000	0.942	0.817	0.910

Prepared by NDS/ATD

VOLUME

Canwood St Bet. Kanan Rd & Derry Ave

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,288	4,169	8,457

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			86		94		180	
00:15			3		2		5		12:15			74		116		190	
00:30			1		0		1		12:30			94		98		192	
00:45			0	4	0	2	0	6	12:45			118	372	95	403	213	775
01:00			1		0		1		13:00			83		94		177	
01:15			0		1		1		13:15			82		101		183	
01:30			0		2		2		13:30			95		89		184	
01:45			0	1	0	3	0	4	13:45			97	357	84	368	181	725
02:00			1		1		2		14:00			72		85		157	
02:15			0		0		0		14:15			78		78		156	
02:30			0		0		0		14:30			84		88		172	
02:45			0	1	1	2	1	3	14:45			96	330	80	331	176	661
03:00			2		1		3		15:00			88		100		188	
03:15			1		0		1		15:15			116		80		196	
03:30			1		0		1		15:30			90		88		178	
03:45			2	6	0	1	2	7	15:45			94	388	103	371	197	759
04:00			1		2		3		16:00			82		94		176	
04:15			3		1		4		16:15			84		95		179	
04:30			2		4		6		16:30			85		96		181	
04:45			10	16	3	10	13	26	16:45			88	339	86	371	174	710
05:00			3		2		5		17:00			72		122		194	
05:15			4		3		7		17:15			62		97		159	
05:30			11		9		20		17:30			54		123		177	
05:45			19	37	2	16	21	53	17:45			73	261	100	442	173	703
06:00			32		4		36		18:00			52		98		150	
06:15			32		4		36		18:15			71		73		144	
06:30			27		15		42		18:30			61		82		143	
06:45			56	147	19	42	75	189	18:45			62	246	62	315	124	561
07:00			40		13		53		19:00			53		70		123	
07:15			44		16		60		19:15			46		38		84	
07:30			49		24		73		19:30			28		37		65	
07:45			71	204	32	85	103	289	19:45			23	150	40	185	63	335
08:00			106		45		151		20:00			26		34		60	
08:15			100		43		143		20:15			24		34		58	
08:30			108		44		152		20:30			13		42		55	
08:45			101	415	50	182	151	597	20:45			14	77	39	149	53	226
09:00			73		51		124		21:00			13		41		54	
09:15			74		50		124		21:15			10		8		18	
09:30			56		46		102		21:30			6		5		11	
09:45			76	279	51	198	127	477	21:45			6	35	9	63	15	98
10:00			78		64		142		22:00			10		6		16	
10:15			71		72		143		22:15			3		6		9	
10:30			75		64		139		22:30			4		10		14	
10:45			57	281	53	253	110	534	22:45			2	19	6	28	8	47
11:00			70		67		137		23:00			3		8		11	
11:15			68		72		140		23:15			1		6		7	
11:30			74		98		172		23:30			3		2		5	
11:45			88	300	95	332	183	632	23:45			16	23	1	17	17	40
TOTALS				1691		1126		2817	TOTALS				2597		3043		5640
SPLIT %				60.0%		40.0%		33.3%	SPLIT %				46.0%		54.0%		66.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,288	4,169	8,457

AM Peak Hour			08:00	11:30	11:45	PM Peak Hour		14:45	17:00	12:00
AM Pk Volume			415	403	745	PM Pk Volume		390	442	775
Pk Hr Factor			0.961	0.869	0.970	Pk Hr Factor		0.841	0.898	0.910
7 - 9 Volume	0	0	619	267	886	4 - 6 Volume	0	600	813	1413
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour		16:00	17:00	16:15
7 - 9 Pk Volume	0	0	415	182	597	4 - 6 Pk Volume	0	339	442	728
Pk Hr Factor	0.000	0.000	0.961	0.910	0.982	Pk Hr Factor	0.000	0.963	0.898	0.938

Prepared by NDS/ATD

VOLUME

Canwood St Bet. Derry Ave & Chesebro Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,769	2,729	5,498

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			65		46		111	
00:15			0		2		2		12:15			48		50		98	
00:30			1		1		2		12:30			62		77		139	
00:45			2	4	1	5	3	9	12:45			59	234	51	224	110	458
01:00			0		0		0		13:00			54		52		106	
01:15			0		0		0		13:15			45		42		87	
01:30			0		0		0		13:30			61		52		113	
01:45			0		0		0		13:45			61	221	71	217	132	438
02:00			1		1		2		14:00			39		55		94	
02:15			0		0		0		14:15			41		36		77	
02:30			0		0		0		14:30			71		38		109	
02:45			0	1	2	3	2	4	14:45			59	210	70	199	129	409
03:00			0		3		3		15:00			58		90		148	
03:15			2		1		3		15:15			78		57		135	
03:30			0		0		0		15:30			79		47		126	
03:45			0	2	2	6	2	8	15:45			56	271	44	238	100	509
04:00			0		2		2		16:00			93		38		131	
04:15			3		1		4		16:15			65		39		104	
04:30			0		1		1		16:30			69		56		125	
04:45			5	8	5	9	10	17	16:45			76	303	56	189	132	492
05:00			6		3		9		17:00			79		58		137	
05:15			2		4		6		17:15			52		50		102	
05:30			3		8		11		17:30			51		49		100	
05:45			1	12	20	35	21	47	17:45			59	241	56	213	115	454
06:00			6		28		34		18:00			61		49		110	
06:15			7		15		22		18:15			64		30		94	
06:30			12		18		30		18:30			42		34		76	
06:45			12	37	33	94	45	131	18:45			38	205	40	153	78	358
07:00			18		37		55		19:00			61		27		88	
07:15			28		30		58		19:15			36		32		68	
07:30			19		40		59		19:30			32		24		56	
07:45			26	91	47	154	73	245	19:45			19	148	24	107	43	255
08:00			44		58		102		20:00			29		15		44	
08:15			50		64		114		20:15			24		13		37	
08:30			54		55		109		20:30			14		12		26	
08:45			52	200	48	225	100	425	20:45			15	82	10	50	25	132
09:00			28		54		82		21:00			10		7		17	
09:15			32		40		72		21:15			12		2		14	
09:30			30		46		76		21:30			11		5		16	
09:45			27	117	47	187	74	304	21:45			19	52	5	19	24	71
10:00			28		48		76		22:00			27		6		33	
10:15			34		51		85		22:15			7		2		9	
10:30			34		45		79		22:30			5		2		7	
10:45			39	135	50	194	89	329	22:45			2	41	4	14	6	55
11:00			32		52		84		23:00			2		2		4	
11:15			24		38		62		23:15			0		2		2	
11:30			47		42		89		23:30			1		3		4	
11:45			44	147	54	186	98	333	23:45			4	7	1	8	5	15
TOTALS				754		1098		1852	TOTALS				2015		1631		3646
SPLIT %				40.7%		59.3%		33.7%	SPLIT %				55.3%		44.7%		66.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,769	2,729	5,498

