

**CITY OF REDLANDS  
TRAFFIC AND PARKING COMMISSION  
REGULAR MEETING  
Thursday, March 28, 2024 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 6:01 pm by Chairperson Eric Shamp.

Roll Call:

**Present**

Commissioners:

Eric Shamp

Cassie MacDuff

Kevin Morningstar

Carl Davis

Andrew Hoder

Staff:

Ryan Steinhaus, PD

Brian Desatnik, DSD

John Harris, MUED

Goutam Dobey, MUED

Charles Duggan, City Manager

**Absent**

Commissioners:

Bill Waddell (excused)

Benjamin D. Perez (excused)

**2. APPROVAL OF MINUTES**

**A motion was made by Commissioner Hoder and seconded by Commissioner Morningstar to approve the minutes of the regular meeting held on January 25, 2024. By roll call vote of 5-0, the motion carried.**

**3. PUBLIC COMMENT**

Mark Walker, resident, raised concerns about the intersection of Ford Street and Redlands Boulevard. He pointed out the absence of crosswalks, mentioned that the timing on eastbound Redlands Boulevard prioritizes the left-turning lane onto northbound Ford Street, causing issues, and noted minimal enforcement in the intersection. He suggested extending the phase for southbound Ford Street.

The commission requested a designated time on the agenda for making comments and proposing future agenda items.

**4. OLD BUSINESS**

**4A. *Request to establish on-street parking restrictions on Al Harris Lane and 3rd Street between Redlands Boulevard and Orange Street***

Mr. Dobey stated that Arteco Partners, the owner of Redlands Public Market, seeks parking solutions for 330 N 3rd Street. The proposal, initially presented to the Traffic and Parking Commission on January 25, 2024, was revised after discussions with local businesses. Changes include converting parking in the Santa Fe district to 90-minute zones and establishing 10-minute parking in front of the market.

Glenn Fearon of Property One, LLC, was pleased to engage in discussions with the Redlands Public Market developer and the City regarding the parking restrictions. An additional comment suggested making Al Harris Lane one-way traffic.

Vice Chair MacDuff inquired about Property One's plans to prevent patrons of the Redlands Public Market from using their parking spaces. Mr. Fearon expressed concern about this issue and emphasized his dissatisfaction with the plan being accepted without a parking strategy.

The commission called upon Jerry Tessier, owner of the Redlands Public Market, to address their questions. Queries included whether the movie theater owners were contacted, how staff will indicate short-term parking, and why 90-minute parking was chosen over 2-hour parking. Mr. Tessier explained that efforts were made to contact the theater management but were unsuccessful. He clarified that the 90-minute parking zone was agreed upon by neighboring businesses. Mr. Harris clarified that the curb for short-term parking in front of the Public Market will be painted green, and signage can be added. Regarding public awareness of parking locations, Mr. Tessier mentioned the use of signage, QR codes, and social media. Questions were raised about the narrow curve transition between 3rd Street and Al Harris Lane and its suitability for fire vehicles, to which Mr. Tessier stated that the design engineer deemed it appropriate.

Business owner Bryan Bruce supported the suggestion of converting the area into a one-way street, citing safety concerns at the Orange Street and Al Harris Lane intersection.

Vice Chair MacDuff proposed adding more 90-minute parking by reducing 10-minute parking to two (2) or three (3) spaces and studying the possibility of making Al Harris Lane one-way westbound. Commissioner Morningstar expressed concern about imposing public parking restrictions for the benefit of one (1) business and recommended that the Public Market owner reach out to the theater owners to explore using their parking spaces. He also supported studying the one-way street proposal and suggested deferring the agenda item. Commissioner Hoder suggested installing a traffic signal on Al Harris Lane and Orange Street to facilitate left turns onto Orange Street and inquired about the potential traffic impact of future developments on the north side of Al Harris Lane and their parking needs. Chair Champ noted that State Street has precedence for requesting parking restrictions, proposed studying the one-way street suggestion, asked staff to determine if State Street has a similar ratio of 10-minute parking zones per restaurant for comparison, and requested directional signage to the public parking lot.

**The commission decided to table the item for further discussion to the next meeting.**

**4B. *Request to clarify and distinguish the scope of the Traffic and Parking Commission with regard to the responsibilities and duties of the Planning Commission***

Chair Shamp proposed discussing agenda items 4B, 4C, and 4D together since they are related and suggested combining them into one (1) agenda item in the future. He briefly introduced the agenda items.

Mr. Harris explained that, after consulting with the City Attorney, some suggested items fall outside the purview of the Traffic and Parking Commission, such as addressing parking issues on private property, which falls under the Planning Commission's jurisdiction. However, the City Attorney had no issue with the commission being involved in multifamily projects that impact public right-of-way or non-vehicular traffic issues. Mr. Harris mentioned that altering the definition of certain terms related to vehicles or traffic is challenging due to the complexity of various codes and laws.

