# Appendix C:

# 2008 Citywide Speed Survey

# ENGINEERING AND TRAFFIC SPEED SURVEY

Prepared for:

City of Calabasas

Public Works Department

Traffic and Transportation Division

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City of Calabasas
Engineering and Traffic Speed Survey

## INTRODUCTION

This Engineering and Traffic Speed Survey was conducted by the City of Calabasas; using a consultant to measure and record the radar speed readings, and is intended to serve as the basis for the establishment of and enforcement of speed limits for the selected streets within the City of Calabasas Using the survey, we can establish speed limits other than the state maximum limits for roadways that have not been previously surveyed and assure that the posted limits on previously surveyed roadways are still appropriate.

In setting speed limits, the assumption is that the average driver is reasonable and prudent and takes note of the prevailing conditions. Therefore, speed limits are set through the use of a speed survey that records what speeds drivers actually choose to drive during optimum conditions. Speed enforcement applies the same principal; that it is illegal to drive at a speed that is not reasonable and prudent. Section 22350 of the California Vehicle Code is the Basic Speed Law for the State of California.

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

The California Vehicle Code requires that Traffic and Engineering Surveys be conducted regularly on all roadways on which radar or other electronic devices are used for purposes of enforcement. Using such speed measuring devices for enforcement without benefit of an Engineering and Traffic Study constitutes a speed trap. Vehicle Code Section 40802 defines a speed trap and sets out when a Traffic and Engineering Study is required for such enforcement and the frequency such studies need to be conducted:

40802. (a) A "speed trap" is either of the following:
(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within 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, or school zone.

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

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half 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.

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

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational

standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

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

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

Any testimony or evidence which is based upon a speed trap is inadmissible in a Court of Law.

## PURPOSE OF ESTABLISHING SPEED ZONES

Speed limits are set by measuring and considering the consensus speed of those who use the roadway, as the assumption is that the average motorist drives at a reasonable speed. Speed zones are created to give motorists unfamiliar with a roadway an indication of the safe speed to drive. Enforcement of the Basic Speed Law protects the average motorist from the occasional driver who chooses to drive at a markedly higher speed. By using this data, we avoid situations where the majority of drivers are exceeding the posted speed limit. This is frequently the case when the limit is set arbitrarily. Once the speed data is collected, other factors are then considered. These may include: sight distance, roadway geometrics, accident history, land use, nearby schools and nature and placement of traffic controls. Upon review of all this material, a safe speed is determined for each roadway segment.

City of Calabasas
Engineering and Traffic Speed Survey

The California Vehicle Code defines an Engineering and Traffic Survey in rather general terms:

627. (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the 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.

(B) Upon both sides of the 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.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Pedestrian and bicyclist safety.

This survey was conducted in compliance with the guidelines set forth by the California Department of Transportation (CalTrans) in Chapter 8 of the California Traffic Manual.

# METHODOLOGY USED IN THIS SPEED SURVEY

## A. DATA AND INFORMATION COLLECTED

### SPEED DATA COLLECTION

Radar speed data collection was conducted between 9:00 AM and 4:30 PM on weekdays. Data collection was conducted when weather was fair and visibility was normal. Care was taken to insure that there were no unusual conditions such as: road repair, police activity, utility work or construction on the shoulder taking place on the roadway segments while they were being studied.

The radar device was checked for proper operation each time the operator began to record a new segment. This was done using two separate tests. The first test was using the internal circuit check mode of the radar unit. The second test involved using a calibrated tuning fork external to the unit. No anomalies were noted in the operation of the radar. The radar was operated from within an unmarked vehicle which was parked at the curb or shoulder of the roadway. Data was hand recorded on graph paper and subsequently entered into an electronic data base. Radar operator verified that the electronic data matched the data he had recorded.

In order to provide a representative number of vehicles, a minimum sample size of 100 vehicles was selected for the major roadways in this survey. On some of the small, less traveled streets, where time precluded gathering a full 100 samples, a representative sample in the area of 50 was recorded. Operator verified that the sampling was sufficient to produce a bell curve on the data collection sheet.

Data collection was performed in areas where vehicles experienced: minimum influence by stop signs or other traffic control devices, good visibility, no unusual cross traffic, and good (normal) pavement conditions. Vehicles that were recorded were traveling unrestricted; that is, they could determine their own speed without any vehicle or other outside influence impeding them. In cases where there was platoon of vehicles, the speed of the lead vehicle was recorded while the following vehicles were not. Vehicles which had just entered the roadway, or were preparing to exit the stream of traffic, were not counted. Emergency vehicles were not counted when obviously driving at speeds above the norm. Bicycles traveling in a group were recorded as one entry. On a few occasions, speeds were obtained for each direction of travel separately (due to difficulty in observing both directions of travel from some of the sites) and then combined. Direction of travel was not considered on lightly traveled two lane roadways, mot of which were residential collectors.

### COLLISION DATA COLLECTION

Collision data was obtained for each roadway segment studied. The collision data was on file at the Los Hills Station of the Los Angeles County Sheriff's Department. Only mid- block collisions (those more than 50 feet from intersection) were considered. To avoid the error a one time spike in collisions might cause, the accident data for 7 full years 2001-2007) was analyzed.

## SEGMENT LENGTH DATA

The length of each roadway segment studied was obtained from data on file with the Traffic Department of the City of Calabasas and was verified against the data on file at the Los Angeles Sheriff's Department.

## TRAFFIC VOLUME DATA

Traffic volume data was obtained from the City of Calabasas Traffic Department and is expressed as Average Daily Traffic (ADT).

## EXPECTED COLLISION RATE

The expected collision rate for each segment was obtained from tables prepared by the Traffic Division of the Los Angeles County Department of Public Works and provided by the City of Calabasas Traffic Department. This data is in the format of collisions per million vehicle miles (Acc/MVM).

## OBSERVED COLLISION RATE

The collision rate for each segment was obtained through use of the collision data, segment length, and traffic volume data mentioned above. It is the number of collisions that took place on the segment for every 1,000,000 miles of vehicular travel on that segment. Again, it is expressed in terms of collisions per million vehicle miles (Acc/MVM).

## OBSERVED CONDITIONS

Radar operator noted any unusual activity or conditions at the time of the speed data collection and Traffic Engineer noted any conditions that he is aware of that might not be readily apparent to the average motorist. Such factors might include heavy pedestrian or bicycle traffic on roadway, high rate of parking turnover, sight distance for intersecting streets and driveways, design speed of curves, collision rate, and obstructions to driver or pedestrian visibility.

All of this collected information is summarized for each segment of roadway on separate data sheets in the Appendix of this report.

## B STATISTICAL ANALYSIS

Using the data described above, the *critical speed* , *median speed*, and *10 MPH pace* for each segment of roadway is determined.

### THE CRITICAL SPEED (OR 85$^{TH}$ PERCENTILE SPEED)

The critical speed is that speed at or below which 85 % of the vehicles are traveling. The critical speed is an indication of what the majority of drivers believe is a reasonable and prudent speed to drive on that particular roadway. The 85$^{th}$ percentile speed is the major factor in establishing what the speed limit on a particular roadway should be. Absent all other factors, the speed limit will be normally be set at the five mile per hour increment closest to the critical speed. Thus, absent all other factors, if the critical speed was 33.2 MPH the speed limit would be set at 35 MPH. Setting speed limits in this manner assures law enforcement the ability to deal with the driver who opts to drive at an unreasonable speed and still protects the average motorist from being victimized by an unreasonably low speed limit.

### THE 10 MPH PACE

The 10 MPH pace is the 10 mph speed range that contain the highest volume of vehicles. It is a measure of the dispersion of the traffic. The critical speed is generally, but not always, within the 10 MPH pace. The standard policy is to set the speed limit within the 10 MPH pace. Thus, if the critical speed was 42.8 and the 10 MPH pace is 34-43, the speed limit might be set at 40 rather than 45 to avoid setting the speed limit higher than the 10 MPH pace.

### THE MEDIAN SPEED

The 50$^{th}$ percentile or median speed is the mid range of the recorded speeds on the particular segment of roadway. It is the speed at which 50% of the drivers are going faster, and 50% are traveling slower than the vehicle(s) traveling at the median speed. The median speed is not the average speed for a roadway; it is an indication of the dispersion of driver's speeds across the range of speeds observed on that roadway.

## C SETTING THE SPEED LIMIT

Once all data has been collected and the statistical analysis has been performed, the engineer will determine what speed limit to set on each particular segment of

roadway. This determination is not made in a vacuum, the speed on adjoining segments must be considered when setting the limit on each segment, so that there is some consistency along a roadway. As indicated previously, the critical speed is generally the determining factor in setting the speed limit along a segment. Things that may require an exception to the general rule include: accident history, conditions not readily apparent to the drivers, consistency or uniformity along the roadway, and the safety of motorists crossing or entering the roadway from abutting driveways or streets.

The data sheets in the Appendix of this report include the critical speed, 10 MPH pace, conditions not readily apparent and the recommended new speed limit.

City of Calabasas
Engineering and Traffic Speed Survey

## SPEED SURVEY LOCATIONS

1) Agoura Rd. between West City Limit and Lost Hills Rd.
2) Agoura Rd. between Lost Hills Rd. and Las Virgenes Rd.
3) Alizia Cyn. Dr. between Ruthwood Dr. and end.
4) Calabasas Rd. between Mureau Rd. and E/B 101 Fwy ramps
5) Calabasas Rd. between E/B 101 Fwy ramps and Parkway Calabasas
6) *Calabasas Rd. between Parkway Calabasas and Park Centre*
7) Calabasas Rd. between Park Centre and Commons Way.
8) Calabasas Hill Rd. between Malibu Hills Rd. and Lost Hills Rd.
9) Las Virgenes Rd. between N City Limit and Thousand Oaks Bl.
10) Las Virgenes Rd. between Thousand Oaks Bl. and 101 Fwy.
11) Las Virgenes Rd. between 101 Fwy and Agoura Rd.
12) Las Virgenes Rd between Agoura Rd. and Country Creek Ln.
13) Las Virgenes Rd. between Country Creek Ln. and Meadow Creek Ln.
14) Las Virgenes Rd. between Meadow Creek Ln. and Lost Hills Rd.
15) Las Virgenes Rd. between Lost Hills Rd. and Mulholland Hwy.
16) *Lost Hills Rd. between 101 Fwy. and Cold Springs St.*
17) Lost Hills Rd. between Cold Springs St. and Las Virgenes Rd
18) Malibu Hills Rd. between Agoura Rd. and Lost Hills Rd..
19) Mulholland Hwy. between S City Limit and Mountain Park
20) Mulholland Hwy. between Mountain Park and Dry Canyon Cold Creek Rd. (East)
21) Mulholland Hwy. between Dry Canyon Cold Creek Rd. and Old Topanga Cyn. Rd.
22) Mulholland Hwy. between Old Topanga Cyn Rd. and Declaration Ave.
23) Mulholland Hwy. between Declaration Ave and Paul Revere Dr.
24) Mulholland Hwy. between Paul Revere Dr. and East City Limit
25) Mureau Rd. between Las Virgenes Rd. and East City Limit
26) Old Topanga Cyn. Rd. between N City Limit and Bluebird Dr.
27) Old Topanga Cyn. Rd. between Bluebird Dr. & Mulholland Hwy.

28) Old Topanga Cyn. Rd. between Mulholland Hwy. and S City Limit
29) Park Capri between Park Granada and Park Sienna
30) Park Entrada between Parkway Calabasas and Park Granada Bl.
31) Park Granada between Parkway Calabasas and Park Sorrento
32) Park Helena between Park Vicente and Park Ora
33) Park Sienna between Park Ora and Park Capri
34) Park Sienna between Park Capri and Park Vicente
35) Park Sorrento between Park Granada and Park Adelfa
36) Parkway Calabasas between Calabasas Rd. and Park Sorrento
37) Parkway Calabasas between Park Sorrento and Park Granada
38) Parkway Calabasas between Park Granada and Park Entrada
39) Parkway Calabasas between Park Entrada and Paseo Primario
40) Parkway Calabasas between Paseo Primario and Camino Portal
41) Parkway Calabasas between Camino Portal and End of Public road
42) Thousand Oaks Bl. between Las Virgenes Rd. & Ruthwood Dr.
43) Thousand Oaks Bl. between Ruthwood Dr. and E City Limit

Locations printed in *italics* had speed measurements taken from both sides of the street and combined for the location analysis and summary data shown in this report. This was done because roadway and traffic conditions made obtaining speed data for both directions from one location impossible. Traffic speeds and characteristics for both directions appeared to be similar; this was simply done to ensure that speeds for both directions were included in this study.

## RESULTS AND RECOMMENDATIONS

Roadway conditions such width, number of lanes, curvature, and traffic control devices, which are readily apparent to the drivers, were not considered in this survey, as the Legislature established in passing Vehicle Code Section 22358.5 that, absent other factors, they were not to be considered. In making these recommendations, an effort was made to produce a consistent speed limit along a roadway, so as to avoid having the limit vary along several segments of the same roadway and thus confusing the motorist.

This survey is intended to establish prima facie speed limits for the roadways surveyed. Prima Facie limits serve to advise drivers and law enforcement of what the reasonable and prudent speed is in optimum conditions. This survey was taken under optimum conditions specifically for that purpose. In less than optimum conditions, the prima facie limit for these roadways may be considerably lower than the speeds recommended here and posted on the speed limit signs.

The recommendation sheets which follow summarize the finding of this survey. They contain the critical speed, the 10 MPH pace speed, and the median speed which was obtained from the radar study as well as the accident data, existing speed limit and the recommended speed limit. The specific data for each surveyed segment is contained in the appendix of this survey. The data in the appendix includes all of the factors listed above plus all other items considered in making the individual recommendations.

# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: AGOURA RD
Limits: LOST HILLS RD
LAS VIRGENES RD

Field Observer KBM
Checked By:
Date:

| Factors | Direction: East/West | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | @26672 | | |
| 85th Percentile | 45.6 | | |
| 10 mph Pace | 37 - 46 | | |
| Percent in Pace | 81.0% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yrs ) |
| Total Collisions | 53 | | |
| Collision Rate (Acc/MVM) | 1.708 | | |
| Expected Collision Rate | 1.55 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 17188 | | |
| Length of Segment | 3729 | | |
| Lane Configuration | 2 Lanes with Left Turn Channelization | | |
| Street Classification | Secondary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Heavy bicycle traffic, many pedestrian on roadway rather than sidewalk. Many heavily used driveways on both sides of roadway. | | |
| Roadway Geometrics | | | |
| Comments | Collision rate slightly higher than expected. | | |
| **E. Adjacent Land Use** | Business District | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

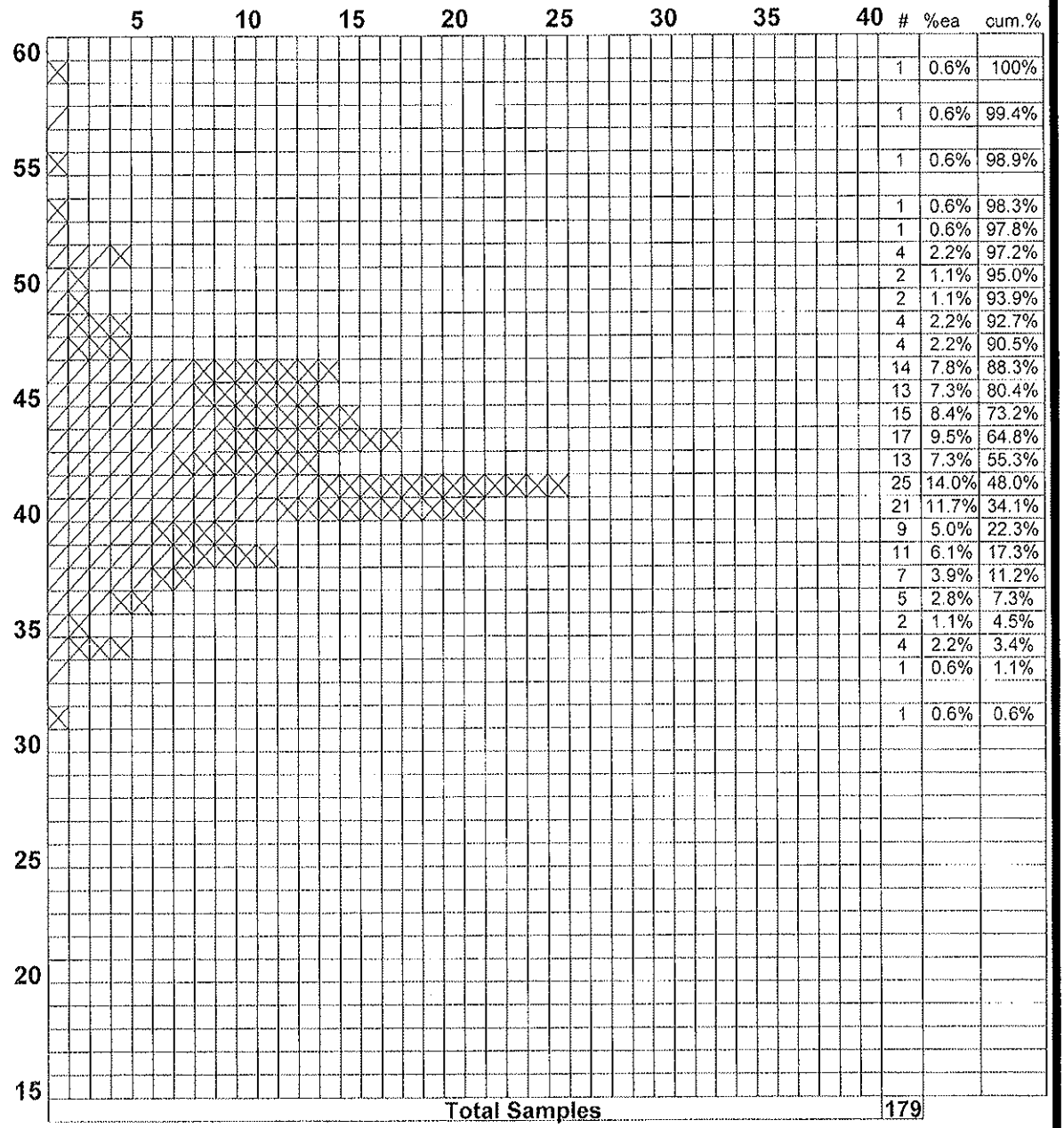
## Traffic Enginering Department

Street Name: AGOURA RD

Limits: LOST HILLS RD to LAS VIRGENES RD

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.6% | 100% |
| 1 | 0.6% | 99.4% |
| 1 | 0.6% | 98.9% |
| 1 | 0.6% | 98.3% |
| 1 | 0.6% | 97.8% |
| 4 | 2.2% | 97.2% |
| 2 | 1.1% | 95.0% |
| 2 | 1.1% | 93.9% |
| 4 | 2.2% | 92.7% |
| 4 | 2.2% | 90.5% |
| 14 | 7.8% | 88.3% |
| 13 | 7.3% | 80.4% |
| 15 | 8.4% | 73.2% |
| 17 | 9.5% | 64.8% |
| 13 | 7.3% | 55.3% |
| 25 | 14.0% | 48.0% |
| 21 | 11.7% | 34.1% |
| 9 | 5.0% | 22.3% |
| 11 | 6.1% | 17.3% |
| 7 | 3.9% | 11.2% |
| 5 | 2.8% | 7.3% |
| 2 | 1.1% | 4.5% |
| 4 | 2.2% | 3.4% |
| 1 | 0.6% | 1.1% |
| 1 | 0.6% | 0.6% |
| 179 | | |

| | |
|---|---|
| 85th Percentile Speed: | 45.6 |
| 50th Percentile Speed: | 41.3 |
| 15th Percentile Speed: | 37.6 |
| 10 MPH Pace: | 37- 46 |
| Number in Pace: | 145 |
| Percent in Pace: | 81.0% |

| | | | |
|---|---|---|---|
| Date of Survey: | | Start Time: | 11:30 |
| Weather: | clear | End Time: | 12:00 |
| Road Condition: | good | Posted Speed: | 45 |
| Street Class.: | Secondary Arterial | Observer: | KBM |

Conditions not Apparent: Heavy bicycle traffic, many pedestrian on roadway rather than sidewalk. Many heavily used driveways on both sides of roadway.

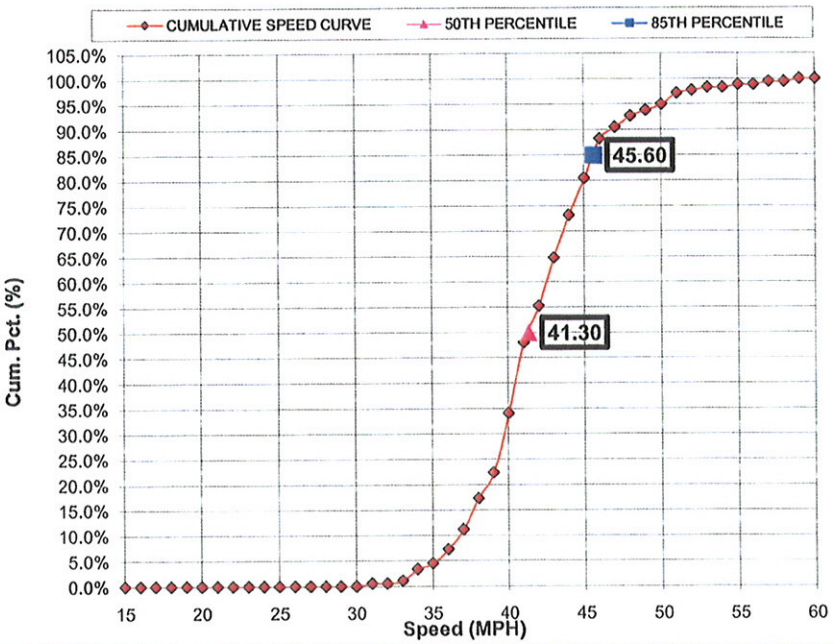
# CITY OF CALABASAS

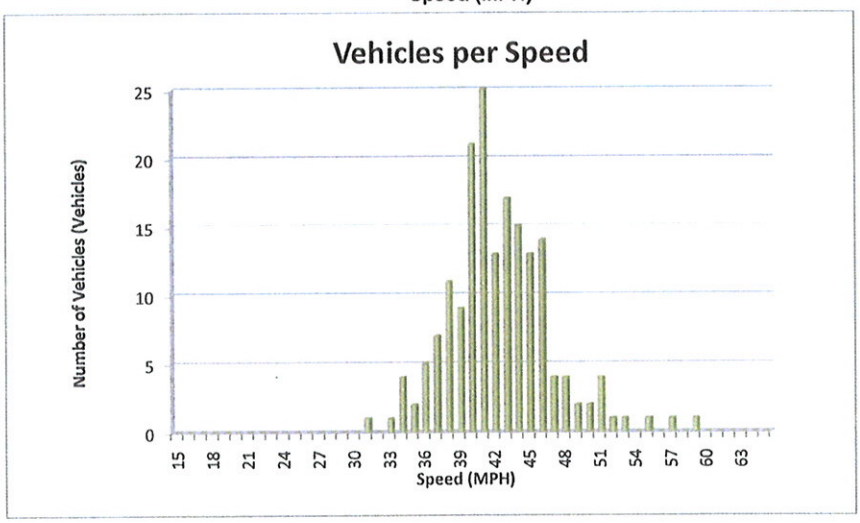
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Agoura Road
Location: At 26672 Agoura Road
Direction: East/West
From/To: Lost Hills Road & Las Virgenes Road

| | |
|---|---|
| 50th Percentile Speed: | 41.30 |
| 85th Percentile Speed: | 45.60 |
| 10 MPH Pace Speed | 37 TO 46 |
| Percent in Pace Speed: | 81.00% |
| Number of Vehicles Observed: | 179 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 0 | 0.0% | 0.0% |
| 28 | 0 | 0.0% | 0.0% |
| 29 | 0 | 0.0% | 0.0% |
| 30 | 0 | 0.0% | 0.0% |
| 31 | 1 | 0.6% | 0.6% |
| 32 | 0 | 0.0% | 0.6% |
| 33 | 1 | 0.6% | 1.1% |
| 34 | 4 | 2.2% | 3.4% |
| 35 | 2 | 1.1% | 4.5% |
| 36 | 5 | 2.8% | 7.3% |
| 37 | 7 | 3.9% | 11.2% |
| 38 | 11 | 6.1% | 17.3% |
| 39 | 9 | 5.0% | 22.3% |
| 40 | 21 | 11.7% | 34.1% |
| 41 | 25 | 14.0% | 48.0% |
| 42 | 13 | 7.3% | 55.3% |
| 43 | 17 | 9.5% | 64.8% |
| 44 | 15 | 8.4% | 73.2% |
| 45 | 13 | 7.3% | 80.4% |
| 46 | 14 | 7.8% | 88.3% |
| 47 | 4 | 2.2% | 90.5% |
| 48 | 4 | 2.2% | 92.7% |
| 49 | 2 | 1.1% | 93.9% |
| 50 | 2 | 1.1% | 95.0% |
| 51 | 4 | 2.2% | 97.2% |
| 52 | 1 | 0.6% | 97.8% |
| 53 | 1 | 0.6% | 98.3% |
| 54 | 0 | 0.0% | 98.3% |
| 55 | 1 | 0.6% | 98.9% |
| 56 | 0 | 0.0% | 98.9% |
| 57 | 1 | 0.6% | 99.4% |
| 58 | 0 | 0.0% | 99.4% |
| 59 | 1 | 0.6% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 179 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: AGOURA RD
Limits: LOST HILLS RD
WEST CITY LIMIT

Field Observer KBM
Checked By:
Date: 8/22/2007

| Factors | Direction: East/West | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | mid segment | | |
| 85th Percentile | 44.8 | | |
| 10 mph Pace | 37 - 46 | | |
| Percent in Pace | 81.1% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yr ) |
| Total Collisions | 3 | | |
| Collision Rate (Acc/MVM) | 0.23 | | |
| Expected Collision Rate | 1.83 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 12261 | | |
| Length of Segment | 2200 | | |
| Lane Configuration | 2 Lane with Raised Median | | |
| Street Classification | Primary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Many bicycles & pedestrians. Heavy traffic from abutting driveways. | | |
| Roadway Geometrics | Vertical Curve | | |
| Comments | | | |
| **E. Adjacent Land Use** | Business District | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. # 1

# City of Calabasas

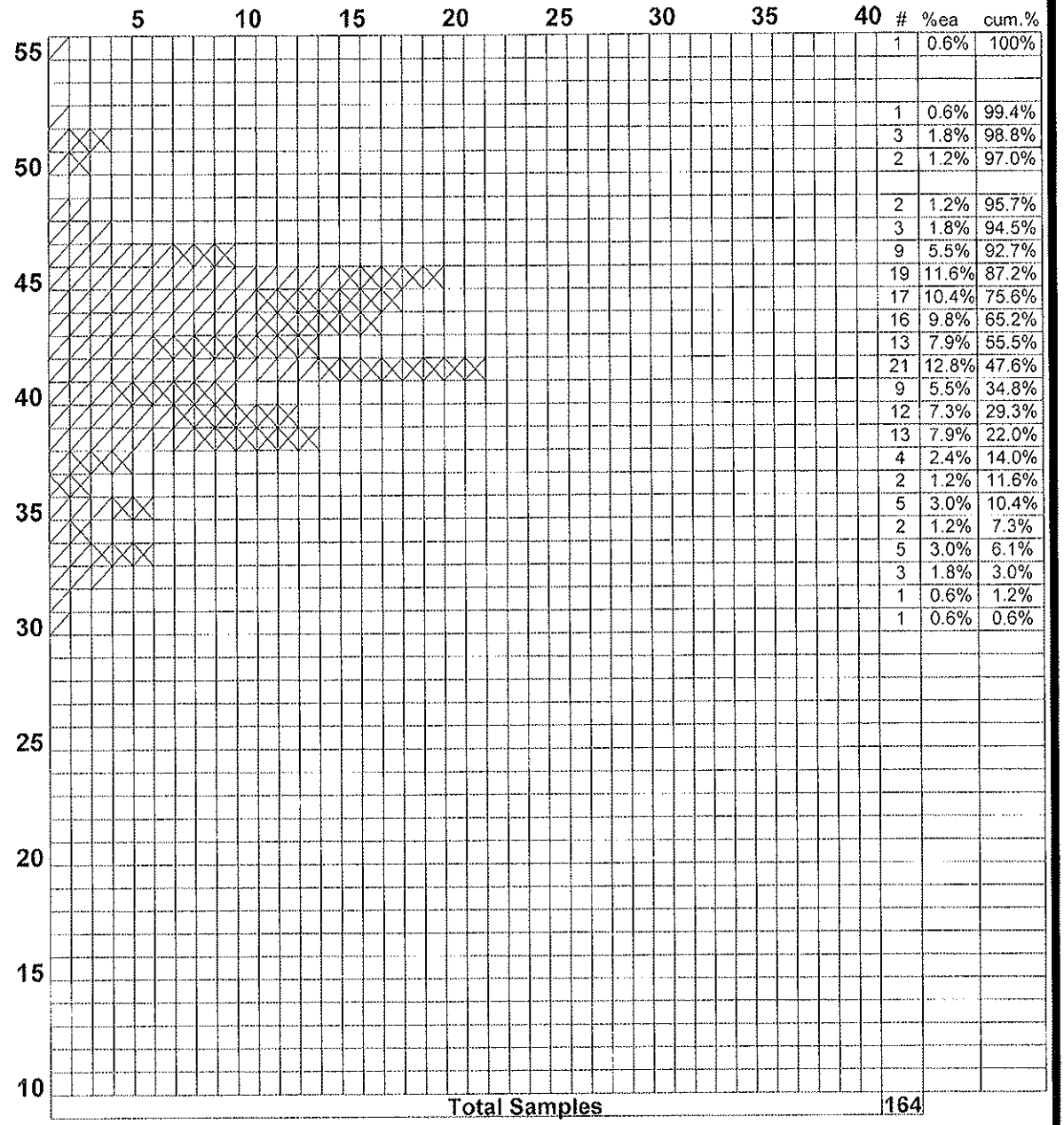
## Traffic Enginering Department

Street Name: AGOURA RD

Limits: LOST HILLS RD to WEST CITY LIMIT

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.6% | 100% |
| | | |
| 1 | 0.6% | 99.4% |
| 3 | 1.8% | 98.8% |
| 2 | 1.2% | 97.0% |
| | | |
| 2 | 1.2% | 95.7% |
| 3 | 1.8% | 94.5% |
| 9 | 5.5% | 92.7% |
| 19 | 11.6% | 87.2% |
| 17 | 10.4% | 75.6% |
| 16 | 9.8% | 65.2% |
| 13 | 7.9% | 55.5% |
| 21 | 12.8% | 47.6% |
| 9 | 5.5% | 34.8% |
| 12 | 7.3% | 29.3% |
| 13 | 7.9% | 22.0% |
| 4 | 2.4% | 14.0% |
| 2 | 1.2% | 11.6% |
| 5 | 3.0% | 10.4% |
| 2 | 1.2% | 7.3% |
| 5 | 3.0% | 6.1% |
| 3 | 1.8% | 3.0% |
| 1 | 0.6% | 1.2% |
| 1 | 0.6% | 0.6% |
| Total Samples | | 164 |

| | |
|---|---|
| 85th Percentile Speed: | 44.8 |
| 50th Percentile Speed: | 41.3 |
| 15th Percentile Speed: | 37.1 |
| 10 MPH Pace: | 37- 46 |
| Number in Pace: | 133 |
| Percent in Pace: | 81.1% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/22/2007 | Start Time: | 10:40 |
| Weather: | clear | End Time: | 11:25 |
| Road Condition: | good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |
| Conditions not Apparent: | Many bicycles & pedestrians. Heavy traffic from abutting driveways. | | |

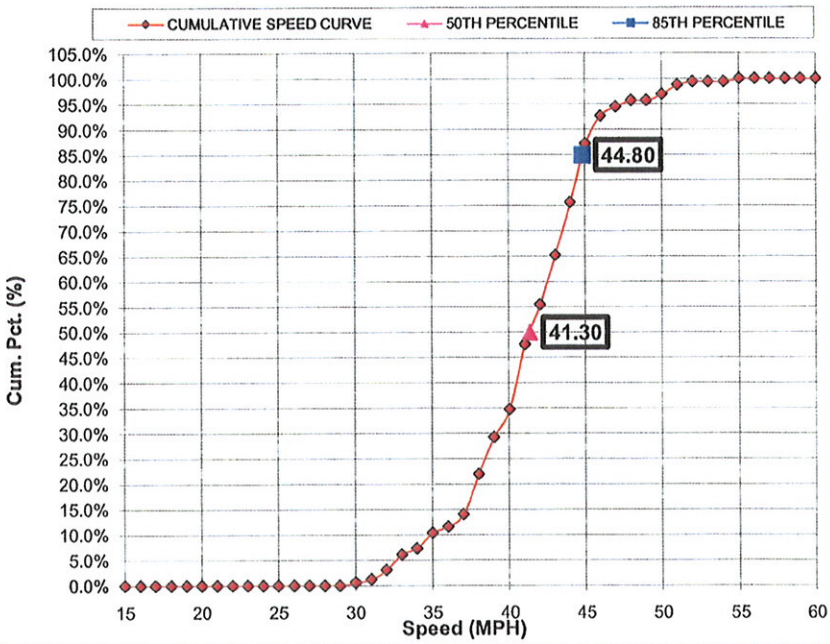
# CITY OF CALABASAS

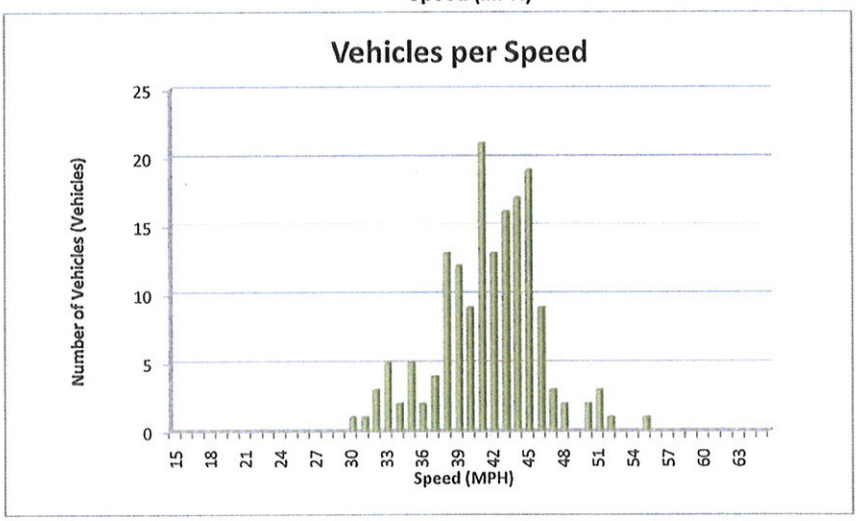
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Agoura Road
Location: Mid segment
Direction: East/West
From/To: West City Limit & Lost Hills Road

| | |
|---|---|
| 50th Percentile Speed: | 41.30 |
| 85th Percentile Speed: | 44.80 |
| 10 MPH Pace Speed | 37 TO 46 |
| Percent in Pace Speed: | 81.10% |
| Number of Vehicles Observed: | 164 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 0 | 0.0% | 0.0% |
| 28 | 0 | 0.0% | 0.0% |
| 29 | 0 | 0.0% | 0.0% |
| 30 | 1 | 0.6% | 0.6% |
| 31 | 1 | 0.6% | 1.2% |
| 32 | 3 | 1.8% | 3.0% |
| 33 | 5 | 3.0% | 6.1% |
| 34 | 2 | 1.2% | 7.3% |
| 35 | 5 | 3.0% | 10.4% |
| 36 | 2 | 1.2% | 11.6% |
| 37 | 4 | 2.4% | 14.0% |
| 38 | 13 | 7.9% | 22.0% |
| 39 | 12 | 7.3% | 29.3% |
| 40 | 9 | 5.5% | 34.8% |
| 41 | 21 | 12.8% | 47.6% |
| 42 | 13 | 7.9% | 55.5% |
| 43 | 16 | 9.8% | 65.2% |
| 44 | 17 | 10.4% | 75.6% |
| 45 | 19 | 11.6% | 87.2% |
| 46 | 9 | 5.5% | 92.7% |
| 47 | 3 | 1.8% | 94.5% |
| 48 | 2 | 1.2% | 95.7% |
| 49 | 0 | 0.0% | 95.7% |
| 50 | 2 | 1.2% | 97.0% |
| 51 | 3 | 1.8% | 98.8% |
| 52 | 1 | 0.6% | 99.4% |
| 53 | 0 | 0.0% | 99.4% |
| 54 | 0 | 0.0% | 99.4% |
| 55 | 1 | 0.6% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 164 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: ALIZIA CANYON DR
Limits: RUTHWOOD DR
END

