Appendix B Traffic Study

FEHR & PEERS
TRANSPORTATION CONSULTANTS

DRAFT TECHNICAL MEMORANDUM

Date: November 17, 2009

To: Linda Tatum, PBS&J

cc: Allison Cook, City of Agoura Hills Principal Planner

From: Tom Gaul, Sarah Brandenberg, and Caitlin Boon

Subject: ***Addendum to the Traffic Study for the Agoura Hills General Plan Update***

Ref: LA07-2198

As part of the Agoura Hills General Plan Update process, Fehr & Peers conducted a traffic analysis of land use development anticipated under the proposed Agoura Hills General Plan Reduced Density Alternative (RDA) in October 2009. This alternative was developed with the intent to reduce the potential traffic impacts of the proposed General Plan in the Canwood Street and Agoura Road corridors. The RDA assumes a 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant).

Since October, the alternative analysis study section has undergone the following three changes:

1) The table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives which reflects changes made to the RDA's total number of single family residential units (p. 68);

2) The table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole, which reflects the change in the Daily, AM Peak, and PM Peak Hour trips for the reduced density alternative (p. 68); and

3) Revisions to Table 11, the RDA trip generation estimates table, (p. 71) corresponding to the changes made to single family residential unit assumptions reflected in items 1) and 2) above.

This memorandum summarizes and explains these report changes, as well, as outlines any subsequent changes to the October 2009 traffic study's key findings.

CHANGES TO OCTOBER 2009 STUDY ASSUMPTIONS

The three report changes described above are the result of two changes made to single family residential assumptions in the RDA analysis. It was originally assumed that the total number of single family residential units in TAZ 6 was 11 units and the total number of single family residential

units in TAZ 12 was 40 units. These assumptions reflected the 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant) assumed for the RDA.

Since the traffic study was finalized in October, it has been determined that the number of single family residential units in TAZ 6 and TAZ 12 should have been held constant. Therefore, the revised total number of single family residential units in TAZ 6 is now 14 units and the total number of single family residential units in TAZ 12 is now 53 units.

These changes resulted in necessary revisions to the table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives (p.68), the table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole (p.68), and Table 11. Exhibits A, B, and C attached to this memorandum illustrate the revisions to these tables in bold font.

FINDINGS

The changes to the single family residential assumptions for TAZ 6 and TAZ 12 are relatively minor with respect to trip generation, as summarized below:

- For TAZ 6, the assumption of 14 versus 11 units results in one additional peak hour trip.
- For TAZ 12, the assumption of 53 versus 40 units results in nine additional peak hour trips.
- Citywide, the assumption of 116 versus 100 units results in ten additional peak hour trips.

The results of the analysis suggest that the level of land use intensification anticipated under the revised RDA analysis would not impact the key findings identified in the October 2009 alternative analysis.

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EXHIBIT A

Alternative	Single Residential (Units)	Multi-Family Residential (Units)	Retail/ Service (sf)	Office/ Business Park (sf)	Business Park/ Manufacturing (sf)
Proposed General Plan*	116	413	625,794	1,098,291	273,445
1992 General Plan Buildout**	116	293	1,458,799	2,947,606	1,414,292
Reduced Density Alternative	**116**	394	451,342	1,000,480	216,614
*Includes the AVSP, which was approved in 2008, and is now part of the 1992 General Plan ** Does not include the AVSP.					

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EXHIBIT B

Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed General Plan	45,302	3,026	4,775
1992 General Plan Buildout	100,686	7,548	10,364
Reduced Density Alternative	**41,697**	**2,749**	**4,398**

EXHIBIT C

TABLE 11
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				*10%*	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				*10%*	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				*5%*	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6 [g]											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	201.010	ksf	820		10,691	145	93	238	476	516	992
Internal Capture within TAZ				4%, 15%, 3%	*(428)*	*(22)*	*(14)*	*(36)*	*(14)*	*(15)*	*(30)*
Pass-by Reduction [a]				*30%*	*(3,079)*	*(37)*	*(24)*	*(61)*	*(139)*	*(150)*	*(289)*
Office/Business Park	9.027	ksf	750		503	26	3	29	16	101	117
Internal Capture within TAZ				10%, 8%, 5%	*(50)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(23)*	*(1)*	*0*	*(1)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	154.099	ksf	770		2,404	184	35	219	52	173	225
Internal Capture within TAZ				10%, 8%, 5%	*(240)*	*(15)*	*(3)*	*(18)*	*(3)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(108)*	*(8)*	*(2)*	*(10)*	*(2)*	*(8)*	*(11)*
TAZ 6 Subtotal					***9,754***	***272***	***92***	***364***	***389***	***601***	***989***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				*10%*	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8 [g]											
Multi-Family Residential	57	units	230		331	4	21	25	20	10	30
Internal Capture within TAZ				37%, 30%, 37%	*(122)*	*(1)*	*(6)*	*(8)*	*(7)*	*(4)*	*(11)*
Specialty Retail (AVSP) [h]	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	11.473	ksf	814		508	5	3	8	14	17	31
Internal Capture within TAZ				11%, 29%, 13%	*(56)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-by Reduction				*10%*	*(45)*	*0*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Office/Business Park	114.771	ksf	750		1,605	216	27	243	34	211	245
Internal Capture within TAZ				4%, 3%, 1%	*(64)*	*(6)*	*(1)*	*(7)*	*0*	*(2)*	*(2)*
TDM Reduction				*5%*	*(77)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Business Park/Manufacturing	16.397	ksf	770		924	20	4	24	7	22	29
Internal Capture within TAZ				4%, 3%, 1%	*(37)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				*5%*	*(44)*	*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
TAZ 8 Subtotal					***4,207***	***242***	***58***	***299***	***105***	***282***	***387***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				*37%, 48%, 40%*	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				*10%*	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				*5%*	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 11 (continued)
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ 10 [g]											
Office/Business Park	128.132	ksf	750		1,744	238	29	267	37	224	261
TDM Reduction					*(87)*	*(12)*	*(1)*	*(13)*	*(2)*	*(11)*	*(13)*
TAZ 10 Subtotal					***1,657***	***226***	***28***	***254***	***35***	***213***	***248***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12 [g]											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP) [h]	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP) [h]	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	40.875	ksf	814		1,755	25	16	41	74	78	152
Internal Capture within TAZ				13%, 29%, 13%	*(228)*	*(7)*	*(5)*	*(12)*	*(10)*	*(10)*	*(20)*
Pass-by Reduction				*10%*	*(153)*	*(2)*	*(1)*	*(3)*	*(6)*	*(7)*	*(13)*
Office (AVSP) [h]	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	41.504	ksf	750		842	93	11	104	22	134	156
Internal Capture within TAZ				8%, 7%, 3%	*(67)*	*(7)*	*(1)*	*(7)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(39)*	*(4)*	*(1)*	*(5)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,209***	***283***	***115***	***400***	***228***	***435***	***662***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**41,697**	**2,188**	**557**	**2,749**	**1,369**	**3,027**	**4,398**

Notes:

Source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 3-13-09", modified as described in footnote [g].

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

[g] Land uses specified in TAZs 6, 8, 10, and 12 (outside of AVSP areas) were reduced in size by 25% for the Reduced Density Alternative.

[h] Since description, size, and trip generation were obtained from the certified Agoura Village Specific Plan, land uses specified by the approved plan were not reduced for the Reduced Density Alternative.

AVSP = Agoura Village Specific Plan

FEHR & PEERS
TRANSPORTATION CONSULTANTS

CITY OF AGOURA HILLS GENERAL PLAN UPDATE
MOBILITY ELEMENT

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October 2009

TABLE OF CONTENTS

LIST OF FIGURES

NO.

LIST OF TABLES

1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study by Fehr & Peers to evaluate the potential traffic impacts of the City of Agoura Hills General Plan Update. This traffic impact analysis is also in support of the effort to update the Mobility Section of the Agoura Hills General Plan.

BACKGROUND

The purpose of the City of Agoura Hills General Plan is to help shape the development and growth of the city in a controlled manner. As part of the General Plan, the Circulation Element identifies the official policies adopted by the City to maintain goals and objectives relative to the circulation system. The current City of Agoura Hills General Plan, including the current Circulation Element, was adopted in 1992.

As part of the process of establishing the overall transportation goals and objectives for the update of the Mobility Section, this study analyzed the potential traffic impacts of the forecasted development growth in the City in accordance with the proposed Land Use Section of the General Plan. This traffic analysis aided in the development of specific physical improvements and strategies required to maintain the minimum acceptable level of traffic operation in the City, as feasible.

Growth patterns in the City and the region have evolved subsequent to adoption of the current General Plan in 1992. As part of the General Plan Update effort, City staff and the Agoura Hills General Plan Advisory Committee (GPAC) have developed a new Land Use Section that includes reassessment and updating of land use policies in 12 specific study areas throughout the City. City staff then developed specific estimates of growth anticipated to occur under the proposed Land Use Section that served as the basis for the transportation analysis in this study. The projected land uses and densities consistent with the proposed Land Use Element are detailed in Table 1. As indicated in the table, the land use categories for which growth is projected include single-family residential units, multi-family residential units, retail/service uses, office/business park uses, and business park/manufacturing uses. Figure 1 illustrates the traffic analysis zones (TAZ) that correspond to the proposed development of the General Plan.

The purpose of this analysis was to identify any deficient traffic locations as caused by growth under the proposed land use program. This analysis also identified potential improvements to support the transportation goals and objectives of the General Plan.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Agoura Hills staff. The base assumptions and technical methodologies were discussed with City staff as part of the study approach. The study, which analyzes potential traffic impacts of the projected General Plan buildout on the street system, anticipates that the General Plan horizon year would be 2035.

The analysis of future year traffic forecasts was based on projected conditions in 2035 with and without the addition of the proposed General Plan traffic. The following traffic scenarios have been developed as part of this study:

- Existing (2009) Conditions – The analysis of existing traffic conditions was intended to provide a basis for the remainder of the study. The existing conditions analysis included a description of the citywide street system, current traffic volumes, and an assessment of the operating conditions at the analyzed locations.

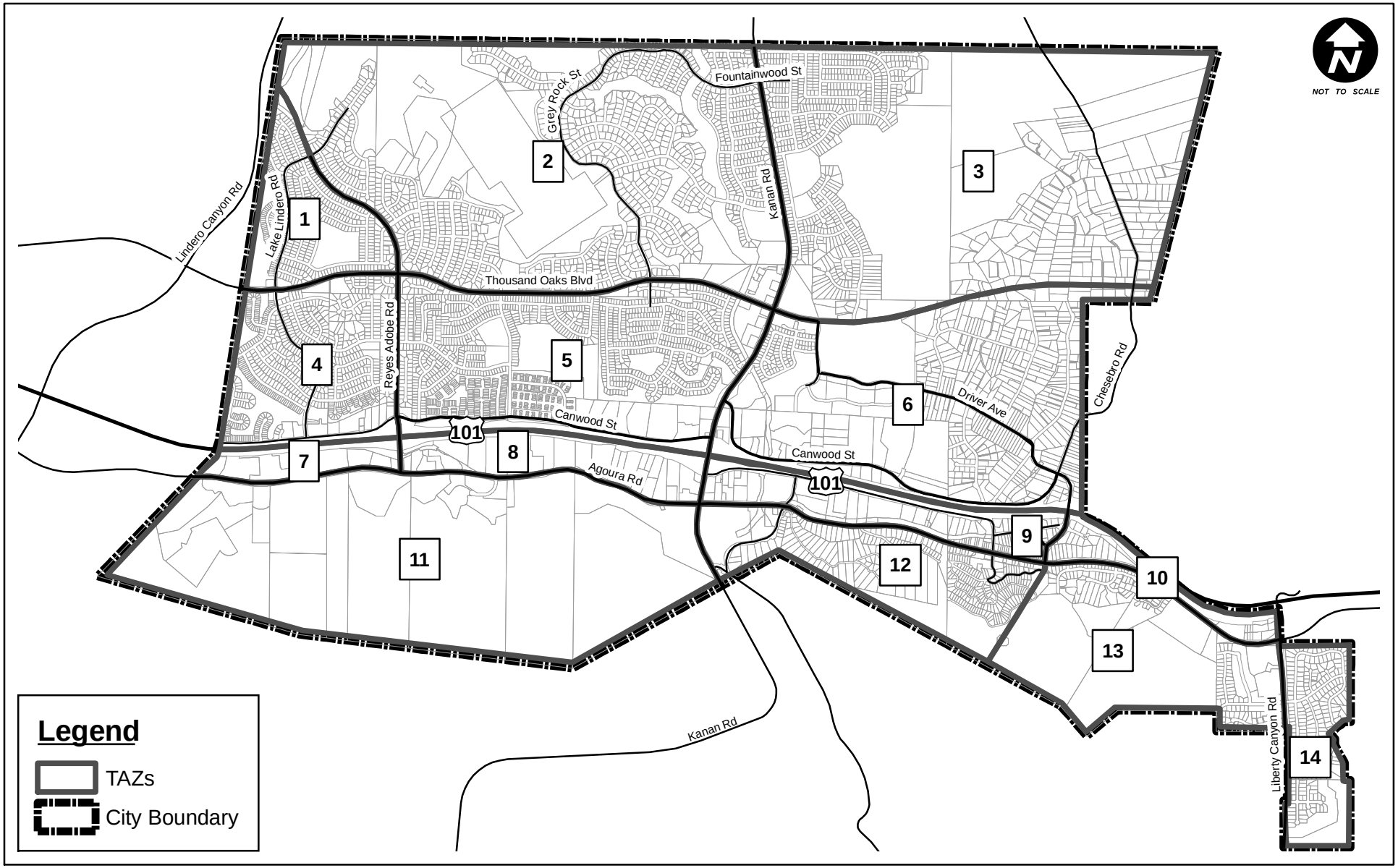
TABLE 1
EXISTING AND PROPOSED GENERAL PLAN LAND USE PROGRAM BY TAZ

TAZ				Residential		Non-Residential								
				Single-Family Units	Multi-Family Units	Retail/ Service Sq Ft	Office/ Business Park Sq Ft	Business Park/ Manufacturing Sq Ft	School Enroll	Hotel Rooms	Open Space Acres	Parks Acres	Institutional Sq Ft	Commercial Recreation Sq Ft
1	Incl. SA 1 (Lake Lindero)	Existing GP	Existing Use	459	0	9,712	0	0	1,045	0	21	0	0	9,000
			Buildout	459	0	20,843	0	0	1,045	0	21	0	0	9,000
			Difference	0	0	11,131	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	9,853	0	0	0	0	0	0	0	0
			Outside Study Area	459	0	0	0	0	1,045		21			9,000
			Total	459	0	9,853	0	0	1,045	0	21	0	0	9,000
			Diff Prop GP Bldout - Ex Use	0	0	141	0	0	0	0	0	0	0	0
2	Study Area 7 (Ralphs Shopping Center)	Existing GP	Existing Use	1,307	126	166,231	0	0	905	0	0	4	0	0
			Buildout	1,307	126	364,640	0	0	905	0	0	4	0	0
			Difference	0	0	198,409	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	22	194,806	0	0	0	0	0	0	0	0
			Outside Study Area	1,307	126	0	0	0	905	0	0	4	0	0
			Total	1,307	148	194,806	0	0	905	0	0	4	0	0
			Diff Prop GP Bldout - Ex Use	0	22	28,575	0	0	0	0	0	0	0	0
3	Incl. SA 8 (NEC of TO Blvd and Kanan Rd.)	Existing GP	Existing Use	858	226	0	0	0	191	0	0	4	0	13,000
			Buildout	881	226	0	0	0	191	0	0	4	0	13,000
			Difference	23	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	226	0	0	0	0	0	0	0	0	0
			Outside Study Area	881	0	0	0	0	191	0	0	4	0	13,000
			Total	881	226	0	0	0	191	0	0	4	0	13,000
			Diff Prop GP Bldout - Ex Use	23	0	0	0	0	0	0	0	0	0	0
4	Includes SA 2 (Lake Lindero at TO Blvd.)	Existing GP	Existing Use	742	72	90,486	118,233	0	0	0	0	4	5,920	0
			Buildout	742	72	162,473	166,045	0	0	0	0	4	5,920	
			Difference	0	0	71,987	47,812	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	11,764	0	0	0	0	0	0	0	0
			Outside Study Area	742	72	88,189	118,233	0	0	0	0	4	5,920	0
			Total	742	72	99,953	118,233	0	0	0	0	4	5,920	0
			Diff Prop GP Bldout - Ex Use	0	0	9,467	0	0	0	0	0	0	0	0
5	SA 7 Vons	Existing GP	Existing Use	1,069	369	120,730	302,267	0	0	0	0	10	12,500	0
			Buildout	1,069	369	246,343	1,015,058	0	0	0	0	10	12,500	0
			Difference	0	0	125,613	712,791	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	22	166,274	0	0	0	0	0	0	0	0
			Outside Study Area	1,069	369	8,375	461,851	0	0	0	0	10	12,500	
			Total	1,069	391	174,649	461,851	0	0	0	0	10	12,500	0
			Diff Prop GP Bldout - Ex Use	0	22	53,919	159,584	0	0	0	0	0	0	0
6		Existing GP	Existing Use	362	1,066	218,761	71,339	645,905	2,048	125	0	25	0	0
			Buildout	376	1,066	557,506	146,966	1,272,886	2,048	125	0	25	0	0
			Difference	14	0	338,745	75,627	626,981	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	376	1,066	486,774	83,375	851,370	2,048	125	0	25	0	0
			Total	376	1,066	486,774	83,375	851,370	2,048	125	0	25	0	0
			Diff Prop GP Bldout - Ex Use	14	0	268,013	12,036	205,465	0	0	0	0	0	0
7		Existing GP	Existing Use	0	0	2,160	571,192	0	0	94	0	0	0	0
			Buildout	0	0	16,077	899,405	0	0	94	0	0	0	0
			Difference	0	0	13,917	328,213	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	15,000	604,184	0	0	0	0	0	0	0
			Outside Study Area	0	0	7,600	0	0	0	94	0	0	0	0
			Total	0	0	22,600	604,184	0	0	94	0	0	0	0
			Diff Prop GP Bldout - Ex Use	0	0	20,440	32,992	0	0	0	0	0	0	0

TABLE 1 (Continued)
EXISTING AND PROPOSED GENERAL PLAN LAND USE PROGRAM BY TAZ

TAZ				Residential		Non-Residential								
				Single-Family Units	Multi-Family Units	Retail/ Service Sq Ft	Office/ Business Park Sq Ft	Business Park/ Manufacturing Sq Ft	School Enroll	Hotel Rooms	Open Space Acres	Parks Acres	Institutional Sq Ft	Commercial Recreation Sq Ft
8	Incl. SA 5 (North side of Agoura Rd, west of Kanan)	Existing GP	Existing Use	0	0	224,139	544,926	174,594	0	0	0	0	11,476	0
			Buildout	0	0	314,501	977,161	615,735	0	0	0	0	11,476	0
			Difference	0	0	90,362	432,235	441,141	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	76	87,812	105,143	105,143	0	0	0	0	11,476	0
			Outside Study Area	0	0	188,224	592,811	91,313	0	0	0	0	0	0
			Total	0	76	276,036	697,954	196,456	0	0	0	0	11,476	0
			Diff Prop GP Bldout - Ex Us	0	76	51,897	153,028	21,862	0	0	0	0	0	0
9	Incl. SA's 6, 9 and 10 (Kanan Rd, South of Freeway)	Existing 2008	Existing Use	0	0	392,894	351,743	24,182	0	0	0	0	0	0
			Buildout	0	19	865,204	708,684	370,352	0	0	0	0	0	0
			Difference	0	19	472,310	356,941	346,170	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	222,326	333,815	70,300	0	0	0	0	0	0
			Outside Study Area		19	187,160	89,467	0	0	0	0	0	0	0
			Total	0	19	409,486	423,282	70,300	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	19	16,592	71,539	46,118	0	0	0	0	0	0
10		Existing GP	Existing Use	0	0	0	194,938	0	0	0	0	0	0	0
			Buildout	0	0	0	602,934	0	0	0	0	0	0	0
			Difference	0	0	0	407,996	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	0	0	365,780	0	0	0	0	0	0	0
			Total	0	0	0	365,780	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	170,842	0	0	0	0	0	0	0
11	Incl. SA 4 (South side of Agoura, west of Reyes)	Existing GP	Existing Use	0	178	0	99,624	0	0	300	0	0	62,115	0
			Buildout	0	290	61,250	326,336			300	0	0	62,115	0
			Difference	0	112	61,250	226,712	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Total	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Diff Prop GP Bldout - Ex Us	0	112	61,250	342,931	0	0	0	0	0	0	0
12	Incl. SA's 11 and 12 (South of Agoura Rd)	Existing GP	Existing Use	64	10	0	78,895	0	0	0	0		0	0
			Buildout	117	172	75,075	438,174	0	0	0	0	0	0	0
			Difference	53	162	75,075	359,279	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	10	0	79,939	0	0	0	0	0	0	0
			Outside Study Area	117	162	115,500	154,295	0	0	0	0	0	0	0
			Total	117	172	115,500	234,234	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	53	162	115,500	155,339	0	0	0	0	0	0	0
13		Existing GP	Existing Use	218	251	0	0	0	0	0	0	0	0	0
			Buildout	244	251	0	0	0	0	0	0	0	0	0
			Difference	26	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	244	251	0	0	0	0	0	0	0	0	0
			Total	244	251	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	26	0	0	0	0	0	0	0	0	0	0
14		Existing GP	Existing Use	233	0	0	0	0	0	0	0	0	0	0
			Buildout	233	0	0	0	0	0	0	0	0	0	0
			Difference	0	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	233	0	0	0	0	0	0	0	0	0	0
			Total	233	0	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	0	0	0	0	0	0	0	0
TOTAL CITY		Existing GP	Existing Use	5,312	2,298	1,225,113	2,333,157	844,681	4,189	519	21	47	92,011	22,000
			Buildout	5,428	2,591	2,683,912	5,280,763	2,258,973	4,189	519	21	47	92,011	22,000
			Difference	116	293	1,458,799	2,947,606	1,414,292	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	356	707,835	1,123,081	175,443	0	0	0	0	11,476	0
			Outside Study Area	5,428	2,355	1,143,072	2,308,367	942,683	4,189	519	21	47	80,535	22,000
			Total	5,428	2,711	1,850,907	3,431,448	1,118,126	4,189	519	21	47	92,011	22,000
			Diff Prop GP Bldout - Ex Us	116	413	625,794	1,098,291	273,445	0	0	0	0	0	0

Source: City of Agoura Hills, 5-11-09.



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TRAFFIC ANALYSIS ZONES
FIGURE 1

- Future (2035) Base Conditions – Future traffic conditions without traffic growth associated with development growth consistent with the proposed General Plan. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the Agoura Hills area by the year 2035.

- Future (2035) Conditions with Proposed General Plan – Future base traffic conditions plus the traffic associated with the proposed General Plan. The objective of this analysis was to forecast future traffic growth associated with development growth anticipated to occur under the proposed General Plan.

Forty-three street segments were identified, in consultation with City staff, for analysis:

1. Lake Lindero Road north of Thousand Oaks Boulevard
2. Thousand Oaks Boulevard west of Lake Lindero Road
3. Lake Lindero Road south of Thousand Oaks Boulevard
4. Reyes Adobe Road north of Thousand Oaks Boulevard
5. Thousand Oaks Boulevard west of Reyes Adobe Road
6. Thousand Oaks Boulevard east of Reyes Adobe Road
7. Reyes Adobe Road south of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
10. Thousand Oaks Boulevard west of Kanan Road
11. Thousand Oaks Boulevard east of Kanan Road
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
14. Agoura Road east of Flintlock Lane
15. Reyes Adobe Road north of Canwood Street
16. Canwood Street west of Reyes Adobe Road
17. Canwood Street east of Reyes Adobe Road
18. Reyes Adobe Road north of Agoura Road
19. Agoura Road west of Reyes Adobe Road
20. Agoura Road east of Reyes Adobe Road
21. Kanan Road south of Canwood Street East
22. Canwood Street west of Kanan Road
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
25. Agoura Road west of Kanan Road
26. Agoura Road east of Kanan Road
27. Kanan Road south of Agoura Road
28. Roadside Drive west of Lewis Road
29. Agoura Road east of Cornell Road
30. Chesebro Road north of Driver Avenue/Palo Comado Canyon Road
31. Driver Avenue west of Chesebro Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue/Palo Comado Canyon Road
34. Dorothy Drive between Lewis Road & US-101 SB ramps/ Chesebro Road
35. Chesebro Road south of Dorothy Drive
36. Agoura Road west of Chesebro Road
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road
39. Liberty Canyon Road between US-101 NB ramps & US-101 SB ramps
40. Liberty Canyon Road north of Agoura Road
41. Agoura Road west of Liberty Canyon Road

42. Agoura Road east of Liberty Canyon Road
43. Liberty Canyon Road south of Agoura Road

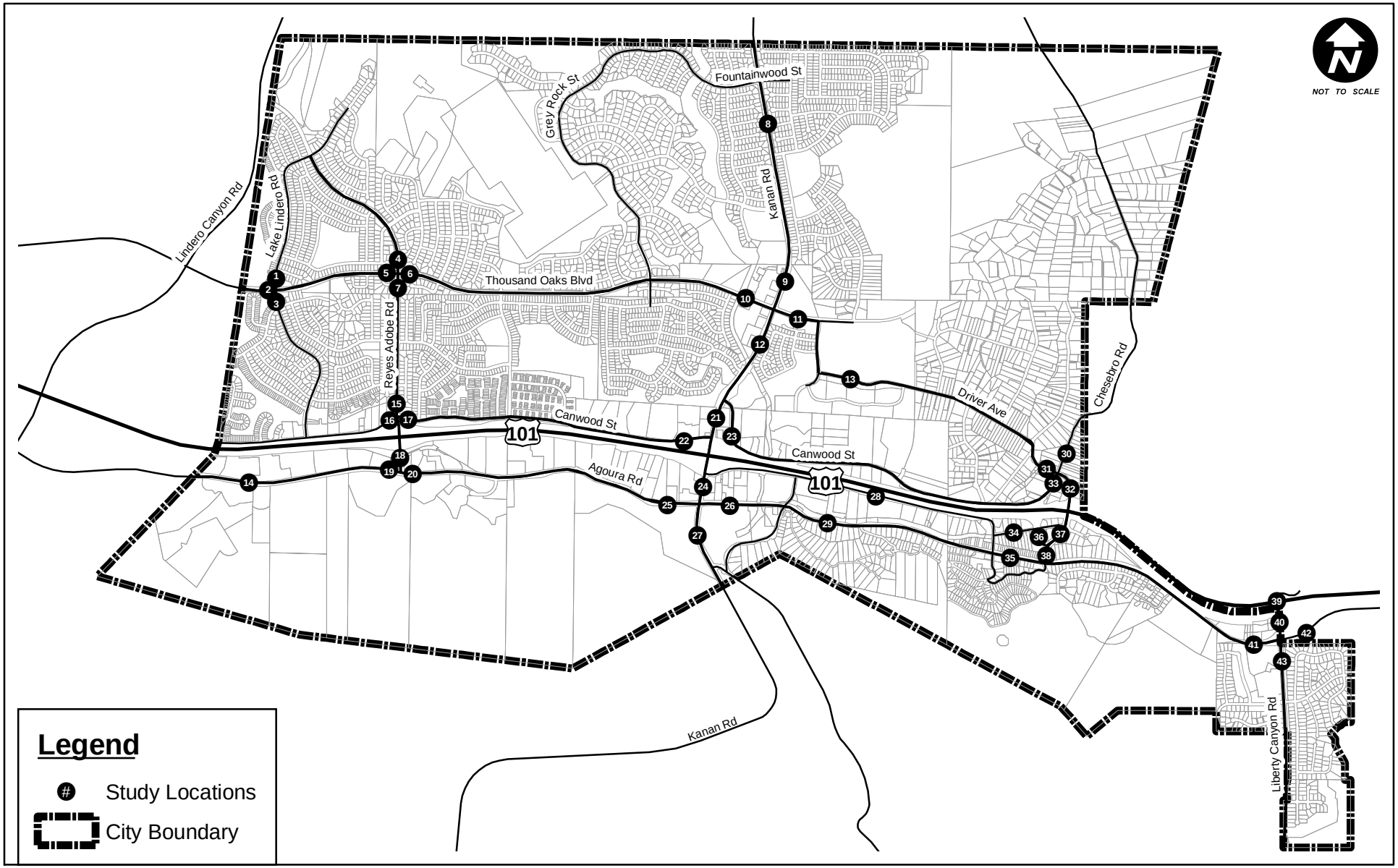
In addition to these street segments, five sections along the Ventura Freeway (US-101) were selected for analysis:

1. US-101 north of Reyes Adobe Road
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 north of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Figure 2 illustrates the locations of the analyzed street segments and freeway sections.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the study area. The methodologies used to forecast future traffic volumes are described and applied in Chapter 3. Chapter 4 presents an assessment of potential traffic impacts for the development growth anticipated under the proposed General Plan. Chapter 5 presents the results of the freeway analysis. Chapter 6 presents the alternatives to the project and their analysis. Chapter 7 presents the study conclusions.



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STUDY LOCATIONS
FIGURE 2

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation conditions in the City of Agoura Hills. The assessment of conditions relevant to this study included an inventory of the street system, traffic volumes on these facilities and operating conditions at the analyzed segments.

EXISTING STREET SYSTEM

The City of Agoura Hills is bordered by the unincorporated Oak Park community of Ventura County to the north, unincorporated Los Angeles County/City of Calabasas to the east, the Santa Monica Mountains/ unincorporated Los Angeles County to the south, and City of Westlake Village to the west.

Primary regional access to the City is provided by the Ventura Freeway (US-101), which runs in an east-west direction generally through the southern portion of the City. US-101 provides access to Agoura Hills from Thousand Oaks and points north and west as well as the San Fernando Valley and points south and east. Four interchanges along US-101 provide access into the City: the Reyes Adobe Interchange, the Kanan Interchange, the Chesebro/Palo Comado Canyon Interchange, and the Liberty Canyon Interchange. Four through lanes are provided in each direction on the freeway, plus one auxiliary lane in each direction between the freeway interchanges.

Secondary regional access is provided by Kanan Road, which runs in a north-south direction providing access to Malibu to the south and Oak Park to the north; Thousand Oaks Boulevard, which runs in an east-west direction providing access to Westlake Village and Thousand Oaks to the west; and Agoura Road, which runs in an east-west direction providing access to Westlake Village to the west and Calabasas to the east.

Roadway Classification

The current Circulation Element (adopted in 1992) defines the following roadway types available in the City and is illustrated in Figure 3:

- Primary Arterials – Streets and highways that are designed to move relatively high volumes of traffic between the freeway and local circulation system. Intersections along major arterials are at-grade and typically signalized. Access from private property and collector streets is limited, as is on-street parking.

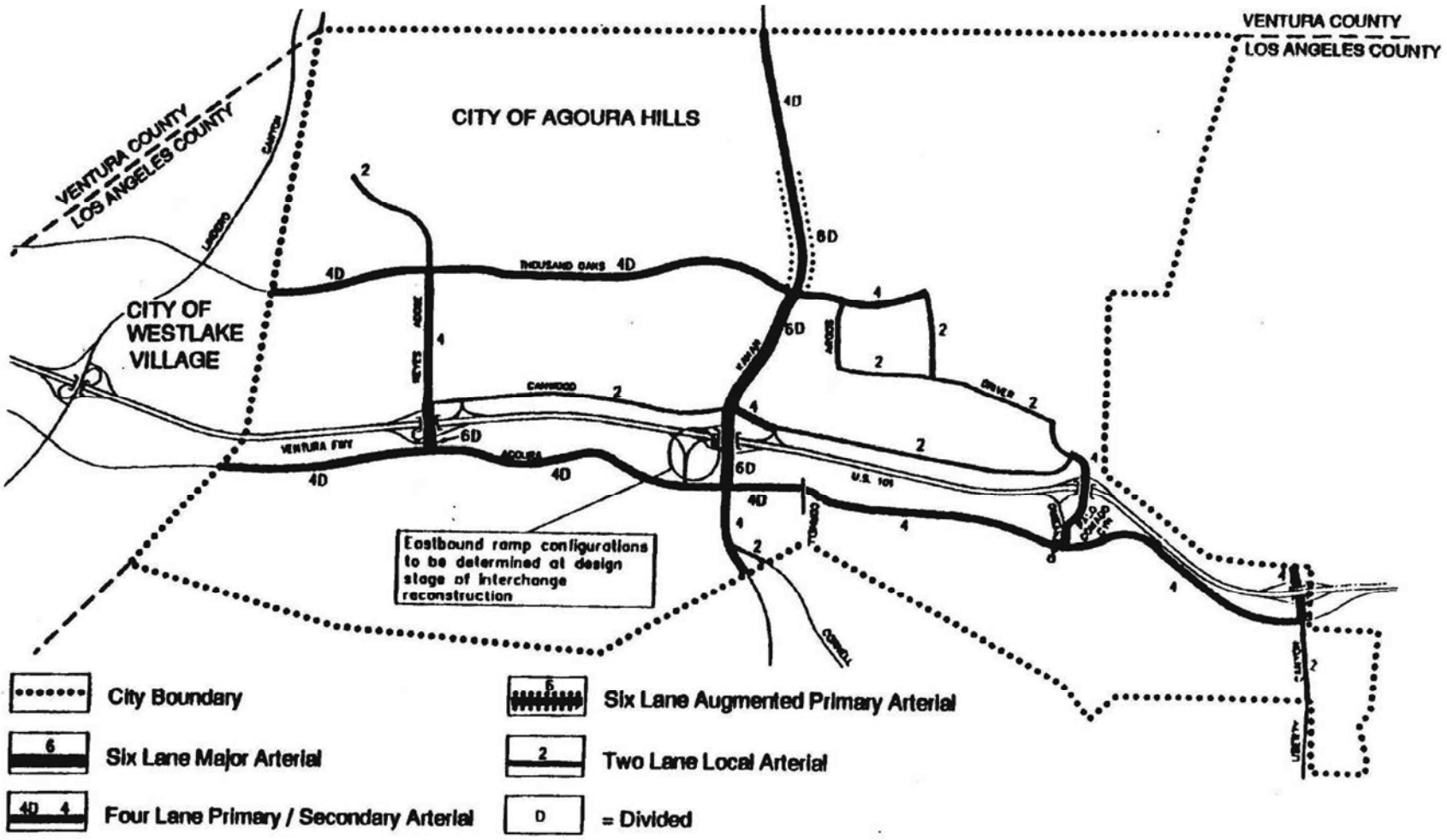
- Secondary Arterials – Streets that are similar to primary arterials, but serving a more localized function. Generally, have less access and parking restrictions and a narrower right-of-way than primary arterials.

- Collector Streets – Streets that are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties.

- Local Streets – Streets that are designed to be low-volume and low-speed streets that provide access to individual properties. Residential streets are generally not intended to handle through traffic.

The following is a brief description of the main roadways serving the City:

- Kanan Road – Kanan Road is a north-south primary arterial. Generally two travel lanes per direction divided by a raised median are provided between the northerly city limit and just south of



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CURRENT (1992) CIRCULATION PLAN
FIGURE 3

Thousand Oaks Boulevard; as Kanan Road approaches the US-101, three lanes are provided in the southbound direction beginning at Canwood Street. Between the US-101 overpass and Agoura Road, two through travel lanes are provided in each direction. South of Agoura Road to the southerly city limit, Kanan Road provides one lane per direction. Limited access is provided to developments along this corridor and parking is prohibited along this facility. The posted speed limit is 45 mph south of Agoura Road, 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.

- Agoura Road – Agoura Road is an east-west secondary arterial. Generally, one travel lane in each direction is available between the easterly city limits to just west of Kanan Road; two travel lanes in each direction are provided just west of Kanan Road to the westerly city limits. Most of the segment east of Cornell Road is rural in nature with no curb, gutter, sidewalk or street lights. Parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the western city limit and Liberty Canyon Road.

- Thousand Oaks Boulevard – Thousand Oaks Boulevard is an east-west primary arterial. Two travel lanes are provided in each direction between the westerly city limits and just east of Kanan Road. There is limited access to developments along this corridor; parking is prohibited west of Kanan Road. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western city limit and Kanan Road. East of Kanan Road, a bike lane is provided on one side of Thousand Oaks Boulevard.

- Reyes Adobe Road – Reyes Adobe Road is a north-south secondary arterial. Two travel lanes are provided in each direction between Canwood Street and Lake Lindero Road; south of Canwood Street, one lane in each direction is provided over the US-101 overcrossing; south of US-101, two lanes are provided in each direction. There are no driveways along Reyes Adobe Road north of the US-101, and access is limited to the cross streets. Street parking is prohibited along this corridor. The posted speed limit is 40 mph. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.

- Canwood Street – Canwood Street is an east-west secondary arterial east of Reyes Adobe Road. One travel lane per direction is provided between Lake Lindero Road and Chesebro Road. There is access to developments along Canwood Street and on-street parking is provided west of Reyes Adobe Road; street parking is prohibited between Reyes Adobe Road and Chesebro Road. The posted speed limit is 35 mph except between Reyes Adobe Road and Chesebro Road, where it is 40 mph . Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane. Due to the reconfiguration of the Kanan Road freeway interchange in 2005, Canwood Street was reconstructed and relocated 700 feet north on the east side where it intersects with Kanan Road.

- Driver Avenue – Driver Avenue is an east-west collector street. One travel lane is provided per direction between Argos Street and Chesebro Road. There is local access to the adjacent neighborhoods and on-street parking is allowed. The posted speed limit is 30 mph.

- Palo Comado Canyon Road – Palo Comado Canyon Road is a north-south secondary arterial connecting from the Driver Avenue/Chesebro Road intersection north of the US-101 freeway to Chesebro Road south of the US-101 freeway. One travel lane per direction is provided between Driver Avenue and Chesebro Road. There is limited development along Palo Comado Canyon Road and on-street parking is prohibited. The posted speed limit is 35 mph.

- Liberty Canyon Road - Liberty Canyon Road is an north-south secondary arterial between the US-101 and Agoura Road, and a collector street south of Agoura Road to Park Vista Road. One

travel lane is provided in each direction between Canwood Street and Park Vista Road. Bike lanes and street parking is permitted along both sides of the facility. The posted speed limit is 40 mph.

- Chesebro Road - Chesebro Road is an east-west collector street between Canwood Street and Palo Comado Canyon road north of the US-101 freeway and a north-south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon road south of the US-101 freeway and Agoura Road. The speed limit is 45 mph along this facility.

EXISTING TRANSIT SERVICE

The Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) provide existing regional public transit service in the City. The Metro line provides access between Thousand Oaks and the Warner Center in the west San Fernando Valley; the LADOT Commuter Express lines provide service between Downtown Los Angeles and Thousand Oaks/Newbury Park. The following transit lines serve the City of Agoura Hills:

- Metro Line 161 – Line 161 provides local service between Warner Center and Thousand Oaks. Within the City, this line generally runs along Agoura Road to Roadside Drive to Kanan Road to Thousand Oaks Boulevard. In the AM peak hour, the lines operate with 15 to 50 minute headways depending upon the direction of travel and 25 to 60 minute headways during the PM peak hour, depending upon direction of travel.

- LADOT Commuter Express 422 – CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Stops are provided locally along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on a 20-minute headway.

- LADOT Commuter Express 423 – CE 423 is an express commuter line that travels from Downtown Los Angeles to Newbury Park. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Limited stops are provided at the US-101 park-and-ride lots and along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on 20-minute headway.

The park-and-ride lots served by the commuter express lines are located in the northwest and southeast quadrants of the US-101/Kanan Road interchange at the intersections of Kanan Road & Canwood Street and Kanan Road & Roadside Drive.

In addition to the regional transit services described above, the City of Agoura Hills operates two types of dial-a-ride service and specific shuttle services:

- Agoura Hills Dial-A-Ride (demand-responsive) – The Dial-A-Ride service provides a demand-responsive door-to-door transportation service to the general public within the city limits. Destinations in the adjacent communities of Los Angeles and Ventura counties are allowed when one end of the trip is based within city limits. This service operates on weekdays between 7:00 AM and 7:00 PM; Saturday service is provided between 9:00 AM and 5:30 PM.

- Agoura Hills Dial-A-Ride (by appointment) – The Dial-A-Ride service also provides a by-appointment transportation service to City residents only. There are several predetermined destinations available outside of the city limits. This service operates by appointment only on

Monday through Saturday , which are typically scheduled on or around 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM, and 5:00 PM.

- Summer Shuttle Express – The Summer Shuttle Express provides service in Agoura Hills during the summer season. Destinations generally include local activity centers, but are subject to change each summer season.

- Summer Beach Bus – The Summer Beach Bus provides service between Agoura Hills and local beach communities during the summer season, typically Zuma and Leo Carrillo beaches. This service operates Monday through Friday during the summer season. The bus makes four roundtrips each day.

- Ladyface Loop – The Ladyface Loop is a fixed-route service that connects Lindero Canyon Middle School, Agoura High School, the Agoura Hills Recreation Center, the Agoura Hills Library, and the Agoura Hills/Calabasas Community Center during the 3:00 PM to 4:00 PM hour.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections discuss the methodology used to analyze traffic operating conditions and present the existing peak hour traffic volumes and level of service (LOS) at each of the study segments.

Existing Traffic Volumes

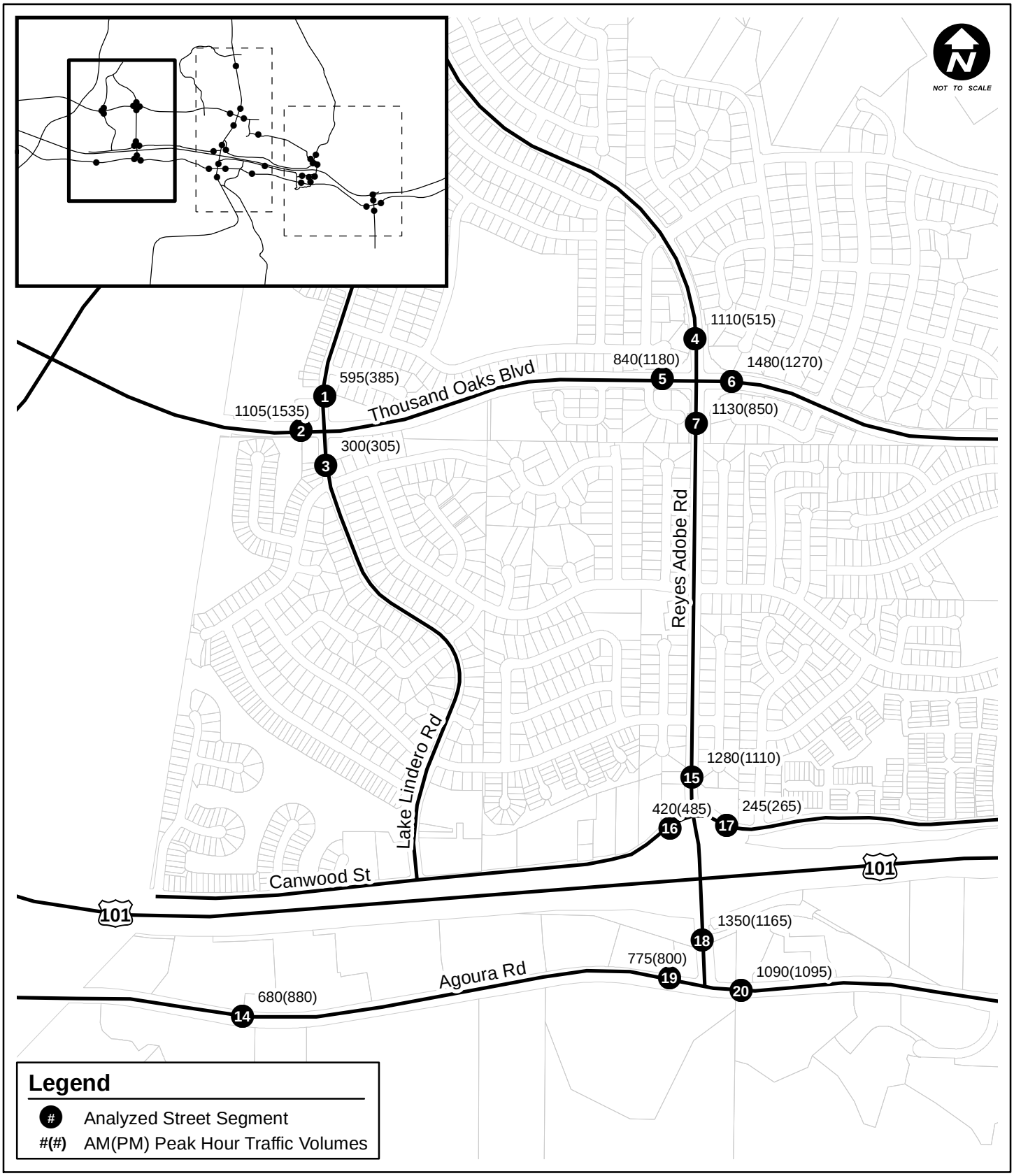
Weekday 24-hour hour traffic counts on the analyzed street segments were collected in the field in January and February 2009. Figure 4 illustrates the existing AM and PM peak hour volumes, and Figure 5 illustrates the existing average daily traffic (ADT) volumes for each study segment.

Level of Service Methodology

Traffic operations within the City of Agoura Hills are described in terms of weekday peak hour roadway segment capacities and level of service (LOS) for this study. Level of service (LOS) is a qualitative measure used to describe the operating and traffic flow conditions, ranging from excellent (LOS A) to overloaded (LOS F) conditions. A LOS C is considered a stable flow. Level of service definitions are provided in Table 2.

Roadway link analysis is typically the level of detail used in long-term programmatic analyses, such as general plans or community plans. This level of detail is consistent with identification of street system capacity from a functional class perspective. In addition, long-term land use projections evaluated as part of a general plan are traditionally not developed to the level of detail required to produce project specific intersection turning movement forecasts.

Roadway capacities can be based on daily volume thresholds that reflect travel conditions for various facility types (e.g., two-lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour roadway capacities were developed to reflect the roadway system within the City of Agoura Hills, and roadway operations were analyzed during the AM and PM peak hours. Roadway capacities were developed based on the concepts and procedures outlined in *Highway Capacity Manual* (Transportation Research Board, 2000 and the Florida Department of Transportation Research, 2002). Table 2 displays the peak hour service volumes for each level of service that were applied to the General Plan traffic analysis for the various roadway facility types.



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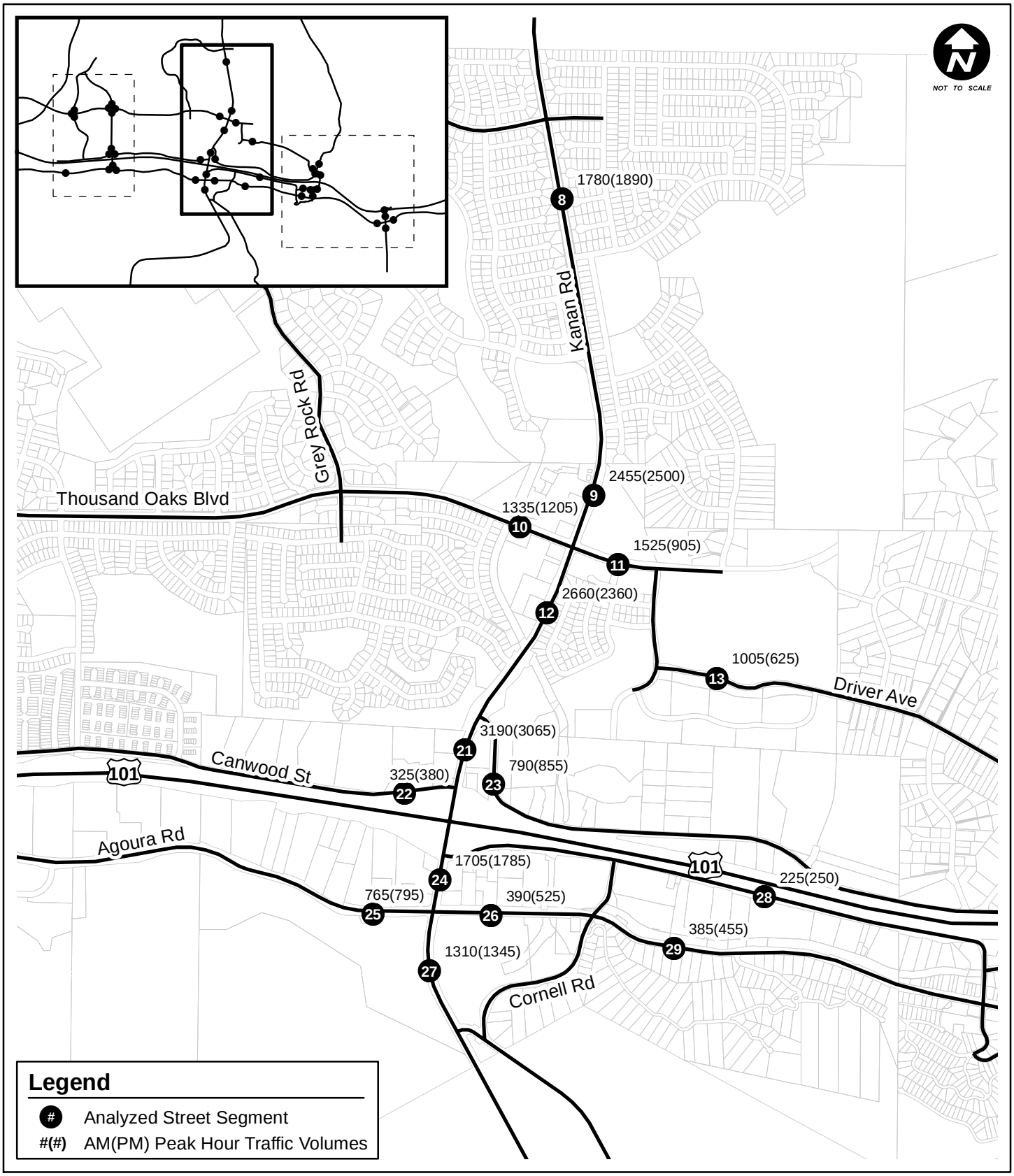
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4A



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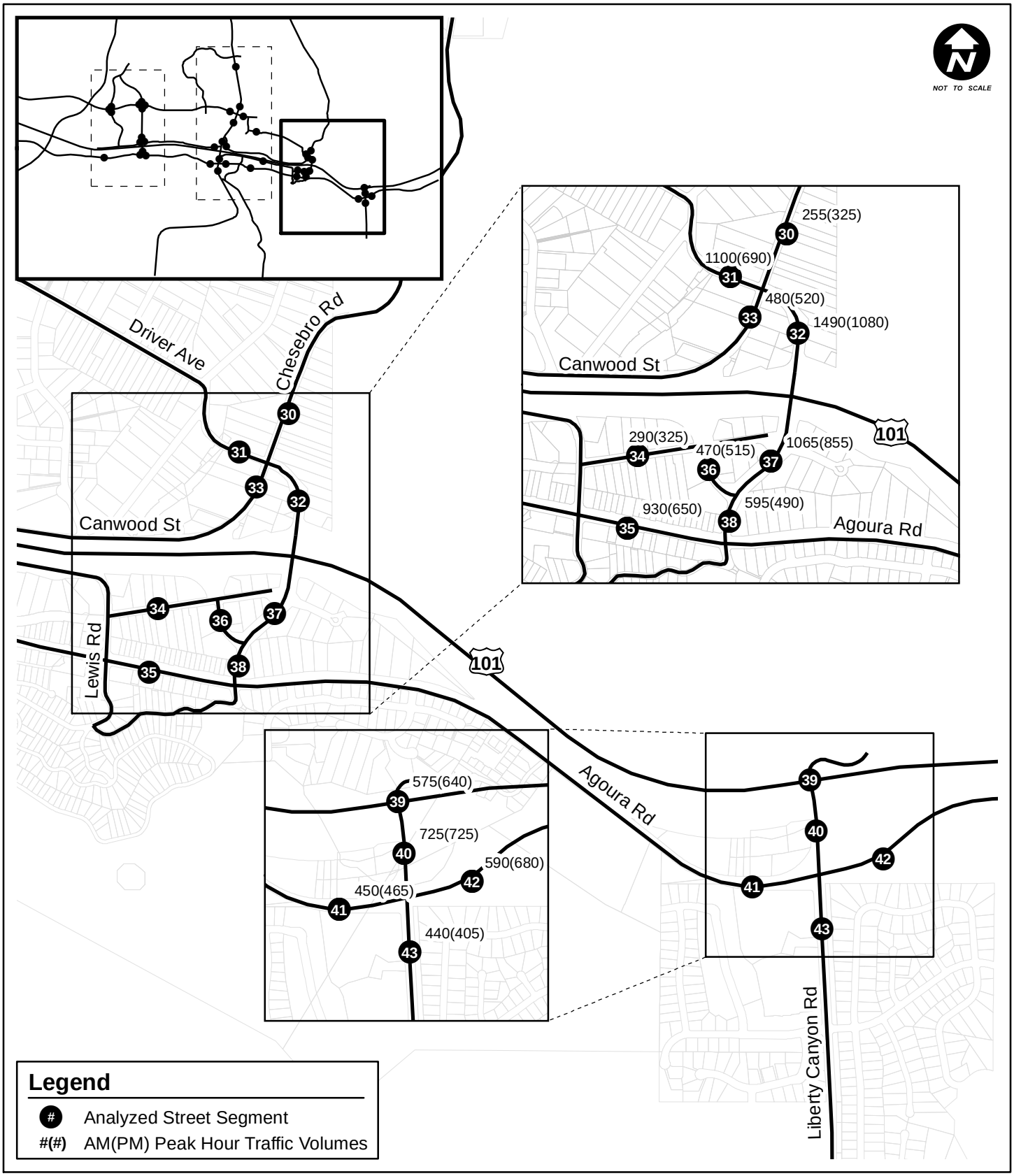
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4B



