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## **Town of Moraga** **2015 Livable Moraga Road Focus Groups**

September 2015

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# Overview and Research Objectives

The Town of Moraga commissioned Godbe Research to conduct a series of two focus groups of Moraga residents to help evaluate opinions and attitudes related to potential concept options for Segment 3 of the Livable Moraga Road project. The focus groups were also designed to help guide and inform the development of a larger quantitative survey of Moraga residents on the same issue.

The focus groups were designed to explore the following areas:

- a) Determining issues of importance to Moraga residents;
- b) Evaluating terminology related to transportation planning specific to the Livable Moraga Road project;
- c) Assessing current awareness and support for the Livable Moraga Road project;
- d) Evaluating the current layout of Segment 3 of the Livable Moraga Road project;
- e) Evaluating and comparing three potential short-term options for Segment 3 of the Livable Moraga Road project; and
- f) Determining the impact on respondent support , if any, for a given option based on potential future changes in level of service (LOS) for Segment 3.

For organizational ease, the key findings are presented in the same order as in the discussion guide (see Appendix A).

# Methodology Overview

<b>Field Dates</b>	August 19, 2015
<b>Location</b>	Hacienda de las Flores – Mosaic Room
<b>Participants</b>	Town of Moraga Residents
<b>Sample Size</b>	24 randomly selected participants in 2 groups
<b>Session Length</b>	90 minutes

*Methodology Note: Before presenting the results of this study, it is important to note that focus groups are a qualitative research technique that allow for a more in-depth exploration of impressions and ideas that arise during the course of discussion. These techniques are excellent methods of exploring participants' opinions on any number of issues. As with any qualitative research study, Godbe Research wishes to emphasize that the small number of respondents do not permit the findings presented here to be reliably generalized (statistically) to the larger population of Town of Moraga residents.*

# Focus Group Participants



Focus group recruitment is an effort to hear from selected groups in a given population, but is not a scientific random sample of the entire population. As such:

- ✓ The focus group participants were randomly selected by Godbe Research from the voter file in the Town of Moraga.
- ✓ The voter file presents the best list of Moraga residents with known addresses in relation to the Livable Moraga Road project.
- ✓ While randomly selected from throughout Town, we did ensure that we had a broad base of Moraga residents in relation to proximity to the Livable Moraga Road project.
- ✓ Finally, while not results are not quantifiable, they are reported in the general order of popularity among participants.



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## Key Findings

# What Residents Like Best and Least About Living in Moraga

## What do you like best about living in Moraga?

- Small town feel but close to San Francisco
- Limited growth / Right size
- Recreation and open space amenities
- Safe
- Great schools
- Very inclusive community / Friendly neighbors

## What do you like least about living in Moraga?

- Traffic
- Too much growth and development
- Not enough retail or shopping in Town
- Not enough new development

# Most Important Issues Facing Moraga

## What do you think is the most important issue facing Moraga today?

- Too much or unsustainable growth / Development / Maintaining semi-rural quality
- Too much traffic
- Revenue to support facilities and operations
- How to get out of Town in an emergency / Emergency vehicles accessing Town
- Developing new housing projects – not enough
- Limited employment opportunities in Town / Economic development
- Not enough public transportation
- Aging population
- Poor quality roads / Narrow roads – unsafe for bicyclists and pedestrians

# Importance of Easing Traffic Congestion and Balancing the Needs of Different Modes

Do you feel easing traffic congestion is an important priority for the Town of Moraga?

- Yes – 12
- No – 12

Residents were evenly split on whether easing traffic congestion was an important priority for the Town of Moraga.

Do you feel it is important to balance the needs of drivers with the needs of pedestrians and bicyclists in the Town of Moraga?

- Yes – 15
- No – 9

More residents felt that balancing the needs of drivers with the needs of pedestrians and bicyclists was a priority for the Town by almost 2:1.

# Terminology Related Questions and Topics

The next set of questions dealt with terminology specific to transportation planning and the Livable Moraga Road project. While not all residents immediately recognized many of the terms, once they were given one or two examples (through their fellow attendees), all of the topics below made intuitive sense for participants. Accordingly, in the mail survey, we would recommend using an example of transportation planning terminology or perhaps using wording and phrasing more familiar to the average resident. Terminology that were generally understood by respondents were:

- Traffic Calming
- Multi-Use Path
- Dedicated Center Turn Lane
- Enhanced Crosswalk

There was one term that residents had a hard time understanding for which we highly recommend using alternative terminology or an easy to understand description (e.g. no delays, minimal delays or significant delays) rather than the actual term. Terminology that respondents had a hard time understanding:

- Level of Service

# Current Awareness of the Livable Moraga Road Project

Before attending tonight's focus group, were you aware of the Livable Moraga Road project?

- Yes - 9
- No – 15

Roughly third of attendees indicated a current awareness of the Livable Moraga Road Project in and unaided format (before any information was presented specific to the project) .

What do you know or had your heard about the project?

- Plan to narrow the road
- Heard a little bit
- Attending an informational meeting(s)
- Discussing options on how to change Moraga Rd.
- Alternatives for traffic flow
- Changes for bicycle and pedestrian safety
- Area bounded by Campolindo and The Commons
- Effort to assess the balance of uses on Moraga Rd.

# Current Support for the Livable Moraga Road Project Based on Awareness

If you know or have heard about the Livable Moraga Road project, how supportive of the project are you based on what you currently know (only yes to previous question)?

