

RESOLUTION NO. 4731

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 traffic conditions and the convenience of the public require 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 has been conducted for the following highway and the following speed limit is hereby found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe:

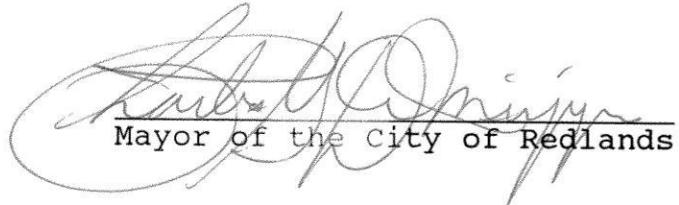
HIGHWAY: Crestview Road

Date of Study: November 12, 1990

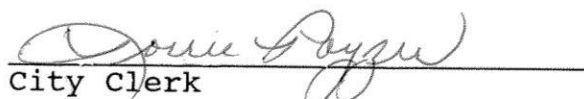
Speed Limit as Follows:

25 miles per hour between Ford Street and Buckingham Drive

ADOPTED, SIGNED AND APPROVED this 15th day of January, 1991.


Mayor of the City of Redlands

ATTEST:


City Clerk

4K BALL BANK INDICATOR TEST - CRESTVIEW ROAD BETWEEN FORD
STREET AND BUCKINGHAM DRIVE

Ball bank indicator tests were taken on Crestview Road between Ford Street and Buckingham Drive on November 12, 1990.

Six curves on the street were run at various speeds and readings taken. The curves were run in both directions, with the exception of the curve nearest Buckingham Drive. It was not run in a northwesterly direction because vehicles have just turned from Buckingham Drive onto Crestview Road and could not accelerate to speed before negotiating the curve.

The curves are concentrated at the ends of the street. There is one curve at the approximately midpoint of the street, near Bradbury Drive which register a safe speed of 29 m.p.h. in a southeasterly direction and 32 m.p.h. in a northwesterly direction.

Following is a list of safe speeds at the curves on Crestview Road.

Direction of Travel

Curve	Northwest	Southeast
#1	29 m.p.h.	34 m.p.h.
#2	28 m.p.h.	29 m.p.h.
#3	32 m.p.h.	29 m.p.h.
#4	26 m.p.h.	24 m.p.h.
#5	23 m.p.h.	26 m.p.h.
#6	no test	26 m.p.h.

Please refer to attached map for location of curves. Based upon these readings it is recommended the street to posted for 25 m.p.h.

RECOMMENDED MOTION:

I move to recommend to the Council that the speed limit be set at 25 m.p.h. on Crestview Road between Ford Street and Buckingham Drive.

Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cutler
 Observer P. Leuninen
 Vehicle 402
 Date 11/12/96
 Weather Clear

