

### Case for Strategic Objective Development

#### Objective #5: Develop a strategy for addressing traffic congestion and improving mobility in Lafayette



#### Background

On February 11, 2019, the Lafayette City Council approved three strategic goals and five strategic objectives for 2019. The task of preparing an action plan — or road map — for Objective 5 was assigned to Councilmembers Candell and Gerringer, who serve as the liaisons to the City’s Transportation and Circulation Commission. The deadline for preparing this action plan is April 30, 2019.

The City Council has asked that each committee focus on the following tasks as the first step in preparing an action plan:

1. Develop an expanded mission statement, including what specifically the strategic objective will accomplish. What “Policy Position” do you want the City Council to adopt/promulgate?
2. How will the strategic objective roadmap directly benefit the community?

The first step for all of the objectives is to document activities already in progress towards the objective and then build strategy that incorporates these activities.

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**Expanded Mission Statement**

1. Current Mission Statement: Develop a strategy for addressing traffic congestion and improving mobility in Lafayette.
2. Expanded Mission Statement for adoption: **Develop a strategy to enhance transportation and circulation safety, as well as increase mobility within Lafayette for all modes of travel for all ages, as feasible.**

Strategy to include:

3. Traffic congestion to address in Lafayette includes traffic on downtown Mt. Diablo Blvd., rights-of-way into Moraga, Pleasant Hill Road, and all access roads along these routes. An approach that includes all modes of transportation shall be included, as feasible.
4. **Safety and ease of mobility for our students and their families proximate to our schools per all modes of travel are high priorities.**
5. Regional coordination shall be pursued when feasible and when appropriate.
6. Examination and assessment of tech tools for Lafayette shall be evaluated. .

**How the Strategic Plan will benefit the community**

1. Lafayette is experiencing increased automobile traffic due to increases in the traffic on Interstate 680 and Highway 24, which parallels our major arterial, Mt. Diablo Blvd. Recent construction in our downtown plus the advent of Mobility Apps such as WAZE and Google Maps has negatively impacted traffic on downtown. Concerns from our residents about access to our vibrant downtown has become a major problem in recent years, and actions to mitigate traffic have been expressed by increasing numbers of residents and visitors. .
  - a. Lafayette developed a ‘Downtown Congestion Reduction Plan’ based on the efforts of the Downtown Congestion Reduction Plan Subcommittee, the Lafayette Circulation Commission, consultant ARUP, Lafayette City Council, Lafayette staff, and many residents.
2. Pleasant Hill Road (North), a Route of Regional Significance, has also experienced significantly increased congestion due to more than five years of rapid population and job growth. Usage of traffic routing apps such as WAZE, Apple Maps and Google Maps over this time period has ballooned as commuters seek to avoid freeway congestion with alternate routes. Regional commuters are directed by the apps to Pleasant Hill Road as a I-680 bypass. Accordingly, the mobility of Lafayette residents in neighborhoods surrounding Pleasant Hill Road has degraded. The Lamorinda School Bus program has three routes for Stanley Middle School and one for Springhill Elementary that use Pleasant Hill Road which have had steady increases in late school arrivals because of the increased congestion from cut-through traffic from commuters from cities north of Lafayette. Residents and students have been working with regional authorities to alleviate traffic on bus routes, and more congestion relief is still desired.

3. Awareness of wildfire safety and preparedness has increased and has become a priority after the North Bay fires of 2017 and 2018. Lafayette has topography and open space that led CalFire to identify Very High Fire Hazard Severity Zones (see Appendix 6: Wildfire Safety). The road network connectivity of local streets is very low. To evacuate most residential zones, there is only one way out. This makes congestion management and mitigation a health and safety concern. **Several months ago, former Con Fire Chief Jeff Carmen directed a letter to the leadership of the Reliez Valley Road Neighborhood safety group describing the severe wildfire risks on Reliez Valley Road due to traffic in the area. Chief Carmen's letter indicates how important traffic relief is for the safety of all of the residents of this unique neighborhood. This area, along with most of North Lafayette, was designated back in 2009 as a Very High Fire Hazard Severity Zone in LRA, and deserves special attention in terms of traffic mitigation and emergency vehicle response times..**
4. **Automobile, pedestrian, bicycle, scooter, as well as motorbike and motorcycle travel safety and mobility around the schools, and for our hearing and sight impaired, as well as our elderly throughout our city, are of major concern to all of our residents. It is our goal to make headway in instituting appropriate and long needed improvements to these mobility handicaps**

### Strategic Goal/Objective Development Methodology

1. The Transportation and Circulation Commission created a 'Task Force' including two Traffic and Circulation Commissioners, Carl DiGiorgio and Stella Wotherspoon. Three members of the public also volunteered for the Task Force, Kristen Altbaum, Adele Connor, and Cheryl MacDonald.
2. The Downtown Congestion Study and results were read by the two Councilmembers and Task Force to familiarize ourselves with the conclusions.
3. The 'Needs and Wants' of stakeholders was discussed with the Task Force members to identify potential elements to be included in Strategy, and identified task force assignments as follows:
 

a. Mission Statement – Modify/Add	Teresa, Susan
b. Complete Streets	Teresa
c. Safety / Vision Zero (CCTA)	Stella
d. Funding:	
i. Finding additional funding, Grants, SB1	Adele, Susan
ii. Examine Funding: Other / Best Practices	Stella
e. Adopt a Data-driven Analytical Framework	
i. Enhanced Data Collection	Cheryl, Stella, Kristin
f. Increase Transparency of Transportation Planning	All
g. Regional Coordination / Other Cities	Carl
h. Identify and Improve Hot Spots	Mike & All
i. Support Mode Shift	Vianney
4. Task Force members are to find their own times to meet. Thereafter, each Task Force member will report progress at the scheduled Objective 5 Committee meetings.

If a city-wide survey is distributed, questions will be developed for this Objective.

### **How was the public engaged?**

1. The Task Force and Councilmembers have held 5 public meetings, March 4, March 18, April 1, April 15, April 29, May 6, and May 20.