- 1 (Not Supportive) – 1
- 2 - 0
- 3 (Neutral) – 2
- 4 – 3
- 5 (Very Supportive) – 3

# Reasons for Support/Opposition Based on Awareness

## Why did you indicate your current level of support?

- 1 (Not Supportive)
  - Need to wait until Camino Ricardo development is finished
- 2
- 3 (Neutral)
  - Haven't heard enough information
- 4
  - It will improve traffic flow, especially near Campolindo
  - Town is looking at needs of drivers, walkers, and cyclists
- 5 (Very Supportive)
  - Good idea to make Moraga Rd more bike and pedestrian friendly
  - I believe walkers should have access to all parts of Moraga
  - Improved roads and safety for all

# Current Use of Segment 3 of Moraga Road

Do you currently use Segment 3 of Moraga Road between Donald Drive and Corliss Drive when you travel around the Town of Moraga for work, school, shopping, recreation, and other needs?

- Yes – 24
- No – 0

In what modes do you use this Section of Moraga Road?

- Drive
- Bike
- Run / Jog
- Walk
- Public transit

# Existing Conditions on Segment 3 – Typical Existing Condition

## What do you like about the current configuration of Segment 3 of Moraga Road?

- Two lanes of traffic / Two lanes each direction
- Wide streets
- Traffic flows here
- Well marked
- Left turn easy
- Easy for cars / Car friendly
- Not much of anything

## What do you dislike about the current configuration of Segment 3 of Moraga Road?

- No safety lane / Left turn lane unsafe
- Southbound right lane must turn right / Southbound dangerous
- Confusion at Corliss and Moraga / Narrows suddenly
- No sidewalk / No dedicated sidewalk
- Bikes have to share edge of road
- Not enough room for parked vehicles, pedestrians, and bicyclists
- Out of towners make it dangerous
- Left turn lane northbound at Corliss

## Options for Segment 3 – Option B

What do you like about the Option B configuration of Segment 3 of Moraga Road?

- Dedicated left turn lane
- Multi-use path
- Bike lane
- Keeps cars off paths
- One lane southbound
- Safety / Visual barriers / Physical barriers

What do you dislike about the Option B configuration of Segment 3 of Moraga Road?

- Now only three lanes / Only one southbound lane
- Lanes will be too narrow
- Still no sidewalk
- Just pushes problem to the north
- Parking is still there
- Lack of Parking / Lack of event parking
- Bikes should only be allowed on one side

# Options for Segment 3 – Option C

What do you like about the Option C configuration of Segment 3 of Moraga Road?

- Dedicated left turn lane
- Bike lanes on both sides
- Only one lane in each direction

What do you dislike about the Option C configuration of Segment 3 of Moraga Road?

- Only one lane in each direction / Not enough travel lanes
- Three bike lanes / Too many bike lanes
- Bike lane between parking lane and travel lane
- Not an efficient use of space / Confusing layout
- Multi-use path is too wide
- Traffic will be too slow
- Bad for emergency vehicles / Travel lanes too narrow

# Options for Segment 3 – Option A

What do you like about the Option A configuration of Segment 3 of Moraga Road?

- Has two lanes each way
- It's similar to what we have now
- Dedicated bike lanes / No parking in bike lane
- Dedicated pedestrian path

What do you dislike about the Option A configuration of Segment 3 of Moraga Road?

- No left turn lane / No center turn lane
- Redundant bike path / Too many bike lanes
- Not as safe as Options B and C for non-car traffic / Bikes too close to travel lanes
- Keeps parking / Parking unnecessary
- Emergency access issues / Travel lanes too narrow
- Public transit access issues / Travel lanes too narrow

# Preferred Option After Information Presented

Now that you've had a chance to look at the potential options under consideration for Segment 3, which option A, B, or C, do you feel best meets the needs of the residents now and in the future as a solution for this section of Moraga Road?

- Option A – 9
- Option B – 12
- Option C – 3

# Reason for Preferred Option

## Why did you choose your preferred option?

- Option A
  - Keeps two lanes each way / Retains four lanes
  - Pedestrian path
  - Safer for bikes and pedestrians than what we have now
  - Bike lanes are good
  
- Option B
  - Dedicated center turn lane
  - More travel lanes but safe for pedestrians
  - Best represents needs of drivers and safety for pedestrians and bikes / Fewest tradeoffs
  - Barrier between path and lanes
  - Dedicated bike lane
  
- Option C
  - Barriers and wide lanes
  - Like one lane of travel only

# Change to Preferred Option Based on LOS Change

What if you knew that Options B and C could result in a drop in the Level of Service for Segment 3 during peak periods from the Town's goal of LOS C to LOS D, however this is not projected to happen for approximately 10 years. In this case, the Town could restore the center turn lane to a through lane and return capacity during peak hours to LOS C or better. With this information, do you continue to support your previously preferred Option for Segment 3?

- Yes (would keep option) – 22
- No (would change option) – 2



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## Summary

# Summary

- Moraga residents love living in the Town and are very engaged in the community (all 24 recruited participants showed for the groups). In fact, of the few dislikes mentioned by residents all were related to quality of life or convenience and none were considered major issues such a crime/safety, lack of quality schools, crumbling infrastructure, or lack of services.
- However, this is not to say that there are not issues facing the Town in the minds of residents who participated in the focus groups. Growth, traffic, and a need to have enough revenue for Town facilities and services were all cited by multiple respondents in an unaided format.
- When asked directly if managing traffic congestion is an important priority for the Town, participants were evenly divided. However, when asked if balancing the needs of driver, pedestrians, and cyclists was a priority, participants indicated that this was a priority by a ratio of almost 2:1.
- In terms of the transportation-related terminology tested in the focus groups, respondents were quite familiar most of the terms, however, in any quantitative survey we would recommend providing a short or brief example of terms used for clarity. The only term tested for which respondents were not familiar and needed clarification was “level of service’.

