Bicycle and Pedestrian Advisory Committee (BPAC) Questions
April 24, 2024

6.1 California Street Project Update

2. Question: How will the proposed performance metrics be collected?

> **Answer:** Proposed performance metrics will be collected by data collection devices (tubes and video) installed at carefully selected locations along the corridor, such as signalized intersections and proposed midblock crossing locations. These devices will also be installed on cross streets and nearby parallel streets such as El Camino Real and Latham Street. Data will be collected for both pre-construction and post-construction.

3. Question: What is the objective of the jaywalking count?

> **Answer:** Jaywalking count is to identify and record pedestrian crossing trips across the road at places other than marked crosswalks. It provides feedback on the effectiveness of existing crosswalks and indicates the need for new crosswalks. The pilot project includes three mid-block crossings.

4. Question: What drove the decision for different vertical elements at different locations?

> **Answer:** As a pilot project, staff saw this an opportunity to test, and the community to experience, different treatments. Vertical elements were generally grouped together, and block segments and/or midblock segments were found to be the best locations to change vertical treatments, and also repeat some vertical elements along different portions of the corridor to evaluate effectiveness.

5. Question: Is it correct to interpret the dashed green lanes at the intersections with Shoreline, Mountain View Ave, Palo Alto Ave, Pettis Ave, Mariposa Ave, and Chiquita Ave to indicate that cars turning right from California onto those streets would merge into the bike lane ahead of the intersection and then execute the right-hand turn?

> **Answer:** Yes.

6. Question: Is it correct to interpret the bus stop proposals as indicating that buses will pull into the bike in order to stop?

> **Answer:** Yes.

7. Question: If this is correct, why choose this instead of e.g. a bus island (such as the rubberized bus islands that were used in San Jose in advance of installing concrete bus islands—see e.g. https://maps.app.goo.gl/QyDxBvk7KMNj4rPx8)?

> **Answer:** Will be discussed at the meeting.

8. Question: 1. The pilot is trying different vertical elements on different blocks to protect the bike lane. How will the evaluation metrics help decide between the treatments?

> **Answer:** Will be discussed at the meeting.

9. Question: Would this decision be up to the identified department (Public Works, Police, etc)?

> **Answer:** Will be discussed at the meeting.

10. Question: How will the evaluation metrics help measure the benefit of green streets improvements?

> **Answer:** Evaluation metrics are not implemented to select the vertical treatments, but to evaluate how the goals of the project were met.In an effort to provide some elements "greening" of the corridor , planter boxes were chosen for ease of installation and to test a different treatments. The permanent improvements will include green street infrastructure.

11. Question: Are there any available measures of how frequently the bike lane is blocked by a stopped vehicle, trash bin, etc.?

> **Answer:** Blocking the bike lane is considered a traffic violation, which is reportable to and enforceable by parking enforcement, but it is not a performance metric. A report can be obtained through the police department.

12. Question: The El Camino improvements may occur on a similar timeline and it runs parallel to California. Will there be any measures of bicycle counts on El Camino to account for trips that may shift from California to ECR as ECR bike lanes come online?

> **Answer:** Yes, bicycle counts will be measured along El Camino Real.

13. Question: Will there be any measure of car travel time (as opposed to speed)? Similar for bikes? And for crossing the street for pedestrians (average waiting time before being able to cross)?

> **Answer:** Trip travel times for pedestrian, bicycle and car are complex metrics for this corridor due to its length and multiple entrances and exits. Staff resources are limited and an effort was made to balance the amount of data collection to collect to identify the success of the improvements. For these reasons, travel times were not identified to measure.

14. Question: Given limited staff time, is there a way to crowdsource (harness volunteers) for processing potentially more time-consuming data, e.g. surveys?

> **Answer:** Staff does not recommend crowdsourcing survey data analysis. Surveys are being conducted to gather data on user experience.

6.2 Active Transportation Plan Scoring Criteria

15. Question: What does it mean to be "within" a tract? How will projects that span tracts, or lie along the border of a tract, be scored?

Answer: A project is considered within a Census Track when any portion of the project lies inside or along a border of that Census Track. Projects that span tracks will be scored for the maximum points, meaning if one part of a project is in a low-income area, for example, and another part is not, the project will receive points for serving a low-income community.

16. Question: Is a sidewalk gap just any street missing a sidewalk anywhere within the city?

Answer: For the most part, yes. However, roadways with no building frontages or access needs (such as adjacent to freeway walls) are not included as sidewalk gaps.

17. Question: What is a "living community"?

Answer: This is in reference to a Senior Living Community.

18. Question: How does the phase of a project factor into prioritization? (is this for projects which have not yet been started? or any which have not been completed?)

Answer: Projects that have not started design or that do not have construction funding will be considered for the ATP.

19. Question: How do the projected cost and anticipated time-to-completion factor into prioritization?

Answer: The ATP aims to provide active transportation priorities on a Citywide basis. Evaluating projected costs or time-to-complete as metrics for scoring criteria would require cost and time estimates for all possible projects, which is beyond the scope of this high-level plan. These factors will be evaluated on a project-by-project basis as capital projects are considered for inclusion in the City's Capital Improvement Program (CIP).

20. Question: Some elements, such as pedestrian crossing distance, reduction in impervious area, etc. might not be specified until a later phase (after planning) of a project? If so, how will these be known ahead of time to accurately score the project?
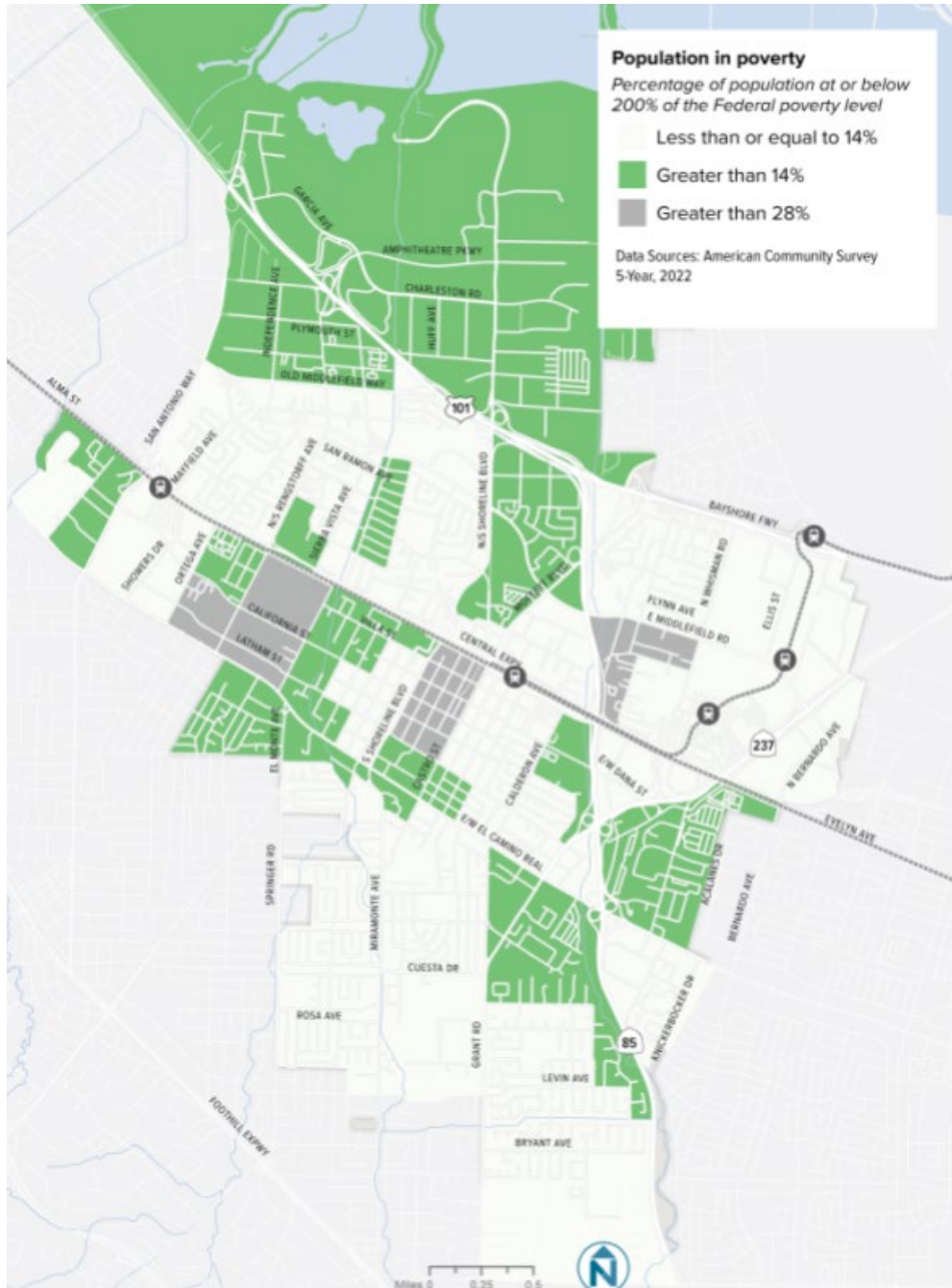
Answer: All items included in the recommended metrics are expected to be included in the project concepts. This level of analysis is included in the project scope to ensure the ATP provides actionable recommendations.

21. Question: Why does mobility and connectivity (Table 2) only include walking, but the other categories include both walking and biking?

Answer: Table 2 references walking in terms of distance from places. Walksheds were used to provide an understandable, human-based sense of distance. Bicycle projects will still benefit from proximity to destinations. While walking is referenced, project proximity to locations is beneficial to both pedestrians and cyclists.

22. Question: Is there a map showing the 14% and 28% neighborhoods for Mountain View (Table 1).

Population in poverty

Percentage of population at or below 200% of the Federal poverty level

Less than or equal to 14%

Greater than 14%

Greater than 28%

Data Sources: American Community Survey 5-Year, 2022

23. Question: For the California St pilot project, what would its score have been according to Table 1 for the initial 1 block version and for the final version?

Answer: At this time, scores have not been calculated for any projects. Additional time and effort would be needed to assess scoring on a specific project.

24. Question: What does "reducing pedestrian block length" mean? If a crosswalk is put in, does that reduce the block length? Or is it that you need a way to walk through the block (e.g. a paseo or path)?

> **Answer:** A midblock crosswalk being placed in the middle of a 1000' block would create two 500' pedestrian blocks, and result in reducing pedestrian block length. Paseos and paths are not part of this metric.

25. Question: Central Ave and Cypress Point drive are roughly 1500ft and 2000 ft respectively, with no way to get across from one to the other except via Moffett. Purely hypothetically, if one were to construct a mid-block paseo going from one to the other, you could still end up with block lengths > 500', even if the block length was reduced by > 500' on both streets. Would such a fictional paseo project get a score of 0 for "reducing pedestrian block length"?

> **Answer:** The ATP is focused on public rights of way, therefore pedestrian block length is intended to represent distance between crossings along a street (such as Cypress Avenue), rather than access through land uses such as paseos. However, under the current scoring criteria, if a new crosswalk was associated with a paseo as described, it would score 0 if it still resulted in a pedestrian block length of more than 500'. The Active Transportation Plan Advisory Committee (ATPAC) has recommended that partial points be provided (3.5) when pedestrian block length is decreased, even if it does not result in a block length less than 500'. ATPAC feedback will be presented during the meeting.

26. Question: What happens if part of a project area satisfies a requirement but part does not? For example, if a project planned to reduce the impervious area on one block by 4%, but the next block included an overpass or another narrow configuration that could not accommodate such elements as easily?

> **Answer:** The entire project will be evaluated to determine if the project meets the criteria; projects will not be evaluated on a block by block basis.

27. Question: Which of these criteria if any would capture something like an "across barrier connection", so providing a safe crossing of freeway/expressway on/off ramps, or getting across freeways, expressways, and railroad tracks themselves.

> **Answer:** There are no specific criteria that advantage "across barrier connections"; however, many of the criteria would provide points for improving the bicycle and pedestrian environment, which may address many of the difficult crossings and examples provided.

28. Question: For the proposed "Addresses existing (historic) crash-patterns" what precisely does "density of fatal or severe injury crashes" mean? Is there an existing map of these?

> **Answer:** The density for fatal and severe injury crashes is defined by first assigning a value to each fatal and severe injury crash involving a pedestrian or bicyclist. Using GIS, all bicycle and pedestrian fatal or severe crashes are then associated with a roadway segment, a score is generated related to the number of fatal and severe crashes. Finally, all roadway segments are ranked and broken into three groups for use in the ATP scoring criteria.