

Lamorinda Program Management Committee

LAMORINDA PROGRAM MANAGEMENT COMMITTEE MEETING

Monday, November 4, 2013, 1:00 PM

Lafayette City Offices
3675 Mt. Diablo Blvd., Conference Room 240
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: Presentation of Action Plan Update Highlights
Recommendation: Review and Comment on Presentation
6. Adjourn LPMC Meeting

I, Leah Greenblat declare under penalty of perjury that this agenda has been posted at least 72 hours in advance at the Lafayette City Offices, 3675 Mt. Diablo Blvd., Lafayette, CA 94549 in the glass case and on the City website at www.ci.lafayette.ca.us.



Leah Greenblat, Transportation Planner

Location of Agendas and Agenda Packets: Agenda and packets are available for review by the public during regular work hours at 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 Lafayette City Offices, 3675 Mt. Diablo Blvd., Suite 210, Lafayette, CA 94549 during normal business hours.



UPDATING THE ACTION PLANS FOR ROUTES OF REGIONAL SIGNIFICANCE

Presentation to the
Lamorinda Program Management
Committee

Presented By:



In Association With:

Fehr & Peers

CH2M HILL

Dyett & Bhatia

Eisen | Letunic

November 4, 2013

Outline

- ▶ Action Plan Update Schedule
- ▶ Recommendation for Lamorinda Interjurisdictional Routes
- ▶ Recommendation of MTSOs and Actions for Lamorinda Interjurisdictional Routes
- ▶ Recommendations for New MTSOs and Actions for Camino Pablo and Pleasant Hill Road
- ▶ Recommended Modification of Language for Gateway Constraint Policy
- ▶ Next Steps

Revised Action Plan Schedule

- ▶ Preliminary Draft Action Plan – October 2013
- ▶ Draft Action Plan Reviewed by LPMC TAC and LPMC – November and December 2013
- ▶ Review by Local Jurisdictions – December and January 2014
- ▶ LPMC Approval of Draft Action Plan – February 2014
- ▶ Draft Countywide Transportation Plan – April 2014
- ▶ Countywide Transportation Plan – October 2014
- ▶ Final RTPC Adoption of Action Plans – December 2014

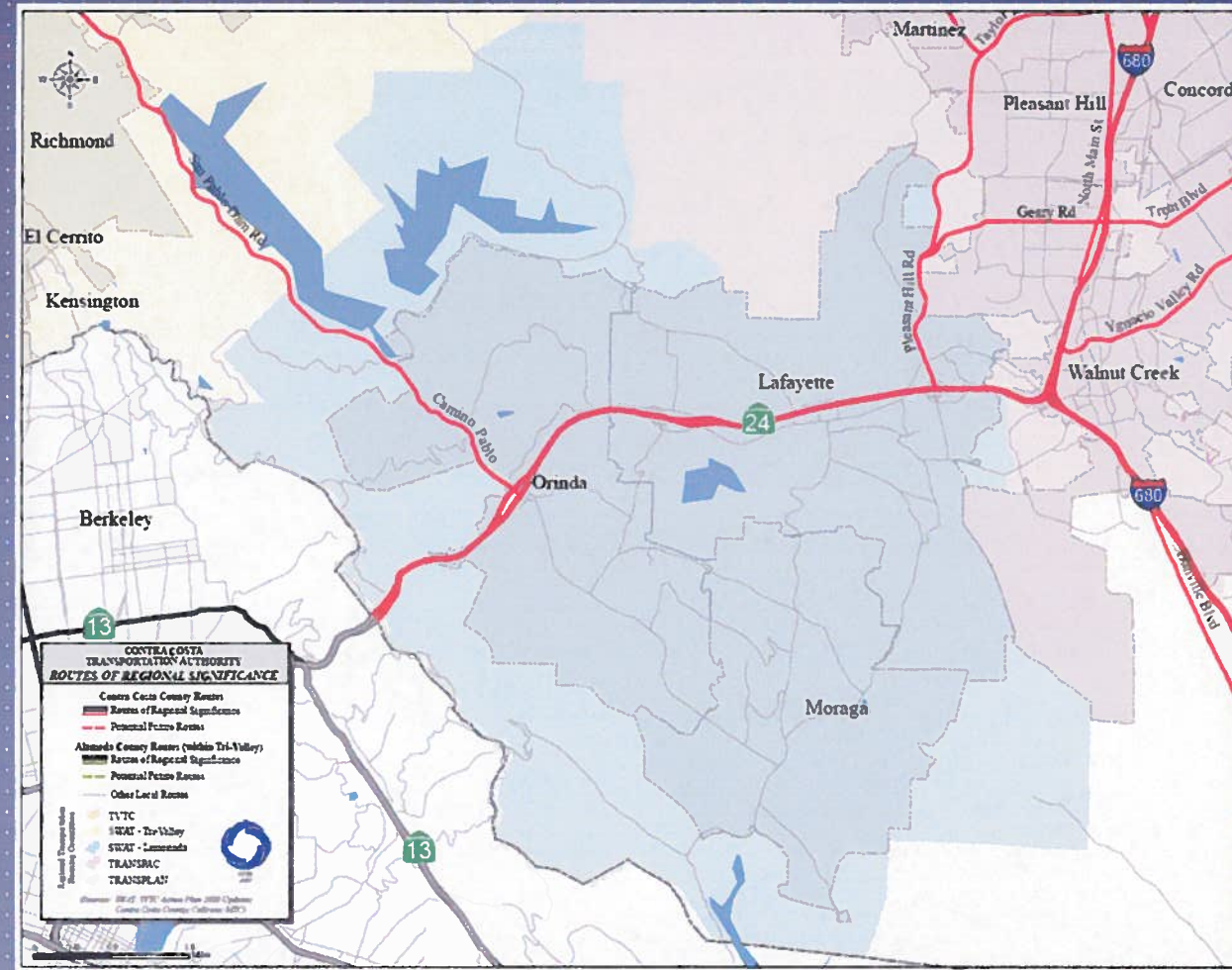
Lamorinda Routes of Regional Significance