# Summary

- While roughly a third of respondents indicated familiarity with the Livable Moraga Road project, it's clear from the verbatim responses that the level of familiarity is not high. However, even with limited knowledge, 8 of 9 respondents who indicated familiarity were neutral to very supportive.
- Not surprisingly 100% of participants indicated usage of Moraga Road in general and Segment 3 specifically. Respondents also indicated usage of Segment 3 for a variety of modes, including driving, walking, biking, running/jogging, and public transit.
- Having two lanes of traffic in each direction for Segment 3 of Moraga road is one its most popular features under the existing configuration, however, respondents were also quick to recognize safety issues such as the ending of the southbound right turn lane, no dedicated center turn lane. and the limited space for non-driving uses of Segment 3 (e.g. biking, walking, and parking).
- In Option B, respondents were quick to recognize the dedicated center turn lane and visual barriers, which were very popular However participants were just as quick to point out that this removes a lane of traffic as well as surprisingly, how it reduces the width of the traffic lanes.

# Summary

- In Option C, participants liked the dedicated center turn lane and bike lanes on both sides of the road, however, there was strong sentiment that the three lanes for bikes/multi-use might be too much at the expense of drivers.
- Option A was shown last as it is closest to the current existing conditions of Segment 3, and this similarity to the current configuration was mentioned by several participants as a reason for liking this option. However, the lack of a turn lane and safety concerns (width of lanes, bike and pedestrian safety) were also mentioned by more than one respondent.
- After being shown each option independently, participants were then presented with a choice of Options and asked to pick their preferred option. Half of respondents chose Option B (12), with Option A being the second most popular (9), and Option C being clearly the least popular (3).
- When prompted as to why they selected a given option, it was clear that Option B represented the best balance of needs of drivers, bicyclists, pedestrians, and other uses for focus group participants. In addition, it was also clear that focus group participants felt that Option C was the most punitive to drivers and benefitted other modes in a manner that seemed to be an unequal distribution of limited space.

# Summary

- Finally, after an explanation and discussion of Level of Service (LOS), and how LOS could be impacted in the future by Option B or C, only 2 participants indicated that they would change their preferred Option. Thus, a change between LOS C and LOS D or the 10-year future time frame for a potential future change in LOS did not seem to resonate with participants.



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## Appendix A: Discussion Guide



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## TOWN OF MORAGA

### Livable Moraga Road – Segment 3 Focus Group Discussion Guide

August 19, 2015

Draft 6

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## INTRODUCTIONS (5 MIN)

START: \_\_\_\_\_

END: \_\_\_\_\_

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**Introduce moderator, including that moderator works for an independent research firm.**

### **Why are we here today?**

We want to talk specifically about local transportation-related issues in the Town of Moraga. We are interested in your opinions as residents and we would like to talk about your impressions and your vision for the future.

### **Explain video recording:**

The purpose of the video recordings is to help me write a more accurate report from the information that is gathered in tonight's discussion. Your comments are confidential, and these recordings will never be released to a general audience — we promise you won't see yourself on Facebook or YouTube!

### **Ground Rules:**

I'd like to start off with some ground rules for tonight's discussion:

We are interested in the opinions of each individual. Please be honest and open about what you think.

Be respectful of your fellow group members. You may disagree with each other, but please remember that there are no "right" or "wrong" answers.

Also, please try to speak one at a time. We are recording the discussion tonight so that I can go back and review your comments. It's hard to understand that recording when people are talking over each other, not to mention we want to be respectful of the person speaking.

### **Explain Discussion Guide:**

I have a discussion guide with me that includes the topics that I would like to get through tonight. In order to cover everything, there may be times when I have to cut off the discussion and move on to a new topic.

Also, each of you has a work sheet in front of you and I will hand out several visual aids during the course of the discussion. Please put your first name on the front page of your worksheet and don't turn pages until I ask you to.

### **Participant Introductions:**

Let's break the ice a little; I'd like to go around and have you introduce yourselves. Please give just your first name, tell us how long you have lived in Moraga, and what you enjoy doing most in your spare time.

WARM UP – LOCAL ISSUES & PERCEPTION OF TRANSPORTATION-RELATED ISSUES (15 MIN)

START: \_\_\_\_\_

END: \_\_\_\_\_

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1. What do you like best about living in Moraga? Why is that? What do you like least about living in Moraga? Why is that?
2. On the worksheet in front of you, please write down what you think is the most important issue facing the Town of Moraga today? **[WORKSHEET ITEM A]** Let's discuss your answers.
3. How important do you feel easing traffic congestion is as a priority for the Town of Moraga?
4. How important do you feel it is to balance the needs of drivers, with the needs of pedestrians and bicyclists in the Town of Moraga?

## TERMINOLOGY AND LMR PROJECT AWARENESS (15 MIN)

START: \_\_\_\_\_

END: \_\_\_\_\_

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Now I'd like to talk about some transportation-related terminology related to projects currently being evaluated in the Town of Moraga as well as a current transportation planning project being conducted by the Town.

5. When I use the term 'Traffic Calming', what does this mean to you? For the purposes of our discussion this evening, 'Traffic Calming' is the deliberate slowing of traffic to improve safety for drivers, pedestrians and cyclists, usually through physical changes that encourage drivers to reduce their speed.
  
6. When I use the term 'Multi-Use Path', what does this mean to you? For the purposes of our discussion this evening, a 'Multi-Use Path' or trail allows for shared use by both pedestrians and cyclists, usually separated from the adjacent roadway by open space or a barrier.
  
7. When I use the term 'Dedicated Center Turn Lane', what does this mean to you? For the purposes of our discussion tonight, a 'Dedicated Center Turn Lane' is a lane in the center of a roadway that allows drivers traveling in either direction to pause before turning across oncoming traffic into a side street or driveway, without blocking traffic in the through lane.
  