Co. Crestview Rd Rte. PM
 Sta. Ford St To Buckingham Dr.
 Direction SE NW

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve #1

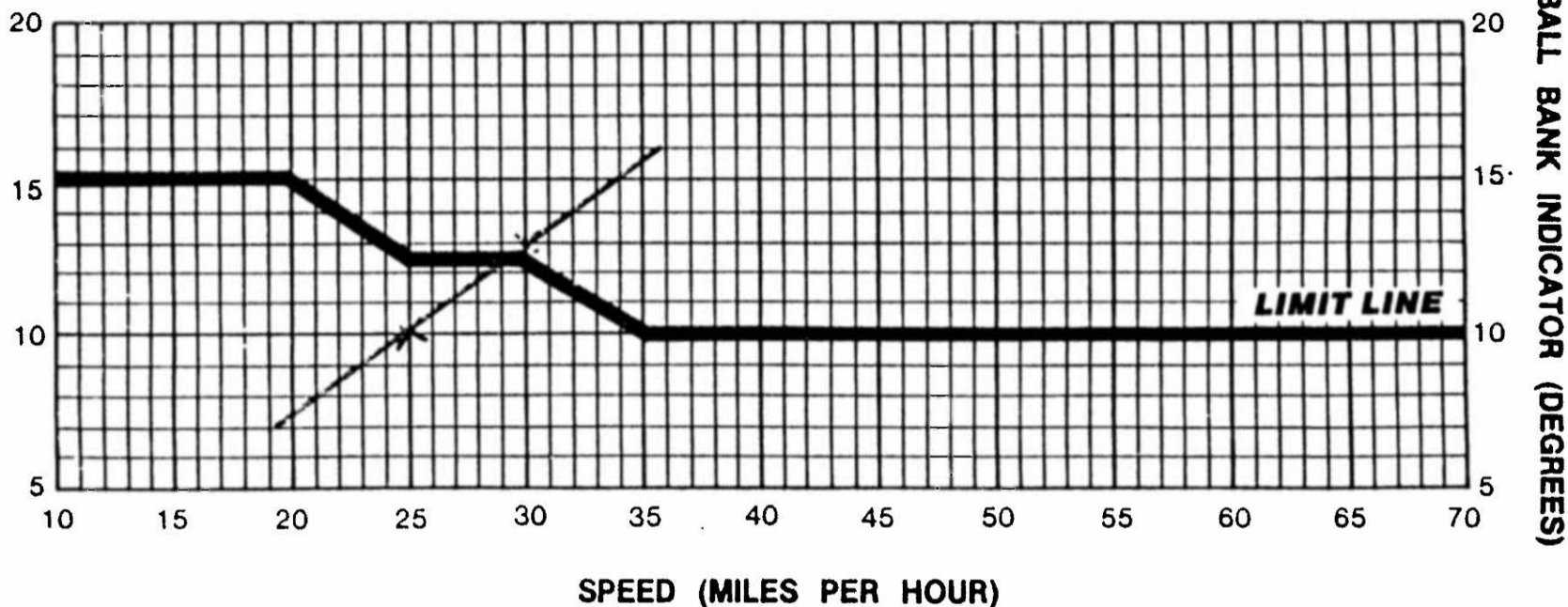


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laaninen
 Vehicle # 402
 Date 11/12/90
 Weather Clear

Co. Crestview Rd. Rte. PM
 Sta. Ford St. To Birmingham Dr.
 Direction SE

Type of Pavement: A.C.
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve #1

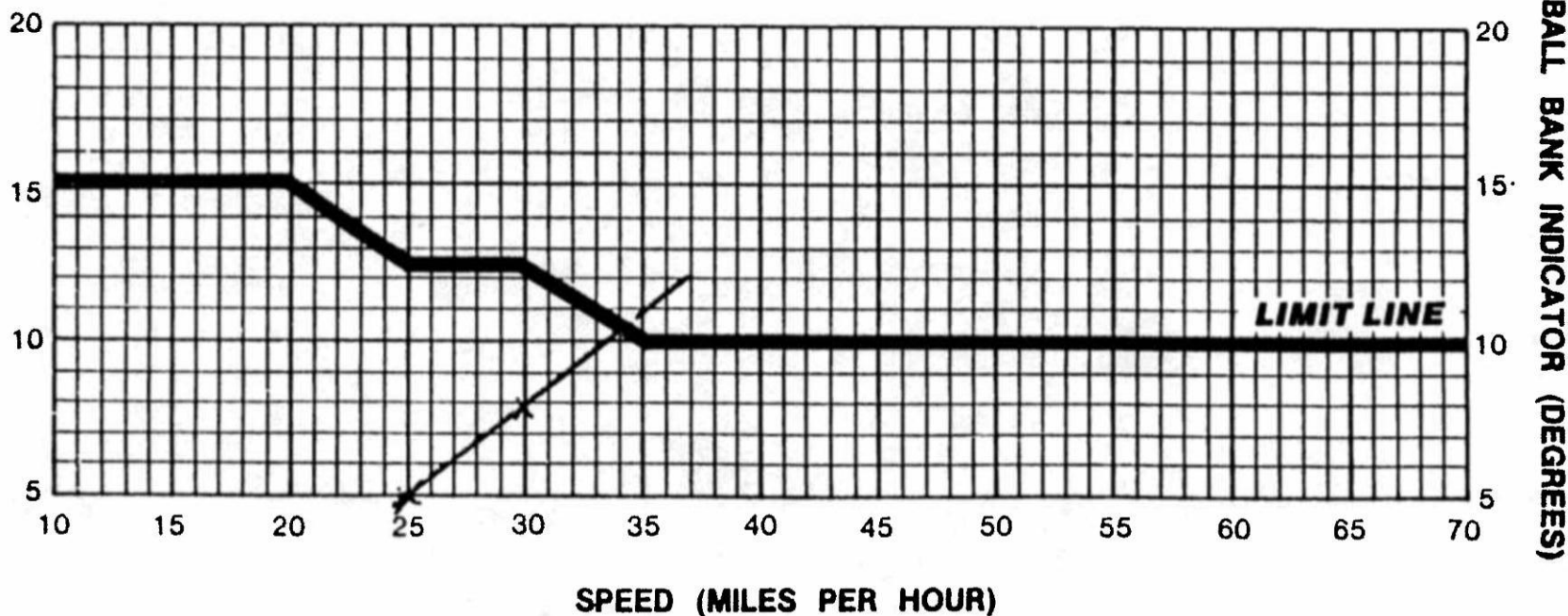


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
Observer _____
Vehicle _____
Date _____
Weather _____

Co. _____ Rte. _____ PM _____
Sta. Ford St To Buckingham
Direction NW

Type of Pavement: A.C.
Cond. of Pavement: Good
Min. Sight Dist. thru Curve: _____
Approach Speed
(Estimated or Observed): _____

