



Lafayette

- Public Meetings**
- City Council**
Monday, June 11, 7 p.m.
Lafayette Library & Learning Center, Community Hall, 3491 Mt. Diablo Blvd.
- Planning Commission**
Monday, June 4, 7 p.m.
Lafayette Library & Learning Center, Community Hall, 3491 Mt. Diablo Blvd.
- Design Review**
Monday, June 11, 7 p.m.
Lafayette Library & Learning Center, Arts & Science Discovery Center, 3491 Mt. Diablo Blvd.
- School Board Meetings**
- Acalanes Union High School District**
Wednesday, June 6, 7 p.m.
AUHSD Board Room
1212 Pleasant Hill Road, Lafayette
www.acalanes.k12.ca.us
- Lafayette School District**
Wednesday, May 30, 7 p.m.
Regular Board Meeting
District Office Board Room
3477 School St., Lafayette
www.lafsd.k12.ca.us

Check online for agendas, meeting notes and announcements
City of Lafayette:
www.ci.lafayette.ca.us
Phone: (925) 284-1968
Chamber of Commerce:
www.lafayettechamber.org

Measure L Debate

Did you miss it? You can read the pros and cons on Measure L provided by spokespeople from both the Yes on L Campaign (Brandt Andersson and Vice Mayor Cam Burks) and the No on L Campaign (Michael Griffiths and Scott Sommer) in the Lamorida Weekly archives at <http://www.lamorindaweekly.com/archive/issue1205/Deer-Hill-Road-Pros-and-cons-of-Measure-L-debated.html>.

Lafayette officials speak out on state and regional initiatives

By Nick Marnell

A spate of ballot measures and proposed state legislation came to the Lafayette council members for endorsement at the May 14 city council meeting, but the bills received mixed reviews from the city officials.

A resolution on Senate Bill 3, a \$4 billion bond to fund affordable housing programs and the veterans' homeownership program, was continued by the council, as was action on the Tax Fairness, Transparency and Accountability Act, an initiative that requires a two-thirds vote for all locally imposed tax increases. The League of California Cities, a political advocacy group in Sacramento, requested that the council oppose the initiative. "We are among the most highly taxed population in the country. How can we oppose a measure that is trying to improve tax fairness and accountability?" asked Vice Mayor Cam Burks, and the council declined to act without more information.

"There are other ways for state money to be used," said Council Member Ivor Samson in reaction to Proposition 68, which would authorize \$4 billion in general obligation bonds for state and local parks, environmental protection and flood restoration projects. Officials agreed that little of the money would flow back to the city, but, "If we don't pass the item, we will

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Decongestion ahead for major Lafayette intersection

By Nick Marnell



Traffic crawls along Moraga Road before the intersection with Mt. Diablo Boulevard. Photo Nick Marnell

Driver planning to turn right onto Mt. Diablo Boulevard from Moraga Road will soon have an added option as the Lafayette City Council unanimously authorized the temporary addition of a second northbound, right-turn lane at the intersection. The pilot project, part of the Lafayette Downtown Congestion Reduction Plan, will commence in August and run for 90 days.

According to a city staff report, approximately 200 feet prior to reaching Mt. Diablo Boulevard on the northbound approach, Moraga Road expands from two to three lanes. Each of the three lanes in-

dicates permissible movements of either left turn only, left turn and through, or right turn only. The city will modify the center lane marking by adding a permissible right turn arrow.

The program will also affect the Mt. Diablo Boulevard and First Street intersection. To discourage drivers from weaving between the eastbound lanes of Mt. Diablo Boulevard as they head toward Highway 24, the city will modify half of the existing solid-striped eastbound turn lanes with a broken line, allowing adequate space for freeway-bound drivers to merge from the two right-turn lanes at

Moraga Road. A similar traffic pattern exists at the off-ramp of Interstate 680 onto Ygnacio Valley Road in Walnut Creek, where drivers navigate two right-turn lanes in order to make a left turn onto California Boulevard a short distance ahead.

For pedestrians, crossing Mt. Diablo Boulevard at the eastern side of the Moraga Road intersection will be prohibited during the 90-day project.

The May 14 presentation by James Hinkamp, city transportation planner, answered most of the questions of the council members, except for options available for

pedestrians who regularly use the intersection. "How many of them are there, and what happens to their travel time?" asked Mayor Don Tatzin, who stressed that the needs of pedestrians should not be ignored while the city institutes projects that shorten vehicle driving times. Information on pedestrian behavior will be accumulated during the program, Hinkamp said.

Because of the PG&E closure of St. Mary's Road in Lafayette over the summer, likely resulting in added pressure on Moraga Road into the city, the council urged Hinkamp to start the project in June or July, if at all possible.

"It depends on the availability of signal technology," Hinkamp said later. The city needs to acquire controller cabinets – the brains of the system – and an overhead video detection system, which times the traffic signals and collects traffic-count data. And Hinkamp would have to find an available contractor to install the equipment.

"If we can lock in an order and receive all the equipment by June or July, we'll be able to start the project earlier," Hinkamp said. He estimated the program will cost \$75,000, paid for through the state Traffic Congestion and Relief Fund and Contra Costa County Measure J.

not be able to get any of the grant money," Council Member Mike Anderson said. The council authorized the mayor to sign a resolution supporting the measure, which Samson opposed.

Proposition 69 would require that revenue from the 2017 state gasoline tax, including diesel excise taxes and vehicle registration fees, be dedicated for transportation-related purposes. "Now, we have the absurd situation of a proposed Constitutional amendment to require the tax revenues to be spent only on that which was originally intended? I think this is ludicrous," Samson said. All but Samson supported the proposition.

A state assembly bill that would allow BART to permit housing development on property it owns, with cities having two years to update their zoning laws to accommodate the development, received zero support from the council. "No one is enthusiastic about the bill as written," Mayor Don Tatzin said, and the council unanimously slammed the door on an endorsement of AB 2923.

Regional Measure 3 elicited the most robust dialog. Passage would raise bridge tolls in the Bay Area – excluding tolls for the Golden Gate Bridge – by \$3 over six years to fund the Bay Area Traffic Relief Plan, which includes \$4.5 billion of transportation projects with the

goal of not only relieving traffic but enhancing public transit. Tatzin said that funding would pay for more BART trains and Interstate 680 enhancements, and he and Anderson supported the measure.

According to the expenditure plan, a high percentage of bridge

tolls are paid by Alameda and Contra Costa County residents, but those counties would receive less than their proportional share of the revenue. "The distribution of revenue is inequitable to the East Bay, and coming on top of last year's gas tax increase, it's the


wrong thing to do," Samson said, and Burks agreed.

The council took no position on the measure as Council Member Mark Mitchell said, "Let the voters make their choice."


Voters will have the opportunity to make that choice on June 5.

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