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			15:15	14:45	14:45
AM Pk Volume			219	227	446	PM Pk Volume			306	264	538
Pk Hr Factor			0.842	0.737	0.802	Pk Hr Factor			0.823	0.733	0.909
7 - 9 Volume	0	0	291	379	670	4 - 6 Volume	0	0	544	402	946
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	200	225	425	4 - 6 Pk Volume	0	0	303	220	498
Pk Hr Factor	0.000	0.000	0.926	0.879	0.932	Pk Hr Factor	0.000	0.000	0.815	0.948	0.909

Prepared by NDS/ATD

VOLUME

Roadside Dr Bet. Kanan Rd & Lewis St

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,216	2,051	4,267

AM Period	NB	SB	EB		WB		TOTAL	
00:00			2		3		5	
00:15			1		0		1	
00:30			0		1		1	
00:45			6	9	6	10	12	19
01:00			4		2		6	
01:15			0		0		0	
01:30			0		0		0	
01:45			0	4	0	2	0	6
02:00			0		0		0	
02:15			4		3		7	
02:30			0		1		1	
02:45			0	4	0	4	0	8
03:00			0		0		0	
03:15			0		0		0	
03:30			0		0		0	
03:45			0		1	1	1	1
04:00			1		1		2	
04:15			2		0		2	
04:30			1		1		2	
04:45			7	11	0	2	7	13
05:00			2		0		2	
05:15			2		0		2	
05:30			5		3		8	
05:45			5	14	4	7	9	21
06:00			8		5		13	
06:15			4		2		6	
06:30			14		4		18	
06:45			16	42	9	20	25	62
07:00			19		10		29	
07:15			21		10		31	
07:30			28		17		45	
07:45			34	102	12	49	46	151
08:00			44		24		68	
08:15			60		15		75	
08:30			64		20		84	
08:45			53	221	29	88	82	309
09:00			39		21		60	
09:15			42		20		62	
09:30			34		41		75	
09:45			48	163	34	116	82	279
10:00			42		29		71	
10:15			36		38		74	
10:30			33		51		84	
10:45			27	138	43	161	70	299
11:00			47		32		79	
11:15			29		27		56	
11:30			35		38		73	
11:45			44	155	38	135	82	290
TOTALS				863		595		1458
SPLIT %				59.2%		40.8%		34.2%

PM Period	NB	SB	EB		WB		TOTAL	
12:00			41		69		110	
12:15			43		37		80	
12:30			52		53		105	
12:45			39	175	55	214	94	389
13:00			54		43		97	
13:15			46		56		102	
13:30			41		47		88	
13:45			47	188	32	178	79	366
14:00			49		43		92	
14:15			38		35		73	
14:30			53		37		90	
14:45			44	184	41	156	85	340
15:00			39		34		73	
15:15			49		39		88	
15:30			49		38		87	
15:45			39	176	43	154	82	330
16:00			33		39		72	
16:15			39		41		80	
16:30			35		39		74	
16:45			38	145	54	173	92	318
17:00			39		72		111	
17:15			36		36		72	
17:30			28		37		65	
17:45			36	139	53	198	89	337
18:00			33		36		69	
18:15			30		41		71	
18:30			34		35		69	
18:45			36	133	29	141	65	274
19:00			31		34		65	
19:15			25		26		51	
19:30			26		32		58	
19:45			18	100	11	103	29	203
20:00			10		12		22	
20:15			10		17		27	
20:30			9		18		27	
20:45			9	38	20	67	29	105
21:00			14		9		23	
21:15			7		14		21	
21:30			11		11		22	
21:45			12	44	6	40	18	84
22:00			5		10		15	
22:15			4		4		8	
22:30			9		7		16	
22:45			5	23	3	24	8	47
23:00			3		4		7	
23:15			2		1		3	
23:30			0		0		0	
23:45			3	8	3	8	6	16
TOTALS				1353		1456		2809
SPLIT %				48.2%		51.8%		65.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,216	2,051	4,267

AM Peak Hour			08:00	11:45	11:45	PM Peak Hour			12:30	12:00	12:30
AM Pk Volume			221	197	377	PM Pk Volume			191	214	398
Pk Hr Factor			0.863	0.714	0.857	Pk Hr Factor			0.884	0.775	0.948
7 - 9 Volume	0	0	323	137	460	4 - 6 Volume	0	0	284	371	655
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	221	88	309	4 - 6 Pk Volume	0	0	151	206	357
Pk Hr Factor	0.000	0.000	0.863	0.759	0.920	Pk Hr Factor	0.000	0.000	0.968	0.715	0.804

Prepared by NDS/ATD

VOLUME

Driver Ave / Palo Comado Cyn Rd Bet. Argos St & Ventura Fwy

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,051	3,266	6,317

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		5		8		12:00			23		31		54	
00:15			2		2		4		12:15			41		41		82	
00:30			0		3		3		12:30			89		37		126	
00:45			0	5	4	14	4	19	12:45			38	191	43	152	81	343
01:00			2		2		4		13:00			42		56		98	
01:15			0		0		0		13:15			51		34		85	
01:30			0		1		1		13:30			33		28		61	
01:45			1	3	0	3	1	6	13:45			36	162	35	153	71	315
02:00			1		0		1		14:00			34		47		81	
02:15			0		1		1		14:15			35		54		89	
02:30			0		0		0		14:30			40		68		108	
02:45			0	1	0	1	0	2	14:45			70	179	95	264	165	443
03:00			1		0		1		15:00			175		71		246	
03:15			0		0		0		15:15			89		51		140	
03:30			0		1		1		15:30			80		58		138	
03:45			1	2	0	1	1	3	15:45			49	393	60	240	109	633
04:00			1		0		1		16:00			45		49		94	
04:15			2		0		2		16:15			40		50		90	
04:30			1		0		1		16:30			50		54		104	
04:45			0	4	0		0	4	16:45			59	194	56	209	115	403
05:00			5		1		6		17:00			48		69		117	
05:15			5		2		7		17:15			58		65		123	
05:30			11		1		12		17:30			49		91		140	
05:45			7	28	4	8	11	36	17:45			60	215	109	334	169	549
06:00			17		5		22		18:00			61		71		132	
06:15			18		10		28		18:15			50		55		105	
06:30			32		62		94		18:30			30		56		86	
06:45			107	174	177	254	284	428	18:45			48	189	41	223	89	412
07:00			54		25		79		19:00			35		40		75	
07:15			29		32		61		19:15			33		46		79	
07:30			40		63		103		19:30			28		45		73	
07:45			76	199	122	242	198	441	19:45			15	111	53	184	68	295
08:00			108		151		259		20:00			52		32		84	
08:15			133		166		299		20:15			40		30		70	
08:30			132		96		228		20:30			16		18		34	
08:45			60	433	29	442	89	875	20:45			17	125	20	100	37	225
09:00			36		29		65		21:00			22		17		39	
09:15			21		24		45		21:15			20		17		37	
09:30			22		25		47		21:30			6		10		16	
09:45			24	103	25	103	49	206	21:45			11	59	16	60	27	119
10:00			26		22		48		22:00			11		13		24	
10:15			29		26		55		22:15			14		10		24	
10:30			31		31		62		22:30			10		14		24	
10:45			29	115	28	107	57	222	22:45			7	42	11	48	18	90
11:00			22		31		53		23:00			6		7		13	
11:15			32		24		56		23:15			7		5		12	
11:30			24		24		48		23:30			3		7		10	
11:45			28	106	22	101	50	207	23:45			2	18	4	23	6	41
TOTALS				1173		1276		2449	TOTALS				1878		1990		3868
SPLIT %				47.9%		52.1%		38.8%	SPLIT %				48.6%		51.4%		61.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,051	3,266	6,317