Curve #2

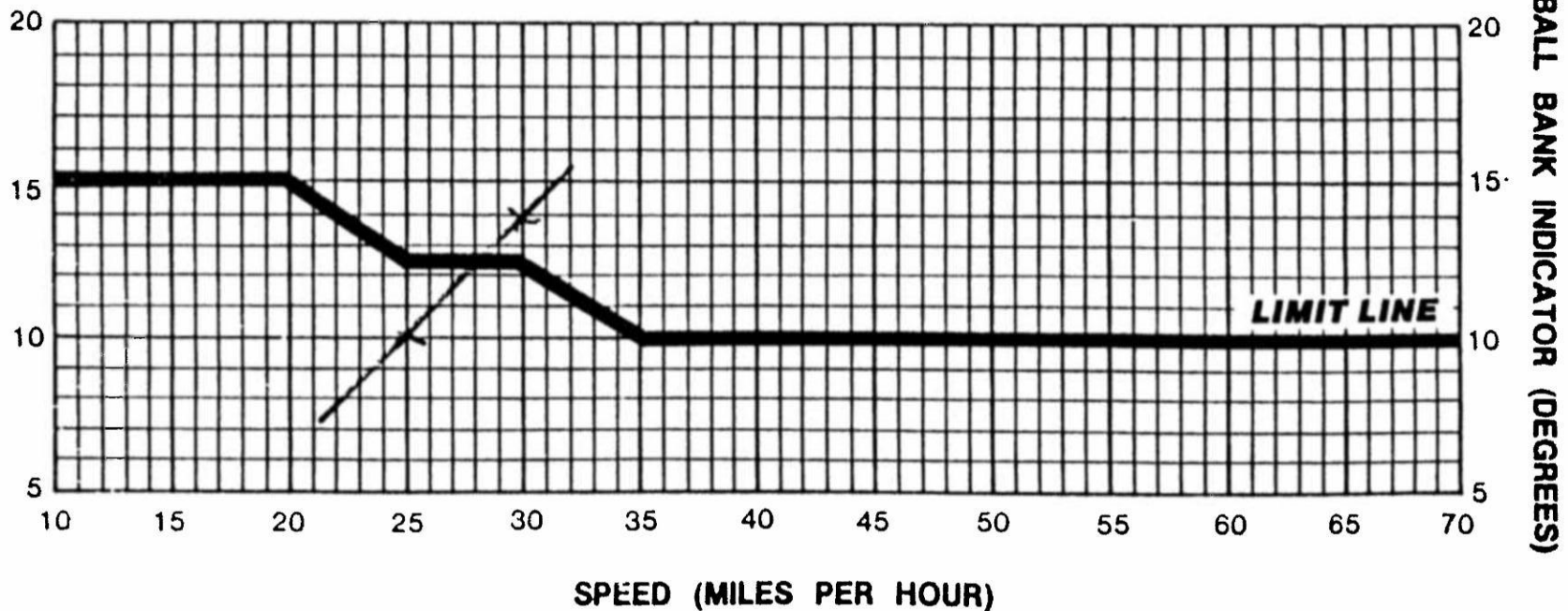


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laaninen
 Vehicle # 402
 Date 11/12/90
 Weather Clear

Co. Crestview Rd Rte. PM
 Sta. Ford St To Buckingham Dr.
 Direction SE

Type of Pavement: A.C.
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve # 2

