

RESOLUTION NO. 7302

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

WHEREAS, pursuant to studies made under the authority of Title 10 of the Redlands Municipal Code, and the presentation of information contained in such studies, the City Council of the City of Redlands has determined that certain traffic regulations are necessary to protect the public health, safety and welfare and should be established pursuant to Title 10 of the Redlands Municipal Code;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REDLANDS as follows:

Section 1. Pursuant to Section 10.24.010 of the Redlands Municipal Code, a traffic engineering investigation (Engineering and Traffic Survey 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:

Highway: Citrus Avenue

Date of Study: April 9, 2013

Speed Limits as follows:

25 mph on Citrus Avenue between Eureka Street and University Street.

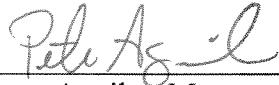
40 mph on Citrus Avenue between University Street and Ford Street.

40 mph on Citrus Avenue between Ford Street and Wabash Avenue.

Section 2. The City Engineer of the City of Redlands is hereby directed to perform such acts as are necessary to effectuate this Resolution.

Section 3. This City Council further determines that the approval of this Resolution is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15061(b)(3) which provides that CEQA applies only to projects which have the potential for causing a significant effect on the environment. This City Council finds that it can be seen with certainty that there is no possibility that the approval of this Resolution may have a significant effect on the environment.

ADOPTED, SIGNED AND APPROVED this 16th day of July, 2013.



Peter Aguilar, Mayor

ATTEST:



Sam Irwin, City Clerk

I, Sam Irwin, City Clerk of the City of Redlands, hereby certify that the foregoing Resolution was duly adopted by the City Council at a regular meeting thereof, held on the 16th day of July, 2013, by the following vote:

AYES: Councilmembers Harrison, Foster, Gardner, Gilbreath; Mayor Aguilar

NOES: None

ABSENT: None

ABSTAIN: None



Sam Irwin, City Clerk

EXHIBIT "A"

ENGINEERING AND TRAFFIC SURVEY

HIGHWAY UNDER SURVEY: Citrus Avenue
AREA OF: Between Eureka Street and Wabash Avenue
DATE OF SURVEY: April 9, 2013

RECOMMENDATIONS:

The California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC) Section 627 establishes current procedures for establishing speed limits on local streets. The current criteria states that the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed also known as the critical speed where an engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community.

There were a total of 29 reported midblock accidents on Citrus Avenue from Eureka Street to Wabash Avenue from 2006 to 2010.

Accident rate = number of midblock accidents per year x 10^6 / 24 hour volume x 365 x length x 3 years

The traffic accident rates on Citrus Avenue are as follows:

Four lane street segments -

Eureka Street to Orange Street = $0 \times 10^6 / 12614 \times 0.17 \times 3 = 0$

University Street to Dearborn Street = $11 \times 10^6 / 4431 \times 365 \times 1.1 \times 3 = 2.06$

The expected accident rate for a four lane undivided urban roadway is 3.55. The calculated accident rates are below the expected accident rate for these segments.

Two lane street segment –

Orange Street to University Street = $15 \times 10^6 / 12614 \times 365 \times 0.9 \times 3 = 1.21$

Dearborn Street to Wabash Avenue = $3 \times 10^6 / 4431 \times 365 \times 0.50 \times 3 = 1.24$

The expected accident rate for a two lane urban roadway is 1.98. The calculated accident rates are below the expected accident rate for these segments.

The existing posted speed limit on Citrus Avenue between Eureka Street and Church Street is 25 mph. The area between Eureka Street and Church Street is located in the central business district with two lanes of traffic in each direction from Eureka Street to Orange Street, and one lane of traffic in each direction from Orange Street to Church Street. There are ten intersections within this stretch, four signalized, the rest a combination of stop signs and crosswalks. The survey results are as follows:

Between Eureka Street and Church Street -

Critical Speed – 27.0 mph
Average Speed – 22.6 mph
Pace Speed – 18-27 mph

The 85 percentile speed rounds off to 25 mph, and because this is a business district, by state vehicle code, CVC 22352.a.2 & 22357.1, the speed limit should be 25 mph. Therefore, the current speed limit should be maintained.

The existing posted speed limit on Citrus Avenue between Church Street and University Street is 25 mph. This segment is a school zone and by state vehicle code, CVC 22352, the speed limit when children are present is 25 mph. There is one intersecting street, Central Avenue, which is controlled by a stop sign. The intersection at University Street has a traffic signal. In addition there are several school driveways, a school bus turnout and a signalized pedestrian crosswalk. There is one lane of traffic in each direction. Citrus Avenue bisects the campus with classrooms on both sides of the street causing a great deal of pedestrian traffic crossing Citrus Avenue. This occurs not only during daytime school hours, but also in the evenings when events are taking place at the school. There is also significant congestion during school hours caused by vehicles pulling to the curb to drop off or pick up students. When children are not present and there are no special events the free flow traffic moves at a higher speed as evidenced in the speed survey which follows:

Between Church Street and University Street -

Critical Speed – 27.5 mph
Average Speed – 22.7 mph
Pace Speed – 19-28 mph

The critical speed when rounded off to the nearest 5 mph increment is 30 mph. Due to the heavy pedestrian traffic in the area, the congestion and the use of the area into the evening hours, a 5 mph reduction should be taken making the proposed speed limit 25 mph. Therefore, the current speed limit should be maintained.

The existing posted speed limit on Citrus Avenue between University Street and Ford Street is 40 mph. The area is bounded on both sides by single and multiple family residential dwellings. There are five intersections in the length, cross streets being controlled by stop signs, a four-way stop at Citrus Avenue and Grove Street and a traffic signal at Citrus Avenue and Judson Street. There are two lanes of traffic in each direction. The survey results follow:

Between University Street and Ford Street -

Critical Speed – 37.8 mph
Average Speed – 33.4 mph
Pace Speed – 29-38 mph

The critical speed when rounded off to the nearest 5 mph increment is 40 mph. Because of the close proximity to the high school and pedestrian traffic with numerous intersections at acute angles which present a limited sight distance not readily apparent to motorists, a 5 mph reduction should be taken making the speed limit 35 mph, 5 mph lower than what it is currently posted.

The existing posted speed limit on Citrus Avenue between Ford Street and Dearborn Street is 40 mph. The area is bounded by single family residential dwellings and an orange grove. 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. The survey results follow:

Between Judson Street and Dearborn Street -

Critical Speed – 39.6 mph
Average Speed – 35.3 mph
Pace Speed – 31-40 mph

The critical speeds support the existing posted speed limit of 40 mph.

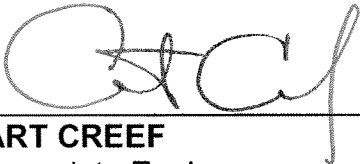
The existing posted speed limit on Citrus Avenue between Dearborn Street and Wabash Avenue is 40 mph. The area between Dearborn Street and Wabash Avenue is largely residential, with a shopping center on the south side east of Dearborn Street with an unimproved parcel just east of the shopping center. There are a number of residences with direct driveway access to Citrus Avenue. The street has a horizontal reverse curve as it nears Wabash Avenue to realign with Citrus Avenue east of Wabash Avenue. The street width varies in this area, with one lane of traffic in each direction. The survey results are as follows:

Between Dearborn Street and Wabash Avenue -

Critical Speed – 41.5 mph
Average Speed – 37.6 mph
Pace Speed – 33-42 mph

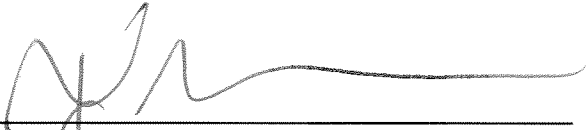
The critical speeds support the existing posted speed limit of 40 mph.

Prepared by:



ART CREEF
Associate Engineer

Concurrence by:



FRED MOUSAVIPOUR
City Engineer

Reviewed by Traffic and Parking Commission:



Signature

7-9-2013

Date

SPEED SURVEY WORKSHEET

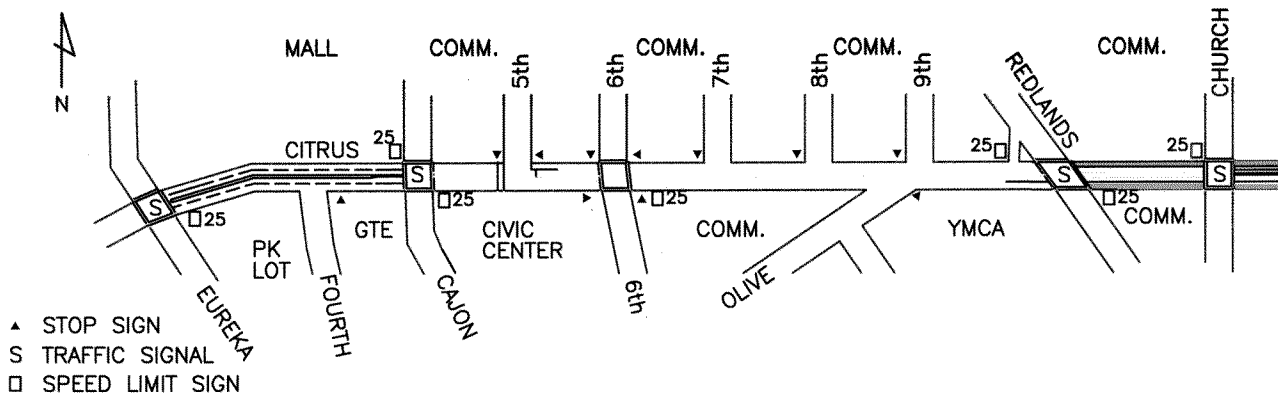
CITRUS AVE.

