

CHAPTER 5: TRANSPORTATION AND CIRCULATION

5.0. INTRODUCTION

This Chapter describes the Transit Villages Specific Plan strategy for creating multi-modal streets that accommodate a variety of users, including pedestrians, cyclists, transit riders, and motorists. It describes improvements that will make connections to the three transit stations and between various destinations within and around the Plan area – Downtown, Esri, the University of Redlands, Sylvan Park, Smiley Park safe – convenient, safe, and enjoyable for all users.

This Transportation and Circulation Chapter is comprised of the following sections:

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A downtown street with on-street parking and active sidewalks.



A bike rider unloading his bike from a bus.



An sidewalk activated with storefronts and sidewalk dining.



A dedicated bike lane separated from traffic with a planter.

5. TRANSPORTATION AND CIRCULATION

5.1. TRANSPORTATION OBJECTIVES

Capitalizing on the coming Redlands passenger rail system, the Redlands Transit Villages Specific Plan provides a framework for the development of a walkable, mixed-use environment that connects people to trains at the New York/Esri, Downtown, and University Street stations. A key component of this framework is a network of complete, multi-modal streets that provide a positive environment for all users, including pedestrians, cyclists, transit patrons, and motorists; generate a unique sense of place; calm traffic in pedestrian-oriented areas; maintain vehicular flow capacity; and accommodates emergency vehicles. The principal characteristics of this kind of network are:

- Interconnected streets that enable a variety of alternative paths of movement between destinations.
- A diversity of individual thoroughfare types, each designed according to the adjacent building intensities and uses and each with its own unique character.
- Short block lengths and strategically located street offsets to calm traffic without the need for post-construction interventions (such as speed bumps). Offset blocks also provide an opportunity to introduce buildings on parcels that occupy the terminus of the offset, enhancing the overall sense of place.
- Streets that accommodate two-way traffic and on-street parking to facilitate navigation, provide convenient parking in front of stores and residences, reduce the amount of required off-street parking, and calm traffic speeds.
- Narrow lane widths, tight curb radii, and short street crossings to calm traffic and provide a more comfortable and safe environment for pedestrians, cyclists, and automobiles.
- Ample sidewalks, street trees, and generous streetscapes that provide shady, comfortable, and inviting places for pedestrians to walk, while defining the Village's unique and memorable sense of place.

- Lighting that generates an inviting and safe environment for pedestrians, cyclists, and commerce.
- Convenient access to the train stations, whether by foot, bicycle, scooter, bus, car, or transit network companies such as Uber and Lyft.

5.2. TRANSPORTATION AND CIRCULATION IMPROVEMENTS

Based on robust input from stakeholders, the community, City staff, and City review bodies, the following transportation improvements have been identified for each station area:

A. New York Street/Esri Station.

- Transform New York Street north of the New York Street/Esri Station into a gateway into a new transit-oriented residential neighborhood and/or office district.
- Provide east-west bicycle connectivity by introducing bike lanes along Redlands Boulevard, Colton Avenue, and completing the Orange Blossom Trail through Downtown.
- Provide north-south bicycle connectivity by accommodating bicycles along New York Street and Texas Street.
- As large blocks redevelop, introduce new streets to generate walkable blocks in keeping with Redlands traditional street and block pattern.
- Improve pedestrian connectivity by introducing pedestrian safety improvements, including introducing a crosswalk at the intersection of Redlands Boulevard and New York Street, upgrading existing crosswalks, and introducing pedestrian bulb-outs at key intersections (See Section 5.3).



An arterial street with two lanes in each direction, a center median, and on-street parking



A mixed-use street with parallel parking along both sides.



A boulevard with a landscaped median down its center.



Lively sidewalk with outdoor dining.

B. Downtown Station.

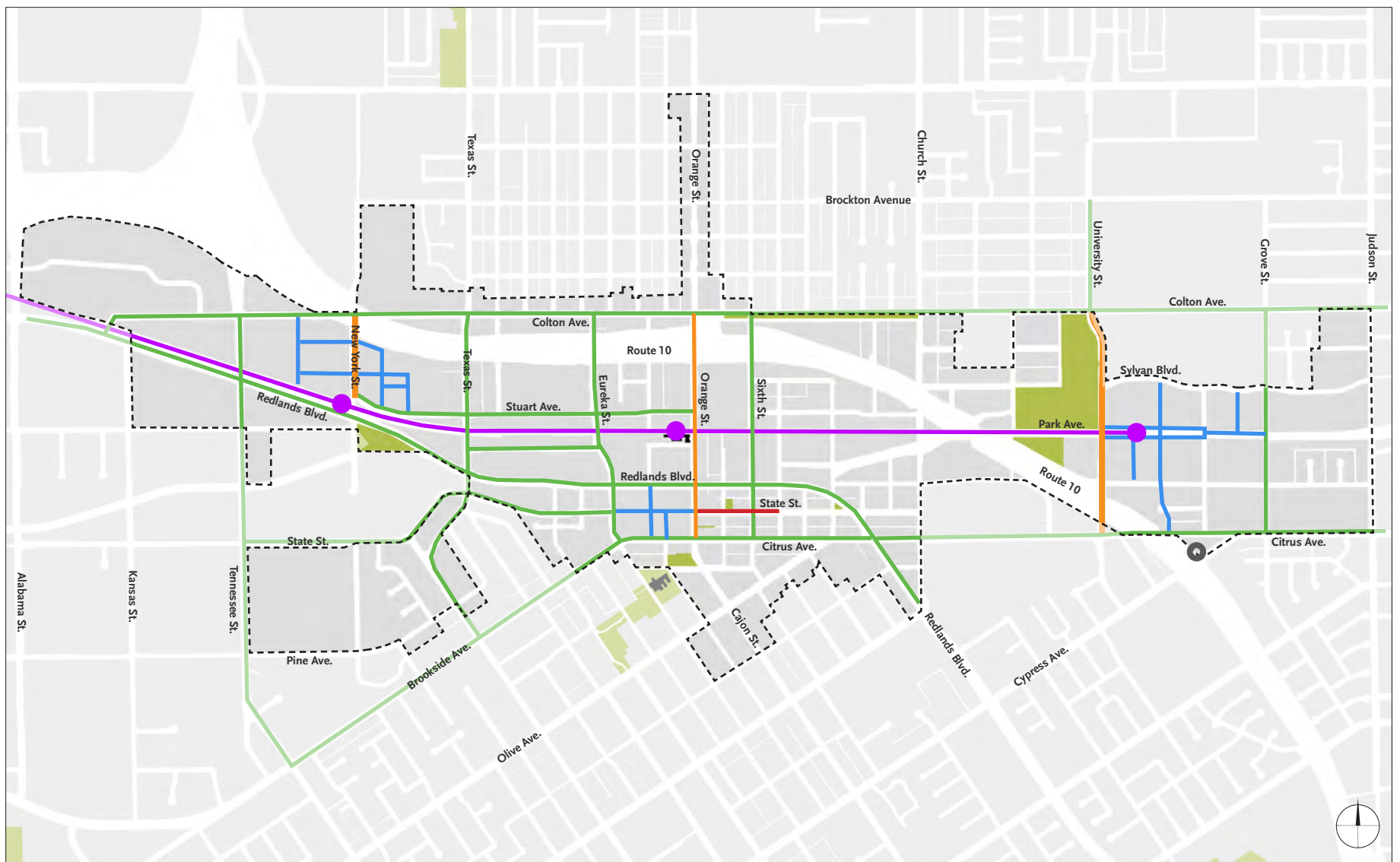
- Transform Orange Street into a gateway street into Downtown by introducing a landscaped median down its center. Also consider reducing the number of vehicular travel lanes from two in each direction to one, and introducing buffered bike lanes.
- Restore the historic street network on the existing Redlands Mall site by reintroducing State Street and Third into and through the site.
- In conjunction with the introduction of streets within the Redlands Mall site, turn State Street between Orange Street and Seventh Street into a two-way street to provide more efficient circulation and facilitate access to businesses along the entire length of State Street.
- Work with the owner of the Studio Movie Grill Theater to detail the parking aisle along the Shoppers Lane alignment between Third Street and Eureka Street as a street with sidewalks and street trees in order to provide a more formal, urban connection between Eureka Street, future development that occurs west of Eureka Street, and the Downtown Station.
- Provide east-west bicycle connectivity by introducing bike lanes along Redlands Boulevard, Colton Avenue, and completing the Orange Blossom Trail through Downtown.
- Provide north-south bicycle connectivity by introducing bike lanes along Orange Street, or if Orange Street retains two vehicular lanes in each direction, along Sixth Street and along Eureka Street.
- As large blocks redevelop, introduce new streets to generate walkable blocks in keeping with Redlands traditional street and block pattern.
- Improve pedestrian connectivity by introducing upgraded crosswalks, introducing pedestrian bulb-outs at key intersections (designed in conjunction with bike lanes, where present), and introducing improved lighting in the underpasses (see Section 5.3).

- Reroute existing bus transit so it provides direct access to trains arriving and departing from the Downtown Station (see Section 5.5).
- Introduce a traffic signal at the intersection of Orange Street and Shoppers Lane to enable convenient and safe pedestrian access to the Downtown Station, and depending on the bus routing, enable buses to turn left onto or off of Orange Street.
- Preserve the Third Street right-of-way across the railroad tracks as a pedestrian crossing – see Chapter 7 (Public Realm).

C. University Station.

- Transform University Street into a gateway to the University of Redlands.
- Introduce new streets that generate an interconnected network of walkable blocks.
- Improve east-west bicycle connectivity by completing the Orange Blossom Trail.
- Improve north-south bicycle connectivity by introducing bike lanes along University Street and designating Grove Street a bike route.
- Improve pedestrian connectivity by introducing new and/or upgrading existing crosswalks (especially along University Street) and making the freeway underpasses more appealing for pedestrians (see Section 5.3).
- As University Village develops, work with Omnitrans to reroute existing bus transit to provide direct access to the Village and/or the University Station (see Section 5.5).
- Explore the potential benefits of introducing a roundabout at Cypress Avenue and the terminus of the westbound Cypress Avenue off-ramp.

FIGURE 5-1. FUTURE STREET NETWORK IMPROVEMENTS



LEGEND

- - - Specific Plan Boundary
- - - 1/4 Mile Pedestrian Shed
- - - 1/2 Mile Pedestrian Shed
- Arrow Passenger Rail and Station
- Orange Gateway Street
- Blue New Street
- Green Multi-modal Street
- Red Convert to Two-Way
- ⊙ Potential Cypress Ave. Roundabout

5. TRANSPORTATION AND CIRCULATION

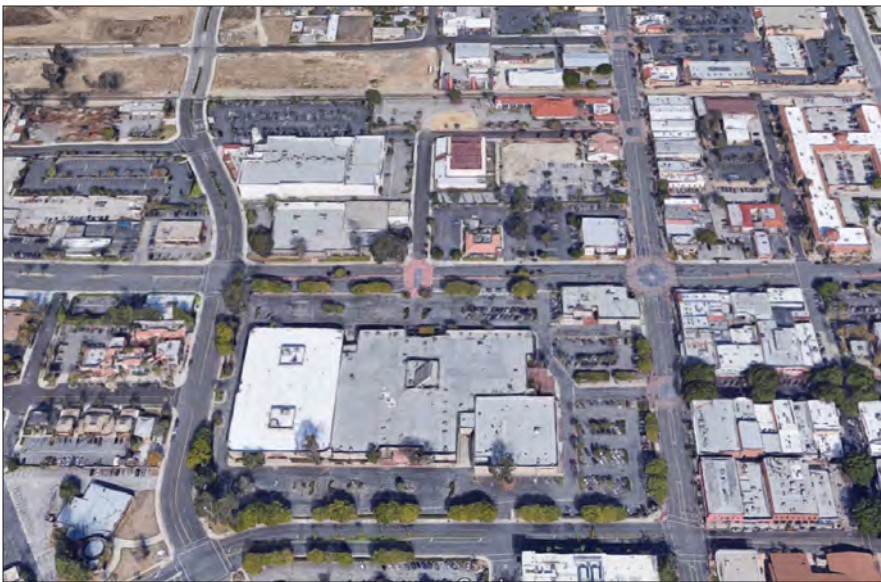
5.3. PEDESTRIAN IMPROVEMENTS

A. Existing Pedestrian Facilities. Portions of the Plan Area – primarily within the historic Downtown east of Orange Street – consist of an interconnected street network that facilitates walking. However, the majority of the Plan Area is characterized by a number of challenges and deficiencies, including:

- **Megablocks.** Substantial portions of the Plan Area consist of megablocks (blocks measuring more than 500 feet by 500 feet) that contain vacant and underutilized land or suburban developments with large, street-facing parking lots. These megablocks create hostile environments for pedestrians, who must walk long distances with limited crossing opportunities. Megablocks also limit connectivity for cars, buses, and bicycles by reducing opportunities for turning movements.
- **Car-oriented Intersections.** Many intersections, especially along Redlands Boulevard, Eureka Street, and University Street are wide, have large turning radii (which enable cars to take turns at higher speeds), poorly-marked crosswalks, and signal timing that favors automobiles.
- **Unwelcoming Underpasses.** The I-10 underpasses are inhospitable to pedestrians due to inadequate lighting and the placement of the sidewalk immediately next to fast-moving traffic.
- **Missing sidewalks.** Sidewalks are absent from several streets within the Plan area, including Redlands Boulevard adjacent to the New York Street/Esri Station and University Street next to the University Street Station.
- **Deficient sidewalks.** Sidewalks within the Plan Area tend to be narrow and in many instances are located immediately adjacent to the curb.

B. Pedestrian Facility Improvements. To enhance the pedestrian environment within the Specific Plan area, the following improvements, shown in Figure 5-2, should be implemented:

- **Pedestrian-scaled blocks.** New development built on the Plan Area’s megablocks includes new streets that form blocks less than 500 feet by 500 feet. These streets provide sidewalks and ample street trees.
- **Intersection Improvements.** Intersection improvements are recommended at intersections along corridors with higher vehicular volumes, many of which consist of older pedestrian crossing designs. At a minimum these should be updated to continental stripes, which improve the visibility of the crossing. Other features to be considered include: bulb-outs (to reduce crossing distances and increase pedestrian visibility at intersections) and pedestrian priority signal intervals (pedestrian crossings begin before the light for cars turns green).
- **Mid-block Intersection Crossings.** Visibility of existing mid-block crossings or crossings at unsignalized intersections should be improved with better lighting and the installation of pedestrian activated caution lights (high-intensity activated crosswalk or “HAWK” beacons). New mid-block crossings should provide continental striping, adequate lighting, and HAWK beacons.
- **New Signalized Intersections.** New signals should be introduced to provide safer pedestrian crossing opportunities and facilitate vehicular turn movements, such as at the intersection of Shoppers Lane and Orange Street. This would facilitate station access and improve pedestrian connectivity by creating crossing opportunities every 400 feet along Orange Street between Redlands Boulevard and Stuart Avenue.



The Redlands Mall and its parking lots was built over six Downtown city blocks.



A crosswalk with continental striping, bulb-outs, and drought-tolerant landscaping.



Missing sidewalks along University Street and the inadequately lit freeway underpass.



A central median provides an area of respite for pedestrians crossing street.

- **Highway Underpass Improvements.** While public art has been introduced in the Eureka Street, Orange Street, and Sixth Street underpasses, additional improvements – especially better lighting – should be implemented to improve the experience of pedestrians and cyclists crossing through the underpasses. Unimproved underpasses should be enhanced with public art and lighting and should be conceived as gateways.
- **Downtown Rail Crossing.** A pedestrian crossing of the railroad tracks at Third Street is provided, enabling direct and convenient pedestrian circulation between the future parking structure located north of the tracks, bus transfer areas north and/or south of the tracks, and the rest of Downtown. The width of the right-of-way between Shoppers Lane and Stuart Street – 54 feet – is the same as the rest of the Third Street right-of-way.
- **New Sidewalks.** Missing sidewalks along University Street and Redlands Boulevard, enabling safe and convenient access to the New York Street/Esri and University Street stations.

The above improvements provide a safe, inviting environment for pedestrians, facilitate walking, and – in areas such as Downtown – encourage people to park their cars one time and walk to multiple destinations.

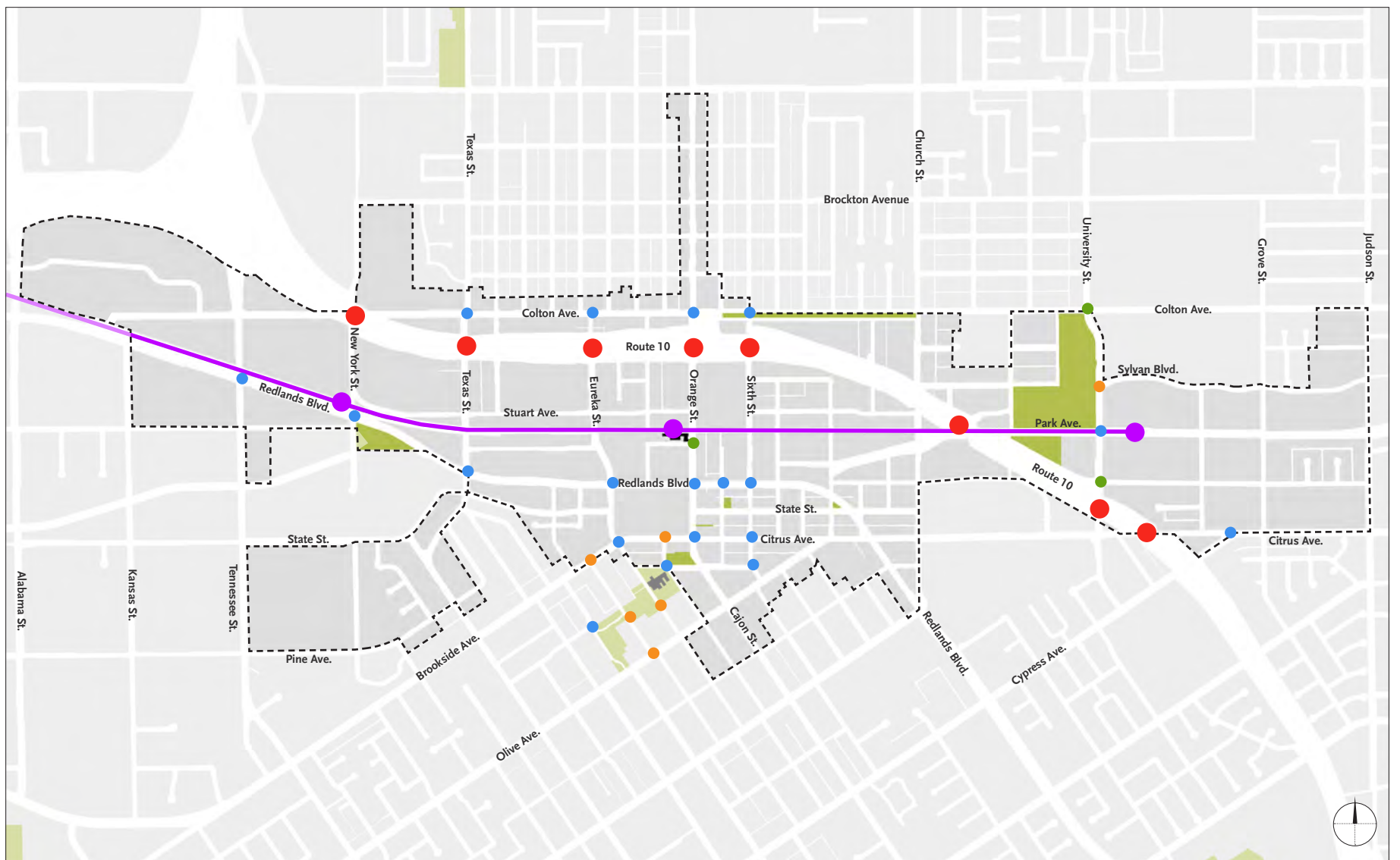


A freeway underpass with creative lighting and artwork.



A freeway overpass designed as a traditional bridge. Pedestrian circulation is separated from the roadway by columns and railings.

FIGURE 5-2. FUTURE PEDESTRIAN FACILITY IMPROVEMENTS.



LEGEND

- - - Specific Plan Boundary
- - - 1/4 Mile Pedestrian Shed
- - - 1/2 Mile Pedestrian Shed
- New Signalized Intersection
- Midblock Crossing Improvement
- Intersection Improvement Toolkit
- Highway Underpass Improvement
- Arrow Passenger Rail and Station

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5.4. BICYCLE IMPROVEMENTS

A. Existing Bicycle Facilities. As shown in Figure 5-3, the existing bicycle network outside the Plan Area – particularly to the south – is relatively well developed. However, bicycle facilities within the Plan Area are noticeably deficient:

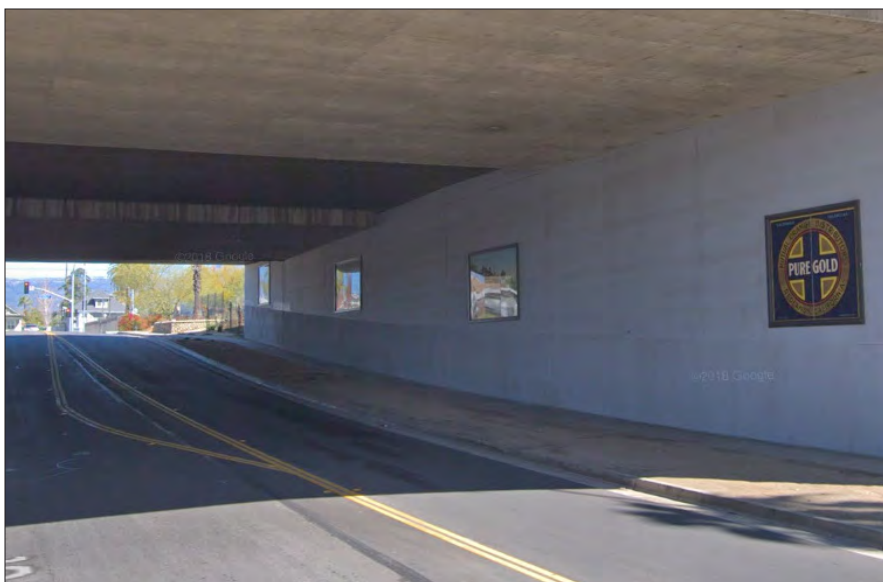
- **Incomplete Bicycle Facilities.** Aside from the western segment of the Orange Blossom Trail, there are no existing bicycle facilities within the New York Street Transit Village. Within the Downtown Station Area, east/west facilities exist along Colton Avenue and Citrus Avenue, however, these facilities are located at the outer edges of the Plan Area and do not provide access to the Downtown Station. The only bicycle facilities within the University Street Station Area are bike lanes along Citrus Avenue and the eastern terminus of the Orange Blossom Trail at Grove Street. Like the other two station areas, there are no bicycle facilities providing access to the University Street Station.
- **Unfinished Orange Blossom Trail.** The Orange Blossom Trail, a Class I facility, has been built at the western and eastern edges of the Plan Area, however, the connection through Downtown has yet to be built.
- **Narrow Freeway Underpass Roadways.** Some of the freeway underpasses, such as the Eureka Street underpass, have narrow roadways, resulting in a hostile environment for cyclists.

