

Connecting Lafayette: Downtown Pathways and Schools Safety Project

Open House #2
May 1, 2024



Meeting Purpose and Agenda



Purpose:

- ❖ What Have We Been Up To?
- ❖ Concept Design Iterations
- ❖ Next Steps
- ❖ How Can You Provide Input

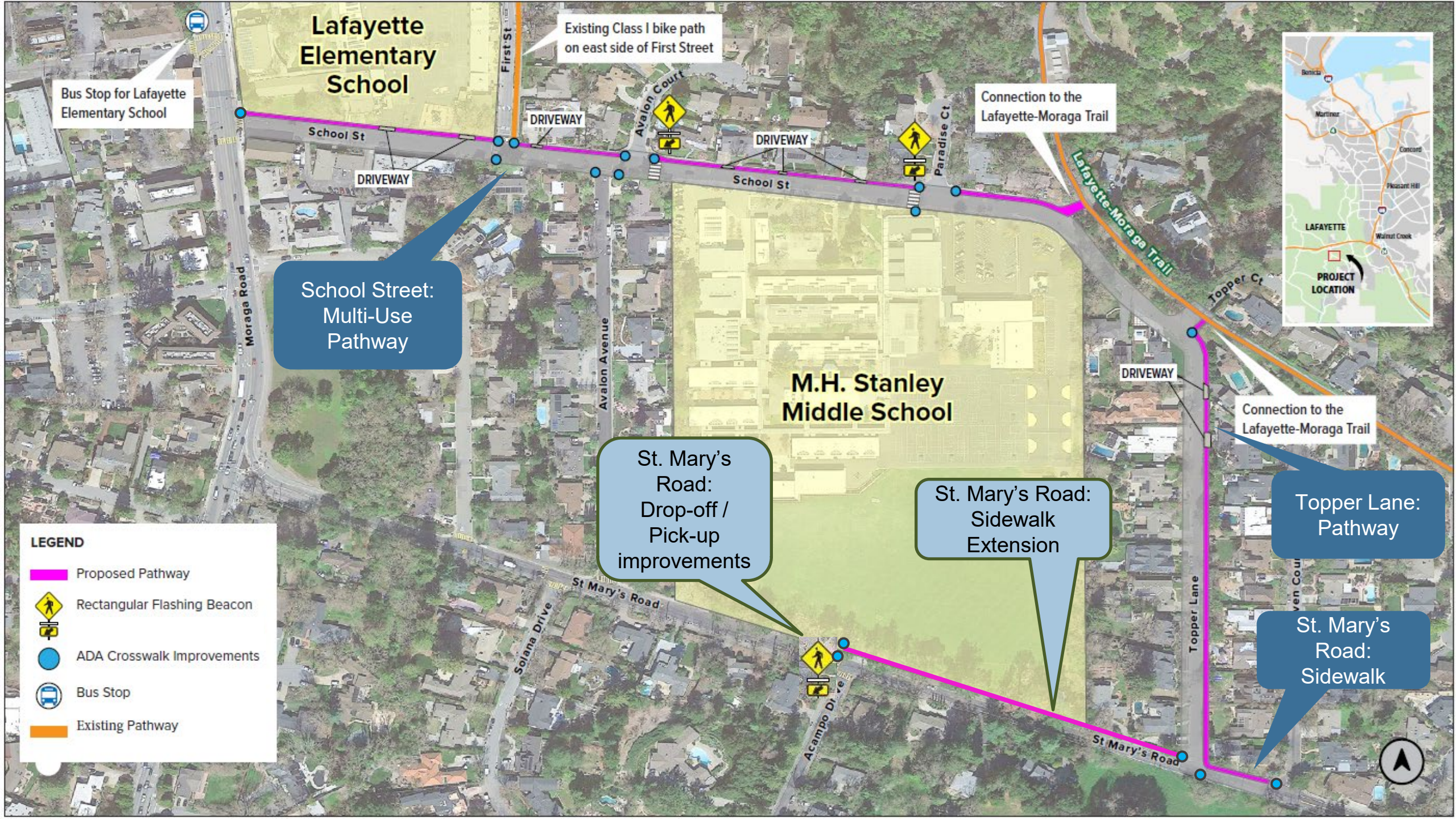


Agenda:

- ❖ Presentation
- ❖ Workshop
- ❖ Survey

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Project Overview

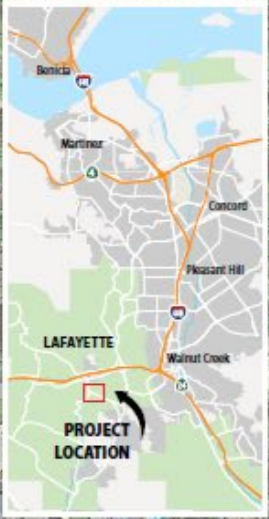


Lafayette Elementary School

Existing Class I bike path on east side of First Street

Bus Stop for Lafayette Elementary School

Connection to the Lafayette-Moraga Trail



School Street: Multi-Use Pathway

M.H. Stanley Middle School

Connection to the Lafayette-Moraga Trail

St. Mary's Road: Drop-off / Pick-up improvements

St. Mary's Road: Sidewalk Extension

Topper Lane: Pathway

St. Mary's Road: Sidewalk

LEGEND

- Proposed Pathway
- Rectangular Flashing Beacon
- ADA Crosswalk Improvements
- Bus Stop
- Existing Pathway





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.

