

**CITY OF BURBANK
PUBLIC WORKS DEPARTMENT
MEMORANDUM**

File No. 1703
Submitted to 2038
Council on 10-2-01
Reso/Ord No. _____
Noted & Filed _____
Action Taken As recommended
And that staff be directed to allow
_____ need hump applications to be
_____ need to look
Note

DATE: October 2, 2001
TO: Robert R. Ovrom, City Manager
FROM: *George* S. Feng, Public Works Director
SUBJECT: RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION PLAN
FINAL REPORT

PURPOSE:

To provide the City Council with a final report on the Rancho Providencia Neighborhood Protection Plan.

BACKGROUND:

The Rancho Providencia area, bounded by Buena Vista Street, Olive Avenue, Victory Boulevard, Main Street, and Alameda Avenue, incorporates approximately 800 homes, as well as Jordan Middle School (Exhibit A). Traffic congestion on surrounding major streets, combined with dense commercial development along the periphery has resulted in increased levels of cut-through traffic on residential streets. Additionally, employee parking from nearby commercial interest tends to spill over into the adjacent neighborhoods. The combination of traffic demand, travel speed and parking on local residential streets produced an unacceptable environment for the residents of the area.

In January 1997, the City Council established a Citizens' Advisory Committee (CAC) for the Rancho Providencia neighborhood to study existing traffic and parking conditions, and develop appropriate measures to mitigate problems or identified problem areas. The Committee, consisting of 10 residents and one commercial representative, interpreted their directive to include identifying quality-of-life issues as well. Working together to solve neighborhood traffic issues, area residents and City staff developed the following six-step process:

1. Treat the area as a whole, i.e., do not implement any measures on one street that would negatively impact adjacent streets;
2. Ensure full neighborhood support by surveying each street in the neighborhood to identify traffic problem/concerns from those responding;
3. Establish a Citizens' Advisory Committee (CAC) of concerned residents to work with City staff to identify issues and develop a neighborhood protection plan;
4. Conduct engineering analyses of traffic counts, turning movements and speed counts.
5. Identify potential options to mitigate identified issues; and
6. Install only those mitigation measures supported by a majority of the neighborhood.

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Noted & Filed _____
Action Taken As recommended
And that staff be directed to allow any speed hump applications to be submitted to the Council, and to look into the unique problems on Lincoln Street, and that all neighborhood study residents be advised of final recommendations.

DATE: October 2, 2001
TO: Robert R. Ovrom, City Manager
FROM: *James* S. Feng, Public Works Director
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ANALYSIS:

Over an 18-month period, the CAC held a total of 18 committee meetings, as well as two neighborhood-wide meetings to poll the residents for input regarding traffic issues. Public input was requested at these neighborhood meetings, as well as via questionnaires mailed to the residents. In addition to problems associated with traffic volumes, speed, noise and other mobility issues, residents conveyed specific concerns related to parking and commercial vehicles in the Rancho Providencia area.

After receiving resident feedback regarding existing problems, on behalf of the CAC, Willdan, and City staff conducted a comprehensive study of the project area to quantify existing traffic and parking conditions. The initial data collection included recording traffic volumes on each residential street within the neighborhood. Intersection turning movement data, travel speeds, and parking counts were subsequently collected in a second phase of the program.

In response to the Committee's concerns that surrounding commercial developments would lead to cut-through traffic in the residential neighborhood, staff presented proposed improvements of major arterial streets surrounding the Rancho Providencia neighborhood for their review. Traffic mitigation plans were evaluated not only for how they affected adjacent residential streets, but for impacts on the surrounding arterial street system as well. The Committee also reviewed plans for improvements to the arterial system.

The CAC was also concerned that the existing traffic flow patterns in the neighborhood would be disrupted by the installation of speed humps. Although ostensibly used for speed control, these devices have a secondary effect of diverting traffic to adjacent streets. The Committee requested that a moratorium be placed on the installation of any new speed humps until the traffic-calming program was complete. The CAC devised a neighborhood protection plan that included implementing traffic calming measures, parking restrictions, and quality-of-life enhancements (e.g. landscaped medians) to most of the residential streets.

The plan did not include any measures that would restrict neighborhood access outright; however, the plan's viability was largely contingent upon the ability of the surrounding arterial streets to accommodate the resulting traffic demand. Physical improvements included the installation of 14 medians at major street entrances to the neighborhood, decorative pedestrian crosswalks, parkway trees on Olive Avenue, and the realignment of three intersections (Exhibits B & C). Commercial vehicle travel restrictions were implemented on Glenwood Place, near Jordan Middle School, as were parking restrictions on three residential streets north of Alameda Avenue. Roadway delineation was also modified to include a two-way left-turn lane on Verdugo Avenue.

After the improvement plan was developed, questionnaires were sent to residents on affected streets to determine if a majority of the residents from each street supported the median treatments on their respective streets. Several of the streets were canvassed twice to ensure that a majority of the residents favored these measures. Median treatments were approved on all of the street entrances. At the same time, that restricted parking was implemented on three streets via petition, a two-way left-turn

pocket was created along Verdugo Avenue, and prohibitions were instituted on Glenwood Place to restrict commercial vehicles.

Construction of landscaped medians and decorative crosswalks was initiated in late 1999 and completed in two construction phases. Although financial constraints necessitated the two-phase program, this allowed staff and Committee members the opportunity to evaluate the effectiveness of the initial measures. The initial phase constructed medians and crosswalks on Alameda Avenue, and the second phase completed the treatments at the remaining Alameda Avenue intersections, as well as those along Olive Avenue. After review, the second phase was initiated. The first phase of the project was completed in May 2000, and the second phase was completed in October 2000. The Rancho Providencia traffic mitigation project cost approximately \$675,000 to complete.

