

Depending upon the approach, varying levels of budgetary impact could occur, with the greatest being a one time capital project and the least likely being as part of paving maintenance cycles, when striping is routinely refreshed as part of the pavement maintenance.

3. Expected participation in the process

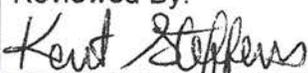
- Council-approved work plan
- Council Study Session
- Board/Commission Review by Bicycle and Pedestrian Advisory Commission

4. Staff Recommendation

a. Position: Drop

b. Explanation:

Staff believes that replacement of double yellow striping with single yellow striping also may reduce confusion on the part of drivers who seek to pass bicyclists. However, this change would also allow motorists to pass other cars which could increase speeding and increase the risk of head-on collisions. Staff feels that the adequate design standards for striping already exist and that deviating from accepted standards would subject to the City to increased liability. The intent of this issue may also have been pre-empted by the recent enactment of the Three Feet for Safety Act, which requires motorists to allow three feet of clearance when passing bicyclists or to wait until such time that roadway conditions allow for safe passing distance.

Reviewed By:	Approved By:
 10-12-13	 10-15-13
Department Director Date	City Manager Date

2014 Council Study Issue

DPW 14-12 Policy on Placement of Street Amenities to Assure Comfortable Access for the Disabled

Lead Department Public Works

Sponsor(s) Bicycle and Pedestrian Advisory Committee

History 1 year ago: None 2 years ago: None

1. Scope of the Study

a. What are the key elements of the study?

This study would seek to identify optimal layouts for street amenities such as sidewalks, streetlight poles, street trees and planter strips to provide a measure of comfort for disabled users of the street and sidewalks. These layouts could have ancillary benefits to non-disabled users by allowing more side-by-side walking, maneuverability of strollers, etc. This study would look at expanding City design standards beyond the minimums defined by the Americans with Disabilities Act. The study would consider recommendations for new roadway design standards.

b. What precipitated this study?

Streetscape improvements on a recent capital improvement project resulted in very tight clearances and some violations of United States Access Board standards that required subsequent correction. This prompted the BPAC to consider whether requirements for street layouts that exceed current accessibility standards would provide a greater level of assurance that streets and sidewalks will be comfortable and safe for all users of the street.

c. Is this a multiple year project? No Planned Completion Year: 2014

2. Fiscal Impact

a. Cost to Conduct Study

i. Level of staff effort required (opportunity cost)

Major Moderate Minor

ii. Amount of funding above current budget required

Will seek budget supplement Will seek grant funding

iii. Explanation of Cost:

b. Costs to Implement Study Results

No cost to implement.

Unknown. Study would include assessment of potential costs.

Some cost to implement. Explanation:

To the extent that recommended amenities add costs to capital projects over and above what providing facilities that meet minimum accessibility standards, there may be an increase in capital project costs.

3. **Expected participation in the process**

- Council-approved work plan
- Council Study Session
- Board/Commission Review by Bicycle and Pedestrian Advisory Commission

4. **Staff Recommendation**

a. Position: Drop

b. Explanation:

Staff believes that existing standards are adequate and have been thoroughly vetted by the Federal government. Having standards different from minimum standards may cause confusion with designers and construction contractors

Reviewed By:	Approved By:
<i>Kent Stephens</i> 10-25-13	<i>[Signature]</i> 10-29-13
Department Director Date	City Manager Date

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Witthaus	TBD	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. Submitted for Valley Transportation Plan 2040 BEP.	2/15/2013
2	Code of Ethics and Conduct	Witthaus	Annual	Agendized for review by BPAC during the meeting of February 21th, 2013.	2/15/2013
3	Utility Bill Insert	Witthaus	Annual	Complete.	11/14//2013
4	Bike to Work Day	Witthaus	Annual	Held May 9, 2013	5/9/2013
5	Earth Day	Witthaus	Annual	No BPAC or transportation staff participation.	5/11/2012
6	Fit and Fun Fair	Witthaus	Annual	Bike helmets donated by the County Public Health Department, fitted and distributed by volunteer Kevin Jackson.	5/9/2013
7	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at the March, 2013 BPAC meeting	3/1/2013
9	State of the City	Garnett	Annual	Complete for 2013.	11/14/2013

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