

AGENDA
SPECIAL MEETING OF THE CITY COUNCIL
PUBLIC WORKS SUBCOMMITTEE

Agoura Hills City Hall - City Manager's Conference Room
30001 Ladyface Court, Agoura Hills, California 91301
Monday, October 27, 2025
3:00 PM

Please silence all cell phones and other electronic devices during the meeting.

NOTE: *The Subcommittee and City staff will be participating in this meeting in-person in the City Manager's Conference Room. Members of the public have the opportunity to participate in-person in the conference room. For public participation on items listed on this Agenda, refer to "Public Comments" below.*

PUBLIC PARTICIPATION (PUBLIC COMMENT)

Option A: To provide public comments in-person at the meeting

Members of the public have an opportunity to attend the meeting in-person and speak or submit a written comment on any item listed on this Agenda. Public testimony is limited to three (3) minutes per speaker; a speaker's time may not be transferred to another speaker. Written public comments submitted at the meeting are not read aloud by staff.

To request to speak in-person at the meeting. *The Subcommittee will open the floor for public comment and any in-person attendee who raises their hand will have the opportunity to speak. Public testimony is limited to three (3) minutes per speaker; a speaker's time may no be transferred to another speaker.*

Option B: To submit written public comments by e-mail (prior to the meeting)

Members of the public have an opportunity to submit email correspondence on any item listed on the Agenda by sending an email to: comments@agourahillscity.gov. All public correspondence received by 2:00 p.m. on the meeting date will be provided to the Subcommittee prior to the meeting. Public comments are not read into the record. Any public comments received after 2:00 p.m. on the meeting day will not be considered as part of the Subcommittee's deliberations or entered into the official record, but will be provided to the Subcommittee the next day.

CALL TO ORDER

ROLL CALL

Mayor Pro Tem Jeremy Wolf
Councilmember Kate Anderson

APPROVAL OF AGENDA

PUBLIC COMMENTS

(This section is reserved for persons wishing to address items not listed on the Agenda that are under the subject matter jurisdiction of the City Council. Please refer to "Public Participation" above for full details on how to speak or submit written public comments under this category.)

DISCUSSION ITEMS

1. Traffic Control Analysis for the Intersection at Sandtrap Drive and Larboard Lane

Staff respectfully recommends the Public Subcommittee provide feedback on installing stop signs on Sandtrap Drive in order to create a 3-way stop at the intersection.

SUBCOMMITTEE OR STAFF COMMENTS

ADJOURNMENT

Date Posted: October 23, 2025



REPORT TO PUBLIC WORKS SUBCOMMITTEE

DATE: OCTOBER 27, 2025
TO: HONORABLE MEMBERS OF THE PUBLIC WORKS SUBCOMMITTEE
FROM: NATHAN HAMBURGER, CITY MANAGER
BY: CHARMAINE YAMBAO, DIRECTOR OF PUBLIC WORKS DIRECTOR / CITY ENGINEER
SUBJECT: TRAFFIC CONTROL ANALYSIS FOR THE INTERSECTION AT SANDTRAP DRIVE AND LARBOARD LANE

The following report is presented to assist in discussions scheduled for the October 27, 2025, Public Works Subcommittee Meeting.

The City recently received multiple concerns regarding traffic safety at the intersection of Sandtrap Drive and Larboard Lane due to significant pedestrian and vehicular traffic during the Lindero Canyon Middle School drop-off and pick-up times. Specifically, it has been requested that the City either install stop signs along Sandtrap Drive, or add a crossing guard to enhance pedestrian safety or those using the crosswalks on the intersection's south and east legs (See attachment "A").

A multi-way stop control and adult crossing guard warrant analyses were completed by the City's Traffic Engineer in accordance with guidance provided in the California Manual on Uniform Traffic Control Devices (CA MUTCD). As part of the analyses, turning movement counts for vehicles, bicycles, and pedestrians were collected from 7:00 a.m. to 9:00 a.m., and from 2:00 p.m. to 4:00 p.m. on Tuesday, October 7, 2025, at the following locations:

- Larboard Lane and Sandtrap Drive;
- Larboard Lane and Rainbow View Drive; and
- Lake Lindero Drive and Rainbow View Drive.

In addition to the volume of vehicles and pedestrians, the analyses considered the speed limits and collision history over the past five years.

After analyzing the data, it was determined that the intersection did not meet any of the main criteria listed in the CA MUTCD for installing stop signs as shown in the following table:

Criteria	Warrant Met		Comments
	Yes	No	
A: Install stop control as interim measure when traffic signal is justified		✗	A traffic signal is not currently planned at this location
B: Crash History		✗	Did not meet minimum collision requirements
C: Minimum Volumes		✗	Did not meet minimum volume requirements

D: Criteria B, C.1, and C.2 satisfied to 80%		✗	Did not meet minimum adjusted volume and collision requirements
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The CA MUTCD does include additional optional warrants that may be considered when assessing the need for multi-way stop control when the following exists:

- A. The need to control left-turn conflicts.
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting traffic is also required to stop.
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operations at the intersection.

Based on the combination of high pedestrian and vehicular traffic volumes during school pick-up and drop off times, the intersection could potentially create opportunities for vehicle/pedestrian conflicts, especially with school-aged children. When considering the optional warrant criteria listed above, it was determined the intersection met criteria "B".

