



**AGENDA
REGULAR MEETING
AGOURA HILLS CITY COUNCIL**

Civic Center - Council Chambers
30001 Ladyface Court, Agoura Hills, California 91301

**Wednesday, January 14, 2026
6:00 PM**

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

ATTEND OR WATCH THE MEETING

For in-person attendance, the Council Chambers will open to the public at 5:30 p.m. To watch the live stream or archived meeting, search “Agoura Hills City Council” on [YouTube](#) and select the meeting by date, or visit [agourahillscity.gov](#) and click the dark green “View Current Agenda(s) or Live/Archived Meetings” button at the top of the page.

PUBLIC PARTICIPATION (PUBLIC COMMENT)

Option A: To provide public comments in person in the Council Chambers

Members of the public may attend the meeting in person in the Council Chambers and have the opportunity to speak or submit a written comment on any item listed on the Agenda. To speak, complete a Speaker’s Card for each item and submit it to the City Clerk before the public comment portion of that item. Public testimony is limited to three (3) minutes per speaker, and time may not be transferred to another person. Written comments submitted during the meeting will not be read aloud by the City Clerk.

Option B: To submit written public comments prior to the meeting

*Members of the public may submit written comments on any item listed on the Agenda. To ensure the City Council has time to review and/or consider the information prior to the meeting, please include the Agenda item number or topic in the email subject line and **send written public comments to comments@agourahillscity.gov on or before 4:00 p.m. on the meeting date.** Public comments are not read into the record by the City Clerk. Please note: any public comments submitted after the deadline may not be considered during the City Council’s deliberations or included in the official record. However, the public is welcome to attend the meeting to make or submit comments in person.*

CALL TO ORDER

LAND ACKNOWLEDGEMENT

PLEDGE OF ALLEGIANCE

ROLL CALL

Mayor Jeremy Wolf
Mayor Pro Tem Deborah Klein Lopez
Councilmember Kate Anderson
Councilmember Chris Anstead
Councilmember Penny Sylvester

REPORT OF CLOSED SESSION

APPROVAL OF AGENDA

PRESENTATIONS

INTERGOVERNMENTAL, SPECIAL PURPOSE COMMITTEE, AND DEPARTMENTAL REPORTS

Agoura Hills Library Quarterly Update
Clean Power Alliance (CPA) Update

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.)

CONSENT CALENDAR

(Items on the Consent Calendar may be approved by a single motion and vote. Unless pulled by the City Council, there will be no separate discussion of these items. This section is reserved for persons wishing to address items on the Consent Calendar. Please refer to “Public Participation” above for full details on how to speak or submit written public comments under this category.)

1. Approve Minutes of the Regular City Council Meeting of December 10, 2025

RECOMMENDATION: Approve the Minutes, as presented.

2. Confirm Appointments by the Mayor to City Council Subcommittees and Ad Hoc Committees

RECOMMENDATION: Confirm the Mayor’s recommended City Council appointments, as presented.

3. Approve the Mayor’s Appointments to Outside Agency Boards, Commissions, or Committees

RECOMMENDATION: 1) Approve the Mayor’s recommended City Council appointments to the Las Virgenes-Malibu Council of Governments, Los Angeles Clean Power Alliance, and Santa Monica Mountains Conservancy, as presented and 2) Approve, by full City Council action, the outside agency appointments as delegates and alternate voting members, to the California Contract Cities Association, California Joint Powers Insurance Authority, League of California Cities (CalCities), Los Angeles County City Selection Committee, and Southern California Association of Governments, as presented, and direct the City Clerk to file the appropriate voting designation documents with the respective agencies.

4. Approve First Amendment to Agreement for Design Professional Services, with m6 Consulting, for Civil Engineering Design and Construction Support Services for the Morrison Park Playground Improvements and Appropriation of Funds to Cover Engineering, Construction Phase Services, and Soils Testing and Inspection

RECOMMENDATION: Approve 1) First Amendment to Agreement for Contractor Services, with m6 Consulting, for Civil Engineering Design and Construction Support Services for the Morrison Park Playground Improvements; 2) appropriation of additional funds for Twining, Inc. for soils testing and inspection services; and, 3) appropriation of funds previously approved in Fiscal Year 2024-25 to the Morrison Park Playground Improvements Project.

5. Approve First Amendment to Agreement for Contractor Services, with Ray-Mac Painting, Inc., for Repainting Services at City Hall

RECOMMENDATION: Approve the First Amendment to Agreement for Contractor Services, with Ray-Mac Painting, Inc., to extend the scope of work to include repainting services at City Hall, specifically the Council Chambers and Council Lobby.

6. Approve First Amendment to Agreement for Contractor Services, with Spare labs, Inc., to Incorporate Lyft Wheelchair-Accessible Vehicle (WAV) Services and Reduce Dedicated Vehicle Hours

RECOMMENDATION: Approve the First Amendment to the Agreement for Contractor Services, with Spare Labs, Inc., to extend the contract term, incorporate Lyft WAV services, and reduce dedicated vehicle hours to support a more cost-effective and sustainable on-demand transportation service model.

7. Adopt a Resolution Amending the Compensation Plan by Increasing Part-Time/Temporary Salary Ranges in Compliance with the 2026 California Minimum Wage Increase to \$16.90 Per Hour, Effective December 21, 2025

RECOMMENDATION: Adopt Resolution No. 26-2122; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING THE COMPENSATION PLAN BY INCREASING THE RANGE OF THE ADMINISTRATIVE INTERN I, ADMINISTRATIVE INTERN II, INSTRUCTOR, OFFICE ASSISTANT, RECREATION LEADER I, RECREATION LEADER II, RECREATION SPECIALIST, AND SENIOR PROGRAM INSTRUCTOR, IN COMPLIANCE WITH THE 2026 CALIFORNIA MINIMUM WAGE INCREASE TO \$16.90 PER HOUR, EFFECTIVE DECEMBER 21, 2025.

ORDINANCE / INTRODUCTION

(This section is reserved for persons wishing to address items listed under Ordinance / Introduction. Please refer to "Public Participation" above for full details on how to submit written public comments or speak under this category.)

8. Introduction of Ordinance No. 26-483, Adopting the 2025 Engineering and Traffic Survey

RECOMMENDATION: Waive full reading and introduce Ordinance No. 26-483, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING AND DECLARING PRIMA FACIE SPEED LIMITS FOR NINE SPECIFIC ROAD SEGMENTS OF AGOURA ROAD, CANWOOD STREET, DRIVER AVENUE/PALO COMADO CANYON ROAD, KANAN ROAD, REYES ADOBE ROAD AND CORNELL ROAD.

DISCUSSION / ACTION

(This section is reserved for persons wishing to address items listed under Discussion / Action. Please refer to "Public Participation" above for full details on how to submit written public comments or speak under this category.)

9. Discussion to Consider Adoption of Resolution No. 26-2123; Approving the Installation of Stop Controls at the Intersection of Sandtrap Drive and Larboard Lane

RECOMMENDATION: Adopt Resolution No. 26-2123; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING THE INSTALLATION OF STOP CONTROLS AT THE INTERSECTION OF SANDTRAP DRIVE AND LARBOARD LANE.

10. Discussion to Consider Membership in the Wildfire Solutions Coalition

RECOMMENDATION: Provide feedback and direction to staff regarding whether the City of Agoura Hills should join the Wildfire Solutions Coalition.

CITY COUNCIL, STAFF COMMENTS

ADJOURNMENT

The next Regular City Council Meeting will be held at 6:00 p.m., on January 28, 2026, in the Council Chambers of the Civic Center. The Civic Center is located at 30001 Ladyface Court, Agoura Hills, California.

In accordance with the Americans with Disabilities Act, if you require special assistance to participate in a City Council meeting or to access other services offered by the City of Agoura Hills, please contact the City Clerk's Office at (818) 597-7300. To ensure that reasonable arrangements can be made to provide appropriate access, please provide notification at least 48 hours in advance of the meeting or time when services are needed.

Copies of staff reports or other written documentation related to each item of business on this Agenda are available on the City's website at agourahillscity.gov and are on file in the Office of the City Clerk, Kimberly M. Rodrigues, at Agoura Hills City Hall, 30001 Ladyface Court, Agoura Hills, California, 91301.

The telecast of Regular City Council Meeting held on Wednesday, January 14, 2026 will be broadcast on Channel 10 for Time Warner Cable subscribers and Channel 3 for Charter subscribers and air daily until the next regularly scheduled City Council meeting. The broadcast schedule is as follows: M-10a m; T-3pm; W-10am; Th-7pm; F-10am; S-3pm; and Su-7pm.

Date Posted: January 8, 2026



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026
TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
FROM: NATHAN HAMBURGER, CITY MANAGER
BY: KIMBERLY RODRIGUES, CITY CLERK
SUBJECT: APPROVE MINUTES OF THE REGULAR CITY COUNCIL MEETING OF DECEMBER 10, 2025

RECOMMENDATION

Approve the Minutes, as presented.

Attachments

[Minutes CC 121025.pdf](#)

MINUTES
REGULAR MEETING
AGOURA HILLS CITY COUNCIL
Civic Center – Council Chambers
30001 Ladyface Court, Agoura Hills, California 91301
Wednesday, December 10, 2025
6:00 p.m.

The City Council meeting was called to order at 6:00 p.m. by Mayor Wolf.

The Pledge of Allegiance was led by Councilmember Anstead.

Present were: Mayor Jeremy Wolf, Mayor Pro Tem Deborah Klein Lopez, Councilmember Kate Anderson, Councilmember Chris Anstead, and Councilmember Penny Sylvester.

Also Present were: City Manager Nathan Hamburger, City Attorney Candice K. Lee, Assistant City Manager Ramiro Adeva, Executive Assistant Michele Hubbs, Assistant Planning Director Robby Nesovic, Director of Public Works/City Engineer Charmaine Yambao, Deputy City Manager Louis Celaya, Engineering Aide Joshua Keck, Director of Finance Diego Ibañez, Director of Community Services Amy Brink, and City Clerk Kimberly M. Rodrigues.

REPORT OF CLOSED SESSION

No Closed Session was held.

APPROVAL OF AGENDA

ACTION: Councilmember Anderson moved to approve the Agenda, as presented. Councilmember Sylvester seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

PRESENTATIONS

No presentations were provided.

INTERGOVERNMENTAL, SPECIAL PURPOSE COMMITTEE, & DEPARTMENTAL REPORTS

Mayor Pro Tem Klein Lopez provided a Clean Power Alliance (CPA) Update.

Councilmember Sylvester provided a Zone 0 Update.

PUBLIC COMMENTS

No public comments were received.

CONSENT CALENDAR

Following distribution of the Agenda Packet, and prior to the City Council Meeting, written correspondence regarding Item No. 13 was received from the following person, forwarded to the City Council, and made available for public review.

Mary Wiesbrock, Agoura Hills, representing Save Open Space

ACTION: Mayor Pro Tem Klein Lopez moved to approve Consent Calendar Item Nos. 1-13, as presented. Councilmember Anstead seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

1. Approve Minutes of the Regular City Council Meeting of October 22, 2025
2. Approve Demand Warrant Register No. 943
3. Approve Notice of Completion for the Fiscal Year 2024-25 Pavement Rehabilitation Project; NIB 24-05
4. Approve Notice of Completion, with JT Construction Group, Inc., for Fiscal Year 2025-26 Concrete Repair Project; NIB #25-03
5. Approve First Amendment to Agreement for Consultant Services, with Berg & Associates, Inc., for Construction Management Services Related to the Ladyface Greenway Project
6. Approve Seventh Amendment to Agreement for Design Professional Consultant Services, with Kimley-Horn and Associates, Inc., for Additional Engineering Design Services and Term Extension for the Kanan Road/Agoura Road Ultimate Intersection Improvements Project

7. Approve Agreement for Contractor Services, with Agoura Pony Baseball, for Improvements and Use of Recreational Facilities at Old Agoura Park
8. Approve Agreement for Contractor Services, with Ray-Mac Painting, Inc., for Maintenance Painting Services at the Recreation and Event Center
9. Approve the City Council 2026 Meeting Schedule
10. Adopt **Resolution No. 25-2120**; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPOINTING RAY TAYLOR AS INTERIM COMMUNITY DEVELOPMENT DIRECTOR PURSUANT TO GOVERNMENT CODE SECTION 21221(h)
11. Adopt **Resolution No. 25-2121**; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING MEASURE W SAFE, CLEAN WATER PROGRAM REGIONAL TRANSFER AGREEMENT NO. 2024RPN SMB01 BETWEEN THE CITY OF AGOURA HILLS AND THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
12. Adopt **Ordinance No. 25-481**; AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING ARTICLE IX (ZONING) OF THE AGOURA HILLS MUNICIPAL CODE TO REPEAL AND REPLACE THE ADU REGULATIONS IN SECTION 9283, AMEND RELATED DEFINITIONS IN SECTION 9120 CONSISTENT WITH STATE LAW, AND AMEND SECTION 61005 TO CLARIFY SHORT-TERM RENTAL PROHIBITIONS; AND MAKING A DETERMINATION OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
13. Adopt **Ordinance No. 25-482**; AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING THE AGOURA HILLS MUNICIPAL CODE TO CONSOLIDATE ALL PROTECTED TREE REGULATIONS INTO SECTION 9657 AND UPDATING THE CITY'S PROTECTED TREE REGULATIONS TO STREAMLINE PERMIT PROCESSING, PRIORITIZE THE RETENTION OF INDIVIDUAL TREES, INCENTIVIZE THE PLANTING OF NEW PROTECTED TREES, INCLUDE THE CALIFORNIA SYCAMORE AND SOUTHERN CALIFORNIA BLACK WALNUT AS PROTECTED TREES, AND MAKE OTHER AMENDMENTS; AND MAKING A DETERMINATION OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY COUNCIL, STAFF COMMENTS

Councilmember Sylvester congratulated the Finance Department on their award (Distinguished Budget Presentation Award for FY 2025-26 & FY 2026-27 from the Government Finance Officers Association).

Mayor Pro Tem Klein Lopez welcomed Mayor Wolf and wished everyone happy holidays.

Councilmember Anstead announced the playground groundbreaking (Morrison Park).

Mayor Wolf reported attending the successful Holidays on the Hill family event, thanked the City Council for his nomination, and noted he looked forward to working with everyone.

ADJOURNMENT

At 7:34 p.m., Mayor Wolf announced the December 24, 2025, Regular City Council Meeting was canceled and the next Regular City Council Meeting would be held at 6:00 p.m., on Wednesday, January 14, 2026, in the Council Chambers of the Civic Center, and adjourned the meeting.

Kimberly M. Rodrigues, MPPA, MMC
City Clerk



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026
TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
FROM: NATHAN HAMBURGER, CITY MANAGER
SUBJECT: CONFIRM APPOINTMENTS BY THE MAYOR TO CITY COUNCIL SUBCOMMITTEES AND AD HOC COMMITTEES

The Mayor, on an annual basis, appoints individuals, subject to City Council confirmation, to serve on the City Council subcommittees and ad hoc committees.

Following are the Mayor’s recommended appointments to the City Council Subcommittees (standing) that meet on an as-needed basis. These subcommittees are advisory to the City Council. The meetings are open to the public and agendas are prepared and posted by the City on the bulletin boards, website meeting calendar, and distributed by C-Mail.

City Schools (LVUSD Superintendent's Advisory Board)	Chris Anstead Penny Sylvester
Communications	Deborah Klein Lopez Jeremy Wolf
Community Services	Chris Anstead Penny Sylvester
Environmental Responsibility	Chris Anstead Jeremy Wolf
Finance	Penny Sylvester Jeremy Wolf
Land Use/Economic Development	Deborah Klein Lopez Penny Sylvester
Law Enforcement/Fire/Emergency Response	Deborah Klein Lopez Penny Sylvester
Legislative	Kate Anderson Chris Anstead
Public Works	Kate Anderson Jeremy Wolf

Following are the Mayor's recommended appointments to the City Council Ad Hoc Committees. An ad hoc committee is a short-term or temporary committee formed to address a specific task or objective. Once the work is completed and/or the recommendation is brought to the full City Council for consideration, the ad hoc committee is dissolved. An ad hoc committee is not subject to the notice and posting requirements of the Brown Act.

Community Wildfire Protection Plan Ad Hoc Committee	Kate Anderson Penny Sylvester
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Wildlife Crossing Ad Hoc Committee	Deborah Klein Lopez Jeremy Wolf
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Please remember that written board, commission, or committee reports to the City Council are helpful and informative and keep everyone updated. Also, please note that, unless specifically authorized, no board, commission, or committee is authorized to spend any money without full approval of the City Council. Similarly, unless specifically authorized by the City Council beforehand, boards, commissions, or committees are not authorized to make final decisions on issues, but should bring those issues back to the full City Council for consideration.

FISCAL IMPACT

There is no fiscal impact to the Fiscal Year 2025-26 Adopted Budget.

RECOMMENDATION

Confirm the Mayor's recommended City Council appointments, as presented.



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026
TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
FROM: NATHAN HAMBURGER, CITY MANAGER
BY: KIMBERLY RODRIGUES, CITY CLERK
SUBJECT: APPROVE THE MAYOR'S APPOINTMENTS TO OUTSIDE AGENCY BOARDS, COMMISSIONS, OR COMMITTEES

On an annual basis, individuals are appointed to serve on various outside agency boards, commissions, or committees, subject to City Council confirmation.

Several outside agencies allow for the governing body to choose how a member is appointed to serve and only require notification in writing. Members and/or alternates for these appointments are required to file an annual Statement of Economic Interests (Form 700) with the respective agency. Following are the Mayor's recommended appointments to outside agencies. In cases where delegates and alternates are required, the designees are so marked. These meetings are open to the public and the agendas are prepared and posted by the respective agencies.

Las Virgenes - Malibu Council of Governments (LVM-COG)	Penny Sylvester, Member Jeremy Wolf, Alternate
Los Angeles Clean Power Alliance (CPA)	Deborah Klein Lopez, Director Jeremy Wolf, Alternate Ramiro Adeva, Staff Alternate
Santa Monica Mountains Conservancy (SMMC)	Kate Anderson, Member

There are several agencies that require the appointment of a voting member/alternate by full City Council action and do not allow for the appointment(s) by the individual action of the Mayor alone. Members and/or alternates for these appointments are not required to file a Form 700 with the respective agency. In addition to approving the Mayor's recommended appointments above, the City Council is asked to approve appointments to the following outside agencies. These meetings are also open to the public and the agendas are prepared and posted by the respective agencies.

The **California Contract Cities Association** requires the City to submit the names of a Delegate and/or Alternate to the Board. In accordance with past practice, staff is recommending that the Mayor be appointed as the Delegate and the City Manager be appointed as the Alternate.

Member cities of the **California Joint Powers Insurance Authority** (California JPIA) are required to submit the names of a Director and Alternate who are eligible to vote either at the California JPIA Annual Board of Directors meeting or on membership approvals for the Board. Pursuant to Article 7 of the California JPIA Joint Powers Agreement, these persons are to be appointed during a meeting of the City Council, with the minutes recording the action. For the California JPIA, and in accordance with past practice, staff is recommending that the Mayor be appointed as Director and the City Manager be appointed as the Alternate.

Member cities of the **League of California Cities (Cal Cities)** are required to submit a voting delegate/alternate for the purpose of voting at the Annual Conference and, in addition, for the purpose of taking any action with the local chapter (**Cal Cities Los Angeles County Division**). Consistent with the League's bylaws, a City's voting delegate and alternate must be designated by the City Council and a copy of the minute action is provided as proof of the designation. For the League of California Cities, and in accordance with past practice, staff is recommending that the Mayor be appointed as the Delegate and the Mayor Pro Tem be appointed as the Alternate.

For the **Los Angeles County City Selection Committee**, the Mayor serves as the voting delegate. If the Mayor is unable to attend a meeting, she/he has the authority to designate any member of the City Council, by proxy, to serve as an alternate authorized to vote on her/his behalf. A signed proxy must be filed with the Secretary's Office prior to voting and is only effective for the designated meeting. Thus, if the Mayor is unable to attend a subsequent meeting, a new signed proxy must be completed and filed with the Secretary. This is usually accomplished via facsimile. If the Mayor is unable to attend a City Selection Committee meeting, any voting alternate appointments will be designated by the Mayor's signed proxy and filed with the Secretary on a meeting-by-meeting basis.

The **Southern California Association of Governments (SCAG)** annually convenes the General Assembly in April or May of each year. In order to participate in the meeting, the City is required to submit the names of one Official Representative (Delegate) and one Alternate for the General Assembly within 45 days before the annual meeting. Only one member is allowed to cast a vote. Members are required to file a combined Assuming/Leaving Office Statement (Form 700). SCAG requires appointments be made by full City Council action. As with past practice, staff is recommending the Mayor be appointed as the Delegate and the Mayor Pro Tem as the Alternate.

Upon approval of the recommended appointments, the City Clerk will forward a Certification of a Director and Alternate to the California JPIA and a copy of the minute motion to the Cal Cities Los Angeles County Division, the California Contract Cities Association, and the Southern California Association of Governments. A copy of the minute motion will also be attached to the League's Annual Conference Voting Delegate/Alternate Form that is submitted later in the year.

FISCAL IMPACT

There is no fiscal impact to the Fiscal Year 2025-26 Adopted Budget.

RECOMMENDATION

1. Approve the Mayor's recommended City Council appointments, as outlined above, to the following outside agencies:
 - a. Las Virgenes – Malibu Council of Governments
 - b. Los Angeles Clean Power Alliance
 - c. Santa Monica Mountains Conservancy
2. Approve, by full City Council action, the outside agency appointments, as listed below, and direct the City Clerk to file the appropriate voting designation documents with the respective outside agencies:
 - a. California Contract Cities Association:
Delegate: Jeremy Wolf, Mayor
Alternate: Nathan Hamburger, City Manager
 - b. California Joint Powers Insurance Authority Voting Director/Alternate:
Director: Jeremy Wolf, Mayor

Alternate: Nathan Hamburger, City Manager

c. League of California Cities (Cal Cities) Voting Delegate/Alternate:

Delegate: Jeremy Wolf, Mayor

Alternate: Deborah Klein Lopez, Mayor Pro Tem

d. Los Angeles County City Selection Committee Voting Delegate:

Delegate: Jeremy Wolf, Mayor

e. Southern California Association of Governments (SCAG)

Delegate: Jeremy Wolf, Mayor

Alternate: Deborah Klein Lopez, Mayor Pro Tem



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: STEPHANIE POZOS, MANAGEMENT ANALYST
AMY BRINK, DIRECTOR OF COMMUNITY SERVICES

SUBJECT: APPROVE FIRST AMENDMENT TO AGREEMENT FOR DESIGN PROFESSIONAL SERVICES, WITH M6 CONSULTING, FOR CIVIL ENGINEERING DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE MORRISON PARK PLAYGROUND IMPROVEMENTS AND APPROPRIATION OF FUNDS TO COVER ENGINEERING, CONSTRUCTION PHASE SERVICES, AND SOILS TESTING AND INSPECTION

On March 12, 2025, City Council awarded a contract to m6 Consulting, Inc. for civil engineering design services related to improvements at Morrison Park. The original contract term was scheduled to expire on March 12, 2026; however, an extension through June 30, 2026 is necessary to allow sufficient time to complete the remaining project work and associated construction support services.

In addition to extending the agreement term through June 30, 2026, an increase to the original contract's not-to-exceed amount is also needed in the amount of \$10,610, which revises the not-to-exceed amount to \$95,800, in order to complete remaining project work and provide the additional professional services required to support construction. Those additional services include things such as flood control coordination and review, environmental permitting support, responses to Requests for Information (RFIs), and quality control review of contractor submittals.

In addition to, and separate from, the proposed amendment to the m6 Consulting, Inc. contract, staff is further requesting two items:

1. Appropriate an additional \$9,390 to cover soils testing and inspection services to be provided by Twining, Inc., along with associated contingency as well. Twining is a company the City has an established history of utilizing for geotechnical testing and inspection services on capital improvement projects, and
2. Recognition of an outstanding balance of \$25,762 associated with work initiated under the original contract, which requires, due to an internal oversight, to now be recognized in the Fiscal Year 2025–26 Budget to allow for completion of services already underway.

Approval of the requested funding for the \$10,610 contract amendment for m6 Consulting, Inc., the \$9,390 for soils testing and inspection services by Twining, Inc., and the appropriation adjustment from the previous Fiscal Year 2024-25, would require a total transfer of \$45,762 from the Capital Project Fund Reserve (Fund 011-0000-2900) to the Morrison Park Project account (Fund 011-4620-610500) within the adopted Fiscal Year 2025–26 Budget, in order to fully fund the remaining project costs and complete the improvements.

The proposed amendment has been reviewed by the City Attorney and approved as to form.

FISCAL IMPACT

Approval of this item will require a transfer of \$45,762 from the Capital Project Fund Reserve (Fund 011-0000-2900) to the Morrison Park Project account (Fund 011-4620-610500) within the adopted Fiscal Year 2025–26 budget to fund the contract amendment with m6, soils testing and inspection services with Twining, and associated project costs.

RECOMMENDATION

Staff recommends the City Council:

1. Approve the appropriation of \$45,762.00 from the Capital Project Fund Reserve (Fund 011-0000-2900) to the Morrison Park Project account (Fund 011-4620-610500) for the Fiscal Year 2025-26 to cover engineering, construction phase services, and soils testing and inspection.
2. Approve the First Amendment to the Agreement for Design Professional Consultant Services with m6 Consulting, Inc.; and
3. Authorize the Mayor to sign the Amendment on behalf of the City Council.

Attachments

[2026_2_AMEND-Over\\$25KDesign_m6_12.17.25_FINAL_signed_by_m6.pdf](#)

FIRST AMENDMENT TO AGREEMENT FOR
DESIGN PROFESSIONAL CONSULTANT SERVICES
WITH THE CITY OF AGOURA HILLS

NAME OF CONSULTANT: m6 Consulting, Inc.

RESPONSIBLE PRINCIPAL OF CONSULTANT : Attn: Robert Woodward, PE,
Principal

CONSULTANT'S ADDRESS: 893 Patriot Drive Unit E
Moorpark, CA, 93021

CITY'S ADDRESS: City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
Attn: City Manager

PREPARED BY: Stephanie Pozos

COMMENCEMENT DATE: March 12, 2025

TERMINATION DATE: June 30, 2026

CONSIDERATION: Amendment Amount: \$10,610.00
Total Contract Price
Not to Exceed: \$95,800/yr

**FIRST AMENDMENT TO AGREEMENT BETWEEN
CITY OF AGOURA HILLS AND M6 CONSULTING, INC.**

Morrison Park Rehabilitation

THIS FIRST AMENDMENT is made and entered into as of January 14, 2026, by and between the City of Agoura Hills, a municipal corporation (hereinafter referred to as "City"), and m6 Consulting, Inc., a Corporation (hereinafter referred to as "Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. This Amendment is made with respect to the following facts and purposes:

a. On March 12, 2025, the City and Consultant entered into that certain Agreement entitled "Agreement for Consultant Services," in the amount Eighty-five Thousand One Hundred Ninety Dollars and Zero Cents (\$85,190.00).

b. The parties now desire to: add scope of work, extend the term of the agreement June 30, 2026, and increase the payment in the amount of Ten Thousand Six Hundred Ten Dollars and Zero Cents (\$10,610.00), and to amend the Agreement as set forth in this Amendment.

2. Section 1 of the Agreement entitled "TERM" is hereby amended to read as follows:

"This Agreement shall remain and continue in effect until tasks herein are completed, but in no event later than June 30, 2026, unless sooner terminated pursuant to the provisions of this Agreement."

3. Section 4 of the Agreement entitled "PAYMENT" at paragraph "a" is hereby amended to read as follows:

"The City agrees to pay Consultant monthly, in accordance with the payment rates and schedules and terms set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B, other than the payment rates and schedule of payment, are null and void. The First Amendment amount shall not exceed Ten Thousand Six Hundred Ten Dollars and Zero Cents (\$10,610.00), for additional construction phase services for a total Agreement amount of Ninety-Five Thousand Eight Hundred Dollars and Zero Cents (\$95,800.00)."

4. Exhibit A the Agreement is hereby amended by adding thereto the items set forth on Attachment "A" to this Amendment, which is attached hereto and incorporated herein as though set forth in full.

5. Exhibit B to the Agreement is hereby amended by adding thereto the items set forth on Attachment "B" to this Amendment, which is attached hereto and incorporated herein as though set forth in full.

6. Except for the changes specifically set forth herein, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this **FIRST** Amendment to Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk
Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONSULTANT

M6 Consulting, Inc.
893 Patriot Drive Unit E
Moorpark, CA, 93021
Robert Woodward, PE, Principal
(805)379-1015

By: DocuSigned by:
Robert P. Woodward
D3E8B9AD801D4A...

Print Name: Robert P. Woodward

Title: Principal Engineer

By: DocuSigned by:
Masoud Mahmoud
F43742904C694F9...

Print Name: Masoud Mahmoud

Title: Principal Engineer

[Signatures of Two Corporate Officers Required]

ATTACHMENT A

Attached hereto and incorporated herein is the additional scope of work and associated cost as provided by the Contractor.

TASKS TO BE PERFORMED

In accordance with the requirements of the Request for Proposals, we propose the following tasks to support the scope of work. The tasks are summarized in this proposal. It is assumed the remaining budget from design will be utilized in conjunction with the estimate in this cost proposal.

Task 1: Construction Meetings

m6 Consulting Inc. (m6) will attend the various meetings as requested by the City during construction. Preparation of meeting agendas and minutes will be prepared as applicable and distributed to the applicable staff and team. An assumption of 4 construction phase meetings has been allocated to this task

Task 2: Site Observations and Construction Period Coordination

m6 will provide site observations and site visits during construction. It is assumed site observations will be required before and after placement of the playground surfacing, playground foundation placement, and associated flat work paving.

A reimbursable budget has been allocated to this task to account for any mileage or reproduction costs.

Excluded from this scope are the following:

1. Permit Fees;
2. Construction Management;
3. Construction period survey;
4. Construction period testing or special inspections;
5. Safety audit of the playground equipment and playground surfacing;
6. Other items not specifically provided for in the Tasks above.

A reimbursable budget has been established for this project, to allow for mileage, reproduction, and other incidental items, and is reflected in each respective Task.

The **additional alternatives** originally developed for flood control or environmental/regulatory permitting that were not ultimately required shall now be utilized to support construction-phase services, including responses to RFIs and reviews of contractor submittals.

ATTACHMENT B

COST PROPOSAL



EXHIBIT "A" COMPENSATION City of Agoura Hills

Morrison Park Rehabilitation Project Construction Phase Services Cost Proposal

City agrees to compensate Consultant for such services as follows:

On an hourly basis, the Tasks outlined in Exhibit "A" above, and per the enclosed staff hours (Exhibit "C"). Staff will be billed based on their functional classification and corresponding hourly rate, as approved by the City.

<u>Task</u>	<u>TASK DESCRIPTION</u>	<u>FEES</u>
1	Construction Progress Meetings	\$3,285.00
2	Site Observations	\$6,825.00
	Reimbursable	\$500.00
	Total Cost	\$10,610.00

City of Agoura Hills - Construction Phase Services of the MORRISON PARK REHABILITATION PROJECT													
EXHIBIT B - m6 Consulting Invoicing Spreadsheet													
	Principal	Project Manager	Project Engineer	Hydrology/ Hydraulic Engineer	Land Surveyor	QSP/QSD	Environmental Specialist	CAD Drafter	Landscape Architect	Total Hours	Reimbursable	Labor	Total Cost
	\$225.00	\$195.00	\$165.00	\$165.00	\$250.00	\$140.00	\$175.00	\$120.00	\$155.00				
TASK 1: Construction Meetings										17.00		\$ 3,285.00	\$3,285
Total	5	6	6	0	0	0	0	0	0		\$ -	\$ 3,285.00	
1.1) Construction Progress Meetings	5	6	6							17.00		\$ 3,285.00	
TASK 2: Site Observations and Construction Period Coordination										35.00		\$ 6,825.00	\$6,825
Total	10	15	10	0	0	0	0	0	0		\$ -	\$ 6,825.00	
2.1) Site Observations	10	15	10							35.00		\$ 6,825.00	
2.2) Reimbursement											\$ 500.00		
Total Labor	\$ 3,375.00	\$ 4,095.00	\$ 2,640.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500.00		\$ 10,110.00
										Total Labor		\$10,110	
										Total Reimbursable		\$500	
										Total Project Fee		\$10,610	



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

**BY: AMBER VICTORIA, MANAGEMENT ANALYST
LOUIS CELAYA, DEPUTY CITY MANAGER**

SUBJECT: APPROVE FIRST AMENDMENT TO AGREEMENT FOR CONTRACTOR SERVICES, WITH RAY-MAC PAINTING, INC., FOR REPAINTING SERVICES AT CITY HALL

Ray-Mac Painting, Inc. (Ray-Mac) currently provides contractor painting services at the Recreation and Event Center. Staff recommends approving a First Amendment to the existing agreement to expand the scope of work to include repainting the Council Chambers and Council Lobby at City Hall and increase the contract amount by \$25,000 for a total contract amount of \$75,000. This work is a necessary first step to prepare the Council Chambers for improvements needed to comply with the requirements of Senate Bill 707 (SB 707), which will take effect on July 1, 2026.

City staff solicited three companies for the provision of this service, Steve Johnson Painting, Crown Construction and Design Inc., and Ray-Mac. Below are the results of the solicitation:

Company Name	Proposal Amount
Steve Johnson Painting	Non- Responsive
Crown Construction and Design Inc.	\$16,250
Ray-Mac Painting, Inc.	\$23,599

City staff did not receive a proposal response from Steve Johnson Painting after several inquiries, and was prepared to move forward with Crown Construction and Design Inc. However, following a site inspection, Crown Construction and Design Inc. notified the City that they were not equipped to complete the requested services. Therefore, staff felt comfortable supporting an amendment to the existing contract with Ray-Mac, as the City has an established working relationship with the firm and Ray-Mac has consistently performed satisfactory work under its current contract for painting services at the Recreation and Event Center. Expanding the scope of work to include City Hall will allow the City to address needed facility upgrades in a timely and cost-effective manner without initiating a new procurement process.

The proposed amendment has been reviewed by the City Attorney and approved as to form.

FISCAL IMPACT

Costs associated with the expanded scope of work were not included in the Fiscal Year 2025-26 Budget, and will require approval from the City Council to appropriate \$25,000 from the Facilities Reserve Fund (012-0000-290000) to the Capital Outlay Fund (012-4180-568200). This request would be a one-time increase to the existing contract budget of \$50,000, raising the total contract amount to \$75,000; upon completion of this work, the Ray-Mac contract will revert back to its original budgeted amount of \$50,000.

RECOMMENDATION

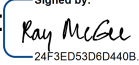
Staff respectfully recommends the City Council:

1. Approve the First Amendment to the existing agreement with Ray-Mac Painting, Inc. to expand the scope of work to include repainting services at City Hall, specifically the Council Chambers and Council Lobby, and
2. Appropriate \$25,000 from the Facilities Fund (012-0000-290000) to Capital Outlay Fund (012-4180-568200).

Attachments

[1st Amend Ray Mac Paint Agmt \(1\).pdf](#)

FIRST AMENDMENT TO AGREEMENT FOR CONTRACTOR SERVICES
WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	Ray-Mac Painting, Inc.
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Ray McGee
CONTRACTOR'S ADDRESS:	79 Daily Drive, Suite 189 Camarillo, CA 93010
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	<small>Signed by:</small>  <small>24F3ED53D6D440B...</small> Amber Victoria
COMMENCEMENT DATE:	January 14, 2026
TERMINATION DATE:	June 30, 2026
CONSIDERATION:	Amendment Amount: \$25,000 Total Contract Price: \$75,000

**FIRST AMENDMENT TO AGREEMENT BETWEEN
CITY OF AGOURA HILLS AND RAY-MAC PAINTING, INC.**

City Hall Council Chamber and Lobby Painting

THIS FIRST AMENDMENT is made and entered into as of January 14, 2026, by and between the City of Agoura Hills, a municipal corporation (hereinafter referred to as "City"), and Ray-Mac Painting, Inc. (hereinafter referred to as "Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. This Amendment is made with respect to the following facts and purposes:

a. On December 10, 2025, the City and Contractor entered into that certain Agreement entitled "Agreement for Contractor Services," in the amount of Fifty Thousand Dollars and Zero Cents (\$50,000).

b. The parties now desire to add to the scope of work (painting City Hall Council Chamber and Lobby) and increase the payment in the amount of Twenty-Five Thousand Dollars and Zero Cents (\$25,000), increasing the total contract amount to Seventy-Five Thousand Dollars and Zero Cents (\$75,000) and to amend the Agreement as set forth in this Amendment.

2. Section five of the Agreement entitled "**PAYMENT**" at paragraph "a" is hereby amended to read as follows:

"The City agrees to pay Contractor monthly, in accordance with the payment rates and schedules and terms set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B, other than the payment rates and schedule of payment, are null and void. The First Amendment amount shall not exceed Twenty-Five Thousand Dollars and Zero Cents (\$25,000), for a total Agreement amount of Seventy-Five Thousand Dollars and Zero Cents (\$75,000)."

3. Exhibit "A" to the Agreement is hereby amended by adding thereto the items set forth on Attachment "A" to this Amendment, which is attached hereto and incorporated herein as though set forth in full.

4. Except for the changes specifically set forth herein, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this FIRST Amendment to Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk
Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

Ray-Mac Painting, Inc.
79 Daily Drive, Suite 189
Camarillo, CA 93010
844-472-9622
raymcgee@raymacpainting.com

Signed by:
By: Ray McGee
24F3ED53D6D440B...

Print Name: Ray McGee

Title: Secretary/Treasurer

Signed by:
By: Kathleen McGee
7DD440EB95DA4E1...

Print Name: Kathleen McGee

Title: CEO

[Signatures of Two Corporate Officers Required]

ATTACHMENT A

Attached hereto and incorporated herein is the additional scope of work and associated cost as provided by the Contractor.



RAY-MAC PAINTING, INC.

