

TRAFFIC SIGNAL HEAD IMPROVEMENTS

Class 1 Categorical Exemption

Applicant:

City of Redlands

35 Cajon Street, Suite 15A

Redlands, CA 92373

Contact: Veronica Medina

Associate Engineer

(909) 798-7584 ext. 6

vmedina@cityofredlands.org

Owner:

City of Redlands

35 Cajon Street, Suite 15A

Redlands, CA 92373

Project Access:

Traffic Signal Head Improvements

March 2026

1.0 PROJECT DESCRIPTION

The City of Redlands (City), located at the base of the San Bernardino Mountains in San Bernardino County, California proposes safety improvements to existing transportation facilities. The project consists of upgrading sixteen intersections within the City as listed below and identified in Appendix A, *Project Locations Map*.

1. Orange Street at San Bernardino Avenue
2. Orange Street at Citrus Avenue
3. Church Street at Citrus Avenue
4. Redlands Boulevard at Highland Avenue
5. Brookside Avenue at San Mateo Street
6. Brookside Avenue at Center Street
7. Brookside Avenue at Eureka Street
8. Cajon Street at Olive Avenue
9. Redlands Boulevard at Fern Avenue/Church Street
10. Redlands Boulevard at Palm Avenue
11. Alabama Street at Orange Tree Lane/Coulston Avenue
12. Colton Avenue at Texas Street
13. Cajon Street at Fern Avenue
14. Redlands Boulevard at Citrus Avenue
15. Colton Avenue at Church Street
16. Redlands Boulevard at Eureka Street

Traffic safety improvements include retroreflective backplates and 12" vehicular signal head upgrades.

1.1 Project Implementation

As described in further detail below, the proposed Project components will not require expansion of roadway, excavation, or demolition. All proposed traffic safety improvements are within the existing, paved City right-of-way.

1.2 Project Elements

TRAFFIC SAFETY IMPROVEMENTS

This section describes the proposed project traffic safety improvements. The transportation safety element descriptions, below, were summarized from the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (FHWA, 2009); also referred to as the MUTCD.

Retroreflective Backplates

A retroreflective backplate is a safety feature that can be added to existing traffic signal heads to improve their visibility, particularly at night and for drivers with vision limitations. It is a controlled-contrast background that is added to the illuminated face of the signal head and is framed with a 1- to 3-inch yellow retroreflective border. The Federal Highway Administration (FHWA) has approved the use of retroreflective tape after a seven-year safety study showed that the use of retroreflective backplates reduces crashes by providing greater visibility and conspicuity of traffic signal heads. Retroreflective backplates are an FHWA Proven Safety Countermeasure known to reduce total crashes at intersections by 15 percent by providing greater visibility of traffic signal heads, particularly at night and for drivers with vision limitations. This treatment is recognized as an enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers.

12-inch Vehicular Signal Heads

Vehicle signal heads are assemblies of one or more signal faces that is provided for controlling traffic movements on one or more approaches. The visual signals displayed at traffic intersections typically use colored lights (like red, yellow, and green) or arrows that instruct drivers on when to stop, proceed or prepare to stop depending on the current traffic situation, essentially communication the right of way to vehicles at an intersection.

2.0 SURROUNDING LAND USES AND SETTING

The Traffic Signal Head Improvements Project is within primarily urbanized intersections in the City of Redlands. According to the City of Redlands General Plan 2035 Land Use Map (November 2022), land uses at the intersections to receive improvements include Low, Low Medium, Medium and High Density Residential, Commercial, Transit Village, Public/Institutional and Office. The land uses at each of the project intersections are as follows and identified in Appendix B, Redlands General Plan Land Use Map:

- Orange Street at San Bernardino Avenue – Low and High Density Residential and Commercial
- Orange Street at Citrus Avenue – Transit Village
- Church Street at Citrus Avenue – Transit Village and Public/Institutional
- Redlands Boulevard at Highland Avenue – Low and Medium Density Residential
- Brookside Avenue at San Mateo Street – Low and High Density Residential, Office and Commercial
- Brookside Avenue at Center Street – Office
- Brookside Avenue at Eureka Street – Transit Village
- Cajon Street at Olive Avenue – Transit Village
- Redlands Boulevard at Fern Avenue/Church Street – Transit Village, Office, and Public/Institutional
- Redlands Boulevard at Palm Avenue – Low and Medium Density Residential and Commercial
- Alabama Street at Orange Tree Lane/Coulston Avenue – Commercial
- Colton Avenue at Texas Street – Transit Village
- Cajon Street at Fern Avenue – Office
- Redlands Boulevard at Citrus Avenue – Transit Village
- Colton Avenue at Church Street – Low and Low Medium Density Residential, Transit Village
- Redlands Boulevard at Eureka Street – Transit Village