BETWEEN EUREKA ST.

AND CHURCH ST.

DATE OF SURVEY 4/9/13

FILE NUMBER

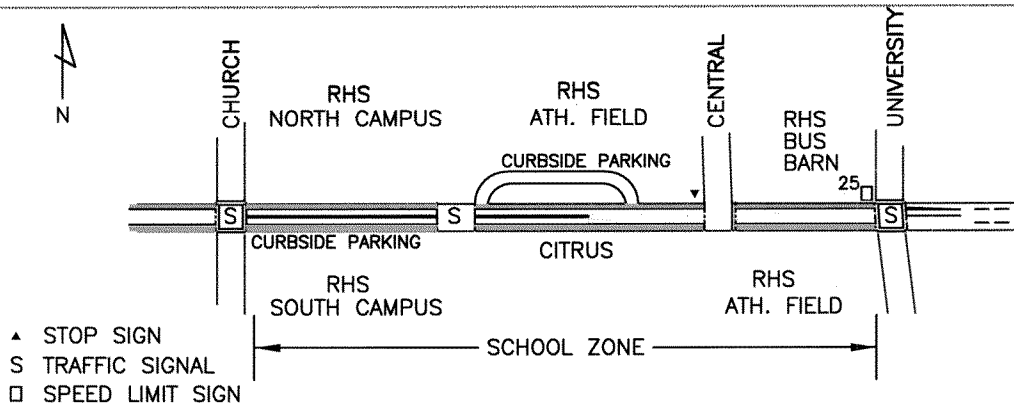


DEVELOPMENT	BUSSINESS	PARKING LOTS	CHURCH	COMMERCIAL
ROADWAY WIDTH	— 63' —		— 49' —	
NO. OF STRIPED LANES	FOUR		TWO	
TYPE OF STRIPING	CEMENT ISLAND — DASHED WHITE LINES		DOUBLE YELLOW— LEFT TURN POCKETS	
TRAFFIC CONTROLS	TRAFFIC SIGNALS @ MAJOR INTERSECTIONS		— STOP SIGNS @ CROSS STREETS	
OBSERVED SPEED — CRITICAL				27
OBSERVED SPEED — PACE & AVG.				18-27/ 22.6
EXISTING SPEED ZONE				25
PROPOSED SPEED LIMIT				25

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**SPEED SURVEY
WORKSHEET**

CITRUS AVE.
BETWEEN CHURCH ST.
AND UNIVERSITY ST.
DATE OF SURVEY 4/9/13
FILE NUMBER _____



DEVELOPMENT

ROADWAY WIDTH

NO. OF STRIPED LANES

TYPE OF STRIPING

TRAFFIC CONTROLS

SCHOOL

RESIDENTIAL

— 64' —

— 49' —

TWO LANES AND BIKE LANES

ISLAND W/ FENCE

—DASHED WHITE LINES

DOUBLE YELLOW LINES —DASHED WHITE LINES

TRAFFIC SIGNALS ● CHURCH & UNIVERSITY ST.— PEDESTRIAN SIGNALS BETWEEN CHURCH & CENTRAL AVE.

OBSERVED SPEED — CRITICAL

27.5

OBSERVED SPEED — PACE & AVG.

19-28/ 22.7

EXISTING SPEED ZONE

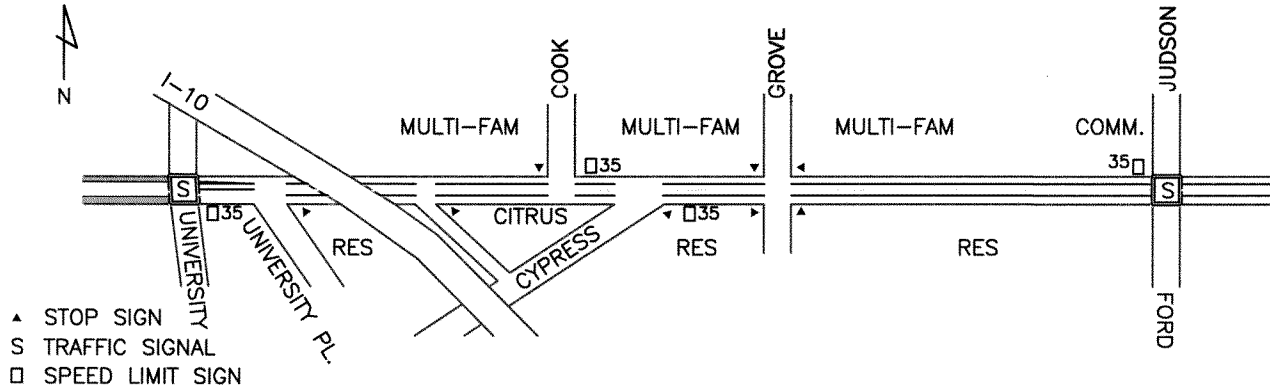
25

PROPOSED SPEED LIMIT

25

SPEED SURVEY
WORKSHEET

CITRUS AVE.
BETWEEN UNIVERSITY ST.
AND FORD ST.
DATE OF SURVEY 4/9/13
FILE NUMBER



▲ STOP SIGN
S TRAFFIC SIGNAL
□ SPEED LIMIT SIGN

DEVELOPMENT

ROADWAY WIDTH

NO. OF STRIPED LANES

TYPE OF STRIPING

TRAFFIC CONTROLS

APARTMENTS

RESIDENTIAL

COMMERCIAL

— 64' —

TWO LANES/CENTER
MEDIAN—TURNING LANE

FOUR LANES

DOUBLE YELLOW LINES

FOUR LANES

DOUBLE YELLOW LINES — DASH WHITE LANE SEPARATORS

TRAFFIC SIGNALS ● UNIVERSITY & FORD/ JUDSON ST. —FOUR WAY STOP ● GROVE ST. — STOP SIGNS ● CROSS STREETS

OBSERVED SPEED — CRITICAL

OBSERVED SPEED — PACE & AVG.

EXISTING SPEED ZONE

PROPOSED SPEED LIMIT

37.8

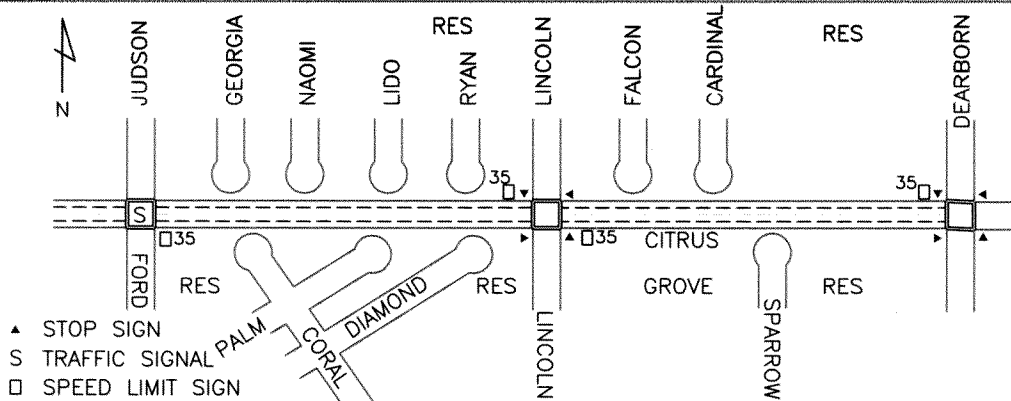
29 TO 38/ 33.4

40

35

SPEED SURVEY
WORKSHEET

CITRUS AVE.
BETWEEN FORD ST.
AND DEARBORN ST.
DATE OF SURVEY 4/9/13
FILE NUMBER



DEVELOPMENT

ROADWAY WIDTH

NO. OF STRIPED LANES

TYPE OF STRIPING

TRAFFIC CONTROLS

RESIDENTIAL

CITRUS

— 63' —

— 57' —

— 63' —

FOUR LANES

DOUBLE YELLOW LINES - DASHED WHITE LINES

TRAFFIC SIGNAL @ FORD/ JUDSON ST. - FOUR WAY STOP SIGNS @ LINCOLN, & DEARBORN ST.

OBSERVED SPEED - CRITICAL

39.6

OBSERVED SPEED - PACE & AVG.

31-40/ 35.3

EXISTING SPEED ZONE

40

PROPOSED SPEED LIMIT

40

SPEED SURVEY WORKSHEET

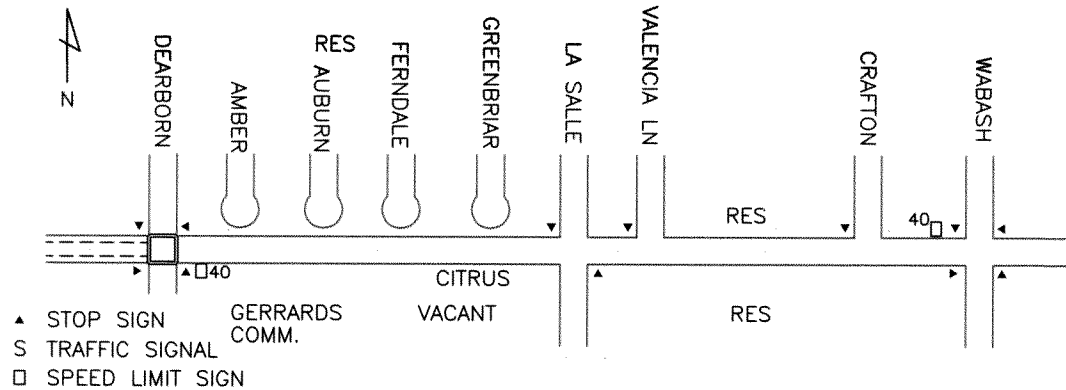
CITRUS AVE.

BETWEEN DEARBORN ST.

AND WABASH AVE.

DATE OF SURVEY 4/9/13

FILE NUMBER



DEVELOPMENT	COMMERCIAL	RESIDENTIAL	RESIDENTIAL
ROADWAY WIDTH	— 63' —	— 54' —	— 48" — — 36' — — 60' —
NO. OF STRIPED LANES	TWO LANES		
TYPE OF STRIPING	DOUBLE YELLOW LINES		
TRAFFIC CONTROLS	FOUR WAY STOP SIGNS @ DEARBORN & WABASH - STOP SIGNS @ CROSS STREETS		
OBSERVED SPEED - CRITICAL	41.5		
OBSERVED SPEED - PACE & AVG.	33-42/ 37.6		
EXISTING SPEED ZONE	40		
PROPOSED SPEED LIMIT	40		

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City of Redlands Department of Public Works

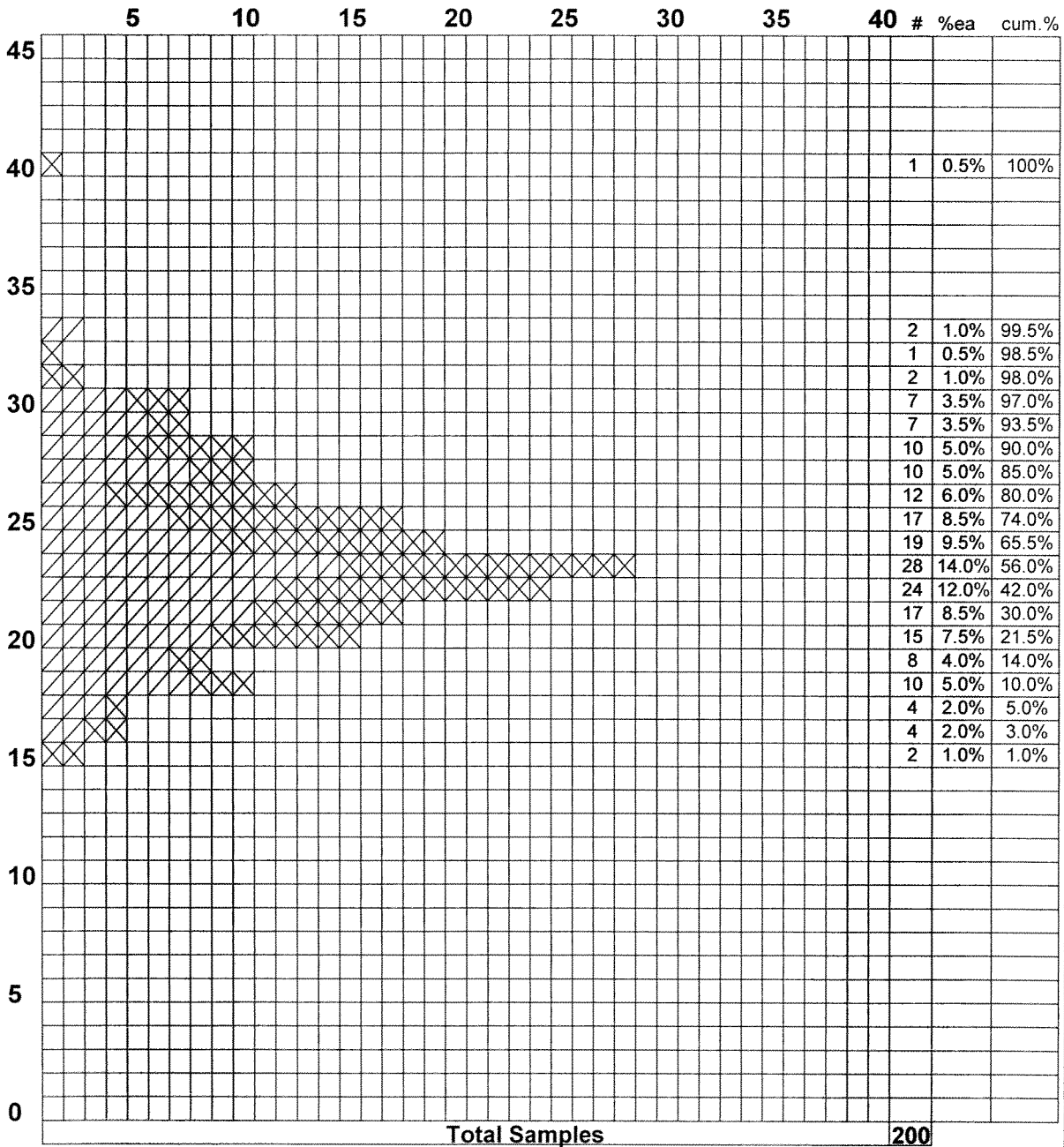
Traffic Engineering Department

Street Name: CITRUS AVE

Limits: EUREKA ST to CHURCH ST

Radar Survey Sheet

X=West /=East



85th Percentile Speed: 27.0
 50th Percentile Speed: 22.6
 15th Percentile Speed: 19.1
 10 MPH Pace: 18- 27
 Number in Pace: 160
 Percent in Pace: 80.0%

Date of Survey: 4/9/2013

Weather: Clear

Road Condition: Good

Street Class.: Secondary Arterial

Conditions not
Apparent:

Start Time: 10:50

End Time: 11:40

Posted Speed: 25

Observer: JOSE TORRE

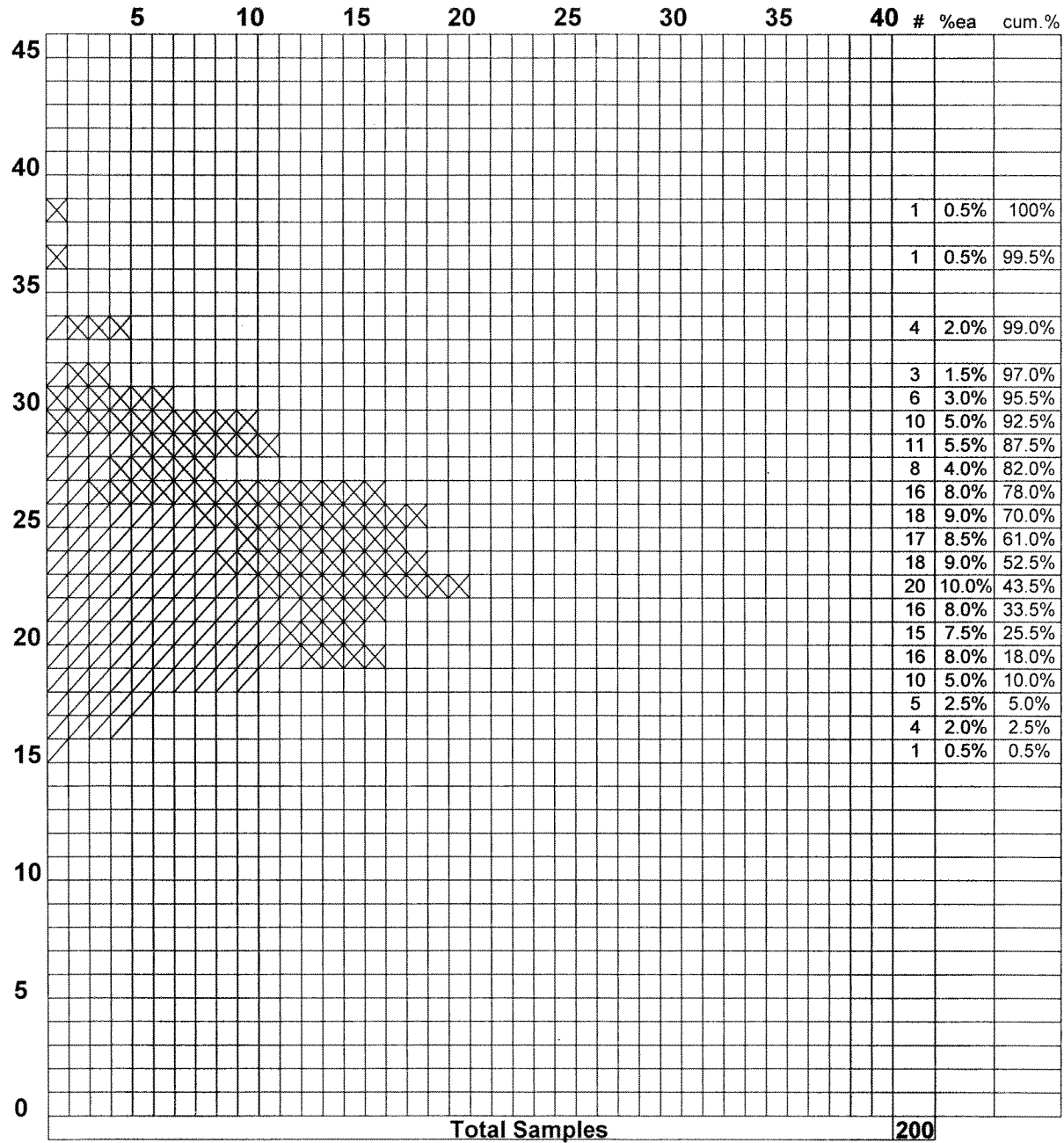
Traffic Engineering Department

Street Name: CITRUS AVE

Limits: CHURCH ST to UNIVERSITY ST

Radar Survey Sheet

X=West /=East

85th Percentile Speed: 27.5

50th Percentile Speed: 22.7

15th Percentile Speed:	18.6
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10 MPH Pace: 19- 28Number in Pace: 155

Percent in Pace: 77.5%

Date of Survey: 4/9/2013Weather: ClearRoad Condition: Good

Street Class.: Secondary Arterial

Conditions not Apparent:

Start Time: 1:55

End Time: 2:40

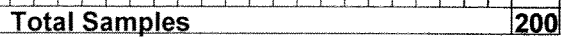
Posted Speed: 25

Observer: JOSE TORRE

Traffic Engineering Department

Limits: UNIVERSITY ST to FORD ST

X=West /=East

Observer: JOSE TORRE

City of Redlands Department of Public Works

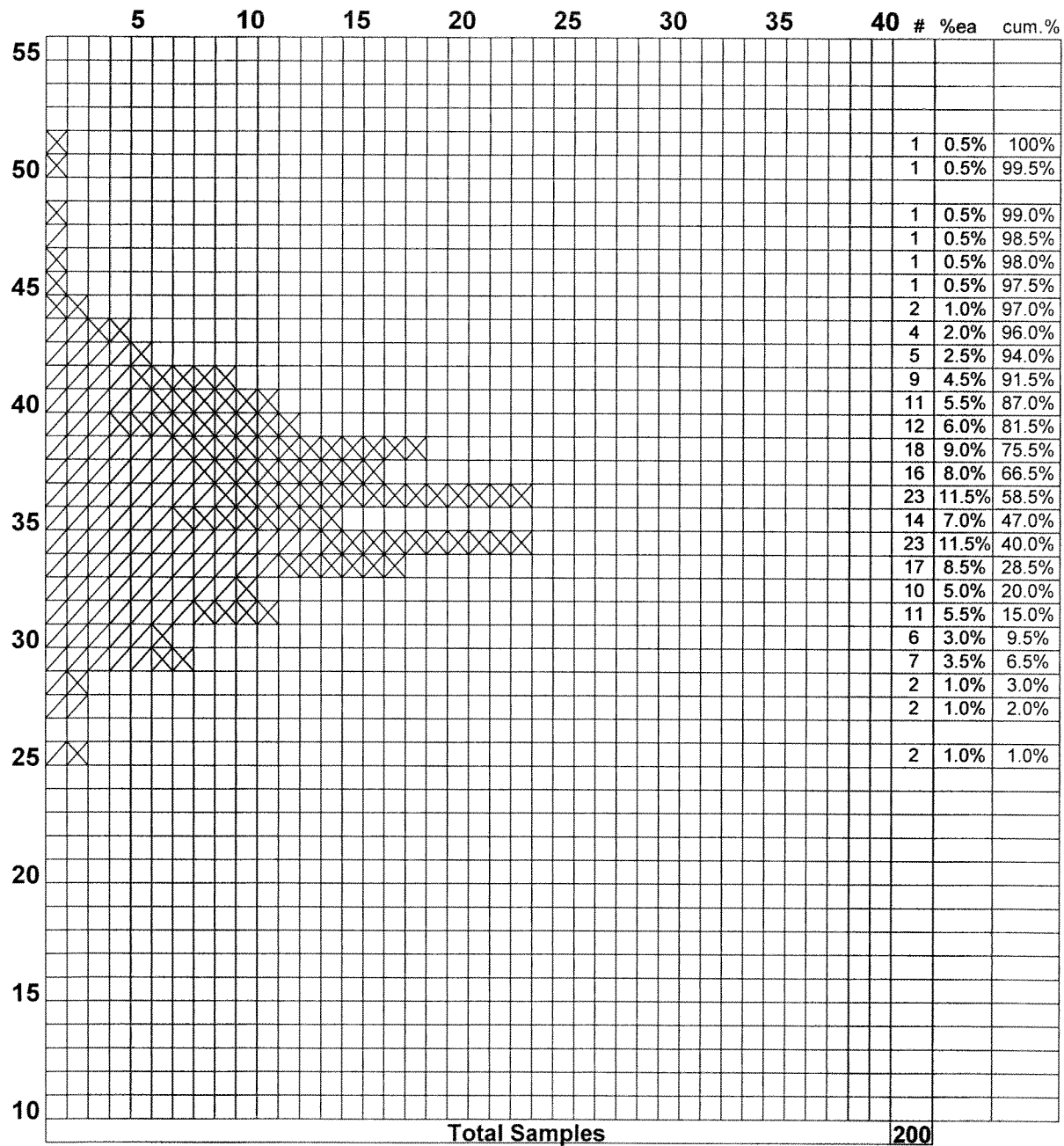
Traffic Engineering Department

Street Name: CITRUS AVE

Limits: FORD ST to DEARBORN ST

Radar Survey Sheet

X=West /=East



85th Percentile Speed: 39.6
 50th Percentile Speed: 35.3
 15th Percentile Speed: 31.0
 10 MPH Pace: 31- 40
 Number in Pace: 155
 Percent in Pace: 77.5%

Date of Survey: 4/4/2013

Weather: Clear

Road Condition: Good

Street Class.: Secondary Arterial

Conditions not
Apparent:

Start Time: 3:35

End Time: 4:20

Posted Speed: 40

Observer: JOSE TORRE

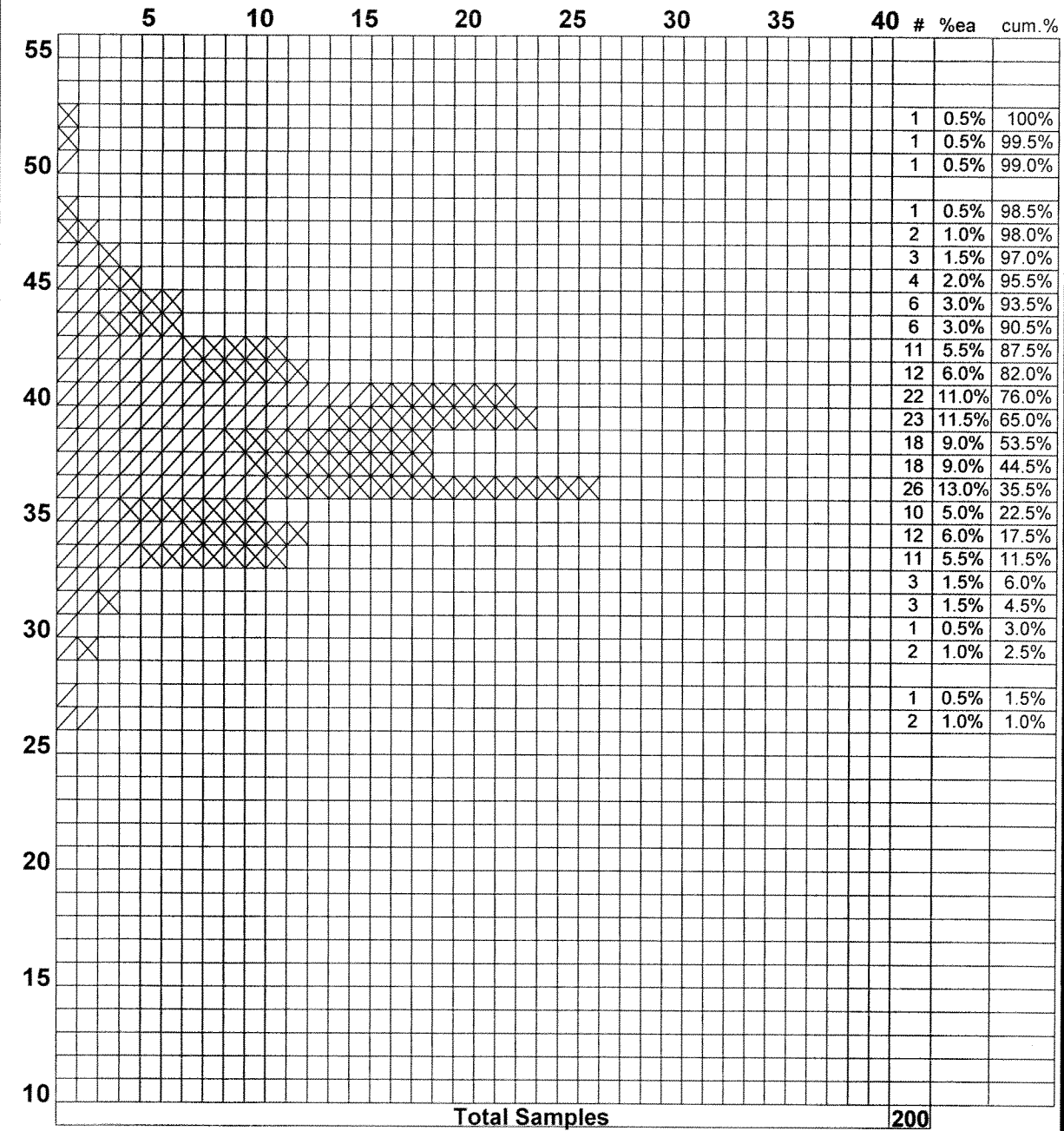
**City of Redlands Department of Public Works
Traffic Engineering Department**

Street Name: CITRUS AVE

Limits: DEARBORN ST to WABASH AVE

Radar Survey Sheet

X=West /=East



85th Percentile Speed: 41.5
 50th Percentile Speed: 37.6
 15th Percentile Speed: 33.6
 10 MPH Pace: 33- 42
 Number in Pace: 163
 Percent in Pace: 81.5%

Date of Survey: 4/4/2013

Weather: Clear

Road Condition: Good

Street Class.: Secondary Arterial

Conditions not
Apparent:

Start Time: 2:40

End Time: 3:25

Posted Speed: 40

Observer: JOSE TORRE

City of Redlands
Traffic Engineering Department

Radar Speed Data Work Sheet

Date: 4/9/13

Location # _____

Street Name: Citrus

Observer: Jose Torres

Limits: Foreka St. to Church St.