Field Observer KBM
Checked By:
Date: 8/15/2007

| Factors | Direction: North/South | | | |
|---|---|---|---|---|
| **A. Prevailing Speed Data** | | | | |
| Location of Survey | mid segment | | | |
| 85th Percentile | 35.3 | | | |
| 10 mph Pace | 24 - 33 | | | |
| Percent in Pace | 69.2% | | | |
| Posted Speed Limit | 35 | | | |
| **B. Collision History** | | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yrs ) | |
| Total Collisions | 0 | | | |
| Collision Rate (Acc/MVM) | 0 | | | |
| Expected Collision Rate | 1.56 | | | |
| **C. Traffic Factors** | | | | |
| Average Daily Traffic | 1551 | | | |
| Length of Segment | 1620 | | | |
| Lane Configuration | Single Lane Each Direction | | | |
| Street Classification | Local | | | |
| **D. Conditions Not Readily Apparent** | | | | |
| Conditions | Pedestrian Traffic in Roadway. Heavy demand for street parking. Speed humps. | | | |
| Roadway Geometrics | Vertical Curve | | | |
| Comments | | | | |
| **E. Adjacent Land Use** | Multi Family Residential | | | |
| Posted Speed Limit | 35 | | | |
| Speed Limit Change? | | | | |
| Revised Speed Limit | | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

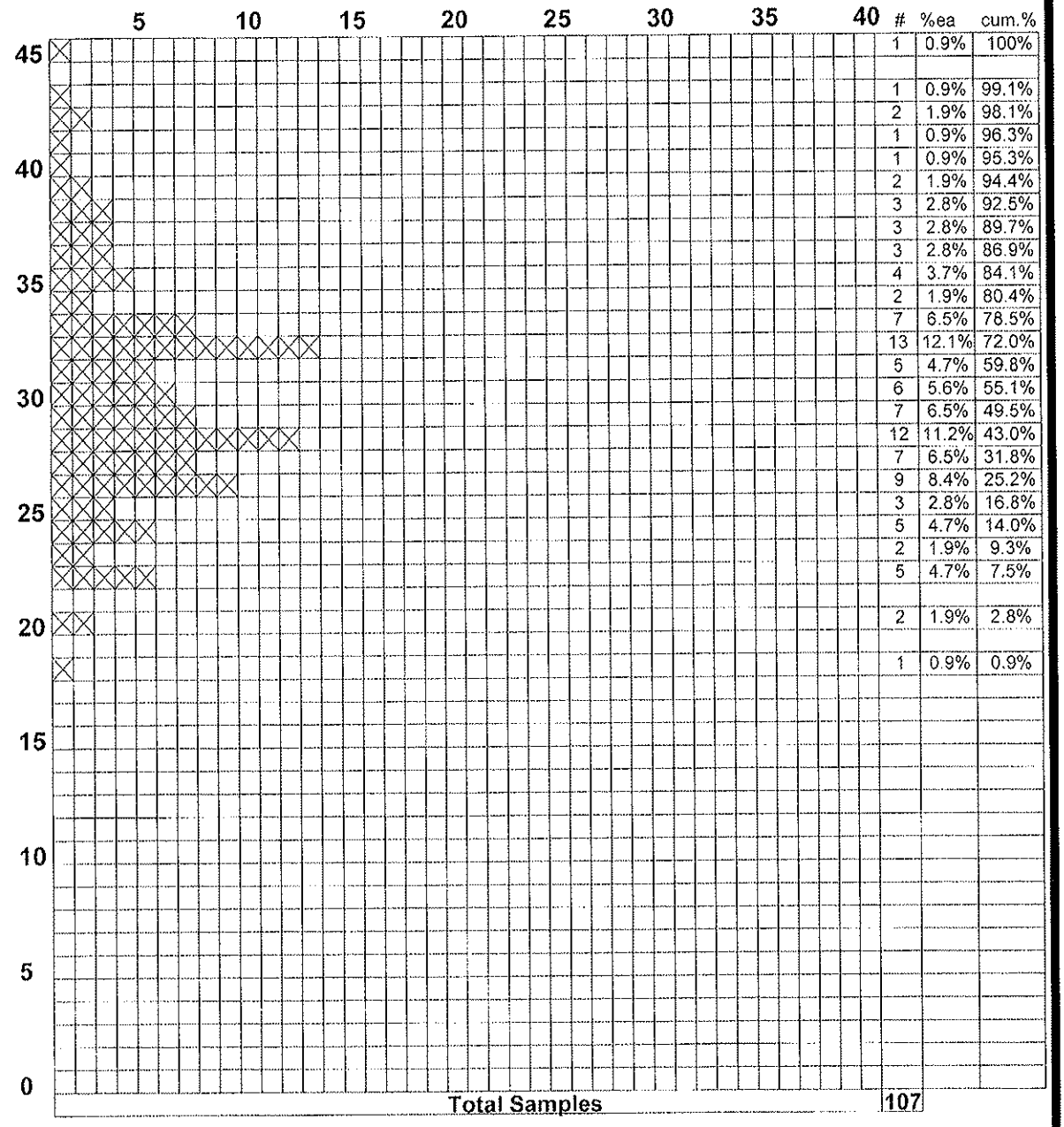
## Traffic Enginering Department

Street Name: ALIZIA CANYON DR

Limits: RUTHWOOD DR to END

## Radar Survey Sheet

X=North/South




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.9% | 100% |
| | | |
| 1 | 0.9% | 99.1% |
| 2 | 1.9% | 98.1% |
| 1 | 0.9% | 96.3% |
| 1 | 0.9% | 95.3% |
| 2 | 1.9% | 94.4% |
| 3 | 2.8% | 92.5% |
| 3 | 2.8% | 89.7% |
| 3 | 2.8% | 86.9% |
| 4 | 3.7% | 84.1% |
| 2 | 1.9% | 80.4% |
| 7 | 6.5% | 78.5% |
| 13 | 12.1% | 72.0% |
| 5 | 4.7% | 59.8% |
| 6 | 5.6% | 55.1% |
| 7 | 6.5% | 49.5% |
| 12 | 11.2% | 43.0% |
| 7 | 6.5% | 31.8% |
| 9 | 8.4% | 25.2% |
| 3 | 2.8% | 16.8% |
| 5 | 4.7% | 14.0% |
| 2 | 1.9% | 9.3% |
| 5 | 4.7% | 7.5% |
| | | |
| 2 | 1.9% | 2.8% |
| | | |
| 1 | 0.9% | 0.9% |
| Total Samples | | 107 |

| | |
|---|---|
| 85th Percentile Speed: | 35.3 |
| 50th Percentile Speed: | 29.1 |
| 15th Percentile Speed: | 24.4 |
| 10 MPH Pace: | 24- 33 |
| Number in Pace: | 74 |
| Percent in Pace: | 69.2% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/15/2007 | Start Time: | 10:15 |
| Weather: | Clear | End Time: | 11:15 |
| Road Condition: | Good | Posted Speed: | 35 |
| Street Class.: | Local | Observer: | KBM |
| Conditions not Apparent: | Pedestrian Traffic in Roadway. Heavy demand for street parking. Speed humps. | | |

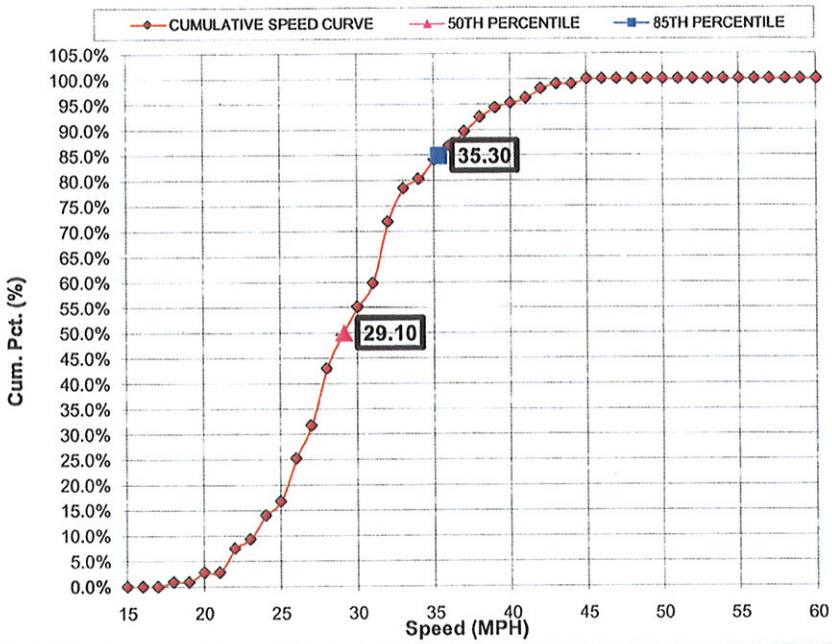
# CITY OF CALABASAS

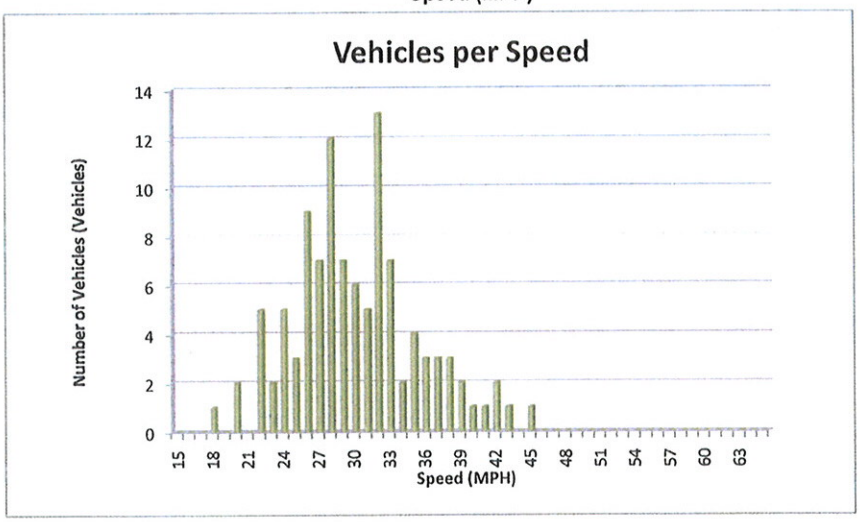
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Alizia Canyon Drive
Location: Mid Segment
Direction: North/South
From/To: Ruthwood Drive & End

| | |
|---|---|
| 50th Percentile Speed: | 29.10 |
| 85th Percentile Speed: | 35.30 |
| 10 MPH Pace Speed | 24 TO 33 |
| Percent in Pace Speed: | 69.20% |
| Number of Vehicles Observed: | 107 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 1 | 0.9% | 0.9% |
| 19 | 0 | 0.0% | 0.9% |
| 20 | 2 | 1.9% | 2.8% |
| 21 | 0 | 0.0% | 2.8% |
| 22 | 5 | 4.7% | 7.5% |
| 23 | 2 | 1.9% | 9.3% |
| 24 | 5 | 4.7% | 14.0% |
| 25 | 3 | 2.8% | 16.8% |
| 26 | 9 | 8.4% | 25.2% |
| 27 | 7 | 6.5% | 31.8% |
| 28 | 12 | 11.2% | 43.0% |
| 29 | 7 | 6.5% | 49.5% |
| 30 | 6 | 5.6% | 55.1% |
| 31 | 5 | 4.7% | 59.8% |
| 32 | 13 | 12.1% | 72.0% |
| 33 | 7 | 6.5% | 78.5% |
| 34 | 2 | 1.9% | 80.4% |
| 35 | 4 | 3.7% | 84.1% |
| 36 | 3 | 2.8% | 86.9% |
| 37 | 3 | 2.8% | 89.7% |
| 38 | 3 | 2.8% | 92.5% |
| 39 | 2 | 1.9% | 94.4% |
| 40 | 1 | 0.9% | 95.3% |
| 41 | 1 | 0.9% | 96.3% |
| 42 | 2 | 1.9% | 98.1% |
| 43 | 1 | 0.9% | 99.1% |
| 44 | 0 | 0.0% | 99.1% |
| 45 | 1 | 0.9% | 100.0% |
| 46 | 0 | 0.0% | 100.0% |
| 47 | 0 | 0.0% | 100.0% |
| 48 | 0 | 0.0% | 100.0% |
| 49 | 0 | 0.0% | 100.0% |
| 50 | 0 | 0.0% | 100.0% |
| 51 | 0 | 0.0% | 100.0% |
| 52 | 0 | 0.0% | 100.0% |
| 53 | 0 | 0.0% | 100.0% |
| 54 | 0 | 0.0% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 107 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: CALABASAS HILLS RD
Limits: LOST HILLS RD
MALIBU HILLS RD

Field Observer KBM
Checked By:
Date: 8/24/2007

| Factors | Direction: North/South | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | mid segment | | |
| 85th Percentile | 37.1 | | |
| 10 mph Pace | 28 - 37 | | |
| Percent in Pace | 83.6% | | |
| Posted Speed Limit | | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( ) |
| Total Collisions | 0 | | |
| Collision Rate (Acc/MVM) | 0 | | |
| Expected Collision Rate | | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 1247 | | |
| Length of Segment | 3224 | | |
| Lane Configuration | Single Lane Each Direction | | |
| Street Classification | Collector | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Slight Hor. curve. Limited intersection or abutting driveways. | | |
| Roadway Geometrics | Vertical Curve | | |
| Comments | | | |
| **E. Adjacent Land Use** | Single Family Residential | | |
| Posted Speed Limit | | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

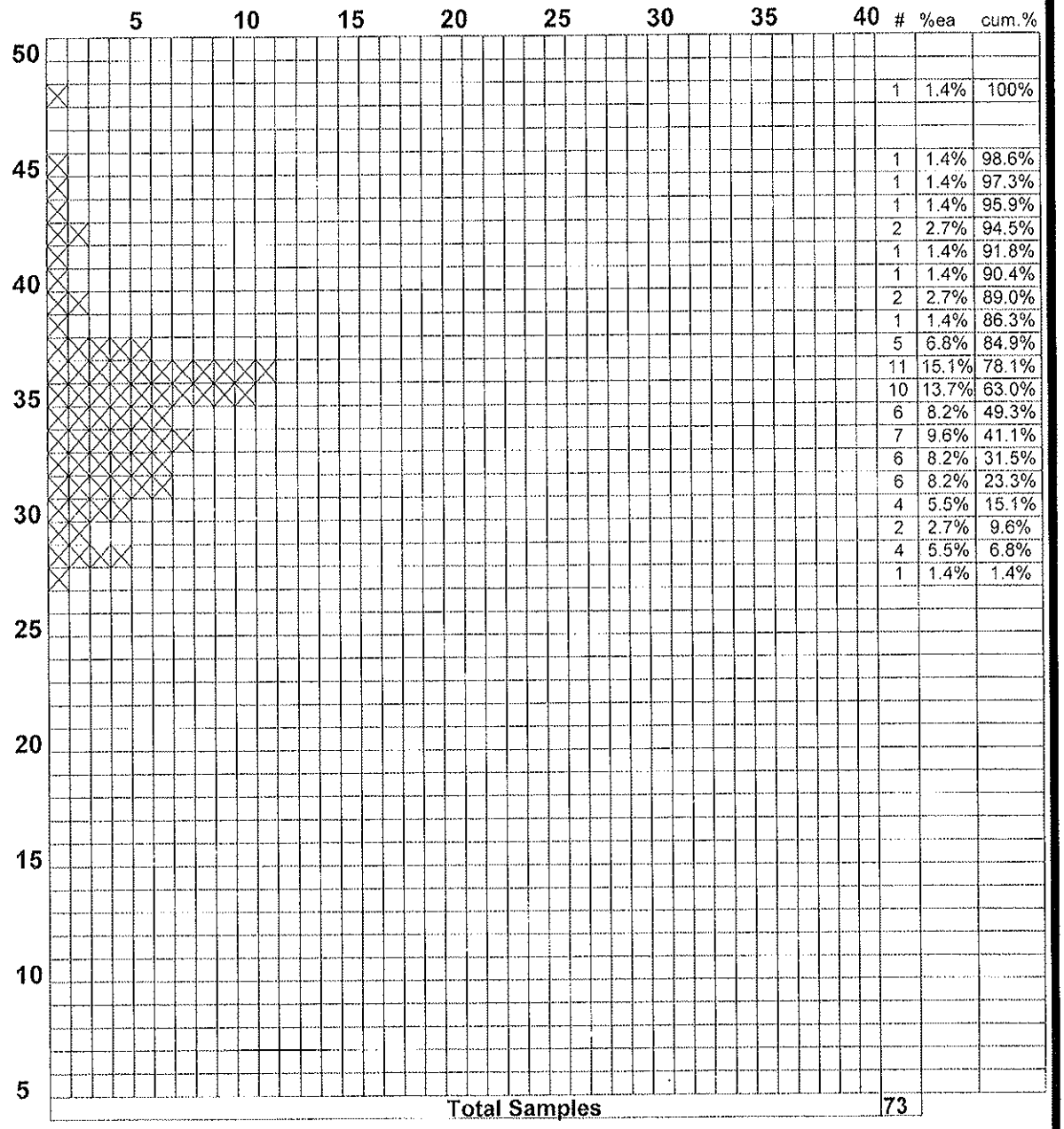
## Traffic Enginering Department

Street Name: CALABASAS HILLS RD

Limits: LOST HILLS RD to MALIBU HILLS RD

## Radar Survey Sheet

X=North/South




| # | %ea | cum.% |
|---|---|---|
| 1 | 1.4% | 100% |
| 1 | 1.4% | 98.6% |
| 1 | 1.4% | 97.3% |
| 1 | 1.4% | 95.9% |
| 2 | 2.7% | 94.5% |
| 1 | 1.4% | 91.8% |
| 1 | 1.4% | 90.4% |
| 2 | 2.7% | 89.0% |
| 1 | 1.4% | 86.3% |
| 5 | 6.8% | 84.9% |
| 11 | 15.1% | 78.1% |
| 10 | 13.7% | 63.0% |
| 6 | 8.2% | 49.3% |
| 7 | 9.6% | 41.1% |
| 6 | 8.2% | 31.5% |
| 6 | 8.2% | 23.3% |
| 4 | 5.5% | 15.1% |
| 2 | 2.7% | 9.6% |
| 4 | 5.5% | 6.8% |
| 1 | 1.4% | 1.4% |
| 73 | | |

| | |
|---|---|
| 85th Percentile Speed: | 37.1 |
| 50th Percentile Speed: | 34.1 |
| 15th Percentile Speed: | 30.0 |
| 10 MPH Pace: | 28- 37 |
| Number in Pace: | 61 |
| Percent in Pace: | 83.6% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/24/2007 | Start Time: | 14:52 |
| Weather: | Clear | End Time: | 15:30 |
| Road Condition: | Good | Posted Speed: | |
| Street Class.: | Collector | Observer: | KBM |
| Conditions not Apparent: | Slight Hor. curve. Limited intersection or abutting driveways. | | |

