Livable Moraga Road Study and Design

Existing Conditions Summary Report

May 7, 2014

Prepared for:

Town of Moraga, California

Prepared by:

Alta Planning + Design

DKS Associates

Bellecci & Associates

Livable Moraga Road

It's all connected.

This page intentionally left blank.

Table of Contents

Appendices

This page intentionally left blank.

1 Introduction

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 approximately two-mile long corridor between Campolindo Drive and St. Mary's Road (Study Corridor). 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. With this project, the Town seeks to develop design concepts that fulfill the Town's goals for improved traffic flow, safety, and connectivity and establish an implementation plan that will guide subsequent design development and help secure grant funding. At the end of this project, the project team will present a Concept Design Streetscape Plan for the Study Corridor and short-term project concept designs (i.e., 35% design plans) for portions of the Study Corridor to the Town Council for adoption.

The project process emphasizes community outreach and engagement, including a kick-off meeting, a community walking tour, workshops, and user surveys. Concurrent with these outreach efforts, the project team conducted field investigations, collected and reviewed data on the transportation network, reviewed planning documents that express the goals and planned improvements along the corridor, and observed pedestrian, bicyclist, and motorist behavior during school bell times. This Existing Conditions Summary Report synthesizes the key findings with a written summary and annotated maps.

This page intentionally left blank.

2 Site Conditions

This section presents the key site condition findings based on the following sources:

- Planning documents pertinent to the Study Corridor
- DKS Associates' Existing Traffic Conditions Memorandum
- Project team field investigations
- Project team school bell time observations

2.1 Overview

2.1.1 Destinations

Improving access to destinations along the Study Corridor is a key objective of the Livable Moraga Road project. Moraga Road runs through the center of the Town of Moraga and is bordered by single-family residential, open space, commercial, office, and institutional land uses. Many of the key destinations within the Study Corridor—Rheem Shopping Center, Campolindo High School, Donald L. Rheem and Los Perales elementary schools, and Hacienda de las Flores, which serves as a community center and event space—are located on the west side of Moraga Road (see **Figure 2-1**).

Moraga Commons Park is the Study Corridor's southern 'anchor' and includes the Moraga Spur Trail, picnic areas, a skate park, a playground, and a spray feature, as well as volleyball, horseshoe, bocce ball, and half-court basketball courts. Moraga Commons also hosts a popular summer concert series. Saint Mary's College is located off St. Mary's Road approximately one-and-a-half miles east of Moraga Road. Saint Mary's College can also be accessed via Rheem Boulevard, which connects to St. Mary's Road. The Moraga Center shopping area is located south of the Study Corridor and extends along the west side of Moraga Road to Moraga Way.

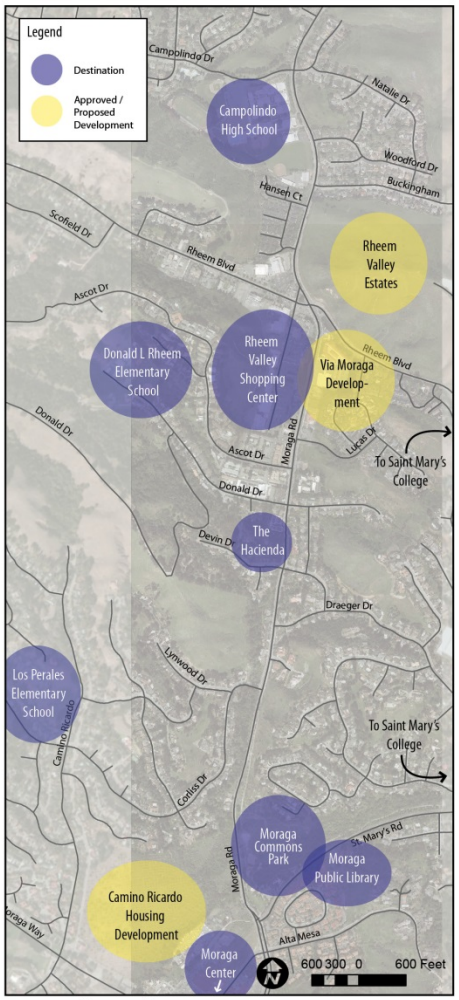
As of the writing of this report, three proposed or recently approved residential development projects are located along or near the Study Corridor:

- The Rheem Valley Estates, located at the northeast corner of the Moraga Road/Rheem Boulevard intersection,
- Via Moraga, located at 489 Moraga Road, opposite the Rheem Shopping Center, and
- Camino Ricardo, located west of Moraga Road near the Commons Park.

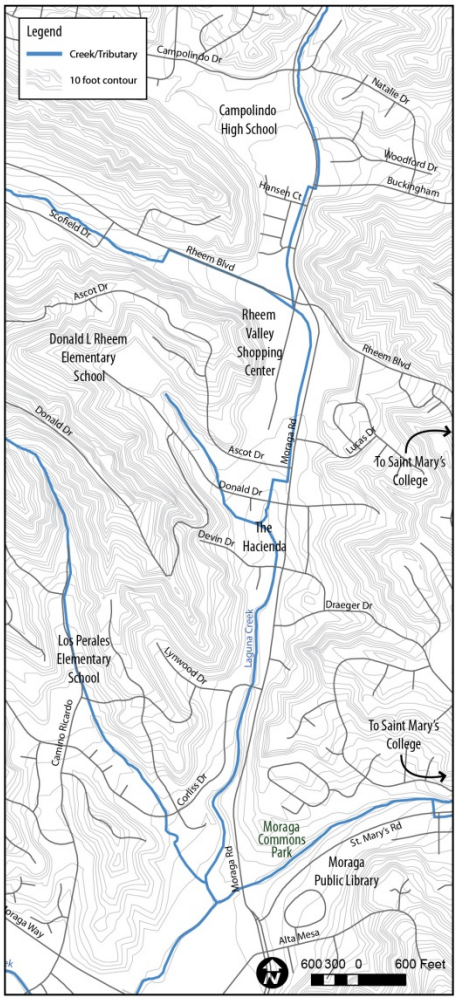
Potential improvements along Moraga Road will need to account for these planned or proposed developments.

2.1.2 Topography and Hydrology

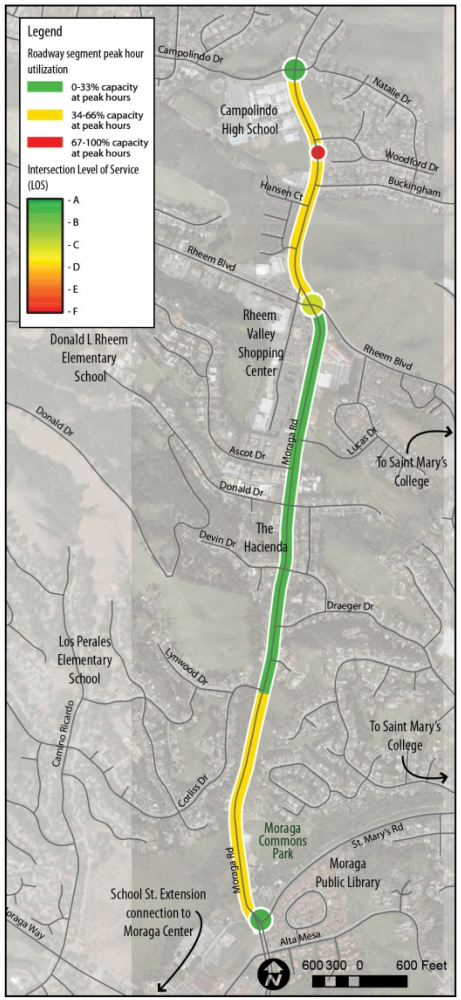
Moraga Road roughly parallels Laguna Creek along the valley floor framed by a series of ridges. Views of ridgeline and hillside areas are a well-loved and defining feature of Moraga Road. Laguna Creek travels along the east side of Moraga Road from north of Campolindo Drive to Buckingham Drive, where it crosses under the roadway (see **Figure 2-1**). South of Buckingham Drive, the creek travels along the west side of Moraga Road until its confluence with Corliss Drive Tributary and St. Mary's



