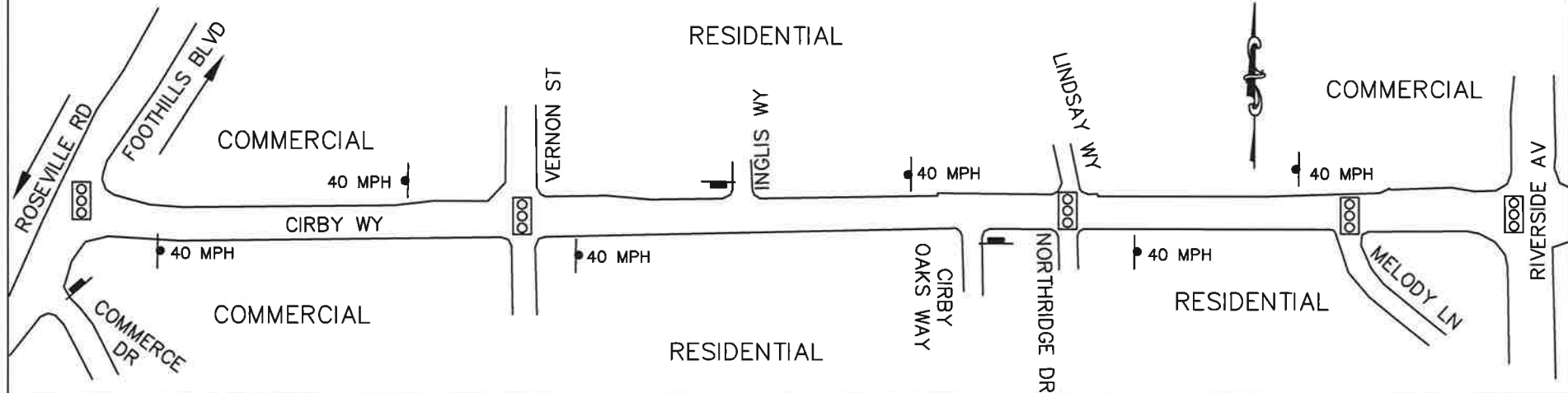


STRIP MAP



| | |
|-------------------------|--------|
| ROADWAY WIDTH | 75' |
| NO. OF LANES | 4 |
| ADT | 40,664 |
| DIVIDER TYPE | VARIES |
| CRITICAL SPEED (85th %) | 45.3 |
| PACE SPEED | 36-45 |
| 3-YEAR ACCIDENT HISTORY | 54 |
| EXISTING SPEED LIMIT | 40 MPH |
| RECOM. SPEED LIMIT | 40 MPH |
| SEGMENT LENGTH | .71 MI |

| | | | |
|--------|------------|------------------|----------------|
| LEGEND | STOP SIGNS | SPEED LIMIT SIGN | TRAFFIC SIGNAL |
|--------|------------|------------------|----------------|

| | | | | |
|-----|-------|-----|---|---|
| MPH | 61-75 | 0 | ROADSIDE COND. | |
| | 51-60 | 6 | | SCHOOL <input type="checkbox"/> |
| | 41-50 | 88 | | RESIDENCE <input checked="" type="checkbox"/> |
| | 31-40 | 102 | | BUSINESS <input checked="" type="checkbox"/> |
| | 1-30 | 4 | | PARKS <input type="checkbox"/> |
| | | | OPEN SPACE <input type="checkbox"/> | |
| | | | BIKEWAY <input checked="" type="checkbox"/> | |

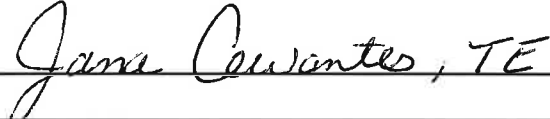
COMMENTS: NO PARKING ON BOTH SIDES OF STREET. CLASS II BIKE LANES. NUMEROUS COMMERCIAL DRIVEWAYS.

