



# Connecting Lafayette: Downtown Pathways and Schools Safety Project



Transportation & Circulation Commission

June 17, 2024



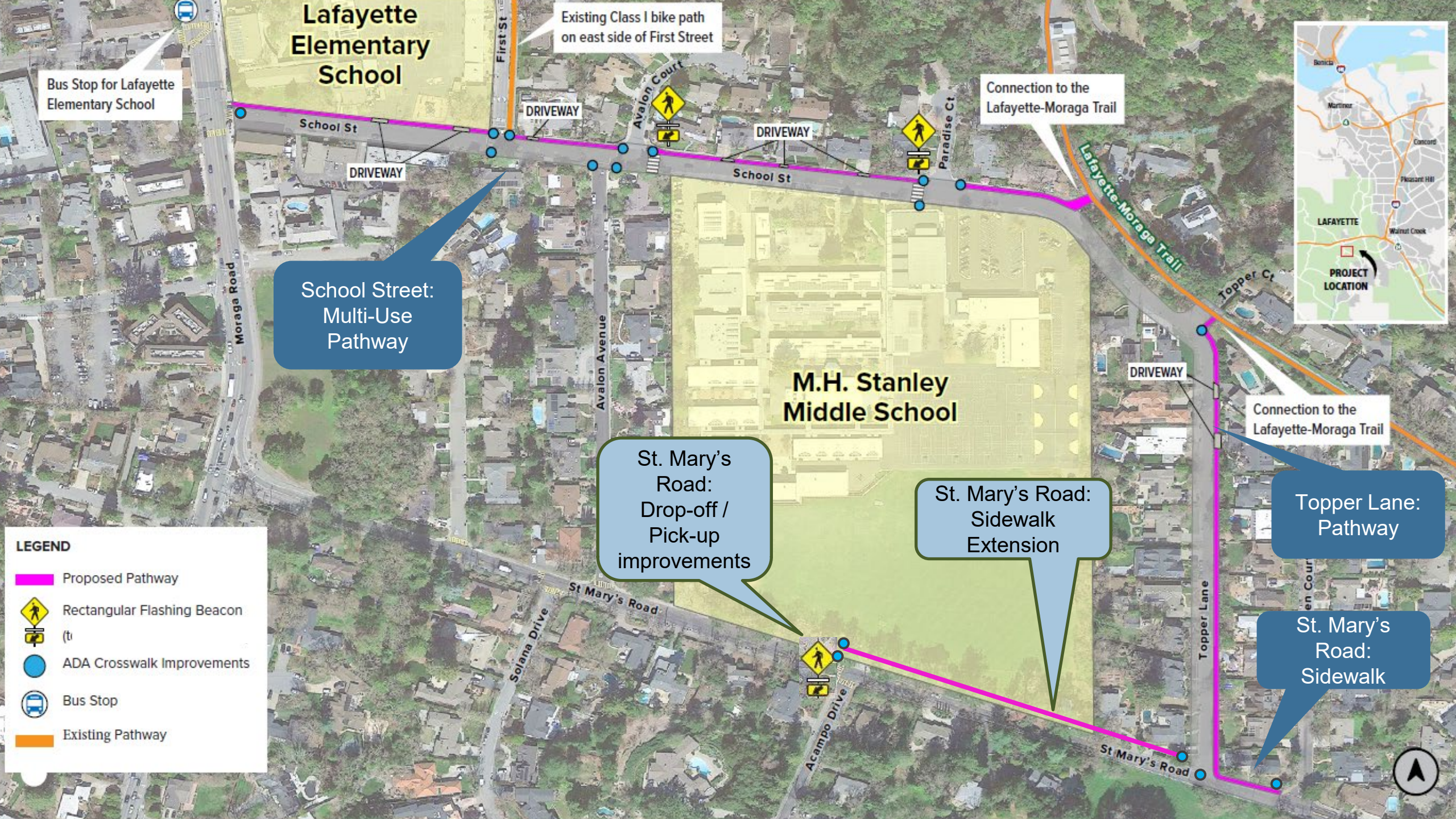
# Meeting Purpose

## Recommendations

-  ❖ Forward the proposed conceptual design plans to City Council for School Street, Topper Lane and St. Mary's Road (Topper Lane to Birdhaven Court), recommending that Council authorize staff to initiate the environmental clearance and detailed design phases for the Connecting Lafayette Project: Downtown Pathways and Schools Safety Project, specifically endorsing the general alignment and proposed pathway widths.
-  ❖ Forward the proposed conceptual design plans to City Council for an expansion of the sidewalk with additional curb space along the north side of St. Mary's Road between Topper Lane and Acampo Drive, recommending Council authorize staff to initiate the environmental clearance and detailed design phases.

The slide features a dark green background with several abstract, organic shapes in a lighter shade of green. These shapes are filled with a pattern of small white dots, creating a textured, stippled effect. The shapes are scattered across the top and bottom of the slide, framing the central text.

# **Project Overview**



School Street:  
Multi-Use  
Pathway


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.

**RAPID IMPLEMENTATION SCHOOL SAFETY PLANS**  
 Stanley Middle School and Lafayette Elementary School



April 1, 2022



**Berkeley SafeTREC**  
 SAFETRANSPORTATION RESEARCH AND EDUCATION CENTER

**PS20022**

**CITY OF LAFAYETTE**  
**COMPLETE STREETS SAFETY ASSESSMENT**  
 Issues, Opportunities, and Suggested Strategies



Assessment Team

**Afsaneh Yavari, T.E.**  
**John Ciccarelli**

November 2020

This report was produced in cooperation with the City of Lafayette. Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. Opinions, findings, and conclusions are those of the authors and not necessarily those of the University of California and/or the agencies supporting or contributing to this report.

City of Lafayette  
**Downtown Congestion Reduction Plan**  
 Final Report

Final | March 20, 2018

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 243381

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**Safe Routes to School Summary Report**  
 Lafayette School and Springhill School  
 Lafayette, CA

November 2013



# Grant Funding

## ❖ \$3,850,000 in Federal Grant Funding

- ❖ Community Project Funding/Congressionally Directed Spending (Federal Earmark): \$3,100,000
- ❖ OBAG-3: \$750,000

## ❖ Federal Earmark

- ❖ Created from Infrastructure Investment and Jobs Act
- ❖ Supports specific community projects
- ❖ Formal requests for funding through Congressional Representative