B. Bicycle Facility Improvements. The completion of the Orange Blossom Trail and the introduction of bicycle facilities within the Plan Area will greatly improve access to the stations and other destinations, such as Downtown, the Redlands Bowl, Esri, the University of Redlands, and schools and parks within and adjacent to the Plan Area. Figure 5-3 shows the recommended bicycle network with the following facilities:

- **Class I Trails.** Class I trails are off-street facilities located in a separate right-of-way from the roadway and for the exclusive use of bicycles and pedestrians. The Orange Blossom Trail is a Class I facility. The Orange Blossom Trail is extended westward from Grove Street in the University Village to 9th Street in the Downtown Station Area. Connection to the existing Class I portion of the Trail west of Texas Street is provided via a Class II bike lane along Redlands Boulevard.
- **Class II Lanes.** Class II lanes are on-street facilities dedicated to bicycles and identified with lane striping and pole signs. Class II facilities may be further separated from vehicular lanes and or parking lanes by buffers indicated with angled striping. At intersections, vehicles may encroach into the bike lanes to make right turns. New Class II facilities are introduced within the Plan Area along Colton Avenue between Orange Street and Redlands Boulevard; Redlands Boulevard; Tennessee Street; Texas Street; Center Street; Eureka Street; Sixth Street; University Street; Grove Street; and State Street west of Eureka Street.

New bike lanes along Sixth Street, Colton Avenue, Redlands Boulevard, and University Street are built in the short term.

- **Class III Routes.** Class III facilities are on-street bike routes shared with motorists. They lack striping, are identified with pole signs, and often, in the form of a sharrow, are indicated with a stenciled logo of a cyclist painted on the pavement. Class III lanes also include bike boulevards, which are Class III facilities that pass through neighborhoods on local residential streets. Class III routes are introduced within the Plan Area along New York Street and Church Street.



The travel lanes that pass through the Eureka Street underpass do not provide much room for bicycle riders.



The existing terminus of the Orange Blossom Trail at Grove Street.



A dedicated Class I multi-use path accommodates cyclists and pedestrians.



A Class II bike lane is separated from moving and parked cars by painted buffers.

Consistent with the General Plan and the 2015 Bicycle Master Plan, this Specific Plan recommends comfortable bike facilities that encourage use by a broad range of riders, not just seasoned cyclists. These include:

- Bike facilities along Sixth Street and Eureka Street, which are lower volume corridors, have less complicated freeway on- and off-ramp configurations, and accordingly provide a more comfortable environment for cyclists.
- Lower traffic streets within the Plan Area’s residential neighborhoods not designated as “official” bicycle facilities, but due to lower traffic volumes and lower vehicular speeds provide safe, comfortable environment for cyclists of all ages and abilities.

Please refer to Section 5.6 (Street Types) for cross sections of each street.

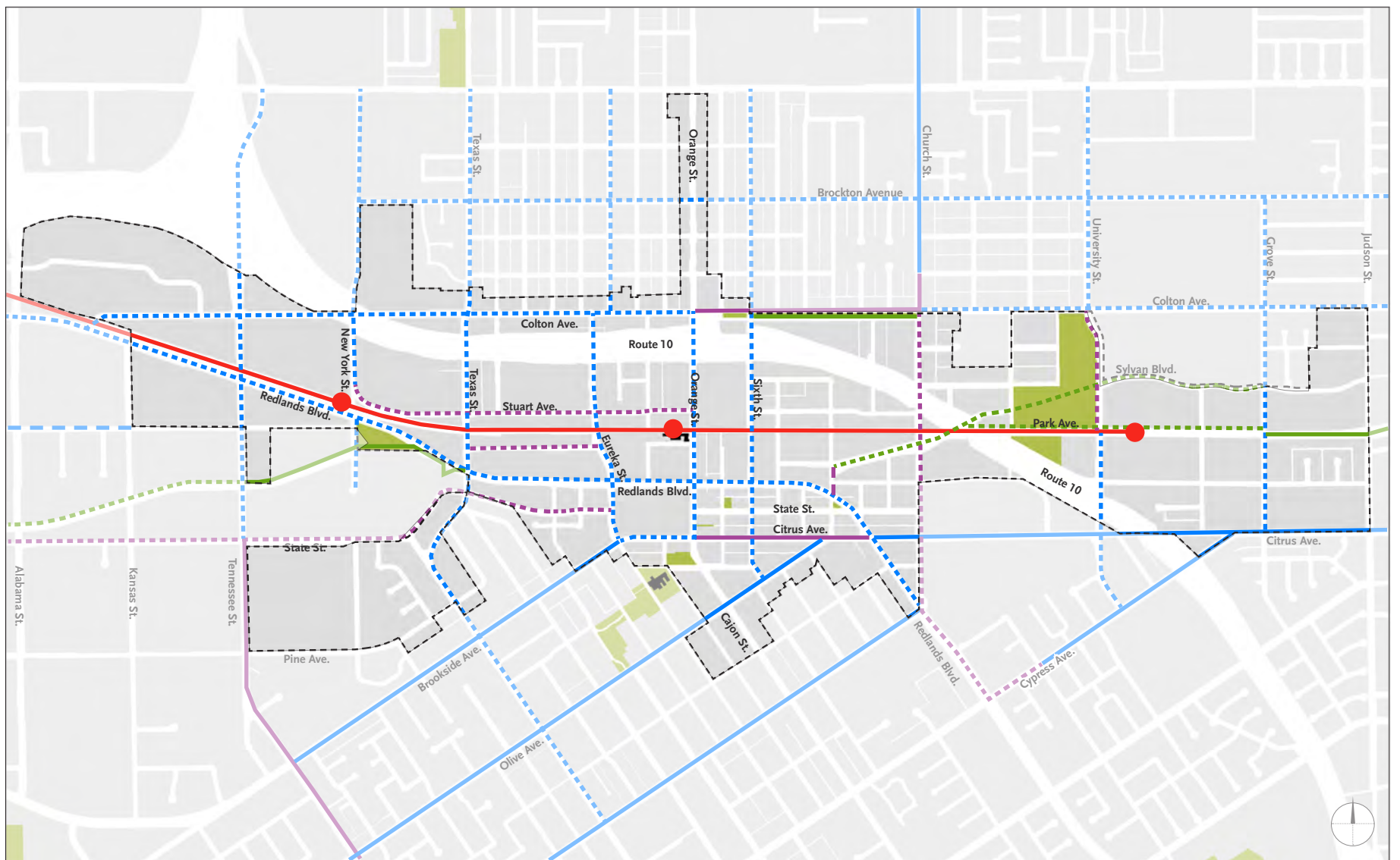


A Class III bike boulevard passes through a residential neighborhood.



A Class II bike lane passes through a neighborhood-serving commercial district.

FIGURE 5-3. FUTURE BICYCLE NETWORK IMPROVEMENTS.



LEGEND

- | | | | |
|----------------------------------|----------------------------|--------------------------|------------------------------------|
| - - - - Specific Plan Boundary | — Existing Shared-Use Path | — Future Shared-Use Path | ● Arrow Passenger Rail and Station |
| - - - - 1/4 Mile Pedestrian Shed | — Existing Bicycle Lane | — Future Bicycle Lane | |
| - - - - 1/2 Mile Pedestrian Shed | — Existing Bicycle Route | — Future Bicycle Route | |

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C. Bicycle Amenities. Providing the same level of access, security, and amenity typically given to cars will encourage bicycle use by future residents, workers, transit riders using bicycles as a first/last mile solution, and visitors. Key amenities include Bicycle parking, bike repair facilities, and on-site changing facilities.

1. Bicycle Parking. The provision of abundant and well placed bicycle racks within the Plan Area will encourage residents, workers, and visitors to use their bicycles to get to and from the rail stations and to the Plan Area's various destinations.

a. Short-term parking. Bike racks should be provided as follows:

- i. Bicycle racks parking should be provided in the various parks and open spaces shown in Figure 4-1 (Public Realm Plan).
- ii. Bicycle racks may be provided along key retail streets in corner or mid-block bulb-outs (if provided) or within the area between the curb and the sidewalk pedestrian-way.
- iii. As the Plan Area intensifies over time and bicycle use increases, parking can also be accommodated on the street by converting a vehicular parking space into an area for bicycle parking. The on-street space sacrificed for bicycle parking is compensated for by the reduced parking demand due to the use of transportation modes other than cars.

b. Long-term parking. Long-term bicycle parking should also be provided at the Downtown station to encourage rail commuters who live within the Plan Area and nearby residential neighborhoods to ride their bikes to the station and leave them there for the day. Covered or sheltered bicycle parking should also be provided in residential and office buildings. Long-term bicycle parking should be accessible 24 hours a day, be identified by clear signage, have convenient access to and from surrounding streets, and be safe and secure.

2. Bike Repair Facilities. Do-it-yourself bicycle repair stands provide essential support amenities for cyclists, including tire gauges, air pumps, wrenches, and other tools for minor repairs. A bicycle repair stand can fit in a small space in a parking garage or on the ground floor of a building. While not a required component of this Specific Plan, do-it-yourself bicycle repair facilities are a minimal investment that help keep bicycles in circulation and reduce automobile parking demand.

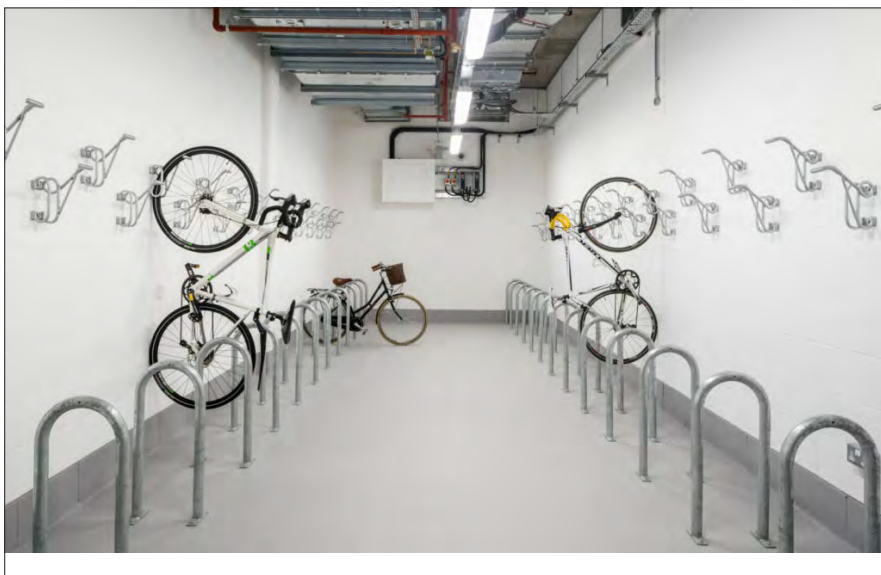
3. On-Site Changing Facilities for Bicyclists. Providing facilities within office and institutional buildings for employees to shower and change into fresh clothes is an effective way of incentivizing employees to ride bikes to work, rather than drive their cars. Simple secure facilities are an easy addition to on-site bathrooms.



A do-it-yourself bicycle repair stand located in the public right-of-way.



Bicycle parking in area between curb and sidewalk pedestrian-way.



Long-term bicycle parking



A parking space converted to bicycle parking.

5.5. TRANSIT NETWORK

A. Existing Transit Facilities. Redlands is served by Omnitrans, the primary transit operator in San Bernardino County. Currently, four routes provide service to the Plan Area, as shown in Figure 5-4:

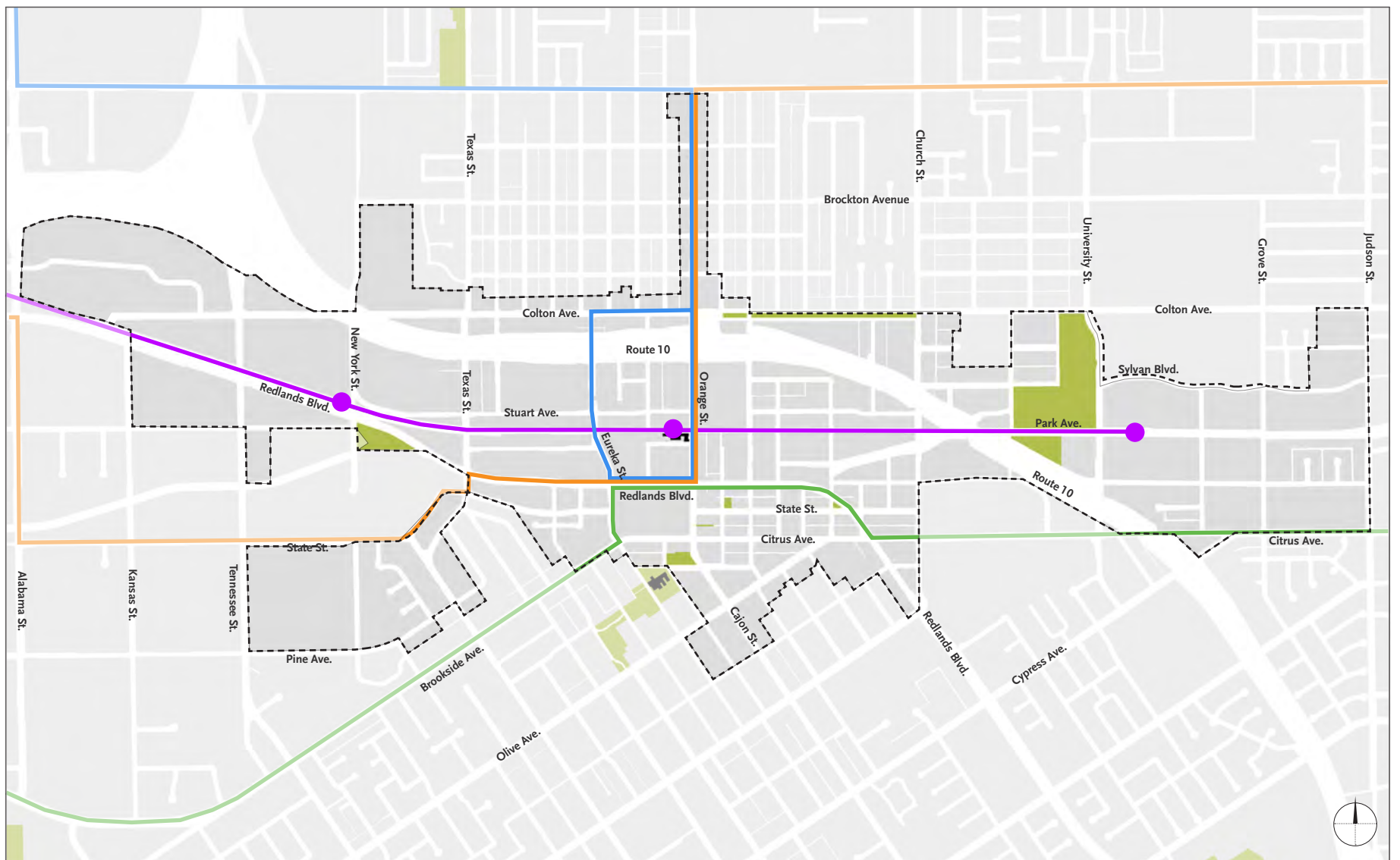
- **Route 8**, which provides service between to San Bernardino and Crafton Hills College. It travels through the center and western half of the Plan Area via Orange Street, Redlands Boulevard, and State Street. Route 8 directly serves the Esri campus along State Street, Downtown at the Redlands Mall, and passes approximately 0.8 miles north of the University Street Station along Lugonia Avenue. Route 8 provides a short route, running every 30 minutes between the San Bernardino Transit Center and the Redlands Mall and a long route which continues east every 60 minutes to Crafton Hills College.
- **Route 15** provides service between Fontana and Downtown Redlands, travelling along Orange Street, Redlands Boulevard, and Eureka Street. Route 15 terminates in Downtown Redlands at the Redlands Mall.
- **Route 19** provides service between Fontana, the San Bernardino Transit Center, and Yucaipa. Route 19 serves Downtown Redlands, including a stop at the Redlands Mall, and passes about a quarter mile south of the University Station along Citrus Avenue.

Omnitrans anticipates a system-wide study will be necessary to identify long terms solutions to serve the region once Arrow passenger rail service begins operation.



Bus canopies at the Redlands Mall. Canopies provide shelter for passengers, but there are no layover facilities for bus drivers.

FIGURE 5-4. EXISTING BUS CIRCULATION



LEGEND

- | | | |
|--------------------------------|----------------------|------------------------------------|
| --- Specific Plan Boundary | — Omnitrans Route 8 | — Omnitrans Route 19 |
| - - - 1/4 Mile Pedestrian Shed | — Omnitrans Route 15 | ● Arrow Passenger Rail and Station |
| - - - 1/2 Mile Pedestrian Shed | | |

5. TRANSPORTATION AND CIRCULATION

5.5. TRANSIT NETWORK (CONTINUED)

B. Transit Facility Improvements. With the arrival of Arrow Passenger Rail to Redlands, the following transit facility improvements are recommended:

- 1. New York Street/Esri Station.** Since Omnitrans will be focusing bus transfers at the Downtown Station, no adjustments to Route 8 as it passes through the New York Street/Esri Station Area are recommended. The closest bus stops to the New York Street/Esri Station, both located within approximately a quarter mile of the station, are located at the intersection of Texas Street and Redlands Boulevard and along State Street in front of Esri.

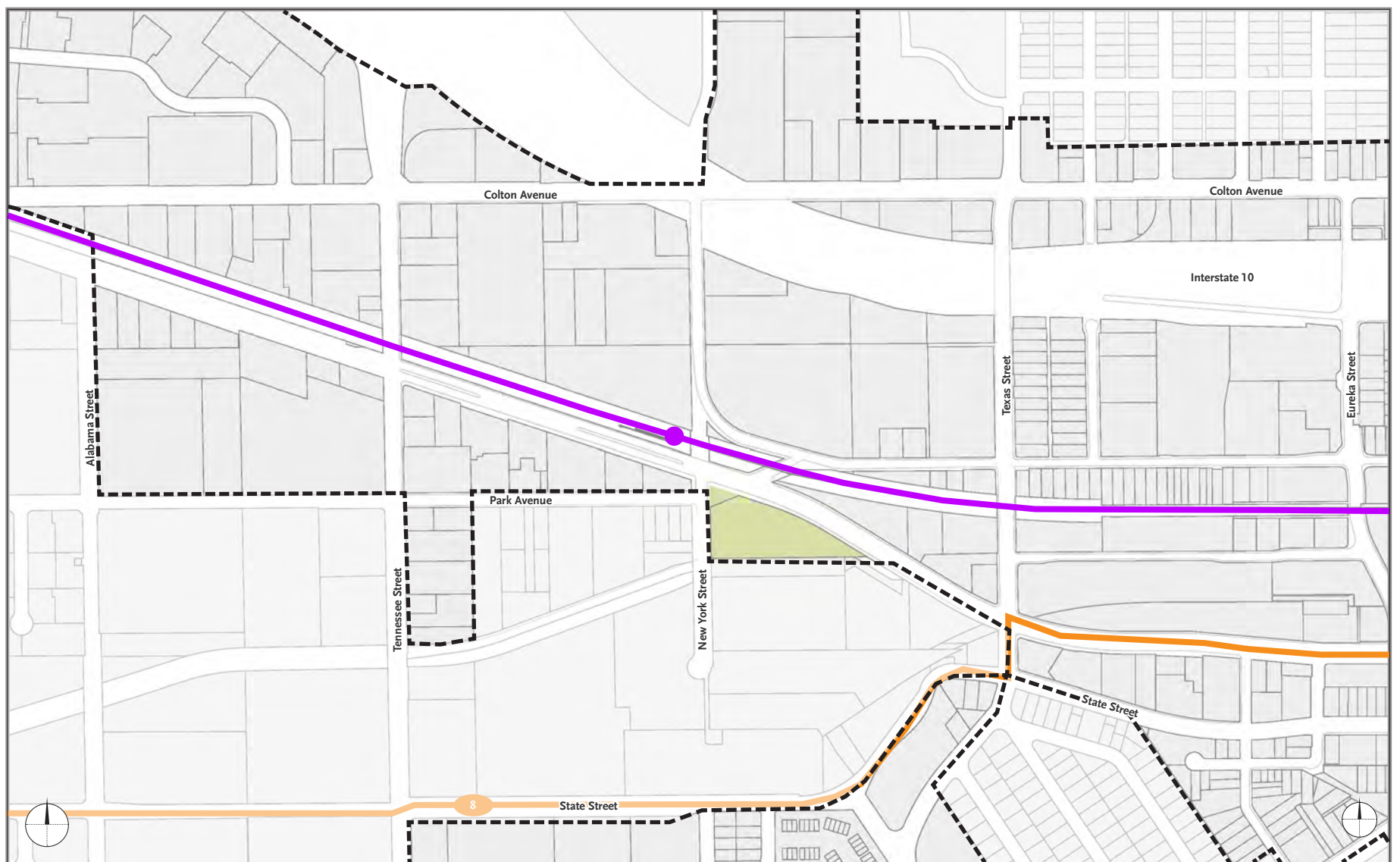


View of the Omnitrans Route 8 bus stop on Redlands Boulevard just east of Texas Street.



