Mandalay Court Proposed Speed Humps

Public Works Department

Transportation Board
October 1, 2025

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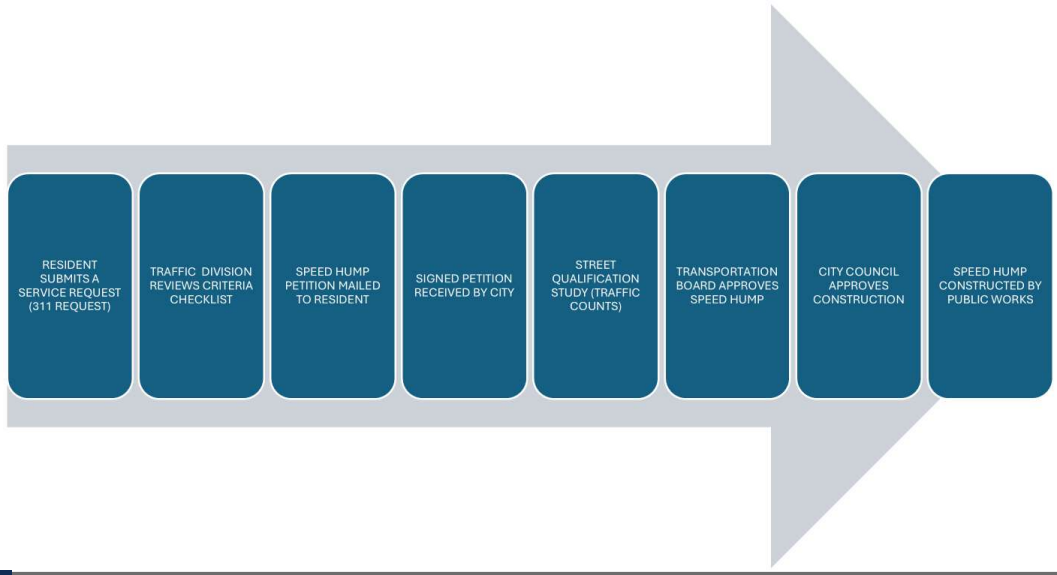
BACKGROUND

1. The 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.

SPEED HUMP PROCESS



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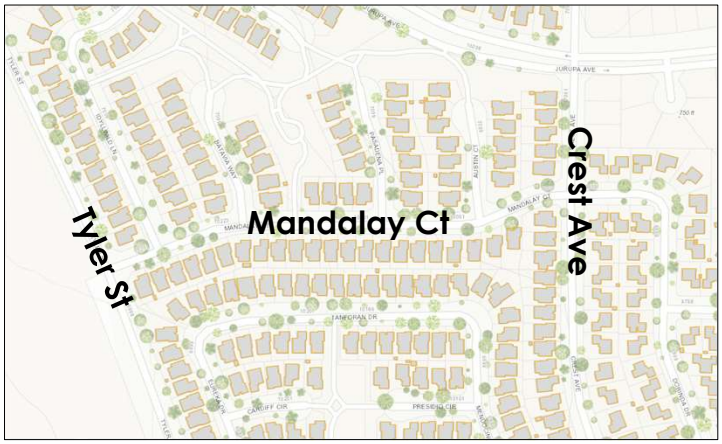
LOCATION MAP

Request for speed humps along Mandalay Court between Tyler Street and Crest Avenue.



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STREET VIEW PHOTOS / EXISTING CONDITIONS

Eastbound Mandalay Ct at intersection with Tyler St

Westbound Mandalay Ct at intersection with Crest Ave

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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)	32 of 35	X		91%
QUALIFYING & TRAFFIC DATA CRITERIA ALL 8 MUST BE MET				
1. 1. The street segment must be a local residential street with no more than one lane in each direction and a minimum of ¼ mile in length: 13 or more buildings fronting one side of the street or 16 or more buildings fronting both sides of the street	1330' (0.25 mi)	X		
2. The legal speed limit is 25 MPH	25 MPH posted speed	X		
3. Street width may not exceed 40 feet	36'	X		
4. Street does not have a vertical grade of 8% or greater	R1855 R1884	X		Max grade 4.6%
5. Street is not a cul-de-sac under 800 feet in length		X		
6. Minimum average daily traffic volume of 750 vehicles	4290 ADT – 4494 ADT	X		5/28/25 5/29/25
7. Maximum average daily traffic volume of 1,999 vehicles	4494 ADT		X	5/29/25
8. Minimum combined 85th% speed of 37 MPH	35		X	Range 34-35
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	6 out of 8

Other Conditions (Fire Department, Ward location):	Ward 7 Location	RFD request – Speed Hump Type II (Plan 251)
Collision History Review:	2020 - 2025	4 collisions – no unsafe speed collisions
Special Circumstances:		Cut through traffic by-passing Tyler St and Jurupa Ave

Traffic Count Data:

*4290-4494 Average Daily Traffic (ADT)

*34-35 Miles Per Hour (MPH) speed survey

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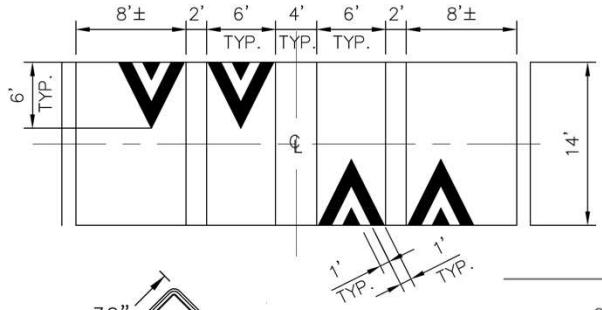
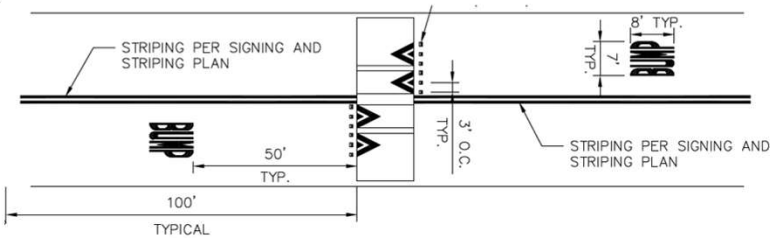
SPEED HUMP (TYPE II) PROPOSED





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

PROPOSED SPEED HUMP LOCATIONS

Potential Speed Hump Locations (x3)

Potential Sign Locations (x6)

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

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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)			85th %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.

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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

LOCAL STREET (40' width residential, 2 lane, <2,000 volume, 25 mph max. speed limit)

Initial Options:	*Secondary Options:* *(if Initial unsuccessful)*
Informational Brochure Mailed	Center line Striping/Raised Reflective Markers
Radar Trailer Deployment	Curve Warning Signs
Changeable Message Board Display	Stops Signs
Speed Limit Signs	Truck Prohibition Signs
Timed Parking Restrictions	Turn Prohibition Signs
Preferential Parking Zones	Street Narrowing by Striping
Red Curb	Speed Feedback Signs
Targeted Police Department Enforcement	Speed Humps
Parking Enforcement	Street Closures

RECOMMENDATIONS

That the Transportation Board:

1. Deny the appeal requesting speed humps along Mandalay Court between Tyler Street and Crest Avenue; and

2. Support Staff's recommendation to request targeted police enforcement during excessive speeding based on data-driven observations; and to install centerline striping.