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			14:45	17:15	14:45
AM Pk Volume			449	535	984	PM Pk Volume			414	336	689
Pk Hr Factor			0.844	0.806	0.823	Pk Hr Factor			0.591	0.771	0.700
7 - 9 Volume	0	0	632	684	1316	4 - 6 Volume	0	0	409	543	952
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	449	535	984	4 - 6 Pk Volume	0	0	215	334	549
Pk Hr Factor	0.000	0.000	0.844	0.806	0.823	Pk Hr Factor	0.000	0.000	0.911	0.766	0.812

Prepared by NDS/ATD

VOLUME

Liberty Cyn Rd Bet. Agoura Rd & Country Glen Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_007

DAILY TOTALS	NB	SB	EB	WB	Total
	2,145	2,538	0	0	4,683

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		4						6		12:00	29		38						67	
00:15	1		4						5		12:15	34		39						73	
00:30	1		4						5		12:30	33		37						70	
00:45	1	5	5	17					6	22	12:45	29	125	35	149					64	274
01:00	0		5						5		13:00	33		34						67	
01:15	1		1						2		13:15	32		32						64	
01:30	1		1						2		13:30	19		33						52	
01:45	0	2	0	7					0	9	13:45	28	112	53	152					81	264
02:00	0		3						3		14:00	30		49						79	
02:15	0		2						2		14:15	35		33						68	
02:30	0		1						1		14:30	32		29						61	
02:45	0		1	7					1	7	14:45	37	134	23	134					60	268
03:00	1		0						1		15:00	33		53						86	
03:15	0		1						1		15:15	30		64						94	
03:30	2		1						3		15:30	36		59						95	
03:45	1	4	0	2					1	6	15:45	23	122	37	213					60	335
04:00	0		0						0		16:00	30		62						92	
04:15	3		1						4		16:15	21		57						78	
04:30	5		1						6		16:30	40		51						91	
04:45	4	12	1	3					5	15	16:45	37	128	61	231					98	359
05:00	9		0						9		17:00	31		46						77	
05:15	9		4						13		17:15	31		60						91	
05:30	14		0						14		17:30	32		60						92	
05:45	19	51	4	8					23	59	17:45	29	123	70	236					99	359
06:00	25		2						27		18:00	29		56						85	
06:15	17		4						21		18:15	37		65						102	
06:30	32		8						40		18:30	30		68						98	
06:45	43	117	16	30					59	147	18:45	29	125	67	256					96	381
07:00	38		22						60		19:00	32		55						87	
07:15	40		8						48		19:15	37		59						96	
07:30	67		15						82		19:30	17		65						82	
07:45	64	209	21	66					85	275	19:45	19	105	36	215					55	320
08:00	58		22						80		20:00	15		45						60	
08:15	60		24						84		20:15	13		40						53	
08:30	44		28						72		20:30	15		30						45	
08:45	56	218	25	99					81	317	20:45	18	61	39	154					57	215
09:00	38		40						78		21:00	18		33						51	
09:15	32		22						54		21:15	8		33						41	
09:30	31		26						57		21:30	6		29						35	
09:45	32	133	25	113					57	246	21:45	10	42	17	112					27	154
10:00	31		35						66		22:00	2		22						24	
10:15	39		36						75		22:15	14		11						25	
10:30	36		22						58		22:30	2		13						15	
10:45	38	144	31	124					69	268	22:45	3	21	13	59					16	80
11:00	36		28						64		23:00	5		5						10	
11:15	33		39						72		23:15	3		4						7	
11:30	37		32						69		23:30	3		7						10	
11:45	32	138	27	126					59	264	23:45	3	14	9	25					12	39
TOTALS		1033		602						1635	TOTALS		1112		1936						3048
SPLIT %		63.2%		36.8%						34.9%	SPLIT %		36.5%		63.5%						65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,145	2,538	0	0	4,683

AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	16:30	17:45			17:45
AM Pk Volume	249	141			331	PM Pk Volume	139	259			384
Pk Hr Factor	0.929	0.904			0.974	Pk Hr Factor	0.869	0.925			0.941
7 - 9 Volume	427	165	0	0	592	4 - 6 Volume	251	467	0	0	718
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	16:30	17:00			16:00
7 - 9 Pk Volume	249	99	0	0	331	4 - 6 Pk Volume	139	236	0	0	359
Pk Hr Factor	0.929	0.884	0.000	0.000	0.974	Pk Hr Factor	0.869	0.843	0.000	0.000	0.916

