Bicycle and Pedestrian Advisory Committee (BPAC) Questions
April 27, 2023

6.1 Capital Improvement Program

1. Question: What is the objective of the "Cross Culvert Removal" projects? Are these projects primarily improving storm drainage?

> **Answer:** The cross culvert removal scope includes removal of cross culverts, construction of new curb ramps, curb, gutter, roadway pavement and storm drainage. Cross culverts are difficult to maintain as they get clogged and collect debris, and are not ideal for streets with bicycle traffic. The removal of existing cross culverts improves bicycle safety by eliminating abrupt changes in pavement grade adjacent to the curb and brings the street corner crossings (curb ramp and crosswalks) to current standards.

2. Question: For the "Central Expressway Bicycle and Pedestrian Crossing, Villa Undercrossing," which is referenced in the "Recommended Project Priorities" as costing at least $35 million to fully construct, what drives the cost of the project?

> **Answer:** The Central Expressway Bicycle and Pedestrian Crossing, Villa Undercrossing involves constructing an undercrossing underneath both Caltrain tracks and Central Expressway. Similar to the City's undercrossing projects at Bernardo, Rengstorff and Castro Street, the Villa undercrossing will require Caltrain delivery due to their policy that only Caltrain may design and construction projects across their operating railroad right of way. The project involves substantial civil infrastructure including deep excavation, shoring, structural concrete, and utility relocations. The $35 million placeholder project cost is in line with the costs of other City undercrossing projects.

6.2 TDA Article 3 Funding

3. Question: Can staff clarify what the scope of the "Crossing Improvements at Grant/Sleeper and Other Intersections" project would be with regards to the "Other Intersections"?

> **Answer:** The other intersections are:
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> • Middlefield Road/Terra Bella Avenue;
> • Middlefield Road/San Pierre Way;
> • Rengstorff Avenue/Junction Avenue;
> • Cuesta Drive/Bonita Avenue;
> • Cuesta Drive/Begen Avenue;
> • Heatherstone Way/DaleAvenue/Stevens Creek Trail;
> • Dana Street/Pioneer Way;
> • Sleeper Avenue/Franklin Avenue
>
> Crossing improvements for these locations have not been decided yet but can range from Rapid Rectangular Flashing Beacons (RRFBs), Flashing LEDs, to Pedestrian Hybrid Beacons (PHBs). The

Sleeper Avenue/Franklin Avenue intersection will also include evaluation for other types of improvements, such as speed humps or median island, due to its configuration.

4. Question: For projects 3A to 4B, what reason(s) disqualified them for TDA3 funding?

Answer: TDA3 has stringent requirements that include the applicant has sufficient staffing to complete the project, the project has had enough design work and project outreach completed to confirm that all contingent issues have been considered, and the project will be ready to use the funds within one year of the application cycle. In addition to the recent staff shortages in the Capital Projects team, the City carefully manages workload and fully commits engineering/project management staff time through the Capital Improvement Program (CIP). These factors make it difficult for the City to take on, and commit to timely delivery of, projects that are not already included in the Capital Improvement Program (CIP) as an active project to start construction in the next year.

5. Question: Where can we find more information about project 21-39? (which intersections, how big of a funding gap, timeline)

Answer: City Staff are in the process of updating the CIP Project Highlights webpage to include Project 21-39. https://www.mountainview.gov/depts/pw/projects/highlights.asp

In the meantime, Staff can relay that the following intersections are part of Project 21-39:

1. Grant Road crosswalk at Sleeper Avenue
2. East Middlefield Road crosswalk at Tyrella Avenue.
3. West Middlefield Road crosswalks at Terra Bella Avenue.
4. West Middlefield Road crosswalks at San Pierre Way.
5. Rengstorff Avenue crosswalk at Junction Avenue.
6. Cuesta Drive crosswalk at Bonita Avenue.
7. Cuesta Drive crosswalk at Begen Avenue.
8. Heatherstone Way/Dale Avenue crosswalk at the Stevens Creek Trail entrance.
9. Sleeper Avenue and Franklin Avenue
10. East Dana Street crosswalk at Pioneer Way

The addition of the nine priority intersections added to the project expanded the scope beyond the original Grant/Sleeper intersection project budget. The size of the funding gap will be determined through the design process but is estimated to be over $500,000. The project design contract was awarded to BKF Engineers in February 2023. The design is slated for completion in the Spring of 2024. Construction time for all ten intersections is estimated to take around one year to complete.

6.4 BPAC Draft Work Plan

6. Question: Item B: I noticed that the Castro Ped mall is not listed for next year's work items. Is this because it is covered in the "as needed" or rather because we do not expect an update in the next fiscal year?

Answer: The next two years will be focused on the operations of the Interim Pedestrian Mall and the improvements already reviewed by various committees, the public, the businesses, and the Council. Funding for the planning and preliminary design for the permanent Pedestrian Mall is currently proposed for Fiscal Year 2025-26 and BPAC review will be included in the workplan at that time. Should there be any items related to the Interim Pedestrian Mall operations that would involve BPAC input, it will brought through the "as needed" review portion of the work plan.

7. Question: Item G: Will the Bike/Ped dashboard be coming back this year for review?

Answer: The Bike/Ped Dashboard was reviewed and is in beta form now and is expected to launch in June/July of this year. The comments provided to staff provided sufficient input into the design of the dashboard, and staff does not see a need for it to be brought back to BPAC, which could delay the launch. Comments, suggestions, or questions are always welcome via email or in person.