


CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: November 5, 2025

To: The Honorable City Council
c/o City Clerk, Room 395
Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager 
Department of Transportation

Subject: **RESIDENTIAL SPEED HUMP PROGRAM METHODOLOGY UPDATE**

SUMMARY

As directed in Council File (CF) 24-0332, this report provides a prioritized list of street segments for Los Angeles Department of Transportation's (LADOT) 2025 Residential Speed Hump Program. The report also details the cost efficiency of speed hump installations as compared to other California cities.

RECOMMENDATIONS

That the City Council NOTE and FILE this report.

BACKGROUND

LADOT historically operated its Residential Speed Hump Program with an annual open Citywide application process. Through the portal, LADOT accepted up to 25 applications from residents in each Council District (CD) and evaluated them for feasibility, neighborhood support, and traffic volume and speed. Of the 25 applications, LADOT typically qualified and delivered speed humps along up to six residential street segments in each CD. This application process ensured an equal distribution of speed humps across all Council Districts, but its annual demand far exceeded capacity and the request-based system did not ensure an equitable distribution of speed humps based on the City's safety and mobility goals.

Budgetary challenges exacerbate these constraints. Previous budget cycles allocated \$1.9 million annually to the Residential Speed Hump Program. In Fiscal Years (FY) 24-25 and 25-26, program funding was reduced to \$715,000 annually, which LADOT estimates could implement approximately 1-2 residential speed hump locations per Council district annually, depending on street width and design considerations. During these fiscal years, \$1.2 million has been allocated to a separate elementary school speed hump program that delivers speed humps at approximately 30 school locations based on the methodology approved in CF 23-0306.

In April 2025, City Council approved LADOT's safety- and equity-focused criteria to identify and prioritize neighborhood locations to install residential speed humps. Council further directed LADOT to identify and prioritize eligible streets along the Neighborhood Enhanced Network (NEN) as defined in the City's Mobility Plan 2035 (MP2035). At that time, Council further instructed LADOT to report with a ranked list

of corridors for the 2025 Residential Speed Hump Program, as well as the relative cost efficiency for the installation of speed humps, including comparisons of cost per speed hump with other California jurisdictions.

DISCUSSION

Speed Hump Installation Costs Comparisons Across Cities

Speed hump installation costs can vary based on several key factors, including material, size, design, labor costs, drainage challenges, traffic control needs, and more. Short-term cost reductions may also incur higher long-term maintenance costs. For example, “quick-build” rubber and plastic options are generally less expensive but less durable than LADOT’s standard asphalt or concrete humps. While asphalt and concrete humps have a lifespan of up to 25 years, according to manufacturers, rubber and plastic humps typically last no more than 10 years. The size and design of the speed hump also affects overall price. For example, wider streets require more speed hump material and faster streets require more complex installations like speed tables or raised crosswalks. Labor costs and contractor rates differ by region, particularly in areas that require union labor. Additional expenses can arise from drainage modifications if adjustments to stormwater infrastructure are needed. Traffic control during construction, such as signage, lane closures, or flaggers, can also contribute to the overall costs. These variations complicate the exercise of comparing costs across regions, but costs presented below provide high level estimates and approximations.

In the March 4, 2025 Council report (CF 24-0332), LADOT provided information about speed hump costs in three California cities - Oakland, San Francisco, and Los Angeles. After meeting with city staff and a closer look at program-level constraints, LADOT concluded that Los Angeles has the lowest per-hump cost among the three cities with an average cost of \$5,958 per speed hump.

San Francisco spends approximately \$650,000 on speed humps annually as part of a \$6 million traffic calming program that includes other devices like speed cushions and speed tables. LADOT’s prior report referenced 200 speed humps delivered, but based on updated information from the San Francisco Municipal Transportation Agency (SFMTA), that number included all safety treatments delivered within that program. The average hard cost for a speed hump in San Francisco is approximately \$10,000, depending on delivery method. This does not include soft costs such as design and administration, which vary and staff did not break down by device type.

Oakland Department of Transportation staff reported an annual budget of \$1,000,000 for traffic calming, which includes roughly 80 speed humps. However, due to engineering staffing limitations, only 40–50 are typically installed each year. Oakland did not provide a per-hump cost but based on program performance, the estimated cost per installed hump is significantly higher than Los Angeles’.

In contrast, Los Angeles can install approximately 120 speed humps per year with a \$715,000 annual budget through the Residential Speed Hump program, resulting in an estimated average cost of \$5,958 per hump. A summary of these comparisons is provided in Table 1.

