



Meeting Date: February 25, 2026

TOWN OF MORAGA

STAFF REPORT

To: Honorable Mayor and Councilmembers

From: Nate Levine, Interim Public Works Director/Town Engineer; Sonia Urzua, Planning Director

Subject: Livable Moraga Road – Project Update

RECOMMENDATION

Receive an update on the revised Livable Moraga Road Project concept and authorize staff to commence community outreach to obtain additional public input.

BACKGROUND

Project Location:

Livable Moraga Road (LMR) is a "Complete Streets" planning and design effort intended to improve public safety and vehicle flow, provide safe and continuous bicycle and pedestrian facilities, enhance the streetscape, and provide for other related public infrastructure improvements along approximately two miles of Moraga Road between Campolindo Drive and St. Mary's Road. As illustrated in Attachment A, this corridor is divided into the following four segments:

Segment 1: Campolindo Drive to Rheem Boulevard

Segment 2: Rheem Boulevard to Donald Drive

Segment 3: Donald Drive to Corliss Drive

Segment 4: Corliss Drive to St. Mary's Road

Project History:

This project has a long history dating back to over a decade ago. In early 2014, Town Council established resident advisory bodies to help evaluate corridor concepts and alternatives for this project. Ultimately, Segment 3 (Donald Drive to Corliss Drive) received the most focused

review because it raised a central question of whether and how to reallocate roadway width to improve pedestrian and bicycle safety and comfort while maintaining acceptable vehicular operations.

In 2015, a community-wide mail survey regarding Segment 3 was conducted. On April 13, 2016, Town Council received the survey results and provided direction to staff on a preferred Segment 3 concept to be carried forward as part of the broader LMR corridor plan. At that meeting, the Town Council selected a preferred Segment 3 option (“Survey Option 1”).

On June 22, 2016, the item returned to the Town Council for consideration of the corridor - wide LMR concept and next steps (including further design and environmental work), and to confirm an implementable Segment 3 striping configuration aligned with resurfacing/striping timing. At that meeting, the Town Council revisited Segment 3 and considered a Council-proposed compromise (“Option 1A”) which would replace the center/turn lane with a second southbound travel lane.

Following discussion, a majority of the Town Council supported the modified approach (“Modified Option 1”) for Segment 3 and selected it as the preferred Segment 3 striping configuration (cross-section) to be implemented within the existing pavement width, in coordination with resurfacing/striping work. However, the overall long-term corridor configuration was not formally finalized. Please see Attachment B for the evolution of these cross-sections.

From June 2016 to June 2023, this project was put on hold.

On September 13, 2023, Town Council approved awarding a professional services agreement with Alta Planning + Design to complete the remaining concept-level tasks, including updated concept drawings and a planning-level construction cost estimate (not construction plans or construction). The 2023 reinitiation directed staff and the consultant to carry forward the 2016 corridor concepts while updating the concept exhibits and typical cross sections to reflect current complete- streets and safety design practices. During this effort, staff also pursued a supplemental traffic analysis to provide a current technical basis for evaluating a proposed lane repurposing option between Corliss Drive and Donald Drive (i.e., reducing travel through lanes from four to two, plus a center two-way left-turn lane within the existing pavement width).

For more detailed information on the project’s history, please refer to the following link on the Town’s website: <https://www.moraga.ca.us/193/Livable-Moraga-Road>

DISCUSSION

As directed in 2023, updated concept exhibits and typical cross sections have been prepared to carry forward the previously endorsed corridor concepts while updating typical dimensions and features to reflect current Complete Streets and safety design practices. These drawings are conceptual and provide a holistic corridor vision that can be implemented through standalone projects or grants over time to achieve the corridor’s overall objectives. They are not construction-ready plans, but establish the framework for future design and implementation.

Overall Update - Moraga Road Segments 1, 2, and 4

Alta Planning + Design reviewed the corridor segments selected in 2016 against current industry standards, best practices, and contemporary safety guidance. Minor refinements to travel lane widths, bicycle facility dimensions, shoulders, and buffer areas were incorporated in Segments 1, 2, and 4. These refinements do not materially alter what was advanced through prior Council review and are not the primary focus of the current discussion. Please see Attachment C for the recommended cross-sections.

Moraga Road Segment 3 Supplemental Traffic Analysis

In February 2024, a supplemental task order was issued to evaluate a proposed lane repurposing option between Corliss Drive and Donald Drive. The lane repurposing option would convert the existing four-lane section (two lanes in each direction) to two travel lanes (one in each direction) plus one center two-way left-turn lane (three total). The analysis reviewed existing (2024) and projected (2044) traffic volumes, intersection operations, vehicle speeds, crash history, and corridor functionality. Please see Attachment D for the complete Traffic Analysis.

Key findings from this analysis included the following:

Traffic Volumes:

Traffic volumes within the study area (~15,000–16,000 vehicles per day) fall within the range considered feasible for a three-lane configuration under the United States Federal Highways Administration (“FHWA”) guidance provisions.

Traffic Operations:

Based on the 2024 volumes, the proposed lane repurposing option will not significantly or materially affect intersection operations. Overall traffic “Level of Service” (LOS) remained comparable to existing conditions, with delay increases generally limited to a few seconds per vehicle. Under the 2044 projected scenario, the study intersections are expected to continue operating at an acceptable LOS (LOS D or better). Vehicles will be able to travel comfortably up to the existing 35 MPH speed limit nearly 24 hours per day, including during peak travel times.