## ❖ OBAG

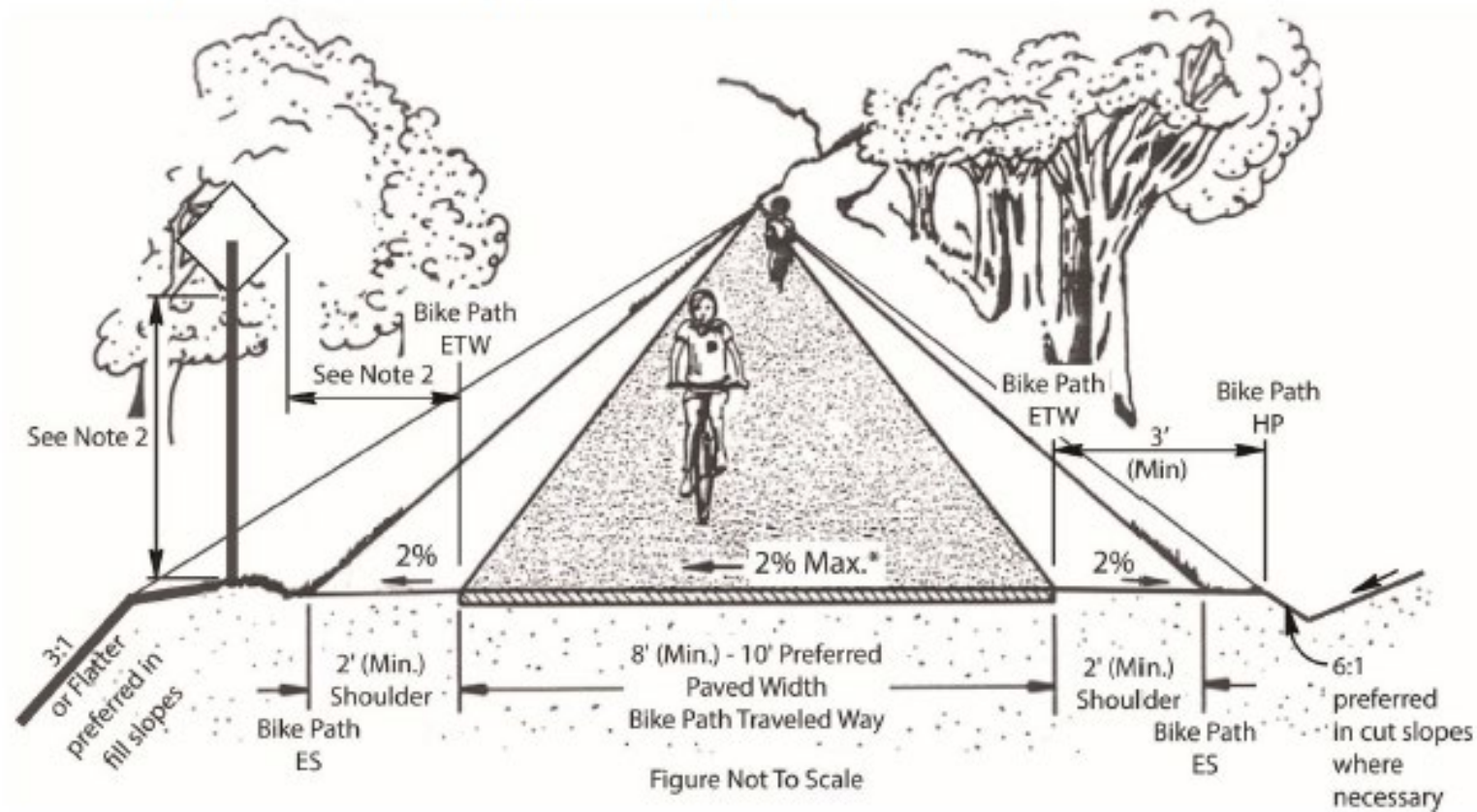
- ❖ Funding from FHWA to projects and programs that improve safety, spur economic development, and help the Bay Area meet air quality improvement goals
- ❖ Promotes transportation investments in Priority Development Areas (PDAs)
- ❖ Eligible projects – bike/ped safety, local road repair, SR2S programs, land conservation efforts



# Multi-Use Pathway Design Standards

Figure 1003.1A

Two-Way Class I Bikeway (Bike Path)



# Preliminary Engineering Phase



**Technical Survey**



**Data Collection**

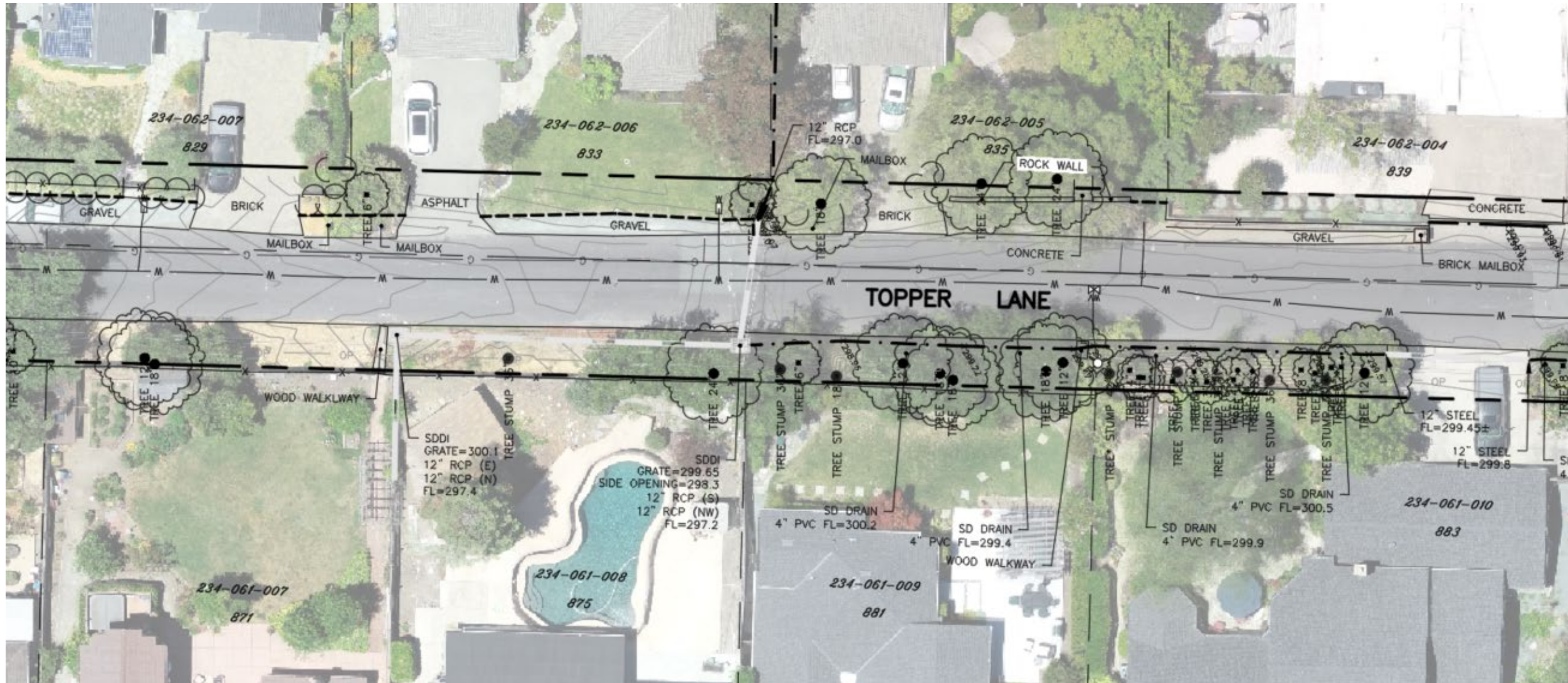


**Public Engagement**



**Conceptual Design**

# Technical Survey



# Data Collection

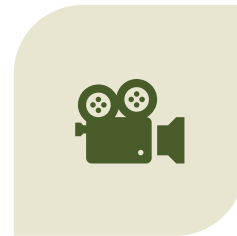
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**SPEED  
SURVEYS**



