LAFAYETTE

SETTLED 1848 — INCORPORATED 1968

Connecting Lafayette: Downtown Pathways and Schools Safety Project

Topper Lane Project Kick-Off Meeting October 26, 2023

Project Team

City Staff:

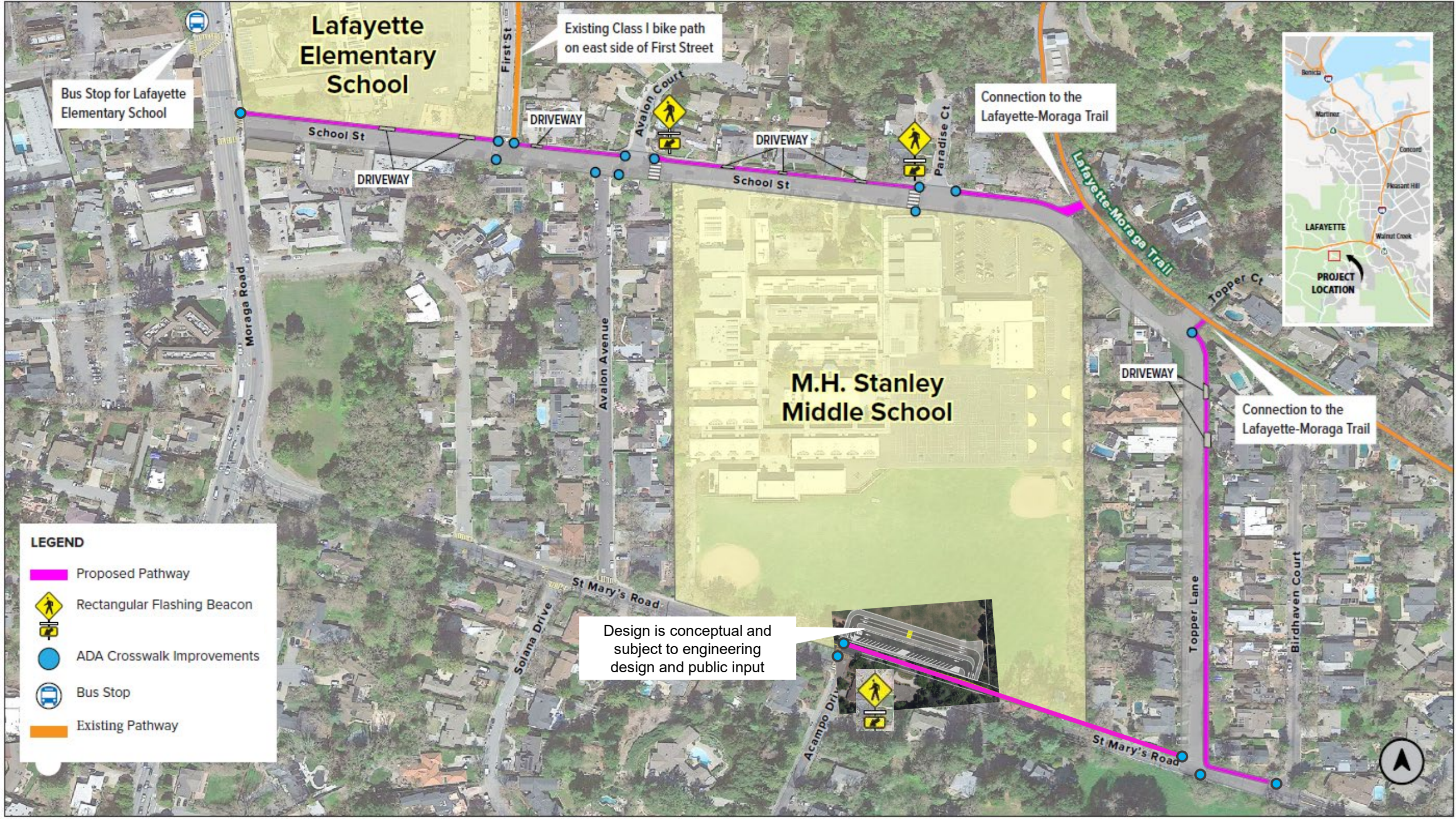
- Patrick Golier
- Matt Luttropp
- Mike Moran

Consultant Team:

- Nate Levine – Sandis Civil Engineers
- James Frank – Alta Planning and Design
- Jeff Knowles – Alta Planning and Design

Agenda

- Introductions
- Logistics
- Review project scope-of-work
- Present right-of-way results
- Present layout options
- Q&A
- One-on-one conversations with project team (time permitting)

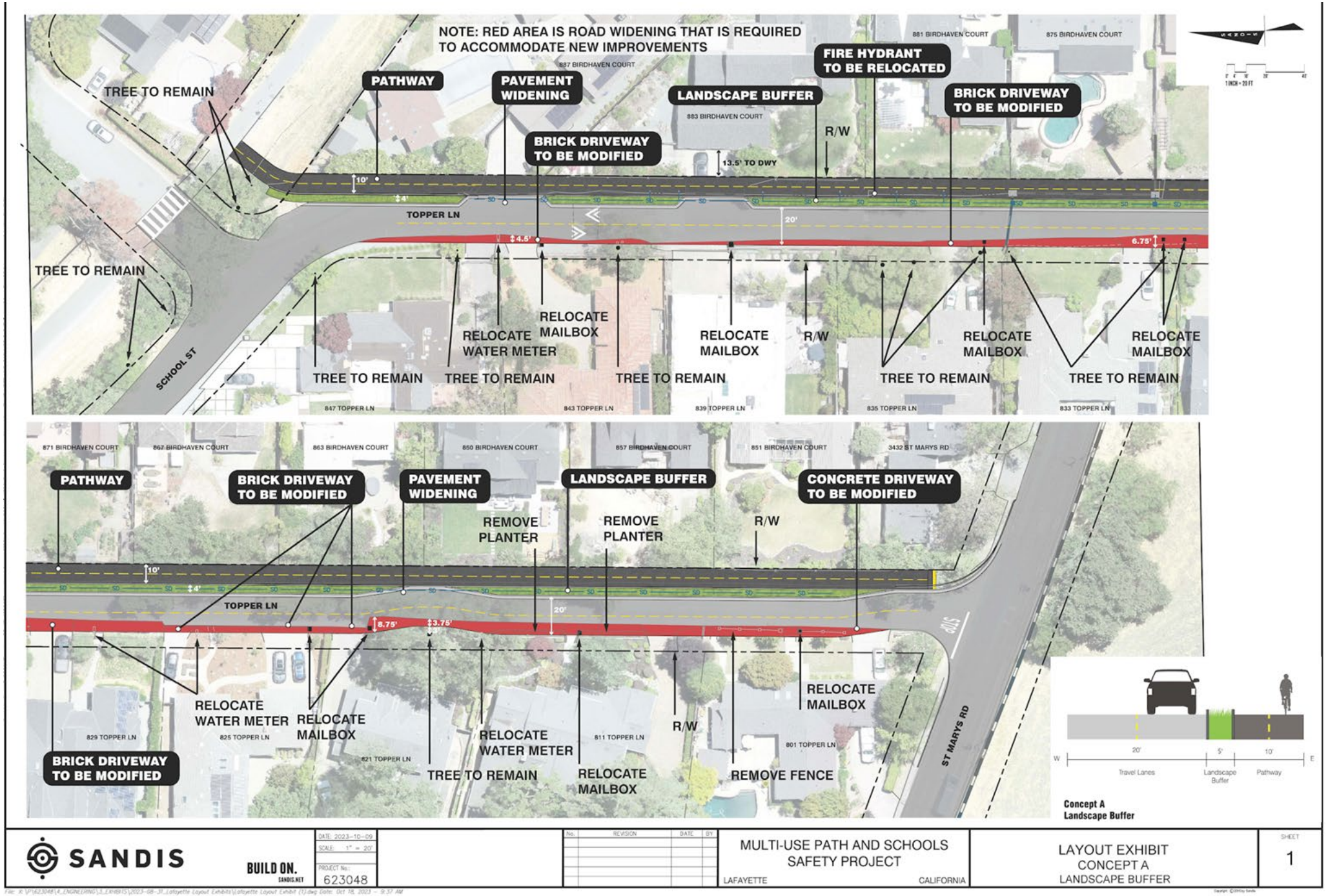

Lafayette Elementary School
Bus Stop for Lafayette Elementary School
Existing Class I bike path on east side of First Street
First St
School St
DRIVEWAY
DRIVEWAY
Avalon Court
DRIVEWAY
Paradise Ct
Connection to the Lafayette-Moraga Trail
Lafayette-Moraga Trail
Moraga Road
Avalon Avenue
M.H. Stanley Middle School
Topper Ct
DRIVEWAY
Connection to the Lafayette-Moraga Trail
St Mary's Road
Solana Drive
Acampo Dr
Topper Lane
Birdhaven Court
Design is conceptual and subject to engineering design and public input
Benicia
Martinez
Concord
Pleasant Hill
LAFAYETTE
Walnut Creek
PROJECT LOCATION
LEGEND
Proposed Pathway
Rectangular Flashing Beacon
ADA Crosswalk Improvements
Bus Stop
Existing Pathway

Project Goals

- Expand Lafayette's 'low-stress' pedestrian and bicycle network.
- Fill the gap between the Lafayette-Moraga Trail and the First Street pathway.
- Provide a safe, complete, and protected walking/biking connection between Downtown and the city's neighborhoods south of the project site.
- Improve safety for students, parents, and caregivers who are walking or biking to and from Stanley Middle School and Lafayette Elementary School.
- Address congestion related to school pick-up and drop-off adjacent to Stanley Middle School and Lafayette Elementary School.