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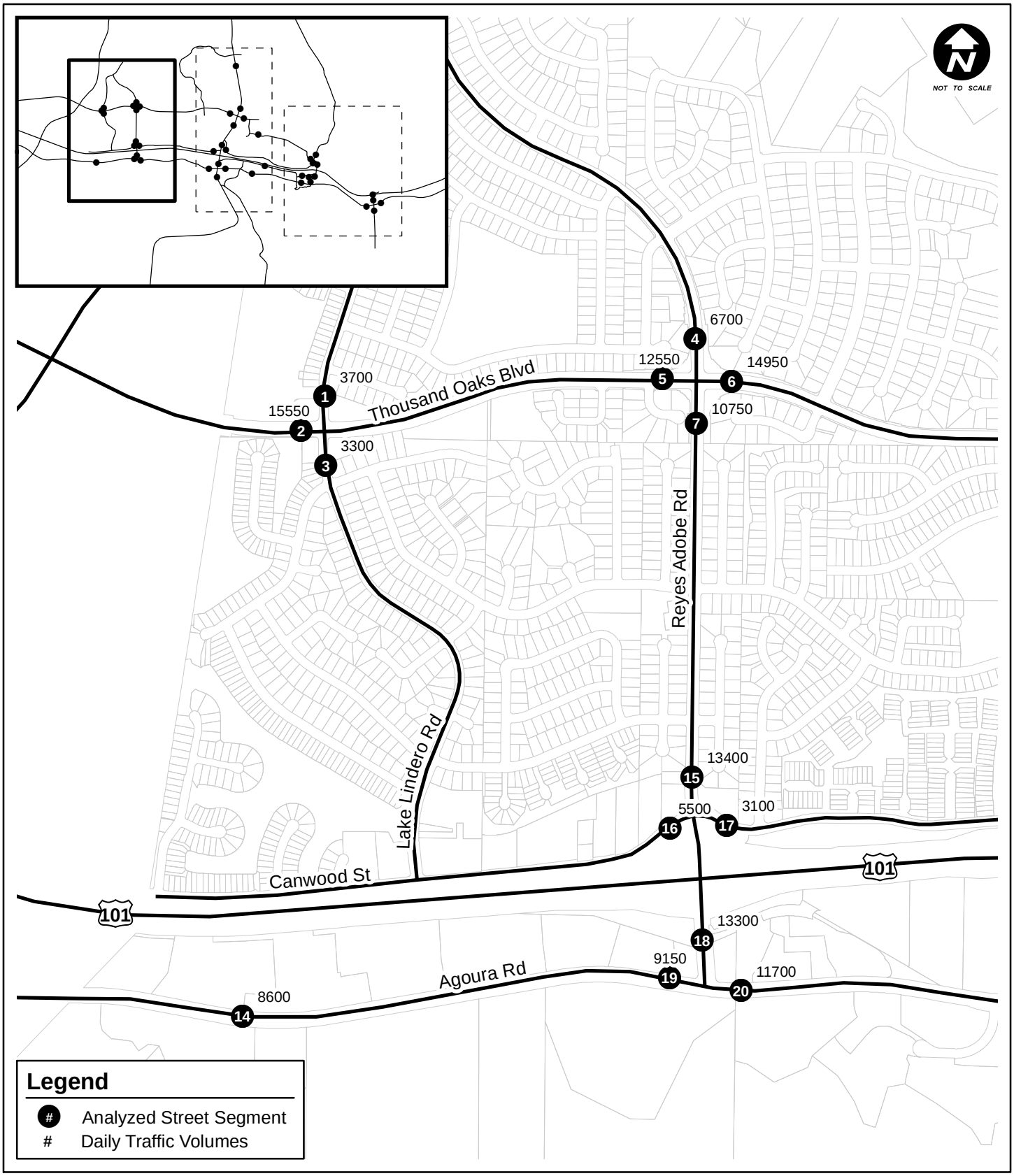
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4C



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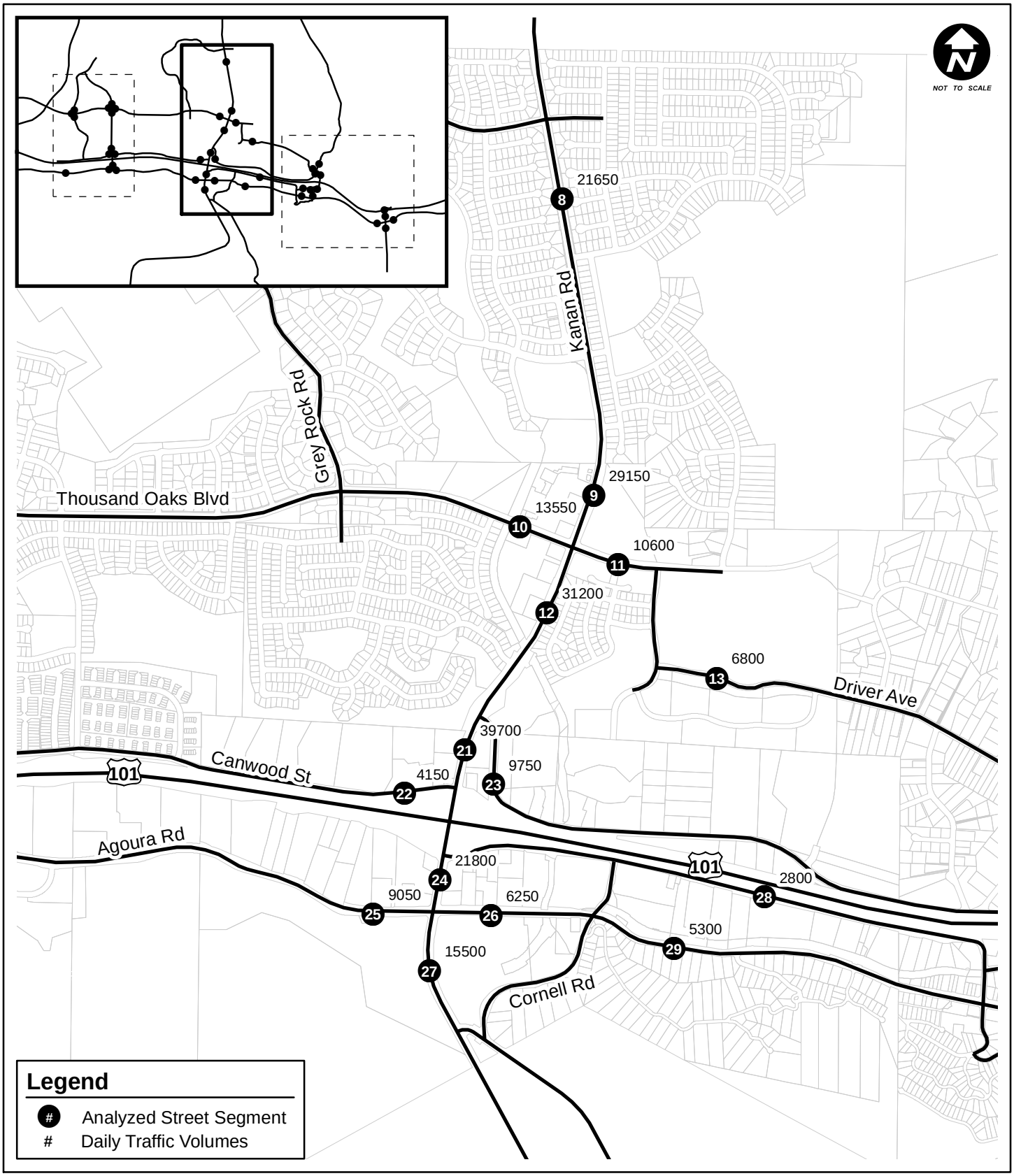
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5A



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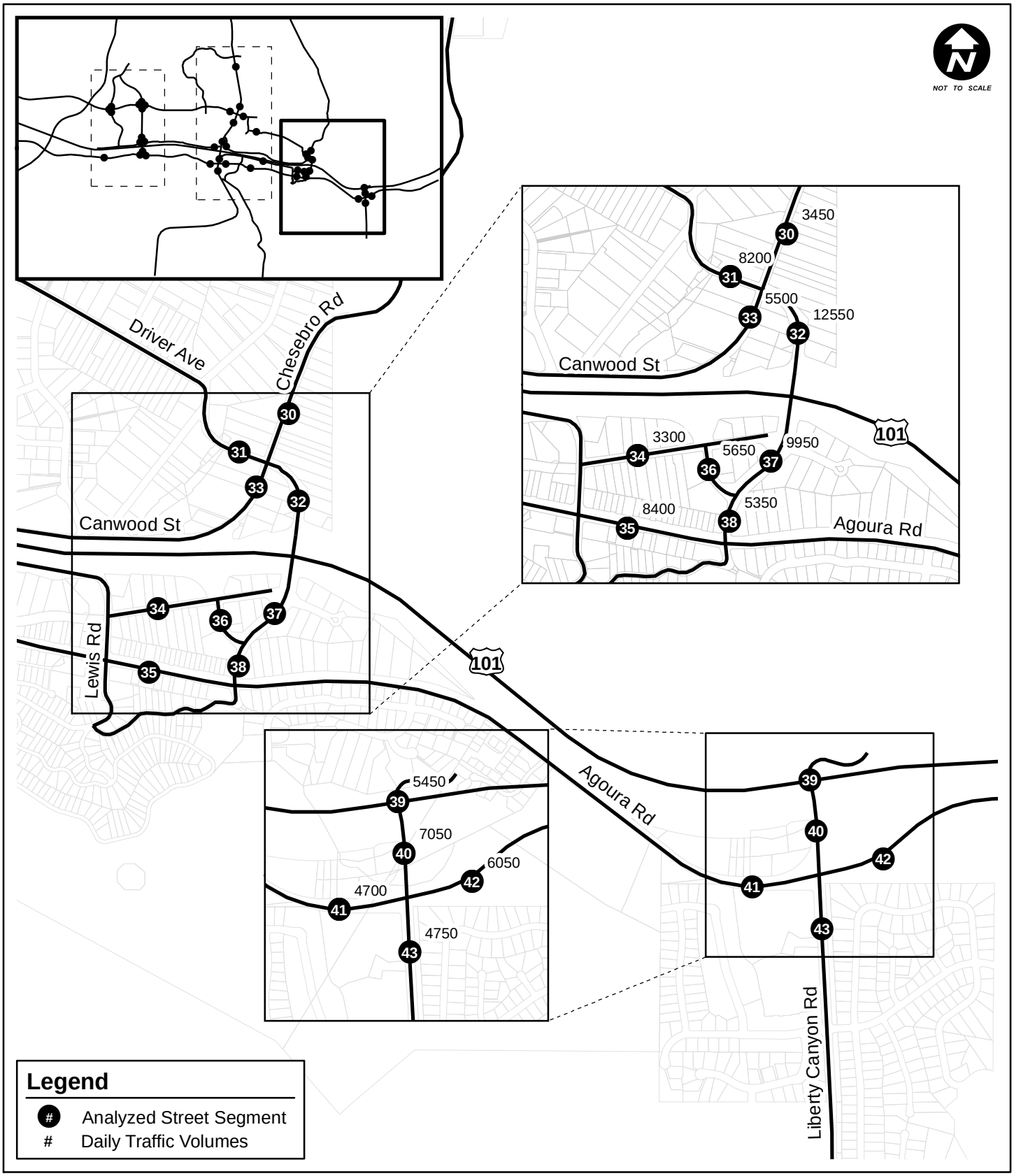
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5B



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EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5C

TABLE 2
STREET SEGMENT LEVEL OF SERVICE DEFINITIONS AND DESCRIPTIONS

Roadway Class	Number of Lanes	Median Type	Service Volume Thresholds for Each Level of Service (vehicles per hour) [b]			
			C or Better	D	E	F
Collector	2	Undivided	≤ 450	≤ 950	≤ 1,200	> 1,200
Arterial	2	Undivided	≤ 870	≤ 1,390	≤ 1,480	> 1,480
	2.5[a]	Undivided	≤ 1,087	≤ 1,737	≤ 1,942	> 1,942
	4	Undivided	≤ 1,929	≤ 2,803	≤ 2,964	> 2,964
	4	Divided	≤ 2,030	≤ 2,950	≤ 3,120	> 3,120
	5	Divided	≤ 2,600	≤ 3,700	≤ 3,905	> 3,905
	6	Divided	≤ 3,170	≤ 4,450	≤ 4,690	> 4,690

Notes:

[a] Denotes three lane cross section with one through lane in each direction and a continuous two-way left-turn lane.

[b] Service volume thresholds for each level of service were derived and adapted from the Highway Capacity Manual (Transportation Research Board, 2000 and Florida Department of Transportation Research, 2002).

Level of Service	Description
A	Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is good.
B	Level-of-service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream. The general level of comfort and convenience is still relatively good.
C	Level of service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	Level of service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
E	Level of service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
F	Level of service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

Existing and future (Year 2035) peak hour traffic volumes on the study roadway segments were compared to the roadway service volumes and LOS thresholds presented in Table 2 to determine the operating conditions of the roadways during the AM and PM peak hours.

Existing Levels of Service

The traffic volumes presented in Figure 4 were analyzed using the street segment analysis methodology described above to determine current operating conditions at the study segments. Table 3 summarizes the existing weekday AM and PM peak hour LOS at each of the study locations. Figures 6 and 7 illustrate the LOS at each study location during the AM and PM peak hours, respectively.

Analysis of the existing conditions indicates that 32 of the 43 street segments currently operate at LOS C or better during both peak hours. Ten of the street segments operate at LOS D during at least one of the peak hours and one location currently operates at LOS F.[1] The following 11 locations currently operate below LOS C (i.e., LOS D or worse) under existing conditions during at least one peak hour period:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM peak hour)

Of these 11 locations, one location (#32 Palo Comado Canyon Road east of Chesebro Road) currently operates at LOS F during the AM peak hour. The remaining 10 locations currently operate at LOS D.

[1] For the purposes of counting the number of deficient locations, only the worst performing peak period is counted (i.e., if a segment operates at LOS C or better in the AM peak and LOS E in the PM peak, it is counted as operating at LOS E).

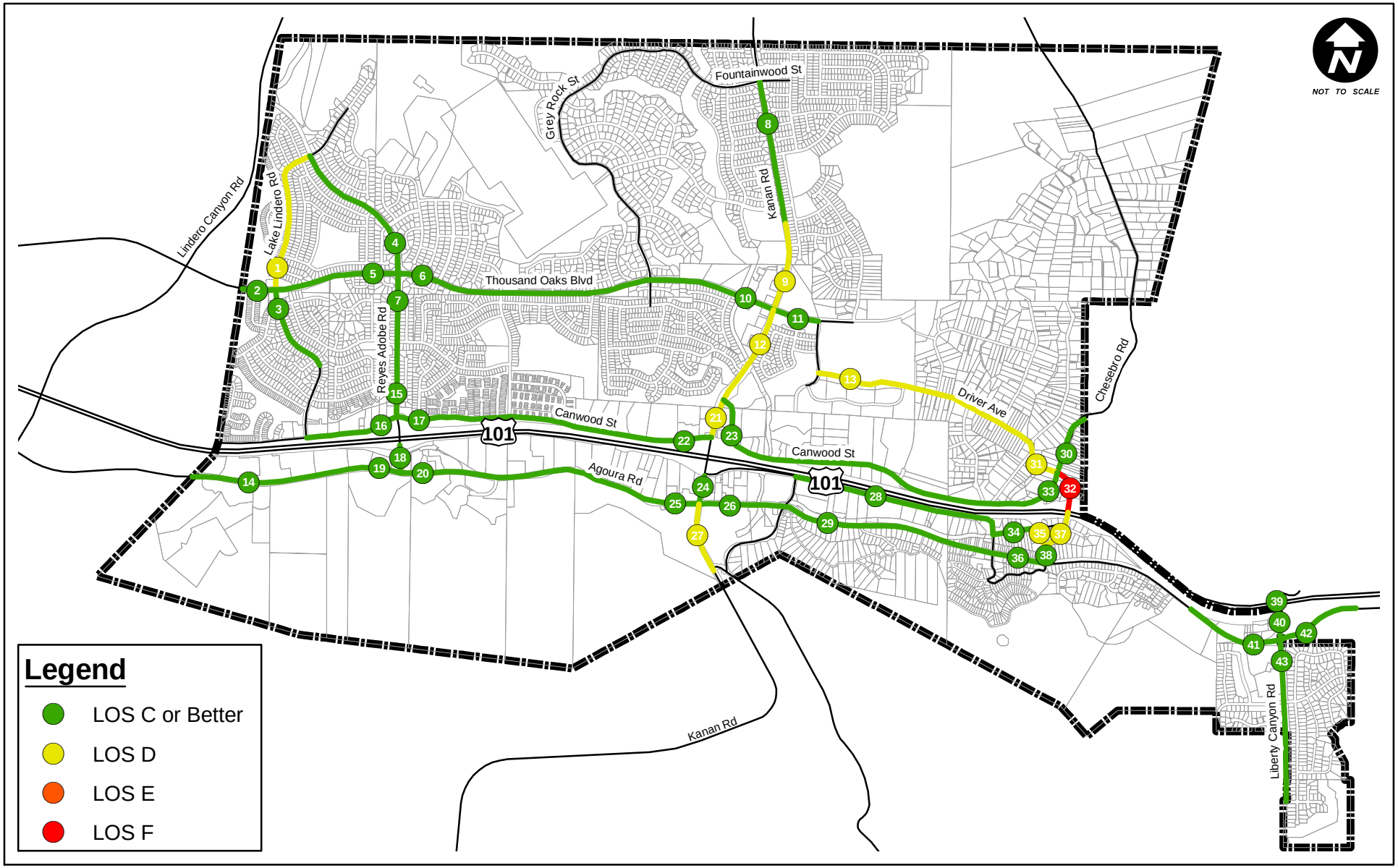
TABLE 3
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
1	Lake Lindero Rd *n/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	595 385	D C or better
2	Thousand Oaks Blvd *w/o Lake Lindero Rd*	Arterial	4D 4D	AM PM	1,105 1,535	C or better C or better
3	Lake Lindero Rd *s/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	300 305	C or better C or better
4	Reyes Adobe Rd *n/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,110 515	C or better C or better
5	Thousand Oaks Blvd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	840 1,180	C or better C or better
6	Thousand Oaks Blvd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,480 1,270	C or better C or better
7	Reyes Adobe Rd *s/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,130 850	C or better C or better
8	Kanan Rd *s/o Fountainwood St*	Arterial	4D 4D	AM PM	1,780 1,890	C or better C or better
9	Kanan Rd *n/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,455 2,500	D D
10	Thousand Oaks Blvd *w/o Kanan Rd*	Arterial	4D 4D	AM PM	1,335 1,205	C or better C or better
11	Thousand Oaks Blvd *e/o Kanan Rd*	Arterial	4D 4D	AM PM	1,525 905	C or better C or better
12	Kanan Rd *s/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,660 2,360	D D
13	Driver Ave *e/o Argos St*	Arterial	2U 2U	AM PM	1,005 625	D C or better
14	Agoura Rd *e/o Flintock Ln*	Arterial	4D 4D	AM PM	680 880	C or better C or better
15	Reyes Adobe Rd *n/o Canwood St*	Arterial	4U 4U	AM PM	1,280 1,110	C or better C or better
16	Canwood St *w/o Reyes Adobe Rd*	Collector	2U 2U	AM PM	420 485	C or better D
17	Canwood St *e/o Reyes Adobe Rd*	Arterial	2U 2U	AM PM	245 265	C or better C or better
18	Reyes Adobe Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,350 1,165	C or better C or better
19	Agoura Rd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	775 800	C or better C or better
20	Agoura Rd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,090 1,095	C or better C or better
21	Kanan Rd *s/o Canwood St E*	Arterial	5D 5D	AM PM	3,190 3,065	D D
22	Canwood St *w/o Kanan Rd*	Arterial	2U 2U	AM PM	325 380	C or better C or better

TABLE 3 (Continued)
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
23	Canwood St *e/o Kanan Rd*	Arterial	2U 2U	AM PM	790 855	C or better C or better
24	Kanan Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,705 1,785	C or better C or better
25	Agoura Rd *w/o Kanan Rd*	Arterial	2U 2U	AM PM	765 795	C or better C or better
26	Agoura Rd *e/o Kanan Rd*	Arterial	2U 2U	AM PM	390 525	C or better C or better
27	Kanan Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	1,310 1,345	D D
28	Roadside Dr *w/o Lewis Rd*	Collector	2U 2U	AM PM	225 250	C or better C or better
29	Agoura Rd *e/o Cornell Rd*	Arterial	2U 2U	AM PM	385 455	C or better C or better
30	Chesebro Rd *n/o Driver Av*	Collector	2U 2U	AM PM	255 325	C or better C or better
31	Driver Ave *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,100 690	D C or better
32	Palo Comado Canyon *e/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,490 1,080	F D
33	Chesebro Rd *s/o Driver Ave*	Arterial	2U 2U	AM PM	480 520	C or better C or better
34	Dorothy Dr *between Lewis Rd & US-101 SB*	Collector	2U 2U	AM PM	290 325	C or better C or better
35	Chesebro Rd *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	930 650	D C or better
36	Agoura Rd *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	470 515	C or better C or better
37	Palo Comado Canyon *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	1,065 855	D C or better
38	Chesebro Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	595 490	C or better C or better
39	Liberty Canyon Rd *between US-101 NB & SB ramps*	Arterial	2U 2U	AM PM	575 640	C or better C or better
40	Liberty Canyon Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	725 725	C or better C or better
41	Agoura Rd *w/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	450 465	C or better C or better
42	Agoura Rd *e/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	590 680	C or better C or better
43	Liberty Canyon Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	440 405	C or better C or better

Notes:
2U = two-lane undivided
4U = four-lane undivided
4D = four-lane divided
5D = five-lane divided (three in one direction; two in other direction)



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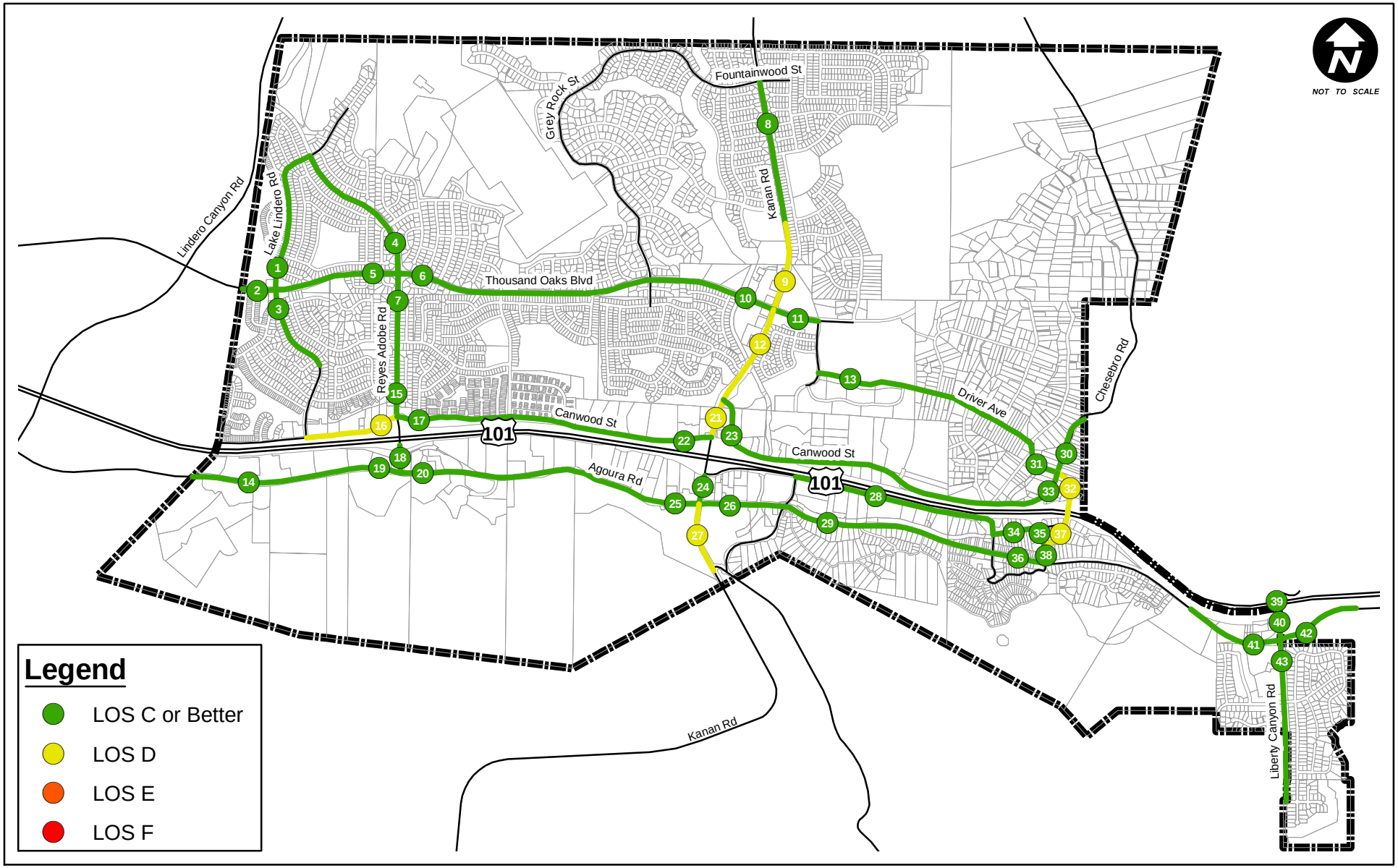
EXISTING LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 6



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EXISTING LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 7

3. FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both without and with the proposed General Plan were necessary to evaluate the potential impacts of development anticipated under the proposed Plan on the local street system. The cumulative base traffic scenario represents future traffic conditions without growth anticipated under the proposed Plan, while the future plus General Plan represents future traffic conditions with the growth anticipated under the proposed Plan. Year 2035 was used as the horizon year for this analysis.

FUTURE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic. Ambient growth reflects increases in traffic passing through the City as a result of general regional growth and development. The second source is growth due to traffic generated by known specific development projects near the City. The cumulative base projections do not include trips generated by future development within the City of Agoura Hills; such traffic is included in the proposed General Plan scenario described later in this chapter. The methods and assumptions used to develop the cumulative base traffic projections are described in more detail below.

Background Regional Traffic Growth

Existing traffic is expected to increase between year 2009 and year 2035 as a result of general areawide and regional growth and development. Based on a review of the growth projections from the Southern California Association of Governments (SCAG) regional transportation demand forecasting model (TDFM), the average annual growth rate in the Agoura Hills sub-area over the duration of this analysis is estimated to be approximately 0.75% per year.

The SCAG TDFM takes into account the regional growth and development projected within the entire southern California area. While the TDFM encompasses the projected growth of the entire region, this analysis focused on the growth affecting the Agoura Hills sub-area of the TDFM. The areawide growth rate utilized in this analysis represents the growth that is projected outside of the immediate Agoura Hills city limits, but includes neighboring communities, such as Calabasas, Westlake Village, and Oak Park.

For the purposes of this analysis, the areawide growth rate described above was applied only to regional through trips in the Agoura Hills area. The regional through trips, in this analysis, are the component of the total area traffic that is regionally-generated without an origin or destination inside the City limits. Trips with either an origin or destination in Agoura Hills are local in nature and not considered as a regional through trip.

The SCAG TDFM was utilized to estimate the portion of traffic on the freeway and street network that is regional versus the portion that is local. Due to the nature of the Agoura Hills roadway system, regional through trips are generally confined to the major travel routes, including the US 101 freeway, Kanan Road and Thousand Oaks Boulevard. Based on the model, it was estimated that the percent of traffic that is regional pass-through on these facilities is as follows: Thousand Oaks Boulevard – 10%; Kanan Road north of Thousand Oaks Boulevard – 70%; Kanan Road, US-101 interchange to Thousand Oaks Boulevard – 40%, Kanan Road south of US-101 – 75%; and US 101 freeway – 85%.

In developing the future traffic projections, the background regional growth rate was only applied to the portion of traffic on the arterials that are estimated to be regional through trips.

Related Projects Traffic Generation and Assignment

Future base traffic forecasts include the effects of specific projects, called cumulative or related projects, expected to be implemented in the vicinity of the City. The list of related projects was developed with assistance from City staff. In the context of this analysis, these cumulative projects represent the anticipated developments outside of the City limits.

Table 4 summarizes the trip generation estimates for the cumulative projects. The locations of the projects are illustrated on Figure 8. Where available, the trip estimates were taken from previous environmental studies; otherwise, estimates were calculated using the trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). Table 4 shows that the four cumulative projects would generate a combined projected total of approximately 10,900 daily trips. Approximately 1,400 vehicles per hour (vph) are estimated to travel during the weekday AM peak hour, and 975 vph would travel during the weekday PM peak hour.

Using the trip generation estimates and trip distribution patterns dependent on the type and density of the proposed land use, the geographic distribution of population from which the employees and potential patrons of proposed commercial projects could be drawn, the geographic distribution of employment and activity centers to which residents of proposed residential projects could be attracted, and the location of the projects in relation to the surrounding street system, traffic expected to be generated by the identified cumulative projects was assigned to the street network. These cumulative project only traffic volumes were then added to the existing traffic volumes after the adjustment for background regional traffic growth to represent future base conditions (i.e., future conditions without the proposed General Plan).

Figure 9 illustrates the projected future base traffic conditions for the weekday AM and PM peak hours in 2035 and Figure 10 illustrates the future base daily traffic volumes.

PROPOSED GENERAL PLAN TRAFFIC VOLUMES

Traffic generation estimates for the proposed General Plan involves the use of a three-step process consisting of traffic generation, trip distribution, and traffic assignment.

Trip Generation

Two sources were utilized for the development of trip generation estimates for the land use growth anticipated under the proposed General Plan: *Trip Generation*, *8th Edition* (Institute of Transportation Engineers [ITE], 2008) and the Agoura Village Specific Plan. The application of these sources was dependent upon the land uses projected in each TAZ. In those TAZs (TAZs 8, 9, 11, and 12) that indicate development through both the General Plan and the Agoura Village Specific Plan (AVSP), trip generation estimates for the Agoura Village land uses were obtained from the AVSP. Trip generation for the remaining land uses was developed using the ITE rates shown in Table 5.

Table 6 summarizes the trip generation estimates for the land use growth anticipated under the proposed General Plan. The land use growth anticipated under the proposed General Plan in total is estimated to generate an increase of approximately 45,300 weekday trips, including about 3,025 weekday AM peak hour trips and 4,775 weekday PM peak hour trips.

Trip Reduction Credits

Several trip reduction credits were applied in this analysis: internal capture, pass-by, and transportation demand management (TDM). The trip credits were applied to the appropriate land use in each TAZ, where applicable.

TABLE 4
CUMULATIVE PROJECTS LOCATED OUTSIDE OF AGOURA HILLS
APPROVED OR PENDING APPROVAL (NOT YET CONSTRUCTED)

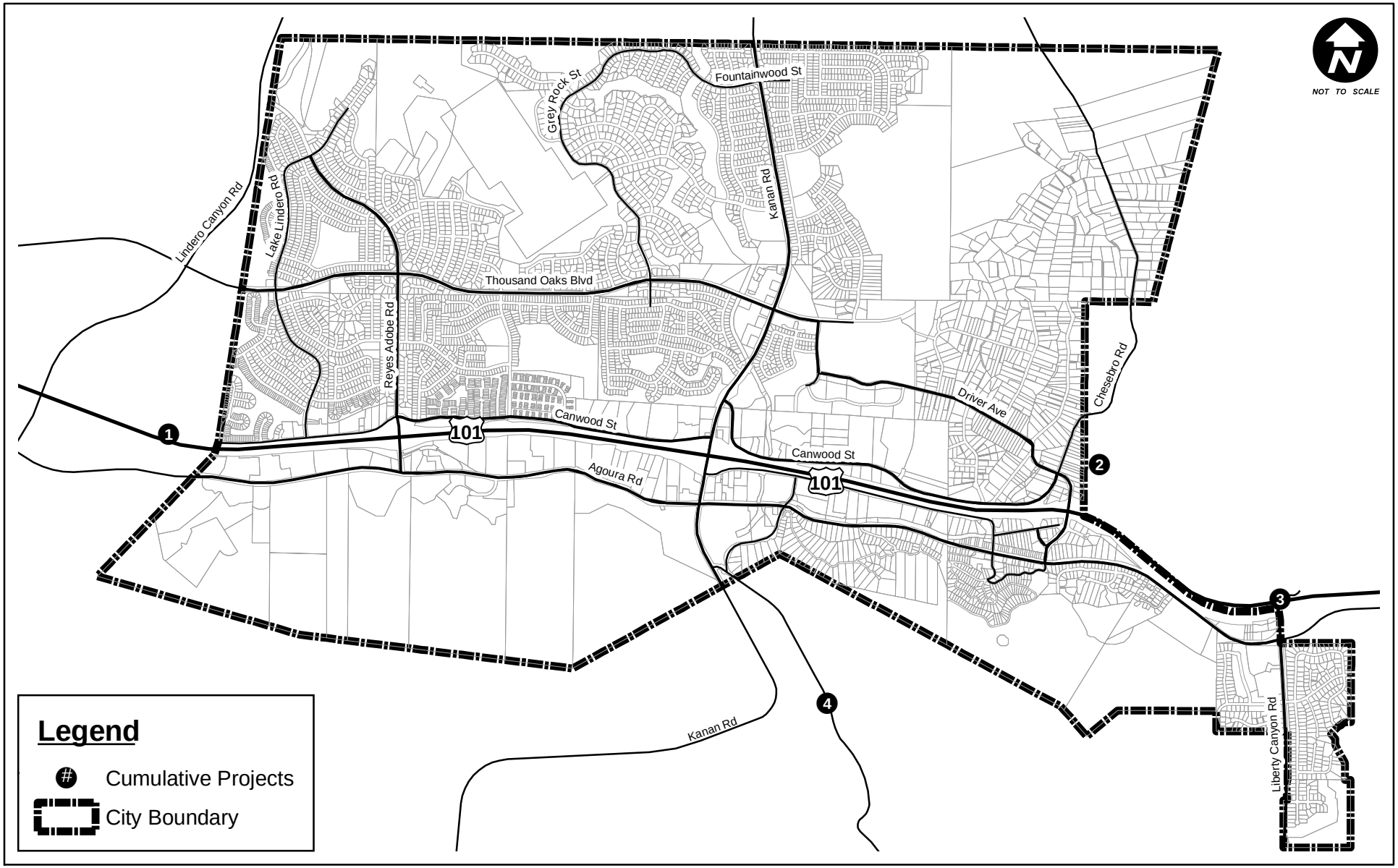
Related Project & Land Uses	Size	ITE Code	Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1. OPUS West - Russell Ranch [a]									
Office	361.0 ksf	710	3,975	495	65	560	90	445	535
Adjustment			*(100)*	*(15)*	*0*	*(15)*	*0*	*(50)*	*(50)*
Retail	8.0 ksf	820	345	5	5	10	15	15	30
Adjustment			*(25)*	*0*	*0*	*0*	*(5)*	*0*	*(5)*
Restaurant	21.0 ksf	931	1,890	10	10	20	105	50	155
Adjustment			*(50)*	*0*	*0*	*0*	*(20)*	*0*	*(20)*
Fitness Center	45.0 ksf	492	1,480	25	35	60	95	90	185
Adjustment			*(100)*	*0*	*(15)*	*(15)*	*(25)*	*0*	*(25)*
Russell Ranch Subtotal			***7,415***	***520***	***100***	***620***	***255***	***550***	***805***
2. Heschel West School [b]									
K-8 Students	660 students	n/a	2,231	382	265	647	0	40	40
Pre-school Students	90 students	n/a	407	39	34	73	18	21	39
Heschel West School Subtotal			***2,638***	***421***	***299***	***720***	***18***	***61***	***79***
3. Minder-Saratoga [c]									
Single-Family Residential	23 units	210	220	4	13	17	14	9	23
Saratoga			***220***	***4***	***13***	***17***	***14***	***9***	***23***
4. Triangle Ranch [c]									
Single-Family Residential	66 units	210	632	12	38	50	42	25	67
Triangle Ranch Subtotal			***632***	***12***	***38***	***50***	***42***	***25***	***67***
Total			**10,905**	**957**	**450**	**1,407**	**329**	**645**	**974**

Notes:

[a] - Land use and trip generation data from the *OPUS West Russell Ranch Project FEIR* (City of Westlake Village, 2007).

[b] - Land use and trip generation data from *Revised Draft Environmental Impact Report - Heschel West School* (Los Angeles County Department of Regional Planning, 2005).

[c] - Land use data provided by City of Agoura Hills. Trip generation prepared with ITE 8th Edition rates.



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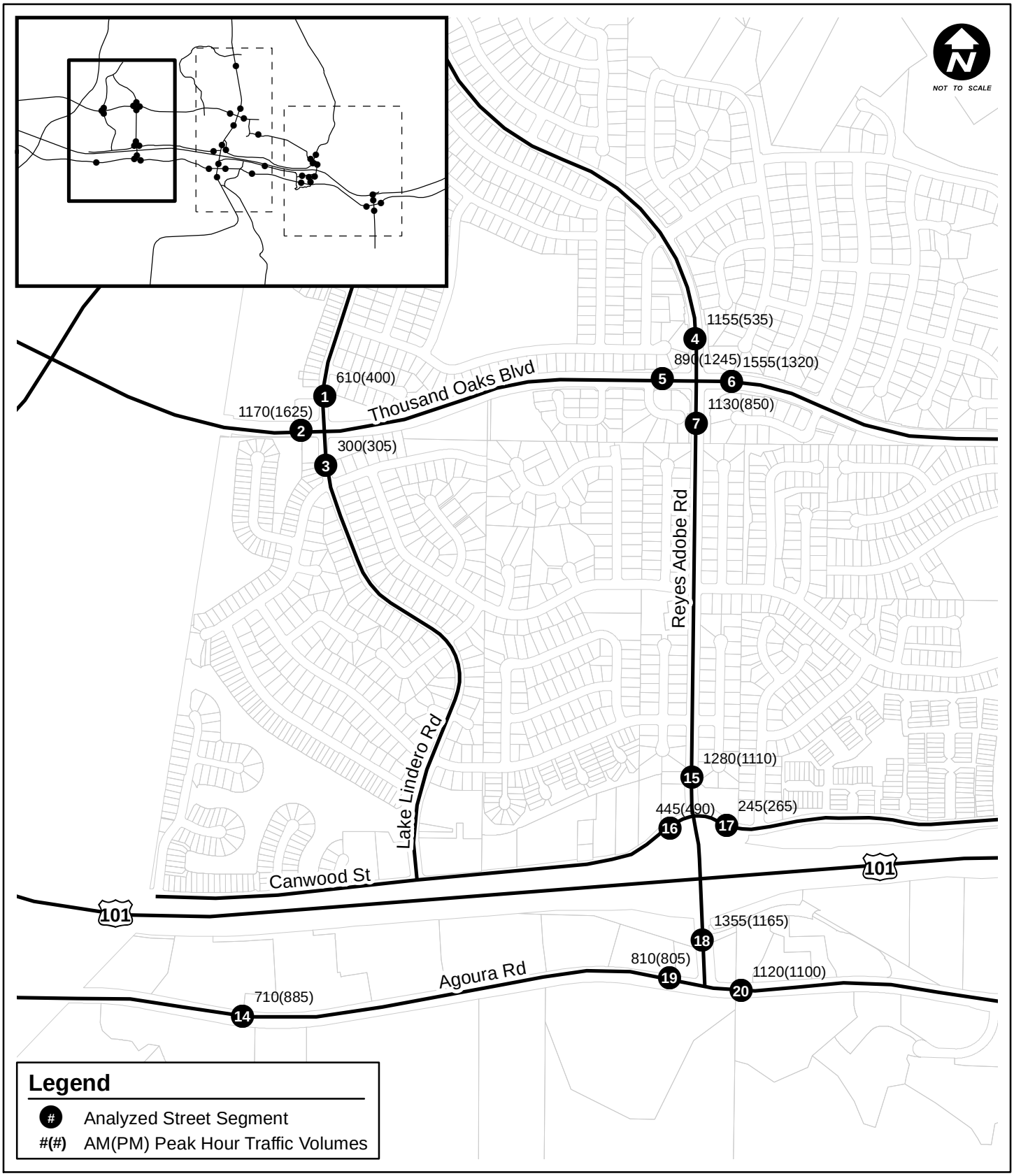
CUMULATIVE PROJECTS OUTSIDE OF AGOURA HILLS
FIGURE 8



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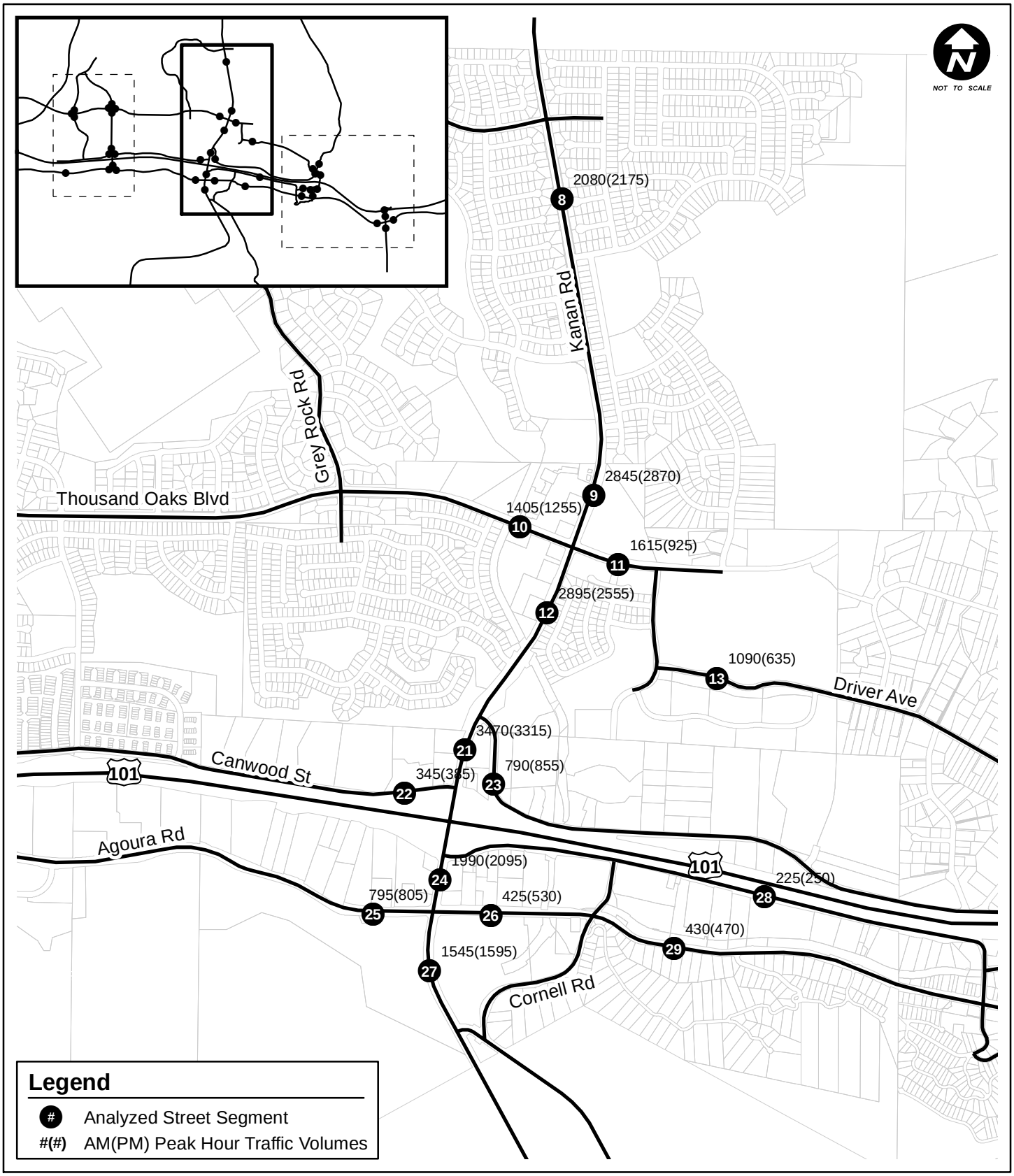
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9A



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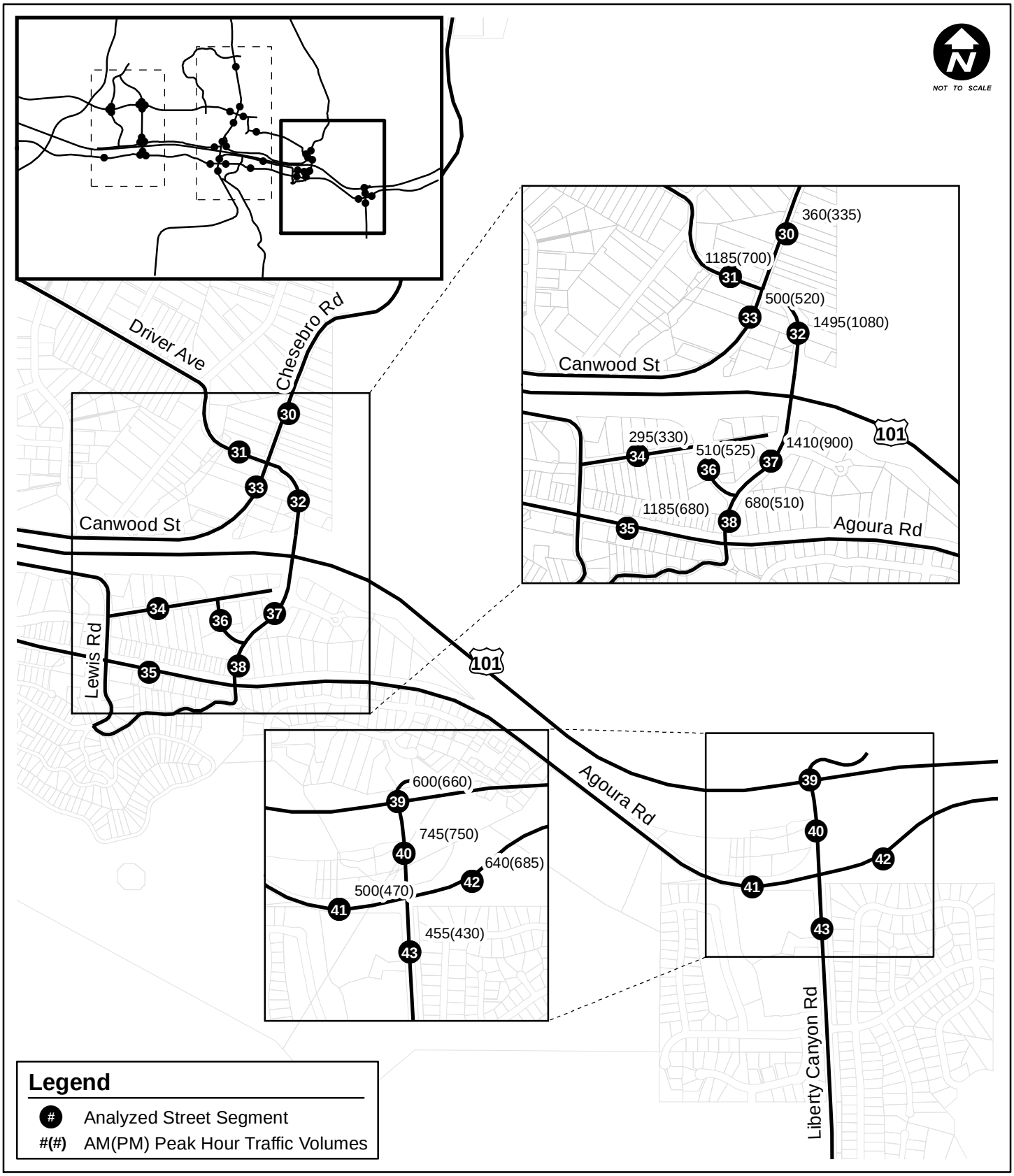
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9B



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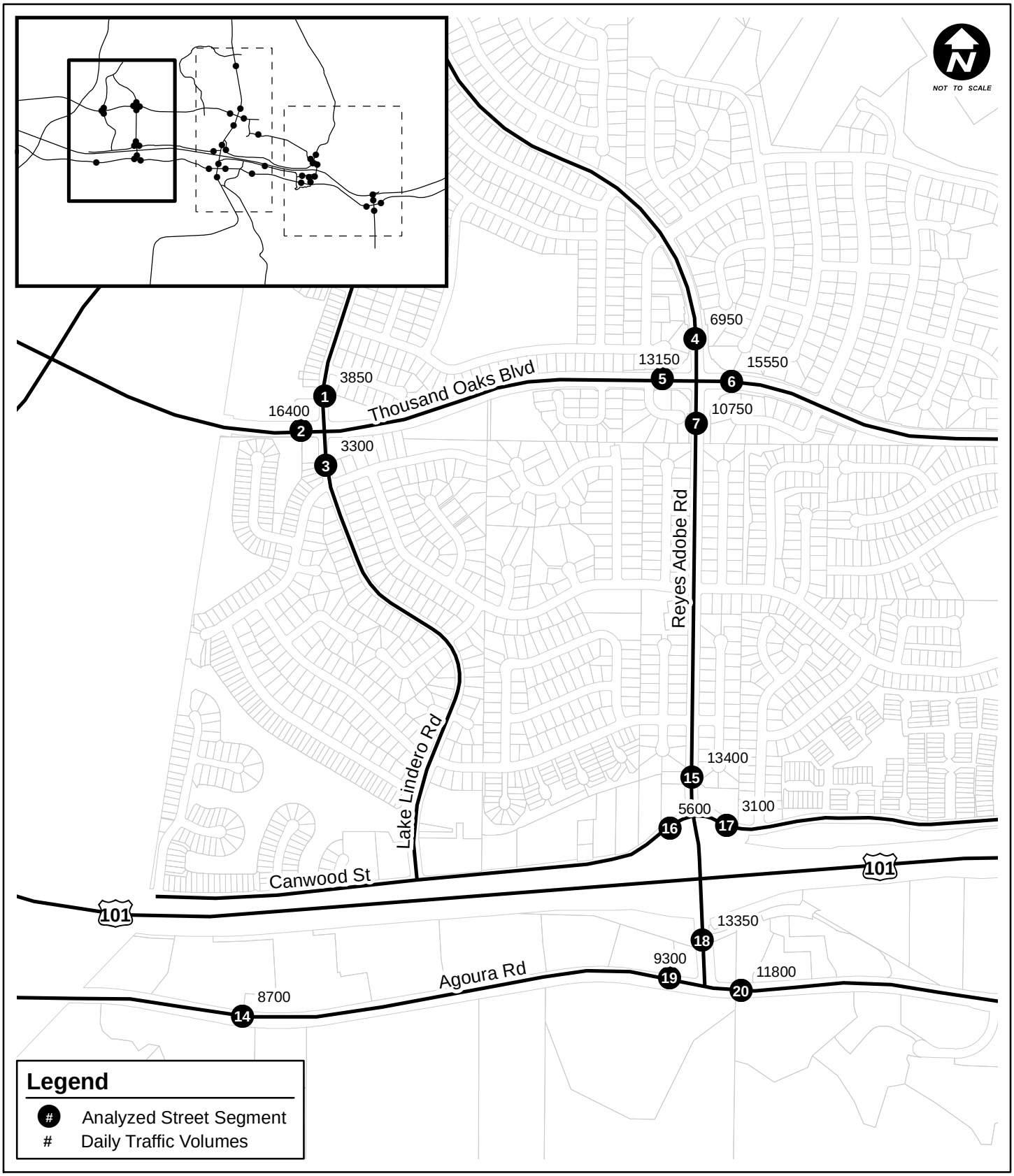
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9C



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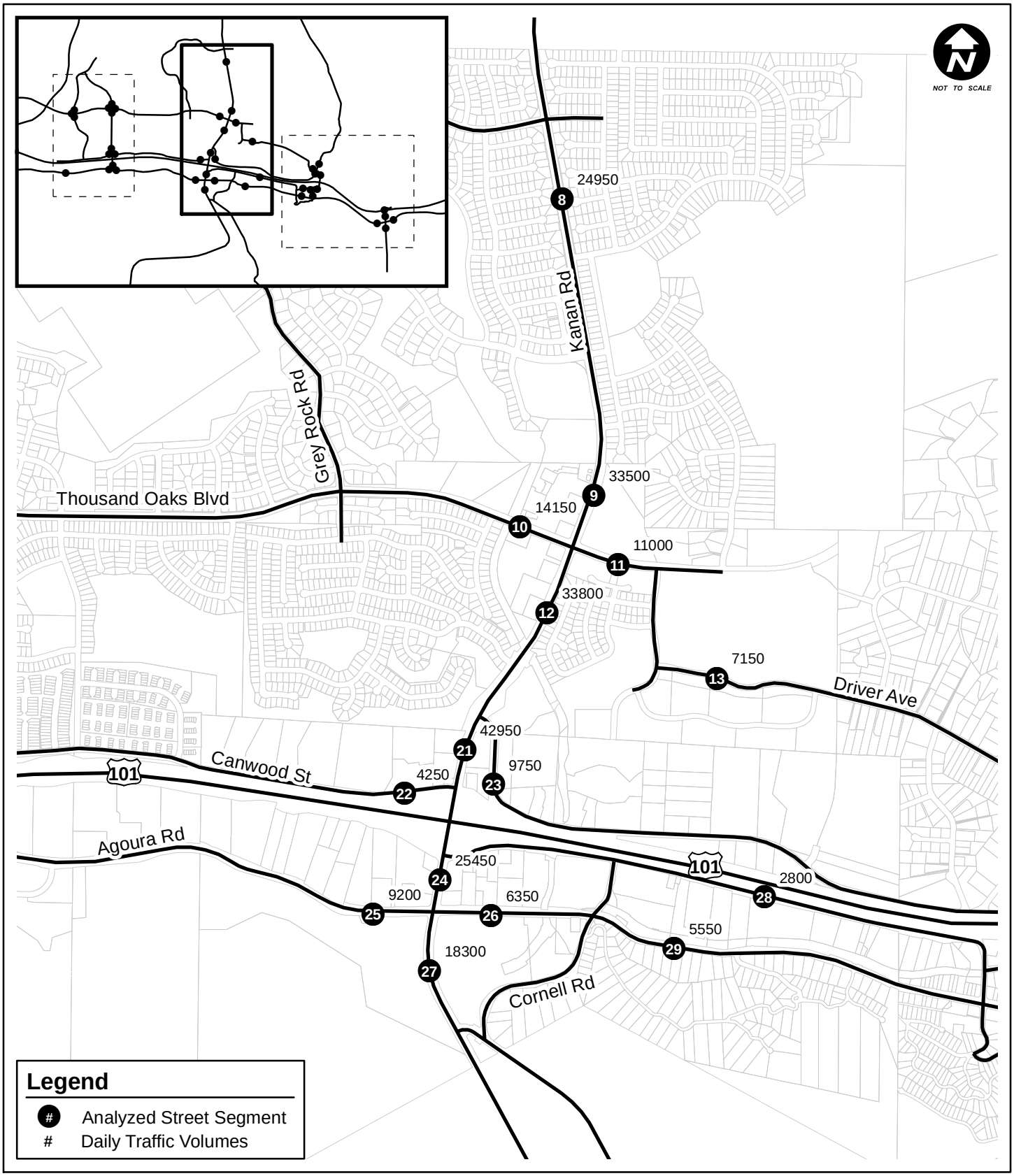
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10A



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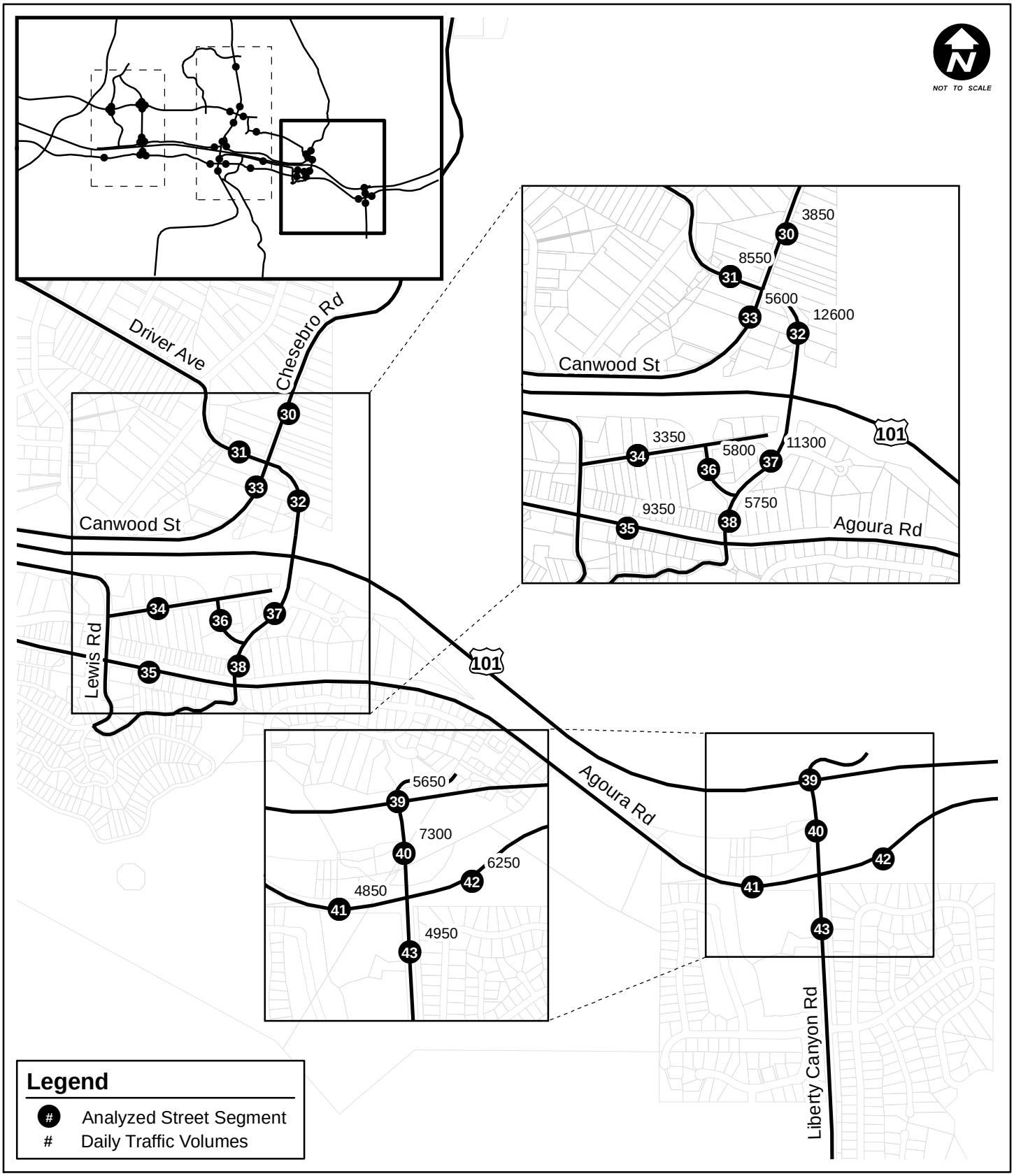
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10B



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YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10C

TABLE 5
AGOURA HILLS GENERAL PLAN UPDATE (PROPOSED GENERAL PLAN SCENARIO) - TRIP GENERATION RATES

TAZ & Land Uses	Units	ITE Code	Trip Generation							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total
Single-Family Residential	units	210	9.57	25%	75%	0.75	63%	37%	1.01
Multi-Family Residential	units	230	5.81	17%	83%	0.44	67%	33%	0.52
Office/Business Park	ksf	750	[b]	89%	11%	[b]	14%	86%	[b]
Business Park/Manufacturing	ksf	770	[c]	84%	16%	[c]	23%	77%	[c]
Retail/Service	ksf	814 [a]	44.32	61%	39%	0.72	44%	56%	2.71
Retail/Service	ksf	820	[d]	61%	39%	[d]	48%	52%	[d]

Notes:

Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10% and 100ksf to 300ksf - 30%.
The varying of the pass-by reduction is related to the rate difference between the specialty retail and shopping center rates. The specialty retail rates are lower than the shopping center rate and some pass-by reduction is already inherent in the rate.

[a] - AM trip generation for ITE land use 814 is derived from the proportional relationship between the PM rates for specialty retail (ITE 814) and shopping center (ITE 820).
The specialty retail rate was applied to the retail land uses that are <100 ksf in size.

Land uses 750, 770 and 820 use logarithmic rather than linear equations in trip generation calculations as described below:

[b] Office Park — ITE 750
Daily: $Ln(T) = 10.42\ Ln(X) + 409.04$
AM: $Ln(T) = 0.84\ Ln(X) + 1.51$
PM: $T = 1.21\ (X) + 106.22$

[c] Business Park — ITE 770
Daily: $Ln(T) = 10.75\ Ln(X) + 747.41$
AM: $Ln(T) = 0.98\ Ln(X) + 0.45$
PM: $Ln(T) = 0.92\ Ln(X) + 0.78$

[d] Retail/Service — ITE 820
Daily: $Ln(T) = 0.65\ Ln(X) + 5.83$
AM: $Ln(T) = 0.6\ Ln(X) + 2.29$
PM: $Ln(T) = 0.66\ Ln(X) + 3.4$

TABLE 6
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				10%	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	268.013	ksf	820		12,890	173	110	283	576	624	1,200
Internal Capture within TAZ				4%, 15%, 3%	*(516)*	*(26)*	*(17)*	*(42)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction [a]				30%	*(3,712)*	*(44)*	*(28)*	*(72)*	*(168)*	*(182)*	*(349)*
Office/Business Park	12.036	ksf	750		534	33	4	37	17	104	121
Internal Capture within TAZ				10%, 8%, 5%	*(53)*	*(3)*	*0*	*(3)*	*(1)*	*(5)*	*(6)*
TDM Reduction				5%	*(24)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	205.465	ksf	770		2,956	244	46	290	67	226	293
Internal Capture within TAZ				10%, 8%, 5%	*(296)*	*(20)*	*(4)*	*(23)*	*(3)*	*(11)*	*(15)*
TDM Reduction				5%	*(133)*	*(11)*	*(2)*	*(13)*	*(3)*	*(11)*	*(14)*
TAZ 6 Subtotal					***11,730***	***346***	***113***	***461***	***472***	***724***	***1,196***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				10%	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8											
Multi-Family Residential	76	units	230		442	6	27	33	27	13	40
Internal Capture within TAZ				37%, 30%, 37%	*(164)*	*(2)*	*(8)*	*(10)*	*(10)*	*(5)*	*(15)*
Specialty Retail (AVSP)	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture within TAZ				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	15.297	ksf	814		678	7	4	11	18	23	41
Internal Capture within TAZ				11%, 29%, 13%	*(75)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(60)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Office/Business Park	153.028	ksf	750		2,004	276	34	310	41	250	291
Internal Capture within TAZ				4%, 3%, 1%	*(80)*	*(8)*	*(1)*	*(9)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(96)*	*(13)*	*(2)*	*(15)*	*(2)*	*(12)*	*(14)*
Business Park/Manufacturing	21.862	ksf	770		982	27	5	32	9	28	37
Internal Capture within TAZ				4%, 3%, 1%	*(39)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				5%	*(47)*	*(1)*	*0*	*(2)*	*0*	*(1)*	*(2)*
TAZ 8 Subtotal					***4,829***	***306***	***70***	***376***	***121***	***331***	***451***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				37%, 48%, 40%	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				10%	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				5%	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 6 (Continued)
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 10											
Office/Business Park	170.842	ksf	750		2,189	303	37	340	44	269	313
TDM Reduction				5%	*(109)*	*(15)*	*(2)*	*(17)*	*(2)*	*(14)*	*(16)*
TAZ 10 Subtotal					***2,080***	***288***	***35***	***323***	***42***	***255***	***297***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				10%	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP)	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP)	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	54.500	ksf	814		2,340	34	21	55	99	104	203
Internal Capture within TAZ				13%, 29%, 13%	*(304)*	*(10)*	*(6)*	*(16)*	*(13)*	*(14)*	*(26)*
Pass-by Reduction				10%	*(204)*	*(2)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office (AVSP)	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	55.339	ksf	750		986	117	15	132	24	149	173
Internal Capture within TAZ				8%, 7%, 3%	*(79)*	*(8)*	*(1)*	*(9)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(45)*	*(5)*	*(1)*	*(6)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,793***	***311***	***122***	***434***	***249***	***470***	***719***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**45,302**	**2,416**	**604**	**3,026**	**1,496**	**3,276**	**4,775**

Notes:

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing and Proposed General Plan Buildout by TAZ, 5-15-09".

Trip generation equations and rates from Table 5 were used.

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

AVSP = Agoura Village Specific Plan

Internal Capture

Typically in developments with mixed land uses, an internal capture credit can be applied to the trip generation estimates. This internal capture credit reflects the tendency of users of one land use to also visit other land uses within the development; this credit accounts for the interaction among the multiple land uses. In the context of the Agoura Hills General Plan Update, each TAZ represents development with a varying mix of land use densities and types throughout the TAZ; therefore, an element of interaction among the land use types within the TAZ that would not leave the TAZ is assumed.

The calculation of the internal capture credit was developed for each individual TAZ using the assumptions and methodology outlined in the *Trip Generation Handbook, 2nd Edition* (Institute of Transportation Engineers, 2004). The credits were developed based on the amount of planned business park, office, residential, and retail land use growth anticipated in each TAZ; the methodology provides an overall internal capture rate as well as individual internal capture rates specific to each proposed land use within the TAZ. In order to achieve the overall internal reductions for each TAZ, the individual internal capture rates were applied to the appropriate land uses during the analyzed time periods. These internal capture credits ranged from 1% to 48% per land use; this ultimately achieved the overall reductions indicated by the ITE methodology as indicated in Table 6. See Appendix A for the individual TAZ internalization calculation worksheets.

Pass-by

Pass-by reductions represent those trips already on the roadway system expected to be attracted to the site once the proposed land uses are built. While these trips would be new to the site itself, they would not be new to the roadway system and are not considered new trips generated by the land use. Because these trips are already captured in the existing traffic counts, they should be removed from the calculations to ensure that double counting of these trips does not occur. As indicated in Table 6, pass-by credits ranging from 10% to 30% were applied to the proposed retail land uses only.

In the analysis of the proposed General Plan trips, the pass-by credits were not taken into account on streets directly serving the future retail use; rather, the pass-by trips at these locations were assigned to the local street network to simulate diversion from their usual path of travel. This methodology results in a more conservative analysis.

Transportation Demand Management

TDM is a set of strategies that are intended to reduce the number of single-occupant automobiles traveling during the peak hours of the day. Section 9654.4 of the Agoura Hills Municipal Code details the TDM measures currently required of new developments. Effectively, a series of development standards are required in support of the City's TDM efforts. These standards include the provision of an information kiosk, preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters. The credit is meant to acknowledge the ongoing and future TDM efforts in Agoura Hills; a TDM credit of 5% was applied to the office and business park uses proposed in the General Plan update.

Trip Distribution

The directional distribution of traffic generated in the City was estimated based on a review of the Agoura Village Specific Plan, the current Agoura Hills General Plan, and the SCAG regional transportation demand forecasting model. In applying the information from these sources, the geographic distribution of trips generated is dependent on several factors:

- The locations of employment and commercial centers to which residents would be drawn
- The locations of population centers from which employees and patrons would be drawn
- Characteristics of the street system
- The level of accessibility of the routes to and from the proposed land uses

The distribution applied in this analysis was adapted from those sources and is generally comprised of the following distribution:

- 20% internal to Agoura Hills
- 5% to/from the north
- 5% to/from the south
- 35% to/from the east
- 35% to/from the west

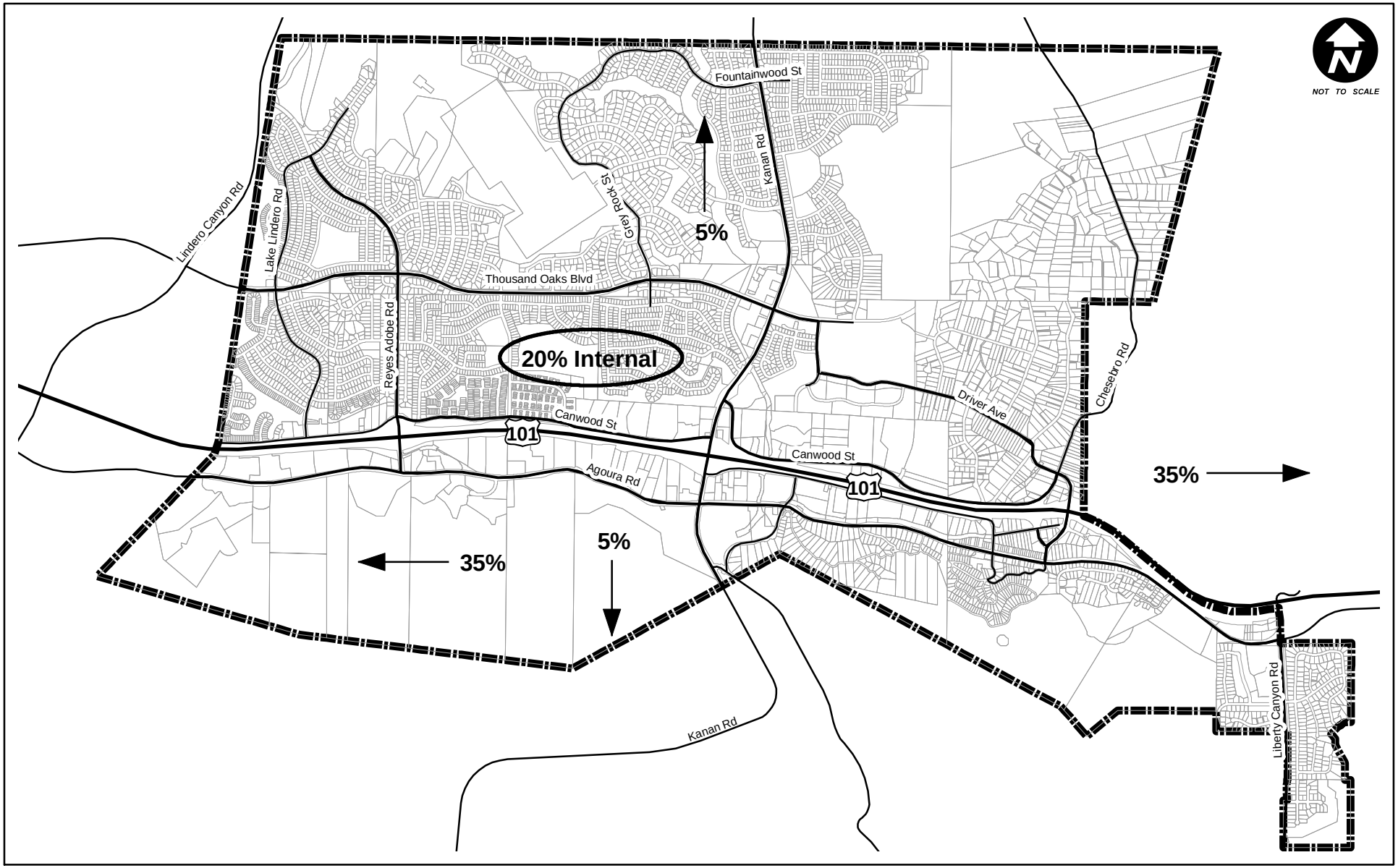
Figure 11 illustrates this directional distribution.

Trip Assignment

The project trip generation estimates summarized in Table 6 and the distribution patterns illustrated in Figure 11 were used to assign the proposed General Plan traffic to the local and regional street system and through the 43 study segments.

FUTURE WITH PROPOSED GENERAL PLAN TRAFFIC PROJECTIONS

The General Plan-generated traffic volumes were added to the future base traffic projections shown in Figure 9. Figure 12 illustrates the resulting projected future plus proposed General Plan AM and PM peak hour traffic volumes and Figure 13 illustrates the daily volumes. These volumes represent projected future year 2035 weekday peak hour traffic conditions including the development anticipated under the proposed General Plan.



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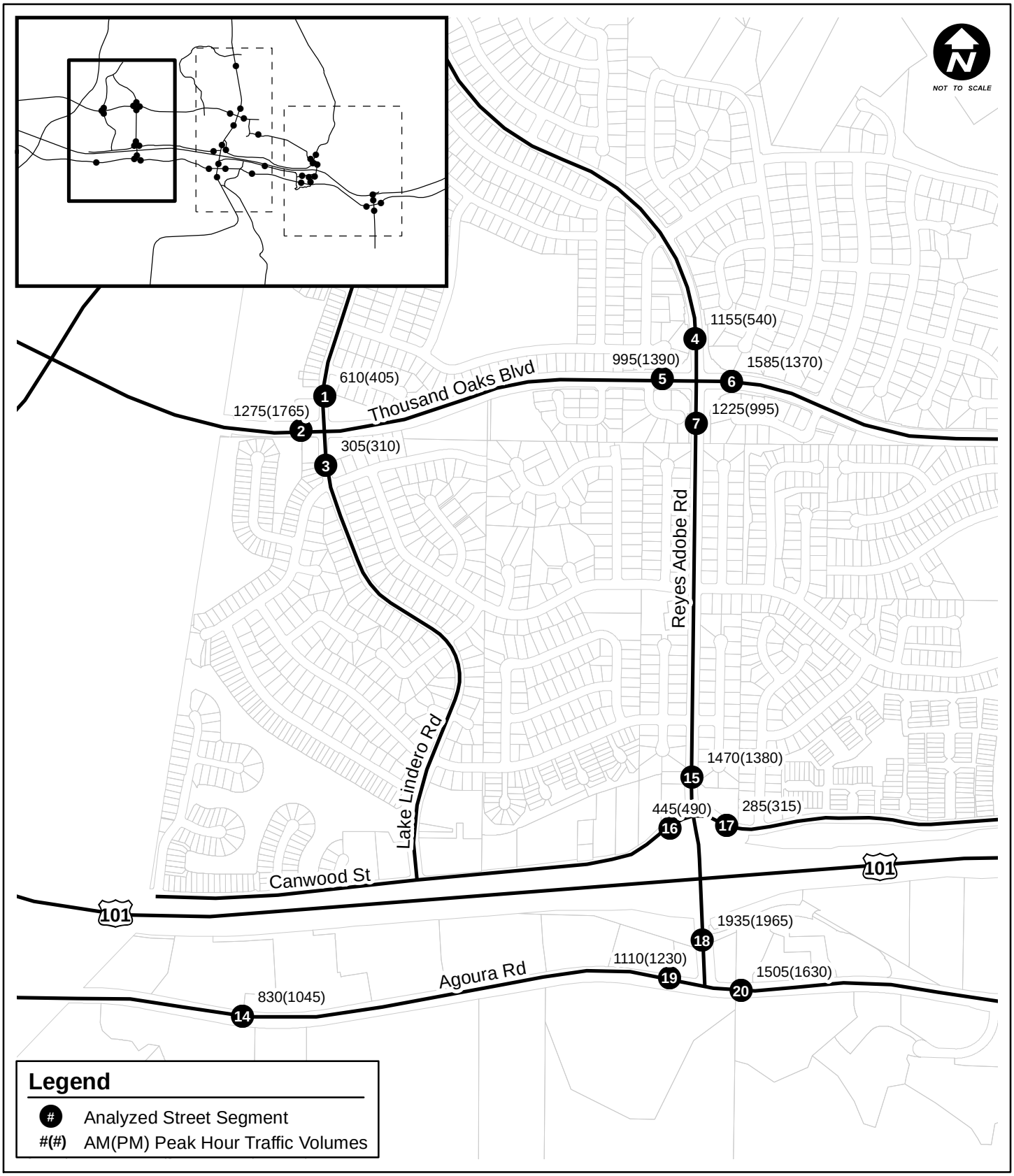
TRIP DISTRIBUTION
FIGURE 11



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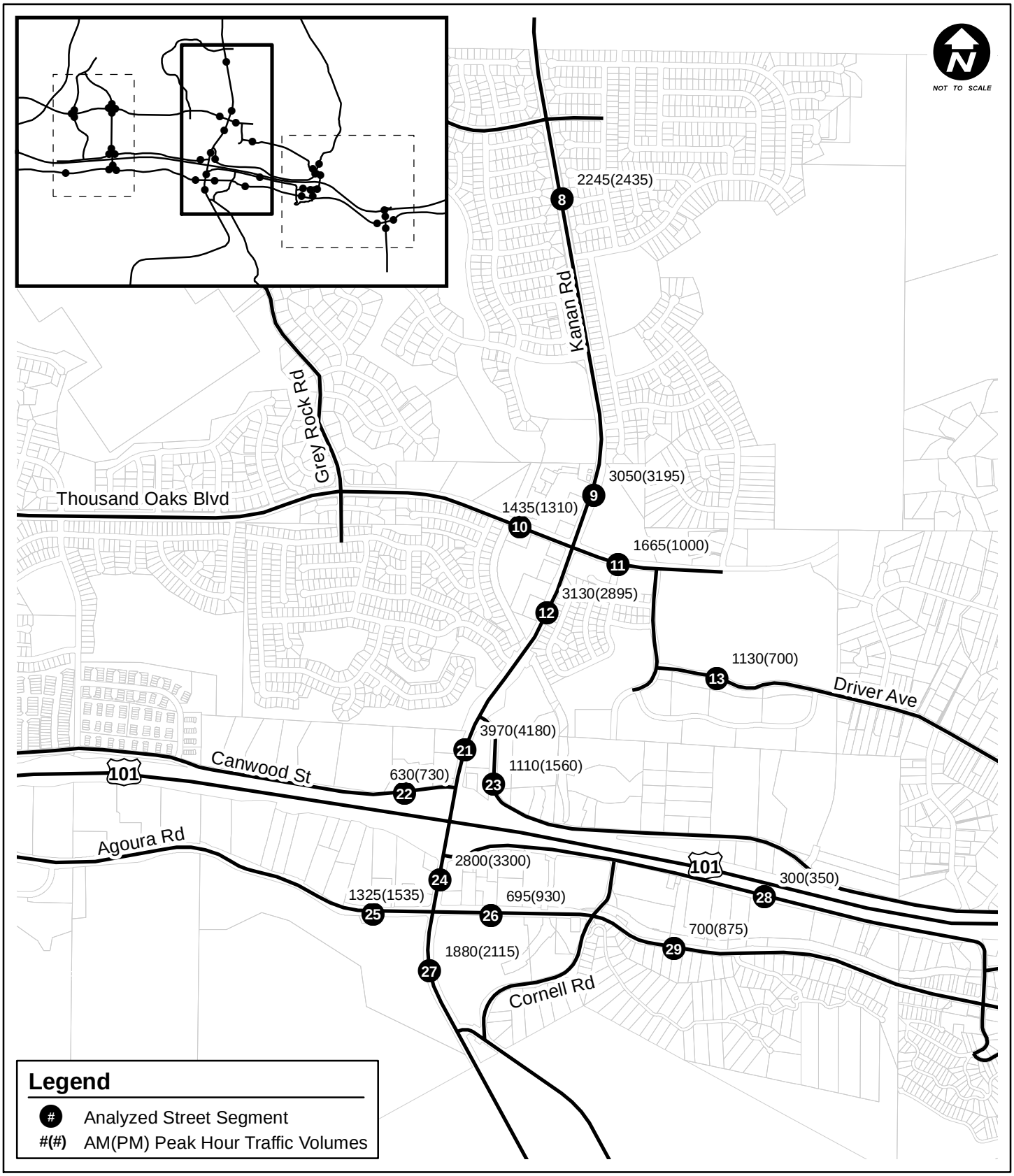
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12A



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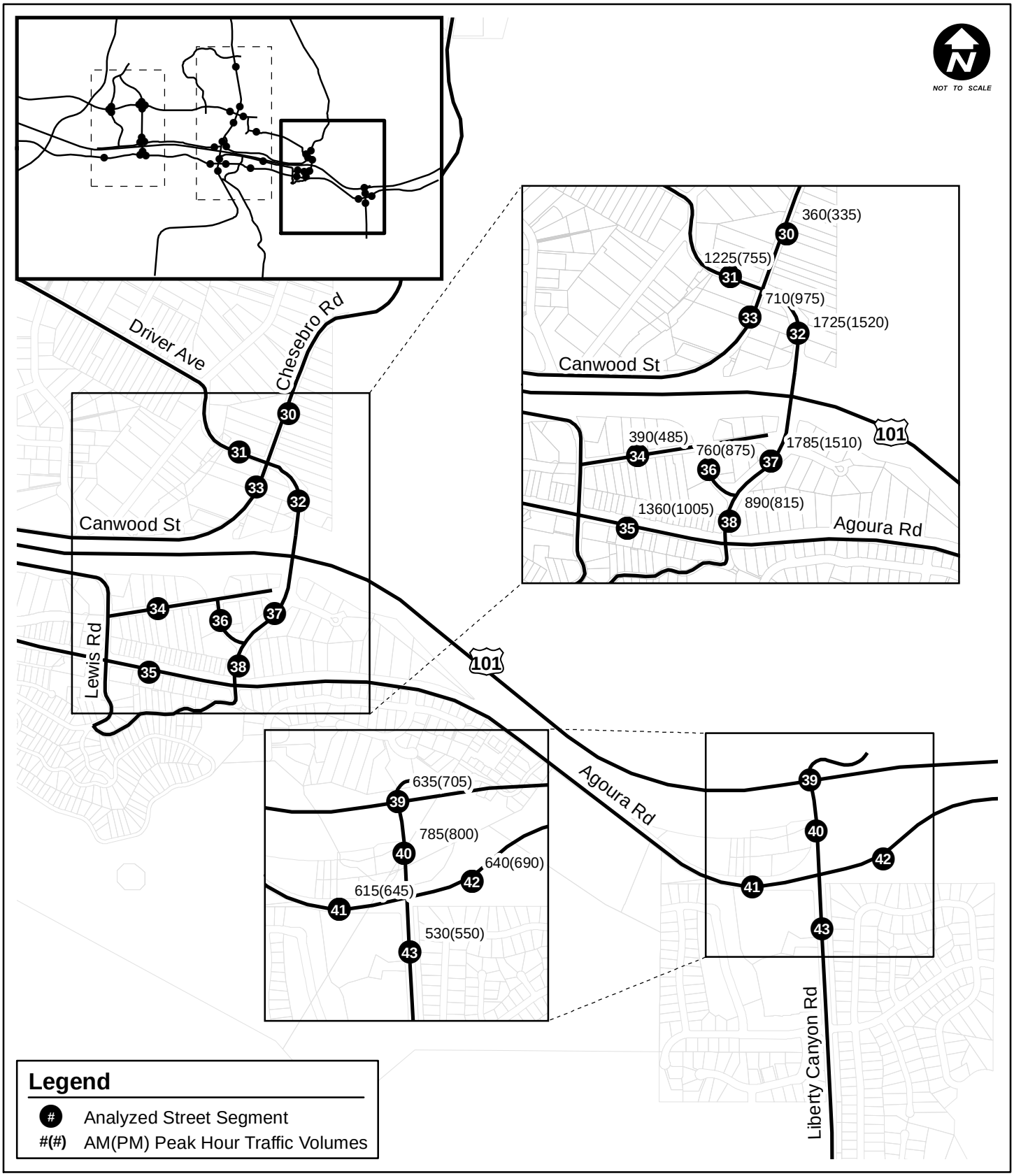
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12B



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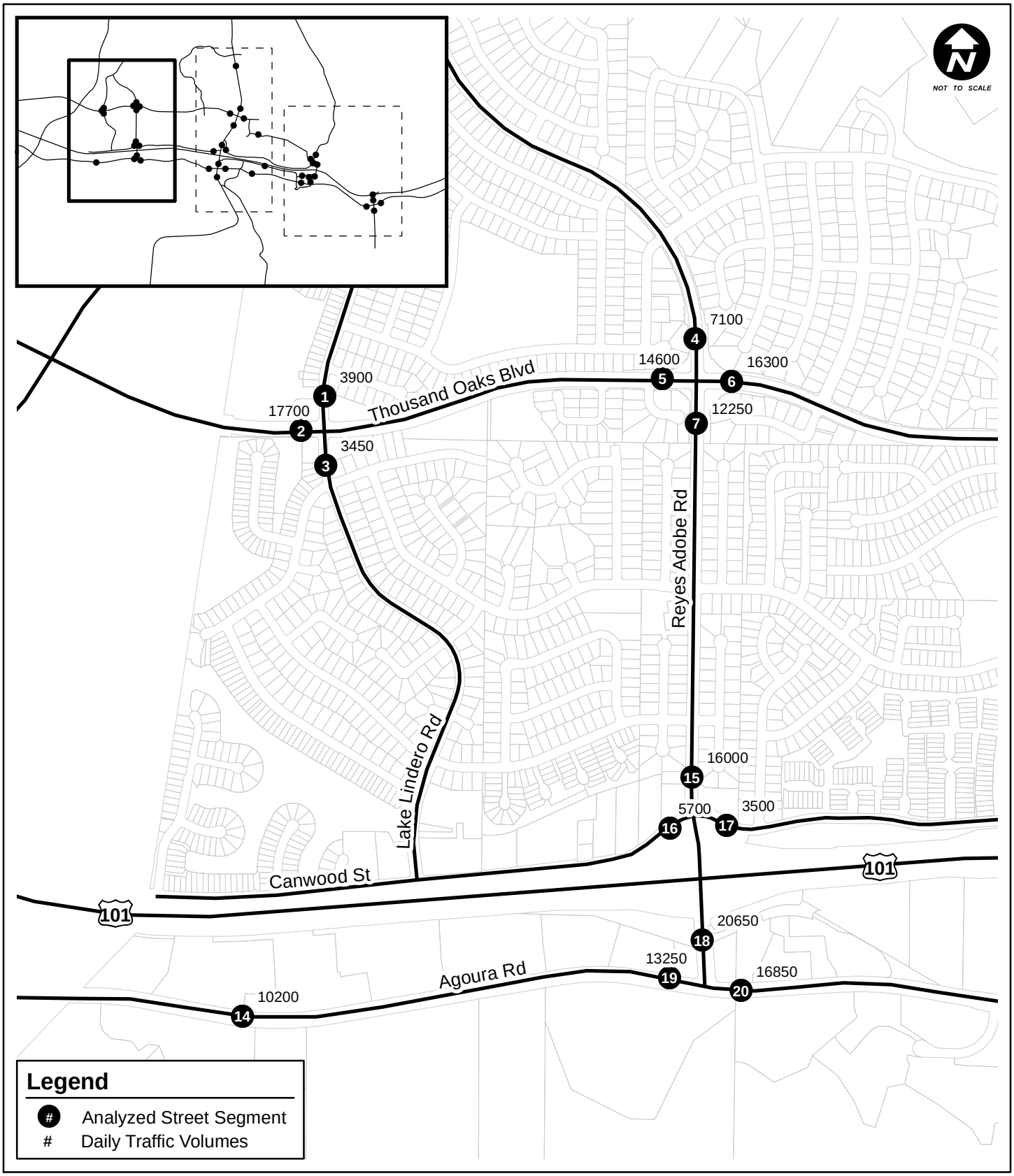
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12C



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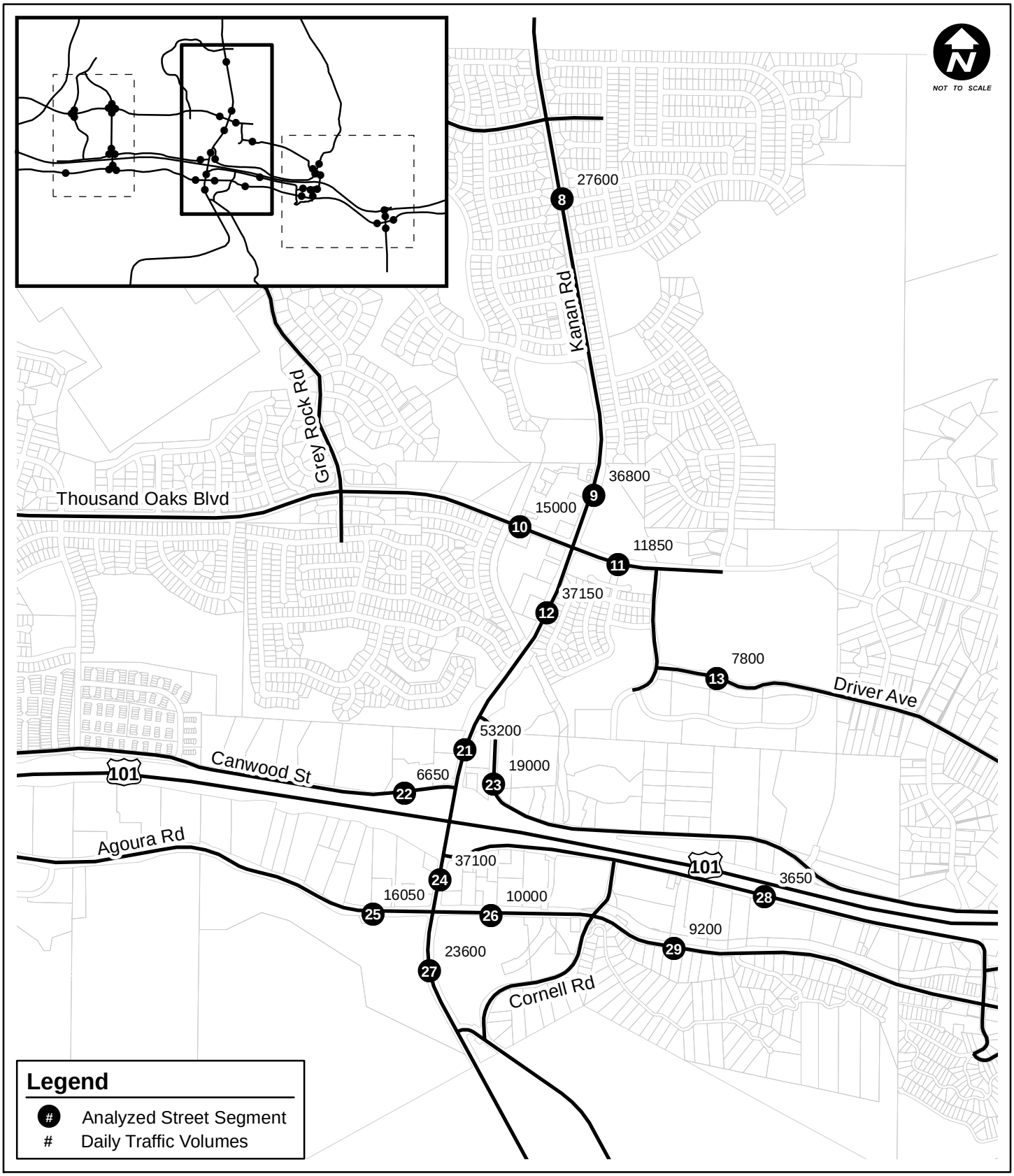
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13A



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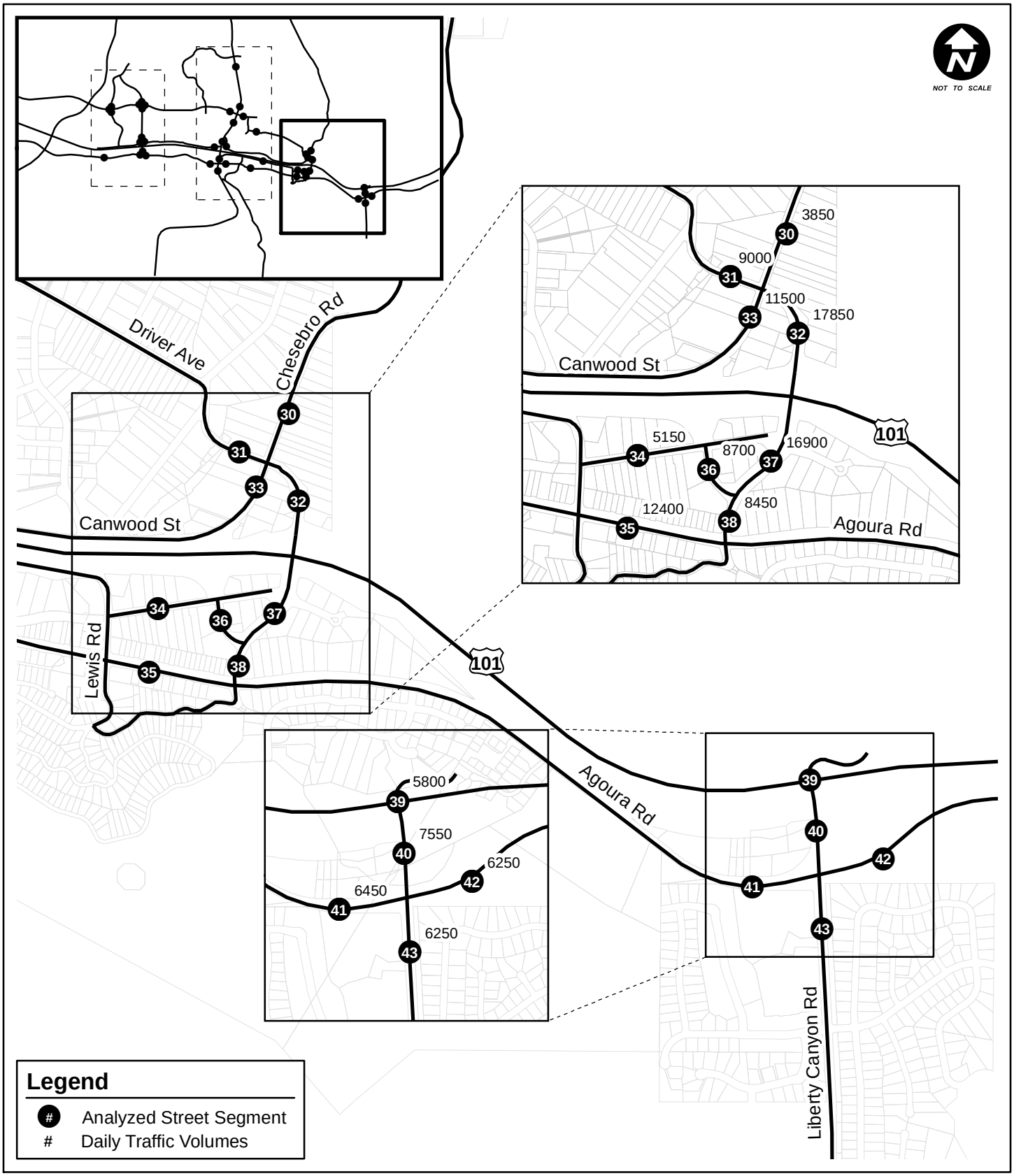
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13B



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YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13C

4. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future base and future plus proposed General Plan traffic volumes to determine the potential impacts of the proposed General Plan on the street system.

FUTURE BASE TRAFFIC CONDITIONS

The future base peak hour traffic volumes illustrated in Figure 9 were analyzed to determine the LOS for each of the analyzed segments under year 2035 future base conditions. Again, these conditions take into account regional growth and cumulative projects but do not include the traffic attributable to growth under the proposed General Plan. Table 7 summarizes these results and Figures 14 and 15 illustrate the LOS at each location during the AM and PM peak hours, respectively. Under the future base conditions, 13 analyzed locations are projected to be at LOS D or worse during either or both peak hours:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
24. Kanan Road north of Agoura Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)

Of these 13 locations, three are projected to operate at LOS E or LOS F during either peak period (#27 Kanan Road south of Agoura Road, #32 Palo Comado Canyon Road east of Chesebro Road, and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 10 locations are projected to operate at LOS D. In total, this represents an increase of two locations operating below LOS C compared to the existing conditions; this is also an increase of two locations projected to operate at LOS E/F.

FUTURE WITH PROPOSED GENERAL PLAN ANALYSES

The future with proposed General Plan peak hour traffic volumes illustrated in Figure 12 were analyzed under two future analysis scenarios. These scenarios are related to the implementation of potential future improvements on the Agoura Hills street system. These analysis scenarios include:

- Without roadway improvements – This is the analysis of the future traffic volumes on the existing street system without any roadway improvements.

- With proposed General Plan roadway improvements – This analyzes the effect of the roadway improvements for the proposed General Plan.

These scenarios are discussed below.

TABLE 7
FUTURE PEAK HOUR LEVELS OF SERVICE

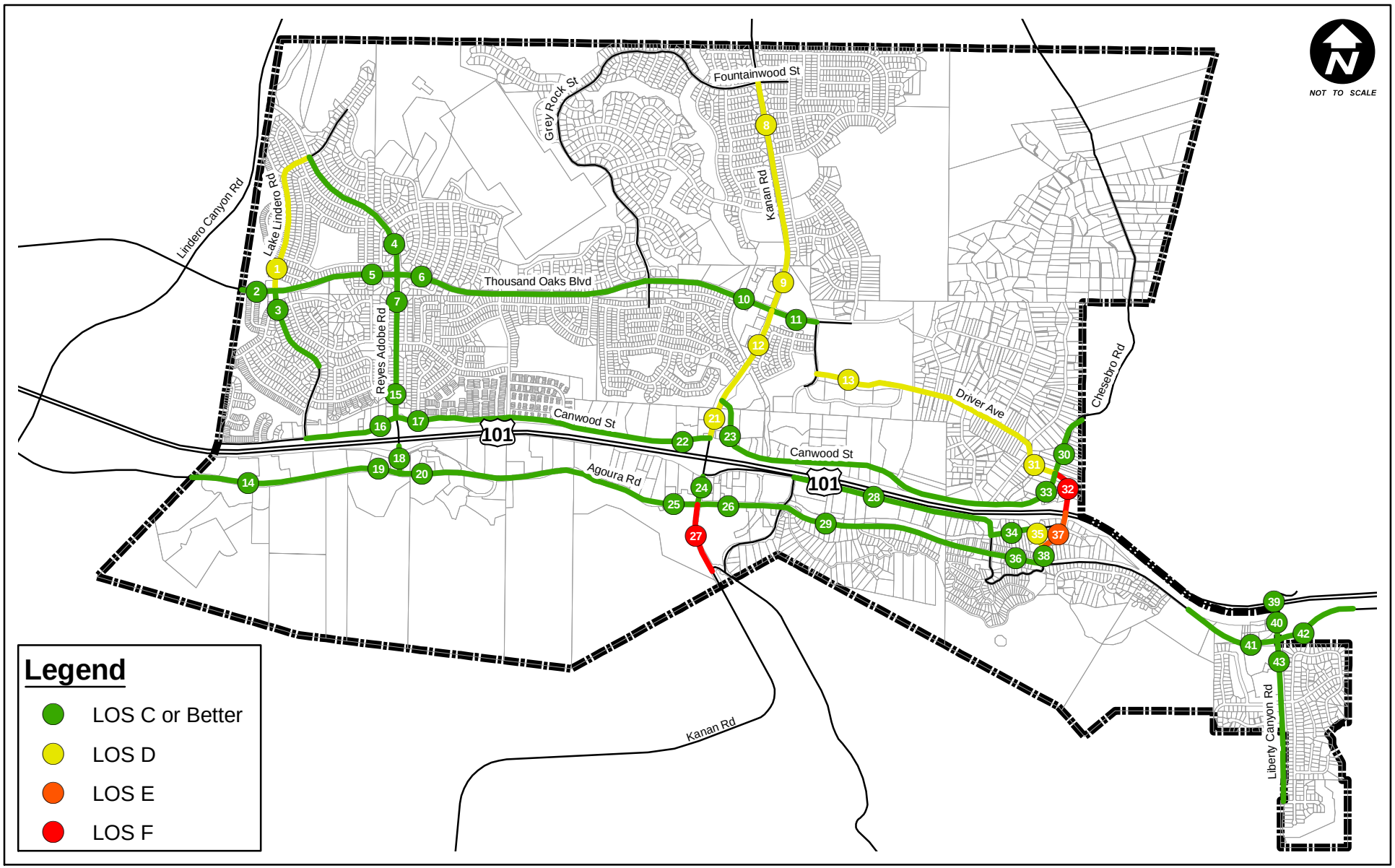
	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	LOS C
1	Lake Lindero Rd	Collector	AM	610	2U	D	610	2U	D			**
	n/o Thousand Oaks Bl		PM	400	2U	C or better	405	2U	C or better			
2	Thousand Oaks Blvd	Arterial	AM	1,170	4D	C or better	1,275	4D	C or better			
	w/o Lake Lindero Rd		PM	1,625	4D	C or better	1,765	4D	C or better			
3	Lake Lindero Rd	Collector	AM	300	2U	C or better	305	2U	C or better			
	s/o Thousand Oaks Bl		PM	305	2U	C or better	310	2U	C or better			
4	Reyes Adobe Rd	Arterial	AM	1,155	4U	C or better	1,155	4U	C or better			
	n/o Thousand Oaks Bl		PM	535	4U	C or better	540	4U	C or better			
5	Thousand Oaks Blvd	Arterial	AM	890	4D	C or better	995	4D	C or better			
	w/o Reyes Adobe Rd		PM	1,245	4D	C or better	1,390	4D	C or better			
6	Thousand Oaks Blvd	Arterial	AM	1,555	4D	C or better	1,585	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,320	4D	C or better	1,370	4D	C or better			
7	Reyes Adobe Rd	Arterial	AM	1,130	4U	C or better	1,225	4U	C or better			
	s/o Thousand Oaks Bl		PM	850	4U	C or better	995	4U	C or better			
8	Kanan Rd	Arterial	AM	2,080	4D	D	2,245	4D	D			**
	s/o Fountainwood St		PM	2,175	4D	D	2,435	4D	D			**
9	Kanan Rd	Arterial	AM	2,845	4D	D	3,050	4D	E			**
	n/o Thousand Oaks Bl		PM	2,870	4D	D	3,195	4D	F			**
10	Thousand Oaks Blvd	Arterial	AM	1,405	4D	C or better	1,435	4D	C or better			
	w/o Kanan Rd		PM	1,255	4D	C or better	1,310	4D	C or better			
11	Thousand Oaks Blvd	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better			
	e/o Kanan Rd		PM	925	4D	C or better	1,000	4D	C or better			
12	Kanan Rd	Arterial	AM	2,895	4D	D	3,130	4D	F			**
	s/o Thousand Oaks Bl		PM	2,555	4D	D	2,895	4D	D			**
13	Driver Ave	Arterial	AM	1,090	2U	D	1,130	2U	D			**
	e/o Argos St		PM	635	2U	C or better	700	2U	C or better			
14	Agoura Rd	Arterial	AM	710	4D	C or better	830	4D	C or better			
	e/o Flintock Ln		PM	885	4D	C or better	1,045	4D	C or better			
15	Reyes Adobe Rd	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better			
	n/o Canwood St		PM	1,110	4U	C or better	1,380	4U	C or better			
16	Canwood St	Collector	AM	445	2U	C or better	445	2U	C or better			
	w/o Reyes Adobe Rd		PM	490	2U	D	490	2U	D			**
17	Canwood St	Arterial	AM	245	2U	C or better	285	2U	C or better			
	e/o Reyes Adobe Rd		PM	265	2U	C or better	315	2U	C or better			
18	Reyes Adobe Rd	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
	n/o Agoura Rd		PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	
19	Agoura Rd	Arterial	AM	810	4D	C or better	1,110	4D	C or better			
	w/o Reyes Adobe Rd		PM	805	4D	C or better	1,230	4D	C or better			
20	Agoura Rd	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,100	4D	C or better	1,630	4D	C or better			
21	Kanan Rd	Arterial	AM	3,470	5D	D	3,970	5D	F			**
	s/o Canwood St E		PM	3,315	5D	D	4,180	5D	F			**
22	Canwood St	Arterial	AM	345	2U	C or better	630	2U	C or better			
	w/o Kanan Rd		PM	385	2U	C or better	730	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard

TABLE 7 (Continued)
FUTURE PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below LOS C
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
23	Canwood St	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
	e/o Kanan Rd		PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd	Arterial	AM	1,990	4D	C or better	2,800	4D	D			**
	n/o Agoura Rd		PM	2,095	4D	D	3,300	4D	F			**
25	Agoura Rd	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
	w/o Kanan Rd		PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd	Arterial	AM	425	2U	C or better	695	2U	C or better			
	e/o Kanan Rd		PM	530	2U	C or better	930	2U	D			**
27	Kanan Rd	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
	s/o Agoura Rd		PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr	Collector	AM	225	2U	C or better	300	2U	C or better			
	w/o Lewis Rd		PM	250	2U	C or better	350	2U	C or better			
29	Agoura Rd	Arterial	AM	430	2U	C or better	700	2U	C or better			
	e/o Cornell Rd		PM	470	2U	C or better	875	2U	D			**
30	Chesebro Rd	Collector	AM	360	2U	C or better	360	2U	C or better			
	n/o Driver Av		PM	335	2U	C or better	335	2U	C or better			
31	Driver Ave	Arterial	AM	1,185	2U	D	1,225	2U	D			**
	w/o Chesebro Rd		PM	700	2U	C or better	755	2U	C or better			
32	Palo Comado Canyon	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
	e/o Chesebro Rd		PM	1,080	2U	D	1,520	2U	F	4U	C or better	
33	Chesebro Rd	Arterial	AM	500	2U	C or better	710	2U	C or better	2.5U	C or better	
	s/o Driver Ave		PM	520	2U	C or better	975	2U	D	2.5U*	C or better	
34	Dorothy Dr	Collector	AM	295	2U	C or better	390	2U	C or better			
	between Lewis Rd & US-101 SB		PM	330	2U	C or better	485	2U	D			**
35	Chesebro Rd	Arterial	AM	1,185	2U	D	1,360	2U	D	2.5U*	D	**
	s/o Dorothy Dr		PM	680	2U	C or better	1,005	2U	D	2.5U*	C or better	
36	Agoura Rd	Arterial	AM	510	2U	C or better	760	2U	C or better			
	w/o Chesebro Rd		PM	525	2U	C or better	875	2U	D			**
37	Palo Comado Canyon	Arterial	AM	1,410	2U	E	1,785	2U	F	4U	C or better	
	s/o Dorothy Dr		PM	900	2U	D	1,510	2U	F	4U	C or better	
38	Chesebro Rd	Arterial	AM	680	2U	C or better	890	2U	D	4U	C or better	
	n/o Agoura Rd		PM	510	2U	C or better	815	2U	C or better	4U	C or better	
39	Liberty Canyon Rd	Arterial	AM	600	2U	C or better	635	2U	C or better			
	between US-101 NB & SB ramps		PM	660	2U	C or better	705	2U	C or better			
40	Liberty Canyon Rd	Arterial	AM	745	2U	C or better	785	2U	C or better			
	n/o Agoura Rd		PM	750	2U	C or better	800	2U	C or better			
41	Agoura Rd	Arterial	AM	500	2U	C or better	615	2U	C or better			
	w/o Liberty Canyon Rd		PM	470	2U	C or better	645	2U	C or better			
42	Agoura Rd	Arterial	AM	640	2U	C or better	640	2U	C or better			
	e/o Liberty Canyon Rd		PM	685	2U	C or better	690	2U	C or better			
43	Liberty Canyon Rd	Arterial	AM	455	2U	C or better	530	2U	C or better			
	s/o Agoura Rd		PM	430	2U	C or better	550	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard



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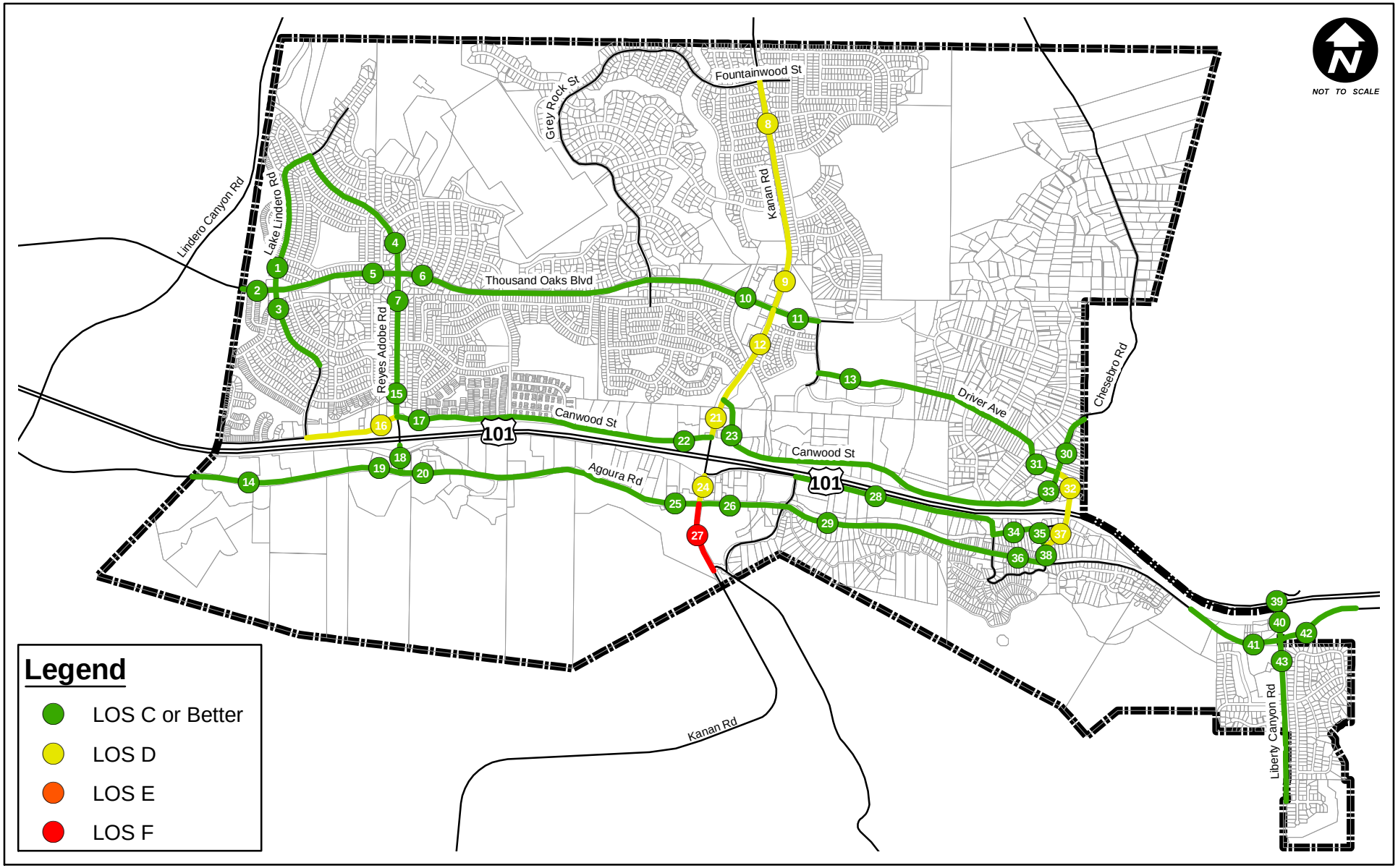
YEAR 2035 BASE LEVEL OF SERVICE
AM PEAK HOUR
FIGURE 14



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YEAR 2035 BASE LEVEL OF SERVICE
PM PEAK HOUR
FIGURE 15

FUTURE CONDITIONS WITHOUT IMPROVEMENTS

As described, this analysis scenario assumes future traffic projections on the existing (unimproved) road system. Table 7 summarizes the results of this analysis. Figures 16 and 17 illustrate the projected LOS at each analyzed location during the AM and PM peak hour, respectively. Twenty-one locations are projected to operate at LOS D or worse during either peak hour; this represents an increase of eight locations when compared against the future base conditions. The locations below LOS C are projected to be:

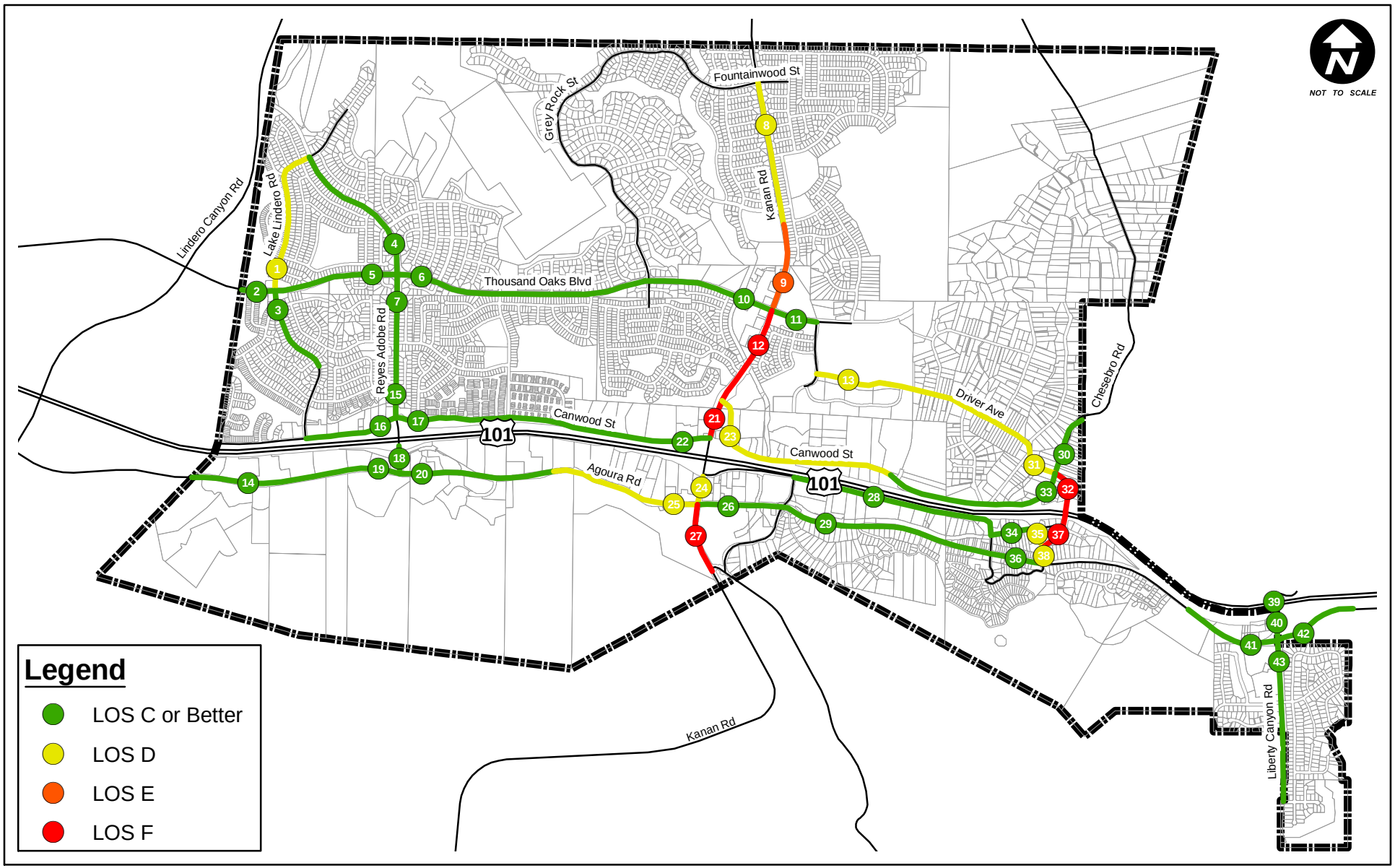
1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (AM and PM peak hours)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
25. Agoura Road west of Kanan Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM and PM peak hours)
36. Agoura Road west of Chesebro Road (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

Of these 21 locations, nine locations are projected to operate at LOS E or LOS F during either peak period (#9 Kanan Road north of Thousand Oaks Boulevard; #12 Kanan Road south of Thousand Oaks Boulevard; #21 Kanan Road south of Canwood Street East; #23 Canwood Street east of Kanan Road; #24 Kanan Road north of Agoura Road; #25 Agoura Road west of Kanan Road; #27 Kanan Road south of Agoura Road; #32 Palo Comado Canyon Road east of Chesebro Road; and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 12 locations are projected to operate at LOS D. This represents a total increase of eight locations below LOS C in comparison to the future base conditions and an increase of seven locations projected to operate at LOS E/F.

