

# MEASURE U POLICIES

## GUIDING POLICIES: Standards for Traffic Service

- 5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.
- 5.20b Within the area identified in GP Figure 5-1, including that unincorporated County area identified on GP Figure 5-1 as the “donut hole”, maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.
- 5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.
- 5.20f If monitoring of conditions at intersections within the East Valley Corridor Specific Plan area and intersections affected by EVC development indicates that peak hour LOS will drop below the standards set by Policies 5.20a, 5.20b, 5.20c revise the EVC Specific Plan. Revisions necessary may include additional roadway improvements, mandated higher TDM (Travel Demand Management, See Section 5.40) reductions in single-occupant vehicle trip share, reduction of intensity of development, or changes in use of undeveloped sites.

*Projected buildout for the EVC is 2028 vs. 2010 for the rest of the Planning Area. Travel habits may change significantly during this period, but project reviews for compliance with the General Plan must not assume changes that may be beyond the ability of the City to implement.*

## IMPLEMENTING POLICIES: Circulation Network & Classification

- 5.30g Establish the alignment of San Timoteo Canyon Road in the vicinity of Barton Road at the common boundary between Redlands and Loma Linda so that San Timoteo Canyon Road connects to California Street at Barton Road.
- 5.30i Establish and maintain traffic circulation patterns that protect the character of residential neighborhoods.
- 5.30j Design major infrastructure improvements to accommodate regional traffic needs in a manner which discourages traffic flows through residential neighborhoods, encourages traffic flow to existing freeway systems and assures prudent use of federal and local taxpayer dollars.
- 5.30k In order to assure that the circulation policies established by the Redlands General Plan as set forth in Table 5-2 are implemented, including without limitation establishment of California Street as a major arterial, the City Council shall coordinate with SANBAG, the IVDA, and the City of San Bernardino with regard to all Santa Ana River crossings, except the Orange Street crossing, to assure the development of California Street/Mountain View Avenue as a major arterial providing access to the San Bernardino International Airport.

## GUIDING POLICIES: Collector & Local Streets

- 5.32a Design residential collector streets and implement traffic control measure to keep traffic on collectors at 3,000 vehicles per day or less, where possible.
- 5.32b Design local residential streets and implements traffic control measure to keep traffic below 500 vehicles per day.

