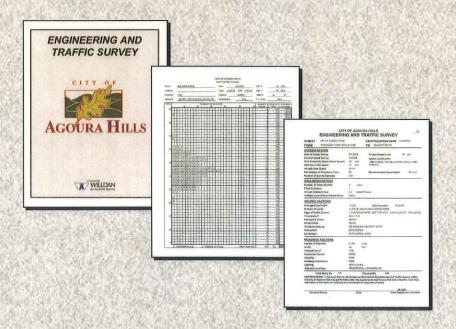
# ENGINEERING AND TRAFFIC SURVEY

December 2006



# FOR THE



Prepared by:



# 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 85<sup>th</sup> 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)

*I* = 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;
- Land use and proximity to schools;
- 8. Pedestrian and bicycle usage;
- 9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
- Any other unusual condition not readily apparent to the driver.

#### **CRITERIA**

Survey data was complied 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 85<sup>th</sup> 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	DURA ROAD KANAN ROAD		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				
	en e	ummary of Recommenda	itions		actions with the open open. It is seen of the control of the	1945年 中国 (1945年)
		To	Posted Speed Limit	Critical Speed	Recommended Speed Limit	Comments
No. Street AGOURA ROAD 1	From 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	
DRIVER AVE/PALO COM	ADOARGOS 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

<sup>\*</sup> See "Segments with Special Conditions" Section for Comments
\*\* = 25 mph in school areas when children are present.

		Table 2		de de caración de la composición de la La composición de la		
	Section of the sectio	ummary of Recommen	dations / Posted Speed	Critical	Recommended Speed	
No. Street	From	To	Limit	Speed	Limit	Comments
14 KANAN ROAD	HILLRISE DRIVE	CANWOOD STREET	35	43	40	*
15 KANAN ROAD	CANWOOD STREET	AGOURA ROAD	TO BE SURVE	YED AFTER	CONSTRUCION IS	S COMPLETED
16 KANAN ROAD	AGOURA ROAD	SOUTH CITY LIMITS	40	48	45	*
17 LIBERTY CANYON ROAD	AGOURA ROAD	COUNTRY GLEN ROAD	35	-43	40	sk:
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 HOUSAND OAKS	KANAN ROAD	CARALL AVENUE	35	34	35	CLOSEST TO 85TH

<sup>\*</sup> 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 1through lane in each direction with an ADT of 10,166 vehicles per day. The adjacent land use is residential and commercial. The 85<sup>th</sup> 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 \(^14694\) vehicles per day. The adjacent land use is residential and commercial. The 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 45mph and has 2 through lanes in each direction with an ADT of 13,482 vehicles per day. The adjacent land use is residential. The 85<sup>th</sup> 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 bya 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.

- 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 tuck 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:
  - 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) ofsubdivision (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

STREET

AGOURA ROAD

**CERTIFICATION DATE** 12/22/2006

FROM

WEST CITY LIMITS

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

50th Percentile Speed (Mean Speed)

42 mph

**CLOSEST TO 85TH PERCENTILE** 

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 T.S.@REYES ADOBE RD

Type of Traffic Control

@T.S.

Crosswalks?

LIGHT

Truck Traffic

NONE

**On-Street Parking** 

**Pedestrian Traffic** 

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

Date

TE 2341

2

STREET

AGOURA ROAD

**CERTIFICATION DATE** 12/22/2006

**FROM** 

**REYES ADOBE ROAD** 

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** 

50th Percentile Speed (Mean Speed)

42 mph

CLOSEST TO 85TH PERCENTILE

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

**Total Collisions** 

1

**Annual Collision Rate** 

0.5 accidents/year

vears

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

**On-Street Parking** 

LIGHT

Truck Traffic

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

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

2/22/0

TE 2341

3

AGOURA ROAD CERTIFICATION DATE 12/22/2006 STREET KANAN ROAD **FROM** LADYFACE CIRCLE TO SPEED FACTORS **Date of Speed Survey** 8/16/2006 **Posted Speed Limit** 40 mph 9:00AM Time of Speed Survey **Speed Justification** 50th Percentile Speed (Mean Speed) 43 mph HOR AND VER CURVES, ADJ SEG SPEED, **COLLISION RATE** 85th Percentile Speed 49 mph 37-46 10 mph Pace Speed 45 mph 67 **Recommended Speed Limit** Percentage of Vehicles in Pace 173 **Number of Survey Samples COLLISION HISTORY** 2 Number of Years Studied years 9 **Total Collisions** accidents/year Annual Collision Rate 4.5 1.479 Collisions per Million Vehicle Miles TRAFFIC FACTORS **Average Daily Traffic** 10,166 **Date Counted** 8/15/2006 2 LANES UNDIVIDED+2 BIKE LANES Number of Lanes Type of Traffic Control T.S.@KANAN RD, LADYFACE CIRCLE @ ALL T.S. Crosswalks? **Pedestrian Traffic** LIGHT **Truck Traffic** NONE **On-Street Parking** NO PARKING ON BOTH SIDES Sidewalks? NONE **Driveways?** BOTH SIDES, FEW **ROADWAY FACTORS** 0.820 miles Length of Segment Width 38 feet **Vertical Curve?** YES, THROUGH OUT THE SEGMENT **Horizontal Curve?** YES, THROUGH OUT THE SEGMENT **Visibility FAIR Roadway Conditions** FAIR NONE

Field Study By

Lighting

Adjacent Land Use

NT

Checked By

COMMERCIAL, RESIDENTIAL, CITY HALL

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).

