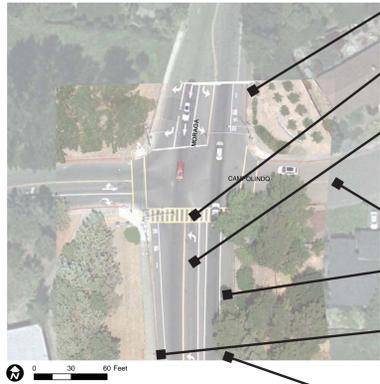


# School Bell Time Observations



## Moraga Rd. at Campolindo Dr. (AM)

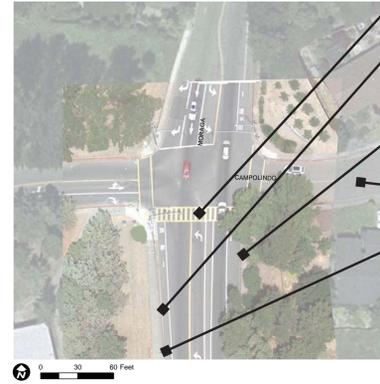
### Observations



- 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)

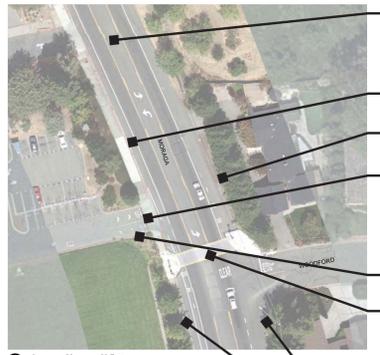
### Observations



- 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.)

## 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)

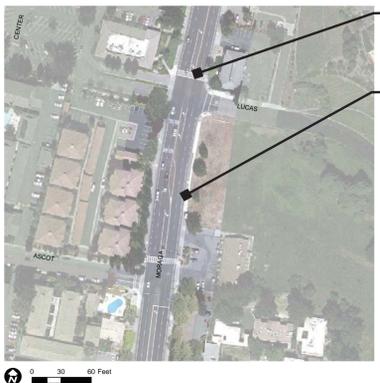
### Observations



- 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.

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

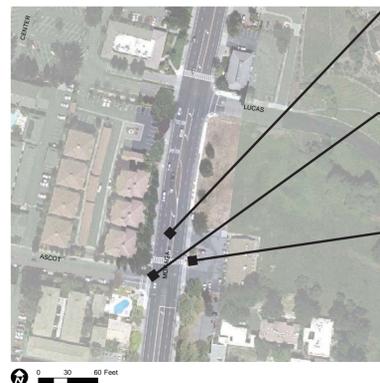
### Observations



- 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)

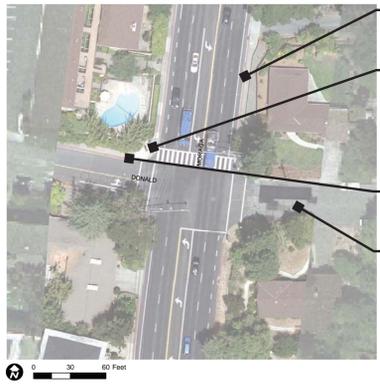
### Observations



- 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.

## Moraga Rd. at Donald Rd. (AM)

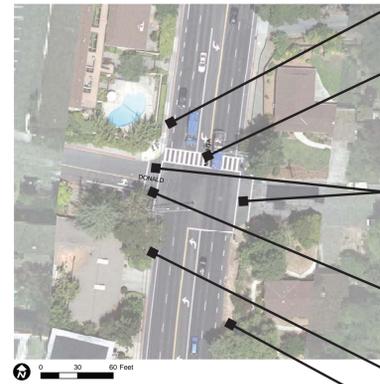
### Observations



- Eleven school-age bicyclists observed riding north in the shoulder.
- Signals include pedestrian push buttons. The southeast corner of the intersection does not include a sidewalk or curb ramp. The signal posts and a utility box at the back of sidewalk on the northwest corner of the intersection create a tight clearance, which is difficult to navigate with stroller.
- Donald Drive west of Moraga Road includes a sidewalk on the north side only.
- Donald Drive east of Moraga Road is not a through street, allows onstreet parking and does not include sidewalks.