Destinations



Hydrology + Topography



Traffic

Figure 2-1: Key Destinations, Hydrology and Topography, and Traffic

Road Tributary, northwest of the Moraga Road/.St. Mary's Drive intersection. The creek exists in an open channel, except where it is piped under roadways and developed areas (e.g., Rheem Valley Shopping Center). The creek is a hidden asset within the Study Corridor, creating opportunities for habitat viewing and interpretation. It also creates a constraint in some areas where riparian habitat exists very close to the road edge. Topography is also a constraint in some areas where there are steep upslopes or downslopes close to the roadway.

2.1.3 Traffic

Moraga Road is the major north-south arterial road within the Town of Moraga. It has sections of two-lane as well as four-lane roadway. DKS Associates prepared an Existing Traffic Conditions Memorandum for the Study Corridor in December 2013 to better understand existing and future conditions within the Study Corridor (see **Appendix A** for the full Memorandum). Key findings are summarized below.

Intersection Level of Service

The consultant team conducted 24-hour traffic counts on Moraga Road between September 4th and 10th, 2013. These counts were used to calculate level of service for the study area intersections. Level of Service (LOS) is a measure of the degree of vehicle congestion that occurs during peak travel periods and is the traditional measure of roadway and intersection performance. LOS can range from "A" representing free-flow conditions, to "F" representing extremely long delays. LOS "B" and "C" signify stable conditions with acceptable delays. LOS "D" is typically considered acceptable for a peak hour in urban areas. LOS "E" is approaching capacity and LOS "F" represents conditions at or above capacity. Moraga has adopted LOS "C" as the minimum acceptable operating threshold for signalized intersections.

Traffic operational impacts were measured by looking at peak hour LOS and average delay for three signalized intersections along Moraga Road. LOS results for the AM and PM peak hours are summarized below in **Table 2-1** and shown in **Figure 2-1).** Signalized intersections in the Study Corridor operate at LOS "A" or "B" during the AM and PM peak hours.

Table 2-1: Intersections Level of Service Summary

#	Intersection	Peak	Existing Condition	
			Delay	LOS
1.	Moraga Rd. / Campolindo Dr.	AM	12.7	B
		PM	12.2	B
2.	Moraga Rd. / Rheem Blvd.	AM	9.1	A
		PM	9.3	A
5.	Moraga Rd. / St. Mary's Rd.	AM	11.6	B
		PM	13.3	B

Source: DKS Associates, 2013
Notes: Average Delay (seconds per vehicle), LOS: Level of Service

Corridor Capacity

The consultant team also reviewed roadway segment peak hour capacity and utilization by comparing the number of vehicles the roadway is anticipated to accommodate under future conditions and the number of vehicles the roadway could accommodate (see **Table 2-2** and **Figure 2-1**). Peak hour utilization along the Study Corridor varies from 28% to 59%, implying the roadway has excess capacity.

Table 2-2: Roadway Segment Peak Hour Capacity and Utilization

Roadway Segment	Southbound Capacity: Vehicles per Hour (Peak Hour Utilization)	Northbound Capacity: Vehicles per Hour (Peak Hour Utilization)
Town Limits to Rheem Boulevard	1,400 (59%)	1,400 (49%)
Rheem Boulevard to Ascot Drive	2,600 (32%)	2,600 (29%)
Ascot Drive to Corliss Drive	2,400 (32%)	2,400 (28%)
Corliss Drive to St. Mary's Road	1,200 (56%)	1,200 (48%)
Source: DKS Associates, 2013		

2.1.4 Pedestrian Facilities

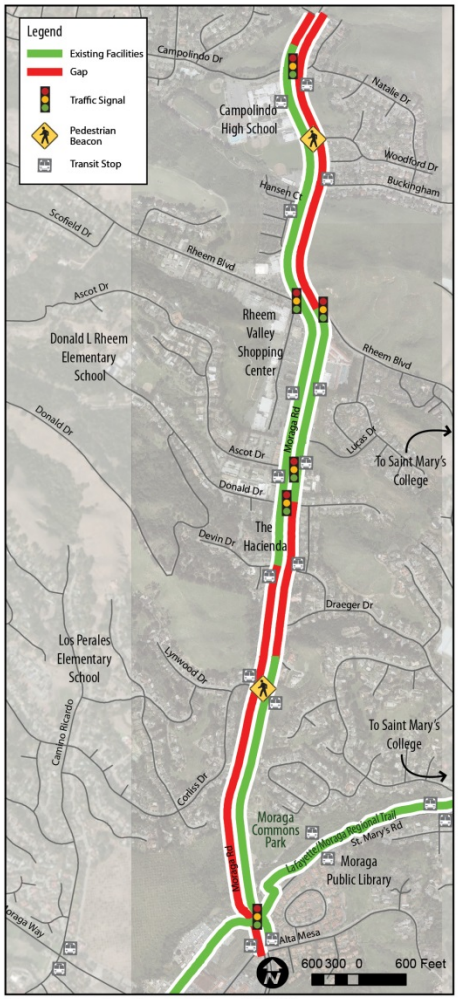
Pedestrian facilities along the Study Corridor include sidewalks, the Moraga Spur Trail, and roadway crossings. **Figure 2-2** shows where pedestrian facilities exist (shown with green lines) and where there are gaps in the pedestrian network (shown with red lines). The sidewalk network on Moraga Road is inconsistent; some segments have narrow sidewalks and some segments do not have any designated sidewalks at all. During field observations, the consultant team observed pedestrians using the roadway shoulder for travel. Marked pedestrian crosswalks spanning Moraga Road are located at the following intersections: Campolindo Drive, Woodford Drive, Rheem Boulevard, Lucas Drive, Ascot Drive, Donald Drive, Corliss Drive, and St. Mary's Road.

