

CITY OF REDLANDS
TRAFFIC AND PARKING COMMISSION
AGENDA

AUGUST 27, 2026 at 6:00 PM
CITY COUNCIL CHAMBER, CIVIC CENTER
35 CAJON STREET, SUITE 2, REDLANDS, CA

KEVIN MORNINGSTAR, CHAIRPERSON

BILL WADDELL, VICE CHAIRPERSON

DR. IYAN BARRERA-SANDRI, COMMISSIONER

JAKE MAYUGA-ALLEN, COMMISSIONER

XAVIER CASTELLON, STUDENT COMMISSIONER

1. Call to Order & Attendance

2. Public Comment

At this time, the Commission will provide an opportunity for the public to address them on any subject, within the jurisdiction of the Commission, which is not already scheduled on this agenda. However, any matter that requires action will be referred to staff for a report and possible action at a subsequent meeting. Comments will be limited to three (3) minutes.

Speakers are encouraged, but not required, to complete a Speaker Sign-Up Sheet. Forms are available in the City Council Chambers and may be submitted to the Staff Liaison before or after the meeting is convened.

3. Approval of Minutes

- a. May 28, 2026 Minutes

4. New Business

- a. Discussion and possible action of the Clay Street time-restricted parking zone
- b. Discussion and possible action of a three-way stop control at Crescent Avenue and Alessandro Road
- c. Discussion and possible action of a no parking zone on Park Avenue west of New Jersey Street

- d. Discussion and possible action of the Citywide Timed-Restricted Parking Policy for evaluating requests for timed-restricted parking zones

5. Communications

- a. Roles & Responsibilities of Traffic & Parking Commission
- b. Traffic and parking request updates
- c. Status of work orders

6. Commissioner Announcements, Reports on Activities, and/or Request for Future Agenda Items

- 7. Adjournment-** Next Meeting is on **February 25, 2027, at 6:00 PM** or possible special meeting in December 2026

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Goutam Dobey, of the Municipal Utilities and Engineering Department at (909) 798-7584 ext 2. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title II).

Any writings or documents distributed to a majority of the Board/Commission regarding an open session agenda item less than 72 hours before this meeting are available for public inspection at the City Clerk's Office or at the dais of the City Clerk once the open session meeting begins.

Staff reports or other written documentation relating to items referred to on the agenda are available at the Municipal Utilities and Engineering Department (MUED), 35 Cajon Street, Suite 15A, Redlands, California, and on the City's website referenced below.

<https://www.redlands.gov/traffic-and-parking-commission>

**CITY OF REDLANDS
TRAFFIC AND PARKING COMMISSION
REGULAR MEETING
Thursday, May 28, 2026, 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
Jake Mayuga-Allen
Dr. Iyan Barrera-Sandri
Xavier Ramon Castellon

Staff:

Monica Heredia, Director, MUED
Goutam Dobey, City Engineer, MUED
Sgt. Jeff Frisch, PD

Absent

Bill Waddell

2. APPROVAL OF MINUTES

A. Minutes of the regular meeting of February 26, 2026

A motion was made by Commissioner Xavier Ramon Castellon and seconded by Commissioner Jake Mayuga-Allen to approve the minutes of the February 26, 2026, regular meeting, with a correction that the motion to approve the September 25, 2025, minutes was moved by Commissioner Waddell. Also, it was noted that Sgt. Jeff Frisch was present along with Sgt. Ryan Steinhaus at the meeting. The motion passed with a 4-0 vote.

3. PUBLIC COMMENT

None

4. OLD BUSINESS

A. Rectangular Rapid Flashing Beacons (RRFB) installation at Vine St. and Cajon St. crossings

The Commission Chair opened the item for public comments and staff presentation. Goutam Dobey stated that this item was a continuation from the previous meeting, during which the Commissioners directed staff to conduct additional study and evaluate potential improvements to enhance safety at the intersection. Staff noted that

there had previously been a proposal to improve the intersection by installing a curb extension at the southeast corner to shorten the south-leg pedestrian crossing. However, stakeholders, including local businesses and the Redlands Bike Classic group, opposed the proposed improvements, and the City ultimately did not proceed with the project.

One of the Commissioners suggested installing removable bollards as a curb extension to improve safety at the southeast corner of the intersection.

Regarding the existing conditions, staff recommended installation of Rectangular Rapid Flashing Beacons (RRFBs) at the north-leg crossing on Cajon Street. Evan Sanford, Executive Director of the Chamber of Commerce, stated that pedestrian safety could be further improved by installing RRFBs at both crossings. Director Heredia noted that the south-leg crosswalk on Cajon Street could potentially be relocated further south to create a more perpendicular and shorter crossing. However, such modifications would require construction of ADA-compliant curb ramps and additional funding. Staff will re-evaluate the intersection and return at a future meeting for further discussion and possible recommendations regarding installation of RRFBs.

B. Citywide preferential timed parking study

Goutam Dobey stated that staff require additional time to conduct further study and assessment before presenting the item to the Commission for recommendation regarding updates to the Redlands Municipal Code on the Citywide preferential timed parking. The matter will be brought back at the next meeting.

5. NEW BUSINESS

A. RRFB installation at Clay St. south of Lugonia Ave.

The Commission Chair opened the item for public comments. Evan Sanford, Executive Director of the Chamber of Commerce, stated that safety improvements are needed at the intersection, particularly at the crosswalk on Clay Street at the stop-controlled approach. Staff explained that the detailed report and staff recommendation were presented to the Commission in the attached memorandum, which indicated that Rectangular Rapid Flashing Beacons (RRFBs) are not recommended at controlled crossings. RRFBs are intended for use at mid-block crossings to enhance driver awareness of pedestrians.

Director Heredia stated that staff could install enhanced crosswalk striping on Clay Street to increase visibility for motorists and improve pedestrian safety. One Commissioner also noted operational concerns for vehicles making a left turn from Lugonia Avenue onto Clay Street, as eastbound vehicles frequently block the intersection due to the proximity of the traffic signal. The Commissioner suggested installing “DO NOT BLOCK” or “KEEP CLEAR” pavement markings for eastbound traffic on Lugonia Avenue.

No action was taken regarding the installation of RRFBs at this location. However, staff indicated that enhanced crosswalk striping and “KEEP CLEAR” pavement markings would be installed to improve pedestrian safety and traffic operations.

B. Transverse (Ladder) Striping at all crosswalks on Citrus Ave.

As this item was opened for public comment, Evan Sanford, Executive Director of the Chamber of Commerce, requested the installation of ladder striping at all pedestrian crossings along Citrus Avenue between Orange Street and Redlands Boulevard to enhance pedestrian safety within the downtown corridor, which experiences high public use. Staff responded with a memorandum indicating that ladder striping is not recommended by the MUTCD at controlled crossings. However, all mid-block crossings along Citrus Avenue will be upgraded with ladder striping following completion of the paving project, which is currently scheduled for June. No further action was taken.

6. COMMUNICATIONS

The following requests have been received and are currently under engineering study. Upon completion of the study, staff will present the findings to the Commission for consideration and recommendation. In response to a question from the Chair, staff indicated that six items, identified as Items H through M, were submitted by a single resident. Staff also noted that a mid-block crossing study will be conducted within the study area in connection with the timed parking consideration along Clay Street.

Staff further provided an update on active work orders, noting that the stop sign at Ford Street and Garden Hill Drive is being installed following City Council approval. In addition, flashing stop signs have been installed at Ford Street and Crestview Road, replacing the existing standard stop signs. “Dead End – No Turn Around” signs were also installed on Canyon Road at Sierra Vista Drive.

The following items will be discussed at the next meeting after staff completes the analysis for each request:

- A.** Timed parking consideration at Clay St.
- B.** Traffic study at Kimberly Elementary and surrounding streets
- C.** Paint the curb red on Cypress Ave. at Redlands Blvd.
- D.** Speeding issue on San Bernardino Ave. at AYSO soccer complex
- E.** Review speed study on Redlands Blvd. between Cypress Ave. and Highland Ave.
- F.** Two-way stop on Mills Ave. at Lakeside Ave.
- G.** Four-way stop at Garden St. and Hilton Ave., currently, a two-way stop at Hilton Ave.
- H.** Four-way stop at Brockton Ave. and Ohio St., currently a two-way stop at Ohio St.
- I.** Four-way stop at Union Ave. and Caly St., currently a two-way stop at Clay St.
- J.** Four-way stop at Sun Ave. and Ohio St., currently a two-way stop at Ohio St.
- K.** Four-way stop at Union Ave. and Columbia St., currently a two-way stop at Columbia Ave.
- L.** Four-way stop at Sun Ave. and Calhoun St., currently a two-way stop at Calhoun St.
- M.** Four-way stop at Brockton Ave. and Calhoun St., currently a two-way stop at Calhoun St.
- N.** Add a protected left-turn at Colton Ave. and Eureka St. Traffic Signal

- O. Three-way stop at Alessandro Rd. and Crescent Ave., currently a stop at Alessandro Rd.
- P. Four-way stop at Brockton Ave. and Lincoln St. currently, a two-way stop at Brockton Ave.
- Q. Status of work orders

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

Commissioner Mayuga-Allen stated that parking in the downtown area remains an issue and that the City should consider potential solutions to address it. He also questioned the purpose of the traffic signal on Orange Street immediately south of the railroad tracks. Staff clarified that the signal is necessary due to the close proximity of the adjacent traffic signal, as vehicle queues could otherwise extend onto the railroad tracks while motorists are stopped at a red light. Commissioner Mayuga-Allen further recommended installing a sidewalk beneath Interstate 210 along Lugonia Avenue. Staff responded that Caltrans currently has an active project planned to install the sidewalk by the end of the year. In addition, he stated that a mid-block crossing should be considered along Clay Street.

Commissioner Barrera-Sandri stated that the 2024 speed survey warrants additional review. He noted that Alabama Street between Park Avenue and Lugonia Avenue, as well as Colton Avenue between Redlands Boulevard and Church Street, are experiencing speeding concerns and should be further evaluated to determine whether mitigation measures are warranted.

The Commission Chair stated that the Traffic and Parking Commission (TPC) is often not informed of various traffic-related actions undertaken by the City. For example, he cited the closure of Panorama Drive, noting that the TPC was not notified of the action. The Chair also stated that the downtown parking issue should be brought before the Commission for discussion and potential recommendations. He expressed concern that the TPC is not consistently informed of significant traffic-related matters. Director Heredia stated that she would review the applicable provisions of the Redlands Municipal Code regarding the Commission's roles and responsibilities and provide clarification.

Chairperson Morningstar also directed staff to develop a priority list of locations for installing Rectangular Rapid Flashing Beacons (RRFBs). The priority list will serve as a planning tool to help identify and rank potential RRFB locations based on need, safety considerations, and other relevant factors. Establishing this list will enable the City to prioritize RRFB installations as funding becomes available and position the City to pursue and compete for future grant opportunities.

8. ADJOURNMENT – Next regular meeting is on August 27, 2026, at 6:00 PM.

The meeting was adjourned by Chairperson Morningstar at 7:03 p.m.



City of
REDLANDS
Incorporated 1888
Municipal Utilities & Engineering Department

MONICA HEREDIA
Director

MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: August 21, 2026

SUBJECT: Clay Street Time-Restricted Parking Zone (Clay Street between Lugonia Avenue and Western Avenue and Lugonia Avenue)

Recommendation

Consider and discuss the proposed establishment of a two-hour parking restriction from 7:00 a.m. to 6:00 p.m. along Clay Street between Lugonia Avenue and Western Avenue and along the portion of Lugonia Avenue shown on the attached map. Residential parking permits would be available for eligible residents along Clay Street in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Districts). The proposed parking restriction along Lugonia Avenue would not include a residential parking permit exemption.

Background

The City has received concerns from nearby residents and area stakeholders regarding parking availability along Clay Street between Lugonia Avenue and Western Avenue. Reported concerns include competition for on-street parking among users of the Pickleball Courts, the Boys & Girls Club of Redlands, Community Center visitors, employees, and nearby residents.

To better understand existing parking conditions, Engineering staff conducted a parking utilization study during July 2026. The study included parking occupancy surveys, parking duration surveys, field observations, and stakeholder outreach to document parking demand and parking patterns within the study area.

Based on the study findings, staff developed a proposed parking management strategy consisting of a two-hour parking zone with residential parking permits, in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Districts), for Clay Street between Lugonia Avenue and Western Avenue and Lugonia Avenue, as shown on the attached map. Additional

information regarding the study methodology and findings is provided in Attachment 2, Clay Street Parking Utilization Study.

Analysis

Engineering staff conducted parking occupancy and duration surveys on four days in July 2026 to evaluate parking conditions along Clay Street between Lugonia Avenue and Western Avenue. The study area includes 36 on-street parking spaces along Clay Street and 65 spaces within the Community Center parking lot.

On-street parking demand varied during the study. Peak occupancy along Clay Street ranged from 61.1 percent to 91.7 percent, with 3 to 14 spaces remaining available at the time of peak occupancy. The Community Center parking lot experienced lower utilization, with peak occupancy ranging from 30.8 percent to 61.5 percent and 25 to 45 spaces remaining available at peak occupancy.

Parking duration surveys also identified extended parking along Clay Street. During the four survey periods, approximately 61.0 percent to 73.1 percent of observed vehicles remained parked for two hours or longer.

Field observations provided additional context regarding parking activity in the area. Staff observed visitors utilizing on-street parking along Clay Street while spaces remained available within the Community Center parking lot. During periods of higher demand, vehicles were also observed parking along Lugonia Avenue. Vehicles were also observed occupying the yellow curb loading zone in front of the Boys & Girls Club.

Stakeholder outreach identified competing parking needs among the surrounding uses. Community Center staff reported that the pickleball courts are active seven days a week and that many visitors use Clay Street because of its convenient access to the courts. The Boys & Girls Club reported that employees rely on surrounding on-street parking because the facility does not have on-site employee parking. Nearby residents have expressed concerns regarding long-duration parking and the availability of parking adjacent to their homes.

Resident Outreach

Following completion of the parking utilization study, Engineering staff distributed information regarding the proposed two-hour parking zone to residents within the affected area and requested feedback on the proposed restrictions.

The majority of residents who responded indicated support for the proposed parking restrictions. Residents generally expressed that the proposed restrictions would help address long-duration parking and improve the availability of on-street parking near their homes. Comments received through the outreach process are included in Attachment 3.

Proposed Two-Hour Parking Zone

Based on the parking utilization study findings, stakeholder input, and resident feedback, staff is proposing a two-hour parking restriction from 7:00 a.m. to 6:00 p.m. along Clay Street between

Lugonia Avenue and Western Avenue and along the portion of Lugonia Avenue shown on the proposed parking zone map.

The two-hour restriction is intended to encourage turnover of on-street parking while continuing to accommodate short-term parking associated with the surrounding facilities. The proposed 7:00 a.m. start time corresponds with the beginning of activities associated with the Boys & Girls Club and pickleball courts. The 6:00 p.m. end time reflects the hours during which the City can provide enforcement of the time restriction.

Along Clay Street, eligible residents within the proposed zone would be able to obtain residential parking permits in accordance with Redlands Municipal Code Chapter 10.42. Vehicles displaying a valid residential parking permit would be exempt from the applicable two-hour parking restriction. The proposed two-hour parking restriction along Lugonia Avenue would not include a residential parking permit exemption.

As part of the proposed parking improvements, 20 feet of red curb would also be installed at intersections within the proposed parking zone, consistent with the City's implementation of AB 413 daylighting requirements. The proposed red curb locations are shown on the attached map. These areas would remain no-parking zones and would not be eligible for the residential parking permit exemption.

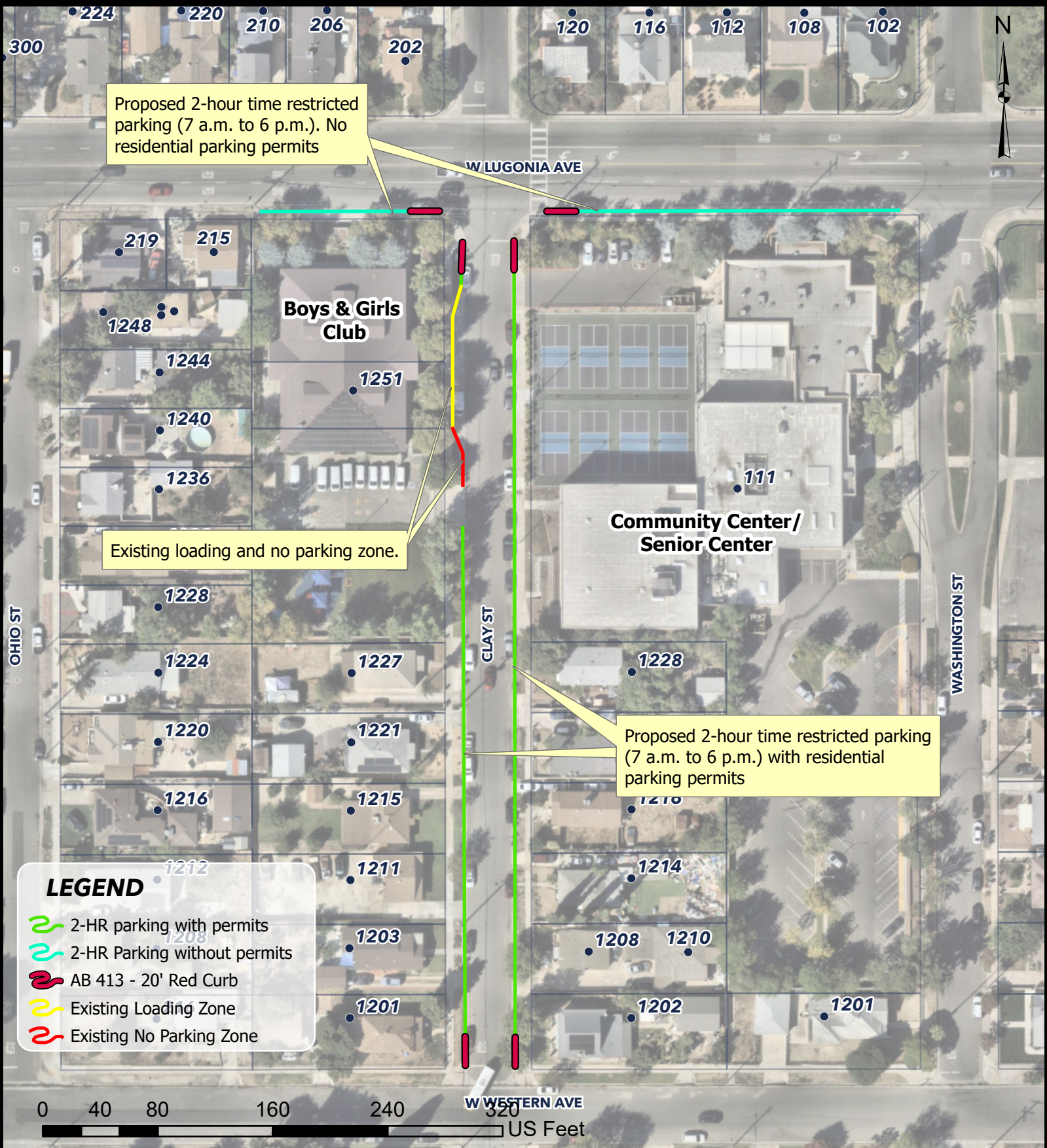
Thank you,

Johana Silva
Associate Engineer
jsilva@cityofredlands.org
(909) 798-7584 x7

Attachments:

1. Proposed Time-Restricted Parking Zone Map
2. Clay Street Parking Utilization Study
3. Resident Feedback Summary

ATTACHMENT 1



CLAY STREET AND LUGONIA AVENUE PROPOSED 2-HOUR PARKING RESTRICTION

ATTACHMENT 2



CITY OF REDLANDS
MUNICIPAL UTILITIES & ENGINEERING DEPARTMENT

CLAY STREET PARKING UTILIZATION STUDY

1. Background

The City of Redlands has received concerns regarding parking availability along Clay Street from nearby residents and area stakeholders. Reported concerns include competition for on-street parking among users of the Pickleball Courts, the Boys & Girls Club, Community Center visitors, employees, and nearby residents. To better understand existing parking conditions, the Engineering Division conducted a parking utilization study of Clay Street between Lugonia Avenue and Western Avenue.

2. Purpose

The purpose of this study is to document existing parking conditions along Clay Street between Lugonia Avenue and Western Avenue. The study evaluates parking occupancy, parking duration, vehicle turnover, field observations, and stakeholder outreach to establish a baseline of existing parking utilization.

3. Study Area

The study area consists of Clay Street between Lugonia Avenue and Western Avenue. Adjacent land uses include the Redlands Community Center, Pickleball Courts, the Boys & Girls Club of Redlands, and surrounding residential properties. Parking within the study area consists of on-street parking along Clay Street, shown in blue, and the Community Center parking lot, shown in red, in Figure 1.



Figure 1. Study Area

Table 1. Existing Parking Supply

Parking Facility	Number of Parking Spaces
Clay Street On-Street Parking	36
Community Center Parking Lot	65
Total	101

Note: Parking supply includes publicly available on-street parking along Clay Street between Lugonia Avenue and Western Avenue and the Community Center parking lot.

4. Study Methodology

To evaluate existing parking conditions within the study area, the Engineering Division conducted parking occupancy surveys, parking duration surveys, field observations, and stakeholder outreach during July 2026. Surveys were completed on multiple days and at different times to capture a range of parking conditions. The survey schedule is summarized in Table 2.

Table 2. Survey Schedule

Survey Date	Day	Survey Time	Survey Duration
July 8, 2026	Wednesday	8:00–11:15 AM	3 hr 15 min
July 9, 2026	Thursday	2:30–5:15 PM	2 hr 45 min
July 23, 2026	Thursday	2:00–5:15 PM	3 hr 15 min
July 27, 2026	Monday	7:30–11:15 AM	3 hr 45 min

Although Community Center staff identified evening activity at the pickleball courts between approximately 5:30 p.m. and 8:30 p.m., the afternoon surveys were not extended through the entire evening peak period. The proposed parking restriction would only be enforceable until approximately 6:00 p.m.; therefore, the study focused on parking conditions during the hours in which the proposed restriction could reasonably be enforced. Afternoon field surveys concluded by approximately 5:15 p.m. to accommodate regular City staff working hours.

Parking Occupancy Surveys

Parking occupancy surveys were conducted on four separate days during July 2026 to document occupied and available parking spaces along Clay Street and within the Community Center parking lot. An additional parking occupancy survey of the Community Center parking lot was conducted on August 6, 2026 from 11 a.m. to 1 p.m., to evaluate parking conditions during the senior lunch program.

Parking Duration Surveys

License plate surveys were conducted concurrently with the occupancy surveys to estimate parking duration and vehicle turnover.

Field Observations

Field observations were completed during each survey to document parking activity and operational conditions that may have influenced parking demand.

Stakeholder Outreach

Engineering staff contacted representatives from the Redlands Community Center and the Boys & Girls Club and reviewed concerns submitted by nearby residents to better understand parking conditions from the perspective of facility operators and the surrounding neighborhood.

5. Stakeholder Outreach

As part of the parking utilization study, Engineering staff met with representatives from the Redlands Community Center and the Boys & Girls Club and reviewed concerns submitted by nearby residents. The information gathered through stakeholder outreach provided additional context regarding parking activity and facility operations within the study area.

Redlands Community Center

Engineering staff met with Community Center staff to discuss facility operations and parking activity. Community Center staff indicated that the pickleball courts are active seven days a week, with the highest parking demand typically occurring during the morning (approximately 7:30 a.m. to 11:30 a.m.) and evening (approximately 5:30 p.m. to 8:30 p.m.) hours. Staff estimated that the facility serves approximately 100 to 250 visitors per day, depending on programming and events.

Community Center staff also noted that many visitors prefer to park along Clay Street because it provides convenient access to the pickleball courts. During periods of high activity, parking demand may extend to nearby streets and other available parking areas. Staff also noted that increased activity at the pickleball courts has contributed to greater use of the facility compared to previous years.

Boys & Girls Club

Engineering staff contacted representatives from the Boys & Girls Club to discuss facility operations and parking activity. Staff indicated that weekday morning drop-off generally occurs between 7:00 a.m. and 9:00 a.m., with approximately 20 to 25 vehicles arriving during that period. The facility also hosts a weekly food distribution event on Thursdays between approximately 4:30 p.m. and 6:00 p.m., serving approximately 150 families.

Representatives stated that employee parking is generally accommodated on surrounding streets because on-site parking is primarily reserved for loading and operational needs. The facility typically has approximately 18 to 20 employees, with staffing increasing to approximately 25 employees during the summer.

Residents

Nearby residents expressed concerns regarding parking availability on Clay Street and adjacent residential streets. Reported concerns primarily involved long-duration parking and the use of on-street parking by employees and visitors associated with nearby community facilities.

6. Parking Survey Results

Parking occupancy and duration surveys were conducted on four separate days during July 2026 to document parking utilization along Clay Street and within the Community Center parking lot. The following tables summarize parking occupancy, parking duration, and vehicle turnover observed during the study period.

On-Street Parking Occupancy

Table 3. Clay Street On-Street Parking Occupancy

Survey Date	Peak Occupancy	Average Occupancy	Lowest Occupancy	Available Spaces at Peak
July 8, 2026	91.7%	82.5%	72.2%	3
July 9, 2026	61.1%	53.2%	44.4%	14
July 23, 2026	66.7%	58.3%	50.0%	12
July 27, 2026	77.8%	71.5%	66.7%	8

On-street parking occupancy along Clay Street varied throughout the survey period. Peak occupancy ranged from 61.1% to 91.7%, while average occupancy ranged from 53.2% to 82.5%. During each survey, on-street parking remained available, with 3 to 14 parking spaces available during peak occupancy.

Community Center Parking Lot Occupancy

Table 4. Community Center Parking Lot Occupancy

Survey Date	Peak Occupancy	Average Occupancy	Lowest Occupancy	Available Spaces at Peak
July 8, 2026	61.5%	43.1%	10.8%	25
July 9, 2026	47.7%	30.8%	18.5%	34
July 23, 2026	38.5%	29.5%	16.9%	40
July 27, 2026	30.8%	22.1%	4.6%	45
August 6, 2026	41.5%	30.8%	21.5%	38

The Community Center parking lot experienced lower occupancy than on-street parking throughout the study period. After learning that the Community Center offers a daily lunch program for seniors, staff conducted an additional parking lot occupancy count on August 6, 2026, to evaluate parking availability during the program. During this additional survey, peak parking lot occupancy was 41.5 percent, with 38 spaces remaining available. Overall, peak parking lot occupancy ranged from 30.8 percent to 61.5 percent, with 25 to 45 spaces remaining available during peak demand.

Parking Duration

Table 5. Parking Duration Summary

Survey Date	New Vehicles	Total Unique Vehicles	Parked ≥ 2 Hours	Turnover Rate (Veh/Space)	Parking Space Turnover for New Vehicles (%)	% Parked ≥ 2 Hours
July 8	10	37	25	1.03	27.8%	67.6%
July 9	6	26	19	0.72	16.7%	73.1%
July 23	8	30	19	0.83	22.2%	63.3%
July 27	18	41	25	1.14	50.0%	61.0%

Parking duration surveys documented that a majority of vehicles remained parked for two hours or longer during each survey. Between 61.0% and 73.1% of observed vehicles were parked for at least two hours. Vehicle turnover ranged from 0.72 to 1.14 vehicles per parking space, indicating relatively low turnover during the survey periods.

7. Observed Parking Conditions

In addition to the parking occupancy and duration surveys, Engineering staff documented parking activity and operational conditions observed throughout the study period. These observations provide additional context regarding parking patterns within and adjacent to the study area.

Parking Activity

During the surveys, staff observed that many visitors utilized on-street parking along Clay Street despite available parking within the Community Center parking lot. During periods of higher parking demand, vehicles were also observed parking along Lugonia Avenue, indicating that parking demand extended beyond the study area. Vehicles were also observed occupying the yellow curb loading zone in front of the Boys & Girls Club during portions of the survey period.



Figures 2 & 3. Vehicles occupying the yellow curb loading zone in front of the Boys & Girls Club during the survey period.



Figures 4 & 5. Parking activity extending to Lugonia Avenue during the survey period.

8. Study Findings

The parking utilization study documented existing parking conditions along Clay Street between Lugonia Avenue and Western Avenue through parking occupancy surveys, parking duration surveys, stakeholder outreach, and field observations.

The study found that:

- On-street parking occupancy varied throughout the survey period, with peak occupancy ranging from 61.1% to 91.7%.
- Parking remained available on Clay Street during each survey, with 3 to 14 on-street parking spaces available during peak occupancy.
- The Community Center parking lot maintained available capacity throughout the study, with 25 to 45 parking spaces available during peak occupancy.

- Parking duration surveys documented that a majority of observed vehicles remained parked for two hours or longer, indicating relatively low parking turnover.
- Observed parking conditions indicate that parking demand extended beyond Clay Street during periods of higher demand, with vehicles utilizing Lugonia Avenue and the yellow curb loading zone in front of the Boys & Girls Club.

Overall, the study indicates that parking demand within the study area is generated by a combination of recreational, community, institutional, and residential activities. Although parking occupancy varied throughout the survey period, both on-street parking and the Community Center parking lot maintained available parking during each survey.

Prepared by

Johana Silva

Johana Silva, E.I.T
Associate Engineer
Municipal Utilities & Engineering Department
City of Redlands

ATTACHMENT 3



RESIDENTIAL INPUT FORM

PROPOSED PREFERENTIAL PARKING ZONE – CLAY STREET

Proposal: The City of Redlands is proposing to establish a Preferential Parking Zone on Clay Street between W. Western Avenue and W. Lugonia Avenue. The proposed parking regulations would limit on-street parking to 2 hours, except for residents displaying a valid City-issued residential parking permit, issued in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Zones), who would be exempt from the time limit. Residents are encouraged to provide their feedback by completing this questionnaire and are welcome to attend the Traffic and Parking Commission Meeting on Thursday, August 27, 2026, at 6:00 p.m. The meeting will be held in the City Council Chambers, located at 35 Cajon Street, Suite 2, Redlands, CA 92373, where public comments regarding the proposed Preferential Parking Zone will be accepted.

Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name:

Patricia Barragan

Resident Address:

1158 Clay St

Phone:

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☐ Yes

☒ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

because it would only be for that area that you are proposing, what about the rest of the surrounding area. like W. Western Ave, Ohio, and the rest of Clay St?

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

4. Do you have any suggestions that could improve the proposed parking regulations?

5. Please provide any additional comments or recommendations.

I would like for western Ave to be added too.

RESPONSE REQUESTED

Please return this completed form by August 12, 2026. Forms may be returned to:

Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.



RESIDENTIAL INPUT FORM

PROPOSED PREFERENTIAL PARKING ZONE – CLAY STREET

Proposal: The City of Redlands is proposing to establish a Preferential Parking Zone on Clay Street between W. Western Avenue and W. Lugonia Avenue. The proposed parking regulations would limit on-street parking to 2 hours, except for residents displaying a valid City-issued residential parking permit, issued in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Zones), who would be exempt from the time limit. Residents are encouraged to provide their feedback by completing this questionnaire and are welcome to attend the Traffic and Parking Commission Meeting on Thursday, August 27, 2026, at 6:00 p.m. The meeting will be held in the City Council Chambers, located at 35 Cajon Street, Suite 2, Redlands, CA 92373, where public comments regarding the proposed Preferential Parking Zone will be accepted.

Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Jeannette Barragan, Priscilla Barragan

Resident Address: 115 W. Western Ave

Phone

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☐ Yes

☒ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

The parking limit zones should apply to the surrounding streets like W Western, Ohio, and rest of clay st

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

4. Do you have any suggestions that could improve the proposed parking regulations?

5. Please provide any additional comments or recommendations.

*I would like for western ave to
be added to*

RESPONSE REQUESTED

Please return this completed form by August 12, 2026. Forms may be returned to:

Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.

3 The benefits that would be provided

Family members can park in front of our homes

Street sweepers can sweep by curb and not middle of street, which hadn't been done in a long time.

Not seeing so many cars in neighborhood, it never was like this.

Not having to worry about cars that park too close to driveway making it hard to pull into the driveway

4 The proposed parking regulations.

It would be good if they do respect the 2-hour parking but seeing is believing. Even the pickleball players don't take

advantage of parking. Sometimes they park along Western Ave.

5. My comment

That corner wasn't meant for that large of an establishment. I ask myself how this is happening, also they should get a

bigger lot. To be able to accommodate parking for their employees like other companies do. They have not shown

that they respect resident's properties. Are they here for the \$. I am sadden about this, many of us have been here more

than 50 years. My husband and myself could have bought a bigger home, but we chose to live in this area we knew our neighbors

and we helped each other and respected one another.



RESIDENTIAL INPUT FORM

PROPOSED PREFERENTIAL PARKING ZONE – CLAY STREET

Proposal: The City of Redlands is proposing to establish a Preferential Parking Zone on Clay Street between W. Western Avenue and W. Lugonia Avenue. The proposed parking regulations would limit on-street parking to 2 hours, except for residents displaying a valid City-issued residential parking permit, issued in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Zones), who would be exempt from the time limit. Residents are encouraged to provide their feedback by completing this questionnaire and are welcome to attend the Traffic and Parking Commission Meeting on Thursday, August 27, 2026, at 6:00 p.m. The meeting will be held in the City Council Chambers, located at 35 Cajon Street, Suite 2, Redlands, CA 92373, where public comments regarding the proposed Preferential Parking Zone will be accepted.

Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Enrique & Beatriz Diaz

Resident Address: 1210 Clay St.

Phone

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☒ Yes

☐ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

Easy access to park close to home
after a busy Tired day. My visit will
have access also

4. Do you have any suggestions that could improve the proposed parking regulations?

Have people who play at the
Community Center obey 2h parking.

5. Please provide any additional comments or recommendations.

Sometimes people take All day TO
Park and stay all day in same spot
Boys and Girls club & Community Center.

RESPONSE REQUESTED

Please return this completed form by August 12, 2026. Forms may be returned to:

Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.



RESIDENTIAL INPUT FORM

PROPOSED PREFERENTIAL PARKING ZONE – CLAY STREET

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Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Lorinda Munoz

Resident Address: 1216 Clay St

Phone

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☒ Yes

☐ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

The theory is nice, but who is going to enforce it. Will it be left to the residents?

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

it would alleviate congestion of cars gather for the all day meeting Boy and Girls club host.

4. Do you have any suggestions that could improve the proposed parking regulations?

Pickleball players park at Community Center lot and have a pathway to the courts.

5. Please provide any additional comments or recommendations.

I believe we are just putting a band-aid on the problem because The Boy and Girl club has outgrown it's location.

RESPONSE REQUESTED

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RESIDENTIAL INPUT FORM

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Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Juan Carlos + Gloria Maza

Resident Address: 1221 Clay St

Phone

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☒ Yes

☐ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

AS A 27 YEAR RESIDENT OF CLAY ST, THIS PROVIDE PARKING FOR RESIDENTS, WHEN THEY RETURN FROM WORK OR SCHOOL. WE WILL NOT HAVE TO PARK ON WESTERN AND ABLE TO PARK IN FRONT OF OUR HOMES.

4. Do you have any suggestions that could improve the proposed parking regulations?

IF EMPLOYEES FROM THE BOYS & GIRL CLUB NEED PARKING OR VOLUNTEERS, THE CITY SHOULD PROVIDE THE OPTION TO PARK AT THE COMMUNITY CENTER OR ACROSS THE STREET FROM COMMUNITY CENTER ON WASHINGTON ST

5. Please provide any additional comments or recommendations.

AS A RESIDENT I AM FRUSTRATED AND NEEDS TO BE RESOLVED. I PREFER 1 HOUR PARKING INSTEAD OF 2 HOUR. COLUMBIA ST HAS 1 HOUR PARKING FOR THOSE RESIDENTS

RESPONSE REQUESTED

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Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

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RESIDENTIAL INPUT FORM

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Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Raymond Chavez

Resident Address: 1227 Clay St Redlands Ca 92374

Phone:

Email:

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☒ Yes

☐ No

☐ No Opinion

2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

Peace and efficient parking for all residents and community members alike.

4. Do you have any suggestions that could improve the proposed parking regulations?

5. Please provide any additional comments or recommendations.

I would very much like if each residence was allowed 1 or 2 guest parking passes or something for when my family comes to visit.

RESPONSE REQUESTED

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Johana Silva, Associate Engineer

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Email: jsilva@cityofredlands.com

Mail or Deliver To:

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RESIDENTIAL INPUT FORM

PROPOSED PREFERENTIAL PARKING ZONE – CLAY STREET

Proposal: The City of Redlands is proposing to establish a Preferential Parking Zone on Clay Street between W. Western Avenue and W. Lugonia Avenue. The proposed parking regulations would limit on-street parking to 2 hours, except for residents displaying a valid City-issued residential parking permit, issued in accordance with Redlands Municipal Code Chapter 10.42 (Preferential Parking Zones), who would be exempt from the time limit. Residents are encouraged to provide their feedback by completing this questionnaire and are welcome to attend the Traffic and Parking Commission Meeting on Thursday, August 27, 2026, at 6:00 p.m. The meeting will be held in the City Council Chambers, located at 35 Cajon Street, Suite 2, Redlands, CA 92373, where public comments regarding the proposed Preferential Parking Zone will be accepted.

Location Under Review: Clay Street between W. Western Avenue and W. Lugonia Avenue. Please refer to the attached location map.

Resident Name: Robin Lehfeldt

Resident Address: 1228 Clay Street

Phone: _

Email: _

Please provide feedback regarding the proposed Preferential Parking Zone.

1. Do you support the proposed Preferential Parking Zone?

☒ Yes

☐ No

☐ No Opinion

modification
2. If you do not support the proposed Preferential Parking Zone, what concerns do you have?

I would like to also have a "Guest Pass"
for longer visitors.

their hunting of horns 2x every time
their vans exit & enter their property
Illegal use of the loading zone & monopolizing few
the parking behind the community center, for a few
issues.

3. If you do support the proposed Preferential Parking Zone, what benefits do you believe it would provide?

This will stop the Weekday exploitation of our neighborhood due to our proximity to the Boys 'N' Girls Club Fiasco AND OVERUSE of this facility.

4. Do you have any suggestions that could improve the proposed parking regulations?

I regret that this will impact the Pickleball players who often play for 3+ hours a ~~week~~ but I believe that CLUB would exploit anything over 2 hours.

5. Please provide any additional comments or recommendations.

We appreciate that the City has taken our concerns to heart. We have been negatively impacted enough over here by and the parking was the first part.

RESPONSE REQUESTED

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City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.

Our safety concerns regarding the Club's failure to ~~handle~~ acknowledge that they are responsible for activities out in the street will result in injury some-time. Their Liability begins & ends at their door but they want to use the whole street. Blocking street entrances, speeding Buses

Ours is a Residential Area and we have ~~an~~ a Commercial Endeavor here wishing to exploit and Tap into the Donation Base here in Redlands. Their Growth Mindset, while failing to acknowledge any responsibility to the neighborhood has been Astounding. They have made millions using the face of our little facility claiming numbers that represent helping all of Riverside and S.B. proper. ~~It shows~~ We expected a neighborhood facility - NOT A Boy's & Girl's CLUB "HUB" using their own words. A Hub w/o parking.

The Lights, NOISE, PARKING, Entitlement has been off the Charts. This Parking suggestion is a Great Start in my opinion.

Thank You

Robert Schepel



City of
REDLANDS
Incorporated 1888
Municipal Utilities & Engineering Department

MONICA HEREDIA
Director

MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: August 21, 2026

SUBJECT: Consideration of a Three-Way Stop Control at Crescent Avenue and Alessandro Road

Recommendation

Consider and discuss the proposed establishment of a three-way stop control at Crescent Avenue and Alessandro Road.

Background

The City received a request to evaluate the intersection of Crescent Avenue and Alessandro Road for three-way stop control. The intersection is currently stop-controlled on Alessandro Road, while traffic on Crescent Avenue is uncontrolled. The requested improvement would install STOP signs on Crescent Avenue, resulting in three-way stop control at the intersection. Crescent Avenue and Alessandro Road both serve residential areas and carry through traffic. Alessandro Road also provides access to San Timoteo Canyon Road, which serves as a connection between Redlands and surrounding communities.

Staff conducted an engineering study of the intersection in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2026 Edition to determine whether all-way stop control is appropriate.

Analysis

The CA MUTCD provides warrants for evaluating all-way stop control at unsignalized intersections. The warrants include crash experience, sight distance, transition to signal or circular intersection control, 8-hour traffic volume, and other factors. The CA MUTCD also states that satisfaction of a warrant does not, by itself, require installation of all-way stop control and that the engineering study is ultimately the basis for determining whether the control is appropriate.

Staff collected traffic volume data on Crescent Avenue and Alessandro Road from July 21 through July 27, 2026. Crescent Avenue carries an average daily traffic volume of approximately 5,525 vehicles per day, while Alessandro Road carries approximately 4,704 vehicles per day.



Under All-Way Stop Control Warrant D – 8-Hour Volume, the CA MUTCD requires the combined motor vehicle, bicycle, and pedestrian volume entering from the major-street approaches to be at least 300 units per hour for each of any eight hours of a typical day. The combined volume entering from the minor-street approaches must be at least 200 units per hour for each of the same eight hours.

Traffic volumes at Crescent Avenue and Alessandro Road satisfy both requirements. During the eight qualifying hours, each hourly volume on Crescent Avenue exceeded the 300-unit-per-hour threshold, and each corresponding hourly volume on Alessandro Road exceeded the 200-unit-per-hour threshold. Therefore, All-Way Stop Control Warrant D – 8-Hour Volume is met.

The traffic data also demonstrates that Crescent Avenue and Alessandro Road carry relatively similar traffic volumes. Alessandro Road provides access to San Timoteo Canyon Road, which serves traffic traveling between Redlands and surrounding communities and contributes to the through traffic using Alessandro Road.

The CA MUTCD also identifies other factors that may be considered in an engineering study, including intersections of two residential neighborhood collector or through streets with similar design and operating characteristics where all-way stop control would improve traffic operations. The relatively similar traffic volumes and through-roadway functions of Crescent Avenue and Alessandro Road provide additional support for all-way stop control at this location.

Based on the engineering study, satisfaction of the 8-hour volume warrant, and the operating characteristics of the two roadways, installation of STOP signs on Crescent Avenue would establish three-way stop control and provide consistent right-of-way control for all approaches to the intersection.

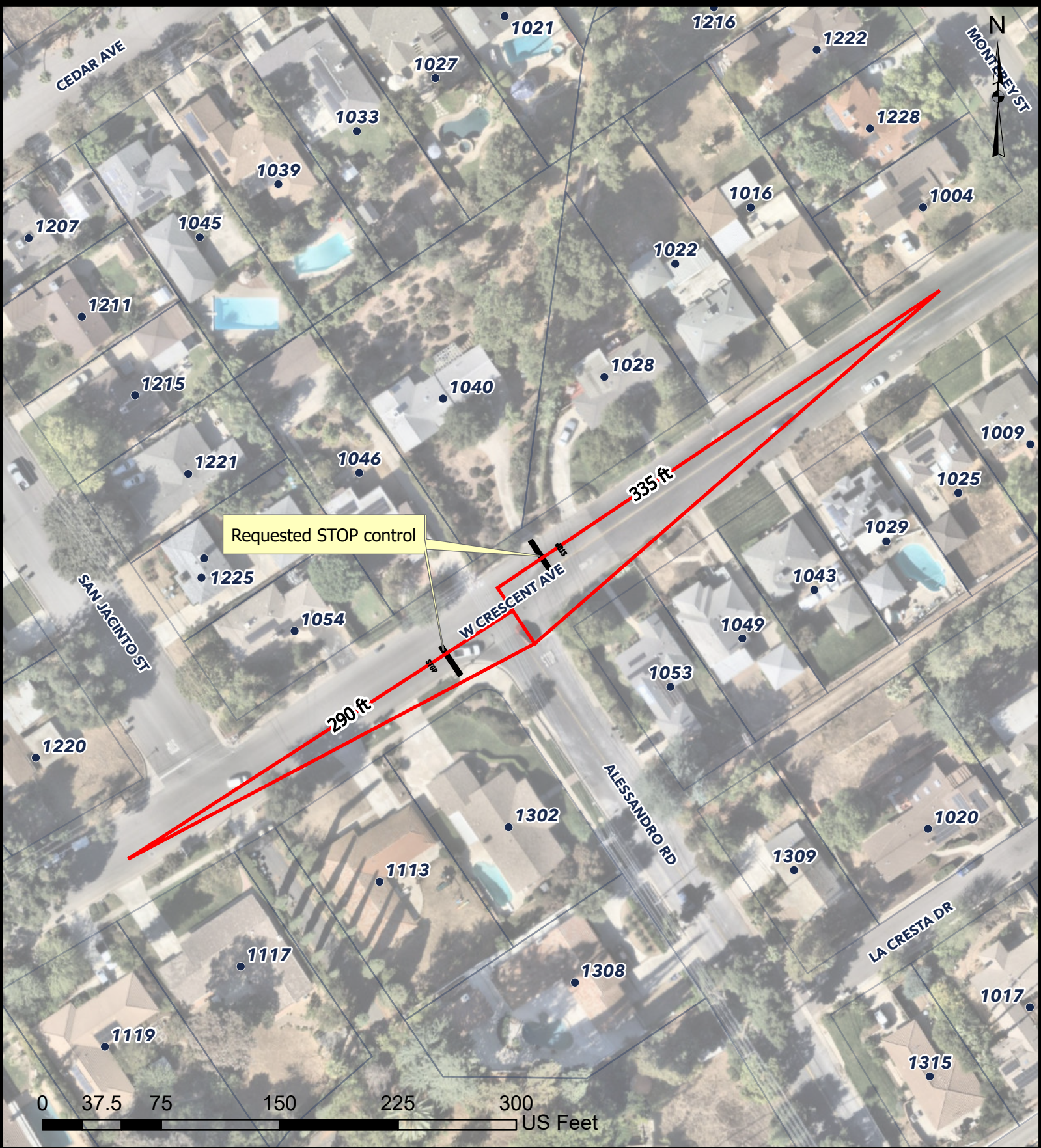
Thank you,

Johana Silva
Associate Engineer
jsilva@cityofredlands.org
(909) 798-7584 x7

Attachments:

1. Location Map
2. Multi-Way Stop Engineering Study
3. Traffic Concern Request Form

ATTACHMENT 1



**ALESSANDRO RD & CRESCENT AVE
REQUESTED ALL WAY STOP INTERSECTION
SIGHT DISTANCE TRIANGLES**

ATTACHMENT 2

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Crescent Ave and Alessandro Rd
Date: July 24, 2026

Speed Limit: 40 MPH
30 MPH

Alessandro Rd
Crescent Ave

8-Hour Traffic Volume Analysis							
Hour	Major: Crescent Avenue (vel/hr)			Minor: Alessandro Road (veh/hr)			Combined Totals
	Northeast	Southwest	Totals	Southeast	Northwest	Totals	
1 (midnight)	14	23	37	17	17	34	71
2	7	8	15	3	6	9	24
3	2	12	14	9	2	11	25
4	10	11	21	10	10	20	41
5	21	16	37	8	23	31	68
6	51	61	112	44	60	104	216
7	128	125	253	70	144	214	467
8	152	181	333	112	192	304	637
9	186	135	321	77	207	284	605
10	142	154	296	100	152	252	548
11	204	164	368	104	195	299	667
12	299	168	467	117	300	417	884
13	214	213	427	144	210	354	781
14	214	227	441	140	216	356	797
15	218	222	440	164	212	376	816
16	263	181	444	127	237	364	808
17	306	194	500	152	268	420	920
18	289	196	485	131	251	382	867
19	233	159	392	110	218	328	720
20	149	116	265	86	144	230	495
21	108	120	228	90	117	207	435
22	77	113	190	93	81	174	364
23	73	130	203	129	104	233	436
24	56	59	115	73	74	147	262

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11:00 PM to 6:00 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	MET	
E – Other Factors	§2B.17	Other operational factors, including similar residential through streets	SUPPORTING	Similar volumes

Traffic Collision History

Location: Alessandro Road and Crescent Avenue

Control Type: Stop signs

Speed limit: 40 mph Alessandro Rd
30 mph Crescent Ave

No.	Date	TIME	COLLISSION TYPE	CAUSE	ROAD SURFACE	NUMBER KILLED	PROPERTY DAMAGE	NUMBER INJURED	COLLISSION WITH
1	5/1/2025	12:52	Broadside	Failed Yield Right of Way	Dry	0	0	1	Other Motor Vehicle
2	2/28/2020	19:23	Hit Object	Over Speed Limit	Dry	0	0	1	Fixed Object

ATTACHMENT 3



City of Redlands
Traffic and Parking Commission
Request for Agenda Item

PLEASE PRINT OR TYPE

Kelly Paxson

REQUEST

REQUEST FOR STOP SIGNS

LOCATION OF REQUEST

CRESENT DR. & ALESSANDRO RD.

REASON FOR REQUEST

This three stop is extremely dangerous. Both roads are a major artery. You cannot see beyond the house on left when turning onto Crescent. Road is backed up (Alessandro) 5-10 cars deep at all times.

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
Incorporated 1888
Municipal Utilities & Engineering Department

MONICA HEREDIA
Director

MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: August 21, 2026

SUBJECT: Consideration of a No Parking Zone on Park Avenue West of New Jersey Street

Recommendation

Consider and discuss the proposed establishment of a 100 foot no-parking zone along the north side of Park Avenue, beginning at New Jersey Street and extending west to the driveway serving 505 Park Avenue, as shown on the attached location map.

Background

The City received a request to establish a no parking zone on the north side of Park Avenue near New Jersey Street following a reported traffic collision involving a vehicle exiting the driveway at 505 Park Avenue.

The requestor stated that vehicles parked along the north side of Park Avenue obstruct the view of drivers exiting the driveway, particularly when attempting to turn left onto Park Avenue. According to the requestor, while slowly exiting the driveway to obtain a clear view of approaching traffic, her vehicle was struck by a westbound vehicle on Park Avenue.

The requestor indicated that the adjacent business is frequently busy during the lunch period and requested that parking be prohibited along the north side of Park Avenue east of the driveway to improve visibility for vehicles exiting the parking lot.

In response to the request, staff reviewed existing conditions, sight distance, collision history, and potential impacts to nearby businesses.

Analysis

Park Avenue has a posted speed limit of 25 mph. The driveway at 505 Park Avenue is located approximately 200 feet west of the stop-controlled intersection at New Jersey Street. For a 25-mph roadway, the intersection sight distance for a left-turn movement is approximately 280 feet. However, westbound traffic approaching the driveway is controlled by the stop sign at New

Jersey Street, approximately 200 feet east of the driveway. Therefore, the available sight line was evaluated between the driveway and the stop-controlled intersection.

Vehicles parked on Park Avenue, along approximately 80 feet of the curb east of the driveway can obstruct the available sight line for motorists exiting the driveway. The proposed 100-foot no parking zone would provide a continuous clear area between the driveway and New Jersey Street, improving visibility for vehicles exiting the driveway and vehicles turning onto Park Avenue from New Jersey Street.

The proposed 100-foot restriction would remove approximately five existing on-street parking spaces. A five-year review of reported collision data identified one collision involving the driveway, which is the collision associated with the current request. No other reported collisions involving the driveway were identified during the review.

Business Outreach

Staff contacted Four Corners Eatery and Coffee Bar and nearby businesses to obtain input regarding the proposed parking restriction.

Four Corners Eatery expressed concern regarding the removal of approximately 100 feet of on-street parking. The business indicated that employees currently utilize on-street parking in the area and that removing the full 100 feet would significantly reduce available parking. Four Corners indicated that it would support a more limited parking restriction of approximately 12 feet adjacent to the driveway to improve visibility while retaining additional on-street parking.

Staff also distributed comment forms to nearby businesses. Two responses were received:

- Unity Escape Rooms supports the proposed no parking zone and indicated that the restriction is not expected to negatively affect its business because it has a large parking lot with multiple access points.
- Outback Physiotherapy Centre did not express support or opposition to the proposed no parking zone but raised concerns that removing parking on the north side of Park Avenue could result in additional vehicles parking on the opposite side of the street near its business. The business also noted that Four Corners Eatery is frequently busy.

Thank you,

Johana Silva

Associate Engineer

jsilva@cityofredlands.org

(909) 798-7584 x7

Attachments:

1. Proposed No Parking Zone & Sight Distance Location Map
2. Traffic Concern Request Letter
3. Business Comment Forms



ATTACHMENT 1



**PARK AVENUE AT NEW JERSEY STREET
POSSIBLE RED CURB INSTALLATION &
SIGHT DISTANCE**

ATTACHMENT 2

Hello, Mayor Saucedo and Amy. This is Claudette Sanders from Redlands Adventist Academy writing to you from my school email address so that my message won't get to Spam/Junk, but I'm actually writing about a personal matter. Having already completed a Traffic Collision report online with the Redlands Police department, and not knowing to whom to address what comes next, I thought I would write to you for your guidance.

Today I was involved in a traffic accident while exiting the parking lot of Four Corners Eatery at the corner of Park and New Jersey. I pick up my lunch from there at least once per week and each and every time I'm exiting the driveway and needing to turn left to go back to school I hear myself say "this is an accident waiting to happen". Unfortunately, today was the day I was proven right.

You see, at lunch time Four Corners is a very busy place. People are bustling in and out of the parking lot and cars are parked on the north side of Park in front of the eatery. For folks like me needing to turn left out of that driveway it is treacherous because the parked cars obstruct the view of drivers trying to exit. As you know, being on the corner of a 4-way stop, there can be cars coming from any of the three stop signs heading west on Park.