## Moraga Rd. at Donald Rd. (PM)

### Observations



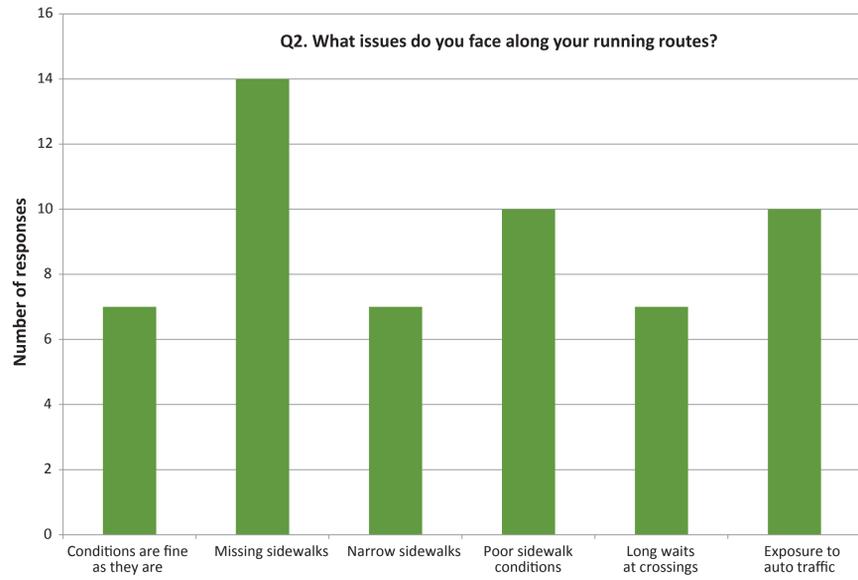
- Some parents with school-aged children observed walking east on Donald Drive then north on Moraga Road.
- School-age children were observed running in the crosswalk across Moraga Road. Eight pedestrians used the crosswalk during observation period. Short, six second wait time between push button activation and pedestrian crossing phase.
- 25% of pedestrians crossing Donald Drive did not activate the push button. Six pedestrians observed using the western crosswalk and three pedestrians observed using the eastern crosswalk.
- Eastbound cars turning onto Moraga Road (north- and southbound) observed blocking the crosswalk. Sightlines are limited due to vegetation and grade.
- There are sidewalk gaps on the west side of Moraga Road.
- There is no sidewalk south of Donald Drive on Moraga Road. Pedestrians walk and jog in northbound bike lane.



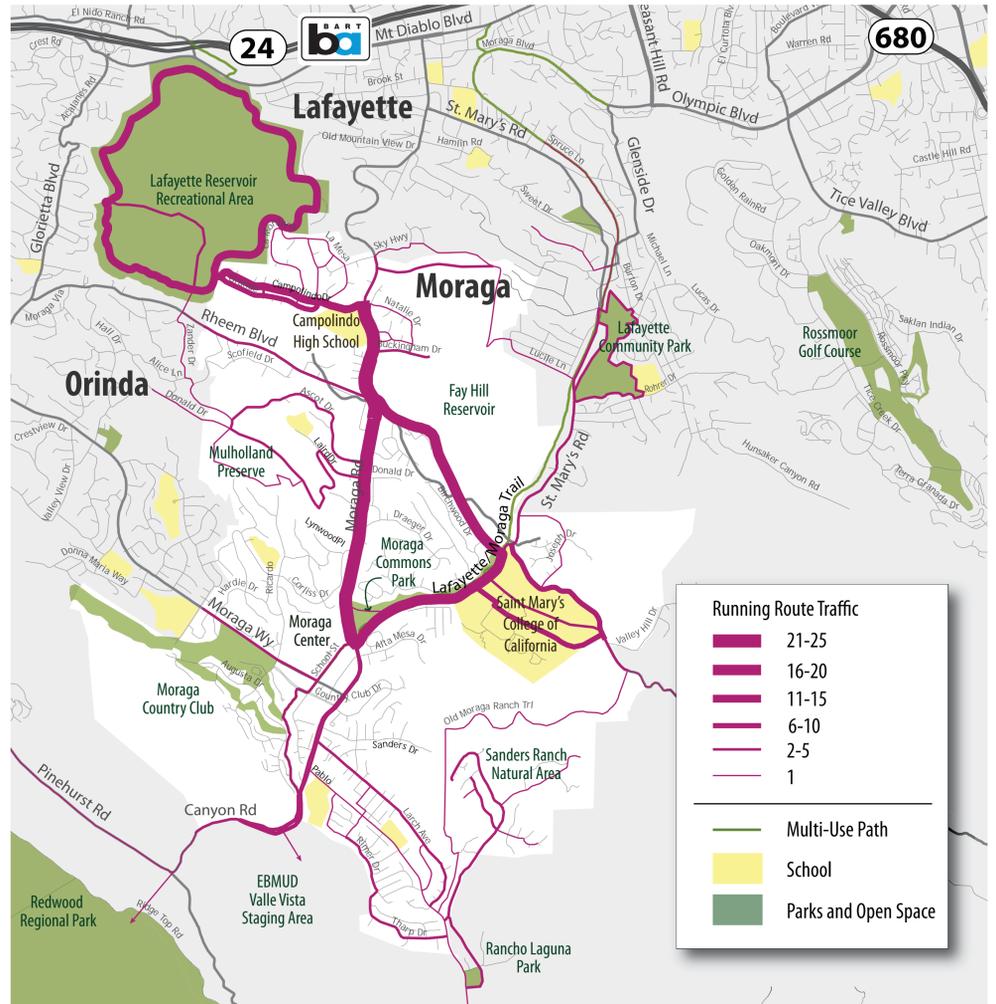
# Campolindo High School Cross Country Team Survey Results