Location of Survey: 50 ft west of 8th St.

Weather: Clear

Roadway Geometrics: _____

Road Cond: Good

Conditions Not Apparent: _____

Posted Speed: 25

Start Time: 10:50 am

Lane Config. 1 lane ea. direction + left turn

End Time: 11:40 am

Adjacent Land Use Commercial

Street Classification: Arterial - Collector - Local -

Average Daily Traffic _____

Segment Length: _____

Speed Limit Changed? Yes - No

Revised Limit: _____

Checked By: _____

Collision Start Date: _____

Collision End Date: _____

Collision Period: _____

Total Collisions: _____

Collision Rate: _____

Expected Collision Rate: _____

Direction: WB

Direction: EB

1. <u>23</u>	21. <u>26</u>	41. <u>28</u>	61. <u>20</u>	81. <u>30</u>
2. <u>40</u>	22. <u>23</u>	42. <u>23</u>	62. <u>28</u>	82. <u>28</u>
3. <u>25</u>	23. <u>27</u>	43. <u>23</u>	63. <u>23</u>	83. <u>24</u>
4. <u>23</u>	24. <u>21</u>	44. <u>21</u>	64. <u>22</u>	84. <u>27</u>
5. <u>23</u>	25. <u>21</u>	45. <u>24</u>	65. <u>31</u>	85. <u>19</u>
6. <u>18</u>	26. <u>20</u>	46. <u>15</u>	66. <u>22</u>	86. <u>24</u>
7. <u>24</u>	27. <u>21</u>	47. <u>18</u>	67. <u>23</u>	87. <u>24</u>
8. <u>18</u>	28. <u>23</u>	48. <u>23</u>	68. <u>23</u>	88. <u>25</u>
9. <u>16</u>	29. <u>25</u>	49. <u>22</u>	69. <u>31</u>	89. <u>22</u>
10. <u>20</u>	30. <u>16</u>	50. <u>28</u>	70. <u>26</u>	90. <u>23</u>
11. <u>22</u>	31. <u>30</u>	51. <u>22</u>	71. <u>25</u>	91. <u>20</u>
12. <u>27</u>	32. <u>29</u>	52. <u>30</u>	72. <u>26</u>	92. <u>24</u>
13. <u>15</u>	33. <u>26</u>	53. <u>26</u>	73. <u>28</u>	93. <u>26</u>
14. <u>22</u>	34. <u>22</u>	54. <u>21</u>	74. <u>25</u>	94. <u>25</u>
15. <u>28</u>	35. <u>23</u>	55. <u>28</u>	75. <u>22</u>	95. <u>23</u>
16. <u>25</u>	36. <u>25</u>	56. <u>26</u>	76. <u>22</u>	96. <u>29</u>
17. <u>24</u>	37. <u>25</u>	57. <u>17</u>	77. <u>21</u>	97. <u>24</u>
18. <u>20</u>	38. <u>26</u>	58. <u>22</u>	78. <u>22</u>	98. <u>25</u>
19. <u>24</u>	39. <u>22</u>	59. <u>28</u>	79. <u>32</u>	99. <u>26</u>
20. <u>25</u>	40. <u>19</u>	60. <u>21</u>	80. <u>24</u>	100. <u>20</u>

1. <u>25</u>	21. <u>27</u>	41. <u>29</u>	61. <u>29</u>	81. <u>22</u>
2. <u>22</u>	22. <u>28</u>	42. <u>23</u>	62. <u>24</u>	82. <u>23</u>
3. <u>26</u>	23. <u>18</u>	43. <u>22</u>	63. <u>20</u>	83. <u>20</u>
4. <u>28</u>	24. <u>19</u>	44. <u>22</u>	64. <u>24</u>	84. <u>33</u>
5. <u>27</u>	25. <u>29</u>	45. <u>23</u>	65. <u>26</u>	85. <u>19</u>
6. <u>23</u>	26. <u>19</u>	46. <u>16</u>	66. <u>21</u>	86. <u>24</u>
7. <u>22</u>	27. <u>27</u>	47. <u>19</u>	67. <u>23</u>	87. <u>25</u>
8. <u>24</u>	28. <u>30</u>	48. <u>18</u>	68. <u>21</u>	88. <u>22</u>
9. <u>23</u>	29. <u>23</u>	49. <u>19</u>	69. <u>17</u>	89. <u>21</u>
10. <u>23</u>	30. <u>23</u>	50. <u>29</u>	70. <u>19</u>	90. <u>21</u>
11. <u>25</u>	31. <u>33</u>	51. <u>30</u>	71. <u>26</u>	91. <u>23</u>
12. <u>20</u>	32. <u>28</u>	52. <u>29</u>	72. <u>24</u>	92. <u>16</u>
13. <u>22</u>	33. <u>24</u>	53. <u>23</u>	73. <u>20</u>	93. <u>18</u>
14. <u>22</u>	34. <u>23</u>	54. <u>18</u>	74. <u>27</u>	94. <u>22</u>
15. <u>20</u>	35. <u>27</u>	55. <u>18</u>	75. <u>22</u>	95. <u>21</u>
16. <u>17</u>	36. <u>21</u>	56. <u>21</u>	76. <u>20</u>	96. <u>23</u>
17. <u>20</u>	37. <u>25</u>	57. <u>24</u>	77. <u>18</u>	97. <u>28</u>
18. <u>25</u>	38. <u>24</u>	58. <u>21</u>	78. <u>23</u>	98. <u>25</u>
19. <u>18</u>	39. <u>27</u>	59. <u>21</u>	79. <u>17</u>	99. <u>21</u>
20. <u>27</u>	40. <u>30</u>	60. <u>30</u>	80. <u>21</u>	100. <u>20</u>

Comments:

10:50 am - 11:40 am

10:50 am - 11:30 am

City of Redlands
Traffic Engineering Department

Radar Speed Data Work Sheet

Date: 4/9/13

Location # _____

Street Name: Citrus Ave

Observer: Jose Torres

Limits: Church St to University St.

Location of Survey: 850 Ft East of Church

Weather: Clear
Road Cond: Good
Posted Speed: 25
Lane Config: 1 lane in direction
Adjacent Land Use: Public - School

Roadway Geometrics: _____
Conditions Not Apparent: _____
Start Time: 1:55 pm
End Time: 2:40 pm

Street Classification: Minor Arterial - Collector - Local -
Average Daily Traffic _____
Segment Length: _____
Speed Limit Changed? Yes - No
Revised Limit: _____
Checked By: _____

Collision Start Date: _____
Collision End Date: _____
Collision Period: _____
Total Collisions: _____
Collision Rate: _____
Expected Collision Rate: _____

Direction: WB

1. <u>27</u>	21. <u>24</u>	41. <u>26</u>	61. <u>29</u>	81. <u>33</u>
2. <u>28</u>	22. <u>24</u>	42. <u>36</u>	62. <u>26</u>	82. <u>29</u>
3. <u>29</u>	23. <u>31</u>	43. <u>23</u>	63. <u>25</u>	83. <u>27</u>
4. <u>20</u>	24. <u>26</u>	44. <u>20</u>	64. <u>26</u>	84. <u>30</u>
5. <u>22</u>	25. <u>26</u>	45. <u>22</u>	65. <u>22</u>	85. <u>25</u>
6. <u>26</u>	26. <u>20</u>	46. <u>25</u>	66. <u>22</u>	86. <u>38</u>
7. <u>24</u>	27. <u>21</u>	47. <u>28</u>	67. <u>28</u>	87. <u>30</u>
8. <u>26</u>	28. <u>26</u>	48. <u>30</u>	68. <u>24</u>	88. <u>27</u>
9. <u>30</u>	29. <u>21</u>	49. <u>23</u>	69. <u>29</u>	89. <u>24</u>
10. <u>24</u>	30. <u>23</u>	50. <u>24</u>	70. <u>29</u>	90. <u>23</u>
11. <u>26</u>	31. <u>25</u>	51. <u>22</u>	71. <u>26</u>	91. <u>26</u>
12. <u>22</u>	32. <u>28</u>	52. <u>19</u>	72. <u>23</u>	92. <u>23</u>
13. <u>26</u>	33. <u>30</u>	53. <u>23</u>	73. <u>29</u>	93. <u>19</u>
14. <u>25</u>	34. <u>25</u>	54. <u>29</u>	74. <u>25</u>	94. <u>26</u>
15. <u>19</u>	35. <u>22</u>	55. <u>25</u>	75. <u>31</u>	95. <u>21</u>
16. <u>22</u>	36. <u>25</u>	56. <u>23</u>	76. <u>21</u>	96. <u>23</u>
17. <u>28</u>	37. <u>25</u>	57. <u>22</u>	77. <u>26</u>	97. <u>33</u>
18. <u>29</u>	38. <u>29</u>	58. <u>27</u>	78. <u>20</u>	98. <u>28</u>
19. <u>26</u>	39. <u>27</u>	59. <u>33</u>	79. <u>22</u>	99. <u>24</u>
20. <u>25</u>	40. <u>29</u>	60. <u>30</u>	80. <u>19</u>	100. <u>23</u>