Table 1. Overview of Los Angeles, Oakland, and San Francisco's Speed Hump Costs

Note: Table is sorted by Highest Per Speed Hump Cost

City	Population (2022)	City Size (sq mi)	Program Budget	Estimated Cost Per Speed Hump
Oakland, CA	430,553	78	\$1,000,000	\$12,500
San Francisco, CA	808,437	47	\$650,000	\$10,000
Los Angeles, CA	3,822,000	502	\$715,000	\$5,958

LADOT has a pre-approved on-call contractor that builds speed humps and speed tables Citywide. When LADOT prepares and approves design plans for speed humps and speed tables, their installation is then coordinated through this contract, and LADOT pays based on a linear foot basis and per the pre-approved LADOT specifications. The contractor's cost includes all labor and associated material costs. This process has proven to be the most cost effective strategy as reflected in the cost comparison analysis shown above.

2025 Residential Speed Hump Program

The Council-approved methodology to prioritize residential speed hump locations is driven by three primary criteria: Safety, Equity, and People Generators, each carrying a specific weight (Table 2). Safety has a 50-point weight, which includes 85th percentile speed and collision data, assigning points based on speed ranges, incident types, and presence of sidewalks. Equity has a 30-point weight, which uses the City's adopted transportation equity metric, the Community Health and Equity (CHE) Index, as well as density data to allocate points. The People Generators criteria has a 20-point weight, which awards points for proximity to highly frequented locations, such as schools, parks, senior centers, libraries, medical centers, and transit stops. This comprehensive scoring system is designed to prioritize residential speed hump installations by promoting safety and equity, and serving areas with significant activity.

Table 2. Prioritization Methodology

Indicators	Weight (Out of 100)	Data
Safety	50	Collisions, Speeding, Lack of Sidewalks
Equity	30	Community Health and Equity Index, Population Density
People Generators	20	Schools, Parks, Libraries, Senior Centers, Medical Facilities, Transit Stops

As directed by Council, LADOT applied the approved prioritization methodology to street segments within the Neighborhood Enhanced Network (NEN) in order to align the Residential Speed Hump Program with the City's Mobility Plan 2035 safety and equity goals. The NEN is identified in the [Mobility Plan 2035](#) as a system of local streets designed to create low-speed corridors that support walking,

bicycling, and neighborhood connections. Prioritizing NEN streets builds a connected network for people to bike, walk, and roll safely between neighborhoods, improving access and livability.

LADOT scored each NEN segment and conducted an initial screening to exclude corridors that did not meet basic eligibility criteria for speed humps, such as streets with more than one lane in each direction, posted speed limits above 30 miles per hour, roadway grades greater than 8 percent, and corridors with previously installed speed humps. Residential speed hump eligibility criteria is outlined in more detail in LADOT's March 2024 report in this Council File.

The list of 2025 residential speed hump segments (Attachment A) includes the highest-need corridors for residential speed humps that can be constructed with current funding. In total, this amounts to approximately 26 miles of residential speed humps constructed across 33 corridors that can be delivered with the current FY 24-25 and 25-26 program budget. The total number of corridors will vary annually based on variations in street width/length and complexity in installation.

The list includes corridors that staff deemed eligible based on an initial review, but must still undergo detailed engineering design in order to confirm final constructability. Therefore, inclusion on the list does not guarantee that segment will receive residential speed humps. LADOT will coordinate with individual Council Districts to confirm feasibility prior to construction.

In addition to constructing speed humps at these locations through the Residential Speed Hump Program, LADOT completed the construction of speed humps at 30 school locations with FY 24-25 funding. With increased funding in FY 25-26, LADOT anticipates constructing speed humps at an additional 50 locations. The full list of school speed hump locations is outlined in CF 23-0306, and the anticipated upcoming locations to be constructed are provided in Attachment B.

Residential Speed Hump Program Resources

With maintained funding for both the residential and school speed hump programs, LADOT plans to continue to deliver these treatments at a similar scale in future years. While LADOT has a current firm fixed contract, it is possible that materials and labor costs may increase in the future as a result of external factors like inflation and tariffs, necessitating additional funding to maintain current implementation levels. Additional funding for the Residential Speed Hump Program can offset these potential cost increases and accelerate the pace of delivery on NEN streets in future years.

