



## WHAT YOU NEED TO KNOW ABOUT SPEED HUMPS



### 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 depending on the roadway grade or traffic conditions). The height at the highest point is 2 <sup>5</sup>/<sub>8</sub> inches plus or minus <sup>1</sup>/<sub>4</sub> inch.

### 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 the speed humps
- May increase emergency response time, as ambulances and fire trucks have to slow down
- 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 and the 85<sup>th</sup> percentile speed ("critical speed") is more than 5 mph above the speed limit.
2. The average daily traffic (ADT) volume on the street should be greater than 1,000 vehicles per day (VPD), but not more than 10,000 VPD.
3. Humps cannot be installed on designated truck or transit routes or on any street identified as a primary emergency route.
4. There should be a minimum of 600 feet between controlled intersections, where at least two speed humps can be installed.
5. There should be a maximum street length of 1300 feet for the initial petition or else traffic will just go to adjacent streets that also might be residential streets, causing unwanted consequences.
6. Humps should not be installed on streets where there are known drainage/flooding issues.
7. Humps cannot be installed on horizontal curves where visibility is less than ~150 feet.
8. Speed humps cannot be placed on streets that have a grade greater than 7%.



**Image for Note 7: The speed hump at the top of this image is visible from the “HUMPS” marking at approximately 200 feet away**



**Image for Note 8: This speed hump is located on a section of the block where the grade is less than 7% but as far up the hill as possible**

## FINAL CONSENSUS NEEDED

Because the installation of speed humps will directly affect those residents within the block, a minimum of two-thirds (66.67%) support is required for final implementation, verified by a survey of the residents.

## REQUEST AND APPROVAL PROCESS

**Step 1. Online REQUEST during open application period** - A Representative for the street should go online at <http://ladot.lacity.org/how-do-i/request-speed-humps> to find the next available open application period to apply for speed humps on their block. (This is to maximize efficiency with limited LADOT staff.)

**Step 2. APPLICATION** - A Block Representative submits a “Step 2” Application for Study with 10 signatures from residents on the block, or signatures representing at least 50% of all addresses on the block, whichever is less. This is to ensure support on the block, which will help later on with Step 3, which is a requirement.

*After the “Step 2” application is received, LADOT will conduct a study to determine whether speed humps are feasible and justified based on technical criteria and rank your area with ~500 others during that round.*

**Step 3. SURVEY of Residents** – LADOT will notify you within 6 months of you completing Step 2 IF YOUR AREA IS FOUND FEASIBLE. At that time, the Block “Rep” distributes a survey form to each residence and collects signatures verifying receipt of the survey. Residents then send in the completed survey forms to LADOT by the assigned deadline. Survey results must indicate support for speed humps from at least two-thirds (66.67%) of the property on the street segment to proceed.

**Approval & Construction** - LADOT deems a request approved for speed humps if it has met these criteria and prioritizes approved locations for construction. Speed humps, warning signs, and pavement markings are placed in accordance with requirements, which may end up in front of a property that did not support speed humps.