

RESOLUTION NO. 3621

A RESOLUTION OF THE CITY COUNCIL 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 Section 40802(b) 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: San Bernardino Avenue

Date of Study: September 28, 1979

Speed Limits as Follows:

50 MPH for the area between Tennessee Street and Texas Street

40 MPH for the area between Texas Street and Orange Street

30 MPH for the area between Orange Street and Church Street

40 MPH for the area between Church Street and Occidental Street

50 MPH for the area between Occidental Street and Wabash Avenue

ADOPTED, SIGNED AND APPROVED this 6th day of November, 1979.

ATTEST:


Mayor of the City of Redlands


City Clerk

APPROVED FOR FORM:

s/ Edward F. Taylor
City Attorney

ENGINEERING, TRAFFIC, AND SPEED STUDY

HIGHWAY UNDER SURVEY: SAN BERNARDINO AVENUE

Area: Between Tennessee Street and Wabash Avenue.

Completion Date: September 28, 1979

RECOMMENDATIONS:

Based upon the facts accumulated in this study, it is recommended that the speed limits be adopted for San Bernardino Avenue as follows:

1. 50mph for the area between Tennessee Street and Texas Street.
2. 40mph for the area between Texas Street and Orange Street.
3. 30mph for the area between Orange Street and Church Street.
4. 40mph for the area between Church Street and Occidental Street.
5. 50mph for the area between Occidental Street and Wabash Avenue.

The area between Tennessee Street and Texas Street has been posted as a 55mph in the past. The area is largely orange groves with only two residences at the street. The observed critical speed was 52mph (DOWN from previous critical speed of 58 in 1973) and the pace speed was 42-54 (DOWN from 44-54 in 1973). It is recommended that a speed limit of 50mph would facilitate the safe and orderly movement of traffic in this area. The roadway is 36' in this area.

The area between Texas Street and Orange Street is currently posted at 40mph. The area does not meet the residence requirements for a prima facie limit although new streets and residences have been added since the last survey in 1973. The observed critical speed was 40mph with a pace speed of 32 to 42mph. The width of the roadway in this area is (from West to East) 36' to 63' to 38' to 63'. It is recommended that the existing posted limit of 40mph be maintained.

The area between Orange Street and Church Street is currently posted at 30mph. The area between Orange Street and Glover Street meets the requirements of California Vehicle Code section 22352(b)(1) (Residential-Business District). The area between Glover Street and Church Street has a school (Clement Junior High) and year-around ballfield (Community Ballfield) on the south side of the street and 4 residential cul-de-sacs on the north side of the street. This area meets the requirements for CVC section 22352 (b)(2) (School Zone). The area at the school is posted for 25mph while children are present. The observed critical pace was 46mph and the pace speed was 34 to 44mph. The speed limit in this area was reduced from 35 to 30 in 1973 due to a heavy accident picture in 1972. The accidents have not risen since that time. Due to the residential nature of the area and the presence of the school the critical speed is not safe or reasonable. The street width in this area (From West to East is 62' to 63'. It is recommended that the current speed limit of 30mph be maintained.

The area between Church Street and Wabash is currently posted for 50mph from Occidental Street eastward. The area between Church Street and Occidental Street has 4 cul-de-sacs on the north side in addition to Occidental Street. On the south side of the street Robyn Lane intersects with San Bernardino Avenue. All of these streets and the residences thereon are new since the last survey in 1973. The area between Occidental Street and Wabash Avenue is largely orange groves with only 7 residences. This area has a dirt shoulder and a narrow roadway (19' and 23'). The critical speed

is 54mph and the pace speed is 44-54mph between Church Street and Wabash Avenue. Although the area between Church Street and Occidental does not meet the requirements for a residential speed zone it is recommended that the speed limit in this area be 40mph to facilitate the safe and orderly movement of traffic. The area between Occidental Street and Wabash Street should remain at 50mph as currently posted.

