



Draft City of Alameda Citywide Speed Hump Policy, September 2025

Purpose

This City Policy sets forth guidance for where and how speed humps may be installed on City streets. A speed hump is a raised pavement structure that forces motorists to slow down to a safe speed. This Policy establishes eligibility and prioritization criteria for speed hump installation and defines procedures for location selection and project delivery.

Objectives

Speed humps are an effective tool for calming traffic speeds on City streets, where their use is appropriate. However, limited funding and staff capacity for implementation necessitate prioritization. This Policy provides a framework that will:

- Improve street safety and reduce vehicle speeds
- Enhance livability of residential neighborhoods
- Provide transparent process for speed hump implementation
- Prioritize implementation to ensure equity and effectiveness
- Leverage existing programs for implementation
- Maintain effective emergency response times for public safety

Relationship to City of Alameda Street Classifications

Street design in the City of Alameda is guided by the General Plan Street Classifications, which classifies streets by their transportation and land use purposes. The criteria and procedures below apply to the implementation of speed humps only on streets with the Neighborhood Local Street classification, which comprise the majority of streets in Alameda. Neighborhood Local Streets support access for people walking, bicycling, and driving within residential neighborhoods and do not serve citywide circulation. The target maximum design speed for Neighborhood Local Streets is 20 miles per hour.

The remaining four street classifications serve citywide circulation: Main Street, Gateway Street, Business Commercial Street, and Neighborhood Connector Street. These classifications may be eligible for speed humps or speed cushions as part of corridor projects on a case-by-case basis, but are not the focus of this policy. More information on speed humps for citywide circulation classifications is provided in Appendix A. Design Guidelines.



Eligibility and Prioritization Criteria: Neighborhood Local Streets

There are over 100 miles of streets in Alameda with the Neighborhood Local Street classification. Because of the 20 mile per hour target speed described in the General Plan Street Classifications, many of them would likely benefit from speed humps or other traffic calming devices. The following criteria establish a framework for implementation that is both systematic and responsive to community needs.

Eligibility and prioritization do not necessarily result in implementation. Locations must be evaluated for engineering feasibility, undergo review by the Alameda Fire Department, and have a funding and project delivery opportunity. Procedures for implementation are described in more detail below. Neighborhood Local Streets will generally fall into one of three eligibility and prioritization types, described below and in Figure 1.

Type 1. Plan Priority

Some Neighborhood Local Streets are priorities for speeds humps based on their designation in existing City plans and programs including the Active Transportation Plan, Vision Zero Action Plan, and the Safe Routes to School program. Neighborhood Local Streets with one or more of these designations are automatic priorities for speeds humps and do not require further prioritization. Speed humps will be evaluated for implementation in these locations as funding and project opportunities allow:

- Neighborhood Greenways (Active Transportation Plan)
- School frontages (Safe Routes to School Program)
- High Injury Corridors (Vision Zero Action Plan)
- Fatal Crash Response Program, when relevant

Type 2. Eligible

Many locations are eligible for speed humps but are not a *Type 2. Plan Priority*. These are *Type 3. Eligible* locations and will be prioritized using the following criteria:

Criteria	Definition
Destinations	Proximity to parks, schools, or senior centers
Equity	Location within or near an equity priority area
Cut Through Risk	Attractiveness for motorists to avoid congestion or take a short cut
Unimpeded Length	Distance between traffic controls or traffic calming devices

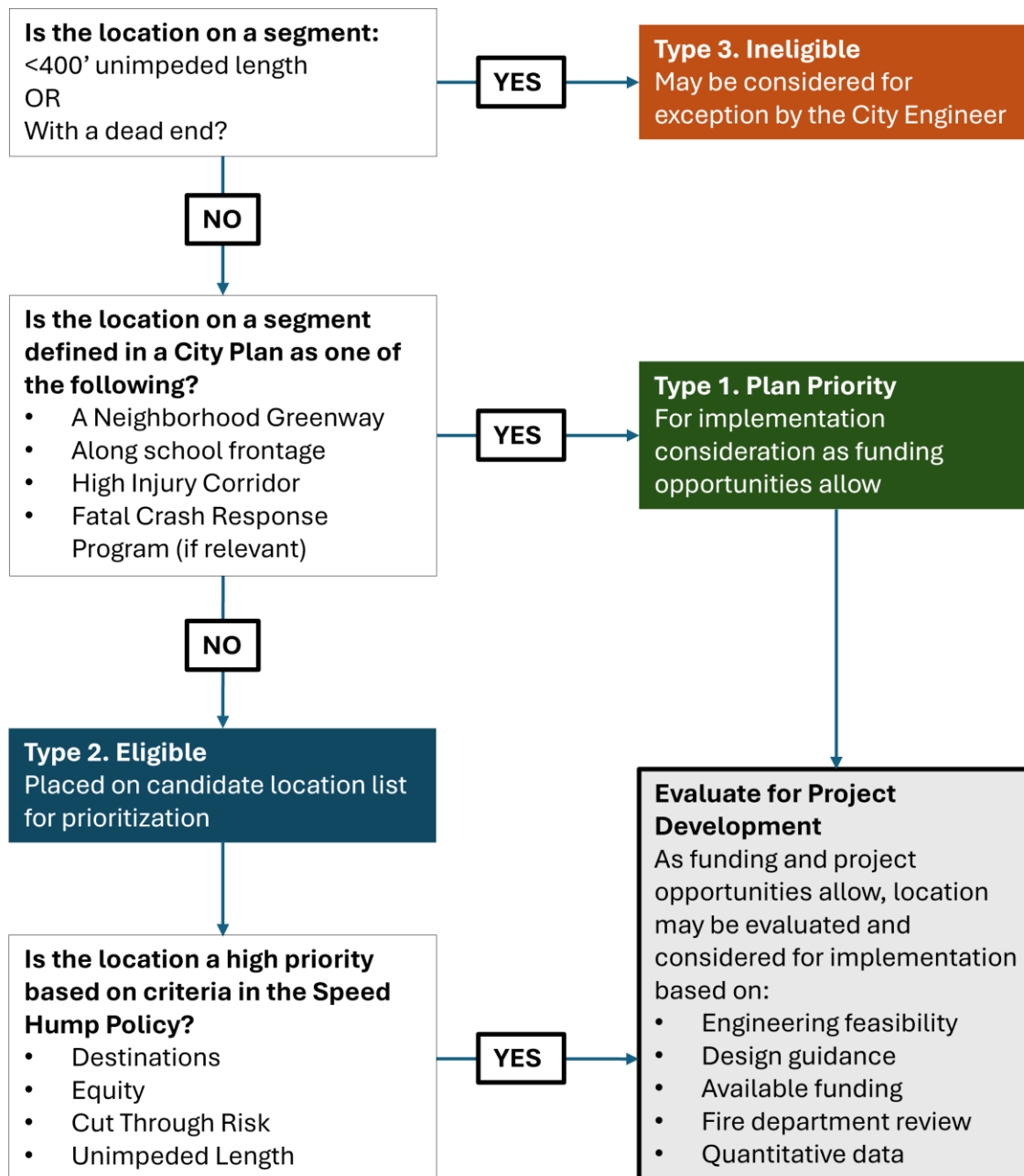
Scoring methodology for the policy criteria will be set by staff in Appendix B and may be revised in the future to provide sufficient differentiation between potential locations. If needed to further narrow down priorities, staff may consider additional criteria including vehicle speed and volume data, collision history, or other roadway characteristics.