79 DAILY DRIVE SUITE 189 CAMARILLO, CA 93010

VENTURA: (844) 4RAYMAC (844-472-9622) • LOS ANGELES: (310) 456-1292 • FAX: (805) 676-1900

WWW.RAYMACPAINTING.COM • EMAIL: raymcgee@raymacpainting.com

December 19, 2025

Attn: Louis Celaya
City of Agoura Hills
P: 818-597-7314
E: lcelaya@agourahillscity.gov

PROJECT: 30001 Ladyface Court
Agoura Hills, CA 91301

SUBJECT: Cost Proposal/Estimate – Repainting Council Chambers & Chamber Lobby
The following is a cost proposal/estimate for the above referenced project. The scope of work is as follows: work will be performed according to work scope emailed 12/18/25 authored by Louis Celeya. In addition to job walk on 12/18/25 with Mr. Celaya.

Total: \$23,599

Excludes ferrous metal all other work not noted.
Ray-Mac Painting, Inc. is looking forward to working with you on a mutually rewarding project. Some of our work can be viewed on Raymacpainting.com web site. All work will be according to standard practices and in a workmanlike manner to include all labor, materials, equipment, taxes, and insurance. All surfaces not to be painted will be protected. Upon acceptance this proposal shall be incorporated in total into the subcontract. Questions or clarifications please contact our office.

Respectfully Submitted,

Ray McGee, Operations Manager
Cell (805)857-5308
raymcgee@raymacpainting.com
cc: file

Accepted By:

Signature

Printed Name
Dated _____



RAY-MAC PAINTING, INC.

79 DAILY DRIVE SUITE 189 CAMARILLO, CA 93010

VENTURA: (844) 4RAYMAC (844-472-9622) • LOS ANGELES: (310) 456-1292 • FAX: (805) 676-1900

WWW.RAYMACPAINTING.COM • EMAIL: raymcgee@raymacpainting.com



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

**BY: STEPHANIE POZOS, MANAGEMENT ANALYST
AMY BRINK, DIRECTOR OF COMMUNITY SERVICES**

SUBJECT: APPROVE FIRST AMENDMENT TO AGREEMENT FOR CONTRACTOR SERVICES, WITH SPARE LABS, INC., TO INCORPORATE LYFT WHEELCHAIR-ACCESSIBLE VEHICLE (WAV) SERVICES AND REDUCE DEDICATED VEHICLE HOURS

On January 24, 2024, the City entered into a contract with Spare Labs, Inc. to provide on-demand transportation services as an extension of the City’s Dial-A-Ride Program (Program). The agreement expires on January 24, 2026, and includes an option to extend the term for one additional year. The current service operates 40 hours per week as an on-demand extension of the Program, providing flexible transportation support for eligible riders. To ensure the long-term sustainability of the Program, staff worked with Spare Labs, Inc., to identify cost-saving options while continuing to provide wheelchair-accessible vehicle (WAV) service.

The proposed First Amendment to Agreement for Contractor Services extends the term to January 24, 2027, and adjusts the scope of services by incorporating Lyft’s WAV service and reducing full-time dedicated vehicle hours. Lyft’s new WAV services in the area provide accessible transportation options for riders with mobility challenges. These vehicles are specially equipped to accommodate wheelchairs, and other mobility devices. Lyft’s WAV services will be available through the app, offering flexibility and ease of use for users seeking an accessible ride. Previously, the City was required to maintain a full-time dedicated vehicle to ensure compliance with ADA requirements. The availability of Lyft’s WAV option allows ADA requirements to continue to be met at a lower cost than maintaining a full-time dedicated vehicle. As Lyft’s WAV services are newly implemented, the dedicated vehicle will be available for use during periods of higher demand or as scheduled by staff.

When the contract was awarded in Fiscal Year 2023-24, the Proposition A cost analysis projected that the Program would remain sustainable until at least 2027 at current costs; incorporating the Lyft WAV option will help extend the Program’s longevity by reducing the cost of the dedicated vehicle by approximately 50%.

This item has been reviewed and previously discussed with the Community Services Subcommittee.

The proposed amendment has been reviewed by the City Attorney and approved as to form.

FISCAL IMPACT

The agreement is a multi-year agreement with a term from January 2024 through January 2026, with an option to extend for one additional year.

Contract Year	Period	Amount
---------------	--------	--------

Year 1	January 2024 – January 2025	\$241,352
Year 2	January 2025 – January 2026	\$268,844
Year 3 (Extension – Approximate)	January 2026 – January 2027	\$145,000
Total Multi-Year Contract Amount		\$770,000

The proposed amendment extends the agreement term and modifies the scope of services. The incorporation of Lyft’s WAV service results in cost savings, and expenditures to date remain below the contract not-to-exceed amount. No additional appropriation or increase to the contract amount is required.

Funds for the Agreement for Contractor Services are appropriated in the Proposition A - Account 060-4530-552080.

RECOMMENDATION

Staff recommends the City Council approve the First Amendment to the Agreement for Contractor Services, with Spare Labs, Inc., to extend the contract term, incorporate Lyft WAV services, and reduce dedicated vehicle hours to support a more cost-effective and sustainable on-demand transportation service model.

Attachments

[2026 2 AMEND-Over\\$25KContr_Spare Labs, Inc._FINAL 12.22.25\(signed by Spare\).pdf](#)

FIRST AMENDMENT TO AGREEMENT FOR CONTRACTOR SERVICES
WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	Spare Labs, Inc.
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Kristoffer Vik Hansen
CONTRACTOR'S ADDRESS:	601 W Hastings St., 3 rd Floor Vancouver, BC, V6B 1M8
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Stephanie Pozos
COMMENCEMENT DATE:	January 24, 2024
TERMINATION DATE:	January 24, 2027
CONSIDERATION:	Amendment Amount: \$0 Total Contract Price Not to Exceed: \$770,000

**FIRST AMENDMENT TO AGREEMENT BETWEEN
CITY OF AGOURA HILLS AND SPARE LABS, INC.**

THIS FIRST AMENDMENT is made and entered into as of January 14, 2026, by and between the City of Agoura Hills, a municipal corporation (hereinafter referred to as "City"), and Spare Labs, Inc, a Corporation (hereinafter referred to as "Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. This Amendment is made with respect to the following facts and purposes:
 - a. On January 24, 2024, the City and Contractor entered into that certain Agreement entitled "Agreement for Contractor Services," in the amount of Seven Hundred Seventy Thousand Dollars and Zero Cents (\$770,000.00).
 - b. The parties now desire to: add scope of work, and extend the term of the agreement to January 24, 2027, and to amend the Agreement as set forth in this Amendment.
2. Section 1 of the Agreement entitled "TERM" is hereby amended to read as follows:

"This Agreement shall remain and continue in effect until tasks herein are completed, but in no event later than January 24, 2027, unless sooner terminated pursuant to the provisions of this Agreement."
3. Exhibit A to the Agreement is hereby amended by adding thereto the items set forth on Attachment "A" to this Amendment, which is attached hereto and incorporated herein as though set forth in full.
4. Exhibit B to the Agreement is hereby amended by adding thereto the items set forth on Attachment "B" to this Amendment, which is attached hereto and incorporated herein as though set forth in full.
5. Except for the changes specifically set forth herein, all other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this **FIRST** Amendment to Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk
Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

Spare Labs, Inc.
601 W Hastings St., 3rd Floor,
Vancouver, BC V6B 1M8
Attention: Kristoffer Vik Hansen, CEO
(855)551-0585

Signed by:
By: Kristoffer Vik Hansen
ED43B0T0DFC2496...

Print Name: Kristoffer Vik Hansen

Title: CEO

Signed by:
By: Josh Andrews
0F8F56B416B048D...

Print Name: Josh Andrews

Title: COO

[Signatures of Two Corporate Officers Required]

ATTACHMENT A

Attached hereto and incorporated herein is the amended scope of work and associated cost as provided by the Contractor.

The specific elements (scope of work) of this service include:

Spare will provide a complete solution for transportation-as-a-service (TaaS) service to the City of Agoura Hills trips to augment the City's existing Dial-A-Ride program. Spare shall provide, through its contracted transit operators, operations management at a level sufficient to oversee the performance of the services required under this Agreement. Spare and its contracted transit operators will comply with local, state, and federal laws in providing the services.

This includes the Software as a Service platform (SaaS), to manage, dispatch, handle all bookings and scheduled transportation as well as contracting with Ventura Transit Systems for dedicated vehicles and LYFT for non-dedicated vehicles, and LYFT wheelchair accessible vehicle(WAV) service.

Providers for dedicated and non-dedicated vehicles may be added to the TaaS service program, if mutually agreed by City and Contractor.

Service Term: Three (3) Years, starting on January 24, 2024, and ending on January 24, 2027.

Services to be provided by SPARE

1. Spare Launch & Analyze – Core software that manages dispatch and handles bookings for on demand and scheduled shared ride transportation requests
2. One (1) Dedicated Wheelchair accessible Van. - Will operate during the requested service hours(approximately 20 hours/week) taking both passengers requiring mobility aids and those that do not. City Staff may request modification of dedicated vehicle hours as needed.
3. Staffing required to operate the service.
4. Repairs, Maintenance, Fuel, Registration, and Insurance required to operate the vehicle safely
5. Call Center for booking calls and answering questions along with a Toll Free (1-800_ number)
6. Spare handles all service complaints originating from eligible riders and shall be handled in strict accordance with City standards of response and the obligations of Spare's contracted Transit Operator. In the event that Spare is unable to satisfactorily resolve the complaint or the complaint involves an issue outside the scope of this Agreement, Spare shall refer the complaint to City for resolution.

7. Spare Open Fleets to directly integrate with Lyft network
8. Spare Driver app required to be available in all dedicated vehicles and utilized by the drivers
9. Spare Platform administration panel
10. System administrator training
11. Spare Open API
12. Contracted Services with LYFT (including LYFT wheelchair accessible vehicles that meet ADA compliance) - Booking for LYFT trips will be available via the City of Agoura Hills passenger booking application (powered by Spare) or the call center. LYFT to provide drivers that are background checked per these guidelines <https://help.lyft.com/hc/en-us/articles/115012925687>
13. Training for City Staff
 - a. Spare Launch, Analyze, Open Fleets and Dial-A-Ride booking process
 - b. Administrator training through a two-hour training course via webinar. Training can be set at a time convenient for City, as may be agreed between Company and City.
 - c. Provide re-training of City staff if reasonably needed.
14. Voice Package
 - a. A phone call notification feature for Spare Platform that sends an automated phone call notification to riders (a.k.a “Spare Automated Phone Notifications”)
 - b. A voice-over-internet-protocol (VOIP) rider calling feature embedded in the Spare Driver iOS and Android applications (a.k.a “Spare Driver-Rider VOIP”)
 - c. An integrated-voice-response (IVR) feature that collects card payment information from users over-the-phone using an automated phone call mechanism that is triggered from the Spare Platform web-portal (a.k.a “Spare Pay IVR”)
 - d. Text message notifications are anticipated to be included in Voice Package.

Services to be provided by City:

City staff will be responsible for marketing and project oversight of the service. The Spare Labs, Inc. team will, when asked, assist the City with distributing information, surveys, etc. on board the vehicles under their control.

Service Hours:

The TaaS service program will be available during the following days and hours:

Thursday, Friday, Saturday: 2:00 pm to 10:00 pm.
Sunday and Monday: 8:00 am to 4:00 pm.

Total Hours: 40 hours per week for dedicated vehicle.

The City will determine the service schedule, including reducing or eliminating service hours because of holidays, local events, budget availability, or other factors. City must provide Contractor with notice at least thirty (30) days prior to changes taking into effect.

Contractor and City will work cooperatively to modify operating days and times should operational change be needed to address ridership patterns or expectations.

The Call Center and dispatch will be open during established service hours for bookings and all customer support enquiries.

Dedicated vehicle service hours to be determined by City.

Fare and Passenger Policies

The City will determine the fares, which might be changed from time to time. The system should allow for local businesses or other third parties to pay for customer rides, if desired.

To enable the City to provide service to as many people as possible, the City reserves the right to cap the number trips per rider by month or other time period.

Service Area:

Agoura Hills City limits, unincorporated Los Angeles county (that are mutually agreed between Contractor and City), and Westlake Village, including Target and Costco. Contractor and City will work cooperatively to modify service should operational change be needed to address ridership patterns or expectations.

Provision of Administrator User Accounts

Contractor will supply administrative user accounts with proper privileges to administrators of the Spare Platform system, as may be agreed between Company and City. Users and City of Spare Platform are bound by Spare Platform terms, as outlined

at <https://sparelabs.com/en/legal>, and Spare Open API terms, as outlined at <https://sparelabs.com/docs>.

Supply Service Documentation

Contractor will supply user documentation on the Spare Platform, including the web-based administration panel, the Spare Open API, and the Spare Driver app, as may be agreed between Contractor and the City.

Service Hosting

Spare Labs will deploy the Spare Platform with the Spare Pooled OnDemand (Spare Driver app, Spare Rider app, Spare Open API, and Spare Platform administration panel), and Spare Smart Matching and Dispatching Algorithm (Spare Engine) on an independent, secure, and scalable datacenter and web server system with disaster recovery capability, as may be agreed between Spare Labs and City.

COVID Protocols

Contractor must adhere to COVID protocols as defined and established by the County of Los Angeles Department of Public Health, other public health polices, and protocols and policies established by the City.

Service Standards

It is the goal of the City to maximize productivity while maintaining a high level of customer service. During the initial three months of service, the Contractor will not be held to Service Standards. Following the initial three months of service, the Contractor will be held to the following minimum service standards.

1) On time performance for trips requested by app or phone:

75% of rides to be picked-up no later than 15 minutes after scheduled pick-up time (regardless of whether request was via app or phone). Calculated as total number of rides, not an average of total minutes.

90% of rides to be picked-up no later than 30 minutes after scheduled pick-up time (regardless of whether request was via app or phone). Calculated as total number of rides, not an average of total minutes.

The City and Contractor will meet on quarterly basis to review the Service Standards.

Penalties if Service Cannot be Provided

1) \$250 for any month in which the Contractor and Sub-contractor fail to meet an on-time performance level of 90% of rides picked-up no later than 30 minutes after scheduled pick-up time.

2) \$100 per occurrence in which a wheelchair lift fails to operate properly during the pickup or in which a wheelchair bound client is improperly tied down or a wheelchair becomes unfastened from one of the tie down locations

3) \$100 per occurrence per validated complaint after 3rd validated complaint in any month

4) \$100 per occurrence for failure to provide accurate ridership data or trip sheets or other reports as required with any monthly accounting period by the 15th of the following month.

5) \$250 for each full shift missed. A shift defined as 6 hours on Thursday, Friday, and Saturday and 7 hours on Sunday. City and Contractor may establish additional penalties for missed individual trips, if mutually agreed.

Penalties will be deducted from monthly invoice

Reporting - Data for National Transit Database (NTD)

The City is required by LACMTA Sub-regional Incentive Fund guidelines to submit accurate report accepted by National Transit Database data for its DAR. The City is subject to severe financial penalties for failure to report accurate, auditable data. The Contractor is responsible for becoming familiar with said reporting requirements provided by the City for the DAR program and to supply accurate financial and operating data,

which complies with above, described requirements. NOTE: Contractor shall be liable for the cost of any penalties imposed on the City due to the Contractor's failure to comply with above mentioned reporting requirements. Contractor will make its staff available without cost to the City to an auditors.

Transportation Assistance During Emergency Evacuations

Spare Labs, Inc.'s role includes making app adjustments, increasing dedicated vehicle hours, and modifying service area or hours as requested by the city for emergency evacuations. The vendor will also provide an emergency contact phone number and email accessible after service hours.

ATTACHMENT B

**EXHIBIT B
PAYMENT RATES AND SCHEDULE**

Product	Quantity	Rate	Amount	Frequency	Base or Optional	Starting Period	Ending Period	Initial Invoice Date	Notes
Spare Base Platform Fee	1	875.00	875.00	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	
Dedicated Vehicle	1	625.00	625.00	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	
Voice Package - Each Vehicle	1	70.00	70.00	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	
Notifications Package Pro	1	1,000.00	1,000.00	Monthly	Optional	when added	2027-01-24	when added	
Spare Open Fleets Module Fee	1	1,000.00	1,000.00	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	
Open Fleets Dispatch Fee - Each Lyft trip request	140	1.50	210.00	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	Assuming 140 Lyft rides per month
Passthrough Lyft ride fees	140	14.29	2,000.60	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	All Lyft fees are passthrough fees. For budget, each Lyft ride is assumed to be \$14.29 each and it assumed to be 140 Lyft rides per month.
Spare Call Center - Up to 250 minutes per month	1	587.50	587.50	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	
Spare Call Center - Overage rate after 250 minutes per month	1	2.25	2.25	Monthly	Optional	when added	2027-01-24	when added	
WAV (Wheelchair Accessible Vehicle) - Per hour per vehicle	86.67	95.00	8,227.68	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	All WAV vehicle fees are passthrough fees. Assumed approx. 20 hours per week from dedicated vehicle provided.
Road Supervisor - Per hour per vehicle	86.67	29.00	5,026.57	Monthly	Optional	when added	2027-01-24	when added	
Spare Turnkey Management Fee	1	15%	1,234.15	Monthly	Base	2024-01-24	2027-01-24	2024-01-24	15% management fees is added on top of dedicated vehicle fees and Road Supervisor fees (if applicable). Management Fee remains at 15% throughout the term of the agreement.

Total Contract Not-to-Exceed Total(3-years):	\$770,000
--	------------------

ATTACHMENT B

Note: .

1. Road Supervisor role is offered to the City as an option in the service provided.
2. Road Supervisor can be added by City at any time during the term of the agreement, when City Staff determine it is needed.
3. Road Supervisor cost is based on actual usage at a minimum of 40 hours per week.
4. Notifications Package Pro is offered to the City as an optional product and can be added by the City at any time, when City Staff determine it is needed.
5. Pricing for Lyft trips including Lyft WAV to be billed monthly based on actual usage and transportation expense based on rates listed at <https://www.lyft.com/riders/cities/ventura-ca>
6. Pricing for Open Fleet Dispatch Fee to be billed monthly based on actual usage.
7. Pricing for Dedicated Wheelchair Accessible Vehicle (WAV) to be billed monthly based on actual usage.



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: AMBER VICTORIA, MANAGEMENT ANALYST
RAMIRO ADEVA, ASSISTANT CITY MANAGER

SUBJECT: ADOPT A RESOLUTION AMENDING THE COMPENSATION PLAN BY INCREASING PART-TIME/TEMPORARY SALARY RANGES IN COMPLIANCE WITH THE 2026 CALIFORNIA MINIMUM WAGE INCREASE TO \$16.90 PER HOUR, EFFECTIVE DECEMBER 21, 2025

On January 1, 2026, the California Minimum Wage will increase to \$16.90 per hour. The associated compensation adjustments are effective December 21, 2025, as this date captures the payroll period that includes January 1, 2026. In order to ensure compliance, the City will be required to increase the ranges of the following part-time/temporary classifications: Recreation Leader I and Instructors, both of which currently start at \$16.50 per hour. In an effort to maintain a similar percentage separation between related classifications, the ranges of Administrative Intern I, Administrative Intern II, Office Assistant, Recreation Leader II, Recreation Specialist and Senior Program Instructor will also need to be increased, effective December 21, 2025, to account for the pay period which includes January 1, 2026.

FISCAL IMPACT

All of the affected salary ranges will be adjusted for the increase. Staff does not anticipate a drastic impact to the department budgets, but will monitor accordingly.

RECOMMENDATION

Staff recommends the City Council adopt Resolution No. 26-2122, amending the Compensation Plan by increasing the range of the Administrative Intern I, Administrative Intern II, Instructor, Office Assistant, Recreation Leader I, Recreation Leader II, Recreation Specialist and Senior Program Instructor in compliance with the 2026 California Minimum wage increase to \$16.90 per hour.

Attachments

[Resolution No. 26-2122.pdf](#)

[Salaries and Positions 1.1.26.pdf](#)

RESOLUTION NO. 26-2122

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING THE COMPENSATION PLAN BY INCREASING THE RANGE OF THE ADMINISTRATIVE INTERN I, ADMINISTRATIVE INTERN II, INSTRUCTOR, OFFICE ASSISTANT, RECREATION LEADER I, RECREATION LEADER II, RECREATION SPECIALIST, AND SENIOR PROGRAM INSTRUCTOR, IN COMPLIANCE WITH THE 2026 CALIFORNIA MINIMUM WAGE INCREASE TO \$16.90 PER HOUR, EFFECTIVE DECEMBER 21, 2025

THE CITY COUNCIL OF THE CITY OF AGOURA HILLS HEREBY FINDS, RESOLVES, AND ORDERS AS FOLLOWS:

SECTION 1. The classifications and salary ranges as shown on Exhibit "A," attached hereto and incorporated herein as though set forth in full, are hereby authorized in City service, effective December 21, 2025.

PASSED, APPROVED, AND ADOPTED this 14th day of January 2026, by the following vote to wit:

AYES: ()
NOES: ()
ABSTAIN: ()
ABSENT: ()

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

EXHIBIT A

FULL-TIME POSITIONS AND SALARIES							
EFFECTIVE PAY PERIOD BEGINNING 12/21/2025							
POSITIONS	F/T RANGES	ANNUAL		MONTHLY		HOURLY	
		LOW	HIGH	LOW	HIGH	LOW	HIGH
EXEMPT							
ACCOUNTANT	50	93,182	113,533	7,765	9,461	44.80	54.58
ADMINISTRATIVE ANALYST	51	95,511	116,371	7,959	9,698	45.92	55.95
ASSISTANT CITY MANAGER	82	205,350	250,199	17,113	20,850	98.73	120.29
ASSISTANT DIRECTOR OF COMM SERVICES	68	145,332	177,073	12,111	14,756	69.87	85.13
ASSISTANT PLANNING DIRECTOR	68	145,332	177,073	12,111	14,756	69.87	85.13
ASSISTANT TO THE CITY MANAGER	60	119,281	145,332	9,940	12,111	57.35	69.87
ASSOCIATE CIVIL ENGINEER	59	116,371	141,787	9,698	11,816	55.95	68.17
BUILDING OFFICIAL	70	152,689	186,037	12,724	15,503	73.41	89.44
CITY CLERK	64	131,664	160,419	10,972	13,368	63.30	77.12
CITY ENGINEER	71	156,507	190,688	13,042	15,891	75.24	91.68
CITY MANAGER		298,568		24,881		143.54	
COMMUNICATIONS MANAGER	59	116,371	141,787	9,698	11,816	55.95	68.17
COMMUNITY DEVELOPMENT DIRECTOR	78	186,037	226,668	15,503	18,889	89.44	108.98
DEPUTY CITY MANAGER	73	164,430	200,342	13,702	16,695	79.05	96.32
DEPUTY DIRECTOR OF PUBLIC WORKS	65	134,955	164,430	11,246	13,702	64.88	79.05
DIRECTOR COMMUNITY SERVICES	78	186,037	226,668	15,503	18,889	89.44	108.98
DIRECTOR OF FINANCE	78	186,037	226,668	15,503	18,889	89.44	108.98
DIRECTOR OF PUBLIC WORKS/CITY ENG	78	186,037	226,668	15,503	18,889	89.44	108.98
EXECUTIVE ASSISTANT	46	84,418	102,855	7,035	8,571	40.59	49.45
FINANCE MANAGER	61	122,263	148,965	10,189	12,414	58.78	71.62
HUMAN RESOURCES MANAGER	59	116,371	141,787	9,698	11,816	55.95	68.17
MANAGEMENT ANALYST	51	95,511	116,371	7,959	9,698	45.92	55.95
MEDIA ANALYST	51	95,511	116,371	7,959	9,698	45.92	55.95
PLANNING DIRECTOR	72	160,419	195,455	13,368	16,288	77.12	93.97
PRINCIPAL PLANNER	62	125,319	152,689	10,443	12,724	60.25	73.41
PUBLIC WORKS PROJECT MANAGER	59	116,371	141,787	9,698	11,816	55.95	68.17
RECREATION MANAGER	59	116,371	141,787	9,698	11,816	55.95	68.17
RECREATION SUPERVISOR	50	93,182	113,533	7,765	9,461	44.80	54.58
SENIOR CIVIL ENGINEER	64	131,664	160,419	10,972	13,368	63.30	77.12
SENIOR CODE COMPLIANCE OFFICER	51	95,511	116,371	7,959	9,698	45.92	55.95
SENIOR PLANNER	58	113,533	138,329	9,461	11,527	54.58	66.50
HOURLY							
ACCOUNTING SPECIALIST II	46	84,418	102,855	7,035	8,571	40.59	49.45
ADMINISTRATIVE AIDE	38	69,286	84,418	5,774	7,035	33.31	40.59
ADMINISTRATIVE ASSISTANT I	37	67,596	82,359	5,633	6,863	32.50	39.60
ADMINISTRATIVE ASSISTANT II	41	74,613	90,909	6,218	7,576	35.87	43.71
ASSISTANT ENGINEER	53	100,347	122,263	8,362	10,189	48.24	58.78
ASSISTANT PLANNER	51	95,511	116,371	7,959	9,698	45.92	55.95
ASSOCIATE PLANNER	55	105,427	128,452	8,786	10,704	50.69	61.76
BUILDING PERMIT TECHNICIAN	38	69,286	84,418	5,774	7,035	33.31	40.59
CODE COMPLIANCE OFFICER	46	84,418	102,855	7,035	8,571	40.59	49.45
COMM SERV COORDINATOR	46	84,418	102,855	7,035	8,571	40.59	49.45
COUNTER PERMIT TECHNICIAN	46	84,418	102,855	7,035	8,571	40.59	49.45
CULTURAL EVENT COORDINATOR	46	84,418	102,855	7,035	8,571	40.59	49.45
ENGINEERING AIDE I	38	69,286	84,418	5,774	7,035	33.31	40.59
ENGINEERING AIDE II	46	84,418	102,855	7,035	8,571	40.59	49.45
LAND USE TECHNICIAN	46	84,418	102,855	7,035	8,571	40.59	49.45
PLAN EXAMINER	46	84,418	102,855	7,035	8,571	40.59	49.45
PLANNING TECHNICIAN	38	69,286	84,418	5,774	7,035	33.31	40.59
SENIOR BUILDING INSPECTOR	47	86,529	105,427	7,211	8,786	41.60	50.69
PART-TIME POSITIONS AND SALARIES							
EFFECTIVE 1/1/2026							
POSITIONS	P/T RANGES	ANNUAL		MONTHLY		HOURLY	
		LOW	HIGH	LOW	HIGH	LOW	HIGH
ADMINISTRATIVE INTERN I	6	39,771	48,457	3,314	4,038	19.12	23.30
ADMINISTRATIVE INTERN II	13	47,276	57,601	3,940	4,800	22.73	27.69
INSTRUCTOR	1	35,152	42,829	2,929	3,569	16.90	20.59
OFFICE ASSISTANT	11	44,998	54,825	3,750	4,569	21.63	26.36
PUBLIC SAFETY LIAISON OFFICER	46	84,418	102,855	7,035	8,571	40.59	49.45
RECORDS COORDINATOR	46	81,800	99,763	6,823	8,314	39.37	47.96
RECREATION LEADER I	1	35,152	42,829	2,929	3,569	16.90	20.59
RECREATION LEADER II	9	42,829	52,183	3,569	4,349	20.59	25.09
RECREATION SPECIALIST	16	50,911	62,030	4,243	5,169	24.48	29.82
SENIOR PROGRAM INSTRUCTOR	14	48,457	59,041	4,038	4,920	23.30	28.38
SPECIAL EVENT WORKER			160-1,060	PER EVENT			



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026
TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
FROM: NATHAN HAMBURGER, CITY MANAGER
BY: KELLY FISHER, DEPUTY DIRECTOR OF PUBLIC WORKS
CHARMAINE YAMBAO, DIRECTOR OF PUBLIC WORKS DIRECTOR / CITY ENGINEER
SUBJECT: INTRODUCTION OF ORDINANCE NO. 26-483, ADOPTING THE 2025 ENGINEERING AND TRAFFIC SURVEY

California Vehicle Code (CVC) Section 40802(b) requires that prima facie posted speed limits be justified by an Engineering and Traffic Survey (E&TS). An E&TS is typically conducted every five (5) years but can be extended up to fourteen (14) years if it is determined no significant changes to the roadway and/or traffic conditions have occurred.

The last Engineering and Traffic Survey (E&TS) was adopted by the City Council on August 24, 2016, by Resolution No. 16-1823. Due to the on-going construction of the Agoura Road Widening Project, nine (9) street segments along Agoura Road, Kanan Road, and Reyes Adobe Road were not analyzed until the construction was completed. On November 8, 2017, the City Council approved Ordinance No. 17-433 which amended the prima facie speed limits for those street segments.

In October 2021, Governor Gavin Newsom signed Assembly Bill 43 (AB 43) which provided cities more flexibility in setting reduced speed limits to consider the safety of vulnerable road users, such as bicyclists and pedestrians. Pursuant to Section 22358.8 to the CVC, the City performed an E&TS for the segment of Reyes Adobe Road, between Agoura Road and Thousand Oaks Boulevard, to determine if the speed limit could be restored to the prior speed limit established in the 2011 E&TS. Since no additional lanes had been added to Reyes Adobe Road, and the previous speed limit was still more than reasonable and safe, the City Council approved Ordinance No. 22-460 which reduced the speed limit from 45 miles per hour (mph) to 40 mph.

The 28 segments in the 2025 E&TS include all arterial and collector streets in the City. Local streets are exempted from the survey requirements by the CVC and have a set prima facie speed limit of 25 mph.

The E&TS for the City was conducted in accordance with procedures outlined in the California Manual on Uniform Traffic Control Devices (MUTCD), and as required by Section 627 of the CVC. The three elements of a survey include the measurement of prevailing speed, accident history, and roadway characteristics not readily apparent to the motorist.

Posted speed limits are established to protect the general public and provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law. In order to collect accurate data, Kimley-Horn and Associates, Inc. (KHA) collected survey data before the end of the 2024-25 school year.

While it was anticipated the speed limits would remain the same, based on KHA's review of the data, changes to the existing speed limits are being recommended along nine (9) road segments which are as follows:

Road Segment	Limits (From)	Limits (To)	Direction	Current Speed Limit (mph)	Proposed Speed Limit (mph)
Agoura Road	Reyes Adobe Road	Ladyface Court	Both	45	40
Agoura Road	Ladyface Court	Kanan Road	Both	45	40
Agoura Road	Cornell Road	Chesebro Road/Laura La Plante	Both	45	40
Agoura Road	Chesebro Road/Laura La Plante	Liberty Canyon Road	Both	45	40
Canwood Street	Derry Avenue	Chesebro Road	Both	40	35
Driver Avenue/Palo Comado Canyon Road	Argos Street	101 Freeway	Both	30/35	30
Kanan Road	Canwood Street	Agoura Road	Southbound	35 NB 40/35 SB	35 NB 35 SB
Reyes Adobe Road	Lake Lindero Drive	North City Limit	Both	40	35
Cornell Road	Cornell Way	Agoura Road	Both	None	35

Please note that Cornell Road establishes a 35 mph speed limit for this roadway segment which currently does not have a posted speed limit.

Staff anticipates bringing the second reading of Ordinance No. 26-483 to the City Council on January 28, 2026. If approved, staff will notify the Los Angeles County Sheriff's Department of the new speed limits. In addition, the E&TS will be available to the public for review on the City's website, or by contacting the Public Works Department.

The City would begin replacing the various speed limit signs thirty days after the approval of the E&TS. AB 43 requires that drivers traveling 10 mph or less over the speed limit only be subject to a warning citation until 30 days after the lower speed limit is in effect. It is anticipated that the new speed limits would be fully enforceable by March 29, 2026.

On September 17, 2025, staff presented this item to the Public Works Subcommittee consisting of Mayor Pro Tem Jeremy Wolf and Councilmember Kate Anderson. Both were supportive of bringing this to the City Council for consideration.

FISCAL IMPACT

There are sufficient funds budgeted in the Fiscal Year 2025-26 Public Works Department's Traffic Signing Account (064-4510-5520.12) to fund the replacement of the speed limit signs.

RECOMMENDATION

Staff respectfully recommends the City Council waive full reading and introduce Ordinance No. 26-483, adopting the 2025 Engineering and Traffic Study.

Attachments

[1. 26-483.pdf](#)

[2 2025 Draft Agoura Hills 2025 E&TS.pdf](#)

ORDINANCE NO. 26-483

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, AMENDING AND DECLARING PRIMA FACIE SPEED LIMITS FOR NINE SPECIFIC ROAD SEGMENTS OF AGOURA ROAD, CANWOOD STREET, DRIVER AVENUE/PALO COMADO CANYON ROAD, KANAN ROAD, REYES ADOBE ROAD AND CORNELL ROAD

WHEREAS, engineering and traffic surveys have been conducted on various streets within the City of Agoura Hills as required by provisions of the California Vehicle Code; and

WHEREAS, California Vehicle Code sections 22357 and 22358.8 provide that if the local authority determines, on a basis of a survey, that a speed higher or lower than the statutory speed limit would facilitate the orderly movement of vehicular traffic and would be reasonable and safe, the local authority may determine and declare a speed limit by ordinance; and

WHEREAS, the declared prima facie speed limits shall only be effective when appropriate signs giving notice thereof are erected upon the street and the limits shall not be revised except upon the basis of an engineering and traffic study; and

WHEREAS, an engineering and traffic survey was conducted by Kimley-Horn and Associates, Inc. in 2025; and

WHEREAS, on the basis of the survey, staff has determined that the adoption of the following recommended speed limits are reasonable and safe and will facilitate the orderly movement of vehicular traffic.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AGOURA HILLS HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City Council makes the following findings in connection with the adoption of this Ordinance:

A. Section 22358.8 of the California Vehicle Code permits cities, after completing an engineering and traffic survey and finding that the speed limit is still more than is reasonable or safe, to retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic study and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

B. Pursuant to California Vehicle Code 22358.8, the City of Agoura Hills performed an engineering and traffic survey entitled "2025 Engineering and Traffic Survey to Establish Speed Limits" conducted by Kimley-Horn and Associates, Inc. in April 2025 ("2025 Traffic Survey").

C. The 2025 Traffic Survey and roadway segment have been reviewed and evaluated by the City's Contract Traffic Engineer Matt Stewart ("Traffic Engineer"), a Registered Professional Engineer and Traffic Engineer in the State of California.

D. Based on the 2025 Traffic Survey, the City Council hereby finds that the speed limits on the following eight road segments are still more than are reasonable or safe: 1) Agoura Road between Reyes Adobe Road and Ladyface Court; 2) Agoura Road between Ladyface Court and Kanan Road; 3) Agoura Road between Cornell Road and Chesebro Road/Laura La Plante; 4) Agoura Road between Chesebro Road/Laura La Plante and Liberty Canyon Road; 5) Canwood Street between Derry Avenue and Chesebro Road; 6) Driver Avenue/Palo Comado Canyon Road between Argos Street and the 101 Freeway; 7) Kanan Road between Canwood Street and Agoura Road; and 8) Reyes Adobe Road between Lake Lindero Drive and the northern City limit; and

E. Given that the road segment of Cornell Road between Cornell Way and Agoura Road currently has no posted speed limit, based on the 2025 Traffic Survey, the City Council hereby finds that a speed limit of 35 miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

SECTION 2. Based on the findings set forth in Section 1 of this Ordinance, the City Council of the City of Agoura Hills ("City Council") hereby adopts said 2025 Traffic Survey and adopts and enacts new speed limits on nine road segments described in Exhibit "A", attached hereto and incorporated by reference as though set forth in full, as recommended in Table 3 of the 2025 Traffic Survey .

SECTION 3. Pursuant to Vehicle Code Section 22358.8(c), the City shall issue only warning citations for violations exceeding the speed limit by 10 miles per hour or less for the first 30 days that the new, lower speed limit is in effect.

SECTION 4. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). Pursuant to Section 15060(c)(2) of the California CEQA Guidelines, the City Council finds that this Ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment and therefore is not subject to CEQA. Additionally, pursuant to Section 15060(c)(3) the activity is not a "project" as defined in Section 15378 because it has no potential for resulting in physical change to the environment, directly or indirectly.

SECTION 5. SEVERABILITY. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrases, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof, be declared invalid or unconstitutional.

SECTION 6. CITY CLERK CERTIFICATION. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen (15) days after passage and adoption as required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and post a certified copy of the text of this Ordinance in the Office of the City Clerk five (5) days prior to the date of adoption of this Ordinance, and, within fifteen (15) days after adoption, the City Clerk shall cause to be published the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Agoura Hills this ___ day of _____, 2026, by the following vote to wit:

- AYES: ()
- NOES: ()
- ABSENT: ()
- ABSTAIN: ()

CITY OF AGOURA HILLS:

Jeremy Wolf, Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

APPROVED AS TO FORM:

Candice K. Lee
City Attorney

EXHIBIT "A"

AMENDED SPEED LIMITS

Road Segment	Limits (From)	Limits (To)	Direction	Current Speed Limit (mph)	Proposed Speed Limit (mph)
Agoura Road	Reyes Adobe Road	Ladyface Court	Both	45	40
Agoura Road	Ladyface Court	Kanan Road	Both	45	40
Agoura Road	Cornell Road	Chesebro Road/Laura La Plante	Both	45	40
Agoura Road	Chesebro Road/Laura La Plante	Liberty Canyon Road	Both	45	40
Canwood Street	Derry Avenue	Chesebro Road	Both	40	35
Driver Avenue/Palo Comado Canyon Road	Argos Street	101 Freeway	Both	30/35	30
Kanan Road	Canwood Street	Agoura Road	Southbound	35 NB 40/35 SB	35 NB 35 SB
Reyes Adobe Road	Lake Lindero Drive	North City Limit	Both	40	35
Cornell Road	Cornell Way	Agoura Road	Both	None	35



DRAFT REPORT

FOR THE

**2025 ENGINEERING AND TRAFFIC SURVEY
TO ESTABLISH SPEED LIMITS**

Prepared by:
Kimley»»Horn

CERTIFICATION

I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey for the City of Agoura Hills was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a Professional Civil and Traffic Engineer.



Matthew Stewart
September 2025
RCE# 90465
RTE# 3063

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Appendices

- Appendix A – CA MUTCD Tables 2B-101 through 2B-106
- Appendix B – Speed Radar Certifications
- Appendix C – Engineering and Traffic Survey Forms
- Appendix D – Average Daily Traffic Count Worksheets

1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for street segments within the City Agoura Hills. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn. The existing speed limits were established based upon the 2018 Engineering and Traffic Survey and a supplemental 2022 survey for Reyes Adobe Road. The study includes a summary of Average Daily Traffic (ADT) and radar speed surveys at 28 locations within the city, as well as collision histories along the segments. Data collection and on-location surveys occurred for all street segments between April 2025 and July 2025 under typical conditions with no construction or other street modifications.

