

Lamorinda School Bus Transportation Agency
Regular Meeting AGENDA
DATE: May 15, 2017 TIME: 7:00 p.m. – 9:00 p.m.
OUSD Office, 8 Altarinda Rd., Orinda, CA
Conference Room A

- 1) CALL TO ORDER
- 2) ADOPTION OF AGENDA
- 3) PUBLIC COMMENT – items not on the agenda
- 4) NEW BUSINESS

a. Presentation by School Bus Consultants (SBC) re: School Bus Stop Safety Study
Recommendation: Take public testimony, endorse changes recommended by SBC as presented or modified

- 5) ADJOURNMENT

I, Juliet Hansen, declare under penalty of perjury, that this agenda has been posted at least 72 hours in advance in the following locations: City of Lafayette Offices, 3675 Mt. Diablo Blvd., in the glass case downstairs, Lafayette, CA.

Juliet Hansen, Program Manager

*Any writings or documents pertaining to an open session item provided to a majority of the LSBTA less than 72 hours prior to the meeting shall be made available for public inspection at the Lamorinda School Bus Program office at 3675 Mt. Diablo Blvd., Suite 255, Lafayette CA during normal business hours. Agendas and packets are available for review by the public during regular Monday – Friday work hours at the Lamorinda School Bus Program office at 3675 Mt. Diablo Blvd., Suite 255, Lafayette CA and on the website at www.lamorindaschoolbus.org Agendas and packets shall be made available at least 72 hours in advance of each meeting. Upon request this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the ADA Act of 1990 (42 U.S.D. Sec. 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Juliet Hansen, Program Manager, at 925-299-3216 at least 48 hours before the meeting if possible.

LSBTA Meeting
May 15, 2017
Staff Report

Lamorinda School Bus Program
Staff Report

Date May 8, 2017
To: Lamorinda School Bus Transportation Agency
From: Juliet Hansen, Program Manager
Re: Presentation by School Bus Consultants (SBC) Re: School Bus Stop Safety Study

Background

In the latter part of November 2016, the LSBTA awarded a contract to School Bus Consultants LLC for a School Bus Stop Safety Study. The consultants were tasked with evaluating 575 bus stops in the Lamorinda School Bus Program for compliance with the California Vehicle Code (CVC). The consultants were also asked to evaluate safety issues including sight distance, overgrown vegetation, lane width, walkability and parent parking. Recommendations were to include options for bus stops which may not be in compliance and to identify alternate bus routes, if recommended.

Field work was conducted in January and February of 2017 and representatives from SBC met with a Technical Advisory Committee (TAC) three times between February and April. Members of the TAC included local law enforcement, city/town public works representatives, school district representatives, LSBTA staff and First Student. A preliminary draft report from SBC was presented to a subcommittee of the LSBTA on April 17, 2017 and May 1, 2017. The study is now complete and SBC is ready to present findings and recommendations to the full LSBTA board and to the public.

California Vehicle Code and CHP

In California, all school buses are under the jurisdiction of the California Highway Patrol (CHP) and bus stops are subject to the regulations in the CVC. All school bus stops must have 200 ft. of sight distance in each direction if the road is 25 mph, and 500 ft. if the road is 35 mph. See Appendix C of the SBC report for details on the California Vehicle Code (CVC) 22504. Last summer, the LSBTA requested signage for a number of bus stops in Orinda where the sight distance was questionable. The CHP measured the stops requested and approved only the stops that had the full 200 ft. or 500 ft. as required by the CVC. The CHP denied all requests for signage.

Discussion

SBC evaluated a total of 626 unique bus stops which included both active and inactive stops. 81 of these stops, or close to 13%, were found to be non-compliant with the CVC. Most were non-compliant with regard to inadequate sight distance. Stops that could be corrected with vegetation trimming were noted separately and this information has been shared with public works departments in all three jurisdictions.

Impact to Service in Lafayette

The consultants determined that 15 of the 191 bus stops in Lafayette are not in compliance with the CVC mostly due to inadequate sight distance. Some of these can be corrected with vegetation trimming and some will need to move. For example, Kinney at Dale needs to move to Kinney at Studebaker, and the bus stop at Newell Ct. needs to be moved to Olympic at King which requires some minor re-routing. These are changes that are easily made and have a minimal impact on students. Additionally, LSBTA staff has been working in-house to balance the number of students on Burton Valley Route 25 and 28 and to shorten the p.m. route for Stanley 21. The changes will be reflected in the bus schedules for next year.