Landscaped medians were installed along Alameda Avenue at all previously heavily impacted streets, except Reese Place (cul de sac), Beachwood Drive (emergency route), and Mariposa and Brighton Streets. Along Olive Avenue, medians were installed at Myers, Keystone and Lamer Streets, Parish Place and Orchard Drive; however, medians were not installed at Brighton, Lincoln and Sparks Streets or Reese Place, based on construction or commercial restrictions per location. Decorative crosswalks were installed at all intersections.

In May 2001, traffic volumes were counted on all residential streets and arterial corridors surrounding Rancho Providencia, with additional data collected in June 2001. The data was collected during the same month as the previous counts to ensure that seasonal variations did not affect the data, which would be compared to the original traffic counts. The post-project traffic counts showed that the majority of residential streets experienced a reduction in traffic volume (some by more than 50%), because traffic was appropriately routed to the collectors, such as Oak and Mariposa Streets (Exhibits D & E). A collector street is a street that should collect and distribute traffic between arterial and residential streets. Even the limited number of residential streets where increases in traffic volume have occurred, the increases (between 4% and 10%) are still considered reasonable according to the City of Burbank General Plan Traffic Circulation Element and general standards for residential street traffic volumes. Lomita Avenue is the only non-collector street to experience an increase in traffic volume. Even so, the increase from 295 to 375 vehicles per day (i.e., 80 cars) is still well below the residential neighborhood average of 680 cars per day.

The Rancho Providencia traffic-calming project was based on significant input and involvement by the neighborhood residents, through public meetings and mailed surveys. The mitigation measures were developed with the cooperation of the residents, and their involvement resulted in overwhelming acceptance of the treatments. The project also improved the residents' quality of life by reducing traffic noise, speed, pollution, and enhancing safety without significantly impacting travel choices in the neighborhood. Overall the project was successful. In fact, on some of the previously heavily impacted streets, (e.g., Lamer and Keystone Streets) the improvement is very impressive.

Please refer to attached exhibits depicting study data, schematics and photographs of physical improvements, and the City's existing speed hump installation policy.

On September 13, 2001, the Rancho Providencia CAC met with City staff to discuss the final report.

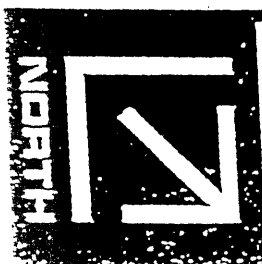
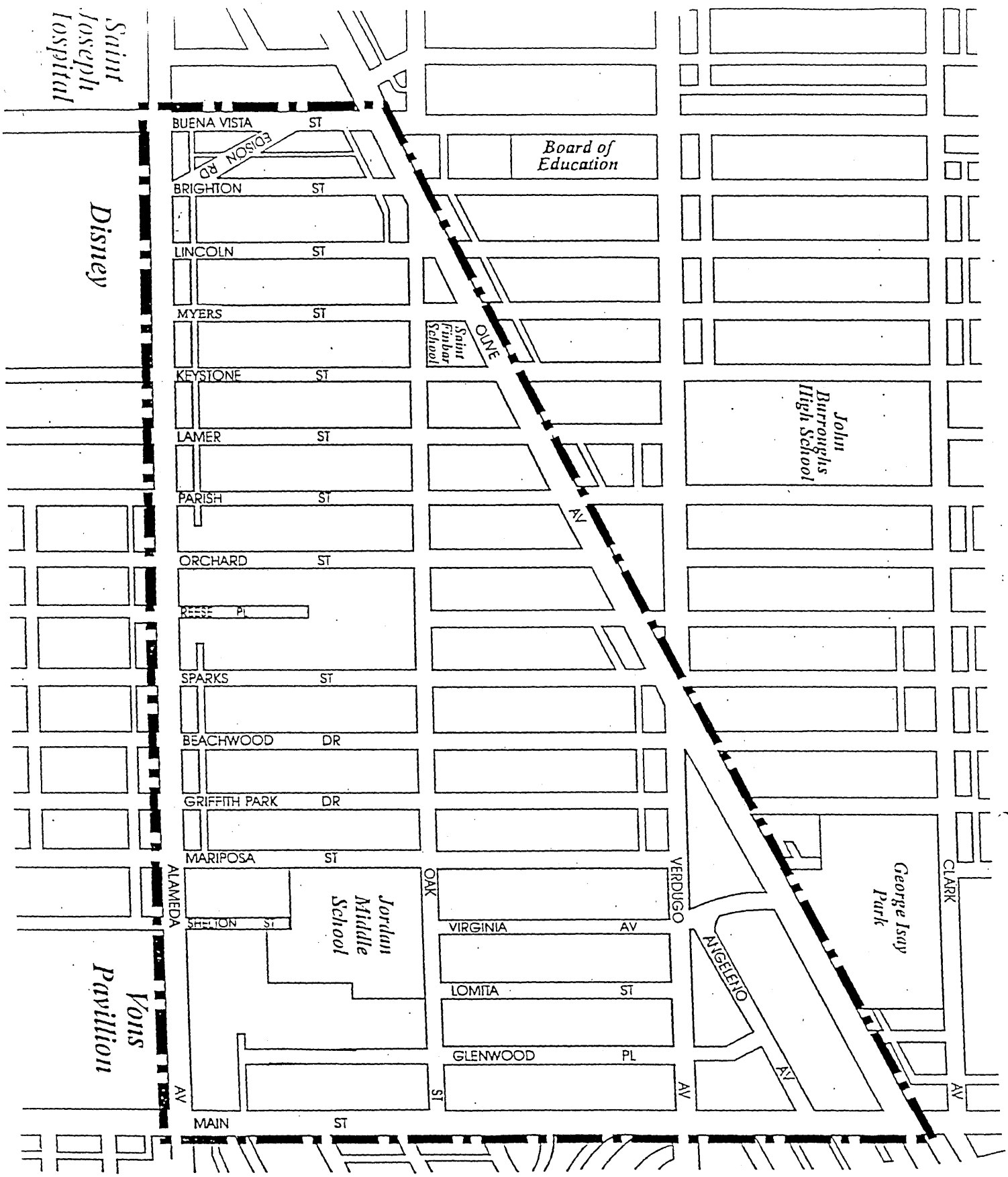
Rancho Providencia Citizens' Advisory Committee Recommendations