Engineering and traffic surveys for speed limits are conducted once every five (5) years by governing municipalities in order to comply with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years or every fourteen (14) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *CVC*. In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed.

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

- Current speed limits and speed zoning regulations;
- 3-year collision records (2021-2023);
- Radar speed survey results for prevailing speeds;
- Highway, traffic and roadside conditions not readily apparent to the driver; and
- Recommended speed limit changes

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2023 CVC defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Recent amendments to the CVC are outlined in Assembly Bill (AB) 43 and AB 1938 and reflected in the following regulations and guidelines. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

“A ‘business district’ is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may

be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.¹

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

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

“Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. 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-mile-per-hour 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.³”

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire past the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

“(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

¹ California Department of Motor Vehicles, CVC, Division 1, Section 235, 2023.

² California Department of Motor Vehicles, CVC, Division 1, Section 515, 2023.

³ California Department of Motor Vehicles, CVC, Division 11. Chapter 7, Section 22357(a), 2023.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the “California Road System Maps,” it may be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

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

(2) For purposes of this section “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.⁴

(3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.

(4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.”

Amendments made to the CVC in 2021 (AB 43) and 2022 (AB 1938) further provide local jurisdictions with the ability to lower speed limits on locally controlled roads and include additional provisions affecting E&TS procedures. Effective January 1, 2023, in concurrence with an E&TS, municipalities can retain currently adopted speed limits without further reduction or restore the immediately prior adopted speed limit without further reduction.⁵

⁴ California Department of Motor Vehicles, CVC, Division 17. Chapter 2, Section 40802, 2023.

⁵ California Department of Motor Vehicles, CVC, Division 11. Chapter 7, Section 22358, 2023.

Furthermore, on or after June 30, 2024, municipalities can reduce speed limits by an additional five miles per hour if the portion of the road has been designated as a “safety corridor” or “the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.”⁶ Safety corridors are roadway segments where the highest number of serious injury and fatality crashes occur and may not exceed one-fifth of a local authority’s streets.⁷ According to California Manual on Uniform Traffic Control Devices (CA MUTCD) Table 2B-106, facilities that generate high concentrations of bicyclists or pedestrians can include land use generators such as schools, parks, trails, retail, and employment centers; transit factors such as transit stops or transit oriented development; pedestrian/bicyclist infrastructure such as sidewalk presence, crosswalk presence, bikeway presence, nearby signalized intersections, or the presence of micromobility devices such as bicycles and scooters; and demographic factors such as presence of students or vulnerable groups including children, seniors, and persons with disabilities. If the 5 mph reduction is taken for high concentration of bike and pedestrian activity, then the 5 mph for a Safety Corridor cannot be applied. CA MUTCD pages 258-262, which include Tables 2B-101 to 2B-106 regarding speed limit application and rounding guidelines, are attached as **Appendix A**.

Cumulatively, CA MUTCD states that combining all speed limit changes used, the total reduction in the speed limit shall not exceed 12.4 mph from the 85th percentile speed:

“The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).”⁸

1.2 Requirements and Methodology of an Engineering and Traffic Survey

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicyclist safety, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in

⁶ California Department of Motor Vehicles, CVC, Division 11. Chapter 7, Section 22358, 2023.

⁷ California Department of Motor Vehicles, CVC, Division 11. Chapter 7, Section 22358, 2023.

⁸ California MUTCD, Revision 9, 2014.

combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Survey are outlined in Chapter 2B (Section 2B.13) of the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

In addition to the requirements and procedures outlined in the CVC and California MUTCD, Chapter 3 of the *2025 California Manual for Setting Speed Limits* furthers the expectations of the E&TS. Section 3.1.2 details the necessary components as follows:

“The documentation of the findings, an E&TS must include:

- A Speed Zone Survey data Sheet, Strip Map schematic, or Facsimile. See Appendices A.1 and A.3.
- Justification memo - Justifies the proposed speed limit for a speed zone. It shall include the limit of the speed zone, roadway characteristics, 85th percentile speeds, collision data and any conditions not readily apparent to a driver. It may also include discussion of roadside development as well as the composition and safety of the other road users. See Appendix B.8 for an example.
- Order, ordinance, or resolution. Every speed zone needs an Order or ordinance to document the speed limit. See Appendices B.3.1 and B.3.2 for examples of Orders, and Appendix B.3.3. for an example of Ordinance.

An E&TS may have multiple speed zones on the strip map, but each speed zone should have a separate justification and order.”

Each component has been accounted for in this E&TS, and justifications for each segment within the specified area of interest are included below.

2.0 SPEED SURVEY EVALUATION

Twenty-eight (28) locations were evaluated by Kimley-Horn and are included in this report. These roadway sections and limits of the sections are listed in **Table 1** below.

Table 1: Survey Locations and Limits

Location Number	Location Name	Limits (From)	Limits (To)	Status
1	Agoura Road	West City Limits	Reyes Adobe Road	Complete
2	Agoura Road	Reyes Adobe Road	Ladyface Circle	Complete
3	Agoura Road	Ladyface Circle	Kanan Road	Complete
4	Agoura Road	Kanan Road	Cornell Road	Complete
5	Agoura Road	Cornel Road	Chesebro Road/Laura La Plante Drive	Complete
6	Agoura Road	Chesebro Road/Laura La Plante Drive	Liberty Canyon Road	Complete
7	Canwood Street	West City Limits	Reyes Adobe Road	Complete
8	Canwood Street	Reyes Adobe Road	Kanan Road	Complete
9	Canwood Street	Kanan Road	Derry Avenue	Complete
10	Canwood Street	Derry Avenue	Chesebro Road	Complete
11	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	Complete
12	Kanan Road	North City Limits	Laro Drive	Complete
13	Kanan Road	Laro Drive	Thousand Oaks Boulevard	Complete
14	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	Complete
15	Kanan Road	Hillrise Drive	Canwood Street	Complete
16	Kanan Road	Canwood Street	Agoura Road	Complete
17	Kanan Road	Agoura Road	South City Limits	Complete
18	Liberty Canyon Road	Agoura Road	Country Glen Road	Complete
19	Palo Comado Canyon Road/Chesebro Road	Agoura Road	Ventura Freeway	Complete
20	Reyes Adobe Road	North City Limits	Thousand Oaks Boulevard	Complete
21	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	Complete
22	Roadside Drive	Kanan Road	Lewis Street	Complete

Location Number	Location Name	Limits (From)	Limits (To)	Status
23	Thousand Oaks Boulevard	West City Limits	Reyes Adobe Road	Complete
24	Thousand Oaks Boulevard	Reyes Adobe Road	Buffwood Place	Complete
25	Thousand Oaks Boulevard	Buffwood Place	Kanan Road	Complete
26	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	Complete
27	Cornell Rd	Cornell Way	Agoura Road	Complete
28	Reyes Adobe Rd	Lake Lindero Drive	North City Limit	Complete

Segments 1-19 and 21-25 reflect the same segments evaluated in the 2018 E&TS study. Segments 20 and 28 were previously a combined single segment (segment 20) in the prior study. Segment 27 represents a newly evaluated segment with no current posted speed limit.

2.1 Field Review

Speed data was collected using manual radar surveys and were performed by a sub-consultant to Kimley-Horn, Aim Traffic Data (AimTD), at 28 locations during “off-peak” hours on a weekday (Monday through Friday). AimTD also collected the ADT data for the 28 project locations during a Weekday (Tuesday, Wednesday or Thursday). The radar surveys and ADT counts were collected in April 2025 for all locations.

Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Radar speed certifications for radar operators are included in **Appendix B**. Speed surveys were conducted during off-peak times to capture the speeds of free-flowing vehicles uninhibited by traffic and congestion. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into spreadsheet-based software for analysis purposes. Chapter 2B of the *2014 California MUTCD (Revision 9)* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, and therefore speed samples were collected during a maximum period of 2 hours for low volume roadways.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables of specific street segments are summarized in the Engineering and Traffic Survey forms included in **Appendix C**. ADT count worksheets are included in **Appendix D**.

1. Segment length, width and alignment;
2. Level of pedestrian and bicycle activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/stripping factors;

5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Roadway condition, bumps and dips;
8. Land use and proximity of schools, parks/recreation areas and senior centers;
9. Uniformity with existing speed zones; and,
10. Any other unusual conditions or hazards not readily apparent to the driver.

2.2 Statistical Analysis Factors

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

1. **85th Percentile Speed.** The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
3. **50th Percentile Speed.** The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15th Percentile Speed.** The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
5. **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of vehicles within the 10-mph pace is often between 60 and 90 percent.

2.3 Collision History

The Engineering and Traffic Survey forms summarize the recent collision information for each of the street segments. The collision information was obtained from the Transportation Injury Mapping System (TIMS) Report for the City of Agoura Hills from January 1, 2021, to December 31, 2023. The collisions were reviewed and corridor related collisions (those not related to signalized intersections) were summarized for each segment by Kimley-Horn. Based upon the number of total collisions studied over the 3-year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the 2023 collision data on California State Highways for urban areas (road miles, travel, collisions, collision rates) as listed in **Table 2**.

Table 2: 2023 California State Highways Collision Rates

Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rate for 2021, 2022 and 2023)
2 and 3 Lanes	1.03
4 Lanes (undivided highway)	1.27
4 Lanes (divided highway)	1.15

3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement officers of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road. As a result, the speed limits in adjacent jurisdictions were considered as well as along the various street segments surveyed within the City of Agoura Hills.

The Engineering and Traffic Survey Forms, presented in **Appendix B**, present the results of an evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in **Table 3** followed by **Figure 1**, a map of the existing speed limits on the 28 study segments in the City of Agoura Hills, **Figure 2**, a map of the radar-recorded 85th percentile speeds rounded to the nearest increment of 5 mph, **Figure 3**, a map of the 2025 proposed speed limits, and **Figure 4**, a map of the speed limit and speed advisory signs throughout Agoura Hills.

Speeds along the 28 segments included in the study are summarized as follows:

- 12 street segments are recommended to adopt the recorded 85th percentile speed rounded to its nearest increment of 5 mph, matching the existing speed limit on the segment (i.e. 42 mph to 40 mph, 43 mph to 45 mph).
 - Traditional E&TS speed determination process.
- 8 street segments are recommended to adopt the recorded 85th percentile speed rounded down to its nearest increment of 5 mph, matching the existing speed limit on the segment, if one exists (i.e. 44 mph to 40 mph).
 - In conformance with CVC 22358.8 to retain the currently adopted speed limit.
- 2 street segments are recommended to adopt the recorded 85th percentile speed rounded to its nearest increment of 5 mph, resulting in a speed limit that is 5 mph lower than the existing speed limit.
 - Traditional E&TS speed determination process.
- 4 street segments along Agoura Road are recommended to downgrade the rounded recorded 85th percentile speed by an additional 5 mph (i.e. 46 mph rounded to 45 mph and downgraded to 40 mph), reducing the existing speed limit by 5 mph.
 - In conformance with CVC 22358.7 to reduce speed limits 5 mph from rounded speed due to bicyclist and pedestrian generators.
- 1 street segment (Driver Ave/Palo Comado Canyon Road between Argos Street and Ventura Freeway) is recommended to adopt the recorded 85th percentile speed rounded down to its nearest increment of 5 mph, matching the speed on the western portion of the segment, to standardize speed limits across the entire segment. (33.7 mph to 30 mph).
 - In conformance with CVC 22358.7 to reduce speed limits 5 mph from rounded speed due to bicyclist and pedestrian generators.
- 1 street segment (Reyes Adobe Road north of Lake Lindero Drive) is recommended to adopt the recorded 85th percentile speed rounded down and downgraded (43.5 mph to 35 mph).
 - In conformance with CVC 22358.6 to round down speed to nearest five mph increment and CVC 22358.7 to reduce speed limits by an additional 5 mph due to bicyclist and pedestrian generators.

Table 3: Speed Survey Recommendations

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Collisions per Million vehicle Miles (CMVM)	Expected Collisions per Million Vehicle Miles (COL/MVM)*	85th percentile rounded	Recommended Speed	Justification
1	Agoura Road	West City Limits	Reyes Adobe Road	45	48.1	39 - 48	7,937	0.30	1.15	50	45	85th percentile speed rounded down to retain prior speed limit and maintain consistency with adjacent segment in Westlake Village
2	Agoura Road	Reyes Adobe Road	Ladyface Court	45	47.4	36 - 45	12,671	0.26	1.15	45	40	85th percentile speed downgraded due to pedestrian and cyclist infrastructure and road curvature.
3	Agoura Road	Ladyface Court	Kanan Road	45	47.4	37 - 46	9,255	1.13	1.15	45	40	85th percentile speed downgraded due to pedestrian and cyclist infrastructure and road curvature creating tight turns with lower visibility.
4	Agoura Road	Kanan Road	Cornell Road	35	36.2	28 - 37	5,737	1.01	1.03	35	35	85th percentile speed
5	Agoura Road	Cornell Road	Chesebro Rd/Laura La Plante	45	45.9	33 - 42	5,607	0.49	1.03	45	40	85th percentile speed downgraded due to cyclist infrastructure and road curvature.
6	Agoura Road	Chesebro Rd/ Laura La Plante	Liberty Canyon	45	47.2	40 - 49	7,726	0.50	1.03	45	40	85th percentile speed downgraded due to cyclist infrastructure and road curvature restricting visibility

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Collisions per Million vehicle Miles (CMVM)	Expected Collisions per Million Vehicle Miles (COL/MVM)*	85th percentile rounded	Recommended Speed	Justification
7	Canwood Street	West City Limits	Reyes Adobe Road	35	37.8	27 - 36	2,698	1.04	1.03	40	35	85th percentile speed rounded down to retain prior speed limit
8	Canwood Street	Reyes Adobe Road	Kanan Road	40	41.8	33 - 42	2,760	0.85	1.03	40	40	85th percentile speed
9	Canwood Street	Kanan Road	Derry Avenue	40	42.1	31 - 40	9,527	0.48	1.03	40	40	85th percentile speed
10	Canwood Street	Derry Avenue	Chesebro Road	40	37.3	26 - 35	5,007	0.28	1.03	35	35	85th percentile speed
11	Driver Ave/Palo Comado Canyon Road	Argos Street	Ventura Freeway	30/35 [†]	33.7	25 - 34	5,961	0.52	1.03	35	30	85th percentile speed rounded down due to curvature restricting sight distance, bike lanes, horse activity, park, and school, as well as to standardize the speed across segment.
12	Kanan Road	North City Limits	Laro Drive	45	47.4	36 - 45	20,510	0.76	1.03	45	45	85th percentile speed
13	Kanan Road	Laro Drive	Thousand Oaks Boulevard	40	42.1	32 - 41	25,682	0.93	1.15	40	40	85th percentile speed
14	Kanan Road	Thousand Oaks Boulevard	Hillrise Drive	40	40.7	32 - 41	28,544	1.24	1.15	40	40	85th percentile speed
15	Kanan Road	Hillrise Drive	Canwood Street	40	42.9	33 - 42	28,603	1.03	1.15	45	40	85th percentile speed
16	Kanan Road	Canwood Street	Agoura Road	35 NB 40/35 SB [†]	34.0	23 - 32	26,644	2.29	1.15	35	35	85th percentile speed

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Collisions per Million vehicle Miles (CMVM)	Expected Collisions per Million Vehicle Miles (COL/MVM)*	85th percentile rounded	Recommended Speed	Justification
17	Kanan Road	Agoura Road	South City Limits	45	48.2	40 - 49	21,818	0.61	1.03	50	45	85th percentile speed rounded down to retain prior speed limit and due to road curvature
18	Liberty Canyon Road	Agoura Road	Country Glen Road	40	44.2	34 - 43	4,083	1.94	1.03	45	40	85th percentile speed rounded down due to retention of prior speed limit, high collision rate, cyclist infrastructure, and limited sidewalks.
19	Palo Comado Canyon Road/ Chesebro Road	Agoura Road	Ventura Freeway	35	34.0	25 - 34	11,812	0.00	1.03	35	35	85th percentile speed
20	Reyes Adobe Road	Lake Lindero Drive	Thousand Oaks Boulevard	40	41.1	29 - 38	2,966	1.63	1.15	40	40	85th percentile speed
21	Reyes Adobe Road	Thousand Oaks Boulevard	Agoura Road	40	43.6	33 - 42	11,721	0.74	1.27	45	40	85th percentile speed rounded down to retain prior speed limit
22	Roadside Drive	Kanan Road	Lewis Street	40	42.4	33 - 42	4,870	0.71	1.03	40	40	85th percentile speed
23	Thousand Oaks Blvd	West City Limits	Reyes Adobe Road	45	47.2	36 - 45	16,919	0.69	1.15	45	45	85th percentile speed
24	Thousand Oaks Blvd	Reyes Adobe Road	Buffwood Place	40	43.8	33 - 42	14,490	0.30	1.15	45	40	85th percentile speed rounded down to retain prior speed limit
25	Thousand Oaks Blvd	Buffwood Place	Kanan Road	35	37.4	27 - 36	12,603	1.75	1.15	35	35	85th percentile speed

Location Number	Location Name	Limits (From)	Limits (To)	Existing Speed Limit (mph)	85th Percentile Speed (mph)	10 mph pace	Average Daily Traffic (ADT)	Collisions per Million vehicle Miles (CMVM)	Expected Collisions per Million Vehicle Miles (COL/MVM)*	85th percentile rounded	Recommended Speed	Justification
26	Thousand Oaks Blvd	Kanan Road	Carell Avenue	35	38.4	27 - 36	8,756	0.69	1.03	40	35	85th percentile speed rounded down to retain prior speed limit and due to pedestrian traffic generated from nearby school
27	Cornell Rd	Cornell Way	Agoura Road	None	38.3	31 - 40	1,106	4.53	1.03	40	35	85th percentile speed rounded down due to curvature, low visibility, high collision rate, narrow road width, and narrow shoulder.
28	Reyes Adobe Rd	Lake Lindero Drive	North City Limit	40	43.5	31 - 40	1,482	4.34	1.03	45	35	85th percentile rounded down and downgraded to nearby school, horizontal and vertical curvature, sidewalks, and crosswalks.

*based on the 2023 Caltrans Crash Data on California State Highways

†On Driver Ave/Palo Comado Canyon Road, existing speed limit is 35 MPH east of Colodny Drive to Ventura Freeway and 30 MPH west of Colodny Drive to Argos Street. On Kanan Road between Canwood Street and Agoura Road, speed limit is 35 MPH in the northbound direction across the entire segment, 35 MPH in the southbound direction between Agoura Road and US-101 NB Ramps, and 40 MPH north of US-101 NB Ramps.

Figure 1: Existing Speed Limit Map

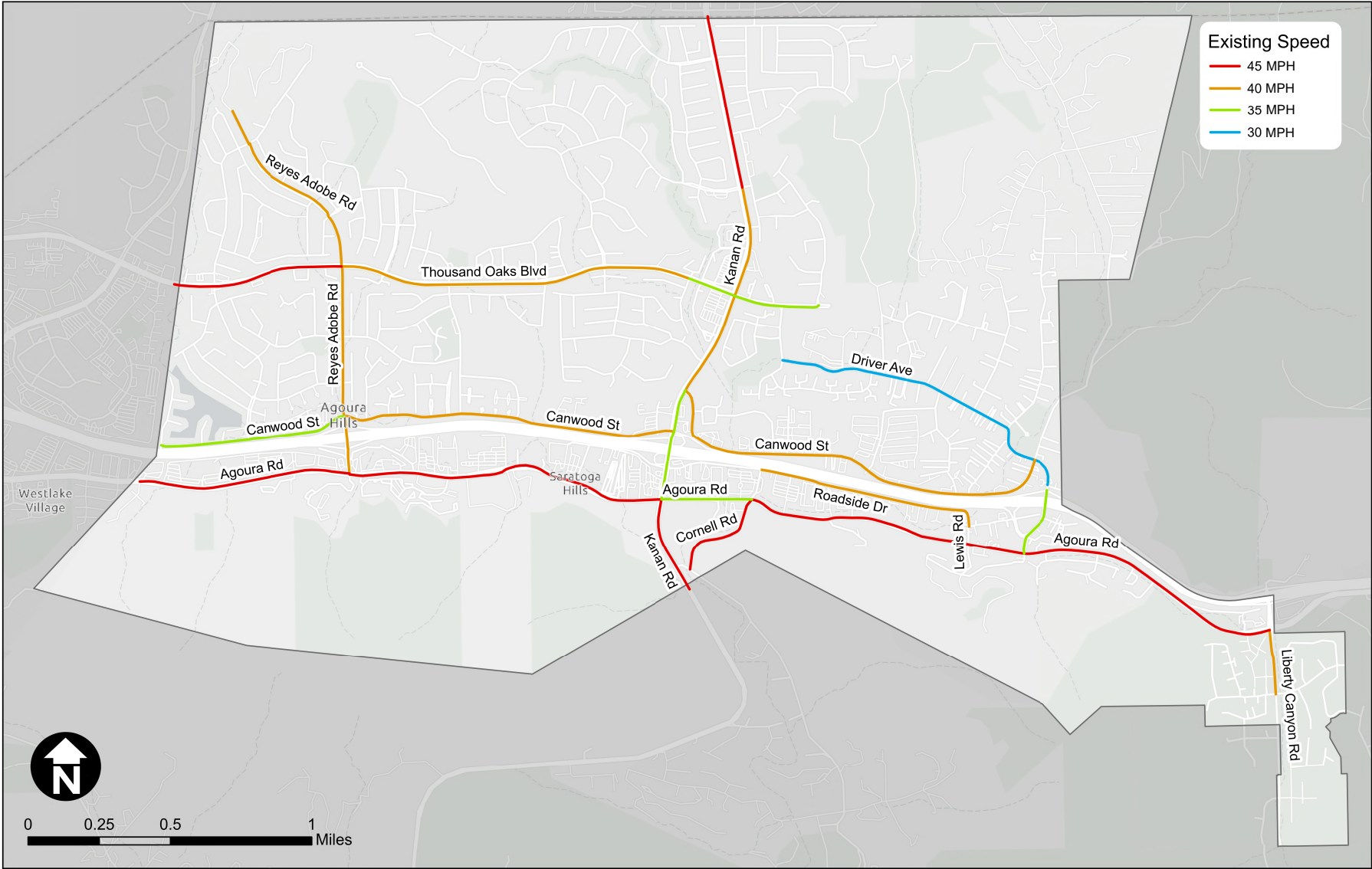


Figure 2: 85th Percentile Speed Limit Map

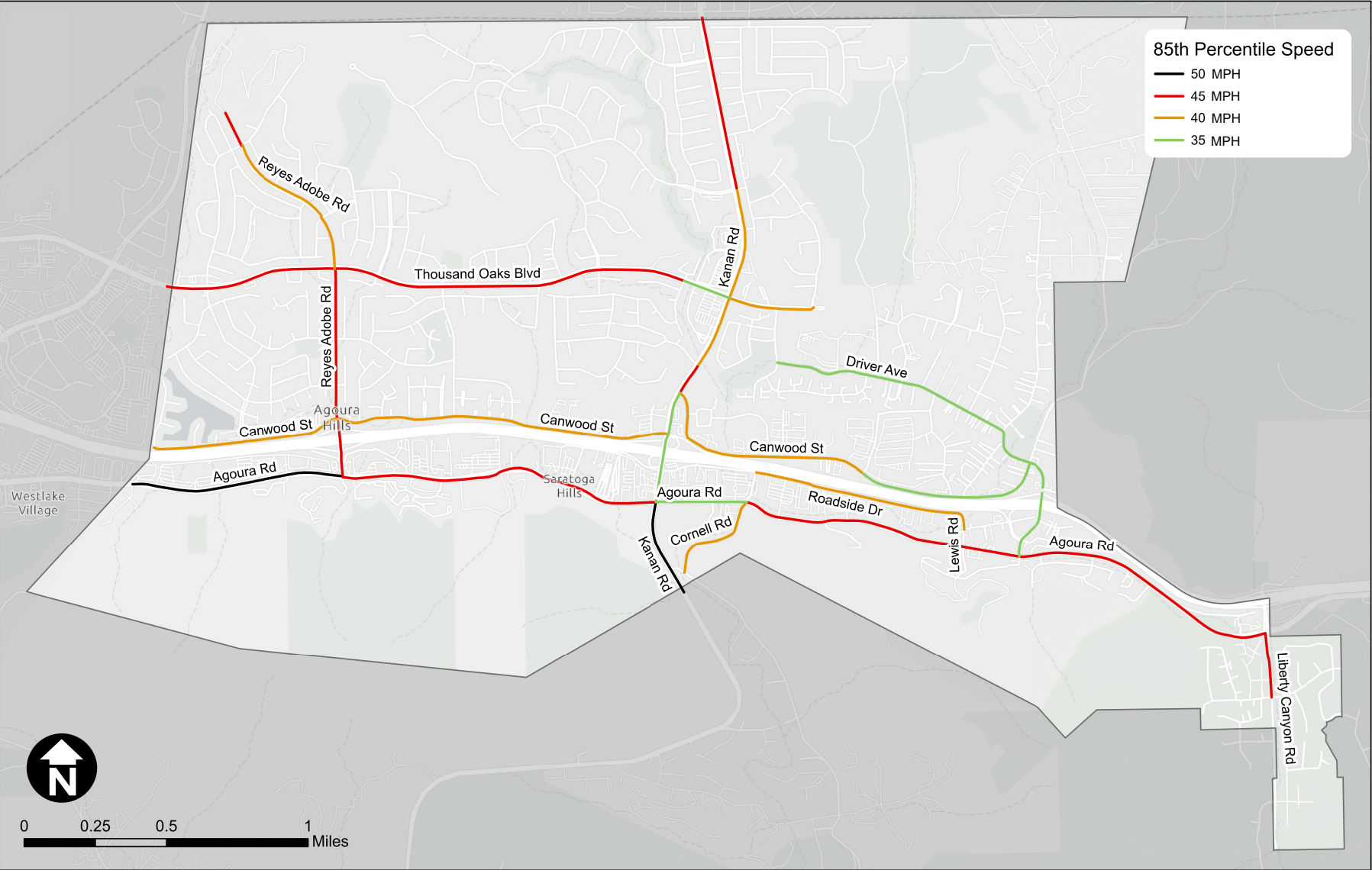


Figure 3: Proposed Speed Limit Map

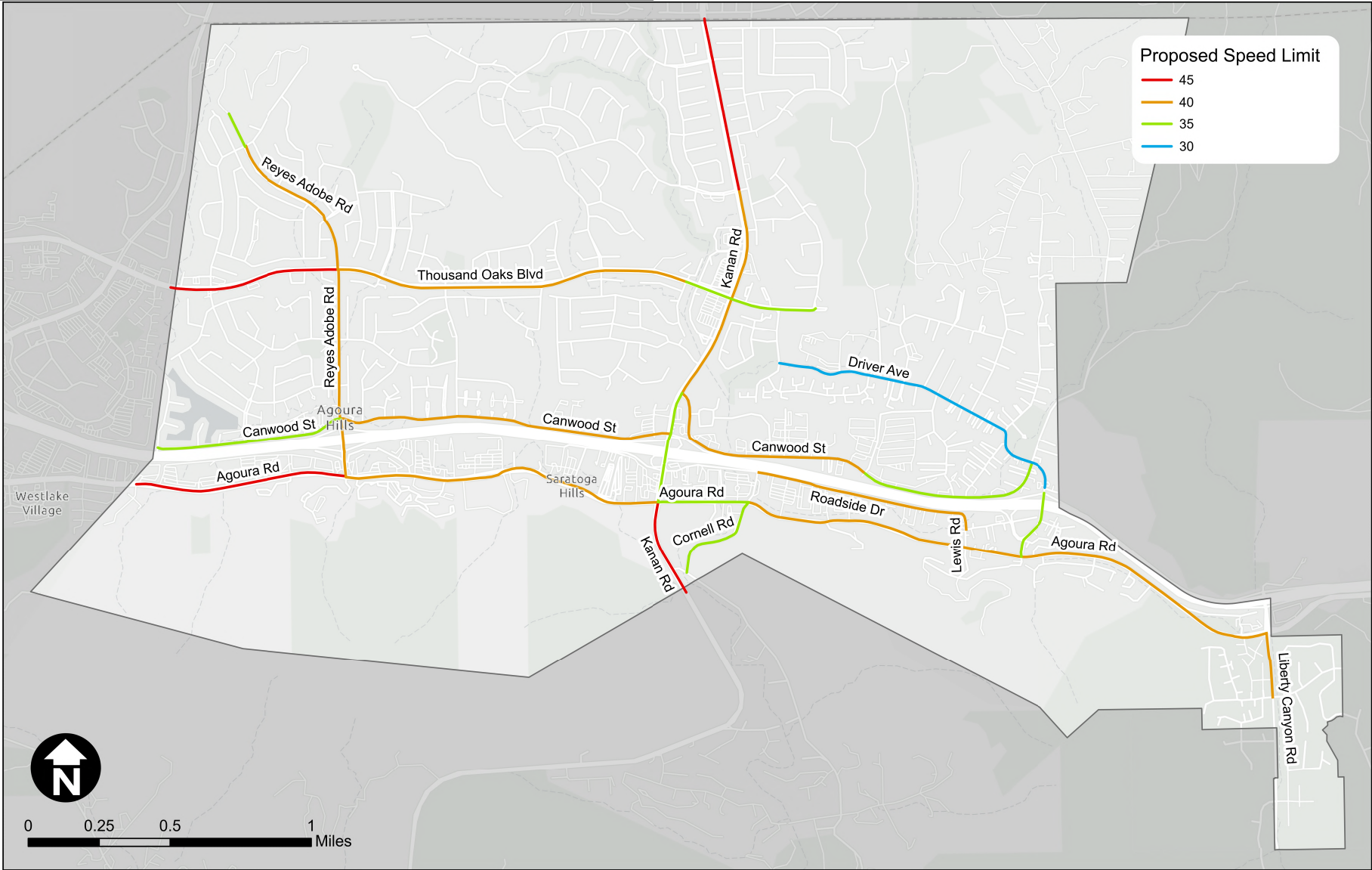
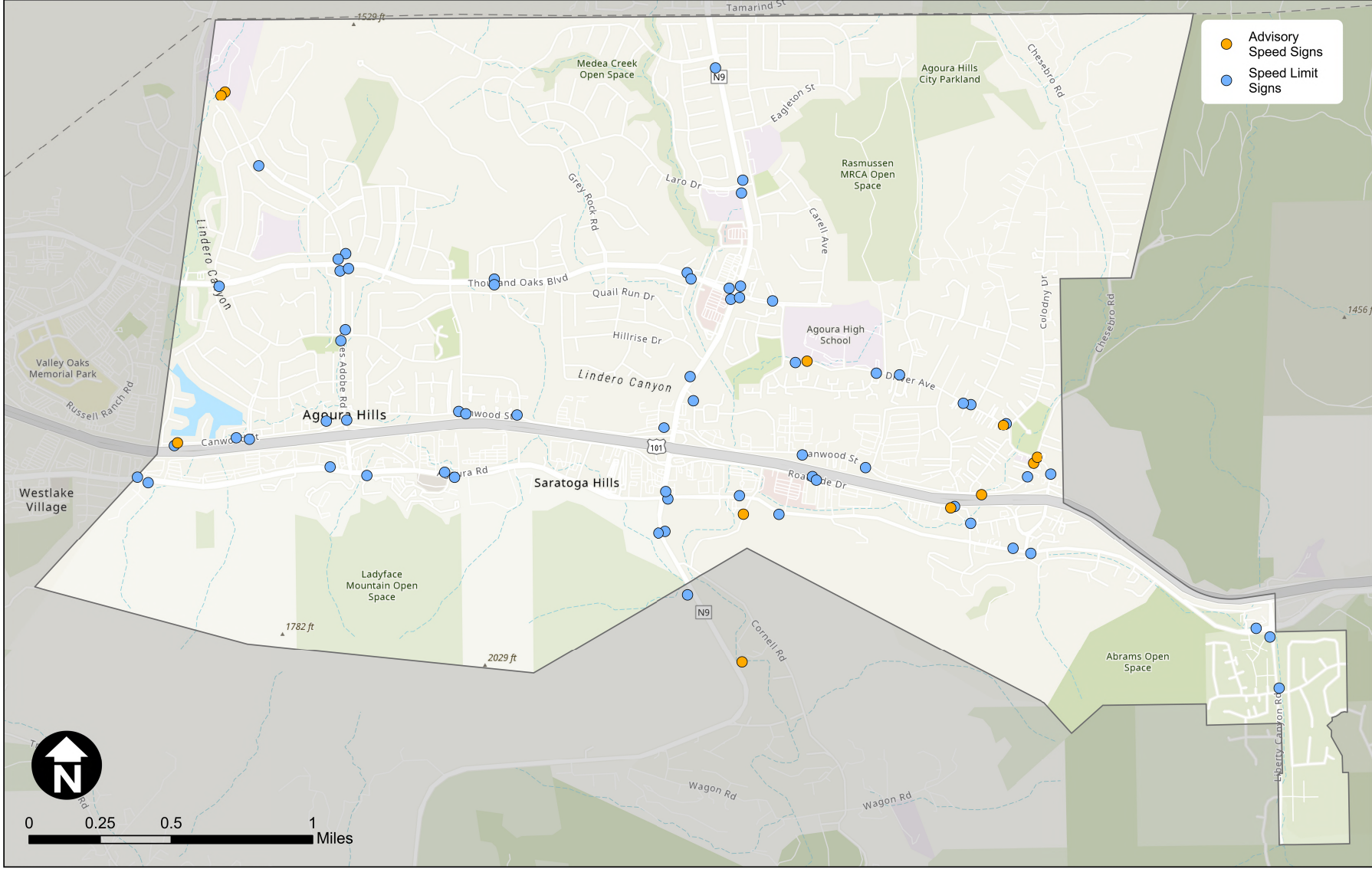


Figure 4: Speed Limit and Advisory Signs Map



3.1 Segments with Special Conditions

Pursuant to the 2014 CA MUTCD and the 2025 CVC, the speed limit should be established at the first five-mile nearest to the 85th Percentile. 14 of the study segments have recommended speed limits determined by this procedure, 12 of which maintain existing speed limits and 2 of which result in a 5-mph speed limit reduction from existing limits. Furthermore, Section 22358.8 of the CVC provides local authorities with the ability to “retain the currently adopted speed limit.” Of the study segments, 7 segments have recommended speed limits rounded down to the nearest five-mile increment, maintaining existing speed limits. Finally, the following 7 segments surveyed have recommended speed limits that were below the existing speed limit and were lowered due to conditions not readily apparent to the driver.

1. Segment 2 – Agoura Road from Reyes Adobe Road to Ladyface Court: The existing posted speed limit is 45 mph with 2 through lanes in each direction and an ADT of 12,671 vehicles. The adjacent land use consists of primarily commercial office buildings. The 85th percentile is 47 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, as well as considering the presence of pedestrian and bicycle traffic that may not be readily apparent to drivers, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
2. Segment 3 – Agoura Road from Ladyface Court to Kanan Road: The existing posted speed limit is 45 mph with 2 through lanes in each direction and an ADT of 9,255 vehicles. The adjacent land use consists of primarily commercial office buildings. The 85th percentile is 47 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, as well as considering the presence of pedestrian and bicycle traffic that may not be readily apparent to drivers, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
3. Segment 5 – Agoura Road from Cornell Road to Chesebro Road / Laura La Plante: The existing posted speed limit is 45 mph with 2 through lanes in each direction and an ADT of 5,607 vehicles. The adjacent land use consists of primarily commercial office buildings on the north side of the street and residential areas to the south. The 85th percentile is 46 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, as well as considering the presence of bicycle traffic that may not be readily apparent to drivers, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.
4. Segment 6 – Agoura Road from Ladyface Court to Kanan Road: The existing posted speed limit is 45 mph with 2 through lanes in each direction and an ADT of 7,726 vehicles. The adjacent land use consists of primarily residential developments. The 85th percentile is 47 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, as well as considering the presence of bicycle traffic that may not be readily apparent to drivers, a reduction of 5 mph is justified. Therefore, a speed limit of 40 mph is recommended.

5. Segment 11 – Driver Ave/Palo Comado Canyon Road from Argos Street to the Ventura Freeway: The existing posted speed limit is 30 mph on the western portion of the segment and 35 mph on the eastern portion of the segment, with 1 through lane in each direction and a daily ADT of 5,961 vehicles. The adjacent land use consists of single family residential, commercial, proximity to the freeway, and an adjacent school. The 85th percentile speed is 34 mph, which indicates a speed limit of 35 mph. Due to restricted sight distance from vertical and horizontal road curvature, bike lanes, horse activity, pedestrian traffic from the nearby school and park, limited sidewalk infrastructure, and inconsistent speed limits across the segment, a reduction of 5 mph is justified to maintain the speed limit on the segment’s western portion and lower the speed limit on the segment’s eastern portion. Therefore, a speed limit of 30 mph is recommended.
6. Segment 27 – Cornell Road from Cornell Way to Agoura Road: No speed limit is posted on this segment, which consists of 1 through lane in each direction and a daily ADT of 1,106 vehicles. The adjacent land use consists of vacant and open space. The 85th percentile is 38 mph, which indicates a speed limit of 40 mph. Due to restricted sight distance from vertical and horizontal road curvature, high collision rate, narrow road width, and a narrow shoulder, there are conditions that may not be readily apparent to unfamiliar drivers and a reduction of 5 mph is justified. The street also has several advisory speeds as low as 25 mph around its tightest curves. Therefore, a speed limit of 35 mph is recommended.
7. Segment 28 – Reyes Adobe Road from Lake Lindero Drive to North City Limit: The existing posted speed limit is 40 mph with 1 through lane in each direction and a daily ADT of 1,482 vehicles. The adjacent land use consists of residential land and the nearby Yerba Buena Elementary School. The 85th percentile speed is 44 mph, which indicates a speed limit of 45 mph. Due to restricted sight distance from vertical and horizontal road curvature, high collision rate, and a significant pedestrian presence from the nearby elementary school, there are conditions that may not be readily apparent to unfamiliar drivers, therefore a round down plus a further reduction of 5 mph to the existing 85th percentile speed is justified. Additionally, at the Northern end of the segment an advisory speed of 20 mph is posted. A speed limit of 35 mph is recommended, representing a 5 mph reduction from the existing speed limit. This cumulative speed reduction of 9.5 mph below the recorded 85th percentile speed conforms with MUTCD and CVC regulations for speed limit reductions, which must not be reduced more than 12.4 mph from existing speed limits.

