

## **INTRODUCTION**

Community Meeting #1 took place at 6:00pm on June 4, 2014 and was attended by approximately 52 people. Attendees met at the Lafayette Community Center located at 500 St Mary's Road. The meeting started with a presentation by the consultant team on information collected to date which was followed by a discussion period. There were four designated geographic areas, each with a table, and attendees could choose which table to sit at during the three 15-minute sessions. After the small group discussion period, the facilitators from each table reported back to the entire group, and attendees could comment on whether their ideas had been properly summarized. This meeting lasted approximately two hours. The summary notes are organized by area and reflect Stantec's understanding of the comments made by attendees during this meeting.

## **AREA 1: OLYMPIC BOULEVARD/PLEASANT HILL ROAD INTERSECTION**

### Problems

- School traffic backups
- Right-of-Way violations
- Pedestrian safety due to traffic violations
- Vegetation restricting the visibility of signs (e.g. truck weight restriction sign on Pleasant Hill Road)
- Turning traffic (from Pleasant Hill Road turning right onto Olympic Blvd) encroaches into bike lanes
- Backups on Olympic Boulevard are creating cut-thru traffic on Reliez Station Road; the left turns from Reliez Station Road to Pleasant Hill Road are very dangerous

### Solutions

- Install flashing pedestrian crossing lights like at Las Trampas Road, or even in-pavement lights
- Roundabout
- Take out the stop sign at Glenside Drive and Reliez Station Road and install a semi-actuated signal.
- Reduce the volume of vehicles passing through this intersection
- No signal at this intersection
- Coordinate with school bus program to reduce school traffic
- Signalize the intersection
- Revise the school district boundaries to reduce school related traffic

## **AREA 2: OLYMPIC BOULEVARD/RELIEZ STATION ROAD AND BEECHWOOD DRIVE/ANDREASEN DRIVE/RELIEZ STATION ROAD**

### Problems

- Lines of sight were not improved with the pedestrian path construction (Contractor successfully had City remove the task to cut back the hillside and straighten Reliez Station Road from contract)
- Congestion in this section blocks fire/police/ambulance access
- Lines of sight are limited
- Vehicle sizes; the larger vehicles can only manage slow speeds up the hills, creating back-ups
- Larger vehicles also create unwanted noise
- Much of the traffic on the by-pass route is created by students going to Acalanes High School
- High speeds on by-pass route are particularly dangerous because there are three school bus stops on this segment. This segment has no sidewalks but some speed bumps [
- Volumes on the bypass are inappropriate given the type of road.
- Turkeys and bikes are an additional hazard on the by-pass route
- Faded road markings at Andreasen Drive
- Use of the roadway by trucks is not monitored; they are too tall
- Routing software gives this route
- Trucks get stuck
- The steep grades here create problems for drivers with stick shifts and for truck drivers who want to maintain a steady speed
- The character of the area may have to be considered in conjunction with new signage
- Getting out of Beechwood Drive is a problem in either direction

### Solutions

- Lower speed limit (e.g. 20 mph) or speed cameras on the bypass route
- Stop enforcement @ Reliez/Olympic
- Need to keep stop sign at Reliez and Olympic to allow cars into traffic.
- No rotary/roundabout---idea: Roundabout at Olympic/Pleasant Hill Road with no RH stop
- Bike lanes on Reliez Station Road to allow faster cars to bypass slower cyclists
- Better striping for keep clear zones
- Stop light that detects presence of a car at Beechwood Drive (but would otherwise facilitate the flow of thru traffic)
- Better pedestrian crossing-lights, textured pavement
- Better visibility or enforcement of the stop sign coming off the trail
- Rumble strips on Reliez Station Rd
- City requires truck permits, so this should be enforced
- More mirrors, but not always effective (e.g. limited use when there is fog or shadows)
- Turn on headlights

- Prepared to stop sign
- Vehicle height ban; with overhead bars or weights for enforcement
- A light would help, but drivers don't observe
- Enforcement campaign
- Warnings
- A cop has no way to observe traffic in some locations; motorcycle cops may be better., although there is limited police capacity in Lafayette
- Camera/radar feedback signs
- The greater use of flashing lights, although drivers may be immune to them
- Roundabout only if really protects side roads ins/outs
- Activated lights might work, but a problem with them is high expectation of greens

### **AREA 3: LAS TRAMPAS ROAD/ROCHELLE CT AND GLENSIDE DRIVE/RELIEZ STATION ROAD**

#### Problems

- Installing handicap-accessible curb in conjunction with the roadway work at Las Trampas may encourage unsafe travel across Reliez Station Road
- Appears that St. Mary's College is generating more traffic now than historically.
- Olympic and Reliez Station peaks are different than typical.
- Stanley and Burton Valley school traffic dramatically changed in past 4-5 years.
- Not only significant increase in volume, but increase in density of traffic.
- Lots of contractor traffic.
- Increase in truck traffic. Feel that Google maps etc. are directing traffic along the study corridor.
- Stop sign at Reliez Station Road/Glenside Dr backs up significantly.
- Mirrors don't work well in fog and when sunshine reflecting.
- Sight distance very limited.
- Speed is higher than posted.
- Project to implement ADA at Las Trampas Road would worsen sight distance.
- Truck restriction signs, but in wrong location.
- Study in past recommended a semi-actuated signal at Las Trampas Road/Richelle Ct (same at Glenside Dr/Reliez Station Road)
- Hills were to be graded to improve sight distance but never happened.
- Signal was planned 20 years ago at Reliez Station Road/Richelle Ct/Las Trampas Road but threat of litigation stopped implementation (conduit is in ground)
- Large trucks are not necessarily a problem; they create gaps in traffic that allows side traffic to get in
- Bikes/groups of bikers travel up past Las Trampas Road and slow traffic
- Different indications for pedestrians and vehicles.
- Significant grading done during reconstruction, but work that would improve sight distance was not performed.

- Drivers traveling southbound on Reliez Station Road (or turning south from Las Trampas Road or Richelle Ct) cannot see the pedestrian crossing.
- Reliez Station Road/Richelle Ct./Las Trampas intersection is generally confusing when pedestrians are crossing.
- Vehicles cross centerline going northbound downhill.
- The City should consider safety first, above mobility.

#### Solutions

- Remove beacons and replace with rectangular rapid flashers/signs
- Need enforcement
- Make Reliez Station Road a one way street during certain hours.
- Provide a double line or median to prevent cars from driving over the centerline when traveling northbound downhill.
- If a semi-actuated signal is installed at Glenside Dr, one is also needed at Las Trampas Road/Richelle Ct.
- Close the northern end of Las Trampas Road or restrict access for certain movements. However, the southern end of Las Trampas Road is a private road.

### **AREA 4: OVERALL STUDY AREA**

#### Problems

- Pedestrian safety is issue at Las Trampas + Pavement in poor condition
- Stop sign violations
- Safety + police + fire + congestion
- Congestion is an issue. However capacity increases because corridor is designated as a route of regional significance is not acceptable
- Speeding is a common problem
- Large trucks frequently use Reliez Station Road , but it's not a designated truck route

#### Solutions

- Yellow flashing/red flashing at Glenside Dr/ Reliez Station Road
- Nothing more on Las Trampas Road
- Require truck permits
- Glenside stop (all-way) works well.
- Need stop light at Richelle Ct.
- School-adjust bell schedule + public bus to school.
- Roundabout at Olympic Boulevard and Pleasant Hill Road+Bicycle issues
- Extend study area up to Moraga/St. Mary's