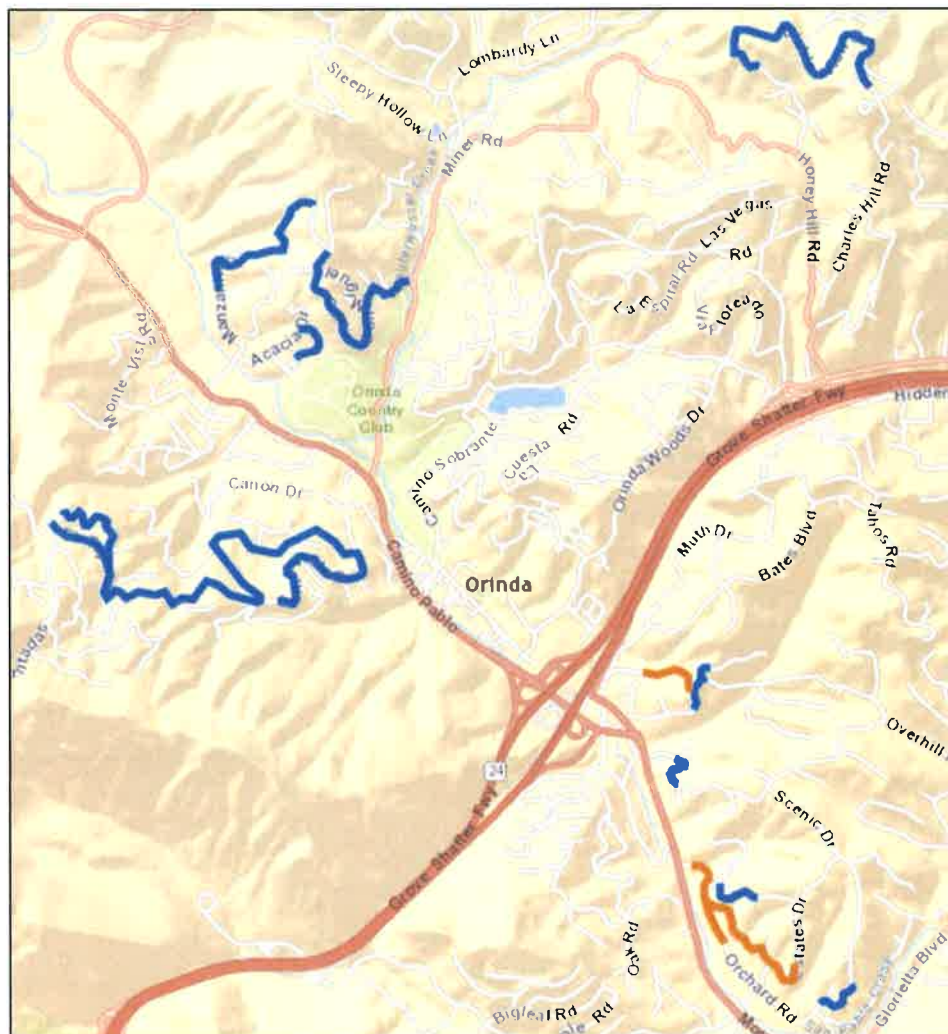
Impact to Service in Moraga

The consultants determined that 8 of the 123 bus stops in Moraga are not in compliance with the CVC mostly due to inadequate sight distance. Some of these can be corrected with vegetation trimming and some will need to move. These are changes which are easily made and have minimal impact on students. The changes will be reflected in the bus schedules for next year.

Impact to Service Orinda

The impact of the bus stop study is most significant in Orinda. The consultants determined that 58 of the 312 bus stops are not in compliance with the CVC due to inadequate sight distance narrow lane width or other issues. The consultants have suggested alternate locations for the stops. In some cases, parents will need to drive to the next closest bus stop. More significantly, the consultants determined that some sections of roadways in Orinda are just too narrow to transport students safely on school buses. Therefore, they recommend re-routing to avoid all sections of narrow or substandard roadways. Significant routing changes are recommended for Routes 11, 12, 13, 15, 16, 17 and 18. Details can be found on page 11 of the report and in Appendix B, Orinda Revised School Bus Routes.

Narrow Roadway Segments (from SBC report, May 5, 2017, page 11)



Next Steps

The LSBTA must change bus stops that do not comply with the vehicle code and cannot be corrected with vegetation trimming. Staff recommends making the changes after the end of the current school year which ends June 8th for the Lafayette School District and June 9th for all other districts. The new stops and routes would be in place for the start of the 2017-18 school year. Staff also recommends adopting the guidelines for establishing new bus stops listed in Appendix D.

LSBTA staff also endorses the recommendation to avoid narrow or substandard roadways. Though this requires major re-routing in Orinda and reduces some routes to only a handful of group stops (e.g. Route 11 and Route 18), the suggested stops themselves are safe and do not pose safety hazards for students or drivers. This may reduce the number of students who ride the bus as some parents and students will choose other means to get to school. However, the

changes are necessary in order to ensure safety and to remain in compliance with the vehicle code.

Public Input

The LSBTA welcomes input from the public at two meetings on May 15th regarding the recommendations in the SBC report. In particular, the LSBTA would like to hear from Orinda parents impacted by bus stop and/or route changes. Parents are welcome to submit written comments by email to JHansen@ci.lafayette.ca.us. Emails will be shared with members of the LSBTA and will become public record.

Recommendation

Take public testimony, endorse changes recommended by SBC as presented or modified; continue meeting to 7:00 p.m. at the OUSD offices, 8 Altarinda Way, Orinda.