### **What key stakeholders have been identified for this objective?**

1. Seniors
2. Home Owners Associations
3. Feeder neighborhoods into Pleasant Hill Road, Mt. Diablo Blvd, and roads entering Moraga, Orinda, Pleasant Hill, and Contra Costa County.
4. Regional governments including Contra Costa County and the CCTA, and the cities of Moraga, Orinda, Pleasant Hill and Walnut Creek.
5. Merchants, employees, and Chamber of Commerce
6. Business and Property Owners
7. Schools, Parents, Students, Teachers, Staff
8. Transportation and Circulation Commission

### **Linkages to Lafayette General Plan, Downtown Specific Plan, other institutional plans**

1. Lafayette's Downtown Congestion Reduction Plan, <https://www.lovelafayette.org/city-hall/city-departments/engineering/transportation/downtown-congestion-study>. Contains the Short-list top 15 priorities from 2017, and whether they were Short Term (5 items, 1-5 years), Medium Term (4 items, 5-15 years), or Long Term (2 items, 15-20+ years).
  - a. Short Term Pilot: 2<sup>nd</sup> right turn lane from Moraga Road onto Mt. Diablo Blvd.
  - b. Congestion Reduction strategies for increasing capacity include adding new streets, widening existing streets, adding left or right-turn lanes, and improve signal coordination.
  - c. Congestion Reduction for reducing vehicle trips includes adding, where feasible, bike lanes, wider sidewalks and pedestrian paths, filling in links, adding pedestrian crossings, providing more bus service, and improving access to BART.
2. Survey in 2017 that accompanied the Downtown Congestion Reduction Plan showed that the 619 individuals who participated agreed on only a single item – Coordinated Traffic Signals along downtown Mt. Diablo Blvd and downtown Deer Hill.
3. General Plan sections:
  - a. Goal C-1 Develop a safe and efficient circulation system that respects Lafayette's quality of life and community character and is consistent with other City goals.
  - b. Goal C-2 Regulate traffic so as to preserve the peace and quiet of residential areas. Through-traffic tends to take the route of least resistance, often resulting in a high through volume of traffic taking residential streets located adjacent to busy traffic corridors. It is essential that through traffic on local streets be discouraged to protect the quality of life and safety of residential neighborhoods located adjacent to heavily-traveled corridors.
  - c. Goal C-3 Regard the quality of life in Lafayette and maintaining community identity as more important than accommodating through-traffic.
  - d. Goal C-4 Coordinate land use and circulation planning.

- e. Goal C-5 Preserve and enhance the scenic quality of Lafayette's roads.
  - f. Goal C-6 Provide an attractive, well-designed system of walkways for safe and efficient pedestrian movement in Lafayette. The walkway system should connect residential areas with the local and regional trails system, public transportation, schools, parks and other community amenities, and the Downtown Core area.
  - g. Goal C-7 Reduce automobile travel demand.
  - h. Goal C-8 Promote alternatives to the single-occupant automobile.
  - i. Goal C-9 Provide Access for the Mobility Impaired.
  - j. Goal C-10 Inter-Jurisdictional Coordination: Work closely with neighboring jurisdictions and agencies responsible for roadways, transit facilities and transit services in Lafayette.
  - k. Goal C-11 Provide a balanced, multimodal transportation network that meets the needs of all users and provides safe and convenient travel that is consistent with local conditions and needs of the community.
4. Traffic for PHR Corridor information (??)

### **List in-progress activities to be utilized or form elements of the basis of strategy**

1. Carol Lane NAT (Neighborhood Action Team) is in progress with the goal of continuous sidewalks and other safety measures for Carol Lane in coordination with the Transportation and Circulation Commission.
2. The first pilot item implemented as part of the Downtown Congestion Plan is in progress, the additional right-hand turn lane from Moraga Road to Mt. Diablo Blvd. Assessments are in progress.
3. Transportation and Circulation Commission Work Plan
4. Police and School meetings in progress for better safety in progress, Safe Routes to School, SRTS
5. Burton Valley Elementary Feasibility study for SRTS.
6. (add from Trans-Circ Work Plan)

### **Strategic Goal/Objective Action Plan Recommendations**

Identify action items to achieve strategic goal/objective.

#### **1. Revisit Complete Streets, as feasible:**

As defined by the California Department of Transportation: "A complete street is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Lafayette has received funding in the past for Complete Streets which included paver sidewalks and street lighting on sidewalks.

- a. Randy Iwasaki, the Executive Director of the Contra Costa Transportation Authority<sup>1</sup> has indicated that more grant money is still available for Complete Streets. Since we have had

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<sup>1</sup> CCTA is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and countywide transportation planning and is responsible for maintaining and improving the county's transportation system through planning, funding, and delivering transportation infrastructure projects and programs. CCTA is also the county's designated Congestion Management Agency (CMA), responsible for putting programs in place to keep traffic levels manageable.

success in the past with these grants, opportunities from either this Objective or other Objectives relating to Complete Streets should be investigated and pursued. Setup a meeting with CCTA to discuss opportunities. (Get Teresa to summarize what we have done already. Get status and have ordinance, and which projects have been done. )

## **2. Adopt policy for Additional Traffic and Roadway Safety**

Vision Zero is a multi-national traffic safety movement that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe, and has been adopted by over 40 American cities, including San Francisco, Sacramento, Fremont, San Mateo, San Jose, Watsonville, Monterey, Santa Barbara, San Luis Obispo, Los Angeles, La Mesa, and San Diego. Major US cities have used Vision Zero principles as a framework to set policy direction for transportation planning and engineering programs. Vision Zero supports a holistic, systems-based and data-driven approach to project planning and analysis with the primary goal of prioritizing safety.

Cities that have adopted Vision Zero generally start with a official commitment to achieve zero traffic fatalities and severe injuries among ALL road users within a set timeframe. This commitment includes passage of local policy. A Vision Zero task force is created with representatives from the city council, police, transportation planning and engineering, planning, school districts, among others. An action plan is created within one year of commitment and is implemented with SMART objectives. All stakeholders are involved in creating the action plan. The Vision Zero Network is a US-based organization that facilitates city efforts and provides technical assistance. This organization is based in San Francisco.

SRTS is a transportation planning and public health initiative of the US federal and California governments. The program is legislated in the CA State and Highways Code Section 2330-2334, and in the federal SAFTEA-LU Section 1404 and MAP-21 Section 1112, however funding opportunities are not consistently available. The SRTS concept is that enabling school children to safely walk or bike to school improves health, increases roadway safety and reduces auto traffic around schools during the most congested AM peak commute period. SRTS initiatives include promotion of walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

### Action Plan:

- a. Research CCTA's focus on Vision Zero
- b. Explore Vision Zero as a traffic safety strategy that may also improve quality of life for Lafayette residents
- c. Research State and County Resources for SRTS, as well as Funding. See Appendix:
- d. Burton Valley will receive funding to explore opportunities for improvements – in process.
- e. Review of the 2014 SRTS Summary Report for Springhill School and Lafayette Elementary. Some but not all improvements were implemented, and an update to current status to be performed. See Appendix ...
- f. Review of traffic safety for all schools in progress by the Superintendent and the Police Chief. Support and review upon completion.

