Moraga
Walk|Bike Plan

Public Review Draft | August 2016

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Town of Moraga

Prepared by Eisen | Letunic

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1 | Introduction

1 | Overview of the plan

Moraga residents—like residents of many other cities around the Bay Area and beyond—have expressed a growing interest in walking and bicycling, not only for recreation but also for transportation. At the same time, there has been greater recognition by decision-makers and the broader public that non-motorized transportation should be encouraged and promoted for the many benefits it brings. Walking and biking improve the environment, neighborhood livability and public health by reducing traffic, air pollution, noise and energy consumption. Additionally, by offering inexpensive ways of getting around, walking and biking promote physical activity and contribute to a more balanced transportation system for Moraga.

In mid-2015, the Town of Moraga—with the help of planning consultants—embarked on a process to update the 2004 Moraga Bicycle and Pedestrian Master Plan. Town staff felt that the original plan no longer reflected Moraga's needs, priorities and expectations, and that it lacked the detail and specificity to be an effective tool for the implementation of improvements, particularly on-street facilities such as sidewalks and bike lanes (as opposed to trails).

A note about capitalization: In lower case, "town" refers to the geographic area of Moraga and to its community; in upper case, "Town" refers to the government entity that administers the area of Moraga.

The Moraga Walk|Bike Plan is the update to the 2004 Plan. It is a long-range planning document meant to guide the Town's decisions about walking and biking over the next decade. Its ultimate goal is to make walking and biking in Moraga safer and easier so as to encourage more people to walk and bike for both recreation and transportation.

To meet this goal, the plan contains a set of recommended physical (infrastructure) projects and non-infrastructure-related actions designed to improve conditions around town for pedestrians and cyclists. Because the 2004 Bicycle and Pedestrian Plan identified an extensive network of *off-street* paths and trails, the focus of the Walk | Bike Plan is on *on-street* pedestrian and bicycle facilities. The Walk | Bike Plan, including its work plan of recommended improvements, has a "lifespan," or time horizon, of approximately fifteen years, from 2017 through 2031. It is expected that within this period the Walk | Bike Plan would be updated to once again address changes in residents' needs, priorities and expectations with regard to walking and biking.

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2 | Planning process

The planning process for the Walk | Bike Plan was meant to provide a comprehensive framework for addressing the Town's key objectives with respect to walking and biking:

- Determine the walking and biking needs and concerns of the Moraga community: residents, workers, students, visitors, Town staff, appointed and elected Town officials and other stakeholders.
- Respond to these needs and concerns by recommending a set of walking and biking improvements that are effective, affordable and otherwise realistic, with a focus on on-street facilities.
- Engage the local community of pedestrians and cyclists so as to strengthen the constituency for investments and improvements in non-motorized transportation.
- Create a plan that serves as an advocacy document for securing funds from federal, state, regional, local and private sources to implement the desired improvements.

The planning process took place over approximately one year, from July 2015 through August 2016. The process consisted of the following six main tasks:

1. Inventorying **existing conditions** and issues relevant to non-motorized transportation in Moraga to establish the "baseline" state of walking and biking in the town and the planning context for the project, and to provide initial insights into the walking and bicycling experience in Moraga.
2. Conducting a **needs assessment** process to hear the concerns and needs of local pedestrians and cyclists, learn about the obstacles and challenges to walking and biking in Moraga, and solicit residents' ideas and suggestions for improving conditions.
3. Formulating a range of **improvement options,** or preliminary ideas, that address the community's key needs and concerns, as identified through the previous task.
4. Obtaining input from the public on the potential improvements, and **narrowing down and prioritizing** the potential options based on this input.
5. Preparing a **draft plan** document incorporating the work products from the previous tasks and also preparing a draft "Negative Declaration" for the project, pursuant to the California Environmental Quality Act (CEQA). (Town staff concluded that the Walk | Bike Plan will not have a significant effect on the environment.)
6. Lastly, shepherding the draft plan and Negative Declaration through the **formal approval process,** culminating with adoption of the plan and approval of the Negative Declaration by the Town Council.

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3 | Contents of the plan

The contents of the Walk | Bike Plan follow roughly the order of the tasks outlined above. The first half or so of the plan consists of preliminary, background or context-setting material. It includes three chapters:

- **Chapter 1** is this introductory chapter.
- **Chapter 2, Existing Conditions:** Presents key findings and results from the existing conditions inventory. Topics covered include the key destinations for pedestrians and cyclists in Moraga; data on commuting and on traffic collisions; the town's street network; existing on- and off-street facilities; bike parking; local programs and activities related to walking and biking; integration with other modes of transportation, and related planning efforts.
- **Chapter 3, Needs Assessment:** Describes the various opportunities made available to the public to offer their input on needs; summarizes the approximately 1,500 comments received through the various channels for public input; and condenses the comments into a list of the community's key needs and concerns related to walking and biking.

The second half of the document is the heart of the Walk | Bike Plan. It outlines the recommended physical and other improvements addressing the community's key needs and concerns and incorporating suggestions from the public. It includes four chapters, which represent the "actionable" part of the plan:

- **Chapter 4, Pedestrian Projects:** Includes the proposed capital, or infrastructure, projects for improving conditions for walking in Moraga.
- **Chapter 5, Bicycle Projects:** Outlines a town-wide network of bikeways and addresses other types of physical improvements for cycling, such as bike parking.
- **Chapter 6, Support Programs and Other Actions:** Lists proposed actions and activities in the areas of safety, education, encouragement and enforcement; and includes other non-infrastructural actions and recommendations to further advance the state of walking and biking in Moraga.
- **Chapter 7, Implementation:** Presents key funding, phasing and other considerations for implementing the plan's recommendations.

4 | Public outreach

Meaningful public participation is essential for a planning effort to enjoy community buy-in and acceptance. This is especially true in a community as involved and engaged as Moraga. With this in mind, the planning process for the Walk | Bike Plan included in-depth review and oversight of the process by key stakeholders and extensive outreach to the broader public.

While the day-to-day work on the Walk | Bike Plan was conducted by Town staff and consultants, the process was overseen by the **Town Council** and, to a greater extent, by a **Citizens Advisory Committee (CAC)** created for the project. In particular, the CAC heard input and feedback from the public and provided its own opinions at meetings held at key points throughout the planning process. The CAC consisted of representatives of various Town commissions and of members of the public.

In addition to public meetings and hearings of the CAC and Town Council, the public outreach strategy for the Walk | Bike Plan

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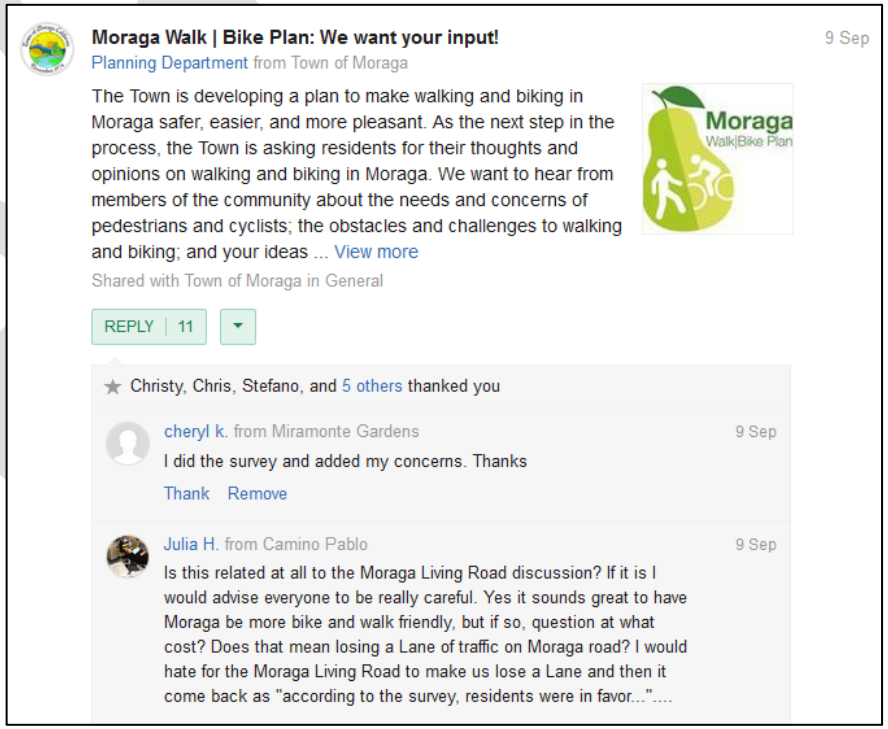
included community workshops, surveys, regular updates and announcements on the Town's website and to the project's email distribution list, and other varied activities. Public outreach occurred throughout the planning process, but special efforts were made during two tasks, or phases of the project: (i) to obtain input on needs and concerns; and later, (ii) to obtain feedback on the implementation options. Below is a summarized timeline of outreach efforts carried out as part of the Walk | Bike Plan process:

May–June 2015: Preliminary outreach to the community to introduce the project, build an email list for purposes of sending out updates and announcements, and solicit membership applications for the CAC.

July 21, 2015: Inaugural meeting of the CAC, to hear an overview of the planning process, confirm objectives and expectations, hear preliminary findings from the existing conditions inventory, and discuss outreach strategies for the needs assessment process.

September–November 2015: Extensive outreach related to the needs assessment process. Activities included:

- Community survey, administered primarily online; ran for five weeks and received 387 responses.
- Supplemental survey aimed at school students; ran for ten days and received 210 responses.
- Online "pinnable" map on which people could post comments; ran for five weeks and received 130 comments.
- Second CAC meeting, held on September 22.
- Hosting a booth at the Moraga Pear & Wine Festival on Saturday, September 26.
- Community workshop on the evening of Tuesday, September 29 at the Hacienda de las Flores; attended by approximately 20 members of the public.
- Group bike ride (including preliminary public meeting) on the morning of Saturday, October 3, beginning at the Moraga Library; attended by 20–25 members of the public.
- Hearing at the Town Council meeting of October 14.
- Postings on the Town's Facebook page and through NextDoor, a neighborhood-based social-media site.



December 8, 2015: Third meeting of the CAC, to hear highlights and key conclusions from the needs assessment process, discuss potential pedestrian and bicycle improvements appropriate for Moraga, and help define the scope of the subsequent community workshop.

February–April 2016: Outreach related to refining and prioritizing the improvement options. Activities included:

- Community workshop on the evening of Thursday, February 4 at the Hacienda de las Flores; attended by approximately 25 members of the public.
- Online survey; ran for two and a half weeks in February and March, and received 141 responses.
- Town Council meeting of April 27, with an opportunity for public comment.

August–October 2016: Outreach related to formal consideration by the Town of the Walk | Bike Plan and Negative Declaration for the project. This included presentations about the public draft version of the Plan at three public meetings:

- Fourth, and final, meeting of the CAC, on Tuesday, August 30.
- Monday, October 3 meeting of the Planning Commission.
- Wednesday, October 26 meeting of the Town Council.

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2 | Existing Conditions

1 | Chapter overview

The first task in the planning process for the Walk | Bike Plan was an inventory of existing conditions. This chapter presents the results of, and key findings from, that inventory. It summarizes existing local conditions and issues relevant to non-motorized transportation such as the key destinations for pedestrians and cyclists in Moraga; data on commuting and on traffic collisions; the town's street network; existing on- and off-street facilities; bike parking; local programs and activities related to walking and walking; integration with other modes of transportation, and related planning efforts (key *physical* conditions are shown in Figure 1 on the next page). The inventory of existing conditions provided initial insights into the walking and bicycling experience in Moraga, and established the local planning context for the project.

2 | Setting and land use

The town of Moraga is located in southwest Contra Costa County, in the heart of the San Francisco Bay Area. It is bordered by the cities of Lafayette (to the north and northeast) and Orinda (to the northwest) and by unincorporated areas of the county, including the community of Canyon. The town's central areas are relatively flat, but hills rise both to the east and west of Moraga Road, which bisects the town.

Moraga is a suburban and semi-rural community. It is one of the smallest of Contra Costa County's 19 cities, with a population of approximately 17,000 people and a land area of 9.4 square miles. Most of the land is taken up by low-density single-family neighborhoods and by open space. Civic and community facilities such as schools, parks and government buildings are found throughout the town; Saint Mary's College occupies a large area south of St. Mary's Road and Bollinger Canyon Road. There are two commercial areas in the center of town, both of which are designated for future mixed-use development. The town has no industrial areas.

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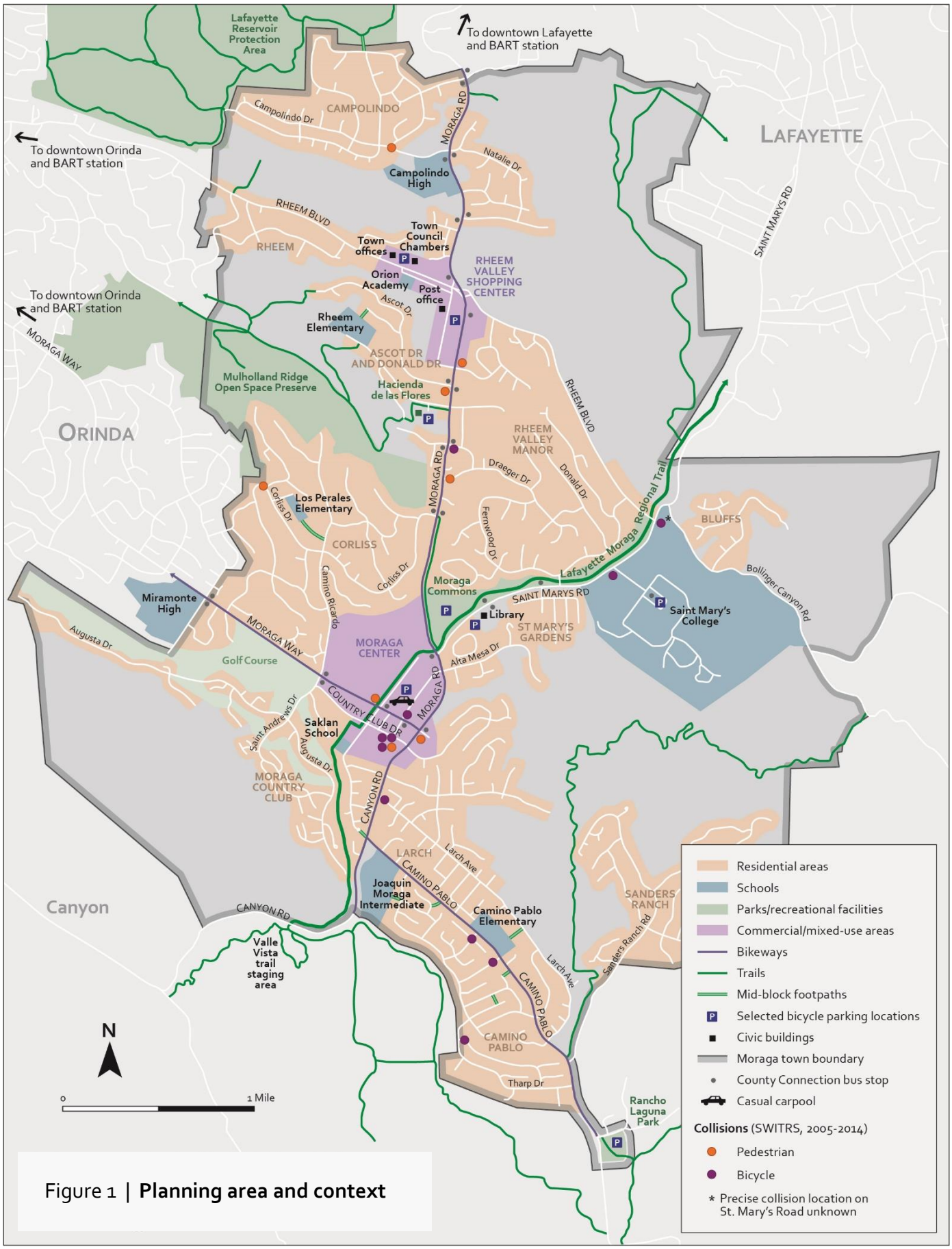

Figure 1 | **Planning area and context**

3 | Key destinations

Typically, the most important destinations for pedestrians and cyclists are residential neighborhoods; commercial areas and employment sites; and community facilities and places of assembly such as schools, parks and civic and government buildings.

Moraga has two **commercial areas:**

- Rheem Valley Shopping Center, at the southwest corner of Moraga Road and Rheem Boulevard.
- Moraga Shopping Center, west of Moraga Road along Moraga Way.

Residential neighborhoods include:

- Campolindo (in the northwest corner of the town).
- Rheem Valley Manor (in the center, bounded by Moraga Road, Rheem Boulevard and St. Mary's Road).
- Corliss (northwest of Moraga Center).
- Larch/Camino Pablo (southeast of Canyon Road).
- Moraga Country Club (southwest of Country Club Drive and Moraga Way)
- The Bluffs (northeast of Bollinger Canyon Road).
- Sanders Ranch (east of Camino Pablo).
- Ascot Drive and Donald Drive (a neighborhood of multi-family dwellings and apartments northwest of Moraga Road).

Moraga has a number of **educational institutions:**

- Public schools: Donald Rheem, Los Perales and Camino Pablo Elementary; Joaquin Moraga Intermediate; and Campolindo High. In addition, some Moraga students attend Miramonte High in Orinda, just across the town border.
- Private schools: the Saklan School (pre-K through 8th grade) and Orion Academy (grades 9–12) as well as several pre-schools.
- Higher education: Saint Mary's College, a private post-secondary college that is also the largest employer in Moraga.

The town's parks and other main **recreational facilities** are:

- Moraga Commons Park, featuring picnic areas, band shell and lawn, skate park, disc golf course, tot lot and various sports courts. "The Commons" is the site of many of Moraga's major community events such as the 4th of July festival, summer concert series and Pear Festival.
- Rancho Laguna Park, with tot lots, swings, picnic areas, amphitheater and large lawn.
- Hacienda de las Flores, a historic estate featuring event rental facilities, large lawn and landscaped gardens.
- Mulholland Ridge Open Space Preserve, 250 acres of open space, much of it open to the public, straddling Moraga and Orinda.
- Moraga Country Club, a private facility that includes an 18-hole golf course and private swim and tennis club.
- The area's network of walking, hiking and biking trails (see the "Off-street facilities" section).

The main **government buildings** serving the walk-in public are:

- Main Town offices, which house the Police, Planning and Public Works Departments, Town Clerk, Town Manager and Administrative Services (329 Rheem Boulevard). In late 2015 the Town opened the new Town Council Chambers and Community Meeting Room in a renovated building at 335 Rheem Boulevard.
- Hacienda de las Flores (also mentioned above, under recreational facilities), which houses the Moraga Parks and Recreation Department.
- Moraga public library (1500 St. Mary's Road).
- The town's post office (460 Center Street, in the Rheem Center).

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4 | Commuting

This section examines the number of pedestrian and bicycle commuters in Moraga. It uses "journey-to-work" data from the 5-year American Community Survey (ACS), an ongoing survey conducted by the U.S. Census Bureau. The data is from 2009–2013, the most recent five-year period for which ACS data is available. According to the ACS, 3.6% of Moraga workers commuted primarily on foot while 0.4% did so primarily by bike (see Table 1 below). Meanwhile, almost two thirds, 64.8%, drove alone; 6.6% carpooled; 15.5% used public transportation; 8.7% worked from home; and 0.4% used other means. For comparison purposes, Moraga's pedestrian share (3.6%) was higher than Contra Costa County's as a whole (1.6%) and than California's (2.7%). On the other hand, the bicycling share (0.4%) was lower than both the county's (0.5%) and the state's (1.1%).

Table 1 | **Commute mode split**

	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.

The ACS is the best source of travel data for Moraga. However, it has two significant limitations. First, it provides information on the number of commuters but not on the number of trips; more importantly, it also does not provide information on non-work-related travel, which in most communities makes up the large majority of trips. Second, because the numbers of pedestrian and bicycle commuters are small, the margin of error for these estimates is quite large. (Margin of error is a measure of the variability or range of an estimate. The larger the margin, the lower the accuracy of the estimate and the less likely it is to be close to the true value.)

Based on the margins of error for the data, the likely true percentage of pedestrian commuters in Moraga is anywhere between 2.1% and 5.1% while for bicycle commuters it is 0.0–0.8%.

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5 | Traffic collisions

This section analyzes traffic collisions in Moraga involving pedestrians or cyclists. The data for the first part of this section comes from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), a database of traffic collisions as reported to and collected by local police departments and other law enforcement agencies. The analysis covers the period from 2005 through 2014, the most recent ten-calendar-year period for which SWITRS data is available.

SWITRS records

According to SWITRS, there were **19 traffic collisions** during that period resulting in pedestrian or cyclist injuries or fatalities. These collisions resulted in seven pedestrians injured and one killed, and 11 cyclists injured and none killed (see Table 2 at right). It should be noted that one of the pedestrians classified as injured died within two months from complications related to the injury, something not reflected in the SWITRS records. The 19 collisions represent 16% of the 121 collisions in Moraga during 2005–2014 that resulted in traffic victims (the remainder were mostly collisions between two or more cars, resulting in driver injuries or fatalities).

It should be noted that minor collisions, especially those involving property damage only, are less likely to be reported to a police officer and to lead to police response. For this reason, the incidents in SWITRS represent only a portion of all traffic collisions and are more likely to be serious ones, typically involving pedestrians or cyclists being struck by cars.

Of the 19 collisions involving pedestrians or cyclists, 15 (almost 80%) occurred on or at an intersection with one of the town's seven major streets (see the "Street network" section below for a list of these arterials, and see Figure 1 for the locations of the collisions). Seven of the 19 collisions were clustered in a very small area around Moraga Shopping Center, indicating a likely collision hotspot, or area of concern. (This does not necessarily mean that this area is less safe for walking and bicycling; instead, it could mean that more walking and biking occurs there because the shopping center is a key destination for pedestrians and cyclists.)

Table 2 | **Summary of collisions involving pedestrians or cyclists**

	Ped fatal	*Ped injury*	*Bike fatal*	*Bike injury*	*Total*
2005	1			1	2
2006					0
2007		2		2	4
2008				1	1
2009		1			1
2010				2	2
2011		1		1	2
2012		1		3	4
2013		1		1	2
2014		1			1
Total	**1**	**7**	**0**	**11**	**19**

Annual average of collisions resulting in fatalities or injuries: 1.9.
As percentage of all collisions resulting in injuries: 16%.

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The age of the traffic victim is known for 18 of the 19 collisions analyzed. Table 3 categorizes the **victims by age group.** Almost one third (five) were children and more than half (ten) were young or middle-aged adults; one was a young teenager and two were seniors.

Table 3 | **Collisions by age group**

Child (0–12)	5
Young teenager (13–17)	1
Young adult (18–34)	4
Middle-aged (35–64)	6
Senior (65 and older)	2
Total	18

Of the collisions for which the **party at fault** is known, 12 involved adult pedestrians or cyclists. Of these 12 collisions, drivers were the party at fault in nine, bicyclists in two and the pedestrian in one (see Table 4).

Table 4 | **Collisions by party at fault**

Driver	9
Bicyclist	2
Pedestrian	1
Total	12

The **primary collision factor** was reported for 18 of the collisions. The top reason for collisions was failure by a driver to yield the right-of-way to a pedestrian at a crosswalk ("R-O-W ped"), blamed for six collisions, or one third of the total (Table 5). Four collisions were the result of a vehicle (including bikes) failing to yield the right-of-way to another vehicle ("R-O-W auto"). Three collisions were the result of the cyclist riding the wrong way ("Wrong side"). Two were the result of a pedestrian crossing in an unsafe manner. The remaining three collisions resulted from miscellaneous reasons: improper turning by a car, improper passing by a car and speeding by a cyclist.

Table 5 | **Collisions by primary collision factor**

R-O-W ped	6
R-O-W auto	4
Wrong side	3
Ped violation	2
Other	3
Total	18

Lastly, Table 6, below, categorizes the **collisions by time of day.** Of the 19 collisions, eight took place in the mid-to-late morning, seven in the afternoon and four in the evening; none occurred late at night or in the early morning.

Table 6 | **Collisions by time of day**

Mid / late morning (6:00–11:59 am)	8
Afternoon (12:00–5:59 pm)	7
Evening (6:00–11:59 pm)	4
Late night / early morning (12:00–5:59 am)	0
Total	19

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OTS rankings

Each year, the California Office of Traffic Safety ranks the state's cities against other cities with similar-sized populations on various types of traffic safety collisions. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources (including SWITRS).

In 2012—the latest year for which OTS has published rankings—Moraga ranked very highly in terms of traffic safety. Its composite ranking was 105 out of 109 cities in its population group (see Table 7 at right; number 1 in the rankings is considered the "worst").

The town also ranked very highly in terms of collisions involving pedestrians in general, pedestrians under 15 years of age and pedestrians 65 or older. The ranking for collisions involving bicyclists was in the middle of the pack, roughly (68 out of 109) and it was in the worst 20% for collisions involving bicyclists under 15 (17 out of 109).

OTS notes that its "rankings are only indicators of potential problems" and that "there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances."

Table 7 | **Office of Traffic Safety 2012 rankings**

Composite	105
Pedestrians	96
Pedestrians under 15	84
Pedestrians 65 or older	93
Bicyclists	68
Bicyclists under 15	17

Rankings are out of 109, with 1 being the "worst."

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6 | Street network

Rather than conform to a grid, most roads and streets in Moraga curve and wind along natural contours and grades. This contributes to the town's suburban and semi-rural character. However, the lack of a grid, combined with many dead-end streets and cul-de-sacs, limits the connectivity of the network, especially for pedestrians and cyclists.

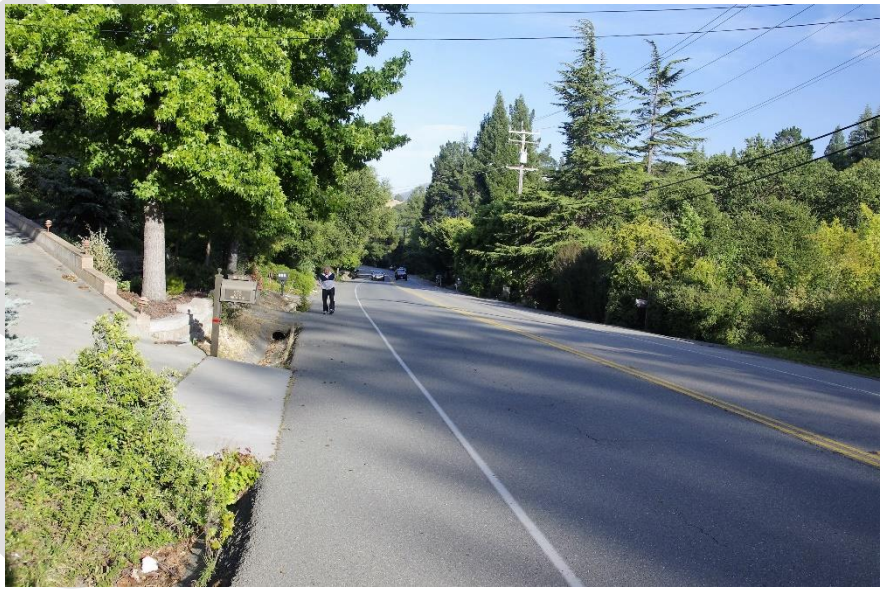
A city's streets may be classified by their function, which typically corresponds with the amount and speed of traffic on them. This functional classification includes, from busiest to least busy: highways, arterials, collectors and local, or residential, streets.

The highest classification in Moraga is arterials, as there are no highways within the town. According to the Moraga General Plan, there are **seven streets designated as arterials;** they form the backbone of Moraga's circulation system. Roughly from north to south, they are:

- Moraga Road
- Rheem Boulevard
- St. Mary's Road
- Moraga Way
- Canyon Road
- Country Club Drive from St. Andrews Drive to Canyon Road
- Camino Pablo

Collectors carry traffic between the arterials and smaller streets. They include such streets as Campolindo Drive, Ascot Drive, Fernwood Drive, Camino Ricardo, Corliss Drive, Larch Avenue and quite a few others. The rest of the network is made up of local streets. These are low-volume, neighborhood-serving streets whose main purpose is to provide access to fronting properties.

Moraga has few traffic lights; they are limited to the arterials mentioned above and are generally found at the intersection of two arterials. None of the traffic lights are equipped with bicycle-detection technology.



Most streets in the town consist of two travel lanes, one in each direction. Not including short sections with turning and auxiliary lanes, there are only three stretches of four lanes:

- Moraga Road between Rheem Boulevard and Corliss Drive
- Moraga Road/Canyon Road between St. Mary's Road and just south of Camino Pablo Moraga Way
- Country Club Drive from School Street to Canyon Road

The posted speed limit on the arterials is 35 mph, except on Country Club Drive and Camino Pablo and near schools and other low-speed zones, where it is 25 mph. The speed limit on the non-arterials is generally 25 mph.

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7 | On-street pedestrian facilities

The main on-street facilities for walking are sidewalks and crosswalks. While many of the arterials and collectors in Moraga have sidewalks, in many cases they are only on one side of the road, are discontinuous or have sections of substandard width. Marked crosswalks are included at key intersections, but there is often a long distance between crosswalks, limiting their convenience for users. Many of the residential streets also have sidewalks on at least one side; few have marked crosswalks, except at crossings with arterials and collectors. In addition, in recent years, the Town has been installing curb ramps at key locations to improve access for persons with disabilities.

Moraga, like most cities, does not have a comprehensive inventory of sidewalks and crosswalks. Comprehensive inventories are not essential for long-range planning purposes. For the existing conditions inventory, only a general survey was conducted of pedestrian facilities around the town's two commercial areas and the public schools, as it was expected that most of the public's needs and concerns related to walking would focus on these areas. The main findings of this general inventory are summarized below. The condition and functionality of specific sidewalk segments and street crossings were examined more closely as part of later tasks in the planning process. Those more detailed examinations were guided by the needs and concerns identified by the community and were conducted with an eye toward recommending specific pedestrian improvements.

Rheem Valley Shopping Center

- Moraga Road: Sidewalks on both sides.
- Rheem Boulevard: Sidewalk on one side.
- Other: Traffic lights at Moraga Rd/Rheem Blvd and at Rheem Boulevard/Center Street; many driveways on both streets.

Moraga Shopping Center

- Moraga Road: Sidewalks on both sides.
- Moraga Way: Sidewalks on both sides mostly.
- Country Club Drive: Sidewalks on both sides mostly.
- School Street: Sidewalk on one side.
- Viader Drive: Sidewalks on both sides mostly.
- Other: Traffic lights at Moraga Road/Moraga Way and at Moraga Road/St. Mary's Road; marked crosswalks and driveways throughout.

Campolindo High

- Moraga Road: Sidewalk on one side.
- Campolindo Drive: Sidewalk on one side.
- Other: Traffic light and yellow-ladder crosswalk at Moraga Road/Campolindo Drive.

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Donald Rheem Elementary

- Donald Drive: Sidewalk on one side.
- Laird Drive: Sidewalk on one side mostly.
- Ascot Court: Sidewalk on both sides.
- Ascot Drive: Sidewalk on both sides.
- Other: Mid-block footpath connecting Ascot Court to the school (also mentioned in the section below on off-street facilities).

Los Perales Elementary

- Corliss Drive: Sidewalk on one side
- Warfield Drive: No sidewalks.
- Sullivan Drive: No sidewalks.
- Camino Ricardo: Sidewalk on both sides.
- Other: Mid-block footpath connecting Camino Ricardo to the school.

Camino Pablo Elementary

- Camino Pablo: Sidewalk on one side.
- Larch Avenue: No sidewalks.
- Other: Yellow-ladder crosswalks and specially textured and colored crosswalks in the immediate school area.
- Also: Mid-block footpaths connecting Larch Avenue to the school; and Gaywood Place and Kazar Court to Camino Pablo.

Joaquin Moraga Intermediate

- Canyon Road: Sidewalks on both sides.
- Camino Pablo: Sidewalk on one side.
- Rimer Drive: Sidewalks on both sides.
- Other: Yellow-ladder crosswalks and specially textured and colored crosswalks in the immediate school area.
- Also: Mid-block footpaths connecting School Street to Canyon Road and Rimer Drive to the school.

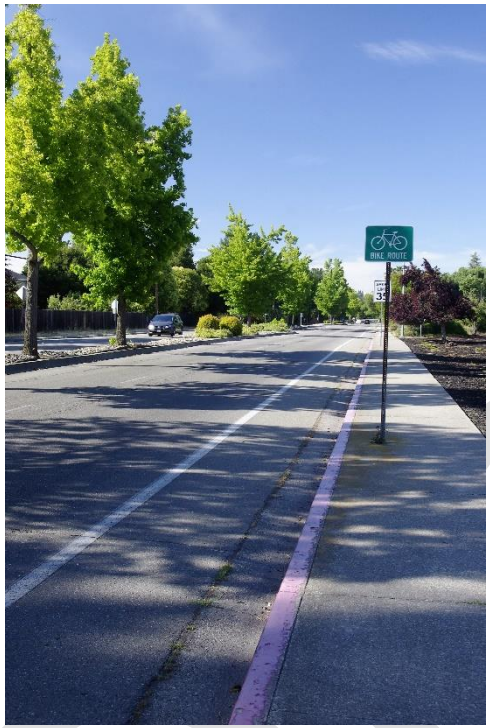
Miramonte High

- Moraga Way: Sidewalk on one side.
- Ivy Drive: Sidewalk on one side.
- Other: Yellow-ladder crosswalks at Moraga Way and Ivy Drive.

The Town does not have dedicated policies and procedures for the construction, installation or maintenance of pedestrian facilities. Instead, it performs maintenance and repairs on an as-needed basis; and constructs sidewalks and installs crosswalks and curb ramps on an as-needed basis or as part of larger public works projects. Some streets and sidewalks in the commercial areas and in certain subdivisions are privately owned and maintained.

Draft

8 | On-street bicycle facilities



Moraga lacks a comprehensive network of on-street designated bikeways, though there are facilities for cyclists on several streets. Namely, all the arterials (listed in the earlier section on the town's street network) have stretches of bike lanes, relatively wide shoulders or bike routes, which have some bike signage and pavement markings but no dedicated lane or area for cyclists, typically because parking is allowed on the shoulders. The quality and functionality of these bikeways vary greatly. Deficiencies include, generally, discontinuity of facilities; and more specifically, lack of signage and pavement markings, narrow shoulders, shoulders on which parking is allowed, and segments of poor pavement quality.

Because of these deficiencies, it is unclear which roadway segments meet Caltrans standards for bike lanes (known as Class II facilities) and bike routes (Class III). However, it appears that the extent of Moraga's on-street bikeways can be categorized as follows:

- Bike lanes on Moraga Road from the Lafayette border to Moraga Way (intermittent) and continued on Canyon Road from Moraga Way to Constance Place.
- Bike lanes on Moraga Way from the Orinda border to Moraga Road/Canyon Road.
- Bike route on Camino Pablo from Canyon Road to the County border.

It is important to note that, whether bicycle facilities are present or not, cyclists may use any public street in Moraga like any other vehicle.

The main bicycle connector to Orinda is Moraga Way. Access to Lafayette is provided mainly on the Lafayette-Moraga Regional Trail.

The Town conducts routine maintenance of roadway surfaces but does not give maintenance priority to roadways with bicycle facilities. It does not have dedicated policies and procedures for the maintenance of on-street bike facilities and instead performs maintenance and repairs on an as-needed basis. The Town has not implemented any major bicycle projects recently, but it spends an undetermined amount of funds in any given year to resurface streets, to fill in potholes, and for other street maintenance projects that benefit cyclists.

Draft

9 | Off-street facilities

While the Lafayette-Moraga Regional Trail is the best known, Moraga has a number of other popular off-street walking, jogging and biking trails. The town's trail system is inventoried in the "Moraga Area Trails Guidebook 2014," published by the Moraga Park Foundation. The guidebook lists the following trails in and on the outskirts of Moraga:

- Cindy Waxman Trail: At Hacienda de las Flores. Connects to Mulholland Preserve.
- Mulholland Ridge Trail: Along Donald Drive on the Orinda/Moraga boundary, starting from the Hacienda parking lot. Bicycles allowed on paved areas only.
- Lafayette Reservoir trails: Paved lakeside trail and unpaved rim trail, with connectors between the two. Accessible from a trail at the end of Paseo Grande.
- Lafayette-Moraga Regional Trail: From Lafayette to the Valle Vista staging area, off Canyon Road just outside the town. Runs through the center of town parallel to St. Mary's Road, School Street and Canyon Road. Part of the Lamorinda Trail Loop, which connects Moraga, Lafayette and Orinda, mostly along on-street bikeways. There are several trailheads, and the trail itself is well signed but there are no signs pointing to the trail.
- Old Moraga Ranch Trail: From Bollinger Canyon Road/Las Trampas Creek, behind Saint Mary's College, to the Rocky Ridge Trail, south of Rancho Laguna Park. There are several trailheads.
- Connector between Rancho Laguna Park and Rocky Ridge Trail: Accessible from the back of Rancho Laguna Park. East Bay Municipal Utility District (EBMUD) trail use permit is required.
- Kings Canyon Trail: Along the north side of Upper San Leandro Reservoir. Connects to, and forms a loop with, the Rocky Ridge Trail. EBMUD trail use permit required.
- Redwood Trail: Runs west from the Valle Vista staging area. EBMUD trail use permit required.
- Riche Trail: Short loop south of the Valle Vista staging area. EBMUD trail use permit required.
- Rimer Creek Trail: Runs behind Joaquin Moraga School and along Rimer Creek, and connects to the Rocky Ridge Trail. Accessible from the Valle Vista staging area. EBMUD trail use permit required.
- Rocky Ridge Trail: Runs southeast of the Valle Vista staging area to the Kings Canyon Trail then northeast behind Rancho Laguna Park to Buckhorn Creek. EBMUD trail use permit required.

In addition to the trails listed above, there are footpaths in Moraga Commons, Rancho Laguna Park and Hacienda de las Flores. Also, Moraga has a number of footpaths that run through residential blocks. They serve as valuable shortcuts for pedestrians, with several providing connections to schools. The footpaths, identified by the streets or destinations they connect, are:

- Calle la Montana and Lafayette Reservoir Recreation Area
- Ascot Court and Donald Rheem Elementary

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- Camino Ricardo and Los Perales Elementary
- School Street and Canyon Road
- Rimer Drive and Joaquin Moraga Intermediate
- Gaywood Place and Camino Pablo
- Larch Avenue and Camino Pablo Elementary
- Kazar Court and Camino Pablo
- Tharp Drive and Walford Drive

The trails and footpaths mentioned above are on the property of and maintained by, variously, the Town, East Bay Regional Park District, East Bay Municipal Utility District and private property owners. For its part, the Town does not have dedicated policies and procedures for the maintenance of trails or footpaths and instead performs maintenance and repairs on an as-needed basis. The Town has not implemented any major trail projects recently, but it spends an undetermined amount of funds in any given year on minor trail maintenance and repair.

10 | Bicycle parking

The Town has not installed bicycle parking racks on sidewalks or elsewhere in the public right-of-way but has installed them at most of its public facilities. There are racks at the Town offices, the new Town Council chambers and community meeting room, Moraga Library, Moraga Commons Park, Hacienda de las Flores and Rancho Laguna Park. Some businesses in the two commercial areas—Rheem Valley and Moraga Shopping Centers—have provided parking racks at their location. Saint Mary's College has recently installed additional bike racks around campus to supplement existing ones.

Housing developments in the Moraga Center Specific Plan Area are required to provide bicycle parking "consistent with anticipated need" (Municipal Code 8.34.070). Meanwhile, the Town's Design Guidelines encourages the commercial centers to maintain permanent bicycle racks (guideline CC1.7).

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11 | Programs and activities

While facilities such as sidewalks, bikeways and trails are critical to the pedestrian and bicycling experience, also valuable are non-infrastructure programs and activities. These typically can be categorized under the areas of education, safety, encouragement, promotion or enforcement. Such programs and activities are few in Moraga. They have not been a high priority for the Town historically, and have suffered from limited resources and insufficient coordination among agencies and organizations.

Bike to Work Day has been celebrated in Moraga since at least 2012, with the presence of "energizer stations," where volunteers have given away refreshments, bike commuting information and, of course, encouragement to cyclists on their morning commutes. In 2015, there were two energizer stations in Moraga: one sponsored by the Town, at the corner of St. Mary's Road and Rheem Boulevard; and a second one sponsored by Saint Mary's College, at the entrance to the college.

Another example is walking and biking guidebooks and maps. The Moraga Park Foundation (MPF) is an all-volunteer organization that funds improvements to park facilities in Moraga and supports recreational programs. With assistance from the Moraga Parks and Recreation Department, East Bay Municipal Utility District and East Bay Regional Park District, MPF publishes the "Moraga Area Trails Guidebook." The second version appeared in 2014.

Moraga's Public Works Department makes "Transportation Action Request" forms available (including online), through which the public can report problems related to traffic and circulation, and suggest changes or improvements. Requests for traffic-calming measures must include the names and signatures of adult property owners representing at least five properties in the neighborhood.

The Town's Traffic Calming Guide (2008; updated in 2010) outlines the process for identifying and implementing specific calming measures. It provides for traffic-calming tools and methods at three levels of cost and complexity:

- Level 1: Education and enforcement. Typical methods include neighborhood-specific education and increased police presence.
- Level 2: Changes to signage or pavement markings, including stop signs and crosswalks.
- Level 3: Generally physical modifications to a street, such as curb extensions and raised crosswalks.

For its part, the Police Department trains its officers on pedestrian and bicycle safety issues. The department has conducted public outreach campaigns on such issues, most recently to inform drivers about the new state law requiring at least three feet of clearance when passing cyclists. The department uses specially equipped mountain bikes to patrol special events as well as the town's parks and shopping centers. Also, from time to time, the Lafayette, Moraga, and Orinda police departments collaborate on the "Slow Down Lamorinda" campaign to address speeding and other traffic-safety violations with targeted enforcement efforts.

Lastly, the Moraga School District has a list of links to safety-related resources on its website. The list includes resources on walking to school and biking to school.

Draft

12 | Integration with other modes

Walking and bicycling become more practicable the better they are integrated with other modes, or forms, of transportation, especially transit. There are **two BART stations** within approximately five miles of the center of Moraga: the Orinda and Lafayette stations. Both BART stations have ample bicycle parking in the form of racks and lockers. In addition, BART has recently updated its policies to relax restrictions on carrying bikes on trains during commute hours, although some limitations still apply.

According to BART's most recent Station Profile Study (2008), 25% of riders at the Orinda station on an average weekday who are coming from home, or 523 people, live in Moraga. The comparable figures for the Lafayette station are 6% of riders and 159 people. Given the relatively short distances involved from Moraga to the two stations, this is a travel "market," or pattern, that bicycling could tap into if better on-street facilities were available.

There is **one regular bus line** serving Moraga: County Connection's Route 6. It travels between the Orinda and Lafayette BART stations, including on weekends, with stops along Moraga Road, St. Mary's Road and Moraga Way. To accommodate heavier ridership, County Connection provides two supplemental routes that operate on days when schools are in session, and with schedules limited to a few hours before and after school. These are Route 603, serving Saint Mary's College and Campolindo High; and Route 606, serving Saint Mary's College and Miramonte High.

Lastly, County Connection also operates Route 250, the Saint Mary's College **"Gael Rail" shuttle.** The shuttle runs every hour between the college and Lafayette BART station once regular bus service has stopped for the day. All County Connection buses are outfitted with wheelchair lifts or ramps and with front-mounted racks for two bikes.

There is an **informal casual-carpool pick-up area** near the corner of Moraga Way and School Street, in the Moraga Shopping Center, for people looking to share a ride over the Bay Bridge to San Francisco.

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13 | Related plans

The Moraga Walk | Bike Plan will be the main document addressing walking and bicycling in the town. However, there are several other planning documents and efforts that have, or could have, a bearing on non-motorized transportation in Moraga. These plans were reviewed for purposes of identifying recommended projects and specific, "actionable" policies that could be carried over into the Walk | Bike Plan or otherwise be reflected in it. The main plans that were reviewed are listed and summarized below. Unless noted otherwise, the plans refer to Moraga documents:

- 2004 Moraga Bicycle and Pedestrian Plan
- General Plan (2002)
- 2014–2019 (Five-year) Capital Improvement Program (2014)
- Climate Action Plan (2014)
- Bicycle Safety Assessment (2015)
- Livable Moraga Road (in progress)
- Moraga Center Specific Plan (2010) and Implementation Project (in progress)
- Parks and Recreation Master Plan (2007)
- Contra Costa Countywide Bicycle and Pedestrian Plan (2009)
- Lamorinda Action Plan (2014)
- Lamorinda Service Plan (in progress)
- Orinda Bicycle, Trails and Walkways Master Plan (2011)
- Lafayette Bikeways Master Plan (2006)

2004 Moraga Bicycle and Pedestrian Plan

The MBPP is the Town's original bicycle and pedestrian plan, which the Walk | Bike Plan will supersede. The MBPP includes helpful tools such as planning and design guidelines for pedestrian and bicycle facilities; a description of common funding sources for pedestrian and bicycle improvements; and unit cost estimates for facilities and projects. It does not include specific recommended pedestrian improvements or support programs; instead, it outlines general types of improvements and programs than jurisdictions like Moraga may consider. In terms of bikeways, the MBPP proposes a dozen projects but they lack specificity and consist almost entirely of trail segments. One of the objectives of the current Walk | Bike Plan effort is to address the MBPP's shortcomings by providing specific recommendations with a focus on on-street facilities, both for pedestrians and cyclists.

General Plan (2002)

The General Plan is intended to guide the town's long-term physical development. It does not propose specific projects to improve walking and biking; however, it does contain numerous policies—particularly in the Circulation Element or chapter—that are supportive of these modes. The most relevant policies are listed below; some have been edited for brevity. ("CD" refers to policies in the Community Design Element; "C" in the Circulation Element; and "FS" in the Community Facilities and Services Element.)

- CD2.3 Commercial Centers as Community Places. Encourage design improvements at the Moraga Center and Rheem Center to create a stronger pedestrian orientation.
- CD2.5 Connections. Designate pedestrian and bicycle routes that connect selected public places with each other and with residential neighborhoods, schools, and commercial centers.

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- CD5.1 Location. Locate new multi-family developments in close proximity to commercial centers, transit stops, and community facilities such as parks and schools, with site design and landscaping to create buffers between adjacent uses while providing connection to pedestrian and bicycle paths.
- CD6.3 Pedestrian Orientation. Create a safe, inviting and functional pedestrian environment in commercial areas, with interconnected walkways and pedestrian amenities. Where pedestrian paths cross parking areas or vehicle lanes, give clear priority to pedestrians through pavement markings, differentiation in the pavement surface, and signage.
- C1.1 Roadway Engineering and Maintenance. Apply standard engineering principles in the design, construction and maintenance of all roadways to make them safe for all users. In support of community design and environmental goals, consider allowing narrower street widths, consistent with Town standards, when it can be demonstrated that public safety concerns are adequately addressed.
- C1.6 Street Maintenance. Conduct street maintenance at reasonably high standards to avoid long-term repair and replacement costs and to ensure a safe and comfortable street system.
- C1.9 Traffic Enforcement. Provide sufficient resources to maintain a high level of traffic safety through law enforcement.
- C1.10 Traffic Education. Disseminate traffic educational materials to transportation users to encourage ridesharing, bus transit, and the safe use of streets and highways.
- C4.1 Pedestrian Circulation. Provide a safe, continuous and connected system of pedestrian pathways through the Town, including sidewalks, paths, trails and appropriate crosswalks along all principal streets.
- C4.2 Bicycle Circulation. Develop a complete bicycle system with direct, continuous, interconnected pathways between residential and commercial areas, community facilities, commuter corridors and transit hubs.
- C4.4 Trip-Reduction Strategies. Encourage young people to bike, walk or take the school bus to school.
- FS3.6 Access for People of All Abilities. Design and manage park and recreation facilities, including trail facilities, so that people of all abilities can access and enjoy Moraga's recreational opportunities.
- FS3.20 Trails Master Plan. Implement the Moraga Trails Master Plan through ownership and easements to establish and maintain a comprehensive trails network in the Town. Adjust the plan as necessary to take advantage of any new trail opportunities that may arise.
- FS3.21 Trail Design and Maintenance. Consider the following when planning, designing, implementing and maintaining trail facilities: environmental impacts, fiscal impacts, safety and use of fire trails.
- FS3.22 Regional Trail System. Encourage and cooperate with other jurisdictions and agencies to develop and maintain a unified regional trail system, including hiking, biking and equestrian trails. Support development of regional trail projects such as the Bay Ridge Trail.

The General Plan includes many implementing programs for putting the plan's goals and policies into action. Several of these are relevant to walking and bicycling:

- Scenic Corridor Design Guidelines: Should address, among other issues, pedestrian-oriented lighting and sidewalk design along the frontage of residential and commercial areas.
- Residential Design Guidelines: Should address the pedestrian environment.

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- Multi-Family Residential Design Guidelines and Commercial Design Guidelines: Should address the pedestrian environment and pedestrian and bicycle linkages.
- Pavement Management Program: Maintain a pavement management program to identify and prioritize maintenance projects in the Town's Annual Budget. Maintenance should also include regular cleaning of bicycle routes to remove debris and poor pavement conditions that discourage bicycle riding.
- Transportation Systems Management Plan: Review and Update the Town's Transportation Systems Management Plan to identify/define level-of-service standards for traffic operations, reflecting service levels for all street users.
- Pedestrian, Bicycle and Trails Master Plan: Review, update and expand upon the Town's 'Trails Master Plan' to provide a comprehensive plan for addressing pedestrian and bicycle circulation issues as well as recreational trail use. The updated and expanded Plan should, among other things, actively involve the public in the process; establish annual priorities for trail construction as well as pedestrian and bicycle improvements, and identify the resources to build them; and review pedestrian circulation issues to identify constraints to walking, develop improvement plans at constrained locations, and incorporate pedestrian enhancement projects into the Town's Annual Budget.
- Bollinger Canyon Special Study: Consider opportunities for pedestrian, bicycle and transit access from the site to the Town center.
- Lamorinda Transportation Planning: Coordinate with Lafayette, Orinda, and the County to seek to expand and enhance pedestrian and bike corridor connections.
- Traffic Safety Education Program: Conduct a traffic safety and education program to educate elementary school students on traffic safety and adults on courteous driving behavior.

2014–2019 (Five-year) Capital Improvement Program (2014)

The Capital Improvement Program (CIP) outlines the Town's current and long-term needs in terms of substantial construction projects and equipment purchases. The most recently adopted five year CIP proposes a number of pedestrian- and bicycle-related projects. These projects, including their budgeted amount(s) and the fiscal year(s) for which they are budgeted, are:

- Rancho Laguna Park pathway improvements ($70,000 in Fiscal Year 2015/16)
- Various trail development and improvement projects ($4.5 million, with funding available at a date to be determined or "unscheduled")
- Parks, trails, Hacienda and open space survey ($15,000 in FY15/16)
- Canyon Road bicycle improvements from Constance Place to the County border ($570,000, TBD/unscheduled)
- Bicycle and Pedestrian Master Plan Update, which is the subject of this existing conditions report ($73,000 in FY14/15)
- Moraga Center pedestrian and bicycle improvements ($60,000 in FY15/16; $750,000, TBD/unscheduled)
- Moraga Road pedestrian improvements ($40,000 in FY14/15; $120,000, TBD/unscheduled)
- Moraga Way bicycle and pedestrian improvements ($87,000, TBD/unscheduled)
- Rheem Boulevard bicycle and pedestrian improvements, from Moraga Road to St. Mary's Road ($259,000, TBD/unscheduled)
- Rheem Boulevard bike route improvements, from the Orinda border to Moraga Road ($44,000, TBD/unscheduled)
- ADA compliance streets program ($10,000 annually)

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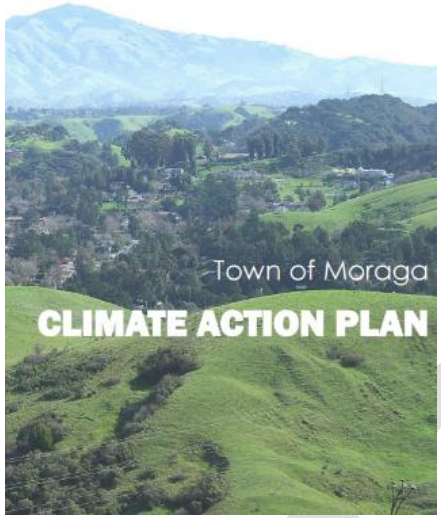
Climate Action Plan (2014)

This is the Town's roadmap for reducing greenhouse gas emissions. Under the Land Use & Transportation (LU&T) category, the plan contains a number of strategies to promote or facilitate walking and biking:



- Identify commercial and public areas that lack appropriate levels of bicycle parking and install the needed facilities, as funding is available (under policy LU&T.1).
- Amend the zoning ordinance to require adequate bicycle parking for tenants, employees, and customers in new residential and non-residential development (LU&T.1).
- Require new bike paths through all new developments as Conditions of Approval (LU&T.1).
- Implement road improvements such as landscape medians and street corner bulb outs to improve pedestrian safety, lower traffic speeds and improve the pedestrian and bicycle environment (LU&T.2).
- Ensure that sidewalks or other bicycle and pedestrian facilities on major roadways are continuous and complete, and implement the Americans with Disabilities Act improvements, such as installation of curb ramps at intersections (LU&T.2).
- Require new and redeveloped street designs to be "complete streets" that address the needs of all users where appropriate (LU&T.2).
- Work with schools to create trip reduction programs that encourage walking, bicycling, carpooling, and public transit use. Specific attention will be placed on expanding the walking school bus programs throughout the community, where children walk to school in adult supervised and school coordinated groups (LU&T.2).
- Expand the Safe Routes to School program to encourage students to use alternative modes of transportation to get to and from school. Focus on infrastructure improvements surrounding schools on Town-maintained streets (LU&T.2).
- Require new residential and non-residential development to develop a transportation demand management plan and ongoing program that provides incentives to individuals to utilize alternative means of transportation (LU&T.7).
- Through education and outreach, encourage existing employers to provide bicycle facilities and other incentives to reduce vehicle miles traveled (LU&T.7).

Bicycle Safety Assessment (2015)

With the help of consultants, the Institute of Transportation Studies' Technology Transfer Program at the University of California, Berkeley, conducted a Bicycle Safety Assessment (BSA) for the Town. Based on a one-day field visit and a thorough phone interview of Moraga staff, the BSA suggested physical improvements and policy changes to improve bicycle safety and accessibility in the town. The BSA recommended specific improvements on four street segments, chosen as representative of a variety of street conditions of interest:

- Moraga Road/Canyon Road, between St. Mary's Road and Camino Pablo.
- Camino Pablo between Canyon Road and Shuey Drive.
- Rimer Drive between Shuey Drive and Camino Pablo.

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- The (private) main access driveway through the Moraga Shopping Center.

The BSA's recommendations were considered in the formulation of recommended projects and programs for the Walk | Bike Plan.

Livable Moraga Road (in progress)

This planning effort seeks to improve the function, character and livability of Moraga Road between Campolindo High School and St. Mary's Road. The project seeks to address traffic flow, safety and connectivity for all users; connections to neighborhoods, schools and shopping areas; and the design and character of the roadway as a gateway to the town and key destinations within it.

In June 2016, the Town Council endorsed a preferred project alternative including a continuous multi-use path from the high school to Moraga Commons; bike lanes and sidewalks; new pedestrian crossings; various intersection improvements at Rheem Boulevard, Corliss Drive and St. Mary's Road; and working with the school district to improve congestion around Campolindo High School. The recommendations of the Livable Moraga Road project, as endorsed by the Town Council, have been integrated into the Moraga Walk | Bike Plan.

Moraga Center Specific Plan (2010) and Implementation Project (in progress)

The Moraga Center Specific Plan (MCSP) proposes to establish a pedestrian-oriented commercial and residential district in the center of Moraga, at the intersection of Moraga Road and Moraga Way. The plan envisions a network of sidewalks and trails to facilitate walking and biking in the area, and acknowledges the opportunity to improve the Lafayette-Moraga Regional Trail between St. Mary's Road and Country Club Drive. For its part, the Implementation Project is in the process of developing new zoning and design policies and standards to resolve inconsistencies with existing ones, so as to enable implementation of the MCSP. Among the aspects covered in the new zoning regulations are "Walkable Neighborhood" standards addressing issues such as thoroughfare design and civic spaces to ensure that new projects incorporate these features in the interest of creating a walkable and bikeable town center.

Parks and Recreation Master Plan (2007)

This is a comprehensive plan for the development of parks and other recreational opportunities in the town. One of the plan's key recommendations is the creation of an internal network of soft- and hard-surfaced trails to give residents access to EBRPD and EBMUD trails. Related and other recommendations include:

- Implement ADA accessibility improvements, expand bike amenities and improve existing trails at Hacienda de las Flores.
- Expand bike amenities at Moraga Commons.
- Develop trails and amenities at Mulholland Preserve.
- Expand bike amenities at Rancho Laguna Park and renovate the creekside with ADA-accessible pathways.
- Develop an ADA Transition Plan.
- Maximize donations, grants, and partnerships to increase the resources available for parks and recreation.

Draft

Contra Costa Countywide Bicycle and Pedestrian Plan (2009)

This plan designates a countywide network of existing and proposed bikeways, both on- and off-street, to connect residential neighborhoods throughout the county with employment and shopping centers, schools, parks, transit hubs, downtowns and other key activity centers. The network includes the following segments within Moraga (listed roughly from north to south):

- Moraga Road south of the Lafayette border
- Rheem Boulevard west of Moraga Road
- Lafayette-Moraga Regional Trail
- Moraga Way

Lamorinda Action Plan (2014)

This plan assesses regional transportation issues in Orinda, Lafayette, Moraga and unincorporated Contra Costa County, serving as a guide for transportation planning in the area through the year 2040. It also provides a framework for regional transportation goals, policies and objectives.

Importantly, the plan identifies Moraga Way, Moraga Road and the Lafayette-Moraga Regional Trail as "Interjurisdictional Routes" in recognition of the important role they play in connecting the three Lamorinda cities. The plan specifies projects and programs—including improved pedestrian and bicycle amenities—intended to promote the safety and reliability of these routes while increasing multimodal mobility within the region.

The plan proposes the following actions related to pedestrian and bicycle facilities and safety within Moraga for all three of the interjurisdictional routes mentioned above (Moraga Way, Moraga Road and the Lafayette-Moraga Regional Trail):

- Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network (proposed action 3.02).
- Improve and/or add sidewalks and/or pedestrian pathways (3.03).
- Support pedestrian and bicycle improvements including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand (3.04).
- Support the development of regional bicycle facilities (3.06).
- Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda (3.07).
- Explore the feasibility of widening existing pedestrian/bike facilities where appropriate to accommodate demand and where technically and financially feasible. Improve north–south bicycling by providing a continuous bikeway facility to address the gap created by the Pleasant Hill Rd/Taylor Blvd split (3.10).
- In addition, the plan proposes the following actions for one or two of the interjurisdictional routes:
- Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor (for Moraga Way and Moraga Road; 3.08).
- Improve pedestrian connectivity to multi-use trails (for Moraga Road and the Lafayette-Moraga Regional Trail; 3.09).
- Improve Lafayette-Moraga Regional Trail street crossings and striping (3.11).
- Encourage commute use of the Lafayette-Moraga Regional Trail and other trail systems as they are developed (3.12).

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Lamorinda Service Plan (2016)

The plan was a joint effort by Orinda, Lafayette and Moraga, initiated in 2014, to identify and investigate different transportation alternatives in the Lamorinda area. The project included community outreach in the form of a survey receiving over 1,600 responses revealed strong support for increased County Connection transit frequency and BART station accessibility. Residents also expressed a strong desire to improve the bicycle and pedestrian facilities adjacent to schools to provide safe routes for students. Recommendations of the study include increasing transit frequency, increasing availability of school bus services, and developing improved non-fixed route transit options for seniors and disabled residents.

Lafayette Bikeways Master Plan (2006)

The plan designates a bikeway network for the city that incorporates the Lafayette-Moraga Regional Trail and proposes a signed bike route on St. Mary's Road to the Moraga border. These are the only bikeways in the city's network that reach Moraga.

Orinda Bicycle, Trails and Walkways Master Plan (2011)

Orinda's plan proposes several projects near the border with Moraga, in the vicinity of Miramonte High School:

- Consider replacing on-street parking on one side of Ivy Drive with a sidewalk.
- Install a signed bike route with "sharrows" on Ivy Drive (sharrows are pavement stencils denoting shared-use travel lanes for drivers and cyclists; see image at right).
- Construct a sidewalk on Moraga Way from the Miramonte High School entrance to El Camino Moraga and work with the Town of Moraga to construct a sidewalk from Ivy Drive to the bus stop on the northeast side.

- Construct a pedestrian bridge across Moraga Creek from Moraga Way to Miramonte High School, near the tennis courts.
- Intersection improvements at Moraga Way / Ivy Drive (install truncated domes on all corners, construct a pedestrian landing pad on the southwest corner, provide for bicycle detection at the signal and re-time the traffic signal to 2.8 feet per second).

In addition, the plan suggests a pedestrian walkway along Moraga Way between downtown Orinda and the Moraga border. The proposal is qualified as a more ambitious "vision" project, for having significant environmental impacts or being too costly, complex or controversial. Lastly, the plan suggests coordinating with Moraga and Lafayette in the creation of a regional webpage with resources for pedestrians, cyclists and hikers.

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3 | Needs Assessment

1 | Chapter overview

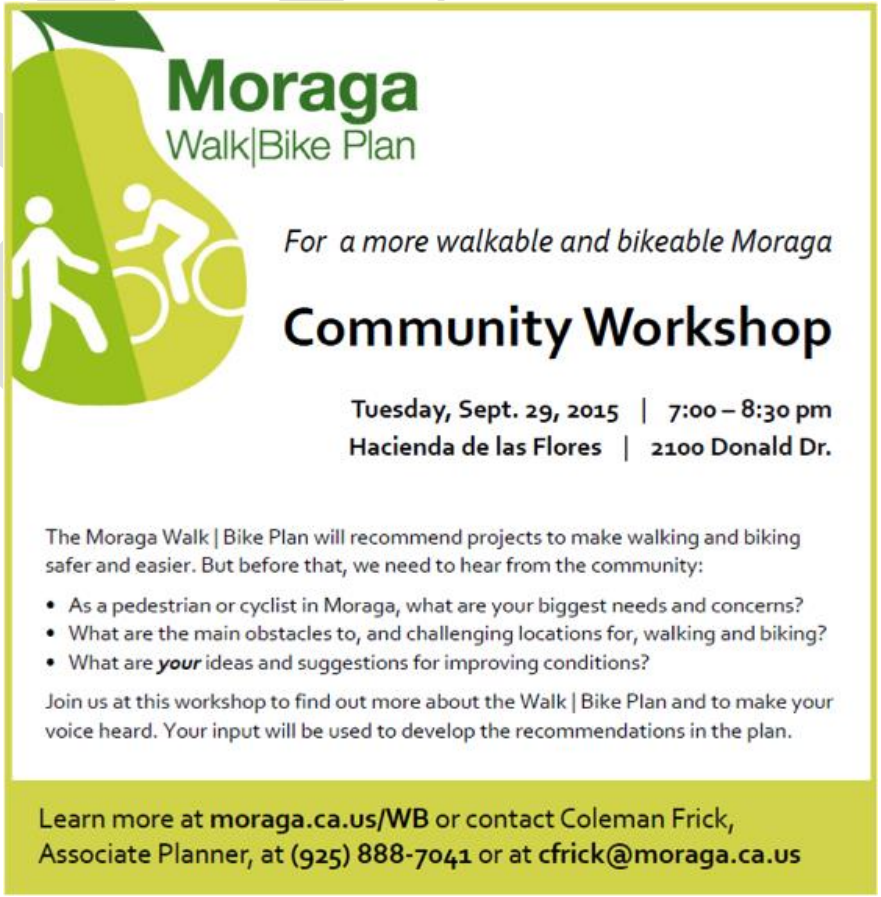
The second task in the development of the Moraga Walk | Bike Plan—following the inventory of existing conditions—was the needs assessment. This task consisted of gathering information from the general public and from key stakeholders on the needs and concerns of local pedestrians and cyclists; the barriers, obstacles and challenges to walking and biking in Moraga; specific problem areas and locations; and ideas and suggestions for improving conditions.

This chapter describes the various opportunities that the Town made available for the public to provide input on needs. More importantly, the chapter presents and summarizes the approximately 1,500 comments received through the various channels for public input. These comments were used during the next task in the Walk | Bike Plan process to develop a set of recommended physical and non-physical improvements to enhance walking and biking in Moraga.

2 | Opportunities for public input

Community input on needs was gathered through the following nine channels:

- **Community survey,** administered primarily online, which ran for nearly five weeks, from Sept 1 through Oct 4, 2015.
- Supplemental **student survey,** administered online, which ran for ten days, from Nov 13 through Nov 22, 2015.
- **Interactive map** on which people could post comments. The map was open for comments the same period as the survey.
- **Meeting of the Citizens Advisory Committee** for the plan held on September 22, 2015.
- **Public workshop,** held on Tuesday, September 29, 2015.
- **Group bike ride** on Saturday, October 3, 2015.
- Hearing at the **Town Council meeting** of October 14, 2015.
- **NextDoor,** a neighborhood-based social-media site.
- By **email** to Town staff.



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In order to inform and engage the public, the opportunities for participation listed above were announced and publicized in numerous ways:

- Webpage for the Walk | Bike Plan on the Town's website (www.moraga.ca.us/WalkBikeMoraga).
- Initial mass email in early September to the project's email list and reminder emails in mid-September and again in late September.
- Posts on the Town's Facebook page and on NextDoor (through the Town's account).
- Message on the Town's electronic marquee (situated on Moraga Road across from Commons Park).
- Flyers distributed by Planning Department staff from their booth at the recent Pear Festival (September 26, 2015).
- Paid advertisement in the September 23, 2015 issue of Lamorinda Weekly (see image below).
- Emails to Parent–Teacher Association members, to representatives of the Acalanes and Moraga school districts and, through these representatives, to the students.
- Emails to the Sustainability Coordinator at Saint Mary's College and to representatives of local civic organizations (namely Moraga Citizens Network, Moraga Juniors and Moraga Movers) with a request that the Town's announcement be forwarded to their members or constituents.
- Emails from Town staff to appropriate representatives of potentially interested public agencies. Contacted agencies included the City of Lafayette, City of Orinda, Contra Costa County, Contra Costa Transportation Authority, East Bay Regional Park District and East Bay Municipal Utility District.

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3 | Key themes from the comments

While it is difficult to effectively summarize approximately 1,500 comments in a few sentences, several themes emerged from the needs assessment process as especially important areas of concern regarding walking and biking in Moraga. These themes were:

- A very high percentage of comments and concerns involved just five streets: **Moraga Road, Rheem Boulevard, St. Mary's Road, Moraga Way and Canyon Road.** All five are among the town's seven arterials. Among these streets, Moraga Road attracted the most comments by a fairly wide margin.

- Many other comments related to what could be considered a **second tier of streets of concern.** These include Moraga's two other arterials—Country Club Drive and Camino Pablo—and several of the town's collector streets, particularly Corliss Drive, Bollinger Canyon Road and Larch Avenue.

- The **main issues and concerns regarding these streets** were:
  - Lack of, and gaps or discontinuities in, sidewalks and bikeways (namely bike lanes and shoulders).
  - Driver behavior, especially speeding and distracted driving.

- In terms of **destinations,** access to Moraga Shopping Center and the streets near and surrounding it attracted the most comments; this is not surprising, since the shopping center is perhaps the main destination in town, not only for drivers but also for pedestrians and cyclists. Other destinations that drew numerous comments include Rheem Center, Commons Park and the public schools, especially Campolindo High.

- The main **pedestrian-related needs or concerns** expressed through the comments were:
  - Lack of, and gaps or discontinuities in, sidewalks.
  - More paths and trails to connect to more destinations, and easier access to existing trails.
  - More visible or otherwise safer crosswalks at key crossings.
  - Speeding and distracted driving.
  - Lack of respect for pedestrians by cyclists on shared-use trails, particularly on the Lafayette-Moraga Trail.

- The main **bicycling-related concerns** were:
  - Lack of, and gaps or discontinuities in, bike lanes and shoulders; also inadequate maintenance of the existing lanes and shoulders.
  - More paths and trails to connect to more destinations, and easier access to existing trails.
  - Driver behavior, particularly speeding, distracted driving, and a general lack of respect toward cyclists and unwillingness to "share the road" with them.
  - Failure of cyclists to obey the rules of the road, particularly to ride single-file.
  - Traffic lights do not detect cyclists waiting for the light to change.

- The **single need or suggestion cited most often** is a continuous pedestrian and bicycle facility along Moraga Road, particularly from Corliss Drive to Rheem Valley Shopping Center.

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4 | Community survey

The Town ran a general, community-wide survey on walking and biking needs for just over five weeks, from September 1 through October 4, 2015. The survey was administered primarily online, through SurveyMonkey.com, though the Town also distributed a printed version and collected several completed paper copies. The survey received 387 responses. Respondents were eligible to win one of three $50 gift certificates for Amazon through a random drawing, as long as they provided an email for this purpose. The survey contained 14 questions, all of which were optional.

On the following pages are summaries of each question and of the responses given for each. Also, as indicated below, all comments submitted through the survey are listed in Appendix A. (The comments appear largely as submitted; they have been edited only to remove personal-identification information.)

Connection to Moraga

The first question asked: *What is your connection to Moraga? (Check all that apply.)* 385 people responded to this question. As the chart below shows, 76% of respondents live in Moraga. Respondents had other significant connections to Moraga, including working in Moraga (17% of respondents) and attending Saint Mary's College (8%). Almost 30% of respondents have kids in Moraga schools. 20 people responded "Other" and specified their answer; these answers are listed in Appendix A-1.

I live in Moraga	294
I have kids in Moraga schools	113
I work in Moraga	64
I live and work elsewhere but bike to or through Moraga	47
I attend Saint Mary's College	32
I live and work elsewhere but visit Moraga	30
I live and work elsewhere but drive to or through Moraga	20
I am a middle or elementary school student in Moraga	11
I am a student at Campolindo HS or Miramonte HS	3
Other	20

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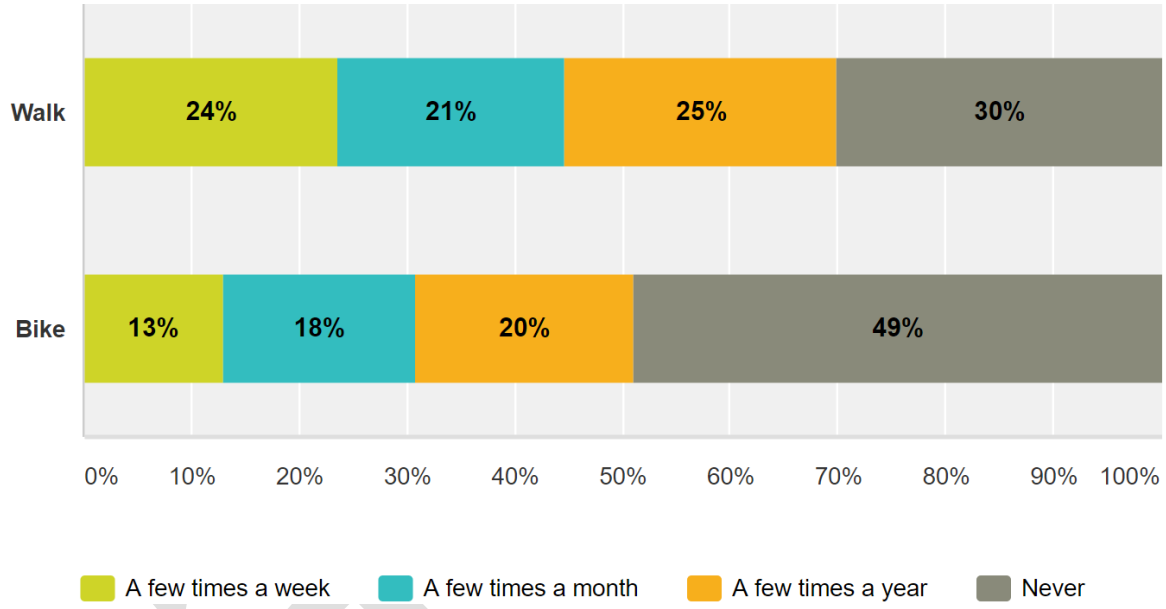
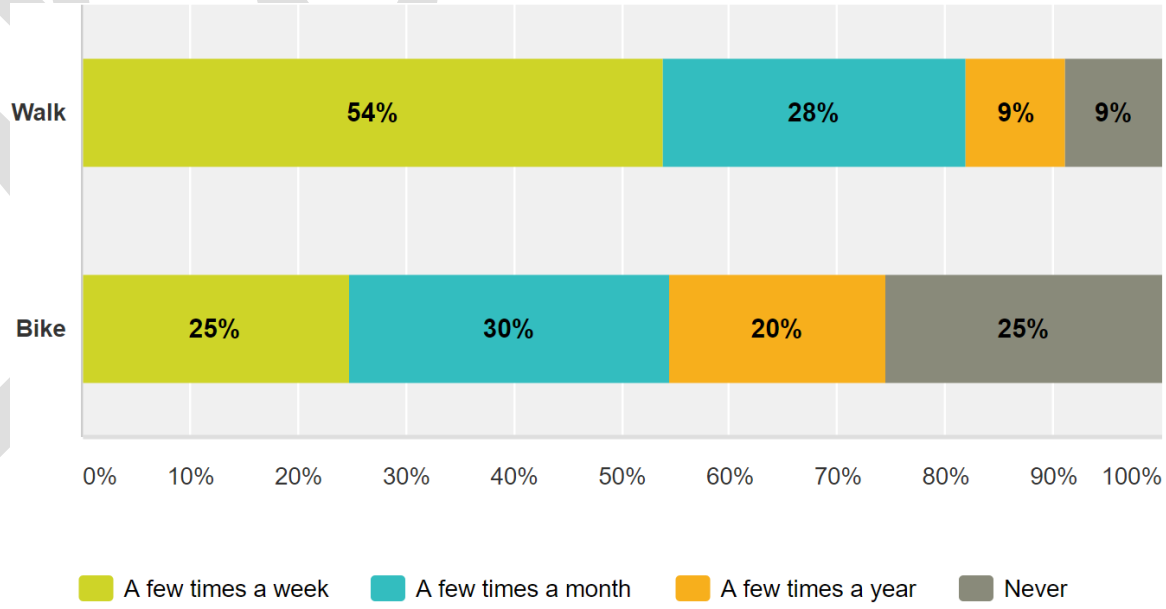
Walking or biking for transportation

Question 2 asked: *How often do you walk or bike in Moraga for transportation (to go to school, to work, to the store, etc.)?* 355 people responded regarding walking and 338 responded regarding biking. As the chart on the right shows, almost twice as many respondents walk frequently for transportation (a few times a week; 24%) as bike (13%). At the other end of the spectrum, 30% never walk, and almost half (49%) never bike, for transportation.



Walking or biking for fun or exercise

Question 3 asked: *How often do you walk or bike in Moraga for fun or exercise (in a park, around the neighborhood, etc.)?* 354 people responded regarding walking and 334 responded regarding biking. As the chart on the right shows, more than twice as many respondents walk frequently for fun or exercise (a few times a week; 54%) as bike (25%). On the other hand, 9% never walk, and one fourth (25%) never bike, for fun or exercise.



Age

This question asked respondents how old they are. 383 people responded to this question. As the table on the right shows, just over half of respondents were middle-aged (between ages 45 and 64), and 17% were seniors (age 65 or older).

	Response percent	*Response count*
Under 18	**1%**	5
18–34	**12%**	46
35–44	**19%**	74
45–54	**25%**	96
55–64	**25%**	96
65 and older	**17%**	66
	100%	383

Challenges and obstacles to walking

Question 5 listed ten potential challenges and obstacles to walking and asked respondents: *In your opinion, how much do they discourage people from walking in Moraga?* (The challenges were always listed in random order.) The answer choices were "a lot," "somewhat" and "not too much." 354 people responded to this question.

Four challenges were seen by more than two thirds of respondents as discouraging people "a lot" or "somewhat" from walking in Moraga. These could be interpreted as the most important or significant obstacles to walking in the town:

- Missing or broken sidewalks (75% of respondents).
- Speeding, aggressive or distracted drivers (74%).
- Missing or unsafe crosswalks (70%).
- Poor lighting (for walking at night; 67%).

The other challenges listed in the question were: few or no amenities for pedestrians; destinations are too far; steep hills; missing curb ramps; the wait time to cross the street is too long; and the time to cross at traffic lights is too short.

This question allowed respondents to submit a comment in response to the following sub-question: *Have we forgotten any major general challenges to walking?* 76 comments were submitted, which appear in Appendix A-2. Many of these comments did not bring up new challenges or obstacles but rather echoed those listed in the question, particularly missing or broken sidewalks. Among additional challenges cited, common themes include:

- Not enough trails and poorly maintained trails.
- Bad traffic manners on the part of bicyclists.
- Lack of shade.
- Sidewalk obstructions.

Locations for sidewalk improvements

This open-ended question asked: *Are there specific streets or blocks that need new or improved sidewalks?* 194 responses were submitted, which are listed in Appendix A-3. The streets most commonly cited in the comments were:

- Many stretches of Moraga Road, particularly between Rheem Center and Corliss Drive.
- Stretches of Rheem Boulevard, particularly near the Town offices and east of Moraga Road.
- Several stretches of Moraga Way, particularly between Moraga Road and Camino Ricardo.
- Bollinger Canyon Road.
- Corliss Drive, Sullivan Drive and Hardie Drive.
- Larch Avenue.
- Camino Pablo.

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Locations for intersection improvements

This open-ended question asked: *Are there specific intersections that need to be made safer or easier to cross?* 156 responses were submitted, which are listed in Appendix A-4. The intersections or crossings most commonly cited were:

- Several intersections along Moraga Road, especially (from north to south): Rheem Boulevard, Devin Drive, Draeger Drive, Corliss Drive, St. Mary's Road, Alta Mesa and Moraga Way.
- Several additional intersections along St. Mary's Road, especially (from east to west): Bollinger Canyon Road, Rheem Boulevard, St. Mary's Parkway and Carter Drive; also crossing St. Mary's Road in front of the library.
- Several intersections along Canyon Road, especially (from north to south): Country Club Drive, Sanders Drive, Larch Avenue and Camino Pablo.
- Across Moraga Way between Moraga Road and Viader Drive.

Other walking-related problems or ideas for improvements

This open-ended question asked: *Are there other specific problems related to walking in Moraga? Do you have any ideas or suggestions to improve conditions?* 151 responses were submitted, which are listed in Appendix A-5. Below is a summary of common themes in the responses:

- Many streets lack sidewalks; the arterials in particular have sidewalk gaps or discontinuities.
- More paths and trails, with better, easier access and that connect to more destinations.
- Traffic goes too fast; need more traffic enforcement, traffic-calming measures, lower speed limits.
- Distracted drivers and drivers who do not yield to pedestrians.
- Need to improve safety for children walking to school.
- Dark streets at night.
- Install flashing lights at crosswalks.

Challenges and obstacles to biking

Question 9 listed 12 potential challenges and obstacles to biking and asked respondents: *In your opinion, how much do they discourage people from biking in Moraga?* (Challenges were always listed in random order.) The answer choices were "a lot," "somewhat" and "not too much." 323 people responded to this question.

Four challenges were seen by more than two thirds of respondents as discouraging people "a lot" or "somewhat" from biking in Moraga. These could be interpreted as the most important or significant obstacles to biking in the town:

- Speeding, aggressive or distracted drivers (79% of respondents).
- Few or no bike lanes, bike paths and bike routes (75%).
- Poor pavement quality (71%).
- Cars parked on shoulders (70%).

The other challenges listed in the question were: blind or otherwise dangerous intersections; steep hills; poor lighting (for biking at night); few or no safe places to park a bike; no bike detection at traffic lights; poor or no directional signage; destinations are too far; and few or no places to shower, change and store gear.

The question allowed respondents to submit a comment in response to the following sub-question: *Have we forgotten any major general challenges to biking?* 73 comments were submitted, which appear in Appendix A-6. Many of these comments did not bring up new challenges or obstacles but rather echoed those listed in the question, particularly the lack of bike lanes and paths, speeding

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and distracted drivers. Among additional challenges cited the most common were that existing bike lanes are narrow and poorly maintained (with broken glass and obstructed by overgrown vegetation). While not an obstacle to bicycling, several people mentioned the failure of cyclists to obey the rules of the road.

Streets for bicycling improvements

This open-ended question asked: *Are there specific streets where you would like to see improvements for cyclists such as bike lanes, traffic calming, signage or pavement stencils?* 155 responses were submitted, which are listed in Appendix A-7. The streets most commonly cited were:

- Moraga Road, particularly from Rheem Center to Commons Park (and also through Lafayette).
- Rheem Boulevard.
- St. Mary's Road.
- Moraga Way.
- Canyon Road.

Locations for bike racks

This open-ended question asked: *Are there specific locations where you would like to see bike-parking racks?* 98 responses were submitted, which are listed in Appendix A-8. The locations most commonly cited were:

- Moraga Shopping Center, particularly Safeway and the Farmers Market site.
- Rheem Valley Shopping Center.
- Parks, particularly Commons Park and Hacienda de las Flores.
- Campolindo High School.
- Bus stops.

Other biking-related problems or ideas for improvements

This open-ended question asked: *Are there other specific problems related to biking in Moraga? Do you have any ideas to improve conditions?* 107 responses were submitted, which are listed in Appendix A-9. Below is a summary of common themes in the responses:

- Provide clearly marked bike lanes (on-street) and more paths and trails (off-street).
- Signage and markings to educate drivers about cyclists' right to be on the road.
- Poor condition of bike lanes and shoulders: parked cars, debris, overhanging vegetation, buckled pavement.
- Traffic lights do not detect waiting bikes.
- Intersection of Moraga Road and St. Mary's Road is dangerous for northbound cyclists continuing on Moraga Road
- Cyclists who do not ride single-file, particularly on St. Mary's Road.

Concerns or additional comments

Near the end of the survey, respondents were given the chance to express "any concerns about the project" or provide additional comments. 44 comments were submitted, which are listed in Attachment 10. Two themes were especially common among these comments:

- Opposition to the removal of travel lanes, particularly on Moraga Road.
- Thanks to the Town for conducting the survey.

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Drawing for gift cards / sign-ups for updates and announcements

- 238 people indicated that they would like to be entered in the drawing for one of three $50 gift cards for Amazon.com. (The drawing was held using an online service for this purpose called Random.org. Three winners were picked at random, notified of having won and were emailed their gift card.)
- 185 people indicated that they would like to receive future updates and announcements about the Walk | Bike Plan.

5 | Student survey

In addition to the community-wide survey, the Town ran a supplemental survey on walking and biking aimed at public-school students. The survey was administered online, through SurveyMonkey.com; it ran for ten days, from November 13 through November 22, 2015. The survey received 210 responses. Respondents were eligible to win one of two $30 gift certificates for Amazon.com through a random drawing, as long as they provided an email address for this purpose. The survey contained eight questions, all of which were optional.

Below are summaries of each question and of the responses given for each. Also, as indicated below, all comments submitted through the student survey are listed in Appendix B. (The comments appear largely as submitted; they have been edited only to remove personal-identification information.)

School attended

The first question asked: *Which school do you go to?* 210 people responded to this question. As the chart on the right shows, almost half (44%) of respondents attend Campolindo High School—more than attend any other school.

	Response percent	*Response count*
Campolindo HS	92	44%
Joaquin Moraga IS	66	31%
Rheem ES	19	9%
Los Perales ES	18	9%
Camino Pablo ES	15	7%
Miramonte HS	0	0%
	210	100%

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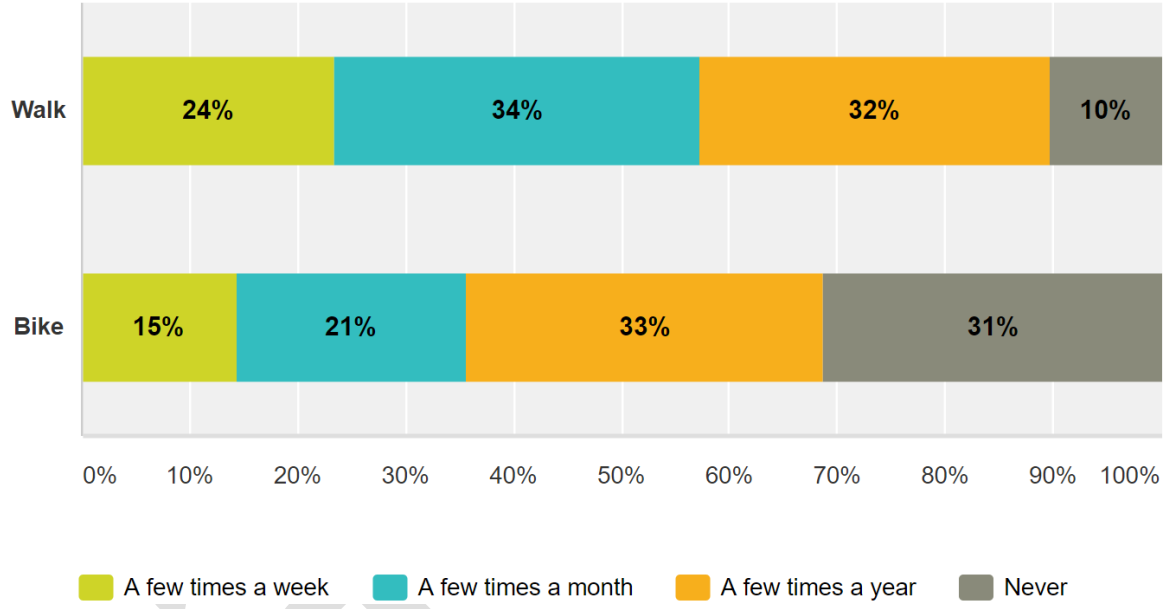
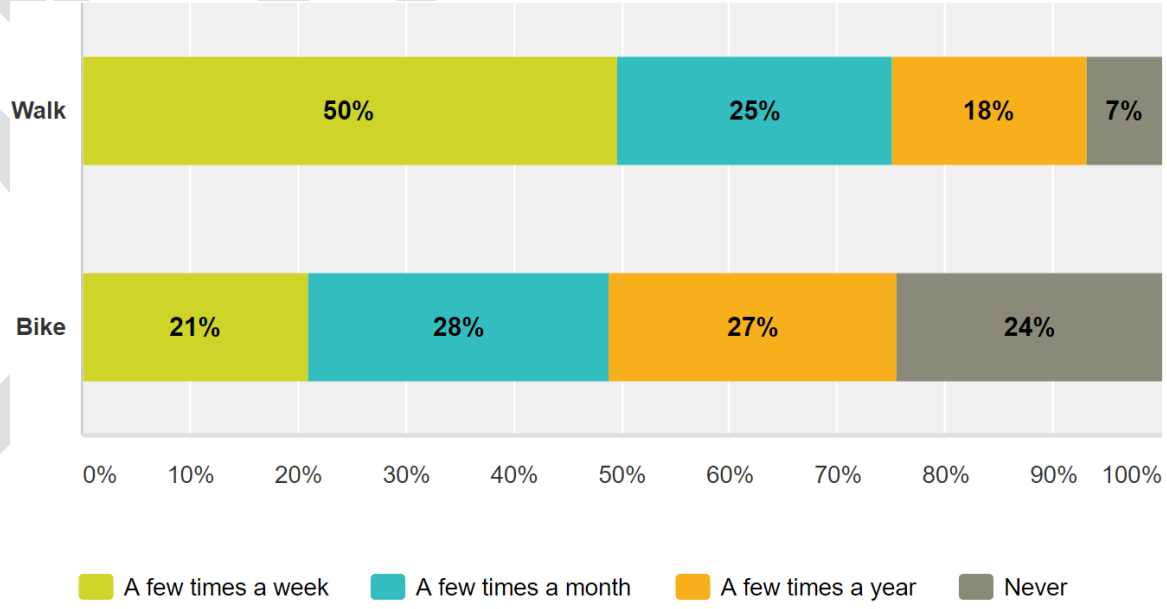
Walking or biking on trails

Question 2 asked: *How often do you walk or bike on trails in Moraga?* 204 people responded regarding walking and 179 responded regarding biking. As the chart on the right shows, almost a quarter of students use trails a few times a week for walking while 15% do so for biking. At the other end of the spectrum, 10% never use trails for walking and almost a third never do so for biking.



Walking or biking on streets or sidewalks

Question 3 asked: *How often do you walk or bike on streets or sidewalks in Moraga?* 205 people responded regarding walking and 176 responded regarding biking. As the chart on the right shows, half of students walk on-street (that is, not using paths or trails) a few times a week while only 7% never do so. Approximately one fifth (21%) of students bike on-street a few times a week while almost a quarter never do so.



Challenges and obstacles to walking

Question 4 listed ten potential challenges and obstacles to walking and asked respondents: *In your opinion, how much do these things make it difficult for people to walk in Moraga?* (The challenges were always listed in random order.) The answer choices were "a lot," "somewhat" and "not too much." 196 people responded to this question.

Three challenges were seen by more than two thirds of students as discouraging people "a lot" or "somewhat" from walking in Moraga:

- Poor lighting (for walking when it is dark out; 73% of respondents).
- Speeding or aggressive drivers (68%).
- Missing or unsafe crosswalks (68%).

The other challenges listed in the question were: missing or broken sidewalks; steep hills; destinations are too far; few or no amenities for pedestrians; the wait time to cross the street is too long; and the time to cross at traffic lights is too short.

Making it easier to walk to school

This open-ended question asked: *Is there anything your school or the Town can do that would make it easier for you to walk to school? Tell us about it here.* 65 responses were submitted, which are listed in Appendix B-1. Below are key conclusions about these comments:

- By far the most common theme in the responses was the need for more, continuous or improved sidewalks, particularly on the way to the schools (several specific locations were cited).
- The second most common theme was the need for more visible or otherwise safer crosswalks, including with flashing lights, and for additional crosswalks (several specific locations were cited).
- Other needs mentioned more than once include:
  - Safer driving behavior (particularly stopping at crosswalks and not speeding).
  - Better lighting.
  - More crossing guards.

Challenges and obstacles to biking

Question 6 listed 12 potential challenges and obstacles to biking and asked respondents: *In your opinion, how much do these things make it difficult for people to bike in Moraga?* (The challenges were always listed in random order.) The answer choices were "a lot," "somewhat" and "not too much." 176 people responded to this question.

Two challenges were seen by three quarters or more of respondents as discouraging people "a lot" or "somewhat" from biking in Moraga:

- Speeding, aggressive or distracted drivers (79% of respondents).
- Blind or otherwise dangerous intersections (75%).

The other challenges listed in the question were: cars parked on shoulders; steep hills; few or no bike lanes, paths and routes; poor lighting (for biking at night); poor pavement quality; few or no safe places to park a bike; no bike detection at traffic lights; poor or no directional signage; destinations are too far; and few or no places to shower, change and store gear.

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Making it easier to bike to school

This open-ended question asked: *Is there anything your school or the Town can do that would make it easier for you to bike to school? Tell us about it here.* 51 responses were submitted, which are listed in Appendix B-2. Below are key conclusions about these comments:

- By far the most common theme in the responses was the need for more bike lanes, paths/trails and, for younger respondents, sidewalks; several specific locations were cited.
- Other needs mentioned more than once included:
  - Smoother pavement.
  - More street lighting.

Drawing for gift cards / sign-ups for updates and announcements

- 112 people indicated that they would like to be entered in the drawing for one of two $30 gift cards for Amazon.com. (The drawing was held using an online service for this purpose called Random.org. Two winners were picked at random. They were notified of having won and were emailed their gift cards.)
- 34 people indicated that they would like to receive future updates and announcements about the Walk | Bike Plan.

6 | Interactive map

The Town made available an online map on which people could pin markers with location-specific as well as general comments. The map was available for just over five weeks, during the same period as the survey, from September 1 through October 4, 2015. It was administered through a service called zeemaps.com. While the map is closed for posting, the map and comments submitted may still be viewed at http://j.mp/1NOEqpo.

130 comments were posted on the map. Commenters were asked to categorize their comments as walking-related, biking-related, or about both walking and biking or another issue. The comments are summarized below under those three categories. Also, they are listed in Appendix C. (The comments have been edited to remove personal-identification information; text in italics at the beginning of comments clarifies the location of comments where necessary; text in bold indicates the titles or summaries given to comments by commenters.)

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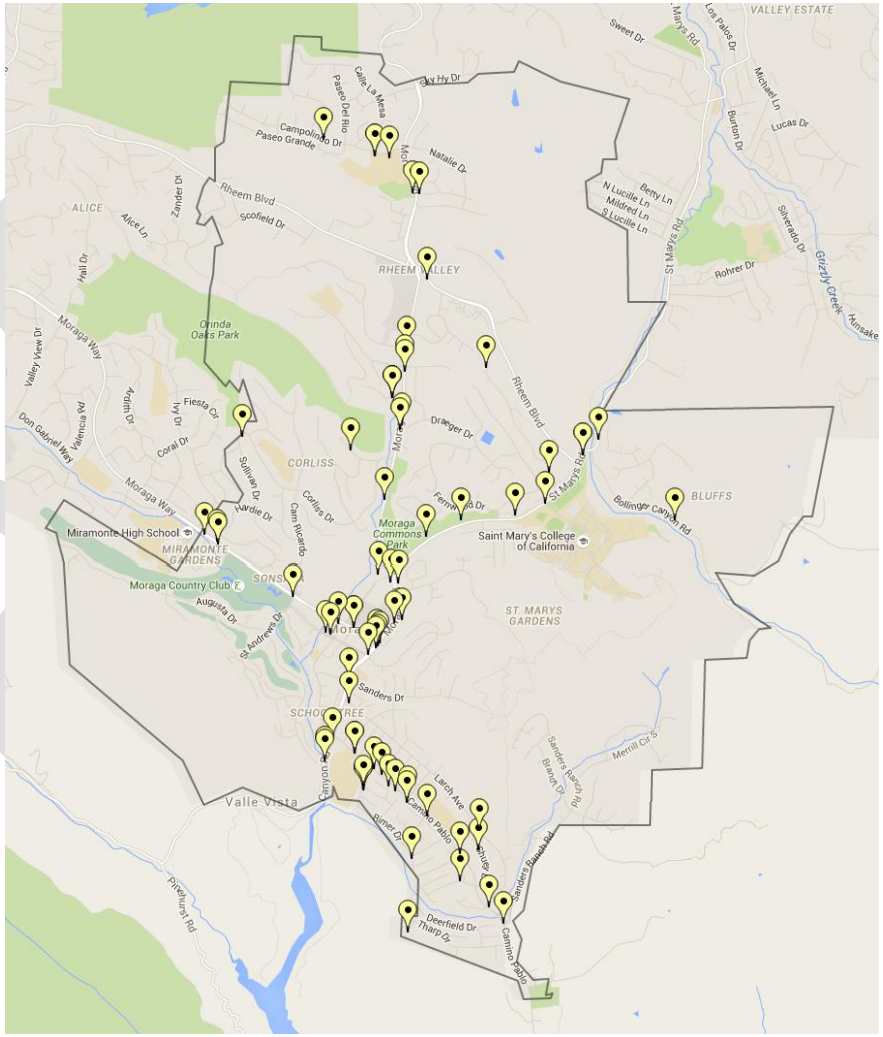
Walking

73 comments submitted through the map were categorized by commenters as walking-related. These comments are listed in Appendix C-1 and their locations are shown on the map on the right. Below are the main conclusions about these comments:

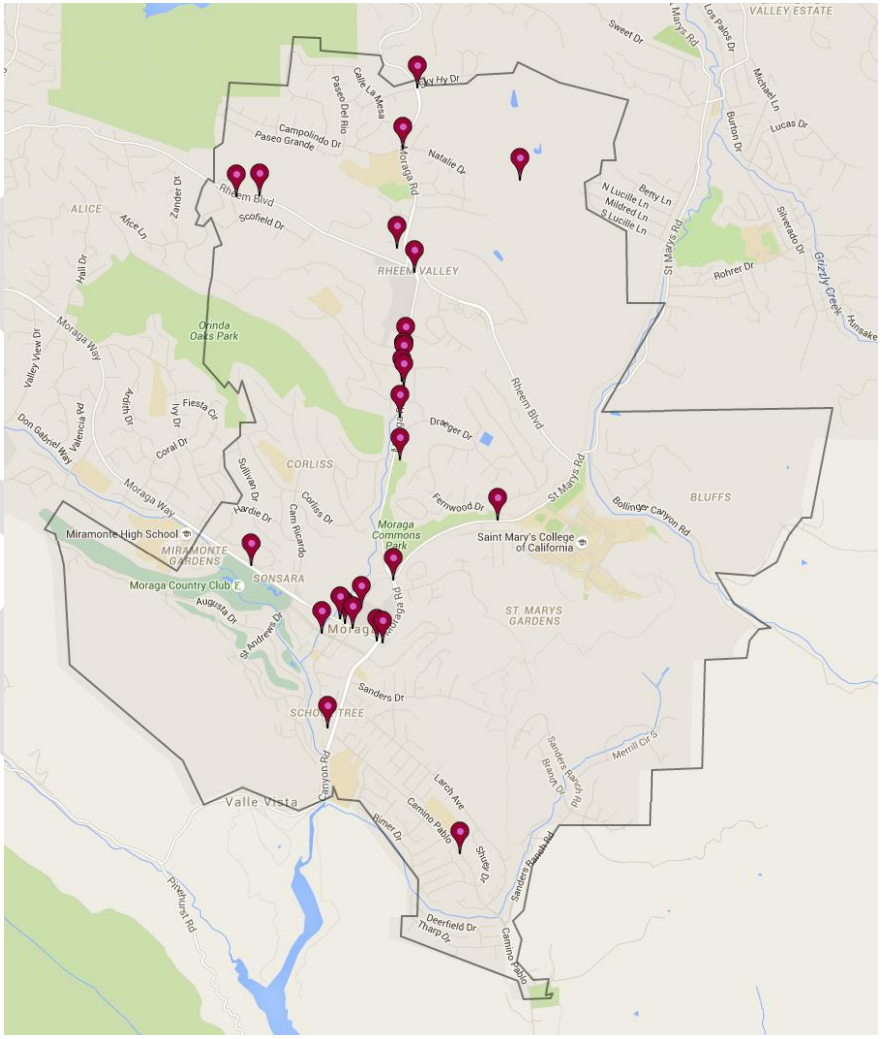
- The majority of walking-related comments pertained to the town's arterials.
- These comments were concentrated along Moraga Road, Canyon Road, Moraga Way, St. Mary's Road and Camino Pablo.
- The densest concentrations of comments occurred around Moraga Shopping Center, and around and between the two public schools on Camino Pablo.
- The following needs and concerns were mentioned several times:
  - No continuous sidewalk along the whole length of Moraga Road.
  - Sidewalk gaps on Moraga Way and on Camino Pablo.
  - Generally, difficulty accessing trails.
  - Continuous sidewalks needed on one or both sides of Moraga Road.



Biking

29 comments were categorized as biking-related. These comments are listed in Appendix C-2 and their locations are shown on the map to the right. Key conclusions about these comments include:

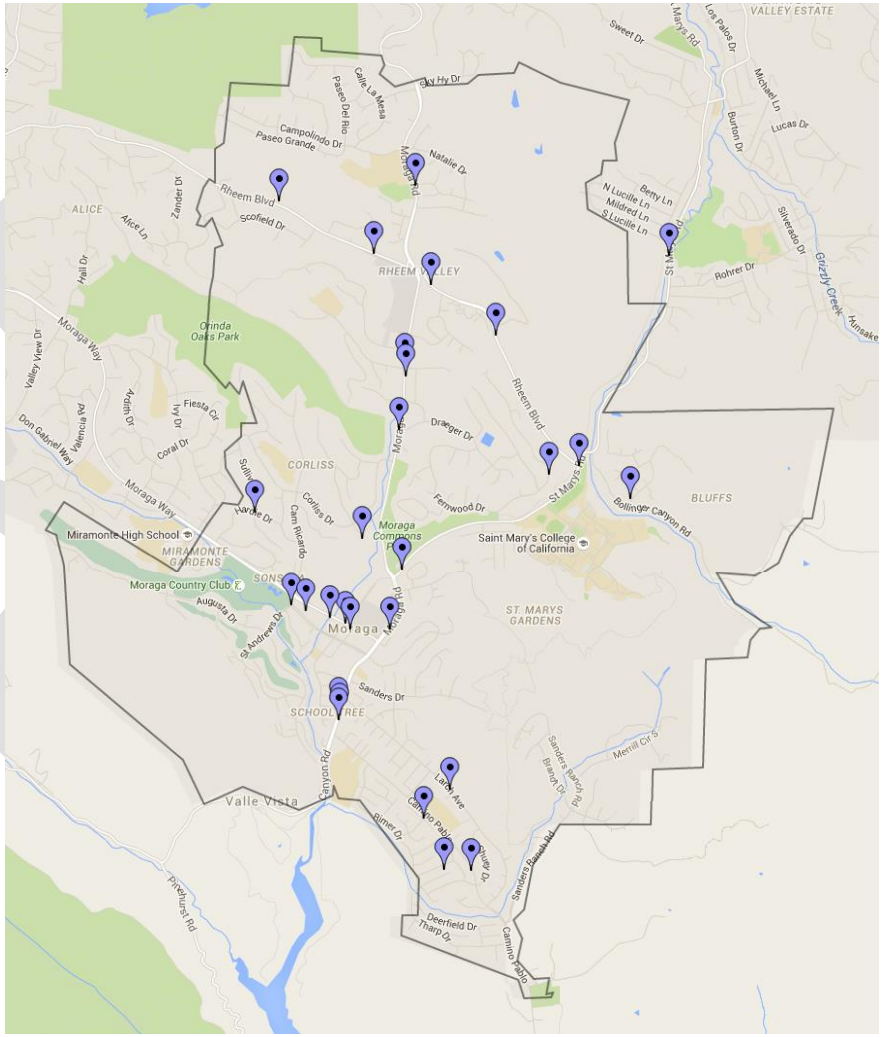
- As with the walking-related comments, most biking-related comments pertain to the arterials.
- Biking-related comments are especially prominent along Moraga Road and around Moraga Shopping Center.
- Two needs were mentioned repeatedly:
  - Adequate bicycle facilities on or along Moraga Road between Rheem Boulevard and Corliss Drive.
  - Improvements to the west-bound bike lane on Moraga Way.



Both walking and biking or other issues

28 comments were categorized as being about both walking and biking or about another issue. These comments are listed in Appendix C-3 and their locations are shown on the map on the right. Below are the main conclusions about these comments:

- As with the walking- and biking-related comments, the majority of comments of this type pertain to the town's arterials.
- Comments of this type appear primarily on Rheem Boulevard, Moraga Road, Canyon Road and, particularly, on and near Moraga Way in the area of Moraga Shopping Center.
- Two needs were mentioned repeatedly:
  - Sidewalks and bike lanes or paths on Rheem Boulevard, both west and east of Moraga Road.
  - Fewer or narrower lanes on Moraga Road and Canyon Road to make room for sidewalks and bike lanes or path.
  - Improved access to the Lafayette-Moraga Trail from several locations.
  - Proper sidewalks and bike lanes on Moraga Way just west of Moraga Road.



7 | Meeting of the Citizens Advisory Committee

The Citizens Advisory Committee for the Walk | Bike Plan met on September 22, 2015 to discuss the needs assessment process. At the meeting, CAC members were asked to provide input on needs related to walking and biking and the top priorities for improvements. Comments made during the meeting are summarized below; they are organized into comments mainly or entirely about walking; mainly or entirely about biking; or about both walking and biking or about other related issues.

There was fairly wide agreement among CAC members that the most important pedestrian-related need or concern was missing or discontinuous sidewalks, especially along the arterials and particularly along Moraga Road. Opinions on biking needs were more divided: missing or discontinuous bikeways (in the form of bike lanes, bike routes or shoulders) were cited most often but also mentioned were lack of bike parking, of bike detection at traffic lights and of wayfinding signage.

Walking

- Sidewalk connectivity and lack of continuous sidewalks are big issues.
- Need for continuous sidewalks on the arterials, at least on one side.
- Missing sidewalk on Viader Drive.
- Install inexpensive sidewalks (of decomposed granite, for example); it's better than having no sidewalk.
- Narrow sidewalks provide no buffer against traffic.
- Need better access between the Rheem and main campuses of Saint Mary's College.
- The perimeter of Moraga Shopping Center needs beautification (along School Street, for example).
- Need in-pavement lights at crosswalks, specifically across Canyon Road at Camino Pablo.

Biking

- When planning bike facilities, "bring to life" different types of cyclists (for example, commuters, hard-core recreational riders and parents with kids).
- Protected or buffered bike lanes provide a feeling of safety against fast or distracted drivers.
- Need more, and more-secure, bike parking, including at the nearby BART stations.
- Need bicycle detection at traffic lights on the main streets used as bikeways.
- There is no bike parking at Campolindo High School, though there are bike cages at Camino Pablo Elementary and Joaquin Moraga Intermediate.
- Need bike parking in front of Safeway and other businesses at Moraga Shopping Center.
- Parked cars take over the bike lane in front of St. Monica Church.
- Need curb cuts for kids riding on the sidewalk.
- There is a possible opportunity for a cycle track (a protected or buffered bike lane) on Camino Pablo.
- There is a nice bike-parking rack outside Homemade Kitchen Café and Bakery but there are never bikes parked at it.
- Wayfinding signage raises awareness, especially of the trails.

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Both walking and biking or other issues

- Anything that slows traffic down is good.
- Narrow bridges on Country Club Drive, Canyon Road and Moraga Way (behind the Fire Department).
- When considering improvements, look carefully at available right-of-way: on some streets the extent of the right-of-way is not always apparent and it might have been encroached upon over the years.
- Lack of lighting is another key obstacle or challenge.
- The messaging around the need for improvements should focus on safety.
- Improve access and connections to trails.
- Consider roundabouts on St. Mary's Road at Rheem Boulevard and at Bollinger Canyon Road.
- The collision hotspot at Country Club Drive and Canyon Road needs to be examined closely.
- Prioritize projects that encourage people to shift from driving to walking and biking.
- Signage and paint are inexpensive improvements.
- Discontinuous bike lanes, shoulders and sidewalks are a key challenge.
- There is no appetite for speed bumps.

8 | Public workshop

A community workshop was held on Tuesday, September 29, 2015 at the Hacienda de las Flores. The workshop, attended by approximately 21 members of the public, began with a slide presentation providing background on the Walk | Bike Plan process and illustrating types of potential pedestrian and bicycling improvements appropriate for Moraga. Following the presentation, attendees were broken up into four groups and were asked to discuss the biggest obstacles and challenges to walking and biking in Moraga and also their ideas and priorities for improving conditions. As a way of facilitating the discussion, large-scale maps of the town were provided and participants were encouraged to mark them up.

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Below is a summary of the comments heard at the discussion stations. The comments echoed the main themes heard at the CAC meeting and through the survey and interactive map. These are, namely, that the main challenges to walking and biking are the poor, discontinuous quality of the town's sidewalks and on-street bikeways and dangerous or illegal driver behavior, especially speeding and distracted driving.

General comments about walking

- There are different types of walkers: recreational, "destination walkers," neighborhood walkers and kids who walk to school.
- Side streets and neighborhoods are quiet and relatively safe.

Obstacles and challenges to walking

- Poor access and connections to trails, especially from the neighborhoods.
- Many sidewalk gaps, or sidewalks on only one side of the street. This is especially challenging on the major streets, and is a safety issue.
- Poor connectivity between neighborhoods.
- Speeding.
- Distracted drivers.
- Need to change the attitude of people are too dependent on cars.
- Stretches of Moraga Road and Rheem Boulevard that do not have sidewalk are danger zones.
- Distances to destinations are too great for walking.
- Inadequate bus service; invest in a trolley; also, poor access to the bus stops.
- Drivers do not stop at crosswalks (specific streets mentioned: Larch Avenue, Sanders Drive, Moraga Road, St. Mary's Road in front of the public library).
- Drivers do not respect bicyclists and pedestrians.
- Concerned about the safety of my kids walking to school.
- Crossing Moraga Road is difficult because it is so wide.
- Poor lighting makes it feel unsafe to walk from both a traffic and personal-security perspective.

Ways to improve conditions for walking

- Fix, build and maintain sidewalks and fill in sidewalk gaps (variations of this theme were mentioned numerous times).
- Enforce traffic laws.
- Identify private versus public right-of-way to determine what improvements are possible.
- Provide better lighting, benches, other pedestrian amenities.
- Make it cool to walk to school.
- Improve sidewalks in key zones (for example, on Moraga Road).
- Enforce parking restrictions on roadway shoulders, install "no parking" signs.
- Install pedestrian-oriented signage with the distance and estimated walking time to key destinations.
- Make Moraga Road more pedestrian-friendly; this is a top priority.
- Encourage more people to get out of their cars.
- Install more stop signs and marked crosswalks.
- Install landscaping strips to provide a buffer from traffic.

Pedestrian-related priorities

- Projects that prioritize safety improvements.
- Sidewalks and crosswalks.
- Better access to destinations.
- Walking loop along St. Mary's Road to Rheem Center to Moraga Commons.
- Require residents to build and maintain sidewalks.

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Obstacles and challenges to biking

- Lack of a town-wide network of bike lanes; lack of bike lanes on Rheem Boulevard, parts of Moraga Road.
- Cars parked in the few bike lanes that do exist.
- Bike racks at few of the main destinations; also, no bike lockers for longer-term parking.
- Poor pavement quality, uneven road surfaces.
- Speeding poses a safety challenge, especially for kids.
- The turn at Moraga Road and St. Mary's Road is problematic for cyclists; need better marking.
- Lack of good routes around schools.
- Many kids riding the wrong way on the street, including in the bike lane.
- Rheem Boulevard is a problematic street for cyclists.
- Fast traffic / speeding.
- No or narrow roadway shoulders.
- Little traffic enforcement and what there is of it is usually done at the same places.
- Moraga Road up from Lafayette is dangerous (narrow, winding, with fast traffic).
- It is hard to turn onto Moraga Way from Moraga Road.
- The St. Mary's Road shoulder is too narrow.

Ways to improve conditions for biking

- An easy, inexpensive way to make Moraga more bike friendly is with signs and sharrows.
- Reduce Moraga Road between Corliss Drive and Donald Drive to 2–3 lanes.
- Encourage kids to bike to school.
- Green-painted bike lanes in key corridors.
- "Share the road" signs.
- In Orinda, Moraga Way near Miramonte High School has a separate bike path; this should serve as a model.
- Bike-repair stands.
- New trails along Moraga Road and Rheem Boulevard (bike lanes would not be safe enough on these streets).
- Dedicated bike lanes separated from traffic.
- Wayfinding signage showing the best routes.
- Need more friendly drivers, slower traffic.
- More public outreach at schools and from parents.
- Real bike lanes without parked cars along the curb.

Biking-related priorities

- Continuous bikeways in the form of bike lanes, shoulders, routes with signs and sharrows (variations of this theme were mentioned numerous times).
- Experiment with protected or buffered bike lanes.
- Directional signage, particularly to the trails.
- Facilities that serve both commuters and recreational riders.
- Reduce conflict between cyclists and pedestrians.
- Enforce no-parking in the bike lanes.
- Better traffic and parking management at the schools during student drop-off and pick-up times.
- Traffic enforcement, especially against speeding.

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9 | Group bike ride

A group bike ride open to the public took place on the morning of Saturday, October 3, 2015. The ride was preceded by a meeting at the Moraga Library to discuss needs and potential improvements, and to refine the planned route for the ride. The route consisted of a mix of arterials, collectors and neighborhood residential streets, mostly south of Moraga Commons Park, which presented representative on-the-ground conditions in the town. The group stopped several times at strategic points on the route to discuss conditions and brainstorm ideas for improvements.

The pre-ride meeting was attended by 23 members of the public, of whom 21 took part in the ride itself. Comments made by attendees are summarized below; they are organized into comments made during the pre-ride meeting and those made during the ride.

Pre-ride meeting

- There is no reason for four lanes on Rheem Boulevard between the town offices and Moraga Road. One lane should be removed.
- West of Moraga Road, Rheem Boulevard is fine in the westbound direction but not eastbound. East of Moraga Road, Rheem is problematic (hill, fast traffic, shoulder that disappears), except for its middle stretch.
- Neither St. Mary's Road nor the trail alongside it is ideal.
- The stretch of Moraga Road between the Commons and Rheem Center should be a top priority. It is a logical route for pedestrians and cyclists but it is dangerous (in particular, a culvert on the west side near the Commons).
- Moraga Way needs to be fixed between Moraga Road and Camino Ricardo (the right-of-way is encroached on by vegetation on the north side; on the south side, the bike lane narrows and there is a ditch).
- Cars park in the bike lane in front of St. Monica's, even though the church has a parking lot.
- There is no curb cut on Canyon Road to access the mid-block path at the end of School Street.
- Narrow bridge on Canyon Road near the town limit.

Bike ride

- St. Mary's Road needs bike lanes for faster people and a wider trail for slower riders and families. Lots of people bike St. Mary's Road; downhill they're able to go fast.
- Several stretches of St. Mary's Road have narrow shoulders or none at all. Also, the road is not banked properly, so debris collects. Westbound, there are overhanging tree branches.
- Need traffic calming at the roundabout proposed at Rheem Boulevard and St. Mary's Road so that cars slow down and are

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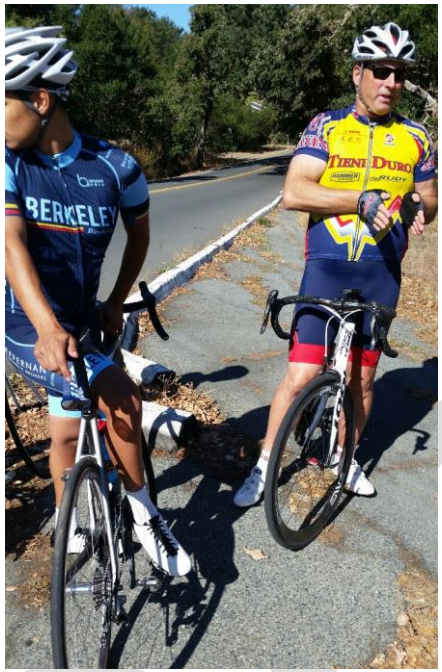
more aware. The corner at St. Mary's Road and Rheem Boulevard has a curb that is a tripping hazard.



- Rheem Boulevard is in bad shape, and it needs bike lanes. The shoulder varies in width; it narrows, then widens, then narrows. But do not improve the road in a way that encourages cars to travel faster.
- The intersection of Moraga Road and St. Mary's Road needs better striping to reduce conflicts between cyclists going straight on Moraga and cars turning right on St. Mary's.
- Install a flashing crosswalk across Moraga Road at Alta Mesa Drive.
- The sidewalk area of the School Street portion of the Lafayette-Moraga Regional Trail is confusing; most people walk there and do not bike. Curb cuts are needed.
- Need wayfinding signage for finding the School Street portion of the trail and the portion along Moraga Creek.
- Need wayfinding maps on the trails.
- Canyon Road in the area around the trail to the south is not a priority for many because it does not go anywhere, and is not very visible. One person suggested possibly a crosswalk at the narrow bridge to get to and from the trail.
- Need to focus more on getting people from their neighborhoods to destinations rather than on through recreational traffic.
- Cars speed on Camino Pablo past Dickenson Drive. The speed tables were removed and one was lowered because they were annoying to drivers. People on the ride supported the speed tables.
- Need flashing lights on Camino Pablo at Oxford Drive.
- Too many cars parked in the bike lane on Camino Pablo from church goers.
- Too much speeding on Camino Pablo.
- Need more wayfinding signage overall.
- People generally felt the collector streets worked well; they felt the arterials were the problem.
- On neighborhood streets, all that is needed is "share the road" signs and sharrows.
- Many people wanted to see bicycle facilities with more protection from traffic, not just bike lanes, but some recreational riders said they would be happy with well-marked bike lanes.
- At Moraga Road and Corliss Drive, bicycling in the southbound direction is a problem, since people need to merge across a busy right turn lane. Many people ride into Corliss Drive as well.
- It is hard for northbound cyclists on Canyon Road to turn left onto Country Club Drive, a street that many use to bypass the Canyon Road/Moraga Way intersection.
- The intersection of Moraga Road and Moraga Way needs to be fixed.
- Widening sidewalks and filling in sidewalk gaps also help cyclists by getting pedestrians off the road.

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10 | Town Council hearing

At its October 14, 2015 meeting, the Town Council heard a status report on the development of the Walk | Bike Plan—with an emphasis on the needs assessment process—from Town staff and the project consultant. Below is a summary of the comments made at the hearing. They are organized into comments made by members of the Town Council and those made by members of the public. The comments have been edited for clarity and brevity.

Council members

- The draft plan should include projects with a greater likelihood of receiving grant funding: those are projects that include both pedestrian and bicycle components, Safe Routes to School projects and "shovel-ready" projects. Projects should be "actionable" and there should be projects that can be done in different time frames (short, medium and long terms).
- When evaluating extension of the sidewalk on Corliss Drive (see comments by members of the public, below), consider whether people's front yards are encroaching on the public right-of-way.
- Consider the Corliss Drive sidewalk improvements as part of a future Safe Routes to Schools grant application.

Members of the public

- Support sidewalk on the curve at the top of Corliss Drive beyond Los Perales Elementary, for children to walk to school. This is especially important because the area is busy during drop-off and pick-up times, with parents rushing off to work.
- Also in favor of extending the sidewalk on Corliss into Sullivan Drive. It's a dangerous hairpin turn, 180 degrees, downhill, a blind hill, and then the intersection of Warfield, so drivers are distracted looking for other car traffic and not seeing pedestrians. There was a fatality here in the last nine years (a pedestrian who was hit and eventually died from his injuries). *[The speaker submitted the picture below of the area.]*

- *[Comment by a different speaker about the same area as the previous comment.]* That is a sharp, blind turn. Depending on the time of the year, the sun adds to the blindness of that spot. It is a second accident waiting to happen. Also in favor of extending that sidewalk down Sullivan, but for me that hairpin turn is really the most urgent as sort of a shovel-ready, short-term project.
- I use the exit from Bollinger Canyon Road crossing over St. Mary's Road to access the trail as a pedestrian but I am scared to attempt it on my bike. To ride my kids to school in Lafayette, I drive to my friend's house in Lafayette with the bike trailer in the car and access the trail from there. If this is not improved as part of the plan, pursue the roundabout discussed for that area or put in a crosswalk. We have the trail right outside our door but it's really hard to access on bikes.

11 | NextDoor

Staff posted announcement about the public-engagement opportunities for the Walk | Bike Plan on the Town's Facebook page and through the Town's NextDoor account. Nine comments about needs, concerns and conditions were posted in response to the announcements, all on NextDoor. These comments appear below, unedited. They have been organized into comments mainly or entirely about walking; mainly or entirely about biking; or about both walking and biking or about other related issues.

Walking

- Please make a change to the crosswalk at Moraga Way and Camino Ricardo. As is stands now, the break in the sidewalk for bikes and strollers is past the corner, allowing for those turning right in cars not to see pedestrians. We have almost been hit many times. IF they could just cut the sidewalk closer to the corner, within the white crosswalk lines, it would be much safer.
- I'd like to see wheelchair friendly sidewalks.

Biking

- Before we worry about accommodating all the bike clubs from Alameda and Contra Costa that like to ride through our town (and run our red lights in front of our police department...) can we just get reasonable sidewalks? For example, shouldn't there be a sidewalk on the east side of Moraga Rd on the east side of Moraga Way and St. Mary's? What about the lack of sidewalks on the west side of Moraga Road Corliss and Devin?
- Several of us Ride bicycles to the Farmers Market on Sundays with our kids. It would be a big help if the Church members parked in their half empty parking lot vs on the street forcing my kids to ride in the middle of the road or illegally on the sidewalk. Several family members attend Churches located in neighborhoods and its a Church policy to park in the lot to reduce impact on the local neighborhood out of respect for the neighbors. Seems like an easy request and easy fix for the Church going types on Sunday mornings.
- If more kids were able to cycle safely to school there might be less need for the extra lane during the rush hour. It's just a thought.

Both walking and biking or other related issues

- Is this related at all to the Moraga Living Road discussion? If it is I would advise everyone to be really careful. Yes it sounds great to have Moraga be more bike and walk friendly, but if so, question at what cost? Does that mean losing a Lane of traffic on Moraga road? I would hate for the Moraga Living Road to make us lose a Lane and then it come back as "according to the survey, residents were in favor…"…. When I went to a meeting regarding the future of Moraga road, the meeting was literally, do you want to lose a Lane and have these bushes and medians or do you want to lose a Lane and have trees? And this was because a prior meeting had determined that biking was important to residents. So the two hour long meeting was basically what option do we want out of all four bad options, and there was no answer to how much and where the funding would come from… Maybe this is an entirely different discussion. But please be prudent because you never know what this could lead to.
- I urge everyone to fill out this brief survey to indicate if you want changes made to our town! The silent majority needs to speak up!
- I'd rather the notice include "one plan that has advanced through the discussion to date would eliminate lane/s on Moraga Road." Everyone wants a pleasant experience, but I'm

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not so sure that most people in town want to see Moraga Road lose a lane or two. This seems pretty far along.

- The Livable Moraga Road Project is the one which includes plans to redesign Moraga Road. One option is to eliminate a driving lane, but this has not been decided yet. All residents are supposed to receive a survey by email at some point to give feedback… The Moraga Walk | Bike Plan is another project, referenced above. They are looking to make changes to our town to make it more walk/bike friendly. The survey does not address the needs of drivers, only walkers and bikers. If you want to express an opinion which is not represented on the survey, email Coleman Frick at cfrick@moraga.ca.us. Make our opinions known before decisions are made!

12 | Email

In their outreach communications on the Walk | Bike Plan, the Town encouraged residents to contact staff by email or phone as another option for providing input. Fourteen needs-related comments were submitted by email. They are listed in Appendix D. They have been edited lightly to remove information not related to needs, concerns and conditions, and also personal-identification information. The comments are organized as being mainly or entirely about walking; mainly or entirely about biking; or about both walking and biking or about other related issues. (It should be mentioned that several of the comments were submitted earlier in the planning process, before the needs-assessment phase, but are included in this report for thoroughness.)

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4 | Pedestrian projects

1 | Chapter overview

This chapter contains a set of recommended capital, or infrastructure, projects to improve conditions for pedestrians in Moraga. The recommended projects are meant to respond closely to the needs, concerns and suggestions expressed by the community through the needs assessment process. As described in the "Needs Assessment" chapter, the community's main pedestrian-related needs and concerns were, in decreasing order of importance:

1. Lack of, and gaps or discontinuities in, sidewalks.
2. More paths and trails to connect to more destinations, and easier access to existing trails.
3. More visible or otherwise safer crosswalks at key crossings.
4. Speeding and distracted driving.
5. Lack of respect for pedestrians by cyclists on shared-use trails, particularly on the Lafayette-Moraga Trail.

The single need or suggestion cited most often was a continuous pedestrian and bicycle facility along Moraga Road, particularly from Corliss Drive to the Rheem Valley Shopping Center.

To address the identified needs, this chapter proposes a set of improvements focused mainly on two of the items on the list above: filling in sidewalk gaps (to address **item 1**) and enhancing intersection crossings (**item 3**). **Item 4** (driver behavior) and **item 5** (trail etiquette) are best addressed through non-physical means, and are therefore the subjects of recommendations outlined in Chapter 6, "Support Programs and Other Actions." Lastly, regarding **item 2** (more trails), the focus of the Walk | Bike Plan is on on-street facilities such as sidewalks, bike lanes and bike routes. A decision was made before the start of the planning process that because the 2004 Bicycle and Pedestrian Master Plan identified an extensive network of *off-street* paths and trails, the focus of this comprehensive update of the plan would be on *on-street* facilities.

2 | Developing the recommendations

Based on the input received from the public on needs and concerns, Town staff and the plan consultants developed initial lists of key street segments and street crossings for pedestrians, including potential improvements at these locations. (A similar process was conducted for bicycling facilities, discussed in detail in the next chapter.) Starting in December 2015 and concluding in April 2016, feedback was sought from the public on the lists of segments and crossings and on potential improvements through four main channels:

- Meeting of the Citizen's Advisory Committee for the Walk | Bike Plan on December 8, 2015.

- Community workshop on February 4, 2016, attended by approximately 25 members of the public.
- Online prioritization survey administered in February–March through the Town's website, which received 141 responses. While the survey is now closed, it may still be viewed, along with responses, at www.moraga.ca.us/opentownhall (look for "Moraga Walk | Bike Plan Prioritization Survey" under the "Closed Topics" tab). The responses to the survey are also presented in Appendix E.
- Hearing at the Town Council meeting of April 27.

Feedback from these efforts was used to refine the lists of key street segments and crossings and to formulate more specific improvement recommendations at these locations. The recommended pedestrian improvements are outlined in the rest of this chapter in the form of (i) priority sidewalk projects, (ii) priority intersection crossings and (iii) other potential projects, which are generally lower-priority.

3 | Sidewalk projects

It would be prohibitively expensive to build sidewalks on all of the streets in Moraga that lack them. Instead, the Walk | Bike Plan recommends sidewalk construction or completion of gaps on just over a dozen **strategic, high-priority roadway segments.** The proposed sidewalk projects are listed in Table 8 on the next page and are shown in Figure 2. For cost-estimating purposes in Chapter 7, "Implementation," the combined length of these segments is approximately 16,200 feet, or 3.1 miles. (In the cases of sidewalk proposed on both sides of the street, the length accounts for the frontage on both sides.)

The list emphasizes projects on the town's arterials. These streets tend to have the most foot traffic at the same time as the highest traffic speeds. **Almost half of the projects are on Moraga Road.** It is worth remembering that the single need or suggestion cited most often during the needs assessment process was a continuous pedestrian and bicycle facility along Moraga Road, particularly from Corliss Drive to Rheem Valley Shopping Center (see key themes from the comments in Chapter 3, "Needs Assessment"). Given the importance of Moraga Road, the Walk | Bike Plan assumes that there should generally be walking access along both sides of the road. An exception is the segment between Corliss Drive and St. Mary's Road; this stretch has less development around it, so sees less demand. Since a path exists on the east side, through the Commons, building a sidewalk along this segment is a lower priority.

An additional four sidewalk projects—S-7 through S-10—are on other streets near Moraga Shopping Center. The remaining three projects, S-11 through S-13, are high-need projects serving schools, namely Miramonte High, Los Perales Elementary and Joaquin Moraga Intermediate respectively. The table indicates the sidewalk projects that serve schools directly and might therefore be good candidates for grant applications to Safe Routes to School funding programs and sources.

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Table 8 | **Sidewalk projects**

Map key	*Road / street*	*From (nearest street)*	*To (nearest street)*	*Length of gap(s) (ft.)*	*Safe Routes to School project*	*Notes / recommended improvements*
S-1	Moraga Road	Campolindo Drive	Rheem Boulevard	3,300	●	Sidewalk exists only on west side. Follow Livable Moraga Road recommendations.
S-2	Moraga Road	Donald Drive	Devin Drive	800		Sidewalk exists only on west side. Follow Livable Moraga Road recommendations.
S-3	Moraga Road	Devin Drive	Corliss Drive	3,200		Sidewalk is missing or needs improvements on both sides of the street. Follow Livable Moraga Road recommendations.
S-4	Moraga Road	Corliss Drive	St. Mary's Road	3,100		West side has sidewalk, east side has multi-use path (through Commons Park). Follow Livable Moraga Road recommendations.
S-5	Moraga Road	St. Mary's Road	Alta Mesa	200		Complete short gap on west side at St. Mary's Road.
S-6	Moraga Road	Alta Mesa	Moraga Way	600		Complete medium-length gap on east side around the turn.
S-7	Canyon Road	Moraga Way	Country Club Drive	200		Complete short gap on east side at Moraga Way.
S-8	Viader Drive	Moraga Way	Country Club Drive	200		Complete short gap on west side at Moraga Way.
S-9	Moraga Way	Viader Drive	School Street	100		Complete short gap on south side at Viader Drive.
S-10	Moraga Way	School Street	Camino Ricardo / St. Andrew's Drive	2,100		Build sidewalk or pave shoulder on the north side, and complete gaps on the south side. Coordinate with bikeway improvements (there might be right-of-way constraints).
S-11	Moraga Way	Hardie Drive	Ivy Drive	900	●	Build sidewalk on the north side and complete the gap on the south side from Miramonte Drive to Ivy Drive.
S-12	Corliss Drive / Sullivan Drive	Warfield Street	Arroyo Drive	600	●	Hairpin turn near Los Perales school. Build sidewalk on one side of the street.
S-13	Camino Pablo	Corte Maria	Rimer Drive	900	●	Along Joaquin Moraga school frontage; complete several short gaps on north side.
			Combined length:	*16,200 feet, or 3.1 miles*		

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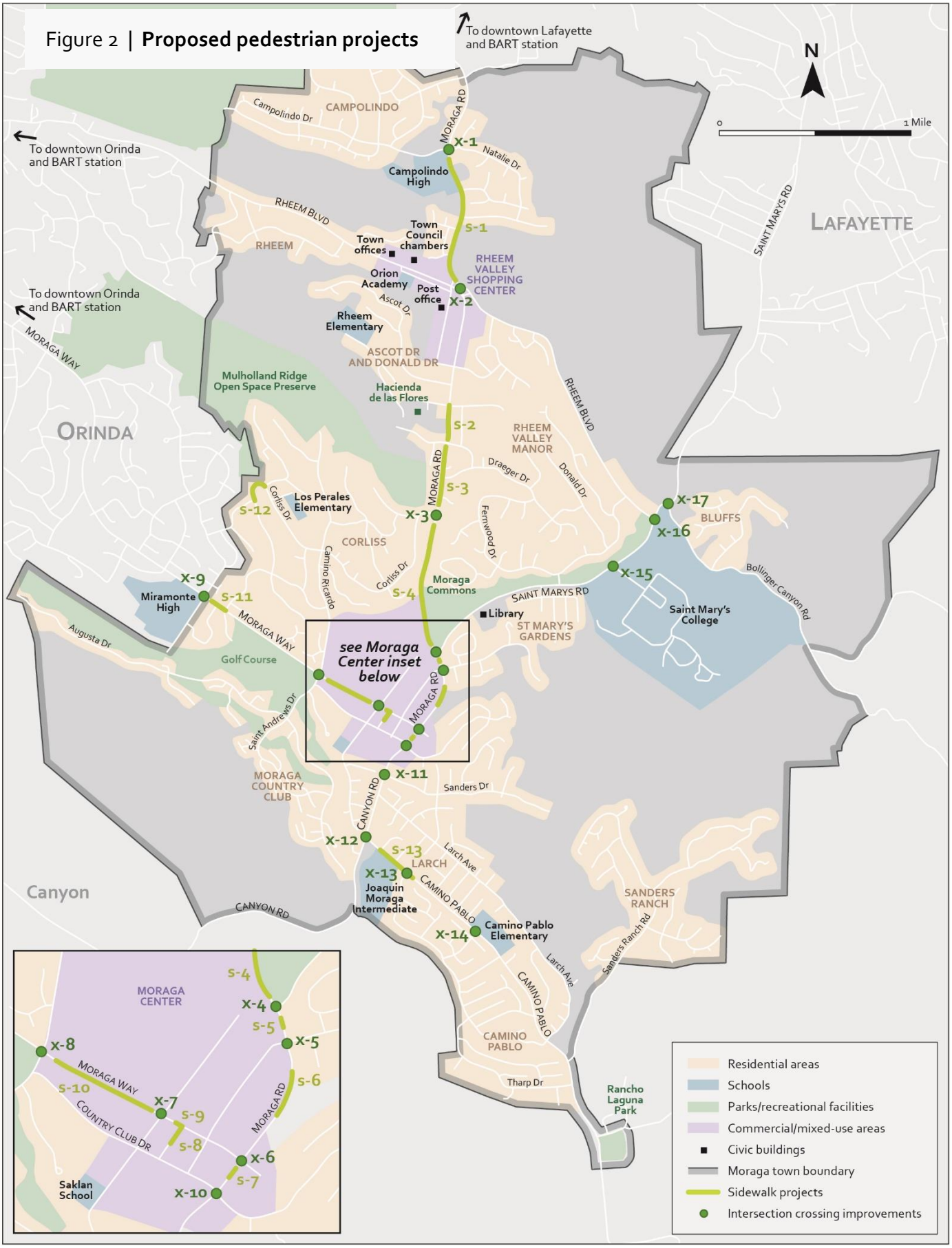

Figure 2 | **Proposed pedestrian projects**

In addition to the roadway segments listed above, the planning process identified a number of additional segments as particularly important pedestrian routes, generally because they are on arterials and serve key destinations. These additional segments are listed in Table 9 below. They already have adequate sidewalks—often on both sides of the street—so no improvements are proposed for these segments. At most, they might require minor sidewalk fixes or repairs at specific locations, also described as "spot improvements."

Fixes might include clearing overgrown vegetation, replacing small areas of buckled concrete and relocating sign posts away from the middle of the sidewalk. Spot improvements could be required by the Town of private property owners in front of their homes or businesses (since property owners are required to maintain the sidewalks along their frontages) or they could be conducted as part of regular street maintenance by the Town's Public Works Department in response to resident requests.

Table 9 | **Other key pedestrian routes**

Road / street	*From*	*To*	*Notes / considerations*
Moraga Road	Lafayette city limits	Campolindo Drive	On arterial; connects to Campolindo High School
Moraga Road	Rheem Boulevard	Donald Drive	On arterial; connects to Rheem Valley Shopping Center
Rheem Boulevard	Moraga Road	Elk Court	On arterial; connects to Rheem Valley Shopping Center, Town offices
Moraga Way	Moraga Road	Viader Drive	On arterial; connects to Moraga Shopping Center
Country Club Drive	Canyon Road	Moraga Creek	On arterial; connects neighborhood to the south to Moraga Shopping Center
School Street	Northern end of street	Hazelwood Place	Provides connection through Moraga Shopping Center
Canyon Road	Country Club Drive	Constance Place	On arterial; connects areas to the south to Moraga Shopping Center
Camino Pablo	Canyon Road	Corte Maria	On arterial; connects to Joaquin Moraga School
Camino Pablo	Rimer Drive	Hodges Drive	On arterial; connects to Camino Pablo School

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4 | Intersection crossing improvements

Members of the public repeatedly mentioned challenging conditions at intersection crossings resulting from long crossing distances and drivers failing to see or stop for pedestrians. To address these concerns, the Walk | Bike Plan proposes pedestrian enhancements—and in some cases also bicycle enhancements—at 17 key intersections around the town.

The intersections proposed for enhancement are listed on the next page and are shown on the map of pedestrian projects on the previous page. The intersections are numbered in rough geographic order, not in order of importance. They were selected based on public suggestions and comments during the needs assessment process and were refined based on public input during the task on improvement options.

Like the sidewalk projects, the crossing improvements are focused on the arterials, especially at intersections where two arterials meet and those near a school. Arterials are the most direct, convenient routes, and are the streets on which most key destinations are located. For these reasons, the arterials attract the bulk of pedestrian, bike and car traffic, and therefore experience the majority of conflicts among users. The arterials also typically have the highest traffic speeds.

As shown in Table 10 further below, of the 17 intersections, six involve the crossing of two arterials. All the intersections have marked crosswalks on at least one leg, while seven are equipped with traffic signals. Five intersections pose particular challenges for cyclists, so they would combine pedestrian and bicycle crossing enhancements. The table also indicates the crossing improvements that would serve schools directly and might therefore be good candidates for grant applications to Safe Routes to School funding programs and sources.

Moraga Road at Corliss Drive

There are many measures to make crossings safer and easier for pedestrians to navigate. Some of these are listed below and a sampling of them is illustrated in Figure 3 following Table 10:

- Specially colored and textured pavement at crosswalks.
- Pedestrian-activated flashing crossing signs, flashing digital speed signs on the approaches to the intersection and other warning signage.
- Advanced yield or stop lines, which encourage drivers to stop further back from the crossing.
- Sidewalk "bulb-outs" or extensions, which shorten the crossing distance; they also reduce the corner radius, making drivers slow down as they turn the corner. Bulb-outs provide

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opportunities to incorporate landscaping. They should be designed so as to not encroach into cyclists' path of travel and to accommodate fire trucks and other large vehicles.
- Pedestrian refuges or islands in the center of the street.

Not all measures are appropriate for all intersections. Signalized intersections call for different types of measures than unsignalized ones, for example. Signalization makes traffic movements more predictable, so there is less need for warning signs and signals. On the other hand, signalized intersections tend to go hand in hand with wider streets and busy, faster traffic. Such conditions often warrant measures such as bulb-outs and median refuges.

Depending on the intersection and the issues involved, enhancements may be implemented on one or both of the cross streets, and on one or both approaches of the street. Enhancement measures for a particular crossing should be determined based on guidelines in the California Highway Design Manual, California Manual on Uniform Traffic Control Devices and various street-design publications from the National Association of City Transportation Officials, and in consultation with affected neighbors.

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Table 10 | **Intersections for crossing improvements**

Map key	*Cross street 1*	*Cross street 2*	*Signal*	*Two arterials*	*Bike measures*	*Safe Routes to School project*	*Notes / considerations*
X-1	Moraga Road	Campolindo Drive	●			●	At Campolindo High School; bus stop across the street
X-2	Moraga Road	Rheem Boulevard	●	●	●		Large, especially busy intersection with many turning movements
X-3	Moraga Road	Corliss Drive			●		Recent enhancements; new improvements would be primarily for cyclists
X-4	Moraga Road	St. Mary's Road	●	●	●		At Commons Park and at Lafayette-Moraga Trail connection to School Street
X-5	Moraga Road	Alta Mesa	Planned				Improves connection to Moraga Shopping Center for the neighborhood to the east; when signalized, pedestrian crossings and appropriate transitions for sidewalks and bike lanes should be provided
X-6	Moraga Road / Canyon Road	Moraga Way	●	●			Wide, especially busy intersection
X-7	Moraga Way	School Street	●				Improves connection to Moraga Shopping Center for the neighborhood to the south; intersects with Lafayette-Moraga Trail.
X-8	Moraga Way	Camino Ricardo / St. Andrews Drive	●				On busy arterial, with bus stops on both sides of Moraga Way
X-9	Moraga Way	Ivy Drive	●			●	Next to Miramonte H.S.; bus stops on both sides of Moraga Way
X-10	Canyon Road	Country Club Drive		●	●		Large, busy intersection near Moraga Shopping Center
X-11	Canyon Road	Sanders Drive					Evaluate safety improvement options for the existing crosswalk or consider moving it from Sanders Drive to Larch Avenue
X-12	Canyon Road	Camino Pablo		●		●	Near Joaquin Moraga Intermediate School
X-13	Camino Pablo	Rimer Drive				●	Near Joaquin Moraga Intermediate School
X-14	Camino Pablo	Oxford Drive				●	At Camino Pablo Elementary School
X-15	St. Mary's Road	St. Mary's Parkway					At Saint Mary's College and at trailhead to Lafayette-Moraga Trail
X-16	St. Mary's Road	Rheem Boulevard		●	●		At Lafayette–Moraga Regional Trail
X-17	St. Mary's Road	Bollinger Canyon Road					Improves connection to the rest of Moraga for the Bluffs neighborhood

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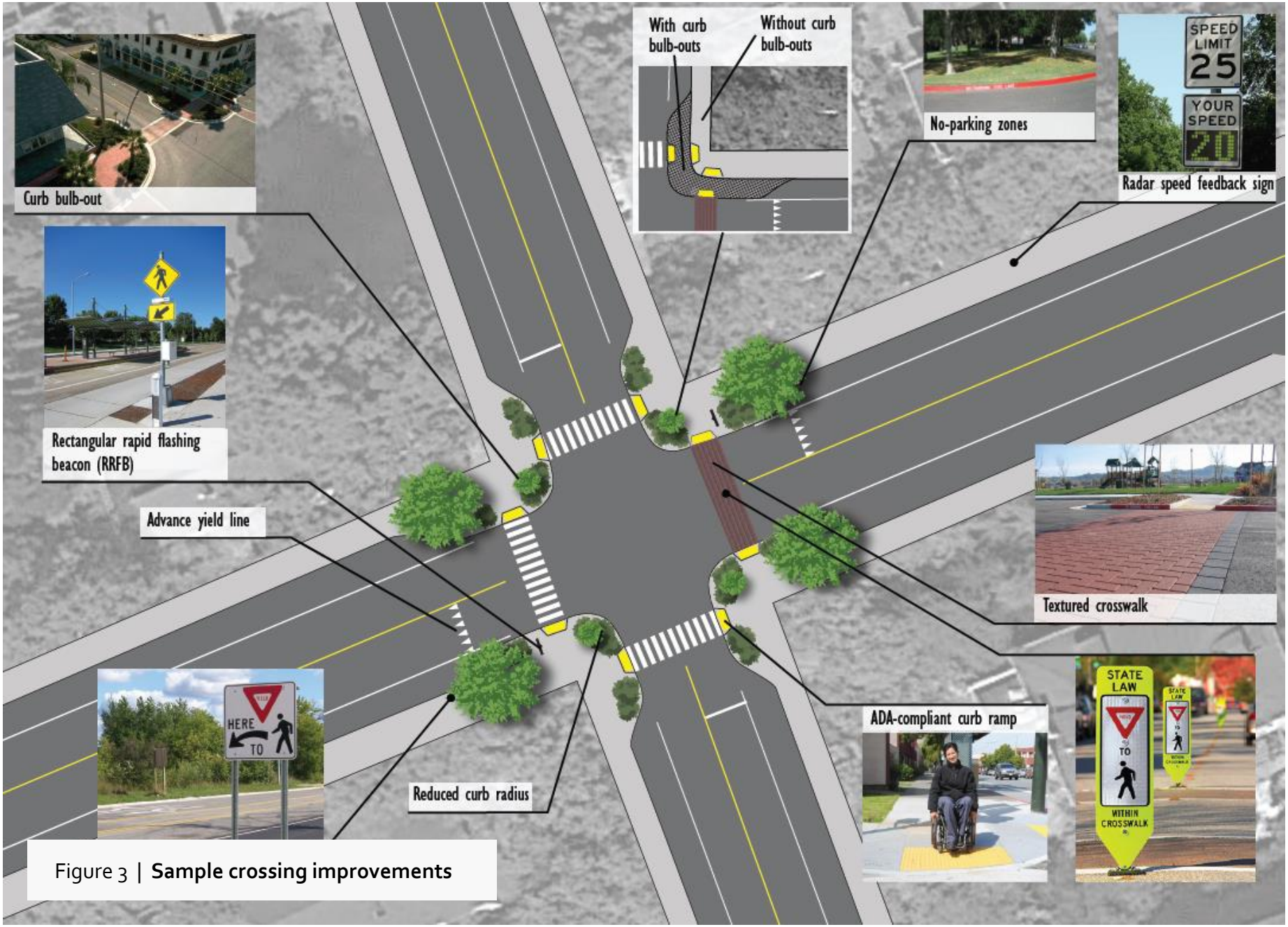

Figure 3 | **Sample crossing improvements**

5 | Lower-priority or longer-term pedestrian projects

The previous sections outline a set of projects that can reasonably be expected to be completed during the 15-year lifetime of the Walk | Bike Plan. Beyond these improvements, there are several desirable projects suggested by the community that are likely less feasible or realistic over the same time period. The main challenges are their anticipated high cost or the need for extensive further study and planning. These projects are described below.

Despite the challenges, it is important for the Walk | Bike Plan to document these projects and flag their importance to the community. The projects should be re-examined and re-evaluated more closely for feasibility in the future. This should be done when the Walk | Bike Plan is updated or sooner if planning conditions change—for example, if significant new funding becomes available or if development or redevelopment projects are proposed for the areas in question. Before these projects could be implemented, they would also be subject to project-specific review for environmental impacts under the California Environmental Quality Act.

Sidewalks

Two sidewalk projects in particular stand out as being the subjects of multiple comments during the needs assessment but also as being unrealistic for the time being:

- Sidewalk, at least on one side of the street, on **Bollinger Canyon Road** from St. Mary's Road east to Joseph Drive. The sidewalk would connect the Bluffs neighborhood north of the road to the Lafayette-Moraga Regional Trail and other points west. Unfortunately, the right-of-way appears too narrow to accommodate sidewalks; the road is flanked by steep grades, which would likely necessitate the construction of retaining walls. Also, widening of the road could impact the adjacent seasonal wetlands, requiring an extensive environmental permitting process. The cost of this project would likely be very high, especially in relation to the small number of residents it would serve.
- Sidewalk, also at least on one side of the street, on **Larch Avenue** from Canyon Road east to Shuey Drive, and possibly for its entire length, to Camino Pablo. The street is an important neighborhood connector serving many residences within easy walking distance of Moraga Shopping Center, Rancho Laguna Park, and the Joaquin Moraga and Camino Pablo schools. The street has intermittent stretches of sidewalk but they are sufficiently disconnected that they are mostly non-functional. As a whole, the development was planned without sidewalks, and front yards abut the roadway, with no space in between. Installing sidewalks would be an expensive and complex process, requiring residents to dedicate right-of-way (and lose some private-frontage improvements) or for the Town to purchase easements through private property.

Street lights

Beyond the key needs identified at the start of this chapter, a common pedestrian-related complaint was the lack of street lights. Street lights increase traffic safety by enabling drivers, pedestrians and cyclists to see each other better; they also increase people's sense of personal comfort and security with regard to crime. On the other hand, some people do not think street lights fit Moraga's suburban/semi-rural character.

Conventional street lights are expensive to purchase and also to install, due to the trenching required to extend electrical service.

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However, the Town has installed solar-powered street lights at some locations that were too expensive to connect to the grid. This could become more of an option especially as the technology improves and if costs come down. Either way, street lights should be considered a lower priority than sidewalks and crossing enhancements, which are more fundamental improvements and were a greater need expressed by the public.

Table 11 | **Segments for street light improvements**

Road / street	*From*	*To*
Moraga Road —north segment	Lafayette city limits	Campolindo Drive
Moraga Road —middle segment	Campolindo Drive	St. Mary's Road
Moraga Road —south segment	St. Mary's Road	Moraga Way
Rheem Boulevard	Moraga Road	Elk Court
Moraga Way	Moraga Road	Camino Ricardo / St. Andrews Drive
Canyon Road	Moraga Way	Camino Pablo
Camino Pablo	Canyon Road	Hodges Drive

Street lights should be prioritized only if additional funding is available for pedestrian and bicycle projects or as part of any broader proposed street-wide improvements. Street light prioritization should be coordinated with the Town's Street Light Master Plan. For pedestrian and bicycle purposes, special consideration should be given to street lights near intersections (to make it easier for drivers to see pedestrians wishing to cross) and along **arterial segments that connect key destinations,** particularly the shopping centers and schools; these are listed in Table 11. (In the table Moraga Road has been broken up into three segments because improvements might be implemented in the middle segment as a result of the Livable Moraga Road project.)

Street connectors

As mentioned in the introductory chapter, the lack of a regular street grid, many cul-de-sacs and hilly terrain limit the connectivity of Moraga's street network. This particularly affects pedestrians and cyclists, for whom destinations loom much farther than for drivers. The most notable area of network disconnect is between, to the east, Saint Mary's College and the many residences in the Rheem Valley neighborhood and, to the west, Moraga Road and the Rheem Valley Shopping Center. Rheem Boulevard is a convenient connector for drivers but not for pedestrians and cyclists: it includes a steep hill, and lacks sidewalks and bike facilities.

Potential solutions—at least when looking only at lines on a map—are to connect the ends of Williams Drive and Birchwood Drive, or the east and west segments of Donald Drive. These potential connectors would run through private property. They are not considered realistic in a proximate timeframe because of the cost to purchase the property and also the need for a much more detailed planning study. Many of the streets in this neighborhood also include steep hills and lack sidewalks, making pedestrian and bicycle connectivity more challenging in general. Among key issues that would need to be examined more closely are topographic constraints, potential impacts to biological resources and community support for public access through the area.

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5 | Bicycle projects

1 | Chapter overview

As described in the "Needs Assessment" chapter, the community's main bicycle-related needs and concerns were, in rough decreasing order of importance:

1. Lack of, and gaps or discontinuities in, bike lanes and shoulders; and inadequate maintenance of the existing lanes and shoulders.
2. More paths and trails to connect to more destinations, and easier access to existing trails.
3. Driver behavior, particularly speeding, distracted driving, and a general lack of respect toward cyclists and unwillingness to "share the road" with them.
4. Failure of cyclists to obey the rules of the road, particularly to ride single-file.
5. Traffic lights do not detect cyclists waiting for the light to change.

To address the **top need on the list,** the Walk | Bike Plan designates a town-wide network of on-street bikeways and proposes a set of segment-specific improvements. Town staff and the plan consultants developed a preliminary bikeway network based on the input received from the public on needs and concerns. Feedback was then sought from the public on the preliminary network through the same process used to formulate the pedestrian projects (see Section 2, "Developing the recommendations," in the previous chapter). The feedback was used to refine the network and the segment-specific improvements presented in this chapter.

As for the other needs on the list above, **maintenance of facilities** (part of item 1), **driver behavior** (item 3), **cycling etiquette** (item 4) and **bike detection** (item 5) are addressed in Chapter 6, "Support Programs and Other Actions." Regarding **paths and trails** (item 2), as mentioned in the previous chapter the focus of the Walk | Bike Plan is on on-street facilities rather than on paths and trails. (However, the on-street bikeway network was formulated with an eye on providing connections to the town's trail system, among other key destinations.)

This chapter concludes with several recommendations regarding bicycle parking, a low-cost way to promote cycling and another common topic of public comments.

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2 | On-street bikeway network

While cyclists will continue to be allowed on any street in Moraga (consistent with State law), the designated on-street bikeway network is meant to provide a higher level of service for cyclists in terms of safety, comfort or convenience. The network was designed with input from the public and Town staff and on the professional judgement of the plan's consultants. In selecting streets to serve as bikeways, the following criteria were taken into consideration and balanced against each other:

- Directness of access to key destinations (including trails)
- Street grades
- Traffic speeds and volumes
- Existing bicycling patterns

Table 12 at right lists in alphabetical order the 23 streets that make up the proposed Moraga on-street bikeway network. The network has an approximate total length of just over 20 miles. As explained in the section that follows, the network includes bike routes and bike lanes.

Table 12 | **Streets on the bikeway network**

Road / street	*From*	*To*	*Length (miles)*
Ascot Drive	Moraga Road	Ascot Court	0.4
Augusta Drive	St. Andrews Drive	Westchester Street	0.5
Bollinger Canyon Rd	St. Mary's Road	Town limit	0.9
Camino Pablo	Canyon Road	Town limit	1.7
Camino Ricardo	Corliss Drive	Moraga Way	0.5
Campolindo Drive	Moraga Road	Calle La Montana	0.4
Canyon Road	Moraga Way	Town limit	1.2
Corliss Drive	Moraga Road	Wakefield Dr.	1.1
Country Club Drive	Canyon Road	St. Andrews Drive	0.5
Donald Drive	Moraga Road	Laird Drive	0.4
Laird Drive	Donald Drive	Donald Rheem E.S.	0.2
Larch Avenue	Canyon Road	Camino Pablo	1.4
Moraga Road	Lafayette city limit	Moraga Way	2.8
Moraga Way	Moraga Road / Canyon Road	Orinda city limit	1.0
Rheem Boulevard	Orinda city limit	St. Mary's Road	2.4
Rimer Drive	Camino Pablo	Shuey Drive	0.8
St. Andrews Drive	Moraga Way	Augusta Drive	0.2
St. Mary's Road	Moraga Road	Lafayette city limit	1.4
Sanders Drive	Canyon Road	End of street	0.7
School Street	Northern end, near Moraga Road	Southern end, near Canyon Road	0.8
Shuey Drive	Rimer Drive	Camino Pablo	0.3
Tharp Drive	Rimer Drive	Camino Pablo	0.7
Westchester Street	Augusta Drive	End of street	0.1
		Total length:	*20.4*

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3 | Bikeway types

Different types of bikeway are proposed for the various streets on Moraga's bikeway network. The type of bikeway proposed for a particular street depends on the street's width, available right-of-way, function and traffic characteristics. In some cases, streets that have stretches with differing characteristics have been divided into segments, and different types of bikeway have been proposed for the various segments. Figure 4 on the next page shows the proposed network, broken down by bikeway type.

Bike routes

Approximately two-thirds of the network by length—or 13.7 miles—consists of what Caltrans (California's Department of Transportation) classifies as "bike routes," or "Class III" facilities. Bike routes do not include bike lanes; instead, they are denoted mostly by signage. Bike routes are proposed for (i) arterials or other streets with relatively fast or heavy traffic on which there is no room for bike lanes unless parking or traffic lanes were removed and (ii) less-trafficked, slower-speed residential streets where separating car and bike traffic is not necessary. Table 13 at right lists the bike route segments in the network.

Table 13 | **Bike route segments**

Road / street	*From*	*To*	*Length (miles)*
Ascot Drive	Moraga Road	Ascot Court	0.4
Augusta Drive	St. Andrews Drive	Westchester Street	0.5
Bollinger Canyon Rd	St. Mary's Road	Town limits	0.9
Camino Pablo	Tharp Drive	Town limits	0.3
Camino Ricardo	Corliss Drive	Moraga Way	0.5
Campolindo Drive	Moraga Road	Calle La Montana	0.4
Canyon Road	Constance Place	Town limit	0.6
Corliss Drive	Moraga Road	Wakefield Dr.	1.1
Country Club Drive	Canyon Road	St. Andrews Drive	0.5
Donald Drive	Moraga Road	Laird Drive	0.4
Laird Drive	Donald Drive	Donald Rheem E.S.	0.2
Larch Avenue	Canyon Road	Camino Pablo	1.4
Rheem Boulevard	Orinda city limits	Town offices	0.8
Rheem Boulevard	Moraga Road	St. Mary's Road	1.3
Rimer Drive	Camino Pablo	Shuey Drive	0.8
St. Andrews Drive	Moraga Way	Augusta Drive	0.2
St. Mary's Road	Stafford Road	Lafayette city limits	0.8
Sanders Drive	Canyon Road	End of street	0.7
School Street	Northern end, near Moraga Road	Southern end, near Canyon Road	0.8
Shuey Drive	Rimer Drive	Camino Pablo	0.3
Tharp Drive	Rimer Drive	Camino Pablo	0.7
Westchester Street	Augusta Drive	End of street	0.1
		Total length:	*13.7*

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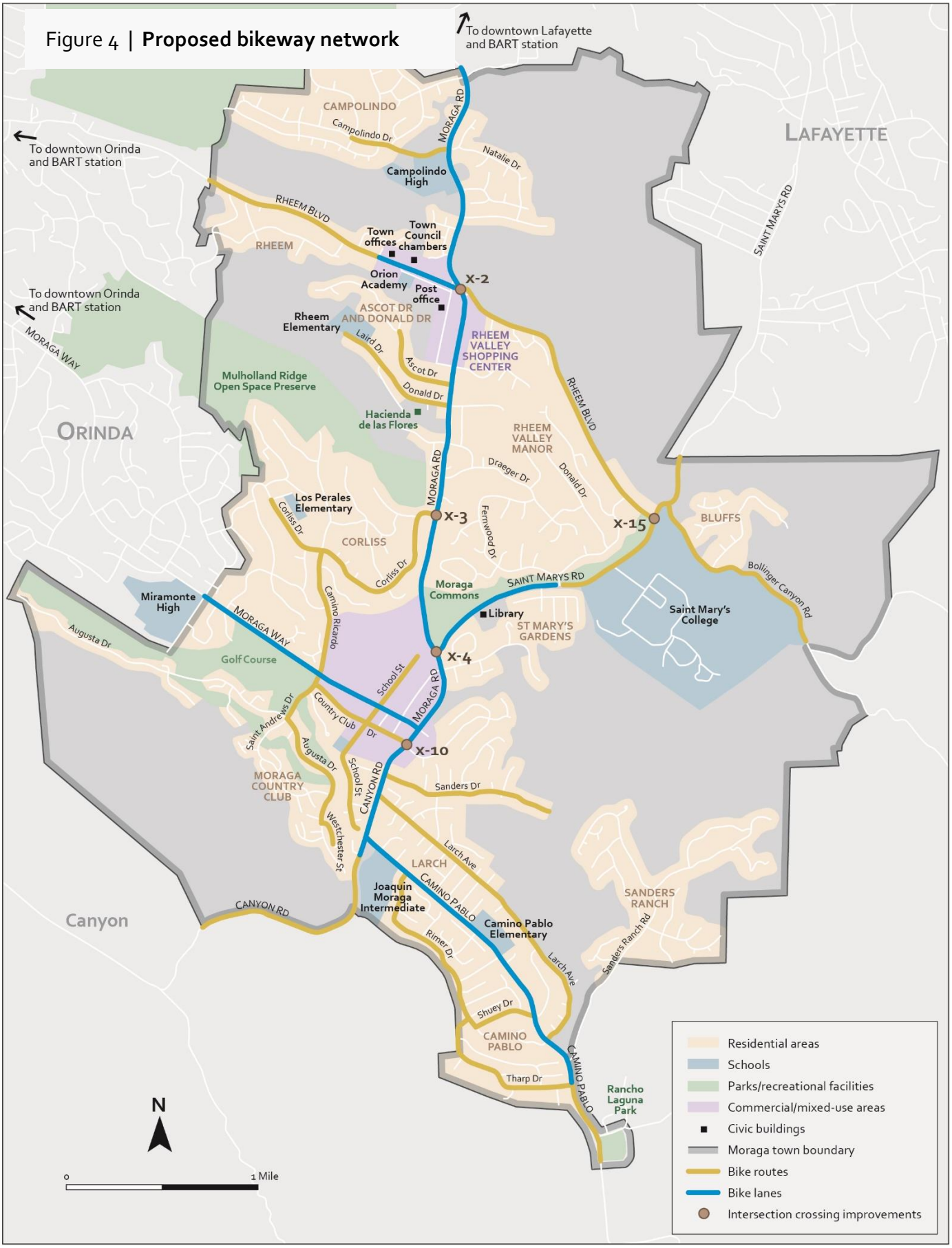

Figure 4 | **Proposed bikeway network**

All bike routes would be marked with "Bike route" signs (see top image at right) and any of a variety of "Share the road" signs or signs instructing drivers to leave a three-foot clearance when passing a cyclist (see middle image at right for an example).

On bike routes where the speed difference between cyclists and cars is low—for example, on slower-speed streets or on downhills—"sharrows" would be added (bottom image at right). These are stencils that suggest to cyclists where in the lane to ride, alert drivers to the potential presence of cyclists and, more generally, reinforce the legitimacy of bike traffic and encourage sharing of the road. They would also be added to the outside lanes of four-lane roads such as Country Club Drive. Sharrows may be painted on top of a green background for greater visibility, particularly in areas of conflict with car traffic.

On bike routes with sharrows where the traffic lane is narrow, the sharrows should be supplemented with "Bikes may use full lane" signs (see image at right). These remind drivers, and cyclists, of cyclists' right, per the California Vehicle Code, to occupy a full lane that is too narrow for safe passing.

Additional safety signs instructing drivers to watch for cyclists (see example at right) or to pass with care should be installed on bike route segments with relatively fast or heavy traffic, narrow lanes and winding lanes. Streets on which these conditions occur include Bollinger Canyon Road, Canyon Road and St. Mary's Road.

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Bike lanes

The rest of the on-street bikeway network—totaling 6.7 miles—consists of bike lanes (classified by Caltrans as "Class II" facilities). These are denoted by parallel white stripes several feet apart, a stenciled bike symbol and bike lane signage.

Table 14 on the next page lists the bike lane segments in the network. A number of these segments already have bike lanes. However, in general, the bike lanes in Moraga need improvement, as they are poorly marked and signed. The table includes segment-specific recommended improvements. The table also indicates the bike lane projects that would serve schools *most directly* and might therefore be good candidates for grant applications to Safe Routes to School funding programs and sources.

Bike lanes may be **painted green** (see top image at right) to increase visibility for cyclists through challenging intersections, to discourage drivers from parking on them and, more generally, to reinforce bike priority in areas of conflict with car traffic. On streets with sufficient room, bike lanes may be **separated from traffic** by a painted buffer (bottom image at right), plastic posts, concrete curb or other measures. (Technically, physically separated bike lanes are classified by Caltrans as Class IV facilities—not Class III—and are known as separated bikeways or cycle tracks.) The Town should look for opportunities to narrow travel lanes to 11 or 10.5 feet in order to create room for wider bike lanes (where allowable based on design speeds), possibly with a painted buffer.

Other enhancements

Since cyclists are allowed to use any street in Moraga, the purpose of designated bikeways is to provide a higher level of safety, comfort or convenience on certain streets. For this reason, the Town should look for every opportunity to provide additional enhancements on bikeways, beyond the striping and signage described earlier in this section. Possible enhancements include:

- Smoother pavement and more frequent maintenance and repair.
- Non-slip pavement markings and other surfaces.
- Regular clearing of debris in bike lanes and shoulders.
- Parking "T's," or "tick marks," to delineate parking spots; these encourage drivers to park closer to the curb and remind cyclists of the possibility of opening car doors.
- Other awareness and safety signs, including "No parking—Bike lane."
- Flashing radar speed signs.
- Solid white edge lines demarcating the travel lane from the shoulder or parking lane (by visually narrowing the street, edge lines cause drivers to drive somewhat more slowly).

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Table 14 | **Bike lane segments**

Road / street	*From*	*To*	*Length (miles)*	*Safe Routes to School project*	*Notes / recommended improvements*
Moraga Road	Lafayette city limits	Woodford Drive	0.5	●	Bike lanes exist on both sides; follow Livable Moraga Road recommendations but consider more frequent signing and stenciling.
Moraga Road	Woodford Drive	Buckingham Drive	0.1	●	Bike lanes exist on both sides but the west-side lane is too close to parked cars. Follow Livable Moraga Road recommendations but also consider prohibiting parking on this short stretch.
Moraga Road	Buckingham Drive	Donald Drive	0.8		Bike lanes exist on both sides. Follow Livable Moraga Road recommendations but consider more frequent signing and stenciling.
Moraga Road	Donald Drive	Corliss Drive	0.5		Follow Livable Moraga Road recommendations, namely Class II bike lanes and/or multi-use path.
Moraga Road	Corliss Drive	St. Mary's Road	0.6		Follow Livable Moraga Road recommendations, namely Class II bike lanes and/or multi-use path.
Moraga Road	St. Mary's Road	Moraga Way	0.3		Sign and stencil the shoulders as bike lanes.
Rheem Boulevard	Town offices	Moraga Road	0.3		Shoulders wide enough to accommodate bike lanes were recently installed on both sides; these should be signed and stenciled as bike lanes.
Moraga Way	Moraga Road	School Street	0.2		Improve the existing bike lanes with more frequent signing and stenciling.
Moraga Way	School Street	Laguna Creek	0.1		Widen and pave the shoulders, and sign and stencil as bike lanes. Coordinate with sidewalk improvements (there might be right-of-way constraints).
Moraga Way	Laguna Creek	Camino Ricardo / St. Andrews	0.2		Sign and stencil the shoulders as bike lanes. Coordinate with sidewalk improvements (there might be right-of-way constraints).
Moraga Way	Camino Ricardo / St. Andrews	Past Moraga Valley Lane	0.3	●	Improve the existing bike lanes with more frequent signing and stenciling. Narrow the painted median to widen the bike lanes. At Moraga Valley Lane, thread the bike lane between the through lane and the right-turn lane.
Moraga Way	Past Moraga Valley Lane	Hardie Drive	0.1	●	Improve the existing bike lanes with more frequent signing and stenciling.
Moraga Way	Hardie Drive	Orinda city limits	0.1	●	On the north side, consider prohibiting parking, then signing and stenciling the shoulder as a bike lane; otherwise, this segment should be designated as a bike route (Class II). On the south side, install a proper bike lane.

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Road / street	***From***	***To***	***Length (miles)***	***Safe Routes to School project***	***Notes / recommended improvements***
Canyon Road	Moraga Way	Constance Place	0.6	●	Improve the existing bike lanes with more frequent signing and stenciling, especially between Camino Pablo and Constance Place. In front of St. Monica's Church, paint the bike lane green or line it with plastic posts to deter parking in the bike lane.
Camino Pablo	Canyon Road	Rimer Drive	0.2	●	Consider prohibiting parking except during school or church events, and signing and striping the shoulders as bike lanes; otherwise, this segment should be designated as a bike route (Class II).
Camino Pablo	Rimer Drive	Oxford Drive	0.4	●	Improve the existing bike lanes with more frequent signing and stenciling.
Camino Pablo	Oxford Drive	Hodges Drive	0.1	●	Improve the existing bike lanes with more frequent signing and stenciling. Consider prohibiting parking on the south side (to discourage jaywalking to the school) and installing a buffered or separated bike lane.
Camino Pablo	Hodges Drive	Moraga Creek	0.5	●	Improve the existing bike lanes with more frequent signing and stenciling. Consider prohibiting parking; then on the north side moving the bike lane to the curb and installing a buffered bike lane, and on the south side installing a separated bike lane.
Camino Pablo	Moraga Creek	Tharp Drive	0.2		Improve the existing bike lanes with more frequent signing and stenciling.
St. Mary's Road	Moraga Road	Stafford Drive	0.6		Widen and pave the shoulders, and sign and stencil as bike lanes.
		Total length:	*6.7*		

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4 | Intersection improvements

Several intersections on the bikeway network present particular challenges for cyclists. At five of the intersections listed in the previous chapter to be improved for pedestrians, the Walk | Bike Plan proposes additional measures to make them easier for cyclists to navigate. These intersections are listed below and are shown on the bikeway network map:

X-2: Moraga Road / Rheem Boulevard: This is the largest and one of the most complex and confusing intersection in the town. Both directions of both cross streets consist of at least four through lanes at this location, streets intersect at skewed angles and there are several turn lanes as well.

X-3: Moraga Road / Corliss Drive: Because of the sightlines and because Corliss slopes downhill at this location, cyclists have a difficult time turning left from Corliss onto Moraga Road. The intersection was recently improved for pedestrians with installation of a pedestrian crossing.

X-4: Moraga Road / St. Mary's Road: There are conflicts at this intersection between northbound cyclists continuing straight on Moraga Road and northbound drivers turning left onto St. Mary's Road.

X-10: Canyon Road / Country Club Drive: This is another of the largest intersections in Moraga and is one of the most frequently used cycling routes. It is challenging for northbound cyclists on Canyon Road wishing to turn left onto Country Club Drive to move across two lanes of fast traffic.

X-15: St. Mary's Road / Rheem Boulevard: This location is one of the busiest street crossings along the Lafayette-Moraga Regional Trail through Moraga.

Intersection of Moraga Road and St. Mary's Road

Ways to make intersections safer and easier for cyclists to navigate include:

- Green bike lanes to reinforce and accentuate cyclists' path of travel through an intersection.
- Where bike lanes meet right-turn lanes, threading the bike lane between the through lane and the turn lane.
- Pole-mounted traffic mirrors at locations with poor or obstructed sightlines.
- Two-stage turn queue box to help cyclists make left turns at multi-lane signalized intersections from a right side bike lane. (A description of this device is available at nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/two-stage-turn-queue-boxes.)

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5 | Bicycle parking

After on- and off-street bikeways, bicycle parking is the most important element of a community's bicycling system. Parking for bikes is a low-cost yet effective way to encourage cycling and improve the functionality of the bikeway network. It reduces the threat of theft, makes bicyclists feel welcome and increases the visibility of bicycling.

Bike parking in Moraga is somewhat limited. As described in the chapter on existing conditions, the Town has installed bike parking at its facilities serving the public; there are parking racks at several locations on the Saint Mary's College campus; and some businesses in the two commercial areas—Rheem Valley and Moraga Shopping Centers—provide racks. While all official Town facilities now have bike parking, there are additional ways in which the Town can help expand the supply of parking:

- Develop installation guidelines for installing bike racks on **public sidewalks in commercial areas.** The guidelines should address the design and placement of the racks, ensuring that bikes have enough clearance from fixed objects and from other bikes without creating obstacles for pedestrian and disabled access. Consider "Moraga-branded" racks with a design or symbol representative of the town. Enable merchants and the broader public to request the installation of bike racks, to be provided by the Town at no or minimal cost.
- Encourage and support the Moraga and Acalanes Union High School Districts to provide adequate, well-designed bike parking at **public schools.**
- Similarly, encourage and support the two **shopping centers** to provide bike parking throughout their property (especially near the location of the Sunday farmers market).
- Require new commercial and multi-family development or redevelopment projects to install bike parking as a condition of approval of development permits. This might require amending the Town's Municipal Code to give the Planning Department the necessary authority.

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6 | Lower-priority or longer-term bicycle projects

The previous sections outline a set of bicycle projects that can reasonably be expected to be completed during the ten-year lifetime of the Walk | Bike Plan. However, as described in the chapter on pedestrian projects, there are additional desirable projects that might not be realistic over the next 15 years, primarily due to anticipated lack of funds. These additional projects are listed in Table 15 below. As with the longer-term pedestrian projects, the projects below should be considered in the future depending on available funding.

Table 15 | **Longer-term or lower-priority bikeway projects**

Road / street	*From*	*To*	*Length (miles)*	*Notes / proposed improvements*
Rheem Boulevard	Orinda city limits	Town offices	0.8	Look for spot opportunities to widen the paved shoulders where needed. Consider prohibiting parking, then signing and stenciling bike lanes along the segment.
Rheem Boulevard	Moraga Road	Fay Hill Road	0.5	Look for spot opportunities to widen the paved shoulders.
Rheem Boulevard	Moraga Road	St. Mary's Road	0.8	Conduct a study to shorten or remove the segments of center turn lane in order to widen the shoulders.
Country Club Drive	School Street	Moraga Creek (incl. bridge)	0.1	• Narrow the sidewalk planting strips to widen the roadway and install bike lanes; or redesign and reconstruct the sidewalks as multi-use paths. • Bridge: Reconstruct it to incorporate bike lanes. In the near-term, remove the yellow line on the left-hand side of the travel lane in each direction; add reflective signs, tape or paint to the median; and stripe a white edge line on the right-hand side, keeping the travel lanes to 11 feet or less.
Country Club Drive	Moraga Creek	St. Andrews Drive	0.2	Narrow the median to widen the roadway on each side and install bike lanes.
School Street	Moraga Way	Country Club Drive	0.1	Redesign and reconstruct the sidewalk as a two-way multi-use path. (The segment north of Moraga Way is a private street; it should be improved according to recommendations in the Moraga Center Specific Plan.)
St. Mary's Road	Moraga Road	Bollinger Canyon Road	1.2	Look for spot opportunities to widen the paved shoulders where needed, particularly on the east-side (west-bound cyclists are more likely to use the Regional Trail). Sign and stencil continuous segments of sufficiently wide shoulder as bike lanes.

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6 | Support programs and other actions

1 | Chapter overview

Infrastructure and facilities, while critical, are only one way to improve conditions for pedestrians and cyclists. Also important are non-physical improvements, namely programs, activities, events and changes to long-standing practices. With that in mind, the first part of this chapter recommends four support programs designed to encourage more people to walk and bike and to make it safer and more convenient to do so. The second part of the chapter recommends a set of miscellaneous actions, changes to Town practices and other smaller-scale recommendations to advance walking and bicycling in Moraga. The recommendations in this chapter have been formulated to respond to those key needs and concerns expressed by the community that cannot be addressed through physical improvements alone. Like the physical improvements outlined in the previous two chapters, they are meant to be realistic and appropriate to the walking and biking context in Moraga.

2 | Support programs

As mentioned in the "Existing Conditions" chapter, support programs and activities for walking and biking are few in Moraga; they have not been a high priority for the Town historically, and have suffered from limited resources and insufficient coordination among agencies and organizations. To begin to remedy this situation, the Walk | Bike Plan proposes four programs encompassing safety, education, training, encouragement, promotion and enforcement efforts.

It is expected that because of their varied nature the programs would be led and assisted by a variety of agencies and other organizations. These would include primarily the Town's Planning Department and the Public Works Department, but also the Police Department for activities related to enforcement, traffic safety and traffic education. Depending on their capacity and level of interest, the two school districts (Moraga and Acalanes Union High), or individual schools, could lead activities related to Safe Routes to School (SR2S), with support from the Town and especially from the County's SR2S program. Similarly, promotional and encouragement activities could be led by outside groups and organizations, also with logistical, financial or staff support from the Town.

It is intended that support activities would occur throughout the duration of the Walk | Bike Plan's ten-year lifetime, rather than be one-time efforts. However, not all the activities outlined below would necessarily be conducted at all times. The number and mix of activities offered or supported by the Town at any one time will

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depend on the community's evolving needs and interests, on staff resources and on available funding.

1 Promotion and encouragement

To maximize its investments in walking and biking infrastructure, the Town should sponsor, support or facilitate activities that encourage the general population to walk and bike more frequently, for both transportation and recreation. Below are activities that could be included under a promotion and encouragement program:

- Implement the Town's planned wayfinding signage program, not only as a way to help pedestrians and cyclists find their way to key destinations—including schools, parks and trailheads—but also as a reminder to all of the viability of walking and biking. See the section at the end of this chapter for more information about the wayfinding program.
- Install bike racks on public sidewalks in commercial areas based on requests from the public; also, encourage and support the schools and two shopping centers to provide adequate, well-designed bike parking on their property.
- Announce events and activities on the Town's website, social media channels and electronic marquee, on local media, and through flyers and brochures at Town offices and the Library.
- Continue to sponsor and provide support for morning and evening "energizer stations" on Bike to Work Day (these are tables that provide free snacks, beverages and small promotional giveaways to cyclists).
- Provide support to the Moraga Park Foundation to maintain and update the Moraga Area Trails Guidebook or other town-wide inventory and mapping of trails, in both print and online forms.

2 General traffic safety and education

The construction of facilities to encourage new walkers and cyclists should be accompanied by safety and education efforts to promote road safety among the general population. Traffic-safety programs are typically implemented at the regional, state and national levels, rather than by local jurisdictions. Nevertheless, there are ways for the Town to have an impact at the local level:

- Feature rotating traffic safety and educational messages on the Town's website, electronic marquee and social media channels.
- Similar to bumper stickers available as part of the "Slow Down Lamorinda" program, create posters and bumper stickers with additional Moraga-specific traffic safety messages for use in Town buildings and on Town vehicles, and make them available to the public for free.
- Install flashing digital speed signs on the arterials and deploy speed trailers, as awareness and educational tools, on streets with a history of speeding complaints.
- Enlist the East Bay Regional Park District's help in promoting safe, respectful sharing of the Lafayette-Moraga Regional Trail by cyclists. This could be done through improved signage and markings and through education and visibility efforts by the agency's trail patrols and its "ambassadors" programs. Apply similar strategies, as appropriate, to other shared-use trails.
- Support or partner with advocacy groups such as Bike East Bay in offering bicycle-skills trainings for children and adults.

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3 Safe routes to school

As the Town works to increase safety on the streets, it should encourage, support and partner with Moraga's two school districts—Moraga and Acalanes Union High—and with the County Safe Routes to School program to develop and implement activities that encourage more students to walk and bike to school. A safe routes to school program could:

- Offer traffic-smarts training, "bike rodeos," bike skills-drills clinics and other types of traffic safety education aimed at students.
- Organize "walking school buses" and "bike trains" for children to walk or bike to school in a group, escorted by parents or guardians.
- Sponsor monthly or seasonal "Walk and Roll to School" days, supported with special activities and incentives.
- Offer traffic safety activities aimed at high school students such as the California Highway Patrol's (CHP) "Every 15 minutes" program (a two-day program about drinking, driving and other personal safety topics); CHP's "Start Smart" class for teen drivers and their parents; and walk- and bike-to-school competitions with prizes and incentives.
- To address objections or concerns by parents, conduct workshops for parents on safe routes to school topics such as traffic safety, personal security for pedestrians and cyclists, and the logistics of walking and biking to school.

4 Enhanced enforcement

Some of the most serious concerns expressed by Moragans during the Walk | Bike planning process related to illegal, aggressive or careless driver behavior. These concerns can begin to be addressed through an enhanced law enforcement effort consisting of the following:

- As resources permit, expand efforts like "Slow Down Lamorinda"—a collaborative effort of the Lafayette, Moraga and Orinda police departments—to carry out targeted enforcement campaigns aimed at the causes of residents' main traffic-related complaints: speeding, distracted driving, drivers not yielding to pedestrians, unsafe passing of cyclists by drivers, parking in bike lanes and cyclists obstructing faster traffic by not riding single-file on narrow roads.
- Publicize the "Patrol Request" form on the Police Department's website for reporting speeding and other traffic enforcement complaints and requesting patrols for traffic (and other) issues.
- Continue the Police Department's efforts to use enforcement as an opportunity for education by distributing traffic-safety materials instead of, or in addition to, citations.
- Continue to train officers in bicycle safety enforcement issues and principles.

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3 | Other actions

In addition to the programs proposed above, there are other miscellaneous actions that the Town can take to further the state of walking and biking in Moraga. Below is a list of such actions. They have been organized under two approximate timeframes for implementation (keeping in mind that an action's realistic timeframe might change due to circumstances): (i) near term, which is the first two full years of the Walk | Bike Plan's lifetime, or 2017–2018; medium term, which is the subsequent three years: 2019–2021; and longer-term, which is 2022 and beyond. In addition, there are several actions that are meant to be continuous or recurring.

The actions are not listed in order of importance or priority, and should be implemented as opportunities arise and as Town staff time and other resources permit. Recommended actions related to expanding bike parking around the town appear in Chapter 6, "Bikeway Network."

☑ Near term: Years 2017–2018

- ☐ Create a **dedicated page on the Town's website** for news, announcements and resources related to walking and biking in and around Moraga. Include contact information for a staff point person on pedestrian and bicycle issues.
- ☐ Update the Town's **Five-Year Capital Improvement Programs** to incorporate the projects and programs recommended in the Walk | Bike Plan.
- ☐ Develop easy-to-understand written guidelines for evaluating citizens' **requests for marked crosswalks, stop signs and lower speed limits.** Such guidelines would help educate and inform the public on the constraints and trade-offs involved in making changes to street operations.

☑ Medium term: Years 2019–2021

- ☐ Conduct a study exploring the possibility of establishing **15 mile-per-hour zones** on streets around schools.
- ☐ Working with the Metropolitan Transportation Commission (which manages the pavement management system software used by Moraga), consider adjusting the system so as to give greater consideration for **maintenance and repair** to streets that are part of the bikeway network.
- ☐ Work with Lafayette and Orinda to jointly adopt a **"Vision Zero"** policy promoting a comprehensive approach to traffic safety in Lamorinda aimed at eliminating traffic-related deaths and minimizing serious traffic injuries; create a multi-jurisdictional Vision Zero task force—consisting of planning, public works and police staff and of elected officials at the three cities—to track collisions; analyze causes, trends and hotspots; implement physical and non-physical traffic safety improvements; and evaluate and report on progress.

☑ Longer term: Year 2022 and beyond

- ☐ Conduct an **update of the Walk | Bike Plan** ten years after the current planning process, in the 2025–2026 timeframe. The update should reassess the community's needs, concerns and expectations; reexamine the projects from the current plan that remain to be implemented; and as necessary, recommend new improvements.

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☑ **Continuous**

- ☐ Publicize the Town's **transportation action request form** as a vehicle to request "spot improvements" to pedestrian and bicycle facilities (these are minor fixes or repairs such as restriping crosswalks and bike lanes, clearing overgrown vegetation and fixing buckled pavement or sidewalk), request bike parking on the public right-of-way, and submit ideas and suggestions for improvements.
- ☐ As traffic signals are upgraded or otherwise replaced, install accessible **pedestrian countdown signals and bike-detection technology** at intersections.
- ☐ Provide **annual reports** to the Town Council outlining progress in implementing the Walk | Bike Plan and, importantly, any obstacles to implementation.
- ☐ Stay informed about and **coordinate with neighboring jurisdictions** on the development of bikeways that extend beyond Moraga. These jurisdictions include the cities of Lafayette and Orinda, Contra Costa County, East Bay Regional Park District and East Bay Municipal Utility District.

4 | Wayfinding signage program

In a separate process but coordinated with the Walk | Bike Plan effort, the Town worked with another consultant—Studio L'Image—to develop a town-wide wayfinding signage program. (Wayfinding refers to the various ways in which people orient themselves and navigate from place to place.) The signage program is meant to help pedestrians, cyclists and drivers find their way to key destinations; contribute to the town's identity and sense of place; and serve as a visible, everyday reminder of the viability of walking and biking for transportation and recreation.

The months-long wayfinding design process incorporated extensive public outreach, including presentations to the Walk | Bike Plan CAC, the Town's Design Review Board and the Town Council, and an online survey administered through the Town's website, which received 154 responses. While the survey is now closed, it may still be viewed, along with responses, at www.moraga.ca.us/opentownhall (look for "Wayfinding Signage Designs" under the "Closed Topics" tab).

Guided by input and subsequent feedback from the public, the consultant developed initial graphic design concepts for the wayfinding signs, then refined the designs. Figures 5 and 6 on the next pages show the final layout designs for the sign panels intended for different modes of travel; the panel and font sizes vary for each type of sign, recognizing that different users will be seeing the sign from different vantage points and while travelling at different speeds. Figure 5 shows the signage design intended for drivers (the three panels on the left) and for pedestrians (the panel on the right) while Figure 6 shows the design intended for cyclists.

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Figure 5 | **Example wayfinding signage panels for drivers and pedestrians**

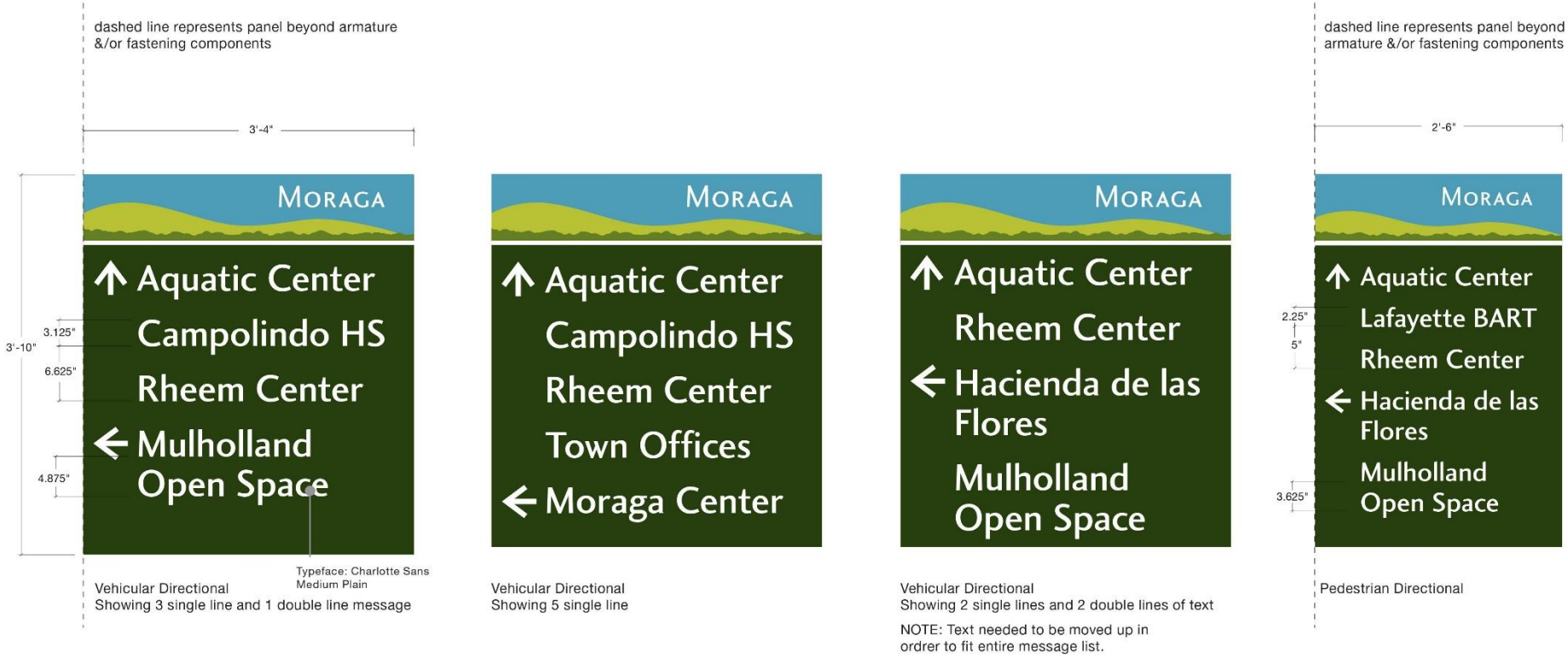
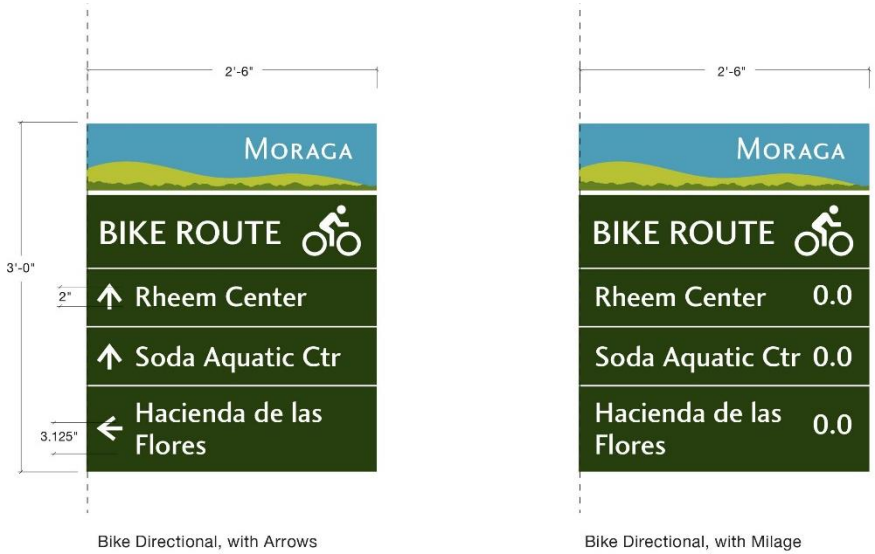


Figure 6 | **Example wayfinding signage panels for cyclists**



Having sign types for different types of travelers also allows for different destinations to be indicated. For example, it is unlikely that a pedestrian will be seeking directions to the highway; rather, directions to regional trails and non-motorized routes will be more important for pedestrians and cyclists.

As part of the wayfinding planning process, the consultant also conducted a circulation analysis that involved plotting the paths to all destinations using all three modes of transport, and compiling the messages needed to direct people along all of these paths, then assigning the messages to specific sign locations. Signs will be placed at points where users need information to make a decision—for example, to determine when it is necessary to turn right or left. Sign proliferation will be addressed so that pedestrian signs are appropriately spaced from bike signs, unless for example, a pedestrian path diverges from a bike path. Figure 7 shows the initial proposed locations for the different types of wayfinding signs, to be refined during the development of final construction plans.

In addition, the consultant is also preparing conceptual designs for a to-be-determined number of gateway signs funded by Moraga Movers that will be compatible in terms of design with the directional signage. The gateway signs will help create visitor awareness for Moraga and, like the wayfinding signs, contribute to the town's identity and sense of place.

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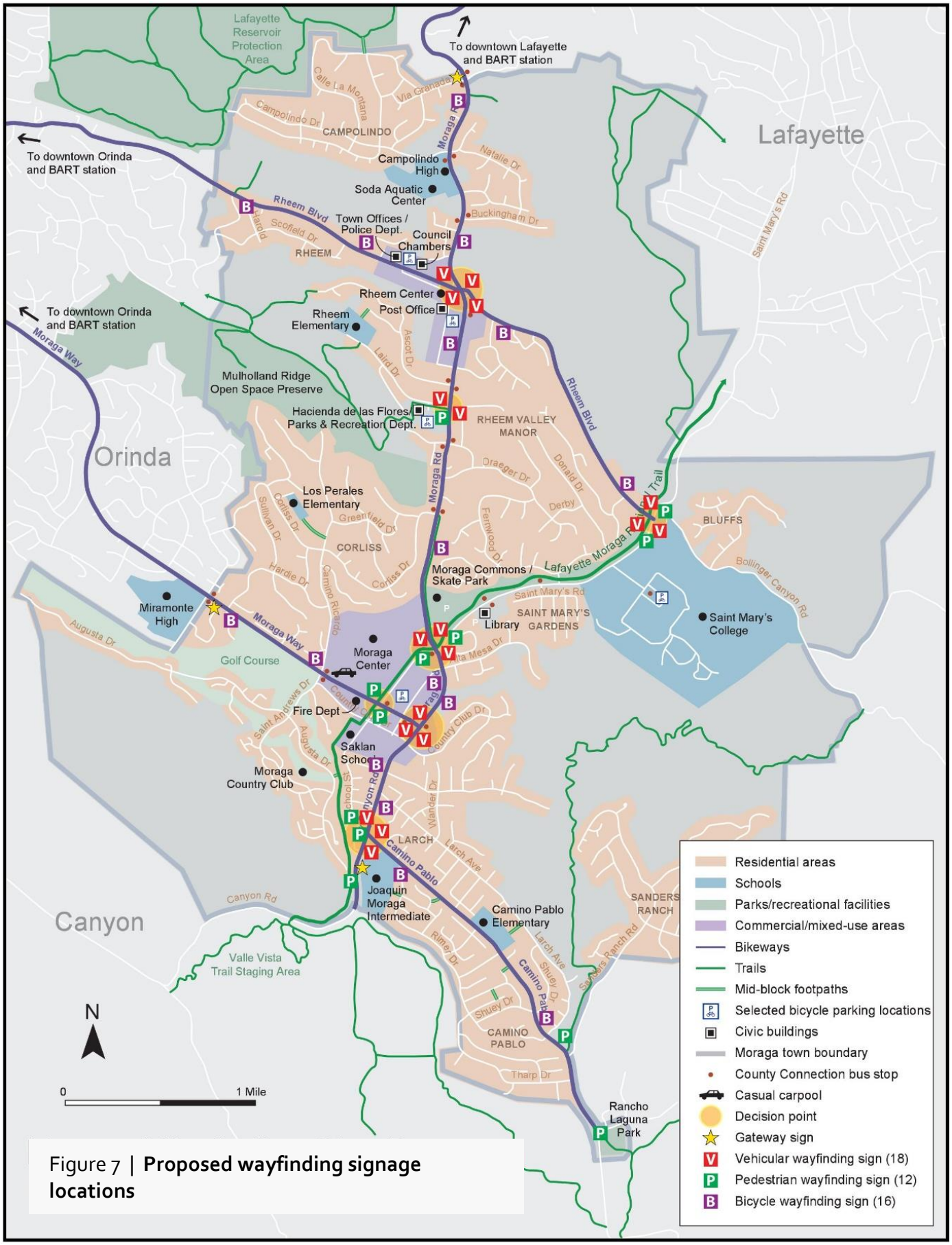

Figure 7 | **Proposed wayfinding signage locations**

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7 | Implementation

1 | Chapter overview

If the focus of the previous several chapters was the pedestrian and bicycle projects and programs proposed for Moraga, the subject of this chapter is the implementation of those proposed improvements. The chapter consists of two sections: (i) Estimated cost to implement the improvements in the Walk | Bike Plan; and (ii) The most promising sources of funding for these improvements.

2 | Cost of proposed improvements

This section puts a price tag on the improvements proposed in the Walk | Bike Plan. Because this is a long-range, town-wide plan—rather than, say, an engineering or feasibility study—the proposed improvements have been scoped at a "planning level;" correspondingly, the estimated costs of the improvements are also at a planning level. Nevertheless, the estimate should give a good sense of the likely cost, over the next 15 years, of implementing the Walk | Bike Plan.

As shown in Table 16 at right, **the estimated cost to implement the plan is $3.43 million, or $229,000 annually.** It should be noted that the cost does not include the lower-priority or longer-term projects outlined in previous chapters, since it is not expected that those projects will be implemented during the lifetime of the Walk | Bike Plan. Also, while the cost includes the programs described in Chapter 6, it does not include the enhanced enforcement component, for which costs are unknown at this time, or the assorted "other actions" (see Section 3 of that chapter). It is expected that those actions will generally be conducted over time by planning and other Town staff as part of their regular duties.

Table 16 | **Estimated cost of improvements by project type**

Improvement	*Unit cost*	*# of units*	*Estimated cost*
Projects			
Sidewalk projects	$400,000 / mi	3.1 mi	$1,240,000
Crossing improvements	$75,000 / ea	17	$1,275,000
Bike routes	$15,000 / mi	13.7 mi	$205,500
Bike lanes	$40,000 / mi	6.7 mi	$268,000
Wayfinding signage	--	--	$100,000
Programs			
Promotion and encouragement	$3,000 / yr	15 yrs	$45,000
General traffic safety and education	$10,000 / yr	15 yrs	$150,000
Safe routes to school	$10,000 / yr	15 yrs	$150,000
Enhanced enforcement	Unknown at this time		
		Total:	*$3,433,500*

The table warrants a number of explanations and clarifications:

- The per-unit cost for crossing improvements reflects a mix of less costly pedestrian-only projects at smaller intersections and costlier projects at larger intersections (such as at Moraga Road and Rheem Boulevard) or incorporating improvements for both pedestrians and cyclists.
- Similarly, the per-mile cost for bike lanes reflects a mix of less costly improvements—namely striping, stenciling and signage—and costlier improvements such as restriping painted medians or turn lanes, paving shoulders, and installing buffered bike lanes or bike lanes separated by plastic posts.

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- The total cost reflects only basic sidewalk and bikeway improvements on Moraga Road. The Livable Moraga Road project, currently in progress, is developing more detailed recommendations for the project area (from Campolindo Drive to St. Mary's Road) and might propose more extensive, and costlier, improvements such as landscaping and streetscaping amenities.
- The Town's planned wayfinding signage scheme is mentioned under the promotion and encouragement program in Chapter 6 but is listed in the table as its own separate project, since it would be implemented at one time rather than being a recurring activity.

The next table, Table 17, shows the estimated cost of each of the sidewalk projects outlined in the previous chapter on pedestrian improvements. Sidewalk costs depend on a number of factors, and accurate estimates are difficult to make without having evaluated in detail the specifics of a site or location. However, for planning purposes an average cost has been assumed of $400,000 per mile of five-foot-wide sidewalk with curb and gutter and no special features or amenities. In other words, the estimated cost is simply a function of the length of the sidewalk gap. It can be expected that some projects will cost more than the estimated cost while others will cost less, depending on the characteristics of the site or location.

Similarly, Tables 18 and 19 show the estimated cost of each bike route and bike lane segment respectively. Again, the cost is simply a function of the length of the bikeway ($15,000 per mile of bike route and $40,000 per mile of bike lane).

Table 17 | **Estimated cost of sidewalk projects**

Map key	*Road / street*	*Length of gap(s) (ft.)*	*Estimated cost*
S-1	Moraga Rd— Campolindo Dr to Rheem Blvd	3,300	$250,000
S-2	Moraga Rd—Donald Dr to Devin Dr	800	$60,600
S-3	Moraga Rd—Devin Dr to Corliss Dr	3,200	$242,400
S-4	Moraga Rd—Corliss Dr to St. Mary's Rd	3,100	$234,800
S-5	Moraga Rd—St. Mary's Rd to Alta Mesa	200	$15,200
S-6	Moraga Rd—Alta Mesa to Moraga Way	600	$45,500
S-7	Canyon Rd—Moraga Way to Country Club Dr	200	$15,200
S-8	Viader Dr—Moraga Way to Country Club Dr	200	$15,200
S-9	Moraga Way—Viader Dr to School St	100	$7,600
S-10	Moraga Way—School St to Camino Ricardo	2,100	$159,100
S-11	Moraga Way—Hardie Dr to Ivy Dr	900	$68,200
S-12	Corliss Dr/ Sullivan Dr—Warfield St to Arroyo Dr	600	$45,500
S-13	Camino Pablo—Corte Madera to Rimer Dr	900	$68,200

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Table 18 | **Estimated cost of bike route segments**

Road / street	*Length (miles)*	*Estimated cost*
Ascot Dr—Moraga Rd to Ascot Ct	0.4	$6,000
Augusta Dr—St. Andrew's Dr to Westchester St	0.5	$7,500
Bollinger Canyon Rd—St. Mary's Rd to town limits	0.9	$13,500
Camino Pablo—Tharp Dr to town limits	0.3	$4,500
Camino Ricardo—Corliss Dr to Moraga Way	0.5	$7,500
Campolindo Dr—Moraga Rd to Calle La Montana	0.4	$6,000
Canyon Rd—Constance Pl to town limit	0.6	$9,000
Corliss Dr—Moraga Rd to Wakefield Dr	1.1	$16,500
Country Club Dr—Canyon Rd to St. Andrew's Dr	0.5	$7,500
Donald Dr—Moraga Rd to Laird Dr	0.4	$6,000
Laird Dr—Donald Dr to Donald Rheem E.S.	0.2	$3,000
Larch Ave—Canyon Rd to Camino Pablo	1.4	$21,000
Rheem Blvd—Orinda city limits to Town office	0.8	$12,000
Rheem Blvd—Moraga Rd to St. Mary's Rd	1.3	$19,500
Rimer Dr—Camino Pablo to Shuey Dr	0.8	$12,000
St. Andrews Dr—Moraga Way to Augusta Dr	0.2	$3,000
St. Mary's Rd—Stafford Rd to Lafayette city limits	0.8	$12,000
Sanders Dr—Canyon Rd to end of street	0.7	$10,500
School St—near Moraga Rd to near Canyon Rd	0.8	$12,000
Shuey Dr—Rimer Dr to Camino Pablo	0.3	$4,500
Tharp Dr—Rimer Dr to Camino Pablo	0.7	$10,500
Westchester St—Augusta Dr to end of street	0.1	$1,500

Table 19 | **Estimated cost of bike lane segments**

Road / street	*Length (miles)*	*Estimated cost*
Moraga Rd—Lafayette city limits to Woodford Dr	0.5	$20,000
Moraga Rd—Woodford Dr to Buckingham Dr	0.1	$4,000
Moraga Rd—Buckingham Dr to Donald Dr	0.8	$32,000
Moraga Rd—Donald Dr to Corliss Dr	0.5	$20,000
Moraga Rd—Corliss Dr to St. Mary's Rd	0.6	$24,000
Moraga Rd—St. Mary's Rd to Moraga Way	0.3	$12,000
Rheem Blvd—Town offices to Moraga Rd	0.3	$12,000
Moraga Way—Moraga Rd to School St	0.2	$8,000
Moraga Way—School St to Laguna Creek	0.1	$4,000
Moraga Way—Laguna Creek to Camino Ricardo	0.2	$8,000
Moraga Way—Camino Ricardo to past Moraga Valley Ln	0.3	$12,000
Moraga Way—past Moraga Valley Ln to Hardie Dr	0.1	$4,000
Moraga Way—Hardie Dr to Orinda city limits	0.1	$4,000
Canyon Rd—Moraga Way to Constance Pl	0.6	$24,000
Camino Pablo—Canyon Rd to Rimer Dr	0.2	$8,000
Camino Pablo—Rimer Dr to Oxford Dr	0.4	$16,000
Camino Pablo—Oxford Dr to Hodges Dr	0.1	$4,000
Camino Pablo—Hodges Dr to Moraga Creek	0.5	$20,000
Camino Pablo—Moraga Creek to Tharp Dr	0.2	$8,000
St. Mary's Rd—Moraga Rd to Stafford Dr	0.6	$24,000

3 | Most likely funding sources

As mentioned above, implementing the Walk | Bike Plan will cost roughly $3.43 million over 15 years. Because this is a large amount for a jurisdiction of Moraga's size, most of the funding to implement the plan will need to come not from the Town's own funds but rather from government grant programs and other outside sources.

Government grants

Table 20 on the next page lists the most promising grant programs at the federal, state, regional and county levels for pedestrian and bicycle improvements. The grant funding landscape changes frequently, with new programs being created and old ones ceasing to exist. While the table provides current information as of summer 2016, Town staff will need to make an effort to stay up to date on news and announcements related to funding sources and programs. Most of the grants are competitive, meaning that Moraga will be vying for them against other municipalities. To take full advantage of available outside funding, Town staff will need to prepare and submit grant applications to the various government agencies that administer these funds.

Development projects

In addition to applying for government grants, the Town should look for opportunities to have improvements in the Walk | Bike Plan constructed as part of development or redevelopment projects. While Moraga is a slow-growing community, the planned redevelopment of the Moraga Center Specific Plan area would present a unique opportunity. The Specific Plan prepared for the area proposes a pedestrian-oriented commercial and residential district with a network of sidewalks and trails, possibly with improvements to the Lafayette–Moraga Regional Trail. This would be an unparalleled opportunity to improve walking and biking conditions in Moraga because the Moraga Shopping Center and the streets around it are the areas that pose the most concerns for pedestrians and cyclists, at least based on input received during the needs assessment process for the Walk | Bike Plan. Of the 13 sidewalk projects proposed in the plan, five (S-5 and S-7 through S-10) and part of a sixth (S-4) are in the area covered by the Moraga Center Specific Plan.

The Town should also require sidewalk improvements as a condition of approval for smaller-scale development projects. One opportunity site—notwithstanding its likelihood of being developed—is the middle stretch of Moraga Road between Alta Mesa and Moraga Way. The 600-foot sidewalk gap at that location constitutes proposed sidewalk project S-6.

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Table 20 | **Most likely grant programs for improvements**

Funding source	*Administering agency*	*Availability of funding*	*Notes*	*Potentially eligible improvements in the Walk | Bike Plan*
State Active Transportation Program *www.dot.ca.gov/hq/LocalPrograms/atp*	Caltrans	Varies; most recent call for projects was in spring 2016.	Consolidation of several older grant programs, including State SR2S and Bicycle Transportation Account. Funds a wide range of capital and non-capital projects. Both programs give some preference to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Bay Area jurisdictions.	Sidewalks, bikeways, crossing improvements and most programmatic activities.
Regional Active Transportation Program *www.mtc.ca.gov/funding/ATP*	Metropolitan Transportation Commission	Varies; next call for projects will be later in 2016.		
One Bay Area Grant County Program *mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2*	Contra Costa Transportation Authority	Every four years; next call for projects expected soon.	Infrastructure projects that reduce vehicle trips, including pedestrian and bicycle facilities.	Sidewalks, bikeways and crossing improvements.
Transportation Development Act Article 3 *ccag.ca.gov/opportunities/call-for-projects*	Contra Costa Transportation Authority	Every 2–3 years; next call for projects could be as soon as fall 2016.	Competitive among Contra Costa County jurisdictions. Funds plans, safety education, and design and construction of capital projects.	Sidewalks, bikeways, crossing improvements and safety/education/training programs for school children and the general population.
Contra Costa Measure J Pedestrian, Bicycle and Trail Facilities *http://ccta.net/_resources/detail/2/1*	Contra Costa Transportation Authority	Every few years; next call for projects expected later in 2016.	Competitive among Contra Costa County jurisdictions.	Sidewalks, bikeways and crossing improvements, particularly on the arterials or along the Lafayette-Moraga Regional Trail.
Contra Costa Measure J Local Streets and Roads Maintenance *http://ccta.net/_resources/detail/2/1*	Contra Costa Transportation Authority	Annually.	A portion of the available countywide funds are distributed to Moraga on a formula basis.	Funds are typically used for general roadway projects but may be used for sidewalks and bikeways.
Contra Costa Measure J Transportation for Livable Communities *http://ccta.net/_resources/detail/2/1*	Contra Costa Transportation Authority	Every few years; next call for projects expected in 2016.	Competitive among Contra Costa County jurisdictions.	Sidewalks, bikeways and crossing improvements.

Funding source	*Administering agency*	*Availability of funding*	*Notes*	*Potentially eligible improvements in the Walk | Bike Plan*
California Office of Traffic Safety grants *www.ots.ca.gov/Grants/default.asp*	California OTS	Annually (in recent years in January).	For traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians and cyclists.	Certain activities under the SR2S, safety/education and enforcement programs.
Highway Safety Improvement Program *www.dot.ca.gov/hq/LocalPrograms/hsip.html*	Caltrans	Varies; most recent call for projects was in spring 2016.	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Competitive at the state level (highly competitive).	• Safety-related pedestrian, bikeway and crossing projects. • Certain activities under the SR2S, safety/education and enforcement programs; also, certain spot improvements.
Transportation Fund for Clean Air, Regional Fund *www.baaqmd.gov/grant-funding/public-agencies/regional-fund*	Bay Area Air Quality Management District	Annually (in recent years in April).	Funds bicycle facilities, including paths, lanes, routes, lockers and racks. The Regional Fund is competitive among Bay Area jurisdictions; the County Program Manager Fund is competitive among Contra Costa County jurisdictions.	Bikeways and bicycle crossing improvements.
Transportation Fund for Clean Air, County Program Manager Fund *www.baaqmd.gov/grant-funding/public-agencies/county-program-manager-fund*	Contra Costa Transportation Authority			
Affordable Housing and Sustainable Communities Program *www.sgc.ca.gov/Grant-Programs/AHSC-Program.html*	California Strategic Growth Council	Annually; next call for projects expected in March 2017.	Projects that facilitate compact development, including pedestrian and bicycle infrastructure and amenities, with neighborhood-scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Sidewalks, bikeways and crossing improvements, particularly those in the area covered by the Moraga Center Specific Plan.
TIGER Discretionary Grants *www.transportation.gov/tiger*	U.S. Department of Transportation	Annually; next call for projects expected in February 2017.	For capital projects. Competitive at the national level (highly competitive).	Sidewalks, bikeways and crossing improvements.
511 Contra Costa Bike Rack and Locker Program *511contracosta.org/employers/make-your-workplace-bike-friendly/locker-project*	511 Contra Costa	Ongoing (applications reviewed on a first-come-first-served basis).	Reimburses 50% of the cost of purchasing and installing bike racks up to $500 per unit. Available	Bicycle parking racks and lockers (equipment but not installation).

Funding source	*Administering agency*	*Availability of funding*	*Notes*	*Potentially eligible improvements in the Walk | Bike Plan*
		Subject to availability of funds.	to businesses, public agencies and non-profit organizations in Contra Costa County.	
Bicycle Rack Voucher Program *www.baaqmd.gov/grant-funding/public-agencies/brvp*	Bay Area Air Quality Management District	Ongoing (applications reviewed on a first-come-first-served basis). Subject to availability of grant funds, which are renewed annually July 1.	Vouchers for up to $60 per bicycle parking space created (up to $15,000 per applicant per year. Racks must be installed within one-tenth of a mile of at least one major activity center and maintained in service for at least three years. Available only to public agencies.	Bicycle parking racks.

Broader transportation projects

Many of the walking and biking needs in Moraga stem from the fact that the roads were designed without full consideration of pedestrians and cyclists. This is reflected in the scope of the projects proposed in the Walk | Bike Plan, which for the most part aim to simply make it easier to walk or bike down the street. The way to begin to remedy this situation is by working to implement the Town's recently adopted Complete Streets policy. Complete streets are those that are planned and designed for safe and convenient access by all users (as appropriate, depending on the context of the streets). Following its own policy, the Town should consider the needs of pedestrians and cyclists in the planning and design of all transportation projects and look for opportunities to implement improvements in the Walk | Bike Plan as part of any broader transportation projects. Again, perhaps the best opportunity to do so during the lifetime of the Walk | Bike Plan is the planned redevelopment of Moraga Shopping Center, when some of the streets in the area would be redesigned.

Sidewalk gap on Viader Drive near Moraga Way

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Appendix A

Comments from the community survey on needs

Draft

A-1 | What is your connection to Moraga?

20 responses

1. Kids wend through Moraga schools
2. 13 yr old grand son & family also live in Moraga...active users of rec amenities
3. I live in Orinda, but like to walk the EBRPD trail through Moraga with my dog, jog through Moraga either with or without my dog on a frequent basis.
4. Campolindo Alumni
5. Commute to work in Oakland
6. I walk my dog daily
7. I grew up in Moraga
8. I teach at Saint Mary's College
9. I had a child who attended Moraga schools until 12th grade.
10. faculty at St. Marys
11. We had children at Campolindo high school - now graduated
12. I walk and bike in Moraga.
13. Work at Saint Mary's
14. I am a senior citizen and have lived here 45 years.
15. Own house on Paseo Del RIo in Campolindo. We live off of Rheem near Gloietta in Orinda.
16. like to go to the theater in moraga and local restaurants
17. Own in Campolindo, we live at Rheem and Glorietta
18. I own in Campolindo. We live at Rheem and Glorietta
19. Please restore my residence and rental in Moraga and pay all future expenses.
20. I work at a Moraga Elementary School

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A-2 | Have we forgotten any major general challenges to walking?

76 responses

1. Lots of traffic at school drop-off and pick-up times.
2. Bikes. Bikes are my main challenge to walking safely in Moraga.
3. branches and shrubs in the walking space forcing people to walk closer to traffic or need to duck down. sometimes they are property of commercial interst other times public lands and other times overgrown private shrubs. in some areas there is inconsistency from house to house. One has a sidewalk one does not. then back again.
4. Busy streets with lots of cars distract me from walking on them.
5. Need more and better bus shelters (as in keeping out rain, which almost always blows into the few shelters we have)
6. Interruptions in paths
7. The street lights in the Rimer and Shuey neighborhoods are poor for seeing walkers and kids in the early evening.
8. Locations of crosswalks, having to walk past where you really want to go.
9. More trails
10. Way too many speeding cars, particularly where I live on St. Andrew's Drive coming down the hill toward the basketball court on Augusta. Few drivers stop at the stop signs. Dangerous, especially now, walking new grand baby.
11. Sidewalks switch from one side of road to other. Inconsistant paths. No. Consistant sidwalks between major attractions. Who ever developed town did it to stop pedestrian access. Sidewalks should be designed to allow fast walking between all major aminites. No winding paths on artireal roads like goofy communities do.
12. Poor intersection design focused solely on cars, not pedestrian safety.
13. change in road conditions like wide road becomes narrow, bike lane stops, trail/sidewalk turns into an unpleasant area
14. Aggressive bikers on trail
15. Sketchy stretch in Moraga way between golf course and Safeway light at school. Why no sidewalk? Also, why not connect the Lafayette-Moraga trail to a sidewalk to get you into rheems?
16. Yes, bicyclists no longer call out "on your left" when whizzing past walkers. A serious accident is going to happen.
17. lack of shade
18. Moraga Road
19. No
20. not enough sidewalks
21. Some trails not maintained for our pets. Too many foxtails. Dogs are likely present on most outings.
22. Sidewalks end leaving you on the street
23. Cars do not stop at crosswalks
24. Water fountains more often on the lamorinda trail would be great.
25. Cars parking in bike lanes, particularly from Rheem to the Commons. My JM child can ride, but he even gets nervous in this stretch.
26. I work at Saint Mary's College so it's hard to walk anywhere easily from here in a short time.
27. too close to autos
28. roads are unsafe to bike on because they're so bumpy i've fallen off my bike too much
29. No sidewalk or path to walk along Rheem Blvd. Must walk in traffic lane. Very dangerous.
30. Some people are just lazy, I walk 5 miles every day around town!
31. I think you got most, if not all!
32. Ideally there should be shaded areas, natural surroundings and connected routes to make it easier to get around town.
33. Missing sidewalks in many portions of Moraga Road.
34. Lack of safe sidewalks and bike lanes. Lack of continuous sidewalks and bike routes.
35. rude bicyclists
36. More sidewalks, more lighting, more bike lanes.
37. shaded walkways would be nice - some stretches of roads have no tress; planting trees along major corridors would greatly improve the environment, not just for walking.

Draft

38. Extend existing sidewalks in neighborhoods to connect to Moraga Road and or Moraga Way
39. Lack of contiguous sidewalks
40. There are many streets in Moraga that do not have sidewalks.
41. Few or no amenities as destinations, but that is another topic entirely.
42. Most neighborhoods (especially in Southern Moraga) have no sidewalks at all.
43. Lack of Safety, proximity to cars
44. I find no problem walking around in Moraga.
45. garbage bins being left on the sidewalks for the entire day. Impossible to push a stroller along Moraga one day every week.
46. Bikers going far too fast on the bike path. Very unsafe for walkers
47. 1. Need sidewalks on both sides of Moraga Road between the Moraga Commons and the Rheem Shopping Center. 2. The sidewalk on Rheem Blvd. should extend all the way to St. Mary's Road from Moraga Rd.
48. Many streets have no sidewalks and/or are unsafe to walk on.
49. As long as I stay in residential neighborhoods, there are not challenges
50. No challenges to walking
51. We live at the top of Ascot Drive. Pretty hard to walk up or down…but we can drive, then walk.
52. Corner homeowners who let their landscaping grow too high so that it is difficult to see traffic ahead. Also, homeowners whose landscaping covers part of the sidewalks.
53. Dog safe and friendly
54. Too much new construction going on in Moraga!
55. BIKING: MORAGA ROAD HAS LIMITED SPACE TO RIDE.
56. Lack of a trail through all of town that is easily accessible from most neighborhoods
57. more trails off of streets would be great!
58. SIDEWALKS!!!!!! (You didn't forget them, but I just want to emphasize how crucial they are!!!!)
59. Why can't we have continuous sidewalks, at least on one side of the street throughout Moraga, but at least on the main roads to the schools. I have lived here 25 years and it drives me nuts every day.
60. there are not sidewalks or paths on parts of Moraga Road
61. There are plenty of paths specifically for recreational walking that are away from traffic.
62. Sidewalks. I love Moraga but the thought of having my kids walk on the side of a road to get to school is very concerning.
63. Aside from distance and occasional hills, there are no challenges to walking in Moraga. It is a quiet town, and a great walking town. Any attempt by a committee, board, council or similar can only screw things up. Leave it alone.
64. I want to emphasize the lack of Sidewalks on main streets like Moraga Road, Rheem blvd and in the neighborhoods
65. Overgrown weeds, bushes and loose dirt are also a problem.
66. not that many destinations for non students. retail or grocery shopping would require transportation of goods.
67. Has […] been making derogatory comments about […] which caused invasion of privacy and financial hardship? On this basis please buy Miss […] a new home in Moraga and pay all her living expenses for the rest of her life and restore the property of the […] Family and the […] Family trust and provide her mother and father with continued payments including to stop the financial and emotional lhardship which the employees and associates of the Town of Moraga have caused in 2015 retroactively to 1936. Since […] are listed as students and graduats of Saint Marys College. I demand that the Town of Moraga provide continued car e and financial restitution for all members of the […] Family, The […] Family, The […] Family,The […] Family, especially […], etc. Interference with walking and hiking in Moraga has definitely caused financial hardship to these families. The Town Of Moraga must respond and provide restitution immediately, since […] has established reall estate right aways and easements with walking since 1956 before the Town of Moraga was formed and also members of the […] family have established similar right away access since approx. 1935.
68. allow for safe, connected walking routes between various town centers: shopping centers, library, schools, trails
69. bike lanes not maintained - overgrown vegetation, debris, etc.
70. unattractiveness of some parts of the walk
71. I rarely walk so I'm imagining.

Draft

72. when crossing busy streets in some areas it is almost too dangerous to cross due to lack of blinking lights in cross walk and enough time warning for cars to stop see Lafayette city cross walks Mt. Diablo ect...
73. Moraga is a bedroom community that is car-centric. We should shut down short-cut streets to through traffic like de la Cruz.
74. CONNECTIONS. Many neighborhoods are isolated by lack of sidewalks/paths. For instance, in Rheem Valley Manor, we have a direct visual lines to Rheem Center area, but NO SAFE WAY to get there. Give us some walking/biking paths to get there and we can do that instead of driving.
75. Dog poo on the walkway...
76. All the places to shop have giant parking lots and the stores are spread throughout the lot and there is no nice walking paths.

Draft

A-3 | Are there specific streets or blocks that need new or improved sidewalks?

194 responses

1. Rheem, from Moraga Road to St Mary's Road
2. Moraga Road and Moraga Way.
3. from the hacienda to Corliss on the north west side
4. Devin Dr
5. Moraga Road
6. Moraga Way
7. Bollinger Canyon Road and Rheem Blvd.
8. From Camino Recardo to Safeway should have continuous sidewalks. From Corliss along Moraga Road to shops should have continuous sidewalks.
9. I favor "dis-improved" sidewalks...get rid of the curbs and cement, and used crushed granite or other more natural surfaces for "paths"
10. Corliss
11. Moraga road
12. Not that I know
13. None
14. No
15. Bollinger canyon to st Mary's. St. Mary's /Rheem Blvd to Moraga way/moraga Rd
16. Walking to commons from overflow parking
17. Canyon need improved sidewalks
18. The stretch of road after moraga commons where path ends to rheem shopping center. You should finish this connection, even if you have to go thru Corliss neighborhood. If you can get it with a stop at hacienda or connect to Donald (for those brave to go uphill on fire road) you are golden. Connecting it to high school would be greatly appreciated. Plus this is a huge jogging path with tons of runners at St. Mary's and high school going thru here!!
19. Larch has many pedestrians that walk in the street for lack of a sidewalk and under poor light.
20. Larch
21. Moraga Road, Moraga Way, St Mary's Road
22. Rheem and moraga road
23. Moraga Rd between Moraga Way and Moraga Commons park.
24. Opposite Moraga Commons heading toward the Chevron Station.
25. Camino pablo. Moraga way. Moraga road. Both sides of fire department on Moraga Road. Between fire dept and golf course. No side walk please make this a straight path not winding moraga road. Station 41. Bridge to narrow for safe crossing between golf course and OSH/Safeway parking lots, when new housing is installed there will be increased risk of pedestrian injury. No lighting on the bridge currently. No sidewalk on most rheem blvd betwn st marys and the rheem center. Tharp no consistant sidewalk. No real trail access in town.
26. I think we need sidewalk on both sides of Canyon/ Moraga Rd from Country Club to St. Mary's Rd. Larch Rd. from Canyon to Dickenson. Camino Pablo from Canyon to CP Elementary (both sides of the road).
27. Moraga Road from the Commons to Rheem
28. 1) Camino Pablo between CP and JM schools. 2) Canyon intersection with Moraga Way and Moraga Commons. 3) Moraga Rd /Corliss intersection to Rheem Shopping Center
29. I'd like to see a sidewalk on Moraga Road between Donald Drive and Moraga Commons
30. Canyon near Moraga Way
31. Please continue the sidewalk on canyon road/ Moraga road from country club drive to the commons. We like biking/walking to the park and library from our CP neighborhood. We would like to avoid biking/walking in the shopping center.
32. Corliss
33. Rheem Blvd near town offices both sides of street.
34. Moraga Way between Country club and Alta Mesa, side walk ends.
35. Moraga Road is the main road through twon and needs continuous sidewalks of a normal width that are unblocked by power poles and mailboxes.
36. Moraga road between corliss And Donald drive
37. Rheem Blvd needs a sidewalk going over the hill.
38. around Moraga Shopping Center, access to and from regional trail

Draft

39. Moraga Road between trail and Farmer's Market location--the stretch at "parking lot" has no sidewalk
40. Rheem Blvd. No sidewalk makes walking to Rheem center dangerous. No sidewalk or safe bike lane means children cannot bike from their home to school or the park or friends. In Rheem Blvd traffic is too fast to walk or bike safely without a sidewalk.
41. I often see people (frequently kids/teenagers) walking along the shoulder of Moraga Rd. in the mornings on my way to St. Mary's College.
42. Rheem Boulevard between Saint Mary's and Rheem. There is no walking trail; limited length of sidewalk; and the road is terrible, too.
43. Rheem
44. Saint Mary's Road
45. Corliss between Warfield and turning into Sullivan Drive. Sullivan Drive, Hardie Drive, Fieldbrook Pl.,
46. Not that I know of.
47. 1. Moraga Rd. (east side of the street) from about Paseo Linares to Donald Dr. 2. The west side, too, has missing sections (660 Moraga Rd to Donald Dr, and Corliss Dr. to Devin Dr)
48. Near the intersection of Moraga road and St Mary's road by the Safeway parking lot. There is no sidewalk walking from the street light to the parking lot and there is no walkway from the gas station to the first stores.
49. Rheem Blvd
50. Rheem would be a good place for a sidewalk and improved roads.
51. Moraga Road (mostly heading towards Lafayette)
52. Moraga Road,
53. That dang curvy road on the way to st. mary's college. The kids drive like crazy and there is no bike lane or walking lane along the road.
54. Along the major corridors, Moraga Way and Moraga Road, and Rheem Blvd, there aren't consistent sidewalks or even safe paths. That would be the top priority.
55. From Moraga Commons to Rheem Center
56. The Moraga Commons park to Moraga shopping center.
57. Rheem Boulevard in between the College area and the Rheem Shopping Center is in yet another dire need of repair, specifically the section in the middle of the road.
58. The side of St Mary's road opposite the off-street trail is missing a bike lane / side walk. Walking on the path is sometimes an issue because of so many bikes. It's really difficult to walk on it at times. But there is no other option for a quick walk down the road.
59. Saint Mary's road needs sidewalks !
60. Only half of the Rheem Hill has sidewalks at all
61. Country Club Drive
62. As a driver, I hate to be around bikes near Canyon Rd. and St. Mary's Rd. not enough room and bikers don't obey traffic laws--they side side by side and block the road too. They can have big attitudes, but don't stop at lights, etc... Most of the trouble comes from serious riders with team jersies, it seems. Please get them off these narrow windy roads. They are a danger to themselves and drivers!!!!!
63. Moraga Way between Camino Ricardo & Moraga Road. Moraga Road between Moraga Way & St Mary's
64. Definitely Moraga Road bet Moraga Way and Campo.
65. Moraga Road - in many places. Canyon Road just before intersection with Moraga Way
66. We bought on Larch Avenue because it has no street lights and no sidewalks. Enforce the 25 mph speed limit on Larch Avenue on a recurring basis and the walkers will do just fine.
67. Yes between Donald drive and mortgage commons is a dangerous and unpleasant walk. I have a difficult time walking with my dogs alongside me on that stretch of road
68. Moraga Rd from St. Mary's to Moraga Way have to walk through dirt. Rheem by 24 fitness does not have ADA ramps to get to crosswalk. Moraga Rd by Corliss needs crosswalk. Rheem toward St. Mary's Rd to get to trail is dangerous
69. Larch ave, Camilo Pablo st,
70. We need consistent side walks the entire Moraga Road but specifically there is a patch south of the park and before Moraga Way. The side walk disappears on the east side.

Draft

71. along moraga way after the Rheem shopping center - just needs a sidewalk all the way to the commons
72. At the very least, the main roads (Moraga Way, Moraga Road, maybe others) should have good, continuous sidewalks. Traffic is too heavy on these roads for comfortable walking, and people need to use these roads to walk to most Moraga destinations.
73. The east side of Moraga Road from Country Club to the Commons needs sidewalk all the way. The west side of Moraga Road needs sidewalk where in front of the overflow parking.
74. Moraga Road, Camino Pablo
75. Moraga Rd, Rheem Blvd
76. No sidewalks on Moraga Rd. between Corliss and Devin Drives. No sidewalks on Rheem Blvd between Moraga and St. Marys Roads.
77. On Moraga Road! You cannot walk from Moraga Ranch (Canyon/Larch) to the Commons Park without crossing Moraga Road twice or walking in the street. We have walked several times from our neighborhood to the Park and it is always scary with a stroller and walking/scooting young child.
78. tharp augusta most roads are bad
79. No
80. Rheem Blvd. between Saint Mary's Road and Fernwood Drive! There needs to be a sidewalk here! Ideally there should be a sidewalk for the entire length of Rheem Blvd from Saint Mary's Road to Moraga Road.
81. Moraga Road heading towards JM does not have sidewalks the entire way on the northbound side of the road. The entrance to Moraga Shopping center across from Alta Mesa could use a sidewalk.
82. Any street without a sidewalk would seem safer with a sidewalk!
83. Camino Pablo only has one side with a crosswalk, it would be really nice to have both sides with one
84. There are missing sections of sidewalks all over town.
85. on corliss (especially from lynwood to moraga rd). on moraga road from the center to connect to the commons path - in case you want to go to the shops instead of behind safeway.
86. Moraga Road
87. Most of Moraga does not have sidewalks.
88. Camino Ricardo between Moraga Way and Corliss. Lots of kids walk to school and there are no mini ramps for crossing Hardie.
89. Moraga Rd b/w Corliss & Donald. Moraga Rd b/w St. Mary's and Moraga Way
90. Larch on the canyon rd side of the hill. sidewalks are non existent.
91. Moraga Way desperately needs side walks between Moraga Road and Camino Richardo. Moraga Road needs better connecting side walks from Corliss down to the shopping center at Rheem.
92. Moraga Road.
93. Moraga Way south near School St, there is no sidewalk and no bike lane
94. Camino Pablo, especially between the two schools JM and CP. Moraga Road between the Safeway shopping center and Rheem Blvd. Moraga Way from Miramonte HS to the Safeway shopping center
95. anywhere there is a sidewalk problem. I once fell and injured my back because of a sidewalk issue
96. Too many to list here in this small response box. The most egregious is the residential road section of Moraga Road between Ascot and St Mary's Road. It is unbelievable that Town Council has removed consideration of this section of roadway from study and comment in the Walk-Bike General Plan update. People have died along this section and they take no action. Yet the Town Council will vote in a heart beat to provide $6 million roundabouts at St Mary Road / Rheem and Bolinger Canyon, or $26 million for a Hacienda Entertainment Complex with Wine Caves, and millions more for a ceramic tiled entry plaza, 4' tall urn spittoons, and structural reinforcement for tile wainscot roofing on a rebuilt Town meeting room that has nearly NO parking.
97. Moraga Road
98. Moraga Rd between Corliss and Rheem Blvd.
99. Rheem Blvd needs sidewalks.
100. Hardie Drive and Sullivan...so kids can walk to school safely and avoid the speeding parents around the curve to LP. We also need a safer way for kids in the LP area to bike to Campolindo HS.
101. Yes!! A side walk is needed along Moraga Road from Donald Drive all the way to Moraga Way. Kids should be able to walk or ride

Draft

their bikes SAFELY to middle school. Right now it isn't safe for them to ride to school along Moraga Road. If a bike lane or walking/bike path were available I would ride with my kids to Moraga Commons park to play but right now it isn't safe. Rheem Blvd is also a street (on both sides of Moraga Road) that would benefit from a combined sidewalk/bike path (like what Orinda put in along Moraga Way). There should be a sidewalk/bikepath all the way from Moraga Road to St Mary's Road.

102. The short stretch of sidewalk on Moraga Rd. just north of Campolindo is always a mess. The dirt runs onto the sidewalk or there is debris - both of which make the sidewalk just about impassable. The sidewalk should be maintained by the Town or the School District; i.e. someone should take responsibility.
103. I am in the Sanders Dr neighborhood (on Carr Dr), and that whole neighborhood plus Larch and I'm guessing pretty much any other 1960-era community all look the same.
104. Draeger Drive (Rheem Valley Manor subdivision in general). Sections of Moraga Road
105. Camino Peral has some sidewalk issues, especially because we have many older citizens in the neighborhood.
106. Continue the sidewalk on Corliss to Moraga Rd; Continue the sidewalk from LP on Corless/Sullivan /Hardy to Moraga Way
107. Moraga Rd over by Corliss of course.
108. Moraga Way
109. Sidewalk from Devin Dr breaks up at Donald. Have to walk into Moraga Rd with a stroller to get to Rheem Elementary or Rheem shopping center.
110. Sullivan/Corliss--a sidewalk would be great. Lots of kids/parents use street to walk to school.
111. Sanders Drive, Larch
112. Campolindo high school would benefit from having sidewalks on both sides of Moraga Road. Rheem Blvd going to Saint Mary's College should have a bike lane and sidewalks for students, staff and faculty going to the college.
113. Larch Avenue
114. Cross Moraga Road at Draeger is dangerous. Walking or biking along Moraga Road is dangerous from the Commons to Donald.
115. Rheem sidewalk needed between Moraga Road and St.Mary's -- from top of hill down to St. Mary's
116. Donald Dr from Moraga Rd to Rheem Elementary school. Widen the existing sidewalk, and add a sidewalk on opposite side of street.
117. More lighting from Carroll Ranch to Rheem shopping. Very dark at night.
118. Corliss above Los Perales School, Moraga Road between Moraga Shopping Center and Rheem Shopping Center
119. A sidewalk/bike path along Bollinger Canyon from The Bluffs neighborhood would make the Lafayette-Moraga trail more accessible. It is dangerous to walk/bike along Bollinger Canyon to get to the trail. Then there is the issue of crossing St. Mary's Road to get to the trail.
120. No
121. Moraga Way
122. New sidewalk would be very helpful on Corliss Drive starting at Moraga Road to about 223 Corliss when sidewalk starts. It would make walking to the Commons more attractive. Currently, it is dangerous to walk and cars speed at the end of Corliss. Sidewalks and/or speed bumps are needed.
123. School street between Safeway and Country Club Road; curb cuts are in the wrong place, sidewalk is uneven; there is no crosswalk one one part of the Country Club Road and School St. Moraga Way between Viader and School Street; need a complete sidewalk. Moraga Road between Moraga Commons and Sanders road; incomplete sidewalk
124. See above.
125. The end of Rimer Drive.
126. 1.Between Rheem and Moraga Commons. 2. Between Via Granada and Lafayette
127. All neighborhoods that have a nearby school should have proper sidewalks.
128. Corliss to Rheem shopping center.
129. It would be great if we could install a sidewalk at intersection of Moraga Rd/St Mary's Road (across from the park) to connect with the existing sidewalk on Moraga Road. Just need about 500 feet of new sidewalk. This is a dangerous place for walkers and riders.

Draft

Especially a problem as this field is used for Moraga Commons overflow parking.

130. YES- the top of Larch Ave where children cross the street to the back path to Camino Pablo school. Very dangerous area. No sidewalks, no crosswalk, and it's at the top of the hill where drivers cannot see children who are crossing.
131. Moraga road. From 7-11 to moraga commons. It's a busy road with no sidewalks in places. We walk/bike between the shopping center and park a lot, but its unsafe.
132. rheem from moraga road to st mary's
133. Moraga Road from the high school though downtown is a huge issue.
134. Corliss from Lynwood to Moraga Rd. crosswalk; Moraga Rd. from Corliss to Rheem Center
135. the trail around Rancho Laguna Park is heavily used for walking and very unsafe
136. Sidewalks in Canyon (near the Country Club intersection) are rutted and overgrown.
137. Pacific Bell utility access box on sidewalk between the Star Service Station (corner of Rheem Blvd. and Moraga Road) and the Taco Bell on Moraga Road is caving in causing a hazard for walkers, particularly at night.
138. Moraga Rd between Donald and Corliss. Rheem blvd from Fay Hill Rd (the top of the hill) to Fernwood.
Rheem blvd from ~325 Rheem to the top of the hill in Orinda.
Moraga Rd across from Campolindo High School - there's only a sidewalk on one side of the road). Moraga Rd in Lafayette (the hilly part). Anywhere that doesn't have sidewalks but does have fast traffic
139. N/A
140. Sidewalk at Moraga road where it comes to Donald needs to be completed. All the way to the commons is even better. The signage and path from the Commons up to mulholland ridge could be improved.
141. none that I can think of
142. Larch Ave has areas with no sidewalks at all.
143. Many of the sidewalks in the Campolindo HOA area are broken, cracked, have large divots and pose a trip hazard particularly when walking at night.
144. The bridge on Canyon over the Moraga Creek is a deathtrap for pedestrians who frequently use it to connect to the Lafayette-Moraga bike path or the EBMUD trail. Speeding cars in both directions and a blind curve for vehicles entering Moraga. A low-cost solution would be to just put a STOP sign on both sides of the bridge, rather than to re-engineer the entire bridge and rebuild it, which won't be happening soon because there is no money for it.
145. None I can name
146. Do not eliminate any Lanes on Moraga Riad
147. Sidewalk along Moraga Rd from Country Club all the way to St. Mary's Rd to connect to Moraga Commons.
148. Continuous sidewalks are needed from Moraga Commons to Rheem Center on Moraga Road on either one side of the street or both!
149. Sidewalk on Rheem Bl from Moraga Rd to St. Mary's Rd would make walking there much safer and more pleasant.
150. Moraga Road between Ascot and Devin/Draeger
151. Moraga Shopping Center to St. Mary's on Moraga Road
152. St. Mary's Road, Rheem Blvd
153. Moraga Road
154. rheem blvd
155. Corliss. Hardie. Moraga Way
156. Moraga Rd from Lafayette border to Commons. Moraga Way from Moraga Rd intersection to Country Club. Rheem Blvd from Orinda border to St. Mary's Rd
157. Moraga Rd between Rheem and the Commons yeah, no surprises. Over the hill from Rheem to St Marys is pretty poor too
158. Moraga Road south of the Rheem Shopping Center
159. camino pablo. there were some new sidewalks put in recently between cp & jm. there should be sidewalks on both sides of camino pablo all the way from jm to rancho laguna
160. There are no sidewalks. If you want Moraga to be walk friendly, this must be addressed. I grew up in a rural (not semi-rural)

Draft

community and we managed to have sidewalks in our little town even before we had street lights.

161. Corliss
162. Please please please put a sidewalk on Rheem Blvd. I live in Rheem Valley Manor, and I'd love to walk to the Rheem Shopping Center to shop. I'd love a sidewalk on Moraga Rd so that we can walk from one shopping center to the other. Also, Fernwood Dr could use a sidewalk, because it is so curvy and dangerous for walkers; I've almost gotten hit a few times--even though I'm very careful. If I could safely walk in Moraga, I'd shop more here...and get my exercise at the same time. It would be great for the Town and its residents.
163. I don't understand why the northbound right side sidewalk on Moraga Rd between Moraga Way and St Marys Road just stops 1/4th of the way in. There is no crosswalk when the sidewalk ends. It's in the center of the town where you would expect people to walk.
164. Camino Pablo to JM. From the end of the park to the Rheem shopping center on Moraga Road.
165. yea walk any older neighborhood and you will find issues - sidewalks uneven tree roots pushed up....I live in country stone across from Campo neighborhood
166. Anywhere near schools there should be sidewalks. But everyone is not going to be using them. Donald Dr/Laird to Rheem School there are very few actual sidewalks.
167. Get bikes off the street
168. Moraga way - the entire way to bart there is no sidewalks. Some sort of small ridge or something would be nice. There tend to be some speedy drivers in that area.
169. Corliss Ave where it meets Moraga Rd. Moraga way from Camino Ricardo to Moraga Center
170. Moraga way between casino Ricardo and Safeway. Moraga road between Corliss and rheem center - both sides of street. Corliss from Moraga way to the start of the sidewalk. Sullivan from hardie to Lp. Casino Ricardo on the other side of the street from Moraga way to the start of the sidewalk
171. No.
172. Moraga Road between Moraga Way and St. Mary's.
173. Lacks sidewalk and enough shoulder space to safely walk and/or bike. We'll walk out of our way using Country Club Drive just to avoid the scary walk from the fire station to School and Moraga Way.
174. Moraga Road, Rheem Blvd, Draeger, Fernwood
175. Corliss
176. I only walk next to the golf course near my house, I honestly can't think of many other sidewalks where I've seen people walking besides in the moraga commons park.
177. The Moraga Road corridor needs continuous sidewalk from Campolindo HS to JM.
178. Between Safeway and Moraga Commons
179. Moraga Way from Miramonte High School to Orchard Supply Store in Moraga. Moraga Road, south side from Moraga Way to Moraga Commons.
180. Moraga Road needs a continuous sidewalk to get from one end of town to the other safely. I live about 1/2 mile from the Commons, but never feel safe walking my dog on Moraga Road.
181. moraga rd between corliss and hacienda
182. Moraga Rd, Rheem Blvd
183. Access to the Claxton property in Orinda, Access to St Marys College, Acces to the Ivanetich property in Orinda Ca, Access to he Moraga General Store, and the Moraga Barn cocktail laounge, access to Canyon by raod and train, etc.
184. around schools such as los perales
185. arteries to los perales schools: woodside, corliss - see women or seniors pushing strollers on street, as sidewalks are missing or blocked
186. from Corliss to Campo
187. The section from the Fire Station to the Jack in the Box on Moraga Rd.
188. Areas near JM middle school for Middle school students to bike /walk safely...Look at JM Cross walk areas especially CaminoPablo area and Moraga Rd/Country Club drive...Drivers are speeding to work to cut thru to canyon to Hyway 13 to avoid the Culdecott Tunnel...Kids are almost jumping out in front of cars to cross

Draft

camino pablo when school is letting out..Just do an observation for a few days to see for yourself, one morning one at dismissal...Rimer Rd Cars are speeding all the time I am on the street and kids and adults are walking down the street..Look At Rheem blvd New Homes are going there and look at the walking trail near Rheem and St. Mary's Rd there is a major walking trail and stop sign , but no 4 way traffic stop...Right at that intersection I often have to pull right into the Cross Walk to peer out to make a left hand turn for visual and saftey reasons ...Cars coming from Lafayette are going very fast and it is difficult...Look at the bike riding as well. Very Narrow and undesignated bike lanes...Everyone is still texting and driving as well...

189. Fernwood and Donald. Bollinger up to the Old Ranch Trail should have a good pedestrian and bike route (it does not currently). Also, once they have the Las Trampas access available, it would be great to be able to safely walk/bike TO that new access point.
190. Hardie Drive, Corliss Drive, Moraga Road
191. Moraga Road between Commons & Rheem
192. Moraga Rd across from shopping center (small section).
193. Moraga Road should have sidewalks from the Compolinda HS to the Moraga library. Also whenever there is a bus stop should have sidewalk, bench adn shade. I walk further to a safer bus stop.
194. Moraga Road needs a sidewalk from Devin Drive to Corliss Drive so that people can walk to Moraga Commons Park. Sidewalks on both sides of Moraga Road through this section would be ideal.

Draft

A-4 | Are there specific intersections that need to be made safer or easier to cross?

156 responses

1. Alta Mesa Drive and Moraga Rd. is a fatality waiting to happen! Not all drivers stop at crosswalk with pedestrian attempting to cross. One car may stop while another continues through intersection not slowing to figure out why a car has stopped. Pedestrians assume a level of safety that's not there.
2. Corliss at moraga road has a flashing light that the first drivers do not usually comply with.
3. Devin Dr across Moraga Way for kids getting school bus
4. Moraga Way and Moraga Rd
5. St Mary's Rd and Rheem Blvd... too many cars in too much of a hurry.. not paying attention, especially those coming off of St Mary's Rd from either direction, turning on to Rheem Blvd (and across the trail). Bollinger Canyon / St Mary's Rd - would be best to create a connection from Bollinger Canyon up to/through/around St Mary's College - allowing walkers/cyclists already on that side of the road to avoid having to cross St Mary's right there at Bollinger to get to the trail... let them cross up by the St Mary's entrance
6. Between Bank of America and Wells Fargo - traffic is moving in multiple directions. Drivers act like they have the right of way.
7. Rheem and St. Mary's
8. Bollinger Canyon Road, St. Mary's Road and Rheem Blvd.
9. Corliss at Moraga Road
10. Moraga Road at Corliss
11. No
12. none
13. No
14. Across st Mary's at Bollinger canyon rd.
15. Rheem shopping to where that new stupid development is being built.
16. The corner of Canning Ct. intersecting Larch has poor visibility and cars come down the hill very quickly toward Canning. There is no pedestrian crosswalk to cross Larch here. The intersection would benefit from having a stop sign.
17. St Mary's Road at Carter, St Mary's Road at the Library.
18. Rheem and moraga road
19. Crossing Moraga Rd at St Mary's (coming out of Moraga Commons park and continuing on the walk/bike trail) is sketchy because cars and crosswalk have same green. Cars come around right hand turn (from St Mary's onto Moraga Rd) fast and are not looking for people in crosswalk. Also crossing Moraga Rd onto Moraga Way (at Chevron station) is problematic because cars turning left from Moraga Way onto Moraga Rd have same green as crosswalk and do not wait for pedestrians (even when I'm with my 4-year old son they don't stop most of the time) because they want to make the light.
20. Moraga commons the sidewalk that will be placed in front of the marquee town sign near the skate park...will have a fatality when complete due to people looking at electronic sign and not people crossing the street. Every corner on Moraga Road between the commons park and the rheem center. Because sidewalks were placed by psychopath or a person called Willy Nelly. Just put in sidewalks on the town owned easment. No side walk on parts of upper camino pablo. Missing sidewalk on all major arterial roads in town. Narrow bridges multiple.
21. Canyon and Sanders. Canyon and Country Club. Moraga Way and Moraga Rd.
22. Canyon and Larch (flashing lights indicating pedestrians in cross walk needed)
23. A crosswalk at Donald Drive would make access to the Hacienda Trail gate easier.
24. Camino Pablo street needs lights
25. Crossing Moraga Rd. in front of the Rheem shopping center
26. Corliss @ Moraga Rd
27. Rheem and Park. (street to plaza). Rheem and Moraga road. Yield sign should be eliminated. It encourages drivers speed and merge without looking for pedestrians.
28. All crosswalks as cars don't stop for pedestrians. Canyon Rd, In front of Library to bike trail (I have seen accidents as cars don't want to stop) St Mary's crosswalk, Cross walk at Lucas Drive

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29. Moraga Road and Corliss and Moraga Road and Rheem
30. Corliss is a death trap
31. create stop sign or traffic light at SMC and create stop sign at St Mary's Rd and Rheem Blvd
32. Rheem Blvd after Town offices toward Orinda, Rheem Blvd after Via Barcenona towards St. Mary's road, Draeger/Moraga Road, Donald/Moraga Road
33. No, drivers just need to be courteous and stop at crosswalks to keep pedestrians safe
34. I would add a crossing on Rheem Blvd before the intersection, close to Moraga town offices maybe, or a little down. people park car next to theater and cross the street for the gym or restaurant, or anyone walking from Rheem Blvd from one side to the other need a safe place to cross without needing to go all the way to the intersection.
35. entrance to SMC
36. That back entrance to Safeway by the Valero needs a facelift with sidewalk to connect. Too many people walking in dirt and jumping on that relatively busy road.
37. Hardie Drive intersecting Sullivan Drive/Fieldbrook Place
38. The intersection between the Moraga shopping center and the adjacent parking lot (which features a Jack in the Box, etc.) sometimes feels unsafe due to the length of the crosswalk and the inattentive drivers.
39. Rheem in front of the theater.
40. A light at the exit of Saint Mary's parkway onto Saint Mary's rd.
41. Not that I can think of
42. St. Mary's Road, by St. Mary's college. St. Mary's Road, by library.
43. Corliss and Saint Mary's road is better with the flashing lights but I still see people speeding through even when pedestrians are in the cross-walk. The same is true in front of Campolindo High School
44. In front of Saint Mary's campus. Also at Rheem Blvd and Saint Mary's Road. Also at Rheem Blvd and Moraga Road.
45. From bike/walk trail to Library and St. Marys
46. I would suggest some trimming of trees to make things easier to see, especially around the Moraga park
47. Rheem Boulevard and Saint Mary's Road is quite scary for pedestrians, bicyclists, and drivers. There should be a three way stop for all parties, at least for their overall safety.
48. No
49. Moraga Road and Corliss. Moraga Rd and Rheem*** hard intersection bike and walk
50. School St and Moraga Way. Junipers around yellow house and too many parked cars make this a tough area to navigate.
51. At Moraga Road and St Mary's
52. School street and moraga way
53. St. Mary's Rd and Rheem Blvd.
54. It's difficult to navigate a bike at the end of the bike path near school street. Ends into a sidewalk with no place for bikers to go.
55. The intersection at Moraga Road and Moraga Way needs a longer time to let pedestrians cross.
56. It's difficult to cross Canyon Road at Sanders because the road curves and plants in the median strip block the drivers' view.
57. There needs to be at least one crosswalk in the stretch from Moraga Way to JM that has blinking lights and is safer. Nobody stops and when I have stopped to let people cross, I have almost been hit. I did almost hit someone in the crosswalk as I came out of Canyon as they were blocked by the median landscaping. One of these needs to be safer so that people have the option to at least go to that crosswalk to cross.
58. Camino Pablo - Canyon intersection
59. Crosswalk on Moraga Rd. at Corliss Dr. is still pretty harrowing.
60. Bollinger Canyon rd and St. Mary's rd!!!!!!!! It is incredibly dangerous to try to exit Bullinger Canyon Road because there are curves in the road frim both directions and cars come around those curves at high speeds and there are no stop signs or lights. Furthermore there are no crosswalks there either. Pedestrians and bicyclists take great risk trying to come out of that road onto St. Mary's Road particularly turning left. You just hope and pray that a car will not be coming around the curve that you cannot see or hear. Is particularly sad because the Lafayette Moraga trail is literally right there but accessing it is dangerous.
61. street towards dentist offices is dangerous to cross

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62. No
63. Rheem Blvd and Saint Mary's Road. There have been several car accidents there over the years. It's almost impossible to make a left turn from Rheem onto St. Mary's Road. There should be a round-about. Many have recently been installed in the midwest. Initially people were resistant, but once they became familiar with them, they love them and realize the benefit.
64. St Mary's Rd--add the light-up crosswalks.
65. Canyon and Camino Pablo isn't too safe
66. Alta Mesa Drive at Moraga Road - an accident waiting to happen!
67. alternative to better sidewalks at shopping center noted above would be to make moraga rd easier to cross at the crosswalk midway between moraga way and the park to get to the crosswalk on the other side of the street.
68. Moraga Road and Moraga Way, Larch Avenue and Canyon Road
69. Wish there was a parallel crosswalk to the one crossing Moraga Way from Camino Ricardo to Country Club Drive. Kids would be more apt to properly cross the busy street if they did not have to make it a 3 crosswalk cross.
70. St. Mary's Rd, crossing Rheem
71. Bridge to Canyon Road
72. The intersection at School and Moraga Road is terrible for everyone - cars, bikes and walkers!
73. Crossing Moraga Road at Alta Mesa.
74. just need the police to enforce speed limits -especially in Campolindo development
75. Too many to list! All intersections with 4 traffic lanes and no traffic lights are too wide to cross. Moraga has totally given up on balancing the needs of pedestrians and bicyclist in favor of cars and other vehicles. Many people have good ideas, but the leadership is oblivious, geriatric, and too busy with their legacy and pet projects.
76. Devin Dr. and Moraga Road
77. N/A
78. Corliss and Moraga Rd
79. The cross walk crossing Moraga Road near Corliss is dangerous for walkers and bikers. Rheem Blvd. It is scary when people walk along that street or attempt to cross the street. St Mary's road where it intersects with St Mary's college. It can be dangerous for people turning left from the college onto St Mary's Road.
80. Alta Mesa and Moraga Road - trying to cross over to Safeway or turning left from Alta Mesa to Moraga Road can be very dangerous.
81. Moraga rd & them blvd
82. Donald and Moraga Rd
83. St. Mary's Rd at Carter
84. Alta Mesa to Moraga Shopping Center
85. Moraga Road at Draeger
86. Crossing St. Mary's From library to trail and vice-versa. warning light would help.
87. All near Campolindo.
88. St. Mary's Road and Bollinger Canyon Rd.
89. No
90. Moraga Way near Miramonte, Moraga Road near Campo
91. Several of the intersections on Moraga Way; the signaled one at School street has some sight distance issues; the unsignaled ones feel unsafe because drivers usually don't stop. Putting a signal at Rimer and Camino Pablo might be worthwhile; it's a walking route to both Camino Pablo ES and Joaquin Moraga MS and lots of kids use it, but drivers are not in the habit of stopping for pedestrians at unsignaled intersections
92. Crossbrook Dr. and Greenfield is a blind intersection coming up Crossbrook Dr. Not safe to cross via car, bike or walking.
93. Canyon Road at both Country Club and Sanders Drive.
94. Country Club Drive and School Street. The crosswalk at Camino Pablo and Rimer Drive.
95. St. Mary's Road and Moraga Road
96. Not for us.
97. We would like to see a crosswalk with flashing lights at St. Mary's Rd and Carter Dr. (adjacent to St. Mary's Gardens). This can be dangerous when the morning or afternoon sun is in the drivers eyes.
98. Larch and Shuey
99. Camino Pablo and Canyon (where St. Monica's Church is)
100. Corliss Dr - from Moraga Rd to Crossbrook
101. moraga road at rheem

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102. Intersection of Moraga Rd. and Corliss
103. the intersection of Alta Mesa and St. Marys Road
104. Sanders at Canyon - speeding/distracted drivers
105. Crossing Moraga Road from Alta Mesa to the Moraga Shopping Center across 4 lanes of traffic is pretty treacherous.
106. Draeger/Moraga Way. Devin/Moraga Way. Already dangerous for cars - pedestrians make the intersection more dangerous for everyone
107. No
108. St marys road and rheem
109. Oxford sidewalk partially covered by landscaping
110. Intersection of Shuey and Larch is dangerous. There should be a stop sign on Shuey.
111. Campolindo Drive at the intersection of Paseo Del Rio and Paseo Grande
112. No
113. Do not eliminate lanes on Moraga Road!
114. CAMPOLINDO DR & PASEO DEL RIO. PROBLEMS W/ROLLING STOPS. ALSO PROBLEM AREA AT CAMPOLINDO HS LOTS.
115. Sanders Dr (either make safe or remove), country club @ Moraga rd/canyon rd (this is a must)!!!
116. 1. Rimer and Hodges - needs a 3-way stop sign. 2. Rimer and Tharp - Needs a 4-way stop sign. 3. Canyon and Country Club Drive. 4. Camino Pablo and Oxford (people don't stop for the raised crosswalk when people are in it). 5. Larch and Shuey - needs 3-way stop sign. 6. Larch and Dickenson - needs 3-way stop sign. General traffic calming (i.e. stop signs) needed on Larch and Rimer to push traffic back onto Camino Pablo Road and clear cross walks needed on all corners where stop signs would be.
117. I don't use the crosswalk at Corless because it is dangerous and cars don't stop. I walk up further towards draeger where I can at least run to get my self out of trouble.
118. Country Club Drive and school street. I know a lot of kids cross that road (double sided with median) and it should be safer.
119. Corner of Rheem Blvd and St. Mary's Rd
120. Camino Pablo and Canyon Road
121. St Mary's Rd and Maraga Way
122. We need another few cross walks to get to Rheem shopping center. The Rheem - St. Mary's Rd intersection is very dangerous without a 3-way stop sign.
123. long stretch of Moraga Dr between Donald and the commons is dangerous for a long ways
124. Between Rheem shopping center and the 5-A rent-a-space bus stop, I see people crossing there a lot.
125. Buckingham Drive and Moraga Road
126. Moraga Road @ Corliss
127. If a pedestrian has a "cross, please" button to push, when the walk sign is lit there needs to be time for seniors and small children to cross.
128. Rheem Blvd and Moraga Rd. Corliss and Moraga Rd
129. St. Mary's at Bollinger
130. Rheem Blvd & St Mary's Road
131. get bikes off the street
132. From Miramonte Highschool down to bart. Seems that people tend to cross in the middle of the road because the their is no pedestrian walkways nor many stop lights.
133. Midway across Moraga way to rheem center. From Bank of America to Safeway. From 24 hour fitness to rheem theater - really need a much better connection than going back to Moraga road! Crossing Corliss to get to Lp (need more crosses there!)
134. No.
135. Canyon at Sanders, Larch, and De La Cruz.
136. Draeger and Moraga Road needs a traffic island (one death there already)
137. Corliss and Camino Ricardo and Corliss and Greenfield
138. Crossing Moraga Way near Si Si's
139. Many intersections are not sensitive to bikes.
140. Yes, the intersection of Devin & Moraga Road and Draeger and Moraga Road.
141. moraga rd between corliss and 7 eleven
142. Moraga Rd & Rheem Blvd. Moraga Way & St Mary's Rd. Moraga Rd & Moraga Way
143. Crossing ST. Mary's Road to the enterance to the park, the wait is very long and the time to cross too short. Also, crossing at Moraga

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Road at the corner of the street that goes up to Rheem school is a very long wait with short crossing time.

144. All of the above.
145. saint mary's college and trail. also see major problems with pedestrian and bike safety at proposed roundabouts.
146. corliss and camino ricardo - distracted drivers, some even flying through 4 way stop. woodside and hardy - miramonte high school racetrack/bypass? i see problems for pedestrians and bikes in proposed roundabouts.
147. Devin Dr. Kids in this neighborhood cross 4 lanes of speeding traffic to get the school bus.
148. crossing Sanders Dr. / Canyon, Moraga Rd
149. The section from the Fire Station to the Jack in the Box on Moraga Rd.
150. Moraga Rd. and Campolindo HS near PAC Bldg New cross walk needs to be overhead lighting on this street too dark at night when events take place, cars on curves...New cross walk near Corliss and Moraga Rd...Should be a Full Signal light...Cars turning Left visual is a telephone pole, Right people and bikes could be crossing and cars clipping at greater than 40mpg can not stop especially on a wet, rainy night, or day ...Especially Large Delivery Trucks... cross walk near Valero Gas Station and Condos on Moraga Rd needs Protection as well as better lighting. All Cross Walk areas in Moraga need the flashing yellow lights. to see from a distance and at night..
151. De la Cruz and Canyon needs a crosswalk with white stripes. De La Cruz and School street needs a stop sign with painted crosswalk. School street in front of Saklan school needs 50 yards of painted crosswalk on the street.
152. St. Mary's and Rheem.
153. Canyon at Country Club Drive and Canyon at Sanders because Canyon is 4 lanes at both of these. Sometimes, one land stops for a pedestrian, the pedestrian starts to go, and then someone not paying attention drives through.
154. Crosswalk from Woodford to Campo HS, crossing Moraga Rd. Nice cross walk but drivers DO NOT stop for it. Station a cop there on and off to train drivers the hard way (with a ticket) to STOP when lights are flashing. Sanders and Canyon - blind corner
155. Hardie Drive intersection to get to Miramonte HS
156. Crossing Moraga road and Rheem blvd is challenging and should be safer.

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A-5 | Are there other specific problems related to walking in Moraga? Do you have any ideas or suggestions to improve conditions?

151 responses

1. BIke/multiuse lanes away from traffic.
2. Traffic calming during hours before and after school time.
3. The section of Moraga Road between Rheem Center and Corliss has no sidewalk/running path on the side of the street where 7-11 is.
4. Speed Limit too high, encourages unsafe speeds which conflict with biking and waking
5. When walking along Moraga Road i notice that on a specific side many drivers only look in one direction
6. Tired of seeing cops sitting / setting speed traps... would really like to see them pay more attention to distracted driving.. Drivers failing to pay attention or failing to yield at intersections, seems to be a bigger issue than speed... especially when you have children trying to get around that are not as aware as adults.
7. There are many places in Moraga where the crosswalks are so poorly lit and/or located that it's dangerous to use them. One in particular is the one at St. Mary's Gardens...I barely saw a pedestrian in the crosswalk due to the sun shining in my eyes. Additionally there is no safe way for pedestrians to cross from Bollinger Canyon Road to the trail. It's a shame! Every neighborhood in Moraga should have safe access to the trail.
8. Moraga Road is a busy thoroughfare and more walking-friendly sidewaks and traffic controls are needed.
9. Businesses to walk to -restaurants, shops.
10. No
11. Slower speed limits
12. Hard to see traffic, and it goes quite fast.
13. Need a sidewalk or footpath along Bollinger canyon and a safe way to cross st. Mary's road.
14. one half of larch has sidewalks (near rancho Laguna end)... The other half is a mess. It could be completed, most people just have overgrown juniper in their yard.
15. Complete streets concept. Dedicated space for pedestrians (sidewalk), cycling/skateboard etc., (multi purpose lanes) and motor vehicles (single lane for traffic calming purposes). Make walking, cycling, etc safer and a better option
16. more traffic enforcement. Hundreds of tickets could be given every week in Moraga Country Club for speeders and those who don't stop at stop signs.
17. Camio Pablo: put speed sign on the 25mph signs not the 35 mph signs that are 25 feet away.
18. I think we need sidewalk on both sides of Canyon/ Moraga Rd from Country Club to St. Mary's Rd. I would love sidewalks up and down Larch and Sanders. Camino Pablo from Canyon to CP Elementary (both sides of the road).
19. Walking is very unsafe when cars park on both sides of side streets by JM. Perhaps cars can only park on one side? (This is on cedarwood) it happens every weekend in fall and spring.
20. Better sidewalk route between JM Intermediate School and the Safeway shopping center
21. 80 - 90 % of drivers ignore crosswalks
22. I live on Rheem and it is perhaps the most dangerous, least walk and bike friendly street in Moraga. Speeding, illegal u turns, parked cars blocking shoulder, ramps and driveways is the norm. Speed control, limited and enforced parking control are a must. A ped/ bike lane should be created from Scofield to Moraga road on both sides of Rheem to encourage walking/biking to Campolindo High and both shopping centers from adjoining neighborhoods.
23. We need continuous real sidewalks on both sides of the through streets.
24. A center turning lane is desperately needed on moraga road
25. We need much wider sidewalks
26. better sidewalk across from park on way into shopping center
27. enforce cars not stopping at crosswalks. missing connection between regional trail and rheem shopping center/Moraga Road

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28. No consistent sidewalks. Some streets have sidewalks, some don't, some have only in parts. When walking in Moraga you can be sure part of the way is with a sidewalk and part is not. And we are talking about major streets here, not little courts.
29. Rheem Boulevard between Saint Mary's and Rheem. There is no walking trail; limited length of sidewalk; and the road is terrible, too.
30. There needs to be a three way stop at st marys and rheem. Without a left turn lane, the hill, and the bike path combined with student drivers, I think a quick and reasonably affordable fix is to slow all traffic down with a stop sign.
31. Depending on budget, I'd love to see (low $ to high $): Speed limit signs w/ speedometer, speed bumps, painted walk/bike paths, new sidewalks, more trails
32. When driving past the Moraga Library in the afternoon, the sun is often directly in my eyes to the point that I cannot see whether or not anyone is crossing the crosswalk. This might be improved by a motion-detected light-up crosswalk sign on the walking path side of the road (where the shade would make it visible).
33. Especially on the trails, the bicyclists go faster than the posted speed, and they do not warn walkers when they are passing. It's a very serious problem.
34. I think more lights will allow drivers to see pedestrians at night. Right now it is extremely dark throughout St Mary's Rd for example and people and animals can't be seen.
35. Post more "Pedestrian crossing" signs in the middle of the street.
36. More traffic enforcement on Saint Mary's rd. It's hard to cross from the college to the park.
37. The lack of sidewalks in certain neigborhoods
38. Lack of sidewalks is scary when we want to walk from Donald Drive to Moraga Commons. Also, speedbumps could helps on Donald Drive as cars race through for school
39. Clearly marked crosswalks with flashing lights when pedestrian is near.
40. More traffic enforcement when elementary & middle schools are released (and in the morning as kids go to school)
41. I would suggest a three-way stop sign at Rheem Blvd. and Saint Mary's Rd. Check out the intersection at 8AM on a weekday and any local towns person will recognize the dangers that this creates.
42. Speeding among residents is always an issue. People slow down where the police usually are (at the lower part of St Mary's Road), but speed up and fly by the intersection of the college. I've seen many near collisions with cars and cars vs pedestrians as cars on the main road are seemingly unaware (or don't care) that there is an intersection there. I've seen many near-misses at the Moraga Road and St Mary's Road intersection where right hand turners don't stop and yield at red lights, or are impatient when it turns green and proceed when pedestrians are crossing.
43. We need more night lightning for sure ! This problem is just about everywhere.
44. slow traffic down way too fast on Moraga Rd
45. A clearer link between School St and Moaga Commons.
46. Think Moraga road should be one lane each way. See too many people speeding with two lanes. When someone stops to make a left turn across two lanes of oncoming traffic people don't want to stop behind them and so pull out to pass on right with traffic coming from behind them in the other lane. My car was T boned at Donald Drive and Moraga Road when someone ran a red light and hit me as I was going on green onto Moraga Road. Way too many accidents on Moraga Rd between campo and commons. I would never walk that area. Always drive to bike trail. Love Mollholland Ridge walk. But enjoy the wildness of it.
47. This may be a little unusual, but I'll share something I've often thought of, usually as I'm passing the Rheem center on my bicycle and see people taking their lives in their hands illegally crossing, to say get from the veterinarian's office to CVS, or from the Rheem center to the north-bound bus stop. The town should place a post in the ground on opposite sides of the street and stock each post with large, cheap, plastic hi viz rings. So, although no formal crosswalk is there, at least the person could grab a hi viz ring and hold it in hand to enhance being seen as they cross and then simply return it to the post on the opposite side of the street. It's when I see people standing

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in that suicide lane is when I think they should have a hi viz hula hoop in their hand.

48. More traffic enforcement. The speed limit is 25 mph on Larch Avenue. My understanding is that MPD does not cite unless over 35 mph, something to do with the courts. Please get this changed if at all possible, 35 mph is too fast on Larch. Larch is a cut-through street for others outside of our neighborhood. One or more 4-way stops (eg, 3-way Larch at Shuey) would alleviate the amount of cut-through traffic and the average vehicle speed.
49. Yes, there are problems related to walking. Moraga residents are addicted to their SUV's and imported luxury sedans. It's just too easy to get in that vehicle and drive to where they are going. It will never get any better even if gas goes to $20/gallon. And they are prepping an entire generation of non-walkers. Just check out the parents cars lining up at CP or JM after school so the kids don't have to walk the few blocks home.
50. If the moraga road corridor from campo high school to mortgage way we're made more pleasant for walking I believe more people would use it. Currently the sidewalk is too close to fast cars to be pleasant. And the lack of sidewalk from Donald drive to commons is dangerous.
51. I witness lots of cars driving past when people are in the crosswalks. Need to give tickets and/or have flashing lights. Need save path along Rheem Blvd to St. Mary's.
52. To and from schools need much improvement. I think more parents would let their kids walk and bike if it was safer. Too many cars, cars not paying attention, etc. We are in a great community and need to find a way to let kids bike and walk more. Getting to middle school from the CP area seems okay but what about elsewhere in Moraga?
53. I love to walk, but I don't do it in part because there are no sidewalks, and cars drive very fast on most roads. I want more speed bumps on side roads. There's no need to speed down these neighborhood streets.
54. As all these new developments go in, thought should be given to how kids will safely walk and bike to school. Developers should be required to put in paths and sidewalks.
55. I would like there to be No parking in the bike lanes between certain times of the day in areas where there are no sidewalks or bike lanes. Bikes are forced out into the streets and it isn't safe for younger riders. At least one side of the street should be available for pedestrians and bikers.
56. I appreciate the "on demand" blinking pedestrian lights on Moraga Road at Corliss. I still watch to see that the cars actually stop!
57. In a Perfect world, the people should get the direct routes and cars the "long way around"; like Sweden's priority
58. there needs to be a foot pass along Bullinger Canyon Road so that all the residents that live back there could have a safe way to exit the neighborhood on bike or on foot. There also needs to be a crosswalk or some type of traffic intersection around there as well
59. The crosswalks could be more visible. The crosswalk with the flashing lights just past Commons park (heading towards Rheem Valley Shopping Center) is highly visible with the flashing lights and signage. Even distracted drivers will notice and stop
60. make the roads safer
61. not a problem, but the area of path that runs from lafayette to the commons park is not clearly established after you pass behind safeway and make your way towards the path that connects MCC to the Canyon walking path.
62. Slow vehicle speeds down. Nobody wants to walk next to highways.
63. I often see Campo students running up and down the length of Rheem Blvd. (Moraga Rd to St. Mary's Road). Although I haven't seen them much recently. Rheem is a beautiful corridor to walk and it needs a full sidewalk along its entire length! Thank you.
64. Some of our hills are REALY steep, some of our sidewalks end and then start again a block or so later, especially on Moraga Road.
65. Crossing guard needed at corner of Corliss and Camino Ricardo. Kids dash across street without looking.
66. We live near Ivy and Miramonte Dr, kids go to LP elementary; the walk to school is uphill without sidewalks on a street where drivers are rushed in getting to work or school. Not safe and not welcoming. Walking in Moraga on most residential streets is an adventure without sidewalks; city planners that discouraged sidewalks and

Draft

streetlights in favor of a "semi-rural" community just encourage more driving.

67. More traffic enforcement please! Drivers are doing dangerous U-turns near the schools at drop-off time when there is a lot of car traffic and pedestrian traffic!
68. To improve conditions, Moragans need to realign their priorities in favor of the interests of the #1 product of this cul-de-sac bedroom community: the children and young people of Moraga. To protect their safety and manage automobile and vehicle traffic, and promote their health by proving more outdoor opportunities and self reliance, not dependence on cars. The Town desperately needs leaders that by example are walking and riding bikes, and as such find, locate and install new footpaths, advocate more school crossing guards, and promote balanced traffic enforcement.
69. St Andrews and Augusta Drive - a T with the Stop sign on St Andrews - almost NO one stops for that, just zooms through !
70. Rheem Blvd needs sidewalks.
71. More designated bikepaths and walk paths to the Rheem shopping area. The walk from Corliss to Rheem shopping area feeling like you are walking on a freeway with the speed of the cars
72. The residential streets really need consistent mandated sidewalks. It's a major deterrent to walk when one house has a sidewalk, the next doesn't, the third has some gravel or other uneven surface, the fourth has a mailbox in the middle. This forces any walker out into the street where drivers are sometimes not paying enough attention and makes me nervous to take my kids and dogs for walks when the weather and surrounding scenery is so beautiful.
73. Missing sidewalks are the key safety issue our family has encountered.
74. Continue paved path from the commons back field up and over the hill to Moraga Road, there is currently a dirt oath, but strollers can't get over
75. You have to be careful around Campo when school starts and ends ... but I don't really know that there is a solution to dealing with new drivers and parents in a hurry.
76. Should be sidewalks all the way from Moraga Commons to Rheem shopping. Sidewalks needed throughout Corliss.
77. Flashing lights at crosswalk to increase visibility/awareness. Especially at St Mary's Rd at Carter
78. More school crossing guards would help to slow speeders around schools.
79. Again, Campolindo high school would benefit from having sidewalks on both sides of Moraga Road. Rheem Blvd going to Saint Mary's College should have a bike lane and sidewalks for students, staff and faculty going to the college.
80. Deeper walking lanes or bike lanes with clearly marked lanes. Another Slow down Moraga campaign.
81. A lack of sidewalks in many of the residential neighborhoods
82. What I notice the most, is the lack of sidewalks as well as the disrepair of existing sidewalks in Moraga.
83. Walking path on the south part of Rheem Blvd. Students from St. Mary's should have a safe way to ride bikes/walk to shops in Rheem.
84. Sidewalk is needed on Corliss above Los Perales to Arroyo. Lots of kids walking and cars racing including drivers who are driving their kids to school. One man was already hit and seriously injured around opening of school in am.
85. Flashing crosswalks, traffic light at Campo crosswalk, wheelchair safe mini ramps at all crosswalks
86. Speed bumps or traffic enforcement on Camino Ricardo and Corliss Drive
87. Stop sign at Greenfield and Crossbrook Drive
88. Making sidewalks/footpaths OFF of Moraga Road if possible is far preferable to creating a crosswalk or bike lane from an existing traffic lane:it's too congested during peak commute/school commute times as it is!
89. We need wider walkways, more welcoming walkways.
90. I love our town the way it is. This is a community of residents of all ages, not a bike destination. What is the matter with the present footpaths? Sometimes change is necessary and appropriate. Spending tax monies for unnecessary frills is a very bad idea.
91. Install flashing pedestrian lights at crosswalks, especially at the crosswalks along Camino Pablo.
92. educating bicyclists as to calling out and realizing Seniors don't always hear you coming

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93. Safeway shopping center is not walking friendly if you are walking to it. The Laf Mor trail is great but no sidewalks through parking lots to get to stores once you get to the shopping center
94. I am less concerned about bike paths, as there seem to be no shortage of kids and adults on bikes in Moraga. I do think the lack of proper sidewalks is more of an issues. Bikes know how to share the road, but walking so close to traffic is too dangerous.
95. We walk from Corliss to Rheem shopping center and back nearly every day so would like better sidewalks. However I think cars need all the current lanes so add sidewalks without reducing traffic flow.
96. Connect the path/trail that ends at intersection of Moraga Rd. and Corliss to a new path/trail that connects to Rheem Center and beyond. Need more speed enforcement or speed controls in the neighborhoods, off the main arteries.
97. Extension of a foot path along St Marys Road towards the Rheem Shopping Center
98. Flashing lights (similar to Broadway Plaza in Walnut Creek) for major intersections
99. Pedestrians should not walk on the section between Rheem shopping center and Corliss unless traffic is slowed down considerably
100. No not really
101. Too much traffic during school hours and no way to walk or bike down to lafayette
102. Make sure that all streets have street signs so that residents and visitors alike can find their way back when walking
103. Moraga should have a real town center, with nice cafes, a fountain, places to sit and enjoy. There's no reason to walk to the shopping areas as they are not pedestrian-friendly and are spread apart at different ends of the town.
104. I primarily walk in the Campolindo Neighborhood, 2-3 miles each night between 9:30-11:30 p.m. We have experienced a serious increase in speeding cars up and down Paseo Grande particularly in the late evening. Some of these individuals are driving at speeds of 40-50 miles per hour. The above mentioned intersection which is also used heavily by students going and coming from school is also extremely dangerous. My observations as a result of sitting on the bench next to the Cabana Club Swimming pool, some early mornings during the commute hour and late in the evening during my walk is that about 3 out of 10 cars driving up and down Campolindo drive actually stop at the stop sign. We have several drivers who habitually do not stop at all and one individual who I have observed three time in the last week around 10:30 P.M. race through the stop sign at 40 plus miles an hour. It is a matter of time before someone is hit on this street or intersection. Police assistance is needed and while I have gone to the police department twice as has my neighbor we rarely ever see a police officer monitoring the intersection and have never been provided radar support at the bottom of Paseo Grande as we have asked for.
105. Important !! Do not eliminate any lanes on Moraga Road
106. SEE ABOVE FOR MORE TRAFFIC RENFORCEMENT
107. Posting another crossing guard (paid or 5th grade volunteers?) at the crosswalk at Camino Pablo and Oxford during school dismissal hours.
108. Need continuous sidewalk on Moraga Rd from Rheem shopping center to Commons/Moraga Center
109. You need to remove that letterbox at 670 Moraga Rd. You have to walk on the road there and it is un avoidable.
110. I think Moraga in general is pretty good for walking. I actually run quite a bit, and never have any issues.
111. Have heard there's plans for narrowing Moraga Road from Corliss towards Rheem Shopping Center - feel STRONGLY that this would be a disservice to All residents. Will engender impatience, discourtesy, road rage and waste of money when it needs to be ripped out, just as the multiple speed bumps starting near J.M. were, several years ago. Not at all appropriate for one of our major arterials. Huge safety issue if evacuation of any neighborhood is needed in an emergency.
112. Almost being hit by bicyclists daily on the Lafayette Trail.
113. A true footpath between the fire station on Moraga Way all the way to the light at the corner of Moraga Way and School street should exist. Something paved preferable.

Draft

114. Moraga is a great place to walk. Just stop the construction and heavy trucks ripping up our roads and causing traffic problems. Maybe someday before we become a big city.
115. More sidewalks, more competent and considerate drivers, more traffic lights (ex., Moraga Road and Corliss)
116. Access to the Moraga-Lafayette trail from the Rheem shopping center area requires either a very steep hike or a circuitous route through the commons. Is there a less steep, more direct path that can be built? There is no direct path from the Rheem area to downtown Lafayette. Would love to see that.
117. No, there are plenty of safe places to walk for those interested.
118. more paths or trails that are not on streets. make sidewalks longer (we seem to have lots of sidewalks for a few houses and then none). focus on making walking around schools better - have sidewalks on all main roads around schools for 1/2 mile or more from the school (e.g. on camino pablo)
119. Lack of sidewalks.
120. Sidewalks and lighting in the locations listed above.
121. I live close to Camino Pablo Elementary. Drivers often don't expect foot traffic in Moraga hence every intersection or crossing that does not have traffic lights is dangerous in nature. I've seen flashing on demand pedestrian crossing lights be very successful in other cities for getting distracted and unsuspecting drivers' attention. In addition drivers don't expect pedestrians and bicyclists on intersections with traffic lights either. When a light turns green most of the time the pedestrian light stays red and they simply do their turn. Now when there is a pedestrian the driver doesn't expect to yield anymore. Additional warning signs for drivers in the event that a pedestrian has requested a green light would be beneficial.
122. Lack of adequate sidewalks, unsafe drivers
123. How do I get from Rheem Blvd to Safeway and stay on a side walk or a flat trail ?
124. I think if you choose the EBMUD pathways or Mulholland Ridge there is plenty of space to walk without the intrusion of cars.
125. More speed bumps to ensure that drivers slow down. I know it is a pain but it will make it safer for bike riders. I only dare ride my bike on the trail.
126. Access to Mulholland Ridge from Asot Drive: very steep entrance; not too much prolem going up, but I'm in trouble trying to descend -- how about grading it a bit less steep. Love!! that open space for my dog walking! Adds to my good health a lot!
127. More footpaths! It would be so nice to have pedestrian paths connecting camino Ricardo to Safeway without going on Moraga way, same for pathways to rheem center that aren't right on Moraga road. The paths to Moraga commons are great, more in that vein connecting the two business areas and the commons and the schools
128. Please: Moraga is a great walking town. Please don't waste money trying to make something good better - you will only get in your own way.
129. More water fountains.
130. all major roads must have sidewalks and should have dedicated bike lanes. BIKE LANES SHOULD BE DIVIDED BY RAISED MARKERS AS VEHICLES ROUTINELY CROSS THE BIKE LANES.
131. Would be good to plan footpaths through the new developments, so we can do loops and hike away from the roads
132. More school crossing guards for LP would be helpful. Especially at Camino Ricardo entrance. More enforcements for speeding and texting/talking/distracted driving. More enforcement around crosswalks. I have encountered angered drivers more than once at the Corliss crosswalk across Moraga road. People feel they don't need to stop. Pedestrians should wait. I wod never let my kids cross on their own because without a stoplight people don't take it seriously and often drive through. Very dangerous!
133. I mean, Moraga rd feels scary to walk on but that doesn't really seem like a road people should be walking on for fun anyways, it's basically our highway. Moraga just feels really scenic, but I can't think of many good places to walk.
134. The unsafe road conditions from our home to our daughter's current preschool factored in our decision to switch preschools at the end of this month. We'll be sending her to a daycare in Lafayette instead as it will not be in the midst of two major construction sites near MCC and the road conditions to the Moraga preschool are not amenable to walking/biking.

Draft

135. We have attended meetings about this in the past and hope that this attempt will actually create much needed pedestrian friendly sidewalks. It seems like it would be much safer to have turn lanes on Moraga Road onto Devin and Draeger. Some type of median in the road would also make it safer for children having to cross Moraga Road to catch the school bus. One lane of traffic going each direction with turn lanes in the middle and walking paths and bike lanes on each side of the road would be perfect.
136. slower speeds on moraga rd between st mary's and rheem blvd
137. More benches. More wider sidewalks.
138. We need a complete, full end to end, sidewalk along Moraga road from Camino Pablo to Campo. Currently there is no way to walk that distance with walking along the road at multiple locations. Doesn't make sence not tohave sidewalks that are safe for those who would really like to walk.
139. Please restore access to the Moraga train station, as well as the train station itself. Please insure that all the paths through the orchards are maintained and that these right aways eare included in zoning comments. Please maintain the pedestrian rights of Moraga citizens in Moraga and through Orinda and Lafayette,within the U.S.A. and globally outside the USA.
140. enforce stop signs and speed limits on corliss, woodside, camino ricardo, hardy, etc.
141. looking forward to connectivity of trails - open mullholland atop camino ricardo (an alternative to rheem-safeway along moraga road?
142. Speed of cars is too high. When you walk on Moraga road between Rheem shopping center and Moraga Common it feels like walking on the side of a highway. Cars way too fast, rarely speed enforced, no walking paths and bike path crumbling in places
143. create path protected from the arterials by a vegetated buffer
144. Large Hill and Curved Rd, Traveling up Moraga Rd to Campo HS Has a limited Visual Field due to the land formation....Rheem Blvd and St. Mary;s Rd the same thing..Moraga Rd in direction to JM very high traffic due to Exiting Moraga to have access to Hwy 13,Campo Area High Traffic area due to local schools and workers to Bart and or Colleges out of Moraga to Major Highways...
145. Issues of walking are similar to issues faced by cyclists. Too many cars, cars going too fast, drivers distracted, bike lanes and sidewalks too narrow, drivers feeling they own the right of way and get angry when forced to share thoroughfares with any other form of transportation.
146. create safe paths from all directions to or "downtown" - that would be Rheem Center and Moraga Center, I guess. For example - students in Rheem Valley Manor SHOULD be able to safely walk to Campo right now, but I'm pretty sure they cannot, especially if you are on the east end of RVM (closest to Rheem)
147. Traffic enforcement as mentioned above.
148. Lack of: streetlights
149. Road Diet for Moraga Road
150. Moraga Road, add sidewalks or walking paths from the High school to the library. Add shade, exercise spots and benches along the walk.
151. The design of the shopping centers are not conducive to walking.

