

# Neighborhood Traffic Management Program – Proposed Revisions

Public Works Department

**City Council**  
**May 7, 2024**

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## ISSUE

1. Numerous requests for speed humps are received each year (nearly 100 requests in 2019 and over 120 requests in 2021 & 2022).
2. The Public Works Department was asked to re-examine its practice and consider reinstatement of speed humps.



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## BACKGROUND

1. Neighborhood Traffic Management Program (NTMP) includes the traffic calming tools for various road types.
2. Last new speed humps installed in 2011.
3. In 2014, use of speed humps were discontinued.
4. Proposed temporary speed humps not approved in 2022 with City Council recommendation to M&I.



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## MOBILITY & INFRASTRUCTURE COMMITTEE RECOMMENDATION

Mobility and Infrastructure Committee (August 2023):

1. Voted unanimously to recommend the proposed revisions to the NTMP; and
2. Consideration of use of grant funds for art crosswalks & pavement mural projects (subsequent agenda report).



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## DISADVANTAGES OF SPEED HUMPS

### 1. Disadvantages of speed humps include:

- Capital cost (minimum estimated \$16,000 to \$32,000 per street for 2 to 4 humps);
- Tendency to speed in between humps;
- Noise from braking
- Potential delays to emergency vehicle response times
- Diversion of traffic



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## CONSIDERATION OF REINSTATEMENT

### 1. Capital installation cost considerations:

- 120 average annual requests
- if only 1/4 (30 streets) built
- based on 2 to 4 humps per street
- annual costs \$480,000 to \$960,000
- not including maintenance; and



### 2. Unintended consequences:

- shift traffic & speeding to parallel streets
- ongoing demand for speed humps

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## PREVIOUS SPEED HUMP QUALIFYING CRITERIA

Prior criteria for the installation of speed humps include:

1. Roadway Characteristics: 25 MPH local streets, two travel lanes, & vertical grade less than 8%;
2. Traffic Conditions: Minimum 24-hr traffic volumes of 500 and less than 2,000, with at least 30% of total traffic traveling at 31 MPH or greater; and
3. Petition Requirements: Minimum of 70% of owners or residents in project area and 100% within 100 feet of proposed speed hump locations must sign in support.

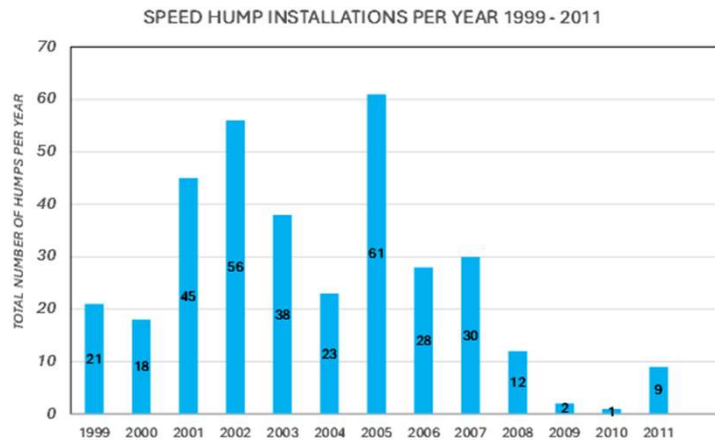


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## HISTORIC SPEED HUMP INSTALLATION TOTALS

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



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## CURRENT NTMP : LOCAL STREET INITIAL OPTIONS

Initial local street mitigation measure options:

1. Speed limit sign installation;
2. Spot Police enforcement;
3. Radar speed feedback trailer deployment;  
and/or
4. Changeable message board display.



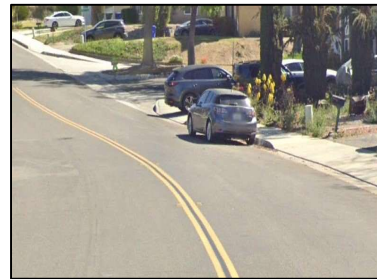
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## CURRENT NTMP : LOCAL STREET SECONDARY OPTIONS

Local street secondary mitigation options:

1. Striping / Street Narrowing (centerline, RPM's, parking lane, edgeline);
2. Stop signs;
3. Curve warning or Chevron signs;
4. Speed feedback signs (primarily grant funded); and/or
5. Turn or truck prohibition signs.



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## OTHER EXISTING ALTERNATIVES: MAJOR IMPROVEMENTS

Alternate measures (based on funding availability and if deemed appropriate):

1. Flashing LED Stop signs;
2. Flashing LED edge-lit Chevron signs;
3. Speed limit pavement legend; and
4. Neighborhood traffic circles.



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## PROPOSED SPEED HUMP QUALIFYING CRITERIA

Proposed speed hump qualifying criteria includes:

1. Roadway Characteristics: 25 MPH local streets with two travel lanes and a grade of less than 8% (unchanged);
2. Traffic Conditions: 24-hr. traffic volumes of at least 750 and less than 2,000 vehicles with a combined 85<sup>th</sup>% speed of 37 MPH or greater (changed); and
3. Petition: Signed showing support by a minimum of 70% of owners or residents within project area (changed).

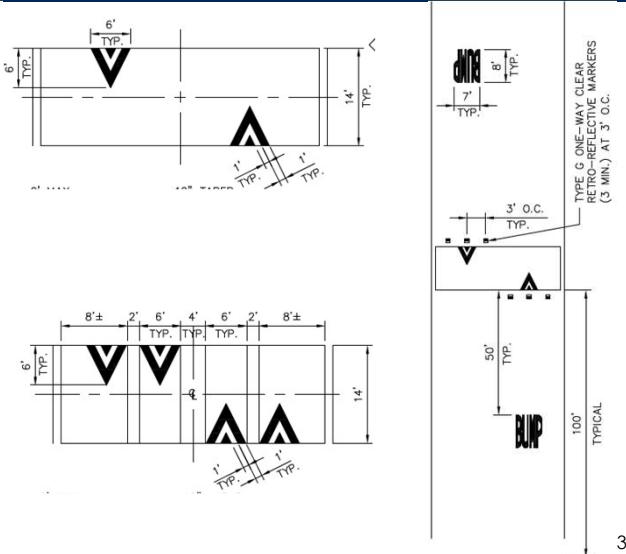
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# PROPOSED SPEED HUMP QUALIFYING CRITERIA

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)				
<b>QUALIFYING &amp; TRAFFIC DATA CRITERIA ALL 8 MUST BE MET</b>				
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 <sup>th</sup> speed of 37 MPH				
<b>SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?</b>				
Other Conditions (Fire Department, Ward location):				
Collision History Review:				
Special Circumstances:				



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## SPEED HUMP INSTALLATION OPTIONS

1. Installation by Streets Division with estimated costs at \$8,000 per speed hump (up to 100K maximum for initial rollout);
2. Scheduling installation with future (CIP) repaving projects:
  - a. Defer installation costs until repaving is scheduled
  - b. Results in cost savings due to larger quantities
3. Pursue grant funds



## 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



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## RECOMMENDATIONS

That the City Council approve the proposed revisions to the NTMP including:

1. Approve the proposed revisions to the Neighborhood Traffic Management Program (NTMP) to reinstate the use of speed humps as a local street secondary mitigation measure option with modifications to the “Traffic Conditions” qualifying criteria; and
2. Authorize the Chief Financial Officer, or designee, to transfer \$100,000 in Measure A funds from the Arterial Interconnections Project to the Speed Hump Traffic Calming Project account.



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