These results indicate that the addition of traffic growth associated with development anticipated under the proposed General Plan would cause a continued degradation of the operating conditions on the street system.

FUTURE CONDITIONS WITH PROPOSED GENERAL PLAN IMPROVEMENTS

This analysis scenario assumes future traffic projections on a roadway system with improvements recommended herein.



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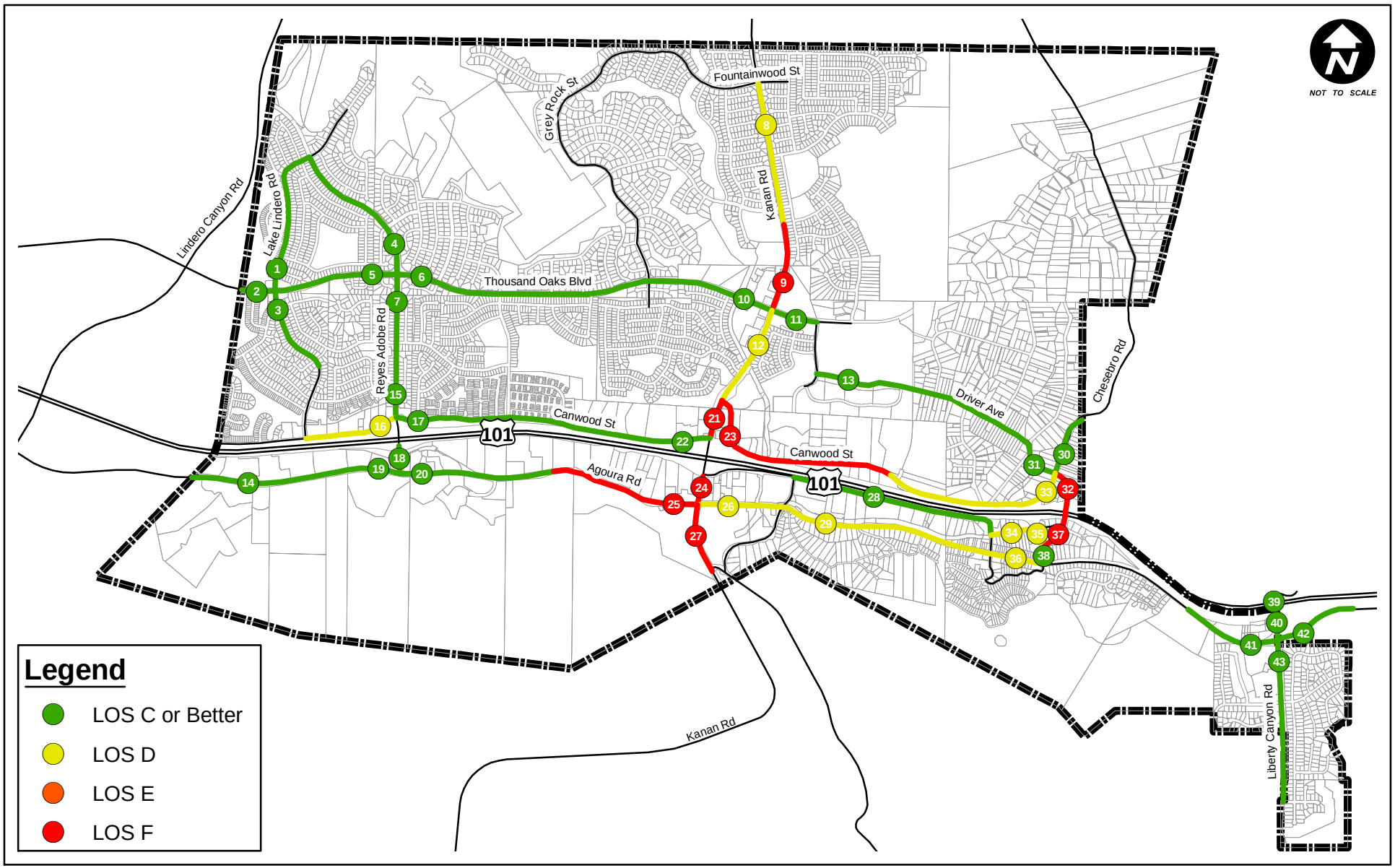
YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 16



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YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 17

Proposed Roadway Improvements

The following roadway improvements are proposed. Improvements proposed as part of the 1992 General Plan are currently either under construction, in design, or planned are as follows:

- Palo Comado Canyon Road/Chesebro Road Interchange – Improve the overpass to four lanes, improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road, and reconfigure the ramp interface.
- Reyes Adobe Road Interchange – Improve the overpass to six lanes, improve Reyes Adobe Road from Canwood Street to Agoura Road to six lanes, and reconfigure the ramp interface.
- Agoura Road (western City limits to Kanan Road) – Widen Agoura Road between Kanan Road and the westerly city limits to a continuous four lanes.
- Chesebro Road (Palo Comado Canyon Road to Agoura Road) – Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes.
- Kanan Road (Agoura Road to southern City limits) – Widen Kanan Road between the southerly city limits and Agoura Road to four lanes.

The following additional improvements are proposed:

- Chesebro Road (Dorothy Drive to Palo Comado Canyon Road) – Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to a three-lane cross section.
- Canwood Street (Kanan Road to Chesebro Road) – Widen Canwood Street between Kanan Road and Chesebro Road to a three-lane cross section including a continuous left-turn lane.
- Chesebro Road (Canwood Street to Driver Avenue),– Widen Chesebro Road between Canwood Street and Driver Avenue to a three-lane cross section including a continuous left-turn lane.

The following improvements identified in the 1992 General Plan are no longer being proposed:

- Liberty Canyon Road Interchange – Improve underpass to four lanes, improve Liberty Canyon Road from US-101 to Agoura Road to four lanes. The improvement is not required to accommodate the projected traffic volumes.
- Agoura Road (Kanan Road to eastern City limits) – Improve to four lanes. Improvement deleted due to desire to maintain rural character. In approving the Agoura Village Specific Plan project, the Agoura Hills City Council determined that widening of Agoura Road in the Specific Plan area would not be acceptable.
- Kanan Road (north of Thousand Oaks Boulevard)– Improve to six lanes. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration.

The following improvement identified in the 1992 General Plan has been constructed:

- Kanan Road Interchange – Reconfigure ramps in northeast and southwest quadrants

Table 8 lists the proposed improvements. Figure 18 illustrates the locations of the proposed improvements, and Figure 19 illustrates the proposed circulation plan.

Table 8 also provides an indication of relative timeframe for the proposed improvements, based on the current operating condition and projected rate of traffic increase for each location. As indicated, the improvements were categorized as short-term (nominally 1 to 5 years), medium-term (nominally 6 to 15 years), or long-term (nominally 16 to 25 years). It should be noted that actual timing of the need for the improvements will be dependent on the rate at which the land use development anticipated under the proposed General Plan actually occurs.

Analysis with the Proposed Roadway Improvements

The effectiveness of the proposed roadway improvements was tested against the future traffic volume projections. Figure 20 and 21 illustrate the projected LOS at each analyzed location during the AM and PM peak hour with the proposed improvements, Of the 21 locations operating below LOS C identified in the without General Plan improvements analysis, the proposed improvements would result in five locations improving to meet the minimum acceptable operating standard of LOS C. These locations are:

25. Agoura Road west of Kanan Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road

Implementation of the proposed improvements also leaves the following 16 locations below LOS C:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (PM peak hour)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (PM peak hour)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
36. Agoura Road west of Chesebro Road (PM peak hour)

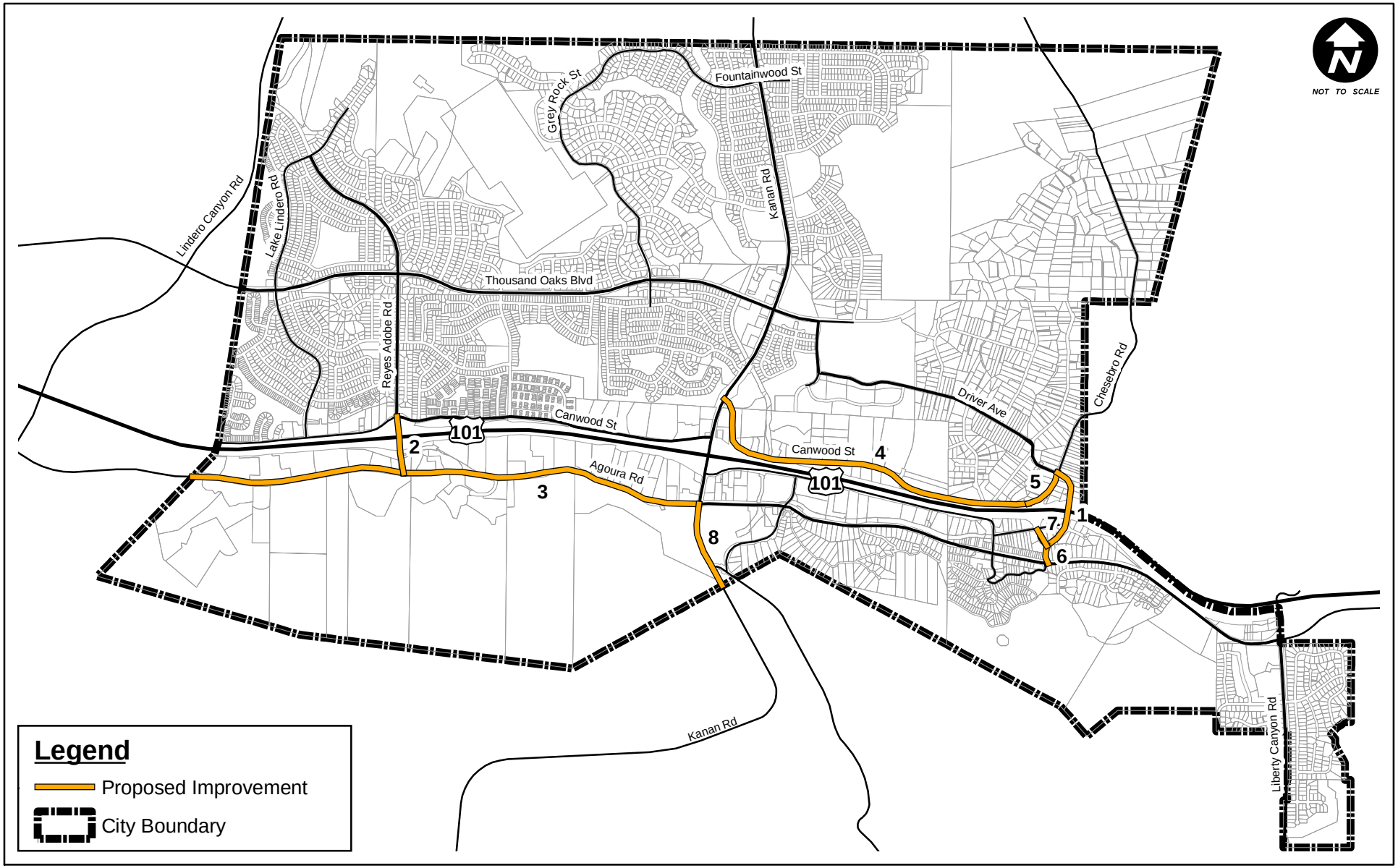
Deficient Locations

At the remaining locations operating at lower than LOS C, several factors prevent the implementation of physical improvements. These factors include physical constraints, adverse impacts to neighborhood character/quality of life, and general policy. The following is a discussion of the factors affecting these locations:

TABLE 8
PROPOSED GENERAL PLAN ROADWAY IMPROVEMENTS

	Location	Proposed General Plan Improvement
1	Palo Comado Road/Chesebro Road Interchange	Improve overpass to four lanes and reconfigure ramp interface; improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road
2	Reyes Adobe Road Interchange*	Improve overpass to six lanes and reconfigure ramp interface; improve Reyes Adobe Road to six lanes from Canwood Street to Agoura Road
3	Agoura Road (western City limits to Kanan Road)	Widen between Kanan Road and westerly city limits to four lanes
4	Canwood Street (Kanan Road to Chesebro Road	Widen between Kanan Road and Chesebro Road to three lanes
5	Chesebro Road (Canwood Street to Driver Avenue)	Widen between Canwood Street and Driver Avenue to three lanes
6	Chesebro Road (Palo Comado Canyon Road to Agoura Road)	Widen between Palo Comado Canyon Road and Agoura Road to four lanes
7	Chesebro Road (Dorothy Drive to Palo Comado Canyon Road)	Widen between Dorthy Drive and Palo Comado Canyon Road to three lanes
8	Kanan Road (Agoura Road to southern City limits)	Widen between Agoura Road and southerly city limits to four lanes

* The proposed improvement at this location is under construction as of September 2009.



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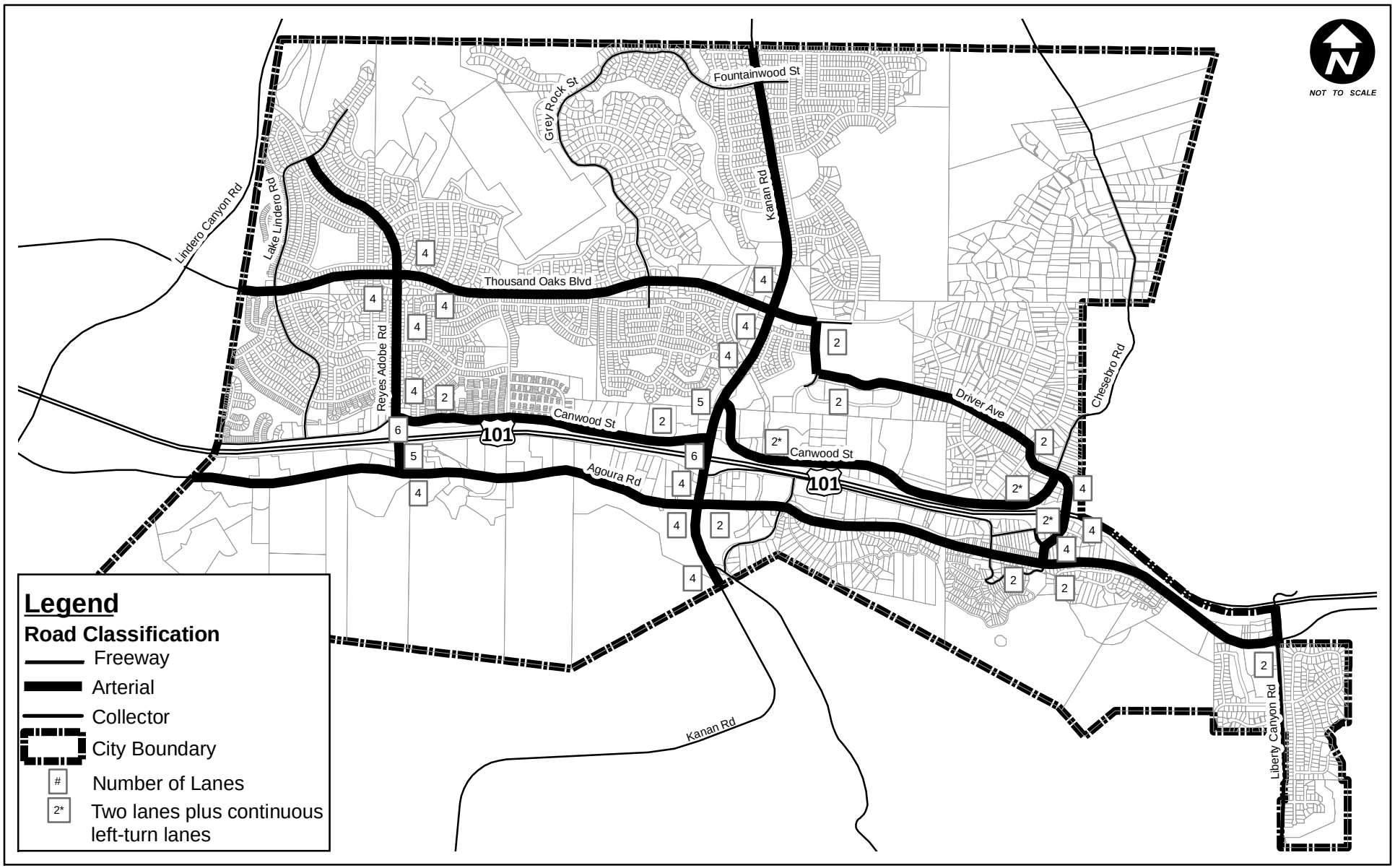
PROPOSED GENERAL PLAN IMPROVEMENTS
FIGURE 18



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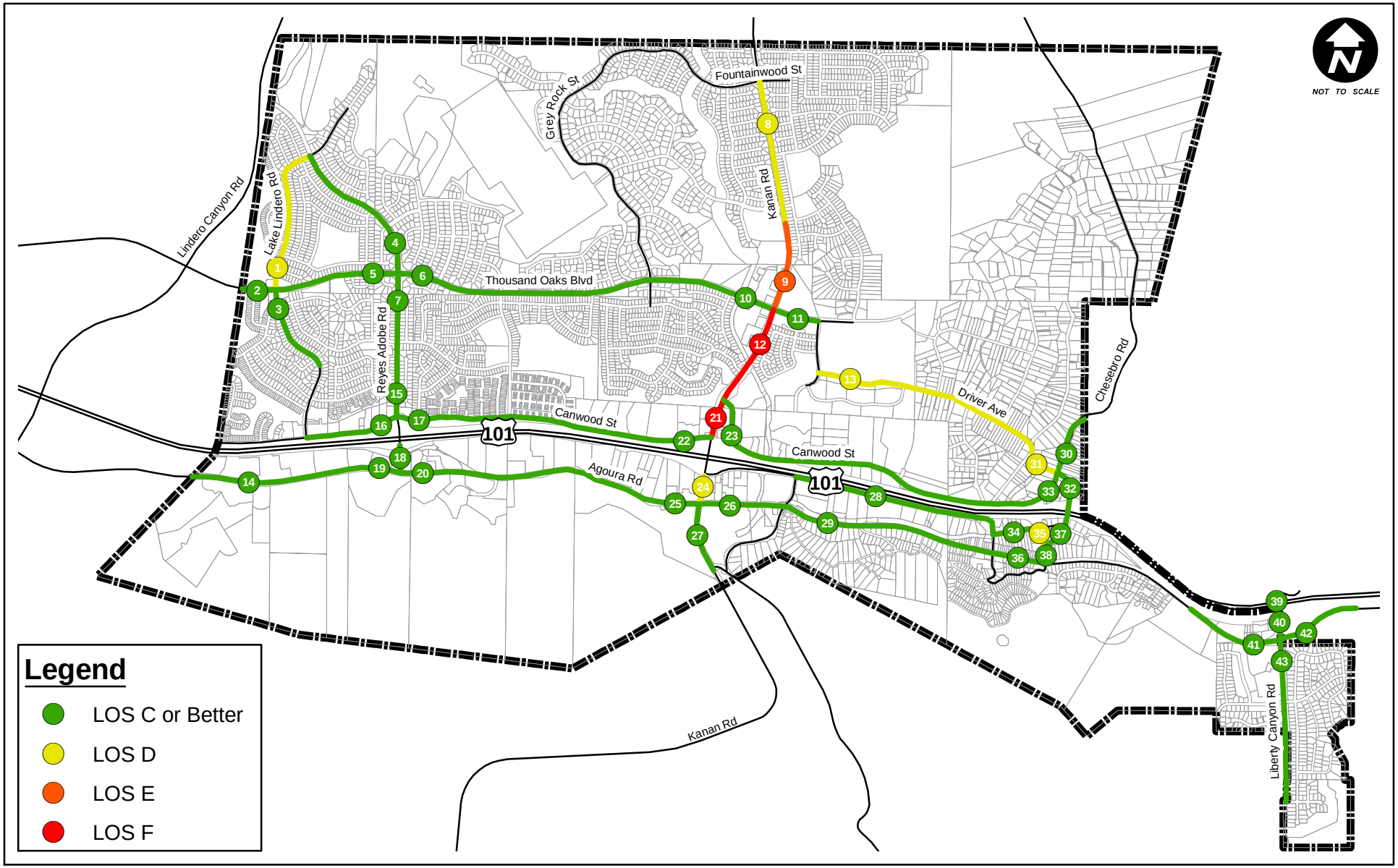
PROPOSED CIRCULATION PLAN
FIGURE 19



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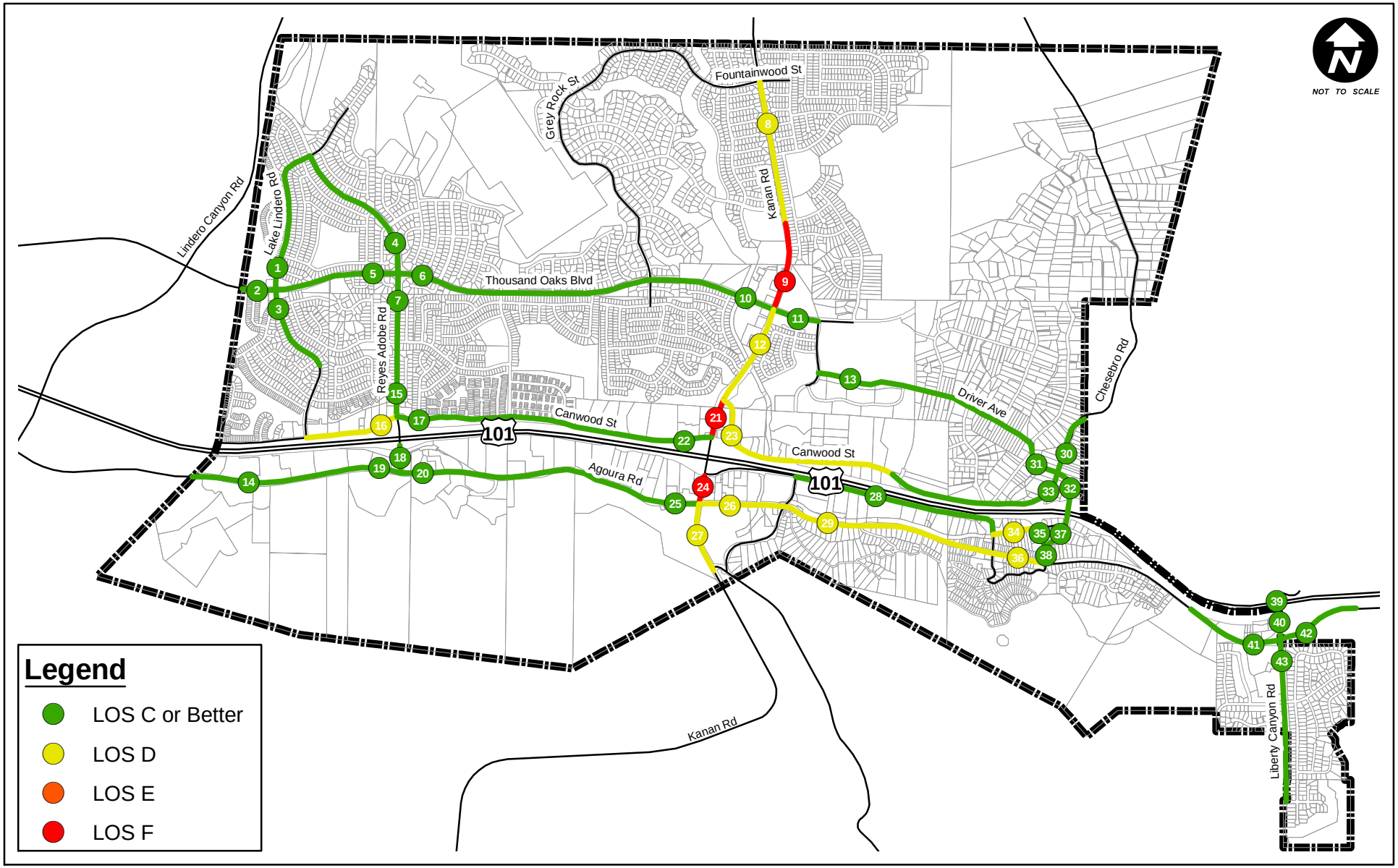
YEAR 2035 WITH GENERAL PLAN LAND USE AND PROPOSED IMPROVEMENTS LEVEL OF SERVICE - AM PEAK HOUR

FIGURE 20



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YEAR 2035 WITH GENERAL PLAN LAND USE ANDPROPOSED IMPROVEMENTS LEVEL OF SERVICE - PM PEAK HOUR

FIGURE 21

- Lake Lindero Road north of Thousand Oaks Boulevard – This portion of Lake Lindero Road is located in a residential area with the Lindero Canyon Middle School nearby. The segment operates at LOS D during the AM peak hour under existing conditions, due to the traffic patterns currently generated by the middle school. Traffic volumes are not expected to increase significantly under future conditions. Due to the location in a residential neighborhood, physical improvements, such as the removal of on-street parking or narrowing of sidewalks, are not preferred due to potential adverse effects to the neighborhood characteristics.

- Kanan Road south of Fountainwood Street to Agoura Road – Kanan Road is the major north-south connection within and through Agoura Hills; this portion of the roadway is located in a primarily residential area south of Fountainwood Street and transitions into a mixed residential and commercial area between Thousand Oaks Boulevard and Agoura Road. Portions of Kanan Road operate at LOS D under existing conditions and operating conditions are projected to worsen to LOS E and F under future conditions. The current 1992 Circulation Element identifies a widening of Kanan Road to a six lane facility. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration.

- Driver Avenue between Argos Street and Chesebro Road – Driver Avenue is located in the residential Old Agoura neighborhood and is adjacent to Agoura Hills High School. The segment operates at LOS D during the AM peak hour under existing conditions, primarily due to the traffic patterns currently created by the high school. Traffic volumes are not expected to increase significantly under future conditions. The surrounding neighborhood is semi-rural and the introduction of additional traffic lanes would detract from the overall character of the neighborhood.

- Canwood Street west of Reyes Adobe Road – This segment of Canwood Street is located in a residential area adjacent to the Lake Lindero neighborhood. The segment operates at LOS D during the PM peak hour under existing conditions, and traffic volumes are not expected to increase significantly under future conditions. The opportunities for physical improvements are limited due to the potential adverse impacts to the neighborhood quality of life. These can include the reduction in sidewalk widths, removal of street parking, or removal of bike lanes to accommodate physical improvements.

- Canwood Street east of Kanan Road– This section is projected to operate below LOS C during the PM peak hour under future conditions with development anticipated under the proposed General Plan even with improvement to a three-lane cross section with a continuous left-turn lane as recommended herein. Further widening to provide four lanes is not possible within the available right-of-way.

- Agoura Road between Kanan Road and Chesebro Road – This section of Agoura Road is projected to operate at LOS D during the PM peak hour under future conditions with development anticipated under the proposed General Plan. The section is located within the Agoura Village Specific Plan (AVSP) east of Kanan Road and transitions to a mixed commercial and residential area between Cornell Road and Chesebro Road. The current 1992 Circulation Element identifies a widening of Agoura Road within these extents to a four lane facility. However, the City Council has since given direction that Agoura Road should remain two lanes from Kanan Road to the eastern City limits. Implementation of the widening would adversely impact the existing bike lane along Agoura Road and alter the rural character of the adjacent neighborhoods and would conflict with the Agoura Village Specific Plan. In certifying the proposed Agoura Village Specific Plan EIR, the Agoura Hills City Council determined that widening of the road in the Specific Plan area

was not acceptable and effectively agreed to accept the future operating conditions along this corridor worse than LOS C.

- Dorothy Drive between Lewis Road and US-101 SB ramps – Dorothy Drive is projected to operate at LOS D during the PM peak hour under future conditions with development anticipated under the proposed General Plan. Dorothy Drive is located in a primarily commercial/ industrial area. Any physical improvements such as the addition of travel lanes would be feasible but would likely require the removal of on-street parking.

Due to the limitations described at the locations above, the projected operating conditions would remain below LOS C. As an alternative to physical improvements at these locations, the City could consider revisions to minimum operating standards when physical improvements would otherwise create secondary impacts determined to be unacceptable to the community and/or contrary to other policies of the proposed General Plan. Alternative policies could also be pursued by the City to address some of the conditions along certain of these roadways, even though the measures may not fully improve the operating condition to LOS C. Such policies include:

- Utilizing advanced intelligent transportation systems (ITS) and signal control technologies to maximize traffic flow in the Kanan Road corridor
- Improving and promoting transit and non-motorized modes
- Working with the local schools to encourage more children to walk and bicycle to school
- Actively utilize TDM techniques to aid in the reduction of single-occupancy vehicle trips

5. FREEWAY ANALYSIS

In addition to the surface street analysis of the Agoura Hills General Plan update, an analysis of operating conditions along the US-101 (Ventura Freeway) was performed. The analysis scenarios performed for the freeway segment analysis include: existing conditions, future base conditions, and future conditions with the proposed General Plan. Five freeway segments in Agoura Hills were selected for this analysis:

1. US-101 north of Reyes Adobe Road (Los Angeles County CMP Freeway Monitoring Station)
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 north of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Within Agoura Hills, 10 total travel lanes are provided on the US-101: four mainline and one auxiliary lane per direction. Freeway volume data was obtained from *2007 Traffic Volumes on California State Highways* (Caltrans, 2007) and the specific peak hour data in *2007 Peak Hour Volume Data Report* (Caltrans, 2007) was applied. Figures 22 and 23 illustrate the traffic volumes at each freeway segment during the AM and PM peak hour, respectively.

Under the existing conditions, two segments operate at LOS C and LOS D during the AM and PM peak hours, respectively: north of Reyes Adobe Road and north of Kanan Road. The three remaining segments operate at LOS D during both peak hours.

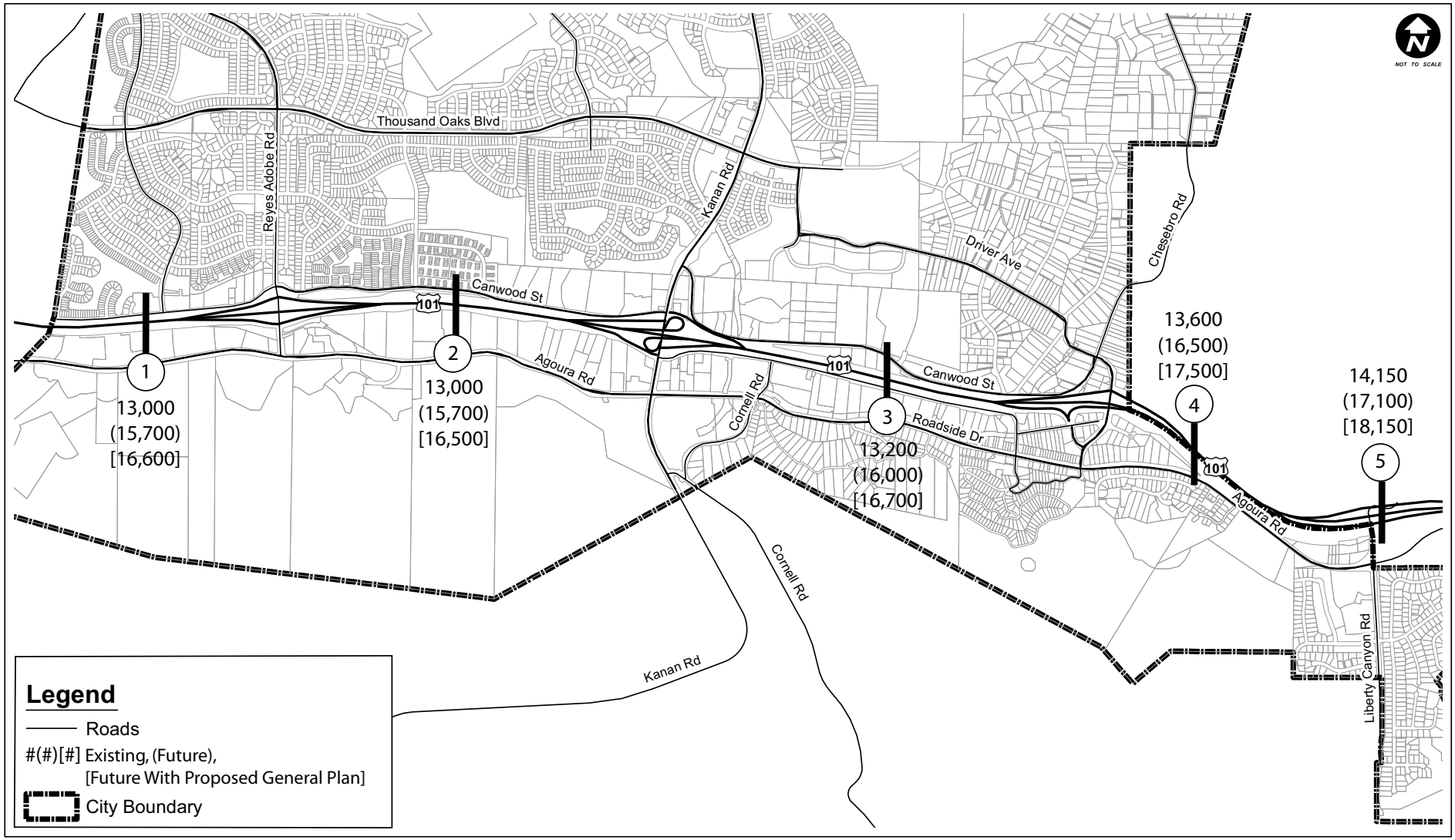
The development of the future freeway traffic projections was performed in a manner identical to the development of the future street segment volumes. The annual growth rate was only applied to the portion of through traffic along the US-101 and the traffic from cumulative projects was assigned to the freeway.

The analysis of future base conditions indicates that two segments are projected to operate at LOS E during either peak period; these two freeway segments are: north of Liberty Canyon (during the PM peak hour) and south of Liberty Canyon (during the AM peak hour). The three remaining segments are projected to operate at LOS D during both peak hours.

With the addition of the proposed General Plan traffic to the freeway segments, three locations are projected to operate at LOS D and LOS E during the AM and PM peak hours, respectively. These locations are: north of Reyes Adobe, north of Kanan Road, and north of Chesebro Road. The two remaining segments are projected to operate at LOS E during both peak periods.

Table 9 summarizes the results of this analysis.

The Congestion Management Program for Los Angeles County (CMP) establishes LOS E as the minimum acceptable LOS for operations on the regional freeway system. Under the future base conditions, all segments are projected to operate at LOS D or E during all analyzed periods and meet the minimum operating standard. With the addition of traffic generated by development anticipated under the proposed General Plan, each segment is projected to operate at LOS E in at least one analyzed period. The anticipated traffic from the proposed General Plan would not cause the five locations to exceed the LOS E operating standard established by the CMP.



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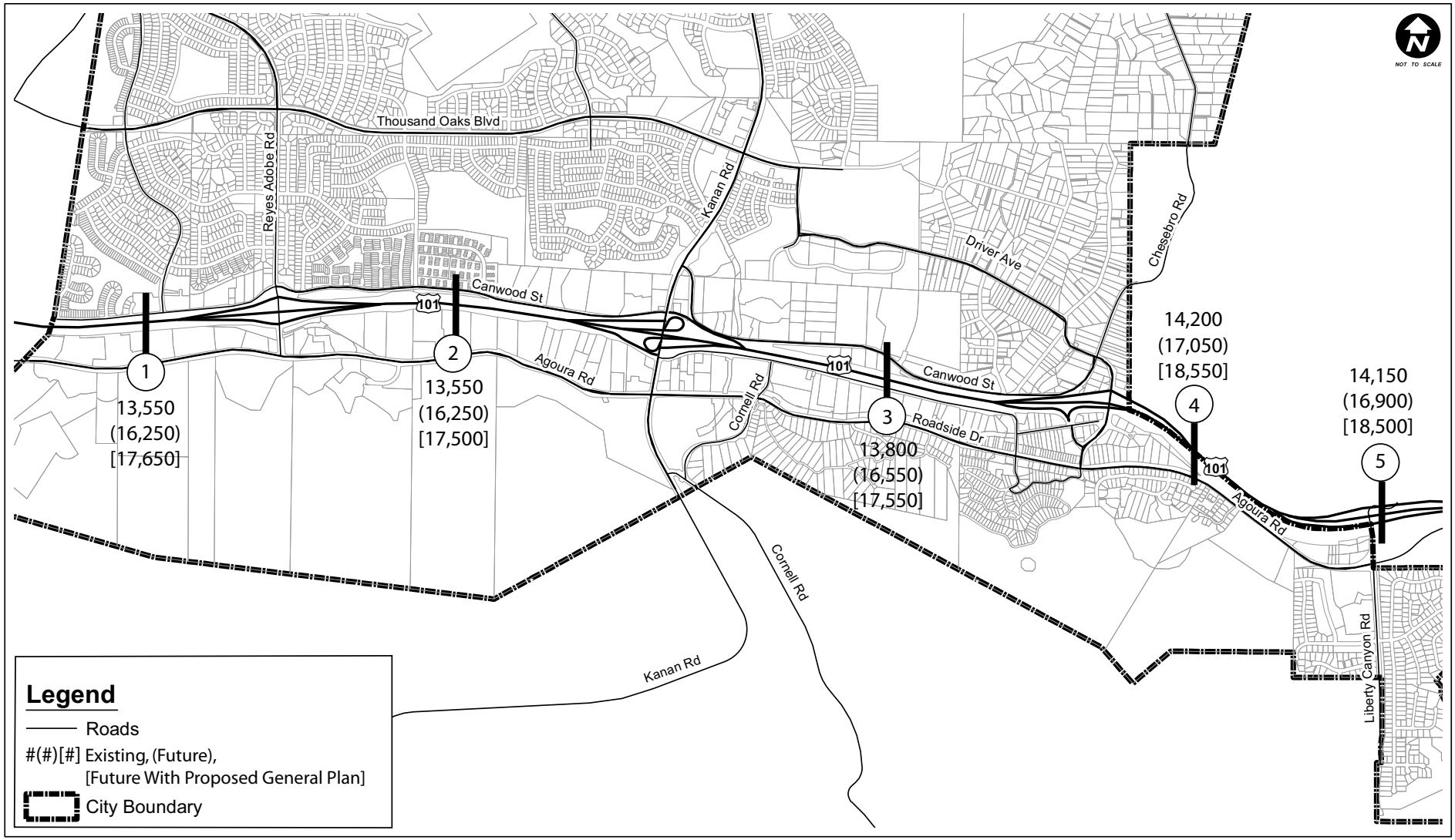
FREEWAY VOLUMES - AM PEAK HOUR
FIGURE 22



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FREEWAY VOLUMES - PM PEAK HOUR
FIGURE 23

TABLE 9
FREEWAY PEAK HOUR LEVELS OF SERVICE

	Freeway Segment	Peak Hour	Existing Conditions			Year 2035 Base			Year 2035 with Proposed General Plan Land Use			
			Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	Volume	Increase	# of Lanes	LOS
1	US-101	AM	13,000	10	C	15,700	10	D	16,600	900	10	D
	n/o Reyes Adobe Rd	PM	13,550	10	D	16,250	10	D	17,650	1,400	10	E
2	US-101	AM	13,000	10	C	15,700	10	D	16,500	800	10	D
	n/o Kanan Rd	PM	13,550	10	D	16,250	10	D	17,500	1,250	10	E
3	US-101	AM	13,200	10	D	16,000	10	D	16,700	700	10	D
	n/o Chesebro Rd	PM	13,800	10	D	16,550	10	D	17,550	1,000	10	E
4	US-101	AM	13,600	10	D	16,500	10	D	17,500	1,000	10	E
	n/o Liberty Canyon Rd	PM	14,200	10	D	17,050	10	E	18,550	1,500	10	E
5	US-101	AM	14,150	10	D	17,100	10	E	18,150	1,050	10	E
	s/o Liberty Canyon Rd	PM	14,150	10	D	16,900	10	D	18,500	1,600	10	E

Notes:
The US-101 provides four mainline lanes and one auxiliary lane in each direction through Agoura Hills.
Volumes are rounded to nearest 50 vehicles.
Level of Service criteria derived and adapted from the Florida DOT Research 2002 and the Highway Capacity Manual (Transportation Research Board, 2000):

	Volume Thresholds for Each Level of Service					
Lanes	A	B	C	D	E	F
10	≤ 5,600	≤ 9,070	≤ 13,130	≤ 16,980	≤ 19,310	> 19,310

6. ALTERNATIVES ANALYSIS

Two project alternatives were evaluated in this study, including the proposed project, the 1992 General Plan Buildout Alternative and the Reduced Density Alternative. The two project alternatives are discussed in this chapter.

The first alternative is the 1992 General Plan Buildout Alternative. This alternative was evaluated to provide a general comparison of relative impacts under the current (1992) General Plan versus the proposed new General Plan.

The second alternative is the Reduced Density Alternative. This alternative was developed with the intent to reduce the potential traffic impacts of the proposed General Plan in the Canwood Street and Agoura Road corridors. The Reduced Density Alternative assumes a 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant).

The table below summarizes the anticipated land use growth citywide for the proposed General Plan and the two alternatives.

Alternative	Single Residential (Units)	Multi-Family Residential (Units)	Retail/ Service (sf)	Office/ Business Park (sf)	Business Park/ Manufacturing (sf)
Proposed General Plan*	116	413	625,794	1,098,291	273,445
1992 General Plan Buildout**	116	293	1,458,799	2,947,606	1,414,292
Reduced Density Alternative	100	394	451,342	1,000,480	216,614
*Includes the AVSP, which was approved in 2008, and is now part of the 1992 General Plan ** Does not include the AVSP.					

TRIP GENERATION OF ALTERNATIVES

Traffic generation estimates were prepared for the 1992 General Plan Buildout and Reduced Density alternatives using the same methodology and factors discussed in Chapter 3 for the proposed General Plan. Tables 10 and 11 provide the trip generation estimates for these alternatives.

The table below summarizes the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole.

Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed General Plan	45,302	3,026	4,775
1992 General Plan Buildout	100,686	7,548	10,364
Reduced Density Alternative	41,591	2,739	4,388

As the table shows, land use development under the 1992 General Plan Buildout scenario is estimated to generate over twice as many net new trips citywide as the proposed General Plan.

TABLE 10
TRIP GENERATION ESTIMATES - 1992 GENERAL PLAN BUILDOUT ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [b,c,d]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	11.131	ksf	814		493	5	3	8	13	17	30
Pass-by Reduction				10%	*(49)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 1 Subtotal					***444***	***4***	***3***	***7***	***12***	***15***	***27***
TAZ 2											
Retail/Service	198.409	ksf	814		8,793	87	56	143	237	301	538
Internal Capture within TAZ				4%, 16%, 6%	*(352)*	*(14)*	*(9)*	*(23)*	*(14)*	*(18)*	*(32)*
Pass-by Reduction				*10%*	*(844)*	*(7)*	*(5)*	*(12)*	*(22)*	*(28)*	*(51)*
TAZ 2 Subtotal					***7,597***	***66***	***42***	***108***	***201***	***255***	***455***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	71.987	ksf	814		3,190	32	20	52	86	109	195
Pass-by Reduction				10%	*(319)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Office/Business Park	47.812	ksf	750		907	104	13	117	23	141	164
Internal Capture within TAZ				4%, 2%, 1%	*(36)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(2)*
TDM Reduction				*5%*	*(44)*	*(5)*	*(1)*	*(6)*	*(1)*	*(7)*	*(8)*
TAZ 4 Subtotal					***3,698***	***126***	***30***	***156***	***99***	***231***	***329***
TAZ 5											
Retail/Service	125.613	ksf	814		5,567	55	35	90	150	190	340
Internal Capture within TAZ				6%, 25%, 6%	*(334)*	*(14)*	*(9)*	*(23)*	*(9)*	*(11)*	*(20)*
Pass-by Reduction				*10%*	*(523)*	*(4)*	*(3)*	*(7)*	*(14)*	*(18)*	*(32)*
Office/Business Park	712.791	ksf	750		7,836	1,004	124	1,128	136	833	969
Internal Capture within TAZ				4%, 2%, 1%	*(313)*	*(20)*	*(2)*	*(23)*	*(1)*	*(8)*	*(10)*
TDM Reduction				*5%*	*(376)*	*(49)*	*(6)*	*(55)*	*(7)*	*(41)*	*(48)*
TAZ 5 Subtotal					***11,857***	***972***	***139***	***1,110***	***255***	***945***	***1,199***
TAZ 6 [f]											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	338.745	ksf	820		15,009	198	127	325	672	729	1,401
Internal Capture within TAZ				4%, 15%, 3%	*(600)*	*(30)*	*(19)*	*(49)*	*(20)*	*(22)*	*(42)*
Pass-by Reduction [a]				*30%*	*(4,323)*	*(50)*	*(32)*	*(83)*	*(196)*	*(212)*	*(408)*
Office/Business Park	75.627	ksf	750		1,197	152	19	171	28	170	198
Internal Capture within TAZ				10%, 8%, 5%	*(120)*	*(12)*	*(2)*	*(14)*	*(1)*	*(9)*	*(10)*
TDM Reduction				*5%*	*(54)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	626.981	ksf	770		7,487	726	138	864	188	629	817
Internal Capture within TAZ				10%, 8%, 5%	*(749)*	*(58)*	*(11)*	*(69)*	*(9)*	*(31)*	*(41)*
TDM Reduction				*5%*	*(337)*	*(33)*	*(6)*	*(40)*	*(9)*	*(30)*	*(39)*
TAZ 6 Subtotal					***17,594***	***888***	***217***	***1,103***	***657***	***1,219***	***1,875***
TAZ 7											
Retail/Service	13.917	ksf	814		617	6	4	10	17	21	38
Internal Capture within TAZ				4%, 13%, 3%	*(25)*	*(1)*	*(1)*	*(1)*	*(1)*	*(1)*	*(1)*
Pass-by Reduction				*10%*	*(59)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Office/Business Park	328.213	ksf	750		3,829	523	65	588	70	433	503
Internal Capture within TAZ				4%, 2%, 1%	*(153)*	*(10)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
TDM Reduction				*5%*	*(184)*	*(26)*	*(3)*	*(29)*	*(3)*	*(21)*	*(25)*
TAZ 7 Subtotal					***4,025***	***491***	***64***	***555***	***80***	***426***	***506***
TAZ 8 [f]											
Retail/Service	90.362	ksf	814 [c]		4,005	40	25	65	108	137	245
Internal Capture within TAZ				11%, 29%, 13%	*(441)*	*(12)*	*(7)*	*(19)*	*(14)*	*(18)*	*(32)*
Pass-by Reduction				*10%*	*(356)*	*(3)*	*(2)*	*(5)*	*(9)*	*(12)*	*(21)*
Office/Business Park	432.235	ksf	750		4,913	659	82	741	88	541	629
Internal Capture within TAZ				4%, 3%, 1%	*(197)*	*(20)*	*(2)*	*(22)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(236)*	*(32)*	*(4)*	*(36)*	*(4)*	*(27)*	*(31)*
Business Park/Manufacturing	441.141	ksf	770		5,490	515	98	613	136	455	591
Internal Capture within TAZ				4%, 3%, 1%	*(220)*	*(15)*	*(3)*	*(18)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(264)*	*(25)*	*(5)*	*(30)*	*(7)*	*(23)*	*(29)*
TAZ 8 Subtotal					***12,694***	***1,107***	***182***	***1,289***	***296***	***1,043***	***1,340***
TAZ 9											
Multi-Family Residential	19	units	230		110	1	7	8	7	3	10
Internal Capture within TAZ				36%, 31%, 39%	*(40)*	*0*	*(2)*	*(2)*	*(3)*	*(1)*	*(4)*
Retail/Service	472.310	ksf	820		18,629	242	155	397	837	907	1,744
Internal Capture within TAZ				6%, 21%, 5%	*(1,118)*	*(51)*	*(33)*	*(83)*	*(42)*	*(45)*	*(87)*
Pass-by Reduction				*10%*	*(1,751)*	*(19)*	*(12)*	*(31)*	*(80)*	*(86)*	*(166)*
Office/Business Park	356.941	ksf	750		4,128	562	69	631	75	463	538
Internal Capture within TAZ				3%, 3%, 2%	*(124)*	*(17)*	*(2)*	*(19)*	*(2)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(200)*	*(27)*	*(3)*	*(31)*	*(4)*	*(23)*	*(26)*
Business Park/Manufacturing	346.170	ksf	770		4,469	406	77	483	109	364	473
Internal Capture within TAZ				3%, 3%, 2%	*(134)*	*(12)*	*(2)*	*(14)*	*(2)*	*(7)*	*(9)*
TDM Reduction				*5%*	*(217)*	*(20)*	*(4)*	*(23)*	*(5)*	*(18)*	*(23)*
TAZ 9 Subtotal					***23,752***	***1,065***	***252***	***1,318***	***893***	***1,549***	***2,443***

TABLE 10 (continued)

TRIP GENERATION ESTIMATES - 1992 GENERAL PLAN BUILDOUT ALTERNATIVE

TAZ 10 [f]											
Office/Business Park	407.996	ksf	750		4,660	628	78	706	84	516	600
TDM Reduction					*(233)*	*(31)*	*(4)*	*(35)*	*(4)*	*(26)*	*(30)*
TAZ 10 Subtotal					***4,427***	***597***	***74***	***671***	***80***	***490***	***570***
TAZ 11											
Multi-Family Residential	112	units	230		651	8	41	49	39	19	58
Internal Capture within TAZ				36%, 31%, 39%	*(234)*	*(2)*	*(13)*	*(15)*	*(15)*	*(7)*	*(23)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park	226.712	ksf	750		2,771	384	47	431	53	328	381
Internal Capture within TAZ				4%, 3%, 2%	*(111)*	*(12)*	*(1)*	*(13)*	*(1)*	*(7)*	*(8)*
TDM Reduction				5%	*(133)*	*(19)*	*(2)*	*(21)*	*(3)*	*(16)*	*(19)*
TAZ 11 Subtotal					***7,033***	***405***	***102***	***507***	***253***	***512***	***764***
TAZ 12 [f]											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	162	units	230		941	12	59	71	56	28	84
Internal Capture within TAZ				36%, 31%, 39%	*(339)*	*(4)*	*(18)*	*(22)*	*(22)*	*(11)*	*(33)*
Retail/Service	75.075	ksf	814		3,224	46	29	75	137	143	280
Internal Capture within TAZ				13%, 29%, 13%	*(419)*	*(13)*	*(8)*	*(22)*	*(18)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(281)*	*(3)*	*(2)*	*(5)*	*(12)*	*(12)*	*(24)*
Office/Business Park	359.279	ksf	750		4,153	564	70	634	76	465	541
Internal Capture within TAZ				8%, 7%, 3%	*(332)*	*(39)*	*(5)*	*(44)*	*(2)*	*(14)*	*(16)*
TDM Reduction				5%	*(191)*	*(26)*	*(3)*	*(30)*	*(4)*	*(23)*	*(26)*
TAZ 12 Subtotal					***7,096***	***544***	***144***	***687***	***234***	***571***	***807***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**100,686**	**6,274**	**1,277**	**7,548**	**3,090**	**7,275**	**10,364**

Notes:

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 5-15-09".