Draft

A-6 | Have we forgotten any major general challenges to biking?

73 responses

1. Traffic lights that are not working properly for bikes. Currently south bound on Moraga Road at Ascot has a very delayed green light compared to oncoming traffic. That means that a cyclist has to get off their bike and press the button to cross legally when it really just appears stuck. Ive been riding that same intersection 4 to 5 days per week for three years. This is a new problem. Another main problem is large chuncks of asphalt in the bike lane from newly formed potholes. It gets move from traffic lanes and sits in the bile lane for days, weeks, months. The new town sign at the commons is very bright at 6 am. It makes it hard to see if you are wearing clear cycling glasses.
2. Traffic speed seems to pick up in Moraga when the roads approach the commercial centers, (road opens to more lanes which encourages a higher flow rate.
3. Cars respecting cyclists
4. Poor road quality/storm grates in bike lane. ie roots under the road approaching pinehurst entrance by Stanley.
5. Biking lanes are needed.
6. Again connecting paths. Loops would be great.
7. I don't bike
8. Area around Orinda BART is ridiculous for bike riding. Aggressive Drivers -turning on on ramps and exiting off ramps.
9. Trash cans in the bike lanes leaving only the car lane to travel.
10. Bike lanes are important. Most people riding road bikes speeds are to fast for what are referred to as bike paths. So, bike paths that are multipurpose and road bikes don't always go together well.
11. Please try to not just focus on the 50 mile a day spandex wearers, there are lots of families that want to bike with kids weekdays or make doing errands include more exercise. Also middle schoolers at JM could use a nice clear bike route to safely be social after school.
12. missing bike lanes, width of road.
13. Broken glass in streets and bikepaths
14. Bike lanes that allow parking are not real bike lanes.
15. Very bad roads, especially Bollinger Canyon.
16. no connection between regional trail and Rheem Shopping Center
17. St Mary's Road is too narrow for bikes and cars. Trail isn't wide enough for bikes and pedestrians.
18. Mostly bike lanes are way too narrow. Parked cars in the "bike lane".
19. Clear road marks on pavement, and signs reminding motorists that they have to share the road with bikers.
20. bike/walking lanes are not wide enough
21. Signage to alert drivers that bikes are present. Also, allowing enough room on streets for bikes and 3' of clearance by a motor vehicle (new law for 2015).
22. Is the trail from the commons to lafayette for bikes or walkers. I believe it was designed originally for bikes but now the bikes use the streets which is hazardous for bikes and cars
23. I don;t bike, but as a walker and driver I witness a lot of the above.
24. No
25. There is no bike lane for most of Moraga. With the amount of people biking on one lane roads, it makes it dangerous and for bikers and drivers alike. ESPECIALLY on the steep hills and bind corners.
26. Bikers don't seem challenged at all. They seem to ignore traffic laws and do whatever they choose, leaving the poor auto driver to adjust around them.
27. Bikers need law enforcement! Give them tickets for bad behavior and give them safe lanes to keep them from blocking traffic and then yelling at cars trying to pass them.
28. I put most bicycle conflicts on the bicyclists. Call out always when passing pedestrians on the Moraga-Lafayette trail. Reduce speed. Signal to let vehicles know what you are up to. Slow bicyclists should stay off of main arterials.
29. Even as the biker I would argue that we are the annoying party when riding on certain roads... However, I think this only applies to roads that shouldnt be biked on because there is a perfectly good trail right next to the road. My example is passing saint mary's going towards burton valley. That trail is a beautiful ride and very well maintained, yet some bikers continue to use the roadway instead of

Draft

the trail. I dont think any biking amenities should be included on this road, but rather focus should be on encouraging bikers to start using the trail. That trail is very well maintained and I love riding on it, so thank you :)

30. I'm not a biker so didn't answer.
31. Bike lane lacks cleaning. The side of the roads are covered with debris, increasing the risk of flat tires. Also, trees and bushes need to be trim on the side of the road so bikers don't have to duck.
32. other bikers not following traffic signs - like stop signs
33. The major challenge to biking is educating the Town Council. They are egotistical, dictatorial, and geriatric cronies, out of touch with the community as a whole and oblivious to reality. Term limits are a must!
34. My only serious issue is with bike/pedestrian interactions on the trails. When biking, I often find groups walking that cover >75% of the trail. I don't like to scare them with my bell or saying "on your left" unless they are taking over most of the trail. Can't blame Moraga for the hills! I actually like them.
35. drinking fountains, bike racks
36. Bike detection at traffic lights is a BIG one. Especially at the turn from Moraga to Campolindo.
37. many bike lanes are too narrow
38. Bike lanes often have glass and other objects dangerous to riders. Lanes should be cleaned more frequently.
39. I do not bike in Moraga so I did not offer an opinion
40. Safer bike lanes on Moraga road between Corliss and Donald. A path connecting Moraga road near Campolindo high school and the Lafayette-Moraga trail near S Lucille Lane.
41. We have bike lanes, streets to bike on and a trail that bikers can use.
42. This is NOT the most important item on our agenda. I thought we were working on repaving specific streets.
43. Ability to bike through shopping center parking lots safely is lacking. People, I think would use trails more if you could bike through shopping centers safely and have bike racks there.
44. Too much traffic and too narrow bike lanes.
45. Broken glass in bike lane
46. biking in Moraga is just plain scary, mainly because of hug SUVs speeding along. I would love to bike more, but truly, I'm afraid to navigate the streets. Sometimes I DRIVE my bike to the Commons and bike along the path there to avoid traffic.
47. No
48. I am not a biker. I wish they would stop for stop lights and stop signs and not ride 2 abreast, taking up much of my driving lane.
49. No lane down hill to lafayette and nowhere to even jump off if needed
50. Why on earth are we talking about "few or no places to shower, change and store clothes after biking"? What does that have to do with the town, except possibly for town employees who wish to bike to work, in which case it is a workplace issue for a very limited number of people, NOT a question for a town interest survey. For non-town employees who wish to bicycle to work in Moraga, this is a workplace issue for their employer -- not for the Town of Moraga!
51. Motivation: People are not motivated to bike to work because they want to arrive at work freshly showered and made up; biking to work means getting up earlier and cleaning up away from home.
52. I am a walker. I have only biked in Moraga 3 times in 20 years. out to Canyon
53. Too much new construction planned for Moraga!
54. Pinch over bridge to Canyon is really tight for walkers and bikers alike. Need to better connect Canyon Rd to entrance to bike path before bridge and/or widen bridge.
55. How about an option in the survey that says I don't bike, so I don't have input?
56. Biking rules for children should be kept in consideration as many children's parents do not feel safe with them riding in bike lanes.
57. Not enough enforcement for bicyclists that break road laws.
58. We need bike lanes.
59. No - the main challenge to biking (for my son to bike to school) are distracted drivers. They are rather frightening.
60. N/A for me
61. bike lanes should be divided by raised pavement markers as vehicles routinely cross into bike lane
62. No.

Draft

63. Moraga Way bike shoulder is not wide enough, especially when cars are parked there
64. Making a left onto Campolindo Drive from Moraga Road is difficult. The left lane turn signal doesn't react to bikes. If you use the cross walk you wind up on the wrong side of the road at Campolino Drive. It would be great if the left land signals could be activate by bikes. Glass and nails on the side of the road is a problem. It feels like there is a long time between street sweeping. Flat tires from junk on the road is no fun.
65. Failure of bike riders to observe rules of the road. Signs at major intersections would be helpful. For instance, countless times I have see bike riders sail down Rheem Blvd from St, Mary's Road, going throug a red light. Moraga Way at Canyon is another one where they sail around the corner without stopping.
66. Bike lanes blocked by parked cars, debris, untrimmed foliage, etc. Difficulty making left turns on wide streets or with fast moving traffic.
67. The bikes that I ordered by mail order arrived damaged and I coulod not get them repaired properly. The speeding cars are not considerate of my mother and father, especially the ones coming from St Marys which include my […] who denied my father a new bike, a new car, a new house and other irritating activities of the speeding cars such as insulting my grandfathers and grandmothers and making rthem have broken hearts. These auto drivers cause me and my family members financial hardship which the Town of Moraga must remedy.
68. need better maintenance and connectivity of bike lanes
69. Wish there were more dedicated bike paths.
70. bike lanes too narrow. bike lanes that disappear. no shoulder to ride on or pavement broken on shoulder.
71. I was hit by a car crossing Sanders at Canyon. Driver has blind corner and wasn't looking. Its confusing to navigate from bike path side of road to other side easily and safely.
72. Mixing with skateboarders outside the skatepark
73. Not safe for inexperienced riders to get to places not on the moraga lafayette trail.

Draft

A-7 | Are there specific streets where you would like to see improvements for cyclists?

155 responses

1. Moraga Road from Rheem Center to Commons -- Lack of bike lane or shoulder, poor pavement, cracks and potholes, constantly filled with debris (stones, rubble) in shoulder of road. Rheem between Moraga Road and St Mary's Road -- Poor pavement and lack of shoulder to ride on.
2. Alta Mesa Dr. and Moraga Rd. Needs flashing warning lights for bikes and pedestrians.
3. The branches on canyon road northbound from the "T" at Canyon and Pinehurst are encroaching, pushing cyclists into the lane and not allowing cars to get around.
4. ST MARY'S RD!!!!!
5. Moraga Way from JM Middle to Campo
6. bike lanes are ALWAYS good - The trail is multi use and often crowded - walkers don't want bikes on there doing 15-20mph. many cyclists ride on the street because we know that our speeds are too fast/unsafe for the trail. Any signage, stencils, anything to promote the idea that cyclists are ALLOWED and BELONG on the road in drivers' minds is a good thing. Traffic Calming obstacles in my mind are the WORST thing, look at stanley blvd in lafayette (near acalanes HS) ... This road used to be a 2 lane road with wide shoulders, wide enough for bikes, pedestrians, etc all to co-exist... I ride this road frequently. NEVER had one issue before the "traffic calming" went in. Now.. post traffic calming (center islands, sidewalks) Pedestrians only have a safe place to walk on ONE side of the street, forcing children to cross the street immediately from wherever they are (including blind corners) to get to the sidewalk, or be forced to walk in the traffic lane... Cyclists have NOWHERE to ride.. I've had several very close calls with cars trying to pass me where there is NO space. Narrowing the road is NOT AN ANSWER. Speedbumps... I ride on roads with 15mph speed bumps and regularly see 5000lb SUVs plow over them at 30mph like they aren't even there. All this does is add wear and tear on cars, and create a few seconds of the car being unsettled and in less control. Personally I feel the best answers are signs, lights, awareness... then second to that, maybe speed bumps.... but NEVER narrow the road...
7. St Mary's Rd
8. St. Mary's, Rheem and Moraga Way
9. Moraga Road
10. none
11. Moraga road
12. N/A
13. N/A
14. N/A
15. All around BART/Highway 24
16. Canyon Road leading to and from Moraga and the intersection where Pinehurst meets could use some pavement stencils, traffic calming and/or signage.
17. Where Moraga enters into Pinehurst Rd.
18. Pavement stencils would be good on St Mary's Road and Moraga Road and Canyon Road.Left turn lanes at traffic lights should be triggered by bikes when no cars are present.
19. St Mary's Road from the Common to Glenside could use more bike lane striping. Moraga Way is great. Canyon to Pinehurst could use more Share the road signs. Moraga Road to Lafayette is unsafe for cyclist. So, it is hard to get in and out of Moraga as a cyclist safely other then on Moraga Way.
20. getting into the Safeway shopping center from camino Pablo is a difficult maze at best of avoiding cars turning in from everywhere. Can you close off completely with curb and pavement and create a bike only lane into the center?
21. The road repairs done in the last couple of years were poorly done. Canning Ct. and Larch have cracks and holes already.
22. Street from Golf Course to Moraga Way (?) with Ci Ci's and Senior Housing. Roadway from Pinehurst to LaFayette and by Saint Mary's College.
23. St Mary's Road, Moraga Road, Moraga Way
24. School Street at Moraga Way. Canyon Rd between Camino Pablo & Pinehurst

Draft

25. Canyon between Pinehurst and the edge of housing development
26. The intersection of Rheem Blvd and St. Mary's Road needs improving
27. St. Mary's. All roads in regional park: Canyon, Pinehurst, ...
28. Widen bike lane in front of Rheem shopping center.
29. Rheem Blvd, Moraga road Moraga way all need to be addressed first as they are the main arteries through Moraga. They certainly pose the greatest source of danger and are the main impediment to residents not being able to safely enjoy their town via foot or bike.
30. See walking section
31. Moraga road need continuous bike lanes in both directions that are not used for parking. Separation from the road might be nice if there were space, but is less essential. Traffic calming is also needed.
32. Yes, Bollinger Canyon.
33. Rheem Blvd
34. St. Mary's Road needs a bike lane for all the bicyclists that use the road rather than trail. Moraga Road could also use a bike lane, but not if need to eliminate a car lane to do it.
35. Rheem Blvd between Glorietta and Moraga Road. Speedy drivers, too narrow bike lane
36. Bike lanes are needed, period.
37. Just need more bike lanes
38. Rheem!!! From saint Mary's road over the hill. Put a sidewalk and bike lane! Please!!
39. Going up the hill toward St. Mary's College (when driving away from the shopping center), there are often bicyclists in the road on the right side due to the unsafe offroad condition of the hill area.
40. 1. St Marys from the college to Glenside is always difficult for bicyclists to negotiate because it is so narrow in a lot of places. 2. Hopefully, the construction on the north side of Rheem between Moraga Rd and St Marys Rd is re-doing/ changing the street- it is really bad for cyclists as well as for motor vehicles.
41. Moraga Road to Lafayette.
42. Rheem rd needs bike lanes and Saint Mary's road could use a signal near Saint Mary's parkway.
43. bike lanes so that they are not driving in the middle of the road and blocking cars - creating hazards for both
44. Moraga Road (heading towards Lafayette)
45. Along the major corridors there is no bike lane, or if there is a bike lane, parking is allowed, so the bike lane is occupied by a car. Even when there is a bike path - the trail - , the bike path is occupied by walkers so dangerous to mix bikes there. Moraga Road, Moraga Way, Rheem Blvd and Saint Mary's Road.
46. Improvement from Moraga Commons to Rheem (and all the way to Campo HS too)
47. the gravel off the path that goes from the moraga park to safeway should be paved since on a bike that gravel is very dangerous.
48. St Mary's Road, again, is an issue. Through traffic starts to fly after the usual police spot and continues to that first stop sign at Rheem Valley Road (?). That's also where the sidewalk and bike lane disappears, so it's that much more dangerous anyone not in a car.
49. None
50. Love to see bike lanes on all major streets in Moraga
51. No
52. I would like bike riders to be reminded to obey the rules of the road. They seem to think they are not subject to stop signs, single-file riding, turn signals, etc creating a hazardous environment for themselves and cars.
53. Devon Drive
54. St Mary's and Canyon Rd past Moraga. Very scary driving with bikes out there!
55. Moraga Road bet Campo and Commons. One lane for cars plus one lane for bikes
56. Moraga Road and Way
57. I would like to see the police issue citations for people that drive with one wheel in the bicycle lane. On Moraga Road, from 7-11 to Campo high school, going in both directions, I'd like to see the edge of the bicycle lane lined with Botts dots.
58. Improve bike lane on Canyon and Moraga Road, need a bit more width. Provide better bike lanes to feed the Moraga-Lafayette trail to get the cyclists off of the road.
59. Same comments as walking
60. Need signs that connect to trails leading in and out of Moraga from Canyon & Lafayette. Signs to town so people know where to go to

Draft

get a bite or a drink. Need to make the nice kind of trail used on Laf/Moraga trail along Rheem and then along Moraga Rd, School St out to hook up to trail by MCC to get out to Canyon.

61. Larch Avenue is very dangerous because it is narrow and cars often speed.
62. The stretch between Rheem to the Moraga Commons is very difficult for bikers, especially younger riders. Cars are parked in the bike lane on both sides to the street and riders are forced into car lanes. Drivers are rarely paying attention and it is scary.
63. Canyon Road heading out of Moraga towards Pinehurst and then Oakland needs better paving.
64. Moraga Rd. between Corliss and Devin Dr. Rheem Blvd. between Moraga and St Marys Roads.
65. less blind spots like the entrance to canyon near jm is really unsafe and easy to hit a kid biking or walking to school off the trail
66. No
67. Any street leading to a school or retail strip; stop thinking of bikes as just recreational toys.
68. Moraga Rd. Moraga Way
69. Paving on Rheem between St. Mary's Road and Moraga Road. Lots of potholes, particularly on the shoulder. Green-striping from JM to Campo on Moraga Road
70. I'd like to see more routes that aren't on the main streets. Moraga Road could use a better bike lane and pavement, but it would be nice to have scenic routes that get you around town and not just to shopping.
71. Moraga Road, Moraga Way and Rheem Blvd.
72. Moraga Way and Moraga Road! There should be a large, safe bike lane the entire length of these streets within Moraga -- especially to facilitate students riding to/from school at JM Int. School, Campolindo Hight School and Miramonte High School.
73. All major traffic collector routes need traffic calming and control. Without it, improvements to walk and bike routes are mere band aids and ineffective. People walking or biking need to have strict priority and be respected and protected by vehicle operators.
74. No.
75. Segregated walking/bike path needed (like what Orinda put in) along Moraga Road from Donald Dr all the way to Camino Pablo so middle school students can bike to school safely.
76. bike lanes
77. - St. Mary's Road could use a dedicated bike lane and wider shoulder in each direction. - Moraga Road and Moraga Way could use brighter bike lane striping and pavement stencils, as well as more consistent bike lane/shoulder widths. - A southbound bike turning lane from Moraga Way onto Moraga Road would improve intersection safety.
78. Wider bike lane on Moraga Way as approach School St. intersection from north. (Lane is wide, then narrows a lot.)
79. Moraga Rd.
80. Rheem Blvd going to Saint Mary's College should have a bike lane and sidewalks for students, staff and faculty going to the college.
81. Intersection of Moraga Road and Rheem is a very dangerous place for young bikers, especially in the morning on the way to Campo!! Can't ride on west side because of pedestrians and can't ride on east side because of crazy motorists. This is a big problem. Maybe if resolved more kids would ride to school and alleviate some of the morning congestion!!
82. Moraga Road
83. Moraga Rd and Rheem Blvd and Moraga Rd and St. Mary's road often feel dangerous to me given the speeds of drivers. Moraga Rd. between Laird and St. Mary's has narrow, cracked, dangerous pavement along with drivers going 35 mph.
84. Bike lanes on Rheem between Moraga Rd and St. Mary's. No parking in bike lanes on Moraga Road --esp. southbound
85. The addition of more bike lanes would be very helpful.
86. Corliss up to Arroyo above Los Perales, Moraga Road between two shopping centers, Country Club drive between Canyon and Saint Andrew, Canyon to end of Moraga Town limit. Larch
87. A sidewalk/bike path along Bollinger Canyon from The Bluffs neighborhood would make the Lafayette-Moraga trail more accessible. It is dangerous to walk/bike along Bollinger Canyon to get to the trail. Then there is the issue of crossing St. Mary's Road to get to the trail.

Draft

88. A green lane on Moraga Road between Donald Drive and Corliss. The second lane should be green and marked as priority for bikes--only for cars turning right.
89. No
90. Moraga Road along the Commons could use repaving and bike lanes
91. I would like to keep the bicycle lanes on Camino Pablo and Canyon near the Catholic Church free of parked cars throughout the week. I think this could be accomplished if the middle school and church shared their parking.
92. The should be no biking on Moraga road from Via Granada down to Lafayette. Encourage people to use the Lafayette trail
93. No!
94. We really need bike detection at traffic lights at most signals. Something also needs to be done at the intersection of Country Club Dr. and School Street to make it easier for bikes (and peds) to cross in all directions.
95. no bike lane between via granada and Lafayette. would be great to cycle to Bart.
96. Moraga has a great bike trail and plenty of bike lanes.
97. Main street routes to schools
98. again, Rheem between Moraga Rd and St Mary's is just treacherous. And perhaps the Moraga Lafayette trail could have some system to separate the bikes from foot traffic. If there were good bike lanes on the street, I would not bike on the trail. Also, I live in Campolindo, anytime near school coming/going hours is death to someone on a bike.
99. Moraga Road
100. Moraga Rd. between Commons Park and the Rheem Center
101. 1. Moraga Road in front of Campolindo HS needs a dedicated bike lane between the traffic lights at Campolindo Dr. and where the bike lane currently begins after the front entrance to the HS. 2. On Moraga Rd., the left turn in front of Campolindo HS needs bike detection. 3. The bike lane on Moraga Rd./Canyon Rd. should extend all the way to the bridge just after Constance Place. Currently overflow parking from St. Monica's Church line the shoulder pushing bicyclists out into the traffic lane.
102. Moraga Rd between Lafayette and Moraga is very dangerous to ride on. Taking the Lafayette-Moraga trail from Campolindo High School to Lafayette requires riding all the way back to Moraga Commons because Rheem Blvd is also very dangerous. We really need a trail between Campolindo and St Mary's Rd - perhaps along Rheem or perhaps out Buckingham.
103. Cars parked on shoulder on Moraga Rd south from along the front of the Hacienda to the crosswalk can be a challenge but not for all the serious out of town bicyclists as theyride in the traffic lanes
104. no
105. St Mary's Rd has limited or no shoulders from the Moraga border to the light at the commons. It's a deathtrap for cyclists basically from Rheem to the Lafayette border. When I ride on St Mary's, I always get on the bike path at Rheem when leaving Moraga. When entering Moraga on the St Mary's corridor, I always take the bike path and get back on St Mary's Rd after Rheem. The bike path is not always appropriate for some cyclists as they exceed the 15 MPH bike path speed limit and prefer not to have to stop at the many stop signs on the bike path and/or dodge the strollers, joggers, and dogs.
106. main through o fares
107. Do not eliminate lanes on Moraga Road
108. Bike lanes needed on Moraga Road from Moraga Commons to Rheem Center.
109. I don't really think it's necessary.
110. It would be nice to have a cross walk on St. Andrews Drive and Country Club Drive intersection (the road with the median side across from MCC) so that kids can cross there instead of going all the way down pass the ravine to cross on an actual cross walk.
111. Rheem Blvd. There's no way to get to the plaza because there's nowhere to walk or ride safely.
112. FIX THE BIKE LANE CRACKS on Moraga Road--in the direction going South--between Corliss and St. Mary's Road. Minimally, sweep that lane more often. The road is crumbling and pieces of it end up in the bike lane and cyclists have to ride in the road to avoid crashing.
113. St. Mary's road

Draft

114. Instruct bicyclists not to ride abreast of each other.
115. Bikes speeding on St Mary's Rd on the S curve by Bollinger Canyon Rd.
116. rheem
117. Glorieta to Rheem
118. Moraga Rd from Lafayette border to the Commons. Also from Moraga Rd - Rheem Blvd intersection to Orinda border.
119. Moraga Road south of the Rheem Shopping Center.
120. Bike lanes help. Also, enforcement of traffic laws for bicyclist will help. As a lifelong Bay area a resident, I am constantly amazed at the aggressiveness of bicyclists and their total disregard for traffic laws even while exhibiting road rage that I am shocked to see.
121. The bike lanes on Moraga's mayor roads are great. However I often avoid them and divert to neighborhood streets when biking. Cars on Canyon Road and Moraga Rd inside the town go very fast. Then there are church visitors at St Monica and parents at Joaquin Moraga parking in the bike lane forcing bikers into the road and competing with speeding cars. I don't have an easy fix but signage reminding drivers to share the road could help.
122. painting a white line is not a bike trail if cars are allowed to park there !
123. bike lane on moraga road near Commons has large cracks and there is always debri (glass, rocks, etc). the bike lanes are much too narrow to be safe for kids.
124. While in general Moraga Way has wide-enough shoulders to ride on, in several spots the street narrows dangerously - for example between the fire station and Safeway. I always feel a little unsafe when the shoulders are too narrow. Widening seems easy to do, and would help.
125. Moraga Way toward Orinda bart. Def blind spots getting out of bart. Cars go to fast so some speed bumps or additional stop signs will help control that
126. If you do this, please do it right so bikers are safe which means no parking in bike lanes and physical barriers between bike lanes and cars - not just a stripe,on the road (even a really brightly colored stripe is not adequate. Please map out the best routes for bikes that avoid steep hills and provide signage accordingly.
127. at least major roads as moraga way/road should have bike lanes w raised pavement markers to remind motorists not to cross as many do w/o even knowing it.
128. NO! Stop thinking that you have to "do something."
129. Rheem Blvd
130. St Mary's and Moraga rd
131. St. Marys road is a problem. The bike path is good but for faster riders it's not a good option but St. Mary's Rd has no bike lane and is extremely narrow. The same can be said for Moraga Rd - it would be nice to have bike lanes for better access to Lafayette. Canyon Rd is a problem area too - the bridge is way too narrow with no warning to bikers or cars that it's narrow. Then of course all bike paths going to and from Pinehurst are nonexistent.
132. Moraga Way
133. Miramonte High School to Moraga Commons
134. Moraga Road. Make safer for cyclists.
135. moraga rd between camino pablo and rheem. rheem blvd is so rutted it is dangerous for bikes. lack of bike activated traffic signals creates uncertainty and danger.
136. All along Moraga Rd to Cannyon. All along Moraga Way.
137. The intersection of Moraga Road and Campolindo Drive
138. Loop detectors needed at Moraga Way and St. Andrews (at MCC) and Camino Ricardo
139. See above
140. Cayon/Moraga Rd, Moraga Way, St Mary's Rd, Rheem Blvd.
141. no
142. overgrown vegetation and debris by creek at mofd station 41
143. Very clearly marked pavement that bike Lane exists, heavy fines for drivers that hit cyclists in cars or threaten cyclists
144. path along Moraga Rd, crossing between Moraga Rd and St Marys Rd
145. Please see statements regarding walking ...these apply to bikes too
146. Canyon - wider bike lanes. Moraga Road - wider bike lanes - slow the cars down. Moraga Way - slow the cars down.
147. all teh major arteries (Moraga Rd, Moraga Way, Rheem, St. Mary's) need safe, continuous bike lanes.

Draft

148. If I could have just one thing it would be an AMAZING, safeguarded bike path so my kids can ride bikes to Rheem school SAFELY. They don't ride at all though we all want to, too dangerous. Add bars or guardrails for protection.
149. Hardie Drive as it leads to Moraga Way needs traffic calming
150. Moraga Road
151. The bike/walking trail next to Moraga Rd. ends at Corliss Dr. but does continue on the street as a bike lane. I would like to see a turn around area at the end of the trail so bikes can make a u-turn without turning into traffic. The side of Moraga Rd between the intersection of St. Mary's Rd and Corliss has somewhat of a bike lane but the pavement is in extremely bad shape and should be fixed.
152. Canyon Rd between Moraga Way and the bridge over Moraga Creek has a bike lane that is way too narrow for the amount of pavement that there is on that super wide road. A bike lane on St Mary's Rd would also be great.
153. 1. The intersection where Rheem Blvd exits to southbound Moraga Road is extremely dangerous. There is a yield sign for drivers coming from Rheem Blvd. But many drivers only seem to be looking for cars and NOT bicycles. Something needs to be done to make drivers more aware of bicyclists at that intersection. 2. Drivers turning right from southbound Moraga Road at both Ascot Drive and Donald Drive need to be made aware of the possibility of bicyclists in the bike lane. All too often drivers make right hand turns without looking or using turn signals. This is happens routinely during morning commute hours.
154. There is no reason for any of the roads to be more than two lanes, the major through fares look like you should go fast.
155. Moraga Way coming into town after St. Andrews through the intersection at School St. -- bike lane disappears abruptly forcing abrupt merge with fast car traffic, cars parked on side of road, poor quality pavement

Draft

A-8 | Are there specific locations where you would like to see bike-parking racks?

98 responses

1. Moraga Shopping Center and Rheem Shopping Center
2. Front of Campo HS, bus stops
3. 7/11 on Moraga Road, In the Moraga Shopping center
4. Each shopping center should have a bike/parking rack easily accessed by all.
5. Safeway, CVS throughout shopping centers.
6. no
7. N/A
8. N/A
9. N/A
10. At the Commons and shopping centers. I most take my bike into stores to ensure its safe or lock it to a tree.
11. near loards Icecream, in front of Safeway, orchard supply, rheem shopping center both ends.
12. Shopping Center
13. Near Terzettos and SiSi's where our cycling groups often stop for coffee and snacks
14. Near Safeway would be good.
15. Shopping centers, public spaces, public offices
16. Safeway
17. Near food/water stops - longer rides you need to refuel and having a place to keep the bike while you get a water/snack is great.
18. Shopping centers, Campolindo HS
19. All parks and shopping centers.
20. Moraga Commons, Shopping Centers
21. Shopping centers, parks, library, Hacienda. Not a huge priority for me.
22. Yes, Safeway, other locations in Moraga Shopping Center; Rheem Shopping Center.
23. Any shopping center in town at a couple of locations in each center.
24. Safeway, Theatre
25. No
26. More at St. Marys
27. Safeway.
28. No.
29. At the Commons- maybe two or three, spread out.
30. More throughout trail for easy access to breaks
31. Rheem Shopping Center, Moraga Shopping Center
32. Moraga commons
33. More in the shopping centers and near the park
34. Rheem and Moraga shopping centers
35. Rheem Center
36. None
37. all over at safeway complex. moraga park. St Marys Campus
38. The rheem center needs more bike racks.
39. Commons. Safeway. Cvs.
40. Safeway and 1 other spot in the Moraga Center. Several in the Rheem Center. Library. Commons and Rancho Laguna Park. Hacienda
41. In both the Rheem center and also Safeway.
42. Moraga Center by Safeway and by farmers market, by Loards, Rheem Center in a few locations. Campolindo HS
43. Moraga Shopping Center, Rheem Shopping Center
44. Valle Vista staging area
45. At shopping malls such as the Rheem center and Moraga Center, particularly because students stop there to get ice cream or snacks and have no place to put their bikes.
46. rheem shopping center, moraga shopping center
47. No, relatively safe areas everywhere. I dont have to much concern leaving my bike unattended
48. Moraga Center. Rheem Center
49. I'd like to see bike parking racks at the common, the library and both shopping centers. Who knows, if the riding was safer in the school drop off time, and there were bike racks, maybe more kids would ride to school.
50. Moraga Commons
51. at Rheem shopping center

Draft

52. Every commercial and community facility should be required to provide bike racks, as well as points of destination and collector areas such as commuter areas and bus stops.
53. more in shopping centers
54. No.
55. from the Moraga commons to the Rheem shopping areas
56. Moraga Commons Park. Rancho Laguna Park. Moraga Center near location of Farmer's Market
57. Both Shopping Centers
58. OSH parking lot. At Sisi's
59. Moraga Center
60. Safeway, the bus stops near Moraga Town Center,
61. Shopping centers, individual stores.
62. No!
63. At all the bus stops in town, especially near the bus stop at Viader Dr. and Moraga Way.
64. Shopping centers.
65. Moraga has a great bike trails and plenty of bike lanes.
66. shopping centers.
67. No, I would never leave my bike unattended.
68. No
69. At the high s hools. At the stores. And participate in outreach and bike days and prizes etx.
70. no
71. Safeway has no bike racks and no facilities for bikes at all. 90% of Moraga residents live within 3 miles of Safeway and shop there frequently. This means it is well within the physical capabilities of even the most sedentary residents to ride a bike there and bring their purchases home in a trailer, panniers, or cargo bike. However, only a handlfull have ever used their bicycle to shop at Safeway. Removing a few parking spaces right in front of the store and putting in some bike racks might just encourage a few residents to bike to Safeway. Giving away free cargo-bike loaners would probably encourage them even more.
72. no
73. RHEEM SHOPPING CENTER
74. Maybe near Safeway or something. I tend to just ride recreationally in Moraga, and don't really leave my bike anywhere.
75. More at Safeway.
76. At the plaza
77. In front of commercial establishments.
78. moraga village shops
79. at shopping centers - near safeway or mccallous for farmers market (or have the farmers market have a bike valet).
80. Safeway.
81. the shopping areas, park.
82. all moraga parks should have them
83. No.
84. Perhaps around the restrooms at the Moraga commons.
85. By Terzetto's and by Si Si's
86. rheem shopping, moraga shopping, hacienda, commons
87. All shopping centers like Rheem and Moraga Way.
88. Some where ear the farmers market would be nice.
89. All major shopping centers (Safeway, Rheem, parks)
90. Most definately at Moraga and Rheem shopping centers. After all, there used to be a hitching post in the field next to the harware store when I moved here in 1978
91. In front of the train stations at St Marys College and near the Moraga Barn on Country Club drive, also near the newly rebuilt train station near the Canyon Store, in Canyon, Ca..
92. i take my bike inside safeway - use it as a shopping cart :-)
93. Front of high school, at Moraga common
94. shopping centers (current are inadequate), library (current out of the way), Hacienda (current unpractical for some types of locks)
95. Too few bike lockers in Orinda makes bike commuting impossible.
96. Rheem shopping center
97. Rheem current racks are hopelessly inadequate & insecure
98. No place to park bike at Sunday farmers market, I can see why most people would come by car.

Draft

A-9 | Are there other specific problems related to biking in Moraga? Do you have any ideas to improve conditions?

107 responses

1. Tickets for cars parking in bike lanes.
2. see above
3. having a secure area for leaving your bike when shopping or going to work...of more importance, signage and reminders that cyclists have a right to be on the road. Promote and support cycling by making bike lanes more obvious...green lanes??
4. Biking trails specific for walking, biking maybe through Summerhill project, other shortcuts.
5. N/A
6. N/A
7. N/A
8. Canyon Rd, steep downhill part going into Moraga near Via Vista staging area has dangerous cracks.
9. there seems to be plenty of space road width wise to continue the bike path. Bike paths are really much safer than bike lanes as they keep bike riders totally separate from cars. Anywhere that can be done is ideal. The current bike path is a great ride, however it doesn't take you to a specific place. It needs to go to breakfast, the movies, cvs, Icecream, and the grocery store.
10. Cyclists fear cars. Dedicated lanes for cycling and adequate signage which increases safety is essential.
11. Wide Smooth Bike Lanes on St Mary's Road, Moraga Road
12. Driver awareness of bike routes might be enhanced by sharrows stenciled in the roadway to make drivers share the road with bicycles
13. There is a left turn onto Moraga Way where Canyon Rd. turns into Moraga Road. It is hard for a cyclist to cross to the left-turn lane. Traffic calming would help out here as its a fast road. The intersection of Moraga Rd. and St. Mary's Rd. is dangerous for bikes turning left onto Moraga Road. The green light is too short, and there is a danger from the right: an extra lane of traffic that a bike has to cross after making the left turn. The pavement on Canyon Rd. on the way down towards the bridge and St. Monica's Church is unsafe. It is a fast downhill and there are dangerous longitudinal cracks.
14. The connections to the Lafayette trail could be much better and the intersection of St. Mary's road and the trail is difficult.
15. Same as my answer in the pedestrian section.
16. I think there are two types of bikers in Moraga. There are families/children and then there are the Super Extreme Weekend Biker. I could care less about the latter--they do not follow the rules of the road at all, so I would be very opposed to using resources for them.
17. Drivers are encouraged to share the road. It would be nice if bicyclists did the same - it is common to see bicyclists ride two abreast and outside of the bike lanes.
18. Generally, I appreciate the bike lanes that exist and the courtesy of everyone -- drivers and peer cyclists and walkers -- which makes getting around Moraga a true pleasure. Thank you all for this, and thank you for your work on the areas that still need bike lanes and visibility improvements.
19. The intersection in front of Campo, turning from Moraga Rd in the direction going out of town into the Campolindo neighborhood needs bike detection.
20. Broken glass on Corliss Drive, Moraga Road and bikepaths
21. Dedicated bike lanes, green bike lane indicators that are taking effect in major cities, continuing the bike trails, improving crosswalks, (I am mentioning things for commuting on bikes, I find road biking in area is quite good but could be better with barrier between cars and bikers) Moraga could be a leader in the bay area for bike friendly community.
22. Moraga Road and Rheem is not safe, especially because of the slip lane.
23. Crossing St. Mary's from Bollinger Canyon. Very difficult for the residents of the Bluffs.
24. Very concerned by cyclists on St. Mary's Road from St. Mary's College to Lafayette. They have no bike lane, force slow down of

Draft

auto traffic, and with curves & riding side-by-side risk getting hit. If cars pass, risk head-on collision. Saw a rider almost get sideswiped by bus. HOW CAN WE MAKE THEM USE THE BIKE TRAIL THAT RUNS PARALLEL TO ST. MARY'S ROAD!!!! When I ride the Lamorinda Loop (1-2x/week) I always use the trail. My tax dollars helped build this fantastic trail system and it irritates me to no end seeing other cyclists avoid it at a risk to themselves and motorists. Same concerns, even more, for riders on Glenside Dr. and Reliez Station Road. USE THE TRAIL!

25. intersection St Mary's/Moraga Road direction north on MR. South on MR crossing the shopping center entrances should be street color change to indicate bike lane. Same at Rheem Shopping center
26. Bicyclists need to share the road. Some travel 2-3 abreast on roads that make it impossible for drivers to pass safely.
27. Cyclists are as much of the problem as motorists on the hills up to SMC. Bike lanes are necessary.
28. While this is not a direct reply to this question, perhaps traffic enforcement could be applied to bicyclists so that they adhere to the traffic laws just like cars have to (e.g.,stopping at stop signs and signaling turns).
29. Biking to work...we need a family critical mass on Moraga way and Moraga road.
30. No.
31. I don't understand those who bike on St Mary's road right next to the beautiful biking and walking path.
32. Visible road marks (on pavement), designating a bike lane in a very clear way.
33. Cross Saint Mary's rd from Saint Mary's parkway.
34. The lack of sidewalks / extremely narrow bike lanes
35. Across Canyon at Larch
36. I doubt that there are many people who live an work in moraga other than the college...
37. None
38. We need more night street lights!
39. Start ticketing bikes for not riding according to local laws.
40. Give them and keep them on bike trails. Keep them off narrow roads that are steep and full of blind spots-? Can we mandate no bikes in these areas?
41. Ways to promote biking to do errands in town
42. Yes. Please sweep the bicycle lanes regularly. They are so full of broken glass, broken pavement, sometimes dead animals, that it's not unusual for me to dodge out into traffic to avoid getting a flat tire. I once picked up and disposed of a dozen needle-exposed hypodermic needles where kids walk every day (this was across from the skate park) that were laying in the bicycle lane. Please sweep clean (more than once or twice per year) the lanes that the town already has, it would make a BIG difference.
43. Bicyclists seem to prefer St. Mary's Road to the Moraga-Lafayette trail. This is dangerous for both bicyclists and autos. Perhaps better signage/information for cyclists that do not know about the parallel trail. I plan to start bicycling more and would use the Moraga-Lafayette trail extensively as it is one of a kind in Moraga. More off-road pedestrian-bicycle paths would be appreciated.
44. If you are trying to encourage residents to bike more often, that's great. I assume you already know this stuff, but anyway here is my input. You need to know there are 3 groups of individuals who use Moraga roads via bicycles. By far, the biggest group is recreational cyclists, some more serious than others, who ride almost exclusively on 4 Moraga streets: Canyon, Moraga Way, a small portion of Moraga Rd between Moraga Way and the commons, and St Mary's Rd. My guess is 90% of theses cyclists are not Moraga residents and are simply passing through on their way to/from the Oakland/Berkeley hills. The 2nd group are kids in K-8 riding to school. A much smaller number ride to 9-12 schools as there is social pressure. The 3rd group, and by far the smallest, are those who commute, primarily to the Orinda BART station. I have done that when I was working and will occasionally do it when going to BART for ball games or vivits to the City. My estimate by looking at the number of bikes parked at the BART station, would be that this is a VERY small number, probably a dozen regulars, and a few dozen that occasionally do it. An insignificant number of residents will

Draft

ride bikes for shopping, perhaps to the Moraga farmers market, but the number is very small.

45. Need to make it easier to bike to Campo with nice wide safe trails instead of a super highway.
46. Traffic laws for bicyclists should be enforced. Bikes often ride on the wrong side of the road and on sidewalks and run stop signs. Children often ride without helmets. Davis is a great example of a town that keeps cyclists safe with extensive bike lanes, properly planned intersections, and enforcement of bicycle traffic laws and you should consider studying it if you're serious about increasing bike traffic in Moraga.
47. As stated above, the corner of Bollinger Canyon Road and St. Mary's Road is a death trap for pedestrians and cyclists. There is no safe way to cross St. Mary's Road with traffic coming around blind curves from both sides. No crosswalk nor stop sign there so you have to cross your fingers that you won't get hit.
48. roads are bad, etc
49. Answered in question above
50. Bikers are part of their own problem. Too many fail to obey traffic rules. They go through stop signs, turn in front of cars. On our trails they can be aggressive and not call out as they pass. Everyone needs to do his/her part for bike/walk/drive safety!
51. I bike for exercise and sometimes for light shopping/errands. It seems like the only roads one can use that connect to the shopping areas and don't have big hills are Moraga Rd and Moraga Way. It would be nice to have a scenic bike path, more like the trail, that goes around town and through neighborhoods.
52. the greatest issue I see (probably out of town bikers) is the bikers not following traffic signs - esp red lights & stop signs
53. The single most abhorrent problem with biking and everything else in Moraga is the sickness in government, in particular the Town Council. The Council believes that they are appointed royalty, they exist on cronyism, they are paranoid and do not assign or delegate power, they want to make all decisions themselves, they take no input as they know everything, they constantly waste money and resources due to their ineptness, they have no concept of democracy or find no need to involve or engage the community in a meaningful way, they have no respect for and fail to recognize experts or experienced professionals, they exercise their own agenda to benefit from honey pots for personal gain. It's totally disgusting! This whole Walk-Bike General Plan update is a charade which will have no positive or physical result. It is a diversion to keep some constituents occupied and hopeful for change that will never arrive. Many people have already made endless suggestions at workshops exerting community involvement, all of which are ignored and subverted.
54. No.
55. I don't bike in Moraga.
56. It might be worth marking bike lanes along high-traffic areas of the Lafayette-Moraga Trail, particularly where pedestrians and bicyclists share the trail in Moraga Commons Park.
57. I want to ride bikes with my kids to school (drop them off at elementary school), but as it is i don't believe it is safe for us to ride our bikes. Many people speed on the streets we would need to cross, and there is generally poor public education about how to share the road.
58. A way to bike to downtown Lafayette from the Campo area that doesn't involve trying to go down Moraga Rd with no bike lanes or having to go all the way up and over Donald to get the to the Moraga-Lafayette trail and then hook back down to the downtown area.
59. Make a wider, safer bike path for Campo kids to use.
60. The trees and bushes need to be trimmed so bikers can stay in the bike lane without risking going into traffic to avert the limbs of the trees and bushes that are in the way.
61. I think that Moraga Road to Lafayette and Canyon are dangerous for bikers, the roads are too narrow to safely share with vehicles
62. Grleater visibility from streets entering Canyon between light and Camino Pablo. Prompt clean up of fallen pine needles in bike lane on Caminol Pablo
63. Road conditions on south Rheem Blvd.
64. I think both car drivers and bikers need much more information on safety. I find bikers who pass on the right with no bike lane need to be more cautious. I think the campaign where we had bumper

Draft

stickers reminding us to slow down and other continuous reminders Lamorinda Weekly, About Town, MCN, info to organizations

65. Thinking of our bike/walk paths as part of the overall trail system would be good so that everything is interconnected. For example, it would be interesting to connect the trails above St. Mary's to the Lafayette-Moraga Trail via Bollinger Canyon. This would also foster connections to the trails in the San Ramon Valley.
66. Making the segment of Moraga Road between Donald and Corliss safe for kids biking to school.
67. Colored paint for bike lanes at or close to intersections
68. The entire circuitous route bikes are forced to take from the bike trail at Country Club Drive all the way to the Moraga Commons needs to be addressed. If there was a way to continue the class 1 bike path all the way through, that would be ideal. If that can't be done, then other improvements to give bikes more priority along this vulnerable stretch need to be considered. With regard to promoting biking to work, make sure there is good bike access to bus stops and add bike racks at all bus stops. Lastly, better bike (and ped.) access to the bike trail on Canyon Road, by the bridge, is sorely needed.
69. I would like to see Bikes off of St. Mary's road. The current situation is dangerous where you have bike riders in groups not rinding single file. Perhaps put a bike lane in and enforce that they need to stay it for their safety and our ability to get somewhere without delay
70. Moraga has a great bike trail and plenty of bike lanes.
71. Bikers need to follow all laws. Bikers should not be allowed to ride as a group (but rather single file) blocking a full lane of traffic and creating hazardous conditions for drivers and pedestrians.
72. we need designated bike lanes that are broad enough to use, not filled with parked cars and flow from one area to another.
73. Bikers do not ride single file and create major traffic issues, to say nothing of potential accidents.
74. Heading south on Moraga Rd., just before the Moraga Commons, the pavement on the right edge of the road is crumpled, repaired somewhat, and crumpled again. Not safe for bicyclists.
75. I often don't feel safe riding in Moraga. Even though most of Moraga Rd has bike lanes, the traffic is very fast. I'd ride my bike to the stores much more often if I felt safer - the distances really aren't that far. Also, it's very difficult & unsafe to ride my bike from my home on Campolindo Dr to Lafayette.
76. Moraga traffic is often busy, steady and heavy and cyclists need to be cognizant they are in a busy suburb and take necessary precautions but I do not not support any changes to traffic patterns or monetary investment for improvements that would probably benefit cyclists passing thru more than residents.
77. Bikers traveling on Moraga Way cause danger to themselves and cars -
78. no
79. The traffic light at the intersection of St Andrews and Moraga Way does not detect the presence of bikes. It's not a problem if you're on Moraga Way as there are always plenty of cars to trip the signal. The problem is if you're on St Andrews and want to cross Moraga Way or turn left. There are frequently long periods of no vehicles in which case I will always invoke the "inoperable traffic light" clause in the CVC and ride against the red light.
80. no
81. Do not eliminate lanes on Moraga Road
82. I think some sort of way to organize biking in groups for kids might be nice.
83. Some way to deal with the massive bike groups that come thru town on weekends.
84. Too many large groups of bikers on the roads, esp. on weekends.
85. Cyclists need to adhere to traffic lights.
86. No bike sensors for traffic lights are a big problem.
87. more off street trails would be great. the 1 main trail is perfect for biking. make more of these. we should NOT reduce lanes for cars, but should make more bike trails
88. As an avid bicycler, I would say promoting better etiquette from *some* of my fellow bicyclers. If my fellow riders were diligent about keeping to the far right of the road, for example, it would keep automobile traffic moving and generally reduce driver stress, thus making it safer for cyclists. I've seen many examples of bad behavior from both cyclists and drivers towards each other - helping both get along with each other would be good ;)

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89. More bathroom avail on the trails.
90. The bike lane on Moraga road is a joke, with just a white line and half the time there are cars parked in the lane and the constant threat of a car pulling out of a driveway - if you do this area (which you must if you want people to serious consider biking to rheem center), please please make a dedicated biking lane with physical barriers such as within a median or with a median on the side and car parking outside the lane.
91. raised pavement markers on moraga way/road would increase safety and promote more biking to bart. advertising of electric bikes would also greatly help people living in hilly areas or less in shape
92. Any attempt to "improve conditions" will only make other conditions worse. You are operating under the false premise that something has to "be done."
93. no bike lanes. Distracted drivers
94. Rheem and Moraga Rds has a lot of traffic given the businesses and shops. Marked bike lanes and signage around that area would be great.
95. The bike path needs to get completed between the LaMoraga Trail from Moraga Commons and by the Saklan School area
96. road conditions in shoulder are often bumpy, contain much broken glass, and therefore dangerous. It's a shame that newly re-paved streets are ripped up by EBMUD? for underground work and the patch work is terrible.
97. Parked cars in the bike lanes are an issue. It forces bikers into the road with traffic.
98. A campaign to raise the awareness of both drivers and bike riders.
99. Traffic signals do not detect bicycles, especially in left turn pockets. Merging across multiple or fast moving traffic lanes before making a left turn can be very tricky. Existing bike lanes are sometimes blocked by parked cars, untrimmed foliage, or debris.
100. Yes, I would advise the Town of Moraga to invest in proper French and English light weight touring bikes for its residents and citizens.
101. kids should be able to ride their bikes safely to schools, starting with elementary schools.
102. intersection Moraga Rd and St Marys, going North bound on Moraga Rd
103. Texting while driving ,,,drunk driving, speeding young people
104. I challenge any of you to bike along Moraga Road or Moraga Way and feel safe. Cars come within inches of you going 30 - 40 mph. What happened to 3 ft law? Start enforcing it!!
105. Road diet & segregated bike lanes on routes to/from schools.
106. I think there should be classes about proper biking procedures in town for both bikers and drivers. Most people do not understand what is allowable or not for bikes and what type of riding is incorrect or against the law...this applies to both bike riders and auto drivers.
107. One significant step would be traffic enforcement, particularly at stop signs around schools. Cars roll into or through crosswalks and create a dangerous situation for people on bikes and walking

Draft

A-10 | Concerns about the project or additional comments?

44 responses

1. No wheeled vehicles on walking trails. They don't mix.
2. I run (weekly) in the pre-dawn hours from Starbuck's to the Commons, and return via Rheem Blvd. from St. Mary's Rd. to Rheem Center. I don't mind the lack of lighting, as I wear a headlamp and plenty of reflective gear. It is sometimes challenging due to the fact that Moraga Rd. has no sidewalk on the east side where I run facing traffic, and what sporadic sidewalks there are on the west side are frequently obstructed by poles, weeds, and the like. Rheem Blvd. has no sidewalks and minimal shoulders between St. Mary's Rd. and the top of the hill. Since I run in the dark, I find both these locations potentially dangerous, due to my having to share the road with motor vehicles.
3. I would like more ways to encourage bike riders not to threaten walkers and walkers with children or dogs. More enforcement of rude and illegal cycling is in order in Moraga.
4. I would like to talk about it some more.
5. I ride everywhere; recreationally and for transportation. I notice more cyclists w cargo bikes and pedal assists. This is GREAT, but some cargo bikes w PA are a little much for the trail, yet I wouldn't feel safe on St Mary's Rd on one. More people are hoping to ride not drive... Thank you for trying to make it safer!
6. I believe the law states that pedestrians have the right of way. Drivers seem to disregard this law at crosswalks. Bike riders disregard all stop signs and ride two abreast on two lane roads. Both should be made aware of rules designed for safety.
7. Appreciate the forward thinking. More and more motor vehicles in a finite space isn't the answer to making our communities more liveable or healthy.
8. Thank you so much for the chance to give my point of view.
9. Thank You for looking into this. I hope we can make Moraga a great biking community!
10. Thank you for making the initiative to make Moraga safer for walking and biking!
11. It's mostly unrelated but Rheem could use some new pavement.
12. Thanks for sending out this survey! It shows that the town cares about continuing to make improvements. I hope something comes of it.
13. If traffic lanes are going to be reduced to provide ease of walking/biking, serious thought has to be given to how much will tie up traffic, particularly at school delivery (am) and school pickup (pm). Right now 7:30am to 8:30am are a mess.
14. I plan to start bicycling more and would use the Moraga-Lafayette trail extensively as it is one of a kind in Moraga. More off-road pedestrian-bicycle paths would be appreciated.
15. Might have been nice to promote SHOP MORAGA FIRST by giving a local gift card instead of Amazon. Just saying.....
16. Moraga's geography does not lend itself to being a good walking/biking town and automobile traffic congestion at school times is a significant problem. I'm all for improving pedestrian and cyclist safety, but please don't make car traffic congestion worse in the process.
17. I'm concerned if we add bike lanes and side walks on Moraga Road and reduce the number of lanes, the vehicle backup will increase (a lot). So will tempers and gas emissions.
18. I'm pretty uncomfortable getting a bike into and out of Moraga. I never consider, for instance, riding to Lafayette - I don't know how anyone is brave enough to ride Moraga Road to Mt. Diablo Blvd!
19. Don't know if it's related but a sign alerting drivers along Canyon road that Camino Pablo is the next left (and right coming from Canyon) would be very helpful!
20. I am an experienced cyclist and enjoy riding and walking in Moraga. My casual-riding family does not enjoy the busy main streets but don't have an alternative to avoid them.
21. Good luck Coleman, we all need it.
22. Bikers sometime wiz right past me on the trail coming from behind, without ringing their bell or calling out. This is very dangerous, particularly when walking a dog who may not maintain as straight of a pace as a person.

Draft

23. Thank you!
24. I would be opposed to decreasing the number of lanes on Moraga Road through Moraga. I believe the impact on traffic would be substantial and negative.
25. Excellent Survey, comprehensive, open ended non biased questions, short enough. THANK YOU
26. This is a great initiative.
27. We are against this project and oppose any money going to implement it.
28. We are one of the few couples that walk to/from Corliss to the Rheem Center on a daily basis so support better sidewalks. Don't suppose the bike trail could be extended all the way.
29. Please do NOT close or reduce the number of lanes currently in place in order to accommodate bikers. This would make traffic even worse than it already is.
30. I'd love to help and get involved. Feel free to e-mail me.
31. I do not support any lane reductions in Moraga as I feel our roadways and those arterials thru Lafayette and Moraga that we all use are at maximum capacity; and we have not yet experienced the impact of all the new housing/shopping units approved and the vehicular impacts of that.
32. Adding bike/pedestrian lanes to Moraga Way will make travel less safe for bikes/pedestrians and drivers.
33. Do NOT under ANY circumstances remove lanes from Moraga Road because you think it is necessary for a better bike/walk experience. Most town residents do not know that this planning process is actually considering removing driving lanes on busy roads to and from schools. At one point, it was suggested by a member of the Town Council that if the town was seriously considering closing/removing lanes, that the lanes should be closed (w/cones) for a few days to demonstrate what is being considered, so that you would get realistic feedback on the idea from everyday users -- not just the very few who attend planning meetings that are not particularly clear about the scope of their deliberations. What happened to that very practical idea? There is plenty of space on the sides of our roads to put in decent, complete sidewalks (even if only on one side of a street with adequate crossings), without losing traffic lanes. That would go a long way towards improving walking. There is no reason that bikes cannot use either the existing trails (for recreational purposes) or the streets (for regular transportation purposes) when riding a bicycle. The volume of traffic is not so high that bicycles on the current roads is not viable, but not so low that we can afford to lose key traffic lanes, especially at school times -- and the volume of bicycle use by residents is not even close to being enough to justify major reduction of driving lanes. The only crunch times are when groups of outside bicyclists ride through town on weekends. These groups (1) should not be our primary concern, and (2) have the option to choose their route, such that if Moraga is not particularly well suited for their use, they could simply avoid it. There is plenty of space for local bicycling with the existing roads as they are.
34. Where there are now two lanes going each direction on Moraga Road, leave them alone. Do not create scenic spaces/specific bike lanes that change the connector routes. Biking to work should not be the Town's priority. I live by Camino Pablo School and work in Lafayette. If I want to bike to work, I can ride down the bike lane on Camino Pablo, hop onto the existing Moraga/Lafayette trail and go all the way to work. My reason for not doing this has nothing to do with biking conditions. Time and distance are my reasons; I'd rather drive for 15 minutes, arrive fresh and focus on my work. As for walking, Most of us are able to walk for pleasure near our homes or at the parks, but the shops are often too far away to walk to & walk back (with purchases).
35. My main concern is that after all your surveys and meetings and plans, that nothing will ever be done because there is no money for any changes in the budget because of cutbacks. Or that the town has no regulatory authority on any changes affecting vehicular traffic or whatever. Good luck.
36. Big mistake if any lanes are eliminated on Moraga Road!
37. Do NOT remove any lanes of traffic on Moraga Rd, it's already too congested.
38. While I'm very pro walking and biking, I am very much against reducing a lane on Moraga Road between Moraga Commons and Rheem Shopping Center in order to get it. Traffic out of Moraga

Draft

during peak times is already bad. Please don't make it worse by reducing that stretch from four to two lanes.

39. I am out running most mornings at 5.30am and there are cars regularly hitting 50mph on Moraga Road. If the police can't police it put some speed cameras in and they will slow traffic right down.
40. I ride my bike daily to Bart from Moraga. I also quite a bit of recreational cycling and running (I'm a triathlete, so I do quite a bit of both here). One of the things I love about Moraga is my ability to do so safely. I'm surprised frankly that people think there is an issue. I think that the most pressing issue facing Moraga is traffic, and any action to remove car lanes and such would certain exacerbate that problem.
41. Totally opposed to reducing lanes on Moraga Road and I see this project as pushed by a narrow group.
42. The town does not have a lot of money so lets not waste it on projects that do not improve safety of walkers or bikers.
43. I would like the bike laws enforced in regard to speeding and riding two to three abreast.
44. Does this project overlap with the Livable Moraga Rd project?

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Appendix B

Comments from the student survey on needs

Draft

B-1 | Is there anything your school or the Town can do that would make it easier for you to walk to school?

65 responses

1. I live close to my school so I walk every day.
2. The big intersection at the Rheem Shopping Center is a little dangerous. I bike to Campo sometimes and the cars are zooming across just a feet or two from me. Not sure how to make it better.
3. If school started later I could probably walk. I'm just not sure if it's practical to walk to school though because we have so many things to carry and very heavy backpacks. Also there are no sidewalks on my street (Rheen Blvd) so walking seems dangerous.
4. If I lived closer
5. Speeding, distracted, impatient drivers scare me more than anything else. I would like to ride my bike, but I do not feel safe in the bike lane (especially on Moraga Rd.) because traffic is too fast.
6. My friend […] and I both have had bad accidents when we were each rode home from Campo on our bikes. The bike lanes have big potholes and we fell hard. Both of our bikes even broke.
7. Help crossing the busy street at the corner of Donald Drive and Moraga Road in the morning and when school gets out. Cars go fast and don't always see me in the crosswalk before turning at that intersection. It is a scary intersection to cross. I would like a crossing guard to help.
8. Make more trails
9. Put a trail on Bollinger Canyon Rd.! Also, in the Bluffs neighborhood please put a sidewalk! Someone I know got run over by a car!
10. No, because I live too far away to walk, I ride the bus. Also, I don't have time to walk or bike, because of homework.
11. Make more crosswalks so it is safer when people walk.
12. To croos the street their should be more lighting croosalks so the drivers could see from far distance that there is a person is crossing the cross walk. For example, the cross walk near Campolindo High school is good bec. it has strong lights from far distance. We should have more all over Moraga
13. Just walk safely, if a student gets hurt in any way, try to learn from the event instead of banning walking on sidewalks or streets
14. to walk to school from my house, I have to walk through a parking lot at a church, which can sometimes make me feel unsafe, do to cars coming in and out of the parking lot.
15. If the school could put a traffic light at the crosswalk on the way to school, not a man with a stop sign, it would go much easier and safer.
16. For every street we can have a good condition sidewalk. My street only has 1/3 of a sidewalk.
17. The drivers do not always pay attention to the kids crossing on the crosswalks. I think the cross walks should improve to be more safe for kids to walk, I also think they should put sidewalks everywhere so there is a safe place to walk instead of walking in the bike lane.
18. Things that would help us: - Bigger sidewalks -longer traffic lights - more speed limit signs.
19. The real problem is the person that tried to pick up those kids.
20. more than one crossing gaurd
21. Less speeding and drivers stopping at crosswalks.
22. No there is not anything.
23. Nothing It is Perfect:)
24. better systems for biking to school from across town, the biking itself would not take very long, however crossing all of the streets and dealing with traffic does take a lot of time
25. I was hit by a car and now am in a wheelchair for a month with two sprained ankles and a broken foot. I was in a crosswalk at 3PM. Three lanes stopped for me and my friend but the car in the fourth and farthest lane never stopped. This is a problem. When cars wave you on, you're never sure if the other cars will stop. More blinking sidewalks are needed like the one near Campo. The Moraga Rd. and Alta Mesa intersection is very dangerous, especially at school start and stop. We have seen several kids biking to school almost hit here. In my old town the police were super strict about cars stopping for pedestrians, and drivers were much more cautious.

Draft

26. I think it would be very beneficial to increase the lighting throughout the park and on the trails, so others and people like myself who like to run in the morning or night can feel safer and see farther in front of them. Also, it's nice to have multiple water fountains throughout the area!
27. More crosswalks leading to Campolindo
28. Construct and operate Ski lift/tram type system that runs up and down ascot dr
29. The corner of center street and rheem really sucks, almost got run over a couple times walking to school. I suggest putting yellow lines telling drivers it's a school zone. The time to walk cross the street should be longer. Thank you
30. There could be a drinking fountain. Also, longer crosswalk times.
31. At night, install more light along the trails making it easier to go on runs/walks/bike rides later in the night, hence day light savings. Also, maybe make a trail from the community center that is shorter to the Rheem shopping centers so we don't have to cross busy roads/ bike along the streets when trying to get there.
32. Add sidewalks down every road, not just the main ones.
33. Don't spend my tax money on this.
34. crossing the street would be easier and also it's weird to be the only one, like if everyone was doing it I would too
35. If the town or school would identify additional intersections near school that are heavy with traffic and assign a traffic guard. Why not a Moraga police officer? A good way for a community to get to know our law enforcement and it would only take 20 minutes out of their day. Also, MOR SIDEWALKS please. Streets are nice and wide but lack sidewalks in so many places.
36. side walks on Rheem Blvd
37. It would be great to have sidewalks on both sides of Donald Dr/ Laird Dr.
38. Sidewalks!
39. It would be nice if we could have less traffic as I would feel safer walking and crossing streets.
40. Put the school in a more central location
41. Walking into JM is dangerous with all the crazy drivers there. If there was a crossing guard by the English building it would be safer.
42. The corner of Country Club Dr and School Street, kitty corner to the MSD office, there is no crosswalk in either direction. This makes it impossible to cross the street in a crosswalk. I sometimes use this road to get home, and it would be easier if there was a crosswalk.
43. Develop a plan for Rheem Boulevard. We can not access the trails safely because we do not have crosswalks and many people speed down that street.
44. Making sure that there are sidewalks on the way to school would be helpful. The streets are just too busy to walk on without having sidewalks.
45. Put flashing lights at Rimer/Camio Pablo crosswalk. Put a stop sign on Rimer at the field entrance to JM.
46. Wider and better sidewalks.
47. provide sidewalks to school and safer crosswalks (possibly a pedestrian flashing light) at Camino Pablo and Rimer
48. There should be a stop sign or some type of traffic slow down, blinking cross walk at the interaction of Camino Pablo and Canyon. It is a very scary intersection to cross.
49. sidewalks
50. Need sidewalks
51. It would be great if the crosswalks on Camino Pablo by JM and near Rimer were made more visible to drivers so they respect them and slow and stop more when I want to cross. It's scary that many just drive the same and ignore the crossing sign and that I am there waiting to cross. It can take quite a while before drivers stop both ways and I feel safe to start crossing, especially in the morning.
52. complete the sidewalks and put proper cross-walks with flashing lights and rumble strips. Moraga still feels like a place made for cars, but the kids want to use it and cannot safely do so. We will have a tragedy. I ride a bike 4-5 time per week and the traffic on the main roads is frightening for a bicycle
53. Safe cut through from Moraga Commons to Camino Ricardo
54. *new* sidewalks along Moraga Road, Moraga Way and Rheem Blvd.
55. designated bike paths. some how make drivers aware of bikers. IT IS NOT SAFE AS IS!!!!!!!!!!!!
56. In the Bluffs neighborhood, it would be much better to have sidewalks or trails in the neighborhood. Also, on Bollinger Canyon

Draft

Rd. and a cross walk on Saint Mary's Rd. I can never walk or bike to school because it is too dangerous for me. I wish I could, but I cannot.

57. More sidewalks near the school
58. put sidewalks and and safe crossing on Moraga Road to Rheem School
59. repaint sidewalks that have faded.
60. I already bike to school
61. there needs to be sidewalks in the residential neighborhood for children to walk safely. Many streets do not have sidewalks and there is very poor lighting at night.
62. Please, please, please put in a cement curb like on Moraga Way that they have near Miramonte! Then my sister and I could get down Rheem to the shopping center. We're trapped at our house on Rheem!
63. We need sidewalks on Moraga Rd from Draeger Dr to Donald Dr. The road is very busy and walking in the bike lane feels unsafe, crossing the road is even more unsafe. Missing or overgrown sidewalks is the main reason why we are limited in walking/biking to school.
64. If there was a sidewalk between Ascot and Corlis.
65. More monitoring of speeders on Camino Pablo and people who pass a car stopped for pedestrians and almost run over,those in the crosswalk.

Draft

B-2 | Is there anything your school or the Town can do that would make it easier for you to bike to school?

51 responses

1. Biking up moraga road is annoying. All the cars are parked on the side of the road cover up the entire bike lane. The cars rushing to work are zooming past me just a foot from my body. If there was some parking lot for the cars parked by the road, it would be better.
2. There is so much traffic around the school in the morning that biking seems really unsafe.
3. Fix the potholes in the road.
4. Have a dedicated bike lane all the way to JM from Rheem shopping center. It feels unsafe to bike on the road with the cars.
5. Same answer for walking, need a crossing guard at the corner of Donald Drive and Moraga Road. And need a bike lane on Donald Drive and Laird Drive to Rheem school.
6. I think biking is AMAZING in Moraga. Its a great for kids like me to go to stores with friends. Oh, and the park! Without biking, I would've NEVER go to the park just for a non scheduled fun time
7. No.
8. at my house, there is a big hill, which is hard to go up and down with a bike, and often, I feel more safe if I bike on sidewalks, but there is often no side walks.
9. Put sidewalks bike trails and bike paths on unsafe roads!
10. Same thing with walking to school, put a light on the intersection to school so it will be safe
11. Make a bike line on Rimer and on Larch for students
12. slower cars
13. Make the road on rheem boulevard paved well.
14. We should get better sidewalks.
15. No i dont think so.
16. It would be easier if the side walks were longer so there was more space to bike
17. Same as last answer, make a specific bike trail out of the way of traffic so children dont need to worry about waiting for cars and can just go
18. Biking could be improved by providing more bike lanes
19. There is one stretch of road between Moraga Way and Alta Mesa on the not Safeway plaza side that doesn't have a sidewalk. A sidewalk there would save so many students from having to cross Moraga rd. To get to/from school. Lots of Campo students are driving in the AM, and crossing Moraga Rd is scary.
20. Expand lanes going to Campolindo
21. Some type of incentive
22. Better lighting of main roads in the Camino Pablo neighborhood will enable riding bikes especially in the winter time/ when it is foggy or for kids who come early for music or go late to sports at JM.
23. There could be more directional signage.
24. Same as walking. Install better lighting for biking at night/ create more efficient routes to get to places like the Moraga and Rheem shopping centers.
25. Create a bigger and more secure bike lock area at Campolindo High School
26. Add bike lanes.
27. bikers make me angry on the road
28. Bike lanes! Or, sidewalks the kids can ride on. If there were trails for the kids that lead to school through out the community that would be amazing.
29. It would be very helpful to have a safe bike lane on Rheem Blvd (St Mary's St end in our case)
30. More bike lanes and crossing guards at major intersections
31. Less traffic, encouraging people to carpool in the mornings.
32. Make the roads wider so cars and bikes both have room
33. a better bike ramp at all schools
34. Please make Rheem Boulevard safe and than all four of my kids can bike to school.
35. More bike lanes that are wider.
36. I think this is the least of the worries in Moraga. There is far too much traffic already in the morning commute on both Moraga Road and Way due to congestion at the schools and is bound to get worse

Draft

with more community housing going in. Making roads smaller for a bike lane should be the last thing Moraga focuses on.

37. Bike lanes
38. Later start time
39. Cars at the Ox Ford /Camino Pablo crossing speed by while people wait to cross. People also park in the cross walk and make it difficult to cross.
40. I like biking around with family at the weekend but I'm close enough to school to walk.
41. there are bike paths, but they are inadequately marked, too rare, and too narrow
42. Create bike lanes that are big enough for bikers to ride safely. The ""lanes"" from our house either don't exist or are too small. Town should also encourage bikers to use the paved paths instead of the roads. Biking where no bike lanes exist is unsafe for drivers and bikers alike.
43. BIKE LANES
44. Make drivers aware of bikes. Cut back bushes on Laird drives so apartment dwellers can see bikes and not run over them. IT IS NOT SAFE and I would love to ride my bike but i cant.
45. Yes! Put a biking lane on Bollinger Canyon Rd. Also, put a crosswalk on Saint Mary's Rd. It is very dangerous. Even when I bike with my parents on Bollinger I don't feel very safe.
46. safe bike lanes to school would be nice
47. roads are terrible in many spots and again no sidewalks for children to be able to bike to school.
48. It would be wonderful to actually be able to bike to school from my house on Rheem! What a dream.
49. Biking to school rarely happens just because I'm young and Moraga Rd is too busy with cars driving too fast.
50. It would be great if there was a sidewalk between Ascot and Corlis on Moraga Road.
51. Add bike paths in my neighborhood - Rimer Dr and Tharp Dr

Draft

Appendix C

Comments from the interactive map

Draft

C-1 | Comments categorized as walking-related

73 comments

1. *[Canyon Road at Sanders Drive]* **Crosswalk difficult to see**: Crosswalk difficult to see, maybe a pushbutton flashing light? The problem here is that one driver may stop for a pedestrian, but a driver in another lane thinks "that guy is an idiot, I'm putting the hammer down" and goes to drive past in the other lane. The pedestrian will have started crossing, but may be hidden by the stopped car.
2. *[Moraga Road at Moraga Way]* **Usual 4-lane crosswalk challenging**: Pedestrians in the crosswalk are difficult to see if another car is already stopped for the pedestrian.
3. *[Canyon Road]* **Bridge difficult for kids walking**: When kids walk down from the country club here to go to JM, walking along the edge of the bridge is rather sketchy. Cars going towards the hills are going fast and the bridge is very narrow. Widening the bridge would likely be too much to take on, but maybe a "Slow, Pedestrians on bridge" sign would help?
4. *[Camino Pablo]* **The humps were better**: Yes, yes, speeders bottom out their cars. But that was the point, wasn't it?
5. Safe crossing needed, or path up to Rheem crosswalk Tough for kids from the Bluffs/Bollinger to get across St. Mary's in order to get to the bike path to get to JM.
6. *[Rimer Drive at Cedarwood Drive]* **Red needs repainting**: The red segment painted along 10 feet of curb here needs to be redone. This was added a number of years ago so that kids crossing to JM could be seen better.
7. **can't walk here**: you can't walk safely along Fernwood at all. Kids need to get the the bus stop, but it's treacherous. Jogging to the trail is unpleasant because of this section.
8. **possible walk/bike path from here to Moraga Rd?**: There seems to be pretty clear access from the top of Birchwood down to Moraga Rd.? Can we have a walking path down to Rheem Center do we don't have to jump in the car all the time? Alternatively, perhaps access from the end of Donald would work, although it would be nice to connect the ends of Donald and Birchwood with a path in that case.
9. **No safe way to walk to Old Moraga Ranch Trail**: The east end of the Old Moraga Ranch trail is about 1 mile up on Bollinger, but there is no good way to get to it. There is no parking there (fine with me), and there is no safe way to walk/bike along Bollinger. A sidewalk or walking path along Bollinger would help.
10. *[Moraga Road]* **Devin crossing**: Kids in this neighborhood cross 4 lanes of speeding traffic to get the school bus with no cross walk
11. *[Camino Pablo just south of Rimer Drive]* **So close ... just finish the sidewalk**: There was one new segment of sidewalk added this summer helping kids walk safely to JM. Please complete the effort and add a sidewalk to the one remaining residence. It will complete this segment of the walking network and allow kids to get to school without walking on one of our busiest roads.
12. *[Moraga Road]* We need a continuous sidewalk from one end of Moraga to the other. Pedestrians should be able to safely walk from the JM neighborhood to the Campolindo neighborhood.
13. *[Moraga Way at Miramonte Drive]* No sidewalk and cars parked on street force anyone with a stroller to walk on the road. There is only a very narrow dirt path overgrown with weeds for walkers.
14. *[Country Club Drive just west of School Street]* **Neglected sidewalk**: Sidewalk covered in dirt making it uneven for walkers and strollers
15. *[Country Club Drive just west of School Street]* Crumbling sidewalk
16. *[East side of Moraga Road just north of Alta Mesa]* Lacking sidewalk
17. *[West side of Moraga Road at St. Mary's Road]* No sidewalk
18. *[Moraga Way]* **Scary to walk/bike here**: Lacks sidewalk and enough shoulder space to safely walk and/or bike. We'll walk out of our way using Country Club Drive just to avoid the scary walk from the fire station to School and Moraga Way.
19. **Difficult to see/avoid bikers using St Mary's Rd instead of the Regional Trail**: Adding a bike lane would be fantastic as that would free up the trail for walkers and make the bicyclists safer on the road
20. **Continuous Sidewalk**: We need a continuous sidewalk from Campolindo HS to JM.

Draft

21. *[Moraga Commons Park]* **Can we use these paths when the park is closed?** Clarify whether it is legal to walk here when the park is closed. The Moraga PD has previously ejected me from other paths int he park after dark, but these serve as the nearest thing to a sidewalk on Moraga Road and this side of St Mary's road
22. *[Just east of Rimer Drive]* **complete the sidewalk**: there is new sidewalk on most of one side of camino pablo here, just need to add to a couple other properties
23. **add sidewalk to other side of camino pablo**: there should be a sidewalk on both sides of camino pablo between cp & jm schools.
24. *[Moraga Road]* **Ascot lights**: These lights turning on to Ascot sometimes don't detect cars and almost never detect bicycles.
25. This area is hard to cross especially with morning traffic and sometimes can take awhile. It would be nice to have a crosswalk further down on St. Andrews that crosses between St. Andrews and Country Club Dr. For anyone traveling by foot or wheel that wishes to avoid the Moraga way unpaved areas or congested nature.
26. *[Moraga Road at Donald Drive]* **Footpath**: The letterbox here forces you onto the road into on coming traffic and could easily be moved. I have seen young kids here from Rheem in the path of traffic navigating around this letter box
27. **Footpath**: Car exiting in the morning cannot see pedestrians due to the existing trees. There needs to be mirrors for drivers to see people walking towards the exit before they exit Campolindo high school onto Moraga road
28. **Campolindo High Exit**: Cars exiting right or left onto Campolindo Dr can't see traffic heading towards Moraga Road. Simple fix is mirrors opposite the school that give visibility of approaching traffic
29. **Continuous Sidewalk Needed**: Continuous sidewalks needed on one or both sides of Moraga Road between Moraga Commons and Rheem Shopping Center.
30. *[Rimer Drive and Hodges Drive]* **3-way Stop Sign Needed**: Cars routinely come down this stretch too quickly. Kids walking solo to and from school come up and down Hodges from other parts of the neighborhood because of the crossing guard posted at Hodges and Camino Pablo. A stop sign will help kids better judge the intersection in order to cross safely.
31. *[Camino Pablo at Oxford Drive]* **Post Another Crossing Guard Here During School Hours**: Cars routinely don't stop for kids and parents that are walking IN the crosswalk during school drop off and pick up hours.
32. Repaint crosswalk at Rimer and Cedarwood to allow safe crossing of JM students, and hopefully slow down traffic through that section of road to 25 mph or less durning school start/end.
33. *[Moraga Road]* **finish sidewalk to Donald**: The mailboxes and gravel force you o. To busy Donald drive. A small sage route to rheem school should fix this quickly. A sidewalk all the way to the crosswalk over to the commons. Would be even better
34. **Moraga Rd./ Corliss Traffic Light**: Additional traffic light needed at intersection of Moraga Rd. and Corliss.
35. Cars eexiting Campolindo High School cannot see pedestrians or traffic on Campolindo Dr. Need to eliminate 5 parking spaces between drieways in and out of lot.
36. *[Moraga Way at Villa Lane]* Sidewalk ends
37. **Campolindo sidewalks on both sides of Moraga Rd.**: It would be helpful for students to have a sidewalk on both sides of Moraga Rd between Buckingham Dr. and Natalie Dr. across from Campolindo High School.
38. *[East side of Canyon Road just south of Moraga Way]* **No sidewalk**: Lacks a paved sidewalk to safely walk on. Right now it is just crumbling, uneven dirt.
39. **Left turn lane and crosswalk interference**: Traffic turning left from Moraga Way to Moraga Road and pedestrians crossing Moraga Road have a green light at the same time, and the two conflict. The constant stream of left-turning cars makes it difficult to cross as a pedestrian. It would be an improvement if the two went at separate times.
40. **Unnecessary stop signs on Campolindo Drive**: I was always puzzled by the additions of stop signs on Campolindo Drive at Calle La Montana. Does it really help for cars to come to a complete stop on Campolindo Drive at this intersection? I always thought it was fine with stop signs only on Calle La Montana.

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41. *[Canyon Road at Camino Pablo]* A pushbutton flashing light or stop light is needed. Cars frequently exceed the speed limit creating a dangerous situation for those in the cross walk.
42. **Lacking side walk:** There should be consistent side walks throughout the main roads in the city.
43. **St Mary's Students need to bike**: need to encourage St. Mary's to encourage their students to bike to town by having a bike sharing program.
44. **No Right Turn 6am-9am M-F Camino Pablo onto Larch**: Add No Right Turn Monday-Friday 6am-9am (or so) sign at/near corner of Camino Pablo turning right onto Larch. This will alleviate higher speed cut-through traffic on Larch. Camino Pablo is the main arterial, Larch is residential. Improved safety for walkers/children on Larch.
45. **Speed Limit 25 signs both directions, Larch near Shuey**: Add 25mph signs on both sides of Larch at top of hill near Shuey. Reminds Moraga drivers to watch their speed going downhill in either direction from Shuey. Improved safety for walkers, children, minmizes T-boning residents on Larch.
46. **Add Stop Sign**: Stop sign need at Shuey and Larch
47. *[East side of Canyon Road just south of Moraga Way]* Lack of sidewalk
48. **No sidewalks and lighting**: The section of Larch between the top of the hill and Canyon lacks sidewalks and lighting
49. *[St. Mary's Road and St. Mary's Parkway]* Traffic light essential for pedestrians
50. *[Lafayette-Moraga Regional Trail]* **Lighting**: Essential to have the trail well lit and open at night
51. *[Moraga Way at Villa Lane]* **Bushes overgrown and blocking path**: Property owners need to trim back their hedges
52. *[Corliss Drive / Sullivan Drive]* **blind corner / speeding cars**: Very dangerous curve with no sidewalk, cars speeding, cars parked on both sides of street. Heavy foot and car traffic to LP Elementary. This remains problematic all the way to Hardie Dr., but this curve is the worst section. I feel its a matter of if/not when someone is injured.
53. **Canyon Road Bridge Repairs**: It would be great to smooth out both sides of the bridge area on the road for bicyclists.
54. *[Camino Pablo]* Glad the humps are gone.
55. *[Along Moraga Shopping Center]* Need sidewalk on both sides of Moraga Rd. Most bike/walkers are coming from the Camino Pablo subdivisions and would be on the right/east side.
56. *[Camino Pablo at Dickenson Drive]* **Mid-Block Crossing to Nowhere**: A convenient connection is provided between Camino Pablo and Gaywood for kids heading home from Camino Pablo Elementary School, but the only way to get there is to jaywalk or walk on an informal path beside the road.
57. **Vegetation Blocking Sidewalk**: On the west side of Canyon, vegetation blocks the sidewalk in some places so pedestrians have to walk in the street
58. **Parked Cars in the Bicycle Lane**: There are regularly cars parked in the bicycle lanes on Canyon and Camino Pablo, typically during events at the Joaquin Moraga Middle School or at St. Monica's Catholic Church. I've noticed that the curbs are painted red in some locations (e.g. around fire hydrants and at the approach to intersections), but there is no red paint in other places, so perhaps this invites parkers. What makes this particularly vexing is that between the two venues (the middle school and the church), there is likely enough parking to accommodate most events. So, if people going to the sports events at JM were directed to park in St Monica's Parking lot, the bicycle lanes might remain accessible.
59. *[Rimer Drive at Cedarwood Drive]* **Informal Drop-off Zone Creates Hazard**: Some people drop their kids off at the back entrance to the middle school. The cars that stop block the crosswalk.
60. *[Moraga Way at Viader Drive]* **Pedestrian Crossing is Difficult**: There are several issues with this crosswalk here. First, it's incomplete, with only a crossing from the southeast corner to the north side, and not one from the southwest corner. Another issue here is that at night, people who are waiting to cross are not visible. I think this is in part due to the fact that trees are blocking the light from the overhead lamps.
61. **So Many Driveways in Moraga Town Center**: There are so many driveways into the Moraga Town Center, and many of them are not marked and are generously spaced. This encourages drivers to enter them at high speeds. And it makes using the sidewalk seems dangerous.

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62. *[Camino Pablo and Sanders Ranch Road]* **Trail Signage**: There is a trailhead that starts within the Sanders Ranch community, but no one knows it's there!
63. **Missing Sidewalk**: There is no sidewalk here on part of the northern edge of the block and part of the east side of the block that is defined by School Street, Moraga Way, Viader, and Country Club Boulevard.
64. **Missing Curb Cuts**: There are several locations where curb cuts are missing on School Street (e.g. Kinston Ct).
65. *[Camino Pablog]* **Repair walkway**: Walkway from Gaywood needs resurfacing. Sidewalk needed on CP to the cross walk.
66. *[Camino Pablo]* **Add speed bump to cross walk at CP and Dickenson**: The crosswalk across CP at the end of Dickenson should be raised with a speed bump because cars don't notice it and it would slow them down for the other school crossings approaching the school.
67. *[Moraga Road between Corliss Drive and St. Mary's Road]* **MOST DANGEROUS WALK-BIKE SECTION**: This is the MOST DANGEROUS walk-bike section in Moraga! Located on the west side of Moraga Road heading south is a section of raised curb. The walk-bike path along here is narrow, vehicular traffic is very fast, a manhole cover that is not flush, and the roadway is in poor shape with deep ruts and chunks of asphalt debris ready to knock a bike over, If a biker was to seek refuge on the raised curb -- LOOK OUT, there is a fence with exposed wires at neck height ready to decapitate a head. In addition, the raised "sidewalk" has pits in it large enough to swallow a person or at least cause major injury, broken bones and bruising. It is unconscionable that this structure exists and must be flagged and remedied immediately. The top of the fence needs smooth surfaces such as 2X boards on each side and top, and the "sidewalk" surface needs to be reinforced and filled. Of course the roadway also needs to be resurfaced and kept clean of debris.
68. *[Lakefield Place]* **EBMUD TRAIL ACCESS**: Provide Public access to the EBMUD trail behind the end of this court would be a big benefit to the neighborhood. EBMUD trail is so close yet so far due to no local access.
69. **connect to rim trail**: this area of Rheem is rather close to the Rim Trail (around reservoir), but the only access is at Zander (water tank) and crossing there is treacherous. Can we provide some other right of way in this area ot give us walking/jogging access to the rim trail?
70. *[Lafayette-Moraga Regional Trail]* **Bikers need to respect walkers/runners on Moraga trail!** Too many bikers are disrespectful of walkers, dogs, elderly, and people with children. They go too fast, do not call out, and pass by too close!!! Bikers who bike side by side talking on a crowded trail should be cited!
71. **Shrubbery blocks sidewalk:** Shrubbery and overhanging tree branches encroach on the sidewalk on Rheem Blvd. between Moraga Rd. and Chalda Way.
72. *[Moraga Road]* **Sidewalks needed**: There is no continuous usable sidewalk between Rheem Center and Corliss. I run on this stretch regularly during the pre-dawn hours, and I find it dangerous.
73. **Multiuse land, parking and bike friendly commercial**: 1) Turn this empty eyesore region into a multiuse connector lane from the main bike trail through Moraga Commons Park across Moraga Road, over the creek and connecting to the new Camino Ricardo development as well as connecting to School Street. 2) Add parking for use as both starter site for biking/walking the Moraga-Lafayette trail and as overflow parking for Moraga Commons Park. 3) Add small restaurant(s) with outdoor seating, bike-friendly access and bike-racks. 4) Move the Sunday morning Farmer's Market to this region.

Draft

C-2 | Comments categorized as biking-related

29 comments

1. *[Moraga Road]* Safer bike path for kids here to Rheem needed: A proper bike path between he Commons and Rheem would make that segment MUCH safer for kids.
2. Traffic signal does not detect bicycles: Traffic signal does not detect bicycles, especially in the left turn lane headed from northbound Moraga Rd onto westbound Moraga Way. Merging across multiple lanes of fast-moving traffic to access the left turn pocket can also be very tricky on a bike.
3. *[Between School Street and Moraga Creek]* Moraga Way bike lane narrow/blocked: The westbound Moraga Way bike lane here narrows considerably and is sometimes blocked by parked cars.
4. Bicycles on sidewalk: Bicyclists riding on the Lafayette/Moraga Trail are directed to continue along the narrow sidewalk beside Country Club Drive and School Street, putting them in conflict with pedestrians and with drivers at intersections. Continuing the path off-street, or providing an on-street, protected facility for bikes to connect the existing off-street sections would be preferable.
5. Traffic from Rheem Blvd entering Moraga Rd: Traffic from Rheem Blvd entering southbound Moraga Rd must yield to traffic including bicyclists on Moraga Rd. There have been many occasions where vehicles exiting Rheem Blvd either do not see or fail to yield bicyclists at this location.
6. Moraga Rd and Ascot Dr: Vehicles southbound on Moraga Rd turning right onto Ascot Dr need to be made aware that there is a bicycle lane. If drivers would use their turn signal that would be an immense help for bicyclists. Absent that practice, painting the immediate bike lane would hopefully increase visibility.
7. Moraga Rd and Donald Dr: Vehicles southbound on Moraga Rd and turning right onto Donald Dr need to be made aware of the bicycle lane and potential for bicyclists occupying that lane when drivers are making the turn. If drivers simply used their turn signals that would be an immense help to bicyclists. Otherwise the city should consider painting the immediate bike lane area to improve visibility of the bicycle lane to drivers.
8. Rheem Blvd. is almost safe: Rheem Blvd. is wide and often has a good shoulder, but sometimes the shoulder disappears, or cars are parked there. Given how wide the lanes are (which encourages speeding) it wouldn't be hard to narrow them and mark a bike line on each side.
9. *[Moraga Way between School Street and Moraga Creek]* Narrow bike lane: Bike lane narrows dangerously after the lights heading west. In addition the road side vegetation is not kept cut back making it even more hazardous
10. *[Just east of Stewart Court]* Rheem downhill: There is a massive, lane wide bump/dip in the road here- it makes cars do stupid things to avoid it.
11. Traffic light needs a bicycle sensor: The wait to make a left turn from Moraga Road onto Campolindo is long. Too long for some cyclists and they make the left hoping a car won't hit them.
12. Green bike lane: Consider a green bike lane between Campo and Corliss. There are two lanes for cars on Moraga Road from Raheem blvd to Corliss; the outer lane should have a green bike path and be made a "merge only" lane for cars. *[The image to the right was uploaded alongside the comment.]*

13. Connect Rheem/Campo area to Moraga Commons: The Rheem/Campo area is not well connected to Moraga Commons and the Lafayette-Moraga trail on Moraga Road for bicyclists. There should be a safer bike lane between Donald Dr. And Corliss where the trail begins, made especially safe for kids!
14. Bike/walk trail connecting the Campo area to the Lafayette-Moraga trail: There should be a bike/walk trail connecting the Campo neighborhood to the Lafayette-Moraga trail without having to go

Draft

through Moraga Commons or up and over dangerous Rheem Blvd. Perhaps a trail connecting Woodford and Lucille Lane?

15. Realign Roadway: Realign and re-stripe roadway to allow 5'+ wide bike lane north bound on Moraga Way consistently from Camino Ricardo to Ivy Dr. For some inexplicable reason the north bound traffic lane wanders towards the east side curb reducing the bike lane to 2 feet wide or so. There is plenty of space, move the traffic lane back to the center and provide a decent buffer for bike traffic.
16. *[Southern end of School Street]* curb cut needed: this pass through is hard to maneuver- the curb needs a cut so that kids on bikes can more easily ride this path
17. Provide safe bike lanes each way: Provide safe bike lanes each way. Traffic ticket convicts park on the west side of Moraga Road along the Hacienda in the bike lane forcing bicyclists into the car traffic lane. Fix this dangerous situation by reducing traffic from 4 lanes to 2 lanes each way, providing a center traffic turn lane, and new 5' wide green bike lanes along each side.
18. dangerous crossing for bike - north bound: bikers going north bound on Moraga Rd have to cross the right lane in order to continue their ride at the crossing with Saint Mary's Rd. There is no bike path marked there. It is pretty dangerous.
19. Clean the bike lanes from debris: The debris on the bike lanes and side of the roads are a risk for bike tire puncture and falls. In many parts of Moraga Rd, the side of the roads are filled with rocks and broken pieces of the road, the size of a tennis ball, which is very dangerous for cyclists.
20. *[Moraga Shopping Center]* Clearly marked bike area for locking up while shopping: This commercial center needs a common area for locking bikes. The intent is to encourage people to shop using their bikes or ride their bikes to public transportation.
21. Use The Bike Trail: Any way to encourage cyclists to use our fantastic bike trail alongside St Mary's Road rather than riding on the road itself which has no bike lane after St. Mary's College turnoff? Dangerous to rider and drivers, also some very inconsiderate as they bike side-by-side blocking any attempt to pass in car.
22. Use The Bike Trail – 2: Any way to encourage cyclists to use our fantastic bike trail rather than riding on Reliez Station Road? This is terribly dangerous and slows car traffic. Walking trail beside the road is too narrow and very steep to ride up as well. The bike trail bypasses all this safely.
23. Any safe passage?: Is there any way to provide a safe passage from Campo area to Lafayette along Moraga Road? It is so dangerous to cycle down or up this road and fortunately I rarely see anyone doing it. The few times I have biked down I vow never to again! Suspect Bike Trail along St Mary's Road is only safe way.
24. *[Moraga Road]* Addition of Marked Bike Lanes: It would be great to have bike lanes added at the stoplight here, going from St. Mary's Road left onto Moraga Road and going straight on Moraga Road from the south. Bikers currently need to cross traffic (it's often quite busy with right hand turners) from the bike lane on the side of the road and are left in the middle of the road with no dedicated lane. Given the popularity of these routes, something akin to the new Camino Pablo area in Orinda would be good.
25. Garbage Cans in Bicycle Lanes: This is a problem I've run into on Moraga Way in Orinda, but it likely happens around Moraga, as well. On garbage days, some households leave their garbage cans in the bicycle lanes.
26. Crossing is Difficult for Cyclists: The mid block crossing is a bit hard for cyclists who want to stay on their bicycle. Maybe it's okay if people want to get off their bicycles and walk their bikes, though. But what I think it tricky and dangerous is that whether you are on your bike or walking it, when you're crossing Canyon after gong through the mid-block crossing, you have to turn your head more than 90 degrees to see on-going cars. And due to the median, I don't think cars are always visible by drivers coming north on Canyon. Another issue here is that if you're trying to get to the mid-block crossing from Camino Pablo, you have to get into the left turn lane, go south on Canyon for a bit, then get on the sidewalk, and turn your bike 180 degrees. It's just technically difficult, and if the desired user is elementary and middle schoolers, it's asking a lot of them.
27. *[Moraga Road at Moraga Way]* Stormwater Grates in Bicycle Lanes: This location is just an example, but throughout town, there are stormwater grates in the bicycle lanes that could create a hazard if

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someone got their road bike tire in there or if it was wet. I think there are grates that have better designs if placed in a bicycle lane.

28. Safeway Bicycle Parking: The bicycle parking at the Safeway is not secure. I've ended up using the railings next to the accessible walkway, which I feel guilty about, but I want to see my bicycle when I'm done shopping!
29. Protected bike lane to Campo: Bikes are not consistently served and encouraged in Moraga. There should be more protected bike lanes. Particularly there should be a protected bike lane all the way from Camino Pablo to Campo both ways on Moraga Road/Canyon. Something similar to what has been done near Miramonte on Moraga Way would work. This would encourage kids to ride to Campo safely and reduce traffic on Moraga Way. It would also encourage other people to use bikes to get around the town.

Draft

C-3 | Comments categorized as being about both walking and biking or about another issue

28 comments

1. Walk Hazard even with crossing lights: Cars need to be ticketed left and right for driving through flashing lights of crosswalk. Turning left onto Moraga Road from Woodford Drive, there should be a DO NOT BLOCK INTERSECTION sign. Students and their parents constantly block cars in making it impossible to turn left.
2. Block Street: Street needs to be blocked. De La Cruz is a major short-cut for cars coming and going to Camino Pablo. Lots of speeding cars at rush hour. There should only be one exit - at Country Club Drive.
3. Dangerous on Bollinger Canyon to St. Mary's Rd: It is very dangerous for bicyclists and pedestrians to walk along Bollinger Canyon to get to St. Mary's Rd and the Lafayette-Moraga trail. Also this may be a good opportunity to connect to trails above St. Mary's College.
4. *[Country Club Drive at St. Andrew's Drive]* Cross Walk on this side of the road between the medians would be useful. Especially for kids who do not want to bike past the "creepy" house.
5. *[Oxford Drive and Selborne Way]* Landscaping creating a safety hazard: Landscaping is too tall for drivers to see over and also covers a good portion of the sidewalk; this creates a hazard for walkers and cyclists alike. Approaching strollers/wheelchairs cannot use the sidewalk or access the new corner ramp that the town has installed.
6. *[Moraga Road]* A path that goes to the high school from downtown/moraga way intersection, both for bikers and walkers, would be very helpful.
7. Add sidewalks and bike lane on Rheem Blvd to St. Mary's College: Add sidewalks and bike lane on Rheem Blvd going towards Saint Mary's College. The stretch of Rheem Blvd between Moraga Rd and St. Mary's Rd needs pedestrian and bike access to help students, faculty and staff who travel to the college daily.
8. Crossbrook connector to Commons Park: Provide multi-path connector from Crossbrook to future bridge and Commons Park. Trapped area of Ashbrook /upper Camino Ricardo /Lynwood /Greenfield /Corliss /Crossbrook neighborhood needs direct connection at turn of Crossbrook. Most of this area can't get out on foot or bike to go to the park or the shopping center. What's the point of the future connection of south Camino Ricardo through new subdivision? This less than half-measure is totally inadequate, shortsighted, and lacks imagination and leadership. Do something right for once!
9. Provide Center Left-Turn Lane: Provide a center left turn lane in front of fire station and proposed new housing project. Widen Moraga Way from St Andrews to School Street, and provide proper bike lanes and sidewalks on each side. On the south end, remove old willow trees and bushes that are in the right-of-way on both sides. This bottleneck is the main entry to Town and the commercial area, and it is totally unsafe, hazardous, and looks terrible.
10. Pave and Landscape Multi-Path Connector: Pave and landscape multi-path connector from center-island curb cut at Country Club Drive along 60' wide right-of-way heading east across empty lot to Moraga Way just north of Fire Station. The right-of-way is ideal for pedestrian, bicycle, golf-cart or wheelchair use to connect the west Country Club neighborhood to Safeway and the Moraga Shopping Center. The right-of-way is now illegally posted as Private Property. In fact the 60' wide strip of land comprises about 1/2 acre and is irrevocably dedicated to the public by Russel and Joanne Bruzzone in exchange for subdivision and development rights already granted to them years ago. The 1/2 acre belongs to the people of Moraga. Remove any Town Council member that even considers vacating or giving back the 1/2 acre right-of-way which would allow an additional 6 high-density worker units to be built there by out-of-town developers ready to exploit Moraga.
11. Provide Center Turn-Lane: Provide center turn lane north bound into Hacienda. Using a north bound traffic lane for left turns is hazardous, stops and snarls traffic. There only needs to be one traffic lane north bound and south bound in the residential section of Moraga Road between the 2 shopping centers..

Draft

12. *[Larch Avenue]* To and From School: Traffic in the AM, especially on garbage pick yo, days creates unsfae conditions for walker and bikers heading to Cp and JMIS
13. Must add sidewalk or bike path: It is actually dangerous to walk to the trail on St. Mary's Road. The stretch of Rheem Blvd. from Fernwood Drive to St. Mary's Road has no shoulder, no path, no sidewalk, i.e., nowhere to walk other than in the traffic lane. There is much traffic here, and it will only increase with the new housing developments underway on Rheem. Please add a walking path and bike path for the length of this. Ideally, we should have a sidewalk/bikepath for the entire length of Rheem Blvd., from Moraga Road to St. Mary's Road. Thank you.
14. add a walking/bike path along Rheem: It would be great to create a paved walking/family bike friendly trail on one side of Rheem Blvd and a side walk/line for street bikes on the other side. I think that the town might have easements along Rheem by St. Mary's that have meanwhile been used by some homeowners as their front yards, and this area could be reclaimed to make Rheem much safer and fun to traverse.
15. *[Moraga Road and Draeger Drive]* already dangerous - don't add bikes/pedestrians to this intersection: adding bikes and pedestrians to an intersection already dangerous will make it more dangerous - if you add bikes/pedestrians to Moraga Rd, you must slow down traffic
16. *[Hardie Drive and Fieldbrook Place]* bushes overgrown/speeding cars/blind intersection: very unsafe intersection for walking or biking. Cars speed up Hardie, which is relatively blind coming over the hill. Overgrown bushes on corners make it a blind corner.
17. 3 way stop: Put in a three way stop sign at rheem and st marys. Too many students and pedestrians combined with a blind left and no turn lanes. Slow it down!
18. Install flashing lights at crosswalk: Crossing from St Marys Gardens to the trail and back is dangerous. Cars speed past and do not yield to pedestrians or bikes crossing. The sunrise or sunset also makes it difficult to be seen when attempting to cross St Mary's Rd. Drivers need flashing lights at the crosswalk (similar to Corliss at Moraga Rd) to notice someone trying to safely cross.
19. *[School Street at Moraga Way]* Intersection does not feel safe for cyclists or pedestrians: This is a part of the Moraga-Lafayette Regional Trail, but it is difficult to use for cyclists and pedestrians. A cyclists typically has to get off their bike to push a pedestrian button to activate the green light. Then, if they are using the sidewalk/curb cut, they are directed into the middle of the intersection instead of the sidewalk across the street.
20. S Curve in Moraga/Lafayette Trail: Right between the Mulberry Treehouse Preschool and the Moraga Commons parking lot, there is an S Curve in the trail. There could be a collision here at some point.
21. Narrow Roadway - Widen Walk Bike lane: Inside traffic lane each way along Moraga Road at the Moraga Shopping Center is 16' wide! Wide traffic lanes cause vehicles to speed up! Control cars and reduce lane to standard 11-12'. Use extra width to widen bike lanes from Commons Parks all the way to JM school; use extra width for multi-path and sidewalks.
22. *[Moraga Way]* Bike Lane and Sidewalk Missing: Bike lane and sidewalk are missing for the first block entering the Moraga Center shopping district on south side from Kindergarten at School Street to Lafayette Academy at Viader. This is the unsightly and embarrassing entry gate to Moraga and an easy fix.
23. Eliminate Vehicle Traffic Lanes: Eliminate 2nd vehicle traffic lanes in both directions along Canyon Road. Two lanes encourage car racing to reach Camino Pablo, which is doubly dangerous as this is a school area. The lane along the sidewalk should be dedicated entirely to bicycles and painted green. As in other cities (Oakland, Berkeley, etc), vehicle traffic would be in the inside lane and car would only be allowed in the right lane for right hand turns. There is no need for 2 traffic lanes each way as Camino Pablo and and all other streets are only 1 lane.
24. Narrow streets and widen bike/walk/park lanes: Width of traffic lane along west side of Camino Pablo is HUGE. Wide lanes encourage speeding. This is a school area! Repaint traffic lanes to 11-12' maximum. The rest of the paving should be a green bike lane. The west side of Camino Pablo is nearly 20' wide! Make the rest into parking, or better yet, rip out the asphalt which we can't afford to repave all the time and let the earth breathe, make it into a park.

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25. Eliminate extra vehicle traffic lanes: Eliminate extra traffic lane each side of Rheem Boulevard west of Moraga Road. Change 4-lane roadway to 3 lanes: One trafic lane each way and a center turn lane to prevent blocking of traffic while turning. This would allow 1/2 lane each way for a 5' bike lane connecting upper Rheem residential neighborhoods to the Moraga Road/Rheem intersection. This is an important connection both too shopping and schools, and an essential connection to the walk-bike routes to lower Moraga. (And NO, do not allow parking in the bike lanes.)
26. *[Tharp Drive]* Close off pathway: Close off the dangerous pathway. Site of injury to elderly woman who fell due to uneven and missing pavement. Largely unused pathway that benefits perhaps only about 14 residents living at the end of Larch. Serves no other purpose. Property is in disrepair, and with no means of maintenance, repair, or sanitation services. Currently a public hazard and nuisance.
27. *[Canyon Road near De La Cruz Way]* Maintain Parking: While the other comment about a bike lane has some merit, restricting parking would be a major impact upon weekly overflow church parking, and JM special event, and JM located sporting events. Parking must be maintained or further problems will arise.
28. **Sidewalks on Rheem**: Rheem Blvd is wide enough to accommodate its existing traffic lanes with new bike lanes and sidewalks that would connect the Rheem Valley Shopping Center with the EBMUD Rim Trail access point near the Zander Drive intersection.

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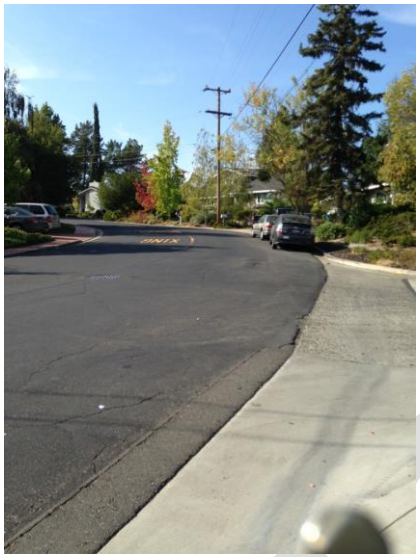
Appendix D

Comments on needs received by email

Draft

Comments about walking



There are many of us in the Los Perales neighborhood who are very concerned about the area above Los Perales School off Corliss.

Every other elementary school and middle school in Moraga, JM, CP, and Rheem, all have sidewalks from both directions. LP has a sidewalk below the school, but coming from above the school (a different direction) there is only a small portion of a sidewalk.

The challenge is that the sidewalk currently ends at the most dangerous part of the street which becomes a blind curve. It is a blind curve that people tend to speed around. Also residents and other parents dropping off their children park their car on the street. This means children must literally walk into the street and traffic in order to get to school.

This is terribly unsafe. It is an accident waiting to happen. In fact 3 years ago a man was hit and eventually died from injuries while walking along this corridor.

The curve on Corliss between Wakefield and Arroyo is extremely dangerous!

We are asking that a sidewalk be added around the blind-curve on Corliss between Wakefield to Arroyo Drive.

I have attached a picture of the blind-curve above Wakefield on Corliss. *[See image above.]*

[This comment was submitted to staff as a non-public message through NextDoor.] I personally would like more sidewalks than bike paths. I worry about the cyclists in town, but if we had very wide sidewalks some kids might be able to ride their bikes on them. I absolutely am against allocating more resources to bike paths for adults along the main roads in town. They are hazardous. If more sidewalks (and preferably wider sidewalks) were installed in Moraga, I would like the priority for installation to be around the schools so that parents can safely drop their kids off along the sidewalks rather than clogging the school entrances. There are not enough sidewalks around the Los Perales school. I think that there should be sidewalks on both sides of Corliss from the intersection of Corliss and Camino Ricardo, up to the LP school, and wrapping around the corner along Sullivan Street and all the way down Sullivan to Hardie. In fact, there is not even one sidewalk that allows pedestrians to walk safely around the corner of Sullivan/Corliss and that is a blind curve. A couple of years ago a man was hit by a car at the Sullivan/Corliss curve (bottom of Warfield Drive). It would be terrible if the town waits until a child is killed before taking action on this lack of sidewalks around the Los Perales school.

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Comments about biking

I had a few ideas that I thought should be explored.

1) currently the lights that are controlled by cameras do not detect a bike at an intersection. This is dangerous for bicyclist for a number of reasons. A couple are listed. First because in order to proceed through an intersection, it is not uncommon that one has to cautiously proceed through a red light (I use turning left onto Moraga road from Rheem Blvd as an example). Also while traveling quickly on a bicycle you can have to abruptly stop because a light turns yellow then red when a bicycle only is on the road. There are times when bicycles are asked to act like a pedestrian (need to use cross-walk button to turn lights) but then bicycles are asked to share the road with cars and this represents a conundrum.
2) New technology needs to be deployed. I would recommend checking with someone like Google. Like there are cross-walk signals to indicate that there is a pedestrian in a cross walk, at some of these winding curves (especially on hills) there should be an indicator that there is a bicycle on the road way. If a bicycle could have some sort of RFID to advertise it presence then that could save lives. This should be a California statewide initiative. But perhaps while working with someone like Google, a pilot project could be undertaken in a place like Moraga. Many of our residents bike and cars and motorcycles frequently whip by at dangerous speeds and too closely. There will be more fatalities. But if there were some sort of way to warn traffic of upcoming bicyclist, we could make a big difference in bicycle safety, fatalities and medical costs.
3) Rheem School has major problems with pedestrian and bike access. Every elementary school should have a bicycle path so children can safely bike to school. This bike commute is particularly dangerous with the tight roads, the volume of cars and the restricted sidewalks. Moreover, given the limited girth of the side walk, all signs and mailboxes should not be further encroaching on the space.

My family and I have recently moved to Moraga […] and we are avid bike commuters. We live off Larch avenue and my wife rides her bike to St Mary's everyday while dropping the kids off at the day care in Moraga town center. We ride more than we drive and have found it quite dangerous to ride in Moraga with families.

I have actually been in contact with the planning department about the crosswalks in Moraga as cars do not stop for people walking or riding their bikes. I spoke to them about putting in flashers at crosswalks and they are looking into it.

We also found that the bike trails are great but they abuptly end which puts you on major streets while towing a burley trailer with multiple cars speeding and definitely not paying attention to bikers. (i.e. the trail leading from Moraga commons to Rheem center)

Side walks also just end forcing you to go over to the other side of the street where traffic is heavier and riding through parking lots. Moraga Rd between Country Club Drive and Alta Mesa.

We are adjacent to the Moraga-Lafayette bike path, and I think it is unfortunate that there is no bike path that connects the Rheem Center businesses and Campolindo High with the bike path on the St. Mary's side of Rheem. It seems like condemning an easement and building such a path would be a top priority for the area, especially as Rheem Blvd. gets re-built and the housing development adjacent to Rheem gets constructed. I couldn't believe it when I learned a few months ago that no such path had been exacted from the builder of the new homes as a

Draft

condition of approval. For safety, traffic, environmental, and public health reasons, we need to do everything we can to get the high school kids out of cars and onto bikes or walking to school. The lack of a dedicated bike path between Moraga Rd and St. Mary's Road over Rheem prevents that goal.

One thing Moraga can do to improve bikeability is to stencil sharrows on the pavement of roads that are heavily traveled by cyclists but there is no room for a separate bike lane. Perfect examples are Canyon Road and Pinehurst Road, which connect Moraga with Oakland, Berkeley, and Castro Valley. Those roads are especially popular cycling routes on weekends and holidays but are also used for commuting on weekdays when there is significant auto traffic during commute hours.

It would also help if the center lane of Canyon Road could be repaired in the section between EBMUD's Valle Vista Staging Area and Pinehurst Rd (in the direction heading to Pinehurst). The road is steeply downhill there, and the there are two marked gouges in the middle of that narrow lane that are dangerous to unaware cyclists.

Sharrows are used in downtown Lafayette on Mt. Diablo Blvd near its intersection with Moraga Rd.

"What is a 'sharrows'? Sharrow is short-form for 'shared lane bicycle marking'. This pavement marking includes a bicycle symbol and two white chevrons and is used to remind motorists that bicyclists are permitted to use the full lane. There are no striped bicycle lanes on streets marked with sharrows. However, with or without marked sharrows, bicyclists are encouraged to travel on streets and follow traffic laws just as any other vehicle on the road. This includes bicyclists avoiding riding on sidewalks. Source: http://ttm.osu.edu/bike-sharrows"

As an avid cyclist who lives in Lafayette but has cycled to Moraga several times a week since the Lafayette-Moraga Trail was built in 1977, I can mention one place for improvement that would make Moraga more bikeable.

I'm speaking about the intersection of Moraga Way and School Street, which is a key intersection for cyclists because the Lafayette-Moraga Trail crosses Moraga Way at School Street. Also, many cyclists coming from Orinda on Moraga Way want to turn left at School Street to access the trail heading for Lafayette.

What is needed there are bicycle-sensitive sensors in the roadway so that cyclists can cross or turn safely. The current sensors respond only to motor vehicles, not to bicycles with carbon frames. Is there any easy way to increase their sensitivity?

Here's how I get irritated every time I reach that intersection on my bike:

1. If I'm coming from Orinda on Moraga Way and want to turn left onto School Street to go past Safeway, the traffic light doesn't recognize me when I'm in the left-turn lane alone.
2. The pedestrian buttons for the traffic signals are on posts that are not reachable by bicyclists. They are away from the road and require a bike to get on the sidewalk at a distance from the traveled route. By the time I get back on the roadway, the signal may have changed against me.

If you can do something about the traffic lights at that key intersection for bikes, Moraga will certainly be more bikeable.

[This comment refers to the previous two comments, above.] [My friend] shared his two emails to you regarding bikeability in Moraga. I live in Oakland and cycle regularly in Moraga with a group of cyclists called the VeloRaptors who twice a week visit your town and enjoy its restaurants and cafes.

Draft

I heartily endorse his comments and have had the same experiences he has, particularly regarding the pavement on Canyon Road between the town center and Pinehurst. Some of the gaps in the road have serious separations to the extent that they could be deadly for an unsuspecting cyclists--deep enough to catch a tire and throw a cyclist of the bike and possibly into traffic.

So, I am writing to endorse Mr. […]'s comments and ask you to multiply them by the dozens of riders in our group who regularly ride to Moraga for coffee and snacks at Terzetto's and SiSi's.

Not only can we not easily access the bike trail from the bluffs, junior highshool aged children cannot ride their bikes to school as parents do not feel safe with their riding down Bollinger Canyon Road. It is only a little over 3 miles to JM, which is completely doable (I rode from Burton Valley to Stanely, which was 3 miles each way) if there were safe access to the existing bike trail.

Thank you so much for all your efforts on this. It sounds like an exciting project and the more people we can get on bikes, the less congested our roads will be!