- g. Bike Rodeos were led by our Lafayette Police Dept., school Parents Clubs, local bike shops, and Sustainable Lafayette – can consider holding another.
- h. The schools used to have assemblies with Police and School Board, need to investigate to see if still ongoing. .
- i. Improved demarcation of bike lanes, including possible painting or re-painting of lanes, should be investigated. Mike Moran has held back on implementing in Lafayette to understand costs, effectiveness and safety improvements of the paint in other cities. We will get an updated assessment including costs per mile. Federal funding to resurface PHR under freeway and will likely include bike lane demarcation.
- j. Crossing ‘flags’ – these have been installed in locations including the roundabout on Olympic and a crosswalk on Reliez Valley Road. These are low cost solutions for pedestrians and appear to be effective based on limited feedback from some pedestrians. These flags shall remain as an option for difficult cross walks.
- k. Flasher signs for cross walks are being installed in various locations, especially at bike path crossings along school routes. Funding for additional signs shall be pursued. Duration of the flashing lights should be reviewed.
- l. If Flasher signs are prohibitively expensive or not feasible for some locations, speed tables shall be investigated. The visibility of speed tables is extremely valuable, and they elevate the person crossing.
- m. Increased signs to instruct cars to share the road with bicycles will be evaluated.
- n. Excessive speeding on Lafayette streets shall be investigated, especially on our major streets such as Moraga Road, Deer Hill Road, Pleasant Hill Road, and Mt. Diablo Blvd., Happy Valley and Acalanes streets, and the St. Mary’s/Glenside/Olympic corridor. Traffic calming measures should be reviewed.
- o. Roundabout safety for all modalities should be reviewed.

### **3. Find Additional Funding Sources (Grants and SB1)**

- a. SB1 funding has been put into a sinking fund in recent years, and the Director of Public Works Mike Moran is slated to spend this on our on-going street maintenance as part of our Capital Improvement Program. Our street’s PCI (Pavement Condition Index) has been increasing steadily since the year 2000 but has been dropping since 2015 down to 76%. To maintain this index, and including increasing contractor costs, has risen dramatically, resulting in spending the sinking fund and current SB1 funds on street maintenance. It is desired to find possible other funding for ongoing maintenance, so that Lafayette has a chance to spend some of the SB1 funds for our many traffic improvements proposed as part of this strategy. Those other ideas will likely be tied to a PCI of 80%.
- b. Another source of funding for traffic improvements is based on traffic nexus findings for construction developments. The ‘Downtown Vibrancy Objective’ is considering modifying fees as part of building applications, and traffic improvements will be considered as part of this effort.
- c. CCTA Executive Director Randy Iwasaki has indicated we need to meet with him for other funding, including Complete Streets, SRTS, Park and Ride.
- d. The City of Walnut Creek launched the ‘Rethinking Mobility’ program, launched using a grant. The WC Trans Comm report 1/17/19 attached says "The total project cost is \$245,000, however the majority of the funding (\$225,000) is being provided by CCTA Measure J Transportation for Livable Communities grant program, with only \$20,000 coming from the City’s General Fund." Lafayette can look into similar grant funding.



**4. Examine Funding: Other / Best Practices**

- a. Support and advertise the 511 Contra Costa program. Incentivizing programs or projects is a strategy that the city and our businesses and schools can pursue. Ideas such as the carpooling at Acalanes High School have been effective and can be used as a model for more ways to decrease traffic.
- b. Meet with SWAT, the Southwest Area Transportation Committee. The Southwest Area Transportation Committee (“SWAT”) is an outgrowth of the 1988 Measure C ballot measure that formed the CCTA transportation authority. Each CCC region has its own name and representative on the CCTA board. SWAT is one of four Regional Transportation Planning Committees within Contra Costa County and represents the South County sub-region. It is composed of elected representatives and technical staff from the Cities of Lafayette, Orinda, and San Ramon; the Towns of Danville and Moraga; and the unincorporated area of Southern Contra Costa County. SWAT is responsible for the development of transportation plans, programs, and policies throughout the sub-region as well as the appointment of two representatives to the Contra Costa Transportation Authority (“CCTA”).
- c. Look into helping parents of kids on sports teams to coordinate carpools. For example, LMYA could promote carpooling throughout the region.
- d. Lafayette should reach out to the Institute of Traffic Studies at UC Berkeley to help find solutions for our traffic.
- e. Station parents along walkways to schools just to be ‘eyes and ears’ as the kids walk to school.
- f. Research other cities approaches to traffic/safety/mobility, like Walnut Creek’s “Rethinking Mobility” program. See Appendix XX for other cities including funding.

**5. Adopt a Data-driven Analytical Framework**

- a. Enhance Data Collection
  - i. Tech Tools
    1. Sensor-based
      - a. Econolite
    2. Data Aggregators
      - a. Citylabs Streetlytics
      - b. Streetlight Data
      - c. Arity City Data Platform
      - d. Remix
        - i. A tour of Remix in SF will occur Monday April 29, 2019. See Summary in Appendix.
        - ii. A meeting with CCTA Exec. Dir., former Transportation Planning Staff James Hinkamp and Remix is being planned here in Lafayette
  - ii. Conduct Periodic State of Lafayette Transportation System Review
    1. Local Road Traffic Volumes
    2. SWITRS and LPD Incidents
    3. Ped/Bike Counts
    4. Proposed Land Use Change (including population, jobs, housing)

**6. Increase Transparency of Transportation Planning**

- a. Create TAR database. Consider making publicly available on city website.
- b. Create a subpage on website for each Arterial and Major Collector



- i. Known Issues
  - ii. Accident reports
  - iii. Plans/Studies
  - iv. CIP plans and timelines
  - v. Projects of secondary priority (pending funding)
- c. Create an interactive tool like the City of Walnut Creek to solicit ideas from residents.

## **7. Improve Regional Coordination/Other Cities**

- a. Pleasant Hill Road North improvements should be pursued in conjunction with Pleasant Hill, Walnut Creek, Martinez, and Contra Costa County. Improvements to be consider include a toll lane on PHR, and metering near freeways to divert traffic from PHR. Other improvements at pinch points around Springhill School and Acalanes High School can also be considered.
- b. Walnut Creek has installed synchronized lights for Ygnacio Valley Road using the expensive lights that include traffic counting from Econolight and Streetlight. To synchronize, an operator is visually inspecting traffic. This is too costly for Lafayette, but we may be able to share resources for strategies such as this for traffic solutions.
- c. The Brookings Institute issued a statement paper that can guide local governments on traffic solutions: <https://www.brookings.edu/research/traffic-why-its-getting-worse-what-government-can-do/>

## **8. Identify and improve Hot Spots:**

Pleasant Hill Road North, Schools (public and private), Mt. Diablo Blvd., and Moraga Road are Lafayette's 'Hot Spots' for traffic.

