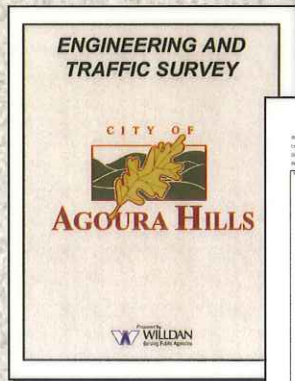


ENGINEERING AND TRAFFIC SURVEY

December 2006



CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET: WILSON AVENUE
FROM: WILSON AVENUE TO: WILSON AVENUE

DATE OF SURVEY: 12/01/06
TIME OF SURVEY: 08:00 AM TO 04:00 PM

WILSON AVENUE

| TIME | VEHICLE TYPE | VEHICLE COUNT | PERCENTAGE |
|-------------|--------------|---------------|------------|
| 08:00-08:15 | Passenger | 12 | 100% |
| 08:15-08:30 | Passenger | 15 | 100% |
| 08:30-08:45 | Passenger | 18 | 100% |
| 08:45-09:00 | Passenger | 20 | 100% |
| 09:00-09:15 | Passenger | 22 | 100% |
| 09:15-09:30 | Passenger | 25 | 100% |
| 09:30-09:45 | Passenger | 28 | 100% |
| 09:45-10:00 | Passenger | 30 | 100% |
| 10:00-10:15 | Passenger | 32 | 100% |
| 10:15-10:30 | Passenger | 35 | 100% |
| 10:30-10:45 | Passenger | 38 | 100% |
| 10:45-11:00 | Passenger | 40 | 100% |
| 11:00-11:15 | Passenger | 42 | 100% |
| 11:15-11:30 | Passenger | 45 | 100% |
| 11:30-11:45 | Passenger | 48 | 100% |
| 11:45-12:00 | Passenger | 50 | 100% |
| 12:00-12:15 | Passenger | 52 | 100% |
| 12:15-12:30 | Passenger | 55 | 100% |
| 12:30-12:45 | Passenger | 58 | 100% |
| 12:45-13:00 | Passenger | 60 | 100% |
| 13:00-13:15 | Passenger | 62 | 100% |
| 13:15-13:30 | Passenger | 65 | 100% |
| 13:30-13:45 | Passenger | 68 | 100% |
| 13:45-14:00 | Passenger | 70 | 100% |
| 14:00-14:15 | Passenger | 72 | 100% |
| 14:15-14:30 | Passenger | 75 | 100% |
| 14:30-14:45 | Passenger | 78 | 100% |
| 14:45-15:00 | Passenger | 80 | 100% |
| 15:00-15:15 | Passenger | 82 | 100% |
| 15:15-15:30 | Passenger | 85 | 100% |
| 15:30-15:45 | Passenger | 88 | 100% |
| 15:45-16:00 | Passenger | 90 | 100% |
| 16:00-16:15 | Passenger | 92 | 100% |
| 16:15-16:30 | Passenger | 95 | 100% |
| 16:30-16:45 | Passenger | 98 | 100% |
| 16:45-17:00 | Passenger | 100 | 100% |

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET: WILSON AVENUE
FROM: WILSON AVENUE TO: WILSON AVENUE
DATE OF SURVEY: 12/01/06
TIME OF SURVEY: 08:00 AM TO 04:00 PM

WILSON AVENUE

| VEHICLE TYPE | VEHICLE COUNT | PERCENTAGE |
|--------------|---------------|------------|
| Passenger | 1000 | 100% |
| Commercial | 0 | 0% |
| Truck | 0 | 0% |
| Tractor | 0 | 0% |
| Other | 0 | 0% |

ROADWAY FACILITIES

Length of Segment: 0.100 Miles
Width: 36 Feet
Number of Lanes: 2 Lanes (Unidirectional)
Right-of-Way: 40 Feet
Shoulder: 4 Feet
Median: 0 Feet
Median Condition: None
Lighting: None
Adjacent Land Use: Residential, Commercial

WILSON AVENUE

FOR THE

CITY OF



AGOURA HILLS

Prepared by:



WILLDAN
Serving Public Agencies

**ENGINEERING AND TRAFFIC SURVEY
FOR THE
CITY OF AGOURA HILLS**

DECEMBER 2006

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INTRODUCTION

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Agoura Hills. This Engineering and Traffic Survey presents recommended speed limits for 25 street segments in the City of Agoura Hills. Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5, 7 or 10 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by the California Manual on Uniform Traffic Control Devices (MUTCD) dated September 2006.

The survey was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require Engineering and Traffic Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 10 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The Engineering and Traffic Surveys for the City were conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (MUTCD) dated September 2006 and as required by Section 627 of the California Vehicle Code. The Code further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Accident history; and
3. Roadway characteristics not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, accident history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The California Manual on Uniform Traffic Control Devices (MUTCD) dated September 2006 specifies the methodology to be used for completing Engineering and Traffic Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the Engineering and Traffic Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a "basic speed limit" is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed. For example, if the 85th percentile speed is 48 mph, the basic speed limit is 50 mph. If the 85th percentile speed is 47 mph, the basic speed limit is 45 mph.

Collision History

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

A summary of the collision rates for the 24 surveyed street segments is provided in Appendix B.

Conditions Not Readily Apparent To Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the California Manual on Uniform Traffic Control Devices (MUTCD) dated September 2006 recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures described below describe the criteria and methods used to survey selected streets within the City of Agoura Hills. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Data of existing conditions was obtained including prevailing speed of vehicles, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 24 locations during the month of July and August 2006.

Speed Data

Radar speed measurements were conducted at 24 locations during July and August 2006. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments and separate surveys were made for divided roadways.

Collision Data

Collision data was obtained from the City's SWITRS electronic collision database. For this study, collision data was used from the latest 2 years of reported accidents from June 1, 2004 to June 30, 2006. The collision rates for the 24 segments are expressed in accidents per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$R = \frac{Ax1,000,000}{tx365 \frac{days}{year} xlxv}$$

A = Number of midblock collisions over time period
 R = Collision Rate (accidents/million vehicle miles)
 t = Time Period Covered (in years)
 l = Length of Segment (miles)
 v = Traffic Volume (average daily traffic)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates was obtained from 2002 Collision Data on California State Highways.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in the California Manual on Uniform Traffic Control Devices (MUTCD) dated September 2006. Some of the criteria used are:

- A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.
- B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of Agoura Hills.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in Appendix A, illustrate results of a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. A complete summary of all recommendations is shown in Table 2. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code (CVC), has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with higher recommended posted speed limits results and Table 2 summarizes the recommendations for all surveyed segments.

**TABLE 1
STREET SEGMENTS WITH RECOMMENDED SPEED CHANGES**

| STREET | FROM | TO | EXISTING | NEW |
|------------------------------------|-------------------------|--------------------|-----------------|------------|
| AGOURA ROAD | LADYFACE CIRCLE | KANAN ROAD | 40 | 45 |
| AGOURA ROAD | KANAN ROAD | PALO COMADO CANYON | 40 | 45 |
| AGOURA ROAD | PALO COMADO CANYON | LIBERTY CANYON | 40 | 45 |
| CANWOOD STREET | REYES ADOBE ROAD | KANAN ROAD | 35 | 40 |
| CANWOOD STREET | KANAN ROAD | DERRY AVENUE | 35 | 40 |
| CANWOOD STREET | DERRY AVENUE | CHESEBRO ROAD | 35 | 40 |
| DRIVER AVE/PALO COMADO CANYON ROAD | ARGOS STREET | VENTURA FREEWAY | 30/25** | 35/25** |
| KANAN ROAD | THOUSAND OAKS BOULEVARD | HILLRISE DRIVE | 35 | 40 |
| KANAN ROAD | HILLRISE DRIVE | CANWOOD STREET | 35 | 40 |
| KANAN ROAD | AGOURA ROAD | S.CITY LIMITS | 40 | 45 |
| LIBERTY CANYON ROAD | AGOURA ROAD | COUNTRY GLEN ROAD | 35 | 40 |
| ROADSIDE DRIVE | KANAN ROAD | LEWIS STREET | 35 | 40 |
| THOUSAND OAKS BOULEVARD | BUFFWOOD PLACE | KANAN ROAD | 35 | 40 |

Table 2

Summary of Recommendations

| No. | Street | From | To | Posted Speed Limit | Critical Speed | Recommended Speed Limit | Comments |
|-----|------------------------------------|-------------------------|-------------------------|--------------------|----------------|-------------------------|-----------------|
| 1 | AGOURA ROAD | WEST CITY LIMITS | REYES ADOBE ROAD | 45 | 47 | 45 | CLOSEST TO 85TH |
| 2 | AGOURA ROAD | REYES ADOBE ROAD | LADYFACE CIRCLE | 45 | 46 | 45 | CLOSEST TO 85TH |
| 3 | AGOURA ROAD | LADYFACE CIRCLE | KANAN ROAD | 40 | 49 | 45 | * |
| 4 | AGOURA ROAD | KANAN ROAD | PALO COMADO CANYON ROAD | 40 | 45 | 45 | CLOSEST TO 85TH |
| 5 | AGOURA ROAD | PALO COMADO CANYON ROAD | LIBERTY CANYON | 40 | 48 | 45 | * |
| 6 | CANWOOD STREET | WEST CITY LIMITS | REYES ADOBE ROAD | 35 | 42 | 35 | * |
| 7 | CANWOOD STREET | REYES ADOBE ROAD | KANAN ROAD | 35 | 44 | 40 | * |
| 8 | CANWOOD STREET | KANAN ROAD | DERRY AVENUE | 35/30 | 38 | 40 | CLOSEST TO 85TH |
| 9 | CANWOOD STREET | DERRY AVENUE | CHESEBRO ROAD | 35 | 45 | 40 | * |
| 10 | DRIVER AVE/PALO COMADO CANYON ROAD | ARGOS STREET | VENTURA FREEWAY | 30/25** | 40 | 35/25** | * |
| 11 | KANAN ROAD | NORTH CITY LIMITS | LARO DRIVE | 45/25** | 49 | 45/25** | * |
| 12 | KANAN ROAD | LARO DRIVE | THOUSAND OAKS BOULEVARD | 40 | 43 | 40 | * |
| 13 | KANAN ROAD | THOUSAND OAKS BOULEVARD | HILLRISE DRIVE | 35 | 39 | 40 | CLOSEST TO 85TH |

* See "Segments with Special Conditions" Section for Comments

** = 25 mph in school areas when children are present.

Table 2

Summary of Recommendations

| No. | Street | From | To | Posted Speed Limit | Critical Speed | Recommended Speed Limit | Comments |
|-----|--|-------------------------|-------------------------|--|----------------|-------------------------|-----------------|
| 14 | KANAN ROAD | HILLRISE DRIVE | CANWOOD STREET | 35 | 43 | 40 | * |
| 15 | KANAN ROAD | CANWOOD STREET | AGOURA ROAD | TO BE SURVEYED AFTER CONSTRUCTION IS COMPLETED | | | |
| 16 | KANAN ROAD | AGOURA ROAD | SOUTH CITY LIMITS | 40 | 48 | 45 | * |
| 17 | LIBERTY CANYON ROAD | AGOURA ROAD | COUNTRY GLEN ROAD | 35 | 43 | 40 | * |
| 18 | PALO COMADO CANYON ROAD /CHESEBRO ROAD | AGOURA ROAD | VENTURA FREEWAY | 35 | 37 | 35 | CLOSEST TO 85TH |
| 19 | REYES ADOBE ROAD | NORTH CITY LIMITS | THOUSAND OAKS BOULEVARD | 40/25** | 46 | 40/25** | * |
| 20 | REYES ADOBE ROAD | THOUSAND OAKS BOULEVARD | AGOURA ROAD | 40 | 44 | 40 | * |
| 21 | ROADSIDE DRIVE | KANAN ROAD | LEWIS STREET | 35 | 45 | 40 | * |
| 22 | THOUSAND OAKS BOULEVARD | WEST CITY LIMITS | REYES ADOBE ROAD | 45 | 49 | 45 | * |
| 23 | THOUSAND OAKS BOULEVARD | REYES ADOBE ROAD | BUFFWOOD PLACE | 45/35 | 48 | 45 | * |
| 24 | THOUSAND OAKS BOULEVARD | BUFFWOOD PLACE | KANAN ROAD | 35 | 38 | 40 | CLOSEST TO 85TH |
| 25 | THOUSAND OAKS BOULEVARD | KANAN ROAD | CARALL AVENUE | 35 | 34 | 35 | CLOSEST TO 85TH |

* See "Segments with Special Conditions" Section for Comments

** = 25 mph in school areas when children are present

SEGMENTS WITH SPECIAL CONDITIONS

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more below the critical speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment #3 — Agoura Road – Kanan Road to Ladyface Circle

This segment is currently posted at 40 mph and has 1 through lane in each direction with an ADT of 10,166 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to the horizontal curve and vertical curves, Collision history and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 45 for the above reasons.

Segment #5 — Agoura Road - Palo Camodo Canyon Road to Liberty Canyon

This segment is currently posted at 40 mph and has 1 through lane in each direction with an ADT of 4694 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to horizontal and vertical curves and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 45 mph for the above reasons.

Segment #6 — Canwood Street - West City Limits to Reyes Adobe Road

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 3,836 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to horizontal and vertical curves and the moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #7 — Canwood Street - Reyes Adobe Road to Kanan Road

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 3,470 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to horizontal and vertical curves, moderate pedestrian and truck traffic and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment #9 — Canwood Street - Derry Avenue to Chesebro Road

This segment is currently posted at 35 mph and has 1 through lane in each direction with an ADT of 4,501 vehicles per day. The adjacent land use is commercial. The 85th percentile speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to the horizontal curve and narrowness of the roadway that may not be

apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment #10— Driver Avenue/Palo Comado Canyon Road - Argos Street to Ventura Freeway

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 5,255 vehicles per day. The adjacent land use is residential within the vicinity of a school. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to moderate pedestrian traffic, uncontrolled crosswalks and horizontal and vertical curves that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph with a 25 mph school zone for the above reasons.

