

City of Alameda *Draft Speed Hump Policy*

Transportation Commission Meeting

September 24, 2025

Item 6A



Today's Action

Review and provide input on the draft Speed Hump Policy.



Background and Goals



What is a Speed Hump?



Speed Hump



Speed Cushion



Speed Table

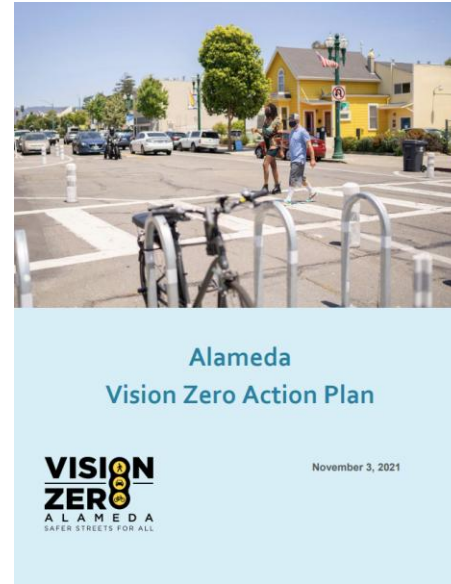
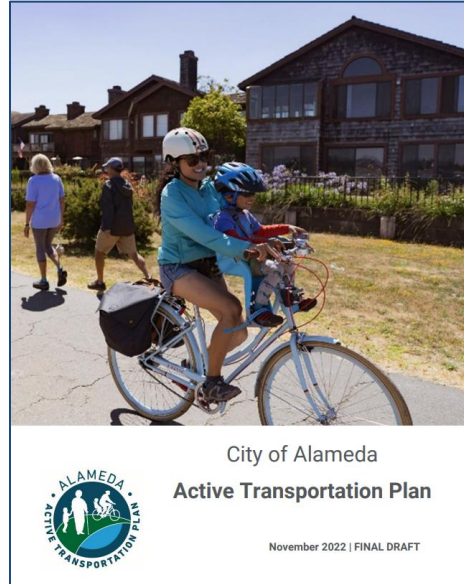
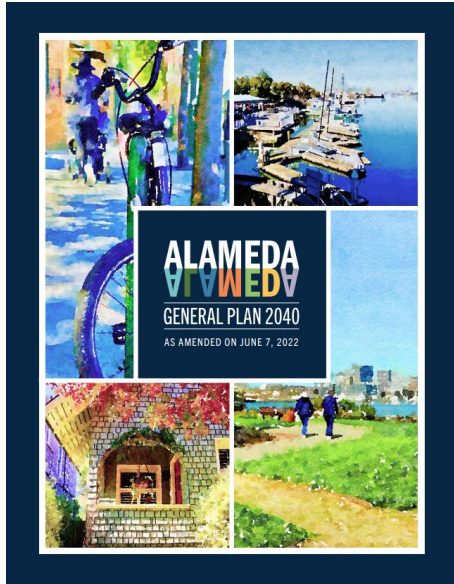


History and Policy Need

- Currently very few speed humps in Alameda
- Speed *cushions* in some locations
- No policy or program for systematic citywide installation
- Many community requests to address speeding, including via SeeClickFix



Policy Context



Policy Objectives



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



Relationship to Street Classifications

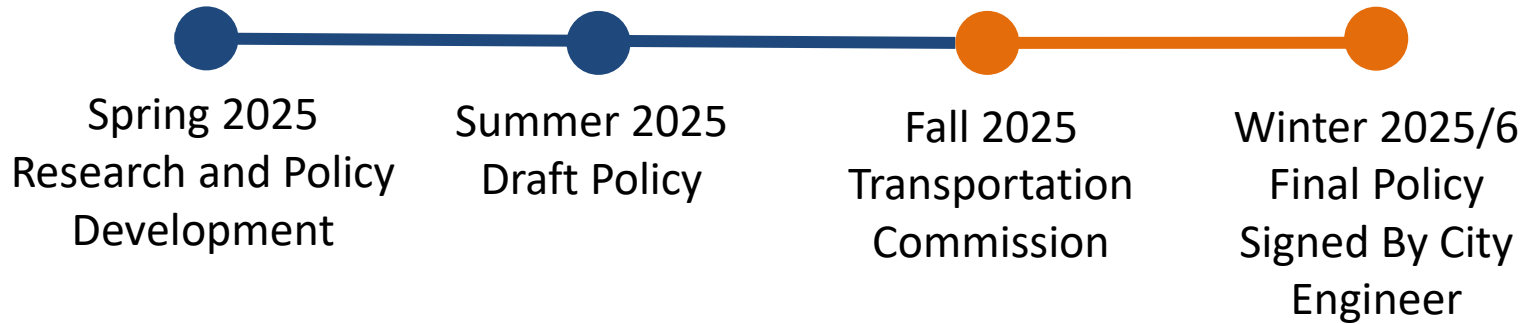


Policy addresses all street classifications.

