

Inventory of Suggested Countermeasures (includes updates from Circulation Commission meeting, 12.4.2017)

Idea	Proposed Location(s)	Analysis	
1	Install physical barriers at RVR intersections, to prevent access to drivers deviating from parallel routes.	RVR/Grayson Rd RVR/Withers Ave	<p>RVR/Grayson is located outside Lafayette's jurisdictional boundary, in City of Pleasant Hill. Therefore countermeasures would require City of Pleasant Hill consideration and cooperative action. Pleasant Hill staff has signaled non-support for such actions until impacts are clearly identified.</p> <p>At RVR/Withers (including the portion within Lafayette boundaries) actions in this regard would likely be subject to extensive environmental impact analysis, per legal research of similar measures contemplated by Town of Los Gatos. Such an action at this location could also have serious consequences on the mobility of area residents who have legitimate reasons to travel on RVR, including residents whose children attend Lafayette schools and for whom RVR is the primary north-south roadway from their local residential street.</p>
2	Install regulatory signage at RVR intersections, to restrict access to drivers deviating from parallel routes.	RVR/Grayson Rd RVR/Gloria Terrace Taylor Blvd/Withers Ave RVR/Withers Ave	<p>Like physical barriers referred to above, each potential location for new regulatory signage is outside of Lafayette's jurisdictional boundary, and even the portion of RVR/Withers within City limits would require interjurisdictional cooperation and is subject to environmental impact analysis. County and City of Pleasant Hill staff have signaled non-support for such actions until impacts are clearly identified. Efficacy of turn restriction signs is also dependent on consistent and frequent enforcement. While Lafayette PD has instituted a Directed Enforcement Program, in concert with CHP, such program is not foreseen as being sustainable long-term, given other on-going demands.</p>
3	Remove Reliez Valley Road as a suggested route from navigation app algorithms.	RVR	<p>Waze will not alter the algorithm of its navigation apps on a request basis. Per case study research, there is precedence for Waze to recognize local, enforceable traffic regulations established by resolution.</p>
4	Install stop signs or traffic signals at RVR intersections.	RVR/Withers Ave RVR/My Rd RVR/Fairholm Ct	<p>Per TJKM study findings, implementation should be traffic-data driven and would require satisfying certain traffic engineering warrants.</p> <p>On November 13th, the Council approved 90-day trial period to test speed deterrent capabilities of new stop signs at RVR intersections with My Rd and Fairholm Ct.</p>
5	Install carpool lane on Taylor Boulevard/Pleasant Hill Road	Taylor Blvd/PHR	<p>Not likely to be well-received by affected upstream jurisdictions like the County, Pleasant Hill, Martinez, given the expected congestion resulting from reduced capacity remaining for single-occupancy vehicles. Would also require extensive environmental analysis to identify and address secondary impacts.</p>
6	Conduct joint Taylor Boulevard/Pleasant Hill Road Traffic Study involving Contra Costa County and City of Pleasant Hill	Taylor Blvd/PHR	<p>Lafayette staff will conduct additional meetings with colleagues from the County and Pleasant Hill during the month of December. Staff continue to believe that an inter-jurisdictional corridor study with the County, Pleasant Hill, and possibly also Martinez, could yield additional viable strategies for consideration and implementation, the combination of which could be more effective in the long term than limited regulatory signage, for example.</p>
7	Install speed humps on RVR	RVR	<p>From a traffic engineering perspective, the 85th percentile speeds on RVR are indicative of driver behavior that could lead to damaged vehicle undercarriages if traveling over speed humps at the observed rates. There are also potentially adverse impacts arising from increased acceleration between speed humps, increased noise from tire impacts plus acceleration/deceleration.</p> <p>Traditionally in Lafayette, speed humps have provoked significant community debate for the area in which they have been considered for implementation. For this reason, staff do not recommend further consideration of speed humps without a public outreach period dedicated to the topic, leveraging area residents as a resource.</p> <p>The Council considered relevant staff research at its November 13th meeting, and declined to approve new speed humps in the immediate term.</p>

8	Install speed feedback signs on RVR	RVR	<p>At the conclusion of the recent traffic signal timing study, TJKM traffic engineering consultants recommended this as a possible traffic calming measure. Engineering staff concur that this idea has merit and could be considered as a future application.</p> <p>On November 13th, the Council approved 90-day trial period to test new in-pavement markings of “30” adjacent to existing posted speed limit signs on RVR. This measure is intended to function similarly to speed feedback signs, by reinforcing the stated speed limit.</p>
9	Permit only “local” traffic to travel on RVR during peak periods	RVR	Lafayette staff are not aware of been measured success with regard to regulation of “local traffic only”. As alluded in prior discussion, Los Altos Hills has tried this but cannot confirm positive results. Furthermore, notwithstanding physically barricading through traffic, Lafayette PD has opined that it would not be practical to track and enforce license plates in order to determine who and who is not considered “local”. Additionally, the City Attorney has opined that this type of action would create inequity on a public roadway.
10	Permit only traffic to/from local schools on RVR during peak periods	RVR	For reasons articulated in #7, above, this idea is also considered impractical.
11	Alter school bell schedules to start after the AM peak period	Acalanes & Lafayette School Districts	While Engineering staff believe that this idea could positively impact RVR traffic, it is also Lafayette staff understanding that District staff are bound by State regulations as well as contractual obligations to maintain certain school hours. Additionally, past anecdotal feedback from students’ parents has also been negative, given the logistical challenges with scheduling school-related activities and occupational demands.
12	Temporary traffic signal metering	RVR/Withers Ave	This idea has been suggested by County staff during directed interjurisdictional staff meetings. This would meter traffic throughput on RVR and possibly disincentivize trip diversion from the Taylor Blvd/PHR mainline corridor. Metering would occur by placing temporary posts with red signal lights that alternate between solid and flashing states. This idea could also present additional data collection opportunity, including testing the potential added delay on adjacent County-owned routes. Engineering staff concur that this idea could achieve some of the outcomes described herein.
13	Enhance walkway on west side of RVR	RVR	Notwithstanding surface repairs on the walkway itself, Lafayette staff consider the related possibility of widening the walkway infeasible. This is due to the very high costs that would be engendered by realigning the roadway - in order to accommodate a potentially wider walkway - such as reconstructing drainage infrastructure and possibly also necessitating private property acquisition or easements, in order to implement realigned travel facilities.
14	Reduce RVR travel lane widths	RVR	Although case studies indicate relatively narrow travel lanes can potentially reduce driver speeds, RVR travel lane widths currently range from between 10 to 11 feet. Further reduction below 10 feet is not recommended and would be considered sub-standard design.