SOME RECOVERY AREA NO RECOVERY AREA
SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: CIRBY WY
Limits: FOOTHILLS BL (S)
RIVERSIDE AV

Field Observer: J. PASTOR/R. YAKI
Checked By: J. CERVANTES
Date: 5/26/2016

| | | | |
|--|--|-----------------------|-------------|
| Factors | Direction: <u>East/West</u> | | |
| <u>A. Prevailing Speed Data</u> | | | |
| Location of Survey | Across from Inglis Way | | |
| 85th Percentile | 45.3 | | |
| 10 mph Pace | 36 - 45 | | |
| Percent in Pace | 73.5% | | |
| Posted Speed Limit | 40 | | |
| <u>B. Collision History</u> | | | |
| Date Range Covered | 5/26/2013 | To 5/26/2016 | (3 Years) |
| Total Collisions | 54 | | |
| Collision Rate (Acc/MVM) | 1.383 | | |
| Expected Collision Rate | 2.55 | | |
| <u>C. Traffic Factors</u> | | | |
| Average Daily Traffic | 40664 | | |
| Length of Segment | 4623 | | |
| Lane Configuration | 2 Lanes Each Direction with Left Turn Channelization | | |
| Street Classification | Arterial | | |
| <u>D. Conditions Not Readily Apparent</u> | | | |
| Conditions | See: Roadside Conditions on the Speed Zone Survey Map | | |
| Roadway Geometrics | Straight and level | | |
| Comments | Numerous commercial driveways; traffic congestion; class II bike lanes; high accident occurrence | | |
| <u>E. Adjacent Land Use</u> | | | |
| | Commercial | | |
| Posted Speed Limit | 40 | | |
| Speed Limit Change? | No | | |
| Revised Speed Limit | 40 | | |
| Approved and Authorized for release by City of Roseville Traffic Engineering Department: | | | |
|  <u>Jana Cervantes, TE</u> | | <u>2-7-17</u> Date | Loc. # |



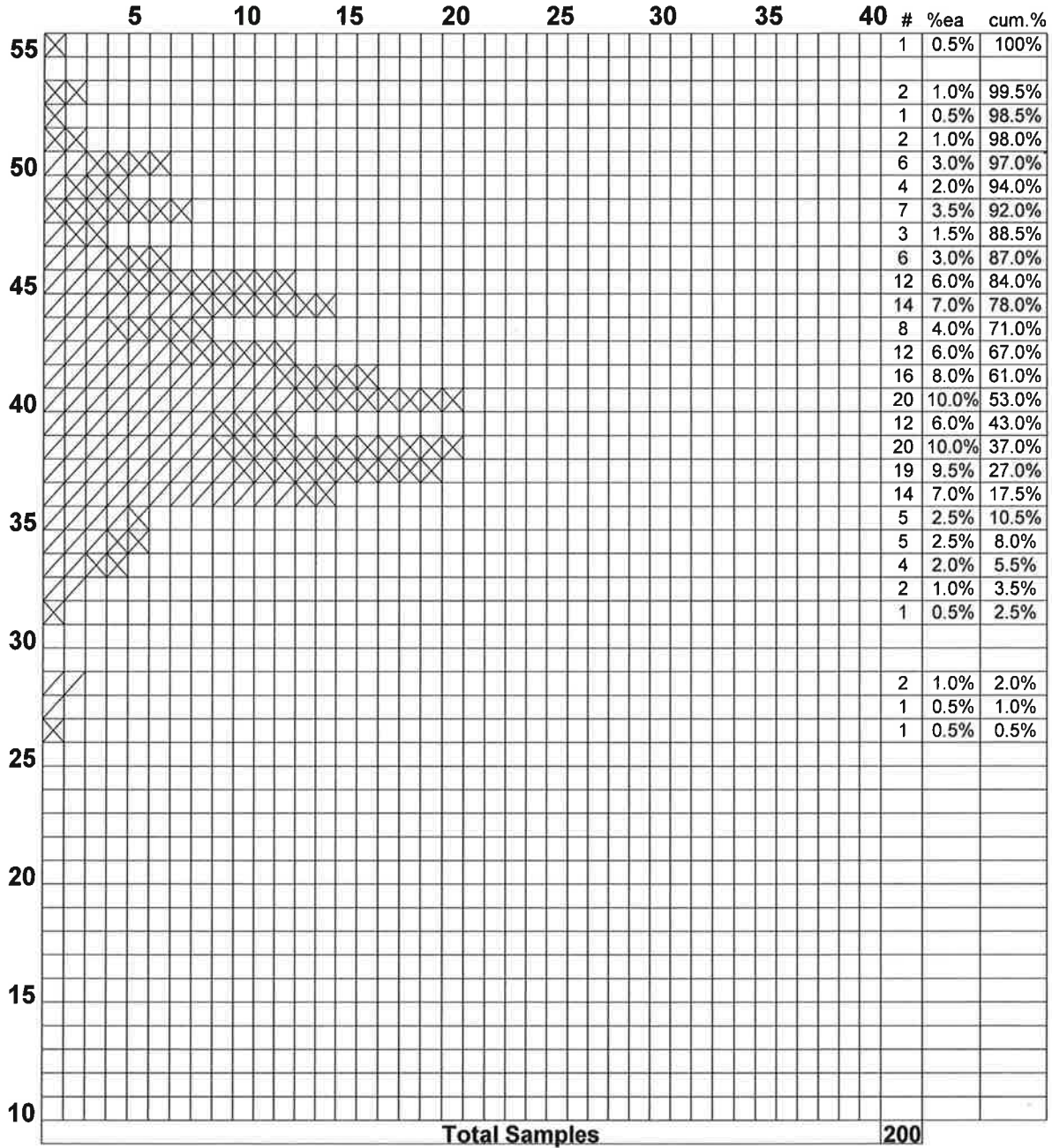
**City of Roseville
Traffic Engineering Department**

