

Survey of BASMAA Members Regarding Green Infrastructure

Summary

November 3, 2016

1. **Survey dates:** Survey emailed to countywide programs on 10/6/2016; last response received 10/31/2016.
2. **Number of agencies responding:** 26¹
3. **Responses to Question 1:** For what agency are you responding?

Agency	No. of Responses
City of Berkeley	2
City of Brisbane	1
City of Campbell	1
City of Cupertino	2
City of Daly City	1
City of East Palo Alto	1
City of Foster City	1
City of Fremont	1
City of Half Moon Bay	1
City of Livermore	1
City of Los Altos	1
City of Millbrae	1
City of Monte Sereno	1
City of Oakland	1
City of Piedmont	1
City of Redwood City	1
City of San Carlos	1
City of San Jose	2
City of San Leandro	1
City of San Mateo	1
County of San Mateo - Public Works	1
County of Santa Clara - Roads and Airport	1
No Response	2
Town of Hillsborough	1
Town of Los Gatos	1
Total	29

¹ Multiple responses were submitted from the cities of Berkeley, Cupertino, and San Jose. Therefore, although 29 responses were received, there is a count of 26 agency responses.

4. **Summary of Responses to Question 2:** Please identify your agency’s requirements for curb ramps at intersections.

Response	No. of Agencies Responding ²	Percentage of Agency Responses
A single curb ramp is required	7	28
Two curb ramps are required	5	20
Other (please explain)	13	52
No response from the agency	1	NA
Total	26	100

Comments on Question 2 (curb ramps):

- We have many single curb corners but if space allows we upgrade that to two ramps per corner. Two curb ramps required where feasible.
- Each intersection various and based upon ROW constraints may have 1 or 2 curb ramps
- One curb ramp as a minimum.
- It depends on curb radius. Ideally, we would like one for each direction.
- The City is moving to two curb ramps per intersection, particularly in Downtown.
- Depends on the configuration, could be either single or double
- It depends on the size of the intersection and location of crosswalks.
- Generally two ramps at sidewalk bulb-outs and a single ramp at other intersections.
- Ramps are placed on a case by case basis depending on roadway treatments and project types.
- Varies, dependent on intersection layout, traffic flow
- We may require one or two curb ramps at each corner, depending on the configuration, presence of drainage inlets, etc.
- Only have curb ramps near commercial properties such as schools, majority of street corners are on residential
- Millbrae uses Caltrans specifications.
- Curb ramps are evaluated on a case by case basis, as most of our new installations are retrofits.

5. **Summary of Responses to Question 3:** Please identify your agency’s sidewalk width requirements.

	No. of Agencies Responding ²	Percentage of Agency Responses
A width of 4 feet is required for all sidewalks	4	16
Sidewalk width of 4 feet is required under some conditions (please identify the conditions at line 5 on the next page)	1	4
A width of 5 feet is required for all sidewalks	7	28
A width of 6 feet is required for all sidewalks	0	0
Other (please explain)	13	52
No response	1	NA
Total	26	100

² Conflicts between responses submitted for a single agency were resolved by categorizing the response as “other” and providing detailed information about multiple responses in a single comment bullet for the agency.

Comments on Question 3 (sidewalk width):

- Our capital projects remove and replace existing sidewalk, which may be 4, 5, or 6 feet wide. When constructing new sidewalk (where none existed prior) we require 6' wide sidewalks. Five (5) ft minimum, six (6) where feasible. (two responses were submitted for the agency)
- A width of 4 feet is required for all sidewalks. A width of 5 feet is required for all sidewalks. (two responses were submitted for the agency)
- Cupertino installed 4.5" wide sidewalks with ADA Recommendation as a minimum in tight spots
- Downtown sidewalks = 8 ft to enhance walkability. The City intends to widen sidewalks downtown where there aren't currently 8 ft sidewalks.
- 4 feet is the minimum, but it depends on the functional class of the street.
- It depends if the sidewalk is attached or detached.
- Generally 5'-6" including curb (6")
- The County's standard width is 4 feet. However, contractor can be asked to match the existing sidewalk width if width at location is greater than the County standard.
- Varies, 4' minimum, many of the City streets are unimproved
- Our current standard is 5 feet but many areas have existing 4 feet wide. Some areas have been planned for wider than 5 feet.
- Town has no sidewalks, when ramps or pathways are installed near commercial buildings, they comply with ADA
- 5.5 feet
- 4'-6" for residential detached; 5'-0" for residential attached; 10'-0" for commercial

6. **Summary of Responses to Question 4:** Please rank the following categories of capital improvements by the approximate number of projects that your agency plans to implement in the next 5 to 10 years.

	Ranking of Project Categories (1 – This category has the largest number of planned projects; 5 – This category has the smallest number of planned projects)									
	1		2		3		4		5	
	No.	%	No.	%	No.	%	No.	%	No.	%
Curb ramps at intersections	14	58	2	10	4	20	0	0	1	5
Bulb-outs at intersections	1	4	6	32	4	20	7	37	2	11
Bicycle lanes	5	21	7	37	6	30	1	5	0	0
Bus stop improvements	2	8	0	0	1	5	4	21	12	67
Other improvements for pedestrian, bicycle, or public transit	2	8	4	21	5	25	7	37	3	17
No Response	0	NA	5	NA	4	NA	5	NA	6	NA
Multiple, conflicting responses from a single agency	2	NA	2	NA	2	NA	2	NA	2	NA
Total	26	99	26	100	26	100	26	100	26	100

Note: The sum of percentages may not equal 100, due to rounding.

Comments on Question 4 (capital improvements):

- We have two planned pedestrian/bike overcrossing projects over US-101.
- Trail projects
- Crosswalks, Push button activated flashing pedestrian crossing signs, and bicycle share the road markings (i.e. sharrows)
- Sidewalks as part of the Safe Routes to School program

Comments on Question 4 (capital improvements) – continued:

- Other traffic calming
- The City is focusing on drainage and beach erosion, also other infrastructure rehab. Many of the City streets are unimproved and carry low volumes of traffic.
- Several of these components are included as a part of Capital Improvement Projects. The City of San Jose does not manage any transit projects, so coordination with these agencies would be required to establish any C3 requirements.
- Sidewalk projects
- City staff will continue to work with Caltrain and SamTrans staff for public transit improvements since we do not have their CIP schedules
- Crosswalks, Traffic Signal upgrades for bicycle detection and ADA compliance
- Improvements to the Holly Street US 101 Interchange will add sidewalks and bike lanes, and build a Pedestrian Bicycle Overcrossing across US 101.
- Typically involves enhancing the safety of exiting ped crossings, or installing new at necessary locations.
- As a built out City, with very little vacant land, we are retrofitting oversized intersections, removing excess pavement and create mini parks
- We've got "Complete Streets" projects underway; BART plaza reconstruction, Shattuck Avenue reconfiguration among other smaller projects to improve bicycle, pedestrian, bus, and vehicle movement
- Curb ramps at intersections, bulbouts at intersections, and bike lanes are all tied for first place. Bus stop improvements are not applicable.
- The City will be doing curb ramps at intersections, bulbouts at intersections, and bike lanes in tandem on projects when they happen to the extent feasible. It would be great to see a template for how this is done with biotreatment.