

# SPEED HUMP REQUEST – “STEP 2”



<b>DATE</b> (mandatory)

## City of Los Angeles Department of Transportation **APPLICATION FOR SPEED HUMP STUDY**

**Note:** To submit a request, the requestor must (1) live on the block where speed humps are requested and; (2) act as a block representative in distributing information and resident surveys.

Name \_\_\_\_\_

Organization (if any) \_\_\_\_\_

Email \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_ Council District #, if known: \_\_\_\_\_

**PRIOR TO COMPLETING THE SIGNATURE PROCESS, THE FOLLOWING MINIMUM CRITERIA SHOULD BE VERIFIED:**

### **REQUIREMENTS – all boxes must be checked off**

- There is NOT more than one through lane of traffic in each direction
- Street segment is designated as a “Local” or “Collector” street the City’s Streets and Highways Map which can be found at [navigatela.lacity.org](http://navigatela.lacity.org)
- Street segment is not on a truck route or transit route
- Street segment is NOT frequently traveled by emergency vehicles due to the proximity of a fire station, police station, or hospital

### **OTHER CRITERIA TO CONSIDER – check applicable boxes**

- There is a park, playground, nursery school, or nursing home adjacent to this street
- This street is on a hill, has a steep slope, or has many blind curves (see information package)

In addition to the requirements addressed above, LADOT will verify all applicable criteria outlined in the SPEED HUMP EVALUATION GUIDELINES. If, after Step 2, speed humps are determined to be both justifiable and feasible based on an engineering study for the designated street segment, a survey package (Step 3), consisting of official forms, instructions and a map will be sent to you for distribution.

Please ensure that each person who signs the Application for Speed Hump Study is a resident on the designated street segment (front, side or back frontage). The signatures together must represent the required number of residential units stipulated on the form (50% of all addresses or 10, whichever is less). Residents should also be provided with a copy of the “What You Need to Know About Speed Humps – Fact Sheet,” which can be found online, and should be given as part of this “Step 2” prior to signature.

If you need assistance in completing the application for study, please contact Lan Nguyen of the LADOT Speed Hump Program at [Lan.Nguyen@lacity.org](mailto:Lan.Nguyen@lacity.org)—You may also call 213-972-5055 or -5077.

Once completed, **submit the Application via email to [LADOT.newspeedhump@lacity.org](mailto:LADOT.newspeedhump@lacity.org) or mail to “LADOT Speed Hump Program” - 100 South Main Street, 9th Floor - Los Angeles, CA 90012.**

# SPEED HUMP REQUEST – “STEP 2” (continued)



<b>Council District #</b>

## City of Los Angeles Department of Transportation APPLICATION FOR SPEED HUMP STUDY

Street Name: \_\_\_\_\_  
 Between: \_\_\_\_\_ and \_\_\_\_\_

We request the City of Los Angeles Department of Transportation (LADOT) to conduct a speed hump study at the above indicated location. Each signer below affirms that they are the current resident owner or lawful tenant of the property at the stated address. We understand that: (1) LADOT will notify us of the study results within the year, and (2) if the study results indicate that speed humps are justifiable and feasible, we shall have the option to survey for the installation of speed humps at that time. That survey (“Step 3”) must indicate at least a two-thirds (67%) of unique addresses on the street support speed humps before any can be considered for installation. For a study request, you just need 10 signatures, or 50% of the addresses, whichever is less, as shown below.

There are (check one only):  **Less than 20 residential units on our street: \_\_\_\_\_ (specify # of units)**  
 **20 or more residential units on our street segment.**

	NAME (Print Clearly)	SIGNATURE	ADDRESS, (Unit No. if applicable)	TENANT (T) OWNER (O) or MANAGER (M)
			PHONE or e-mail	
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

**IMPORTANT:** For street segments with fewer than 20 residential units, signatures must represent at least 50% of the total number of residential units. For street segments with 20 or more residential units, you only need signatures representing 10 residential units. To avoid delay, this form should be filled out correctly/completely.

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Once completed, **submit the Application via email to [LADOT.newspeedhump@lacity.org](mailto:LADOT.newspeedhump@lacity.org) or mail to “LADOT Speed Hump Program” - 100 South Main Street, 9th Floor - Los Angeles, CA 90012.**



## 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  $2\frac{5}{8}$  inches plus or minus  $\frac{1}{4}$  inch.

- ▶ Will reduce vehicle speeds
- ▶ Most drivers will slow down to avoid jolting vehicle
- ▶ Will not require removal of on-street parking spaces
- ▶ May create noise when vehicles travel over them
- ▶ Residents will be driving over them the most
- ▶ May increase emergency response time

### SPEED HUMP REQUEST AND APPROVAL

Completing a speed hump request involves multiple steps of verification of support and technical review. The request process begins with signature gathering and ends with a mail-in support survey, to ensure that everyone affected is properly informed and considered. The request must come from someone who lives on the affected block and serves as a lead coordinator (“block rep”) in distributing information and surveys. The limited annual budget affords construction at only a limited number of locations citywide. Hence, requests will be prioritized at different steps to manage demand. Here are the main steps of a successful request:

**Step 1. Application for Study** - Block rep submits an 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.

**Step 2. Speed hump study** - LADOT conducts a study and determines that speed humps are feasible and justified based on technical criteria.

**Step 3. Mail-in Survey** - Block rep distributes one mail-in survey form to each residence and collects signatures verifying receipt of surveys. Residents mail completed survey forms to LADOT by deadline. Survey results must indicate support for speed humps from at least 67% of the developed residential property on both sides of the street block.

**Step 4. Approval** - LADOT deems a request approved for speed humps and prioritizes approved locations for construction based on criteria related to the extent of need and exposure of vulnerable roadway users to vehicular traffic.

**Step 5. Construction** - Speed humps, warning signs, and pavement markings are placed in accordance with engineering requirements, which may end up in front of a property that did not support speed humps.

For up to date information about the Speed Hump Program go to:

<http://www.ladot.lacity.org/what-we-do/operations/neighborhood-services/residential-street-speeding>