

Civic News Lafayette

County Supervisor Andersen Addresses Rotary Members

By Cathy Tyson

Now in office for just over sixty days, Contra Costa County Supervisor for District 2, Candace Andersen, took time from her busy schedule to address the Lafayette Rotary recently. Originally from Hawaii, she served as a Deputy Pros-

ecuting Attorney for the City and County of Hawaii after earning her J.D. from Brigham Young University.

Andersen had served as the Mayor of Danville for two terms and was on the Town Council for nine years. In a wide ranging discussion,

from fellow classmate at Hawaii's Punahou School—"Barry" Obama—to pension problems, she charmed the audience and demonstrated a keen understanding of the pressing fiscal challenges facing the County.

Not only is she new to the office,

but the boundaries of District 2 have recently changed; it now encompasses Lamorinda as well as San Ramon and Danville. She'll be keeping former Supervisor Gayle Uilkema's office at the fire station on Mt. Diablo Boulevard, along with a Danville office.

As part of the five-member Board of Supervisors, she talked about her priorities in her new role as County Supervisor. First off, "continue to find ways to do more with less money," said the fiscally conservative Andersen.

Next in line is dealing with public safety issues, primarily reigning in pension costs. She called for an alternative pension tier for new hires. The Supervisors are currently working with unions to negotiate a 3 percent at 55 contract versus the current 3 percent at age 50; she acknowledges it's not a perfect solution, but "at least it's a start."

Anderson was the lone vote



Supervisor Candace Andersen
Photo Andy Scheck

against putting the \$75 parcel tax to support Contra Costa Fire District on the November ballot. She believes the model that the County is using is not working, even if passed by the voters, because in 3 years' time the Fire District will be running deficits again.

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If a plan gives us
traffic solutions,
shouldn't we give it
the **Green Light?**

The Terraces of Lafayette will bring much-needed apartments to a former rock quarry in Lafayette. The community plan proposes several traffic flow improvements that have been rejected by the Draft Environmental Impact Report (EIR). Why? Largely because the City Consultants and staff believe that improvements to existing traffic flows would be inconsistent with regional traffic policies that actively promote congestion as a means of discouraging through traffic.

The Draft EIR also rejects a proposed protected left turn into the community from Pleasant Hill Road that would minimize impact to the Deer Hill Road-Pleasant Hill Road intersection—a solution endorsed by two traffic engineers. This rejection is rooted in the same flawed regional policies that promote congestion over improved traffic flows and is also based on the use of analytical tools without reference to their specific published limitations.

The Terraces of Lafayette provides several thousand feet of new public sidewalk, multiuse trail and bike paths and mitigation plans for local traffic impacts. In all, the plan improves traffic flow and contributes to the reduction of greenhouse gasses and air pollution.

Shouldn't it get the green light?



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Chateau Lafayette Residents Request Permitted Parking

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She cited age, vision issues, disabilities and difficulty walking, especially for seniors carrying groceries or packages.

"Lafayette supports aging in place," said Senior Services Commissioner and Chateau resident Barbara Kloss who lobbied for more permits. "We're residents on the block and we're asking to park on a public street."

After some discussion, Circulation Commissioners agreed on 6 permits for residents of the Chateau and establishing a 2-hour parking limit Monday through Saturday from 8 a.m. to 6 p.m. excluding holidays – cars with a permit will be exempt. The matter will go to the City Council for final approval.

Civic News Orinda

Safety Improvements for Two Orinda Traffic Hot Spots

By Laurie Snyder

Orinda City Council gave the go ahead for one traffic improvement project and directed staff to continue refining plans for another at its lightly attended August 21 meeting.

On a 5-0 vote, Council members awarded a construction contract to low-bidder American Asphalt Repair and Resurfacing, Inc., of Hayward, for the Moraga Way Pedestrian and Pathway Project. Their bid for the project was \$218,396.

Expenses for design engineering, construction and City administration and construction management – plus a 10 percent contingency fee – are estimated by City staff at \$322,600. Funding will come from park dedication fees (\$154,930), a Safe Routes to Schools grant (\$166,000), and gas taxes (\$20,000).

According to the staff report, in addition to "cold existing asphalt concrete paving of the shoulder and overlaying the shoulder with asphalt concrete for a pedestrian pathway between side street intersections" for roughly 3,300 feet from El Camino Moraga to Ivy Drive, the contractor will install approximately 2,850 feet of hot mix asphalt concrete dike, lay down about 3,300 feet of slurry seal on the street surface, remove and replace thermoplastic striping and other markings, and install "a rectangular rapid flashing beacon at one intersection" and "reflecting pavement markers."

Construction is anticipated to take

place from October 8 to December 31, 9 a.m. to 5 p.m. Lane closures will be prohibited before 9 a.m. and after 4 p.m.

Camino Pablo/Santa Maria/Brookwood Intersections

Following up on its September 6, 2011 report to Council members, Kimley-Horn and Associates, Inc., the traffic engineering consultant on the Contra Costa Transportation Authority (CCTA)-funded project for improving intersections at Camino Pablo, Santa Maria Way, and Brookwood Road, provided a progress update. Council members, concerned at the earlier meeting about proposed directional signage, had expressed their desire "to retain the current aesthetics of the downtown area by minimizing the number of signs."

Those concerns were heard. A Kimley-Horn representative reported that plans now call for no overhead route signs, as well as an overall reduction in the number of signs used. New pedestrian ramps will be installed at Brookwood, and shared bicycle routes will likely be created by employing "sharrows" rather than full bike lanes.

Staff and consultants hope to submit their updated plans to CCTA for Measure C funding peer review and to Caltrans for encroachment permit review in September. If plans are approved and Council authorizes bidding, construction could begin in spring 2013.

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In spite of funding declines, he says, "Our district continues to offer a full 180-day school year, small class sizes, and a broad curriculum including music, art, science, physical education, computer science, audio visual production, wood shop, and foreign languages" – none of which would

happen "without the commitment and financial support of our parents' clubs and the Educational Foundation of Orinda."

Noting that "our schools are among the top in the state," Moran stresses that Orinda must continue protecting kids from funding cuts.