TE 2341

4

STREET

AGOURA ROAD

CERTIFICATION DATE 12/22/2006

**FROM** 

KANAN ROAD

PALO COMADO CANYON RD TO

**SPEED FACTORS** 

**Date of Speed Survey** 

7/25/2006

**Posted Speed Limit** 

40 mph

**Time of Speed Survey** 

1:20PM

**Speed Justification** 

50th Percentile Speed (Mean Speed)

40 mph CLOSEST TO 85TH PERCENTILE

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/vear

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

TE 2341

5

STREET

AGOURA ROAD

**CERTIFICATION DATE** 12/22/2006

**FROM** 

PALO COMADO CANYON

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. LIGHT

Pedestrian Traffic
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 Mynoz

2/22/06 Date

TE 2341

6

**STREET** 

**CANWOOD STREET** 

**CERTIFICATION DATE** 12/22/2006

FROM

WEST CITY LIMITS

TO: REYES ADOBE ROAD

SPEED FACTORS

**Date of Speed Survey** 

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.

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 Mungz

12/22/0

TE 2341

Nate

7

STREET

CANWOOD STREET

**CERTIFICATION DATE** 12/22/2006

**FROM** 

**REYES ADOBE ROAD** 

TO KANAN ROAD

SPEED FACTORS

**Date of Speed Survey** 

7/25/2006

Posted Speed Limit

35 mph

40 mph

**Time of Speed Survey** 

11:30

Speed Justification

50th Percentile Speed (Mean Speed)

38 mph 44 mph

HOR AND VER CURVES, ADJ SEG SPEED, MOD PED AND TRUCK TRAFFIC

85th Percentile Speed

32-41

10 mph Pace Speed

Percentage of Vehicles in Pace

66

**Recommended Speed Limit** 

102 **Number of Survey Samples** 

**COLLISION HISTORY** 

Number of Years Studied

2

**Total Collisions** 

4

**Annual Collision Rate** 

2 accidents/year

years

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** 

On-Street Parking

MODERATE

Truck Traffic

**MODERATE** 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: 1, 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 Mund

TE 2341

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

STREET CANWOOD STREET	CERTIFICATION DATE 12/22/2006		
FROM KANAN ROAD	TO DERRY AVENUE		
SPEED FACTORS			
Date of Speed Survey	8/3/2006 Posted Speed Limit 35 mph		
Time of Speed Survey	4.00014		
50th Percentile Speed (Mean Speed)	33 mph CLOSEST TO 85TH PERCENTILE		
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			
	0.730 miles		
Length of Segment Width	32 feet		
Vertical Curve?	YES, THROUGH OUT THE SEGMENT		
Horizontal Curve?	YES, THROUGH OUT THE SEGMENT		
	FAIR		
Visibility 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

**STREET** 

CANWOOD STREET

**CERTIFICATION DATE** 12/22/2006

FROM

**DERRY AVENUE** 

TO CHESEBRO ROAD

**SPEED FACTORS** 

**Date of Speed Survey** 

7/25/2006 1:50PM Posted Speed Limit

35 mph

**Time of Speed Survey** 

40 ....

**Speed Justification** 

50th Percentile Speed (Mean Speed)

40 mph

NARROW ROADWAY, HOR CURVE

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 LIGHT

Pedestrian Traffic
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

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 Mungz

12/22/0

TF 2341

DRIVER AVE/PALO COMADO CANYON CERTIFICATION DATE 12/22/2006 STREET **VENTURA FREEWAY** ARGOS STREET FROM TO SPEED FACTORS 30/25\*\*\* mph 7/27/2006 **Posted Speed Limit** Date of Speed Survey Time of Speed Survey 1:45PM **Speed Justification** 50th Percentile Speed (Mean Speed) 36 mph HOR AND VER CURVES, MOD PED TRAFFIC, **UNCON XWALK** 40 mph 85th Percentile Speed 31-40 10 mph Pace Speed 86 **Recommended Speed Limit** 35/25\*\* mph Percentage of Vehicles in Pace **Number of Survey Samples** 108 **COLLISION HISTORY** 2 Number of Years Studied years **Total Collisions** 0 Annual Collision Rate 0 accidents/year Collisions per Million Vehicle Miles 0.000 TRAFFIC FACTORS 8/2/2006 5,255 **Date Counted Average Daily Traffic** 2 LANES UNDIVIDED **Number of Lanes** STOP@DRIVER AVE Type of Traffic Control UNCONTROLLED XWALK @NEAR SCHOOL, CONEJO VIEW DR Crosswalks? MODERATE **Pedestrian Traffic** NONE **Truck Traffic** SOUTH SIDE OK, RESTRICTED **On-Street Parking** NONE Sidewalks? **BOTH SIDES, MANY Driveways? ROADWAY FACTORS** Length of Segment 1.270 miles 38 Width feet YES, THROUGH OUT THE SEGMENT **Vertical Curve? Horizontal Curve?** YES, THROUGH OUT THE SEGMENT **FAIR** Visibility FAIR **Roadway Conditions** Lighting SOUTH SIDE RESIDENTIAL, SCHOOL\*\* **Adjacent Land Use** 

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).

tered in the State of California as a Professional Engineer (Traffic).