- d. Pleasant Hill Road: (get the Pleasant Hill Action Plan from our GP).
- e. Schools: two of our schools are on regional routes, Acalanes High and Springhill Elementary, and two others very close to downtown, Lafayette Elementary and Stanley Middle School. Traffic and safety are pivotal and complicated due to high traffic in those areas.
- f. Downtown Congestion Study for Mt. Diablo Blvd and the survey of residents favored synchronizing traffic lights on Mt. Diablo Blvd and on Deer Hill Road. This solution unfortunately currently relies on purchasing expensive traffic signals like Econolight, and the additional personnel to monitor the traffic. This mitigation strategy would require outside funding and resources to complete, possibly MTC's IDEA grant program. In addition, re-investigation of the light timings should occur to optimize flow for these areas.
- g. Signal Light metering – this strategy has been implemented on PHR at Rancho View Drive and on Mt. Diablo at Risa Road. Continued assessments of the effectiveness and acceptance of these strategies will continue.
- h. WAZE or Google Maps: Examine how to re-route and get off of apps. No turn, or hours of turning, etc., legal signs are the only way to get off the app. RVR – 3 of the 5 signs were installed, and finally off of the apps. Metering is Lafayette's only way to slow down traffic into our city. Call Adrian Levy for metering in California.

## **9. Support Mode Shift**

Mode shifts include ideas that get people out of their cars, and into public transit, shuttles, bikes and scooters, school buses, and walking.

- i. Opportunities may include pathways by creeks both on and off Mt. Diablo Blvd. Work with Creeks Commission.
- j. Bike shares have presented to Lafayette and not yet adopted. Electric bikes of interest.
- k. No scooter companies have reached out, and we should consider inviting them for a presentation. Should we reach out? WC has done test? May not be appropriate for our community because of our population and hills. May be a survey of BART riders? Want multi-modal on PHR. Should go to the public and see what the interest is.
- l. More school buses – high priority.
- m. SCOOP - <https://www.takescoop.com/> Carpooling: Scoop brings together co-workers and neighbors who are going the same way. Request to Jeff Heyman to publicize.
- n. WC Trolley, subsidized by TDM, and businesses. We have 1/30<sup>th</sup> of a trolley as compared to WC. We could have one with a nominal fee.

### **List in order of priority**

((Include quick wins/ in-flight efforts)) – but also think about external factors that may compel urgency

### **Identify what strategy actions are evergreen**

### **Identify timelines/deadlines for implementation – by date/month/year**

### **Identify responsible entity/individuals for each item/roadmap element**

### **Identify tracking mechanism**

Qualitative/quantitative; may include institutionalized or ad hoc cadence of City Council agenda report-outs

### **Identify rough estimates of city costs or general resources**

((including use of specific budget categories & staff time)) and potential opportunities for external sources of resources (i.e., grant money, etc.) to action roadmap efforts

## Appendix 1: Downtown Congestion Reduction Plan Multi-Criteria Analysis Summary

Capacity Enhancing Strategies	Composite Score	Ease of Implementation	Cost
New Traffic Signals on Deer Hill Rd	29	2	\$500-750k
Brook St-School St Intersection Realignment	27	1	\$4-5M
MDB/Moraga Rd 2nd NBR	26	5	\$100-200k
Moraga Rd Extension Behind McCaulou's/Whole Foods to First St	26	1	\$20-30M
School Street One-Way Westbound	26	3	\$100-200k
BART Pedestrian Bridge Over Oak Hill Road	26	1	\$6-8M
Moraga Rd/Moraga Blvd SBL lane	24	5	\$75-100k
Coordinated Traffic Signals	24	5	\$1-1.5M
Brook-School St Pedestrian Footbridge over Moraga Rd <sup>1</sup>	n/a	n/a	\$2-3M
Vehicle Trip Reduction Strategies	Composite Score	Ease of Implementation	Cost
Regional Trail Connection to BART/Downtown	27	5	\$50-100k
Additional School Loading Zones	26	2	\$200-400k
Student Pedestrian Safe Routes Priority Streets	26	5	\$50-100k
Enhance School Bus Program	25	2	\$320k (per year)
Staggered School Times	25	1	Unknown
Mt Diablo Boulevard Bike-Ped Pathway Expansion	22	3	\$1-2M
School Street Bike-Ped Connection to Trail	21	3	\$500k-1.5M
<b>Notes:</b>			
<sup>1</sup> MCA analysis task completed prior to introduction and approval of footbridge strategy at City Council.			

Strategy	Cost	Reasoning
<b>Short Term (1-5 years)</b>		
Coordinated Traffic Signals	\$1-1.5M	Extending the coordinated traffic control system to additional signals will provide a small increase in capacity with minimal physical or environmental impacts. It also scored first in the preference survey, by a significant margin. However, it scored last on the multi-criteria assessment and it is an expensive strategy to implement. Despite these drawbacks, this project could qualify for regional and/or federal funds, such as MTC's IDEA grant program
Moraga Rd/Moraga Blvd Southbound Left-Turn Lane	\$75-100k	Providing a dedicated left-turn pocket is a relatively low-cost measure to increase capacity on Moraga Rd. This strategy also scored reasonably high on the preference survey (#3 or #4).
Signalize Deer Hill Rd/Oak Hill Rd and Deer Hill Rd/Happy Valley Rd	\$500-750k	These traffic signals provide additional capacity and pedestrian safety benefits. These signals scored high in the multi-criteria assessment, they have a relatively modest

