

TRANSPORTATION

MOTION

MAR 30 2007

The speed hump program was first introduced in 1990 and was subsequently adopted in 1993 after the State Legislature provided local governments the legal authority to install speed humps. The program was instituted to improve safety in residential areas by slowing down traffic and reducing traffic flow which in turn would help to reduce speed-related accidents.

In 1998, the Ad Hoc Committee report on the Mayors proposed Budget for 1998-99 was amended to increase by \$200,000 the Speed Hump Program to include 30 additional speed humps in the City of Los Angeles for a total of 60 humps that year.

In 1998, Assembly Bill 1475 (Soto) was signed by the Governor and it established the "Safe Routes to School" construction program. The bill allocated \$20 million in grants to local governmental agencies which would be awarded as a result of a statewide competition.

Last year, a report commissioned by Councilmembers Smith and Greuel concluded the following:

- Speed humps reduce critical speeds by nearly 9 mph, from 37 mph to 28 mph on average.
- Speed humps remain the most popular and cost-effective method of reducing excessive speeding on residential streets.
- Data suggests (though not conclusively) that speed humps decrease traffic volume.
- Speed humps can be installed so that no parking spots are lost and they can help reduce traffic noise.

Additional data confirms that speed humps reduce accidents. The April 2004 issue of the American Journal of Public Health reported that children who live on residential streets near a speed hump in Oakland, CA, were 53-60 percent less likely to be hit and injured by a car than children living on residential streets without them. This applied to injuries that occurred in the street in front of their home and in their neighborhood (5 blocks/0.25 mile radius) around them.

Speed humps are installed at the request of a community and require the signatures of 75% of fronting property owners and must be in an area with a documented speeding problem and a traffic volume of at least 500 motorists per day. For fiscal year 2006-2007, the City of Los Angeles budgeted \$1,103,000 for the construction of speed humps.

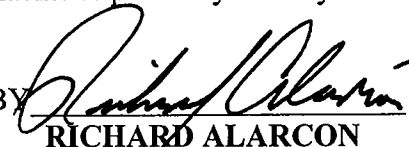
Despite the proven effectiveness of speed humps, the City of Los Angeles has not yet implemented a policy to install speed humps within the vicinity of all schools, parks, libraries and other facilities primarily used by children.

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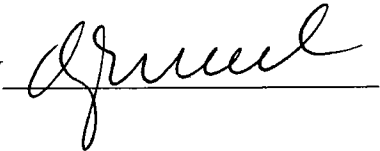
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I THEREFORE MOVE that the Department of Transportation report back to the Public Safety Committee within 60 days regarding the development of a prioritization process to install speed humps adjacent to schools, parks, and other facilities primarily used by children in residential areas of Los Angeles.

PRESENTED BY


RICHARD ALARCON
Councilmember, 7th District

SECONDED BY



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