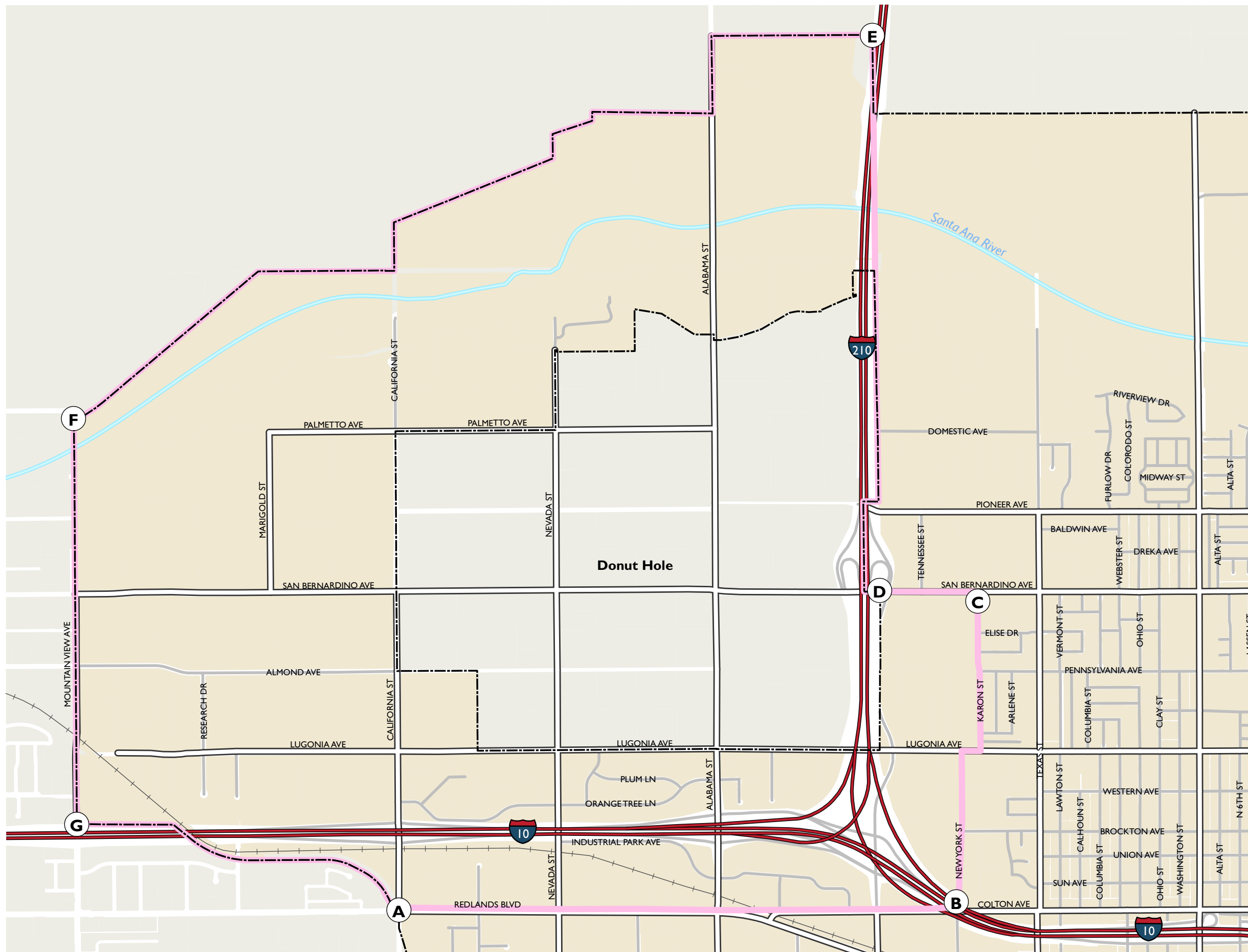


**TABLE 5-1: ARTERIAL SYSTEM VOLUMES AND LEVELS OF SERVICE**

Location	Existing (1994)			Buildout (1995 Projected)			Location	Existing (1994)			Buildout (1995 Projected)		
	Lanes	ADT	LOS	Lanes	ADT	LOS		Lanes	ADT	LOS	Lanes	ADT	LOS
<b>Palmetto</b>							<b>Nevada</b>						
California - Alabama	2	<1,000	A	4	19,000	A	S. Bernardino – Lugonia	2	<1,000	A	4	18-22,000	B-C
<b>San Bernardino Ave.</b>							Lugonia – Redlands						
Mtn View – Alabama	2	4,000	A	6	28-33,000	A-B	Redlands - Barton	2	1,000	A	4	11-18,000	A-B
Alabama – Orange	2	8,000	A	6	40-51,000	C-E	<b>Alabama Street/Palm</b>						
Orange – Church	2	11,000	C	4	25,000	D	North of S. Bernardino	4	11,000	A	6	20-38,000	A-C
Church – Wabash	2	3,000	A	4	15-24,000	A-C	S. Bernardino – I-10 Fwy	4	10-15,000	A	6	45-58,000	D-F
Wabash – Mill Creek	2	2,000	A	4	11-12,000	A	I-10 Fwy – Redlands	4	27,000	C	6	47,000	D
<b>Lugonia Ave./Mentone Blvd.</b>							Redlands – Barton						
Mtn View – Alabama	2	3,000	A	4	22-30,000	B-D	<b>Tennessee/San Mateo</b>						
Alabama – Orange	2	7,000	A	4	32-36,000	E	Lugonia – Brookside	4	14,000	A	4	13-29,000	A-E
Orange – Wabash	4	12,000	A	4	13-22,000	A-C	Brookside – Highland	4	9,000	A	4	11-20,000	A-B
Wabash – Garnet	4	8,000	A	4	10-19,000	A-B	<b>Texas/Center</b>						
<b>Redlands Blvd.</b>							Pioneer – Colton						
California – Alabama	4	20,000	A	6	34-39,000	B-C	Colton – Brookside	4	11,000	A	4	14-18,000	A
Alabama – Colton	4	21,000	A	6	53,000	E	Brookside – Highland	2	-	-	2	10-13,000	C-E
Colton – Texas	4	14-19,000	A	6	33,000	B	<b>Eureka Street</b>						
Texas – Citrus	4	13-27,000	A	4	28-30,000	C-D	Pearl – Citrus	2	4,000	A	4	10,000	A
Citrus – Highland	4	8-16,000	A	4	28-32,000	C-D	<b>Orange St./Cajon/Garden</b>						
Highland – I-10 Fwy	4	8,000	A	4	22,000	B	North of Pioneer	2	4,000	A	4	22,000	A
<b>Colton Ave.</b>							Pioneer – Lugonia						
Redlands – Sixth	2	-	-	4	17-23,000	A-C	Lugonia – I-10 Fwy	4	17,000	B	4	25-27,000	D
Sixth – University	2	10,000	B	2	10-12,000	B-D	I-10 Fwy – Citrus	4	22,000	C	4	21,000	B
University – Dearborn	2	8,000	A	2	9-11,000	B-C	Citrus – Highland	2	12,000	C	2	9-14,000	B-E
Dearborn – Crafton	2	2-6,000	A	2	5-9,000	A	Highland – Elizabeth	2	-	-	2	9,000	B
<b>Barton/Brookside/Citrus</b>							<b>Judson St./Ford St.</b>						
California – Terracina	4	16,000	A	6	25-33,000	A-B	Pioneer – Colton	2	2,000	A	2	5-8,000	A
Terracina – Orange	4	14,000	A	4	18-27,000	A-C	Colton – I-10 Fwy	2	5,000	A	2	7-10,000	A-B
Orange – Judson	4	13,000	A	4	16-24,000	A-C	<b>Wabash Ave.</b>						
Judson – Wabash	4	16,000	A	4	8-14,000	A	Pioneer - Lugonia	2	2,000	A	2	3-7,000	A
Wabash – Crafton	2	4,000	A	2	4-10,000	A-B	Lugonia – Citrus	2	6,000	A	2	7-9,000	A-B
<b>Cypress Ave.</b>							Citrus – I-10 Fwy						
Terracina - Citrus	4	6-9,000	A	4	8-12,000	A	<b>Crafton</b>						
California St.							San Bernardino – 5th	2	4-6,000	A	2	3-9,000	A
Palmetto – Lugonia	2	<1,000	A	6	31-40,000	A-C	<b>Sand Canyon</b>						
Lugonia – Redlands	2	4,000	A	6	33-58,000	B-F	East of Crafton	4	7,000	A	4	12,000	A
Redlands – Barton	2	7,000	A	6	22-23,000	A	<b>San Timoteo Canyon Road</b>						
							Brookside – Alessandro	2	3,000	A	2	11-18,000	B-C
							Alessandro – Live Oaks	2	-	-	2	20,000	C