8. When I use the term 'Enhanced Crosswalk', what does this mean to you? For the purposes of our discussion this evening, an 'Enhanced Crosswalk' is a crosswalk with added features such as high-visibility striping, warning signage, flashing signals or traffic signals that alert drivers to stop and yield to a pedestrian crossing the street.

9. When I use the term 'Level of Service', what does this mean to you? For the purposes of our discussion this evening, 'Level of Service' or 'LOS' is a measure of traffic congestion stated as letter grades from A (no delays) to F (significant delays), and calculated based on the capacity of the roadway compared to traffic volumes. The Town of Moraga has an adopted Standard of Level of Service C (minimal delays). Most other cities in our part of Contra Costa County and throughout the Bay Area have adopted LOS standard of C or D (minimal delays), both representing a moderate level of congestion.

10. Before attending tonight's focus group, were you aware of the Livable Moraga Road project? [\[WORKSHEET ITEM B\]](#)

a. What did you know about the project?

11. If you were already aware of the Livable Moraga Road project, on a scale of 1 to 5, with 5 being the most supportive, how supportive are you of the Project based on what you currently know?

a. Why did you indicate your current level of support? [\[WORKSHEET ITEM C\]](#)

## LMR AND LMR SEGMENT 3 TOPICS (15 MIN)

START: \_\_\_\_\_

END: \_\_\_\_\_

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Now I'd like to talk about the Livable Moraga Road project and specifically about Segment 3 of the Livable Moraga Road Project.

The Livable Moraga Road project is a community-based planning effort for Moraga Road, looking at ways to improve the function, character and livability of the corridor between Campolindo High School and St. Mary's Road. Key issues to be addressed in the Livable Moraga Road project include traffic flow, safety and connectivity along the corridor for all users – auto, bicycles, pedestrians and transit; connections to neighborhoods, schools and shopping areas; and the design and character of the roadway as a key gateway to and through Moraga. [\[HAND OUT LMR PROJECT MAP\]](#)

12. [\[SHOW ENTIRE PROJECT ON MAP\]](#) Do you use Moraga Road in general when you travel around the Town of Moraga for work, school, shopping, recreation, and other needs?

- a. In what modes do you use Moraga Road (prompt, if needed – car, bike, public transportation, walking, running, etc.)?

Now let's talk specifically about the current configuration of Moraga Road covered by Segment 3 of the Livable Moraga Road Project. Segment 3 of the Livable Moraga Road project is the part of the project from Donald Drive to Corliss Drive, where the Town is currently evaluating several potential short and long-term options to help improve safety and balance different modes of travel along Moraga Road for cars, public transit, pedestrians, and biking.

The short-term options that we will be discussing shortly for Segment 3 of the Livable Moraga Road project all use the existing curb-to-curb design, which will allow the Town to cost-effectively evaluate a potential solution through simple changes like re-striping without increasing the width of the existing pavement, prior to making any long-term improvements to this Segment. [\[SHOW SEGMENT 3 ON MAP\]](#)

13. Do you currently use Segment 3 of Moraga Road between Donald Drive and Corliss Drive when you travel around the Town of Moraga for work, school, shopping, recreation, and other needs?

- a. In what modes do you use this Section of Moraga Road (prompt, if needed – car, bike, public transportation, walking, running, etc.)?
  
- b. Do you find it convenient? Why? Why not?
  
- c. Do you find it safe? Why? Why not?

**[HAND OUT EXISTING CONDITIONS DIAGRAM]** The diagram I've handed out shows the current configuration of Segment 3 of Moraga Road. Does anyone have any questions about the current configuration of this section of Moraga Rd or what any of the terminology in the diagram means based on our earlier discussion?

14. What do you like about the current configuration of Segment 3 of Moraga Road? What do you dislike? **[WORKSHEET ITEM D]**

- a. Do you feel that the current 9-foot wide shoulder is enough to accommodate parking, pedestrians, and bicyclists? Why? Why not?
  
- b. Do you feel that a dedicated turn lane would benefit this segment of Moraga Road? Why? Why not?

15. Now I'm going to hand out as well as read to you a couple of options for this segment of Moraga Road that are under consideration by the Town as part of the Livable Moraga Road project for Segment 3.

- a. **[HAND OUT DIAGRAM – SHORT TERM OPTION B]** In this option, the diagram shows the addition of a dedicated center turn lane; addition of a bike lane and a multi-use path on one side of the road; and the addition of on-street parking on alternating sides of the road. These changes would be accommodated by converting one of the two existing through-lanes of traffic on one side of Segment 3 of Moraga Road. What do you like about this option? What do you dislike? **[WORKSHEET ITEM E]**
  
  - b. **[HAND OUT DIAGRAM – SHORT TERM OPTION C]** In this option, the diagram shows the addition of a dedicated center turn lane; addition of a multi-use path on one side of the road; addition of a pedestrian path on the other side of the road; addition of bike lanes on both sides of the road; and the addition of on-street parking on alternating sides of the road. These changes would be accommodated by converting two lanes of traffic, one on each side of Segment 3 of Moraga Road. What do you like about this option? What do you dislike? **[WORKSHEET ITEM F]**
  
  - c. **[HAND OUT DIAGRAM – SHORT TERM OPTION A]** In this option, which is most closely resembles the current conditions of Segment 3, the diagram shows the addition of a bike lane on both sides of the road; the addition of a pedestrian path on one side of the road; and the addition of on-street parking on alternating sides of the road, without converting any lanes of traffic and without the addition of a dedicated center turn lane on Segment 3 of Moraga Road. What do you like about this option? What do you dislike? **[WORKSHEET ITEM G]**
16. **[REFER BACK TO ALL THREE DIAGRAMS: A, B & C]** Now that you've had a chance to look at the potential options under consideration for Segment 3 of the Livable Moraga Road project as well as a diagram of the existing conditions, which option, A, B, or C, do you feel best meets the needs of the residents of the Town of Moraga now and in the future as a solution for this section of Moraga Road? Why is that? **[WORKSHEET ITEM H]**