View of the Omnitrans Route 8 bus stop on State Street in front of Esri.

FIGURE 5-5. EXISTING BUS CIRCULATION - NEW YORK STREET/ESRI STATION AREA



LEGEND

- Specific Plan Boundary
- 1/4 Mile Pedestrian Shed
- 1/2 Mile Pedestrian Shed
- Arrow Passenger Rail and Station
- Existing Omnitrans Route 8

2. **Downtown.** All four bus routes currently converge in Downtown along Redlands Boulevard in front of the Redlands Mall approximately one block south of the future Downtown rail station (see Figure 5-6). Since Redlands is the terminus of Route 15 and the short route of Route 8, the ability for bus drivers to layover at the route's terminus should be considered. To provide direct access to the Downtown Station, select bus routes should be rerouted to provide convenient transfers between buses and rail. Following are two alternatives for rerouting buses within the Downtown: one along Stuart Avenue and a second along a combination of Stuart Avenue and Redlands Boulevard.

a. **Alternative 1: Bus Circulation Along Stuart Avenue.** Alternative 1 redirects routes 8, 15, and 19 along Stuart Avenue (see Figure 5-7). Buses could be routed in either direction since existing stoplights on both Eureka Street and Orange Street enable any necessary left turns, although locating bus stops along the south side of Stuart Avenue would ensure riders do not have to cross Stuart Avenue to get to the train station. To facilitate the flow of vehicular traffic during bus stops and/or layovers, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicate curb space for the pick-up and drop-off needs of Transit Network Companies (such as Uber and Lyft).

b. **Alternative 2: Bus Circulation Along Stuart Avenue and Redlands Boulevard.** Alternative 2 redirects route 15 to the north of the station, along Stuart Avenue (see Figure 5-8). Route 8, which currently passes by the Downtown Station along Orange Street, retains its current routing. In order to avoid increasing run times, the routing of Route 19 along Redlands Boulevard is also retained, with pedestrian access via Third Street (approximately 800 feet from the Station a 1,000 ft. from Route 15 bus stop on Stuart Avenue). Like Alternative 1, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicate curb space for Transit Network Companies. Additionally, a new signal would be required at the intersection of Shoppers Lane/Orange Street to facilitate traffic flow.

c. **Alternative 3: Bus Circulation Along Stuart Avenue and Redlands Boulevard.** Alternative 3 redirects Route 15 along Shoppers Lane and down Third Street to Redlands Boulevard (see Figure 5-9).

FIGURE 5-7. ALTERNATIVE 1: BUS CIRCULATION ALONG STUART AVENUE

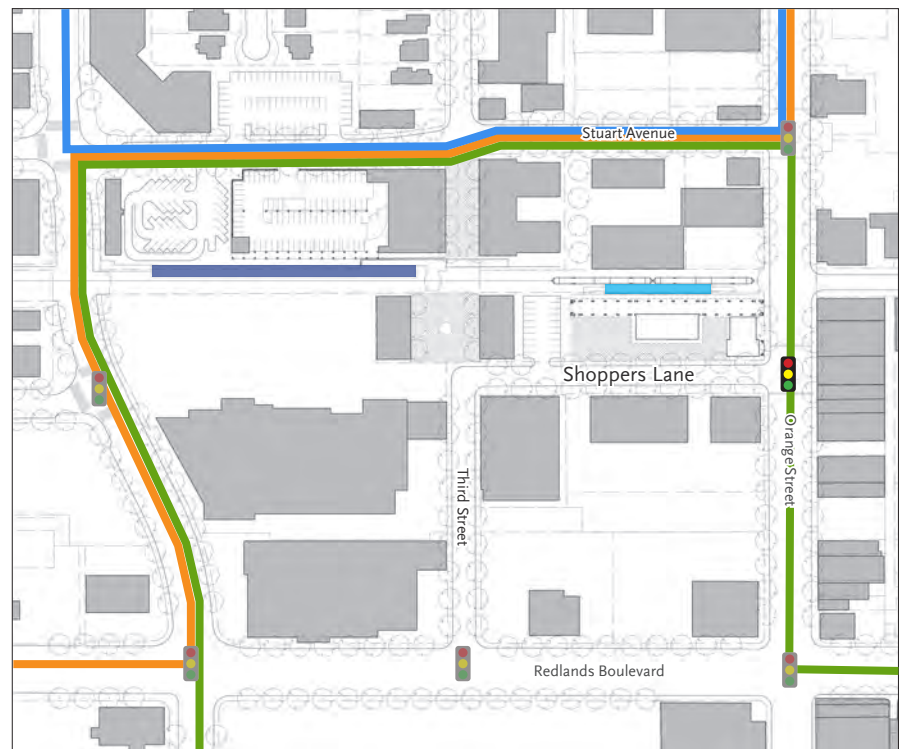


FIGURE 5-8. ALTERNATIVE 2: BUS CIRCULATION ALONG STUART/REDLANDS

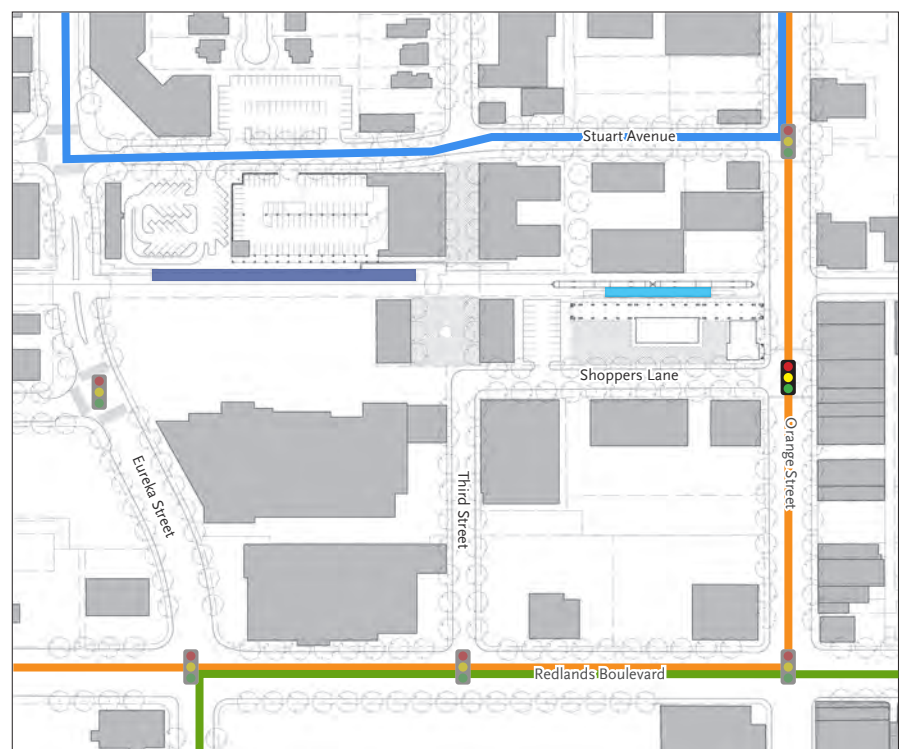


FIGURE 5-9. ALTERNATIVE 3: BUS CIRCULATION ALONG SHOPPERS LANE

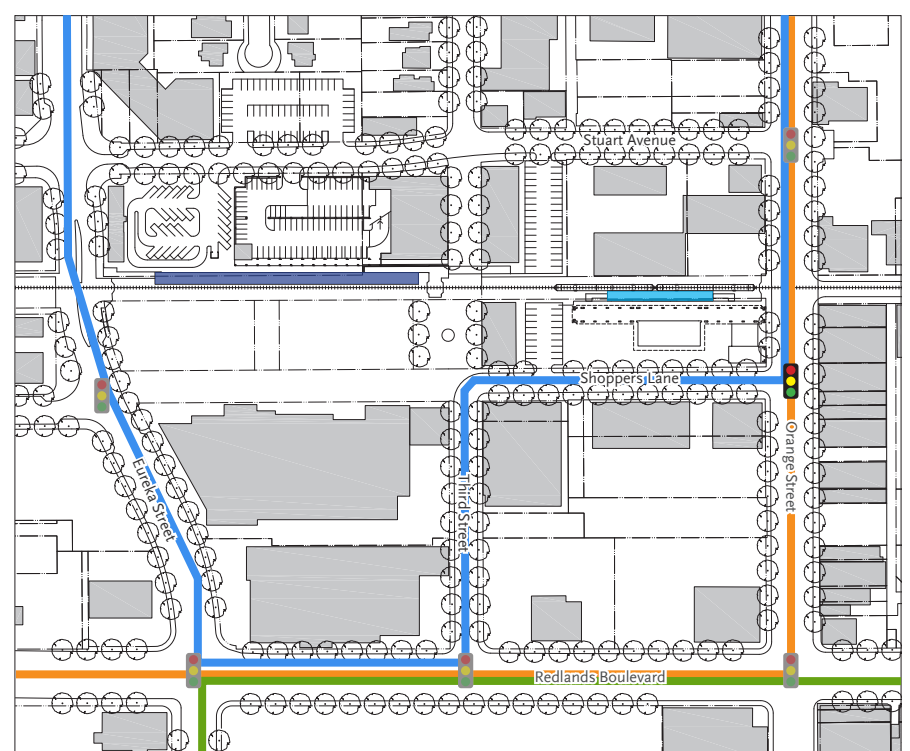
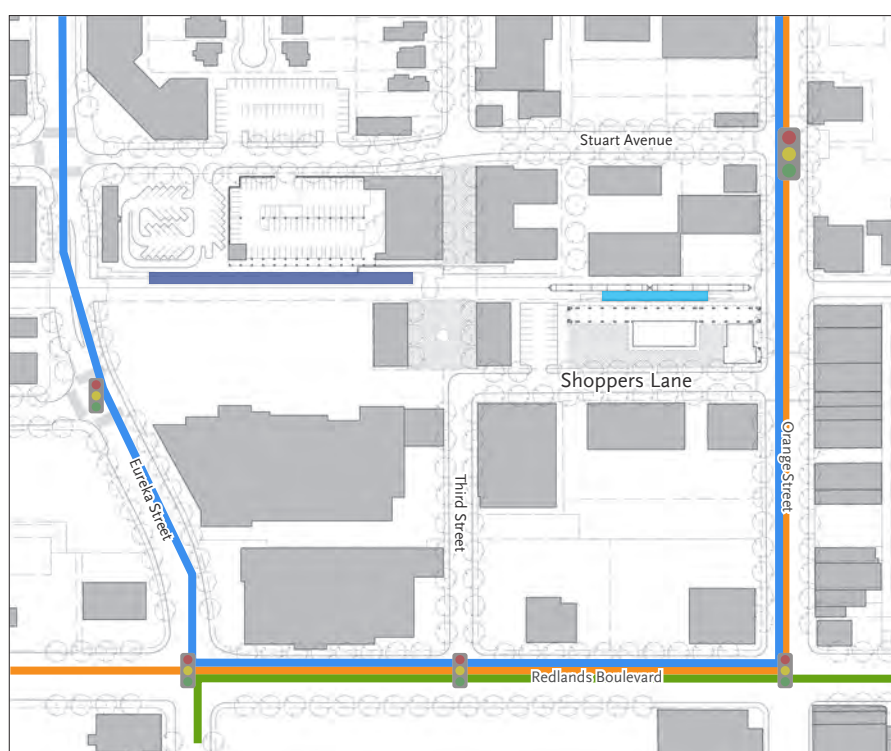


FIGURE 5-6. EXISTING DOWNTOWN BUS CIRCULATION



LEGEND

- - - Specific Plan Boundary
- - - 1/4 Mile Pedestrian Shed
- - - 1/2 Mile Pedestrian Shed
- Orange Line Omnitrans Route 8
- Blue Line Omnitrans Route 15
- Green Line Omnitrans Route 19

- Purple Line Arrow Passenger Rail
- Dark Blue Rectangle Future Metrolink Platform
- Light Blue Rectangle Future Arrow Platform
- Yellow/Red/Green Traffic Signal Existing Traffic Signal
- Red/Orange/Green Traffic Signal Future Traffic Signal

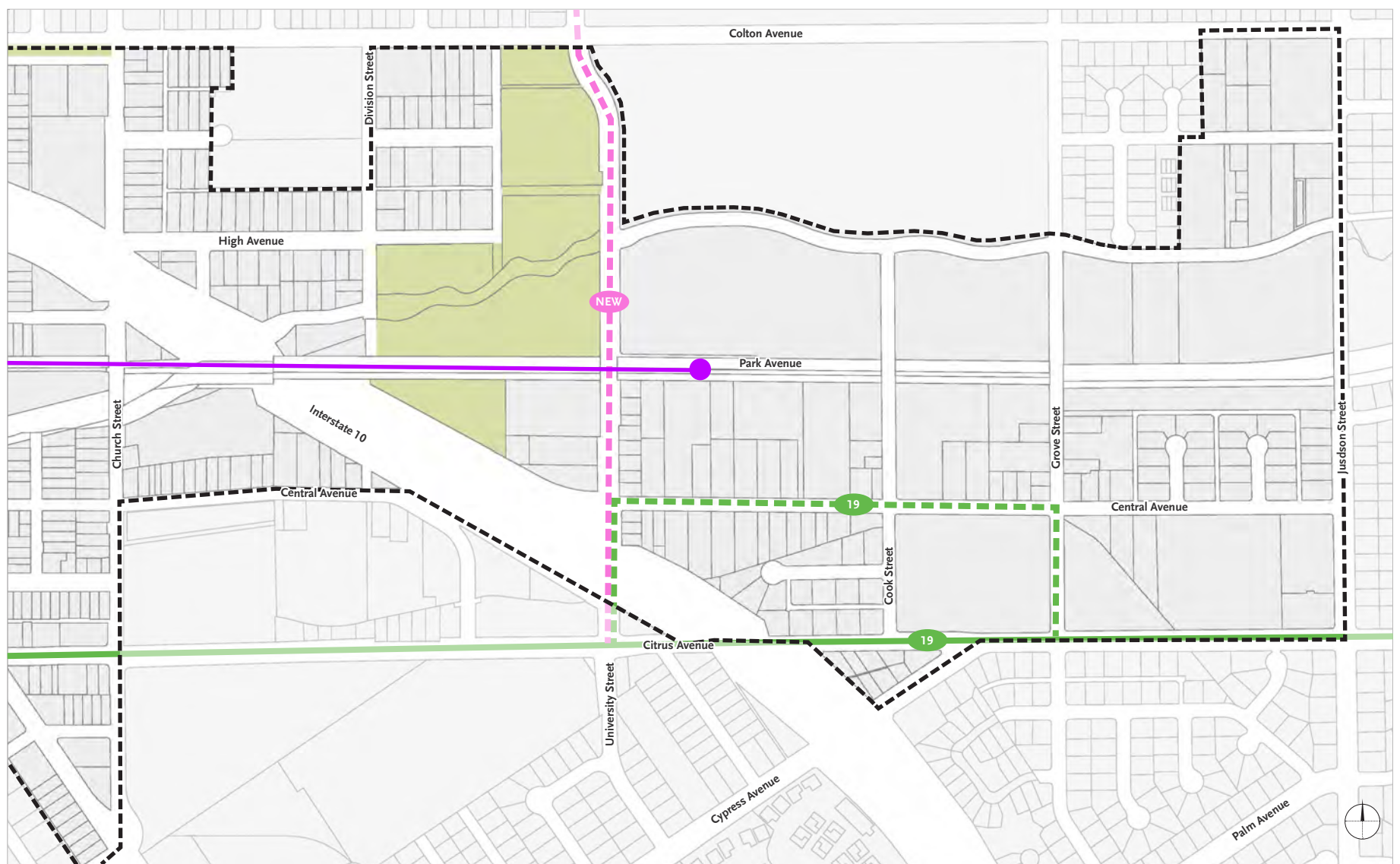
5. TRANSPORTATION AND CIRCULATION

Like Alternative 1, either a bus pullout should be considered or curb space should be designated and clearly identified for buses. Consideration should also be given to dedicated curb space for Transit Network Companies. Additionally, a new signal would be required at the intersection of Shoppers Lane/Orange Street to facilitate traffic flow.

3. University Village. As of the writing of this Specific Plan (2019), Omnitrans is focusing bus transfer service to the Arrow Passenger Rail at the Downtown Station. However, as the University Village begins to develop, consideration should be given to providing direct bus transit service to the Village. Potential solutions, as shown in Figure 5-10, may include:

- **Route 19.** Modifying the current route so it runs up University Street to Central Avenue, along Central Avenue to Grove Street, and then back down to its original route. A bus stop along Central Avenue would provide access to most future development, and would only be about a five-minute walk to the center of campus. Additionally, the modified route would result only in a quarter mile detour, adding only about three minutes to the existing run time.
- **New Route.** Consider installing bus docks along University Street near Park Avenue adjacent to the University Village train station. This could be accomplished by rerouting an existing bus line or introducing a new one.

FIGURE 5-10. EXISTING AND FUTURE BUS CIRCULATION - UNIVERSITY STREET STATION AREA



LEGEND

- | | | |
|--------------------------------|------------------------------------|---------------------------------|
| --- Specific Plan Boundary | ● Arrow Passenger Rail and Station | --- New University Street Route |
| - - - 1/4 Mile Pedestrian Shed | — Existing Route 19 | |
| - - - 1/2 Mile Pedestrian Shed | - - - Future Route 19 | |

5.6. STREET TYPES

A. Existing Conditions

- 1. New York Street/Esri.** Currently, streets within the New York Street/Esri Station Area are generally car-oriented. Sidewalks within the New York Village area are generally located next to the curb and lack street trees, although trees are sometimes planted in front yards of adjacent properties. There are several locations where continuous planters are provided between the curb and the sidewalk (along Tennessee Street and portions of Colton Avenue and State Street), providing separation between pedestrians and passing automobiles, although street trees are either absent or are palm trees, which do not provide shade or generate a sense of enclosure to the street.
- 2. Downtown.** Blocks located east of Orange Street, including within Downtown, are small and conducive to walking, while those located west of Orange Street are larger. State Street, lined with buildings that face and are accessed from the sidewalk and shaded by stately ficus trees, is Redlands' prime pedestrian-friendly street. Surrounding streets within the historic Downtown are fronted with street-facing and sidewalk-accessed buildings, but could be improved with street trees. Sidewalks within the rest of the Downtown Village are typically 8 feet wide and located adjacent to the curb, making it a challenge to introduce trees). Consideration on these streets should be given to planting trees in the parking lane between parking spaces.

Streetscape improvements, including lighting and street trees, have recently been introduced along Orange Street, Sixth Street, and Eureka Street.

- 3. University Street.** Blocks within the University Street Station Area, especially near the future station site, are large. Freeway access is via University Street and Cypress Avenue. Church Street, University Street, and Citrus Street pass beneath the freeway and, like the other freeway underpasses, are pedestrian and bicycle

unfriendly. Many streets within the Village, particularly those surrounding the station area, are missing sidewalks. Sidewalks within the surrounding residential neighborhoods tend to be separated from the curb by continuous planters planted with trees.

Substantial portions of each Station Area are megablocks. As these blocks and parcels develop, new tree-lined streets need to be introduced to generate a street and block structure that accommodates pedestrians, cyclists, and motorists.

- B Street Types.** This Transit Villages Specific Plan provides a wide palette of street types, including modifications to existing arterial and collectors streets within the Plan Area, as well as designs for new streets to be introduced within the Plan Area. Design standards, as indicated in Figure 5-11 (New York Street/Esri), Figure 5-12 (Downtown), Figure 5-13 (University Street), and in the associated cross sections are illustrated on the following pages. These standards show the intent of creating pedestrian-friendly, multi-modal streets that are generally consistent with the General Plan and subject to the following:

1. Street cross sections shown in this Section 5.6 are conceptual and may be adjusted to accommodate alternative on-street parking configurations or to conform to unforeseen circumstances that are encountered during their implementation, subject to review by the Public Works Director and/or the Director of Development Services.
2. New streets, as shown in Figure 5-11 (New York Street/Esri), Figure 5-12 (Downtown), and Figure 5-13 (University Street) are conceptual street locations. The location of actual new streets may vary, provided they meet the street and block standards of Section 4.13 (Block Design Standards) of the Development Code.



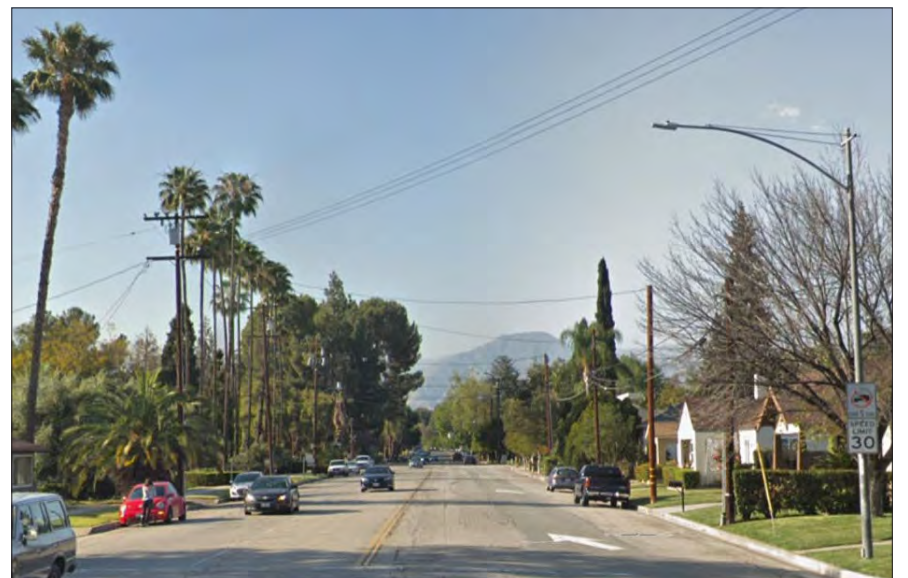
New York Street looking north towards station site.



State Street east of Orange Street.



Redlands Boulevard in front of Redlands Mall.

