


**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: March 4, 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 HUMPS PROGRAM METHODOLOGY UPDATE**

**SUMMARY**

This report provides an update to Los Angeles Department of Transportation's (LADOT) Residential Speed Hump Program, including an overview of the current program, budget allocations and shortfalls, proposed metrics to launch a data-driven program that prioritizes the highest-need neighborhoods, and the recommended next steps.

**RECOMMENDATIONS**

That the City Council, subject to concurrence by the Mayor:

1. APPROVE LADOT's Residential Speed Hump Program equity-focused criteria to identify and prioritize neighborhood locations to install speed humps;
2. DIRECT LADOT to report back in 120 days with a ranked list of corridors for the 2025 Residential Speed Hump Program based on an equity-focused methodology.

**BACKGROUND**

As outlined in Council File (CF) [24-0332](#), 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. The remaining street segments either do not garner the necessary support from the residents, do not meet the pre-established criteria for implementation, or do not rank among the streets with the highest safety concerns. LADOT constructs two to four speed humps on each street segment, depending on the length of the street.

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. These issues are exacerbated by the City's Fiscal Year (FY) 2024-2025 Adopted Budget, which reduced Residential Speed Hump Program funding from \$1,900,000 to \$715,000. At current funding levels, an equally distributed program would only provide 1-2 speed hump locations in each district, and further weaken the program's ability to address safety and mobility priorities. Due to these challenges, LADOT will not launch the portal this

year, and recommends transitioning to a policy-driven program that identifies neighborhoods with the highest need for speed humps each year.

## DISCUSSION

In 2023, over 300 Angelenos were killed and over 1,600 were seriously injured in vehicle collisions. Certain groups—pedestrians, older adults, unhoused individuals, and people of color—are disproportionately killed and injured by these incidents. Speeding is the primary contributing factor to the severity of traffic collisions - the faster a car is traveling, the higher the likelihood that someone will be seriously injured or killed. To combat these risks, LADOT uses a variety of tools to slow vehicles and reduce traffic fatalities, such as roadway reconfigurations, traffic signals, stop signs, raised crosswalks, and speed humps.

Speed humps, in particular, have proven to be one of the most effective methods for reducing vehicle speeds and preventing crashes. A 2021 UCLA study concluded that speed humps are the most cost-effective and reliable traffic-calming measure for improving transportation safety on residential streets. Given their demonstrated effectiveness, strategically constructing speed humps across Los Angeles is critical to improve transportation safety and reduce traffic collisions.

### Program Overview

The Residential Speed Hump Program is LADOT's primary method of installing speed humps in Los Angeles on streets with speed limits of 30 miles per hour or less. LADOT also delivers speed humps near schools through a separately funded program outlined in CF 23-0306.

In prior years, the Residential Speed Hump Program solicited applicants from residents on a first-come, first-served basis each year, with a total of 25 applications accepted per Council District. Typically, demand for speed humps far exceeds the program's capacity and the application window would reach its maximum capacity within a few hours, or even minutes. This high demand for a limited resource underscores the urgent need for a more outcomes-based approach guided by the City's safety and equity goals.

Following a successful submission to the portal, residents collected signatures from at least two-thirds of their neighbors within the proposed project area to complete their application. LADOT evaluated the completed applications using criteria such as traffic volume, speed, and collision history. Eligible streets must meet specific thresholds, including a minimum daily traffic volume of 1,000 vehicles and a critical speed threshold of five mph over the posted speed limit to be eligible for speed humps.

The Residential Speed Hump Program faces equity and access challenges that limit its overall impact. As a result, speed humps are disproportionately located in lower-density, higher affluent neighborhoods, leaving many higher-density and lower-income areas underserved.

Several systemic barriers contribute to these inequities:

- Information disparity: Many residents, particularly in underserved communities, remain unaware of the program, how to apply, or how specific locations for speed humps are selected. The first-come, first-served structure disproportionately favors neighborhoods with more resources and knowledge about the application process.

- Language and digital access limitations: The online submission process increases barriers for individuals without reliable internet access, as well as those who face literacy barriers, making it particularly challenging for underserved communities to request speed humps.
- Petition challenges: The requirement to gather signatures from two-thirds of neighbors places a burden on residents of denser neighborhoods, and is especially complex and time-consuming in neighborhoods with multi-family housing and apartment complexes.

These structural barriers, coupled with the overwhelming demand for speed humps, underscore LADOT’s recommendation to transition away from the current application-based model.

Budgetary constraints exacerbate these concerns. Previous fiscal year budget cycles allocated \$1.9 million to the Residential Speed Hump Program, which funded up to 360 speed humps that covered 15.5 miles of speed humps Citywide annually. Under the FY 2024-2025 budget, the program was reduced to \$715,000, which will result in approximately 6.5 miles of speed humps Citywide. This translates to approximately 120 individual speed humps at about 38 total project locations. Transitioning to a Citywide methodology will ensure that the program’s limited funds will have the greatest overall impact Citywide.

Best Practices

LADOT is working to address challenges in its Residential Speed Hump Program and identify ways to make it more effective and equitable. To support this effort, City staff assembled best practices from 12 cities, including:

1. Albuquerque, NM
2. Austin, TX
3. Boston, MA
4. Durham, NC
5. Fort Lauderdale, FL
6. Minneapolis, MN
7. Oakland, CA
8. Philadelphia, PA
9. Portland, OR
10. Sacramento, CA
11. San Francisco, CA
12. Vancouver, BC

LADOT staff surveyed program leads in other cities, evaluated their programs, and conducted interviews to understand how these cities use data and policies to guide decisions, and how they structure their programs, select projects, and resource their programs.