Public Engagement

Who we met with:

- ❖ 13 total meetings with **over 200 stakeholders, neighbors, families**, including:
 - ❖ 2 public Open Houses/workshops
 - ❖ Meetings with homeowners, School District, other stakeholders
 - ❖ Site visits, walk-and-talks, and show and tells



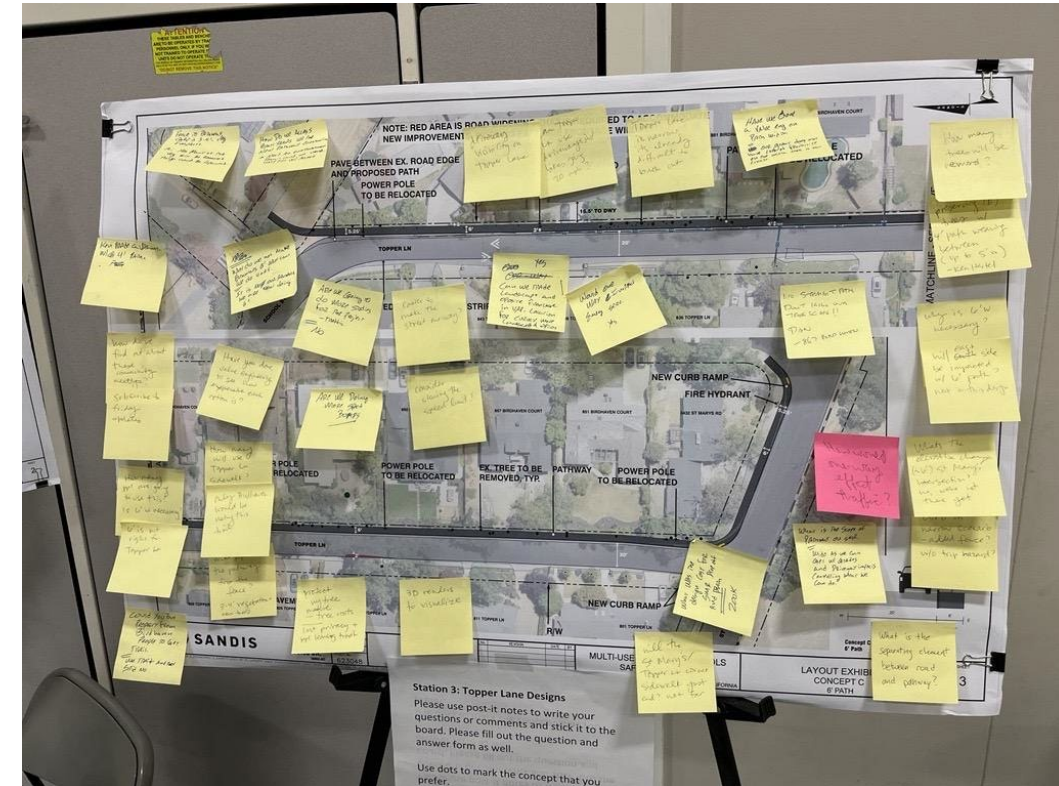
Public Engagement

What we heard:

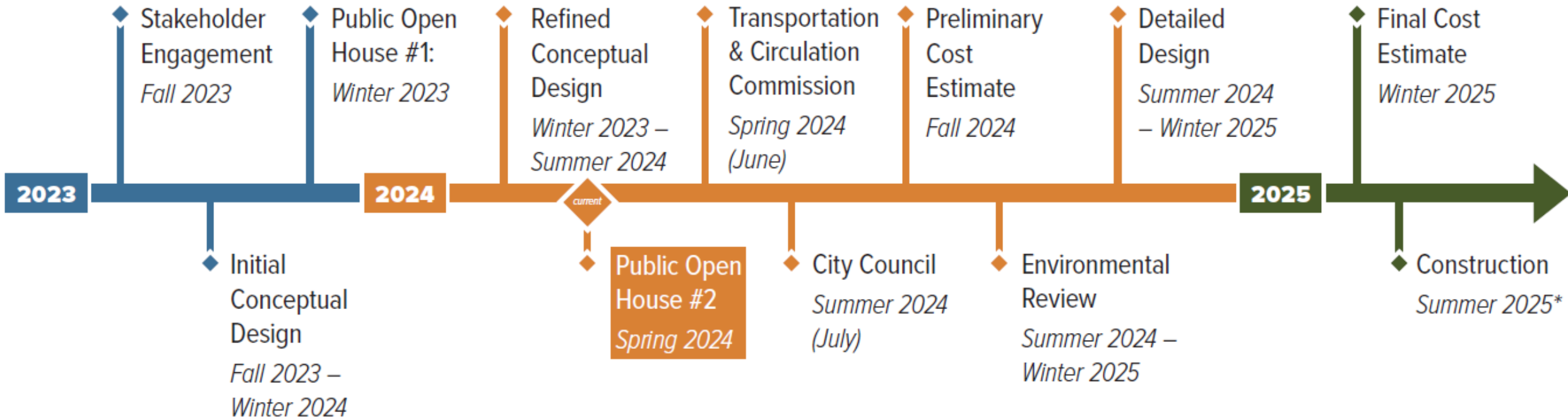
- ❖ Safe connections to downtown & Lamorinda Regional Trail in addition to better school access
- ❖ **School Street** - Safe, separated, and high-quality pathway. Maintain school loading, on-street parking and vehicle lanes
- ❖ **Topper Lane** - Agreement on the need for a separated (but narrower) pathway. Maintain character, street trees, and don't impede on private property
- ❖ **St. Mary's Road** – safer and more efficient load zone

What we changed:

- ❖ **School Street** includes Class I multi-use trail west to Moraga Road
- ❖ **Topper Lane** reduces pathway width from 10' to 6' to save street trees and make room for landscaping
- ❖ St. Mary's Road extensive data collection effort



