

Moraga **Pedestrian and Bicycle** Master Plan Update and Wayfinding Plan

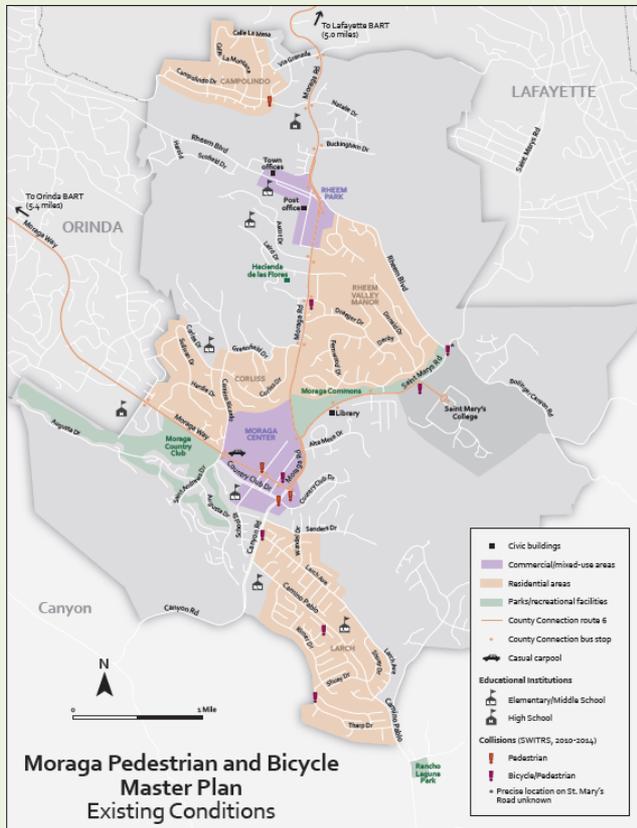
Citizens Advisory Committee Meeting

July 21, 2015



Planning process

1 Inventory of existing conditions



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- ① Inventory of existing conditions
- ② Needs assessment, including first outreach push



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- ③ Draft plan (and CEQA review), including second outreach push
- ④ Final plan (and CEQA review)

Key objectives

- Realistic 10-year work plan of prioritized projects, with a focus on on-street facilities
- Supporting programs, policies, next steps and other recommendations
- Wayfinding signage design program
- Meaningful public outreach and engagement

Existing conditions

Key results and findings

Setting and land use

- 16,000 people, 9.4 sq. miles
- Borders with Lafayette, Orinda and unincorporated Contra Costa County
- Hilly topography
- Suburban and semi-rural; mostly low-density single-family neighborhoods and open space
- Civic/community facilities dispersed throughout town
- Two commercial areas, in the center of town, both of which are slated for mixed-use development



Key destinations

- Public and private schools
- St. Mary's College
- Commercial areas:
Rheem Park, Moraga Center
- Parks and recreational facilities
- Civic buildings: Town offices, Hacienda de las Flores, library, post office
- Residential neighborhoods: Campolindo, Rheem Valley Manor, Corliss, Larch

