

B:\Public Works\Traffic\Speed Surveys\2022\Reports\2022\Reports_Vernon_St-Cirby_Way_to_Sixth_Street\Reports_Vernon St - Cirby to Sixth.dwg



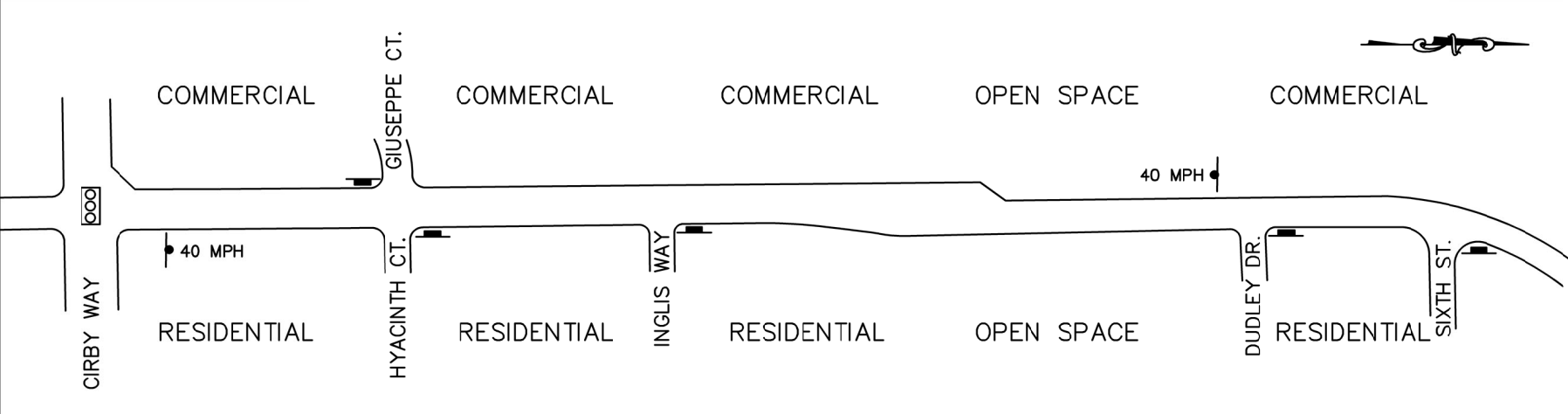
PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP
SPEED ZONE SURVEY

ROAD NAME:

VERNON STREET
Cirby to Sixth

STRIP MAP



ROADWAY WIDTH	42'
NO. OF LANES	2-4
ADT	8750
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	43.6 MPH
PACE SPEED	34-43 MPH
3-YEAR ACCIDENT HISTORY	5
EXISTING SPEED LIMIT	40 MPH
RECOM. SPEED LIMIT	40 MPH
SEGMENT LENGTH	.50 MI.

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH	61-75	0	ROADSIDE COND.
	51-60	3	
	41-50	60	
	31-40	129	
	1-30	8	
			SCHOOL <input type="checkbox"/>
			RESIDENCE <input checked="" type="checkbox"/>
			BUSINESS <input checked="" type="checkbox"/>
			PARKS <input type="checkbox"/>
			OPEN SPACE <input checked="" type="checkbox"/>
			BIKEWAY <input type="checkbox"/>

COMMENTS: NO PARKING ON BOTH SIDES OF STREET. (UPDATE)