Staff believes making the intersection a 3-way stop would provide additional safeguards for pedestrians using the crosswalk across the intersection's east leg by requiring drivers to approach the intersection in a safe manner. It should be noted that if the proposed changes are implemented, this area would be consistent with the intersection located at Larboard Lane and Rainbow View Drive (See attachment "B").

As previously mentioned, the study included an analysis to determine if a crossing guard was warranted at the intersection. The CA MUTCD criteria calls for a crosswalk to have more than forty (40) pedestrians per hour during two distinct hours of the day. While the number of pedestrians recorded on both the south and east legs of Sandtrap Drive and Larboard Lane exceeded the minimum requirement during the P.M. peak hour, neither crossing achieved such volumes in any other hour of the day. Therefore, a crossing guard is not being recommended at this time.

RECOMMENDATION

Staff respectfully recommends the Public Subcommittee provide feedback on installing stop signs on Sandtrap Drive in order to create a 3-way stop at the intersection.

Attachments

[Larboard at Sandtrap - Draft Intersection Evaluation Memorandum 10-15-25.pdf](#)

[Attachment A- Sandtrap Dr.-Larboard Ln. Intersection.pdf](#)

[Attachment B- Sandtrap Dr-Larboard Ln Location Map.pdf](#)



INTEROFFICE MEMORANDUM

DATE: October 15, 2025

TO: Kelly Fisher, Public Works Project Manager
Charmaine Yambao, P.E. – Director of Public Works / City Engineer
City of Agoura Hills

FROM: Matt Stewart, P.E., T.E.
Kimley-Horn and Associates, Inc.

SUBJECT: Traffic Control Analysis at the Intersection of Sandtrap Drive and Larboard Lane

Introduction

The City of Agoura Hills received a request from a resident and from Las Virgenes Unified School District (LVUSD) for the City to evaluate the crosswalks and stop control at the intersection of Sandtrap Drive and Larboard Lane. The requests noted that the intersection is frequently used by children traveling to and from Lindero Canyon Middle School.

The City conducted an assessment to evaluate the intersection. The evaluation included a review of the stop control and whether or not a crossing guard is warranted. Additionally, City staff met with LVUSD on-site review the intersection operations.

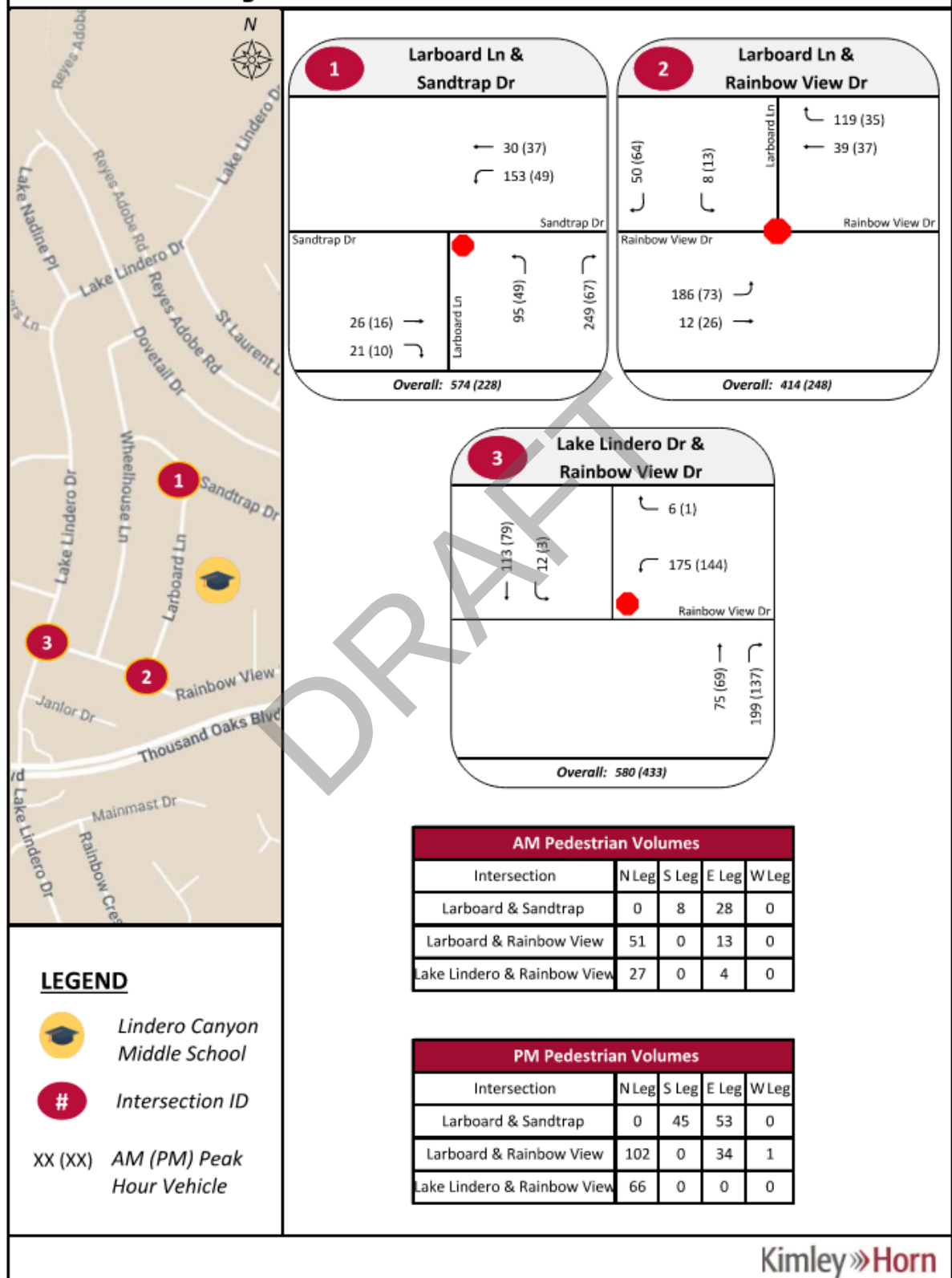
The purpose of this document is to conduct an intersection control evaluation at the 3-leg “T” intersection of Sandtrap Drive and Larboard Lane. This intersection is located at the northwest corner of Lindero Canyon Middle School. Sandtrap Drive is an east/west 2-lane local road with a prima facie speed limit of 25 miles per hour (mph) and on-street parking in both directions. Larboard Lane is a north/south 2-lane local road with a prima facie speed limit of 25 mph and on-street parking in both directions. Larboard Lane is currently stop controlled in the northbound direction at Sandtrap Drive, while free movements are permitted in both directions along Sandtrap Drive. There is a marked yellow school crosswalk on the east and south leg of the intersection.

