

Public Works and Sustainability Commission on 2025-10-27 7:00 PM - CITY COUNCIL CHAMBER

Meeting Time: 10-27-25 19:00

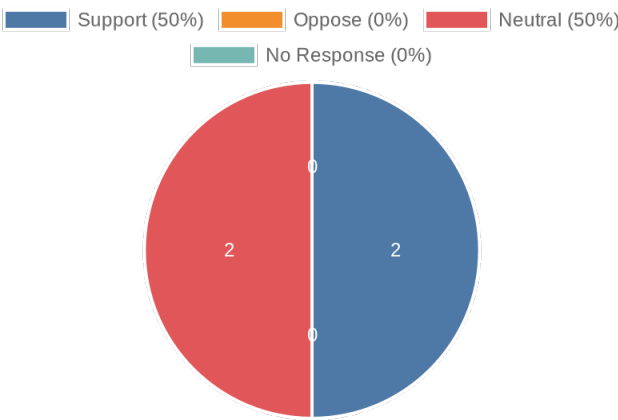
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Public Works and Sustainability Commission on 2025-10-27 7:00 PM - CITY COUNCIL CHAMBER	10-27-25 19:00	25	4	2	0	2

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



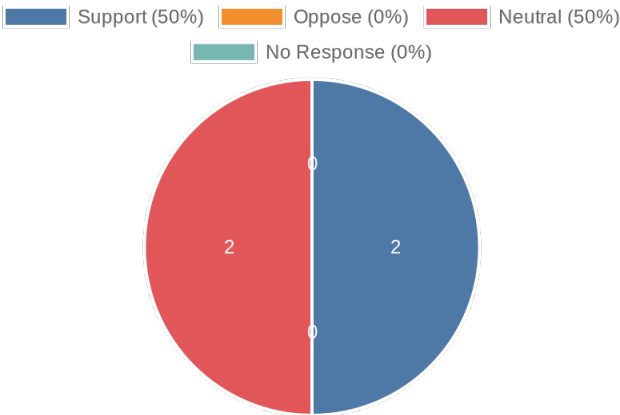
Public Works and Sustainability Commission on 2025-10-27 7:00 PM - CITY COUNCIL CHAMBER
10-27-25 19:00

Agenda Name	Comments	Support	Oppose	Neutral
J.2. PWS25-1477 DISCUSSION OF TRAFFIC SAFETY MEASURES AT THE GRANT AVENUE & BLOSSOM LANE INTERSECTION	1	0	0	1
J.3. PWS25-0934 DISCUSSION OF DIAMOND STREET RESTRIPIING BETWEEN PCH AND PROSPECT AND RUHS ACCESS IMPROVEMENTS	3	2	0	1

Sentiments for All Agenda Items

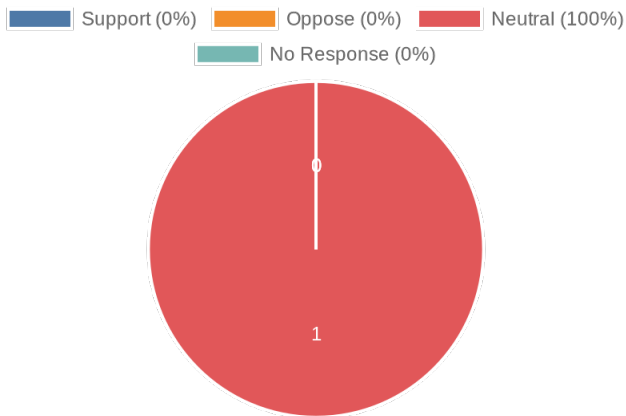
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Agenda Item: eComments for J.2. PWS25-1477 DISCUSSION OF TRAFFIC SAFETY MEASURES AT THE GRANT AVENUE & BLOSSOM LANE INTERSECTION

Overall Sentiment



Nicholas Hale

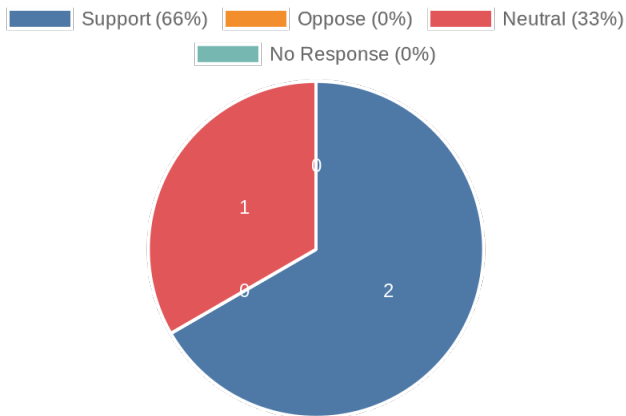
Location:

Submitted At: 7:08pm 10-27-25

As someone who lives 2 houses away from this intersection on Blossom, and is usually a big proponent of walkability, I do not think that a crosswalk is necessary. There are traffic signals at the intersections a block in either direction. I will however point out that the intersection is very blind when coming south on Blossom and trying to turn onto Grant. I think an easy solution that will solve the issue is simply to remove a parking spot on Grant in either direction. On days when there are no cars due to street sweeping it is simple to make the turn, but on the other days if there is a large SUV or pickup parked in that space it can make it impossible to see oncoming traffic without inching forward onto Grant and potentially blocking the crosswalk and bike lane.

Agenda Item: eComments for J.3. PWS25-0934 DISCUSSION OF DIAMOND STREET RESTRIPING BETWEEN PCH AND PROSPECT AND RUHS ACCESS IMPROVEMENTS

Overall Sentiment



Brianna Egan

Location:

Submitted At: 7:45pm 10-27-25

As a resident several blocks away from RUHS, I support this project and would like to see Class IV protected bike lanes via physical barriers or parking-protected configurations across the full length of Diamond. I appreciate the proactive approach that the city is taking to ensure safe routes to schools. For full safety and peace of mind for students on bikes and parents in cars, let's provide high-quality protected bike lanes.

To address parking concerns for staff and students, or lack of parking at RUHS, I would support parking agreements with nearby churches such as Seacoast Church to lease parking spaces to the school during the school year and school hours.

Additionally, I would support additional frequency and express routes for BCT for more multimodal transportation options and to decrease cars on the road.

Angela Ho

Location:

Submitted At: 7:02pm 10-27-25

I support the buffered bike lanes and adding crosswalks and/or stop signs. But please provide additional guidance for bikes to follow traffic flow and post No Bike on sidewalks on the house side, following the same rules as the school side. I'm neutral (closer to oppose) on spending tax dollars to alter public road to address issues that can be addressed by existing traffic laws. I would like to know the funding source for the larger road constructions like the curb extensions, crosswalk, stop signs and such. Also, will this be a phased approach - e.g. start with bike lanes then add in others later.

Liam Walsh

Location:

Submitted At: 5:04pm 10-27-25

I support this project to increase safety of the flow of bikers to and from RUHS. Thank you for making this a priority. Considering the increasing popularity of biking / e-biking to school, it is great to see the city invest in making this a safe option to get around.

Given that the report cites cars double-parking in the bike lane as a current problem, I would like to see more protected bike lanes to avoid this issue. Notably, the current design proposal still retains painted class II bike lanes on a few blocks close to the high school. Can we ensure this project has bike lanes that are protected either by barriers/bollards or parked cars along its full length?

Also I saw in the report some suggestions about bus service and the need for more buses due to the demand of how quickly they fill. Every student biking or taking the bus is another car off the streets & parking lot, and also frees up parents from having to drop off their kids. While perhaps outside the scope of this Diamond St project, it would be great to see higher frequency and express routes on BCT to support this.