CITY OF ROSEVILLE CALIFORNIA

PUBLIC WORKS DEPT.

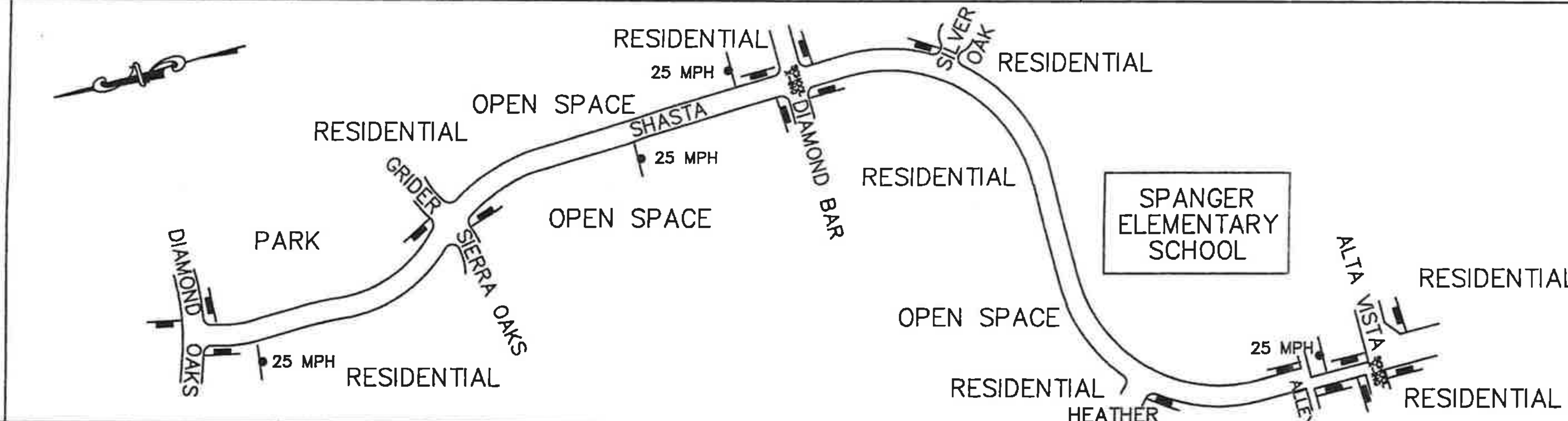
TRAFFIC ENGINEERING AND SPEED MAP

# SPEED ZONE SURVEY

ROAD NAME:

## SHASTA STREET
Diamond Oaks to Alta Vista

STRIP MAP




| | |
|---|---|
| ROADWAY WIDTH | 36' |
| NO. OF LANES | 2 |
| AADT | 3179 |
| DIVIDER TYPE | PAINTED |
| CRITICAL SPEED (85th %) | 31.3 MPH |
| PACE SPEED | 23–32 MPH |
| 3-YEAR ACCIDENT HISTORY | 3 |
| EXISTING SPEED | 25 MPH |
| RECOM. SPEED | 25 MPH |
| SEGMENT LENGTH | .70 MI. |

LEGEND: STOP SIGN; SPEED LIMIT SIGN; TRAFFIC SIGNAL

| MPH | |
|---|---|
| 61–75 | 0 |
| 51–60 | 0 |
| 41–50 | 0 |
| 31–40 | 43 |
| 1–30 | 157 |

ROADSIDE COND.

| | |
|---|---|
| SCHOOL | ☒ |
| RESIDENCE | ☒ |
| BUSINESS | ☐ |
| PARKS | ☒ |
| OPEN SPACE | ☒ |
| BIKEWAY | ☐ |

COMMENTS: PARKING ALLOWED ON BOTH SIDES OF STREET

SOME RECOVERY AREA ☐ NO RECOVERY AREA ☒

SCHOOL ROUTE ☒

T:\Speed Surveys\2007\Completed Surveys\Shasta St. – diamond oaks to alta vista

2007 Traffic Engineering and Speed Map–Speed Zone Survey

# City of Roseville
# Engineering and Traffic Survey
# Summary

Street: SHASTA ST
Limits: DIAMOND OAKS RD
ALTA VISTA AV

Field Observer M. SKIPPLE
Checked By: J. LITTLE
Date: 7/10/2007

**Factors** Direction: North/South

**A. Prevailing Speed Data**

| | |
|---|---|
| Location of Survey | North of Heather Way |
| 85th Percentile | 31.3 |
| 10 mph Pace | 23 - 32 |
| Percent in Pace | 83.0% |
| Posted Speed Limit | 25 |