1. Prohibit the installation of future speed humps in the Rancho Providencia area. The Committee feels additional speed humps would negate the years of engineering study and expense that has gone into developing the current neighborhood protection plan (NPP) by severely compromising its effectiveness. As an alternative to placing a moratorium, the CAC recommends changing the criteria for speed hump installation in the Rancho Providencia neighborhood as follows:
 - a. The impact on the *entire* neighborhood shall be considered.
 - b. Installation of "reduce speed" or similar signage shall be a preliminary measure.
 - c. The 2/3-majority petition requirement shall be expanded to incorporate the residents of the streets adjacent to the street for which the petition is sponsored.
 - d. Whenever (the newly expanded) resident majority approval is achieved, the engineering study required for final approval should be more stringent, including:
 - Traffic speed and traffic volume thresholds should be higher; and
 - Traffic speed and traffic volume thresholds must *both* be met to qualify.
2. Reduce traffic speed entering the residential neighborhood, maintain cobblestone effect at crosswalks with ¾" lip, and install standard yellow traffic "Caution" signs.
3. Implement 25-mph speed limit on streets where 85-percentile speed is over 35 mph.
 - a. Paint street markings at approach from major arterials.
4. Maintain surrounding arterial streets and intersections to reduce cut-through traffic in residential neighborhoods.
5. Disband the Rancho Providencia Citizens'

RECOMMENDATION:

With the neighborhood protection plan now completed, staff reviewed the CAC's final recommendations and recommends the following to the City Council:

1. Evaluate speed hump installation applications in accordance with existing City policy (Exhibit F);
2. Per City Attorney's Office, ramp the ¾" lip on the crosswalk improvements;
3. Install 25 mph signs and pavement markings where 85th percentile speed is over 35 mph;
4. Maintain surrounding arterial streets and intersections to reduce cut-through traffic in residential neighborhoods; and
5. Disband the Rancho Providencia Citizens' Advisory Committee.










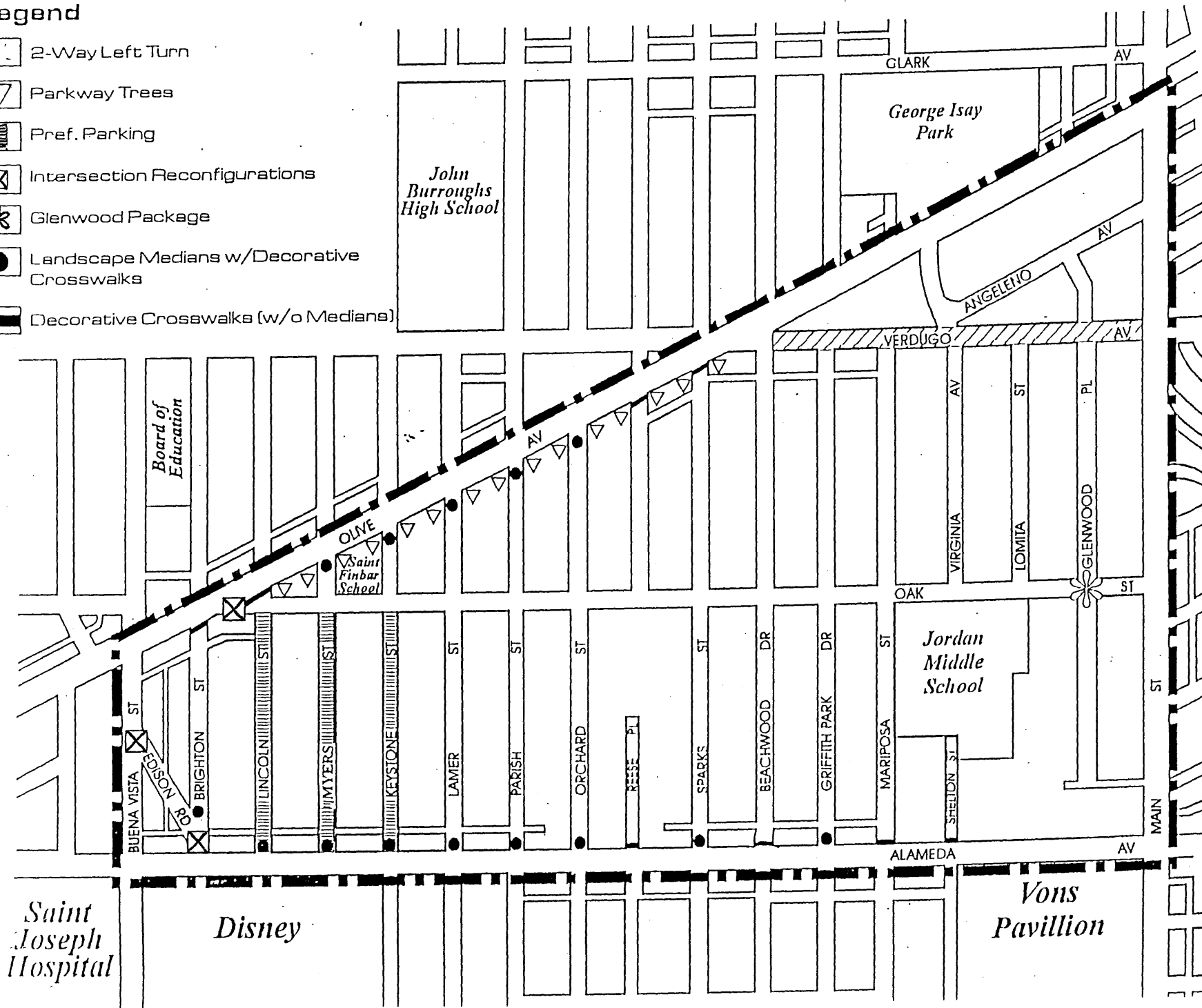
**RANCHO PROVIDENCIA
NEIGHBORHOOD PROTECTION
PLAN**

