

## City of Los Angeles Department of Transportation “Citywide Residential Speed Hump Program” Evaluation Guidelines

The installation of speed humps is intended to reduce incidences of excessive vehicular speeding on residential roadways. These guidelines should 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 but not limited to the Citywide Speed Hump Program, a comprehensive neighborhood traffic management plan, an approved land development mitigation project, a grant funded 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 continues 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
<b>Street Type</b>	Speed humps are typically 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 are not installed in alleys (see Drainage, below).
<b>Traffic Volume</b>	On streets with traffic volumes between 1,000 and 5,000 vehicles per day, but typically not greater than 10,000, 12-foot long speed humps may be recommended. The 22-foot long speed hump may be recommended on streets with volumes greater than 5,000. Additional traffic volume studies and a circulation analysis may be conducted for streets with traffic volumes between 5,000 and 10,000 vehicles, in order to assess the potential impacts of traffic diversion to surrounding streets.
<b>Roadway Visibility</b>	Speed humps should not be installed on street segments with severe vertical or horizontal curves. Speed hump installations should be visible to oncoming motorists for a minimum of 150 feet.
<b>Roadway Grade</b>	Speed humps should not be installed on a street segment with a roadway grade greater than eight percent (8%). On a street segment with roadway grade of five percent (5%) or less, 12-foot long speed humps may be installed. On a street segment with over five percent (5%) and up to eight percent (8%) of roadway grade, the 22-foot long speed humps may be installed.
<b>Street Drainage</b>	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.
<b>Number of Lanes</b>	Speed humps should not be installed on roads striped with more than one through lane in each direction.
<b>Study Segment</b>	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
<b>Street Use</b>	<p>Speed humps are typically not installed on designated truck or transit routes. Speed humps should not be installed immediately adjacent to a hospital, fire station, or police facility.</p> <p><b>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(s) should be identified, and impact to emergency response vehicles may need to be assessed with LAFD.</b></p>
<b>Speed Limit</b>	<p>Speed humps should not be installed on streets with speed limits greater than thirty miles per hour (30MPH).</p>
<b>Critical Speed</b>	<p>Speed humps may be installed only on street segments where the measured “Critical Speed”, which is the speed at which 85% of vehicles travel at or below, is five miles over the posted or prima facie speed limit.</p> <p>(For example, if 1,000 cars per day travel down your street, the Critical Speed is the speed at which 850 vehicles travel at or below. This is also referred to as the 85<sup>th</sup> percentile speed.)</p> <p>The Critical Speed should be greater than 30 miles per hour on a street with a speed limit of 25 miles per hour, or greater than 35 miles per hour on a street with a speed limit of 30 miles per hour.</p>
<b>Physical Conditions</b>	<p>Speed humps shall not be installed in front of driveways, over underground access covers, or adjacent to catch basins or drainage structures as to prevent their function.</p>
<b>Other Considerations</b>	<p>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.</p>