Data Collection and Field Review

Turning movement counts (TMC) for vehicles, bicycles, and pedestrians, were collected from 7:00 a.m. to 9:00 a.m. and from 2:00 p.m. to 4:00 p.m. on Tuesday, October 7, 2025 at the following locations:

1. Larboard Ln and Sandtrap Dr
2. Larboard Ln and Rainbow View Dr
3. Lake Lindero Dr and Rainbow View Dr

Traffic counts during the peak hours are shown in **Figure 1** and in **Figure 2**. Full vehicle, pedestrian, and bicycle TMC counts for all three intersections are included in **Appendix A**.

Figure 1: AM and PM Peak Hour Volumes

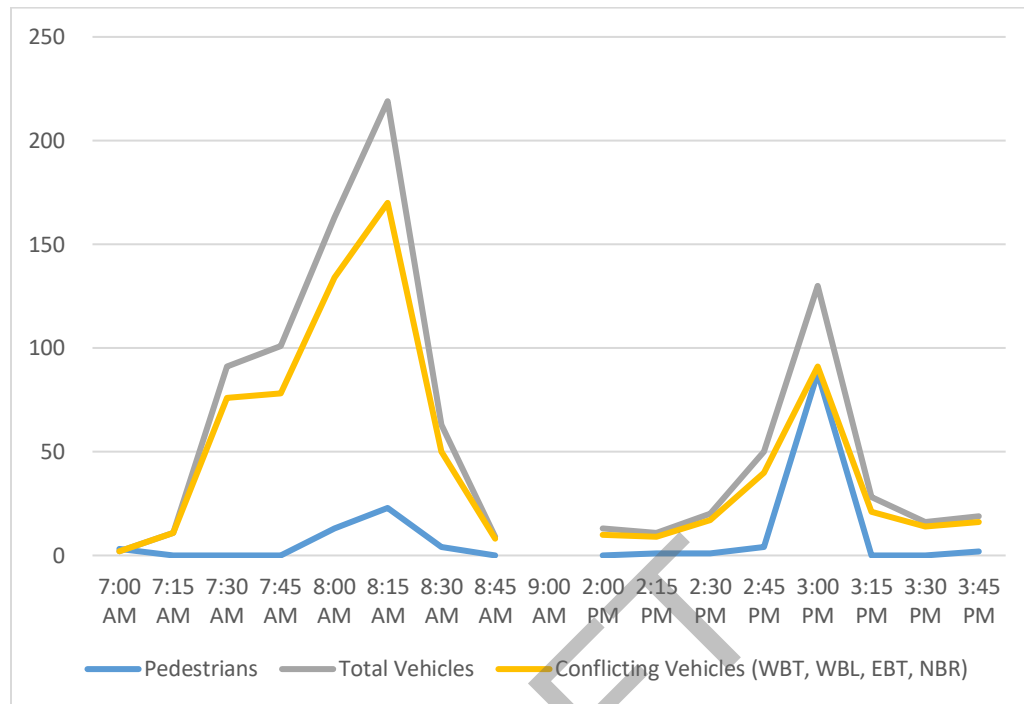


Figure 2: Larboard and Sandtrap Vehicle and Pedestrian Volumes

As shown in **Figure 2**, vehicle counts peak around the school start and dismissal times of nearby Lindero Middle School. During the AM peak hour between 7:30 AM and 8:30 AM, 574 cars pass through the intersection, with 249 making a northbound right turn, 153 making a westbound left turn, 30 proceeding westbound through and 26 proceeding eastbound through, for a total of 458 vehicle movements that cross the uncontrolled east leg crosswalk. During the AM peak, the intersection had 36 pedestrian movements, with 28 pedestrians crossing on the east leg and 8 pedestrians crossing on the south leg.