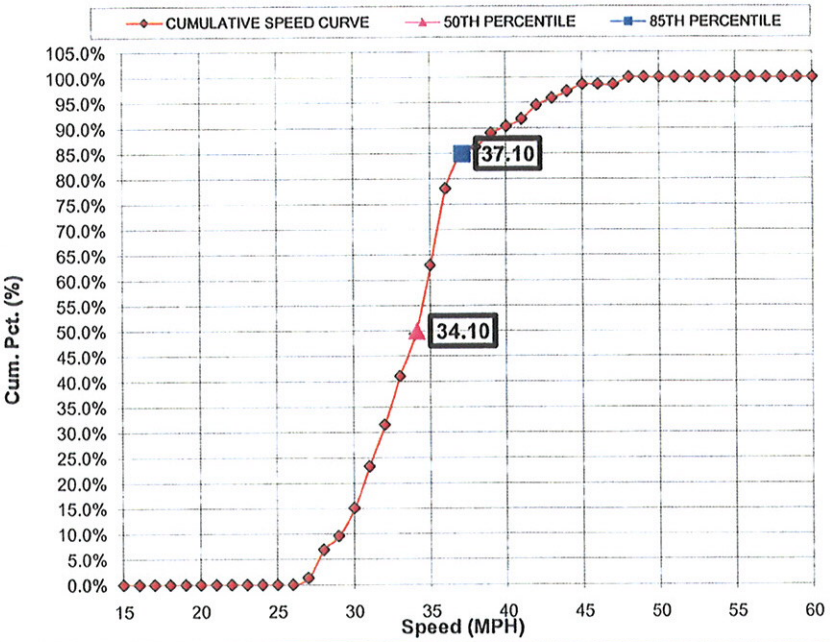
# CITY OF CALABASAS

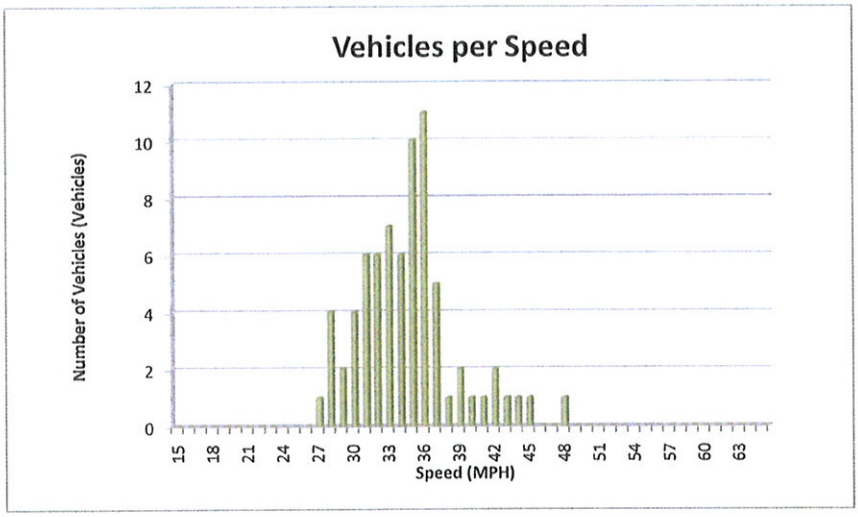
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Calabasas Hills Road
Location: Mid Segment
Direction: North/South
From/To: Malibu Hills Road & Lost Hills Road

| | |
|---|---|
| 50th Percentile Speed: | 34.10 |
| 85th Percentile Speed: | 37.10 |
| 10 MPH Pace Speed | 28 TO 37 |
| Percent in Pace Speed: | 83.60% |
| Number of Vehicles Observed: | 73 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 1 | 1.4% | 1.4% |
| 28 | 4 | 5.5% | 6.8% |
| 29 | 2 | 2.7% | 9.6% |
| 30 | 4 | 5.5% | 15.1% |
| 31 | 6 | 8.2% | 23.3% |
| 32 | 6 | 8.2% | 31.5% |
| 33 | 7 | 9.6% | 41.1% |
| 34 | 6 | 8.2% | 49.3% |
| 35 | 10 | 13.7% | 63.0% |
| 36 | 11 | 15.1% | 78.1% |
| 37 | 5 | 6.8% | 84.9% |
| 38 | 1 | 1.4% | 86.3% |
| 39 | 2 | 2.7% | 89.0% |
| 40 | 1 | 1.4% | 90.4% |
| 41 | 1 | 1.4% | 91.8% |
| 42 | 2 | 2.7% | 94.5% |
| 43 | 1 | 1.4% | 95.9% |
| 44 | 1 | 1.4% | 97.3% |
| 45 | 1 | 1.4% | 98.6% |
| 46 | 0 | 0.0% | 98.6% |
| 47 | 0 | 0.0% | 98.6% |
| 48 | 1 | 1.4% | 100.0% |
| 49 | 0 | 0.0% | 100.0% |
| 50 | 0 | 0.0% | 100.0% |
| 51 | 0 | 0.0% | 100.0% |
| 52 | 0 | 0.0% | 100.0% |
| 53 | 0 | 0.0% | 100.0% |
| 54 | 0 | 0.0% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 73 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: CALABASAS RD
Limits: PARK CENTRE (CIVIC CENTER)
COMMONS WY

Field Observer KBM
Checked By:
Date: 8/24/2007

| Factors | Direction: East/West | | | |
|---|---|---|---|---|
| **A. Prevailing Speed Data** | | | | |
| Location of Survey | e of park centre | | | |
| 85th Percentile | 41.4 | | | |
| 10 mph Pace | 33 - 42 | | | |
| Percent in Pace | 84.4% | | | |
| Posted Speed Limit | 45 | | | |
| **B. Collision History** | | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yrs ) | |
| Total Collisions | 0 | | | |
| Collision Rate (Acc/MVM) | 0 | | | |
| Expected Collision Rate | 1.55 | | | |
| **C. Traffic Factors** | | | | |
| Average Daily Traffic | 25318 | | | |
| Length of Segment | 723 | | | |
| Lane Configuration | 2 Lane with Raised Median | | | |
| Street Classification | Primary Arterial | | | |
| **D. Conditions Not Readily Apparent** | | | | |
| Conditions | Heavy bicycle traffic. | | | |
| Roadway Geometrics | | | | |
| Comments | Approaching lower speed zone. | | | |
| **E. Adjacent Land Use** | Commercial | | | |
| Posted Speed Limit | 45 | | | |
| Speed Limit Change? | | | | |
| Revised Speed Limit | | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

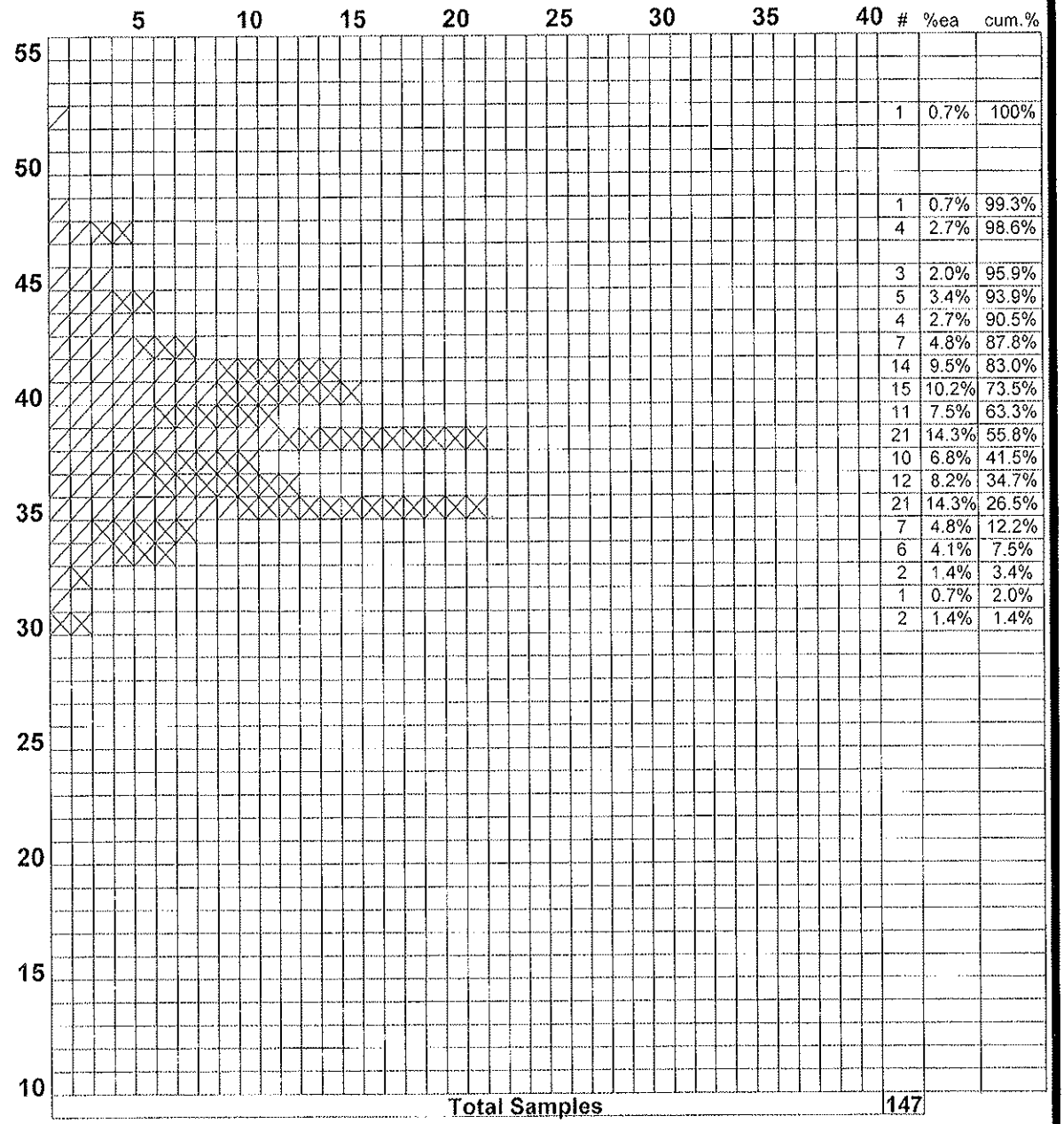
## Traffic Enginering Department

Street Name: CALABASAS RD

Limits: PARK CENTRE (CIVIC CENTER) to COMMONS WY

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.7% | 100% |
| 1 | 0.7% | 99.3% |
| 4 | 2.7% | 98.6% |
| 3 | 2.0% | 95.9% |
| 5 | 3.4% | 93.9% |
| 4 | 2.7% | 90.5% |
| 7 | 4.8% | 87.8% |
| 14 | 9.5% | 83.0% |
| 15 | 10.2% | 73.5% |
| 11 | 7.5% | 63.3% |
| 21 | 14.3% | 55.8% |
| 10 | 6.8% | 41.5% |
| 12 | 8.2% | 34.7% |
| 21 | 14.3% | 26.5% |
| 7 | 4.8% | 12.2% |
| 6 | 4.1% | 7.5% |
| 2 | 1.4% | 3.4% |
| 1 | 0.7% | 2.0% |
| 2 | 1.4% | 1.4% |
| Total Samples | | 147 |

| | |
|---|---|
| 85th Percentile Speed: | 41.4 |
| 50th Percentile Speed: | 37.6 |
| 15th Percentile Speed: | 34.2 |
| 10 MPH Pace: | 33- 42 |
| Number in Pace: | 124 |
| Percent in Pace: | 84.4% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/24/2007 | Start Time: | 13:50 |
| Weather: | Clear | End Time: | 14:19 |
| Road Condition: | Good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |
| Conditions not Apparent: | Heavy bicycle traffic. | | |

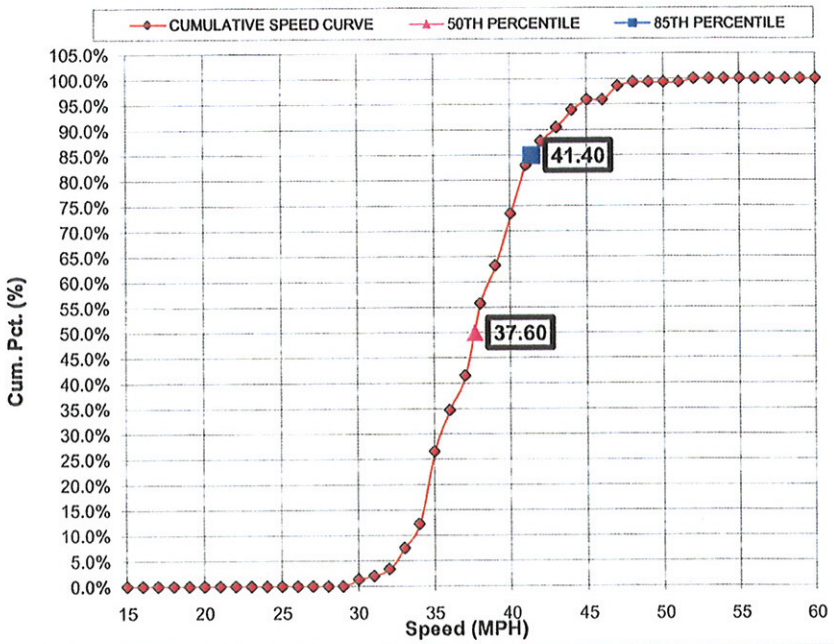
# CITY OF CALABASAS

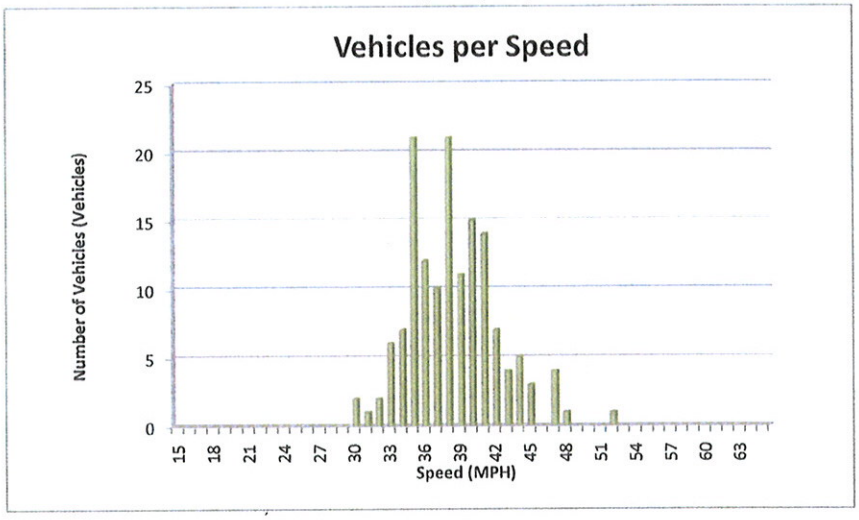
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Calabasas Road
Location: East of Civic Center Way
Direction: East/West
From/To: Civic Center Way & Commons Way

| | |
|---|---|
| 50th Percentile Speed: | 37.60 |
| 85th Percentile Speed: | 41.40 |
| 10 MPH Pace Speed | 33 TO 42 |
| Percent in Pace Speed: | 84.40% |
| Number of Vehicles Observed: | 147 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 0 | 0.0% | 0.0% |
| 28 | 0 | 0.0% | 0.0% |
| 29 | 0 | 0.0% | 0.0% |
| 30 | 2 | 1.4% | 1.4% |
| 31 | 1 | 0.7% | 2.0% |
| 32 | 2 | 1.4% | 3.4% |
| 33 | 6 | 4.1% | 7.5% |
| 34 | 7 | 4.8% | 12.2% |
| 35 | 21 | 14.3% | 26.5% |
| 36 | 12 | 8.2% | 34.7% |
| 37 | 10 | 6.8% | 41.5% |
| 38 | 21 | 14.3% | 55.8% |
| 39 | 11 | 7.5% | 63.3% |
| 40 | 15 | 10.2% | 73.5% |
| 41 | 14 | 9.5% | 83.0% |
| 42 | 7 | 4.8% | 87.8% |
| 43 | 4 | 2.7% | 90.5% |
| 44 | 5 | 3.4% | 93.9% |
| 45 | 3 | 2.0% | 95.9% |
| 46 | 0 | 0.0% | 95.9% |
| 47 | 4 | 2.7% | 98.6% |
| 48 | 1 | 0.7% | 99.3% |
| 49 | 0 | 0.0% | 99.3% |
| 50 | 0 | 0.0% | 99.3% |
| 51 | 0 | 0.0% | 99.3% |
| 52 | 1 | 0.7% | 100.0% |
| 53 | 0 | 0.0% | 100.0% |
| 54 | 0 | 0.0% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 147 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: CALABASAS RD
Limits: MUREAU RD
E/B 101 FRWY

Field Observer KBM
Checked By:
Date: 8/23/2007

| Factors | Direction: East/West | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | Pelican's Retreat | | |
| 85th Percentile | 44.8 | | |
| 10 mph Pace | 36 - 45 | | |
| Percent in Pace | 75.4% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2008 | ( 7 yrs ) |
| Total Collisions | 14 | | |
| Collision Rate (Acc/MVM) | 0.86 | | |
| Expected Collision Rate | 1.55 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 12198 | | |
| Length of Segment | 2412 | | |
| Lane Configuration | Single Lane Each Direction | | |
| Street Classification | Secondary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Varying shoulder conditions, Heavy bicycle traffic, many pedestrains in roadway, no sidewalks. Heavy parking demand. | | |
| Roadway Geometrics | Horizontal Curve | | |
| Comments | | | |
| **E. Adjacent Land Use** | Business District | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

