



WHAT YOU NEED TO KNOW ABOUT THE CITYWIDE RESIDENTIAL SPEED HUMP PROGRAM



WHAT ARE THEY?

Speed humps are rounded raised areas of asphalt constructed across the roadway width. The speed hump extends a distance of 12 feet (or 22 feet for type II speed humps depending on the roadway grade or traffic conditions). The height at the highest point is $2\frac{5}{8}$ inches.

PURPOSE

Speed humps are designed to reduce vehicular speed on residential local or collector streets that have a single travel lane in each direction. Note: if there is any commercial frontage (e.g. stores or offices), then speed humps cannot be installed in that area.

ADVANTAGES

- Speed humps are an effective tool in reducing speeds.
- Most drivers will slow down to avoid jarring their vehicle.
- Installation does not require the removal of parking spaces.

DISADVANTAGES

- May create noise when vehicles travel over speed humps.
- Residents living on the block will be the ones driving over the speed humps most frequently.
- Installation may require placement of the speed hump and/or warning signs in front of someone's home.

SOME LIMITATIONS

1. Speed humps can only be installed on streets with speed limits of 30 mph or less.
2. Speed humps are recommended on streets where the 85th percentile speed is more than 5 mph above the speed limit. This is determined by an LADOT field study.
3. The daily volume on the street should be greater than 900 vehicles per day (VPD), but typically not more than 10,000 VPD. This is determined by an LADOT field study.
4. The street segment should be a minimum of 600 feet between controlled intersections, such as stop signs or traffic signals and should be a maximum of 1300 feet, typically two to three city blocks.
5. Speed humps should not be installed on streets where there are known drainage/flooding issues.
6. Speed humps should not be installed on horizontal curves where visibility is less than ~150 feet.
7. Speed humps should not be placed on streets that have a grade greater than 8%.



CITYWIDE RESIDENTIAL SPEED HUMP PROGRAM

Request and Approval Process

(New application requirements – PLEASE READ)

Step 1. Online Application - A Block Representative for the street should go online at <https://ladot.lacity.gov/projects/safety-programs/speed-humps> to find the next available open application period to apply for speed humps on their street segment. You will need to know the City Council District in which you reside. To determine your City Council District, type your address into the following link: <http://neighborhoodinfo.lacity.org> Incorrect City Council Districts will NOT be accepted. To ensure there is initial support to conduct a study, the Block Representative must provide the name, address, and contact information (phone number or email address) of four (4) additional residents in support of the speed humps (representing 4 additional properties besides the Block Representatives). The residents must reside within the street segment where the speed humps are being requested. This information is required and must be entered into the online application. This will ensure that there is initial support for LADOT to conduct a study should the application be one of the first 25 fully completed online applications per City Council District.

*Your street segment must meet the following minimum criteria:

- Be a residential street
- Have only one travel lane in each direction
- Have a speed limit of 30 miles per hour or less

Please download the Pre-Application Information Sheet to help you gather the necessary information.

PLEASE NOTE: The Speed Hump Program open study spots typically fill up within 30 minutes or less. Please have all the necessary information ready to submit. Incomplete or inaccurate applications will not be processed.

Step 2. LADOT Review – Applications will be reviewed to determine if the requested street segment meets the basic criteria for speed hump installation. LADOT will then conduct a study to determine if speed humps are feasible and justified based upon technical criteria and available funding.

Step 3. Survey of Residents – LADOT will provide the Block Representative with a “Step 3” Survey of Residents Form if your street segment is found to be feasible and construction funding is available. The Block Representative is required to obtain signatures of support for the speed hump installation from at least two-thirds (66.7%) of the affected residences on the street segment to proceed.

Approval & Construction - LADOT deems a request approved for speed humps if it has met these criteria and will prioritize approved locations for construction. Speed humps, warning signs, and pavement markings are placed in accordance with requirements and determined by engineering judgment.