Project Timeline*



*Subject to Change



Concept Design Iteration

School Street (Today) – Lamorinda Trail to First Street



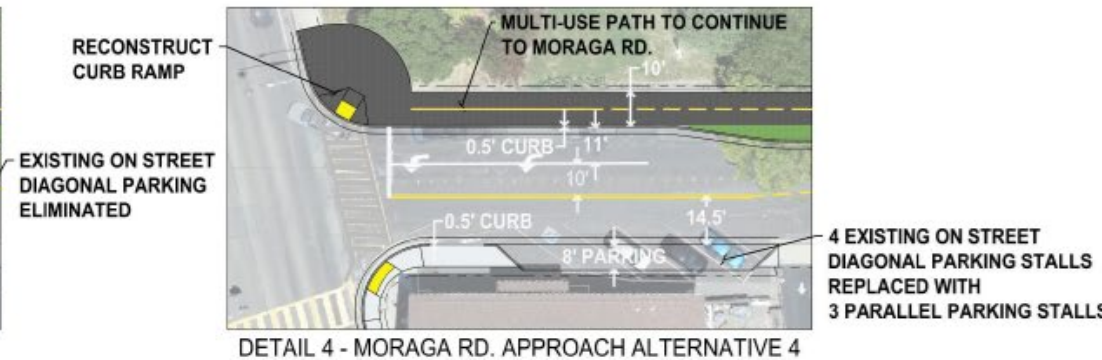
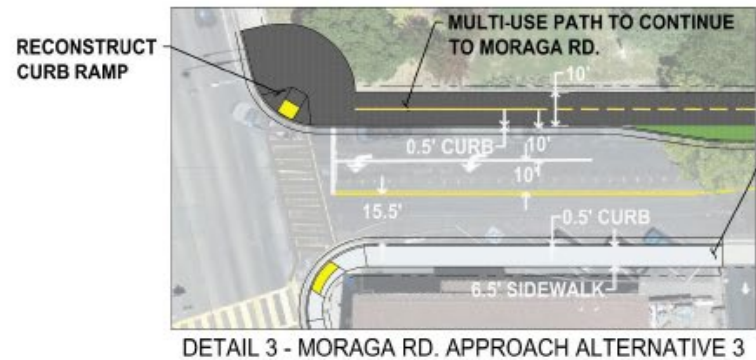
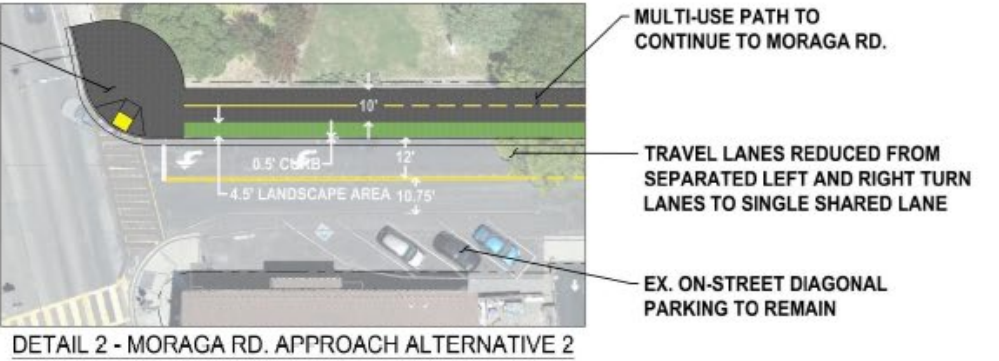
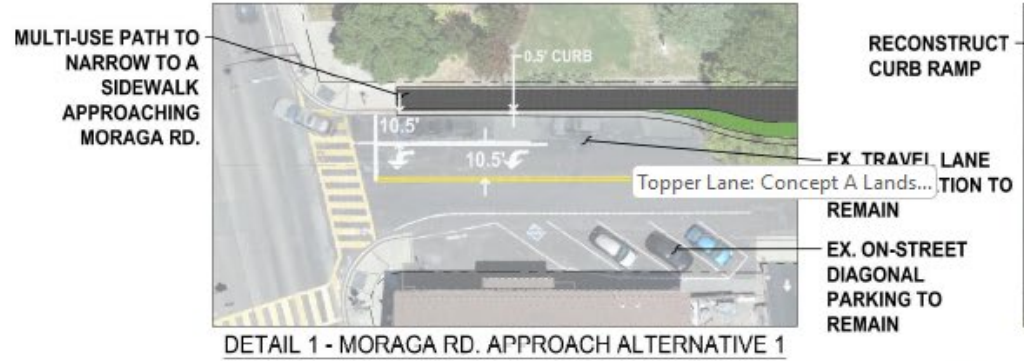
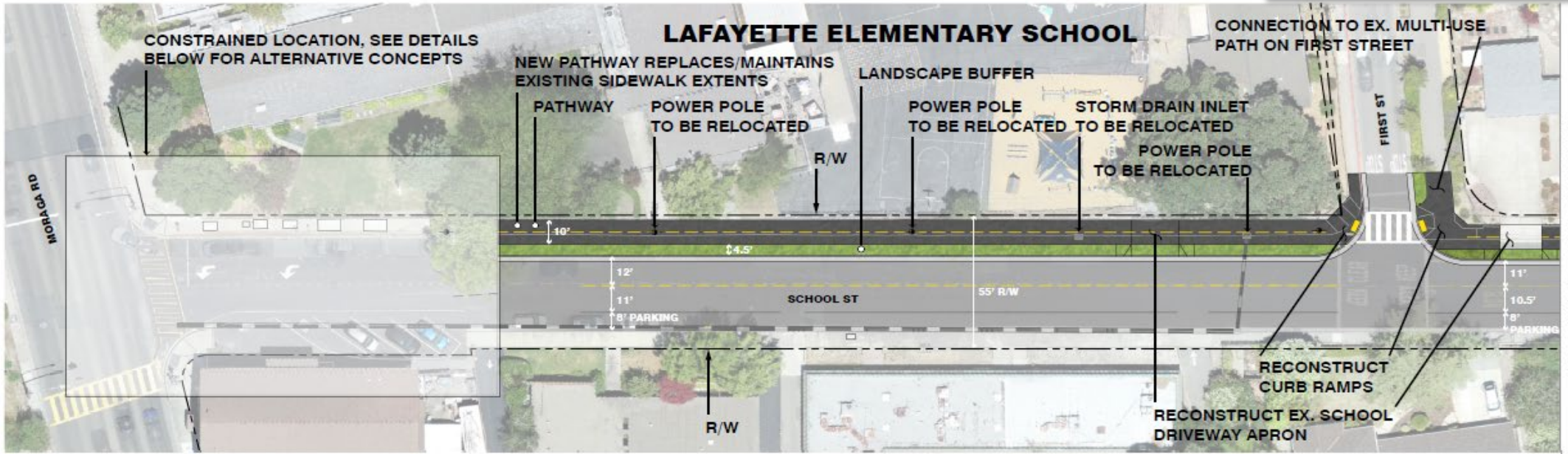
School Street (Today) – First Street to Moraga Road



