




**CITY OF REDDING  
ENGINEERING AND TRAFFIC SURVEY  
OF  
BRANSTETTER LANE**

**FEBRUARY 28, 2007**

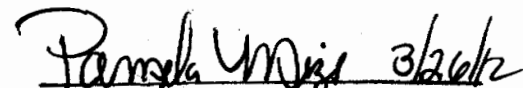
**For the determination of safe and reasonable speed zoning as required by Sections 22358 and 40802 of the California Vehicle Code (CVC), as defined by Section 627 of the CVC and in accordance with Section 2B. 13 of the California Manual on Uniform Traffic Control Devices, this Engineering and Traffic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

**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 Branstetter Lane of 35 MPH from State Route 273 to Cedars Road is established and a speed zone of 40 MPH from Cedars Road to Texas Springs 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:

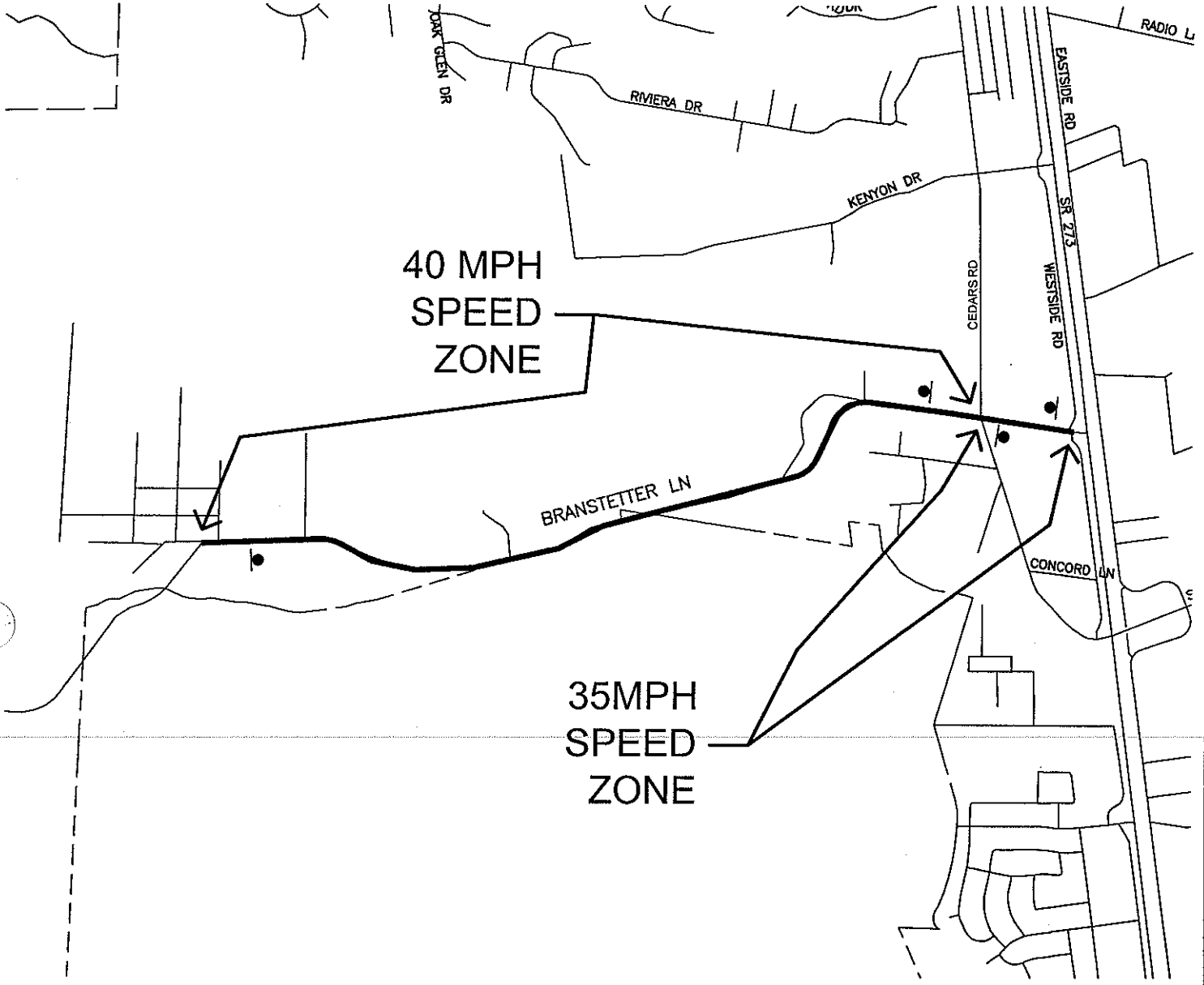
  
3/26/12  
\_\_\_\_\_  
PAMELA MIZE, City Clerk

**BRANSTETTER LANE  
FEBRUARY 2007  
CONDITION SUMMARY**

FROM LOCATION TO	SR 273  CEDARS	CEDARS  TEXAS SPRINGS	
NO. OF LANES	2	2	
WIDTH, FT. ROADWAY	40	40	
LENGTH, FT.	1200	1.9 MI	