		financial cost, and they can be constructed without significant physical impacts. However, they did score low in the survey.
Additional School Pick-up & Drop-off Zones	\$200-400k	These formal zones will help divert some school-related traffic from Moraga Rd. These additional zones scored high in the multi-criteria assessment and in the top third of the preference survey.
Student Pedestrian Safe Routes / Priority Streets	\$50-100k	These Safe Routes are the key connections from the additional pick-up and drop-off zones to the schools. For the zones to be effective and safe, these additional routes are needed. This strategy scored high in the multi-criteria assessment but in the middle to the bottom third of the survey. However, Arup and City staff still consider this a critical complement to the pick-up/drop-off zones.
School Street Bike-Ped Pathway Connection to Trail	\$500k-1.5M	This project is also a critical complement to the pick-up/drop-off zones and the Student Pedestrian Safe Routes, as it forms a key connection between the two Downtown schools and the Lafayette-Moraga Regional Trail. With the Brook St-School St Realignment project, it also provides a direct and safe pedestrian and bicycle connection to the west side of Moraga Rd. The proposed design removes 9 on-street parking spaces. However, the public spaces are all on the south side of the street and impact spaces only near two houses; there is also excess on-street parking capacity on Avalon Ave. This strategy does score low in both the multi-
Enhanced School Bus Program	\$320k (per year)	Providing additional school buses at Stanley Middle School and new service at Lafayette Elementary will reduce school-related trips during peak times. This strategy scored reasonably high in the multi-criteria assessment and near the top in the preference survey. It is relatively expensive to implement, at approximately \$320,000 per year to the current contractor operating the school buses. This program will likely take additional time to identify and acquire funds.
Regional Trail Connection to BART/Downtown	\$50-100k	This project helps create a cohesive bicycle and pedestrian network across Downtown, to reach key destinations such as BART and nearby commercial establishments. It also helps tie together the Safe Routes and the other school-related projects. It scored high in the multi-criteria analysis and it is relatively low-cost. However, it did score in the bottom third of the survey.
<b>Long-Term (10-20+ Years): Long-Term Projects to Consider if Needed</b>		
Brook St-School St Pedestrian Footbridge over Moraga Rd	\$2-3M	This strategy will require significant engineering design and coordination with the Masonic Lodge and Lafayette School District, as part of the bridge will be located on respective properties. It will also likely require purchasing some land or otherwise obtaining a special access agreement from the Masonic Lodge and the School District to allow for some of the ramp structures to be built

<p>Brook St-School St Intersection Realignment</p>	<p>\$4-5M</p>	<p>This strategy enhances traffic capacity and helps provide a better east-west bicycle connection across Moraga Rd. It scored high in the multi-criteria assessment, but in the middle of the pack in the survey. There are still concerns that this strategy would encourage cut-through traffic on Brook St. However, the congestion relief associated with the Short and Medium-Term strategies should improve conditions along Moraga Road to the point that it would reduce the attractiveness of using Brook St as a cut-through route. But additional traffic calming measures on Brook St could be explored. This strategy will likely take at least five years to implement. Moraga</p>
<p>Moraga Rd Extension to SR 24 and 1st St Behind McCaulou's/Whole Foods</p>	<p>\$20-30M</p>	<p>This project is only required if the City experiences traffic growth at the “higher 20% growth” forecast shown in the earlier section. To achieve this growth, sites such as McCaulou’s/Whole Foods would need to redevelop. If this redevelopment occurs, the connection from Moraga Rd to SR 24 and 1st St should be constructed as part of the site plan. This roadway will provide a direct connection and was shown to be the most effective at improving queuing along Moraga Rd. Pilot</p>
<p><b>Pilot Project</b></p>		
<p>Mount Diablo Blvd/Moraga Rd 2nd Northbound Right-Turn</p>	<p>\$100-200k</p>	<p>While this strategy scored high in the multi-criteria assessment and the survey, it would require the removal of the north-south crosswalk on the east leg of the intersection. Arup and City staff have considered that this is too significant of an impact on pedestrian circulation. This strategy would also contradict established City policies promoting pedestrian mobility and Complete Streets principles, especially in the downtown core. However, the strategy does provide significant congestion reduction benefits for a modest cost</p>

Possible funding sources from Downtown Congestion Plan on following page.

Funding Source	Coordinated Traffic Signals	Southbound Left-Turn at Moraga Rd/Moraga Blvd	Deer Hill Rd/Oak Hill Rd & Deer Hill Rd/Happy Valley Rd	Additional School Pick-Up and Drop-Off Zones	Student Pedestrian Safe Routes	School Street Bike-Ped Pathway Connection to Trail	Enhanced School Bus Service	Regional Trail Connection BART/ Downtown	Brook Street- School Street Pedestrian Footbridge over Moraga Rd	Brook Street- School Street Intersection Realignment	Moraga Rd Extension to First St/SR-24	Mount Diablo Blvd/Moraga Rd 2 <sup>nd</sup> Northbound Right-Turn
<b>FEDERAL</b>												
Highway Safety Improvement Program (HSIP)												
Intelligent Transportation Systems (ITS) program												
National Highway Performance Program (NHPP)												
Surface Transportation Block Grant (STBG)												
TIF/IA												
<b>STATE</b>												
Active Transportation Program (ATP)												
California Office of Traffic Safety Pedestrian and Bicycle Safety Grants												
Caltrans Transportation Planning Grants												
Safe Routes to School (SR2S)												
Surface Transportation Improvement Project (STIP)												
Senate Bill 1												
Transportation Development Act (TDA), Article 3												
<b>REGIONAL</b>												
Metropolitan Transportation Commission (MTC) Innovative Deployments to Enhance Arterials (IDEA)												
MTC One Bay Area Grants (OBAG)												
BAAQMD Transportation Fund for Clean Air (TFCA)												
Measure J, Pedestrian, Bicycle and Trail Facilities (PBTF) program												
Measure J, Transportation for Livable Communities (TLC)												
Measure J, Downtown Corridors Traffic Improvements fund												

## **Appendix 2: Moraga Road**

Task Force member Adele Connor has a proposal for a cheaper Moraga Road solution (Option B) that may help significantly help the traffic on Moraga Road during school drop-off times. This is an alternative to the expensive Pedestrian Footbridge and/or the Brook St. Re-alignment (Option A) presented in the Downtown Congestion Plan.

## **Appendix 3: Mt. Diablo Blvd**

Task Force member Adele Connor has a proposal for better traffic all around Lafayette. Map attached (put it here).

## **Appendix 4: REMIX Tool**

Meeting with REMIX, April 29, 2019, Vice Mayor Candell, Task Force member Kristin Altbaum

Physical: trendy high-tech office space in old warehouse-type building South of Market in San Francisco. About 50 employees present, likely half are software developers.

Background:

1. Remix started with Public Transit software support, for organizations such as CCCTA.
2. Created 'Streets' and 'New Mobility', and have since merged these as the 'new mobility' includes bike shares, scooters, Lyft, Uber, etc.

Tool:

1. Remix tool 'Streets' is the interesting application for Lafayette
2. They sell a city unlimited licenses based on population. We are working on a quote for Lafayette.
3. Data imported automatically includes:
  - a. Caltrans accident data for all intersections in Lafayette (only reported accidents). This will be useful for the Police as well as traffic.
  - b. Census data for every year: They have an interactive map showing jobs/housing balance, as well as where all of the workers are coming from in terms of miles traveled from their homes. This is very interesting in terms of origin/destination information that can be very useful for Planning reasons and not just traffic.
4. Lafayette populates intersections with traffic report numbers when available.
5. The 'maps' show streets already mapped as currently configured – Mt. Diablo Blvd downtown shows as a separated street since such long medians, and the East End captures the transition from long medians to no medians. Lafayette does not need to populate this information.
6. Can import "Shape files", or visual maps, if desired.

