

# Lamorinda Program Management Committee

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## LAMORINDA PROGRAM MANAGEMENT COMMITTEE MEETING

Monday, March 3, 2014, 1:00 PM

Contra Costa County Lamorinda Office  
3338 Mt. Diablo Boulevard  
Lafayette, CA 94549

### LPMC AGENDA

1. Call to Order the Lamorinda Program Management Committee
2. Roll Call
3. Adoption of the LPMC Agenda
4. Public Comment
5. Old Business:
  - a. Lamorinda Action Plan Update: Review of Draft Action Plan Update  
Recommendation: Review and Approve Draft Update
  - b. Nexus Study Update: Receive Oral Status Report  
Recommendation: Receive and File
6. New Business:

No New Business
7. Adjourn LPMC Meeting

I, Charles Swanson, declare under penalty of perjury under the laws of the State of California that this regular meeting agenda has been posted at least 72 hours in advance at the Orinda City Hall, 22 Orinda Way and the Orinda Library, 26 Orinda Way, and at the City of Lafayette website at [www.ci.lafayette.ca.ua](http://www.ci.lafayette.ca.ua)

  
Charles Swanson, Director of Public Works and Engineering Services

Location of Agendas and Agenda Packets: Agendas and packets are available for review by the public during regular business hours at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563, and the Lafayette City Offices, 3675 Mt. Diablo Blvd., Suite 210, Lafayette, CA 94549. Agendas and packets shall be made available at least 72 hours in advance of regular meetings and 24 hours in advance of special meetings.

Any writings or documents pertaining to an open session item provided to a majority of the Lamorinda Program Management Committee less than 72 hours prior to the meeting, shall be made available for public inspection at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563.



## MEMORANDUM

TO: Lamorinda Program Management Committee  
FROM: Bill Loudon, DKS Associates  
DATE: February 25, 2014  
SUBJECT: Draft 2014 Lamorinda Action Plan Update P No.13010-001

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### **PROPOSED CHANGES FROM THE 2009 LAMORNIDA ACTION PLAN**

The Draft Lamorinda Action Plan Update provided to you represents some significant changes over the 2009 Update. The major changes are as follows:

#### **Proposed Changes in Statements of Vision, Goals or Policies:**

The following statements were added:

1. Support the implementation of the Complete Streets Policies of the Lamorinda jurisdictions.
2. Support programs and actions that will improve mobility to, from, and within the Lamorinda communities' downtowns.

#### **Proposed Changes to Routes of Regional Significance:**

- Added BART - with the intent to provide oversight by LPMC, not to include major transportation infrastructure.
- Differentiated between Primary Routes (SR-24 and BART) and Secondary Routes (Pleasant Hill Road and Camino Pablo/San Pablo Dam Road)

#### **Proposed Addition of Lamorinda Interjurisdictional Routes**

Four additional routes have also been designated by the LPMC as "Interjurisdictional Routes." While these routes do not warrant designation as Routes of Regional Significance, they do cross jurisdictional boundaries, and would benefit from the multi-jurisdictional planning process envisioned in Measure J. It is not the intent or expectation that this designation would serve as a stepping stone towards designation as a Route of Regional Significance. This designation will allow the LPMC to monitor the performance of these routes and work cooperatively to specify projects and programs to increase the safety and reliability of the routes while increasing multi-modal mobility within Lamorinda. The designation is also intended to help the Lamorinda jurisdictions maintain the existing character, function, and use of the routes. Cooperatively defining projects that will help the Lamorinda area may also improve the chances of receiving funding for



the projects from countywide or regional grant programs. The four proposed Lamorinda Interjurisdictional Routes are:

- Moraga Way
- Moraga Road
- Mount Diablo Boulevard (Happy Valley Road to Brown Avenue)
- Lafayette-Moraga Regional Trail

### **Proposed Changes to Multimodal Transportation Service Objectives**

#### **SR-24**

- Moved the “Average Loading Factor for BART” to the new BART Route of Regional Significance

#### **Pleasant Hill Road**

- Deleted “Establishment of CCCTA Bus Service” – moved it to the action list.
- Added - Increase the average vehicle occupancy on Pleasant Hill Road/Taylor Boulevard to at least 1.3 during the peak commute hours by 2018.
- Added - Maintain a peak-hour level of service of “D” or better at signalized intersections consistent with the Lafayette General Plan for intersections not in the downtown area except at the gateways to the Action Plan area such as Rancho View Drive.

#### **Camino Pablo/San Pablo Dam Road**

- Added - Increase the average vehicle occupancy on Camino Pablo/San Pablo Dam Road to at least 1.3 during the peak commute hours by 2018.

### **Proposed Performance Measures**

Additional “Performance Measures” were proposed for the Secondary Routes of Regional Significance and for the Lamorinda Interjurisdictional Routes to allow the LPMC to monitor the performance of routes without setting target values that would be subject to Measure J growth management review the way that the Multimodal Transportation Service Objectives (MTSOs) are. These included the following for all of the Secondary Routes of Regional Significance and for the arterial Lamorinda Interjurisdictional Routes:

- Maintain an inventory of available pedestrian and bicycle facilities.
- Monitor vehicle crash frequency.
- Monitor pedestrian or bicycle injury crash frequency.
- Monitor the frequency and cause of unplanned lane closures of any type.

The following performance measures are proposed for the arterial Lamorinda Interjurisdictional Routes:



- (Moraga Way, Moraga Road and Mount Diablo Boulevard) Maintain peak hour peak direction delay index of 2.0 or lower.
- (Moraga Road and Mount Diablo Boulevard) Maintain a peak-hour level of service of “D” or better at signalized intersections within downtown Lafayette consistent with the Lafayette General Plan for intersections in the downtown area.
- (Moraga Road and Mount Diablo Boulevard) Maintain a maximum wait time for drivers on side streets wishing to access the Interjurisdictional Route at any signalized intersection of one signal cycle or fewer.

The following performance measures are proposed for the Lafayette-Moraga Regional Trail:

- Monitor pedestrian and bicycle volumes at crossings.
- Monitor auto volumes at crossings.
- Monitor average trail user delay at major road crossings.
- Monitor frequency of pedestrian or bicyclist reported crashes at crossings.
- Monitor pavement condition over the entire trail.

### **Proposed Major New Actions**

Most of the new actions in the 2014 Action Plan were focused on improving the safety and mobility of the Secondary Routes of Regional Significance and the Lamorinda Interjurisdictional Routes. This included actions in four key areas:

- Improve Pedestrian and Bicycle Access and Safety
- Improve Interjurisdictional Management
- Increase Reliability and Safety of Roadways
- Improve Transit, School Bus and/or Shuttle Service



## CHANGES FROM THE DECEMBER 9, 2013 DISCUSSION DRAFT OF THE ACTION PLAN

The version of the Draft Lamorinda Action Plan Update that has been provided to you has shading for those parts of the Plan for which significant changes were made from the December 9, 2013 Discussion Draft of the Plan. A section-by-section description of the nature of the changes is provided below.

Section	Page	Change
2.2	8	Added detail regarding designating BART as a Route of Regional Significance to provide LPMC oversight.
2.3	9	Revised introduction of the Lamorinda Interjurisdictional Routes (LIRs) to affirm local control and to state that designation does not serve as a stepping stone to becoming a Route of Regional Significance.
	9	Changed limits of the Mount Diablo Boulevard LIR to include Happy Valley Road to Brown Avenue only.
	10	Modified Figure 2 to reflect changes in Interjurisdictional Routes bounds and formatting.
2.4	10	Referred to the measures selected for the LIRs as Performance Measures because not target values have been set. (Should also include the new measures for the Secondary RRS).
	11	Added discussion regarding potential conflict among MTSOs for Pleasant Hill Road.
	15	Added discussion regarding the City of Lafayette's preference to accommodate local traffic over regional traffic.
3.1.1	17-19	Added a figure showing eastbound AM trip origins and destinations for traffic on SR-24 with supporting discussion.
3.1.3	20-21	Added 2010 volumes on Pleasant Hill Road and I-680/SR-24 interchange project completion year.
3.1.4	21	Added 2010 volumes on Camino Pablo/San Pablo Dam Road.
3.2.1	21	Added reference to St. Mary's College in Moraga Way description.
3.2.2	21	Added reference to St. Perpetua School in Moraga Road description.
3.2.3	22	Changed Mount Diablo Road description to include only section from Happy Valley Road to Brown Avenue and added explanation of how it is interjurisdictional in use.
3.2.4	22	Modified description of the Lafayette-Moraga Trail
3.3	22-23	Updated Table 3 to include additional MTSO monitoring report results and updated supporting text.
3.4.1	24	Included information on MTSO monitoring results for BART.
3.4.2	25-27	Included information on the County Connection route restructuring and figures for bus ridership by route and by type of passenger.



Section	Page	Change
3.4.3	27-28	Included Paratransit ridership information and a figure specific to Lamorinda area and differentiating between Spirit Van and LINK.
	27	Added description of the upcoming Lamorinda Circulator Study
4.1	30	Corrected population estimates and forecasts in Table 4 to correspond to those in Table 5 and revised supporting text.
	31	Added Table 6 describing Lamorinda employment.
4.4	33	Updated the 2013 and 2040 Baseline values for MTSOs in Table 9.
5	35-36	Added reference to the Appendix that contains the section-by-section matrix of characteristics, needs, possible MTSOs and actions.
5.1	36	Added a discussion of a prioritization of the actions and added this to Table 10.
Table 10-1	37-38	Added transit operators and organizations with "Primary Implementation Responsibility".
	38	Modifications to wording.
Table 10-2	40	Modifications to wording.
Table 10-3	42	Modifications to wording.
	45	Added Action 3.13 Encourage commute use of the Lafayette-Moraga Regional Trail and other trails systems as they are developed.
Table 10-4	46	Modifications to wording.
	48	Deleted Action 4.15: Support development of HOV lane programs on all freeways and regional routes where feasible.
	48	Added Pleasant Hill Road to the new Action 4.15: Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on Pleasant Hill Road and Camino Pablo/San Pablo Dam Road and make recommendations for improvements.
Table 10-5	50	Delete Action 5.01: Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies.
	51	Delete Action 5.09: Review and improve truck loading regulations and practices.
	50	Modifications to wording.
5.2	52	Included discussion of why implementing the actions are important, even if they do not necessarily achieve the MTSOs.
5.4	54	Modifications to wording.
5.5	55	Addition of information about traffic volumes on Pleasant Hill Road before and after the I-680/SR-24 interchange improvements.



Section	Page	Change
	56	Change to language how actions related to gateway constraints and traffic management strategies will be determined.
6.1	58-59	Added discussion about actions included in the update, which are oriented to increase safety and mobility and can be grouped together to receive funding for Lamorinda.
6.2	59-60	Added reference to the upcoming Lafayette downtown congestion Study and additional actions it might identify.
7.1	63	Updated values in Table 13.
7.3	64	Modification of Figure 15 to show clear progression for three different types of changes and Changed "Net New Trips" Net New Peak Hour Trips".
7.4	66	Added section on "Process for Addressing MTSO Exceedances".

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