It is recommended that San Bernardino Avenue be posted in the following manner:

1. For eastbound traffic:
 - a. 50mph speed limit sign east of Tennessee Street.
 - b. 40mph speed limit sign east of Texas Street (currently posted).
 - c. 30mph speed limit sign east of Orange Street (currently posted).
 - d. 40mph speed limit sign east of Church Street.
 - e. 50mph speed limit sign east of Occidental Street (currently posted).
 - f. 50mph speed limit sign east of Judson Street (currently posted).
 - g. "End of 50mph" sign west of Wabash Avenue. (currently posted).
2. For westbound traffic:
 - a. 50mph speed limit sign west of Wabash Avenue (currently posted).
 - b. 50mph speed limit sign west of Judson Street (currently posted).
 - c. 40mph speed limit sign east of Occidental Street.
 - d. 30mph speed limit sign west of Church Street (currently posted).
 - e. 40mph speed limit sign west of Orange Street.
 - f. 50mph speed limit sign west of Texas Street.
 - g. "End of 50 mph" sign east of Tennessee Street.
3. Maintain current school zone posting for east and westbound traffic at Clement Junior High.



Lewis W. Nelson, Lieutenant
Traffic Safety

Approved by:



Donald C. Poe, Captain
Operations Division

DATE OF SURVEY

FILE NUMBER

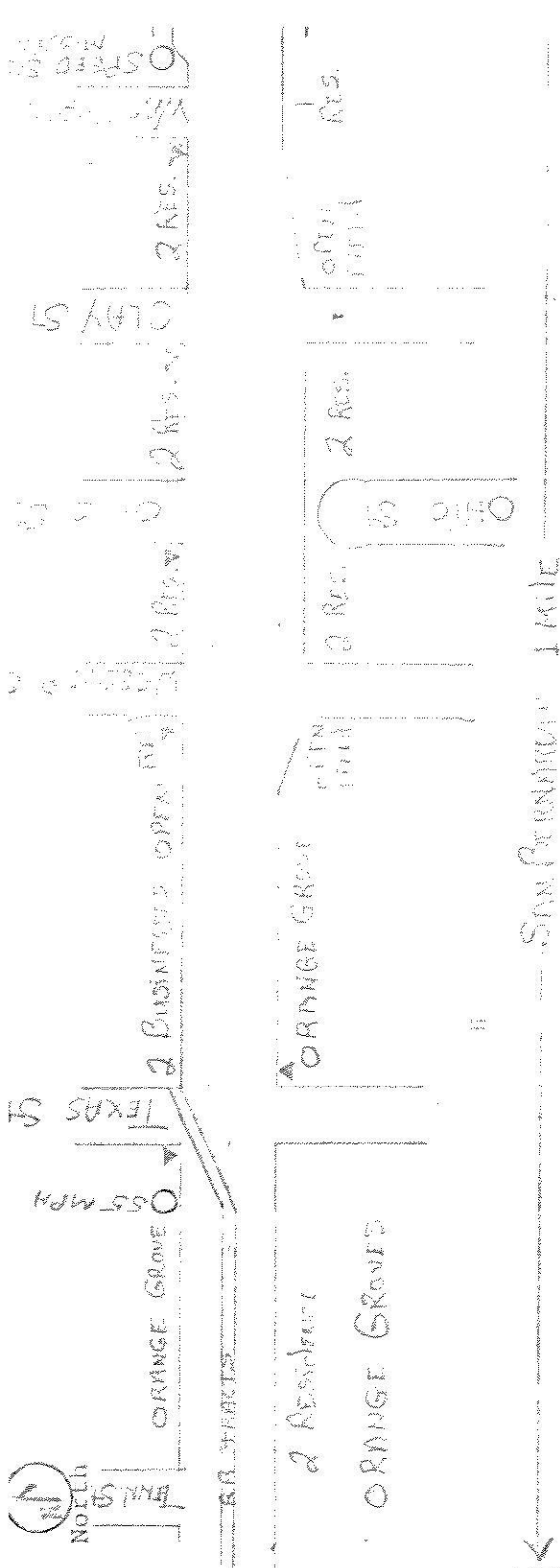
SPEED SURVEY
WORKSHEET #

SAN LUCIANO
HIGHWAY NAME

BETWEEN TENAKSEE ST.
AND ORANGE ST.

