

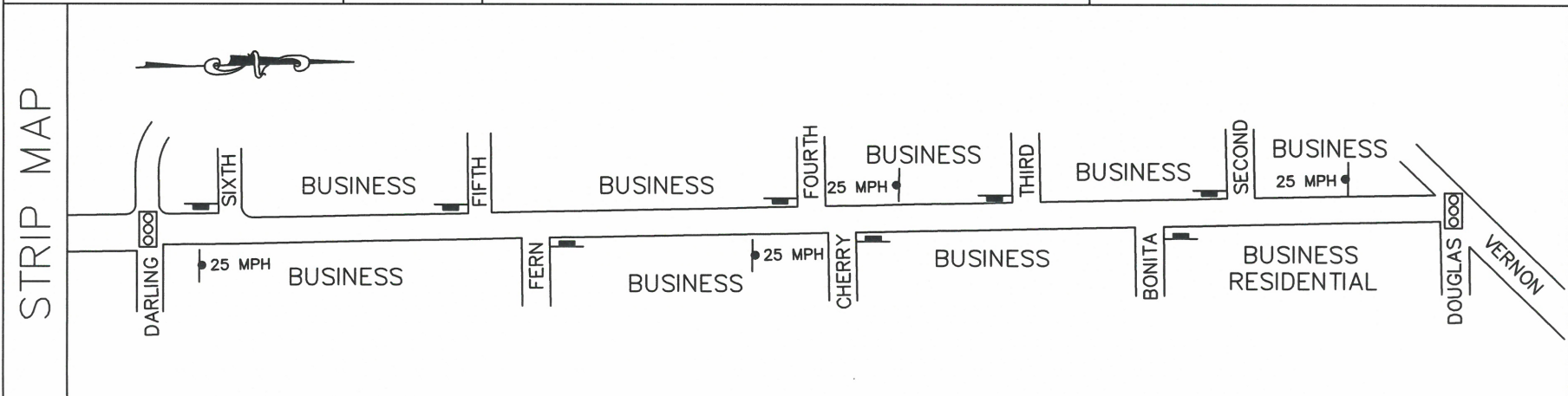


PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP  
SPEED ZONE SURVEY

ROAD NAME:

RIVERSIDE AVENUE  
Douglas to Darling



ROADWAY WIDTH	38'-42'
NO. OF LANES	2
ADT	13,082
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	28.7 MPH
PACE SPEED	21-30 MPH
3-YEAR ACCIDENT HISTORY	9
EXISTING SPEED LIMIT	25 MPH
RECOM. SPEED LIMIT	25 MPH
SEGMENT LENGTH	.53 MI.

LEGEND                      STOP SIGNS                      SPEED LIMIT SIGN                      TRAFFIC SIGNAL

MPH	61-75	0	ROADSIDE COND.	SCHOOL	<input type="checkbox"/>
	51-60	0		RESIDENCE	<input type="checkbox"/>
	41-50	0		BUSINESS	<input checked="" type="checkbox"/>
	31-40	17		PARKS	<input type="checkbox"/>
	1-30	183		OPEN SPACE	<input type="checkbox"/>
			BIKEWAY	<input checked="" type="checkbox"/>	

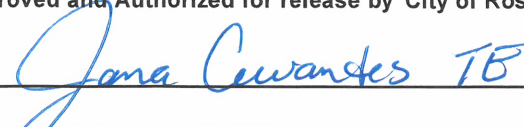
COMMENTS: BUSINESS DISTRICT  
PARKING ALLOWED ON BOTH SIDES OF STREET

SOME RECOVERY AREA  NO RECOVERY AREA   
SCHOOL ROUTE

# City of Roseville Engineering and Traffic Survey Summary

Street: RIVERSIDE AV  
Limits: DARLING WY  
DOUGLAS BL

Field Observer RY HC  
Checked By: J. CERVANTES  
Date: 8/13/2020

<b>Factors</b>	<b>Direction:</b> <u>North/South</u>
<b><u>A. Prevailing Speed Data</u></b>	
Location of Survey	150 FT NORTH OF 3RD ST
85th Percentile	28.7
10 mph Pace	21 - 30
Percent in Pace	86.0%
Posted Speed Limit	25
<b><u>B. Collision History</u></b>	
Date Range	5/15/2017 To 5/15/2020 ( 3 Years )
Total Collisions	9
Collision Rate (Acc/MVM)	1.177
Expected Collision Rate	2.95
<b><u>C. Traffic Factors</u></b>	
Average Daily Traffic	13082
Length of Segment	2814
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
<b><u>D. Conditions Not Readily Apparent</u></b>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Narrow roadway & curbside parking
Comments	
<b><u>E. Adjacent Land Use</u></b>	
	Business District
Posted Speed Limit	25
Speed Limit Change?	No
Revised Speed Limit	
Approved and Authorized for release by City of Roseville Traffic Engineering Department:	
 <hr style="width: 80%; margin: 0 auto;"/>	<u>11-18-2020</u> Date
	Loc. #