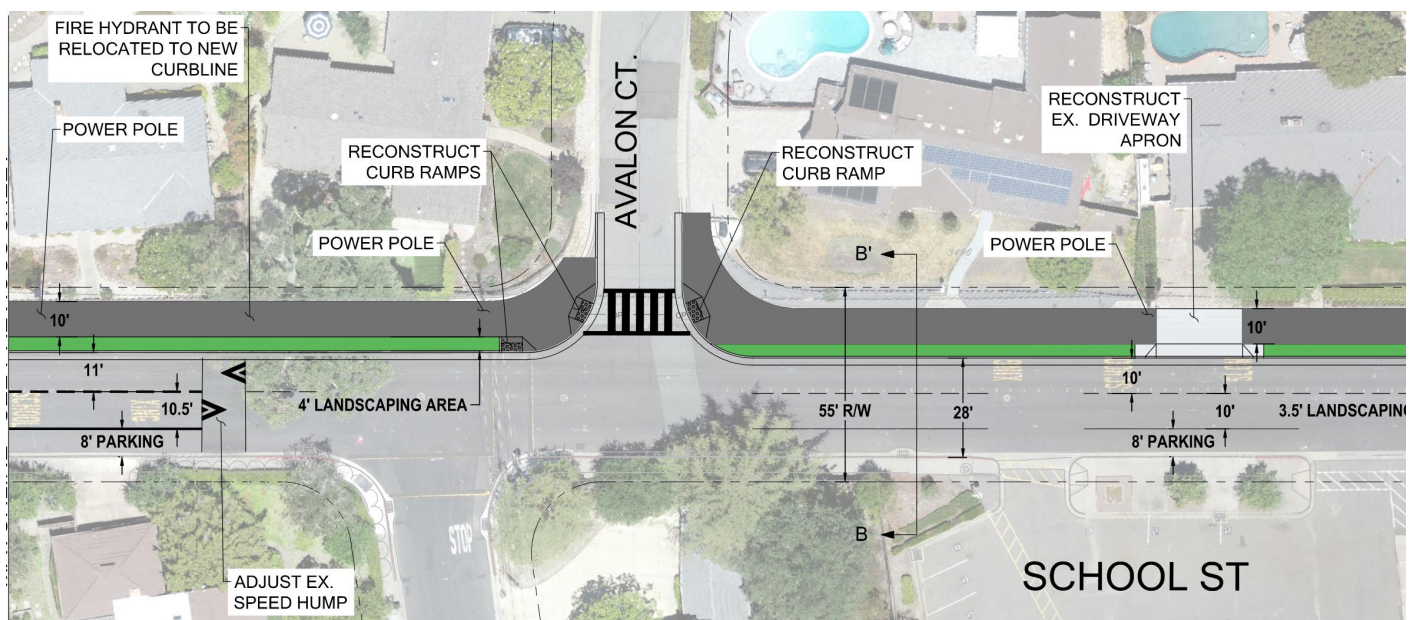
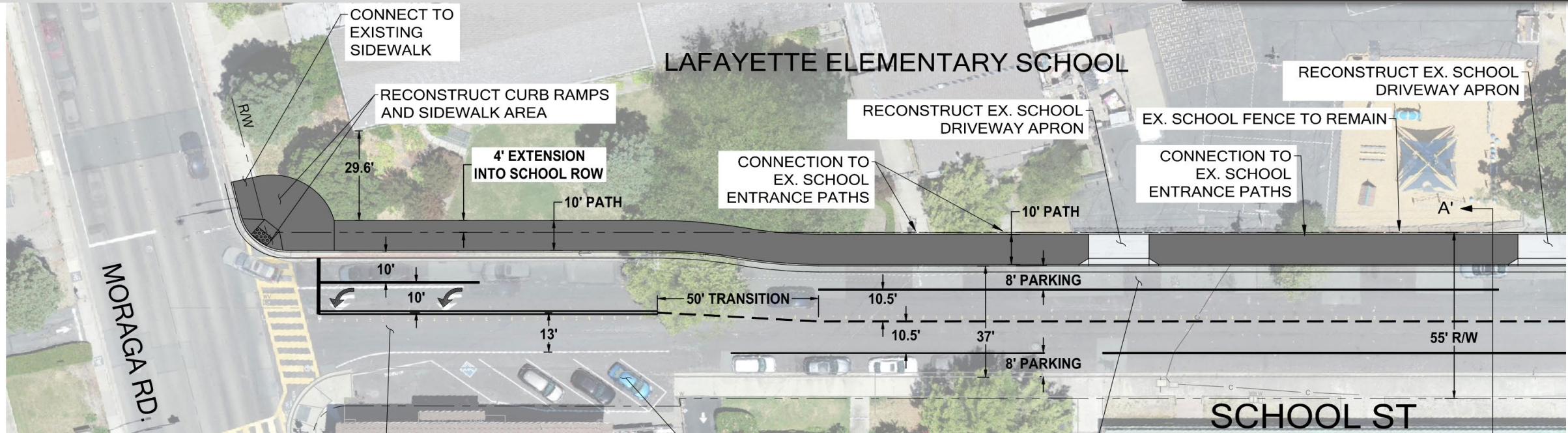
School Street (Today) – First Street to Moraga Road



