

## **Bicycle and Pedestrian Advisory Committee (BPAC) Questions May 13, 2024**

### **6.1 Fiscal Year 2024-25 Capital Improvement Program**

**1. Question:** If the council already gave feedback, what is the purpose of the BPAC reviewing the same projects?

**Answer:** BPAC's feedback to the Council will be included as part of the Council Report in June recommending the adoption of the CIP. Staff considers BPAC's feedback and priorities before finalizing the scope, budget, and timing of CIPs with bike and pedestrian elements. Additionally, BPAC has an ongoing role in shaping the CIP by developing programmatic documents such as the Active Transportation Plan Update.

**2. Question:** The undergrounding of utilities at 1020 Terra Bella, is the planned development still planned? What is its timeline? (i.e. could the project be deferred rather than closed)? Does the undergrounding of utilities directly help active transportation improvements, e.g. by creating physical space (wider sidewalks? bigger trees for green streets?), or is it indirect, in that money that would have been used for undergrounding goes to active transportation improvements on the same street?

**Answer:** The development at 1020 Terra Bella is still planned. Private development project timelines can vary significantly and a construction timeline has not been established.

**3. Question:** Is there a place that lists the locations for each project? Or have a bit more of a description? There are multiple "cross culvert removal", "street resurfacing", "bicycle/pedestrian improvements" etc projects. How do we figure out where they will be?

**Answer:** The City has 336 active CIP projects, many of which are described in more detail on the City's [CIP project highlight page](#) or on the City's Planned Pavement Project [map](#).

**4. Question:** What is the best way to view the costs for the various line items in Table 1?

**Answer:** [Attachment 1](#) to the April 9, 2024, Council Study Session Report lists all active Capital Improvement Program projects and their total budget.

**5. Question:** What is the overall scope of the SR 237/Middlefield Road Interchange improvements project (19-65)? I recall seeing plans for this in the past, and my impression was that it was much larger than just the curb ramp/protected bike lane improvements mentioned.

**Answer:** The SR 237/Middlefield Interchange Improvement, Project 19-65 will improve the SR 237/Middlefield interchange which is challenging due to the number and close proximity of the intersection in a relatively short stretch of Middlefield. Public Works is coordinating with the Santa Clara Valley Transportation Authority (VTA) and Caltrans to identify improvements that will meet the project goal of improving safety and enhancing active transportation facilities.

**6. Question:** Similarly, what is the best way to tell which of these projects are primarily active transportation improvement projects versus larger projects which happen to contain active transportation improvements?

**Answer:** The City delivers active transportation improvements through its pavement management program, priority transportation improvements, and stand-alone active transportation projects. Paving Maintenance projects are identified through their project CIP ending in xx-01. An SB-1-funded project will typically have a project CIP ending in xx-03. These projects are primarily paving projects that often have active transportation elements. Paving reconstruction projects are also projects with a substantial budget dedicated to paving but can have significant active transportation elements, such as Park Drive and Sonia Way Reconstruction, including new vertical curbs that replaced mountable ones.