Neighborhood Traffic Management Program – Proposed Revisions

Public Works Department

City Council

December 13, 2022

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BACKGROUND

1. The City received nearly 100 requests to install speed humps during 2019.
2. The Public Works Department was requested to re-examine its practice of not installing speed humps.

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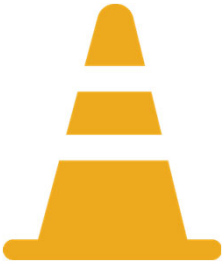
BACKGROUND

1. The Neighborhood Traffic Management Program(NTMP) includes a wide array of traffic calming tools for a variety of road types.
2. The last major revision to the NTMP occurred in 2008.
3. Speed humps are low-profile (often 3.5" in height) and gradual rises in the roadway profile intended to slow traffic by creating discomfort at higher speeds.

BACKGROUND CONTINUED

1. In 2011, the last new speed hump project was implemented.
2. In 2014, the Public Works Director discontinued the use of speed humps within the City at their discretion, based on engineering judgement of the tool.
   - Diversion of Traffic & Driver Behavior
   - Noise
   - Cost (Minimum $8,000 per street)
   - Emergency Services



CONSIDERATION OF REINSTATEMENT

1. The City received nearly 100 requests for speed hump installations in 2019.
2. If speed humps were to be installed at these locations, it is likely that concerns would spread to adjacent streets – meaning the rate of requests would not slow.
3. If only 25 locations were to receive speed humps per year, minimum costs of $200,000 annually would be incurred with potential costs reaching $400,000 (based on 2 to 4 humps per location) for installations alone not including maintenance.

NTMP ALTERNATIVES: INITIAL SOLUTIONS

NTMP identified initial solutions for local streets as alternatives to speed humps include:

1. Deployment of the radar speed feedback trailer;
2. Changeable message board display;
3. RPD enforcement; and/or
4. Speed limit sign installation.

NTMP ALTERNATIVES: SECONDARY SOLUTIONS

1. Centerline striping / raised reflective pavement markers;
2. Street narrowing by striping (parking lane, edgeline);
3. Stop signs;
4. Curve warning signs;
5. Speed feedback signs (primarily grant funded); and/or
6. Turn prohibition signs.

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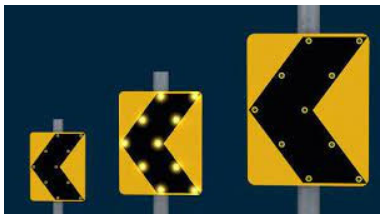
NTMP ALTERNATIVES: MAJOR IMPROVEMENTS

The below measures may be utilized when initial and secondary solutions are unsuccessful, an alternative measure is deemed appropriate, and funding is identified.

1. Speed limit pavement markings;
2. Neighborhood traffic circles (grant funded);
3. Flashing LED edge lit Stop signs (primarily grant funded); and
4. Flashing LED lit Curve warning signs (primarily grant funded).



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PLANNED PILOT PROGRAMS

1. Rubber speed humps to be installed on a temporary & rotating basis
2. Pavement murals & art crosswalks

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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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RECOMMENDATION

That the City Council approve the proposed revisions to the Neighborhood Traffic Management Program regarding the installation of speed humps.

ADDITIONAL INFORMATION

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PREVIOUS SPEED HUMP CRITERIA

Criteria within the NTMP for the installation of speed humps include:

1. 25 MPH local streets with two travel lanes, 24-Hour traffic volumes of less than 2,000 vehicles, and with a grade of less than 8%;
2. Minimum 24-hour traffic volumes of 500 vehicles with at least 30% of total traffic exceeding the speed limit by greater than 5 MPH; and
3. Minimum of 70% of all property owners or residents on the street where the humps are being considered and 100% of residents within 100 feet of the proposed speed hump locations must sign the petition in support of installation.

2008 NTMP REVISIONS

The 2008 revisions to the NTMP included:

1. Eliminating the requirement for residents to fund the costs with the implementation of speed humps;
2. Solutions defined as "Secondary Solutions" to be considered at the discretion of the Public Works Department and that traffic volumes, speed data, and/or field observations would be the basis for identification of solutions; and
3. Changing the speed hump process which had required Fire and Police Department approvals prior to considering speed hump projects to consulting these departments on an as needed basis.

DISADVANTAGES OF SPEED HUMPS

The following are disadvantages of speed humps:

1. Diversion of traffic – installation of speed humps often results in speeding traffic diverting to adjacent local roadways;
2. Noise – speed humps generate additional noise as a result of vehicles braking and traversing the humps;
3. Motorist tendency to speed in between speed humps;
4. Expense – installation at $4,000 per hump, with a minimum of 2 humps or $8,000 per location plus maintenance costs (humps cannot withstand heavy vehicles); and
5. Impacts to emergency vehicle response times.

OTHER LOCAL AGENCY PRACTICES

1. Corona & County of Riverside prohibits the use of speed humps
2. Anaheim has a phased approached to its NTMP and speed humps are identified as the last alternative.
3. Moreno Valley and Murrieta, despite citing disadvantages, have a program to allow for speed hump installation.
4. These cities cite the same concerns with speed hump installation as Riverside.