Direction: EB

1. <u>24</u>	21. <u>22</u>	41. <u>25</u>	61. <u>24</u>	81. <u>22</u>
2. <u>22</u>	22. <u>24</u>	42. <u>21</u>	62. <u>28</u>	82. <u>21</u>
3. <u>18</u>	23. <u>24</u>	43. <u>19</u>	63. <u>21</u>	83. <u>22</u>
4. <u>19</u>	24. <u>21</u>	44. <u>23</u>	64. <u>18</u>	84. <u>19</u>
5. <u>18</u>	25. <u>22</u>	45. <u>22</u>	65. <u>19</u>	85. <u>17</u>
6. <u>17</u>	26. <u>20</u>	46. <u>21</u>	66. <u>20</u>	86. <u>18</u>
7. <u>23</u>	27. <u>23</u>	47. <u>21</u>	67. <u>18</u>	87. <u>18</u>
8. <u>21</u>	28. <u>18</u>	48. <u>17</u>	68. <u>19</u>	88. <u>19</u>
9. <u>23</u>	29. <u>20</u>	49. <u>25</u>	69. <u>19</u>	89. <u>24</u>
10. <u>26</u>	30. <u>18</u>	50. <u>27</u>	70. <u>19</u>	90. <u>20</u>
11. <u>24</u>	31. <u>28</u>	51. <u>16</u>	71. <u>18</u>	91. <u>15</u>
12. <u>24</u>	32. <u>22</u>	52. <u>20</u>	72. <u>21</u>	92. <u>18</u>
13. <u>24</u>	33. <u>20</u>	53. <u>25</u>	73. <u>16</u>	93. <u>17</u>
14. <u>25</u>	34. <u>22</u>	54. <u>33</u>	74. <u>16</u>	94. <u>16</u>
15. <u>24</u>	35. <u>20</u>	55. <u>27</u>	75. <u>17</u>	95. <u>25</u>
16. <u>23</u>	36. <u>25</u>	56. <u>26</u>	76. <u>20</u>	96. <u>19</u>
17. <u>25</u>	37. <u>22</u>	57. <u>20</u>	77. <u>20</u>	97. <u>21</u>
18. <u>24</u>	38. <u>27</u>	58. <u>23</u>	78. <u>19</u>	98. <u>21</u>
19. <u>23</u>	39. <u>21</u>	59. <u>28</u>	79. <u>19</u>	99. <u>27</u>
20. <u>22</u>	40. <u>23</u>	60. <u>31</u>	80. <u>17</u>	100. <u>20</u>

Comments:

1:55pm - 2:20pm

1:55pm - 2:40pm

City of Redlands
Traffic Engineering Department

Radar Speed Data Work Sheet

Date: 4/9/13

Location # _____

Street Name: Citrus Ave

Observer: Jose Torres

Limits: University St. to Ford St.

Location of Survey: Grove St - Ford midblock

Weather: Clear

Roadway Geometrics: _____

Road Cond: Good

Conditions Not Apparent: _____

Posted Speed: 40 mph

Start Time: 9:30 A.M.

Lane Config: 2 lanes each direction

End Time: 10:25 A.M.

Adjacent Land Use Single & multi residential

Minor

Street Classification: Arterial - Collector - Local -

Average Daily Traffic _____

Segment Length: _____

Speed Limit Changed? Yes - No

Revised Limit: _____

Checked By: _____

Collision Start Date: _____

Collision End Date: _____

Collision Period: _____

Total Collisions: _____

Collision Rate: _____

Expected Collision Rate: _____

Direction: EB

Direction: WB

1. <u>37</u>	21. <u>29</u>	41. <u>29</u>	61. <u>41</u>	81. <u>33</u>
2. <u>40</u>	22. <u>37</u>	42. <u>23</u>	62. <u>30</u>	82. <u>31</u>
3. <u>32</u>	23. <u>36</u>	43. <u>37</u>	63. <u>33</u>	83. <u>37</u>
4. <u>37</u>	24. <u>35</u>	44. <u>29</u>	64. <u>33</u>	84. <u>32</u>
5. <u>35</u>	25. <u>28</u>	45. <u>33</u>	65. <u>31</u>	85. <u>36</u>
6. <u>37</u>	26. <u>27</u>	46. <u>26</u>	66. <u>34</u>	86. <u>26</u>
7. <u>34</u>	27. <u>29</u>	47. <u>36</u>	67. <u>32</u>	87. <u>37</u>
8. <u>34</u>	28. <u>32</u>	48. <u>36</u>	68. <u>34</u>	88. <u>40</u>
9. <u>35</u>	29. <u>36</u>	49. <u>30</u>	69. <u>30</u>	89. <u>35</u>
10. <u>36</u>	30. <u>28</u>	50. <u>31</u>	70. <u>50</u>	90. <u>36</u>
11. <u>26</u>	31. <u>35</u>	51. <u>30</u>	71. <u>37</u>	91. <u>38</u>
12. <u>29</u>	32. <u>37</u>	52. <u>46</u>	72. <u>33</u>	92. <u>42</u>
13. <u>34</u>	33. <u>28</u>	53. <u>34</u>	73. <u>31</u>	93. <u>30</u>
14. <u>28</u>	34. <u>39</u>	54. <u>37</u>	74. <u>34</u>	94. <u>28</u>
15. <u>26</u>	35. <u>36</u>	55. <u>30</u>	75. <u>37</u>	95. <u>32</u>
16. <u>32</u>	36. <u>28</u>	56. <u>32</u>	76. <u>38</u>	96. <u>33</u>
17. <u>31</u>	37. <u>30</u>	57. <u>28</u>	77. <u>31</u>	97. <u>31</u>
18. <u>35</u>	38. <u>33</u>	58. <u>31</u>	78. <u>35</u>	98. <u>31</u>
19. <u>28</u>	39. <u>41</u>	59. <u>30</u>	79. <u>32</u>	99. <u>29</u>
20. <u>36</u>	40. <u>30</u>	60. <u>30</u>	80. <u>32</u>	100. <u>28</u>

1. <u>28</u>	21. <u>28</u>	41. <u>28</u>	61. <u>36</u>	81. <u>38</u>
2. <u>38</u>	22. <u>26</u>	42. <u>35</u>	62. <u>36</u>	82. <u>34</u>
3. <u>36</u>	23. <u>41</u>	43. <u>34</u>	63. <u>40</u>	83. <u>35</u>
4. <u>33</u>	24. <u>29</u>	44. <u>35</u>	64. <u>34</u>	84. <u>30</u>
5. <u>40</u>	25. <u>27</u>	45. <u>39</u>	65. <u>33</u>	85. <u>39</u>
6. <u>35</u>	26. <u>35</u>	46. <u>28</u>	66. <u>38</u>	86. <u>33</u>
7. <u>33</u>	27. <u>32</u>	47. <u>34</u>	67. <u>35</u>	87. <u>30</u>
8. <u>38</u>	28. <u>30</u>	48. <u>36</u>	68. <u>42</u>	88. <u>36</u>
9. <u>33</u>	29. <u>37</u>	49. <u>34</u>	69. <u>42</u>	89. <u>32</u>
10. <u>34</u>	30. <u>38</u>	50. <u>43</u>	70. <u>37</u>	90. <u>37</u>
11. <u>32</u>	31. <u>38</u>	51. <u>32</u>	71. <u>31</u>	91. <u>41</u>
12. <u>30</u>	32. <u>37</u>	52. <u>34</u>	72. <u>38</u>	92. <u>31</u>
13. <u>42</u>	33. <u>34</u>	53. <u>36</u>	73. <u>39</u>	93. <u>30</u>
14. <u>34</u>	34. <u>32</u>	54. <u>26</u>	74. <u>37</u>	94. <u>34</u>
15. <u>35</u>	35. <u>43</u>	55. <u>34</u>	75. <u>30</u>	95. <u>40</u>
16. <u>30</u>	36. <u>32</u>	56. <u>33</u>	76. <u>40</u>	96. <u>45</u>
17. <u>41</u>	37. <u>39</u>	57. <u>36</u>	77. <u>34</u>	97. <u>30</u>
18. <u>38</u>	38. <u>26</u>	58. <u>39</u>	78. <u>38</u>	98. <u>34</u>
19. <u>36</u>	39. <u>32</u>	59. <u>34</u>	79. <u>37</u>	99. <u>38</u>
20. <u>34</u>	40. <u>33</u>	60. <u>30</u>	80. <u>32</u>	100. <u>33</u>

Comments: 9:30 am - 9:55 am

Land use: Single residential

10:05 am - 10:25 am

Land use: Multi / high density residential

City of Redlands
Traffic Engineering Department

Radar Speed Data Work Sheet

Date: 4/4/13

Location # _____

Street Name: Citrus Ave

Observer: Jose Torres

Limits: Ford St to Dearborn St.