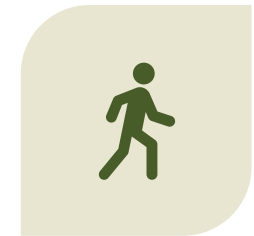
**TRAFFIC  
COUNTS**



**VIDEO  
FOOTAGE**



**ORIGIN-  
DESTINATION  
STUDY**



**TURN  
MOVEMENT  
COUNTS**

# Public Engagement

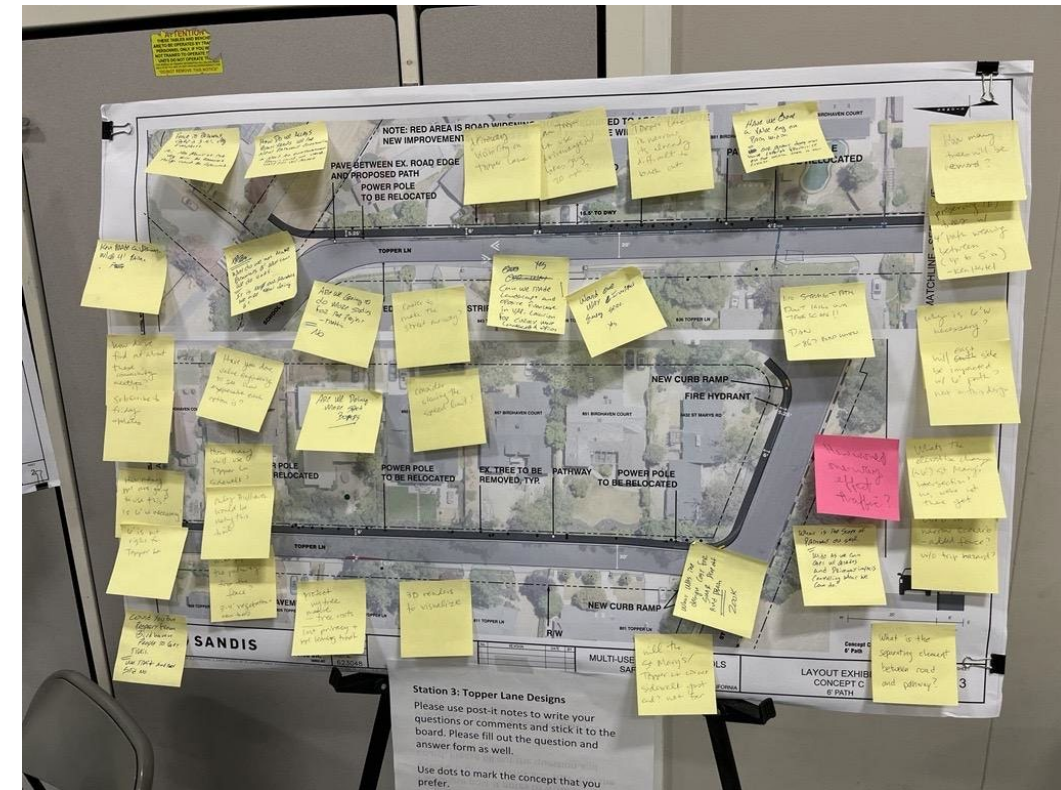
- ❖ 18 total meetings with **over 225 stakeholders, neighbors, families**, including:
  - ❖ 3 public Open Houses/workshops
  - ❖ Meetings with homeowners, School District, other stakeholders
  - ❖ Site visits, walk-and-talks, and show and tells
- ❖ Online Survey – **315 responses**



# Public Engagement

## What we heard:

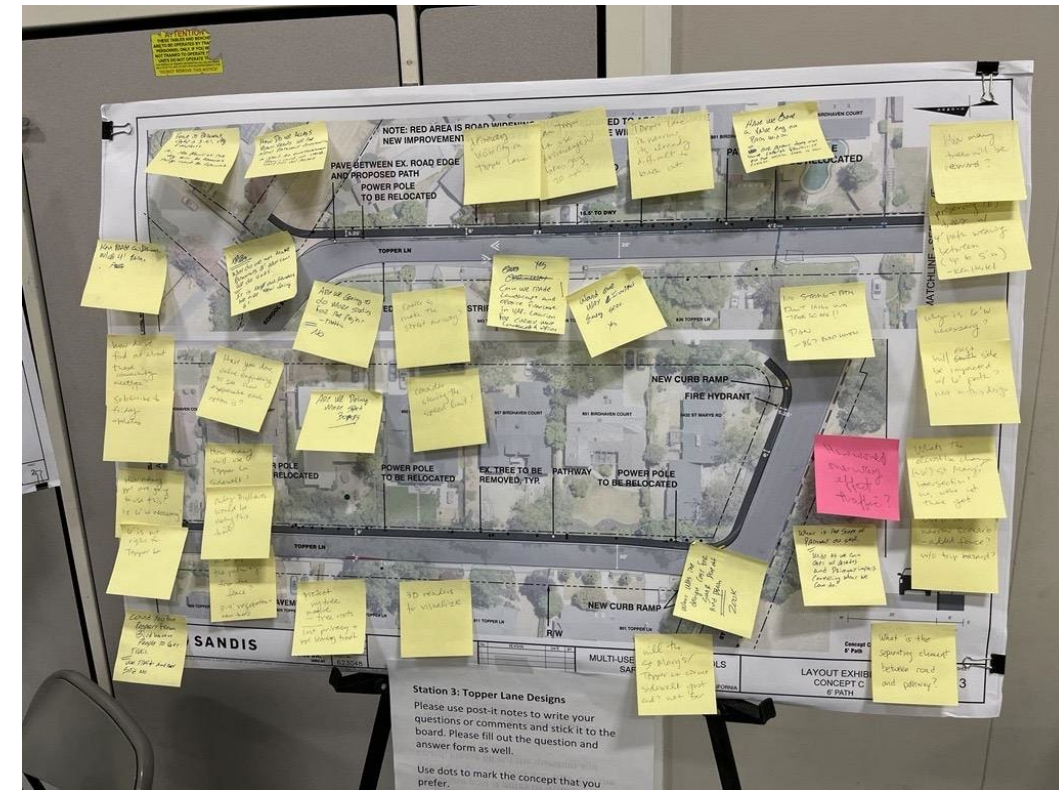
- ❖ Safe connections to downtown & Lamorinda Regional Trail in addition to better school access
- ❖ **School Street** - Safe, separated, and high-quality pathway. Maintain school loading, on-street parking and vehicle lanes
- ❖ **Topper Lane** - Agreement on the need for a separated (but narrower) pathway.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



# Public Engagement

## What we changed:

- ❖ **School Street** includes 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, minimize impacts to private improvements in public ROW
- ❖ **St. Mary's Road** extensive data collection effort





# **Concept Design: School Street**



# School Street (Today) – Lamorinda Trail to First Street



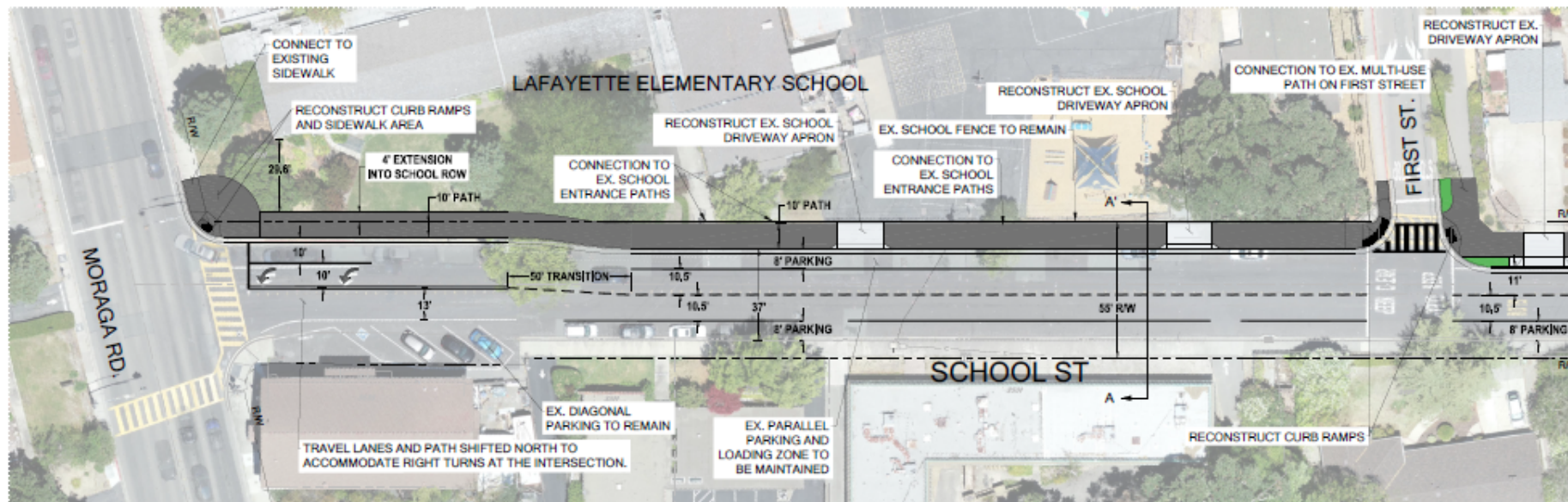
# School Street (Today) – First Street to Moraga Road



