



**PUBLIC WORKS
DEPARTMENT**
Traffic Engineering

City of Arts & Innovation

CITY OF RIVERSIDE

SPEED HUMP POLICIES, GUIDELINES AND PROCEDURES

INTRODUCTION

Speed humps are pavement undulations installed along a roadway for the purpose of regulating traffic speed. A speed hump is approximately 3½ to 4 inches in height with a length of at least 14 feet at the base. Speed humps properly designed and placed in appropriate locations control speed without the "jarring" effect of speed bumps.

POLICIES

1. Speed humps will only be installed upon receipt of the required petition, approval of the City Council, and in conformance with the standard design in effect at the time of installation.
2. Speed humps are still considered experimental roadway features. Therefore, the City reserves the right for additions, alterations, or removals of any or all speed humps at any time.
3. Speed humps may also be removed upon receipt of the required petitions and approval of the City Council.

GUIDELINES

The installation of speed humps will be considered only if all of the following conditions are met:

1. The street segment on which speed humps are proposed must be at least ¼ mile long and must be a local residential street defined as follows:
 - a. A street having 13 or more buildings fronting on one side of the street or 16 or more buildings fronting on both sides of the street within a distance of ¼ mile. Buildings must be located within 75 feet of the street curb face or edge of pavement, and they must face and gain access from the street to be considered as "fronting on the street."
 - b. Buildings, as used above, include separate dwelling houses, churches, apartment buildings, or multiple-dwelling houses.
 - c. No more than one lane in each direction, and it should not be a transit route.
2. The legal speed limit on the street must be 25 miles per hour or less as established in accordance with State law or City Council action.

3. The street width may not exceed 40 feet.
4. The street does not have a vertical grade of 8% or greater.
5. Speed humps will be considered for logical segments of local residential streets. It will not be installed on isolated or very short blocks along a continuous street, on relatively short cul-de-sac streets (less than 800 feet), or in corner areas (i.e., right-angle turns on residential streets).
6. The average traffic volume must be a minimum of 750 vehicles in both directions in a 24-hour period on an average weekday.
7. A maximum average daily traffic volume no greater than 1,999 vehicles total in both directions in a 24-hour period on an average weekday.

OTHER CRITERIA CONSIDERATIONS

All requests for speed humps shall be reviewed with appropriate emergency service departments (such as Riverside Fire Department). Although approval by these departments will not be considered essential, serious consideration will nevertheless be directed toward their comments. At a minimum, the emergency services department will be provided with a notification regarding any proposed speed humps.

The specific Ward location of any proposed speed humps will be added to the staff report.

A collision history review of the street within the past five (5) years will be incorporated in the report.

Any special circumstances for the subject residential street such as proximity to schools, parks, senior centers, trails, and paving schedule will be utilized for consideration purposes. Roadways that do not provide adequate horizontal and vertical alignment and sight distance, as determined by the City Traffic Engineer, shall not be considered for speed humps.

PROCEDURES

Requests for and approval of speed hump installations shall conform to the following procedures:

1. All requests shall be made by formal petition (forms will be supplied by the City). The street segment for which speed humps are requested must be at least $\frac{1}{4}$ mile long.
2. Each petition shall contain the signatures of residents representing the residences with addresses on the street segment. Each household shall be represented by one vote, either for or against the speed humps. A minimum of 70 percent of the requisite number of residents must vote in favor of speed hump installation for the petition to be processed further.
3. Completed petitions shall be delivered to: City of Riverside (4th Floor – Public Works Department), 3900 Main Street, Riverside, California 92501.
4. After a petition is received, the City will:

- a. Verify that each petition contains the requisite number of signatures.
 - b. Obtain necessary traffic data including traffic volumes, traffic speeds, and accident history.
 - c. Determine compliance with all established criteria.
5. The speed hump request will be presented to the Transportation Board contingent upon meeting all established criteria. If all established criteria are not satisfied, then the speed hump request will not advance to the Transportation Board unless a formal appeal is submitted.
 6. A spokesperson for a street submitting a written request for speed humps may appear before the Transportation Board. The Transportation Board, in conjunction with the City Traffic Engineer, will evaluate the request to determine its eligibility based on the criteria described above. Once the approval of the Transportation Board and City Traffic Engineer are obtained, the spokesperson may provide additional commentary for the speed hump request to the City Council during final authorization and installation approval.
 7. The City will publish notice of the public meeting and invite all interested persons to appear and testify. Notices shall be published at least 10 days prior to the public meeting.
 8. The request will be presented to the City Council at a noticed public meeting. After receiving commentary, the City Council will decide if the requested speed humps will be installed. If the installation is approved by the City Council and if funding is available, the City will design and install the speed humps. In addition to consideration of various other design criteria, pavement markings and warnings signs will be utilized so that speed humps will be clearly identified.