Checked By

Vanessa Muno

Field Study By

Date

NT

State Registration Number

TE 2341

VM

State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

STREET	KANAN ROAD	CERTIFICATION DATE 12/22/2006			
FROM	NORTH CITY LIMITS	TO LARO DRIVE			
SPEED FAC	TORS	,			
Date of Speed	Survey	8/2/2006 Posted Speed Limit 45/25*** mph			
Time of Speed	l Survey	9:00AM Speed Justification			
50th Percentile	e Speed (Mean Speed)	44 mph VER CURVE, MOD PED TRAFFIC,			
85th Percentile	e Speed	49 mph COLLISION RATE			
10 mph Pace 9	Speed	40-49			
Percentage of	Vehicles in Pace	65 Recommended Speed Limit 45/25** mph			
Number of Su	rvey Samples	202			
COLLISION	HISTORY				
Number of Ye	ars Studied	2 years			
<b>Total Collision</b>	ns ***	0			
Annual Collisi	on Rate	0 accidents/year			
Collisions per	Million Vehicle Miles	0.000			
TRAFFIC FA	ACTORS				
Average Daily		24,470 <b>Date Counted</b> 8/1/2006			
Number of La		4 LANES DIVIDED+2 BIKE LANES			
Type of Traffic		T.S.@LARO DR, EAGLETON ST, FOUNTAINWOOD ST			
Crosswalks?		@ALL T.S.			
Pedestrian Tra	affic	MODERATE			
Truck Traffic		NONE			
On-Street Par	king	NO PARKING ON BOTH SIDES			
Sidewalks?	,	BOTH SIDES			
Driveways?		EAST SIDE, FEW			
ROADWAY	FACTORS				
Length of Seg		0.810 miles			
Width	,	82 feet			
Vertical Curve	e?	YES			
Horizontal Cu		NONE			
Visibility		FAIR			
Roadway Cor	nditions	FAIR			
Lighting		BOTH SIDES			
Adjacent Lan	d Use	RESIDENTIAL, SCHOOL**			
Fie	ld Study By NT	Checked By VM			
CERTIFICATI	ON: I, Vanessa Munoz, o	do hereby certify that this Engineering and Traffic Survey within			

registered in the State of California as a Professional Engineer (Traffic).

Vanessa Munoz

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

STREET KANAN ROAD FROM LARO DRIVE	CERTIFICATION DATE 12/22/2006 TO THOUSAND OAKS BOULEVARD
SPEED FACTORS  Date of Speed Survey Time of Speed Survey 50th Percentile Speed (Mean Speed) 85th Percentile Speed 10 mph Pace Speed Percentage of Vehicles in Pace	8/2/2006 Posted Speed Limit 40 mph 10:00AM Speed Justification 38 mph HOR AND VER CURVES, ADJ SEG SPEED, 43 mph HEAVY PED TRAFFIC, COLLISION RATE 35-44 70 Recommended Speed Limit 40 mph 203
Number of Survey Samples  COLLISION HISTORY  Number of Years Studied  Total Collisions  Annual Collision Rate  Collisions per Million Vehicle Miles	2 years 20 10 accidents/year 2.575
TRAFFIC FACTORS  Average Daily Traffic  Number of Lanes  Type of Traffic Control  Crosswalks?  Pedestrian Traffic  Truck Traffic  On-Street Parking  Sidewalks?  Driveways?	29,560 Date Counted 8/2/2006 4 LANES DIVIDED+2 BIKE LANES T.S.@THOUSAND OAKS,LARO DR @ALL T.S. HEAVY NONE EAST SIDE OK, RESTRICTED BOTH SIDES BOTH SIDES, MANY
ROADWAY FACTORS  Length of Segment Width  Vertical Curve?  Horizontal Curve?  Visibility  Roadway Conditions  Lighting  Adjacent Land Use	0.360 miles 83 feet YES, THROUGH OUT THE SEGMENT YES, THROUGH OUT THE SEGMENT FAIR FAIR BOTH SIDES RESIDENTIAL, COMMERCIAL
Field Study By NT CERTIFICATION: I, Vanessa Munoz, e	Checked By VM 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).

TE 2341

Vanessa Munoz

State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

KANAN ROAD STREET CERTIFICATION DATE 12/22/2006 THOUSAND OAKS BOULEVARD HILLRISE DRIVE FROM TO **SPEED FACTORS Date of Speed Survey** 8/2/2006 **Posted Speed Limit** 35 mph Time of Speed Survey 11:00AM **Speed Justification** 50th Percentile Speed (Mean Speed) 33 mph CLOSEST TO 85TH PERCENTILE 85th Percentile Speed 39 mph 10 mph Pace Speed 28-37 40 mph Percentage of Vehicles in Pace 66 Recommended Speed Limit 209 **Number of Survey Samples COLLISION HISTORY** 2 Number of Years Studied vears **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 4 LANES DIVIDED+2 BIKE LANES Number of Lanes Type of Traffic Control T.S.@THOUSAND OAKS, HILLRISE @ALL T.S. Crosswalks? **MODERATE** Pedestrian Traffic **Truck Traffic** LIGHT **On-Street Parking** NO PARKING ON BOTH SIDES **BOTH SIDES** Sidewalks? 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** FAIR **Roadway Conditions** Lighting **BOTH SIDES Adjacent Land Use** RESIDENTIAL, COMMERCIAL NT VM Field Study By Checked By 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

