

## LAMORINDA PROGRAM MANAGEMENT COMMITTEE MEETING

Monday, September 9, 2013, 1:00 PM

Lafayette City Offices  
3675 Mt. Diablo Blvd., Conference Room 265  
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. Status Report on the Issuance of Nexus Study RFP  
Recommendation: Receive and file.
  - b. Status Report on Consideration of Proposed Study of Transit Options to Improve Access to Lamorinda BART Stations and Downtown Commercial Areas (aka Lamorinda Shuttle Assessment Study)  
Recommendation: Direct staff to arrange a presentation for a future meeting on various types of service available and associated background and operation issues.
  - c. Lamorinda Action Plan Update: Consideration of Updating the Routes of Regional significance  
Recommendation: Provide direction to staff and consultants.

# Lamorinda Program Management Committee

---

## 6. Announcements:

### a. Informational item on possible re-organization of CCTA's TDM Program

**Recommendation: Receive and file.**

## 7. 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](http://www.ci.lafayette.ca.us).

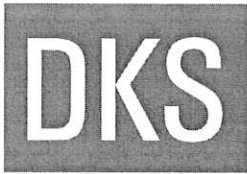


---

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.



## MEMORANDUM

TO: LPMC  
FROM: Bill Loudon, DKS Associates  
DATE: September 4, 2013  
SUBJECT: Material for Consideration at the LPMC Meeting P No. 13010-001

---

The LPMC meeting on September 9 will provide a final opportunity to consider adding Routes of Regional Significance to the Lamorinda Action Plan in time to get data collected on MTSOs for any new routes. CCTA has directed its MTSO monitoring consultant to collect additional data on new MTSOs or MTSOs for new Routes of Regional significance in September so that the results of the monitoring can be incorporated into the current update of the Action Plans. A decision to add routes could certainly come later, but there would not be an opportunity to generate a baseline of MTSO monitoring data for this round of Action Plan update.

To help you in your review of the three potential new Lamorinda routes, DKS has worked with the LPMC TAC to identify characteristics, issues, needs, possible MTSOs and possible actions for segments of the three routes under consideration:

- Moraga Way
- Moraga Road
- Mount Diablo Boulevard

The results of this work are provided in the attached table. The LPMC TAC treated each of these potential routes as "Intra-regional" or "Sub-regional" Routes of Regional Significance connecting the Lamorinda communities. The development of the issues, needs, possible MTSOs and possible actions was generally oriented to interjurisdictional collaboration to sustain or improve the performance of the routes. One of the conclusions from the discussion about these potential new routes was that many of the same MTSOs and actions would also apply to two of the existing Routes of Regional Significance: Camino Pablo and Pleasant Hill Road. There appear to be a core set of potential MTSO that could apply to all of the routes, with a few others that would apply under certain segment conditions. There was also a significant amount of commonality in the possible actions. Whether or not LPMC decides to recommend designation of the routes as Routes of Regional Significance, the monitoring and improvement concepts captured in the table can be useful to interjurisdictional planning for these roadways.