Segment #11— Kanan Road- North City Limits to Laro Drive

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 24,470 vehicles per day. The adjacent land use is residential within the vicinity of a school. The 85th percentile speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to the vertical curve and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph with a 25 mph school zone for the above reasons.

Segment #12— Kanan Road- Laro Drive to Thousand Oaks Boulevard

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 29,560 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to the horizontal and vertical curves, heavy pedestrian traffic and high collision history that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #14— Kanan Road- Hillrise Drive to Canwood Street

This segment is currently posted at 35 mph and has 2 through lane in each direction with an ADT of 37,543 vehicles per day. The adjacent land use is vacant land. The 85th percentile speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to moderate pedestrian traffic, horizontal and vertical that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment #16— Kanan Road- Agoura Road to South City Limits

This segment is currently posted at 40 mph and has 2 through lanes on the west side and 1 through lane on the east side with a two way left turn lane and an ADT of 15,502 vehicles per day. The adjacent land use is vacant land. The 85th percentile speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to the horizontal, vertical curves and that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 45 mph for the above reasons.

Segment #17—Liberty Canyon Road- Agoura Road to Country Glen Road

Segment #17 - Liberty Canyon Road - Agoura Road to Country Glen Road

This segment is currently posted at 35 mph and has 2 through lanes in each direction with an ADT of 4,590 vehicles per day. The adjacent land use is residential. The 85th percentile speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to horizontal curve that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment #19 - Reyes Adobe Road - North City limits to Thousand Oaks Boulevard

This segment is currently posted at 40 mph and has 2 through lanes in each direction with a two way left turn lane and an ADT of 3,013 vehicles per day. The adjacent land use is residential within the vicinity of a school. The 85th percentile speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to horizontal and vertical curves, heavy pedestrian traffic and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph with a 25 mph school zone for the above reasons.

Segment #20 - Reyes Adobe Road - Thousand Oaks Boulevard to Agoura Road

This segment is currently posted at 40 mph and has 2 through lanes in each direction with an ADT of 13,370 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to the vertical curve, heavy pedestrian traffic and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #21 - Roadside Drive - Kanan Road to Lewis Street

This segment is currently posted at 35 mph and has 1 through lane in each direction with a two way left turn lane and an ADT of 3,614 vehicles per day. The adjacent land use is commercial. The 85th percentile speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to horizontal, vertical curves and moderate pedestrian traffic that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 40 mph for the above reasons.

Segment #22 - Thousand Oaks Boulevard - West City Limits to Reyes Adobe Road

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 12,502 vehicles per day. The adjacent land use is residential and commercial. The 85th percentile speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to the horizontal and vertical curves, heavy pedestrian traffic and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #23 - Thousand Oaks Boulevard - Reyes Adobe Road to Buffwood Place

This segment is currently posted at 45 mph and has 2 through lanes in each direction with an ADT of 13,482 vehicles per day. The adjacent land use is residential. The 85th percentile speed is 48 mph and would normally justify a 50 mph posted speed limit.

However, due to the horizontal, vertical curves and adjacent segment posted speed limit that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

LEGISLATIVE REFERENCES

APPLICABLE SECTIONS OF CALIFORNIA VEHICLE CODE

SECTION 1. Section 627 of the Vehicle Code is amended to read:

Section 627.

- (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density.
 - (2) Pedestrian and bicyclist safety.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

- (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

Section 22352.

- (a) The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(1) Fifteen mph

A) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

B) When traversing any intersection of highways, if during the last 100 feet of his approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all such highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

C) On any alley.

(2) Twenty-five mph

A) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(C) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority is not required to erect any sign pursuant to this paragraph until donations from private sources covering those costs are received and the local agency makes a determination that the proposed signing should be implemented. A local authority may, however, utilize any other funds available to it to pay for the erection of those signs.

(3) Thirty-five miles per hour on any highway, other than a state highway, in any moderate density residential district, as defined in subdivision (b) of Section 22352.1, when posted with a sign giving notice of that speed limit, unless a different speed is determined by local authority under procedures set forth in this code. (applies to Town of Apple Valley only)

Increase of Local Limits

Section 22357.

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour (mph) would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 mph, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 mph or a maximum speed limit of 65 mph, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25 mph prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

If over 55 mph Maximum Speed for Designated Vehicles

Section 22406.

- (a) No person may drive any of the following vehicles on a highway at a speed in excess of 55 mph:
 - (1) A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.
 - (2) A passenger vehicle or bus drawing any other vehicle.
 - (3) A school bus transporting any school pupil.
 - (4) A farm labor vehicle when transporting passengers.
 - (5) A vehicle transporting explosives.
 - (6) A trailer bus, as defined in Section 636.
- (b) Any person who operates a commercial motor vehicle, as defined in Section 15210, upon a highway at a speed exceeding a maximum speed limit established under this code by 15 mph or more, is guilty of a misdemeanor. A violation of this subdivision shall be considered a "serious traffic violation," as defined in subdivision (i) of Section 15210, and shall be subject to the sanctions provided under Section 15306 or 15308, in addition to any other penalty provided by law.

Downward Speed Zoning

Section 22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

Section 22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have

approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Speedtrap Prohibition

Section 40251.

No peace officer or other person shall use a speedtrap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speedtrap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speedtrap

Section 40252.

(a) A "speedtrap" is either of the following:

- (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within 5 years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.

(b)(1) For purposes of this section, a local street or road is defined by the latest functional usage and federal-aid system maps submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half mile of a uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

(2) For purposes of this section "School Zone" means that area of road contiguous to a school building or the grounds thereof, and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school wither during school hours or during the noon recess period.

(c)(1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

- (A) When radar is used, the officer issuing the citation has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
- (B) When laser or any other electronic device is used to measure the speed of moving objects, the officer issuing the notice to appear has successfully completed the training required in subparagraph (A) and an additional training course of not less than 2 hours approved and certified by the Commission on Peace Officer Standards and Training.
- (C)(i) The prosecution proved that the officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the officer establish that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
- (ii) The prosecution proved the speed of the accused was unsafe for the condition present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.
- (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the 3 years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speedtrap" is either of the following:

- (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (B)(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
 - (I) Except as specified in subclause (II), 7 years.
 - (II) If an engineering and traffic survey was conducted more than 7 years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic condition have occurred including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.
- (ii) This subparagraph does not apply to a local street, road, or school zone.

Speedtrap Evidence

Section 40253.

- (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speedtrap.
- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speedtrap as defined in paragraph (2) of subdivision (a) of Section 40252.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40252, evidence that a traffic and engineering survey has been conducted within 5 years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40252 shall constitute a prima facie case that the evidence or testimony is not based upon a speedtrap as defined in paragraph (2) subdivision (a) of Section 40252.

APPENDIX A

Street Segment Data

1

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET AGOURA ROAD
FROM WEST CITY LIMITS

CERTIFICATION DATE 12/22/2006
TO REYES ADOBE ROAD

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|----------------------------|
| Date of Speed Survey | 8/1/2006 | Posted Speed Limit | 45 mph |
| Time of Speed Survey | 1:00PM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 42 mph | | |
| 85th Percentile Speed | 47 mph | | |
| 10 mph Pace Speed | 38-47 | | |
| Percentage of Vehicles in Pace | 68 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 187 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 4 | |
| Annual Collision Rate | 2 | accidents/year |
| Collisions per Million Vehicle Miles | 0.678 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|----------------------------|--------------|----------|
| Average Daily Traffic | 9,859 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES+TWLTL+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@REYES ADOBE RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.820 | miles |
| Width | 54 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NONE | |
| Adjacent Land Use | COMMERCIAL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

2

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET AGOURA ROAD
FROM REYES ADOBE ROAD

CERTIFICATION DATE 12/22/2006
TO LADYFACE CIRCLE

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|----------------------------|
| Date of Speed Survey | 8/1/2006 | Posted Speed Limit | 45 mph |
| Time of Speed Survey | 2:00PM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 42 mph | | |
| 85th Percentile Speed | 46 mph | | |
| 10 mph Pace Speed | 36-45 | | |
| Percentage of Vehicles in Pace | 70 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 196 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 1 | |
| Annual Collision Rate | 0.5 | accidents/year |
| Collisions per Million Vehicle Miles | 0.275 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|---------------------------------------|--------------|----------|
| Average Daily Traffic | 13,814 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S. @LADYFACE CIRCLE, REYES ADOBE RD | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|--------------------------------|-------|
| Length of Segment | 0.360 | miles |
| Width | 64 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NONE | |
| Adjacent Land Use | COMMERCIAL, RESIDENTIAL, HOTEL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

3

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET AGOURA ROAD
FROM LADYFACE CIRCLE

CERTIFICATION DATE 12/22/2006
TO KANAN ROAD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|------------------------------------|--------|
| Date of Speed Survey | 8/16/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 9:00AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 43 mph | HOR AND VER CURVES, ADJ SEG SPEED, | |
| 85th Percentile Speed | 49 mph | COLLISION RATE | |
| 10 mph Pace Speed | 37-46 | | |
| Percentage of Vehicles in Pace | 67 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 173 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 9 | |
| Annual Collision Rate | 4.5 | accidents/year |
| Collisions per Million Vehicle Miles | 1.479 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------------|--------------|-----------|
| Average Daily Traffic | 10,166 | Date Counted | 8/15/2006 |
| Number of Lanes | 2 LANES UNDIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@KANAN RD, LADYFACE CIRCLE | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------------|-------|
| Length of Segment | 0.820 | miles |
| Width | 38 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NONE | |
| Adjacent Land Use | COMMERCIAL, RESIDENTIAL, CITY HALL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

4

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET AGOURA ROAD
FROM KANAN ROAD

CERTIFICATION DATE 12/22/2006
TO PALO COMADO CANYON RD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|----------------------------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 1:20PM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 40 mph | | |
| 85th Percentile Speed | 45 mph | | |
| 10 mph Pace Speed | 36-45 | | |
| Percentage of Vehicles in Pace | 80 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 113 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--|--------------|----------|
| Average Daily Traffic | 6,528 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@KANAN RD, STOPS @ CORNELL RD, CHESEBRO RD | | |
| Crosswalks? | @T.S., UNCONTROLLED XWALK EAST OF AGOURA @ CORNELL | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 1.380 | miles |
| Width | 40 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NONE | |
| Adjacent Land Use | COMMERCIAL, SCHOOL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

5

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET AGOURA ROAD
FROM PALO COMADO CANYON

CERTIFICATION DATE 12/22/2006
TO LIBERTY CANYON

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-----------------------------------|--------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 1:00PM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 43 mph | HOR AND VER CURVES, ADJ SEG SPEED | |
| 85th Percentile Speed | 48 mph | | |
| 10 mph Pace Speed | 39-48 | | |
| Percentage of Vehicles in Pace | 79 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 112 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 1 | |
| Annual Collision Rate | 0.5 | accidents/year |
| Collisions per Million Vehicle Miles | 0.292 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------------------|--------------|-----------|
| Average Daily Traffic | 4,694 | Date Counted | 8/10/2006 |
| Number of Lanes | 2 LANES UNDIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S@LIBERTY CYN RD, STOP@CHESEBRO RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | SOUTH SIDE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 1.000 | miles |
| Width | 40 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | SOUTH SIDE | |
| Adjacent Land Use | COMMERCIAL, RESIDENTIAL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz


Date

TE 2341
State Registration Number

6

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET CANWOOD STREET
FROM WEST CITY LIMITS

CERTIFICATION DATE 12/22/2006
TO REYES ADOBE ROAD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|-------------------------------------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 10:55AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 34 mph | | HOR AND VER CURVES, MOD PED TRAFFIC |
| 85th Percentile Speed | 42 mph | | |
| 10 mph Pace Speed | 29-38 | | |
| Percentage of Vehicles in Pace | 57 | Recommended Speed Limit | 35 mph |
| Number of Survey Samples | 103 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 1 | |
| Annual Collision Rate | 0.5 | accidents/year |
| Collisions per Million Vehicle Miles | 0.464 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|-----------------------|--------------|----------|
| Average Daily Traffic | 3,836 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | T.S. @ REYES ADOBE RD | | |
| Crosswalks? | @ T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | LIGHT | | |
| On-Street Parking | YES, ON BOTH SIDES | | |
| Sidewalks? | NORTH SIDE | | |
| Driveways? | NORTH SIDE, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------------|-------|
| Length of Segment | 0.770 | miles |
| Width | 46 | feet |
| Vertical Curve? | YES, REYES ADOBE THRU LAKE LINDERO | |
| Horizontal Curve? | YES, REYES ADOBE THRU LAKE LINDERO | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NORTH SIDE | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/00
Date

TE 2341
State Registration Number

7

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET CANWOOD STREET
FROM REYES ADOBE ROAD

CERTIFICATION DATE 12/22/2006
TO KANAN ROAD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|---|--------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 11:30 | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 38 mph | HOR AND VER CURVES, ADJ SEG SPEED, MOD PED AND TRUCK TRAFFIC | |
| 85th Percentile Speed | 44 mph | | |
| 10 mph Pace Speed | 32-41 | | |
| Percentage of Vehicles in Pace | 66 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 102 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 4 | |
| Annual Collision Rate | 2 | accidents/year |
| Collisions per Million Vehicle Miles | 1.338 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--|--------------|----------|
| Average Daily Traffic | 3,470 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | T.S. @ REYES ADOBE RD, KANAN RD, STOP @ FOREST COVE LN | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | MODERATE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | NORTH SIDE, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 1.180 | miles |
| Width | 40 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

8

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET CANWOOD STREET
FROM KANAN ROAD