Prepared by NDS/ATD

VOLUME

Palo Comado Cyn Rd Bet. Agoura Rd & Ventura Fwy

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_008

DAILY TOTALS	NB	SB	EB	WB	Total
	3,934	6,885	0	0	10,819

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	83		99						182	
00:15	2		4						6		12:15	69		112						181	
00:30	1		3						4		12:30	74		140						214	
00:45	0	5	6	14					6	19	12:45	76	302	118	469					194	771
01:00	3		2						5		13:00	60		91						151	
01:15	4		2						6		13:15	65		112						177	
01:30	3		2						5		13:30	58		122						180	
01:45	0	10	3	9					3	19	13:45	68	251	106	431					174	682
02:00	1		0						1		14:00	61		87						148	
02:15	0		0						0		14:15	61		92						153	
02:30	0		1						1		14:30	65		122						187	
02:45	0	1	0	1					0	2	14:45	83	270	132	433					215	703
03:00	3		5						8		15:00	79		209						288	
03:15	1		2						3		15:15	65		193						258	
03:30	2		0						2		15:30	91		150						241	
03:45	0	6	1	8					1	14	15:45	79	314	126	678					205	992
04:00	1		4						5		16:00	58		152						210	
04:15	1		11						12		16:15	64		117						181	
04:30	1		5						6		16:30	81		131						212	
04:45	1	4	8	28					9	32	16:45	101	304	143	543					244	847
05:00	1		21						22		17:00	106		160						266	
05:15	6		13						19		17:15	91		114						205	
05:30	5		22						27		17:30	109		109						218	
05:45	8	20	33	89					41	109	17:45	88	394	116	499					204	893
06:00	10		36						46		18:00	76		118						194	
06:15	12		40						52		18:15	66		108						174	
06:30	32		59						91		18:30	54		97						151	
06:45	71	125	117	252					188	377	18:45	46	242	111	434					157	676
07:00	26		126						152		19:00	36		117						153	
07:15	34		102						136		19:15	43		72						115	
07:30	65		90						155		19:30	30		67						97	
07:45	73	198	125	443					198	641	19:45	44	153	44	300					88	453
08:00	90		170						260		20:00	37		58						95	
08:15	91		183						274		20:15	33		49						82	
08:30	85		195						280		20:30	13		28						41	
08:45	82	348	176	724					258	1072	20:45	18	101	28	163					46	264
09:00	62		114						176		21:00	33		31						64	
09:15	59		84						143		21:15	30		20						50	
09:30	53		92						145		21:30	19		19						38	
09:45	54	228	91	381					145	609	21:45	26	108	34	104					60	212
10:00	61		104						165		22:00	9		41						50	
10:15	53		89						142		22:15	7		21						28	
10:30	58		109						167		22:30	16		11						27	
10:45	56	228	101	403					157	631	22:45	7	39	15	88					22	127
11:00	52		91						143		23:00	12		5						17	
11:15	69		77						146		23:15	8		9						17	
11:30	51		102						153		23:30	14		6						20	
11:45	71	243	96	366					167	609	23:45	6	40	5	25					11	65
TOTALS		1416		2718						4134	TOTALS		2518		4167						6685
SPLIT %		34.3%		65.7%						38.2%	SPLIT %		37.7%		62.3%						61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,934	6,885	0	0	10,819

AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	16:45	14:45			14:45
AM Pk Volume	348	724			1072	PM Pk Volume	407	684			1002
Pk Hr Factor	0.956	0.928			0.957	Pk Hr Factor	0.933	0.818			0.870
7 - 9 Volume	546	1167	0	0	1713	4 - 6 Volume	698	1042	0	0	1740
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:15			16:45
7 - 9 Pk Volume	348	724	0	0	1072	4 - 6 Pk Volume	407	551	0	0	933
Pk Hr Factor	0.956	0.928	0.000	0.000	0.957	Pk Hr Factor	0.933	0.861	0.000	0.000	0.877

Prepared by NDS/ATD

VOLUME

Reyes Adobe Rd Bet. North City Limits & Thousand Oaks Blvd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_009

DAILY TOTALS	NB	SB	EB	WB	Total
	2,413	2,527	0	0	4,940

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		6				12		12:00	14		32				46	
00:15	2		1				3		12:15	31		19				50	
00:30	4		1				5		12:30	29		29				58	
00:45	0	12	1	9			1	21	12:45	29	103	43	123			72	226
01:00	1		0				1		13:00	30		21				51	
01:15	5		1				6		13:15	42		25				67	
01:30	1		1				2		13:30	44		35				79	
01:45	1	8	0	2			1	10	13:45	52	168	26	107			78	275
02:00	0		0				0		14:00	53		40				93	
02:15	0		0				0		14:15	49		57				106	
02:30	0		0				0		14:30	70		62				132	
02:45	0		1	1			1	1	14:45	99	271	70	229			169	500
03:00	1		0				1		15:00	92		191				283	
03:15	0		1				1		15:15	52		96				148	
03:30	0		2				2		15:30	35		41				76	
03:45	0	1	1	4			1	5	15:45	40	219	36	364			76	583
04:00	0		1				1		16:00	35		24				59	
04:15	0		2				2		16:15	36		22				58	
04:30	0		1				1		16:30	41		30				71	
04:45	0		2	6			2	6	16:45	49	161	39	115			88	276
05:00	0		5				5		17:00	44		30				74	
05:15	2		4				6		17:15	33		33				66	
05:30	0		8				8		17:30	50		20				70	
05:45	2	4	16	33			18	37	17:45	39	166	29	112			68	278
06:00	1		9				10		18:00	39		41				80	
06:15	1		11				12		18:15	44		33				77	
06:30	3		26				29		18:30	34		19				53	
06:45	12	17	32	78			44	95	18:45	32	149	25	118			57	267
07:00	19		31				50		19:00	32		24				56	
07:15	22		36				58		19:15	33		19				52	
07:30	104		79				183		19:30	22		16				38	
07:45	141	286	135	281			276	567	19:45	33	120	14	73			47	193
08:00	96		196				292		20:00	21		10				31	
08:15	133		151				284		20:15	29		12				41	
08:30	38		78				116		20:30	18		15				33	
08:45	20	287	29	454			49	741	20:45	12	80	8	45			20	125
09:00	24		43				67		21:00	18		11				29	
09:15	20		41				61		21:15	23		13				36	
09:30	18		30				48		21:30	10		6				16	
09:45	15	77	27	141			42	218	21:45	9	60	2	32			11	92
10:00	29		14				43		22:00	9		4				13	
10:15	17		26				43		22:15	4		6				10	
10:30	13		15				28		22:30	9		2				11	
10:45	10	69	15	70			25	139	22:45	7	29	1	13			8	42
11:00	36		15				51		23:00	14		5				19	
11:15	15		35				50		23:15	7		3				10	
11:30	19		30				49		23:30	2		2				4	
11:45	30	100	27	107			57	207	23:45	3	26	0	10			3	36
TOTALS		861		1186				2047	TOTALS		1552		1341				2893
SPLIT %		42.1%		57.9%				41.4%	SPLIT %		53.6%		46.4%				58.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,413	2,527	0	0	4,940

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	474	561			1035	PM Pk Volume	313	419			732
Pk Hr Factor	0.840	0.716			0.886	Pk Hr Factor	0.790	0.548			0.647
7 - 9 Volume	573	735	0	0	1308	4 - 6 Volume	327	227	0	0	554
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	474	561	0	0	1035	4 - 6 Pk Volume	176	132	0	0	299
Pk Hr Factor	0.840	0.716	0.000	0.000	0.886	Pk Hr Factor	0.880	0.846	0.000	0.000	0.849

Prepared by NDS/ATD

VOLUME

Thousand Oaks Blvd Bet. West City Limits & Reyes Adobe Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,338	6,269	12,607