**State Registration Number** 

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

STREET	KANAN HOAD	CERTIFICATION DATE 12/22/2006
FROM	HILLRISE DRIVE	TO CANWOOD STREET
SPEED FA	CTORS	
Date of Spee		7/27/2006 Posted Speed Limit 35 mph
Time of Spec	ed Survey	1:20PM Speed Justification
50th Percent	tile Speed (Mean Speed)	39 mph HOR AND VER CURVES, MOD PED TRAFFIC
85th Percent	tile Speed	43 mph
10 mph Pace	Speed	35-44
Percentage of	of Vehicles in Pace	81 Recommended Speed Limit 40 mph
Number of S	Survey Samples	128
COLLISIO	N HISTORY	
Number of Y	ears Studied	2 years
Total Collision	ons / Common ons	6
<b>Annual Colli</b>	sion Rate	3 accidents/year
Collisions po	er Million Vehicle Miles	0.811
TRAFFIC I	FACTORS	
Average Dai		37,543 <b>Date Counted</b> 9/28/2006
Number of L	•	5 LANES DIVIDED
Type of Traf		T.S.@HILLRISE, CANWOOD ST
Crosswalks		@ALL T.S.
Pedestrian 1	<b>Fraffic</b>	MODERATE
Truck Traffic	c ·	LIGHT
On-Street Pa	arking	NO PARKING ON BOTH SIDES
Sidewalks?		BOTH SIDES
Driveways?		NONE
ROADWA'	Y FACTORS	
Length of Se		0.270 miles
Width	•	83 feet
Vertical Cur	ve?	YES, THROUGH OUT THE SEGMENT
Horizontal C	Curve?	YES, THROUGH OUT THE SEGMENT
Visibility		FAIR
Roadway Co	onditions	FAIR
Lighting		BOTH SIDES
Adjacent La	ind Use	VACANT LAND(HIGH GRADED GRASS)
Fi	ield Study By NT	Checked By VM
		do hereby certify that this Engineering and Traffic Survey within

registered in the State of California as a Professional Engineer (Traffic).

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# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

KANAN ROAD CERTIFICATION DATE 12/22/2006 STREET AGOURA ROAD TO S.CITY LIMITS **FROM** SPEED FACTORS 10/4/2006 **Posted Speed Limit** 40 mph **Date of Speed Survey** 11:30AM Time of Speed Survey **Speed Justification** 50th Percentile Speed (Mean Speed) 44 mph HOR AND VER CURVES, MOD PED TRAFFIC 48 mph 85th Percentile Speed 38-47 10 mph Pace Speed Percentage of Vehicles in Pace 45 mph 80 Recommended Speed Limit 119 Number of Survey Samples 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 15.502 **Date Counted** 10/4/2006 **Average Daily Traffic Number of Lanes** 3 LANES+TWLTL T.S.@AGOURA RD Type of Traffic Control @T.S. Crosswalks? **Pedestrian Traffic MODERATE** LIGHT **Truck Traffic On-Street Parking** NO PARKING ON BOTH SIDES NONE Sidewalks? NONE Driveways? **ROADWAY FACTORS** Length of Segment 0.320 miles 54 feet Width **Vertical Curve?** YES, THROUGH OUT THE SEGMENT YES, THROUGH OUT THE SEGMENT **Horizontal Curve?** FAIR **Visibility Roadway Conditions** FAIR **EAST SIDE** Lighting **VACANT LAND( GRASS) Adjacent Land Use** VM NT Field Study By **Checked By** 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

Vanessa Munoz

Date

TE 2341

State Registration Number

registered in the State of California as a Professional Engineer (Traffic).

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

**CERTIFICATION DATE** 12/22/2006 LIBERTY CANYON ROAD STREET **COUNTRY GLEN ROAD FROM** AGOURA ROAD TO SPEED FACTORS 35 mph **Date of Speed Survey** 7/25/2006 **Posted Speed Limit** 3:00PM Time of Speed Survey **Speed Justification** 50th Percentile Speed (Mean Speed) 38 mph HOR CURVE 85th Percentile Speed 43 mph 33-42 10 mph Pace Speed 40 mph 71 Recommended Speed Limit Percentage of Vehicles in Pace 108 **Number of Survey Samples** COLLISION HISTORY 2 Number of Years Studied years 0 **Total Collisions** 0 accidents/year **Annual Collision Rate** 0.000 Collisions per Million Vehicle Miles TRAFFIC FACTORS 8/2/2006 **Average Daily Traffic** 4,590 **Date Counted** 4 LANES DIVIDED+2 BIKE LANES Number of Lanes T.S.@AGOURA RD, STOP@COUNTRY GLEN RD Type of Traffic Control Crosswalks? @T.S. Pedestrian Traffic LIGHT Truck Traffic NONE **On-Street Parking** NO PARKING ON BOTH SIDES WEST SIDE Sidewalks? **Driveways? WEST SIDE ROADWAY FACTORS** 0.230 miles **Length of Segment** Width 84 feet **Vertical Curve?** YES, THROUGH OUT THE SEGMENT **Horizontal Curve?** NONE **Visibility** FAIR **Roadway Conditions** FAIR **BOTH SIDES** Lighting RESIDENTIAL Adjacent Land Use VM NT Checked By Field Study By

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).

CERTIFICATION: I, Vanessa Munoz, do hereby certify that this Engineering and Traffic Survey within

Vanessa Munoz Date

State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

O I I I L L I	LO COMADO/CHESEBI		CERTIFICATION DA	
FROM AG	OURA ROAD		TO VENTURA FREE	WAY
SPEED FACTO	RS		1	4
Date of Speed Su Time of Speed Su 50th Percentile Sp 85th Percentile Sp	rvey Irvey peed (Mean Speed) peed	8/3/2006 2:00PM 32 mph 37 mph	Posted Speed Limit Speed Justification CLOSEST TO 85TH F	35 mph PERCENTILE
10 mph Pace Spe		28-37 66	Recommended Spee	d Limit 35 mph
Percentage of Ve Number of Surve		219	necommended Spee	a Line os mpsi
Number of Surve	y Samples	219		
COLLISION HI Number of Years Total Collisions Annual Collision Collisions per Mi	Studied	2 years 0 0 accidents 0.000	s/year	
TRAFFIC FAC	TORS			•
Average Daily Tra		10,954	Date Counted	8/2/2006
Number of Lanes		2 LANES UNDI	VIDED	·
Type of Traffic C	ontrol	STOP@AGOU	RA RD	
Crosswalks?		NONE		•
Pedestrian Traffi	C	MODERATE		·
Truck Traffic		NONE		
On-Street Parkin	g	EAST SIDE OK		
Sidewalks?		EAST SIDE		
Driveways?		EAST SIDE, FE	EW	
ROADWAY FA	CTORS			
Length of Segme Width Vertical Curve? Horizontal Curve Visibility Roadway Condit Lighting Adjacent Land U	e? ions	•		
	Study By NT		necked By VM that this Engineering ar	nd Troffic Survey within

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).