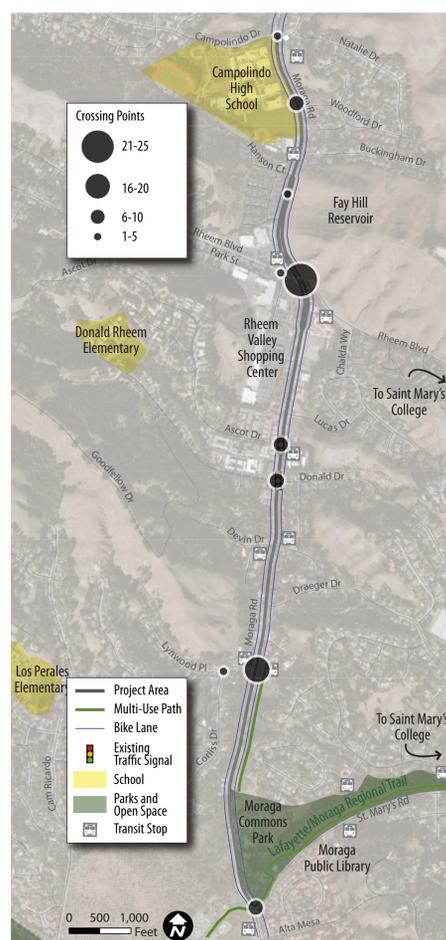
## Common Issues Along Running Routes



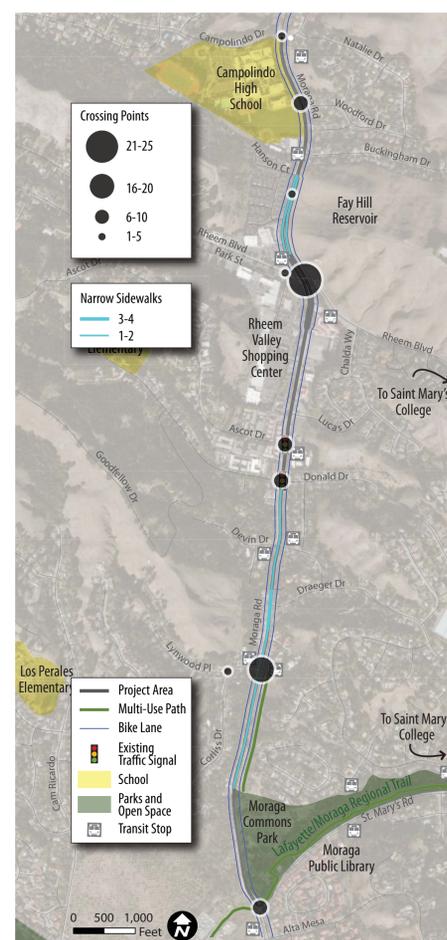
## Common Running Routes



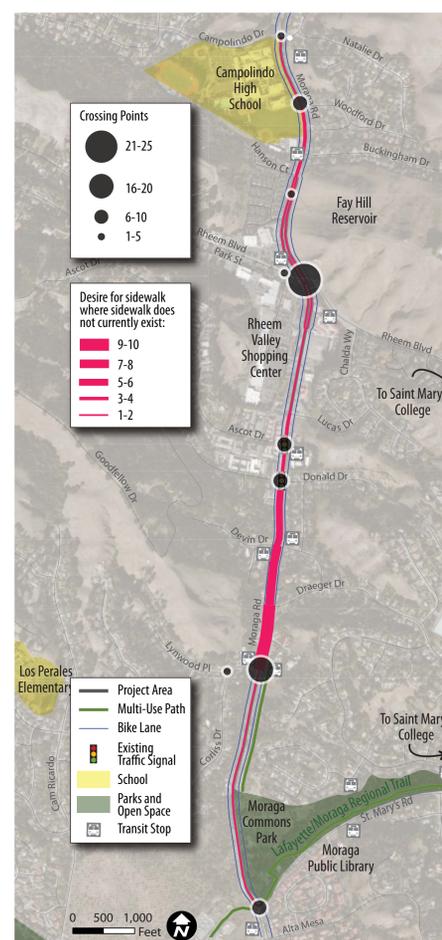
## Typical Crossing Locations



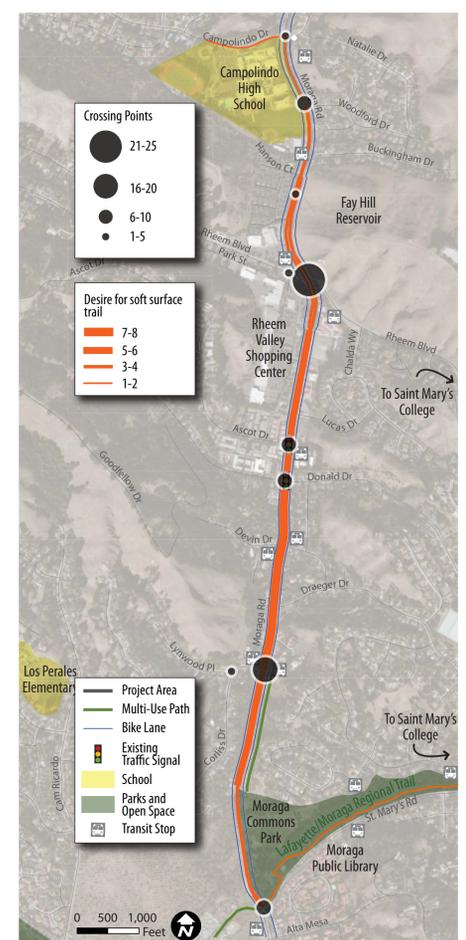
## Locations with Narrow Sidewalks



## Desired Sidewalk Locations



## Desired