2.1.5 Trail and Bicycle Facilities

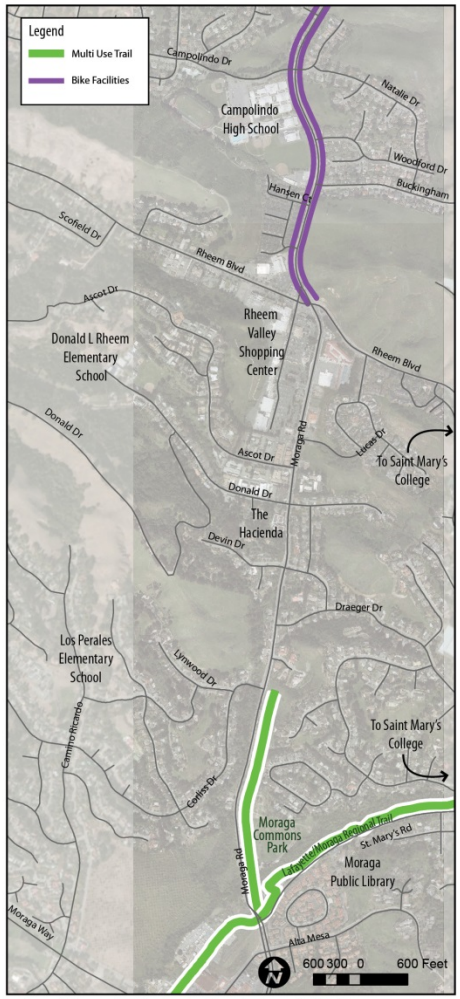
Bikeways along the Study Corridor include bike lane segments and the Moraga Spur Trail (see **Figure 2-2)**. Moraga Road has on-street bike lanes on both sides of the roadway from the Town Limits to Rheem Boulevard. Along the high school frontage, however, the bike lane also serves as a student drop off/pick up and parking aisle. Striped shoulders exist between Rheem Boulevard and St. Mary's Road. Parking is allowed in the shoulder between Donald Drive and Corliss Drive. Between Corliss Drive and St. Mary's Road, the Moraga Spur Trail (Class I Bike Path) parallels the east side of the roadway.

2.1.6 On-Street Parking

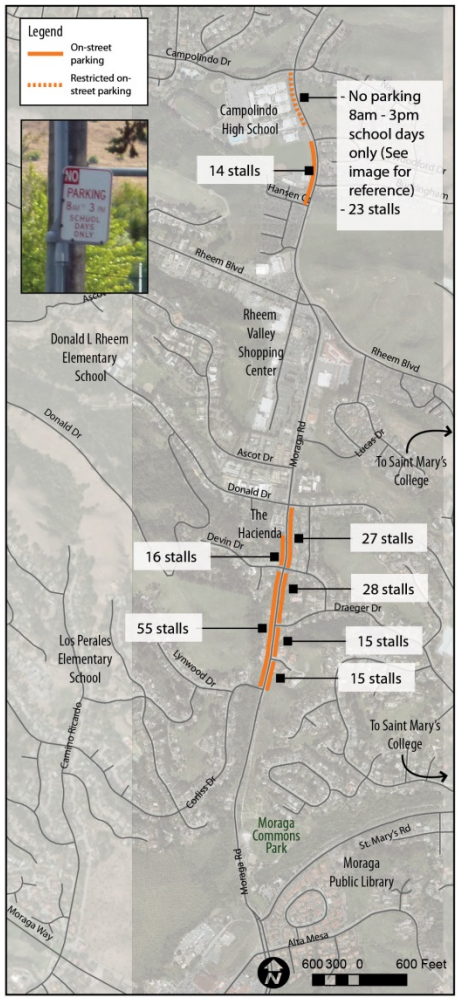
On-street parking is allowed in select areas along the Study Corridor (see **Figure 2-2)**. Along the high school frontage north of Woodford Drive, parking is allowed on weekdays after 3:00 PM and before 8:00 AM and on weekends. Unrestricted parking is allowed along the high school frontage south of Woodford Drive, and between Donald Drive and Corliss Drive.



Pedestrian Facilities



Trail + Bicycle Facilities



On-street Parking

Figure 2-2: Pedestrian and Bicycle Facilities and On-Street Parking

Utilization of on-street parking varies greatly by location and time of day. For example, the parking adjacent to the Hacienda de las Flores is occupied when there are special events, and during the day for the "work alternative" program. Parking near homes on the west side is often occupied during evenings. East side parking is much less frequently used. Overflow parking occurs near the Commons during special events.

2.2 Field Investigations

2.2.1 Project Team Site Visit

The project team traveled the site in July 2013 to observe conditions, issues, and opportunities

Town staff and the consultant team conducted field observations of the study corridor in July 2013 to observe conditions, issues, and opportunities for improving pedestrian and bicycle access while maintaining traffic flows. **Figure 2-3** presents the site visit notes. The project team discussed various site conditions, including congestion near Campolindo High School during student pick-up and drop-off times, Rheem Valley Shopping Center access, previous planning efforts involving reconfiguration of the Rheem Boulevard intersection, and user behavior observed along the corridor (e.g., bicycling on sidewalks).

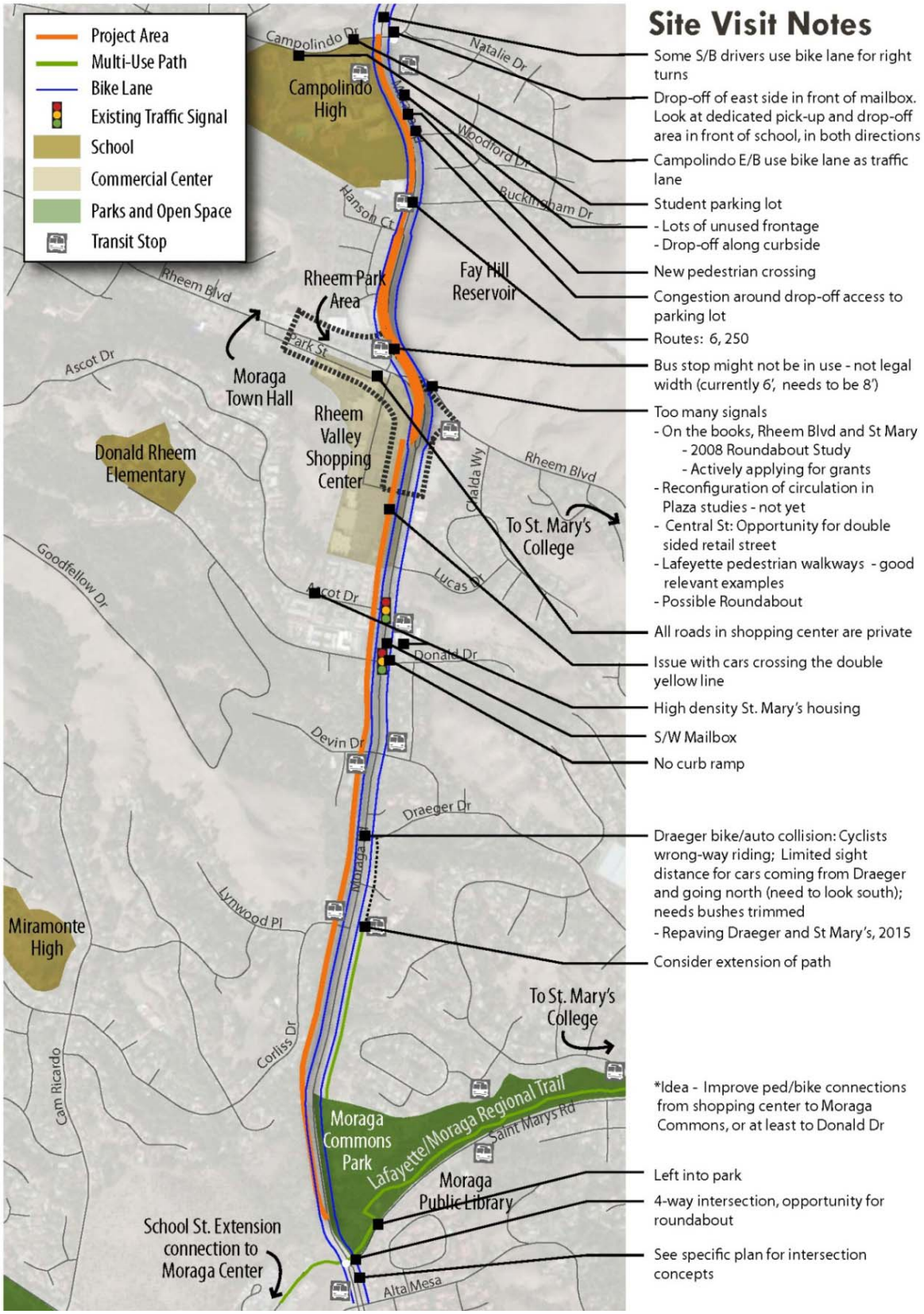
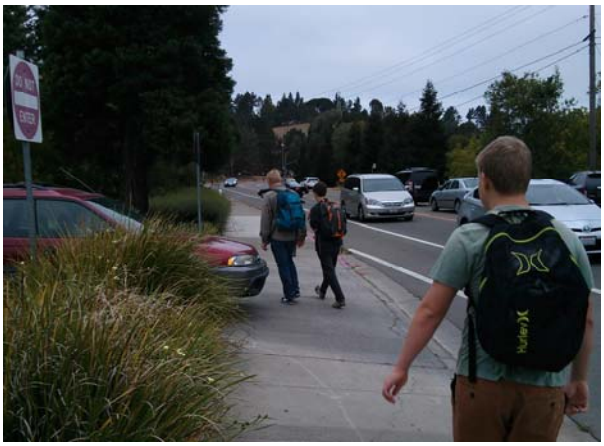


Figure 2-3: Project Team Site Visit Notes

2.2.2 School Bell Time Observations

The consultant team conducted AM and PM school bell time observations on Wednesday, September 11th along Moraga Road near Campolindo High School and Donald L. Rheem Elementary School. The consultants observed pedestrian, bike, and vehicular activity, including school access and pickup and discharge activity, at each school and the nearest signalized intersections.



The project team observed morning and afternoon activity near Campolindo High School and Donald L. Rheem Elementary School

Figure 2-4 through **Figure 2-7** present key observations, including:

Campolindo High School:

- Many parents use the drop-off aisle along the high school frontage
- Parents use cross streets (e.g., Campolindo Drive east of Moraga Road) and bus stops (e.g., northbound Moraga Road south of Campolindo Drive) for student drop-off and pick-up
- Near Woodford Drive during the morning bell time, northbound motorists turning left into the school driveway back up in the center turn lane and across the crosswalk, blocking traffic turning left out of the school driveway
- Near Woodford Drive during the afternoon bell time, southbound motorists turning right into the school driveway back up along Moraga Road, forcing southbound through traffic to maneuver into the middle turn lane where northbound motorists wait to turn left into the driveway
- At Woodford Drive, most students activate the beacon before crossing
- A number of students (approx. 35) were observed taking a southbound bus after school

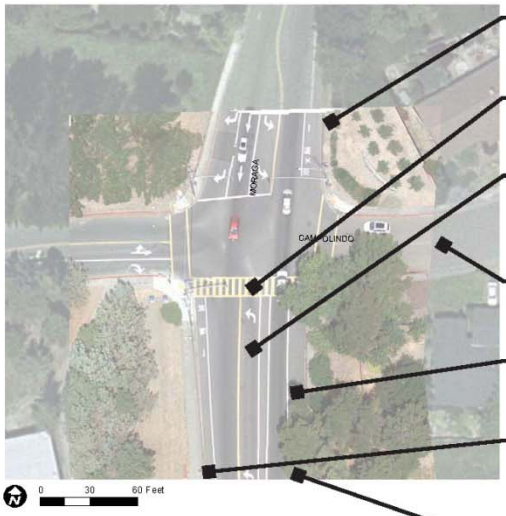
Moraga Road between Lucas Drive and Ascot Road:

- Many school-aged bicyclists observed traveling north during the morning bell time; most used the shoulder, but some used the west side sidewalk
- It is unclear whether the elementary school drop-off and pick-up periods affect traffic volumes

Moraga Road at Donald Drive:

- 11 school-aged bicyclists observed traveling north in the shoulder during the morning bell time
- Sidewalk obstructions (e.g., signal poles, utility boxes) limit the usable portion of the sidewalk in some locations
- Drivers encroach into the western crosswalk
- Sightlines on Donald Drive are limited due to vegetation and grade

Moraga Rd. at Campolindo Dr. (AM)



Observations

There is no sidewalk on the east side of Moraga Road north of Campolindo Drive.

Pedestrian wait time after activating push button varied from 1 minute 12 seconds to 15 seconds.

Heavy northbound traffic flows. Some northbound motorists turning left onto Campolindo Drive must wait for a second traffic signal cycle to pass through the intersection.

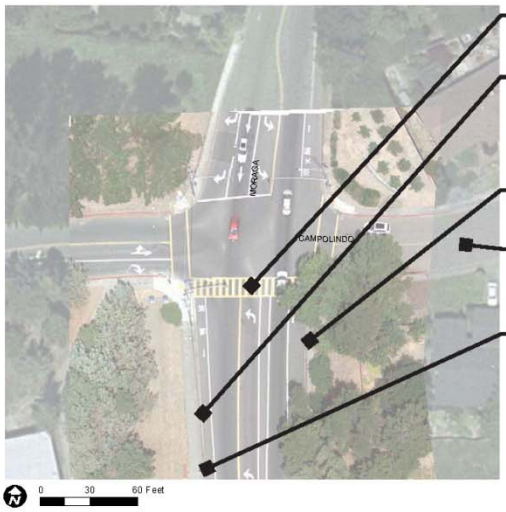
Parents observed dropping off students on the north and south sides of Campolindo Drive, east of Moraga Road.

Some parents use the northbound bus stop as a student drop off. Students then cross at the crosswalk.

Parents traveling south observed dropping off students south of the bus stop. Students access school on informal paths that lead up slope.

There is no sidewalk on the east side of Moraga Road south of the bus stop.

Moraga Rd. at Campolindo Dr. (PM)



Observations

Approximately 25 students observed using crosswalk.

Approximately 15 students observed boarding the #6 bus southbound. Approximately 20 students observed boarding the #603 bus southbound.

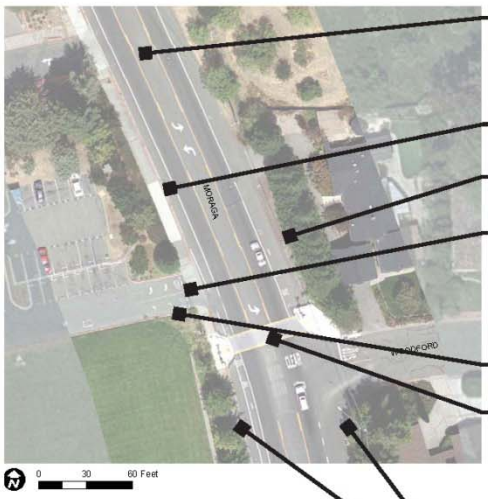
Eight students observed boarding the #6 bus northbound.

Parents observed picking up students on the north and south sides of Campolindo Drive, east of Moraga Road.

Parents observed picking up students south of the bus stop on the west side of the street. (Parking is not allowed on school days between 8am and 3pm.)

Figure 2-4: AM (top image) and PM (bottom image) School Bell Time Observations – Moraga Road and Campolindo Drive

Moraga Rd. at Woodford (AM)



Observations

Northbound motorists turning left into the school driveway back up in the center turn lane and across the crosswalk, blocking traffic turning left out of the school driveway.

Drivers pull over to drop off students, blocking street.

Drivers pull over after the crosswalk to drop off students.

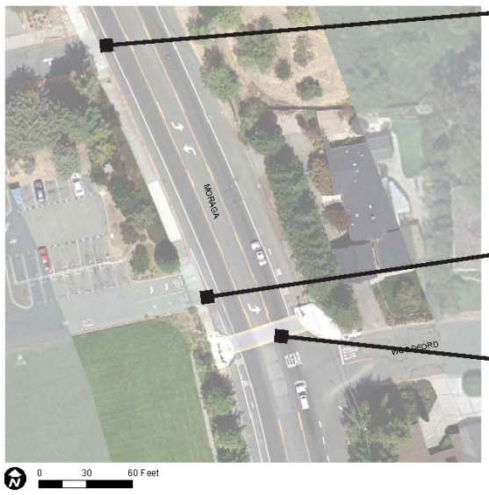
Visibility is poor for drivers pulling out of the driveway due to the curve of the street and vegetation. Drivers pull into the sidewalk and/or bike lane to get a better view of oncoming traffic.

Students walk along the driveway.

The crossing beacon is responsive to the push button. The rate at which motorists yield to pedestrians/bicyclists in the crosswalk is high. Most students activate the beacon before crossing. Partial curb extension on west side improves visibility of pedestrians and discourages drivers from blocking the crosswalk.

Northbound bicyclists ride wrong way in the sidewalk and use the bike lane.

Moraga Rd. at Woodford (PM)



Observations

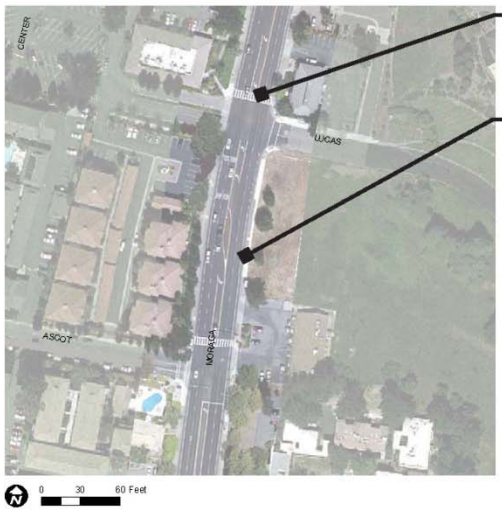
Southbound motorists turning right into the school driveway back up along Moraga Road, parking in the parking lane. One motorist was observed straddling the crosswalk for half an hour. This blocked both the crosswalk and, partially, the southbound through lane on Moraga Road, forcing southbound through traffic to maneuver into the middle turn lane where northbound motorists were waiting to turn left into the driveway.

Motorists turning right onto Moraga Road often move quickly to enter a gap in traffic, some without looking to the right to check for pedestrians and bicyclists in the crosswalk.

Almost all students activated the crossing beacon to cross. Most, but not all, motorists yielded to pedestrians in the crosswalk.

Figure 2-5: AM (top image) and PM (bottom image) School Bell Time Observations – Moraga Road and Woodford Drive

Moraga Rd. between Lucas Dr. and Ascot Rd. (AM)

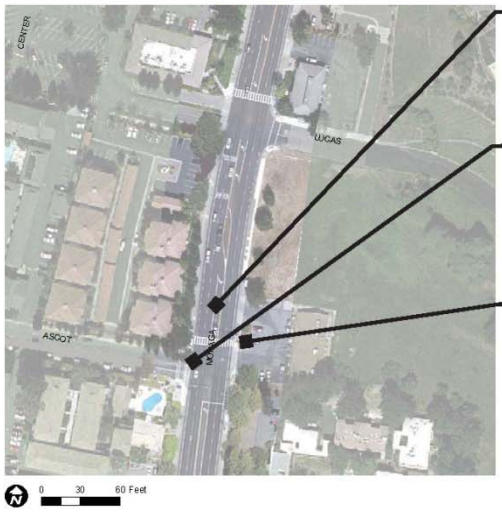


Observations

Mostly recreational walkers in the morning. No pedestrians observed crossing at the uncontrolled crosswalk north of Lucas Drive.

Many school-age bicyclists traveled north on Moraga Road, likely headed toward the high school. Eleven northbound bicyclists were observed, of which nine were youth. Most used the bike lane, but three bicyclists traveled northbound on the west sidewalk of Moraga Road. Many seemed to have entered Moraga Road from Ascot Road.

Moraga Rd. between Lucas Dr. and Ascot Rd. (PM)



Observations

It is unclear that the elementary school drop-off and pick-up periods affected traffic volumes. No discernible change in traffic volume and no marked shift in the number/age of passengers in vehicles.

A handful of parents with small children in the afternoon, all walking north on the east sidewalk, and most of whom turned left onto Ascot Road. No pedestrians observed crossing at the uncontrolled crosswalk north of Lucas Drive. One pedestrian crossed at mid-block.

One leg of the intersection at Ascot Road is the driveway to the 7-11. Pedestrians walking along the west side of Moraga Road have a pedestrian signal to cross this entrance.

Figure 2-6: AM (top image) and PM (bottom image) School Bell Time Observations – Moraga Road between Lucas Drive and Ascot Road