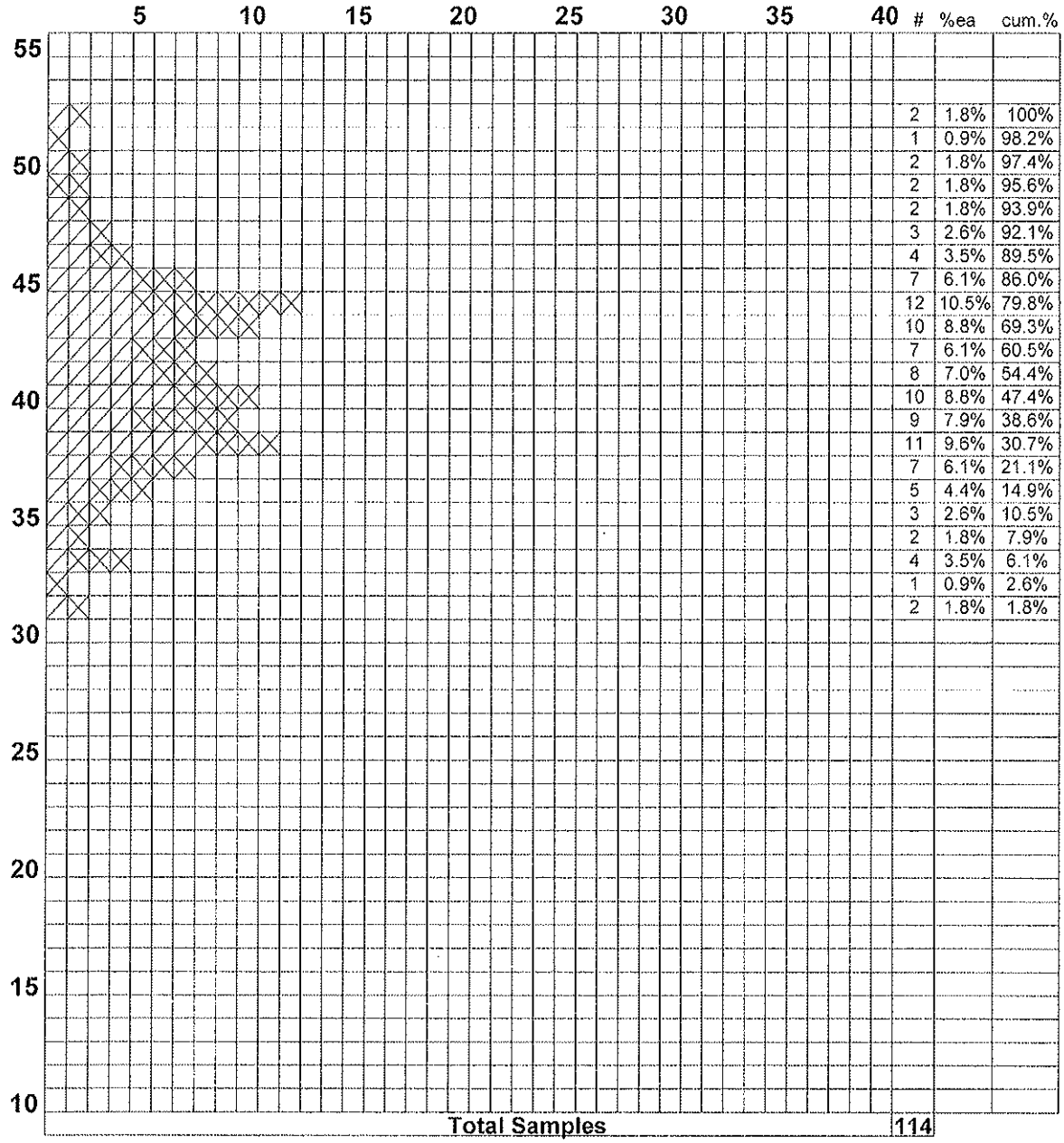
## Traffic Enginering Department

Street Name: CALABASAS RD

Limits: MUREAU RD to E/B 101 FRWY

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 2 | 1.8% | 100% |
| 1 | 0.9% | 98.2% |
| 2 | 1.8% | 97.4% |
| 2 | 1.8% | 95.6% |
| 2 | 1.8% | 93.9% |
| 3 | 2.6% | 92.1% |
| 4 | 3.5% | 89.5% |
| 7 | 6.1% | 86.0% |
| 12 | 10.5% | 79.8% |
| 10 | 8.8% | 69.3% |
| 7 | 6.1% | 60.5% |
| 8 | 7.0% | 54.4% |
| 10 | 8.8% | 47.4% |
| 9 | 7.9% | 38.6% |
| 11 | 9.6% | 30.7% |
| 7 | 6.1% | 21.1% |
| 5 | 4.4% | 14.9% |
| 3 | 2.6% | 10.5% |
| 2 | 1.8% | 7.9% |
| 4 | 3.5% | 6.1% |
| 1 | 0.9% | 2.6% |
| 2 | 1.8% | 1.8% |
| Total Samples | | 114 |

| | |
|---|---|
| 85th Percentile Speed: | 44.8 |
| 50th Percentile Speed: | 40.4 |
| 15th Percentile Speed: | 36.0 |
| 10 MPH Pace: | 36- 45 |
| Number in Pace: | 86 |
| Percent in Pace: | 75.4% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/23/2007 | Start Time: | 10:05 |
| Weather: | clear | End Time: | 10:27 |
| Road Condition: | good | Posted Speed: | 45 |
| Street Class.: | Secondary Arterial | Observer: | KBM |

Conditions not Apparent: Varying shoulder conditions, Heavy bicycle traffic, many pedestrains in roadway, no sidewalks. Heavy parking demand.

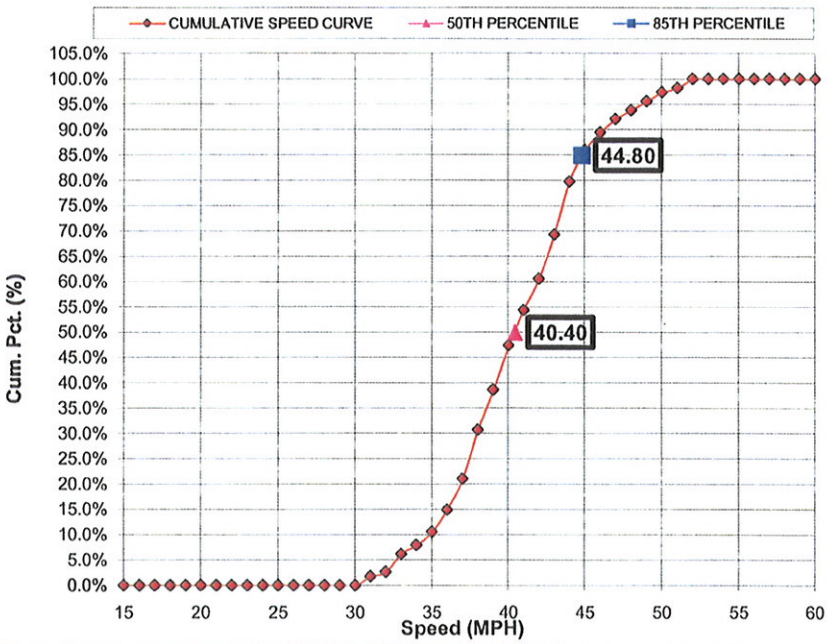
# CITY OF CALABASAS

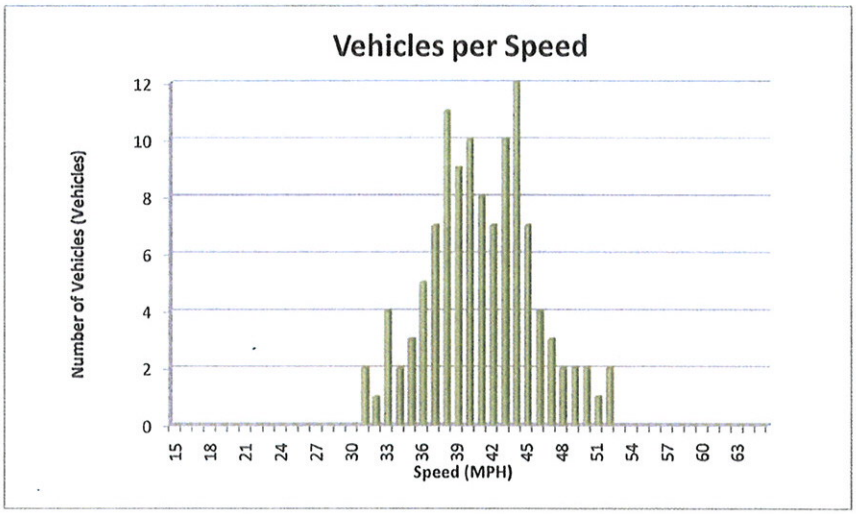
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Calabasas Road
Location: Pelican's Retreat
Direction: East/West
From/To: Mureau Road & Eastbound US101 Freeway

| | |
|---|---|
| 50th Percentile Speed: | 40.40 |
| 85th Percentile Speed: | 44.80 |
| 10 MPH Pace Speed | 36 TO 45 |
| Percent in Pace Speed: | 75.40% |
| Number of Vehicles Observed: | 114 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 0 | 0.0% | 0.0% |
| 28 | 0 | 0.0% | 0.0% |
| 29 | 0 | 0.0% | 0.0% |
| 30 | 0 | 0.0% | 0.0% |
| 31 | 2 | 1.8% | 1.8% |
| 32 | 1 | 0.9% | 2.6% |
| 33 | 4 | 3.5% | 6.1% |
| 34 | 2 | 1.8% | 7.9% |
| 35 | 3 | 2.6% | 10.5% |
| 36 | 5 | 4.4% | 14.9% |
| 37 | 7 | 6.1% | 21.1% |
| 38 | 11 | 9.6% | 30.7% |
| 39 | 9 | 7.9% | 38.6% |
| 40 | 10 | 8.8% | 47.4% |
| 41 | 8 | 7.0% | 54.4% |
| 42 | 7 | 6.1% | 60.5% |
| 43 | 10 | 8.8% | 69.3% |
| 44 | 12 | 10.5% | 79.8% |
| 45 | 7 | 6.1% | 86.0% |
| 46 | 4 | 3.5% | 89.5% |
| 47 | 3 | 2.6% | 92.1% |
| 48 | 2 | 1.8% | 93.9% |
| 49 | 2 | 1.8% | 95.6% |
| 50 | 2 | 1.8% | 97.4% |
| 51 | 1 | 0.9% | 98.2% |
| 52 | 2 | 1.8% | 100.0% |
| 53 | 0 | 0.0% | 100.0% |
| 54 | 0 | 0.0% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 114 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: CALABASAS RD
Limits: PARKWAY CALABASAS
PARK CENTRE (CIVIC CENTER)

Field Observer KBM
Checked By:
Date: 8/23/2007

| Factors | Direction: East/West | | | |
|---|---|---|---|---|
| **A. Prevailing Speed Data** | | | | |
| Location of Survey | x from Red Robin | | | |
| 85th Percentile | 43.9 | | | |
| 10 mph Pace | 34 - 43 | | | |
| Percent in Pace | 69.8% | | | |
| Posted Speed Limit | 45 | | | |
| **B. Collision History** | | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yr ) | |
| Total Collisions | 4 | | | |
| Collision Rate (Acc/MVM) | 0.267 | | | |
| Expected Collision Rate | 1.55 | | | |
| **C. Traffic Factors** | | | | |
| Average Daily Traffic | 23269 | | | |
| Length of Segment | 1329 | | | |
| Lane Configuration | 2 Lane with Raised Median | | | |
| Street Classification | Primary Arterial | | | |
| **D. Conditions Not Readily Apparent** | | | | |
| Conditions | Many large groups of bicycles. | | | |
| Roadway Geometrics | | | | |
| Comments | | | | |
| **E. Adjacent Land Use** | Business District | | | |
| Posted Speed Limit | 45 | | | |
| Speed Limit Change? | | | | |
| Revised Speed Limit | | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

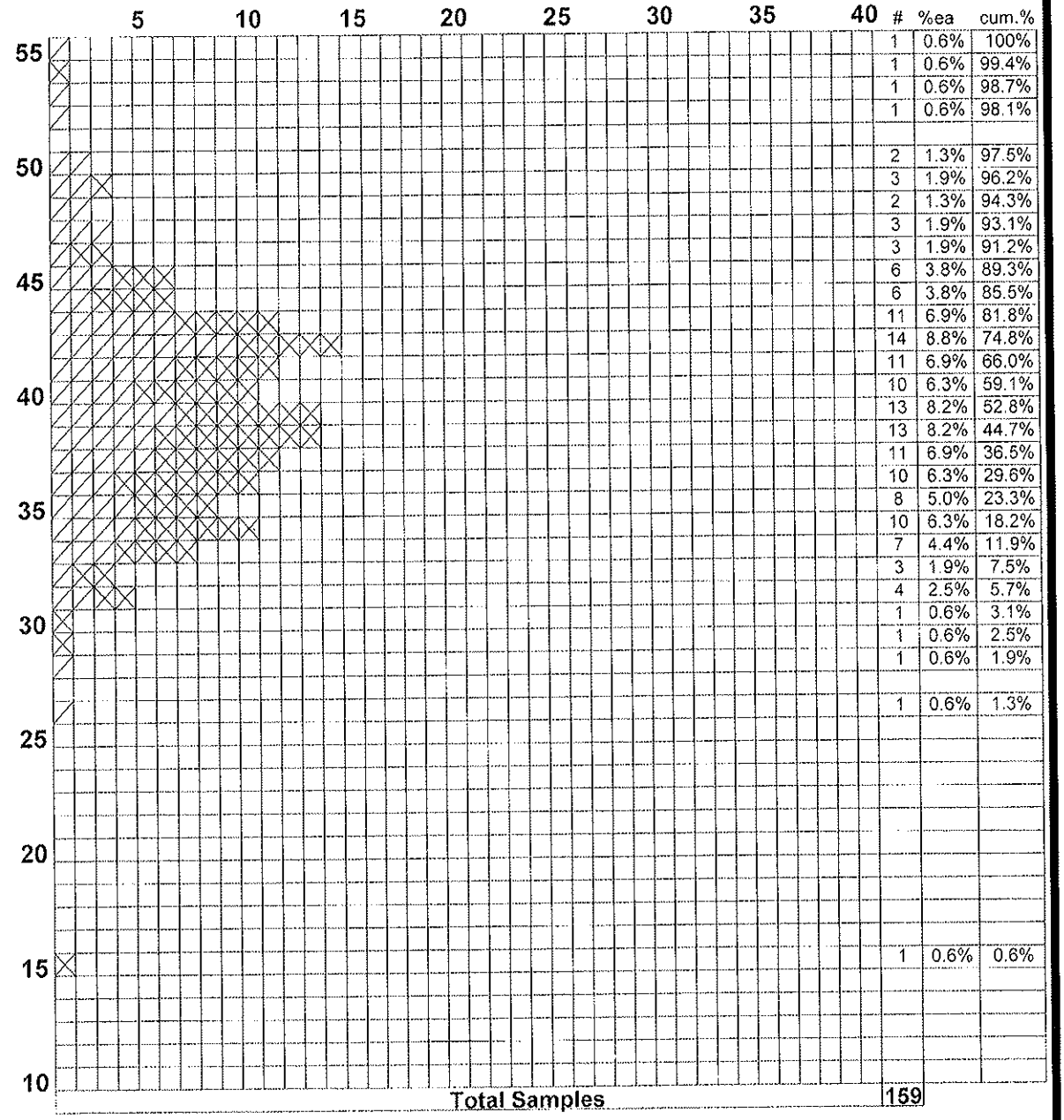
## Traffic Enginering Department

Street Name: CALABASAS RD

Limits: PARKWAY CALABASAS to PARK CENTRE (CIVIC CENTER)

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.6% | 100% |
| 1 | 0.6% | 99.4% |
| 1 | 0.6% | 98.7% |
| 1 | 0.6% | 98.1% |
| 2 | 1.3% | 97.5% |
| 3 | 1.9% | 96.2% |
| 2 | 1.3% | 94.3% |
| 3 | 1.9% | 93.1% |
| 3 | 1.9% | 91.2% |
| 6 | 3.8% | 89.3% |
| 6 | 3.8% | 85.5% |
| 11 | 6.9% | 81.8% |
| 14 | 8.8% | 74.8% |
| 11 | 6.9% | 66.0% |
| 10 | 6.3% | 59.1% |
| 13 | 8.2% | 52.8% |
| 13 | 8.2% | 44.7% |
| 11 | 6.9% | 36.5% |
| 10 | 6.3% | 29.6% |
| 8 | 5.0% | 23.3% |
| 10 | 6.3% | 18.2% |
| 7 | 4.4% | 11.9% |
| 3 | 1.9% | 7.5% |
| 4 | 2.5% | 5.7% |
| 1 | 0.6% | 3.1% |
| 1 | 0.6% | 2.5% |
| 1 | 0.6% | 1.9% |
| 1 | 0.6% | 1.3% |
| 1 | 0.6% | 0.6% |
| Total Samples | | 159 |

| | |
|---|---|
| 85th Percentile Speed: | 43.9 |
| 50th Percentile Speed: | 38.7 |
| 15th Percentile Speed: | 33.5 |
| 10 MPH Pace: | 34- 43 |
| Number in Pace: | 111 |
| Percent in Pace: | 69.8% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/23/2007 | Start Time: | 11:00 |
| Weather: | clear | End Time: | 12:03 |
| Road Condition: | good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |
| Conditions not Apparent: | Many large groups of bicycles. | | |

