SECTION 3

TRANSPORTATION AND CIRCULATION

This section contains diagrams, goals, policies, and implementation programs that establish the framework for continued expansion of Eureka's transportation system. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular aspect of the transportation system.

- Streets and Highways
- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Goods Movement
- Rail Transportation
- Water Transportation
- Core Area Circulation and Parking

STREETS AND HIGHWAYS

Goal 3.A: To provide for the planning and development of the city's roadway system, ensure safe and efficient movement of people and goods, and provide sufficient access to new development.

Policies

3.A.1. The City shall expand and maintain its streets and highway system according to the classifications shown in Table 3-1 and depicted in Figure 3-1.

3.A.2. The City shall endeavor to manage its street and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable. For evaluation purposes, service levels shall be determined on the basis of midblock roadway planning capacities shown in Table 3-3 and the definitions of service levels shown in Table 3-4.

3.A.3. The City shall require that all new and improved streets in Eureka be designed in accordance with the roadway cross-sections standards shown in Table 3-5.

3.A.4. The City shall employ methods approved by the California Vehicle Code and Traffic Manual to establish speed limits.

3.A.5. The City shall continue to pursue all available options for funding new and improved street and highway facilities.

3.A.6. The City shall require all new land development projects to contribute a fair share of the cost of any street and highway improvement that can be assigned to the traffic-generating attributes of the new or intensified uses. Any project that is expected to generate more than 50 trips per peak hour shall be required to submit a traffic analysis prior to approval. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts.

3.A.7. The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of aesthetic design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way.

3.A.8. The City shall develop Waterfront Drive along Humboldt Bay from the Elk River Interchange to the vicinity of Eureka Slough, consistent with all other applicable General Plan and LCP policies.

3.A.9. The City shall require that streets developed in hilly and gulch greenway areas result in as little disruption of the natural topography as feasible. New roads should not be constructed in gulch greenway areas unless there is no feasible, less environmentally damaging alternative and the impacts can be adequately mitigated.

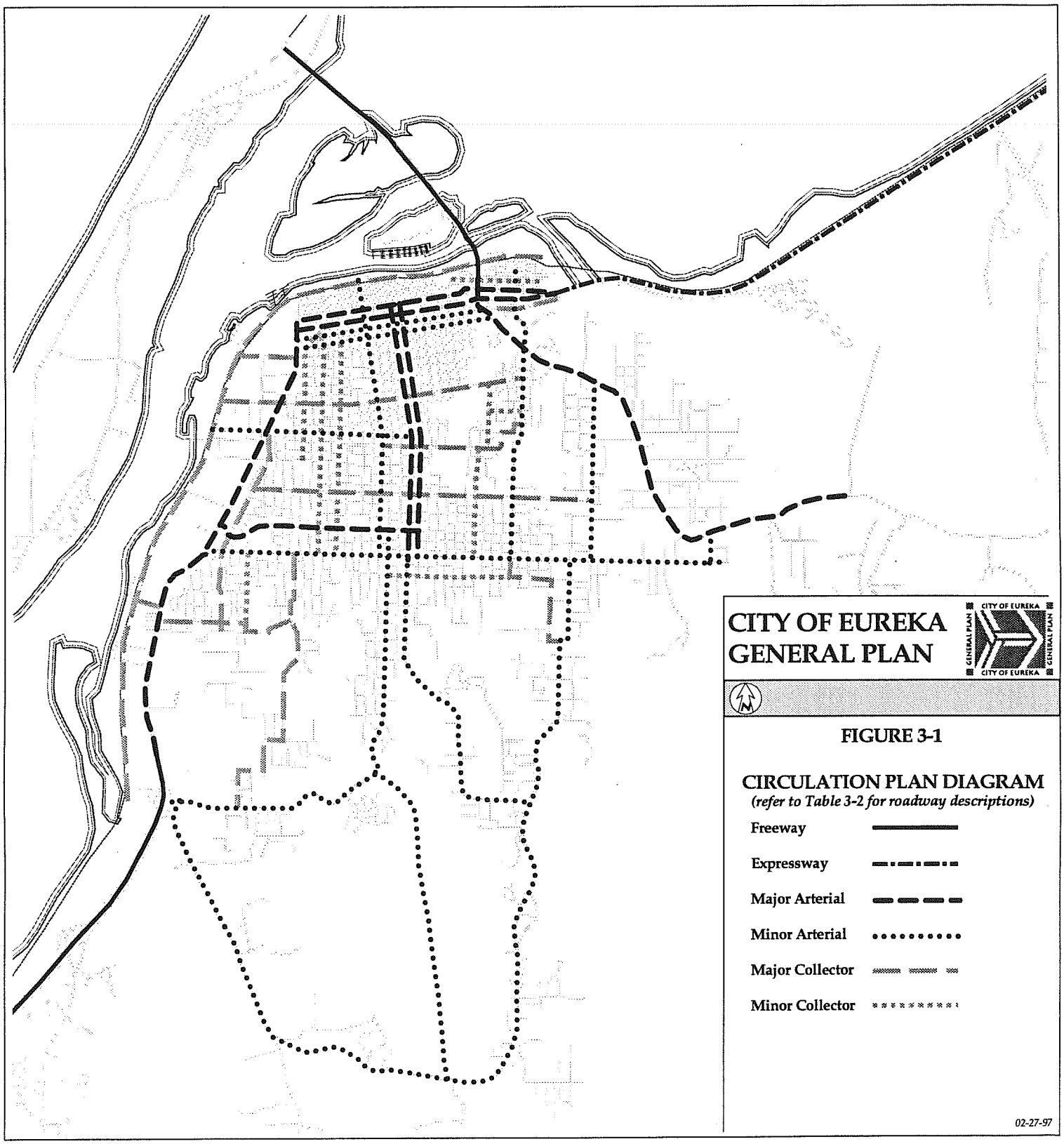
3.A.10. The City shall work with the Humboldt County Association of Governments (HCAOG), Caltrans, and Humboldt County to continue reviewing options for long-term solutions to congestion on U.S. 101, including development of some type of higher order facility (e.g., freeway or expressway).