Requests for and approval of speed hump removals shall conform to the installation procedures outlined above.

Any speed hump requests are limited to one (1) review every 12 months.

APPEAL PROCEDURES

The City Council member for the representative Ward where the proposed speed humps are reviewed, has the sole discretion to appeal a denial from the Board's decision and advance the speed hump request to be added as an agenda item at a future City Council Meeting for review and ultimately approval.

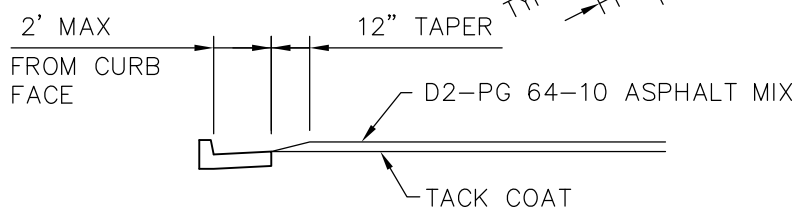
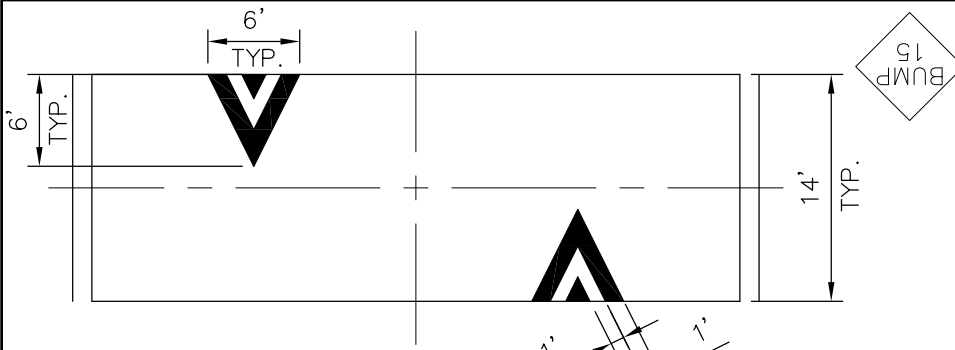
CITY OF RIVERSIDE SPEED HUMP CRITERIA CHECKLIST

STREET: _____
SEGMENT: _____

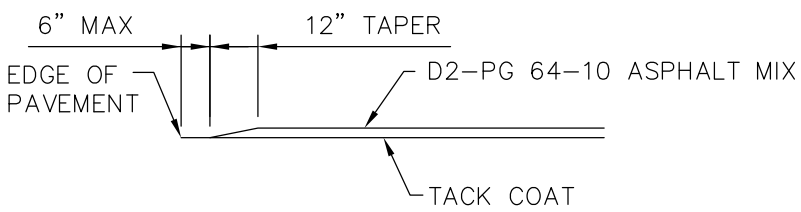
DATE: _____

Conditions outlined below must be met in accordance with the City of Riverside's Neighborhood Traffic Management Program (NTMP) and established qualifying criteria:

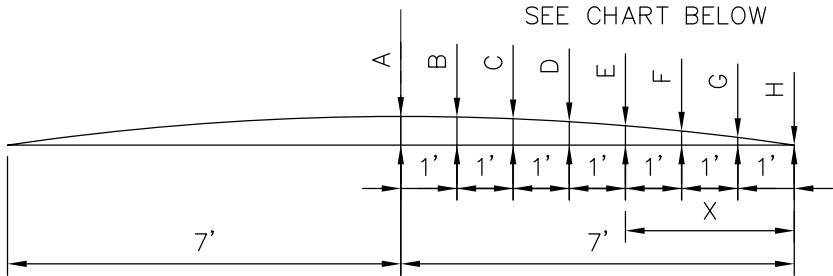
PETITION REQUIREMENTS	DATA	CONFORMANCE		
		YES	NO	COMMENTS
Petition contains: ➤ Signatures from a minimum of 70% of adjacent residents indicating support for speed hump installation (each parcel represents one vote)				
QUALIFYING & TRAFFIC DATA CRITERIA ALL 8 MUST BE MET				
1. The street segment must be a local residential street with no more than one lane in each direction				
2. The legal speed limit is 25 MPH				
3. Street width may not exceed 40 feet				
4. Street does not have a vertical grade of 8% or greater				
5. Street is not a cul-de-sac under 800 feet in length				
6. Minimum average daily traffic volume of 750 vehicles				
7. Maximum average daily traffic volume of 1,999 vehicles				
8. Minimum combined 85 th speed of 37 MPH				
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?				
Other Conditions (Fire Department, Ward location):				
Collision History Review:				
Special Circumstances:				