Interregional

- ▶ SR 24

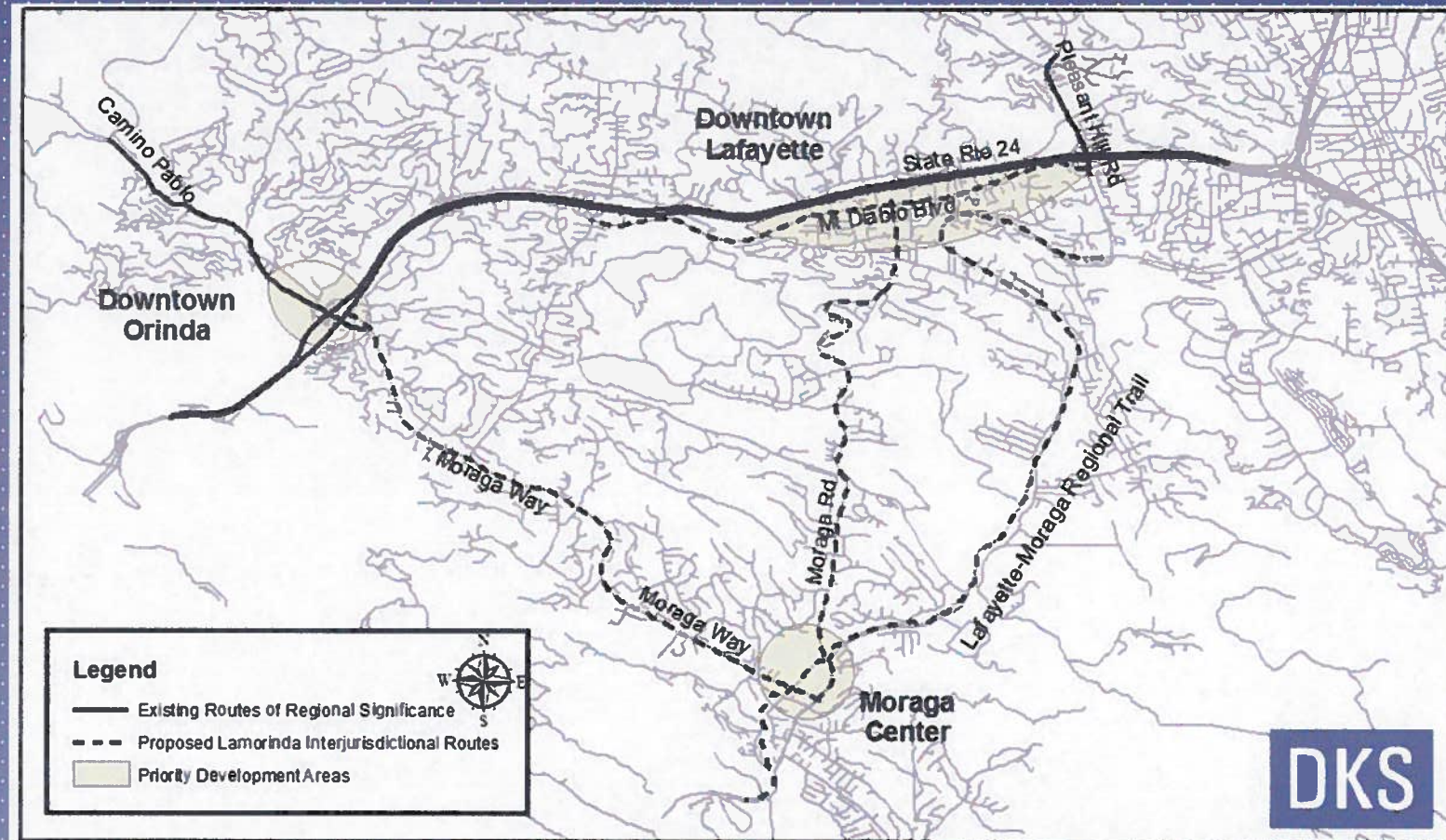
Intraregional

- ▶ Pleasant Hill Road
- ▶ Camino Pablo/San Pablo Dam Road



Recommended Lamorinda Interjurisdictional Routes

- ▶ Mount Diablo Boulevard
- ▶ Moraga Way
- ▶ Moraga Road
- ▶ Lafayette – Moraga Trail



Reasons for Designation of Lamorinda Interjurisdictional Routes – a New Type of Route

1. They have interjurisdictional significance.
2. They serve the Priority Development Areas (PDAs) of Lamorinda as well as BART.
3. Significant peak-hour growth is expected.
4. Increased congestion on these routes can lead to diversion to routes with more residential frontage.

Potential MTSOs for the New Routes

MTSOs designed to monitor “Complete Streets” orientation, safety, congestion and delay

Core MTSOs – All Segments

- ▶ Availability of pedestrian and bicycle facilities
- ▶ Vehicle crash frequency
- ▶ Pedestrian or bicycle injury crash frequency
- ▶ Delay index
- ▶ Frequency of lane closures

Additional MTSO for Some Segments

- ▶ Cross-street delay
- ▶ Intersection level of service

Potential Actions

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

Improving Pedestrian and Bicycle Access and Safety

- ▶ Improve pedestrian and bicycle safety
- ▶ Complete the sidewalk system to fill the gaps
- ▶ Design pedestrian and bicycle facilities to connect with multi-use trails
- ▶ Initiate roadway redesign to improve pedestrian and bicycle safety, allow “Complete Streets” design and discourage diversion from SR-24

Improve Interjurisdictional Management

- ▶ Coordinate and improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures
- ▶ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure

Increase Reliability of Routes

- ▶ Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width