CERTIFICATION DATE 12/22/2006
TO DERRY AVENUE

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|----------------------------|
| Date of Speed Survey | 8/3/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:00PM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 33 mph | | |
| 85th Percentile Speed | 38 mph | | |
| 10 mph Pace Speed | 27-36 | | |
| Percentage of Vehicles in Pace | 72 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 177 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 3 | |
| Annual Collision Rate | 1.5 | accidents/year |
| Collisions per Million Vehicle Miles | 1.073 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------|--------------|-----------|
| Average Daily Traffic | 5,249 | Date Counted | 9/28/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | T.S. @KANAN RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | MODERATE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | SOUTH SIDE, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.730 | miles |
| Width | 32 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NORTH SIDE | |
| Adjacent Land Use | COMMERCIAL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz


Date

TE 2341
State Registration Number

9

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET CANWOOD STREET
FROM DERRY AVENUE

CERTIFICATION DATE 12/22/2006
TO CHESEBRO ROAD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|---------------------------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:50PM | Speed Justification | NARROW ROADWAY, HOR CURVE |
| 50th Percentile Speed (Mean Speed) | 40 mph | | |
| 85th Percentile Speed | 45 mph | | |
| 10 mph Pace Speed | 35-44 | | |
| Percentage of Vehicles in Pace | 71 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 107 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------|--------------|----------|
| Average Daily Traffic | 4,501 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | STOP @ CHESEBRO | | |
| Crosswalks? | NONE | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NORTH SIDE | | |
| Driveways? | NORTH SIDE | | |

ROADWAY FACTORS

| | | |
|--------------------|--------------------------|-------|
| Length of Segment | 0.880 | miles |
| Width | 39 | feet |
| Vertical Curve? | NONE | |
| Horizontal Curve? | YES, COLODNY THRU DRIVER | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | NONE | |
| Adjacent Land Use | COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

10

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET DRIVER AVE/PALO COMADO CANYON **CERTIFICATION DATE** 12/22/2006
FROM ARGOS STREET **TO** VENTURA FREEWAY

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|---|
| Date of Speed Survey | 7/27/2006 | Posted Speed Limit | 30/25*** mph |
| Time of Speed Survey | 1:45PM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 36 mph | | HOR AND VER CURVES, MOD PED TRAFFIC, UNCON XWALK |
| 85th Percentile Speed | 40 mph | | |
| 10 mph Pace Speed | 31-40 | | |
| Percentage of Vehicles in Pace | 86 | Recommended Speed Limit | 35/25** mph |
| Number of Survey Samples | 108 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|---|--------------|----------|
| Average Daily Traffic | 5,255 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | STOP@DRIVER AVE | | |
| Crosswalks? | UNCONTROLLED XWALK @NEAR SCHOOL, CONEJO VIEW DR | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | NONE | | |
| On-Street Parking | SOUTH SIDE OK, RESTRICTED | | |
| Sidewalks? | NONE | | |
| Driveways? | BOTH SIDES, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 1.270 | miles |
| Width | 38 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | SOUTH SIDE | |
| Adjacent Land Use | RESIDENTIAL,SCHOOL** | |

Field Study By NT Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET KANAN ROAD
FROM NORTH CITY LIMITS

CERTIFICATION DATE 12/22/2006
TO LARO DRIVE

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|---|
| Date of Speed Survey | 8/2/2006 | Posted Speed Limit | 45/25*** mph |
| Time of Speed Survey | 9:00AM | Speed Justification | VER CURVE, MOD PED TRAFFIC, COLLISION RATE |
| 50th Percentile Speed (Mean Speed) | 44 mph | | |
| 85th Percentile Speed | 49 mph | | |
| 10 mph Pace Speed | 40-49 | | |
| Percentage of Vehicles in Pace | 65 | Recommended Speed Limit | 45/25** mph |
| Number of Survey Samples | 202 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--|--------------|----------|
| Average Daily Traffic | 24,470 | Date Counted | 8/1/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@LARO DR, EAGLETON ST, FOUNTAINWOOD ST | | |
| Crosswalks? | @ALL T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | EAST SIDE, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|-----------------------|-------|
| Length of Segment | 0.810 | miles |
| Width | 82 | feet |
| Vertical Curve? | YES | |
| Horizontal Curve? | NONE | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, SCHOOL** | |

Field Study By NT Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

12

STREET KANAN ROAD
FROM LARO DRIVE

CERTIFICATION DATE 12/22/2006
TO THOUSAND OAKS BOULEVARD

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|------------------------------------|
| Date of Speed Survey | 8/2/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 10:00AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 38 mph | | HOR AND VER CURVES, ADJ SEG SPEED, |
| 85th Percentile Speed | 43 mph | | HEAVY PED TRAFFIC, COLLISION RATE |
| 10 mph Pace Speed | 35-44 | | |
| Percentage of Vehicles in Pace | 70 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 203 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 20 | |
| Annual Collision Rate | 10 | accidents/year |
| Collisions per Million Vehicle Miles | 2.575 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|-------------------------------|--------------|----------|
| Average Daily Traffic | 29,560 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S. @ THOUSAND OAKS, LARO DR | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | HEAVY | | |
| Truck Traffic | NONE | | |
| On-Street Parking | EAST SIDE OK, RESTRICTED | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.360 | miles |
| Width | 83 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz


Date

TE 2341
State Registration Number

13

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET KANAN ROAD
FROM THOUSAND OAKS BOULEVARD

CERTIFICATION DATE 12/22/2006
TO HILLRISE DRIVE

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|----------------------------|
| Date of Speed Survey | 8/2/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 11:00AM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 33 mph | | |
| 85th Percentile Speed | 39 mph | | |
| 10 mph Pace Speed | 28-37 | | |
| Percentage of Vehicles in Pace | 66 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 209 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 9 | |
| Annual Collision Rate | 4.5 | accidents/year |
| Collisions per Million Vehicle Miles | 1.208 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------------|--------------|----------|
| Average Daily Traffic | 37,803 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S. @ THOUSAND OAKS, HILLRISE | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | LIGHT | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, FEW | | |

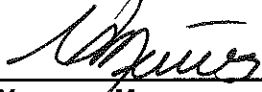
ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.270 | miles |
| Width | 84 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET KANAN ROAD
FROM HILLRISE DRIVE

CERTIFICATION DATE 12/22/2006
TO CANWOOD STREET

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------------------|--------|
| Date of Speed Survey | 7/27/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 1:20PM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 39 mph | HOR AND VER CURVES, MOD PED TRAFFIC | |
| 85th Percentile Speed | 43 mph | | |
| 10 mph Pace Speed | 35-44 | | |
| Percentage of Vehicles in Pace | 81 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 128 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 6 | |
| Annual Collision Rate | 3 | accidents/year |
| Collisions per Million Vehicle Miles | 0.811 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|---------------------------|--------------|-----------|
| Average Daily Traffic | 37,543 | Date Counted | 9/28/2006 |
| Number of Lanes | 5 LANES DIVIDED | | |
| Type of Traffic Control | T.S.@HILLRISE, CANWOOD ST | | |
| Crosswalks? | @ALL T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | LIGHT | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | NONE | | |

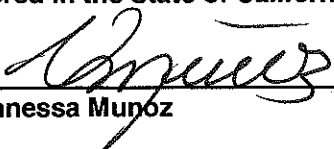
ROADWAY FACTORS

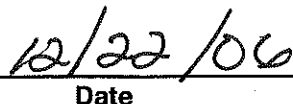
| | | |
|--------------------|--------------------------------|-------|
| Length of Segment | 0.270 | miles |
| Width | 83 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | VACANT LAND(HIGH GRADED GRASS) | |

Field Study By NT

Checked By VM

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Vanessa Munoz


Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

16

STREET KANAN ROAD
FROM AGOURA ROAD

CERTIFICATION DATE 12/22/2006
TO S.CITY LIMITS

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|-------------------------------------|
| Date of Speed Survey | 10/4/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 11:30AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 44 mph | | HOR AND VER CURVES, MOD PED TRAFFIC |
| 85th Percentile Speed | 48 mph | | |
| 10 mph Pace Speed | 38-47 | | |
| Percentage of Vehicles in Pace | 80 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 119 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 3 | |
| Annual Collision Rate | 1.5 | accidents/year |
| Collisions per Million Vehicle Miles | 0.828 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------|--------------|-----------|
| Average Daily Traffic | 15,502 | Date Counted | 10/4/2006 |
| Number of Lanes | 3 LANES+TWLTL | | |
| Type of Traffic Control | T.S.@AGOURA RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | LIGHT | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | NONE | | |
| Driveways? | NONE | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.320 | miles |
| Width | 54 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | EAST SIDE | |
| Adjacent Land Use | VACANT LAND(GRASS) | |

Field Study By NT

Checked By VM

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Vanessa Munoz

Date

12/22/06

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET LIBERTY CANYON ROAD
FROM AGOURA ROAD

CERTIFICATION DATE 12/22/2006
TO COUNTRY GLEN ROAD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|-----------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 3:00PM | Speed Justification | HOR CURVE |
| 50th Percentile Speed (Mean Speed) | 38 mph | | |
| 85th Percentile Speed | 43 mph | | |
| 10 mph Pace Speed | 33-42 | | |
| Percentage of Vehicles in Pace | 71 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 108 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------------------|--------------|----------|
| Average Daily Traffic | 4,590 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@AGOURA RD, STOP@COUNTRY GLEN RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | WEST SIDE | | |
| Driveways? | WEST SIDE | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.230 | miles |
| Width | 84 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | NONE | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz


Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET PALO COMADO/CHESEBRO ROAD
FROM AGOURA ROAD

CERTIFICATION DATE 12/22/2006
TO VENTURA FREEWAY

SPEED FACTORS

| | | | |
|------------------------------------|----------|----------------------------|--------|
| Date of Speed Survey | 8/3/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 2:00PM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 32 mph | CLOSEST TO 85TH PERCENTILE | |
| 85th Percentile Speed | 37 mph | | |
| 10 mph Pace Speed | 28-37 | | |
| Percentage of Vehicles in Pace | 66 | Recommended Speed Limit | 35 mph |
| Number of Survey Samples | 219 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|-------------------|--------------|----------|
| Average Daily Traffic | 10,954 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED | | |
| Type of Traffic Control | STOP@AGOURA RD | | |
| Crosswalks? | NONE | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | NONE | | |
| On-Street Parking | EAST SIDE OK | | |
| Sidewalks? | EAST SIDE | | |
| Driveways? | EAST SIDE, FEW | | |

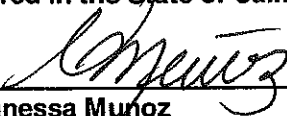
ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.230 | miles |
| Width | 50 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | EAST SIDE | |
| Adjacent Land Use | RESIDENTIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz


Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

19

STREET REYES ADOBE ROAD
FROM NORTH CITY LIMITS

CERTIFICATION DATE 12/22/2006
TO THOUSAND OAKS BOULEVARD

SPEED FACTORS

| | | | |
|------------------------------------|-----------|-------------------------|---|
| Date of Speed Survey | 7/27/2006 | Posted Speed Limit | 40/25** mph |
| Time of Speed Survey | 10:35AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 40 mph | | HOR AND VER CURVES, ADJ SEG SPEED, HEAVY PED TRAFFIC |
| 85th Percentile Speed | 46 mph | | |
| 10 mph Pace Speed | 36-45 | | |
| Percentage of Vehicles in Pace | 65 | Recommended Speed Limit | 40/25** mph |
| Number of Survey Samples | 102 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--|--------------|----------|
| Average Daily Traffic | 3,013 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES+TWLTL+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@THOUSAND OAKS, STOP@LAKE LINDERO | | |
| Crosswalks? | @T.S., UNCONTROLLED XWALK @ STONECREST | | |
| Pedestrian Traffic | HEAVY | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | EAST SIDE | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.730 | miles |
| Width | 64 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | EAST SIDE | |
| Adjacent Land Use | RESIDENTIAL, SCHOOL** | |

Field Study By NT

Checked By VM

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Vanessa Munoz

Date

12/22/06

TE 2341

State Registration Number

CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

20

STREET REYES ADOBE ROAD
FROM THOUSAND OAKS BOULEVARD

CERTIFICATION DATE 12/22/2006
TO AGOURA ROAD

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|---|
| Date of Speed Survey | 8/1/2006 | Posted Speed Limit | 40 mph |
| Time of Speed Survey | 9:00AM | Speed Justification | VER CURVE, ADJ SEG SPEED, HEAVY PED TRAFFIC |
| 50th Percentile Speed (Mean Speed) | 39 mph | | |
| 85th Percentile Speed | 44 mph | | |
| 10 mph Pace Speed | 35-44 | | |
| Percentage of Vehicles in Pace | 62 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 220 | | |

COLLISION HISTORY

| | |
|--------------------------------------|--------------------|
| Number of Years Studied | 2 years |
| Total Collisions | 1 |
| Annual Collision Rate | 0.5 accidents/year |
| Collisions per Million Vehicle Miles | 0.140 |

TRAFFIC FACTORS

| | | | |
|-------------------------|---|--------------|----------|
| Average Daily Traffic | 13,370 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES UNDIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@AGOURA RD, VENTURA FWY, CANWOOD ST, THOUSAND | | |
| Crosswalks? | @ALL T.S. | | |
| Pedestrian Traffic | HEAVY | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|-------------------------|-------|
| Length of Segment | 0.730 | miles |
| Width | 64 | feet |
| Vertical Curve? | YES | |
| Horizontal Curve? | NONE | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).