Location of Survey: Sparrow Ct. midblock

Weather: Clear

Roadway Geometrics: _____

Road Cond: Good

Conditions Not Apparent: _____

Posted Speed: 40 mph

Start Time: 3:35 pm

Lane Config. 2 lanes ea. direction

End Time: 4:20 pm

Adjacent Land Use Single residential

Street Classification: Arterial - Collector - Local -

Average Daily Traffic _____

Segment Length: _____

Speed Limit Changed? Yes - No

Revised Limit: _____

Checked By: _____

Collision Start Date: _____

Collision End Date: _____

Collision Period: _____

Total Collisions: _____

Collision Rate: _____

Expected Collision Rate: _____

Direction: WB

1. <u>36</u>	21. <u>37</u>	41. <u>36</u>	61. <u>35</u>	81. <u>37</u>
2. <u>34</u>	22. <u>37</u>	42. <u>35</u>	62. <u>38</u>	82. <u>34</u>
3. <u>35</u>	23. <u>38</u>	43. <u>36</u>	63. <u>34</u>	83. <u>38</u>
4. <u>41</u>	24. <u>34</u>	44. <u>33</u>	64. <u>29</u>	84. <u>31</u>
5. <u>35</u>	25. <u>36</u>	45. <u>35</u>	65. <u>31</u>	85. <u>34</u>
6. <u>38</u>	26. <u>38</u>	46. <u>50</u>	66. <u>41</u>	86. <u>32</u>
7. <u>28</u>	27. <u>38</u>	47. <u>40</u>	67. <u>27</u>	87. <u>36</u>
8. <u>34</u>	28. <u>36</u>	48. <u>39</u>	68. <u>37</u>	88. <u>31</u>
9. <u>34</u>	29. <u>35</u>	49. <u>25</u>	69. <u>31</u>	89. <u>34</u>
10. <u>35</u>	30. <u>35</u>	50. <u>41</u>	70. <u>40</u>	90. <u>33</u>
11. <u>39</u>	31. <u>36</u>	51. <u>51</u>	71. <u>43</u>	91. <u>33</u>
12. <u>40</u>	32. <u>43</u>	52. <u>33</u>	72. <u>33</u>	92. <u>29</u>
13. <u>39</u>	33. <u>36</u>	53. <u>36</u>	73. <u>41</u>	93. <u>36</u>
14. <u>39</u>	34. <u>39</u>	54. <u>36</u>	74. <u>40</u>	94. <u>36</u>
15. <u>45</u>	35. <u>38</u>	55. <u>37</u>	75. <u>48</u>	95. <u>34</u>
16. <u>38</u>	36. <u>39</u>	56. <u>37</u>	76. <u>44</u>	96. <u>36</u>
17. <u>38</u>	37. <u>37</u>	57. <u>37</u>	77. <u>38</u>	97. <u>33</u>
18. <u>40</u>	38. <u>36</u>	58. <u>39</u>	78. <u>39</u>	98. <u>36</u>
19. <u>41</u>	39. <u>39</u>	59. <u>36</u>	79. <u>46</u>	99. <u>36</u>
20. <u>42</u>	40. <u>44</u>	60. <u>40</u>	80. <u>30</u>	100. <u>34</u>

Direction: EB

1. <u>32</u>	21. <u>36</u>	41. <u>34</u>	61. <u>31</u>	81. <u>40</u>
2. <u>34</u>	22. <u>40</u>	42. <u>30</u>	62. <u>33</u>	82. <u>27</u>
3. <u>37</u>	23. <u>41</u>	43. <u>35</u>	63. <u>35</u>	83. <u>35</u>
4. <u>33</u>	24. <u>40</u>	44. <u>34</u>	64. <u>33</u>	84. <u>36</u>
5. <u>36</u>	25. <u>43</u>	45. <u>34</u>	65. <u>34</u>	85. <u>25</u>
6. <u>34</u>	26. <u>36</u>	46. <u>37</u>	66. <u>34</u>	86. <u>33</u>
7. <u>42</u>	27. <u>36</u>	47. <u>43</u>	67. <u>35</u>	87. <u>30</u>
8. <u>31</u>	28. <u>42</u>	48. <u>39</u>	68. <u>37</u>	88. <u>36</u>
9. <u>31</u>	29. <u>40</u>	49. <u>29</u>	69. <u>34</u>	89. <u>39</u>
10. <u>29</u>	30. <u>35</u>	50. <u>30</u>	70. <u>33</u>	90. <u>33</u>
11. <u>30</u>	31. <u>41</u>	51. <u>32</u>	71. <u>39</u>	91. <u>29</u>
12. <u>29</u>	32. <u>38</u>	52. <u>32</u>	72. <u>34</u>	92. <u>33</u>
13. <u>32</u>	33. <u>36</u>	53. <u>36</u>	73. <u>31</u>	93. <u>37</u>
14. <u>33</u>	34. <u>47</u>	54. <u>41</u>	74. <u>38</u>	94. <u>32</u>
15. <u>32</u>	35. <u>42</u>	55. <u>36</u>	75. <u>29</u>	95. <u>32</u>
16. <u>31</u>	36. <u>37</u>	56. <u>34</u>	76. <u>32</u>	96. <u>38</u>
17. <u>38</u>	37. <u>27</u>	57. <u>36</u>	77. <u>31</u>	97. <u>34</u>
18. <u>30</u>	38. <u>37</u>	58. <u>34</u>	78. <u>37</u>	98. <u>28</u>
19. <u>35</u>	39. <u>33</u>	59. <u>31</u>	79. <u>42</u>	99. <u>37</u>
20. <u>41</u>	40. <u>33</u>	60. <u>32</u>	80. <u>40</u>	100. <u>34</u>

Comments: 3:35 pm - 3:55 pm

4:00 pm - 4:20 pm

City of Redlands
Traffic Engineering Department

Radar Speed Data Work Sheet

Date: 4/4/13

Location # _____

Street Name: Citrus Ave

Observer: Jose Torres

Limits: Dearborn St to Wabash Ave

Location of Survey: Valencia Ln.

Weather: Clear

Roadway Geometrics: _____

Road Cond: Good

Conditions Not Apparent: _____

Posted Speed: 40 mph

Start Time: 2:40 pm

Lane Config. 1 lane ea direction

End Time: 3:25 pm

Adjacent Land Use Single residential

Street Classification: Arterial Collector - Local -

Average Daily Traffic _____

Segment Length: _____

Speed Limit Changed? Yes - No

Revised Limit: _____

Checked By: _____

Collision Start Date: _____

Collision End Date: _____

Collision Period: _____

Total Collisions: _____

Collision Rate: _____

Expected Collision Rate: _____

Direction: WB

1. <u>34</u>	21. <u>43</u>	41. <u>31</u>	61. <u>38</u>	81. <u>39</u>
2. <u>36</u>	22. <u>40</u>	42. <u>39</u>	62. <u>35</u>	82. <u>42</u>
3. <u>35</u>	23. <u>46</u>	43. <u>43</u>	63. <u>43</u>	83. <u>39</u>
4. <u>37</u>	24. <u>42</u>	44. <u>40</u>	64. <u>37</u>	84. <u>36</u>
5. <u>36</u>	25. <u>44</u>	45. <u>37</u>	65. <u>47</u>	85. <u>52</u>
6. <u>33</u>	26. <u>29</u>	46. <u>35</u>	66. <u>39</u>	86. <u>45</u>
7. <u>34</u>	27. <u>33</u>	47. <u>34</u>	67. <u>41</u>	87. <u>41</u>
8. <u>33</u>	28. <u>36</u>	48. <u>37</u>	68. <u>37</u>	88. <u>33</u>
9. <u>40</u>	29. <u>38</u>	49. <u>38</u>	69. <u>36</u>	89. <u>36</u>
10. <u>36</u>	30. <u>40</u>	50. <u>36</u>	70. <u>35</u>	90. <u>32</u>
11. <u>35</u>	31. <u>40</u>	51. <u>30</u>	71. <u>34</u>	91. <u>44</u>
12. <u>38</u>	32. <u>47</u>	52. <u>37</u>	72. <u>38</u>	92. <u>35</u>
13. <u>33</u>	33. <u>36</u>	53. <u>41</u>	73. <u>45</u>	93. <u>39</u>
14. <u>36</u>	34. <u>44</u>	54. <u>39</u>	74. <u>42</u>	94. <u>39</u>
15. <u>36</u>	35. <u>37</u>	55. <u>36</u>	75. <u>38</u>	95. <u>36</u>
16. <u>38</u>	36. <u>35</u>	56. <u>34</u>	76. <u>39</u>	96. <u>36</u>
17. <u>42</u>	37. <u>36</u>	57. <u>37</u>	77. <u>40</u>	97. <u>39</u>
18. <u>39</u>	38. <u>33</u>	58. <u>41</u>	78. <u>43</u>	98. <u>40</u>
19. <u>36</u>	39. <u>36</u>	59. <u>48</u>	79. <u>34</u>	99. <u>41</u>
20. <u>41</u>	40. <u>38</u>	60. <u>51</u>	80. <u>37</u>	100. <u>42</u>

