



WHAT YOU NEED TO KNOW ABOUT

## RESIDENTIAL 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 for speed tables depending on the roadway grade or traffic conditions). The height at the highest point is  $2\frac{5}{8}$  inches plus or minus  $\frac{1}{4}$  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 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 and the 85<sup>th</sup> percentile speed is more than 5 mph above the speed limit.
2. The daily volume on the street should be greater than 900 vehicles per day (VPD), but typically not more than 10,000 VPD.
3. There should be a minimum of 600 feet between controlled intersections, where at least 2 speed humps can be installed.
4. There should be a maximum of 1300 feet for the initial petition request.
5. Humps should not be installed on streets where there are known drainage/flooding issues.
6. Humps should not be installed on horizontal curves where visibility is less than ~150 feet.
7. Speed humps cannot be placed on streets that have a grade greater than 8%.



**Image for Note 6:** The speed hump at the top of this image is visible from the “HUMPS” marking at approximately 200 feet away



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

## REQUEST AND APPROVAL PROCESS

**Step 1. Online Application** - A Block 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 street segment.

**Step 2. Study Request** – Once the Online application has been reviewed, LADOT will provide the Block Representative with a “Step 2” Request for Study Form to all applications that meet the minimum criteria for speed hump installation. The Block Representative will submit the form with 10 signatures from residents on the street segment or signatures representing at least 50% of all addresses on the street segment, whichever is less. This is to ensure general support on the street segment before LADOT will conduct a study.

*After the “Step 2” form is received, LADOT will conduct a study to determine whether speed humps are feasible and justified based on technical criteria.*

**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 judgement.