- ▶ Maintain vegetation and drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width
- ▶ Review and improve truck loading regulations and practices
- ▶ Improve eastbound access to SR-24
- ▶ Improve signal timing

Improve Transit, School Bus and/or Shuttle Service

- ▶ Increase availability and frequency of alternative-mode services
- ▶ Increase capacity of BART service
- ▶ Improve multi-modal access to BART for Lamorinda residents

Lamorinda Trail – Recommended MTSOs

- ▶ Pedestrian and bicycle volumes
- ▶ Auto volumes at crossings
- ▶ Average trail user delay at major road crossings
- ▶ Frequency of pedestrian and bicyclist injuries at crossings
- ▶ Pavement condition

Lamorinda Trail – Recommended Actions

- ▶ Improve pedestrian and bicycle facilities on the roads that cross the trail
- ▶ Provide good connection from the trail to schools and parks
- ▶ Improve the markings at road crossings
- ▶ Complete the off-road trail at gaps
- ▶ Coordinate with Walnut Creek and Contra Costa County on connecting to the Iron Horse Trail

Changes to Pleasant Hill Road and Camino Pablo/San Pablo Dam Road

- ▶ Identified Segments
- ▶ Added MTSOs
- ▶ Added Actions

New MTSOs

- ▶ Availability of pedestrian and bicycle facilities
- ▶ Vehicle crash frequency
- ▶ Pedestrian or bicycle injury crashes
- ▶ Intersection level of service

New Actions – Pleasant Hill Road

- ▶ Fill gaps in sidewalk system
- ▶ Extend pedestrian and bike facilities from south part of Pleasant Hill north to Spring Hill Road
- ▶ Examine adaptive signal timing
- ▶ Coordinate Lafayette, Walnut Creek, Pleasant Hill and Contra Costa County procedures/practices for traffic management during lane or road closure

New Actions – Pleasant Hill Road (Cont.)

- ▶ Increase availability and frequency of alternative-mode service
- ▶ Reduce the speed limit on Taylor Boulevard at approach to Pleasant Hill Road
- ▶ Install speed warning signs
- ▶ Create bike lane cross-over from Pleasant Hill Road to Taylor Boulevard
- ▶ Review study recommendations from Safe Routes to School demonstration

New Actions – Camino Pablo/San Pablo Dam Road

- ▶ Initiate alternative-mode service to BART and downtown Orinda
- ▶ Complete pedestrian network
- ▶ Examine other “Complete Streets” improvements
- ▶ Improve eastbound access to SR-24

Propose Modification to Gateway Constraint Policy for Pleasant Hill Road

Add the sentence:

“The Gateway Constraint Policy would prohibit the addition of any through lanes on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard.”

Next Steps

- ▶ Get LPMC TAC Comments on Administrative Draft of the Action Plan
- ▶ Revise Action Plan and Prepare Draft for LPMC Review prior to Meeting on December 2
- ▶ Circulate for review by jurisdictions – December and January
- ▶ Revise Draft with LPMC TAC – Late January
- ▶ Seek LPMC Approval to Forward Action Plan to CCTA and other RTPC – February 4

Lamorinda Interjurisdictional Routes

Moraga Way

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Moraga Road to Camino Ricardo	<ul style="list-style-type: none"> ○ Moraga Downtown Commercial Area ○ Priority Development Area ○ Commute route 	<ul style="list-style-type: none"> ○ 4 lanes Moraga Road to School Street ○ 2 lanes School Street to Camino Ricardo ○ Left turn lanes ○ Class II bicycle lanes on both sides ○ Sidewalks on both sides from Moraga Road to School Street 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Pedestrian and bicycle access ○ Auto access to stores ○ More frequent bus or other alternative mode service 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Complete the pedestrian pathways ○ Increase availability and frequency of alternative-mode services ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Camino Ricardo to Eastwood Drive	<ul style="list-style-type: none"> ○ Miramonte High School ○ AM peak congestion from school access ○ Commute route ○ AM and PM commute congestion 	<ul style="list-style-type: none"> ○ 2 lanes ○ Left turn and right turn lanes ○ Class II bicycle lanes on both sides ○ Sidewalks on both sides with some gaps 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Pedestrian and bicycle access to schools ○ More frequent bus or other alternative mode service 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Complete the sidewalk to fill the gaps ○ Increase availability and frequency of alternative-mode services ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Eastwood Drive to Overhill Drive	<ul style="list-style-type: none"> ○ Semi-rural character, Orinda Intermediate and Del Rey Elementary off of Moraga Way ○ AM peak congestion from school drop off ○ Commute route ○ AM and PM commute congestion ○ Limited to no sidewalk 	<ul style="list-style-type: none"> ○ 2 lanes ○ Left turn and right turn lanes ○ Class II bicycle lanes on both sides ○ No pedestrian facilities 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Pedestrian and bicycle access to schools ○ More frequent bus or other alternative mode service ○ Increased reliability of roadway (frequent lane or road closure) 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width ○ Maintain vegetation and drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width ○ Coordinate and improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Overhill Drive to Bryant Way	<ul style="list-style-type: none"> ○ Orinda Theatre Square Commercial Area ○ Priority Development Area ○ Access to BART station ○ Access to SR 24 	<ul style="list-style-type: none"> ○ 2 lanes ○ Left turn and right turn lanes ○ Class II bicycle lanes on both sides of the road between Overhill Road and Camino Pablo ○ Sidewalks on both sides 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Pedestrian and bicycle access ○ Auto access to stores ○ Improved multi-modal access to BART for Lamorinda residents ○ More frequent bus or other alternative mode service ○ Improve access to EB SR-24 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Improve multi-modal access to BART for Lamorinda residents ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure ○ Improve access to EB SR-24