APPENDIX A
CA MUTCD Speed Limit Application Tables

Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> ▪ Railroad grade crossing with obstructed view ▪ Uncontrolled highway intersection with obstructed view ▪ An alley 	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> ▪ Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park ▪ Road near a school or senior center facility 	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> ▪ Any highway in any business or residential district ▪ A street contiguous to senior citizen facility other than a State highway ▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities 	22352.b & 22357.1

Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> ▪ Two-lane, undivided highway ▪ Any highway if driving any of the following vehicles: <ul style="list-style-type: none"> a. Motortruck or truck tractor with > 3 axles b. Passenger vehicle or bus towing any other vehicle c. School bus transporting any school pupil d. A farm labor vehicle when transporting passengers e. A vehicle transporting explosives f. A trailer bus 	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency’s Roadways & Private Property Subjected to CVC

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows: <ul style="list-style-type: none"> ▪ Crash severity: Fatal Crashes, Serious Injury Crashes ▪ Mode: Pedestrian-bicycle related crashes, vehicle/other ▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen ▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey ▪ School proximity (within 0.25 miles) based on the California School Campus Database
Crash Density	Each roadway segment block can be converted into ~ 0.25 mile overlapping “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

APPENDIX B
Speed Radar Certifications

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004
619-922-3504

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 02557 was tested on February 27, 2024 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results


Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 - 2568 Hz	Yes
Microwave Frequency - K-Band	-100MHz	+100MHz	24.136GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.05	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm ²	-9.5dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

Expiration Date: February 27, 2027

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By:  Date: February 27, 2024
Paige Petrie Radar/Lidar Technician
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 03202 was tested on July 14, 2022 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+5%	+0.00	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 – 2568 Hz	Yes
Microwave Frequency – K-Band	-100MHz	+100MHz	24.127GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.05	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm ²	-9.5dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: William F. Dunable Date: July 14, 2022
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

APPENDIX C

Engineering and Traffic Survey Forms

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/8/2025 TIME PERIOD : 14:46:00 TO 15:52:00

LOCATION: SPEED1 Agoura Rd between West City Limits and Reyes Adobe Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	TOTAL SPEED	running total
			EB	WB			
60	0	0			0	0	0
59	0	0			0	0	0
58	1	0	X		1	58	1
57	0	0			0	0	1
56	0	0			0	0	1
55	1	0	X		1	55	2
54	0	0			0	0	2
53	0	0			0	0	2
52	1	2	X	X	3	156	5
51	0	0			0	0	5
50	6	9	X	X	15	750	20
49	11	5	X	X	16	784	36
48	9	16	X	X	25	1200	61 *
47	5	9	X	X	14	658	75 *
46	5	9	X	X	14	644	89 *
45	13	11	X	X	24	1080	113 P
44	7	14	X	X	21	924	134 A
43	7	3	X	X	10	430	144 C
42	12	12	X	X	24	1008	168 E
41	5	1	X	X	6	246	174 *
40	8	16	X	X	24	960	198 *
39	15	10	X	X	25	975	223 *
38	13	10	X	X	23	874	246
37	6	5	X	X	11	407	257
36	0	1	X		1	36	258
35	5	7	X	X	12	420	270
34	2	3	X	X	5	170	275
33	1	1	X	X	2	66	277
32	1	2	X	X	3	96	280
31	0	0			0	0	280
30	0	1	X		1	30	281
29	3	1	X	X	4	116	285
28	5	1	X	X	6	168	291
27	1	1	X	X	2	54	293
26	6	0	X	X	6	156	299
25	1	0	X		1	25	300
24	0	0			0	0	300
23	0	0			0	0	300
22	0	0			0	0	300
21	0	0			0	0	300
20	0	0			0	0	300
19	0	0			0	0	300
18	0	0			0	0	300
17	0	0			0	0	300
16	0	0			0	0	300
15	0	0			0	0	300
14	0	0			0	0	300
13	0	0			0	0	300
12	0	0			0	0	300
11	0	0			0	0	300
10	0	0			0	0	300
			150	150	300	12546	

LIMITS (BTN): SPEED1 Agoura Rd between West City Limits and Reyes Adobe Rd.

OBSERVER: Vitaliy Y.

WEATHER: SUNNY

POSTED SPEED LIMIT: 45 MPH

ROAD SURFACE: DRY

COMMENTS:

ROAD CONDITION: GOOD

EASTBOUND WESTBOUND EASTBOUND+WESTBOUND

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	M.P.H.
85TH %:	48.0	48.0	48.1	
50TH %:	41.1	42.5	41.8	M.P.H.
15TH %:	34.2	37.1	35.6	M.P.H.
10 MPH PACE:	37 - 46	39 - 48	39 - 48	M.P.H.
% IN PACE:	61%	67%	62%	
% OVER PACE:	23%	11%	12%	
% UNDER PACE:	17%	22%	26%	
ARITHMETIC MEAN:	41.12	42.52	41.82	M.P.H.
SAMPLE VARIANCE:	44.52	27.58	36.42	
STANDARD DEVIATION:	6.67	5.25	6.04	M.P.H.
VARIANCE OF THE MEAN:	0.30	0.18	0.12	
STD. ERROR OF THE MEAN:	0.54	0.43	0.35	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

1

STREET Agoura Road
FROM West City Limits

CERTIFICATION DATE:
TO Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/8/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	14:46 - 15:52	Speed Justification	85th percentile speed rounded down to retain prior speed limit and maintain consistency with adjacent segment in Westlake Village
50th Percentile Speed (Mean Speed)	42 mph	Recommended Speed Limit	<u>45 MPH</u>
85th Percentile Speed	48 mph		
10 mph Pace Speed	39 - 48		
Percentage of Vehicles in Pace	62.3%		
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.30
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	7937	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Reyes Adobe Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Minimal		
On-Street Parking	No on-street parking		
Sidewalks?	Yes, on both sides of street		
Driveways?	Moderate on north side of street and one on south side		
Bike Lanes?	Both sides of street		

ROADWAY FACTORS

Length of Segment	7,575'
Width	74'
Vertical Curve	Slight
Horizontal Curve	Moderate
Visibility	Minimal restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	Yes
Adjacent Land Use	Business Office

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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

Matthew Stewart	7/16/2025	TE 3063
	Date	State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025

TIME PERIOD : 1:55 PM TO 2:30 PM

LOCATION: SPEED2 Agoura Rd between Reyes Adobe Rd and Ladyface Ct.

SPEED	EB	WB	SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES	TOTAL SPEED	running total		
				EB	WB															
60	0	0	60														0	0		
59	0	0	59														0	0		
58	0	0	58														0	0		
57	0	2	57	X	X												114	2		
56	1	0	56	X													56	3		
55	0	1	55	X													55	4		
54	0	0	54														0	4		
53	0	4	53	X	X	X	X										212	8		
52	4	0	52	X	X	X	X										208	12		
51	0	3	51	X	X	X											153	15		
50	3	5	50	X	X	X	X	X	X								400	23		
49	4	8	49	X	X	X	X	X	X	X	X						588	35		
48	2	10	48	X	X	X	X	X	X	X	X	X					576	47		
47	2	0	47	X	X												94	49		
46	5	3	46	X	X	X	X	X	X								368	57		
45	14	15	45	X	X	X	X	X	X	X	X	X	X	X	X	X	1305	86 *		
44	13	12	44	X	X	X	X	X	X	X	X	X	X	X	X	X	1100	111 *		
43	14	13	43	X	X	X	X	X	X	X	X	X	X	X	X	X	1161	138 *		
42	19	8	42	X	X	X	X	X	X	X	X	X	X	X	X	X	1134	165 P		
41	11	12	41	X	X	X	X	X	X	X	X	X	X	X	X	X	943	188 A		
40	10	8	40	X	X	X	X	X	X	X	X	X	X	X	X	X	720	206 C		
39	7	9	39	X	X	X	X	X	X	X	X	X	X	X	X	X	624	222 E		
38	8	10	38	X	X	X	X	X	X	X	X	X	X	X	X	X	684	240 *		
37	7	4	37	X	X	X	X	X	X	X	X	X	X	X	X	X	407	251 *		
36	5	4	36	X	X	X	X	X	X	X	X	X	X	X	X	X	324	260 *		
35	6	6	35	X	X	X	X	X	X	X	X	X	X	X	X	X	420	272		
34	6	4	34	X	X	X	X	X	X	X	X	X	X	X	X	X	340	282		
33	5	3	33	X	X	X	X	X	X	X	X	X	X	X	X	X	264	290		
32	0	4	32	X	X	X	X										128	294		
31	2	0	31	X	X												62	296		
30	0	0	30														0	296		
29	1	0	29	X													29	297		
28	1	1	28	X	X												56	299		
27	0	1	27	X													27	300		
26	0	0	26														0	300		
25	0	0	25														0	300		
24	0	0	24														0	300		
23	0	0	23														0	300		
22	0	0	22														0	300		
21	0	0	21														0	300		
20	0	0	20														0	300		
19	0	0	19														0	300		
18	0	0	18														0	300		
17	0	0	17														0	300		
16	0	0	16														0	300		
15	0	0	15														0	300		
14	0	0	14														0	300		
13	0	0	13														0	300		
12	0	0	12														0	300		
11	0	0	11														0	300		
10	0	0	10														0	300		
																	150	150	300	12552

LIMITS (BTN): SPEED2 Agoura Rd between Reyes Adobe Rd and Ladyface Ct.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: Vitality Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>46.4</u>	<u>48.2</u>	<u>47.4</u>	M.P.H.
50TH %:	<u>41.3</u>	<u>42.4</u>	<u>41.8</u>	M.P.H.
15TH %:	<u>36.2</u>	<u>36.5</u>	<u>36.3</u>	M.P.H.
10 MPH PACE:	<u>37 - 46</u>	<u>36 - 45</u>	<u>36 - 45</u>	M.P.H.
% IN PACE:	<u>72%</u>	<u>63%</u>	<u>68%</u>	
% OVER PACE:	<u>11%</u>	<u>24%</u>	<u>19%</u>	
% UNDER PACE:	<u>17%</u>	<u>13%</u>	<u>13%</u>	
ARITHMETIC MEAN:	<u>41.31</u>	<u>42.37</u>	<u>41.84</u>	M.P.H.
SAMPLE VARIANCE:	<u>24.12</u>	<u>32.11</u>	<u>28.30</u>	
STANDARD DEVIATION:	<u>4.91</u>	<u>5.67</u>	<u>5.32</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.16</u>	<u>0.21</u>	<u>0.09</u>	
STD. ERROR OF THE MEAN:	<u>0.40</u>	<u>0.46</u>	<u>0.31</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

2

STREET Agoura Road
FROM Reyes Adobe Road

CERTIFICATION DATE:
TO Ladyface Court

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	13:55 - 14:30	Speed Justification	
50th Percentile Speed (Mean Speed)	42 mph	85th percentile speed downgraded due to pedestrian and cyclist infrastructure and road curvature.	
85th Percentile Speed	47 mph		
10 mph Pace Speed	36 - 45		
Percentage of Vehicles in Pace	67.7%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.26
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	12671	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Reyes Adobe Road and Ladyface Court		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Minimal		
On-Street Parking	No on-street parking		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes, on both sides		
Driveways?	Moderate on north side, minimal on south side of street		

ROADWAY FACTORS

Length of Segment	5,960'
Width	66'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Yes
Adjacent Land Use	Business Office

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

	7/16/2025	TE 3063
Matthew Stewart	Date	State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 2:35 PM TO 3:18 PM

LOCATION: SPEED3 Agoura Rd between Ladyface Ct and Kanan Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	TOTAL SPEED	running total
			EB	WB			
60	0	0			0	0	0
59	0	0			0	0	0
58	0	0			0	0	0
57	0	1	X		0	1	1
56	0	0			0	0	1
55	0	1	X		0	1	2
54	0	0			0	0	2
53	4	0	X	X	4	0	6
52	8	3	X	X	8	3	11
51	1	5	X	X	1	5	6
50	5	4	X	X	5	4	9
49	6	0	X	X	6	0	6
48	12	0	X	X	12	0	12
47	0	0			0	0	0
46	13	15	X	X	13	15	28
45	11	8	X	X	11	8	19
44	1	12	X	X	1	12	13
43	6	8	X	X	6	8	14
42	8	9	X	X	8	9	17
41	11	9	X	X	11	9	20
40	9	16	X	X	9	16	25
39	13	15	X	X	13	15	28
38	8	8	X	X	8	8	16
37	12	9	X	X	12	9	21
36	0	7	X	X	0	7	7
35	3	5	X	X	3	5	8
34	8	8	X	X	8	8	16
33	6	1	X	X	6	1	7
32	4	3	X	X	4	3	7
31	0	0			0	0	0
30	0	0			0	0	0
29	0	0			0	0	0
28	1	2	X	X	1	2	3
27	0	1	X		0	1	1
26	0	0			0	0	0
25	0	0			0	0	0
24	0	0			0	0	0
23	0	0			0	0	0
22	0	0			0	0	0
21	0	0			0	0	0
20	0	0			0	0	0
19	0	0			0	0	0
18	0	0			0	0	0
17	0	0			0	0	0
16	0	0			0	0	0
15	0	0			0	0	0
14	0	0			0	0	0
13	0	0			0	0	0
12	0	0			0	0	0
11	0	0			0	0	0
10	0	0			0	0	0
			150	150	300		12492

LIMITS (BTN): SPEED3 Agoura Rd between Ladyface Ct and Kanan Rd.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: Vitaliy Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>48.2</u>	<u>46.6</u>	<u>47.4</u>	M.P.H.
50TH %:	<u>42.2</u>	<u>41.1</u>	<u>41.6</u>	M.P.H.
15TH %:	<u>36.1</u>	<u>35.6</u>	<u>35.9</u>	M.P.H.
10 MPH PACE:	<u>37 - 46</u>	<u>37 - 46</u>	<u>37 - 46</u>	M.P.H.
% IN PACE:	<u>61%</u>	<u>73%</u>	<u>67%</u>	
% OVER PACE:	<u>24%</u>	<u>9%</u>	<u>17%</u>	
% UNDER PACE:	<u>15%</u>	<u>18%</u>	<u>16%</u>	
ARITHMETIC MEAN:	<u>42.18</u>	<u>41.10</u>	<u>41.64</u>	M.P.H.
SAMPLE VARIANCE:	<u>33.93</u>	<u>27.98</u>	<u>31.15</u>	
STANDARD DEVIATION:	<u>5.83</u>	<u>5.29</u>	<u>5.58</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.23</u>	<u>0.19</u>	<u>0.10</u>	
STD. ERROR OF THE MEAN:	<u>0.48</u>	<u>0.43</u>	<u>0.32</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

3

STREET Agoura Road
FROM Ladyface Court

CERTIFICATION DATE:
TO Kanan Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	45 MPH	
Time of Speed Survey	14:35 - 15:18	Speed Justification	85th percentile speed downgraded due to pedestrian and cyclist infrastructure and road curvature creating tight turns with lower visibility.	
50th Percentile Speed (Mean Speed)	42 mph	Recommended Speed Limit		40 MPH
85th Percentile Speed	47 mph			
10 mph Pace Speed	37 - 46			
Percentage of Vehicles in Pace	67.0%			
Number of Survey Samples	300			

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	1.13
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	9255	Date Counted	4/8/2025
Number of Lanes	4 (3 at Kanan Road)		
Type of Traffic Control	Signalized at Ladyface Circle and Kanan Road		
Crosswalks?	At signalized intersections.		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bikes Lanes?	Yes, on both sides of street		
Driveways?	Moderate on north side, minimal on south side of street		

ROADWAY FACTORS

Length of Segment	4,159'
Width	74' (Varies)
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised Median
Lighting	Yes
Adjacent Land Use	Business Office and empty land

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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

Matthew Stewart	Date	7/16/2025	State Registration Number	TE 3063
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DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 9:00 AM TO 10:08 AM

LOCATION: SPEED4 Agoura Rd between Kanan Rd and Cornell Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED	TOTAL VEHICLES		TOTAL SPEED	running total
				EB	WB		
60	0	0		0	0	0	0
59	0	0		0	0	0	0
58	0	0		0	0	0	0
57	0	0		0	0	0	0
56	0	0		0	0	0	0
55	0	0		0	0	0	0
54	0	0		0	0	0	0
53	0	0		0	0	0	0
52	0	0		0	0	0	0
51	0	0		0	0	0	0
50	0	0		0	0	0	0
49	0	0		0	0	0	0
48	0	0		0	0	0	0
47	0	0		0	0	0	0
46	0	0		0	0	0	0
45	0	0		0	0	0	0
44	0	0		0	0	0	0
43	0	0		0	0	0	0
42	0	1	X	0	1	42	1
41	0	0		0	0	0	1
40	2	4	X X X X X X	2	4	240	7
39	12	2	X X X X X X X X X X X X X X	12	2	14	546
38	4	4	X X X X X X X X	4	4	8	304
37	13	4	X X X X X X X X X X X X X X X X	13	4	17	629
36	9	12	X X X X X X X X X X X X X X X X X X	9	12	21	756
35	14	15	X X	14	15	29	1015
34	8	4	X X X X X X X X X X X X X X	8	4	12	408
33	8	13	X X X X X X X X X X X X X X X X X X	8	13	21	693
32	10	12	X X	10	12	22	704
31	7	12	X X X X X X X X X X X X X X X X X X	7	12	19	589
30	14	13	X X	14	13	27	810
29	7	15	X X	7	15	22	638
28	6	6	X X X X X X X X X X X X X X	6	6	12	336
27	12	4	X X X X X X X X X X X X X X X X	12	4	16	432
26	9	5	X X X X X X X X X X X X X X X X	9	5	14	364
25	7	10	X X X X X X X X X X X X X X X X X X	7	10	17	425
24	8	12	X X	8	12	20	480
23	0	2	X X	0	2	2	46
22	0	1	X	0	1	1	22
21	0	0		0	0	0	0
20	0	0		0	0	0	0
19	0	0		0	0	0	0
18	0	0		0	0	0	0
17	0	0		0	0	0	0
16	0	0		0	0	0	0
15	0	0		0	0	0	0
14	0	0		0	0	0	0
13	0	0		0	0	0	0
12	0	0		0	0	0	0
11	0	0		0	0	0	0
10	0	0		0	0	0	0
				150	151	301	9479

LIMITS (BTN): SPEED4 Agoura Rd between Kanan Rd and Cornell Rd.

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>36.7</u>	<u>35.7</u>	<u>36.2</u>	M.P.H.
50TH %:	<u>31.9</u>	<u>31.1</u>	<u>31.5</u>	M.P.H.
15TH %:	<u>27.1</u>	<u>26.4</u>	<u>26.8</u>	M.P.H.
10 MPH PACE:	<u>30 - 39</u>	<u>28 - 37</u>	<u>28 - 37</u>	M.P.H.
% IN PACE:	<u>66%</u>	<u>70%</u>	<u>67%</u>	
% OVER PACE:	<u>1%</u>	<u>7%</u>	<u>10%</u>	
% UNDER PACE:	<u>33%</u>	<u>23%</u>	<u>23%</u>	
ARITHMETIC MEAN:	<u>31.89</u>	<u>31.09</u>	<u>31.49</u>	M.P.H.
SAMPLE VARIANCE:	<u>21.44</u>	<u>20.16</u>	<u>20.89</u>	
STANDARD DEVIATION:	<u>4.63</u>	<u>4.49</u>	<u>4.57</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.14</u>	<u>0.13</u>	<u>0.07</u>	
STD. ERROR OF THE MEAN:	<u>0.38</u>	<u>0.37</u>	<u>0.26</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

4

STREET Agoura Road
FROM Kanan Road

CERTIFICATION DATE:
TO Cornell Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	35 MPH
Time of Speed Survey	09:00 - 10:08	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	31 mph		
85th Percentile Speed	36 mph		
10 mph Pace Speed	28 - 37		
Percentage of Vehicles in Pace	67.1%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	301		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	1.01
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	5737	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road; 4-way stop at Cornell Road		
Crosswalks?	3; One at Kanan Road, one at Cornell Road, and one at the mid-block		
Pedestrian Traffic	Moderate		
Truck Traffic	Minimal		
On-Street Parking	Yes, angled parking		
Sidewalks?	Yes, both sides		
Bike Lanes?	Yes, both sides		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	1,660'
Width	40' (Varies)
Vertical Curve	Yes, Significant
Horizontal Curve	No
Visibility	Some restriction due to road curvature
Roadway Conditions	Good; rough road in some areas
Lighting	Yes, Decorative lighting
Adjacent Land Use	Commercial retail and office on both sides

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

Matthew Stewart

7/16/2025
Date

TE 3063
State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025

TIME PERIOD : 11:00 AM TO 12:03 PM

LOCATION: SPEED5 Agoura Rd between Cornell Rd and Chesebro Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total
60	0	0																0	0	0	
59	0	0																0	0	0	
58	0	1	X															0	1	1	
57	0	2	X	X														0	2	2	
56	0	0																0	0	0	
55	0	3	X	X	X													0	3	3	
54	1	0	X															1	0	1	
53	0	2	X	X														0	2	2	
52	2	0	X	X														2	0	2	
51	0	0																0	0	0	
50	3	2	X	X	X	X												3	2	5	
49	4	1	X	X	X	X												4	1	5	
48	0	2	X	X														0	2	2	
47	14	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	10	24	
46	4	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	9	13	
45	8	6	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	6	14	
44	6	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		6	7	13	
43	6	5	X	X	X	X	X	X	X	X	X	X	X	X	X	X		6	5	11	
42	4	6	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	6	10	
41	9	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	2	11	
40	9	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	7	16	
39	11	13	X	X	X	X	X	X	X	X	X	X	X	X	X	X		11	13	24	
38	9	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	7	16	
37	12	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		12	11	23	
36	13	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X		13	15	28	
35	14	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	12	26	
34	10	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	8	18	
33	8	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	15	23	
32	2	3	X	X	X													2	3	5	
31	0	0																0	0	0	
30	1	0	X															1	0	1	
29	0	0																0	0	0	
28	0	1	X															0	1	1	
27	0	0																0	0	0	
26	0	0																0	0	0	
25	0	0																0	0	0	
24	0	0																0	0	0	
23	0	0																0	0	0	
22	0	0																0	0	0	
21	0	0																0	0	0	
20	0	0																0	0	0	
19	0	0																0	0	0	
18	0	0																0	0	0	
17	0	0																0	0	0	
16	0	0																0	0	0	
15	0	0																0	0	0	
14	0	0																0	0	0	
13	0	0																0	0	0	
12	0	0																0	0	0	
11	0	0																0	0	0	
10	0	0																0	0	0	
																		150	150	300	

LIMITS (BTN): SPEED5 Agoura Rd between Cornell Rd and Chesebro Rd.

OBSERVER: Javier C.
 WEATHER: SUNNY
 ROAD SURFACE: DRY
 ROAD CONDITION: GOOD

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	45.3	46.4	45.9	M.P.H.
50TH %:	40.0	40.1	40.0	M.P.H.
15TH %:	34.6	33.8	34.2	M.P.H.
10 MPH PACE:	33 - 42	33 - 42	33 - 42	M.P.H.
% IN PACE:	66%	64%	65%	
% OVER PACE:	32%	33%	33%	
% UNDER PACE:	2%	3%	2%	
ARITHMETIC MEAN:	39.97	40.07	40.02	M.P.H.
SAMPLE VARIANCE:	26.89	36.98	31.83	
STANDARD DEVIATION:	5.19	6.08	5.64	M.P.H.
VARIANCE OF THE MEAN:	0.18	0.25	0.11	
STD. ERROR OF THE MEAN:	0.42	0.50	0.33	M.P.H.

12006

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

5

STREET Agoura Road
FROM Cornell Road

CERTIFICATION DATE:
TO Chesebro Road/Laura La Plante Drive

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	11:00 - 12:03	Speed Justification	85th percentile speed downgraded due to cyclist infrastructure and road curvature.
50th Percentile Speed (Mean Speed)	40 mph		
85th Percentile Speed	46 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	65.0%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	3
Collision Rate (ACC/MVM)	0.49
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	5607	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	4-way stop at Cornell Road and at Chesebro Road/Laura La Plante Drive		
Crosswalks?	2; At Cornell Road and Chesebro Road/Laura La Plante Drive		
Pedestrian Traffic	Moderate		
Truck Traffic	Minimal		
On-Street Parking	Yes, within the vicinity of Lewis Road		
Sidewalks?	None		
Bike Lanes?	Yes, on both sides.		
Driveways?	Multiple, more so on east side.		

ROADWAY FACTORS

Length of Segment	5,237'
Width	40' (Varies)
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good
Lighting	No
Adjacent Land Use	Business on north side and residential on south side

Field Study By Ramsay Goyal **Checked By** Matthew Stewart

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

Matthew Stewart	7/16/2025	TE 3063
Date		State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 9:08 AM TO 10:15 AM

LOCATION: SPEED6 Agoura Rd between Chesebro Rd and Liberty Canyon Rd.

SPEED	EB	WB	SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES	TOTAL SPEED	running total	
				EB	WB														
60	0	0	60														0	0	
59	0	0	59														0	0	
58	0	0	58														0	0	
57	0	0	57														0	0	
56	0	0	56														0	0	
55	0	0	55														0	0	
54	0	0	54														0	0	
53	0	5	53	X	X	X	X									5	265	5	
52	0	0	52														0	5	
51	4	0	51	X	X	X	X									4	204	9	
50	1	7	50	X	X	X	X	X	X	X	X	X	X	X	X	1	400	17	
49	8	10	49	X	X	X	X	X	X	X	X	X	X	X	X	8	882	35	
48	7	9	48	X	X	X	X	X	X	X	X	X	X	X	X	7	768	51	
47	10	6	47	X	X	X	X	X	X	X	X	X	X	X	X	10	752	67	
46	8	6	46	X	X	X	X	X	X	X	X	X	X	X	X	8	644	81	
45	4	9	45	X	X	X	X	X	X	X	X	X	X	X	X	4	585	94	
44	9	8	44	X	X	X	X	X	X	X	X	X	X	X	X	9	748	111	
43	17	0	43	X	X	X	X	X	X	X	X	X	X	X	X	17	731	128	
42	13	0	42	X	X	X	X	X	X	X	X	X	X	X	X	13	546	141	
41	10	13	41	X	X	X	X	X	X	X	X	X	X	X	X	10	943	164	
40	9	14	40	X	X	X	X	X	X	X	X	X	X	X	X	9	920	187	
39	5	12	39	X	X	X	X	X	X	X	X	X	X	X	X	5	663	204	
38	7	6	38	X	X	X	X	X	X	X	X	X	X	X	X	7	494	217	
37	0	1	37	X												0	37	218	
36	6	11	36	X	X	X	X	X	X	X	X	X	X	X	X	6	612	235	
35	8	5	35	X	X	X	X	X	X	X	X	X	X	X	X	8	455	248	
34	4	3	34	X	X	X	X	X	X	X	X	X	X	X	X	4	238	255	
33	2	7	33	X	X	X	X	X	X	X	X	X	X	X	X	2	297	264	
32	9	6	32	X	X	X	X	X	X	X	X	X	X	X	X	9	480	279	
31	7	7	31	X	X	X	X	X	X	X	X	X	X	X	X	7	434	293	
30	0	0	30													0	0	293	
29	1	4	29	X	X	X	X									1	145	298	
28	0	0	28													0	0	298	
27	1	0	27	X												1	0	299	
26	0	1	26	X												0	1	26	300
25	0	0	25													0	0	0	300
24	0	0	24													0	0	0	300
23	0	0	23													0	0	0	300
22	0	0	22													0	0	0	300
21	0	0	21													0	0	0	300
20	0	0	20													0	0	0	300
19	0	0	19													0	0	0	300
18	0	0	18													0	0	0	300
17	0	0	17													0	0	0	300
16	0	0	16													0	0	0	300
15	0	0	15													0	0	0	300
14	0	0	14													0	0	0	300
13	0	0	13													0	0	0	300
12	0	0	12													0	0	0	300
11	0	0	11													0	0	0	300
10	0	0	10													0	0	0	300
																150	150	300	12296

LIMITS (BTN): SPEED6 Agoura Rd between Chesebro Rd and Liberty Canyon Rd.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: Vitalii Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>46.9</u>	<u>47.5</u>	<u>47.2</u>	M.P.H.
50TH %:	<u>41.1</u>	<u>40.9</u>	<u>41.0</u>	M.P.H.
15TH %:	<u>35.2</u>	<u>34.2</u>	<u>34.7</u>	M.P.H.
10 MPH PACE:	<u>40 - 49</u>	<u>32 - 41</u>	<u>40 - 49</u>	M.P.H.
% IN PACE:	<u>63%</u>	<u>52%</u>	<u>57%</u>	
% OVER PACE:	<u>3%</u>	<u>40%</u>	<u>6%</u>	
% UNDER PACE:	<u>33%</u>	<u>8%</u>	<u>38%</u>	
ARITHMETIC MEAN:	<u>41.09</u>	<u>40.89</u>	<u>40.99</u>	M.P.H.
SAMPLE VARIANCE:	<u>31.84</u>	<u>41.05</u>	<u>36.33</u>	
STANDARD DEVIATION:	<u>5.64</u>	<u>6.41</u>	<u>6.03</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.21</u>	<u>0.27</u>	<u>0.12</u>	
STD. ERROR OF THE MEAN:	<u>0.46</u>	<u>0.52</u>	<u>0.35</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

6

STREET Agoura Road FROM Chesebro Road/Laura La Plante Drive	CERTIFICATION DATE: TO Liberty Canyon Road
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SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	09:08 - 10:15	Speed Justification	
50th Percentile Speed (Mean Speed)	41 mph	85th percentile speed downgraded due to cyclist infrastructure and road curvature restricting visibility	
85th Percentile Speed	47 mph		
10 mph Pace Speed	40 - 49		
Percentage of Vehicles in Pace	56.7%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.50
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	7726	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Liberty Canyon; Stop control at Chesebro Road/Laura La Plante Drive		
Crosswalks?	At Chesebro Road and Liberty Canyon Road. Unmarked		
Pedestrian Traffic	No		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	Only for a portion of segment		
Bike Lanes?	Yes, narrow and unprotected on both sides		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	5,026'
Width	54' (Varies)
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median only from Rondell St to Liberty Canyon Road.
Lighting	Only near Liberty Canyon Road
Adjacent Land Use	Residential

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

Matthew Stewart	7/16/2025 Date	TE 3063 State Registration Number
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DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 10:32 AM TO 11:36 AM

LOCATION: SPEED7 Canwood St between West City Limits and Reyes Adobe Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES	TOTAL SPEED	running total
			EB	WB													
60	0	0													0	0	0
59	0	0													0	0	0
58	0	0													0	0	0
57	0	0													0	0	0
56	0	0													0	0	0
55	0	0													0	0	0
54	0	0													0	0	0
53	0	0													0	0	0
52	0	0													0	0	0
51	0	0													0	0	0
50	0	0													0	0	0
49	0	0													0	0	0
48	0	0													0	0	0
47	0	1	X												0	1	1
46	0	0													0	0	0
45	0	3	X	X	X										0	3	3
44	0	1	X												0	1	1
43	1	2	X	X	X										1	2	3
42	0	3	X	X	X										0	3	3
41	1	2	X	X	X										1	2	3
40	0	0													0	0	0
39	2	5	X	X	X	X	X	X							2	5	7
38	1	4	X	X	X	X									1	4	5
37	0	0													0	0	0
36	2	4	X	X	X	X	X								2	4	6
35	5	8	X	X	X	X	X	X	X	X	X	X	X		5	8	13
34	8	6	X	X	X	X	X	X	X	X	X	X	X		8	6	14
33	2	7	X	X	X	X	X	X	X	X					2	7	9
32	5	4	X	X	X	X	X	X	X	X					5	4	9
31	3	8	X	X	X	X	X	X	X	X	X	X			3	8	11
30	7	9	X	X	X	X	X	X	X	X	X	X	X		7	9	16
29	7	4	X	X	X	X	X	X	X	X	X	X			7	4	11
28	6	3	X	X	X	X	X	X	X	X					6	3	9
27	5	4	X	X	X	X	X	X	X	X					5	4	9
26	4	2	X	X	X	X									4	2	6
25	3	2	X	X	X	X									3	2	5
24	2	0	X	X											2	0	2
23	0	1	X												0	1	1
22	0	0													0	0	0
21	0	0													0	0	0
20	0	0													0	0	0
19	0	0													0	0	0
18	0	0													0	0	0
17	0	0													0	0	0
16	0	0													0	0	0
15	0	0													0	0	0
14	0	0													0	0	0
13	0	0													0	0	0
12	0	0													0	0	0
11	0	0													0	0	0
10	0	0													0	0	0
															64	83	147

LIMITS (BTN): SPEED7 Canwood St between West City Limits and Reyes Adobe Rd.

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: Vitalii Y.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>35.3</u>	<u>39.3</u>	<u>37.8</u>	M.P.H.
50TH %:	<u>31.0</u>	<u>33.8</u>	<u>32.6</u>	M.P.H.
15TH %:	<u>26.6</u>	<u>28.2</u>	<u>27.3</u>	M.P.H.
10 MPH PACE:	<u>26 - 35</u>	<u>27 - 36</u>	<u>27 - 36</u>	M.P.H.
% IN PACE:	<u>81%</u>	<u>69%</u>	<u>73%</u>	
% OVER PACE:	<u>11%</u>	<u>25%</u>	<u>18%</u>	
% UNDER PACE:	<u>8%</u>	<u>6%</u>	<u>10%</u>	
ARITHMETIC MEAN:	<u>30.95</u>	<u>33.80</u>	<u>32.56</u>	M.P.H.
SAMPLE VARIANCE:	<u>17.63</u>	<u>28.63</u>	<u>25.69</u>	
STANDARD DEVIATION:	<u>4.20</u>	<u>5.35</u>	<u>5.07</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.28</u>	<u>0.34</u>	<u>0.17</u>	
STD. ERROR OF THE MEAN:	<u>0.52</u>	<u>0.59</u>	<u>0.42</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

7

STREET Canwood Street
FROM West City Limit

CERTIFICATION DATE:
TO Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	35 MPH
Time of Speed Survey	10:32 - 11:36	Speed Justification	85th percentile speed rounded down to retain prior speed limit
50th Percentile Speed (Mean Speed)	33 mph		
85th Percentile Speed	38 mph		
10 mph Pace Speed	27 - 36		
Percentage of Vehicles in Pace	72.8%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	147		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	1.04
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	2698	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Reyes Adobe Road		
Crosswalks?	At Reyes Adobe Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	Yes. On both sides of street although some areas have restrictions		
Sidewalks?	On north side only.		
Bike Lanes?	None		
Driveways?	Multiple on north side only		

ROADWAY FACTORS

Length of Segment	3,440'
Width	43'
Vertical Curve	Minimal
Horizontal Curve	Minimal, only near east end of segment at Reyes Adobe and west end at Freeway
Visibility	Good
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential, commercial, freeway adjacent

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

8

STREET Canwood Street
FROM Reyes Adobe Road

CERTIFICATION DATE:
TO Kanan Road

SPEED FACTORS

Date of Speed Survey	4/8/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	11:44 - 12:46	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	38 mph		
85th Percentile Speed	42 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	82.7%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	139		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	3
Collision Rate (ACC/MVM)	0.85
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	2760	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Reyes Adobe Road and Kanan Road; 3-way stop at Forest Cove Lane		
Crosswalks?	At Reyes Adobe Road and Kanan Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On both sides east of Forest Cove Lane		
Sidewalks?	Sporadic on north side only east of Forest Cove, in both sides west of Forest Cove		
Bike Lanes?	None		
Driveways?	Several on north side		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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7/16/2025

TE 3063

Matthew Stewart

Date

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CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

9

STREET Canwood Street
FROM Kanan Road

CERTIFICATION DATE:
TO Derry Avenue

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	12:14 - 12:50	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	37 mph		
85th Percentile Speed	42 mph		
10 mph Pace Speed	31 - 40		
Percentage of Vehicles in Pace	66.8%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	301		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.48
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	9527	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road ; 1-way stop at Derry Avenue		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	None present		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	On north side of street only		
Bike Lanes?	None present		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 12:57 PM TO 1:53 PM

LOCATION: SPEED10 Canwood St between Derry Ave and Chesebro Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total	
60	0	0																0	0	0		
59	0	0																0	0	0		
58	0	0																0	0	0		
57	0	0																0	0	0		
56	0	0																0	0	0		
55	0	0																0	0	0		
54	0	0																0	0	0		
53	0	0																0	0	0		
52	0	0																0	0	0		
51	0	0																0	0	0		
50	0	0																0	0	0		
49	0	0																0	0	0		
48	1	0	X															1	0	1		
47	0	1	X															0	1	1		
46	0	0																0	0	0		
45	1	1	X	X														1	1	2		
44	1	0	X															1	0	1		
43	3	2	X	X	X	X												3	2	5		
42	2	1	X	X														2	1	3		
41	2	0	X	X														2	0	2		
40	4	5	X	X	X	X	X	X	X									4	5	9		
39	5	4	X	X	X	X	X	X	X	X								5	4	9		
38	5	4	X	X	X	X	X	X	X	X								5	4	9		
37	7	7	X	X	X	X	X	X	X	X	X							7	7	14		
36	6	7	X	X	X	X	X	X	X	X	X							6	7	13		
35	10	11	X	X	X	X	X	X	X	X	X	X	X	X	X			10	11	21		
34	12	13	X	X	X	X	X	X	X	X	X	X	X	X	X	X		12	13	25		
33	9	13	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	13	22		
32	11	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X		11	15	26		
31	15	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X		15	10	25		
30	13	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		13	11	24		
29	10	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	12	22		
28	8	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	10	18		
27	9	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	7	16		
26	8	6	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	6	14		
25	5	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		5	7	12		
24	1	2	X	X														1	2	3		
23	2	0	X	X														2	0	2		
22	0	1	X															0	1	1		
21	0	0																0	0	0		
20	0	0																0	0	0		
19	0	0																0	0	0		
18	0	0																0	0	0		
17	0	0																0	0	0		
16	0	0																0	0	0		
15	0	0																0	0	0		
14	0	0																0	0	0		
13	0	0																0	0	0		
12	0	0																0	0	0		
11	0	0																0	0	0		
10	0	0																0	0	0		
																		150	150	300		9707

LIMITS (BTN): SPEED10 Canwood St between Derry Ave and Chesebro Rd.
 OBSERVER: Javier C.
 WEATHER: SUNNY
 POSTED SPEED LIMIT: 35 MPH
 ROAD SURFACE: DRY
 COMMENTS: ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	37.6	37.0	37.3	M.P.H.
50TH %:	32.5	32.2	32.4	M.P.H.
15TH %:	27.4	27.5	27.4	M.P.H.
10 MPH PACE:	26 - 35	28 - 37	26 - 35	M.P.H.
% IN PACE:	70%	73%	71%	
% OVER PACE:	25%	12%	23%	
% UNDER PACE:	5%	15%	6%	
ARITHMETIC MEAN:	32.49	32.22	32.36	M.P.H.
SAMPLE VARIANCE:	24.33	20.96	22.59	
STANDARD DEVIATION:	4.93	4.58	4.75	M.P.H.
VARIANCE OF THE MEAN:	0.16	0.14	0.08	
STD. ERROR OF THE MEAN:	0.40	0.37	0.27	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

10

STREET Canwood Street
FROM Derry Avenue

CERTIFICATION DATE:
TO Chesebro Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	12:57 - 13:53	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	32 mph		
85th Percentile Speed	37 mph		
10 mph Pace Speed	26 - 35		
Percentage of Vehicles in Pace	71.0%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.28
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	5007	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Stop-controlled at Chesebro Road and Derry Avenue		
Crosswalks?	At Lewis Rd		
Pedestrian Traffic	Minimal/ None		
Truck Traffic	None present		
On-Street Parking	Yes, on north side of street		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Bike sharrows on both sides		
Driveways?	Multiple, only on north side		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 1:30 PM TO 2:30 PM

LOCATION: SPEED11 Driver Ave between Argos St and Ventura Fwy.