3.A.11. The City shall require that new residential streets be developed to the minimum width consistent with safety and emergency access considerations and on-street parking needs.

3.A.12. The City shall endeavor to implement traffic controls at uncontrolled intersections that have created traffic conflicts and led to traffic accidents.

3.A.13. The City shall require that all new structures constructed adjacent to expressways, arterial streets, and collector streets in the city be situated so as to conform with the sight distance requirements defined in the California Department of Transportation (Caltrans) Highway Design Manual. The City shall also ensure that new roadways are designed to conform with the sight distance requirements in the *Highway Design Manual.*

3.A.14. The City shall require all new or intensified development projects to provide sufficient off-street parking supply so as to conserve the existing on-street supply, particularly in the commercial, medical services commercial, industrial, and higher density residential areas, except in the Core Area as specified under Goal 3.H in this document. In cases where off-street parking is required, the City will encourage joint-use parking arrangements.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CITY OF EUREKA
FIGURE 3-1
CIRCULATION PLAN DIAGRAM
(refer to Table 3-2 for roadway descriptions)
Freeway
Expressway
Major Arterial
Minor Arterial
Major Collector
Minor Collector
02-27-97

TABLE 3-1

STREET AND HIGHWAY CLASSIFICATION SYSTEM

STREET TYPE	FUNCTION	ACCESS	AVERAGE DAILY VOLUME	COMMENTS
Freeways	Provides for intra- and inter-regional mobility	Restricted to arterials and freeways via interchanges	Up to 160,000	US 101 south of Sunset and State Route 255 north of the railroad are the only freeways in the area.
Expressways	Provides for intra- and inter-regional mobility	Limited to key intersections.	Varies	US 101 east of the city is an expressway
Major Arterials	Collect and distribute traffic from freeways to collector streets and visa versa	Access is currently from all connecting intersections and numerous driveways. Future planning should minimize and/or consolidate driveways.	Up to 40,000	Major arterials are separated from minor arterials by the relative importance of service to through traffic.
Minor Arterials	Collect and distribute traffic from freeways and to collector streets and visa versa	Access from all connecting intersections and numerous driveways. Driveways should be minimize and/or consolidated driveways. New driveways should be no closer than 100 feet from an intersection.	Up to 40,000	See above
Collectors	Serve as connectors between local and arterial streets and provide direct access to parcels.	At major intersections, driveways should be no closer than 50 feet to the intersection. Non-residential driveways and/or intersecting streets should be no closer than 300 - 400 feet apart.	Up to 12,000	Typical spacing: 1/4 mile.
Local Streets	Provide access to parcels.	Access is not restricted.	Up to 5,000	Largest part of the circulation system.