Mount Diablo Boulevard

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Acalanes Road to Risa Road	<ul style="list-style-type: none"> ○ Semi-rural character ○ Sparsely developed ○ Lafayette Reservoir ○ Spill-over traffic from SR 24 	<ul style="list-style-type: none"> ○ 4 lanes ○ Two-way, left-turn lane with occasional left turn lanes ○ Intermittent stretches of medians ○ Class II bicycle lanes on both sides ○ Sidewalks on both sides of the road except for gap on north side of the road between El Nido Ranch Road and Risa Road and west of Paulson Court 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Encourage safer speeds ○ Redesign roadway to reduce traffic diversion and improve pedestrian and bicyclist safety ○ Initiate alternative-mode service to BART and Downtown ○ Improve pedestrian crossings 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Redesign roadway for slower speeds and to discourage diversion ○ Enhance speed warnings and enforcement ○ Initiate alternative-mode service to BART and Downtown Lafayette ○ Implement actions to improve SR-24 flow in PM and use of BART ○ Design pedestrian and bicycle facilities to connect with the new EBMUD Trail ○ Complete the pedestrian network
Risa Road to Mountain View Drive	<ul style="list-style-type: none"> ○ Gateway to Downtown commercial ○ Priority Development Area ○ Multifamily housing and office uses 	<ul style="list-style-type: none"> ○ 4 lanes ○ Mix of left turn lanes and center two-way left turn lane ○ Class II bicycle lanes on both sides ○ Sidewalks on both sides of the road except on the north side on a portion of the road between Risa Road and Dolores Drive (under construction) and on the south side in front of existing development 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve pedestrian and bicycle safety ○ Initiate alternative-mode service to BART and Downtown ○ Discourage diversion from freeway ○ Improve pedestrian crossings 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Initiate alternative-mode service to BART and Downtown Lafayette ○ Design pedestrian and bicycle facilities to connect with the new EBMUD Trail ○ Complete the pedestrian network
Mountain View Drive to First Street	<ul style="list-style-type: none"> ○ Downtown Lafayette Commercial District Office ○ Multifamily housing ○ Priority Development Area ○ Access to BART station ○ Access to SR 24 ○ On-street parking 	<ul style="list-style-type: none"> ○ 4 lanes ○ Raised median with left turn lanes ○ No right-turn only lanes except at eastbound Moraga Road ○ Class II bicycle lanes on both sides between Mountain View Drive and Happy Valley Road ○ Class III bicycle route between Happy Valley Road and First Street ○ Sidewalks on both sides 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve multi-modal access to BART for Lamorinda residents ○ Provide incentives to employees to encourage alternative modes and decrease parking demand ○ Increase pedestrian and bicycle safety ○ Improve pedestrian crossings ○ Discourage diversion from freeway ○ Reduce congestion 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures Plus <ul style="list-style-type: none"> ○ Intersection level of service 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Initiate school bus service to Acalanes High School ○ Increase capacity of BART service ○ Improve multi-modal access to BART for Lamorinda residents ○ Design pedestrian and bicycle facilities to connect with the new EBMUD Trail ○ Complete the pedestrian network ○ Improve signal timing
First Street to Pleasant Hill Road	<ul style="list-style-type: none"> ○ Gateway-to-Downtown commercial ○ Priority Development Area ○ Multifamily housing 	<ul style="list-style-type: none"> ○ 4 lanes ○ Mix of two-way center left turn lane and left turn lanes ○ No right-turn only lanes ○ Truck loading and unloading ○ Class II bicycle lanes on both sides ○ Sidewalks on both sides 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Redesign roadway to reduce traffic diversion and improve pedestrian and bicyclist safety ○ Improve pedestrian crossings ○ Reduce congestion 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Initiate school bus service to Acalanes High School ○ Initiate roadway redesign to improve pedestrian and bicycle safety, allow "Complete Streets" design and discourage diversion from SR-24 ○ Design pedestrian and bicycle facilities to connect with the new EBMUD Trail ○ Review and improve truck loading regulations and practices

Moraga Road

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Moraga Way to St. Mary's Road	<ul style="list-style-type: none"> ○ Moraga Downtown Commercial Area ○ Priority Development Area ○ Multi-family housing ○ Commute route 	<ul style="list-style-type: none"> ○ 4 lanes ○ Raised median with left turn lanes and right turn lanes ○ Class II bicycle lanes on both sides ○ Sidewalks on parts of both sides 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve pedestrian and bicycle access to businesses ○ Improve auto access to stores and apartments 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services to BART station ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
St. Mary's Road to Corliss Drive	<ul style="list-style-type: none"> ○ Semi-rural ○ Bordered by park and creek ○ Multi-use trail ○ No housing frontage ○ Commute route 	<ul style="list-style-type: none"> ○ 2 lanes ○ Left turn and right turn lanes ○ Class II bicycle lanes on both sides ○ Multi use path on east side 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve pedestrian and bicycle access to park and trail facilities 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Improve pedestrian connectivity to multi-use trail ○ Increase availability and frequency of alternative-mode services to BART station ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Corliss Drive to Donald Drive	<ul style="list-style-type: none"> ○ Residential frontage ○ Access to Rheem Elementary School ○ Commute route 	<ul style="list-style-type: none"> ○ 2 lanes ○ Left turn and right turn lanes ○ Class II bicycle lanes on both sides ○ No pedestrian facilities 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve pedestrian and bicycle access to schools Lafayette-Moraga Trail and commercial districts 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Complete sidewalk system by filling the gaps ○ Increase availability and frequency of alternative-mode services ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Donald Drive to Dolores Court	<ul style="list-style-type: none"> ○ Rheem commercial area ○ Medium density housing ○ Commute route 	<ul style="list-style-type: none"> ○ 4 lanes ○ Mix of left turn lanes and center two-way left turn lane ○ Class II bicycle lanes on both sides ○ Sidewalks on the west side of the road north of Rheem Boulevard 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve pedestrian and bicycle access to businesses ○ Improve auto access to stores 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Improve existing communications between Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Dolores Court to Via Granada/Sky Hy Drive	<ul style="list-style-type: none"> ○ Residential ○ Campolindo High School ○ Commute route 	<ul style="list-style-type: none"> ○ 2 lanes ○ Mix of left turn, right turn and center two-way left-turn lanes ○ Class II bicycle lanes on both sides ○ Sidewalks on the west side 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve auto, pedestrian and bicycle access to school ○ Reduce commute and school trip congestion 	Core MTSOs <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures ○ Coordinate Lamorinda procedures/practices for traffic management during lane or road closure

