



Gibson Road Improvement Project Reponses to Public Comments Received through May 1, 2020

Due to the COVID-19 pandemic, the City had to cancel the March 19th public outreach meeting. In lieu of this traditional outreach process, all meeting materials were published for review and comment. Below are the comments and questions that were provided and the responses from the project team. For clarity, questions may be paraphrased or grouped from multiple sources asking similar questions.

We encourage residents to review the information contained in this document and share any additional comments or questions you may have with us by July 20, 2020. Please email all comments and questions to Diana Ayon at diana.ayon@cityofwoodland.org.

Public Notice/Comment Period

1. Why are we just now hearing about this project?

While it may seem like the project is far along, it is currently only in preliminary design. At this point, the design has been vetted for fatal flaws and compliance with grant requirements but is not so far along that modifications can't be made while still starting construction in Summer 2021.

2. How was the public notified of this project and the public comment period?

Initially an in-person public meeting was scheduled for March 19th. A letter was mailed March 5th directly notifying residents, businesses, and property owners within the project area of the in-person public meeting. The City was going to also post this notice as a press release, post it on the City's website and share it on Facebook the week before the meeting. This did not happen due to the COVID-19 pandemic and Yolo County Health Officer's recommendation to cancel all mass gatherings or large community events.

Because of this, the City sent out a second letter to cancel the in-person public meeting. The cancellation letter also stated that project information would be posted on the City's website.

The public was notified of this project information and comment period on March 24th via a press release, the City's website and Facebook. The notification asked for public comments by April 10th, which was subsequently changed to May 1st to allow the public more time for review and comment.

- 3. I am surprised that the notification was done during this time especially when coronavirus is so prevalent on everyone's mind. This is going to impact a lot of people and I think a public meeting is needed to address concerns and possible outcomes from this diet.**

Unfortunately, because the grant funding is available for construction the summer of 2021, the City can't wait until the impacts of the virus are no longer foremost on people's minds. The City did not want to move forward through design of the project without a public outreach process and staff is doing everything we can to ensure information is widely shared and residents understand the project.

- 4. How can I get notifications of press releases and news items posted on the City's website regarding public meetings?**

Please sign up for notifications via e-mail and/or text at the following City website: <http://www.cityofwoodland.org/list.aspx?Mode=Subscribe#newsFlash>

- 5. Can you post these public meeting notifications on Nextdoor to get the notification out to more people?**

These notifications are typically posted as press releases, City news items, and on the City's Facebook page. The Engineering Division will endeavor to coordinate with other City Departments that have Nextdoor accounts to assist with posting on that platform.

- 6. Can you mail these public meeting notifications with the City's water bill to get the notification out to more people?**

We are limited in the quantity of information that is inserted with the water bills and when inserts can be used. We will explore options for utilizing this as a method for distribution in the future.

- 7. Can the City hold an in-person public meeting at a future date to discuss this project?**

It was the City's intent to hold an in-person public meeting to discuss this project. However, due to the COVID-19 pandemic, we could not do so and we cannot commit to an in-person public meeting at this point.

Given the circumstances and the project schedule, the City is providing responses to all comments from the initial review period and will be providing another 30 days for public review and comment.

We also encourage anyone who has questions or would like to discuss the project to contact the project manager directly. Diana Ayon can be reached by calling 530-661-5820 or via email at diana.ayon@cityofwoodland.org.

- 8. When the City asks for the public's comments, do the comments actually make a difference?**

Every comment provided to the City is reviewed and considered in the context of this specific project and in a wider context as is might apply to future projects.

9. Is it too late to make public comments?

No, it is not too late to submit comments. A second 30-day public review and comment period will begin on June 13.

10. Most of my neighbors have no idea this is coming, as they do not all get updates from the city of Woodland. You need to send pamphlets to each address to make sure this is more widely known.

We do apologize if residents feel that proper notification was not provided. We are working hard to provide access to information for our residents despite the current situation with COVID-19. Please refer to questions 5 and 7 which outline the outreach process.

Road Diet

11. What is a “road diet”?

A “road diet” is reducing the number of lanes. Gibson Road, between Cottonwood and West streets, currently has two lanes in each direction. The 2021 Gibson Road pavement project proposes to reduce the number of lanes in this segment to one lane each direction with a center two way left turn lane, similar to the roadway west of Cottonwood Street. This reduction in lanes is known as a “road diet.”

