



# Orinda Civic News

## Public Meetings

### City Council

Thursday, April 25, 9 a.m.  
*Special Meeting*  
Community Room, City Hall  
Thursday, May 7, 7 p.m.  
Auditorium, Orinda Library,  
26 Orinda Way

### Planning Commission

Tuesday, May 14, 7 p.m.  
Auditorium, Orinda Library,  
26 Orinda Way

### Finance Advisory Committee

Wednesday, April 24, 6 p.m.  
Community Room, City Hall,  
22 Orinda Way

### School Board Meeting

**Orinda Union School District**  
Monday, May 13, 6 p.m.  
OUSD Office  
25 Orinda Way, Suite 200  
www.orindaschools.org  
See also AUHSD meeting page A2

Check online for agendas, meeting notes and announcements

### City of Orinda:

www.cityoforinda.org  
Phone (925) 253-4200

### Chamber of Commerce:

www.orindachamber.org

### The Orinda Association:

www.orindaassociation.org



**Orinda Police Department crime statistics will be published as new monthly data becomes available. Look for the April compilation in our May 8 issue.**

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## The Slings and Arrows of Orinda's Roads

*Orinda debates how best to allocate sales tax funds*

By Laurie Snyder

To pave or not to pave? That is the question. Whether to use Measure L funds to raise a few of Orinda's worst side roads up from lunar landscape status to good Pavement Condition Indexes (PCIs) – or to prevent a greater number of less axle-jarring byways from further fragmentation – that is the headache defined.

The Citizens' Infrastructure Oversight Commission has wrestled with this since voters hiked the sales tax by one-half percent in November. The grappling continued in earnest at the April 16 Orinda City Council meeting as the commission proposed its Policy and Criteria for Selecting Streets for Repair Using Measure L Sales Tax Funds. "Even with this additional funding," reads the report, "current budgetary constraints and the poor and deteriorating condition of Orinda's roads require the City to apply budgeted funds only to those roads where the most benefit for the most residents can be obtained."

The CIOC report outlines two sets of standards. The first—Criteria for Developing the 10-Year Program for Measure L Funds— would create

a road renovation list for update every two years. To be rehabilitated, street segments must be classified as residential, have a StreetSaver program PCI calculated as 15 or less, and be among the more heavily used residential roads with a minimum daily traffic volume of at least 300 vehicles as verified by actual traffic counts. Under the Biennial Program for Measure L Funds, streets would "be drawn from the list of road segments [updated annually] in the 10-year program," and "fairly distributed among the neighborhoods of the City of Orinda."

Nearly 20 Orindans – mostly residents of Lost Valley, which has a PCI of 16 – voiced concerns. Several came armed with road condition photos and traffic count data; one posted video footage on YouTube (to view, search for "2012 Road Survey PCI" at youtube.com).

"I'm heartened to know that we're looking at objective data," said resident Jonathan Myers, who urged that pedestrian safety be added to benchmarks. With Lost Valley's poor roads and considerable volume of pedestrian traffic, he said, there is "a

lot of opportunity for people to get hurt." Elizabeth O'Shea asked whether consultants or staff conduct PCI surveys, and suggested that the biennial criteria needed to be fleshed out further.

Vince and Janet Maiorana questioned the validity of the criteria, presenting data that roughly 66 percent of Lost Valley Drive "is classified as Very Poor with no road life left." Others spoke of gravelly spots on blind curves, veering cars, and perilous patches traversed gingerly by hikers, bicyclists, and walkers. Terming his road "a failed street," Jim Fleming added that one road considered for Measure L repairs – Zander Drive – "is like a superhighway compared to Lost Valley." He argued that Lost Valley merits attention since it is the only point of ingress and egress, and is an EVA (Emergency Vehicle Access road).

In response, council member Sue Severson empathized but counseled that other areas such as Charles Hill also need work. Each council member asked staff and CIOC chair Dennis Fay probing questions, including how PCIs are calculated and by

whom, why 300 was the minimum daily traffic volume chosen, why pedestrian safety did not seem to be a weighting factor, and whether or not there is a standard policy on how traffic counts are done.

"We thought about safety, we looked at pedestrians," said Fay, who explained that the CIOC was hoping to help create objective and consistent standards. "There were many criteria considered, many weightings.... In the end, we opted for something simple."

At deliberation's end, the council directed the CIOC to take resident concerns into account when fine-tuning the criteria before returning for further review. To get a head start and be ready to start construction as soon as possible, council members also authorized staff to begin the bid process for hiring the consultants who will assist with engineering design for 2014 Measure L and Annual Paving projects with contracts to be reviewed by early June. To better understand how these actions may affect your neighborhood, listen to the April 16 audio on the city's website and attend future CIOC meetings.

## Street and Sidewalk Improvement Projects Added to Capital Improvement Plan

By Laurie Snyder

At its April 16 meeting, the Orinda City Council gave staff the go-ahead to apply for more than \$1 million in grant funding to help facilitate three Capital Improvement Plan (CIP) projects for 2014 to upgrade roads, bikeways, and walkways. While grant applications by the city are not new, the current process will be different, according to the staff report, because "many of the usual grant programs have been rolled into the OneBayArea Grant (OBAG) program." A deadline of April 19 was established for the OBAG application process by the Contra Costa Transportation Authority, Metropolitan Transportation Commission, and Association of Bay Area Governments.

Of the three CIP projects discussed, Ivy Drive's Pavement Rehabilitation would require the largest outlay with a projected total cost of \$636,000. Delayed from 2012 due to funding issues, Ivy Drive could be improved from Fiesta Circle to Moraga Way with the help of \$551,000 in Statewide Transportation Plan (STP) Funds "allocated to Orinda for road improvement projects. Under the conditions of the STP a project has to be a collector road." The remainder would be covered by gas tax matching funds.

Walkers on Coral Drive between Eastwood and Ardith and on Ivy between Risa Court and Fiesta might experience safer routes to school if the city can also effect \$95,000 in sidewalk improvements by using \$70,000 in TDA Funds and \$15,000 in Transportation Improvement Fees with remaining costs also funded by gas taxes.

And, if the city secures its hoped-for \$445,000 OBAG funding for Crossroads Area Streetscape Improvements, pedestrians, bicyclists and drivers may finally find it easier to coexist thanks to planned modifications. Because the design for Brookwood Road's rehabilitation was completed under an earlier, unfunded pavement rehabilitation project, construction could begin once design for the Bryant Way connection and sidewalks are completed – if the OBAG funds are awarded. "Per OBAG requirements eligible projects have to be in a Priority Development Area (PDA) for a project that will be for local streets and roads preservation and bicycle and pedestrian improvements," according to the staff report.

Council members voted 5-0, authorizing staff to proceed with grant applications for all three projects.

## Lacy to Lead California Parks and Recreation Society



Photo Ohlen Alexander

For the Good of the City – and the state. Recently appointed as

President of the California Parks and Recreation Society's Board of Directors (www.cprs.org), Michelle Lacy, Orinda's parks and recreation director, was honored at the April 19 Orinda City Council meeting. "We always knew you were a star," said Mayor Amy Worth as she praised Lacy for her leadership at home and across the state. Founded in 1946, the California Parks and Recreation Society serves as a best practices resource for more than 4,000 parks and recreation professionals statewide. "For a new employee to receive this much support, it's overwhelming," said Lacy as she thanked city leaders and residents for their continued support. *L. Snyder*

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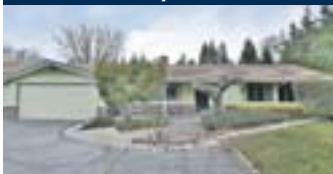
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