# School Street (Today) – First Street to Moraga Road

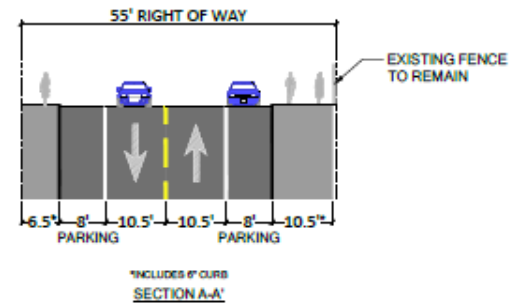


School Street Layout Exhibit



LEGEND

- PAVEMENT
- LANDSCAPING
- RECONSTRUCT DRIVEWAY



BUILD ON.

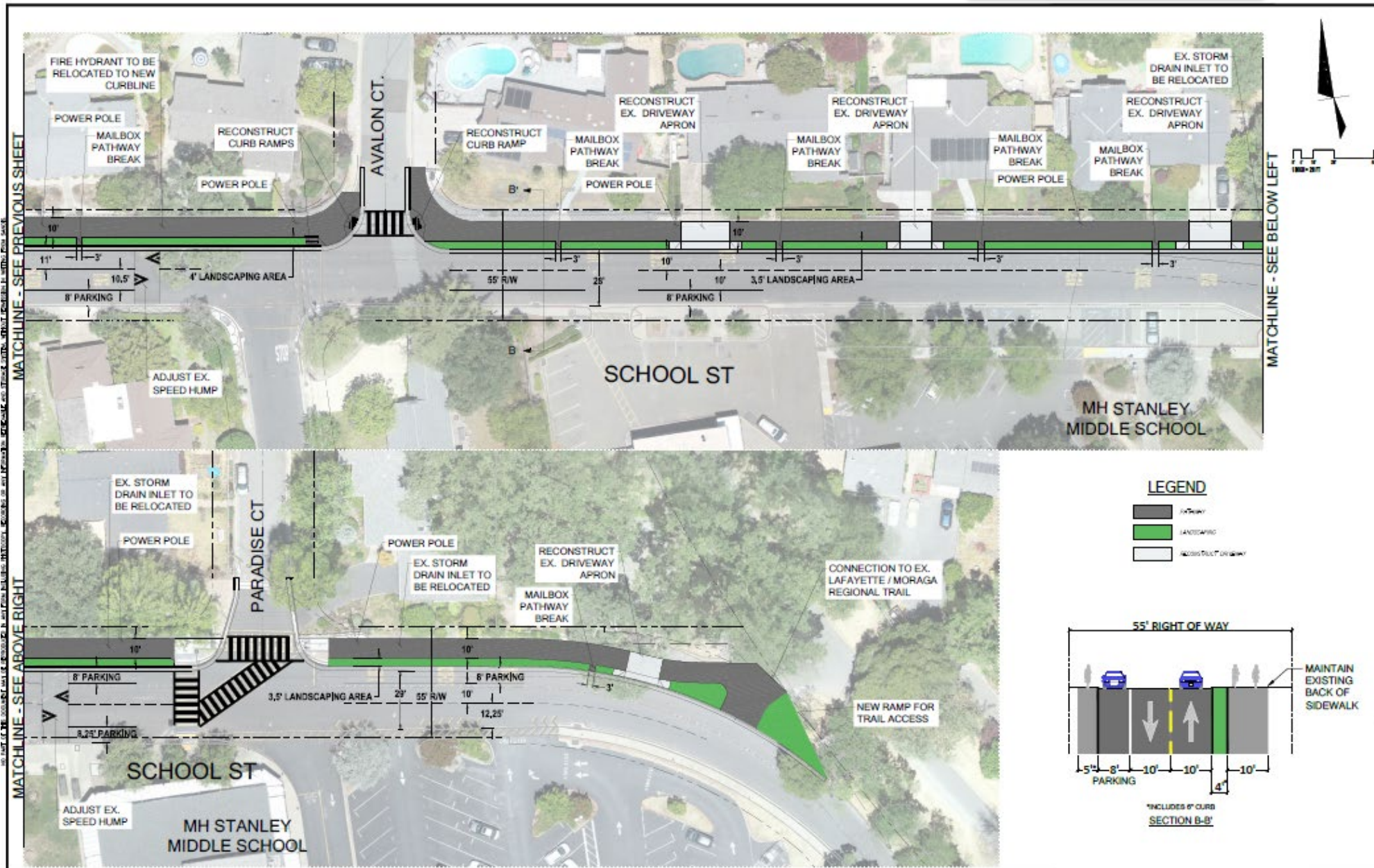
DATE	2024-06-24
SCALE	1" = 30'
PROJECT NO.	623048

NO.	REVISION	DATE	BY

MULTI-USE PATH AND SCHOOLS SAFETY PROJECT  
LAFAYETTE CALIFORNIA

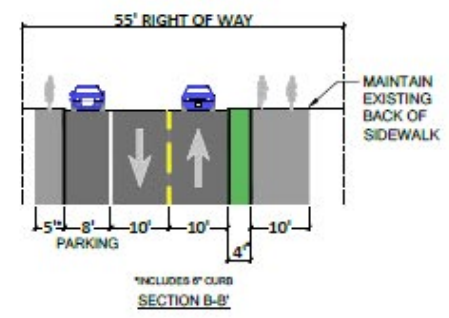
LAYOUT EXHIBIT  
SCHOOL STREET  
PREFERRED ALTERNATIVE

School Street Layout Exhibit



LEGEND

- EXISTING DRIVEWAY
- LANDSCAPING
- RECONSTRUCT DRIVEWAY



BUILD ON. SMART

DATE: 2024-07-24  
 SCALE: 1" = 20'  
 SHEET NO.: 623048

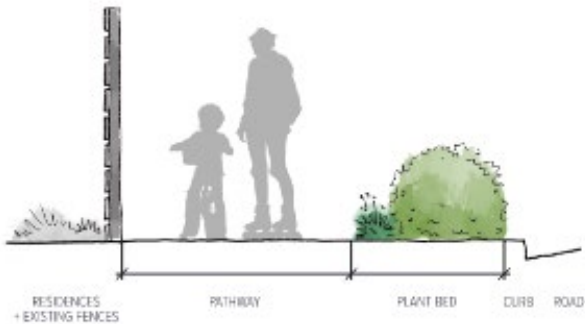
NO.	REVISION	DATE	BY

MULTI-USE PATH AND SCHOOLS SAFETY PROJECT  
 LAFAYETTE CALIFORNIA

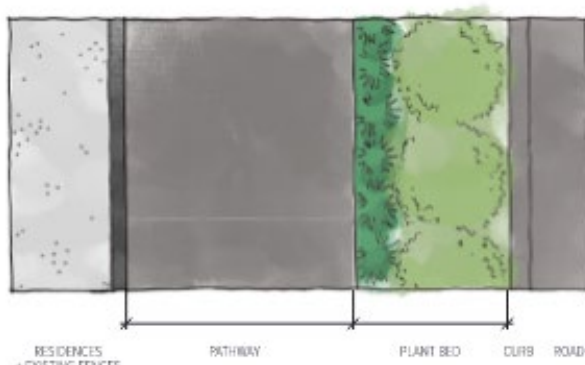
LAYOUT EXHIBIT SCHOOL STREET

# School Street conceptual example

## ELEVATION



## PLAN

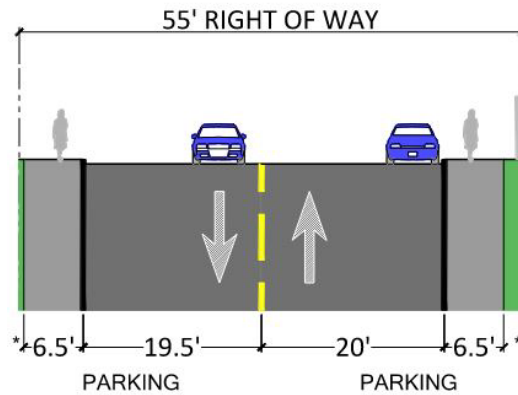


NOTE: EXAMPLE ELEVATION/PLAN SHOWN. ACTUAL LAYOUT TO VARY BY LOCATION. SEE CONCEPT BOARDS FOR FURTHER DETAILS.