3.0 GENERAL PLAN DESIGNATION

The City of Redlands General Plan Connected City Element (City of Redlands, 2017) classifies the streets within the project limits as follows and identified in Appendix C, Roadway Classification Map:

- Alabama Street – Major Arterial
- Brookside Avenue – Major Arterial
- Center Street – Minor Arterial
- Cajon Street – Minor Arterial
- Church Street – Collector
- Citrus Avenue – Minor Arterial
- Colton Avenue – Minor Arterial
- Coulston Avenue – Local
- Eureka Street – Minor Arterial
- Fern Avenue – Collector
- Highland Avenue – Minor Arterial

- Olive Avenue – Collector/Local
- Orange Street – Minor Arterial
- Orange Tree Lane – Local
- Palm Avenue – Collector
- Redlands Boulevard – Boulevard/Major Arterial
- San Bernardino Avenue – Major Arterial/Minor Arterial
- San Mateo Street – Minor Arterial
- Texas Street – Minor Arterial

4.0 CLASS 1 CATEGORICAL EXEMPTION CHECKLIST

INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15301 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

Exempt Status

Class 1 Categorical Exemptions

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

Type, Section or Code

Section 15301: EXISTING FACILITIES

Reasons for Exemption

CEQA Guidelines Section 15301(c) Existing Facilities, Class 1.

This Project meets the requirements of the Section 15301 Existing Facilities Class 1 categorical exemption, because the Project consists of safety improvements within the existing City right-of-way and will not result in an expansion of existing use.

1. *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The Traffic Signal Head Improvements Project involves implementation of minor transportation safety improvements throughout the City. The improvements will not create a significant cumulative impact on the environment.

2. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Traffic Signal Head Improvements Project intersections are contained within existing paved roadways in the City Redlands. There are no unusual circumstances related to the segments of road or the Project activities that would have a significant effect on the environment.

3. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The Traffic Signal Head Improvements Project will not result in damage to scenic resources, including trees, historic buildings, rock outcroppings or similar resources. The Project footprint is

in an existing urban environment and would not result in tree removal or changes to natural geological aesthetic areas. Therefore, there would be no impacts to natural scenic resources with implementation of the Project.

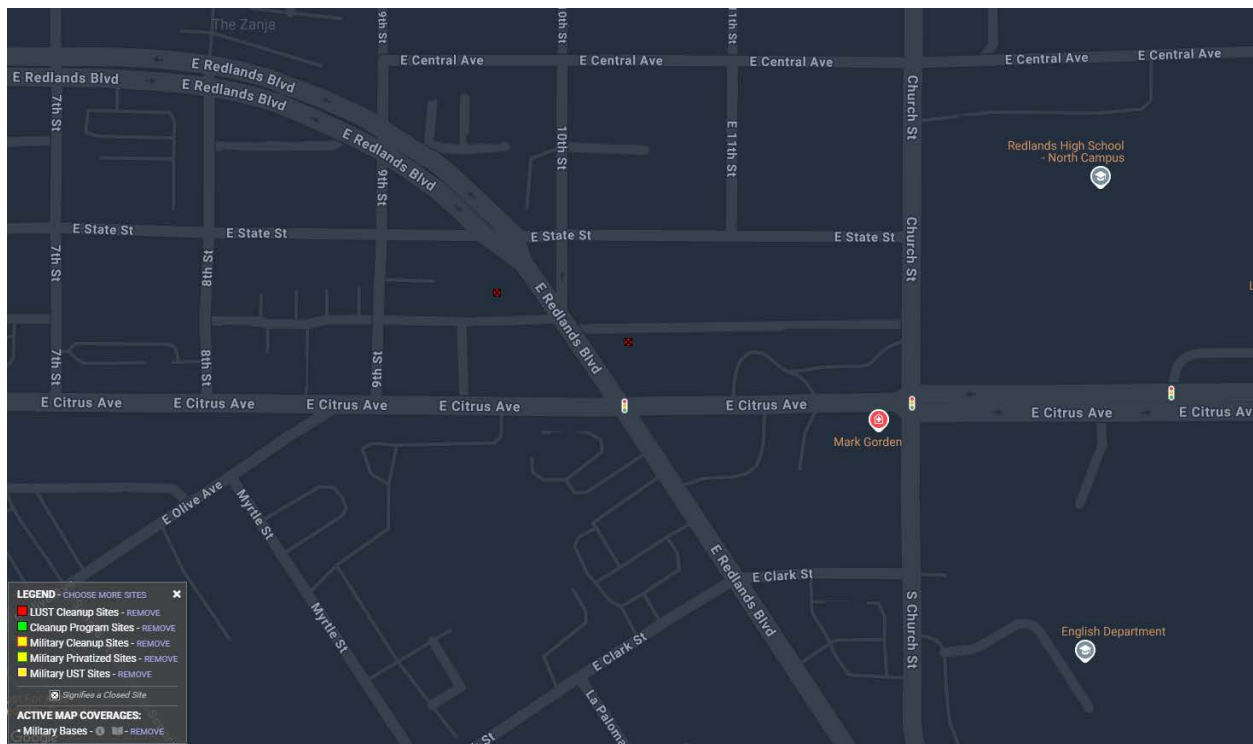
4. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