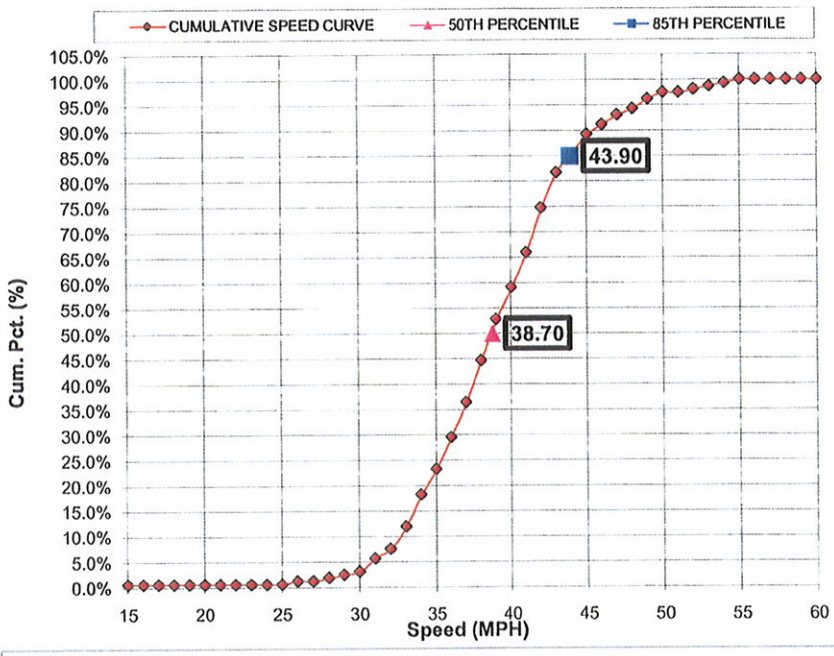
# CITY OF CALABASAS

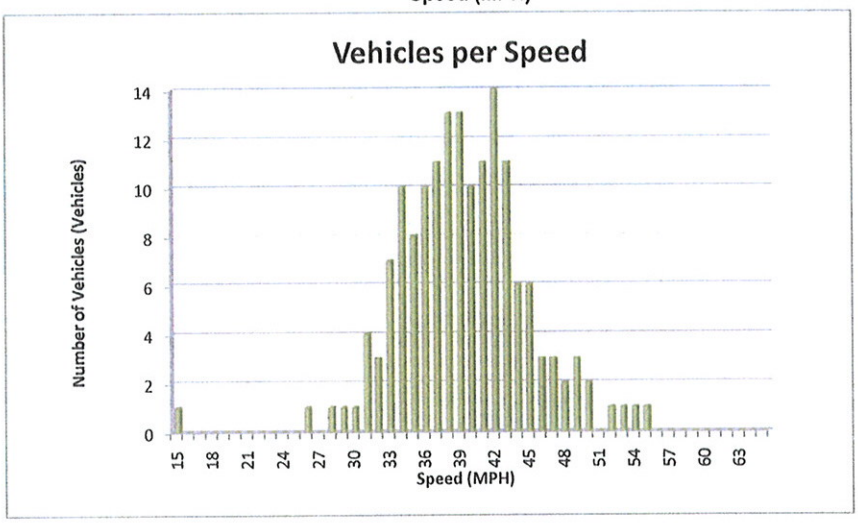
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Calabasas Road
Location: Across from Red Robin
Direction: East/West
From/To: Parkway Calabasas Road & Civic Center Way

| | |
|---|---|
| 50th Percentile Speed: | 38.70 |
| 85th Percentile Speed: | 43.90 |
| 10 MPH Pace Speed | 34 TO 43 |
| Percent in Pace Speed: | 69.80% |
| Number of Vehicles Observed: | 159 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 1 | 0.6% | 0.6% |
| 16 | 0 | 0.0% | 0.6% |
| 17 | 0 | 0.0% | 0.6% |
| 18 | 0 | 0.0% | 0.6% |
| 19 | 0 | 0.0% | 0.6% |
| 20 | 0 | 0.0% | 0.6% |
| 21 | 0 | 0.0% | 0.6% |
| 22 | 0 | 0.0% | 0.6% |
| 23 | 0 | 0.0% | 0.6% |
| 24 | 0 | 0.0% | 0.6% |
| 25 | 0 | 0.0% | 0.6% |
| 26 | 1 | 0.6% | 1.3% |
| 27 | 0 | 0.0% | 1.3% |
| 28 | 1 | 0.6% | 1.9% |
| 29 | 1 | 0.6% | 2.5% |
| 30 | 1 | 0.6% | 3.1% |
| 31 | 4 | 2.5% | 5.7% |
| 32 | 3 | 1.9% | 7.5% |
| 33 | 7 | 4.4% | 11.9% |
| 34 | 10 | 6.3% | 18.2% |
| 35 | 8 | 5.0% | 23.3% |
| 36 | 10 | 6.3% | 29.6% |
| 37 | 11 | 6.9% | 36.5% |
| 38 | 13 | 8.2% | 44.7% |
| 39 | 13 | 8.2% | 52.8% |
| 40 | 10 | 6.3% | 59.1% |
| 41 | 11 | 6.9% | 66.0% |
| 42 | 14 | 8.8% | 74.8% |
| 43 | 11 | 6.9% | 81.8% |
| 44 | 6 | 3.8% | 85.5% |
| 45 | 6 | 3.8% | 89.3% |
| 46 | 3 | 1.9% | 91.2% |
| 47 | 3 | 1.9% | 93.1% |
| 48 | 2 | 1.3% | 94.3% |
| 49 | 3 | 1.9% | 96.2% |
| 50 | 2 | 1.3% | 97.5% |
| 51 | 0 | 0.0% | 97.5% |
| 52 | 1 | 0.6% | 98.1% |
| 53 | 1 | 0.6% | 98.7% |
| 54 | 1 | 0.6% | 99.4% |
| 55 | 1 | 0.6% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 159 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: CALABASAS RD
Limits: E/B 101 FWY
PARKWAY CALABASAS

Field Observer KBM
Checked By:
Date: 8/23/2007

| Factors | Direction: East/West | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | mid segment | | |
| 85th Percentile | 44.3 | | |
| 10 mph Pace | 36 - 45 | | |
| Percent in Pace | 73.5% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7yrs ) |
| Total Collisions | 30 | | |
| Collision Rate (Acc/MVM) | 1.683 | | |
| Expected Collision Rate | 1.55 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 20257 | | |
| Length of Segment | 1818 | | |
| Lane Configuration | 2 Lanes with Left Turn Channelization | | |
| Street Classification | Primary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Pedestrian Traffic in Roadway w/o Sidewalks. Heavy bicycle traffic. | | |
| Roadway Geometrics | Horizontal Curve | | |
| Comments | S. shoulder has no curb or sidewalk and very narrow gravel strewn bike lane. | | |
| **E. Adjacent Land Use** | Business District | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

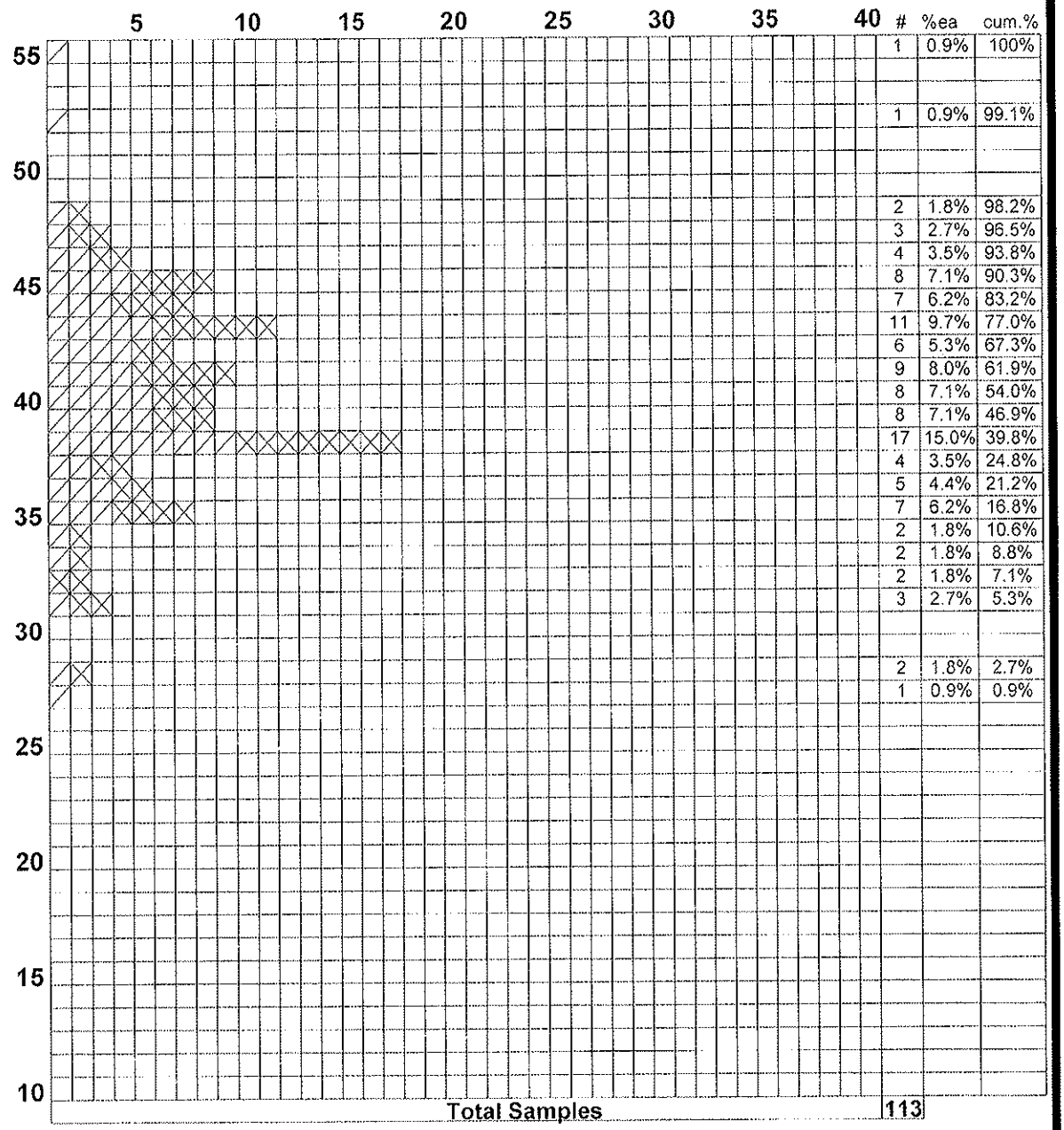
## Traffic Enginering Department

Street Name: CALABASAS RD

Limits: E/B 101 FWY to PARKWAY CALABASAS

## Radar Survey Sheet

X=West /=East




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.9% | 100% |
| 1 | 0.9% | 99.1% |
| 2 | 1.8% | 98.2% |
| 3 | 2.7% | 96.5% |
| 4 | 3.5% | 93.8% |
| 8 | 7.1% | 90.3% |
| 7 | 6.2% | 83.2% |
| 11 | 9.7% | 77.0% |
| 6 | 5.3% | 67.3% |
| 9 | 8.0% | 61.9% |
| 8 | 7.1% | 54.0% |
| 8 | 7.1% | 46.9% |
| 17 | 15.0% | 39.8% |
| 4 | 3.5% | 24.8% |
| 5 | 4.4% | 21.2% |
| 7 | 6.2% | 16.8% |
| 2 | 1.8% | 10.6% |
| 2 | 1.8% | 8.8% |
| 2 | 1.8% | 7.1% |
| 3 | 2.7% | 5.3% |
| 2 | 1.8% | 2.7% |
| 1 | 0.9% | 0.9% |
| Total Samples | 113 | |

| | |
|---|---|
| 85th Percentile Speed: | 44.3 |
| 50th Percentile Speed: | 39.4 |
| 15th Percentile Speed: | 34.7 |
| 10 MPH Pace: | 36- 45 |
| Number in Pace: | 83 |
| Percent in Pace: | 73.5% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/23/2007 | Start Time: | 10:40 |
| Weather: | clear | End Time: | 10:58 |
| Road Condition: | good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |
| Conditions not Apparent: | Pedestrian Traffic in Roadway w/o Sidewalks. Heavy bicycle traffic. | | |

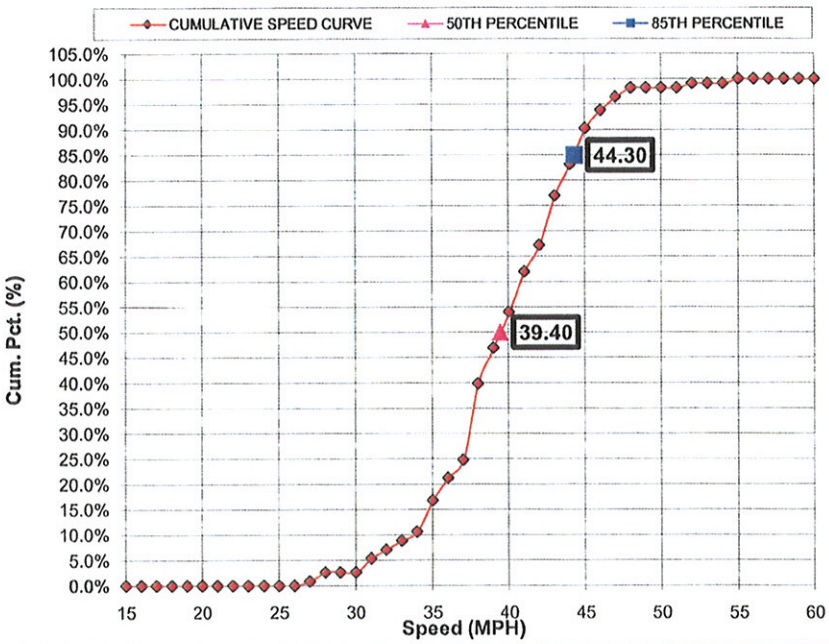
# CITY OF CALABASAS

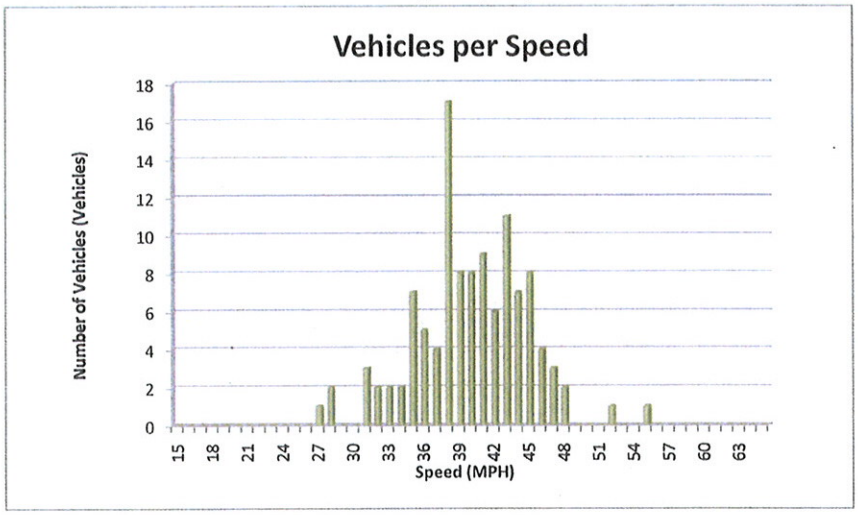
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Calabasas Road
Location: Mid segment
Direction: East/West
From/To: Eastbound US101 Freeway & Parkway Calabasas

| | |
|---|---|
| 50th Percentile Speed: | 39.40 |
| 85th Percentile Speed: | 44.30 |
| 10 MPH Pace Speed | 36 TO 45 |
| Percent in Pace Speed: | 73.50% |
| Number of Vehicles Observed: | 113 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 1 | 0.9% | 0.9% |
| 28 | 2 | 1.8% | 2.7% |
| 29 | 0 | 0.0% | 2.7% |
| 30 | 0 | 0.0% | 2.7% |
| 31 | 3 | 2.7% | 5.3% |
| 32 | 2 | 1.8% | 7.1% |
| 33 | 2 | 1.8% | 8.8% |
| 34 | 2 | 1.8% | 10.6% |
| 35 | 7 | 6.2% | 16.8% |
| 36 | 5 | 4.4% | 21.2% |
| 37 | 4 | 3.5% | 24.8% |
| 38 | 17 | 15.0% | 39.8% |
| 39 | 8 | 7.1% | 46.9% |
| 40 | 8 | 7.1% | 54.0% |
| 41 | 9 | 8.0% | 61.9% |
| 42 | 6 | 5.3% | 67.3% |
| 43 | 11 | 9.7% | 77.0% |
| 44 | 7 | 6.2% | 83.2% |
| 45 | 8 | 7.1% | 90.3% |
| 46 | 4 | 3.5% | 93.8% |
| 47 | 3 | 2.7% | 96.5% |
| 48 | 2 | 1.8% | 98.2% |
| 49 | 0 | 0.0% | 98.2% |
| 50 | 0 | 0.0% | 98.2% |
| 51 | 0 | 0.0% | 98.2% |
| 52 | 1 | 0.9% | 99.1% |
| 53 | 0 | 0.0% | 99.1% |
| 54 | 0 | 0.0% | 99.1% |
| 55 | 1 | 0.9% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 113 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: LAS VIRGENES RD
Limits: AGOURA RD
VENTURA FRWY (N)

Field Observer KBM
Checked By:
Date: 8/15/2007

| Factors | Direction: North/South | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | east side @ agoura rd | | |
| 85th Percentile | 41.6 | | |
| 10 mph Pace | 30 - 39 | | |
| Percent in Pace | 60.0% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7 yr ) |
| Total Collisions | 56 | | |
| Collision Rate (Acc/MVM) | 1.92 | | |
| Expected Collision Rate | 2.14 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 33967 | | |
| Length of Segment | 1774 | | |
| Lane Configuration | 2 Lanes with Left Turn Channelization | | |
| Street Classification | Primary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | No sidewalk on portions of E. side. | | |
| Roadway Geometrics | Horizontal Curve | | |
| Comments | Heavy driveway traffic. Frequent bicycle groups. Heavy turning movements from multiple D/W's | | |
| **E. Adjacent Land Use** | Business District | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

