Livable Moraga Road
It's all connected.
What is the Livable Moraga Road Project?

A community-based planning effort, looking at ways to improve the function, character, and livability of Moraga Road.
Tonight’s Agenda

6:15 – 7:00 Presentation
  • Visioning Exercise
  • Summary of Existing Conditions
  • Review of Design Toolkit

7:00 – 8:00 Small Group Exercise

8:00 – 8:20 Report Out

8:20 – 8:30 Next Steps
What is your vision?
What are Livable Streets?

Livable Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.
Benefits of Livable Streets

Public Health:

- Complete Streets
  - Encourage walking, biking and transit use

- More walking and biking
  - Improves traffic congestion

- Less Traffic Congestion
  - Improves air quality

Residents are 65% more likely to walk in a neighborhood with sidewalks.

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Benefits of Livable Streets

Economic and Social Benefits:
In most metro areas studied, every one-point Walk Score scale is associated with an increase in home value of $700 - $3,000.

CEOs for Cities

Walk Score is calculated based upon the distances between residential addresses and nearby destinations such as grocery stores, schools and coffee shops.
One Corridor, Many Characteristics

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One Corridor, Many Characteristics

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One Corridor, Many Characteristics
Summary of Site Investigations, Data Gathering, and Public Input

- Project Team Site Visit
- Traffic Counts
- Bicycle and Pedestrian Counts
- School Bell Time Observations
- Campolindo High School Cross Country Team Survey
- Public Kickoff Meeting
- Community Walking Tour
Summary of Site Investigations and Public Input (North)

- Coordinate with High School frontage upgrades
- Address congestion associated with student drop-off/pick-up
- Improve pedestrian/bicyclist connection between the High School and Rheem Center
- Maintain traffic flows throughout
- Improve sidewalk conditions throughout the corridor
- Improve bicycle facilities (e.g., signal detection and sweeping)
- Consider physical constraints

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Summary of Site Investigations and Public Input (Center)

- Improve access to shopping for all travel modes
- Anticipate residential development
- Improve pedestrian and bicycle accommodations, particularly around shopping center
- Improve access to the Hacienda
- Improve transit accommodations throughout the corridor
- Consider physical constraints
Summary of Site Investigations and Public Input (South)

- Enhance bus stop amenities throughout
- More room for bicyclists
- Pedestrian connection needed
- Extend/connect the trail
- Consider sightlines for cars turning into/out of driveways
- Lighting improvements throughout
- Encourage speed limit compliance throughout
- Consider physical constraints
Study Corridor

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Study Corridor

Southbound:
Capacity = 1,400 Vehicles per Hour
Peak Hour Utilization = 59%

Northbound:
Capacity = 1,400 Vehicles per Hour
Peak Hour Utilization = 49%

Note: Special constraint during morning bell time at Woodford Dr.
Study Corridor

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[Map and diagram of a study corridor with various land use and transportation features indicated.]
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Study Corridor

Southbound:
Capacity = 2,600 Vehicles per Hour
Peak Hour Utilization = 32%

Northbound:
Capacity = 2,600 Vehicles per Hour
Peak Hour Utilization = 29%
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Study Corridor

Southbound:
Capacity = 2,400 Vehicles per Hour
Peak Hour Utilization = 32%

Northbound:
Capacity = 2,400 Vehicles per Hour
Peak Hour Utilization = 28%
Study Corridor

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Study Corridor

Southbound:
Capacity = 1,200 Vehicles per Hour
Peak Hour Utilization = 56%

Northbound:
Capacity = 1,200 Vehicles per Hour
Peak Hour Utilization = 48%
Intersection Level of Service (LOS)

* LOS analysis does not reflect effect of midblock left turns into Campolindo High School during AM drop-off
Crashes Along Moraga Rd (2009 – 2011)

- Auto vs Auto/Object Crash
- Auto vs Pedestrian/Bike Crash
Peak Hour Pedestrian Crossings at Campolindo Drive

Pedestrian Crossings during the morning or evening peak hour.
Peak Hour Bicycle Movements at Campolindo Drive

Bicycle Movements during the morning or evening peak hour.

Bicycle AM (PM)
Peak Hour Pedestrian Crossings at St. Mary’s Road

Pedestrian Crossings during the morning or evening peak hour.

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Peak Hour Bicycle Movements at St. Mary’s Road

Bicycle Movements during the morning or evening peak hour.

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Moraga Road Assessment

- Roadway Capacity to serve now and future
- Roadway Safety
- Bike Accessibility
- Pedestrian Accessibility
- Side street Accessibility with Moraga Road
- School Access

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Solvable Issues

- Vehicle speed in segments of Moraga Road
- Congestion occurs near Woodford Drive during morning bell ring
- Pedestrian accessibility continuity
- Bike Facility Improvement
- Transit Stop Improvement
Design Toolkit

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Roundabouts

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Center Median

Consider for locations where a center turn lane currently exists.

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Pedestrian Refuge Median

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Flashing Radar Detection Speed Warning Signs
High Visibility Crosswalk with Flashers or Flashing Beacons
Transit Stop Accommodations

**Twelve Elements of a Good Transit Stop**

- Shelter from elements
- Real time signage of Bus Arrival Time
- Bike Rack
- Trash Bin
- Safe location for pedestrians to cross the street while the bus is at a stop
- Adequate area to enable disabled access to bus
- Ample pedestrian gathering area
- Wayfinding Signage
- Well lit for dark hour operation
- Public sidewalk (connectivity)
- Suitable cross slope
- Ease for bus access to pull up and stop plus return to the travel lane
- Sufficiently large to accommodate the size of buses that use the stop

**Report Card**

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New Traffic Signal

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Multi-Use Trails

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Bike Lane (Class II Bike Facilities)
Pedestrian Accommodations and Streetscape Amenities

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Crossing Treatments
Green Infrastructure

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Gateways and Public Art
Wayfinding Signage
Break Out Groups

- Join a break out session table
- Write or sketch your ideas, issues, concerns, and solutions
- Present your group’s solutions
Next Steps

2013

Information Gathering and Review
• Site Visits
• Surveys
• Kick-Off Meeting
• Walking Tour
• Workshop 1
• Stakeholder Meetings
• TAC Meeting

2014

Concepts and Alternatives
• Traffic Analysis
• Design Development
• Stakeholder Meeting
• TAC Meeting
• Workshop 2

Draft Preferred Concept Designs
• TAC Meeting
• Workshop 3
• Committee Presentations
• Council Presentation

Design Plans
• Concept Plans
• Cost Estimates
• Council Presentation

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Stay Connected

What’s coming up?
Events and Workshops
- Campolindo High School Workshop – Date TBD

Online Resources and Input
- Project Website
  www.moraga.ca.us/livablemoragaroad
- Take the Web Survey
- Map Moraga Road
Thank you!

Questions?
www.moraga.ca.us/livablemoragaroad