A data search for Section 65962.5 hazardous waste sites at the project intersections concluded that there is one leaking underground storage tank (LUST) site located on the northeast corner of Redlands Boulevard and Citrus Avenue. According to the California Geotracker database the site contained gasoline and waste oil/motor/hydraulic/lubricating substances which are contaminants of concern. The site is identified as follows:

Arco #6052
(T0607100010)
539 E. Redlands Blvd.
Redlands, CA 92373

LUST Cleanup Site

Status: Completed – Case Closed
RB Case #: 083600050T



Source: <https://geotracker.waterboards.ca.gov>

One of the Project intersections is located adjacent to the identified LUST site. However, the Project will not impact the site since the Project involves implementation of transportation safety features to existing road facilities and does not involve ground disturbance. The Project remains exempt pursuant to Section 65962.5 of the Government Code.

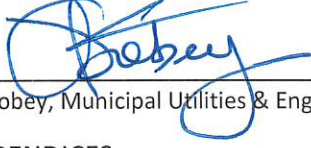
5. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

According to the City of Redlands General Plan 2035, there are no historical structures within or near the Project footprint that would be impacted by the Project. The proposed safety improvements will be in the existing right of way and will not result in the removal or disturbance of any historical resources.

In summary, the Traffic Signal Head Improvements Project involves no expansion of use or capacity and qualifies for CEQA Code Section 15301 (c) Existing Facilities, Class 1 Categorical Exemption.

5.0 DETERMINATION

I find that the answers given above are adequately supported by the information sources cited following each question and that the effects of the proposed Project are typical of those generated with that class of projects (i.e., Class 1) meeting the requirements of Section 15301 of Title 14 of the California Code of Regulations. The proposed Project will not have a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.