SPEED	EB	WB	SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES		TOTAL SPEED	running total
				EB	WB	VEHICLES	EB	WB	SPEED	total													
60	0	0	60															0	0	0			
59	0	0	59															0	0	0			
58	0	0	58															0	0	0			
57	0	0	57															0	0	0			
56	0	0	56															0	0	0			
55	0	0	55															0	0	0			
54	0	0	54															0	0	0			
53	0	0	53															0	0	0			
52	0	0	52															0	0	0			
51	0	0	51															0	0	0			
50	0	0	50															0	0	0			
49	0	0	49															0	0	0			
48	0	0	48															0	0	0			
47	0	0	47															0	0	0			
46	0	0	46															0	0	0			
45	0	0	45															0	0	0			
44	0	0	44															0	0	0			
43	0	0	43															0	0	0			
42	0	1	42	X													0	1	1	42	1		
41	0	0	41															0	0	0	1		
40	1	0	40	X													1	0	1	40	2		
39	1	0	39	X													1	0	1	39	3		
38	2	0	38	X	X												2	0	2	76	5		
37	2	5	37	X	X	X	X	X	X	X	X	X	X	X	X		2	5	7	259	12		
36	4	8	36	X	X	X	X	X	X	X	X	X	X	X	X		4	8	12	432	24		
35	8	5	35	X	X	X	X	X	X	X	X	X	X	X	X		8	5	13	455	37		
34	12	6	34	X	X	X	X	X	X	X	X	X	X	X	X		12	6	18	612	55		
33	11	6	33	X	X	X	X	X	X	X	X	X	X	X	X		11	6	17	561	72		
32	12	15	32	X	X	X	X	X	X	X	X	X	X	X	X		12	15	27	864	99		
31	11	10	31	X	X	X	X	X	X	X	X	X	X	X	X		11	10	21	651	120		
30	10	8	30	X	X	X	X	X	X	X	X	X	X	X	X		10	8	18	540	138		
29	12	10	29	X	X	X	X	X	X	X	X	X	X	X	X		12	10	22	638	160		
28	7	15	28	X	X	X	X	X	X	X	X	X	X	X	X		7	15	22	616	182		
27	14	12	27	X	X	X	X	X	X	X	X	X	X	X	X		14	12	26	702	208		
26	11	14	26	X	X	X	X	X	X	X	X	X	X	X	X		11	14	25	650	233		
25	13	10	25	X	X	X	X	X	X	X	X	X	X	X	X		13	10	23	575	256		
24	9	8	24	X	X	X	X	X	X	X	X	X	X	X	X		9	8	17	408	273		
23	4	9	23	X	X	X	X	X	X	X	X	X	X	X	X		4	9	13	299	286		
22	3	5	22	X	X	X	X	X	X	X	X	X	X	X	X		3	5	8	176	294		
21	2	3	21	X	X	X	X	X	X	X	X	X	X	X	X		2	3	5	105	299		
20	1	0	20	X													1	0	1	20	300		
19	0	0	19														0	0	0	0	300		
18	0	0	18														0	0	0	0	300		
17	0	0	17														0	0	0	0	300		
16	0	0	16														0	0	0	0	300		
15	0	0	15														0	0	0	0	300		
14	0	0	14														0	0	0	0	300		
13	0	0	13														0	0	0	0	300		
12	0	0	12														0	0	0	0	300		
11	0	0	11														0	0	0	0	300		
10	0	0	10														0	0	0	0	300		
																	150	150	300		8760		

LIMITS (BTN): SPEED11 Driver Ave between Argos St and Ventura Fwy.

OBSERVER: Vitalii Y.

WEATHER: SUNNY

POSTED SPEED LIMIT: 30 MPH

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

COMMENTS:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>33.9</u>	<u>33.4</u>	<u>33.7</u>	M.P.H.
50TH %:	<u>29.5</u>	<u>28.9</u>	<u>29.2</u>	M.P.H.
15TH %:	<u>25.0</u>	<u>24.5</u>	<u>24.7</u>	M.P.H.
10 MPH PACE:	<u>25 - 34</u>	<u>23 - 32</u>	<u>25 - 34</u>	M.P.H.
% IN PACE:	<u>75%</u>	<u>74%</u>	<u>73%</u>	
% OVER PACE:	<u>12%</u>	<u>21%</u>	<u>12%</u>	
% UNDER PACE:	<u>13%</u>	<u>5%</u>	<u>15%</u>	
ARITHMETIC MEAN:	<u>29.45</u>	<u>28.95</u>	<u>29.20</u>	M.P.H.
SAMPLE VARIANCE:	<u>18.10</u>	<u>18.79</u>	<u>18.45</u>	
STANDARD DEVIATION:	<u>4.25</u>	<u>4.33</u>	<u>4.30</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.12</u>	<u>0.13</u>	<u>0.06</u>	
STD. ERROR OF THE MEAN:	<u>0.35</u>	<u>0.35</u>	<u>0.25</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

11

STREET Driver Avenue/Palo Comado Canyon Road
FROM Argos Street

CERTIFICATION DATE:
TO US 101 Freeway

SPEED FACTORS

Date of Speed Survey 4/10/2025
Time of Speed Survey 13:30 - 14:30
50th Percentile Speed (Mean Speed) 29 mph
85th Percentile Speed 34 mph
10 mph Pace Speed 25 - 34
Percentage of Vehicles in Pace 73.0%
Number of Survey Samples 300

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

Speed Justification
 85th percentile speed rounded down due to curvature restricting sight distance, bike lanes, horse activity, park, and school, as well as to standardize the speed across segment.

Recommended Speed Limit **30 MPH**

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 4
Collision Rate (ACC/MVM) 0.52
Expected Collisions (ACC/MVM) 1.03

TRAFFIC FACTORS

Average Daily Traffic	5961	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Stop controlled at Chesebro Road		
Crosswalks?	Continental at Conejo View Drive and Freeway; horse-crossing sign at crosswalk, across Argos @ Driver		
Pedestrian Traffic	Minimal		
Truck Traffic	Yes		
On-Street Parking	No parking at Palo Comado Road; parking allowed on Driver Avenue, mainly on south side of street		
Sidewalks?	On both sides along Driver Avenue; No sidewalk along Palo Comado Road		
Bike Lanes?	Yes on north side of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment 6,271'
Width 38'
Vertical Curve Minimal
Horizontal Curve Significant
Visibility Some restriction due to road curvature
Roadway Conditions Some rough road areas. Slightly rough in some areas on east side, east of high school
Lighting No
Adjacent Land Use Residential, commercial, school, freeway, and empty land

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 2:15 PM TO 2:45 PM

LOCATION: SPEED12 Kanan Rd between North City Limits and Laro Dr.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total
60	0	0																0	0	0	
59	0	0																0	0	0	
58	0	0																0	0	0	
57	0	0																0	0	0	
56	0	0																0	0	0	
55	0	1		X														0	1	1	
54	0	0																0	0	0	
53	2	2		X	X	X	X											2	2	4	
52	4	2		X	X	X	X	X										4	2	6	
51	2	4		X	X	X	X	X	X									2	4	6	
50	8	1		X	X	X	X	X	X	X								8	1	9	
49	7	0		X	X	X	X	X	X									7	0	7	
48	9	4		X	X	X	X	X	X	X								9	4	13	
47	7	8		X	X	X	X	X	X	X	X							7	8	15	
46	14	4		X	X	X	X	X	X	X	X	X						14	4	18	
45	9	7		X	X	X	X	X	X	X	X	X						9	7	16	
44	13	12		X	X	X	X	X	X	X	X	X	X	X				13	12	25	
43	11	14		X	X	X	X	X	X	X	X	X	X	X	X			11	14	25	
42	13	15		X	X	X	X	X	X	X	X	X	X	X	X	X		13	15	28	
41	8	12		X	X	X	X	X	X	X	X	X	X	X	X			8	12	20	
40	14	9		X	X	X	X	X	X	X	X	X	X	X	X	X		14	9	23	
39	8	11		X	X	X	X	X	X	X	X	X	X	X	X			8	11	19	
38	2	8		X	X	X	X	X	X									2	8	10	
37	7	9		X	X	X	X	X	X	X	X							7	9	16	
36	9	12		X	X	X	X	X	X	X	X	X	X					9	12	21	
35	0	4		X	X	X												0	4	4	
34	0	3		X	X	X												0	3	3	
33	1	6		X	X	X	X	X	X									1	6	7	
32	2	1		X	X	X												2	1	3	
31	0	1		X														0	1	1	
30	0	0																0	0	0	
29	0	0																0	0	0	
28	0	0																0	0	0	
27	0	0																0	0	0	
26	0	0																0	0	0	
25	0	0																0	0	0	
24	0	0																0	0	0	
23	0	0																0	0	0	
22	0	0																0	0	0	
21	0	0																0	0	0	
20	0	0																0	0	0	
19	0	0																0	0	0	
18	0	0																0	0	0	
17	0	0																0	0	0	
16	0	0																0	0	0	
15	0	0																0	0	0	
14	0	0																0	0	0	
13	0	0																0	0	0	
12	0	0																0	0	0	
11	0	0																0	0	0	
10	0	0																0	0	0	
																		150	150	300	

LIMITS (BTN): SPEED12 Kanan Rd between North City Limits and Laro Dr.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	<u>48.2</u>	<u>46.3</u>	<u>47.4</u>	M.P.H.
50TH %:	<u>43.4</u>	<u>41.3</u>	<u>42.4</u>	M.P.H.
15TH %:	<u>38.7</u>	<u>36.3</u>	<u>37.4</u>	M.P.H.
10 MPH PACE:	<u>39 - 48</u>	<u>36 - 45</u>	<u>36 - 45</u>	M.P.H.
% IN PACE:	<u>71%</u>	<u>73%</u>	<u>68%</u>	
% OVER PACE:	<u>15%</u>	<u>17%</u>	<u>26%</u>	
% UNDER PACE:	<u>14%</u>	<u>10%</u>	<u>6%</u>	
ARITHMETIC MEAN:	<u>43.44</u>	<u>41.33</u>	<u>42.38</u>	M.P.H.
SAMPLE VARIANCE:	<u>21.23</u>	<u>23.43</u>	<u>23.37</u>	
STANDARD DEVIATION:	<u>4.61</u>	<u>4.84</u>	<u>4.83</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.14</u>	<u>0.16</u>	<u>0.08</u>	
STD. ERROR OF THE MEAN:	<u>0.38</u>	<u>0.40</u>	<u>0.28</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

12

STREET Kanan Road
FROM North City Limit

CERTIFICATION DATE:
TO Laro Drive

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	14:15 - 14:45	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	42 mph		
85th Percentile Speed	47 mph		
10 mph Pace Speed	36 - 45		
Percentage of Vehicles in Pace	67.7%	Recommended Speed Limit	<u>45 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	8
Collision Rate (ACC/MVM)	0.76
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	20510	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Fountainwood Street, Eagleton Street, and Laro Drive		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	Yes, on east side of street		
Bike Lanes?	Yes, on both sides		
Driveways?	Multiple		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 2:52 PM TO 3:13 PM

LOCATION: SPEED13 Kanan Rd between Laro Dr and Thousand Oaks Blvd.

Table with columns: SPEED (MPH), NB, SB, TOTAL VEHICLES SURVEYED (NB, SB, TOTAL), TOTAL running SPEED, total. Rows 10-60.

LIMITS (BTN): SPEED13 Kanan Rd between Laro Dr and Thousand Oaks Blvd. OBSERVER: Javier C. WEATHER: SUNNY POSTED SPEED LIMIT: 40 MPH ROAD SURFACE: DRY COMMENTS: ROAD CONDITION: GOOD

Summary table with columns: NORTHBOUND, SOUTHBOUND, NORTHBOUND+SOUTHBOUND. Rows: 85TH %, 50TH %, 15TH %, 10 MPH PACE, % IN PACE, % OVER PACE, % UNDER PACE, ARITHMETIC MEAN, SAMPLE VARIANCE, STANDARD DEVIATION, VARIANCE OF THE MEAN, STD. ERROR OF THE MEAN.

150 150 300 11187

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

13

STREET Kanan Road
FROM Laro Drive

CERTIFICATION DATE:
TO Thousand Oaks Boulevard

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	14:52 - 15:13	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	37 mph		
85th Percentile Speed	42 mph		
10 mph Pace Speed	32 - 41		
Percentage of Vehicles in Pace	68.3%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	10
Collision Rate (ACC/MVM)	0.93
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	25682	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Laro Drive and Thousand Oaks Boulevard		
Crosswalks?	At signalized intersections. Continental		
Pedestrian Traffic	High		
Truck Traffic	None present		
On-Street Parking	Yes, cars parked on east side		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes on both sides		
Driveways?	Multiple drives on west side only, shopping center with people turning in and out		

ROADWAY FACTORS

Length of Segment	2,024'
Width	78'
Vertical Curve	Minimal
Horizontal Curve	Slight
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Residential, commercial, school

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 3:17 PM TO 3:42 PM

LOCATION: SPEED14 Kanan Rd between Thousand Oaks Blvd and Hillrise Dr.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	TOTAL SPEED	running total
			NB	SB			
60	0	0			0	0	0
59	0	0			0	0	0
58	0	0			0	0	0
57	0	0			0	0	0
56	0	0			0	0	0
55	0	0			0	0	0
54	0	0			0	0	0
53	0	0			0	0	0
52	0	0			0	0	0
51	0	0			0	0	0
50	0	0			0	0	0
49	2	0	X	X	2	0	2
48	0	0			0	0	0
47	1	0	X		1	0	1
46	1	1	X	X	1	1	2
45	0	0			0	0	0
44	3	1	X	X	3	1	4
43	0	8	X	X	0	8	8
42	11	6	X	X	11	6	17
41	14	5	X	X	14	5	19
40	7	14	X	X	7	14	21
39	13	6	X	X	13	6	19
38	7	17	X	X	7	17	24
37	16	10	X	X	16	10	26
36	9	14	X	X	9	14	23
35	13	17	X	X	13	17	30
34	14	12	X	X	14	12	26
33	11	12	X	X	11	12	23
32	9	9	X	X	9	9	18
31	1	8	X	X	1	8	9
30	7	6	X	X	7	6	13
29	4	2	X	X	4	2	6
28	0	1	X		0	1	1
27	5	0	X	X	5	0	5
26	1	1	X	X	1	1	2
25	0	0			0	0	0
24	1	0	X		1	0	1
23	0	0			0	0	0
22	0	0			0	0	0
21	0	0			0	0	0
20	0	0			0	0	0
19	0	0			0	0	0
18	0	0			0	0	0
17	0	0			0	0	0
16	0	0			0	0	0
15	0	0			0	0	0
14	0	0			0	0	0
13	0	0			0	0	0
12	0	0			0	0	0
11	0	0			0	0	0
10	0	0			0	0	0
			150	150	300		10884

LIMITS (BTN): SPEED14 Kanan Rd between Thousand Oaks Blvd and Hillrise Dr.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	41.1	40.2	40.7	M.P.H.
50TH %:	36.3	36.2	36.3	M.P.H.
15TH %:	31.6	32.2	31.9	M.P.H.
10 MPH PACE:	33 - 42	31 - 40	32 - 41	M.P.H.
% IN PACE:	77%	79%	76%	
% OVER PACE:	5%	14%	11%	
% UNDER PACE:	19%	7%	12%	
ARITHMETIC MEAN:	36.35	36.21	36.28	M.P.H.
SAMPLE VARIANCE:	21.38	15.04	18.16	
STANDARD DEVIATION:	4.62	3.88	4.26	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.10	0.06	
STD. ERROR OF THE MEAN:	0.38	0.32	0.25	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

14

STREET Kanan Road
FROM Thousand Oaks Boulevard

CERTIFICATION DATE:
TO Hillrise Drive

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	15:17 - 15:42	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	36 mph		
85th Percentile Speed	41 mph		
10 mph Pace Speed	32 - 41		
Percentage of Vehicles in Pace	76.3%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	10
Collision Rate (ACC/MVM)	1.24
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	28544	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Thousand Oaks Boulevard and Hillrise Drive		
Crosswalks?	At signalized intersections, transverse at hillside, continental at Thousand Oaks		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes, on both sides of street		
Driveways?	Multiple driveways on west side of street. None on east side		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, 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.

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7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 3:44 PM TO 4:05 PM

LOCATION: SPEED15 Kanan Rd between Hillrise Dr and Canwood St.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total
60	0	0																	0	0	0
59	0	0																	0	0	0
58	0	0																	0	0	0
57	0	0																	0	0	0
56	0	1	X																0	1	1
55	0	0																	0	0	0
54	0	1	X																0	1	1
53	0	1	X																0	1	1
52	0	2	X	X															0	2	2
51	0	2	X	X															0	2	2
50	0	1	X																0	1	1
49	1	1	X	X															1	1	2
48	1	0	X																1	0	1
47	1	1	X	X															1	1	2
46	2	3	X	X	X														2	3	5
45	4	2	X	X	X	X													4	2	6
44	5	4	X	X	X	X	X												5	4	9
43	5	7	X	X	X	X	X	X											5	7	12
42	11	10	X	X	X	X	X	X	X	X									11	10	21
41	7	8	X	X	X	X	X	X	X	X									7	8	15
40	9	7	X	X	X	X	X	X	X	X									9	7	16
39	14	11	X	X	X	X	X	X	X	X	X								14	11	25
38	13	14	X	X	X	X	X	X	X	X	X								13	14	27
37	15	17	X	X	X	X	X	X	X	X	X								15	17	32
36	16	14	X	X	X	X	X	X	X	X	X								16	14	30
35	15	9	X	X	X	X	X	X	X	X	X								15	9	24
34	13	14	X	X	X	X	X	X	X	X	X								13	14	27
33	10	8	X	X	X	X	X	X	X	X	X								10	8	18
32	7	5	X	X	X	X	X	X	X	X	X								7	5	12
31	0	4	X	X	X														0	4	4
30	1	2	X	X															1	2	3
29	0	0																	0	0	0
28	0	1	X																0	1	1
27	0	0																	0	0	0
26	0	0																	0	0	0
25	0	0																	0	0	0
24	0	0																	0	0	0
23	0	0																	0	0	0
22	0	0																	0	0	0
21	0	0																	0	0	0
20	0	0																	0	0	0
19	0	0																	0	0	0
18	0	0																	0	0	0
17	0	0																	0	0	0
16	0	0																	0	0	0
15	0	0																	0	0	0
14	0	0																	0	0	0
13	0	0																	0	0	0
12	0	0																	0	0	0
11	0	0																	0	0	0
10	0	0																	0	0	0
																			150	150	300

11451

LIMITS (BTN): SPEED15 Kanan Rd between Hillrise Dr and Canwood St.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	<u>41.9</u>	<u>43.8</u>	<u>42.9</u>	M.P.H.
50TH %:	<u>37.9</u>	<u>38.5</u>	<u>38.2</u>	M.P.H.
15TH %:	<u>33.9</u>	<u>33.1</u>	<u>33.5</u>	M.P.H.
10 MPH PACE:	<u>33 - 42</u>	<u>33 - 42</u>	<u>33 - 42</u>	M.P.H.
% IN PACE:	<u>82%</u>	<u>75%</u>	<u>78%</u>	
% OVER PACE:	<u>13%</u>	<u>17%</u>	<u>15%</u>	
% UNDER PACE:	<u>5%</u>	<u>8%</u>	<u>7%</u>	
ARITHMETIC MEAN:	<u>37.88</u>	<u>38.46</u>	<u>38.17</u>	M.P.H.
SAMPLE VARIANCE:	<u>14.80</u>	<u>26.25</u>	<u>20.54</u>	
STANDARD DEVIATION:	<u>3.85</u>	<u>5.12</u>	<u>4.53</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.10</u>	<u>0.18</u>	<u>0.07</u>	
STD. ERROR OF THE MEAN:	<u>0.31</u>	<u>0.42</u>	<u>0.26</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

15

STREET Kanan Road
FROM Hillrise Drive

CERTIFICATION DATE:
TO Canwood Street

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	15:44 - 16:05	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	38 mph		
85th Percentile Speed	43 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	78.3%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	1.03
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	28603	Date Counted	4/8/2025
Number of Lanes	5		
Type of Traffic Control	Signalized at Hillrise Drive and Canwood Street (north and south)		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes, on both sides of street		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,467'
Width	78'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Some restriction due to road curvature
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Commercial, residential, freeway

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025

TIME PERIOD : 10:15 AM TO 10:37 AM

LOCATION: SPEED16 Kanan Rd between Canwood St and Agoura Rd.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES		TOTAL SPEED	TOTAL running				
															NB	SB		SPEED	total			
60	0	0													0	0	0	0	0			
59	0	0													0	0	0	0	0			
58	0	0													0	0	0	0	0			
57	0	0													0	0	0	0	0			
56	0	0													0	0	0	0	0			
55	0	0													0	0	0	0	0			
54	0	0													0	0	0	0	0			
53	0	0													0	0	0	0	0			
52	0	0													0	0	0	0	0			
51	0	0													0	0	0	0	0			
50	0	0													0	0	0	0	0			
49	0	0													0	0	0	0	0			
48	0	0													0	0	0	0	0			
47	0	0													0	0	0	0	0			
46	0	1	X												0	1	1	46	1			
45	0	0													0	0	0	0	1			
44	0	2	X	X											0	2	2	88	3			
43	0	0													0	0	0	0	3			
42	0	1	X												0	1	1	42	4			
41	0	0													0	0	0	0	4			
40	4	3	X	X	X	X	X							4	3	7	280	11				
39	1	3	X	X	X							1	3	4	156	15						
38	2	5	X	X	X	X	X	X					2	5	7	266	22					
37	4	3	X	X	X	X						4	3	7	259	29						
36	2	6	X	X	X	X	X	X					2	6	8	288	37					
35	1	5	X	X	X	X	X						1	5	6	210	43					
34	2	9	X	X	X	X	X	X	X	X	X	X	2	9	11	374	54					
33	1	2	X	X									1	2	3	99	57					
32	8	12	X	X	X	X	X	X	X	X	X	X	X	X	X	8	12	20	640	77	*	
31	12	9	X	X	X	X	X	X	X	X	X	X	X	X	X	12	9	21	651	98	*	
30	5	7	X	X	X	X	X	X	X	X	X	X	X	X	5	7	12	360	110	*		
29	8	13	X	X	X	X	X	X	X	X	X	X	X	X	8	13	21	609	131	P		
28	15	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X	15	11	26	728	157	A
27	9	12	X	X	X	X	X	X	X	X	X	X	X	X	9	12	21	567	178	C		
26	13	4	X	X	X	X	X	X	X	X	X	X	X	13	4	17	442	195	E			
25	10	7	X	X	X	X	X	X	X	X	X	X	X	10	7	17	425	212	*			
24	9	6	X	X	X	X	X	X	X	X	X	X	9	6	15	360	227	*				
23	13	5	X	X	X	X	X	X	X	X	X	X	X	13	5	18	414	245	*			
22	12	8	X	X	X	X	X	X	X	X	X	X	X	12	8	20	440	265				
21	11	9	X	X	X	X	X	X	X	X	X	X	X	11	9	20	420	285				
20	2	7	X	X	X	X	X	X	X	X	X	X	2	7	9	180	294					
19	0	0													0	0	0	0	294			
18	5	2	X	X	X	X	X						5	2	7	126	301					
17	0	0													0	0	0	0	301			
16	2	0	X	X									2	0	2	32	303					
15	0	0													0	0	0	0	303			
14	0	0													0	0	0	0	303			
13	0	0													0	0	0	0	303			
12	0	0													0	0	0	0	303			
11	0	0													0	0	0	0	303			
10	0	0													0	0	0	0	303			
												151	152	303			8502					

LIMITS (BTN): SPEED16 Kanan Rd between Canwood St and Agoura Rd.

OBSERVER: Javier C.

WEATHER: SUNNY

POSTED SPEED LIMIT: 35 MPH

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

COMMENTS:

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	<u>32.3</u>	<u>35.4</u>	<u>34.0</u>	M.P.H.
50TH %:	<u>26.9</u>	<u>29.2</u>	<u>28.1</u>	M.P.H.
15TH %:	<u>21.5</u>	<u>23.0</u>	<u>22.1</u>	M.P.H.
10 MPH PACE:	<u>22 - 31</u>	<u>27 - 36</u>	<u>23 - 32</u>	M.P.H.
% IN PACE:	<u>70%</u>	<u>57%</u>	<u>62%</u>	
% OVER PACE:	<u>17%</u>	<u>12%</u>	<u>19%</u>	
% UNDER PACE:	<u>13%</u>	<u>32%</u>	<u>19%</u>	
ARITHMETIC MEAN:	<u>26.91</u>	<u>29.20</u>	<u>28.06</u>	M.P.H.
SAMPLE VARIANCE:	<u>27.25</u>	<u>35.48</u>	<u>32.59</u>	
STANDARD DEVIATION:	<u>5.22</u>	<u>5.96</u>	<u>5.71</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.18</u>	<u>0.23</u>	<u>0.11</u>	
STD. ERROR OF THE MEAN:	<u>0.42</u>	<u>0.48</u>	<u>0.33</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

16

STREET Kanan Road
FROM Canwood Street

CERTIFICATION DATE:
TO Agoura Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	35 mph (NB) 35/40 mph (SB)
Time of Speed Survey	10:15 - 10:37	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	28 mph		
85th Percentile Speed	34 mph		
10 mph Pace Speed	23 - 32		
Percentage of Vehicles in Pace	62.0%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	303		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	16
Collision Rate (ACC/MVM)	2.29
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	26644	Date Counted	4/8/2025
Number of Lanes	5		
Type of Traffic Control	Signalized at Canwood Street, Roadside Road, Agoura Road and Freeway		
Crosswalks?	At Roadside Road, Agoura Road and Canwood Street		
Pedestrian Traffic	Moderate		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes, on both sides of street		
Driveways?	Multiple		

ROADWAY FACTORS

Length of Segment	1,265'
Width	78'
Vertical Curve	No
Horizontal Curve	Minimal
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Good
Adjacent Land Use	Commercial, freeway

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 1:30 PM TO 1:48 PM

LOCATION: SPEED17 Kanan Rd between Agoura Rd and South City Limits.

SPEED (MPH)	NB	SB	SPEED	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	TOTAL SPEED	running total
				NB	SB			
60	0	0	60			0	0	0
59	0	0	59			0	0	0
58	1	0	58	X		1	0	1
57	0	0	57			0	0	0
56	1	0	56	X		1	0	1
55	0	2	55	X	X	0	2	2
54	1	0	54	X		1	0	1
53	0	3	53	X	X	0	3	3
52	1	2	52	X	X	1	2	3
51	4	4	51	X	X	4	4	8
50	6	4	50	X	X	6	4	10
49	6	7	49	X	X	6	7	13
48	12	9	48	X	X	12	9	21
47	6	10	47	X	X	6	10	16
46	7	8	46	X	X	7	8	15
45	9	12	45	X	X	9	12	21
44	10	11	44	X	X	10	11	21
43	15	9	43	X	X	15	9	24
42	14	11	42	X	X	14	11	25
41	8	12	41	X	X	8	12	20
40	14	12	40	X	X	14	12	26
39	3	7	39	X	X	3	7	10
38	5	9	38	X	X	5	9	14
37	8	6	37	X	X	8	6	14
36	6	7	36	X	X	6	7	13
35	3	1	35	X	X	3	1	4
34	4	3	34	X	X	4	3	7
33	4	2	33	X	X	4	2	6
32	1	0	32	X		1	0	1
31	1	0	31	X		1	0	1
30	0	0	30			0	0	0
29	0	0	29			0	0	0
28	0	0	28			0	0	0
27	0	0	27			0	0	0
26	0	0	26			0	0	0
25	0	0	25			0	0	0
24	0	0	24			0	0	0
23	0	0	23			0	0	0
22	0	0	22			0	0	0
21	0	0	21			0	0	0
20	0	0	20			0	0	0
19	0	0	19			0	0	0
18	0	0	18			0	0	0
17	0	0	17			0	0	0
16	0	0	16			0	0	0
15	0	0	15			0	0	0
14	0	0	14			0	0	0
13	0	0	13			0	0	0
12	0	0	12			0	0	0
11	0	0	11			0	0	0
10	0	0	10			0	0	0
						150	151	301

12946

LIMITS (BTN): SPEED17 Kanan Rd between Agoura Rd and South City Limits.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	<u>48.1</u>	<u>48.3</u>	<u>48.2</u>	M.P.H.
50TH %:	<u>42.8</u>	<u>43.2</u>	<u>43.0</u>	M.P.H.
15TH %:	<u>37.4</u>	<u>38.2</u>	<u>37.8</u>	M.P.H.
10 MPH PACE:	<u>40 - 49</u>	<u>40 - 49</u>	<u>40 - 49</u>	M.P.H.
% IN PACE:	<u>67%</u>	<u>67%</u>	<u>67%</u>	
% OVER PACE:	<u>9%</u>	<u>10%</u>	<u>10%</u>	
% UNDER PACE:	<u>23%</u>	<u>23%</u>	<u>23%</u>	
ARITHMETIC MEAN:	<u>42.79</u>	<u>43.23</u>	<u>43.01</u>	M.P.H.
SAMPLE VARIANCE:	<u>26.63</u>	<u>23.55</u>	<u>25.05</u>	
STANDARD DEVIATION:	<u>5.16</u>	<u>4.85</u>	<u>5.00</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.18</u>	<u>0.16</u>	<u>0.08</u>	
STD. ERROR OF THE MEAN:	<u>0.42</u>	<u>0.39</u>	<u>0.29</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

17

STREET Kanan Road
FROM Agoura Road

CERTIFICATION DATE:
TO South City Limit

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	13:30 - 13:48	Speed Justification	85th percentile speed rounded down to retain prior speed limit and due to high collision rate and road curvature
50th Percentile Speed (Mean Speed)	43 mph		
85th Percentile Speed	48 mph		
10 mph Pace Speed	40 - 49		
Percentage of Vehicles in Pace	67.1%	Recommended Speed Limit	<u>45 MPH</u>
Number of Survey Samples	301		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.61
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	21818	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Agoura Road		
Crosswalks?	At Agoura Road		
Pedestrian Traffic	None present		
Truck Traffic	Moderate		
On-Street Parking	No		
Sidewalks?	No		
Bike Lanes?	None		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,455'
Width	36'
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Restriction due to road curvature
Roadway Conditions	Rough road in some areas. Striped median.
Lighting	None
Adjacent Land Use	Empty lots, residential

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 2:44 PM TO 3:44 PM

LOCATION: SPEED18 Liberty Canyon Rd between Agoura Rd and Country Glen Rd.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total	
60	0	0																0	0	0		
59	0	0																0	0	0		
58	0	0																0	0	0		
57	0	0																0	0	0		
56	0	0																0	0	0		
55	0	0																0	0	0		
54	0	2	X	X														108	2	2		
53	0	0																0	0	0		
52	0	4	X	X	X	X												208	6	4		
51	1	0	X															51	7	1		
50	2	0	X	X														100	9	2		
49	2	4	X	X	X	X	X											294	15	4		
48	4	2	X	X	X	X	X											288	21	2		
47	6	1	X	X	X	X	X											329	28	1		
46	4	8	X	X	X	X	X	X	X	X								552	40	8		
45	3	4	X	X	X	X	X											315	47	4		
44	2	0	X	X														88	49	2		
43	8	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		860	69	12		
42	9	0	X	X	X	X	X	X										378	78	9		
41	7	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X		697	95	10		
40	14	14	X	X	X	X	X	X	X	X	X	X	X	X	X	X		1120	123	14		
39	11	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X		780	143	9		
38	12	14	X	X	X	X	X	X	X	X	X	X	X	X	X	X		988	169	12		
37	8	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		703	188	8		
36	21	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X		1116	219	21		
35	14	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		875	244	14		
34	8	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X		782	267	8		
33	7	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		594	285	7		
32	0	0																0	0	0		
31	4	3	X	X	X	X	X											217	292	4		
30	0	5	X	X	X	X												150	297	5		
29	3	0	X	X	X													87	300	3		
28	0	0																0	300	0		
27	0	0																0	300	0		
26	0	0																0	300	0		
25	0	0																0	300	0		
24	0	0																0	300	0		
23	0	0																0	300	0		
22	0	0																0	300	0		
21	0	0																0	300	0		
20	0	0																0	300	0		
19	0	0																0	300	0		
18	0	0																0	300	0		
17	0	0																0	300	0		
16	0	0																0	300	0		
15	0	0																0	300	0		
14	0	0																0	300	0		
13	0	0																0	300	0		
12	0	0																0	300	0		
11	0	0																0	300	0		
10	0	0																0	300	0		
																		150	150	300	11680	

LIMITS (BTN): SPEED18 Liberty Canyon Rd between Agoura Rd and Country Glen Rd.

OBSERVER: Vitalii Y.
 WEATHER: SUNNY
 POSTED SPEED LIMIT: 40 MPH
 ROAD SURFACE: DRY
 COMMENTS: ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	43.9	44.5	44.2	M.P.H.
50TH %:	38.9	38.9	38.9	M.P.H.
15TH %:	34.0	33.4	33.7	M.P.H.
10 MPH PACE:	34 - 43	34 - 43	34 - 43	M.P.H.
% IN PACE:	75%	71%	73%	
% OVER PACE:	16%	17%	16%	
% UNDER PACE:	9%	13%	11%	
ARITHMETIC MEAN:	38.93	38.93	38.93	M.P.H.
SAMPLE VARIANCE:	22.57	28.36	25.38	
STANDARD DEVIATION:	4.75	5.33	5.04	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.19	0.08	
STD. ERROR OF THE MEAN:	0.39	0.43	0.29	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

18

STREET Liberty Canyon Road
FROM Agoura Road

CERTIFICATION DATE:
TO Country Glen Road

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	14:44 - 15:44	Speed Justification	85th percentile speed rounded down to retain prior speed limit, and due to presence of cyclist infrastructure and lack of sidewalks on east side of the segment.
50th Percentile Speed (Mean Speed)	39 mph	Recommended Speed Limit	<u>40 MPH</u>
85th Percentile Speed	44 mph		
10 mph Pace Speed	34 - 43		
Percentage of Vehicles in Pace	72.7%		
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	1.94
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	4083	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Agoura Road, 4-way Stop at Country Glen Road		
Crosswalks?	At Agoura Road and Country Glen Road, unmarked transverse		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On west side of street only		
Sidewalks?	On west side only		
Bike Lanes?	Yes, on east side, but quite wide		
Driveways?	No		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/15/2025

TIME PERIOD : 9:05 AM TO 9:35 AM

LOCATION: SPEED19 Palo Comado Canyon Rd between Agoura Rd and Ventura Fwy (no speed limit).

SPEED	NB	SB	SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES		TOTAL SPEED	TOTAL running total			
																NB	SB					
60	0	0	60														0	0	0			
59	0	0	59														0	0	0			
58	0	0	58														0	0	0			
57	0	0	57														0	0	0			
56	0	0	56														0	0	0			
55	0	0	55														0	0	0			
54	0	0	54														0	0	0			
53	0	0	53														0	0	0			
52	0	0	52														0	0	0			
51	0	0	51														0	0	0			
50	0	0	50														0	0	0			
49	0	0	49														0	0	0			
48	0	0	48														0	0	0			
47	0	0	47														0	0	0			
46	0	0	46														0	0	0			
45	0	0	45														0	0	0			
44	0	0	44														0	0	0			
43	0	0	43														0	0	0			
42	0	0	42														0	0	0			
41	1	1	41	X	X											1	1	2	82			
40	0	0	40													0	0	0	2			
39	4	0	39	X	X	X										4	0	4	156			
38	0	1	38	X												0	1	1	38			
37	2	0	37	X	X											2	0	2	74			
36	8	1	36	X	X	X	X	X	X							8	1	9	324			
35	4	15	35	X	X	X	X	X	X	X	X	X	X	X		4	15	19	665			
34	15	10	34	X	X	X	X	X	X	X	X	X	X	X	X	15	10	25	850			
33	15	13	33	X	X	X	X	X	X	X	X	X	X	X	X	15	13	28	924			
32	9	15	32	X	X	X	X	X	X	X	X	X	X	X	X	9	15	24	768			
31	12	14	31	X	X	X	X	X	X	X	X	X	X	X	X	12	14	26	806			
30	14	16	30	X	X	X	X	X	X	X	X	X	X	X	X	14	16	30	900			
29	5	12	29	X	X	X	X	X	X	X	X	X	X	X		5	12	17	493			
28	16	18	28	X	X	X	X	X	X	X	X	X	X	X	X	16	18	34	952			
27	13	10	27	X	X	X	X	X	X	X	X	X	X	X	X	13	10	23	621			
26	9	14	26	X	X	X	X	X	X	X	X	X	X	X	X	9	14	23	598			
25	12	9	25	X	X	X	X	X	X	X	X	X	X	X	X	12	9	21	525			
24	9	1	24	X	X	X	X	X	X	X	X	X	X	X	X	9	1	10	240			
23	2	0	23	X	X											2	0	2	46			
22	0	0	22													0	0	0	0			
21	0	0	21													0	0	0	0			
20	0	0	20													0	0	0	0			
19	0	0	19													0	0	0	0			
18	0	0	18													0	0	0	0			
17	0	0	17													0	0	0	0			
16	0	0	16													0	0	0	0			
15	0	0	15													0	0	0	0			
14	0	0	14													0	0	0	0			
13	0	0	13													0	0	0	0			
12	0	0	12													0	0	0	0			
11	0	0	11													0	0	0	0			
10	0	0	10													0	0	0	0			
																150	150	300	9062			

LIMITS (BTN): SPEED19 Palo Comado Canyon Rd between Agoura Rd and Ventura Fwy (no speed limit).

