

# **Residential Speed Humps Program Update**

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## **Public Works Department**

### **Transportation Board March 4, 2026**

# BACKGROUND

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

2. Last new speed humps installed in 2011 & discontinued in 2014.



3. Proposed temporary speed humps not approved in 2023.

4. **Permanent Speed Humps Program reinstated in May 2024.**

# NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

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

### Initial Options:

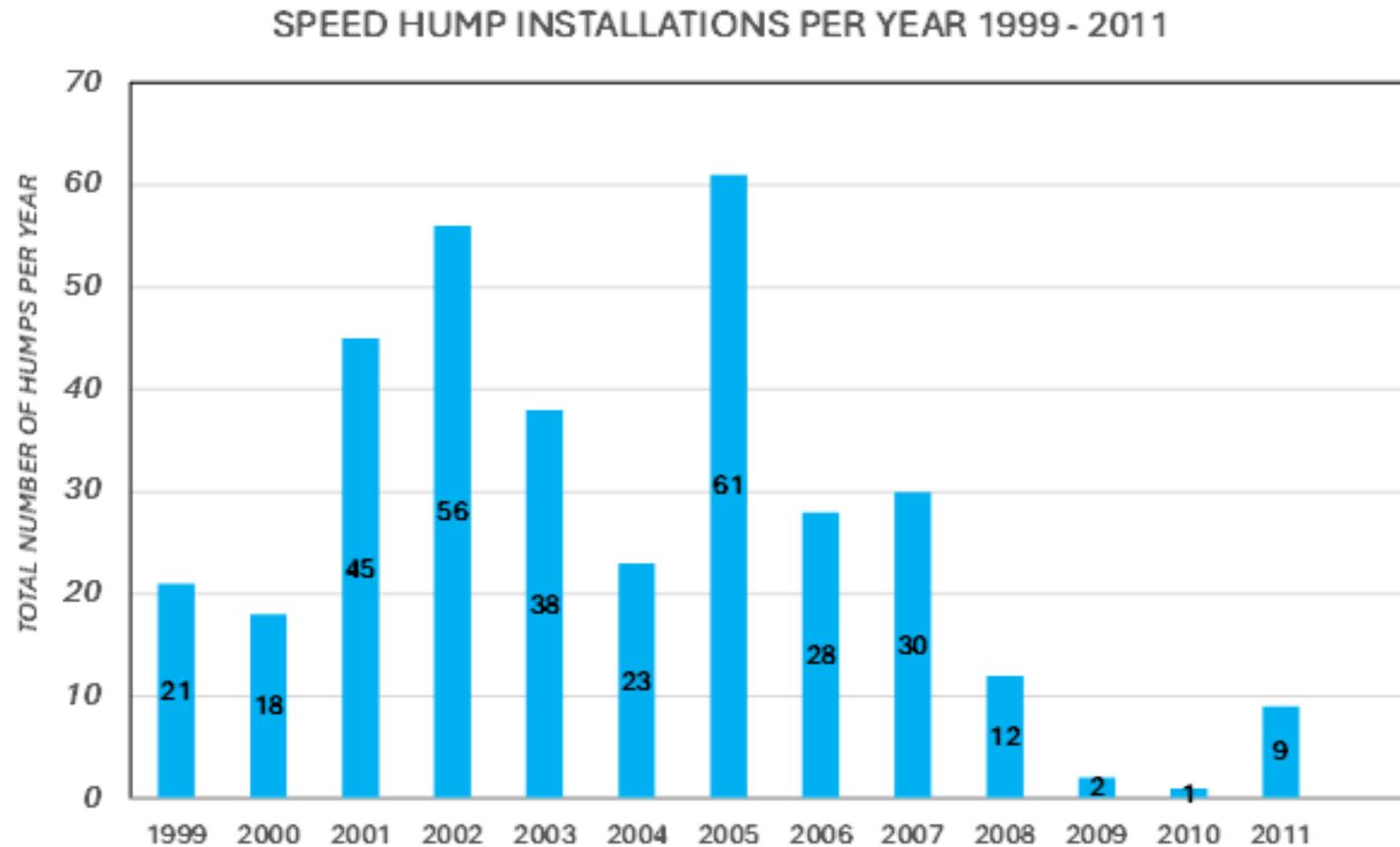
- Informational Brochure Mailed
- Radar Trailer Deployment
- Changeable Message Board Display
- Speed Limit Signs
- Timed Parking Restrictions
- Preferential Parking Zones
- Red Curb
- Targeted Police Department Enforcement
- Parking Enforcement

### Secondary Options: (if Initial unsuccessful)

- Center line Striping/Raised Reflective Markers
- Curve Warning Signs
- Stops Signs
- Truck Prohibition Signs
- Turn Prohibition Signs
- Street Narrowing by Striping
- Speed Feedback Signs
- Speed Humps
- Street Closures

# HISTORIC SPEED HUMP INSTALLATION TOTALS

Historic data show several peak years where high numbers of speed humps were installed under previous qualifying criteria.



# SPEED HUMPS PROGRAM (REINSTATED)



## WHY REQUEST A SPEED HUMPS IN YOUR AREA?

  
Speed reductions  
of 5 – 8 MPH

  
Cut-through traffic  
discouragement

  
Traffic calming  
intentions

  
Proven safety  
countermeasure

SPEED HUMPS INSTALLATION IS SUBJECT TO ELIGIBILITY CRITERIA AND THE AVAILABILITY OF FUNDING



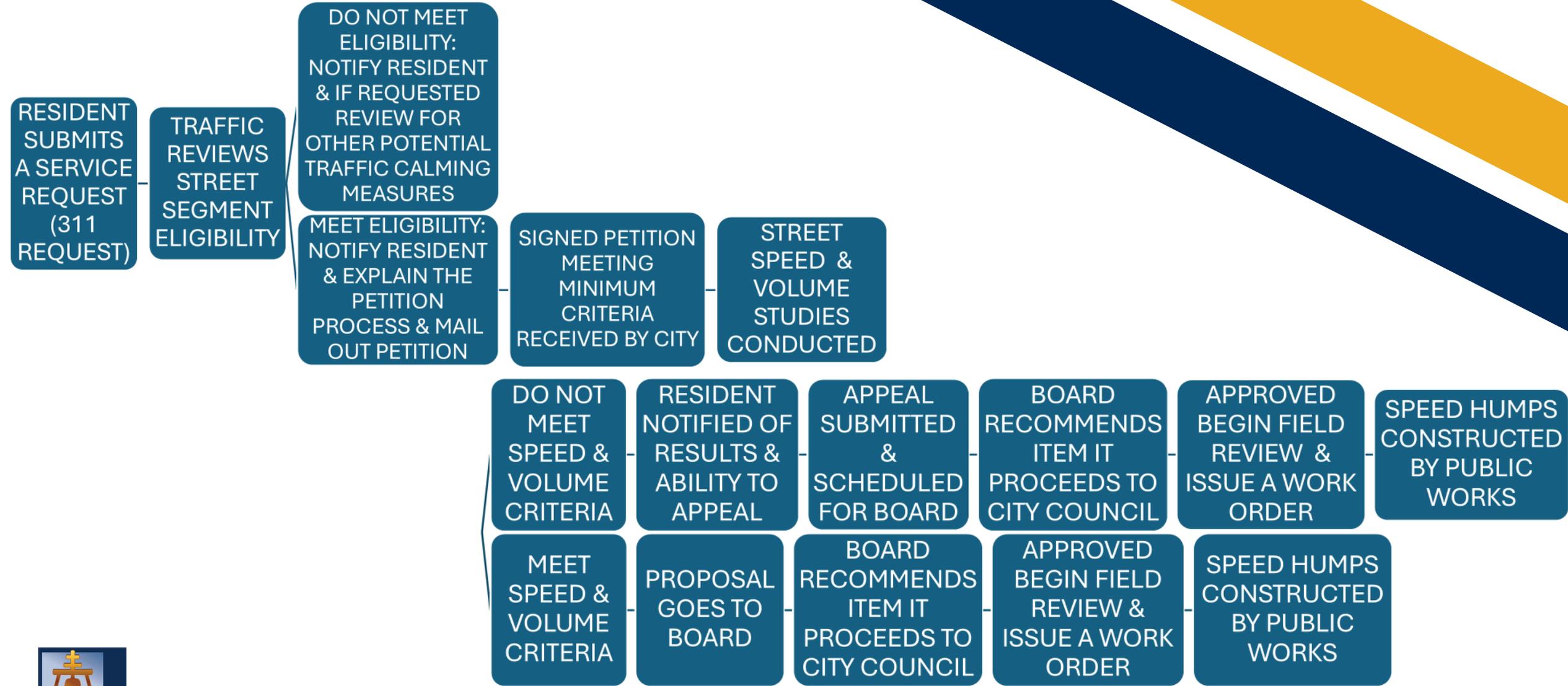
For more information and to request a speed hump, visit