Exhibit A

CAC RECOMMENDATIONS

Legend

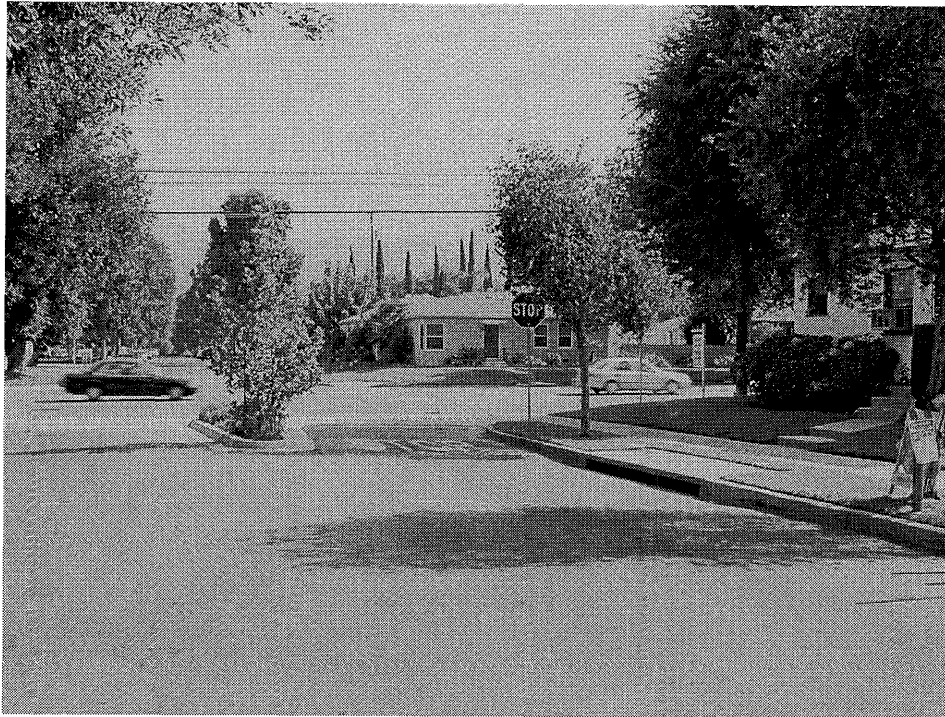
-  2-Way Left Turn
-  Parkway Trees
-  Pref. Parking
-  Intersection Reconfigurations
-  Glenwood Package
-  Landscape Medians w/Decorative Crosswalks
-  Decorative Crosswalks (w/o Mediana)



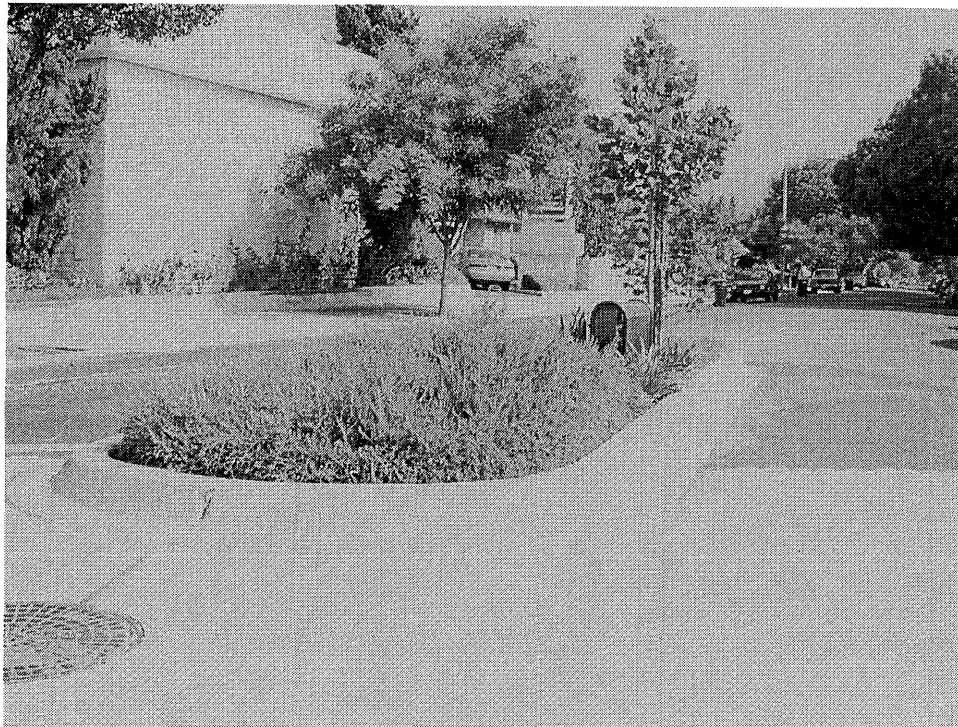
RANCHO PROVIDENCIA
NEIGHBORHOOD PROTECTION
 Exhibit B
PLAN