Moraga Road (Continued)

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Via Granada/Sky Hy Drive to Old Mountain View Drive/Silver Springs Road	<ul style="list-style-type: none"> Residential access via driveways on a very narrow and winding road Semi-rural character Commuter route Access to schools SR-24 and downtown Lafayette 	<ul style="list-style-type: none"> 2 lanes, minimal shoulder, open drainage Left turn lanes No bicycle or pedestrian facilities 	<ul style="list-style-type: none"> Preserve segment characteristics Improve pedestrian and bicycle facilities Slow driving speeds Reduce vehicle collisions 	<p>Core MTSOs</p> <ul style="list-style-type: none"> Availability of pedestrian and bicycle facilities Availability of pedestrian and bicycle facilities Vehicle crash frequency Pedestrian or bicycle injury crash frequency Delay index Frequency of lane closures 	<ul style="list-style-type: none"> Increase availability and frequency of alternative-mode services Improve pedestrian and bicycle safety Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width Maintain vegetation and improve drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
Old Mountain View Drive/Silver Springs Road to St Mary's Road	<ul style="list-style-type: none"> Residential frontage Commuter route AM and PM commute congestion Access to schools SR-24 and downtown Lafayette 	<ul style="list-style-type: none"> 2 lanes Left turn lanes No bicycle lanes Wide multi-purpose pathways with split rail fence on both sides of the road north of Hamlin Road/Tanglewood Drive 	<ul style="list-style-type: none"> Preserve segment characteristics Reduce commute and school trip congestion 	<p>Core MTSOs</p> <ul style="list-style-type: none"> Availability of pedestrian and bicycle facilities Availability of pedestrian and bicycle facilities Vehicle crash frequency Pedestrian or bicycle injury crash frequency Delay index Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> Cross-street delay 	<ul style="list-style-type: none"> Increase availability and frequency of alternative-mode services Improve pedestrian and bicycle safety Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width Maintain vegetation and improve drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures Coordinate Lamorinda procedures/practices for traffic management during lane or road closure
St Mary's Road to Mount Diablo Boulevard	<ul style="list-style-type: none"> Lafayette Elementary School and Stanley Middle School Downtown Lafayette Commercial Priority Development Area Access to BART station Commuter route 	<ul style="list-style-type: none"> 4 lanes Left turn lanes, right turn lane at Mt. Diablo Blvd No bicycle lanes, bike route between Moraga Blvd and Brook Street Narrow sidewalks both sides of the road 	<ul style="list-style-type: none"> Preserve segment characteristics Improve pedestrian and bicycle access to school Lafayette-Moraga trail and commercial districts Reduce commute and school trip congestion 	<p>Core MTSOs</p> <ul style="list-style-type: none"> Availability of pedestrian and bicycle facilities Vehicle crash frequency Pedestrian or bicycle injury crash frequency Delay index Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> Intersection level of service Cross-street delay 	<ul style="list-style-type: none"> Increase availability and frequency of alternative-mode services Evaluate opportunities for adaptive signal timing Implement recommendations of the future Downtown Congestion Study Identify and implement better connection of Downtown bike lanes to the Lafayette-Moraga Trail Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures Coordinate Lamorinda procedures/practices for traffic management during lane or road closure Widening of existing pedestrian/bike facilities