[RiversideCA.gov/SpeedHumps](https://RiversideCA.gov/SpeedHumps)

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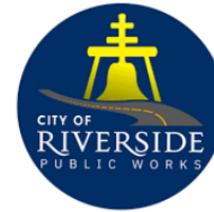


# SPEED HUMP PROCESS



# SPEED HUMP PETITION

## PETITION TO INITIATE APPLICATION FOR RESIDENTIAL SPEED HUMP INSTALLATION



We the undersigned residents of and affected adjacent properties to the subject street, have indicated our **support** of or **opposition** to apply for the installation of speed humps on our street. By providing our signature we verify that we understand and agree to the following conditions:

1. A minimum of seventy percent (70%) of the property owners or residents on the street where the speed humps are to be considered must sign in support of the petition.
2. Only one signature per residential property is permitted.
3. The Traffic Engineering Division will study the feasibility of the installation of the speed humps only after petitions meeting the above conditions are satisfied and received by the City.

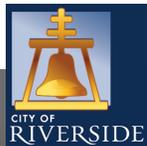


### DISADVANTAGES OF SPEED HUMPS AS A NEIGHBORHOOD TRAFFIC CALMING TOOL:

- Increased noise from braking and accelerating vehicles
- Drivers may speed up in between and after speed humps to “make-up for lost time”
- Residents and Emergency Vehicles will have increased travel time
- Increased vehicle emissions and exhaust fumes

**CONTACT PERSON:** NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_

PRINT NAME	STREET ADDRESS	SIGNATURE	CHECK ONE:	
			SUPPORT	OPPOSE



# SPEED HUMP CRITERIA CHECKLIST

<b>QUALIFYING &amp; TRAFFIC DATA CRITERIA</b> <i>ALL 8 MUST BE MET</i>		
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		
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 <sup>th</sup> % speed of 37 MPH		
<b>SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?</b>		

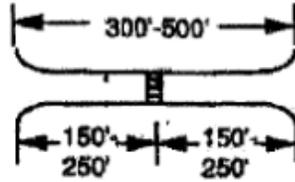
<b>PETITION REQUIREMENTS</b>	<b>DATA</b>	<b>CONFORMANCE</b>		
		<b>YES</b>	<b>NO</b>	<b>COMMENTS</b>
Petition contains: ▶ Signatures from a minimum of 70% of adjacent residents indicating support for speed hump installation (each parcel represents one vote)				

<b>SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?</b>
Other Conditions (Fire Department, Ward location):
Collision History Review:
Special Circumstances:

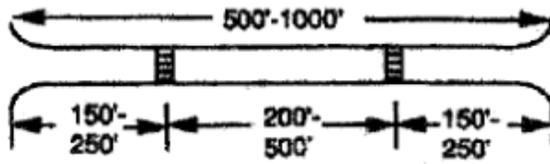


# SPEED HUMP SPACING EXHIBIT

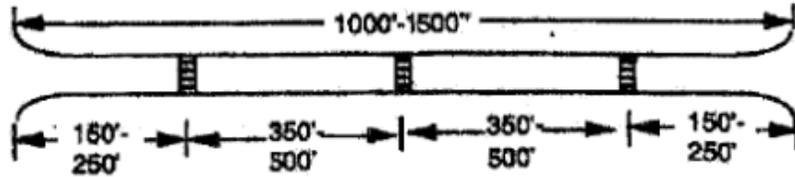
One Hump -  
Single Short  
Block



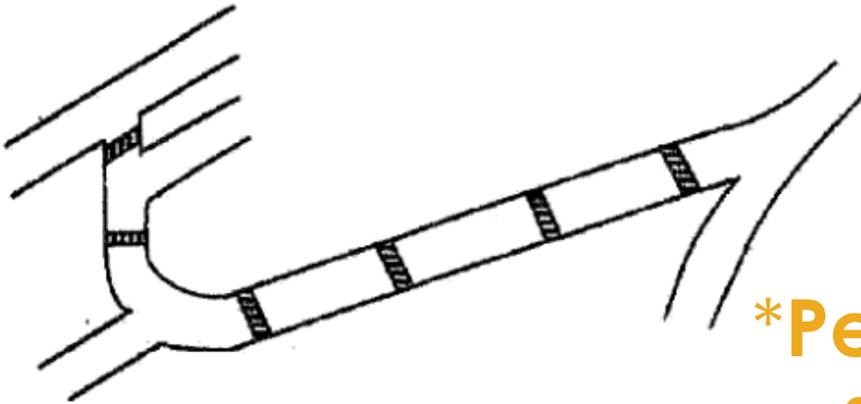
Two Humps -  
Single Moderate  
Length Block



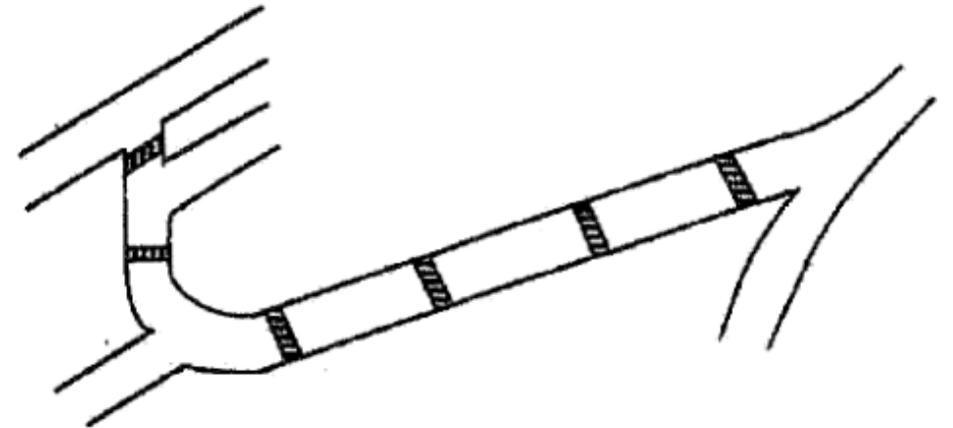
Three Humps -  
Single long  
blocks



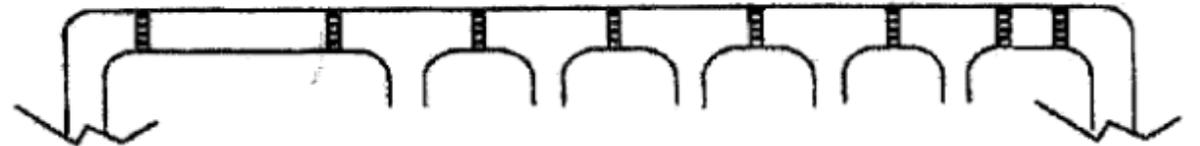
Multiple Humps -  
Lengthy  
continuous  
segments and  
multi-block  
segments



Multiple Humps -  
Lengthy  
continuous  
segments and  
multi-block  
segments



At least one hump per block. Follow spacing concepts above within each component block. Maximum and minimum separation and "first hump" criteria may be relaxed somewhat to conform to particular site conditions.