17. **[HAND OUT DIAGRAM – LOS]** Now, what if you knew that Options B and C could result in a drop in the Level of Service or LOS for Segment 3 of Moraga Road during peak periods from the Town's goal of LOS C to LOS D, however, based on current modeling this would not happen for approximately 10 years. In this case, the Town could restore the center turn lane to a through lane and return capacity during peak hours to LOS C or better. With this information, do you continue to support your previously preferred Option for Segment 3 of the Livable Moraga Road Project? What would be your new choice? Why is that? **[WORKSHEET ITEM I]**

SUMMARY AND FINAL COMMENTS (5 MIN)

START: \_\_\_\_\_

END: \_\_\_\_\_

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18. Do you have any final thoughts about any of the issues that we have been discussing tonight?

Thank you very much for participating! Please see me on your way out for your incentive for participating. Thank you for participating!



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## Appendix B: Participant Worksheet

FOCUS GROUP WORKSHEET

August 19, 2015

First Name: \_\_\_\_\_

A. Please write down what you think is the most important issue facing the Town of Moraga today?

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B. Before tonight's focus group, were you aware of the Livable Moraga Road Project? Please circle one response below.

Yes

No

If you answered YES, what do you know or what have you heard about the Livable Moraga Road Project?

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C. If you do know or have heard about the Livable Moraga Road Project, how supportive of the Livable Moraga Road Project are you based on what you currently know?

1 – Not supportive

2

3 – Neutral

4

5 – Very supportive

Why did you indicate your current level of support?

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D. What do you like and about the CURRENT configuration of Segment 3 of Moraga Road?

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What do you dislike and about the CURRENT configuration of Segment 3 of Moraga Road?

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E. What do you like and about the OPTION B configuration of Segment 3 of Moraga Road?

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What do you dislike and about the OPTION B configuration of Segment 3 of Moraga Road?

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F. What do you like and about the OPTION C configuration of Segment 3 of Moraga Road?

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What do you dislike and about the OPTION C configuration of Segment 3 of Moraga Road?

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G. What do you like and about the OPTION A configuration of Segment 3 of Moraga Road?

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What do you dislike and about the OPTION A configuration of Segment 3 of Moraga Road?

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H. Which Option, A, B, or C do you feel best meets the needs of the residents of the Town of Moraga for Segment 3 of the Livable Moraga Road Project? Please circle one.

Option A

Option B

Option C

Why did you choose your preferred Option?

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- 
- I. Now, what if you knew that Options B and C could result in a drop in the Level of Service or LOS for Segment 3 of Moraga Road during peak periods from the Town's goal of LOS C to LOS D, both being considered 'minimal delays'. In this, case, the Town could restore the center turn lane to a through lane and return capacity during peak hours to LOS C or better. With this information, do you continue to support your previously preferred Option for Segment 3 of the Livable Moraga Road Project? Please circle one.

Yes

No

What would be your new preferred option, if you changed your opinion? Please circle one.

Option A

Option B

Option C

Why did you change your preferred Option if you indicated a change?

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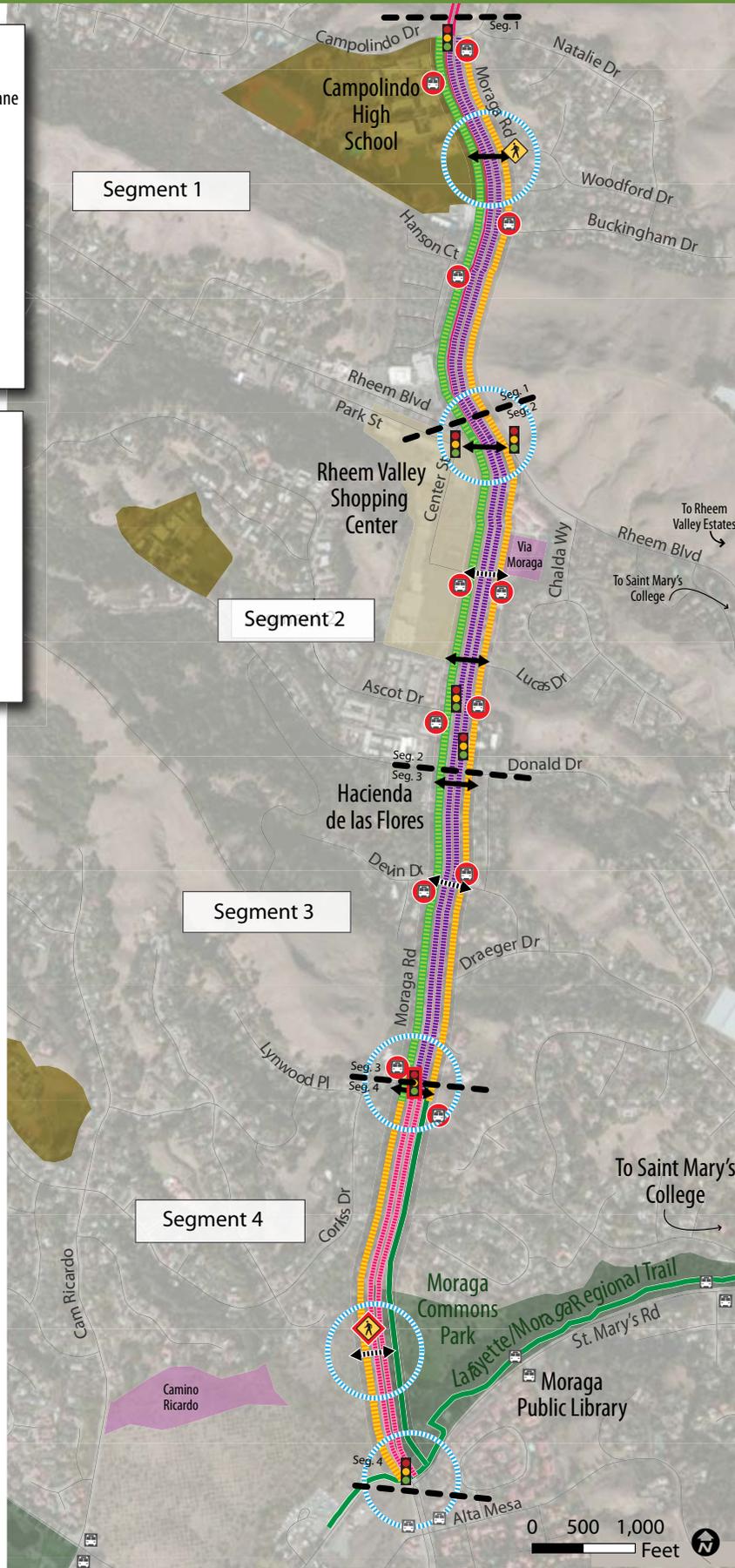
## Appendix C: Focus Group Visuals

# Corridor Concept

## Livable Moraga Road

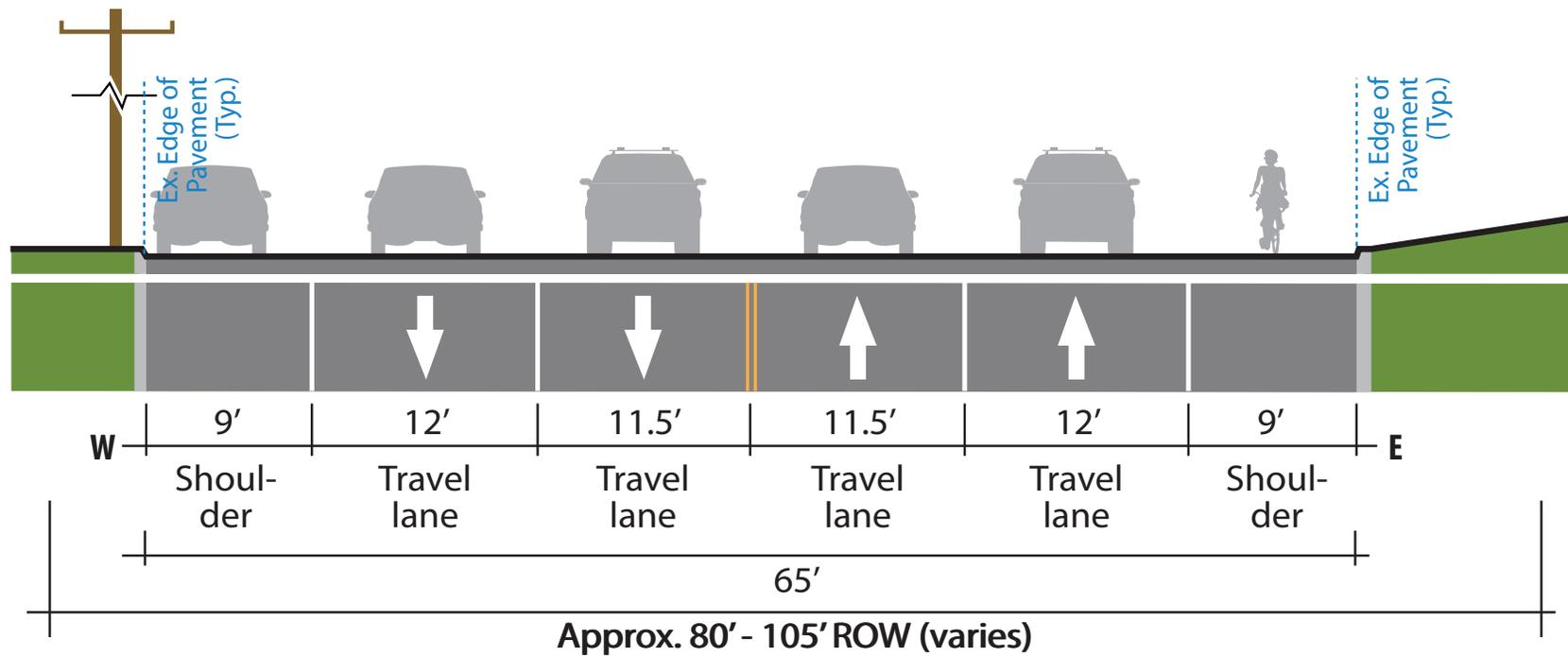
- Proposed Improvements**
- Sidewalk
  - Class II Buffered Bike Lane
  - Class II Bike Lane
  - Multi-use Path
  - Enhanced Bus Stop
  - Traffic Signal
  - Crossing Beacon
  - Enhanced Crosswalk
  - Crosswalk
  - Intersection Treatment
  - Segment Line

- Existing Features**
- Class III Bike Route
  - Multi-Use Path
  - Traffic Signal
  - Crossing Beacon
  - Commercial Center
  - School
  - Parks and Open Space
  - Approved / Proposed Development
  - Transit Stop