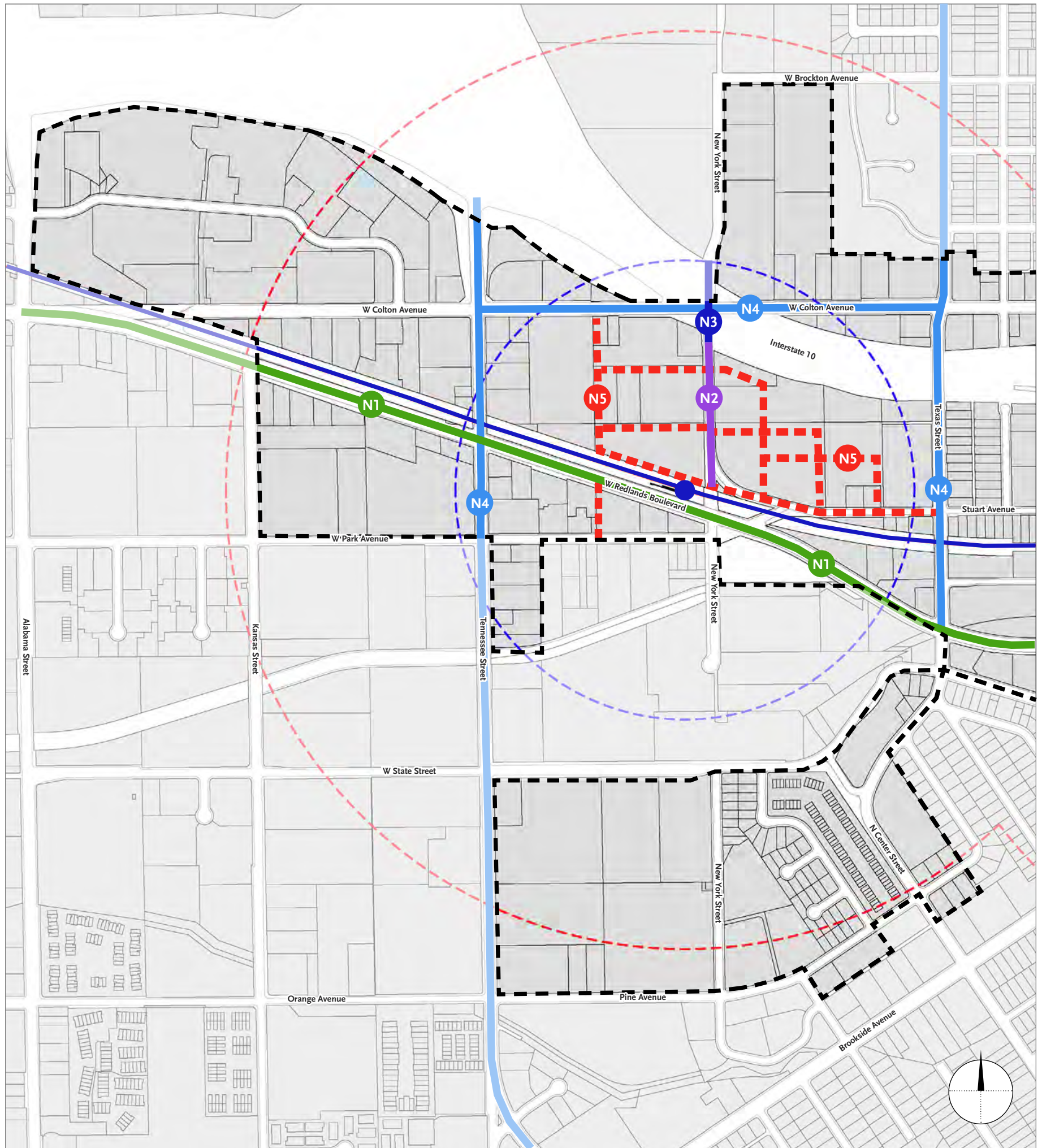


University Street looking north.

5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

FIGURE 5-11. FUTURE STREET TYPES - NEW YORK STREET/ESRI STATION AREA

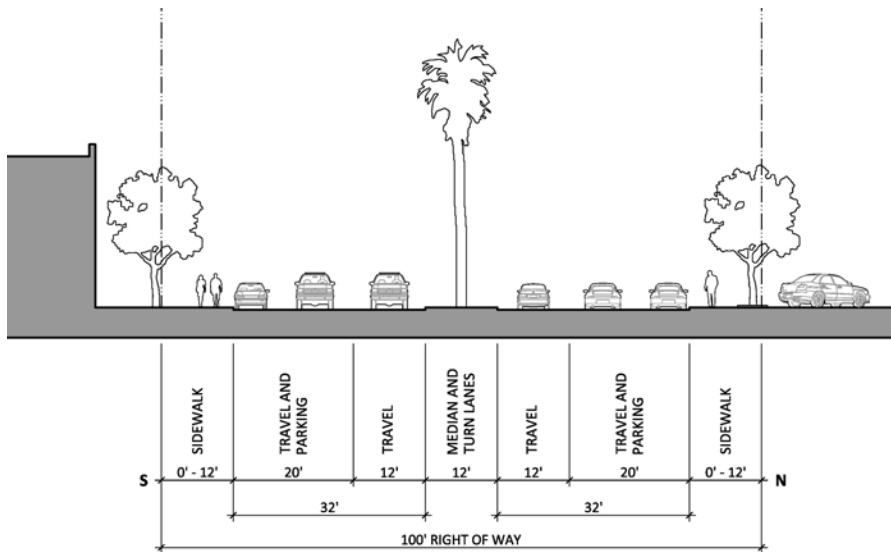


LEGEND

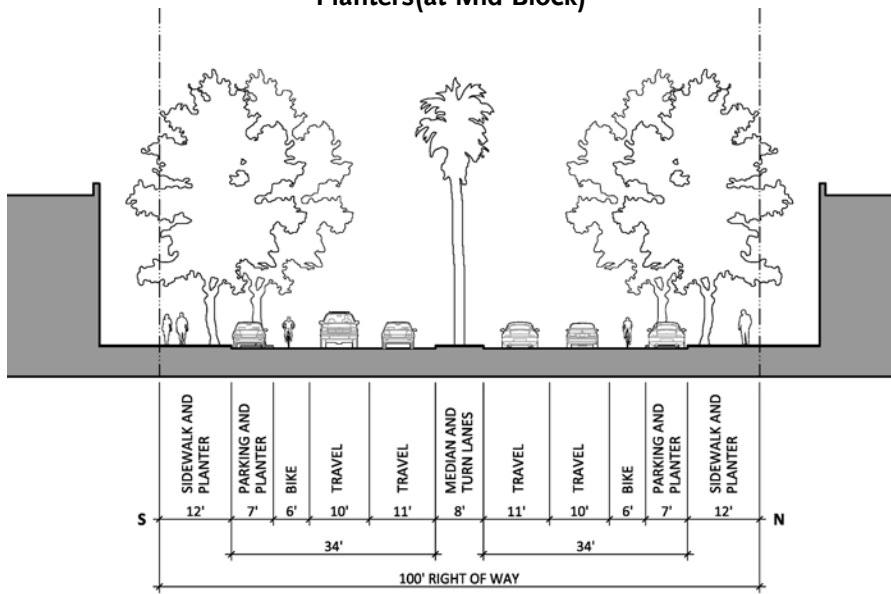
- | | | |
|---|------------------------------------|---|
| — — Specific Plan Boundary | ● Arrow Passenger Rail and Station | N3 New York St.: Under I-10 |
| - - - 1/4 mile Pedestrian Shed (5-minute Walk) | ● N1 Redlands Blvd. | N4 Texas St., Tennessee Street, and Colton Ave. |
| - - - 1/2 mile Pedestrian Shed (10-minute Walk) | ● N2 New York St.: South of I-10 | N5 Potential New Street |

N1 Redlands Boulevard

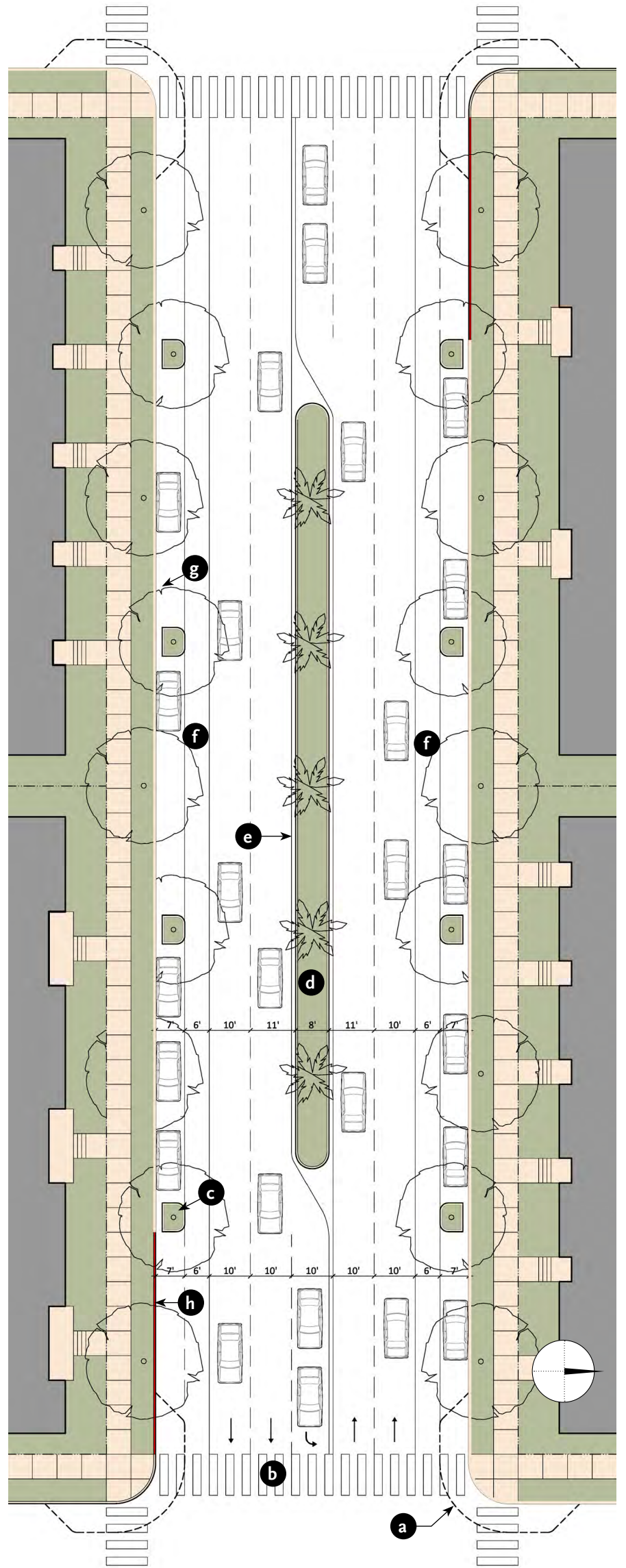
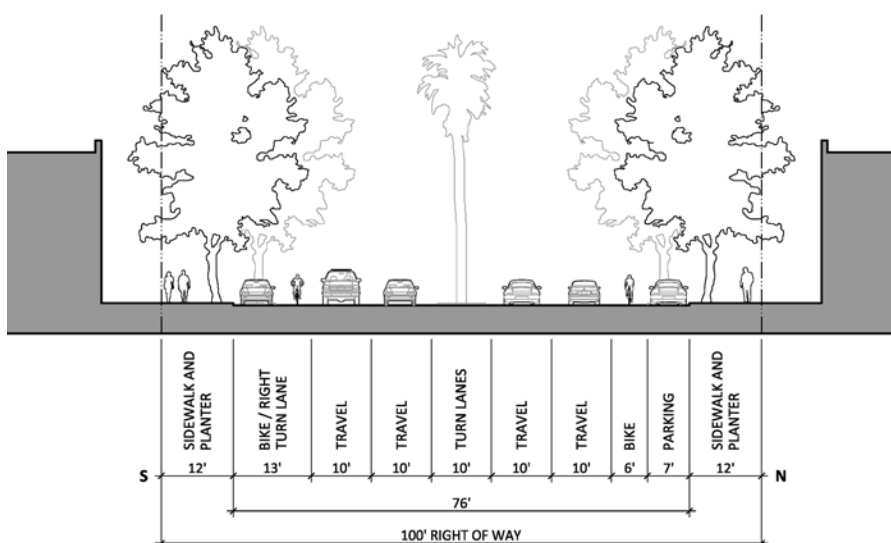
Existing



**Future
Reduced Median and Introduce Class II Bike Lanes and In-Street Planters(at Mid-Block)**



(at Intersections with dedicated left turn lanes)



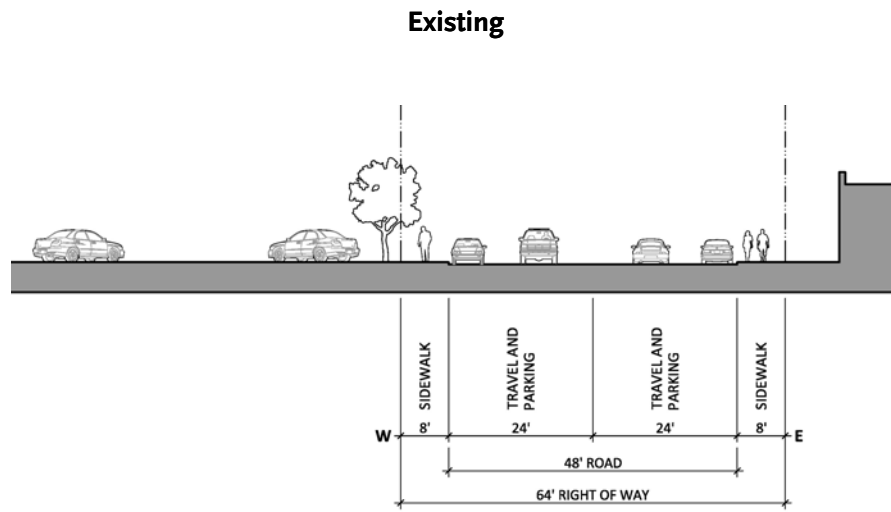
LEGEND

- a** Curb extensions (optional)
- b** Crosswalk
- c** In-street tree planter
- d** 8' ft. wide median
- e** Striping delineating 10 foot wide lane
- f** Bike lane
- g** Parallel Parking
- g** Red striping at right utrn (where occurs)

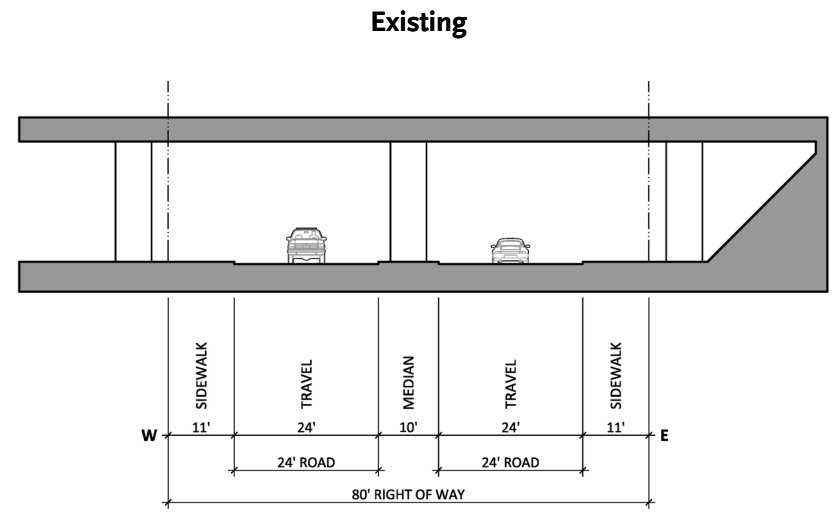
5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

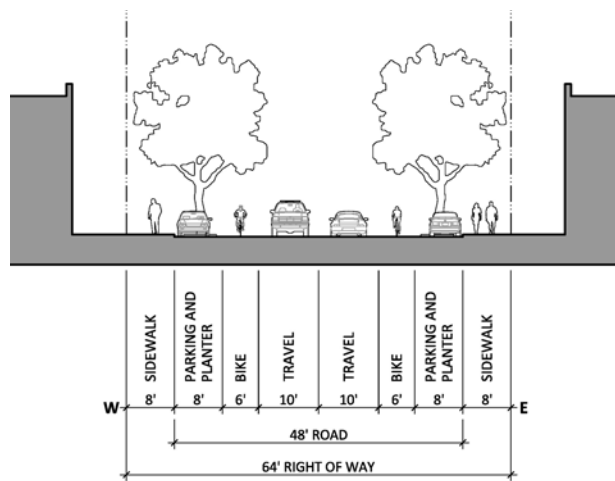
N2 New York Street South of I-10 Freeway



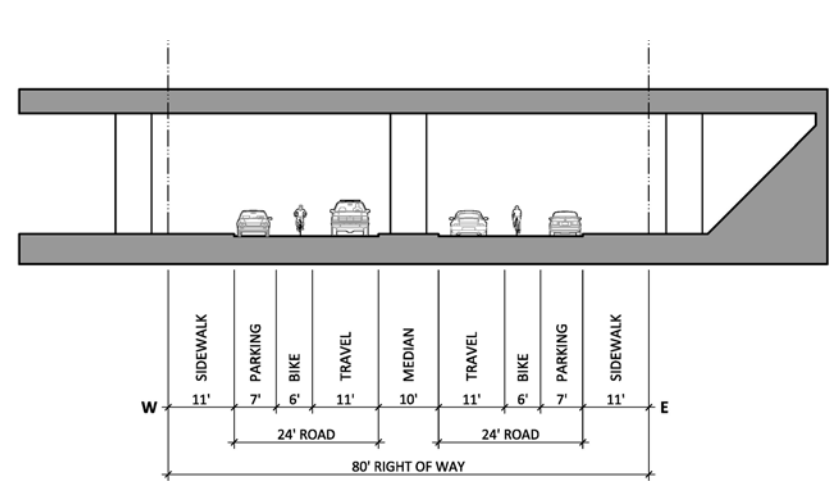
N3 New York Street Under I-10 Freeway



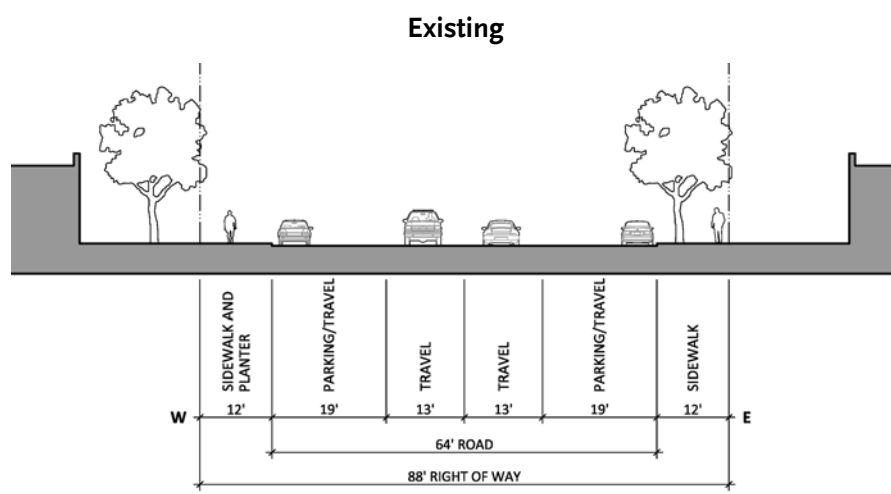
Future Introduce Class II Bike Lanes and In-Street Planters



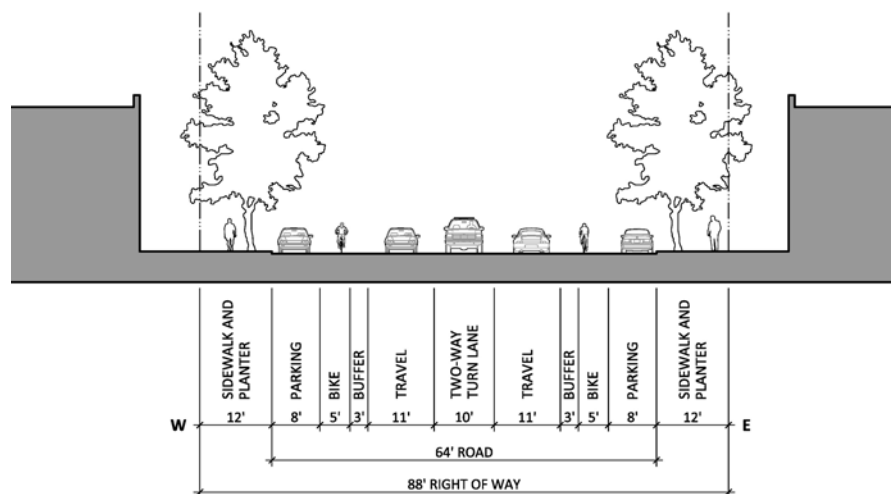
Future Introduce Class II Bike Lanes and Parallel Parking



N4 Texas Street, Tennessee Street, and Colton Avenue between Texas Street and Tennessee Street



