CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: October 1, 2014

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager
Department of Transportation

Subject: **REINSTITUTE SPEED HUMP PROGRAM (CF 14-0252, 14-0252-S2)**

RECOMMENDATION

That the Council:

INSTRUCT the City of Los Angeles Department of Transportation (LADOT) to work with the City Administrative Officer to develop a funding strategy to restore a program for the installation and removal of speed humps based on traffic safety considerations, industry practices and input from emergency response agencies.

DISCUSSION

Background

Prior to 2009, the department operated a full service citywide speed hump program. This included request processing, speed survey, data collection, field investigations, engineering plan preparation, construction coordination, and community outreach.

In 2009, the LADOT speed hump program was discontinued as a result of permanent budget reductions in the City's Fiscal Year 2008-09 Adopted Budget. The lack of funding support led to the elimination of dedicated staff and related contractual services.

Due to overwhelming public demand since the program was discontinued, this report addresses the referenced CF 14-0252 to report "on the resources required to re-institute a citywide speed hump program including but not limited to restoration of dedicated staff, related contractual services and capital costs associated with speed hump construction" and CF 14-0252-S2 to report back "with recommendations including but not limited to capital costs and benefits of reinstituting a Citywide Speed Hump Program."

Speed Hump Characteristics

A speed hump is a geometric pavement design feature that is installed across the width of one or more traffic lanes to reduce vehicle speed and traffic volume. It has the appearance of a rounded mound with a measurement of 3 to 4 inches in height and 12 to 14 feet in length. The department's own comparison studies have shown that speed humps are effective at reducing speeds an average of 9 mph. Although

many residents welcome speed humps, others complain of the aesthetics, inconvenience, vehicle wear and tear, and increased noise level as cars pass each hump throughout the day.

Speed Hump Program

As part of a broader strategy to address neighborhood traffic management in Los Angeles, the department proposes a formal application-based program where applications are completed and submitted by community requestors and department staff would then process and implement approved projects. The project life cycle will include:

1. Formal application to LADOT to screen for disqualification factors
2. Verification of initial interest petition indicating support of neighborhood
3. Conduct feasibility study of speed hump in compliance with City approved guidelines, including speed survey, and review by the Fire Department.
4. Prioritization of feasible projects (to assign available funding)
5. Denied applications will be automatically reapplied the following year
6. Formal petitioning
7. Design preparation in compliance with City standards for installation of new speed humps
8. Construction management of new speed humps or speed hump removal
9. Evaluation of speed humps' effectiveness before and after installation

If a community partner is willing to fully fund their own speed hump project (design, construction and evaluation) they would still submit applications to verify feasibility of project and community support but would not be subject to prioritization for City resources.

Staffing Requirements

To administer this program in earnest, the department would restore dedicated staff and procure construction services from a contractor. The following table indicates staffing level of the previous speed hump program (installed 200 locations/year) and recommended staffing level for the new proposed speed hump program.

2009 Speed Hump Program	Proposed Speed Hump Program
1 Transportation Engineer (50% Time)	1 Transportation Engineer
2 Transportation Engineering Associates	2 Transportation Engineering Associates
	1 Transportation Engineering Aide

The proposed staffing level is based on the estimated workload for the application-based speed hump program, increased speed surveys, and processing of speed hump projects funded by community partners.

FISCAL IMPACT

Under the proposed application-based speed hump program model, a minimum dedicated staff would be required to administer the program. This proposal is scalable depending on the level of community interest and available resources for construction. A reinstated program of one full-time engineer, two engineering associates, an engineering aide and contractor could process and install speed humps at approximately 150 locations at a cost of $2,080,000. This includes new installations and removals of existing speed humps. The following table outlines these costs:

Type of Work	Total Costs
City Staff Labor	$835,000
Construction	$1,245,000
Total	**$2,080,000**

An increased presence of speed humps would also introduce an increase of existing maintenance costs in resurfacing, signage and striping.

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c: Doane Liu, Deputy Mayor of City Services
Miguel A. Santana, City Administrative Officer
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