Community Workshop #3

Livable

Moraga Road

It's all connected.

www.moraga.ca.us/livablemoragaroad

Project generously supported by a
Transportation for Livable Communities Grant
and Contra Costa County Measure J funds.

Tonight's Agenda

- 7:00pm - Presentation
- 7:30pm - Open House Stations
- 8:20pm - Report Out
- 8:50pm - Next Steps
- 9:00pm - Adjourn

Workshop Goals

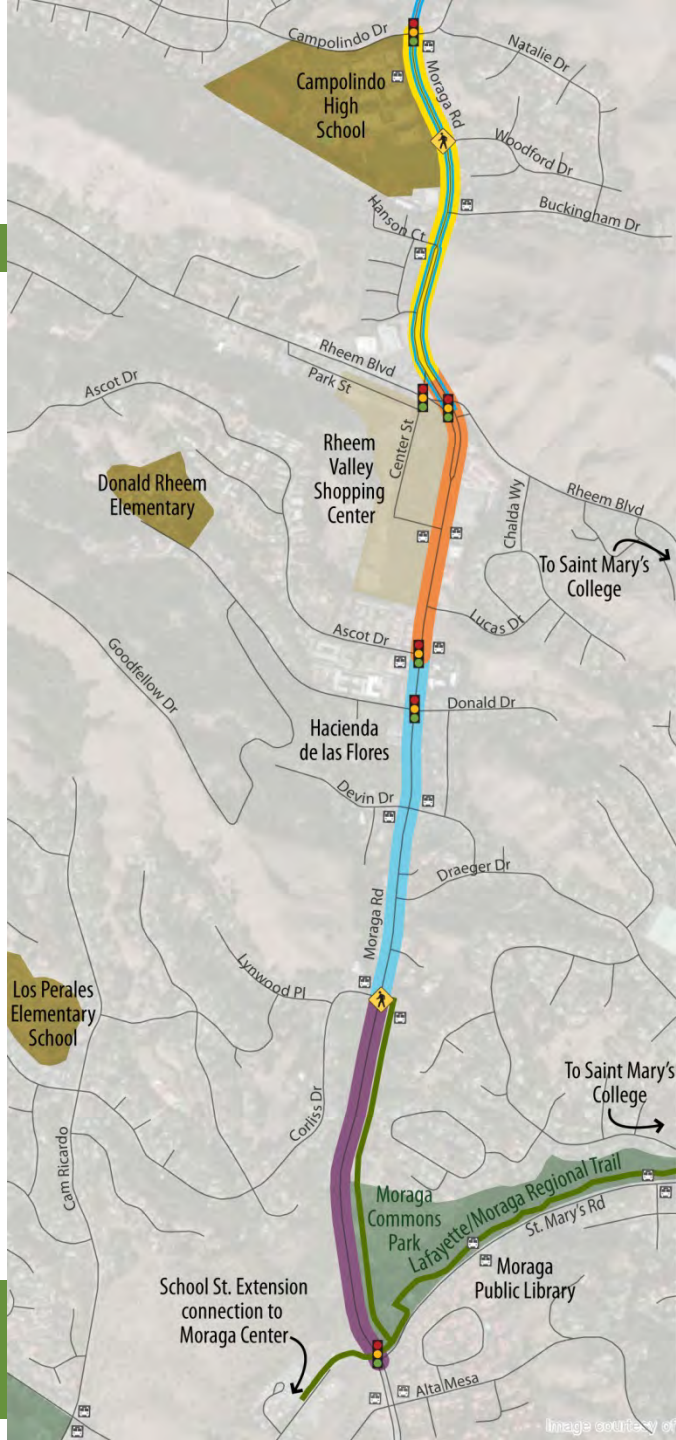
- Get Your Input on the Corridor-Wide Concept & Segment 3 Design Options
- Identify Priorities for Implementation
- Continue to Receive Your Feedback this Fall

Vision Statement

We envision Moraga Road as a **vibrant, scenic, and safe** corridor that **links places and people**; supports **walking**, **bicycling**, **and transit use**; provides **smooth and safe traffic flow**; and celebrates Moraga's **natural and scenic character**.

Corridor Segments

- Segment 1:
  Campolindo Dr. to Rheem Blvd.
- Segment 2:
  Rheem Blvd. to Donald Dr.
- Segment 3:
  Donald Dr. to Corliss Dr.
- Segment 4:
  Corliss Dr. to St. Mary's Rd.



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September 29, 2014

Schedule

2013 | **2014**

Information Gathering and Review

- Site Visits
- Surveys
- Kick-Off Meeting
- Walking Tour
- Stakeholder Meetings
- Workshop 1

Concepts and Alternatives

- Traffic Analysis
- Design Development/Alternatives Review
- Stakeholder Meeting
- TAC Meetings
- Workshop 2
- Initial Concept Development
- Town Council & PC Presentation

We are here

Draft Preferred Concept Designs

- TAC Meetings
- Council Presentation
- **Workshop 3**
- Joint Committee Presentation
- Council Presentation

CEQA

Design Plans

- Concept Plans
- Cost Estimates
- Council Presentation

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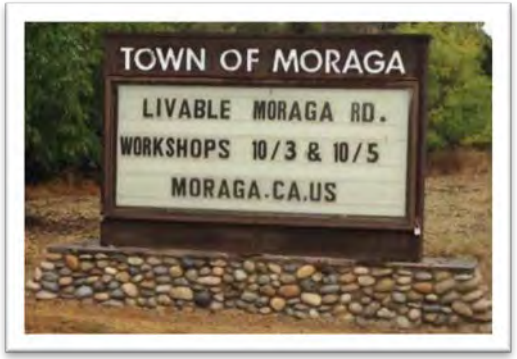

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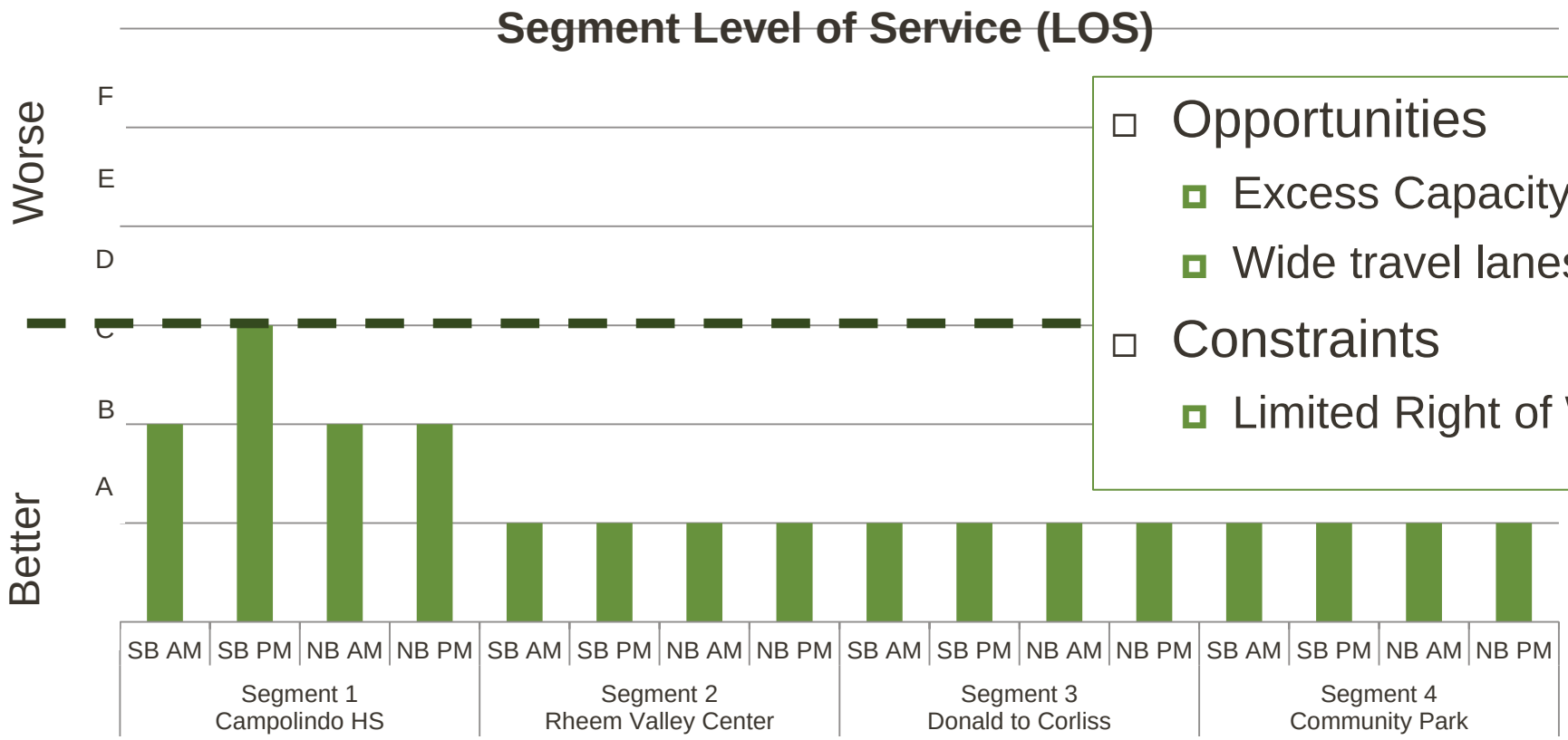
Key Findings: Safety and Connectivity

- Numerous Sidewalk gaps and less-than-optimum bike facilities
- Lack of protected crossings for many long blocks
- Campolindo High School traffic creates a significant “hot spot” at certain times
- Side-streets without a turn lane cause backups and lane changes. Most collisions occur at side street access points

Key Findings: Existing Traffic Conditions



- Opportunities
  - Excess Capacity
  - Wide travel lanes
- Constraints
  - Limited Right of Way

Roadway Capacity Analysis

Location	Configuration	Capacity (Vehicles per Hour	Peak Hour % Capacity
Campolindo Dr. to Rheem Blvd.	2 Lanes + Center Turn	1,400	59% (NB) 49% (SB)
Rheem Blvd. to Donald Dr.	4 Lanes + Center Turn	2,600	29% (NB) 32% (SB)
Donald Dr. to Corliss Dr.	4 Lanes	2,400	32% (NB) 28% (SB)
Corliss Dr. to St. Mary's Rd.	2 Lanes	1,200	56% (NB) 48% (SB)

Workshop #2: Corridor Options

- **Option A**: **Modest Improvements:** Complete gaps in sidewalk and bike network, add some medians, and transit facilities upgrades.
- **Option B: Enhanced Pedestrian/Bike Network:** Increased buffering/separation from vehicle lanes.
- **Option C: Complete, Connected Corridor:** Multi-Use path, sidewalks, and bike lanes from Campolindo H.S. to the Commons.

Workshop #2 Summary

- **Support for:**
  - Multi-use trail, bike lanes, and sidewalks
  - Efficient and safe traffic flows
  - Mixed support for lane reduction
- **Concerns:**
  - Losing traffic capacity
  - Narrowed lanes
  - Circulation near Campolindo High School

Town Council Meeting Summary

Project Team instructed to:

- Look more closely at conditions and constraints, particularly available Right-of-Way
- Study additional options for Segment 3 that included options without lane reductions
- Seek additional community feedback

Draft Corridor Concept

A **corridor-wide concept** from **Campolindo H.S. to the Commons** that includes **new pedestrian and bike facilities, and intersection improvements** to improve the **connectivity, safety and beauty** of the corridor.

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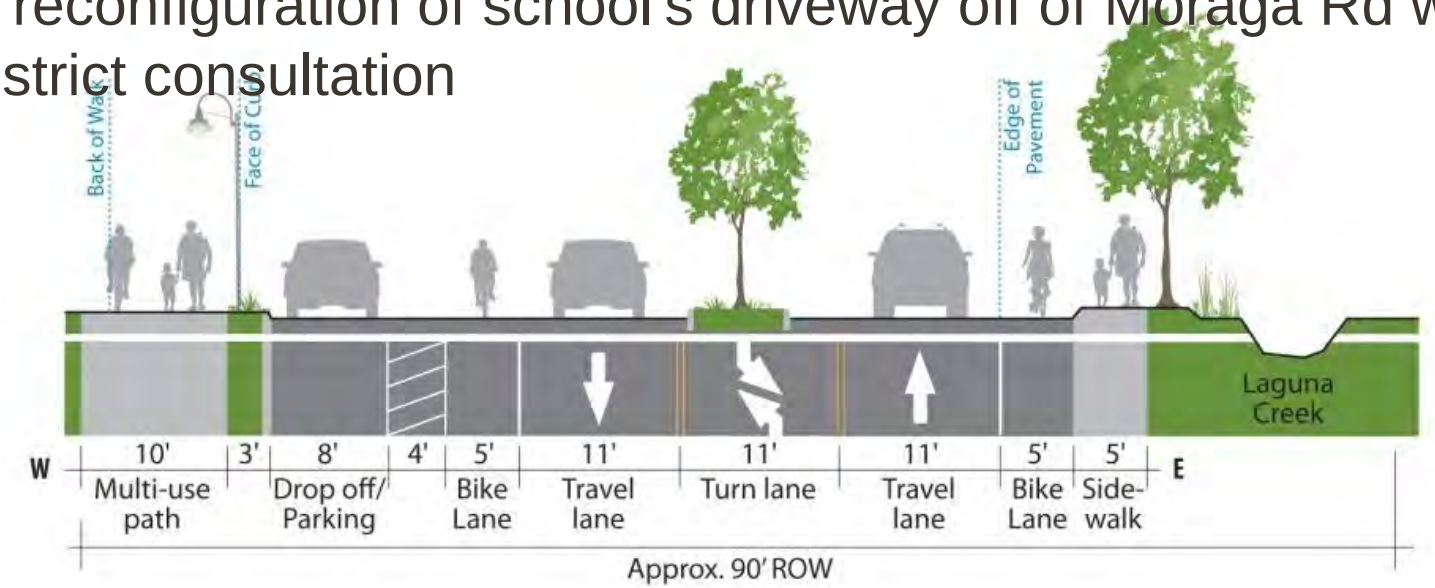
Draft Corridor Concept

Common Themes

- Proposed improvements tailored to each segment
- All add or upgrade pedestrian and bike facilities, including multi use path and/or sidewalk(s)
- Segment 1, 2 & 4 retain existing vehicle lane configuration/number of lanes

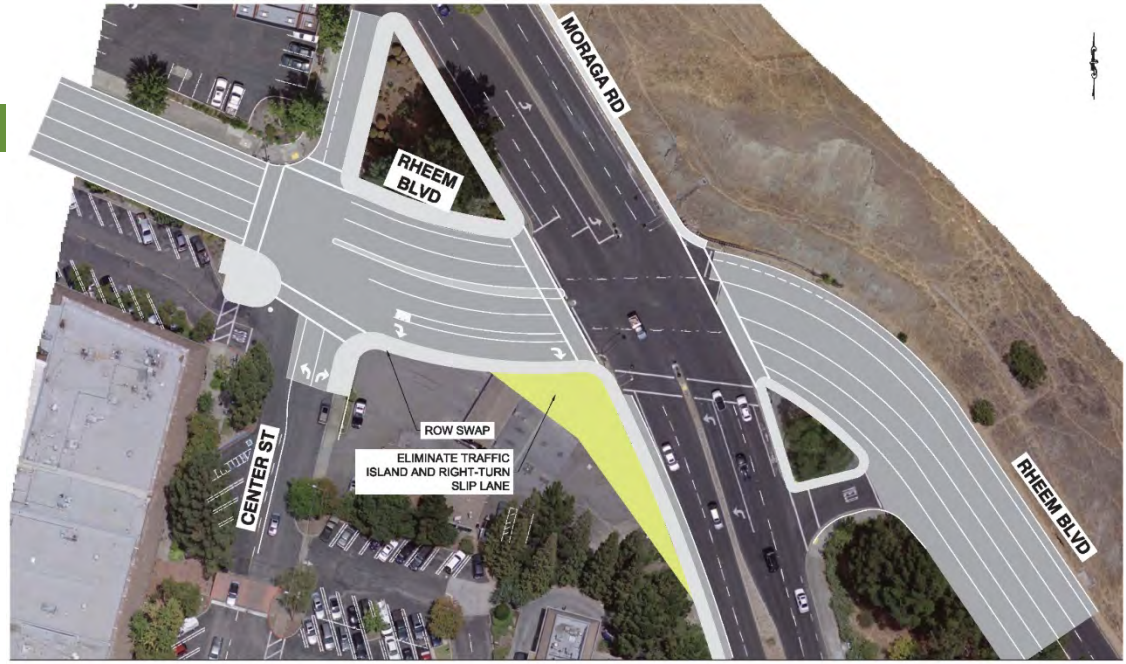
Draft Preferred Concepts: Segment 1

- Multi-use path enhances ped/bike access to Campolindo High School
- Circulation and landscape improvements along school's frontage
- Potential reconfiguration of school's driveway off of Moraga Rd with School District consultation

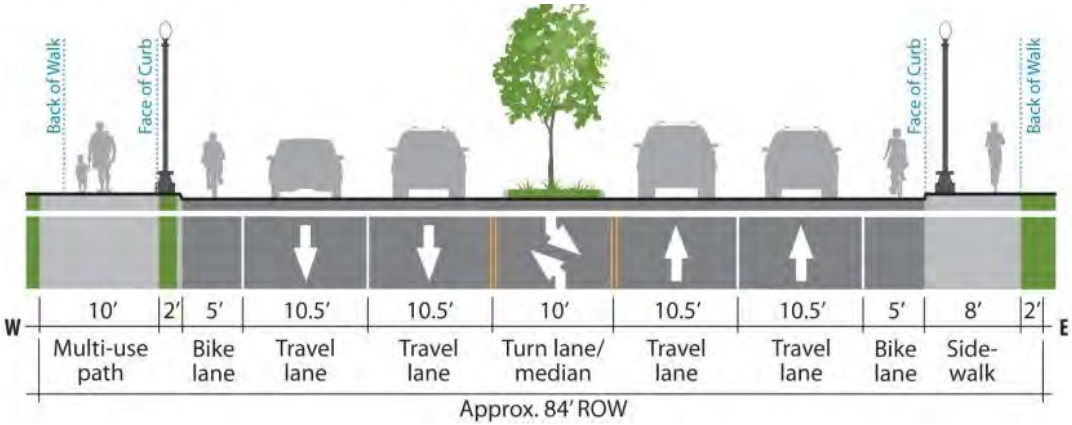


Draft Preferred Concepts: Segment 2

- Rheem Blvd pedestrian and bicycle improvements
- Multi-use path and crosswalks enhance pedestrian and bicycle access to Rheem Shopping Center and transit stops
- Streetscape enhancements

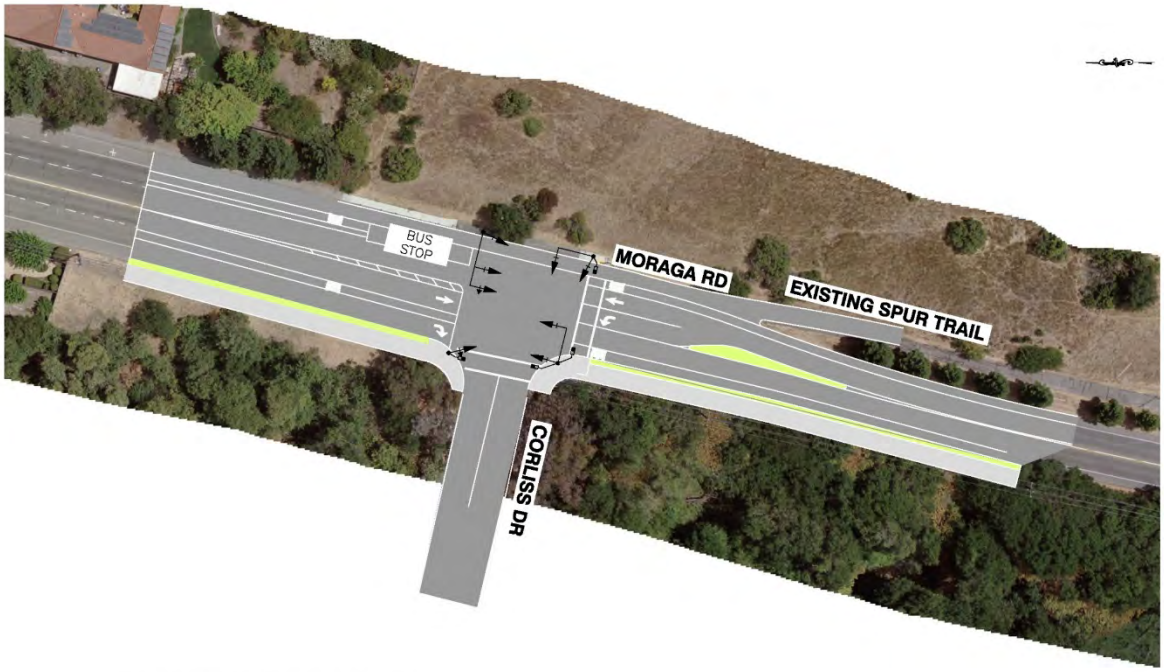


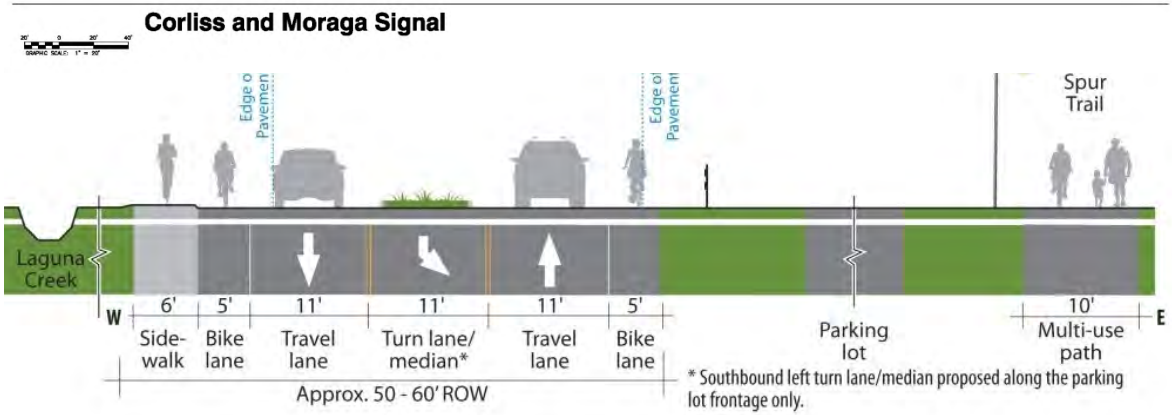
Moraga Rd/Rheem Blvd Intersection: Option 2



Draft Preferred Concepts: Segment 4

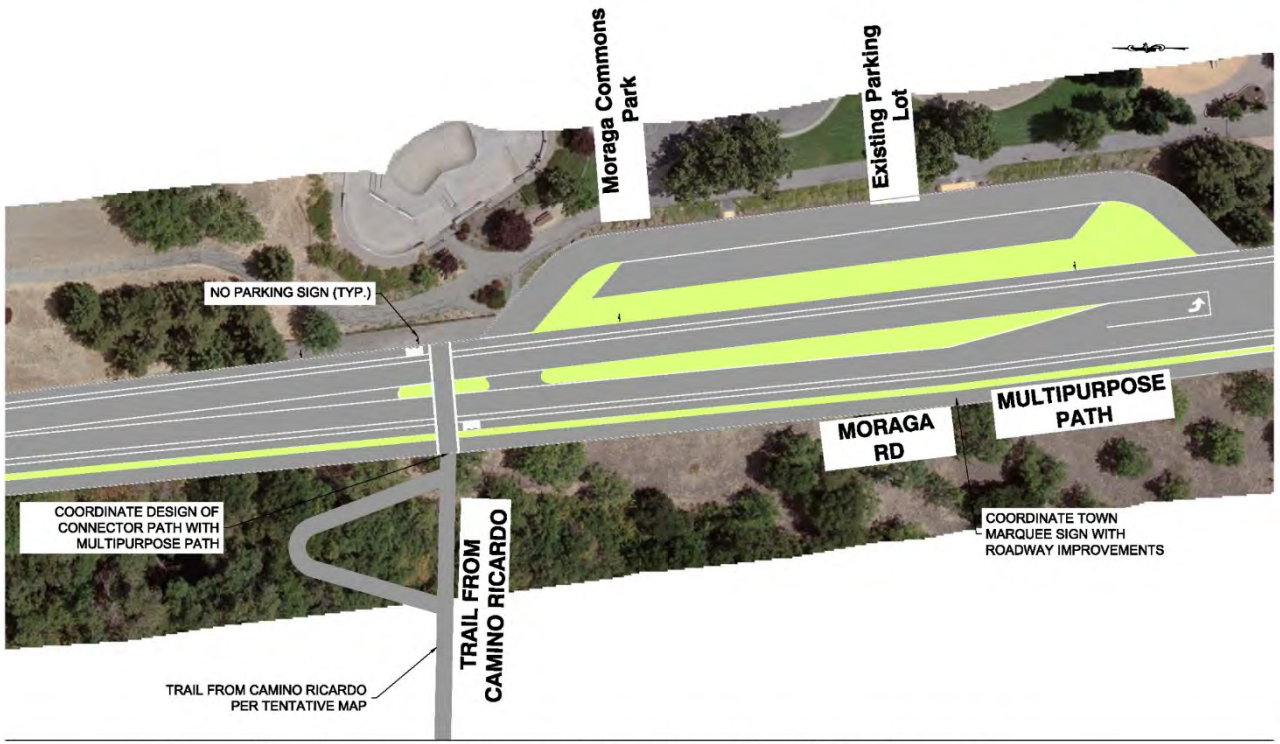
- Corliss Dr. intersection improvements
- Upgraded spur trail connects to corridor-wide multi-use path extending from the Commons to the High School





Draft Preferred Concepts: Segment 4 Continued

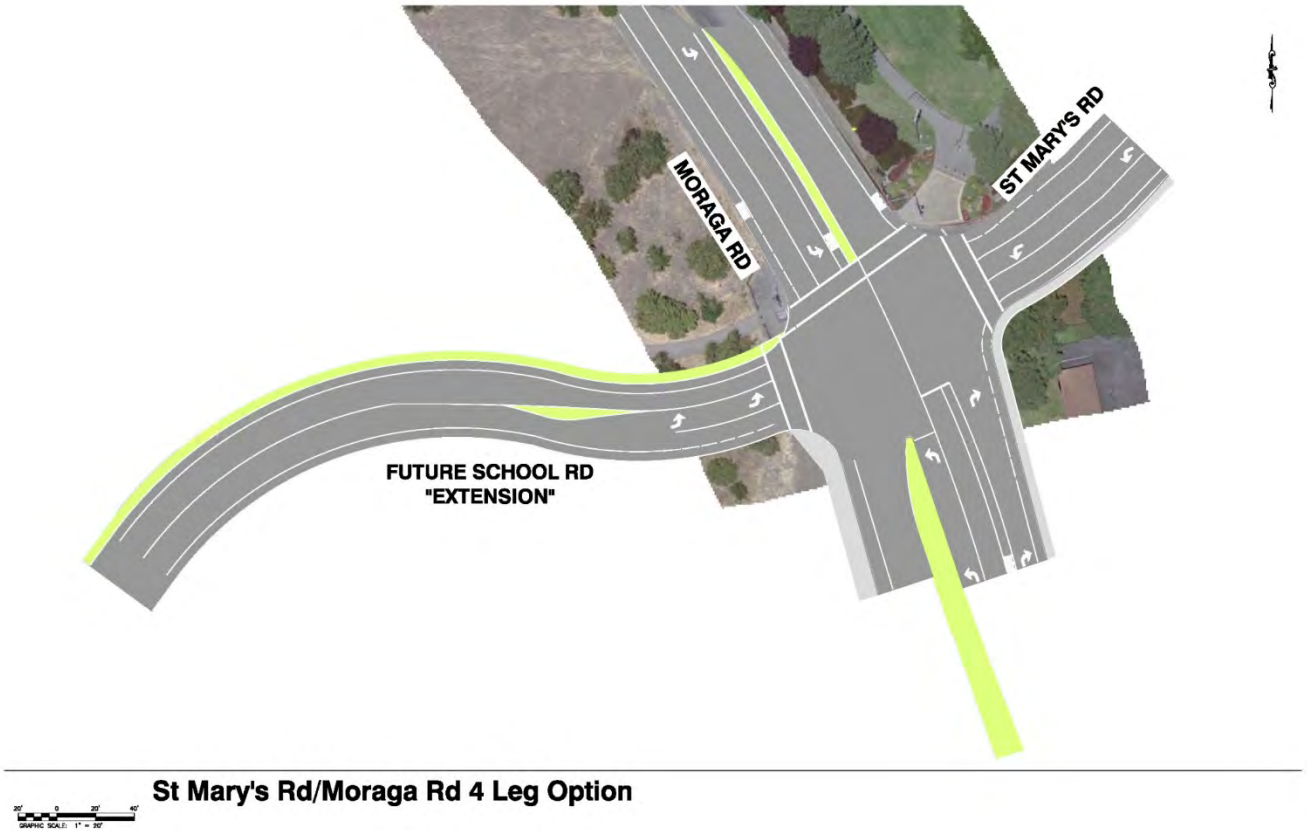
- Camino Ricardo mid-block crossing to the Commons



New parking lot access at Moraga Commons with mid-block crossing

Draft Preferred Concepts: Segment 4 Continued

- Future St. Mary's Intersection Improvements



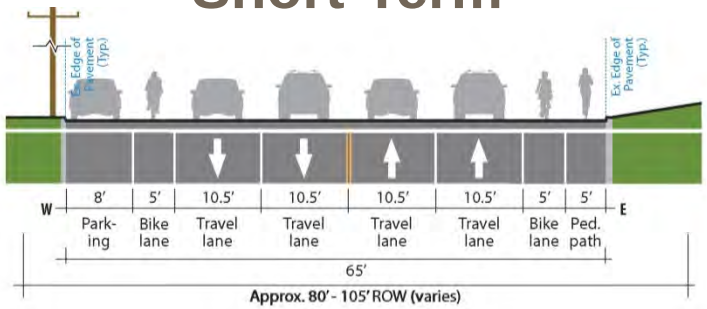
Segment 3 Options: Existing Conditions

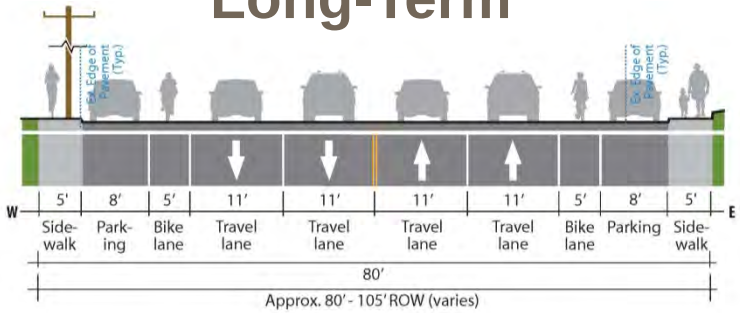
- Donald to Corliss segment is most constrained, and has most significant gaps and deficiencies
  - Laguna Creek
  - Private improvements (driveways, mailboxes, etc.) in public Right-of-Way
- Four lane configuration has substantial excess capacity in both AM and PM peak

Segment 3 Options

Short-Term

Long-Term





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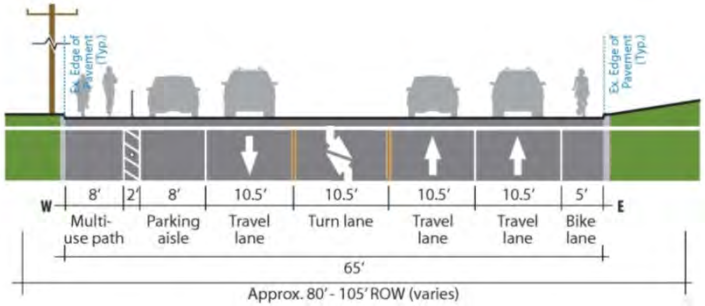
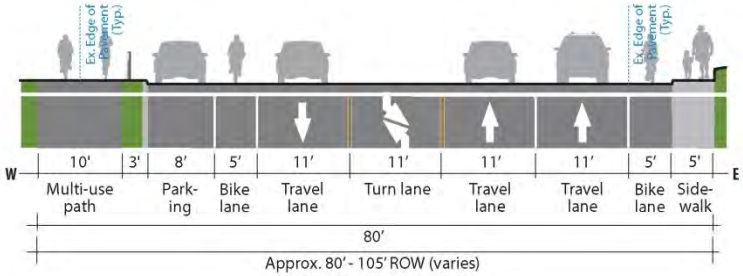
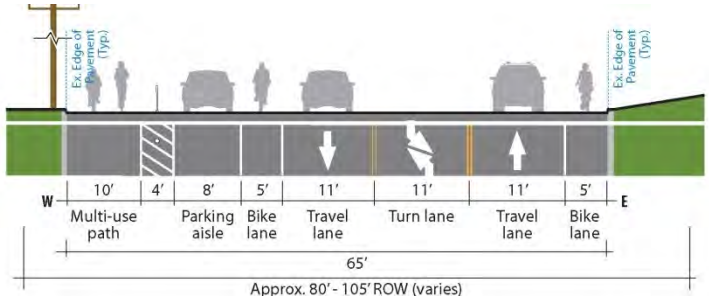
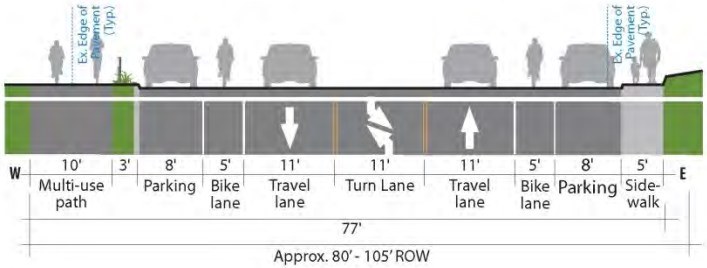




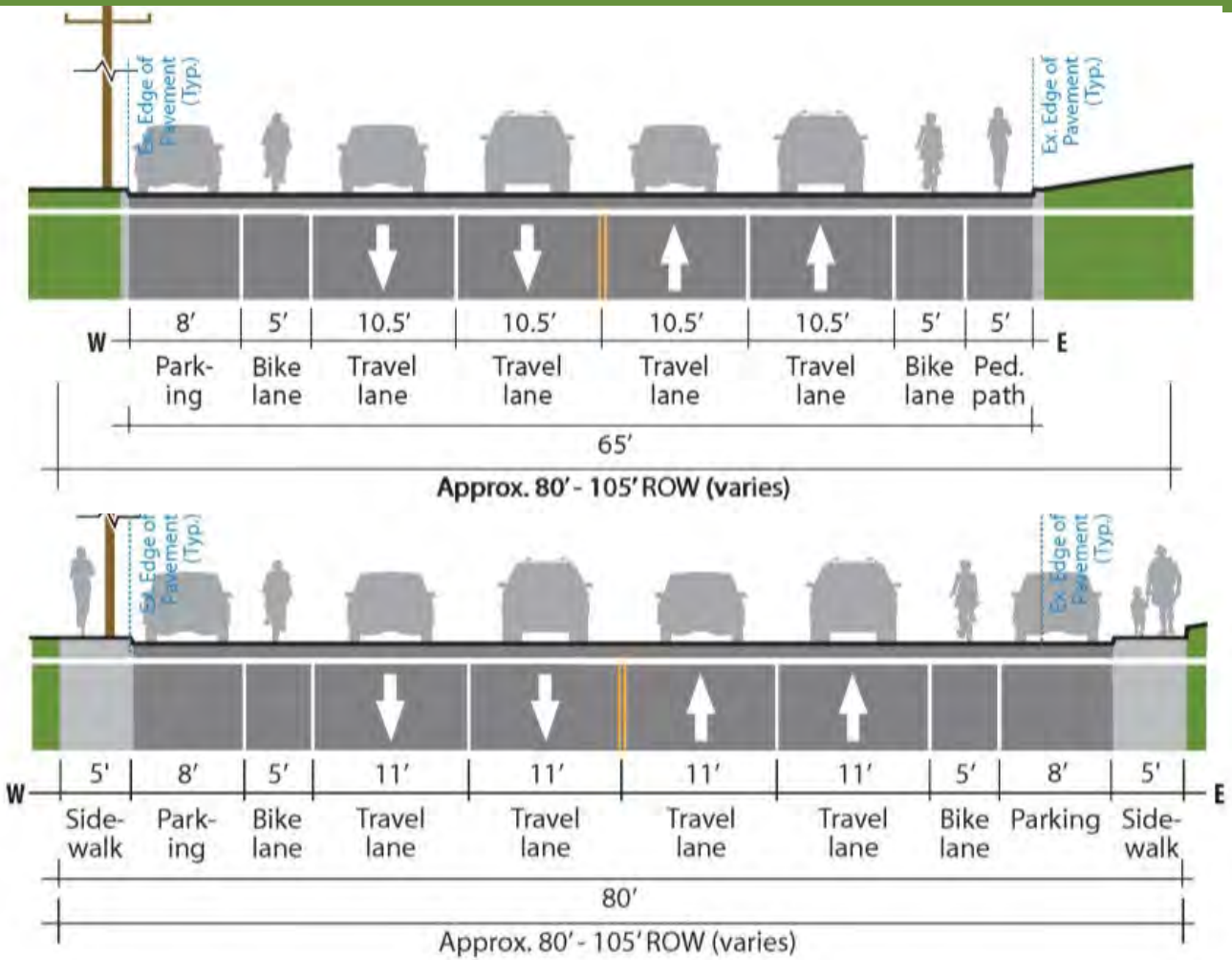
3B





3C

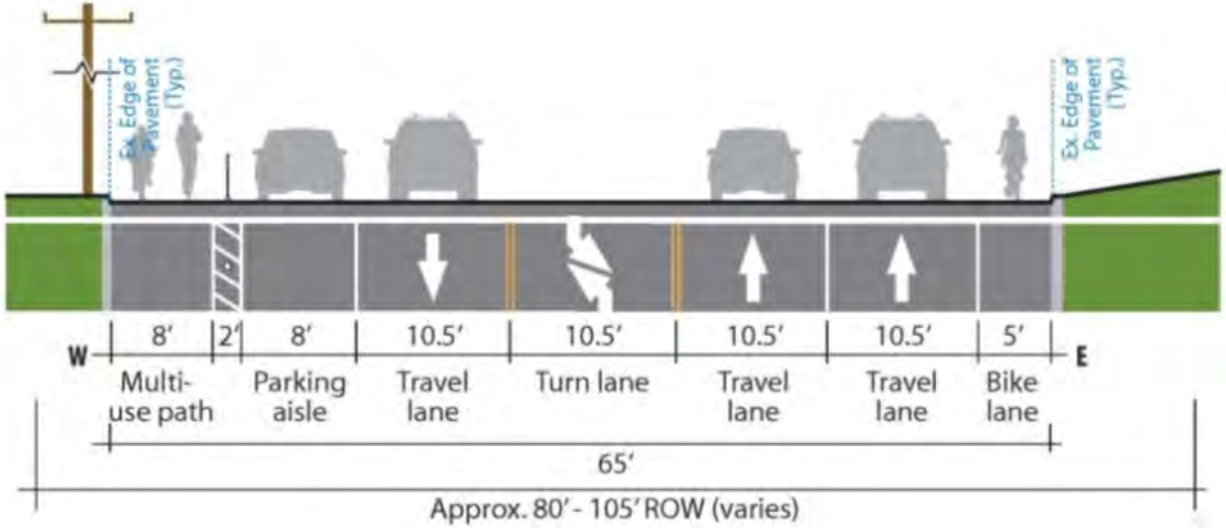
Segment 3 Option 3A



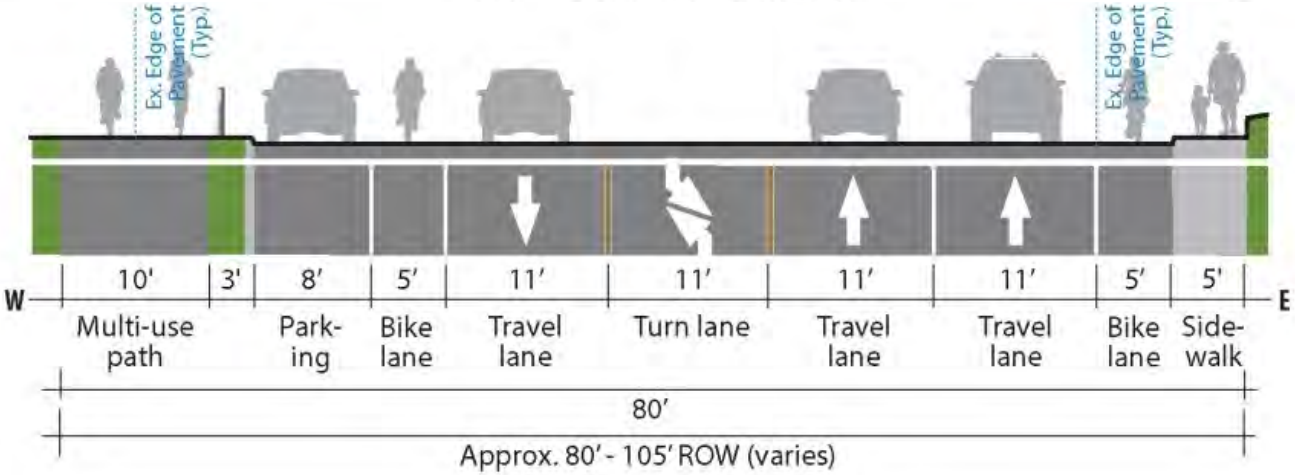
Short-Term

Long-Term

Segment 3 Option 3B

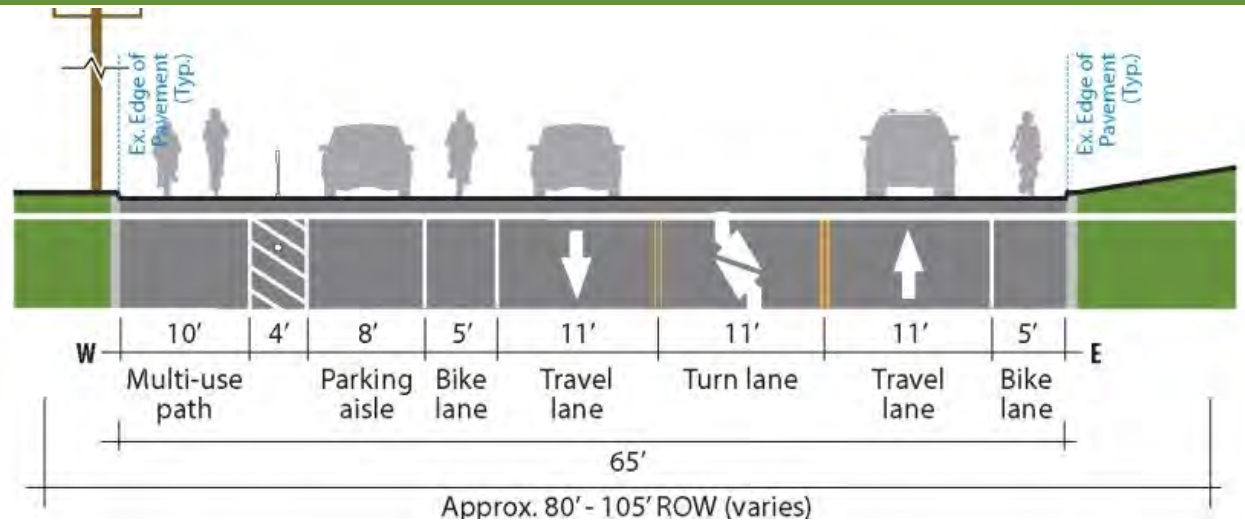


Short-Term

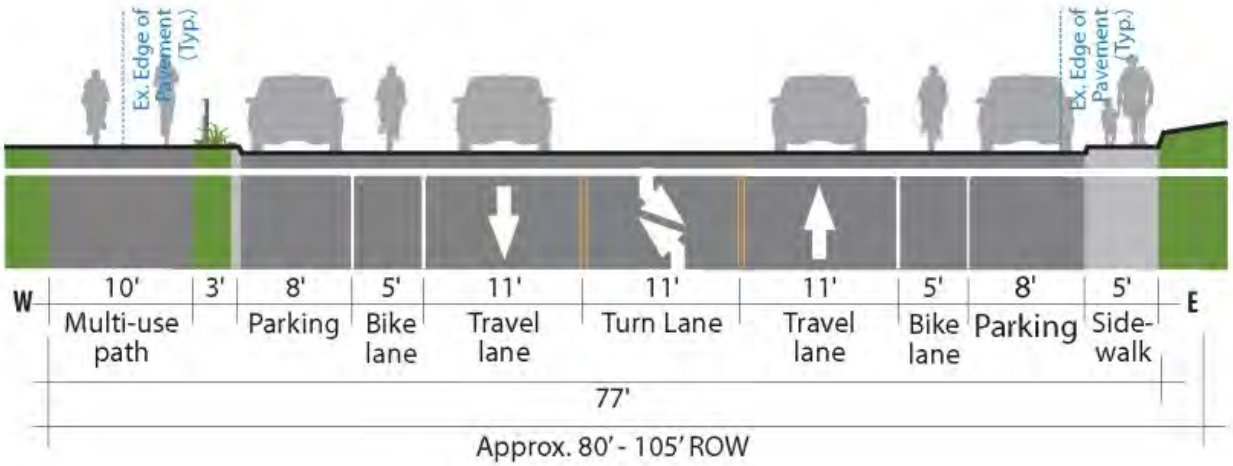


Long-Term

Segment 3 Option 3C



Short-Term



Long-Term

Implementation Approach

- Phased Implementation
- Value-Oriented Design
- Positioning for Grants
  - "Shovel-Ready" Projects (35% Design and CEQA)
- Partnerships: Leverage Existing Funding and Planned/Proposed Projects

Open House Stations

- 7:00pm - Presentation
- **7:30pm - Open House Stations**
- 8:20pm - Report Out
- 8:50pm - Next Steps
- 9:00pm - Adjourn

Next Steps

- **October – December: Additional input sought**
- **October 21:** Joint PC/DRB/Park Rec Commission Meeting
- **January 2015:** Town Council Meeting
- **Winter/Spring 2015:** 35% design plans and CEQA

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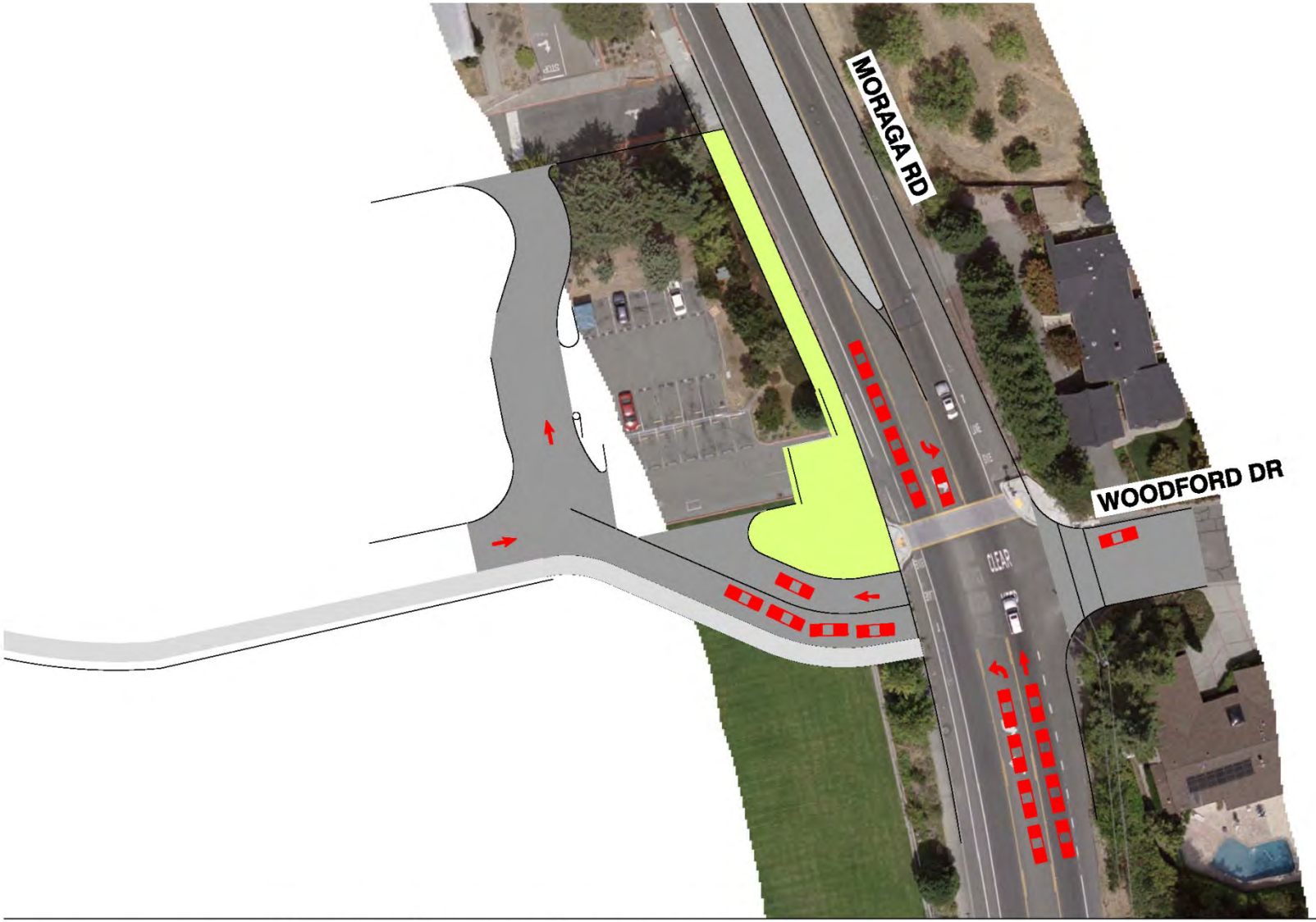
Pocket Slides



Woodford Moraga Intersection

Traffic Congestion During Peak 15 min AM Bell Time

Proposed Traffic Signal (Concept C)

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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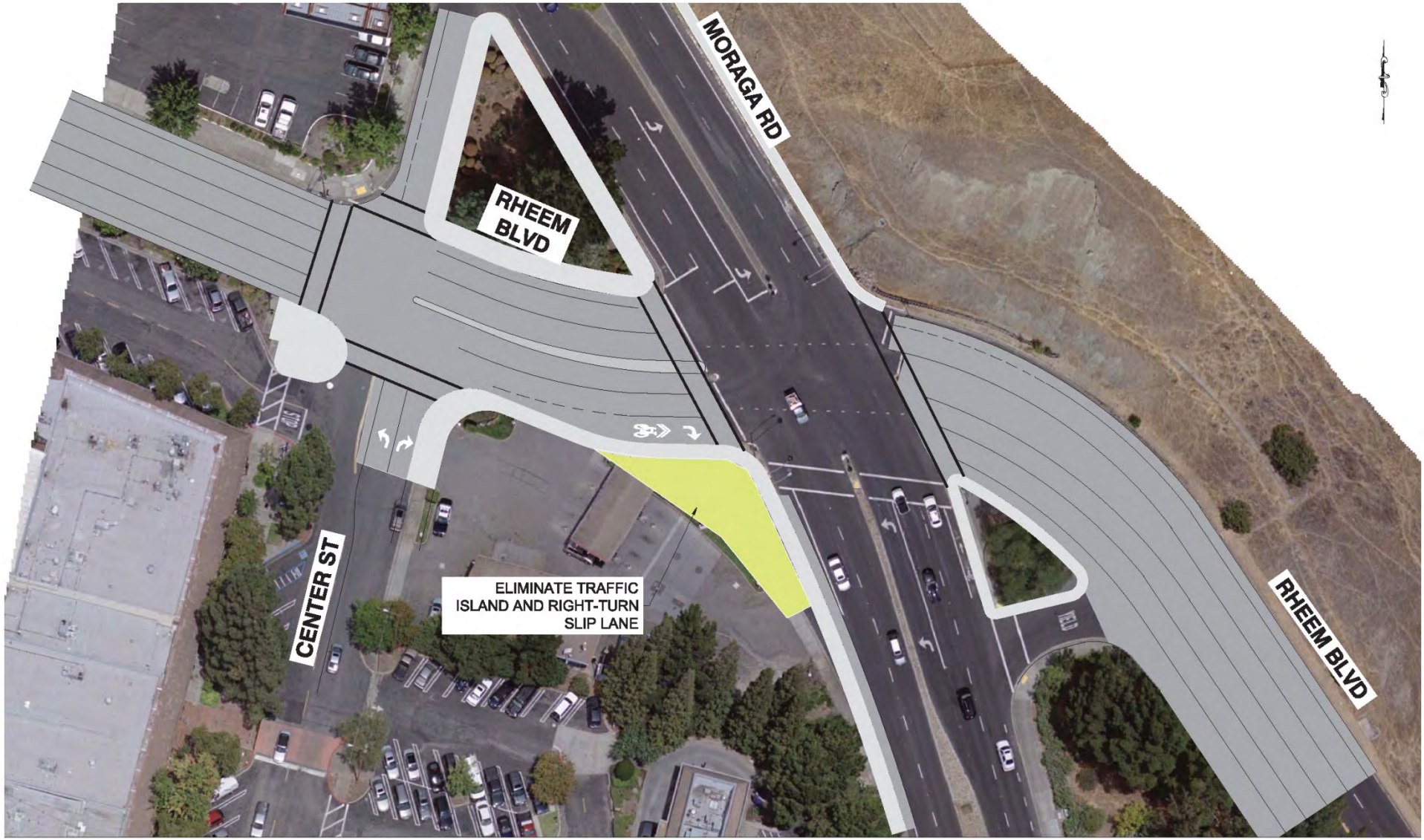

Moraga Rd/Rheem Blvd Intersection: Option 1

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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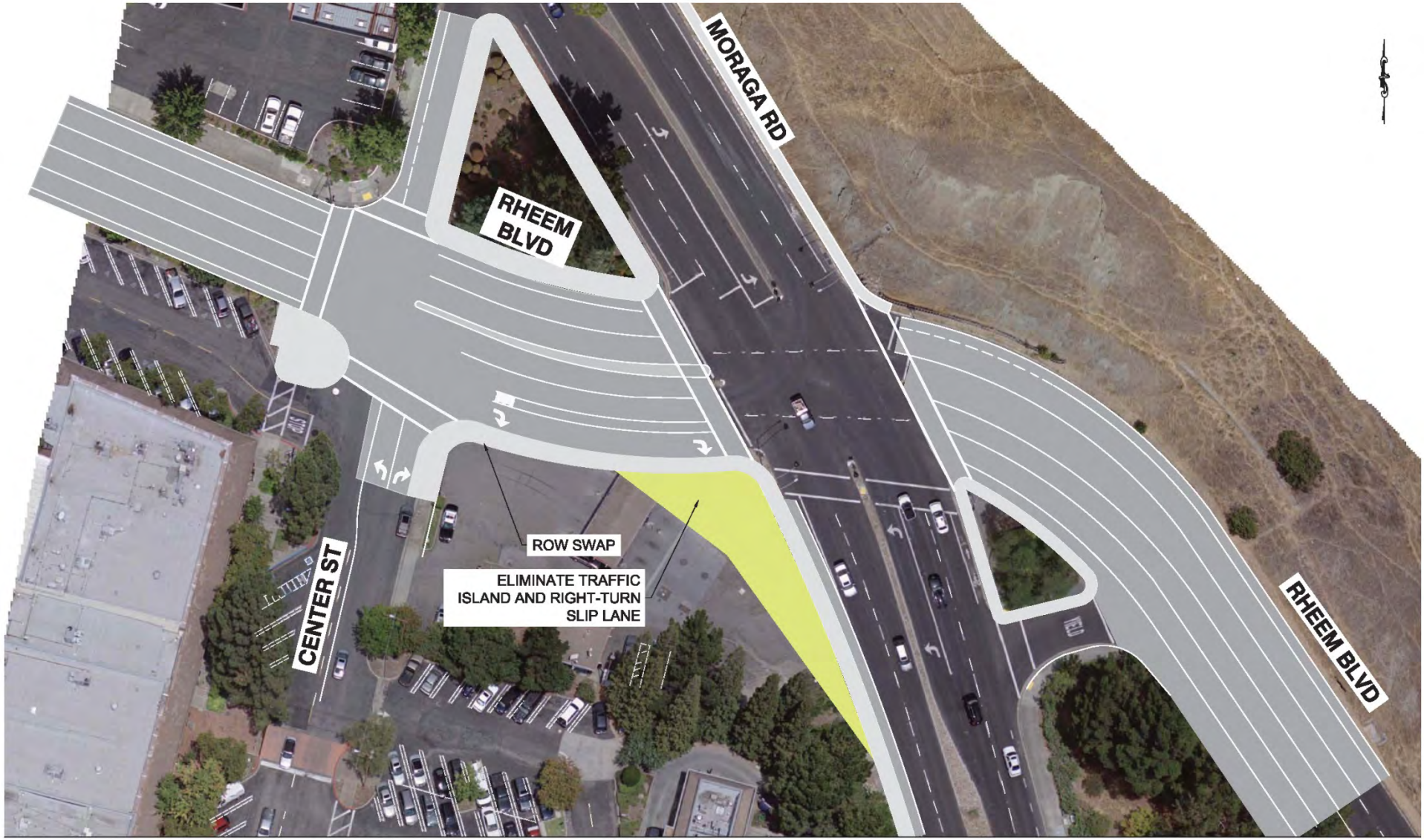

Moraga Rd/Rheem Blvd Intersection: Option 2

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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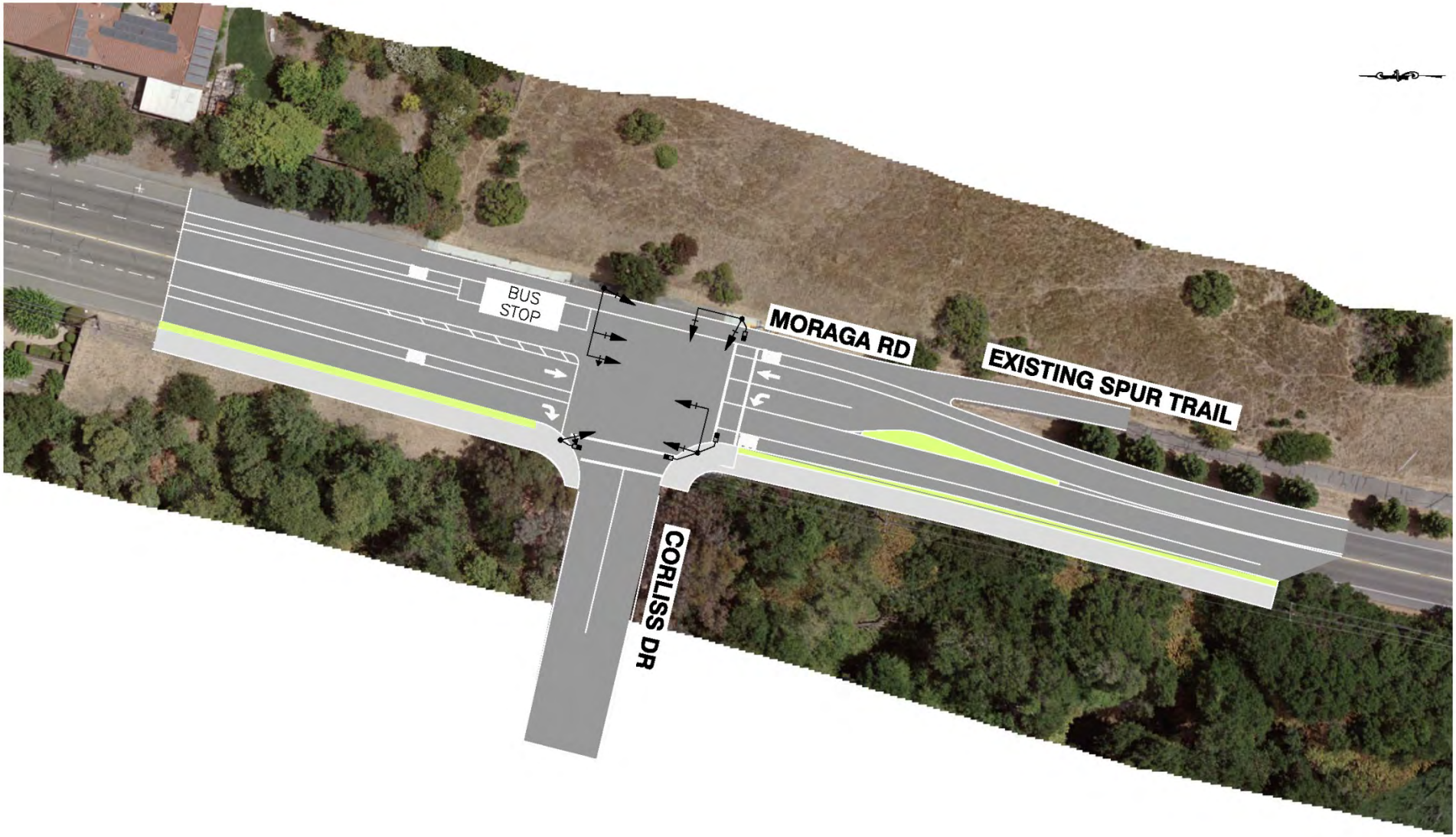

Corliss and Moraga Signal

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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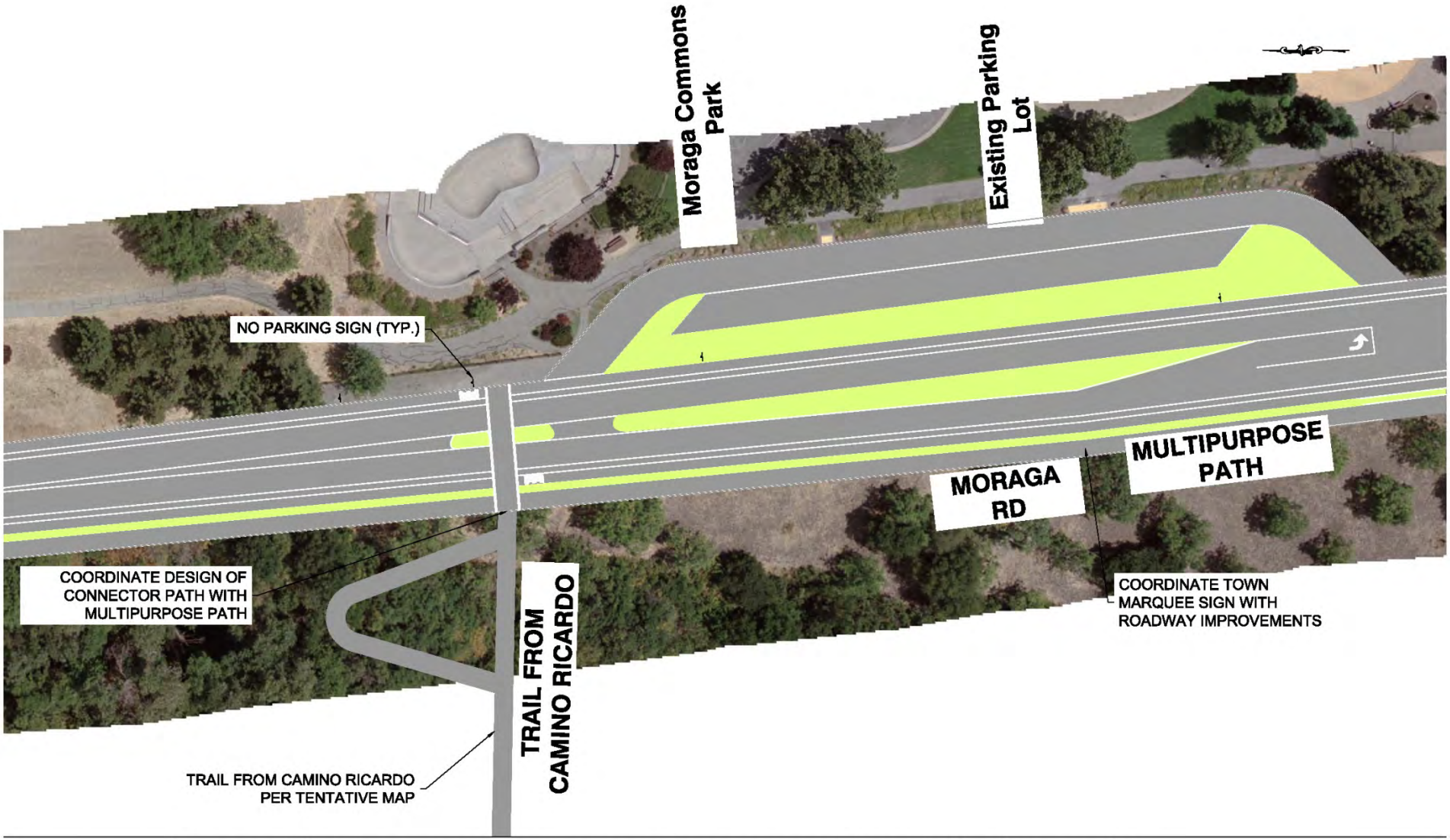

New parking lot access at Moraga Commons with mid-block crossing

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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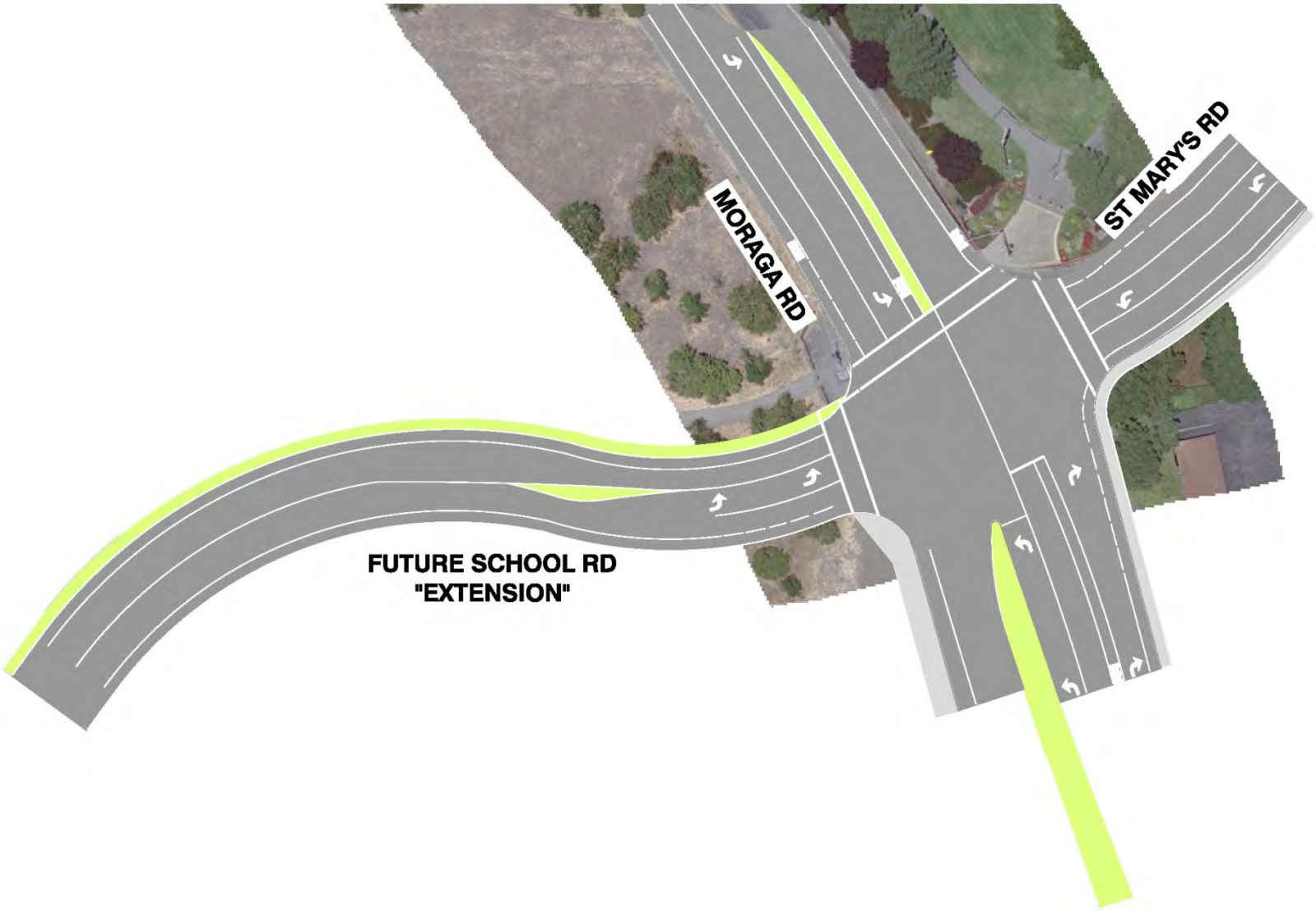

St Mary's Rd/Moraga Rd 4 Leg Option

20' 0 20' 40'
GRAPHIC SCALE: 1" = 20'

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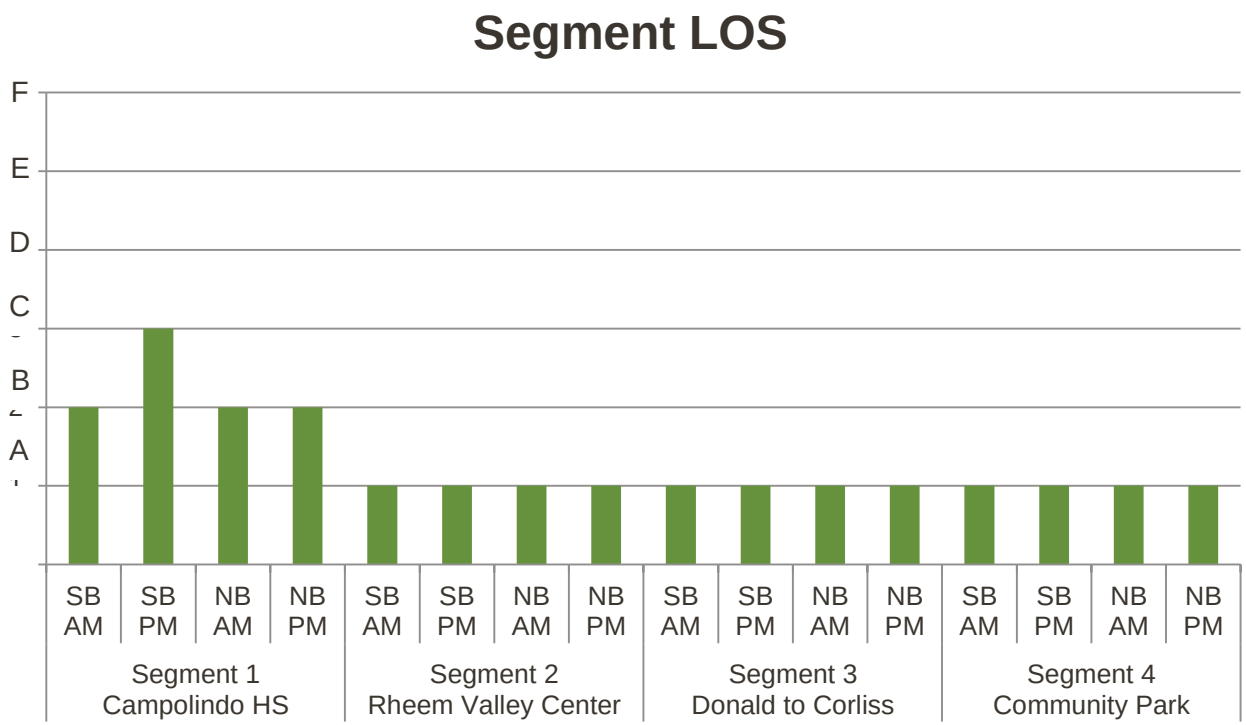
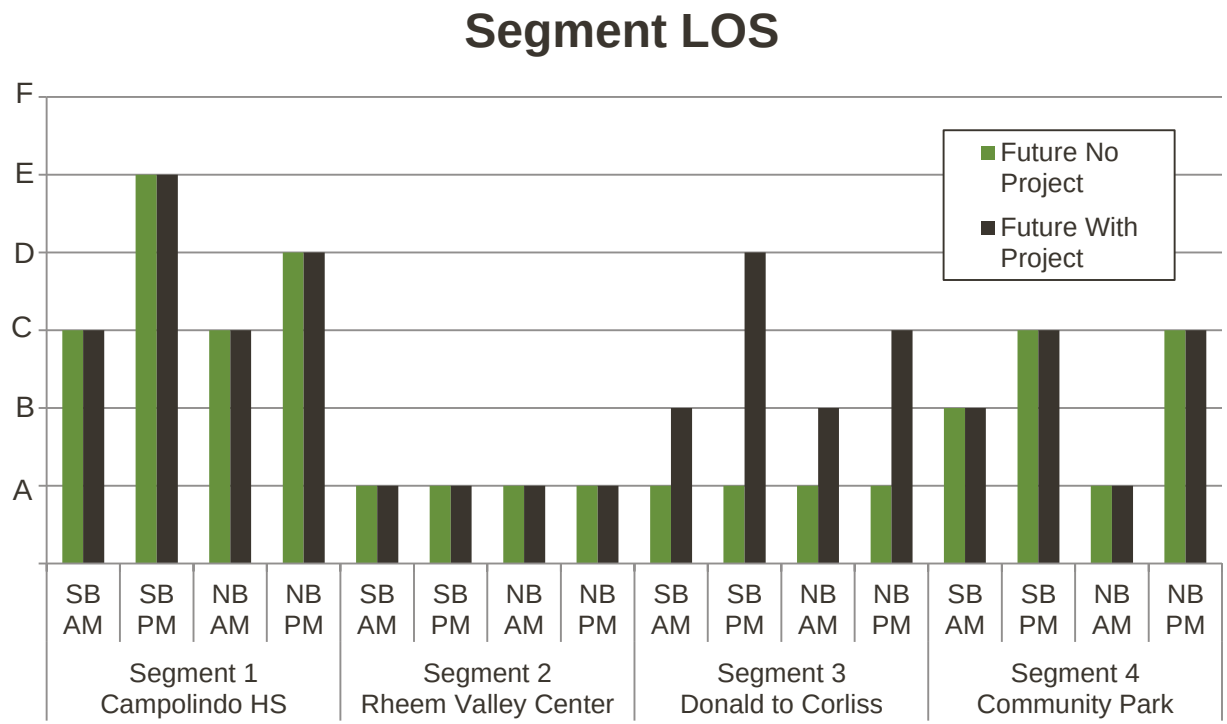
Existing Traffic Conditions



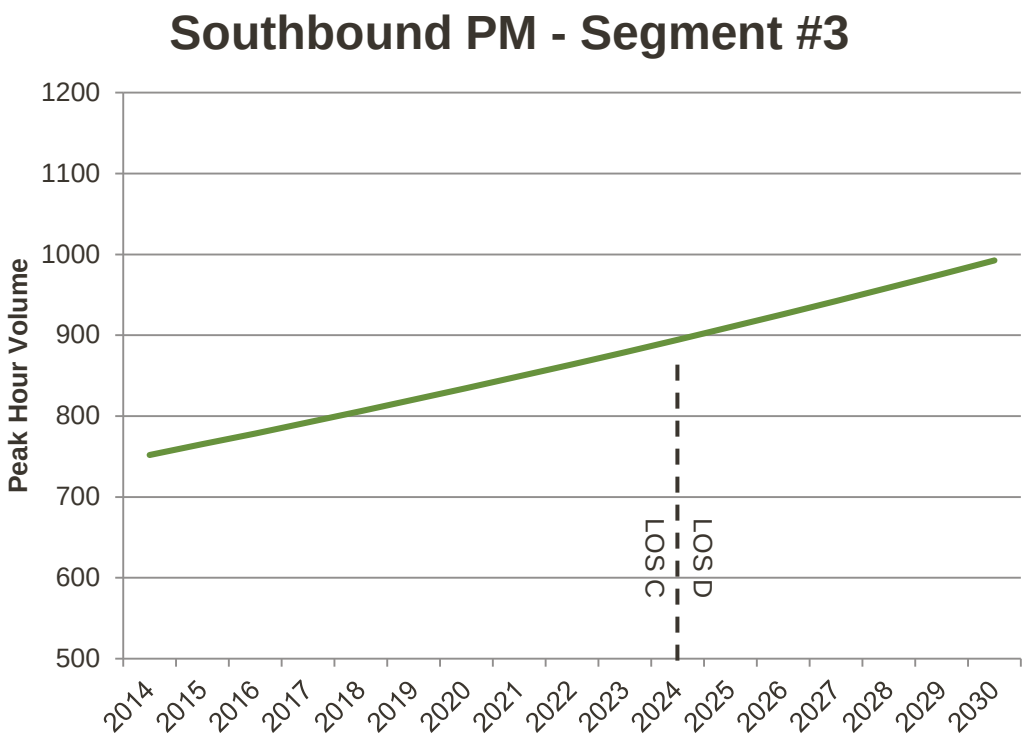
- Opportunities
  - Excess Capacity
  - Wide travel lanes
- Constraints
  - Limited Right of Way

Traffic Forecast



- Near Term
  - Overall no Project LOS impact
- Long Term
  - SB Segment 3 maintains LOS C until 2024

SB Segment #3 LOS Assessment



- With project, LOS C until 2024
- Minor change restores LOS C beyond 2024