




**CITY OF REDDING
ENGINEERING AND TRAFFIC SURVEY
OF
OLD OREGON TRAIL**

FEBRUARY 28, 2007

For the determination of safe and reasonable speed zoning as required by Sections 22358 and 40802 of the California Vehicle Code (CVC), as defined by Section 627 of the CVC and in accordance with Section 2B. 13 of the California Manual on Uniform Traffic Control Devices, this Engineering and Traffic Survey (ETS) was initiated to verify or modify speed zones on Old Oregon Trail.

Based on the results of this ETS (attached) and adoption of Ordinance Number 2465 by the City Council of the City of Redding, amending Redding Municipal Code Section 11.12.010, a speed zone on Old Oregon Trail of 40 MPH from Hartnell Avenue to Harley Leighton Road is established.

In accordance with Redding Municipal Code 11.08.010, appropriate signs giving notice of the above speed zoning shall be placed and the stated speed limit(s) shall be effective upon the placement of such signs.


3/26/2012

Brian Crane, P. E.
Director of Public Works

ATTEST:


3/26/12

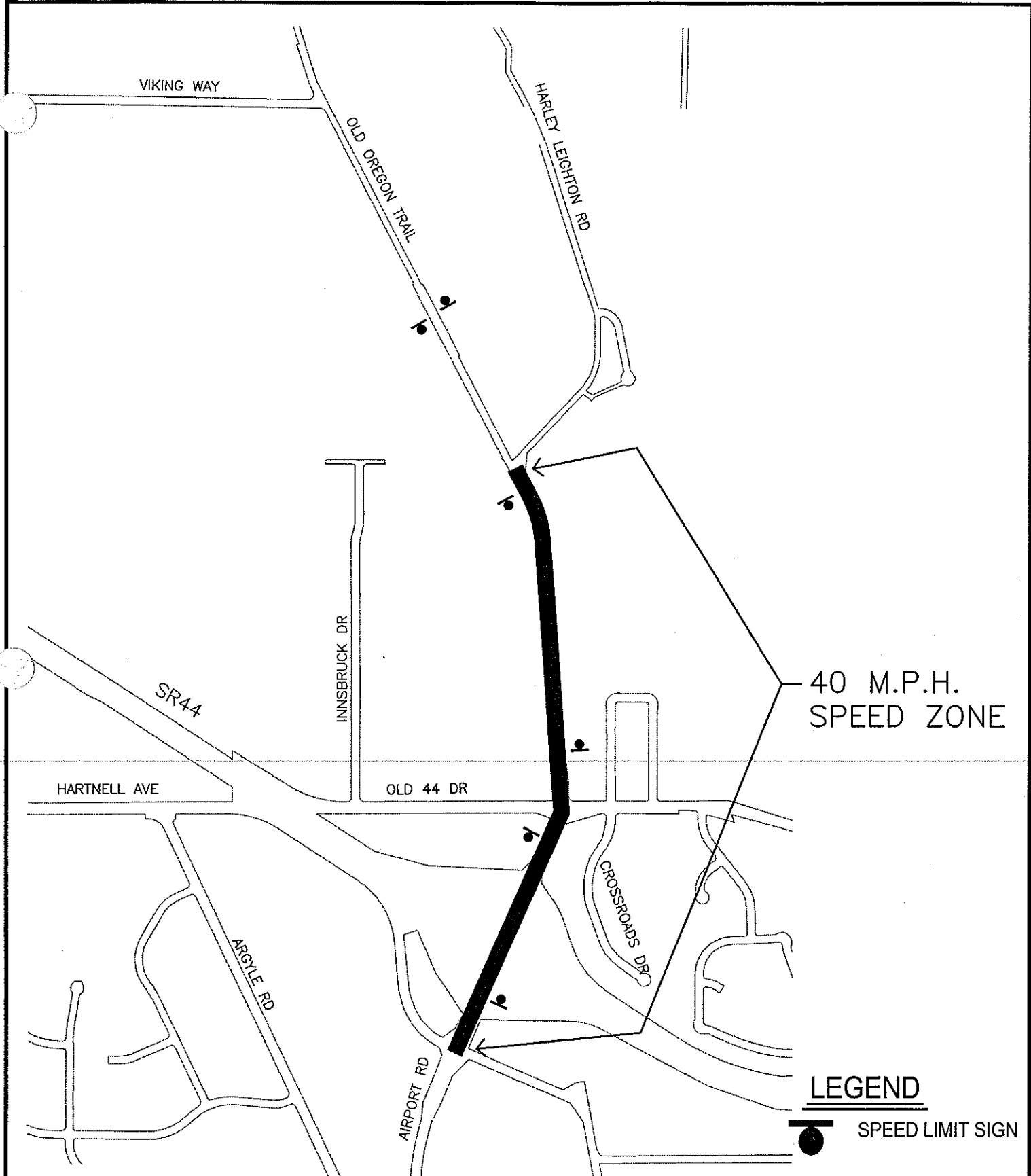
PAMELA MIZE, City Clerk

**OLD OREGON TRL
FEBRUARY 2007
CONDITION SUMMARY**

| | | | |
|-------------------------------|------------------------|-------------------------------|--|
| FROM LOCATION TO | HARTNELL OLD 44 | OLD 44 HARLEY LEIGHTON | |