Primary focus on Neighborhood Local streets.



Policy Development Timeline



Prioritization Framework



Location Types

Type 1. Plan Priority

Priority locations based on their designation in adopted City plans

Type 2. Eligible

Locations that are eligible and need to be prioritized using policy scoring criteria

Type 3. Ineligible

Locations that do not qualify for speed humps



Type 1. Plan Priority



Neighborhood Greenways



School Frontages



High Injury Corridors



Fatal Crash Response Program (when relevant)



Type 2. Eligible

Prioritization Criteria:



Destinations



Equity



Cut-Through Risk



Unimpeded Length (distance between traffic controls)

Staff may also consider vehicle speed and volume data, collision history, or other roadway characteristics.



Type 3. Ineligible



Blocks with a dead end



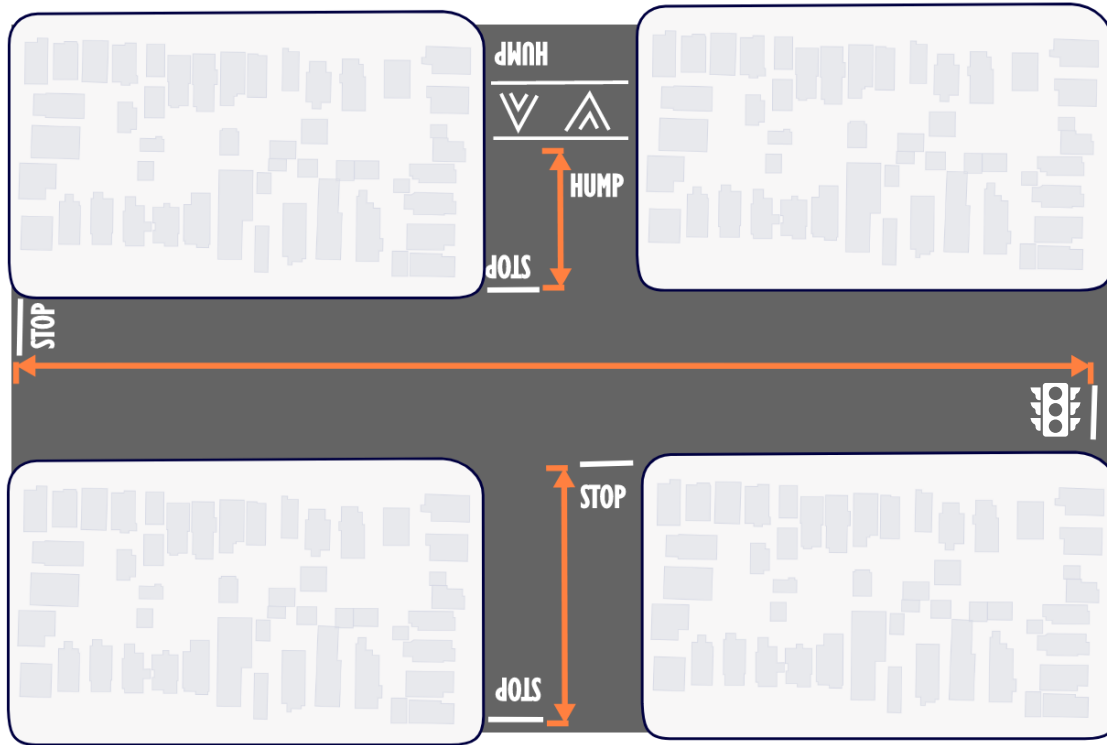
Less than 400' unimpeded length



Primary fire response routes



What is Unimpeded Length?

