City of Redding
Public Works Department
Traffic Operations

Engineering and Traffic Survey of Hilltop Drive

Survey Date:	6/17/2014
7-year Expiration:	6/17/2021

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 (E&TS) was initiated to verify or modify speed zones on Hilltop Drive.

Based on the results of this E&TS and adoption of Ordinance Number 2517 by the City Council of the City of Redding, amending Redding Municipal Code Section 11.12.010, the following speed zones on Hilltop Drive are established:

- 35 mph from E. Cypress Avenue to Palisades Avenue
- 45 mph from Palisades Avenue to Lake Boulevard

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.

11-4-14
John C. Abshier, P.E. Date
Traffic Operations Manager

REGISTERED PROFESSIONAL ENGINEER JOHN C. ABSHIER No. C63895 CIVIL STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER JOHN C. ABSHIER TR 2251 TRAFFIC STATE OF CALIFORNIA

11/10/14
Brian Crane, P. E. Date
Director of Public Works

ATTEST:

for PAMELA MIZE, City Clerk

City of Redding
Public Works Department
Traffic Operations

Engineering & Traffic Survey

Hilltop Drive

SPEED ZONE BOUNDARY	E Cypress Ave to Mistletoe Ln	Mistletoe Ln to Dana Dr	Dana Dr to Palisades Ave	Palisades Ave to Peppertree Ln

ROADSIDE CONDITIONS

Land Use District	Business	Business	Business	Business/Residential
Pedestrian Use	Numerous	Numerous	Numerous	Numerous
Percent Sidewalks	95%	95%	95%	60%
Bike Lane or Bike Route	Yes	Yes	Yes	Yes
Driveways Present	Numerous	Numerous	Numerous	Numerous

ROADWAY GEOMETRY

Roadway Segment Length, Ft	2,626	2,850	3,920	3,950
Number of Thru Lanes	4 (2 NB, 2 SB)	4 (2 NB, 2 SB)	4 (2 NB, 2 SB)	Varies 2 to 4
Width, Ft	60'	60'	Varies 70' to 28'	Varies 36' to 68'
Median Type	Concr Island/Turn Lane	Concr Island/Turn Lane	Center Turn Lane	Center Turn Lane
Horizontal Alignment	Straight	Straight	Straight / Curve	Curvilinear
Vertical Alignment	Flat	Flat	Flat	Flat

TRAFFIC CONDITIONS

Average Daily Traffic (ADT)	14,618	16,859	19,322	14,547
Collisions in the Last 2 Years	18	18	19	10
Collision Rate	1.69 Coll/MV	2.71 Coll/MVM	1.81 Coll/MVM	1.26 Coll/MVM
City-Wide Average Rate	1.92 Coll/MV	2.21 Coll/MVM	2.21 Coll/MVM	2.21 Coll/MVM
10 mph Pace Range , mph	31 - 41	29 - 39	31 - 41	40 - 50
Vehicles Within Pace, %	80%	88%	86%	83%
Median Speed (50%) , mph	36	34	35	44
Existing Posted Speed, mph	35	35	35/40	40
Prevailing Speed (85%) , mph	40	38	38	48
Nearest 5-mph Increment, mph	40	40	40	50
5-mph Reduction Recommended	Yes	Yes	Yes	Yes

RECOMMENDATION

POST SPEED LIMIT	35 mph	35 mph	35 mph	45 mph
Conditions Justifying 5-mph Reduction Below the Nearest 5-mph Increment of the Prevailing Speed (85%)	Frequent use by pedestrians and cyclists has been observed. A 5-mph reduction is justified.	The collision rate indicates conditions may not be readily apparent to drivers. Frequent use by pedestrians and cyclists has been observed. A 5-mph reduction is justified.	Frequent use by pedestrians and cyclists has been observed. This section includes on-street Bike Lanes. A 5-mph reduction is justified.	Frequent use by pedestrians and cyclists has been observed. This section includes on-street Bike Lanes. A 5-mph reduction is justified.