Comments about both walking and biking or other related issues

Who in the Town staff would I speak to about the possibility of adding a walkway / sidewalk along Bollinger Canyon Rd. running from the Bluffs to St. Mary's Road?

This would make the Lafayette-Moraga Trail much more accessible for the residents of Bollinger Canyon and it would make Bollinger Canyon much safer for pedestrians.

I'd like to speak with someone about what it would take to make this happen especially given the fact that Bollinger Canyon will be repaved in the next year or two. This seems like the right time to do this if it is feasible.

[This comment was emailed several months after the previous one by the same person.] I live over in the Bluffs off of Bollinger Canyon Rd. near St. Mary's College. I spoke to Edric [Kwan, Moraga Public Works Director/Town Engineer] about the possibility of a bike path along Bollinger Canyon as it currently is very dangerous for young and old residents to walk and/or bike along there to get to the Lafayette-Moraga Regional Trail.

My main suggestions would be to have a pedestrian bridge to cross Moraga Rd from Commons to Safeway area.

A bike trail going from Commons to Rheem would also be ideal.

Less important—In addition easier access to Canyon Bike trail and consider a path that goes back to Rancho Laguna from the Commons.

Draft

[This comment was submitted as two separate emails on the same day by the same person.] I am in favor of making Moraga more walk and bike friendly, but not at the expense of increasing traffic or making it more difficult to drive. With the hundreds of new homes the Town Council has approved, traffic is getting worse and this will only increase as the housing is built.

I am also not in favor of encouraging cyclists to Moraga from other towns or cities, as I have seen the devastating consequences in cities like Morgan Hill.

I also think that, to be fair and balanced, your survey should include getting input from drivers about these issues. The majority of Moraga residents primarily drive and are very happy with the present walk/bike opportunities in our town. Perhaps a Part 2 survey?

Today when I was driving home from Campo HS and entering the Pedestrian Walk way Intersection Near Golden Palace Restaurant And a person in a car was attenmpting to make a Left hand turn into the parking lot that crosses a Pedistrian Cross Walk . The parking lot entry goes into the Home Goods Store area.

This time to make a Left Hand Turn in this area at a critical Busy time of Students Walking and or Biking and People Driving is a pretty Risky time to make a left hand turn at this time of the Day.

So the Reason I was E-Mailing You to think about mentioning a time to Make Left Hand Turns and a Time Not to Make Left and turns .....I know that Berkely has these signs in there school areas and walking areas to govern the traffic flow and safety.

Draft

Appendix E

Results of the prioritization survey

Draft

E-1 | Below are the improvements we are proposing as "high priority" for the Walk | Bike Plan (based on need/importance and cost).

- Making the following four intersections safer and easier to cross for pedestrians:
- Moraga Road / Rheem Boulevard (Park at Rheem Valley area)
- Moraga Road / Moraga Way (Moraga Shopping Center area)
- Canyon Road / Camino Pablo (at the Joaquin Moraga Intermediate School)
- Camino Pablo / Oxford Drive (at the Camino Pablo Elementary School)
- Bikeway signage and pavement markings on the arterials and at key intersections
- Wayfinding signage
- Spot improvement program (ongoing maintenance and repair of sidewalks and bikeways)

In addition to the improvements listed above, are there any other pedestrian and bicycle projects that you think are equally high priority?

72 responses

1. I'm an avid bicyclist and ride my bike along Moraga Road all the time. I support better bike lanes adjacent to the shopping area. The massive SUVs (and other drivers) don't "see" bicyclists. Also, need to pave the end of School Road (next to/behind the Safeway).
2. This plan needs a bikeway in both direction, ideally a separated facility, but at least a bike lane each way with green paint or even better would be an economical barrier. This location is prime for replacing cars with bikes as it's proximity to shopping and schools. Studies have shown the people on bikes stop more frequently to shop and spend more money over the long run. And it is much safer for pedestrians even. Retraining your staff to start looking at designing safer (slower) roads, instead of relying on police to sporadically and expensively try to slow traffic manually. Design roads for safety and you won't have to do that.
3. Moraga Way and School Street; School Street and Country Club Dr (Lafayette-Moraga Trail crossing)
4. Separated bike lanes or separated multi-use path for Moraga Road.
5. Anything to get kids to campo high and out of cars. also rheem blvd at st Mary's. and finish sidewalk on Moraga rd at Donald.
6. The sidewalk on Corliss above Los Perales School is crucial for elementary school students to get to school safely. There is a blind corner above the school. A fatality happened a few years back.
7. Sidewalks on Moraga Road! We don't need "bikeway" signage, we need real bike lanes that are not used for parking. Moraga Road @ Corliss intersection is still unsafe without a traffic light.
8. Its a good list
9. Moraga Road between St. Mary's Road and Donald Drive.
10. The intersection at Moraga Way and School Street. The roadway on Moraga Way between the Golf Course and Bank of America (sidewalks not complete)
11. Rheem Blvd.
12. Continuous sidewalks on Camino Pablo between CP and JM and out to Canyon. Continuous on at least one side of the street all the way to Canyon.
13. Moraga Rd / St. Mary's Rd intersection. Additional sidewalks on Moraga Shopping Center side of Moraga Rd. (near Moraga Commons)
14. There should be a continuous sidewalk from Los Perales to Moraga Road. I have seen many children on Corliss Drive, in the street, in sections where there is no sidewalk and the road is curved. This is the path of travel from LP to the Moraga Commons, and it should certainly have a complete sidewalk. We need a sidewalk from the school to the park, all the way down Corliss.
15. Walking from The Commons to Rheem Shopping Center can be dangerous. There are not sidewalks the entire way -- unless you cross the street. It would be nice to have more crosswalks so we can cross the street safely. It is just dangerous walking in the bike on part of the road. There are a lot of cars parked on the side of the street, so you have to go outside the car, into the street. It's just not safe. I'd also like to see lights we can turn on at the cross walk on

Draft

Moraga Road at Alta Mesa. Every time I cross there, I feel as if it may be my last walk. Cars speed and don't stop. It's frightening.

16. Making the following intersection safer and easier to cross for pedestrians: Carter Drive/St Mary's Road
17. Safe sidewalk/walkway from Moraga center to Rheem Center. Canyon crossing at Sanders.
18. Safety measures for bike lanes on Canyon Road. More clearly marked bike lanes on a stretch of road that often has cars violating speed limit in both directions. Not safe for kids.
19. No
20. No
21. MAKING SURE ALL RIDERS HAVE A BELL! A LAMP AND REFLECTORS ON THEIR CLOTHING! Maybe there could be a reflector decal with the pear symbol/Bike + walker? That would be a great help... On helmets and backs of riders. I can see pretty well, but the dark loathing on a dark foggy AM. Or at dusk make it precarious for me as a local taxpayer, ESP. If the riders pid up into twos and threes...the bike lanes are too narrow...can't there be signage that says SINGLE FILE. That was the rule we learnt and followed from elementary School onward...in BERKELEY!
22. I like the flashing lights found at Corliss and Moraga Rd when a pedestrian is trying to cross the road. I see this as important especially at Moraga Rd/Moraga Way
23. Right turn from St. Mary's onto Moraga Rd. can be dangerous for pedestrians.
24. The Crosswalk at St Mary's Road and Carter.
25. Sidewalks should continue along Moraga Way from Miramonte High School towards the Moraga Country Club area. There is no continuous sidewalk from Moraga Way@Ivy Dr. and this poses risks to pedestrians, students, etc. every day! Ideally, the sidewalk would continue all the way from Moraga Way @ Ivy Drive to the intersection at Moraga Road (by the Moraga Shopping Center). Similarly, there is no continuous sidewalk along Moraga Road between the intersection at Moraga Way@Moraga Road (by the Moraga Shopping Center) towards Moraga Commons along Moraga Road. This is a very busy street and pedestrians are forced to walk on private property/around parked cars in order to walk from the shopping center down to the park.
26. Make Rimer/Camino Pablo (near JM) and Rimer/Cedarwood (near JM field entrance) safer for pedestrians.
27. Wayfind signage is a waste of money.
28. no
29. intersections on Moraga Road near Campo high school
30. No
31. Making it safer to cross St. Mary's by the library and St. Mary's gardens. Better bike path along Moraga Rd. and making signals responsive to bikes when turning left from Moraga Way to Camino Ricardo and from Moraga Rd. to St. Mary's.
32. Bollinger Canyon is in really poor condition there is no connection at all with the trail close by. Furthermore, there is a fence that protects rocks from falling over that nobody seems to maintain. This is the worst section I've seen in all Lamorinda.
33. No
34. new home development will have an out let made and be opened onto Moraga Rd. By the Skate Park! Already, near the skate park entry it is very important to know that a sign should go up stating "Slow Cars May Turn Left Here for Skate Park" And this should be in both directions...Sometimes cars just stop and then turn left to go and park...
35. Rheem Blvd. between Moraga Rd. and St. Mary's road. I see people walking, jogging, biking at all times, even in the dark. It's treacherous at all hours, especially in the dark. We MUST provide a safe, continuous walk and bikeway along this route. I'm disappointed that the new Rancho Laguna project does not provide for a CONTINUOUS pathway along this route. The last thing we need in Moraga is more terminating sidewalks.
36. I'm surprised to see the projects surrounding elementary schools listed as Tier 2. I think areas where children will be walking should be bumped up to Tier 1.
37. I don't feel signage should be a ""priority "" for Moraga. Road repair and maintenence is much more important for residents
38. Traffic light and additional sidewalks at intersection of Corliss and Moraga Road.

Draft

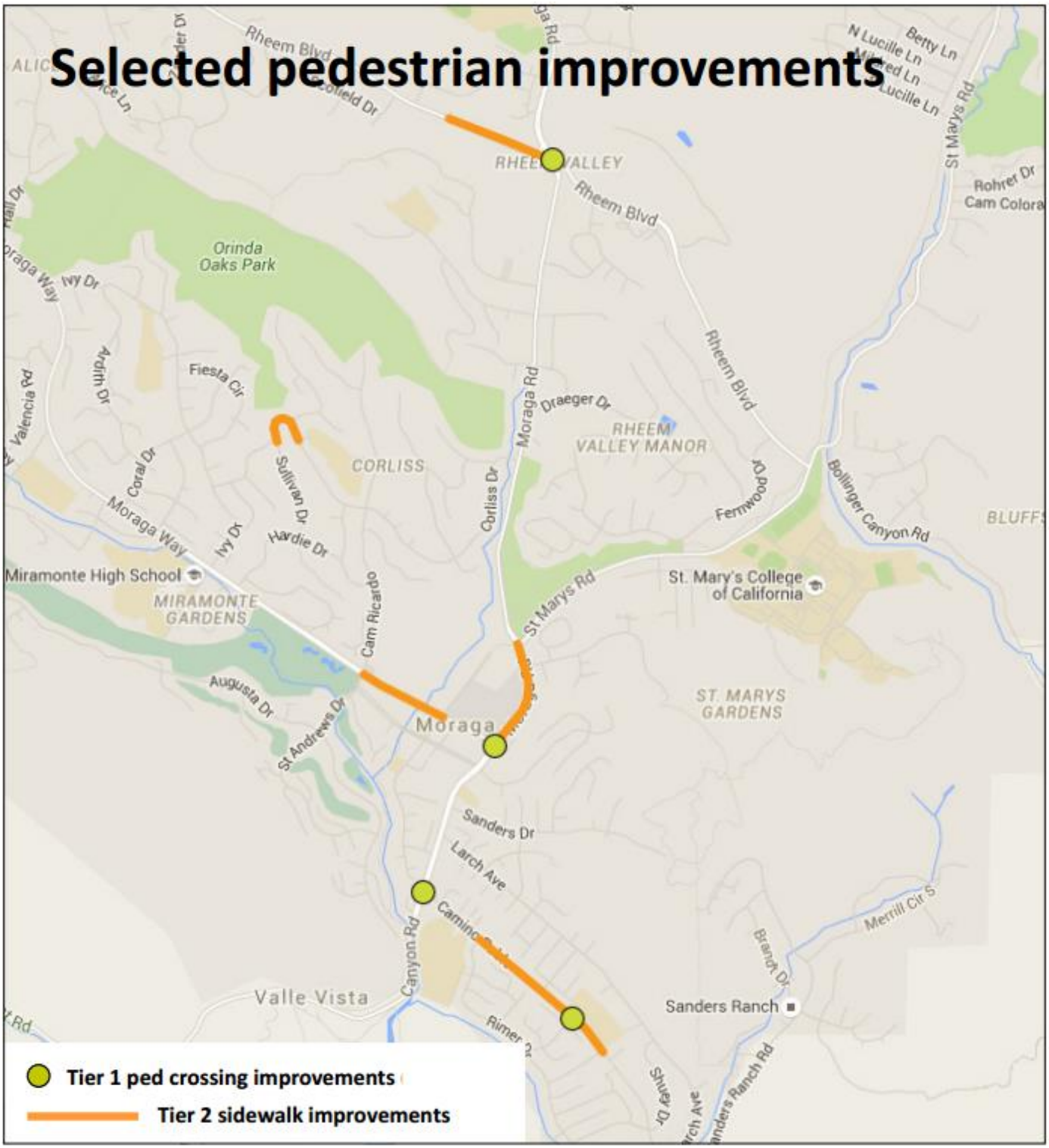
39. Stuidies by Professor J. Gilderbloom, Ph.D. of the university of Lousiville proves that forming a parternership between colleges and business by providing not only bike paths but bikes too, increase revenue for local business, provides excercise and is good for the environment. How and have you talk to St. Mary's College.
40. No. Most of the other places already have crosswalks or traffic lights. Maybe the middle entrance to Rheem Shopping center and the new housing project across the street.
41. #1 You do not mention Sullivan/Corliss near Los Perales, but it shows on your map as a yellow upside down U. It is dangerous for parents and children to walk this stretch, and there needs to be a sidewalk. Second, if you walk on Moraga Road from Rheem to Corliss there is no continuous sidewalk and at night it is very poorly lit. This would not be too expensive to add a sidewalk and lights so people could walk this stretch easily. It is now very dangerous at night- very dark, lots of bumps and holes.
42. South Rheem Road repair.. Feel like my car is going to explode everytime I drive down it.
43. The walk/bike paths from the commons park to the Rheem shopping center along Moraga Rd. should be improved.
44. Improve bicycle and pedestrian pathways to all public schools in Moraga to incent more alternatives to driving personal cars to school. Fewer cars on Moraga roads will help everyone.
45. Street lighting
46. A better, more direct connection from the bike trail entrance on Country Club Drive and the Moraga Commons. Preferably, a class I path.
47. St. Mary's and Rheem, along the trail. Cars try to turn very fast during breaks in traffic but risk hurting the pedestrians using the trail
48. New bicycle signage should follow bike use on School Street to canyon.
49. Pedestrian crosswalk at the Bus stop on Moraga Road and Buckingham Drive.
50. No. Looks good.
51. Pedestrian safe white bridge that crosses over the creek leading into the watershed. Delineated bike land on Country Club Drive from Aegis to MCC.
52. Intersection of Hardie and Camino Ricardo. There is only a yield sign on Hardie and a major path for kids walking to LP.
53. How did these get prioritized over the Ascot- Commons stretch that the huge survey was all about? That's much bigger than these ideas.
54. the bridge on Canyon, heading to Canyon, is very dangerous for pedestrian because drivers speed over the bridge (especially in the morning). Steps should be taken to prevent that, such as signs, radar, cameras, etc., in addition to the periodic police presence there.
55. What happened to the Livable Moraga Road project - the area between Campolindo High School and St. Mary's Road where there are gaps in the sidewalk or non-existing sidewalks? I've been to 2 of these meetings and everyone agreed that being pedestrian friendly begins with sidewalks. This is definitely a top priority.
56. The blind curve where Sullivan becomes Corliss. We need a sidewalk before a child Gets hurt or killed.
57. Moraga road from Donald to Corliss. I'm surprised this isn't already on the list. The outer lane in both directions should be a green lane designated for bikes to use the whole lane. These are common in cities everywhere. It's the only road between the entire Rheem area and Moraga Commons.
58. Campolindo to Donald dr / Rheem elementary.
59. I would add the Ivy Drive/Moraga Way intersection, but that is a shared city zone.
60. No.
61. The 2 Moraga Rd. intersections already have stop signs and crosswalks (nothing needs to be done there). The 2 Camino Pablo intersections need reduced speed signs, speed bumps and pedestrian crosswalks. Maybe you should put in a flashing yellow sign activated by pedestrians like the one by Campolindo at these Camino Pablo crossings.
62. Moraga Rd/Corliss intersection. Del Monte Way/St. Mary's Rd
63. - continuous bike lane along Moraga Way and Moraga Road. - improve safety at the crossing of Canyon and Country Club Drive: it's one of the most dangerous in town!

Draft

64. Bike and Pedestrian access on Rheem Boulevard Between Fernwood Dr and St Marys Rd.
65. Improving the sidewalk situation at all schools MUST be a Tier 1 priority. There is still no plan to effectively improve the lack of sidewalks on a blind curve approaching Los Perales. There has already been one death on this curve. We are now being told this is a Tier 2 priority which means it will be funded ONLY IF the money is available. Sorry but that is the absolute WRONG decision. It is not a question of IF an accident will occur here, it's a question of WHEN.
66. Provide sidewalks on more streets in town.
67. No
68. Livable Moraga Rd walkway improvement
69. I think a sign before Camino Pablo would be helpful to let drivers know it is the next left. The sign is way too small and people end up doing unsafe U turns
70. need traffic signal at st.mary's and rheeme blvd now more homes are being built on rheem blvd. too hard for bikes and cars to turn left ... cars driving up slope and down slope. it neesds to be made safer and allow left hand turns easier,
71. flashing lights as it is more noticable as it gets dark and or during cloudy rainy weather. left arrow turn signals.....more traffic signals since we now have more homes going up for new construction.
72. Agree that the #3 Canyon Road / Camino Pablo & #4 Camino Pablo / Oxford Drive should be improved. Sidewalk should be extended the entire length of Camino Pablo between CP elementary & JM. The recent changes to Rheem boulevard reducing to 1 lane each direction is bad - should be switched back to 2 lanes there. Those parking spots added are almost never used!

Draft

For Appendices E-2 to E-4, refer to the figure below:



E-2 | Are there any other intersections that should be considered a higher priority for pedestrian improvements than any of these four?

- Moraga Road / Rheem Boulevard (Park at Rheem Valley area)
- Moraga Road / Moraga Way (Moraga Shopping Center area)
- Canyon Road / Camino Pablo (at the Joaquin Moraga Intermediate School)
- Camino Pablo / Oxford Drive (at the Camino Pablo Elementary School)

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62 responses

1. End of Draeger Drive on Moraga Road (site of a fatality)
2. Moraga Way / Viader DR
3. I don't really care about pedestrian stuff - I'm only on my bike in moraga.
4. Moraga Way and School Street
5. Anything to get kids to campo high and out of cars. it takes 40 minutes in the morning to get down the hill
6. Moraga Road / Corliss still has poor visibility, kids, no traffic signal and drivers completely disinterested in yielding to pedestrians - with or without a blinking yellow ligh to remind them.
7. Moraga Road / Corliss still has poor visibility, kids, no traffic signal and drivers completely disinterested in yielding to predestined
8. no
9. Moraga Road between St. Mary's Road and Donald Drive.
10. No
11. No
12. Corliss and Moraga Road
13. Moraga Road between The Commons and Rheem Shopping Center.
14. No, however, my response to #1 should be considered equal to those four, given the danger it poses to our neighborhood.
15. No.
16. Canyon Road at Country Club Drive
17. No
18. No
19. Moraga Road / Moraga Way (Moraga Shopping Center area)
20. Moraga Way near Miramonte Gardens
21. The two near schools. School kids need to be safe crossing the streets.
22. St. Mary's Road and Carter Drive
23. Moraga Road, north of St Marys Road to Rheem is more important than South of St. Mary's Road.
24. intersections near Campo HS
25. No
26. No
27. The ones on St Mary's road. See my comment above.
28. Bollinger/St Marys
29. Moraga Rd and St Mary's Road
30. no
31. RHEEM BLVD all the way to St Mary's
32. same as Q1.
33. No
34. Corliss / Moraga Road
35. Enterance into SMC
36. Not necessarily higher priority and not pedestrian, but crossing by car between Safeway shopping center to OSH shopping center is very dangerous.
37. Moraga Rd from commons park to Rheem shopping center.
38. no
39. No
40. Country Club Drive and School Street. Need another crosswalk across CC Drive on the east side.
41. No
42. 1
43. I think the first two intersections are well marked now and feel where bus stops are located on Moraga Road there should be a convenient cross walk near them, i.e., buckingham Drive & Moraga Road.
44. No. Looks good.
45. Hardie and Camino Ricardo intersection.

Draft

46. The first two seem pretty safe already. I'd put Moraga Road at Alta Mesa above those 2, because that is used too much to just be treated like an alley.
47. No, other than bridge to Canyon
48. No
49. I would like to add Ivy Dr/Moraga Way to the list. It's equal to but not higher priority.
50. No
51. Corliss/Moraga Rd should be higher than all but Moraga Rd/Rheem
52. Canyon/Country Club Drive
53. Rheem Boulevard and St Marys Rd
54. I am shocked that both Camino Pablo and JM schools are considered Tier 1 issues but not Los Perales. Those schools have some of the best sidewalks and visible crosswalks. Why can't they be moved to Tier 2 and then forced to go and get funding?
55. No
56. no
57. country club drive and moraga rd, aswell as nrear vallero gass station and the condos across the street on via moraga...soo dangerous to cross and stop to cross
58. yes cross wa;k bt golden palace and entrance into home goods area too dangerous , too dark at night, abd not easy for pedestrians to cross.... need light at corliss and moraga rd. difficult to turn lefy , no signal for turning lrft, and difficult to cross due to cars going to fast down hill, and visibility needs to be re-evaluated now that town will have more traffic soon. cross walk at moraga rd and canyon near moraga royal .... cars going too fast to stop, and people driving turning left ect
59. Canyon Road / Camino Pablo should be #1. There should be the flashing light added when people cross canyon. No speed bumps should be added anywhere. No traffic lights should be added anywhere. The flashing lights for people crossing moraga road at corliss work very well!
60. Canyon Road / Camino Pablo should be #1. There should be the flashing light added when people cross canyon. No speed bumps should be added anywhere.
61. Canyon Road / Camino Pablo should be #1. There should be the flashing light added when people cross canyon. No speed bumps should be added anywhere.
62. Entrance to SMC at Saint Mary's Rd

E-3 | From the list below, pick the three roadway segments where sidewalk improvements are most needed?

113 responses

	Response percent	*Response count*
Moraga Road: south of St Mary's Rd (Moraga Shopping Center area)	**26%**	72
Moraga Way: School St to St Andrew's Dr (Moraga Shopping Center area)	**25%**	70
Corliss Dr / Sullivan Dr (around Los Perales Elementary School)	**15%**	42
Camino Pablo: Rimer Dr to Hodges Dr (around Camino Pablo Elementary School)	**13%**	36
Rheem Boulevard: Moraga Rd to Elk Ct (Park at Rheem Valley area)	**13%**	36
Other	**7%**	19
		275

Draft

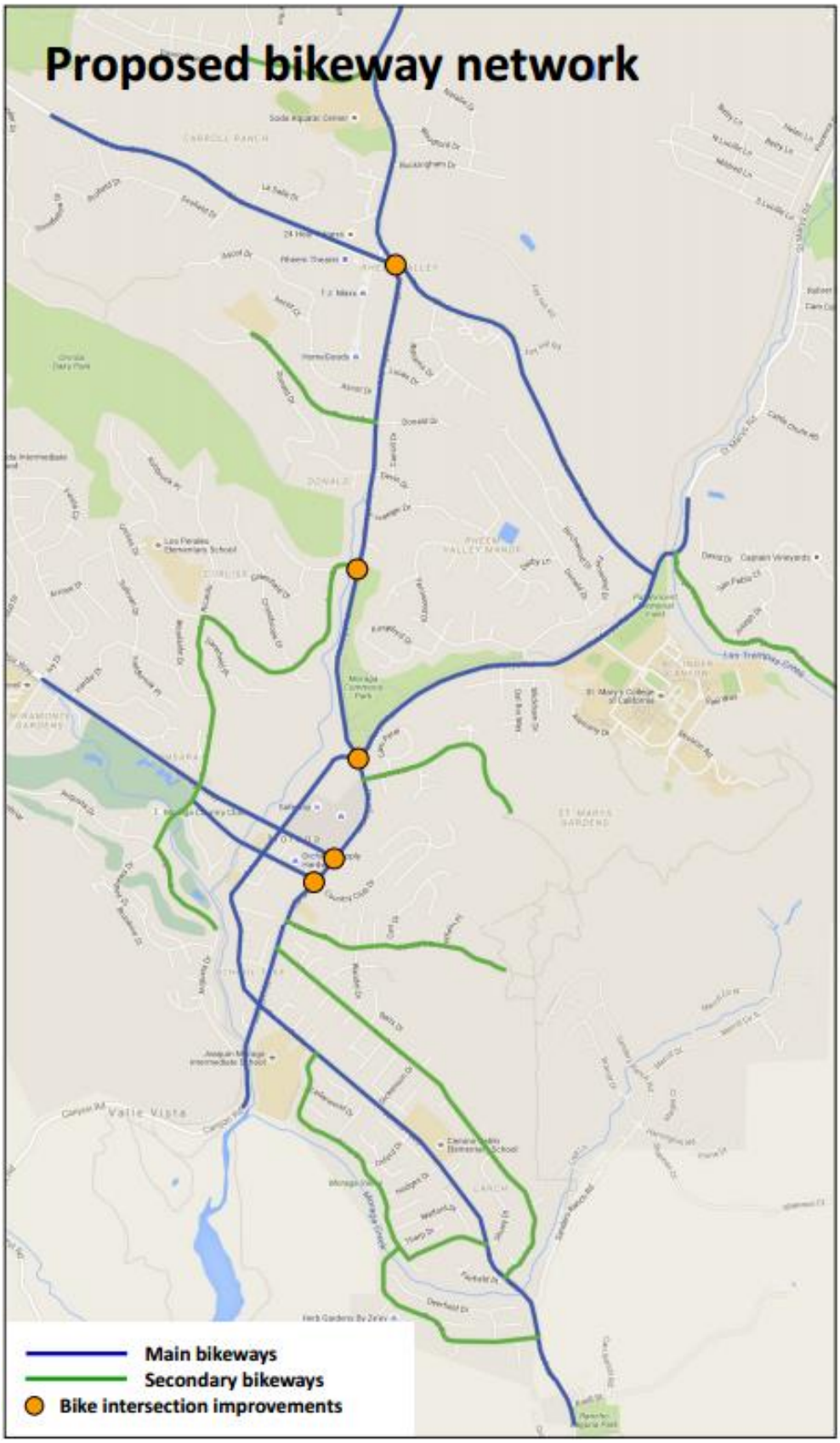
E-4 | Another roadway segment requiring sidewalk improvement?

35 responses

1. Moraga Road: Devin Dr to Corliss Dr.
2. finish sidewalk on Moraga road at donald. so kids can go to rheem
3. Places with no paved sidewalk on Moraga Road between Donald and St. Mary's.
4. Moraga Rd Corliss to Rheem center
5. no
6. Moraga Road between St. Mary's Road and Donald Drive.
7. Camino Pablo: Rimer Dr to Canyon
8. All of Larch Rd. This road is heavily used and there are no sidewalks at all. This may also help curb the speed of cars up and down Larch.
9. Moraga Road between Corliss & Devin Drive where there is no sidewalk on either side of the street.
10. Corliss Drive, from LP to Moraga Road
11. Moraga Road between The Commons and Rheem Shopping Center
12. None
13. Donald Drive by Rheem Elemenrary
14. Lower Corliss before Moraga Rd.
15. Bollinger Canyon, there is no pedestrian or bike lane at all!
16. near JM to Cross, and Country Club Drive to cross , need a full stop light there and light flashing signal to cross cars are going too fast to leave moraga to back roads to canyon to and from ...Big expanse to try to cross or walk a bike across the street....
17. It would great if the sidewalk being proposed at Corliss and Sullivan stretched all the way down Sullivan to Hardie, since this is a route that children take when walking to school. It would only need to be on one side of the street.
18. Continuous sidewalks from Corliss to Rheem Center along Moraga Road
19. not qualified
20. If CV high density project is coming, then CV should pay for improvements & this dev't should be part of the planning process before any decisions/plans are made. As I said in Q1, Moraga Road from Rheem to Corliss needs sidewalk and lights. Very dangerous right now and it gets a lot of foot traffic.
21. moraga road between corliss and ascot
22. Moraga Road: Devin to Corliss
23. Moraga Road: Devin to Corliss
24. Improvement on Moraga Road bet/ Buckingham and Woodford across from the High school.
25. Make sidewalk consistent and extend from White Bridge on Canyon all the way to Moraga Commons on the southeast side of the road (the non shopping center side). Sidewalk stops and starts along that way. Then, people could cross at controlled intersections rather than across Canyon which is too wide and people drive way too fast.
26. Canyon bridge
27. Where is the Livable Moraga Road Project on this list? As I said above, that is the top priority.
28. Bridge over the river to canyon
29. Rheem Boulevard from St Marys Rd
30. Hardie Dr.
31. Moraga Rd between Corlis and Donald.
32. campolindo hs moraga rd, near performing arts center
33. need signal at st.mary's rd and rheeme...there is a limitted sight areaasthr
34. Camino Pablo: needs a good sidewalk all the way from CP elementary to JM
35. Entrance to SMC at Saint Mary's Rd

Draft

For Appendices E-5 to E-6, refer to the figure below:



E-5 | Looking at the map of the draft town-wide bikeway network, are there any streets that should be added to, or removed from, the network? Which one(s) and why?

50 responses

1. These are OK. here's the thing, though. If I'm riding east along Moraga Road, trying to take a left-hand turn onto School Street or even to get into the lefthand lane to turn from Moraga Way onto Moraga Road is like suicide. Cars are barreling down moraga way like crazy. I'd also like to see better signage so cyclists know how/where to take short cuts through neighborhoods to avoid some of the worst intersections.
2. The "network" is exteremely spartan and the map doesn't explain what facilities will be on the proposed network. These need to be separated facilities or highly-visible bike lanes. Sharrows are not facilities - these can cause more danger than good, and certainly don't qualify in this day and age as an improvement. They don't belong on major roads. We have a chance here to get kids biking to school, college students biking to campus and to do their shopping, the elderly biking to their church or coffee hangout. Please look to the future and not the past for guidance on improving this.
3. Looks good, but existing and potential off-street trails should also be indicated.
4. Further extension of bikeway northeast on St. Mary's road. No areas should be removed from the network. Greater steps should be taken to separate automobile traffic from bike and pedestrian traffic.
5. Anything to get kids to campo high and out of cars. also rheem blvd at st Mary's. and finish sidewalk on Moraga rd at Donald.
6. As long as there are cars parked in the supposed bike lanes, what does a bikeway even mean?
7. no
8. No
9. Moraga Road between St. Mary's Road and Donald Drive. It is a major throughway for cyclists and pedestrians alike both north and south bound.
10. Before committing to the Rheem to Orinda segment - is Orinda's bicycle plan consistent with this?
11. Add: Larch. Add: Camino Pablo. A complete sidewalk on both sides of the street are needed from Camino Pablo Elementary all the way to Canyon Rd.
12. As far as usage, we have many, many more pedestrians who are residents of the Town, than bicyclists. So if we need to prioritize, we should make pedestrian improvements Tier I and have bicycle improvements for Tier II and III.
13. Not that I can see.
14. Every single one of the secondary bikeways on the map are unnecessary and should be removed, and seem to me to be the sort of social engineering intended to force people out of their cars. Every single secondary bikeway on the map is an alternative roadway for avoiding main thoroughfares (or are rural streets not needing any special designations because they are low use streets.) AND all main bikeways running on Rheem Blvd. (both north and south of Moraga Road) are equally unsound ideas. Rheem Blvd is a heavily trafficked roadway and that is NEEDED because the town planning commission keeps allowing new housing to increase the population in town. SLOWING traffic and forcing cars to further compete for roadways with Bikes, while at the same time permitting more and more housing is a recipe for disaster and gridlock.
15. Alta Mesa. Yes it needs to be repaved in 20 years, but its a dead end for cyclists, unless it becomes open for travel to the OMRT. If that happens, repaving will maje it Mt Bike friendly. Corless to st Andrews ??? 2nd teir priority. Rheem rd/blvd. Needed its a high risk game of craps in the pants. Donald dr. Just needs maintence to prevent MAmma nature from taking over.
16. See answer to Question 1
17. Please do not eliminate any of the four traffic lanes from Rheem to Corliss.
18. No
19. LOVE the way MORAGA RD is no longer a MAIN BIKE ROUTE!!!
20. Canyon Rd all the way to Pinehurst needs improvement. This is a heavily biked road and needs wider shoulder and repaving
21. looks great!

Draft

22. Corliss Dr / Sullivan Dr (around Los Perales Elementary School): This area needs serious help. Not for pedestrian crossings, but for vehicular flow. During school pick-up/drop-off hours, the entire path along Corliss is blocked off by parents idling in their SUVs and blocking all through traffic. There needs to be a separate turnaround lane or organization with the school to promote parents walking to pick up children. Drivers should not be allowed to idle at the stop sign until they can turn into the school to pick up their child curbside, as it prevents any through traffic from safely driving by. Drivers are forced onto the wrong side of the street, with poor visibility, in order to get past.
23. No bikes should be allowed on Moraga Road north of Sky Hi and into Lafayette. So access to that point on Moraga Road should be discouraged.
24. Remove the Rheem Blvd section between Moraga Road and St Marys. Hill too steep and narrow. People can bike around through the park.
25. No
26. Alta Mesa should be removed. Too steep.
27. Ask the Moraga Police Dept what they think should be included for traffic pattern, pedestrian /bike get their imput on it too. Camoplindo area near the entrance to and from performing arts building is dangerous to try to cross during school time and or make a Left hand turn to go out...maybe this needs to be looked at....
28. no
29. Why are we making this project a priority for Moraga when the vast majority of cyclists are not Moragans? they usually ride in the traffic lanes anyway and what is the value to our citizens to increase more out of town bicycle traffic. I'm not seeing the benefit of the spend.
30. Looks good as drawn
31. Will there be a bike path down the windy moraga rd from Rheem to Mt Diablo? Would love to ride my bike to bart going that way (downhill).
32. Until Rheem Road is repaired I don't see doing much to this for the bikes and I hope the builder would be gifting part of it.
33. #1 Sanders Drive and Alta Mesa seem unnecessary or pick one or the other, but both are not needed.... but I may not know something that makes both critical? #2 It would seem logical to extend the bike lane on Corliss up to Los Perales School so it is bike friendly. There are even now some children biking to school and it's dangerous w/ cars so close. This might encourage parents to also ride their bikes to bring their children to school. #3 With the new Summerhill dev't on Camino Ricardo, there is going to be a path through it to the shopping center and I believe a bridge over to the Commons. It would be a good idea to make this bike friendly as well. It would strongly encourage that whole side of town to use a bike to shop and go to the Commons.
34. Add Moraga road from commons to Rheem shopping center.
35. moraga road between corliss and ascot
36. Looks pretty good. It wouldn't hurt to have the bike network continue all the way up Donald Dr. to Mulholland Ridge.
37. Add Canyon and Camino Pablo (Moraga triathlon route)
38. No problem with bikeway improvements but please ensure that bicyclists follow the rules of the road.
39. No. Looks good.
40. Since the section of Canyon Road that is in front of Saint Monica's church is a primary route, I suggest we continue the red paint on the curb in that area. It is very dangerous on sunday mornings for churchgoer cars to be parked there, and it is unnecessary because the church has ample parking.
41. Looks good.
42. this is good.
43. None I can think of
44. The area between Donald Drive and Corliss Drive needs a sidewalk along Moraga Road that connects pedestrians between the north side of town and the Commons Park. This is a priority.
45. No
46. No.
47. Your bike map does not load, the little view below is hard to figure out!
48. No
49. no
50. The bike route on sanders drive should be extended through the field to connect to the end of sanders ranch road. why didn't you put

Draft

the bike trail on this map? don't need a bikes on St Mary's road because the path runs along side it (and path is much safer and nicer for bikes!). Same with school st - don't need bike path on school st where path runs alongside...

E-6 | Pick three intersections from the following list where bicycling improvements are most needed?

105 responses

	Response percent	*Response count*
Moraga Rd / Moraga Wy / Canyon Rd (Moraga Shopping Center area)	**24%**	61
Moraga Rd / St. Mary's Rd (at Moraga Commons)	**22%**	56
Moraga Rd / Rheem Blvd (Park at Rheem Valley area)	**17%**	45
Moraga Rd / Corliss Dr	**17%**	43
Canyon Rd / Country Club Dr (Moraga Shopping Center area)	**16%**	40
Other	**5%**	13
		258

Draft

E-7 | Another intersection requiring bicycling improvements?

28 responses

1. Moraga Rd/Donald Dr
2. Moraga Way and School Street; School Street and Country Club Dr; Moraga Way and Cam Ricardo; Moraga Way and Moraga Valley Ln
3. rheem at st marys
4. None
5. Moraga Road between St. Mary's Road and Donald Drive.
6. All bicycling improvements should be Tier II and III
7. Rheem. St marys to moraga rd.
8. None
9. Canyon Rd all the way to Pinehurst
10. none
11. Moraga Way between Camino Ricardo and School Street
12. Bollinger to St Mary's
13. Moraga Way eastbound at School St, where the bike land and sidewalks disappear
14. None needed
15. Rheem Blvd at St. Mary's Rd, Need a Traffic Signal there to have more safe flow of traffic and cars turning Left onto St. Mary's Rd to go thru to Lafayette, It is a Main Bike Walk path that is there right at the stop sign ,...
16. At Mary's rd
17. not qualified
18. Moraga Rd and Draeger
19. Only comment: The blue line that leads into the watershed should extend to the Town Limits sign, which is over the hill and in Indian Valley, not by Valle Vista as shown.
20. I don't think bicycling improvements are needed.
21. Ascot through to Moraga Commons
22. The bike path heading towards Canyon on Canyon Rd is too narrow; cars drive down that street very fast.
23. Rheem Boulevard and St Marys Rd
24. Moraga Way / School St
25. rheeme rd and st.mary's rd near bollingercanyon rd too
26. canyon & camino pablo
27. Entrance at SMC
28. Moraga Rd/School St.

E-8 | Pick the one answer that best describes what you think about this idea:

Increase Police Department enforcement of traffic laws

129 responses

	Response percent	*Response count*
Yes, the streets feel unsafe because drivers speed and don't stop at crosswalks.	**36%**	47
Yes, but the focus should be on cyclists who don't obey the rules of the road.	**21%**	27
No, traffic safety isn't a problem here; the Police Department is already on top of it.	**29%**	38
I'm indifferent or not sure how I feel—I can see different sides of the argument.	**13%**	17
	100%	129

Draft

E-9 | Pick the one answer that best describes what you think about this idea:

Put up signs and sharrows to indicate bike routes (sharrows are pavement stencils showing cyclists where to ride and reminding drivers to expect cyclists)

129 responses

	Response percent	*Response count*
Yes, that's a simple, inexpensive way to legitimize cycling and make it safer.	**71%**	91
No, it's visual pollution and not in keeping with Moraga's character.	**14%**	18
No, it will confuse drivers	**3%**	4
I'm indifferent or not sure how I feel—I can see different sides of the argument.	**12%**	16
	100%	129

A "sharrow" is the pavement marking shown in the photo below:

E-10 | Pick the one answer that best describes what you think about this idea:

Restrict parking on short stretches of roadway shoulders where it is essential to provide a safe bikeway route

129 responses

	Response percent	*Response count*
Yes, that's an easy, inexpensive way to make biking (and walking) safer.	**72%**	93
No, there isn't enough street parking as it is.	**15%**	19
I'm indifferent or not sure how I feel—I can see both sides of the argument.	**13%**	17
	100%	129

Draft

E-11 | In your opinion, what would constitute success for the Moraga Walk | Bike Plan ten years from now? Be as specific and as descriptive as possible

87 responses

1. More bike usage by residents. No bike accidents for recreational cyclists
2. To not reduce the any lanes of traffic, specifically on Moraga Rd. between Rheem Blvd. and St Marys. Rd.
3. Moraga is a crossroads for many avid cyclists' routes (Oakland through Canyon, Orinda to Lafayette, etc). You should really make Moraga a bike-friendly "destination." Just visit the Danville Peet's sometime and see how vibrant the cycling community is there. Moraga could be the same (except that the coffee shops are hidden in the bowels of the car-intensive shopping center). In ten years, there should be bikes everywhere in Moraga. It's mostly flat for gosh sakes! Kids should be riding, adults should be OUT of their cars, etc. You should put up signs saying "Moraga: Bike-Friendly City"
4. A plan that actually improves cycling - set a metric for how many people you want to divert from driving and then build out the infrastructure and programs to make that possible. You should aim for 10-20% commute by bike or foot within the next ten years. You should have no sharrows. You should have protected bicycle paths on the main thoroughfare. You should have kids biking to school in excess of 10%.
5. Sharrows should only be used on narrow, single lane streets and in conjunction with other traffic calming improvements. Faster, multi-lane streets should use physical separation between the bikeway and the travel lane to ensure that it is safe and comfortable for bike riders of all ages/abilities, but also to prevent it from being blocked by parked cars. If Moraga's bike/walk plan is a success then the number of people walking and biking in the city should go up, while also being a representative cross section of the city (kids, families, seniors, etc). If the streets continue to feel unsafe for biking and walking then these demographics will not be represented.
6. More pedestrian and cyclist trips, safer streets, and less automobile accidents.
7. all of the sidewalks to the schools would be complete, and the bike paths clear so that more kids would walk and bike to school. and the police would not be afraid to give out a lot of tickets to the people who are speeding like crazy to get to school. and to get to have their nails done, after they drop off their kids at school. More tickets. More green and pod pullouts to slow traffic.
8. Safe pathways for kids and adults to walk and bike.
9. Real sidewalks and real bike lanes on the main roads and some sort of enforcement and education for the majority of Moraga drivers who refuse to yield to pedestrians unless the pedestrian throws him or herself in front of the car.
10. Increased safety measures that make biking and walking safer while still allowing for parking and traffic flow
11. Cyclists and peds. have safe routes, and cyclist follow traffic laws !!!
12. No comment
13. Clearly marked and wide bike / pedestrian lanes. Crosswalks that are not at traffic light controlled intersections to be provided with button activated "flash lighting" as the one crossing Moraga Road at Campolindo high school.
14. Bicycle lanes are free of cars and well used by cyclists; lots of kids ride their bikes to school; lots of adults ride their bikes to BART; bicycle parking is provided throughout town and at events; the sidewalk system along the major roads is complete
15. You need sidewalks & bikepaths on the major arteries. Making bikers obey the laws like they would if they were in a car. No more cruising through red lights or stops signs.
16. I would be able to walk on a sidewalk from Oxford and Camino Pablo to the Rheem Center. These would be ADA accessible sidewalks so I can take my grandchildren for walks in a stroller.
17. Better sidewalks on both sides of the street on the major roads.
18. I understand that a large part of the plan is to reduce the section of Moraga Rd to one lane in each direction between Corliss and Campolindo - this is a TERRIBLE idea. Traffic in the morning is already horrible and it is a gross misconception to assume that many of the people who are currently driving this road in the morning

Draft

could, instead, be walking or biking. MANY of us are dropping off kids at Campo on our way to work and biking/walking is not feasible. I get the sense that this is some outside environmental group (al la ABAG) pushing this agenda on our town to make some environmental statement. There is already a bike lane to be used. Consider, instead, spending some quality time over SEVERAL days observing the cluster-F**K that is the Campo drop off and doing something about the configuration of how cars and cyclists/pedestrians enter and exist that school. It wouldn't take someone long to realize that this is the crux of the entire traffic back up in the morning that carries back for many blocks. The crosswalk at Campo by the performing arts bldg is in the worst possible location - the moment a student crosses over Moraga Road they are stopping both directions of traffic (obviously) but then they take two steps towards school and then block both lanes of traffic leaving the school, further backing up traffic -- the moment they cross over those lanes, inevitably another pedestrian starts thru the crosswalk and the whole back up starts again. Cars leaving the school in both directions on Moraga Road are stopped by those same pedestrians to the point sometimes where traffic in and out of the school in all lanes is completely backed up by one or two pedestrians. It's a crazy configuration. The crosswalk should be moved. Or, there should be a drop off lane off to the side in Lafayette-bound directions of Moraga Road so at least these cars could pull into a safe area, drop off students and then continue down to Moraga without the 3-ring circus of pulling into and out of Campolindo. That land is for sale at this time - something to consider. That said, I would much prefer these funds go to paving the rest of the streets in this town instead of throwing funds at a bike/pedestrian problem that does't exist. Last I looked, our street and many others in terrible disrepair in our neighborhood are still is not on the list to be paved.

19. If the citizens of Moraga feel that their resources are best used to benefit them and their children - drivers and pedestrians. We do not, and never will, have the resources to create fully protected bike paths on Moraga Way and Moraga Road, so we should focus on what we can do - protect children on their most common routes of travel: around schools and from schools to parks. It will be successful if we focus our resources and make great improvements for pedestrians, not split our resources and make half measures for pedestrians and bicyclists.
20. If more children were walking and/or biking to school because there parents felt it was safe for them do so.
21. Provide safe places to walk and cycle without limiting car traffic. With 1,200 residences already approved for development, traffic (already bad) will get much worse!
22. That the walk/bike path be consistently used by cyclists (instead of the road) in places where the road is too narrow or no bike-lane at all exists, and is near the path. (i.e. most strectches of St. Mary's Road)
23. Safe passage across town for children on bikes.
24. What would constitute success for the Moraga Walk/Bike Plan is something that in no way impedes Moraga's already very, very crowded roadways, but which absolutely affords cyclists and pedestrians a true expectation of safety. I am all in favor safety measures that help pedestrians and cyclists but am simultaneously troubled by the incredible growth of traffic in town AND the fact that the planning commission continues to approve more and more developments which, of course, brings more residents and more cars to the road.
25. No one dying. Minor injury is an opportunity to learn. You learn nothing by dying. 2.reduced risk when traveling on Moragas roads. Bike. Pedestrian. Cars. will work with self driving cars. Minimal cost. Munimal traffic impact.
26. I think a comprehensive biking network that supports safety and encourages cycling throughout the Town of Moraga. It's an active and progressive community, and fully embracing the benefits of becoming a bike-friendly community is positive for our kids and will help set this town apart from less progressive communities in the area.
27. Increased awareness of pedestrians and bikers by drivers, separate bike lanes and dedicated walking lanes
28. For the main thoroughfares- create separate paths off of the road for pedestrians and bikes to coexist. This will encourage increased recreational cycling and get cars off the road. Increased education and enforcement of bike laws for those riding on the road. Currently

Draft

the overwhelming ignorance of the law from cyclists creates unsafe driving conditions and traffic and increased resentment towards cyclists.

29. To improve biking and pedestrian areas without removing traffic lanes. Eliminate parking from Ascot to Corliss. Every house in this area has a driveway and garage. Street parking should be eliminated on the North side of the street without consequences to homeowners and would improve bike and pedestrian safety.
30. IF BIKE RIDERS would understand that they are making it very difficult for people to get to work or home AND realize that their presence causes a HUGE danger in a 2 lane well travelled road, so that THEY should ride ONLY single file. OR ELSE get the same $500 ticket a driver gets for endangering an intersection. STOP signs MUST be heeded. By all road users! Do bikers pay to use Moragas roads? Well maybe they should have an annual County TAX levied. Which would bring in a little more county revenue?! .
31. I like what Orinda did and paint a green bike lane where lanes merge to get onto hwy 24. this easily spells out the bike lane.
32. If i'm safely able to ride with my wife and two girls between St Mary's College, the Rheem Center, and Camino Pablo.
33. If bikers obey the traffic laws without the government impinging further on drivers money and ability to get from here to there. How much do bikers pay for the roads??? ZIP, NADA, ZILCH!!!
34. Let's institute these in busy areas first and not necessarily in areas that are low traffic (relatively) like Camino Pablo Rd, etc. The Moraga Way and Moraga Rds are higher traffic lanes that people could use safety support via separate and visible paths or sidewalks. thanks
35. increase percentage of population that bikes / walks. Safety should be primary concern as that's why many residents don't bike more frequently for commuting which would greatly benefit traffic issues. Sharrows are better than nothing but bike lanes separated by pavement reflective markers would be a huge improvement for distracted drivers as they would not see sharrows but would be alerted crossing a bike lane.
36. Creating paths/lanes that DO NOT use current lanes for traffic or reduce street parking. Ideally we would actually ADD traffic lanes to eliminate congestion and make it safer for bikes and pedestrians to enjoy our beautiful town as well. Eliminating lanes and reducing street parking in a town adding new housing elements is a mistake.
37. Getting more people ON their bikes for regular commuting or activities. Shallows and lanes are not going to help if people don't get on their bikes....
38. bike, walkway connecting from School Street all the way to Rheem Shopping center
39. If more people were safely walking/biking in Moraga. With all the new housing being built, we need more people biking/walking in order to have less congestion.
40. No fatalities. The number of people, adults and children biking and walking has tripled.
41. A dedicated expansion of a safe bike/walk path that is separated from cars both parked and moving. Something aesthetically pleasing.
42. Everybody should be able to walk or bike to the trails, schools and main shopping areas.
43. At most, probably communication to drivers about their responsibility of accommodating cyclists. I commute by bike daily to Orinda Bart, and all of my conflicts with motorists occur well beyond Moraga boundaries, but most are Moraga drivers. Using mobile phones, veering into the very wide and marked bike lane, allowing cars to turn in and from Moraga Way to and from side streets without looking for cyclists... For me, I see it mostly as stressing how to be aware and how to handle situations.
44. Less traffic to high school. More use of bikes along Moraga Road
45. if 95% of residents can get SAFELY to any of our schools and 2 shopping centers on foot or bike.
46. I'm a walker (not a biker) so more sidewalks everywhere are important to me.
47. 1--To have safe bicycle traffic on major roads (esp. Moraga Road from St. Mary's Road to Rheem Blvd WITHOUT REDUCING EXISTING TRAFFIC LANES. This could be achieved with a small number of bicycle lane additions and stronger marking, and with improved respect to existing vehicle and pedestrian traffic by bicycle riders.This might require regular police enforcement by bicycle

Draft

riders of traffic rules and safety standards. Pedestrians frequently are endangered by bicycle riders who do not respect their presence--yet expect vehicle drivers to defer to bicyclists.

48. Don't encourage increased out of town/thru bicycle traffic and spend our funding on this project. The bike lanes (save for a few sections where parked cars can block the lane) and regional bike/walk trails are great.
49. I wish I knew! But the cyclicts are out of control. They run all stop signs, hold up traffic and most are not from Moraga as they drive in to cycle.
50. Success would be the addition of new sidewalks, bike lanes or multi purpose trails that connect the all parts of town to each other. Priority should be extending and connecting to the existing sidewalks, trails and bike lanes near all the major roads of Moraga.
51. Being able to ride bike down moraga rd to the bart station off Mt. Diablo or shops would help with congestion and pollution. And since the bus company refuses to be bart commuter friendly in the morning commute hours, being able to bike gives another alternative to driving.
52. Working with the college, having a bike safety class for all kids (goggle Solon City, Ohio for their outstanding program), education of adults on car and biker responsibilities
53. More people are biking and feeling safer
54. Not having any pedestrians or cyclists hit by cars.
55. Reduce the number of accidents involving bicyclists and pedestrians. Provide an infrastructure that invites using alternative means of transportation like bicycling by making it safe to travel.
56. -Easy transit in/out of Moraga on 2 main arteries, Moraga Way and Moraga Road. -More sidewalks & better lighting plus room for bikes on all main pathways in town to encourage walking/biking. -Easy-to-rent bikes in town. -Fewer cars on roads during commut
57. Clear path to walk and bike around all corners of Moraga.. Make it safe for kids to see their friends in Rheem if they live by ST. Marys. example
58. Fewer bike accidents and injuries.
59. Simple, safe pathway and sidewalk improvements are needed to make pedestrian, bike and cars safer. Do it without making our town look like every other city. Keep in town character.
60. increase in pedestrian and bike for school commute and for increased shopping and commerce. Fewer cars, especially with single drivers, will greatly enhance the safety and congestion on roads.
61. Kids biking safely to school, parents to work/BART and senior citizens walking all within safe areas where these activities are done simultaneously
62. A measured increase in bicycle and pedestrian use, and a decrease in automobile traffic (VMT) in the town.
63. Pedestrians and bicyclists should be able to criss-cross Moraga safely using continuous sidewalks and clearly designated bike lanes along all arterial roadways, streets leading to and from each school, and around public parks and shopping districts.
64. Allows more citizens of all ages to walk around town.
65. Easy and safe bicycle traffic through Moraga
66. Seeing more walkers on our roads and courteous bicyclists on the road who understand they are sharing it with others--walkers and drivers.
67. Success of the Plan would mean that pedestrians feel safe crossing the roadways (where indicated) and there are no injuries or accidents reported. Also, if bicyclists understand and are obeying the rules of the road i.e., biking single file in designated lane, stopping at all stop signs and calling out when passing walkers on the trails/pathways.
68. Ability to safely bike/walk around Moraga without undue inconvenience/risk to drivers, as with cyclists on St Mary's Rd.
69. 20 percent of kids riding bikes to HS. 50 percent of kids riding bikes to Elementary + Middle schools. Moms and dads walking and riding bikes 3-4 days per week. Zero instances of car-bike accidents. Zero instances of pedestrian-car (or bike) accidents.
70. Success would be mostly leaving things the way they are now. Moraga is a safe and healthy place to walk, run and ride, and I worry that too much government intervention is likely to not have the effect you think it will.

Draft

71. Moraga is a destination point - and a through point - for bikers, who like to come because it is beautiful and safe.
72. see above
73. 1. Increasing overall local bicycle traffic tenfold. 2. Increasing bicycling to and from schools fivefold.
74. Railings or guards or raised concrete to protect kids who want to ride to elementary school in most dangerous spots.
75. Having more residents of Moraga: walking to do their errands, walking and biking for exercise, experiencing fewer accidents
76. Dedicated bike lanes and sidewalks all the way from the Rheem Shopping center to the Moraga Commons Park.
77. Safe routes for children to get from their homes to bike trails, parks and schools.
78. improve safety of walkers, bikers and drivers, without impeding traffic. Organically correct speeding drivers cutting through & speeding through neighborhoods
79. A more safe, liveable, healthy community with 50% increase in walking, bicycling, alternative transportation options and 50% decline in motor vehicle use.
80. Double the number of cyclists on the road and bring traffic calming to Moraga.
81. Kids can safely walk and ride around Moraga without feeling like they are playing frogger. Kids as well as parents fear crossing the streets here.
82. I can let my children ride their bikes from the Campolindo HS area to JM without the numerous dangerous intersections that they will need to traverse.
83. At least 50% of all students at the Moraga Schools bike to school and 49.8% walk!
84. get a bike safety expert and some cyclists to add their opinions, as well as some safety experts to ride around the moraga during the morning when everyone is on the road , or driving home ect
85. More bike paths and walking paths off the streets. The path that starts out in canyon and goes by safeway to connect to lafayette-moraga trail is great - we need more like this. And better access for these. also should have more flashing light cross walks on moraga road / canyon / moraga way - these make pedestrians safer without an additional traffic light to waste drivers time...
86. I wouldn't have to run or walk in the roadway when travelling the major thoroughfares. I wouldn't have to ride around cars parked in the bike lanes on the major thoroughfares.
87. More commuter use, less need for parking spaces

Draft