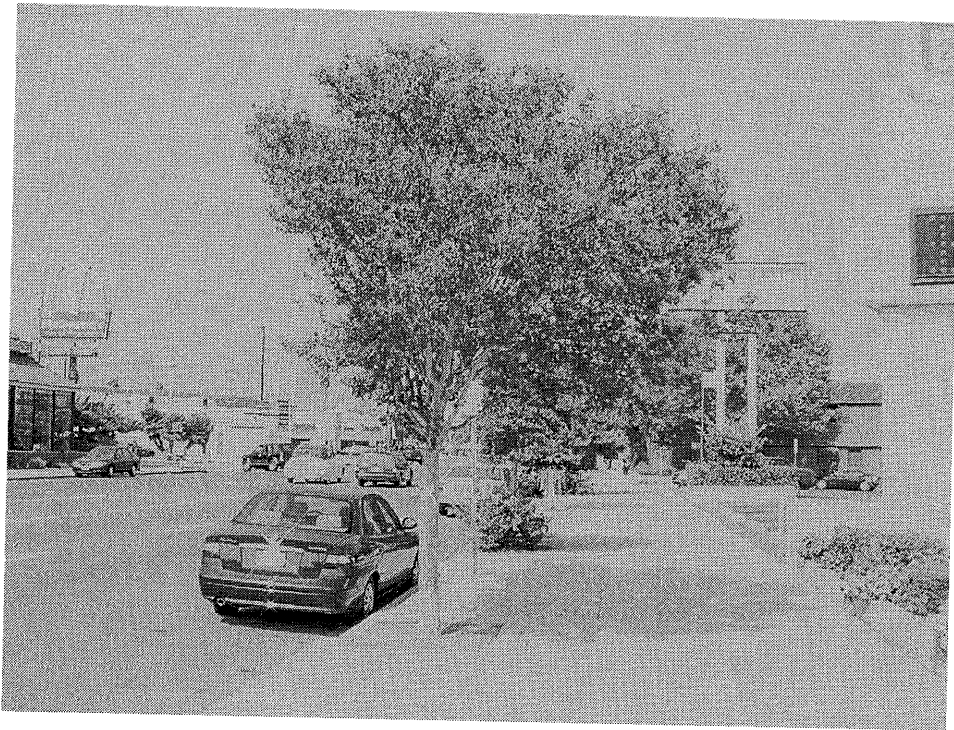
Rancho Providencia Neighborhood Protection Program
Exhibit C



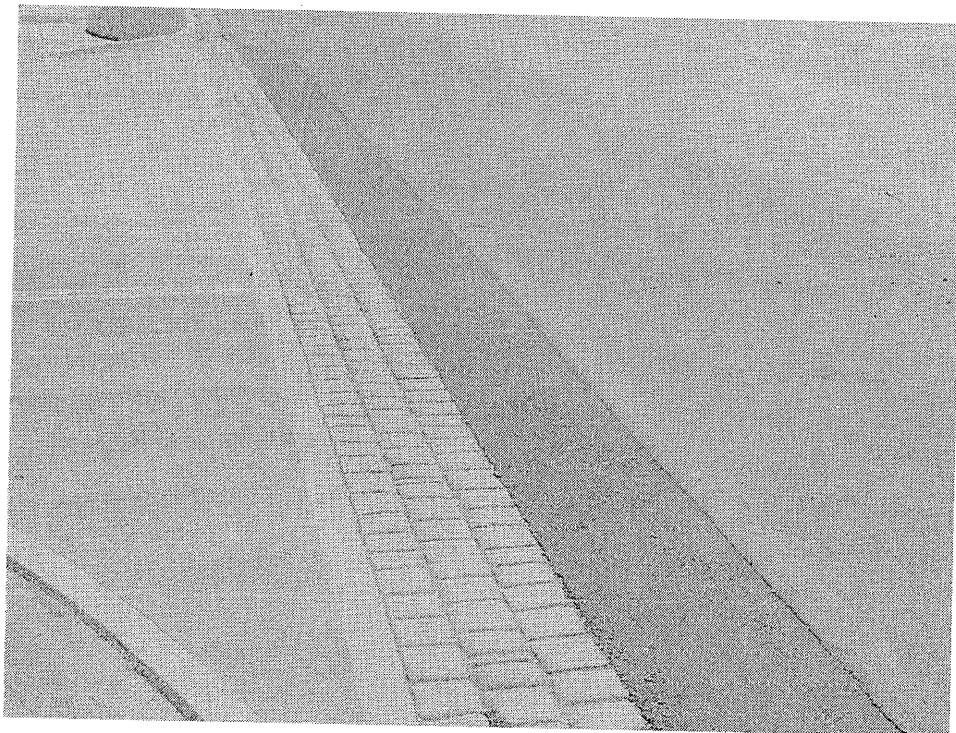
Typical Local Street Medians



Rancho Providencia Neighborhood Protection Program
Exhibit C



Typical Street Tree



Decorative Brick and Colored Concrete Pedestrian Crosswalk

Rancho Providencia Neighborhood Protection Program
Exhibit C



Realignment of Edison Road at Buena Vista Street



Realignment of Oak Street at Olive Avenue

EXHIBIT D
RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION PLAN
TRAFFIC COUNT SUMMARY
MAY 2001

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Edison St. N/O of Brighton (1)	4/24/96			2,529	City Records
	4/21/97	1250	925	2,175	Before
	4/23/97	1118	898	2,016	Before
				2,096	NPP Average 1997
	6/1/00	1,110	776	1,886	After (-10%)
	5/15/01	1,019	683	1,702	(-19%)