Future Road Diet with Buffered Class II Bike Lanes



N5 Potential New Street

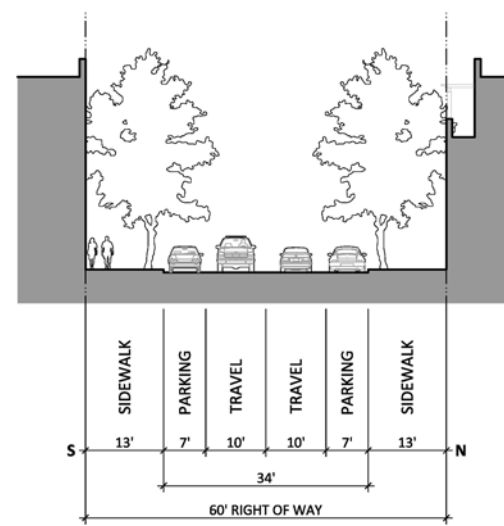
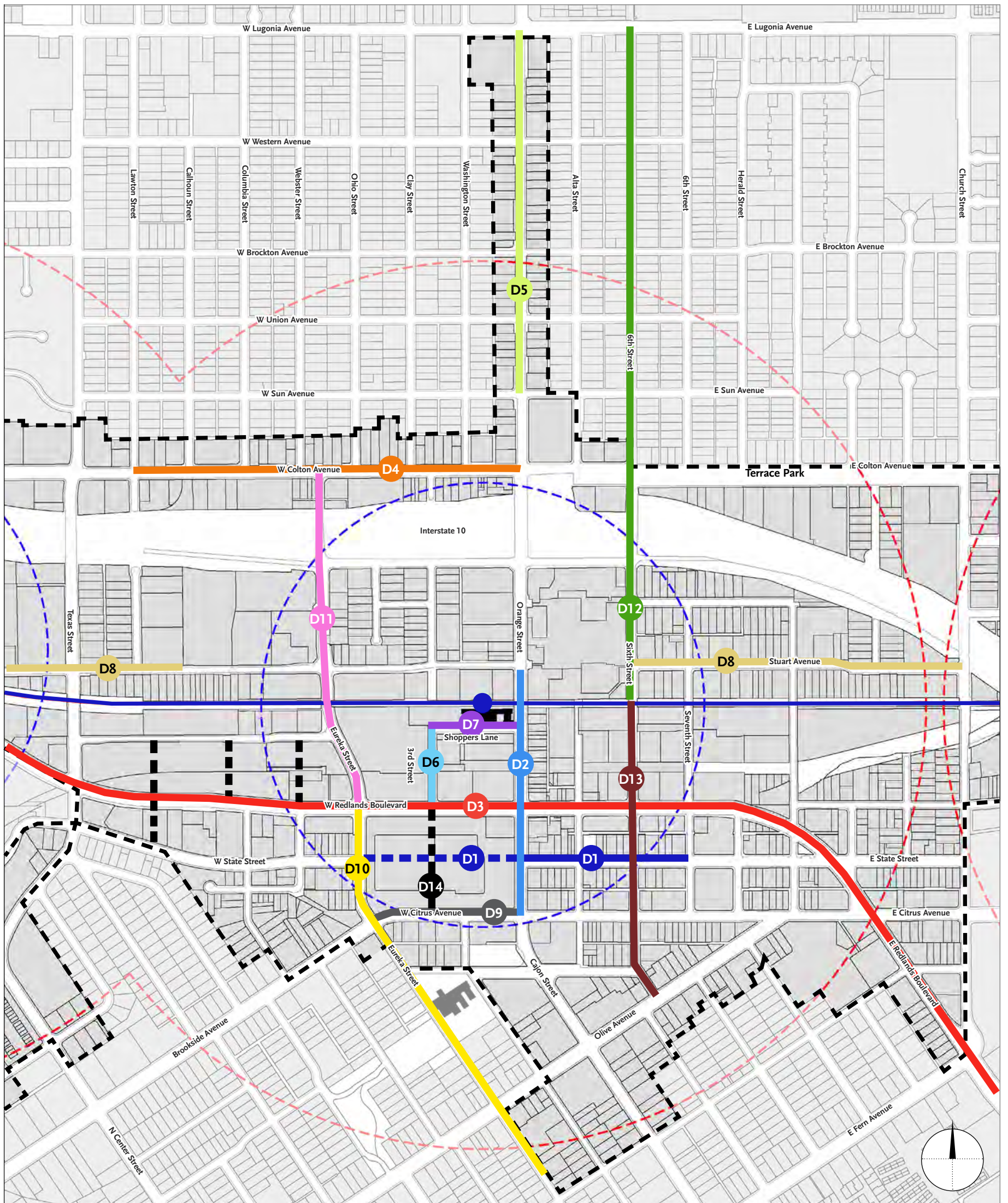


FIGURE 5-12. FUTURE STREET TYPES - DOWNTOWN STREET STATION AREA



LEGEND

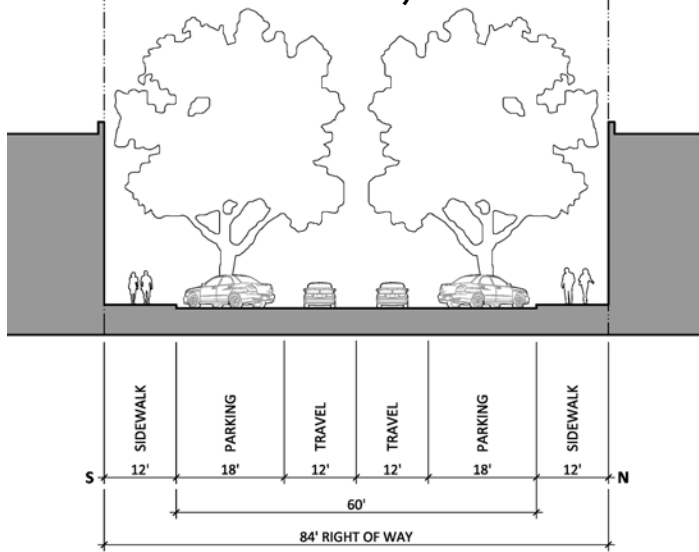
- | | | | |
|------------------------------------|---|---|---|
| — Specific Plan Boundary | D1 State St. | D6 Third St.: South of Shoppers Ln. | D11 Eureka St.: North of Redlands Blvd. |
| - - - 1/4 mile Pedestrian Shed | D2 Orange St.: South of Stuart Ave. | D7 Shoppers Ln. | D12 Sixth St.: North of Tracks |
| - - - 1/2 mile Pedestrian Shed | D3 Redlands Blvd. | D8 Stuart Ave. | D13 Sixth St.: South of Tracks |
| ● Arrow Passenger Rail and Station | D4 Colton Ave.: Texas St. to Orange St. | D9 Citrus Ave.: Cajon St. to Eureka St. | D14 Potential New Street |
| | D5 Orange St.: North of Sun Ave. | D10 Eureka St.: South of Redlands Blvd. | |

5. TRANSPORTATION AND CIRCULATION

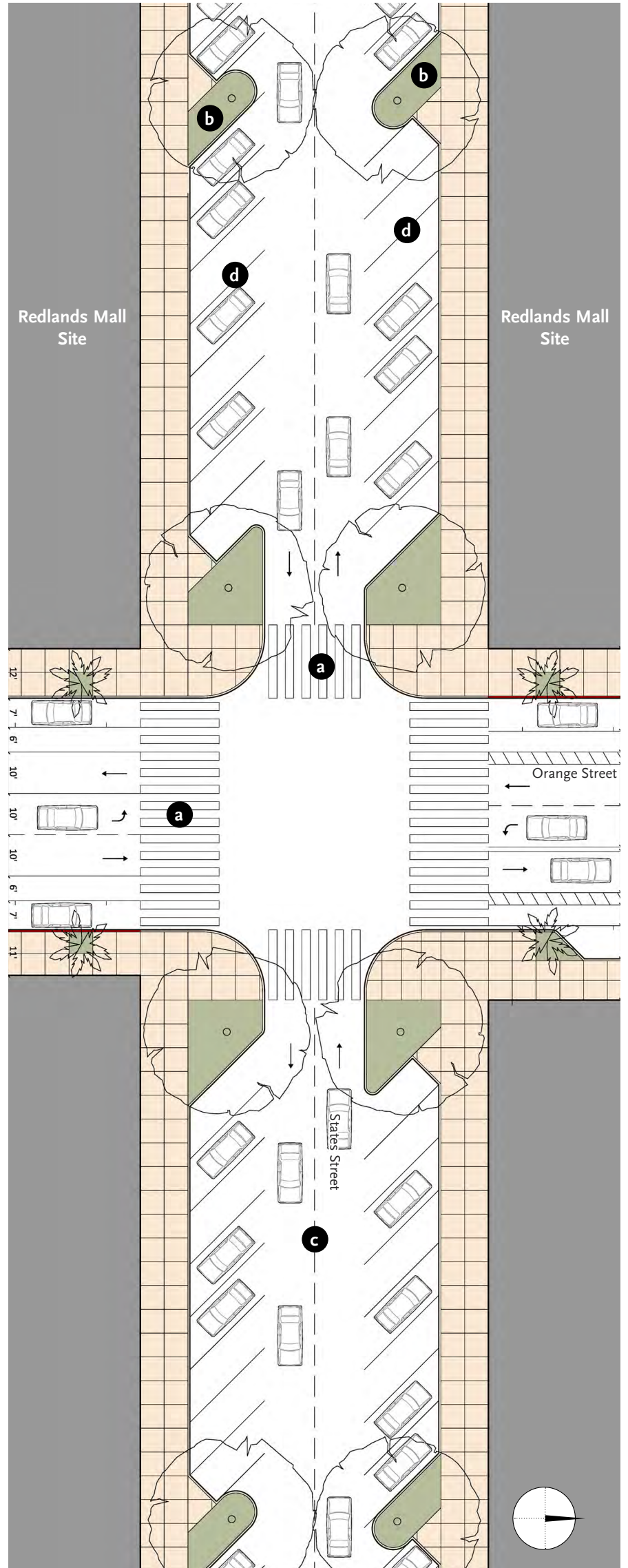
5.6. STREET TYPES (CONTINUED)

D1 State Street East of Orange Street

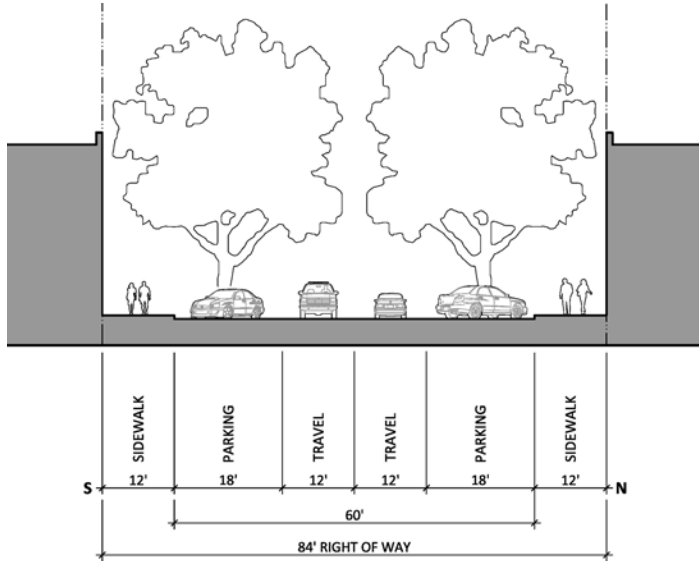
Existing (Orange Street to Seventh Street)
One-Way



State Street at Orange Street
Future

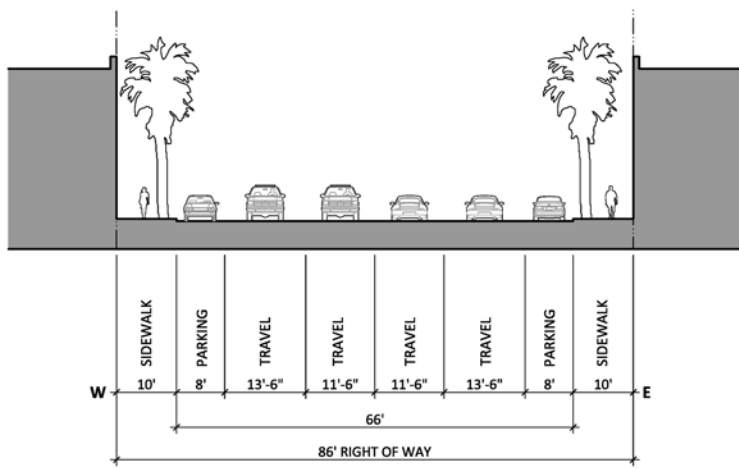


Future (Orange Street to Seventh Street; Eureka Street to Orange Street)
Two-Way

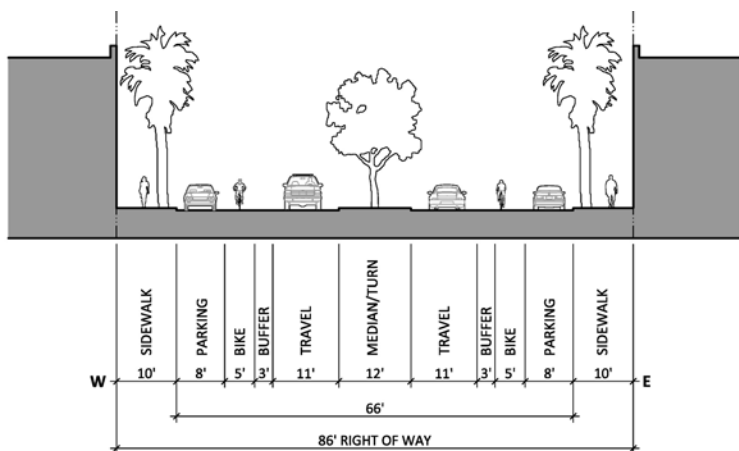


D2A Orange Street South (Stuart Ave. to Redlands Blvd.)

Existing



Future
Road Diet with Median and Bike Lanes

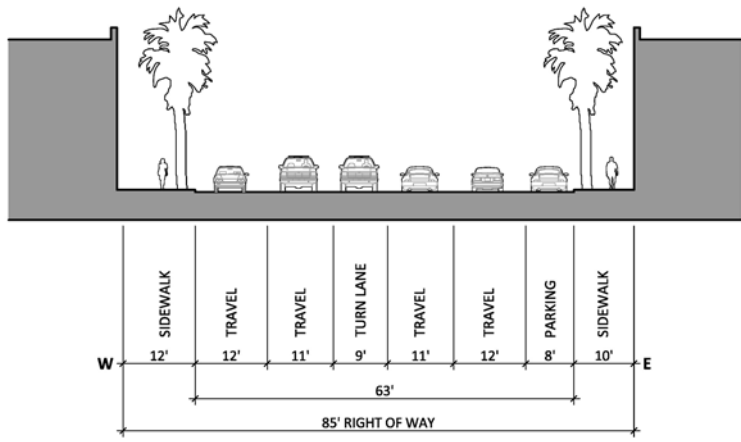


LEGEND

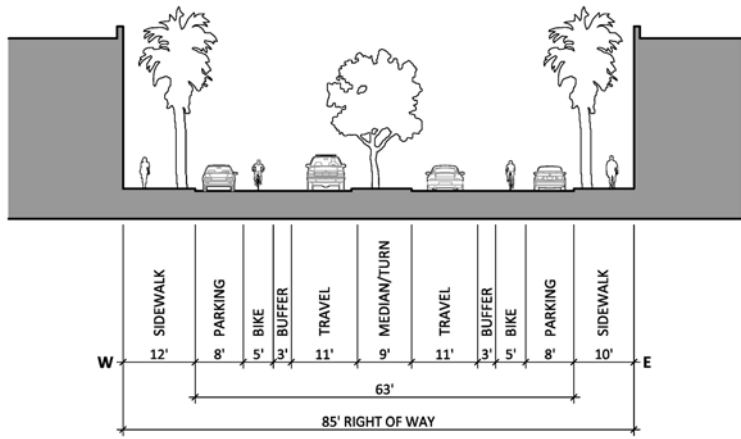
- a** Crosswalk
- b** In-street tree planter
- c** 2-way lane configuration
- d** Angled Parking

D2B Orange Street (Redlands Blvd. to State St.)

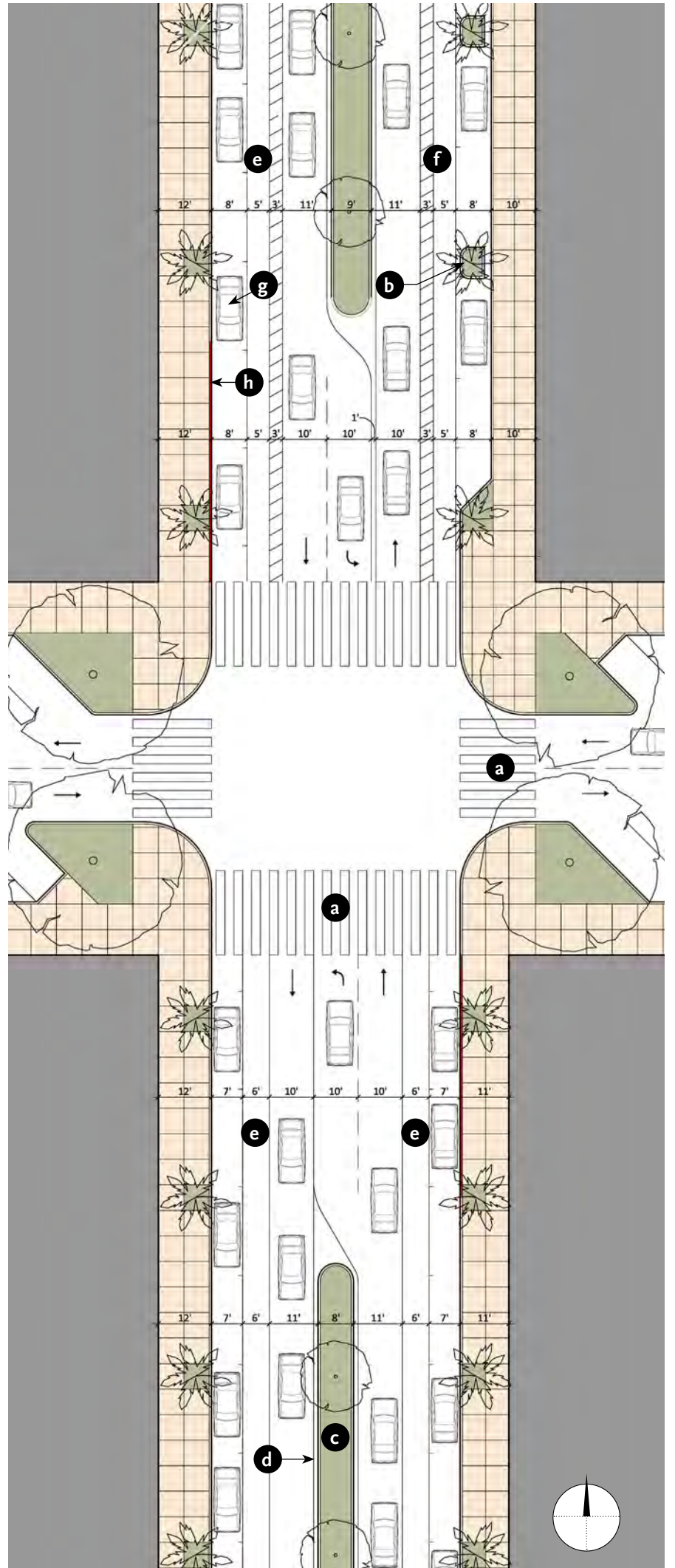
Existing



Future Road Diet with Median and Bike Lanes

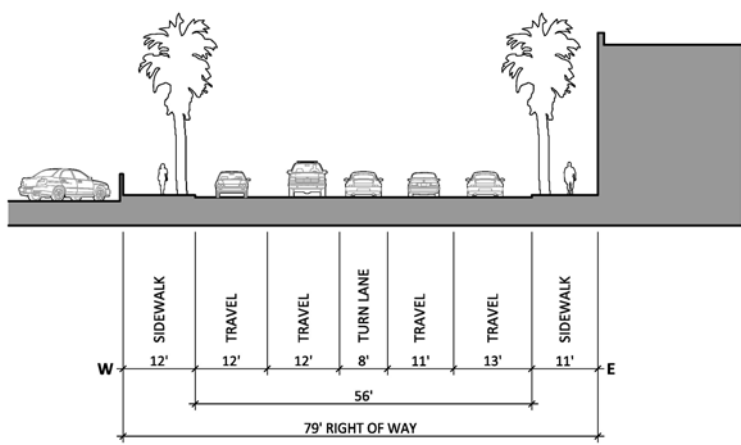


Orange Street at State Street Future

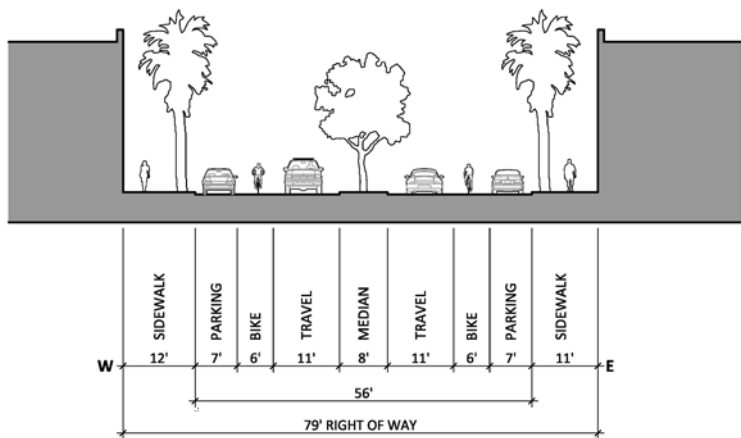


D2C Orange Street (Redlands Blvd. to State St.)

