COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION DIVISION

SPEED BUMP/SPEED HUMP POLICY

Introduction

Purpose: To provide information regarding Los Angeles County Fire Department's policy on speed bumps and the installation of speed humps.

Background: Speed bumps and speed humps are designed to reduce vehicular speed, however, they impede the response of emergency vehicles.

Definitions:

SPEED BUMP: A roadway speed control measure that is from three to six inches in height with a length of one to three feet. These are commonly used in parking lots and on some private roadways. These speed bumps require Fire Department apparatus slowing to 5 mph or less at the speed bump.

SPEED HUMP: A roadway speed control measure that is a maximum of 2 5/8" in height with a length of approximately 12 feet. They require Fire Department apparatus slowing to 15 mph at the speed hump.

Policy:

A. Speed bumps are not allowed as a roadway speed control measure. They pose a danger to heavy equipment, such as fire apparatus, Paramedic squads, ambulances and are difficult to see at night, subjecting personnel to potential head, neck and back injuries, while responding to emergency incidents. Studies have indicated there is an increase in emergency response time in areas with speed bumps. In some studies the emergency response time was three times greater than areas without speed bumps.

B. Speed humps are not recommended by the Department, however, speed humps will be allowed if all other traffic mitigation procedures listed below have proven ineffective in controlling vehicular traffic, including:

1. Traffic engineering improvements
2. Increased signage
3. Increased law enforcement

EXHIBIT H

4. Circulation of a petition by the City or County Public Works agency, receiving approval from at least 75% of the residents fronting the roadway in question, supporting the installation of speed humps.

C. Speed humps may be allowed under the following conditions:

1. Presentation of documentation to the Fire Prevention Division, Land Development Unit, by Public Works, documenting the outcome of efforts made by traffic engineering improvements, increased signage and law enforcement agencies to control traffic or speed. Also show how long law enforcement were able to monitor traffic conditions, and the outcome.

   a. Speed humps shall not be installed on streets with grades greater than 5 percent.

   b. Speed humps shall not be installed within 100 feet of any intersection.

   c. Speed humps shall not be installed within 25 feet of either side of a fire hydrant.

   d. Speed humps shall not be installed in the area in front of any building that might obstruct ladder truck or emergency vehicle operations.

   e. Speed humps shall be clearly marked with high visible pavement marking, striping and signage, per Department of Public Works standards.

   f. Speed humps shall not be located on a thoroughfare, which impacts an area servicing more than seventy-five homes or residential units.

D. All plans for the installation of speed humps shall be reviewed and approved by the Land Development Unit, of the Fire Prevention Division.

E. Approved speed humps shall be visibly marked, and the area shall be properly posted to warn of their installation.

For more information, please call the Land Development Unit at (323) 890-4243.

EXHIBIT H

County of Los Angeles Fire Department
Land Development Unit
5823 Rickenbacker Rd., Commerce, CA 90040
323-890-4243

Speed Hump Information Sheet

The Fire Department does **not** support the installation of Speed Humps. Speed Humps delay Fire Department responses. Speed Humps cause injuries to Firefighters. Speed Humps cause damage to heavy Fire Department Vehicles. Please consider the following before you sign a petition to install a hump or similar device.

- **Studies show each speed hump will cause a 7-10 second delay in the Fire Department's arrival time.**

  Delays, from Speed Humps, potentially impacts the survival rate of critically ill patients, suffering from medical emergencies such as heart attack, drowning, choking, and trauma. They also potentially reduce one's chance of being rescued during a structure fire.

  In a 1997 Boulder, Colorado study, on Speed Humps, analyst R. Bowman concluded at least TEN people would die from delayed responses for every ONE fatality prevented by traffic calming (Speed Hump).

- **Speed Humps cause further injury to certain patients transported by ambulances.**

  Patients with chronic spinal problems report that speed humps aggravate their condition causing increased pain and further injury. In a memorandum to the City of Boulder, Special Transit, which serves 3,000 elderly disabled passengers, urged the City to consider other methods of to traffic calming that do not include physical barriers (speed humps). Americans with Disabilities (ADA) oppose speed humps for this reason.

  Spinal injuries, from Speed Humps, documented in the Journal of Accidents & Emergency Medicine, July 1996, David Bowrey, Rhys Thomas, Rubert Evans, Peter Richmond

- **Speed humps and similar measures cause injuries to Firefighters and damage to Fire Department vehicles.**

  Failure to slow down, while crossing speed humps has injured Firefighters and damaged Fire apparatus.

- **The effect of speed humps on adjacent structures is not fully understood.**

  Houses close to speed humps are subjected to ground vibrations that can cause damage to underground pipes and foundations. Jonathan Leake, "Road humps can damage houses", Sunday Times, Home news (Dec. 28. '97)

EXHIBIT H

I. INTRODUCTION

A. Purpose: To provide information regarding this Department's policy on Speed Bumps and the Installation of Speed Humps.

B. Background: Speed bumps and speed humps are designed to reduce vehicular speed, however, they impede the response of emergency vehicles.

C. Scope: Informational to all Department personnel.

D. Author: The Assistant Fire Chief (Fire Marshal) Fire Prevention Division, shall be responsible for the content, revision and annual maintenance of this Procedure.

E. Definitions:

1. Speed Bump: A roadway speed control measure that is from three to six inches in height with a length of one to three feet. These are commonly used in parking lots and on some private roadways. They require fire department apparatus slowing to 5 mph or less at the speed bump.

2. Speed Hump: A roadway speed control measure that is a maximum of 2 5/8" in height with a length of approximately 12 feet. They require fire department apparatus slowing to 15 mph at the speed hump.

II. RESPONSIBILITY

All Personnel shall refer to this policy whenever inquiries are received regarding this subject.

III. POLICY

A. Speed bumps are not allowed as a roadway speed control measure. They pose a danger to heavy equipment, such as fire apparatus, and are difficult to see at night, subjecting personnel to potential head, neck and back injuries, while responding to emergency incidents. Studies have indicated an increase in response time to areas with speed bumps. In some studies the response time was three times that for areas without speed bumps.

B. Speed humps are not recommended by the Department, however, speed humps will be allowed if all traffic mitigation procedures have proven ineffective in controlling vehicular traffic, including:

EXHIBIT H

1. Traffic engineering improvements
2. Increased signage
3. Increased law enforcement
4. Circulation of a petition by the City or County Public Works agency, receiving approval from at least 75% of the residents fronting the roadway in question, supporting the installation of speed humps.

C. Speed humps may be allowed under the following conditions:

Presentation of documentation provided to the Fire Prevention Division, Water, Subdivision and Access Unit, by Public Works. This documentation should establish the outcome of the efforts made by law enforcement agencies to control traffic, how long they were able to monitor traffic conditions, and the outcome.

1. Speed humps shall not be installed on streets with grades greater than 5 percent.

2. Speed humps shall not be installed within 100 feet of any intersection.

3. Speed humps shall not be installed within 25 feet of either side of a fire hydrant.

4. Speed humps shall not be installed in the area in front of any building that might obstruct ladder truck or emergency vehicle operations.

5. Speed humps shall be clearly marked with high visible pavement marking, striping and signage, per Department of Public Works Standards.

6. Speed humps shall not be located on a thoroughfare which impacts an area servicing more than seventy five homes or residential units.

D. All plans for the installation of speed humps shall be reviewed and approved by the Water, Subdivision, and Access Unit, Fire Prevention Division. Operations Bureau personnel shall be consulted for their recommendation

E. Approved speed humps shall be visibly marked, and the area shall be properly posted to warn of their installation.

F. Once speed humps are installed, the local fire station shall be notified of their location.

G. When setting requirements for Regional Planning or Community Development tract maps, the Water, Subdivision and Access Unit shall ensure that requirements restrict the installation of speed bumps and speed humps.

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