Vanessa Munoz


Date

TE 2341
State Registration Number

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET ROADSIDE DRIVE
FROM KANAN ROAD

CERTIFICATION DATE 12/22/2006
TO LEWIS STREET

SPEED FACTORS

| | | | |
|---|-----------|--------------------------------|-------------------------------------|
| Date of Speed Survey | 7/25/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 2:30PM | Speed Justification | HOR AND VER CURVES, MOD PED TRAFFIC |
| 50th Percentile Speed (Mean Speed) | 40 mph | | |
| 85th Percentile Speed | 45 mph | | |
| 10 mph Pace Speed | 35-44 | | |
| Percentage of Vehicles in Pace | 70 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 102 | | |

COLLISION HISTORY

| | | |
|---|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 2 | |
| Annual Collision Rate | 1 | accidents/year |
| Collisions per Million Vehicle Miles | 0.722 | |

TRAFFIC FACTORS

| | | | |
|--------------------------------|--------------------------------|---------------------|----------|
| Average Daily Traffic | 3,614 | Date Counted | 8/2/2006 |
| Number of Lanes | 2 LANES UNDIVIDED+TWLTL | | |
| Type of Traffic Control | T.S.@KANAN RD, STOP@CORNELL RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | NONE | | |
| On-Street Parking | SOUTH SIDE OK , RESTRICTED | | |
| Sidewalks? | SOUTH SIDE | | |
| Driveways? | SOUTH SIDE, MANY | | |

ROADWAY FACTORS

| | | |
|---------------------------|---------------|-------|
| Length of Segment | 1.050 | miles |
| Width | 26 | feet |
| Vertical Curve? | YES,@KANAN RD | |
| Horizontal Curve? | YES,@LEWIS ST | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | SOUTH SIDE | |
| Adjacent Land Use | COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

22

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET THOUSAND OAKS BOULEVARD
FROM WEST CITY LIMITS

CERTIFICATION DATE 12/22/2006
TO REYES ADOBE ROAD

SPEED FACTORS

| | | | |
|------------------------------------|----------|-----------------------------|--------|
| Date of Speed Survey | 8/1/2006 | Posted Speed Limit | 45 mph |
| Time of Speed Survey | 10:00AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 44 mph | HOR AND VER CURVES, ADJ SEG | |
| 85th Percentile Speed | 49 mph | SPEED, MOD PED TRAFFIC | |
| 10 mph Pace Speed | 41-50 | | |
| Percentage of Vehicles in Pace | 61 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 190 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|----------------------------------|--------------|----------|
| Average Daily Traffic | 12,502 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S. @ REYES ADOBE, LAKE LINDERO | | |
| Crosswalks? | @ T.S. | | |
| Pedestrian Traffic | HEAVY | | |
| Truck Traffic | NONE | | |
| On-Street Parking | YES, ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, MANY | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------------|-------|
| Length of Segment | 0.480 | miles |
| Width | 82 | feet |
| Vertical Curve? | YES, REYES ADOBE THRU LAKE LINDERO | |
| Horizontal Curve? | YES, REYES ADOBE THRU LAKE LINDERO | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET THOUSAND OAKS BOULEVARD
FROM REYES ADOBE ROAD

CERTIFICATION DATE 12/22/2006
TO BUFFWOOD PLACE

SPEED FACTORS

| | | | |
|------------------------------------|----------|-----------------------------------|--------|
| Date of Speed Survey | 8/1/2006 | Posted Speed Limit | 45 mph |
| Time of Speed Survey | 11:00AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 44 mph | HOR AND VER CURVES, ADJ SEG SPEED | |
| 85th Percentile Speed | 48 mph | | |
| 10 mph Pace Speed | 39-48 | | |
| Percentage of Vehicles in Pace | 73 | Recommended Speed Limit | 45 mph |
| Number of Survey Samples | 185 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 0 | |
| Annual Collision Rate | 0 | accidents/year |
| Collisions per Million Vehicle Miles | 0.000 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|---|--------------|----------|
| Average Daily Traffic | 13,482 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED+2 BIKE LANES | | |
| Type of Traffic Control | T.S. @ REYES ADOBE RD, FOREST COVE LN, GREY ROCK RD | | |
| Crosswalks? | @ ALL T.S. | | |
| Pedestrian Traffic | LIGHT | | |
| Truck Traffic | NONE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 1.270 | miles |
| Width | 82 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | YES, THROUGH OUT THE SEGMENT | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

Date

TE 2341
State Registration Number

CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY

STREET THOUSAND OAKS BOULEVARD
FROM BUFFWOOD PLACE

CERTIFICATION DATE 12/22/2006
TO KANAN ROAD

SPEED FACTORS

| | | | |
|------------------------------------|----------|-------------------------|----------------------------|
| Date of Speed Survey | 8/3/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 9:00AM | Speed Justification | CLOSEST TO 85TH PERCENTILE |
| 50th Percentile Speed (Mean Speed) | 32 mph | | |
| 85th Percentile Speed | 38 mph | | |
| 10 mph Pace Speed | 29-38 | | |
| Percentage of Vehicles in Pace | 63 | Recommended Speed Limit | 40 mph |
| Number of Survey Samples | 230 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 9 | |
| Annual Collision Rate | 4.5 | accidents/year |
| Collisions per Million Vehicle Miles | 4.779 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|-----------------------------|--------------|----------|
| Average Daily Traffic | 14,333 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES +TWLTL+2 BIKE LANES | | |
| Type of Traffic Control | T.S.@KANAN RD | | |
| Crosswalks? | @T.S. | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | MODERATE | | |
| On-Street Parking | NO PARKING ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, MANY | | |

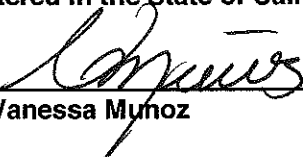
ROADWAY FACTORS

| | | |
|--------------------|------------------------------|-------|
| Length of Segment | 0.180 | miles |
| Width | 83 | feet |
| Vertical Curve? | YES, THROUGH OUT THE SEGMENT | |
| Horizontal Curve? | NONE | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | COMMERCIAL | |

Field Study By NT

Checked By VM

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Vanessa Munoz

12/22/06
Date

TE 2341
State Registration Number

25

**CITY OF AGOURA HILLS
ENGINEERING AND TRAFFIC SURVEY**

STREET THOUSAND OAKS BOULEVARD
FROM KANAN ROAD

CERTIFICATION DATE 12/22/2006
TO CARELL AVENUE

SPEED FACTORS

| | | | |
|------------------------------------|----------|----------------------------|--------|
| Date of Speed Survey | 8/3/2006 | Posted Speed Limit | 35 mph |
| Time of Speed Survey | 10:00AM | Speed Justification | |
| 50th Percentile Speed (Mean Speed) | 29 mph | CLOSEST TO 85TH PERCENTILE | |
| 85th Percentile Speed | 34 mph | | |
| 10 mph Pace Speed | 26-35 | | |
| Percentage of Vehicles in Pace | 65 | Recommended Speed Limit | 35 mph |
| Number of Survey Samples | 228 | | |

COLLISION HISTORY

| | | |
|--------------------------------------|-------|----------------|
| Number of Years Studied | 2 | years |
| Total Collisions | 1 | |
| Annual Collision Rate | 0.5 | accidents/year |
| Collisions per Million Vehicle Miles | 0.522 | |

TRAFFIC FACTORS

| | | | |
|-------------------------|--------------------------------------|--------------|----------|
| Average Daily Traffic | 8,204 | Date Counted | 8/2/2006 |
| Number of Lanes | 4 LANES DIVIDED/ 3 LANES+LT-RT LANES | | |
| Type of Traffic Control | T.S.@KANAN RD, STOP@ARGOS ST | | |
| Crosswalks? | @T.S., STOP | | |
| Pedestrian Traffic | MODERATE | | |
| Truck Traffic | NONE | | |
| On-Street Parking | YES, ON BOTH SIDES | | |
| Sidewalks? | BOTH SIDES | | |
| Driveways? | BOTH SIDES, FEW | | |

ROADWAY FACTORS

| | | |
|--------------------|---------------------|-------|
| Length of Segment | 0.320 | miles |
| Width | 78 | feet |
| Vertical Curve? | YES | |
| Horizontal Curve? | NONE | |
| Visibility | FAIR | |
| Roadway Conditions | FAIR | |
| Lighting | BOTH SIDES | |
| Adjacent Land Use | RESIDENTIAL, SCHOOL | |

Field Study By NT

Checked By VM

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Date

TE 2341
State Registration Number

Radar Speed Distribution Forms

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street AGOURA ROAD Date 8/1/2006 50th % 42 MPH
 Location _____ Begin 1:00PM End 2:00PM 85th % 47 MPH
 Direction E-W Weather SUNNY 10MPH 38 47
 Remarks W.CITY LIMITS-REYES ADOBE RD Recorded by K.W. % in Pace 68%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-------|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | X | | | | | | 1 | 1% | 100.0% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| 60 | | | | | | | 0 | 0% | 99.5% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| | | | | | | | 0 | 0% | 99.5% | | |
| 55 | O | O | | | | | 2 | 1% | 99.5% | | |
| | | | | | | | 1 | 1% | 98.4% | | |
| | | | | | | | 0 | 0% | 97.9% | | |
| | | | | | | | 0 | 0% | 97.9% | | |
| | X | X | X | O | | | 4 | 2% | 97.9% | | |
| 50 | X | X | O | O | | | 4 | 2% | 95.7% | | |
| | X | X | X | X | O | O | 7 | 4% | 93.6% | | |
| | X | X | X | O | O | O | 7 | 4% | 89.8% | | |
| | X | X | X | X | X | O | O | 12 | 6% | 86.1% | |
| | X | X | X | X | X | X | O | 13 | 7% | 79.7% | |
| 45 | X | X | X | X | X | O | O | 10 | 5% | 72.7% | |
| | X | X | X | X | O | O | O | 10 | 5% | 67.4% | |
| | X | X | X | X | X | X | O | 16 | 9% | 62.0% | |
| | X | X | X | X | X | X | X | 18 | 10% | 53.5% | |
| | X | X | X | X | X | O | O | 13 | 7% | 43.9% | |
| 40 | X | X | X | X | O | O | O | 13 | 7% | 36.9% | |
| | X | X | X | X | O | O | O | 11 | 6% | 29.9% | |
| | X | X | X | X | X | O | O | 11 | 6% | 24.1% | |
| | X | X | X | X | O | O | O | 11 | 6% | 18.2% | |
| | X | X | X | X | O | O | O | 9 | 5% | 12.3% | |
| 35 | X | X | X | X | O | O | O | 9 | 5% | 7.5% | |
| | O | O | | | | | 2 | 1% | 2.7% | | |
| | | | | | | | 0 | 0% | 1.6% | | |
| | O | | | | | | 1 | 1% | 1.6% | | |
| | O | | | | | | 1 | 1% | 1.1% | | |
| 30 | O | | | | | | 1 | 1% | 0.5% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | Total Observed | 187 | 100 |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street AGOURA ROAD Date 8/1/2006 50th % 42 MPH
 Location _____ Begin 2:00PM End 3:00PM 85th % 46 MPH
 Direction E-W Weather SUNNY 10MPH 36 45
 Remarks REYES ADOBE RD-LADYFACE CL Recorded by K.W. % in Pace 70%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | X | X | X | X | | 5 | 3% | 100.0% | | | | | | | |
| | X | X | X | X | X | X | 10 | 5% | 97.4% | | | | | | | |
| | X | X | X | X | X | X | 10 | 5% | 92.3% | | | | | | | |
| | X | X | X | X | X | X | 11 | 6% | 87.2% | | | | | | | |
| 45 | X | X | X | X | X | X | 16 | 8% | 81.6% | | | | | | | |
| | X | X | X | X | X | X | 16 | 8% | 73.5% | | | | | | | |
| | X | X | X | X | X | X | 16 | 8% | 65.3% | | | | | | | |
| | X | X | X | X | X | X | 15 | 8% | 57.1% | | | | | | | |
| | X | X | X | X | X | X | 16 | 8% | 49.5% | | | | | | | |
| 40 | X | X | X | X | X | X | 13 | 7% | 41.3% | | | | | | | |
| | X | X | X | X | X | X | 9 | 5% | 34.7% | | | | | | | |
| | X | X | X | X | X | X | 11 | 6% | 30.1% | | | | | | | |
| | X | X | X | X | X | X | 12 | 6% | 24.5% | | | | | | | |
| | X | X | X | X | X | X | 13 | 7% | 18.4% | | | | | | | |
| 35 | X | X | X | X | X | X | 8 | 4% | 11.7% | | | | | | | |
| | X | X | X | X | X | X | 8 | 4% | 7.7% | | | | | | | |
| | X | X | X | X | X | X | 6 | 3% | 3.6% | | | | | | | |
| | O | | | | | | 1 | 1% | 0.5% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | O - West/South Bound | | | | | | Total Observed | 196 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street AGOURA ROAD Date 8/16/2006 50th % 43 MPH
 Location _____ Begin 9:00AM End 9:30AM 85th % 49 MPH
 Direction E-W Weather SUNNY 10MPH 37 46
 Remarks LADY FACE CIR.-KANAN RD. Recorded by K.W. % in Pace 67%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|-----|----------------------|----|-----------|-------------|-----------------|-----------------|----------------------|------------------|-----------------------|-----|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 1 | 1% | 100.0% | | |
| | X | X | X | X | X | | 5 | 3% | 99.4% | | |
| | X | X | X | X | X | | 6 | 3% | 96.5% | | |
| 50 | X | X | X | X | X | o o o | 9 | 5% | 93.1% | | |
| | X | X | X | X | X | o o | 8 | 5% | 87.9% | | |
| | X | X | X | X | o o | | 7 | 4% | 83.2% | | |
| | X | X | X | X | o o o | | 7 | 4% | 79.2% | | |
| | X | X | X | X | X | o o o o o | 13 | 8% | 75.1% | | |
| 45 | X | X | X | X | X | o o o o o | 11 | 6% | 67.6% | | |
| | X | X | X | X | X | o o o o o | 11 | 6% | 61.3% | | |
| | X | X | X | X | o o o o o o o | | 13 | 8% | 54.9% | | |
| | X | X | X | o o o o o o | | | 10 | 6% | 47.4% | | |
| | X | X | X | X | o o o o o o o o | | 14 | 8% | 41.6% | | |
| 40 | X | X | X | X | X | o o o o o o o o | 14 | 8% | 33.5% | | |
| | X | X | X | X | o o o o o | | 10 | 6% | 25.4% | | |
| | X | X | X | X | X | o o o o o o o | 12 | 7% | 19.7% | | |
| | X | X | X | X | o o o o | | 8 | 5% | 12.7% | | |
| | X | X | X | o o o o o | | | 8 | 5% | 8.1% | | |
| 35 | X | X | o o o o o | | | | 6 | 3% | 3.5% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | Total Observed | 173 | 100 |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street AGOURA ROAD Date 7/25/2006 50th % 40 MPH
 Location APPX. 2700' AFTER LEWIS ST. Begin 1:20PM End 1:35PM 85th % 45 MPH
 Direction W-E Weather CLEAR 10MPH 36 45
 Remarks KANAN RD- PALO COMADO CYN RD. Recorded by J.A. % in Pace 80%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|----|----|-------|----------------|-------|-------|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | | | | | | 1 | 1% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | X | | | | | | 1 | 1% | 99.1% | | | | | | | |
| | | | | | | | 0 | 0% | 98.2% | | | | | | | |
| | | | | | | | 0 | 0% | 98.2% | | | | | | | |
| | 0 | | | | | | 1 | 1% | 98.2% | | | | | | | |
| 50 | 0 | 0 | | | | | 2 | 2% | 97.3% | | | | | | | |
| | X | 0 | | | | | 2 | 2% | 95.6% | | | | | | | |
| | 0 | 0 | | | | | 2 | 2% | 93.8% | | | | | | | |
| | 0 | 0 | | | | | 2 | 2% | 92.0% | | | | | | | |
| | 0 | X | 0 | 0 | | | 4 | 4% | 90.3% | | | | | | | |
| 45 | 0 | X | 0 | X | 0 | | 5 | 4% | 86.7% | | | | | | | |
| | 0 | X | X | X | 0 | | 5 | 4% | 82.3% | | | | | | | |
| | 0 | X | X | 0 | 0 | 0 | 7 | 6% | 77.9% | | | | | | | |
| | 0 | 0 | 0 | 0 | X | X | 0 | X | 0 | 10 | 9% | 71.7% | | | | |
| | X | X | X | 0 | X | 0 | X | X | 0 | X | X | 12 | 11% | 62.8% | | |
| 40 | X | X | X | 0 | 0 | X | X | 0 | X | 0 | X | X | 12 | 11% | 52.2% | |
| | 0 | 0 | X | X | 0 | X | X | 0 | X | 0 | | 10 | 9% | 41.6% | | |
| | 0 | X | 0 | 0 | X | 0 | 0 | X | X | 0 | 0 | 11 | 10% | 32.7% | | |
| | X | X | 0 | X | X | 0 | X | 0 | X | | | 10 | 9% | 23.0% | | |
| | X | X | 0 | 0 | 0 | 0 | X | X | | | | 8 | 7% | 14.2% | | |
| 35 | X | X | X | 0 | 0 | | | | | | | 5 | 4% | 7.1% | | |
| | 0 | X | 0 | | | | | | | | | 3 | 3% | 2.7% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 30 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 113 | 100 | |

