

**Bicycle and Pedestrian Advisory Committee (BPAC) Questions  
June 25, 2025**

**6.1 Interim Pedestrian Mall Improvements (Castro Street Intersection Improvements),  
Project 23-49**

**Question:** I believe that at the September 28, 2022, BPAC meeting the pedestrian mall intersections were being discussed as stop signs rather than being signalized. What led to the recommendation updating to making these intersections signalized?

**Answer:** Stop control and signal control were both evaluated by staff. Traffic signals warrants were performed and identified these intersections to qualify for signals. A traffic signal warrant is a condition that an intersection must meet to justify a signal installation. The California Manual on Uniform Traffic Control Devices (CAMUTCD) specifies nine "traffic control signal needs studies", known as warrants. As a result, on May 9, 2023, Council approved staff's recommendation that signalization be used for the ongoing operation of both intersections due to the high volume of vehicle traffic and pedestrians, and an existing bus route at the Villa intersection. The expanded pedestrian crossing area also triggers the need for additional pedestrian signal heads.

**Question:** What is the expected cost of the traffic signal installation?

**Answer:** New traffic signals for these locations are estimated at \$575,000 for each intersection.

**Question:** The concept layouts including what appears to be a 21' wide section of fencing between the sets of bollards for each pedestrian crossing. What is the purpose of this fencing?

**Answer:** The 21 foot dimension shown in the center of each intersection is not fencing. This is an additional pedestrian crossing location with removable bollards allowing pedestrians to access the intersection from the pedestrian mall central walkway.

**Question:** "Recommend that the Council Transportation Committee approve" should be read "Recommend that the Bicycle and Pedestrian Advisory Committee approve" ?

**Answer:** The recommendation is worded correctly. The intent of the recommendation is for BPAC to recommend to the Council Transportation Committee (CTC) that CTC approve the concept layouts.

**Question:** Can we get more information (maybe a visual) on the removable bollards to be installed for the medium crosswalks? Also, when would they be removed?

**Answer:** The removable bollard type has not yet been selected, but staff anticipates the bollards would be approximately 6 inches in diameter and 3.5 feet tall. To allow access for emergency and maintenance vehicles, the bollards would have a removable feature with a sleeve or other hardware. An example of a removable bollard is shown below.



**Question:** Can you confirm that the current speed limit on relevant blocks of Villa and Dana is 25mph? And could these blocks be suitable for a speed reduction (per law allowing cities to reduce speed in/near business corridors)?

**Answer:** The current speed limit along Villa and Dana Streets is 25 mph. On October 25, 2023, staff presented Speed Limit Legislation Overview and Implementation Strategy to the Bicycle/Pedestrian Advisory Committee (BPAC). Multiple tasks were presented as part of the implementation strategy and staff has been working on several of those tasks since June 30, 2024, including updating several Engineering and Traffic Surveys (E&TS).

One implementation strategy task, “Identify Business Activity Districts and implement any allowable speed limit reductions with priority to higher activity roadways” has not yet started but is planned to occur prior to the construction of these pedestrian mall intersection improvements to identify allowable speed reductions.

**Question:** In the longer term, I seem to remember that on the Pedestrian Mall street and sidewalks would be leveled. If so, would the street be leveled up or the sidewalks leveled down? Also, longer term, would the street coverage remain asphalt?

**Answer:** As part of the permanent pedestrian mall project (longer term) design effort, the option of raising the street to existing sidewalk grades and determining the street material type will be evaluated.

**Question:** What is the crossing length in the new intersection concept? That is, what is the distance between the places marked in yellow, where there is a conflict zone with vehicles?

**Answer:** The crossing length is approximately 28 feet.

## **6.2 El Monte Corridor Improvements, Project 21-38**

**Question:** For the pedestrian crossings across El Monte, what will the treatments be at each intersection (i.e., which intersections will have stop signs, flashing beacons, etc.)?

**Answer:**

At Marich Way, there are no changes to the existing treatment conditions, which currently has a high visibility crosswalk, pedestrian refuge island median, and a pedestrian actuated rectangular rapid flashing beacon (RRFB). The project will restripe the high-visibility crosswalk with the inclusion of the new buffered bike lanes.

At Hollingsworth Drive, treatments include new high-visibility crosswalks and pedestrian refuge islands within the proposed new medians.

**Question:** What guidelines affect the length of the slip lane & conflict zone for right turning cars on Southbound El Monte between Spargur Drive and Jay St.?

**Answer:** The guidelines staff uses is based on the California Manual on Uniform Traffic Control Devices (CA MUTCD) Figure 9C-109(CA) - Example of Shared Lane Marking While Approaching an Intersection. Though in this circumstance there are three driveways adjacent to the southbound direction, leading up to the slip lane at Jay Street. The close proximity of these three driveways creates the long conflict zone striping.

**Question:** Figure 4, Esquela and El Camino - Does the brown line indicated Caltrans ROW? Is the entire project, including bulb-outs, within jurisdiction of Caltrans? Same question about the slip lane in Figure 5.

**Answer:** Correct, the brown lines illustrate right-of-way limits. The entire portion of the project shown within Figure 4 is within Caltrans right-of-way. The slip lane in Figure 5 also falls within Caltrans right-of-way.

**Question:** Is it possible for the city to regain ownership of land from Caltrans?

**Answer:** Land acquisition was not a part of the original scope of work and would be cost prohibitive under this project. Additionally, the Caltrans land acquisition process is long and rigorous, and introducing land acquisition will delay the project and jeopardize the grant funding the project has secured.