Questions answered:

1. Remix does not supply consulting services, but will refer us to local consultants. Each customer will have a 'success manager' and most of them are city planners.
  - a. Mentioned some customers use 'Code for America' grants to hire interns to bring a city up to speed.



2. Apparently, no competitors yet in their market.
3. A city somewhat like Lafayette may be Boulder, CO. We should look into talking to them about their experiences.

## **Appendix 5: Other Cities and Best Practices**

### Walnut Creek's ReThinking Mobility Plan

They include an 'interactive map' that allows residents to submit interactively their ideas. See <http://www.rethinkingmobilitywc.com/>, in the 'Share your thoughts and ideas' section.

City process:

- Transportation Needs, Opportunities & Challenges (Summer 2018) - see report link below
- Community Outreach and feedback Sep-Dec '18
- Develop & evaluate pot. strategies Dec-Feb 19
- Community outreach & feedback spring 19
- draft plan Apr-May 19
- Community Outreach and feedback Spring/summer '19
- Final plan & implementation summer '19

10/28/18 TCC mtg, intro of citywide TDM strat plan pgm see item 5c

[http://walnutcreek.granicus.com/MinutesViewer.php?view\\_id=12&clip\\_id=3566](http://walnutcreek.granicus.com/MinutesViewer.php?view_id=12&clip_id=3566)

1/17/19 TCC mtg, NOC report (I also watched video) -- 1st part of rethinking mobility project

[http://walnutcreek.granicus.com/MinutesViewer.php?view\\_id=12&clip\\_id=3645](http://walnutcreek.granicus.com/MinutesViewer.php?view_id=12&clip_id=3645)

Attachments are large but interesting. Also see the website

<http://www.rethinkingmobilitywc.com/>

Funding link

<http://www.walnut-creek.org/departments/community-and-economic-development/transportation/funding>

### Concord's Bike, Pedestrian & Safe Route

See <https://www.cityofconcord.org/461/Bicycle-Pedestrian-Safe-Routes> and sidebar has Complete Streets link.

Funding: see Concord Bicycle, Pedestrian and Safe Routes to Transit plan Appendices

(large) <https://www.cityofconcord.org/DocumentCenter/View/1044/Bicycle-Pedestrian-and-Safe-Routes-to-Transit-Plan---Appendices-PDF>

Costs and funding info, see A-47+ (slide 49) and Appendix G - Funding Sources (slide 161+)

### El Cerrito

Generally a great website with very good materials. I think elements of their strategic planning process can be adopted/used in future City of Lafayette efforts. We are going to need to tie together many existing elements/prior efforts.

Recommended: Their website on strategic planning process <https://www.el-cerrito.org/747/Strategic-Plan>

See the intro flyer <https://www.el-cerrito.org/747/Strategic-Plan>

Final SP <https://www.el-cerrito.org/DocumentCenter/View/2760>

Other materials:

See Active Transportation plan (Fehr & Peers, adopted 2016) <https://el-cerrito.org/638/Circulation-Plan-for-Bicyclists-Pedestri>

Compare our Traffic Calming program to their Neighborhood Traffic Management Program (NTMP) <https://el-cerrito.org/428/Neighborhood-Traffic>

<https://el-cerrito.org/544/Reports-and-Appendices> -- see Appendix G – NTMP Measures Tool Box

Funding chapter [https://el-cerrito.org/DocumentCenter/View/6294/Appendix-E\\_Grant-Funding-Sources?bidId=](https://el-cerrito.org/DocumentCenter/View/6294/Appendix-E_Grant-Funding-Sources?bidId=)

### Gilroy

Results of MTC "Final Community-Based Transportation Plan for Gilroy, July 2006" found with other community-based transportation plans at <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans> (see completed plans tab). MTC focus was "residents in minority and low-income Bay Area communities", which is seen in stats that Gilroy has much different pop base and transp. concerns than Lafayette, but doc. has details on their public outreach strategy including surveys. Closer to home, there's a report for Martinez 2009, recos:

The recommended transportation solutions are:

1. Transit Orientation and Outreach
2. Downtown Martinez Community Shuttle
3. Pedestrian Access and Safety Improvements
4. Bicycle Network Improvements
5. Bicycle Parking Improvements
6. Bus Stop Amenities and Improvements
7. Lifeline Bus Service Improvements
8. Taxi Fare Vouchers
9. Transit Fare Subsidy/Pass Provision

### Belmont:

<https://www.belmont.gov/departments/public-works/transportation/comprehensive-pedestrian-bicycle-plan/study-maps>

Comprehensive Pedestrian and Bicycle Master Plan (CPBMP) Nov 2016

(TJKM) <https://www.belmont.gov/home/showdocument?id=14951> includes SR2S (see maps below), developed as part of General Plan Circulation

Element <https://www.belmont.gov/home/showdocument?id=16481> which includes complete streets policy, re-examine when we're updating our GP

Funding sources mentioned on p. 80 of GP:

**Funding**

Implementing the projects identified in the CPBP will require approximately \$10 million in funding over the next two decades, primarily via outside sources such as grant funding. Funding could potentially be augmented by developer fees should the City adopt a Transportation Impact Fee (TIF) following the General Plan Update. In addition, some projects can be installed concurrently with street resurfacing and other general improvements, consistent with the City's Complete Streets Policy. **Table 5-5** summarizes potential grant funding sources.

**Table 5-5: Potential Grant Funding Sources**

Funding Source	Administering Agency	Frequency	Types of projects
State Active Transportation Program	Caltrans	Varies	Capital & non-capital projects
Regional Active Transportation	Metropolitan Transportation Agency	Varies	Infrastructure projects
One Bay Area Grant Program	C/CAG San Mateo County	Every four years	Capital and safety/education
Transportation Development Act Article 3	C/CAG San Mateo County	Every 2-3 years	Capital and planning
San Mateo Co. Measure A Pedestrian & Bicycle Program	San Mateo Co. Transportation Authority	Every 2-3 years	Capital and planning
Transportation Fund for Clean Air, Regional Fund	Bay Area Air Quality Management Dist.	Annual	Bicycle facilities
Transportation Fund for Clean Air, County Fund	C/CAG San Mateo County	Annual	Bicycle facilities
California Office of Traffic Safety Grants	California OTS	Varies	Education & enforcement
Highway Safety Improvement Program	Caltrans	Varies	Capital projects
San Mateo County Safe Routes to School	San Mateo County office of Education	Annual	Education, enforcement & small capital projects
Affordable Housing & Sustainable Communities Program	California Strategic Growth Council	Annual	Capital projects
TIGER Discretionary Grants	U.S. Department of Education	Annual	Capital projects
San Mateo Co. Bicycle Parking Reimbursement Program	Commute.org	Ongoing	Bicycle parking & lockers
Bicycle Rack Voucher Program	Bay Area Air Quality Management District	Ongoing	Bicycle parking

Also of interest School Circulation Maps (appendix A)

**Benicia:**

Older, concise, with well written Circulation section displays clear Goals, Policy and Programs list. (Similar in format to Lafayette's GP). For example,

GOAL 2.22: Alleviate traffic congestion near school sites.

