

July 7, 2017

Don Tatzin, Board Chair  
Lamorinda School Bus Transportation Agency  
3675 Mt. Diablo Blvd.,  
Lafayette, CA 94549

Dear Mr. Tatzin,

On Wednesday, June 28, 2017, First Student (FS) re-examined several sections of roadways in Orinda, CA from the Lamorinda School Bus Program routes, which were previously determined to pose operational risks.

The examination was conducted in a Type A school bus and included sections of roadways from routes 11, 13 and 18. These roadways have been inspected on a number of occasions by FS personnel, including the Concord Location Manager, Location Safety Manager and Operations Supervisor and the Regional Multi-Site Safety Coordinator. The observations are summarized as follows:

Route 11: Camino Don Miguel / Bobolink Rd. / Manzanita Dr. – The width of the marked lanes was measured in several places of this route and found to decrease to widths of 6' and 7'. The route has several sharp blind turns with 7' lanes and intruding foliage (further decreasing the available roadway) and a combination of dashed and double yellow center lines. While driving this section we were forced to pull to the right hand edge of the road to allow oncoming vehicles to pass.

Route 13: Diablo View Road - The width of the marked lanes was measured in several places along this section of road. We found lanes from 7' to 8' 6" wide, some of which had branches, tree trunks and other foliage intruding into the lanes, which further narrowed the available roadway. In some sections the road is extremely winding and narrow, including sharp blind turns, forcing drivers of any size vehicle to cross the painted center line. While driving this section we were repeatedly forced to pull to the right hand edge of the road to allow oncoming vehicles to pass.



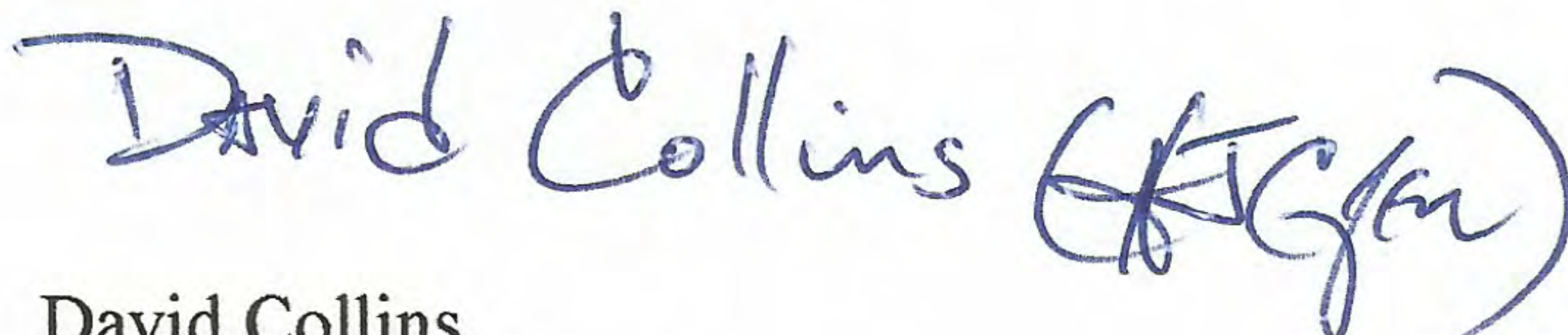
Route 18: El Toyonal Road – Several blind turns with painted double yellow lines have lanes measuring 6' to 7' wide. There were several cars parked at the road edge in narrow curves with painted double yellow lines. In some of these turns the road was 14' wide from edge to edge leaving 8' of roadway to pass the parked car. There are several spots where telephone poles immediately abut the roadway. In one case the roadway is only 14' wide. While driving this section we were forced to pull to the right margin of the road to allow oncoming vehicles to pass.

The routes were inspected between the hours of 11:30 AM – 1:00 PM and there was consistent traffic and multiple parked cars, which partially obstructed the available roadway. Normal route times in the early morning and afternoon would place the school bus on these roads during the highest point of commute traffic and street parking, creating more hazards while driving in these areas.

It was suggested and we considered a narrower vehicle, including a single, rear wheel configuration bus which is listed as 83 inches (6.91 feet) wide, wheel-to-wheel. However, this bus measures 95 inches (7.91 feet) from mirror edge to mirror edge. In addition, the wheelbase of this type of vehicle varies between 11.58 to 13.25 feet, making them too long to safely negotiate a sharp turn. In a 7 foot wide lane this bus would extend 6 to 12 inches into the opposite lane on a straight section of roadway and even further in turns. Removing the double yellow lines does not increase the overall road width and could potentially cause more issues.

Due to the extreme narrowness (6'– 7') of the lanes and multiple sharp blind turns, First Student will not operate in these areas, or support the use a pilot car to escort a school bus. As a result, First Student recommends the exploration of alternative routes.

Regards,



David Collins,  
Area General Manager

CC: Henry Cooper, Location Manager  
Michael Sloan, Multi Site Safety Coordinator  
Michael Petrucci, Vice President and General Counsel