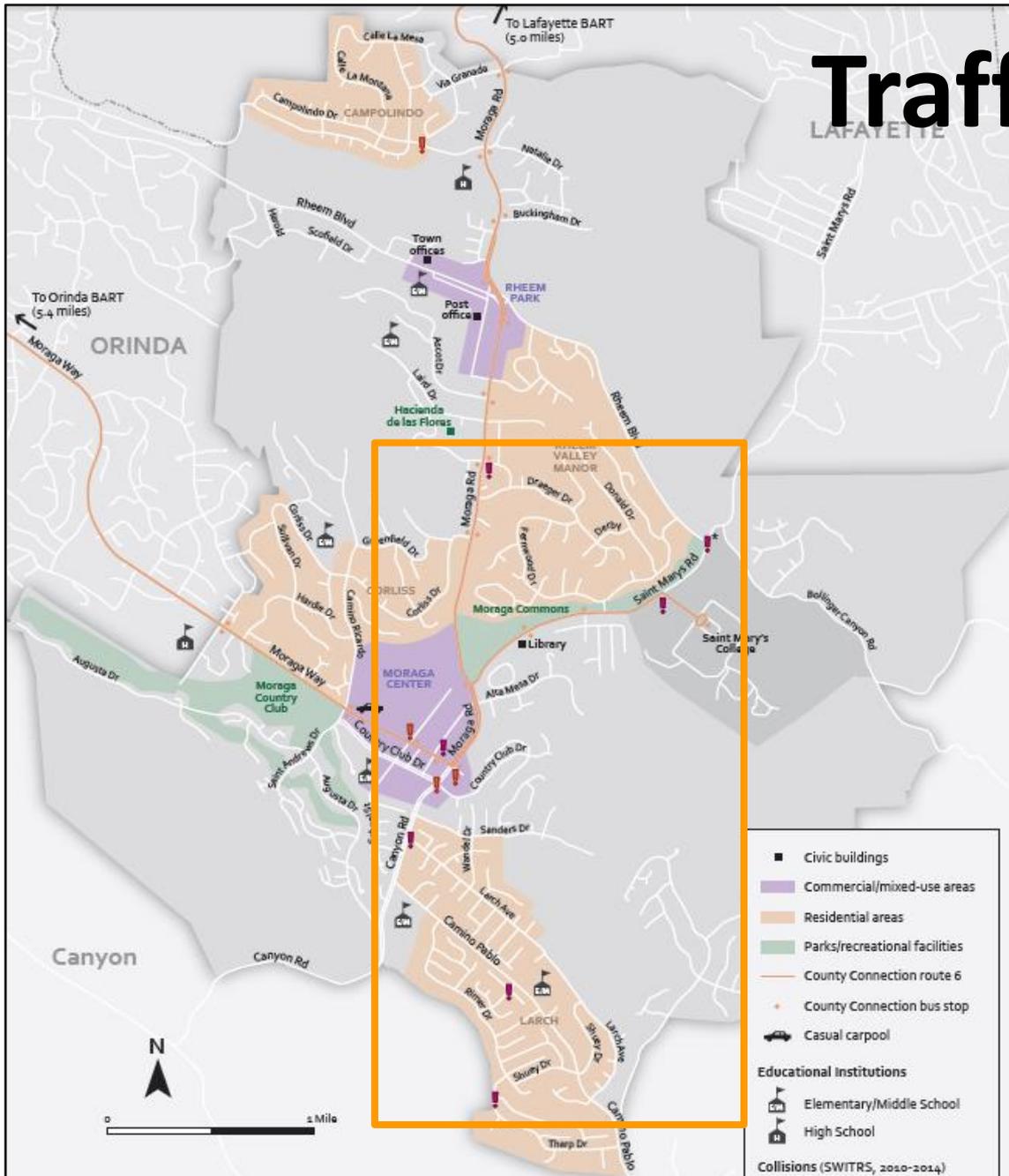


Commuting

	Moraga			C. C. County	California
	Commuters	%	Likely range	%	%
Drove alone	4,330	64.8%			
Carpooled	439	6.6%			
Public transportation	1,032	15.5%			
Walked	242	3.6%	2.1 – 5.1%	1.6%	2.7%
Bicycled	24	0.4%	0.0 – 0.8%	0.5%	1.1%
Worked from home	583	8.7%			
Other*	29	0.4%			
Total	6,679	100.0%			

* Includes taxicab, motorcycle and other means.

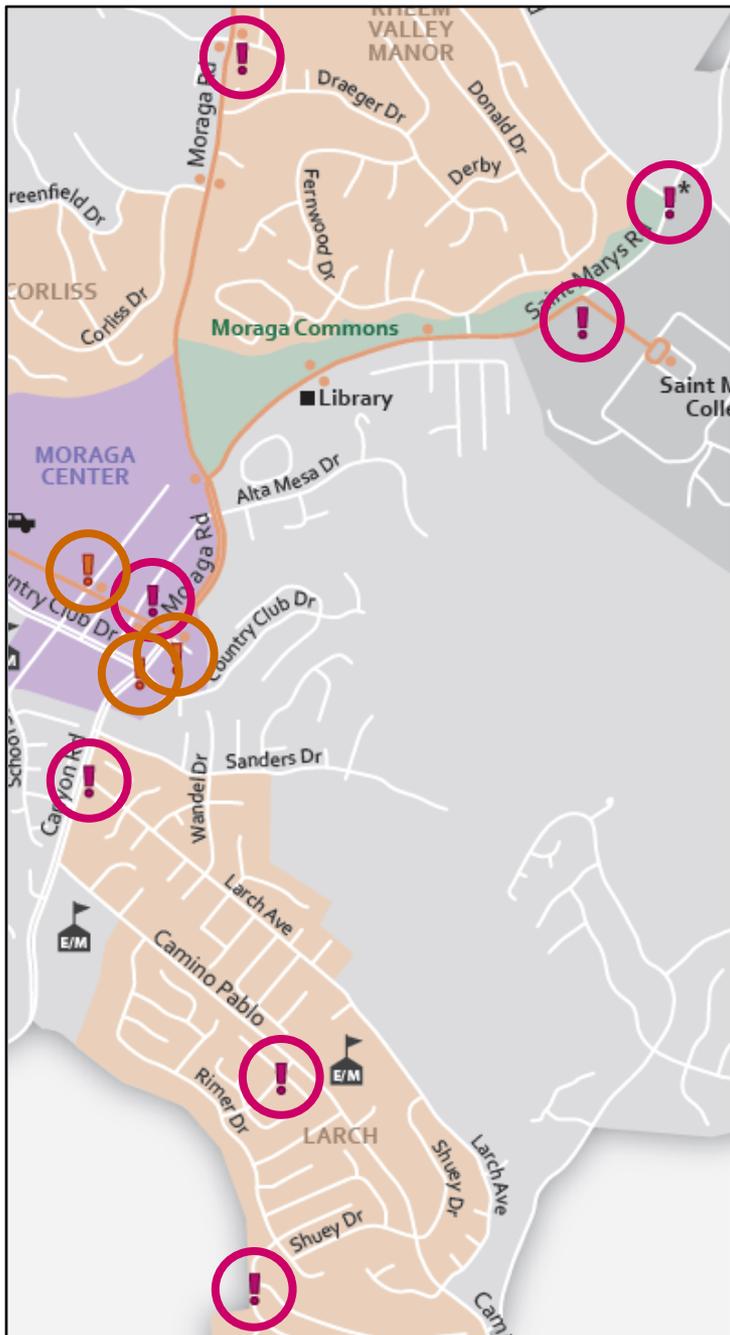
Traffic Collisions 2010–2014



- Four collisions resulting in injured pedestrians
- Seven collisions resulting in injured cyclists