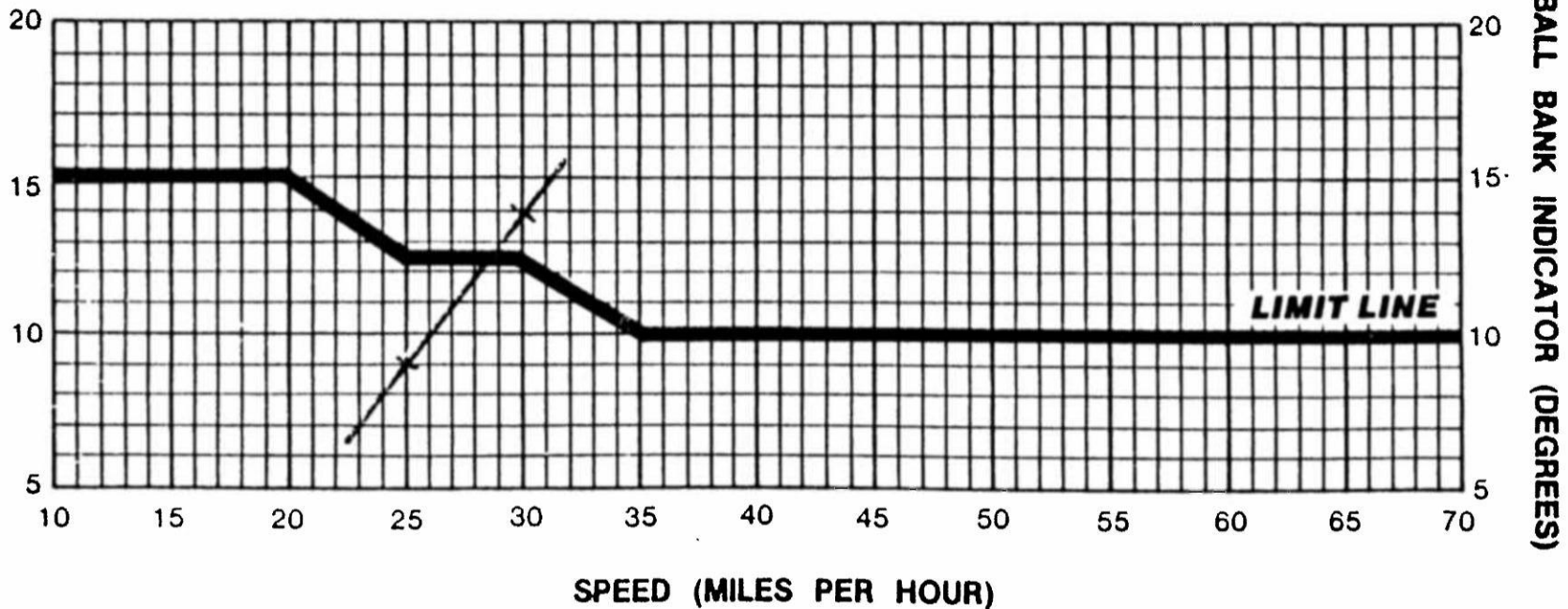


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laaninen
 Vehicle 402
 Date 11/12/90
 Weather Clear

Crestview Rd
 Co. _____ Rte. _____ PM _____
 Sta. Ford St. To Buckingham Dr.
 Direction NW

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve: _____
 Approach Speed
 (Estimated or Observed): _____

Curve # 3

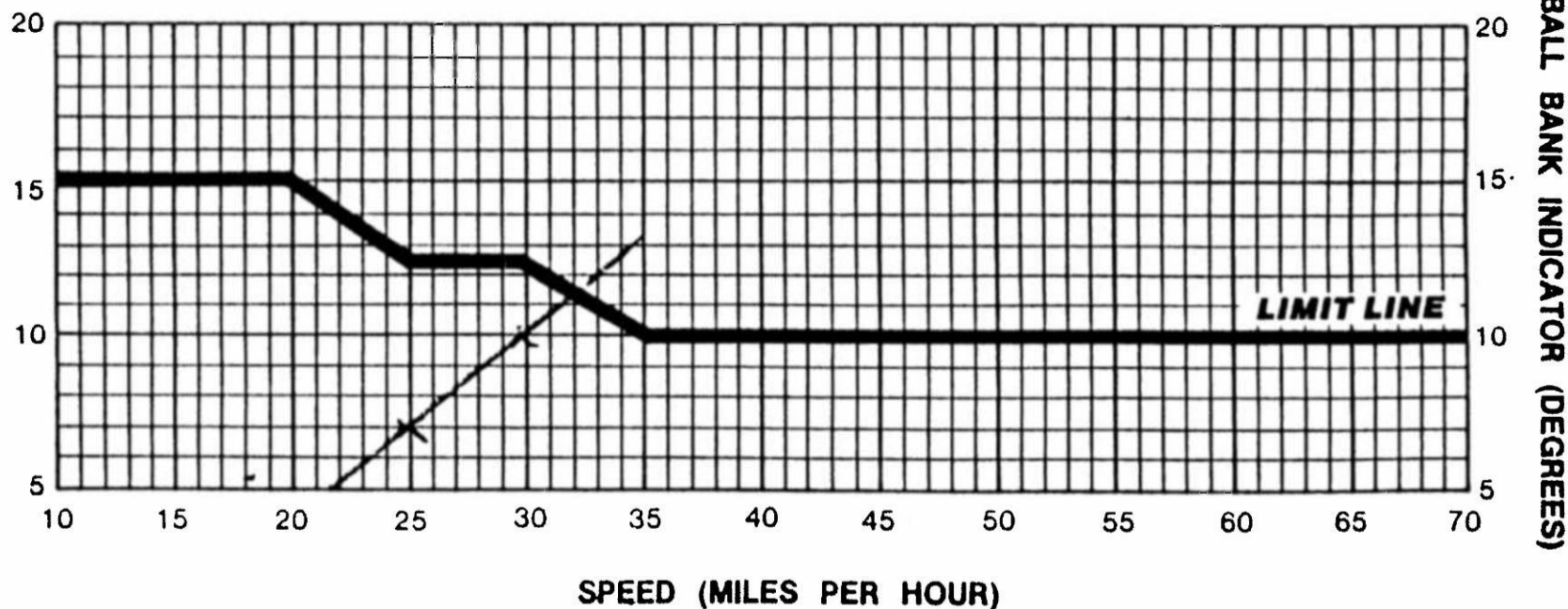


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laanimer
 Vehicle 402
 Date 11/12/90
 Weather Clear

Co. Crestview Rd Rte. PM
 Sta. Ford St To Buckingham Dr.
 Direction SE

Type of Pavement: A.C.
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve # 3