Brighton St. N/O of Edison (2)	4/24/96			721	City Records
	4/22/97	315	221	536	Before
	4/23/97	312	202	514	Before
				525	NPP Average 1997
	5/23/00	217	139	356	After (-32%)
	5/9/01	292	247	539	After (+3%)

Lincoln St. N/O of Alameda (3)	4/22/96			658	City Records
	4/23/97	360	333	693	Before
	5/6/97	429	395	824	Before
	5/7/97	358	353	711	Before
				743	NPP Average 1997
	5/23/00	335	325	660	After (-11%)
	5/15/01	402	387	789	After (+6%)

Lincoln Avenue S/O Oak (4)	5/6/97	435	534	959	Before
	5/7/97	352	497	849	Before
				904	NPP Average 1997
	5/15/01	378	387	765	After (-15%)

Lincoln Avenue N/O Oak (5)	4/30/97	220	419	639	Before
	5/6/97	219	434	653	Before
	5/7/97	320	281	601	Before
	5/22/97	776	666	1,442	Before - bad count
				631	NPP Average 1997
	5/22/97	347	256	603	After (-4%)

Myers Avenue N/O Alameda (6)	4/22/96			669	City Records
	4/23/97	226	328	554	Before
	5/6/97	271	337	608	Before
	5/7/97	258	316	574	Before
				579	NPP Average 1997
	5/17/00	246	245	491	After (-15%)
	5/9/01	240	320	560	After (-3%)

Myers Avenue S/O Oak (7)	4/30/97	546	611	1,157	Before
	5/6/97	296	268	564	Before
				861	NPP Average 1997
	5/9/01	268	344	612	After (-29%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Myers Avenue N/O Oak (8)	4/30/97	546	611	1,157	Before
				1,157	NPP Average 1997
	5/9/01	168	212	380	After (-67%)
	6/5/01	288	191	479	After (-59%)

Keystone Avenue N/O Alameda (9)	4/23/97	2,507	1,639	4,146	Before
	5/6/97	1,914	1,478	3,392	Before
	5/7/97	2,178	1,469	3,647	Before
	6/12/97	1135	1264	2,399	Before
				3,396	NPP Average 1997
	5/17/00	619	559	1,178	After (-65%)
	5/9/01	703	667	1,370	After (-60%)

Keystone Avenue S/O Oak (10)	5/6/97	1,631	1,783	3,414	Before
	5/7/97	1,772	1,635	3,407	Before
	6/11/97	1298	1339	2,637	Before
				3,152	NPP Average 1997
	5/9/01	624	535	1,159	After (-63%)

Keystone Avenue N/O Oak (11)	4/21/97	1,914	3,230	5,144	Before
	4/22/97	1,870	3,360	5,230	Before
	4/23/97	1,531	3,074	4,605	Before
	5/6/97	1,712	1,774	3,486	Before
	6/11/97	1138	1370	2,508	Before
				4,195	NPP Average 1997
	5/9/01	1321	841	2,162	After (-48%)

Lamer Avenue N/O Alameda (12)	4/22/96			709	City Records
	4/24/97	1,184	242	1,426	Before
	5/22/97	931	760	1,691	Before
				1,559	NPP Average 1997
	5/9/01	412	327	739	After (-53%)

Lamer Avenue S/O Oak (13)	5/6/97	909	623	1,532	Before
	5/7/97	1,016	625	1,641	Before
	5/21/97	772	772	1,544	Before
				1,572	NPP Average 1997
	5/9/01	402	328	730	After (-54%)

Lamer Avenue N/O Oak (14)	4/24/97	962	281	1,243	Before
	5/6/97	318	330	648	Before
	5/7/97	375	336	711	Before
				867	NPP Average 1997
	5/9/01	320	284	604	After (-30%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Parish Avenue N/O Alameda (15)	5/2/96			780	City Records
	4/21/97	336	417	753	Before
	4/22/97	380	434	814	Before
	4/23/97	397	402	799	Before
				789	NPP Average 1997
	5/1/01	377	467	844	After (+7%)
Parish Avenue N/O Oak (16)	4/23/97	993	687	1,680	Before
				1,680	NPP Average 1997
	4/25/01	458	589	1,047	After (-38%)
Orchard Avenue N/O Alameda (17)	5/6/96			673	City Records
	4/21/97	328	349	677	Before
	4/22/97	290	357	647	Before
	4/23/97	369	328	697	Before
				673	NPP Average 1997
	5/1/01	306	373	679	After (no increase)
Orchard Avenue N/O Oak (18)	4/23/97	704	637	1,341	Before
				1,341	NPP Average 1997
	4/25/01	302	390	692	After (-48%)
Reese Avenue N/O Alameda (19)	4/24/97	361	365	726	Before
				726	NPP Average 1997
	5/1/01	175	162	337	After (-54%)
Reese Avenue N/O Oak (20)	4/24/97	458	668	1,126	Before
				1,126	NPP Average 1997
	4/25/01	177	482	659	After (-42%)
Sparks Avenue N/O Alameda (21)	4/23/97	947	1,371	2,318	Before
	5/6/97	581	730	1,311	Before
	5/21/97	802	647	1,449	Before
				1,693	NPP Average 1997
	5/1/01	639	639	1,278	After (-25%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Sparks Avenue S/O Oak (22)	5/21/97	596	678	1,274	Before
				1,274	NPP Average 1997
	5/1/01	684	665	1,349	After (+6%)

Sparks Avenue N/O Oak (23)	5/7/97	515	723	1,238	Before
	5/21/97	1002	1554	2,556	Before
				1,897	NPP Average 1997
	4/25/01	914	620	1,534	After (-19%)

Beachwood Ave N/O Alameda (24)	4/29/97	315	568	883	Before
				883	NPP Average 1997
	5/1/01	430	398	828	After (-6%)