During the PM peak hour between 2:30 PM and 3:30 PM, 228 cars pass through the intersection, with 169 of the vehicles crossing the uncontrolled east leg crosswalk. During the PM peak hour, the intersection experiences its highest pedestrian volumes, with 53 pedestrians crossing the east leg and 45 pedestrians crossing the south leg, for a total of 98 pedestrian movements, as shown in **Figure 1**. During the 15-minute period from 3:00 PM to 3:15 PM, the intersection saw a peak of 88 pedestrians crossing, with 41 on the crosswalk's south leg and 47 on the crosswalk's east leg. The intersection is used by pedestrians and vehicles throughout the day, but volumes are significantly higher around the school peaks.

A field observation was conducted on Tuesday, September 9, 2025. The following observations were made:

- School children made fairly frequent crossings of Sandtrap and also Larboard
- Drivers generally yielded to children and other pedestrians crossing in the crosswalk. There were a couple instances where drivers only stopped after entering the crosswalk

- The most common vehicle movements are westbound left-turn and northbound right-turn. Because there are fewer vehicle movements conflicting with the primary movements, some drivers were observed to roll through the stop sign in the northbound direction
- There is adequate red curb painted to maintain sight distance at the intersection. Some drivers were observed to park or temporarily stop in red curb areas, which restricted the sight distance at the intersection.

Methodology

A multi-way stop control warrant analysis was completed for this intersection in accordance with guidance provided in the California Manual on Uniform Traffic Control Devices (CA MUTCD). CA MUTCD warrant information for an Adult Crossing Guard was also considered in evaluating traffic control measures at the study intersection.

As described in Section 2B.07 of the CA MUTCD, multi-way stop control is generally used where the volume of traffic on the intersecting roads is approximately equal, which is true outside of school pick-up and drop-off hours within our study area. Based on traffic counts collected, the intersection exhibits a significant peak in northbound traffic at 8 AM and 3 PM, with westbound left turns and northbound right turns consisting the majority of intersection movements. The following guidance should be considered for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

In addition to these criterion, the CA MUTCD lists additional optional warrants that may be considered when assessing the need for multi-way stop control:

- A. The need to control left-turn conflicts
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Additionally, a crossing guard analysis was conducted in accordance with guidance in the CA MUTCD. Section 7D.02 of the CA MUTCD lists the following support for adult crossing guard criteria:

Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Analysis

Considering the guidance for multi-way stop control, since a traffic signal has not been justified and is not planned to be constructed, Criteria A is not satisfied. No collisions were reported between January 2019 and December 2024 that could be corrected by stop control, thus the number of collisions does not meet the required five or more within a 12-month period for Criteria B. Criteria C and D require the major and minor streets achieve certain volume thresholds; **Table 1** displays the hours of the observation day during which counts were conducted; the major street (Sandtrap Drive) does not meet Criterion C.1 for any hour of the day, and the minor street (Larboard Lane) meets Criterion C.2 for up to two hours of the day. Since the speed limit on Sandtrap Drive is 25 mph, it can be assumed that the 85th percentile speed does not exceed 40 mph. Therefore, the 70% reduction factor was not applied to the volumes for Criteria C.3.

Table 1: Study Hour Volumes

TIME	Sandtrap Drive		Larboard Lane*	
	Criterion C.1 (300 VPH)	Criterion D (240 VPH)	Criterion C.2 (200 VPH)	Criterion D (160 VPH)
7:00 AM	67	67	141	141
8:00 AM	191	191	303	303
2:00 PM	70	70	30	30
3:00 PM	76	76	207	207

Peak hour volume meets minimum vehicular volume threshold

*Volumes include vehicles entering the intersection from Larboard Lane and pedestrians along the south and east legs of the intersection. No bicycles were counted during observation hours.

The study intersection does not meet Criteria C or D of the CA MUTCD guidance, which states that the intersection volume should average the stated criterion thresholds for 8 hours of the day, as the minimum requirements were only met for up to 2 peak hours. As a result, none of the criteria for multi-way stop warrants were met. A summary of the multi-way stop analysis results is shown in **Table 2**.

Table 2: Summary of Multi-Way Stop Criteria

Criteria	Warrant Met		Comments
	Yes	No	
A: Install stop control as interim measure when traffic signal is justified		✗	A traffic signal is not currently planned at this location
B: Crash History		✗	Did not meet minimum collision requirements
C: Minimum Volumes		✗	Did not meet minimum volume requirements
D: Criteria B, C.1, and C.2 satisfied to 80%		✗	Did not meet minimum adjusted volume and collision requirements

However, when considering the additional optional warrant criteria stated in CA MUTD to assess the need for multi-way stop control, the intersection is found to achieve criteria B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.