Because I'm aware of the inherent danger in trying to exit the driveway with an obstructed view, I am very careful to inch my way out and not "go for it" until I'm certain there are no cars coming. Today, while inching forward to see if it was safe to go, my car was hit by a vehicle I did not see coming.

Insurance will take care of the vehicles and hopefully there will be no injuries which appear after the accident, but what I want to suggest is that the curb at which cars are currently allowed to park be painted red for "no parking" in order to prevent accidents like mine today from happening when the damage could be much worse than mine. I attach a couple of photos to illustrate the damage possible. (The white car is mine.)

Would you be so kind as to guide me to know if there's someone else in particular to whom such requests are made? And, how to involve Four Corners Eatery in the conversation as well? (They were, by the way, very kind to me. They came out to check on whether or not I was OK, asked if there was anything they could do, cleaned up the broken plastic chairs on the street, etc.)

Thank you for your time. I do appreciate it.

ATTACHMENT 3

BUSINESS INPUT FORM

PROPOSED NO PARKING ZONE – PARK AVENUE



Location Under Review: North side of Park Avenue, beginning at New Jersey Street and extending approximately 100 feet west. Please refer to the attached location map.

Business Name: Four Corner

Business Address: 505 New Jersey

Contact

Phone:

Email:

Please provide your feedback regarding the proposed no parking zone.

1. Do you support the proposed no parking zone?

☒ Yes

☐ No

☐ No Opinion

But Partial at the driveway side about 12 feet

2. How do you believe the proposed no parking zone would affect your business?

It's a bit of an extreme to paint everything red. It's not necessary, never see it.

3. Have you experienced or observed visibility, traffic, or safety concerns at this location?

☐ Yes

☒ No

If yes, please describe:

4. Do you have any concerns regarding parking availability if this no parking zone is installed?

☐ Yes

☐ No

If yes, please explain:

We get fire & police office vehicles that sometimes use this side.

5. Please provide any additional comments or recommendations.

RESPONSE REQUESTED

Please return this completed form **by July 31, 2026.**

Forms may be returned to:

Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.

BUSINESS INPUT FORM

PROPOSED NO PARKING ZONE – PARK AVENUE



Location Under Review: North side of Park Avenue, beginning at New Jersey Street and extending approximately 100 feet west. Please refer to the attached location map.

Business Name: Unity Escape rooms

Business Address: 2015 W Park Ave.

Contact

Phone: _____

Email: _____

Please provide your feedback regarding the proposed no parking zone.

1. Do you support the proposed no parking zone?

☒ Yes

☐ No

☐ No Opinion

2. How do you believe the proposed no parking zone would affect your business?

very little since we have a large parking lot and many entrances and exits

3. Have you experienced or observed visibility, traffic, or safety concerns at this location?

☐ Yes

☒ No

If yes, please describe:

4. Do you have any concerns regarding parking availability if this no parking zone is installed?

☐ Yes

☒ No

If yes, please explain:

5. Please provide any additional comments or recommendations.

RESPONSE REQUESTED

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BUSINESS INPUT FORM

PROPOSED NO PARKING ZONE – PARK AVENUE



Location Under Review: North side of Park Avenue, beginning at New Jersey Street and extending approximately 100 feet west. Please refer to the attached location map.

Business Name: OutBack Physiotherapy Centre, Inc

Business Address: 2015 W Park Ave Suite 116 Redlands, CA 92373

Conta

Phone

Email:

Please provide your feedback regarding the proposed no parking zone.

1. Do you support the proposed no parking zone?

☐ Yes

☐ No

☒ No Opinion

2. How do you believe the proposed no parking zone would affect your business?

It may - overflow if closed off may come across the street
to our building's parking area, altho unlikely

3. Have you experienced or observed visibility, traffic, or safety concerns at this location?

☐ Yes

☒ No

If yes, please describe:

4. Do you have any concerns regarding parking availability if this no parking zone is installed?

☒ Yes

☐ No

If yes, please explain:

that business is very busy mid day so if that area is zoned off then overflow may come over to our area. There are other options like the business more directly across from them or along New Jersey.

5. Please provide any additional comments or recommendations.

RESPONSE REQUESTED

Please return this completed form by **July 31, 2026**.

Forms may be returned to:

Johana Silva, Associate Engineer

City of Redlands Municipal Utilities & Engineering Department

Email: jsilva@cityofredlands.com

Mail or Deliver To:

35 Cajon Street, Suite 15A

Redlands, CA 92373

Thank you for taking the time to provide your input. Your comments will be considered as part of the City's evaluation of this request.



City of
REDLANDS
Incorporated 1888
Municipal Utilities & Engineering Department

MONICA HEREDIA
Director

MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: August 21, 2026

SUBJECT: Consideration of the Citywide Timed-Restricted Parking Policy for evaluating requests for timed-restricted parking zones

Background

At a previous TPC meeting, MUED staff presented an informational report regarding existing time-restricted parking zones throughout the City. The report was prepared in response to concerns that existing parking time limits varied considerably and that no standard practice existed for determining the appropriate length of time vehicles are permitted to park at various City locations.

As part of that review, staff researched existing City ordinances, resolutions and parking restrictions and identified a variety of parking durations, including 10- and 12-minute, 30-minute, 1-hour, and 2-hour restrictions. Although the specific methodology or reasoning supporting many of the historical restrictions could not be readily identified, staff found that existing time-restricted parking zones generally appeared to be tailored to adjacent land uses and site-specific parking needs.

The previous report identified several items for consideration, including standardizing parking durations based on land use, establishing criteria for evaluating future requests, reviewing obsolete parking restrictions, and improving consistency for the public, Parking Enforcement Officers, and City staff.

Based on the TPC's previous discussion, MUED staff developed the proposed Timed-Restricted Parking Policy to establish a consistent framework for evaluating future requests.

Findings

The proposed Timed-Restricted Parking Policy establishes standards and procedures for evaluating the installation, modification, and removal of timed-restricted parking zones throughout the City.

The policy recognizes that the appropriate parking duration is primarily influenced by the operational characteristics of the adjacent land use and the amount of time typically necessary for customers, visitors, or other users to access that use. To provide greater consistency throughout the City, the policy establishes the following standard parking durations:

Standard Duration	General Parking Need
10 Minutes	Very brief visits and high-turnover activities
20 or 30 Minutes	Short-duration customer visits and quick commercial activities
1 or 2 Hours	Longer customer, visitor, recreational, or service-oriented activities

The proposed policy includes a Standard Parking Duration Selection Matrix that provides representative land uses and guidance for selecting among these standard durations. The matrix is intended to promote consistency and is not intended to establish a parking restriction based solely on the type of business or land use.

Each request will be evaluated through a traffic engineering investigation. The investigation will consider, as applicable, adjacent land use, parking demand, parking turnover, public access, impacts to adjacent properties, and other site-specific conditions. Based on the findings of the investigation, the appropriate parking duration will be selected using the Standard Parking Duration Selection Matrix.

The proposed policy also establishes a consistent process for submitting and reviewing requests. A Timed-Restricted Parking Zone Request Form has been developed to obtain information regarding the requested location, adjacent land use, existing parking concern, and other information necessary to begin the evaluation. A location map will be required with each request to clearly identify the area proposed for consideration.

Requests that include preferential parking privileges for residents will also be subject to the requirements of Redlands Municipal Code Chapter 10.42. Chapter 10.42 requires an initial written request from at least five residents of the proposed zone, with one resident designated as the official representative of the zone advocates. Following issuance of the City's petition form, establishment proceedings may be initiated by a petition containing signatures from at least 60 percent of the residents of all units of occupancy fronting the curbs proposed to be included in the zone. MUED staff have developed a standardized Preferential Parking Zone Petition Form to facilitate this process.

Following completion of the traffic engineering investigation, staff will prepare a report for consideration by the TPC. The TPC will consider the request and make a recommendation to the City Council. The City Council will make the final determination regarding the establishment, modification, or removal of a timed-restricted parking zone.

Discussion

The proposed policy is intended to provide a consistent approach for evaluating future timed-restricted parking requests while maintaining flexibility to account for differences in adjacent land uses, parking demand, and site-specific conditions.

Establishing standard parking durations will reduce the creation of unnecessary variations in parking time limits and provide greater consistency for motorists, businesses, residents, Parking

Enforcement Officers, and City staff. The traffic engineering investigation and Standard Parking Duration Selection Matrix will also provide a documented basis for evaluating requests and selecting an appropriate parking duration.

The proposed policy, request form, and preferential parking petition form are attached for the TPC's review and consideration.

Thank you,

Johana Silva
Associate Engineer
jsilva@cityofredlands.org
(909) 798-7584 x7

Attachments:

1. Proposed Timed-Restricted Parking Policy
2. Timed-Restricted Parking Zone Request Form
3. Current Time-Restricted Parking Zones Map
4. Existing Restrictions by Type and Location Summary Table
5. Redlands Municipal Code Chapter 10.42 – Preferential Parking Zones

ATTACHMENT 1



CITY OF REDLANDS TIMED RESTRICTED PARKING POLICY

1. PURPOSE AND SCOPE

The purpose of this policy is to establish a consistent and objective framework for conducting traffic engineering investigations and evaluating requests for the installation, modification, or removal of timed-restricted parking zones within the City of Redlands.

This policy is intended to promote the efficient use of public on-street parking, improve access to adjacent land uses, and ensure that timed-restricted parking zones are implemented consistently in accordance with applicable laws, engineering principles, and the Redlands Municipal Code.

This policy applies to requests for the establishment, modification, or removal of timed-restricted parking zones within the City's public right-of-way. This policy does not apply to parking restrictions established by state law, private property parking regulations, or other curb regulations such as red, white, yellow, or blue curb restrictions.

2. AUTHORITY

This policy is adopted pursuant to the authority provided by California Vehicle Code Section 22507 and Redlands Municipal Code Sections 10.40.090, 10.40.240, and 10.40.310.

Redlands Municipal Code Section 10.40.090 authorizes the City Council to establish parking restrictions upon the basis of a traffic engineering investigation. Redlands Municipal Code Section 10.40.240 establishes curb markings and signage requirements for parking regulations, including time-limited parking restrictions. Redlands Municipal Code Section 10.40.310 establishes procedures for implementing parking time limits within designated areas.

The City Council retains final authority for the establishment, modification, and removal of timed-restricted parking zones. The Traffic and Parking Commission shall review requests and provide recommendations to the City Council. The City Engineer

shall administer this policy by conducting traffic engineering investigations, preparing staff reports, and implementing City Council actions.

3. POLICY STATEMENT

Timed-restricted parking zones are intended to promote the efficient use of public parking by encouraging parking turnover, improving access to adjacent land uses, and supporting the needs of residents, businesses, visitors, and the community.

Requests for timed-restricted parking zones shall be evaluated through a traffic engineering investigation to determine whether the proposed restriction provides a demonstrated public benefit and is consistent with this policy.

Timed-restricted parking zones shall not be established solely for the convenience of an individual property owner or business without consideration of broader community needs and public benefit.

4. OBJECTIVES

The objectives of this policy are to:

- Establish consistent criteria for evaluating requests.
- Promote efficient turnover of public on-street parking spaces.
- Improve access to businesses, services, public facilities, and other destinations.
- Support the operational needs of adjacent land uses while considering surrounding parking conditions.
- Promote equitable use of public curb space.

5. DEFINITIONS

Timed-Restricted Parking Zone: A designated on-street parking area where the length of time a vehicle may remain parked is limited to a specified duration during posted hours of enforcement. Timed-restricted parking zones may be designated through curb markings, regulatory signage, or other approved traffic control devices consistent with the Redlands Municipal Code.

Traffic Engineering Investigation: An evaluation conducted by the City Engineer or designee to determine whether a timed-restricted parking zone is appropriate based on

engineering principles, field observations, parking characteristics, adjacent land uses, and other relevant information.

Adjacent Land Use: The primary land use immediately fronting or directly served by the proposed parking restriction.

Parking Demand: The need for parking within a defined area based on the number of vehicles seeking available parking during a specified period.

Parking Duration: The maximum amount of time a vehicle may remain parked within a timed-restricted parking zone during posted hours of enforcement.

Parking Turnover: The rate at which individual parking spaces are occupied by different vehicles over a specified period.

6. STANDARD PARKING DURATION SELECTION MATRIX

To promote consistency throughout the City, timed-restricted parking zones shall generally be established using one of the following standard parking durations: 10 minutes, 20 minutes, 30 minutes, 1 hour, or 2 hours.

The Standard Parking Duration Selection Matrix provides guidance for selecting the appropriate parking duration based on the operational characteristics of the adjacent land use. Representative land uses are illustrative and are not intended to be exhaustive. The final parking duration shall be determined through a traffic engineering investigation.

Standard Duration(s)	Representative Land Uses	Selection Guidance
10 Minutes	Post offices, shipping services, package pick-up/drop-off, passenger loading areas, and similar uses characterized by very brief visits.	Appropriate where parking turnover is critical and most visits are expected to be completed within a few minutes.

Standard Duration(s)	Representative Land Uses	Selection Guidance
20 or 30 Minutes	Coffee shops, bakeries, take-out restaurants, pharmacies, banks, retail stores, boutiques, salons, barber shops, dry cleaners, florists, copy and print centers, and similar customer-oriented businesses.	20 Minutes: Appropriate where customer visits are brief and parking turnover is high. 30 Minutes: Appropriate where customers require additional time to complete shopping or receive services while maintaining frequent parking turnover.
1 or 2 Hours	Medical and dental offices, professional offices, government facilities, libraries, museums, parks, community centers, fitness studios, sit-down restaurants, places of worship, and similar civic or commercial destinations.	1 Hour: Appropriate where visits are associated with appointments or other moderate-duration activities. 2 Hours: Appropriate where longer public visits are anticipated while maintaining parking turnover and discouraging long-term employee or commuter parking.

6.1 Exceptional Parking Durations

Parking durations other than the City's standard parking durations are generally discouraged.

A three-hour parking zone may be considered only where a traffic engineering investigation demonstrates that extended public visits are an essential operational characteristic of the adjacent land use or destination.

Other parking durations may be considered only where unique site conditions or operational needs cannot be adequately addressed using the City's standard parking durations.

6.2 Existing Nonstandard Parking Durations

Existing timed-restricted parking zones with durations that do not correspond to one of the City's standard parking durations shall be adjusted to the next higher applicable standard parking duration established in Section 6.

For example, an existing 25-minute parking restriction shall be adjusted to a 30-minute parking restriction.

Existing timed-restricted parking zones that already correspond to a standard parking duration may remain unchanged unless modification or removal is warranted pursuant to this policy.

7. TRAFFIC ENGINEERING INVESTIGATION

Consistent with Redlands Municipal Code Section 10.40.090, requests for timed-restricted parking zones shall be evaluated through a traffic engineering investigation.

The traffic engineering investigation shall consider, as applicable, the following evaluation criteria:

7.1 Adjacent Land Use

The operational characteristics of adjacent land uses, including typical customer, visitor, employee, or user parking needs and the expected duration of parking.

7.2 Parking Demand

Existing parking conditions, including parking supply, occupancy, availability, and periods of increased demand.

7.3 Parking Turnover

Existing parking utilization, including vehicle duration of stay and whether parking turnover is sufficient to support access for customers, visitors, or other users.

7.4 Public Access

Whether the proposed timed-restricted parking zone would improve public access to adjacent land uses by increasing parking availability and turnover.

7.5 Impacts to Adjacent Properties

Potential impacts to surrounding businesses, residences, and other parking users, including the potential displacement of parking demand.

7.6 Other Site-Specific Conditions

Additional factors relevant to the request, including traffic operations, roadway characteristics, pedestrian activity, safety considerations, loading activity, existing parking regulations, and other unique site conditions.

Based on the findings of the traffic engineering investigation, the appropriate parking duration shall be selected using the Standard Parking Duration Selection Matrix in Section 6.

8. APPLICATION PROCESS

Requests for the installation, modification, or removal of timed-restricted parking zones shall be submitted using the City's designated parking restriction request form.

The requestor shall provide sufficient information for City staff to evaluate the request, including:

- Requestor name and contact information.
- Location of the requested parking restriction.
- Description of the adjacent land use or business operation.
- Requested parking duration, if applicable.
- Explanation of the operational need or parking concern.
- Supporting information relevant to the request.

Incomplete applications may delay the review process until the required information has been provided. Submission of an application does not guarantee approval.

9. REVIEW AND APPROVAL PROCESS

Following completion of the traffic engineering investigation, City staff shall prepare a staff report summarizing the request, evaluation, and supporting information.

The staff report shall be presented to the Traffic and Parking Commission for consideration. The Traffic and Parking Commission shall review the request and provide a recommendation to the City Council.

The City Council shall have final authority for the establishment, modification, or removal of timed-restricted parking zones. The City Council may consider the recommendation of the Traffic and Parking Commission, the staff report, public testimony, and other relevant information.

Following City Council approval, City staff shall coordinate implementation of the approved timed-restricted parking zone.

10. MODIFICATION OR REMOVAL

Existing timed-restricted parking zones may be modified or removed based on the findings of a traffic engineering investigation when conditions change or when the restriction no longer serves its intended purpose.

Conditions that may warrant modification or removal include:

- Changes in adjacent land use.
- Changes in parking demand.
- Changes in traffic or safety conditions.
- Redevelopment or changes to site operations.
- Demonstrated lack of effectiveness.

Requests for modification or removal shall generally follow the same evaluation and approval process established for new timed-restricted parking zones.

11. PERIODIC REVIEWS

The City may periodically review existing timed-restricted parking zones to determine whether they continue to meet the objectives of this policy.

Based on the results of a review, City staff may recommend that a timed-restricted parking zone remain unchanged, be modified, or be removed through the procedures established in this policy.

ATTACHMENT 2



CITY OF REDLANDS
Municipal Utilities & Engineering Department

TIMED-RESTRICTED PARKING ZONE REQUEST FORM

Purpose: This form is used to request the installation, modification, or removal of a timed-restricted parking zone. Submission of this request does not guarantee approval. Requests are evaluated through a Traffic Engineering Investigation in accordance with the City's Timed-Restricted Parking Policy.