School Street - How We Got Here



School Street – Where We Are



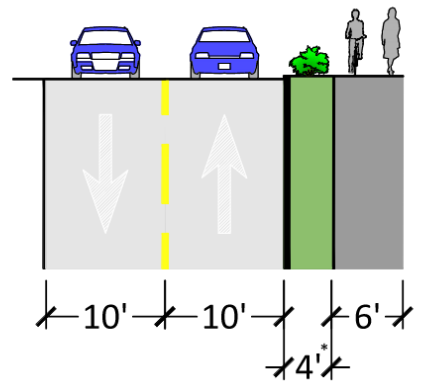
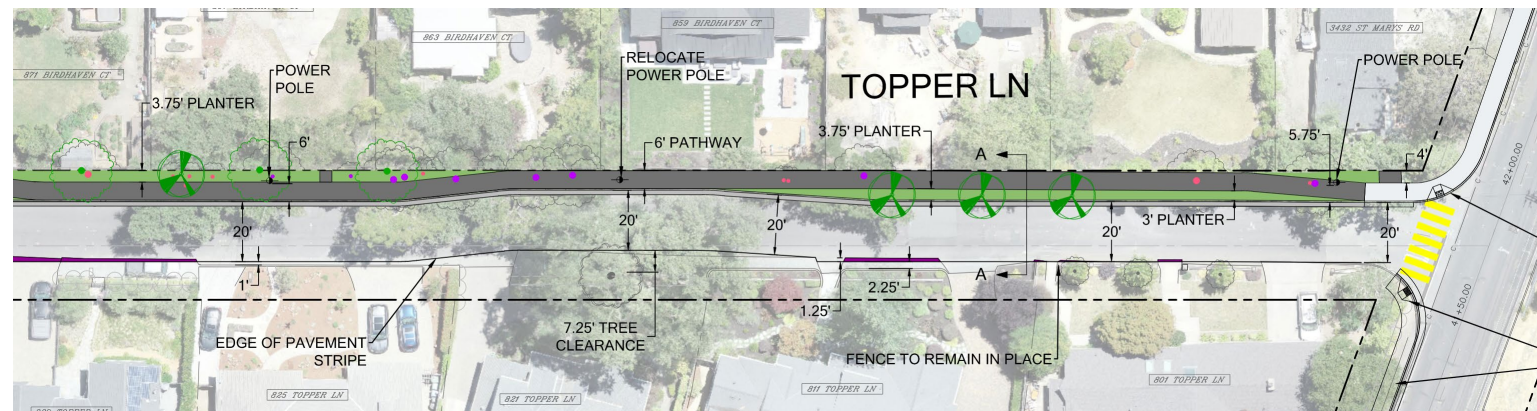
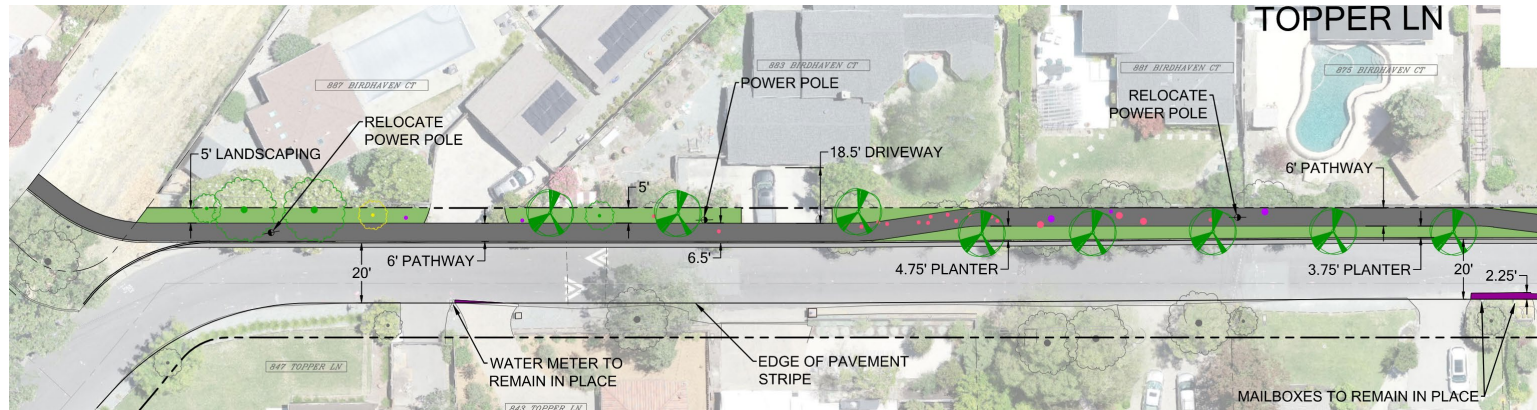
School Street – Lamorinda Trail to First Street Photo Simulation

School Street – Where We Are



Topper Lane (Today)



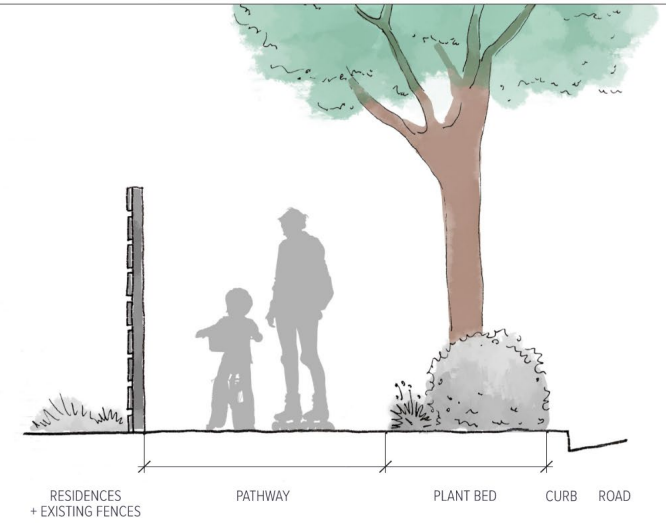


* INCLUDES 6" CURB

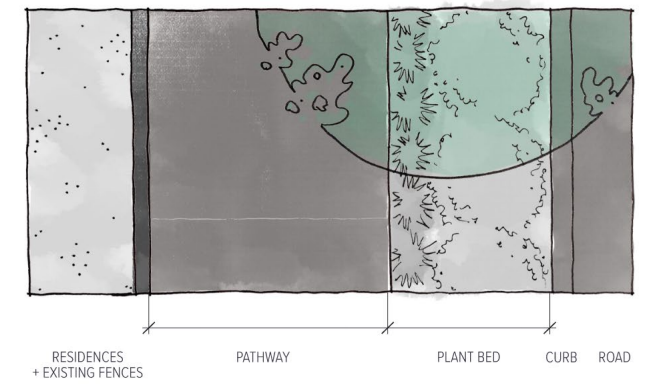
SECTION A-A

Topper Lane conceptual example

ELEVATION



PLAN



Topper Lane – South Facing Photo Simulation



St. Mary's Road



St. Mary's Road looking west towards Topper Lane



St. Mary's Road looking west towards existing drop-off area and Moraga Road



Existing End of Sidewalk

St. Mary's Road



St. Mary's Road looking East

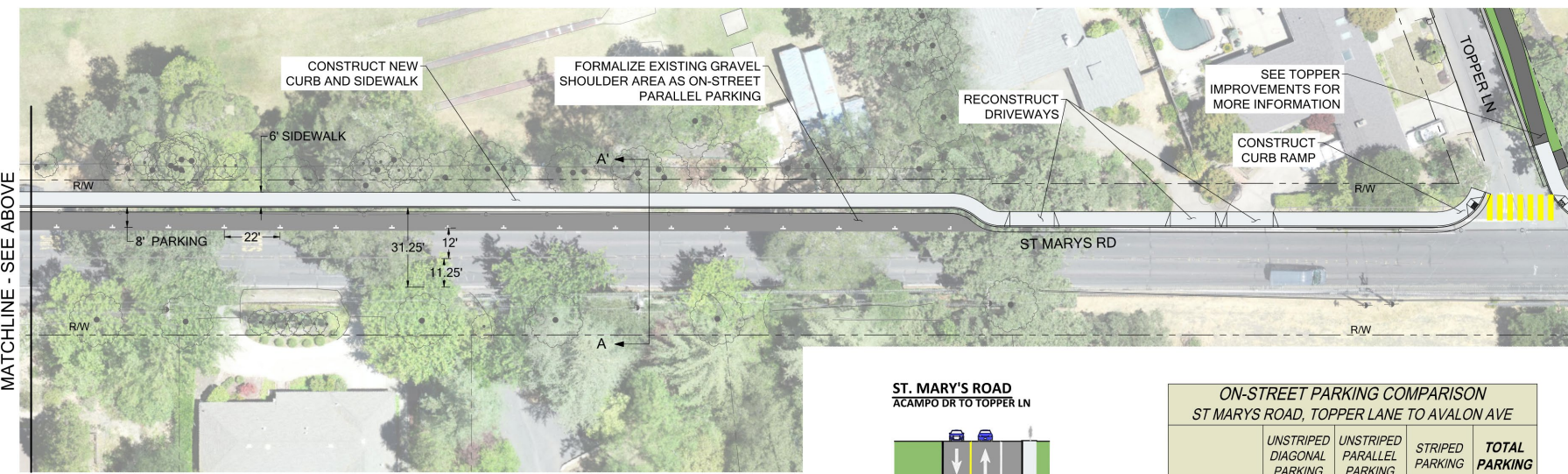
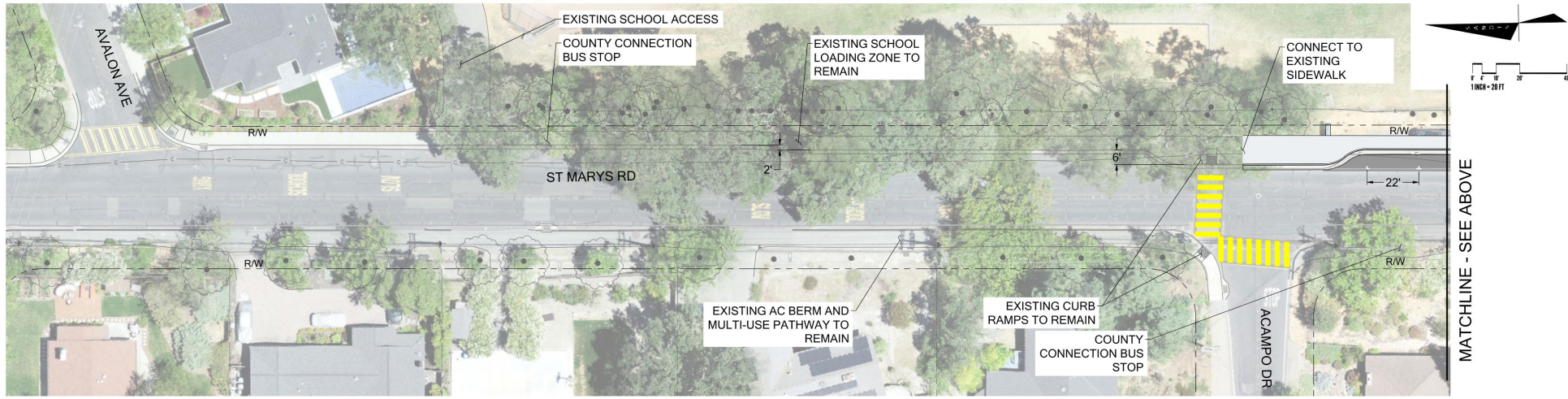