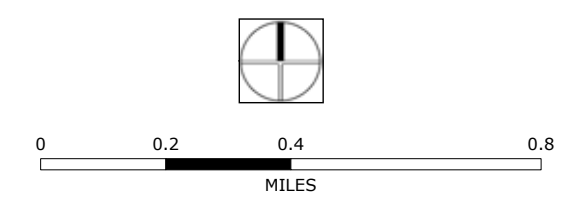
Notes: ADT = Average daily traffic volume; ranges indicate lowest and highest volumes in the segment; LOS = Peak hour Level of Service; ranges indicate highest and lowest LOS in the segment. Projected volumes assume buildout at General Plan density and intensity and continuation of present travel habits, and thus represent a “worst case” scenario. Where projected LOS is inconsistent with Policies 5.20a, b, or c, Policy 5.20f is designed to provide mitigation.

Figure 5-1: Donut Hole



- Freeway
- Major Roads
- Local Roads
- Rail Corridor
- River
- City of Redlands

Beginning at the intersection of the City of Redlands' western City Limit and Redlands Boulevard (Point A); thence easterly along the northern right-of-way limit of Redlands Boulevard to the intersection of New York Street (Point B); thence northerly along New York Street and New York Street extended to the intersection of Lugonia Avenue; thence easterly on Lugonia Avenue to the intersection of Karon Street; thence northerly on Karon Street and Karon Street extended to the San Bernardino Avenue (Point C); thence westerly along the southern right-of-way limit of San Bernardino Avenue to the first City Limit line of the City of Redlands encountered in a westerly direction (Point D); thence westerly and then northerly along the City Limit of Redlands to the point at which the City Limit line turns westerly around the unincorporated San Bernardino County area commonly known as the "donut hole"; thence northerly along State Route 30 to the City Limit of Redlands (Point E); thence southwesterly along the City Limit of Redlands to Mountain View Avenue (Point F); thence southerly along the City Limit of Redlands to the southern terminus of the western City Limit of Redlands on Mountain View Avenue (Point G); and thence southeasterly along the City Limit of Redlands to the point of beginning.



Data Source: City of Redlands, California, 2016; San Bernardino County, 2015; ESRI, 2015; SANBAG, 2015; Dyett & Bhatia, 2016.