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[c] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[d] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

TABLE 11
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				*10%*	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				*10%*	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				*5%*	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6 [g]											
Single-Family Residential	11	units	210		100	2	6	8	7	4	11
Internal Capture within TAZ				37%, 45%, 40%	*(37)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	201.010	ksf	820		10,691	145	93	238	476	516	992
Internal Capture within TAZ				4%, 15%, 3%	*(428)*	*(22)*	*(14)*	*(36)*	*(14)*	*(15)*	*(30)*
Pass-by Reduction [a]				*30%*	*(3,079)*	*(37)*	*(24)*	*(61)*	*(139)*	*(150)*	*(289)*
Office/Business Park	9.027	ksf	750		503	26	3	29	16	101	117
Internal Capture within TAZ				10%, 8%, 5%	*(50)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(23)*	*(1)*	*0*	*(1)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	154.099	ksf	770		2,404	184	35	219	52	173	225
Internal Capture within TAZ				10%, 8%, 5%	*(240)*	*(15)*	*(3)*	*(18)*	*(3)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(108)*	*(8)*	*(2)*	*(10)*	*(2)*	*(8)*	*(11)*
TAZ 6 Subtotal					***9,733***	***271***	***91***	***362***	***388***	***600***	***988***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				*10%*	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8 [g]											
Multi-Family Residential	57	units	230		331	4	21	25	20	10	30
Internal Capture within TAZ				37%, 30%, 37%	*(122)*	*(1)*	*(6)*	*(8)*	*(7)*	*(4)*	*(11)*
Specialty Retail (AVSP) [h]	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	11.473	ksf	814		508	5	3	8	14	17	31
Internal Capture within TAZ				11%, 29%, 13%	*(56)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-by Reduction				*10%*	*(45)*	*0*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Office/Business Park	114.771	ksf	750		1,605	216	27	243	34	211	245
Internal Capture within TAZ				4%, 3%, 1%	*(64)*	*(6)*	*(1)*	*(7)*	*0*	*(2)*	*(2)*
TDM Reduction				*5%*	*(77)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Business Park/Manufacturing	16.397	ksf	770		924	20	4	24	7	22	29
Internal Capture within TAZ				4%, 3%, 1%	*(37)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				*5%*	*(44)*	*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
TAZ 8 Subtotal					***4,207***	***242***	***58***	***299***	***105***	***282***	***387***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				*37%, 48%, 40%*	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				*10%*	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				*5%*	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 11 (continued)
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ 10 [g]											
Office/Business Park	128.132	ksf	750		1,744	238	29	267	37	224	261
TDM Reduction					*(87)*	*(12)*	*(1)*	*(13)*	*(2)*	*(11)*	*(13)*
TAZ 10 Subtotal					***1,657***	***226***	***28***	***254***	***35***	***213***	***248***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12 [g]											
Single-Family Residential	40	units	210		380	8	22	30	25	15	40
Internal Capture within TAZ				33%, 25%, 31%	*(125)*	*(2)*	*(6)*	*(8)*	*(8)*	*(5)*	*(12)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP) [h]	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP) [h]	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	40.875	ksf	814		1,755	25	16	41	74	78	152
Internal Capture within TAZ				13%, 29%, 13%	*(228)*	*(7)*	*(5)*	*(12)*	*(10)*	*(10)*	*(20)*
Pass-by Reduction				*10%*	*(153)*	*(2)*	*(1)*	*(3)*	*(6)*	*(7)*	*(13)*
Office (AVSP) [h]	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	41.504	ksf	750		842	93	11	104	22	134	156
Internal Capture within TAZ				8%, 7%, 3%	*(67)*	*(7)*	*(1)*	*(7)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(39)*	*(4)*	*(1)*	*(5)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,124***	***282***	***109***	***392***	***222***	***431***	***653***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**41,591**	**2,186**	**550**	**2,739**	**1,362**	**3,022**	**4,388**

Notes:

Source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 3-13-09", modified as described in footnote [g].

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

[g] Land uses specified in TAZs 6, 8, 10, and 12 (outside of AVSP areas) were reduced in size by 25% for the Reduced Density Alternative.

[h] Since description, size, and trip generation were obtained from the certified Agoura Village Specific Plan, land uses specified by the approved plan were not reduced for the Reduced Density Alternative.

AVSP = Agoura Village Specific Plan

Citywide, the land use development anticipated under the Reduced Density Alternative is estimated to generate approximately eight to nine percent fewer net new trips than for the proposed General Plan. As shown, the Reduced Density Alternative would generate a projected total of approximately 41,600 daily trips. In general, the land use reduction resulted in a 15 to 20 percent reduction in net new vehicle trips generated within each of the four specified TAZs.

TRAFFIC IMPLICATIONS OF ALTERNATIVES

1992 General Plan Buildout Alternative

As discussed in Chapter 4, 16 of the 43 study segments are projected to operate below LOS C with development anticipated under the proposed General Plan after implementation of the recommended roadway improvements. As discussed above, the land use development under the 1992 General Plan Buildout alternative would generate over twice as many net new trips citywide as the proposed General Plan. It can reasonably be expected, therefore, that development pursuant to the 1992 General Plan Buildout alternative would result in a substantial increase in the number of roadway segments projected to operate at LOS D or worse and add additional trips to segments already projected to operate at or near capacity.

Reduced Density Alternative

With the reduced land use intensities in TAZs 6, 8, 10 and 12 relative to the proposed General Plan scenario, the projected traffic volumes on Canwood Street and Agoura Road would be reduced. The following five segments were projected to operate at LOS D or worse under proposed General Plan conditions in the PM peak period but are likely to operate at LOS C or better under the Reduced Density Alternative:

26. Agoura Road east of Kanan Road (PM peak hour)
29. Agoura Road east of Cornell Road (PM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
36. Agoura Road west of Chesebro Road (PM peak hour)

The total number of roadway segments projected to operate below LOS C under the Reduced Density Alternative is 12; four less than the 16 locations projected under the proposed General Plan.

7. SUMMARY AND CONCLUSIONS

This report presents an analysis of the potential traffic impacts of the City of Agoura Hills General Plan update. This traffic impact analysis is also in support of the effort to update the Mobility Section of the Agoura Hills General Plan (1992). The following summarizes the results of this analysis:

- The horizon year of the proposed General Plan is 2035.
- Forty-three street segments and five freeway segments were selected for analysis.
- LOS C indicates stable flow on roadway segments. Thirty-two of the 43 analyzed street segments operate at LOS C or better under existing conditions; the remaining 11 locations operate below LOS C.
- Analysis of projected year 2035 future base conditions indicates that 13 of the 43 street segments would operate below LOS C.
- With the addition of trips expected to be generated by land use growth anticipated under the proposed General Plan traffic, 21 of the 43 locations are projected to operate at less than LOS C.
- Eight roadway improvements are identified as part of the proposed General Plan. After incorporating these improvements, 16 locations are projected to operate at LOS D or below.
- These 16 locations are not easily improved either due to physical constraints or quality of life goals. This may require adopting a modified minimum operating standard at these locations.
- Analysis of the five freeway segments in the City indicates that all locations operate at LOS D during at least one peak period under existing conditions. The future base analysis indicates that all segments are projected to operate at LOS D or E during both peak hours. The addition of the proposed General Plan traffic indicates that all segments are projected to operate at LOS E during at least one peak period. This meets the CMP's minimum acceptable LOS criteria for operations on the regional freeway system.
- Analysis of the Reduced Density Alternative indicates that 12 of the 43 street segments would operate below LOS C under the proposed alternative. This is four locations less than the proposed General Plan.
- Development under the 1992 General Plan Buildout Alternative would generate more than twice as many net new trips citywide as under the proposed General Plan and would impact substantially more street segments.

REFERENCES

2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2004.

Agoura Hills General Plan Circulation Analysis, Austin-Foust Associates, 1992.

Agoura Village Specific Plan EIR, City of Agoura Hills, 2008.

Florida Department of Transportation Research, 2002.

Highway Capacity Manual, Transportation Research Board, 2000.

Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers, 2004.

APPENDIX A:
TRAFFIC COUNTS

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-001

Location: Lake Lindero Rd N/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		2					12:00	36		24				
00:15	3		1					12:15	14		12				
00:30	1		0					12:30	26		32				
00:45	1	6	1	4			10	12:45	26	102	20	88			190
01:00	0		0					13:00	23		25				
01:15	2		1					13:15	28		20				
01:30	2		0					13:30	21		28				
01:45	2	6	0	1			7	13:45	38	110	16	89			199
02:00	0		0					14:00	36		20				
02:15	1		1					14:15	32		36				
02:30	0		1					14:30	37		27				
02:45	1	2	0	2			4	14:45	39	144	33	116			260
03:00	1		1					15:00	88		34				
03:15	3		1					15:15	49		83				
03:30	0		1					15:30	50		39				
03:45	0	4	1	4			8	15:45	65	252	69	225			477
04:00	1		0					16:00	41		53				
04:15	0		0					16:15	40		28				
04:30	0		2					16:30	32		27				
04:45	1	2	1	3			5	16:45	30	143	31	139			282
05:00	0		2					17:00	42		24				
05:15	2		2					17:15	32		56				
05:30	1		4					17:30	50		45				
05:45	1	4	3	11			15	17:45	39	163	32	157			320
06:00	2		7					18:00	30		22				
06:15	4		6					18:15	24		18				
06:30	4		7					18:30	30		25				
06:45	8	18	14	34			52	18:45	16	100	15	80			180
07:00	7		16					19:00	25		19				
07:15	10		18					19:15	19		13				
07:30	18		26					19:30	21		12				
07:45	60	95	57	117			212	19:45	16	81	11	55			136
08:00	41		70					20:00	16		10				
08:15	39		65					20:15	15		8				
08:30	83		96					20:30	20		8				
08:45	73	236	130	361			597	20:45	13	64	12	38			102
09:00	22		36					21:00	13		11				
09:15	13		27					21:15	14		1				
09:30	9		24					21:30	13		10				
09:45	10	54	23	110			164	21:45	21	61	7	29			90
10:00	12		18					22:00	7		2				
10:15	14		29					22:15	8		3				
10:30	22		18					22:30	2		3				
10:45	20	68	25	90			158	22:45	11	28	3	11			39
11:00	22		27					23:00	3		3				
11:15	7		21					23:15	2		4				
11:30	26		25					23:30	4		1				
11:45	23	78	16	89			167	23:45	0	9	2	10			19
Total Vol.		573		826			**1399**			1257		1037			**2294**

Daily Totals

NB	SB		EB	WB
1830	1863	Combined		
		3693		

	AM					PM		
Split %	41.0%	59.0%			**37.9%**	54.8%	45.2%	**62.1%**
Peak Hour	08:00	08:00	06:30	06:30	**08:00**	15:30	15:30	**15:30**
Volume	236	361			**597**	196	189	**385**
P.H.F.	0.71	0.69			**0.74**	0.75	0.68	**0.72**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-002

Location: Thousand Oaks Blvd W/o Lake Lindero Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		5			12:00			162		132		
00:15			6		9			12:15			151		134		
00:30			5		5			12:30			178		171		
00:45			2	21	3	22	43	12:45			188	679	160	597	1276
01:00			2		1			13:00			222		141		
01:15			6		2			13:15			191		128		
01:30			5		1			13:30			155		139		
01:45			5	18	0	4	22	13:45			152	720	115	523	1243
02:00			2		3			14:00			159		117		
02:15			4		2			14:15			154		114		
02:30			3		1			14:30			156		109		
02:45			2	11	2	8	19	14:45			159	628	141	481	1109
03:00			1		0			15:00			199		155		
03:15			4		1			15:15			166		230		
03:30			4		0			15:30			182		166		
03:45			0	9	8	9	18	15:45			207	754	184	735	1489
04:00			6		5			16:00			177		168		
04:15			4		6			16:15			193		154		
04:30			3		4			16:30			169		158		
04:45			4	17	5	20	37	16:45			185	724	181	661	1385
05:00			4		11			17:00			237		134		
05:15			6		8			17:15			220		179		
05:30			5		5			17:30			215		186		
05:45			8	23	12	36	59	17:45			195	867	159	658	1525
06:00			21		16			18:00			174		156		
06:15			18		14			18:15			188		99		
06:30			18		38			18:30			161		119		
06:45			31	88	47	115	203	18:45			131	654	125	499	1153
07:00			48		53			19:00			153		108		
07:15			44		70			19:15			127		89		
07:30			59		89			19:30			105		88		
07:45			100	251	120	332	583	19:45			99	484	56	341	825
08:00			113		147			20:00			102		59		
08:15			96		162			20:15			100		48		
08:30			112		192			20:30			81		48		
08:45			101	422	182	683	1105	20:45			68	351	42	197	548
09:00			86		97			21:00			68		31		
09:15			65		89			21:15			45		40		
09:30			66		100			21:30			36		38		
09:45			73	290	90	376	666	21:45			47	196	25	134	330
10:00			75		98			22:00			26		24		
10:15			84		114			22:15			25		15		
10:30			84		102			22:30			22		17		
10:45			96	339	91	405	744	22:45			18	91	6	62	153
11:00			118		112			23:00			21		13		
11:15			101		116			23:15			17		9		
11:30			133		124			23:30			8		6		
11:45			123	475	111	463	938	23:45			3	49	10	38	87
Total Vol.				1964		2473	**4437**					6197		4926	**11123**

Daily Totals

	NB	SB		EB	WB
			Combined	8161	7399
			15560		

			AM					PM		
Split %			44.3%	55.7%	**28.5%**			55.7%	44.3%	**71.5%**
Peak Hour	06:30	06:30	08:00	08:00	**08:00**			17:00	16:45	**16:45**
Volume			422	683	**1105**			867	680	**1537**
P.H.F.			0.93	0.89	**0.91**			0.91	0.82	**0.96**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-003

Location: Lake Lindero Rd S/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	37		23				
00:15	2		2					12:15	33		35				
00:30	4		2					12:30	40		32				
00:45	0	7	2	7			14	12:45	25	135	34	124			259
01:00	0		0					13:00	35		31				
01:15	0		1					13:15	26		35				
01:30	0		1					13:30	33		22				
01:45	0	0	0	2			2	13:45	27	121	20	108			229
02:00	0		0					14:00	31		27				
02:15	1		0					14:15	34		38				
02:30	1		1					14:30	28		21				
02:45	0	2	0	1			3	14:45	21	114	28	114			228
03:00	0		0					15:00	29		33				
03:15	3		2					15:15	43		49				
03:30	1		1					15:30	35		38				
03:45	1	5	0	3			8	15:45	39	146	43	163			309
04:00	1		0					16:00	30		30				
04:15	3		0					16:15	47		34				
04:30	1		0					16:30	32		22				
04:45	5	10	0	0			10	16:45	35	144	30	116			260
05:00	1		1					17:00	29		37				
05:15	2		1					17:15	37		27				
05:30	3		2					17:30	28		48				
05:45	15	21	3	7			28	17:45	39	133	34	146			279
06:00	7		1					18:00	45		32				
06:15	3		0					18:15	31		46				
06:30	10		2					18:30	34		34				
06:45	13	33	7	10			43	18:45	25	135	30	142			277
07:00	12		13					19:00	24		28				
07:15	12		5					19:15	19		20				
07:30	23		10					19:30	25		18				
07:45	77	124	21	49			173	19:45	15	83	16	82			165
08:00	41		30					20:00	12		24				
08:15	32		23					20:15	9		27				
08:30	45		33					20:30	11		13				
08:45	41	159	24	110			269	20:45	5	37	24	88			125
09:00	28		19					21:00	13		24				
09:15	28		15					21:15	13		7				
09:30	24		12					21:30	6		14				
09:45	29	109	15	61			170	21:45	18	50	11	56			106
10:00	22		8					22:00	7		6				
10:15	15		13					22:15	11		5				
10:30	16		9					22:30	8		3				
10:45	15	68	23	53			121	22:45	1	27	3	17			44
11:00	22		21					23:00	0		2				
11:15	15		29					23:15	2		6				
11:30	35		20					23:30	5		1				
11:45	23	95	15	85			180	23:45	1	8	2	11			19
Total Vol.		633		388			**1021**			1133		1167			**2300**

Daily Totals

NB	SB		EB	WB
1766	1555	Combined		
		3321		

	AM					PM				
Split %	62.0%	38.0%			**30.7%**	49.3%	50.7%			**69.3%**
Peak Hour	07:45	08:00	06:30	06:30	**07:45**	15:30	17:30			**17:30**
Volume	195	110			**302**	151	160			**303**
P.H.F.	0.63	0.83			**0.77**	0.80	0.83			**0.98**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-004

Location: Reyes Adobe Rd N/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		0					12:00	29		55				
00:15	4		3					12:15	35		68				
00:30	4		6					12:30	59		43				
00:45	0	10	4	13			23	12:45	48	171	33	199			370
01:00	4		2					13:00	58		42				
01:15	2		2					13:15	25		43				
01:30	2		0					13:30	31		12				
01:45	1	9	1	5			14	13:45	44	158	29	126			284
02:00	4		0					14:00	60		49				
02:15	0		0					14:15	56		94				
02:30	1		0					14:30	61		43				
02:45	2	7	0	0			7	14:45	77	254	57	243			497
03:00	2		2					15:00	170		86				
03:15	0		0					15:15	130		163				
03:30	1		3					15:30	60		82				
03:45	0	3	0	5			8	15:45	49	409	68	399			808
04:00	0		3					16:00	65		69				
04:15	0		3					16:15	62		59				
04:30	0		4					16:30	51		43				
04:45	1	1	3	13			14	16:45	51	229	82	253			482
05:00	1		8					17:00	57		41				
05:15	1		10					17:15	55		68				
05:30	7		22					17:30	52		58				
05:45	3	12	19	59			71	17:45	47	211	59	226			437
06:00	0		13					18:00	58		35				
06:15	3		20					18:15	65		50				
06:30	2		20					18:30	60		54				
06:45	9	14	45	98			112	18:45	38	221	52	191			412
07:00	9		34					19:00	36		42				
07:15	17		35					19:15	44		30				
07:30	37		42					19:30	37		38				
07:45	109	172	101	212			384	19:45	35	152	27	137			289
08:00	80		148					20:00	26		24				
08:15	91		112					20:15	31		24				
08:30	169		185					20:30	38		27				
08:45	136	476	191	636			1112	20:45	32	127	31	106			233
09:00	37		56					21:00	27		18				
09:15	14		49					21:15	39		15				
09:30	20		34					21:30	37		10				
09:45	23	94	44	183			277	21:45	27	130	11	54			184
10:00	31		33					22:00	22		10				
10:15	35		57					22:15	14		8				
10:30	29		32					22:30	21		7				
10:45	28	123	34	156			279	22:45	17	74	6	31			105
11:00	27		35					23:00	15		7				
11:15	33		19					23:15	4		2				
11:30	31		51					23:30	5		0				
11:45	29	120	54	159			279	23:45	2	26	2	11			37
Total Vol.		1041		1539			**2580**			2162		1976			**4138**

Daily Totals

NB	SB		EB	WB
3203	3515	Combined		
		6718		

	AM					PM			
Split %	40.3%	59.7%			**38.4%**	52.2%	47.8%		**61.6%**
Peak Hour	08:00	08:00	06:30	06:30	**08:00**	15:30	15:30		**15:30**
Volume	476	636			**1112**	236	278		**514**
P.H.F.	0.70	0.83			**0.79**	0.91	0.85		**0.90**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-005

Location: Thousand Oaks Blvd W/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		3			12:00			120		99		
00:15			4		5			12:15			118		115		
00:30			3		4			12:30			148		158		
00:45			0	14	1	13	27	12:45			155	541	126	498	1039
01:00			3		2			13:00			183		111		
01:15			3		1			13:15			152		106		
01:30			2		1			13:30			127		92		
01:45			3	11	0	4	15	13:45			120	582	97	406	988
02:00			0		2			14:00			130		86		
02:15			2		0			14:15			118		96		
02:30			5		0			14:30			146		87		
02:45			1	8	2	4	12	14:45			131	525	123	392	917
03:00			1		0			15:00			136		147		
03:15			1		1			15:15			188		198		
03:30			3		0			15:30			156		146		
03:45			0	5	5	6	11	15:45			138	618	129	620	1238
04:00			2		3			16:00			155		130		
04:15			4		4			16:15			146		113		
04:30			2		1			16:30			143		127		
04:45			5	13	2	10	23	16:45			138	582	145	515	1097
05:00			2		6			17:00			190		109		
05:15			5		6			17:15			193		127		
05:30			6		2			17:30			152		126		
05:45			9	22	8	22	44	17:45			158	693	118	480	1173
06:00			16		8			18:00			141		125		
06:15			20		12			18:15			142		104		
06:30			16		27			18:30			146		85		
06:45			28	80	38	85	165	18:45			104	533	99	413	946
07:00			33		41			19:00			126		89		
07:15			41		57			19:15			101		74		
07:30			48		59			19:30			91		71		
07:45			78	200	78	235	435	19:45			81	399	48	282	681
08:00			90		106			20:00			78		48		
08:15			93		128			20:15			68		48		
08:30			75		154			20:30			71		41		
08:45			92	350	104	492	842	20:45			50	267	44	181	448
09:00			72		63			21:00			54		28		
09:15			63		73			21:15			42		40		
09:30			54		72			21:30			22		35		
09:45			92	281	77	285	566	21:45			38	156	20	123	279
10:00			76		84			22:00			23		21		
10:15			62		90			22:15			19		14		
10:30			68		71			22:30			28		13		
10:45			81	287	90	335	622	22:45			12	82	11	59	141
11:00			99		85			23:00			16		12		
11:15			88		82			23:15			16		9		
11:30			97		102			23:30			5		2		
11:45			110	394	93	362	756	23:45			0	37	8	31	68
Total Vol.				1665		1853	**3518**					5015		4000	**9015**

Daily Totals

	NB	SB		EB	WB
			Combined	6680	5853
			12533		

			AM					PM		
Split %			47.3%	52.7%	**28.1%**			55.6%	44.4%	**71.9%**
Peak Hour	06:30	06:30	08:00	08:00	**08:00**			17:00	15:30	**16:45**
Volume			350	492	**842**			693	518	**1180**
P.H.F.			0.94	0.80	**0.92**			0.90	0.88	**0.92**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-006

Location: Thousand Oaks Blvd E/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		2			12:00			135		105		
00:15			2		1			12:15			127		110		
00:30			8		4			12:30			127		195		
00:45			4	18	2	9	27	12:45			138	527	148	558	1085
01:00			6		3			13:00			173		128		
01:15			4		0			13:15			159		124		
01:30			2		2			13:30			119		133		
01:45			3	15	1	6	21	13:45			95	546	116	501	1047
02:00			0		1			14:00			124		95		
02:15			2		0			14:15			134		110		
02:30			7		1			14:30			159		120		
02:45			1	10	3	5	15	14:45			161	578	171	496	1074
03:00			2		0			15:00			153		266		
03:15			1		1			15:15			200		256		
03:30			4		0			15:30			179		161		
03:45			1	8	5	6	14	15:45			156	688	155	838	1526
04:00			0		4			16:00			173		142		
04:15			2		1			16:15			161		141		
04:30			3		4			16:30			152		146		
04:45			3	8	4	13	21	16:45			155	641	149	578	1219
05:00			2		6			17:00			200		124		
05:15			5		9			17:15			200		118		
05:30			11		18			17:30			167		138		
05:45			5	23	14	47	70	17:45			178	745	129	509	1254
06:00			16		18			18:00			166		124		
06:15			11		24			18:15			151		120		
06:30			13		40			18:30			172		92		
06:45			46	86	56	138	224	18:45			122	611	92	428	1039
07:00			38		72			19:00			142		93		
07:15			31		90			19:15			105		92		
07:30			50		114			19:30			100		79		
07:45			115	234	169	445	679	19:45			90	437	67	331	768
08:00			142		215			20:00			91		52		
08:15			135		268			20:15			83		61		
08:30			97		288			20:30			82		50		
08:45			150	524	184	955	1479	20:45			71	327	42	205	532
09:00			76		107			21:00			63		25		
09:15			58		99			21:15			44		59		
09:30			60		100			21:30			29		52		
09:45			110	304	104	410	714	21:45			44	180	25	161	341
10:00			81		103			22:00			26		24		
10:15			91		119			22:15			22		16		
10:30			70		91			22:30			26		17		
10:45			86	328	120	433	761	22:45			16	90	9	66	156
11:00			97		95			23:00			22		12		
11:15			79		110			23:15			11		10		
11:30			103		107			23:30			5		9		
11:45			108	387	111	423	810	23:45			1	39	7	38	77
Total Vol.			1945		2890		**4835**				5409		4709		**10118**

Daily Totals

	NB	SB	EB	WB
Combined			7354	7599
14953				

	AM			PM		
Split %	40.2%	59.8%	**32.3%**	53.5%	46.5%	**67.7%**
Peak Hour	08:00	08:00	**08:00**	17:00	15:30	**15:30**
Volume	524	955	**1479**	745	599	**1268**
P.H.F.	0.87	0.83	**0.92**	0.93	0.91	**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-007

Location: Reyes Adobe Rd S/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		6					12:00	71		85				
00:15	5		1					12:15	68		78				
00:30	8		3					12:30	76		114				
00:45	3	20	2	12			32	12:45	74	289	97	374			663
01:00	7		3					13:00	92		102				
01:15	5		5					13:15	77		114				
01:30	3		2					13:30	67		99				
01:45	1	16	2	12			28	13:45	68	304	95	410			714
02:00	4		0					14:00	87		88				
02:15	1		2					14:15	77		106				
02:30	5		3					14:30	93		99				
02:45	1	11	0	5			16	14:45	94	351	98	391			742
03:00	2		0					15:00	130		140				
03:15	0		0					15:15	91		172				
03:30	3		3					15:30	90		116				
03:45	1	6	0	3			9	15:45	96	407	118	546			953
04:00	1		6					16:00	117		112				
04:15	1		5					16:15	97		100				
04:30	2		10					16:30	103		109				
04:45	3	7	11	32			39	16:45	98	415	107	428			843
05:00	3		11					17:00	114		111				
05:15	0		14					17:15	96		101				
05:30	2		23					17:30	102		98				
05:45	5	10	29	77			87	17:45	93	405	98	408			813
06:00	6		30					18:00	132		88				
06:15	9		49					18:15	116		105				
06:30	9		46					18:30	108		81				
06:45	26	50	59	184			234	18:45	75	431	60	334			765
07:00	26		81					19:00	86		79				
07:15	36		101					19:15	71		75				
07:30	50		109					19:30	59		56				
07:45	110	222	160	451			673	19:45	59	275	55	265			540
08:00	85		207					20:00	58		50				
08:15	80		186					20:15	49		38				
08:30	94		208					20:30	46		35				
08:45	88	347	160	761			1108	20:45	56	209	27	150			359
09:00	55		115					21:00	40		22				
09:15	36		107					21:15	41		38				
09:30	44		82					21:30	40		22				
09:45	55	190	91	395			585	21:45	46	167	27	109			276
10:00	54		73					22:00	29		16				
10:15	62		78					22:15	21		13				
10:30	53		78					22:30	21		15				
10:45	43	212	74	303			515	22:45	20	91	4	48			139
11:00	49		67					23:00	25		12				
11:15	49		80					23:15	7		10				
11:30	64		78					23:30	3		5				
11:45	52	214	91	316			530	23:45	2	37	0	27			64
Total Vol.		1305		2551			**3856**			3381		3490			**6871**

Daily Totals

NB	SB		EB	WB
4686	6041	Combined		
		10727		

	AM					PM		
Split %	33.8%	66.2%			**35.9%**	49.2%	50.8%	**64.1%**
Peak Hour	07:45	07:45	06:30	06:30	**07:45**	17:30	15:30	**15:45**
Volume	369	761			**1130**	443	446	**852**
P.H.F.	0.84	0.91			**0.94**	0.84	0.94	**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 10, 2009 **City:** Agoura Hills **Project #:** 09-5034-008

Location: Kanan Rd S/o Fountainwood St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	21		9					12:00	142		152				
00:15	17		8					12:15	138		149				
00:30	12		4					12:30	164		147				
00:45	7	57	5	26			83	12:45	150	594	163	611			1205
01:00	10		3					13:00	163		162				
01:15	10		4					13:15	149		138				
01:30	10		3					13:30	141		161				
01:45	5	35	3	13			48	13:45	127	580	165	626			1206
02:00	6		1					14:00	175		134				
02:15	4		0					14:15	222		139				
02:30	4		3					14:30	193		197				
02:45	4	18	4	8			26	14:45	201	791	248	718			1509
03:00	5		4					15:00	205		276				
03:15	2		3					15:15	205		197				
03:30	2		3					15:30	215		223				
03:45	3	12	4	14			26	15:45	225	850	196	892			1742
04:00	3		2					16:00	241		168				
04:15	1		12					16:15	223		166				
04:30	4		23					16:30	235		159				
04:45	3	11	19	56			67	16:45	222	921	161	654			1575
05:00	7		39					17:00	277		175				
05:15	1		51					17:15	293		166				
05:30	13		78					17:30	324		174				
05:45	18	39	82	250			289	17:45	280	1174	199	714			1888
06:00	10		120					18:00	286		137				
06:15	17		121					18:15	326		133				
06:30	25		178					18:30	254		158				
06:45	31	83	188	607			690	18:45	272	1138	129	557			1695
07:00	70		198					19:00	265		132				
07:15	56		247					19:15	227		133				
07:30	79		269					19:30	190		109				
07:45	129	334	300	1014			1348	19:45	166	848	100	474			1322
08:00	175		342					20:00	168		87				
08:15	135		351					20:15	172		65				
08:30	107		239					20:30	150		70				
08:45	98	515	213	1145			1660	20:45	169	659	75	297			956
09:00	96		217					21:00	108		64				
09:15	94		174					21:15	137		55				
09:30	76		204					21:30	104		46				
09:45	91	357	155	750			1107	21:45	79	428	32	197			625
10:00	102		165					22:00	73		42				
10:15	101		163					22:15	55		29				
10:30	100		155					22:30	55		28				
10:45	94	397	153	636			1033	22:45	46	229	18	117			346
11:00	111		147					23:00	35		14				
11:15	112		168					23:15	33		9				
11:30	102		158					23:30	34		13				
11:45	130	455	120	593			1048	23:45	17	119	7	43			162
Total Vol.		2313		5112			**7425**			8331		5900			**14231**

Daily Totals

NB	SB		EB	WB
10644	11012	Combined		
		21656		

	AM					PM		
Split %	31.2%	68.8%			**34.3%**	58.5%	41.5%	**65.7%**
Peak Hour	07:45	07:30	06:30	06:30	**07:30**	17:30	15:30	**17:00**
Volume	546	1262			**1780**	1216	753	**1888**
P.H.F.	0.78	0.90			**0.86**	0.93	0.84	**0.95**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-009

Location: Kanan Rd N/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	17		10					12:00	191		220				
00:15	16		12					12:15	178		239				
00:30	16		7					12:30	185		211				
00:45	19	68	6	35			103	12:45	180	734	239	909			1643
01:00	9		5					13:00	209		262				
01:15	4		6					13:15	205		228				
01:30	6		2					13:30	165		252				
01:45	4	23	8	21			44	13:45	174	753	225	967			1720
02:00	6		2					14:00	215		204				
02:15	1		4					14:15	228		241				
02:30	5		1					14:30	277		297				
02:45	2	14	5	12			26	14:45	276	996	328	1070			2066
03:00	5		5					15:00	283		379				
03:15	4		3					15:15	270		307				
03:30	1		4					15:30	305		287				
03:45	2	12	8	20			32	15:45	298	1156	261	1234			2390
04:00	3		8					16:00	320		252				
04:15	5		19					16:15	261		222				
04:30	2		19					16:30	275		248				
04:45	4	14	30	76			90	16:45	323	1179	234	956			2135
05:00	2		52					17:00	329		246				
05:15	4		64					17:15	385		268				
05:30	21		58					17:30	360		281				
05:45	14	41	112	286			327	17:45	375	1449	253	1048			2497
06:00	15		153					18:00	341		238				
06:15	23		164					18:15	370		191				
06:30	42		233					18:30	316		205				
06:45	69	149	251	801			950	18:45	353	1380	203	837			2217
07:00	85		275					19:00	309		186				
07:15	72		330					19:15	285		193				
07:30	147		302					19:30	227		138				
07:45	236	540	372	1279			1819	19:45	235	1056	124	641			1697
08:00	379		354					20:00	213		134				
08:15	216		335					20:15	201		118				
08:30	175		386					20:30	155		116				
08:45	170	940	301	1376			2316	20:45	169	738	124	492			1230
09:00	121		277					21:00	140		84				
09:15	157		239					21:15	114		95				
09:30	144		228					21:30	113		63				
09:45	144	566	226	970			1536	21:45	118	485	59	301			786
10:00	137		245					22:00	85		62				
10:15	134		234					22:15	71		36				
10:30	155		210					22:30	51		25				
10:45	156	582	202	891			1473	22:45	41	248	25	148			396
11:00	140		204					23:00	42		22				
11:15	144		212					23:15	43		18				
11:30	162		207					23:30	37		25				
11:45	153	599	230	853			1452	23:45	27	149	15	80			229
Total Vol.		3548		6620			**10168**			10323		8683			**19006**

Daily Totals

NB	SB		EB	WB
13871	15303	Combined		
		29174		

	AM					PM		
Split %	34.9%	65.1%			**34.9%**	54.3%	45.7%	**65.1%**
Peak Hour	07:45	07:45	06:30	06:30	**07:45**	17:15	17:00	**17:15**
Volume	1006	1447			**2453**	1461	1048	**2501**
P.H.F.	0.66	0.94			**0.84**	0.95	0.93	**0.96**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-010

Location: Thousand Oaks Blvd W/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		4			12:00			123		89		
00:15			0		4			12:15			99		130		
00:30			1		4			12:30			123		210		
00:45			3	5	1	13	18	12:45			121	466	126	555	1021
01:00			1		3			13:00			198		121		
01:15			1		2			13:15			148		121		
01:30			1		6			13:30			100		100		
01:45			2	5	1	12	17	13:45			114	560	95	437	997
02:00			1		1			14:00			105		86		
02:15			0		2			14:15			113		107		
02:30			1		1			14:30			147		114		
02:45			0	2	0	4	6	14:45			166	531	143	450	981
03:00			0		0			15:00			158		259		
03:15			3		1			15:15			184		248		
03:30			0		1			15:30			160		124		
03:45			1	4	4	6	10	15:45			143	645	135	766	1411
04:00			1		3			16:00			135		128		
04:15			0		4			16:15			127		154		
04:30			1		2			16:30			132		136		
04:45			5	7	4	13	20	16:45			148	542	124	542	1084
05:00			2		2			17:00			162		141		
05:15			2		4			17:15			164		132		
05:30			5		3			17:30			154		162		
05:45			6	15	5	14	29	17:45			145	625	145	580	1205
06:00			23		8			18:00			138		144		
06:15			35		19			18:15			133		122		
06:30			49		29			18:30			112		112		
06:45			79	186	49	105	291	18:45			128	511	110	488	999
07:00			55		42			19:00			95		116		
07:15			44		48			19:15			80		76		
07:30			70		54			19:30			80		94		
07:45			153	322	109	253	575	19:45			73	328	84	370	698
08:00			205		124			20:00			82		95		
08:15			215		199			20:15			70		61		
08:30			112		217			20:30			55		74		
08:45			117	649	103	643	1292	20:45			40	247	68	298	545
09:00			85		82			21:00			31		48		
09:15			72		66			21:15			19		43		
09:30			93		63			21:30			26		46		
09:45			91	341	69	280	621	21:45			20	96	22	159	255
10:00			70		61			22:00			14		27		
10:15			72		92			22:15			12		18		
10:30			99		84			22:30			6		13		
10:45			85	326	79	316	642	22:45			4	36	18	76	112
11:00			95		72			23:00			1		11		
11:15			78		74			23:15			7		1		
11:30			99		81			23:30			5		6		
11:45			105	377	92	319	696	23:45			2	15	6	24	39
Total Vol.				2239		1978	**4217**					4602		4745	**9347**

Daily Totals

	NB	SB	EB	WB
Combined			6841	6723
13564				

	AM			PM		
Split %	53.1%	46.9%	**31.1%**	49.2%	50.8%	**68.9%**
Peak Hour	07:45	07:45	**07:45**	16:45	17:15	**17:00**
Volume	685	649	**1334**	628	583	**1205**
P.H.F.	0.80	0.75	**0.81**	0.96	0.90	**0.95**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-011

Location: Thousand Oaks Blvd E/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		3			12:00			57		45		
00:15			10		7			12:15			58		86		
00:30			4		1			12:30			73		245		
00:45			1	19	3	14	33	12:45			96	284	72	448	732
01:00			2		0			13:00			158		97		
01:15			2		1			13:15			80		80		
01:30			3		7			13:30			63		66		
01:45			2	9	1	9	18	13:45			79	380	56	299	679
02:00			1		2			14:00			37		64		
02:15			2		1			14:15			73		82		
02:30			1		0			14:30			116		65		
02:45			3	7	2	5	12	14:45			169	395	105	316	711
03:00			4		2			15:00			166		241		
03:15			2		1			15:15			118		161		
03:30			2		3			15:30			102		101		
03:45			0	8	4	10	18	15:45			105	491	106	609	1100
04:00			1		3			16:00			99		112		
04:15			1		3			16:15			101		97		
04:30			1		5			16:30			104		123		
04:45			3	6	4	15	21	16:45			122	426	100	432	858
05:00			0		6			17:00			104		110		
05:15			6		7			17:15			97		104		
05:30			2		7			17:30			119		105		
05:45			7	15	18	38	53	17:45			121	441	114	433	874
06:00			16		19			18:00			119		128		
06:15			26		29			18:15			98		84		
06:30			42		27			18:30			93		73		
06:45			130	214	77	152	366	18:45			85	395	67	352	747
07:00			34		32			19:00			72		71		
07:15			24		40			19:15			53		47		
07:30			71		56			19:30			51		37		
07:45			165	294	139	267	561	19:45			60	236	77	232	468
08:00			228		175			20:00			61		94		
08:15			245		194			20:15			49		30		
08:30			140		238			20:30			54		52		
08:45			52	665	64	671	1336	20:45			31	195	56	232	427
09:00			53		56			21:00			46		33		
09:15			32		47			21:15			52		36		
09:30			37		33			21:30			35		35		
09:45			52	174	48	184	358	21:45			22	155	15	119	274
10:00			46		44			22:00			36		17		
10:15			51		56			22:15			21		20		
10:30			40		66			22:30			16		7		
10:45			41	178	46	212	390	22:45			17	90	13	57	147
11:00			42		44			23:00			11		5		
11:15			44		48			23:15			9		6		
11:30			42		55			23:30			5		2		
11:45			41	169	58	205	374	23:45			3	28	4	17	45
Total Vol.				1758		1782	**3540**					3516		3546	**7062**

Daily Totals

	NB	SB		EB	WB
			Combined	5274	5328
			10602		

			AM					PM		
Split %			49.7%	50.3%	**33.4%**			49.8%	50.2%	**66.6%**
Peak Hour	06:30	06:30	07:45	07:45	**07:45**			17:30	17:15	**17:15**
Volume			778	746	**1524**			457	451	**907**
P.H.F.			0.79	0.78	**0.87**			0.94	0.89	**0.92**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-012

Location: Kanan Rd S/o Thousand Oaks Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		10					12:00	228		249				
00:15	25		16					12:15	239		261				
00:30	22		12					12:30	204		281				
00:45	19	86	10	48			134	12:45	211	882	260	1051			1933
01:00	16		7					13:00	237		281				
01:15	10		7					13:15	247		286				
01:30	9		6					13:30	219		243				
01:45	5	40	11	31			71	13:45	191	894	255	1065			1959
02:00	7		6					14:00	220		233				
02:15	5		5					14:15	274		241				
02:30	2		0					14:30	273		284				
02:45	2	16	6	17			33	14:45	291	1058	268	1026			2084
03:00	7		5					15:00	313		366				
03:15	3		5					15:15	259		342				
03:30	6		8					15:30	282		298				
03:45	5	21	10	28			49	15:45	297	1151	291	1297			2448
04:00	1		6					16:00	320		284				
04:15	9		23					16:15	320		256				
04:30	15		33					16:30	277		258				
04:45	17	42	44	106			148	16:45	311	1228	242	1040			2268
05:00	24		62					17:00	317		265				
05:15	38		99					17:15	354		241				
05:30	52		101					17:30	337		262				
05:45	31	145	120	382			527	17:45	324	1332	260	1028			2360
06:00	27		169					18:00	311		236				
06:15	47		175					18:15	340		214				
06:30	55		237					18:30	289		225				
06:45	124	253	270	851			1104	18:45	323	1263	207	882			2145
07:00	112		306					19:00	268		185				
07:15	94		337					19:15	249		172				
07:30	172		333					19:30	230		140				
07:45	239	617	385	1361			1978	19:45	236	983	126	623			1606
08:00	333		381					20:00	180		126				
08:15	257		414					20:15	187		113				
08:30	193		459					20:30	181		109				
08:45	174	957	369	1623			2580	20:45	165	713	124	472			1185
09:00	156		274					21:00	148		90				
09:15	148		284					21:15	150		111				
09:30	155		252					21:30	163		79				
09:45	163	622	235	1045			1667	21:45	133	594	73	353			947
10:00	153		264					22:00	115		61				
10:15	140		242					22:15	75		44				
10:30	163		247					22:30	72		29				
10:45	166	622	235	988			1610	22:45	52	314	26	160			474
11:00	155		220					23:00	55		23				
11:15	164		246					23:15	56		27				
11:30	176		228					23:30	45		23				
11:45	198	693	229	923			1616	23:45	29	185	17	90			275
Total Vol.		4114		7403			**11517**			10597		9087			**19684**

Daily Totals

NB	SB		EB	WB
14711	16490	Combined		
		31201		

	AM					PM		
Split %	35.7%	64.3%			**36.9%**	53.8%	46.2%	**63.1%**
Peak Hour	07:45	07:45	06:30	06:30	**07:45**	17:00	15:30	**17:00**
Volume	1022	1639			**2661**	1332	1129	**2360**
P.H.F.	0.77	0.89			**0.93**	0.94	0.95	**0.98**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-013

Location: Driver Ave E/o Argos St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		3			12:00			29		31		
00:15			2		2			12:15			42		78		
00:30			0		2			12:30			53		152		
00:45			1	3	3	10	13	12:45			65	189	46	307	496
01:00			1		3			13:00			123		72		
01:15			0		1			13:15			55		63		
01:30			2		1			13:30			48		35		
01:45			0	3	0	5	8	13:45			59	285	38	208	493
02:00			0		1			14:00			29		42		
02:15			1		0			14:15			48		54		
02:30			0		0			14:30			68		41		
02:45			2	3	0	1	4	14:45			84	229	86	223	452
03:00			2		1			15:00			87		115		
03:15			1		0			15:15			67		63		
03:30			1		1			15:30			62		72		
03:45			1	5	1	3	8	15:45			63	279	65	315	594
04:00			0		0			16:00			54		76		
04:15			1		1			16:15			54		77		
04:30			1		0			16:30			63		85		
04:45			0	2	1	2	4	16:45			71	242	81	319	561
05:00			0		0			17:00			73		92		
05:15			5		2			17:15			52		83		
05:30			3		2			17:30			73		65		
05:45			10	18	7	11	29	17:45			89	287	80	320	607
06:00			15		7			18:00			78		104		
06:15			28		16			18:15			62		53		
06:30			30		10			18:30			51		58		
06:45			149	222	49	82	304	18:45			45	236	40	255	491
07:00			42		17			19:00			37		53		
07:15			21		8			19:15			19		28		
07:30			78		22			19:30			23		14		
07:45			139	280	78	125	405	19:45			36	115	71	166	281
08:00			131		119			20:00			34		81		
08:15			148		145			20:15			23		28		
08:30			94		150			20:30			18		36		
08:45			46	419	25	439	858	20:45			20	95	36	181	276
09:00			39		36			21:00			21		24		
09:15			31		14			21:15			15		20		
09:30			26		23			21:30			10		11		
09:45			30	126	26	99	225	21:45			9	55	13	68	123
10:00			40		28			22:00			13		4		
10:15			48		41			22:15			8		10		
10:30			26		37			22:30			3		6		
10:45			23	137	31	137	274	22:45			8	32	13	33	65
11:00			25		27			23:00			5		6		
11:15			18		29			23:15			5		5		
11:30			26		28			23:30			5		2		
11:45			31	100	35	119	219	23:45			0	15	2	15	30
Total Vol.			1318		1033		**2351**				2059		2410		**4469**

Daily Totals

NB	SB		EB	WB
		Combined	3377	3443
		6820		

	AM			PM		
Split %	56.1%	43.9%	**34.5%**	46.1%	53.9%	**65.5%**
Peak Hour	07:45	07:45	**07:45**	17:30	16:30	**17:15**
Volume	512	492	**1004**	302	341	**624**
P.H.F.	0.86	0.82	**0.86**	0.85	0.95	**0.86**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-014

Location: Agoura Rd E/o Flintlock Ln

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		1			12:00			111		76		
00:15			2		2			12:15			82		97		
00:30			1		0			12:30			89		109		
00:45			2	8	1	4	12	12:45			103	385	102	384	769
01:00			1		0			13:00			100		99		
01:15			1		0			13:15			87		95		
01:30			1		1			13:30			84		76		
01:45			0	3	1	2	5	13:45			83	354	77	347	701
02:00			1		0			14:00			79		76		
02:15			0		1			14:15			83		79		
02:30			1		4			14:30			67		80		
02:45			1	3	1	6	9	14:45			55	284	88	323	607
03:00			0		1			15:00			101		79		
03:15			1		0			15:15			85		60		
03:30			2		0			15:30			77		65		
03:45			0	3	1	2	5	15:45			74	337	69	273	610
04:00			1		1			16:00			109		87		
04:15			1		0			16:15			97		64		
04:30			1		1			16:30			123		70		
04:45			8	11	1	3	14	16:45			110	439	69	290	729
05:00			4		2			17:00			155		93		
05:15			5		3			17:15			144		91		
05:30			8		2			17:30			137		79		
05:45			36	53	14	21	74	17:45			87	523	80	343	866
06:00			21		15			18:00			80		80		
06:15			21		32			18:15			91		57		
06:30			32		24			18:30			67		59		
06:45			60	134	43	114	248	18:45			53	291	57	253	544
07:00			46		48			19:00			42		44		
07:15			62		60			19:15			48		33		
07:30			59		61			19:30			39		28		
07:45			90	257	91	260	517	19:45			35	164	34	139	303
08:00			90		101			20:00			34		25		
08:15			78		87			20:15			38		26		
08:30			74		69			20:30			22		25		
08:45			52	294	70	327	621	20:45			25	119	11	87	206
09:00			70		75			21:00			17		11		
09:15			57		55			21:15			17		27		
09:30			46		48			21:30			17		21		
09:45			49	222	57	235	457	21:45			11	62	10	69	131
10:00			53		66			22:00			26		11		
10:15			65		34			22:15			8		12		
10:30			49		49			22:30			8		11		
10:45			66	233	49	198	431	22:45			11	53	6	40	93
11:00			66		61			23:00			9		7		
11:15			66		65			23:15			9		4		
11:30			89		73			23:30			4		3		
11:45			98	319	83	282	601	23:45			1	23	6	20	43
Total Vol.				1540		1454	**2994**					3034		2568	**5602**

Daily Totals

NB	SB		EB	WB
		Combined	4574	4022
		8596		

	AM			PM		
Split %	51.4%	48.6%	**34.8%**	54.2%	45.8%	**65.2%**
Peak Hour	07:45	07:45	**07:45**	16:45	17:00	**16:45**
Volume	332	348	**680**	546	343	**878**
P.H.F.	0.92	0.86	**0.89**	0.88	0.73	**0.89**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-015

Location: Reyes Adobe Rd N/o Canwood St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		2					12:00	119		117				
00:15	10		3					12:15	93		113				
00:30	5		6					12:30	90		113				
00:45	6	25	1	12			37	12:45	88	390	134	477			867
01:00	7		0					13:00	121		108				
01:15	2		2					13:15	115		125				
01:30	4		1					13:30	88		94				
01:45	2	15	1	4			19	13:45	84	408	108	435			843
02:00	2		1					14:00	102		114				
02:15	3		3					14:15	108		115				
02:30	1		2					14:30	110		94				
02:45	1	7	1	7			14	14:45	138	458	119	442			900
03:00	2		0					15:00	151		111				
03:15	0		0					15:15	134		210				
03:30	3		1					15:30	125		124				
03:45	2	7	5	6			13	15:45	144	554	138	583			1137
04:00	3		3					16:00	147		119				
04:15	2		8					16:15	135		109				
04:30	2		10					16:30	128		106				
04:45	3	10	10	31			41	16:45	145	555	102	436			991
05:00	4		15					17:00	148		103				
05:15	13		19					17:15	188		112				
05:30	3		35					17:30	178		97				
05:45	4	24	45	114			138	17:45	156	670	102	414			1084
06:00	11		59					18:00	171		107				
06:15	14		59					18:15	158		87				
06:30	15		83					18:30	153		98				
06:45	44	84	94	295			379	18:45	137	619	72	364			983
07:00	40		98					19:00	106		68				
07:15	42		140					19:15	93		69				
07:30	68		150					19:30	96		41				
07:45	102	252	208	596			848	19:45	91	386	51	229			615
08:00	110		218					20:00	85		51				
08:15	88		240					20:15	91		39				
08:30	105		201					20:30	70		30				
08:45	99	402	217	876			1278	20:45	68	314	30	150			464
09:00	67		161					21:00	83		16				
09:15	85		135					21:15	71		32				
09:30	68		106					21:30	57		30				
09:45	63	283	106	508			791	21:45	41	252	23	101			353
10:00	60		85					22:00	47		21				
10:15	59		80					22:15	32		18				
10:30	56		89					22:30	28		18				
10:45	79	254	101	355			609	22:45	20	127	19	76			203
11:00	69		86					23:00	21		5				
11:15	58		94					23:15	27		12				
11:30	99		93					23:30	11		5				
11:45	111	337	94	367			704	23:45	13	72	3	25			97
Total Vol.		1700		3171			**4871**			4805		3732			**8537**

Daily Totals

NB	SB		EB	WB
6505	6903	Combined		
		13408		

	AM					PM				
Split %	34.9%	65.1%			**36.3%**	56.3%	43.7%			**63.7%**
Peak Hour	07:45	08:00	06:30	06:30	**08:00**	17:15	15:30			**17:15**
Volume	405	876			**1278**	693	490			**1111**
P.H.F.	0.92	0.91			**0.97**	0.92	0.89			**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-016

Location: Canwood St W/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		7			12:00			54		62		
00:15			4		3			12:15			53		46		
00:30			2		2			12:30			64		67		
00:45			0	8	0	12	20	12:45			52	223	68	243	466
01:00			1		1			13:00			42		64		
01:15			1		0			13:15			48		50		
01:30			0		0			13:30			48		50		
01:45			1	3	3	4	7	13:45			43	181	69	233	414
02:00			1		3			14:00			45		47		
02:15			1		5			14:15			53		41		
02:30			0		0			14:30			42		48		
02:45			0	2	0	8	10	14:45			51	191	54	190	381
03:00			2		2			15:00			46		54		
03:15			0		0			15:15			55		73		
03:30			0		3			15:30			36		50		
03:45			0	2	0	5	7	15:45			48	185	67	244	429
04:00			0		0			16:00			72		63		
04:15			2		2			16:15			55		50		
04:30			1		1			16:30			42		47		
04:45			5	8	1	4	12	16:45			65	234	63	223	457
05:00			4		0			17:00			66		37		
05:15			8		3			17:15			59		60		
05:30			7		2			17:30			69		59		
05:45			12	31	5	10	41	17:45			58	252	65	221	473
06:00			16		5			18:00			56		60		
06:15			32		14			18:15			49		52		
06:30			27		7			18:30			39		37		
06:45			21	96	16	42	138	18:45			32	176	38	187	363
07:00			27		12			19:00			35		29		
07:15			46		8			19:15			33		32		
07:30			47		26			19:30			19		24		
07:45			45	165	51	97	262	19:45			20	107	35	120	227
08:00			50		53			20:00			14		28		
08:15			39		60			20:15			9		23		
08:30			37		66			20:30			12		25		
08:45			46	172	70	249	421	20:45			14	49	17	93	142
09:00			38		55			21:00			17		19		
09:15			27		57			21:15			4		15		
09:30			34		46			21:30			32		22		
09:45			41	140	54	212	352	21:45			12	65	12	68	133
10:00			29		38			22:00			5		14		
10:15			31		44			22:15			5		15		
10:30			32		37			22:30			6		6		
10:45			35	127	54	173	300	22:45			3	19	6	41	60
11:00			31		38			23:00			11		8		
11:15			31		45			23:15			3		8		
11:30			49		48			23:30			0		6		
11:45			47	158	54	185	343	23:45			2	16	7	29	45
Total Vol.				912		1001	**1913**					1698		1892	**3590**

Daily Totals

NB	SB	Combined	EB	WB
		5503	2610	2893

			AM				PM		
Split %			47.7%	52.3%	**34.8%**		47.3%	52.7%	**65.2%**
Peak Hour	06:30	06:30	07:15	08:15	**08:00**		16:45	17:15	**17:15**
Volume			188	251	**421**		259	244	**486**
P.H.F.			0.94	0.90	**0.91**		0.94	0.99	**0.95**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-017

Location: Canwood St E/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			31		32		
00:15			2		0			12:15			29		43		
00:30			6		1			12:30			28		24		
00:45			2	12	0	1	13	12:45			26	114	38	137	251
01:00			0		0			13:00			27		32		
01:15			5		2			13:15			28		31		
01:30			2		2			13:30			20		21		
01:45			1	8	0	4	12	13:45			31	106	23	107	213
02:00			1		0			14:00			26		20		
02:15			1		1			14:15			33		26		
02:30			0		0			14:30			25		26		
02:45			0	2	2	3	5	14:45			36	120	36	108	228
03:00			1		0			15:00			36		34		
03:15			1		0			15:15			39		37		
03:30			0		1			15:30			38		27		
03:45			0	2	0	1	3	15:45			36	149	27	125	274
04:00			1		0			16:00			42		37		
04:15			0		1			16:15			32		27		
04:30			1		0			16:30			34		30		
04:45			0	2	0	1	3	16:45			30	138	35	129	267
05:00			0		3			17:00			42		31		
05:15			2		2			17:15			32		30		
05:30			4		3			17:30			27		21		
05:45			2	8	2	10	18	17:45			31	132	28	110	242
06:00			3		6			18:00			19		28		
06:15			4		7			18:15			25		29		
06:30			4		13			18:30			30		23		
06:45			9	20	9	35	55	18:45			21	95	20	100	195
07:00			7		16			19:00			14		17		
07:15			10		9			19:15			9		7		
07:30			9		25			19:30			14		15		
07:45			26	52	38	88	140	19:45			17	54	11	50	104
08:00			24		22			20:00			8		11		
08:15			40		25			20:15			17		10		
08:30			31		26			20:30			17		7		
08:45			41	136	27	100	236	20:45			14	56	8	36	92
09:00			28		28			21:00			9		6		
09:15			20		28			21:15			12		13		
09:30			19		31			21:30			9		1		
09:45			22	89	27	114	203	21:45			9	39	3	23	62
10:00			34		25			22:00			9		4		
10:15			21		27			22:15			7		4		
10:30			21		38			22:30			1		6		
10:45			22	98	32	122	220	22:45			5	22	5	19	41
11:00			16		20			23:00			3		5		
11:15			25		27			23:15			4		0		
11:30			29		29			23:30			3		3		
11:45			28	98	35	111	209	23:45			1	11	1	9	20
Total Vol.				527		590	**1117**					1036		953	**1989**

Daily Totals

NB	SB		EB	WB
		Combined	1563	1543
		3106		

	AM			PM		
Split %	47.2%	52.8%	**36.0%**	52.1%	47.9%	**64.0%**
Peak Hour	08:15	07:45	**08:15**	15:30	16:00	**16:00**
Volume	140	111	**246**	148	129	**267**
P.H.F.	0.85	0.73	**0.90**	0.88	0.90	**0.84**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-018