Type 3. Ineligible

Some Neighborhood Local Streets have very low traffic and therefore little need for speed humps. Locations on street segments that are less than 400 feet between traffic controls or are bounded by a dead end are ineligible for speed humps, except by determination by the City Engineer. Locations that serve as regular fire access routes may be ineligible, based on review from the Alameda Fire Department. Private streets are also ineligible for speed hump installation by the City.

Figure 1





Project Implementation Procedures

Each year, the City implements a variety of street projects through the annual Capital Improvement Program (CIP). These projects may present funding and implementation opportunities for installing speed humps. The following procedures establish a process for identifying and evaluating potential speed hump project locations for implementation.

Eligible Location Candidate List

Potential speed hump locations can come from a variety of sources, including:

- See Click Fix submissions
- Emails or comments from community members
- Staff submissions

After a location is submitted for consideration, it will be evaluated for eligibility, as defined previously. If determined to be eligible, the location will be added to the eligible location candidate list for ranking based on the above prioritization criteria. Staff will maintain a running list of candidate locations for consideration as project opportunities and funding are available. Prioritization will happen at regular intervals, typically once or twice a year. *Type 1. Plan Priority* locations do not require scoring to determine priority, but will not necessarily be implemented before high-scoring *Type 2. Eligible* locations.

Implementation Opportunities

Speed humps will be installed as part of other larger projects, as funding is available. The community engagement procedures will be dependent on the type of larger project.

Plan Priority Project Implementation

Speed humps may be implemented along with other larger projects. These will typically include *Type 1. Plan Priority* locations that have dedicated funding. Speed hump implementation through these projects will typically be one component of a larger set of traffic calming or safety features. These types of projects may include:

- Neighborhood Greenways
- Fatal Crash Response Program
- Safe Routes to School Infrastructure Projects

Each project type will often have its own community engagement process, which may include a website, overall project timeline, and opportunities to comment.

Pavement Management Program

Each year, the City's Pavement Program treats a selection of street segments with preventive maintenance treatments or pavement rehabilitation. During each paving



project, staff will review the selected street segments to see if there are any speed hump candidate locations and then select a limited number for installation as funding allows. This will follow a standard procedure:

1. Review paving locations for *Type 1. Plan Priority* locations. Coordinate funding and design development with the relevant plan or program for potential implementation with paving.
2. Review paving locations on the *Type 2. Eligible* location candidate list. Identify potential installation locations based on prioritization criteria.
3. Based on available funding, identify potential locations for installation from both types of location lists.
4. Evaluate priority locations and select for implementation based on design guidelines (Appendix A), engineering feasibility, fire access needs, speed and volume data as needed, and available funding.

The Pavement Program maintains a web page with updates on selected segments for the annual pavement management project. Locations with planned speed humps will be posted each year along with daylighting locations and other information about street design changes.

Program Evaluation

Each year, the City will evaluate the program to assess how well the prioritization criteria, scoring, and implementation procedures are managing speed hump requests and supporting City policy implementation. Based on this evaluation, the City may revise this Policy and/or appendices.

Appendix A - Design and Placement Guidelines (Forthcoming)

- Use of speed humps, cushions, and speed tables
 - Neighborhood Local Streets
 - Citywide Circulation Classifications
- Frequency of placement (1 or 2 humps) depending on block lengths, and other factors
- Engineering standards for speed humps, cushion, and table design
- Placement considerations (e.g., spacing, visibility, drainage)

Appendix B – Prioritization Scoring Criteria (Forthcoming)