CITY OF AGOURA HILLS
SPOT SPEED SURVEY

Street AGOURA RD Date 7/25/2006 50th % 43 MPH
 Location APPX. 800' AFTER CALLE MONTECIL Begin 1:00PM End 1:15PM 85th % 48 MPH
 Direction E-W Weather CLEAR 10MPH 39 48
 Remarks PALO COMADO CYN RD-LIBERTY CYN RD Recorded by J.A. % in Pace 79%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|----|-------|----|----------------|-------|-------|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | | | | | | 1 | 1% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| 55 | O | O | O | | | | 3 | 3% | 99.1% | | | | | | | |
| | X | | | | | | 1 | 1% | 96.4% | | | | | | | |
| | X | O | | | | | 2 | 2% | 95.5% | | | | | | | |
| | X | | | | | | 1 | 1% | 93.8% | | | | | | | |
| | O | X | | | | | 2 | 2% | 92.9% | | | | | | | |
| 50 | X | O | X | | | | 3 | 3% | 91.1% | | | | | | | |
| | O | O | X | | | | 3 | 3% | 88.4% | | | | | | | |
| | X | O | O | O | | | 4 | 4% | 85.7% | | | | | | | |
| | X | X | O | O | O | O | 7 | 6% | 82.1% | | | | | | | |
| | X | O | O | O | O | | 6 | 5% | 75.9% | | | | | | | |
| 45 | X | X | O | O | X | X | O | O | 8 | 7% | 70.5% | | | | | |
| | X | X | O | X | O | X | X | X | O | O | O | 13 | 12% | 63.4% | | |
| | X | X | X | O | X | X | X | X | O | X | O | X | 14 | 13% | 51.8% | |
| | X | X | O | X | X | X | X | O | | | | 9 | 8% | 39.3% | | |
| | X | X | X | X | O | O | | | | | | 7 | 6% | 31.3% | | |
| 40 | X | O | X | X | X | O | O | X | O | O | | 11 | 10% | 25.0% | | |
| | X | O | X | X | O | O | O | O | | | | 9 | 8% | 15.2% | | |
| | X | O | X | | | | | | | | | 3 | 3% | 7.1% | | |
| | O | X | O | O | | | | | | | | 4 | 4% | 4.5% | | |
| | X | | | | | | | | | | | 1 | 1% | 0.9% | | |
| 35 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 30 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | | | | | | 0 | 0% | 0.0% | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 112 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street CANWOOD STREET Date 7/25/2006 50th % 34 MPH
 Location APPX. 530' AFTER LAKE LINDERO DF Begin 10:55AM End 11:25AM 85th % 42 MPH
 Direction E-W Weather CLEAR 10MPH 29 38
 Remarks W. CITY LIMITS-REYES ADOBE RD Recorded by J.A. % in Pace 57%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage |
|-----|----------------------|----|----------------------|----|----------------|----|--------------------|------------------|-----------------------|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | |
| 65 | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| 60 | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| 55 | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| 50 | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | | | | | | | 0 | 0% | 100.0% |
| | X | X | X | | | | 3 | 3% | 100.0% |
| 45 | X | X | X | X | | | 4 | 4% | 97.1% |
| | O | X | O | X | | | 4 | 4% | 93.2% |
| | X | X | O | | | | 3 | 3% | 89.3% |
| | X | O | X | O | | | 4 | 4% | 86.4% |
| | X | X | X | O | | | 4 | 4% | 82.5% |
| 40 | X | X | X | O | | | 4 | 4% | 78.6% |
| | X | O | O | O | | | 4 | 4% | 74.8% |
| | X | O | O | X | X | | 5 | 5% | 70.9% |
| | X | O | O | X | O | | 5 | 5% | 66.0% |
| | X | X | O | X | O | X | 6 | 6% | 61.2% |
| 35 | O | X | O | X | O | X | 6 | 6% | 55.3% |
| | X | O | O | X | X | X | 7 | 7% | 49.5% |
| | X | O | X | O | X | O | 6 | 6% | 42.7% |
| | O | X | X | O | X | | 6 | 6% | 36.9% |
| | O | O | X | O | X | O | 7 | 7% | 31.1% |
| 30 | X | X | O | O | O | | 5 | 5% | 24.3% |
| | O | O | O | X | O | O | 6 | 6% | 19.4% |
| | X | O | O | O | X | | 5 | 5% | 13.6% |
| | O | O | O | | | | 3 | 3% | 8.7% |
| | O | O | | | | | 2 | 2% | 5.8% |
| 25 | X | O | | | | | 2 | 2% | 3.9% |
| | X | O | | | | | 2 | 2% | 1.9% |
| | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | 0 | 0% | 0.0% |
| 20 | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | 0 | 0% | 0.0% |
| 15 | | | | | | | 0 | 0% | 0.0% |
| | X - East/North bound | | O - West/South Bound | | Total Observed | | 103 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street CANWOOD STREET Date 7/25/2006 50th % 38 MPH
 Location 20' AFTER FOREST COVE LN Begin 11:30AM End 12:00PM 85th % 44 MPH
 Direction E-W Weather CLEAR 10MPH 32 41
 Remarks REYES ADOBE RD-KANAN RD Recorded by J.A. % in Pace 66%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|----------------------|--------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | O | | | | | | 1 | 1% | 100.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| 60 | | | | | | | 0 | 0% | 99.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| | | | | | | | 0 | 0% | 99.0% | | |
| 55 | X | | | | | | 1 | 1% | 99.0% | | |
| | | | | | | | 0 | 0% | 98.0% | | |
| | | | | | | | 0 | 0% | 98.0% | | |
| | X | | | | | | 1 | 1% | 98.0% | | |
| | O | | | | | | 1 | 1% | 97.1% | | |
| 50 | | | | | | | 0 | 0% | 96.1% | | |
| | X | | | | | | 1 | 1% | 96.1% | | |
| | X O | | | | | | 2 | 2% | 95.1% | | |
| | X X | | | | | | 2 | 2% | 93.1% | | |
| | X | | | | | | 1 | 1% | 91.2% | | |
| 45 | X X O | | | | | | 3 | 3% | 90.2% | | |
| | X X X O | | | | | | 4 | 4% | 87.3% | | |
| | O O O X | | | | | | 4 | 4% | 83.3% | | |
| | O X X X O | | | | | | 5 | 5% | 79.4% | | |
| | X O O X X X X | | | | | | 7 | 7% | 74.5% | | |
| 40 | O O X O X X O X | | | | | | 8 | 8% | 67.6% | | |
| | X O X X X X O X | | | | | | 8 | 8% | 59.8% | | |
| | X X X O O X X | | | | | | 7 | 7% | 52.0% | | |
| | O O X O O X | | | | | | 6 | 6% | 45.1% | | |
| | O O O O X O X | | | | | | 7 | 7% | 39.2% | | |
| 35 | X O X O O O O | | | | | | 7 | 7% | 32.4% | | |
| | O X X X O | | | | | | 5 | 5% | 25.5% | | |
| | O X X O O | | | | | | 5 | 5% | 20.6% | | |
| | O X O O O X O | | | | | | 7 | 7% | 15.7% | | |
| | O O O O X | | | | | | 5 | 5% | 8.8% | | |
| 30 | X O O O | | | | | | 4 | 4% | 3.9% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| X - East/North bound | | | | | | | 0 - West/South Bound | | Total Observed | 102 | 100 |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street CANWOOD STREET Date 8/3/2006 50th % 33 MPH
 Location _____ Begin 1:00PM End 2:00PM 85th % 38 MPH
 Direction E-W Weather SUNNY 10MPH 27 36
 Remarks KANAN RD-DERRY AVE Recorded by K.W. % in Pace 72%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 45 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | X | | | | | 2 | 1% | 100.0% | | | | | | | |
| | X | X | X | | | | 3 | 2% | 98.9% | | | | | | | |
| 40 | X | X | X | X | X | X | 7 | 4% | 97.2% | | | | | | | |
| | X | X | X | X | X | O | 9 | 5% | 93.2% | | | | | | | |
| | X | X | X | X | X | O | 11 | 6% | 88.1% | | | | | | | |
| | X | X | X | X | X | O | 9 | 5% | 81.9% | | | | | | | |
| | X | X | X | X | X | O | 15 | 8% | 76.8% | | | | | | | |
| 35 | X | X | X | X | X | O | 13 | 7% | 68.4% | | | | | | | |
| | X | X | X | X | X | O | 11 | 6% | 61.0% | | | | | | | |
| | X | X | X | X | X | O | 14 | 8% | 54.8% | | | | | | | |
| | X | X | X | X | X | O | 15 | 8% | 46.9% | | | | | | | |
| | X | X | X | X | X | O | 16 | 9% | 38.4% | | | | | | | |
| 30 | X | X | X | X | X | O | 11 | 6% | 29.4% | | | | | | | |
| | X | X | X | X | O | O | 11 | 6% | 23.2% | | | | | | | |
| | X | X | X | X | O | O | 10 | 6% | 16.9% | | | | | | | |
| | X | X | X | X | X | O | 11 | 6% | 11.3% | | | | | | | |
| | X | X | X | O | | | 4 | 2% | 5.1% | | | | | | | |
| 25 | X | X | O | O | O | | 5 | 3% | 2.8% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | O - West/South Bound | | | | | | Total Observed | 177 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street CANWOOD STREET Date 7/25/2006 50th % 40 MPH
 Location 50' AFTER LEWIS ST. Begin 1:50 PM End 2:15 PM 85th % 45 MPH
 Direction W-E Weather CLEAR 10MPH 35 44
 Remarks DERRY ST-CHEREBRO RD. Recorded by J.A. % in Pace 71%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-------|-------|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | 0 | | | | | | 1 | 1% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.1% | | | | | | | |
| | 0 | X | | | | | 2 | 2% | 99.1% | | | | | | | |
| 50 | 0 | | | | | | 1 | 1% | 97.2% | | | | | | | |
| | X | 0 | 0 | | | | 3 | 3% | 96.3% | | | | | | | |
| | 0 | 0 | 0 | | | | 3 | 3% | 93.5% | | | | | | | |
| | X | X | X | | | | 3 | 3% | 90.7% | | | | | | | |
| | 0 | X | | | | | 2 | 2% | 87.9% | | | | | | | |
| 45 | 0 | X | 0 | X | | | 4 | 4% | 86.0% | | | | | | | |
| | 0 | X | X | X | 0 | | 5 | 5% | 82.2% | | | | | | | |
| | 0 | X | 0 | X | X | 0 | 0 | 0 | 77.6% | | | | | | | |
| | X | 0 | 0 | 0 | 0 | 0 | X | X | 70.1% | | | | | | | |
| | X | 0 | 0 | X | X | X | | | 62.6% | | | | | | | |
| 40 | 0 | X | 0 | 0 | X | 0 | X | 0 | 0 | 57.0% | | | | | | |
| | X | X | 0 | X | 0 | X | 0 | 0 | 0 | 0 | 48.6% | | | | | |
| | X | 0 | X | 0 | X | 0 | 0 | X | | 39.3% | | | | | | |
| | X | X | 0 | X | 0 | X | X | | | 31.8% | | | | | | |
| | 0 | 0 | 0 | X | X | X | X | | | 25.2% | | | | | | |
| 35 | 0 | X | X | X | X | 0 | 0 | X | | 18.7% | | | | | | |
| | X | 0 | X | | | | | | | 11.2% | | | | | | |
| | 0 | X | X | | | | | | | 8.4% | | | | | | |
| | X | X | X | | | | | | | 5.6% | | | | | | |
| | 0 | 0 | 0 | | | | | | | 2.8% | | | | | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 107 | 100 | |

