

Community Workshop #3



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.



Community Workshop #3
September 29, 2014

Schedule

2013

Information Gathering and Review

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



2014

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



Design Plans

- Concept Plans
- Cost Estimates
- Council Presentation

Community Workshop #3
September 29, 2014

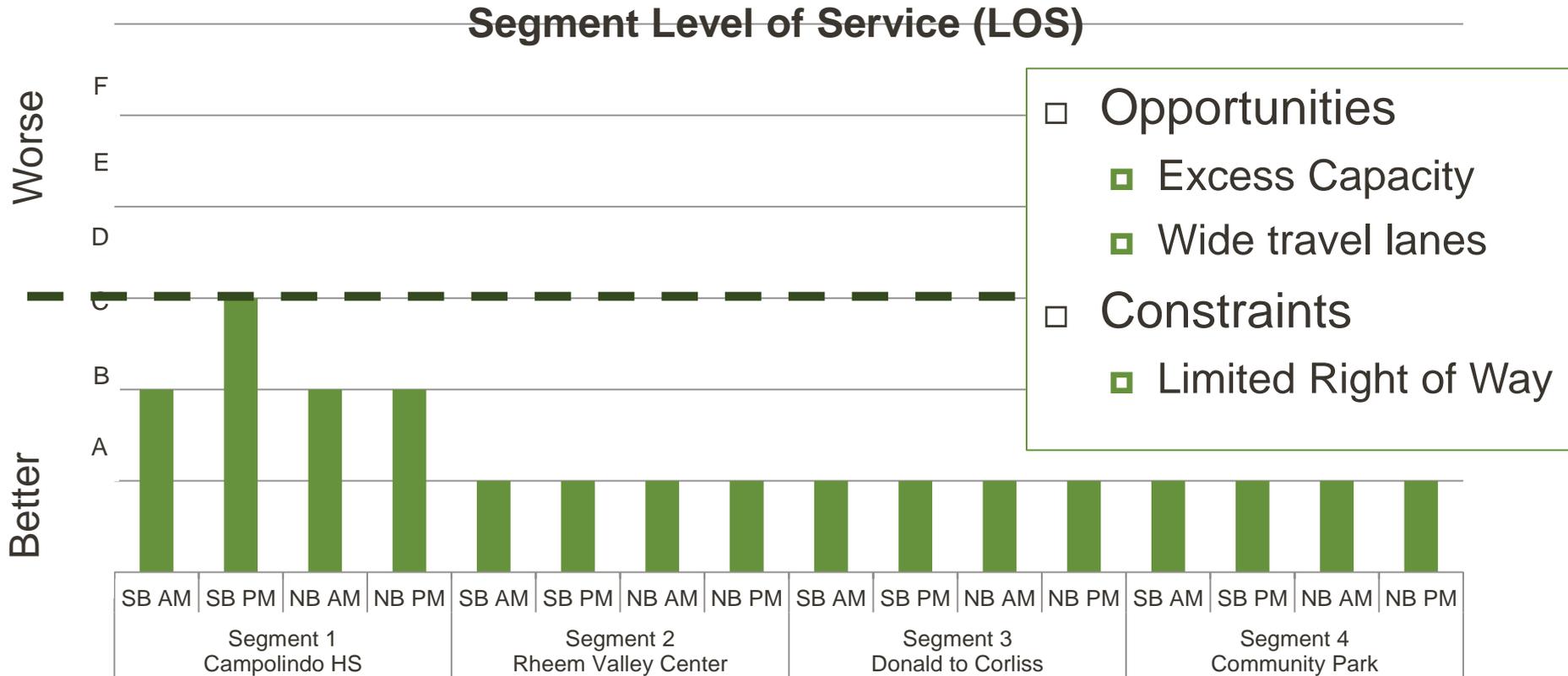


Community Workshop #3
September 29, 2014

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



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



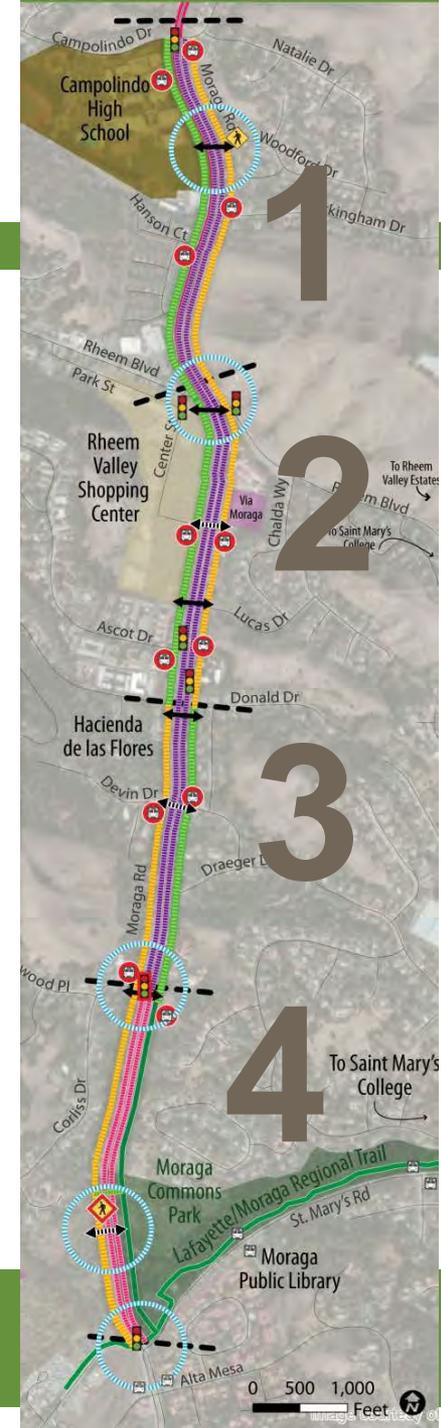
Town Council Meeting Summary

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.