TABLE 3-2

ROADWAY CLASSIFICATIONS

ROADWAY CLASS	ROADWAY SEGMENT
Freeways	US 101 South of Elk River Interchange SR 255 north of 3rd Street
Expressways	US 101 east of Y Street
Major Arterials	Broadway from Elk River Interchange to 4th Street Fifth Street from Broadway to Y Street Fourth Street from Y Street to Broadway H Street from 4th Street to Harris Street Harris Street from Broadway to Harrison Avenue Henderson Street from I Street to Broadway I Street from Harris Street to 4th Street Myrtle Avenue from 5th Street to Harrison Avenue West Avenue/V Street from 4th Street to Myrtle Avenue
Minor Arterials	14th Street from Broadway to West Avenue Campton Road from Oak Street to Walnut Drive Dolbeer Street from Harris Street to Hemlock Street E Street from 1st Street to Harris Street F Street from Henderson Street to Oak Street Fairway Drive from Ridgecrest Drive to Herrick Road H Street from Harris Street to Oak Street Harris Street from Broadway to Hall Avenue Harrison Avenue from Harris Street to Myrtle Avenue Hemlock Street from Walnut Drive to Dolbeer Street S Street from County Lane to Harris Street Seventh Street from Broadway to Myrtle Avenue Sixth Street from Myrtle Avenue to Broadway Wabash Street from Railroad Avenue to H Street West Avenue from Myrtle Avenue to County Lane New North-South Roadway connecting Fairway Drive to Ridgewood Drive
Major Collectors	14th Street from Railroad Avenue to Broadway Allard Avenue from Glen Street to Spring Street Buhne Street from Fairfield Street to Harrison Avenue Del Norte Street from E Street to P Street Fairfield Street from Harris Street to Wabash Avenue First Street from C Street to H Street Glen Street from Harris Street to Allard Avenue Hemlock Street from W Street to Walnut Drive Hodgson Street from S Street to W Street McCullens Avenue from Broadway to Utah Street S Street from Harris Street to Hodgson Street Silva Avenue from Spring Street to Union Street Union Street from Harris Street to Higgins Street W Street from Hodgson Street to Hemlock Street Wabash Street from Railroad Avenue to H Street Washington Street from Waterfront Drive to Broadway Waterfront Drive from Washington Street to C Street and H Street to T Street
Minor Collectors	17th Street from P Street to West Avenue 18th Street from McFarlan Street to Harrison Avenue B Street from Harris Street to 6th Street California Street from Harris Street to 6th Street Central Avenue from South Avenue to Henderson Street Hodgson Street from F Street to S Street O Street from Harris Street to Del Norte Street P Street from Del Norte Street to 14th Street Summer Street from Hawthorne Street to 5th Street Third Street from O Street to X Street Union Street from Harris Street to Cedar Street Utah Street from Allard Avenue to South Avenue

TABLE 3-3

MIDBLOCK ROADWAY SEGMENT PLANNING CAPACITIES

FACILITY TYPE	PEAK HOUR CAPACITIES (vehicles per hour)	
	LOS C	LOS E
2-lane residential or rural roadway with rolling terrain	800	1,000
2-lane collector or rural roadway	1,000	1,250
2-lane arterial, light side friction	1,400	1,750
3-lane arterial, one-way flow, light side friction	1,700	2,100
4-lane undivided arterial	2,000	2,500
4-lane divided arterial	2,400	3,000
6-lane divided arterial	3,000	4,500

TABLE 3-4

DEFINITIONS OF LEVEL OF SERVICE

LOS	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS	
	Stopped Delay per Vehicle (Seconds)	Reserve Capacity (pcph)*	Expected Delay to Minor Street Traffic
A	≤5.0	≤400	Little or no delay
B	5.1 to 15.0	300 to 399	Short traffic delays
C	15.1 to 25.0	200 to 299	Average traffic delays
D	25.1 to 40.0	100 to 199	Long traffic delays
E	40.1 to 60.0	0 to 99	Very long traffic delays
F	>60.0**	---	Severe congestion/Intersection blocked

*pcph = passenger cars per hour
**60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.

Source: Transportation Research Board, *Highway Capacity Manual*, Special Report 209, 1985.

TABLE 3-5

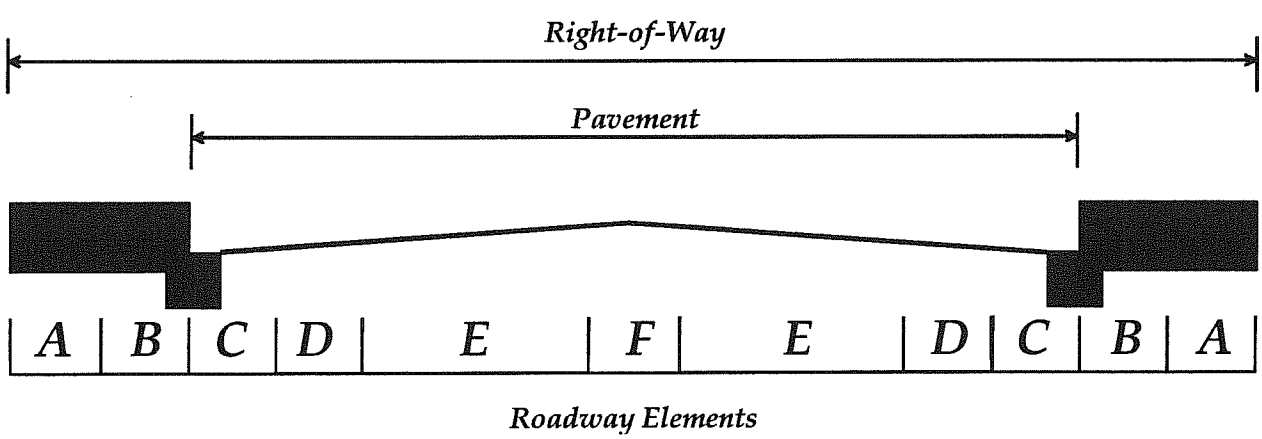
MINIMUM CROSS-SECTION STANDARDS
(See Figure 3-2)

FACILITY	STANDARDS (IN FEET)							
	A Sidewalk (Each Side)	B Parkway[1] (Each Side)	C Parking (Each Way)	D Bicycle Lane[2] (Each Way)	E Travel Lanes (Each Way)	F Median	Pavement Width	Right-of-Way
Six-Lane Arterial	6	4	8	5[3]	33	15	107	127
Four-Lane Major Arterial	6	4	8	5[3]	22	15	85	105
Four-Lane Minor Arterial	6	4	8	5[3]	22	11	81	101
One-Way	6	4	16[4]	5[3]	34	0	55	75
Major Collector	6	4	8	5	12	0	50	70
Minor Collector	6	4	0	5	12[5]	0	38	58
Local with Parking	6	4	8	0	11	0	38	58
Local without Parking	6	4	0	0	14	0	28	48
Rural Local	0	0	0	0	11	0	22	58[6]

[1]Parking strip is encouraged but not required.
[2]Where included on Bikeway Plan.
[3]Note: Bicycle lanes are not recommended to be placed on arterial streets unless alternative routes do not exist.
[4]16 feet for parking on both sides.
[5]If no bike lane, travel lane must be 14 feet.
[6]Includes unpaved shoulder.

FIGURE 3-2

ROADWAY CROSS-SECTION ELEMENTS
(as referenced in Table 3-5)



PUBLIC TRANSIT

Goal 3.B: To provide coordinated transit services within Eureka and surrounding areas as an alternative to automobiles.

Policies

3.B.1. The City will continue to fund and operate the Eureka Transit Service in a manner that responds to the needs of its primary markets--senior citizens, the economically disadvantaged, school-aged children, college students, and others determined to be transit-dependent--within the limitations of funding available to the City.

3.B.2. The City shall work with the staff of Humboldt Transit Authority to maximize the coordination of the Eureka Transit Service and the Redwood Transit System operated by Humboldt County. Coordination shall be reviewed in terms of scheduling, fares, and in providing for a common transfer location in Eureka's Core Area.

3.B.3. The City shall work with the Humboldt Transit Authority to develop an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks. The center would provide a central focal point for all transportation modes serving Humboldt County, including buses, cabs and limousines, railroad passenger service, bay excursion services, horse-drawn carriages, and possibly cruise ships and trolleys.

3.B.4. The City supports continuation of Amtrak feeder service to Eureka and coordination of this feeder service with the Eureka Transit Service and the Redwood Transit System.

3.B.5. Where appropriate, the City shall require new development to dedicate easements for and provide sheltered public stops for transit patron access.

3.B.6. The City shall pursue all available sources of funding for capital and operating costs of the Eureka Transit Service.

3.B.7. The City shall work to broaden ridership of public transit to increase farebox revenue and decrease reliance on subsidies.

3.B.8. The City shall work with Core Area employers to encourage their employees to use public transit, thereby reducing traffic congestion and parking demand in the Core Area.

BICYCLE TRANSPORTATION

Goal 3.C: To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute or recreational trips.

Policies

3.C.1. The City shall consider the needs of bicyclists in the design of all new or reconstructed streets, with particular attention to those streets designated as bikeways in this plan.

3.C.2. The City shall coordinate development of the bikeway system, as listed in Table 3-6 and shown in Figure 3-3, particularly Class II facilities which require striping, with the resurfacing program for city streets.

TABLE 3-6 CLASS II AND III BIKEWAYS	
CLASS II BIKEWAYS (BIKE LANES)	
1.	6th Street from Myrtle Avenue to Broadway.
2.	7th Street from Broadway to "J" Street.
3.	"H" Street from Oak Street to Harris Street.
4.	Harris Street from Fairfield Street to "I" Street.
5.	Henderson Street from I Street to Fairfield Street.
6.	"J" Street from Harris Street to 6th Street.
7.	Wabash from Broadway to "C" Street.
8.	Waterfront Drive from "G" Street to T Street
CLASS III BIKEWAYS (SIGNED ROUTES)	
1.	7th Street from "J" Street to Myrtle Avenue.
2.	14th Street from Broadway to "S" Street.
3.	Buhne Street, from Fairfield Street to "S" Street.
4.	California Street, from Harris Street to 6th Street.
5.	Campton Road.
6.	Central Avenue/Utah Street.
7.	Commercial, from Waterfront to 6th Street, or "C" Street form Waterfront to 7th Street, or Washington Street from Broadway to Waterfront Drive (to be determined as further development of Waterfront Drive occurs).
8.	"E" Street, from Harris Street to Waterfront Drive.
9.	Fairfield Street.
10.	Fairway Drive.
11.	Harris Street, from "I" Street to "S" Street and Harris Street, form "S" Street to Harrison Avenue. (Note: Because of the reversing curve and vertical dip, the area between "S" Street and Harrison Avenue should be studied further before the route is designated as a bikeway.)
12.	Harrison Avenue from Harris Street to Myrtle Avenue.
13.	Hemlock Street, from "W" Street to Walnut Drive.
14.	Henderson Street, from "S" Street to "G" Street and from Central Avenue to Fairfield Street.
15.	Hodgson Street from "S" Street to "W" Street.
16.	Myrtle Avenue, 4th Street southwest to the City limits.
17.	"S" Street/West Avenue, from Hodgson Street to Waterfront Drive.
18.	"W" Street , from Hodgson Street to Hemlock Street.
19.	Wabash Street, from "C" Street to "H" Street.
20.	Waterfront Drive from Washington Street to Commercial Street.
21.	North-South route running along Sea Avenue, Madison Avenue, Meyers Avenue, Eureka Street, and Vance Street.
22.	Elk River Road from Highway 101 to Eggert Drive.
23.	Eggert Road from Ridgewood Drive to Elk River Road.
24.	New North-South Roadway connecting Fairway Drive to Ridgewood Drive and connections to Campton Road and Home Drive.
25.	New route running parallel with North Ridge Road to east.
26.	New route connecting Harrison Avenue with Cypress Avenue.
Note: The specific development of the routes described in this table will be guided by the City's Bikeways Master Plan.	

