

COUNCIL POLICY			
Subject: POLICY OF THE CITY OF SANTA ROSA RELATIVE TO THE USE OF ROAD UNDULATIONS FOR TRAFFIC CONTROL	Policy Number	Effective Date	Number of Pages
	000-14	4-16-91	1 of 1

BACKGROUND: The use of road undulations is not intended as a solution for all traffic and speed control problems. It will be the policy that the City Traffic Engineer carefully review the request for the installation of a road undulation to ensure that the proposed location and attending circumstances meet all of the criteria outlined in this policy. If a location does not meet these criteria, it will be at the discretion of the City Engineer to recommend approval of the installation of road undulations to the City Council. A location not meeting the criteria will not automatically be entitled to the installation of road undulations.

PURPOSE: The purpose of this policy is to set forth the criteria by which the installation of road undulations may be recommended to the City Council by the City Traffic Engineer and to identify the conditions under which they may be installed.

POLICY: The criteria by which a new request for road undulations will be evaluated are as follows:

- A. Road undulations shall be considered for local streets only. Local streets are, by definition, intended to serve the neighborhood only. To qualify for road undulations, it must be determined that the local street is being used by at least 500 through vehicles per day and has a total volume of not more than 3,000 vehicles per day. In the event that the street volume exceeds 3,000 vehicles per day, other alternative measures will be explored prior to the implementation of undulations.
- B. Road undulations shall be considered only where the speed limit is 25 mph or 30 mph and where the 85th percentile speed, based on a sample which either includes a minimum of 100 vehicles or is gathered in a maximum of one-and-a-half hours, exceeds 35 mph.
- C. A substantial majority of the residents must be in support of the installation of road undulations. Impacts to streets which might be affected by diverted traffic must be evaluated and the effect on adjacent property owners taken into consideration during the decision making process.
- D. The street on which the road undulations are proposed to be installed shall have a width of no more than 36 feet and good vertical sight distance, pavement surface quality, horizontal sight distance, drainage and street lighting. The street must be free of unusual features which might affect the safe operation of road undulations.
- E. The City Traffic Engineer shall recommend to the City Council the location and number of road undulations for a particular street.
- F. The City Council shall review the recommendations of the City Traffic Engineer and make the final determination of whether the recommended road undulations shall be installed. No road undulations shall be installed unless specifically approved by the City Council.
- G. Any installation of road undulations shall be at City expense, constructed to design criteria established by the City Traffic Engineer, and subject to future modification or removal if deemed in the best interests of the City.

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Modified by Reso. No. 20318
Modified by Reso. No. 17797
Adopted by Reso. No. 14598

Dated: 4-16-91
Dated: 3-18-86
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