At this location, the high pedestrian volumes around school periods, coupled with the peak of vehicular traffic, creates many opportunities for vehicle pedestrian conflicts, especially with the more vulnerable road users, school-aged children. Pedestrian volumes peak at up to 88 pedestrians during the 15 minute PM period from 3:00 PM to 3:15 PM, during the same time that 130 vehicles travel through the intersection. The concurrent peaks of vehicle and pedestrian traffic warrant greater control to ensure the safety of users of the crosswalk across the intersection's east leg, especially considering the sizable uncontrolled westbound left turn traffic (as high as 153 vehicles per hour) across the crosswalk. Considering multi-way-stop-control can provide additional safeguards against potential traffic and ensure that vehicles are safely approaching the intersection.

Regarding CA MUTCD crossing guard criteria, the intersection of Larboard Ln and Sandtrap Dr does not have a crosswalk with greater than 40 pedestrians per hour during two distinct hours of the day. While more than 40 pedestrians are recorded on both the south leg and east leg crosswalks of Larboard and Sandtrap during the PM peak hour, neither crossing achieves such volumes in any other hour of the day.

The nearby study intersections #2 and #3 have crossing guards. Both intersections have higher pedestrian volumes on individual crossings compared to the intersection of Larboard Ln and Sandtrap Dr: Larboard Ln and Rainbow View Dr has 51 crossings along the north leg during the AM peak hour and 102 in the PM peak hour and Lake Lindero Dr and Rainbow View Dr has 66 crossings on its north leg in the PM peak hour.

Larboard Ln and Sandtrap Dr does not meet the CA MUTCD support criteria to warrant a crossing guard.

Recommendations

The intersection of Larboard Ln and Sandtrap Dr meets the CA MUTCD criteria B for installing multi-way-stop-control. Stop control is recommended for Sandtrap Drive to improve road safety and promote pedestrian safety for children walking to school and for people crossing throughout the day.

A crossing guard is not recommended for Larboard Ln and Sandtrap Dr. The pedestrian and vehicle volumes do not warrant a crossing guard, and pedestrian crossing volumes are lower than at the intersections to the south, where crossing guards are currently posted.

DRAFT

Appendix A: Turning Movement Counts

DRAFT

INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Oct 7, 25	LOCATION: NORTH & SOUTH: Agoura Hills EAST & WEST: Larboard Ln Sandtrap Dr	PROJECT #: SC5639 LOCATION #: 1 CONTROL: STOP N
NOTES:		

	NORTHBOUND Larboard Ln			SOUTHBOUND Larboard Ln			EASTBOUND Sandtrap Dr			WESTBOUND Sandtrap Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

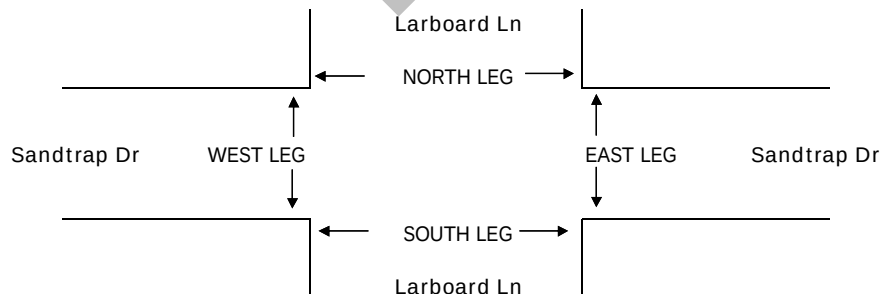
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	7:15 AM	0	0	5	0	0	0	0	0	0	5	1	0	11
	7:30 AM	11	0	57	0	0	0	0	3	4	14	2	0	91
	7:45 AM	18	0	47	0	0	0	0	4	5	24	3	0	101
	8:00 AM	23	0	65	0	0	0	0	10	6	49	10	0	163
	8:15 AM	43	0	80	0	0	0	0	9	6	66	15	0	219
	8:30 AM	12	0	37	0	0	0	0	1	1	8	4	0	63
	8:45 AM	0	0	3	0	0	0	0	3	1	1	1	0	9
	VOLUMES	107	0	294	0	0	0	0	30	23	168	37	0	660
	APPROACH %	27%	0%	73%	0%	0%	0%	0%	57%	43%	82%	18%	0%	
APP/DEPART	401	/	0	0	/	191	53	/	325	206	/	144	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	95	0	249	0	0	0	0	26	21	153	30	0	575	
APPROACH %	28%	0%	72%	0%	0%	0%	0%	55%	45%	83%	16%	0%		
PEAK HR FACTOR	0.699			0.000			0.734			0.568			0.656	
APP/DEPART	344	/	0	0	/	174	47	/	276	184	/	125	0	
PM	2:00 PM	3	0	4	0	0	0	0	3	0	1	2	0	13
	2:15 PM	1	0	2	0	0	0	0	2	1	3	2	0	11
	2:30 PM	1	0	2	0	0	0	0	0	2	10	5	0	20
	2:45 PM	3	0	8	0	0	0	0	6	7	18	8	0	50
	3:00 PM	38	0	44	0	0	0	0	10	1	16	21	0	130
	3:15 PM	7	0	13	0	0	0	0	0	0	5	3	0	28
	3:30 PM	2	0	7	0	0	0	0	2	0	3	2	0	16
	3:45 PM	0	0	6	0	0	0	0	5	3	5	0	0	19
	VOLUMES	55	0	86	0	0	0	0	28	14	61	43	0	290
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	67%	33%	57%	40%	0%	
APP/DEPART	141	/	0	0	/	75	42	/	117	107	/	98	0	
BEGIN PEAK HR	2:30 PM													
VOLUMES	49	0	67	0	0	0	0	16	10	49	37	0	230	
APPROACH %	42%	0%	58%	0%	0%	0%	0%	62%	38%	56%	42%	0%		
PEAK HR FACTOR	0.354			0.000			0.500			0.595			0.442	
APP/DEPART	116	/	0	0	/	59	26	/	85	88	/	86	0	