REQUESTOR INFORMATION

Name: _____ Phone: _____

Business/Organization (if applicable): _____ Email: _____

Mailing Address: _____

REQUEST INFORMATION

Type of Request: ☐ Install ☐ Modify ☐ Remove

Type of Parking Restriction Requested:

☐ Timed-Restricted Parking Zone

☐ Timed-Restricted Parking Zone with Preferential Parking Permits for Residents

Preferential Parking Zone Requests: Requests that include preferential parking permits for residents are subject to the requirements of Redlands Municipal Code Chapter 10.42. Additional resident participation and an official petition are required before a preferential parking zone may be considered.

Requested Location: _____

☐ Map of Requested Location (Required)

Please attach a map clearly identifying the location of the requested timed-restricted parking zone. Examples of acceptable maps include a marked aerial image, Google Maps printout, GIS map, site plan, or photograph with the requested location clearly identified.

ADJACENT LAND USE

☐ Restaurant/Café ☐ Retail ☐ Professional Office ☐ Medical Office

☐ Government Facility ☐ School ☐ Park/Recreation ☐ Place of Worship

☐ Other: _____

Business Hours (if applicable): _____

PARKING CONCERN

What parking problem are you experiencing?

☐ Customers or visitors have difficulty finding parking.

☐ Parking turnover is insufficient.

☐ Vehicles remain parked for extended periods.

☐ Access to the adjacent land use is limited.

☐ Parking is occupied by employees or commuters.

☐ Other: _____



CITY OF REDLANDS
Municipal Utilities & Engineering Department

TIMED-RESTRICTED PARKING ZONE REQUEST FORM

Please describe the parking concern. Include when the problem typically occurs (days and times, if known), approximately how long vehicles remain parked, how the parking conditions affect access, and any other information that may assist the City in evaluating the request.

Are there nearby businesses, schools, parks, places of worship, or other destinations that may contribute to parking demand at this location?

☐ Yes ☐ No If yes, please describe: _____

REQUESTED PARKING DURATION (OPTIONAL)

☐ 10 Minutes ☐ 15 Minutes ☐ 30 Minutes ☐ 1 Hour ☐ 2 Hours ☐ Other _____

Note: The requested parking duration is optional. The final parking duration, if approved, will be determined through a Traffic Engineering Investigation and the City's Standard Parking Duration Selection Matrix.

SUPPORTING INFORMATION

Please use additional sheets if additional space is needed. You may attach diagrams, sketches, photographs, petitions, or other supporting information that may assist the City in evaluating the request.

I certify that the information provided is true and correct to the best of my knowledge.

Signature: _____ Date: _____

PREFERENTIAL PARKING REQUEST



Complete this section only if preferential parking permits for residents are requested.

Proposed Preferential Parking Zone:

Please describe the street(s) and limits proposed for inclusion in the preferential parking zone.

From: _____

To: _____

☐ **Proposed Zone Map Attached (Required)**

Attach a map clearly identifying all streets and portions of streets proposed for inclusion in the Preferential Parking Zone.

Additional Streets/Limits (if applicable):

Proposed Parking Restriction (if known):

Proposed Days and Hours of Restriction (if known):

Resident Request

In accordance with Redlands Municipal Code Section 10.42.020, a request for a preferential parking zone must be submitted in writing by at least **five residents of the proposed zone**, with one resident designated as the **official representative of the zone advocates**.

Resident Name	Address Within Proposed Zone	Signature
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____

Official Representative of the Zone Advocates:

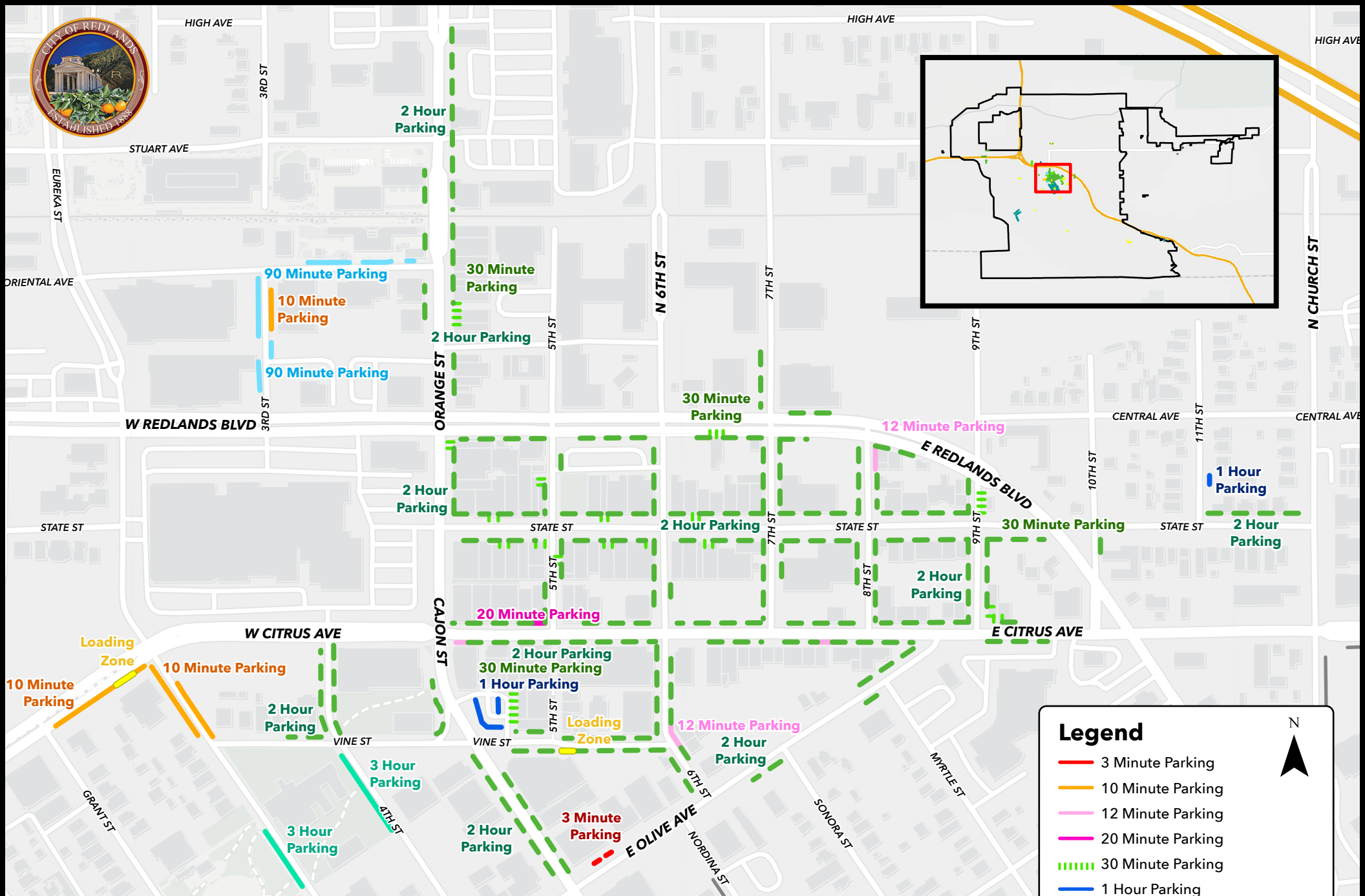
Name: _____

Phone: _____

Email: _____

Next Step: Upon receipt of a qualifying written request, the Municipal Utilities & Engineering Department will provide the official Preferential Parking Zone petition form. Establishment of a preferential parking zone requires a petition signed by at least **60 percent of the residents of all units of occupancy fronting the curbs proposed to be included in the zone**, in accordance with RMC Section 10.42.030.

ATTACHMENT 3

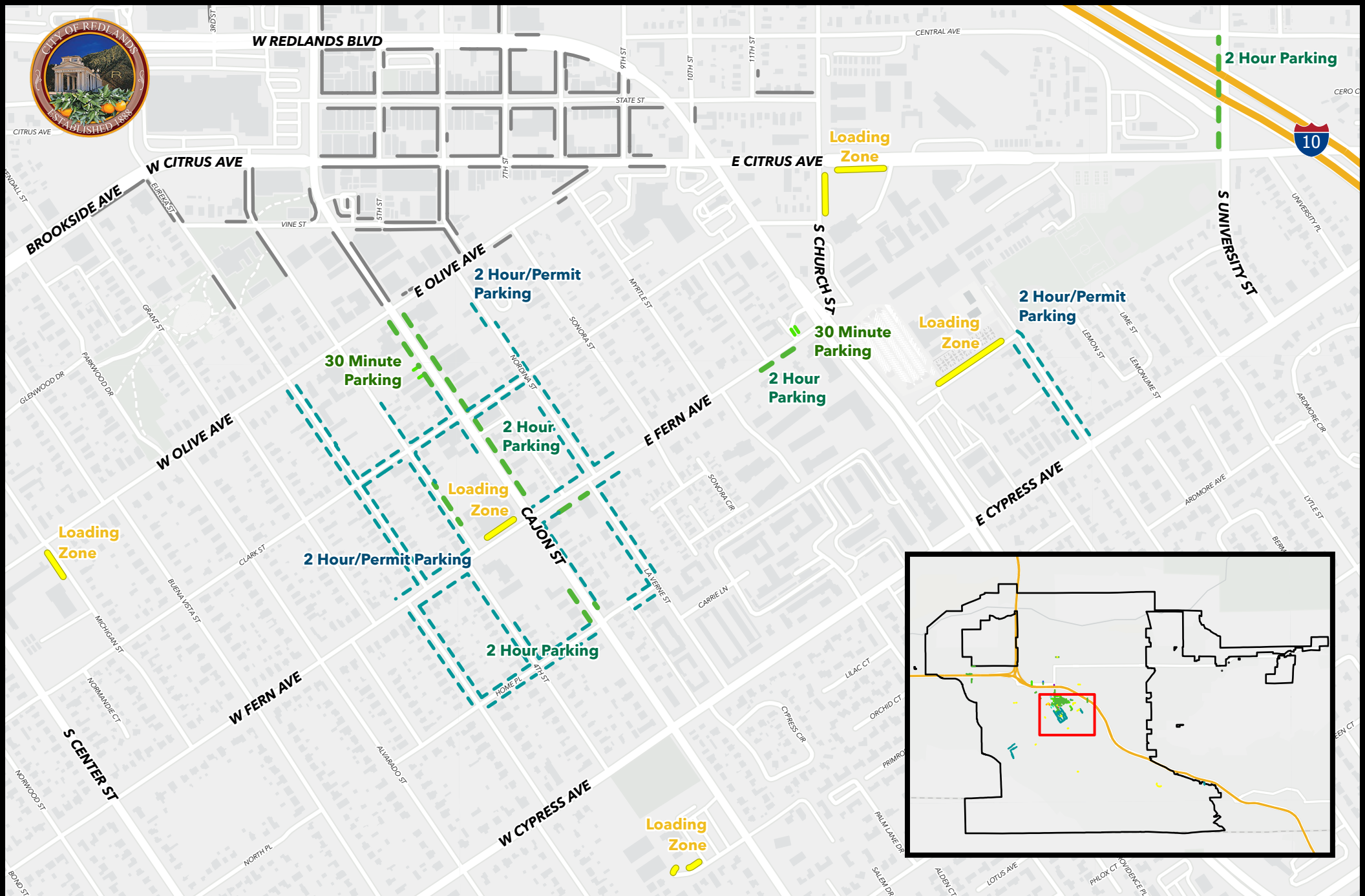


Time Restricted Parking

Downtown Redlands

Legend

- 3 Minute Parking
- 10 Minute Parking
- 12 Minute Parking
- 20 Minute Parking
- 30 Minute Parking
- 1 Hour Parking
- 90 Minute Parking
- 2 Hour Parking
- 3 Hour Parking
- Loading Zone
- Other



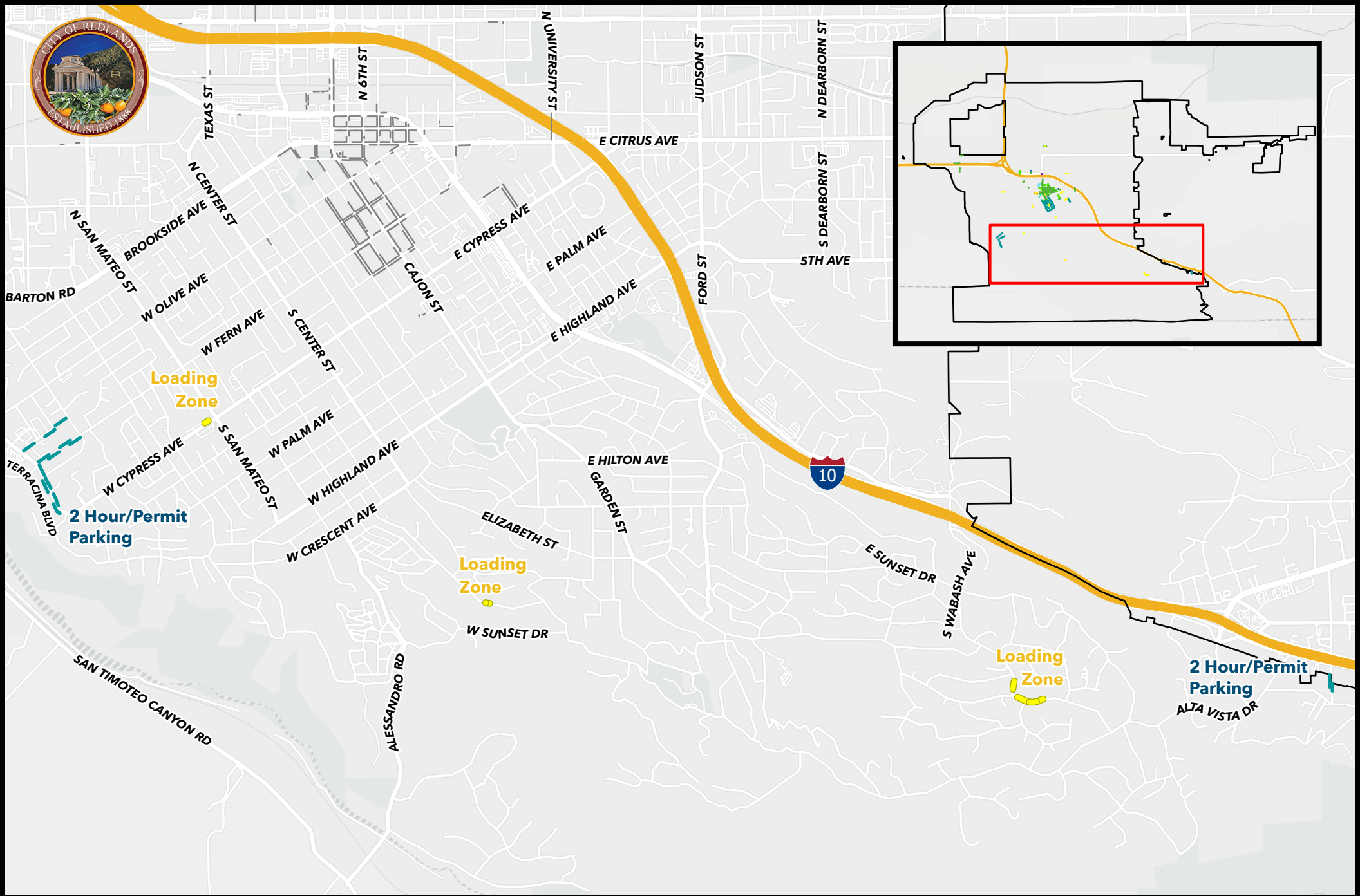
City of Redlands
Municipal Utilities & Engineering Dept.
Redlands GIS / May 2025

Time Restricted Parking

South of Downtown Redlands

Legend

30 Minute Parking	Loading Zone
2 Hour Parking	Other
2 Hour/Permit Parking	



0 2,000 4,000
Feet

City of Redlands

Municipal Utilities & Engineering Dept.

