



**City of Redding**  
Public Works Department  
Traffic Operations

## Engineering and Traffic Survey of Shasta View Drive

Survey Date: 01/16/2014  
7-year Expiration: 01/16/2021

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 Shasta View Drive.

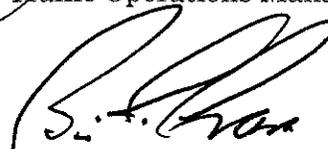
Based on the results of this E&TS and adoption of Ordinance Number 2465 by the City Council of the City of Redding, amending Redding Municipal Code Section 11.12.010, the following speed zones on Shasta View Drive are established:

- 40 mph from Rancho Road to Hartnell Avenue
- 35 mph from Hartnell Avenue to Tarmac Road
- 45 mph from Tarmac Road to College View Drive

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.

  
\_\_\_\_\_  
John C. Abshier, P.E. Date  
Traffic Operations Manager



  
\_\_\_\_\_  
Brian Crane, P. E. Date  
Director of Public Works

ATTEST:

  
\_\_\_\_\_  
PAMELA MIZE, City Clerk



## Shasta View Drive

|                            |                                      |                                      |                                       |  |
|----------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--|
| <b>SPEED ZONE BOUNDARY</b> | Rancho Road<br>to<br>Hartnell Avenue | Hartnell Avenue<br>to<br>Tarmac Road | Tarmac Road<br>to<br>Old Alturas Road | Old Alturas Road<br>to<br>College View Drive |
|----------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--|

### ROADSIDE CONDITIONS

| Land Use District       | Residential | Residential | Residential | Residential |
|-------------------------|-------------|-------------|-------------|-------------|
| Pedestrian Use          | Few         | Numerous    | Few         | Few         |
| Percent Sidewalks       | 70%         | 0%          | 95%         | 10%         |
| Bike Lane or Bike Route | Yes         | Yes         | Yes         | Yes         |
| Driveways Present       | Few         | Numerous    | Few         | Few         |

### ROADWAY GEOMETRY

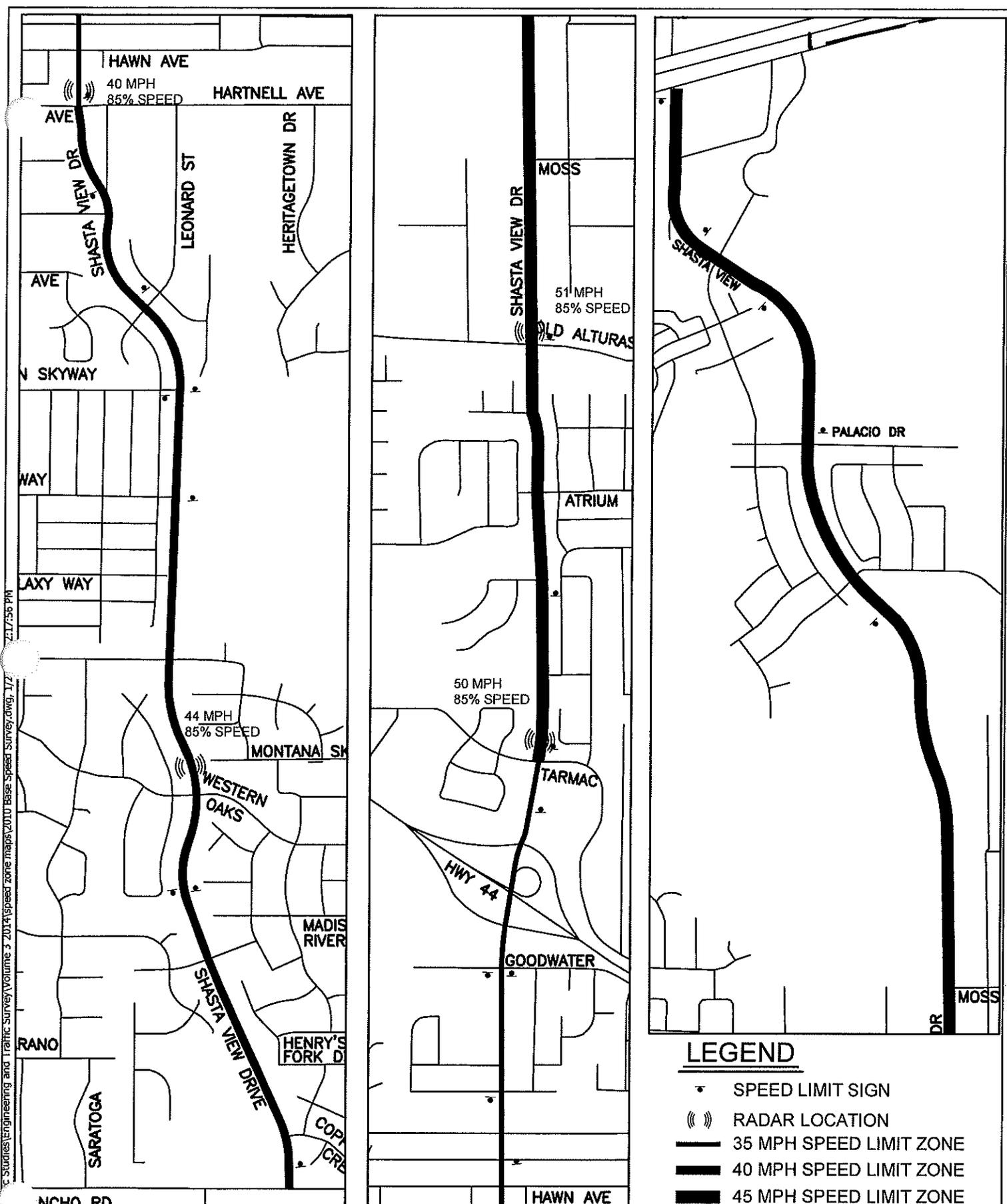
| Roadway Segment Length, Ft | 15,523               | 3,350                | 6,125            | 11,616                    |
|----------------------------|----------------------|----------------------|------------------|---------------------------|
| Number of Thru Lanes       | 2 (1 NB, 1 SB)       | 2 (1 NB, 1 SB)       | 4 (2 NB, 2 SB)   | 1-2 NB, 1-2 SB            |
| Width, Ft                  | 38 - 76              | 30 - 55              | 36 - 76          | 30 - 74                   |
| Median Type                | Double Yellow Stripe | Double Yellow Stripe | Center Turn Lane | Striped / Raised Concrete |
| Horizontal Alignment       | Curvilinear          | Straight             | Straight         | Curvilinear               |
| Vertical Alignment         | Flat                 | Flat                 | Flat             | Flat                      |

