

**CITY OF TAMPA
COMMUNITY DEVELOPMENT BLOCK GRANT
COMMUNITY NEEDS AND RECOMMENDATIONS FY2004-2005
December 28, 2004**

Block Club: Area V

Neighborhoods: Parkview, Courier City/Oscawana, North Hyde Park, Old Hyde Park, Historic Hyde Park, New Suburb Beautiful, Bayshore Gardens, and Palma Ceia Park.

Boundaries: I-75 (north); Euclid Avenue (south); Bayshore Blvd. (east); MacDill Avenue (west).

Contact Person: Mr. Robert L. Allen, Chairperson
301 N. Fremont Avenue
Tampa, FL 33606
Phone: 254-6844 (h)

Need and Recommendation 1. Request for Tampa City Council to Enact a Construction “Moratorium” on Construction of Duplexes in Corronolla, Westland, and Benjamin 5th Addition to West Tampa.

Boundaries: North of Kennedy Boulevard to south side of Laurel Street, and east of Armenia Avenue to west of Willow Avenue. Includes all cross streets between Kennedy Boulevard, north to Laurel Street, and Armenia Avenue, east to Willow Avenue.

The North Hyde Park Civic Association has seen the negative output from those who rent duplexes in their bad behavior (increase in crime and traffic, not enough parking spaces, and neglect to the clean and healthy environment that exists prior to duplexes being built in our community). Most who rent duplexes do not take the same interest in the community as those who purchase townhouse. We understand the bad investment involved in the ownership of duplexes.

Response: From Stuart Campbell, Urban Planner, Division of Housing and Community Development (HCD), 274-8228. Historically, the city has implemented zoning controls, eliminating or controlling certain land uses, in areas through Zoning Overlay district. An overlay district defines an area, identifies special land use controls, and is approved by Tampa City Council.

The City’s Land Development Coordination staff is available on a daily basis to answer and research general questions concerning the existing zoning and future land use categories of the properties within the North Hyde Park area. Specifically, staff can answer questions and provide

information concerning limiting certain land uses, and other land development coordination issues, such as potential zoning changes relating to street reconfiguration, street widening, change in traffic patterns and new cul-de-sac locations. Please contact the City's Land Development Coordination Office at 274-8604.

Need and Recommendation 2. *Street Resurfacing and Repair Stormwater Run-off on N. Fremont Avenue.*

We strongly recommend that the City of Tampa Wastewater Department, and Transportation Division, address the *street resurfacing and stormwater run-off situation at N. Fremont Avenue (between W. Cypress St. and W. Cass Street). W. Cass Street is in dire need of *resurfacing (paving)* and stormwater sewage attention.*

When traveling along N. Fremont Avenue, one has to be careful of a possible head-on collision. The street is in the worst condition between W. Cypress Avenue and W. Cass Street. Due to the deep potholes, there is also danger of damaging your vehicle while driving on N. Fremont Avenue at W. Cypress (south direction), and while driving on N. Fremont Avenue at W. Cass Street.

Response: From R. Michael Salmon, Director, Stormwater Department, 274-8771. The drainage system was designed for overland flow. The surface level elevation at Cypress and Fremont is over 20.0-ft. mean sea level (MSL) and drains south into two inlets located on Fremont and Gray Street. The elevation at the intersection where the inlets are located is 17.5 ft. (MSL).

There seems to be enough overland fall within the system for the drainage system to work properly. The drop in elevation is 2.5 ft. in 1000 feet, which is well within our design parameters. Currently, our maintenance division is looking into the inlet and pipe system for blockage or any other obstructions to the system.

If the Transportation Division intends to resurface the roadway at Fremont from Cypress to W. Cass Street, we suggest they mill and resurface the roadway allowing the overland drainage system to function as designed.

If you have any questions, please feel free to call Alex Awad, Development and Consumer Affairs Manager, 274-7865.

Response: From Alexander P. Awad, Manager, Development and Consumer Affairs, Stormwater Department, 274-8771. The area was designed with the drainage system to flow on the streets. The Stormwater Maintenance Division will survey the area in question to determine if overlaying of the streets and previous resurfacing caused the ponding problem.

Update: From Alexander P. Awad, Manager, Development and Consumer Affairs, Stormwater Department, 274-8771. The area in question is in the Planning Phase for an area-wide stormwater improvement plan.

Response to resurfacing: From Scott Shaw, Traffic Operations Chief, Department of Public Works, Transportation Division, 622-1955. West Cass Street between N. Boulevard and N. Howard was paved in 1997 and is in good condition. North Fremont Avenue from Cypress Street to Laurel Street needs resurfacing and will be placed on a clearance list for future paving. Stormwater Department needs to repair their facility before paving.

Update: From Scott Shaw, Traffic Operations Chief, Department of Public Works, Transportation Division, 622-1955. The Wastewater Department (not Stormwater) needs to repair their underground pipes before any paving can be initiated. Charlie Lynch, Wastewater, has been notified of the needed repairs.

Update: From Charlie Lynch, Supervisor, Wastewater Planning and Maintenance Management, 274-8916. The Wastewater Department has repaired a section pipe under Cypress Street and has prepared plans to install a liner in the pipeline between Laurel Street and Grace Street. The work will be completed through the Department's annual lining contract. The bid process for this contract has been completed and awaiting for the contract to be awarded. Once the contract has been awarded, the department will issue a work order to install the liner. The work is expected to be completed by the end of March 2005.

Need and Recommendation 3. Sewer Lines Inspection Throughout the Community.

Sewer lines need to be inspected on a regular basis to prevent backups during the heavy rainy season. Catch basins need to be repaired where they have been destroyed by heavy trucks (eighteen wheelers illegally traveling through our community) and overgrowth over the inlets. Sewer lines in our neighborhoods have caused several potholes to occur because of lack of maintenance in the past years. Along with potholes, the damaged catch basins have hampered the stormwater run-off, in part due to clogged catch basins. The overgrowth of weeds surrounding the entrance also contributes to slow stormwater drain-off. Most of the catch basins are overgrown and in need of maintenance. The following is a list of locations for the sewer lines and catch basins requiring attention:

- a. W. Fig Street and N. Fremont Avenue (all of the basins at this intersection).
- b. W. Fig Street and N. Rome Avenue.
- c. W. Fig Street and N. Albany Avenue.
- d. W. North B Street and N. Rome Avenue.
- e. W. North B Street and N. Westland Avenue.
- f. W. North A Street and N. Westland Avenue.
- g. W. North A Street and N. Rome Avenue.
- h. W. Gray Street and N. Fremont Avenue.
- i. W. Gray Street and N. Westland Avenue.
- j. W. Cass Street and N. Albany Avenue.
- k. W. Cass Street and N. Rome Avenue.
- l. W. Cypress Street and N. Fremont Avenue.

Response to a. – 1.: From Alexander P. Awad, Manager, Development and Consumer Affairs, Stormwater Department, 274-8771. All locations have been inspected and appropriate work orders will be written for locations that have problems. Some ponding problems are due to intensity of the rain event rather than the lack of a drainage system. If you observe a clogged inlet or a ditch system that needs maintenance, please call the Stormwater Maintenance Division at 622-1901.

Need and Recommendation 4. Street Lighting Improvement Throughout the Community.

Street lighting needs improvement throughout the North Hyde Park community. The boundaries are W. Kennedy Boulevard (south), W. Laurel/I-275 (north), N. Armenia Avenue (west) and N. Willow Avenue (E). The increased lighting would cut down on street level crime now being experienced by the collective neighborhoods within the North Hyde Park community. This would enhance the quality of life in our neighborhoods. In order to alert law enforcement, one must be able to see the perpetrators during the nighttime period.

Response: From Calvin Thornton, Engineer, Department of Public Works, Transportation Division, 274-8333. As of 4/08/04, Tampa Electric Company (TECO) has installed 2,111 streetlights in Phases I and II. Phase I is complete with Phase II anticipated to be complete by July of 2004. The basis of phasing is by grouping Tampa Police Department patrol grids (Attachment C). This makes it difficult to depict completions by neighborhoods as patrol grids only approximate neighborhood boundaries. A map depicting phasing and neighborhood boundaries will be provided to all Block Club Captions. The phasing map will also be posted on our Web Site in the very near future (www.tampagov.net/dept_Public_Works/transportation). Please contact Terry Wermuth at 274-8007 with your street lighting concerns, and notify TECO at 228-0800 with your street lighting maintenance needs.

Update: From Ann Andrews, Tampa Police Department, 276-3755. TECO has installed 3,005 streetlights as of October 2004. Phase I is complete and Phase II is expected to be completed by December 2004. Phase II is behind schedule due to the hurricanes this summer.

Need and Recommendation 5. Traffic Enforcement Throughout the Community.

Traffic enforcement must improve for W. Cypress Street and W. Cass Street. Vehicles have been reported traveling in excess of 40-50 mph. This includes traffic flowing between N. Boulevard and N. Howard Avenue. Traffic flowing north-south on N. Albany Avenue travel at the speed of 50-55 mph. In addition, traffic flowing north-south on N. Fremont Avenue has also exceeded the 20 mph statutory speed limit allowed in a neighborhood. Traffic seems to flow weekdays early (7:00 a.m.) to late evening (4:30 to 6:00 p.m.), on the aforementioned locations.

This is a heavy populated community, which includes elderly, teenagers, and disabled individuals living in the North Hyde Park community. The speeding vehicles traveling through our community place the members of our community in great danger when crossing

the street any place along the N. Fremont Avenue and N. Albany Avenue. We feel it would be inimical to allow this injustice to continue in the North Hyde Park community.

Response: From William Porth, Engineer, Department of Public Works, Transportation Division, 274-8333. The City of Tampa has documented over 226 locations citywide with speeding problems. Of the 226 locations, 157 of them qualify for traffic calming measures because they are classified as local residential or Neighborhood Collector roadways.

This documentation takes place once the Transportation Division staff conducts a speed study and substantiates the existence of a speeding problem. In rare circumstances, such as an intersection with a documented history of pedestrian accidents, other site-specific traffic calming measures may be implemented.

Speed studies determine the 85th percentile speed. The 85th percentile speed is the speed at, or below which 85% percent of the observed free-flowing vehicles travel. The Transportation Division, in cooperation with the Tampa Police Department, considers speeding excessive at a point in which 85% of the motorists are traveling 10 mph or more above the designated speed limit.

As each new speeding location is documented, they are added to the Speeding Location List (SLL). This list contains all of the locations in the City of Tampa that have documented speeding problems. The SLL is a prioritization tool and a prerequisite prior to considering a location for traffic calming measures. The SLL ranks speeding locations by the greatest differential between the 85th percentile speed and the designated speed limit. This sorting ranks the worst speeding locations first. Additionally, rankings will change when each new speeding location is documented.

West Cass Street between N. Boulevard and N. Howard Avenue is a collector road and currently ranks at 43 out of 226 streets with a documented speeding problem. Because it is a collector road classification, W. Cass Street does not qualify for traffic calming and must therefore rely on traffic enforcement provided by the Tampa Police Department (TPD).

Because N. Fremont Avenue and N. Albany Avenue are not listed on the SLL, speed studies should be performed. Mr. Allen was contacted regarding this request. He informed me that he is requesting more Police presence (traffic enforcement). I will conduct two (1) hour AM or PM peak radar speed studies. One will be on N. Albany Avenue and the other one will be on N. Fremont Avenue, between both W. Fig Street and W. Gray Street. Because of our current back log, I advised him that the studies should take approximately 12 weeks to complete.

After the speed study is completed, our findings will be shared with Mr. Allen. If a speed problem is discovered, this will be shared with the Traffic Unit at TPD. If you have not received an update on the speed study after this 12-week period, please contact us at 274-8333.

Update: From William Porth, Engineer, Department of Public Works, Transportation Division, 274-8333. As requested, 24-hour machine counts were performed on June 2, 2004 and June 9, 2004 at the following two locations:

1. N. Albany Avenue between Fig and Gray, 85th percentile speed of 37-mph in a 25-mph speed zone with a daily vehicular volume of 1,214.
2. N. Fremont Avenue between Fig and Gray, 85th percentile speed of 33-mph in a 25-mph speed zone with a daily vehicular volume of 703.

Based on the results of these studies, N. Fremont Avenue between Fig and Gray does not appear to be experiencing a speeding problem. However, N. Albany Avenue between Fig and Gray does appear to be experiencing a speeding problem. This location has been placed on the Speeding Location List (SLL).

This list contains all of the locations in the City of Tampa that have documented speeding problems. The SLL is a prioritization tool and a prerequisite before considering a location for traffic calming measures. The SLL ranks speeding locations by the greatest differential between the 85th percentile speed and the designated speed limit. This sorting ranks the worst speeding locations first. Additionally, rankings will change when each new speeding location is documented.

The City of Tampa has documented over 230 locations Citywide with speeding problems. Of the 230 locations, 160 of them qualify for traffic calming measures because they are classified as local residential or Neighborhood Collector roadways.

We are currently working to resolve the documented speeding problems in the order of severity (worst case first). When we reach N. Albany Avenue on the SLL, we will work with the affected property owners and their neighbors to find the best solution to address the speeding problem.

Response: From Ann Andrews, Planning Research Analyst, Tampa Police Department (TPD), 276-3755. The Tampa Police Department's Traffic Unit will conduct internal studies on Cypress and Cass Streets between North Boulevard and Howard Avenue to determine what speeding problem exists. Speed studies will also be conducted on N. Albany and Fremont Avenues between Kennedy Boulevard and Cypress Street via traffic engineering for the same evaluation. Enforcement efforts will be based on the results of the speed evaluations. The zone officer will check the area to ensure that proper speed signs are in place.

Update: From Ann Andrews, Tampa Police Department, 276-3755. Officer Mike Anderson of the Special Operations Traffic Unit was instructed to add this area to his random patrol duties and take enforcement action as needed. Please contact the Traffic Unit at 276-3471 if additional analysis of the area is required.

Need and Recommendation 6. Curbing Throughout the Community.

Street curbing is requested for the following locations:

- a. W. Carmen Street, between N. Howard and N. Rome Avenue.
- b. N. Fremont Avenue, between W. Cypress and W. Cass Street.
- c. W. Gray Street, between N. Howard and N. Rome Avenue.
- d. W. Lemon Street, between N. Albany and N. Armenia Avenue
- e. W. Laurel Street, between N. Albany and N. Rome Avenue
- f. W. Nassau Street, between N. Fremont and N. Rome Avenue.
- g. W. Grace Street, between N. Albany and N. Rome Avenue.

Curbs are needed to assist in the prevention of soil erosion, and to accommodate the new and the old sidewalks located in the North Hyde Park community. Curbing will also enhance street parking in various neighborhoods. Street curbing would also assist in the speed of stormwater drain-off and serve as a keeper of debris from flowing into catch basins, causing them to become the catch-all for heavy debris flowing from various locations in the community.

Response to a. – g.: From Alexander P. Awad, Manager, Development and Consumer Affairs, Stormwater Department, 274-8771. The Stormwater Maintenance Division reviewed the area for the installation of curbing, and found that this area does not meet the following standards for curbing.

- 1) Curbing will stop water from entering and flooding private property.
- 2) Curbing will solve a severe erosion problem adjacent to the pavement.
- 3) Curbing will enhance the drainage system by channeling the stormwater to an inlet or grate.

Need and Recommendation 7. Face Lift on N. Rome Avenue.

The commercial and industrial community, located along N. Rome Avenue, is in need of a general aesthetic face-lift (clean-up). Commercial businesses such as Kentucky Fried Chicken, Save Rite, Saw Carpeting, and the unknown business, located at North "B" Street and Oregon Avenue, are contributing to environmental problems in our community. The location at N. Oregon and W. North "B" Street has a tremendous amount of inoperative vehicles inside and outside of the property. This is a real eyesore for the entire community. Additionally, there is an accumulation of trash and debris at two (2) locations at the 1500 block of W. North A Street.

There are two (2) 55-gallon drums of oily substance, located at Shop Rite, at the intersection of W. Fuller and N. Rome Avenue. (West Side of building) The oily substance leaks from the drums into the catch basins on Rome Avenue.

Response: From Bill Doherty, Deputy Director, Department of Code Enforcement, 274-5562. The Code Enforcement Department is committed to removing inoperative vehicles at N. Oregon and W. North B Streets. Also to have the property owners of two (2) locations in the 1500 block of W. North A Street removes the existing accumulations of trash and debris. The Department will

also investigate the two (2) 55-gallon drums at Shop Rite at the intersection of W. Fuller and N. Rome Avenue to determine whether they are leaking into the catch basins on Rome Avenue.

Response: From Varghese Jacob, Administrative and Fiscal Manager, Solid Waste Department, 348-1104. Code Enforcement Officers from the Solid Waste Department visited the Industrial area along N. Rome Avenue. The accumulation of inoperable vehicles, accumulation of trash and debris and the 55 gallon drums all appears to be in private property. City of Tampa Code Enforcement was notified regarding these violations. Officers from the Code Enforcement Department have issued 14 Notice of Violations so far and are in the process of taking appropriate actions.

Update: From Varghese Jacob, Administrative and Fiscal Manager, Solid Waste Department, 348-1104. Eddie Prieto, Code Enforcement Department, is conducting an investigation. Thus far he has observed 14 vehicles on the right-of-way and has cited for accumulations on private properties. If there are additional concerns or complaints with this request please contact Eddie Prieto at 426-5962.

Need and Recommendation 8. Request for Neighborhood Signs.

Community signs are requested for the North Hyde Park and the Benjamin 5th addition to West Tampa. We request the signs to be erected at N. Howard and W. Laurel Street, and N. Rome Avenue and W. Laurel Street, Howard Avenue and Kennedy Boulevard, Willow and Kennedy Boulevard, and Armenia Avenue at Cypress Street.

These signs are needed to identify our community boundaries. The signs will also expand our membership and bring in new members to volunteer to work in our crime watch program and our civic association. We are currently representing the entire area north of Kennedy Boulevard to Laurel Street, and Armenia Avenue east to Willow Avenue. We are prepared to assist in the cost of the signs, providing the signs are erected at the locations we requested.

Response: From William Porth, Engineer, Department of Public Works, Transportation Division, 274-8333. The Transportation Division will install (2) free neighborhood signs and then additional neighborhood signs at the cost of \$250 per additional sign. The North Hyde Park Neighborhood received its two (2) free neighborhood signs in the year 2000.

If it is the desire of the neighborhood to install five (5) additional neighborhood signs, the neighborhood must secure an amended neighborhood sign agreement from the Transportation Division and submit the amended agreement back to the Transportation Division with a motion from the neighborhood board supporting the sign installation.

After this, the neighborhood shall submit their preferred neighborhood sign installation locations for the Transportation Division's approval. Once the mutually agreeable installation locations are selected, the Transportation Division will create work request on behalf of the neighborhood to have the signs installed.

Next, the Transportation Division will forward the following materials to a neighborhood representative for their approval, signature, and initialing respectively:

- a cover letter
- a sign agreement with Article V sign location completed
- a copy of the work order(s)

Once approved, signed and initialed, these documents must be returned to the Transportation Division with a check in an amount equal to the number of signs multiplied by \$250 (5 signs x \$250=\$1250).

Mr. Allen was contacted about the additional Neighborhood signs. He thought that the \$250 cost per additional sign was expensive. I explained that this cost covers the sign materials and installation and has been this price since July of 1993. We will speak again on May 25th so that he may get more information concerning the signs for this next Neighborhood Board Meeting.

Mr. Allen expressed an interest in the possibility of hiring a contractor to build and install the additional five signs to Transportation's specification. I told him that I would be happy to put him in touch with Scott Shaw, Traffic Operations Chief, concerning the sign specification. I would also speak with Debbie Herrington, Professional Engineer, concerning the idea in general.

Update: From William Porth, Engineer, Department of Public Works, Transportation Division, 274-8333. Mr. Allen thought the city charged too much to install neighborhood signs. He suggested to pay for and contract the sign construction while his neighborhood installed the sign for free. After further discussion with Debbie Herrington, City Traffic Engineer, the Transportation Division and city code precludes private citizens from installing objects within the right-of-way.

Need and Recommendation 9. Potholes/Cave-ins Repaired to Original Condition.

Potholes/Cave-ins are located on N. Westland Avenue, between W. Kennedy Boulevard and W. Gray Street. This is one of the few antique brick streets remaining in our community. For that reason, we are calling on the maintenance crew to put back any antique bricks removed for maintenance work. Cave-ins also are located at N. Fremont Avenue and W. North "A" Street and N. Fremont Avenue and W. Cypress Street. The potholes/cave-ins on N. Westland Avenue has been a problem for more than two years. Through the years, the situation has gotten worse. If you are driving through our community, one must be very careful to navigate around the potholes and cave-ins to avoid damage to your personal automobile.

Response: From Scott Shaw, Traffic Operations Chief, Department of Public Works, Transportation Division, 622-1955. Westland from Kennedy to Gray is of vitrified brick. Wastewater installed a liner within their facility and the Transportation section repaired the worst depressions along the center line of the street, including the worst tree root damage in 2003. If funds are available, we will return and repair other locations along Westland. Cave-ins along Fremont from Laurel to Cypress are Wastewater Department responsibility. Until their

lines are repaired, Transportation can not resurface.

Response: From Charlie Lynch, Supervisor, Wastewater Planning and Maintenance Management, 274-8916. The Wastewater Department is conducting an extensive television inspection of these lines to determine the condition of the pipe. If deficiencies are found, the pipelines will be repaired. We will coordinate any repairs with the Department of Public Works so that the depressions can be repaired.

Update: From Charlie Lynch, Supervisor, Wastewater Planning and Maintenance Management, 274-8916. The Wastewater Department has completed the television inspection of the pipelines along N. Fremont Avenue. The inspection showed that the pipeline had some minor deficiencies that can be repaired by lining the pipe and a small section under Cypress Street that requires replacement. The Department is currently preparing plans and will schedule the work for FY05. The repairs will be coordinated with the Department of Public Works. The pipeline along Westland Avenue was inspected and a liner was installed in the pipeline along between Kennedy Boulevard and North A Street.

Need and Recommendation 10. Enforcement and Prohibition of Trucks.

Heavy trucks are traveling illegally through our community on various streets. Trucks are taking short cuts on residential streets, which tie into N. Rome Avenue, W. Kennedy Boulevard (State Highway #60), N. Howard and N. Armenia Avenue. Trucks also travel N. Fremont Avenue, north to Cypress Street; W. North B Street, east to Rome Avenue; and W. North A Street, west to Howard Avenue. There are NO TRUCK signs at N. Armenia Avenue and W. North "A" and NO TRUCK signs at N. Howard Avenue and W. North B Street.

Subsequently, these large trucks are damaging private property while turning off the narrow side streets. Speeding through the community results in damage to electrical wires running to private homes. Also, these large trucks damage the grand oak trees located throughout the community, particularly along N. Fremont Avenue, N. Albany Avenue, and North B Street. Damage also occurs to the Stormwater run-off catch basins located along N. Fremont Avenue, W. North A Street, W. North B Street and W. Cypress Street. Several large trucks park in the community for lunch breaks.

Response: From Alexander P. Awad, Manager, Development and Consumer Affairs, Stormwater Department, 274-8771. According to current design criteria, the existing radii along the intersections within the areas in question are substandard. The existing inlets located at these intersections can not be relocated due to the location of the culvert system. Upon review, we did not locate any damage to the stormwater run-off catch basin. If you observe an inlet top damaged or misaligned, please call the Maintenance Division at 622-1091 as soon as possible.

Response: From Ann Andrews, Planning Research Analyst, Planning Research Analyst, Tampa Police Department (TPD), 276-3755. The complaint of trucks improperly using both W. North A and W. North B Streets to travel between Rome, Armenia and Howard Avenues may not be a violation of a NO TRUCK route. There are signs posted at Armenia Avenue, and W. North A

Street where by Armenia Avenue is the southbound access road for I-275 for these vehicles. Additionally, there are signs posted at Howard Avenue and W. North B Street, being one of the northbound thoroughfares for I-275 access. We are currently inquiring traffic engineering as to whether there are proper sign markings at the Rome Avenue side of these streets. This area is covered by industrial zoning, requiring steady truck traffic for delivery purposes.

Under the following condition, trucks are allowed to travel on NO TRUCK streets:

If the NO TRUCK street is the nearest intersection of the truck's first delivery point. If after a truck's final delivery, the shortest route available to return to the truck route is via a NO TRUCK street.

The zone officer will be monitoring these routes to check drivers and their route logs to see if they are in compliance. Through education of the drivers, who may be committing violations and the complainants who have a misunderstanding of the ordinance, we can correct this situation.

Update: From Ann Andrews, Tampa Police Department, 276-3755. Officer Mike Anderson of the Special Operations Traffic Unit was instructed to add this area to his random patrol duties and take enforcement action as needed. Please contact the Traffic Unit at 276-3471 if additional assistance is needed.

Response: From Wayne Papy Deputy Director, Parks and Recreation Department, 274-7726. The department will investigate and uplift the trees along the right-of-way if needed.

Update: From Karen Palus, Director, Parks and Recreation Department, 274-7730. After further investigation, it has been determined that Transportation Division handles signage issues. This request has been forwarded to the Transportation Division.

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