POLICY 2.22.1: Work closely with the School District in addressing traffic congestion near schools. City of Benicia General Plan 73

Program 2.22.A: Develop a plan jointly with the School District for reducing traffic congestion at and near school sites.

Program 2.22.B: Encourage the School District to continue the comprehensive crossing guard program.

Program 2.22.C: Adjust phasing/timing of signal lights on routes to schools, and consider providing increased crossing guards and/or police direction of traffic.

Program 2.22.D: Encourage the School District to implement citywide busing and promote carpools for trips to school.

Program 2.22.E: Promote School District provision of adequate off-street parking, drop-off and pickup facilities, and designated carpool parking at each school.

Program 2.22.F: Study the need for and feasibility of a pedestrian bridge linking the middle school and high school.

GP adopted June 1999. main page [https://www.ci.benicia.ca.us/index.asp?SEC=7EEEB29D-5DA5-43D4-8B01-B864248BCA1D&Type=B\\_BASIC](https://www.ci.benicia.ca.us/index.asp?SEC=7EEEB29D-5DA5-43D4-8B01-B864248BCA1D&Type=B_BASIC)

has link to to Chp. 2C Circulation element [https://www.ci.benicia.ca.us/vertical/sites/%7BF991A639-AAED-4E1A-9735-86EA195E2C8D%7D/uploads/Pages\\_1-110\\_from\\_General\\_Plan\\_-\\_Updated\\_2016.pdf](https://www.ci.benicia.ca.us/vertical/sites/%7BF991A639-AAED-4E1A-9735-86EA195E2C8D%7D/uploads/Pages_1-110_from_General_Plan_-_Updated_2016.pdf)

See [https://www.ci.benicia.ca.us/index.asp?SEC=0D119989-10B6-4591-B6F7-50A120FF64C8&Type=B\\_BASIC](https://www.ci.benicia.ca.us/index.asp?SEC=0D119989-10B6-4591-B6F7-50A120FF64C8&Type=B_BASIC)

#### Calabasas:

GP page <http://www.cityofcalabasas.com/departments/planning/general-plans.html> final Oct 2015. Circulation element Chapter VI seems avg; there are sections on Bike, Ped and Transit. Other web pages seem average.

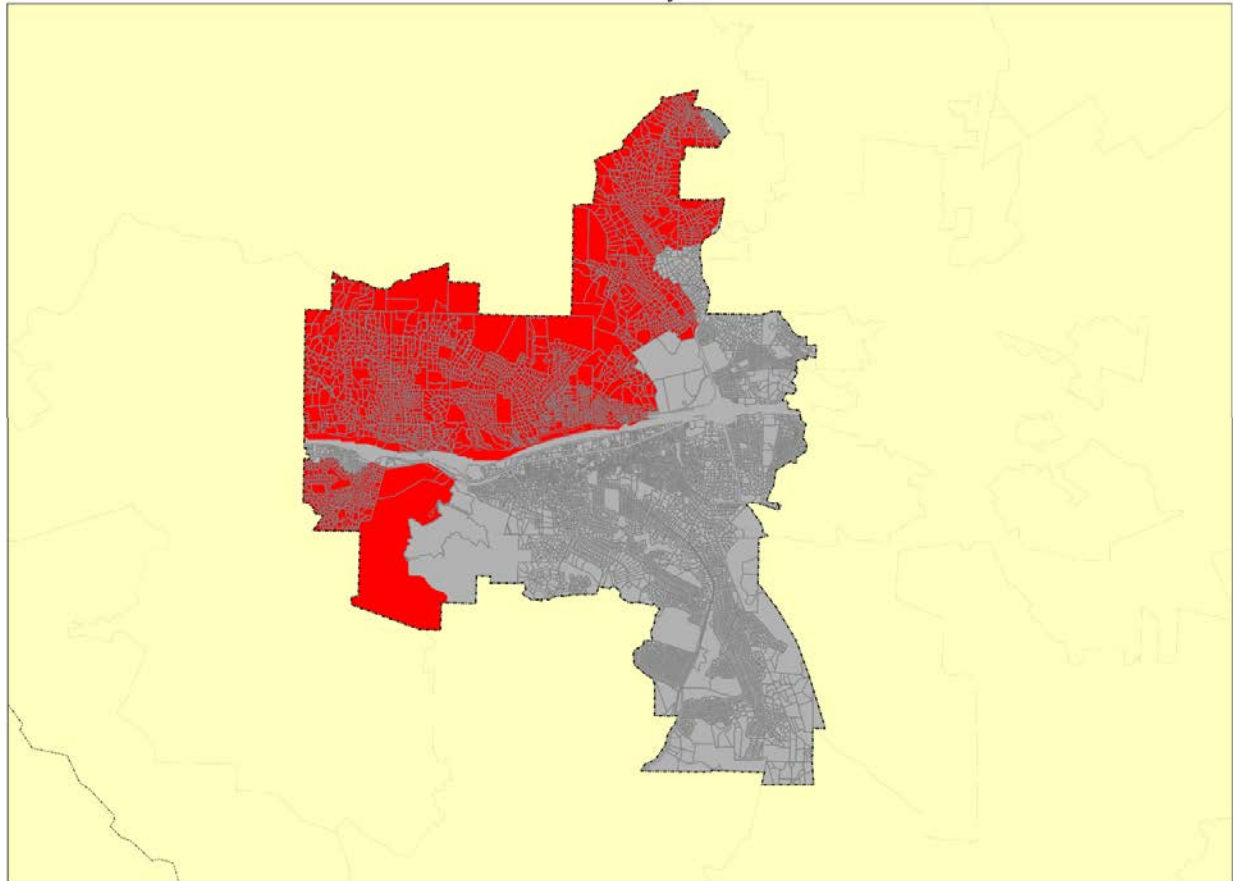
Funding note that the Bicycle Master Plan <http://www.cityofcalabasas.com/pdf/documents/traffic/bicycle-master-plan.pdf> (Fehr & Peers, Oct 2013) has a Funding section p54+

#### Millbrae:

Existing GP/web materials seem limited usefulness for us. However, the 1998 GP, Aug 2016 update process described here [http://www.millbrae2040.com/wp-content/uploads/2015/12/MillGPU\\_CharretteSummary.pdf](http://www.millbrae2040.com/wp-content/uploads/2015/12/MillGPU_CharretteSummary.pdf) has lots of good process steps/materials that might help in a Lafayette process next year.