# School Street Cross Section

Between Moraga Rd & First St

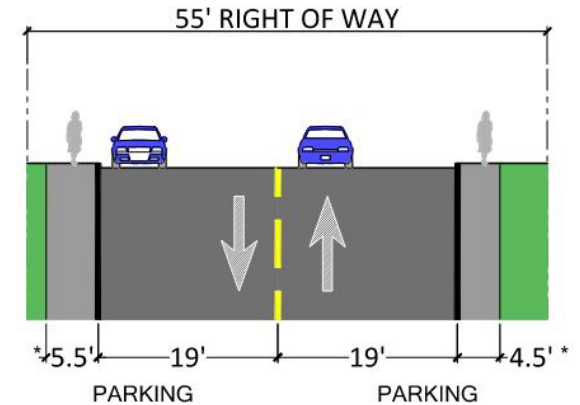
## Existing



\*INCLUDES 6" CURB

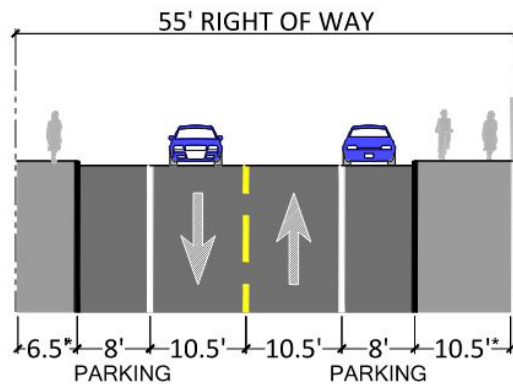
Between First St & Lafayette  
Moraga Regional Trail

## Existing



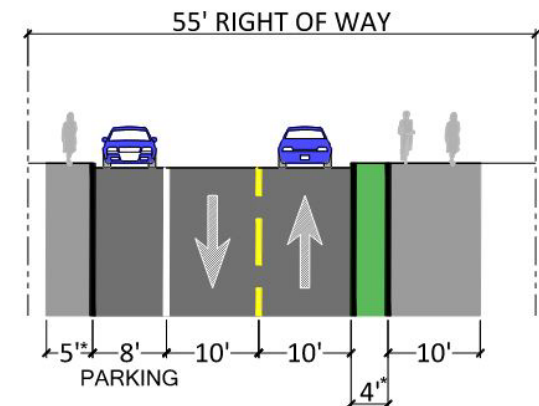
\*INCLUDES 6" CURB

## Proposed



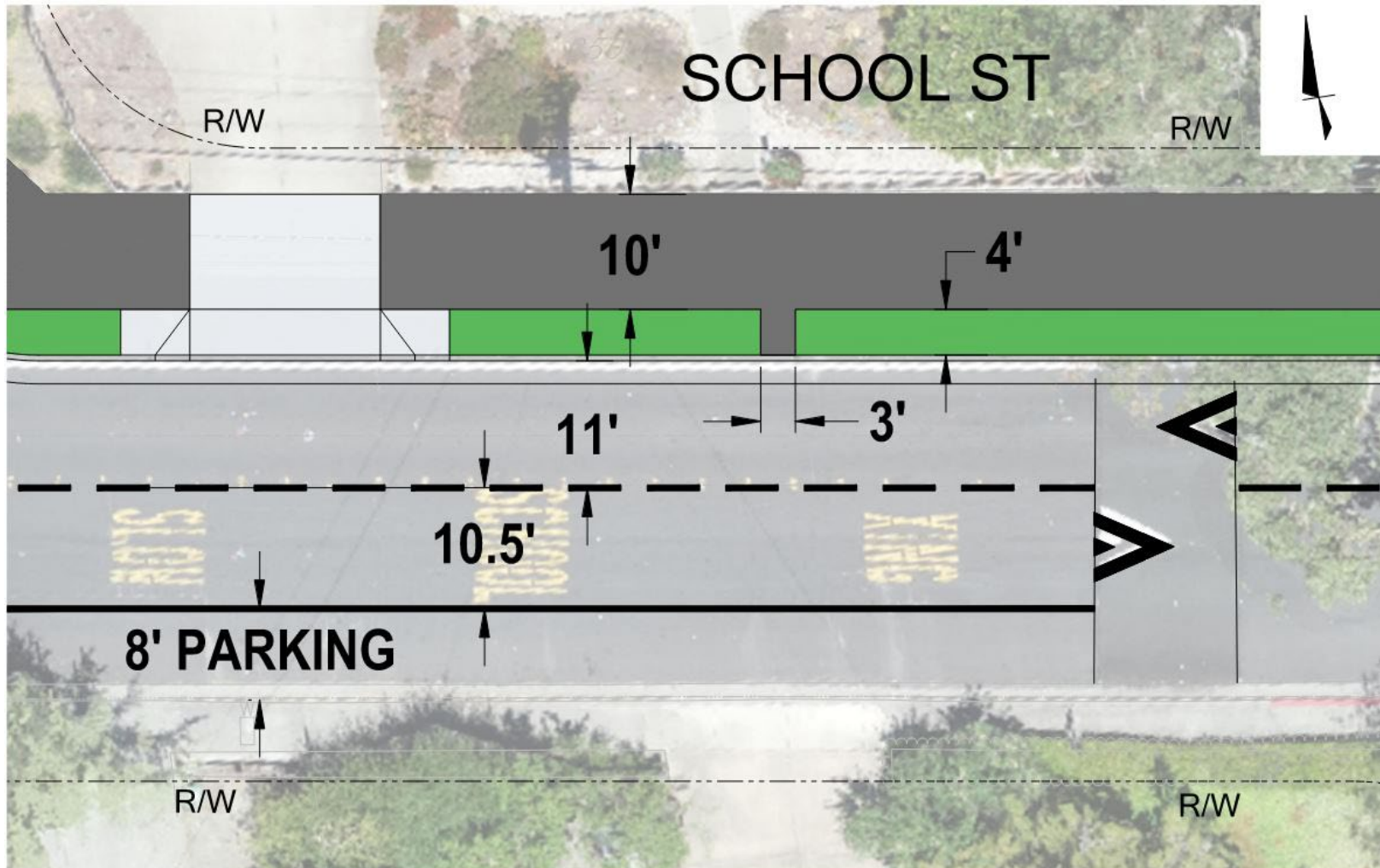
\*INCLUDES 6" CURB

## Proposed



\*INCLUDES 6" CURB

# School Street Segment



## Primary Features

- 10' multi-use pathway for bicyclists and pedestrians
- 4' landscape buffer
- 3' path breaks to access residential mailboxes
- Concrete pads provided in landscape strips for placement of trash cans
- Driveway aprons reconstructed to conform to pathway
- Direct connection to Moraga Regional Trail
- Power poles to be relocated to landscape strip at PG&E's expense

# School Street – Lamorinda Trail to First Street Photo Simulation

School Street – Where We Are





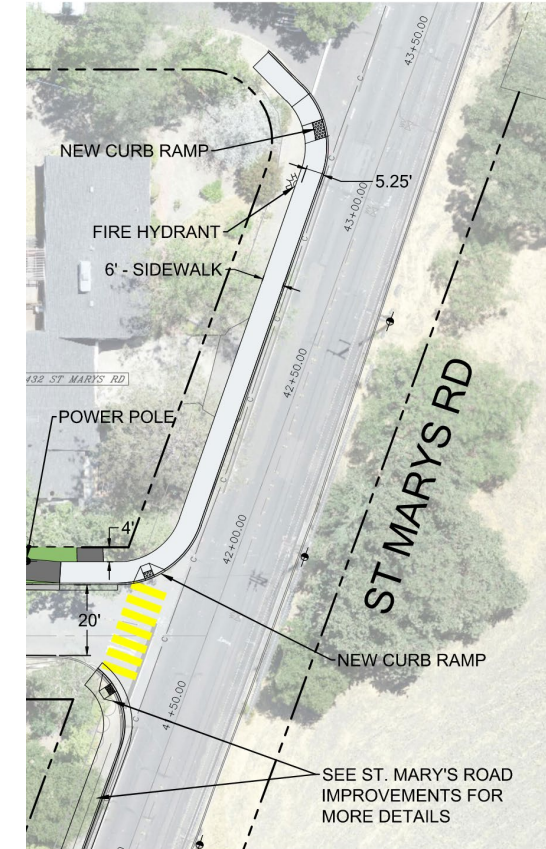
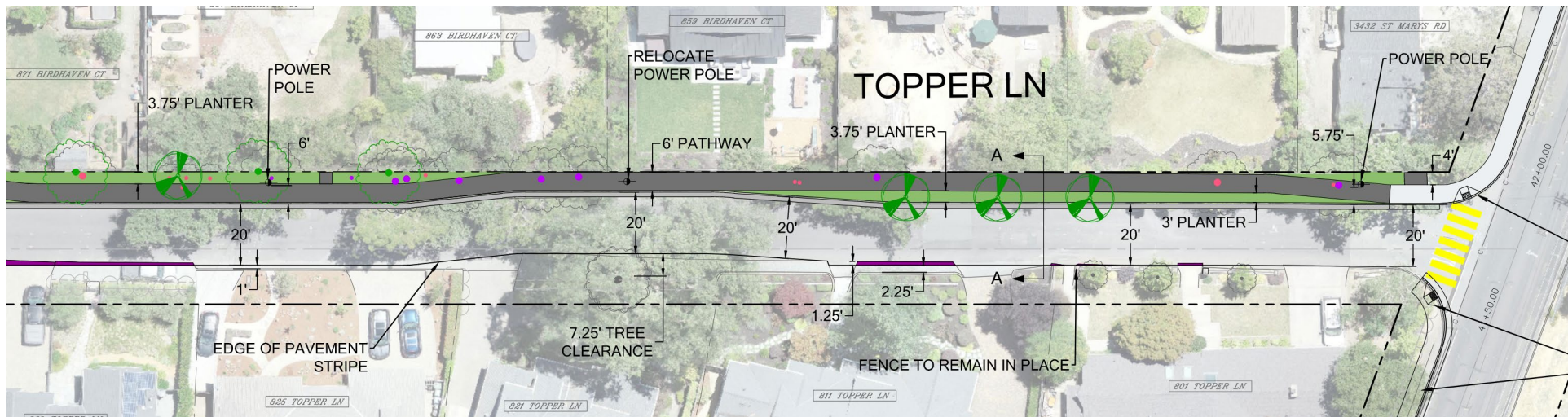
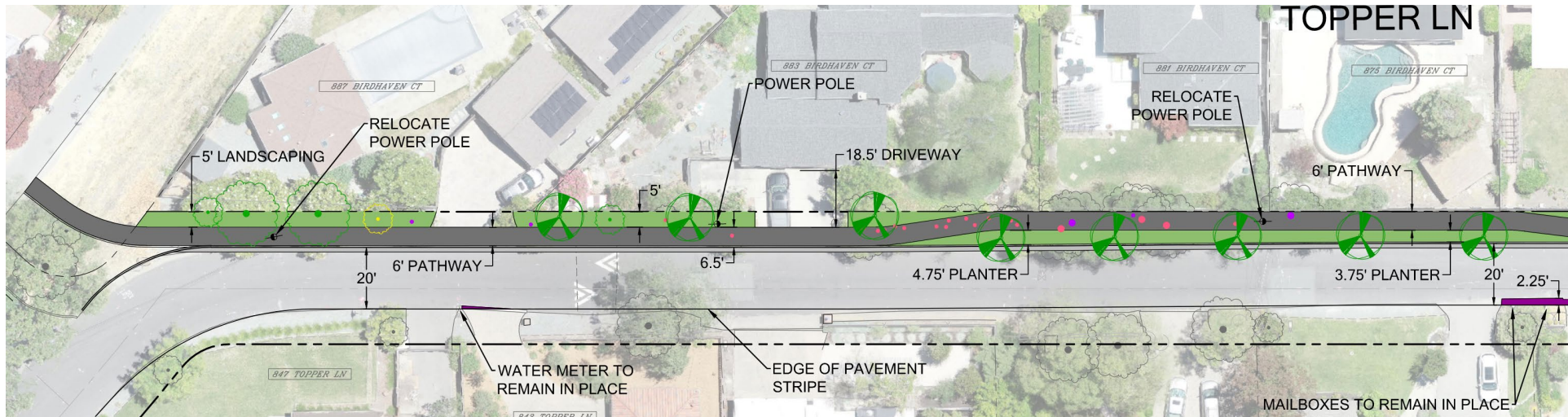


**Concept Design:  
Topper Lane and St. Mary's  
Road (Topper to Birdhaven)**

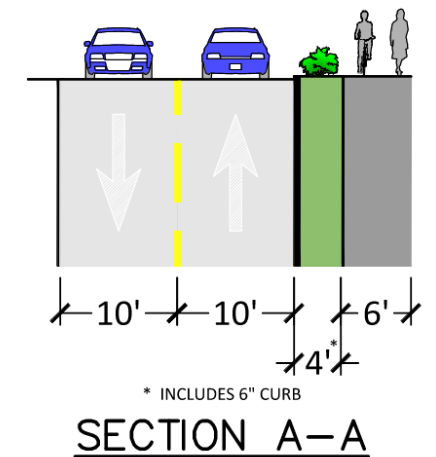
# Topper Lane (Today)



# Topper Lane Layout

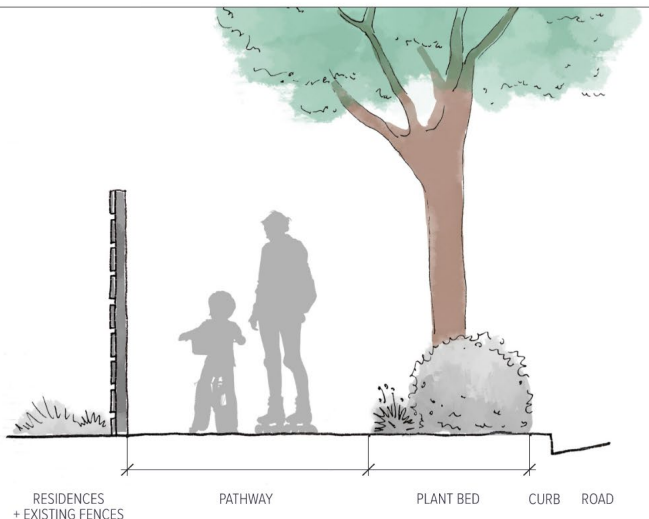


SEE ST. MARY'S ROAD IMPROVEMENTS FOR MORE DETAILS

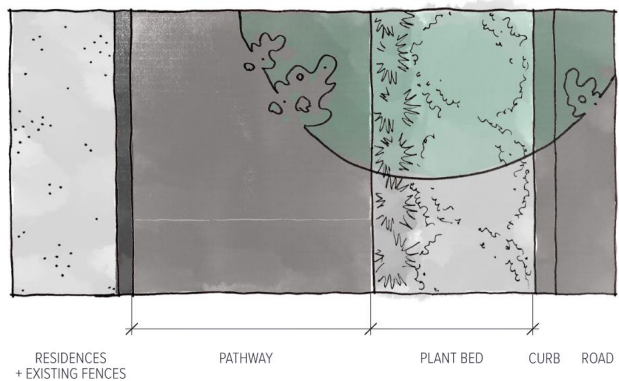


# Topper Lane conceptual example

ELEVATION

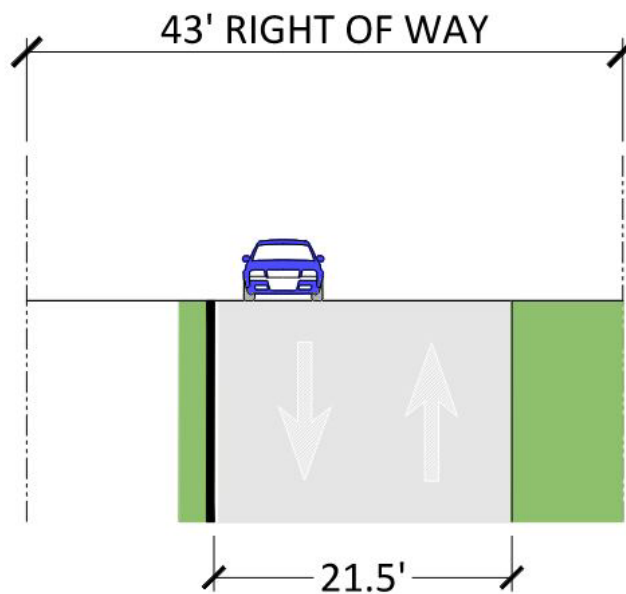


PLAN

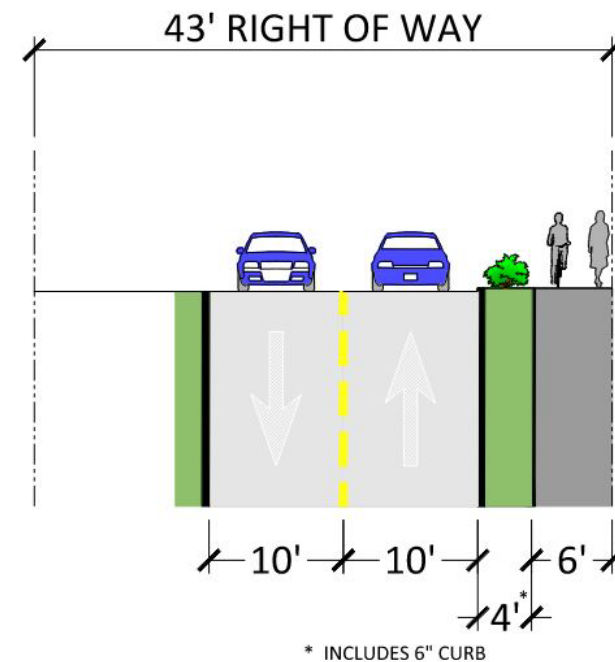


# Topper Lane Cross Section

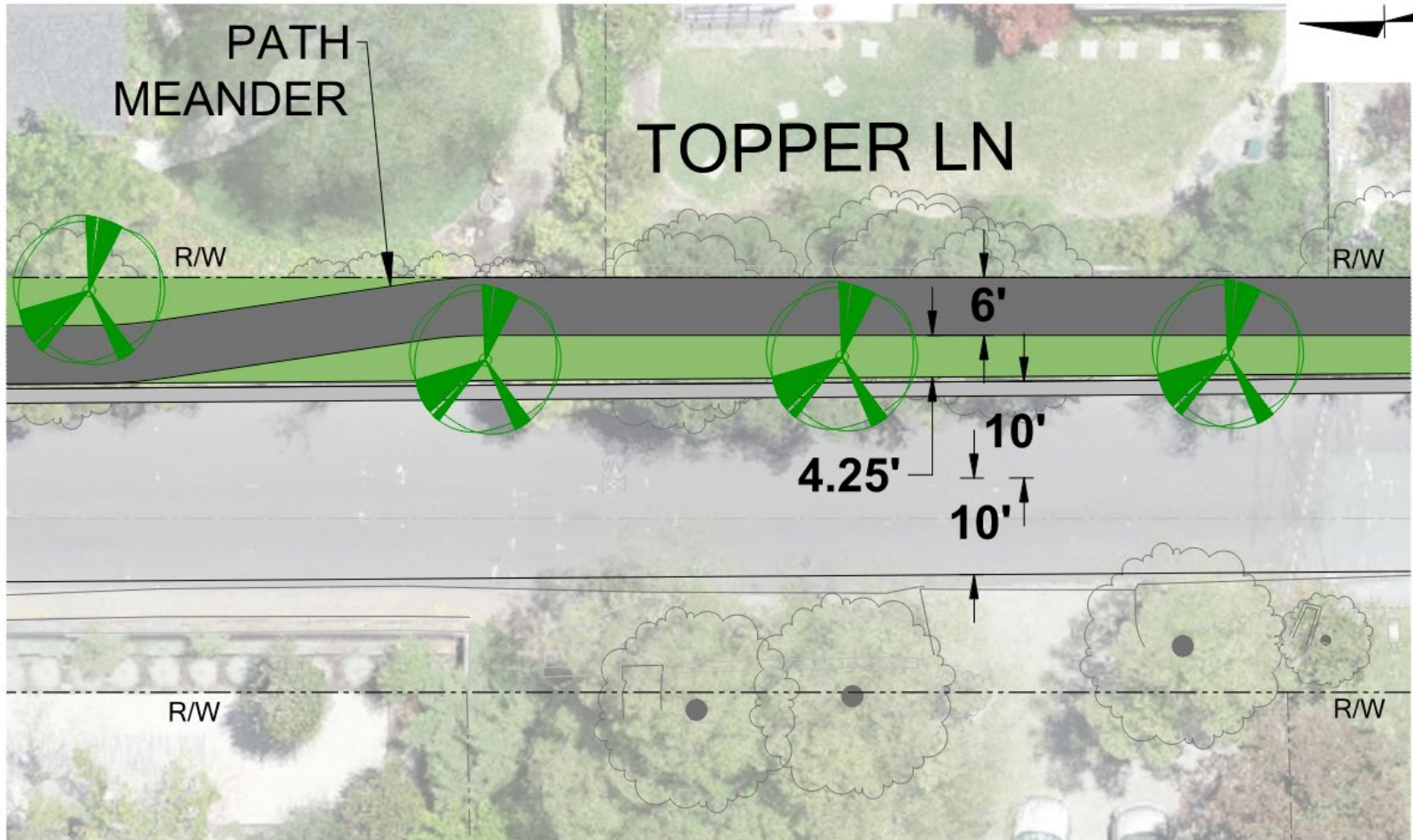
Existing



Proposed



# Topper Lane Segment



## Primary Features

- 6' meandering multi-use pathway
- Direct connection to Moraga Regional Trail
- Backyard connections to pathway and topper lane to be maintained
- 4' landscape buffer (including new trees)
- 10' minimum travel lanes to be maintained
- Existing fence-lines to be maintained
- Power poles to be relocated to landscape strip at PG&E's expense