Street Name: CIRBY WY

Limits: FOOTHILLS BL (S) to RIVERSIDE AV

Radars Survey Sheet

X=West /=East



85th Percentile Speed: 45.3
 50th Percentile Speed: 39.7
 15th Percentile Speed: 35.6
 10 MPH Pace: 36-45
 Number in Pace: 147
 Percent in Pace: 73.5%

Date of Survey: 5/26/2016 Start Time: 10:35
 Weather: Clear End Time: 10:57
 Road Condition: Good Posted Speed: 40
 Street Class.: Arterial
 Observer: J. PASTOR/R. YAKIMCHUK
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 5/25/16 Location # _____

Street Name: Cirby Way Observer: Jerome Roman

Limits: Foothills to Riverside Location of Survey: Across Ingle's Way

Weather: Sunny Roadway Geometrics: _____

Road Cond: _____ Conditions Not Apparent: _____

Posted Speed: 40 MPH Start Time: 10:35

Lane Config: _____ End Time: 10:57

Adjacent Land Use: _____

Street Classification: Arterial - Collector - Local Collision Start Date: _____

Average Daily Traffic: _____ Collision End Date: _____

Segment Length: _____ Collision Period: _____

Speed Limit Changed? Yes - No Total Collisions: _____

Revised Limit: _____ Collision Rate: _____

Checked By: _____ Expected Collision Rate: _____

Direction: ~~WB~~ EB

Direction: ~~EB~~ WB

| | | | | | | | | | |
|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|
| 1. <u>41</u> | 21. <u>40</u> | 41. <u>33</u> | 61. <u>38</u> | 81. <u>44</u> | 1. <u>33</u> | 21. <u>48</u> | 41. <u>40</u> | 61. <u>46</u> | 81. <u>38</u> |
| 2. <u>40</u> | 22. <u>36</u> | 42. <u>36</u> | 62. <u>36</u> | 82. <u>40</u> | 2. <u>37</u> | 22. <u>45</u> | 42. <u>42</u> | 62. <u>44</u> | 82. <u>38</u> |
| 3. <u>36</u> | 23. <u>32</u> | 43. <u>42</u> | 63. <u>36</u> | 83. <u>47</u> | 3. <u>39</u> | 23. <u>46</u> | 43. <u>44</u> | 63. <u>37</u> | 83. <u>33</u> |
| 4. <u>35</u> | 24. <u>34</u> | 44. <u>40</u> | 64. <u>37</u> | 84. <u>46</u> | 4. <u>38</u> | 24. <u>40</u> | 44. <u>45</u> | 64. <u>40</u> | 84. <u>34</u> |
| 5. <u>40</u> | 25. <u>43</u> | 45. <u>40</u> | 65. <u>41</u> | 85. <u>41</u> | 5. <u>38</u> | 25. <u>37</u> | 45. <u>41</u> | 65. <u>38</u> | 85. <u>38</u> |
| 6. <u>38</u> | 26. <u>44</u> | 46. <u>39</u> | 66. <u>45</u> | 86. <u>41</u> | 6. <u>48</u> | 26. <u>40</u> | 46. <u>42</u> | 66. <u>40</u> | 86. <u>38</u> |