Goutam K. Dobey, Municipal Utilities & Engineering Department



Date

6.0 APPENDICES

Appendix A – Project Locations Map

Appendix B – Redlands General Plan Land Use Map

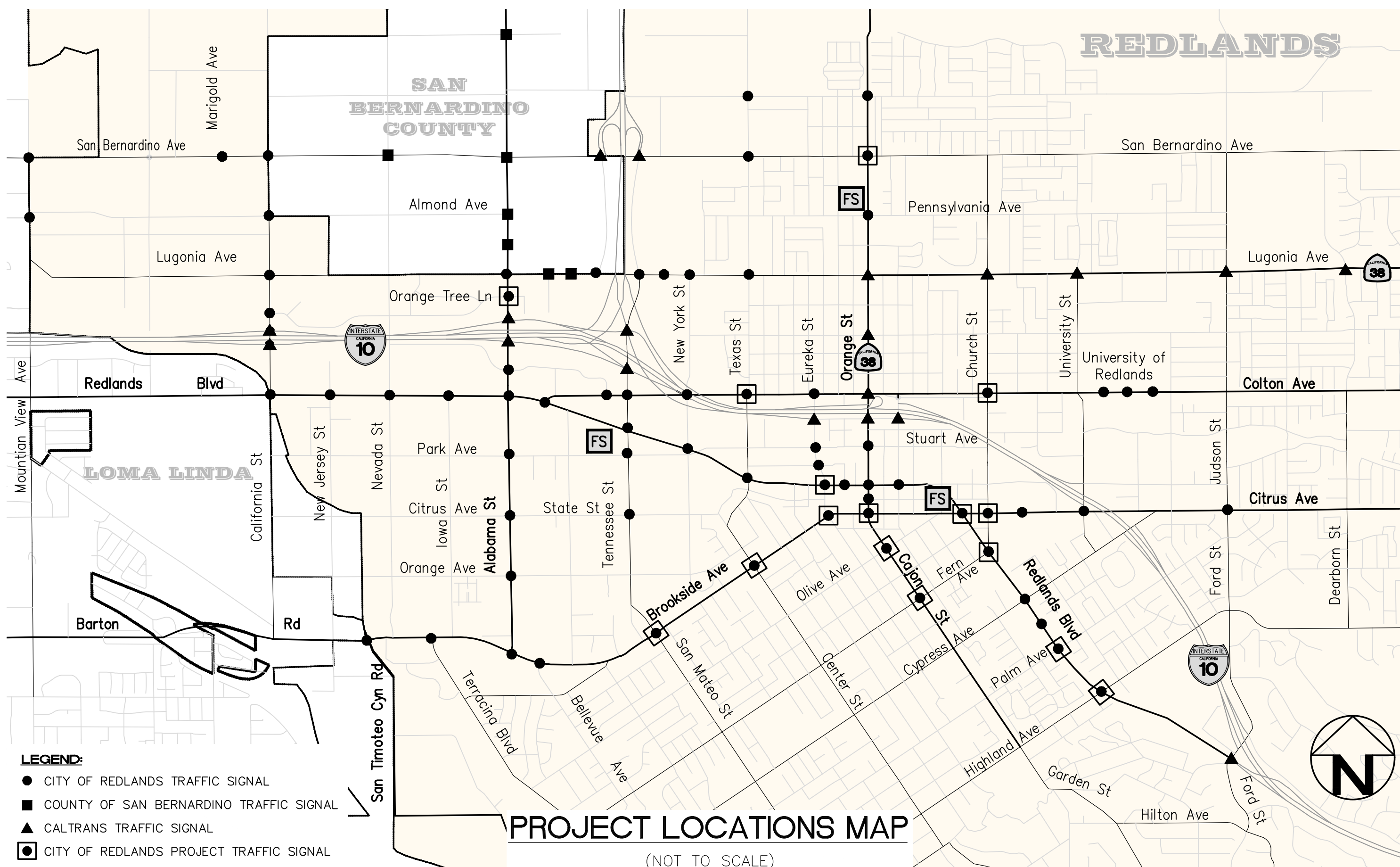
Appendix C – Roadway Classification Map

In addition, the following document was used as an information source during preparation of this document. It is available for public review at the City of Redlands Development Services Department.

1. City of Redlands General Plan 2035, Adopted December 5, 2017.

APPENDIX A

Project Locations Map



- LEGEND:**
- CITY OF REDLANDS TRAFFIC SIGNAL
 - COUNTY OF SAN BERNARDINO TRAFFIC SIGNAL
 - ▲ CALTRANS TRAFFIC SIGNAL
 - ◻● CITY OF REDLANDS PROJECT TRAFFIC SIGNAL