Conerto 12/22/06

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State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

STREET	REYES ADOBE	ROAD	CERTIFICATION DATE 12/22/2006
FROM	NORTH CITY L	IMITS	TO THOUSAND OAKS BOULEVARD
SPEED FAC	CTORS		(
Date of Speed			7/27/2006 <b>Posted Speed Limit</b> 40/25** mph
Time of Speed	•		10:35AM Speed Justification
•	e Speed (Mean	Speed)	40 mph HOR AND VER CURVES, ADJ SEG SPEED,
85th Percentil	e Speed		46 mph HEAVY PED TRAFFIC
10 mph Pace	Speed		36-45
Percentage of	f Vehicles in Pa	ce	65 Recommended Speed Limit 40/25** mph
Number of Su	rvey Samples	: 1	102
COLLISION	HISTORY	\	
Number of Ye	ars Studied	•	2 years
Total Collisio	ns		0
Annual Collis	ion Rate	* 50	0 accidents/year
Collisions per	r Million Vehicle	Miles	0.000
TRAFFIC F	ACTORS		
Average Daily	· ·		3,013 <b>Date Counted</b> 8/2/2006
Number of La			4 LANES+TWLTL+2 BIKE LANES
Type of Traffi			T.S.@THOUSAND OAKS, STOP@LAKE LINDERO
Crosswalks?			@T.S., UNCONTROLLED XWALK @ STONECREST
Pedestrian Tr	affic		HEAVY
Truck Traffic			NONE
On-Street Par	rking		NO PARKING ON BOTH SIDES
Sidewalks?	_		EAST SIDE
Driveways?			BOTH SIDES, FEW
ROADWAY	FACTORS		
Length of Seg			0.730 miles
Width	_		64 feet
Vertical Curv	e?		YES, THROUGH OUT THE SEGMENT
Horizontal Cu	ırve?		YES, THROUGH OUT THE SEGMENT
Visibility			FAIR
Roadway Cor	nditions		FAIR
Lighting			EAST SIDE
Adjacent Lan	d Use		RESIDENTIAL, SCHOOL**
Fie	ld Study By	NT	Checked By VM
the City of Ag	goura Hills was	performe	do hereby certify that this Engineering and Traffic Survey withing under my supervision and is accurate and complete. I am dues a Professional Engineer (Traffic)

Mulus 12/22/06 TE 2341

Vanessa Munoz Date State Registration Number

registered in the State of California as a Professional Engineer (Traffic).

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

20

**CERTIFICATION DATE** 12/22/2006 **REYES ADOBE ROAD** STREET AGOURA ROAD THOUSAND OAKS BOULEVARD FROM TO SPEED FACTORS 8/1/2006 **Posted Speed Limit** 40 mph **Date of Speed Survey** 9:00AM Time of Speed Survey Speed Justification 50th Percentile Speed (Mean Speed) 39 mph VER CURVE, ADJ SEG SPEED, HEAVY PED TRAFFIC 44 mph 85th Percentile Speed 35-44 10 mph Pace Speed 62 **Recommended Speed Limit** 40 mph Percentage of Vehicles in Pace **Number of Survey Samples** 220 COLLISION HISTORY 2 Number of Years Studied years 1 Total Collisions Annual Collision Rate 0.5 accidents/year Collisions per Million Vehicle Miles 0.140 TRAFFIC FACTORS 8/2/2006 **Date Counted** Average Daily Traffic 13,370 4 LANES UNDIVIDED+2 BIKE LANES **Number of Lanes** T.S.@AGOURA RD, VENTURA FWY, CANWOOD ST, THOUSAND Type of Traffic Control @ALL T.S. Crosswalks? **HEAVY Pedestrian Traffic Truck Traffic** NONE NO PARKING ON BOTH SIDES **On-Street Parking BOTH SIDES** Sidewalks? BOTH SIDES, MANY **Driveways? ROADWAY FACTORS** Length of Segment 0.730 miles 64 Width feet YES Vertical Curve? **Horizontal Curve?** NONE

Horizontal Curve?

Visibility

Roadway Conditions

NONE
FAIR

Lighting BOTH SIDES

Adjacent Land Use RESIDENTIAL, COMMERCIAL

Field Study By NT Checked By

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

VM

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

**CERTIFICATION DATE** 12/22/2006 ROADSIDE DRIVE STREET **LEWIS STREET** FROM KANAN ROAD TO SPEED FACTORS **Posted Speed Limit** 35 mph **Date of Speed Survey** 7/25/2006 2:30PM **Time of Speed Survey Speed Justification** 50th Percentile Speed (Mean Speed) 40 mph HOR AND VER CURVES, MOD PED TRAFFIC 45 mph 85th Percentile Speed 35-44 10 mph Pace Speed 70 **Recommended Speed Limit** 40 mph Percentage of Vehicles in Pace 102 Number of Survey Samples **COLLISION HISTORY** 2 Number of Years Studied years 2 **Total Collisions** 1 accidents/year **Annual Collision Rate** 0.722 Collisions per Million Vehicle Miles TRAFFIC FACTORS 8/2/2006 **Average Daily Traffic** 3.614 **Date Counted** 2 LANES UNDIVIDED+TWLTL **Number of Lanes** T.S.@KANAN RD, STOP@CORNELL RD **Type of Traffic Control** @T.S. Crosswalks? **MODERATE Pedestrian Traffic** NONE Truck Traffic **On-Street Parking** SOUTH SIDE OK, RESTRICTED SOUTH SIDE Sidewalks? Driveways? SOUTH SIDE, MANY **ROADWAY FACTORS** 1.050 miles Length of Segment Width 26 feet **Vertical Curve?** YES, @KANAN RD **Horizontal Curve?** YES,@LEWIS ST FAIR Visibility **FAIR Roadway Conditions** SOUTH SIDE Lighting COMMERCIAL Adjacent Land Use

