

## REPORT TO CITY COUNCIL

**DATE: FEBRUARY 25, 2009**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: GREG RAMIREZ, CITY MANAGER**

**BY: RAMIRO ADEVA, CITY ENGINEER**

**SUBJECT: APPROVAL OF THE INSTALLATION OF SPEED HUMPS ON CHESEBRO ROAD AND THE SUBSEQUENT AUTHORIZATION TO SEEK BIDS FOR THE INSTALLATION OF SPEED HUMPS ON CHESEBRO ROAD**

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In December 2008, staff received a petition from residents in Old Agoura acknowledging their support for the installation of speed humps on Chesebro Road (see Exhibit 'A'). Per the City's approved speed hump policy, residents can at any time make a formal request for the installation of speed humps on a residential street as long as they are able to show that 60% of those residents directly affected are in support of speed humps on the street. This first requirement was met when residents along Chesebro Road gathered enough signatures on the petition in favor of the speed humps.

In January 2009, staff moved forward with the next step in the process by conducting speed surveys and traffic volume counts to determine if the criteria were met as outlined in the speed hump policy. In summary, the results indicate that the minimum thresholds were not met to warrant the installation of speed humps. However, despite the results of the speed survey and volume counts, there are other unique factors that should be considered for this particular case. First, the rural nature of this residential roadway was not considered when the policy was created. The policy assumes residential streets to be of the type seen in tract housing developments, where curbs, gutters, and sidewalks provide physical separation between drivers and pedestrians. On the contrary, Chesebro Road has no curbs, gutters, nor sidewalks, so there is no distinct barrier between a motorist's and pedestrian's path of travel. In addition, there is a designated equestrian trail along the roadside, adding an additional type of traveler to the issue. Second, there are many residential driveways spaced at uneven intervals accessing Chesebro Road, making it difficult for motorists to react to drivers trying to enter Chesebro Road. Thus, the rural characteristics of this roadway make it a unique situation where speed humps should be considered from a qualitative standpoint, rather than a quantitative one, in order to increase the safety for all the road users.

The City Council has the ultimate authority to approve or disapprove the installation of speed humps. Therefore, if Council approves this item tonight, staff will proceed with the next step of mailing a confidential survey to the affected residents and having them privately complete and return the survey to staff indicating if they support or oppose the installation of speed humps on Chesebro Road. If at least 51% of the surveys are returned in support, staff will then include the

work as part of the scope for the FY2009-10 annual overlay project. Although this 51% threshold is not a part of the City code, it is consistent with what the City has used as an acceptable threshold in past speed hump requests.

Staff anticipates a total project cost of approximately \$30,000. The necessary funds to cover the work are currently being accounted for in the preparation of next fiscal year's budget, with the anticipated start of construction for the overlay in July-August 2009.

## **RECOMMENDATION**

Staff respectfully recommends the City Council:

1. Approve the installation of speed humps along Chesebro Road; and
2. Authorize staff to seek bids for the installation of speed humps on Chesebro Road if at least 51% of the affected residents return the survey in support of the installation of the speed humps.

# Exhibit A

## Chesebro Road Speed Humps



Chesebro Road - north of Driver Ave

Chesebro Road - north of State Park Entrance



NOTE: precise speed hump location and spacing to be determined in the field.