CURB DETAIL

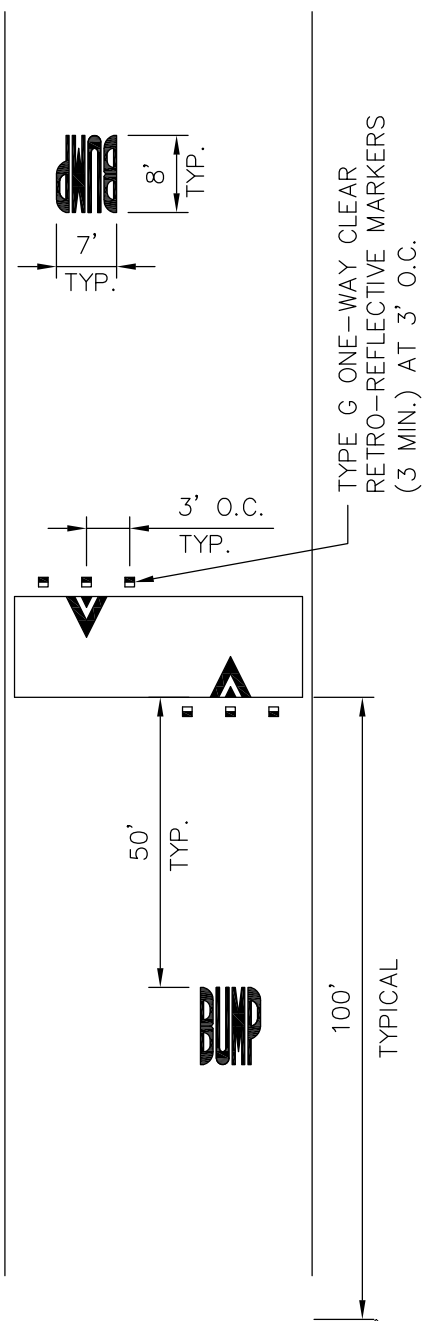
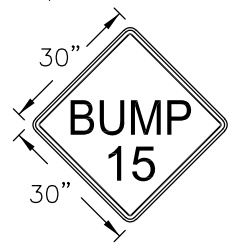


SHOULDER DETAIL



PARABOLIC CROWN

X	A
A 7'	3.5" - 4.0"
B 6'	3.4" - 3.5"
C 5'	3.2" - 3.4"
D 4'	2.8" - 3.2"
E 3'	2.2" - 2.8"
F 2'	1.6" - 2.2"
G 1'	0.8" - 1.6"
H 0'	0" - 0.8"

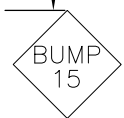


TYPE G ONE-WAY CLEAR
RETRO-REFLECTIVE MARKERS
(3 MIN.) AT 3' O.C.

100'
TYPICAL

NOTE:

1. THIS STANDARD SHALL ONLY BE USED WITH THE APPROVAL OF THE CITY ENGINEER OR HIS/HER REPRESENTATIVE.
2. "BUMP" SIGN NEEDS TO BE BLACK ON YELLOW.
3. NO LANE LINE STRIPING THROUGH SPEED BUMP.



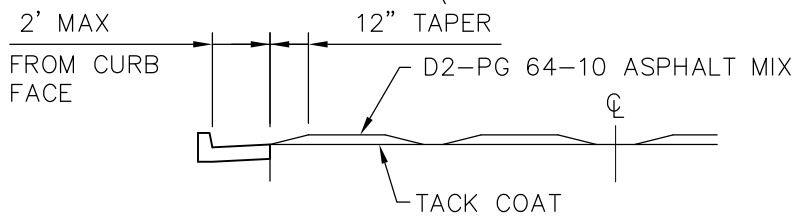
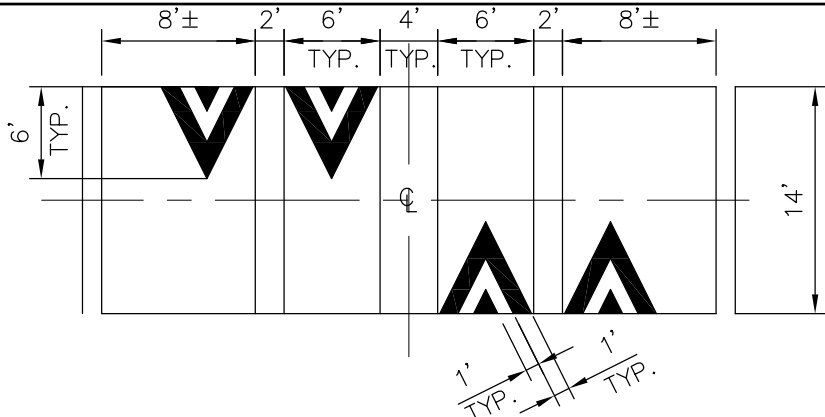
APPROVED BY:		05/02/2019
CITY ENGINEER		DATE
MARK	REVISIONS	APPR. DATE

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

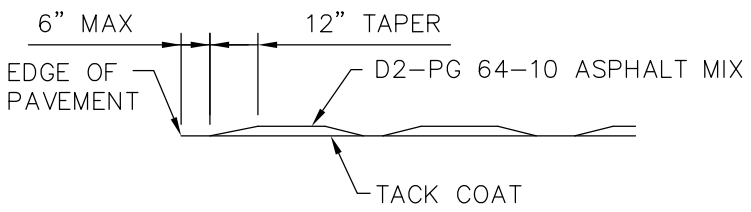
SPEED BUMP (TYPE I)

STANDARD DRAWING NO. 251

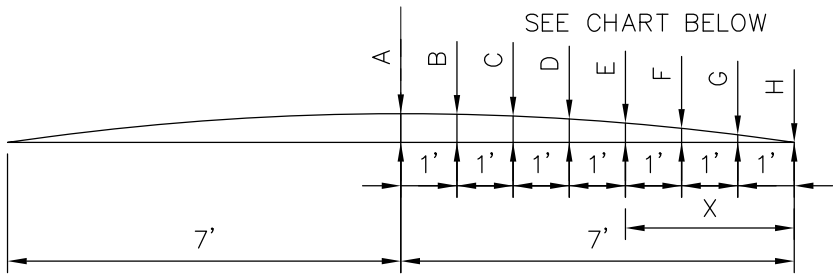
Sheet 1 of 2



CURB DETAIL

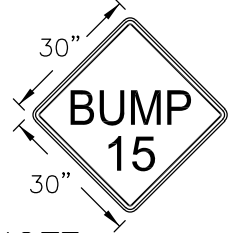


SHOULDER DETAIL



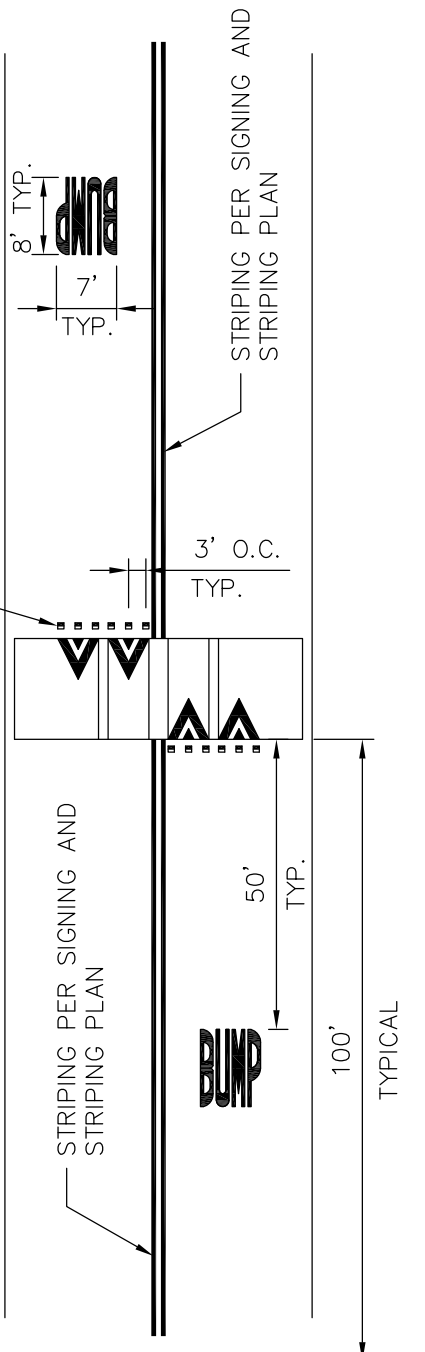
PARABOLIC CROWN

	X	A
A	7'	3.5" - 4.0"
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APPROVED BY:			
	05/02/2019		
CITY ENGINEER	DATE		
MARK	REVISIONS	APPR.	DATE