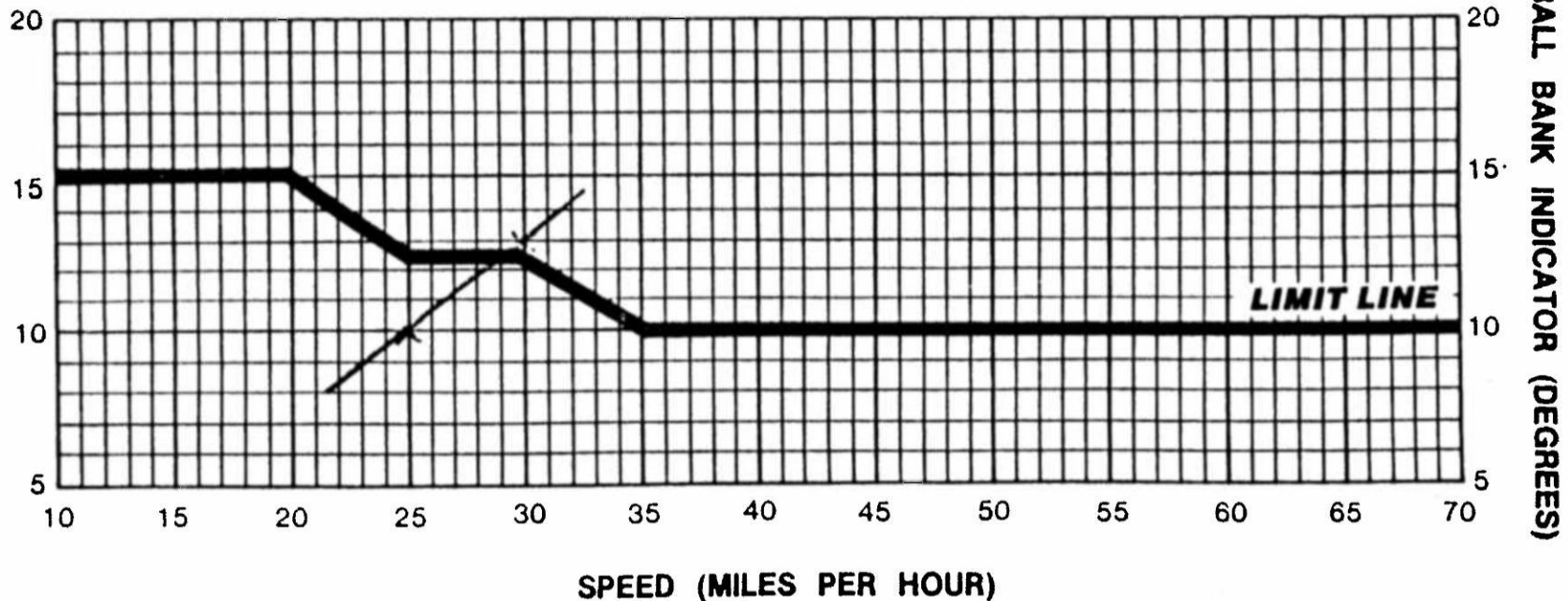


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Lammner
 Vehicle 402
 Date 11/12/90
 Weather Clear