Location: Reyes Adobe Rd N/o Agoura Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	160		105				
00:15	3		7					12:15	120		106				
00:30	7		8					12:30	116		112				
00:45	1	14	4	24			38	12:45	79	475	129	452			927
01:00	7		1					13:00	125		140				
01:15	3		5					13:15	102		136				
01:30	4		0					13:30	78		91				
01:45	3	17	1	7			24	13:45	107	412	113	480			892
02:00	3		9					14:00	91		89				
02:15	3		4					14:15	93		89				
02:30	11		7					14:30	123		76				
02:45	1	18	2	22			40	14:45	113	420	92	346			766
03:00	0		1					15:00	142		95				
03:15	3		0					15:15	93		110				
03:30	3		5					15:30	146		78				
03:45	0	6	1	7			13	15:45	117	498	81	364			862
04:00	0		2					16:00	180		88				
04:15	4		10					16:15	142		78				
04:30	2		5					16:30	152		104				
04:45	3	9	13	30			39	16:45	168	642	97	367			1009
05:00	7		11					17:00	222		63				
05:15	6		17					17:15	179		106				
05:30	12		37					17:30	187		102				
05:45	12	37	68	133			170	17:45	167	755	132	403			1158
06:00	16		71					18:00	204		64				
06:15	30		83					18:15	157		150				
06:30	22		87					18:30	135		83				
06:45	46	114	181	422			536	18:45	93	589	71	368			957
07:00	54		182					19:00	78		47				
07:15	53		165					19:15	74		61				
07:30	54		214					19:30	71		36				
07:45	63	224	313	874			1098	19:45	75	298	61	205			503
08:00	73		255					20:00	72		33				
08:15	63		232					20:15	42		36				
08:30	82		271					20:30	51		27				
08:45	49	267	314	1072			1339	20:45	37	202	29	125			327
09:00	64		269					21:00	45		14				
09:15	58		136					21:15	41		29				
09:30	47		107					21:30	28		19				
09:45	60	229	105	617			846	21:45	17	131	11	73			204
10:00	57		104					22:00	29		12				
10:15	58		76					22:15	15		12				
10:30	55		95					22:30	18		10				
10:45	58	228	107	382			610	22:45	14	76	23	57			133
11:00	69		85					23:00	23		19				
11:15	77		74					23:15	8		15				
11:30	104		97					23:30	6		8				
11:45	120	370	106	362			732	23:45	7	44	10	52			96
Total Vol.		1533		3952			**5485**			4542		3292			**7834**

Daily Totals

NB	SB		EB	WB
6075	7244	Combined		
		13319		

	AM					PM		
Split %	27.9%	72.1%			**41.2%**	58.0%	42.0%	**58.8%**
Peak Hour	07:45	08:15	06:30	06:30	**07:45**	16:45	17:30	**17:30**
Volume	281	1086			**1352**	756	448	**1163**
P.H.F.	0.86	0.86			**0.90**	0.85	0.75	**0.95**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-019

Location: Agoura Rd W/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		5			12:00			102		84		
00:15			2		3			12:15			91		87		
00:30			0		6			12:30			106		100		
00:45			1	6	6	20	26	12:45			90	389	117	388	777
01:00			1		1			13:00			90		104		
01:15			0		2			13:15			84		96		
01:30			2		1			13:30			79		95		
01:45			2	5	0	4	9	13:45			79	332	76	371	703
02:00			0		1			14:00			80		76		
02:15			0		0			14:15			81		78		
02:30			6		2			14:30			83		65		
02:45			1	7	2	5	12	14:45			97	341	55	274	615
03:00			1		2			15:00			120		94		
03:15			3		1			15:15			75		85		
03:30			1		2			15:30			100		68		
03:45			0	5	0	5	10	15:45			87	382	71	318	700
04:00			1		1			16:00			141		75		
04:15			1		2			16:15			92		80		
04:30			1		4			16:30			114		77		
04:45			1	4	8	15	19	16:45			105	452	83	315	767
05:00			4		10			17:00			122		92		
05:15			5		9			17:15			102		105		
05:30			3		17			17:30			103		85		
05:45			9	21	49	85	106	17:45			90	417	78	360	777
06:00			12		27			18:00			91		61		
06:15			21		33			18:15			80		81		
06:30			20		58			18:30			64		54		
06:45			22	75	110	228	303	18:45			58	293	55	251	544
07:00			35		95			19:00			46		45		
07:15			32		110			19:15			46		45		
07:30			30		112			19:30			32		40		
07:45			59	156	140	457	613	19:45			35	159	36	166	325
08:00			69		130			20:00			36		30		
08:15			67		122			20:15			23		42		
08:30			64		126			20:30			29		21		
08:45			57	257	99	477	734	20:45			11	99	29	122	221
09:00			71		110			21:00			15		18		
09:15			53		75			21:15			27		19		
09:30			46		61			21:30			21		21		
09:45			58	228	49	295	523	21:45			8	71	9	67	138
10:00			59		66			22:00			13		24		
10:15			48		64			22:15			11		10		
10:30			43		58			22:30			7		9		
10:45			55	205	61	249	454	22:45			7	38	14	57	95
11:00			62		64			23:00			9		12		
11:15			72		61			23:15			5		11		
11:30			96		75			23:30			2		6		
11:45			109	339	84	284	623	23:45			2	18	7	36	54
Total Vol.			1308		2124		**3432**				2991		2725		**5716**

Daily Totals

	NB	SB	EB	WB
Combined			4299	4849
9148				

	AM			PM		
Split %	38.1%	61.9%	**37.5%**	52.3%	47.7%	**62.5%**
Peak Hour	07:45	07:45	**07:45**	16:00	16:45	**16:30**
Volume	259	518	**777**	452	365	**800**
P.H.F.	0.94	0.93	**0.98**	0.80	0.89	**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-020

Location: Agoura Rd E/o Reyes Adobe Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		1			12:00			100		127		
00:15			6		4			12:15			119		129		
00:30			0		4			12:30			126		110		
00:45			0	9	2	11	20	12:45			152	497	120	486	983
01:00			0		3			13:00			149		134		
01:15			0		0			13:15			127		111		
01:30			0		2			13:30			113		96		
01:45			0	0	3	8	8	13:45			108	497	102	443	940
02:00			2		1			14:00			108		99		
02:15			0		1			14:15			105		93		
02:30			2		1			14:30			85		103		
02:45			0	4	0	3	7	14:45			115	413	91	386	799
03:00			0		0			15:00			83		103		
03:15			0		0			15:15			104		98		
03:30			0		0			15:30			83		116		
03:45			3	3	1	1	4	15:45			94	364	101	418	782
04:00			0		1			16:00			108		142		
04:15			3		0			16:15			75		121		
04:30			2		0			16:30			105		120		
04:45			7	12	1	2	14	16:45			94	382	135	518	900
05:00			3		3			17:00			92		209		
05:15			7		1			17:15			104		174		
05:30			14		3			17:30			111		168		
05:45			29	53	7	14	67	17:45			105	412	131	682	1094
06:00			44		2			18:00			88		200		
06:15			48		7			18:15			107		120		
06:30			51		13			18:30			71		121		
06:45			77	220	45	67	287	18:45			68	334	89	530	864
07:00			105		34			19:00			57		77		
07:15			80		30			19:15			49		54		
07:30			110		34			19:30			35		78		
07:45			209	504	56	154	658	19:45			46	187	57	266	453
08:00			166		54			20:00			16		52		
08:15			197		59			20:15			18		39		
08:30			212		61			20:30			23		41		
08:45			246	821	46	220	1041	20:45			16	73	41	173	246
09:00			209		60			21:00			16		48		
09:15			125		53			21:15			21		22		
09:30			97		33			21:30			17		31		
09:45			109	540	58	204	744	21:45			8	62	16	117	179
10:00			108		52			22:00			5		34		
10:15			82		63			22:15			10		13		
10:30			84		53			22:30			10		16		
10:45			95	369	61	229	598	22:45			14	39	14	77	116
11:00			108		79			23:00			7		15		
11:15			92		73			23:15			7		8		
11:30			111		100			23:30			1		3		
11:45			138	449	130	382	831	23:45			4	19	4	30	49
Total Vol.			2984		1295		**4279**				3279		4126		**7405**

Daily Totals

NB	SB		EB	WB
		Combined	6263	5421
		11684		

	AM			PM		
Split %	69.7%	30.3%	**36.6%**	44.3%	55.7%	**63.4%**
Peak Hour	08:15	07:45	**08:15**	17:00	16:45	**17:00**
Volume	864	230	**1090**	412	686	**1094**
P.H.F.	0.88	0.94	**0.93**	0.93	0.74	**0.91**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-021

Location: Kanan Rd S/o Canwood St E-N/o Canwood St W

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	26		24					12:00	332		331				
00:15	31		14					12:15	319		357				
00:30	27		12					12:30	300		364				
00:45	22	106	10	60			166	12:45	308	1259	352	1404			2663
01:00	13		8					13:00	329		362				
01:15	24		11					13:15	316		380				
01:30	11		9					13:30	293		327				
01:45	18	66	13	41			107	13:45	283	1221	340	1409			2630
02:00	6		5					14:00	313		259				
02:15	10		5					14:15	340		330				
02:30	13		7					14:30	364		347				
02:45	11	40	3	20			60	14:45	386	1403	308	1244			2647
03:00	5		8					15:00	391		412				
03:15	4		4					15:15	345		400				
03:30	6		13					15:30	410		371				
03:45	8	23	13	38			61	15:45	419	1565	339	1522			3087
04:00	7		15					16:00	406		371				
04:15	4		24					16:15	393		335				
04:30	15		37					16:30	392		322				
04:45	4	30	40	116			146	16:45	410	1601	334	1362			2963
05:00	12		79					17:00	400		357				
05:15	15		109					17:15	443		302				
05:30	23		114					17:30	469		326				
05:45	32	82	140	442			524	17:45	427	1739	336	1321			3060
06:00	45		198					18:00	438		312				
06:15	61		213					18:15	449		308				
06:30	100		286					18:30	406		321				
06:45	151	357	325	1022			1379	18:45	389	1682	249	1190			2872
07:00	148		359					19:00	358		238				
07:15	142		418					19:15	295		228				
07:30	242		407					19:30	279		179				
07:45	291	823	448	1632			2455	19:45	273	1205	159	804			2009
08:00	408		462					20:00	224		156				
08:15	335		473					20:15	239		138				
08:30	265		509					20:30	219		147				
08:45	240	1248	450	1894			3142	20:45	204	886	132	573			1459
09:00	234		376					21:00	189		111				
09:15	211		353					21:15	134		124				
09:30	198		323					21:30	129		120				
09:45	207	850	281	1333			2183	21:45	102	554	85	440			994
10:00	233		333					22:00	91		84				
10:15	193		317					22:15	79		65				
10:30	226		307					22:30	58		43				
10:45	232	884	288	1245			2129	22:45	45	273	42	234			507
11:00	234		276					23:00	49		39				
11:15	217		337					23:15	32		38				
11:30	247		300					23:30	36		32				
11:45	274	972	292	1205			2177	23:45	24	141	31	140			281
Total Vol.		5481		9048			**14529**			13529		11643			**25172**

Daily Totals

NB	SB		EB	WB
19010	20691	Combined		
		39701		

	AM					PM		
Split %	37.7%	62.3%			**36.6%**	53.7%	46.3%	**63.4%**
Peak Hour	07:45	08:00	06:30	06:30	**07:45**	17:30	15:30	**17:30**
Volume	1299	1894			**3191**	1783	1416	**3065**
P.H.F.	0.80	0.93			**0.92**	0.95	0.95	**0.96**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-022

Location: Canwood St W/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		2			12:00			41		30		
00:15			1		4			12:15			56		30		
00:30			2		0			12:30			30		37		
00:45			0	7	2	8	15	12:45			40	167	43	140	307
01:00			1		1			13:00			36		52		
01:15			2		1			13:15			30		41		
01:30			2		1			13:30			29		30		
01:45			1	6	1	4	10	13:45			28	123	42	165	288
02:00			0		0			14:00			26		47		
02:15			2		1			14:15			31		51		
02:30			0		0			14:30			40		37		
02:45			0	2	0	1	3	14:45			38	135	43	178	313
03:00			1		2			15:00			36		48		
03:15			1		0			15:15			57		51		
03:30			0		2			15:30			45		44		
03:45			0	2	0	4	6	15:45			53	191	49	192	383
04:00			0		0			16:00			43		41		
04:15			0		0			16:15			50		54		
04:30			3		0			16:30			43		28		
04:45			1	4	1	1	5	16:45			26	162	52	175	337
05:00			6		2			17:00			52		35		
05:15			6		2			17:15			51		40		
05:30			8		5			17:30			27		43		
05:45			12	32	0	9	41	17:45			38	168	50	168	336
06:00			11		5			18:00			45		42		
06:15			16		4			18:15			31		41		
06:30			31		3			18:30			25		49		
06:45			25	83	9	21	104	18:45			16	117	27	159	276
07:00			27		4			19:00			13		23		
07:15			26		5			19:15			17		28		
07:30			36		20			19:30			14		24		
07:45			40	129	34	63	192	19:45			16	60	17	92	152
08:00			44		26			20:00			8		16		
08:15			64		35			20:15			7		23		
08:30			45		37			20:30			9		11		
08:45			28	181	36	134	315	20:45			6	30	16	66	96
09:00			34		39			21:00			3		13		
09:15			33		34			21:15			10		15		
09:30			36		49			21:30			7		14		
09:45			30	133	26	148	281	21:45			5	25	12	54	79
10:00			31		38			22:00			6		14		
10:15			40		29			22:15			5		12		
10:30			34		36			22:30			1		6		
10:45			27	132	38	141	273	22:45			3	15	11	43	58
11:00			40		22			23:00			2		9		
11:15			38		35			23:15			0		2		
11:30			29		29			23:30			4		2		
11:45			35	142	34	120	262	23:45			1	7	3	16	23
Total Vol.				853		654	**1507**					1200		1448	**2648**

Daily Totals

NB	SB	Combined	EB	WB
		4155	2053	2102

	AM				PM			
Split %			56.6%	43.4%	**36.3%**	45.3%	54.7%	**63.7%**
Peak Hour	06:30	06:30	07:45	08:15	**07:45**	15:30	15:30	**15:30**
Volume			193	147	**325**	191	188	**379**
P.H.F.			0.75	0.94	**0.82**	0.90	0.88	**0.91**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-023

Location: Canwood St E/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		7			12:00			108		119		
00:15			3		5			12:15			78		105		
00:30			7		6			12:30			102		120		
00:45			3	16	5	23	39	12:45			95	383	100	444	827
01:00			2		2			13:00			93		114		
01:15			1		6			13:15			90		102		
01:30			2		2			13:30			97		95		
01:45			8	13	4	14	27	13:45			81	361	83	394	755
02:00			0		3			14:00			79		69		
02:15			4		3			14:15			96		102		
02:30			3		2			14:30			100		88		
02:45			4	11	2	10	21	14:45			89	364	83	342	706
03:00			2		2			15:00			112		136		
03:15			0		0			15:15			107		94		
03:30			1		0			15:30			103		101		
03:45			3	6	0	2	8	15:45			95	417	104	435	852
04:00			1		0			16:00			85		124		
04:15			1		1			16:15			86		119		
04:30			5		1			16:30			96		125		
04:45			4	11	6	8	19	16:45			101	368	121	489	857
05:00			3		10			17:00			74		127		
05:15			4		11			17:15			86		105		
05:30			3		10			17:30			67		111		
05:45			11	21	17	48	69	17:45			80	307	93	436	743
06:00			12		15			18:00			83		90		
06:15			26		27			18:15			84		75		
06:30			45		42			18:30			54		79		
06:45			35	118	54	138	256	18:45			47	268	47	291	559
07:00			45		37			19:00			54		63		
07:15			58		63			19:15			37		48		
07:30			65		69			19:30			35		42		
07:45			76	244	83	252	496	19:45			36	162	29	182	344
08:00			78		89			20:00			30		24		
08:15			110		108			20:15			40		27		
08:30			111		99			20:30			45		38		
08:45			109	408	80	376	784	20:45			34	149	34	123	272
09:00			84		91			21:00			39		25		
09:15			70		65			21:15			25		30		
09:30			58		83			21:30			20		25		
09:45			51	263	71	310	573	21:45			23	107	17	97	204
10:00			79		69			22:00			22		20		
10:15			56		83			22:15			15		13		
10:30			59		74			22:30			9		8		
10:45			67	261	57	283	544	22:45			7	53	9	50	103
11:00			71		74			23:00			9		11		
11:15			75		100			23:15			7		8		
11:30			62		79			23:30			6		11		
11:45			69	277	85	338	615	23:45			2	24	12	42	66
Total Vol.				1649		1802	**3451**					2963		3325	**6288**

Daily Totals

	NB	SB	EB	WB
Combined			4612	5127
9739				

	AM			PM		
Split %	47.8%	52.2%	**35.4%**	47.1%	52.9%	**64.6%**
Peak Hour	08:15	07:45	**08:15**	15:30	16:15	**16:00**
Volume	414	379	**792**	369	492	**857**
P.H.F.	0.93	0.88	**0.91**	0.90	0.93	**0.97**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-024

Location: Kanan Rd N/o Agoura Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		8					12:00	262		170				
00:15	24		11					12:15	202		211				
00:30	8		9					12:30	189		189				
00:45	8	48	9	37			85	12:45	194	847	233	803			1650
01:00	6		8					13:00	231		210				
01:15	6		7					13:15	209		187				
01:30	9		8					13:30	168		188				
01:45	8	29	7	30			59	13:45	192	800	153	738			1538
02:00	9		2					14:00	199		158				
02:15	5		6					14:15	187		153				
02:30	6		2					14:30	203		167				
02:45	3	23	2	12			35	14:45	248	837	155	633			1470
03:00	1		2					15:00	242		180				
03:15	4		3					15:15	229		177				
03:30	5		4					15:30	268		195				
03:45	2	12	4	13			25	15:45	259	998	169	721			1719
04:00	4		5					16:00	252		210				
04:15	8		2					16:15	253		181				
04:30	5		4					16:30	235		166				
04:45	10	27	6	17			44	16:45	242	982	179	736			1718
05:00	9		13					17:00	242		139				
05:15	20		14					17:15	248		166				
05:30	29		37					17:30	242		171				
05:45	29	87	45	109			196	17:45	232	964	189	665			1629
06:00	47		84					18:00	239		165				
06:15	58		128					18:15	222		172				
06:30	57		170					18:30	202		126				
06:45	87	249	160	542			791	18:45	177	840	124	587			1427
07:00	83		187					19:00	138		95				
07:15	113		234					19:15	125		102				
07:30	127		227					19:30	135		98				
07:45	161	484	249	897			1381	19:45	107	505	86	381			886
08:00	197		251					20:00	87		83				
08:15	120		266					20:15	110		71				
08:30	149		312					20:30	91		78				
08:45	122	588	267	1096			1684	20:45	87	375	60	292			667
09:00	137		246					21:00	63		64				
09:15	128		216					21:15	60		57				
09:30	140		148					21:30	71		52				
09:45	119	524	183	793			1317	21:45	53	247	41	214			461
10:00	131		165					22:00	51		44				
10:15	150		170					22:15	37		47				
10:30	135		145					22:30	35		34				
10:45	144	560	157	637			1197	22:45	29	152	25	150			302
11:00	170		144					23:00	45		21				
11:15	183		145					23:15	25		19				
11:30	156		174					23:30	16		13				
11:45	192	701	212	675			1376	23:45	11	97	9	62			159
Total Vol.		3332		4858			**8190**			7644		5982			**13626**

Daily Totals

NB	SB		EB	WB
10976	10840	Combined		
		21816		

	AM					PM			
Split %	40.7%	59.3%			**37.5%**	56.1%	43.9%		**62.5%**
Peak Hour	07:45	08:00	06:30	06:30	**07:45**	15:30	15:30		**15:30**
Volume	627	1096			**1705**	1032	755		**1787**
P.H.F.	0.80	0.88			**0.92**	0.96	0.90		**0.96**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-025

Location: Agoura Rd W/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		2			12:00			142		86		
00:15			6		4			12:15			92		116		
00:30			1		1			12:30			103		93		
00:45			0	11	2	9	20	12:45			112	449	132	427	876
01:00			0		0			13:00			130		145		
01:15			0		1			13:15			95		109		
01:30			1		1			13:30			69		103		
01:45			1	2	1	3	5	13:45			77	371	104	461	832
02:00			1		2			14:00			84		95		
02:15			1		1			14:15			76		75		
02:30			1		1			14:30			75		91		
02:45			1	4	0	4	8	14:45			101	336	62	323	659
03:00			0		1			15:00			68		90		
03:15			0		1			15:15			82		95		
03:30			1		0			15:30			90		97		
03:45			1	2	1	3	5	15:45			94	334	88	370	704
04:00			0		1			16:00			97		102		
04:15			0		0			16:15			102		87		
04:30			3		1			16:30			104		72		
04:45			1	4	3	5	9	16:45			77	380	84	345	725
05:00			1		4			17:00			129		77		
05:15			1		4			17:15			122		78		
05:30			1		6			17:30			117		72		
05:45			9	12	17	31	43	17:45			114	482	86	313	795
06:00			7		22			18:00			120		71		
06:15			15		14			18:15			103		63		
06:30			19		30			18:30			68		53		
06:45			22	63	46	112	175	18:45			76	367	68	255	622
07:00			26		50			19:00			56		47		
07:15			25		50			19:15			50		37		
07:30			32		67			19:30			38		34		
07:45			48	131	98	265	396	19:45			34	178	27	145	323
08:00			59		110			20:00			29		23		
08:15			56		123			20:15			27		24		
08:30			58		122			20:30			23		19		
08:45			65	238	143	498	736	20:45			24	103	17	83	186
09:00			56		141			21:00			18		17		
09:15			53		96			21:15			20		14		
09:30			35		57			21:30			17		19		
09:45			49	193	92	386	579	21:45			8	63	8	58	121
10:00			48		72			22:00			8		30		
10:15			52		72			22:15			6		12		
10:30			53		65			22:30			5		9		
10:45			41	194	75	284	478	22:45			5	24	7	58	82
11:00			67		71			23:00			7		9		
11:15			59		61			23:15			4		8		
11:30			80		78			23:30			2		4		
11:45			104	310	95	305	615	23:45			2	15	3	24	39
Total Vol.				1164		1905	**3069**					3102		2862	**5964**

Daily Totals

NB	SB	Combined	EB	WB
		9033	4266	4767

	AM				PM		
Split %			37.9%	62.1% **34.0%**	52.0%	48.0%	**66.0%**
Peak Hour	06:30	06:30	08:00	08:15 **08:15**	17:00	15:30	**17:00**
Volume			238	529 **764**	482	374	**795**
P.H.F.			0.92	0.92 **0.92**	0.93	0.95	**0.96**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-026

Location: Agoura Rd E/o Kanan Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		8			12:00			63		66		
00:15			0		2			12:15			73		89		
00:30			0		1			12:30			76		79		
00:45			3	6	3	14	20	12:45			85	297	87	321	618
01:00			0		0			13:00			64		75		
01:15			2		2			13:15			68		79		
01:30			1		1			13:30			42		87		
01:45			1	4	1	4	8	13:45			52	226	76	317	543
02:00			0		2			14:00			63		83		
02:15			0		1			14:15			50		66		
02:30			1		2			14:30			39		77		
02:45			0	1	1	6	7	14:45			71	223	72	298	521
03:00			0		0			15:00			50		61		
03:15			0		2			15:15			68		86		
03:30			0		0			15:30			62		80		
03:45			1	1	1	3	4	15:45			57	237	59	286	523
04:00			1		0			16:00			57		74		
04:15			1		1			16:15			59		78		
04:30			3		1			16:30			56		64		
04:45			3	8	1	3	11	16:45			39	211	71	287	498
05:00			2		2			17:00			48		83		
05:15			3		2			17:15			52		68		
05:30			0		2			17:30			57		69		
05:45			14	19	5	11	30	17:45			81	238	52	272	510
06:00			14		5			18:00			62		61		
06:15			7		4			18:15			51		72		
06:30			11		8			18:30			40		66		
06:45			10	42	14	31	73	18:45			43	196	56	255	451
07:00			14		25			19:00			34		48		
07:15			18		23			19:15			37		37		
07:30			23		26			19:30			17		45		
07:45			38	93	22	96	189	19:45			17	105	34	164	269
08:00			32		25			20:00			11		35		
08:15			37		27			20:15			11		26		
08:30			51		39			20:30			16		36		
08:45			68	188	46	137	325	20:45			13	51	41	138	189
09:00			42		54			21:00			12		13		
09:15			54		37			21:15			23		33		
09:30			43		35			21:30			8		37		
09:45			49	188	45	171	359	21:45			7	50	23	106	156
10:00			47		58			22:00			4		25		
10:15			46		39			22:15			6		13		
10:30			32		62			22:30			3		15		
10:45			44	169	45	204	373	22:45			1	14	3	56	70
11:00			40		53			23:00			2		20		
11:15			50		49			23:15			1		10		
11:30			49		56			23:30			4		7		
11:45			73	212	66	224	436	23:45			0	7	4	41	48
Total Vol.				931		904	**1835**					1855		2541	**4396**

Daily Totals

NB	SB		EB	WB
		Combined	2786	3445
		6231		

	AM			PM		
Split %	50.7%	49.3%	**29.4%**	42.2%	57.8%	**70.6%**
Peak Hour	08:30	08:30	**08:30**	17:15	16:15	**15:30**
Volume	215	176	**391**	252	296	**526**
P.H.F.	0.79	0.81	**0.86**	0.78	0.80	**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-027

Location: Kanan Rd S/o Agoura Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		9					12:00	129		118				
00:15	12		12					12:15	90		132				
00:30	4		4					12:30	98		118				
00:45	1	23	6	31			54	12:45	107	424	129	497			921
01:00	4		6					13:00	118		118				
01:15	4		6					13:15	97		124				
01:30	2		4					13:30	114		127				
01:45	2	12	1	17			29	13:45	119	448	101	470			918
02:00	4		1					14:00	136		96				
02:15	2		3					14:15	137		129				
02:30	2		1					14:30	124		116				
02:45	2	10	1	6			16	14:45	196	593	122	463			1056
03:00	1		2					15:00	172		128				
03:15	1		1					15:15	188		146				
03:30	2		2					15:30	202		160				
03:45	2	6	4	9			15	15:45	203	765	126	560			1325
04:00	1		4					16:00	195		142				
04:15	4		3					16:15	179		137				
04:30	4		4					16:30	170		125				
04:45	6	15	5	16			31	16:45	199	743	145	549			1292
05:00	7		7					17:00	126		109				
05:15	10		13					17:15	177		133				
05:30	19		25					17:30	169		132				
05:45	22	58	39	84			142	17:45	174	646	119	493			1139
06:00	36		61					18:00	160		129				
06:15	55		109					18:15	147		139				
06:30	56		142					18:30	128		92				
06:45	79	226	144	456			682	18:45	108	543	92	452			995
07:00	74		154					19:00	86		67				
07:15	104		194					19:15	74		82				
07:30	128		200					19:30	88		76				
07:45	152	458	174	722			1180	19:45	84	332	86	311			643
08:00	183		163					20:00	57		68				
08:15	125		183					20:15	50		64				
08:30	121		196					20:30	48		55				
08:45	110	539	150	692			1231	20:45	46	201	61	248			449
09:00	118		139					21:00	30		61				
09:15	101		124					21:15	40		51				
09:30	116		101					21:30	36		53				
09:45	120	455	120	484			939	21:45	24	130	44	209			339
10:00	105		120					22:00	34		43				
10:15	124		126					22:15	20		41				
10:30	100		104					22:30	22		30				
10:45	105	434	88	438			872	22:45	15	91	23	137			228
11:00	128		96					23:00	16		25				
11:15	113		105					23:15	10		16				
11:30	100		111					23:30	9		9				
11:45	111	452	137	449			901	23:45	6	41	7	57			98
Total Vol.		2688		3404			**6092**			4957		4446			**9403**

Daily Totals

NB	SB	Combined	EB	WB
7645	7850	**15495**		

	AM					PM				
Split %	44.1%	55.9%			**39.3%**	52.7%	47.3%			**60.7%**
Peak Hour	07:30	07:15	06:30	06:30	**07:30**	15:30	15:30			**15:30**
Volume	588	731			**1308**	779	565			**1344**
P.H.F.	0.80	0.91			**0.95**	0.96	0.88			**0.93**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-028

Location: Roadside Dr W/o Lewis Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		1			12:00			40		37		
00:15			0		0			12:15			31		39		
00:30			1		1			12:30			22		38		
00:45			0	1	1	3	4	12:45			19	112	33	147	259
01:00			0		0			13:00			28		40		
01:15			0		0			13:15			18		36		
01:30			1		0			13:30			19		28		
01:45			2	3	2	2	5	13:45			27	92	40	144	236
02:00			0		2			14:00			34		34		
02:15			0		0			14:15			20		30		
02:30			1		0			14:30			19		36		
02:45			0	1	1	3	4	14:45			19	92	31	131	223
03:00			0		0			15:00			29		29		
03:15			0		0			15:15			24		28		
03:30			0		0			15:30			24		26		
03:45			0	0	0	0		15:45			28	105	25	108	213
04:00			0		0			16:00			26		41		
04:15			1		0			16:15			23		33		
04:30			0		1			16:30			23		38		
04:45			0	1	1	2	3	16:45			25	97	35	147	244
05:00			2		0			17:00			24		40		
05:15			3		1			17:15			29		38		
05:30			1		0			17:30			22		26		
05:45			3	9	1	2	11	17:45			22	97	30	134	231
06:00			6		1			18:00			20		28		
06:15			8		2			18:15			14		16		
06:30			9		4			18:30			19		18		
06:45			3	26	3	10	36	18:45			19	72	24	86	158
07:00			3		14			19:00			12		23		
07:15			19		12			19:15			15		9		
07:30			25		13			19:30			11		15		
07:45			33	80	20	59	139	19:45			6	44	15	62	106
08:00			20		12			20:00			5		12		
08:15			22		17			20:15			6		8		
08:30			35		27			20:30			5		12		
08:45			33	110	29	85	195	20:45			6	22	8	40	62
09:00			35		18			21:00			6		10		
09:15			24		23			21:15			3		12		
09:30			22		23			21:30			3		10		
09:45			29	110	21	85	195	21:45			1	13	13	45	58
10:00			18		26			22:00			2		8		
10:15			22		23			22:15			0		7		
10:30			19		17			22:30			0		4		
10:45			17	76	23	89	165	22:45			0	2	1	20	22
11:00			17		32			23:00			2		0		
11:15			25		25			23:15			2		6		
11:30			20		30			23:30			0		1		
11:45			28	90	30	117	207	23:45			1	5	3	10	15
Total Vol.				507		457	**964**					753		1074	**1827**

Daily Totals

NB	SB	Combined	EB	WB
		2791	1260	1531

	AM				PM			
Split %			52.6%	47.4%	**34.5%**	41.2%	58.8%	**65.5%**
Peak Hour	06:30	06:30	08:30	08:30	**08:30**	15:30	16:30	**16:30**
Volume			127	97	**224**	101	151	**252**
P.H.F.			0.91	0.84	**0.90**	0.90	0.89	**0.94**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-029

Location: Agoura Rd E/o Cornell Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			54		67		
00:15			0		3			12:15			60		78		
00:30			4		1			12:30			62		70		
00:45			0	5	1	6	11	12:45			75	251	70	285	536
01:00			0		0			13:00			61		69		
01:15			1		0			13:15			61		55		
01:30			0		3			13:30			47		74		
01:45			0	1	1	4	5	13:45			59	228	61	259	487
02:00			0		0			14:00			58		60		
02:15			0		0			14:15			56		45		
02:30			1		0			14:30			38		50		
02:45			0	1	0	0	1	14:45			65	217	61	216	433
03:00			0		0			15:00			46		65		
03:15			0		0			15:15			60		72		
03:30			1		1			15:30			60		57		
03:45			0	1	0	1	2	15:45			47	213	57	251	464
04:00			1		0			16:00			52		60		
04:15			1		0			16:15			59		61		
04:30			0		1			16:30			47		51		
04:45			3	5	2	3	8	16:45			31	189	64	236	425
05:00			1		1			17:00			41		75		
05:15			2		0			17:15			41		73		
05:30			3		3			17:30			47		61		
05:45			12	18	8	12	30	17:45			60	189	52	261	450
06:00			11		8			18:00			51		55		
06:15			7		5			18:15			36		51		
06:30			10		9			18:30			28		35		
06:45			15	43	20	42	85	18:45			26	141	41	182	323
07:00			10		26			19:00			29		28		
07:15			22		20			19:15			16		29		
07:30			26		37			19:30			13		11		
07:45			35	93	27	110	203	19:45			16	74	19	87	161
08:00			34		26			20:00			14		23		
08:15			41		40			20:15			9		16		
08:30			52		41			20:30			14		11		
08:45			63	190	44	151	341	20:45			21	58	15	65	123
09:00			39		56			21:00			8		8		
09:15			45		44			21:15			16		10		
09:30			48		29			21:30			6		8		
09:45			46	178	45	174	352	21:45			9	39	9	35	74
10:00			34		47			22:00			7		16		
10:15			47		38			22:15			8		8		
10:30			35		67			22:30			3		8		
10:45			36	152	43	195	347	22:45			1	19	2	34	53
11:00			41		38			23:00			0		4		
11:15			41		47			23:15			2		3		
11:30			34		57			23:30			3		1		
11:45			53	169	55	197	366	23:45			0	5	1	9	14
Total Vol.				856		895	**1751**					1623		1920	**3543**

Daily Totals

NB	SB	Combined	EB	WB
		5294	2479	2815

	AM				PM		
Split %			48.9%	51.1%	**33.1%**	45.8%	54.2%	**66.9%**
Peak Hour	06:30	06:30	08:30	08:30	**08:30**	15:30	16:45	**15:30**
Volume			199	185	**384**	218	273	**453**
P.H.F.			0.79	0.83	**0.90**	0.91	0.80	**0.94**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-030

Location: Chesebro Rd N/o Driver Ave/Palo Comado Canyon Rd

AM Period	NB		SB		EB		WB		PM Period	NB		SB		EB		WB	
00:00	0		0						12:00	33		29					
00:15	0		0						12:15	45		36					
00:30	0		0						12:30	38		33					
00:45	1	1	1	1				2	12:45	21	137	17	115				252
01:00	1		1						13:00	30		27					
01:15	0		0						13:15	30		26					
01:30	0		0						13:30	37		29					
01:45	1	2	1	2				4	13:45	39	136	30	112				248
02:00	2		2						14:00	28		26					
02:15	2		2						14:15	33		30					
02:30	0		0						14:30	33		28					
02:45	0	4	0	4				8	14:45	36	130	31	115				245
03:00	0		1						15:00	33		26					
03:15	0		0						15:15	46		37					
03:30	2		1						15:30	40		33					
03:45	1	3	1	3				6	15:45	46	165	36	132				297
04:00	0		0						16:00	38		31					
04:15	1		1						16:15	58		43					
04:30	2		2						16:30	40		33					
04:45	3	6	3	6				12	16:45	42	178	35	142				320
05:00	7		5						17:00	34		28					
05:15	1		1						17:15	33		29					
05:30	2		3						17:30	37		28					
05:45	10	20	9	18				38	17:45	36	140	33	118				258
06:00	10		8						18:00	36		31					
06:15	2		2						18:15	21		19					
06:30	17		14						18:30	17		16					
06:45	28	57	20	44				101	18:45	28	102	23	89				191
07:00	30		26						19:00	18		16					
07:15	19		18						19:15	16		13					
07:30	24		24						19:30	11		9					
07:45	36	109	33	101				210	19:45	8	53	7	45				98
08:00	32		28						20:00	18		14					
08:15	31		27						20:15	7		7					
08:30	37		30						20:30	13		8					
08:45	26	126	24	109				235	20:45	7	45	7	36				81
09:00	27		22						21:00	11		9					
09:15	29		24						21:15	10		9					
09:30	41		33						21:30	11		9					
09:45	39	136	34	113				249	21:45	7	39	6	33				72
10:00	37		30						22:00	5		4					
10:15	40		32						22:15	9		7					
10:30	46		38						22:30	11		8					
10:45	38	161	31	131				292	22:45	7	32	4	23				55
11:00	28		27						23:00	5		4					
11:15	17		14						23:15	3		2					
11:30	24		19						23:30	1		1					
11:45	29	98	25	85				183	23:45	0	9	1	8				17
Total Vol.		723		617				**1340**			1166		968				**2134**

Daily Totals

NB	SB		EB	WB
1889	1585	Combined		
		3474		

	AM					PM		
Split %	54.0%	46.0%			**38.6%**	54.6%	45.4%	**61.4%**
Peak Hour	07:45	07:45	06:30	06:30	**07:45**	15:30	15:30	**15:30**
Volume	136	118			**254**	182	143	**325**
P.H.F.	0.92	0.89			**0.92**	0.78	0.83	**0.80**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-031

Location: Driver Ave W/o Chesebro Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		0			12:00			59		60		
00:15			4		1			12:15			49		49		
00:30			5		3			12:30			39		124		
00:45			2	18	3	7	25	12:45			57	204	50	283	487
01:00			4		0			13:00			69		46		
01:15			2		1			13:15			39		64		
01:30			2		0			13:30			63		62		
01:45			0	8	2	3	11	13:45			55	226	77	249	475
02:00			0		0			14:00			70		52		
02:15			1		1			14:15			76		52		
02:30			2		0			14:30			56		56		
02:45			0	3	1	2	5	14:45			111	313	58	218	531
03:00			1		2			15:00			96		172		
03:15			1		3			15:15			79		135		
03:30			0		1			15:30			78		89		
03:45			0	2	0	6	8	15:45			101	354	62	458	812
04:00			0		2			16:00			75		67		
04:15			0		1			16:15			89		61		
04:30			2		2			16:30			86		55		
04:45			0	2	5	10	12	16:45			104	354	62	245	599
05:00			2		7			17:00			104		83		
05:15			1		13			17:15			106		63		
05:30			3		19			17:30			101		65		
05:45			1	7	26	65	72	17:45			105	416	60	271	687
06:00			8		25			18:00			94		76		
06:15			10		35			18:15			75		50		
06:30			27		40			18:30			67		51		
06:45			69	114	77	177	291	18:45			53	289	47	224	513
07:00			20		68			19:00			70		22		
07:15			39		67			19:15			43		22		
07:30			89		96			19:30			42		26		
07:45			112	260	106	337	597	19:45			53	208	18	88	296
08:00			148		115			20:00			52		48		
08:15			165		147			20:15			50		19		
08:30			113		192			20:30			30		34		
08:45			58	484	129	583	1067	20:45			40	172	23	124	296
09:00			52		83			21:00			30		20		
09:15			37		60			21:15			31		18		
09:30			46		59			21:30			17		11		
09:45			33	168	39	241	409	21:45			32	110	13	62	172
10:00			29		41			22:00			22		11		
10:15			44		44			22:15			19		8		
10:30			33		48			22:30			20		8		
10:45			47	153	47	180	333	22:45			19	80	10	37	117
11:00			41		46			23:00			10		2		
11:15			38		46			23:15			16		3		
11:30			36		37			23:30			8		3		
11:45			35	150	58	187	337	23:45			7	41	2	10	51
Total Vol.			1369		1798		**3167**				2767		2269		**5036**

Daily Totals

NB	SB		EB	WB
		Combined	4136	4067
		8203		

			AM				PM		
Split %			43.2%	56.8%	**38.6%**		54.9%	45.1%	**61.4%**
Peak Hour	06:30	06:30	07:45	08:00	**07:45**		17:00	15:30	**16:45**
Volume			538	583	**1098**		416	279	**688**
P.H.F.			0.82	0.76	**0.88**		0.98	0.81	**0.92**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-032

Location: Palo Comado Canyon Rd E/o Chesebro Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		7			12:00			104		95		
00:15			1		6			12:15			87		90		
00:30			3		7			12:30			95		72		
00:45			7	15	3	23	38	12:45			98	384	93	350	734
01:00			3		5			13:00			99		97		
01:15			1		4			13:15			113		73		
01:30			1		2			13:30			105		82		
01:45			2	7	0	11	18	13:45			104	421	101	353	774
02:00			1		0			14:00			106		95		
02:15			1		4			14:15			91		100		
02:30			1		1			14:30			99		91		
02:45			1	4	3	8	12	14:45			107	403	141	427	830
03:00			1		2			15:00			210		126		
03:15			4		2			15:15			180		128		
03:30			2		1			15:30			152		119		
03:45			0	7	2	7	14	15:45			112	654	147	520	1174
04:00			2		0			16:00			131		114		
04:15			0		0			16:15			107		151		
04:30			8		5			16:30			126		122		
04:45			13	23	5	10	33	16:45			110	474	146	533	1007
05:00			9		2			17:00			160		137		
05:15			13		3			17:15			128		138		
05:30			25		6			17:30			122		136		
05:45			34	81	18	29	110	17:45			110	520	147	558	1078
06:00			32		19			18:00			125		115		
06:15			43		28			18:15			80		91		
06:30			49		54			18:30			94		95		
06:45			98	222	103	204	426	18:45			80	379	91	392	771
07:00			102		63			19:00			74		89		
07:15			98		78			19:15			46		68		
07:30			132		129			19:30			39		57		
07:45			133	465	159	429	894	19:45			34	193	69	283	476
08:00			139		194			20:00			67		64		
08:15			166		315			20:15			31		58		
08:30			202		184			20:30			51		34		
08:45			146	653	88	781	1434	20:45			34	183	55	211	394
09:00			116		92			21:00			45		27		
09:15			92		85			21:15			31		44		
09:30			93		79			21:30			15		22		
09:45			72	373	73	329	702	21:45			17	108	37	130	238
10:00			77		60			22:00			10		31		
10:15			78		84			22:15			14		31		
10:30			71		52			22:30			19		25		
10:45			87	313	73	269	582	22:45			10	53	22	109	162
11:00			85		70			23:00			7		11		
11:15			80		67			23:15			3		18		
11:30			69		63			23:30			6		8		
11:45			88	322	75	275	597	23:45			2	18	8	45	63
Total Vol.			2485		2375		**4860**				3790		3911		**7701**

Daily Totals

	NB	SB	EB	WB
Combined			6275	6286
12561				

			AM			PM		
Split %			51.1%	48.9%	**38.7%**	49.2%	50.8%	**61.3%**
Peak Hour	06:30	06:30	08:00	07:45	**07:45**	16:30	17:00	**17:00**
Volume			653	852	**1492**	524	558	**1078**
P.H.F.			0.81	0.68	**0.78**	0.82	0.93	**0.91**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-033

Location: Chesebro Rd S/o Driver Ave/Palo Comado Canyon Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		0					12:00	54		45				
00:15	0		2					12:15	45		45				
00:30	2		2					12:30	51		36				
00:45	4	10	1	5			15	12:45	54	204	45	171			375
01:00	2		1					13:00	72		48				
01:15	1		3					13:15	52		41				
01:30	1		0					13:30	49		29				
01:45	0	4	0	4			8	13:45	37	210	63	181			391
02:00	0		0					14:00	54		47				
02:15	1		2					14:15	40		40				
02:30	1		0					14:30	47		41				
02:45	1	3	3	5			8	14:45	54	195	48	176			371
03:00	0		1					15:00	104		56				
03:15	1		1					15:15	81		60				
03:30	1		0					15:30	76		58				
03:45	0	2	1	3			5	15:45	62	323	64	238			561
04:00	0		2					16:00	80		47				
04:15	0		0					16:15	45		59				
04:30	5		2					16:30	88		45				
04:45	13	18	9	13			31	16:45	60	273	62	213			486
05:00	3		4					17:00	99		47				
05:15	1		2					17:15	78		41				
05:30	3		3					17:30	64		38				
05:45	11	18	20	29			47	17:45	69	310	50	176			486
06:00	8		8					18:00	49		35				
06:15	8		20					18:15	40		26				
06:30	12		29					18:30	53		33				
06:45	27	55	45	102			157	18:45	38	180	35	129			309
07:00	34		46					19:00	53		24				
07:15	28		35					19:15	25		25				
07:30	40		57					19:30	18		24				
07:45	29	131	63	201			332	19:45	15	111	22	95			206
08:00	46		56					20:00	22		13				
08:15	57		88					20:15	8		15				
08:30	67		57					20:30	21		7				
08:45	51	221	58	259			480	20:45	9	60	12	47			107
09:00	45		53					21:00	29		4				
09:15	43		52					21:15	13		9				
09:30	37		45					21:30	6		7				
09:45	44	169	47	197			366	21:45	7	55	8	28			83
10:00	39		40					22:00	2		11				
10:15	41		45					22:15	4		7				
10:30	25		32					22:30	13		7				
10:45	47	152	36	153			305	22:45	1	20	2	27			47
11:00	51		37					23:00	2		0				
11:15	45		37					23:15	0		0				
11:30	39		41					23:30	3		1				
11:45	35	170	48	163			333	23:45	0	5	1	2			7
Total Vol.		953		1134			**2087**			1946		1483			**3429**

Daily Totals

NB	SB		EB	WB
2899	2617	Combined		
		5516		

	AM					PM		
Split %	45.7%	54.3%			**37.8%**	56.8%	43.2%	**62.2%**
Peak Hour	08:00	07:30	06:30	06:30	**08:00**	16:30	15:30	**16:30**
Volume	221	264			**480**	325	228	**520**
P.H.F.	0.82	0.75			**0.83**	0.82	0.89	**0.89**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-034

Location: Dorothy Dr btwn Lewis Rd & US-101 SB Ramps/Chesebro Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			37		34		
00:15			0		1			12:15			37		32		
00:30			2		3			12:30			34		16		
00:45			1	3	1	5	8	12:45			40	148	28	110	258
01:00			1		1			13:00			37		23		
01:15			1		0			13:15			31		29		
01:30			1		0			13:30			34		30		
01:45			0	3	0	1	4	13:45			54	156	35	117	273
02:00			0		0			14:00			24		44		
02:15			0		0			14:15			43		22		
02:30			0		0			14:30			37		32		
02:45			0	0	0	0		14:45			36	140	27	125	265
03:00			0		0			15:00			32		30		
03:15			0		0			15:15			37		28		
03:30			1		1			15:30			30		25		
03:45			0	1	0	1	2	15:45			30	129	32	115	244
04:00			2		0			16:00			44		30		
04:15			0		0			16:15			32		25		
04:30			0		0			16:30			57		29		
04:45			2	4	0	0	4	16:45			34	167	32	116	283
05:00			0		4			17:00			61		30		
05:15			1		2			17:15			49		35		
05:30			2		3			17:30			31		24		
05:45			1	4	3	12	16	17:45			35	176	15	104	280
06:00			3		3			18:00			31		17		
06:15			6		8			18:15			29		18		
06:30			9		10			18:30			30		22		
06:45			4	22	14	35	57	18:45			17	107	16	73	180
07:00			15		12			19:00			27		11		
07:15			18		26			19:15			15		14		
07:30			17		26			19:30			17		11		
07:45			17	67	48	112	179	19:45			18	77	5	41	118
08:00			18		35			20:00			10		5		
08:15			17		30			20:15			13		6		
08:30			38		55			20:30			14		5		
08:45			33	106	39	159	265	20:45			8	45	6	22	67
09:00			29		42			21:00			8		6		
09:15			26		26			21:15			11		5		
09:30			33		25			21:30			10		4		
09:45			18	106	31	124	230	21:45			17	46	4	19	65
10:00			32		23			22:00			11		3		
10:15			23		26			22:15			11		1		
10:30			19		25			22:30			10		5		
10:45			23	97	20	94	191	22:45			2	34	1	10	44
11:00			37		18			23:00			2		5		
11:15			36		22			23:15			8		2		
11:30			29		24			23:30			4		1		
11:45			31	133	26	90	223	23:45			4	18	1	9	27
Total Vol.				546		633	**1179**					1243		861	**2104**

Daily Totals

	NB	SB		EB	WB
			Combined	1789	1494
			3283		

			AM					PM		
Split %			46.3%	53.7%	**35.9%**			59.1%	40.9%	**64.1%**
Peak Hour	06:30	06:30	08:30	07:45	**08:30**			16:30	16:30	**16:30**
Volume			126	168	**288**			201	126	**327**
P.H.F.			0.83	0.76	**0.77**			0.82	0.64	**0.90**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-035

Location: Chesebro Rd S/o Dorothy Dr

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		2					12:00	114		59				
00:15	0		2					12:15	86		50				
00:30	4		2					12:30	93		64				
00:45	5	12	1	7			19	12:45	75	368	57	230			598
01:00	3		1					13:00	91		59				
01:15	0		1					13:15	79		40				
01:30	1		1					13:30	75		55				
01:45	2	6	0	3			9	13:45	94	339	72	226			565
02:00	0		0					14:00	87		59				
02:15	2		1					14:15	89		41				
02:30	0		0					14:30	90		50				
02:45	0	2	2	3			5	14:45	77	343	56	206			549
03:00	1		0					15:00	128		45				
03:15	3		0					15:15	123		66				
03:30	1		0					15:30	107		53				
03:45	0	5	0	0			5	15:45	124	482	53	217			699
04:00	2		2					16:00	104		63				
04:15	0		1					16:15	90		56				
04:30	7		1					16:30	100		42				
04:45	9	18	1	5			23	16:45	77	371	56	217			588
05:00	12		1					17:00	126		49				
05:15	10		2					17:15	132		43				
05:30	26		3					17:30	94		47				
05:45	26	74	5	11			85	17:45	82	434	56	195			629
06:00	35		7					18:00	132		43				
06:15	47		13					18:15	68		31				
06:30	41		32					18:30	73		35				
06:45	79	202	29	81			283	18:45	71	344	27	136			480
07:00	90		28					19:00	70		31				
07:15	92		38					19:15	47		25				
07:30	114		58					19:30	36		19				
07:45	118	414	76	200			614	19:45	35	188	27	102			290
08:00	126		77					20:00	43		20				
08:15	129		92					20:15	26		14				
08:30	202		86					20:30	50		14				
08:45	148	605	68	323			928	20:45	27	146	25	73			219
09:00	107		59					21:00	42		7				
09:15	102		64					21:15	23		16				
09:30	101		42					21:30	14		12				
09:45	96	406	32	197			603	21:45	19	98	11	46			144
10:00	67		45					22:00	15		10				
10:15	83		48					22:15	13		14				
10:30	72		42					22:30	14		9				
10:45	65	287	33	168			455	22:45	7	49	8	41			90
11:00	63		52					23:00	7		3				
11:15	62		25					23:15	1		9				
11:30	73		59					23:30	0		3				
11:45	86	284	52	188			472	23:45	1	9	2	17			26
Total Vol.		2315		1186			**3501**			3171		1706			**4877**

Daily Totals

NB	SB		EB	WB
5486	2892	Combined		
		8378		

	AM					PM			
Split %	66.1%	33.9%			**41.8%**	65.0%	35.0%		**58.2%**
Peak Hour	08:00	07:45	06:30	06:30	**08:00**	17:15	15:30		**15:30**
Volume	605	331			**928**	440	225		**650**
P.H.F.	0.75	0.90			**0.81**	0.83	0.89		**0.92**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-036

Location: Agoura Rd W/o Chesebro Rd/Laura la Plante Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			61		59		
00:15			0		2			12:15			72		65		
00:30			3		0			12:30			61		66		
00:45			0	4	1	4	8	12:45			76	270	48	238	508
01:00			0		0			13:00			67		51		
01:15			1		0			13:15			63		44		
01:30			0		1			13:30			48		49		
01:45			0	1	0	1	2	13:45			77	255	58	202	457
02:00			0		0			14:00			66		52		
02:15			0		0			14:15			46		43		
02:30			1		0			14:30			55		42		
02:45			0	1	0	0	1	14:45			58	225	52	189	414
03:00			0		0			15:00			55		54		
03:15			0		0			15:15			68		60		
03:30			0		0			15:30			56		59		
03:45			0	0	0	0		15:45			63	242	46	219	461
04:00			0		0			16:00			61		51		
04:15			0		0			16:15			84		64		
04:30			3		2			16:30			54		59		
04:45			0	3	2	4	7	16:45			49	248	63	237	485
05:00			1		2			17:00			81		61		
05:15			2		0			17:15			74		49		
05:30			2		5			17:30			66		53		
05:45			15	20	11	18	38	17:45			74	295	44	207	502
06:00			15		10			18:00			73		42		
06:15			10		8			18:15			55		41		
06:30			10		16			18:30			25		37		
06:45			19	54	26	60	114	18:45			39	192	42	162	354
07:00			7		21			19:00			46		33		
07:15			13		25			19:15			33		29		
07:30			26		49			19:30			26		20		
07:45			27	73	42	137	210	19:45			22	127	12	94	221
08:00			46		49			20:00			35		18		
08:15			38		60			20:15			14		12		
08:30			49		64			20:30			18		13		
08:45			51	184	76	249	433	20:45			27	94	12	55	149
09:00			40		76			21:00			14		11		
09:15			58		57			21:15			20		4		
09:30			48		30			21:30			11		6		
09:45			45	191	45	208	399	21:45			11	56	8	29	85
10:00			39		46			22:00			11		10		
10:15			45		37			22:15			7		8		
10:30			39		42			22:30			5		6		
10:45			38	161	41	166	327	22:45			3	26	4	28	54
11:00			42		39			23:00			1		6		
11:15			36		44			23:15			7		2		
11:30			52		49			23:30			2		2		
11:45			61	191	56	188	379	23:45			0	10	1	11	21
Total Vol.				883		1035	**1918**					2040		1671	**3711**

Daily Totals

	NB	SB	EB	WB
Combined			2923	2706
5629				

	AM					PM				
Split %			46.0%	54.0%	**34.1%**			55.0%	45.0%	**65.9%**
Peak Hour	06:30	06:30	08:30	08:15	**08:30**			17:00	16:15	**16:15**
Volume			198	276	**471**			295	247	**515**
P.H.F.			0.85	0.91	**0.93**			0.91	0.91	**0.87**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-037

Location: Palo Comado Canyon Rd S/o Dorothy Dr

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		4					12:00	86		110				
00:15	2		1					12:15	69		99				
00:30	3		3					12:30	56		127				
00:45	2	9	7	15			24	12:45	61	272	84	420			692
01:00	2		3					13:00	78		98				
01:15	1		1					13:15	53		96				
01:30	2		1					13:30	62		96				
01:45	0	5	2	7			12	13:45	80	273	121	411			684
02:00	0		0					14:00	72		97				
02:15	1		1					14:15	52		95				
02:30	0		0					14:30	65		96				
02:45	1	2	0	1			3	14:45	76	265	98	386			651
03:00	1		1					15:00	65		179				
03:15	0		3					15:15	75		166				
03:30	1		2					15:30	71		123				
03:45	0	2	1	7			9	15:45	73	284	109	577			861
04:00	1		1					16:00	77		133				
04:15	1		0					16:15	83		106				
04:30	1		7					16:30	62		126				
04:45	1	4	12	20			24	16:45	92	314	100	465			779
05:00	2		14					17:00	105		148				
05:15	2		9					17:15	87		131				
05:30	3		26					17:30	75		115				
05:45	6	13	31	80			93	17:45	70	337	97	491			828
06:00	7		35					18:00	71		123				
06:15	8		51					18:15	50		86				
06:30	31		50					18:30	49		100				
06:45	40	86	96	232			318	18:45	33	203	83	392			595
07:00	26		104					19:00	41		80				
07:15	35		103					19:15	37		59				
07:30	67		143					19:30	32		44				
07:45	93	221	143	493			714	19:45	40	150	38	221			371
08:00	110		148					20:00	35		60				
08:15	122		159					20:15	21		33				
08:30	87		203					20:30	16		51				
08:45	51	370	148	658			1028	20:45	28	100	31	175			275
09:00	56		139					21:00	13		49				
09:15	66		106					21:15	20		25				
09:30	53		93					21:30	11		16				
09:45	41	216	103	441			657	21:45	11	55	19	109			164
10:00	46		71					22:00	10		10				
10:15	43		88					22:15	17		18				
10:30	45		80					22:30	10		18				
10:45	44	178	79	318			496	22:45	9	46	7	53			99
11:00	55		77					23:00	2		11				
11:15	48		87					23:15	12		3				
11:30	56		80					23:30	6		4				
11:45	63	222	86	330			552	23:45	2	22	1	19			41
Total Vol.		1328		2602			**3930**			2321		3719			**6040**

