



Community Workshop #3 Notes

Date: September 29, 2014

Location: The Hacienda de las Flores, La Sala Room

Time: 7:00 to 9:00pm

The third of three Livable Moraga Road workshops was held on September 29, 2014 at the Hacienda de las Flores in Moraga. Approximately 50 community members attended. The workshop goals were to solicit community feedback on the corridor-wide concepts and Segment 3 design options and priorities for implementation. The workshop began with a presentation by Alta and DKS staff and transitioned into an open house before concluding with a brief summary of next steps, which include opportunities to provide additional feedback this Fall.

Presentation Summary

Ellen Clark, Town of Moraga Planning Director, introduced the consultant team and gave an overview of the workshop agenda and the project. She described the planning study as an opportunity to improve walking and bicycling conditions along Moraga Road and explained that the goal of the workshop was to collect feedback from community members on the entire corridor and to begin to focus community priorities for Moraga Road.

Brett Hondorp, Alta, recapped the timeline of the corridor project, noting the first two workshops and the upcoming opportunities for more citizen feedback following the third workshop.

Thomas Krakow, DKS Associates, summarized existing traffic conditions along the corridor, and key issues that had been identified, including gaps in the sidewalk network, less than optimum bicycle facilities, long crossing distances, bottlenecks outside Campolindo High School during drop-off and pick-up times, and side streets without turn lanes resulting in motor vehicle delays, sudden lane changes, and motor vehicle collisions. Analysis of the corridor revealed that almost all intersections operated acceptably (better than Level of Service C) during existing peak hour traffic conditions. All of the segments studied have substantial excess capacity (more space available than is needed by the volume of



Community Workshop #3 included a presentation and open house, during which participants could review posters showing the corridor concepts, ask questions of the project team, complete comment cards, and communicate their priority improvement areas.

traffic using the road) meaning that there is an opportunity to incorporate other modes of transportation, such as bicycling and walking, without negatively affecting congestion under current conditions or with long-term growth.

Brett Hondorp outlined the design options presented at the second community workshop. He stated that the attendees at the second workshop showed support for a multi-use trail running parallel to the corridor and alterations to improve circulation around Campolindo High School. However, attendees also expressed concern about how potential changes could affect motor vehicle traffic. Additional community feedback collected at the most recent Town Council meeting led the project team to look more closely at constraints on available right-of-way and to study options for Segment 3 that did not involve a lane reduction.

Based on community feedback, available right-of-way, and existing and projected traffic conditions, Mr. Hondorp presented draft preferred design concepts for Segments 1, 2, and 4. The design concepts for Segments 1, 2, and 4 do not include reduction of travel lanes.

- Proposed changes to Segment 1 (Campolindo Drive to Rheem Boulevard) included a multi-use pathway on the west-side of Moraga Road in order to facilitate bicycle and pedestrian access to Campolindo High School, circulation and landscape alterations along the high school's frontage, and the potential reconfiguration of the high school's driveway following consultation with the school district.
- Proposed changes to Segment 2 (Rheem Boulevard to Donald Drive) include bicycle and pedestrian alterations to Rheem Boulevard, a multi-use path and crosswalks to facilitate access to Rheem Shopping Center and transit stops, and streetscape improvements.
- Proposed changes to Segment 4 (Corliss Drive to St. Mary's Road) include signalization of the Corliss Drive intersection, a mid-block crossing between Camino Ricardo and the Commons, and long-term St. Mary's Road intersection alterations.

While Segments 1, 2, and 4 presented fairly straight-forward options for improving bicycle and pedestrian level-of-service without sacrificing current and future motor vehicle level-of-service, Mr. Hondorp explained, Segment 3 (Donald Drive to Corliss Drive) presents a unique challenge due to limited right-of-way and adjacency to Laguna Creek. The four vehicle lane configuration along Segment 3 has substantial excess capacity during both the morning and evening peak travel times. Multiple design options for Segment 3 are under consideration. Segment 3 is the only segment for which the design concepts include a reduction in the number of travel lanes.

Kristin Maravilla, Alta, described three short-term and long-term options for Segment 3. Short-term options involve re-stripping the roadway and would allow the community to test out an altered roadway configuration, possibly including a travel lane reduction, without investing in significant new infrastructure. The long-term options involve larger scale infrastructure projects, which would expand the width of the roadway and would be more costly than their short-term counterparts. A summary of the options presented by Ms. Maravilla are noted below:

- Option 3A
 - Short-term: Maintain two northbound and southbound travel lanes, plus add northbound and southbound bike lanes, a parking aisle that is on alternating sides of the

roadway to provide parking in front of residences to the extent feasible, and a pedestrian path on the east side. Total road width = 65 feet

- Long-term: Maintain two northbound and southbound travel lanes, plus add northbound and southbound bike lanes, parking aisles, and sidewalks. Total road width = 80 feet
- Option 3B
 - Short-term: Trade one northbound *or* one southbound travel lane for a center turn lane, multi-use path, alternating parking aisle, northbound bike lane, and a pedestrian path on the east side. Total road width = 65 feet
 - Long-term: Trade one northbound *or* one southbound travel lane for a center turn lane, multi-use path, alternating parking aisle, southbound and northbound bike lanes, and a sidewalk. Total road width = 80 feet
- Option 3C
 - Short-term: Trade one northbound *and* one southbound travel lane for a center turn lane, multi-use path, alternating parking aisle, northbound and southbound bike lanes, and a pedestrian path. Total road width = 65 feet
 - Long-term: Trade one northbound *and* one southbound travel lane for a center turn lane, multi-use path, parking aisles, northbound and southbound bike lanes, and a sidewalk. Total road width = 77 feet

It was noted that iterations or combinations of facilities (vehicular travel and center turn lanes, multi-use path, sidewalks, and bike lanes) in addition to those included in the presentation may be possible.

Following presentation of the draft preferred concepts for Segments 1, 2, and 4 and the design options for Segment 3, Mr. Hondorp outlined the approach that would be taken for implementing Town's preferred design. He explained that the project would be implemented in multiple phases, starting with low-cost alterations that do not require substantial infrastructure changes. Moraga would then use its preferred "value-oriented design" that seeks to optimize the roadway for the greatest number of users to pursue grants or to identify other projects with similar goals or overlapping study areas.

Before concluding the presentation and breaking out in the open house portion of the workshop, Mr. Hondorp and Mrs. Clark reiterated the upcoming opportunities to provide additional feedback - including a joint Planning Commission, Design Review Board, and Park and Recreation Commission Meeting scheduled for October 21, 2014 at 7:00 pm - and answered questions from attendees.

Question and Answer Period

A question and answer period followed the presentation, and is summarized below:

- Question: Is it possible to alter Option 3B such that the second motor vehicle travel lane alternates between northbound and southbound directions (that is, sometimes there are two lanes running northbound through Segment 3 and sometimes there are two lanes running southbound) in order to best accommodate block-by-block motor vehicle conditions?
 - Response: The options presented are not exhaustive. The consultant team welcomes specific feedback on which blocks are most problematic for northbound motor vehicle traffic and which blocks are most problematic for southbound motor vehicle traffic during the open house portion of the workshop.
- Question: At what time and at what location is the meeting scheduled for October 21, 2014?
 - Response: The meeting is scheduled for 7pm in La Sala Room of the Hacienda de las Flores (same location as Workshop #3).
- Question: Will the proposed on-street bicycle lanes be separated by highly-visible, reflective paint and will it be maintained over time?
 - Response: One alternative to traditional paint used for striping bicycle lanes is thermoplastic tape, which lasts for a long-time and is more visible at night and in wet conditions.
- Question: The traffic study presented showed excess capacity at intersections during existing conditions. How will the removal of one or two motor vehicle travel lanes affect roadway capacity for Segment 3 and Segment 4 now and in the future?
 - Response: Removing one southbound travel lane in Segment 3 would reduce the peak hour capacity of the southbound motor vehicle travel lane to approximately 60 percent of its current capacity. This “remaining” capacity would still accommodate all projected growth and development expected over the next ten years.
- Question: How will proposed changes to Segment 3 affect the ability of residents to exit their driveways going northbound or southbound?
 - Response: The inclusion of a center turn lane would make it easier for residents to exit their driveways because it would allow for them to focus on crossing one direction of vehicle traffic at a time. Residents will be able to pull out into the center turn lane and wait for a gap in traffic when making left-hand turns and will no longer have to do a u-turn at the nearest traffic signal. In addition, the inclusion of a center turn lane will help reduce the crossing distance at intersections for pedestrians.
- Question: Is there a comparable roadway in the surrounding area that exhibits the characteristics of the proposed alternatives for Segment 3?
 - Response: The characteristics and feel of Segment 3 appear to be unique for the area.
- Question: What are the anticipated impacts to the neighborhood east of Campolindo High School? Will more motor vehicles be diverted through the neighborhood?
 - Response: Currently, commuters are using the neighborhood to dodge traffic on Moraga Road on their way to the high school. By addressing the High School driveway

configuration, we hope to reduce the need for people to use side streets to get to the school.

- Comment: I have noticed a reluctance for drivers to pass on the right of motor vehicles when the left-turn lane queue backs up into the travel lane. However, I am in favor of the center turn lane concept.
- Question: Has any analysis been conducted on the left-hand turn from Buckingham Drive onto Moraga Road?
 - Response: The morning peak is the worse time for this turning movement. I believe that the consolidation or relocation of several driveways near this intersection will reduce the number of motor vehicle conflicts and help improve motor vehicle traffic flow through this intersection.
- Question: What is the plan for left turns into Campolindo High School?
 - Response: The Town is discussing options with the School District.
- Question: Moraga is expected to grow substantially, with 1,000 new housing units and potentially 2,000-3,000 more motor vehicles. How can the Town accommodate this growth while also removing one or two travel lanes?
 - Response: Segment 3 is the only segment for which the design options include removal of vehicular travel lanes. The inclusion of a center turn lane would improve the flow of motor vehicle traffic, especially at current congestion “hot spots”. We are taking a conservative approach to our analysis when considering future population growth and future motor vehicle traffic volumes, and we have had success in implementing similar projects at more highly trafficked locations.
- Question: With the development of new sidewalks, landscaping, and street furniture fronting residential properties, who is responsible for maintenance and who is held liable for poorly maintained infrastructure? If homeowners are responsible, I believe that they should be notified so that they are aware of their responsibility and potential liability.
 - Response: Generally the property owner is held responsible for maintenance of sidewalks fronting their properties.
- Question: Is the centerline in the middle of the right-of-way?
 - Response: Conditions vary along the roadway. The maps at the Segment 3 station show the roadway right-of-way in Segment 3.
- Comment: I see traffic back up near the Rheem Center during the evening commute time. It seems removing a northbound travel lane in Segment 3 may be more appropriate than removing a southbound travel lane.
- Question: Bicyclists and pedestrians have to cross Moraga Road to access multi-use path, bike lanes, or pedestrian path in some of the potential configurations for Segment 3. Why is this?
 - Response: Between Workshop #2 and this workshop, we have created a diagram to show the right-of-way constraints along Segment 3. During the open house portion of the workshop, attendees will have an opportunity to see how the available right-of-way is limited by the creek running parallel and by adjacent residences through Segment 3.
- Question: How will the proposed changes affect bus schedules and will there be any conflicts between buses and bicyclists as buses cross over bicycle lanes to get to bus stop locations?

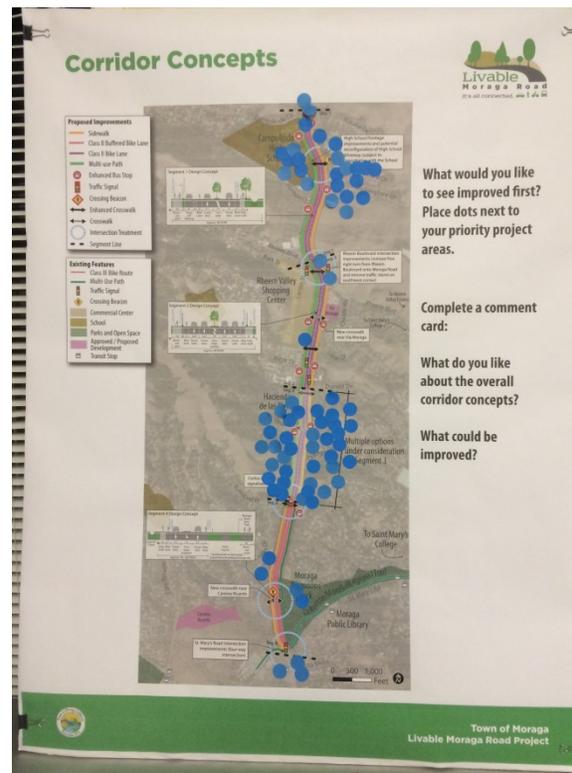
- Response: Buses will not block motor vehicle travel lanes while boarding and alighting passengers because they will stop in parking aisles (as they do today). To get to the parking aisles, buses will have to cross bicycle lanes; however, this is a common practice and drivers are trained to do this maneuver safely.

Open House

At the conclusion of the question and answer session, attendees were directed to spend time reviewing the proposed design concepts presented on posters and print-outs throughout the room, ask more questions of the project team, complete comment cards, and place stickers on the poster of the overall corridor to communicate their priority improvement areas.

Report Back After the Open House

After the open house period, the project team reported back preliminary summaries of the feedback they had been hearing. Ellen Clark reported that the dot exercise indicated the most pressing needs as being along Segment 3 and near Campolindo High School. She concluded that the project team would continue the conversation with the school district about the community's desire for changes and encouraged community members to attend upcoming public meetings so that local officials could also hear their concerns first-hand. Additional feedback reported by the project team from the open house period included residents living along Segment 3 witnessing near collisions, seeing adults pushing strollers in the street due to a lack of pedestrian pathways or sidewalks, and remaining concerned about traffic congestion along the corridor. Mr. Hondorp reported that he was hearing support for Segment 3 Option C because of improved safety benefits, particularly the center turn lane, and bike lanes on both sides on the roadway, and support for signalization of the Corliss Drive intersection. He noted that all the comment cards and additional comments provided by attendees would be summarized, and the project team would update the presentation given at the workshop for the upcoming Town Council meeting based on the summarized feedback. Mrs. Clark also said that the Town would create an online survey in order to solicit additional feedback ahead of the Joint PC/DRB/Park Rec. Commission meeting scheduled for October 21, 2014.



Participants generally identified the area around Campolindo High School and Segment 3 as their priority improvement areas.

Comment Card Summary

Below is a summary of the comment cards and written feedback collected at the end of the workshop:

Corridor Concepts

- What respondents like about the overall corridor concepts:
 - That the “whole” corridor is being considered
 - The separated multi-use path
 - Continuous bike lanes
 - Sidewalk improvements and continuous sidewalks
 - The center turn lane
 - Pedestrian refuge islands to make crossing Moraga Road easier and safer
 - New traffic signal at Corliss Drive
 - Safe bike and foot travel between Donald Drive and Corliss Drive
 - Improve the Calpolindo bottleneck
- What respondents think could be improved:
 - Concern related to reduced vehicular roadway capacity and potential traffic impacts
 - Concern that changes to Segment 1 will result in more traffic on Woodford and Buckingham
 - Concern about ability to turn left onto Moraga Road in the morning
 - I do not support traffic lane removal
 - Do not sacrifice room for cars too much for bicyclists and pedestrians
 - Concern related to fiscal impacts
 - Concern the bicycle and pedestrian facilities are costly and may not be used much
 - Give most consideration to bicyclists and pedestrians – less focus on traffic
 - Focus on safety – two fatal collisions have occurred between Donald Drive and Corliss Drive
 - Separate the bike lane and walkway from the travel lanes with a curb
 - Underground the utilities
 - Concern that widening the roadway in Segment 3 will make steep driveways unusable
 - Between Ascot and Corliss, provide parking in front of residences only (not on both sides of the roadway)
- Additional Comments:
 - Add sidewalks along both sides of Moraga Road between Donald Drive and Devin Drive
 - A crosswalk at Devin Drive and Moraga Road is necessary
 - Support for vehicular travel lane reduction in Segment 3 from four lanes to two lanes with a center turn lane to make it easier to turn onto Moraga Road from side streets
 - Parking at the Commons needs consideration. Where will overflow parking occur when the new development goes in?
 - I do not advocate for more traffic lights

Segment 3 Design Options

Segment 3 Option A

- What they liked:
 - Short-term: Addition of bicycle lanes.
 - Long-term: Addition of bicycle lanes and sidewalks on both sides and that the roadway would accommodate all users.
- What could be improved:
 - Do not need four motor vehicle travel lanes
 - Some community members would prefer separated or buffered bike lanes
 - Two parking aisles is excessive; either limit parking on the street and reallocate space not used for parking for bikes and pedestrians or provide alternate parking options
- Additional comments:
 - Several community members explicitly indicated that they would not like for Option 3A to be considered, citing that it would fail to prevent future pedestrian fatalities

Segment 3 Option B

- What they liked:
 - Short-term: Bicycles can be accommodated on both sides and the inclusion of multi-use paths and a center turn lane
 - Long-term: Both bicyclists and pedestrians can be accommodated on both sides and the inclusion of a multi-use path
- What could be improved:
 - Some support removal of a northbound motor vehicle travel lane as opposed to a southbound motor vehicle travel lane

Segment 3 Option C

- What they liked:
 - Short-term: The inclusion of bicyclist and pedestrian access on both sides, separated multi-use paths, sidewalks and parking lanes, a center turn lane, and the improved ability to turn off side streets
 - Long-term: The inclusion of a center turn lane, separated multi-use paths, a bicycle lane, and a walking path
- What could be improved:
 - Reduce the amount of space dedicated to on-street parking
 - Maintain two southbound motor vehicle travel lanes and reduce the northbound direction to one lane
 - Some felt that this option was overkill and goes too far in regards to accommodating bicyclists and pedestrians
 - One community member questioned if a multi-use path is needed when bike lanes are provided
- Additional comments:
 - This option appears to create the safest environment for all users

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- There needs to be more protection for bicyclists; consider a separated or buffered bicycle lane instead of a multi-use path

General Segment 3 Comments:

- The semi-temporary nature of the short-term options is attractive
- A crosswalk is needed near the bus stop at Devin Drive
- If houses are to be added on the east side of Moraga Road, then it would be better to go from having one northbound motor vehicle travel lane to two travel lanes
- The southbound right-turn lane at the Corliss Drive intersection is too short and results in motor vehicle delays and the removal of a southbound lane will exacerbate the issue
- During peak hours, it can be difficult to turn off of side streets onto Moraga Road
- Consider including a pedestrian overpass from the Rheem Center to the Veteran's Building
- Consider requesting traffic officers assist motor vehicle egress when school lets out
- Consider redesigning the Corliss Drive pedestrian crossing and traffic signal timing

Overwhelmingly, attendees who submitted comment cards favored Option 3C. Both the short-term and long-term designs for Option 3C received support from attendees. Some attendees thought that the short-term design was better than the long-term design.