Soft Surface Trail Locations

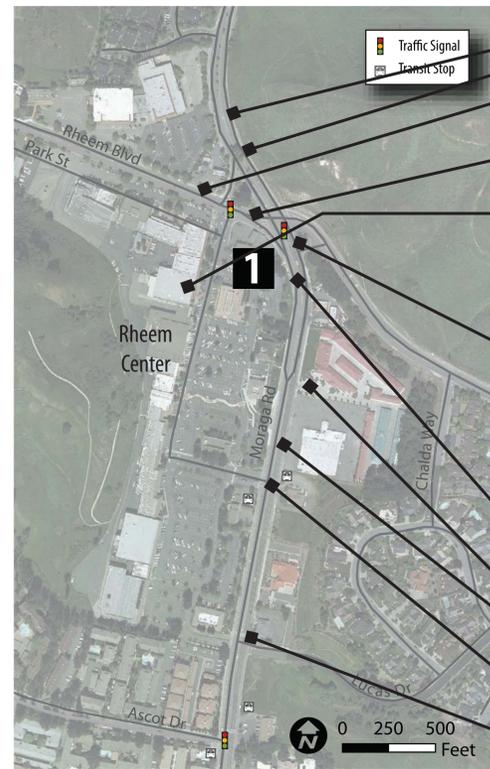


# Walking Tour Notes

Notes shown reflect comments and observations from participants at the Walking Tour held on October 5, 2013. Approximately 25 community members participated in the tour, which started at Moraga Road/Rheem Boulevard and ended at the Commons Park.