Beachwood Avenue N/O Oak (25)	4/29/97	1,406	244	1,650	Before
	5/6/97	378	543	921	Before
	5/7/97	354	525	879	Before
				1,150	NPP Average 1997
	4/25/01	423	428	851	After (-26%)

Griffith Park Ave N/O Alameda (26)	4/29/97	191	149	340	Before
	6/12/97	286	249	535	Before
				437	NPP Average 1997
	5/1/01	203	198	401	After (-8%)

Griffith Park Avenue N/O Oak (27)	4/29/97	474	487	961	Before
				961	NPP Average 1997
	4/25/01	255	204	459	After (-52%)

Mariposa Avenue N/O Alameda (28)	4/29/97	927	1090	2,017	Before
				2,017	NPP Average 1997
	5/1/01	1123	1077	2,200	After (+9%)

Mariposa Avenue N/O Oak (29)	4/29/97	752	686	1,438	Before
				1,438	NPP Average 1997
	5/1/01	824	728	1,652	After (+15%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Virginia Avenue N/O Oak (30)	4/29/97	384	278	662	Before
				662	NPP Average 1997
	4/25/01	316	255	571	After (-14%)
Lomita Avenue N/O Oak (31)	4/29/97	154	141	295	Before
				295	NPP Average 1997
	4/25/01	179	196	375	After (+27%)
Glenwood Place N/O Oak (32)	4/29/97	351	445	796	Before
				796	NPP Average 1997
	4/25/01	436	295	731	After (-8%)
Glenwood Place S/O Oak (33)	4/29/97	541	480	1,021	Before
				1,021	NPP Average 1997
	4/25/01	425	200	625	After (-39%)
Oak Street E/O Myers (34)	4/22/97	EB / 1758	WB / 1399	3,157	Before
				3,157	NPP Average 1997
	5/15/01	EB / 909	WB / 666	1,575	After (-51%)
Oak Street E/O Parish (35)	4/22/97	EB / 1044	WB / 886	1,930	Before
				1,930	NPP Average 1997
	5/15/01	EB / 1116	WB / 1052	2,168	After (+11%)
Oak Street E/O Sparks (36)	4/21/97	EB / 1235	WB / 1054	2,289	Before
	4/23/97	EB / 1193	WB / 996	2,189	Before
				2,239	NPP Average 1997
	5/15/01	EB / 1349	WB / 1185	2,534	After (+12%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		E-bound	W-bound	DAILY	
Oak Street E/O Mariposa (37)	4/23/97	1,043	990	2,032	Before
				2,032	NPP Average 1997
	5/15/01	995	1,115	2,110	After (+4%)

Oak Street W/O Main (38)	4/23/97	1,478	1,373	2,851	Before
				2,851	NPP Average 1997
	4/24/01	1,584	1,483	3,067	After (+7%)

Angeleno Avenue W/O Victory (39)	4/30/97	1,076	1,765	2,841	Before
				2,841	NPP Average 1997
	5/15/01	738	754	1,492	After (-48%)

Verdugo St W/O Victory/Main (40)	4/30/97	4,219	4,723	8,942	Before
				8,942	NPP Average 1997
	5/15/01	4,902	3,819	8,721	After (-3%)

PERIMETER STREETS

Alameda Avenue E/O Keystone (41)	4/30/97	10,360	11,131	21,491	
				21,491	NPP Average 1997
	6/5/01	10,087	10,226	20,313	After (-5%)

Olive Avenue E/O Keystone (42)	4/30/97	11,339	12,080	23,419	
				23,419	NPP Average 1997
	6/5/01	11,459	10,926	22,385	After (-4%)

Buena Vista Avenue S/O Olive (43)	4/30/97	SB/ 13,339	NB/ 13,172	26,565	
				26,565	NPP Average 1997
	6/5/01	SB/ 11,951	NB/ 10,565	22,516	After (-15%)
New traffic count	7/11/01	13679	12709	26388	After (-1%)

Shading indicates decrease

EXHIBIT D

STREET LOCATION	DATE	TRAFFIC COUNT			COMMENTS
		N-bound	S-bound	DAILY	
Main Street S/O Oak (44)	4/30/97	6874	7848	14,722	Before
				14,722	NPP Average 1997
	4/24/01	4131	5170	9,301	After (-37%)
New traffic count	7/11/01	3747	4228	7975	After (-46%)

Olive Avenue E/O Griffith Park (45)	4/30/97	EB/ 11,595	WB/ 12,666	24,261	Before
				24,261	NPP Average 1997
		EB/ 11,459	WB/ 10,926	22,385	After (-7%)

Riverside Drive W/O Main (46)	5/20/97	5,650	4,701	10,351	Before
				10,351	NPP Average 1997
	5/22/01	3,659	3,554	7,213	After (-30%)

ALLEYS

Alley N/O Alameda W/O Lincoln (47)	5/22/97			189	Before
				189	NPP Average 1997
	5/16/01			113	After (-40%)

Alley N/O Alameda E/O Lincoln (48)	5/8/97			210	Before
				210	NPP Average 1997
	5/16/01			145	After (-31%)

