

## Bicycle and Pedestrian Advisory Committee (BPAC) Questions January 25, 2023

### 6.2 Active Transportation Collision and Bicycle Theft Report

**Question:** Why are these stats presented at the B/PAC meeting quarterly (vs some other cadence, e.g. semiannually or annually?)

**Answer:** The work plan has collision review listed on a quarterly basis. Periodicity can be modified with the next approval of the draft work plan.

**Question:** How are these maps related to the map (with more comprehensive features, e.g. missing sidewalks etc.) we saw at a recent meeting (i.e. is it the same map, or are these different maps with the same collision data, or different maps with potentially different data about collisions?)

**Answer:** These maps have the same data you see in the Bicycle and Pedestrian Transportation Dashboards, which are not yet live. The same data is fed into both maps.

### 6.3 Castro Bikeway Feasibility Study

**Question:** 1. The memo has this:  
"Long-Term Alternatives.

- Alternative 1: Bike lanes and protected bikeways with angled parking (long-term).
  - Alternative 2: Bike lanes and protected bikeways with angled parking (long-term).
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I assume that is a typo because later on Alternative 2 has parallel parking.

**Answer:** Yes, this is a typo. Alternative 2 should read, Alternative 2: Bike lanes and protected bikeways with parallel parking.

**Question:** Has there been or will there be a traffic study, especially one encompassing Church & Castro, that captures current intersection traffic volumes (after Castro St has been closed starting at California).

**Answer:** Yes. A traffic study was conducted in March of 2022 for the entire project area.

**Question:** What is the typical car speed on the different blocks of Castro in consideration here? (has it been measured?)

**Answer:** We have not measured the typical free-flowing car speed.

**Question:** What will the planned speed limit be on these sections of Castro St (long-term and/or short-term)?

**Answer:** We are currently not planning any change in the posted speed limit of 25 mph.

**Question:** Does the 20 ft fire code clearance requirement apply to both sides of a median-divided street or just one?

**Answer:** The fire code requires both sides of the median divided roadway to have a 20 ft unobstructed clearance.

**Question:** For long-term Alternative 2 between California and Castro, Southbound and the sections around Church St—was swapping the positions of the bike lane and parking (to create a parking protected bike lane) considered?

**Answer:** Yes. We were not going to consider the removal of the trees currently in the parking area. Because of this, the bike lane would have to go behind the trees. This resulted in an increase in pedestrian and bicycle conflict at the intersections, higher costs, and an even greater reduction in parking for both motorists and bicyclists. For these reasons, we did not continue the development of that option.