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		14		17		12:00			134		126		260	
00:15			2		3		5		12:15			139		121		260	
00:30			2		3		5		12:30			132		149		281	
00:45			6	13	4	24	10	37	12:45			125	530	111	507	236	1037
01:00			1		0		1		13:00			155		117		272	
01:15			3		2		5		13:15			147		123		270	
01:30			0		0		0		13:30			144		113		257	
01:45			2	6	1	3	3	9	13:45			134	580	95	448	229	1028
02:00			1		1		2		14:00			125		88		213	
02:15			1		0		1		14:15			146		105		251	
02:30			1		1		2		14:30			143		113		256	
02:45			1	4	2	4	3	8	14:45			143	557	124	430	267	987
03:00			2		3		5		15:00			203		179		382	
03:15			1		1		2		15:15			163		201		364	
03:30			0		2		2		15:30			135		125		260	
03:45			1	4	0	6	1	10	15:45			146	647	119	624	265	1271
04:00			1		3		4		16:00			138		103		241	
04:15			4		3		7		16:15			147		114		261	
04:30			4		4		8		16:30			152		139		291	
04:45			6	15	3	13	9	28	16:45			151	588	142	498	293	1086
05:00			0		5		5		17:00			194		136		330	
05:15			4		12		16		17:15			160		139		299	
05:30			6		8		14		17:30			169		113		282	
05:45			1	11	9	34	10	45	17:45			150	673	128	516	278	1189
06:00			5		13		18		18:00			166		140		306	
06:15			6		24		30		18:15			164		130		294	
06:30			5		37		42		18:30			123		119		242	
06:45			13	29	51	125	64	154	18:45			117	570	95	484	212	1054
07:00			8		46		54		19:00			95		95		190	
07:15			4		57		61		19:15			87		78		165	
07:30			19		67		86		19:30			88		74		162	
07:45			46	77	96	266	142	343	19:45			90	360	66	313	156	673
08:00			63		130		193		20:00			48		48		96	
08:15			78		151		229		20:15			57		54		111	
08:30			61		126		187		20:30			57		40		97	
08:45			46	248	109	516	155	764	20:45			37	199	44	186	81	385
09:00			36		122		158		21:00			49		32		81	
09:15			56		71		127		21:15			38		29		67	
09:30			48		66		114		21:30			34		32		66	
09:45			59	199	76	335	135	534	21:45			27	148	13	106	40	254
10:00			50		51		101		22:00			17		24		41	
10:15			74		89		163		22:15			25		17		42	
10:30			99		83		182		22:30			20		30		50	
10:45			102	325	93	316	195	641	22:45			27	89	11	82	38	171
11:00			103		98		201		23:00			24		14		38	
11:15			99		93		192		23:15			7		13		20	
11:30			97		102		199		23:30			4		6		10	
11:45			122	421	102	395	224	816	23:45			10	45	5	38	15	83
TOTALS				1352		2037		3389	TOTALS				4986		4232		9218
SPLIT %				39.9%		60.1%		26.9%	SPLIT %				54.1%		45.9%		73.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,338	6,269	12,607

AM Peak Hour			11:45	08:00	11:45	PM Peak Hour		16:45	14:45	14:45
AM Pk Volume			527	516	1025	PM Pk Volume		674	629	1273
Pk Hr Factor			0.948	0.854	0.912	Pk Hr Factor		0.869	0.782	0.833
7 - 9 Volume	0	0	325	782	1107	4 - 6 Volume	0	1261	1014	2275
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour		16:45	16:30	16:30
7 - 9 Pk Volume	0	0	248	516	764	4 - 6 Pk Volume	0	674	556	1213
Pk Hr Factor	0.000	0.000	0.795	0.854	0.834	Pk Hr Factor	0.000	0.869	0.979	0.919

Prepared by NDS/ATD

VOLUME

Thousand Oaks Blvd Bet. Reyes Adobe Rd & Buffwood Pl

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,883	7,507	15,390

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		8		18		12:00			126		123		249	
00:15			5		6		11		12:15			135		107		242	
00:30			5		5		10		12:30			122		173		295	
00:45			8	28	4	23	12	51	12:45			114	497	117	520	231	1017
01:00			5		0		5		13:00			108		111		219	
01:15			4		2		6		13:15			125		169		294	
01:30			1		1		2		13:30			134		114		248	
01:45			3	13	0	3	3	16	13:45			130	497	119	513	249	1010
02:00			1		0		1		14:00			124		82		206	
02:15			1		0		1		14:15			170		121		291	
02:30			3		1		4		14:30			177		155		332	
02:45			1	6	1	2	2	8	14:45			185	656	169	527	354	1183
03:00			1		1		2		15:00			282		321		603	
03:15			1		0		1		15:15			245		262		507	
03:30			1		0		1		15:30			161		187		348	
03:45			0	3	0	1	0	4	15:45			180	868	143	913	323	1781
04:00			1		2		3		16:00			149		117		266	
04:15			4		3		7		16:15			152		123		275	
04:30			1		2		3		16:30			155		131		286	
04:45			8	14	2	9	10	23	16:45			177	633	157	528	334	1161
05:00			4		2		6		17:00			191		120		311	
05:15			4		6		10		17:15			185		136		321	
05:30			12		3		15		17:30			176		114		290	
05:45			10	30	12	23	22	53	17:45			156	708	112	482	268	1190
06:00			10		14		24		18:00			180		125		305	
06:15			15		25		40		18:15			169		138		307	
06:30			41		38		79		18:30			121		120		241	
06:45			89	155	80	157	169	312	18:45			141	611	103	486	244	1097
07:00			36		59		95		19:00			121		99		220	
07:15			48		70		118		19:15			109		90		199	
07:30			72		126		198		19:30			110		80		190	
07:45			189	345	161	416	350	761	19:45			101	441	70	339	171	780
08:00			229		232		461		20:00			77		62		139	
08:15			230		335		565		20:15			75		75		150	
08:30			127		203		330		20:30			61		44		105	
08:45			70	656	142	912	212	1568	20:45			46	259	59	240	105	499
09:00			66		129		195		21:00			65		39		104	
09:15			82		85		167		21:15			50		36		86	
09:30			65		81		146		21:30			41		31		72	
09:45			98	311	90	385	188	696	21:45			33	189	30	136	63	325
10:00			70		67		137		22:00			31		32		63	
10:15			88		94		182		22:15			39		21		60	
10:30			106		107		213		22:30			30		22		52	
10:45			97	361	107	375	204	736	22:45			23	123	13	88	36	211
11:00			100		93		193		23:00			28		15		43	
11:15			104		95		199		23:15			10		11		21	
11:30			95		97		192		23:30			10		6		16	
11:45			126	425	105	390	231	815	23:45			6	54	7	39	13	93
TOTALS				2347		2696		5043	TOTALS				5536		4811		10347
SPLIT %				46.5%		53.5%		32.8%	SPLIT %				53.5%		46.5%		67.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,883	7,507	15,390