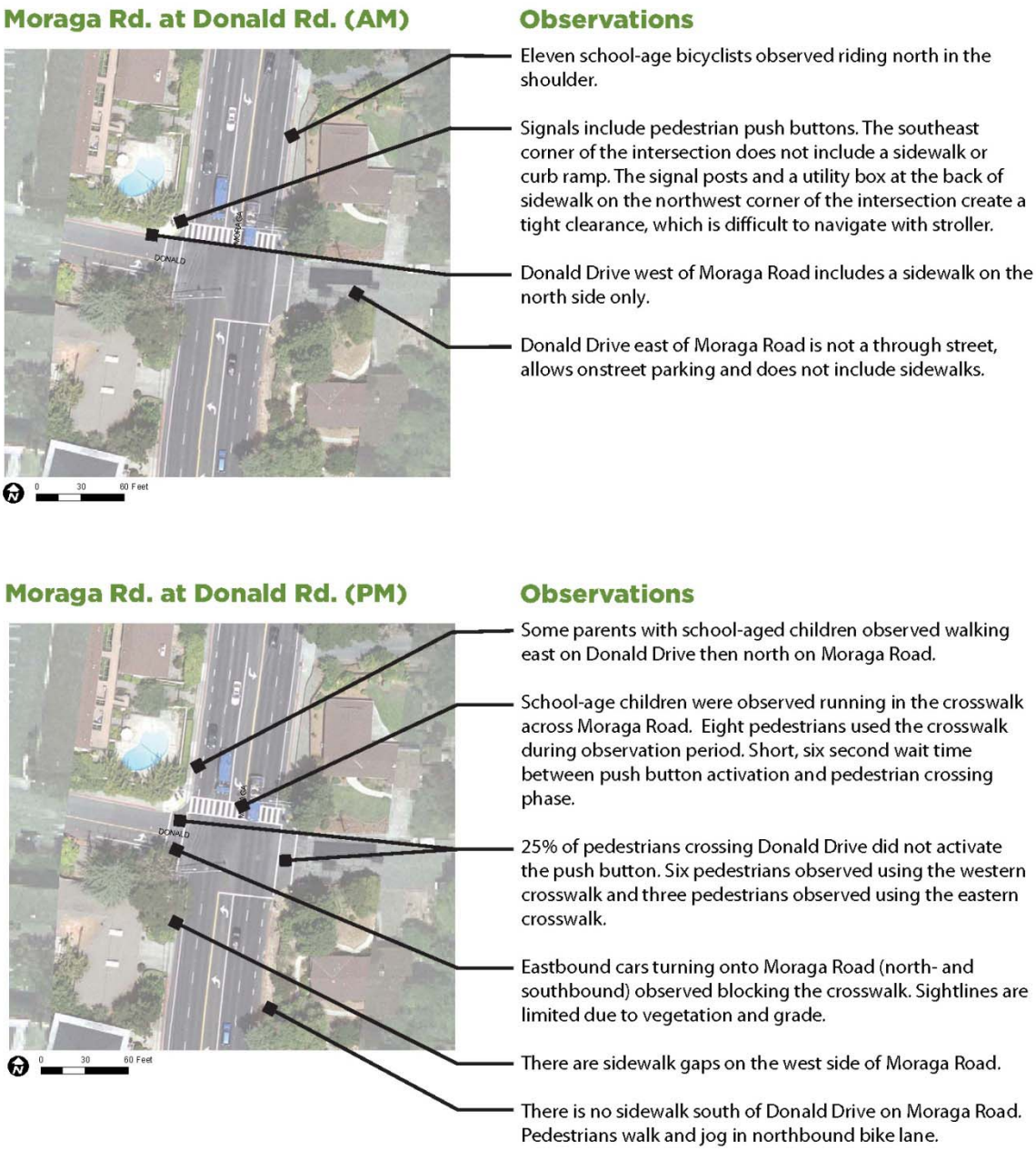


Figure 2-7: AM (top image) and PM (bottom image) School Bell Time Observations – Moraga Road and Donald Road

3 Community Outreach

3.1 Community Workshops

3.1.1 Community Kick Off Meeting

The Town hosted a community kick-off meeting on October 3, 2013. At the meeting, participants learned about the Livable Moraga Road project, including the project objective, project schedule, and opportunities to participate. The project team presented the public opinion survey and the online mapping tool, by which visitors could upload comments, suggestions, and photos of constraints or features they like or would like to see along the roadway.

At the Community Kick-Off Meeting, participants learned about the study scope, objectives, and schedule of upcoming outreach events

3.1.2 Community Workshop #1

At Community Workshop #1, held on October 29, 2013, the project team provided an overview of the project's purpose, shared a design toolkit with potential treatments to consider (e.g., traffic calming tools and streetscape amenities), worked with the community to establish a collective project vision, and solicited input on key issues to consider as the project moves forward.

Participants providing input on Study Area opportunities and constraints and design ideas at Community Workshop #1

The first community workshop, titled Visioning Livable Moraga Road, established a community-generated vision for Livable Moraga Road. Participants were provided multiple post-it notes and asked to write down the values they would like Moraga Road to embody. **Figure 3-1** presents the results, which centered the common themes of beautiful/visual appeal, smooth traffic flow, multi-modal accommodation, small town feel, safety, and active/liveliness. These values will be used to help evaluate the potential design options as they are developed.

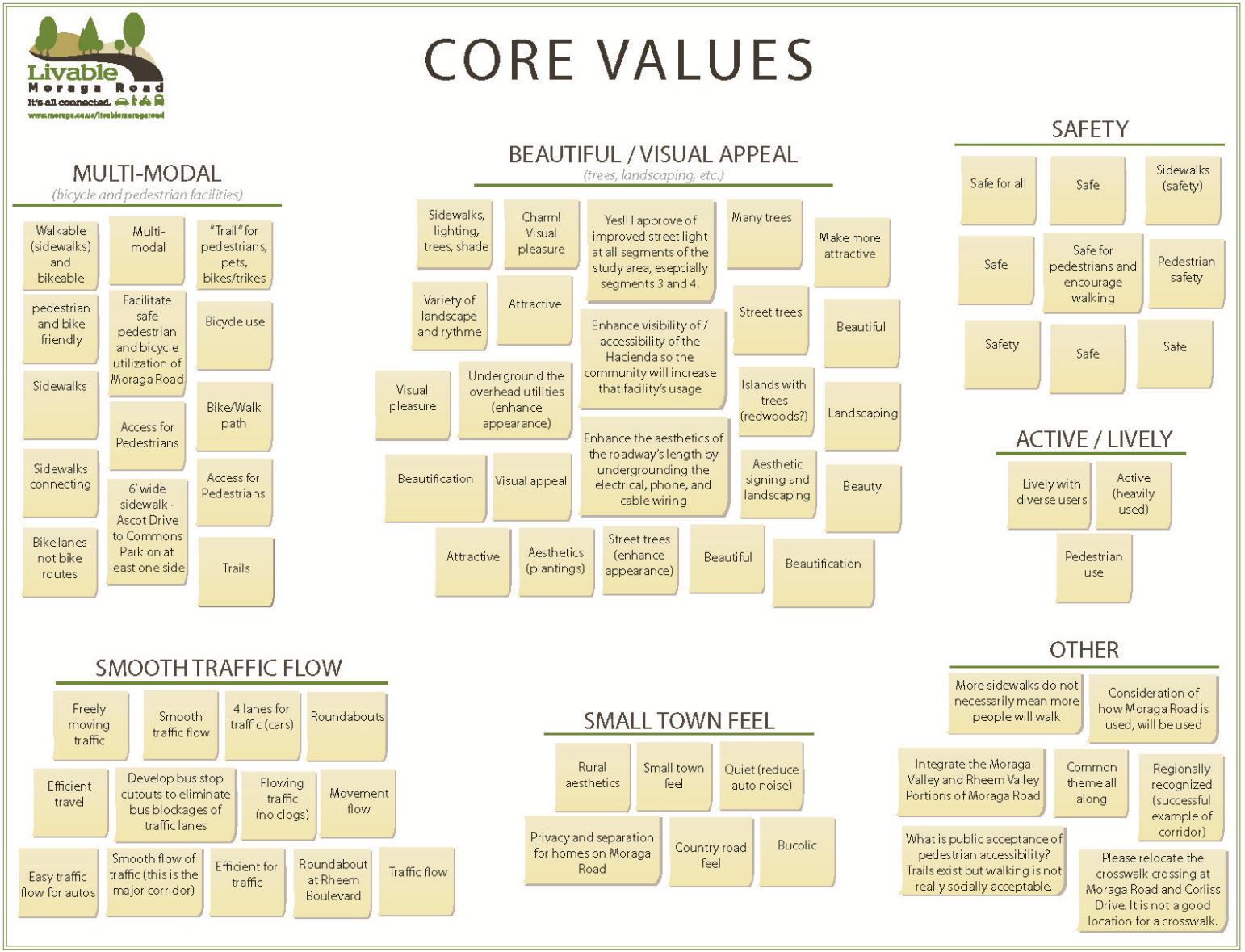


Figure 3-1: Community Workshop #1 Word Cloud – What are the core values you would like Moraga Road to include?

