



## Speed Hump Application

### Application Table of Contents:

Sections 1 and 2 of this application must be completed in its entirety to be accepted for filing:

- ❖ Section 1 – Property owner’s contact information
- ❖ Section 2 – Resident signatures supporting application
- ❖ Section 3 – Speed hump procedures
- ❖ Section 4 – Speed hump fact sheet

### Staff Contact Information:

The following staff members should be contacted directly when submitting an application for the installation of speed humps.

Roger Vinalon Jr.  
Traffic Technician  
310-285-1128  
[rvinalon@beverlyhills.org](mailto:rvinalon@beverlyhills.org)

#### **SECTION 1**

##### **A Location Information**

Residential block: \_\_\_\_\_

Between: \_\_\_\_\_ and \_\_\_\_\_

##### **B Applicant Information**

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State & Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



### SECTION 3

#### **Speed Hump Procedures** (for more information, see Beverly Hills Municipal Code Section 7-3-501)

1. Applicant submits an application to the Transportation Planning Division for the construction of speed humps on a specific block.
2. Engineering staff will assess the block based on technical criteria to determine if speed humps are feasible. The traffic volumes and speeds will be surveyed. If the requested block does not meet the technical criteria, a letter will be sent to the applicant expressing the denial of the request based on the technical justification.
3. If the technical criteria are met, staff will conduct a field inspection and identify the location(s) and number of proposed speed humps. A drawing of the block identifying the proposed locations with adequate spacing will be prepared.
4. An Abutting Property Owner Consent form will be prepared and mailed to the applicant. This form is to be signed by the owners of residential units abutting the proposed hump locations. Consent from each of these owners is required to move forward with the application process.
5. Upon receipt of the required signatures from the property owners abutting the proposed hump locations, staff will mail a survey form to the remaining owners/residents on the block. The form shall be returned to the City, officially acknowledging support or objection to the installation.
6. If less than 60% of the residents support the proposal, staff will notify the applicant that the process has been canceled due to an insufficient number of supporting signatures. The applicant will be advised that a new application will be required to restart the process. BHMC 7-3-501 requires a 1 year lapsing period before applicants can reapply after the expiration of the original application.
7. If enough responses support the proposal (60% or more), staff will prepare the purchase of the materials, construction plans, and installation schedules. In order to reduce costs, an effort will be made to group a number of speed hump projects for construction as one bid advertisement.
8. As construction time approaches, a notice will be delivered to all residents advising of the schedule and possible traffic and parking operation alternatives during the day(s) of construction.
9. Speed humps will be installed on the day(s) scheduled by staff. Within 24 to 48 hours after construction, the street crews will add pavement markings, striping, and related signs.
10. After six months, staff will implement an "after-construction" analysis of traffic speed and volume changes.

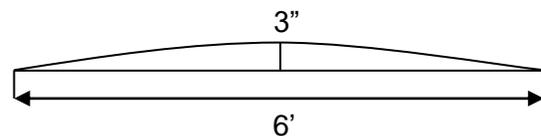
## SECTION 4

### Speed Hump Fact Sheet

#### WHAT IS A SPEED HUMP?

A traditional speed hump is a strip of raised pavement on a street running perpendicular to the flow of traffic, installed to reduce vehicular speed. Unlike speed **bumps** found in many parking lots, a speed **hump** is a wide, low, gradual mound, which has less impact on vehicles. They typically involve two asphalt mounds (minimum 200 feet apart) on a typical residential block. Examples of traditional asphalt speed hump installations can be found on the 200-400 blocks of South La Peer Drive and the 300 block South Clark Drive.

As of 2018, only speed **cushions** (pre-fabricated rubber mounds in 3 separated sections) will be installed to allow emergency vehicles to drive through and maintain response times. Examples of these can be found on the 400 block of South Peck Drive and the 200 blocks of both South Clark Drive and South Willaman Drive.



#### WHAT ARE THE ADVANTAGES AND DISADVANTAGES OF SPEED HUMPS?

The primary advantage of speed humps is a decrease in vehicular speed on the subject street. Speed humps demand consideration, unlike speed limit signs, which can be ignored. The subsequent result is improved safety 24 hours per day. In addition, an advantage may be a decrease in overall traffic volume on the street; however, this is usually not a significant reduction. The City's experience indicates an average speed reduction of 8 to 9 miles per hour on streets with initial average speeds of over 35 mph.

A disadvantage of speed humps is "gutter running" - driving as close as possible to either curb in order to lessen the impact of traveling over the hump. In addition, some residents have expressed concerns about an increase in noise levels resulting from vehicles driving over and accelerating after the speed humps. Fire Departments generally oppose the installation of speed humps due to the concern that emergency response time could increase on blocks with speed humps; hence, no traditional asphalt speed humps will be installed going forward.

#### WHAT ARE ALTERNATIVES TO SPEED HUMPS?

Speed humps become desirable when other solutions are implemented and driving behavior remains unchanged. To address speeding issues on residential streets, other strategies include installing speed limit signs, driver speed feedback signs, striping modifications, and increased police enforcement. Some communities use camera enforcement; however, this process has not been fully approved throughout California.