



CITY OF SACRAMENTO

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December 8, 1981

City Council
Sacramento, California

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DEC 15 1981

Honorable Members in Session:

SUBJECT: Undulations on Amherst Street and 68th Avenue

SUMMARY

A group of citizens have objected to the undulations on Amherst Street and on 68th Avenue and have requested that they be removed. This report discusses the background and recommends that the undulations stay in place.

BACKGROUND INFORMATION

Undulations were placed on Amherst Street and 68th Avenue in October 1981. These were two of ten streets where undulations were placed this year. There are now undulations on 22 streets in the city, and funds have been appropriated to place them on ten additional streets this fiscal year.

Undulations are placed on streets that are more than 1,500' long between full 4-way intersections. They are mostly on neighborhood collector-type streets parallel to freeways, drainage ditches and railroad tracks where all of the side streets join at "T"-type intersections. The undulations are installed based on a priority list that rates the streets as to the traffic volume and the proportion of motorists driving over the speed limit. The higher volume streets and the streets with the most speeders are nearer the top of the priority list. Amherst Street is over a mile long and acts as a collector between Florin Road and Meadowview Road. Sixty-Eighth Avenue is about two miles long between Amherst and 29th Streets; however, only portions of 68th Avenue qualify for undulations.

We have received many complaints in the past about speeding on these streets. After publicity about undulations in the local press, many complaints turned into requests for undulations. A couple of community meetings were held in the area earlier this year, and undulations were discussed as a possible solution to the problems.

Before and after radar speed surveys indicate the average speed on Amherst Street was reduced two miles per hour, and the average speed on 68th Avenue was reduced four miles per hour as a result of placing undulations. The volume reduction appeared to be about 500 vehicles per day on Amherst Street and 200 vehicles per day on 68th Avenue. However, part of the volume change could be a result of the counts being made at different times during the year. To the extent that traffic may have been diverted to the major streets (Florin Road, Freeport Boulevard and Meadowview Road), the undulations are benefiting the neighborhood.

The citizens requesting removal submitted a petition when they appeared before the City Council. The petition represents 65 households, ten of which were completely outside of the area in question. There are about 110 houses on Amherst Street but only one signature along that street. About 39 percent of the 75 households along the portion of 68th Avenue where the undulations have been placed signed the petition. The other 25 signatures were from various streets in the neighborhood. This petition seems to be representative of the general comments we receive about undulations. Generally, the majority of people on the street where the undulations have been placed are in favor of them but many people on surrounding streets are opposed.

One of the complaints we frequently hear about the undulations has to do with the signs and markings. We post reflectorized signs in advance of all undulations and place paint on the undulations themselves. We have developed a new pattern of paint, and the newer installations are much easier to see than the older ones. We have also started a program to place reflectorized buttons on the center line approaching and on top of all undulations. As weather permits, we will be placing these buttons on all undulations.

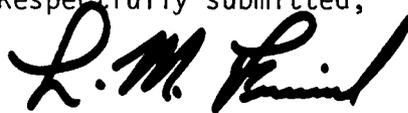
FINANCIAL DATA

There are five sets of undulations on Amherst Street and three sets on 68th Avenue. In round numbers, it costs about \$1,300 per set to install undulations and about \$500 per set to remove them.

RECOMMENDATION

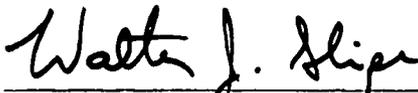
It is recommended that since there is nothing unique about the undulations on these two streets as compared to others, they should remain in place.

Respectfully submitted,



L. M. Frink
Traffic Engineer

Recommendation Approved:



Walter J. Slife, City Manager

LMF/mf

December 15, 1981
District 8

