

RESOLUTION NO. 4015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDLANDS
ESTABLISHING TRAFFIC REGULATIONS PURSUANT TO CHAPTER 67
OF THE REDLANDS ORDINANCE CODE

Pursuant to studies made in accordance with Chapter 67 of the Redlands Ordinance 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.

SECTION ONE: Pursuant to Sections 40802(b), 22352, 22354, 22357, and 22358 of the California Vehicle Code and Article 680, Section 68001(a) of the Redlands Traffic Ordinance, the following highway has been studied and the following speed limits are hereby found most appropriate to facilitate the orderly movement of traffic and are reasonable and safe:

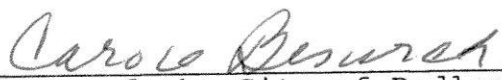
Highway: Colton Avenue

Date Studied: September 3, 1984

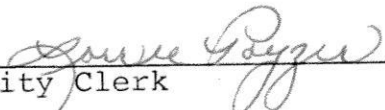
Speed Limits as Follows:

- 35 MPH between Redlands Boulevard and Texas Street
- 30 MPH between Texas Street and Sixth Street
- 35 MPH between Sixth Street and Church Street
- 30 MPH between Church Street and Grove Street
- 35 MPH between Grove Street and Dearborn Street
- 45 MPH between Dearborn Street and Wabash Avenue
- 25 MPH School Zone between Church Street and Chapel Street
when school children present

ADOPTED, SIGNED AND APPROVED this 4th day of December, 1984.


Mayor of the City of Redlands

ATTEST:


City Clerk

ENGINEERING, TRAFFIC AND SPEED SURVEY

Highway Under Survey: Colton Avenue
Area Between: Redlands Blvd. and Wasbash Ave.
Date of Survey: September 3, 1984

FACTS AND RECOMMENDATION:

Based on the facts of this survey it is recommended that Colton Avenue between Redlands Blvd. and Texas Street be posted for 35 M.P.H.. The area meets the requirements of 22352(b-1) CVC (Business District) for a 25 M.P.H. zone. The observed critical speeds were; 36 M.P.H. at Industrial Park Avenue (pace 28 to 38) and 38 M.P.H. at New York Street (pace 30 to 40).

Taking the above facts into consideration a speed limit of 35 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner.

The area between Texas Street and Sixth Street should remain posted as a 30 M.P.H. zone. This area is a mixture of residential and business property. There are two traffic lanes and the roadway is 44 feet wide. Colton Avenue between Calhoun Street and Sixth Street is State Highway Route 38. The observed critical speed was 34 M.P.H. (pace 26 to 26).

Taking the above facts into consideration a speed limit of 30 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner.

The area between Sixth Street and Church Street should remain posted as a 35 M.P.H. zone. This area has six (6) intersections, five being "T" type intersections controlled by stop signs on the intersecting roadways. There is no access to Colton Avenue on the south side of the roadway. The observed critical speed was 38 M.P.H. (pace 30 to 40).

Taking the above facts into consideration a speed limit of 35 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner.

The area between Church Street and Grove Street should remain posted for 30 M.P.H.. The area between Church Street and University Street qualifies under 22352(b-1) (residential district) for a 25 M.P.H.. The roadway is 47 feet wide and there are six (6) intersections, all which are controlled by stop signs on the intersecting roadways. The observed critical speed was 34 M.P.H. (pace 26 to 36, average 30). There is an elementary school located along the south side of Colton Avenue between Berkley Drive and Division Street. This area qualifies under 22352(b-2) for a 25 M.P.H. zone when school children are present. The University of Redlands is located along both sides of Colton Avenue between University Street and Grove Street. There are five marked mid block crosswalks in this area.

There is no parking allowed on either side of the roadway for most of the block and the area shows a low accident rate.

Taking the above facts into consideration a speed limit of 30 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner. A speed limit of 25 M.P.H. when children present would be appropriate for the school zone between Church Street and Occidental Drive

The area between Grove Street and Dearborn Street should remain posted for 35 M.P.H.. The area qualifies under 22352(b-2) (residential area) for a 25 M.P.H. zone. The roadway is 47 feet wide from Grove Street to Judson Street and then becomes 63 feet wide. The area shows a low accident rate. The observed critical speed was 38 M.P.H. (pace 30 to 40, average 34).

Taking the above facts into consideration a speed limit of 35 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner.

The area between Dearborn Street and Wabash Avenue should remain posted as a 45 M.P.H. zone. This area is sparsely developed and shows a very low accident rate. The observed critical speed was 48 M.P.H. (pace 36 to 46, average 39).

Taking the above facts into consideration a speed limit of 45 M.P.H. would be appropriate to facilitate the orderly movement of traffic in a safe and reasonable manner.

It is recommended that the roadway be posted as follows:

- I Post 35 M.P.H. signs for Eastbound traffic
 - a) Just east of Redlands Blvd.
 - b) Just east of Tennessee Street
 - c) Just east of Sixth Street
 - d) Just east of Grove Street
 - e) Just east of Judson Street
- II Post 35 M.P.H. signs for Westbound traffic
 - a) At Belinda Lane
 - b) Just west of Judson Street
 - c) Just west of Church Street
 - d) Just west of Texas Street
 - e) Just west of Tennessee Street
 - f) Just west of Industrial Park Avenue
- III Post 30 M.P.H. for Eastbound traffic
 - a) Just east of Texas Street
 - b) Just east of Eureka Street
 - c) Just east of Church Street
 - d) Just east of University Street
- IV Post 30 M.P.H. for Westbound traffic
 - a) Just west of Grove Street
 - b) Just west of University Street
 - c) Just west of Orange Street
 - d) Just west of Eureka Street

- V Post 45 M.P.H. for Eastbound traffic
Just east of Dearborn
- VI Post 45 M.P.H. for Westbound traffic
Just west of Wabash Avenue
- VII Post 25 M.P.H. when school children present signs.
a) Just east of Church Street for eastbound traffic
b) Just west of Chapel Street for westbound traffic

H. C. Hyman

Lt. C. Hyman
Redlands Police Department

Reviewed by the Redlands
Traffic Commission

Robert D. Scheraga 11/15/84
Chairman Date

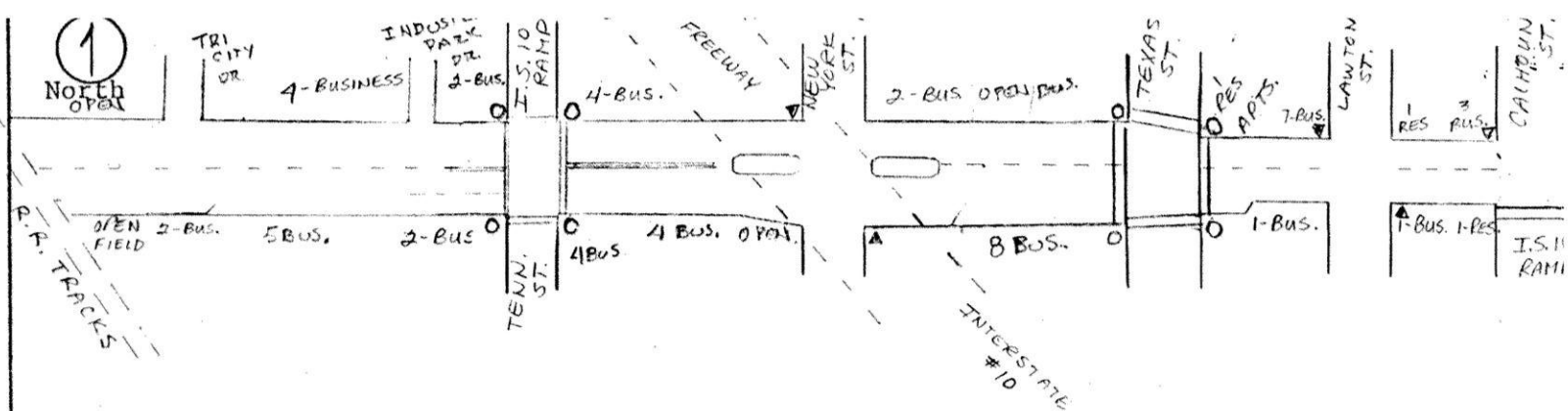
SPEED SURVEY
WORKSHEET # 1

COLTON AVE.
HIGHWAY NAME

BETWEEN REDLANDS BLVD.
AND CALHOUN ST.

DATE OF SURVEY _____

FILE NUMBER _____



DEVELOPMENT	OPEN FIELDS, BUSINESS, RESIDENCE AND APARTMENTS				
ROADWAY WIDTH	64'	80'	46'	44'	
NO. OF STRIPED LANES	TWO				
TYPE OF DIVISION STRIP	BROKEN YELLOW PAINTED LINES - DOUBLE YELLOW		BROKEN YELLOW		
TRAFFIC SIGNAL DATA	NONE	SIGNAL	SIGNAL		
AVERAGE DAILY TRAFFIC	3,906 → (1981) ← 3,411				
OBSERVED SPEED - CRITICAL	36 MPH	38 MPH	34		
OBSERVED SPEED - PACE	28 TO 38	30 TO 40			
EXISTING SIGNED ZONE	45 MPH	35 MPH	30 MPH		
PROPOSED SPEED LIMIT	35 MPH	NO CHANGE	NO CHANGE		

ACCIDENT
LEGEND

1981

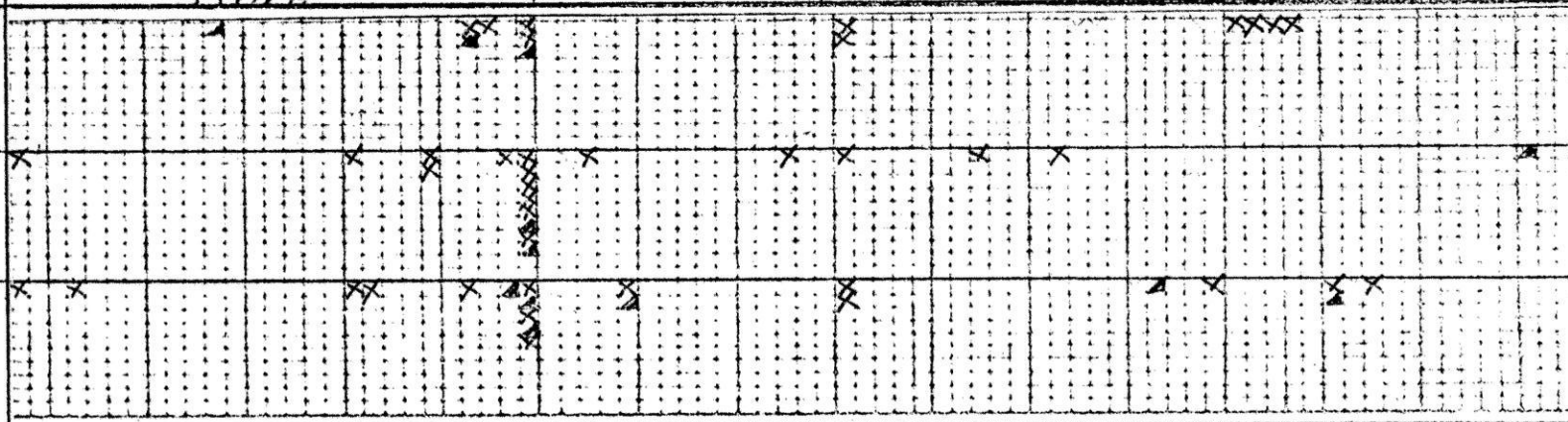
PROP. DAM. ONLY ☒

1982

NON-FATAL ☒

FATAL ☒

1983



SPEED SURVEY
WORKSHEET #

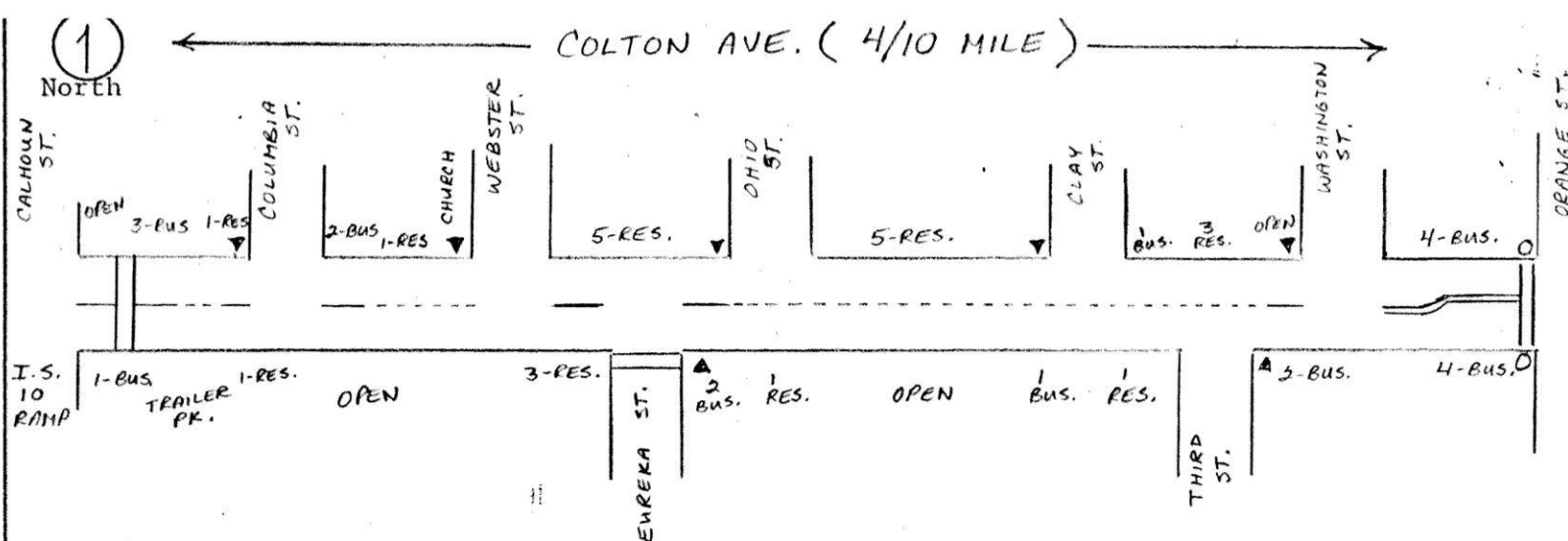
2

COLTON AVE.
HIGHWAY NAME

BETWEEN CALHOUN ST.
AND ORANGE ST.

DATE OF SURVEY

FILE NUMBER



DEVELOPMENT

OPEN, RESIDENCES, AND BUSINESSES

ROADWAY WIDTH

← 46 FEET →

NO. OF STRIPED LANES

TWO

TYPE OF DIVISION STRIP

BROKEN YELLOW PAINTED LINE

TRAFFIC SIGNAL DATA

STATE TRAFFIC SIGNAL AT ORANGE ST (ROUTE #38)

AVERAGE DAILY TRAFFIC

3,537 → (1981)

OBSERVED SPEED - CRITICAL

34 MPH

OBSERVED SPEED - PACE

26 TO 36

EXISTING SIGNED ZONE

← 30 MPH →

PROPOSED SPEED LIMIT

NO RECOMMENDATION

ACCIDENT
LEGEND

1981

PROP. DAM. ONLY ☒

1982

NON-FATAL ☒

FATAL ☒

1983

CAL-TRANS
6-2-78

30 MPH

SPEED SURVEY
WORKSHEET #

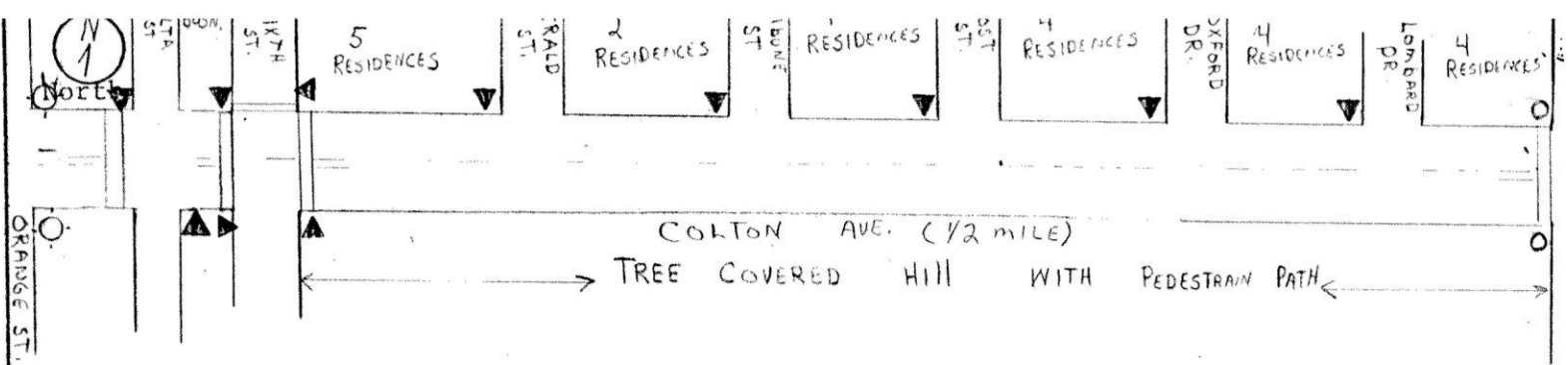
3

COLTON AVE.
HIGHWAY NAME

BETWEEN ORANGE ST.
AND CHURCH ST

DATE OF SURVEY

FILE NUMBER



DEVELOPMENT	BUSINESS - RESIDENCE - SCHOOL - PUBLIC PARK
ROADWAY WIDTH	39'
NO. OF STRIPED LANES	TWO
TYPE OF DIVISION STRIP	DOUBLE YELLOW - BROKEN YELLOW LINES
TRAFFIC SIGNAL DATA	TRAFFIC SIGNAL AT ORANGE ST. (STATE HWY 38)
AVERAGE DAILY TRAFFIC	3451 (1981)
OBSERVED SPEED - CRITICAL	38 MPH (AVERAGE 34)
OBSERVED SPEED - PACE	30 TO 40
EXISTING SIGNED ZONE	35 MPH
PROPOSED SPEED LIMIT	NO CHANGE

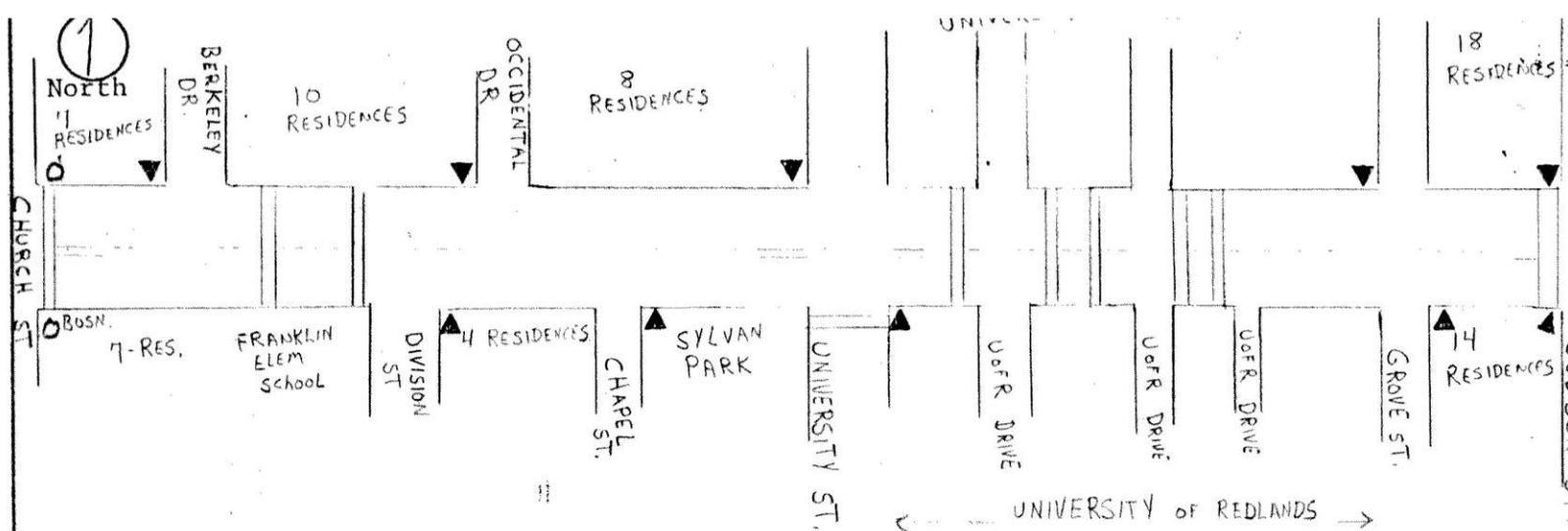
ACCIDENT LEGEND	1981	
PROP. DAM. ONLY ☒	1982	
NON-FATAL ☒	1983	
FATAL ☒		

CAL-TRANS
6-2-78

30 MPH →

4

FILE NUMBER



DEVELOPMENT	RESIDENCE - SCHOOL - PARK - UNIVERSITY			
ROADWAY WIDTH	44'		47'	
NO. OF STRIPED LANES	TWO			
TYPE OF DIVISION STRIP	BROKEN - DOUBLE YELLOW LINES			
TRAFFIC SIGNAL DATA	SIGNAL			
AVERAGE DAILY TRAFFIC	← 3,403		3,486 → ← 3,428 → 3,836	
OBSERVED SPEED - CRITICAL	34 MPH		(AVERAGE 30 MPH)	
OBSERVED SPEED - PACE	26 TO 36		30 TO 40	
EXISTING SIGNED ZONE	30 MPH		35 MPH	
PROPOSED SPEED LIMIT	NO CHANGE		NO CHANGE	

ACCIDENT LEGEND		19 <u>81</u>												
PROP. DAM. ONLY		19 <u>82</u>												
NON-FATAL		19 <u>83</u>												
FATAL														

REDLANDS TRAFFIC COMMISSION RECOMMENDATION

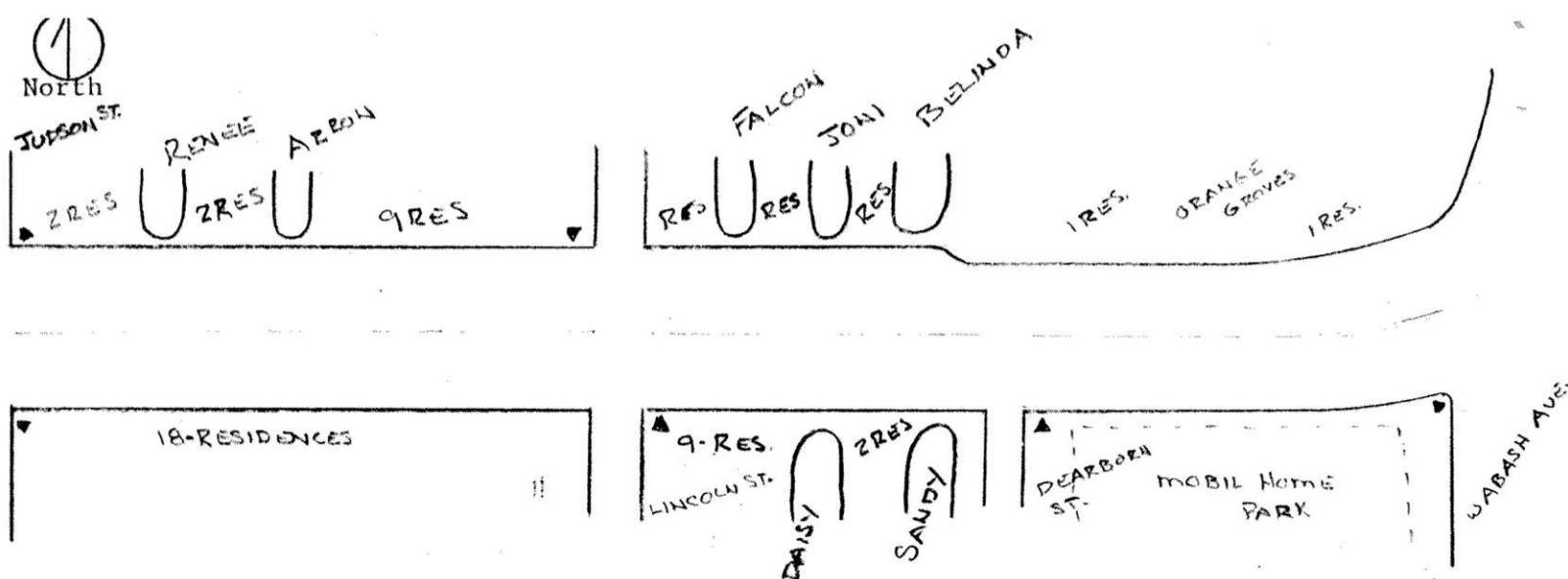
NO CHANGE

NO CHANGE

COLTON AVE
HIGHWAY NAME

DATE OF SURVEY

FILE NUMBER



DEVELOPMENT	RESIDENCE -	ORANGE GROVES -	MOBILE HOME PARK
ROADWAY WIDTH	63'		49'
NO. OF STRIPED LANES	TWO		
TYPE OF DIVISION STRIP	BROKEN SINGLE AND DOUBLE YELLOW LINES		
TRAFFIC SIGNAL DATA	NONE		
AVERAGE DAILY TRAFFIC	(1984) 2,228 → ← 2,373		
OBSERVED SPEED - CRITICAL	38		48 (AVERAGE 38)
OBSERVED SPEED - PACE	30 TO 40		36 TO 46
EXISTING SIGNED ZONE	35 MPH		45 MPH
PROPOSED SPEED LIMIT	NO CHANGE		NO CHANGE

ACCIDENT LEGEND		1981	1982	1983
OP. DAM. ONLY	☒			
N-FATAL	☒			
TAL	☒			

RADAR SPEED SURVEY

STREET: COLTON AVE. LOCATION: WEBSTER ST.
 DIRECTION OF TRAVEL: E/W EXISTING SPEED LIMIT: 30
 DATE: 09/03/84 TIME START: 0910 TIME END: 0950
 WEATHER: CLEAR ROAD CONDITION: DRY OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
18	X	1	0.4	0.4
20	XXX	3	1.3	1.8
22	XX	2	0.9	2.6
24	XXXXXXX	7	3.1	5.7
26	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	23	10.1	15.9
28	XX	45	19.8	35.7
30	XX	43	18.9	54.6
32	XX	42	18.5	73.1
34	XX	35	15.4	88.5
36	XXXXXXXXXXXXXXXXXX	15	6.6	95.2
38	XXXXXX	6	2.6	97.8
40	XXX	3	1.3	99.1
42	X	1	0.4	99.6
44		0	0.0	99.6
46	X	1	0.4	100.0

TOTAL NUMBER OF VEHS: 227
 CRITICAL SPEED (85%): 34 MPH
 PACE SPEED: 26 TO 36 MPH
 AVERAGE SPEED: 30 MPH
 MEDIAN SPEED: 32 MPH

CERTIFICATION:

LT. C. HYMAN LT C Hyman DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE.
 DIRECTION OF TRAVEL: E/W
 DATE: 09/03/84
 WEATHER: CLEAR

LOCATION: INDUSTRIAL PARK AVE.
 EXISTING SPEED LIMIT: 45
 TIME START: 1550
 ROAD CONDITION: DRY
 TIME END: 1640
 OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
22	XX	2	1.2	1.2
24	XXXXXXXXXX	9	5.2	6.4
26	XXXXXXXXXXXX	11	6.4	12.8
28	XXXXXXXXXXXX	13	7.6	20.3
30	XX	44	25.6	45.9
32	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	26	15.1	61.0
34	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	24	14.0	75.0
36	XXXXXXXXXXXXXXXXXXXX	22	12.8	87.8
38	XXXXXXXXXX	11	6.4	94.2
40	XXXXX	5	2.9	97.1
42	XXXX	4	2.3	99.4
44	X	1	0.6	100.0

TOTAL NUMBER OF VEHS: 172
 CRITICAL SPEED (85%): 36 MPH
 PACE SPEED: 28 TO 38 MPH
 AVERAGE SPEED: 31 MPH
 MEDIAN SPEED: 33 MPH

CERTIFICATION:

LT. C. HYMAN LT C Hyman DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE.
 DIRECTION OF TRAVEL: E/W
 DATE: 09/03/84
 WEATHER: CLEAR

LOCATION: NEW YORK ST.
 EXISTING SPEED LIMIT: 35
 TIME START: 1515
 ROAD CONDITION: DRY
 TIME END: 1545
 OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
20	XX	2	1.0	1.0
22	X	1	0.5	1.4
24	XXX	3	1.4	2.9
26	XXXX	4	1.9	4.8
28	XXXXXXX	10	4.8	9.6
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	27	13.0	22.6
32	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	37	17.8	40.4
34	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	34	16.3	56.7
36	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	36	17.3	74.0
38	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	28	13.5	87.5
40	XXXXXXXXXXXXXXXXXXXX	16	7.7	95.2
42	XXXXXXX	7	3.4	98.6
44	XX	2	1.0	99.5
46	X	1	0.5	100.0

TOTAL NUMBER OF VEHS: 208
 CRITICAL SPEED (85%): 38 MPH
 PACE SPEED: 30 TO 40 MPH
 AVERAGE SPEED: 34 MPH
 MEDIAN SPEED: 33 MPH

CERTIFICATION:

LT. C. HYMAN LT C Hyman DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE. LOCATION: POST ST.
 DIRECTION OF TRAVEL: E/W EXISTING SPEED LIMIT: 35
 DATE: 09/03/84 TIME START: 1000 TIME END: 1045
 WEATHER: CLEAR ROAD CONDITION: DRY OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
20	X	1	0.5	0.5
22		0	0.0	0.5
24	XX	2	1.1	1.6
26	XXX	3	1.6	3.2
28	XXXXXXXXXXXXXX	14	7.4	10.5
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	26	13.7	24.2
32	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	33	17.4	41.6
34	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	40	21.1	62.6
36	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	27	14.2	76.8
38	XXXXXXXXXXXXXXXXXXXX	21	11.1	87.9
40	XXXXXXXXXXXX	13	6.8	94.7
42	XXXXXX	6	3.2	97.9
44	X	1	0.5	98.4
46	XX	2	1.1	99.5
48	X	1	0.5	100.0

TOTAL NUMBER OF VEHS: 190
 CRITICAL SPEED (85%): 38 MPH
 PACE SPEED: 30 TO 40 MPH
 AVERAGE SPEED: 34 MPH
 MEDIAN SPEED: 34 MPH

CERTIFICATION:

LT. C. HYMAN LT C Hyman DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE.
 DIRECTION OF TRAVEL: E/W
 DATE: 09/03/84
 WEATHER: CLEAR

LOCATION: UNIVERSITY ST.
 EXISTING SPEED LIMIT: 30
 TIME START: 1425
 ROAD CONDITION: DRY
 TIME END: 1500
 OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
18	X	1	0.7	0.7
20	XX	2	1.4	2.1
22	XXXX	4	2.8	5.0
24	XXX	3	2.1	7.1
26	XXXXXXXXXXXX	12	8.5	15.6
28	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	27	19.1	34.8
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	34	24.1	58.9
32	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	25	17.7	76.6
34	XXXXXXXXXXXXXXXXXXXX	17	12.1	88.7
36	XXXXXXXXXX	8	5.7	94.3
38	XXXX	4	2.8	97.2
40	XXX	3	2.1	99.3
42	X	1	0.7	100.0

TOTAL NUMBER OF VEHS: 141
 CRITICAL SPEED (85%): 34 MPH
 PACE SPEED: 26 TO 36 MPH
 AVERAGE SPEED: 30 MPH
 MEDIAN SPEED: 30 MPH

CERTIFICATION:

LT. C. HYMAN *LT C Hyman* DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE.
 DIRECTION OF TRAVEL: E/W
 DATE: 09/03/84
 WEATHER: CLEAR

LOCATION: E/OF GROVE ST.
 EXISTING SPEED LIMIT: 35
 TIME START: 1330
 ROAD CONDITION: DRY
 TIME END: 1415
 OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
22	X	1	0.7	0.7
24	XX	2	1.3	2.0
26	XXXXX	5	3.3	5.3
28	XXXXXXX	7	4.7	10.0
30	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	21	14.0	24.0
32	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	23	15.3	39.3
34	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	32	21.3	60.7
36	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	26	17.3	78.0
38	XXXXXXXXXXXXXXXXXXXX	17	11.3	89.3
40	XXXXXXX	8	5.3	94.7
42	XXXX	4	2.7	97.3
44	X	1	0.7	98.0
46	XX	2	1.3	99.3
48	X	1	0.7	100.0

TOTAL NUMBER OF VEHS: 150
 CRITICAL SPEED (85%): 38 MPH
 PACE SPEED: 30 TO 40 MPH
 AVERAGE SPEED: 34 MPH
 MEDIAN SPEED: 35 MPH

CERTIFICATION:

LT. C. HYMAN 24 C Hyman DATE 9-13-84

RADAR SPEED SURVEY

STREET: COLTON AVE.
 DIRECTION OF TRAVEL: E/W
 DATE: 09/03/84
 WEATHER: CLEAR

LOCATION: DEARBORN ST.
 EXISTING SPEED LIMIT: 45
 TIME START: 1100
 ROAD CONDITION: DRY
 TIME END: 1230
 OBSERVER: SHEFCHIK

MPH	NUMBER OF VEHICLES	# OF VEHS	% OF TOTAL	% CUM
26	XX	2	1.4	1.4
28	XXX	3	2.1	3.4
30	XXXXX	5	3.4	6.9
32	XXXXXXXXXXXX	11	7.6	14.5
34	XXXXXXXXXXXX	10	6.9	21.4
36	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	25	17.2	38.6
38	XXXXXXXXXXXX	12	8.3	46.9
40	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	20	13.8	60.7
42	XXXXXXXXXXXX	13	9.0	69.7
44	XXXXXXXXXXXX	10	6.9	76.6
46	XXXXXXXXXXXX	9	6.2	82.8
48	XXXXXXXXXXXX	11	7.6	90.3
50	XXXXXXXXXXXX	9	6.2	96.6
52	XXXX	4	2.8	99.3
54	X	1	0.7	100.0

TOTAL NUMBER OF VEHS: 145
 CRITICAL SPEED (85%): 48 MPH
 PACE SPEED: 36 TO 46 MPH
 AVERAGE SPEED: 39 MPH
 MEDIAN SPEED: 40 MPH

CERTIFICATION:

LT. C. HYMAN LT C Hyman DATE 9-13-84