



PUBLIC WORKS DEPT.

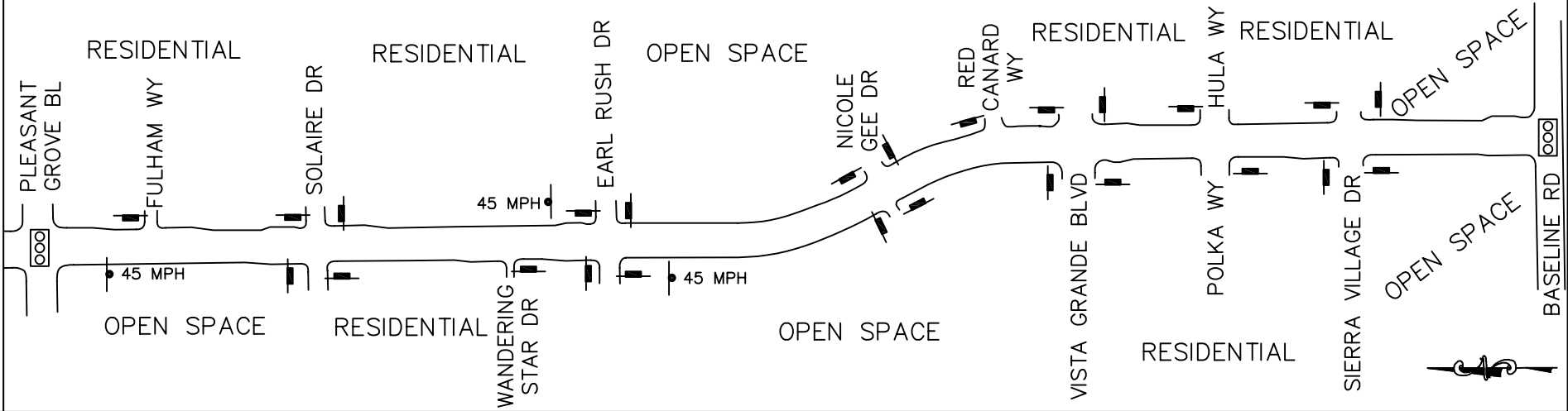
# TRAFFIC ENGINEERING AND SPEED MAP SPEED ZONE SURVEY

ROAD NAME:

## WESTBROOK BLVD

PLEASANT GROVE BLVD TO BASELINE RD

STRIP MAP



ROADWAY WIDTH	95'
NO. OF LANES	4
ADT	6034
DIVIDER TYPE	RAISED
CRITICAL SPEED (85th %)	49.0 MPH
PACE SPEED	39-48 MPH
3-YEAR ACCIDENT HISTORY	1
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	0.30 MI

LEGEND	STOP SIGNS	SPEED LIMIT SIGN	TRAFFIC SIGNAL
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MPH			ROADSIDE COND.
	61-75	5	SCHOOL <input type="checkbox"/>
51-60	25	RESIDENCE <input checked="" type="checkbox"/>	
41-50	141	BUSINESS <input type="checkbox"/>	
31-40	29	PARKS <input type="checkbox"/>	
1-30	0	OPEN SPACE <input checked="" type="checkbox"/>	
		BIKEWAY <input checked="" type="checkbox"/>	

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

SOME RECOVERY AREA  NO RECOVERY AREA   
 SCHOOL ROUTE



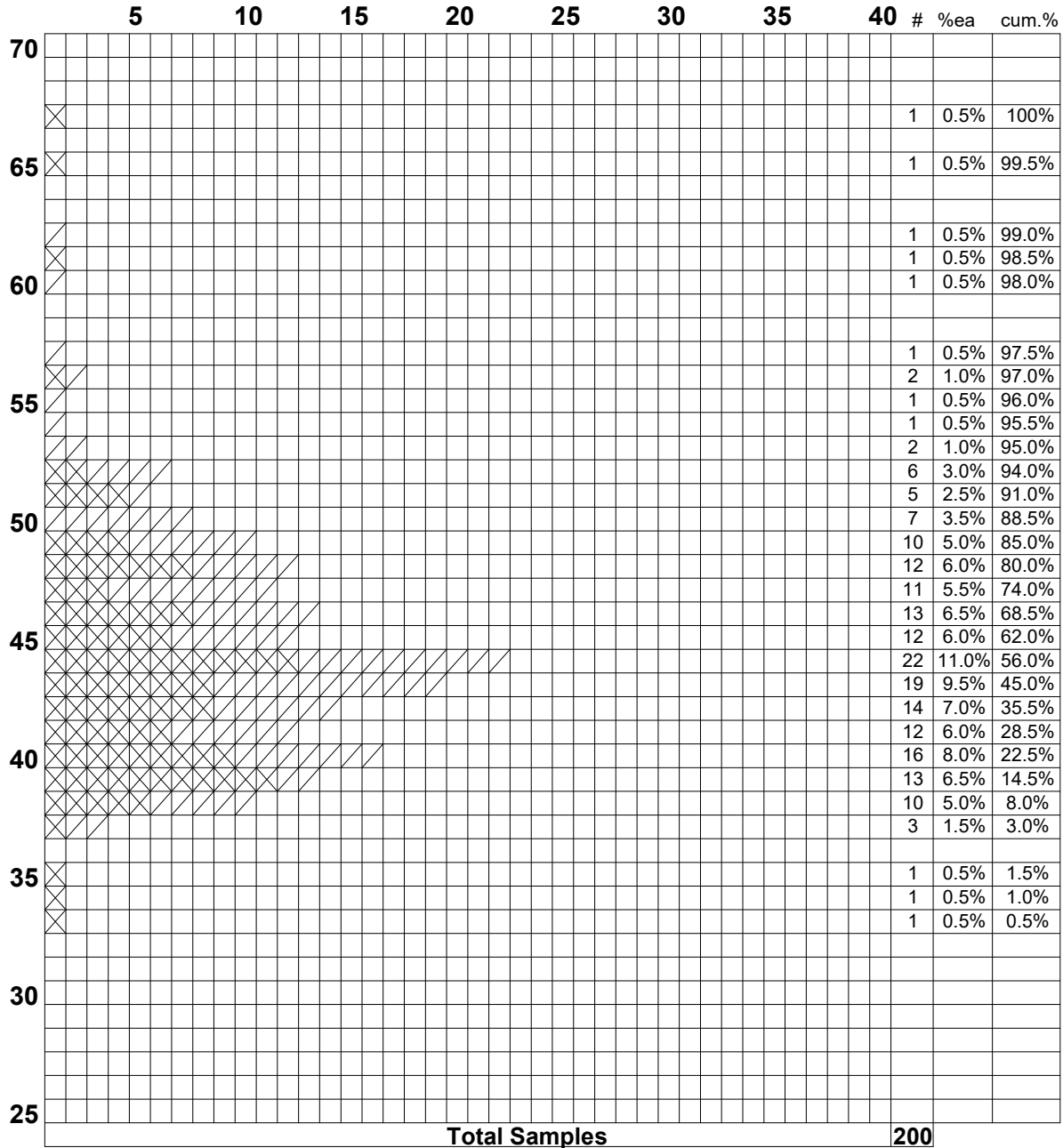
**City of Roseville  
Traffic Engineering Department**

