


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: March 14, 2024

To: Honorable City Council
c/o City Clerk, Room 340
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio Cornejo, General Manager 
Department of Transportation

Subject: **RESIDENTIAL SPEED HUMP PROGRAM**

SUMMARY

This report provides a summary of LADOT's residential Speed Hump Program, discusses the previous processes and status, and identifies the changes made for the upcoming cycle. LADOT will launch this year's application on Thursday, March 21, 2024 at 9:00 am.

Recommendation

That the City Council NOTE and FILE this report.

Background

The Citywide Residential Speed Hump Program gets an annual allotment of approximately \$2 million. LADOT manages this program with an annual open citywide application process. LADOT will accept up to 25 applications from residents in each Council District (CD) and then evaluate them for feasibility and neighborhood support. This cap allows LADOT staff to receive a sufficient number of applications to conduct the necessary analysis to ensure compliance to all program requirements. Of the 25 applications, LADOT typically qualifies and delivers speed humps along up to six residential street segments in each CD. The remaining street segments either do not garner the necessary support from the residents, or do not meet the pre-established criteria for implementation. LADOT constructs two to four speed humps on each street segment, depending on the length of the street.

LADOT suspended the speed hump application process in 2020 and 2021 due to emergency response demands related to the COVID-19 pandemic. This also allowed LADOT to close out a backlog of previously approved speed hump requests across the City.

The last application cycle was open on October 6, 2022. LADOT evaluated all 375 applications, assessed locations in each CD for feasibility and neighborhood support, and has implemented approximately 95% of the approved speed humps. All remaining locations are anticipated for completion by April 2024. Most CDs will receive speed humps along their six qualifying street segments in their respective district, with the exception of those offices that did not either meet the criteria or failed to obtain the necessary community support to get six qualifying candidate locations.

On Thursday, March 21, 2024 at 9:00 am, LADOT will launch this year's residential speed hump application cycle. LADOT informed all Council District offices of the open application period via email on Wednesday, February 14, 2024, and has also launched promotional activities that include newsletters, a press release, earned media, and social media. The speed hump guidelines, fact sheet, and application materials are available on LADOT's website and have been circulated to all Council offices as well as in LADOT's newsletter and social media.

DISCUSSION

LADOT constructs speed humps in residential neighborhoods to maintain safe driving speeds and improve safety for residents and road users alike. In order for a speed hump request to be eligible, it must meet basic feasibility requirements. Speed humps constructed through the City's Residential Speed Hump Program can only be constructed on streets that are residential and have:

- No more than one lane in each direction;
- A speed limit of 30 miles per hour (MPH) or less;
- No fewer than 900 and no more than 10,000 daily vehicles;
- At least 600 feet between controlled intersections (stop signs);
- No known drainage/flooding issues;
- No horizontal curves where visibility is less than 150 feet;
- Less than an 8% grade.

After applications are submitted, LADOT conducts a preliminary eligibility assessment to confirm that the location meets the basic criteria of being a residential street, with no more than one travel lane in each direction, and a 30mph or lower speed limit. To ensure broad neighborhood support, LADOT has typically required demonstrated support from at least 50% of the affected neighbors in order to advance beyond this preliminary evaluation. If an application advances, LADOT conducts additional assessment to confirm feasibility, requests the applicant collect petition signatures to confirm at least two-thirds support on the street segment, and constructs the speed hump(s)

The October 2022 application cycle met the 25 application per council office limit in less than 10 minutes of the portal opening. After a review of all time-stamped applications submitted, 366 applications met the minimum eligibility requirements. After meeting the minimum eligibility requirements, approximately 43% (159) of the qualifying applications were unable to garner support from 50% of the affected neighbors and did not advance further in the process. Of the applications that did garner the 50% support, 96 were feasible for implementation based on factors such as traffic volumes, critical speed, and roadway grade. LADOT will complete construction for all successful speed hump applications by April, 2024.

Given the drop off in qualifying applications between verification of the minimum eligibility requirements and securing 50% neighborhood support, LADOT has revised this step in the process for the upcoming cycle. The change, as described below in Step 1, is made in an effort to increase the number of successful applications.