0	0	0	1
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	3	3

0	0	0	2
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2:55 PM

2:55 PM

2:55 PM

2:55 PM

INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Oct 7, 25

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Agoura Hills
Larboard Ln
Rainbow View Dr

PROJECT #: SC5639
LOCATION #: 2
CONTROL: STOP ALL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Larboard Ln			Larboard Ln			Rainbow View Dr			Rainbow View Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	X	0	0	1	X	X	1	0	

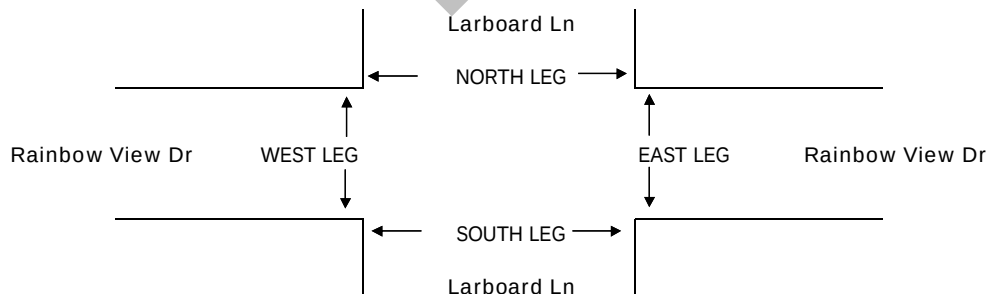
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	0	0	0	0	2	0	1	0	0	2	1	6
	7:15 AM	0	0	0	0	0	1	2	2	0	0	1	7	13
	7:30 AM	0	0	0	3	0	9	51	3	0	0	3	32	101
	7:45 AM	0	0	0	0	0	13	33	4	0	0	8	23	81
	8:00 AM	0	0	0	3	0	11	48	2	0	0	13	27	104
	8:15 AM	0	0	0	2	0	17	54	3	0	0	15	37	128
	8:30 AM	0	0	0	2	0	6	11	2	0	0	5	7	33
	8:45 AM	0	0	0	0	0	3	1	2	0	0	1	2	9
	VOLUMES	0	0	0	10	0	62	200	19	0	0	48	136	476
	APPROACH %	0%	0%	0%	14%	0%	86%	91%	9%	0%	0%	26%	74%	
PM	APP/DEPART	0	/	336	72	/	0	220	/	29	184	/	111	0
	BEGIN PEAK HR	7:30 AM			8	0	50	186	12	0	0	39	119	414
	VOLUMES	0	0	0	8	0	50	186	12	0	0	39	119	414
	APPROACH %	0%	0%	0%	14%	0%	86%	94%	6%	0%	0%	25%	75%	
	PEAK HR FACTOR	0.000			0.763			0.868			0.760			0.809
	APP/DEPART	0	/	305	58	/	0	198	/	20	158	/	89	0
	2:00 PM	0	0	0	1	0	5	7	4	0	0	3	2	22
	2:15 PM	0	0	0	0	0	0	6	4	0	0	3	4	17
	2:30 PM	0	0	0	1	0	6	12	4	0	0	4	8	35
	2:45 PM	0	0	0	0	0	2	29	7	0	0	4	12	54
	3:00 PM	0	0	0	9	0	44	20	9	0	0	25	11	118
	3:15 PM	0	0	0	3	0	12	12	6	0	0	4	4	41
	3:30 PM	0	0	0	1	0	5	3	1	0	0	6	1	17
	3:45 PM	0	0	0	0	0	7	5	6	0	0	4	2	24
	VOLUMES	0	0	0	15	0	81	94	41	0	0	53	44	333
	APPROACH %	0%	0%	0%	16%	0%	84%	67%	29%	0%	0%	55%	45%	
	APP/DEPART	0	/	138	96	/	0	140	/	56	97	/	139	0
	BEGIN PEAK HR	2:30 PM			13	0	64	73	26	0	0	37	35	252
	VOLUMES	0	0	0	13	0	64	73	26	0	0	37	35	252
	APPROACH %	0%	0%	0%	17%	0%	83%	71%	25%	0%	0%	51%	49%	
	PEAK HR FACTOR	0.000			0.363			0.715			0.500			0.529
	APP/DEPART	0	/	108	77	/	0	103	/	39	72	/	105	0

0	0	0	0
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0	0	0	0	0
0	0	1	0	1
0	0	3	0	3
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	5	0	5