HORIZONTAL ALIGNMENT	STRAIGHT	CURVES	
VERTICAL	CREST	FLAT	
DISTRICT	RES / BUS	RESIDENTIAL	
ADT	2,000	1,300	
PEDESTRIANS	SOME	SOME	
SIDEWALKS	NONE	NONE	
BIKE LANE/ROUTE	BIKE ROUTE	BIKE ROUTE	
DRIVEWAYS	SOME	NUMEROUS	
SPEED RELATED COLLISIONS	1 IN 2 YRS. NOT SIGNIFICANT	NONE	
EXISTING SPEED ZONING, MPH	NONE	NONE	
10 MPH PACE RANGE	30 - 40	37 - 47	
85TH% SPEED	40	47	
<b>SURVEY CONCLUSION</b>			
REASONABLE SPEED, MPH	35	*40	
<b>ACTION</b>			
PUBLIC WORKS APPROVED	RMC 11.08.010	RMC 11.08.010	
SPEED POSTED	35 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



40 MPH  
SPEED  
ZONE

35 MPH  
SPEED  
ZONE

**LEGEND**

● SPEED LIMIT SIGN

CITY OF REDDING TRANSPORTATION & ENGINEERING DIVISION FEBRUARY 2007

**BRANSTETTER LN SPEED STUDY**

TEXAS SPRINGS RD TO SR 273



BRANSTETTER LN E/ CEDARS RD

Day: Thursday

Date: 8/10/06

Time: 9:00 - 10:00

Observer: Lori Lackey

Calcs: Frank Hogue

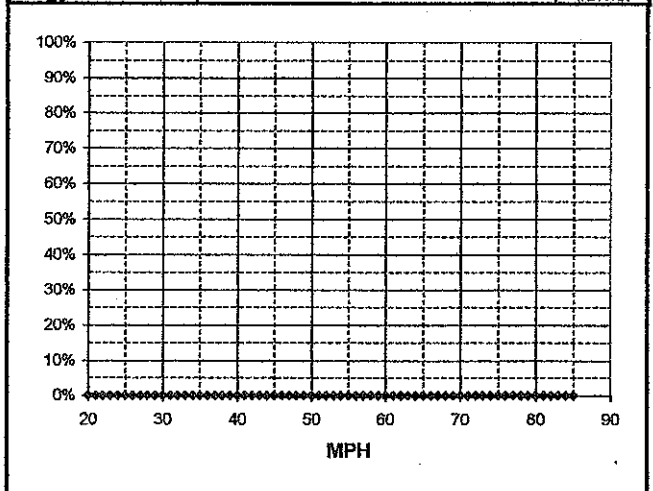
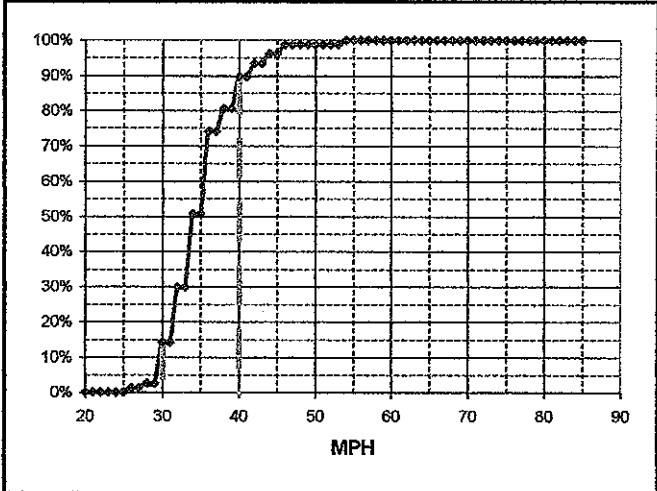
Posted Speed: None  
Weather: Sunny & Dry