# Appendix 6: Wildfire Safety

## Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE



**Fire Hazard Severity Zones**

Use Features on:  Very High Fire Hazard Zones  
 Moderate Fire Hazard Zones  
 City Boundary  
 Roads  
 Court Boundaries

Copyright 2009 by the State of California, Department of Forestry and Fire Protection. All rights reserved. This map is a product of the CAL FIRE FRAP (Fire Resource Assessment Program) and is provided for informational purposes only. It is not intended to be used as a basis for any legal action or as a substitute for professional advice. The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps. Obtain FRAP maps, data, metadata and publications on the Internet at <http://rap.off.ca.gov>. For more information, contact CAL FIRE FRAP, PO Box 644246, Sacramento, CA 95824-2460, (916) 327-3200.

This map was developed using data products such as parcel and city boundaries provided by local government agencies. In certain cases, this includes copyrighted geographic information. The maps are for display purposes only. Questions and requests related to parcel or city boundary data should be directed to the appropriate local government entity.

Projection: Albers, NAD 1983  
 Scale: 1:20,000  
 at 30° 45' 00"  
 January 7, 2009

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

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Arnold Schwarzenegger, Governor  
 State of California  
 Mike Christman, Secretary for Resources,  
 The Resources Agency  
 Ruben Ortigas, Director,  
 Department of Forestry and Fire Protection

MAP ID: FH02L\_of\_Lafayette  
 DATA SOURCES:  
 CAL FIRE Fire Hazard Severity Zones (FH02L06\_3)

**Contra Costa County****Fire Protection District**

February 1, 2018

To Whom It May Concern:

Residents of the Reliez Valley Road neighborhoods in Lafayette have voiced concerns regarding travelling on Reliez Valley Road, particularly during the A.M. commute.

Based on photographs provided by the neighbors and the personal experiences of Fire District staff moving through the area, there has obviously been a marked increase in congestion through the corridor. Although a significant number of people moving through the area are going to the local schools, the congestion cannot be attributed to school traffic alone. A significant number of vehicles are using Taylor Road, Reliez Valley Road, and Pleasant Hill Road as bypasses to Interstate 680. It is not uncommon for morning traffic on Taylor Road to back up onto Geary Road.

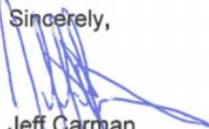
The traffic situation through this area definitely has an impact on fire responses. Engine 2, responding from Geary Road to calls along the Taylor Road corridor, has significantly increased response times during that time of the morning. If there were to be a fire call, or a severe medical call, on Reliez Valley Road, we might experience significant difficulty in getting to the scene. This is the case even if traveling in the non-commute direction because of people passing illegally and just general congestion. Making a left turn across the traffic direction would be especially difficult.

While the traffic situation is a definite concern during the school year, there is not much improvement when school is on break. We bring this to your attention because there is a high level of wildland fire danger in certain areas of Reliez Valley Road. During a high wind event, the combination of high traffic congestion from commuters and potential evacuee traffic could make response into the area very difficult for fire resources.

The Contra Costa County Fire Protection District is supportive of all solutions that would improve the quality of life for the residents along the Reliez Valley Road corridor. Any solutions that help the residents would also improve our ability to respond in the case of an emergency. We do not feel that doing nothing is a viable option.

The Fire District would welcome the opportunity to meet with stakeholders in order to evaluate possible solutions. Please let us know if you identify anything specific that we can do to help.

Sincerely,

  
Jeff Carman  
Fire Chief

2010 Geary Road • Pleasant Hill, California 94523-4619 • Telephone (925) 941-3300 • Fax (925) 941-3309  
East County • Telephone (925) 757-1303 • Fax (925) 941-3329 West County • Telephone (510) 374-7070  
[www.cccfpd.org](http://www.cccfpd.org)

## Appendix 7: SRTS: State and County Resources and Funding

### 1) State & County SRTS Resources:



- a) CCTA conducted a SRTS best practices assessment in 2013-17 and provided focused technical assistance to 17 school districts and cities, such as a pedestrian counts and feasibility studies. Stanley Middle School was the focus of an assessment of Reliez Valley Road school bus stops that also resulted in a concept plan for crossing and street improvements. The reports of this assessment can be found at [ccta.net/2018/10/17/safe-routes-to-school-sr2s/](http://ccta.net/2018/10/17/safe-routes-to-school-sr2s/).
  - b) 511 Contra Costa with funding from CCTA and BAAQMD offers a program called Street Smarts Diablo that delivers non-infrastructure bike and pedestrian safety programs to schools. SWAT has chosen to direct its Measure J funds to the Lamorinda School bus Program so Lafayette cannot use Diablo Street Smarts programming.
    - i) Caltrans has SRTS District Coordinators. The District 4 coordinator is John Brewster [john\\_brewster@dot.ca.gov](mailto:john_brewster@dot.ca.gov)
    - ii) The Caltrans Active Transportation Resource Center ([caatpresources.org](http://caatpresources.org)) provides SRTS technical assistance, training and resources. The District 4 ATP coordinator is Xi Zhang [xi.zhang@dot.ca.gov](mailto:xi.zhang@dot.ca.gov). Non-infrastructure ATP technical assistance is available from CA Department of Public Health. The District 4 ATP NI coordinator is Marianne Hernandez [Marianne.hernandez@cdph.ca.gov](mailto:Marianne.hernandez@cdph.ca.gov)
- 2) Funding
- i) Caltrans Active Transportation Program
  - ii) Caltrans Highway Safety Improvement Program (HSIP)
  - iii) Caltrans Transportation Planning Grants
  - iv) BAAQMD Transportation Fund for Clean Air
  - v) CCTA Measure J
  - vi) Past funding opportunities have come from Caltrans, MTC, and CCTA. The last CCTA Coordinated Call for Projects in 2016 included grants from MTC One Bay Area Grant 2, Measure J Transportation for Livable Communities, and Measure J Pedestrian, Bicycle and Trail Facilities.
  - vii) These grant funding programs are extremely competitive. Partnership with LAFSD on joint applications, leveraging of local fund matching funds, and provision of scaled concept plans with solid cost estimates in an application may yield favorable results.
  - viii) The city should consider opportunities associated with new private developments, which might be conditioned to construct needed elements of the pedestrian and bicycle system.