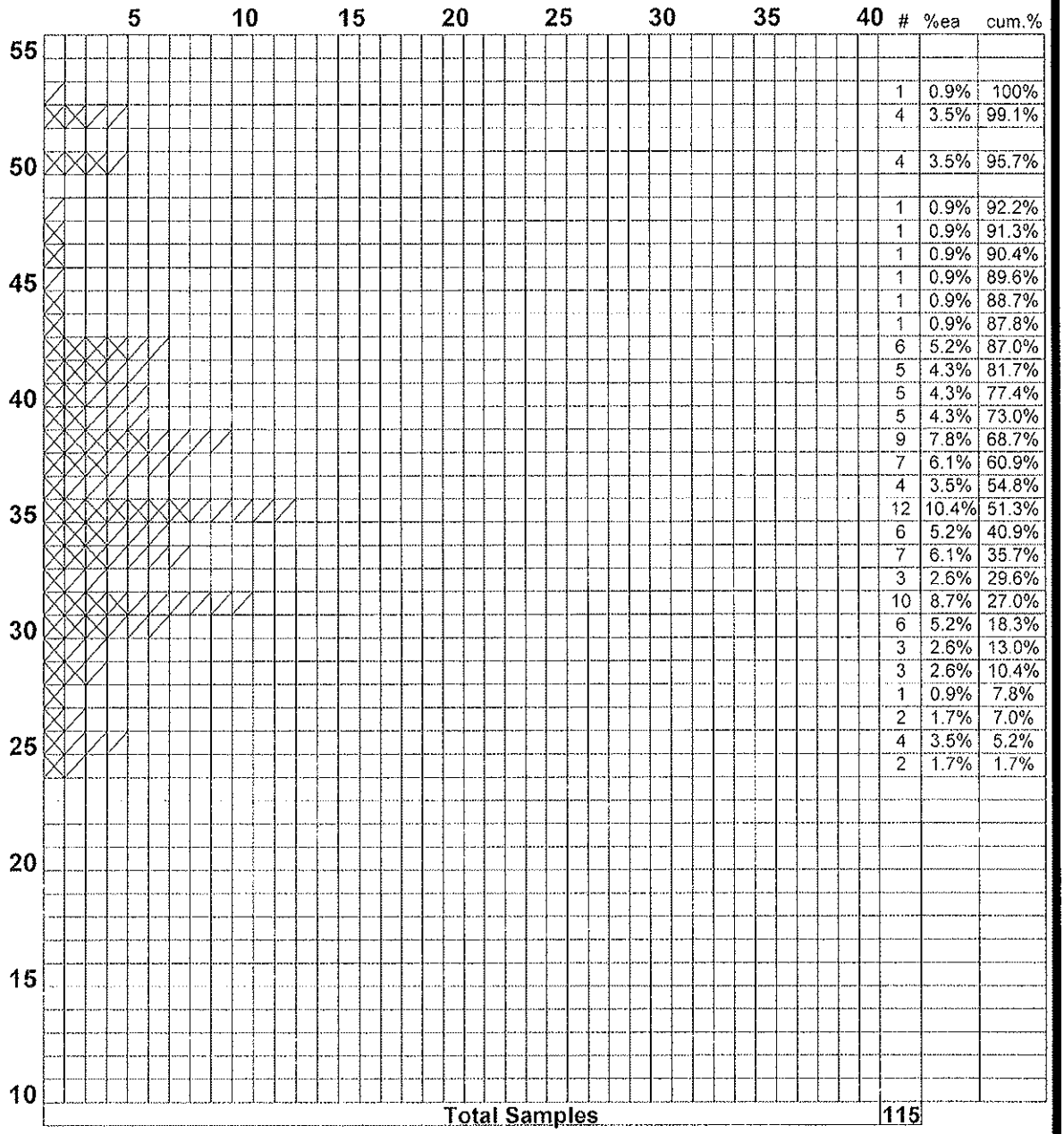
## Traffic Enginering Department

Street Name: LAS VIRGENES RD

Limits: AGOURA RD to VENTURA FRWY (N)

## Radar Survey Sheet

X=North /=South




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.9% | 100% |
| 4 | 3.5% | 99.1% |
| 4 | 3.5% | 95.7% |
| 1 | 0.9% | 92.2% |
| 1 | 0.9% | 91.3% |
| 1 | 0.9% | 90.4% |
| 1 | 0.9% | 89.6% |
| 1 | 0.9% | 88.7% |
| 1 | 0.9% | 87.8% |
| 6 | 5.2% | 87.0% |
| 5 | 4.3% | 81.7% |
| 5 | 4.3% | 77.4% |
| 5 | 4.3% | 73.0% |
| 9 | 7.8% | 68.7% |
| 7 | 6.1% | 60.9% |
| 4 | 3.5% | 54.8% |
| 12 | 10.4% | 51.3% |
| 6 | 5.2% | 40.9% |
| 7 | 6.1% | 35.7% |
| 3 | 2.6% | 29.6% |
| 10 | 8.7% | 27.0% |
| 6 | 5.2% | 18.3% |
| 3 | 2.6% | 13.0% |
| 3 | 2.6% | 10.4% |
| 1 | 0.9% | 7.8% |
| 2 | 1.7% | 7.0% |
| 4 | 3.5% | 5.2% |
| 2 | 1.7% | 1.7% |
| Total Samples | | 115 |

| | |
|---|---|
| 85th Percentile Speed: | 41.6 |
| 50th Percentile Speed: | 34.9 |
| 15th Percentile Speed: | 29.4 |
| 10 MPH Pace: | 30- 39 |
| Number in Pace: | 69 |
| Percent in Pace: | 60.0% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/15/2007 | Start Time: | 13:25 |
| Weather: | Clear | End Time: | 14:02 |
| Road Condition: | Good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |
| Conditions not Apparent: | No sidewalk on portions of E. side. | | |

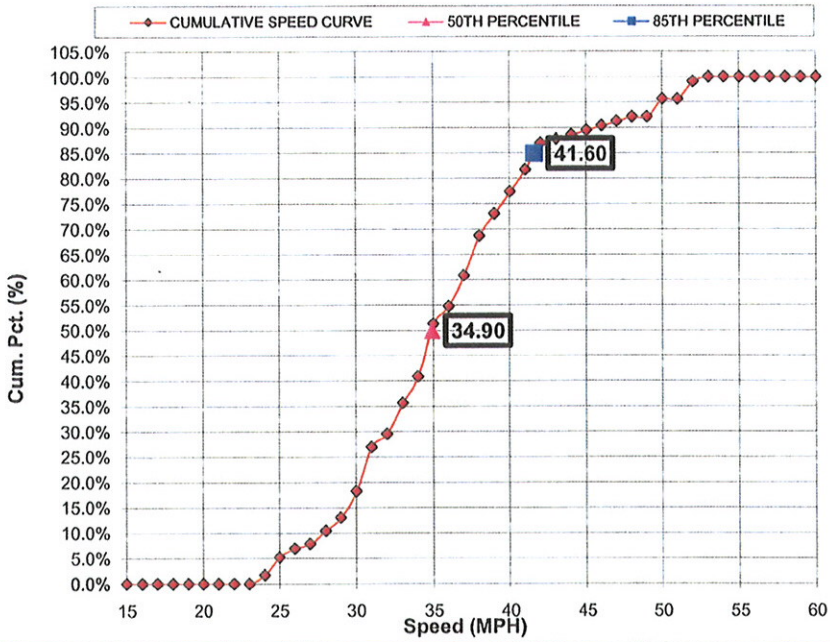
# CITY OF CALABASAS

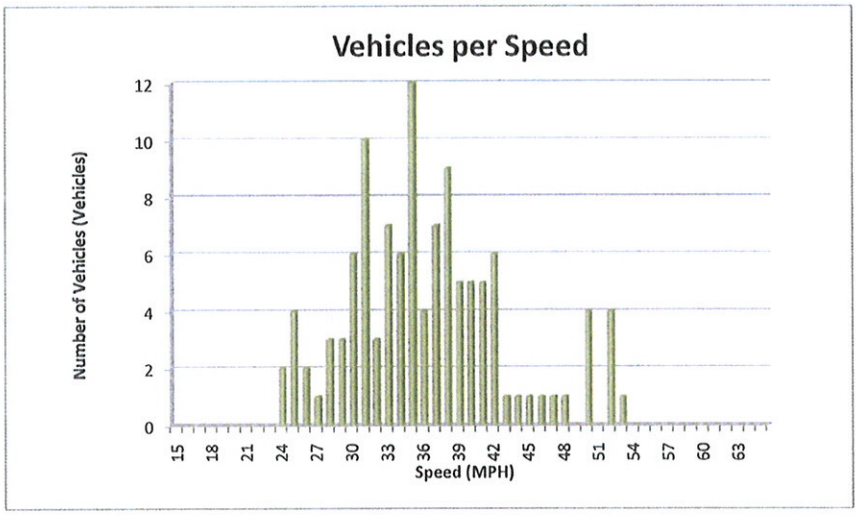
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Las Virgenes Road
Location: East side to Agoura Road
Direction: North/South
From/To: US101 Freeway & Agoura Road

| | |
|---|---|
| 50th Percentile Speed: | 34.90 |
| 85th Percentile Speed: | 41.60 |
| 10 MPH Pace Speed | 30 TO 39 |
| Percent in Pace Speed: | 60.00% |
| Number of Vehicles Observed: | 115 |

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 2 | 1.7% | 1.7% |
| 25 | 4 | 3.5% | 5.2% |
| 26 | 2 | 1.7% | 7.0% |
| 27 | 1 | 0.9% | 7.8% |
| 28 | 3 | 2.6% | 10.4% |
| 29 | 3 | 2.6% | 13.0% |
| 30 | 6 | 5.2% | 18.3% |
| 31 | 10 | 8.7% | 27.0% |
| 32 | 3 | 2.6% | 29.6% |
| 33 | 7 | 6.1% | 35.7% |
| 34 | 6 | 5.2% | 40.9% |
| 35 | 12 | 10.4% | 51.3% |
| 36 | 4 | 3.5% | 54.8% |
| 37 | 7 | 6.1% | 60.9% |
| 38 | 9 | 7.8% | 68.7% |
| 39 | 5 | 4.3% | 73.0% |
| 40 | 5 | 4.3% | 77.4% |
| 41 | 5 | 4.3% | 81.7% |
| 42 | 6 | 5.2% | 87.0% |
| 43 | 1 | 0.9% | 87.8% |
| 44 | 1 | 0.9% | 88.7% |
| 45 | 1 | 0.9% | 89.6% |
| 46 | 1 | 0.9% | 90.4% |
| 47 | 1 | 0.9% | 91.3% |
| 48 | 1 | 0.9% | 92.2% |
| 49 | 0 | 0.0% | 92.2% |
| 50 | 4 | 3.5% | 95.7% |
| 51 | 0 | 0.0% | 95.7% |
| 52 | 4 | 3.5% | 99.1% |
| 53 | 1 | 0.9% | 100.0% |
| 54 | 0 | 0.0% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 115 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: LAS VIRGENES RD
Limits: AGOURA RD
COUNTRY CREEK LN

Field Observer KBM
Checked By:
Date: 8/15/2007

| Factors | Direction: North/South | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | n of willow glen | | |
| 85th Percentile | 41.5 | | |
| 10 mph Pace | 32 - 41 | | |
| Percent in Pace | 71.8% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7 yrs ) |
| Total Collisions | 40 | | |
| Collision Rate (Acc/MVM) | 1.11 | | |
| Expected Collision Rate | 1.55 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 22960 | | |
| Length of Segment | 3243 | | |
| Lane Configuration | Single Lane Each Direction | | |
| Street Classification | Primary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Many bicycles and peds. Lack of sidewalk | | |
| Roadway Geometrics | Horizontal Curve | | |
| Comments | N. end of segment transitions to 2 lane in each direction. | | |
| **E. Adjacent Land Use** | | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

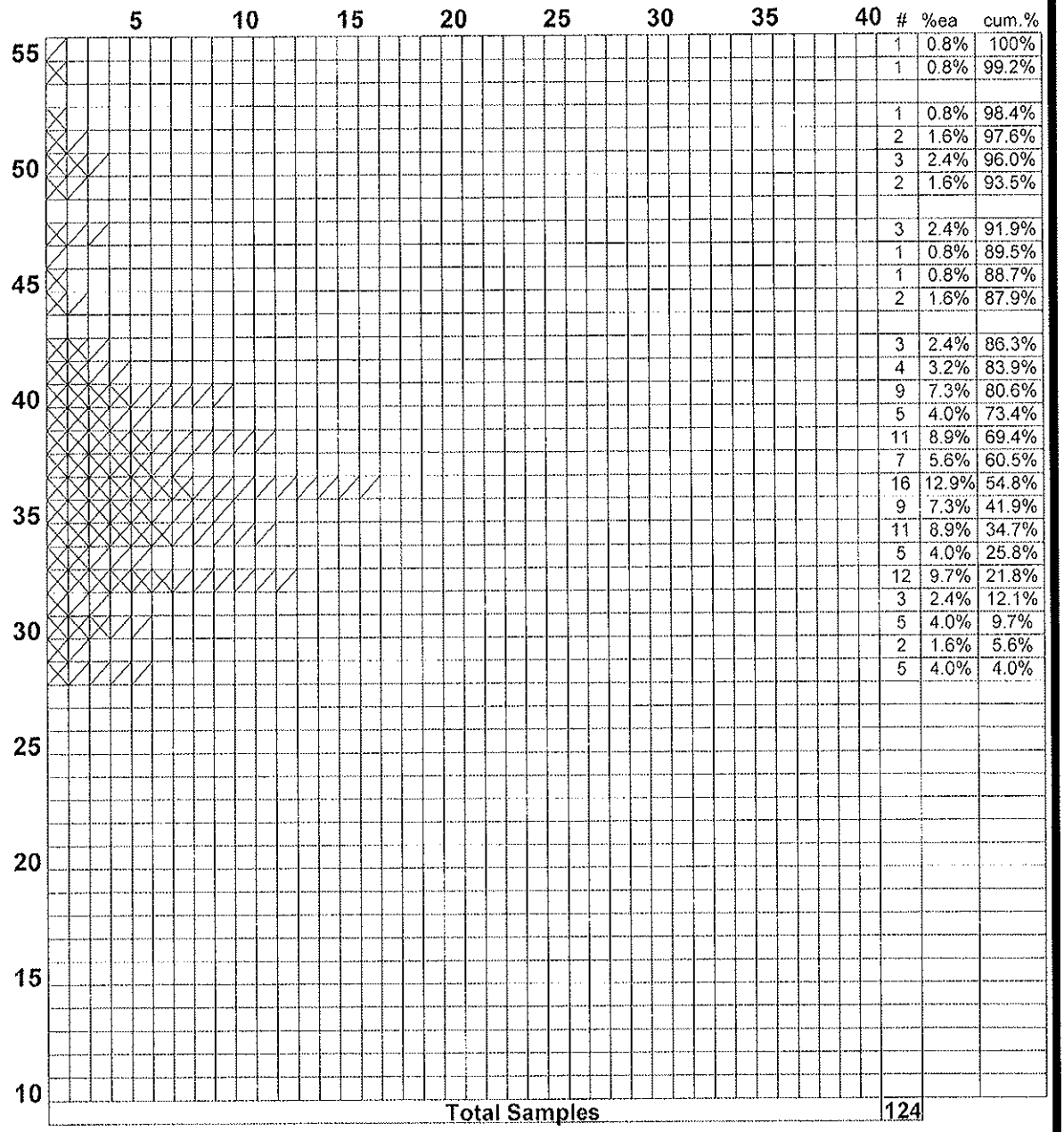
## Traffic Enginering Department

Street Name: LAS VIRGENES RD

Limits: AGOURA RD to COUNTRY CREEK LN

## Radar Survey Sheet

X=North /=South




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.8% | 100% |
| 1 | 0.8% | 99.2% |
| 1 | 0.8% | 98.4% |
| 2 | 1.6% | 97.6% |
| 3 | 2.4% | 96.0% |
| 2 | 1.6% | 93.5% |
| 3 | 2.4% | 91.9% |
| 1 | 0.8% | 89.5% |
| 1 | 0.8% | 88.7% |
| 2 | 1.6% | 87.9% |
| 3 | 2.4% | 86.3% |
| 4 | 3.2% | 83.9% |
| 9 | 7.3% | 80.6% |
| 5 | 4.0% | 73.4% |
| 11 | 8.9% | 69.4% |
| 7 | 5.6% | 60.5% |
| 16 | 12.9% | 54.8% |
| 9 | 7.3% | 41.9% |
| 11 | 8.9% | 34.7% |
| 5 | 4.0% | 25.8% |
| 12 | 9.7% | 21.8% |
| 3 | 2.4% | 12.1% |
| 5 | 4.0% | 9.7% |
| 2 | 1.6% | 5.6% |
| 5 | 4.0% | 4.0% |
| 124 | | |

| | |
|---|---|
| 85th Percentile Speed: | 41.5 |
| 50th Percentile Speed: | 35.6 |
| 15th Percentile Speed: | 31.3 |
| 10 MPH Pace: | 32- 41 |
| Number in Pace: | 89 |
| Percent in Pace: | 71.8% |

| | | | |
|---|---|---|---|
| Date of Survey: | 8/15/2007 | Start Time: | 14:15 |
| Weather: | Clear | End Time: | 14:50 |
| Road Condition: | Good | Posted Speed: | 45 |
| Street Class.: | Primary Arterial | Observer: | KBM |

Conditions not Apparent: Many bicycles and peds. Lack of sidewalk

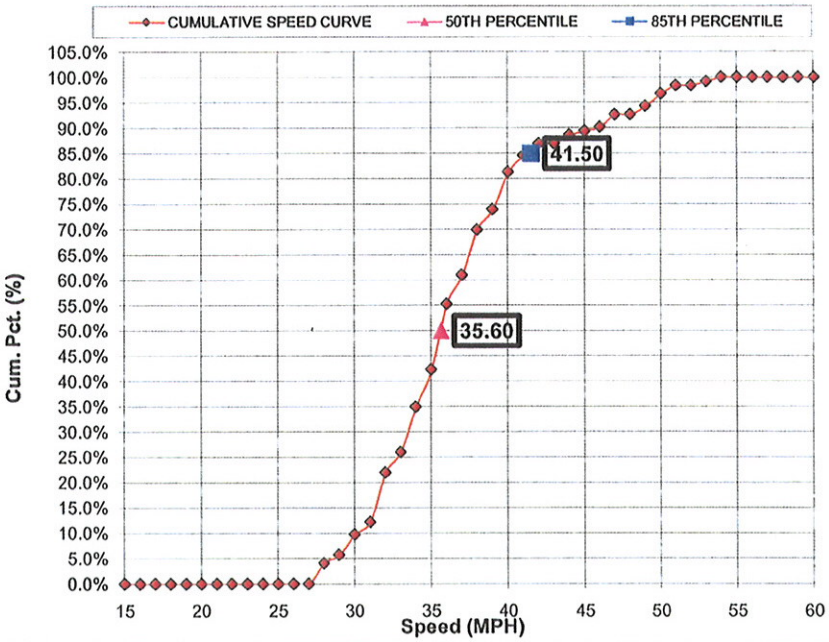
# CITY OF CALABASAS

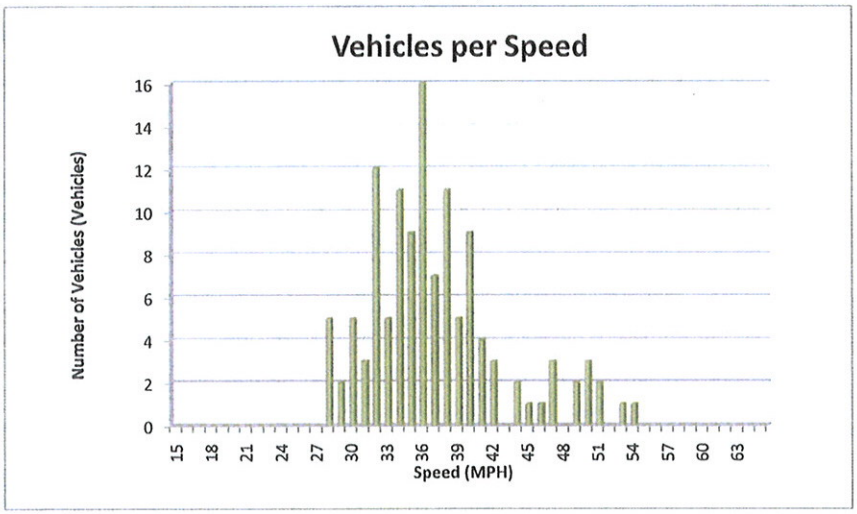
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Las Virgenes Road
Location: North of Willow Glen
Direction: North/South
From/To: Agoura Road & Country Creek Lane