0	0	4	0
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AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
BEGIN PEAK HR	
PM	2:00 PM
	2:15 PM
	2:30 PM
	2:45 PM
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
TOTAL	
BEGIN PEAK HR	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
3	0	2	1	6
3	0	0	0	3
2	1	4	0	7
10	1	6	0	17
21	1	4	0	26
18	3	6	0	27
3	0	2	0	5
0	0	0	0	0
60	6	24	1	91
7:30 AM				
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
3	0	1	0	4
96	0	34	1	131
4	0	0	0	4
2	0	0	0	2
3	0	0	0	3
108	1	35	1	145
2:30 PM				

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
3	0	2	1	6
3	0	0	0	3
2	0	3	0	5
10	0	5	0	15
21	0	3	0	24
18	0	2	0	20
3	0	2	0	5
0	0	0	0	0
60	0	17	1	78
51	0	13	0	64
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	1	0	4
95	0	33	1	129
4	0	0	0	4
2	0	0	0	2
3	0	0	0	3
107	0	34	1	142
102	0	34	1	137

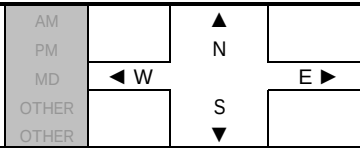
BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	1	1	0	2
0	1	1	0	2
0	3	4	0	7
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	6	7	0	13
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	1	0	3

INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Oct 7, 25	LOCATION: NORTH & SOUTH: Agoura Hills EAST & WEST: Lake Lindero Dr Rainbow View Dr	PROJECT #: SC5639 LOCATION #: 3 CONTROL: STOP W	NOTES:
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	NORTHBOUND Lake Lindero Dr			SOUTHBOUND Lake Lindero Dr			EASTBOUND Rainbow View Dr			WESTBOUND Rainbow View Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	X	0	

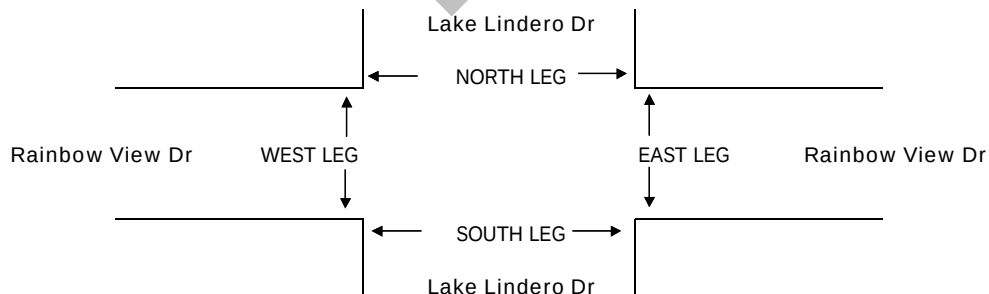
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	2	3	0	7	0	0	0	0	5	0	0	17
	7:15 AM	0	3	11	0	4	0	0	0	0	9	0	0	27
	7:30 AM	0	20	50	3	13	0	0	0	0	19	0	2	107
	7:45 AM	0	33	35	4	40	0	0	0	0	31	0	2	145
	8:00 AM	0	11	60	3	42	0	0	0	0	46	0	1	163
	8:15 AM	0	11	54	2	18	0	0	0	0	79	0	1	165
	8:30 AM	0	7	11	0	5	0	0	0	0	29	0	0	52
	8:45 AM	0	5	7	0	16	0	0	0	0	7	0	1	36
	VOLUMES	0	92	231	12	145	0	0	0	0	225	0	7	713
	APPROACH %	0%	28%	72%	8%	92%	0%	0%	0%	0%	97%	0%	3%	
APP/DEPART	323	/	100	158	/	370	0	/	243	232	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	75	199	12	113	0	0	0	0	175	0	6	580	
APPROACH %	0%	27%	73%	10%	90%	0%	0%	0%	0%	97%	0%	3%		
PEAK HR FACTOR	0.965			0.694			0.000			0.566			0.879	
APP/DEPART	274	/	81	125	/	288	0	/	211	181	/	0	0	
PM	2:00 PM	0	19	10	1	6	0	0	0	0	11	0	0	47
	2:15 PM	0	19	16	1	24	0	0	0	0	5	0	0	65
	2:30 PM	0	17	31	0	10	0	0	0	0	12	0	0	70
	2:45 PM	0	15	57	3	27	0	0	0	0	5	0	0	107
	3:00 PM	0	23	27	0	21	0	0	0	0	103	0	1	175
	3:15 PM	0	14	22	0	21	0	0	0	0	24	0	0	81
	3:30 PM	0	14	3	0	17	0	0	0	0	21	0	1	56
	3:45 PM	0	12	12	1	19	0	0	0	0	10	0	3	57
	VOLUMES	0	133	178	6	145	0	0	0	0	191	0	5	660
	APPROACH %	0%	42%	57%	4%	96%	0%	0%	0%	0%	97%	0%	3%	
APP/DEPART	313	/	138	151	/	338	0	/	184	196	/	0	0	
BEGIN PEAK HR	2:30 PM													
VOLUMES	0	69	137	3	79	0	0	0	0	144	0	1	435	
APPROACH %	0%	33%	66%	4%	96%	0%	0%	0%	0%	99%	0%	1%		
PEAK HR FACTOR	0.712			0.683			0.000			0.349			0.618	
APP/DEPART	208	/	70	82	/	225	0	/	140	145	/	0	0	