**\*Per I.T.E. Guidelines For The Design & Application of Speed Humps** <sup>10</sup>

# 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

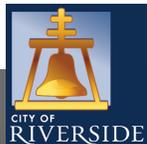


# ADVANTAGES OF SPEED HUMP INSTALLATIONS

Vehicle Speed Reductions in the range of 5mph-13mph

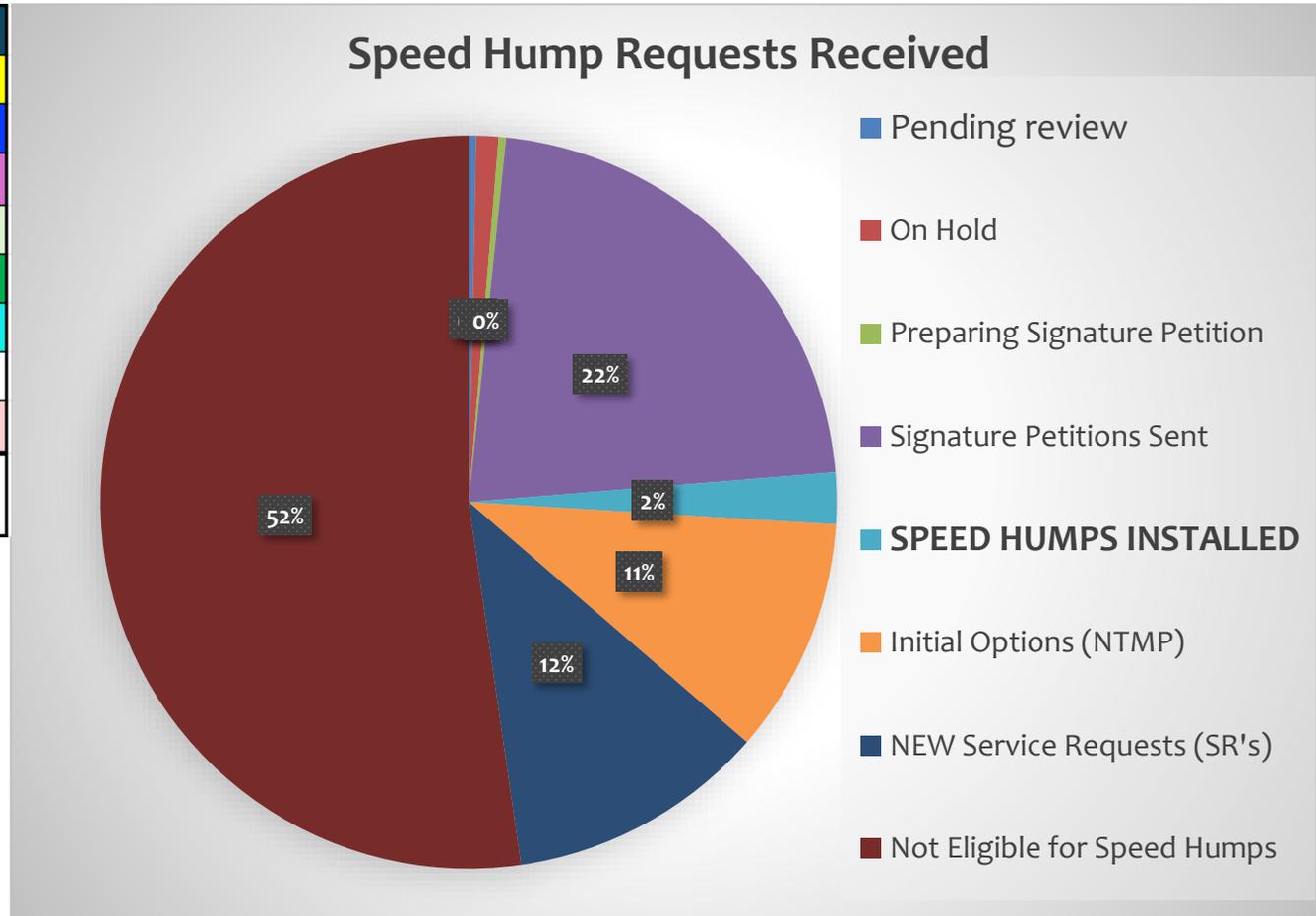
Countermeasure	Safety Focus	Area	Roadway	Reference	Sites	Speed Limit (mph)	Volume (vpd)		Mean Speed (mph)			85 <sup>th</sup> %tile Speed (mph)			Period	Location	Notes
							Before	After	Before	After	Change	Before	After	Change			
<b>Vertical Deflections Within the Roadway</b>																	
Speed Hump—rounded, 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.



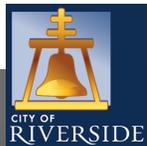
# SPEED HUMPS REQUESTS RECEIVED (JUNE 2024-JAN 2026)

Category	SR's	Percent
Pending review	1	1%
On Hold	3	1%
Preparing Signature Petition	1	1%
Signature Petitions Sent	68	22%
<b>SPEED HUMPS INSTALLED</b>	7	2%
Initial Options (NTMP)	32	10%
NEW Service Requests (SR's)	35	11%
Not Eligible for Speed Humps	161	52%
<b>TOTAL</b>	<b>308</b>	<b>100%</b>



Past 20 months:

- 15 requests / month
- 185 requests / year



# MAUDE STREET SPEED HUMPS



Northbound Maude St  
north of Lincoln Ave  
(Before & After  
Conditions)

**3 Speed Humps Installed**

Maude St	Before	After	Change
85 <sup>th</sup> Percentile Speed	38 MPH	31 MPH	<b>-7 MPH</b>
Average Daily Traffic (ADT) Volume	5,222 ADT	4,298 ADT	<b>-924 (17.6%)</b>



# GREEN ORCHARD PLACE SPEED HUMPS



Looking eastbound  
Green Orchard Pl at the  
intersection of Kingdom  
Dr (Before & After  
conditions)  
**2 Speed Humps Installed**

Green Orchard Pl	Before	After	Change
85 <sup>th</sup> Percentile Speed	39 MPH	34 MPH	- 5 MPH
Average Daily Traffic (ADT) Volume	1,456 ADT	1,336 ADT	-120 (8.2%)



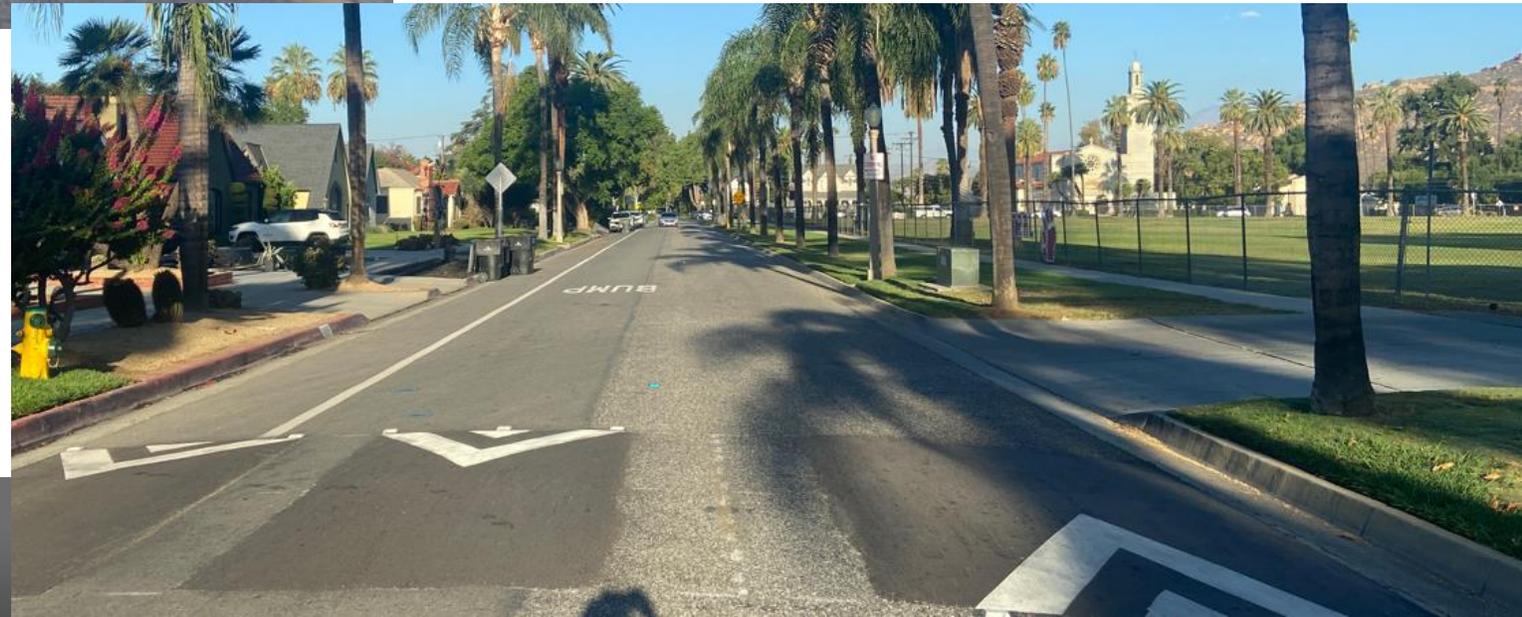
# RAMONA DRIVE SPEED HUMPS



Looking northbound on Ramona Dr at its intersection with Magnolia Ave (Before & After conditions)