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Hilltop Drive

SPEED ZONE BOUNDARY	Peppertree Ln to Lake Blvd

ROADSIDE CONDITIONS

Land Use District	Business/Residential
Pedestrian Use	Moderate
Percent Sidewalks	85%
Bike Lane or Bike Route	Yes
Driveways Present	Numerous

ROADWAY GEOMETRY

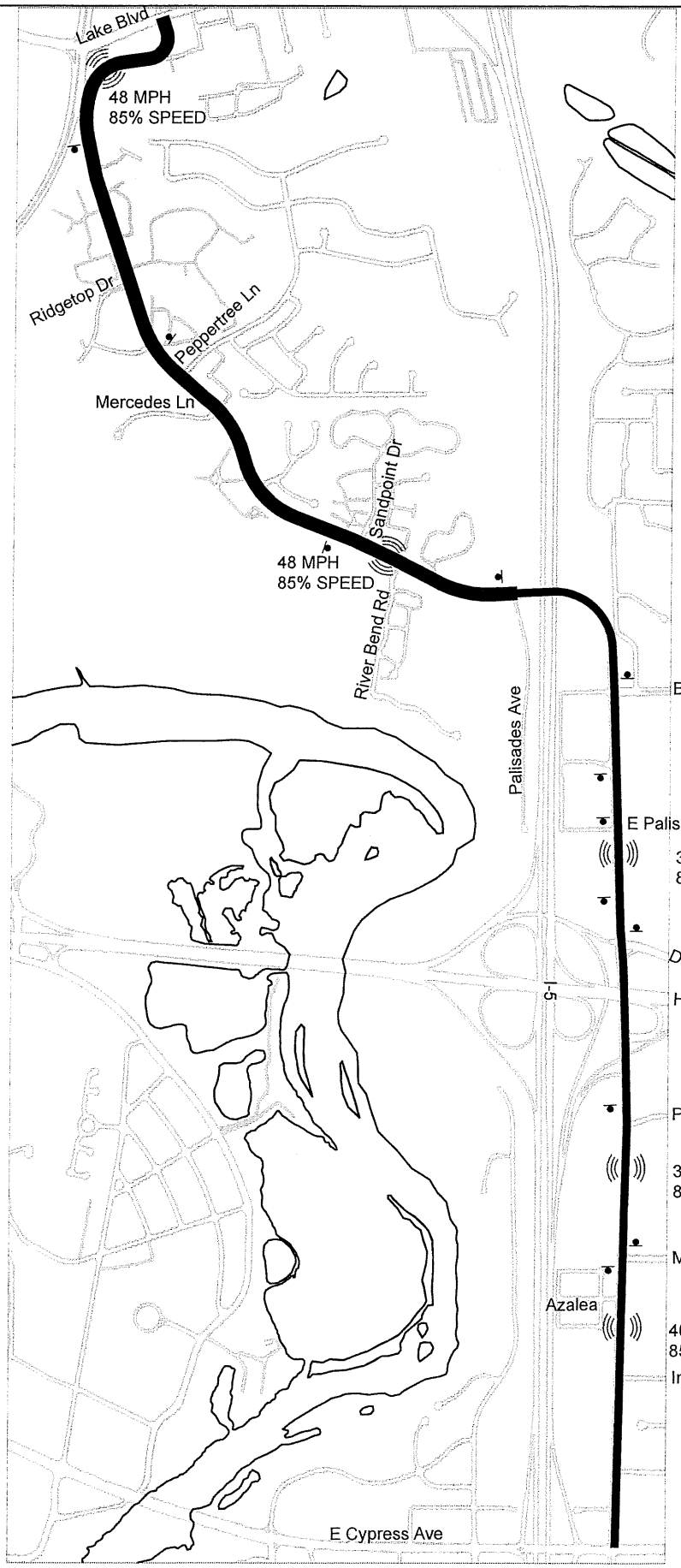
Roadway Segment Length, Ft	3,960
Number of Thru Lanes	Varies 2 to 4
Width, Ft	Varies 68' to 33'
Median Type	Center Turn Lane
Horizontal Alignment	Curvilinear
Vertical Alignment	On Grade

TRAFFIC CONDITIONS

Average Daily Traffic (ADT)	13,994
Collisions in the Last 2 Years	5
Collision Rate	0.65 Coll/MVM
City-Wide Average Rate	2.21 Coll/MVM
10 mph Pace Range , mph	40 - 50
Vehicles Within Pace, %	77%
Median Speed (50%) , mph	43
Existing Posted Speed, mph	40
Prevailing Speed (85%) , mph	48
Nearest 5-mph Increment, mph	50
5-mph Reduction Recommended	Yes

RECOMMENDATION

POST SPEED LIMIT	**45 mph**
Conditions Justifying 5-mph Reduction Below the Nearest 5-mph Increment of the Prevailing Speed (85%)	Frequent use by pedestrians and cyclists has been observed. This section includes on-street Bike Lanes. A 5-mph reduction is justified.



LEGEND

- SPEED LIMIT SIGN
- RADAR LOCATION
- 45 MPH SPEED LIMIT ZONE
- 35 MPH SPEED LIMIT ZONE

CITY OF REDDING PUBLIC WORKS DEPARTMENT

HILLTOP DRIVE
ENGINEERING & TRAFFIC SURVEY
CYPRESS AVENUE TO LAKE BLVD

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