Existing



Future Road Diet with Median and Bike Lanes

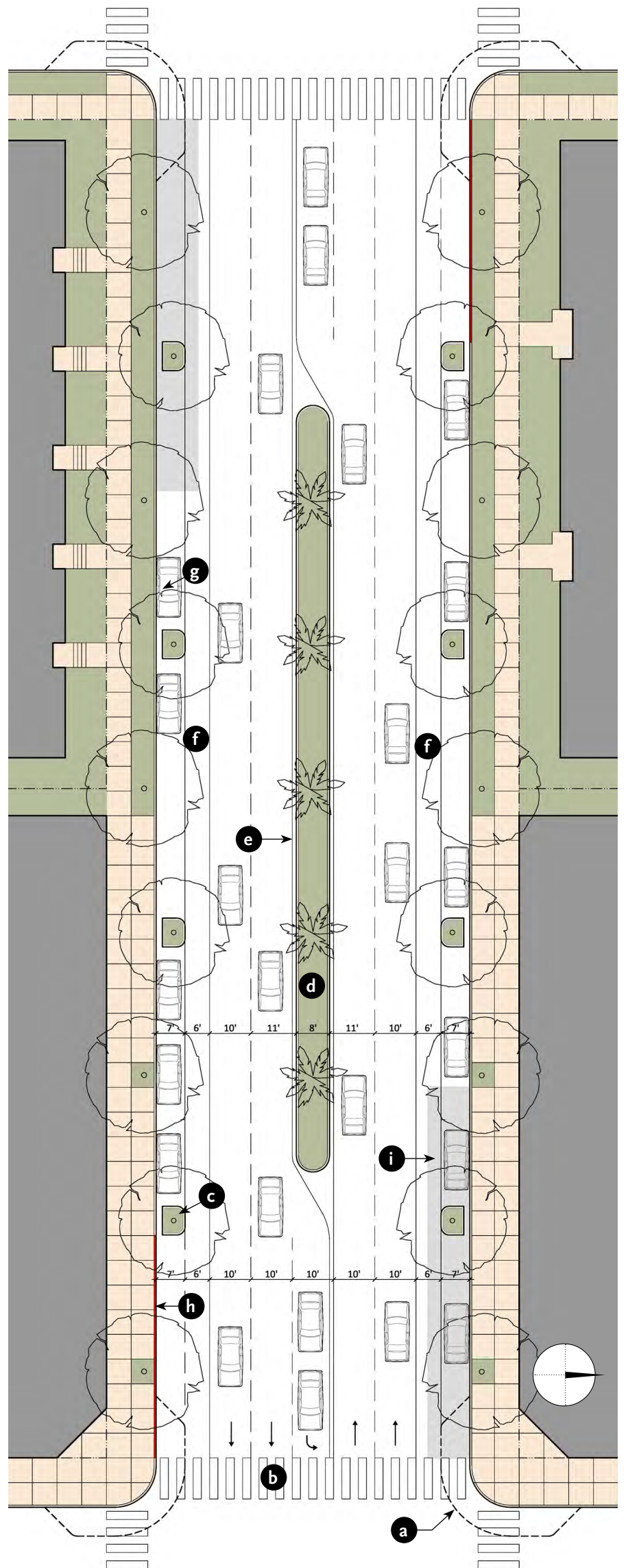
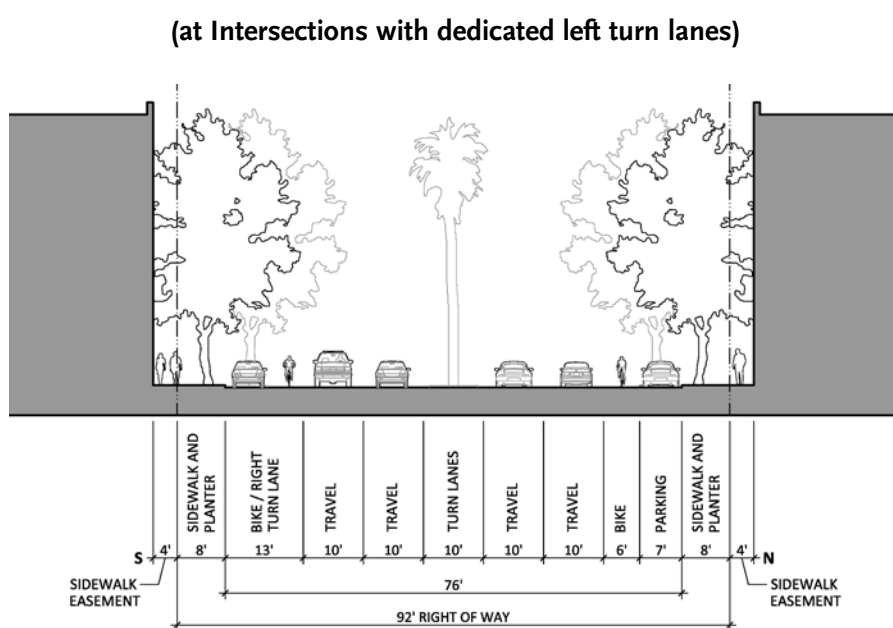
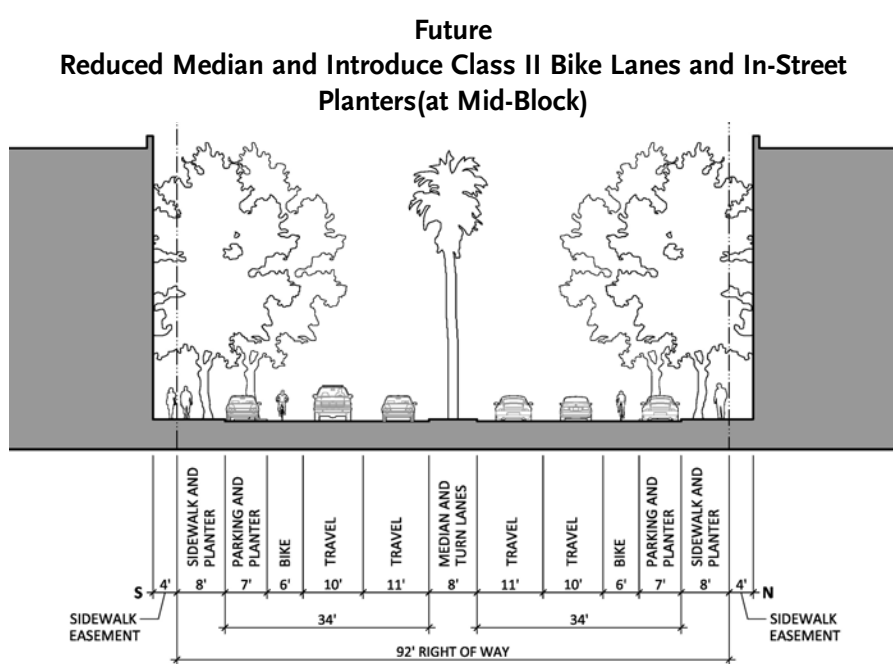
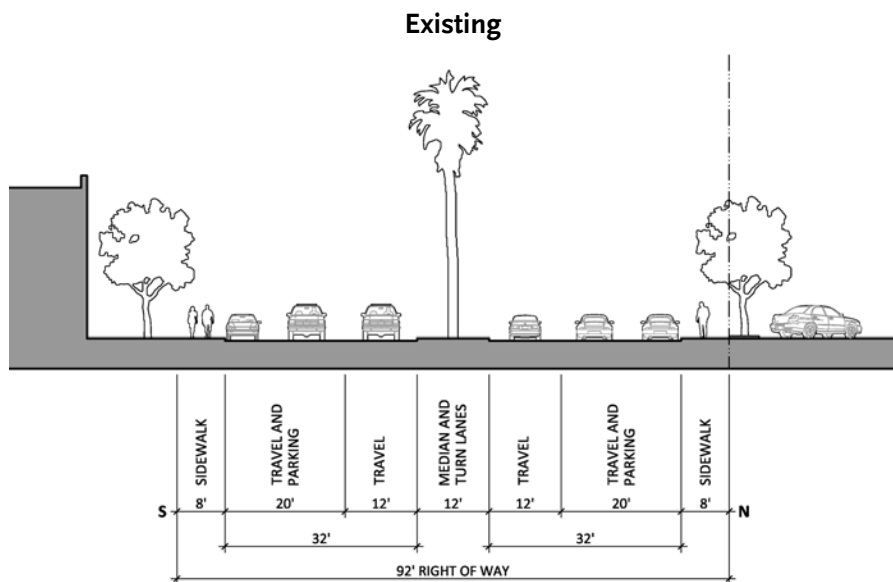


LEGEND

- a** Crosswalk
- b** In-street tree planter
- c** 8' ft. wide median
- d** Striping delineating 10 foot wide lane
- e** Bike lane
- f** Bike lane + buffer
- g** Parallel Parking
- h** Red striping at right turn (as needed)

5. TRANSPORTATION AND CIRCULATION

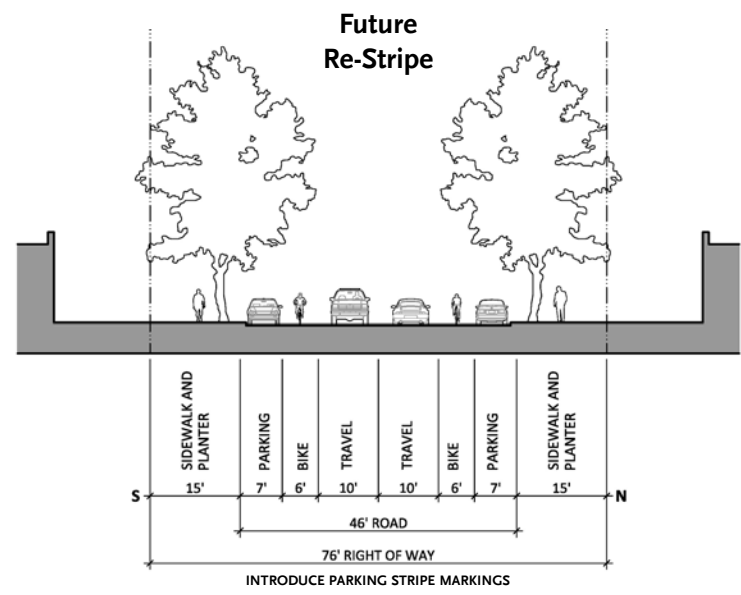
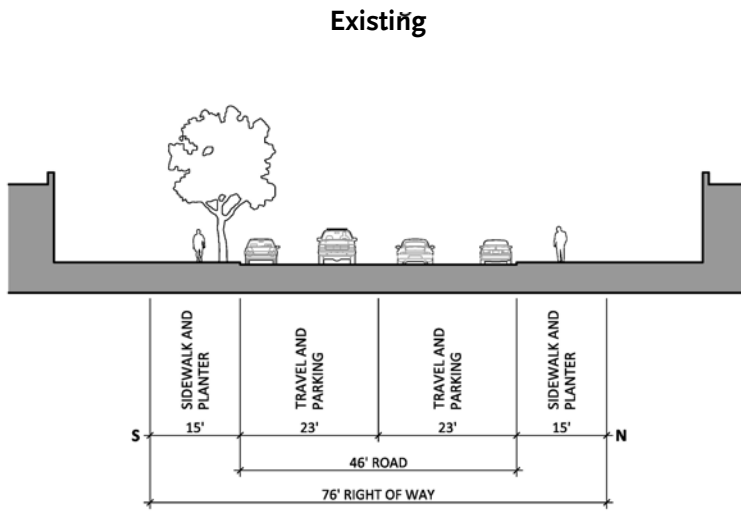
D3 Redlands Boulevard in Downtown Station Area



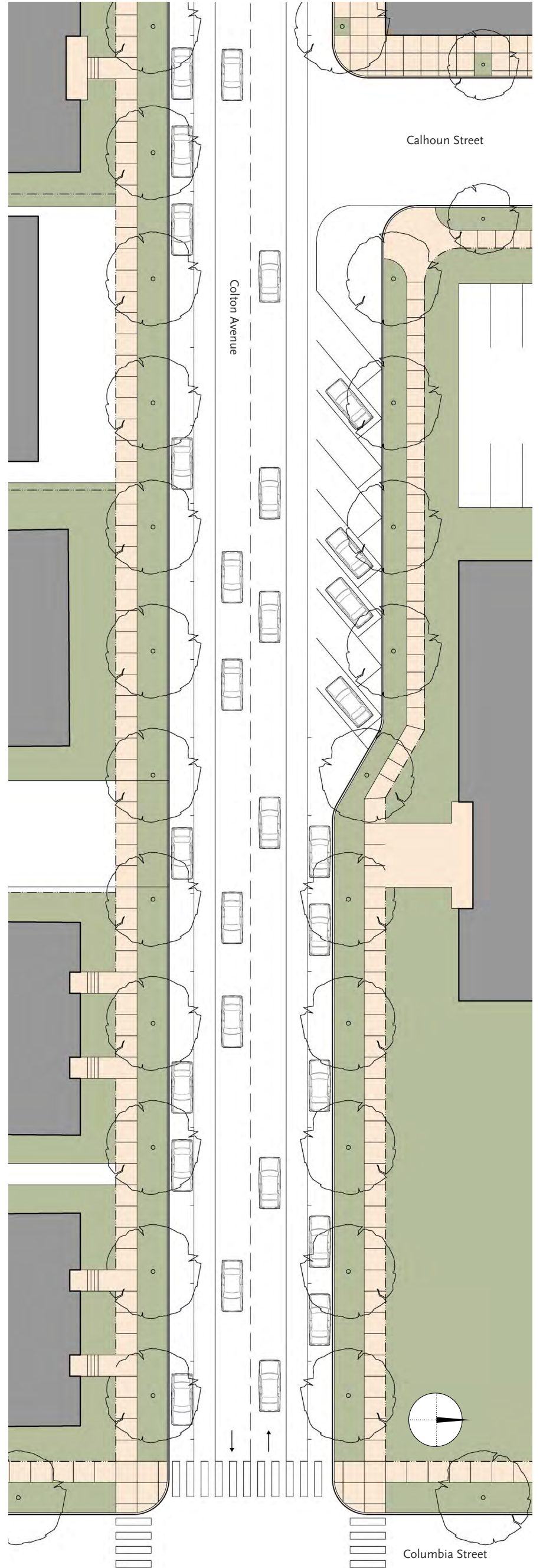
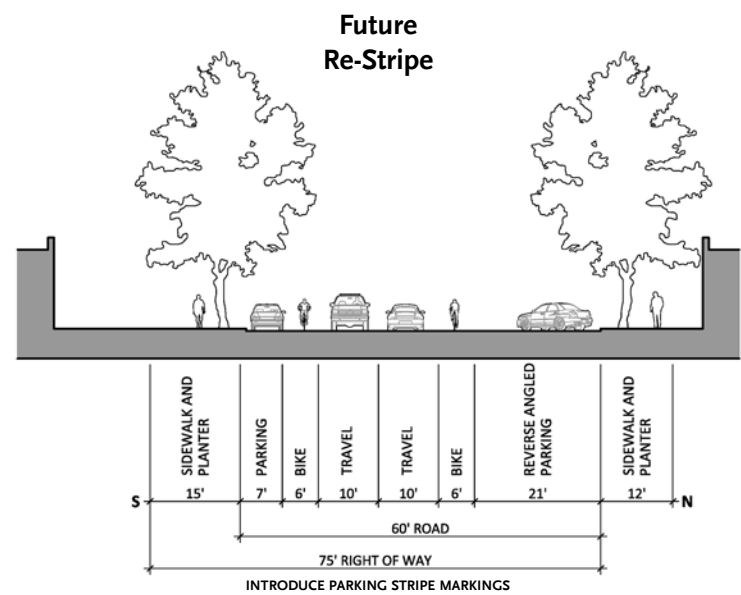
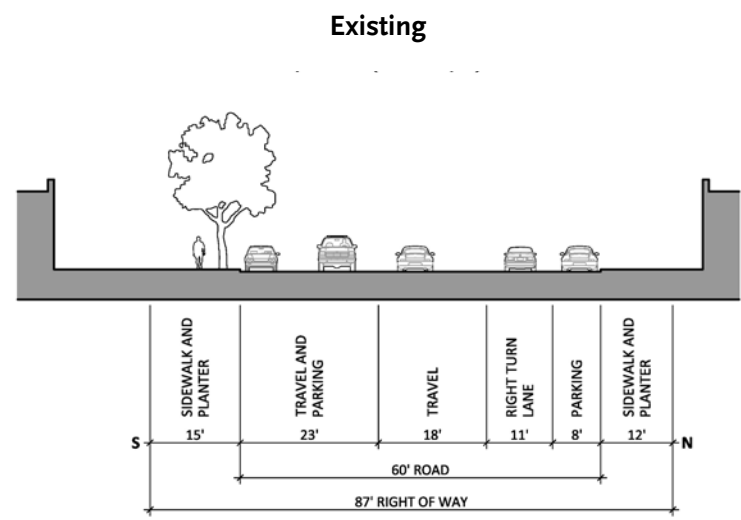
LEGEND

- a** Curb extensions (optional)
- b** Crosswalk
- c** In-street tree planter
- d** 8' ft. wide median
- e** Striping delineating 10 foot wide lane
- f** Bike lane
- g** Parallel Parking
- h** Red striping at right utrn (where occurs)
- i** Bus loading zone (where occurs): no in-street planter or parallel parking when if bus loading zone present

D4A Colton Avenue between Texas Street and Orange Street



D4B Colton Avenue at Calhoun Street



LEGEND

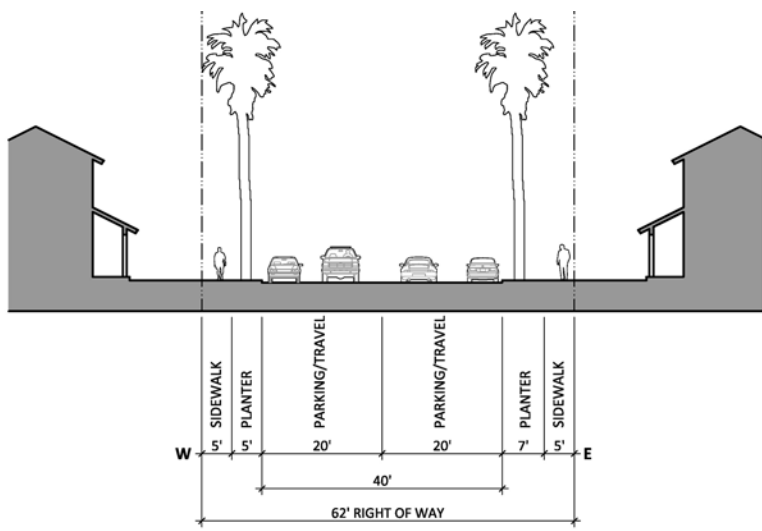
- a** Crosswalk
- b** Bike lane
- c** Parallel Parking
- d** Back-in Angled Parking

5. TRANSPORTATION AND CIRCULATION

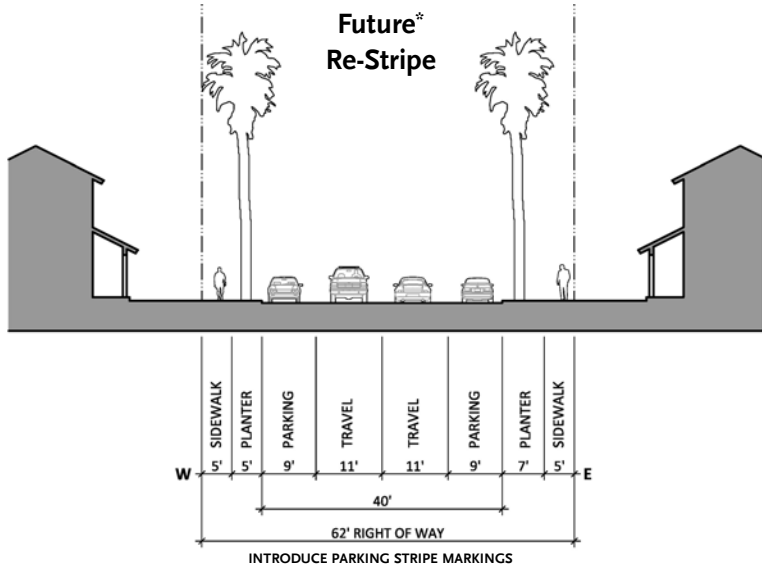
5.6. STREET TYPES (CONTINUED)

D5 Orange Street North of Sun Avenue

Existing



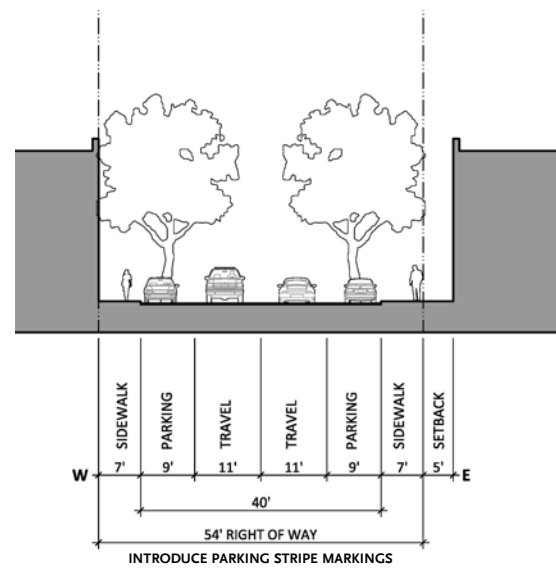
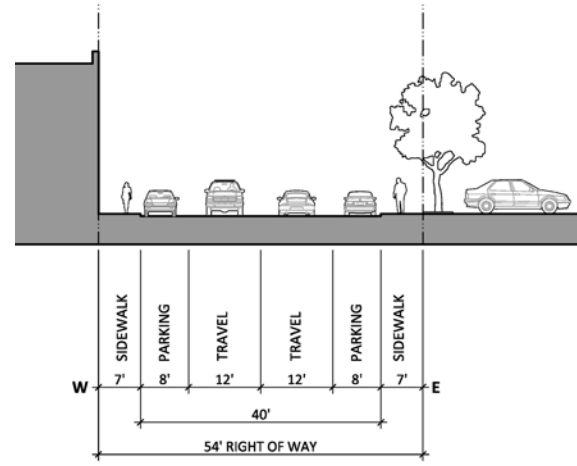
Future*
Re-Stripe



* Orange Street is State Highway 38 and is under Caltrans jurisdiction. Reallocation of right of way will require collaboration with Caltrans.

