



Livable

M o r a g a R o a d

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.



Community
Workshop 1
October 29, 2013

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:



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



Benefits of Livable Streets

Economic and Social Benefits:

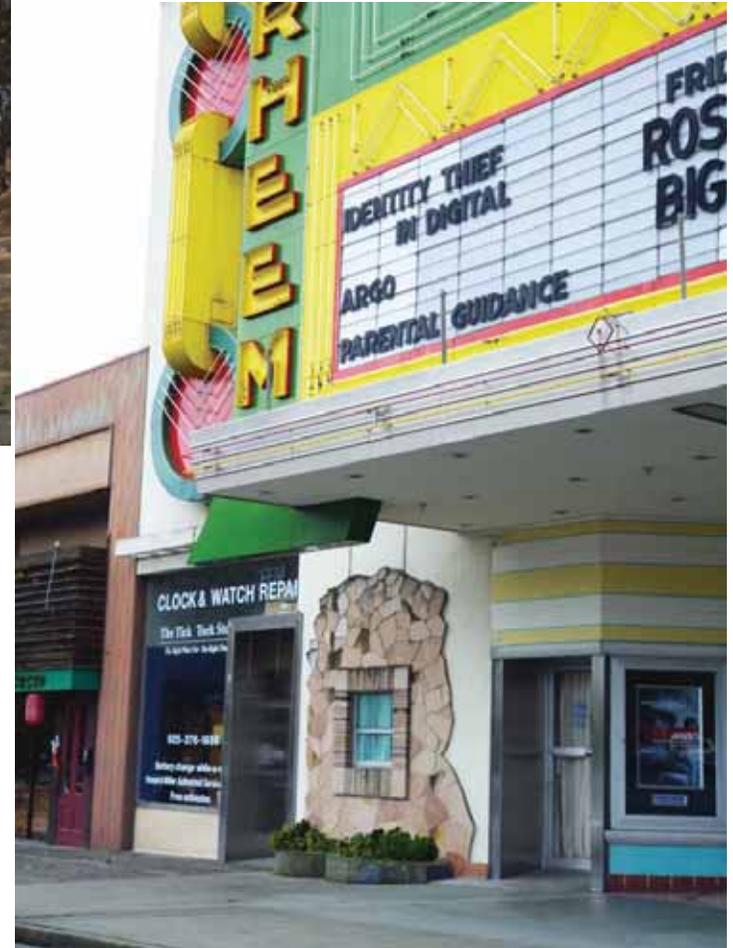
In most metro areas studied, every one-point Walk Score scale is associated with an increase in home value of \$700 - \$3,000.

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



One Corridor, Many Characteristics



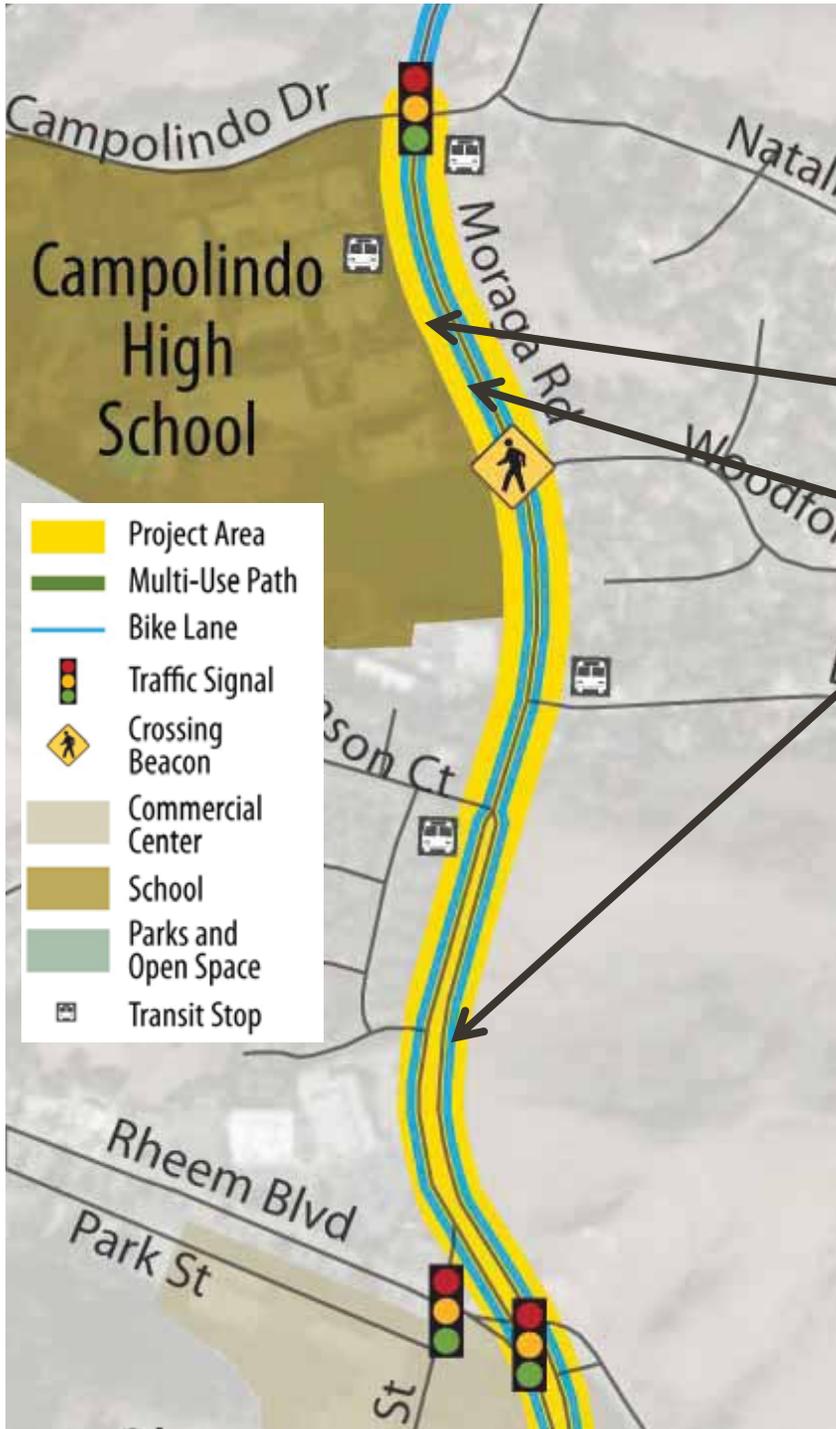
Summary of Site Investigations, Data Gathering, and Public Input

- 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)

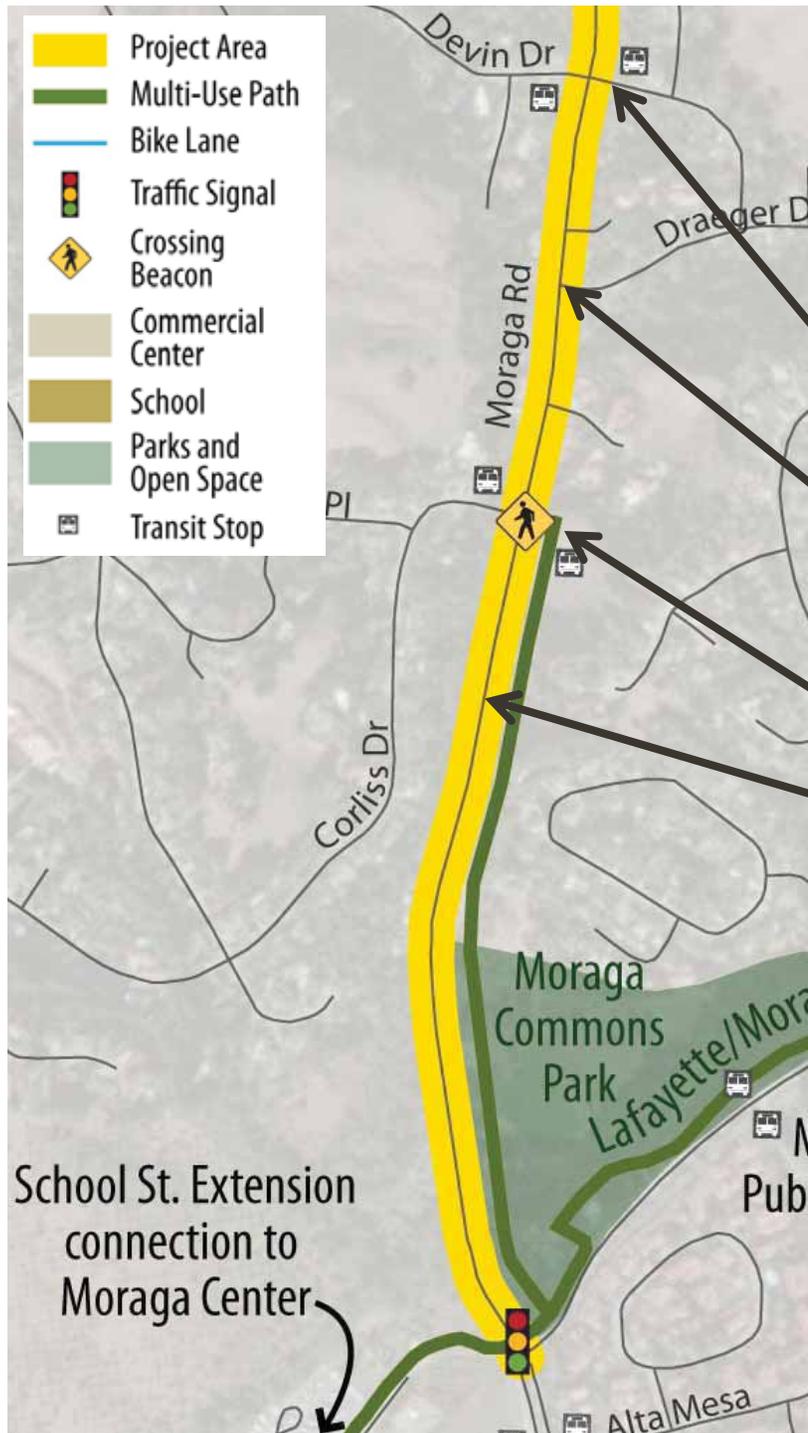


- Improve access to shopping for all travel modes
- Anticipate residential development
- Improve pedestrian and bicycle accommodations, particularly around shopping center
- Improve access to the Hacienda
- Improve transit accommodations throughout the corridor
- Consider physical constraints