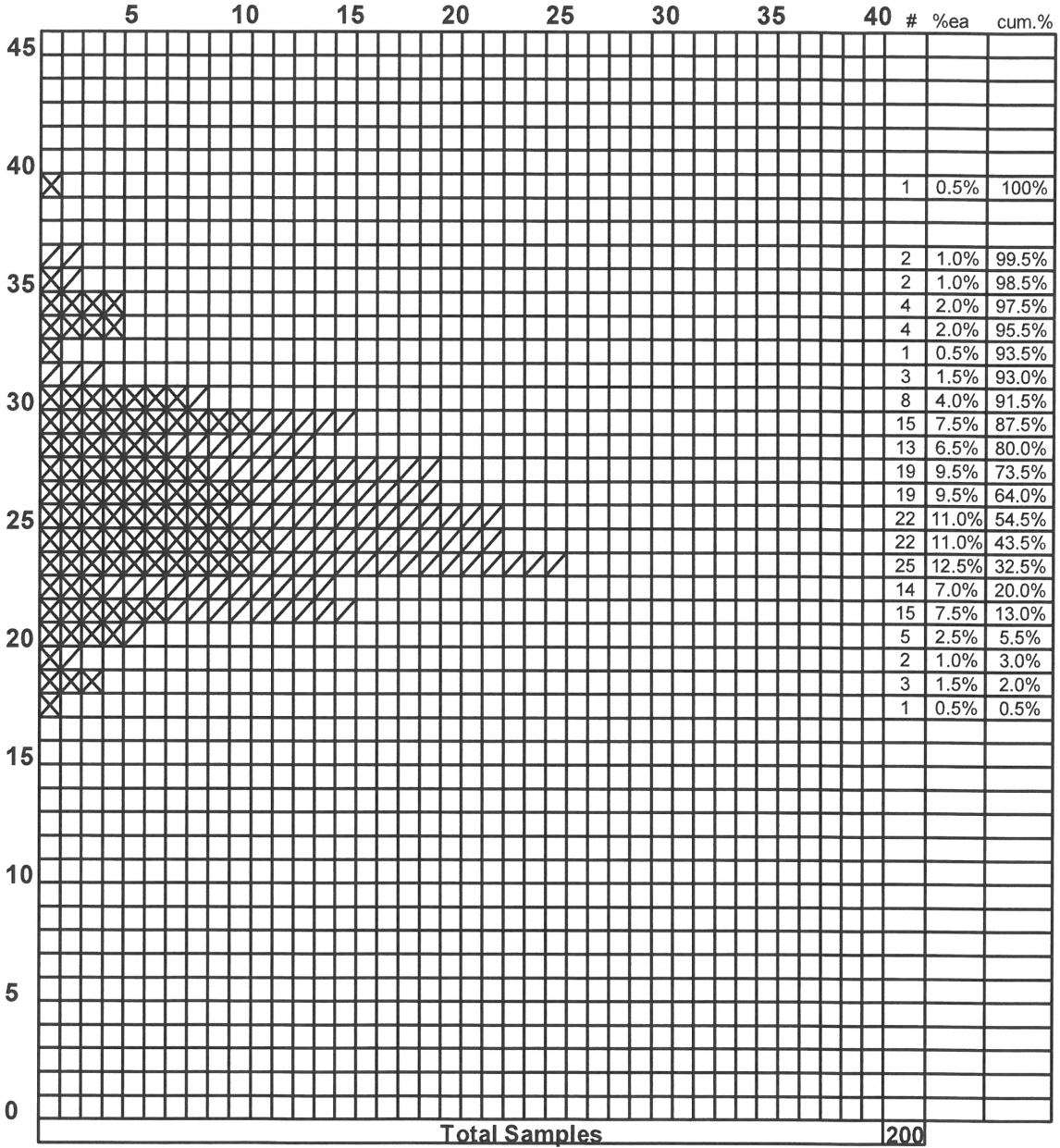
**City of Roseville  
Traffic Engineering Department**

Street Name: RIVERSIDE AV

Limits: DARLING WY to DOUGLAS BL

**Radars Survey Sheet**

X=North /=South



85th Percentile Speed: 28.7  
 50th Percentile Speed: 24.6  
 15th Percentile Speed: 21.3  
 10 MPH Pace: 21- 30  
 Number in Pace: 172  
 Percent in Pace: 86.0%

Date of Survey: 8/13/2020      Start Time: 10:58  
 Weather: Clear      End Time: 11:38  
 Road Condition: Good      Posted Speed: 25  
 Street Class.: Secondary Arterial  
 Observer: RY HC  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department**

**Lidar Speed Data Worksheet**

Date: 8/13/2020 Location # \_\_\_\_\_  
 Street Name: RIVERSIDE AVE Observer: HC RY  
 Limits: DOUGLAS BLVD TO DARLINGWAY Location of Survey: DARLINGWAY, 150' NORTH  
3 RD ST  
 Weather: CLAR Roadway Geometrics: \_\_\_\_\_  
 Road Cond: GOOD Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 25 Start Time: 10:58  
 Lane Config: \_\_\_\_\_ End Time: 11:38  
 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: NB

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

Direction: SB

1. <u>25</u>	21. <u>23</u>	41. <u>29</u>	61. <u>22</u>	81. <u>24</u>
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10. <u>24</u>	30. <u>31</u>	50. <u>24</u>	70. <u>19</u>	90. <u>23</u>
11. <u>26</u>	31. <u>27</u>	51. <u>26</u>	71. <u>22</u>	91. <u>22</u>
12. <u>22</u>	32. <u>21</u>	52. <u>29</u>	72. <u>26</u>	92. <u>23</u>
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17. <u>24</u>	37. <u>28</u>	57. <u>23</u>	77. <u>23</u>	97. <u>21</u>
18. <u>25</u>	38. <u>30</u>	58. <u>27</u>	78. <u>22</u>	98. <u>27</u>
19. <u>22</u>	39. <u>24</u>	59. <u>21</u>	79. <u>27</u>	99. <u>26</u>
20. <u>24</u>	40. <u>28</u>	60. <u>27</u>	80. <u>24</u>	100. <u>23</u>

Comments: