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.
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

Segment Level of Service (LOS)

Worse

F
E
D
C

Better

A

SB AM | SB PM | NB AM | NB PM | SB AM | SB PM | NB AM | NB PM | SB AM | SB PM | NB AM | NB PM | SB AM | SB PM | NB AM | NB PM | SB AM | SB PM | NB AM | NB PM

Segment 1: Campolindo HS
Segment 2: Rheem Valley Center
Segment 3: Donald to Corliss
Segment 4: Community Park

□ Opportunities
- Excess Capacity
- Wide travel lanes

□ Constraints
- Limited Right of Way
# Roadway Capacity Analysis

<table>
<thead>
<tr>
<th>Location</th>
<th>Configuration</th>
<th>Capacity (Vehicles per Hour)</th>
<th>Peak Hour % Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campolindo Dr. to</td>
<td>2 Lanes + Center Turn</td>
<td>1,400</td>
<td>59% (NB) 49% (SB)</td>
</tr>
<tr>
<td>Rheem Blvd.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rheem Blvd. to</td>
<td>4 Lanes + Center Turn</td>
<td>2,600</td>
<td>29% (NB) 32% (SB)</td>
</tr>
<tr>
<td>Donald Dr. to</td>
<td>4 Lanes</td>
<td>2,400</td>
<td>32% (NB) 28% (SB)</td>
</tr>
<tr>
<td>Corliss Dr.</td>
<td>2 Lanes</td>
<td>1,200</td>
<td>56% (NB) 48% (SB)</td>
</tr>
<tr>
<td>St. Mary’s Rd.</td>
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</tbody>
</table>
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
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.
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
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
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
Future St. Mary’s Intersection Improvements

St Mary’s Rd/Moraga Rd 4 Leg Option
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  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

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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
Pocket Slides
Woodford Moraga Intersection
Traffic Congestion During Peak 15 min AM Bell Time

Community Workshop #3
September 29, 2014
Moraga Rd/Rheem Blvd Intersection: Option 2
New parking lot access at Moraga Commons with mid-block crossing
Existing Traffic Conditions

Segment LOS

Opportunities
- Excess Capacity
- Wide travel lanes

Constraints
- Limited Right of Way
Traffic Forecast

Segment LOS

- **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