

recd 11-4-09 by us mail
pt 2 of 2

RESOLUTION NO. 6109

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS ESTABLISHING TRAFFIC REGULATIONS PURSUANT TO TITLE 10 OF THE REDLANDS MUNICIPAL CODE.

Pursuant to studies made under authority of Title 10 of the Redlands Municipal Code, and the presentation of information gained in such studies, the City Council hereby finds and determines that certain regulations are necessary and shall be established pursuant to Title 10 of the Redlands Municipal Code, and the Traffic Engineer of the City of Redlands is hereby directed to perform such acts as are necessary to accomplish the following:

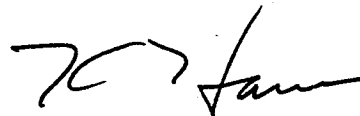
SECTION ONE: Pursuant to Section 10.24.010 of the Redlands Municipal Code, a traffic engineering investigation (Engineering, Traffic and Speed Surveys and Speed Survey Data sheets), attached hereto as Exhibit "A," and made a part thereof, has been conducted for the following highways and the following speed limits are hereby found most appropriate to facilitate the orderly movement of traffic and are reasonable and safe:

- 1. Highway: Citrus Avenue
- Date of Study: October 10, 2002
- Speed Limits as follows:

25 m.p.h. between Eureka Street and University Street.


40 m.p.h. between University Street and Wabash Avenue.

ADOPTED, SIGNED AND APPROVED THIS 7TH DAY OF JANUARY, 2003.



Mayor

ATTEST:



City Clerk

EXHIBIT "A"

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ENGINEERING, TRAFFIC AND SPEED SURVEY

HIGHWAY UNDER SURVEY: Citrus Avenue
AREA OF: Between Eureka Street and Wabash Avenue
DATE OF SURVEY: October 10, 2002

RECOMMENDATIONS:

Based on the facts of this survey it is recommended that Citrus Avenue between Eureka Street and University Street be posted as a 25 m.p.h. zone. The existing posted speed limit on Citrus Avenue between Eureka Street and University Street is 25 m.p.h.

The area between Eureka Street and Orange Street is bounded on the north by the Redlands Mall and on the south by a public parking lot and the Verizon building. The intersections at Eureka Street and Orange Street are signalized. There is also an intersection at 4th Street, which is controlled by stop signs on 4th Street and at the Redlands Mall driveway. A median island divides the directions of traffic. There are two lanes of traffic in each direction.

The critical speed was 29.1 m.p.h. Average speed was 25 m.p.h. The maintenance of the current 25 m.p.h. limit is justified because of the heavy pedestrian traffic in the area and because of the proximity of this segment to the central business district.

The area between Orange Street and Church Street is in the central business district and is dense commercial. There is one lane of traffic in each direction between Orange Street and Redlands Boulevard and two in each direction east of Redlands Boulevard. There are seven intersections within this length with two all-way stops, four with intersecting streets controlled by stop signs and one signalized intersection at Redlands Boulevard. The critical speed was 28.1 m.p.h. The critical speed and the densely commercial nature of the area support the maintenance of the current 25 m.p.h. speed limit.

The area between Church Street and University Street is bounded on both sides by Redlands High School property. There is one intersecting street, Central Avenue, which is controlled by a stop sign. In addition there are several driveways, a school bus turnout and a signalized pedestrian crosswalk. There are two lanes of traffic in each direction. The area experiences heavy pedestrian traffic. This occurs not only during daytime school hours, but also in the evenings when events are taking place at the school.

Citrus Avenue bisects the campus with classrooms on both sides of the street causing a great deal of pedestrian traffic crossing Citrus Avenue. There is also significant congestion caused by vehicles pulling to the curb to drop off or pick up students.

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The critical speed was 35.7 m.p.h. Based on critical speed alone a speed limit of 35 m.p.h. would be indicated. However, due to the heavy pedestrian traffic in the area, the congestion and the use of the area into the evening hours, the maintenance of the existing 25 m.p.h. speed limit is justified.

It is recommended that the area between University Street and Dearborn Street be posted for 40 m.p.h. The current speed limit is 35 m.p.h.

The area between University Street and Judson Street is bounded on both sides by single and multiple family residential. There are five intersections in the length, cross streets being controlled by stop signs and Citrus Avenue being uncontrolled except for one four-way stop at Grove Street. There are two lanes of traffic in each direction. The critical speed was 41.3 m.p.h.