CITY OF AGOURA HILLS

SPOT SPEED SURVEY

Street DRIVER AVE/PALO COMADO CYN RI Date 7/27/2006 50th % 36 MPH
 Location 20' AFTER LEWIS RD. Begin 1:45:PM End 2:05PM 85th % 40 MPH
 Direction E-W Weather CLEAR 10MPH 31 40
 Remarks ARGOS ST- VENTURA FRWY RD. Recorded by J.A. % in Pace 86%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|----------------------|---------------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | X | | | | | | 1 | 1% | 100.0% | | |
| | X | | | | | | 1 | 1% | 99.1% | | |
| 45 | X | | | | | | 1 | 1% | 98.1% | | |
| | X X | | | | | | 2 | 2% | 97.2% | | |
| | X | | | | | | 1 | 1% | 95.4% | | |
| | X X 0 X 0 0 | | | | | | 6 | 6% | 94.4% | | |
| | X X 0 | | | | | | 3 | 3% | 88.9% | | |
| 40 | 0 X X 0 0 | | | | | | 5 | 5% | 86.1% | | |
| | X 0 X 0 X X X 0 | | | | | | 8 | 7% | 81.5% | | |
| | X X X 0 0 0 0 0 | | | | | | 8 | 7% | 74.1% | | |
| | X 0 0 0 0 X 0 X | | | | | | 8 | 7% | 66.7% | | |
| | 0 X 0 X X 0 0 X X X X | | | | | | 11 | 10% | 59.3% | | |
| 35 | 0 X 0 0 0 0 0 0 X X X | | | | | | 11 | 10% | 49.1% | | |
| | X 0 0 X X X 0 0 0 0 X X X | | | | | | 14 | 13% | 38.9% | | |
| | 0 X X 0 0 0 X X 0 0 X X X | | | | | | 13 | 12% | 25.9% | | |
| | 0 0 X 0 0 X 0 0 | | | | | | 8 | 7% | 13.9% | | |
| | X X 0 0 X 0 X | | | | | | 7 | 6% | 6.5% | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| X - East/North bound | | | | | | | 0 - West/South Bound | | Total Observed | 108 | 100 |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street KANAN ROAD Date 8/2/2006 50th % 44 MPH
 Location _____ Begin 9:00AM End 10:00AM 85th % 49 MPH
 Direction N-S Weather SUNNY 10MPH 40 49
 Remarks NORTH CITY LIMITS-LARO DR Recorded by K.W. % in Pace 65%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|----------------------|--------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 55 | X | X | X | | | | 3 | 1% | 100.0% | | |
| | X | X | O | O | | | 4 | 2% | 98.5% | | |
| | X | O | O | | | | 3 | 1% | 96.5% | | |
| | X | X | O | O | | | 4 | 2% | 95.0% | | |
| | X | X | X | O | O | | 6 | 3% | 93.1% | | |
| 50 | X | X | X | X | X | O | 7 | 3% | 90.1% | | |
| | X | X | X | X | X | X | 13 | 6% | 86.6% | | |
| | X | X | X | X | X | O | 14 | 7% | 80.2% | | |
| | X | X | X | X | X | O | 14 | 7% | 73.3% | | |
| | X | X | X | X | X | X | 16 | 8% | 66.3% | | |
| 45 | X | X | X | X | X | O | 11 | 5% | 58.4% | | |
| | X | X | X | X | X | X | 15 | 7% | 53.0% | | |
| | X | X | X | X | X | O | 11 | 5% | 45.5% | | |
| | X | X | X | X | O | O | 11 | 5% | 40.1% | | |
| | X | X | X | X | X | X | 14 | 7% | 34.7% | | |
| 40 | X | X | X | X | X | O | 12 | 6% | 27.7% | | |
| | X | X | X | X | O | O | 10 | 5% | 21.8% | | |
| | X | X | X | X | X | X | 17 | 8% | 16.8% | | |
| | X | X | X | X | O | O | 8 | 4% | 8.4% | | |
| | X | X | X | X | X | | 5 | 2% | 4.5% | | |
| 35 | X | O | O | O | | | 4 | 2% | 2.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| X - East/North bound | | | | | | | O - West/South Bound | | Total Observed | 202 | 100 |

CITY OF AGOURA HILLS

SPOT SPEED SURVEY

Street KANAN ROAD Date 8/2/2006 50th % 38 MPH
 Location _____ Begin 10:00AM End 11:00AM 85th % 43 MPH
 Direction N-S Weather SUNNY 10MPH 35 44
 Remarks LARO DR-THOUSAND OAKS Recorded by K.W. % in Pace 70%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | |
|-----|----------------------|----|----|----------------------|----|----|--------------------|------------------|-----------------------|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 60 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 55 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 50 | | | | | | | 0 | 0% | 100.0% | |
| | X | | | | | | 1 | 0% | 100.0% | |
| | X | X | X | O | O | | 5 | 2% | 99.5% | |
| | X | | | | | | 1 | 0% | 97.0% | |
| | X | X | O | O | O | | 5 | 2% | 96.6% | |
| 45 | X | X | X | O | O | | 6 | 3% | 94.1% | |
| | X | X | X | X | X | O | 11 | 5% | 91.1% | |
| | X | X | X | X | X | X | 9 | 4% | 85.7% | |
| | X | X | X | X | X | X | 15 | 7% | 81.3% | |
| | X | X | X | X | X | X | 13 | 6% | 73.9% | |
| 40 | X | X | X | X | X | X | 20 | 10% | 67.5% | |
| | X | X | X | X | X | X | 16 | 8% | 57.6% | |
| | X | X | X | X | X | X | 12 | 6% | 49.8% | |
| | X | X | X | X | X | X | 17 | 8% | 43.8% | |
| | X | X | X | X | O | O | 14 | 7% | 35.5% | |
| 35 | X | X | X | X | X | O | 15 | 7% | 28.6% | |
| | X | X | O | O | O | O | 8 | 4% | 21.2% | |
| | X | X | X | O | O | O | 8 | 4% | 17.2% | |
| | X | X | O | O | O | O | 8 | 4% | 13.3% | |
| | X | X | X | O | O | O | 8 | 4% | 9.4% | |
| 30 | X | X | X | O | O | O | 6 | 3% | 5.4% | |
| | X | X | X | O | O | | 5 | 2% | 2.5% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 25 | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 20 | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 15 | | | | | | | 0 | 0% | 0.0% | |
| | X - East/North bound | | | O - West/South Bound | | | Total Observed | 203 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street KANAN ROAD Date 8/2/2006 50th % 33 MPH
 Location _____ Begin 11:00AM End 12:00PM 85th % 39 MPH
 Direction N-S Weather SUNNY 10MPH 28 37
 Remarks THOUSAND OAKS- HILLRISE DR Recorded by K.W. % in Pace 66%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-------|----|-------|----------------|-----|-----|-------|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 45 | X | X | | | | | 2 | 1% | 100.0% | | | | | | | |
| | X | X | O | | | | 3 | 1% | 99.0% | | | | | | | |
| | X | X | X | O | | | 4 | 2% | 97.6% | | | | | | | |
| | X | X | X | X | O | O | 7 | 3% | 95.7% | | | | | | | |
| | X | X | X | X | X | O | O | 9 | 4% | 92.3% | | | | | | |
| 40 | X | X | X | X | X | O | O | 7 | 3% | 88.0% | | | | | | |
| | X | X | X | O | O | O | O | 8 | 4% | 84.7% | | | | | | |
| | X | X | X | X | X | X | X | O | O | O | O | O | O | 14 | 7% | 80.9% |
| | X | X | X | X | O | O | O | O | O | 10 | 5% | 74.2% | | | | |
| | X | X | X | X | X | O | O | O | O | O | 12 | 6% | 69.4% | | | |
| 35 | X | X | X | X | X | O | O | O | O | 10 | 5% | 63.6% | | | | |
| | X | X | X | X | X | O | O | O | O | 11 | 5% | 58.9% | | | | |
| | X | X | X | X | X | X | O | O | O | O | 13 | 6% | 53.6% | | | |
| | X | X | X | X | X | X | X | O | O | O | O | O | O | 17 | 8% | 47.4% |
| | X | X | X | X | X | X | X | O | O | O | O | O | O | 17 | 8% | 39.2% |
| 30 | X | X | X | X | X | X | X | O | O | O | O | O | O | 17 | 8% | 31.1% |
| | X | X | X | X | X | X | X | O | O | O | O | O | O | 16 | 8% | 23.0% |
| | X | X | X | X | X | X | X | O | O | O | O | O | O | 15 | 7% | 15.3% |
| | X | X | X | X | O | O | | | | | | | | 7 | 3% | 8.1% |
| | X | X | X | O | O | O | | | | | | | | 6 | 3% | 4.8% |
| 25 | X | O | O | | | | | | | | | | | 3 | 1% | 1.9% |
| | X | | | | | | | | | | | | | 1 | 0% | 0.5% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 20 | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 15 | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | X - East/North bound | | | | | | O - West/South Bound | | | | | | Total Observed | 209 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street KANAN ROAD Date 10/4/2006 50th % 44 MPH
 Location Appx. 100'-200' after Cornell Rd. Begin 11:30AM End 11:45AM 85th % 48 MPH
 Direction N-S Weather SUNNY 10MPH 38 47
 Remarks AGOURA RD-SOUTH CITY LIMITS Recorded by J.A. % in Pace 80%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | |
|----------------------|-----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| | | | | | | | 0 | 0% | 100.0% | | | |
| X | | | | | | | 1 | 1% | 100.0% | | | |
| 55 | | | | | | | 0 | 0% | 99.2% | | | |
| | | | | | | | 0 | 0% | 99.2% | | | |
| X X | | | | | | | 2 | 2% | 99.2% | | | |
| 0 X | | | | | | | 2 | 2% | 97.5% | | | |
| X 0 | | | | | | | 2 | 2% | 95.8% | | | |
| 50 | X X X X X | | | | | | 5 | 4% | 94.1% | | | |
| | X X 0 0 0 | | | | | | 5 | 4% | 89.9% | | | |
| | 0 X 0 X X | | | | | | 5 | 4% | 85.7% | | | |
| | X 0 X X X 0 0 0 | | | | | | 8 | 7% | 81.5% | | | |
| | 0 0 X 0 X X 0 X 0 0 X | | | | | | 11 | 9% | 74.8% | | | |
| 45 | X X 0 X X X 0 0 0 0 0 | | | | | | 11 | 9% | 65.5% | | | |
| | X 0 0 0 X X X X 0 0 | | | | | | 10 | 8% | 56.3% | | | |
| | 0 0 0 X X X 0 0 X 0 0 | | | | | | 11 | 9% | 47.9% | | | |
| | X 0 X 0 0 X 0 0 X | | | | | | 9 | 8% | 38.7% | | | |
| | 0 X X X 0 0 X X 0 X X | | | | | | 11 | 9% | 31.1% | | | |
| 40 | X 0 0 X 0 0 X X X | | | | | | 9 | 8% | 21.8% | | | |
| | 0 0 0 X 0 X X X 0 | | | | | | 9 | 8% | 14.3% | | | |
| | 0 0 X 0 X X | | | | | | 6 | 5% | 6.7% | | | |
| 0 | | | | | | | 1 | 1% | 1.7% | | | |
| 0 | | | | | | | 1 | 1% | 0.8% | | | |
| 35 | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| 30 | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| | | | | | | | 0 | 0% | 0.0% | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | |
| X - East/North bound | | | | | | | 0 - West/South Bound | | Total Observed | 119 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street LIBERTY CANYON ROAD Date 7/25/2006 50th % 38 MPH
 Location APPX. 350' AFTER AGOURA RD. Begin 3:00 PM End 3:20 PM 85th % 43 MPH
 Direction S-N Weather CLEAR 10MPH 33 42
 Remarks AGOURA RD- COUNTRY GLEN RD. Recorded by J.A. % in Pace 71%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | |
|----------------------|--------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| | | | | | | | 0 | 0% | 100.0% | | |
| 50 | | | | | | | 1 | 1% | 99.1% | | |
| | | | | | | | 1 | 1% | 98.1% | | |
| | | | | | | | 1 | 1% | 97.2% | | |
| | | | | | | | 2 | 2% | 96.3% | | |
| | | | | | | | 3 | 3% | 94.4% | | |
| 45 | | | | | | | 2 | 2% | 91.7% | | |
| | | | | | | | 5 | 5% | 89.8% | | |
| | | | | | | | 5 | 5% | 85.2% | | |
| | | | | | | | 7 | 6% | 80.6% | | |
| | | | | | | | 4 | 4% | 74.1% | | |
| 40 | | | | | | | 5 | 5% | 70.4% | | |
| | | | | | | | 10 | 9% | 65.7% | | |
| | | | | | | | 9 | 8% | 56.5% | | |
| | | | | | | | 9 | 8% | 48.1% | | |
| | | | | | | | 9 | 8% | 39.8% | | |
| 35 | | | | | | | 10 | 9% | 31.5% | | |
| | | | | | | | 7 | 6% | 22.2% | | |
| | | | | | | | 7 | 6% | 15.7% | | |
| | | | | | | | 5 | 5% | 9.3% | | |
| | | | | | | | 3 | 3% | 4.6% | | |
| 30 | | | | | | | 1 | 1% | 1.9% | | |
| | | | | | | | 0 | 0% | 0.9% | | |
| | | | | | | | 0 | 0% | 0.9% | | |
| | | | | | | | 0 | 0% | 0.9% | | |
| | | | | | | | 1 | 1% | 0.9% | | |
| 25 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| | | | | | | | 0 | 0% | 0.0% | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | |
| X - East/North bound | | | | | | | 0 - West/South Bound | | Total Observed | 108 | 100 |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street PALO COMADO/CHESEBRO RD Date 8/3/2006 50th % 32 MPH
 Location _____ Begin 2:00PM End 3:00PM 85th % 37 MPH
 Direction N-S Weather SUNNY 10MPH 28 37
 Remarks AGOURA RD-VENTURA FWY RD Recorded by K.W. % in Pace 66%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 45 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 40 | X | X | X | | | | 3 | 1% | 100.0% | | | | | | | |
| | X | X | X | X | X | | 5 | 2% | 98.6% | | | | | | | |
| | X | X | X | X | X | O | 13 | 6% | 96.3% | | | | | | | |
| | X | X | X | X | X | O | 13 | 6% | 90.4% | | | | | | | |
| | X | X | X | X | X | O | 13 | 6% | 84.5% | | | | | | | |
| 35 | X | X | X | X | X | X | 17 | 8% | 78.5% | | | | | | | |
| | X | X | X | X | X | X | 17 | 8% | 70.8% | | | | | | | |
| | X | X | X | X | X | X | 18 | 8% | 63.0% | | | | | | | |
| | X | X | X | X | X | O | 12 | 5% | 54.8% | | | | | | | |
| | X | X | X | X | X | O | 12 | 5% | 49.3% | | | | | | | |
| 30 | X | X | X | X | X | O | 15 | 7% | 43.8% | | | | | | | |
| | X | X | X | X | X | O | 11 | 5% | 37.0% | | | | | | | |
| | X | X | X | X | X | O | 17 | 8% | 32.0% | | | | | | | |
| | X | X | X | X | X | O | 11 | 5% | 24.2% | | | | | | | |
| | X | X | X | X | X | O | 11 | 5% | 19.2% | | | | | | | |
| 25 | X | X | X | X | X | O | 11 | 5% | 14.2% | | | | | | | |
| | X | X | X | X | O | | 6 | 3% | 9.1% | | | | | | | |
| | X | X | X | X | O | O | 8 | 4% | 6.4% | | | | | | | |
| | X | X | X | X | O | O | 6 | 3% | 2.7% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 219 | 100 | |

