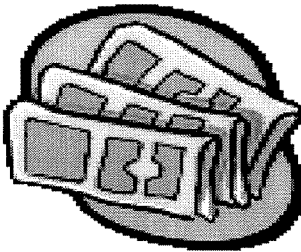


**Other Traffic Information
Brochures Available:**

- Bicycles on Buses
- Bicycle Safety
- Crosswalks
- Left Turn Signals
- Parking on Residential Streets
- Speed Humps
- Speed Limit Enforcement in Our City
- Traffic Signals
- Vegetation & Traffic Safety



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City of Thousand Oaks
Public Works Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362-2903

Speed Limit Enforcement in Our City

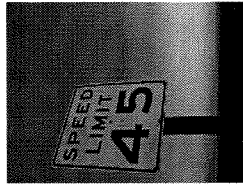


City of Thousand Oaks
Public Works Department
(805) 449-2400
Fax: (805) 449-2475



Why Have Some Speed Limits in Thousand Oaks Increased?

On April 9, 2002, the City Council voted to adjust the speed limits on 82 road segments (about 30 streets) in order to improve enforcement of speed limits using radar.



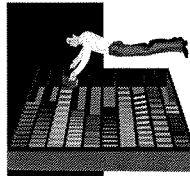
Past Practice of "Downward Speed Posting" To Establish Speed Limits

- Was used by many public agencies including Thousand Oaks.
- Speed limits were typically set 10 mph below what most people drive in an attempt to influence motorists to "slow down".
- These reasons were found later to be ineffective, unreasonable and illegal.

History

City officials understand citizen's concerns regarding speed limit increases. Some people think that signs reflecting higher speed limits "may" trigger further increases in prevailing speeds.

This matter was reviewed several years ago before the recent speed limit issue was considered by City Council. It has consistently been the finding of City Traffic Engineers and traffic officials Statewide that most drivers tend to drive at speeds they consider safe regardless of the posted speed. These



"People v. Goulet" Case

The "downward speed posting" practice was challenged in court in Ventura in 1992 with the "People v. Goulet" case in which radar was used to enforce the posted speed limit. This case established that the use of radar devices to enforce speed limits is valid only if it can be demonstrated that the speed limit is just and based upon how most people (85th percentile) interpret and drive a road.

The conclusion of the Goulet ruling was that a "speed trap" exists if the speed limit is posted more than 5 mph lower than what most motorists drive. According to the court's judgment, most people, (considered to be 85 percent of the drivers on the road), are reasonable and prudent drivers and will drive their vehicles at a realistic and safe speed taking into consideration the apparent road conditions.



Benefits of Revising Speed Limits

- Police Officers will have the ability to routinely enforce speed limits using radar on road segments where previously they could not.
- Judges are less likely to dismiss citations issued for speeding on streets that are enforceable using radar.
- When speed limits are enforced, motorists slow down
- Speed limits on all City streets can be enforced using radar which is the most efficient tool police have.

Elected City officials are actively participating on the Public Safety Committee at the League of California Cities and are working to change the law and gain more local control over setting speed limits in the City.



It is hoped that this information will be of help in understanding why speed limits were recently revised in Thousand Oaks. If you have any questions, please contact the Traffic Engineering Division at 805.449.2412 or 805.449.2418 or e-mail at www.toaks.org.

observations have also indicated that average vehicle speeds change little following the posting of revised speed limits.

In 1995, speed limit changes were made on ten City streets in Thousand Oaks. "Before" and "After" studies were conducted along with these changes to determine if increasing the posted speed limit would increase the speed of traffic. The results indicate that the speed of traffic varied an average of only 1 mph on these ten streets. This supports other studies that conclude that signs do not control the speed of motorists, rather, it is the prevailing road conditions that are the main factors in determining speed for the majority of drivers. The findings of the Thousand Oaks' study are consistent with other studies conducted in Ventura County and across the nation.

The City Council also established a committee to work with the League of California Cities, Caltrans, other cities and agencies, and elected legislative representatives to develop and implement measures that will allow local agencies to have more control in the setting of local speed limits. Various agencies have expressed frustrations when approving speed limit increases (based on the 85th percentile speed), coupled with the perception that increasing speed limits results in faster moving traffic. The City's goal is to allow the setting of speed limits on local urban roadways that are lower than the 85th percentile speed in situations where the local agency determines a lower speed is appropriate for the street segment.