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Summary of Site Investigations and Public Input (South)

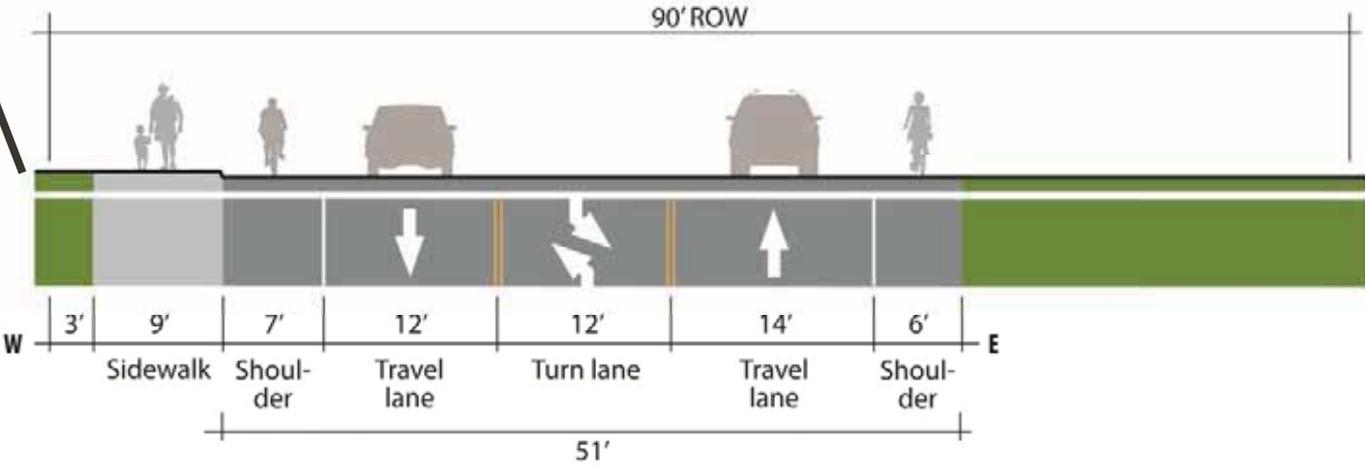
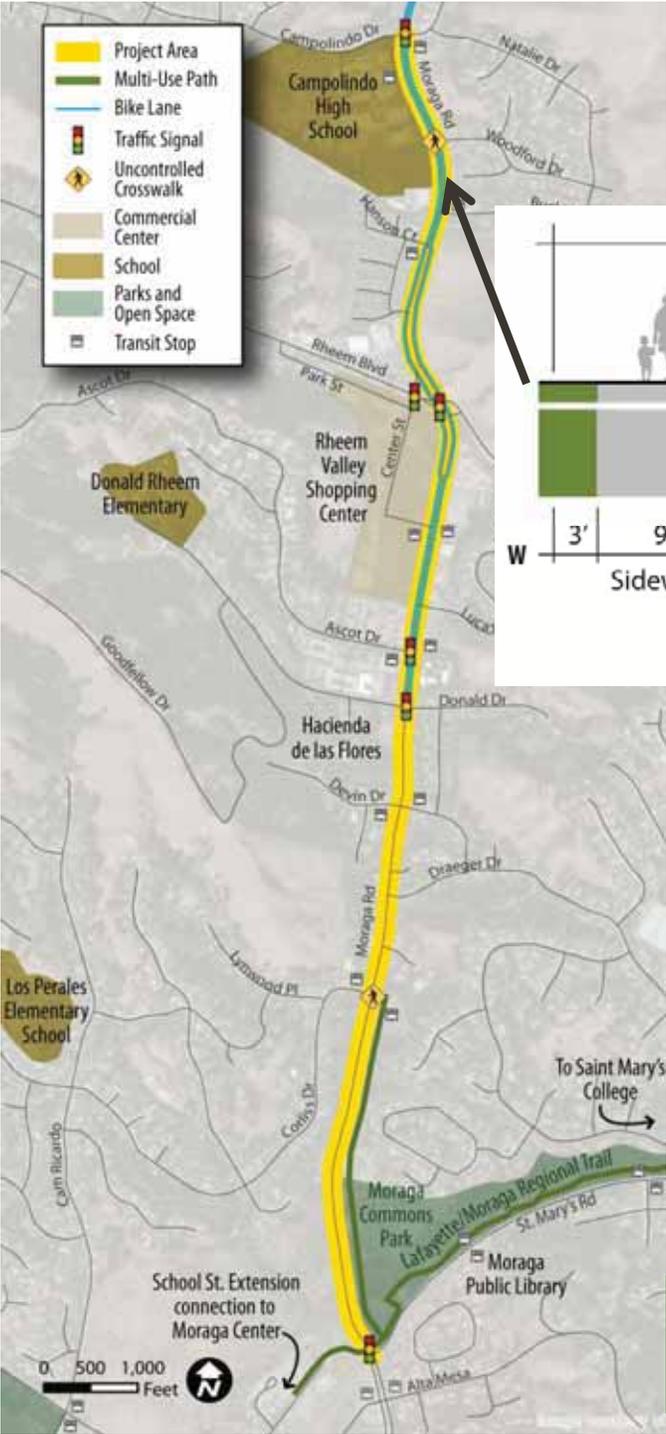
- Enhance bus stop amenities throughout
- More room for bicyclists
- Pedestrian connection needed
- Extend/connect the trail
- Consider sightlines for cars turning into/out of driveways
- Lighting improvements throughout
- Encourage speed limit compliance throughout
- Consider physical constraints



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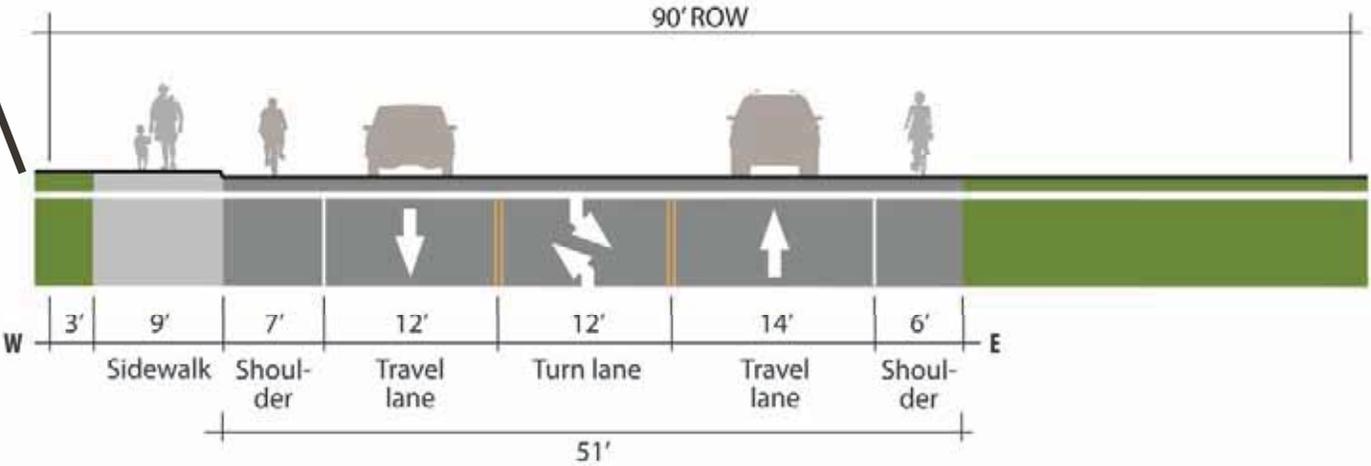
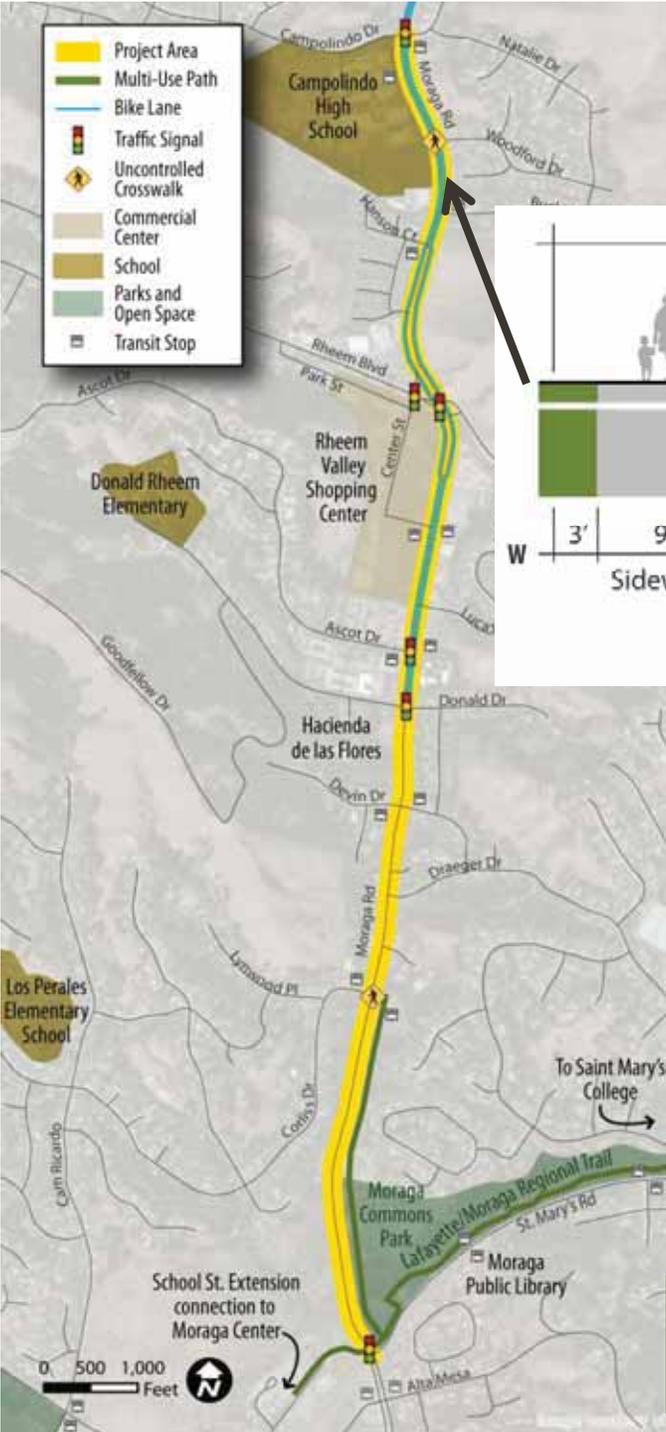
Study Corridor



