


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: June 21, 2023

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

From:   
Connie Llanos, Interim General Manager  
Department of Transportation

Subject: **SPEED HUMP AND SPEED TABLE PROGRAM FOR SCHOOLS**

**SUMMARY**

In response to [Council File \(CF\) 23-0306](#) and instructions in [CF 23-0600](#), this report provides a policy and required staffing resources for the Los Angeles Department of Transportation (LADOT) to implement a Speed Hump and Speed Table Program for schools with the additional funding provided in the Fiscal Year 2023-24 Budget.

**RECOMMENDATION**

That the Los Angeles City Council, subject to approval by the Mayor:

1. APPROVE LADOT's proposed plan to implement speed humps on 100 street segments at the Top 50 schools identified by the Safe Routes to School strategic plan in Fiscal Year 2023-2024.
2. DIRECT LADOT to report in one year with recommendations to prioritize additional schools in future fiscal years, including any additional staff and resources required to continue the annual school speed hump program.

**BACKGROUND**

On May 10, 2023, City Council (Council) instructed LADOT to report on the feasibility of establishing a dedicated speed hump program for all schools, including any required funding and staffing resources, and a timeline for execution. Subsequently, the Chief Legislative Analyst (CLA) report on the 2023-24 proposed budget dated May 12, 2023, identifies \$3.5 million, of which LADOT will dedicate a minimum of \$2 million to a new Speed Hump and Speed Table Program for Schools. The CLA report also instructed LADOT to develop a policy for the program and report with the required staffing resources prior to expenditure of the funds outlined in the new budget.

The 2023-24 Budget also adds resolution authority and six-months funding for one Transportation Engineering Associate III, one Transportation Engineering Associate II, and one Transportation Engineering Aide I to work on this new program.

**DISCUSSION**

### Residential Speed Hump Program

The existing speed hump program is a resident-request based program that constructs speed humps on residential local or collector streets with speed limits under 30 miles per hour (mph). Interested applicants submit speed hump requests through an online portal. The portal closes once residents submit 375 applications, and the 2022 application cycle reached capacity within minutes of opening. Traffic volume, speed, and collision data is collected and analyzed to determine the top candidates. Street segments must meet the minimum traffic volume threshold of 1,000 vehicles per day, and the minimum critical speed threshold of five mph over the posted speed limit or the prima facie speed limit of 25 mph. Critical speed is the speed at which 85% of all vehicles travel at or below. LADOT requires the applicants of the top candidate locations to submit signed petitions demonstrating that a majority of adjacent neighbors support the installation of speed humps on their street segment. With funding of \$1,900,00 per year, LADOT installs speed humps on approximately 90 street segments, about six street segments per Council District (CD).

### School Speed Hump/Speed Table Program

Safety is LADOT's highest priority, and protecting children traveling to and from schools is a critical safety goal. In 2012, LADOT launched its Safe Routes to School (SRTS) Strategic Plan (CF 14-0348) to implement a data-driven process to improve safety around school campuses. To prioritize schools for these investments, LADOT and LAUSD developed a methodology that considered the number of pedestrian and bicycle collisions, the number of students who live within a 1/4 mile of the school, the number of students eligible for free/reduced-price meals, and the lack of other transportation funding. LADOT used this methodology to identify the top 50 LAUSD schools for SRTS treatments. The Top 50 schools are all on or within one-quarter mile of the High-Injury Network (HIN), which represents six percent of the City's streets that account for 65 percent of deaths and serious injuries for people walking.

With a new dedicated school speed hump and speed table program, LADOT will initially prioritize speed humps at the Top 50 SRTS schools next fiscal year. LADOT will also install speed tables at schools with uncontrolled crosswalks on arterial streets (with posted speeds up to 35 mph), regardless of whether or not they are at a Top 50 school. To streamline and accelerate the school speed hump and speed table construction, LADOT will not require schools to apply for speed humps/tables or collect petition signatures for these safety measures.

### *Staff Requirements*

In LADOT's May 1, 2023 report back to the Budget, Finance, and Innovation Committee on a possible \$3.5 million speed hump program expansion, LADOT stated the necessity of funding for additional staff consisting of one Transportation Engineering Associate III, one Transportation Engineering Associate II, and one Transportation Engineering Aide to the existing speed hump program team to work on this expanded program. The 2023-24 Budget includes resolution authority and six months funding for each of the three positions. LADOT plans to utilize salary cost savings from other vacant positions to prioritize filling these new positions and get the new program up and running.

*Next Steps*

With funding of \$2 million next fiscal year, and new staff as identified above, LADOT expects to install speed humps at approximately 100 street segments starting in August 2023, with each street segment having between two to four speed humps. By installing speed humps at an average of two street segments adjacent to schools (most schools have three to four sides), LADOT can install speed humps at all Top 50 schools next fiscal year. Speed tables on arterial streets cost about twice as much as speed humps and thus may affect the overall number of street segments built per year.

To prioritize schools for future fiscal years, the Department intends to follow the Safe Routes to School strategic plan methodology and apply the lessons learned through implementing and analyzing speed data from the first year of this program.

**FINANCIAL IMPACT**

Two million dollars is allocated in the 2023-24 Proposed Budget for the purpose of a dedicated Speed Hump and Speed Table Program for Schools. No additional funding is being requested at this time.

CL:tc