## Moraga Way

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

## Mount Diablo Boulevard

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Acalanes Road to Risa Road	Semi-rural, Sparsely developed, Lafayette Reservoir, Spill-over traffic from SR 24	<ul style="list-style-type: none"> <li>o 4 lanes</li> <li>o Two-way, left-turn lane with occasional left turn lanes</li> <li>o Intermittent stretches of medians</li> <li>o Class II bicycle lanes on both sides</li> <li>o Sidewalks on both sides of the road except for gap on north side of the road between El Nido Ranch Road and Risa Road</li> </ul>	Encourage safer traffic speeds, Redesign roadway to reduce traffic diversion and improve pedestrian and bicycle safety, Initiate alternative-mode service to BART and Downtown, Improve pedestrian crossings	<p><b>This is a core set of five MTSOs</b></p> <ul style="list-style-type: none"> <li>o Availability of pedestrian and bicycle facilities</li> <li>o Vehicle crash frequency</li> <li>o Pedestrian or bicycle injury crash frequency</li> <li>o Delay index</li> <li>o Frequency of lane closures (by direction)</li> </ul>	<ul style="list-style-type: none"> <li>o Redesign roadway for slower speeds and to discourage diversion</li> <li>o Speed warnings and enforcement</li> <li>o Initiate alternative-mode service to BART and Downtown Lafayette</li> <li>o Actions to improve SR-24 flow in PM and use of BART</li> <li>o Design pedestrian and bicycle facilities to connect with the new EBMUD Trail</li> <li>o Complete the pedestrian network</li> </ul>
Risa Road to Mountain View Drive	Gateway-to-Downtown commercial, Priority Development Area, Multifamily housing and office uses	<ul style="list-style-type: none"> <li>o 4 lanes</li> <li>o Mix of left turn lanes and center two-way left turn lane</li> <li>o Class II bicycle lanes on both sides</li> <li>o 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</li> </ul>	Improve pedestrian and bicycle safety, Initiate alternative-mode service to BART and Downtown, Discourage diversion from freeway in PM commute, Improve pedestrian crossings	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Initiate alternative-mode service to BART and Downtown Lafayette</li> <li>o Design pedestrian and bicycle facilities to connect with the new EBMUD Trail</li> <li>o Complete the pedestrian network</li> </ul>
Mountain View Drive to First Street	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"> <li>o 4 lanes</li> <li>o Raised median with left turn lanes</li> <li>o No right-turn only lanes</li> <li>o Class II bicycle lanes on both sides between Mountain View Drive and Happy Valley Road</li> <li>o Class III bicycle route between Happy Valley Road and First Street</li> <li>o Sidewalks on both sides</li> </ul>	Improve multi-modal access to BART for Lamorinda residents, Employee and employer incentives to encourage alternative modes and decrease parking demand, Increase pedestrian and bicycle safety, Improve pedestrian crossings, Discourage diversion from freeway in PM commute, Reduce congestion	Core Set of MTSOs plus <b>Intersection level of service</b>	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Initiate school bus service to Acalanes High School</li> <li>o Increase capacity of BART service</li> <li>o Improve multi-modal access to BART for Lamorinda residents</li> <li>o Design pedestrian and bicycle facilities to connect with the new EBMUD Trail</li> <li>o Complete the pedestrian network</li> <li>o Improve signal timing</li> </ul>
First Street to Pleasant Hill Road	Gateway-to-Downtown commercial, Priority Development Area, Multifamily housing	<ul style="list-style-type: none"> <li>o 4 lanes</li> <li>o Mix of two-way center left turn lane and left turn lanes</li> <li>o Truck loading and unloading</li> <li>o Class II bicycle lanes on both sides</li> <li>o Sidewalks on both sides</li> </ul>	Redesign roadway to reduce traffic diversion and improve pedestrian and bicycle safety, Discourage diversion from freeway in PM commute, Improve pedestrian crossings, Reduce congestion	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Initiate school bus service to Acalanes High School</li> <li>o Initiate roadway redesign to improve pedestrian and bicycle safety, allow "Complete Streets" design and discourage diversion from SR-24</li> <li>o Design pedestrian and bicycle facilities to connect with the new EBMUD Trail</li> <li>o Review and improve truck loading regulations and practices</li> </ul>