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Study Corridor



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

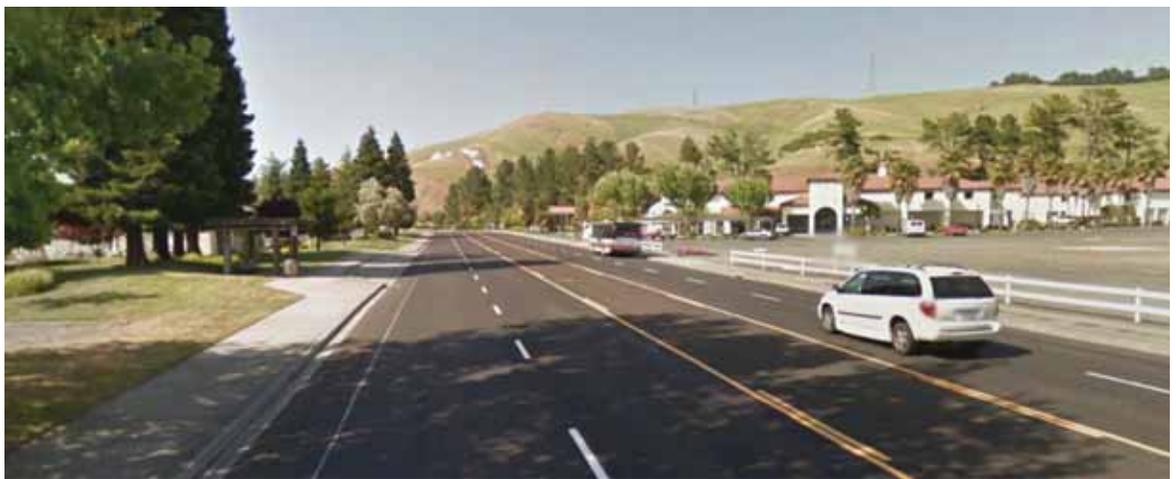
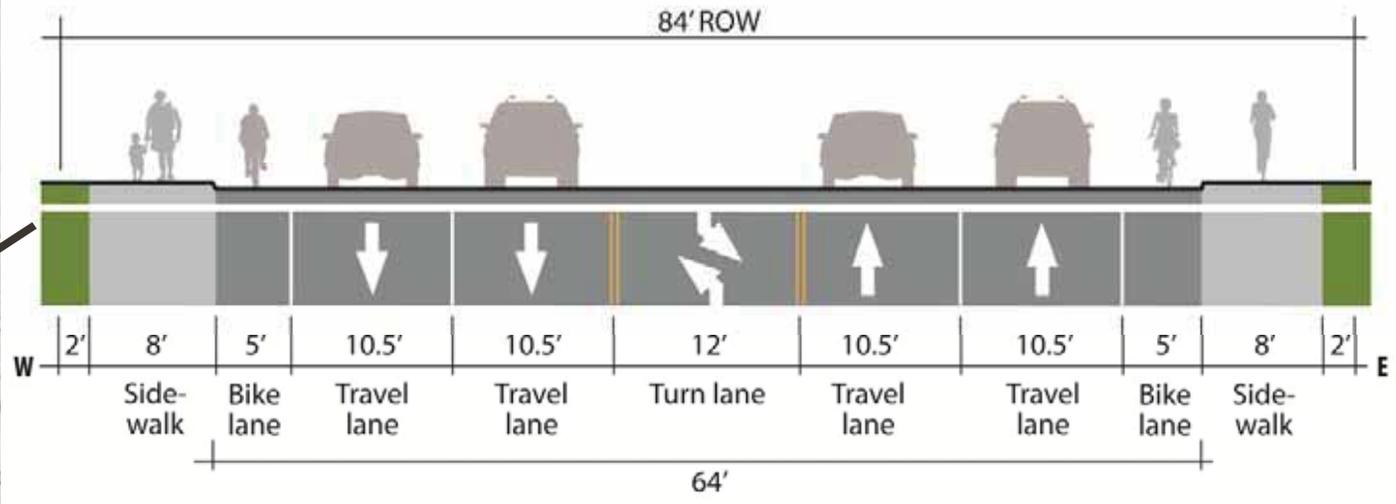
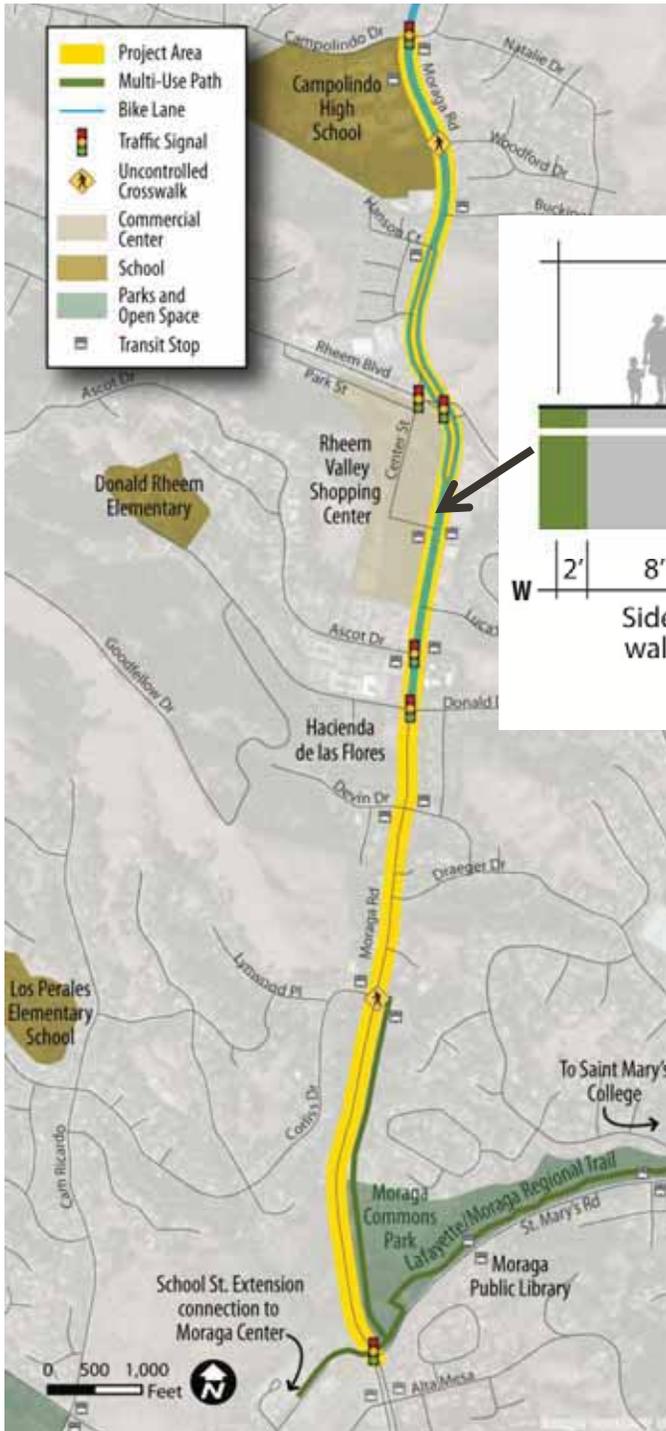
Northbound:
 Capacity = 1,400
 Vehicles per Hour
 Peak Hour
 Utilization = 49%