## Tour Stop 1: Rheem Center



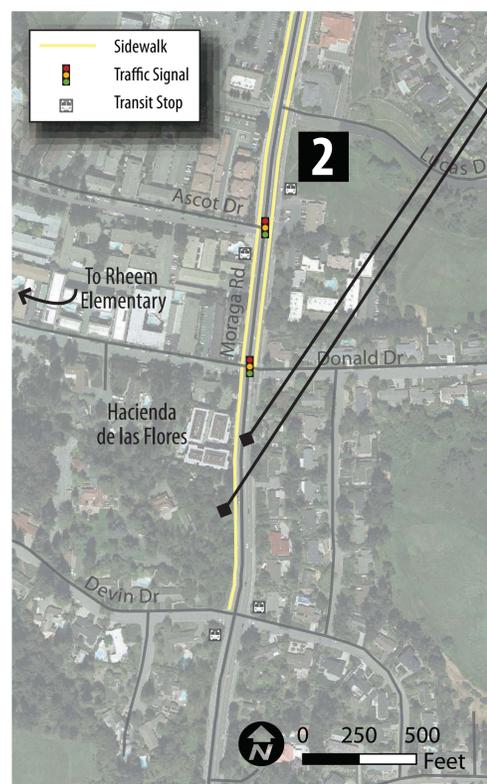
### Specific Locations

- Traffic backs up from Campolindo to Rheem
- Trees in the median block motorist sight lines of pedestrians and cyclists
- More queue space is needed on Rheem for left turns onto Moraga Rd
- Lights too fast for all of the lights at the 2 intersections here. A 4-way pedestrian crossing could help
- Could streamline and consolidate into just one main intersection with wider turn lanes and more pedestrian friendly path
- The post office is a destination, but it's hard to get to
- No audible signal at crosswalk
- Walking routes through the Moraga Road/Rheem Boulevard intersection are circuitous
- Hard to watch for cars and pedestrians in the unrestricted right turn lanes
- Can't get from Nation's to Rheem Boulevard/Moraga Road crossing without jaywalking
- Change entrance into shopping center on Nation's side so that it doesn't affect main entrance traffic
- The "smart" traffic light trigger at Rheem Boulevard/Moraga Road works well for motorists
- Driving southbound on Moraga Road, after Rheem Boulevard, the right jog in road is too sharp for 35 mph
- Consider placing a concrete urn at the north end of the traffic island on Moraga Road as a gateway feature
- Consider that people walking to the Rheem Center from the new Via Moraga housing development (Bowling Alley site) may jay-walk
- Replace two-way turn lane with landscape median and turn pockets
- Consider a crosswalk between the bus stops; people take the bus to shop but then walk out of direction or jay-walk to get to the other side of the street to catch the bus home
- Northbound buses block traffic
- Consider lighting and yield teeth (a line of white triangular pavement markings) at the crosswalk at Lucas Drive to improve visibility of the crossing

### General Comments (Tour Stop 1)

- Vehicular Traffic**
- Any changes will need to accommodate traffic flows
  - Consider speed feedback signs; many cars seem to travel fast
- Pedestrian Travel**
- Traffic islands at Rheem Boulevard require out-of-direction travel for pedestrians
  - Wider sidewalks may help kids feel safer
  - Consider motorized wheel chair access
  - Sidewalk surfaces are rough
- Bicycle Travel**
- Some of the bike lanes don't function well. Narrow, poor asphalt condition, grates, and debris force cyclists to enter vehicular lanes
  - Traffic signal timing favors cars and doesn't include bike detection
  - Signal timing is too short for bikes to clear intersection while light is green
  - Cyclists enter vehicular lane to avoid debris in bike lanes
  - Wider bike lanes may help kids feel safer
- Roadway Crossings**
- Not much to attract pedestrians to the east side of Moraga Road
  - Crossing midblock feels safer than crossing at the Rheem Boulevard intersection (only two directions of traffic to consider)
  - Consider in-pavement flashers at crossings
- Shopping Center Access**
- Can the shopping center entrance be reconfigured to reduce the number of traffic signals from two to one?
  - Many choke points/decision points getting in/out of shopping center
- Amenities**
- More trees are needed, possibly along the roadway or in medians.
  - Consider providing dog waste bag dispensers
  - Better street lighting is needed
  - Consider putting up additional banners on light fixtures
  - More benches or other seating needed
  - More secure bike parking would encourage more high school students to bike here
  - City boundary: opportunity to make a special gateway?