DATE OF SURVEY

FILE NUMBER



DEVELOPMENT	ORANGE GROVES, BUSINESS, OPEN FIELDS & RESIDENCE	
ROADWAY WIDTH	36'	
NO. OF STRIPED LANES	63'	
TYPE OF DIVISION STRIP	TWO LANES NO CENTER LINES / CENTER LINE TWO LANES	
TRAFFIC SIGNAL DATA		
AVERAGE DAILY TRAFFIC		
OBSERVED SPEED - CRITICAL	COMBINED (E/B, A/W/R) = 52 MPH	
OBSERVED SPEED - PACE	COMBINED (E/B, A/W/R) = 47 to 52 MPH	
EXISTING SIGNED ZONE	55 MPH	
PROPOSED SPEED LIMIT	50 MPH	
ACCIDENT LEGEND	1978 1977 1976	
PROP. DAM. ONLY	☒ ☒ ☒	
NON-FATAL	☒ ☒ ☒	
FATAL	☒ ☒ ☒	

MOTOR VEHICLE SPEED

FILE NO.:

ROAD: SAN BERNARDINO AVE

OBSERVER: L.W. Nelson

DATE: 9-5-79

LOCATION: AT ORO ST.

CALC. BY: CLARE

TIME: 0915 START

WEATHER: Clear

CHECKED BY: CLARE

FINISH

ROAD CONDITION: DRY

DIRECTION: <u>WEST BOUND</u>		VEHICLES						NO. VEH.	TOTAL SPEED
Mph	5	10	15	20	25				
82									
80									
78									
76									
74									
72									
70									
68									
66									
64									
62									
60									
58									
56									
54									
52									
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36									
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24									
22									
20									
18									
16									
14									

DIRECTION: <u>EAST BOUND</u>		VEHICLES						NO. VEH.	TOTAL SPEED
Mph	5	10	15	20	25				
82									
80									
78									
76									
74									
72									
70									
68									
66									
64									
62									
60									
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18									
16									
14									

LEGEND

X = PASS CAR

P = PICKUP

B = BUS

2 = 2 AXLES

3 = 3 AXLES

4 = 4 AXLES

5 = 5 AXLES

6 = 6 AXLES

Form 8-P7a

TOTALS 122 4372

Average Speed 35.4

Critical Speed 40

Pace Speed 30.7 to 40

% Over Pace 19.2%

% In Pace 74.6%

% Under Pace 13.0%

TOTALS 107 3500

Average Speed 32.7

Critical Speed 40

Pace Speed 30.7 to 40

% Over Pace 13.0%

% In Pace 77.7%

% Under Pace 10.0%

MOTOR VEHICLE SPEED

ROAD:

LOCATION:

WEATHER:

ROAD CONDITION:

OBSERVER:

CALC. BY:

CHECKED BY:

FILE NO.:

DATE: 6-28-19

TIME: 1403

1005

FINISH

Mph	DIRECTION	VEHICLES				NO. VEH.	TOTAL SPEED
		5	10	15	20		
32							
40							
48							
56							
64							
72							
80							
88							
96							
104							
112							
120							
128							
136							
144							
152							
160							
168							
176							
184							
192							
200							
208							
216							
224							
232							
240							
248							
256							
264							
272							
280							
288							
296							
304							
312							
320							
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336							
344							
352							
360							
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408							
416							
424							
432							
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456							
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640							
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656							
664							
672							
680							
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736							
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968							
976							
984							
992							
1000							