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

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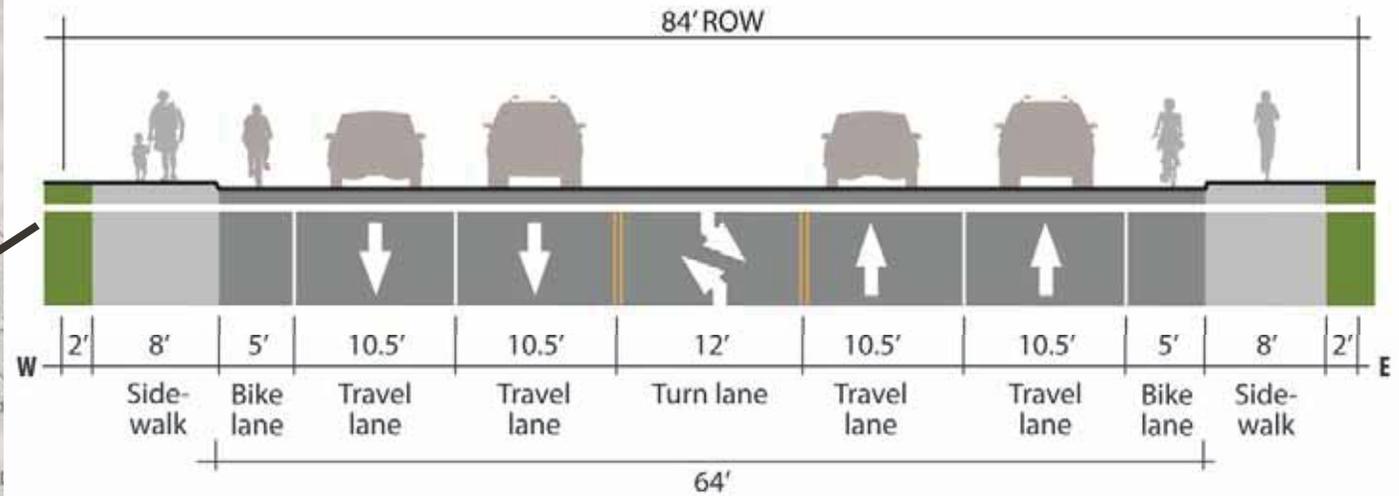
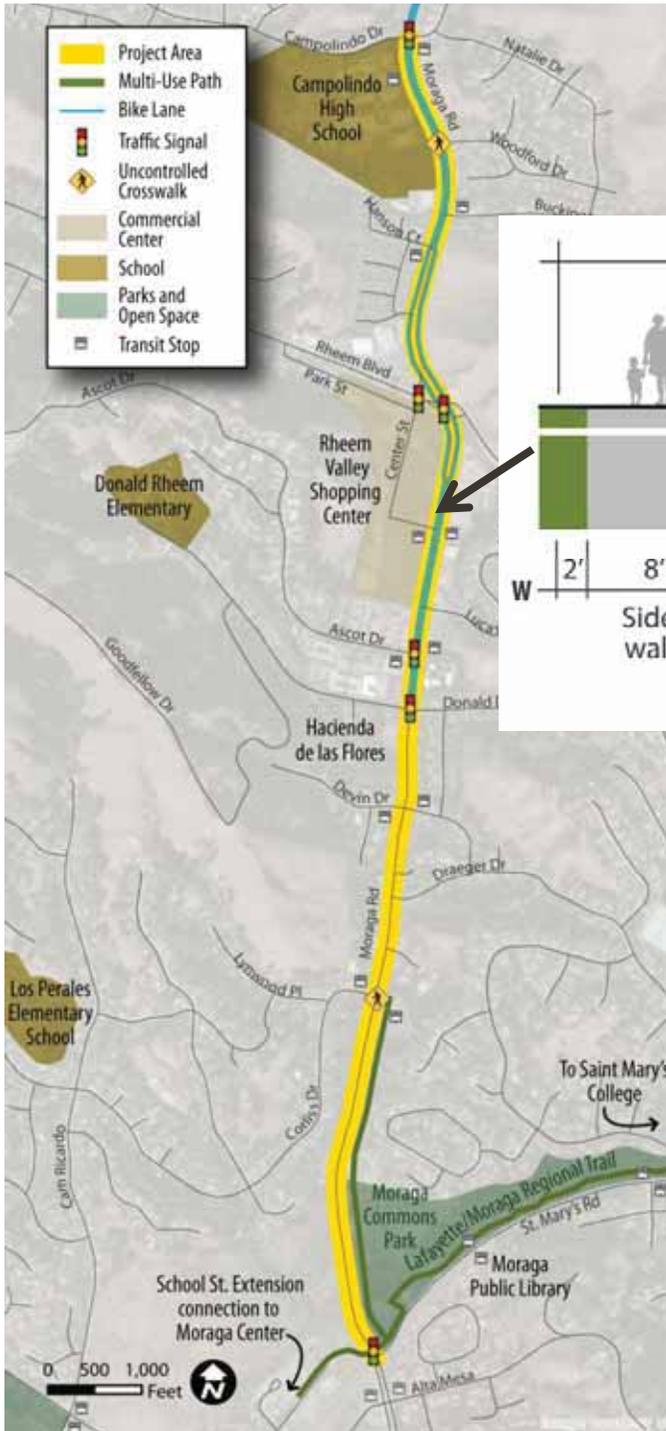
Study Corridor



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Study Corridor



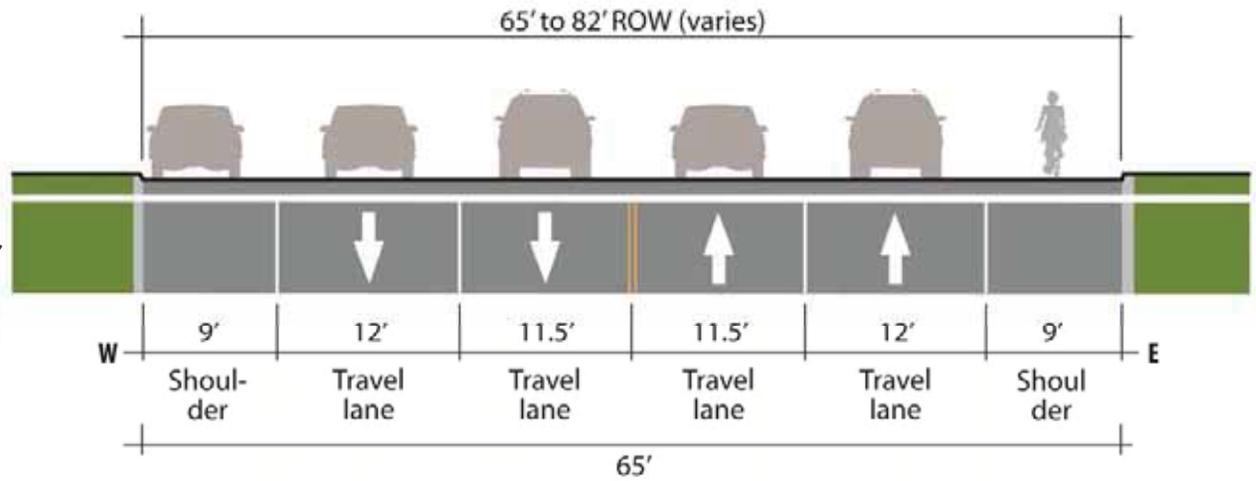
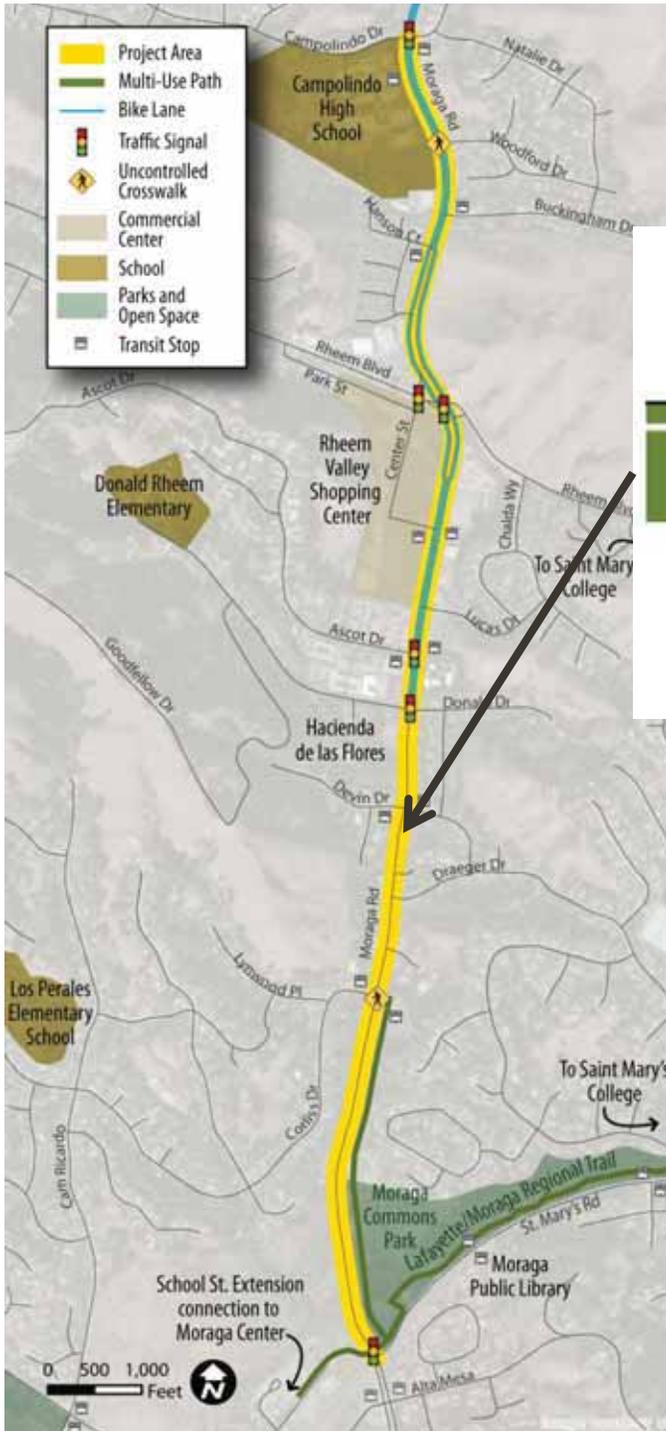
Southbound:
Capacity = 2,600
Vehicles per Hour
Peak Hour
Utilization = 32%