12. Why is a Road Diet being proposed?

The Gibson road diet project was identified as part of a citywide systemic safety analysis. The road diet helps to address many of the safety concerns identified in the analysis such as excessive speeds and right of way violations at intersections.

13. The traffic volume on Gibson does not thin down until you reach Cottonwood does this road diet actually work?

Traffic volume between East and West streets is approximately 20,000 vehicles per day (vpd). This number drops to 13,000 vpd (45% decrease) west of West Street and to 7,000 vpd (45% further decrease) west of Cottonwood.

These transition points at West and Cottonwood will retain the ability to easily turn right and left off Gibson Road to ensure efficiency of the corridor. The design capacity of a two-lane roadway with turn pockets is over 25,000 vpd which exceeds the expected volume on the corridor.

14. Will there be an issue with road diet west of West Street as the City grows?

There are no anticipated issues with growth, and associated increased traffic volumes, as they relate to the adequacy of the road diet from West to Cottonwood. Growth does result in minor volume increases on roads throughout the City but there is no expectation that growth would exceed the lane capacity in this road dieted section.

15. Will Gibson Road, between East to West streets, be “road dieted” in the future?

While the segment of Gibson between East and West streets was studied and determined to be a candidate for a road diet, there are currently no plans to reduce the number of lanes between East and West streets.

Project Scope

16. Where are pavement repairs necessary on Gibson Road?

The pavement on Gibson Road, within the project area between East Street and County Road 98, is in poor condition and in need of reconstruction. While some areas are significantly worse than others, the entire stretch requires reconstruction to prevent complete failure.

17. I understand that there is a proposed crosswalk at California. What does that mean and why was that location chosen? The only street that completely crosses Gibson from north to south is Midway. There is considerable foot traffic and bike traffic at that location. It seems more appropriate to have the crosswalk at Midway.

The project proposes to install a lighted crossing with pedestrian refuge median island similar to the crossings on Matmor Road near Prairie School or Main Street at Sixth Street. This crossing is the midpoint of the segment between West and Cottonwood and will provide a positive crossing point for users.

The California Street location was chosen as it is a primary corridor out of/into the neighborhood north of Gibson and equidistant from Midway and Amherst which serve as primary corridors into the neighborhoods south of Gibson. The location at California is central to the segment between West and Cottonwood streets and is outside the influence area of the traffic signals at West and Cottonwood streets.

Placing the crossing at a tee intersection rather than a full intersection has the added benefit of reducing the number of conflict points between vehicles and crossing pedestrians or cyclists.

18. What is a pedestrian median island?

A pedestrian median island is a concrete island in the roadway that a crosswalk passes through. They are typically used on wider roads or those where children or elderly walkers are present as they provide a resting or refuge point in a crossing. They also enable pedestrians to focus primarily on one direction of traffic at a time while crossing. The islands typically have a colored stamped concrete surface to make them more visible to drivers. Similar islands exist at the crossing of Main Street at Sixth Street and at many school crossings throughout town.

19. Can a stop sign be placed at Midway to control speeds along the stretch of Gibson between West and Cottonwood Streets

Stop signs are not traffic calming or speed control devices. Stop signs are intended to assign the right of way at intersections and can only be installed in locations where specific volume or incident criteria are met.

20. Can a digital speed sign be installed along Gibson Road.

The City has reserved the installation of permanent digital speed feedback signs for school zones. By limiting their use to specific locations and types of installations, their benefit and effectiveness is preserved.

21. Can more storm drainage be added to Gibson? My storm drain inlet often clogs and overflows.

Unfortunately, the existing storm drainage system along Gibson Road is at capacity. Adding curb inlets will not alleviate the overflow that you experience during storm events. Ideally, the city would upsize the storm drainage system but to do so requires replacement of a significant amount of infrastructure costing millions of dollars which is infeasible with the limited storm water enterprise funding available.

22. The current Gibson Rd. striping has a double button 10 inch wide stripe at centerline. What is the proposed “road diet” centerline stripe width from East to West St? If the centerline width is similar to the existing 10 inches, the center east and west bound lanes are effectively 10 ft. wide, not 10.5 ft. wide as shown on the plan line.

Lane widths are measured to the center of the traffic stripe or button detail. The existing lanes on Gibson road are 11-11.5 ft wide to the center of the stripes. The project proposes to reduce that width by up to one foot through the East to West streets segment of the corridor.