**3 Speed Humps Installed**

Ramona Dr	Before	After	Change
85 <sup>th</sup> Percentile Speed	35 MPH	27 MPH	- 8 MPH
Average Daily Traffic (ADT) Volume	1,785 ADT	1,981 ADT	+196 (11.0%)



# KILMARNOCK WAY SPEED HUMPS



East on Kilmarnock Way  
at intersection with Kelty  
Drive (Before & After  
conditions)

**3 Speed Humps Installed**

Kilmarnock Wy	Before	After	Change
85 <sup>th</sup> Percentile Speed	33 MPH	28 MPH	<b>-5 MPH</b>
Average Daily Traffic (ADT) Volume	729 ADT	608 ADT	<b>-121 (16.6%)</b>



# JOHN STREET SPEED HUMPS



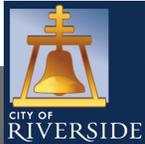
Northbound John St at intersection with Cleveland Ave

Speed Humps installed in January 2026

**3 Speed Humps Installed**

John St	Before	After*	Change*
85 <sup>th</sup> Percentile Speed	37 MPH		
Average Daily Traffic (ADT) Volume	261 ADT		

*\*pending traffic count results*



# MANDALAY COURT SPEED HUMPS



Eastbound Mandalay Ct  
at intersection with Tyler  
St

Speed Humps installed  
in January 2026

**4 Speed Humps Installed**

Mandalay Court	Before	After*	Change*
85 <sup>th</sup> Percentile Speed	35 MPH		
Average Daily Traffic (ADT) Volume	4,494 ADT		

*\*pending traffic count results*



# FIRST STREET SPEED HUMPS



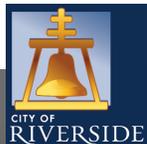
Eastbound First St at its intersection with Main St

Mandalay Court	Before	After*	Change*
85 <sup>th</sup> Percentile Speed	35 MPH		
Average Daily Traffic (ADT) Volume	1,137 ADT		

*\*pending traffic count results*

Approved by City Council - January 2026

**\*Pending 4 Speed Humps To Be Installed**



# SPEED HUMPS PROGRAM COMPARISON (85<sup>TH</sup>% SPEED)

85 <sup>th</sup> % Speed (MPH)	Before Speed Humps	After Speed Humps	Change
Maude St	38 mph	31 mph	-7 mph
Green Orchard Pl	39 mph	34 mph	-5 mph
Ramona Dr	35 mph	27 mph	-8 mph
Kilmarnock Wy	33 mph	28 mph	-5 mph
John St*	37 mph		
Mandalay Ct*	35 mph		
First St*	35 mph		
<b>TOTALS (AVERAGE)</b>	<b>36 mph</b>	<b>30 mph**</b>	<b>- 6.26 mph**</b>

\*pending post speed hump installation traffic count results

\*\* Average includes before & after conditions only (sample size of 4)

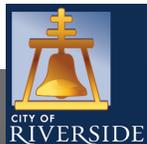


# SPEED HUMPS PROGRAM COMPARISON (DAILY TRAFFIC)

Average Daily Traffic (ADT)	Before Speed Humps	After Speed Humps	Change
Maude St	5,222 adt	4,298 adt	-924 (-17.6%)
Green Orchard Pl	1,456 adt	1,336 adt	-120 (-8%)
Ramona Dr	1,785 adt	1,981 adt	+196 (+11.0%)
Kilmarnock Wy	729 adt	608 adt	-121 (-16.6%)
John St*	261 adt		
Mandalay Ct*	4,494 adt		
First St*	1,137 adt		
<b>TOTALS (AVERAGE)</b>	<b>Range = 261-5,222</b>	<b>Range = 608-4,298**</b>	<b>- 245 (-7.95%)**</b>

