



City of Arts & Innovation

Transportation Board

TO: TRANSPORTATION BOARD **DATE: JULY 1, 2020**

FROM: PUBLIC WORKS DEPARTMENT **WARDS: ALL**

SUBJECT: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PROPOSED REVISION

ISSUE:

Review of a proposed revision to the Neighborhood Traffic Management Program regarding the installation of speed humps.

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.

BACKGROUND:

The Neighborhood Traffic Management Program (NTMP) was designed to provide general guidelines for the assessment of traffic issues on local, collector, and arterial roadways throughout the City as well as outline various traffic mitigation measures which may serve as suitable solutions to demonstrated traffic issues.

On May 8, 2008, the Mobility and Infrastructure Committee (formerly the Transportation Committee) reviewed proposed comprehensive revisions to the NTMP. The Committee voted unanimously to direct Public Works Department staff to integrate recommended additional revisions into the NTMP and present the revised proposal to the Committee for reconsideration.

On August 14, 2008 the Committee reviewed the expanded NTMP proposed revisions and voted unanimously to approve the proposed revisions with a stipulation that an appeal process

be incorporated into the program.

On September 9, 2008, City Council approved the final proposed revisions to the NTMP.

DISCUSSION:

The Neighborhood Traffic Management Program (NTMP) is a crucial component of the tools utilized by the Public Works Traffic Engineering Division to evaluate and seek resolution of public traffic concerns. Traffic Engineering Division staff collaboratively work with residents to enhance safety throughout our neighborhoods by identifying issues, conducting analysis, determining plausible solutions, and implementing the most appropriate traffic calming measures. The NTMP process takes a comprehensive approach to implementing traffic mitigation measures by considering the potential impacts to adjoining streets and/or nearby communities to ensure that traffic problems are not shifted from one street to another. The Public Works Department previously installed speed humps under the NTMP, but ceased this practice in 2014 although the last speed humps installed occurred in 2011.

At the request of elected officials the Public Works Department is revisiting the matter of speed humps under the NTMP. Expanded use of navigation technologies (Google Maps, Waze, Apple Maps, etc.) has led drivers to alternate routes to avoid traffic congestion, shorten drive times, and get to their destinations faster which may include shifting their paths of travel from collector and arterial roadways to local roadways. As a result, a common request received by the Public Works Traffic Engineering Division is for speeding mitigation measures. Often times, residents will request or reference speed humps as they City maintains the humps that were installed prior to 2014. In 2019 alone requests for speed humps nearly reached 100.

Revisions proposed to the NTMP in 2008 were aimed at simplifying the process of identifying and implementing neighborhood traffic calming measures. As directed by the Transportation Committee on May 8, 2008, Public Works incorporated general guidelines, evaluation timelines, and less restrictive criteria for speed hump construction. The expanded revisions included:

- Eliminating the requirement for residents to fund a portion of the costs associated with the implementation of speed humps;
- Requiring that solutions with broad impacts on neighborhoods involve approval by a majority of residents;
- Establishing that installation of solutions defined as “Secondary Solutions” 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 in addition to factors such as road width, alignment, topography, etc. which may impact the use of certain mitigation tools; and
- 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.

Speed hump basic criteria at that time included consideration of the devices on 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%. Additional thresholds sought included 24-hour traffic volumes of at least 500 vehicles with at least 30% of total traffic exceeding the speeding limit by greater than 5 MPH to demonstrate a speeding concern enabling residents to begin the petition process. Petition criteria required that a 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 and a minimum of 2 speed humps would be required. Thus, petition signatures, street layout, intersecting streets, driveways, manhole covers, etc. were factors to determining speed hump placement with consideration of applicable minimum and maximum distance standards.

In March 2014, the Public Works Director requested the discontinuation of the use of speed humps as a viable speed reduction measure and these devices were removed from the Mitigation Measure Options list associated with our NTMP. Even though a formal revision of the NTMP did not occur to exclude the use of speed humps, their use and practice was halted in response to the Public Works Director's exercise of engineering judgement.

Factors which contributed to the discontinuation of the use of speed humps included:

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 humps;
3. Motorist tendency to speed in between speed humps or speed downstream of humps to make up for lost time;
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);
5. Impacts to emergency vehicle response times; and
6. Increased tendency of speeding when navigation applications direct motorists onto local roads to bypass congestion.

A review of local agency policies finds that Corona, Murrieta, and Anaheim all have neighborhood traffic management policies that strongly discourage or prohibit the use of speed humps in the public right of way. The City of Moreno Valley does allow for speed hump installation and uses similar criteria to those previously used by Riverside under the NTMP.

In consideration of the negative impacts of speed humps, along with their high cost of installation and maintenance, the City of Riverside Public Works Department recommends the formal removal of speed humps from the NTMP. Alternative traffic calming measures include but are not limited to: deployment of the radar speed feedback trailer, Riverside Police Department (RPD) enforcement, posting of speed limit signs, speed feedback signs (preferably through grant funding), and in some instances neighborhood traffic circles (preferably through grant funding).

FISCAL IMPACT:

With nearly 100 speed hump requests received during 2019, if only 25 were to qualify the estimated cost could easily reach \$200,000 per year. Because speed humps often divert traffic to adjacent roadways, it is anticipated that the rate of requests would increase through time as residents would once again see them as a viable option to address speeding concerns.

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Approved by: Kris Martinez, Public Works Director

Attachments:

1. Neighborhood Traffic Management Program – Brochure
2. Speed Hump Specification
3. Presentation