

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 also be installed as part of a variety of other programs or projects, including but not limited to a grant funded project, a capital improvement project, an approved land development project or a comprehensive neighborhood traffic management plan.

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.

LADOT will review the following criteria to determine whether a speed hump is feasible for installation:

CRITERIA	DESCRIPTION
Street Type	Speed humps are typically installed only on residential Local or Collector Streets. Speed humps should not be installed in front of commercial property. Speed humps are not installed in alleys (see Drainage, below).
Traffic Volume	On streets with traffic volumes between 900 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.
Roadway Visibility	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.
Roadway Grade	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, 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 should 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 generally not less than 600 feet. Unless it is at least 1,000 feet long, the study segment should not generally terminate in a cul-de-sac or street closure.
Street Use	Speed humps are not installed immediately adjacent to a hospital, fire station, or police facility.
Speed Limit	Speed humps are not installed on streets with speed limits greater than thirty miles per hour (30 MPH).

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<i>Critical Speed</i>	<p>Speed humps make the most sense for 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 of 25 MPH.</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 85th percentile speed.)</p> <p>In general, 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>
<i>Physical Conditions</i>	<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>
<i>Other Considerations</i>	<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>