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	

Critical Speed :	40	mph
Average Speed :	35.5	mph
Median Speed :	34	mph
Standard Deviation:	4.6	mph
Pace Range :	30 - 40	mph
Percent in Pace :	77.9%	
Total # Vehicles :	77	

MPH	# of Veh.	Both Directions	%
85			100.0%
84			100.0%
83			100.0%
82			100.0%
81			100.0%
80			100.0%
79			100.0%
78			100.0%
77			100.0%
76			100.0%
75			100.0%
74			100.0%
73			100.0%
72			100.0%
71			100.0%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64			100.0%
63			100.0%
62			100.0%
61			100.0%
60			100.0%
59			100.0%
58			100.0%
57			100.0%
56			100.0%
55			100.0%
54	1	•	100.0%
53			98.7%
52			98.7%
51			98.7%
50			98.7%
49			98.7%
48			98.7%
47			98.7%
46	2	••	98.7%
45			96.1%
44	2	••	96.1%
43			93.5%
42	3	•••	93.5%
41			89.6%
40	7	•••••••	89.6%
39			80.5%
38	5	•••••	80.5%
37			74.0%
36	18	••••••••••••••••	74.0%
35			50.6%
34	16	••••••••••••••	50.6%
33			29.9%
32	12	••••••••••••	29.9%
31			14.3%
30	9	•••••••••	14.3%
29			2.6%
28	1	•	2.6%
27			1.3%
26	1	•	1.3%
25			0.0%
24			0.0%
23			0.0%
22			0.0%
21			0.0%
20			0.0%

MPH	No of Veh.	%
85		#DIV/0!
84		#DIV/0!
83		#DIV/0!
82		#DIV/0!
81		#DIV/0!
80		#DIV/0!
79		#DIV/0!
78		#DIV/0!
77		#DIV/0!
76		#DIV/0!
75		#DIV/0!
74		#DIV/0!
73		#DIV/0!
72		#DIV/0!
71		#DIV/0!
70		#DIV/0!
69		#DIV/0!
68		#DIV/0!
67		#DIV/0!
66		#DIV/0!
65		#DIV/0!
64		#DIV/0!
63		#DIV/0!
62		#DIV/0!
61		#DIV/0!
60		#DIV/0!
59		#DIV/0!
58		#DIV/0!
57		#DIV/0!
56		#DIV/0!
55		#DIV/0!
54		#DIV/0!
53		#DIV/0!
52		#DIV/0!
51		#DIV/0!
50		#DIV/0!
49		#DIV/0!
48		#DIV/0!
47		#DIV/0!
46		#DIV/0!
45		#DIV/0!
44		#DIV/0!
43		#DIV/0!
42		#DIV/0!
41		#DIV/0!
40		#DIV/0!
39		#DIV/0!
38		#DIV/0!
37		#DIV/0!
36		#DIV/0!
35		#DIV/0!
34		#DIV/0!
33		#DIV/0!
32		#DIV/0!
31		#DIV/0!
30		#DIV/0!
29		#DIV/0!
28		#DIV/0!
27		#DIV/0!
26		#DIV/0!
25		#DIV/0!
24		#DIV/0!
23		#DIV/0!
22		#DIV/0!
21		#DIV/0!
20		#DIV/0!



BRANSTETTER LN W/ PEACEFUL RIDGE RD

Day: Monday  
 Date: 7/24/06  
 Time: 10:40 - 11:40

Observer: Lori Lackey      Calcs: Frank Hogue

Critical Speed :	44	mph
Average Speed :	37.6	mph
Median Speed :	0	mph
Standard Deviation:	4.4	mph
Pace Range :	36 - 46	mph
Percent in Pace :	70.0%	
Total # Vehicles :	50	