OBSERVER:

WEATHER: SUNNY

POSTED SPEED LIMIT: 30 MPH

ROAD SURFACE: DRY

COMMENTS:

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH:

ACCIDENT HISTORY: none

ACCIDENTS:

EXPECTED:

PROPOSALS:

ADT:

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	34.3	33.6	34.0	M.P.H.
50TH %:	30.2	30.3	30.2	M.P.H.
15TH %:	26.0	26.9	26.4	M.P.H.
10 MPH PACE:	25 - 34	26 - 35	25 - 34	M.P.H.
% IN PACE:	80%	91%	84%	
% OVER PACE:	13%	2%	12%	
% UNDER PACE:	7%	7%	4%	
ARITHMETIC MEAN:	30.16	30.25	30.21	M.P.H.
SAMPLE VARIANCE:	16.12	10.71	13.38	
STANDARD DEVIATION:	4.02	3.27	3.66	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.07	0.04	
STD. ERROR OF THE MEAN:	0.33	0.27	0.21	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

19

STREET Palo Comado Canyon Road/Chesebro Road
FROM Agoura Road

CERTIFICATION DATE:
TO US 101 Freeway

SPEED FACTORS

Date of Speed Survey	4/15/2025	Posted Speed Limit	35 MPH
Time of Speed Survey	09:05 - 09:35	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	30 mph		
85th Percentile Speed	34 mph		
10 mph Pace Speed	25 - 34		
Percentage of Vehicles in Pace	83.7%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	11812	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	4-way Stop at Agoura Road, 1-way Stop at Dorothy Drive		
Crosswalks?	At Agoura Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	On the east side of street only		
Sidewalks?	Yes, on both sides of street, but more minimal on west side of street.		
Bike Lanes?	None		
Driveways?	Minimal on east side of street		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 1:57 PM TO 2:30 PM

LOCATION: SPEED20 Reyes Adobe Rd between Lake Lindero Dr and Thousand Oaks Blvd.

SPEED	NB	SB
60	0	0
59	0	0
58	0	0
57	0	0
56	0	0
55	0	0
54	0	0
53	0	0
52	0	0
51	0	1
50	0	0
49	0	5
48	0	0
47	0	0
46	4	4
45	0	5
44	3	9
43	3	0
42	8	2
41	4	8
40	7	6
39	9	0
38	11	11
37	11	8
36	14	8
35	15	11
34	12	10
33	10	15
32	12	2
31	7	16
30	11	15
29	2	9
28	4	3
27	1	2
26	0	0
25	0	0
24	1	0
23	0	0
22	0	0
21	1	0
20	0	0
19	0	0
18	0	0
17	0	0
16	0	0
15	0	0
14	0	0
13	0	0
12	0	0
11	0	0
10	0	0

SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES	TOTAL SPEED	running total	
	NB	SB														
60														0	0	0
59														0	0	0
58														0	0	0
57														0	0	0
56														0	0	0
55														0	0	0
54														0	0	0
53														0	0	0
52														0	0	0
51	X													0	1	1
50														0	0	0
49	X	X	X	X										0	5	5
48														0	0	0
47														0	0	0
46	X	X	X	X	X	X	X							4	4	8
45	X	X	X	X										0	5	5
44	X	X	X	X	X	X	X	X	X	X	X			3	9	12
43	X	X	X											3	0	3
42	X	X	X	X	X	X	X	X						8	2	10
41	X	X	X	X	X	X	X	X	X	X	X			4	8	12
40	X	X	X	X	X	X	X	X	X	X	X			7	6	13
39	X	X	X	X	X	X	X	X	X	X	X			9	0	9
38	X	X	X	X	X	X	X	X	X	X	X	X	X	11	11	22
37	X	X	X	X	X	X	X	X	X	X	X	X	X	11	8	19
36	X	X	X	X	X	X	X	X	X	X	X	X	X	14	8	22
35	X	X	X	X	X	X	X	X	X	X	X	X	X	15	11	26
34	X	X	X	X	X	X	X	X	X	X	X	X	X	12	10	22
33	X	X	X	X	X	X	X	X	X	X	X	X	X	10	15	25
32	X	X	X	X	X	X	X	X	X	X	X	X	X	12	2	14
31	X	X	X	X	X	X	X	X	X	X	X	X	X	7	16	23
30	X	X	X	X	X	X	X	X	X	X	X	X	X	11	15	26
29	X	X	X	X	X	X	X	X	X	X	X	X	X	2	9	11
28	X	X	X	X	X									4	3	7
27	X	X	X											1	2	3
26														0	0	0
25														0	0	0
24	X													1	0	1
23														0	0	0
22														0	0	0
21	X													1	0	1
20														0	0	0
19														0	0	0
18														0	0	0
17														0	0	0
16														0	0	0
15														0	0	0
14														0	0	0
13														0	0	0
12														0	0	0
11														0	0	0
10														0	0	0
														150	150	300

10725

LIMITS (BTN): SPEED20 Reyes Adobe Rd between Lake Lindero Dr and Thousand Oaks Blvd.

OBSERVER: Javier C.

WEATHER: SUNNY

POSTED SPEED LIMIT: 40 MPH

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	40.3	41.8	41.1	M.P.H.
50TH %:	35.6	35.9	35.8	M.P.H.
15TH %:	30.9	30.0	30.4	M.P.H.
10 MPH PACE:	30 - 39	29 - 38	29 - 38	M.P.H.
% IN PACE:	75%	70%	70%	
% OVER PACE:	19%	27%	26%	
% UNDER PACE:	6%	3%	4%	
ARITHMETIC MEAN:	35.61	35.89	35.75	M.P.H.
SAMPLE VARIANCE:	20.62	32.36	26.42	
STANDARD DEVIATION:	4.54	5.69	5.14	M.P.H.
VARIANCE OF THE MEAN:	0.14	0.22	0.09	
STD. ERROR OF THE MEAN:	0.37	0.46	0.30	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

20

STREET Reyes Adobe Road
FROM Lake Lindero Drive

CERTIFICATION DATE:
TO Thousand Oaks Boulevard

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	13:57 - 14:30	Speed Justification	
50th Percentile Speed (Mean Speed)	36 mph	85th percentile speed	
85th Percentile Speed	41 mph		
10 mph Pace Speed	29 - 38		
Percentage of Vehicles in Pace	70.0%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	3
Collision Rate (ACC/MVM)	1.63
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	2966	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	4-way stop at Lindero Canyon, 1-way stop at Rainbow Hill Road, 2-way stop at Stonecrest Drive, signalized at Thousand Oaks Boulevard		
Crosswalks?	At Stonecrest and at signalized intersection		
Pedestrian Traffic	Minimal		
Truck Traffic	Moderate		
On-Street Parking	None present		
Sidewalks?	Yes, on east sides of street only		
Bike Lanes?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

Length of Segment	3,000'
Width	60'
Vertical Curve	Minimal
Horizontal Curve	Yes
Visibility	Good
Roadway Conditions	Good. Striped median.
Lighting	Good
Adjacent Land Use	Residential, school

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I Matthew Stewart do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 3:30 PM TO 4:07 PM

LOCATION: SPEED21 Reyes Adobe Rd between Thousand Oaks Blvd and Agoura Rd.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	TOTAL SPEED	running total
			NB	SB			
60	0	0			0	0	0
59	0	1	X		0	1	1
58	0	0			0	0	0
57	0	0			0	0	0
56	0	0			0	0	0
55	0	3	X	X	0	3	3
54	0	0			0	0	0
53	0	0			0	0	0
52	0	1	X		0	1	1
51	0	0			0	0	0
50	1	1	X	X	1	1	2
49	0	2	X	X	0	2	2
48	2	4	X	X	2	4	6
47	2	1	X	X	2	1	3
46	4	3	X	X	4	3	7
45	2	2	X	X	2	2	4
44	4	8	X	X	4	8	12
43	7	8	X	X	7	8	15
42	8	9	X	X	8	9	17
41	9	10	X	X	9	10	19
40	10	13	X	X	10	13	23
39	14	12	X	X	14	12	26
38	13	6	X	X	13	6	19
37	12	15	X	X	12	15	27
36	9	13	X	X	9	13	22
35	15	12	X	X	15	12	27
34	13	9	X	X	13	9	22
33	8	8	X	X	8	8	16
32	3	5	X	X	3	5	8
31	5	3	X	X	5	3	8
30	3	1	X	X	3	1	4
29	2	0	X	X	2	0	2
28	1	0	X		1	0	1
27	1	0	X		1	0	1
26	1	0	X		1	0	1
25	1	0	X		1	0	1
24	0	0			0	0	0
23	0	0			0	0	0
22	0	0			0	0	0
21	0	0			0	0	0
20	0	0			0	0	0
19	0	0			0	0	0
18	0	0			0	0	0
17	0	0			0	0	0
16	0	0			0	0	0
15	0	0			0	0	0
14	0	0			0	0	0
13	0	0			0	0	0
12	0	0			0	0	0
11	0	0			0	0	0
10	0	0			0	0	0
			150	150	300		11527

LIMITS (BTN): SPEED21 Reyes Adobe Rd between Thousand Oaks Blvd and Agoura Rd.

OBSERVER: Vitaliy Y.
 WEATHER: SUNNY
 POSTED SPEED LIMIT: 40 MPH
 ROAD SURFACE: DRY
 COMMENTS: ROAD CONDITION: GOOD

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	42.4	44.7	43.6	M.P.H.
50TH %:	37.6	39.2	38.4	M.P.H.
15TH %:	32.8	33.8	33.2	M.P.H.
10 MPH PACE:	33 - 42	34 - 43	33 - 42	M.P.H.
% IN PACE:	74%	71%	73%	
% OVER PACE:	15%	17%	19%	
% UNDER PACE:	11%	11%	9%	
ARITHMETIC MEAN:	37.60	39.25	38.42	M.P.H.
SAMPLE VARIANCE:	21.81	27.68	25.34	
STANDARD DEVIATION:	4.67	5.26	5.03	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.18	0.08	
STD. ERROR OF THE MEAN:	0.38	0.43	0.29	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

21

STREET Reyes Adobe Road
FROM Thousand Oaks Boulevard

CERTIFICATION DATE:
TO Agoura Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	15:30 - 16:07	Speed Justification	85th percentile speed rounded down to retain prior speed limit
50th Percentile Speed (Mean Speed)	38 mph		
85th Percentile Speed	44 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	72.7%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.74
Expected Collisions (ACC/MVM)	1.27

TRAFFIC FACTORS

Average Daily Traffic	11721	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Thousand Oaks Boulevard and Agoura Road, Hawk at rainbow Crest		
Crosswalks?	At signalized intersections and rainbow crest		
Pedestrian Traffic	Minimal		
Truck Traffic	Yes/ High		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	None		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	3,875'
Width	60'
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Roadway Conditions	Good
Lighting	Good
Adjacent Land Use	Residential, Park Commercial

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 10:30 AM TO 11:25 AM

LOCATION: SPEED22 Roadside Dr between Kanan Rd and Lewis St.

SPEED	EB	WB	SPEED (MPH)	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES			TOTAL SPEED	running total	
				EB	WB	VEHICLES	EB	WB	VEHICLES																
60	0	0	60																0	0	0	0	0		
59	0	0	59																0	0	0	0	0		
58	0	0	58																0	0	0	0	0		
57	0	0	57																0	0	0	0	0		
56	0	0	56																0	0	0	0	0		
55	0	0	55																0	0	0	0	0		
54	0	0	54																0	0	0	0	0		
53	0	0	53																0	0	0	0	0		
52	1	0	52	X														1	0	1	52	1			
51	1	0	51	X														1	0	1	51	2			
50	4	2	50	X	X	X	X	X										4	2	6	300	8			
49	1	0	49	X														1	0	1	49	9			
48	1	0	48	X														1	0	1	48	10			
47	0	2	47	X	X													0	2	2	94	12			
46	0	4	46	X	X	X												0	4	4	184	16			
45	0	1	45	X														0	1	1	45	17			
44	4	5	44	X	X	X	X	X	X	X								4	5	9	396	26			
43	8	2	43	X	X	X	X	X	X	X	X							8	2	10	430	36			
42	8	7	42	X	X	X	X	X	X	X	X	X						8	7	15	630	51 *			
41	10	11	41	X	X	X	X	X	X	X	X	X	X	X				10	11	21	861	72 *			
40	12	13	40	X	X	X	X	X	X	X	X	X	X	X	X			12	13	25	1000	97 *			
39	11	13	39	X	X	X	X	X	X	X	X	X	X	X	X			11	13	24	936	121 P			
38	13	9	38	X	X	X	X	X	X	X	X	X	X	X	X			13	9	22	836	143 A			
37	10	12	37	X	X	X	X	X	X	X	X	X	X	X	X			10	12	22	814	165 C			
36	9	5	36	X	X	X	X	X	X	X	X	X	X	X	X			9	5	14	504	179 E			
35	9	11	35	X	X	X	X	X	X	X	X	X	X	X	X			9	11	20	700	199 *			
34	10	9	34	X	X	X	X	X	X	X	X	X	X	X	X			10	9	19	646	218 *			
33	8	15	33	X	X	X	X	X	X	X	X	X	X	X	X			8	15	23	759	241 *			
32	8	4	32	X	X	X	X	X	X	X	X	X	X	X	X			8	4	12	384	253			
31	9	7	31	X	X	X	X	X	X	X	X	X	X	X	X			9	7	16	496	269			
30	3	6	30	X	X	X	X	X	X	X	X	X	X	X	X			3	6	9	270	278			
29	2	3	29	X	X	X	X	X	X	X	X	X	X	X	X			2	3	5	145	283			
28	3	2	28	X	X	X	X	X	X	X	X	X	X	X	X			3	2	5	140	288			
27	3	1	27	X	X	X	X	X	X	X	X	X	X	X	X			3	1	4	108	292			
26	1	5	26	X	X	X	X	X	X	X	X	X	X	X	X			1	5	6	156	298			
25	0	0	25															0	0	0	0	298			
24	1	0	24	X														1	0	1	24	299			
23	0	1	23	X														0	1	1	23	300			
22	0	0	22															0	0	0	0	300			
21	0	0	21															0	0	0	0	300			
20	0	0	20															0	0	0	0	300			
19	0	0	19															0	0	0	0	300			
18	0	0	18															0	0	0	0	300			
17	0	0	17															0	0	0	0	300			
16	0	0	16															0	0	0	0	300			
15	0	0	15															0	0	0	0	300			
14	0	0	14															0	0	0	0	300			
13	0	0	13															0	0	0	0	300			
12	0	0	12															0	0	0	0	300			
11	0	0	11															0	0	0	0	300			
10	0	0	10															0	0	0	0	300			
				150	150	300																	11081		

LIMITS (BTN): SPEED22 Roadside Dr between Kanan Rd and Lewis St.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>42.7</u>	<u>42.1</u>	<u>42.4</u>	M.P.H.
50TH %:	<u>37.2</u>	<u>36.7</u>	<u>36.9</u>	M.P.H.
15TH %:	<u>31.7</u>	<u>31.3</u>	<u>31.5</u>	M.P.H.
10 MPH PACE:	<u>34 - 43</u>	<u>33 - 42</u>	<u>33 - 42</u>	M.P.H.
% IN PACE:	<u>67%</u>	<u>70%</u>	<u>68%</u>	
% OVER PACE:	<u>8%</u>	<u>11%</u>	<u>12%</u>	
% UNDER PACE:	<u>25%</u>	<u>19%</u>	<u>20%</u>	
ARITHMETIC MEAN:	<u>37.20</u>	<u>36.67</u>	<u>36.94</u>	M.P.H.
SAMPLE VARIANCE:	<u>28.59</u>	<u>27.03</u>	<u>27.79</u>	
STANDARD DEVIATION:	<u>5.35</u>	<u>5.20</u>	<u>5.27</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.19</u>	<u>0.18</u>	<u>0.09</u>	
STD. ERROR OF THE MEAN:	<u>0.44</u>	<u>0.42</u>	<u>0.30</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

22

STREET Roadside Drive
FROM Kanan Road

CERTIFICATION DATE:
TO Lewis Street

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	10:30 - 11:25	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	37 mph		
85th Percentile Speed	42 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	68.3%	Recommended Speed Limit	<u>40 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	0.71
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	4870	Date Counted	4/8/2025
Number of Lanes	2		
Type of Traffic Control	Signalized at Kanan Road, 3-way stop at Cornell Road.		
Crosswalks?	At Kanan Road only. Horse crossing sign-no crosswalk.		
Pedestrian Traffic	Moderate		
Truck Traffic	Yes		
On-Street Parking	Parking on south side of street for portion of segment. None northbound		
Sidewalks?	On south side of street foremost of segment.		
Bike Lanes?	None		
Driveways?	Multiple		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/9/2025 TIME PERIOD : 3:05 PM TO 3:26 PM

LOCATION: SPEED23 Thousand Oaks Blvd between West City Limits and Reyes Adobe Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES		TOTAL SPEED	running total
																			EB	WB		
60	0	0																0	0	0	0	
59	0	0																0	0	0	0	
58	0	0																0	0	0	0	
57	0	0																0	0	0	0	
56	0	0																0	0	0	0	
55	0	1	X															0	1	1	55	
54	0	1	X															0	1	1	54	
53	0	2	X	X														0	2	2	106	
52	1	0	X															1	0	1	52	
51	0	7	X	X	X	X	X	X										0	7	7	357	
50	4	1	X	X	X	X												4	1	5	250	
49	9	8	X	X	X	X	X	X	X	X	X	X	X	X				9	8	17	833	
48	10	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	11	21	1008	
47	0	4	X	X	X													0	4	4	188	
46	1	2	X	X														1	2	3	138	
45	14	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	8	22	990	
44	12	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		12	12	24	1056	
43	9	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	12	21	903	
42	6	13	X	X	X	X	X	X	X	X	X	X	X	X	X	X		6	13	19	798	
41	8	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	11	19	779	
40	4	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	8	12	480	
39	7	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X		7	9	16	624	
38	9	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	7	16	608	
37	4	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	8	12	444	
36	6	3	X	X	X	X	X	X	X	X	X	X	X	X	X	X		6	3	9	324	
35	9	3	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	3	12	420	
34	0	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		0	7	7	238	
33	8	0	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	0	8	264	
32	4	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X		4	2	6	192	
31	8	0	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	0	8	248	
30	6	1	X	X	X	X	X	X	X	X	X	X	X	X	X	X		6	1	7	210	
29	10	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	8	18	522	
28	1	0	X															1	0	1	28	
27	0	1	X															0	1	1	27	
26	0	0																0	0	0	0	
25	0	0																0	0	0	0	
24	0	0																0	0	0	0	
23	0	0																0	0	0	0	
22	0	0																0	0	0	0	
21	0	0																0	0	0	0	
20	0	0																0	0	0	0	
19	0	0																0	0	0	0	
18	0	0																0	0	0	0	
17	0	0																0	0	0	0	
16	0	0																0	0	0	0	
15	0	0																0	0	0	0	
14	0	0																0	0	0	0	
13	0	0																0	0	0	0	
12	0	0																0	0	0	0	
11	0	0																0	0	0	0	
10	0	0																0	0	0	0	
																		150	150	300	12196	

LIMITS (BTN): SPEED23 Thousand Oaks Blvd between West City Limits and Reyes Adobe Rd.

OBSERVER: Vitaliy Y.

WEATHER: SUNNY

POSTED SPEED LIMIT: 45 MPH

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

COMMENTS:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	46.3	47.9	47.2	M.P.H.
50TH %:	39.6	41.7	40.7	M.P.H.
15TH %:	32.9	35.6	34.1	M.P.H.
10 MPH PACE:	36 - 45	36 - 45	36 - 45	M.P.H.
% IN PACE:	53%	61%	57%	
% OVER PACE:	17%	25%	21%	
% UNDER PACE:	31%	15%	23%	
ARITHMETIC MEAN:	39.57	41.73	40.65	M.P.H.
SAMPLE VARIANCE:	41.79	35.49	39.68	
STANDARD DEVIATION:	6.46	5.96	6.30	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.24	0.13	
STD. ERROR OF THE MEAN:	0.53	0.49	0.36	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

23

STREET Thousand Oaks Boulevard
FROM West City Limit

CERTIFICATION DATE:
TO Reyes Adobe Road

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	45 MPH
Time of Speed Survey	15:05 - 15:26	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	41 mph		
85th Percentile Speed	47 mph		
10 mph Pace Speed	36 - 45		
Percentage of Vehicles in Pace	56.7%	Recommended Speed Limit	<u>45 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	6
Collision Rate (ACC/MVM)	0.69
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	16919	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Lake Lindero Road and Reyes Adobe Road		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes on north side of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

24

STREET Thousand Oaks Boulevard
FROM Reyes Adobe Road

CERTIFICATION DATE:
TO Buffwood Place

SPEED FACTORS

Date of Speed Survey	4/9/2025	Posted Speed Limit	40 MPH
Time of Speed Survey	13:20 - 13:48	Speed Justification	85th percentile speed rounded down to retain prior speed limit
50th Percentile Speed (Mean Speed)	38 mph	Recommended Speed Limit	<u>40 MPH</u>
85th Percentile Speed	44 mph		
10 mph Pace Speed	33 - 42		
Percentage of Vehicles in Pace	56.5%		
Number of Survey Samples	301		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	6
Collision Rate (ACC/MVM)	0.30
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	14490	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	Signalized at Kanan Road, Forest Cove Lane, Grey Rock Road; 2-way stop at Middle Crest Drive, 1-way stop at Rista Drive, Ironwood Drive, Tenneyson Drive, and Buffwood Place		
Crosswalks?	At signalized intersections		
Pedestrian Traffic	Some present		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes, on both sides of street		
Driveways?	Minimal		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 9:00 AM TO 9:57 AM

LOCATION: SPEED25 Thousand Oaks Blvd between Buffwood Pl and Kanan Rd.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total	
60	0	0																0	0	0		
59	0	0																0	0	0		
58	0	0																0	0	0		
57	0	0																0	0	0		
56	0	0																0	0	0		
55	0	0																0	0	0		
54	0	0																0	0	0		
53	0	0																0	0	0		
52	0	0																0	0	0		
51	0	0																0	0	0		
50	0	0																0	0	0		
49	0	0																0	0	0		
48	0	0																0	0	0		
47	0	1		X														0	1	1		
46	0	0																0	0	0		
45	0	0																0	0	0		
44	2	1		X	X	X												2	1	3		
43	1	2		X	X	X												1	2	3		
42	4	7		X	X	X	X	X	X	X	X							4	7	11		
41	2	3		X	X	X	X											2	3	5		
40	4	6		X	X	X	X	X	X	X	X							4	6	10		
39	3	2		X	X	X	X											3	2	5		
38	6	3		X	X	X	X	X	X	X								6	3	9		
37	5	4		X	X	X	X	X	X	X								5	4	9		
36	8	7		X	X	X	X	X	X	X	X							8	7	15		
35	9	10		X	X	X	X	X	X	X	X	X	X					9	10	19		
34	10	12		X	X	X	X	X	X	X	X	X	X	X	X			10	12	22		
33	9	11		X	X	X	X	X	X	X	X	X	X	X				9	11	20		
32	14	7		X	X	X	X	X	X	X	X	X	X	X	X			14	7	21		
31	12	12		X	X	X	X	X	X	X	X	X	X	X	X	X		12	12	24		
30	10	13		X	X	X	X	X	X	X	X	X	X	X	X	X		10	13	23		
29	9	11		X	X	X	X	X	X	X	X	X	X	X				9	11	20		
28	10	12		X	X	X	X	X	X	X	X	X	X	X	X			10	12	22		
27	9	13		X	X	X	X	X	X	X	X	X	X	X	X			9	13	22		
26	8	3		X	X	X	X	X	X	X								8	3	11		
25	7	6		X	X	X	X	X	X	X								7	6	13		
24	6	0		X	X	X	X											6	0	6		
23	1	3		X	X	X												1	3	4		
22	0	1		X														0	1	1		
21	1	0		X														1	0	1		
20	0	0																0	0	0		
19	0	0																0	0	0		
18	0	0																0	0	0		
17	0	0																0	0	0		
16	0	0																0	0	0		
15	0	0																0	0	0		
14	0	0																0	0	0		
13	0	0																0	0	0		
12	0	0																0	0	0		
11	0	0																0	0	0		
10	0	0																0	0	0		
																		150	150	300		9644

LIMITS (BTN): SPEED25 Thousand Oaks Blvd between Buffwood Pl and Kanan Rd.

OBSERVER: Javier C.

WEATHER: SUNNY

POSTED SPEED LIMIT: 35 MPH

ROAD SURFACE: DRY

COMMENTS:

ROAD CONDITION: GOOD

EASTBOUND WESTBOUND EASTBOUND+WESTBOUND

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	M.P.H.
85TH %:	37.1	37.7	37.4	M.P.H.
50TH %:	31.9	32.4	32.1	M.P.H.
15TH %:	26.7	27.1	26.9	M.P.H.
10 MPH PACE:	27 - 36	27 - 36	27 - 36	M.P.H.
% IN PACE:	67%	72%	69%	
% OVER PACE:	18%	19%	19%	
% UNDER PACE:	15%	9%	12%	
ARITHMETIC MEAN:	31.91	32.39	32.15	M.P.H.
SAMPLE VARIANCE:	24.88	26.23	25.52	
STANDARD DEVIATION:	4.99	5.12	5.05	M.P.H.
VARIANCE OF THE MEAN:	0.17	0.17	0.09	
STD. ERROR OF THE MEAN:	0.41	0.42	0.29	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

25

STREET Thousand Oaks Boulevard
FROM Buffwood Place

CERTIFICATION DATE:
TO Kanan Road

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	35 MPH
Time of Speed Survey	09:00 - 09:57	Speed Justification	85th percentile speed
50th Percentile Speed (Mean Speed)	32 mph		
85th Percentile Speed	37 mph		
10 mph Pace Speed	27 - 36		
Percentage of Vehicles in Pace	69.3%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	1.75
Expected Collisions (ACC/MVM)	1.15

TRAFFIC FACTORS

Average Daily Traffic	12603	Date Counted	4/8/2025
Number of Lanes	4		
Type of Traffic Control	1-way stop at Buffwood Place; Signalized at Kanan Road		
Crosswalks?	At Kanan Road		
Pedestrian Traffic	Minimal		
Truck Traffic	None present		
On-Street Parking	No		
Sidewalks?	Yes, on both sides of street		
Bike Lanes?	Yes on both sides of street		
Driveways?	Moderate on both sides of street		

ROADWAY FACTORS

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

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 2:06 PM TO 2:37 PM

LOCATION: SPEED26 Thousand Oaks Blvd between Kanan Rd and Carell Ave.

SPEED (MPH)	EB	WB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total	
60	0	0																0	0	0		
59	0	0																0	0	0		
58	0	0																0	0	0		
57	0	0																0	0	0		
56	0	0																0	0	0		
55	0	0																0	0	0		
54	0	0																0	0	0		
53	0	0																0	0	0		
52	0	0																0	0	0		
51	0	0																0	0	0		
50	0	0																0	0	0		
49	2	0	X	X														2	0	2		
48	1	0	X															1	0	1		
47	2	0	X	X														2	0	2		
46	4	3	X	X	X	X	X											4	3	7		
45	1	4	X	X	X	X												1	4	5		
44	0	2	X	X														0	2	2		
43	3	0	X	X	X													3	0	3		
42	2	2	X	X	X													2	2	4		
41	0	2	X	X														0	2	2		
40	3	1	X	X	X													3	1	4		
39	1	2	X	X	X													1	2	3		
38	8	7	X	X	X	X	X	X	X	X	X	X	X					8	7	15		
37	6	6	X	X	X	X	X	X	X	X	X	X	X					6	6	12		
36	7	9	X	X	X	X	X	X	X	X	X	X	X					7	9	16		
35	8	10	X	X	X	X	X	X	X	X	X	X	X	X					8	10	18	
34	9	11	X	X	X	X	X	X	X	X	X	X	X	X					9	11	20	
33	14	9	X	X	X	X	X	X	X	X	X	X	X	X	X				14	9	23	
32	13	9	X	X	X	X	X	X	X	X	X	X	X	X					13	9	22	
31	10	12	X	X	X	X	X	X	X	X	X	X	X	X					10	12	22	
30	11	8	X	X	X	X	X	X	X	X	X	X	X	X					11	8	19	
29	9	14	X	X	X	X	X	X	X	X	X	X	X	X					9	14	23	
28	12	13	X	X	X	X	X	X	X	X	X	X	X	X	X					12	13	25
27	8	9	X	X	X	X	X	X	X	X	X	X	X	X					8	9	17	
26	6	7	X	X	X	X	X	X	X	X	X	X	X	X					6	7	13	
25	7	6	X	X	X	X	X	X	X	X	X	X	X	X					7	6	13	
24	1	4	X	X	X	X													1	4	5	
23	2	0	X	X															2	0	2	
22	0	0																	0	0	0	
21	0	0																	0	0	0	
20	0	0																	0	0	0	
19	0	0																	0	0	0	
18	0	0																	0	0	0	
17	0	0																	0	0	0	
16	0	0																	0	0	0	
15	0	0																	0	0	0	
14	0	0																	0	0	0	
13	0	0																	0	0	0	
12	0	0																	0	0	0	
11	0	0																	0	0	0	
10	0	0																	0	0	0	
																		150	150	300		9801

LIMITS (BTN): SPEED26 Thousand Oaks Blvd between Kanan Rd and Carell Ave.

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND	
85TH %:	<u>38.9</u>	<u>37.9</u>	<u>38.4</u>	M.P.H.
50TH %:	<u>32.9</u>	<u>32.4</u>	<u>32.7</u>	M.P.H.
15TH %:	<u>27.0</u>	<u>27.0</u>	<u>27.0</u>	M.P.H.
10 MPH PACE:	<u>27 - 36</u>	<u>27 - 36</u>	<u>27 - 36</u>	M.P.H.
% IN PACE:	<u>67%</u>	<u>69%</u>	<u>68%</u>	
% OVER PACE:	<u>22%</u>	<u>19%</u>	<u>21%</u>	
% UNDER PACE:	<u>11%</u>	<u>11%</u>	<u>11%</u>	
ARITHMETIC MEAN:	<u>32.91</u>	<u>32.43</u>	<u>32.67</u>	M.P.H.
SAMPLE VARIANCE:	<u>32.89</u>	<u>27.80</u>	<u>30.30</u>	
STANDARD DEVIATION:	<u>5.73</u>	<u>5.27</u>	<u>5.50</u>	M.P.H.
VARIANCE OF THE MEAN:	<u>0.22</u>	<u>0.19</u>	<u>0.10</u>	
STD. ERROR OF THE MEAN:	<u>0.47</u>	<u>0.43</u>	<u>0.32</u>	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

26

STREET Thousand Oaks Boulevard
FROM Kanan Road

CERTIFICATION DATE:
TO Carell Avenue

SPEED FACTORS

Date of Speed Survey	4/10/2025	Posted Speed Limit	35 MPH
Time of Speed Survey	14:06 - 14:37	Speed Justification	85th percentile speed rounded down to retain prior speed limit
50th Percentile Speed (Mean Speed)	33 mph		
85th Percentile Speed	38 mph		
10 mph Pace Speed	27 - 36		
Percentage of Vehicles in Pace	68.3%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	300		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.69
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	8756	Date Counted	4/8/2025
Number of Lanes	3		
Type of Traffic Control	Signalized at Kanan Road, signalized stop at Argos Street, 2-way stop at Carell		
Crosswalks?	Continental at Kanan Road and Argos Street		
Pedestrian Traffic	Moderate		
Truck Traffic	None present		
On-Street Parking	On-street parking available from Kanan Road to Carell Avenue on north side of street; off-street parallel parking from Argos Street to Carell Street on south side (at school)		
Sidewalks?	On north and south sides of street		
Bike Lanes?	No		
Driveways?			

ROADWAY FACTORS

Length of Segment	1,596'
Width	62'
Vertical Curve	Slight vertical road curvature
Horizontal Curve	Slight horizontal road curvature
Visibility	Good
Roadway Conditions	Good. Raised median.
Lighting	Yes
Adjacent Land Use	Residential, school

Field Study By Ramsay Goyal

Checked By Matthew Stewart

CERTIFICATION: I, Matthew Stewart, do hereby certify that this Engineering and Traffic Survey within the City of Agoura Hills was performed under my supervision and is accurate and complete.

I certify that City staff is experienced in performing surveys of this type. I am duly registered in the State of California as a Professional Engineer (Traffic).

7/16/2025

TE 3063

Matthew Stewart

Date

State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/16/2025

TIME PERIOD : 12:05 PM TO 2:05 PM

LOCATION: SPEED27 Cornell Rd between Cornell Wy and Agoura Rd- Radar.

SPEED	NB	SB	SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES	TOTAL SPEED	running total
60	0	0	60														0	0
59	0	0	59														0	0
58	0	0	58														0	0
57	0	0	57														0	0
56	0	0	56														0	0
55	0	0	55														0	0
54	0	0	54														0	0
53	0	0	53														0	0
52	0	0	52														0	0
51	0	0	51														0	0
50	0	0	50														0	0
49	0	0	49														0	0
48	0	0	48														0	0
47	0	0	47														0	0
46	0	0	46														0	0
45	0	0	45														0	0
44	0	0	44														0	0
43	0	1	43	X												0	1	1
42	1	4	42	X	X	X	X									1	4	5
41	0	4	41	X	X	X	X									0	4	4
40	3	2	40	X	X	X	X									3	2	5
39	0	7	39	X	X	X	X	X	X							0	7	7
38	6	5	38	X	X	X	X	X	X	X						6	5	11
37	5	2	37	X	X	X	X	X								5	2	7
36	3	5	36	X	X	X	X	X								3	5	8
35	13	6	35	X	X	X	X	X	X	X	X	X	X	X		13	6	19
34	9	9	34	X	X	X	X	X	X	X	X	X	X	X		9	9	18
33	5	9	33	X	X	X	X	X	X	X	X					5	9	14
32	7	6	32	X	X	X	X	X	X	X	X					7	6	13
31	7	8	31	X	X	X	X	X	X	X	X	X				7	8	15
30	2	0	30	X	X											2	0	2
29	1	5	29	X	X	X	X	X	X	X						1	5	6
28	5	3	28	X	X	X	X	X	X	X						5	3	8
27	0	2	27	X	X											0	2	2
26	1	0	26	X												1	0	1
25	1	0	25	X												1	0	1
24	1	1	24	X	X											1	1	2
23	0	2	23	X	X											0	2	2
22	0	0	22													0	0	0
21	0	0	21													0	0	0
20	0	0	20													0	0	0
19	0	0	19													0	0	0
18	0	0	18													0	0	0
17	0	0	17													0	0	0
16	0	0	16													0	0	0
15	0	0	15													0	0	0
14	0	0	14													0	0	0
13	0	0	13													0	0	0
12	0	0	12													0	0	0
11	0	0	11													0	0	0
10	0	0	10													0	0	0
																70	81	151

LIMITS (BTN): SPEED27 Cornell Rd between Cornell Wy and Agoura Rd- Radar.

OBSERVER: Javier C.
 WEATHER: SUNNY
 ROAD SURFACE: DRY
 ROAD CONDITION: GOOD

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	37.4	39.0	38.3	M.P.H.
50TH %:	33.6	34.3	34.0	M.P.H.
15TH %:	29.9	29.6	29.7	M.P.H.
10 MPH PACE:	31 - 40	31 - 40	31 - 40	M.P.H.
% IN PACE:	83%	73%	77%	
% OVER PACE:	1%	11%	7%	
% UNDER PACE:	16%	16%	16%	
ARITHMETIC MEAN:	33.63	34.30	33.99	M.P.H.
SAMPLE VARIANCE:	13.14	20.94	17.32	
STANDARD DEVIATION:	3.62	4.58	4.16	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.26	0.11	
STD. ERROR OF THE MEAN:	0.43	0.51	0.34	M.P.H.

5132

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

27

STREET Cornell Rd
FROM Cornell Wy

CERTIFICATION DATE:
TO Agoura Rd

SPEED FACTORS

Date of Speed Survey	4/16/2025	Posted Speed Limit	None
Time of Speed Survey	12:05 - 14:05	Speed Justification	
50th Percentile Speed (Mean Speed)	34 mph	85th percentile speed rounded down due to curvature, low visibility, narrow road width, and narrow shoulder.	
85th Percentile Speed	38 mph		
10 mph Pace Speed	31 - 40		
Percentage of Vehicles in Pace	77.5%	Recommended Speed Limit	<u>35 MPH</u>
Number of Survey Samples	151		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	4.53
Expected Collisions (ACC/MVM)	1.03

TRAFFIC FACTORS

Average Daily Traffic	1106	Date Counted	4/17/2025
Number of Lanes	3		
Type of Traffic Control	One way stop control at Cornell Way and Cornell Road		
Crosswalks?	None present		
Pedestrian Traffic	No		
Truck Traffic	Minimal		
On-Street Parking	No		
Sidewalks?	No		
Bike Lanes?	No		
Driveways?	No		

ROADWAY FACTORS

Length of Segment	1,923'
Width	24'
Vertical Curve	Moderate
Horizontal Curve	Yes
Visibility	Restricted due to curvature
Roadway Conditions	Fine, rough in some areas
Lighting	No
Adjacent Land Use	Vacant/ Open Space

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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

Matthew Stewart
Date

TE 3063
State Registration Number

DATA ENTRY COLUMNS

Agoura Hills

DATE: 4/10/2025

TIME PERIOD : 2:40 PM TO 3:27 PM

LOCATION: SPEED28 Reyes Adobe Rd between Lake Lindero Dr and North City Limit.