Co. Crestview Rd Rte. PM
 Sta. Ford St. To Buckingham Dr.
 Direction NW

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve #4

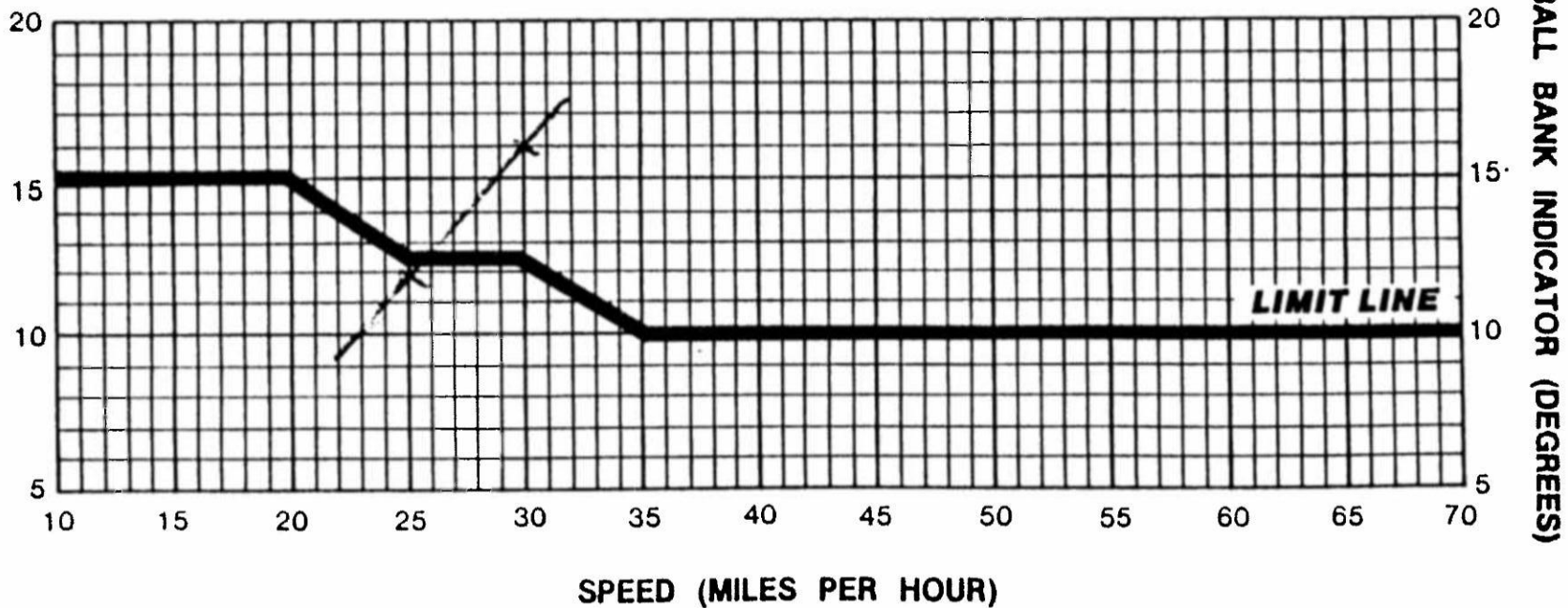


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laaninen
 Vehicle 402
 Date 11/12/90
 Weather Clear

Co. Crestview Rd Rte. PM
 Sta. Ford St. To Beckingham Dr.
 Direction SE

Type of Pavement: A.C.
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

Curve # 4

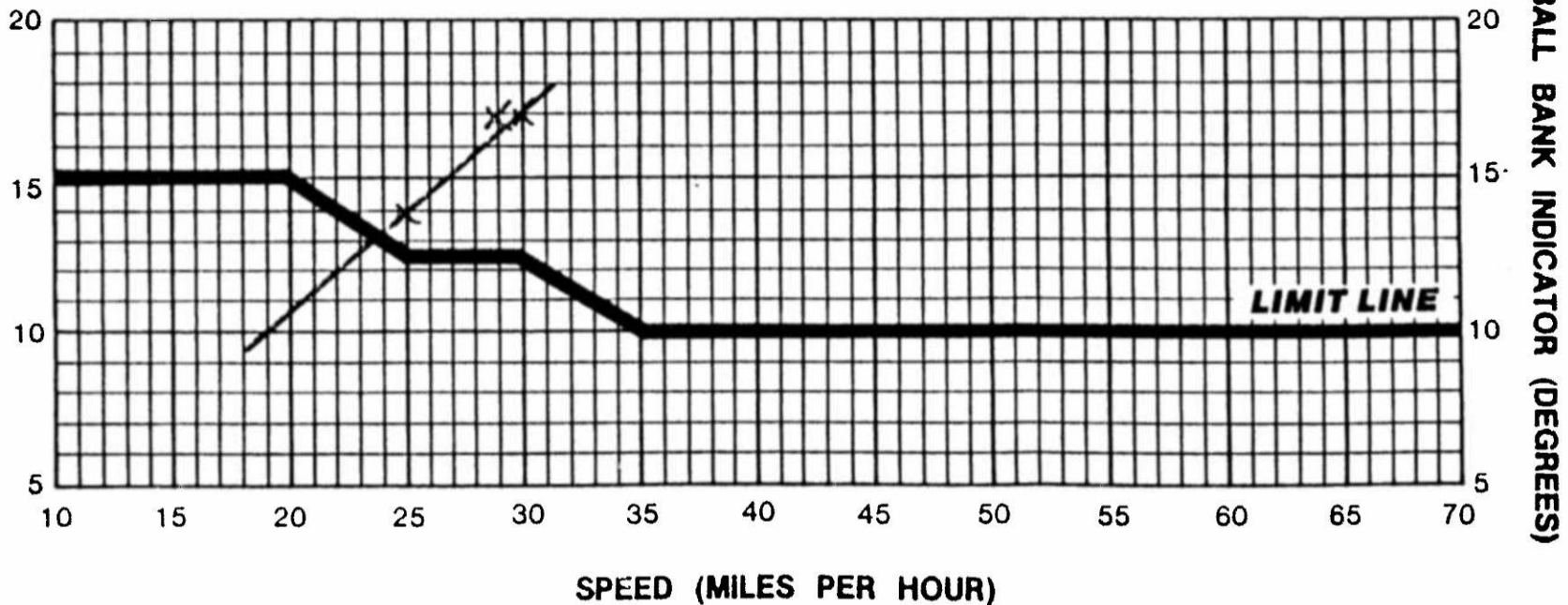


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Laaninen
 Vehicle 402
 Date 11/12/90
 Weather Clear

Crestview Rd
 Co. _____ Rte. _____ PM _____
 Sta. Ford St. To Buckingham Dr.
 Direction NW

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve: _____
 Approach Speed
 (Estimated or Observed): _____