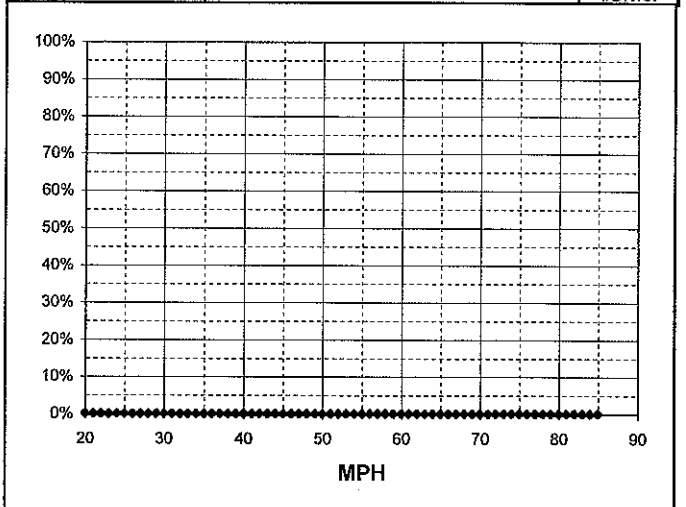
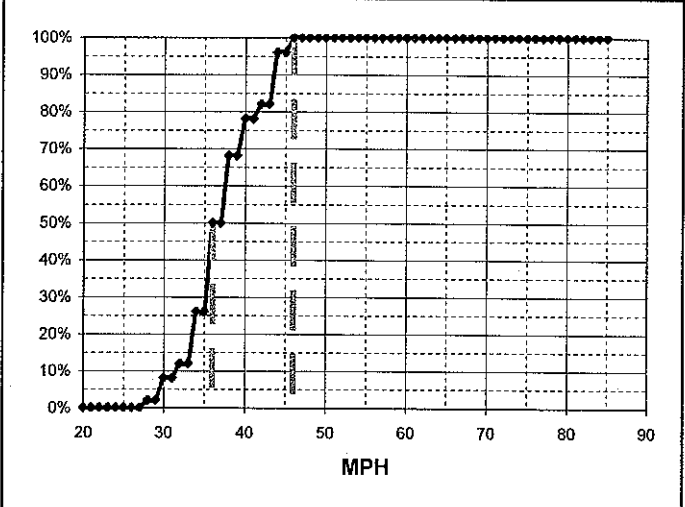
MPH	# of Veh.	Both Directions	%
85			100.0%
84			100.0%
83			100.0%
82			100.0%
81			100.0%
80			100.0%
79			100.0%
78			100.0%
77			100.0%
76			100.0%
75			100.0%
74			100.0%
73			100.0%
72			100.0%
71			100.0%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64			100.0%
63			100.0%
62			100.0%
61			100.0%
60			100.0%
59			100.0%
58			100.0%
57			100.0%
56			100.0%
55			100.0%
54			100.0%
53			100.0%
52			100.0%
51			100.0%
50			100.0%
49			100.0%
48			100.0%
47			100.0%
46	2	♦♦	100.0%
45			96.0%
44	7	♦♦♦♦♦♦♦	96.0%
43			82.0%
42	2	♦♦	82.0%
41			78.0%
40	5	♦♦♦♦♦	78.0%
39			68.0%
38	9	♦♦♦♦♦♦♦♦♦	68.0%
37			50.0%
36	12	♦♦♦♦♦♦♦♦♦♦♦♦	50.0%
35			26.0%
34	7	♦♦♦♦♦♦♦	26.0%
33			12.0%
32	2	♦♦	12.0%
31			8.0%
30	3	♦♦♦	8.0%
29			2.0%
28	1	♦	2.0%
27			0.0%
26			0.0%
25			0.0%
24			0.0%
23			0.0%
22			0.0%
21			0.0%
20			0.0%

Posted Speed: None	Day: Monday
Weather: Sunny & Dry	Date: 7/24/06
	Time: 10:40 - 11:40

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	No of Veh.	%
85		#DIV/0!
84		#DIV/0!
83		#DIV/0!
82		#DIV/0!
81		#DIV/0!
80		#DIV/0!
79		#DIV/0!
78		#DIV/0!
77		#DIV/0!
76		#DIV/0!
75		#DIV/0!
74		#DIV/0!
73		#DIV/0!
72		#DIV/0!
71		#DIV/0!
70		#DIV/0!
69		#DIV/0!
68		#DIV/0!
67		#DIV/0!
66		#DIV/0!
65		#DIV/0!
64		#DIV/0!
63		#DIV/0!
62		#DIV/0!
61		#DIV/0!
60		#DIV/0!
59		#DIV/0!
58		#DIV/0!
57		#DIV/0!
56		#DIV/0!
55		#DIV/0!
54		#DIV/0!
53		#DIV/0!
52		#DIV/0!
51		#DIV/0!
50		#DIV/0!
49		#DIV/0!
48		#DIV/0!
47		#DIV/0!
46		#DIV/0!
45		#DIV/0!
44		#DIV/0!
43		#DIV/0!
42		#DIV/0!
41		#DIV/0!
40		#DIV/0!
39		#DIV/0!
38		#DIV/0!
37		#DIV/0!
36		#DIV/0!
35		#DIV/0!
34		#DIV/0!
33		#DIV/0!
32		#DIV/0!
31		#DIV/0!
30		#DIV/0!
29		#DIV/0!
28		#DIV/0!
27		#DIV/0!
26		#DIV/0!
25		#DIV/0!
24		#DIV/0!
23		#DIV/0!
22		#DIV/0!
21		#DIV/0!
20		#DIV/0!