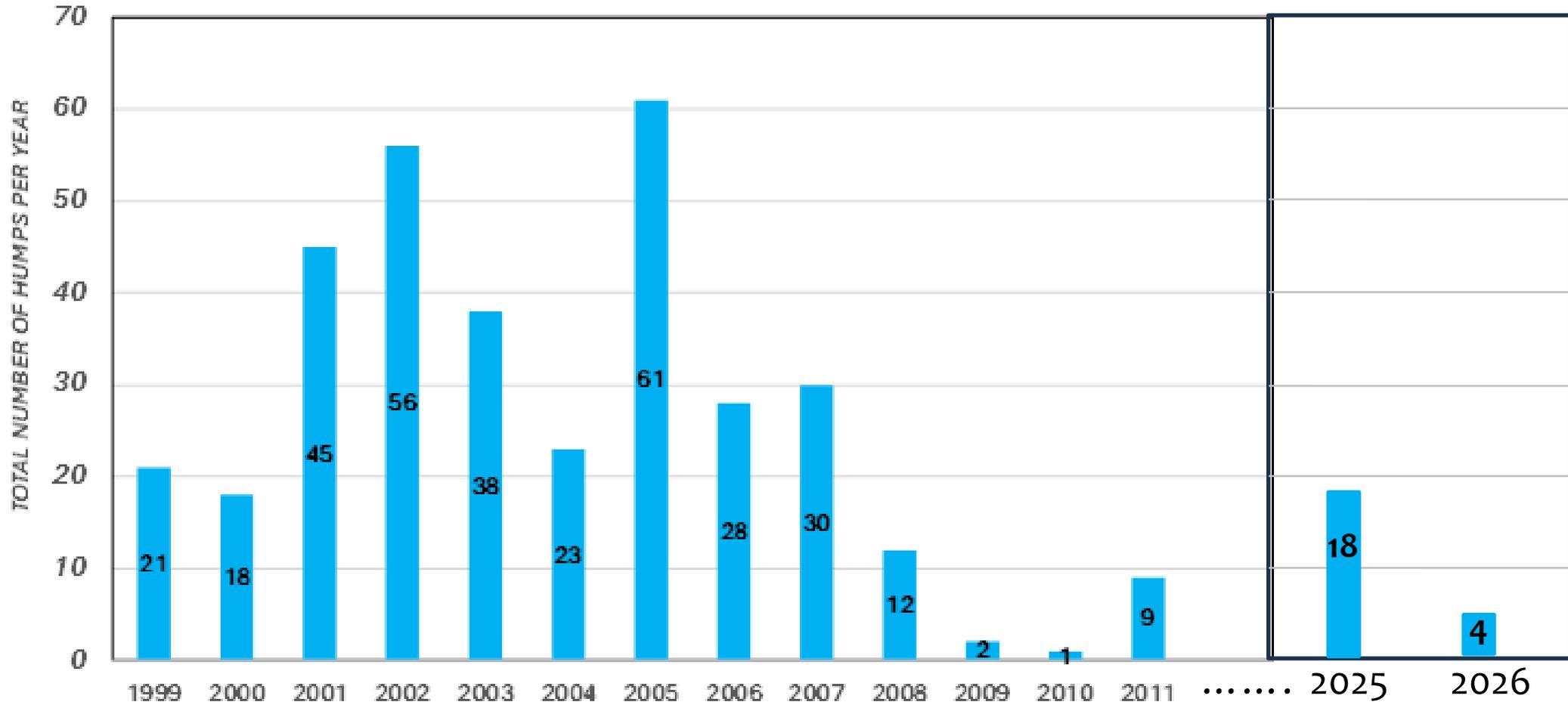
*\*pending post speed hump installation traffic count results*

*\*\* Average includes before & after conditions only (sample size of 4)*



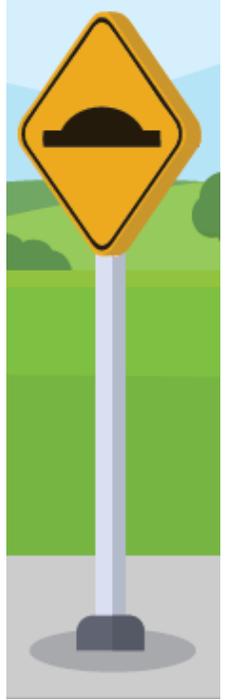
# SPEED HUMP INSTALLATION TOTALS (PAST & PRESENT)

SPEED HUMP INSTALLATIONS PER YEAR 1999 - 2011 , 2025-2026



# WHAT ARE NEXT STEPS FOR SPEED HUMP PROGRAM?

- Continue to monitor and provide annual updates
- Provide traffic collision data post-installation & other metrics
- Seek sustainable funding source & safety grants
- Engage community
- Consider Staffing Internship (1 FTE)



# QUESTIONS?

