

## 2014 Council Study Issue

### DPW 14-11 Replacing Double Yellow Roadway Striping Lines with Dashed Lines

**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 issue would present design standards for the application of roadway centerline striping and consider establishing a policy or standard operating procedure for application of dashed yellow striping versus double yellow striping for roadway centerlines in Sunnyvale. Dashed yellow striping would legally and perceptually allow motorists to utilize opposite direction travel lanes (if clear of oncoming traffic) when passing bicyclists. The study would also identify alternative approaches for retrofitting roads in order to consider varying levels of budget or operating impact, such as implementation as a single capital project, or implementation as part of regular striping or pavement maintenance cycles.

b. What precipitated this study?

The Bicycle and Pedestrian Advisory Commission believes that reducing the amount of double yellow striping may improve motorists' confidence to provide sufficient clearance between a bicyclist and a passing motor vehicle.

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:

Changes to centerline striping would require preparation work such as grinding of striping. This could occur as a one time capital project, or could be implemented as a standard operating procedure as part of paving or striping maintenance schedules.

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.

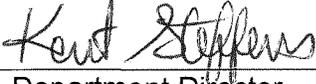
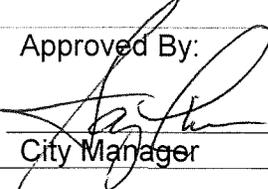
**3. Expected participation in the process**

- 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