| 7. <u>37</u> | 27. <u>40</u> | 47. <u>28</u> | 67. <u>38</u> | 87. <u>41</u> | 7. <u>42</u> | 27. <u>38</u> | 47. <u>53</u> | 67. <u>41</u> | 87. <u>38</u> |
| 8. <u>340</u> | 28. <u>36</u> | 48. <u>37</u> | 68. <u>47</u> | 88. <u>50</u> | 8. <u>46</u> | 28. <u>38</u> | 48. <u>45</u> | 68. <u>43</u> | 88. <u>26</u> |
| 9. <u>33</u> | 29. <u>40</u> | 49. <u>36</u> | 69. <u>44</u> | 89. <u>45</u> | 9. <u>42</u> | 29. <u>37</u> | 49. <u>45</u> | 69. <u>38</u> | 89. <u>40</u> |
| 10. <u>49</u> | 30. <u>36</u> | 50. <u>36</u> | 70. <u>42</u> | 90. <u>38</u> | 10. <u>47</u> | 30. <u>45</u> | 50. <u>43</u> | 70. <u>50</u> | 90. <u>43</u> |
| 11. <u>44</u> | 31. <u>32</u> | 51. <u>37</u> | 71. <u>42</u> | 91. <u>50</u> | 11. <u>39</u> | 31. <u>50</u> | 51. <u>53</u> | 71. <u>48</u> | 91. <u>37</u> |
| 12. <u>39</u> | 32. <u>44</u> | 52. <u>35</u> | 72. <u>44</u> | 92. <u>46</u> | 12. <u>38</u> | 32. <u>31</u> | 52. <u>52</u> | 72. <u>48</u> | 92. <u>36</u> |
| 13. <u>35</u> | 33. <u>38</u> | 53. <u>41</u> | 73. <u>43</u> | 93. <u>42</u> | 13. <u>37</u> | 33. <u>41</u> | 53. <u>51</u> | 73. <u>45</u> | 93. <u>43</u> |
| 14. <u>36</u> | 34. <u>42</u> | 54. <u>37</u> | 74. <u>37</u> | 94. <u>41</u> | 14. <u>48</u> | 34. <u>40</u> | 54. <u>45</u> | 74. <u>41</u> | 94. <u>37</u> |
| 15. <u>36</u> | 35. <u>44</u> | 55. <u>39</u> | 75. <u>43</u> | 95. <u>39</u> | 15. <u>45</u> | 35. <u>49</u> | 55. <u>47</u> | 75. <u>44</u> | 95. <u>42</u> |
| 16. <u>41</u> | 36. <u>46</u> | 56. <u>37</u> | 76. <u>35</u> | 96. <u>37</u> | 16. <u>44</u> | 36. <u>48</u> | 56. <u>41</u> | 76. <u>37</u> | 96. <u>51</u> |
| 17. <u>41</u> | 37. <u>27</u> | 57. <u>38</u> | 77. <u>37</u> | 97. <u>36</u> | 17. <u>37</u> | 37. <u>48</u> | 57. <u>43</u> | 77. <u>35</u> | 97. <u>55</u> |
| 18. <u>38</u> | 38. <u>41</u> | 58. <u>40</u> | 78. <u>39</u> | 98. <u>38</u> | 18. <u>44</u> | 38. <u>42</u> | 58. <u>36</u> | 78. <u>45</u> | 98. <u>37</u> |
| 19. <u>46</u> | 39. <u>28</u> | 59. <u>39</u> | 79. <u>40</u> | 99. <u>34</u> | 19. <u>44</u> | 39. <u>50</u> | 59. <u>49</u> | 79. <u>39</u> | 99. <u>39</u> |
| 20. <u>45</u> | 40. <u>39</u> | 60. <u>41</u> | 80. <u>39</u> | 100. <u>34</u> | 20. <u>44</u> | 40. <u>49</u> | 60. <u>50</u> | 80. <u>40</u> | 100. <u>34</u> |

Comments: