

# School Board to appoint replacement for Craig Cheslog

By Pippa Fisher



Craig Cheslog Photo Lamo archive

The Acalanes Union High School District Governing Board has voted to appoint a new member to replace Craig Cheslog, who handed in his resignation Dec. 14.

Cheslog is resigning after one year on the board following recent allegations of sexual misconduct. As a result of the allegations he was terminated from his job at Common Sense Media and has resigned from his position as regional director and as a delegate to the California Democratic Party.

“CDP Chair Eric C. Bauman and the other statewide officers

formally initiated the process of removing Mr. Cheslog from his position as regional director, after receiving complaints about an alleged pattern of behavior that included non-consensual sexual contact with other members of the Executive Board of the CDP,” said Communications Director of the CDP John Vigna. “The chair and the statewide officers initiated this process out of an abundance of caution and concern for the well-being of our party activists.”

At a Dec. 18 special governing board meeting members had to decide between two options for replacing Cheslog – either to call a special election in June or to make an immediate interim appointment until the regularly scheduled election in November 2018.

The board voted to make an interim appointment. Governing Board President Bob Hockett said the decision to seek an immediate replacement was made chiefly to avoid being short a member, down to only four until June which would be the soonest

they could hold a special election and also keeping in mind costs associated with holding an election then.

The board will be accepting applications for the provisional appointment until 4 p.m. Jan. 8, with an orientation for eligible applicants on Jan. 10, and will be holding a special board meeting, open to the public, to interview and appoint a new board member by majority vote on Jan. 11.

Hockett said that the school governing board is a very cohesive group. “We all have the mindset to provide oversight and approve policy to support the great teachers, outstanding administrators and really motivated students,” he said, referring to the school district as outstanding and noting the tremendous parental support.

Application forms and requirements for applying for the board position can be found on the Acalanes Union High School District website at <https://www.acalanes.k12.ca.us> under District, Governing Board.

## LimeBike coming to Lamorinda?

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Council Member Dean Orr noted that the service could benefit employees who work in or for Orinda who could ride the bikes to and from BART, although that also raised the question of whether bike riding is allowed on the BART connector. LimeBike bikes are being used at the BART stations in South San Francisco, San Bruno and at Fruitvale, along with Caltrain stations and in Alameda.

Mayor Amy Worth inquired about the company’s marketing plans, and company representative Sam Dreiman explained that

they would use local sources, such as farmers’ markets, local police departments, fairs and festivals to try to raise awareness of their product. Also in response to Worth, Dreiman explained that the company utilizes active management throughout the day to reposition the bikes from remote locations to places where demand is expected to be highest.

In response to a question from the public, Dreiman also explained that they provide a “healthy” wage and workers’ compensation. Employees start as independent contractors, but

eventually become full-time employees. City Attorney Osa Wolff explained that the city would be free from any liability under any future indemnity agreement. Following further talks between LimeBike and neighboring communities, the matter may be brought back to the council at a later date.

## Residents on private roads hit with second tax benefiting only public road residents

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Council Member Darlene Gee also sought clarification on several points when the matter next returns to the council.

The council annually deals with the CIOC Report and Approved Updated Road and Draining Repair Plan. The purpose is to keep Orinda residents up to date on how the city is proceeding to repair its roads and drainage, and how the money is being allocated. Money for roads and drainage has been raised by the Measure L sales tax approved in 2012 and the \$25 million Phase 3 General Obligation Bond approved by the voters in 2016. The report shows that dramatic progress has been made in repairing the city’s roads, particularly residential roads. However, there is considerable work remaining, particularly on arterial and collector roads. According to Director of Public Works Larry Theis, storm drains present a significant problem because some may be very deep and/or very long and beyond the capability of staff to survey. An additional \$7 million will be required to address the storm drain problems, including the hiring of a specially trained consultant to identify the drains and culverts in need of repair.

At some point, additional funding will be required for the roads, but staff recommended to the council that there was not a need to discuss or decide future funding now for several reasons: There is uncertainty about how the city will deal with the question of private roads, and if the city accepts responsibility for the private roads, it would increase the cost of road maintenance. Also, there are a number of pending additional funding opportuni-

ties, such as grants, which could reduce the amount of additional funding required.

The report, which garnered high praise from all the council members, is available on the city’s website as part of the Dec. 19 meeting agenda packet (<https://www.cityoforinda.org/221/City-Council>).

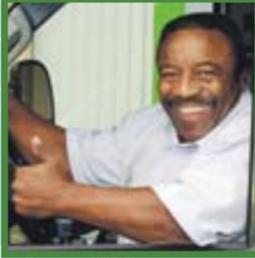
Several residents who live on private roads spoke about how unfair they feel it is that they pay the same taxes as everybody else in Orinda but don’t receive the same services, since the city provides no maintenance for private roads. One resident, Charles Porges, noted that the large, heavy garbage trucks continue to wreak havoc on the city’s roads and do more damage to private roads than other vehicles.

In response to the damage caused by garbage trucks, the council moved to impose a 7.74 percent impact fee, in addition to a 2.1 percent service charge increase. Gee made it clear that the impact fees get passed along to residents and Council Member Eve Phillips stated that the impact fee is a tax back on the community. Vice Mayor Inga Miller noted that the fee does not even cover the full extent of the damage caused by these heavy trucks, but the council did decide unanimously to approve the increases.

The issue of how the city might make it easier for the city to acquire private roads is being studied and will be brought back to the council in the future. The council decided, however, that it did not wish to link approval of the CIOC report to solving the private road problem, so the issues will be dealt with separately.

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