## Moraga Road

Segment	Segment Characteristics	Roadway Characteristics	Needs	Possible MTSOs	Possible Actions
Moraga Way to St. Mary's Road	Moraga Downtown Commercial Area, Priority Development Area, Multi-family housing, Commute route	<ul style="list-style-type: none"> <li>o 4 lanes</li> <li>o Raised median with left turn lanes and right turn lanes</li> <li>o Class II bicycle lanes on both sides</li> <li>o Sidewalks on parts of both sides</li> </ul>	Improve pedestrian and bicycle access to businesses, Improve auto access to stores and apartments	<p><b>This is a core set of five MTSOs</b></p> <ul style="list-style-type: none"> <li>o Availability of pedestrian and bicycle facilities</li> <li>o Vehicle crash frequency</li> <li>o Pedestrian or bicycle injury crash frequency</li> <li>o Delay index</li> <li>o Frequency of lane closures (by direction)</li> </ul>	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services to BART station</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
St. Mary's Road to Corliss Drive	Semi-rural, Bordered by park and creek, Multi-use trail, No housing frontage, Commute route	<ul style="list-style-type: none"> <li>o 2 lanes</li> <li>o Left turn and right turn lanes</li> <li>o Class II bicycle lanes on both sides</li> <li>o Multi use path on east side</li> </ul>	Improve pedestrian and bicycle access to park and trail facilities	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Improve pedestrian connectivity to multi-use trail</li> <li>o Increase availability and frequency of alternative-mode services to BART station</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
Corliss Drive to Donald Drive	Residential frontage, Access to Rheem Elementary School, Commute route	<ul style="list-style-type: none"> <li>o 2 lanes</li> <li>o Left turn and right turn lanes</li> <li>o Class II bicycle lanes on both sides</li> <li>o No pedestrian facilities</li> </ul>	Improve pedestrian and bicycle access to schools, Lafayette-Moraga Trail, and commercial districts	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Complete sidewalk by filling the gaps</li> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
Donald Drive to Dolores Court	Rheem commercial area, Medium density housing, Commute route	<ul style="list-style-type: none"> <li>o 4 lanes</li> <li>o Mix of left turn lanes and center two-way left turn lane</li> <li>o Class II bicycle lanes on both sides</li> <li>o Sidewalks on the west side of the road north of Rheem Boulevard</li> </ul>	Improve pedestrian and bicycle access to businesses, Improve auto access to stores	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Improve existing communications between Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
Dolores Court to Via Granada/Sky Hy Drive	Residential, Campolindo High School, Commute route	<ul style="list-style-type: none"> <li>o 2 lanes</li> <li>o Mix of left turn, right turn and center two-way left-turn lanes</li> <li>o Class II bicycle lanes on both sides</li> <li>o Sidewalks on the west side</li> </ul>	Improve auto, pedestrian and bicycle access to school, Reduce commute and school trip congestion	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
Via Granada/Sky Hy Drive to Old Mountain View Drive/Silver Springs Road	Residential access via driveways on a very narrow and winding road, Semi-rural character, Commute route, Access to schools, SR-24 and downtown Lafayette	<ul style="list-style-type: none"> <li>o 2 lanes, minimal shoulder, open drainage</li> <li>o Left turn lanes</li> <li>o No bicycle or pedestrian facilities</li> </ul>	Improve pedestrian and bicycle facilities, Slow driving speeds	Core Set of MTSOs	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Improve pedestrian and bicycle safety</li> <li>o Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width</li> <li>o Maintain vegetation and drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>

<p>Old Mountain View Drive/Silver Springs Road to St Mary's Road</p>	<p>Residential frontage, Commute route, AM and PM commute congestion, access to schools, SR-24 and downtown Lafayette</p>	<p>o 2 lanes o Left turn lanes o No bicycle lanes o Wide walkways with split rail fence on both sides of the road north of Hamlin Road/Tanglewood Drive</p>	<p>Reduce commute and school trip congestion</p>	<p>Core Set of MTSOs plus <b>o Cross-street delay</b></p>	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Improve pedestrian and bicycle safety</li> <li>o Reconstruct utility infrastructure to reduce incidence of lane or road closure and possibly extend bicycle lane width</li> <li>o Maintain vegetation and drainage to reduce incidence of lane or road closure and possibly extend bicycle lane width</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> </ul>
<p>St Mary's Road to Mount Diablo Boulevard</p>	<p>Lafayette Elementary School and Stanley Middle School, Downtown Lafayette Commercial, Priority Development Area, Access to BART station, Commute route</p>	<p>o 4 lanes o Left turn lanes, right turn lane at Mt. Diablo Blvd o No bicycle lanes, bike route between Moraga Blvd and Brook Street o Narrow sidewalks both sides of the road</p>	<p>Improve pedestrian and bicycle access to school, Lafayette-Moraga trail, and commercial districts, Reduce commute and school trip congestion</p>	<p>Core Set of MTSOs plus <b>o Intersection level of service</b> <b>o Cross-street delay</b></p>	<ul style="list-style-type: none"> <li>o Increase availability and frequency of alternative-mode services</li> <li>o Evaluate opportunities for adaptive signal timing</li> <li>o Implement recommendations of the future Downtown Congestion Study</li> <li>o Identify and implement better connection of Downtown bike lanes to the Lafayette-Moraga Trail</li> <li>o Coordinate and Improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures</li> <li>o Coordinate Lamorinda procedures/practices for traffic management during lane or road closure</li> <li>o Widening of existing pedestrian/bike facilities</li> </ul>