| NO. OF LANES | 2 | 2 | |
| WIDTH, FT. ROADWAY | VARIES | VARIES | |
| LENGTH, FT. | 1900 | 2560 | |
| HORIZONTAL ALIGNMENT | STRAIGHT | STRAIGHT | |
| VERTICAL | OVERCROSSING | FLAT | |
| DISTRICT | BUSINESS | BUS / RES | |
| ADT | 11,900 | 7,500 | |
| PEDESTRIANS | FEW | FEW | |
| SIDEWALKS | NONE | NONE | |
| BIKE LANE/ROUTE | NO | NO | |
| DRIVEWAYS | NONE | SOME | |
| SPEED RELATED COLLISIONS | NONE | 2 IN 2 YRS NOT SIGNIFICANT | |
| EXISTING SPEED ZONING, MPH | 40 | 40 | |
| 10 MPH PACE RANGE | 36 - 46 | 38 - 48 | |
| 85TH% SPEED | 44 | 46 | |
| SURVEY CONCLUSION | | | |
| REASONABLE SPEED, MPH | 40 | *40 | |
| ACTION | | | |
| PUBLIC WORKS APPROVED | RMC 11.08.010 | RMC 11.08.010 | |
| SPEED POSTED | 40 10/18/07 | 40 10/18/07 | |

ADDITIONAL
COMMENTS:

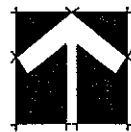
* A reduction in speed to match existing conditions with the traffic safety needs of the area



CITY OF REDDING TRANSPORTATION & ENGINEERING DIVISION FEBRUARY 2007



OLD OREGON TRAIL SPEED ZONE
 OLD 44 DR TO HARLEY LEIGHTON RD



OLD OREGON TRL S/ OLD 44 DR

Day: Tuesday
 Date: 2/20/06
 Time: 13:50 - 14:20

Observer: Frank Hogue Calcs: Frank Hogue

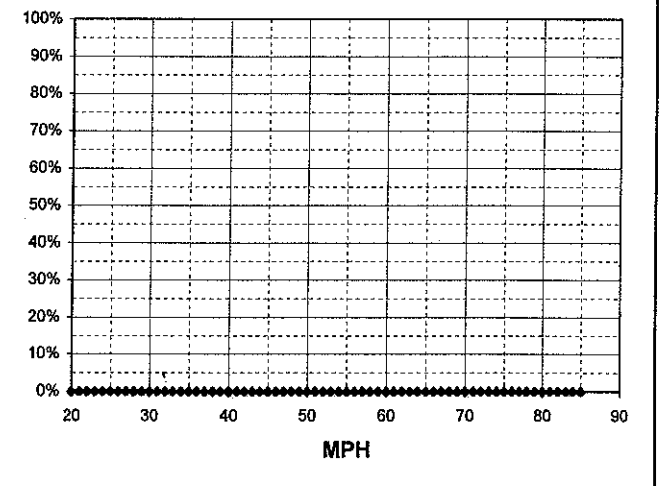
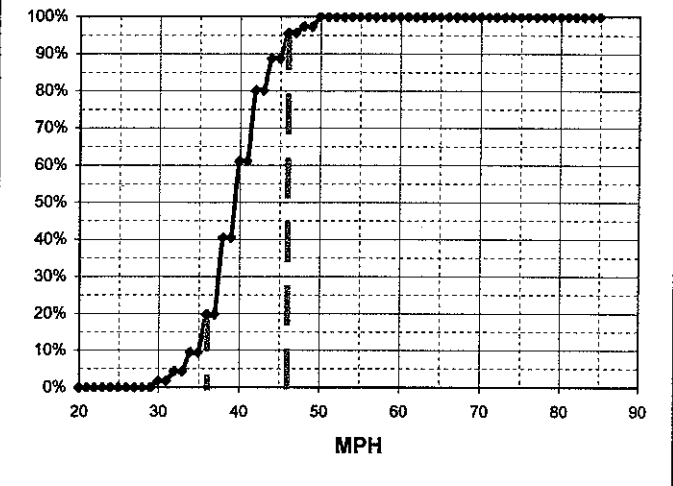
Posted Speed: None
 Weather: Overcast & Dry