SPEED (MPH)	NB	SB	TOTAL VEHICLES SURVEYED																TOTAL VEHICLES	TOTAL SPEED	running total			
60	0	0																0	0	0				
59	0	0																0	0	0				
58	0	0																0	0	0				
57	0	0																0	0	0				
56	0	0																0	0	0				
55	0	3	X	X	X													0	3	3				
54	0	0																0	0	0				
53	3	0	X	X	X													3	0	3				
52	1	0	X															1	0	1				
51	4	1	X	X	X	X												4	1	5				
50	2	0	X	X														2	0	2				
49	2	2	X	X	X													2	2	4				
48	1	12	X	X	X	X	X	X	X	X	X	X						1	12	13				
47	3	0	X	X	X													3	0	3				
46	4	0	X	X	X	X												4	0	4				
45	0	0																0	0	0				
44	0	5	X	X	X	X												0	5	5				
43	6	0	X	X	X	X	X											6	0	6				
42	5	3	X	X	X	X	X	X										5	3	8				
41	0	6	X	X	X	X	X											0	6	6				
40	10	11	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	11	21				
39	11	12	X	X	X	X	X	X	X	X	X	X	X	X	X	X		11	12	23				
38	14	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	9	23				
37	15	0	X	X	X	X	X	X	X	X	X	X	X	X	X	X		15	0	15				
36	7	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		7	7	14				
35	20	17	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	20	17	37				
34	9	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	15	24				
33	10	8	X	X	X	X	X	X	X	X	X	X	X	X	X	X		10	8	18				
32	9	14	X	X	X	X	X	X	X	X	X	X	X	X	X	X		9	14	23				
31	8	4	X	X	X	X	X	X	X	X	X	X	X	X	X	X		8	4	12				
30	0	5	X	X	X	X												0	5	5				
29	5	7	X	X	X	X	X	X	X	X	X	X	X	X	X	X		5	7	12				
28	0	6	X	X	X	X	X	X										0	6	6				
27	1	3	X	X	X	X												1	3	4				
26	0	1	X															0	1	1				
25	0	0																0	0	0				
24	0	0																0	0	0				
23	0	0																0	0	0				
22	0	0																0	0	0				
21	0	0																0	0	0				
20	0	0																0	0	0				
19	0	0																0	0	0				
18	0	0																0	0	0				
17	0	0																0	0	0				
16	0	0																0	0	0				
15	0	0																0	0	0				
14	0	0																0	0	0				
13	0	0																0	0	0				
12	0	0																0	0	0				
11	0	0																0	0	0				
10	0	0																0	0	0				
			150	151	301																	11219		

LIMITS (BTN): SPEED29 Reyes Adobe Rd between Lake Lindero Dr and North City Limit.

OBSERVER:

WEATHER: SUNNY

POSTED SPEED LIMIT: 40 MPH

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

COMMENTS:

NORTHBOUND SOUTHBOUND NORTHBOUND+SOUTHBOUND

85TH %:	43.7	43.3	43.5	M.P.H.
50TH %:	37.8	36.8	37.3	M.P.H.
15TH %:	31.9	30.3	31.1	M.P.H.
10 MPH PACE:	31 - 40	32 - 41	31 - 40	M.P.H.
% IN PACE:	75%	66%	70%	
% OVER PACE:	21%	17%	21%	
% UNDER PACE:	4%	17%	9%	
ARITHMETIC MEAN:	37.77	36.77	37.27	M.P.H.
SAMPLE VARIANCE:	32.27	39.36	35.96	
STANDARD DEVIATION:	5.68	6.27	6.00	M.P.H.
VARIANCE OF THE MEAN:	0.22	0.26	0.12	
STD. ERROR OF THE MEAN:	0.46	0.51	0.35	M.P.H.

CITY OF AGOURA HILLS

ENGINEERING AND TRAFFIC SURVEY

28

STREET Reyes Adobe Road
FROM Lake Lindero Drive

CERTIFICATION DATE:
TO North City Limit

SPEED FACTORS

Date of Speed Survey 4/10/2025
Time of Speed Survey 14:48 - 16:20
50th Percentile Speed (Mean Speed) 37 mph
85th Percentile Speed 43 mph
10 mph Pace Speed 22 - 31
Percentage of Vehicles in Pace 80.4%
Number of Survey Samples 56

Posted Speed Limit 40 MPH
Speed Justification
85th percentile rounded down and downgraded to nearby school, horizontal and vertical curvature, sidewalks, and crosswalks.

Recommended Speed Limit 35 MPH

COLLISION HISTORY

Number of Years Studied 3
Total Collisions 1
Collision Rate (ACC/MVM) 4.34
Expected Collisions (ACC/MVM) 1.03

TRAFFIC FACTORS

Average Daily Traffic 1482
Number of Lanes 3
Type of Traffic Control Four way stop at Lindero
Crosswalks? Yes at Lake Lindero Drive
Pedestrian Traffic Minimal
Truck Traffic None
On-Street Parking None
Sidewalks? Both
Bike Lanes? None
Driveways? None

Date Counted 4/8/2025

ROADWAY FACTORS

Length of Segment 750'
Width 63'
Vertical Curve Yes
Horizontal Curve Yes
Visibility Good
Roadway Conditions Good
Lighting Yes
Adjacent Land Use Residential, school

Field Study By Ramsay Goyal

Checked By Matthew Stewart

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

Matthew Stewart **7/16/2025** **TE 3063**
Date **State Registration Number**

APPENDIX D

Average Daily Traffic Count Worksheets

ADT1 Agoura Rd between West City Limits and Reyes Adobe Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	5	7	12:00	67	90	
0:15	1	3	12:15	76	88	
0:30	2	1	12:30	84	90	
0:45	1 9	0 11	12:45	79 306	94 362	668
1:00	2	1	13:00	61	75	
1:15	1	3	13:15	62	79	
1:30	4	0	13:30	65	83	
1:45	4 11	0 4	13:45	85 273	74 311	584
2:00	0	2	14:00	73	70	
2:15	0	0	14:15	73	86	
2:30	0	0	14:30	75	58	
2:45	1 1	1 3	14:45	85 306	94 308	614
3:00	0	1	15:00	78	90	
3:15	1	1	15:15	66	85	
3:30	2	1	15:30	63	66	
3:45	1 4	0 3	15:45	71 278	100 341	619
4:00	4	1	16:00	78	96	
4:15	1	2	16:15	69	89	
4:30	1	3	16:30	73	100	
4:45	4 10	8 14	16:45	75 295	78 363	658
5:00	2	5	17:00	71	108	
5:15	2	10	17:15	67	89	
5:30	4	11	17:30	91	71	
5:45	11 19	34 60	17:45	76 305	79 347	652
6:00	15	11	18:00	53	54	
6:15	15	32	18:15	67	63	
6:30	22	26	18:30	54	62	
6:45	21 73	31 100	18:45	40 214	64 243	457
7:00	40	29	19:00	43	49	
7:15	39	50	19:15	41	52	
7:30	38	62	19:30	38	46	
7:45	59 176	83 224	19:45	29 151	39 186	337
8:00	55	85	20:00	46	40	
8:15	46	98	20:15	44	30	
8:30	55	85	20:30	26	20	
8:45	50 206	92 360	20:45	13 129	18 108	237
9:00	51	91	21:00	22	22	
9:15	66	71	21:15	17	20	
9:30	42	79	21:30	14	9	
9:45	54 213	81 322	21:45	16 69	21 72	141
10:00	64	63	22:00	6	10	
10:15	50	65	22:15	6	9	
10:30	61	77	22:30	13	10	
10:45	68 243	79 284	22:45	9 34	12 41	75
11:00	49	76	23:00	3	4	
11:15	48	64	23:15	3	6	
11:30	69	78	23:30	2	6	
11:45	54 220	79 297	23:45	2 10	2 18	28
Total Vol.	1185	1682	2867	2370	2700	5070

Daily Totals		Combined
EB	WB	
3555	4382	7937

	AM		36.1%	PM		63.9%
Split %	41.3%	58.7%		46.7%	53.3%	
Peak Hour	11:45	8:15	11:45	14:15	15:45	15:45
Volume	281	366	628	311	385	676
P.H.F.	0.84	0.93	0.90	0.94	0.96	0.97

ADT2 Agoura Rd between Reyes Adobe Rd and Ladyface Ct.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	4	3	12:00	79	153						
0:15	2	4	12:15	88	131						
0:30	1	4	12:30	91	144						
0:45	1	8	3	14	22	12:45	105	363	132	560	923
1:00	2	2	13:00	77	156						
1:15	0	4	13:15	79	141						
1:30	0	2	13:30	68	151						
1:45	2	4	2	10	14	13:45	83	307	171	619	926
2:00	0	3	14:00	83	160						
2:15	0	1	14:15	74	159						
2:30	0	0	14:30	67	159						
2:45	0	0	0	4	4	14:45	82	306	174	652	958
3:00	0	1	15:00	93	219						
3:15	1	4	15:15	76	178						
3:30	0	0	15:30	65	163						
3:45	2	3	1	6	9	15:45	81	315	182	742	1057
4:00	3	1	16:00	79	169						
4:15	1	1	16:15	81	170						
4:30	3	7	16:30	65	154						
4:45	14	21	7	16	37	16:45	89	314	169	662	976
5:00	19	9	17:00	69	163						
5:15	6	7	17:15	83	188						
5:30	18	23	17:30	90	165						
5:45	15	58	19	58	116	17:45	93	335	156	672	1007
6:00	26	23	18:00	60	159						
6:15	29	26	18:15	75	168						
6:30	47	40	18:30	42	140						
6:45	54	156	41	130	286	18:45	63	240	131	598	838
7:00	87	51	19:00	64	117						
7:15	83	71	19:15	40	100						
7:30	92	101	19:30	46	88						
7:45	108	370	172	395	765	19:45	37	187	91	396	583
8:00	101	167	20:00	46	87						
8:15	80	195	20:15	30	68						
8:30	99	207	20:30	35	63						
8:45	89	369	146	715	1084	20:45	18	129	44	262	391
9:00	104	106	21:00	16	36						
9:15	90	117	21:15	17	26						
9:30	71	116	21:30	20	22						
9:45	83	348	114	453	801	21:45	12	65	21	105	170
10:00	75	109	22:00	14	16						
10:15	75	110	22:15	7	22						
10:30	66	115	22:30	8	11						
10:45	75	291	143	477	768	22:45	3	32	11	60	92
11:00	65	100	23:00	4	6						
11:15	53	133	23:15	2	6						
11:30	79	143	23:30	0	10						
11:45	79	276	158	534	810	23:45	1	7	5	27	34
Total Vol.	1904	2812	4716	2600	5355	7955	Daily Totals				
				EB	WB	Combined					
				4504	8167	12671					
	AM			PM							
Split %	40.4%	59.6%	37.2%	32.7%	67.3%	62.8%					
Peak Hour	7:45	7:45	7:45	12:00	15:00	15:00					
Volume	388	741	1129	363	742	1057					
P.H.F.	0.90	0.89	0.92	0.96	0.85	0.85					

ADT3 Agoura Rd between Ladyface Ct and Kanan Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	6	2	12:00	91	104						
0:15	4	6	12:15	86	118						
0:30	1	1	12:30	89	110						
0:45	2	13	1	10	23	12:45	83	349	124	456	805
1:00	2	0	13:00	73	86						
1:15	0	3	13:15	81	101						
1:30	0	0	13:30	70	105						
1:45	2	4	0	3	7	13:45	66	290	112	404	694
2:00	0	0	14:00	88	95						
2:15	0	1	14:15	78	112						
2:30	0	0	14:30	67	105						
2:45	0	0	0	1	1	14:45	78	311	117	429	740
3:00	0	2	15:00	92	84						
3:15	0	0	15:15	82	83						
3:30	0	1	15:30	79	80						
3:45	1	1	0	3	4	15:45	74	327	121	368	695
4:00	3	0	16:00	95	99						
4:15	1	0	16:15	78	88						
4:30	1	4	16:30	80	95						
4:45	7	12	6	10	22	16:45	97	350	91	373	723
5:00	17	3	17:00	91	108						
5:15	5	6	17:15	93	92						
5:30	14	16	17:30	89	86						
5:45	15	51	23	48	99	17:45	78	351	89	375	726
6:00	16	15	18:00	73	66						
6:15	18	43	18:15	88	67						
6:30	36	35	18:30	43	79						
6:45	27	97	46	139	236	18:45	60	264	81	293	557
7:00	52	44	19:00	79	71						
7:15	38	57	19:15	47	54						
7:30	45	62	19:30	45	65						
7:45	59	194	81	244	438	19:45	40	211	58	248	459
8:00	62	103	20:00	51	57						
8:15	51	100	20:15	31	37						
8:30	65	72	20:30	36	34						
8:45	59	237	96	371	608	20:45	27	145	24	152	297
9:00	69	86	21:00	16	31						
9:15	75	76	21:15	19	28						
9:30	59	76	21:30	19	16						
9:45	71	274	93	331	605	21:45	13	67	21	96	163
10:00	58	66	22:00	13	9						
10:15	59	96	22:15	7	15						
10:30	55	86	22:30	9	10						
10:45	64	236	90	338	574	22:45	4	33	14	48	81
11:00	61	102	23:00	5	9						
11:15	61	77	23:15	4	5						
11:30	94	81	23:30	0	8						
11:45	84	300	105	365	665	23:45	1	10	1	23	33
Total Vol.	1419	1863	3282	2708	3265	5973					

Daily Totals		Combined
EB	WB	
4127	5128	9255

	AM		35.5%	PM		64.5%
Split %	43.2%	56.8%		45.3%	54.7%	
Peak Hour	11:30	11:45	11:45	16:45	12:00	12:00
Volume	355	437	787	370	456	805
P.H.F.	0.94	0.93	0.96	0.96	0.92	0.97

ADT4 Agoura Rd between Kanan Rd and Cornell Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	1	3	12:00	59	56	
0:15	2	0	12:15	56	50	
0:30	0	0	12:30	54	55	
0:45	1 4	0 3	7 12:45	63 232	69 230	462
1:00	1	1	13:00	53	66	
1:15	0	0	13:15	57	60	
1:30	0	0	13:30	49	64	
1:45	1 2	1 2	4 13:45	47 206	67 257	463
2:00	1	2	14:00	62	60	
2:15	1	1	14:15	58	61	
2:30	0	0	14:30	52	50	
2:45	0 2	0 3	5 14:45	58 230	58 229	459
3:00	0	1	15:00	65	53	
3:15	0	0	15:15	48	63	
3:30	0	0	15:30	53	68	
3:45	2 2	0 1	3 15:45	51 217	76 260	477
4:00	1	0	16:00	74	61	
4:15	0	1	16:15	63	50	
4:30	0	2	16:30	52	73	
4:45	2 3	4 7	10 16:45	68 257	75 259	516
5:00	4	2	17:00	71	81	
5:15	0	3	17:15	45	68	
5:30	3	11	17:30	53	54	
5:45	6 13	4 20	33 17:45	60 229	58 261	490
6:00	7	8	18:00	56	64	
6:15	17	16	18:15	60	53	
6:30	14	18	18:30	45	48	
6:45	21 59	21 63	122 18:45	37 198	35 200	398
7:00	22	19	19:00	24	42	
7:15	28	15	19:15	32	41	
7:30	35	30	19:30	26	36	
7:45	35 120	27 91	211 19:45	22 104	25 144	248
8:00	31	37	20:00	36	24	
8:15	39	62	20:15	16	24	
8:30	55	48	20:30	14	16	
8:45	47 172	49 196	368 20:45	12 78	18 82	160
9:00	38	49	21:00	13	14	
9:15	26	55	21:15	13	16	
9:30	35	40	21:30	8	7	
9:45	43 142	53 197	339 21:45	5 39	11 48	87
10:00	56	45	22:00	3	9	
10:15	55	44	22:15	5	12	
10:30	42	45	22:30	2	2	
10:45	51 204	60 194	398 22:45	4 14	6 29	43
11:00	44	50	23:00	5	5	
11:15	35	56	23:15	1	2	
11:30	53	59	23:30	1	3	
11:45	47 179	71 236	415 23:45	1 8	1 11	19
Total Vol.	902	1013	1915	1812	2010	3822

Daily Totals		Combined
EB	WB	
2714	3023	5737

	AM			PM		
Split %	47.1%	52.9%	33.4%	47.4%	52.6%	66.6%
Peak Hour	11:45	11:15	11:30	16:00	16:30	16:15
Volume	216	242	451	257	297	533
P.H.F.	0.92	0.85	0.96	0.81	0.92	0.88

ADT5 Agoura Rd between Cornell Rd and Chesebro Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	1	2	12:00	31	51						
0:15	1	0	12:15	40	62						
0:30	2	0	12:30	52	66						
0:45	1	5	2	4	9	12:45	48	171	74	253	424
1:00	1	2	13:00	43	54						
1:15	0	0	13:15	42	51						
1:30	0	0	13:30	41	66						
1:45	1	2	2	4	6	13:45	38	164	60	231	395
2:00	2	1	14:00	45	52						
2:15	1	1	14:15	59	41						
2:30	0	2	14:30	63	65						
2:45	0	3	0	4	7	14:45	55	222	50	208	430
3:00	0	1	15:00	78	50						
3:15	0	0	15:15	62	59						
3:30	0	0	15:30	69	73						
3:45	1	1	2	3	4	15:45	86	295	69	251	546
4:00	1	0	16:00	97	53						
4:15	0	1	16:15	79	49						
4:30	0	4	16:30	75	81						
4:45	2	3	4	9	12	16:45	73	324	73	256	580
5:00	2	3	17:00	74	69						
5:15	0	8	17:15	50	73						
5:30	2	8	17:30	50	51						
5:45	7	11	5	24	35	17:45	64	238	53	246	484
6:00	6	13	18:00	52	52						
6:15	8	18	18:15	61	45						
6:30	5	24	18:30	42	41						
6:45	9	28	27	82	110	18:45	34	189	32	170	359
7:00	16	28	19:00	25	30						
7:15	17	23	19:15	37	38						
7:30	20	45	19:30	29	37						
7:45	25	78	46	142	220	19:45	28	119	29	134	253
8:00	31	45	20:00	28	15						
8:15	31	68	20:15	19	17						
8:30	41	60	20:30	15	12						
8:45	43	146	64	237	383	20:45	20	82	16	60	142
9:00	37	57	21:00	17	9						
9:15	29	57	21:15	19	8						
9:30	30	53	21:30	8	5						
9:45	43	139	48	215	354	21:45	8	52	7	29	81
10:00	40	55	22:00	9	6						
10:15	36	48	22:15	5	8						
10:30	33	45	22:30	1	3						
10:45	47	156	56	204	360	22:45	2	17	5	22	39
11:00	38	36	23:00	2	1						
11:15	30	57	23:15	2	0						
11:30	39	63	23:30	1	4						
11:45	35	142	63	219	361	23:45	1	6	2	7	13
Total Vol.	714	1147	1861	1879	1867						3746
						Daily Totals					
						EB	WB			Combined	
						2593	3014			5607	
AM			PM								
Split %	38.4%	61.6%	33.2%	50.2%	49.8%					66.8%	
Peak Hour	11:45	8:15	8:15	15:45	16:30					15:45	
Volume	158	249	401	337	296					589	
P.H.F.	0.76	0.92	0.94	0.88	0.91					0.94	

ADT7 Canwood St between West City Limits and Reyes Adobe Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	2	0	12:00	28	29	
0:15	0	1	12:15	28	24	
0:30	1	2	12:30	39	24	
0:45	0 3	0 3	6 12:45	27 122	17 94	216
1:00	0	1	13:00	34	21	
1:15	0	0	13:15	37	26	
1:30	0	0	13:30	21	15	
1:45	1 1	0 1	2 13:45	23 115	22 84	199
2:00	2	1	14:00	28	19	
2:15	0	0	14:15	33	28	
2:30	1	0	14:30	23	26	
2:45	0 3	0 1	4 14:45	26 110	30 103	213
3:00	0	1	15:00	31	25	
3:15	0	0	15:15	39	15	
3:30	2	0	15:30	29	20	
3:45	1 3	0 1	4 15:45	32 131	27 87	218
4:00	1	0	16:00	37	27	
4:15	3	0	16:15	25	16	
4:30	3	0	16:30	28	22	
4:45	3 10	1 1	11 16:45	24 114	26 91	205
5:00	5	0	17:00	33	23	
5:15	6	3	17:15	20	18	
5:30	11	1	17:30	33	34	
5:45	9 31	2 6	37 17:45	37 123	17 92	215
6:00	12	1	18:00	26	33	
6:15	6	1	18:15	12	15	
6:30	12	1	18:30	17	26	
6:45	18 48	3 6	54 18:45	15 70	16 90	160
7:00	19	6	19:00	11	13	
7:15	19	5	19:15	16	14	
7:30	31	9	19:30	12	10	
7:45	38 107	12 32	139 19:45	9 48	9 46	94
8:00	27	19	20:00	9	15	
8:15	28	21	20:15	10	10	
8:30	37	19	20:30	10	8	
8:45	27 119	26 85	204 20:45	5 34	13 46	80
9:00	23	21	21:00	8	8	
9:15	15	21	21:15	11	9	
9:30	30	27	21:30	3	13	
9:45	34 102	21 90	192 21:45	1 23	5 35	58
10:00	19	21	22:00	1	8	
10:15	23	22	22:15	2	5	
10:30	20	19	22:30	8	3	
10:45	23 85	23 85	170 22:45	2 13	5 21	34
11:00	17	19	23:00	2	5	
11:15	21	19	23:15	2	1	
11:30	34	12	23:30	3	1	
11:45	26 98	19 69	167 23:45	0 7	2 9	16
Total Vol.	610	380	990	910	798	1708

Daily Totals		Combined
EB	WB	
1520	1178	2698

	AM		36.7%	PM		63.3%
Split %	61.6%	38.4%		53.3%	46.7%	
Peak Hour	7:45	11:45	11:45	12:30	14:15	15:15
Volume	130	96	217	137	109	226
P.H.F.	0.86	0.83	0.86	0.86	0.91	0.88

ADT8 Canwood St between Reyes Adobe Rd and Kanan Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	0	0	12:00	22	21						
0:15	0	0	12:15	26	26						
0:30	1	0	12:30	15	24						
0:45	0	1	2	2	3	12:45	22	85	30	101	186
1:00	0	0	13:00	21	27						
1:15	1	0	13:15	21	30						
1:30	0	0	13:30	25	16						
1:45	0	1	0	0	1	13:45	28	95	37	110	205
2:00	0	0	14:00	25	22						
2:15	0	0	14:15	20	25						
2:30	0	0	14:30	27	32						
2:45	2	2	2	2	4	14:45	27	99	28	107	206
3:00	0	1	15:00	34	30						
3:15	0	0	15:15	37	28						
3:30	1	0	15:30	30	26						
3:45	0	1	0	1	2	15:45	36	137	41	125	262
4:00	0	1	16:00	39	41						
4:15	0	1	16:15	39	35						
4:30	1	0	16:30	33	34						
4:45	0	1	2	4	5	16:45	17	128	42	152	280
5:00	0	0	17:00	31	24						
5:15	2	1	17:15	27	38						
5:30	3	5	17:30	31	43						
5:45	6	11	7	13	24	17:45	21	110	18	123	233
6:00	7	4	18:00	21	30						
6:15	3	2	18:15	21	33						
6:30	6	8	18:30	23	31						
6:45	7	23	9	23	46	18:45	20	85	23	117	202
7:00	13	14	19:00	11	22						
7:15	9	12	19:15	9	15						
7:30	12	20	19:30	12	7						
7:45	12	46	29	75	121	19:45	13	45	15	59	104
8:00	37	18	20:00	5	6						
8:15	33	16	20:15	12	8						
8:30	20	25	20:30	9	11						
8:45	29	119	25	84	203	20:45	7	33	5	30	63
9:00	23	23	21:00	7	4						
9:15	18	13	21:15	3	10						
9:30	18	32	21:30	7	6						
9:45	22	81	18	86	167	21:45	6	23	0	20	43
10:00	10	30	22:00	0	3						
10:15	22	26	22:15	3	4						
10:30	24	19	22:30	3	1						
10:45	22	78	26	101	179	22:45	1	7	1	9	16
11:00	24	23	23:00	0	0						
11:15	22	31	23:15	0	2						
11:30	21	27	23:30	1	1						
11:45	21	88	32	113	201	23:45	0	1	0	3	4
Total Vol.	452	504	956	848	956	1804					

Daily Totals		Combined
EB	WB	
1300	1460	2760

	AM			PM		
Split %	47.3%	52.7%	34.6%	47.0%	53.0%	65.4%
Peak Hour	8:00	11:00	8:00	15:45	16:00	15:45
Volume	119	113	203	147	152	298
P.H.F.	0.80	0.88	0.92	0.98	0.90	0.93

ADT9 Canwood St between Kanan Rd and Derry Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	0	3	12:00	102	118						
0:15	1	3	12:15	103	82						
0:30	1	1	12:30	90	98						
0:45	1	3	1	8	11	12:45	101	396	84	382	778
1:00	2	0	13:00	119	107						
1:15	0	0	13:15	99	103						
1:30	0	0	13:30	80	78						
1:45	2	4	1	1	5	13:45	95	393	84	372	765
2:00	1	3	14:00	78	100						
2:15	0	0	14:15	86	65						
2:30	1	0	14:30	76	101						
2:45	7	9	0	3	12	14:45	94	334	87	353	687
3:00	0	0	15:00	94	102						
3:15	2	0	15:15	121	92						
3:30	1	0	15:30	109	116						
3:45	3	6	0	0	6	15:45	118	442	118	428	870
4:00	1	0	16:00	99	142						
4:15	2	5	16:15	113	116						
4:30	3	0	16:30	84	125						
4:45	19	25	1	6	31	16:45	89	385	96	479	864
5:00	7	2	17:00	83	107						
5:15	6	8	17:15	113	109						
5:30	11	2	17:30	109	126						
5:45	26	50	6	18	68	17:45	81	386	98	440	826
6:00	37	14	18:00	66	92						
6:15	8	11	18:15	71	85						
6:30	18	14	18:30	62	81						
6:45	33	96	17	56	152	18:45	56	255	78	336	591
7:00	36	23	19:00	46	47						
7:15	54	31	19:15	37	64						
7:30	65	21	19:30	36	57						
7:45	60	215	20	95	310	19:45	43	162	40	208	370
8:00	126	66	20:00	39	47						
8:15	191	70	20:15	38	37						
8:30	126	78	20:30	34	34						
8:45	98	541	43	257	798	20:45	23	134	40	158	292
9:00	85	61	21:00	10	33						
9:15	92	75	21:15	8	9						
9:30	93	58	21:30	11	11						
9:45	87	357	76	270	627	21:45	5	34	6	59	93
10:00	79	80	22:00	6	6						
10:15	71	77	22:15	3	1						
10:30	79	75	22:30	0	0						
10:45	70	299	82	314	613	22:45	3	12	4	11	23
11:00	83	96	23:00	4	1						
11:15	86	90	23:15	1	2						
11:30	89	91	23:30	1	2						
11:45	95	353	85	362	715	23:45	6	12	3	8	20
Total Vol.	1958	1390	3348	2945	3234	6179					
							Daily Totals				Combined
							EB	WB			9527
							4903	4624			
AM			PM								
Split %	58.5%	41.5%	35.1%	47.7%	52.3%	64.9%					
Peak Hour	8:00	11:15	8:00	15:15	15:45	15:30					
Volume	541	384	798	447	501	931					
P.H.F.	0.71	0.81	0.76	0.96	0.88	0.97					

ADT10 Canwood St between Derry Ave and Chesebro Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	3	2	12:00	52	50	
0:15	1	2	12:15	49	47	
0:30	2	0	12:30	45	52	
0:45	0 6	0 4	10 12:45	37 183	57 206	389
1:00	0	1	13:00	48	47	
1:15	1	0	13:15	35	60	
1:30	0	0	13:30	41	51	
1:45	1 2	1 2	4 13:45	44 168	51 209	377
2:00	1	0	14:00	51	61	
2:15	2	0	14:15	39	35	
2:30	1	1	14:30	39	57	
2:45	5 9	0 1	10 14:45	48 177	50 203	380
3:00	0	0	15:00	50	60	
3:15	0	0	15:15	47	48	
3:30	0	0	15:30	57	61	
3:45	7 7	0 0	7 15:45	49 203	45 214	417
4:00	2	1	16:00	65	56	
4:15	4	0	16:15	53	50	
4:30	3	2	16:30	47	50	
4:45	13 22	1 4	26 16:45	61 226	52 208	434
5:00	3	0	17:00	44	72	
5:15	2	5	17:15	59	62	
5:30	8	2	17:30	38	63	
5:45	26 39	4 11	50 17:45	33 174	46 243	417
6:00	36	10	18:00	36	58	
6:15	22	12	18:15	32	49	
6:30	11	12	18:30	28	38	
6:45	27 96	12 46	142 18:45	20 116	60 205	321
7:00	33	25	19:00	24	34	
7:15	37	28	19:15	34	31	
7:30	19	23	19:30	21	20	
7:45	38 127	35 111	238 19:45	29 108	32 117	225
8:00	22	54	20:00	11	15	
8:15	23	72	20:15	19	14	
8:30	42	57	20:30	10	11	
8:45	37 124	52 235	359 20:45	11 51	23 63	114
9:00	58	26	21:00	10	18	
9:15	50	48	21:15	7	5	
9:30	45	38	21:30	5	5	
9:45	56 209	39 151	360 21:45	4 26	7 35	61
10:00	42	46	22:00	2	5	
10:15	32	33	22:15	3	4	
10:30	37	39	22:30	2	1	
10:45	37 148	31 149	297 22:45	4 11	3 13	24
11:00	38	40	23:00	0	1	
11:15	35	47	23:15	5	1	
11:30	39	46	23:30	2	1	
11:45	49 161	41 174	335 23:45	0 7	0 3	10
Total Vol.	950	888	1838	1450	1719	3169

Daily Totals		Combined
EB	WB	
2400	2607	5007

	AM			PM		
Split %	51.7%	48.3%	36.7%	45.8%	54.2%	63.3%
Peak Hour	9:00	8:00	11:45	16:00	16:45	16:45
Volume	209	235	385	226	249	451
P.H.F.	0.90	0.82	0.94	0.82	0.86	0.93

ADT14 Kanan Rd between Thousand Oaks Blvd and Hillrise Dr.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	10	11	12:00	226	268	
0:15	7	12	12:15	203	270	
0:30	11	10	12:30	205	310	
0:45	6 34	7 40	12:45	225 859	251 1099	1958
1:00	11	6	13:00	230	284	
1:15	7	5	13:15	229	280	
1:30	5	4	13:30	236	291	
1:45	0 23	4 19	13:45	232 927	287 1142	2069
2:00	7	4	14:00	291	285	
2:15	0	2	14:15	267	297	
2:30	4	6	14:30	271	345	
2:45	5 16	2 14	14:45	245 1074	371 1298	2372
3:00	0	6	15:00	265	409	
3:15	0	2	15:15	271	353	
3:30	5	4	15:30	238	353	
3:45	5 10	5 17	15:45	240 1014	334 1449	2463
4:00	4	16	16:00	249	290	
4:15	5	7	16:15	268	285	
4:30	5	26	16:30	244	268	
4:45	1 15	43 92	16:45	247 1008	232 1075	2083
5:00	6	47	17:00	243	284	
5:15	10	63	17:15	261	296	
5:30	16	74	17:30	248	265	
5:45	26 58	89 273	17:45	209 961	276 1121	2082
6:00	24	119	18:00	222	236	
6:15	50	125	18:15	210	243	
6:30	63	144	18:30	195	249	
6:45	63 200	184 572	18:45	189 816	216 944	1760
7:00	93	198	19:00	180	209	
7:15	100	288	19:15	129	183	
7:30	148	290	19:30	160	149	
7:45	221 562	362 1138	19:45	144 613	180 721	1334
8:00	169	405	20:00	126	129	
8:15	169	418	20:15	128	144	
8:30	148	468	20:30	112	120	
8:45	150 636	266 1557	20:45	102 468	94 487	955
9:00	151	237	21:00	82	93	
9:15	136	294	21:15	82	78	
9:30	154	246	21:30	80	74	
9:45	165 606	257 1034	21:45	51 295	62 307	602
10:00	176	267	22:00	68	58	
10:15	174	229	22:15	53	33	
10:30	158	250	22:30	16	32	
10:45	185 693	245 991	22:45	30 167	31 154	321
11:00	174	206	23:00	16	37	
11:15	163	273	23:15	8	20	
11:30	179	293	23:30	9	17	
11:45	216 732	309 1081	23:45	17 50	8 82	132
Total Vol.	3585	6828	10413	8252	9879	18131
				Daily Totals		
				NB	SB	Combined
				11837	16707	28544
	AM			PM		
Split %	34.4%	65.6%	36.5%	45.5%	54.5%	63.5%
Peak Hour	11:45	7:45	7:45	14:00	14:45	14:30
Volume	850	1653	2360	1074	1486	2530
P.H.F.	0.94	0.88	0.96	0.95	0.91	0.94

ADT18 Liberty Canyon Rd between Agoura Rd and Country Glen Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	0	1	12:00	29	30	
0:15	1	1	12:15	31	25	
0:30	2	1	12:30	30	32	
0:45	1 4	1 4	12:45	39 129	35 122	251
1:00	0	2	13:00	33	33	
1:15	0	1	13:15	25	29	
1:30	1	2	13:30	44	40	
1:45	1 2	2 7	13:45	42 144	34 136	280
2:00	1	0	14:00	27	40	
2:15	0	0	14:15	40	38	
2:30	1	0	14:30	30	27	
2:45	0 2	0 0	14:45	44 141	48 153	294
3:00	2	1	15:00	36	46	
3:15	2	0	15:15	37	44	
3:30	0	0	15:30	39	50	
3:45	0 4	0 1	15:45	36 148	43 183	331
4:00	0	0	16:00	36	52	
4:15	3	0	16:15	34	30	
4:30	2	3	16:30	33	42	
4:45	3 8	2 5	16:45	32 135	47 171	306
5:00	7	0	17:00	40	52	
5:15	7	1	17:15	34	43	
5:30	12	1	17:30	24	54	
5:45	11 37	2 4	17:45	21 119	38 187	306
6:00	12	1	18:00	20	41	
6:15	9	5	18:15	29	45	
6:30	20	2	18:30	30	46	
6:45	18 59	12 20	18:45	18 97	43 175	272
7:00	32	13	19:00	21	26	
7:15	39	15	19:15	28	42	
7:30	65	21	19:30	17	31	
7:45	77 213	19 68	19:45	10 76	33 132	208
8:00	59	30	20:00	11	31	
8:15	39	37	20:15	12	27	
8:30	49	29	20:30	17	16	
8:45	40 187	30 126	20:45	14 54	22 96	150
9:00	32	34	21:00	10	23	
9:15	49	16	21:15	7	13	
9:30	32	28	21:30	9	15	
9:45	45 158	27 105	21:45	4 30	13 64	94
10:00	35	28	22:00	5	7	
10:15	34	31	22:15	4	5	
10:30	33	19	22:30	2	10	
10:45	34 136	28 106	22:45	3 14	9 31	45
11:00	29	24	23:00	4	8	
11:15	31	39	23:15	0	1	
11:30	41	31	23:30	2	1	
11:45	31 132	40 134	23:45	2 8	6 16	24
Total Vol.	942	580	1522	1095	1466	2561

Daily Totals		Combined
NB	SB	
2037	2046	4083

	AM			PM		
Split %	61.9%	38.1%	37.3%	42.8%	57.2%	62.7%
Peak Hour	7:15	11:15	7:30	14:45	16:45	14:45
Volume	240	140	347	156	196	344
P.H.F.	0.78	0.88	0.90	0.88	0.91	0.93

ADT19 Palo Comado Canyon Rd between Agoura Rd and Ventura Fwy.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	2	5	12:00	89	103						
0:15	3	1	12:15	111	110						
0:30	5	2	12:30	106	129						
0:45	3	13	5	13	26	12:45	83	389	128	470	859
1:00	0	4	13:00	91	105						
1:15	2	1	13:15	81	102						
1:30	1	0	13:30	87	101						
1:45	2	5	4	9	14	13:45	108	367	133	441	808
2:00	1	4	14:00	117	132						
2:15	2	1	14:15	84	91						
2:30	0	0	14:30	117	157						
2:45	1	4	0	5	9	14:45	105	423	150	530	953
3:00	1	2	15:00	118	111						
3:15	2	0	15:15	123	100						
3:30	0	0	15:30	166	130						
3:45	3	6	2	4	10	15:45	126	533	141	482	1015
4:00	1	1	16:00	137	121						
4:15	1	6	16:15	126	93						
4:30	3	6	16:30	144	102						
4:45	8	13	7	20	33	16:45	158	565	107	423	988
5:00	7	7	17:00	153	117						
5:15	9	12	17:15	166	126						
5:30	9	23	17:30	156	116						
5:45	15	40	31	73	113	17:45	130	605	115	474	1079
6:00	19	31	18:00	115	93						
6:15	13	42	18:15	97	113						
6:30	17	47	18:30	77	84						
6:45	38	87	56	176	263	18:45	69	358	101	391	749
7:00	37	59	19:00	68	92						
7:15	42	69	19:15	65	74						
7:30	57	91	19:30	64	67						
7:45	111	247	89	308	555	19:45	71	268	60	293	561
8:00	172	106	20:00	36	52						
8:15	93	121	20:15	29	39						
8:30	85	167	20:30	32	27						
8:45	90	440	124	518	958	20:45	33	130	41	159	289
9:00	71	94	21:00	33	26						
9:15	89	77	21:15	22	32						
9:30	85	89	21:30	30	16						
9:45	89	334	115	375	709	21:45	16	101	16	90	191
10:00	90	108	22:00	34	22						
10:15	72	95	22:15	13	13						
10:30	87	99	22:30	6	14						
10:45	68	317	96	398	715	22:45	14	67	9	58	125
11:00	95	87	23:00	12	7						
11:15	70	111	23:15	7	3						
11:30	83	92	23:30	6	5						
11:45	88	336	120	410	746	23:45	2	27	2	17	44
Total Vol.	1842	2309	4151	3833	3828	7661					
							Daily Totals				
							NB	SB	Combined		
							5675	6137	11812		
AM			PM								
Split %	44.4%	55.6%	35.1%	50.0%	50.0%	64.9%					
Peak Hour	7:45	8:00	8:00	16:45	14:00	16:45					
Volume	461	518	958	633	530	1099					
P.H.F.	0.67	0.78	0.86	0.97	0.84	0.94					