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

SPEED BUMP (TYPE II)

STANDARD DRAWING NO. 251

Sheet 2 of 2

SPEED HUMPS SPACING EXHIBIT

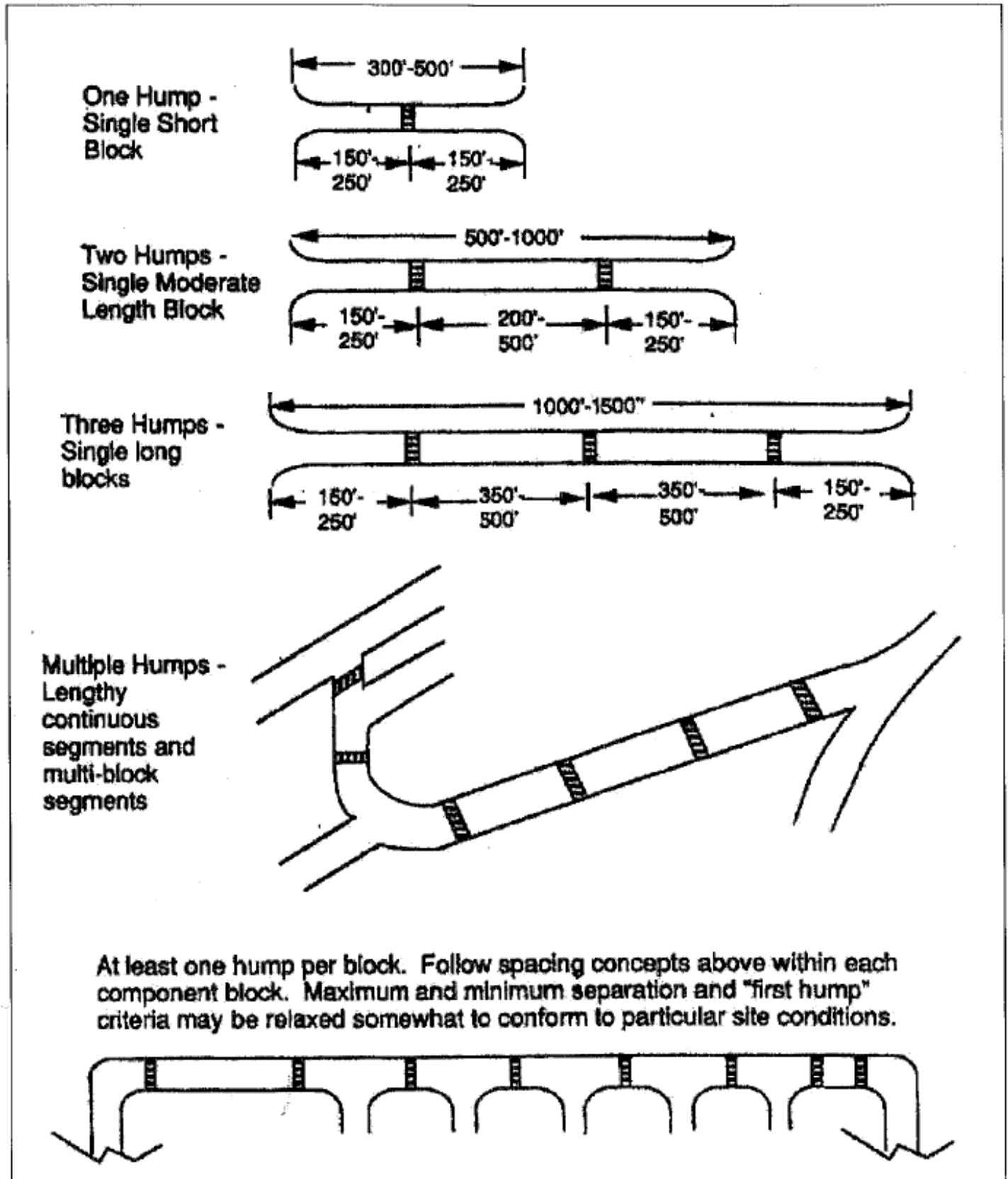


Figure 4.10. Spacing of speed humps.

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