50th Percentile Speed: 35.60
85th Percentile Speed: 41.50
10 MPH Pace Speed 32 TO 41
Percent in Pace Speed: 71.80%
Number of Vehicles Observed: 123

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 0 | 0.0% | 0.0% |
| 24 | 0 | 0.0% | 0.0% |
| 25 | 0 | 0.0% | 0.0% |
| 26 | 0 | 0.0% | 0.0% |
| 27 | 0 | 0.0% | 0.0% |
| 28 | 5 | 4.1% | 4.1% |
| 29 | 2 | 1.6% | 5.7% |
| 30 | 5 | 4.1% | 9.8% |
| 31 | 3 | 2.4% | 12.2% |
| 32 | 12 | 9.8% | 22.0% |
| 33 | 5 | 4.1% | 26.0% |
| 34 | 11 | 8.9% | 35.0% |
| 35 | 9 | 7.3% | 42.3% |
| 36 | 16 | 13.0% | 55.3% |
| 37 | 7 | 5.7% | 61.0% |
| 38 | 11 | 8.9% | 69.9% |
| 39 | 5 | 4.1% | 74.0% |
| 40 | 9 | 7.3% | 81.3% |
| 41 | 4 | 3.3% | 84.6% |
| 42 | 3 | 2.4% | 87.0% |
| 43 | 0 | 0.0% | 87.0% |
| 44 | 2 | 1.6% | 88.6% |
| 45 | 1 | 0.8% | 89.4% |
| 46 | 1 | 0.8% | 90.2% |
| 47 | 3 | 2.4% | 92.7% |
| 48 | 0 | 0.0% | 92.7% |
| 49 | 2 | 1.6% | 94.3% |
| 50 | 3 | 2.4% | 96.7% |
| 51 | 2 | 1.6% | 98.4% |
| 52 | 0 | 0.0% | 98.4% |
| 53 | 1 | 0.8% | 99.2% |
| 54 | 1 | 0.8% | 100.0% |
| 55 | 0 | 0.0% | 100.0% |
| 56 | 0 | 0.0% | 100.0% |
| 57 | 0 | 0.0% | 100.0% |
| 58 | 0 | 0.0% | 100.0% |
| 59 | 0 | 0.0% | 100.0% |
| 60 | 0 | 0.0% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 123 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: LAS VIRGENES RD
Limits: LOST HILLS RD
MEADOW CREEK LN

Field Observer KBM
Checked By:
Date: 5/22/2008

| Factors | Direction: North/South | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | 400' s of meadow creek | | |
| 85th Percentile | 49.0 | | |
| 10 mph Pace | 38 - 47 | | |
| Percent in Pace | 72.1% | | |
| Posted Speed Limit | 50 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7 yrs ) |
| Total Collisions | 6 | | |
| Collision Rate (Acc/MVM) | 0.309 | | |
| Expected Collision Rate | 1.83 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 21140 | | |
| Length of Segment | 1900 | | |
| Lane Configuration | Single Lane Each Direction | | |
| Street Classification | Major Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | No curbs or sidewalk on east side, bicycle traffic in packs & single, runners and walkers in both directions. | | |
| Roadway Geometrics | Horizontal Curve | | |
| Comments | Portions of segment has two S/B lanes. | | |
| **E. Adjacent Land Use** | Single Family Residential | | |
| Posted Speed Limit | 50 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #

# City of Calabasas

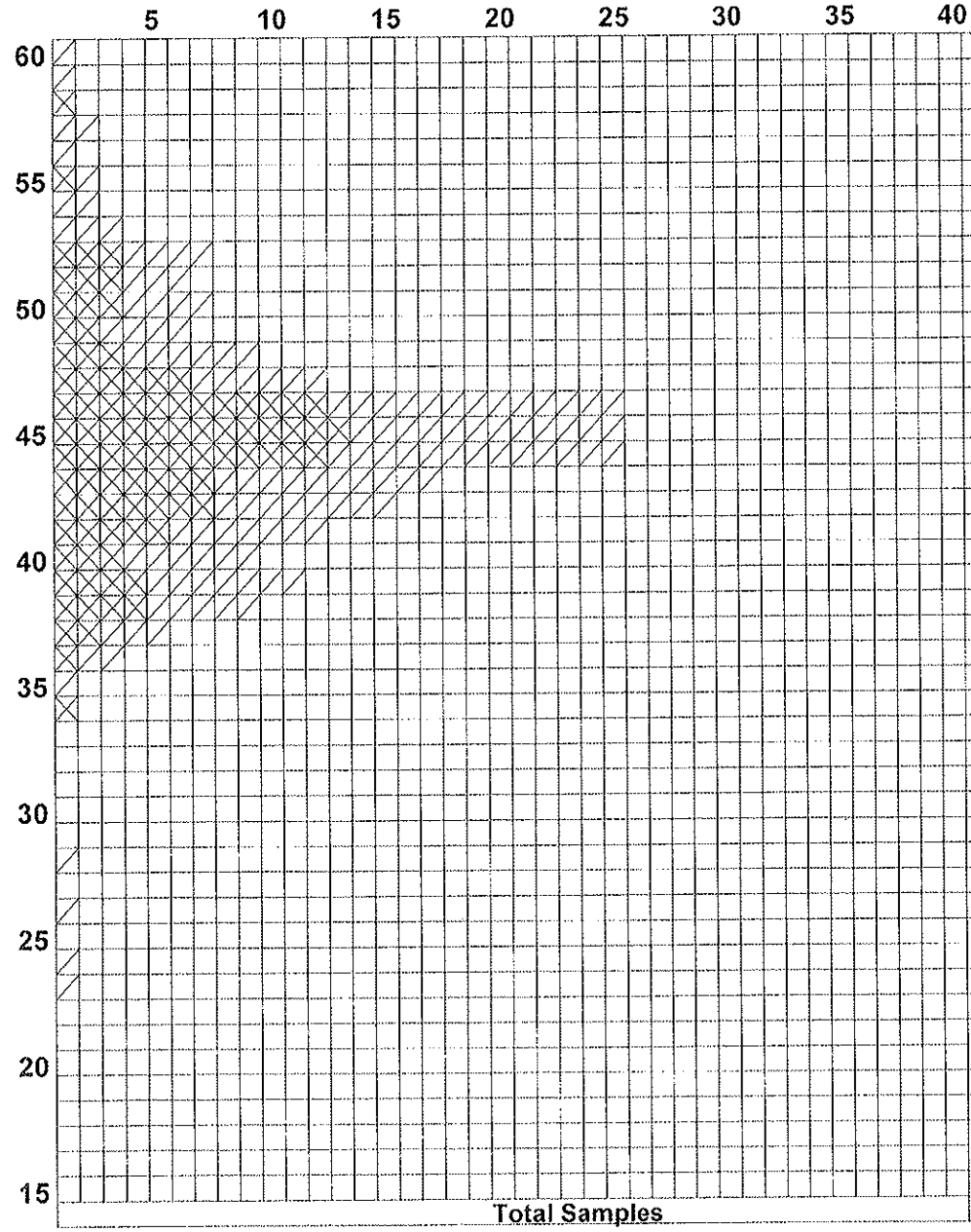
## Traffic Enginering Department

Street Name: LAS VIRGENES RD

Limits: LOST HILLS RD to MEADOW CREEK LN

## Radar Survey Sheet

X=North /=South




| # | %ea | cum.% |
|---|---|---|
| 1 | 0.5% | 100% |
| 1 | 0.5% | 99.5% |
| 1 | 0.5% | 99.1% |
| 2 | 0.9% | 98.6% |
| 1 | 0.5% | 97.7% |
| 2 | 0.9% | 97.3% |
| 2 | 0.9% | 96.4% |
| 3 | 1.4% | 95.5% |
| 7 | 3.2% | 94.1% |
| 6 | 2.7% | 91.0% |
| 7 | 3.2% | 88.3% |
| 6 | 2.7% | 85.1% |
| 9 | 4.1% | 82.4% |
| 12 | 5.4% | 78.4% |
| 25 | 11.3% | 73.0% |
| 25 | 11.3% | 61.7% |
| 25 | 11.3% | 50.5% |
| 17 | 7.7% | 39.2% |
| 15 | 6.8% | 31.5% |
| 12 | 5.4% | 24.8% |
| 9 | 4.1% | 19.4% |
| 11 | 5.0% | 15.3% |
| 9 | 4.1% | 10.4% |
| 5 | 2.3% | 6.3% |
| 3 | 1.4% | 4.1% |
| 1 | 0.5% | 2.7% |
| 1 | 0.5% | 2.3% |
| | | |
| | | |
| | | |
| 1 | 0.5% | 1.8% |
| | | |
| 1 | 0.5% | 1.4% |
| | | |
| 1 | 0.5% | 0.9% |
| 1 | 0.5% | 0.5% |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 222 | | |

| | |
|---|---|
| 85th Percentile Speed: | 49.0 |
| 50th Percentile Speed: | 44.0 |
| 15th Percentile Speed: | 38.9 |
| 10 MPH Pace: | 38- 47 |
| Number in Pace: | 160 |
| Percent in Pace: | 72.1% |

| | | | |
|---|---|---|---|
| Date of Survey: | 5/22/2008 | Start Time: | 14:58 |
| Weather: | clear | End Time: | 15:22 |
| Road Condition: | good | Posted Speed: | 50 |
| Street Class.: | Major Arterial | Observer: | KBM |
| Conditions not Apparent: | No curbs or sidewalk on east side, bicycle traffic in packs & single, runners and walkers in both directions. | | |

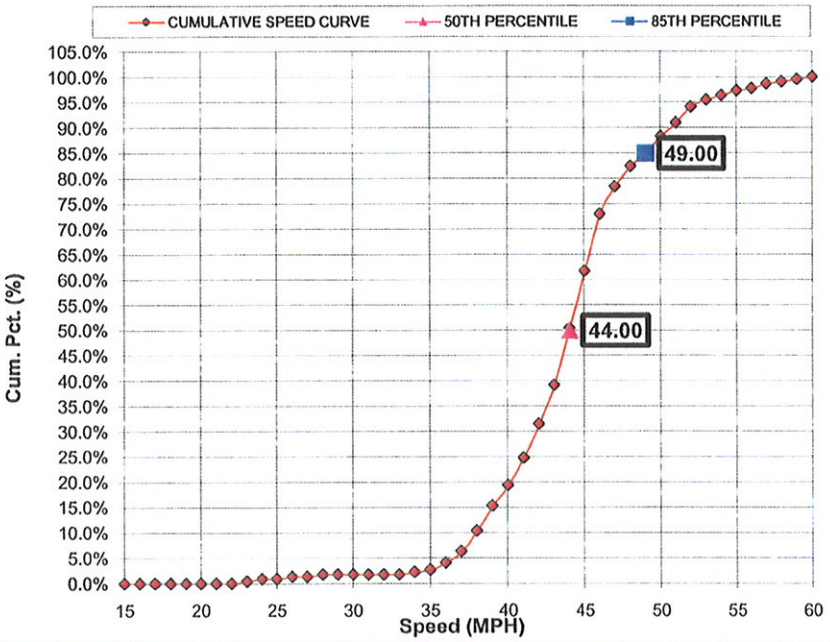
# CITY OF CALABASAS

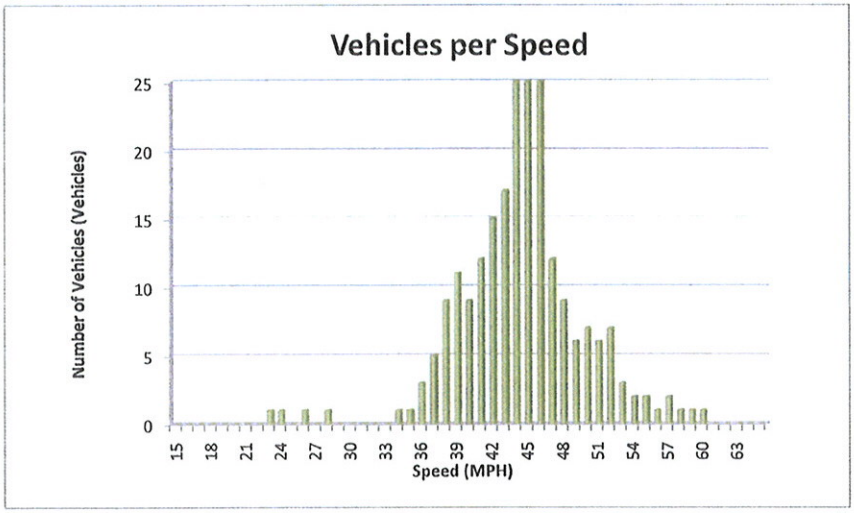
## ENGINEERING AND TRAFFIC SURVEY
## SPEED SURVEY DATA SHEET

Street: Las Virgenes Road
Location: 400 feet south of Meadow Creek Lane
Direction: North/South
From/To: Meadow Creek Lane & Lost Hills Road

50th Percentile Speed: 44.00
85th Percentile Speed: 49.00
10 MPH Pace Speed 38 TO 47
Percent in Pace Speed: 72.10%
Number of Vehicles Observed: 222

| SPEED (MPH) | NO. (VEH.) | PCT. (%) | CUM. PCT (%) |
|---|---|---|---|
| 15 | 0 | 0.0% | 0.0% |
| 16 | 0 | 0.0% | 0.0% |
| 17 | 0 | 0.0% | 0.0% |
| 18 | 0 | 0.0% | 0.0% |
| 19 | 0 | 0.0% | 0.0% |
| 20 | 0 | 0.0% | 0.0% |
| 21 | 0 | 0.0% | 0.0% |
| 22 | 0 | 0.0% | 0.0% |
| 23 | 1 | 0.5% | 0.5% |
| 24 | 1 | 0.5% | 0.9% |
| 25 | 0 | 0.0% | 0.9% |
| 26 | 1 | 0.5% | 1.4% |
| 27 | 0 | 0.0% | 1.4% |
| 28 | 1 | 0.5% | 1.8% |
| 29 | 0 | 0.0% | 1.8% |
| 30 | 0 | 0.0% | 1.8% |
| 31 | 0 | 0.0% | 1.8% |
| 32 | 0 | 0.0% | 1.8% |
| 33 | 0 | 0.0% | 1.8% |
| 34 | 1 | 0.5% | 2.3% |
| 35 | 1 | 0.5% | 2.7% |
| 36 | 3 | 1.4% | 4.1% |
| 37 | 5 | 2.3% | 6.3% |
| 38 | 9 | 4.1% | 10.4% |
| 39 | 11 | 5.0% | 15.3% |
| 40 | 9 | 4.1% | 19.4% |
| 41 | 12 | 5.4% | 24.8% |
| 42 | 15 | 6.8% | 31.5% |
| 43 | 17 | 7.7% | 39.2% |
| 44 | 25 | 11.3% | 50.5% |
| 45 | 25 | 11.3% | 61.7% |
| 46 | 25 | 11.3% | 73.0% |
| 47 | 12 | 5.4% | 78.4% |
| 48 | 9 | 4.1% | 82.4% |
| 49 | 6 | 2.7% | 85.1% |
| 50 | 7 | 3.2% | 88.3% |
| 51 | 6 | 2.7% | 91.0% |
| 52 | 7 | 3.2% | 94.1% |
| 53 | 3 | 1.4% | 95.5% |
| 54 | 2 | 0.9% | 96.4% |
| 55 | 2 | 0.9% | 97.3% |
| 56 | 1 | 0.5% | 97.7% |
| 57 | 2 | 0.9% | 98.6% |
| 58 | 1 | 0.5% | 99.1% |
| 59 | 1 | 0.5% | 99.5% |
| 60 | 1 | 0.5% | 100.0% |
| 61 | 0 | 0.0% | 100.0% |
| 62 | 0 | 0.0% | 100.0% |
| 63 | 0 | 0.0% | 100.0% |
| 64 | 0 | 0.0% | 100.0% |
| 65 | 0 | 0.0% | 100.0% |
| | 222 | 100.0% | |



# City of Calabasas
# Engineering and Traffic Survey
# Summary

Street: LAS VIRGENES RD
Limits: COUNTRY CREEK LN
MEADOW CREEK LN

Field Observer KBM
Checked By:
Date: 8/16/2007

| Factors | Direction: North/South | | |
|---|---|---|---|
| **A. Prevailing Speed Data** | | | |
| Location of Survey | s of A.E. Wright signal | | |
| 85th Percentile | 47.0 | | |
| 10 mph Pace | 38 - 47 | | |
| Percent in Pace | 73.7% | | |
| Posted Speed Limit | 45 | | |
| **B. Collision History** | | | |
| Date Range Covered | 1/1/2001 | To 12/31/2007 | ( 7 yrs ) |
| Total Collisions | 21 | | |
| Collision Rate (Acc/MVM) | 1.07 | | |
| Expected Collision Rate | 1.55 | | |
| **C. Traffic Factors** | | | |
| Average Daily Traffic | 19885 | | |
| Length of Segment | 2039 | | |
| Lane Configuration | 2 Lanes Each Direction | | |
| Street Classification | Primary Arterial | | |
| **D. Conditions Not Readily Apparent** | | | |
| Conditions | Heavy school related pedestrian traffic. | | |
| Roadway Geometrics | No Sidewalk | | |
| Comments | Single N/B lane for large part of segment. Periodic high parking turnover at school arrival and dismissal. | | |
| **E. Adjacent Land Use** | Commercial | | |
| Posted Speed Limit | 45 | | |
| Speed Limit Change? | | | |
| Revised Speed Limit | | | |

Approved and Authorized for release by City of Calabasas:

_____ _____
Date

Loc. #