## Tour Stop 2: Ascot Drive to Devin Drive



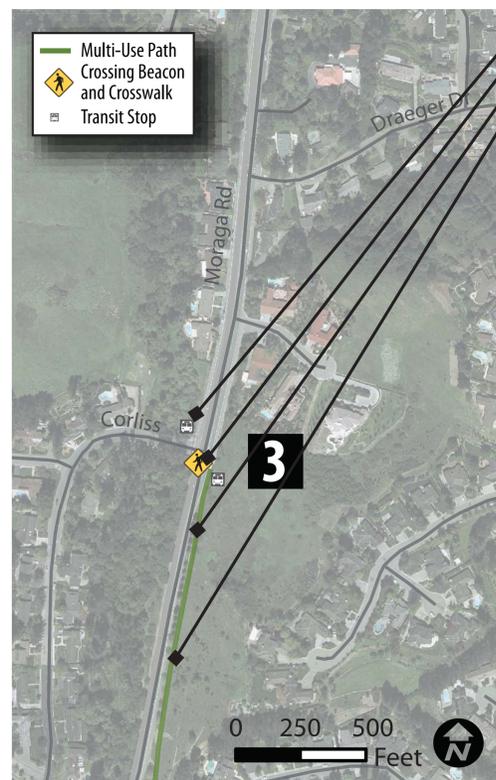
### Specific Locations

- No good way to cross road south of Donald Dr
- Entry to Hacienda poorly defined, poor signage

### General Comments

- Enhance amenities for transit stops
- No street lighting; very dark at night
- Increase bus service. Free bus service would be ideal
- Elementary schools have bus service; the high school has one bus
- Cars park on shoulder
- Cars turning into and backing out of driveways can block traffic
- Driving - don't need more stop lights, existing turn lanes (left) are sufficient

## Tour Stop 3: Corliss Drive



### Specific Locations

- Bus stop complicates movements
- Need pedestrian signalhead so pedestrians know it's OK to cross
- Shrubs block bike path here
- Lots of cars driving 50 mph

### General Comments

- Put utility lines underground
- Inconsistent crosswalk treatments along Moraga Road
- Cracks in the pavement
- Kids ride the wrong way and wear dark clothes
- Northbound sightlines are not great due to hill

## Tour Stop 4: St. Mary's Road



### Specific Locations

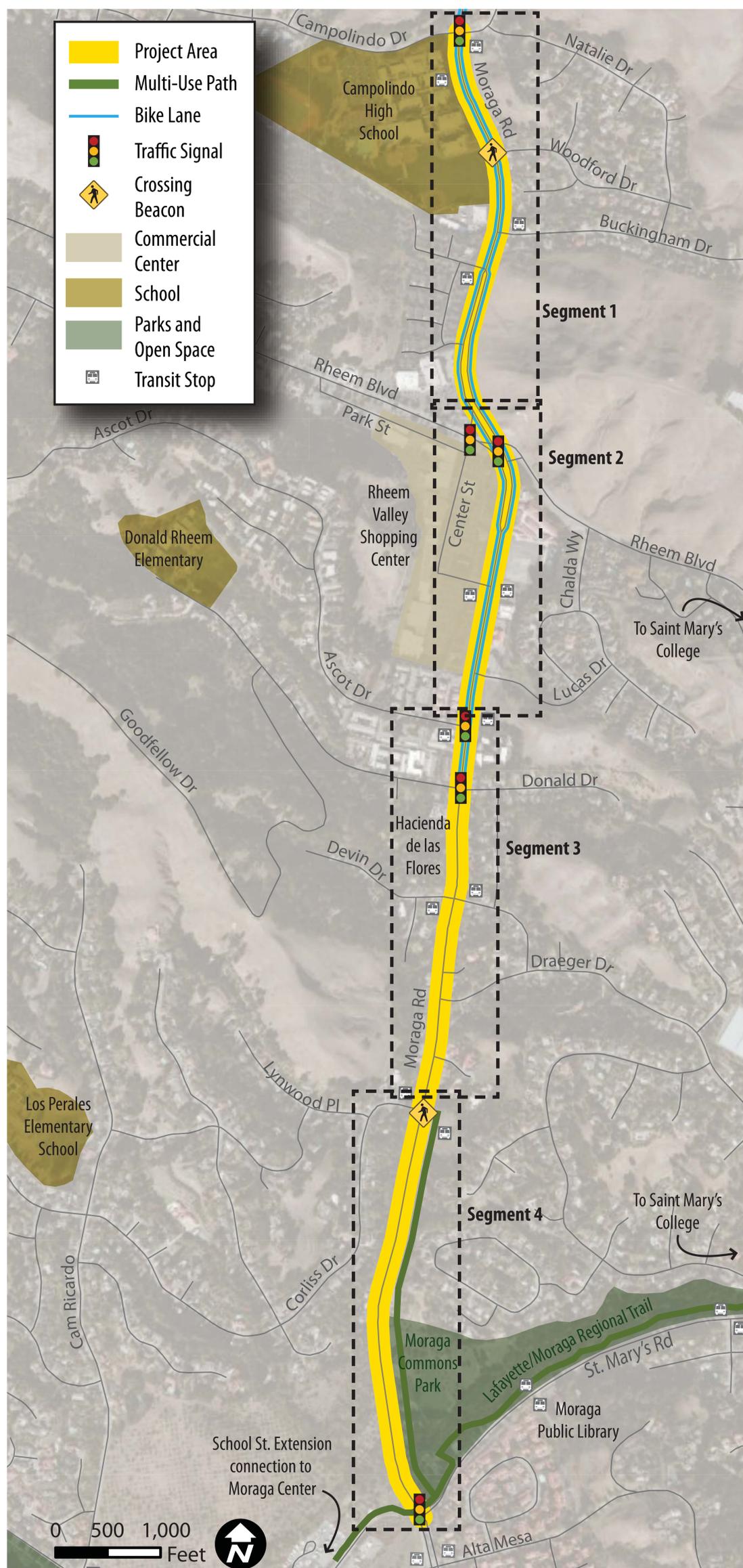
- Northbound on Moraga Rd past skatepark, people pass on the right as cars wait to turn left into cul-de-sac for three houses. Passing cars sometimes go off road and get stuck in the gutter
- Roadside lamp does nothing for traffic safety and only encourages skate park use after hours
- People illegally park outside new parking lot. Car tires kick-up gravel into bike lane, causing bikes to enter the vehicular lane
- Left turn into and out of parking lot feels dangerous
- Add benches and lookout at creek crossing
- Add a crosswalk on south side of the St. Mary's Street intersection
- Moraga Garden Club installed and maintains the landscaping at intersection
- Bike detection needed at the traffic signal
- Gateway opportunity at St. Mary's Road: connect the park, library, and shopping
- The overflow parking south of St. Mary's Road is located on private property
- From Alta Mesa, it is very difficult to make a left or go straight
- The crosswalk at Alta Mesa crosses two lanes of traffic in each direction; it can be hard for a motorist in the far lane to see a crossing pedestrian