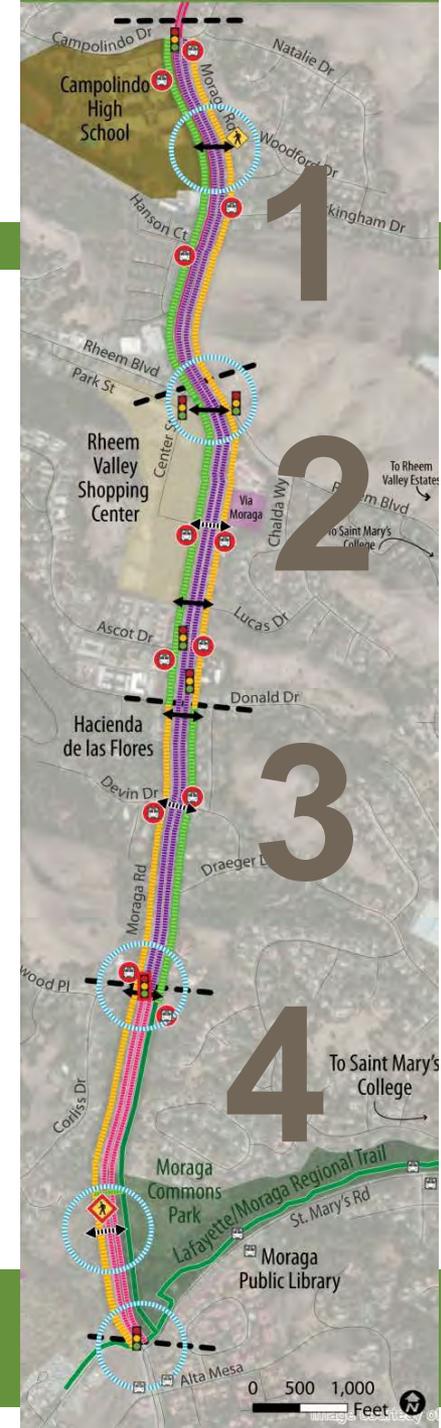


Community Workshop #3
September 29, 2014

Draft Corridor Concept

Common Themes

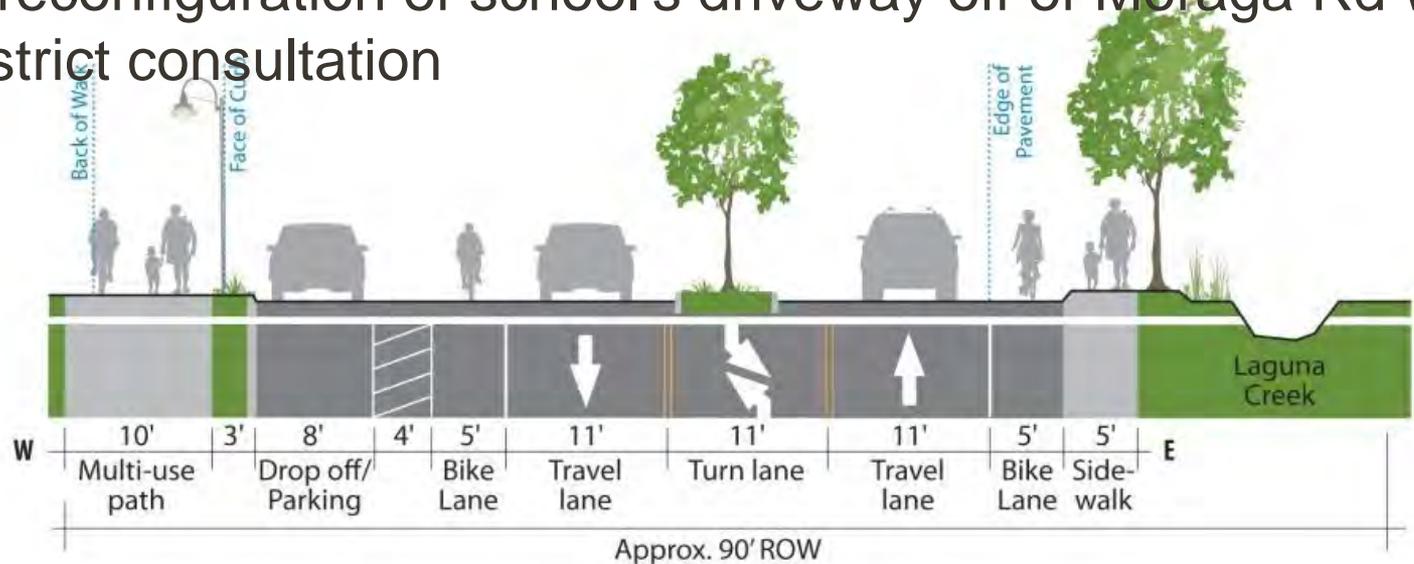
- Proposed improvements tailored to each segment
- All add or upgrade pedestrian and bike facilities, including multi use path and/or sidewalk(s)
- Segment 1, 2 & 4 retain existing vehicle lane configuration/number of lanes



Community Workshop #3
September 29, 2014

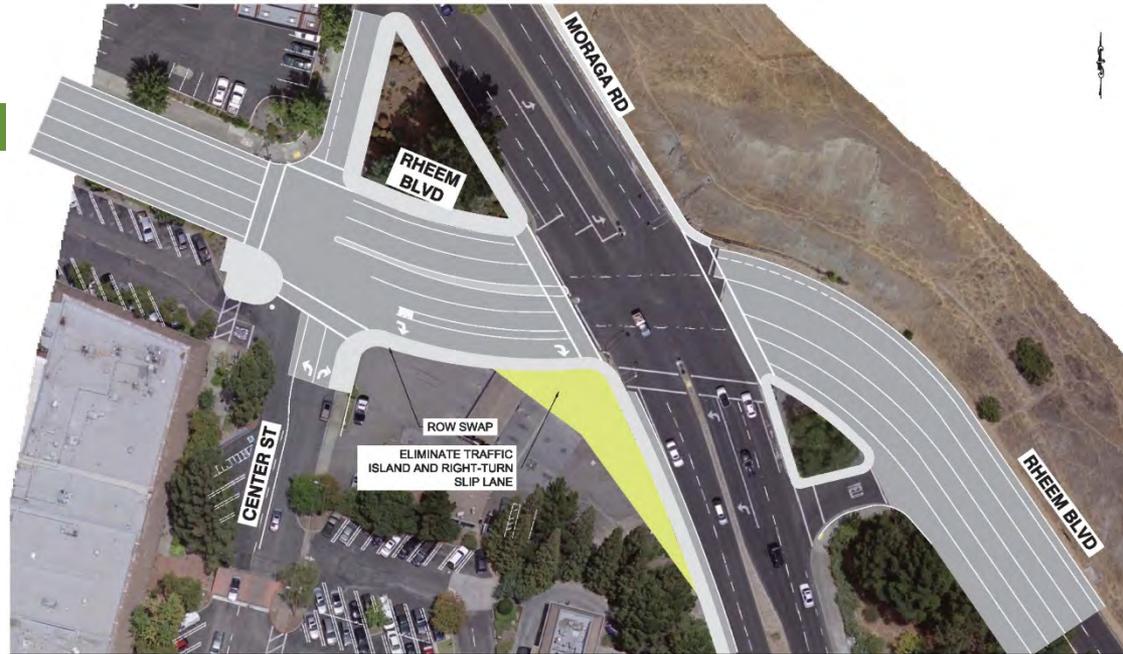
Draft Preferred Concepts: Segment 1

- 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

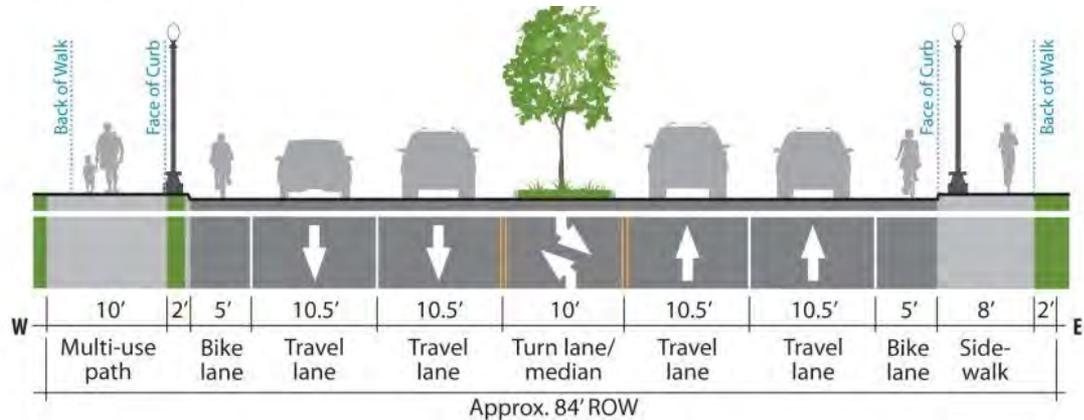


Draft Preferred Concepts: Segment 2

- 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



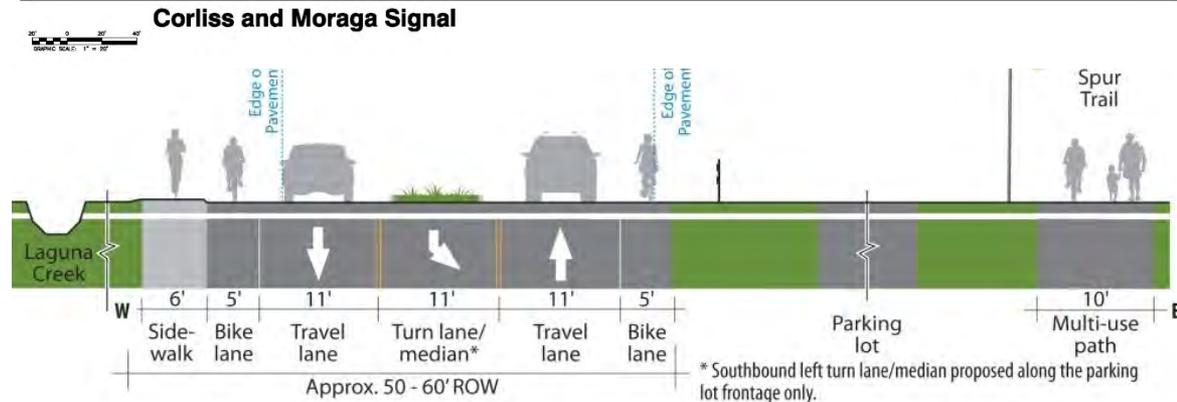
Moraga Rd/Rheem Blvd Intersection: Option 2



Approx. 84' ROW

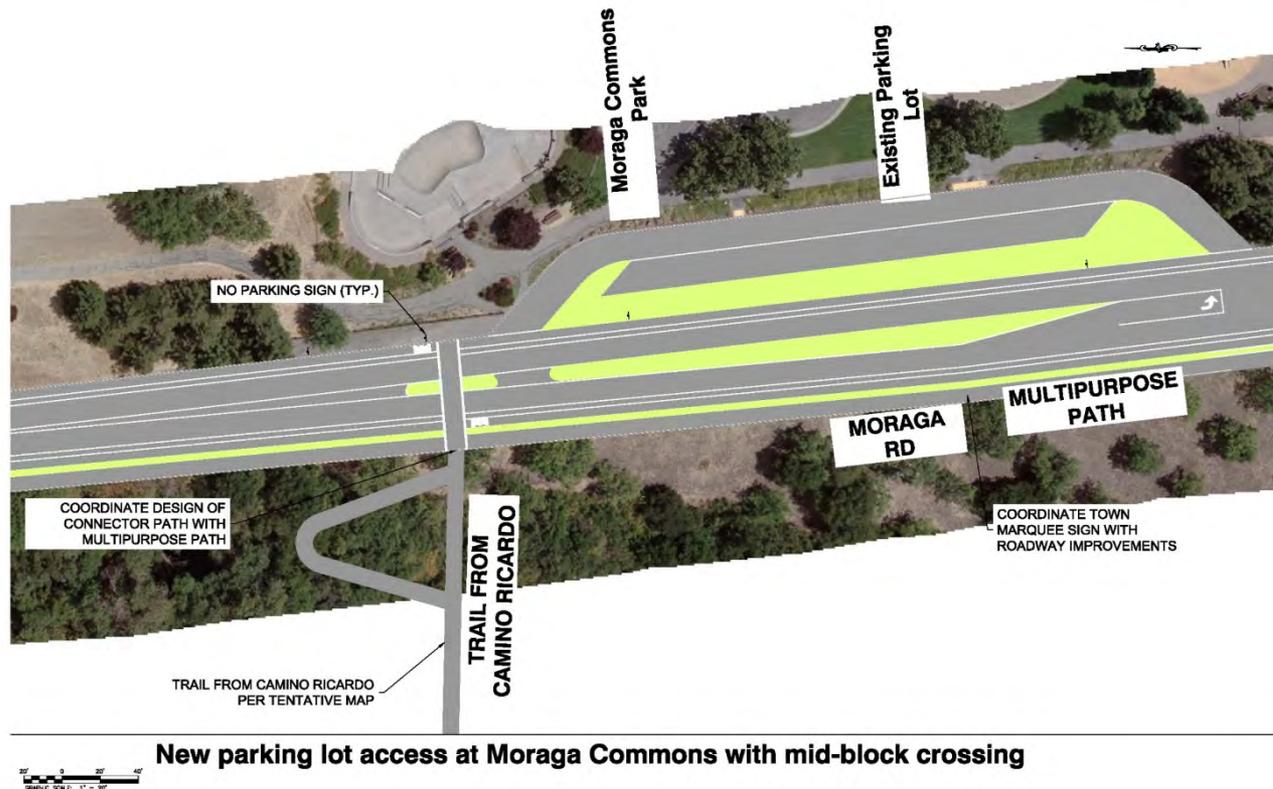
Draft Preferred Concepts: Segment 4

- 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

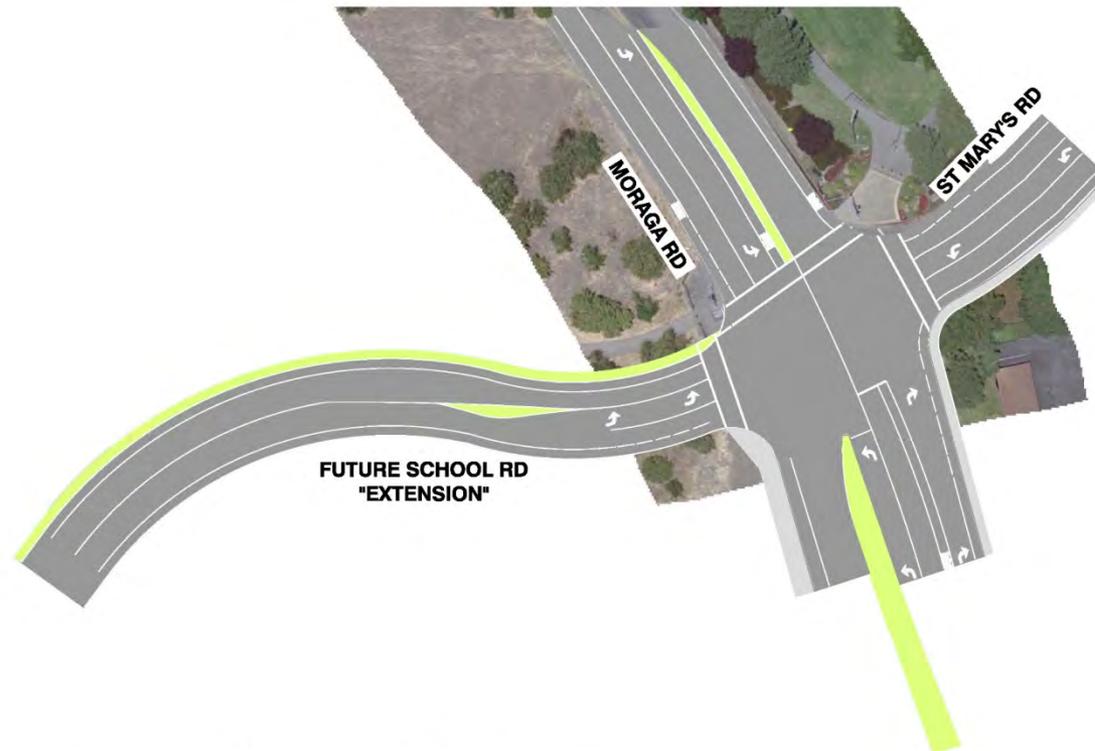
- Camino Ricardo mid-block crossing to the Commons



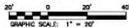
Community Workshop #3
September 29, 2014

Draft Preferred Concepts: Segment 4 Continued

- Future St. Mary's Intersection Improvements



St Mary's Rd/Moraga Rd 4 Leg Option



Community Workshop #3
September 29, 2014

Segment 3 Options: Existing Conditions

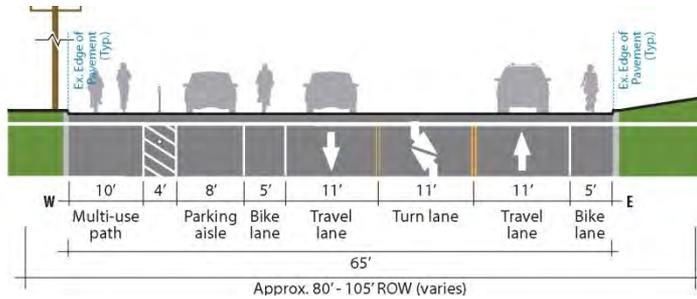
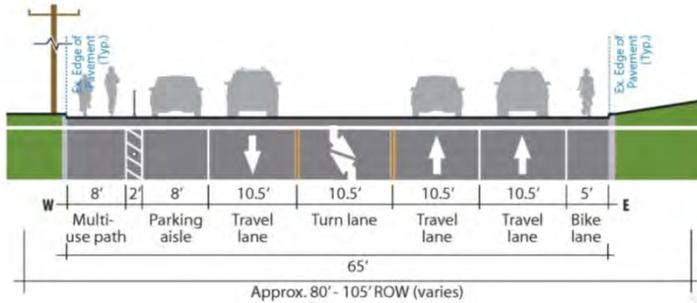
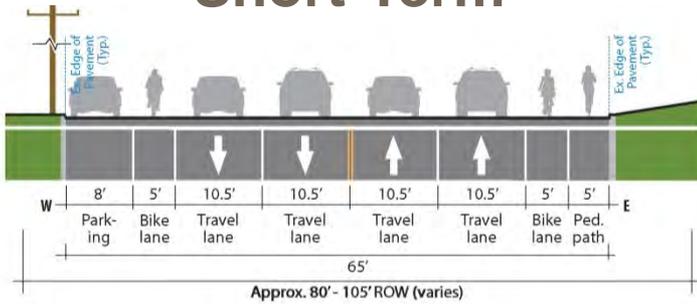
- Donald to Corliss segment is most constrained, and has most significant gaps and deficiencies
 - Laguna Creek
 - Private improvements (driveways, mailboxes, etc.) in public Right-of-Way
- Four lane configuration has substantial excess capacity in both AM and PM peak



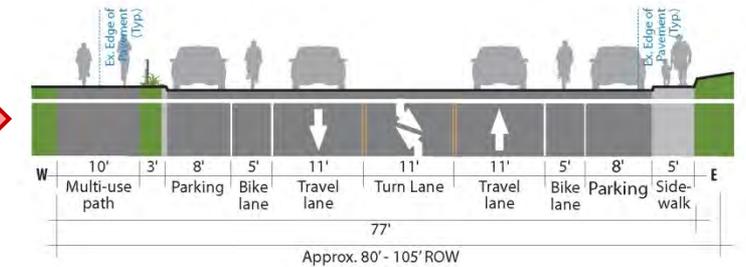
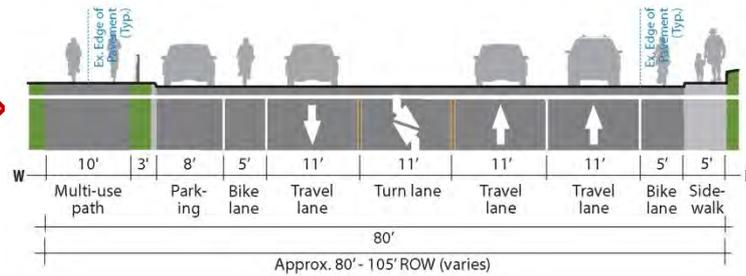
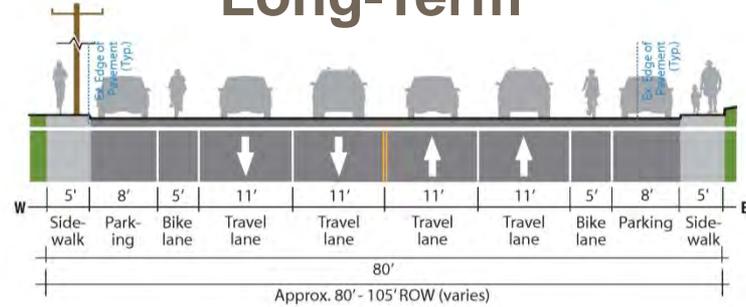
Community Workshop #3
September 29, 2014