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

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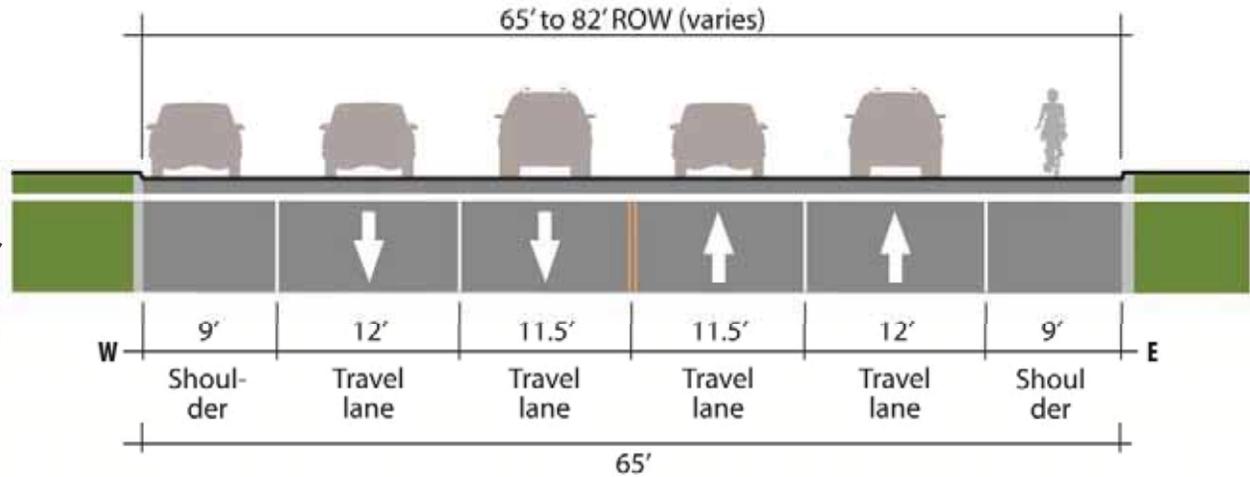
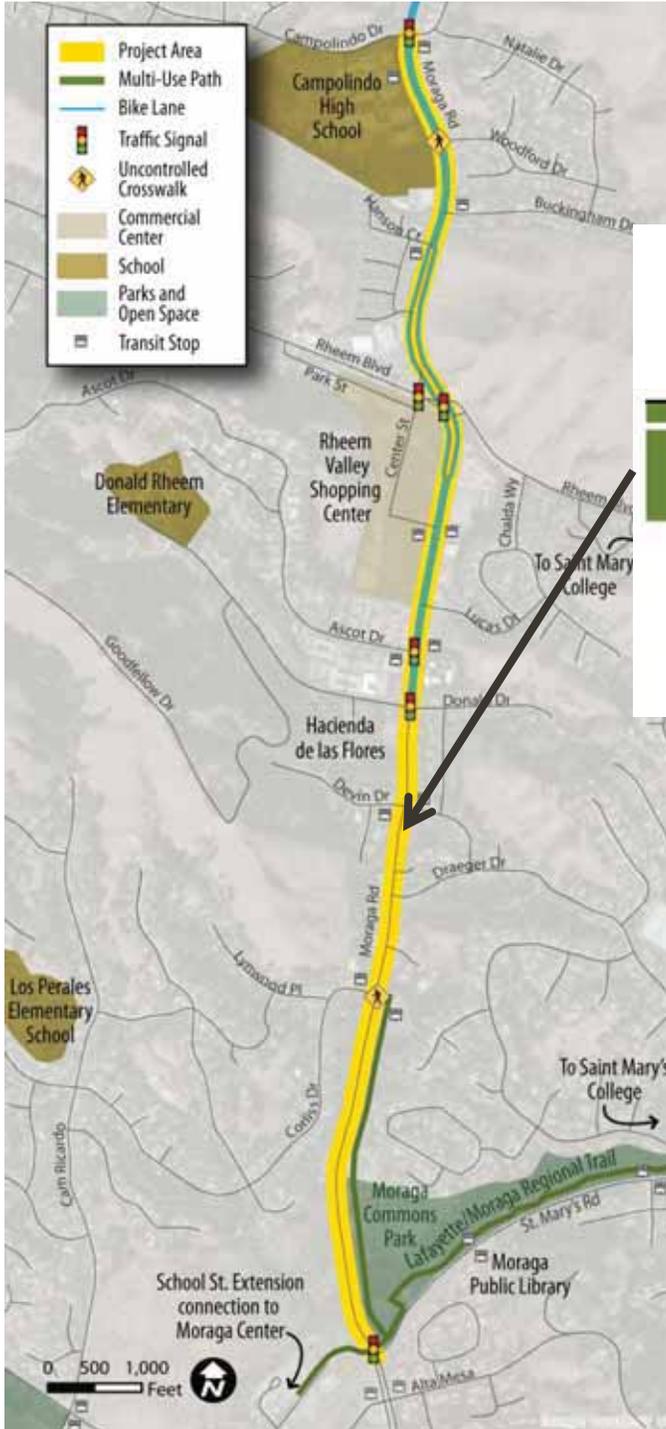
Study Corridor



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Study Corridor



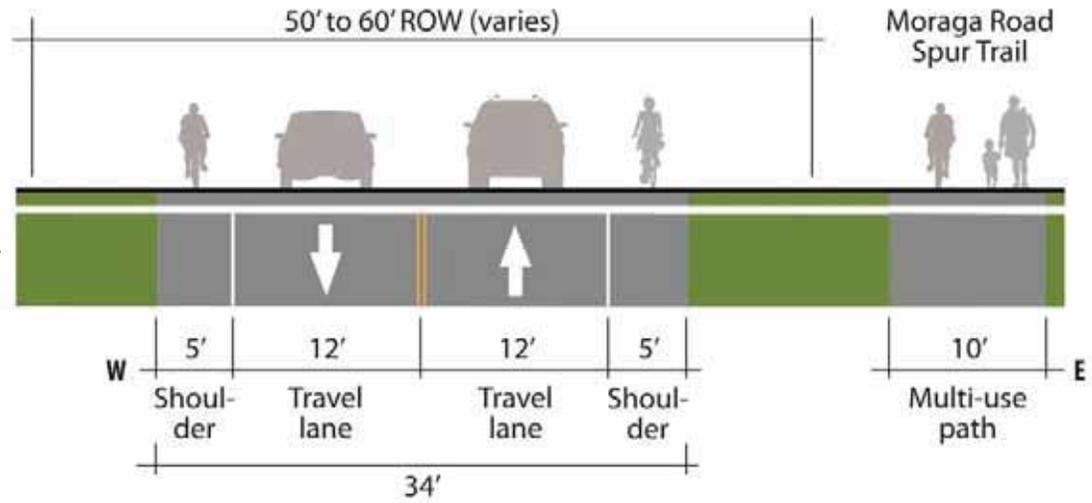
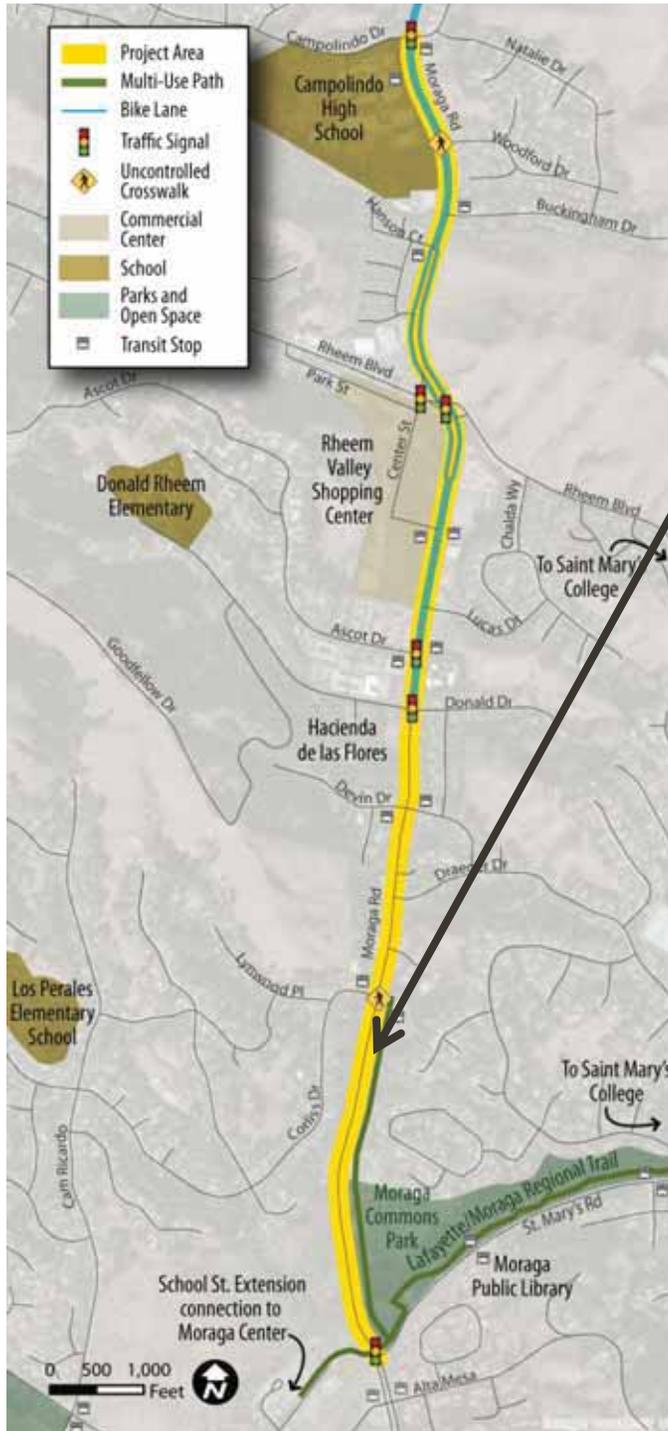
Southbound:
Capacity = 2,400
Vehicles per Hour
Peak Hour
Utilization = 32%

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

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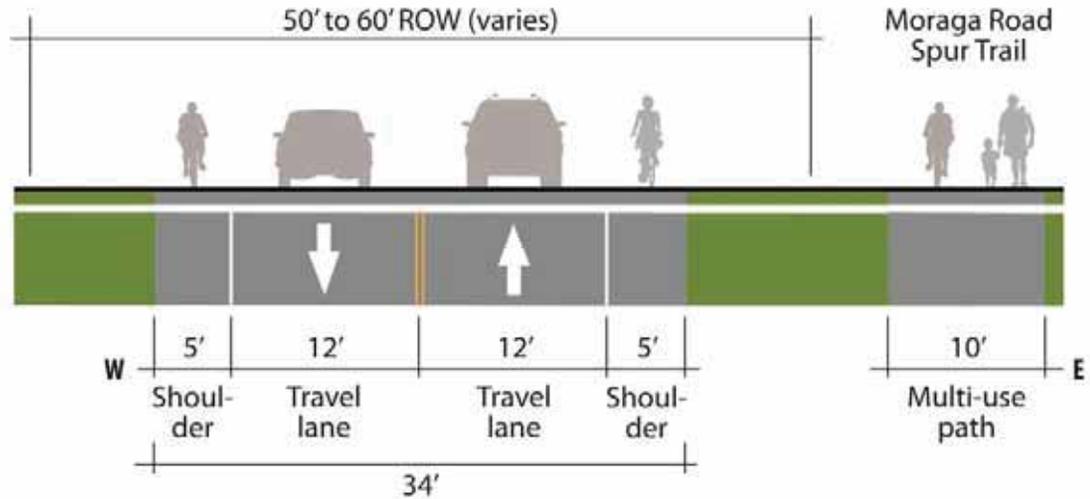
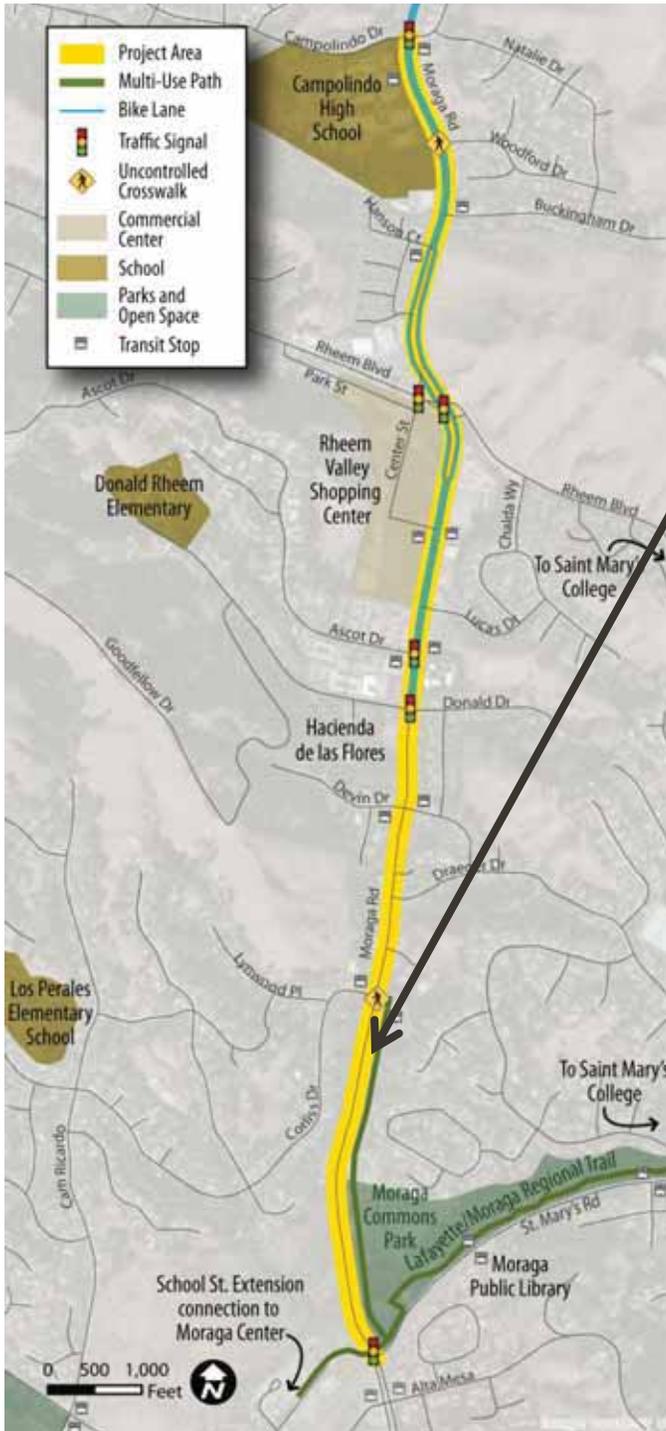
Study Corridor