Redlands GIS / May 2025

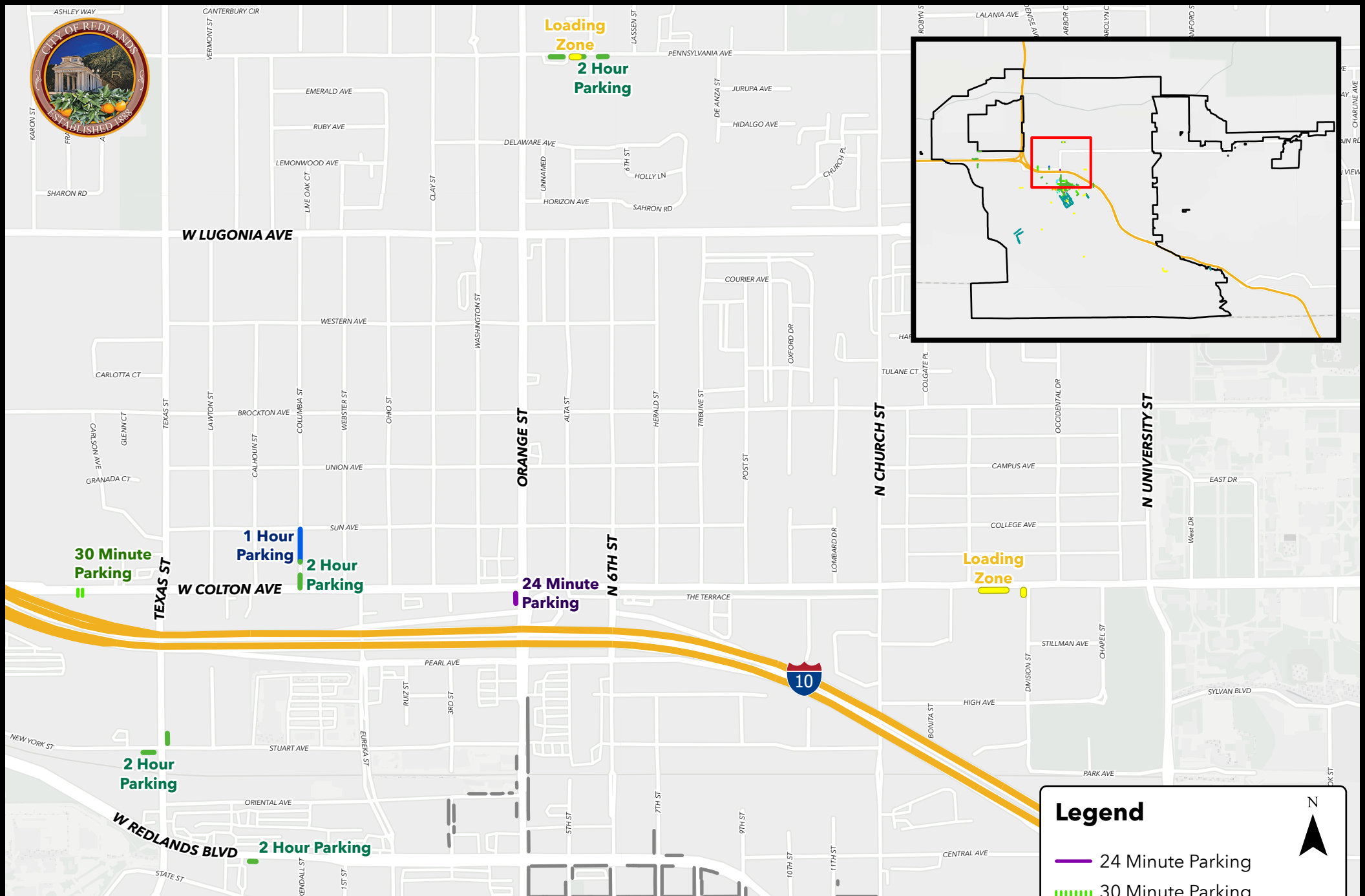
Time Restricted Parking

South Redlands

Legend

- 2 Hour/Permit Parking
- Loading Zone
- Other





0 500 1,000
Feet

City of Redlands
Municipal Utilities & Engineering Dept.
Redlands GIS / May 2025

Time Restricted Parking

North of Downtown Redlands

Legend

24 Minute Parking

30 Minute Parking

1 Hour Parking

2 Hour Parking

Loading Zone

Other



2 Hour
Parking

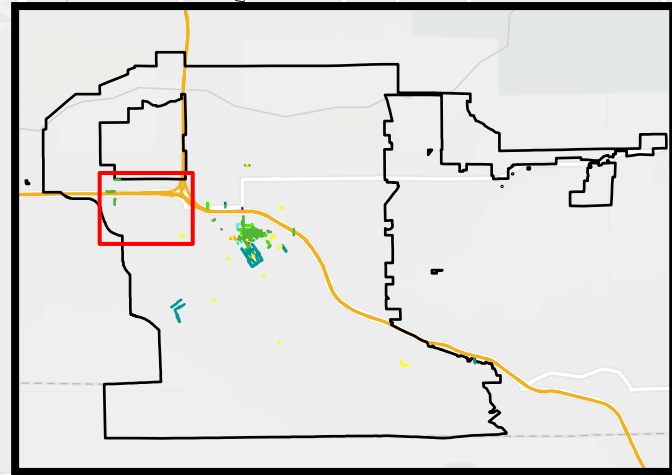
2 Hour
Parking

2 Hour Parking



W COLTON AVE

Loading
Zone



0 500 1,000
Feet

City of Redlands

Municipal Utilities & Engineering Dept.

Redlands GIS / May 2025

Time Restricted Parking

West of Downtown Redlands

Legend

- 2 Hour Parking
- Loading Zone



ATTACHMENT 4

CITY OF REDLANDS

MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT

Time-Regulated Parking Zone Inventory

NO	STREET NAME	LOCATION	ZONE TYPE	TIME	ADJACENT LAND USE	REASON (KNOWN OR HYPOTHESIZED)	APPROXIMATE LENGTH (FT)	RESOLUTION
1	11TH ST	112 11th St	1 Hour Parking	8 am to 6 pm	Professional Office	Supports business turnover	27	6398
2	18TH ST	12710, 12719, 12696 & 12678 18th St	30 Minute Parking		Residential, Single Family	Protecting resident access	468	7877
3	3RD ST	330 3rd St	10 Minute Parking		Commercial/Restaurant	Supports Public Market turnover	118	
4	3RD ST	Redlands Blvd to Al Haris Ln (west side of 3rd)	90 Minute Parking	10 am to 10 pm	Commercial/Restaurant	Supports Public Market turnover	261	
5	3RD ST	330 3rd St	90 Minute Parking	10 am to 10 pm	Commercial/Restaurant	Supports Public Market turnover	44	
6	4TH ST	Fern Avenue to Clark Street (fronting Beaver Medical Center)	2 Hour Parking	7 am to 6 pm	Commercial/Parking Lot	Supports business turnover	190	7238
7	4TH ST	Clark St to Fern Ave (west side) & 303, 309, 315 4th St	2 Hour/Permit Parking		Residential, Single Family	Resident access/Medical office turnover	725	4676
8	4TH ST	Clark St north to 237 4th St (east side)	2 Hour/Permit Parking		Residential, Single Family	Resident access/Business turnover	230	4676
9	4TH ST	Fern Ave to Home Pl (west side) & 457-439 4th St	2 Hour/Permit Parking		Residential, Single Family	Resident access/Business turnover	884	4676
10	4TH ST	Smiley Library	3 Hour Parking	8 am to 6 pm	Library	Supports library turnover	272	
11	5TH ST	Citrus Ave to Orange St Alley (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	118	
12	5TH ST	Orange St Alley to State St (east side of 5th St)	2 Hour Parking	7 am to 6 pm	Commercial/Retail Store	Supports business turnover	94	
13	5TH ST	Redlands Blvd south to alley (east side of 5th)	2 Hour Parking	8 am to 6 pm	Commercial/Parking Lot	Supports business turnover	74	
14	5TH ST	5th St north of State St (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Restaurant	Supports business turnover	87	
15	5TH ST	Orange Street Alley to State St	30 Minute Parking		Commercial/Retail Store	Supports business turnover	23	
16	5TH ST	109, 111 5th St	30 Minute Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	19	
17	6TH ST	23, 25, 29 6th St	12 Minute Parking		Commercial/Retail	Unknown	84	
18	6TH ST	State St to Citrus Ave (west side of 6th St)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store/Bank	Supports business turnover	220	
19	6TH ST	Redlands Blvd to State St (west side of 6th St)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	202	
20	6TH ST	Vine St to Olive St (west side of 6th St)	2 Hour Parking	8 am to 6 pm	Commercial/Services	Supports business turnover	50	
21	6TH ST	South of Vine St, East side of 6th St	2 Hour Parking	8 am to 6 pm	Commercial/Retail	Supports business turnover	38	
22	6TH ST	Citrus Ave to Vine St (east side of 6th St)	2 Hour Parking	8 am to 6 pm	Commercial/Retail	Supports business turnover	223	
23	6TH ST	Citrus Ave to Vine St (west side of 6th St)	2 Hour Parking	8 am to 6 pm	Commercial/Retail	Supports business turnover	263	
24	7TH ST	7th St fronting 215 Redlands Blvd	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	167	6382
25	7TH ST	7th St to 8th St (north side of Citrus Ave)	2 Hour Parking	8 am to 6 pm	Commercial/Services		202	
26	7TH ST	7th St to Citrus Ave	2 Hour Parking	8 am to 6 pm	Commercial/Bank/Offices	Supports business turnover	95	
27	7TH ST	Redlands Blvd to State St (both sides)	2 Hour Parking	8 am to 6 pm	Commercial/Bank/Services	Supports business turnover	225	
28	7TH ST	222 Redlands Blvd	2 Hour Parking	8 am to 6 pm	Commercial/Restaurant		115	
29	7TH ST	State St to Citrus Ave (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Bank	Supports business turnover	237	
30	7TH ST	214 & 216 Redlands Blvd	30 Minute Parking	8 am to 6 pm	Commercial/Retail	Unknown	40	
31	8TH ST	114 8th St & 402 Redlands Blvd	12 Minute Parking		Commercial/Retail	Unknown	71	
32	8TH ST	State St to Citrus Ave (both sides)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Restaurants		392	
33	8TH ST	Redlands Blvd to State St (both sides)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Bank		311	
34	9TH ST	Redlands Blvd to State St (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail		99	
35	9TH ST	State St to Citrus Ave (east side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Restaurant	Business turnover	203	
36	9TH ST	State St to Citrus Ave (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Services	Business turnover	250	
37	9TH ST	Redlands Blvd to State St (east side)	30 Minute Parking		Commercial/Restaurant		60	6243
38	9TH ST	501 Citrus Ave	30 Minute Parking		Commercial/Restaurant	Supports business turnover	29	5988
39	AL HARRIS LN	3rd St to Orange St (north side of Al Harris Ln)	90 Minute Parking	10 am to 10 pm	Commercial/Restaurant/Retail	Support Business Turnover	232	
40	BROOKSIDE AVE	Grant St to Eureka St (south side of Brookside Ave)	10 Minute Parking		Commercial/ Services/Post Office	Support post office turnover	262	
41	BROOKSIDE AVE	201 Brookside (Post Office)	Loading Zone		Post Office	Post office unloading	62	
42	CAJON ST	Citrus Ave to Vine St (west side)	2 Hour Parking	8 am to 6 pm	Police Department		176	6545
43	CAJON ST	Olive Ave to Vine St (west side)	2 Hour Parking	8 am to 6 pm	Commercial/Restaurant/Church	Business turnover	455	
44	CAJON ST	Olive Ave to Clark St (east side)	2 Hour Parking		Commercial/Services	Business turnover	601	
45	CAJON ST	Olive Ave to Clark St (west side)	2 Hour Parking		Commercial/Services/Church	Business turnover	393	
46	CAJON ST	Cajon St to La Verne St (south side)	2 Hour Parking		Residential/Commercial/Offices	Business turnover/resident access	180	
47	CAJON ST	Clark St to Fern Ave (NE side)	2 Hour Parking	8 am to 6 pm	Residential/Commercial/Services		460	4676
48	CAJON ST	440, 452, 454 Cajon St	2 Hour Parking	8 am to 6 pm	Commercial/Office/Services	Support business turnover	190	
49	CAJON ST	Vine St to Olive Ave (west side of Cajon St)	2 Hour Parking	8 am to 6 pm	Commercial/Services/Event Venue		361	
50	CAJON ST	Fern Avenue to Clark Street (east side)	2 Hour/Permit Parking		Residential/Commercial/Offices/Services	Business turnover/resident access	606	4676
51	CAJON ST	Cajon St to Nordina St (north side) & 107,109 Fern Ave	2 Hour/Permit Parking		Residential/Multi-Family	Business turnover/resident access	730	4676

52	CAJON ST	312, 314, 316, 318 Cajon St	2 Hour/Permit Parking	Residential		350	4676
53	CAJON ST	Clark St north to 248 Cajon St (west side)	2 Hour/Permit Parking	Residential/Commercial/Services	Supports business turnover		
54	CHURCH ST	SE corner of Church/Citrus	Loading Zone	Public School	School traffic	196	5708
55	CITRUS AVE	Citrus Ave fronting 35 Cajon Street	12 Minute Parking	City Office	Unknown	37	
56	CITRUS AVE	Orange St to 5th St (north side of Citrus Ave)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	241
57	CITRUS AVE	6th St to 8th St (south side of Citrus Ave)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	503
58	CITRUS AVE	6th St to 7th St (north side of Citrus St)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store		251
59	CITRUS AVE	Olive Ave to Redlands Blvd (south side)	2 Hour Parking	8 am to 6 pm	Commercial/Services	Business turnover	182
60	CITRUS AVE	507 Citrus St	2 Hour Parking	8 am to 6 pm	Commercial/Retail	Business turnover	67
61	CITRUS AVE	9th St to Redlands Blvd (south side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurant	Business turnover	172
62	CITRUS AVE	8th St to 9th St (north side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Services	Business turnover	263
63	CITRUS AVE	5th St to 6th St (north side of Citrus Ave)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	205
64	CITRUS AVE	1 N 5th St (on Citrus Ave)	20 Minute Parking/Freight	7 am to 6pm	Commercial/Retail Store	Freight Deliveries	39
65	CITRUS AVE	502 Citrus Ave	30 Minute Parking		Commercial/Restaurant	Supports business turnover	25
66	CITRUS AVE	Redlands High School	Loading Zone		Public School	School traffic	243
67	CLARK ST	4th St to Cajon St	2 Hour/Permit Parking		Residential/Commercial/Services		645
68	CLARK ST	Eureka St to 4th St	2 Hour/Permit Parking	7 am to 6 pm	Residential, Single Family/Church	Unknown	494
69	CLARK ST	Cajon St to Nordina St (both sides)	2 Hour/Permit Parking	7 am to 6 pm	Residential/Commercial/Services	Business turnover/Residential access	640
70	CLIFTON CT	Kingsbury Elementary School	Loading Zone		Public School	School traffic	61
71	CLIFTON CT	Kingsbury Elementary School	Loading Zone		Public School	School traffic	29
72	COLTON AVE	829 Colton Ave	30 Minute Parking		Commercial/Services		34
73	COLTON AVE	Franklin Elementary School	Loading Zone	7 am to 4 pm	Public School	School traffic	183
74	COLUMBIA ST	Sun Ave south to alley	1 Hour Parking	6 am to 8 pm	Residential, Single Family	Business turnover/Residential access	238
75	COLUMBIA ST	Colton Ave north to alley	2 Hour Parking	6 am to 8 pm	Residential, Single Family	Business turnover/Residential access	196
76	CYPRESS AVE	Smiley Elementary School	Loading Zone		Public School	School traffic	92
77	DIVISION ST	Franklin Elementary School	Loading Zone		Public School	School traffic	34
78	EUREKA ST	130 Eureka St	10 Minute Parking		Commercial/Services	Unknown	194
79	EUREKA ST	201 Brookside Ave (Post Office) & 18 Eureka St	10 Minute Parking		Post Office/Residential	Support post office turnover	250
80	EUREKA ST	Clark St to Fern Ave	2 Hour/Permit Parking		Residential, Single Family	Unknown	1380
81	EUREKA ST	Olive St to Clark St	2 Hour/Permit Parking	7 am to 6 pm	Residential, Single Family		1175
82	EUREKA ST	Fern Ave to Home Pl (SW side)	2 Hour/Permit Parking		Residential/Multi-Family	Unknown	579
83	EUREKA ST	Fern Ave to Home Pl (NE side)	2 Hour/Permit Parking		Residential/Multi-Family	Unknown	578
84	EUREKA ST	Smiley Park/Redlands Bowl	3 Hour Parking	8 am to 6 pm	Public Park	Encourage turnover/maximize public access	200
85	FERN AVE	SE corner of Fern/Redlands	2 Hour Parking		Residential/Commercial/Services		213
86	FERN AVE	Eureka St to 4th St & 202 Fern Ave	2 Hour/Permit Parking		Residential, Single Family		725
87	FERN AVE	Terracina Blvd to Bellevue Ave (both sides)	2 Hour/Permit Parking		Residential/Medical	Business turnover/Residential access	2094
88	FERN AVE	680 Redlands Blvd	30 Minute Parking		Retail/Pharmacy	Support business turnover	24
89	FERN AVE	2 West Fern Avenue	Loading Zone		Commercial/Services		168
90	HOME PL	Eureka St to 4th St (both sides)	2 Hour/Permit Parking	7 am to 6 pm	Residential, Single/Multi-Family		608
91	HOME PL	4th St to Cajon St (both sides)	2 Hour/Permit Parking	7 am to 5:30 pm	Residential/Commercial/Services	Business turnover/Residential access	319
92	HOME PL	La Verne SW to Alley (both sides)	2 Hour/Permit Parking	7 am to 6 pm	Residential/Multi-Family	Unknown	139
93	HOME PL	Redlands High School	Loading Zone	School Hrs Only	Residential/Public School	School traffic	395
94	LA VERNE ST	Fern Ave to Home Pl (east side)	2 Hour/Permit Parking		Residential/Multi-Family		680
95	LA VERNE ST	Home Place north to 424 La Verne St (west side)	2 Hour/Permit Parking		Residential/Multi-Family		393
96	LAUREL AVE	Bellevue Ave to Stelle St (north side)	2 Hour/Permit Parking		Residential/Single Family	Hospital traffic/resident access	455
97	LAUREL AVE	Bellevue Ave to Terracina Blvd (south side)	2 Hour/Permit Parking		Resident, Single Family/Medical		1020
98	LUGONIA AVE	1981 Lugonia Ave, SoCal Gas	2 Hour Parking		Agency	Support business turnover	457
99	MICHIGAN ST	McKinley Elementary School	Loading Zone		Public School	School traffic	150
100	MYRTLE ST	222 Olive Ave	2 Hour Parking	8 am to 6 pm	Commercial/Office/Services		48
101	NEW JERSEY ST	North of Redlands Blvd (both sides)	2 Hour Parking		Commercial/Retail/Restaurant	Support business turnover	1110
102	NORDINA ST	Clark St to Fern Ave (both sides)	2 Hour/Permit Parking		Residential/Multi-Family		1280
103	NORDINA ST	Olive St to Clark St (NE side)	2 Hour/Permit Parking	7 am to 6 pm	Residential/Commercial/Services	Business turnover/Residential access	300
104	OLIVE AVE	Citrus Ave south to alley (NW side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Services	Supports business turnover	211
105	OLIVE AVE	124 Olive Avenue	2 Hour Parking	8 am to 6 pm	Commercial/Professional Services	Business turnover	100
106	OLIVE AVE	1 Olive St	3 Minute Parking	7AM-6PM	Church	Unknown	20
107	OLIVE ST	1 Olive St	3 Minute Parking	7AM-6PM	Church	Unknown	20
108	ORANGE ST	Stuart Ave to Al Harris Lane	2 Hour Parking		Commercial/Retail/Restaurants/Train Station		134
109	ORANGE ST	Cajon St to 6th St	2 Hour Parking	8 am to 6 pm	Commercial/Retail/City Office/Parking Lot	Supports business turnover	566
110	ORANGE ST	Redlands Blvd to State St (east side)	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Restaurant	Support business turnover	199
111	ORANGE ST	Pearl Ave to Redlands Blvd (east side)	2 Hour Parking		Commercial/Retail/Restaurant	Support business turnover	931