CITY OF AGOURA HILLS
SPOT SPEED SURVEY

| | | | | | |
|-----------|--|-------------|------------------|-----------|-------------------|
| Street | <u>REYES ADOBE ROAD</u> | Date | <u>7/27/2006</u> | 50th % | <u>40 MPH</u> |
| Location | <u>APPX. 30' AFTER STONECREST DR.</u> | Begin | <u>10:35AM</u> | End | <u>11:10AM</u> |
| Direction | <u>S-N</u> | Weather | <u>CLEAR</u> | 10MPH | <u>36 45</u> |
| Remarks | <u>N. CITY LIMITS-THOUSAND OAKS BL</u> | Recorded by | <u>J.A.</u> | % in Pace | <u>65%</u> |

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | | | | | | 1 | 1% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | X | X | | | | | 2 | 2% | 99.0% | | | | | | | |
| 50 | 0 | 0 | | | | | 2 | 2% | 97.1% | | | | | | | |
| | X | X | | | | | 2 | 2% | 95.1% | | | | | | | |
| | 0 | X | 0 | | | | 3 | 3% | 93.1% | | | | | | | |
| | 0 | X | 0 | X | | | 4 | 4% | 90.2% | | | | | | | |
| | X | X | 0 | 0 | | | 4 | 4% | 86.3% | | | | | | | |
| 45 | X | 0 | 0 | X | X | X | 0 | 7% | 82.4% | | | | | | | |
| | 0 | 0 | X | X | 0 | 0 | X | 7% | 75.5% | | | | | | | |
| | X | 0 | X | 0 | X | | | 5% | 68.6% | | | | | | | |
| | X | 0 | 0 | 0 | 0 | X | X | 7% | 63.7% | | | | | | | |
| | 0 | 0 | 0 | 0 | 0 | X | X | 7% | 56.9% | | | | | | | |
| 40 | 0 | 0 | 0 | 0 | X | 0 | X | 7% | 50.0% | | | | | | | |
| | 0 | X | 0 | X | X | X | | 6% | 43.1% | | | | | | | |
| | 0 | 0 | X | 0 | 0 | X | 0 | 7% | 37.3% | | | | | | | |
| | 0 | X | X | 0 | X | X | X | 7% | 30.4% | | | | | | | |
| | 0 | 0 | 0 | 0 | X | 0 | | 6% | 23.5% | | | | | | | |
| 35 | X | X | 0 | 0 | X | X | | 6% | 17.6% | | | | | | | |
| | X | X | X | 0 | X | | | 5% | 11.8% | | | | | | | |
| | X | X | 0 | 0 | | | | 4% | 6.9% | | | | | | | |
| | X | 0 | X | | | | | 3% | 2.9% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| 30 | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| 25 | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| | | | | | | | | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 102 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street REYES ADOBE ROAD Date 8/1/2006 50th % 39 MPH
 Location _____ Begin 9:00AM End 10:00AM 85th % 44 MPH
 Direction N-S Weather SUNNY 10MPH 35 44
 Remarks THOUSAND OAKS BL-AGOURA RD Recorded by K.W % in Pace 62%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | | | | | | 1 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.5% | | | | | | | |
| | X | X | X | X | X | X | 12 | 5% | 99.5% | | | | | | | |
| 45 | X | X | X | O | O | O | 10 | 5% | 94.1% | | | | | | | |
| | X | X | X | X | X | O | 14 | 6% | 89.5% | | | | | | | |
| | X | X | X | X | O | O | 14 | 6% | 83.2% | | | | | | | |
| | X | X | X | X | X | X | 18 | 8% | 76.8% | | | | | | | |
| | X | X | X | X | X | X | 16 | 7% | 68.6% | | | | | | | |
| 40 | X | X | X | X | X | O | 15 | 7% | 61.4% | | | | | | | |
| | X | X | X | X | X | O | 15 | 7% | 54.5% | | | | | | | |
| | X | X | X | X | O | O | 10 | 5% | 47.7% | | | | | | | |
| | X | X | X | X | O | O | 10 | 5% | 43.2% | | | | | | | |
| | X | X | X | X | X | O | 12 | 5% | 38.6% | | | | | | | |
| 35 | X | X | X | X | O | O | 12 | 5% | 33.2% | | | | | | | |
| | X | X | X | X | O | O | 11 | 5% | 27.7% | | | | | | | |
| | X | X | X | O | O | O | 9 | 4% | 22.7% | | | | | | | |
| | X | X | X | X | O | O | 12 | 5% | 18.6% | | | | | | | |
| | O | O | | | | | 2 | 1% | 13.2% | | | | | | | |
| 30 | X | X | O | O | | | 5 | 2% | 12.3% | | | | | | | |
| | X | X | X | O | O | | 5 | 2% | 10.0% | | | | | | | |
| | X | X | X | | | | 3 | 1% | 7.7% | | | | | | | |
| | X | X | X | X | O | O | 8 | 4% | 6.4% | | | | | | | |
| | O | O | | | | | 2 | 1% | 2.7% | | | | | | | |
| 25 | X | X | X | O | | | 4 | 2% | 1.8% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 220 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street ROADSIDE DRIVE Date 7/25/2006 50th % 40 MPH
 Location APPX. 1250' BEFORE LEWIS ST. Begin 2:30 PM End 2:55 PM 85th % 45 MPH
 Direction E-W Weather CLEAR 10MPH 35 44
 Remarks KANAR RD-LEWIS ST. Recorded by J.A. % in Pace 70%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-------|-------|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | | | | | | 1 | 1% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | | | | | | | 0 | 0% | 99.0% | | | | | | | |
| | X | 0 | | | | | 2 | 2% | 99.0% | | | | | | | |
| 50 | 0 | | | | | | 1 | 1% | 97.1% | | | | | | | |
| | 0 | | | | | | 1 | 1% | 96.1% | | | | | | | |
| | X | 0 | | | | | 2 | 2% | 95.1% | | | | | | | |
| | 0 | X | | | | | 2 | 2% | 93.1% | | | | | | | |
| 45 | 0 | 0 | X | 0 | 0 | X | 0 | 7 | 7% | 91.2% | | | | | | |
| | 0 | 0 | 0 | X | X | 0 | X | 7 | 7% | 84.3% | | | | | | |
| | 0 | X | X | 0 | 0 | X | X | 0 | 8 | 8% | 77.5% | | | | | |
| | X | X | 0 | 0 | X | 0 | X | 0 | 8 | 8% | 69.6% | | | | | |
| | X | X | X | 0 | 0 | 0 | 0 | 7 | 7% | 61.8% | | | | | | |
| 40 | X | X | 0 | 0 | 0 | 0 | 0 | 8 | 8% | 54.9% | | | | | | |
| | X | X | X | 0 | X | 0 | | 6 | 6% | 47.1% | | | | | | |
| | 0 | X | 0 | X | 0 | 0 | | 6 | 6% | 41.2% | | | | | | |
| | X | X | 0 | X | X | X | 0 | 7 | 7% | 35.3% | | | | | | |
| | X | X | X | 0 | X | 0 | | 6 | 6% | 28.4% | | | | | | |
| 35 | X | X | X | X | 0 | 0 | X | X | 8 | 8% | 22.5% | | | | | |
| | X | X | 0 | | | | | 3 | 3% | 14.7% | | | | | | |
| | X | 0 | 0 | | | | | 3 | 3% | 11.8% | | | | | | |
| | 0 | X | 0 | X | X | | | 5 | 5% | 8.8% | | | | | | |
| | 0 | 0 | | | | | | 2 | 2% | 3.9% | | | | | | |
| 30 | 0 | X | | | | | | 2 | 2% | 2.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| 25 | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| 20 | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| 15 | | | | | | | | 0 | 0% | 0.0% | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 102 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street THOUSAND OAKS Date 8/1/2006 50th % 44 MPH
 Location _____ Begin 10:00AM End 11:00AM 85th % 49 MPH
 Direction E-W Weather SUNNY 10MPH 41 50
 Remarks W.CITY LIMITS-REYES ADOBE RD Recorded by K.W. % in Pace 61%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|----|----|-------|----------------|---|-----|-----|----|-------|-------|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | | | | |
| 55 | O | O | O | | | | 3 | 2% | 100.0% | | | | | | | | | | |
| | X | | | | | | 1 | 1% | 98.4% | | | | | | | | | | |
| | X | X | X | X | X | | 5 | 3% | 97.9% | | | | | | | | | | |
| | X | X | X | O | O | O | 6 | 3% | 95.3% | | | | | | | | | | |
| | X | X | X | O | | | 4 | 2% | 92.1% | | | | | | | | | | |
| 50 | X | X | X | X | X | O | O | O | O | 10 | 5% | 90.0% | | | | | | | |
| | X | X | X | X | X | O | | | | 6 | 3% | 84.7% | | | | | | | |
| | X | X | X | X | X | O | O | O | O | 11 | 6% | 81.6% | | | | | | | |
| | X | X | X | X | X | O | O | | | 8 | 4% | 75.8% | | | | | | | |
| | X | X | X | X | X | X | O | O | O | O | O | O | O | O | O | 15 | 8% | 71.6% | |
| 45 | X | X | X | X | X | X | X | X | O | O | O | O | O | O | O | O | 19 | 10% | 63.7% |
| | X | X | X | X | X | X | X | O | O | O | O | O | | | | | 13 | 7% | 53.7% |
| | X | X | X | X | X | X | X | X | O | O | O | O | O | | | | 15 | 8% | 46.8% |
| | X | X | X | O | O | O | O | O | | | | | | | | | 8 | 4% | 38.9% |
| | X | X | X | X | X | O | O | O | O | O | | | | | | | 11 | 6% | 34.7% |
| 40 | X | X | X | X | X | O | O | O | O | | | | | | | | 9 | 5% | 28.9% |
| | X | X | X | O | O | O | | | | | | | | | | | 6 | 3% | 24.2% |
| | X | X | X | X | X | O | O | O | O | O | | | | | | | 11 | 6% | 21.1% |
| | X | X | O | O | O | O | O | | | | | | | | | | 7 | 4% | 15.3% |
| | X | X | O | O | | | | | | | | | | | | | 4 | 2% | 11.6% |
| 35 | X | X | X | O | O | O | | | | | | | | | | | 6 | 3% | 9.5% |
| | X | X | O | O | O | | | | | | | | | | | | 5 | 3% | 6.3% |
| | X | X | X | X | X | O | O | | | | | | | | | | 7 | 4% | 3.7% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 30 | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 25 | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 20 | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| 15 | | | | | | | | | | | | | | | | | 0 | 0% | 0.0% |
| | X - East/North bound | | | | | | O - West/South Bound | | | | | | Total Observed | | 190 | 100 | | | |