Lafayette-Moraga Regional Trail

Segment	Segment Characteristics	Trail Characteristics	Needs	Possible MTSOs	Possible Actions
Canyon Rd to Country Club Dr	<ul style="list-style-type: none"> ○ Semi-rural 	<ul style="list-style-type: none"> ○ Mixed use, paved path ○ Approximately 9-10 ft wide 	<ul style="list-style-type: none"> ○ Enhance safety at trail crossings ○ Reduce conflicts between users ○ Improve directional signage to trail ○ Increase trail crossing visibility and lighting 	Core MTSOs <ul style="list-style-type: none"> ○ Pedestrian and bicycle volumes ○ Auto volumes at crossings ○ Average trail user delay at major road crossings ○ Frequency of pedestrian or bicyclist injury at crossings ○ Pavement condition 	<ul style="list-style-type: none"> ○ Improvement of pedestrian and bike facility on the roads that cross the trails ○ Provide connections from trail to school and park ○ Street crossing improvement and striping ○ Widen with continuous unpaved shoulder ○ Speed and rule enforcement ○ Enhanced directional signage ○ Improve way-finding to the Valle Vista trailhead
Country Club Dr to Moraga Rd	<ul style="list-style-type: none"> ○ Semi-rural character ○ Low-density commercial area ○ Residential frontage 	<ul style="list-style-type: none"> ○ Sidewalk running along Country Club Dr and School St ○ No bicycle facilities present-ride on the street 	<ul style="list-style-type: none"> ○ Enhance safety at trail crossings ○ Reduce conflicts between users ○ Improve directional signage to trail ○ Increase trail crossing visibility and lighting ○ Provide off-road trail 	Core MTSOs <ul style="list-style-type: none"> ○ Pedestrian and bicycle volumes ○ Auto volumes at crossings ○ Average trail user delay at major road crossings ○ Frequency of pedestrian or bicyclist injury at crossings ○ Pavement condition 	<ul style="list-style-type: none"> ○ Complete the off-road trail at gaps ○ Widen with continuous unpaved shoulder ○ Improve the marking and signage (until off-road portion is completed) ○ Improve lighting on road segments ○ Enhanced directional signage
Moraga Rd to So Lucille Ln	<ul style="list-style-type: none"> ○ Semi-rural character 	<ul style="list-style-type: none"> ○ Mixed use, paved path ○ Approximately 9 ft wide ○ Bordered by trees and creek ○ Partially shaded 	<ul style="list-style-type: none"> ○ Enhance safety at trail crossings ○ Reduce conflicts between users ○ Improve directional signage to trail ○ Increase trail crossing visibility and lighting 	Core MTSOs <ul style="list-style-type: none"> ○ Pedestrian and bicycle volumes ○ Auto volumes at crossings ○ Average trail user delay at major road crossings ○ Frequency of pedestrian or bicyclist injury at crossings ○ Pavement condition 	<ul style="list-style-type: none"> ○ Enhanced directional signage ○ Widen with continuous unpaved shoulder
So Lucille Ln to Pleasant Hill Rd	<ul style="list-style-type: none"> ○ Semi-rural character ○ Trail behind residences and other buildings 	<ul style="list-style-type: none"> ○ Mixed-use, paved path ○ Approximately 9 ft wide ○ Partially shaded ○ Bordered by flat, grassy area 	<ul style="list-style-type: none"> ○ Enhance safety at trail-crossings ○ Reduce conflicts between users ○ Improve directional signage to trail ○ Increase trail crossing visibility and lighting 	Core MTSOs <ul style="list-style-type: none"> ○ Pedestrian and bicycle volumes ○ Auto volumes at crossings ○ Average trail user delay at major road crossings ○ Frequency of pedestrian or bicyclist injury at crossings ○ Pavement condition 	<ul style="list-style-type: none"> ○ Link Buckeye Field with trail ○ Implement School St. at Topper improvements ○ Implement School St. connection for school access ○ Widen with continuous unpaved shoulder ○ Provide connection to Iron Horse Trail ○ Enhanced directional signage

Lamorinda Intraregional Routes of Regional Significance

Pleasant Hill Road

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
SR-24 to Rancho View Drive	<ul style="list-style-type: none"> ○ Semi-rural character ○ Acalanes High School ○ Acalanes Park ○ AM peak congestion from school access, ○ Commute route, ○ AM and PM commute congestion ○ Access to SR 24, residential access 	<ul style="list-style-type: none"> ○ 4 lanes ○ Left and right turn lanes ○ Class II bicycle lanes on both sides (on east side running up to Reliez Valley Rd) ○ Sidewalks on west side of street mostly absent ○ Pedestrian path between Springhill Rd and Reliez Valley Rd on west side 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Maintain the number of roadway lanes ○ Pedestrian and bicycle access to schools, ○ More frequent bus or other alternative mode service, ○ Improve travel time reliability 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay ○ Intersection Level of Service 	<ul style="list-style-type: none"> ○ Complete the sidewalk to fill the gaps ○ Increase availability and frequency of alternative-mode services ○ Coordinate Lafayette, Walnut Creek, Pleasant Hill and Contra Costa procedures/practices for traffic management during lane or road closure ○ Examine adaptive signal timing ○ Extend pedestrian and bicycle facilities from south part of Pleasant Hill north to Spring Hill Road ○ Install speed warning signs
Rancho View Drive to Taylor Blvd	<ul style="list-style-type: none"> ○ Semi-rural character ○ Commute route ○ Limited to no sidewalk 	<ul style="list-style-type: none"> ○ 4 lanes ○ Class II bicycle facility on west side of street; Class III bicycle facility on east side of street ○ No pedestrian facilities 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Maintain the number of roadway lanes ○ More frequent bus or other alternative mode service ○ Reduce collisions ○ Improve pedestrian and bicycle facilities 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay ○ Intersection Level of Service 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Coordinate procedures/practices for traffic management during lane or road closure ○ Install speed warning signs ○ Reduce the speed limit on Taylor Boulevard at approach to Pleasant Hill Road ○ Create bike lane cross-over from Pleasant Hill Road to Taylor Boulevard ○ Assess pedestrian and bicycle needs