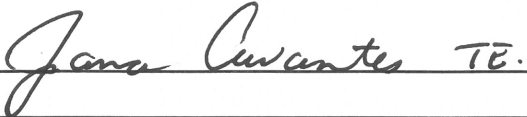
SOME RECOVERY AREA NO RECOVERY AREA

SCHOOL ROUTE

City of Roseville Engineering and Traffic Survey Summary

Street: VERNON ST
Limits: CIRBY WY
SIXTH ST

Field Observer: AJ & AZ
Checked By: J CERVANTES
Date: 2/23/2022

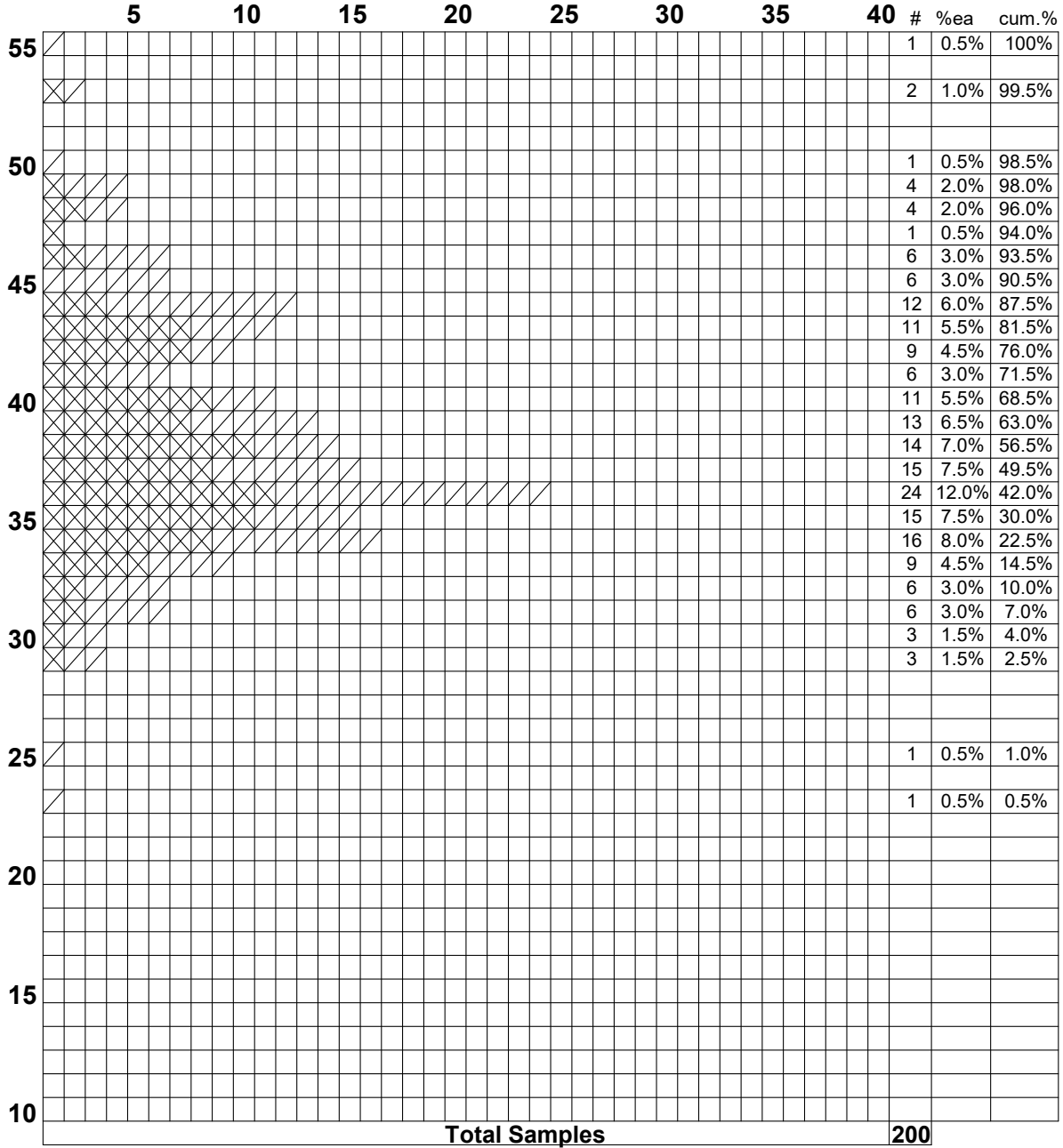
Factors	Direction: <u>North/South</u>
<u>A. Prevailing Speed Data</u>	
Location of Survey	150 ft South of Hyacinth facing North
85th Percentile	43.6
10 mph Pace	34 - 43
Percent in Pace	67.0%
Posted Speed Limit	40
<u>B. Collision History</u>	
Date Range	3/24/2019 To 3/24/2022 (3 Years)
Total Collisions	5
Collision Rate (Acc/MVM)	1.033
Expected Collision Rate	2.95
<u>C. Traffic Factors</u>	
Average Daily Traffic	8750
Length of Segment	2663
Lane Configuration	Single Lane Each Direction
Street Classification	Secondary Arterial
<u>D. Conditions Not Readily Apparent</u>	
Conditions	See: Roadside Conditions on the Speed Zone Survey Map
Roadway Geometrics	Vertical Curve
Comments	Numerous commercial driveways; Residential side streets; Moderate accident occurrence
<u>E. Adjacent Land Use</u>	
	Multi Family Residential
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>9-22-2022</u> Date
	Loc. #

**City of Roseville
Traffic Engineering Department**

Street Name: VERNON ST
Limits: CIRBY WY to SIXTH ST

Radar Survey Sheet

X=North / =South



85th Percentile Speed: 43.6
50th Percentile Speed: 37.1
15th Percentile Speed: 33.1
10 MPH Pace: 34- 43
Number in Pace: 134
Percent in Pace: 67.0%

Date of Survey: 2/23/2022 Start Time: 8:48
Weather: Clear End Time: 9:26
Road Condition: Good Posted Speed: 40
Street Class.: Secondary Arterial
Observer: AJ& AZ
Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville
Traffic Engineering Department**

Lidar Speed Data Worksheet

Date: 2/23/22 Location # _____

Street Name: Vernon ST Observer: Alexis Johnson / Alex Zasso

Limits: Cirby to Sixth Location of Survey: _____

Weather: Clear

Road Cond: Good

Posted Speed: _____

Lane Config: _____

Adjacent Land Use: _____

Roadway Geometrics: _____

Conditions Not Apparent: _____

Start Time: 8:48 AM

End Time: 9:26 AM

Street Classification: Arterial - Collector - Local

Average Daily Traffic: _____

Segment Length: _____

Speed Limit Changed? Yes - No

Revised Limit: _____

Checked By: _____

Collision Start Date: _____

Collision End Date: _____

Collision Period: _____

Total Collisions: _____

Collision Rate: _____

Expected Collision Rate: _____

Direction: NB

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

Direction: SB

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