



# 6<sup>th</sup> Street Active Transportation Improvement Project

## Frequently Asked Questions



PROJECT WEBPAGE

[www.bremertonwa.gov/6thStreetProject](http://www.bremertonwa.gov/6thStreetProject)

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### PROJECT OVERVIEW

#### WHAT IS THE PURPOSE OF THE PROJECT?

The project will make 6th Street (and part of Kitsap Way) safer and easier to use for everyone. Changes will include adding designated bike lanes and adjusting the street layout so drivers, bicyclists, and pedestrians can share the road more safely. Most of the improvements will be made with simple, lower-cost tools like new striping, signs, lane markers, and traffic signal updates. Additional information regarding previous plans and studies supporting the project purpose can be found on the [project webpage](#).

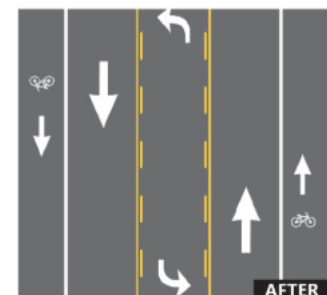
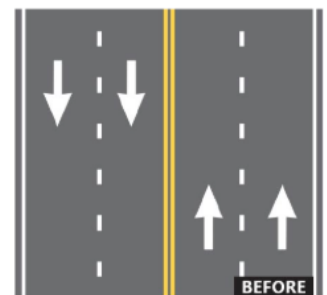


#### WHAT IS A STREET RECONFIGURATION?

A street reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. It usually involves low-cost alterations to use of the roadway typically through pavement markings, signs, and intersection improvements. The most common street reconfiguration includes converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). The additional space created by vehicle lane reductions can be utilized to provide new street uses such as on-street bike lanes.

Benefits include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Allows room for pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.





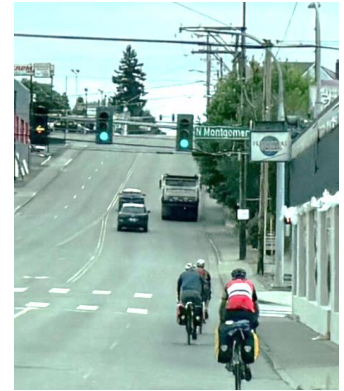
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### WHY ARE BIKE LANES PROPOSED ON 6TH STREET?

6th Street is a key east–west connection in Bremerton, but today it has a gap in safe bike facilities. Adding bike lanes will close that gap, linking Kitsap Way to downtown, and making it safer and easier for people to bike to schools, businesses, and neighborhoods.

This improvement has been part of the City’s long-term vision since the 2007 Non-Motorized Transportation Plan, which called for a connected bike and pedestrian network. That vision was reinforced by a 2020 study confirming 6th Street could be reconfigured to include bike lanes along with identified high-priority street safety improvements. More recently, bike lanes were added along Kitsap Way in 2022, and this project would extend the on-street bike lanes to downtown with connections to existing bike lanes in Manette/East Bremerton.



### HOW WILL THE PROJECT IMPROVE SAFETY FOR ROAD USERS?

6th Street has been identified as one of Bremerton’s higher-crash corridors, with nearly 200 reported crashes in just five years. Most of these involved rear-end or turning collisions.

By changing portions of the street from four lanes to three lanes (two travel lanes and a center turn lane), drivers will have a dedicated space for turning, reducing those types of crashes and improving visibility. Studies show this kind of reconfiguration can cut crashes by 20–45% and slow traffic speeds by 3–5 mph. Slower vehicle traffic, in turn, improve safety and comfort for vulnerable road users.

The project also adds continuous bike lanes, giving cyclists a safer place to ride and closing a key gap in Bremerton’s east–west bike network. For pedestrians, safety improves with shorter crossings, sidewalks set farther back from moving traffic, and better visibility at crossings. At some locations, new button activated flashing beacons will be added to make crosswalks even safer.

## PROJECT UPDATES

### WHAT IS THE STATUS OF THE PROJECT?

The project is currently in the early design stage. Right now, we are working with the community to shape the overall layout and key features. Detailed evaluation has been performed to better understand the potential benefits and impacts of different design options.

In November 2024, we shared initial design ideas at a public open house. Community feedback showed strong support for safer, more comfortable bike lanes and pedestrian crossings, along with questions about how the project might affect traffic flow and congestion. Based on this input, the City has developed updated design concepts.

Next, we will gather additional community input at the September 2025 open house. After that, the City will move forward with final engineering design once a preferred concept is approved.



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### HOW IS THE PROJECT FUNDED?

The City's Capital Improvement Plan (CIP) includes \$700,000 in local funding approved by the City Council as part of the capital budget for the planning and design of the project. This funding is being utilized to complete concept design and advance final engineering design for the project.

In 2024, the City submitted a request for approximately \$3 million in additional project funding through the [WSDOT Pedestrian and Bicycle Grant Program](#). The additional funding requested included anticipated costs, at the time of application, for right-of-way and construction phases of the project. Right-of-way costs included in the grant request assumed a very limited property impact focused on small temporary construction easements which were anticipated. The City was notified of grant funding award in 2025. The grant is through Washington State and does not require additional local matching funds. Grant funding through WSDOT was appropriated by the state legislature for the 2025-2027 biennium which ends June 30, 2027. It is the expectation from WSDOT that the City awards a construction contract utilizing these grant funds prior to the end of the 2025-2027 biennium.

Any actual project costs exceeding current local and awarded grant funding will require identification of other funding sources.

### WHAT PUBLIC INPUT ON THE PROJECT HAS BEEN RECEIVED TO DATE?

At a virtual information meeting in October 2024, community members overwhelmingly identified safety as the biggest issue on 6th Street — especially for people walking, biking, or rolling. About three out of four participants supported the City's plan to reconfigure the street to improve safety.

In November 2024, the City shared several design options at a public open house. Feedback from that meeting focused on three main themes:

- Make it safer for people biking
- Make it safer for people walking and rolling
- Take a closer look at how the project will affect traffic flow

This input has directly shaped the updated design concepts now under development.

### HOW WILL MY INPUT BE CONSIDERED?

Your feedback is an important part of the design process. The City has developed several concept options that balance safety, traffic flow, biking, and walking. Community input helps us understand which options work best for you.

All feedback will be reviewed and used to guide the final design, ensuring the project reflects the community's vision for a safer, more connected 6th Street.



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### WHEN WILL CONSTRUCTION OCCUR?

If the final design fits within the current budget and doesn't require property acquisition, construction could begin as soon as spring 2027. If more funding or property access is needed, construction would take longer while the City secures those resources.

Because much of the work involves new pavement striping, construction can only happen during warmer, drier months – not in the winter.

### CONCEPT DESIGN QUESTIONS

#### WHAT IS A CONCEPT DESIGN?

A concept design is an early version of a project layout that shows the big-picture ideas and features of a design before all the technical details are worked out. Think of it as a “first draft” of how a project might look and function.

The goal of a concept design is to:

- **Show high-level features** such as the general roadway layout, location of sidewalks or bike lanes, or where intersections and crossings might change.
- **Get input early** so the community and stakeholders can share their thoughts and priorities before engineers dive into the more detailed and technical work.
- **Stay flexible** since the concept is subject to change—feedback, new data, and further engineering may lead to adjustments before the design becomes final.

In short, a concept design helps everyone understand the direction a project is heading, while leaving room for refinements as the final engineering design is developed.

#### WHAT HAS CHANGED FROM DESIGN CONCEPTS PRESENTED LAST YEAR?

Since the November 2024 open house, the City has updated the design concepts based on community feedback and further technical review. Key changes include:

1. **Safer intersections** – A new protected design has been developed at Naval Avenue. While the fully protected option is outside the project budget, a lower-cost design with safer bike approaches is now included.
2. **Turn lane review** – Additional traffic studies were performed to confirm where turn lanes are truly needed. In some places, space was shifted from turn lanes to improve bike lane comfort.
3. **Bike lane separation** – The City reviewed more options for adding posts or other separation. Some locations now include this feature, while also balancing concerns from emergency responders about street access.
4. **Updated design guidance** – New national best practices for bike lane design have been reviewed and applied where relevant.



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- 5. **Other refinements** – Small improvements have been made, including adjustments near bus stops, minor bike lane alignments, and other design details.

### WHAT IS A FULLY-PROTECTED INTERSECTION AND WHY IS ONE BEING CONSIDERED?

A fully-protected intersection is designed to keep people biking and walking separate from cars at busy corners. It uses features like raised islands, special bike signals, and clear markings so that turning vehicles and cyclists don't cross paths at the same time even if vehicle turn lanes are provided. This makes intersections safer and more comfortable for everyone, especially vulnerable users. The graphic below depicts the general elements and function of a fully-protected intersection corner.



After the November 2024 open house, community members asked the City to consider a fully-protected intersection at 6th Street and Naval Avenue. The new design concept developed is based on national standards for fully-protected intersections and has confirmed the extent of additional space and estimated cost required to construct. While this type of design would offer strong safety benefits, it is not currently feasible within the project budget. Building it would require buying property from nearby businesses and would significantly increase costs, delaying the project. Advancement of this design would result in a large funding gap for the project, impact adjacent businesses, and delay construction of the project for an indefinite amount of time.



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### HOW WERE VEHICLE TURN LANES EVALUATED AND WHY ARE THEY NEEDED?

Turn lanes are extra lanes at intersections that let drivers wait to turn without blocking through traffic. They improve safety and reduce crashes – national studies show they can cut crashes by nearly 50%.

For this project, vehicle turn lanes were evaluated at each major intersection focusing on defined minimum vehicle operation levels considering both current and future/projected traffic. Additionally, use of a center two-way left-turn lane (TWLTL) was evaluated based on safety, operations, and access.

In 2024, a traffic evaluation performed by the City indicated that separate right-turn lanes were operationally needed at the intersections of Naval Avenue (eastbound and westbound) and Warren Avenue (westbound) considering current and future peak vehicle demand in the morning and afternoon. Separate left-turn lanes would remain at all major intersections with the exception of Montgomery Avenue (eastbound) which had an extremely low left-turn volume and where that turn lane space was better utilized to extend the length of the westbound left-turn at Callow Avenue. No detailed evaluation was performed on use of a center TWLTL in 2024 as previous City studies performed had already recommended use to improve safety and operations west of Park Avenue.

Following the November 2024 open house, several comments received indicated a desire to further evaluate the need for vehicle turn lanes, including the center TWLTL, where not providing them could provide lower stress bicycle facilities through additional roadway space for bike lane buffers and/or use of physical separation.

A subsequent evaluation of turn lanes has been completed and indicates:

- **Needed now:** The westbound right-turn lane at Warren Avenue is necessary today because of heavy traffic volumes, especially in the afternoon.
- **Maybe later:** Left-turn lanes at Park Avenue and Pacific Avenue aren't required now but could be in the future as downtown traffic grows.
- **Trade-offs at Naval Avenue:** Right-turn lanes are beneficial but may not be critical now if improvements are limited to within the existing street. Not providing these separate right-turn lanes will provide more bike lane separation, but traffic will need to continue to be monitored (especially due to traffic influenced by Naval Base Kitsap – Bremerton) and turn lanes may be needed at some point in the future.
- **Center turn lane:** The two-way left-turn lane (center lane for turns into driveways/streets) remains important for safety and access, except for one short segment where it may not be needed.

This approach balances traffic needs with opportunities to create safer, more comfortable space for people biking and walking.



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### **WHAT IS BIKE LANE PHYSICAL PROTECTION AND WHERE IS IT BEING CONSIDERED?**

“Bike lane protection” means adding posts or other types of physical delineators between the bike lane and car traffic instead of relying only on painted lines. This makes riding feel safer and more comfortable, especially on busy streets.

In 2024, the City identified two possible locations for bike lane protection:

- 11th Street to east of Montgomery Avenue
- Highland Avenue to Washington Avenue (westbound on the uphill climb)

Since then, new design concepts now include additional areas where bike lane protection could be added, based on updated national design guidance and community feedback. This means more stretches of the project may see posts or barriers separating bikes from cars.

However, where and how protection is installed matters. Posts or other types of delineators take up space, which can reduce the riding area for cyclists if buffers are too narrow. The City is also considering different types of protection – from flexible plastic posts to low manufactured barriers – each with trade-offs in cost, maintenance, and impact on other road users (emergency vehicles, buses, garbage pickup, and street maintenance).

### **DO THE DESIGN ALTERNATIVES CONSIDER NATIONAL BIKE FACILITY DESIGN GUIDANCE**

Yes. The City has reviewed the most recent national design guides for bicycle facilities:

1. The NACTO Urban Bikeway Design Guide (3rd Edition)
2. The AASHTO Guide for the Development of Bicycle Facilities (5th Edition)

The proposed design alternatives use this guidance wherever possible. However, 6th Street and Kitsap Way are already fully built corridors with fixed curbs, sidewalks, utilities, and limited space. Building to the exact recommended widths in every location would require buying / impacting adjacent property and greatly increase costs beyond the current project scope and budget.

Instead, the project is designed to:

- Follow national best practices where feasible
- Meet or exceed safe minimum recommendations where space is constrained
- Balance the needs of all road users within the existing street footprint

Both NACTO and AASHTO emphasize that their guides are flexible, not rigid standards. They encourage cities to apply professional judgment and adapt designs to local conditions. That is the approach being taken here.



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### WHY ISN'T THE PROJECT WIDENING THE SIDEWALK OR ADDING LANDSCAPING?

This project is focused on improving safety within the existing street space.

Widening sidewalks or adding landscaping would require buying property from adjacent parcels and rebuilding large portions of the street, a much bigger and more expensive effort than this project is funded to do. Additionally, the City did recently upgrade sidewalks and curb ramps as part of earlier street preservation work, and those improvements will remain.

This project is about making the most of the space we already have to improve safety for everyone using the street.

### WHY IS THE CENTER TURN LANE NEEDED FOR MOST THE PROJECT?

The center turn lane (the middle lane used for left turns) plays an important role in making 6th Street safer and more reliable.

Benefits include:

- **Safety:** Drivers turning left have their own space to wait, which reduces rear-end and sideswipe crashes. 6th Street has a history of these types of collisions, especially where there are lots of driveways.
- **Traffic flow:** By moving turning cars out of the through lanes, traffic flows more smoothly, with fewer sudden stops and delays. This also helps keep buses on schedule.
- **Driveway and side street access:** The turn lane gives drivers a safer, easier way to enter and exit side streets and driveways.
- **Emergency response:** Fire trucks, ambulances, and police can use the center lane to bypass traffic and reach emergencies more quickly.
- **Maintenance:** The lane makes it easier to keep two-way traffic moving during street work.

The City studied the use of a center turn lane along the corridor and found it is needed in most areas to meet long-term safety, traffic, and access needs. Not providing this space where currently recommended would reduce safety, increase travel delays, and ultimately not achieve the goals of the project.

### WILL THE PROJECT INCLUDE ADDING NEW OR IMPROVED STREET LIGHTING?

The scope of the project does not currently include the installation of new city-maintained street lighting. New proposed enhanced crosswalks at Olympic Avenue, Hewitt Avenue, and Chester Avenue will include Rectangular Rapid Flashing Beacons (RRFB) signage and may include integrated lighting depending on adjacent street lighting levels.



### PROJECT IMPACTS

#### WHAT IMPACTS WILL THE PROJECT HAVE ON VEHICLE TRAFFIC FLOW?

6th Street carries about 13,000 vehicles per day west of Warren Avenue, with less daily traffic closer to downtown. The City has studied how traffic will operate with the proposed changes and designed the project so intersections continue to function at acceptable levels during peak hours.

A common concern is that reducing four lanes to three (one in each direction with a center turn lane) will cause gridlock. In reality, studies across the country (including studies performed for this project) indicate this type of change has little negative effects on traffic flow. In many cases, it can even improve traffic because turning cars no longer block through lanes. Minor added delay is expected to be limited to short peak periods and still within acceptable levels as required by the City.

Near Naval Avenue, short traffic backups are often caused by gate operations at Naval Base Kitsap – Bremerton, not by the street itself. These conditions fluctuate based on Navy operations, worker shifts, and gate operations. Additional information on this condition, including identified short and long-term recommendations, can be found in the [Joint Compatibility Transportation Plan](#).

The goal of this project is to balance safety for everyone with reliable traffic flow. Not managing traffic well could lead to frustration, unsafe driving, or diversion through neighborhoods – outcomes this project is specifically designed to avoid.

#### WILL THE PROJECT CHANGE THE WIDTH OF THE EXISTING STREET OR REQUIRE ACQUISITION OF RIGHT-OF-WAY?

No – the project is designed to use the existing street width without widening or buying property. A road reconfiguration repurposes the lanes we already have, rather than rebuilding the street.

The only exception is a possible fully protected intersection at 6th Street and Naval Avenue. If that option is chosen, it would require buying property at the intersection and would add cost and time to the project.

By working within the existing curb-to-curb width, the project can stay on budget and instead focus resources on other safety features such as bike lane markings, physical protection, traffic signal improvements, and enhanced pedestrian crossings.

#### WHAT IMPACT COULD THE PROJECT HAVE ON POLICE AND FIRE EMERGENCY RESPONSE?

Emergency responders benefit from clear streets with multiple lanes. Under state law (RCW 46.61.210), drivers must yield to emergency vehicles by pulling to the right and stopping. On wider streets, this creates space for emergency vehicles to pass.

This project does not reduce the physical street width, but the use of physical separators for bike lanes (such as posts or curbs) in the street could make it harder for vehicles to pull fully to the curb during an emergency. These barriers are designed to keep cars out of bike lanes, which improves safety and comfort for cyclists, but may also affect how emergency vehicles move through traffic.



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The Bremerton Fire Department, which regularly uses large trucks on 6th Street for both EMS and fire calls, has identified certain locations (mostly at intersections or where there is no center turn lane) where barriers could make response more difficult.

It is important to note that the exact impacts to emergency response are difficult to predict. The goal of sharing this information is to inform the community about the locations that the Fire Department does not currently support for physical bike lane separation, so feedback can be considered before final designs are developed.

### **WHY IS THE PROJECT REDUCING OR ELIMINATING ON-STREET PARKING DOWNTOWN?**

On-street parallel parking currently exists at various locations on 6<sup>th</sup> Street between Park Avenue and Washington Avenue. The existing width of the street in these locations varies from 34-feet to 42-feet. The absolute minimum width required to accommodate two vehicle lanes and two bike lanes is 31-feet.

Since the project scope does not include widening of the existing street, incorporation of on-street parking is limited to areas where the existing street width is 42-feet which includes Park Avenue to Highland Avenue. Design alternatives provide options for providing or eliminating new on-street parking between Park Avenue and Pacific Avenue due to the number of adjacent surface parking lots and current parking utilization. Between Pacific Avenue and Washington Avenue, parking has determined to be more critical for residential permit parking and has been provided to the maximum extent feasible based on the available street width.

Immediately west of Washington Ave, two parallel on-street parking stalls are at a location where no door zone buffer to the bike lane can be provided within the existing street width. Conversion of this area to motorcycle parking or bicycle parking may be considered as the project advances to final engineering design.

The goal is to balance safety improvements for people biking and walking while still providing parking in the areas that need it most.

### **HOW WILL THE PROJECT IMPACT EXISTING BUS STOPS?**

The Engineering Division has had multiple conversations with Kitsap Transit regarding impacts to current curbside bus stops along the project. While the current design alternatives reflect bus stops remaining in operation at their existing locations, Kitsap Transit is ultimately responsible for coordinating with the City and implementing changes to bus stops. New requirements under the Public Right-of-Way Accessibility Guidelines (PROWAG) apply to any modifications of existing bus stops and may require purchase of additional right-of-way. The PROWAG guidelines ensure that sidewalks, including bus boarding areas, for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities.



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### WILL THE PROJECT ADD ANY NEW TURN OR ACCESS RESTRICTIONS FOR VEHICLES?

Yes. A small number of turn restrictions are planned to improve safety and make the street work better for all users. These include:

- **Montgomery Avenue:** No left turn from eastbound 6th Street. This is a very low-use movement, and nearby routes via Callow or Rainier can be used instead. Removing it improves safety and provides more space for other turning vehicles.
- **Olympic Avenue:** Some left turns would no longer be allowed to remove a safety conflict. Only eastbound traffic on 6th Street would still be able to turn left onto northbound Olympic. Other drivers can use Naval Avenue instead. This change also makes room for a safer pedestrian crossing.
- **Hewitt Avenue:** Some left turns would no longer be allowed for the same safety reason. Only westbound and northbound vehicles would still be able to turn left if a center turn lane is included on 6<sup>th</sup> Street. No left turns would be allowed if no center turn lane is included on 6<sup>th</sup> Street. Since Hewitt Avenue primarily serves local residential areas, left turn alternate access would remain available from nearby intersecting streets.
- **Warren Avenue:** No right turns on red from westbound 6th Street. This is required under federal rules because of the new bike lane next to the right-turn lane.

### HOW WILL THE PROJECT IMPACT MY CURBSIDE WASTE COLLECTION?

You will continue to have curbside garbage, recycling, and yard waste pickup along 6th Street.

The main factor is the location and type of bike lane delineation used at waste collection locations:

- **No bike lane delineation or low delineators** would allow Waste Management trucks to pull to the curb and collect bins normally.
- **Taller bike lane delineators** (such as posts) would make waste collection difficult, requiring drivers to stop in the travel lane and move bins by hand. This could briefly block traffic and bike lanes during collection.

The City is working with Waste Management ensure future street improvements keep curbside pickup practical while still improving safety for people biking.