BRANSTETTER LN W/ BRANSTETTER CIR

Observer: Lori Lackey

Calcs: Frank Hogue

Posted Speed: None  
Weather: Sunny & Dry

Day: Monday  
Date: 7/24/06  
Time: 9:15 - 10:15

Critical Speed :	50	mph
Average Speed :	43.5	mph
Median Speed :	42	mph
Standard Deviation:	4.8	mph
Pace Range :	38 - 48	mph
Percent in Pace :	72.0%	
Total # Vehicles :	50	

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%
82			100.0%
81			100.0%
80			100.0%
79			100.0%
78			100.0%
77			100.0%
76			100.0%
75			100.0%
74			100.0%
73			100.0%
72			100.0%
71			100.0%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64			100.0%
63			100.0%
62			100.0%
61			100.0%
60			100.0%
59			100.0%
58			100.0%
57			100.0%
56	1	♦	100.0%
55			98.0%
54	1	♦	98.0%
53			96.0%
52	2	♦♦	96.0%
51			92.0%
50	4	♦♦♦♦	92.0%
49			84.0%
48	4	♦♦♦♦	84.0%
47			76.0%
46	5	♦♦♦♦♦	76.0%
45			68.0%
44	7	♦♦♦♦♦♦♦	68.0%
43			62.0%
42	7	♦♦♦♦♦♦♦	62.0%
41			52.0%
40	9	♦♦♦♦♦♦♦♦♦	52.0%
39			38.0%
38	8	♦♦♦♦♦♦♦♦	38.0%
37			20.0%
36	2	♦♦	20.0%
35			4.0%
34			4.0%
33			0.0%
32			0.0%
31			0.0%
30			0.0%
29			0.0%
28			0.0%
27			0.0%
26			0.0%
25			0.0%
24			0.0%
23			0.0%
22			0.0%
21			0.0%
20			0.0%

MPH	No of Veh.		%
85			#DIV/0!
84			#DIV/0!
83			#DIV/0!
82			#DIV/0!
81			#DIV/0!
80			#DIV/0!
79			#DIV/0!
78			#DIV/0!
77			#DIV/0!
76			#DIV/0!
75			#DIV/0!
74			#DIV/0!
73			#DIV/0!
72			#DIV/0!
71			#DIV/0!
70			#DIV/0!
69			#DIV/0!
68			#DIV/0!
67			#DIV/0!
66			#DIV/0!
65			#DIV/0!
64			#DIV/0!
63			#DIV/0!
62			#DIV/0!
61			#DIV/0!
60			#DIV/0!
59			#DIV/0!
58			#DIV/0!
57			#DIV/0!
56			#DIV/0!
55			#DIV/0!
54			#DIV/0!
53			#DIV/0!
52			#DIV/0!
51			#DIV/0!
50			#DIV/0!
49			#DIV/0!
48			#DIV/0!
47			#DIV/0!
46			#DIV/0!
45			#DIV/0!
44			#DIV/0!
43			#DIV/0!
42			#DIV/0!
41			#DIV/0!
40			#DIV/0!
39			#DIV/0!
38			#DIV/0!
37			#DIV/0!
36			#DIV/0!
35			#DIV/0!
34			#DIV/0!
33			#DIV/0!
32			#DIV/0!
31			#DIV/0!
30			#DIV/0!
29			#DIV/0!
28			#DIV/0!
27			#DIV/0!
26			#DIV/0!
25			#DIV/0!
24			#DIV/0!
23			#DIV/0!
22			#DIV/0!
21			#DIV/0!
20			#DIV/0!