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Study Corridor



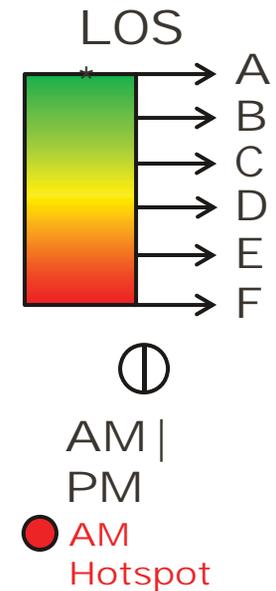
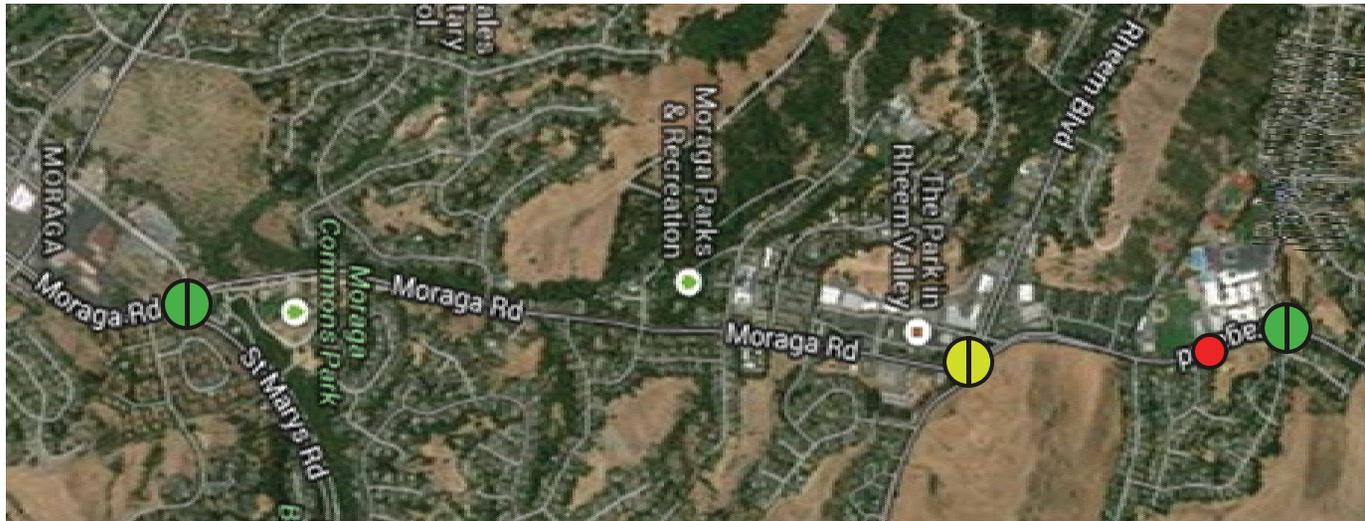
Southbound:
 Capacity = 1,200
 Vehicles per Hour
 Peak Hour
 Utilization = 56%

Northbound:
 Capacity = 1,200
 Vehicles per Hour
 Peak Hour
 Utilization = 48%

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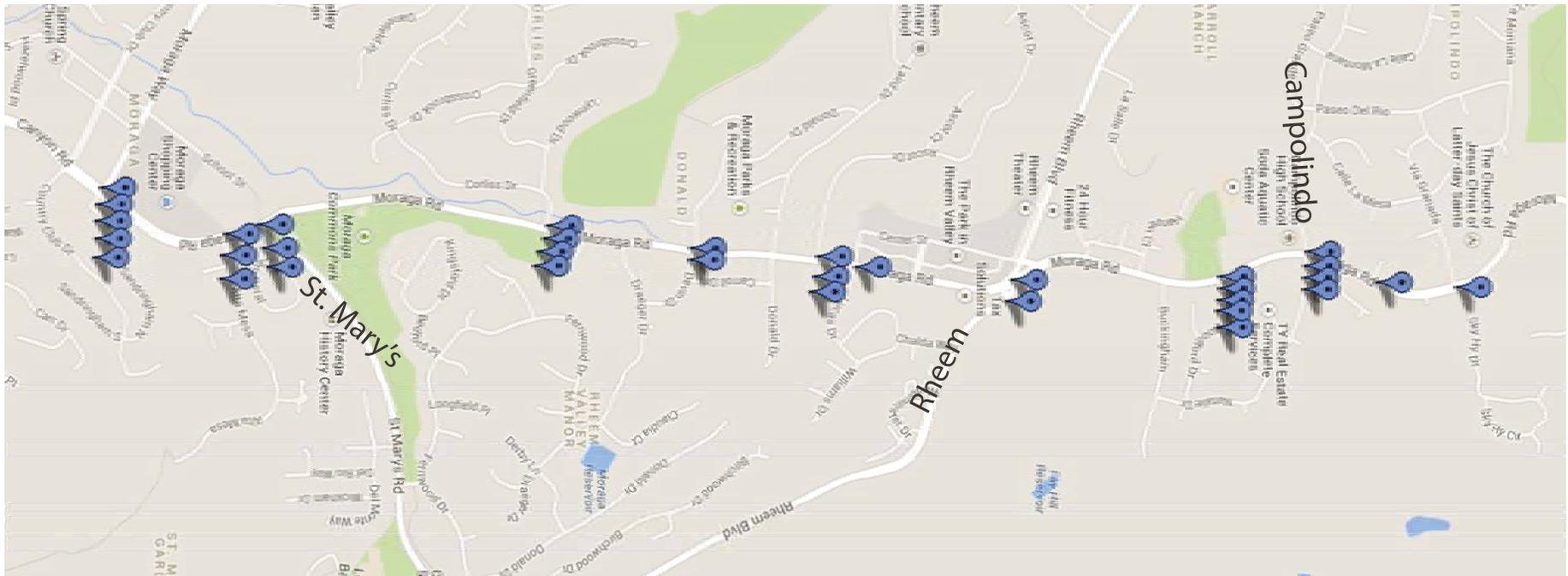


Intersection Level of Service (LOS)



* LOS analysis does not reflect effect of midblock left turns into Campolindo High School during AM drop-off

Crashes Along Moraga Rd (2009 – 2011)