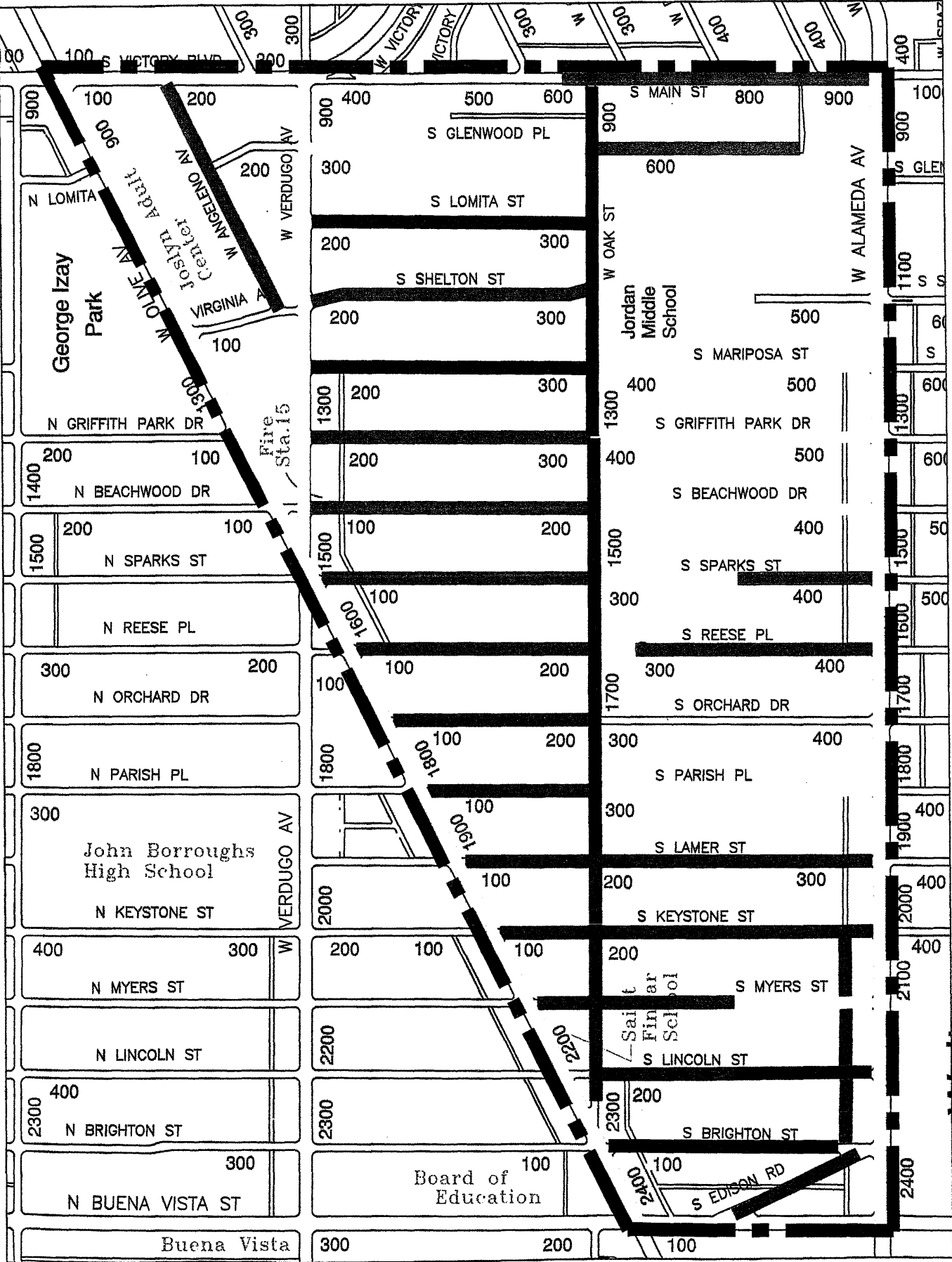
Alley N/O Alameda E/O Myers (49)	5/8/97			406	Before
				406	NPP Average 1997
	5/16/01			337	After (-17%)

Shading indicates decrease



RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION PLAN

EXHIBIT E



- LEGEND:
- Thick black line: MAJOR VOLUME INCREASE (+3% TO +9%)
 - Thin black line: MINOR VOLUME INCREASE (+10% OR MORE)
 - Thick white line: MAJOR VOLUME DECREASE (-3% TO -9%)
 - Thin white line: MINOR VOLUME DECREASE (-10% OR MORE)
 - Thin black line: NO VOLUME CHANGE (-3% TO +3%)



CITY OF BURBANK

“SPEED HUMP INSTALLATION CRITERIA”

(Adopted by City Council July 16, 1996, Revised October 13, 1998)

Speeding on residential streets is a common complaint reported by concerned citizens. Speed Humps are often requested because they are perceived as a quick and effective solution to speeding.

Speed humps are 12-foot-long by 3-inch ($\pm 1/8$ ") high ridges of pavement placed across a roadway to slow vehicles down as they cross over them.

The City Council adopted the following criteria that must be met for the placement of speed humps:

1. **Street Classification and Materials:** Only on streets that are residential in nature. Only on streets that are comprised of asphalt – not concrete.
2. **Street Width and Number of Lanes:** Only on streets with roadways that are 40 feet wide or less with one travel lane in each direction.
3. **Street Grades:** Only on streets with vertical grades of less than 5%.
4. **Horizontal Alignment:** Only on streets with 300 feet radius or more of horizontal centerline.
5. **Traffic Volume and Speeds:** Only on streets with minimum daily traffic volumes over 500 cars per day and/or prevailing speeds of 30 mph or more.
6. **Emergency Vehicle Access:** Not to be placed on streets that are designated emergency vehicle access routes.
7. **Transit Routes:** Not to be placed on routes that are established transit routes.
8. **Petition:** A City standard petition form that is signed by one person from each property or dwelling unit, either owner or resident. The number of “in favor” signatures comprise at least 2/3rds of the owner/residents on the streets impacted. The petition contact person has contacted and noted on the petition at least 80% of the total owner/residents impacted.

There is no cost to the residents to install speed humps.
Speed humps will comply with the City of Los Angeles installation design criteria.
The City may remove any or all of the humps at any time for safety reasons.

Exhibit F