3.C.3. The City shall maintain designated bikeways and other local streets and bicycle parking facilities in a condition favorable to use by bicyclists.

3.C.4. The City shall promote the installation of secure bicycle racks in areas generating substantial bicycle traffic and at major public facilities. The City shall also require the installation of bicycle racks whenever a major traffic generator is developed.

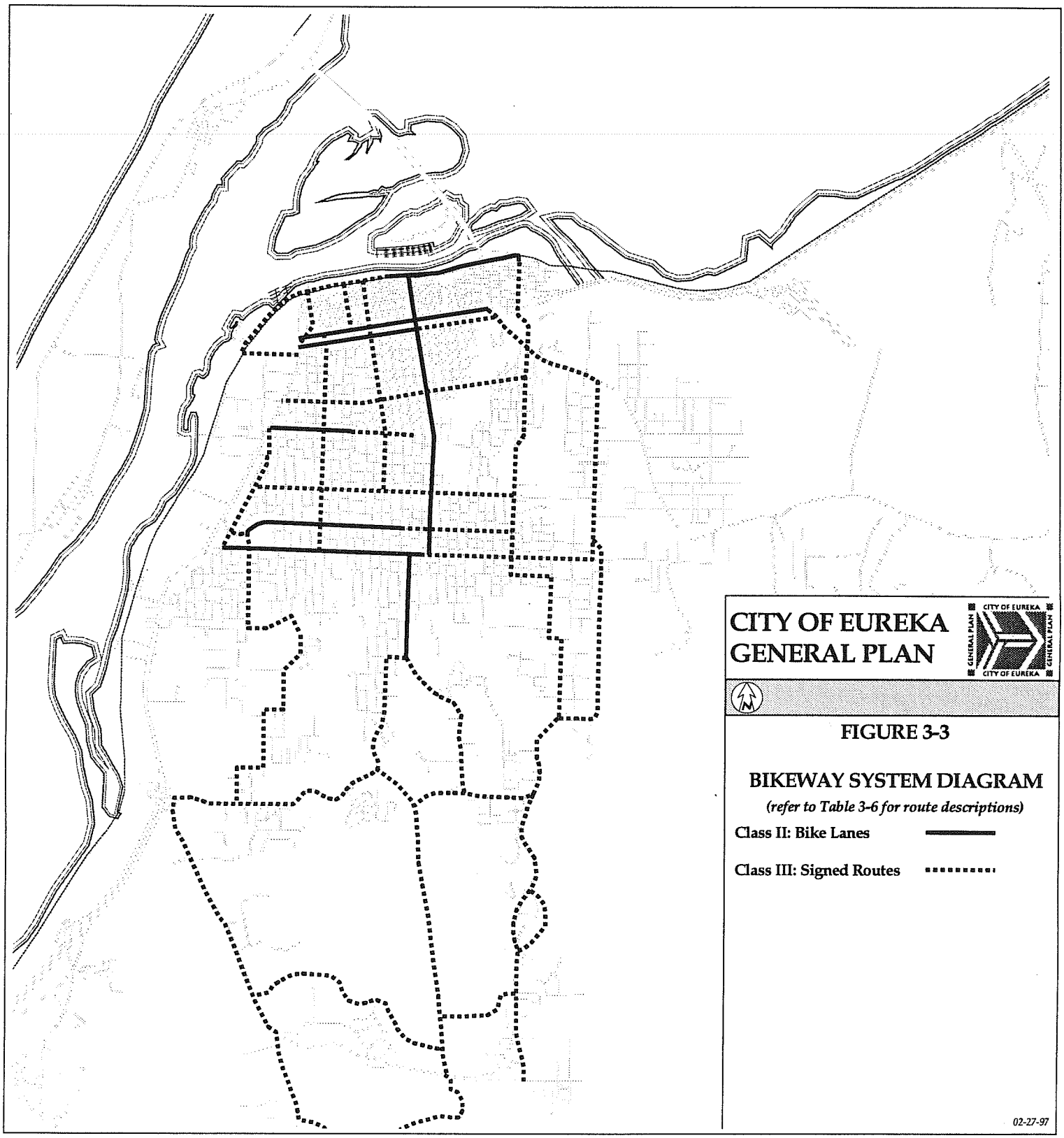

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FIGURE 3-3
BIKEWAY SYSTEM DIAGRAM
(refer to Table 3-6 for route descriptions)
Class II: Bike Lanes
Class III: Signed Routes
02-27-97

3.C.5. The City shall ensure that development of bicycle facilities in the city is coordinated with the efforts by Humboldt County and Caltrans, where appropriate.

3.C.6. The City shall pursue development of a system of local bikeways that extends throughout the urban sections of the city and which is interconnected with the regional bikeway system.

3.C.7. The City shall require that bikeways, where feasible and desirable, are located on exclusive paths that are physically separated from automobiles and which extend through major recreational facilities. When separate bikeway facilities cannot be provided, the bikeway should be designated with minimum improvements including bike lane striping and signing for both the cyclists' and motorists' protection. Bikeways should maximize the use of streets with low vehicular traffic levels.

3.C.8. The City shall ensure that storm sewer gratings are placed in such a way or modified so as to minimize danger to cyclists.

PEDESTRIAN TRANSPORTATION

Goal 3.D: To encourage and facilitate walking throughout the city.

Polices

3.D.1. The City shall provide for the extension of sidewalks, trails, and walking facilities throughout the city to allow for convenient and safe pedestrian movement.

3.D.2. The City shall develop a bicycle/pedestrian trail along the waterfront extending from the I-255 Bridge to Del Norte Street. The trail should be developed according to a theme that recognizes and integrates the unique features of Eureka's waterfront.

3.D.3. The City shall ensure that pedestrian walkways are separated, safe, and protected from automobile traffic.

3.D.4. The City shall promote the linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas.

3.D.5. The City shall coordinate with local school districts to assure that safe routes to schools are available to all students.

GOODS MOVEMENT

Goal 3.E: To ensure that goods can be moved to and from industrial and commercial sites in Eureka in a safe and efficient manner while ensuring that heavy trucks remain on freeways and major arterial streets except when accessing sites within the city.

Policies

3.E.1. The City shall adopt a truck route system in accordance with provisions of the California Vehicle Code. The truck route system shall designate those parts of the street system to which through truck movements shall be limited. The truck route system shall include all portions of Highway 101 and State Route 255. This policy shall not prohibit heavy trucks from using other streets when accessing specific sites within the city.

RAIL TRANSPORTATION

Goal 3.F: To support efforts of the North Coast Railroad to maintain and expand freight and passenger rail service between Eureka and service points to the south and east.

Policies

3.F.1. The City shall support efforts of the North Coast Railroad to re-establish passenger railservice within Humboldt County and between Eureka and the San Francisco Bay Area.

3.F.2. The City shall work with the North Coast Railroad to determine if feasible locations for switching operations can be located outside the city, allowing the current balloon track area to be used for industrial or commercial development purposes.

WATER TRANSPORTATION

Goal 3.G: To support the water transportation needs of commercial fishing and recreational boating operations.

Policies

3.G.1. The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.

3.G.2. The City shall limit new or expanded berthing facilities to sites at the Woodley Island Marina, the Eureka Small Boat Basin, or the Eureka Channel Inner Reach. Facilities supporting party- or charter-fishing boat operations shall be provided at these sites to meet demand for them.

3.G.3. The City shall participate in the reconstruction of the Landing dock near the foot of C Street.