Field Study By NT Checked By

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 State Registration Number

VM

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

CERTIFICATION DATE 12/22/2006 THOUSAND OAKS BOULEVARD STREET WEST CITY LIMITS TO REYES ADOBE ROAD FROM SPEED FACTORS 8/1/2006 45 mph Posted Speed Limit Date of Speed Survey 10:00AM Time of Speed Survey Speed Justification 50th Percentile Speed (Mean Speed) 44 mph HOR AND VER CURVES, ADJ SEG SPEED, MOD PED TRAFFIC 49 mph 85th Percentile Speed 10 mph Pace Speed 41-50 45 mph Percentage of Vehicles in Pace 61 **Recommended Speed Limit** 190 **Number of Survey Samples** COLLISION HISTORY Number of Years Studied 2 years **Total Collisions** 0 0 Annual Collision Rate accidents/year **Collisions per Million Vehicle Miles** 0.000 TRAFFIC FACTORS 12,502 **Date Counted** 8/2/2006 **Average Daily Traffic** 4 LANES DIVIDED+2 BIKE LANES **Number of Lanes** T.S.@REYES ADOBE, LAKE LINDERO Type of Traffic Control Crosswalks? @T.S. **Pedestrian Traffic HEAVY** NONE Truck Traffic YES, ON BOTH SIDES **On-Street Parking BOTH SIDES** Sidewalks? **BOTH SIDES, MANY** Driveways? **ROADWAY FACTORS** 0.480 miles Length of Segment 82 Width feet YES, REYES ADOBE THRU LAKE LINDERO **Vertical Curve?** YES, REYES ADOBE THRU LAKE LINDERO **Horizontal Curve? FAIR** Visibility FAIR **Roadway Conditions BOTH SIDES** Lighting

Field Study By NT Checked By VM

Adjacent Land Use

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 Muroz Date State Registration Number

RESIDENTIAL, COMMERCIAL

State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

THOUSAND OAKS BOULEVARD **CERTIFICATION DATE** 12/22/2006 STREET **BUFFWOOD PLACE** REYES ADOBE ROAD TO **FROM** SPEED FACTORS 8/1/2006 **Posted Speed Limit** 45 mph **Date of Speed Survey** 11:00AM Time of Speed Survey Speed Justification 44 mph 50th Percentile Speed (Mean Speed) HOR AND VER CURVES, ADJ SEG SPEED 48 mph 85th Percentile Speed 39-48 10 mph Pace Speed 73 **Recommended Speed Limit** 45 mph Percentage of Vehicles in Pace **Number of Survey Samples** 185 **COLLISION HISTORY** 2 Number of Years Studied years **Total Collisions** 0 **Annual Collision Rate** 0 accidents/year Collisions per Million Vehicle Miles 0.000 TRAFFIC FACTORS 8/2/2006 13,482 **Date Counted Average Daily Traffic** 4 LANES DIVIDED+2 BIKE LANES **Number of Lanes** T.S.@REYES ADOBE RD, FOREST COVE LN, GREY ROCK RD **Type of Traffic Control** @ ALL T.S. Crosswalks? LIGHT **Pedestrian Traffic** NONE **Truck Traffic** NO PARKING ON BOTH SIDES **On-Street Parking BOTH SIDES** Sidewalks? BOTH SIDES, FEW **Driveways? ROADWAY FACTORS Length of Segment** 1.270 miles 82 feet Width YES, THROUGH OUT THE SEGMENT **Vertical Curve?** YES, THROUGH OUT THE SEGMENT **Horizontal Curve? FAIR** Visibility FAIR **Roadway Conditions BOTH SIDES** Lighting RESIDENTIAL **Adjacent Land Use** VM NT Checked By Field Study By

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

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

THOUSAND OAKS BOULEVARD CERTIFICATION DATE 12/22/2006 STREET KANAN ROAD **BUFFWOOD PLACE** TO FROM SPEED FACTORS 8/3/2006 **Posted Speed Limit** 35 mph **Date of Speed Survey** 9:00AM Time of Speed Survey **Speed Justification** 50th Percentile Speed (Mean Speed) 32 mph CLOSEST TO 85TH PERCENTILE 38 mph 85th Percentile Speed 29-38 10 mph Pace Speed 63 Recommended Speed Limit 40 mph Percentage of Vehicles in Pace **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 8/2/2006 14,333 **Date Counted Average Daily Traffic** 4 LANES +TWLTL+2 BIKE LANES **Number of Lanes** T.S.@KANAN RD **Type of Traffic Control** @T.S. Crosswalks? MODERATE Pedestrian Traffic **MODERATE** Truck Traffic **On-Street Parking** NO PARKING ON BOTH SIDES **BOTH SIDES** Sidewalks? BOTH SIDES, MANY Driveways? ROADWAY FACTORS Length of Segment 0.180 miles 83 Width feet YES, THROUGH OUT THE SEGMENT Vertical Curve? NONE **Horizontal Curve? FAIR** Visibility **FAIR Roadway Conditions BOTH SIDES** Lighting **COMMERCIAL Adjacent Land Use** NT VM Checked By Field Study By 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