0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

2	0	0	0
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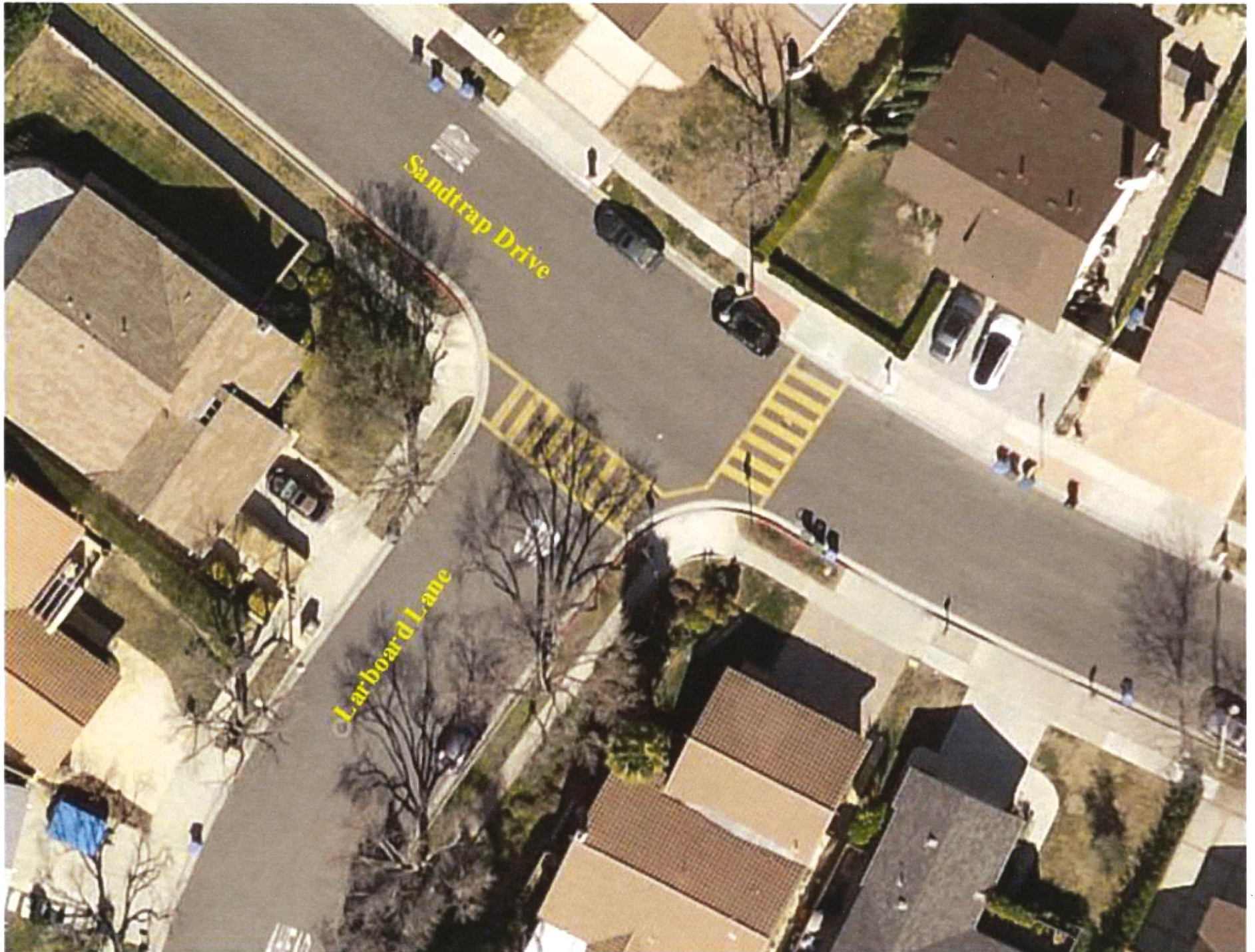
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	BEGIN PEAK HR
PM	2:00 PM
	2:15 PM
	2:30 PM
	2:45 PM
	3:00 PM
	3:15 PM
	3:30 PM
	3:45 PM
	TOTAL
	BEGIN PEAK HR

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
7	0	0	0	7
16	0	1	0	17
7	0	2	0	9
0	0	1	0	1
0	0	0	0	0
30	0	8	0	38
7:30 AM				
1	1	0	0	2
0	0	0	0	0
1	0	0	0	1
3	0	1	1	5
64	1	0	7	72
5	0	0	0	5
2	0	0	0	2
0	0	0	0	0
76	2	1	8	87
2:30 PM				

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
5	0	0	0	5
15	0	1	0	16
7	0	2	0	9
0	0	1	0	1
0	0	0	0	0
27	0	8	0	35
27	0	4	0	31
1	1	0	0	2
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2
58	0	0	0	58
5	0	0	0	5
2	0	0	0	2
0	0	0	0	0
69	1	0	0	70
66	0	0	0	66

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	1	3
6	1	0	7	14
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
7	1	1	8	17

Sandtrap Dr./Larboard Ln. Intersection



**Sandtrap Dr. & Larboard Ln.
Location Map**