23. Red Curb Markings, No Parking Signs and No Parking Limits should be shown on the plans so affected residents understand any changes. Will fire hydrants have 15 ft. long red striping at the curb?

The project is currently in preliminary design and while significant changes are not anticipated, the extent of any changes to red zones have not been determined and the drawings were capturing existing red curb. Any residents affected by changes to parking along their property will be provided notice. In general the City does not paint red curb in front of fire hydrants as the parking restrictions are identified in the Vehicle Code.

24. Can the City change the way Gibson School is accessed? Can the left turn into the school be eliminated so that all traffic only turns right into and out of the driveway?

The City has very little influence over the way traffic onsite at schools is managed because the District follows State regulations. Staff has had multiple conversations with District staff about access to the school and opportunities for improvement but very little is possible.

Removal of the left turn pocket would require that all parents approach the school from the west. This means all parents approaching from east of the school would need to reroute through residential neighborhoods or perform a u-turn on Gibson Road to turn around and approach from that direction. The impact to the adjacent neighborhoods outweighs the possible benefit of this alternative.

25. Upgrade striping at the Gibson/East St. railroad crossing is needed. Reference Fig.8B-6, CA MUTCD 2012 or latest ed. 1.) Current east bound stop bar at RR gate does not meet 8 ft. setback standard. 2.) Current left turn and two through lane storage spaces east of RR do not meet 15 ft. rail setback standard. These 3 storage spaces east of the RR tracks should be eliminated.

Upgrading all roadway striping to meet current standards is included in the project scope. These specific issues will be reviewed during the striping design process. At this stage, the project is in preliminary design and the striping shown is mainly to provide an understanding of the project scope.

26. Left turn in/out from Gibson to storage facility west of railroad tracks is dangerous. Recommend this be right in/right out only.

During the initial scoping of the project, collision records were reviewed along the corridor, including specifically at this location, to determine what changes were necessary. At this location, records revealed only two recorded incidents in the past six years that would be corrected by prohibiting left turns to and from the property.

The low accident rate at this location does not indicate a need for the turn prohibition and such action may have other unintended consequences including illegal u-turns on Gibson Road and at adjacent signals.

27. There are several locations near signalized intersection, where existing signal poles and at least one wood utility pole cause usable sidewalk width to be less than the min. ADA 36 inch width standard.

The project will be address ADA access at all intersections. To the extent feasible, the project will endeavor to ensure adequate accessibility is provided throughout the project.

28. A large quadrant of the neighborhood south of W. Gibson Rd. and west of West St. is served by antiquated AT&T infrastructure. To preclude future “cutting” of a new roadway surface, AT&T should be encouraged to use this opportunity to install a new trunk facility along the Gibson Rd. corridor to upgrade local hard wire telephone service with fiber optic. Does the city of Woodland have any leverage to cause AT&T to upgrade its infrastructure prior to road reconstruction? Even an empty conduit for future AT&T use may prevent future pavement cutting.

The City does not have the ability to force private utility companies to upgrade their systems. Staff has previously communicated with all private utilities about the project and encouraged them to perform any maintenance and upgrade work

this summer before the road is reconstructed. Staff also reminded all companies of the City's 7-year moratorium on new roadways.

29. The current “No Parking” signing at signalized intersections does not provide minimum bike lane width standard to protect cyclists. Can the project extend “No Parking” limits to ensure full bike lane widths are maintained?

The project will adjust striping and no parking zones as necessary to provide for a minimum standard 5 foot bike lanes. The project aims to have bike lanes wider than the minimum standard 5 feet wherever possible but there may be locations on the corridor where the project will be providing minimum widths for all users.

Construction/Construction Impacts

1. Why does the road repair process take so long?

Roadway reconstruction projects vary in duration for many reasons; however, the most impactful are related to the type of construction, amount of underground utility work necessary and the restrictions placed on the contractor. Different reconstruction methods may take longer than others, cost more than others or be more impactful to residents and drivers. The City is always doing our best to balance public convenience, efficiency and costs.

With almost all road projects, we do not permit the contractor to entirely close the road for any extended time, we require that they provide one lane of travel in each direction and always maintain driveway access to properties. To achieve this, when reconstructing the entire width of the roadway, contractors typically reconstruct half of the width of the roadway at a time. These restrictions generally make a contractor less efficient than if they could close the road and have full access to the entire roadway. This, in turn, can increase project costs but it greatly improves public convenience and public safety access.

Also impacting the duration are utilities. Any utility improvements, or relocation of utilities that are in conflict with the roadway depth must be completed before the roadway is reconstructed, and are often constructed concurrent with the roadway. This is done for both public and private utility cost and time efficiency. However efficient this may be, this work does extend the time it takes to reconstruct a roadway. For the Gibson Road pavement project we are beginning the utility improvements this year to minimize the pavement construction time.

30. Will Gibson Road repairs begin before Main Street is finished?

Main Street is scheduled to be complete this summer (2020). The utility work on Gibson Road has already begun; however, the more impactful pavement reconstruction is not scheduled to begin construction until the spring of 2021.

31. Do you plan to close the road to through traffic during the project?

For both this year's Gibson Road utility project and next year's pavement project, a minimum of one lane in each direction will be maintained along Gibson Road at all times. Also, Contractors for both projects will be required to accommodate property owners with access to their driveways.

32. Can the company that gets hired for this project place better signs directing traffic? Cones or the orange poles are not always clear, especially at night times, also alerts for bumps or rough areas.

City staff and project managers try to ensure the contractor provides traffic control and signage that is clear and easily understood. Our primary goal is to keep our traveling public safe through our work zones. If you feel construction signage is confusing or that changes may be necessary, please contact us at 530-661-5820 so that we may evaluate your concerns.

Post Construction Impacts

33. If the objective is to slow traffic, doesn't that contradict what a major artery should be?

Gibson Road is classified as a minor arterial roadway, the purpose of which is to support moderate length trips across town and transport traffic between smaller collectors and larger arterials. These objectives can be met without high travel speeds. While the corridor is geared toward moving people, it is also a residential corridor and speeds are a primary concern for those living on the street.

The project aims to reduce the speed on the corridor by 5 mph and create a complete street corridor that encourages drivers to travel closer to 30 mph which makes the corridor more appropriate for all users.

34. Traffic is already congested at 8am, 3pm and 5pm. Won't reducing lanes make it worse?

The road diet/lane reduction is only proposed between West Street and Cottonwood Street. Beyond Cottonwood Street the proposed road diet would match the existing road. The traffic volume between West and Cottonwood streets is significantly less than the volume between East and West streets. The initial study for the road diet indicates that the corridor will continue to perform in a satisfactory condition after the lane reductions. The time it takes to travel between CR98 and West Street during peak time would increase by 15 seconds on average.

The corridor is anticipated to realize operational improvements as turning left to/from side streets and driveways would no longer directly impede through traffic on the corridor.

35. This is a major route for emergency vehicles going to the hospital and The Californian. Won't these vehicles be slowed down, especially at during peak times?

In initial conversations with emergency and public safety personnel indicated that the presence of a center turn lane would potentially improve corridor travel times as it would be a travel lane that remained primarily unoccupied and would be available for their use.

36. Isn't Gibson Rd a major evacuation route for the city? Do you really want to restrict traffic in an emergency?

The project does not propose to change the physical roadway width. The road diet will modify the lanes through striping only. As such, in an emergency situation, the full width of the road would remain available for evacuation purposes.

37. I'm concerned about speeds where the lanes go from two to one. At Cottonwood and W. Gibson Rd. when the light turns green, drivers speed to get ahead where the lanes reduce.

To minimize this driver behavior, the lane transition will occur before the intersection at West Street. This is also the location where a large majority of drivers turn off of Gibson Road onto West Street and makes a natural location to transition the travel lanes.

38. During heavily traveled times (and there is a restriction) on W. Gibson people will divert to W. Casa Linda, Casa Linda, El Dorado and W. El Dorado.

Staff is exploring options available to minimize the number of drivers that reroute onto parallel local streets during construction.

39. If you want to reduce traffic speed, all you need is a couple of motorcycle cops on this street around 8am three times a week writing tickets. They used to do it and it was very effective.

Police enforcement is a critical aspect of traffic safety. However, changes to our built environment can also affect changes in driver speeds. City staff aims to create street corridors that encourage appropriate travel speeds without the need for constant enforcement.

While the project goals include speed reduction they go beyond that to include encouraging more bicycle and pedestrian uses of the corridor, improving the state of repair of the roadway and ensuring access for all.

40. I am concerned that the reduction in number of lanes and slower speed limit will inadvertently shift traffic to El Dorado Drive or other parallels routes. The speed limits will be similar and especially at congested times of the day, I can foresee motorists choosing to take El Dorado from West to College or Columbia to move more quickly.

The travel lane reduction is only proposed between West Street and Cottonwood Street. The anticipated average increase in time to travel the corridor during peak traffic is 15 seconds. The nearest continuous parallel routes including El Dorado Drive add more than 2 minutes to the travel time during peak. As the diversion would add significant travel time, the likelihood of a significant number of drivers choosing these option is minimal.

The City is committed to providing safe neighborhood streets for all residents and we intend to continue enforcement and monitoring on parallel routes to ensure negative impacts are mitigated through education and enforcement.

41. I am concerned that reducing the road from 4 to 2 lanes of motor traffic will mean that there will be long lines of traffic idling at certain times of day and increased vehicle emissions because of the tail-backs. Even out of 'rush' periods, there are likely to be vehicles idling at the traffic lights between West and East streets on Gibson.

The project does not propose to reduce travel lanes between East and West streets, only West to Cottonwood streets. Additionally, all traffic signals in the corridor will be upgraded with new equipment and programming to ensure efficiency for both motorized and non-motorized users.

42. I am concerned that in order to avoid long lines, vehicles will (using apps and local knowledge), divert down West street to El Dorado then drive east to College, or Coloma or 6th street and back up to Gibson where it would again move faster with lanes opening up to 2 each way at East Street. Those people coming north up road 98 or 99 and wanting to cross Woodland will most certainly use El Dorado drive rather than bother to go up to Gibson. So in an effort to 'calm' traffic on Gibson which was built to carry cross-town traffic, and whose inhabitants always knew it would be a busy street, you are pushing traffic onto a residential street and creating possibly dangerous situations unnecessarily.

The project does not propose to reduce travel lanes between East and West streets only West to Cottonwood streets.

The project does not anticipate the road diet will restrict access to or through the Gibson Road corridor. Additionally, all traffic signals in the corridor will be upgraded with new equipment and programming to ensure efficiency for both motorized and non-motorized users. This efficiency will help to ensure that travel on Gibson remains more efficient than any other alternative parallel route.

43. Will the plan to road diet W. Gibson negatively affect emergency vehicle travel through the corridor or their access to the Hospital?

The project does not propose to change the roadway width. The road diet will modify the lanes through striping only. Adjacent the travel lane will be a 9 foot buffered bike lane and 7 foot parking lane – these spaces are adequate for vehicles to pull out of the way for emergency vehicles. Additionally, a two-way center turn-lane will be maintained through the corridor and will be accessible for emergency vehicles.

44. Many big trucks drive on Gibson Road. If the lanes are narrower, won't this make it difficult for those big trucks? As well as if 2 trucks are driving next to each other on the road, will they sideswipe each other as the lanes are narrower?

The existing lane widths on Gibson between East and West are 11-11.5 feet and the proposed lane widths are 10.5 feet. The legal maximum width of the body of

a vehicle in California is 8.5 feet. The average passenger car or SUV is 6-7 feet wide and larger dual tire pickup trucks can reach 8 feet in width.

The proposed 10.5 foot lanes will adequately handle all legally sized traffic without fear of sideswipe accidents. It will however feel narrower, especially for the larger vehicles. This perceived lack of width naturally tends to make drivers more cautious and lower their speeds.

45. If the hope is that the narrower lanes and reduced speed limit will reduce speeding, Will increased police monitoring also occur?

The Engineering and Police departments work closely together to identify streets that may need added enforcement. Enforcement of the reconfigured roadway is a significant component of the project's success and both departments are committed to the success of this project through engineering and enforcement.

46. Drivers from north and south side streets (Cornell, Amherst, Midway, California, Westway, and Rancho) currently have extended peak am and pm wait times to access W. Gibson Rd. A 2-lane "road diet" will likely cause longer wait times to access W. Gibson. Many drivers from south of Gibson may divert to Cottonwood and West St. via El Dorado Dr., potentially pushing increasing signal wait times.

The two-way left-turn lane provides significant operational and safety benefit to these movements. The existing delay accessing W. Gibson Road is primarily associated with the difficulty finding a gap in multiple lanes of fast moving traffic while maneuvering to make a turn.

Construction of the road diet will reduce the number of conflicting lanes, slow traffic speeds and allow left turns to occur in two phases by providing the center turn lane.

The safety benefits of the road diet include reduced rear end collisions through the addition of the two-way left-turn lane so left turning vehicles leaving Gibson will not have to stop in a through lane to wait for a gap in traffic.

47. West bound on Gibson approaching West St. the outside west bound lane must turn right. This will have vehicles merging into the west bound through lane and may put west bound cyclists in a dangerous situation. Consider dropping the lane after the intersection.

The addition of a buffered through bike lane between the right turn pocket and through travel lane will create a highly visible queueing area for cyclists, while still allowing right turns on red minimizing the potential for a right turning vehicle to collide with a through cyclist. During design, the project team will look at the most appropriate way to stripe the transition in the bike lane through this area to increase visibility.

The decision was made to transition at West Street because approximately 25% of pm peak west bound traffic turns right from Gibson onto West and this can be

accommodated in the right turn lane. The remaining 500 peak-hour vehicles continuing west bound can easily be accommodate in a single through lane.

Transitioning after the intersection will create a situation similar to the current configuration at W. Gibson Rd. and Cottonwood St. for which we've received negative comments. Residents have explained to staff that rather than maneuver lanes before the intersection, vehicles often speed away from the intersection in a "race to be first" past the merge. This increases the likelihood of speeding at the intersection and is counter to the goals of the project.

- 48. Referencing the "Gibson Road Travel Time, Intersection Delay, and Peak Hour Turning Volumes -Existing and Existing Plus Road Diet Condition" exhibit. The peak vehicles per hour (VPH) are modeled to be identical in the pre and post project condition. This assumption is likely flawed as driver route habits during peak travel time may change from access at W. Gibson Rd. mid-block uncontrolled intersections to signal controlled Cottonwood and West Sts. Therefore, peak VPH at north and south legs of signalized intersections may be higher than modeled.**

Travel times from CR98 to West Street are modeled as increasing by 27 seconds in the westbound and 10 seconds in the eastbound direction. It is not anticipated that these minor increases in corridor travel time will create diversion onto other neighborhood streets.

- 49. The left turn at west bound West St. has current and future 72 ft. long stacking storage. This is adequate for three trucks or SUVs. With a near doubling of pm peak delay time from 24 to 43 seconds at West St., queuing am and pm peak vehicles on Gibson turning left and south to West St. will likely exceed left turn storage capacity which will then block the single west bound through lane. West bound Gibson Rd. traffic will likely back up east of Eunice Dr. Is this acceptable and has city staff considered the consequence?**

Modeling shows that with very few exceptions, the left turn does not block the through lane. In the occasion that the left turn did have a vehicle blocking the through lane, this blockage would be cleared before the through movement since the left turn phase precedes the through movement in the signal operation.

- 50. Any pedestrian activation at the West St. /Gibson intersection will trigger delay > 43 seconds.**

Pedestrian activation of the traffic signal was considered and reported in the traffic operations analysis methodology for average delay.

- 51. The proposed W. Gibson Rd. left turn stop bars are depicted too close to the intersection for left turning vehicles from north and south at signalized Ashley, Cottonwood and West St. Left turning vehicles may drift into the buffer zone and/or bike lane to navigate the turn. Consider shifting the W. Gibson Rd. left turn stop bars at Ashley, Cottonwood, and West St. to accommodate the left turn radius.**

The necessity of this change will be considered during the striping design process. At this stage, the project is in preliminary design and the striping shown is mainly to provide an understanding of the project scope.

52. Property owners at the NW, NE, and SE corners at Gibson, and properties north and east of the intersection may have difficulty exiting their driveways due to the extended Gibson/West St. signal cycle (delay) time.

Changes to the roadway configuration and signal timing may have an impact on adjacent residents. The City is committed to doing what is possible with the signal timing to mitigate these impacts to the extent possible.

It is anticipated that the overall improvement to operation and safety of the roadway for all users and residents of the corridor will also help to mitigate these concerns.

Project Support

In addition to the above noted questions and comments, City staff received a significant number of responses, many from homeowners on Gibson, in support of the project. The general themes provided in the support comments include:

- Avid bikers who are grateful for the speed reduction and cyclist visibility improvements
- Support for widening bike lanes and including buffers
- Speed reduction and resulting improvement to school area
- Support for reduction in speed limit for safety enhancement for all users
- Desire to extend the road diet of the corridor from CR98 to East Street
- Support for road diet and the likelihood of improving access to/from side streets
- Noise reduction associated with reduced speed limit
- Desire for enforcement to enhance the improvements
- Support for the project and reduction of hazards for bicyclists