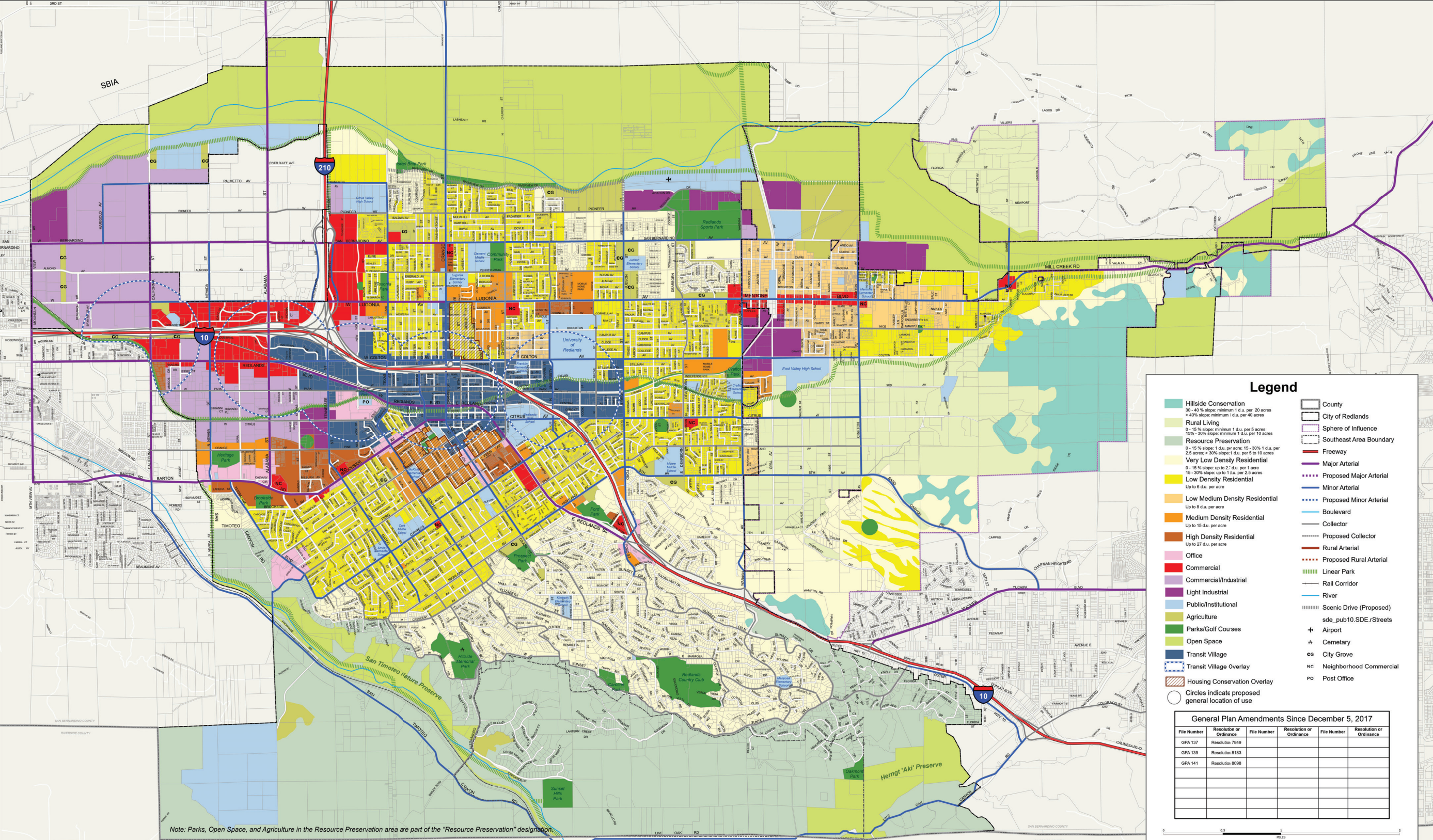
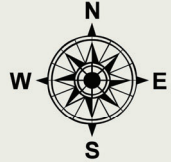
PROJECT LOCATIONS MAP
(NOT TO SCALE)

APPENDIX B
Redlands General Plan Land Use Map

APPENDIX C
Roadway Classification Map



Redlands General Plan Land Use Map



Note: Parks, Open Space, and Agriculture in the Resource Preservation area are part of the "Resource Preservation" designation.

Legend

Hillside Conservation
30 - 40 % slope: minimum 1 d.u. per 20 acres
> 40% slope: minimum 1 d.u. per 40 acres

Rural Living
0 - 15 % slope: minimum 1 d.u. per 5 acres
10% - 30% slope: minimum 1 d.u. per 10 acres

Resource Preservation
0 - 15 % slope: 1 d.u. per acre; 15 - 30% 1 d.u. per 2.5 acres; > 30% slope: 1 d.u. per 5 to 10 acres

Very Low Density Residential
0 - 15 % slope: up to 2.7 d.u. per 1 acre
15 - 30% slope: up to 1.5 d.u. per 2.5 acres
Up to 6 d.u. per acre

Low Density Residential
Up to 8 d.u. per acre

Low Medium Density Residential
Up to 15 d.u. per acre

High Density Residential
Up to 27 d.u. per acre

Office

Commercial

Commercial/Industrial

Light Industrial

Public/Institutional

Agriculture

Parks/Golf Courses

Open Space

Transit Village

Transit Village Overlay

Housing Conservation Overlay

Circles indicate proposed general location of use

County

City of Redlands

Sphere of Influence

Seaside Area Boundary

Freeway

Major Arterial

Proposed Major Arterial

Minor Arterial

Proposed Minor Arterial

Boulevard

Collector

Proposed Collector

Rural Arterial

Proposed Rural Arterial

Linear Park

Rail Corridor

River

Scenic Drive (Proposed)

sde_pub10.SDE:Streets

Airport

Cemetery

City Grove

Neighborhood Commercial

Post Office

General Plan Amendments Since December 5, 2017

File Number	Resolution or Ordinance	File Number	Resolution or Ordinance	File Number	Resolution or Ordinance
GPA 137	Resolution 7949				
GPA 139	Resolution 8183				
GPA 141	Resolution 8098				

0

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

General Plan Adopted December 5, 2017 - Resolution No. 7793
Map Produced: 11/28/2022
Data Source: City of Redlands, California, 2021; San Bernardino County, 2017; SANBAG, 2015; Dyer & Shale, 2016.

APPENDIX C
Roadway Classification Map

Figure 5-5: Roadway Classification