Curve #5

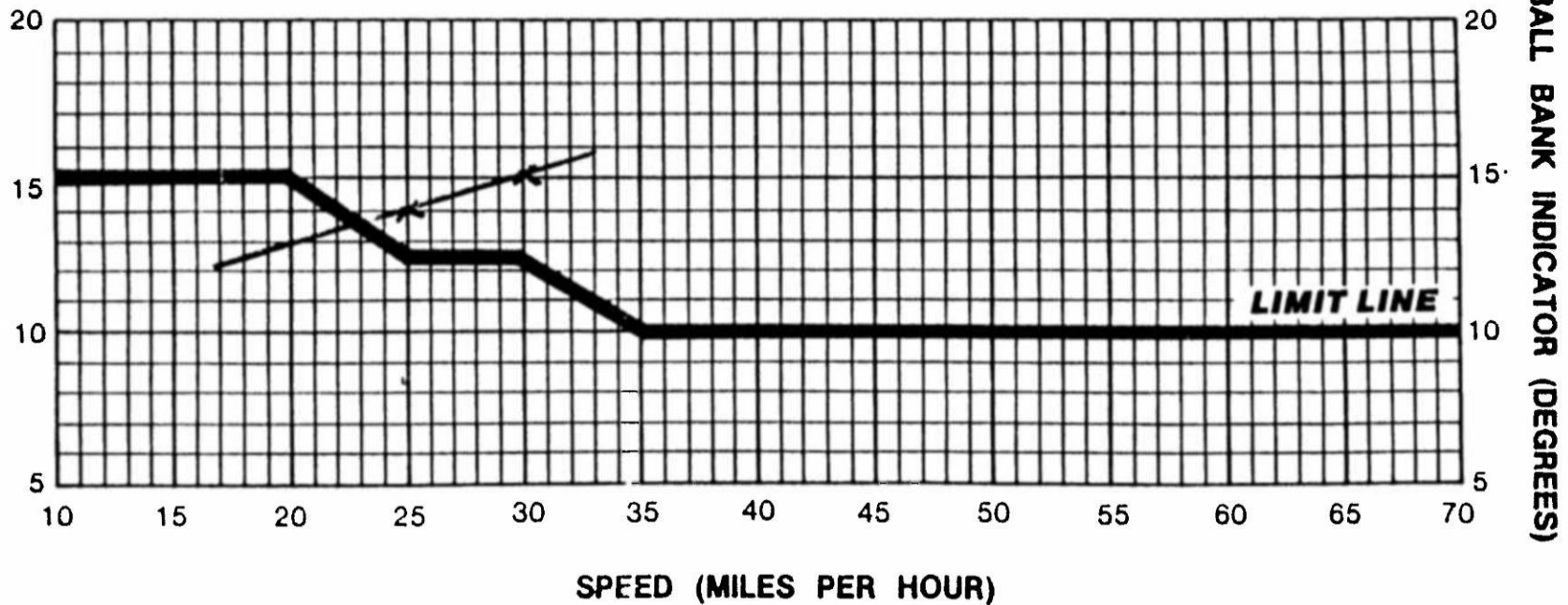


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
Observer P. Laaninen
Vehicle 402
Date 11/12/90
Weather Clear

Crestview Rd
Co. _____ Rte. _____ PM _____
Sta. Ford St To Puckingham Dr.
Direction SE

Type of Pavement: AC
Cond. of Pavement: Good
Min. Sight Dist. thru Curve: _____
Approach Speed
(Estimated or Observed): _____