Daily Totals

NB	SB		EB	WB
3649	6321	Combined		
		9970		

	AM					PM				
Split %	33.8%	66.2%			**39.4%**	38.4%	61.6%			**60.6%**
Peak Hour	07:45	08:00	06:30	06:30	**07:45**	16:45	16:30			**16:45**
Volume	412	658			**1065**	359	505			**853**
P.H.F.	0.84	0.81			**0.92**	0.85	0.85			**0.84**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-038

Location: Chesebro Rd S/o Chesebro Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		4					12:00	64		50				
00:15	0		0					12:15	51		41				
00:30	1		1					12:30	34		68				
00:45	1	4	1	6			10	12:45	48	197	47	206			403
01:00	0		0					13:00	58		37				
01:15	0		1					13:15	39		49				
01:30	1		0					13:30	40		52				
01:45	0	1	0	1			2	13:45	60	197	58	196			393
02:00	0		0					14:00	60		43				
02:15	0		0					14:15	42		37				
02:30	0		0					14:30	57		44				
02:45	0	0	0	0				14:45	54	213	52	176			389
03:00	0		0					15:00	56		90				
03:15	0		0					15:15	40		65				
03:30	1		0					15:30	52		48				
03:45	0	1	2	2			3	15:45	56	204	44	247			451
04:00	0		1					16:00	40		53				
04:15	0		0					16:15	58		49				
04:30	1		1					16:30	54		68				
04:45	0	1	5	7			8	16:45	46	198	56	226			424
05:00	2		5					17:00	77		62				
05:15	0		0					17:15	75		53				
05:30	1		3					17:30	49		46				
05:45	3	6	7	15			21	17:45	44	245	48	209			454
06:00	9		8					18:00	49		47				
06:15	9		16					18:15	39		40				
06:30	11		16					18:30	22		45				
06:45	23	52	35	75			127	18:45	32	142	45	177			319
07:00	9		38					19:00	28		35				
07:15	19		53					19:15	26		26				
07:30	34		61					19:30	20		17				
07:45	52	114	59	211			325	19:45	19	93	22	100			193
08:00	70		74					20:00	25		25				
08:15	73		76					20:15	14		18				
08:30	65		100					20:30	15		21				
08:45	47	255	89	339			594	20:45	11	65	11	75			140
09:00	39		74					21:00	12		17				
09:15	35		38					21:15	13		12				
09:30	48		35					21:30	4		7				
09:45	33	155	40	187			342	21:45	5	34	7	43			77
10:00	29		32					22:00	10		3				
10:15	35		40					22:15	5		14				
10:30	39		38					22:30	3		8				
10:45	38	141	41	151			292	22:45	3	21	6	31			52
11:00	31		38					23:00	3		10				
11:15	41		38					23:15	3		4				
11:30	47		42					23:30	2		3				
11:45	48	167	38	156			323	23:45	0	8	0	17			25
Total Vol.		897		1150			**2047**			1617		1703			**3320**

Daily Totals

NB	SB		EB	WB
2514	2853	Combined		
		5367		

	AM					PM			
Split %	43.8%	56.2%			**38.1%**	48.7%	51.3%		**61.9%**
Peak Hour	07:45	08:00	06:30	06:30	**08:00**	16:30	16:30		**16:30**
Volume	260	339			**594**	252	239		**491**
P.H.F.	0.89	0.85			**0.90**	0.82	0.88		**0.88**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-039

Location: Liberty Canyon Rd btwn US-101 NB Ramps & US-101 SB Ramps

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		3					12:00	59		24				
00:15	6		3					12:15	50		28				
00:30	2		6					12:30	42		25				
00:45	3	14	1	13			27	12:45	57	208	15	92			300
01:00	1		2					13:00	53		28				
01:15	3		2					13:15	48		27				
01:30	2		4					13:30	51		26				
01:45	1	7	2	10			17	13:45	50	202	19	100			302
02:00	1		1					14:00	45		28				
02:15	0		0					14:15	51		26				
02:30	0		1					14:30	49		32				
02:45	0	1	0	2			3	14:45	75	220	26	112			332
03:00	0		0					15:00	80		35				
03:15	1		0					15:15	63		27				
03:30	0		1					15:30	81		36				
03:45	5	6	0	1			7	15:45	74	298	54	152			450
04:00	3		2					16:00	100		33				
04:15	1		0					16:15	74		43				
04:30	2		1					16:30	94		28				
04:45	0	6	2	5			11	16:45	104	372	42	146			518
05:00	2		0					17:00	124		26				
05:15	3		0					17:15	123		39				
05:30	6		2					17:30	125		38				
05:45	7	18	2	4			22	17:45	127	499	38	141			640
06:00	6		5					18:00	91		44				
06:15	14		2					18:15	80		31				
06:30	16		6					18:30	92		27				
06:45	34	70	6	19			89	18:45	63	326	27	129			455
07:00	29		18					19:00	47		26				
07:15	45		15					19:15	57		18				
07:30	70		20					19:30	25		28				
07:45	115	259	38	91			350	19:45	33	162	12	84			246
08:00	111		77					20:00	32		16				
08:15	74		70					20:15	27		16				
08:30	48		42					20:30	39		10				
08:45	48	281	24	213			494	20:45	23	121	15	57			178
09:00	48		24					21:00	23		13				
09:15	41		23					21:15	16		13				
09:30	41		15					21:30	8		13				
09:45	49	179	18	80			259	21:45	21	68	9	48			116
10:00	35		20					22:00	22		7				
10:15	36		16					22:15	15		14				
10:30	32		14					22:30	15		12				
10:45	35	138	18	68			206	22:45	14	66	14	47			113
11:00	46		15					23:00	8		7				
11:15	42		20					23:15	6		5				
11:30	46		26					23:30	9		4				
11:45	47	181	19	80			261	23:45	6	29	6	22			51
Total Vol.		1160		586			**1746**			2571		1130			**3701**

Daily Totals

NB	SB	Combined	EB	WB
3731	1716	**5447**		

	AM					PM		
Split %	66.4%	33.6%			**32.1%**	69.5%	30.5%	**67.9%**
Peak Hour	07:30	07:45	06:30	06:30	**07:30**	17:00	15:30	**17:00**
Volume	370	227			**575**	499	166	**640**
P.H.F.	0.80	0.74			**0.76**	0.98	0.77	**0.97**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-040

Location: Liberty Canyon Rd N/o Agoura Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		5					12:00	59		60				
00:15	0		8					12:15	45		59				
00:30	1		1					12:30	52		44				
00:45	2	7	2	16			23	12:45	45	201	62	225			426
01:00	0		1					13:00	47		60				
01:15	1		6					13:15	33		48				
01:30	0		4					13:30	53		60				
01:45	1	2	2	13			15	13:45	47	180	53	221			401
02:00	2		0					14:00	58		53				
02:15	1		1					14:15	34		62				
02:30	0		1					14:30	40		46				
02:45	1	4	1	3			7	14:45	61	193	69	230			423
03:00	0		0					15:00	66		57				
03:15	1		1					15:15	56		40				
03:30	2		0					15:30	59		66				
03:45	2	5	2	3			8	15:45	66	247	67	230			477
04:00	0		0					16:00	78		68				
04:15	0		0					16:15	60		61				
04:30	6		3					16:30	80		64				
04:45	9	15	2	5			20	16:45	96	314	52	245			559
05:00	8		5					17:00	117		74				
05:15	2		8					17:15	98		80				
05:30	10		11					17:30	108		67				
05:45	19	39	17	41			80	17:45	89	412	90	311			723
06:00	29		9					18:00	74		72				
06:15	20		15					18:15	78		68				
06:30	31		32					18:30	79		65				
06:45	43	123	55	111			234	18:45	47	278	53	258			536
07:00	50		33					19:00	44		50				
07:15	70		65					19:15	46		62				
07:30	97		61					19:30	29		27				
07:45	88	305	103	262			567	19:45	29	148	44	183			331
08:00	92		136					20:00	20		45				
08:15	65		82					20:15	25		37				
08:30	59		86					20:30	24		36				
08:45	51	267	79	383			650	20:45	16	85	26	144			229
09:00	61		58					21:00	18		23				
09:15	48		45					21:15	12		28				
09:30	36		32					21:30	5		33				
09:45	61	206	41	176			382	21:45	14	49	23	107			156
10:00	43		30					22:00	12		24				
10:15	36		37					22:15	9		24				
10:30	41		37					22:30	10		19				
10:45	37	157	37	141			298	22:45	8	39	13	80			119
11:00	41		30					23:00	3		13				
11:15	46		36					23:15	5		11				
11:30	41		29					23:30	3		14				
11:45	43	171	52	147			318	23:45	6	17	5	43			60
Total Vol.		1301		1301			**2602**			2163		2277			**4440**

Daily Totals

NB	SB		EB	WB
3464	3578	Combined		
		7042		

	AM					PM			
Split %	50.0%	50.0%			**36.9%**	48.7%	51.3%		**63.1%**
Peak Hour	07:15	07:45	06:30	06:30	**07:30**	16:45	17:00		**17:00**
Volume	347	407			**724**	419	311		**723**
P.H.F.	0.89	0.75			**0.79**	0.90	0.86		**0.95**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-041

Location: Agoura Rd W/o Liberty Canyon Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		2			12:00			40		36		
00:15			1		2			12:15			41		54		
00:30			2		1			12:30			72		41		
00:45			0	4	0	5	9	12:45			59	212	41	172	384
01:00			0		0			13:00			45		37		
01:15			0		0			13:15			46		31		
01:30			1		2			13:30			45		38		
01:45			0	1	0	2	3	13:45			53	189	52	158	347
02:00			1		0			14:00			42		37		
02:15			0		0			14:15			32		39		
02:30			1		0			14:30			42		36		
02:45			0	2	0	0	2	14:45			31	147	32	144	291
03:00			0		0			15:00			77		47		
03:15			0		0			15:15			68		44		
03:30			0		0			15:30			47		50		
03:45			0	0	0	0		15:45			48	240	43	184	424
04:00			1		0			16:00			50		47		
04:15			0		0			16:15			35		39		
04:30			2		0			16:30			49		59		
04:45			2	5	0	0	5	16:45			66	200	46	191	391
05:00			3		0			17:00			66		62		
05:15			4		1			17:15			51		66		
05:30			1		3			17:30			58		48		
05:45			14	22	6	10	32	17:45			41	216	39	215	431
06:00			12		7			18:00			65		45		
06:15			12		6			18:15			37		37		
06:30			14		15			18:30			34		44		
06:45			26	64	24	52	116	18:45			42	178	37	163	341
07:00			25		15			19:00			25		22		
07:15			39		22			19:15			17		22		
07:30			33		50			19:30			15		15		
07:45			33	130	58	145	275	19:45			19	76	16	75	151
08:00			41		68			20:00			21		15		
08:15			40		92			20:15			14		13		
08:30			47		58			20:30			22		11		
08:45			40	168	63	281	449	20:45			16	73	11	50	123
09:00			40		47			21:00			10		12		
09:15			42		45			21:15			10		4		
09:30			28		25			21:30			9		6		
09:45			22	132	32	149	281	21:45			8	37	9	31	68
10:00			31		29			22:00			7		11		
10:15			31		20			22:15			5		9		
10:30			28		26			22:30			8		11		
10:45			28	118	29	104	222	22:45			2	22	2	33	55
11:00			32		27			23:00			0		7		
11:15			25		26			23:15			3		2		
11:30			29		43			23:30			3		2		
11:45			35	121	45	141	262	23:45			0	6	4	15	21
Total Vol.				767		889	**1656**					1596		1431	**3027**

Daily Totals

NB	SB	Combined	EB	WB
		4683	2363	2320

			AM					PM		
Split %			46.3%	53.7%	**35.4%**			52.7%	47.3%	**64.6%**
Peak Hour	06:30	06:30	08:30	08:00	**08:00**			16:45	16:30	**16:30**
Volume			169	281	**449**			241	233	**465**
P.H.F.			0.90	0.76	**0.85**			0.91	0.90	**0.91**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-042

Location: Agoura Rd E/o Liberty Canyon Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		3			12:00			41		51		
00:15			2		2			12:15			55		60		
00:30			0		1			12:30			65		50		
00:45			1	4	2	8	12	12:45			67	228	48	209	437
01:00			0		1			13:00			57		50		
01:15			0		1			13:15			59		32		
01:30			0		0			13:30			60		44		
01:45			0	0	1	3	3	13:45			54	230	53	179	409
02:00			0		1			14:00			44		41		
02:15			0		0			14:15			50		39		
02:30			0		1			14:30			37		43		
02:45			1	1	0	2	3	14:45			44	175	54	177	352
03:00			0		0			15:00			64		48		
03:15			0		0			15:15			66		68		
03:30			0		1			15:30			62		88		
03:45			0	0	0	1	1	15:45			42	234	55	259	493
04:00			0		0			16:00			48		84		
04:15			2		0			16:15			39		62		
04:30			4		0			16:30			48		79		
04:45			4	10	0	0	10	16:45			40	175	84	309	484
05:00			6		1			17:00			56		131		
05:15			10		1			17:15			51		116		
05:30			5		3			17:30			60		115		
05:45			30	51	5	10	61	17:45			58	225	93	455	680
06:00			21		8			18:00			82		90		
06:15			30		8			18:15			47		75		
06:30			36		13			18:30			43		76		
06:45			70	157	19	48	205	18:45			33	205	56	297	502
07:00			47		15			19:00			24		64		
07:15			91		17			19:15			20		46		
07:30			57		29			19:30			15		36		
07:45			67	262	42	103	365	19:45			18	77	29	175	252
08:00			104		52			20:00			20		18		
08:15			84		50			20:15			12		25		
08:30			99		49			20:30			13		19		
08:45			88	375	65	216	591	20:45			14	59	16	78	137
09:00			71		48			21:00			11		16		
09:15			63		41			21:15			9		7		
09:30			36		23			21:30			12		9		
09:45			33	203	31	143	346	21:45			11	43	15	47	90
10:00			31		31			22:00			6		15		
10:15			40		25			22:15			4		9		
10:30			35		31			22:30			1		7		
10:45			42	148	28	115	263	22:45			3	14	4	35	49
11:00			37		33			23:00			0		7		
11:15			22		33			23:15			2		3		
11:30			27		41			23:30			3		2		
11:45			42	128	51	158	286	23:45			0	5	7	19	24
Total Vol.				1339		807	**2146**					1670		2239	**3909**

Daily Totals

	NB	SB	EB	WB
		Combined	3009	3046
		6055		

	AM			PM		
Split %	62.4%	37.6%	**35.4%**	42.7%	57.3%	**64.6%**
Peak Hour	08:00	08:00	**08:00**	17:15	17:00	**17:00**
Volume	375	216	**591**	251	455	**680**
P.H.F.	0.90	0.83	**0.95**	0.77	0.76	**0.91**

Prepared by NDS/ATD

Volumes for: Tuesday, February 03, 2009 **City:** Agoura Hills **Project #:** 09-5034-043

Location: Liberty Canyon Rd S/o Agoura Rd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	27		31				
00:15	0		7					12:15	32		32				
00:30	2		3					12:30	29		33				
00:45	1	6	3	18			24	12:45	34	122	35	131			253
01:00	0		2					13:00	33		35				
01:15	0		4					13:15	24		24				
01:30	1		5					13:30	44		33				
01:45	1	2	3	14			16	13:45	32	133	37	129			262
02:00	0		0					14:00	36		28				
02:15	1		1					14:15	34		37				
02:30	0		3					14:30	22		38				
02:45	1	2	0	4			6	14:45	35	127	43	146			273
03:00	0		0					15:00	48		53				
03:15	1		1					15:15	45		50				
03:30	1		0					15:30	38		60				
03:45	2	4	1	2			6	15:45	42	173	57	220			393
04:00	0		1					16:00	35		62				
04:15	3		1					16:15	39		42				
04:30	6		1					16:30	41		51				
04:45	8	17	0	3			20	16:45	33	148	51	206			354
05:00	4		0					17:00	31		67				
05:15	2		2					17:15	34		56				
05:30	8		2					17:30	42		66				
05:45	15	29	2	6			35	17:45	36	143	60	249			392
06:00	26		1					18:00	33		62				
06:15	22		3					18:15	48		58				
06:30	27		4					18:30	40		45				
06:45	37	112	9	17			129	18:45	26	147	55	220			367
07:00	48		15					19:00	18		60				
07:15	80		19					19:15	28		60				
07:30	85		21					19:30	20		35				
07:45	75	288	38	93			381	19:45	18	84	36	191			275
08:00	77		37					20:00	13		37				
08:15	80		25					20:15	17		36				
08:30	63		36					20:30	16		38				
08:45	40	260	27	125			385	20:45	13	59	29	140			199
09:00	53		26					21:00	10		17				
09:15	47		20					21:15	15		32				
09:30	34		18					21:30	4		24				
09:45	45	179	19	83			262	21:45	5	34	16	89			123
10:00	33		22					22:00	5		20				
10:15	31		22					22:15	6		19				
10:30	36		29					22:30	1		12				
10:45	36	136	21	94			230	22:45	7	19	10	61			80
11:00	29		21					23:00	5		13				
11:15	37		29					23:15	5		8				
11:30	31		20					23:30	4		11				
11:45	27	124	29	99			223	23:45	3	17	4	36			53
Total Vol.		1159		558			**1717**			1206		1818			**3024**

Daily Totals

NB	SB		EB	WB
2365	2376	Combined		
		4741		

	AM					PM		
Split %	67.5%	32.5%			**36.2%**	39.9%	60.1%	**63.8%**
Peak Hour	07:15	07:45	06:30	06:30	**07:30**	17:30	17:00	**17:30**
Volume	317	136			**438**	159	249	**405**
P.H.F.	0.93	0.89			**0.96**	0.83	0.93	**0.94**

APPENDIX B:
TAZ INTERNALIZATION WORKSHEETS

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 2
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

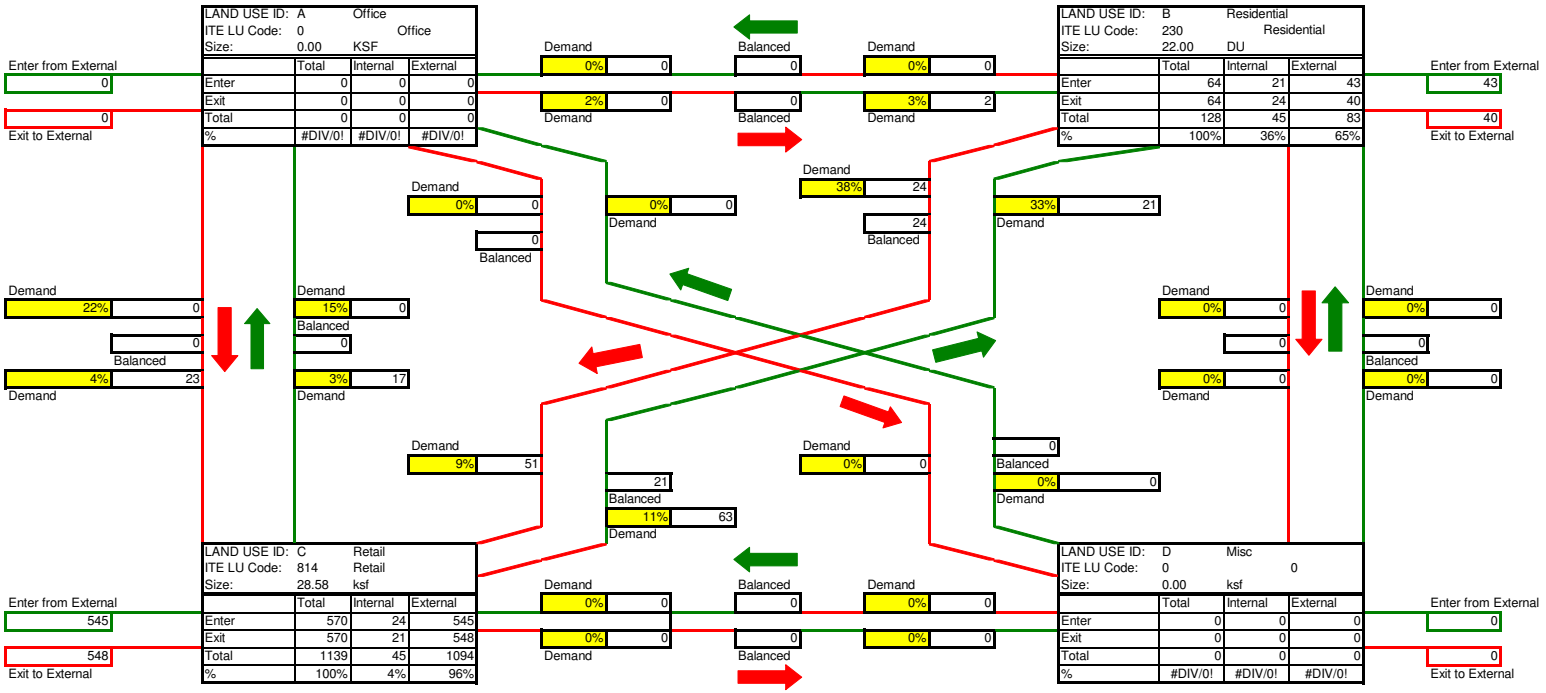
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%										
B	Residential	Residential	230	22.00	DU	11.74	1.13	1.25	0.00	25%	75%	63%	37%	0%	0%	128	10	11		2	8	7	4		
C	Retail	Retail	814	28.58	ksf	105.28	1.03	9.58	16.63	61%	39%	48%	52%	48%	52%	1,139	19	69		12	7	30	39		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*1,267*	*29*	*80*	*0*	*14*	*15*	*37*	*43*	*0*	*0*
															INTERNAL CAPTURE %	7%	22%	11%	#DIV/0!	22%	22%	11%	11%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	91	6	9	#DIV/0!	3	3	4	5	#DIV/0!	#DIV/0!
															NET TOTAL	***1,176***	***23***	***71***	***#DIV/0!***	***11***	***12***	***33***	***38***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 2

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 2**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



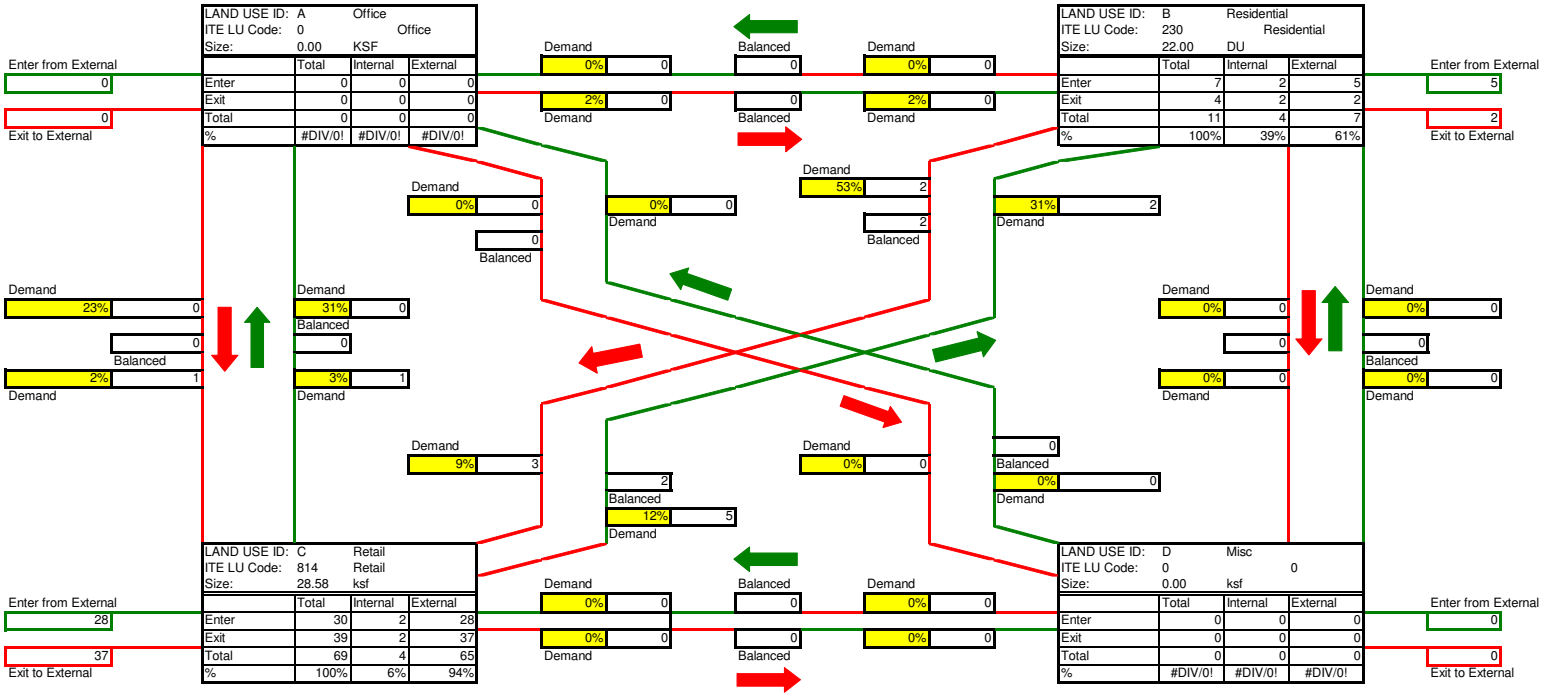
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	0	43	545	0	588	
Exit	0	40	548	0	588	
Total	0	83	1094	0	1176	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	0	128	1139	0	1267	**7%**

PM - TAZ 2

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 2**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



Net External Trips for Multi-Use Development					
Land Use ID	**A**	**B**	**C**	**D**	**Total**
Enter	0	5	28	0	33
Exit	0	2	37	0	39
Total	0	7	65	0	71
Single-Use Trip Gen. Est.	0	11	69	0	80

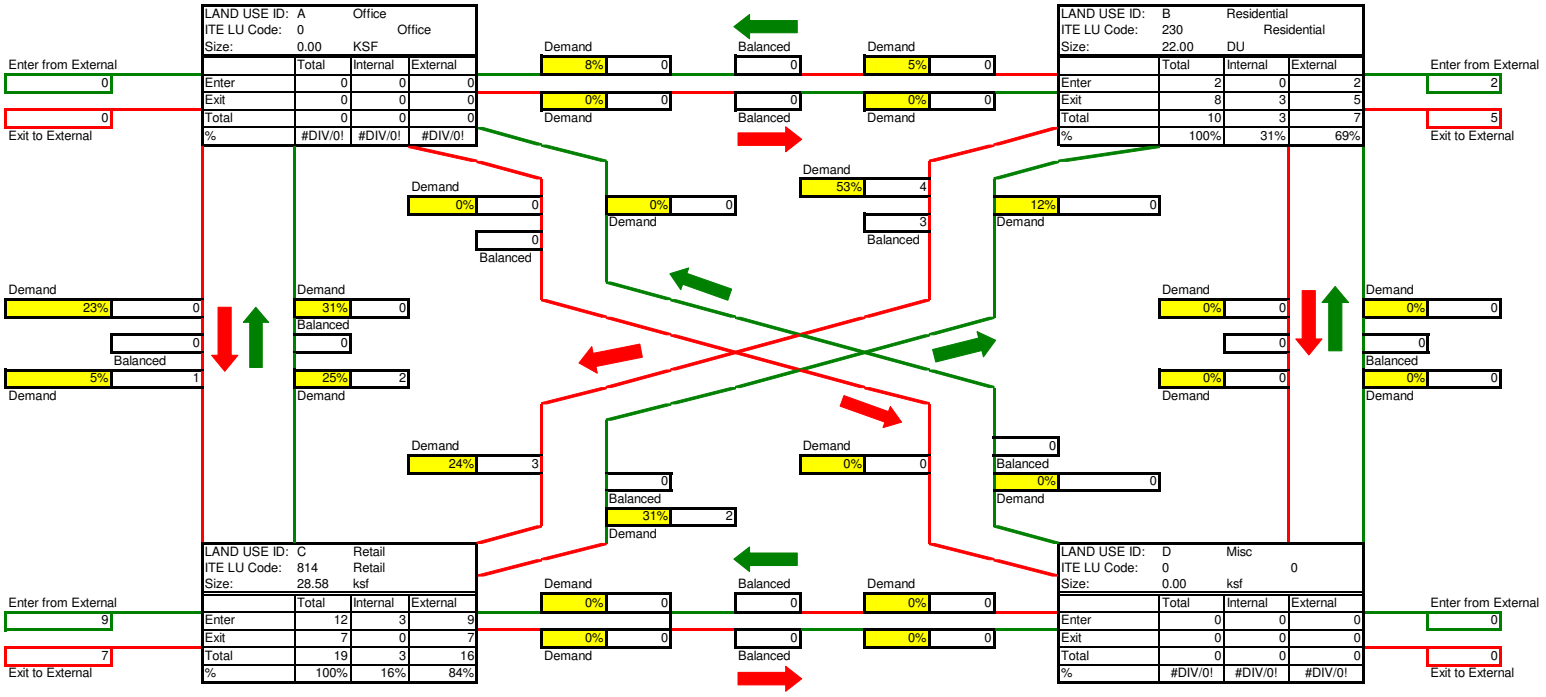
INTERNAL CAPTURE
11%

AM - TAZ 2

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 2**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	0	2	9	0	11	
Exit	0	5	7	0	12	
Total	0	7	16	0	23	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	0	10	19	0	29	**22%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 5
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

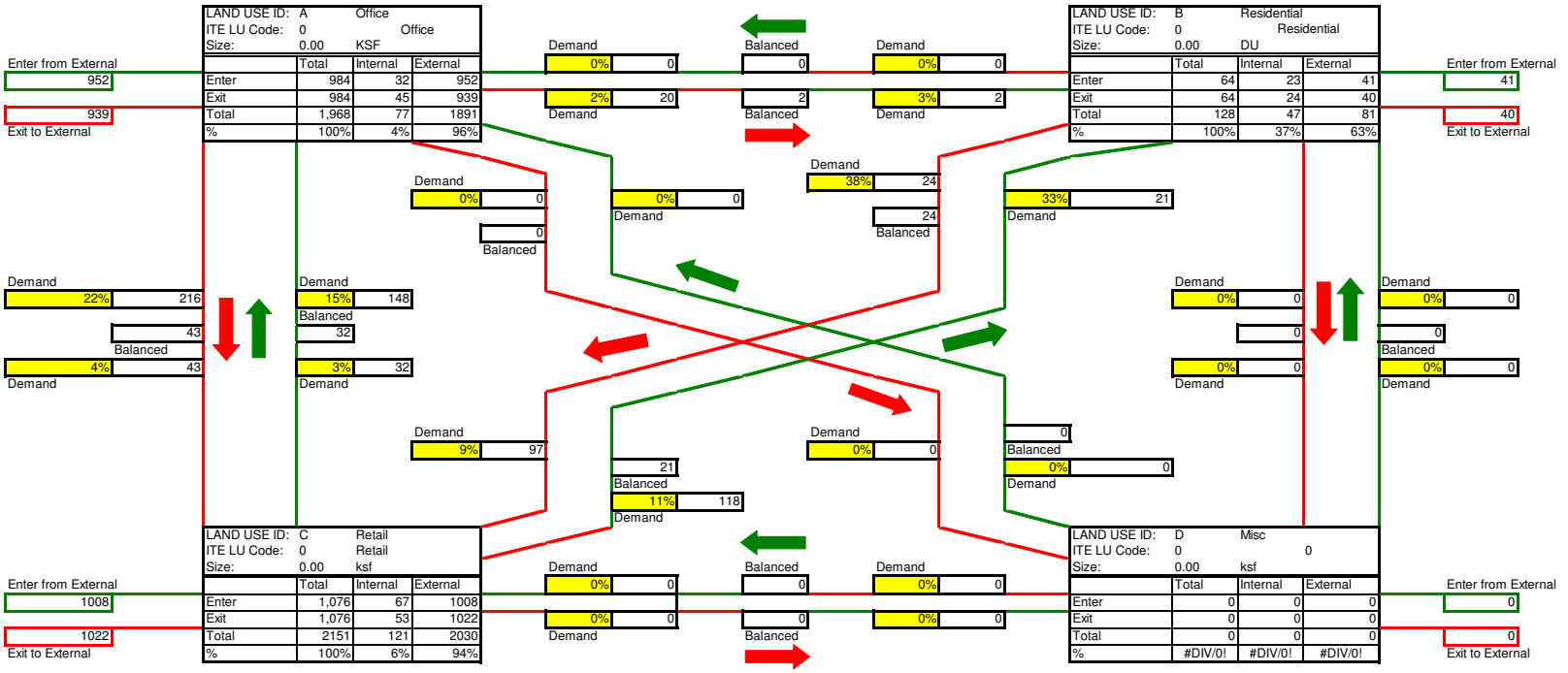
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	1,968	305	284		272	33	40	244		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	128	10	11		2	8	7	4		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	2,151	39	146		22	13	57	74		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*4,247*	*354*	*441*	*0*	*296*	*54*	*104*	*322*	*0*	*0*
															INTERNAL CAPTURE %	6%	5%	4%	#DIV/0!	5%	5%	4%	4%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	245	19	16	#DIV/0!	16	3	4	12	#DIV/0!	#DIV/0!
															NET TOTAL	***4,002***	***335***	***425***	***#DIV/0!***	***280***	***51***	***100***	***310***	***#DIV/0!***	***#DIV/0!***

DAILY -TAZ 5

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 5**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



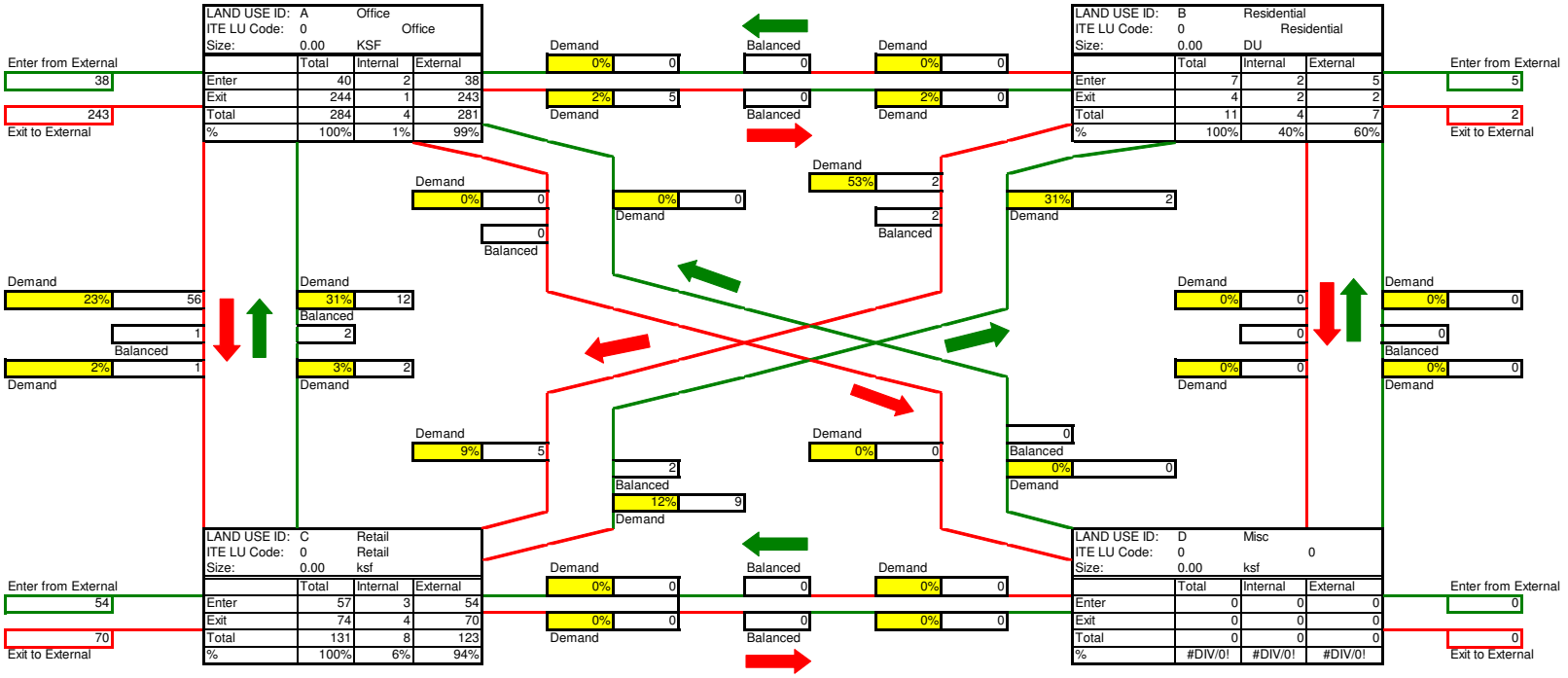
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	952	41	1008	0	2001	
Exit	939	40	1022	0	2001	
Total	1891	81	2030	0	4002	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	1968	128	2151	0	4247	**6%**

PM -TAZ 5

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 5**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



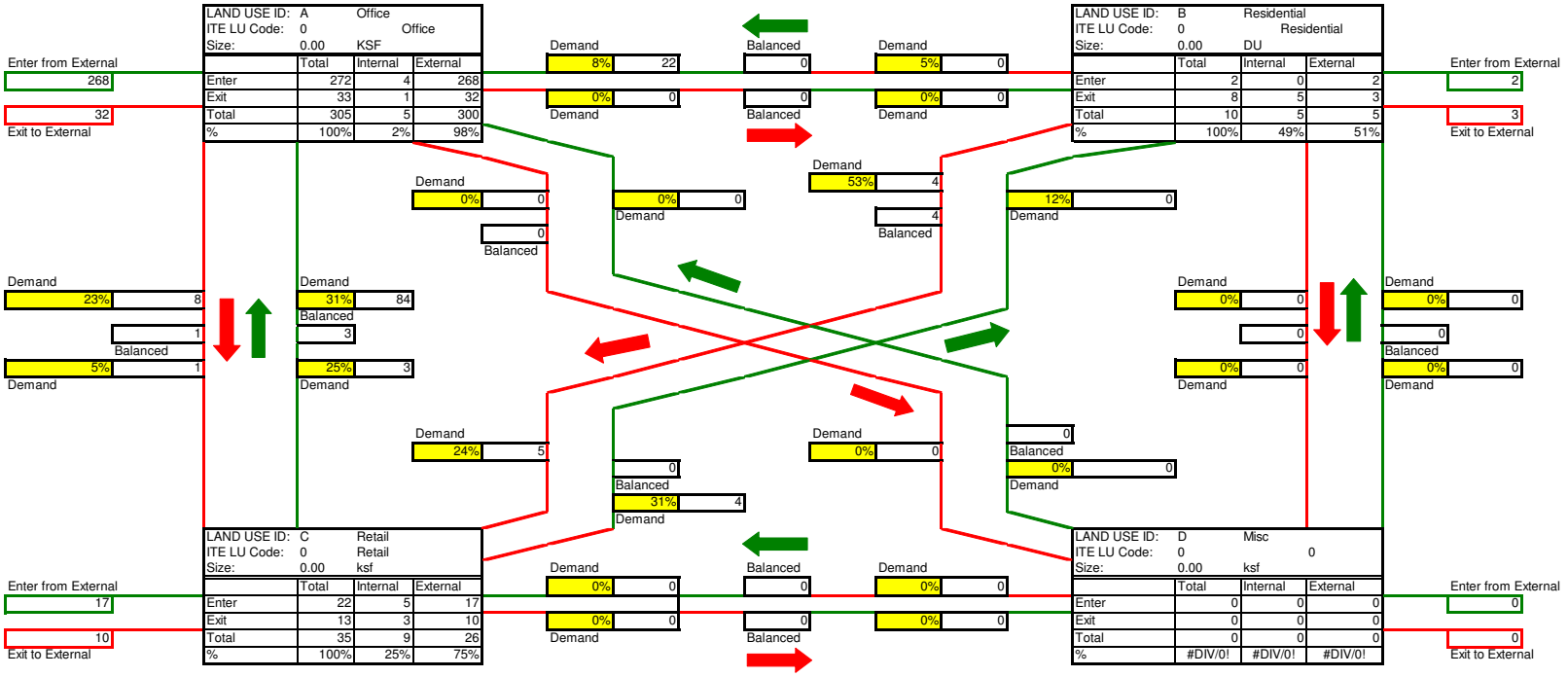
Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	38	5	54	0	96	
Exit	243	2	70	0	314	
Total	281	7	123	0	410	*INTERNAL CAPTURE*
Single-Use Trip Gen. Est.	284	11	131	0	426	4%

AM - TAZ 5

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 5**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	268	2	17	0	287	
Exit	32	3	10	0	45	
Total	300	5	26	0	332	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	305	10	35	0	350	**5%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 6
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook* , Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

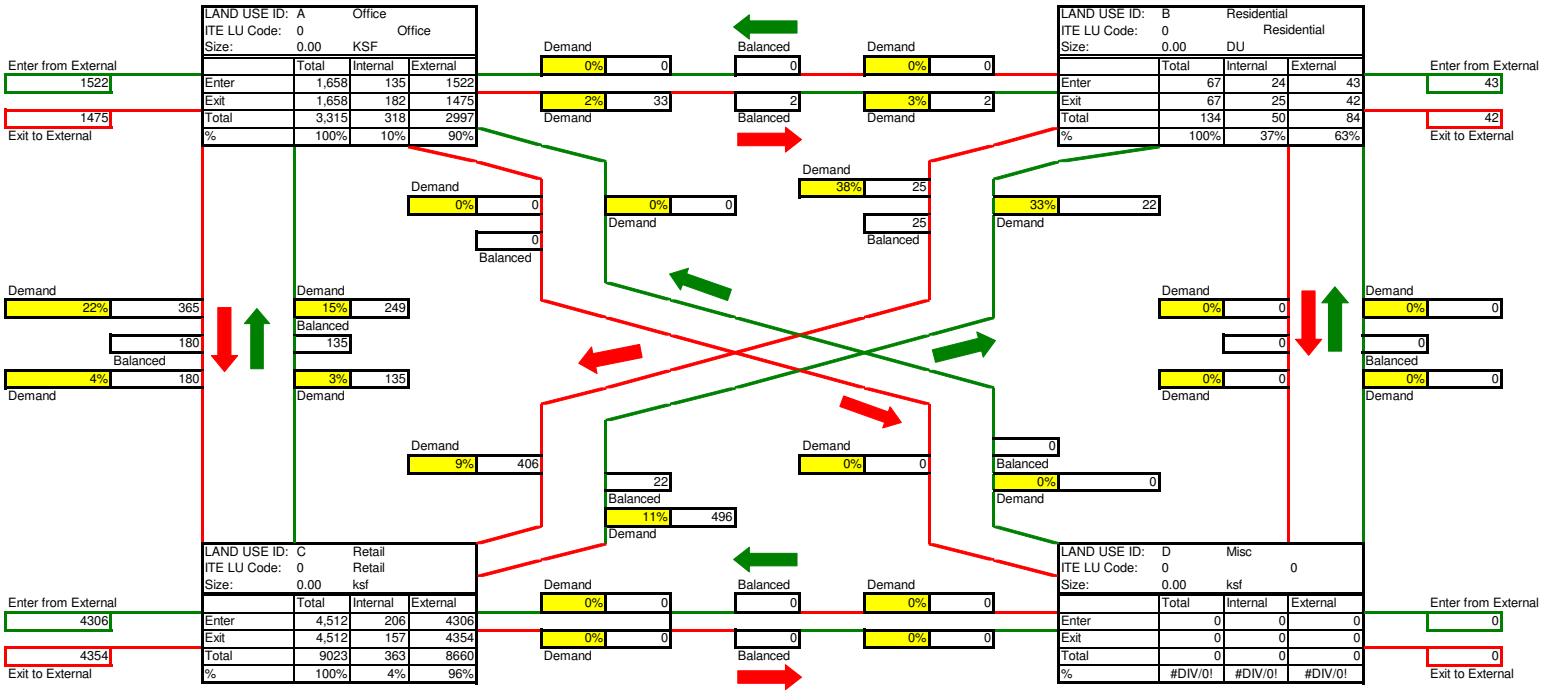
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	3,315	310	393		262	48	81	312		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	134	11	14		3	8	9	5		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	9,023	198	840		121	77	418	422		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*12,472*	*519*	*1,247*	*0*	*386*	*133*	*508*	*739*	*0*	*0*
															INTERNAL CAPTURE %	6%	12%	4%	#DIV/0!	12%	12%	4%	4%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	731	61	53	#DIV/0!	45	16	22	32	#DIV/0!	#DIV/0!
															NET TOTAL	***11,741***	***458***	***1,194***	***#DIV/0!***	***341***	***117***	***486***	***707***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 6

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 6**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



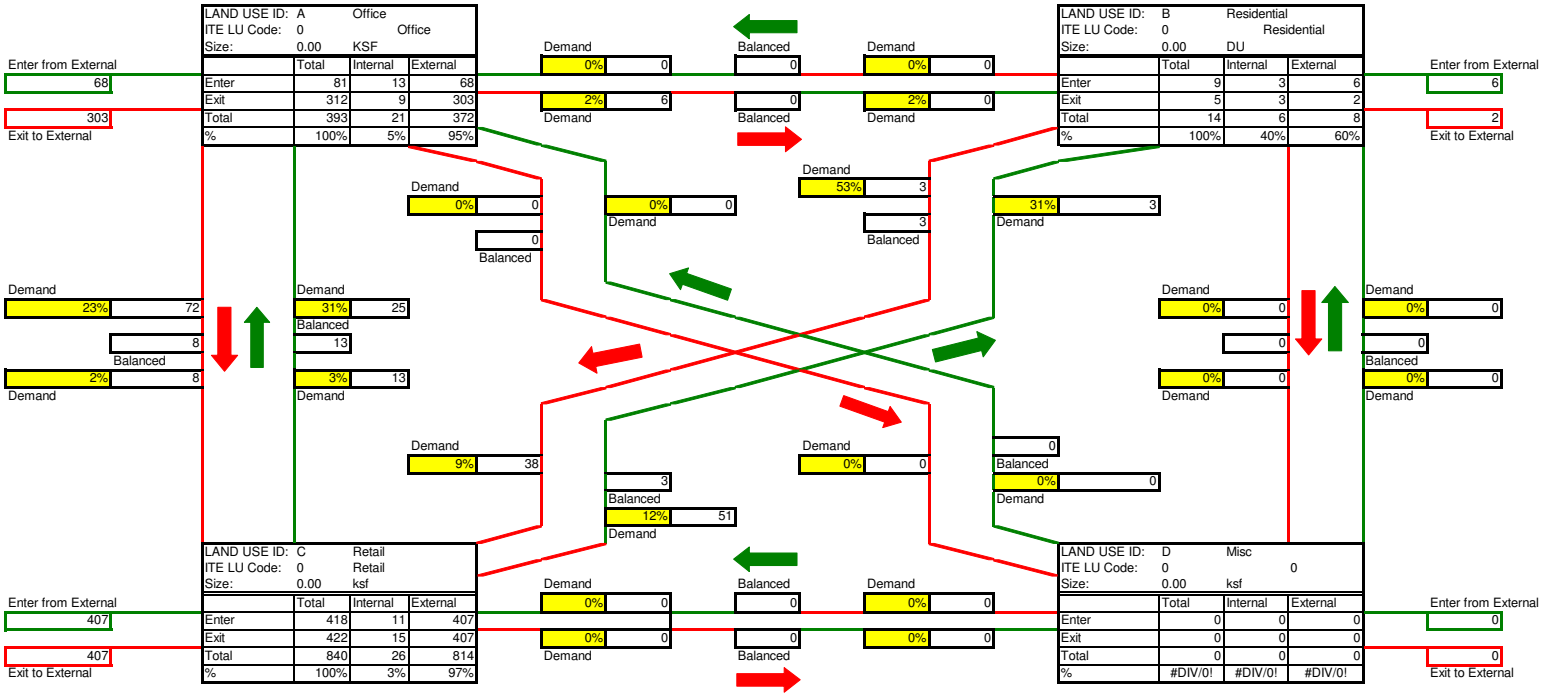
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	1522	43	4306	0	5871	
Exit	1475	42	4354	0	5871	
Total	2997	84	8660	0	11741	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	3315	134	9023	0	12472	**6%**

PM -TAZ 6

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 6**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



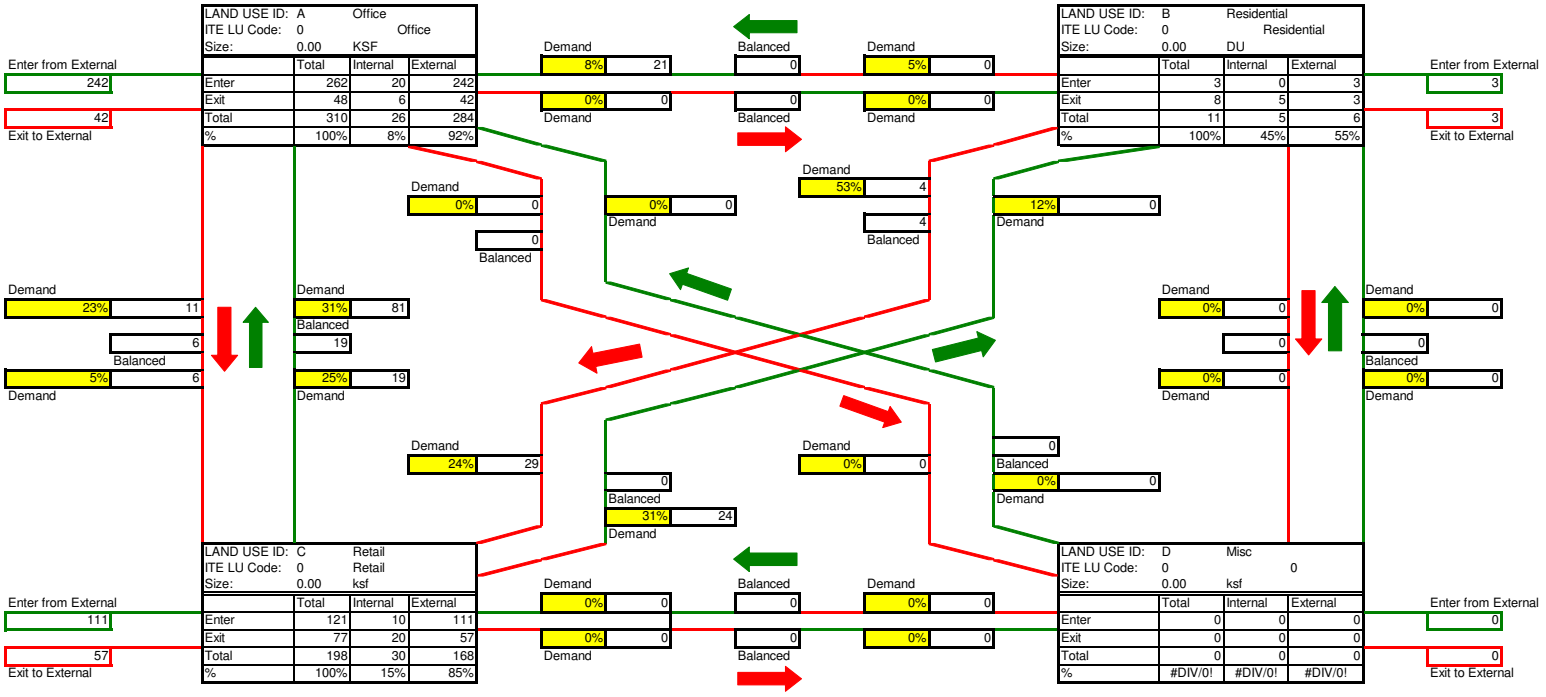
Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	68	6	407	0	481	
Exit	303	2	407	0	712	
Total	372	8	814	0	1194	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	393	14	840	0	1247	**4%**

AM - TAZ 6

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 6**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	242	3	111	0	356	
Exit	42	3	57	0	103	
Total	284	6	168	0	458	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	310	11	198	0	519	**12%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 7
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

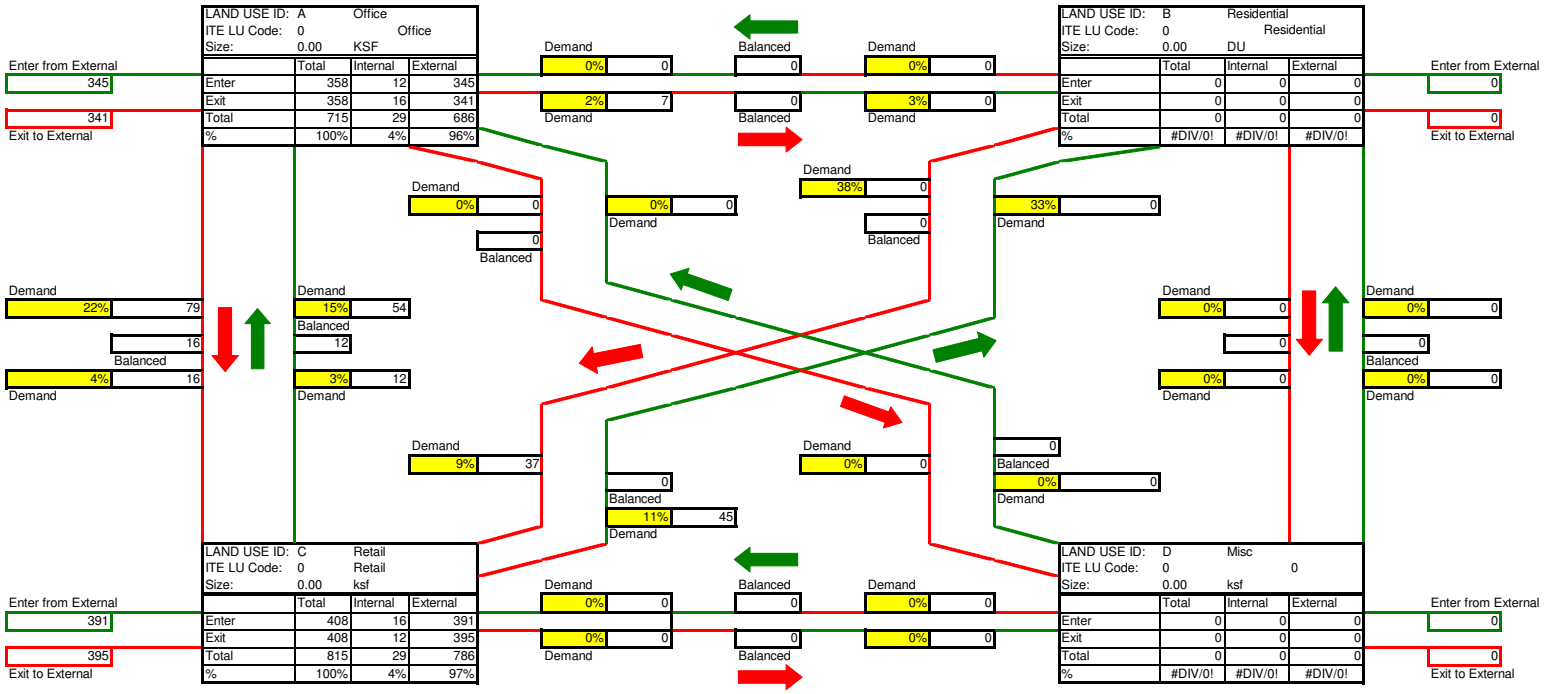
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	715	81	139		72	9	19	120		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%										
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	815	13	49		8	5	21	28		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*1,530*	*94*	*188*	*0*	*80*	*14*	*40*	*148*	*0*	*0*
															INTERNAL CAPTURE %	4%	4%	1%	#DIV/0!	4%	4%	1%	1%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	57	3	3	#DIV/0!	3	0	1	2	#DIV/0!	#DIV/0!
															NET TOTAL	***1,473***	***91***	***185***	***#DIV/0!***	***77***	***14***	***39***	***146***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 7

