



Neighborhood Traffic Management Program – Proposed Revision

Public Works Department

**Transportation Board
July 1, 2020**

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ISSUE

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



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BACKGROUND

1. The Neighborhood Traffic Management Program 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.



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DISCUSSION

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

1. 25 MPH local streets, having no more than two travel lanes, 24-Hour traffic volumes of less than 2,000 vehicles, and with a grade of less than 8%;
2. 24-hour traffic volumes of at least 500 vehicles with at least 30% of total traffic exceeding the speed limit by greater than 5 MPH; and
3. Minimum of seventy percent of all property owners or residents on the street where the humps are being considered and one hundred percent of residents within 100 feet of the proposed speed hump locations must sign the petition in support of installation.



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DISCUSSION

The 2008 revisions to the NTMP included:

1. Eliminating the requirement for residents to fund a portion of the costs associated 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.



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DISCUSSION

1. In 2011, the last new speed hump location 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.



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DISCUSSION

The following are disadvantages of speed humps:

1. Potential 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 hump;
3. Motorist tendency to speed in between speed humps;
4. Expense of installation (\$4,000 per speed hump, with a minimum of 2 humps or \$8,000 per location); and cost of maintenance (humps cannot withstand heavy vehicles); and
5. Impacts to emergency vehicle response times.



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DISCUSSION

1. The City received nearly 100 requests for speed hump installation in 2019.
2. If speed humps were to be installed at these locations, then nearly 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, the cost would reach \$200,000 in installations alone.



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DISCUSSION

1. Several other agencies have policies discouraging or prohibiting speed humps, including:
 - Corona;
 - Murrieta; and
 - Anaheim
2. These cities cite the same concerns with speed hump installation as Riverside.
3. Moreno Valley, despite citing disadvantages, does have a program to allow for speed hump installation.



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ALTERNATIVES

Alternatives to speed hump installation include:

1. Deployment of the radar speed feedback trailer;
2. Installation of speed limit signage;
3. Installation of high-visibility speed limit markings;
4. RPD enforcement;
5. Permanent speed feedback signs (grant funded); and
6. Neighborhood traffic circles (grant funded).



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RECOMMENDATIONS

That the Transportation Board:

1. Review the proposed revision to the Neighborhood Traffic Management Program (NTMP); and
2. Make recommendation to the City Council regarding the removal of speed humps from the NTMP.



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