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| Critical Speed : | 44 | mph |
| Average Speed : | 40.0 | mph |
| Median Speed : | 40 | mph |
| Standard Deviation: | 4.0 | mph |
| Pace Range : | 36 - 46 | mph |
| Percent in Pace : | 79.3% | |
| Total # Vehicles : | 116 | |

| | | |
|---------------------|---------|-----|
| Critical Speed : | #DIV/0! | mph |
| Average Speed : | #DIV/0! | mph |
| Median Speed : | 0 | mph |
| Standard Deviation: | #DIV/0! | mph |
| Pace Range : | #DIV/0! | mph |
| Percent in Pace : | #DIV/0! | |
| Total # Vehicles : | 0 | |

| MPH | # of Veh. | Both Directions | % |
|-----|-----------|----------------------|--------|
| 85 | | | 100.0% |
| 84 | | | 100.0% |
| 83 | | | 100.0% |
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| 50 | 3 | ◆◆◆ | 100.0% |
| 49 | | | 97.4% |
| 48 | 2 | ◆◆ | 97.4% |
| 47 | | | 95.7% |
| 46 | 8 | ◆◆◆◆◆◆◆◆ | 95.7% |
| 45 | | | 88.8% |
| 44 | 10 | ◆◆◆◆◆◆◆◆◆◆ | 88.8% |
| 43 | | | 80.2% |
| 42 | 22 | ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ | 80.2% |
| 41 | | | 61.2% |
| 40 | 24 | ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ | 61.2% |
| 39 | | | 40.5% |
| 38 | 24 | ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ | 40.5% |
| 37 | | | 19.8% |
| 36 | 12 | ◆◆◆◆◆◆◆◆◆◆ | 19.8% |
| 35 | | | 9.5% |
| 34 | 6 | ◆◆◆◆◆◆ | 9.5% |
| 33 | | | 4.3% |
| 32 | 3 | ◆◆◆ | 4.3% |
| 31 | | | 1.7% |
| 30 | 2 | ◆◆ | 1.7% |
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| MPH | No of Veh. | % |
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OLD OREGON TRL N/ OLD 44 DR

Observer: Lori Lackey

Calcs: Frank Hogue

Posted Speed: 40
Weather: Sunny & Dry

Day: Thursday
Date: 7/27/06
Time: 08:45 - 09:12

| | | |
|---------------------|---------|-----|
| Critical Speed : | 46 | mph |
| Average Speed : | 41.2 | mph |
| Median Speed : | 42 | mph |
| Standard Deviation: | 4.8 | mph |
| Pace Range : | 38 - 48 | mph |
| Percent in Pace : | 72.0% | |
| Total # Vehicles : | 100 | |

| | | |
|---------------------|---------|-----|
| Critical Speed : | #DIV/0! | mph |
| Average Speed : | #DIV/0! | mph |
| Median Speed : | 0 | mph |
| Standard Deviation: | #DIV/0! | mph |
| Pace Range : | #DIV/0! | mph |
| Percent in Pace : | #DIV/0! | |
| Total # Vehicles : | 0 | |

| MPH | # of Veh. | Both Directions | % |
|-----|-----------|------------------|--------|
| 85 | | | 100.0% |
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| 53 | 2 | ◆◆ | 99.0% |
| 52 | 2 | ◆◆ | 99.0% |
| 51 | | | 97.0% |
| 50 | 2 | ◆◆ | 97.0% |
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| 48 | 3 | ◆◆◆ | 95.0% |
| 47 | | | 92.0% |
| 46 | 11 | ◆◆◆◆◆◆◆◆◆◆ | 92.0% |
| 45 | | | 81.0% |
| 44 | 14 | ◆◆◆◆◆◆◆◆◆◆◆◆ | 81.0% |
| 43 | | | 67.0% |
| 42 | 21 | ◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆◆ | 67.0% |
| 41 | | | 46.0% |
| 40 | 13 | ◆◆◆◆◆◆◆◆◆◆◆◆ | 46.0% |
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| 38 | 13 | ◆◆◆◆◆◆◆◆◆◆◆◆ | 33.0% |
| 37 | | | 20.0% |
| 36 | 11 | ◆◆◆◆◆◆◆◆◆◆ | 20.0% |
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