3.G.4. The City shall participate in the design and construction of a public berthing facility in Inner Reach near the Adorni Center.

3.G.5. The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.

3.G.6. The City shall participate in the rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

CORE AREA CIRCULATION AND PARKING

Goal 3.H: To create a circulation and parking system that serves the diverse needs of the Core Area occupants and visitors.

3.H.1. The City shall create distinctive "gateways" at E, F, and G Streets along the 4th/5th Street corridor that signal entry into the Core Area and that include signs directing travelers into the central business district and tourism areas and dedicated turn lanes (developed within existing parking lanes). The City supports the continuation of three through traffic lanes on both 4th and 5th Streets.

3.H.2. The City shall balance north-south travel needs through the Core Area (i.e., along E, F, and G Streets) with east-west travel needs by modifying traffic control devices (i.e., traffic signals and stop signs), working with Caltrans as necessary.

3.H.3. The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.

3.H.4. The City shall restripe public parking lots in the Core Area to improve circulation and parking efficiency.

3.H.5. The City shall improve parking lot safety, where necessary, through improved lighting in lots and accessways and increasing visibility of parking areas through removing/pruning high shrubs, relocating dumpsters, and removing other obstacles to visibility and surveillance of lots.

3.H.6. The City shall discourage the placement of parking lots along major commercial and high pedestrian-use street frontages in the interest of maintaining continuous building frontages along the primary commercial streets in the Core Area (i.e., F, 2nd, 4th, and 5th Streets).

3.H.7. Except for proposed future parking structures, the City shall discourage parking lots located at street intersections throughout the Core Area.

3.H.8. The City shall provide clear directional signs to major public parking areas (including sites designated for parking structures).

IMPLEMENTATION PROGRAMS

3.1. The City shall complete a study of the feasibility of acquiring the right-of-way for and completing construction of Waterfront Drive from Eureka Slough to Del Norte Street.

Responsibility: City Council
Engineering Department
Time Frame: FY 96-97; 97-98

3.2. The City shall undertake a design and right-of-way study for construction of Waterfront Drive from Del Norte Street to the Elk River interchange.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98; 98-99

3.3. The City shall undertake a design and right-of-way study for construction of Henderson Street between Waterfront Drive and Broadway.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98; 98-99

3.4. The City shall request Caltrans to investigate possibilities for upgrading the Myrtle Avenue/Fourth Street/Fifth Street intersections to provide for a safer, more efficient flow of traffic. This should include signalization of R Street/Fifth Street.

Responsibility: Engineering Department
Time Frame: FY 98-99

3.5. The City shall develop and implement a systematic program for implementing traffic controls at uncontrolled intersections that have created circulation conflicts and led to traffic accidents.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

3.6. The City shall undertake a review of its street standards and revise them as necessary to ensure that new residential streets are no wider than is required by safety and emergency access considerations and on-street parking needs.

Responsibility: Engineering Department
Time Frame: FY 98-99

3.7. The City shall cooperate with the Humboldt County Transit Authority in developing an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

3.8. The City shall prepare and adopt a truck route ordinance in accordance with Sections 35701-4 of the California Vehicle Code. Following adoption of the ordinance, the City shall erect signs indicating either the streets affected by the ordinance or the streets not affected, as specified by California Vehicle Code Section 35701(b).

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

3.9. The City shall develop a bicycle/pedestrian trail along the waterfront extending from K Street to Del Norte Street.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

3.10. The City shall participate in the rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager

Time Frame: As funding becomes available

3.11. The City shall implement plans for enhancement of gateways in the Core Area along 4th and 5th Streets at E, F, and G Streets.

Responsibility: City Council
Planning Commission
Engineering Department
Redevelopment Agency
Community Development Department
Time Frame: FY 96-97

3.12. The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development
Redevelopment Agency
Time Frame: FY 96-97; 97-98

3.13. The City shall work with Caltrans to modify traffic control devices (i.e., traffic lights and stop signs) to facilitate north-south travel along E, F, and G Streets through the Core Area.

Responsibility: Community Development Department
Redevelopment Agency
Engineering Department
Time Frame: FY 97-98