The area between Judson Street and Dearborn Street is bounded by single family residential. There is one additional intersection in the area, at Lincoln Street, which is controlled by a four-way stop. There are two lanes of traffic in each direction. Critical speeds were 40.0 m.p.h. and 41.5 m.p.h.

The critical speeds support the need to increase the speed limit from 35 m.p.h. to 40 m.p.h.

It is recommended that a 40 m.p.h. speed limit be established between Dearborn Street and Wabash Avenue. The existing speed limit is 40 m.p.h.

The area between Dearborn Street and Wabash Avenue is largely residential, with a shopping center on the south side east of Dearborn Street. The street width varies in this area, with generally one lane of traffic in each direction.

The critical speed was 42.4 m.p.h. Based upon the critical speed, the maintenance of the existing 40 m.p.h. speed limit is justified.

It is recommended that Citrus Avenue be posted as follows:

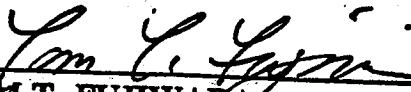
1. 25 MPH signs for eastbound traffic
 - a. Just west of Eureka Street
 - b. Just east of Orange Street
 - c. Just east of Sixth Street
 - d. Just east of Redlands Boulevard

2. 25 MPH signs for westbound traffic
 - a. Just west of University Street
 - b. Just west of Church Street
 - c. Just west of Redlands Boulevard
 - d. Just west of Orange Street

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3. 40 MPH signs for eastbound traffic
 - a. Just east of University Street
 - b. Just east of Cypress Avenue
 - c. Just east of Judson Street
 - d. Just east of Lincoln Street
 - e. Just east of Dearborn Street

4. 40 MPH signs for westbound traffic
 - a. Just west of Wabash Avenue
 - b. Just west of Dearborn Street
 - c. Just west of Lincoln Street
 - d. Just west of Judson Street
 - e. Just west of Cypress Avenue

Prepared by:



TOM T. FUJIWARA
Assistant Public Works Director

Reviewed by Traffic and Parking Commission



Signature

Dec. 05, 2002

Date

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#3 PHASE DATA → #1 Vehicle Timings – AS OF 10/01/08									
PHASE	1	2	3	4	5	6	7	8	
MOVEMENT		THRU		THRU		THRU		THRU	
DIRECTION		E B		S B		W B		N B	
Minimum Green / sec		4		4		4		4	
Passage / 10ths of a sec		30		30		30		30	
Maximum 1 / sec		40		40		40		40	
Maximum 2 / sec									
Yellow / 10ths of a sec		39		39		39		39	
Red / 10ths of a sec		10		10		10		10	
#3 PHASE DATA → #2 Density Timings									
PHASE	1	2	3	4	5	6	7	8	
Added Initial / 10ths of a sec		5		5		5		5	
Max Initial / sec		12		12		12		12	
Time Before Reduction / sec		12		12		12		12	
Car Before Reduction / # of cars									
Time to Reduce / sec		6		6		6		6	
Minimum Gap / 10ths of a sec		10		10		10		10	
#3 PHASE DATA → #3 Pedestrian Timings									
PHASE	1	2	3	4	5	6	7	8	
Walk / sec		7		7		7		7	
Pedestrian Clear / sec		15		10		15		14	
Flash Walk / yes or no									
Extended Ped Clear / yes or no									
Actuated Rest in Walk / yes or no									
#3 PHASE DATA → #4 Initialize & Non Actuated Response									
PHASE	1	2	3	4	5	6	7	8	
Initialization		3		1		3		1	
Non Actuated Response									
#3 PHASE DATA → #5 Vehicle & Pedestrian Recalls									
PHASE	1	2	3	4	5	6	7	8	
Vehicle Recall		MIN				MIN			
Pedestrian Recall									
Recall Delay									
#3 PHASE DATA → #6 Miscellaneous Controls									
PHASE	1	2	3	4	5	6	7	8	
Non-locking Memory / yes or no.				YES				YES	
Dual Entry / yes or no		YES		YES		YES		YES	
Last Car Passage / yes or no									
Conditional Service / yes or no									
No Simultaneous Gap Out / yes or no									