Segment 3 Options

Short-Term



Long-Term



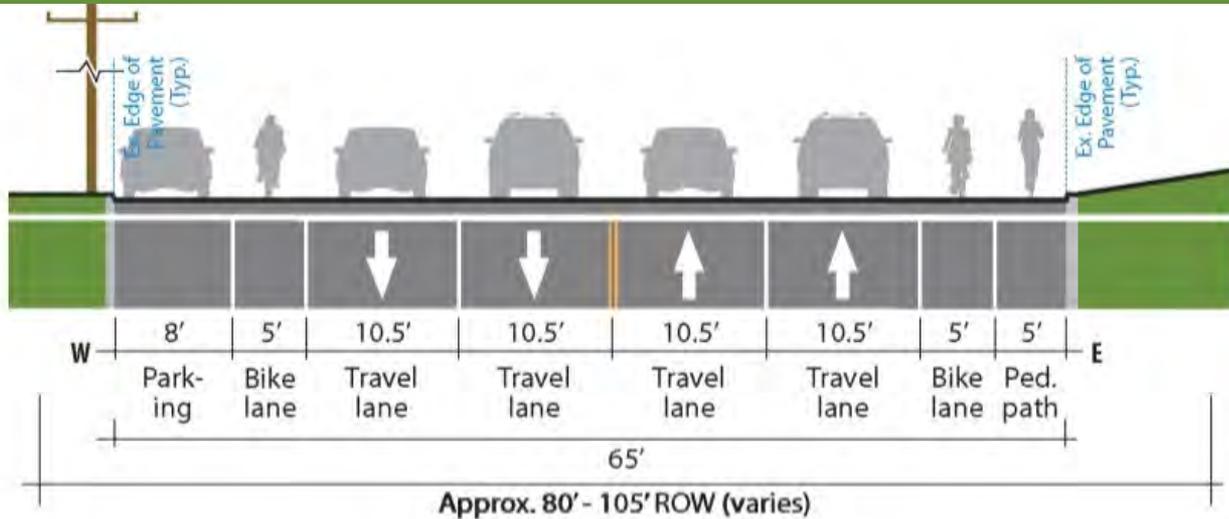
3A

3B

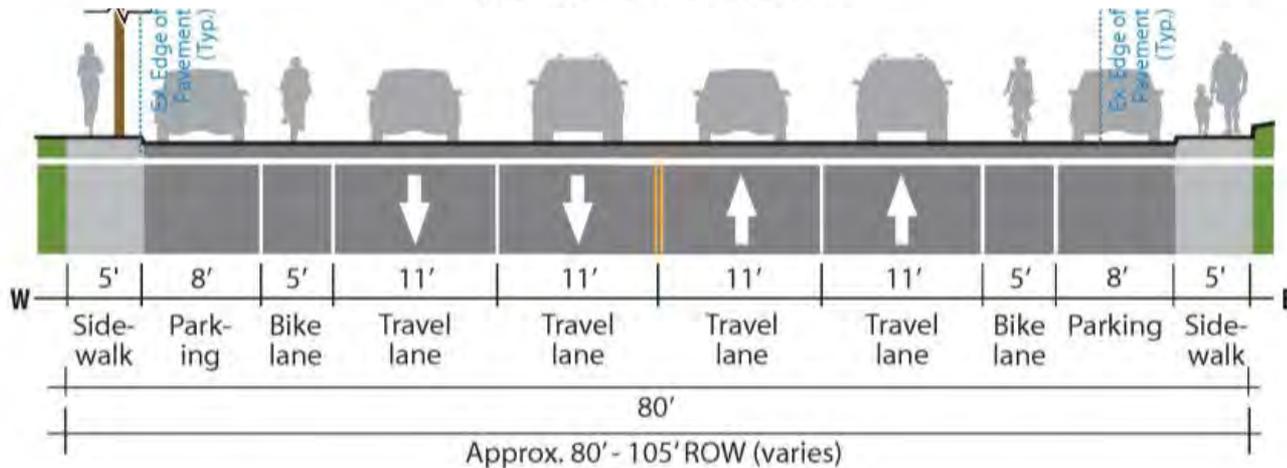
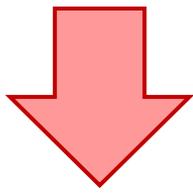
3C

Community Workshop #3
 September 29, 2014

Segment 3 Option 3A



Short-Term

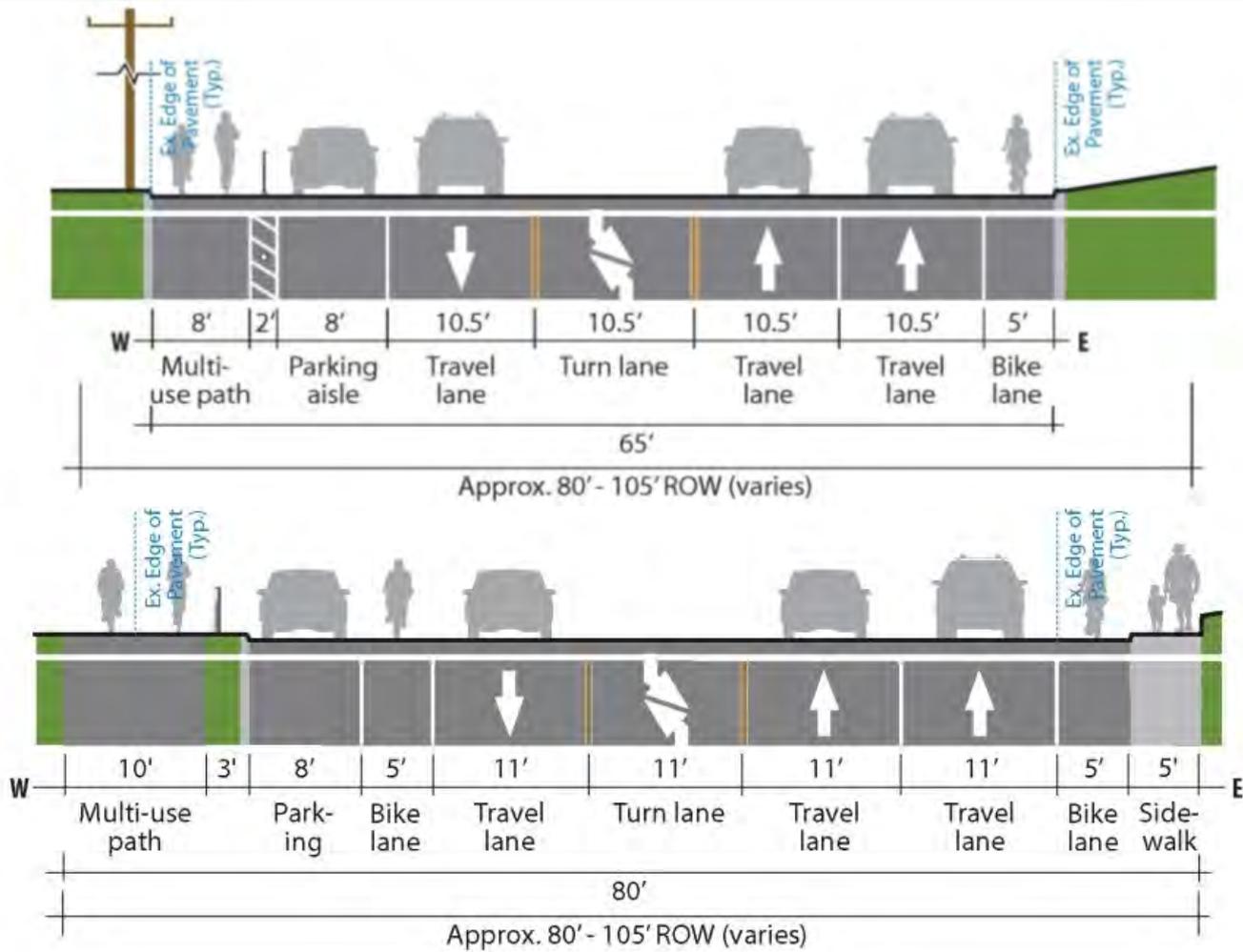


Long-Term

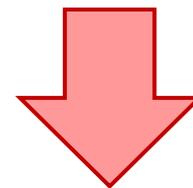
Community Workshop #3
September 29, 2014

Segment 3

Option 3B



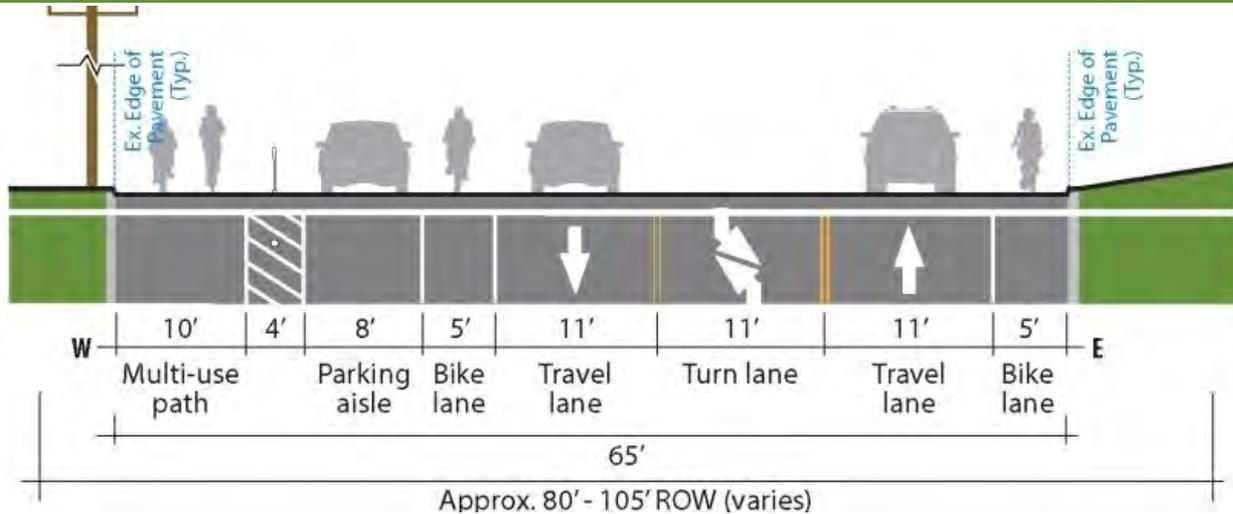
Short-Term



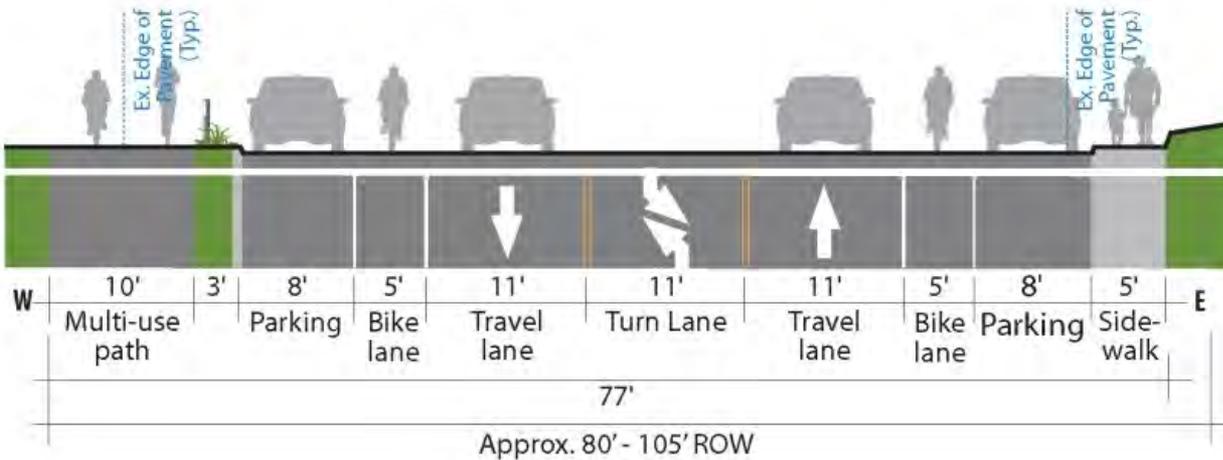
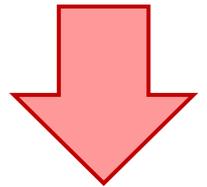
Long-Term

Community Workshop #3
September 29, 2014

Segment 3 Option 3C



Short-Term



Long-Term

Community Workshop #3
September 29, 2014

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**



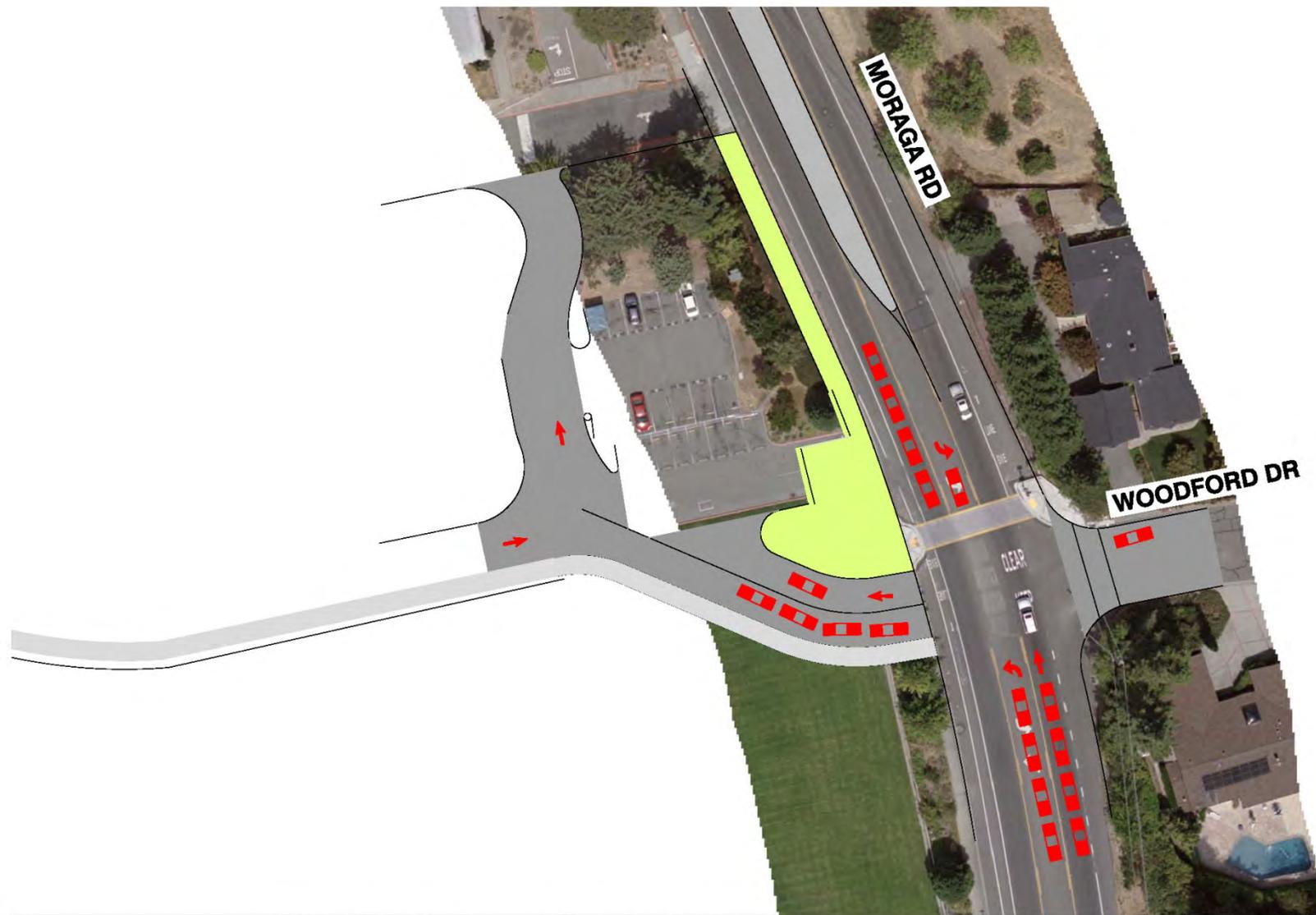
Community Workshop #3
September 29, 2014

Community Workshop #3



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

Pocket Slides

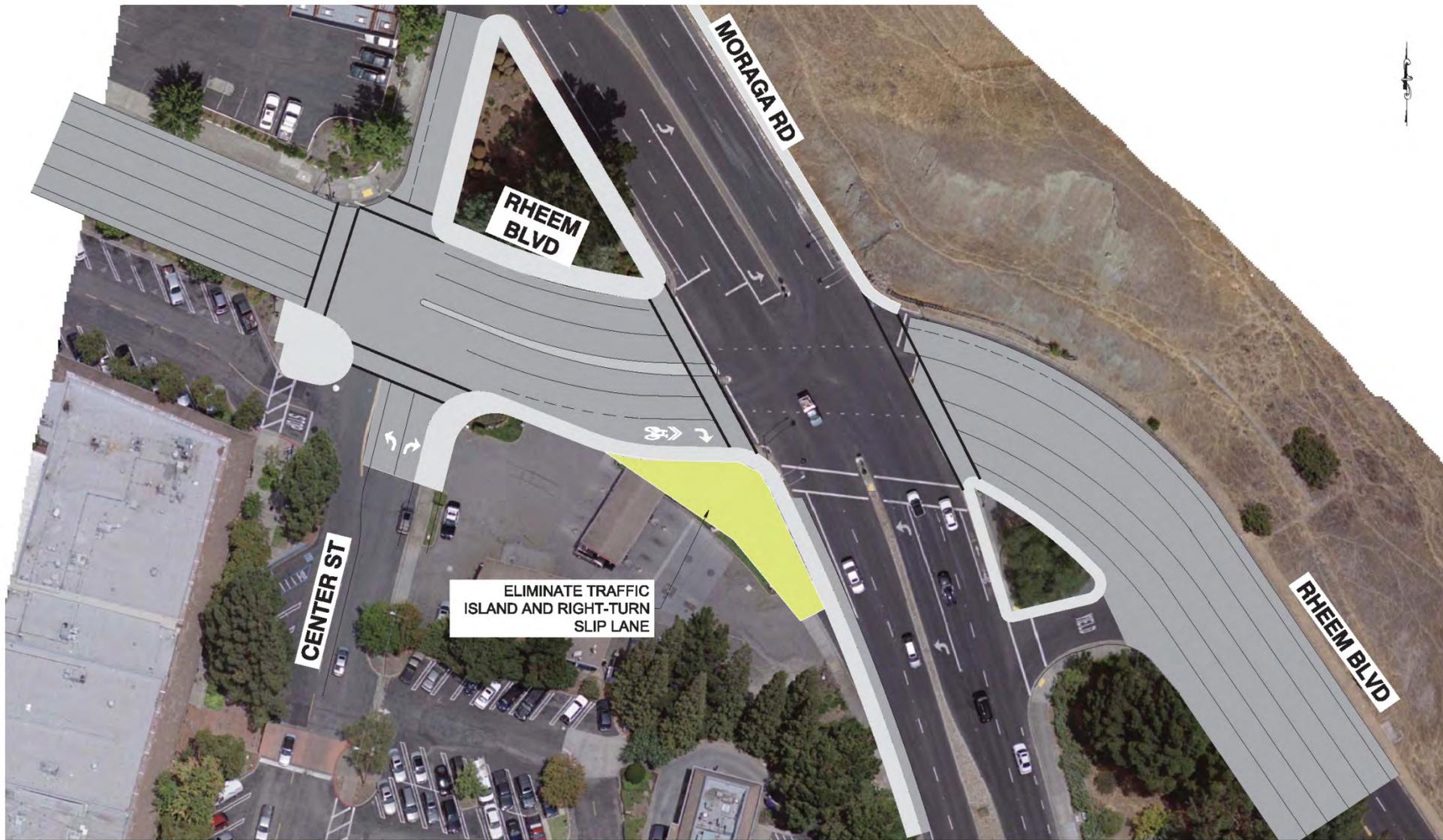


Woodford Moraga Intersection
Traffic Congestion During Peak 15 min AM Bell Time

Proposed Traffic Signal (Concept C)



Community Workshop #3
September 29, 2014

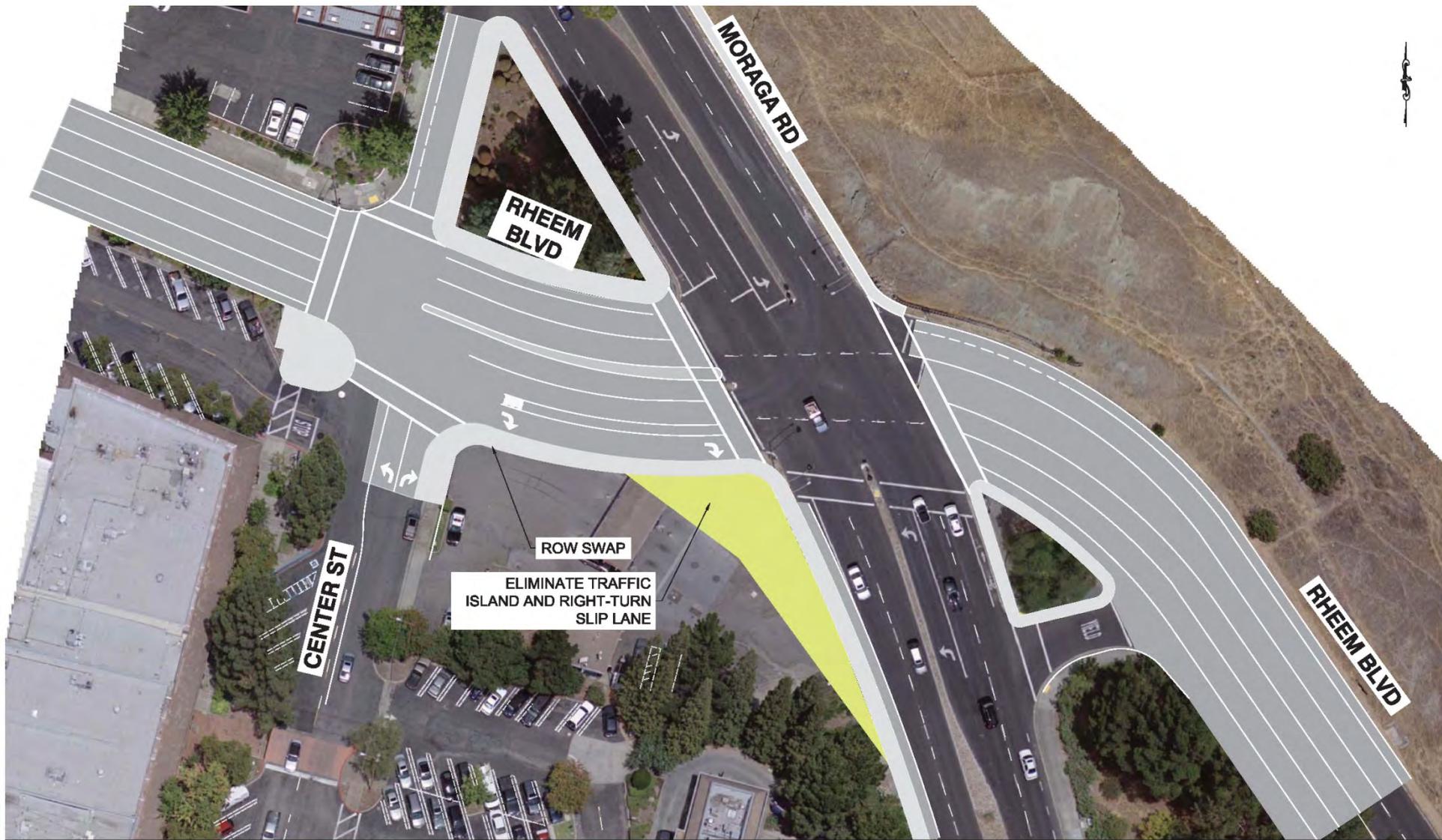


Moraga Rd/Rheem Blvd Intersection: Option 1



Community Workshop #3
September 29, 2014

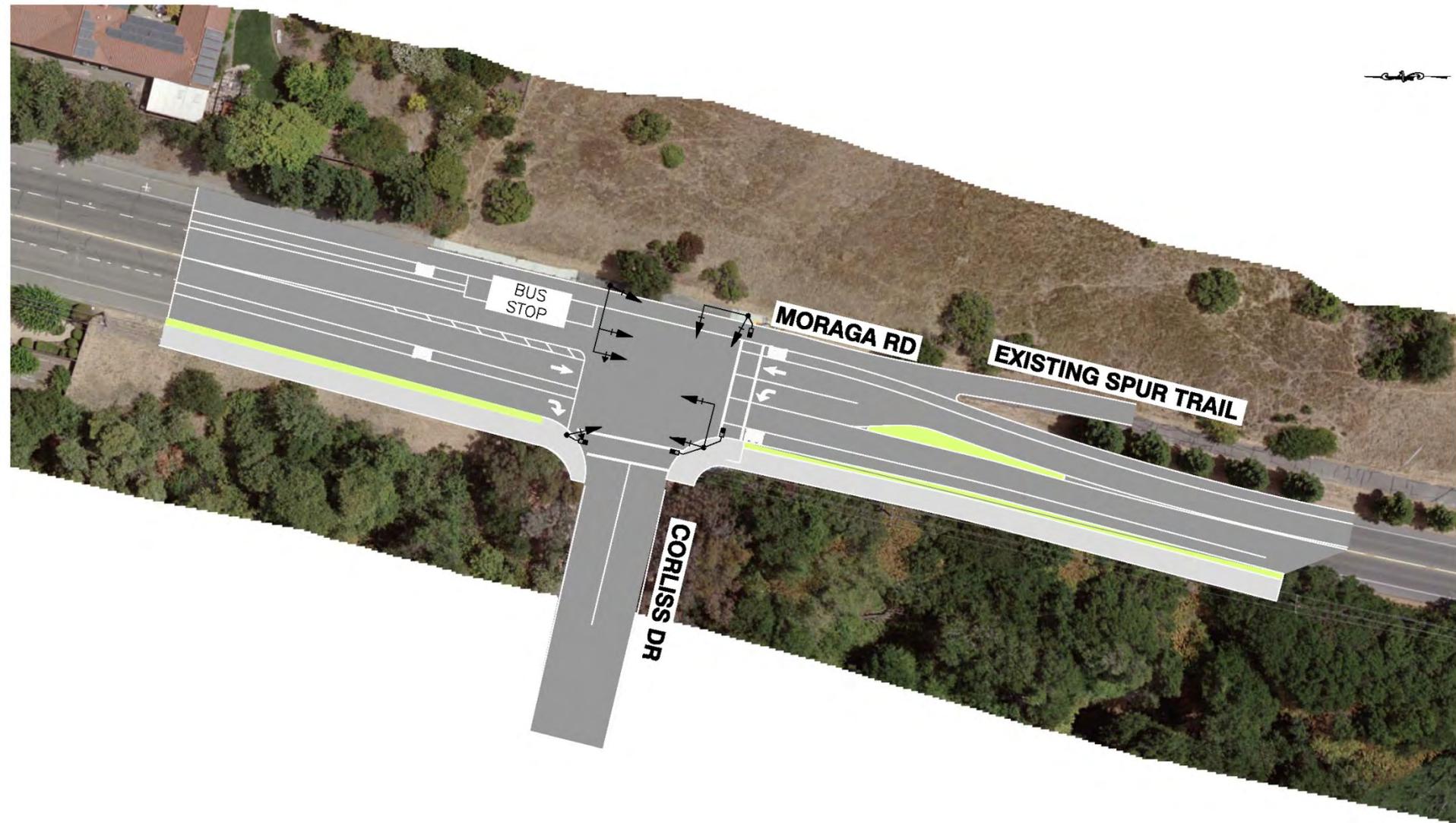




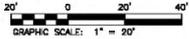
Moraga Rd/Rheem Blvd Intersection: Option 2



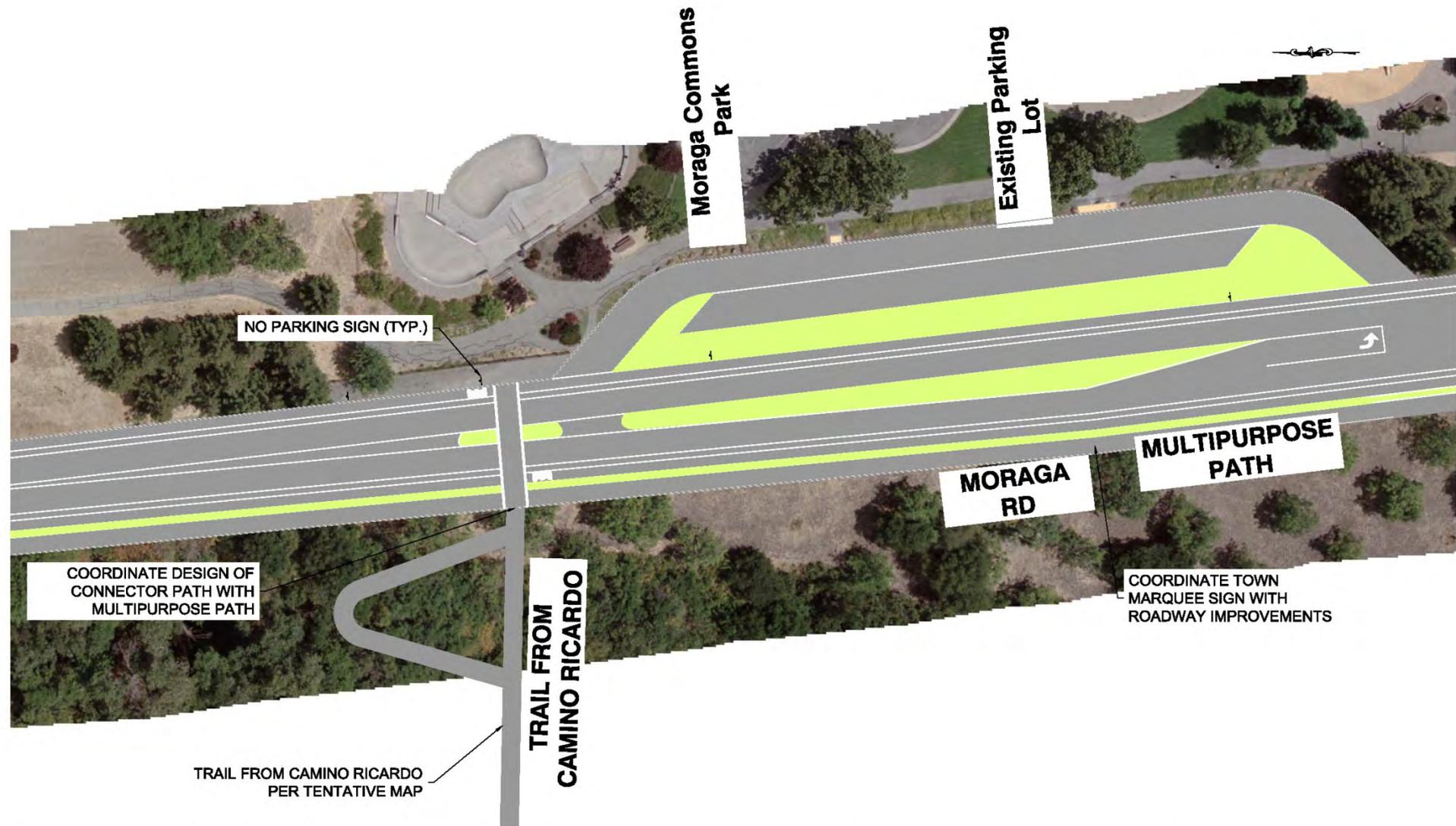
Community Workshop #3
September 29, 2014



Corliss and Moraga Signal



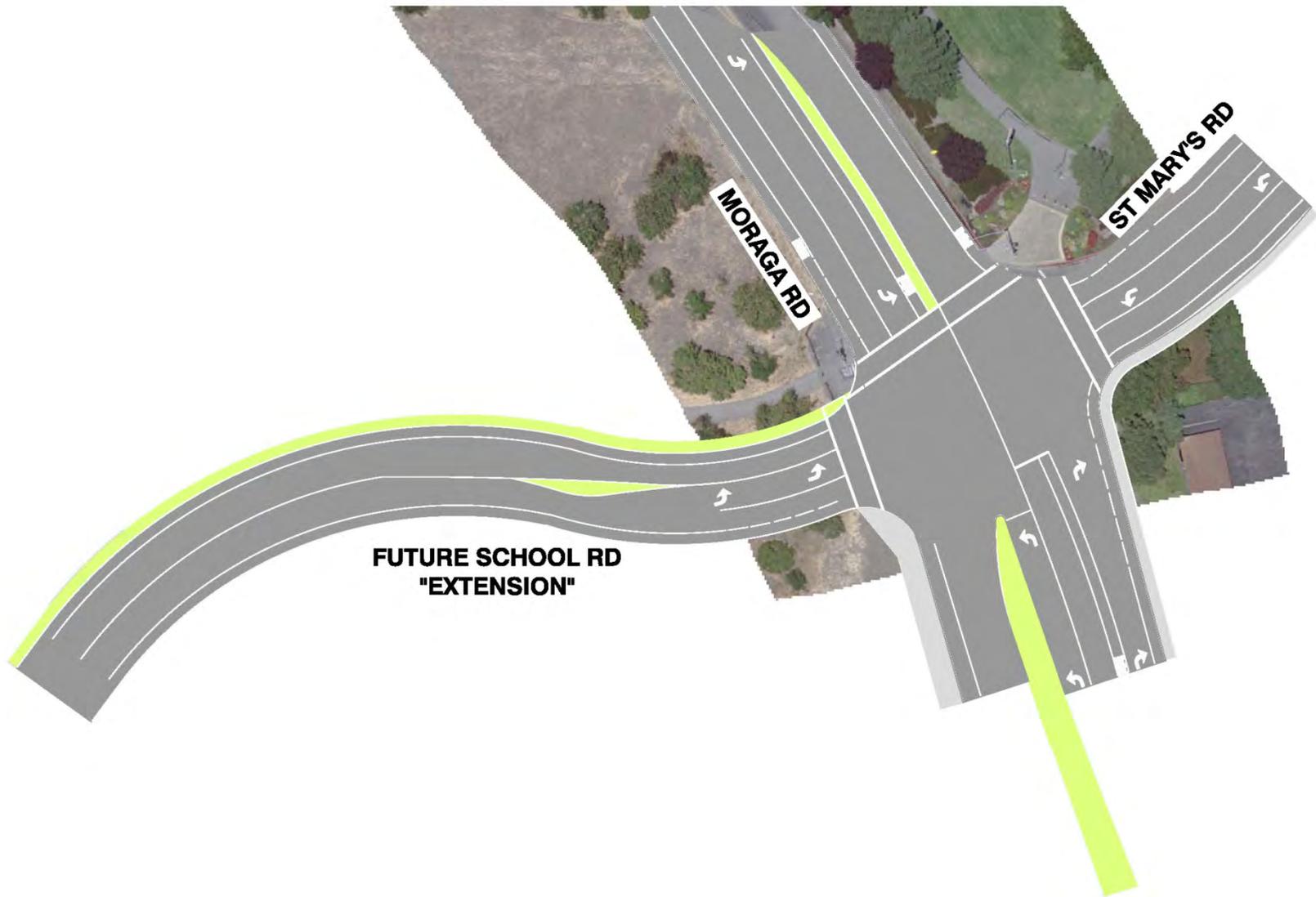
Community Workshop #3
September 29, 2014