LADOT estimates there are about 500 miles of NEN streets that could be eligible for residential speed humps Citywide. At current funding levels, it is not feasible to construct residential speed humps in every Council District, every year, while also fulfilling Council's direction to prioritize safety and equity on the NEN. At current funding levels, it will take close to 40 years to construct speed humps on the identified corridors Citywide. Increasing the program's budget would reduce the timeline for addressing highest need locations.

Additional Potential Resources for Speed Hump Construction

LADOT can also construct speed humps at additional locations identified and prioritized for future fiscal years of the Residential Speed Hump program with outside funding, if provided. Based on current staff resources, LADOT anticipates capacity to construct speed humps identified in the priority list along an additional 16 street segments with additional funding. Funding may be identified through developer fees

and/or Council discretionary funding transfers. While the City traditionally pursues local, state, and federal grant funding opportunities for capital projects, there are no grant programs that specifically fund the design and installation of speed humps as a stand alone element of the roadway. However, staff will continue to seek funds for capital projects that may include speed humps among other traffic calming elements, such as stress-free connections projects that improve conditions on neighborhood streets for people walking and bicycling.

Another source of speed hump installations is the development review process. The installation of speed humps can be imposed on new developments as a condition of approval. Per the City's Transportation Assessment Guidelines, projects that generate a net increase of 250 or more daily vehicle trips may be required to conduct an access, safety, and circulation evaluation. Based on the results of these evaluations, land use proposals on or adjacent to a Neighborhood Enhanced Network facility can be required to lead the engagement, design, and construction of speed humps through the Bureau of Engineering's B-permit process.

During the FY 24-25 budget process, Council requested additional information about the feasibility of constructing speed humps on certain street types of streets as a part of the City's Pavement Preservation Program. While installing speed humps in conjunction with resurfacing activities may provide more cost-effective delivery, and could increase overall Citywide capacity to deliver speed humps on the NEN as identified in this report, additional resources may be required by the Bureau of Street Services. Should the City move to implement such a program, LADOT recommends speed humps be installed on all NEN segments that meet the defined eligibility criteria for residential speed humps, as outlined above.

FISCAL IMPACT

No impact to the General Fund is anticipated with this action.

LRC:TC:rg/rj
Attachments

Attachments A and B
2025 Residential Speed Hump Locations (funding from FY24-25 and FY25-26)

STREET NAME	TO	FROM	CD	MILES
103RD ST	AVALON BLVD	CENTRAL AVE	8	0.66
11TH ST	UNION AVE	ALVARADO ST	1	0.37
29TH ST	GRIFFITH AVE	SAN PEDRO ST	9	0.25
2ND ST	SOTO ST	CUMMINGS ST	14	0.32
39TH ST	BUCKINGHAM RD	BRONSON AVE	8,10	0.42
47TH ST	SAN PEDRO ST	GRAND AVE	9	0.62
51ST ST	HOOPER AVE	CENTRAL AVE	9	0.25
7TH ST	MEYLER ST	HARBOR BLVD	15	0.97
AVALON BLVD	DENNI ST	HARRY BRIDGES BLVD	15	0.93
BEACON AVE	11TH ST	7TH ST	1	0.48
BONNIE BRAE ST	11TH ST	6TH ST	1	0.72
BONNIE BRAE ST	6TH ST	BEVERLY BLVD	1	0.56
BOYLE AVE	PLEASANT AVE	GOLDEN STATE FWY	14	0.62
COLDEN AVE	CLOVIS AVE	BROADWAY	8	1.25
COLDEN AVE	VERMONT AVE	BROADWAY	8	0.76
COLISEUM ST	CARMONA AVE	OBAMA BLVD	10	2.5
COMMONWEALTH AVE	6TH ST	3RD ST	1, 10	0.36
EUCLID AVE	7TH ST	4TH ST	14	0.63
GRIFFIN AVE	AVENUE 43	NORTH MAIN ST	1	1.98
HARVARD BLVD	SAN MARINO ST	4TH ST	10	0.88
HOOVER ST	115TH ST	MANCHESTER AVE	8	2.09
NEPTUNE AVE	ANAHEIM ST	W C St	15	0.5
OAKWOOD AVE	WESTERN AVE	NORMANDIE AVE	10,13	0.5
OWENSMOUTH AVE	SATICOY ST	VALERIO ST	3	0.25
OXFORD AVE	MELROSE AVE	7TH ST	10,13	1.64

