



**CITY OF OAKDALE**  
**City of Oakdale Speed Hump Policy**

**Effective Date: September 2, 2025**  
**Approved by: Oakdale City Council**

### **Introduction**

For many years, residents throughout the City of Oakdale have voiced their concerns about speeding vehicles and unsafe driving behaviors along neighborhood streets. Time and again, community members have expressed a strong desire for speed humps as a way to calm traffic and enhance safety. Their consistent message is clear: speed humps are not only wanted, but they are believed to be a vital solution for protecting children, pedestrians, and all those who live, walk, and bike in our neighborhoods. This policy is a direct response to that call for action, establishing a formal process that empowers residents to help shape safer, more livable streets.

Speed humps provide the opportunity to reduce speeds along a local residential street, rather than just at specific locations. Speed humps should not be confused with speed “bumps” which are tools typically used in parking lots or areas where pedestrian traffic is prevalent and traffic speeds should not exceed five to ten miles per hour. Speed humps, however, are intended to be negotiated at a comfortable rate of speed, typically at the posted speed limit or at the posted advisory speeds. Their purpose is not to drastically reduce vehicle speeds or impede traffic flow.

### **Purpose**

This policy establishes a process for evaluating, approving, installing, and potentially removing speed humps on public residential streets in the City of Oakdale. Speed humps are intended to reduce vehicle speeds, discourage cut-through traffic, and enhance pedestrian safety in residential neighborhoods.

### **Definitions**

- **Speed Hump:** A gradual raised area in the roadway, typically 12 to 22 feet in length and 3 to 4 inches in height, designed to reduce speeds to 15–25 mph.
- **Speed Bump:** A shorter, more abrupt traffic-calming measure (not allowed under this policy).
- **85th Percentile Speed:** The speed at or below which 85% of vehicles are traveling, used to evaluate the need for traffic calming.

### **Eligibility Criteria**

To qualify for speed hump installation, the following minimum requirements must be met:

- The street must be classified as Local Residential with a posted speed limit of 25 mph or 30 mph.
- The street must have two-way traffic with one lane per direction.
- Average daily traffic volume must not exceed 3,500 vehicles.



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- Pavement width shall not exceed 40 feet.
- The street must be at least 700 feet in continuous length.
- The street must not exceed an 8% grade and must have adequate sight distance.
- The street must not be classified as an arterial or collector route, nor be a primary emergency response route, as confirmed by police and fire departments.
- A traffic engineering study must show that the 85th percentile speed is at least 7 mph above the posted speed limit or 60% of traffic exceeds the posted speed.
- This does not include new developments.

**Request & Petition Process**

**A. Initial Request**

- Must be initiated by a neighborhood association or by a petition submitted by residents.
- A Speed Hump Request Form (Exhibit A) must identify the street segment to be evaluated and the petition area.

**B. Petition Requirements**

- A petition must demonstrate at least 75% support from households adjacent to the proposed speed hump segment. i.e., the property line must touch the street affected by the speed hump if installed or as determined by the City Engineer or the Traffic Issues Committee.
- Each household is permitted one vote; multi-unit properties count as one household.
- The petitioner must sign a Verification Statement (Exhibit B) to confirm the validity of signatures.

**Evaluation & Approval**

- City staff will conduct a site inspection, traffic volume and speed study, and consult with emergency services.
- A minimum point threshold (e.g., 100 points) will be applied based on street geometry and traffic conditions.
- The request must be approved by the traffic safety committee, which consists of the following:
  - City Manager
  - Public Services Director



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- Police Chief
- City Engineer
- And can also include:
  - One council member
  - One community member
  - One traffic officer
- If all criteria are met, the project is presented to the City Council for funding and approval. Funding can come from residents.
- Notification of all affected residents will occur at least 3 weeks prior to the Council presentation.

#### **Funding & Cost Sharing**

- Installation is subject to available funding.
- If budgeted funds are exhausted or unavailable, residents may opt to self-fund installation to expedite the process.
  - Self-funded projects will also fund all signs/notifications/markings consistent with the requirements of this policy.
  - The City of Oakdale will administer all self-funded installations.
- A special assessment district may be established if warranted by the Council.