112	ORANGE ST	South of Al Harris Ln (west side)	2 Hour Parking		Commercial/Shipping Services	Support business turnover	97	
113	ORANGE ST	SW corner of Orange/Colton	24 Minute Parking		Commercial/Retail/Services	Support business turnover	75	
114	ORANGE ST	330 Redlands Blvd	30 Minute Parking		Commercial/Retail/Restaurant	Support business turnover	64	5988
115	ORANGE TREE LN	Between California St & Nevada St	2 Hour Parking		Commercial/Office/Museum	Support business turnover	1072	
116	PACIFIC ST	1438 Pacific St	Loading Zone		Residential, Single Family	Caregiver loading	48	7292
117	PALO ALTO DR	Mariposa Elementary School	Loading Zone	7 am to 4pm	Public School	School traffic	555	6033/30756/7818
118	PENNSYLVANIA AVE	Lugonia Elementary School	2 Hour Parking	7 am to 4pm	Public School	School traffic	212	7441
119	PENNSYLVANIA AVE	Lugonia Elementary School	Loading Zone		Public School	School traffic	50	7441
120	REDLANDS BLVD	5th St to 6th St (south side of Redlands Blvd)	2 Hour Parking	8 am to 6 pm	Commercial/Parking Lot	Supports business turnover	234	
121	REDLANDS BLVD	Orange St to 5th St (south side of Redlands Blvd)	2 Hour Parking	8 am to 6 pm	Commercial/Retail Store	Supports business turnover	252	
122	REDLANDS BLVD	Southeast corner of Redlands Blvd/7th ST	2 Hour Parking	8 am to 6 pm	Commercial/Parking Lot		82	
123	REDLANDS BLVD	301 Redlands Blvd	2 Hour Parking	7 am to 6 pm	Commercial/Services		117	
124	REDLANDS BLVD	8th St to 9th St	2 Hour Parking	7 am to 6 pm	Commercial/Retail	Support business turnover	125	
125	REDLANDS BLVD	Southeast corner of Redlands/6th	2 Hour Parking	8 am to 6 pm	Commercial/Parking Lot	Support business turnover	44	
126	REDLANDS BLVD	118 Orange St	30 Minute Parking	8 am to 6 pm	Commercial/Retail/Restaurant	Support business turnover	19	
127	ROOSEVELT RD	Home Pl to Cypress Ave (both side)	2 Hour/Permit Parking	7 am to 6 pm	Residential/Public School	School traffic/resident access	1271	4676
128	STATE ST	6th St to 7th St (north side of State St)	2 Hour Parking	7 am to 6 pm	Commercial/Retail Store	Supports business turnover	260	
129	STATE ST	6th St to 7th St (south side of State St)	2 Hour Parking	7 am to 6 pm	Commercial/Retail Store	Supports business turnover	332	
130	STATE ST	7th St to 8th St (both sides)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurants	Supports business turnover	238	
131	STATE ST	8th St to 9th St	2 Hour Parking	7 am to 6 pm	Commercial/Retail		258	
132	STATE ST	11th St to Church St (north side)	2 Hour Parking				290	5938
133	STATE ST	8th St to 9th St (south side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Services	Supports business turnover	241	
134	STATE ST	Orange St to 5th St (south side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurant	Support business turnover	191	
135	STATE ST	Orange St to 5th St (north side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurant	Support business turnover	248	
136	STATE ST	5th St to 6th St (south side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurant	Supports business turnover	189	
137	STATE ST	5th St to 6th St (north side)	2 Hour Parking	7 am to 6 pm	Commercial/Retail/Restaurant	Supports business turnover	120	
138	STATE ST	205 State St	30 Minute Parking		Commercial/Retail Store	Supports business turnover	20	
139	STATE ST	218 State St	30 Minute Parking		Commercial/Bank	Supports business turnover	24	
140	STATE ST	16 State St	30 Minute Parking		Commercial/Retail/Restaurant	Support business turnover	27	
141	STATE ST	15 State St	30 Minute Parking		Commercial/Retail/Restaurant	Support business turnover	28	
142	STATE ST	113 State St	30 Minute Parking		Commercial/Retail/Restaurant	Support business turnover	20	
143	STUART AVE	429 Texas St	2 Hour Parking		Commercial/School	Support business turnover/School traffic	82	
144	TERRACINA BLVD	Fern Ave to Smiley Heights Dr (west side)	2 Hour/Permit Parking		Residential/Medical	Business turnover/Residential access	971	5973
145	TERRACINA BLVD	Fern Ave to Cypress Ave (east side)	2 Hour/Permit Parking		Residential/Medical	Business turnover/Residential access	845	6552
146	TEXAS ST	504 Texas St	2 Hour Parking		Commercial/School	Support business turnover/School traffic	75	
147	VINE ST	Cajon St to 6th St	2 Hour Parking	8 am to 6 pm	Commercial/Retail/Restaurant		384	
148	VINE ST	Cajon St to 6th St	2 Hour Parking	8 am to 6 pm	Commercial/Office/ Services/Retail	Supports business turnover	337	
149	VINE ST	Citrus Ave to Vine St (west side of 4th St)	2 Hour Parking	8 am to 6 pm	Commercial/Police Dept		269	
150	VINE ST	Citrus Ave to Vine St (east side of 4th St)	2 Hour Parking	8 am to 6 pm	Commercial/Church/Parking Lot		242	
151	VINE ST	North side of Vine St west of 4th St	2 Hour Parking	8 am to 6 pm	Commercial/Church/Services		100	
152	VINE ST	22 E Vine St	Loading Zone	8 am to 6 pm	Commercial/Restaurant	Deliveries	34	
153	WABASH AVE	Mariposa Elementary School	Loading Zone	7 am to 4pm	Public School	School traffic	176	7818

DISTRIBUTION OF TIME-REGULATED PARKING ZONES

Parking Zone	City Streets with This Parking Zone	Approx. Total Curb Length (ft)	No. of Segments (Occurrences)
3 Hour Parking	2	472	2
2 Hour Parking & 2 Hour/Permit Parking	30	38927	103
1 Hour Parking	2	265	2
90 Minute Parking	2	537	3
30 Minute Parking	10	924	16
24 Minute Parking	1	75	1
20 Minute Parking	1	39	1
12 Minute Parking	3	192	3
10 Minute Parking	3	824	4
3 Minute Parking	2	40	2

ATTACHMENT 5

CHAPTER 2.48

TRAFFIC AND PARKING COMMISSION

SECTION:

2.48.010: Existence

2.48.020: Membership

2.48.022: Forfeiture Of Membership By Absence

2.48.030: Organization And Meetings

2.48.040: Duties

2.48.010: EXISTENCE:

There is established a Traffic and Parking Commission of the City to serve in an advisory capacity to the City Council. (Ord. 2265 § 1, 1994)

2.48.020: MEMBERSHIP:

The Traffic and Parking Commission shall consist of five (5) members. Four (4) of its members shall be appointed by the Mayor with the approval of the City Council. Each member shall serve for a four (4) year staggered term and until his or her successor is appointed. No person shall serve more than two (2) consecutive terms unless appointed to an additional term by a four-fifths (4/5) vote of the City Council. Vacancies on the commission shall be filled by appointment by the Mayor with the approval of the City Council for the unexpired portion of the term. Appointments made to fill an unexpired term will constitute a full term if more than one-half (1/2) of a term remains. For example, if a term is four (4) years and an appointment for an unexpired term is for two (2) years or more, this appointment constitutes a full term. The members of the commission shall serve without compensation, shall each be a resident of the City, with the exception of the student member, and neither a member of any other standing committee, board or commission of the City nor an employee thereof. The Council may remove any member of the commission at any time, without cause, by a majority vote. Three (3) members of the commission shall constitute a quorum.

The City Council shall also appoint one (1) student member as a full voting member of the commission from a sophomore or junior class of a Redlands high school for a term of one (1) year, beginning January 1 and ending December 31.

The Sergeant of the Traffic Division of the Redlands Police Department and a representative of the Municipal Utilities and Engineering Department shall be ex officio advisory members of the commission. (Ord. 2995 § 8, 2025; Ord. 2757, 2011)

2.48.022: FORFEITURE OF MEMBERSHIP BY ABSENCE:

Any member of the commission who absents himself or herself from any three (3) consecutive regular meetings of the commission, unless excused from such absence by consent of the commission expressed by action recorded in its minutes, shall thereby automatically forfeit his or her position as a member of the commission immediately after adjournment of any such third consecutive meeting at which such member has not appeared. The Chairperson or Secretary of the commission shall thereupon, within three (3) business days, notify in writing the City Council, and any such person so ceasing to be a member of the commission, of such fact; whereupon the vacancy so created shall be filled by appointment pursuant to section 2.48.020 of this chapter. (Ord. 2853, 2017)

2.48.030: ORGANIZATION AND MEETINGS:

The commission shall meet quarterly in the months established by separate resolution of the City Council, which resolution may be amended from time to time; and elect a Chairman for one (1) year and other officers as it may deem advisable. The commission shall make necessary rules and regulations as are necessary to fulfill its obligations and duties. (Ord. 2995 § 9, 2025; Ord. 2265 § 1, 1994)

2.48.040: DUTIES:

A. It shall be the duty of the Traffic and Parking Commission to advise the City Engineer, Planning Commission, City Manager, and City Council, and to generally serve as a liaison between the general public and the City Council regarding traffic matters, including:

1. Receiving complaints relating to motorized and non-motorized traffic and parking matters and the enforcement of traffic regulations within public rights-of-way and parking facilities and to recommend ways and means of improving traffic conditions;
2. Reviewing and providing input for traffic reports, studies, and analyses prepared by City staff and consultants related to city-initiated public pedestrian, motorized and non-motorized transportation, and parking projects not subject to Planning Commission review;
3. Reviewing and making recommendations on city-initiated master plans, projects, and programs related to pedestrian,

motorized, non-motorized, and mass transit facilities not subject to Planning Commission review; and

4. Advising the City Council with respect to on-street and public off-street parking, posting of speed limits, traffic calming alternatives, bicycle and pedestrian facilities, and traffic circulation.

B. The commission shall keep records of all of its acts and proceedings and shall submit all of its recommendations to the City Council and to the City Manager. (Ord. 2974 § 1, 2025: Ord. 2265 § 1, 1994)



City of
REDLANDS
Incorporated 1888
Municipal Utilities & Engineering Department

MONICA HEREDIA
Director

MEMORANDUM

TO: Traffic and Parking Commission

FROM: Johana Silva, Associate Engineer

DATE: August 21, 2026

SUBJECT: Traffic and Parking Request Updates

BACKGROUND

The Municipal Utilities and Engineering Department regularly receives requests from residents and members of the public regarding traffic control, parking, vehicle speeds, pedestrian safety, and other transportation-related concerns.

Staff evaluates each request based on the conditions specific to the location. Depending on the type of request, the evaluation may include field observations, traffic volume and speed data, collision history, sight distance, roadway characteristics, pedestrian and bicycle activity, and applicable engineering standards and criteria.

This report provides the Traffic and Parking Commission with an update on recently evaluated requests, the results of completed evaluations, actions taken by staff, and the status of studies that remain in progress.

ANALYSIS

STOP Control Evaluations

Staff evaluated one request for minor-road STOP control and eight requests for all-way STOP control. The evaluations were completed using the applicable criteria in the 2026 California Manual on Uniform Traffic Control Devices (CA MUTCD). The individual analyses are included as attachments to this report.

Mills Street and Lakeside Avenue – Minor-Road STOP Control

Staff received a request to install STOP control at the currently uncontrolled intersection of Mills Street and Lakeside Avenue.

Staff evaluated the intersection for minor-road STOP control using the applicable CA MUTCD criteria. Based on the results of the engineering evaluation, installation of minor-road STOP



control is not supported at this time. The completed analysis is included as an attachment to this report.

All-Way STOP Control Requests

Staff evaluated requests for all-way STOP control at the following intersections:

- Garden Street and Hilton Avenue
- Brockton Avenue and Ohio Street
- Union Avenue and Clay Street
- Sun Avenue and Ohio Street
- Union Avenue and Columbia Street
- Sun Avenue and Calhoun Street
- Brockton Avenue and Calhoun Street
- Brockton Avenue and Lincoln Street

Each intersection was evaluated individually using the applicable all-way STOP control warrants in the 2026 CA MUTCD. The evaluations considered applicable factors including traffic volumes, collision history, sight distance, roadway characteristics, pedestrian and bicycle activity, and other conditions specific to each intersection.

Based on the results of the engineering evaluations, installation of all-way STOP control is not supported at these locations at this time. The individual analyses are included as attachments to this report.

Completed Traffic and Parking Actions

Eureka Street and Colton Avenue – Traffic Signal Operations

Staff received a request regarding traffic operations at the intersection of Eureka Street and Colton Avenue. The resident reported that during peak hours, only a few vehicles were able to complete the left turn from westbound Colton Avenue onto southbound Eureka Street during each signal cycle, resulting in queues on Colton Avenue.

Staff reviewed the signal timing and increased the green time for the turning movement to help improve traffic flow and reduce queuing. Staff will continue to monitor the intersection and make additional signal timing adjustments if necessary.

East Redlands Boulevard and East Cypress Avenue – Red Curb Request

Staff received a request to paint the curb red on the south side of East Redlands Boulevard, west of East Cypress Avenue, to improve visibility at the intersection.

Staff reviewed the request and issued a work order to install approximately 20 feet of red curb immediately west of the intersection to restrict parking and improve visibility.

Ongoing Traffic Studies

Kimberly Elementary School – Traffic and Pedestrian Safety Study

Staff received a request to evaluate traffic and pedestrian conditions surrounding Kimberly Elementary School. Concerns identified in the request include traffic congestion during student drop-off and pick-up periods, parking conditions, and safe walking routes for students.

The evaluation was placed on hold during summer break so that traffic and pedestrian activity could be observed under normal school-day conditions. School resumed on August 13, 2026, and staff will now begin the evaluation, including field observations of traffic, parking, and pedestrian activity during school arrival and dismissal periods.

San Bernardino Avenue at Redlands Sports Park – Speed and Pedestrian Study

Staff received a request to evaluate vehicle speeds and the need for a pedestrian crossing on San Bernardino Avenue near the Redlands Sports Park. The request identified concerns with vehicle speeds and children crossing San Bernardino Avenue to access the soccer fields.

Staff collected speed data on San Bernardino Avenue near Dearborn Street. The roadway has a posted speed limit of 40 mph. The speed studies recorded 85th-percentile speeds of 39 mph and 45 mph in the two directions of travel. Based on the data collected, staff did not identify a significant speeding concern.

Staff also conducted pedestrian and bicycle counts in June 2026. The observations showed minimal pedestrian activity in the area at the time of the counts. However, the counts were conducted when soccer activities at the Sports Park were limited.

Fall soccer practices are expected to be fully underway in mid to late August, with increased field use from approximately 4:30 p.m. to 8:00 p.m., Monday through Thursday. Saturday games are scheduled to begin September 12, with games occurring throughout the day.

Staff will conduct additional pedestrian observations during periods of higher soccer activity to better evaluate pedestrian crossing demand and determine whether a pedestrian crossing treatment is warranted on San Bernardino Avenue.

Thank you,

Johana Silva

Associate Engineer

jsilva@cityofredlands.org

(909) 798-7584 x7



Attachments:

1. Mills Street and Lakeside Avenue – Minor-Road STOP Control Analysis
2. Garden Street and Hilton Avenue – All-Way STOP Control Analysis
3. Brockton Avenue and Ohio Street – All-Way STOP Control Analysis
4. Union Avenue and Clay Street – All-Way STOP Control Analysis
5. Sun Avenue and Ohio Street – All-Way STOP Control Analysis
6. Union Avenue and Columbia Street – All-Way STOP Control Analysis
7. Sun Avenue and Calhoun Street – All-Way STOP Control Analysis
8. Brockton Avenue and Calhoun Street – All-Way STOP Control Analysis
9. Brockton Avenue and Lincoln Street – All-Way STOP Control Analysis
10. Redlands Boulevard and Cypress Avenue – Location Map of Requested Red Curb
11. San Bernardino Avenue – Speed Data Analysis
12. San Bernardino Avenue – Pedestrian and Bicycle Counts

ATTACHMENT 1

Minor Street Stop Control Engineering Study CA MUTCD 2026 Edition. Section 2B.11

Location: Mills Avenue at Lakeside Avenue
 Stop Control: STOP signs on Mills Avenue (currently uncontrolled)
 Date of Analysis: August-11-2026

Posted Speed Limit = 25 MPH

Condition	2026 CA MUTCD §2B.11 Consideration	Site Evaluation	Result	Source / Basis
A	A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street.	No restricted view exists on the Mills Avenue approaches that would require drivers to stop to adequately observe conflicting traffic on Lakeside Avenue.	NO	Field review / Sight Distance Triangle exhibit
B	Crash records indicate that: <u>Four-leg intersection</u> : 3 or more reported crashes in a 12-month period, or 6 or more reported crashes in a 36-month period. <u>Three-leg intersection</u> : 3 or more reported crashes in a 12-month period, or 5 or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road STOP control.	No qualifying crash history supporting minor-road STOP control.	NO	Traffic Collision History
C	The intersection is between a lower functional classification road and a higher functional classification road.	Mills Avenue and Lakeside Avenue are both classified as Local Roads.	NO	City of Redlands General Plan 2035, Figure 5-5 – Roadway Classification
D	Conditions that previously supported all-way STOP control no longer exist.	Not applicable. The intersection is currently uncontrolled and the request is for new minor-road STOP control on Mills Avenue.	NO	Existing intersection control

Conclusion:

None of the applicable conditions identified in CA MUTCD 2026 Section 2B.11 are present at Mills Avenue and Lakeside Avenue. Minor-road STOP control on Mills Avenue is therefore not supported by the Section 2B.11 considerations.

