

TRANSPORTATION COMMITTEE REPORT relative to reinstating the City's speed hump program.

Recommendation for Council action:

INSTRUCT the Los Angeles Department of Transportation (LADOT) to:

- a. In conjunction with the City Administrative Officer, 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.
- b. Report in 30 days to the Transportation Committee relative to modifying the LADOT's project application one-year expiration, creating procedures for installing self-funded speed hump projects, and preparing recommendations for identifying or establishing a list of qualified contractors to install new speed humps.

Fiscal Impact Statement: LADOT reports that minimum dedicated staff would be required to administer the proposed application-based speed hump program model. The Department's proposed speed hump program 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 A contractor could process and install speed humps at approximately 150 locations at a cost of \$2,080,000. This includes new installations and the removal of existing speed humps. Installing more speed humps will increase maintenance, resurfacing, signage, and striping costs.

Community Impact Statement: None submitted.

SUMMARY

In a report to Council dated October 1, 2014 (attached to the Council file), LADOT proposes a formal application-based program where applications are completed and submitted by community requestors and department staff will then process and implement approved projects. LADOT would evaluate applications and conduct field surveys. Approved applications will be prioritized, denied applications will be automatically reapplied the following year. 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.

To administer this program, LADOT will need to restore dedicated staff (one full-time engineer, two engineering associates, and one engineering aide) and procure construction services from a contractor. 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.

At its meeting held October 22, 2014, the Transportation Committee discussed this matter with LADOT staff. Department representatives stated that the City's speed hump program was discontinued in 2009 due to budget cuts. Demand has been high to restore the program. The Department proposed an application-driven program. All previously submitted applications will

need to be resubmitted. Approved applications will be prioritized according to traffic concerns, vehicle speed, existing traffic control devices such as stop signs, accident data, and other conditions. The project applicant must collect the signatures of ten property-owners in the project area. Speed humps cannot be installed on streets with a public bus route or with speed limits of 35 or more miles per hour.

Committee members expressed support for the program but sought clarification on the proposed application process, including the one-year expiration of applications, the length of time required for the Department to review applications, and installing privately-funded speed humps. The Committee Chair expressed concern that a one-year application expiration period of time may require constituents to resubmit applications and gather petition signatures a second time. The Committee recommended that Council approve LADOT's proposed speed hump program, and instruct the Department to report in 30 days relative to modifying the one-year expiration cycle for applications, creating procedures for installing self-funded speed hump projects, and preparing recommendations for identifying or establishing a list of qualified contractors to install new speed humps.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	YES
LABONGE:	ABSENT
PARKS:	YES
KREKORIAN:	YES

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-NOT OFFICIAL UNTIL COUNCIL ACTS-