**Table 1. Best Practices Assessment Overview of City Residential Speed Hump Programs**

City	Population (2022)	City Size (sq mi)	Speed Humps Installed Annually	Speed Hump Budget	Per Capita Spending
Boston, MA	650,706	48	500	\$4,000,000	\$6.15

<b>Oakland, CA</b>	430,553	78	80	\$1,000,000	<b>\$2.32</b>
<b>Albuquerque, NM</b>	561,008	187	50	\$500,000	<b>\$0.89</b>
<b>San Francisco, CA</b>	808,437	47	200	\$650,000	<b>\$0.80</b>
<b>Minneapolis, MN</b>	425,096	54	46	\$310,000	<b>\$0.73</b>
<b>Sacramento, CA</b>	528,001	98	16	\$350,000	<b>\$0.66</b>
<b>Philadelphia, PA</b>	1,567,000	134	260	\$1,000,000	<b>\$0.64</b>
<b>Portland, OR</b>	635,067	134	40	\$400,000	<b>\$0.63</b>
<b>Fort Lauderdale, FL</b>	183,146	36	15	\$100,000	<b>\$0.55</b>
<b>Austin, TX</b>	974,447	305	21	\$420,000	<b>\$0.43</b>
<b>Vancouver, BC</b>	675,218	47	50	\$250,000	<b>\$0.37</b>
<b>Durham, NC</b>	291,928	114	10	\$60,000	<b>\$0.21</b>
<b>Los Angeles, CA</b>	3,822,000	502	120	\$715,000	<b>\$0.19</b>

*Note: Table is sorted by Highest Per Capita Spending*

Of the cities assessed, Los Angeles is the largest city by square mileage and has the largest population, and has the most poorly resourced residential speed hump program based on a per capita assessment. At prior funding levels of \$1,900,000 annually, the City of Los Angeles allocated approximately \$0.50 per capita to its Residential Speed Hump Program, which would rank tenth among all evaluated cities. At \$715,000 annually, the City of Los Angeles falls to last of all 13 cities, funding residential speed humps at just \$0.19 per capita. The City of Boston provides the highest per capita funding for its residential speed humps at \$6.15 per capita or 32 times the City of Los Angeles, installing one speed hump for every 1,301 residents compared to every 31,850 residents in the City of Los Angeles. The City of Los Angeles does separately fund a school speed hump program that allocates an additional \$1,200,000 to construct speed humps adjacent to schools, but the sum total of investment continues to fall behind comparable US cities.

With one exception, all of the cities assessed use a prioritization process to identify locations to install speed humps, incorporating factors like speed, traffic volume, crash history, and equity. While many cities still allow residents to request speed humps, these requests are evaluated based on these criteria to ensure installations have the greatest impact. Cities frequently mentioned the importance of a transparent selection process—where the methodology is publicly available—to help build greater community trust and reduce pushback. However, even with transparent processes, many cities still struggle to meet demand, and staff time spent reviewing applications often limits the capacity for actual project delivery. These findings reinforce the need for LADOT to transition away from an application-based system and adopt a proactive, transparent data-driven approach.

#### Prioritization Methodology

Given the challenges with the current program, LADOT will not open applications for the 2025 Residential Speed Hump Program cycle, and will transition from the current application-based system to a process that prioritizes speed hump locations based on the City's safety and equity goals without the need to apply.

Based on the program’s guidelines that focus on residential streets with speed limits below 30 mph, and to align the Residential Speed Hump Program with the City’s Mobility Plan 2035 safety and equity goals, LADOT will prioritize speed hump construction on the Neighborhood Enhanced Network (NEN). Outlined in the Mobility Plan 2035, the NEN is envisioned as a network of local streets designed to create safe, low-speed corridors that support walking, bicycling, and neighborhood connections. NEN streets tend to be residential streets with lower speed limits, making them more likely to be eligible for speed humps.

To guide this effort, LADOT will use safety and equity metrics to prioritize the highest-need NEN corridors for speed humps. These proposed metrics, outlined in Table 1, include factors such as traffic volume, speeding, collision history, and proximity to major destinations (schools, parks, and libraries), as well as equity indicators. These criteria were identified and weighted to ensure speed humps are implemented where they will have the greatest ability to equitably improve transportation safety and protect vulnerable road users where they need it most.

**Table 2. Preliminary Indicators for Residential Speed Hump Prioritization**

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

LADOT will apply these criteria to all NEN streets to develop a prioritized list, confirm feasibility on individual segments, and construct speed humps based on available resources each year. LADOT will provide this list to Council and post it publicly on its website.

To expand the number of speed humps that can be constructed in neighborhoods each year, LADOT also recommends the City construct new speed humps following street resurfacing on all NEN streets. This can reduce construction disruptions to nearby residents and businesses and minimize the wear and tear on newly resurfaced roads by avoiding the need for future modifications. Depending on available resources, this work can be performed by LADOT’s contractor or by the Bureau of Street Services (StreetsLA), which currently performs this work for resurfaced streets with existing speed humps. LADOT will explore opportunities with the StreetsLA to identify the most efficient and effective way to coordinate implementation of planned speed humps following resurfacing.

**FISCAL IMPACT**

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

LRC:TC:rg/rj