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



Community Workshop #3
September 29, 2014



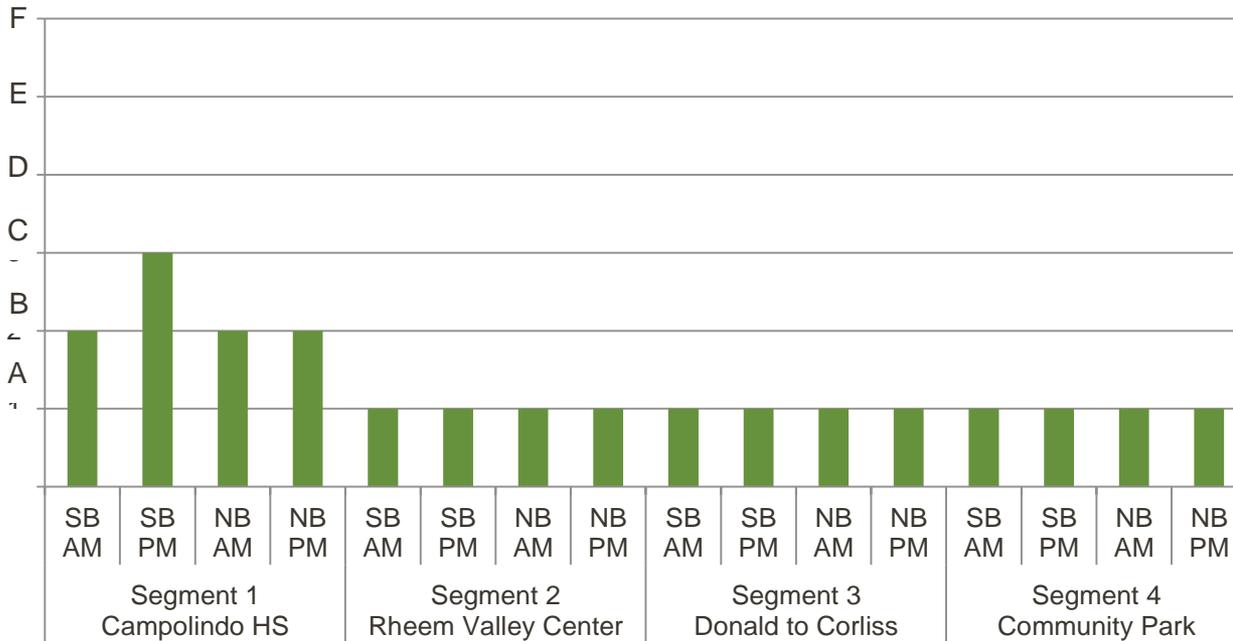
St Mary's Rd/Moraga Rd 4 Leg Option



Community Workshop #3
September 29, 2014

Existing Traffic Conditions

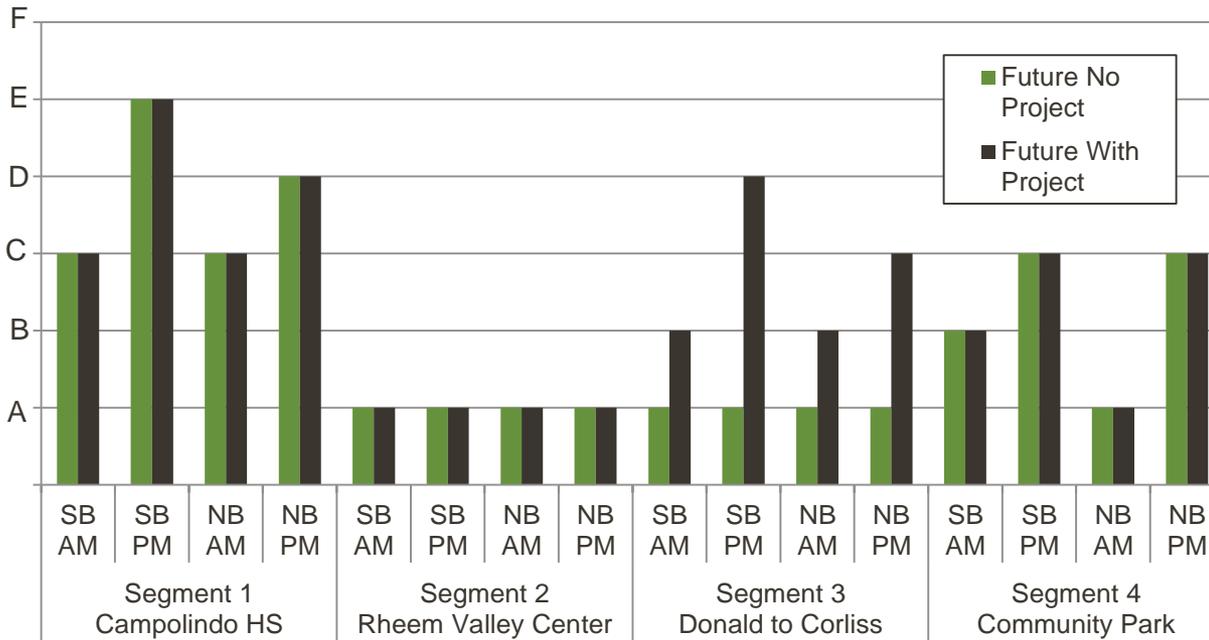
Segment LOS



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

Traffic Forecast

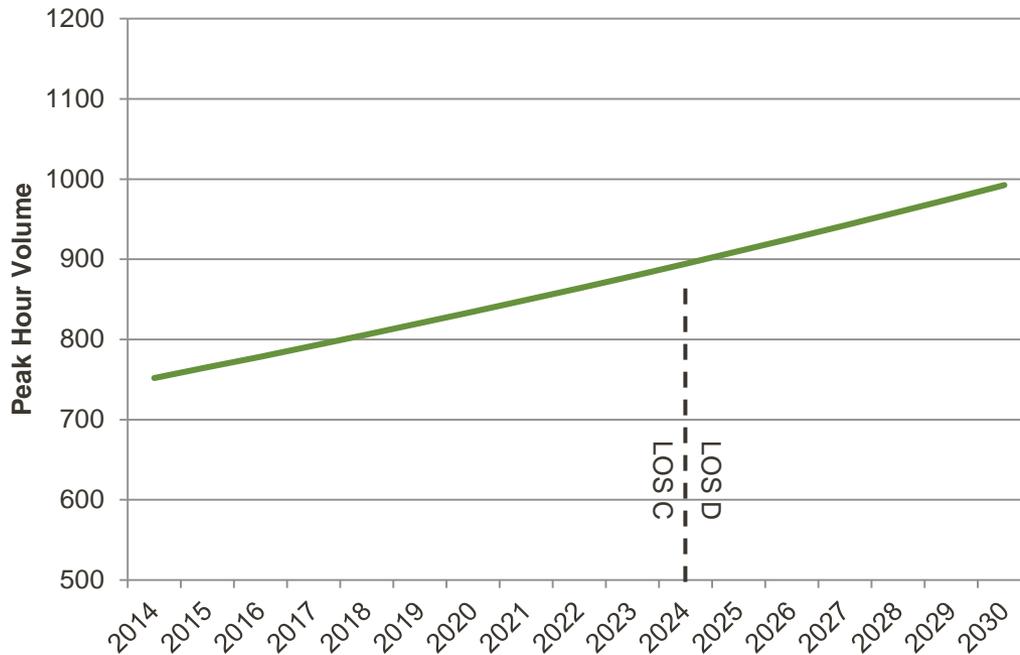
Segment LOS



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

SB Segment #3 LOS Assessment

Southbound PM - Segment #3



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