### TRAFFIC CONDITIONS

|                                 |         |         |         |         |
|---------------------------------|---------|---------|---------|---------|
| Average Daily Traffic (ADT)     | 4,123   | 12,022  | 11,440  | 5,182   |
| Collisions in the Last 2 Years  | 7       | 9       | 6       | 8       |
| Collision Rate, per MVM         | 0.79    | 1.62    | 0.62    | 0.96    |
| City-Wide Average Rate, per MVM | 2.21    | 2.21    | 2.21    | 2.21    |
| 10 mph Pace Range, mph          | 35 - 45 | 30 - 40 | 42 - 52 | 42 - 52 |
| Vehicles Within Pace, %         | 87      | 78      | 78      | 77      |
| Median Speed (50%), mph         | 41      | 35      | 46      | 47      |
| Existing Posted Speed, mph      | 40      | 30      | 40      | 45      |
| Prevailing Speed (85%), mph     | 44      | 40      | 50      | 51      |
| Nearest 5-mph Increment, mph    | 45      | 40      | 50      | 50      |
| 5-mph Reduction Recommended     | Yes     | Yes     | Yes     | Yes     |

### RECOMMENDATION

| POST SPEED LIMIT   | 40 mph   | 35 mph   | 45 mph   | 45 mph   |
|--|--|--|--|--|
| <p>Conditions Justifying 5-mph Reduction Below the Nearest 5-mph Increment of the Prevailing Speed (85%)</p> | <p>The presence of pedestrians and cyclists has been observed. This section is a Class 3 Bike Route. A 5-mph reduction is justified.</p> | <p>The presence of pedestrians and cyclists has been observed. This section is a Class 3 Bike Route. A 5-mph reduction is justified.</p> | <p>The presence of pedestrians and cyclists has been observed. This section includes on-street Bike Lanes. A 5-mph reduction is justified.</p> | <p>The presence of pedestrians and cyclists has been observed. This section includes on-street Bike Lanes. A 5-mph reduction is justified.</p> |



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- LEGEND**
- ▲ SPEED LIMIT SIGN
  - (( )) RADAR LOCATION
  - 35 MPH SPEED LIMIT ZONE
  - 40 MPH SPEED LIMIT ZONE
  - 45 MPH SPEED LIMIT ZONE

CITY OF REDDING PUBLIC WORKS DEPARTMENT

**SHASTA VIEW DRIVE**  
**ENGINEERING & TRAFFIC SURVEY**  
 COLLEGE VIEW DR TO RANCHO RD