#### **Design & Installation**

- Speed humps must comply with MUTCD, Caltrans, and City of Oakdale standards.
- Typical spacing: 200–600 feet between humps.
- Shall not be located:
  - In front of driveways (unless the resident consents),
  - Over manholes or drainage structures,
  - Within 200 feet of intersections or 25 feet of fire hydrants.
- Advance warning signs and pavement markings are mandatory.

#### **Removal Process**

- A petition signed by at least 75% of adjacent households must be submitted to initiate removal.



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- Humps must remain in place for a minimum of 12 months before removal is considered if petitioned by residents.
- City of Oakdale reserves the right to remove speed humps at any time.
- If removed by petition, the same street is ineligible for reapplication for 5 years.

**Appeals & Exceptions**

- Streets not meeting eligibility may submit a written appeal to the Public Works Department and be reviewed on a case-by-case basis.
- Staff may adjust petition boundaries in areas likely to experience diverted traffic.



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**Speed Hump Request Form**

Street Requested: \_\_\_\_\_

Boundary Area From: \_\_\_\_\_ To: \_\_\_\_\_

Contact Person:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Neighborhood Association (if applicable): \_\_\_\_\_

For HOA requests, attach meeting minutes showing Board approval.

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**Petition for Speed Hump Installation**



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**City of Oakdale – Speed Hump Criteria Checklist**

Date: \_\_\_\_\_

Street Name: \_\_\_\_\_

Limits (From – To): \_\_\_\_\_

**Petition Requirement**

| Criteria                                                             | YES                      | NO                       | Comments                      |
|----------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------|
| Petition includes signatures from $\geq 75\%$ of adjacent households | <input type="checkbox"/> | <input type="checkbox"/> | Must be met before proceeding |

**Street & Traffic Criteria (Minimum Score to Qualify: 85 out of 100)**

| # | Evaluation Factor                                                            | Weight (Points) | Data | YES                      | NO                       |
|---|------------------------------------------------------------------------------|-----------------|------|--------------------------|--------------------------|
| 1 | Street is a local residential street (not collector/arterial)                | 15              |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 | Posted speed limit is 25 mph or 30 mph                                       | 5               |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 | 85th percentile speed is $\geq 33$ mph OR 60% of vehicles exceed 25 mph      | 15              |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 | Street width is 40 feet or less, with curb & gutter or adequate edge control | 5               |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 5 | One lane in each direction (no center turn lane)                             | 5               |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 6 | Average daily traffic does not exceed 3,500 vehicles per day                 | 5               |      | <input type="checkbox"/> | <input type="checkbox"/> |
| 7 | Grade is $\leq 8\%$                                                          | 5               |      | <input type="checkbox"/> | <input type="checkbox"/> |



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|    |                                                                   |    |  |                          |                          |
|----|-------------------------------------------------------------------|----|--|--------------------------|--------------------------|
| 8  | Segment is at least 700 feet                                      | 5  |  | <input type="checkbox"/> | <input type="checkbox"/> |
| 9  | Not an isolated block or cul-de-sac (<800 ft)                     | 5  |  | <input type="checkbox"/> | <input type="checkbox"/> |
| 10 | Adequate sight distance (horizontal and vertical alignment)       | 5  |  | <input type="checkbox"/> | <input type="checkbox"/> |
| 11 | Street is not scheduled for resurfacing within the next 18 months | 5  |  | <input type="checkbox"/> | <input type="checkbox"/> |
| 12 | Not a primary emergency access route (as determined by Fire/PD)   | 20 |  | <input type="checkbox"/> | <input type="checkbox"/> |

**Scoring Summary**

Total Score: \_\_\_\_\_ / 100

Qualified ( $\geq 85$ )?: ☐ YES ☐ NO

Optional Notes

Collision History (past 3 years):

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If there are more than two collisions within the boundaries of the proposed speed hump due to excessive speed, add 2.5 points for each collision beyond the first two.

City Staff/Engineer Notes:

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