# Resident Feedback

| | In support of speed humps | In objection to speed humps |
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| Safety | • Decreased collisions and near misses due to slower speeds<br>• Easier to back out of driveways due to slower down traffic | • Increased collisions, near misses, rear ends due to hard braking at the speed hump<br>• Interrupted traffic flow, intersections feel less safe<br>• Difficult to back out of driveways due to re-routed traffic |
| Pedestrian Safety | • Enhanced pedestrian and children's safety due to slower speeds<br>• Increased compliance for drivers yielding to pedestrians | • Crossing pedestrians may have a false sense of security<br>• Not enough pedestrian volume to warrant calming measures |
| Noise & Vibration | • Decreased vibration and noise since traffic is slower and traffic volume is reduced | • Increased vibration and noise caused by vehicles passing over the speed hump and braking / acceleration noise at the speed hump |
| Speed | • Traffic slows down in neighbourhood<br>• Concerned with high speeds in corridor and speed hump helps reduce speeding | • Traffic stops instead of slowing down, causes congestion<br>• Posted speed limit should reflect the speed required to pass over the speed hump<br>• Slow traffic for a short distance only<br>• No speed concerns in corridor |
| Travel Time | • Travel time increase is not significant<br>• Delays are balanced by feelings of improved safety | • Speed humps caused delay |
| Location | • Speed humps should be placed near crosswalks, parks and school zones<br>• Speed humps near intersections can facilitate turning movements from minor street | • Speed humps should be used in residential areas with high pedestrian demand<br>• Speed humps should not be placed close to intersections<br>• Speed humps should not be placed on major collector roads, or high volume traffic roadways |
| Enforcement | | • Enforcement should be used to address speeding instead of speed humps |

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| Shortcutting | | • Drivers choosing alternate routes to avoid going over speed humps |
| Emergency services | | • Speed humps could cause delays in emergency service response time |
| Comfort | | • Jolting motion results in back injuries<br>• Speed humps tested were too large |
| Costs | | • Increased operating and maintenance costs for vehicles |
| Other | • Proactive. Small price to pay to keep children safe<br>• Good size, not too aggressive, big enough to slow traffic down<br>• Better than traffic signs.<br>• Would also like to see speed display boards | • Waste of money<br>• Sun reflection in eyes from the speed hump creates hazard<br>• All motorists get punished for a few violators<br>• The profile has sharp edges, prefer smooth profile<br>• Damages vehicles, decreases fuel efficiency and increases gas emission<br>• Nuisance, annoyance; frustrates drivers resulting in aggressive driving rather than calmed traffic.<br>• Too big, too high, too aggressive<br>• Traffic signs are better.<br>• Speed display board, photo radar, police enforcement, reduce speed limit for residential area are all better solutions.<br>• Need more data (collision info, ped volume, speed, cost etc.), more engagement before pilot project |