Vanessa Mymoz Date State Registration Number

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TE 2341

State Registration Number

# CITY OF AGOURA HILLS ENGINEERING AND TRAFFIC SURVEY

THOUSAND OAKS BOULEVARD CERTIFICATION DATE 12/22/2006 STREET CARELL AVENUE **FROM** KANAN ROAD TO 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 26-35 10 mph Pace Speed 35 mph 65 **Recommended Speed Limit** Percentage of Vehicles in Pace 228 Number of Survey Samples COLLISION HISTORY Number of Years Studied 2 years **Total Collisions Annual Collision Rate** accidents/year 0.5 0.522 Collisions per Million Vehicle Miles 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 @T.S., STOP Crosswalks? **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 VM NT Field Study By Checked By 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

# Radar Speed Distribution Forms

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X - East/North bound

0 - West/South Bound

Total Observed

187

100

Street	AGOURA ROAD	Date	8	/1/2006	j .	50th %	42	MPH
Location		Begin	2:00PM	End	3:00PM	85th %	46	MPH
Direction	E-W	Weather	r	SUNN	Υ	10MPH	36	45
Remarks	REYES ADOBE RD-LADYFACE CL	Recorde	ed by	<u>′ K</u>	.W	% in Pace	70	)%

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Street	AGOURA ROAD	Date	8/16/2006	50th %	43	MPH
Location		Begin <u>9:00</u>	AM End 9	9:30AM 85th %	49	MPH
Direction	E-W	Weather	SUNNY	10MPH	37	46
Remarks	LADY FACE CIRKANAN RD.	Recorded by	<u>′ K.V</u>	V. % in Pace	6	7%

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Street	AGOURA ROAD	Date	7.	/25/200	3	50th %	40	MPH
Location	APPX. 2700' AFTER LEWIS ST.	Begin	1:20PM	End	1:35PM	85th %	45	MPH
Direction	W-E	Weather	r	CLEA	₹	10MPH	36	45
Remarks	KANAN RD- PALO COMADO CYN RD.	Recorde	ed by	' J	.A	% in Pace	. 8	0%

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Street	AGOURA RD	Date	7	/25/200	6	50th %	43	MPH	
Location	APPX. 800' AFTER CALLE MONTECIL	Begin	1:00PM	End	1:15PM	85th %	48	MPH	
Direction	E-W	Weathe	er	CLEA	R	10MPH	39	48	
Remarks	PALO COMADO CYN RD-LIBERTY CYN RD	Record	ed by	1	J.A.	% in Pace	7	9%	

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Street	CANWOOD STREET	Date	7/	/25/20C	)6	50th %	34	MPH	-
Location	APPX. 530' AFTER LAKE LINDERO DF	Begin	10:55AM	End	11:25AM	85th %	42	MPH	_
Direction	E-W	Weathe	er	CLEA	·R	10MPH	29	38	_
Remarks	W. CITY LIMITS-REYES ADOBE RD	Record	ed by	<i>!</i> ,	J.A	% in Pace	·	57%	_

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Street	CANWOOD STREET	Date	7/	25/200	6	50th %	38	MPH	
Location	20' AFTER FOREST COVE LN	Begin	11:30AM	End	12:00PM	85th %	44	MPH	
Direction	E-W	Weather	•	CLEA	R	10MPH	32	41	
Remarks	REYES ADOBE RD-KANAN RD	Recorde	ed by	′	J.A.	% in Pace	· 6	6%	

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Street	CANWOOD STREET	Date	8	/3/2006	3	50th %	33	MPH
Location		Begin	1:00PM	End	2:00PM	85th %	38	MPH
Direction	E-W	Weather	r	SUNN	IY	10MPH	27	36
Remarks	KANAN RD-DERRY AVE	Recorde	ed by	<u>′</u> к		% in Pace	7	2%

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Street	CANWOOD STREET	Date	7/.	25/200	6	50th %	40	MPH
Location	50' AFTER LEWIS ST.	Begin 1:5	0 PM	End	2:15 PM	85th %	45	MPH
Direction	W-E	Weather		CLEA	R	10MPH	35	44
Remarks	DERRY ST-CHEREBRO RD.	Recorded b	у _	!	J.A.	% in Pace	. 7	71%

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Street	DRIVER AVE/PALO COMADO CYN RI	Date	7.	/27/200	)6	50th %	36	MPH
Location	20' AFTER LEWIS RD.	Begin	1:45:PM	End	2:05PM	85th %	40	MPH
Direction	E-W	Weathe	er	CLEA	AR	10MPH	31	40
Remarks	ARGOS ST- VENTURA FRWY RD.	Record	ed by	, ,	J.A.	% in Pace	8	6%

mark	(S		F	R	<u>GO</u>	SS	ST-	VE	NT	ΓUF	₹A	FR	W	ΥF	RD.		1	Re	cor	de	d by	1		,		J.A	٨		_	% in Pace	86	3%
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Street	KANAN ROAD	Date	8	3/2/200	6	50th %	44	MPH
Location		Begin	9:00AM	End	10:00AM	85th %	49	MPH
Direction	N-S	Weathe	г	SUNN	iY	10MPH	40	49
Remarks	NORTH CITY LIMITS-LARO DR	Recorde	ed by	′ k	C.W.	% in Pace	. 6	35%