RAMPART BLVD	8TH ST	7TH ST	1	0.12
RAYEN ST	KESTER AVE	VAN NUYS BLVD	6	0.41
SANTA FE AVE	7TH ST	1ST ST	14	2.07
ST LOUIS ST	BOYLE AVE	3RD ST	14	0.51
UNION AVE	TEMPLE ST	BEVERLY BLVD	13	0.32
WABASH AVE	CITY TERRACE DR	SOTO ST	14	0.71
WEST BLVD	FLORENCE AVE	SLAUSON AVE	8	1
WESTMORELAND AVE	17TH ST	7TH ST	1	1.14

2025 School Speed Hump Locations (implementation expected by September 2026)

SCHOOL NAME	ADDRESS	COUNCIL DISTRICT
28TH ST ES	2807 STANFORD AVE	9
99TH ST ES	9900 WADSWORTH AVE	8
ALLIANCE CINDY AND BILL SIMON TECHNOLOGY ACADEMY HIGH SCHOOL	10720 SOUTH WILMINGTON AVENUE	15
ALLIANCE COLLEGE-READY MIDDLE SCHOOL ACADEMY 12	100 EAST 49TH STREET	9
ALLIANCE COLLEGE-READY MIDDLE SCHOOL ACADEMY 4	9719 SOUTH MAIN STREET	8
ALLIANCE COLLEGE-READY MIDDLE SCHOOL ACADEMY 5	211 SOUTH AVENUE 20	1
ALLIANCE LEADERSHIP ACADEMY	2941 W 70TH ST	9
ANN ES	126 BLOOM ST	1
ARTS IN ACTION COMMUNITY CHARTER	1241 SOTO STREET, SUITE 212	14
ASPIRE-TATE	123 W 59TH ST	9
BAIS CHAYA HIGH SCHOOL	9051 W PICO BLVD	5
BAKEWELL PC	8621 SOUTH BARING CROSS ST	8
BANNING HS	1527 LAKME AVE	15
BELMONT HS	1575 W 2ND	1
BERNSTEIN HS	1309 N WILTON PL	13
BETHUNE MS	155 W 69TH ST	9
DOWNTOWN BUSINESS MAG	1081 W TEMPLE ST	1
EL SERENO MS	2839 N EASTERN AVE.	14
EQUITAS ACADEMY 4	1700 W PICO BLVD	1
GOMPERS MS	234 E 112TH ST	8
GRAPE ST ES	1940 E 111TH ST	15
J MILLER CAREER/TRANSITION CTR	8218 VANALDEN AVE	12
JEFFERSON HS	1319 E 41ST ST	9
JONES PC	4617 VERMONT AVE	9
KING JR ES	3989 S HOBART BLV	8
KNOX ES	8919 S MAIN ST	8

LIZARRAGA ES	401 EAST 40TH PLACE	9
MAIN ST ES	129 E 53RD ST.	9
MOTHER OF SORROWS SCHOOL	100 WEST 87TH PLACE	8
NEW VILLAGE GIRLS ACADEMY	147 N OCCIDENTAL BLVD	1
NOBLE AVE ES	8329 NOBLE AVE	6
NORMANDIE AVE ES	4505 S RAYMOND AVE	9
NORMANDIE CHRISTIAN OF LOS ANGELES	6306 SOUTH NORMANDIE AVENUE	8
NORTHRIDGE EARLY ED CENTER	18050 CHASE ST	12
OUR LADY OF PEACE ELEMENTARY SCHOOL	9022 LANGDON AVENUE	7
PACOIMA EEC	11059 HERRICK AVE	7
PIO PICO MS	1512 S ARLINGTON AVE	10
PLASENCIA ES	1321 CORTEZ ST	1
RESEDA CHRTR HS	18230 KITTRIDGE ST	4
RESURRECTION CATHOLIC SCHOOL	3360 OPAL STREET	14
SANTA MONICA BLVD COMM	1022 N VAN NESS AVE	13
SOLEDAD ENRICHMENT ACTION, INC. - MANCHESTER SCHOOL	1100 W. MANCHESTER BLVD.	8
SOUTH PARK ES	8510 TOWNE AVE	9
ST JANE FRANCIS DE CHANTAL	12930 HAMLIN ST	2
ST. LAWRENCE OF BRINDISI ELEMENTARY SCHOOL	10044 COMPTON AVENUE	15
ST. PAUL ELEMENTARY SCHOOL	1908 SOUTH BRONSON AVENUE	10
VALOR ACADEMY MS	9034 BURNET AVE	6
WADSWORTH AVE ES	981 EAST 41ST ST.	9
WESTERN AVE TECH MAG	1724 W 53RD ST	8
WINNETKA AVE ES	8240 WINNETKA AVE	3