

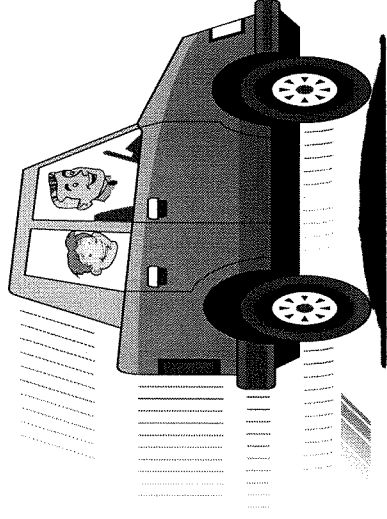
Pros and cons of speed humps

1. Speed humps may present a potential hazard to all vehicles including bicyclists, motorcyclists, and emergency vehicles as well as people using skateboards and roller skates.
2. Vehicle speeds are not significantly reduced once the vehicle has left the speed hump. The discomfort and shock sometimes decrease as vehicle speeds increase.
3. In general, emergency services (ambulance, fire, police) oppose speed hump installations as they add delay to response time.
4. Traffic volumes on streets adjacent to streets where the humps are located often increase when drivers try to avoid the speed humps.
5. Speed humps increase noise levels 10 to 20 decibels when wheels hit the pavement. Increased noise is particularly bothersome in residential areas.
6. Speed humps reduce the aesthetic qualities of the residential street. This is because additional road striping and signs are necessary to alert motorists of the pavement features.

In compliance with the AMERICANS WITH DISABILITIES ACT, those needing special assistance to read this publication should contact the Building Division at (805) 449-2500. Notification will enable the City to make reasonable arrangements to ensure accessibility to the information in this publication.

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Speed Humps



**City of Thousand Oaks
Public Works Department**



What are speed humps?

On public streets, speed humps are raised areas of pavement placed across a roadway at determined intervals which, theoretically, cause motorists to slow down as they pass over them. They are intended to be uncomfortable to drive over if crossed too quickly. Speed humps are 12 feet long and three inches high.

Since speeding on residential streets is a common citizen concern, speed humps are often requested because they are perceived as a quick and effective solution to speeding.

What do I need to do to get speed humps installed on my street?

The Public Works Department has a hand-out with all the steps outlined for citizens. The process begins with the residents themselves, *obtaining petition signatures* of neighbors along the street to demonstrate community support for the speed humps. Once the petition is turned in to the Public Works Department, City staff verifies the signatures. A request meeting the minimum petition requirements is then placed on a *Traffic and Transportation Advisory Commission Agenda*. Next, *City Traffic Engineers check field conditions, count traffic, measure speeds and do a complete evaluation* of the traffic conditions. Then, petitioners are advised of the *meeting date and time*. The *Traffic Commission reviews* the Traffic Engineer's report, listens to public testimony and makes a *recommendation to the City Council*. *The City Council's decision is final.*

Is the City of Thousand Oaks legally obligated to install speed humps on a residential street to eliminate a speeding problem?

No. Speed humps are not recognized by the State of California as an official traffic control device. Stop signs, pavement striping and traffic signals are examples of traffic control devices which are recognized by the State.

Speed humps are categorized as "experimental" pavement features which the City of Thousand Oaks has adopted for use on some residential streets. They are not recommended for use on all residential streets and are installed only on streets which satisfy a number of criteria established by the City Council on June 21, 1983 (*see Speed Hump Warrants following this section*).

Because speed humps are not recognized by the State as an official traffic control device, most cities do not offer a speed hump program due to unknown liabilities. Cities that do offer a speed hump program have developed their own set of criteria to help determine when speed humps are appropriate for public use.

Speed hump warrants

In accordance with adopted City Council Policy, speed humps on public roads will only be considered if **all** of the following conditions are met for the **entire** proposed street, as determined by the City Traffic Engineering Division Manager:

1. A petition circulated by the residents must contain signatures of no less than 60 percent of the residents of the street to demonstrate neighborhood support of such an action.
2. The average traffic volume must exceed 2,500 vehicles in a 24-hour period (one day).
3. More than 87 percent of the surveyed motorists must exceed a speed of 25 mph.
4. The road must not be over 40 feet wide and have no more than two traffic lanes.
5. The road must be a legal residential road in accordance with the Vehicle Code, having a realistic speed limit of 25 mph.
6. The approach speeds at the location of the first potential speed hump must be able to be effectively controlled via a physical design feature to the satisfaction of the City Traffic Engineering Division Manager.