Camino Pablo/San Pablo Dam Road

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Moraga Way to SR 24	<ul style="list-style-type: none"> ○ Access to Downtown commercial ○ Priority Development Area ○ Access to SR 24 ○ Access to Orinda BART station ○ Commute route 	<ul style="list-style-type: none"> ○ 5 lanes (3 northbound, 2 southbound) ○ Left turn lanes ○ Intermittent stretches of medians ○ Class II bicycle lanes on both sides (south side lanes begin past the SR 24 ramps) ○ Sidewalks on both sides of the road (south side begins past the SR 24 eastbound off-ramps) 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Maintain the number of roadway lanes ○ Encourage safer traffic speeds ○ Initiate alternative-mode service to BART and Downtown ○ Improve pedestrian crossings ○ Improve pedestrian and bicycle safety 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay 	<ul style="list-style-type: none"> ○ Improve multi-modal access to BART for Lamorinda residents ○ Complete the pedestrian and bicycle network ○ Enhance speed warnings and enforcement ○ Improve access to EB SR-24 ○ Improve pedestrian and bicycle safety
SR 24 to Orinda Way	<ul style="list-style-type: none"> ○ Access to Downtown commercial ○ Priority Development Area ○ Access to SR 24 ○ Access to Orinda BART station ○ Residential access ○ Commute route 	<ul style="list-style-type: none"> ○ 4 lanes ○ Left and right turn lanes ○ Intermittent stretches of landscaped medians ○ Class II bicycle lanes on both sides ○ No pedestrian facilities; pedestrian bridge over SR 24 ramps connects to Orinda Way, which runs parallel to Camino Pablo 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Improve bicycle safety, Preserve segment characteristics ○ Maintain the number of roadway lanes ○ Initiate alternative-mode service to BART and Downtown ○ Improve pedestrian crossings 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Complete the pedestrian and bicycle network ○ Improve pedestrian and bicycle safety
Orinda Way to Miner Rd	<ul style="list-style-type: none"> ○ Suburban character ○ Residential access ○ Commute route 	<ul style="list-style-type: none"> ○ 4 lanes ○ Right turn lanes ○ Landscaped median present at Orinda Way approach ○ Class II bicycle lanes on west side ○ Narrow sidewalk on east side 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Maintain the number of roadway lanes ○ Improve multi-modal access to BART for Lamorinda residents ○ Increase pedestrian and bicycle safety ○ Improve pedestrian crossings 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Complete the pedestrian and bicycle network
Miner Rd to Bear Creek Rd/Wildcat Canyon Rd	<ul style="list-style-type: none"> ○ Semi-rural character ○ Residential access ○ Commute route ○ Narrow and winding road ○ Access to Wagner Ranch Elementary ○ Residential access 	<ul style="list-style-type: none"> ○ 2 lanes ○ Class II bicycle lanes on both sides ○ Pedestrian path on east side to Monte Vista Rd 	<ul style="list-style-type: none"> ○ Preserve segment characteristics ○ Maintain the number of roadway lanes ○ Improve pedestrian crossings in vicinity of Wagner Ranch Elementary School ○ Improve reliability 	<p>Core MTSOs</p> <ul style="list-style-type: none"> ○ Availability of pedestrian and bicycle facilities ○ Vehicle crash frequency ○ Pedestrian or bicycle injury crash frequency ○ Delay index ○ Frequency of lane closures <p>Plus</p> <ul style="list-style-type: none"> ○ Cross Street Delay 	<ul style="list-style-type: none"> ○ Increase availability and frequency of alternative-mode services ○ Complete the pedestrian and bicycle network ○ Reconstruct utility infrastructure to reduce incidence of lane or road closure ○ Maintain vegetation and drainage to reduce incidence of lane or road closure.