

Orchard Street Proposed Speed Humps

Public Works Department

**Transportation Board
May 7, 2025**

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BACKGROUND

1. Neighborhood Traffic Management Program (NTMP) includes the traffic calming tools for various road types.
2. In 2014, use of speed humps were discontinued.
3. On May 2024, the City Council reinstated the use of speed humps as one of the alternatives in the secondary options of the NTMP.

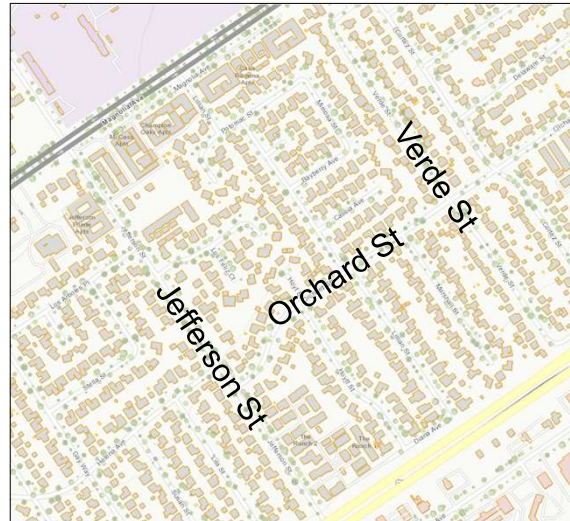


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LOCATION MAP

Request for speed humps along Orchard Street between Jefferson Street and Verde Street.



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STREET VIEW PHOTOS / EXISTING CONDITIONS



Eastbound Orchard St at intersection with Jefferson St

Westbound Orchard St at intersection with Verde St


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SPEED HUMP CRITERIA CHECKLIST

| PETITION REQUIREMENTS | DATA | CONFORMANCE | | |
|---|---------------------|-------------|----|---------------------------------|
| | | YES | NO | COMMENTS |
| Petition contains: ► Signatures from a minimum of 70% of adjacent residents indicating support for speed hump installation (each parcel represents one vote) | 28 of 33 | X | | 85% |
| QUALIFYING & TRAFFIC DATA CRITERIA | | | | |
| ALL 8 MUST BE MET | | | | |
| 1. The street segment must be a local residential street with no more than one lane in each direction | 2 Lanes | X | | One each way |
| 2. The legal speed limit is 25 MPH | 25 MPH posted speed | X | | |
| 3. Street width may not exceed 40 feet | 36 feet | X | | |
| 4. Street does not have a vertical grade of 8% or greater | 0.57% - 1.19% | X | | Various grades |
| 5. Street is not a cul-de-sac under 800 feet in length | 1500 feet in length | X | | Continuous road |
| 6. Minimum average daily traffic volume of 750 vehicles | 2343 ADT | X | | 2/11/25 |
| 7. Maximum average daily traffic volume of 1,999 vehicles | 2343 ADT | | X | 2/11/25 (exceeds threshold) |
| 8. Minimum combined 85 th speed of 37 MPH | 33 MPH | | X | (8 MPH over posted speed limit) |
| SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED? | | | X | |

| | | |
|--|-----------------|---|
| Other Conditions (Fire Department, Ward location): | Ward 5 Location | RFD request – Speed Hump Type II (Plan 251) |
| Collision History Review: | 2022-2024 | 4 total collisions – 1 unsafe speed collision |
| Special Circumstances: | Near Schools | Madison Elementary School, Ramona High School |

Traffic Count Data:

*2,343 Average Daily Traffic (ADT)

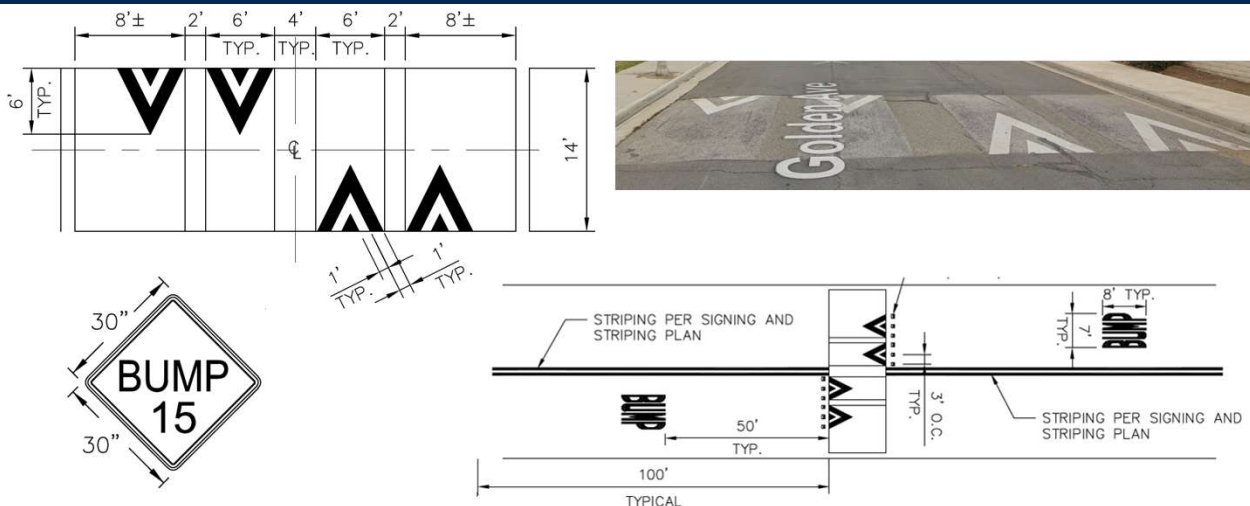
*33 Miles Per Hour (MPH) speed survey



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SPEED HUMP (TYPE II) PROPOSED