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Street	KANAN ROAD	Date	8	/2/200	6	50th %	38	MPH
Location		Begin	10:00AM	End	11:00AM	85th %	43	MPH
Direction	N-S	Weather		SUNN	1Y	10MPH	35	44
Remarks	LARO DR-THOUSAND OAKS	Recorde	d by	' k	c.W	% in Pace	,	70%

emark	S			L	<u>AF</u>	<u> </u>	DR	?-TI	HO	US	AN	<u>ID</u>	<u>OA</u>	KS	<u> </u>			Re	cor	de	d b	у		.*		K.\	<u>N.</u>		_	% in Pace	· 70	0%
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Street	KANAN ROAD	Date	8/2/2006	50th %	33	MPH
Location		Begin 11:00AN	<u>12:00PM</u>	85th %	39	MPH
Direction	N-S	Weather	SUNNY	10MPH	28	37
Remarks	THOUSAND OAKS-HILLRISE DR	Recorded by	<u>'</u> K.W.	% in Pace	. 66	6%
MPH	NUMBER OF VEH	IICLES		Number of	Percent of	Cumulative

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Street	KANAN ROAD	Date	10/4/2006	50th %	44	MPH
Location	Appx. 100'-200' after Cornell Rd.	Begin <u>11:30</u> A	M End <u>11:45AM</u>	85th %	48	MPH
Direction	N-S	Weather	SUNNY	10MPH	38	47
Remarks	AGOURA RD-SOUTH CITY LIMITS	Recorded by	<u>'</u> J.A.	% in Pace	. 80	0%

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Street	LIBERTY CANYON ROAD	Date	7	/25/200	)6	50th %	38	MPH	_
Location	APPX. 350' AFTER AGOURA RD.	Begin	3:00 PM	End	3:20 PM	85th %	43	MPH	
Direction	S-N	Weathe	er	CLEA	\R	10MPH	33	42	_
Remarks	AGOURA RD- COUNTRY GLEN RD.	Record	ed by	1	J.A.	% in Pace	. 7	'1%	

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Street	PALO COMADO/CHESEBRO RD	Date		3/3/2006	3	50th %		32	MPH	
Location		Begin	2:00PM	End	3:00PM	85th %		37	MPH	
Direction	N-S	Weather	r	SUNN	IY	10MPH	2	8	37	
Remarks	AGOURA RD-VENTURA FWY RD	Recorde	ed by	' k	(.W	% in Pace		66	6%	

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Street	REYES ADOBE ROAD	Date	7/27/2006	50th %	40	MPH	
Location	APPX. 30' AFTER STONECREST DR.	Begin 10:35	AM End 11:10AM	85th %	46	MPH	_
Direction	S-N	Weather	CLEAR	10MPH	36	45	_
Remarks	N. CITY LIMITS-THOUSAND OAKS BL	Recorded by	/ J.A.	% in Pace	. 6	5%	

Remark	S		Ν.	CI	TY	LII	MIT	S-	TH	ΟU	ISA	NE	00	AK	S	BL		Re	CO	rde	d b	y		1		J.	Α.			-	% in Pace	. 6	5%
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Street	REYES ADOBE ROAD	Date	8	3/1/200	6	50th %	39	MPH	
Location		Begin	9:00AM	End	10:00AM	85th %	44	MPH	
Direction	N-S	Weathe	r	SUNN	IY	10MPH	35	44	
Remarks	THOUSAND OAKS BL-AGOURA RD	Recorde	ed by	<u>′ 1</u>	K.W	% in Pace	· (	32%	

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Street	ROADSIDE DRIVE	Date	7.	/25/200	6	50th %	40	MPH
Location	APPX. 1250' BEFORE LEWIS ST.	Begin	2:30 PM	End	2:55 PM	85th %	4	5 MPH
Direction	E-W	Weathe	r	CLEA	R	10MPH	35	44
Remarks	KANAR RD-LEWIS ST.	Recorde	ed by	1	J.A. :	% in Pace		70%

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mark	S				<u> </u>	(Al	NA	RF	RD-	LE	WI	S S	ST.				1	Red	cor	ded	d by	,				<u> </u>	•		;	% in Pace	70	)%
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Street	THOUSAND OAKS	Date	8	3/1/2006	3	50th %	44	MPH
Location		Begin	10:00AM	End	11:00AM	85th %	49	MPH
Direction	E-W	Weathe	er	SUNN	IY .	10MPH	41	50
Remarks	W.CITY LIMITS-REYES ADOBE RD	Record	ed by	· K	C.W	% in Pace	. 6	1%

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Street	THOUSAND OAKS	Date	8	/1/200	6	50th %	44	MPH	
Location		Begin	11:00AM	End	12:00PM	85th %	48	MPH	_
Direction	E-W	Weathe	er	SUNN	1Y	10MPH	39	48	
Remarks	REYES ADOBE RD-BUFFWOOD PL	Record	ed by	<u>'</u>	C.W	% in Pace	·	/3%	_

PH											NI	JM	BE					LE												Number of	Percent of	Cumulativ
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Street	THOUSAND OAKS	Date		3/3/200	6	50th %		32 MPH
Location		Begin	9:00AM	End	10:00AM	85th %	;	38 MPH
Direction	E-W	Weathe	er	SUNN	1Y	10MPH	29	38
Remarks	BUFFWOOD PL-KANAN RD	Record	ed by	' k	(.W	% in Pace		63%

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# APPENDIX B Collision Rates

Table 3  Collision Rates										
	Street	From		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	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											
	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 SU		FTER CONSTRU COMPLETED	CTION HAS BEEN				
16	KANAN ROAD	AGOURA ROAD	SOUTH CITY LIMITS	15,502	10.32	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.