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 7**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



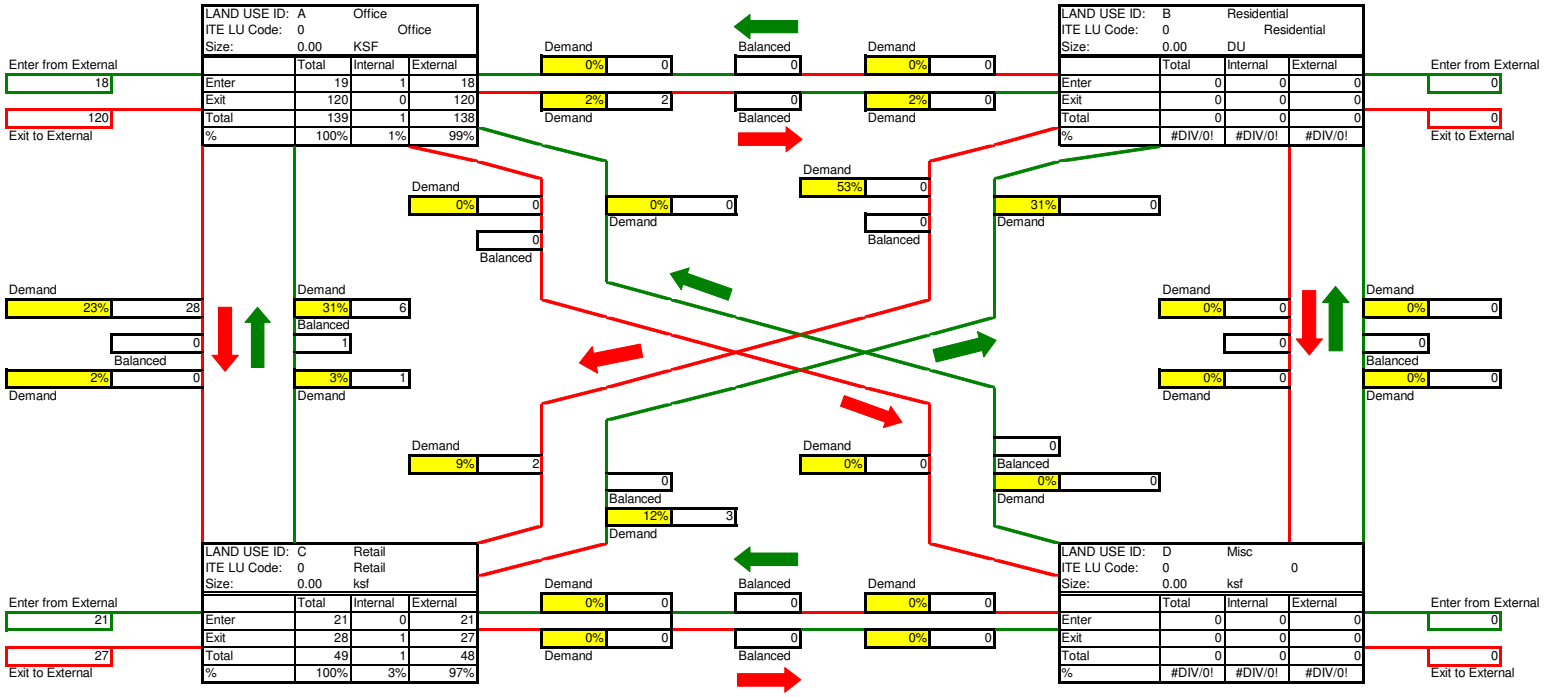
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	345	0	391	0	736	
Exit	341	0	395	0	736	
Total	686	0	786	0	1473	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	715	0	815	0	1530	**4%**

PM - TAZ 7

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 7**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



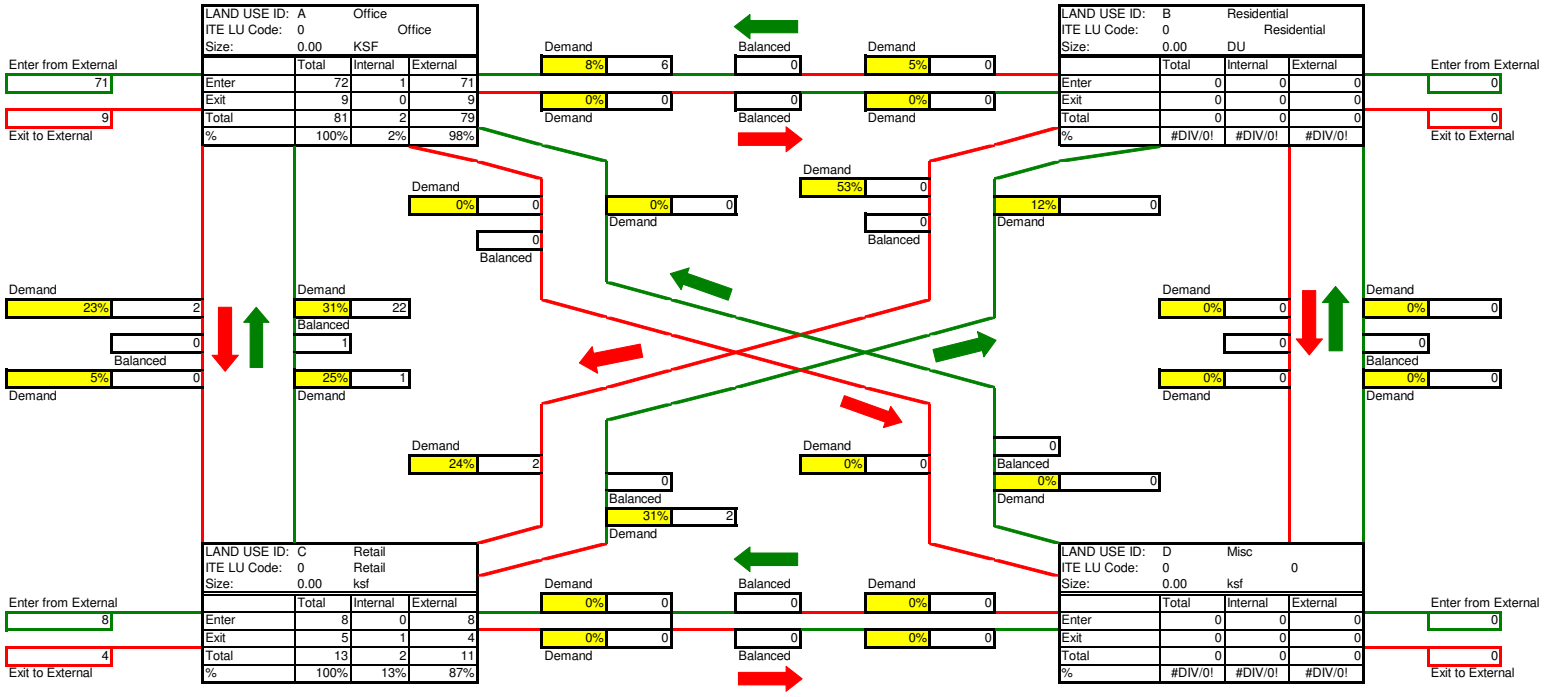
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	18	0	21	0	39	
Exit	120	0	27	0	147	
Total	138	0	48	0	185	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	139	0	49	0	188	**1%**

AM - TAZ 7

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 7**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	71	0	8	0	78	
Exit	9	0	4	0	12	
Total	79	0	11	0	91	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	81	0	13	0	94	**4%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 8
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

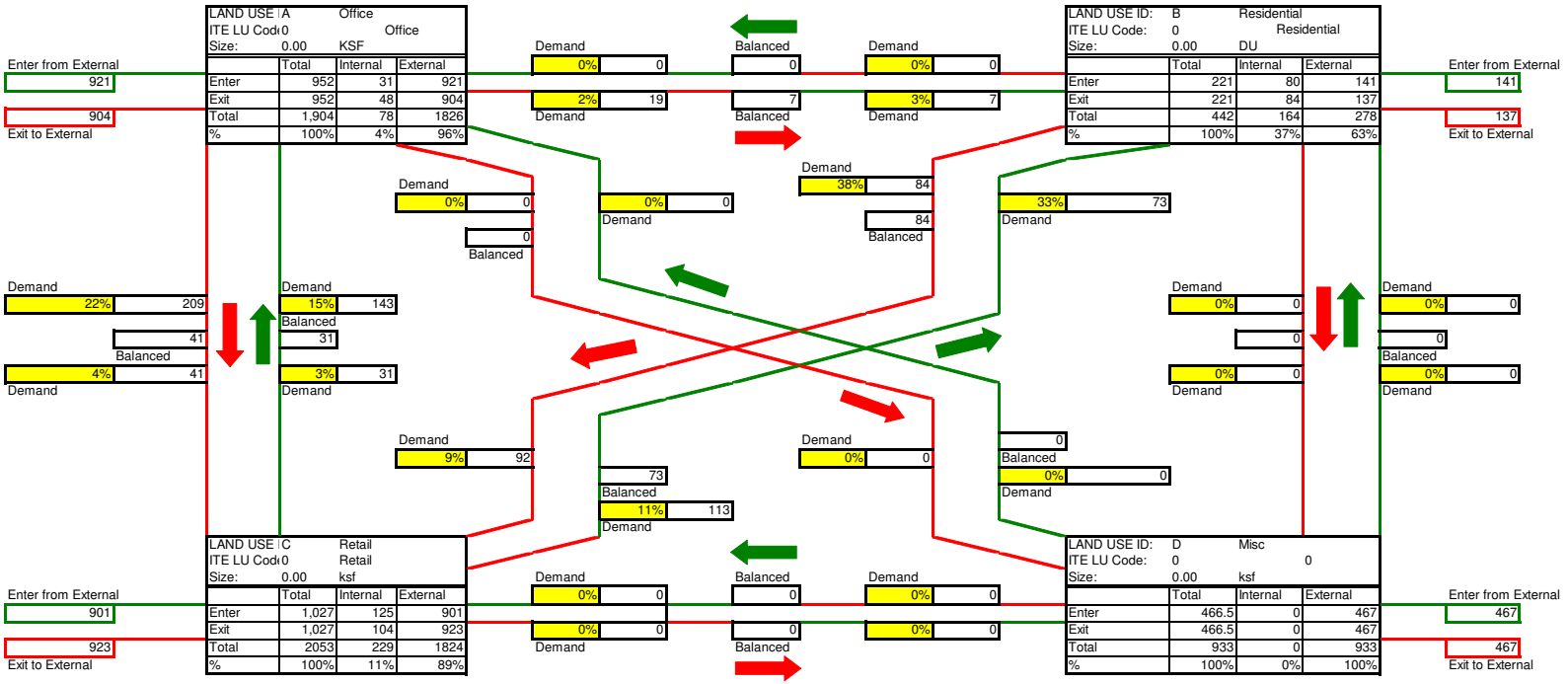
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	1,904	294	276		262	32	39	237		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	442	33	40		6	27	27	13		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	2,053	53	135		32	21	64	71		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%	933	30	35		25	5	9	26		
															TOTAL	*5,332*	*410*	*486*	*0*	*325*	*85*	*139*	*347*	*0*	*0*
															INTERNAL CAPTURE %	9%	8%	7%	#DIV/0!	8%	8%	7%	7%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	471	33	36	#DIV/0!	26	7	10	26	#DIV/0!	#DIV/0!
															NET TOTAL	***4,861***	***377***	***450***	***#DIV/0!***	***299***	***78***	***129***	***321***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 8

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 8**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



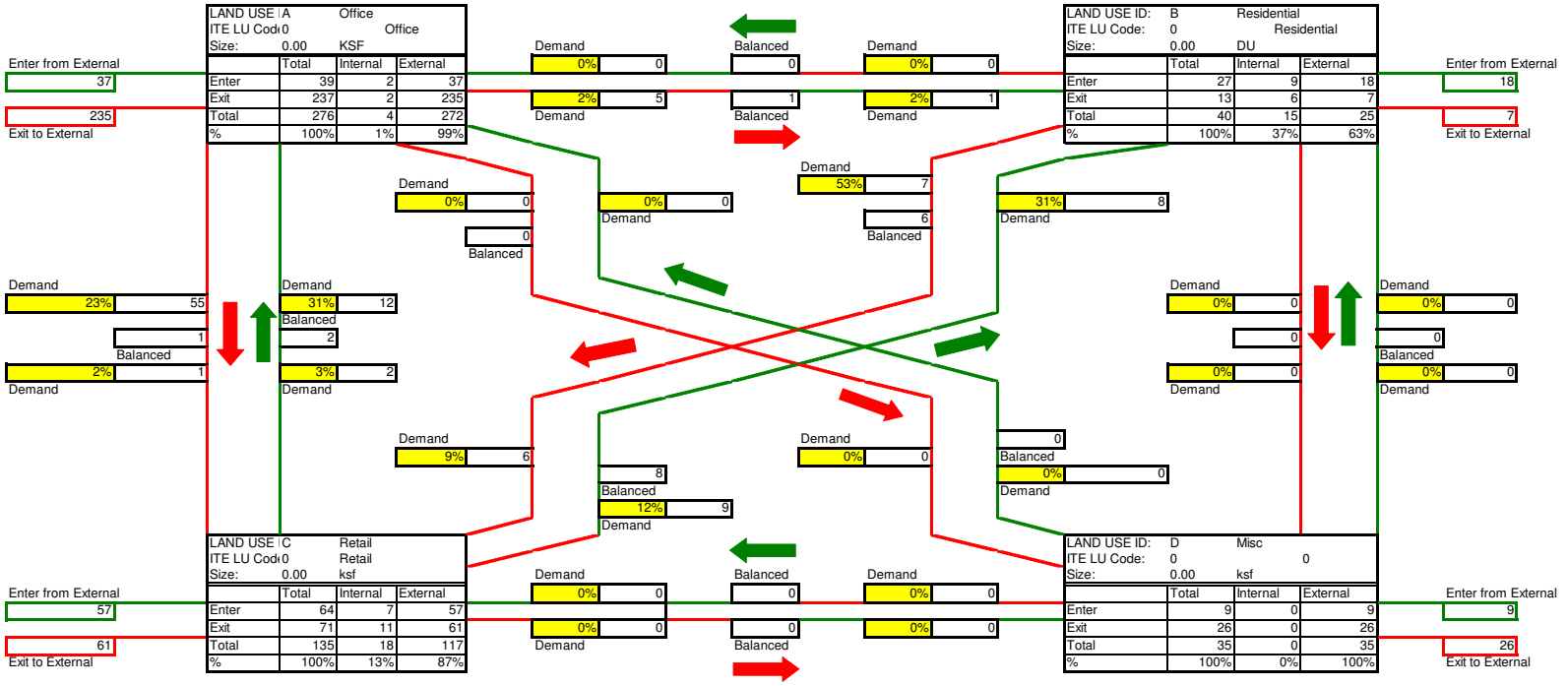
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	921	141	901	467	2431	
Exit	904	137	923	467	2431	
Total	1826	278	1824	933	4861	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	1904	442	2053	933	5332	**9%**

PM - TAZ 8

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 8**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



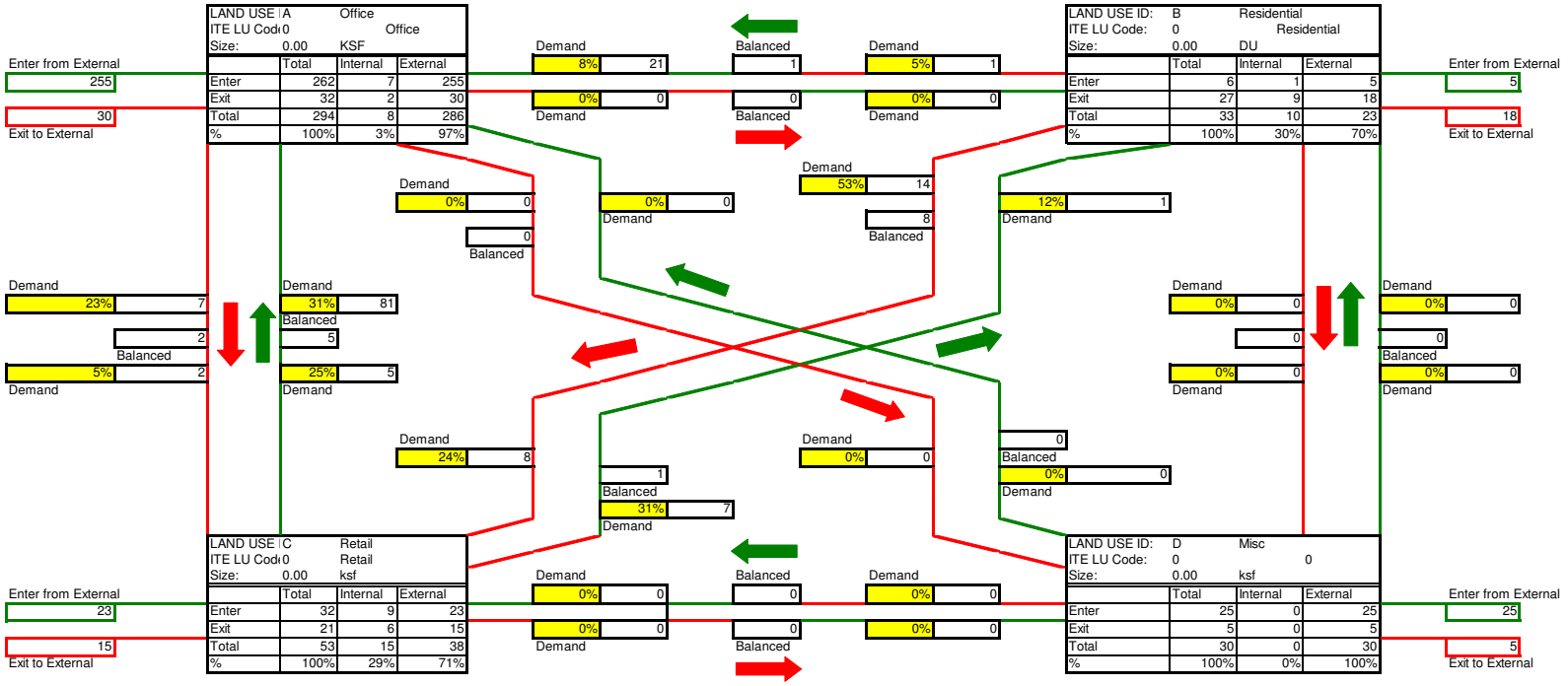
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	37	18	57	9	121	
Exit	235	7	61	26	329	
Total	272	25	117	35	450	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	276	40	135	35	486	**7%**

AM - TAZ 8

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 8**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	255	5	23	25	308	
Exit	30	18	15	5	68	
Total	286	23	38	30	377	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	294	33	53	30	410	**8%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 9
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

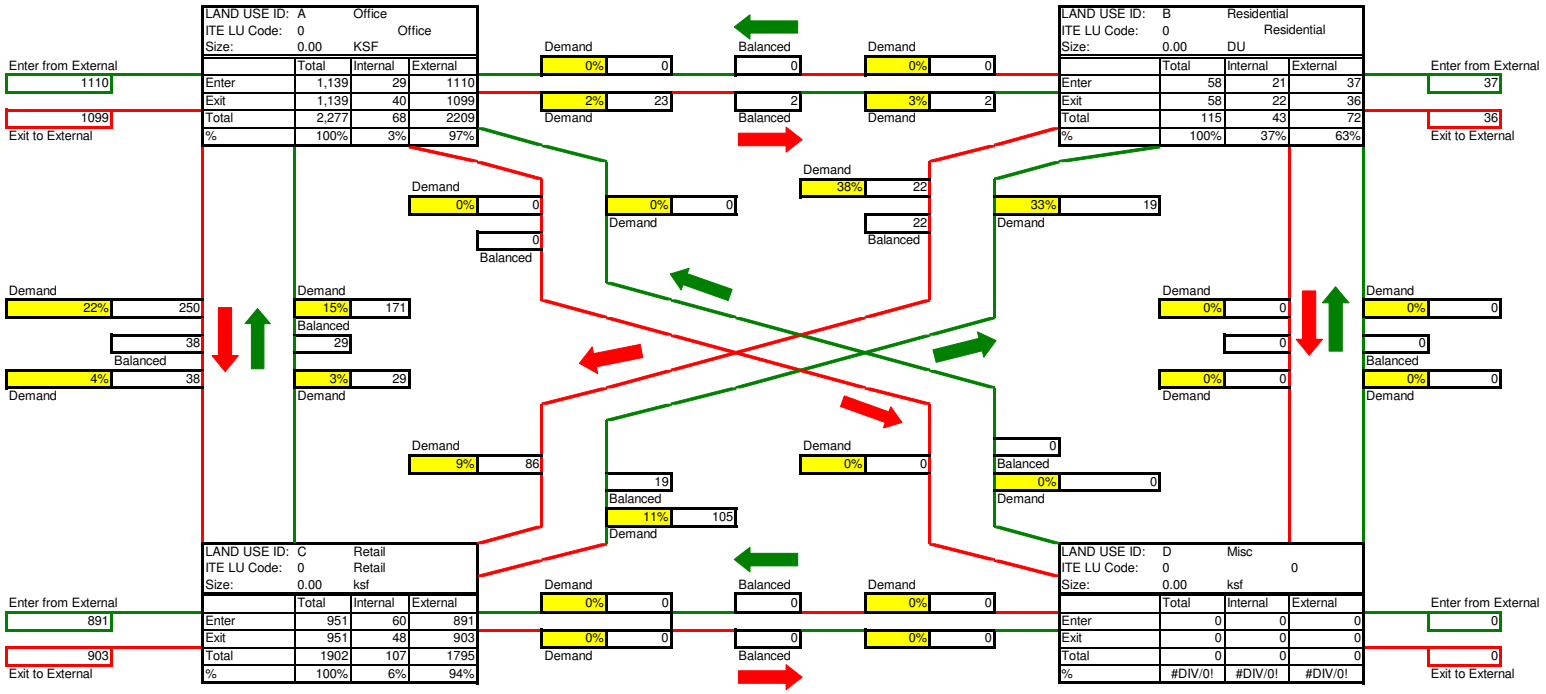
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	2,277	220	253		192	28	42	211		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	115	9	11		2	7	7	4		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	1,902	48	172		29	19	84	88		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*4,294*	*277*	*436*	*0*	*223*	*54*	*133*	*303*	*0*	*0*
															INTERNAL CAPTURE %	5%	8%	4%	#DIV/0!	8%	8%	4%	4%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	218	21	18	#DIV/0!	17	4	5	12	#DIV/0!	#DIV/0!
															NET TOTAL	***4,076***	***256***	***419***	***#DIV/0!***	***206***	***50***	***128***	***291***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 9

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 9**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



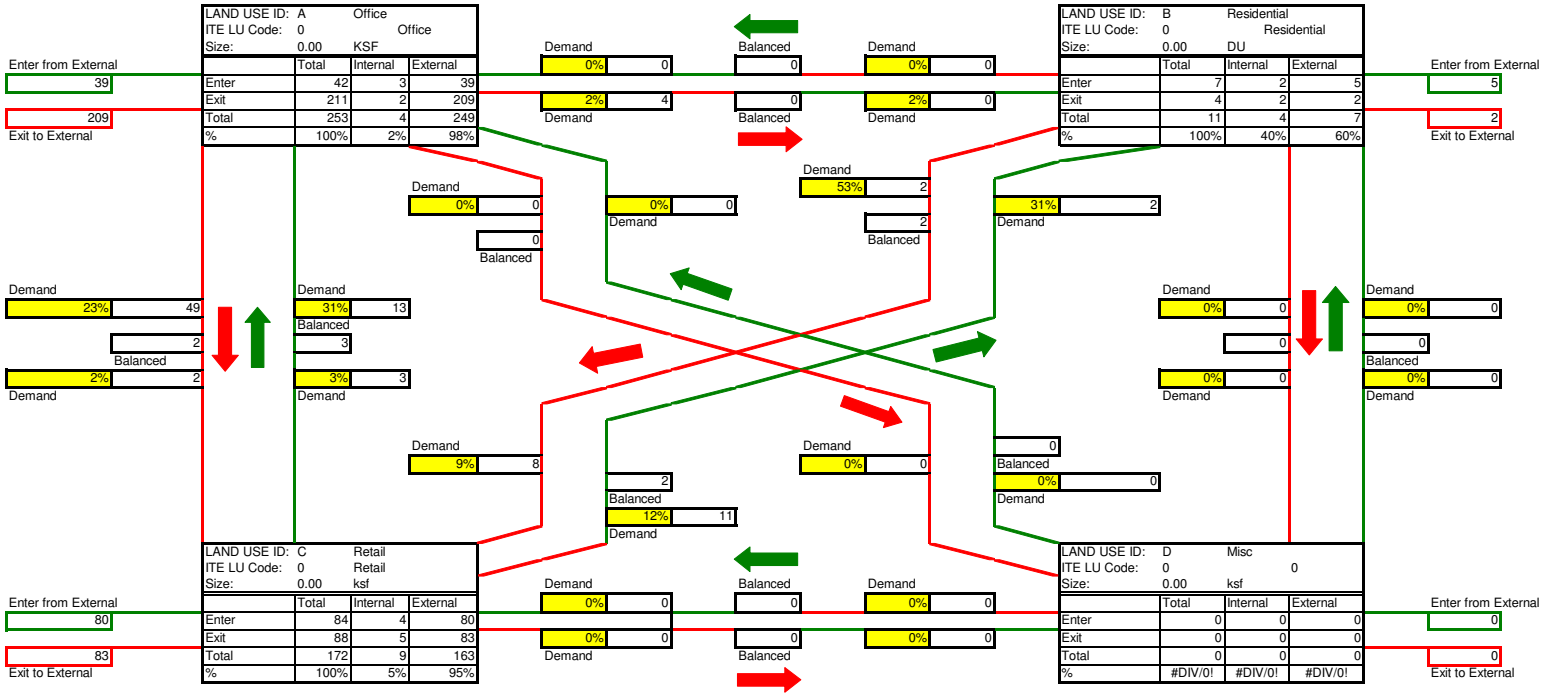
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	1110	37	891	0	2038	
Exit	1099	36	903	0	2038	
Total	2209	72	1795	0	4076	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	2277	115	1902	0	4294	**5%**

PM - TAZ 9

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 9**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



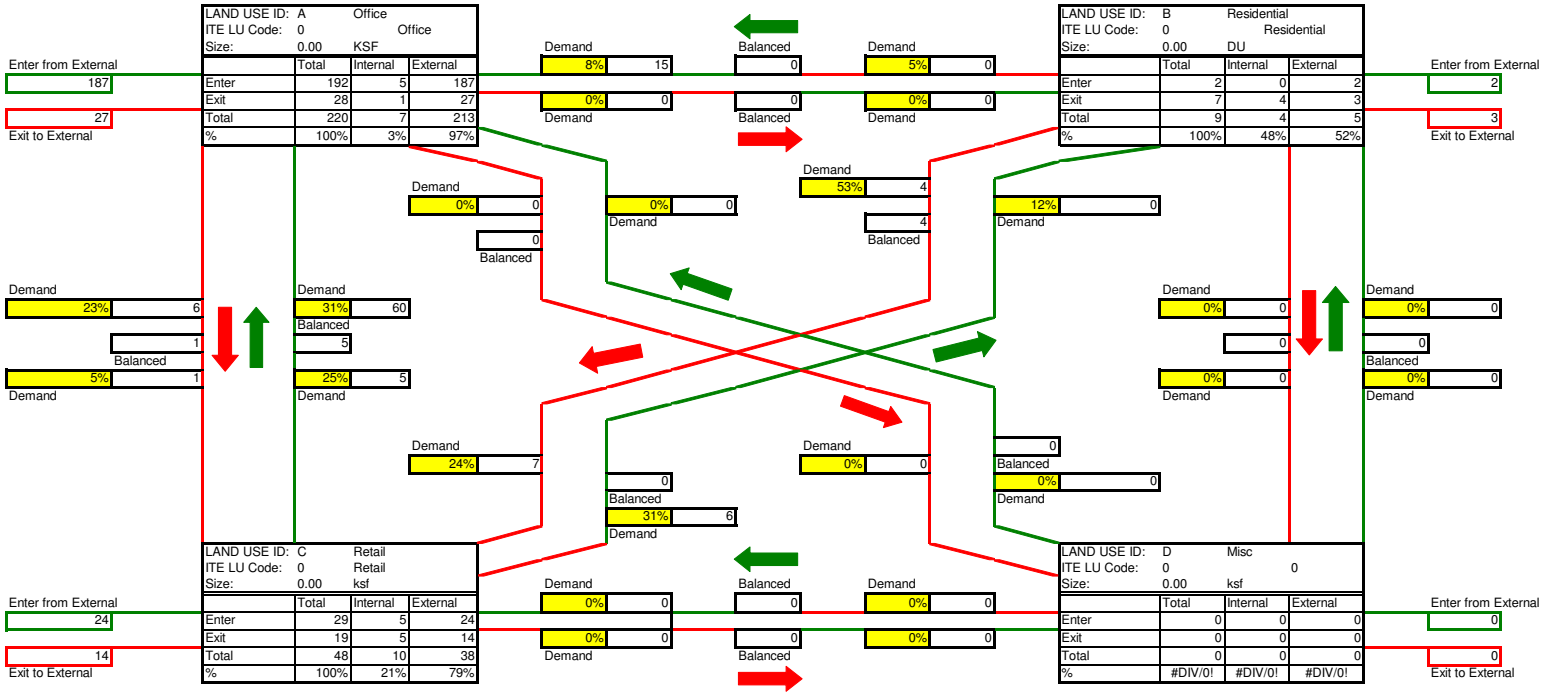
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	39	5	80	0	124	
Exit	209	2	83	0	294	
Total	249	7	163	0	419	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	253	11	172	0	436	**4%**

AM - TAZ 9

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 9**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	187	2	24	0	213	
Exit	27	3	14	0	44	
Total	213	5	38	0	256	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	220	9	48	0	277	**8%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 11
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

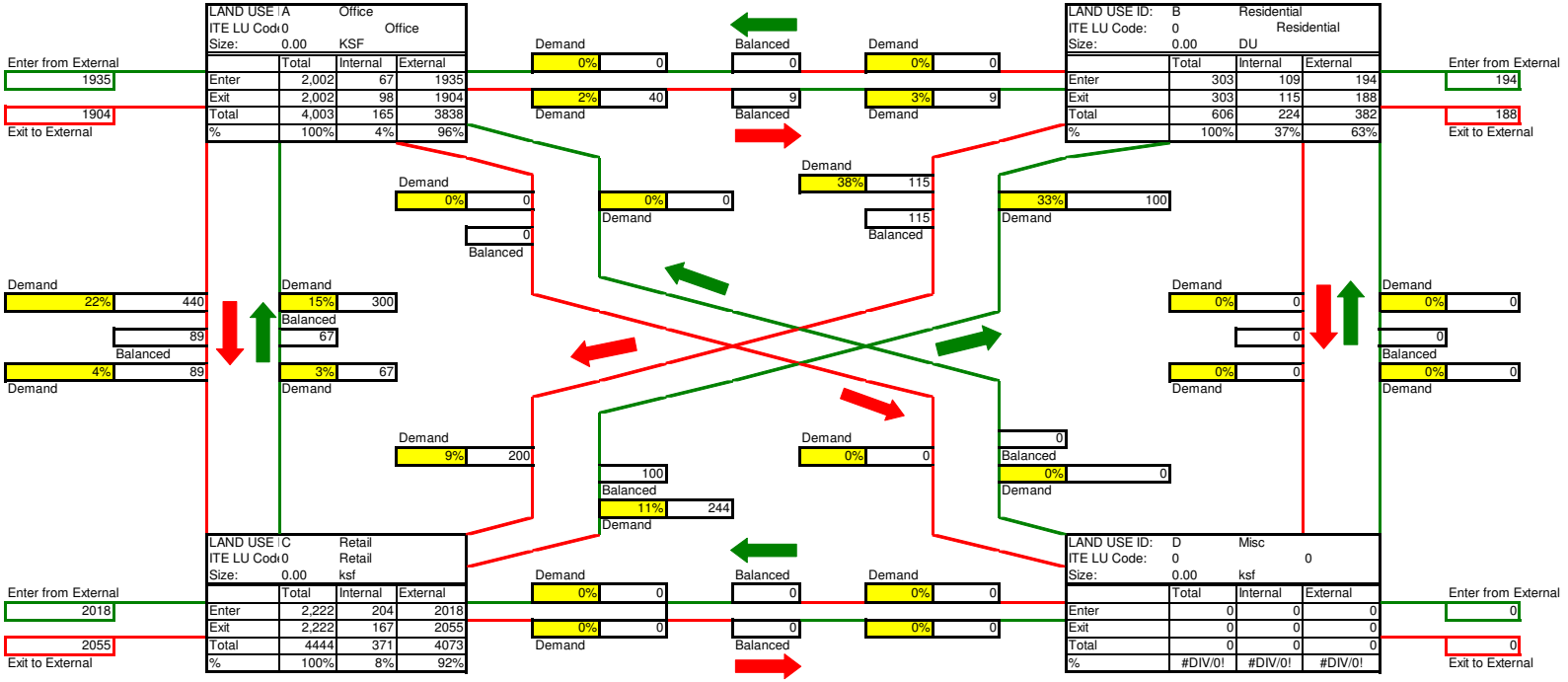
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	4,003	604	555		538	66	78	477		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	606	46	54		8	38	36	18		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	4,444	105	408		64	41	195	213		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*9,053*	*755*	*1,017*	*0*	*610*	*145*	*309*	*708*	*0*	*0*
															INTERNAL CAPTURE %	8%	8%	6%	#DIV/0!	8%	8%	6%	6%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	760	63	63	#DIV/0!	51	12	19	44	#DIV/0!	#DIV/0!
															NET TOTAL	***8,293***	***692***	***954***	***#DIV/0!***	***559***	***133***	***290***	***664***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 11

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 11**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



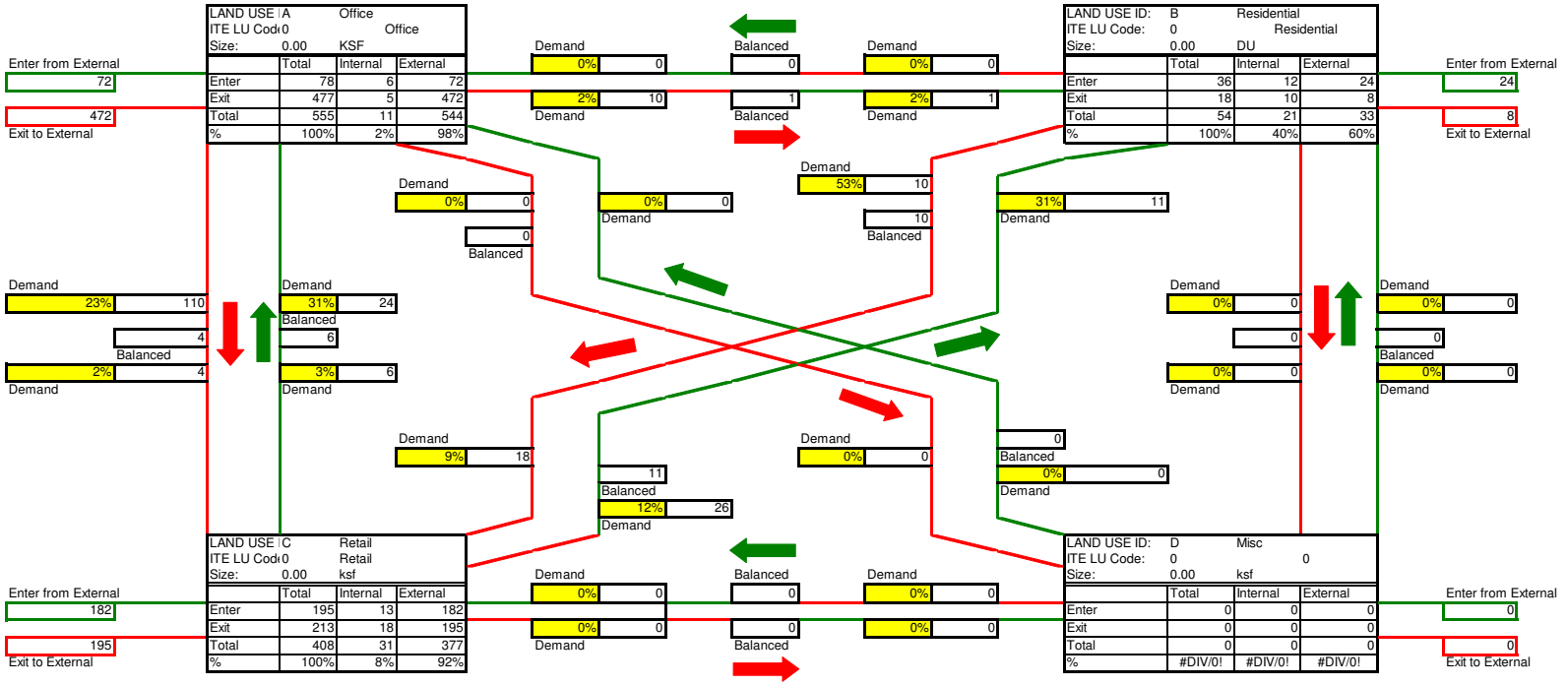
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	1935	194	2018	0	4147	
Exit	1904	188	2055	0	4147	
Total	3838	382	4073	0	8293	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	4003	606	4444	0	9053	**8%**

PM - TAZ 11

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 11**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



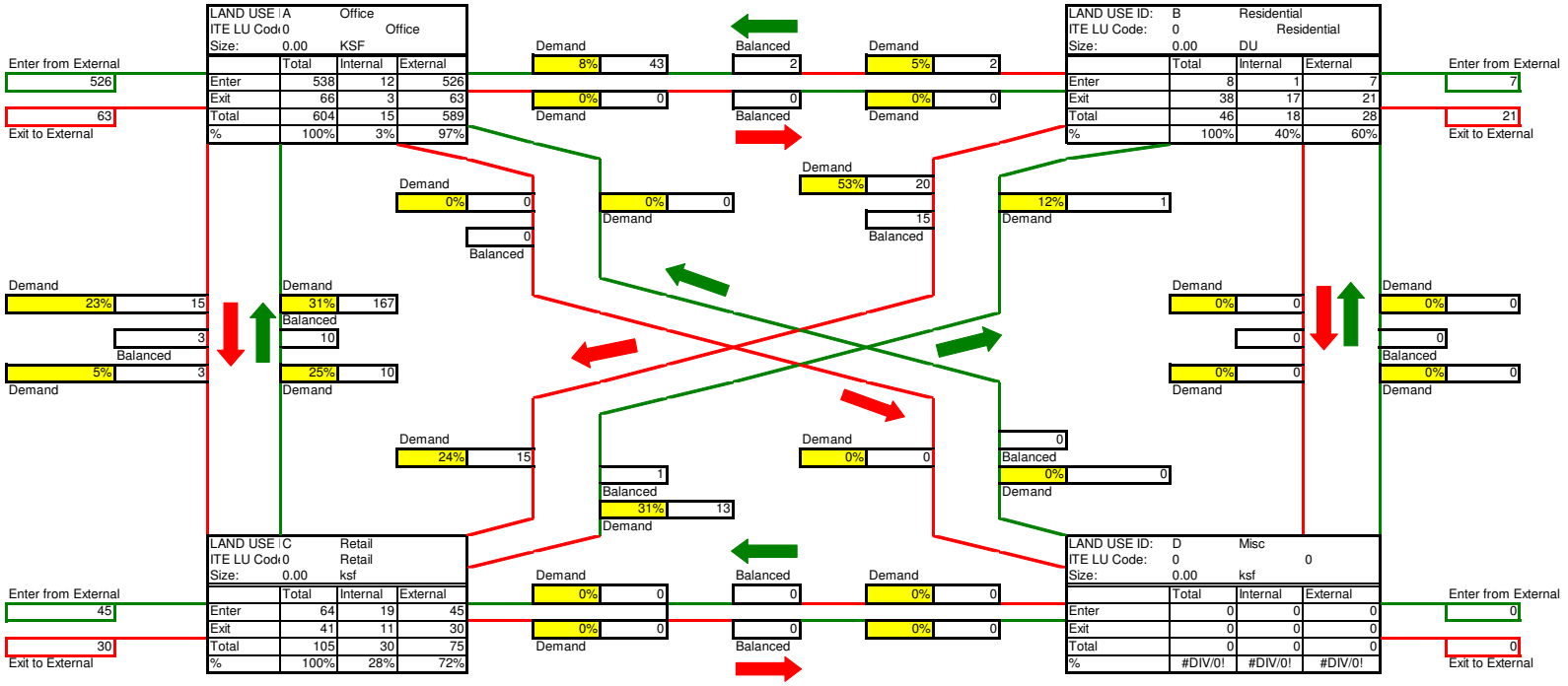
Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	72	24	182	0	277	
Exit	472	8	195	0	676	
Total	544	33	377	0	954	*INTERNAL CAPTURE*
Single-Use Trip Gen. Est.	555	54	408	0	1017	**6%**

AM - TAZ 11

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 11**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	526	7	45	0	578	
Exit	63	21	30	0	113	
Total	589	28	75	0	692	*INTERNAL CAPTURE*
Single-Use Trip Gen. Est.	604	46	105	0	755	**8%**

PROJECT TITLE: AGOURA HILLS GP UPDATE
PROJECT #: TAZ 12
ANALYST: SRF
DATE: **10/2/2009**

TRIP GENERATION

This spreadsheet is intented for estimating trip generation and internal capture for multi-use developments. It uses the informaiton provided in the ITE *Trip Generation Handbook*, Chapter 7 March 2001. **(Please read comments and instructions at the right of the tables.)**

Trips entered are directly from development of the AHGP trip gen using ITE8th & AVSP.

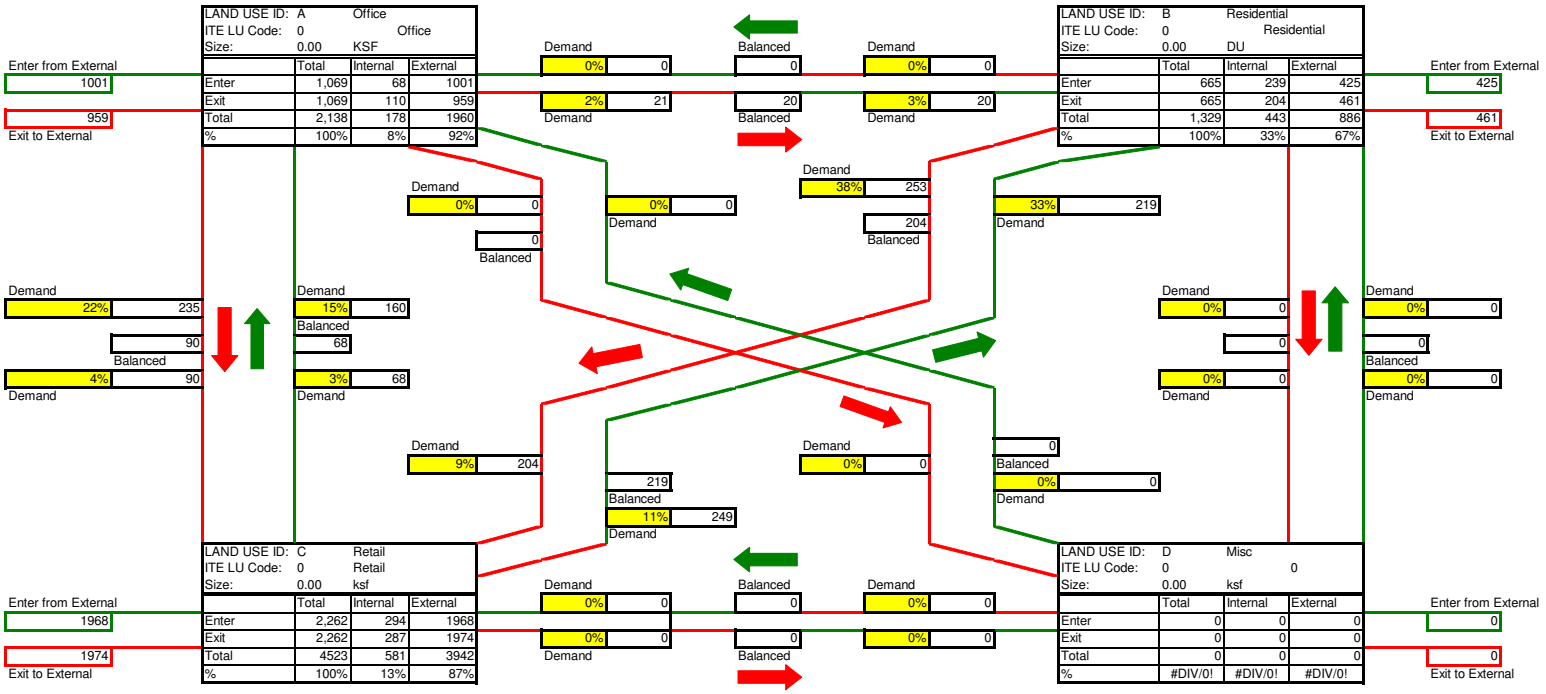
ID	Project Description (1)	Land Use (2)	ITE Code (3)	Size (4)	Units (5)	Rates (6)				Directional Distribution (7)						Total Trips				Inbound and Outbound Trips					
										A.M.		P.M.		Midday						A.M.		P.M.		Midday	
						Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting	Daily	A.M.	P.M.	Midday	Entering	Exiting	Entering	Exiting	Entering	Exiting
A	Office	Office			KSF	#NUM!	#NUM!	#DIV/0!	0.00	88%	12%	17%	83%	0%	0%	2,138	294	336		261	33	47	289		
B	Residential	Residential			DU	#NUM!	#DIV/0!	#NUM!	0.00	25%	75%	63%	37%	0%	0%	1,329	98	124		20	78	81	43		
C	Retail	Retail			ksf	#NUM!	1.03	#NUM!	#NUM!	61%	39%	48%	52%	48%	52%	4,523	122	353		75	47	172	181		
D		Misc		0.00	ksf	0.00	0.00	0.00	0.00	0%	0%	0%	0%	0%	0%										
															TOTAL	*7,990*	*514*	*813*	*0*	*356*	*158*	*300*	*513*	*0*	*0*
															INTERNAL CAPTURE %	15%	15%	12%	#DIV/0!	15%	15%	12%	12%	#DIV/0!	#DIV/0!
															INTERNAL TRIPS	1,202	80	95	#DIV/0!	55	24	35	60	#DIV/0!	#DIV/0!
															NET TOTAL	***6,788***	***434***	***718***	***#DIV/0!***	***301***	***134***	***265***	***453***	***#DIV/0!***	***#DIV/0!***

DAILY - TAZ 12

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 12**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **Daily**



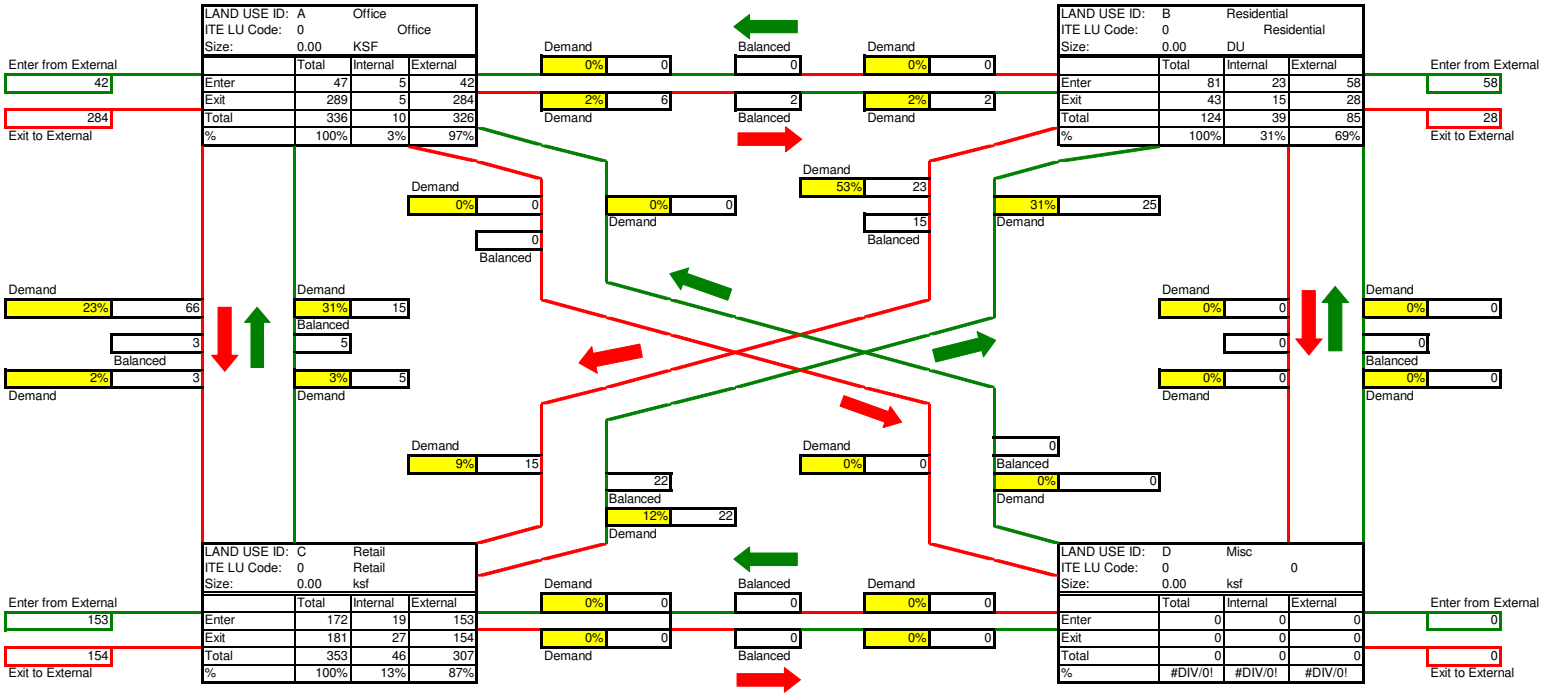
Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	1001	425	1968	0	3394	
Exit	959	461	1974	0	3394	
Total	1960	886	3942	0	6788	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	2138	1329	4523	0	7990	**15%**

PM - TAZ 12

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 12**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **PM Peak Hour**



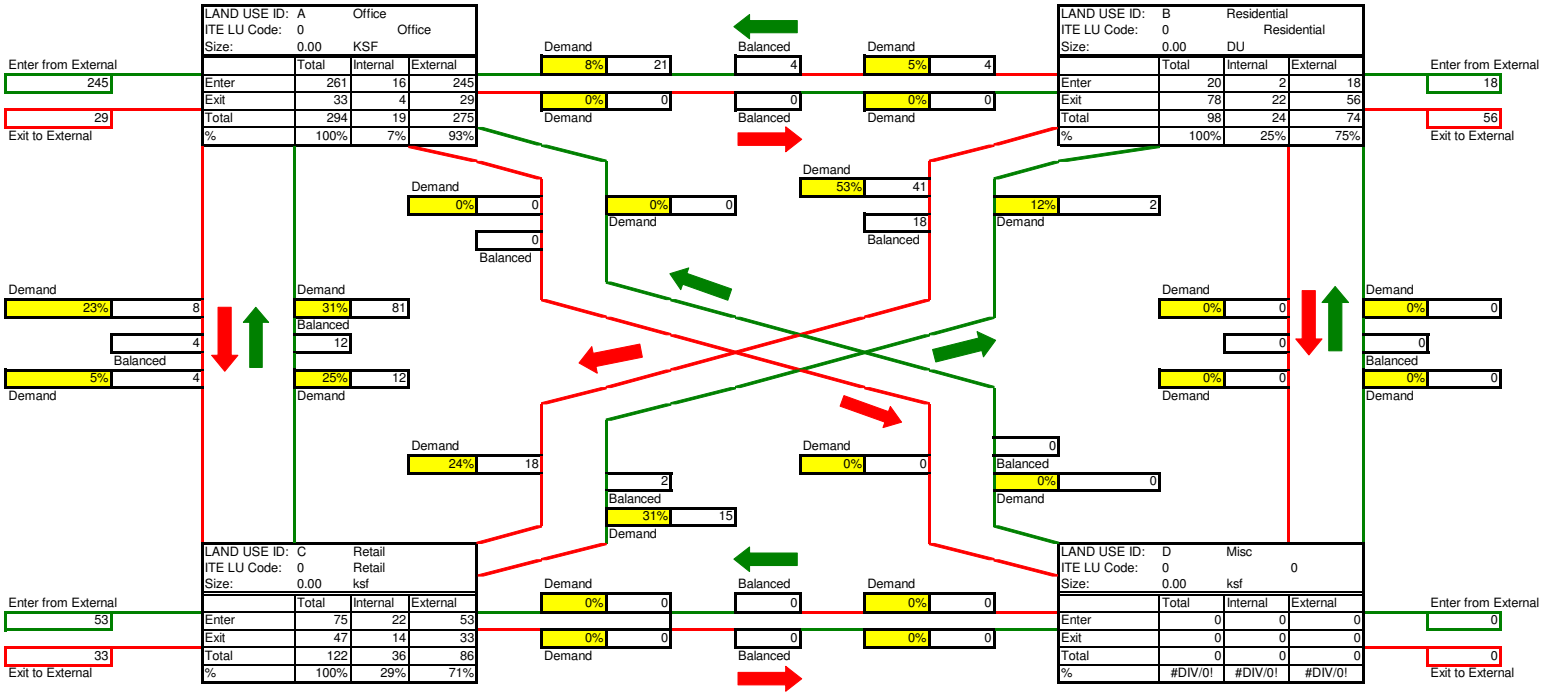
Net External Trips for Multi-Use Development						
Land Use ID	A	B	C	D	Total	
Enter	42	58	153	0	252	
Exit	284	28	154	0	465	
Total	326	85	307	0	718	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	336	124	353	0	813	**12%**

AM - TAZ 12

Analyst: **SRF**
Date: **10/2/2009**
Project #: **TAZ 12**

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Development/Tile: **AGOURA HILLS GP UPDATE**
Time Period: **AM Peak Hour**



Net External Trips for Multi-Use Development						
Land Use ID	**A**	**B**	**C**	**D**	**Total**	
Enter	245	18	53	0	316	
Exit	29	56	33	0	118	
Total	275	74	86	0	434	***INTERNAL CAPTURE***
Single-Use Trip Gen. Est.	294	98	122	0	514	**15%**