Participants divided up into groups and worked with project team members to identify key constraints and opportunities along the corridor and discuss potential solutions. Each group reported out at the end of the meeting. Key comments by the team included:

Team #1:

- Provide one vehicular travel lane in each direction
- Add a decomposed granite shoulder to the Moraga Spur Trail
- Continue the Moraga Spur Trail north on the east side of Moraga Road, elevate the multi-use path from roadway, and add landscaping

Team #2:

- Make room for alternative modes of travel (i.e., pedestrian and bicycle travel) by reducing the vehicular travel lanes from four to two
- Create a trail access to the Hacienda de las Flores
- Create a horizontally and vertically separated multi-use trail

Team #3:

- Explore a roundabout or roundabouts at Rheem Boulevard and Center Street—there are concerns about elderly drivers learning how to navigate roundabout—replace the big triangle with a roundabout and leave the small triangle as is
- The roadway segment along Rheem Shopping Center is a good place for a planted median
- Do not remove travel lanes—add support for medians where there are two travel lanes in each direction and a center turn lane
- Explore a three-way roundabout at St. Mary's Road

Team #4:

- Remove the right-turn slip lane from Rheem Boulevard onto Moraga Road to make it safer for pedestrians and motorists—it is difficult to see motorists to the left who are driving south on Moraga Road
- Consider a traffic circle at Rheem Boulevard
- Create an entrance to the Hacienda de las Flores off of Moraga Road
- Address the future School Street extension to the Moraga Road/St. Mary's Road intersection to create easier an access to the Moraga Center for motorists and pedestrians

3.1.3 Community Workshop #2

At Community Workshop #2, held on March 19, 2014, the project team provided an overview of the project's purpose, reviewed a draft vision statement and guiding principles to guide selection of improvement concepts along the roadway, and shared three design concepts (Concepts A through C)

for the corridor. The attendees then separated into two groups to review the design concepts in more detail and provide input on their preferred concepts and key issues to consider as the project moves forward. Each group reported out at the end of the meeting.

Attendees expressed support for:

- A multi-use trail from the Commons to Campolindo High School
- Signalizing Corliss Drive and improving the connection to Spur Trail and bus stop
- Continuous bike lanes from end to end
- Efficient and safe traffic flows and side street access
- Managing/consolidating driveway access, especially near the Rheem Boulevard intersection
- Mixed support for vehicular travel lane reduction
- Additional pedestrian crossings

Attendees expressed concerns related to:

- Loss of traffic capacity with vehicular travel lane reductions
- Ability of narrowed lanes to accommodate larger vehicles
- Need for buffered bike lanes
- Cost of landscape maintenance, especially in medians
- Losing on-street parking, especially for events at the Commons
- Circulation near Campolindo High School; especially if medians prohibit u-turns
- Understanding the trade-offs needed to make informed choices (e.g., Laguna Creek, cut and fill, vegetation removal, driveway conflicts)

3.2 Other Outreach and Engagement

Other outreach and engagement activities included:

- Project Website and Email List (Ongoing)
- Town of Moraga Newsletter and Lamorinda Weekly Updates (Ongoing)
- Pear Festival Booth (September 2013)
- Campolindo High School Cross Country Team Survey (October 2013)
- Community Walking Tour (October 2013)
- Web-Based Survey (October – November 2013)
- Online Mapping Tool (October 2013)
- Campolindo High School Meeting (December 2013)

3.2.1 Project Website and Email List

The Town launched the project website (http://www.moraga.ca.us/livablemoragaroad) in September 2013. The project website serves as a clearinghouse for project information (e.g., updates and documents) and includes a form by which visitors can sign up for email updates.

3.2.2 Town of Moraga Newsletter and Lamorinda Weekly Updates

At key project milestones, the project team has prepared articles for posting in the Moraga Newsletter and Lamorinda Weekly that highlighted project updates and announced upcoming outreach events.

3.2.3 Community Events

Town staff promoted the project at the Town's 2013 Pear Festival and Oktoberfest. At the Festivals, Town staff talked with community members about the project and upcoming outreach events and collected email addresses for project email list.

3.2.4 The Campolindo High School Cross Country Team Survey

The project team surveyed the Campolindo High School cross country team in October 2013 to better understand how the cross country team uses Moraga Road. Cross country team members were given a map and asked to mark their typical running routes. The students also noted locations where they cross Moraga Road, locations with narrow sidewalk, locations where they would like to have a sidewalk where one does not currently exist, and where they would like to have a soft surface trail. Students identified what issues they face along their running routes, such as missing sidewalks and poor sidewalk conditions, and the improvements they would like to see along Moraga Road.

Thirty-three students returned completed surveys. **Appendix B** includes the survey results, including:

- Most students run along Moraga Road, and run loops out to the Lafayette Reservoir Recreation area and Saint Mary's College
- The most common issues the cross country team members face along their routes are missing sidewalks, poor sidewalk conditions, and exposure to motor vehicles
- The most common crossing locations within the study area are at Campolindo Drive and Corliss Drive
- Students find the sidewalks between Corliss Drive and Donald Drive, and from north of Rheem Boulevard to Hanson Court to be narrow
- Students are interested in sidewalks and soft surface trails along the length of the study area, with slightly more students expressing interest in sidewalks than trails

3.2.5 Community Walking Tour

On Saturday, October 5, 2013, about 30 Moraga residents joined the project team to walk along Moraga Road from Rheem Boulevard to the Moraga Commons. Participants shared their observations and ideas based on their experiences using the corridor.

Participants walking the Study corridor during the Community Walking Tour

Appendix B includes notes from the walking tour. Key comments and observations include:

- Providing wider sidewalks and filling in the sidewalk gaps could encourage more kids to walk to school.
- Roadway crossings without traffic signals are uncomfortable to use—consider lighting these crossings or adding pedestrian beacons
- It is challenging to access Rheem Shopping Center by foot or bicycle. Walking routes from the east side of Moraga Road are circuitous and there are sidewalk gaps and narrow sidewalks along Moraga Road south of the shopping center. The Moraga Road/Rheem Boulevard intersection lacks bicycle detection and the crossing time is too short for bicyclists to clear the intersection. More/better bike racks would encourage more bicycling to the shopping center.
- It is important to maintain traffic flows and lessen traffic congestion
- It is important to improve safety for motorists turning into and out of driveways along the corridor. Some residents are concerned about the potential for a rear-end collision when slowing to access their driveway.
- There are opportunities to embellish and visually link the corridor, such as more lighting, banners and street trees, benches, landscaping, gateway features, and bike parking
- Underground utilities to create more space for walking and biking
- Some sidewalks are uneven and could be improved
- The roadway shoulders include utility covers, gravel/debris, and/or poor pavement conditions, making them less usable to bicyclists
- Where there are sidewalk gaps and no bike lanes, pedestrians and bicyclists will use the shoulder; where cars are parked in the shoulder, pedestrians and bicyclists enter the adjacent travel lane to get around the parked car(s)

3.2.6 Web-Based Survey

The project team prepared an online survey to collect community-identified issues and interests. The survey was launched prior to the first Community Workshop to collect location specific input on corridor issues. As of November 21st, 2013, 25 responses have been submitted. The survey questions and most common responses are presented below. **Appendix B** includes a more detailed summary of the survey responses.