Direction: EB

1. <u>40</u>	21. <u>36</u>	41. <u>26</u>	61. <u>41</u>	81. <u>38</u>
2. <u>40</u>	22. <u>36</u>	42. <u>30</u>	62. <u>34</u>	82. <u>40</u>
3. <u>37</u>	23. <u>40</u>	43. <u>39</u>	63. <u>32</u>	83. <u>27</u>
4. <u>40</u>	24. <u>41</u>	44. <u>37</u>	64. <u>40</u>	84. <u>36</u>
5. <u>42</u>	25. <u>40</u>	45. <u>37</u>	65. <u>45</u>	85. <u>35</u>
6. <u>46</u>	26. <u>36</u>	46. <u>39</u>	66. <u>40</u>	86. <u>37</u>
7. <u>39</u>	27. <u>37</u>	47. <u>40</u>	67. <u>35</u>	87. <u>38</u>
8. <u>40</u>	28. <u>34</u>	48. <u>39</u>	68. <u>38</u>	88. <u>50</u>
9. <u>37</u>	29. <u>38</u>	49. <u>43</u>	69. <u>41</u>	89. <u>42</u>
10. <u>38</u>	30. <u>36</u>	50. <u>26</u>	70. <u>39</u>	90. <u>39</u>
11. <u>45</u>	31. <u>32</u>	51. <u>32</u>	71. <u>33</u>	91. <u>40</u>
12. <u>40</u>	32. <u>39</u>	52. <u>31</u>	72. <u>38</u>	92. <u>36</u>
13. <u>39</u>	33. <u>37</u>	53. <u>44</u>	73. <u>37</u>	93. <u>38</u>
14. <u>36</u>	34. <u>29</u>	54. <u>35</u>	74. <u>38</u>	94. <u>39</u>
15. <u>37</u>	35. <u>40</u>	55. <u>34</u>	75. <u>37</u>	95. <u>34</u>
16. <u>40</u>	36. <u>31</u>	56. <u>39</u>	76. <u>34</u>	96. <u>40</u>
17. <u>39</u>	37. <u>33</u>	57. <u>42</u>	77. <u>41</u>	97. <u>41</u>
18. <u>46</u>	38. <u>41</u>	58. <u>44</u>	78. <u>38</u>	98. <u>39</u>
19. <u>33</u>	39. <u>39</u>	59. <u>36</u>	79. <u>42</u>	99. <u>42</u>
20. <u>42</u>	40. <u>36</u>	60. <u>44</u>	80. <u>43</u>	100. <u>34</u>

Comments: 2:40 pm - 3:00 pm

3:05 pm - 3:25 pm

City of Redlands
Traffic Engineering Department
Traffic Collision History Report
Midblock Collisions

4/22/2013
Page 1

Arterial: CITRUS AVE
Limit 1: EUREKA ST
Limit 2: WABASH AVE (N)

Total Number of Collisions: 29

Date Range Reported: 1/1/2006 - 12/31/2010

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
2565472	3/29/06 14:13	150' East of	Citrus Ave/Redlands Blvd	Broadside	Other Motor Vehicle	East	Making U Turn	West	Making Left Turn	Improper Turning	0	0
2828636	9/13/06 11:58	300' West of	Citrus Ave/Cook St	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	0	0
2828598	9/15/06 08:20	528' East of	Citrus Ave/Church St	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Slowing/Stopping	Unsafe Speed	0	0
2872318	10/18/06 16:00	162' West of	Citrus Ave/5th St	Sideswipe	Parked Motor Vehicle	East	Backing	Not Stated	Parked	Unsafe Starting or Backing	0	0
2936497	11/24/06 02:26	155' East of	Citrus Ave/La Salle St	Hit Object	Fixed Object	West	Crossed Into Opposing Lane -			Wrong Side of Road	0	0
2985160	12/23/06 17:40	459' East of	Citrus Ave/Judson St	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Parked	Unsafe Lane Change	0	0
3172889	4/11/07 23:49	400' West of	Citrus Ave/Central Ave	Hit Object	Fixed Object	West	Other Unsafe Turning			Improper Turning	0	0
3172931	4/15/07 12:52	118' West of	Citrus Ave/Wabash Ave (N)	Rear-End	Parked Motor Vehicle	West	Other Unsafe Turning	West	Parked	Improper Turning	0	0
3517294	8/19/07 19:03	287' West of	Citrus Ave/Cook St	Vehicle - Pedestrian	Parked Motor Vehicle	East	Proceeding Straight	West	Parked	Traffic Signals and Signs	0	0
3414048	9/14/07 13:55	1000' East of	Citrus Ave/Church St	Hit Object	Fixed Object	West	Proceeding Straight	West	Entering Traffic	Improper Turning	0	0
3609300	1/23/08 12:49	460' East of	Citrus Ave/Judson St	Rear-End	Bicycle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Speed	1	0

City of Redlands
Traffic Engineering Department
Traffic Collision History Report
Midblock Collisions

4/22/2013
Page 2

Arterial: CITRUS AVE
Limit 1: EUREKA ST
Limit 2: WABASH AVE (N)

Total Number of Collisions: 29
Date Range Reported: 1/1/2006 - 12/31/2010

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
3638159	2/26/08 12:08	55' East of	Citrus Ave/4th St	Sideswipe	Other Motor Vehicle	East	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	0	0
3638041	2/28/08 07:12	600' East of	Citrus Ave/Dearborn St	Sideswipe	Fixed Object	West	Proceeding Straight			Improper Turning	0	0
3687054	3/20/08 20:24	51' West of	Citrus Ave/6th St	Head-On	Parked Motor Vehicle	West	Parked	Not Stated	Parked	Other Than Driver or Ped	0	0
4032747	11/13/08 08:30	300' West of	Citrus Ave/Central Ave	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped in Road	Unsafe Speed	0	0
4032641	11/15/08 03:26	450' East of	Citrus Ave/Ford St	Sideswipe	Other Object	East	Proceeding Straight			Driving Under Influence	0	0
4145567	2/7/09 09:55	75' West of	Citrus Ave/4th St	Broadside	Other Motor Vehicle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Speed	1	0
4288176	5/7/09 16:30	145' East of	Citrus Ave/Central Ave	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Speed	2	0
4288220	5/29/09 11:20	195' West of	Citrus Ave/Judson St	Broadside	Other Motor Vehicle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	4	0
4476635	10/30/09 00:01	165' West of	Citrus Ave/Cook St	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	Not Stated	Other	Improper Turning	1	0
4537389	12/9/09 03:18	758' West of	Citrus Ave/Central Ave	Hit Object	Fixed Object	West	Proceeding Straight			Driving Under Influence	0	0
4522259	12/15/09 16:17	200' West of	Citrus Ave/Cook St	Broadside	Other Motor Vehicle	East	Making Left Turn	East	Proceeding Straight	Improper Turning	1	0

City of Redlands
Traffic Engineering Department
Traffic Collision History Report
Midblock Collisions

4/22/2013
Page 3

Arterial: CITRUS AVE
Limit 1: EUREKA ST
Limit 2: WABASH AVE (N)

Total Number of Collisions: 29

Date Range Reported: 1/1/2006 - 12/31/2010

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
4537365	12/22/09 15:42	528' West of	Citrus Ave/Dearborn St	Hit Object	Fixed Object	West	Proceeding Straight			Improper Turning	0	0
4892262	7/1/10 06:55	381' East of	Citrus Ave/Church St	Broadside	Other Motor Vehicle	East	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0
4989083	10/2/10 04:30	542' East of	Citrus Ave/Grove St	Hit Object	Fixed Object	East	Proceeding Straight			Improper Turning	0	0
4988908	11/12/10 18:01	415' East of	Citrus Ave/University Pl	Vehicle - Pedestrian	Pedestrian	North	Other	East	Proceeding Straight	Pedestrian Violation	1	0
4988951	11/15/10 15:40	200' West of	Citrus Ave/Central Ave	Broadside	Other Motor Vehicle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	0	0
4988940	11/25/10 16:50	135' West of	Citrus Ave/Cook St	Rear-End	Parked Motor Vehicle	West	Proceeding Straight	Not Stated	Parked	Improper Turning	1	0
5085757	12/2/10 10:45	100' East of	Citrus Ave/6th St	Sideswipe	Other Motor Vehicle	West	Parked	West	Parking Maneuver	Improper Turning	0	0

City of Redlands
Traffic Engineering Department
Traffic Collision History Report
Midblock Collisions

4/22/2013
Page 4

Arterial: CITRUS AVE
Limit 1: EUREKA ST
Limit 2: WABASH AVE (N)

Total Number of Collisions: 29

Date Range Reported: 1/1/2006 - 12/31/2010

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# Kld
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Total Number of Collisions: 29 **Segment Length:** 2.67 miles (14,098')

Settings Used For Query

Parameter

Limit 1

Limit 2

Intersection Related

Sorted By

Setting

Do Not Include Intersection Related

Do Not Include Intersection Related

Do Not Include Intersection Related

'Date and Time'