Vehicle Speed:

The reality of Moraga Road, based on empirical evidence, is that actual vehicle traffic on the existing four-lane section encounters only limited congestion and, at times, unsafe speeds over the posted speed limit. The standard technical measure of the 85th percentile in Moraga recorded speeds exceeding the posted 35 MPH by at least 7 to 9 MPH. This data reflects recurring excessive speeds and unsafe conditions, at times, for Moraga Road vehicles, cyclists, pedestrians, and those who live on or adjacent to Moraga Road.

National research, empirical evidence, and best traffic safety practices implemented throughout the State of California in communities similar to Moraga continue to demonstrate that converting an undivided four-lane roadway to a three-lane configuration results in obtaining operating speeds closer to the posted speed limit AND improving corridor safety for

vehicle drivers, cyclists, pedestrians, and adjacent residents.

Public Safety:

Between 2018 and 2023, nine known/reported injury crashes occurred within the study area, including crashes involving bicyclists and pedestrians. It is possible (likely) that the actual number of crashes is higher since not all accidents are reported and/or known by local public safety agencies. As noted above, and based on national research, existing high-level crash-reduction factors, and empirical evidence throughout the State of California, the proposed lane repurposing option will likely reduce the number of accidents and significantly improve the overall public safety of this corridor.

Corliss Drive intersection:

The technical analysis, based on empirical data and public safety, indicates that a traffic signal at Corliss Drive is warranted under existing volumes. Installation of a traffic signal at this location will improve public safety and reduce delays for turning movements, particularly under the lane repurposing option.

Extension of the Lane North of Donald Drive:

The analysis concluded that extending lane repurposing north of Donald Drive toward Ascot Drive is not recommended due to operational impacts. Accordingly, the proposed evaluated lane repurposing option is limited to the Corliss–Donald segment, totaling ~2,400 feet (or 0.45 mile).

Emergency Evacuation:

The proposed improvements will make it easier for vehicle traffic to traverse through this portion of Moraga. It's the consultant and staff's professional option that the proposed recommendations will not reduce functional emergency evacuation capacity or impact the Town's Evacuation Plan.

Summary Observations:

Overall, the traffic analysis concluded that the lane repurposing option between Corliss Drive and Donald Drive is operationally feasible under both existing (2024) and future (2044) conditions, and the consultant recommends moving forward with this option for this segment of Moraga Road. The analysis further concluded that the lane repurposing option is expected to improve corridor public safety by moderating vehicle travel speeds and improving left-turn operations (reducing conflicts and rear-end crash potential associated with turning movements), while also providing sufficient roadway space within the existing pavement width to accommodate the desired bicycle and pedestrian facilities in the long-term concept.

Community Engagement:

While the LMR concept has a long and extensive history of public engagement dating back to 2014, the updated Segment 3 traffic analysis and data have not yet been presented to the community as a complete package. The proposed changes to Moraga Road will be highly visible and will raise understandable questions about congestion, access, turning movements,

emergency response, day-to-day travel, and emergency evacuations.

Going forward, it is recommended that staff hold a series of community meetings over the next six to nine months with in-person and virtual options, as well as an online survey to collect resident and stakeholder feedback. This effort will require a careful and transparent approach to communicating the data and evidence, the anticipated public safety benefits, and how implementation would work in practice.

FISCAL IMPACT

The direct cost of the overall technical review and planning for this project is funded through a Transportation for Livable Communities (TLC) grant administered by the Contra Costa Transportation Authority (CCTA), a developer contribution, and local Measure J funds; approximately \$110,000 remains available to complete this component of the project. This amount will be sufficient for recommended targeted community outreach and creation of finalized conceptual plans.

The cost of the actual capital improvements will be determined at a future date, and only after direction is provided by Town Council.

CEQA COMPLIANCE

The recommended action is limited to receiving an informational update and providing direction to conduct community outreach and continue concept -level planning and technical analysis. These activities are categorically exempt from CEQA pursuant to 14 CCR § 15306 (Information Collection) and 14 CCR § 15262 (Feasibility and Planning Studies). Any future action to approve a specific project design and/or proceed to construction would be subject to separate CEQA review as appropriate.

ALTERNATIVES

1. Direct staff not to proceed with this project and return the remaining funds for this project to CCTA and the other applicable funding agencies.
2. Make revisions to the recommended approach and provide direction to staff.

NEXT STEPS

If Town Council authorizes staff to proceed with community outreach meetings, staff will do the following:

- Finalize the community outreach plan and materials based on the updated concept exhibits/cross sections and the latest traffic analysis.
- Conduct targeted community outreach meetings over the next six to nine months (with in-person and virtual options).
- Conduct an online survey of residents.
- Return to Town Council in late 2026 with an outreach summary and a final recommended set of concept cross sections for Segment 3 and the corridor as a whole.
- Following Town Council direction in late 2026, staff will proceed to develop a plan for the

overall project design, environmental review, funding options, and implementation.

- Estimated dates of actual project construction are unknown and will be determined at a later date.

ATTACHMENTS

[Attachment A - Livable Moraga Corridor Vicinity Map.pdf](#)

[Attachment B - Evolution of Cross Sections.pdf](#)

[Attachment C - Recommended Cross Sections.pdf](#)

[Attachment D - Final Moraga Road Traffic Analysis Memo with Appendices.pdf](#)