CITY OF AGOURA HILLS
SPOT SPEED SURVEY

Street THOUSAND OAKS Date 8/1/2006 50th % 44 MPH
 Location _____ Begin 11:00AM End 12:00PM 85th % 48 MPH
 Direction E-W Weather SUNNY 10MPH 39 48
 Remarks REYES ADOBE RD-BUFFWOOD PL Recorded by K.W. % in Pace 73%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | |
|----------------------|---------------------------------|----|----|----|----|----|----------------------|------------------|-----------------------|-----|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 55 | O | | | | | | 1 | 1% | 100.0% | |
| | O O O | | | | | | 3 | 2% | 99.5% | |
| | | | | | | | 0 | 0% | 97.8% | |
| | X X X X | | | | | | 4 | 2% | 97.8% | |
| | X X | | | | | | 2 | 1% | 95.7% | |
| 50 | X X X O O O | | | | | | 6 | 3% | 94.6% | |
| | X X X O O O O O | | | | | | 8 | 4% | 91.4% | |
| | X X X X X O O O O O | | | | | | 10 | 5% | 87.0% | |
| | X X X X X O O O O O O O | | | | | | 13 | 7% | 81.6% | |
| | X X X X X O O O O O O O | | | | | | 14 | 8% | 74.6% | |
| 45 | X X X X X O O O O O O O O | | | | | | 15 | 8% | 67.0% | |
| | X X X X X X X X X O O O O O O O | | | | | | 18 | 10% | 58.9% | |
| | X X X X X X X X O O O O O | | | | | | 15 | 8% | 49.2% | |
| | X X X X X X X O O O O | | | | | | 12 | 6% | 41.1% | |
| | X X X X X X X O O O O O | | | | | | 14 | 8% | 34.6% | |
| 40 | X X X X X X X O O O O | | | | | | 12 | 6% | 27.0% | |
| | X X X X X O O O O O | | | | | | 12 | 6% | 20.5% | |
| | X X O O O O O | | | | | | 7 | 4% | 14.1% | |
| | X O O O | | | | | | 4 | 2% | 10.3% | |
| | X X X O O | | | | | | 5 | 3% | 8.1% | |
| 35 | X X O O | | | | | | 4 | 2% | 5.4% | |
| | X X X | | | | | | 3 | 2% | 3.2% | |
| | X X | | | | | | 2 | 1% | 1.6% | |
| | X | | | | | | 1 | 1% | 0.5% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 30 | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 25 | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 20 | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 15 | | | | | | | 0 | 0% | 0.0% | |
| X - East/North bound | | | | | | | 0 - West/South Bound | Total Observed | 185 | 100 |

CITY OF AGOURA HILLS

SPOT SPEED SURVEY

Street THOUSAND OAKS Date 8/3/2006 50th % 32 MPH
 Location _____ Begin 9:00AM End 10:00AM 85th % 38 MPH
 Direction E-W Weather SUNNY 10MPH 29 38
 Remarks BUFFWOOD PL-KANAN RD Recorded by K.W. % in Pace 63%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | | | | | | | |
|-----|----------------------|----|----|----|----|----|----------------------|------------------|-----------------------|--|--|--|----------------|-----|-----|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | | | | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 60 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 55 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 50 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| 45 | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | | | | | | | 0 | 0% | 100.0% | | | | | | | |
| | X | O | | | | | 2 | 1% | 100.0% | | | | | | | |
| | X | X | X | | | | 3 | 1% | 99.1% | | | | | | | |
| 40 | X | X | X | X | X | O | 7 | 3% | 97.8% | | | | | | | |
| | X | X | X | X | X | O | 15 | 7% | 94.8% | | | | | | | |
| | X | X | X | X | X | O | 13 | 6% | 88.3% | | | | | | | |
| | X | X | X | X | X | O | 13 | 6% | 82.6% | | | | | | | |
| | X | X | X | O | O | O | 11 | 5% | 77.0% | | | | | | | |
| 35 | X | X | X | X | X | O | 14 | 6% | 72.2% | | | | | | | |
| | X | X | X | X | X | X | 16 | 7% | 66.1% | | | | | | | |
| | X | X | X | X | X | X | 15 | 7% | 59.1% | | | | | | | |
| | X | X | X | X | X | X | 16 | 7% | 52.6% | | | | | | | |
| | X | X | X | X | X | X | 16 | 7% | 45.7% | | | | | | | |
| 30 | X | X | X | X | X | X | 16 | 7% | 38.7% | | | | | | | |
| | X | X | X | X | X | X | 16 | 7% | 31.7% | | | | | | | |
| | X | X | X | X | O | O | 11 | 5% | 24.8% | | | | | | | |
| | X | X | X | X | X | O | 11 | 5% | 20.0% | | | | | | | |
| | X | X | X | X | O | O | 11 | 5% | 15.2% | | | | | | | |
| 25 | X | X | X | X | O | | 6 | 3% | 10.4% | | | | | | | |
| | X | X | X | O | O | | 6 | 3% | 7.8% | | | | | | | |
| | X | X | O | O | | | 4 | 2% | 5.2% | | | | | | | |
| | X | X | X | X | X | O | 7 | 3% | 3.5% | | | | | | | |
| | X | | | | | | 1 | 0% | 0.4% | | | | | | | |
| 20 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| 15 | | | | | | | 0 | 0% | 0.0% | | | | | | | |
| | X - East/North bound | | | | | | 0 - West/South Bound | | | | | | Total Observed | 230 | 100 | |

**CITY OF AGOURA HILLS
SPOT SPEED SURVEY**

Street THOUSAND OAKS Date 8/3/2006 50th % 29 MPH
 Location _____ Begin 10:00AM End 11:00AM 85th % 34 MPH
 Direction E-W Weather SUNNY 10MPH 26 35
 Remarks KANAN RD- CARELL AVE Recorded by K.W. % in Pace 65%

| MPH | NUMBER OF VEHICLES | | | | | | Number of Vehicles | Percent of Total | Cumulative Percentage | |
|-----|-------------------------------------|----------------------|----|----|----|----|--------------------|------------------|-----------------------|--|
| | 5 | 10 | 15 | 20 | 25 | 30 | | | | |
| 65 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 60 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 55 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 50 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 45 | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| | | | | | | | 0 | 0% | 100.0% | |
| 40 | O | | | | | | 1 | 0% | 100.0% | |
| | X O | | | | | | 2 | 1% | 99.6% | |
| | X X X O | | | | | | 4 | 2% | 98.7% | |
| | X X X | | | | | | 3 | 1% | 96.9% | |
| | X X X X X X O O O | | | | | | 9 | 4% | 95.6% | |
| 35 | X X X X X O O O O O O O O | | | | | | 14 | 6% | 91.7% | |
| | X X X X X X X X O O O O O O O O | | | | | | 16 | 7% | 85.5% | |
| | X X X X X X X X O O O O O O O O O O | | | | | | 18 | 8% | 78.5% | |
| | X X X X X X X X O O O O O O O O | | | | | | 15 | 7% | 70.6% | |
| | X X X X X X X X O O O O O O O O | | | | | | 15 | 7% | 64.0% | |
| 30 | X X X X X X X X O O O O O O O O O O | | | | | | 18 | 8% | 57.5% | |
| | X X X X X X X X O O O O O O | | | | | | 14 | 6% | 49.6% | |
| | X X X X X X X O O O O O O | | | | | | 13 | 6% | 43.4% | |
| | X X X X X X O O O O O O O O O | | | | | | 15 | 7% | 37.7% | |
| | X X X X X O O O O O O | | | | | | 11 | 5% | 31.1% | |
| 25 | X X X X O O O O O | | | | | | 9 | 4% | 26.3% | |
| | X X X X O O O O O | | | | | | 10 | 4% | 22.4% | |
| | X X X X X X O O O O | | | | | | 11 | 5% | 18.0% | |
| | X X X X X O O | | | | | | 8 | 4% | 13.2% | |
| | X X X X X X O | | | | | | 8 | 4% | 9.6% | |
| 20 | X X X X X O | | | | | | 6 | 3% | 6.1% | |
| | X X X X O | | | | | | 5 | 2% | 3.5% | |
| | X X X | | | | | | 3 | 1% | 1.3% | |
| | | | | | | | 0 | 0% | 0.0% | |
| | | | | | | | 0 | 0% | 0.0% | |
| 15 | | | | | | | 0 | 0% | 0.0% | |
| | X - East/North bound | O - West/South Bound | | | | | Total Observed | 228 | 100 | |

APPENDIX B

Collision Rates

**Table 3
Collision Rates**

| No. | Street | From | To | Midblock Collisions (3 Years) | ADT* | Approx. Length of Segment (mi) | Calculated Accident Rate (Acc/MVM**) | Statewide Accident Rate*** (Acc/MVM) |
|-----|------------------------------------|-------------------------|-------------------------|-------------------------------|--------|--------------------------------|--------------------------------------|--------------------------------------|
| 1 | AGOURA ROAD | WEST CITY LIMITS | REYES ADOBE ROAD | | 9,859 | 0.82 | 0.678 | 1.95 |
| 2 | AGOURA ROAD | REYES ADOBE ROAD | LADYFACE CIRCLE | | 13,814 | 0.36 | 0.275 | 2.10 |
| 3 | AGOURA ROAD | LADYFACE CIRCLE | KANAN ROAD | | 10,166 | 0.82 | 1.479 | 3.05 |
| 4 | AGOURA ROAD | KANAN ROAD | PALO COMADO CANYON ROAD | | 6,528 | 1.38 | 0.000 | 3.05 |
| 5 | AGOURA ROAD | PALO COMADO CANYON ROAD | LIBERTY CANYON ROAD | | 4,694 | 1.00 | 0.292 | 3.05 |
| 6 | CANWOOD STREET | WEST CITY LIMITS | REYES ADOBE ROAD | | 3,836 | 0.77 | 0.464 | 3.05 |
| 7 | CANWOOD STREET | REYES ADOBE ROAD | KANAN ROAD | | 3,470 | 1.18 | 1.338 | 3.05 |
| 8 | CANWOOD STREET | KANAN ROAD | DERRY AVENUE | | 5,249 | 0.73 | 1.073 | 3.05 |
| 9 | CANWOOD STREET | DERRY AVENUE | CHESEBRO ROAD | | 4,501 | 0.88 | 0.000 | 3.05 |
| 10 | DRIVER AVE/PALO COMADO CANYON ROAD | ARGOS STREET | VENTURA FREEWAY | | 5,255 | 1.27 | 0.000 | 3.05 |
| 11 | KANAN ROAD | NORTH CITY LIMITS | LARO DRIVE | | 24,470 | 0.81 | 0.000 | 2.10 |
| 12 | KANAN ROAD | LARO DRIVE | THOUSAND OAKS BOULEVARD | | 29,560 | 0.36 | 2.575 | 3.35 |
| 13 | KANAN ROAD | THOUSAND OAKS BOULEVARD | HILLRISE DRIVE | | 37,803 | 0.27 | 1.208 | 3.35 |

**Table 3
Collision Rates**

| No. | Street | From | To | Midblock Collisions (3 Years) | ADT* | Approx. Length of Segment (mi) | Calculated Accident Rate (Acc/MVM**) | Statewide Accident Rate*** (Acc/MVM) |
|-----|-------------------------|-------------------------|-------------------------|-------------------------------|--|--------------------------------|--------------------------------------|--------------------------------------|
| 14 | KANAN ROAD | HILLRISE DRIVE | CANWOOD STREET | | 37,543 | 0.27 | 0.811 | 2.40 |
| 15 | KANAN ROAD | CANWOOD STREET | AGOURA ROAD | | TO BE SURVEYED AFTER CONSTRUCTION HAS BEEN COMPLETED | | | |
| 16 | KANAN ROAD | AGOURA ROAD | SOUTH CITY LIMITS | | 15,502 | 0.32 | 0.828 | 4.95 |
| 17 | LIBERTY CANYON ROAD | AGOURA ROAD | COUNTRY GLEN ROAD | | 4,590 | 0.23 | 0.000 | 3.35 |
| 18 | PALO COMADO/CHESEBRO | AGOURA ROAD | VENTURA FREEWAY | | 10,954 | 0.23 | 0.000 | 3.05 |
| 19 | REYES ADOBE ROAD | NORTH CITY LIMITS | THOUSAND OAKS BOULEVARD | | 3,013 | 0.73 | 0.000 | 4.45 |
| 20 | REYES ADOBE ROAD | THOUSAND OAKS BOULEVARD | AGOURA ROAD | | 13,370 | 0.73 | 0.140 | 4.95 |
| 21 | ROADSIDE DRIVE | KANAN ROAD | LEWIS STREET | | 3,614 | 1.05 | 0.722 | 2.05 |
| 22 | THOUSAND OAKS BOULEVARD | WEST CITY LIMITS | REYES ADOBE ROAD | | 12,502 | 0.48 | 0.000 | 2.10 |
| 23 | THOUSAND OAKS BOULEVARD | REYES ADOBE ROAD | BUFFWOOD PLACE | | 13,482 | 1.27 | 0.000 | 2.10 |
| 24 | THOUSAND OAKS BOULEVARD | BUFFWOOD PLACE | KANAN ROAD | | 14,333 | 0.18 | 4.775 | 4.45 |
| 25 | THOUSAND OAKS BOULEVARD | KANAN ROAD | CARELL AVENUE | | 8,204 | 0.32 | 0.522 | 3.35 |

APPENDIX C

Survey Equipment

SURVEY EQUIPMENT USED

The radar equipment used to collect speed measurements for this survey include two Model K15-K Hand-Held Traffic Radar manufactured by MPH Industries, Inc., of Chanute, Kansas and one Genesis VersaPak Hand-Held traffic Radar manufactured by Decatur Electronics, of Decatur, Illinois. The calibration of the unit was checked before each series of measurements were taken. Tests of the unit were conducted in accordance with the manufacturer's specifications. The Model K15-K Hand-Held Traffic Radar's were last calibrated on July 18, 2006 and July 19, 2006 by R.H.F, Inc. and the Genesis VersaPak Hand Held Traffic Radar was newly purchased on September 8, 2005 from Decatur Electronics.