**B. Collision History**

| | | | |
|---|---|---|---|
| Date Range Covered | 5/2/2004 | To 5/1/2007 | ( 3 Years ) |
| Total Collisions | 3 | | |
| Collision Rate (Acc/MVM) | 1.234 | | |
| Expected Collision Rate | 1.98 | | |

**C. Traffic Factors**

| | |
|---|---|
| Average Daily Traffic | 3179 |
| Length of Segment | 3689 |
| Lane Configuration | Single Lane Each Direction |
| Street Classification | Residential |

**D. Conditions Not Readily Apparent**

Conditions See: Roadside Conditions on Speed Zone Survey Map

Roadway Geometrics Horizontal Curve

Comments Limited sight distance; SRTS route; SRTS crossings at Diamond Bar and Alta Vista

**E. Adjacent Land Use** Single Family Residential

| | |
|---|---|
| Posted Speed Limit | 25 |
| Speed Limit Change? | No |
| Revised Speed Limit | 25 |

Approved and Authorized for release by City of Roseville Traffic Engineering Department:

Jana Cruentes 7-26-07

Date

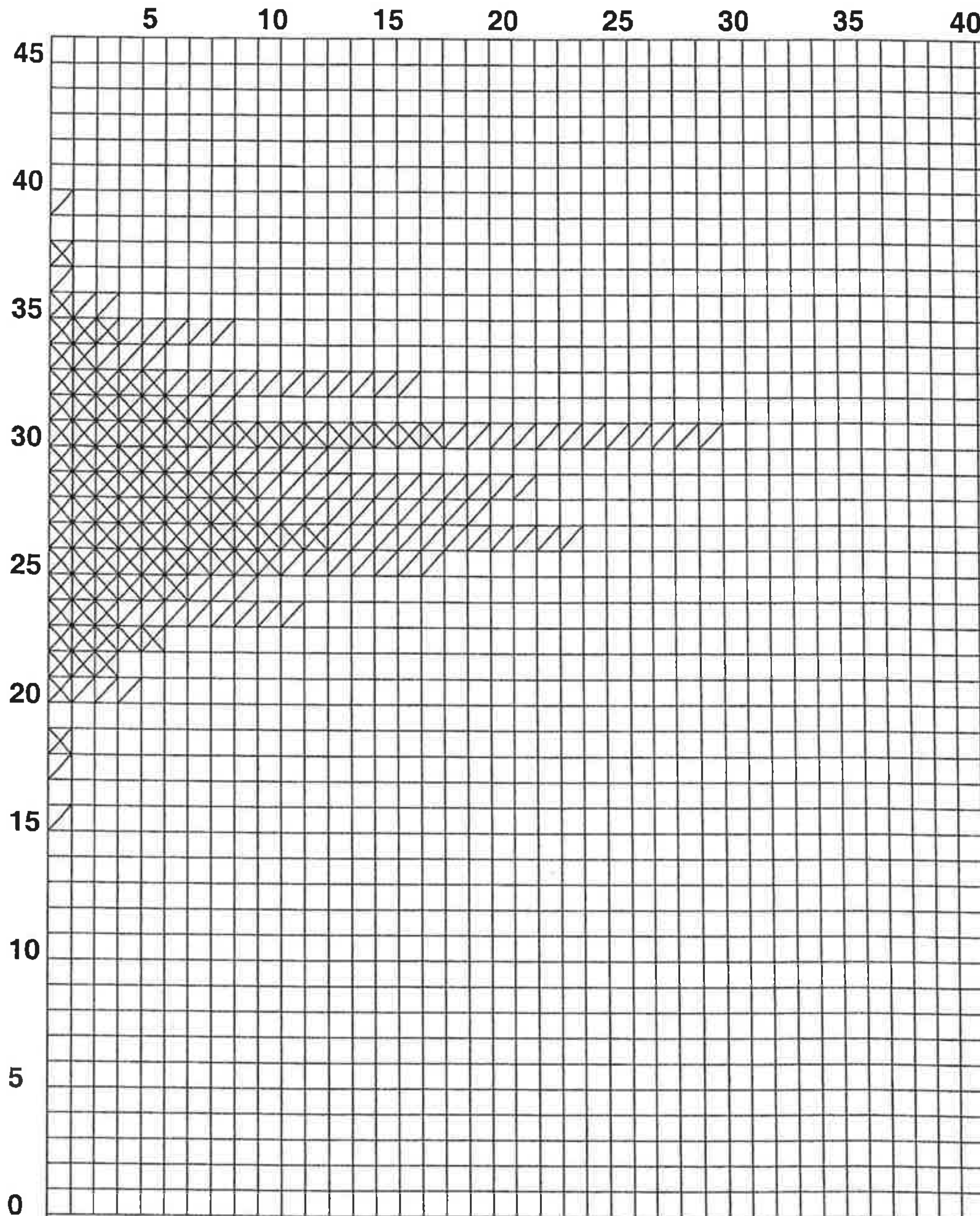
Loc. #

# City of Roseville
## Traffic Engineering Department

**Street Name:** SHASTA ST
**Limits:** DIAMOND OAKS RD to ALTA VISTA AV

## Radar Survey Sheet

X=North /=South



| # | %ea | cum.% |
|---|---|---|
| 1 | 0.5% | 100% |
| 1 | 0.5% | 99.5% |
| 1 | 0.5% | 99.0% |
| 3 | 1.5% | 98.5% |
| 8 | 4.0% | 97.0% |
| 5 | 2.5% | 93.0% |
| 16 | 8.0% | 90.5% |
| 8 | 4.0% | 82.5% |
| 29 | 14.5% | 78.5% |
| 13 | 6.5% | 64.0% |
| 21 | 10.5% | 57.5% |
