Ottawa Ave Proposed Speed Humps

Public Works Department

Transportation Board
May 7, 2025

BACKGROUND

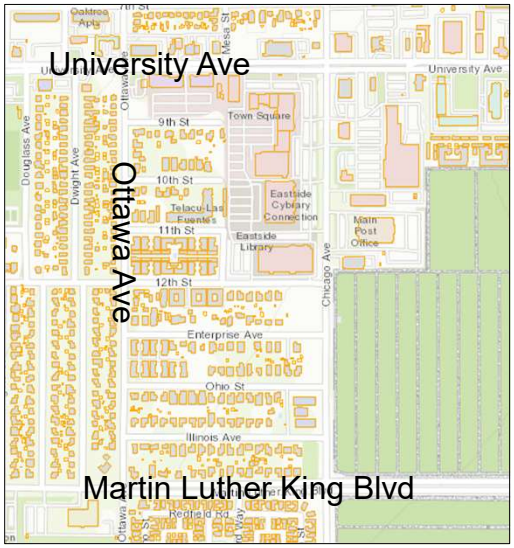
1. Neighborhood Traffic Management Program(NTMP) includes the traffic calming tools for various road types.

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.

LOCATION MAP

Request for speed humps along Ottawa Ave between University Avenue and Martin Luther King Blvd.



3

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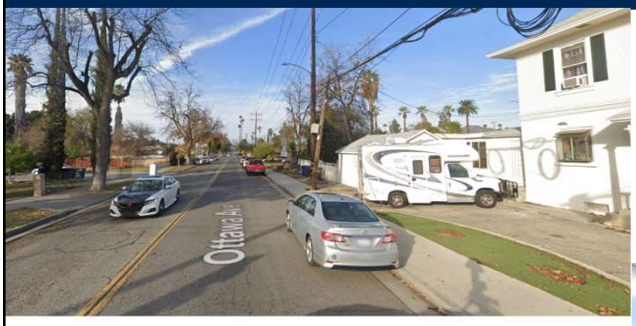
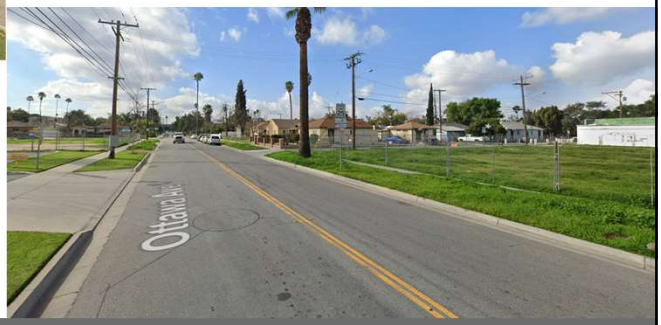
STREET VIEW PHOTOS / EXISTING CONDITIONS



Northbound Ottawa Ave at intersection with MLK

Southbound Ottawa Ave at intersection with University



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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)	43 of 56	X		77%

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		25 MPH Posted Speed Limits
3. Street width may not exceed 40 feet	36 feet	X		
4. Street does not have a vertical grade of 8% or greater	0.43%	X		
5. Street is not a cul-de-sac under 800 feet in length	2,640 feet in length	X		Continuous road
6. Minimum average daily traffic volume of 750 vehicles	2191 ADT	X		2/11/25
7. Maximum average daily traffic volume of 1,999 vehicles	2191 ADT		X	2/11/25 (exceeds threshold)
8. Minimum combined 85th% speed of 37 MPH	32MPH		X	(7MPH over posted speed limit)
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	

Other Conditions (Fire Department, Ward location):	Ward 1 Location	RFD request – Speed Hump Type II (Plan 251)
Collision History Review:	2022–2024 (3 year sample)	22 total collisions - 2 unsafe speed collisions
Special Circumstances: Parallel to Chicago Avenue (arterial)	Near school and parks and fields	Emerson Elementary School, Boardwell Park, Bobby Bonds Skatepark & Soccer Field

Traffic Count Data:

*2191 Average Daily Traffic (ADT)