ATTACHMENT 2

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Brockton Avenue at Ohio Street
Date: July 1, 2026

Speed Limit = 30 MPH Brockton Ave
25 MPH Ohio St

8-Hour Traffic Volume Analysis							
Hour	Major: Brockton Avenue (vel/hr)			Minor: Ohio Street (veh/hr)			Combined Totals
	West	East	Totals	North	South	Totals	
1 (midnight)	7	6	13	0	0	0	13
2	4	9	13	0	0	0	13
3	1	5	6	0	0	0	6
4	4	11	15	0	2	2	17
5	11	11	22	1	1	2	24
6	10	14	24	0	2	2	26
7	26	32	58	4	0	4	62
8	59	40	99	11	4	15	114
9	71	61	132	14	8	22	154
10	65	50	115	13	4	17	132
11	65	54	119	7	14	21	140
12	69	67	136	20	4	24	160
13	71	78	149	16	10	26	175
14	80	73	153	17	5	22	175
15	54	100	154	21	4	25	179
16	76	120	196	19	6	25	221
17	75	185	260	17	10	27	287
18	68	199	267	26	10	36	303
19	69	122	191	19	7	26	217
20	54	83	137	18	3	21	158
21	42	69	111	13	5	18	129
22	34	39	73	11	5	16	89
23	20	25	45	11	1	12	57
24	7	11	18	5	1	6	24

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM to 6 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 3

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Garden Street and Hilton Avenue
Date: June 24, 2026

Speed Limit = 35 MPH
25 MPH

Garden St
Hilton Ave

8-Hour Traffic Volume Analysis							
Hour	Major: Garden Street (veh/hr)			Minor: Hilton Avenue (veh/hr)			Combined Totals
	North	South	Totals	West	East	Totals	
1 (midnight)	2	4	6	0	0	0	6
2	0	3	3	0	0	0	3
3	0	0	0	0	1	1	1
4	0	1	1	0	0	0	1
5	4	3	7	2	0	2	9
6	10	5	15	5	5	10	25
7	31	20	51	9	2	11	62
8	79	52	131	10	13	23	154
9	147	71	218	11	11	22	240
10	106	70	176	11	9	20	196
11	85	81	166	15	6	21	187
12	99	81	180	7	9	16	196
13	96	88	184	19	12	31	215
14	85	86	171	12	7	19	190
15	84	110	194	10	11	21	215
16	85	117	202	8	9	17	219
17	87	126	213	15	9	24	237
18	111	143	254	11	8	19	273
19	62	103	165	11	12	23	188
20	47	62	109	10	7	17	126
21	26	66	92	7	8	15	107
22	27	52	79	3	4	7	86
23	11	23	34	3	3	6	40
24	8	5	13	2	0	2	15

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>9 AM, 10 AM, 12 PM, 1 PM, 2 PM to 5 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 4

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Union Avenue and Clay Street
Date: July 1, 2026

Speed Limit = 25 MPH

8-Hour Traffic Volume Analysis							
Hour	Major: Union Avenue (veh/hr)			Minor: Clay Street (veh/hr)			Combined Totals
	East	West	Totals	South	North	Totals	
1 (midnight)	2	3	5	5	3	8	13
2	1	0	1	1	2	3	4
3	0	3	3	1	0	1	4
4	1	5	6	0	0	0	6
5	1	3	4	0	0	0	4
6	2	12	14	2	2	4	18
7	8	15	23	4	4	8	31
8	10	19	29	2	8	10	39
9	9	7	16	7	7	14	30
10	7	14	21	3	9	12	33
11	7	19	26	4	8	12	38
12	15	14	29	10	14	24	53
13	18	16	34	12	11	23	57
14	15	13	28	6	16	22	50
15	15	25	40	11	16	27	67
16	19	30	49	14	11	25	74
17	8	20	28	5	13	18	46
18	4	20	24	5	11	16	40
19	9	17	26	13	16	29	55
20	8	17	25	6	14	20	45
21	8	17	25	9	11	20	45
22	11	10	21	11	8	19	40
23	6	8	14	3	6	9	23
24	2	3	5	0	1	1	6

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM to 4 PM, 6 PM, 7 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 5

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Ohio Street and Sun Avenue
Date: July 9, 2026

Speed Limit = 25 MPH

8-Hour Traffic Volume Analysis							
Hour	Major: Sun Avenue (veh/hr)			Minor: Ohio Street (veh/hr)			Combined Totals
	East	West	Totals	North	South	Totals	
1 (midnight)	2	0	2	4	0	4	6
2	3	2	5	1	1	2	7
3	0	4	4	3	3	6	10
4	1	2	3	0	0	0	3
5	1	6	7	1	2	3	10
6	2	10	12	2	1	3	15
7	10	9	19	5	1	6	25
8	11	11	22	9	8	17	39
9	16	17	33	9	1	10	43
10	15	27	42	10	7	17	59
11	16	18	34	10	2	12	46
12	20	23	43	18	9	27	70
13	18	32	50	12	11	23	73
14	19	28	47	22	7	29	76
15	14	31	45	10	5	15	60
16	23	27	50	16	8	24	74
17	21	29	50	14	10	24	74
18	16	30	46	27	10	37	83
19	25	29	54	12	15	27	81
20	16	26	42	23	4	27	69
21	19	14	33	11	2	13	46
22	16	9	25	11	3	14	39
23	11	7	18	9	5	14	32
24	6	7	13	3	2	5	18

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM to 1 PM, 3 PM to 7 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 6

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Union Avenue and Columbia Street
Date: July 9, 2026

Speed Limit = 25 MPH

8-Hour Traffic Volume Analysis							
Hour	Major: Union Avenue (veh/hr)			Minor: Columbia Street (veh/hr)			Combined Totals
	East	West	Totals	North	South	Totals	
1 (midnight)	1	1	2	4	0	4	6
2	0	1	1	1	1	2	3
3	0	1	1	3	3	6	7
4	0	0	0	0	0	0	0
5	4	2	6	1	2	3	9
6	5	7	12	2	1	3	15
7	3	7	10	5	1	6	16
8	11	5	16	9	8	17	33
9	10	13	23	9	1	10	33
10	7	8	15	10	7	17	32
11	8	6	14	10	2	12	26
12	6	8	14	18	9	27	41
13	11	8	19	12	11	23	42
14	6	9	15	22	7	29	44
15	6	13	19	10	5	15	34
16	12	13	25	16	8	24	49
17	5	27	32	14	10	24	56
18	11	19	30	27	10	37	67
19	12	14	26	12	15	27	53
20	13	10	23	23	4	27	50
21	9	6	15	11	2	13	28
22	4	5	9	11	3	14	23
23	2	2	4	9	5	14	18
24	3	3	6	3	2	5	11

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM to 1 PM, 3 PM to 7 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 7

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Sun Avenue and Calhoun Street
Date: July 14, 2026

Speed Limit = 25 MPH

8-Hour Traffic Volume Analysis							
Hour	Major: Sun Avenue (veh/hr)			Minor: Calhoun Street (veh/hr)			Combined Totals
	East	West	Totals	North	South	Totals	
1 (midnight)	1	4	5	1	2	3	8
2	1	0	1	2	2	4	5
3	1	0	1	0	0	0	1
4	1	1	2	0	0	0	2
5	0	0	0	0	0	0	0
6	7	4	11	1	6	7	18
7	9	3	12	1	3	4	16
8	12	4	16	3	9	12	28
9	16	9	25	5	7	12	37
10	15	3	18	5	1	6	24
11	15	13	28	11	2	13	41
12	14	9	23	8	7	15	38
13	17	7	24	10	7	17	41
14	15	17	32	11	4	15	47
15	19	20	39	8	7	15	54
16	13	18	31	11	7	18	49
17	16	17	33	14	7	21	54
18	16	33	49	11	11	22	71
19	13	15	28	4	6	10	38
20	21	18	39	6	1	7	46
21	11	17	28	16	4	20	48
22	11	10	21	14	11	25	46
23	3	9	12	3	10	13	25
24	6	0	6	0	0	0	6

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>8 AM, 9 AM, 11 AM, 12 PM, 2 PM to 5 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 8

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Brockton Avenue and Calhoun Street
 Date: July 15, 2026

Speed Limit = 25 MPH
 30 MPH

Calhoun St
 Brockton Ave

8-Hour Traffic Volume Analysis							
Hour	Major: Brockton Avenue (vel/hr)			Minor: Calhoun Street (veh/hr)			Combined Totals
	East	West	Totals	North	South	Totals	
1 (midnight)	7	11	18	1	1	2	20
2	3	4	7	0	1	1	8
3	2	3	5	0	0	0	5
4	4	2	6	4	2	6	12
5	6	4	10	0	1	1	11
6	19	15	34	1	5	6	40
7	31	22	53	2	4	6	59
8	56	34	90	4	7	11	101
9	67	35	102	4	7	11	113
10	40	67	107	9	5	14	121
11	51	59	110	0	8	8	118
12	56	61	117	5	1	6	123
13	67	60	127	5	5	10	137
14	50	71	121	3	10	13	134
15	61	65	126	4	1	5	131
16	46	105	151	2	1	3	154
17	52	134	186	7	5	12	198
18	68	132	200	9	4	13	213
19	63	74	137	11	3	14	151
20	47	54	101	4	5	9	110
21	38	55	93	3	1	4	97
22	25	35	60	3	3	6	66
23	19	18	37	0	0	0	37
24	11	14	25	2	1	3	28

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM to 6 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 9

All-Way Stop Control Engineering Study
CA MUTCD 2026 Edition. Sections 2B.12 through 2B.17

Location: Brockton Ave and Lincoln St
 Date: July 24, 2026

Speed Limit = 25 MPH
 30 MPH

Lincoln St
 Brockton Ave

8-Hour Traffic Volume Analysis							
Hour	Major: Brockton Avenue (veh/hr)			Minor: Lincoln Street (veh/hr)			Combined Totals
	East	West	Totals	South	North	Totals	
1 (midnight)	9	3	12	6	4	10	22
2	6	4	10	0	1	1	11
3	1	6	7	1	0	1	8
4	4	6	10	2	1	3	13
5	6	17	23	1	0	1	24
6	7	27	34	11	2	13	47
7	21	47	68	6	5	11	79
8	24	84	108	21	8	29	137
9	28	85	113	24	16	40	153
10	29	68	97	22	11	33	130
11	50	71	121	22	17	39	160
12	38	79	117	24	11	35	152
13	42	77	119	24	16	40	159
14	47	76	123	27	26	53	176
15	41	82	123	13	18	31	154
16	50	72	122	24	15	39	161
17	56	68	124	26	20	46	170
18	65	82	147	24	22	46	193
19	69	67	136	26	17	43	179
20	37	61	98	20	23	43	141
21	43	62	105	19	15	34	139
22	41	36	77	8	11	19	96
23	20	27	47	7	10	17	64
24	15	17	32	3	6	9	41

Warrant D: 8-Hour Volume Analysis (CA MUTCD §2B.16)

Requirement	Threshold	Observed	Result
<i>Qualifying 8 Hours</i>		<i>11 AM, 12 PM to 6 PM</i>	
A. Major street approaches – each of any 8 hours	≥ 300 units/hr	Each qualifying hour ≥ 300	NOT MET
B. Minor street approaches – each of same 8 hours	≥ 200 units/hr	Each corresponding hour ≥ 200	NOT MET
85th percentile speed adjustment	If 85th percentile speed > 40 mph (major street), thresholds reduce to 210/140 units/hr.	N/A – Full thresholds met	N/A
Warrant D Result	Items A and B must both be satisfied OR 85th percentile speed adjustment		NOT MET

Other All-Way Stop Control Warrants

Warrant	CA MUTCD	Summary	Result	Notes
A - Crash Experience	§2B.13	3-leg: 5+ correctable crashes/12 months or 6+/36 months 4-leg: 4+ correctable crashes/12 months or 5+/36 months	NOT MET	
B - Sight Distance	§2B.14	Inadequate sight distance from existing STOP-controlled minor approach	NOT MET	
C – Transition	§2B.15	Interim control pending signal or circular-intersection yield control	N/A	
D – 8-Hour Volume	§2B.16	300 units/hr major and 200 units/hr minor for each of same 8 hours	NOT MET	
E – Other Factors	§2B.17	A. Need to control left-turn conflicts; B. Two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve operations; C. Pedestrian and/or bicyclist movements support all-way stop control.	NOT MET	

ATTACHMENT 10



LOCATION MAP
REDLANDS BLVD AT CYPRESS AVENUE
NO PARKING ZONE

ATTACHMENT 11

City of REDLANDS

MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT TRAFFIC ANALYSIS

SPEED DATA ANALYSIS

Location



San Bernardino Ave at
Dearborn St
Latitude: 34.077249
Longitude: -117.147200

Analysis Time Period



Start	End
7/27/2026 3:40 PM	8/4/2026 9:35 AM



Speed Limit



40

Vehicles Analyzed



7,556

Average Speed



36

10 MPH Pace Speed



31-40

85th Percentile Speed



39

City of REDLANDS

MUNICIPAL UTILITIES AND ENGINEERING DEPARTMENT TRAFFIC ANALYSIS

SPEED DATA ANALYSIS

Location



San Bernardino Ave at
Dearborn St
Latitude: 34.077459
Longitude: -117.146917

Analysis Time Period



Start	End
7/27/2026 3:52 PM	8/2/2026 11:17 AM



Speed Limit



40

Average Speed



40

85th Percentile Speed



45

Vehicles Analyzed



5,883

10 MPH Pace Speed



37-46

ATTACHMENT 12

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 Bryan Acellano

Date 23 6 2026
DAY MONTH YEAR

GPS Reference
LAT 34.0772678 LON -117.1478877

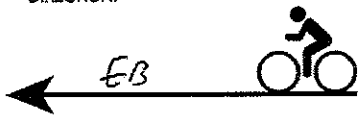
Count Period 2 :00 ^{AM} 3 :00 ^{AM}
START END

Location E San Bernardino Ave
West & East bound STREET PATH

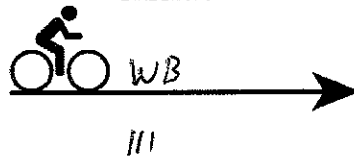
Weather ☐ COLD ☒ WARM ☐ HOT
☒ FAIR ☐ WINDY ☐ RAIN

Bicyclists

DIRECTION:



DIRECTION:



0
TOTAL

3
TOTAL

Street Crossing:

Child:

TOTAL

TOTAL

On Path/Sidewalk:

On Street:

///
TOTAL

TOTAL

Wrong Way:

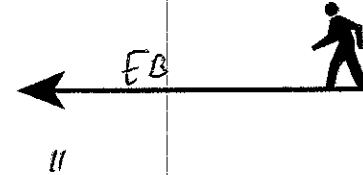
Other:

TOTAL

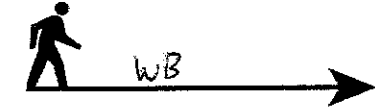
TOTAL

Pedestrians

DIRECTION:



DIRECTION:



2
TOTAL

0
TOTAL

Street Crossing:

Child:

TOTAL

TOTAL

Walking:

Dog-Walker:

///
TOTAL

TOTAL

Running/Jogging:

With Stroller:

TOTAL

TOTAL

Wheelchair/Special Needs:

Other:

TOTAL

TOTAL

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

Bryan Arellano



Date

25 6 2026
DAY MONTH YEAR



GPS Reference

34.0773253 -117.1480050
LAT LON



Count Period

8 :00 AM 9 :00 AM
START END



Location E San Bernardino Ave
West & East bound STREET PATH



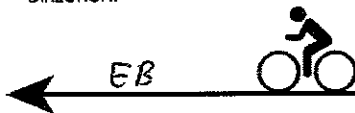
Weather

☐ COLD ☐ WARM ☐ HOT
☒ FAIR ☐ WINDY ☐ RAIN



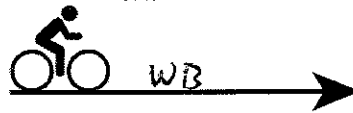
Bicyclists

DIRECTION:



1

DIRECTION:



///

1
TOTAL

4
TOTAL

Street Crossing:

///
TOTAL

Child:

1
TOTAL

On Path/Sidewalk:

///
TOTAL

On Street:

///
TOTAL

Wrong Way:

TOTAL

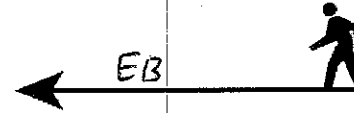
Other:

TOTAL



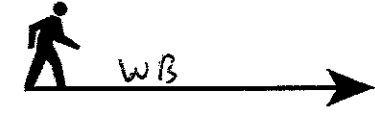
Pedestrians

DIRECTION:



11

DIRECTION:



///

2
TOTAL

4
TOTAL

Street Crossing:

11
TOTAL

Child:

1
TOTAL

Walking:

///
TOTAL

Dog-Walker:

1
TOTAL

Running/Jogging:

1
TOTAL

With Stroller:

TOTAL

Wheelchair/Special Needs:

TOTAL

Other:

TOTAL

Observations:

Work Order Status as of August 12, 2026

Traffic and Parking Commission Approved Items Work Order Status

Item	Traffic and Parking Commission Meeting	Description of Request	City Council Meeting	Approved by City Council	Work Order Status
1	2/26/2026	Install stop control on Ford St at Garden Hill Drive	5/19/2026	Yes	Complete

Status of Work Orders Approved by Staff

Item	Description of Request	Work Order Issued	Work Status
1	Install KEEP CLEAR pavement marking on Lugonia Ave at Clay St	6/1/2026	Complete
2	Paint 20 feet of red curb on Redlands Blvd at Cypress Ave	7/27/2026	Complete
3	Paint 7.5 feet of red curb on Crafton Ct	8/10/2026	Complete
4	Paint 20 feet of red curb adjacent to crosswalks on Citrus St between 7th St and 9th St	8/10/2026	In Progress
5	Install ONE WAY sign on Redlands Blvd south of Cypress St	8/12/2026	In Progress