The commission requested staff to draft language to amend the municipal code and address non-motorized traffic and multifamily projects within their jurisdiction.

The commission also inquired about how they would be informed about issues within their purview presented to the Planning Commission. Mr. Harris stated he will provide some ideas at the next meeting. The commission sought clarification on the difference between a resolution and an ordinance. Mr. Duggan clarified that a resolution signifies a certain course of action, while an ordinance carries the weight of law. Commissioners do not have the authority to pass ordinances or resolutions. They can only make recommendations to the City Council.

Vice Chair MacDuff commended Chairperson Shamp for his editorials, viewing them as educational for the City. She asked about the process for commissioners to write editorials. Mr. Harris suggested presenting the idea to the commissioner first, and he could determine if it needs approval from the City Attorney. Chairperson Shamp suggested making it clear in the editorial that the comment represents the individual and not the commission or the City.

**This item was tabled for further discussion to the next meeting.**

**4C. *Request to clarify the scope of the Traffic and Parking Commission with regard to non-motorized traffic***

**This item was tabled for further discussion at the next meeting.**

**4D. *Request to update ordinances regarding bicycle licenses***

This item was tabled for further discussion to the next meeting.

**5. COMMUNICATIONS**

**5A. *Safety report on downtown parking***

Mr. Dobey indicated that the request originated from our Downtown Parking Study discussions, where the commission examined parking conditions and future possibilities for parking in Redlands. As part of the study, a survey was conducted, revealing safety concerns in certain parking areas. In response, the commission deemed it important to further investigate and obtain a safety report specifically for the studied area.

Sgt. Steinhaus presented the safety report, focusing on crimes against persons and other calls for service that may pose safety concerns within or near downtown Redlands parking locations. The analysis included police data from January 01, 2020, to February 29, 2024. Sgt. Steinhaus proceeded to provide an overview of the safety report.

Questions were raised regarding whether the report could detail what happens after an officer resolves a call for service, including the disposition of the call.

**5B. *Status of Traffic and Parking Commission budget***

Mr. Dobey provided an overview of TPC budget expenditures, noting that \$82,000 remains unutilized. Mr. Harris clarified that unused TPC funds do not carry over to the next fiscal year.

The commission requested to include on a future agenda the installation of crosswalks on Highland Avenue and Cajon Street, as well as allowing sidewalks along Prospect Park.

Vice Chair MacDuff proposed potential uses for the unspent budget, such as directional signs for downtown parking and extending the left turn lane pocket on southbound California Street at Redlands Boulevard.

**5C. *Status of work orders***

Mr. Dobey presented a slide and provided a brief overview of the status of work orders that were previously recommended by the Commission and approved by City Council, and the status of work orders which do not require Commission recommendation and have been approved and completed by city staff in accordance with the Redlands Municipal Code.

## **5D. Roundabouts presentation**

Mr. Dobeey gave a presentation on roundabouts beginning with an introduction to what roundabouts are and why they are effective traffic management tools. It covered various types of roundabouts and outlined their pros, such as safety benefits like reduced conflict points and crash reduction, as well as reduced delay for drivers.

The presentation then delved into specific examples of conceptual designs for roundabouts, including Ford St/5th Ave, Colton/Dearborn Ave, and a mini-roundabout at Highland/Cedar/Crown. Additionally, it highlighted roundabouts in neighboring cities, such as Yucaipa Blvd & 2nd St and Yucaipa Blvd & California St in the City of Yucaipa, and Flint Ave & 6th St in the City of Long Beach.

The discussion focused on traffic impacts during construction, roundabout costs, and truck maneuverability. Mr. Harris clarified that roundabouts can be constructed in phases to maintain traffic flow. He noted that while roundabout costs are higher than signals, their maintenance costs are lower. Additionally, roundabouts are designed with truck aprons to facilitate truck turns. Vice Chair MacDuff voiced support for roundabouts but cautioned about potential rush hour backups on high-volume roads. Chairperson Shamp echoed support for roundabouts as another viable solution worth exploring.

## **6. ADJOURNMENT – Next regular meeting will be held on May 23, 2024.**

Before adjournment, Chairperson Shamp asked if there were any comments or requests for future agenda items by the commission.

Commissioner Davis expressed his discontent for the lack of traffic enforcement and requested that the police gather data on the effectiveness of controlled intersections. He asked for citations for all controlled intersections in the 2022 and 2023 calendar years.

Vice Chair MacDuff asked when City Council was presented with the idea of Citrus Avenue as a one-way street. Mr. Harris clarified that City Council was presented with the idea of a one-way street on Citrus Avenue as part of TPC's recommendations of the Downtown Parking Study.

Commissioner Morningstar stated that the commission should look at signal timing, inquired about the current pavement management plan, and commented on the low visibility of striping on some city streets.

The meeting was adjourned by Chairperson Shamp at 8:37 p.m.