*32 Miles Per Hour (MPH) speed survey

5

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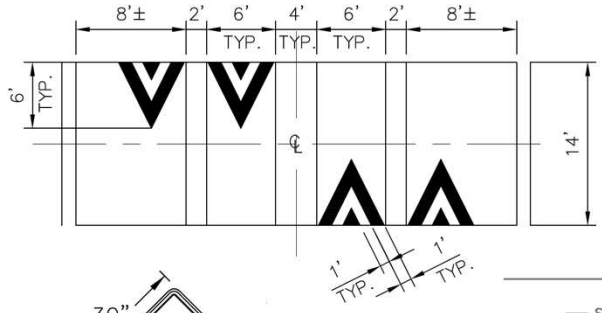
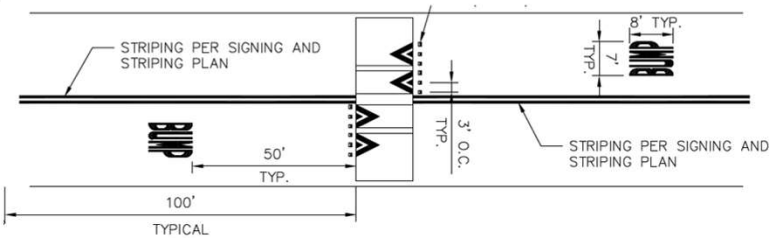
SPEED HUMP (TYPE II) PROPOSED





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

6

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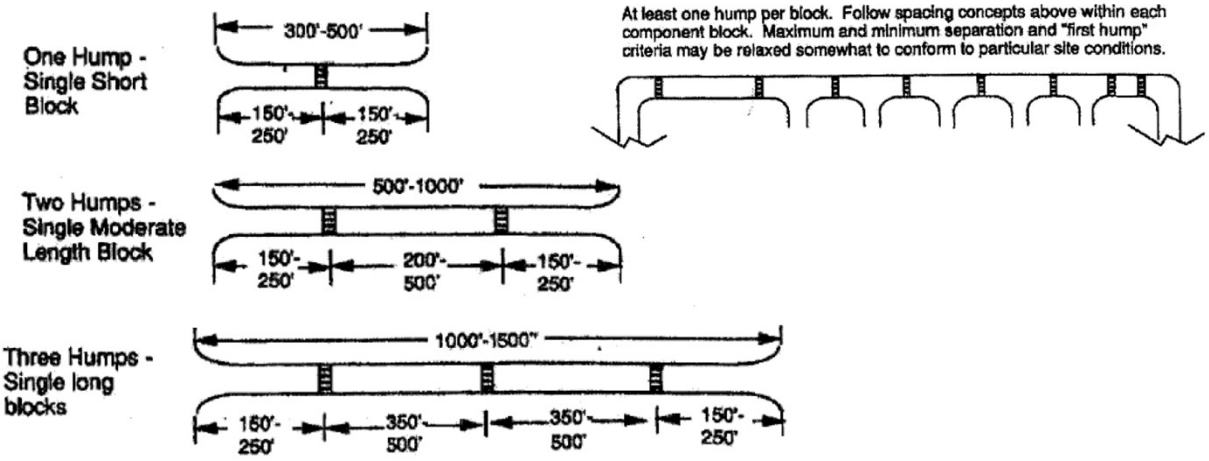
SPEED HUMP LOCATION DESIGN GUIDE



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

7

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PROPOSED SPEED HUMP LOCATIONS

Potential Speed Hump Locations (x7)

Potential Sign Locations (x14)

8

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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

9

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.

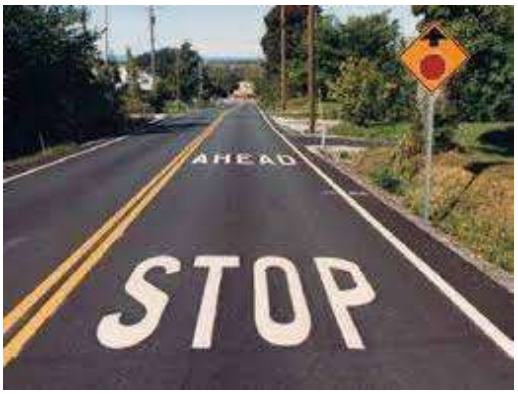
10

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

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM



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

13

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RECOMMENDATIONS

That the Transportation Board deny the appeal requesting speed humps along Ottawa Avenue between University Ave and Martin Luther King Blvd.

14

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