St. Mary's Road looking South towards Acampo Dr.



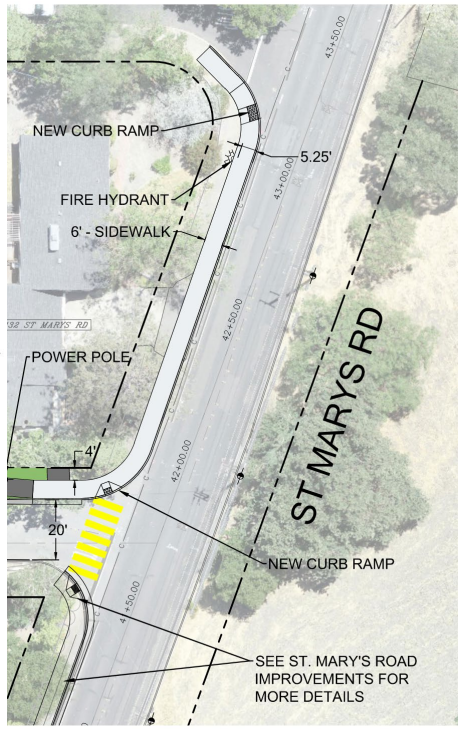
School Drop-Off along St. Mary's Road

St. Mary's Road Drop Off Layout

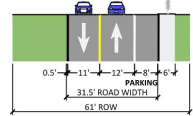


LEGEND

- CONCRETE SIDEWALK
- AC ROADWAY



ST. MARY'S ROAD
ACAMPO DR TO TOPPER LN



SECTION A-A'

	UNSTRIPED DIAGONAL PARKING	UNSTRIPED PARALLEL PARKING	STRIPED PARKING	TOTAL PARKING
EXISTING	30	6*	0	36
CONCEPT	0	6*	18	24

*UNSTRIPED PARALLEL PARKING INCLUDES EXISTING SCHOOL LOADING ZONE.

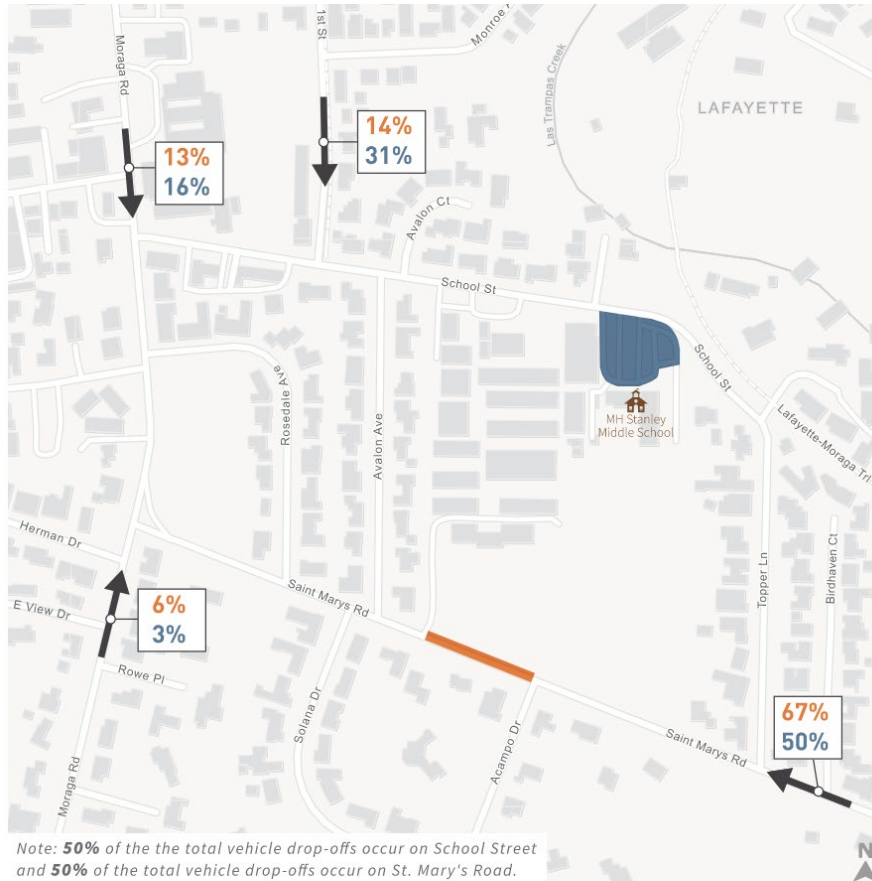
St. Mary's Road



Data Collected:

- 72-hours of weekday video collection from 3 locations along St. Mary's Road between Avalon and Topper Lane (February 6, 7, 8, 2024)
- Turn movement counts at St. Mary's Road/Acampo Drive intersection:
 - February 13, 2024 – 7-9am and 2-5pm
- Average Daily Vehicle Volume
- Origin-Destination Study
- Observations:
 - Drop-off: September 14, 2023
 - Pick-up: March 8, 2024

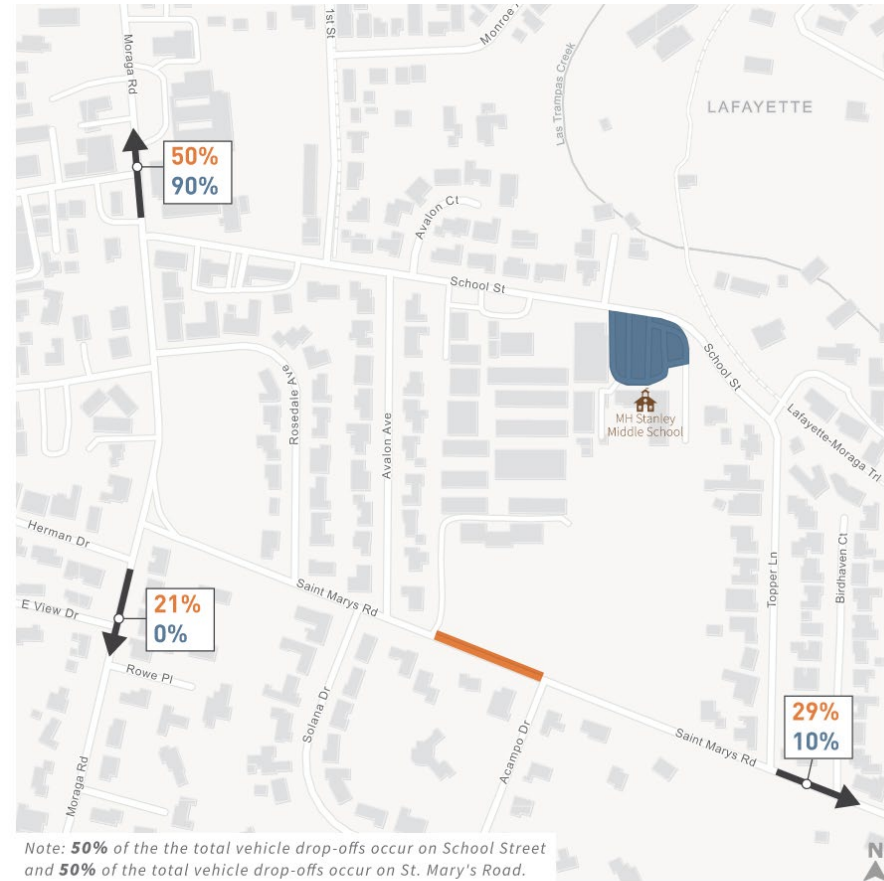
St. Mary's Road Drop-Offs – Origin/Destination



■ St. Mary's Drop-off Zone
■ School Street Drop-off Zone
X% St. Mary's Drop-off Zone (X%)
Y% School Street Drop-off Zone (Y%)

Figure 3

Origins for St. Mary's Road and School Street Drop-Offs



■ St. Mary's Drop-off Zone
■ School Street Drop-off Zone
X% St. Mary's Drop-off Zone (X%)
Y% School Street Drop-off Zone (Y%)

Figure 1

Destinations for St. Mary's Road and School Street Drop-Offs



St. Mary's Road – Data Collection

Summary

- Short drop-off / pick-up peaks.
- Traffic is very rarely at a full-stop along St. Mary's Road, but instead travels very slowly.
- The westbound queues can reach Topper Lane, but for a short period of time.
- The bottle neck at Acampo intersection due to the pedestrian crossing and turning vehicles
- Bottle neck creates gaps in traffic downstream from the intersection.
- The existing curb is not used efficiently.
- Few u-turning vehicles were observed in each of the peak periods
- The Lamorinda and County Connection buses seem to operate at or near capacity.
- The eastbound CC bus seems to block EB traffic when loading, which can take several minutes.
- Some loading activity takes place along Acampo Drive
- Pedestrian crossings are driven by students who are heading to the EB CC Route 626 bus and students whose parents have parked on Acampo Drive for pick-up

Break Out Session



Q&A

- ❖ Brief (5-15 Minutes) Group Q&A
- ❖ Self Guided Tour of Boards
- ❖ Please Talk with Staff
- ❖ Ask Questions!



Online Survey

- ❖ Please take the Online Survey:
- ❖ <https://www.surveymonkey.com/r/connectinglafayette>
- ❖ Will be Live until 5/24



SCAN ME
FOR SURVEY