*Based on Fire Dept request, utilize Speed Hump (Type II) 6

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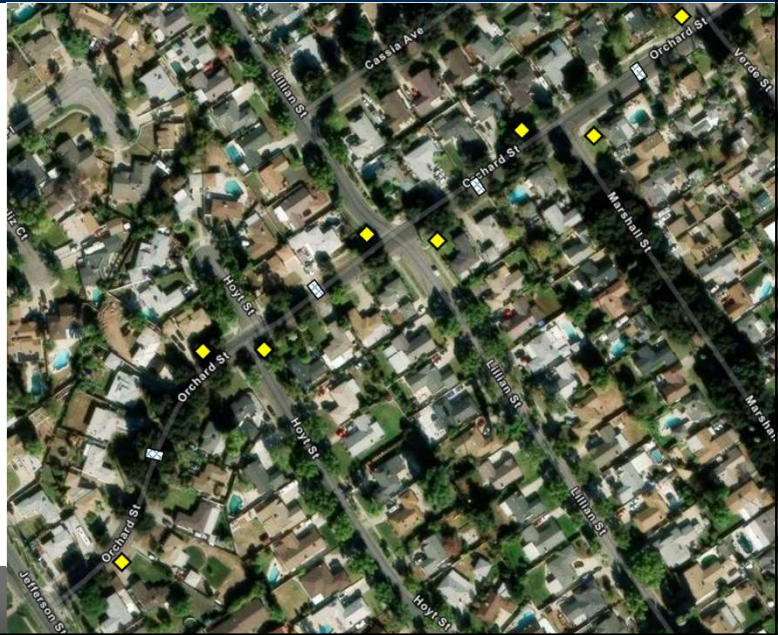
PROPOSED SPEED HUMP LOCATIONS



Potential Speed
Hump Locations
(x4)



Potential Sign
Locations (x8)



DISADVANTAGES OF SPEED HUMPS

Disadvantages of speed humps include:

- Capital cost (minimum 2 to 4 speed humps per street);
- Tendency to speed in between humps;
- Noise from braking
- Potential delays to emergency vehicle response times (use Type II)
- Diversion of traffic



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ADVANTAGES OF SPEED HUMP INSTALLATIONS

Vehicle Speed Reductions in the range of 5mph-13mph

| Countermeasure | Safety Focus | Area | Roadway | Reference | Sites | Speed Limit (mph) | Volume (vpd) | | Mean Speed (mph) | | | 85 th %tile Speed (mph) | | | Period | Location | Notes |
|---|---|-------------|----------|-----------|-------|-------------------|--------------|--------------|------------------|-------|--------|------------------------------------|-------|--------|--------|-------------|------------------|
| | | | | | | | Before | After | Before | After | Change | Before | After | Change | | | |
| Speed Hump—rounded, raised area placed across the roadway, typically 12 to 14 feet long | Vertical Deflections Within the Roadway | | | | | | | | | | | | | | | | |
| | pedestrian | urban | local | 1 (1999) | 178 | — | 48 to 11544 | 46 to 110443 | — | — | — | 35 | 27 | -8 | — | various | |
| | pedestrian | urban | local | 2 (2005) | 7 | — | 400 to 4362 | 401 to 3384 | — | — | — | 32 | 26 | -6 | — | VA | |
| | pedestrian | urban | local | 3 (2000) | 4 | — | 475 to 1506 | 433 to 1343 | — | — | — | 36 | 31 | -5 | — | WA | |
| | pedestrian | urban | local | 4 (2005) | 1 | 25 | 1300 | — | 22 | 23 | 1 | 37 | 29 | -8 | 1-mon | FL | |
| | pedestrian | rural/urban | local | 5 (2002) | 3 | 25 | 218 to 746 | — | 24 | 18 | -6 | 28 | 22 | -6 | 1-mon | IA | |
| | pedestrian | urban | — | 1 (1999) | 4 | — | — | — | — | — | — | 36 | 29 | -7 | — | — | with speed table |
| pedestrian | urban | — | 1 (1999) | 2 | — | 2456 to 3685 | 2593 to 2931 | — | — | — | 38 | 25 | -13 | — | — | with choker | |

Source: Federal Highway Administration (FHWA) Engineering Speed Management Countermeasures, 2014.



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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

LOCAL STREET (40' width residential, 2 lane, <2,000 volume, 25 mph max. speed limit)

Initial Options:

Informational Brochure Mailed
 Radar Trailer Deployment
 Changeable Message Board Display
 Speed Limit Signs
 Timed Parking Restrictions
 Preferential Parking Zones
 Red Curb
 Targeted Police Department Enforcement
 Parking Enforcement

Secondary Options: (if Initial unsuccessful)

Center line Striping/Raised Reflective Markers
 Curve Warning Signs
 Stops Signs
 Truck Prohibition Signs
 Turn Prohibition Signs
 Street Narrowing by Striping
 Speed Feedback Signs
 Speed Humps
 Street Closures



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STRATEGIC PLAN ALIGNMENT



Strategic Priority 2 – Community Well-Being

Goal 2.4 – Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust

Cross-Cutting Threads



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation



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RECOMMENDATIONS

That the Transportation Board deny the appeal requesting speed humps along Orchard Street between Jefferson Street and Verde Street.



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