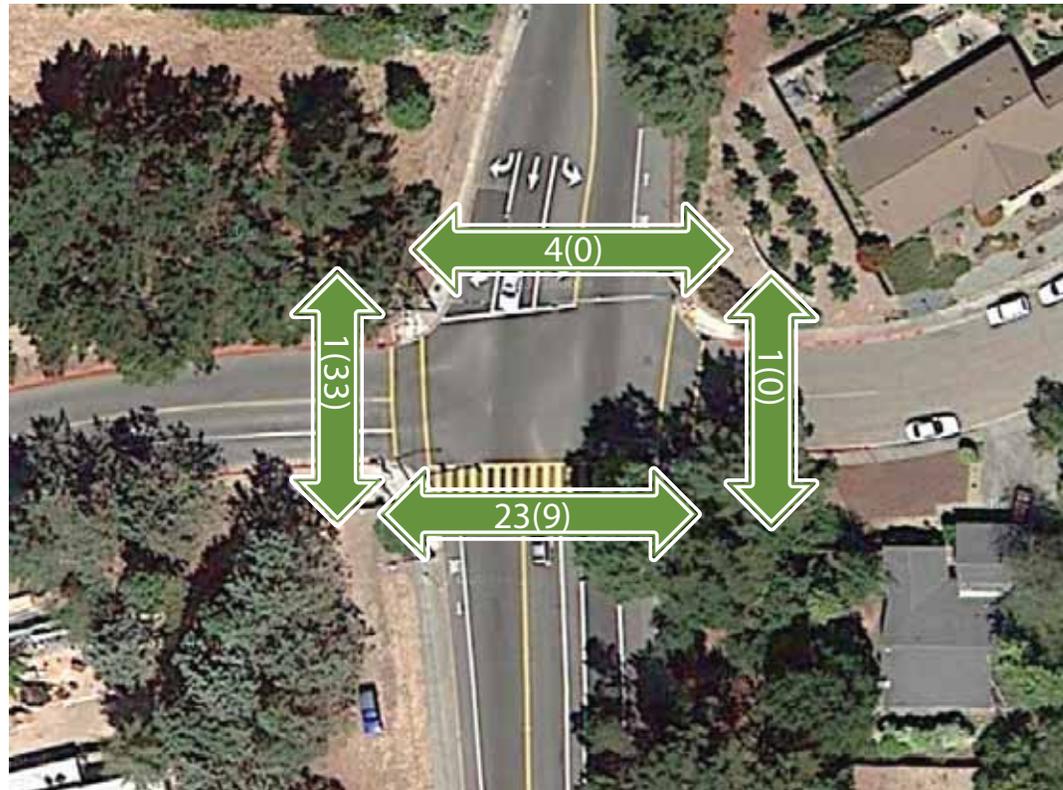


 Auto vs Auto/Object Crash

 Auto vs Pedestrian/Bike Crash

Peak Hour Pedestrian Crossings at Campolindo Drive

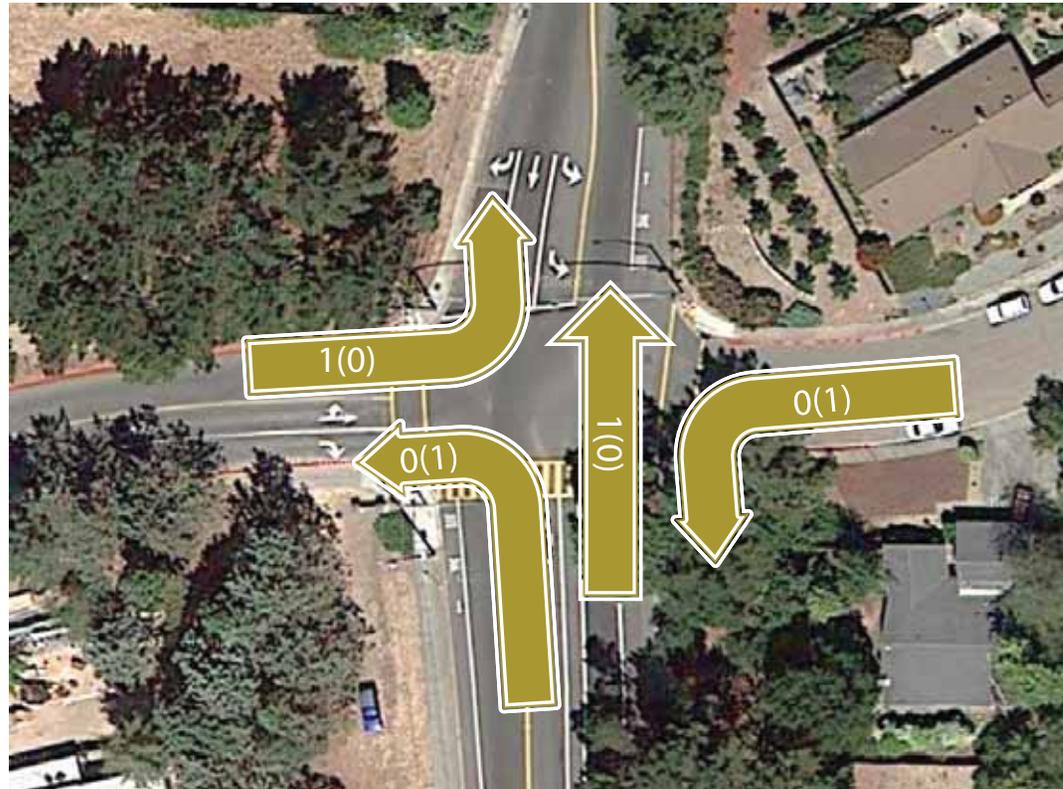
Pedestrian Crossings during the morning or evening peak hour.



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

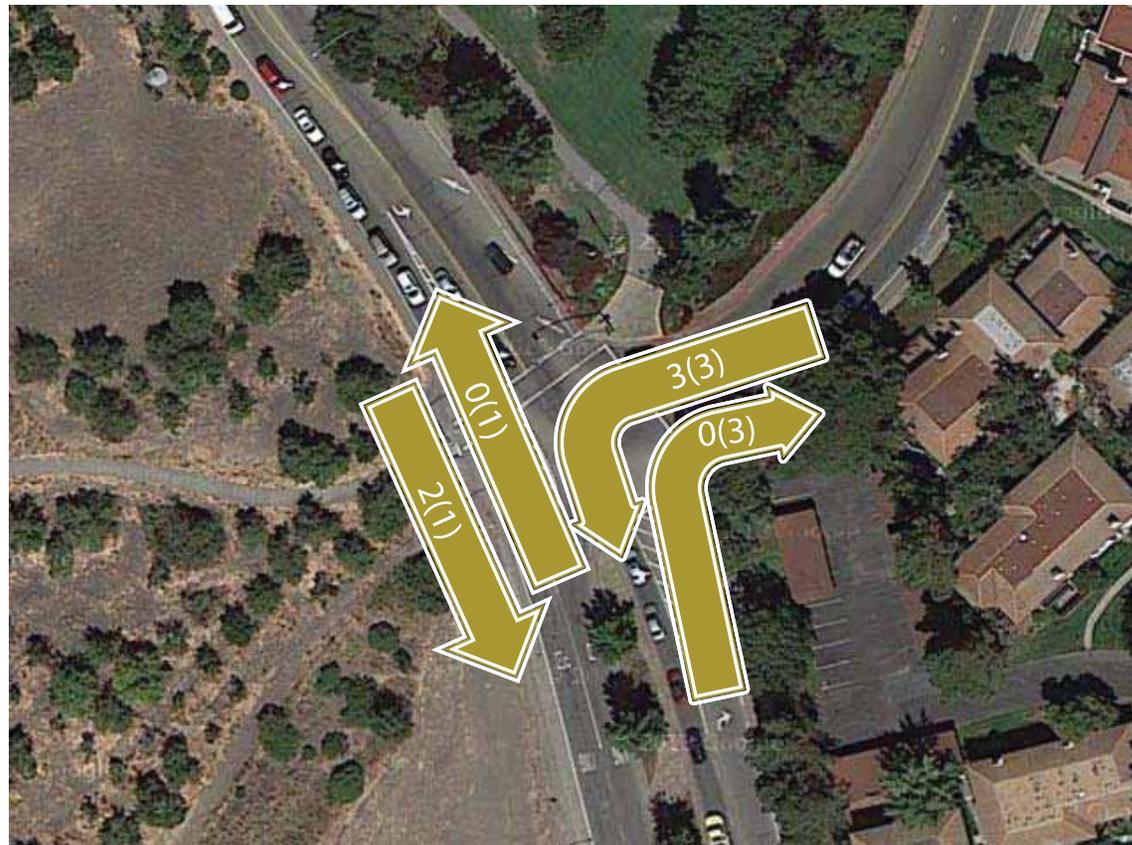
Pedestrian Crossings during the morning or evening peak hour.



Peak Hour Bicycle Movements at St. Mary's Road

Bicycle
Movements
during the
morning or
evening peak
hour.

Bicycle AM (PM)



Moraga Road Assessment

A

- Roadway Capacity to serve now and future

B

- Roadway Safety

C-

- Bike Accessibility

D

- Pedestrian Accessibility

C

- Side street Accessibility with Moraga Road

D

- School Access



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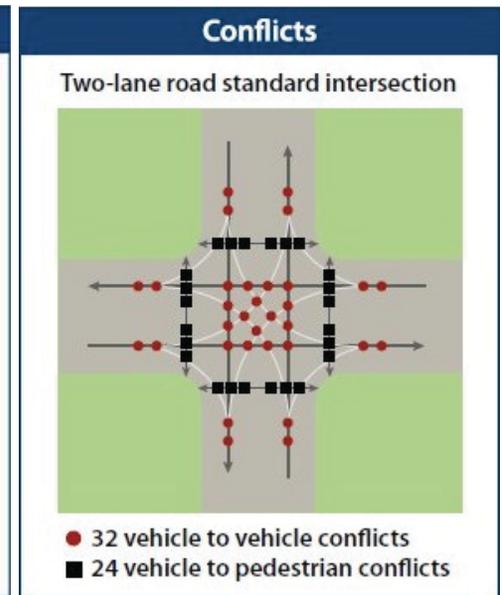
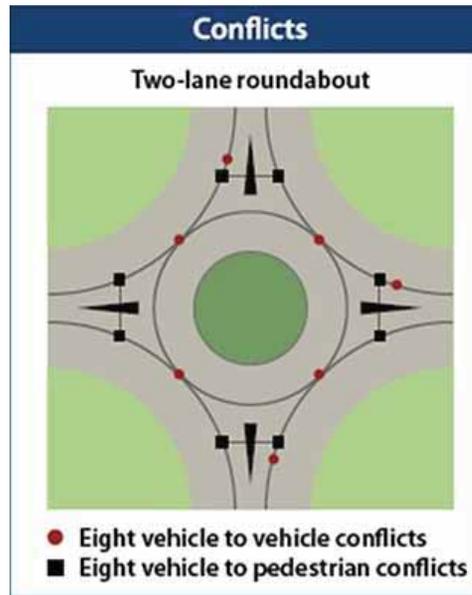
Solvable Issues

- 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



Roundabouts



Center Median



Consider for locations where a center turn lane currently exists.