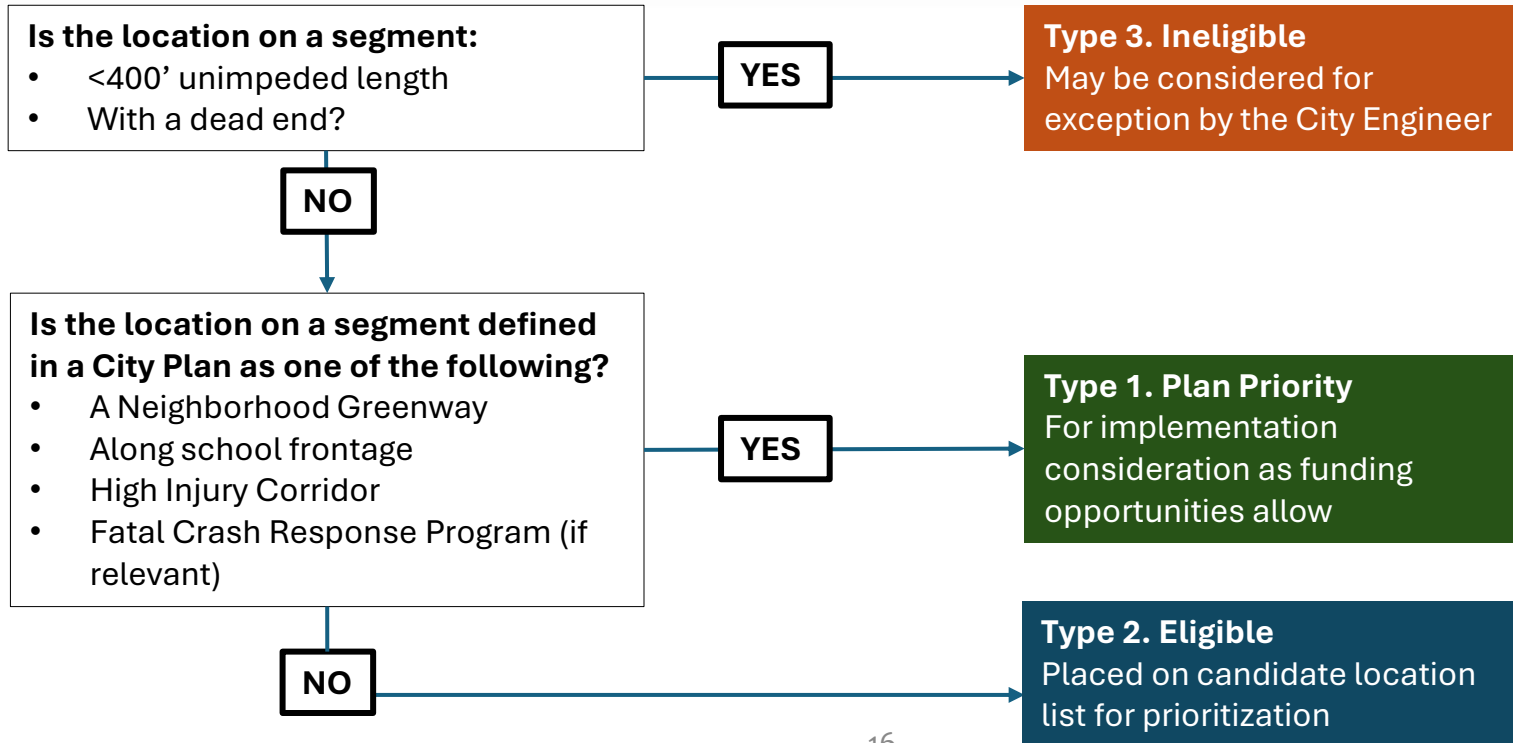


Unimpeded length is the distance between traffic controls or traffic calming devices.

Longer unimpeded length gives drivers more space to accelerate.



Location Screening Process



Type 2. Draft Scoring Methodology

Criteria	Destination	Equity	Cut-Through Risk	Unimpeded Length
Definition	Proximity to parks, schools, or senior centers	Location within or near an equity priority area	Attractiveness for motorists to avoid congestion or take a short cut	Distance between traffic controls or other traffic calming devices
Scoring Threshold	Within 1000' along road network	In or within 1000' along road network to BCDC area of high or highest social vulnerability	On vehicular desire line to destination within 0.5 miles (e.g. bridge, tunnel, business district)	More than 500' unimpeded



