

Maude Street Proposed Speed Humps

Public Works Department

City Council
March 11, 2025

RiversideCA.gov

1

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.



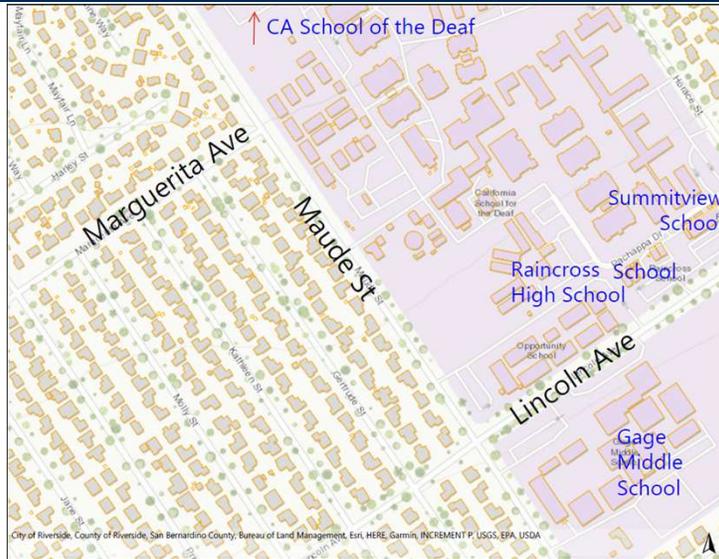
2

RiversideCA.gov

2

LOCATION MAP

Request for speed humps along Maude Street between Marguerita Avenue and Lincoln Avenue.



RiversideCA.gov

3

STREET VIEW PHOTOS / EXISTING CONDITIONS



Northbound Maude St north of Lincoln Ave

Southbound Maude Ave south of Marguerita



4

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)	89%	X		16 of 18
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	X		Prima Facie
3. Street width may not exceed 40 feet	40 feet	X		double-loaded parking
4. Street does not have a vertical grade of 8% or greater	2.7%	X		Grade is for entire length
5. Street is not a cul-de-sac under 800 feet in length	1,400 ft	X		Continuous road
6. Minimum average daily traffic volume of 750 vehicles	5,222 ADT	X		
7. Maximum average daily traffic volume of 1,999 vehicles	5,222 ADT		X	Exceeds max
8. Minimum combined 85% speed of 37 MPH	38 mph	X		Over by 13 mph
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	

Traffic Count Data:

*5,222 Average Daily Traffic (ADT)

*38 Miles Per Hour (MPH) speed survey

Other Conditions (Fire Department, Ward location):	Ward 3 Location	RFD requests to use Type II Speed Hump Standard Plan 251
Collision History Review:	2022-2024	2 right-of-way collisions at Lincoln & 1 improper turning south of Marqueta
Special Circumstances:	Near Many Schools	Gage Middle School, Raincross High School, Summitview School, CA School of Deaf, crossing guard

5

RiversideCA.gov

5

SPEED HUMP (TYPE II) PROPOSED

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

RiversideCA.gov

6

SPEED HUMP LOCATION DESIGN GUIDE

One Hump - Single Short Block

Two Humps - Single Moderate Length Block

Three Humps - Single long blocks

At least one hump per block. Follow spacing concepts above within each component block. Maximum and minimum separation and "first hump" criteria may be relaxed somewhat to conform to particular site conditions.

SOURCE: Institute of Transportation Engineers (ITE) Guidelines for the Design and Application of Speed Humps and Speed Tables Figure 4.10 (2011).

RiversideCA.gov

7

PROPOSED SPEED HUMP LOCATIONS

Potential Speed Hump Locations (x3)

Potential Sign Locations (x6)

RiversideCA.gov

8

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



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			
Vertical Deflections Within the Roadway																	
Speed Hump—rounded, raised area placed across the roadway, typically 12 to 14 feet long	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.



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



RECOMMENDATIONS

That the City Council approve the proposed speed humps along Maude Street between Lincoln Avenue and Marguerita Avenue