### General Comments

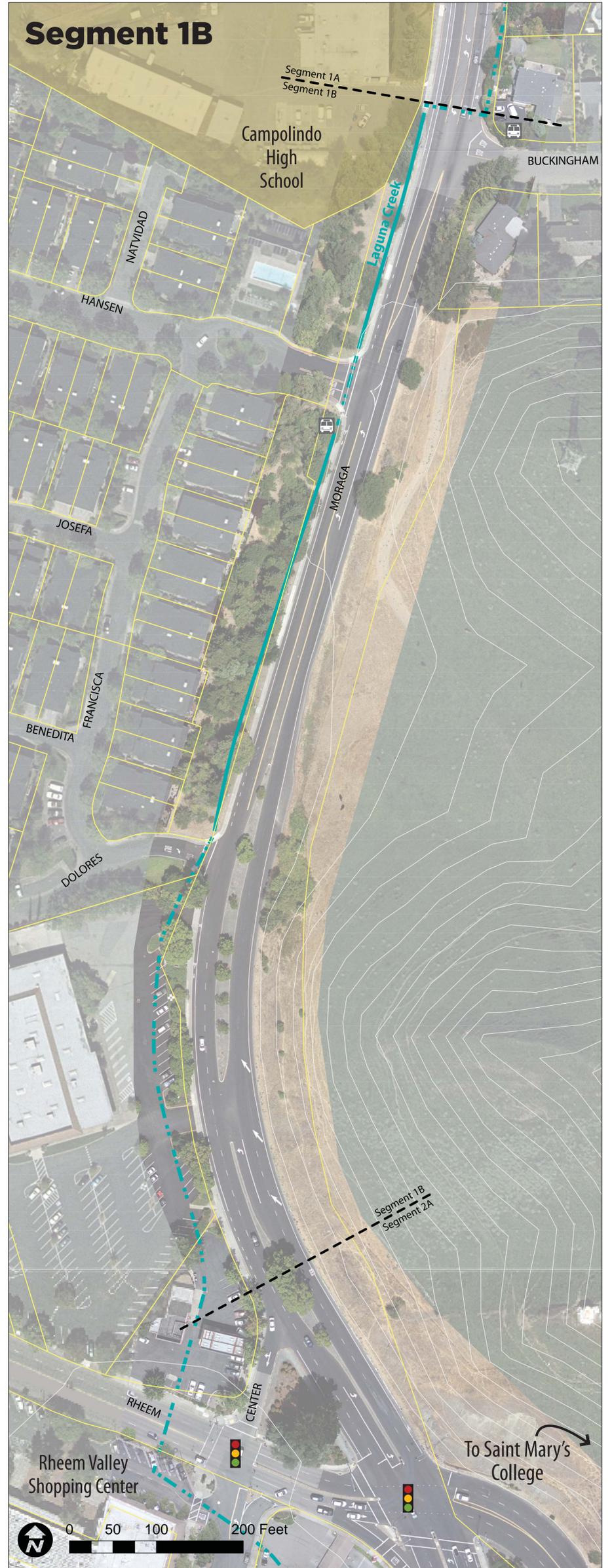
- Consider undergrounding the power lines to make room for improvements
- Reach out to Mom's Council at Church, middle schools, high schools
- Improve routes kids take to get to schools in this area
- Benches, water fountains, bike racks, and restrooms would encourage more pedestrian use
- More foot traffic to Moraga Center is good for business
- A better bike connection to get to the shopping center is needed
- No sidewalk or bike lanes
- Traffic is worst near Miramonte and Campolindo
- Need overflow parking for Commons Park
- With the new parking lot, fewer people park on the street where they would open doors near traffic--good improvement
- Traffic flow functions well in this area
- There is a year-round Farmers Market from 9am-1pm Sundays at the Moraga Center.
- Opportunity to get more public input on the project?



