

**CITY OF ORINDA
TRAFFIC SAFETY ADVISORY COMMITTEE
MINUTES**

January 14, 2019

A SPECIAL MEETING OF THE TRAFFIC SAFETY ADVISORY COMMITTEE (TSAC) WAS HELD ON THE ABOVE DATE IN THE SARGE LITTLEHALE COMMUNITY ROOM, 22 ORINDA WAY, ORINDA, CALIFORNIA.

A. CALL TO ORDER

Chair Bisesto called the meeting to order at 7:05 p.m.

B. ROLL CALL

COMMITTEEMEMBERS: Laura Bisesto, Ivo Gustetich, Greg Haet (absent, excused), Lary Hanshaw, Mark Roberts, Steve Schnier

City Staff: Public Works and Engineering Services Director Larry Theis; Assistant Engineer Kevin McCourt, Police Officer Dave Sandy

C. TRAFFIC SAFETY ADVISORY COMMITTEE MEETING MINUTES

December 10, 2018

Committeemember Gustetich noted that he would abstain from the motion as he had been absent from the December meeting.

MOTION: By Committeemember Roberts, seconded by Committeemember Hanshaw, to approve the TSAC Meeting Minutes of December 10, 2018. The motion carried by voice vote of 4-0-1 (Gustetich abstained).

D. PUBLIC FORUM - None

E. DISCUSSION – TRANSPORTATION DEVELOPMENT ACT (TDA) GRANT APPLICATION CANDIDATES

Director Theis summarized the previous actions; at the December 10, 2018, TSAC meeting, the Committee had recommended that the TDA Grant Application for the Ivy Drive and Miner Road/Honey Hill Bicycle Route Project be forwarded to the City Council for approval; at the January 8, 2019, City Council meeting, the City Council removed the *Sharrows* from the scope of work for the majority of the project, keeping only the *sharrow* markings directly in front of Miramonte High School and Orinda Intermediate School; staff is currently revising the application and cost estimate to reflect the City Council's requested changes; staff will submit the application prior to the January 24, 2019, deadline; a field review by the TDA Subcommittee is scheduled for February 27, 2019; the project has received resident opposition led by Nick Waranoff, Orinda resident; the City Council advised that in future years staff should continue to follow the Bicycle, Trails and Walkways Master Plan (BTW), with focus more on pedestrian projects in the downtown areas due to concerns with overall resident bicycle usage; the City Council stated that they

may consider bicycle education for a future grant application; Director Theis asked for feedback on the process as the TSAC would be initiating another grant request within eight months.

Chair Bisesto added that she had personally welcomed Mr. Waranoff to attend the TSAC meetings if he had any further comments.

Committeemember Hanshaw stated that the timing for the process had been improved this year, however he suggested that it should begin earlier if possible.

Committeemember Roberts asked which Councilmember will be the TSAC liaison.

Director Thesis advised Councilmember Fay will be the liaison.

Committeemember Roberts added that Councilmember Fay has a background in transportation planning and that they had worked together in the past.

Committeemember Schnier commented that it would be helpful to have notes on the previous discussions when the next round of TDA candidate grant projects are presented later in the year.

Chair Bisesto preferred discussion being scheduled for a minimum of two meetings.

Committeemember Hanshaw recommended beginning discussions around October as Committeemembers are frequently on vacation during the winter season; this would allow additional time for review.

Director Theis noted that staff would begin the process earlier in the next fiscal year.

F. DISCUSSION – BIKE RODEO/BICYCLE SAFETY DAY

Chair Bisesto confirmed the date for the Bicycle Rodeo event will be set for May 11, 2019; she is currently seeking co-hosts for the program.

Assistant Engineer McCourt stated that he would be submitting a staff report to the City Council for approval of the allocation of \$3,750 to fund the event.

Director Theis added that although the City Manager can approve the use of funds up to \$25,000, the City Council would need to approve the event, as allocating monies for bicycle projects has become controversial; he recommended that a Committeemember attend the City Council meeting in order to support the event; Mr. Waranoff has concerns regarding specific use of TSAC funds; it is typical for staff to take all TSAC funding requests to the City Council for approval.

Assistant Engineer McCourt asked whether Chair Bisesto had potential hosting sites for the event.

Director Theis noted that if the event is held at a school, there may be added custodial costs.

Chair Bisesto replied that she had not received responses from the schools and still needs to find a hosting site; she requested the event be called *Children's Bike Rodeo/ Bike Safety Day*.

This item was continued to the next TSAC meeting.

G. TRAFFIC CALMING UPDATES AND ACTIONS

1. Briefing from Police Chief – SLOW DOWN ORINDA/Traffic Citations Report
Officer Sandy provided the November and December 2018, traffic enforcement statistics for moving and parking violations; Orindawoods, which has typically had a high volume of speeders, has recently slowed; Moraga Way will likely continue to have a high volume of speeders.
2. Traffic Calming Requests - None
3. Accessibility Issues
Assistant Engineer McCourt distributed the Americans with Disabilities Act (ADA) Sidewalk Inspection Sheet and a list of five locations for potential ramp upgrades; the list was limited to ramps affecting downtown or school access and using the Orinda ADA Transition Plan guidelines for prioritizing ramp installation as follows:
 1. Locations heavily used by pedestrians
 2. Locations requested by citizens to meet mobility requirements.
 3. All street crossings without ramps.
 4. All locations where previously installed ramps no longer meet ADA guidelines.

Committeemember Hanshaw questioned if the Inspection Sheet consisted of all of the potential ramps throughout the City and whether it indicates which ramps are not currently ADA compliant.

Assistant Engineer McCourt stated that the Inspection Sheet defines the different parameters and dimensions of the ramps which can be interpreted to determine ADA compliance.

Director Theis clarified that if the TSAC decided to request installation of a ramp that would be across from a corner that does not currently connect to an existing sidewalk, the City would install ramps on both corners in the likelihood of additional sidewalk being installed in the future.

Assistant Engineer McCourt added that there is an option to install a ramp where there is no existing sidewalk, which would act as a protective island for pedestrians in the area.

Director Theis stated that there are challenges for every ramp that is listed; the ramps for Santa Maria Way at Altarinda Road would be in an area that is very steep, next to a valley gutter, and may have low wheelchair use; the Eastwood Drive ramps may

require the private driveway to narrow or drastically skew the intersection, which typically isn't done; the TSAC should vote and take action on this item; ADA transition projects are budgeted separately from traffic calming.

Committeemember Hanshaw stated the pedestrian ramps at Bear Creek Road and Wagner Ranch most likely would have low usage as most students are dropped off closer to the school; the Overhill Road area has existing sidewalk that is utilized and extends all the way to Theatre Square.

Committeemember Roberts noted that the handout should be corrected to identify the intersection as Overhill Road and Moraga Way.

Chair Bisesto commented that the Santa Maria Way at Altarinda Road ramp option may have the greatest impact.

Director Theis warned that the steepness of the area may make the ramp difficult to install.

Committeemember Hanshaw asked if the area of the potential ramp on Overhill Road and Moraga Way is heavily used.

Director Theis replied that the area has a low usage.

MOTION: By Committeemember Roberts, seconded by Chair Bisesto, to select Santa Maria Way at Altarinda Road for an ADA pedestrian ramp installation and to initiate the process to plan and install ramps on both sides of Santa Maria Way at Altarinda Road. The motion carried by unanimous voice vote.

Director Theis stated that there is \$10,000 dollars in the ADA Transition Program; installing the ramps at Santa Maria Way at Altarinda Road will likely cost over \$10,000; the City may be able to fund the overage through the General Fund.

H. STAFF REPORT

1. *Update – Current Balance of Traffic Calming Improvements Program*
FY 2019 expenditures \$5,992.30 to date; \$40,000 budget = remaining balance \$34,007.70

Assistant Engineer McCourt advised that \$1,783 invoiced for the Rheem Boulevard/Zander Drive Multi-Way Stop Warrant Analysis was charged for the current fiscal year.

2. *Update – Sundown Terrace Speed Cushion Installation*
Assistant Engineer McCourt advised that the Public Works Department is coordinating with PG&E on installation of the fourth speed cushion, as there is a conflict with a main gas line; the recent rains have delayed the installation.

3. *Update – Rheem Boulevard Traffic Calming Request*
No update.

4. *Update - Hillcrest Drive (between Martha Road and Overhill Road) – Speed Cushion Installation and Radar Speed Sign Installation*
Assistant Engineer McCourt had met with Kirsten Slawson, Orinda resident representing the neighborhood, at Hillcrest Drive; due to the time of year, there were few vehicles present; the two straight segments on Hillcrest Drive are the most appropriate areas for speed cushions and RADAR feedback signs; the street meets the following required criteria in the Neighborhood Traffic Management Program: 1) The slope of the street is under the 8%; 2) The daily traffic count is below 3,000; 3) The speed limit is 25 mph; 4) The street has areas with a less than 250 foot radius. Generally speed cushions are not appropriate unless a speeding problem is documented by traffic speeds in the 85th percentile exceeding the posted limit by more than 7 mph, or two or more accidents have occurred within three years that have been attributed to excess speed; there have been no documented accidents on Hillcrest Drive, however there is a high presence of children; the full preliminary study for Hillcrest Drive should be completed by the next TSAC meeting.
5. *Donald Drive – Signage and Speed Cushion Installation (ON HOLD)*
No update.
6. *Postponed – Rheem Boulevard at Zander Drive– 3-Way Stop Sign (ON HOLD)*
No update.
7. *Postponed – East Altarinda Road– Signage (ON HOLD)*
No update.
8. *Postponed – Northwood Drive – Speed Cushion Request (ON HOLD)*
No update.
9. *Postponed – Lost Valley Drive – Signage/Striping/Radar Feedback Request (ON HOLD)*
No update.
10. *Postponed – Underhill Road – Speed Cushion Request (ON HOLD)*
Assistant Engineer McCourt advised that Mr. Monaco, the resident lead for the request, wanted to suspend this request due to the lack neighborhood of responses; this item will be removed from the Traffic Calming list; Mr. Monaco requested that the City continue to look for solutions to this issue.

J. MATTERS INITIATED

Committeemember Schnier inquired about the totem wayfinding sign that was recently knocked down at the east entrance to the BART parking lot; the placement of the totem sign on the east side of Camino Pablo appears to also affect sight distance.

Director Theis speculated that the vehicle had been traveling on Camino Pablo, missed the turn into BART, and ran into the pole; the sign had been restricting sight distance and staff will request that BART adjust placement of any new signage at this location; the City has not received many complaints regarding the sign on the east side of Camino Pablo.

Director Theis advised that the City is expanding the parking program and creating employee and BART parking programs. The current Residential Permit Parking Program will potentially expand to Bates Boulevard, Davis Road, and Muth Drive; a downtown permit parking program is also being considered in that area in addition to Brookwood Road; Altarinda Road may be designated as on-street Orinda resident parking for those who use BART; in an effort to provide future BART parking, there is the possibility of utilizing church parking lots during the weekdays and a shuttle along the existing bus route may be utilized to connect the parking lots to BART.

Committeemember Roberts stated that Muth Drive parkers are continuing to move east.

Assistant Engineer McCourt cited a question from the previous TSAC meeting regarding the lack of a crosswalk on the northern side of the intersection of Moraga Way and Ivy Drive; he advised that the existing crosswalk was placed on the south side of the Moraga Way intersection to channel pedestrians to the existing sidewalk.

Chair Bisesto inquired about Committeemember Libby's resignation from the TSAC.

Director Theis stated that Committeemember Libby has accepted a new commitment which conflicts with the TSAC schedule; any Committeemember considering resigning should advise staff in order for the City to fill the vacancy; the City Council will be conducting interviews at the end of January; interviews for new TSAC members will be held the last Saturday of the month.

The Committeemembers thanked David Libby for his service during his time on the TSAC; his contributions were appreciated.

K. ADJOURNMENT

MOTION: By Committeemember Hanshaw, seconded by Committeemember Roberts, to adjourn the meeting at 8:10 p.m. The motion carried by unanimous voice vote.

The next Special Meeting of the Traffic Safety Advisory Committee will be 7:00 p.m., February 11, 2019, in the Sarge Littlehale Community Room, 22 Orinda Way, Orinda, California.

Prepared by: K. McCourt