Policy Implementation

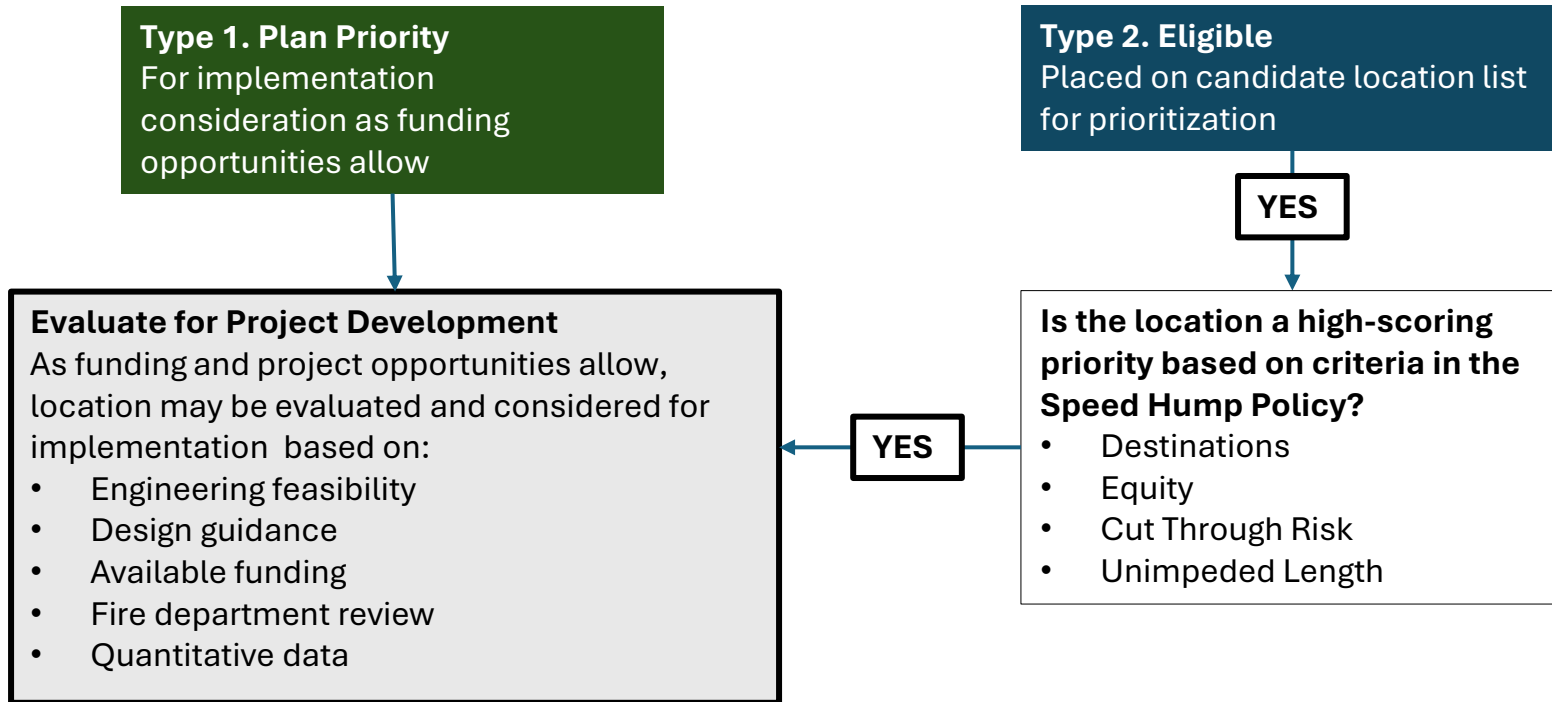


Project Opportunities

- Annual Pavement Project – with supplemental funding
- Neighborhood Greenways
- Safe Routes to School Infrastructure Projects
- Street Safety CIP



Location Prioritization and Selection



Procedure: Annual Paving

1. Review paving locations for *Type 1. Plan Priority* locations. Coordinate with relevant plan or program.
2. Review paving locations on the *Type 2. Eligible* candidate list. Identify high priority locations on list.
3. Based on available funding, identify potential locations for installation from both types of location lists.
4. Evaluate priority locations and select for implementation



Next Steps

- Finalize Policy
- Develop Design Guidelines
- Establish prioritization scoring methodology
- Begin developing location lists (2026)



Recommendation

Provide feedback and comments on the draft Speed Hump Policy.