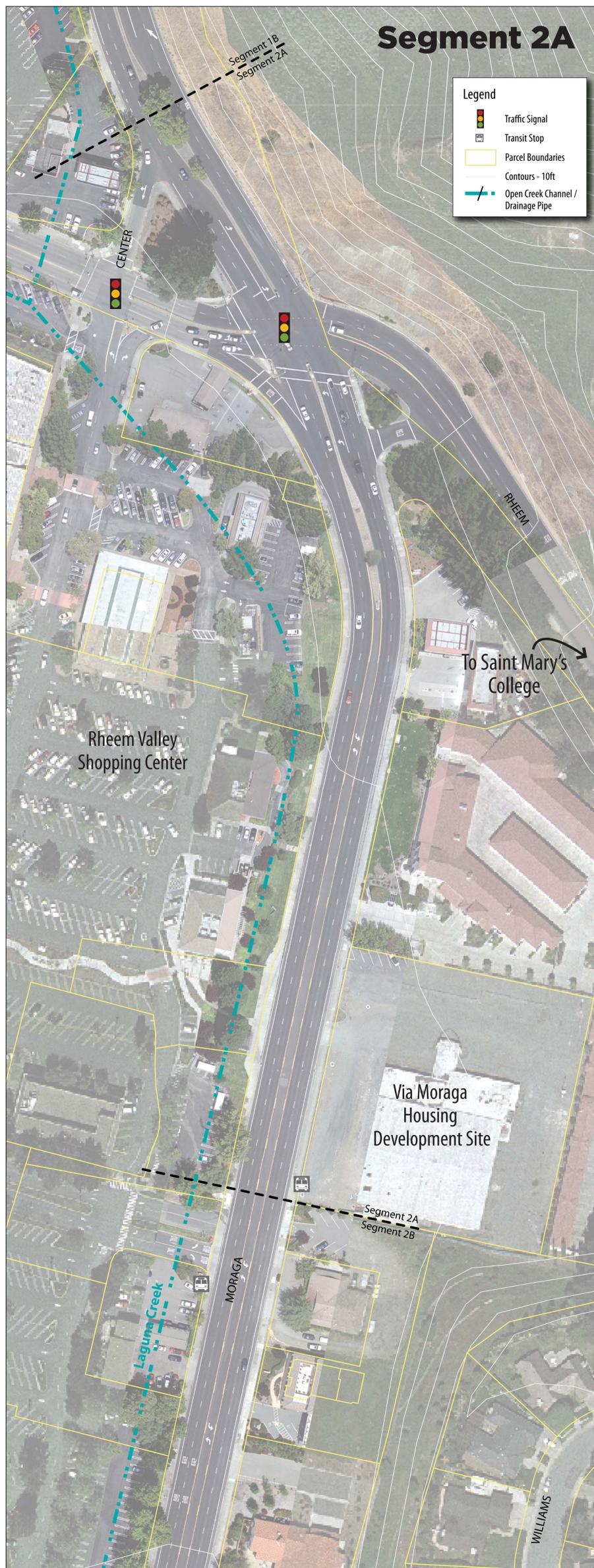
# Study Area



# Segment 1: Campolindo



# Segment 2: Rheem Center



# Segment 3: The Hacienda



# Segment 4: Moraga Commons