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour		14:30	14:45	14:45
AM Pk Volume			775	931	1706	PM Pk Volume		889	939	1812
Pk Hr Factor			0.842	0.695	0.755	Pk Hr Factor		0.788	0.731	0.751
7 - 9 Volume	0	0	1001	1328	2329	4 - 6 Volume	0	1341	1010	2351
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour		16:45	16:30	16:45
7 - 9 Pk Volume	0	0	775	931	1706	4 - 6 Pk Volume	0	729	544	1256
Pk Hr Factor	0.000	0.000	0.842	0.695	0.755	Pk Hr Factor	0.000	0.954	0.866	0.940

Prepared by NDS/ATD

VOLUME

Thousand Oaks Blvd Bet. Buffwood Pl & Kanan Rd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,040	6,242	13,282

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		5		12		12:00			90		97		187	
00:15			6		5		11		12:15			106		83		189	
00:30			3		5		8		12:30			123		182		305	
00:45			6	22	2	17	8	39	12:45			117	436	97	459	214	895
01:00			5		2		7		13:00			165		98		263	
01:15			3		2		5		13:15			104		131		235	
01:30			0		2		2		13:30			103		83		186	
01:45			4	12	2	8	6	20	13:45			112	484	88	400	200	884
02:00			2		0		2		14:00			110		82		192	
02:15			2		0		2		14:15			139		95		234	
02:30			2		1		3		14:30			145		123		268	
02:45			1	7	2	3	3	10	14:45			165	559	136	436	301	995
03:00			0		0		0		15:00			203		239		442	
03:15			2		0		2		15:15			212		228		440	
03:30			0		0		0		15:30			138		166		304	
03:45			3	5	0		3	5	15:45			151	704	120	753	271	1457
04:00			1		2		3		16:00			134		96		230	
04:15			2		5		7		16:15			126		116		242	
04:30			3		1		4		16:30			134		130		264	
04:45			5	11	3	11	8	22	16:45			157	551	125	467	282	1018
05:00			10		4		14		17:00			155		127		282	
05:15			4		2		6		17:15			146		122		268	
05:30			23		4		27		17:30			134		97		231	
05:45			10	47	11	21	21	68	17:45			150	585	108	454	258	1039
06:00			14		16		30		18:00			128		138		266	
06:15			23		19		42		18:15			161		112		273	
06:30			63		35		98		18:30			106		95		201	
06:45			122	222	85	155	207	377	18:45			115	510	105	450	220	960
07:00			45		57		102		19:00			110		120		230	
07:15			60		46		106		19:15			100		72		172	
07:30			72		76		148		19:30			90		71		161	
07:45			155	332	129	308	284	640	19:45			87	387	62	325	149	712
08:00			214		163		377		20:00			75		59		134	
08:15			235		148		383		20:15			69		54		123	
08:30			155		168		323		20:30			46		44		90	
08:45			87	691	80	559	167	1250	20:45			55	245	50	207	105	452
09:00			68		94		162		21:00			48		47		95	
09:15			71		70		141		21:15			46		30		76	
09:30			61		68		129		21:30			33		25		58	
09:45			77	277	80	312	157	589	21:45			24	151	36	138	60	289
10:00			83		69		152		22:00			28		22		50	
10:15			81		72		153		22:15			26		19		45	
10:30			71		76		147		22:30			21		16		37	
10:45			86	321	89	306	175	627	22:45			19	94	14	71	33	165
11:00			77		79		156		23:00			20		12		32	
11:15			78		75		153		23:15			20		14		34	
11:30			83		91		174		23:30			9		12		21	
11:45			89	327	95	340	184	667	23:45			11	60	4	42	15	102
TOTALS				2274		2040		4314	TOTALS				4766		4202		8968
SPLIT %				52.7%		47.3%		32.5%	SPLIT %				53.1%		46.9%		67.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,040	6,242	13,282

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour		14:30	14:45	14:45
AM Pk Volume			759	608	1367	PM Pk Volume		725	769	1487
Pk Hr Factor			0.807	0.905	0.892	Pk Hr Factor		0.855	0.804	0.841
7 - 9 Volume	0	0	1023	867	1890	4 - 6 Volume	0	1136	921	2057
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour		16:30	16:30	16:30
7 - 9 Pk Volume	0	0	759	608	1367	4 - 6 Pk Volume	0	592	504	1096
Pk Hr Factor	0.000	0.000	0.807	0.905	0.892	Pk Hr Factor	0.000	0.943	0.969	0.972

Prepared by NDS/ATD

VOLUME

Thousand Oaks Blvd Bet. Kanan Rd & Carell Ave

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,875	5,136	10,011

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		8		18		12:00			50		46		96	
00:15			5		4		9		12:15			58		52		110	
00:30			2		5		7		12:30			61		192		253	
00:45			7	24	5	22	12	46	12:45			86	255	81	371	167	626
01:00			6		5		11		13:00			150		78		228	
01:15			0		0		0		13:15			70		86		156	
01:30			1		0		1		13:30			58		50		108	
01:45			1	8	0	5	1	13	13:45			38	316	54	268	92	584
02:00			2		1		3		14:00			54		53		107	
02:15			2		2		4		14:15			62		71		133	
02:30			1		2		3		14:30			108		61		169	
02:45			0	5	1	6	1	11	14:45			135	359	132	317	267	676
03:00			2		0		2		15:00			163		222		385	
03:15			0		0		0		15:15			136		185		321	
03:30			2		2		4		15:30			104		104		208	
03:45			3	7	1	3	4	10	15:45			84	487	94	605	178	1092
04:00			1		2		3		16:00			85		79		164	
04:15			0		3		3		16:15			96		71		167	
04:30			0		1		1		16:30			108		81		189	
04:45			0	1	6	12	6	13	16:45			94	383	97	328	191	711
05:00			2		5		7		17:00			120		96		216	
05:15			1		5		6		17:15			88		122		210	
05:30			2		5		7		17:30			107		90		197	
05:45			3	8	12	27	15	35	17:45			124	439	110	418	234	857
06:00			14		18		32		18:00			94		110		204	
06:15			10		22		32		18:15			101		84		185	
06:30			93		36		129		18:30			74		77		151	
06:45			188	305	141	217	329	522	18:45			76	345	104	375	180	720
07:00			26		63		89		19:00			66		60		126	
07:15			28		48		76		19:15			83		75		158	
07:30			53		71		124		19:30			61		60		121	
07:45			135	242	159	341	294	583	19:45			77	287	40	235	117	522
08:00			190		220		410		20:00			63		63		126	
08:15			204		210		414		20:15			45		64		109	
08:30			116		182		298		20:30			32		33		65	
08:45			37	547	65	677	102	1224	20:45			30	170	31	191	61	361
09:00			39		49		88		21:00			48		22		70	
09:15			38		36		74		21:15			40		25		65	
09:30			25		44		69		21:30			22		20		42	
09:45			26	128	45	174	71	302	21:45			20	130	19	86	39	216
10:00			31		39		70		22:00			29		24		53	
10:15			37		38		75		22:15			27		11		38	
10:30			31		62		93		22:30			15		22		37	
10:45			33	132	48	187	81	319	22:45			18	89	14	71	32	160
11:00			43		45		88		23:00			16		8		24	
11:15			36		30		66		23:15			13		7		20	
11:30			41		49		90		23:30			6		7		13	
11:45			47	167	46	170	93	337	23:45			6	41	8	30	14	71
TOTALS				1574		1841		3415	TOTALS				3301		3295		6596
SPLIT %				46.1%		53.9%		34.1%	SPLIT %				50.0%		50.0%		65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,875	5,136	10,011