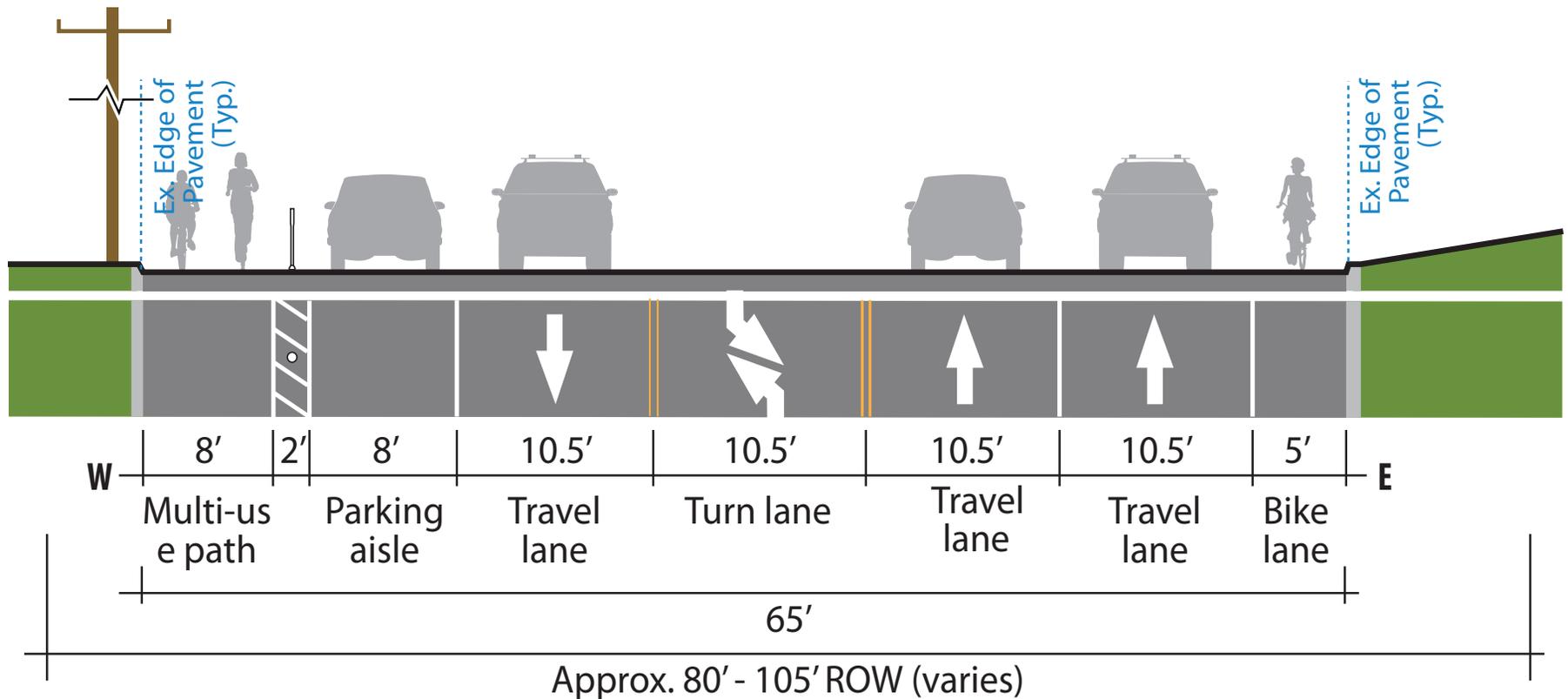
# Segment 3: Donald Drive to Corliss Drive Design

## Typical Existing Condition



# Segment 3: Donald Drive to Corliss Drive Design Options

## Option B



Convert one travel lane to a center turn lane; narrow lanes to 10.5' wide

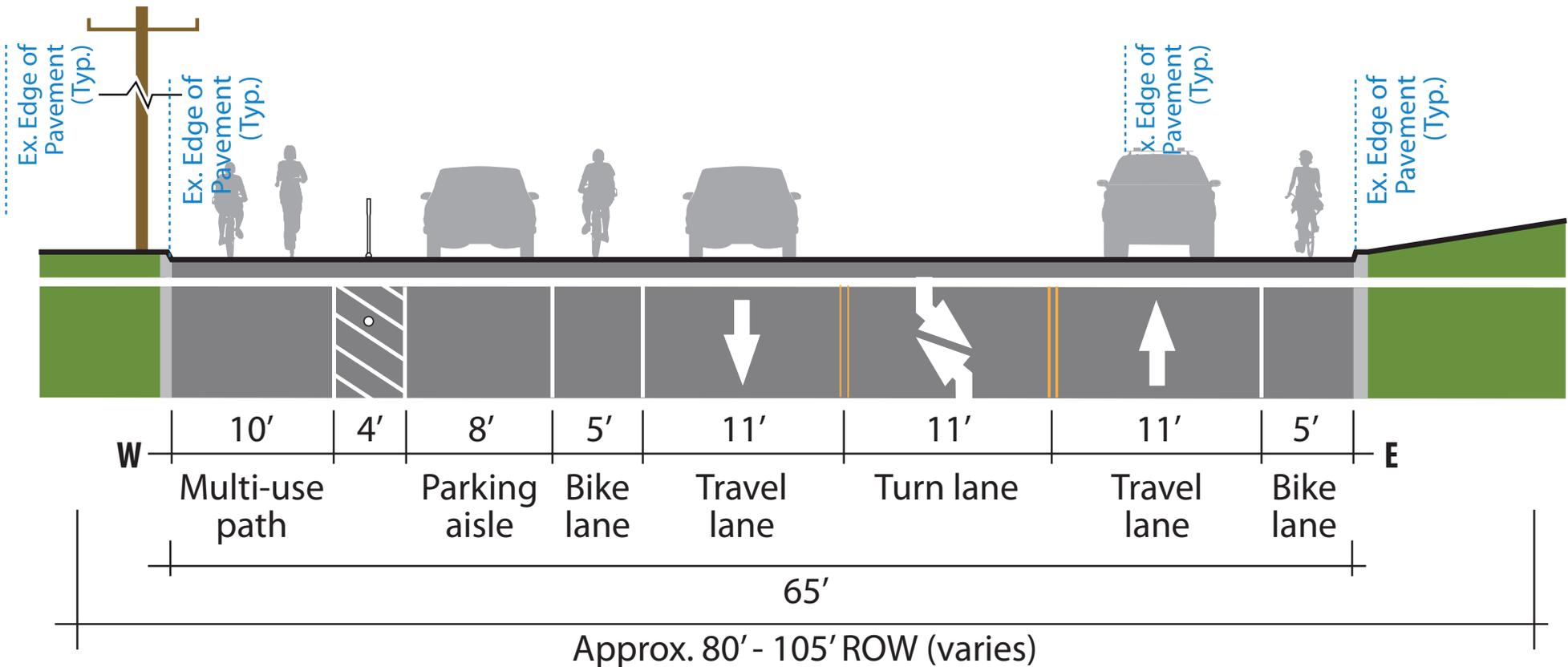
Bike lane (northbound)