Pedestrian Refuge Median



Flashing Radar Detection Speed Warning Signs

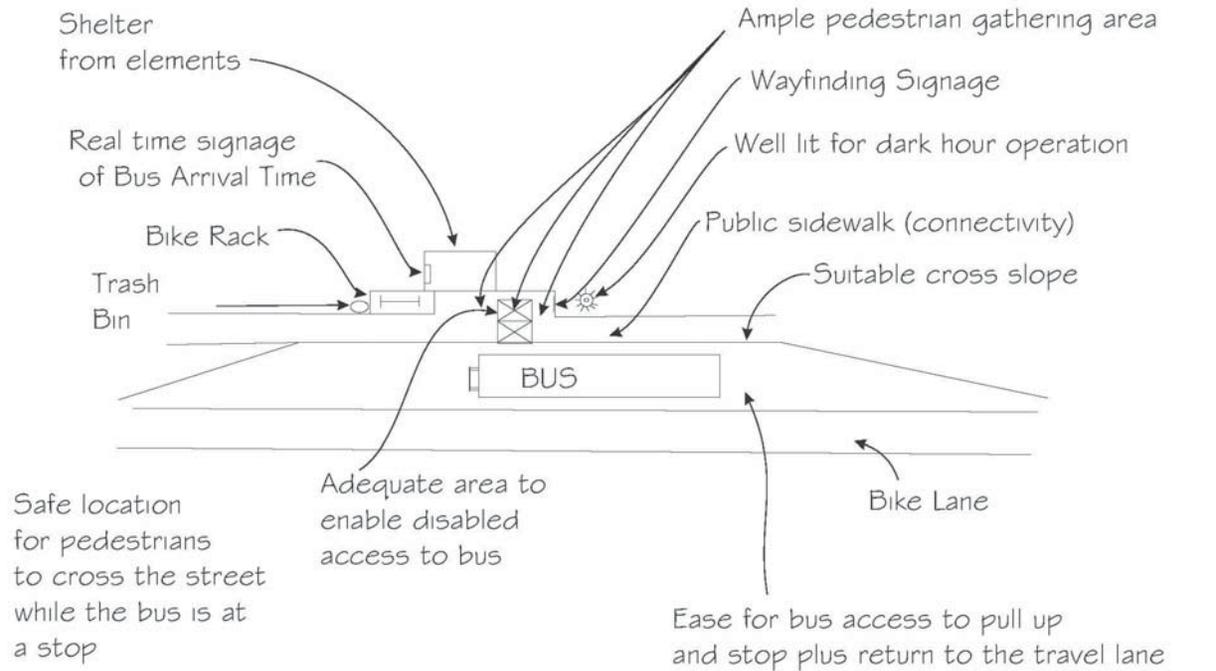


High Visibility Crosswalk with Flashers or Flashing Beacons



Transit Stop Accommodations

TWELVE ELEMENTS OF A GOOD TRANSIT STOP



Report Card

None	F
Up to 3	D
Up to 5	C
Up to 9	B
Above	A

Sufficiently large to accommodate the size of buses that use the stop

New Traffic Signal



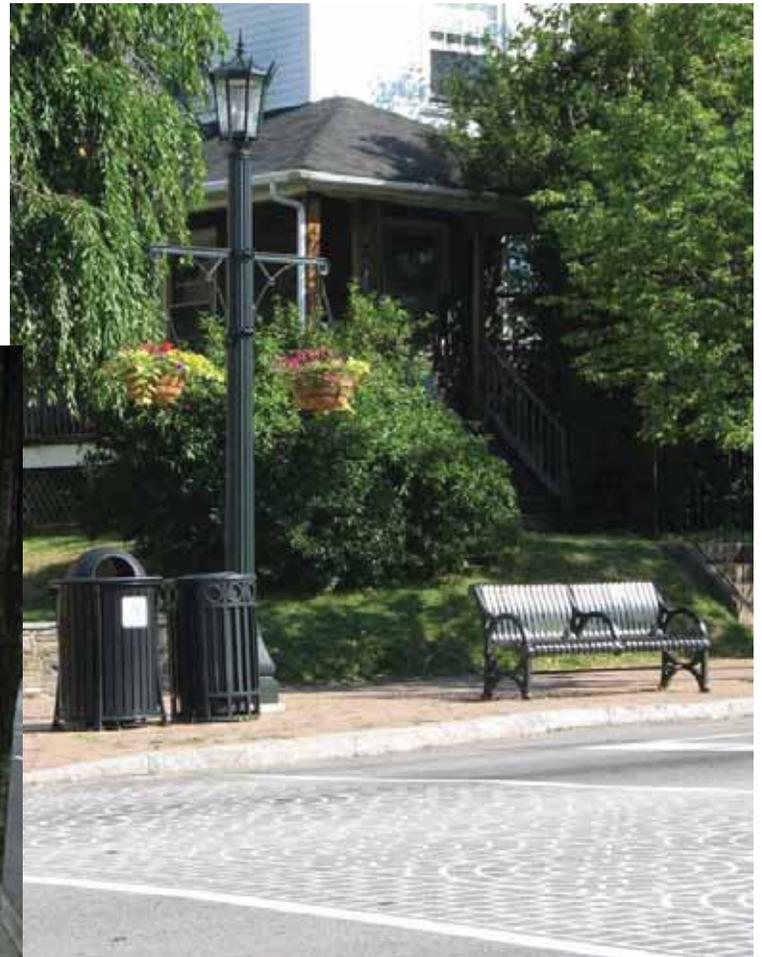
Multi-Use Trails



Bike Lane (Class II Bike Facilities)



Pedestrian Accommodations and Streetscape Amenities



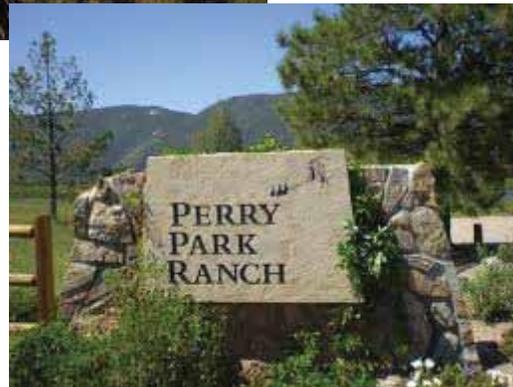
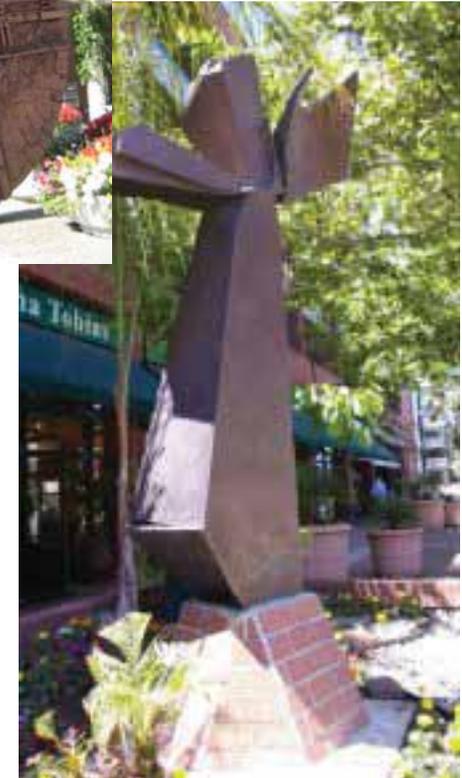
Crossing Treatments



Green Infrastructure



Gateways and Public Art



Wayfinding Signage

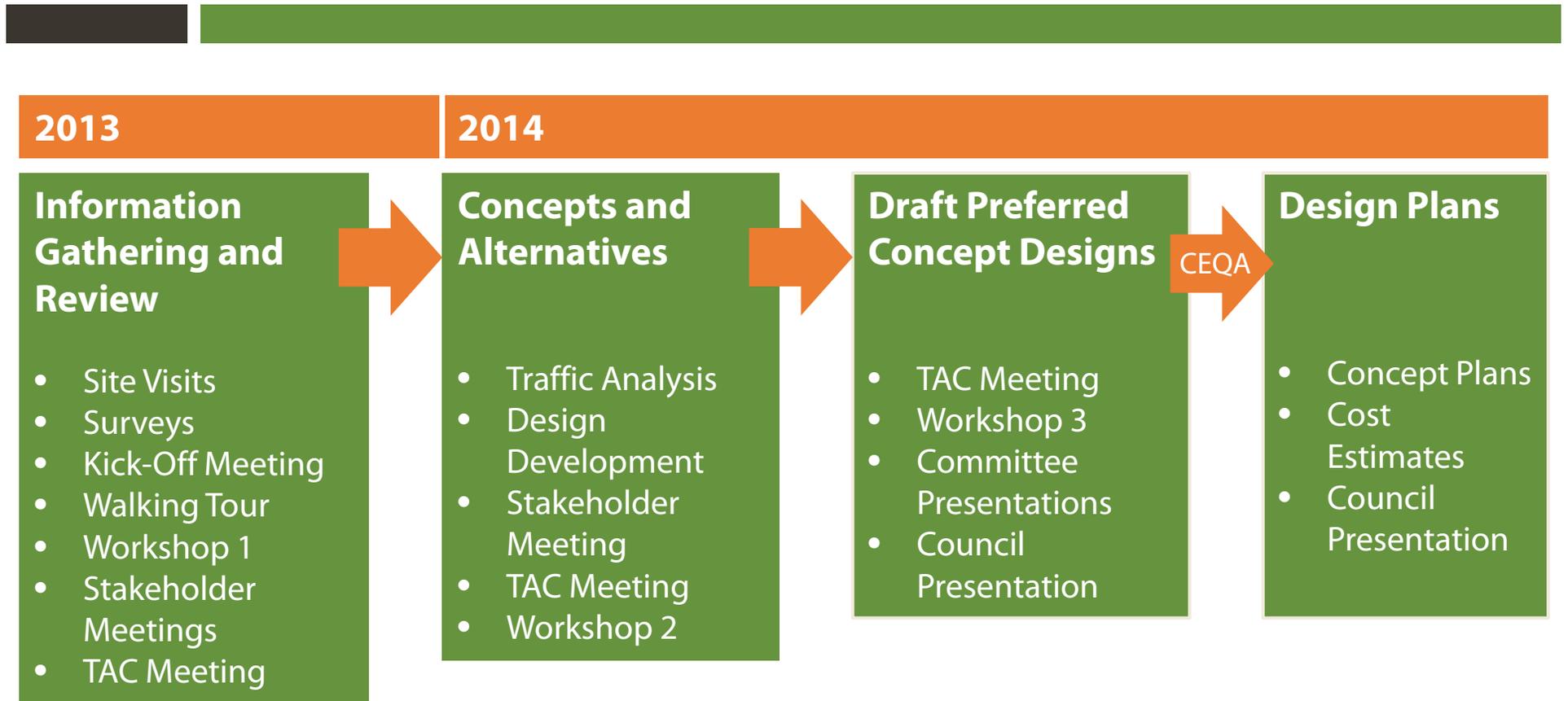


Break Out Groups

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



Next Steps



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



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Thank you!

Questions?

www.moraga.ca.us/livablemoragaroad



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