ADT20 Reyes Adobe Rd between Lake Lindero Dr and Thousand Oaks Blvd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB			
0:00	1		0		12:00	18		9			
0:15	1		2		12:15	25		5			
0:30	1		0		12:30	18		21			
0:45	0	3	0	2	5	12:45	32	93	6	41	134
1:00	0		0		13:00	47		25			
1:15	1		1		13:15	34		35			
1:30	1		1		13:30	31		77			
1:45	0	2	0	2	4	13:45	51	163	13	150	313
2:00	0		0		14:00	34		28			
2:15	0		0		14:15	64		75			
2:30	0		0		14:30	41		49			
2:45	0	0	0	0	14:45	30	169	85	237		406
3:00	0		0		15:00	21		97			
3:15	0		0		15:15	24		25			
3:30	0		0		15:30	27		26			
3:45	1	1	1	1	2	15:45	15	87	20	168	255
4:00	0		0		16:00	23		20			
4:15	0		0		16:15	26		14			
4:30	0		3		16:30	31		18			
4:45	1	1	3	6	7	16:45	20	100	14	66	166
5:00	0		2		17:00	23		17			
5:15	0		3		17:15	23		20			
5:30	1		2		17:30	23		12			
5:45	4	5	4	11	16	17:45	17	86	21	70	156
6:00	1		12		18:00	15		13			
6:15	3		7		18:15	22		12			
6:30	2		8		18:30	26		9			
6:45	2	8	9	36	44	18:45	21	84	12	46	130
7:00	9		5		19:00	14		14			
7:15	23		24		19:15	16		13			
7:30	75		42		19:30	13		4			
7:45	107	214	100	171	385	19:45	13	56	11	42	98
8:00	50		84		20:00	14		7			
8:15	45		79		20:15	11		5			
8:30	16		29		20:30	12		4			
8:45	16	127	15	207	334	20:45	2	39	5	21	60
9:00	9		9		21:00	11		7			
9:15	11		24		21:15	7		1			
9:30	16		21		21:30	8		3			
9:45	21	57	26	80	137	21:45	4	30	3	14	44
10:00	17		24		22:00	3		2			
10:15	13		13		22:15	4		2			
10:30	12		17		22:30	4		4			
10:45	8	50	19	73	123	22:45	5	16	1	9	25
11:00	10		10		23:00	2		3			
11:15	13		15		23:15	3		0			
11:30	12		20		23:30	1		1			
11:45	13	48	18	63	111	23:45	1	7	0	4	11
Total Vol.	516		652		1168		930		868		1798

Daily Totals		Combined
NB	SB	
1446	1520	2966

	AM			PM		
Split %	44.2%	55.8%	39.4%	51.7%	48.3%	60.6%
Peak Hour	7:30	7:30	7:30	13:45	14:15	14:15
Volume	277	305	582	190	306	462
P.H.F.	0.65	0.76	0.70	0.83	0.79	0.83

ADT21 Reyes Adobe Rd between Thousand Oaks Blvd and Agoura Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB			
0:00	3		4		12:00	105		82			
0:15	3		1		12:15	106		70			
0:30	4		1		12:30	98		106			
0:45	0	10	0	6	16	12:45	87	396	89	347	
<hr/>											
1:00	1		2		13:00	120		86			
1:15	2		1		13:15	101		85			
1:30	3		2		13:30	108		109			
1:45	3	9	2	7	16	13:45	117	446	114	394	
<hr/>											
2:00	1		0		14:00	106		84			
2:15	3		2		14:15	148		126			
2:30	1		2		14:30	139		129			
2:45	0	5	0	4	9	14:45	164	557	148	487	
<hr/>											
3:00	1		0		15:00	130		235			
3:15	2		2		15:15	116		147			
3:30	0		1		15:30	110		111			
3:45	1	4	1	4	8	15:45	118	474	108	601	
<hr/>											
4:00	1		3		16:00	132		112			
4:15	2		4		16:15	128		85			
4:30	1		9		16:30	113		90			
4:45	4	8	11	27	35	16:45	146	519	80	367	
<hr/>											
5:00	4		11		17:00	109		88			
5:15	3		16		17:15	141		93			
5:30	8		16		17:30	147		94			
5:45	13	28	27	70	98	17:45	104	501	93	368	
<hr/>											
6:00	11		24		18:00	98		92			
6:15	26		26		18:15	104		80			
6:30	24		39		18:30	116		74			
6:45	24	85	37	126	211	18:45	91	409	73	319	
<hr/>											
7:00	43		54		19:00	74		69			
7:15	55		74		19:15	68		64			
7:30	150		125		19:30	74		52			
7:45	164	412	134	387	799	19:45	75	291	50	235	
<hr/>											
8:00	136		177		20:00	74		51			
8:15	155		228		20:15	52		36			
8:30	93		161		20:30	52		24			
8:45	81	465	103	669	1134	20:45	40	218	31	142	
<hr/>											
9:00	78		80		21:00	41		26			
9:15	68		86		21:15	32		17			
9:30	69		89		21:30	32		26			
9:45	78	293	91	346	639	21:45	25	130	17	86	
<hr/>											
10:00	75		91		22:00	18		20			
10:15	67		96		22:15	24		9			
10:30	69		75		22:30	9		17			
10:45	69	280	99	361	641	22:45	14	65	5	51	
<hr/>											
11:00	74		89		23:00	11		8			
11:15	64		76		23:15	12		2			
11:30	84		90		23:30	6		3			
11:45	92	314	90	345	659	23:45	7	36	4	17	
<hr/>											
Total Vol.	1913		2352		4265		4042		3414		7456
Daily Totals											
						NB	SB			Combined	
						5955	5766			11721	
AM					PM						
Split %	44.9%	55.1%	36.4%		54.2%	45.8%	63.6%				
Peak Hour	7:30	7:45	7:30		14:15	14:30	14:15				
Volume	605	700	1269		581	659	1219				
P.H.F.	0.92	0.77	0.83		0.94	0.70	0.83				

ADT24 Thousand Oaks Blvd between Reyes Adobe Rd and Buffwood Pl.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	5	4	12:00	113	164	
0:15	0	5	12:15	115	143	
0:30	2	2	12:30	108	141	
0:45	3 10	3 14	24 12:45	111 447	119 567	1014
1:00	3	5	13:00	109	109	
1:15	2	0	13:15	110	146	
1:30	3	2	13:30	106	138	
1:45	2 10	3 10	20 13:45	187 512	165 558	1070
2:00	3	1	14:00	125	163	
2:15	2	0	14:15	121	184	
2:30	1	0	14:30	227	134	
2:45	0 6	1 2	8 14:45	207 680	153 634	1314
3:00	0	0	15:00	192	242	
3:15	1	0	15:15	120	211	
3:30	0	0	15:30	166	165	
3:45	0 1	1 1	2 15:45	165 643	163 781	1424
4:00	0	3	16:00	141	143	
4:15	1	5	16:15	148	165	
4:30	5	0	16:30	123	166	
4:45	4 10	3 11	21 16:45	122 534	142 616	1150
5:00	4	0	17:00	130	152	
5:15	8	6	17:15	125	171	
5:30	10	3	17:30	127	168	
5:45	14 36	9 18	54 17:45	121 503	150 641	1144
6:00	11	20	18:00	128	170	
6:15	17	17	18:15	122	147	
6:30	30	20	18:30	105	123	
6:45	26 84	28 85	169 18:45	112 467	96 536	1003
7:00	40	28	19:00	84	99	
7:15	67	39	19:15	75	115	
7:30	114	90	19:30	74	105	
7:45	159 380	181 338	718 19:45	54 287	85 404	691
8:00	235	238	20:00	67	88	
8:15	277	195	20:15	53	60	
8:30	162	114	20:30	41	81	
8:45	122 796	75 622	1418 20:45	30 191	69 298	489
9:00	82	60	21:00	36	60	
9:15	82	83	21:15	25	50	
9:30	81	89	21:30	18	31	
9:45	119 364	95 327	691 21:45	11 90	29 170	260
10:00	100	82	22:00	17	34	
10:15	94	90	22:15	15	17	
10:30	90	96	22:30	8	14	
10:45	107 391	93 361	752 22:45	8 48	12 77	125
11:00	77	106	23:00	1	9	
11:15	102	97	23:15	5	11	
11:30	123	125	23:30	4	9	
11:45	132 434	120 448	882 23:45	3 13	5 34	47
Total Vol.	2522	2237	4759	4415	5316	9731
						Daily Totals
						EB WB Combined
						6937 7553 14490
AM			PM			
Split %	53.0%	47.0%	32.8%	45.4%	54.6%	67.2%
Peak Hour	7:45	7:45	7:45	14:15	15:00	14:30
Volume	833	728	1561	747	781	1486
P.H.F.	0.75	0.76	0.83	0.84	0.81	0.86

ADT25 Thousand Oaks Blvd between Buffwood PI and Kanan Rd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB						
0:00	3	9	12:00	142	94						
0:15	5	0	12:15	121	108						
0:30	3	1	12:30	122	98						
0:45	4	15	3	13	28	12:45	90	475	92	392	867
1:00	3	3	13:00	99	94						
1:15	0	1	13:15	124	97						
1:30	2	3	13:30	131	102						
1:45	2	7	2	9	16	13:45	151	505	182	475	980
2:00	1	2	14:00	136	106						
2:15	1	1	14:15	160	112						
2:30	0	1	14:30	150	202						
2:45	2	4	0	4	8	14:45	134	580	165	585	1165
3:00	1	1	15:00	177	137						
3:15	0	1	15:15	176	107						
3:30	0	0	15:30	147	138						
3:45	1	2	0	2	4	15:45	132	632	125	507	1139
4:00	3	0	16:00	140	135						
4:15	6	2	16:15	144	114						
4:30	5	2	16:30	132	121						
4:45	5	19	3	7	26	16:45	125	541	113	483	1024
5:00	2	3	17:00	122	124						
5:15	8	2	17:15	141	138						
5:30	5	5	17:30	139	126						
5:45	9	24	9	19	43	17:45	122	524	115	503	1027
6:00	29	7	18:00	140	121						
6:15	21	16	18:15	128	116						
6:30	25	22	18:30	94	94						
6:45	34	109	22	67	176	18:45	79	441	109	440	881
7:00	26	28	19:00	82	89						
7:15	48	48	19:15	85	60						
7:30	98	78	19:30	73	61						
7:45	181	353	91	245	598	19:45	70	310	52	262	572
8:00	234	150	20:00	58	70						
8:15	209	173	20:15	53	63						
8:30	94	120	20:30	60	39						
8:45	62	599	80	523	1122	20:45	48	219	42	214	433
9:00	65	59	21:00	38	39						
9:15	83	63	21:15	37	21						
9:30	83	70	21:30	20	20						
9:45	108	339	101	293	632	21:45	23	118	13	93	211
10:00	77	89	22:00	32	20						
10:15	88	83	22:15	11	19						
10:30	90	69	22:30	10	6						
10:45	88	343	90	331	674	22:45	10	63	6	51	114
11:00	99	81	23:00	6	5						
11:15	101	90	23:15	6	6						
11:30	116	100	23:30	4	5						
11:45	106	422	131	402	824	23:45	2	18	5	21	39
Total Vol.	2236	1915	4151	4426	4026	8452					
							Daily Totals				
							EB	WB			Combined
							6662	5941			12603
							AM		PM		
Split %	53.9%	46.1%	32.9%	52.4%	47.6%	67.1%					
Peak Hour	7:30	7:45	7:45	14:30	14:15	14:30					
Volume	722	534	1252	637	616	1248					
P.H.F.	0.77	0.77	0.82	0.90	0.76	0.89					

ADT27 Cornell Rd between Cornell Wy and Agoura Rd.

AimTD 714 253 7888 cs@aimtd.com

AM Period	NB	SB	PM Period	NB	SB					
0:00	0	0	12:00	15	7					
0:15	0	1	12:15	9	8					
0:30	0	1	12:30	9	4					
0:45	0	0	2	2	14	47	10	29	76	
1:00	0	0	13:00	9	8					
1:15	0	0	13:15	10	8					
1:30	0	0	13:30	16	14					
1:45	0	0	0	8	43	4	34	77		
2:00	0	0	14:00	11	7					
2:15	0	0	14:15	11	12					
2:30	0	1	14:30	13	10					
2:45	0	0	1	1	22	57	9	38	95	
3:00	0	0	15:00	19	12					
3:15	0	0	15:15	39	15					
3:30	0	0	15:30	33	7					
3:45	0	0	0	36	127	7	41	168		
4:00	0	0	16:00	14	8					
4:15	0	0	16:15	20	10					
4:30	0	1	16:30	18	7					
4:45	0	0	1	1	12	64	12	37	101	
5:00	1	2	17:00	9	6					
5:15	0	1	17:15	11	8					
5:30	1	1	17:30	9	14					
5:45	0	2	3	7	9	5	34	7	35	69
6:00	2	3	18:00	6	11					
6:15	1	3	18:15	13	7					
6:30	1	8	18:30	6	8					
6:45	1	5	9	23	28	8	33	10	36	69
7:00	4	8	19:00	7	13					
7:15	2	5	19:15	7	7					
7:30	4	9	19:30	4	12					
7:45	7	17	12	34	51	7	25	8	40	65
8:00	6	2	20:00	2	5					
8:15	7	2	20:15	1	5					
8:30	10	6	20:30	2	7					
8:45	9	32	8	18	50	2	7	3	20	27
9:00	7	9	21:00	2	1					
9:15	10	6	21:15	2	1					
9:30	11	10	21:30	2	0					
9:45	8	36	6	31	67	0	6	1	3	9
10:00	9	7	22:00	0	3					
10:15	13	5	22:15	0	0					
10:30	9	7	22:30	1	1					
10:45	10	41	11	30	71	1	2	0	4	6
11:00	5	6	23:00	1	1					
11:15	10	4	23:15	0	1					
11:30	8	8	23:30	0	2					
11:45	8	31	9	27	58	0	1	1	5	6

Total Vol. 164 174 338 446 322 768

Daily Totals
NB SB Combined

610 496 1106

AM

Split %	48.5%	51.5%	30.6%
Peak Hour	9:30	7:00	11:30
Volume	41	34	72
P.H.F.	0.79	0.71	0.82

PM

58.1%	41.9%	69.4%
15:00	14:30	15:00
127	46	168
0.81	0.77	0.78

ADT28 Reyes Adobe Rd between Lake Lindero Dr and North City Llimit.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	0	0	12:00	6	3	
0:15	0	0	12:15	7	3	
0:30	0	0	12:30	9	7	
0:45	0 0	0 0	12:45	22 44	2 15	59
1:00	0	0	13:00	38	22	
1:15	0	0	13:15	33	27	
1:30	0	0	13:30	19	61	
1:45	0 0	0 0	13:45	38 128	6 116	244
2:00	0	0	14:00	32	19	
2:15	0	0	14:15	51	69	
2:30	0	0	14:30	34	59	
2:45	0 0	0 0	14:45	3 120	65 212	332
3:00	0	0	15:00	0	8	
3:15	0	0	15:15	6	9	
3:30	0	0	15:30	4	10	
3:45	0 0	0 0	15:45	0 10	3 30	40
4:00	0	0	16:00	4	4	
4:15	0	0	16:15	5	6	
4:30	0	0	16:30	4	3	
4:45	0 0	0 0	16:45	0 13	5 18	31
5:00	0	0	17:00	2	1	
5:15	0	0	17:15	4	3	
5:30	0	0	17:30	2	4	
5:45	1 1	0 0	17:45	0 8	1 9	17
6:00	0	0	18:00	0	2	
6:15	2	0	18:15	1	1	
6:30	0	0	18:30	0	0	
6:45	0 2	0 0	18:45	5 6	3 6	12
7:00	5	0	19:00	0	2	
7:15	14	2	19:15	0	0	
7:30	85	25	19:30	0	0	
7:45	171 275	103 130	19:45	0 0	0 2	2
8:00	44	81	20:00	0	0	
8:15	41	58	20:15	0	0	
8:30	8	5	20:30	0	0	
8:45	8 101	4 148	20:45	0 0	0 0	
9:00	4	5	21:00	1	1	
9:15	4	6	21:15	0	0	
9:30	1	6	21:30	0	0	
9:45	4 13	5 22	21:45	0 1	0 1	2
10:00	4	5	22:00	0	0	
10:15	1	6	22:15	0	2	
10:30	3	2	22:30	0	0	
10:45	1 9	2 15	22:45	0 0	0 2	2
11:00	2	3	23:00	0	0	
11:15	1	7	23:15	0	0	
11:30	3	2	23:30	0	0	
11:45	1 7	6 18	23:45	0 0	0 0	
Total Vol.	408	333	741	330	411	741

Daily Totals		Combined
NB	SB	
738	744	1482

	AM			PM		
Split %	55.1%	44.9%	50.0%	44.5%	55.5%	50.0%
Peak Hour	7:30	7:30	7:30	13:45	14:00	14:00
Volume	341	267	608	155	212	332
P.H.F.	0.50	0.65	0.55	0.84	0.77	0.69



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

**BY: KELLY FISHER, DEPUTY DIRECTOR OF PUBLIC WORKS
CHARMAINE YAMBAO, DIRECTOR OF PUBLIC WORKS DIRECTOR / CITY ENGINEER**

**SUBJECT: DISCUSSION TO CONSIDER ADOPTION OF RESOLUTION NO. 26-2123; APPROVING THE
INSTALLATION OF STOP CONTROLS AT THE INTERSECTION OF SANDTRAP DRIVE AND
LARBOARD LANE**

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 consider installing stop signs at both east and west legs of the intersection, along Sandtrap Drive, or adding a crossing guard to enhance pedestrian safety or those using the crosswalks on the intersection's south and east legs. (See attachment "A".)

To note and as reference, the City received in 1995 a similar request from a resident expressing a safety concern at the same intersection of Sandtrap Drive and Larboard Lane. A warrant analysis was completed, with traffic and pedestrian counts collected during peak travel periods. and showed the traffic volumes were well below the threshold to warrant multi-way stop controls. However, the traffic volumes were considered high enough to justify the installation of a one-way stop control. On June 28, 1995, the City Council adopted Resolution No. 95-932 which approved the installation of the stop sign which is currently in place on Larboard Lane.

For the recent traffic safety concerns at Sandtrap Drive and Larboard lane, 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 an 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

The CA MUTCD does include additional optional warrants that may be considered when assessing the need for multi-way stop control when the following criteria exists:

1. The need to control left-turn conflicts.
2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
3. 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.
4. 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 “2”.

Staff believes making the intersection a three-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 also be noted that if the proposed changes are implemented, this intersection would be consistent with the controls at the intersection of 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 recommended at this time.

On October 27, 2025, staff presented options to the Public Works Subcommittee consisting of Mayor Pro Tem Jeremy Wolf and Councilmember Kate Anderson. Both were supportive of staff's recommendation to make the intersection a three-way stop.

The proposed Resolution has been reviewed by the City Attorney and approved as to form.

FISCAL IMPACT

There are sufficient funds budgeted in the Fiscal Year 2025-26 Public Works Department's Traffic Signing Account (064-4510-5520.12) and Traffic Marking and Striping Account (064-4510-5520.11) to fund the installation of the required signs and markings.

RECOMMENDATION

Staff respectfully recommends the City Council adopt Resolution No. 26-2123; approving the installation of stop controls at the intersection of Sandtrap Drive and Larboard Drive.

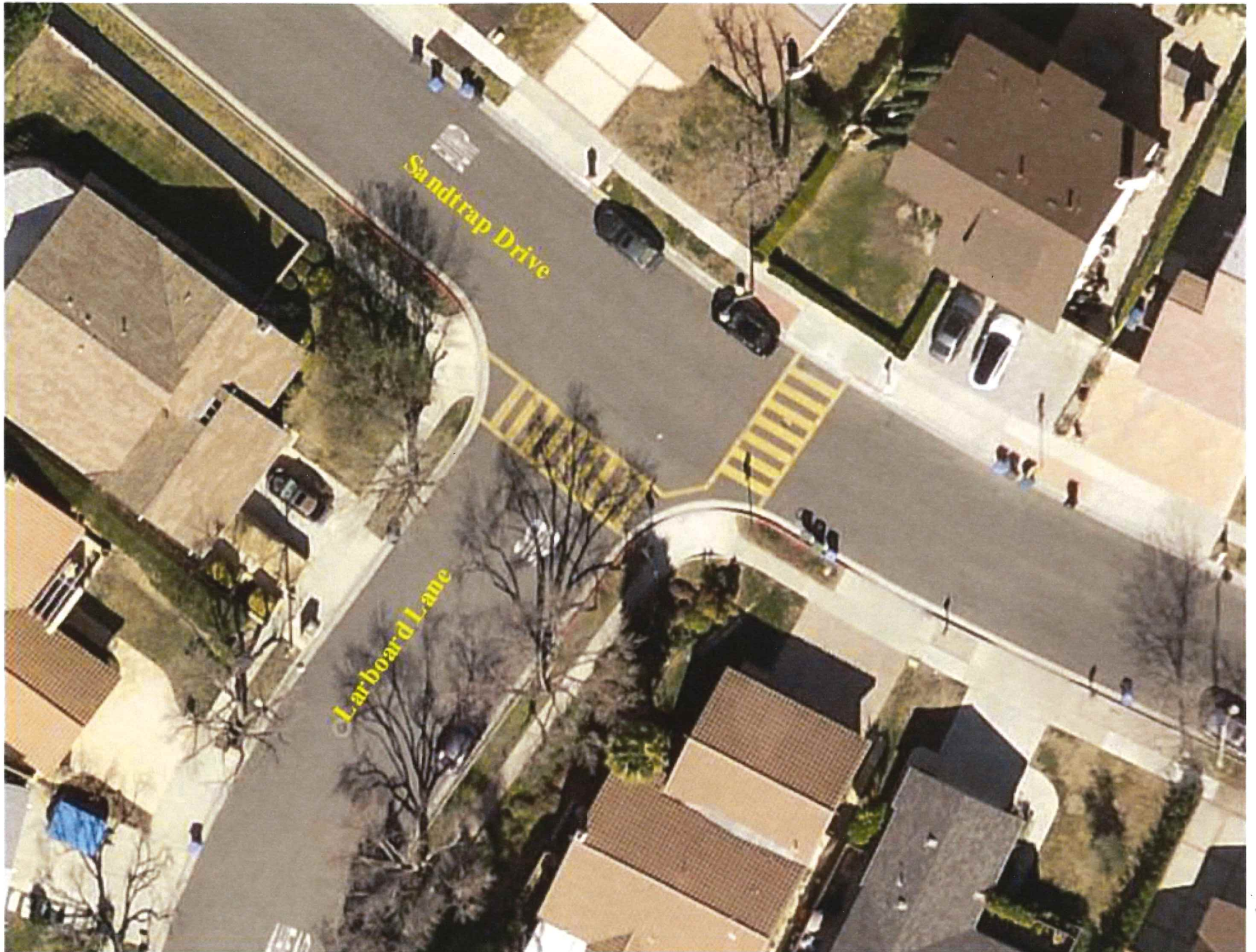
Attachments

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

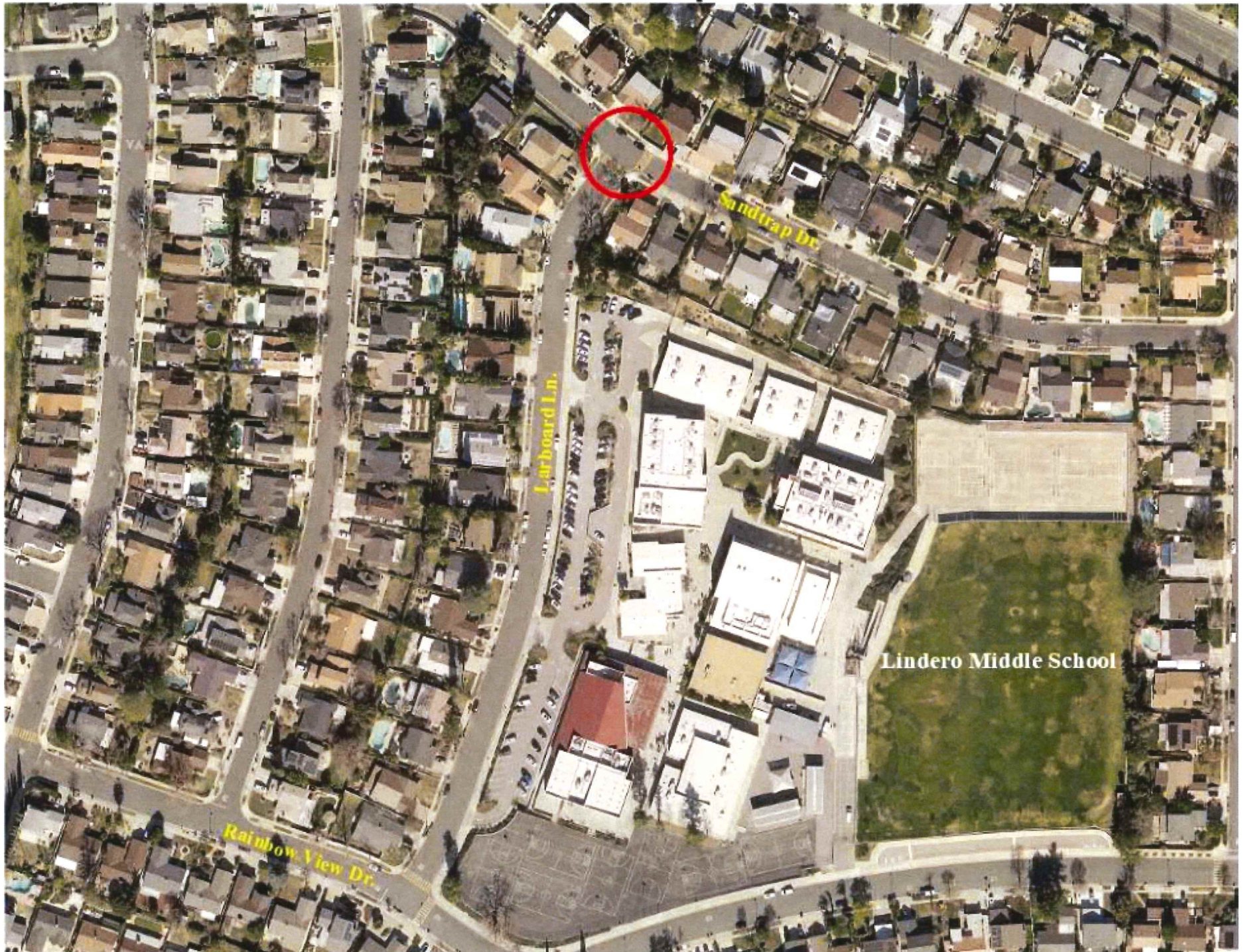
[Attachment B- Sandtrap Dr-Larboard Ln Location Map.pdf](#)

[Resolution No. 26-2123 Approving the Installation of Stop Controls at the Intersection of Sandtrap Dr and Larboard Ln.pdf](#)

Sandtrap Dr./Larboard Ln. Intersection



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



RESOLUTION NO. 26-2123

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING THE INSTALLATION OF STOP CONTROLS AT THE INTERSECTION OF SANDTRAP DRIVE AND LARBOARD LANE

WHEREAS, the City of Agoura Hills finds that vehicle and pedestrian safety concerns exist regarding the intersection of Sandtrap Drive and Larboard Lane; and

WHEREAS, a traffic control analysis of the intersection indicates that the installation of traffic control devices is appropriate; and

WHEREAS, the intersection of Sandtrap Drive and Larboard Lane satisfies the California Manual on Uniform Traffic Control Devices warrants when assessing the need for multi-way stop control;

WHEREAS, the California Manual on Uniform Traffic Control Devices includes additional optional warrants that may be considered when assessing the need for multi-way stop control when the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; and

WHEREAS, based on the combination of high pedestrian and vehicular traffic volumes during school pick-up and drop off times at the intersection of Sandtrap Drive and Larboard Lane could potentially create opportunities for vehicle/pedestrian conflicts, especially with school-aged children, and therefore the intersection of Sandtrap Drive and Larboard Lane meets the California Manual on Uniform Traffic Control Devices's optional warrant criteria because there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; and

WHEREAS, making said intersection a three-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.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AGOURA HILLS RESOLVES:

1. The foregoing recitals are true and correct.
2. The City Council hereby authorizes the installation of stop controls on all approaches at the intersection of Sandtrap Drive and Larboard Lane.

PASSED, APPROVED, AND ADOPTED this 14TH day of January, 2026.

AYES: ()
NOES: ()
ABSTAIN: ()
ABSENT: ()

By: _____
Jeremy Wolf, Mayor

ATTEST:

Kimberly M. Rodrigues, City Clerk



REPORT TO CITY COUNCIL

DATE: JANUARY 14, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: RAMIRO ADEVA, ASSISTANT CITY MANAGER

SUBJECT: DISCUSSION TO CONSIDER MEMBERSHIP IN THE WILDFIRE SOLUTIONS COALITION

At the request of Councilmember Penny Sylvester, this item is being brought to the City Council to consider approving the City of Agoura Hills' membership in the Wildfire Solutions Coalition (the "Coalition").

The Coalition is a growing, cross-sector, statewide alliance focused on addressing escalating wildfire crisis by securing long-term, consistent funding to fully implement California's wildfire and forest resilience strategies and move the state from crisis response to wildfire readiness. Coalition representatives recently presented to the Las Virgenes Malibu Council of Governments and subsequently met with City staff and then-Mayor Penny Sylvester to discuss the Coalition's mission.

As detailed in Attachment A (Wildfire Solutions Coalition – About Us) and Attachment B (Wildfire Solutions Coalition – PowerPoint slide deck), the Coalition emphasizes that California's current approach to wildfire management remains heavily weighted toward emergency response rather than proactive risk reduction and resilience.

A few of the key mission elements highlighted in the attached materials include:

- Closing the wildfire funding gap by advocating for \$2.5 to \$3.0 billion per year over at least the next 10 years, which the Coalition estimates is necessary to address the wildfire crisis at scale, and
- Advocating for investments in wildfire resilience as the most cost-effective solution, with estimates showing that proactive mitigation can save more than \$6 for every \$1 invested, and
- Supporting nature-based solutions, forest and landscape management, and community hardening as integral components of wildfire resilience

The Coalition currently includes 60+ member organizations and continues to grow, representing conservation groups, business councils, water agencies, local and regional organizations, and other stakeholders from across California.

The attached materials describe several participation roles. The City is requesting to join as a "Coalition Member", which is described as a mission-aligned role involving advocacy, information-sharing, and support for the Coalition's goals.

As a "Coalition Member" it is worth noting:

- There is no cost associated with Coalition Member status, and

- Membership does not obligate the City to contribute funding or staff resources, and
- Participation allows the City to remain informed, aligned with regional partners, and supportive of statewide efforts to expand wildfire resilience funding.

Based on the information presented, staff is seeking feedback and direction from the City Council regarding whether the City of Agoura Hills should join the Wildfire Solutions Coalition as a Coalition Member.

FISCAL IMPACT

There is no fiscal impact associated with the City joining the Wildfire Solutions Coalition, as no membership dues, fees, or financial contributions are required in the role of Coalition Member.

RECOMMENDATION

Staff respectfully recommends the City Council provide feedback and direction to staff regarding whether the City of Agoura Hills should join the Wildfire Solutions Coalition.

Attachments

[Attachment A-Wildfire Solutions Coalition - About Us.pdf](#)

[Attachment B-Wildfire Solutions Coalition - PowerPoint Slide deck.pdf](#)



It's time to close the wildfire funding gap.

The Wildfire Solutions Coalition is working to secure the resources necessary - from local, state, federal, philanthropic, and private sector investment - to achieve California's wildfire resilience goals and **dramatically reduce the impacts of catastrophic wildfire.**

INVESTING IN WILDFIRE RESILIENCE NOW

is the most cost-effective thing we can do to solve California's wildfire crisis.

Wildfire Costs California

- Wildfire causes **\$117 billion/year** in **economic losses** and **devastates communities** statewide
- **Smoke** could cause **5000+ deaths annually** by 2050
- Wildfire is one of our **biggest sources** of **climate-warming emissions**

Solutions Save Lives and Money

- We estimate that **addressing the wildfire crisis** will cost **\$2.5-\$3 billion/year**
- Investments to **reduce wildfire risk** can **save over \$6 for every \$1 spent**
- **We can protect families, homes, livelihoods, water supplies, and precious landscapes**

Together, we can break California's cycle of catastrophic wildfire.

wildfiresolutionsca.org

Contact:

The Nature Conservancy
Michael Jarred
michael.jarred@tnc.org

Sierra Business Council
Emily Blackmer
e_blackmer@sierrabusiness.org

The Coalition is 50+ members and growing!

The Wildfire Solutions Coalition represents a growing cross-sector movement to address the increasing urgency of California's wildfire crisis.

Over 50 organizations from across the state have signed on in support of the Coalition's goals!

The Wildfire Solutions Coalition is working to secure the funding necessary to achieve California's wildfire resilience goals and move the state from crisis response to wildfire readiness.

The Coalition is growing daily. For an up-to-date list of members, please use the QR code below or visit us at: wildfiresolutionsca.org/coalition





THE WILDFIRE SOLUTIONS COALITION

Together, we can break California's
cycle of catastrophic wildfire.

wildfiresolutionsca.org



The Challenge

WE NEED CONSISTENT FUNDING

to address California's wildfire crisis

- Wildfire costs CA **\$117 billion in economic damages every year**
- In recent years, the California has spent about **\$400M /year** on wildfire resilience
- Addressing the wildfire crisis will require at least **\$2.5-\$3 billion/year** for 10 years

OUR GOAL

Secure the long-term funding needed to fully implement California's wildfire resilience strategy



WHAT'S AT STAKE:



Public Health

Over 50,000 Californians have died from wildfire smoke impacts since 2008



Economic Costs

Wildfires cost California \$117 billion per year in economic losses



Air Quality

Wildfire smoke has increased air pollution to levels not seen in over 20 years



Carbon Emissions

Wildfires are one of California's largest sources of greenhouse gas emissions



Ecosystem Resilience

The amount of high-severity wildfire has no historical precedent

WHAT WE STAND TO GAIN:



Public Health

Protect Californians' health, especially in low-income and disadvantaged communities



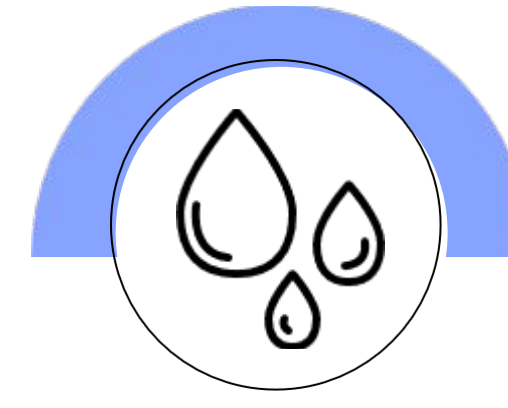
Cost Savings

Wildfire resilience investments can save at least \$6 for every \$1 invested.



Economic Opportunity

Create tens of thousands of jobs in communities across the state



Water Security

Protect our water supply from dangerous contamination and expensive damage



Climate Action

Nature-based solutions are the most cost-effective way to reduce emissions and mitigate climate risks

The Coalition

INVESTING IN WILDFIRE RESILIENCE NOW is the most cost-effective thing we can do to solve California's wildfire crisis.

The Wildfire Solutions Coalition is focused on securing the funding to fully implement California's wildfire resilience strategies and break California's cycle of catastrophic wildfire.



How We Work

- **Expand & mobilize a broad-based, statewide coalition for wildfire resilience**
- **Elevate wildfire resilience as a near-term priority for state and local leaders**
- **Build strong public support for specific strategies to expand wildfire resilience funding**



The Coalition is 60+ members and growing!



Endorsers

3point.xyz | Blazetamer380 | Embracing the Bear | ForEverGreen Forestry | JMack Enterprises, Inc. | New Leaf Climate Partners | Phoenix Energy | Planscape | Rhino | Spatial Informatics Group | Stoked Goats LLC | Stonebridge Sustainability Solutions, Inc. | Sugar Bowl Resort | TSS Consultants

Coalition Roles

Coalition Members

Ambassadors, Advocates,
Messengers, Advisors

"This work is mission-aligned"

Executive Committee

Advisors, Strategists, Fundraisers,
Advocates, Messengers

"This work is a top priority"

Coalition Staff

Project Managers, Fiscal Sponsors
(Subset of Executive Committee)

"This work is a top priority"

2025: Cap-and-Invest, GGRF, Prop 4

- **Reauthorize** Cap-and-Invest
- **Protect \$200m** in Cap-and-Invest allocations for wildfire resilience and mitigation
- **Allocate Prop 4** funding for wildfire and other nature-based climate solutions



2026: GGRF, Prop 4, Gubernatorial Candidates

- Protect the **\$200m from GGRF** for wildfire resilience
- As the budget allows, increase **Cap-and-Invest** appropriations for wildfire resilience and NBS
- Address **APA issue** to ensure Prop 4 funds can be granted expeditiously
- Continue to appropriate **Prop 4** wildfire funding funds
- Educate **gubernatorial candidates**





Our Ask

Join the Coalition to secure sustained funding so California can execute its wildfire strategy and break out of the cycle of crisis.



**THE WILDFIRE
SOLUTIONS
COALITION**

wildfiresolutionsca.org



THE WILDFIRE SOLUTIONS COALITION



Northern Sierra Partnership

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