

### 3. Transportation and Circulation

#### *Background*

*The primary vehicular transportation routes into and out of the neighborhood are Railroad Avenue and West Street in a north/south direction. Vehicular barricades at the Railroad Avenue intersection of several streets (Eugenia Avenue, Roanoke Avenue, and Milo Avenue) limit neighborhood ingress and egress in an east/west direction to Grandview Avenue, Sheridan Street, Logan Street, and Laurel Avenue. Several small cul-de-sac street segments also come off of Railroad Avenue. Railroad Avenue, as the name describes, lies parallel to the main commercial rail corridor running through the Redding community. The neighborhood is negatively impacted by the noise emanating from the rail activity along this corridor. In addition, the train tracks act as a physical barrier to vehicular and pedestrian access to portions of the community immediately east of the railroad. The closest railroad crossings are located at South Street, north of the study area, and at Railroad Avenue at Buenaventura Avenue, to the south of the study area. The internal circulation system within the neighborhood is made up of one- or two-lane residential streets, many without curb, gutter, or sidewalk improvements. Surface condition of these streets is generally fair to poor.*

*Neighborhood residents have expressed frustration with the speed of cars traveling through the neighborhood as well as with the lack of direct access to and from the neighborhood due to the traffic barricades at several street entrances and the lack of sufficient railroad crossing opportunities. The quality of the surfacing on many of the neighborhood streets is also of concern.*

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#### **Objective TRA-1:**

**High Priority**

**Discourage speeding and other unsafe driving practices in the neighborhood.**

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#### **Action Steps**

- Educate residents of the importance of honoring speed limits. (RPD, MNA)
- Work with the City and the neighborhood residents to determine if additional signage is necessary. Signage might identify existing speed limits, define the residential neighborhood areas, notify drivers that children and pets are present, etc. (RPD, CITY, RES, OWN, MNA)
- Work with the City Traffic Division to determine if additional traffic calming devices, e.g. stop signs, speed humps, traffic circles at key intersections etc., might be necessary. (CITY, RRA, OWN, RES)
- Secure funding necessary to implement the desired traffic improvements. (RRA, RHD, CITY)

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#### **Objective TRA-2:**

**High Priority**

**Improve pedestrian safety and access by providing contiguous sidewalks and pedestrian curb cuts throughout the neighborhood.**

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#### **Action Steps**

- Survey and record existing sidewalk locations and deficiencies in the neighborhood. (RRA, RHD)

- Improve sidewalks at locations determined by residents and City staff to be a priority. (RRA, RHD, CITY)

**Objective TRA-3:**

**High Priority**

**Bring all neighborhood streets up to current City standards.**

**Action Steps**

- Identify and prioritize those neighborhood streets in need of improvements. (RRA, RHD, RSD, OWN, RES)
- Identify funding availability and submit request/application for funding. (RRA, RHD, CITY)
- Ensure that new development adequately pays for any impacts to existing neighborhood streets. (RRA, RHD, CITY)
- As streets are improved with curb and gutter, City should add these streets to its street sweeping program. (CITY)

**Objective TRA-4:**

**Medium Priority**

**Determine whether or not the limitation on through-street access at Eugenia, Roanoke, and Milo Avenues serves a valid community and neighborhood purpose. If so, identify and pursue beautification of those areas. If no valid purpose, (i.e., traffic calming, pedestrian safety, limiting “cut-through” traffic, etc.) reestablish traffic connection.**

**Action Steps**

- Survey the residents and property owners at the three cul-de-sac streets to solicit input regarding modification of the closed streets. (RRA, RHD, OWN, RES, MNA)
- Determine the City's position regarding the barricades, including any possible issues relative to removal. (RRA, RHA, CITY, RSD)
- Following determination to remove or to leave in place; secure appropriate funding to implement removal or to beautify. (RRA, RHD, RSD)



*Traffic Barricades*

**Objective TRA-5:**

**Medium Priority**

**Develop a pedestrian elevated walkway over the railroad tracks at a location convenient to the neighborhood.**

**Action Steps**

- Identify the preferred location to provide maximum neighborhood convenience. (RRA, OWN, RES)
- Participate in the current grade separation feasibility study focusing on railroad issues relative to downtown Redding. (RRA, RHD)

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**Objective TRA-6:****Low Priority**

**Study the feasibility of extending West Street south to Buenaventura Boulevard.**

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**Action Steps**

- Determine, in consultation with the City's Traffic Engineer, the basic parameters of such an extension. If deemed feasible, undertake a traffic study analyzing the extension relative to traffic circulation within the neighborhood and outside of the neighborhood. (RRA, CITY)
- Based on the findings of the traffic analysis, seek out and secure funding to accomplish the extension (RRA, RHD, CITY)