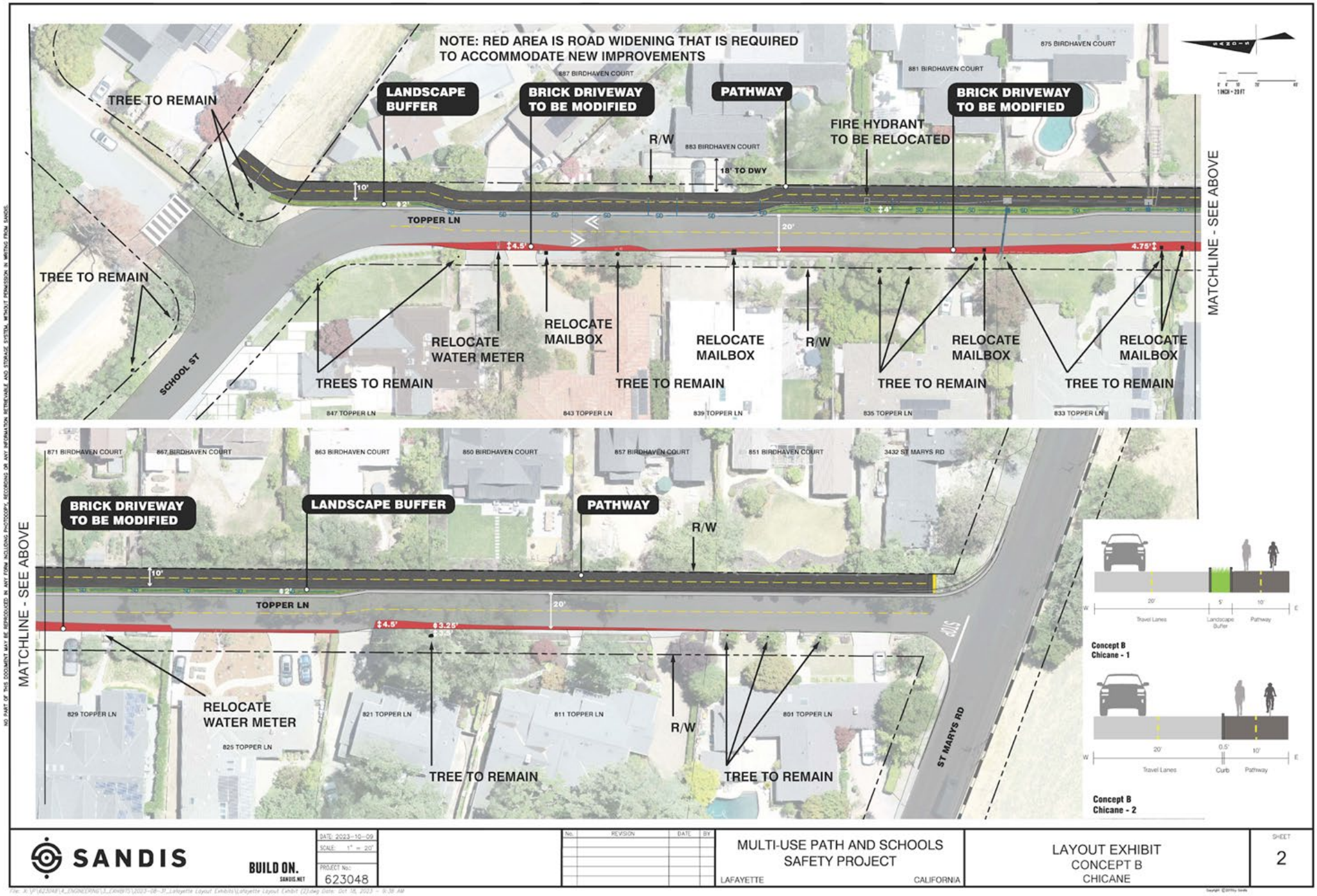
Concept A:

Landscape Buffer



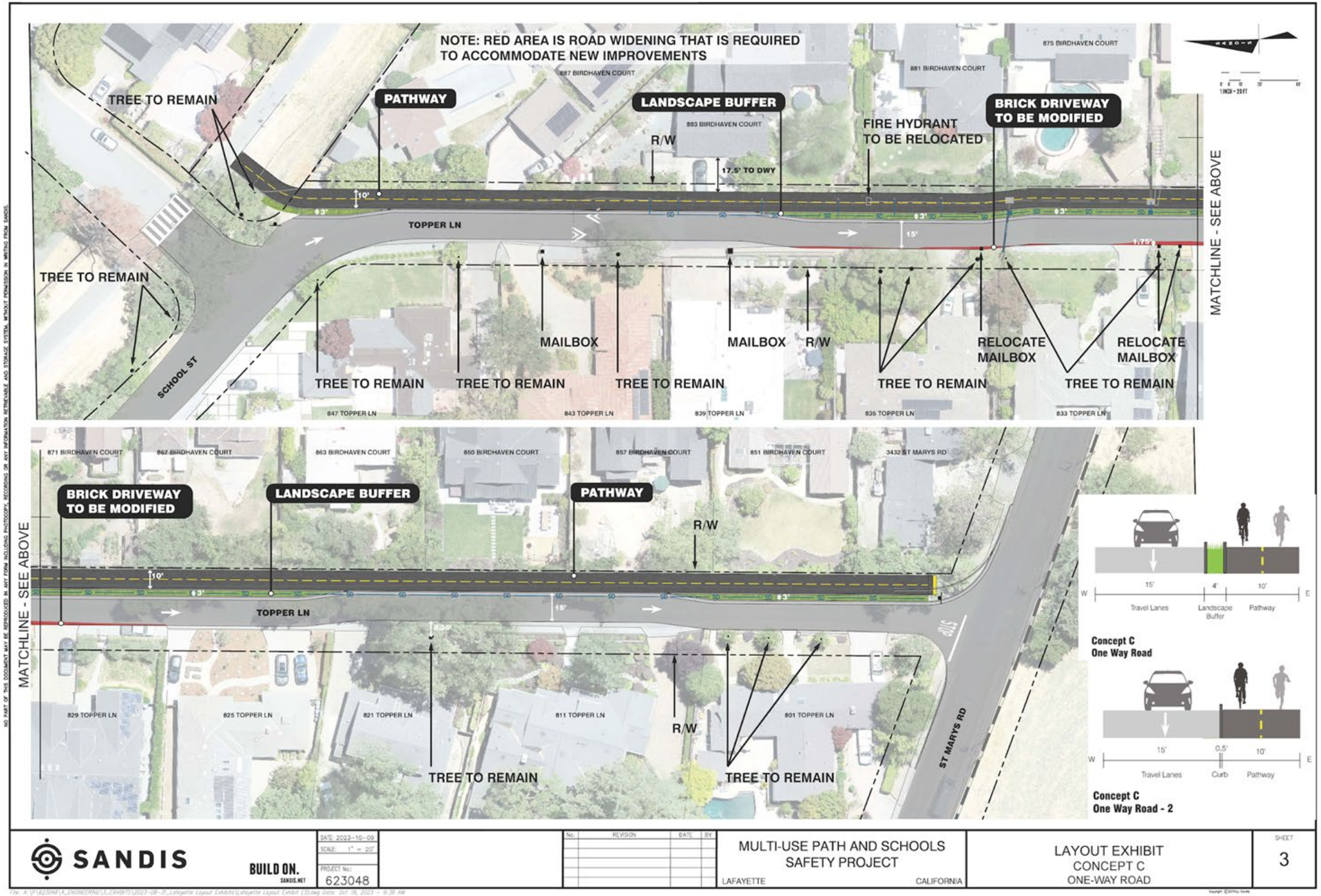
Concept B:

Chicane



Concept C:

One-Way Road



How does each option compare against each other?

👍👍👍 Positive Impacts

👍👍 Moderate Impacts

👍 Minimal Impacts

	Option A: Landscape Buffer	Option B: Chicane	Option C: One-Way
Minimizes Impact to Traffic Circulation	👍👍👍	👍👍👍	👍
Creates Additional Landscaping	👍👍👍	👍👍	👍
Improves access and comfort for vulnerable road users	👍👍👍	👍👍	👍👍
Minimizes private property impacts	👍	👍👍	👍👍👍
Potential trees removed	54	51	51
Potential residential frontage modification in square feet (sf)	3,600 sf	2,010 sf	235 sf
Potential residential driveway modification in City right-of-way in square feet (sf)	740 sf	470 sf	60 sf