

**CITY OF REDLANDS
TRAFFIC AND PARKING COMMISSION
REGULAR MEETING
Thursday, January 23, 2025 at 6:00 P.M.**

MINUTES

1. ATTENDANCE & CALL TO ORDER

The regular meeting of the Traffic and Parking Commission was called to order at 6:00 pm by Commissioner Kevin Morningstar

Roll Call:

Present

Commissioners:

Kevin Morningstar
Bill Waddell
Andrew Hoder
Carl Davis (arrived at 6:02 PM)
Patrick Taylor
Vincent Fu

Staff:

Ryan Steinhaus, PD
Johana Silva, MUED
Goutam Dobey, MUED
John Harris, MUED

Absent

Donivan Fox (excused)

2. APPROVAL OF MINUTES

Commissioner Morningstar stated that approval of the September 26, 2024 minutes has been deferred to the next meeting due to the lack of a majority vote. A commissioner who was absent will review the meeting's audio recording to help secure the necessary majority for approval.

3. PUBLIC COMMENT

Byran Whitehead, on behalf of the University of Redlands Student Government, voiced concerns about safety at the University Street and Colton Avenue intersection near the university. He highlighted a recent pedestrian-vehicle collision and urged the commission to consider safety improvements in the area.

4. NEW BUSINESS

4A. *Election of 2025 Chair*

A motion was made to appoint Commissioner Morningstar as Chair for the 2025 calendar year, passing unanimously with a 6-0 vote.

4B. *Election of 2025 Vice Chair*

A motion was made to appoint Commissioner Waddell as Vice Chair for the 2025 calendar year, passing unanimously with a 6-0 vote.

5. PRESENTATION

5A. *Engineering & Traffic Study Results*

Ms. Silva introduced the 2024 Engineering and Traffic Survey (E&TS) results, with RK Engineering Group, Inc. presenting their findings. She also announced two upcoming public workshops for residents to learn more and provide feedback: Saturday, February 8th, at the City Council Chambers, and Thursday, February 13th, in the Community Center, both from 2:00 to 4:00 p.m.

Justin Tucker of RK Engineering Group presented the 2024 E&TS for speed limits, conducted to update the 2021 E&TS in accordance with California Assembly Bill (AB 43) and the latest California Manual on Uniform Traffic Control Devices (CA MUTCD). The E&TS is required under California Vehicle Code (CVC) Section 40802 to establish and enforce speed limits using radar and lidar. AB 43, signed into law in 2021, allows local agencies greater flexibility in lowering speed limits, particularly in safety corridors, business districts, and areas with high pedestrian and bicyclist activity. The 2024 E&TS analyzed 137 roadway segments, incorporating traffic counts, speed surveys, collision data, and site visits to determine appropriate speed limits. Based on the findings, speed limits are being lowered on 55 roadway segments, with no increases. Notable streets with reduced speed limits include Alta Vista Drive, Barton Road, Colton Avenue, Palm Avenue, San Bernardino Avenue, and Sunset Drive, among others. The presentation concluded with an opportunity for questions and discussion.

Commissioners inquired about the process for implementing the speed limit changes. Mr. Harris explained that two public workshops would be held before the study returns to the TPC for a potential recommendation to the City Council. Commissioners also asked about the type of collision analysis used in the study. It was decided that staff would arrange a meeting for interested members to discuss the collision data with the PD data analyst.

6. COMMUNICATIONS

6A. *Volunteer for City Council annual report on February 18, 2025*

Ms. Silva announced that the annual Commission reports to the City Council have been scheduled, summarizing the Commission's accomplishments over the past year. The report is set for February 18th, with the option of either an in-person presentation or a written report. Chairperson Morningstar expressed willingness to present but noted a scheduling conflict. Mr. Harris stated that if a presentation is not possible, a written report can be submitted, and the City Council date could be moved to March 18th to allow time for its preparation. Chairperson Morningstar agreed to provide a written report.

6B. Discussion of possible RRFB installations at existing crosswalks

Ms. Silva updated the Commission on the prioritization of Rectangular Rapid Flashing Beacons (RRFBs). In September 2024, staff shared that the City had acquired ten RRFBs for five crosswalks. The Commission asked staff to gather collision data for midblock crosswalks. Staff has compiled an inventory, including collision data from the Police Department. Ms. Silva highlighted three locations requested by the public for safety improvements: Eureka Street near the Redlands Bowl, Citrus Avenue at 9th Street, and Center Street at Michigan Street.

Sgt. Steinhaus then presented the collision report, summarizing accident data at midblock crosswalks between January 1, 2020, and September 30, 2024. The study focused on vehicle vs. pedestrian and bicycle accidents, along with areas that have a high potential for such incidents. Key high-risk locations near midblock crosswalks included N Center St/Texas St and W State St, which recorded two vehicle vs. pedestrian and one vehicle vs. bicycle accidents, and E Pennsylvania Ave and Alta St, which had one vehicle vs. pedestrian accident. Additional potential risk locations included Cajon St & E Clark St, E Citrus Ave & Ninth St, E Citrus Ave & Eighth St, and Church St & E Citrus Ave, all of which had varying numbers of vehicle collisions near crosswalks. The presentation concluded with a discussion on how this data can be used to prioritize RRFB installation.

Angela Calabrate, from the Braemar Co-Op, raised concerns about the road width at the Center Street crosswalk at Michigan Street and shared personal experiences of vehicle interactions while crossing.

Mary Hanson, also from the Braemar Co-Op, expressed safety concerns about vehicles not stopping for pedestrians at the same crosswalk. She noted that most Braemar Apartments residents are senior citizens and suggested an alternative location at Center Street and Center Place.

Mary McLoughlin, another Braemar Co-Op representative, stated that safety issues at the crosswalk often lead residents to drive instead. She also shared accounts of near-accidents involving pedestrians and vehicles.

Evan Sanford, from the Chamber of Commerce, requested RRFBs at the Citrus Avenue and 9th Street crosswalk, describing the area as high-traffic with pedestrians often obstructed by trees and vehicles.

Dan Broadhead, from the Braemar Co-Op, highlighted visibility concerns at the Center Street crosswalk at Michigan Street due to the street's width and a curve south of the crosswalk. He suggested relocating it to Center Street and Center Place for improved safety.

The commission requested clarification on the possibility of relocating the crosswalk at Center Street and Michigan Street. Mr. Dobby explained that a study would be required, and any relocation would need City Council approval. The commission also discussed whether to select five locations for RRFB installation or reserve some for future needs. Staff clarified that RRFBs can only be installed at midblock crosswalks, not at intersections controlled by stop signs or traffic signals.

A motion was made by Commissioner Taylor and seconded by Commissioner Davis to recommend the installation of RRFBs at Eureka Street near the Redlands Bowl, Citrus Avenue at 9th Street, and Center Street at Michigan Street contingent on ADA compliance.

Commissioner Hoder disagreed with placing an RRFB at Center Street and Michigan Street, stating that relocating the crosswalk to Center Street at Center Place should be considered first.

The motion passed with a 5-1 vote.

6C. *Traffic improvement request by citizens*

Ms. Silva provided an overview of the traffic control requests evaluation, summarizing various traffic concerns raised by residents across Redlands. Each request was assessed based on warrant analysis, vehicle tracking, collision history, and feasibility, with recommendations provided accordingly. Staff recommend removing a problematic median near Starbucks on Redlands Boulevard with a future project, while no changes are needed for the left turn pockets at Eureka Avenue (Packinghouse District), Redlands Boulevard (Walmart), and Ford Street (office complex), as they function safely. A request to modify the curb on 4th Street at Vine Street requires further ADA compliance review, so no immediate changes are proposed. Several traffic control improvements have already been implemented, including the installation of "Stop Ahead" signs at Judson Street and Brockton Avenue and adjustments to signal timing at University Street and Brockton Avenue to improve northbound-southbound traffic flow. The request for a 3-way stop at Judson Street and Padua Avenue was denied as it did not meet warrant study criteria, and a 4-way stop at Texas Street and Brockton Avenue is being considered for future installation, pending traffic volume increases. Requests to convert various lanes to right-turn only at Orange/Lugonia Avenue, Texas/Lugonia Avenue, and New York/Colton Avenue were reviewed, but no changes are recommended as existing configurations are effective and have low collision histories. Lastly, request regarding Lugonia Avenue lane expansions, "No Right Turn on Red" signs at Eureka/Pearl Avenue, and protected left turns at Orange/Pearl Avenue and Eureka/Pearl Avenue have been forwarded to Caltrans for review.

Commissioner Hoder noted tire tracks in the left-turn pockets, attributing them to their narrow width. He suggested involving Starbucks in removing a portion of the island within their property. He also commented that Vine Street was a two-way street, where posts were installed when it became a one-way street, and recommended extending

the curb for better clarity. Mr. Harris stated that AB 413 restricts parking within 20 feet of crosswalks and that all crosswalk parking must be evaluated.

6D. Status of work orders

Ms. Silva reported that there are no new work orders and that all previous work orders have been completed. She also provided an update on the amendment to the municipal code regarding the duties of the Traffic and Parking Commission. The ordinance was officially introduced at the City Council meeting last Tuesday on January 21st and will proceed to publication before returning to the Council for adoption on February 4th.

7. COMMISSIONER ANNOUNCEMENTS, REPORTS ON ACTIVITIES, AND/OR REQUEST FOR FUTURE AGENDA ITEMS

Chairperson Morningstar asked if there were any comments or requests for future agenda items by the commission.

Commissioner Davis referenced a Los Angeles Times article about the Los Angeles County Sheriff's Department receiving a \$2 million grant to improve road safety through enforcement. He suggested that a similar initiative should be pursued in Redlands.

Commissioner Hoder noted the inclusion of the TPC Request for Agenda Item form in the agenda packet. Staff confirmed that the form is available on the TPC webpage.

Chairperson Morningstar asked about the jurisdiction of Alabama Street at the railroad crossing and noted that the signal was not functioning during the holiday. Mr. Harris explained that multiple entities are involved and advised that the best contact for issues is the non-emergency police number. He also mentioned that the striping on Tennessee Street under the bridge within Caltrans' right-of-way is gone and that the striping on Redlands Boulevard between Colton and Nevada is faint.

8. ADJOURNMENT – Next regular meeting will be held on March 27, 2025.

The meeting was adjourned by Chairperson Morningstar at 8:27 p.m.