Curve # 5

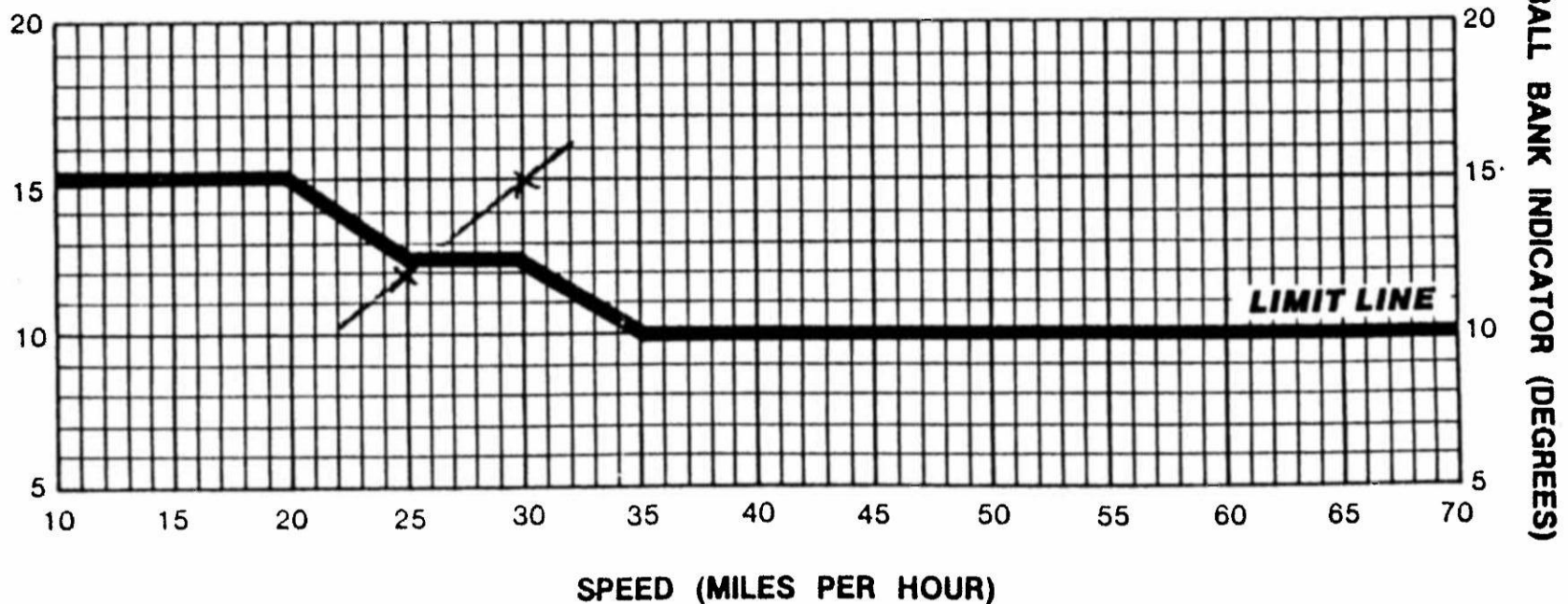


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver To Cullen
 Observer P. Laaninen
 Vehicle 402
 Date 11/12/90
 Weather Clear.

Co. Crestview RR Rte. PM
 Sta. Ford St To Buckingham
 Direction NW

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve:
 Approach Speed
 (Estimated or Observed):

#6

*Did not take test in this direction since it is immediately after
right angle turn.*

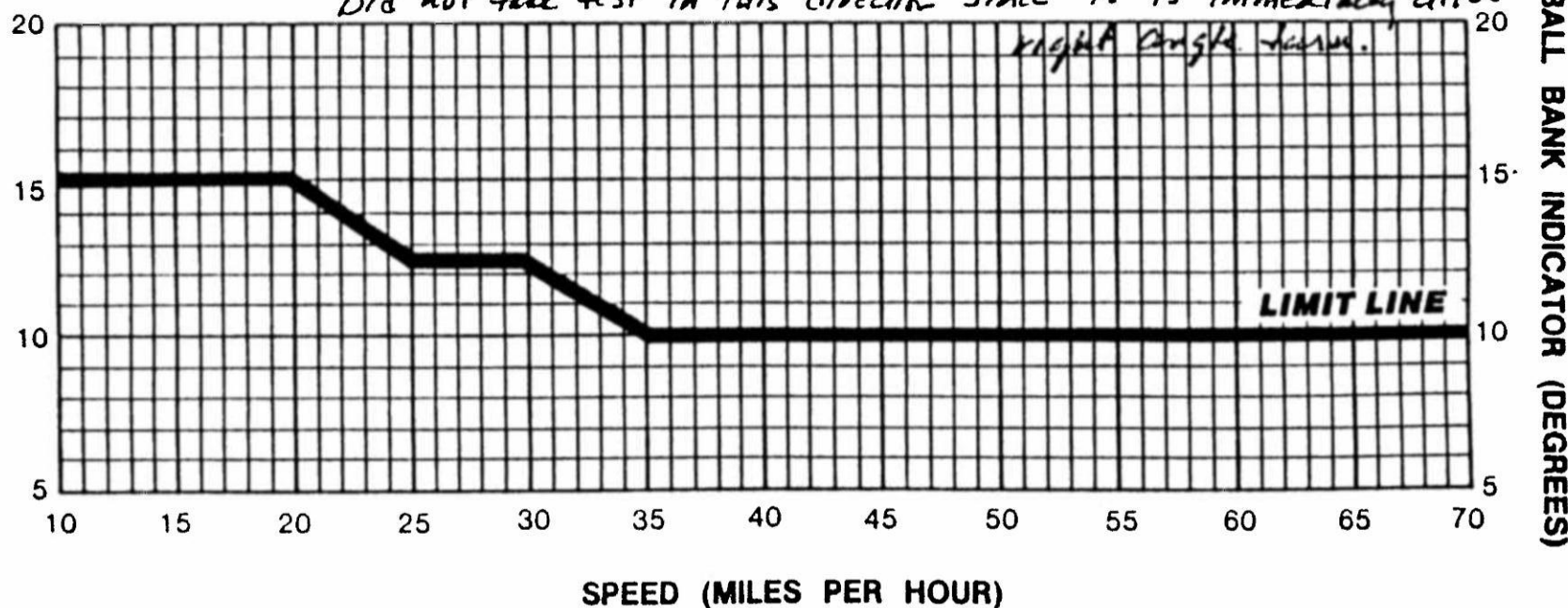


Figure 4-2

DETERMINATION OF COMFORTABLE SPEED FROM BALL BANK INDICATOR READINGS

Driver J. Cullen
 Observer P. Lanning
 Vehicle 402
 Date 11/12/96
 Weather Clear.

Crestview Rd
 Co. _____ Rte. _____ PM _____
 Sta. Ford St To Buckingham Dr.
 Direction SE

Type of Pavement: AC
 Cond. of Pavement: Good
 Min. Sight Dist. thru Curve: _____
 Approach Speed
 (Estimated or Observed): _____

Curve #6

