

Introduction

Community Walk #2 took place at 7:30am on June 12, 2014 and was attended by approximately twelve people. Attendees met at the intersection of Pleasant Hill Road and Olympic Boulevard and proceeded to Glenside Drive and Reliez Station Road, making stops along the way to make observations. The walk lasted about two hours. The summary notes are organized by stop and reflect Stantec's understanding of the comments made by attendees during this walk.

Pleasant Hill Road/Olympic Boulevard

- Pleasant Hill Road is a major thoroughfare for ambulances
- Dump trucks coming from Walnut Creek may need a sign east of Pleasant Hill Road on Olympic Boulevard
- Lafayette traffic exempt sign can be taken out
- Thru-traffic needs to use Moraga Way and Moraga Road by ordinance
- Most people do not know how to drive through a roundabout
- Consider whether the problems in this area are all-day or temporal. Solutions may only be needed for the peak periods.
- There are four rush hours: 7:30 am to 8:30 am, 9:00 am for Burton, 3 pm, and 4:00 pm to 6:00 pm. Academic programs start at St. Mary's College at 4:00 pm.
- There is a school bus stop right after the westbound stop in the 45 mph zone. Buses block the intersection.
- There have been multiple collisions involving the gated community where people drove through the intersection. That's why a flashing light was added. Several of these accidents were purportedly caused by drunk drivers.
- The intersection turn taking is very well done and people stop for each other.
- Based on a field travel time count on that day, a driver took 1 min 15 seconds to cross the intersection from the end of queue for the eastbound left turn movement
- There are no speed limits sign on Olympic Boulevard to the west of this intersection, so no one is sure what the speed limit is.
- It is very dangerous for cyclists traveling through this intersection in all directions.
- When the trail is extended along Olympic Boulevard, it will increase pedestrian traffic at the intersection.

Olympic Boulevard and Reliez Station Road

- At Beechwood Dr, left turns are impossible and right turns are difficult
- Drivers coming down the hill and turning right don't stop
- It is difficult to cross the crosswalk.
- Drivers coming down the hill and going straight are rare
- It is almost impossible to turn left from Andreasen Dr.
- Cut-thru traffic is a problem for Reliez Station Road north of Olympic Boulevard
- Trucks cutting through to Reliez Station Road were observed in the field.

- Reliez Station Road (north segment) is a school bus route.
- Richelle Ct residents sometimes have to drive north to the parking lot at RSR/Olympic and make a U-turn because they cannot make a left turn out of Richelle Ct
- Bicyclists don't stop at the stop signs. There are bicycle conflicts with vehicles.
- The southside crosswalk does not have much of a purpose; only pedestrians coming from Andreasen Dr would use it.

Reliez Station Road –Beechwood Dr Intersection

- It is unsafe for pedestrians to cross at the intersection
- A single lane roundabout is doable but not one that is multilane
- Is it possible to have two roundabouts for Reliez Station Road /Olympic Boulevard and Reliez Station Road /Beechwood Dr?
- Is it possible to restrict left turns at Beechwood Dr? Perhaps just at certain times of the day.

Las Trampas Road

- The crosswalk at Las Trampas Rd is difficult to cross and dangerous
- The mirror doesn't work except at night when headlights are visible. It has been changed five times according to a resident.
- Many people turn right at Richelle Ct. to go south.
- A rest on green light is the best solution
- The issue of trucks stopping on grade due to a signal was discussed. Residents said that trucks are currently stopping on slopes due to backups due to congestion, anyway.
- St. Mary's College's on campus enrollment projects should be considered instead of their off-campus projections, since they are significantly different.
- The fence (railing) south of the intersection has been hit multiple times. A reflectors or yellow chevron marking should be used to alert drivers of the curve
- There have been near misses between cars and pedestrians at the crosswalk, since some drivers stop and some don't
- Needs directives from the signs for drivers
- A stop sign may be OK, but not a traffic light.
- There are too many bicyclists. Most of them are going down the hill, but some are coming up the hill, as well.
- A series of roundabouts along the corridor could be a solution
- Will Las Trampas Rd traffic be able to get in if a roundabout is installed at this location?
- A traffic light was recommended in 1990's. This was prior to the St. Mary's College expansion. Conditions are even worse now.
- A raised crosswalk or colored crosswalks may be considered.

Dianne Court

- There is sometimes bicycle traffic on the pedestrian pathway
- There is no crosswalk connecting the path across Dianne Ct.
- The path needs repaving

Glenside Drive

- Is a roundabout feasible here?
- The traffic sometimes backs up to the trail and up to Burton Valley
- There are no sidewalks on Glenside Dr. Middle school kids walk along the road
- Re-align intersection to meet at 90 degrees
- Glenside used to be St.Mary's Road