- **Survey Question 1. What are the most important qualities and features of Moraga Road to you? Please select your top five.** Respondents stated their top five qualities and features of Moraga Road to be safe facilities for pedestrians (79% agree), safe facilities for bicyclists (71% agree), smooth flowing traffic (67% agree), view of the hillsides (63% agree), and the semi-rural character (50% agree).
- **Survey Question 2. What segment of Moraga Road do you like the most? Please check one segment.** Most respondents (63%) stated the segment of Moraga Road they like best is the segment from Corliss Drive to St. Mary's Road. Respondents stated they like this segment best because of its rural feel, the presence of trees and other vegetation, the ability to walk and bike on a facility separate from the roadway, and fact that there are few cross streets, reducing the amount of traffic entering the roadway.
- **Survey Question 3. What segment of Moraga Road do you like the least? Please check one segment.** Most respondents stated Campolindo Drive to Rheem Boulevard (33% agree), Ascot Drive to Corliss Drive (25% agree), Rheem Boulevard to Ascot Drive (21%), and Corliss Drive to St. Mary's Road (21% agree). Aspects of the Campolindo Drive to Rheem Boulevard segment that respondents dislike include congestion along the roadway and difficulty entering Moraga Road during school pick-up and drop-off times and the appearance of the high school grounds.
- **Survey Question 4. Please identify your key walking destinations along Moraga Road. Check all that apply.** Most respondents walk to Moraga Commons/Lafayette-Moraga Trailhead (64% of respondents), Rheem Center shops and restaurants (60%), Moraga Center shops and restaurants (28%), Campolindo High School (16%), and the Hacienda (16%).
- **Survey Question 5. What physical improvements would encourage you to walk more along Moraga Road? Please select your top three.** The top three improvements include continuous sidewalks or pathways (87% agree), landscaping (e.g., street trees) (48% agree), and lighting (35% agree).
- **Survey Question 6. Please identify your key bicycling destinations along Moraga Road. Check all that apply.** Approximately half of the survey respondents (46%) stated they do not bicycle along Moraga Road. Others bike along Moraga Road to reach regional bicycle routes (eg. Lafayette-Moraga Trailhead, Lamorinda Loop, and Canyon Road) (42% of respondents), Moraga Commons (25%), Rheem Center shops and restaurants (17%), Moraga Center shops and restaurants (17%), the Hacienda (13%), and Campolindo High School (8%).
- **Survey Question 7. What physical improvements would encourage you to bicycle more along Moraga Road? Please select your top three.** Those who responded stated wider on-

street bike lanes (67% agree), a continuous pathway (67% agree), and intersection improvements (e.g., bicycle detection) (45%).

- **Survey Question 8. Where do you take transit to? Check all that apply.** Most respondents (60%) stated they do not take transit along Moraga Road. Others stated they take transit to BART (36%), to work or shopping at a destination in Moraga (8%), to school or college (4%), and/or to work or shopping at a destination outside Moraga (4%).
- **Survey Question 9. What improvements would encourage you to take transit more often? Please select your top three.** Respondents stated more frequent service (77%), better bus stop amenities (e.g., bus shelters, benches, lighting, landscaping) (41%), and easier access to bus route information via website, cell phone, or LED reader at bus stops (24%)

3.2.7 Online Mapping Tool

The project team posted an online, interactive mapping tool (available at http://www.livable-moraga-road.com) in October 2013 to collect community member observations of conditions along the corridor and ideas about opportunities for improvement. Visitors were invited to provide input by naming the roadway segment or intersection that is the focus of their comment and providing a description of the constraint or opportunity for improvement.

3.2.8 Campolindo High School Meeting

The high school hosted a meeting on December 9, 2013. Approximately 12 members of the public, including two high school students attended. At the meeting, Principal Walker provided an overview of the Campus Master Plan. The project team introduced the study and collected input from attendees. Key discussion topics included frontage aesthetics, parking, circulation, safety, and signage. **Figure 3-22** presents the meetings notes from the high school meeting.

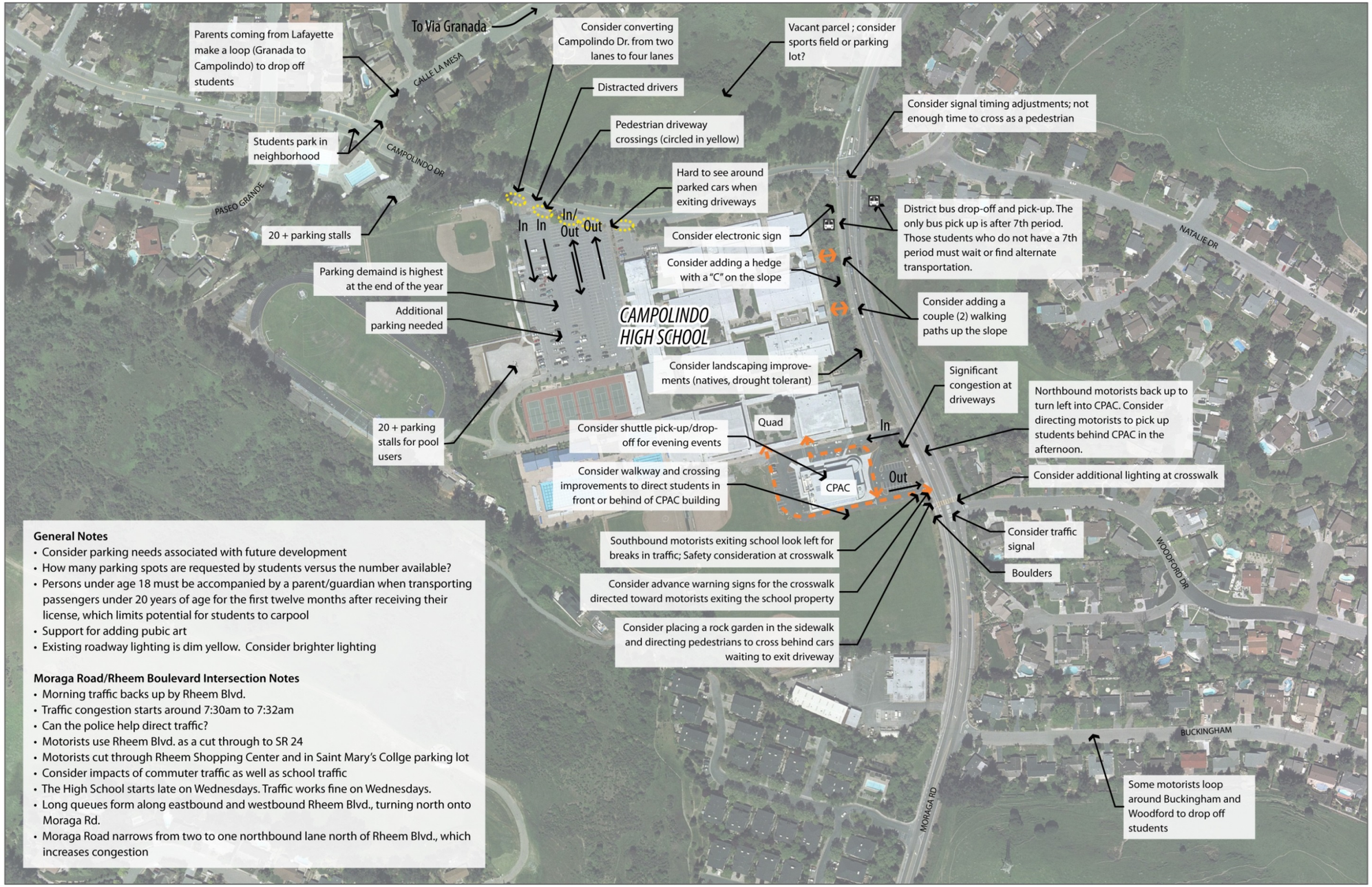


Figure 3-22: Campolindo High School Meeting Notes

This page intentionally left blank.