Street Name: WESTBROOK BL

Limits: PLEASANT GROVE BL to BASELINE RD

**Radar Survey Sheet**

X=North /=South



85th Percentile Speed: 49.0  
 50th Percentile Speed: 43.5  
 15th Percentile Speed: 39.1  
 10 MPH Pace: 39- 48  
 Number in Pace: 144  
 Percent in Pace: 72.0%

Date of Survey: 10/17/2024      Start Time: 12:44  
 Weather: Cloudy      End Time: 14:06  
 Road Condition: Good      Posted Speed: 45  
 Street Class.: Arterial  
 Observer: C PARKS  
 Conditions not Apparent: See: Roadside Conditions on the Speed Zone Survey Map

**City of Roseville  
Traffic Engineering Department  
Lidar Speed Data Worksheet**

Date: 10/17/24 Location # \_\_\_\_\_  
 Street Name: Westbrook Blvd Observer: OP  
 Limits: Pleasant Grove Blvd to Baseline Rd Location of Survey: Busturn cut 215' S/O Pleasant Grove  
Busturn cut 215' N/O Soldi re  
 Weather: Slightly cloudy Roadway Geometrics: \_\_\_\_\_  
 Road Cond: Good Conditions Not Apparent: \_\_\_\_\_  
 Posted Speed: 45 Start Time: 12:44pm  
 Lane Config: \_\_\_\_\_ End Time: 2:06pm  
 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

Direction: SB

1. <u>46</u>	21. <u>44</u>	41. <u>46</u>	61. <u>45</u>	81. <u>40</u>
2. <u>44</u>	22. <u>49</u>	42. <u>46</u>	62. <u>51</u>	82. <u>49</u>
3. <u>39</u>	23. <u>07</u>	43. <u>44</u>	63. <u>41</u>	83. <u>41</u>
4. <u>40</u>	24. <u>38</u>	44. <u>50</u>	64. <u>38</u>	84. <u>43</u>
5. <u>39</u>	25. <u>52</u>	45. <u>40</u>	65. <u>39</u>	85. <u>44</u>
6. <u>48</u>	26. <u>40</u>	46. <u>44</u>	66. <u>51</u>	86. <u>42</u>
7. <u>40</u>	27. <u>41</u>	47. <u>48</u>	67. <u>43</u>	87. <u>49</u>
8. <u>34</u>	28. <u>47</u>	48. <u>40</u>	68. <u>46</u>	88. <u>47</u>
9. <u>41</u>	29. <u>41</u>	49. <u>43</u>	69. <u>44</u>	89. <u>39</u>
10. <u>43</u>	30. <u>39</u>	50. <u>44</u>	70. <u>43</u>	90. <u>42</u>
11. <u>40</u>	31. <u>44</u>	51. <u>51</u>	71. <u>40</u>	91. <u>45</u>
12. <u>44</u>	32. <u>51</u>	52. <u>42</u>	72. <u>52</u>	92. <u>39</u>
13. <u>42</u>	33. <u>41</u>	53. <u>44</u>	73. <u>43</u>	93. <u>46</u>
14. <u>42</u>	34. <u>44</u>	54. <u>33</u>	74. <u>49</u>	94. <u>40</u>
15. <u>38</u>	35. <u>40</u>	55. <u>47</u>	75. <u>45</u>	95. <u>43</u>
16. <u>42</u>	36. <u>48</u>	56. <u>39</u>	76. <u>43</u>	96. <u>42</u>
17. <u>39</u>	37. <u>39</u>	57. <u>39</u>	77. <u>45</u>	97. <u>45</u>
18. <u>39</u>	38. <u>35</u>	58. <u>48</u>	78. <u>38</u>	98. <u>48</u>
19. <u>40</u>	39. <u>45</u>	59. <u>44</u>	79. <u>61</u>	99. <u>48</u>
20. <u>38</u>	40. <u>48</u>	60. <u>37</u>	80. <u>42</u>	100. <u>65</u>

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Comments: