

City of Los Angeles Department of Transportation SPEED HUMP EVALUATION GUIDELINES

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

Speed humps may be installed as part of a variety of programs or projects, including: the Citywide Speed Hump Program, a comprehensive neighborhood traffic management plan, an approved land development mitigation project, or a capital improvement project.

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

A speed hump is deemed appropriate and feasible for installation when all of the following conditions have been properly considered:

CRITERIA	DESCRIPTION
Street Type	Speed humps shall be installed only on designated residential Local or Collector Streets, as shown on the Highways and Freeways Element of the General Plan for the City of Los Angeles, when they meet all of the other approval guidelines. Speed humps should not be installed in front of commercial property. Speed humps should not be installed in alleys.
Traffic Volume	On streets with traffic volumes between 1,000 and 4,000 vehicles per day, 12-foot-long speed humps may be recommended. The 22-foot-long speed hump may be recommended on streets with volumes greater than 4,000 but no more than 10,000 vehicles per day. Additional traffic volume studies and a circulation analysis may be conducted for streets with traffic volumes between 4,000 and 10,000 vehicles, in order to assess the potential impacts of traffic diversion to surrounding streets.
Roadway Visibility	Speed humps shall not be installed on street segments with severe vertical or horizontal curves. Speed hump installations shall be visible to oncoming motorists for a minimum of 150 feet.
Roadway Grade	Speed humps shall NOT be installed on a street segment with a roadway grade greater than seven percent. On a street segment with roadway grade of five percent or less, 12-foot long speed humps may be installed. On a street segment with over five percent and up to seven percent of roadway grade, the 22-foot long speed humps may be installed.
Street Drainage	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.
Number of Lanes	Speed humps shall not be installed on roads striped with more than one through lane in each direction.
Study Segment	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 not less than 600 feet. Unless it is at least 1,000 feet long, the study segment should not terminate in a cul-de-sac or street closure at either end.

CRITERIA	DESCRIPTION
Street Use	Speed humps shall not be installed on designated truck or transit routes or on any street identified as a primary emergency route by any emergency response agency. Speed humps shall not be installed immediately adjacent to a hospital, fire station, or police facility. Possible secondary emergency routes (usually the primary collector streets through residential neighborhoods) that are at least 2,000 feet long and without any adjacent parallel route should be identified and impact to emergency response vehicles should be assessed with LAFD.
Speed Limit	Speed humps should not be installed on streets with speed limits greater than thirty (30) miles per hour as determined in accordance with State law.
Critical Speed	Speed humps may be installed only on street segments where the measured 85 th percentile speed (the speed at or below which 85% of vehicles travel) is greater than 30 miles per hour] on streets with a speed limit of 25 miles per hour or greater than 35 miles per hour on streets with a speed limit of 30 miles per hour.
Physical Conditions	Speed humps shall not be installed in front of driveways, over underground access covers, or adjacent to catch basins or drainage structures.
Other Considerations	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.