

John Street Proposed Speed Humps

Public Works Department

**City Council
September 16, 2025**

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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.
4. Transportation Board recommended approval on 8/6/25.



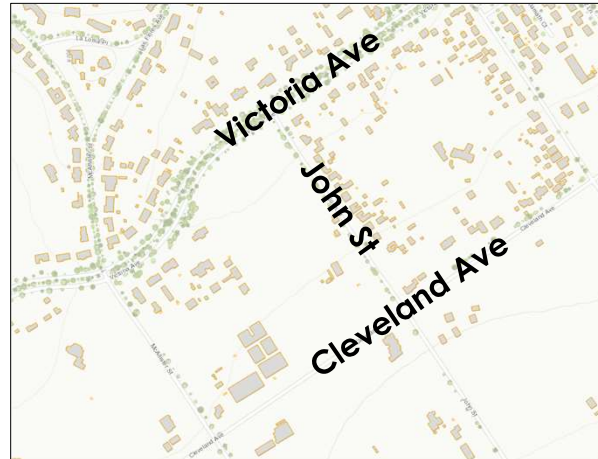
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LOCATION MAP

Request for speed humps along John Street between Victoria Avenue and Cleveland Avenue.



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STREET VIEW PHOTOS / EXISTING CONDITIONS



Southbound John St at intersection with Victoria Ave

Northbound John St at intersection with Cleveland 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)	15 of 17	X		88%
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 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	1340' (0.25 mi)	X		
2. The legal speed limit is 25 MPH	25 MPH posted	X		
3. Street width may not exceed 40 feet	30'	X		
4. Street does not have a vertical grade of 8% or greater	2.2 – 3.3%	X		Various grades
5. Street is not a cul-de-sac under 800 feet in length		X		
6. Minimum average daily traffic volume of 750 vehicles	253 ADT - 261 ADT		X	5/22/25 5/21/25
7. Maximum average daily traffic volume of 1,999 vehicles	261 ADT	X		5/21/25
8. Minimum combined 85% speed of 37 MPH	37 MPH	X		Range 34 – 37 MPH
SUMMARY – ARE ALL 8 ABOVE CONDITIONS SATISFIED?			X	7 out of 8

Other Conditions (Fire Department, Ward location):	Ward 4 Location	RED request – Speed Hump Type II (Plan 251)
Collision History Review:	2020 - 2025	No collisions
Special Circumstances:		Narrow roadway. Use Speed Hump Type I

Traffic Count Data:

*253-261 Average Daily Traffic (ADT)

*34-37 Miles Per Hour (MPH) speed survey

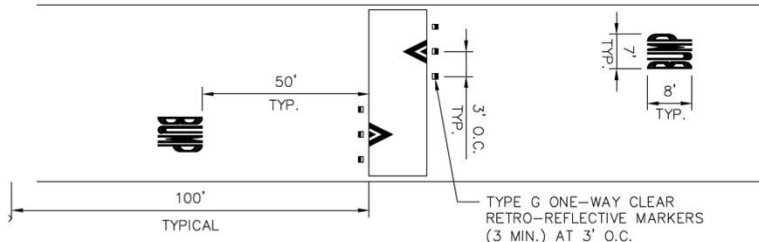
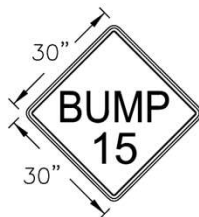
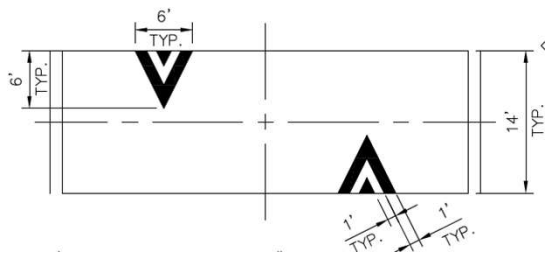


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SPEED HUMP (TYPE I) PROPOSED



*Due to narrow roadway width, use Speed Hump (Type I)₆



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SPEED HUMPS LOCATION DESIGN GUIDE

One Hump - Single Short Block

Two Humps - Single Moderate Length Block

Three Humps - Single long blocks

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.

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

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PROPOSED SPEED HUMPS LOCATIONS

Potential Speed Hump Locations (x3)

Potential Sign Locations (x6)

Unit Cost \$7,160
Per Speed Hump

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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



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 th %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.



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



RECOMMENDATIONS

That the City Council approve the request for speed humps along John Street between Victoria Avenue and Cleveland Avenue in support of the Transportation Board's recommendation.