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			14:30	14:45	14:45
AM Pk Volume			645	771	1416	PM Pk Volume			542	643	1181
Pk Hr Factor			0.790	0.876	0.855	Pk Hr Factor			0.831	0.724	0.767
7 - 9 Volume	0	0	789	1018	1807	4 - 6 Volume	0	0	822	746	1568
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	645	771	1416	4 - 6 Pk Volume	0	0	439	418	857
Pk Hr Factor	0.000	0.000	0.790	0.876	0.855	Pk Hr Factor	0.000	0.000	0.885	0.857	0.916

Prepared by NDS/ATD

VOLUME

Kanan Rd Bet. North City Limits & Laro Dr

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_014

DAILY TOTALS	NB	SB	EB	WB	Total
	11,447	11,667	0	0	23,114

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	22		4						26		12:00	125		157						282	
00:15	19		5						24		12:15	153		163						316	
00:30	20		5						25		12:30	143		160						303	
00:45	5	66	3	17					8	83	12:45	166	587	145	625					311	1212
01:00	10		5						15		13:00	165		166						331	
01:15	15		3						18		13:15	164		168						332	
01:30	3		1						4		13:30	141		158						299	
01:45	4	32	1	10					5	42	13:45	160	630	165	657					325	1287
02:00	3		1						4		14:00	174		164						338	
02:15	2		0						2		14:15	234		161						395	
02:30	1		2						3		14:30	229		237						466	
02:45	3	9	1	4					4	13	14:45	229	866	223	785					452	1651
03:00	1		3						4		15:00	207		288						495	
03:15	1		5						6		15:15	198		224						422	
03:30	5		4						9		15:30	204		196						400	
03:45	0	7	6	18					6	25	15:45	223	832	181	889					404	1721
04:00	4		8						12		16:00	193		161						354	
04:15	3		17						20		16:15	285		212						497	
04:30	2		13						15		16:30	272		163						435	
04:45	2	11	29	67					31	78	16:45	281	1031	180	716					461	1747
05:00	4		29						33		17:00	282		177						459	
05:15	8		45						53		17:15	337		179						516	
05:30	7		91						98		17:30	292		194						486	
05:45	21	40	121	286					142	326	17:45	302	1213	190	740					492	1953
06:00	13		125						138		18:00	305		209						514	
06:15	22		154						176		18:15	284		201						485	
06:30	32		197						229		18:30	294		176						470	
06:45	63	130	203	679					266	809	18:45	281	1164	143	729					424	1893
07:00	125		209						334		19:00	220		160						380	
07:15	90		257						347		19:15	214		124						338	
07:30	116		266						382		19:30	183		111						294	
07:45	188	519	322	1054					510	1573	19:45	184	801	112	507					296	1308
08:00	243		382						625		20:00	185		114						299	
08:15	191		325						516		20:15	155		65						220	
08:30	122		230						352		20:30	178		107						285	
08:45	112	668	204	1141					316	1809	20:45	137	655	85	371					222	1026
09:00	132		202						334		21:00	133		51						184	
09:15	101		199						300		21:15	114		51						165	
09:30	77		197						274		21:30	112		39						151	
09:45	92	402	164	762					256	1164	21:45	117	476	30	171					147	647
10:00	102		164						266		22:00	88		47						135	
10:15	113		169						282		22:15	89		28						117	
10:30	107		156						263		22:30	46		26						72	
10:45	110	432	164	653					274	1085	22:45	64	287	25	126					89	413
11:00	96		155						251		23:00	41		24						65	
11:15	92		147						239		23:15	39		24						63	
11:30	136		121						257		23:30	22		16						38	
11:45	133	457	166	589					299	1046	23:45	30	132	7	71					37	203
TOTALS		2773		5280						8053	TOTALS		8674		6387						15061
SPLIT %		34.4%		65.6%						34.8%	SPLIT %		57.6%		42.4%						65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,447	11,667	0	0	23,114

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:15	14:30			17:15
AM Pk Volume	744	1295			2033	PM Pk Volume	1236	972			2008
Pk Hr Factor	0.765	0.848			0.813	Pk Hr Factor	0.917	0.844			0.973
7 - 9 Volume	1187	2195	0	0	3382	4 - 6 Volume	2244	1456	0	0	3700
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	744	1295	0	0	2033	4 - 6 Pk Volume	1213	740	0	0	1953
Pk Hr Factor	0.765	0.848	0.000	0.000	0.813	Pk Hr Factor	0.900	0.954	0.000	0.000	0.946