Traffic Collisions 2010–2014

- Three of the four collisions that resulted in injured pedestrians
- All seven of the collisions that resulted in injured cyclists



Street network

- Roads curve along natural contours rather than in a grid; limited through connectivity
- No highways; seven arterials form the backbone of the system:

Moraga Rd

Moraga Way

Rheem Blvd

Canyon Rd

St. Mary's Road

Country Club Dr

Camino Pablo

- For the most part, the arterials have only two travel lanes; speed limits are 35 mph, and 25 mph in slow zones
- Rest are collectors and local/residential streets



On-street pedestrian facilities

- Most streets have sidewalks on at least one side
- Many sidewalks gaps; functionality of sidewalks varies greatly
- Intersections likely to be of concern are on the arterials and around schools and both commercial areas
- Few traffic-calming measures; ADA-compliant curb ramps being installed
- More detailed look at sidewalk gaps following the needs assessment



On-street bicycle facilities

- No formal or officially designated bikeway network
- All arterials have stretches of bike lanes or shoulders
- Many bikeway gaps; functionality of lanes/shoulders varies greatly (width, parking, pavement quality)
- Connections to Orinda on Moraga Way and Ivy Drive; to Lafayette on St. Mary's Rd



Off-street facilities

- Cindy Waxman Trail at Hacienda de las Flores
- Mulholland Ridge Trail
- Lafayette–Moraga Regional Trail
- Old Moraga Ranch Trail
- Other trails on the outskirts of Moraga (mostly EBMUD)
- Footpaths in the Town parks
- Cut-through footpaths, mainly in the Larch neighborhood



Bicycle parking

- Town-installed racks at the Town offices, library and parks
- Racks at several schools and around St. Mary's College campus
- Racks at several trailheads
- Some businesses in the two commercial areas have provided racks themselves
- The Town has not installed racks in the public ROW; it requires bike parking in the Moraga Center SP area
- Quality of rack design and placement varies greatly



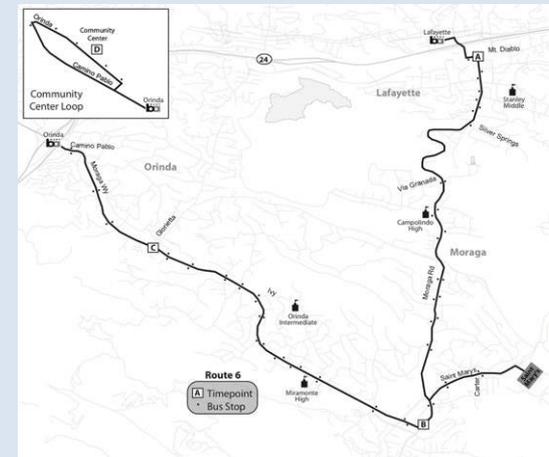
Programs and activities

- Limited; few resources and historically has not been a strong priority
- Two Bike to Work Day “energizer stations” in 2015
- Moraga Park Foundation: Moraga Area Trails Guidebook
- Moraga School District website: Links to resources on walking and biking to school
- Moraga PD: Officers trained on ped/ bike safety; conducted public outreach on 3-foot law; uses bike patrols in parks and at special events



Integration with other modes

- Two BART stations nearby: Orinda and Lafayette
- County Connection bus lines: Route 6 (between Orinda and Lafayette BART); school routes 603 and 606; and route 250 (St. Mary's College shuttle)
- Small casual-carpool parking lot behind Moraga Shopping Center



Related planning efforts

- Moraga General Plan (2002)
- Moraga Climate Action Plan (2014)
- Livable Moraga Road (in progress)
- Moraga Center Specific Plan (2010) and Implementation Project (in progress)
- Moraga Bicycle Safety Assessment (in progress)
- Moraga Parks & Recreation Master Plan (2007)
- Contra Costa C'wide Bicycle and Pedestrian Master Plan (2009)
- Orinda Bicycle, Trails and Walkways Master Plan (2011)
- Lafayette Bikeways Master Plan (2006)



Upcoming public outreach

- Town webpage: moraga.ca.us/walkbikemoraga
- Announcement to project email list
- Local media: Lamorinda Weekly, News24-680
- Community survey
- Online mapping tool
- Public workshop
- Group bike ride to brainstorm bikeway network
- CAC meeting