LEGEND

X = PASS CAR

P = PICKUP

B = BUS

2 = 2 AXLES

3 = 3 AXLES

4 = 4 AXLES

5 = 5 AXLES

6 = 6 AXLES

TOTALS 50 * 100

Average Speed 45.6
Critical Speed 52
Pace Speed 42
% Over Pace 16.4
% In Pace 59.0
% Under Pace 26.7

Mph	DIRECTION	VEHICLES				NO. VEH.	TOTAL SPEED
		5	10	15	20		
32							
40							
48							
56							
64							
72							
80							
88							
96							
104							
112							
120							
128							
136							
144							
152							
160							
168							
176							
184							
192							
200							
208							
216							
224							
232							
240							
248							
256							
264							
272							
280							
288							
296							
304							
312							
320							
328							
336							
344							
352							
360							
368							
376							
384							
392							
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944							
952							
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968							
976							
984							
992							
1000							

TOTALS 51 * 100

Average Speed 44.5
Critical Speed 50
Pace Speed 40
% Over Pace 20.7
% In Pace 72.7
% Under Pace 8.7

SPEED SURVEY WORKSHEET

AND BETWEEN DEAN

DATE OF SURVEY

[illegible]

ROADWAY SAFETY

NO. 25 STUDY

THE SCIENCE

BSE-SPD

NEW! THE NEW JAMES

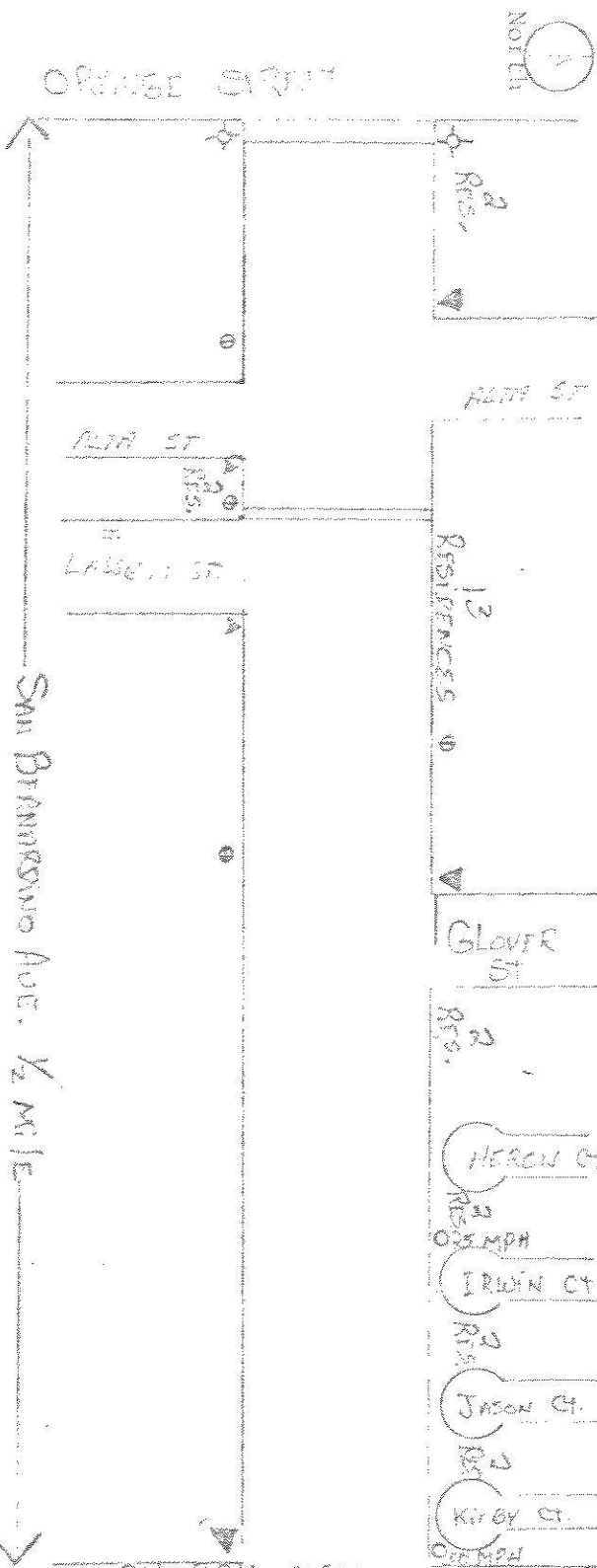
Figure 1 shows a vertical sequence of 12 diagrams illustrating the stages of a cell's division. The diagrams are arranged vertically and labeled with numbers 1 through 12. The sequence starts with a cell in interphase (1), followed by prophase (2), metaphase (3), anaphase (4), telophase (5), and cytokinesis (6). The remaining diagrams (7-12) show the cell in various stages of division, including the formation of two daughter cells.

THE END

A hand-drawn diagram of a cell. It features a large, irregular outer boundary representing the cell membrane. Inside, there is a smaller, roughly circular nucleus with a darker, textured interior. To the right of the nucleus is a large, clear, oval-shaped vacuole. The space between the nucleus and the vacuole is filled with small, scattered dots representing cytoplasm. The entire diagram is drawn with simple black lines on a white background.

1. ...
 2. ...
 3. ...
 4. ...
 5. ...
 6. ...
 7. ...
 8. ...
 9. ...
 10. ...

111



San Bernardino Ave. X Miami

WILKINSON, C. W. PARK AND FINE LEADS

[Faint handwritten notes, possibly bleed-through from the reverse side.]

3096 (v. 1471) (1605)
 (Carnegie) = 19141 (v. 1605) = 44 8/9 - 46 MM

3041

W
O
3
1

ACCIDENT LEGEND		POP. DAM. ONLY		NON-FATAL		FATAL	
1978							
1977							
1976							

MOTOR VEHICLE SPEED

FILE NO.:

OBSERVER:

SOTELD

DATE:

6-28-71

ACTION:

CALC. BY:

LT LUD

TIME:

1105

START

FINISH

ROAD CONDITION:

CHECKED BY:

W/P

FINISH

RECTION:

DIRECTION:

W/P

VEHICLES

VEHICLES

NO. VEH.

TOTAL SPEED

10

15

20

25

NO. VEH.

TOTAL SPEED

MPH

5

10

15

20

25

NO. VEH.

TOTAL SPEED

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NO. VEH.

TOTAL SPEED

MPH

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NO. VEH.

TOTAL SPEED

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NO. VEH.

TOTAL SPEED

MPH

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TOTAL SPEED

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TOTAL SPEED

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NO. VEH.

TOTAL SPEED

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NO. VEH.

TOTAL SPEED

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NO. VEH.

TOTAL SPEED

MPH

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TOTAL SPEED

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TOTAL SPEED

MPH

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

MPH

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TOTAL SPEED

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TOTAL SPEED

MPH

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

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TOTAL SPEED

MPH

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TOTAL SPEED

MPH

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TOTAL SPEED

MPH

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NO. VEH.

TOTAL SPEED

10

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20

25

NO. VEH.

TOTAL SPEED

MPH

5

10

15

20

MOTOR VEHICLE SPEED

FILE NO.:

AD:

OBSERVER:

DATE: 6-28-79

LOCATION:

CALC. BY:

TIME: 1315

START

ATHER:

CHECKED BY:

FINISH

ROAD CONDITION:

DIRECTION:

DIRECTION:

	5	10	15	20	25	NO. VEH.	TOTAL SPEED
1						1	60
2						3	58
3						6	168
4						1	37
5						1	110
6						5	240
7						12	552
8						4	104
9						6	216
10						3	96
11						1	48
12						1	48
13						1	48
14						1	48
15						1	48
16						1	48
17						1	48
18						1	48
19						1	48
20						1	48
21						1	48
22						1	48
23						1	48
24						1	48
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93						1	48
94						1	48
95						1	48
96						1	48
97						1	48
98						1	48
99						1	48
100						1	48
TOTALS	50	2294					

LEGEND

X = PASS CAR

P = PICKUP

B = BUS

2 = 2 AXLES

3 = 3 AXLES

4 = 4 AXLES

5 = 5 AXLES

6 = 6 AXLES

% Under Pace

TOTALS 50 2294

Average Speed

Critical Speed

Pace Speed

% Over Pace

% In Pace

% Under Pace

45.9

38 to 48

40 to 50

52 to 60

8 to 10

TOTALS 100 4682

46.8

54 to 54

15 to 15

59 to 60

26 to 26

TOTALS 50 2388

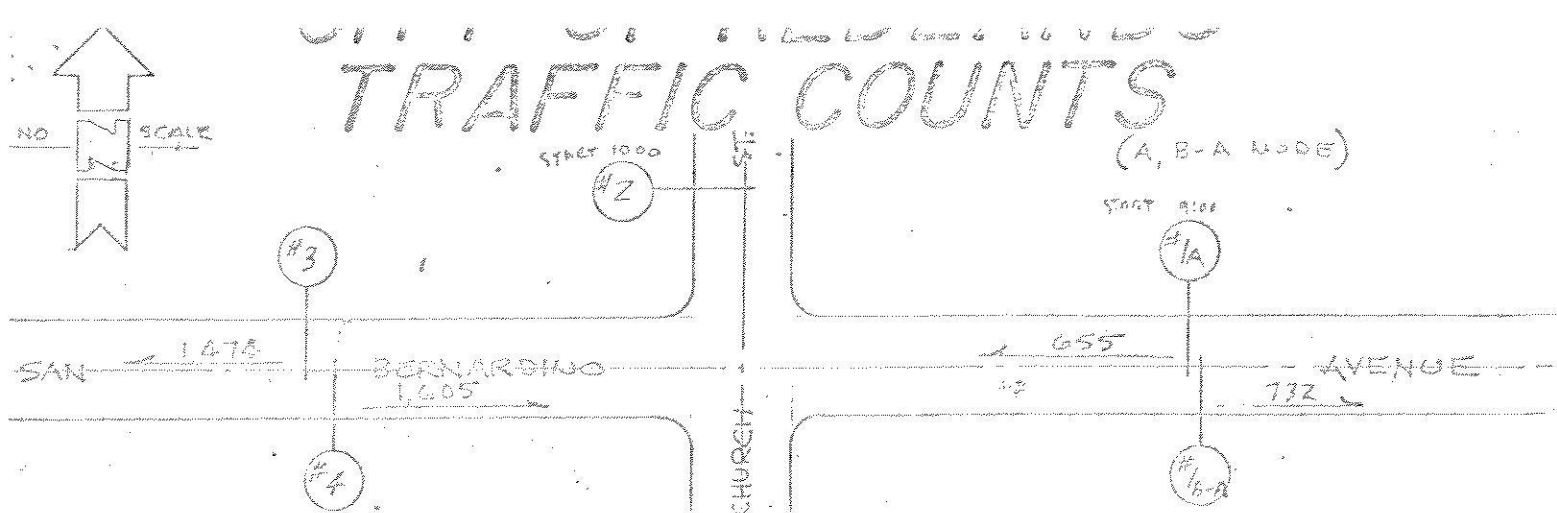
47.8

5 to 56

10 to 10

66 to 66

24 to 24



DATE & TIME	TRAFFIC COUNTER NUMBER				
5:00 AM JUNE 19, 1979	No. 1(A)	No. 1 (B-A)	No. 2	No. 3 JUNE 20	No. 4
	699	744	1,051	1,547	1,693
	698	730	1,136	1,519	1,679
	1695	729	1,120	1,497	1,726
	651	724	1,117	1,407	1,646
	559			1,521	1,631
	627			1,334	1,254
ADT	655	732	1,106	1,471	1,605