West side MUP

Parking (alternating sides)

# Segment 3: Donald Drive to Corliss Drive Design Options

## Option C



Remove two travel lanes and add a center turn lane; narrow lanes to 11' wide

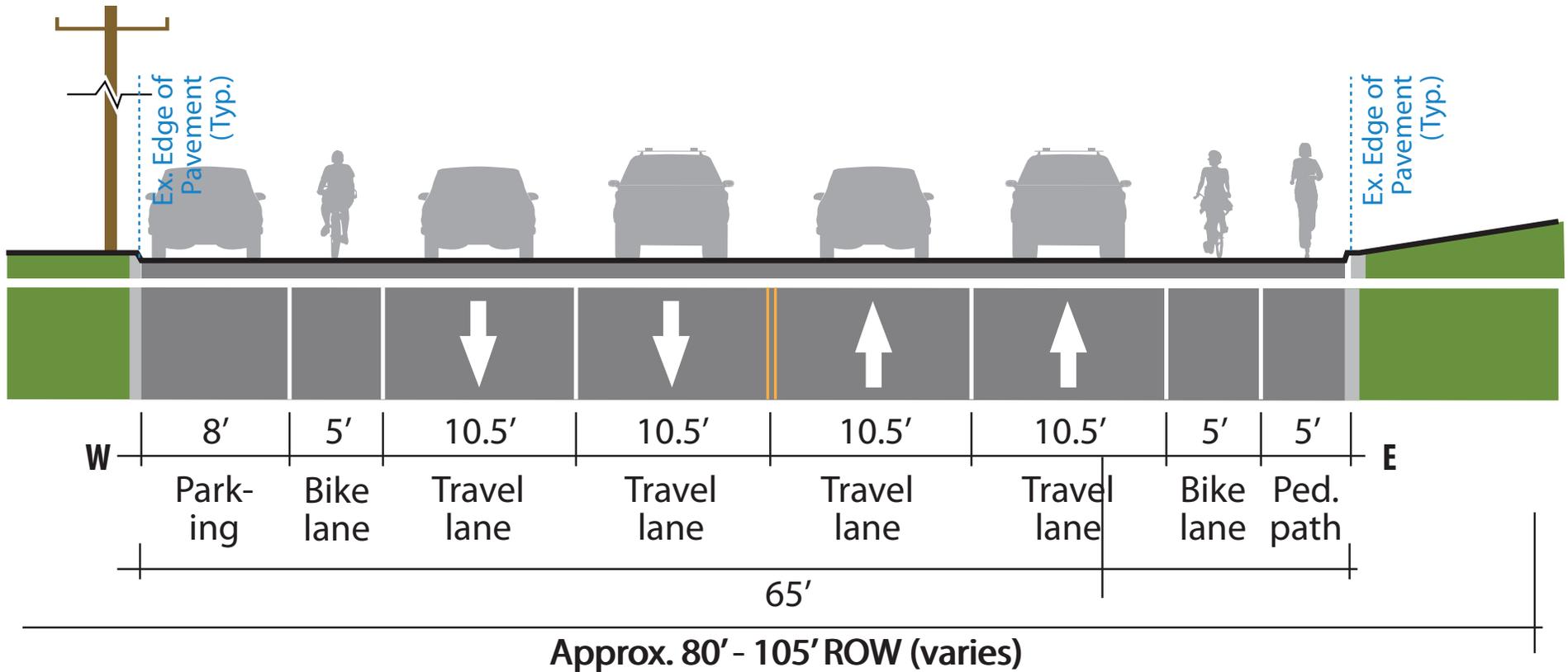
Bike lanes (both sides)

West side MUP

Parking (alternating sides)

# Segment 3: Donald Drive to Corliss Drive Design Options

## Option A

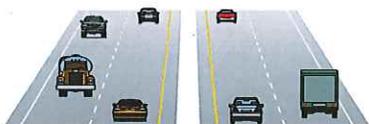


- Retain four travel lanes; narrow lanes to 10.5' wide
- Bike lanes
- East side pedestrian path
- Parking (alternating sides)



## LEVEL OF SERVICE (LOS)

LOS is a measure of the "density" of vehicles traveling on a given section of freeway. Higher speeds with large distances between vehicles and little, if any, difficulty in maneuvering characterize better LOS. Lower speeds with little space between vehicles and limited opportunity to maneuver characterizes lower LOS.

Level of Service	Flow Conditions	Technical Description
<b>A</b>		Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. <b>No Delays</b>
<b>B</b>		Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No Delays</b>
<b>C</b>		Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal Delays</b>
<b>D</b>		Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal Delays</b>
<b>E</b>		Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant Delays</b>
<b>F</b>		Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Significant Delays</b>



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