

RESOLUTION NO. 7151

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: Colton Avenue

Date of Study: March 5, 2012

Speed Limits as follows:

35 mph on Colton Avenue between Redlands Boulevard and Church Street.

30 mph on Colton Avenue between Church Street and Grove Street.

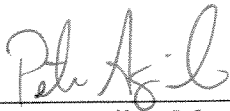
35 mph on Colton Avenue between Grove Street and Dearborn Street.

40 mph on Colton Avenue between Dearborn 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.

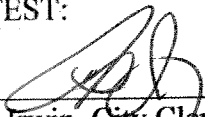
Section 3. This City Council further determines that the approval of this Resolution is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15061(b)(3) which provides that CEQA applies only to projects which have the potential for causing a significant 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 17th day of April, 2012.



Peter Aguilar, Mayor

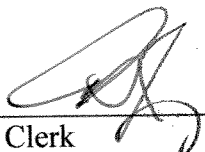
ATTEST:



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 17th day of April, 2012, by the following vote:

AYES: Councilmembers Harrison, Bean, Foster, Gardner; Mayor Aguilar
NOES: None
ABSENT: None
ABSTAIN: None



Sam Irwin, City Clerk

EXHIBIT "A"

ENGINEERING AND TRAFFIC SURVEY

HIGHWAY UNDER SURVEY: Colton Avenue

AREA OF: Between Redlands Boulevard and Wabash Avenue

DATE OF SURVEY: March 5, 2012

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 62 reported midblock accidents on Colton Avenue from Redlands Boulevard to Wabash Avenue from 2005 to 2009. The expected accident rate for a two lane urban roadway is 1.98.

Accident rate = (number of midblock accidents per year x 10⁶) / (24 hour volume x 365 x length x number of years)

The traffic accident rate on Colton Avenue is as follows:

Redlands Boulevard to Wabash Avenue = $(62 \times 10^6) / (12126 \times 365 \times 3.99 \times 5) = 0.70$

The calculated accident rate is well below the expected accident rate for this roadway.

The existing posted speed limit on Colton Avenue from Redlands Boulevard to Church Street is 35 mph. The area is bounded by concentrated business districts and mixed business/residential districts with many direct driveway access points to Colton Avenue. There are two lanes of traffic in each direction from Redlands Boulevard to Texas Street and then one lane of traffic in each direction from Texas Street to Church Street. The survey results are as follows:

Between Redlands Boulevard and New York Street - Critical Speed – 37.7 mph
Average Speed – 34.1 mph
Pace Speed – 30-39 mph

Between New York Street and Orange Street - Critical Speed – 35.6 mph
Average Speed – 33.0 mph
Pace Speed – 28-37 mph

Between Orange Street and Church Street - Critical Speed – 37.3 mph
Average Speed – 33.7 mph
Pace Speed – 28-37 mph

The 85 percentile speed narrowly rounds off to 40 mph for the first street segment and does round off to 35 mph for the remaining two segments. It is recommended that the first segment from Redlands Boulevard to New York Street be further reduced by 5 mph to 35 mph because of the surrounding dense business district and for the continuity of speed.

The existing posted speed limit on Colton Avenue from Church Street to Grove Street is 30 mph. This segment is bounded by Franklin Elementary School, a city park, residential districts and divides the campus of the University of Redlands. There is one mid-block school crosswalk on Colton Avenue at Berkley Drive for the students at Franklin Elementary School. This segment is also posted as a 25 mph speed zone "When Children are Present." The survey results are as follows:

Between Church Street and Grove Street -	Critical Speed – 34.3 mph
	Average Speed – 30.7 mph
	Pace Speed – 27-36 mph

The 85 percentile speed rounds off to 35 mph for this street segment. It is recommended that this segment be further reduced by 5 mph to 30 mph because of the surrounding school zones and heavy student pedestrian traffic in this area.

The existing posted speed limit on Colton Avenue from Grove Street to Dearborn Street is 35 mph. The area is bounded by residential districts with many direct driveway access points to Colton Avenue. There is one lane of traffic in each direction for this segment. The survey results are as follows:

Between Grove Street and Dearborn Street -	Critical Speed – 37.9 mph
	Average Speed – 35.9 mph
	Pace Speed – 32-41 mph

The 85 percentile speed rounds off to 40 mph for this street segment, it is recommended that this segment be further reduced by 5 mph to 35 mph because of the surrounding residential districts with driveway access to Colton Avenue and the close proximity to the university campus with pedestrian traffic in this area. This segment also acts as a transitional speed zone for motorists approaching the University campus from a higher speed to a lower speed.

The existing posted speed limit on Colton Avenue from Dearborn Street to Wabash Avenue is 45 mph. This segment is bounded by dense residential districts with various direct driveway access to Colton Avenue. The survey results are as follows:

Between Dearborn Street and Wabash Avenue -	Critical Speed – 41.5 mph
	Average Speed – 37.3 mph
	Pace Speed – 34-43 mph

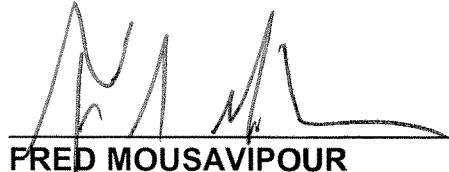
The 85 percentile speed rounds off to 40 mph for this street segment. It is recommended that the speed limit on this segment be reduced to 40 mph based on the critical speed.

Prepared by:



ART CREEF
Associate Engineer

Concurrence by:



FRED MOUSAVIPOUR
Interim City Engineer

Reviewed by Traffic and Parking Commission:



Signature



Date