| 19 | 9.5% | 47.0% |
| 23 | 11.5% | 37.5% |
| 17 | 8.5% | 26.0% |
| 9 | 4.5% | 17.5% |
| 11 | 5.5% | 13.0% |
| 5 | 2.5% | 7.5% |
| 3 | 1.5% | 5.0% |
| 4 | 2.0% | 3.5% |
| 1 | 0.5% | 1.5% |
| 1 | 0.5% | 1.0% |
| 1 | 0.5% | 0.5% |

Total Samples 200

0

43

157

| | |
|---|---|
| 85th Percentile Speed: | 31.3 |
| 50th Percentile Speed: | 27.3 |
| 15th Percentile Speed: | 23.4 |
| 10 MPH Pace: | 23- 32 |
| Number in Pace: | 166 |
| Percent in Pace: | 83.0% |

| | | | |
|---|---|---|---|
| Date of Survey: | 7/10/2007 | Start Time: | 10:10 |
| Weather: | Clear | End Time: | 12:00 |
| Road Condition: | Good | Posted Speed: | 25 |
| Street Class.: | Residential | Observer: | M. SKIPPLE |
| Conditions not Apparent: | See: Roadside Conditions on Speed Zone Survey Map | | |

# City of Roseville
## Traffic Engineering Department
## Radar Speed Data Worksheet

Date: 7/10/07

Location #:

Street Name: Shasta St

Observer: Matt Stripple

Limits: Diamond Oaks — Alta Vista

Location of Survey: across from Spartan Sch

Weather: Clear / dry

Road Cond: normal

Posted Speed: 25 mph

Lane Config:

Adjacent Land Use:

Roadway Geometrics:

Conditions Not Apparent:

Start Time: 10:10

End Time: 12:06

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: EB/NB

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

Direction: U B/SB

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

Comments: