

**CITY OF REDLANDS  
TRAFFIC AND PARKING COMMISSION  
REGULAR MEETING AGENDA**

KEVIN MORNINGSTAR, CHAIR

BILL WADDELL, VICE CHAIR

DR. IYAN BARRERA-SANDRI, COMMISSIONER

JAKE MAYUGA-ALLEN, COMMISSIONER

XAVIER CASTELLON, STUDENT COMMISSIONER

**Thursday, February 26, 2026, at 6:00 P.M.**

**City Council Chamber, Civic Center  
35 Cajon Street, Suite 2, Redlands, CA**

This will be an open public meeting. The following information comprises the agenda for a meeting of the Traffic and Parking Commission of the City of Redlands.

**1. ATTENDANCE & CALL TO ORDER**

**2. APPROVAL OF MINUTES**

A. Minutes of the regular meeting of September 25, 2025

**3. PUBLIC COMMENT**

*The public is invited to speak on items not listed on this agenda, but within the jurisdiction of the Commission. However, no general discussion of such items, or action on such items, may be taken. Public comments are limited to three (3) minutes.*

**4. NEW BUSINESS**

A. Election of 2026 Chair

B. Election of 2026 Vice Chair

C. Stop Control for Ford Street and Garden Hill Drive

**5. COMMUNICATIONS**

A. RRFB installations at Vine Street and Cajon Street crosswalks

B. Status of work orders

**6. COMMISSIONER ANNOUNCEMENTS, REPORTS ON ACTIVITIES, AND/OR REQUEST FOR FUTURE AGENDA ITEM**

**7. ADJOURNMENT** – Next regular meeting is on May 28, 2026 at 6:00 PM

*In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Goutam K. Dobby of Municipal Utilities/Engineering Department at (909) 798-7584 x2. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. NOTE: Any writings or documents distributed to a majority of the Traffic and Parking Commission regarding an open session agenda item less than 72 hours before this meeting are available at <https://www.cityofredlands.org/traffic-and-parking-commission> for public inspection or at the Municipal Utilities & Engineering Department, 35 Cajon Street, Suite 15A by calling 909-798-7584 x 7.*

*(28 CFR 35.102-35.104 ADA Title II)*

**CITY OF REDLANDS  
TRAFFIC AND PARKING COMMISSION  
REGULAR MEETING  
Thursday, September 25, 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 Chairperson Kevin Morningstar.

Roll Call:

**Present**

Commissioners:

Kevin Morningstar  
Carl Davis  
Donivan Fox  
Patrick Taylor  
Vincent Fu

Staff:

Goutam Dobey, MUED  
John Harris, MUED  
Sgt. Ryan Steinhaus, PD

**Absent**

Bill Waddell (excused)

**2. APPROVAL OF MINUTES**

**A. Minutes of the regular meeting of July 24, 2025**

**A motion was made by Commissioner Taylor and seconded by Commissioner Davis to approve the minutes of the July 24, 2025 regular meeting with corrections noted by Chair Morningstar. The motion passed with a 5-0 vote.**

**3. PUBLIC COMMENT**

David Holtzclaw, resident, stated engineering agreed to reposition the stop sign and bar to improve sight visibility at Garden Hill Drive and Ford. He also said that trucks have been ignoring the recently installed signs and using Garden Hill Drive.

**4. OLD BUSINESS**

**4A. Preferential residential parking permits on Vine Street**

Mr. Harris reviewed parking conditions along Vine Street and the prior issuance and revocation of parking permits to apartment tenants. He explained that under current Municipal Code provisions, up to 30 permits could be issued for the six residences, which could use nearly all available parking and impact nearby businesses. He noted that the existing two-hour parking restriction cannot be temporarily removed without a

City Council ordinance change. He also summarized staff's review of parking practices in nearby cities, noting that none have clear policies for preferential parking zones or standardized time limits. He outlined potential options for Commission consideration, including establishing a preferential parking zone, taking no action, or amending the Code to change the number of permits that can be issued.

Angelina Mendoza, of Professional Massage & Skin Care, expressed concerns about the limited parking currently available and the lack of ADA spaces. She questioned whether business owners had been contacted, suggested converting reserved City staff spaces in the nearby parking structure to ADA or resident parking, proposed that residents pay to park in the church lot, and requested that the City stripe parking spaces along Vine Street.

Chair Morningstar read a written comment from Michelle Kavanaugh of Fidelity Escrow, who expressed difficulty finding parking during the day and opposed granting unrestricted parking permits to apartment tenants, noting potential impacts on local businesses and customers.

Mr. Harris clarified that the underground parking is limited and cannot accommodate all employees. He noted that local businesses were notified and given the opportunity to provide comments. Additionally, he stated that the nearby church does not permit overnight parking, and that restriping of existing parking areas may result in a reduction of overall parking spaces.

**Commissioner Taylor made a motion to decline making any recommendation to the City Council, which would have required Vine Street residents to use nearby public parking facilities instead of being issued residential parking permits. The motion failed.**

**Commissioner Fox then made a motion, seconded by Commissioner Fu, to recommend that the City Council amend Ordinance No. 2897 to reduce the number of parking permits that may be issued within preferential parking zones. Staff indicated that further research would be needed to determine the potential impacts of this recommendation, particularly given that the maximum number of permits may already have been issued in other preferential parking zones.**

The motion was paused to allow commissioners to seek clarification on the process required to move forward with this recommendation. Commissioner Taylor expressed concern that such changes could lead to additional complaints from residents and businesses. Mr. Harris responded that staff would return with draft language before presenting any proposed changes to the City Council. The Commission also requested that input be gathered from both residents and businesses, particularly in mixed-use areas, to better inform any amendments.

**Following discussion, Commissioner Fox amended his motion to direct staff to return with draft language recommendations to amend Ordinance No. 2897,**

**specifically addressing mixed-use areas. The amended motion was seconded by Commissioner Fu. The motion passed with a 5-0 vote.**

## **5. COMMUNICATIONS**

### **5A. Updated City truck routes (AB 98 compliance)**

City Planner Brian Foote provided an overview of the proposed update to the City's Truck Route Map within the 2035 General Plan. The update is required to comply with Assembly Bill 98, which mandates cities in warehouse concentration regions to revise their truck routes by January 1, 2026, to reduce impacts on residential communities and sensitive land uses.

He noted that staff worked with a consultant to prepare the draft updated map and will be coordinating with local stakeholders for feedback. Mr. Foote requested input from the Commission regarding proposed changes to several truck routes, including Mountain View Avenue, Marigold Street, Palmetto Avenue, Nevada Street, San Bernardino Avenue, Kansas Street, Barton Road, Brookside Avenue, San Mateo Street, South Center Street, West Cypress Avenue, and Garden Street. California Street.

A question was raised about whether trucks are allowed to use routes outside of the designated truck routes. Mr. Foote clarified that they are not permitted for regional deliveries, but there are exemptions for local deliveries. The Commission inquired about the process for adding the routes to Google Maps. Mr. Dobey explained that the process involves coordination and approval from Caltrans and SCAG.

The commission raise concerns regarding the truck route passing through Redlands High School on Citrus Avenue and the use of San Timoteo Canyon Road as a truck route. The Commission also raised a concern that if a street has not been improved, it should not be designated as a truck route due to its limited ability to accommodate trucks on narrower roadways. Mr. Foote clarified that a formal motion is not required and that he has noted the Commission's feedback.

### **5B. Restricted timed parking citywide policy development**

Ms. Silva presented the continued discussion on developing a standardized time restriction policy for parking zones. Based on existing resolutions and available information, it appears that time limits have generally been set according to adjacent land uses without a formal policy. Staff recommended that the Commission consider standardizing time limits by land use, zoning, or enforcement and review obsolete restrictions for possible removal. In response to the Commission's previous request, staff provided relevant Municipal Code sections, which reference the need for a traffic engineering investigation but do not establish specific criteria.

The Commission noted that any policy changes could be combined with the potential code changes discussed under Agenda Item 4A and presented to City Council as a single package. Mr. Harris shared that in his review of policies in surrounding cities, he found no specific references to setting time restrictions based on adjacent land uses. The Commission discussed the possibility of developing a matrix to establish time restrictions using clear criteria such as land use.

**The item was tabled to a future commission meeting.**

**5C. Status of work orders**

Ms. Silva provided a brief update on recent work orders stemming from prior Commission recommendations. Speed limit signs from the 2024 Engineering and Traffic Survey Report, as well as “No Overnight Parking” and “No Parking” signs around Sylvan Park, have been installed. The proposed stop control at Florida Street and 17th Street is scheduled for City Council consideration on October 2. Additional staff-approved work orders include installing new 25-mph speed limit signs on Florida and 17th Street and replacing a missing sign on Home Place.

**6. 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.

Mr. Harris announced that he will be leaving the City on December 8, 2025.

Ms. Silva presented a certificate of recognition to Student Commissioner Fu in appreciation of his service, as he will be concluding his term this year.

Ms. Silva reminded Commissioners Carl Davis and Donivan Fox that their terms are set to expire at the end of the year. Mr. Davis stated that he will not seek reappointment. Mr. Fox indicated that he intends to seek reappointment.

Commissioner Fox inquired about who is responsible for the maintenance of the electric vehicle charging system.

**7. ADJOURNMENT – Next regular meeting will be held on January 22, 2026.**

The meeting was adjourned by Chairperson Morningstar at 7:47 p.m.



City of  
**REDLANDS**  
Incorporated 1888  
Municipal Utilities & Engineering Department

JOHN R. HARRIS  
Director

## MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: January 28, 2026

SUBJECT: Cajon Street & Vine Street Crosswalks — Potential Rectangular Rapid Flashing Beacons (RRFBs) Installation

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### Background

In 2025, staff received a resident-initiated request to permanently close Garden Hill Drive at its connection with Ford Street due to concerns related to vehicle speeds, safety, and the protection of historic infrastructure within the Garden Hill Historic & Scenic District. In response to this request, staff conducted a traffic study which found generally low travel speeds, and a total of seven reported collisions over the past ten years. The study also determined that large vehicle traffic along Garden Hill Drive was infrequent. Staff noted that a permanent closure could negatively impact emergency response access and would result in the rerouting of traffic to nearby residential streets.

As an alternative to roadway closure, staff implemented several measures intended to address resident concerns. These actions included initiating a request to Caltrans to reclassify Garden Hill Drive as a local street in order to reduce truck routing, which is currently underway. In addition, staff installed supplemental signage directing truck drivers to turn on South Avenue rather than continue southbound on Ford Street and upgraded the size and visibility of existing warning signs.

In addition to engineering and signage measures, increased traffic enforcement has occurred in the Garden Hill Drive area over the past year to address operational and safety concerns. This enforcement activity and related citations are summarized in the attached Traffic Incidents Report.

### Current Request

More recently, a resident requested that traffic conditions along Garden Hill Drive be revisited and asked staff to evaluate the feasibility of installing a three-way stop control at either the intersection of Ford Street and Garden Hill Drive or the intersection of Ford Street and Marcia Street.

## Traffic Study Summary

Staff conducted a one-week traffic study between September 29, 2025, and October 6, 2025, to evaluate existing traffic conditions on Garden Hill Drive near Ford Street. The key findings of the study are summarized in the table below.

### Traffic Study Summary Results

<b>Measure</b>	<b>Result</b>
Study Period	September 29, 2025 – October 6, 2025
Total Vehicles Recorded	8,240
Average Daily Traffic (ADT)	Approximately 1,030 vehicles per day
Trucks over 40 feet	8 vehicles (approximately 0.1% of total traffic)
Average Speed	21.1 mph
85th Percentile Speed	24.8 mph

The study results indicate that traffic volumes on Ford Street near Garden Hill Drive are consistent with residential street conditions. Vehicle speeds are generally low, with the majority of drivers traveling between 16 and 25 miles per hour and an 85th percentile speed below 25 miles per hour, indicating that excessive speeding is not prevalent. Large truck traffic was observed infrequently during the study period, accounting for approximately 0.1 percent of total traffic. For comparison, truck traffic over 40 feet recorded during the May 2025 evaluation, prior to the implementation of additional signage and routing measures, accounted for approximately 0.4 percent of total traffic. This reduction suggests that the measures implemented since May 2025 have been effective in reducing large truck activity in the area.

### Multi-Way Stop Warrant Analysis

The evaluation of multi-way stop control was conducted using standard traffic engineering criteria. A multi-way stop warrant analysis generally considers traffic volumes on the major and minor approaches, collision history (particularly collisions that could be correctable with a stop installation) and operational or safety concerns such as restricted sight distance or visibility issues that may affect a driver's ability to safely enter the intersection.

For the intersection of Ford Street and Marcia Street, the analysis determined that the location does not meet multi-way stop warrants. There have been no reported collisions at this intersection in the past five years, and traffic volumes are below warrant thresholds, with approximately 120 vehicles per hour on the major street and 12 vehicles per hour on the minor street.

For the intersection of Ford Street and Garden Hill Drive, the analysis showed that the location does not meet the collision warrant, as only two collisions have been reported in the past five years, nor does it meet the volume warrant, with approximately 101 vehicles per hour on the major street and 6 vehicles per hour on the minor street. However, the intersection does meet the condition related to limited sight distance, as there are locations where a road user, after stopping, cannot adequately see conflicting traffic. South of the Ford Street / Garden Hill Drive intersection, Garden Hill Drive immediately transitions into a tight S-shaped horizontal curve with a noticeable lateral offset. This curved alignment occurs over a short distance and limits a

driver's forward visibility as they approach the intersection. As a result, sight distance toward Ford Street is restricted until vehicles are very near the stop line.

## **Commission Consideration**

Based on the results of the warrant analysis, only the intersection of Ford Street and Garden Hill Drive meets one of the criteria for multi-way stop control. As a result, it is for the Traffic & Parking Commission to consider whether to recommend the installation of a three-way stop at this location. A three-way stop at Ford Street and Marcia Street is not supported by the findings of this study.

Thank you,

Johana Silva

Associate Engineer

[jsilva@cityofredlands.org](mailto:jsilva@cityofredlands.org)

(909) 798-7584 x7

Attachments:

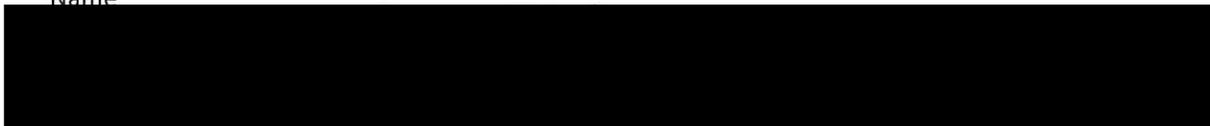
1. Resident Request
2. Traffic Study/Warrant Analysis
3. Traffic Incident Report



**City of Redlands  
Traffic and Parking Commission  
Request for Agenda Item**

PLEASE PRINT OR TYPE

David Holtzclaw  
Name



Phone Number

E-mail

Date

REQUEST

Revisit Garden Hill Traffic issues since  
the May 2025 meeting. Request Stop Signs  
at Garden Hill + Ford St.

LOCATION OF REQUEST

Garden Hill

REASON FOR REQUEST

Ongoing traffic issues.

Please use additional sheets of paper if necessary. You may also attach any diagrams, sketches, petitions, or other items you feel may be helpful to the Traffic and Parking Commission in making a recommendation to the City Council on your request.

SIGNATURE OF APPLICANT: 

**RETURN TO:**  
City of Redlands  
Municipal Utilities and Engineering Department (Traffic and Parking Commission)  
P.O. Box 3005  
Redlands, CA 92373

Note: The Traffic and Parking Commission meets the fourth Thursday of each odd numbered month at 6:00 p.m. in Redlands City Council Chambers, Civic Center, 35 Cajon Street, Redlands, CA.

# City of REDLANDS

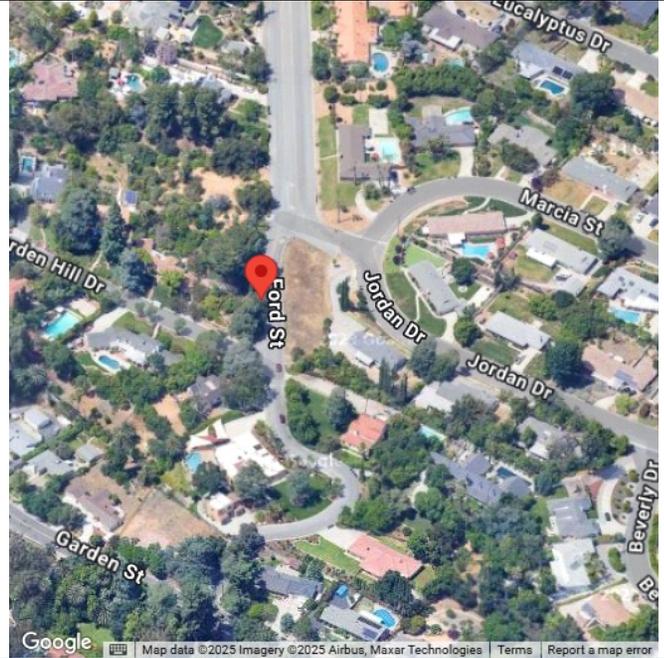
## MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT TRAFFIC ANALYSIS

### SPEED DATA ANALYSIS

#### Location



Ford St north of Garden Hill Dr  
Latitude: 34.028700  
Longitude: -117.156230



#### Analysis Time Period



Start	End
9/29/2025 11:50 AM	10/6/2025 1:57 PM

#### Speed Limit



25

#### Vehicles Analyzed



8,240

#### Average Speed



21

#### 10 MPH Pace Speed



16-25

#### 85th Percentile Speed



25

# City of REDLANDS

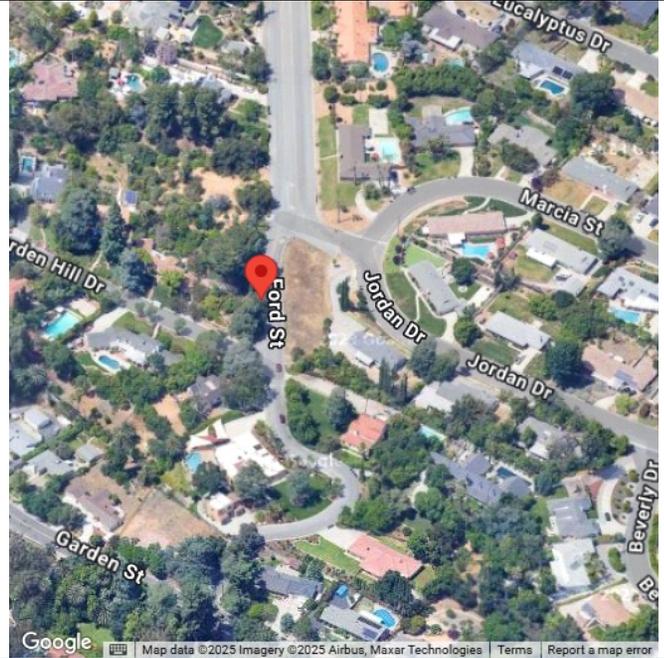
## MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT TRAFFIC ANALYSIS

### LENGTH DATA ANALYSIS

#### Location



Ford St north of Garden Hill Dr  
Latitude: 34.028700  
Longitude: -117.156230



#### Analysis Time Period



Start	End
9/29/2025 12:00 AM	10/6/2025 1:56 PM

#### Vehicles Analyzed



# 8,240

#### 0 to 8'

0 to 8'  
Volume: 286  
Pct of Total: 3.5%  
Average Speed: 20 MPH  
10 MPH Pace: 16-25 MPH  
Average Length: 5' 3"

#### >8 to 20'

>8 to 20'  
Volume: 7,757  
Pct of Total: 94.1%  
Average Speed: 21 MPH  
10 MPH Pace: 16-25 MPH  
Average Length: 12' 9"

#### >20 to 40'

>20 to 40'  
Volume: 189  
Pct of Total: 2.3%  
Average Speed: 20 MPH  
10 MPH Pace: 16-25 MPH  
Average Length: 25' 4"

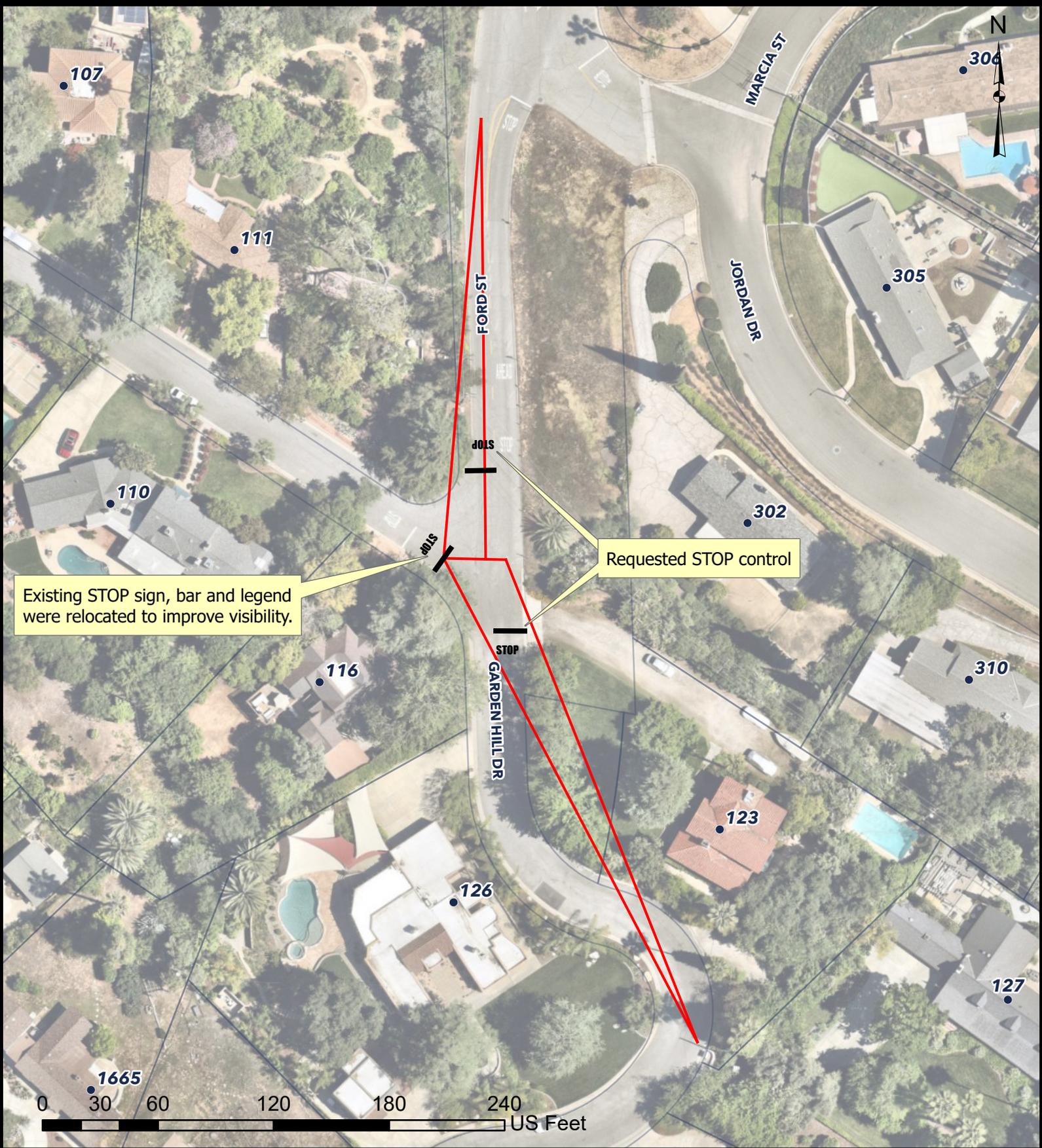
#### >40 to 70'

>40 to 70'  
Volume: 8  
Pct of Total: 0.1%  
Average Speed: 17 MPH  
10 MPH Pace: 12-21 MPH  
Average Length: 45' 8"

#### >70'

>70'  
Volume: 0  
Pct of Total: 0.0%  
Average Speed: 0 MPH  
10 MPH Pace: 0-9 MPH  
Average Length: 0' 0"





# **GARDEN HILL DRIVE REQUESTED ALL WAY STOP INTERSECTION SIGHT DISTANCE TRIANGLES**

**Multi-Way Stop Engineering Study**  
**CA MUTCD 2014 Edition. Section 2B.07**

Location: Ford Street at Marcia Street  
 Date: September 5, 2025

Posted Speed Limit = 40 MPH

8-Hour Traffic Volume Analysis								
Hour	Major: Ford Street (veh/hr)			Rank	Minor: Jordan Drive (veh/hr)			Combined Totals
	South	North	Totals		West	East	Totals	
1 (midnight)	2	5	7		0	0	0	7
2	3	3	6		0	0	0	6
3	3	3	6		1	0	1	7
4	2	2	4		0	0	0	4
5	5	6	11		1	0	1	12
6	10	9	19		2	1	3	22
7	20	27	47		2	2	4	51
8	77	57	134	3	3	6	9	143
9	83	59	142	1	5	8	13	155
10	50	47	97		5	5	10	107
11	56	49	105	8	3	5	8	113
12	44	71	115	5	6	8	14	129
13	35	56	91		2	4	6	97
14	34	58	92		4	10	14	106
15	68	44	112	4	6	11	17	129
16	67	65	132	2	5	7	12	144
17	47	63	110	6	3	8	11	121
18	57	50	107	7	6	8	14	121
19	38	65	103		3	6	9	112
20	21	40	61		0	5	5	66
21	20	29	49		1	3	4	53
22	32	32	64		1	4	5	69
23	17	21	38		2	1	3	41
24	4	9	13		0	0	0	13

8-hour average (major street): 120 vehicles / hour

8-hour average (minor street): 12 vehicles / hour

Total daily traffic: 1828 vehicles / day

**Criteria A: Interim multi-way stop prior to installation of traffic control signal.**

Not Applicable

**Criteria B: 5 or more reported crashes in a 12-month period that may be correctable by installing a multi-way stop.**

No. See attached traffic collision history.

**Criteria C1: Does vehicular volume on the major street average at least 300 vehicles/hour for any 8 hours?**

No

**Criteria C2: Do the combined vehicular, bicycle, and pedestrian volumes on the minor street average at least 200 vehicles/hour for the same 8 hours? \***

No

**Criteria C3: (Applicable if the 85th percentile speed of the major street exceeds 40 mph).**

**Does vehicular volume on the major street average at least 210 vehicles/hour for any 8 hours?**

N/A

**Does vehicular volume on the minor street average at least 140 vehicles/hour for any 8 hours?**

N/A

**Criteria D: (Applicable if no single criteria is satisfied).**

**Are Criteria B, C.1, and C.2 all satisfied to 80% of the minimum values?**

N/A



**FORD STREET  
REQUESTED ALL WAY STOP INTERSECTION  
SIGHT DISTANCE TRIANGLES**



**TRAFFIC INCIDENTS ALONG FORD ST; BETWEEN MARCIA AND GARDEN ST.**

**2021-2025**

Incident	Nature	Clearance Code	Date	Time	Disposition	Offense as Observed	Incident address
210015142	11-83	REPORT TO FOLLOW	5/8/2021	2:07:38	MISD ARREST	DUI	131 GARDEN HILL DR
220000640	11-25	ADVISED	1/7/2022	8:10:17	NOT		GARDEN ST & GARDEN HILL DR
220022495	TS	ADVISED	7/9/2022	0:40:30	TRAFFIC WARN CITATION		GARDEN ST & GARDEN HILL DR
230032692	Disabled Veh	ADVISED	9/7/2023	7:43:29	NOT		GARDEN HILL DR & GARDEN HILL DR
230034175	23152	CANCELLED	9/16/2023	21:25:50	NOT		GARDEN ST & GARDEN HILL DR
240030318	TS	ADVISED	8/13/2024	9:53:22	TRAFFIC WARN CITATION	VEH MOVING VIOLATION	GARDEN ST & GARDEN HILL DR
250001073	11-25	ADVISED	1/9/2025	19:57:18	NOT		GARDEN HILL DR & GARDEN HILL DR
250002277	11-25	GONE ON ARRIVAL	1/20/2025	6:16:08	NOT		131 GARDEN HILL DR
250007670	Extra Patrol	CHECKED OK	3/5/2025	11:11:15	NOT		126 GARDEN HILL DR
250007676	TS	ADVISED	3/5/2025	11:32:11	TRAFFIC WARN CITATION		FORD ST & GARDEN HILL DR
250016311	Extra Patrol	CHECKED OK	5/13/2025	11:03:58	NOT		FORD ST & GARDEN HILL DR
250021668	Extra Patrol	ADVISED	6/24/2025	14:03:32	NOT		FORD ST & GARDEN HILL DR
250021793	Extra Patrol	GONE ON ARRIVAL	6/25/2025	13:27:26	NOT		FORD ST & GARDEN HILL DR
250023636	TS	ADVISED	7/10/2025	14:07:56	TRAFFIC WARN CITATION	VEH MOVING VIOLATION	FORD ST & GARDEN HILL DR
250026221	TS	ADVISED	7/30/2025	8:47:38	TRAFFIC WARN CITATION		GARDEN HILL DR & FORD ST
250026224	TS	ADVISED	7/30/2025	9:02:43	TRAFFIC WARN CITATION		GARDEN HILL DR & FORD ST
250033462	Extra Patrol		9/22/2025	8:30:42	NOT		FORD ST & GARDEN HILL DR
250033952	TS	ADVISED	9/25/2025	10:09:31	NOT		FORD ST & GARDEN HILL DR
250035976	TS	CITATION	10/10/2025	10:41:38	NOT		GARDEN ST & GARDEN HILL DR
250037207	Extra Patrol		10/20/2025	12:37:50	NOT		GARDEN HILL DR & GARDEN HILL DR
250040570	11-25		11/15/2025	13:44:58	NOT		GARDEN ST & GARDEN HILL DR
250041033	TS	ADVISED	11/19/2025	11:40:45	TRAFFIC WARN CITATION		GARDEN HILL DR & FORD ST
250043365	20002JO	REPORT TO FOLLOW	12/8/2025	17:36:28	INACTIVE	HIT & RUN	116 GARDEN HILL DR
250043605	TS	ADVISED	12/10/2025	10:57:15	TRAFFIC WARN CITATION		GARDEN HILL DR & FORD ST
250043614	TS	ADVISED	12/10/2025	11:24:15	TRAFFIC WARN CITATION		FORD ST & GARDEN HILL DR



City of  
**REDLANDS**  
Incorporated 1888  
Municipal Utilities & Engineering Department

JOHN R. HARRIS  
Director

## MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: January 23, 2026

SUBJECT: Cajon Street & Vine Street Crosswalks Potential Rectangular Rapid Flashing Beacons (RRFBs) Installation

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### Recommendation

Staff recommends that the Traffic and Parking Commission review the information provided regarding Rectangular Rapid Flashing Beacons (RRFBs), consider the new request for RRFB installation at the Cajon Street and Vine Street crosswalks, and provide direction on whether to support further evaluation, defer the request, or take no action at this time.

### Background

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated warning devices consisting of high-intensity, rapidly flashing LED lights mounted adjacent to pedestrian crossing signs. When activated, the beacons provide an enhanced visual cue to approaching motorists that pedestrians are present within or entering the crosswalk.

RRFBs are intended to supplement standard pedestrian crossing signage and markings and are most effective at locations where pedestrians cross a roadway that does not stop for cross traffic. They are commonly used at midblock crossings and at intersections where one roadway is uncontrolled. RRFBs are not traffic control devices and do not assign right-of-way; rather, they function as a warning treatment intended to improve driver yielding behavior. RRFBs are not recommended at fully stop-controlled or signalized intersections, where driver behavior is already governed by existing traffic controls.

### Previous Commission Action

In 2024, the City purchased ten (10) RRFB units intended for installation at five (5) locations.

At the January 23, 2025 Traffic and Parking Commission meeting, the Commission considered several candidate locations and passed a motion recommending installation of RRFBs at Eureka Street near the Redlands Bowl, Citrus Avenue at 9th Street, and Center Street at Michigan Street.

The Commission also directed that installation at other locations be deferred until a demonstrated need arises.

## **New Request: Cajon Street & Vine Street**

Staff has received a new request from a resident regarding pedestrian safety at the Cajon Street and Vine Street intersection. The resident reports observing occasions where motorists do not stop for pedestrians using the marked crosswalks.

Vine Street is stop-controlled at the intersection, while Cajon Street has no traffic control. Vehicles traveling on Cajon Street do not stop. Two marked crosswalks cross Cajon Street, one on the north side of the intersection and one on the south side.

Cajon Street functions as an important connection between civic, commercial, and public uses. On the east side of Vine Street are City Hall, various City departments, and businesses. On the west side are the Redlands Police Department, additional businesses, a church, and a park. This mix of land uses contributes to consistent pedestrian activity throughout the day.

Staff conducted pedestrian counts during two one-hour periods to better understand pedestrian activity at the intersection. An afternoon count on January 27, 2026 documented a total of 40 pedestrians using the intersection, with 21 pedestrians crossing Cajon Street, which has no traffic control. A morning count on January 28, 2026 documented 43 total pedestrians, with 18 pedestrians crossing Cajon Street. Over the past five years, there have been two reported pedestrian-vehicle incidents within the intersection vicinity.

The south crosswalk across Cajon Street is approximately 80 feet wide, while the north crosswalk is approximately 65 feet wide. Cajon Street has a posted speed limit of 30 miles per hour, and there is a slight horizontal curve on Cajon Street as vehicles approach the intersection, which may affect driver sight distance and reaction time.

## **Potential Drawbacks**

While RRFBs can improve driver awareness at uncontrolled pedestrian crossings, certain factors should be considered at this location. The intersection is located approximately 250 feet from a signalized intersection, which may reduce the effectiveness of RRFBs and create competing visual cues for motorists. The proximity of existing traffic control devices should be carefully evaluated to avoid driver confusion.

An additional consideration is the physical placement of RRFB equipment at the south Cajon Street crosswalk. Due to the roadway alignment and lack of a suitable median refuge, RRFB installations would need to be offset approximately 50 feet south of the marked crossing to avoid placing equipment within the traveled way. This offset condition would result in the beacons not being directly aligned with the crosswalk, which may diminish driver recognition of the crossing location and reduce the effectiveness.

## **Possible Commission Actions**

The Commission may choose to take one of the following actions:



- Recommend installation of Rectangular Rapid Flashing Beacons at the Cajon Street and Vine Street crosswalks.
- Direct staff to conduct further evaluation of the Cajon Street and Vine Street crosswalks.
- Defer consideration of RRFB installation at this location until additional need or supporting information is identified.
- Take no action at this time.

## Conclusion

This report is intended to provide background information on RRFBs and to present the new request for consideration at Cajon Street and Vine Street. Staff is seeking Commission direction on how to proceed based on the information provided, observed conditions, and overall pedestrian safety considerations.

Thank you,

Johana Silva

Associate Engineer

[jsilva@cityofredlands.org](mailto:jsilva@cityofredlands.org)

(909) 798-7584 x7

Attachments:

1. Resident Request
2. Location Map / Sight Distance
3. Collision History
4. Pedestrian Counts



# City of Redlands Traffic and Parking Commission Request for Agenda Item

**PLEASE PRINT OR TYPE**

Chris Martin

Name

Phone Number

E-mail

Date

**REQUEST**

Make pedestrian crossings at the corner of Cajon and Vine streets safe.

**LOCATION OF REQUEST**

Cajon and Vine Streets

**REASON FOR REQUEST**

While having coffee at Bricks and Birch at this intersection, I have seen many occasions Where traffic does not stop for people in the crosswalks. This intersection needs to be modified before someone is seriously injured.

Please use additional sheets of paper if necessary. You may also attach any diagrams, sketches, petitions, or other items you feel may be helpful to the Traffic and Parking Commission in making a recommendation to the City Council on your request.

**SIGNATURE OF APPLICANT:**

**RETURN TO:**

City of Redlands  
Municipal Utilities and Engineering Department (Traffic and Parking Commission)  
P.O. Box 3005  
Redlands, CA 92373

Note: The Traffic and Parking Commission meets the fourth Thursday of each odd numbered month at 6:00 p.m. in Redlands City Council Chambers, Civic Center, 35 Cajon Street, Redlands, CA.



**CAJON STREET & VINE STREET INTERSECTION  
 POSSIBLE RRFB LOCATION &  
 SIGHT DISTANCE**



# Traffic Collision History

## January 1, 2020 to November 18, 2025

Location: Cajon Street and Vine Street

Speed limit: 35 mph

NO.	DATE	TIME	COLLISSION TYPE	NUMBER KILLED	NUMBER INJURED	SEVERITY CODE	SEVERITY
1	2/8/2021	16:59	Side Swipe	0	1	2	INJURY
2	3/26/2021	18:30	Hit Object	0	0	1	PROPERTY DAMAGE ONLY
3	3/26/2021	18:30	Hit Object	0	0	1	PROPERTY DAMAGE ONLY
4	5/2/2022	21:22	Rear End	0	0	1	PROPERTY DAMAGE ONLY
5	3/21/2023	23:41	Side Swipe	0	0	1	PROPERTY DAMAGE ONLY
6	10/30/2024	14:56	Side Swipe	0	0	1	PROPERTY DAMAGE ONLY
7	8/20/2025	09:20	Broadside	0	1	2	INJURY
8	8/27/2025	18:15	Hit Object	0	0	1	PROPERTY DAMAGE ONLY
9	9/6/2025	18:32	Hit Object	0	0	1	PROPERTY DAMAGE ONLY

# Bicycle/Pedestrian Data Collection - Count Form\*

\*Modeled after forms from "Conducting Bicycle and Pedestrian Counts: A Manual for Jurisdictions in Los Angeles County and Beyond"

Name Johana Silva

Date 27 01 2026  
DAY MONTH YEAR

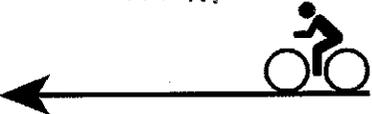
GPS Reference 34.054587 -117.192409  
LAT LON

Count Period 3:06<sup>AM</sup> 4:10<sup>AM</sup>  
START END

Location Cayon St @  
Vine St STREET PATH

Weather  COLD  WARM  HOT  
 FAIR  WINDY  RAIN

## Bicyclists

DIRECTION: NORTH 	DIRECTION: SOUTH 
TOTAL <hr/>	TOTAL <hr/> 2
Street Crossing:	Child:
TOTAL <hr/>	TOTAL <hr/>
On Path/Sidewalk:	On Street:
TOTAL <hr/>	TOTAL <hr/> 2
Wrong Way:	Other:
TOTAL <hr/>	TOTAL <hr/>

## Pedestrians

DIRECTION: NORTH 	DIRECTION: SOUTH 
TOTAL <hr/> 19	TOTAL <hr/> 21
Street Crossing:	Child:
TOTAL <hr/> 21	TOTAL <hr/>
Walking:	Dog-Walker:
TOTAL <hr/> 40	TOTAL <hr/>
Running/Jogging:	With Stroller:
TOTAL <hr/>	TOTAL <hr/>
Wheelchair/Special Needs:	Other:
TOTAL <hr/>	TOTAL <hr/>

Observations:

# Bicycle/Pedestrian Data Collection - Count Form\*

\*Modeled after forms from "Conducting Bicycle and Pedestrian Counts: A Manual for Jurisdictions in Los Angeles County and Beyond"

Name Johana Silva

Date 28 01 2026  
DAY MONTH YEAR

GPS Reference  
LAT 34.054384 LON -117.181951

Count Period: 8:14 PM 9:15 PM  
START END

Location Cajon St @  
Vine St STREET PATH

Weather:  COLD  WARM  HOT  
 FAIR  WINDY  RAIN

## Bicyclists

DIRECTION: NORTH



DIRECTION: SOUTH

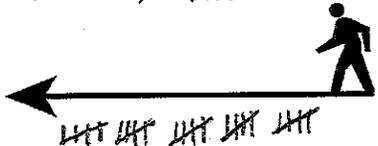


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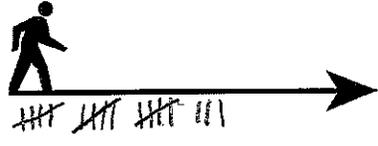
TOTAL	TOTAL
Street Crossing:	Child:
TOTAL	TOTAL
On Path/Sidewalk:	On Street:
TOTAL	TOTAL
Wrong Way:	Other:
TOTAL	TOTAL

## Pedestrians

DIRECTION: NORTH



DIRECTION: SOUTH



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25 TOTAL	18 TOTAL
Street Crossing:	Child:
18 TOTAL	TOTAL
Walking:	Dog-Walker:
43 TOTAL	5 TOTAL
Running/Jogging:	With Stroller:
TOTAL	1 TOTAL
Wheelchair/Special Needs:	Other:
TOTAL	TOTAL

Observations:

**Work Order Status as of February 18, 2026**

**Traffic and Parking Commission Approved Items Work Order Status**

<b>Item</b>	<b>Traffic and Parking Commission Meeting</b>	<b>Description of Request</b>	<b>City Council Meeting</b>	<b>Approved by City Council</b>	<b>Work Order Status</b>
1	7/24/2025	Install stop control on Florida Street at 17th Street	10/2/2025	Yes	Complete

**Status of Work Orders Approved by Staff**

<b>Item</b>	<b>Description of Request</b>	<b>Work Order Issued</b>	<b>Work Status</b>
1	Paint 20 ft of red curb on all approaches at the San Bernardino Avenue and Granite Street intersection	10/2/2025	Complete
2	Install Stop Ahead Sign on Center Street at Crescent Avenue	10/17/2025	Complete