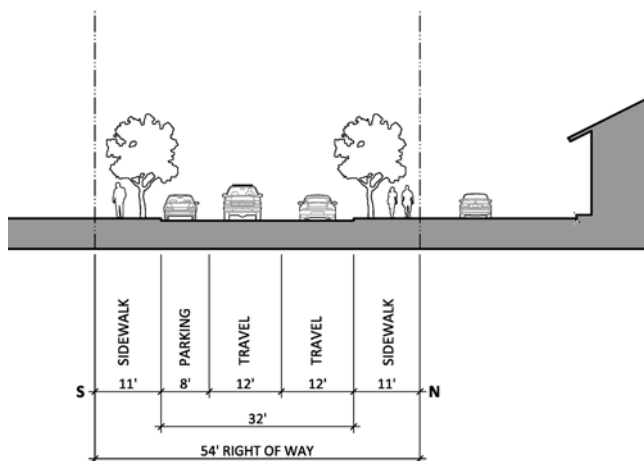
D6 Third Street South of Shoppers Lane

Existing

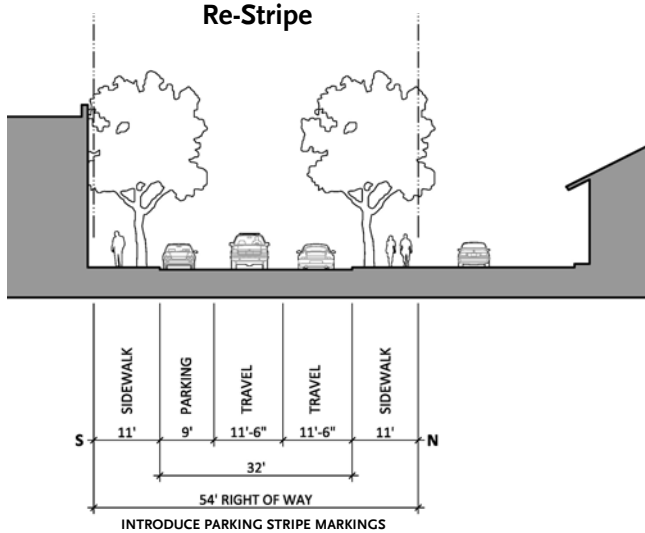


D7 Shoppers Lane

Existing

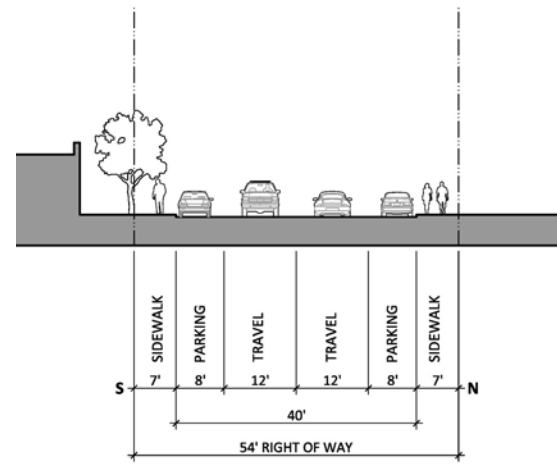


Future
Re-Stripe

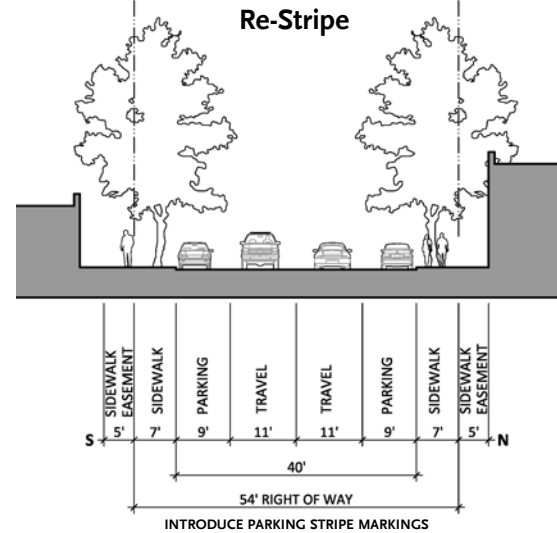


D8 Stuart Avenue

Existing



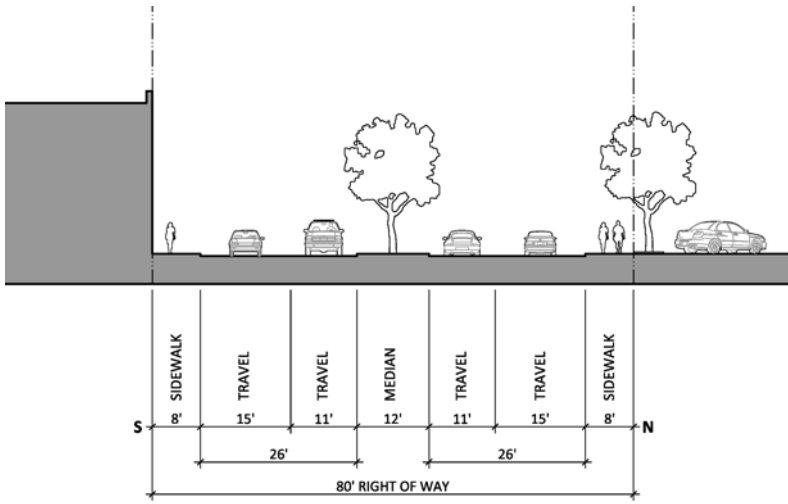
Future
Re-Stripe



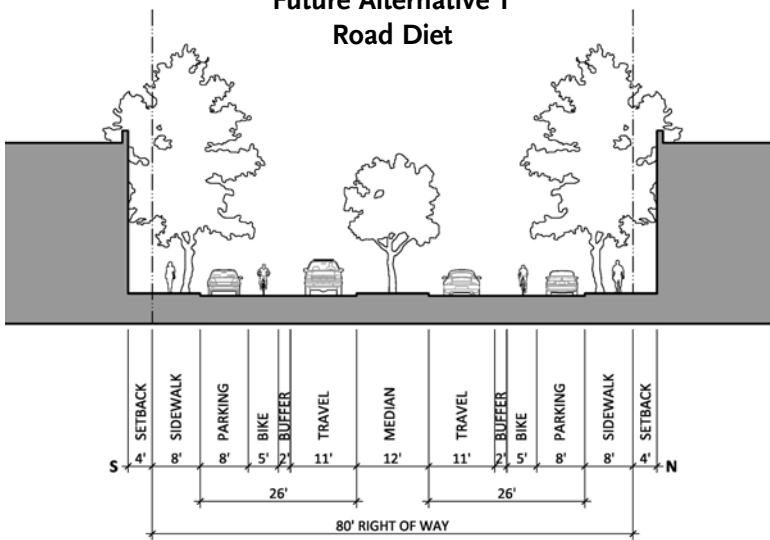
INTRODUCE PARKING STRIPE MARKINGS

D9 Citrus Avenue between Cajon Street and Eureka Street

Existing

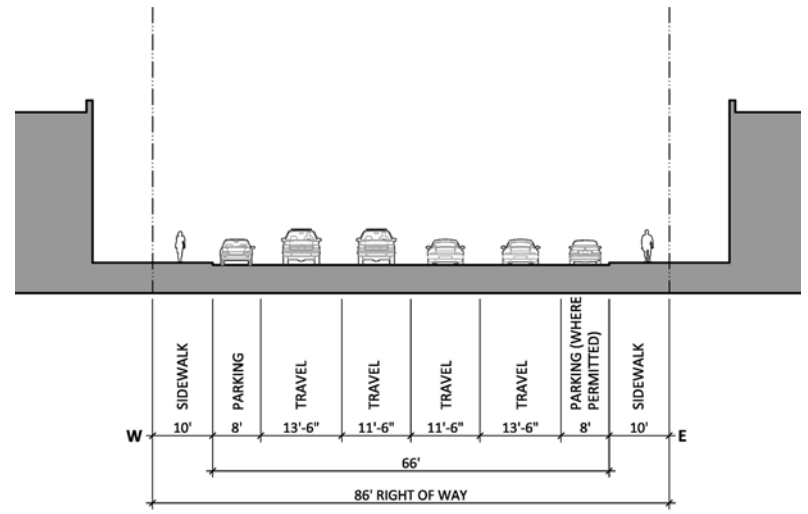


Future Alternative 1 Road Diet

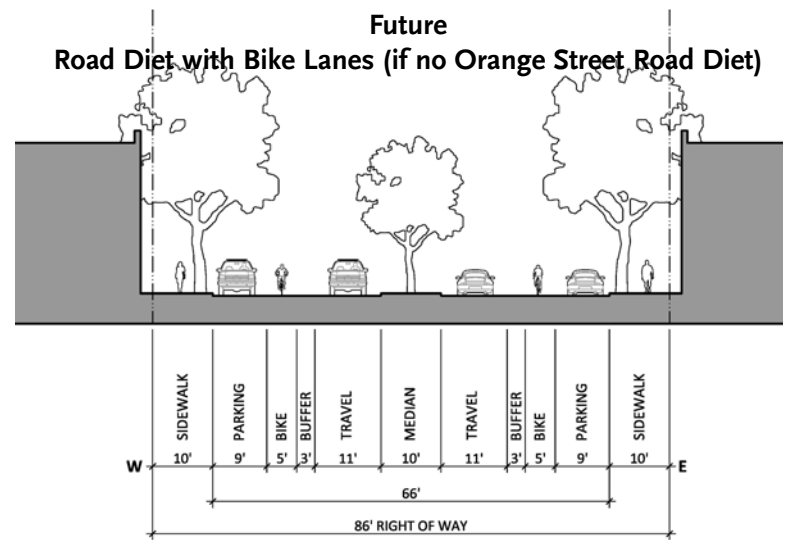


D10 Eureka Street South of Redlands Boulevard

Existing

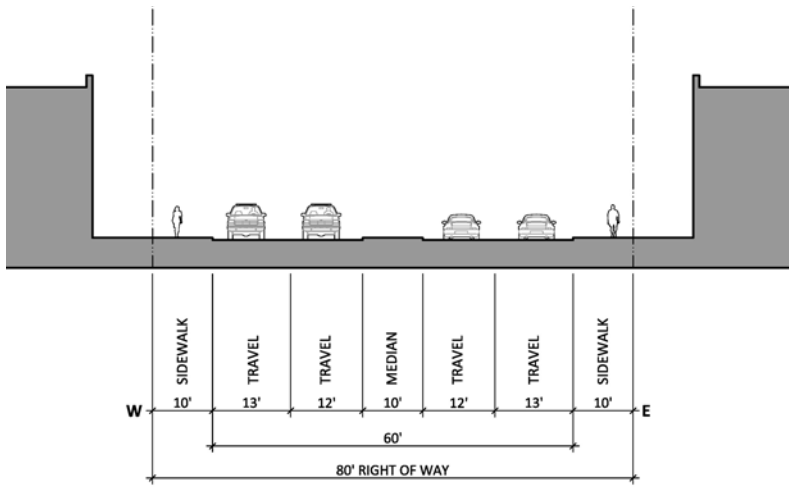


Future Road Diet with Bike Lanes (if no Orange Street Road Diet)

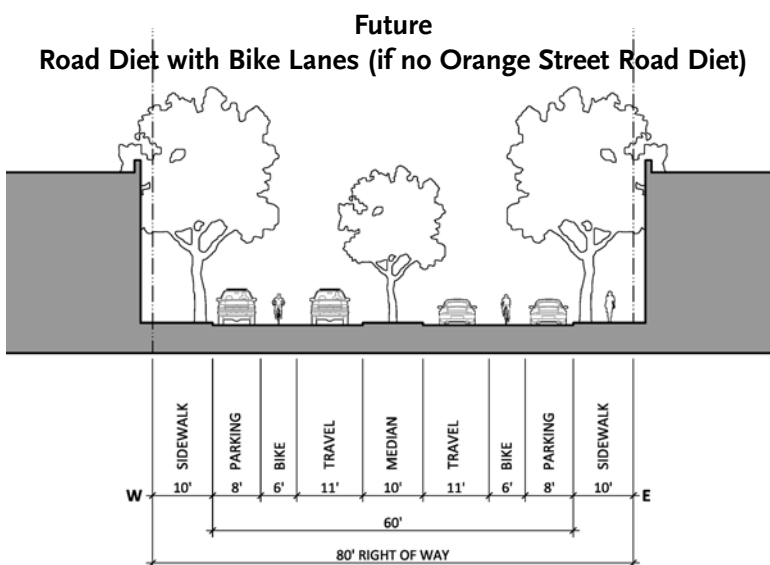


D11 Eureka Street North of Redlands Boulevard

Existing

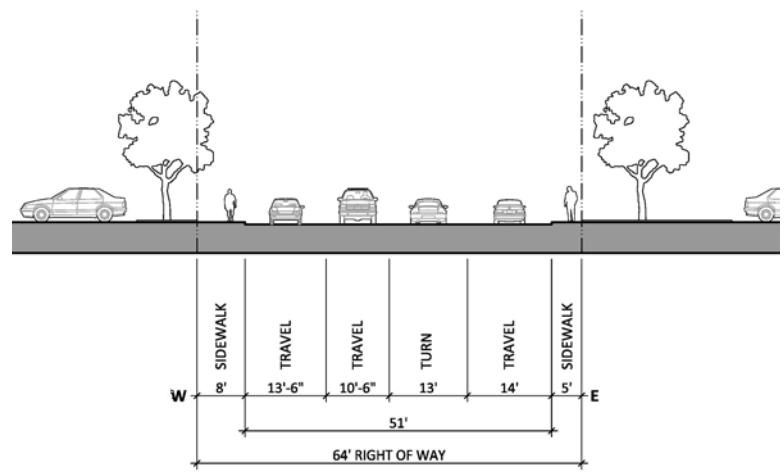


Future Road Diet with Bike Lanes (if no Orange Street Road Diet)

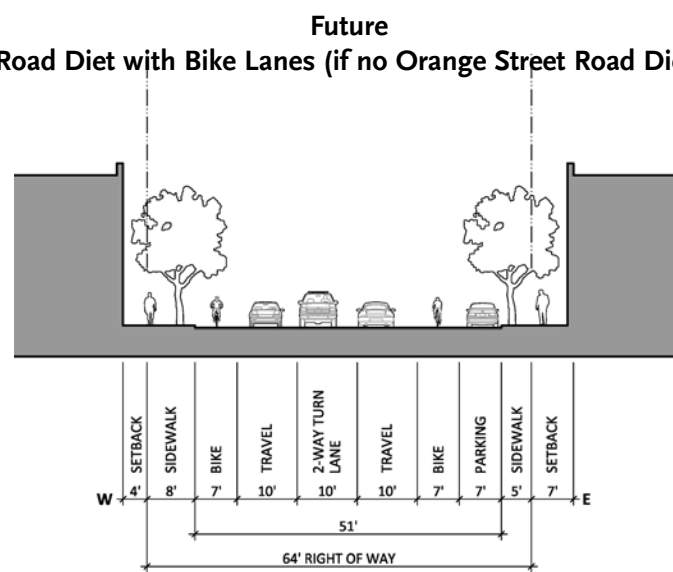


D12 Sixth Street North of Railroad Tracks

Existing



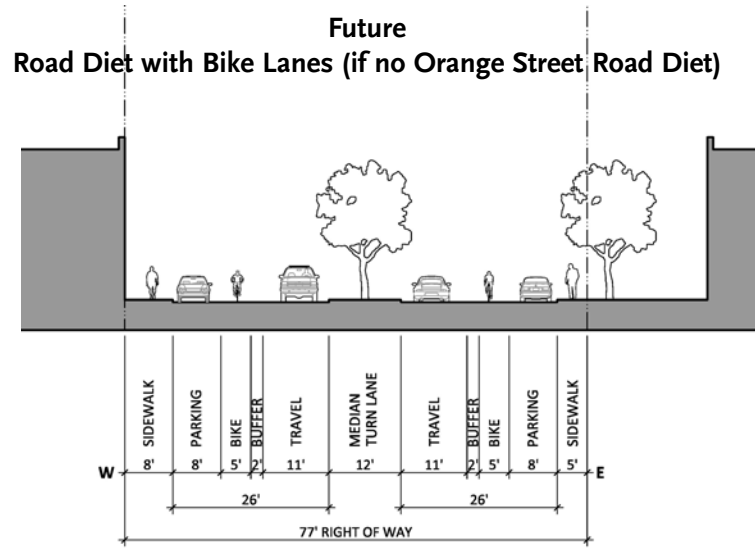
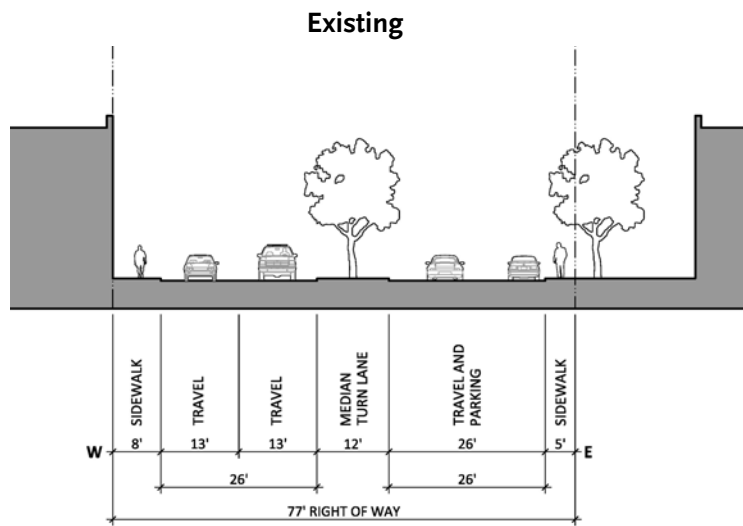
Future Road Diet with Bike Lanes (if no Orange Street Road Diet)



5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

D13 Sixth Street South of Railroad Tracks



D14 Potential New Street

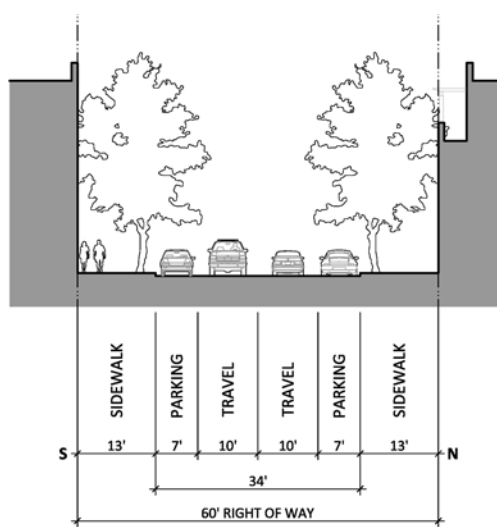
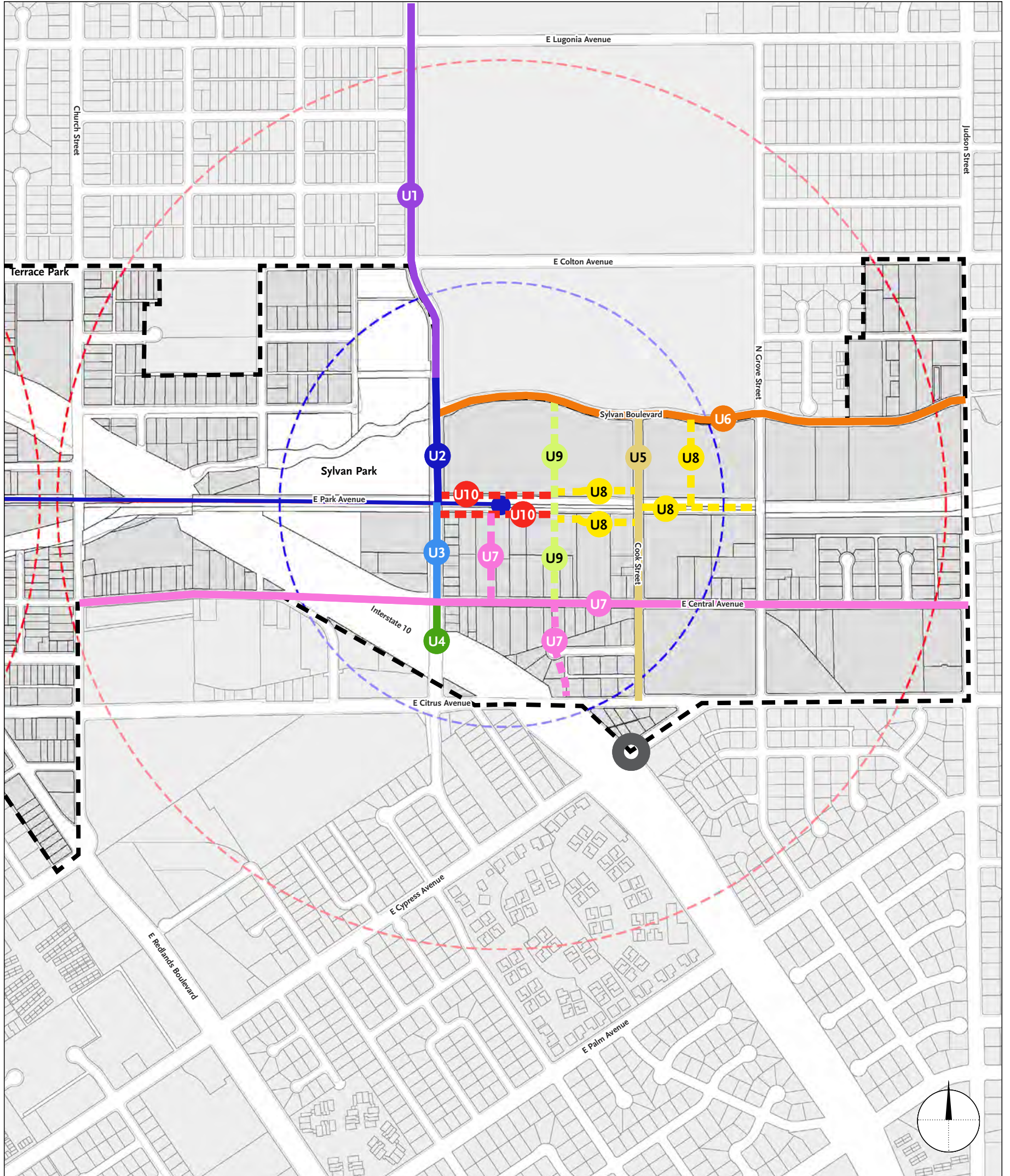