Prepared by NDS/ATD

VOLUME

Kanan Rd Bet. Laro Dr & Thousand Oaks Blvd

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_015

DAILY TOTALS	NB	SB	EB	WB	Total
	16,290	15,843	0	0	32,133

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	32		27				59		12:00	230		179				409	
00:15	30		25				55		12:15	225		208				433	
00:30	13		16				29		12:30	237		219				456	
00:45	18	93	6	74			24	167	12:45	256	948	251	857			507	1805
01:00	13		17				30		13:00	263		235				498	
01:15	13		16				29		13:15	238		251				489	
01:30	11		8				19		13:30	246		233				479	
01:45	10	47	3	44			13	91	13:45	293	1040	267	986			560	2026
02:00	5		6				11		14:00	307		291				598	
02:15	6		6				12		14:15	372		390				762	
02:30	3		3				6		14:30	305		324				629	
02:45	5	19	6	21			11	40	14:45	405	1389	337	1342			742	2731
03:00	6		1				7		15:00	321		348				669	
03:15	2		4				6		15:15	384		327				711	
03:30	3		7				10		15:30	300		254				554	
03:45	5	16	3	15			8	31	15:45	353	1358	289	1218			642	2576
04:00	5		8				13		16:00	332		270				602	
04:15	2		7				9		16:15	308		335				643	
04:30	6		3				9		16:30	294		338				632	
04:45	6	19	4	22			10	41	16:45	401	1335	363	1306			764	2641
05:00	4		7				11		17:00	409		368				777	
05:15	15		12				27		17:15	371		426				797	
05:30	20		11				31		17:30	354		372				726	
05:45	29	68	17	47			46	115	17:45	392	1526	380	1546			772	3072
06:00	32		15				47		18:00	332		404				736	
06:15	45		38				83		18:15	355		377				732	
06:30	55		55				110		18:30	319		377				696	
06:45	115	247	112	220			227	467	18:45	315	1321	365	1523			680	2844
07:00	166		152				318		19:00	277		299				576	
07:15	111		116				227		19:15	290		251				541	
07:30	161		184				345		19:30	261		256				517	
07:45	345	783	356	808			701	1591	19:45	228	1056	206	1012			434	2068
08:00	379		435				814		20:00	189		225				414	
08:15	287		300				587		20:15	221		168				389	
08:30	272		293				565		20:30	179		197				376	
08:45	166	1104	154	1182			320	2286	20:45	151	740	170	760			321	1500
09:00	166		186				352		21:00	134		173				307	
09:15	156		133				289		21:15	142		141				283	
09:30	146		117				263		21:30	132		141				273	
09:45	159	627	134	570			293	1197	21:45	116	524	129	584			245	1108
10:00	188		140				328		22:00	115		94				209	
10:15	159		155				314		22:15	113		99				212	
10:30	162		129				291		22:30	102		60				162	
10:45	157	666	145	569			302	1235	22:45	84	414	73	326			157	740
11:00	185		140				325		23:00	59		50				109	
11:15	181		137				318		23:15	47		47				94	
11:30	192		186				378		23:30	40		29				69	
11:45	201	759	187	650			388	1409	23:45	45	191	35	161			80	352
TOTALS		4448		4222				8670	TOTALS		11842		11621				23463
SPLIT %		51.3%		48.7%				27.0%	SPLIT %		50.5%		49.5%				73.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,290	15,843	0	0	32,133

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	16:45	17:15			17:00
AM Pk Volume	1283	1384			2667	PM Pk Volume	1535	1582			3072
Pk Hr Factor	0.846	0.795			0.819	Pk Hr Factor	0.938	0.928			0.964
7 - 9 Volume	1887	1990	0	0	3877	4 - 6 Volume	2861	2852	0	0	5713
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	1283	1384	0	0	2667	4 - 6 Pk Volume	1535	1546	0	0	3072
Pk Hr Factor	0.846	0.795	0.000	0.000	0.819	Pk Hr Factor	0.938	0.907	0.000	0.000	0.964

Prepared by NDS/ATD

VOLUME

Kanan Rd Bet. Thousand Oaks Blvd & Hillrise Dr

Day: Tuesday
Date: 9/22/2015

City: Agoura Hills
Project #: CA15_5560_016

DAILY TOTALS	NB	SB	EB	WB	Total
	17,834	17,698	0	0	35,532

AM Period	NB		SB		EB		WB		TOTAL	
00:00	41		9						50	
00:15	29		9						38	
00:30	27		11						38	
00:45	17	114	5	34					22	148
01:00	23		8						31	
01:15	17		7						24	
01:30	16		1						17	
01:45	8	64	4	20					12	84
02:00	6		4						10	
02:15	7		4						11	
02:30	5		2						7	
02:45	7	25	2	12					9	37
03:00	2		5						7	
03:15	5		7						12	
03:30	9		4						13	
03:45	7	23	11	27					18	50
04:00	14		11						25	
04:15	9		17						26	
04:30	4		22						26	
04:45	11	38	46	96					57	134
05:00	12		53						65	
05:15	16		58						74	
05:30	17		129						146	
05:45	41	86	143	383					184	469
06:00	31		157						188	
06:15	53		196						249	
06:30	103		215						318	
06:45	194	381	279	847					473	1228
07:00	167		303						470	
07:15	151		334						485	
07:30	200		319						519	
07:45	384	902	359	1315					743	2217
08:00	403		386						789	
08:15	285		411						696	
08:30	295		416						711	
08:45	199	1182	367	1580					566	2762
09:00	236		309						545	
09:15	194		288						482	
09:30	202		298						500	
09:45	160	792	276	1171					436	1963
10:00	184		256						440	
10:15	218		254						472	
10:30	189		244						433	
10:45	184	775	257	1011					441	1786
11:00	182		243						425	
11:15	197		229						426	
11:30	205		236						441	
11:45	207	791	265	973					472	1764
TOTALS		5173		7469						12642
SPLIT %		40.9%		59.1%						35.6%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	250		264						514	
12:15	254		267						521	
12:30	264		296						560	
12:45	279	1047	294	1121					573	2168
13:00	323		284						607	
13:15	288		289						577	
13:30	280		299						579	
13:45	288	1179	255	1127					543	2306
14:00	341		287						628	
14:15	382		281						663	
14:30	338		310						648	
14:45	362	1423	342	1220					704	2643
15:00	384		409						793	
15:15	318		439						757	
15:30	305		337						642	
15:45	322	1329	315	1500					637	2829
16:00	329		262						591	
16:15	383		313						696	
16:30	362		234						596	
16:45	363	1437	284	1093					647	2530
17:00	388		263						651	
17:15	394		281						675	
17:30	405		266						671	
17:45	388	1575	288	1098					676	2673
18:00	397		288						685	
18:15	368		308						676	
18:30	356		241						597	
18:45	400	1521	211	1048					611	2569
19:00	299		224						523	
19:15	255		193						448	
19:30	259		182						441	
19:45	238	1051	168	767					406	1818
20:00	263		159						422	
20:15	240		139						379	
20:30	193		137						330	
20:45	177	873	132	567					309	1440
21:00	182		125						307	
21:15	164		89						253	
21:30	149		62						211	
21:45	149	644	62	338					211	982
22:00	110		71						181	
22:15	108		53						161	
22:30	87		55						142	
22:45	77	382	38	217					115	599
23:00	63		38						101	
23:15	53		39						92	
23:30	35		41						76	
23:45	49	200	15	133					64	333
TOTALS		12661		10229						22890
SPLIT %		55.3%		44.7%						64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	17,834	17,698	0	0	35,532

AM Peak Hour	07:45	08:00			07:45
AM Pk Volume	1367	1580			2939
Pk Hr Factor	0.848	0.950			0.931
7 - 9 Volume	2084	2895	0	0	4979
7 - 9 Peak Hour	07:45	08:00			07:45
7 - 9 Pk Volume	1367	1580	0	0	2939
Pk Hr Factor	0.848	0.950	0.000	0.000	0.931

PM Peak Hour	17:15	14:45			14:30
PM Pk Volume	1584	1527			2902
Pk Hr Factor	0.978	0.870			0.915
4 - 6 Volume	3012	2191	0	0	5203
4 - 6 Peak Hour	17:00	17:00			17:00
4 - 6 Pk Volume	1575	1098	0	0	2673
Pk Hr Factor	0.972	0.953	0.000	0.000	0.989