Revised 2024 review process

The request for speed humps is a 3-Step process that includes multiple levels of review:

- **Step 1:** A neighborhood "Block" representative submits an online application. To ensure there is sufficient support to conduct the initial study, the Block Representative must provide the name, address, and contact information of four additional residents facing the street segment in support of the speed humps. LADOT revised this step to improve the quality of initial applications. If the application is successfully submitted to the application portal, LADOT will review for basic eligibility.
- **Step 2:** LADOT conducts a preliminary review of all applications to determine if the requested street segment meets the basic eligibility criteria and has at least four confirmed residents that support the application. Applications that meet the basic requirements will undergo further review to determine feasibility based on the full list of criteria. Once the application has been fully reviewed, LADOT will confirm funding availability.
- **Step 3:** Once LADOT determines the street segment in an application is feasible and construction funding is available, LADOT will provide the Block Representative with a "Step 3" Survey of Residents Form. The Block Representative will need to obtain signatures of support for the speed hump installation from at least two-thirds of the affected residences on the street segment to proceed to construction.

Once an application has successfully met the requirements of each step, LADOT develops the necessary design plans and begins scheduling the installations with the contractor. Speed hump installations can range from 6-12 months from the date of the open application.

FISCAL IMPACT

There is no impact to the General Fund from the recommendations of this report.

RC:TC:cr

Attachment A

City of Los Angeles Department of Transportation

“Citywide Residential Speed Hump Program” Evaluation Guidelines

The installation of speed humps is intended to reduce incidences of excessive vehicular speeding on residential roadways. These guidelines should be used to determine whether or not speed humps may be installed based on criteria for justification, feasibility, effectiveness, and impact.

Speed humps may also be installed as part of a variety of other programs or projects, including but not limited to a grant funded project, a capital improvement project, an approved land development project or a comprehensive neighborhood traffic management plan.

These guidelines may be updated and modified periodically to address community, safety, and street operation needs. The Department of Transportation continues to study the effectiveness of its speed hump installations and may experiment with alternate designs and applications.

LADOT will review the following criteria to determine whether a speed hump is feasible for installation:

CRITERIA	DESCRIPTION
<i>Street Type</i>	Speed humps are typically installed only on residential Local or Collector Streets. Speed humps should not be installed in front of commercial property. Speed humps are not installed in alleys (see Drainage, below).
<i>Traffic Volume</i>	On streets with traffic volumes between 900 and 5,000 vehicles per day, but typically not greater than 10,000, 12-foot long speed humps may be recommended. The 22-foot long speed hump may be recommended on streets with volumes greater than 5,000.
<i>Roadway Visibility</i>	Speed humps should not be installed on street segments with severe vertical or horizontal curves. Speed hump installations should be visible to oncoming motorists for a minimum of 150 feet.
<i>Roadway Grade</i>	Speed humps should not be installed on a street segment with a roadway grade greater than eight percent (8%). On a street segment with roadway grade of five percent (5%) or less, 12-foot long speed humps may be installed. On a street segment with over five percent (5%) and up to eight percent (8%) of roadway grade, 22-foot long speed humps may be installed.

<i>Street Drainage</i>	Speed humps should not be installed on streets with drainage gutters that are in the center of the roadway (such as in alleys), or on streets with drainage or flooding problems.
<i>Number of Lanes</i>	Speed humps should not be installed on roads striped with more than one through lane in each direction.
<i>Study Segment</i>	The length of the study segment should be the distance between controls such as stop signs and traffic signals that are existing or imminent (authorized but pending installation) and generally not less than 600 feet. Unless it is at least 1,000 feet long, the study segment should not generally terminate in a cul-de-sac or street closure.
<i>Street Use</i>	Speed humps are not installed immediately adjacent to a hospital, fire station, or police facility.
<i>Speed Limit</i>	Speed humps are not installed on streets with speed limits greater than thirty miles per hour (30 MPH).
<i>Critical Speed</i>	<p>Speed humps make the most sense for street segments where the measured “Critical Speed”, which is the speed at which 85% of vehicles travel at or below, is five miles over the posted or prima facie speed limit of 25 MPH.</p> <p>(For example, if 1,000 cars per day travel down your street, the Critical Speed is the speed at which 850 vehicles travel at or below. This is also referred to as the 85th percentile speed.)</p> <p>In general, the Critical Speed should be greater than 30 miles per hour on a street with a speed limit of 25 miles per hour, or greater than 35 miles per hour on a street with a speed limit of 30 miles per hour.</p>
<i>Physical Conditions</i>	Speed humps shall not be installed in front of driveways, over underground access covers, or adjacent to catch basins or drainage structures as to prevent their function.

<i>Other Considerations</i>	The Los Angeles Department of Transportation will make an engineering evaluation of all pertinent safety factors, including any not specifically addressed here before making a determination on the installation of speed humps.
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