FIGURE 5-13 FUTURE STREET TYPES - UNIVERSITY STREET STATION AREA



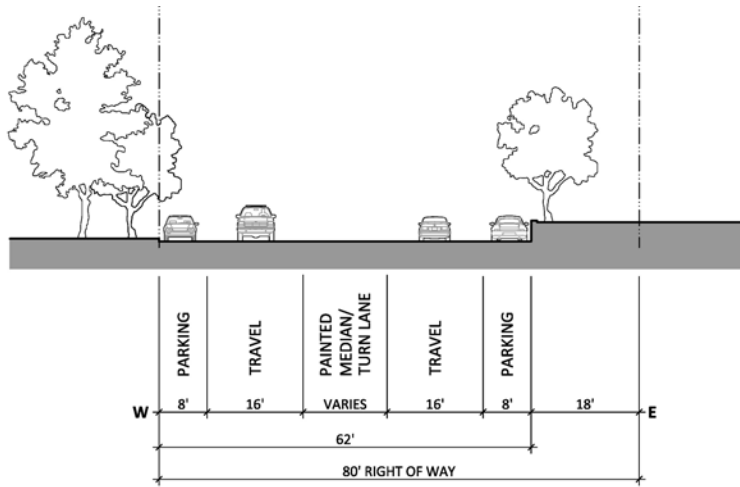
LEGEND

- | | | | |
|----------------------------------|--|--|---------------------------|
| Specific Plan Boundary | U1 University St. North of Sylvan Blvd. | U5 Cook St. | U8 New Residential Street |
| 1/4 mile Pedestrian Shed | U2 University St.: Park Ave. to Sylvan Blvd. | U6 Sylvan Blvd. | U9 Rambla |
| 1/2 mile Pedestrian Shed | U3 University St.: Central Ave. to Park Ave. | U7 Central Ave.; Rambla South; Station St. | U10 Park Ave. |
| Arrow Passenger Rail and Station | U4 University St.: I-10 to Central Ave. | Potential Cypress Ave. Roundabout | |

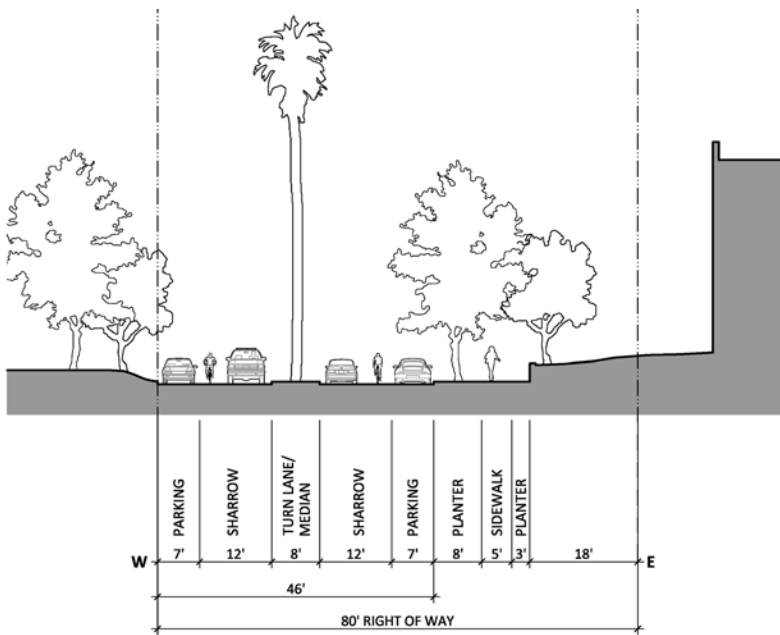
5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

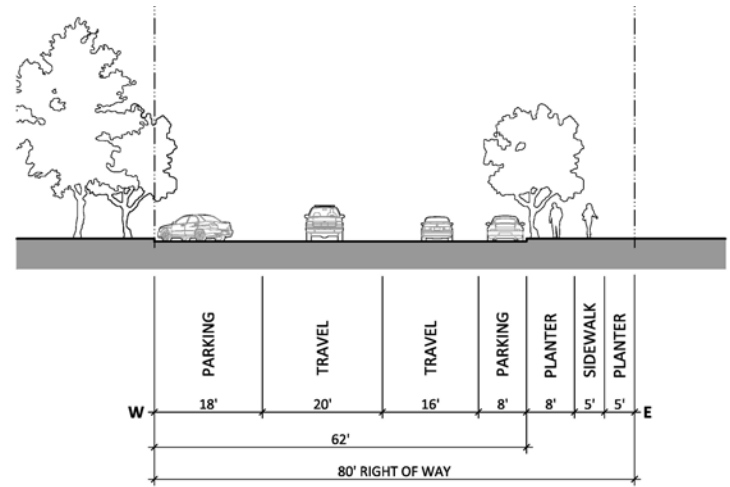
U1 University Street North of Sylvan Boulevard



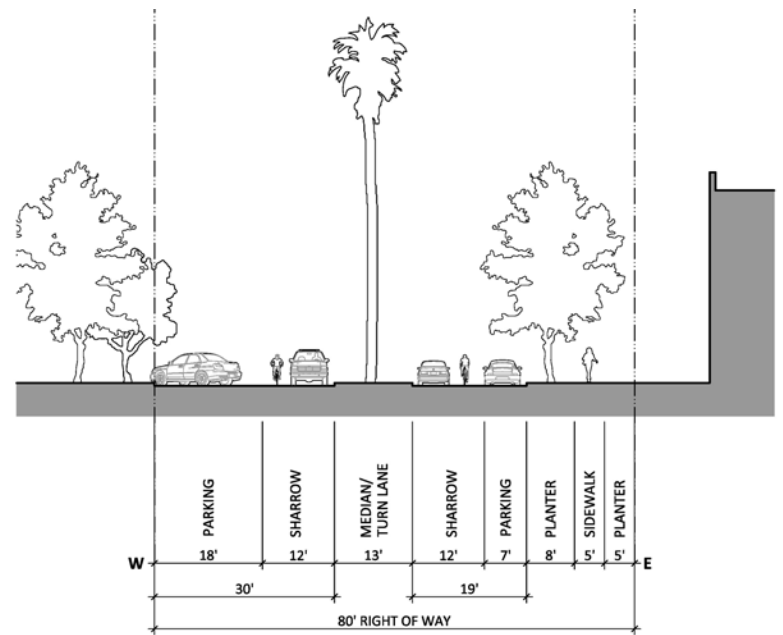
Future
Introduce Median



U2 University Street between Park Avenue and Sylvan Boulevard

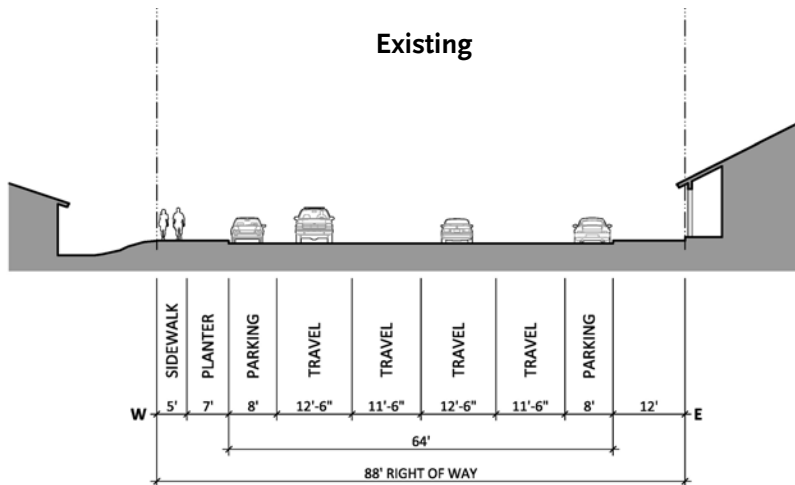


Future
Introduce Median

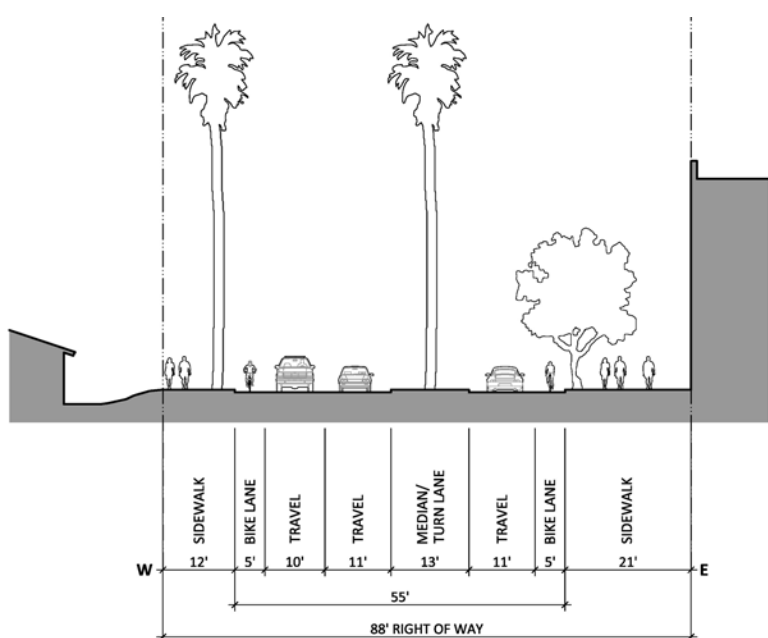


U3 University Street between Central Avenue and Park Avenue

Existing

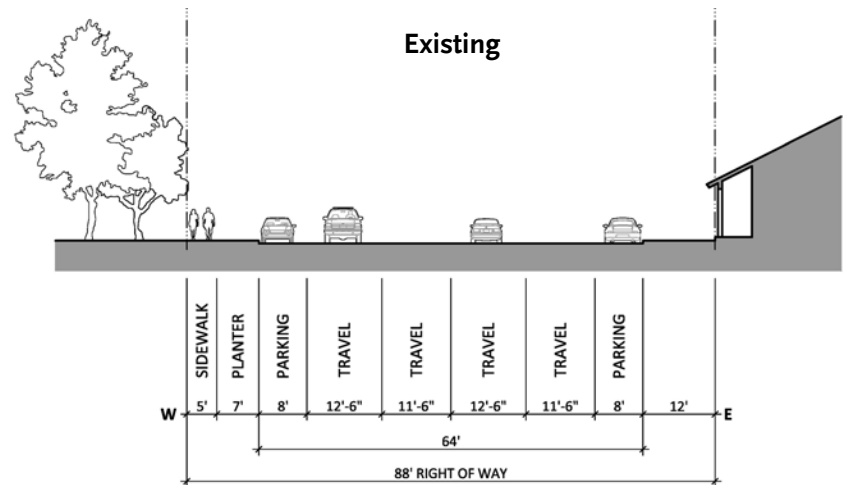


Future
Road Diet and Introduce Median

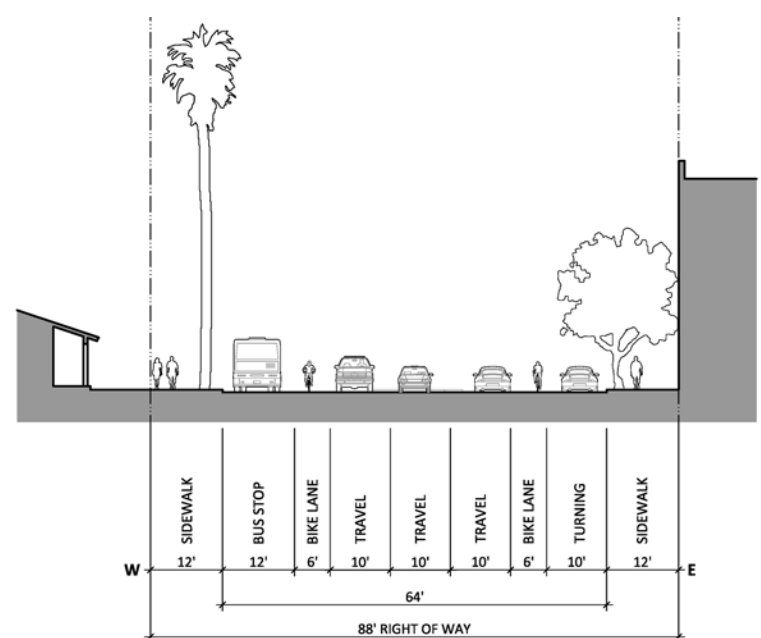


U4 University Street between I-10 and Central Avenue

Existing

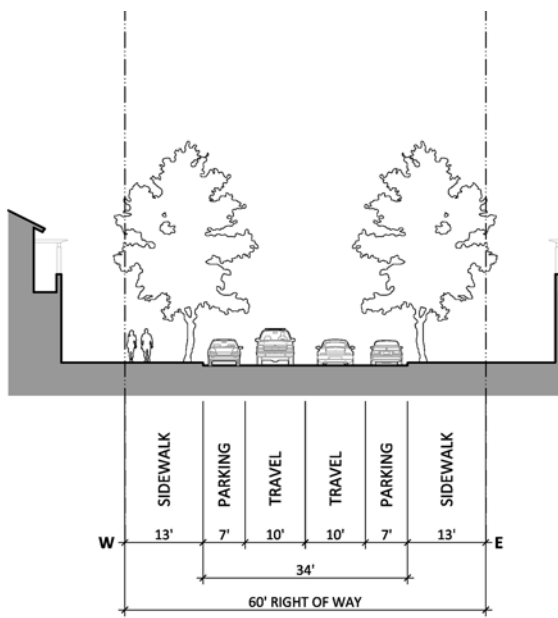
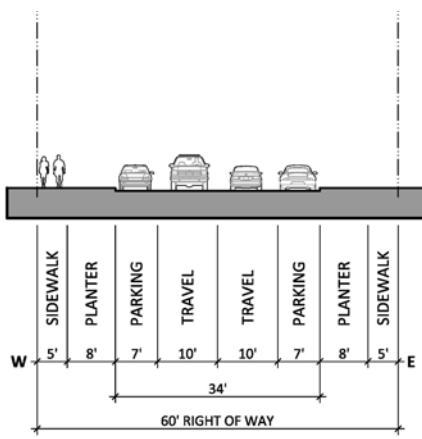


Future
Road Diet and Introduce Median

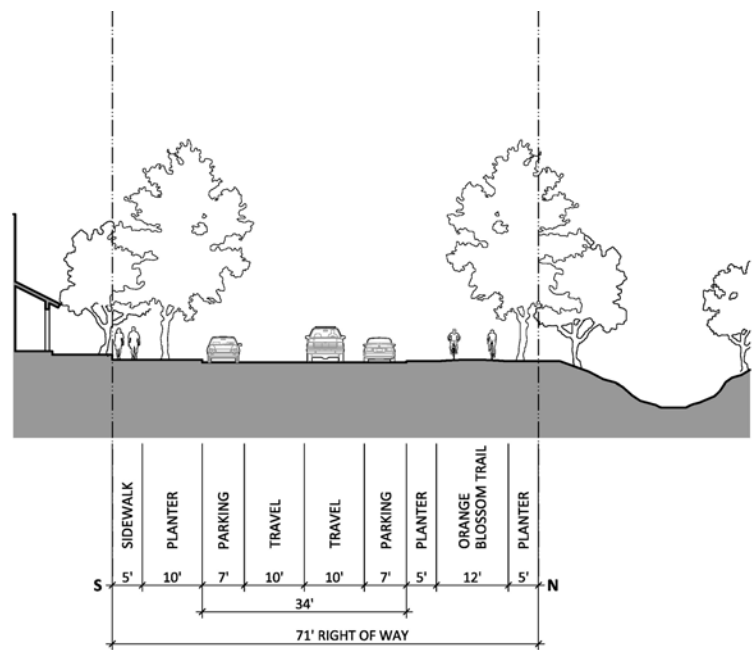
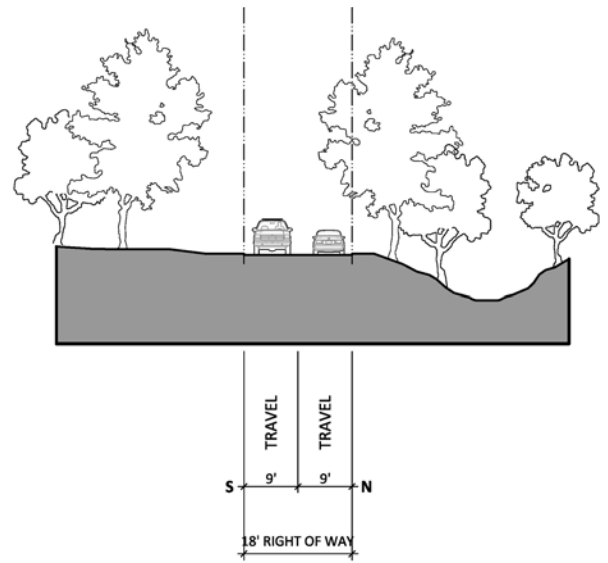


U5 Cook Street

Existing

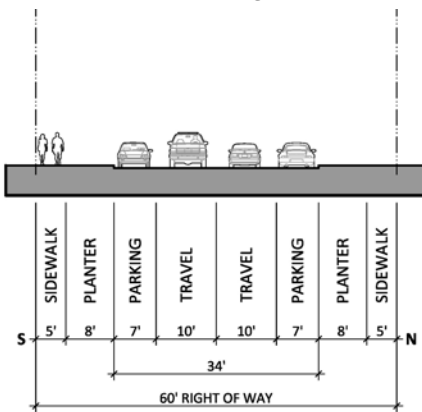


U6 Sylvan Boulevard

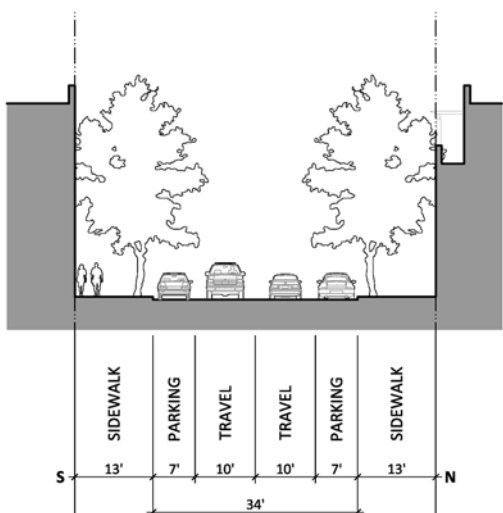


U7 Central Avenue, Rambla South, Station Street

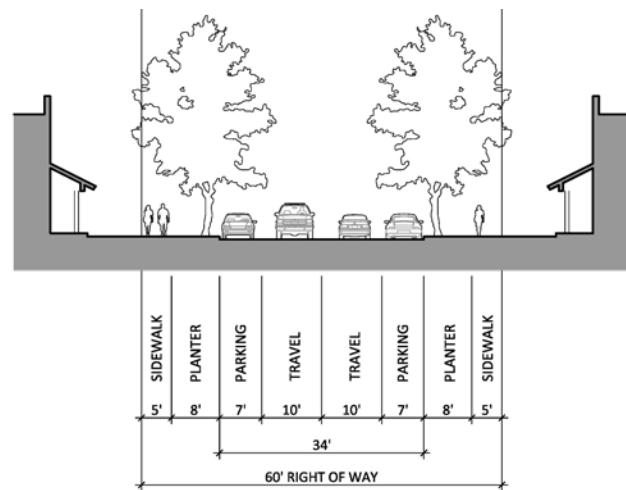
Existing



Future



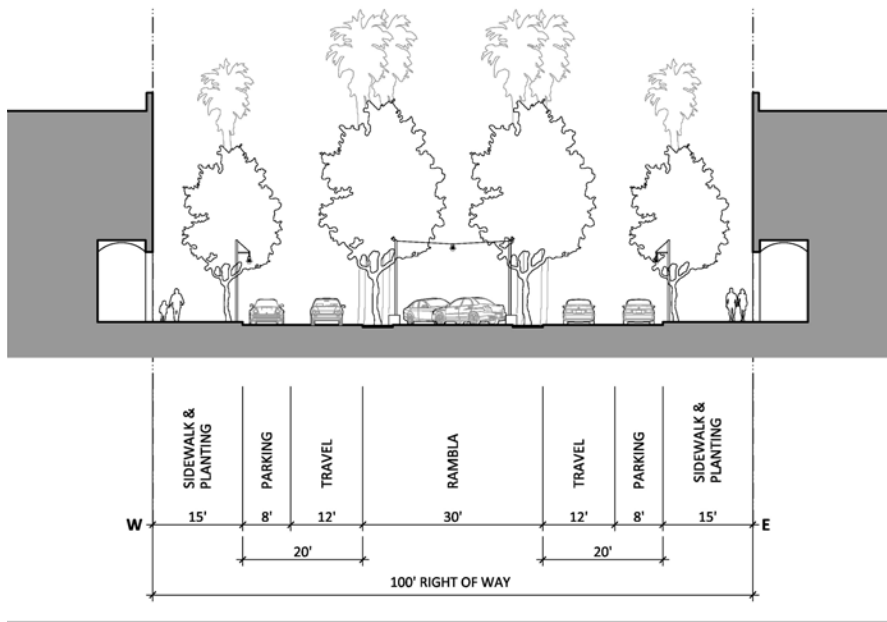
U8 New Residential Street



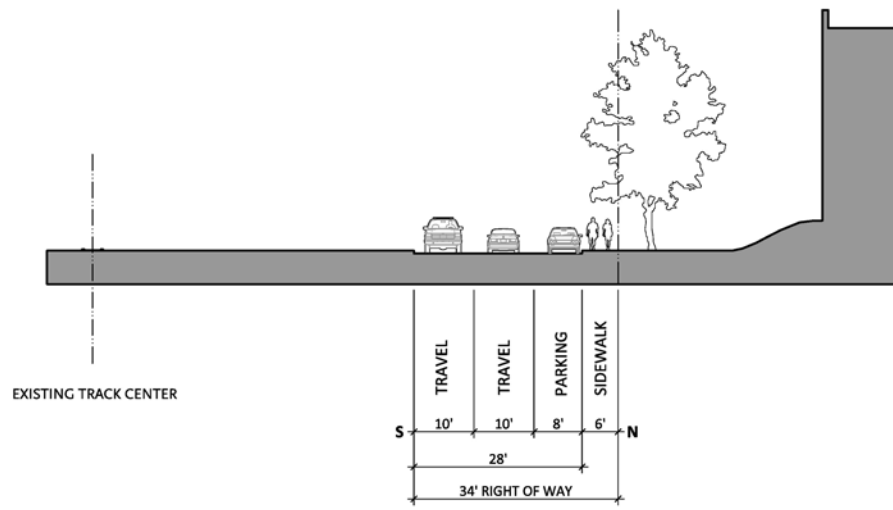
5. TRANSPORTATION AND CIRCULATION

5.6. STREET TYPES (CONTINUED)

U9 New Street: Rambla



U10 Park Avenue



Future