# Topper Lane – South Facing Photo Simulation





**Concept Design:  
St. Mary's Road (Acampo to  
Topper)**

# 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

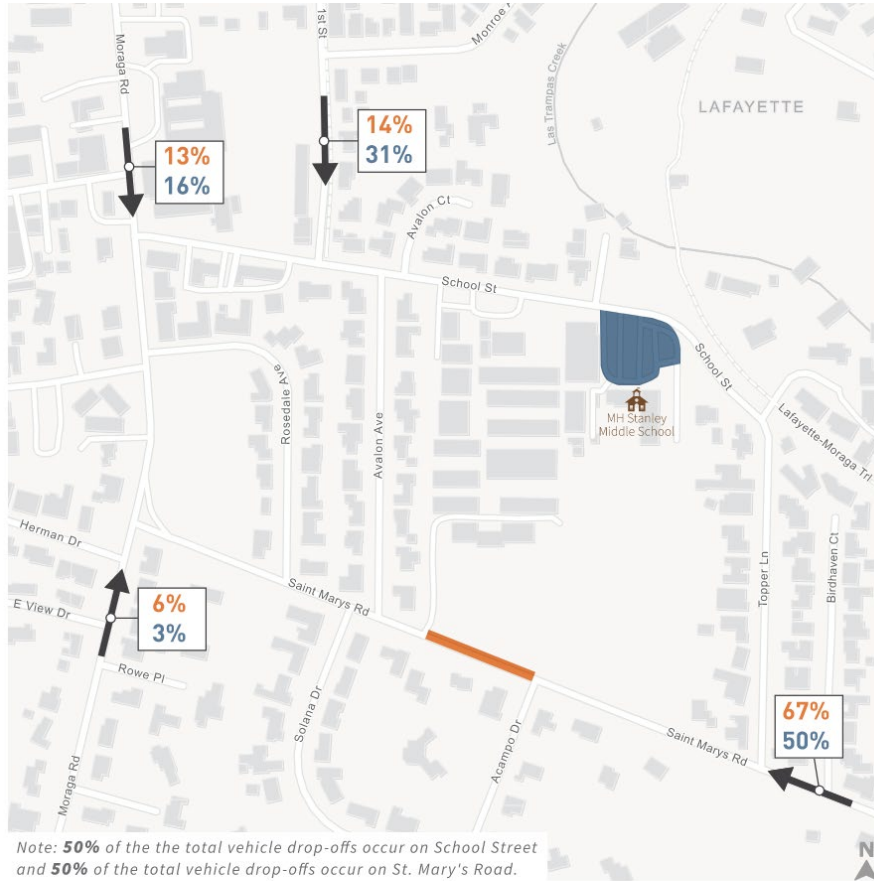
# St. Mary's Road

## 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



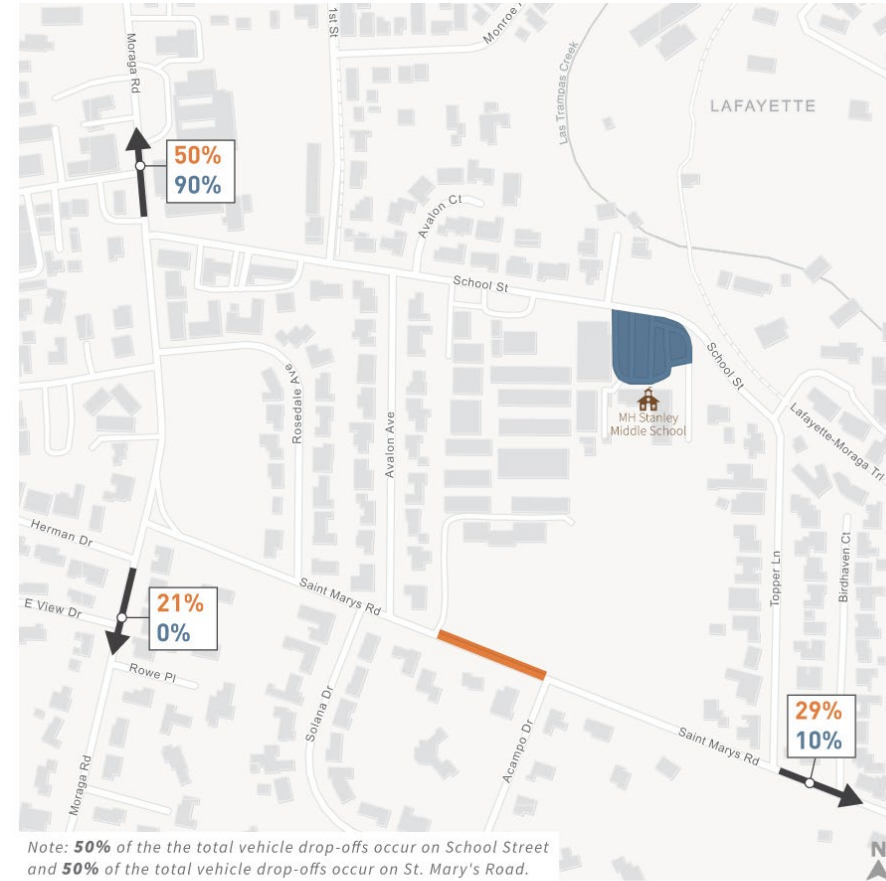
■ St. Mary's Drop-off Zone    
 X% St. Mary's Drop-off Zone (X%)  
■ School Street Drop-off Zone    
 Y% School Street Drop-off Zone (Y%)



Figure 3

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

WC24-4066\_X\_origindestination



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



Figure 1

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

WC24-4066\_X\_origindestination

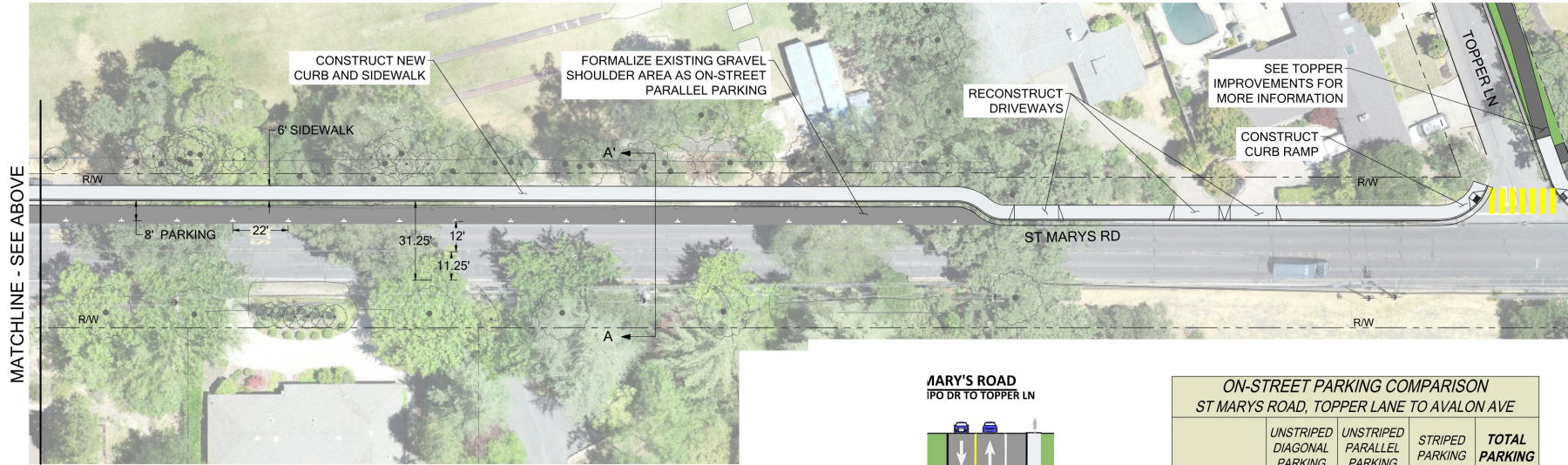
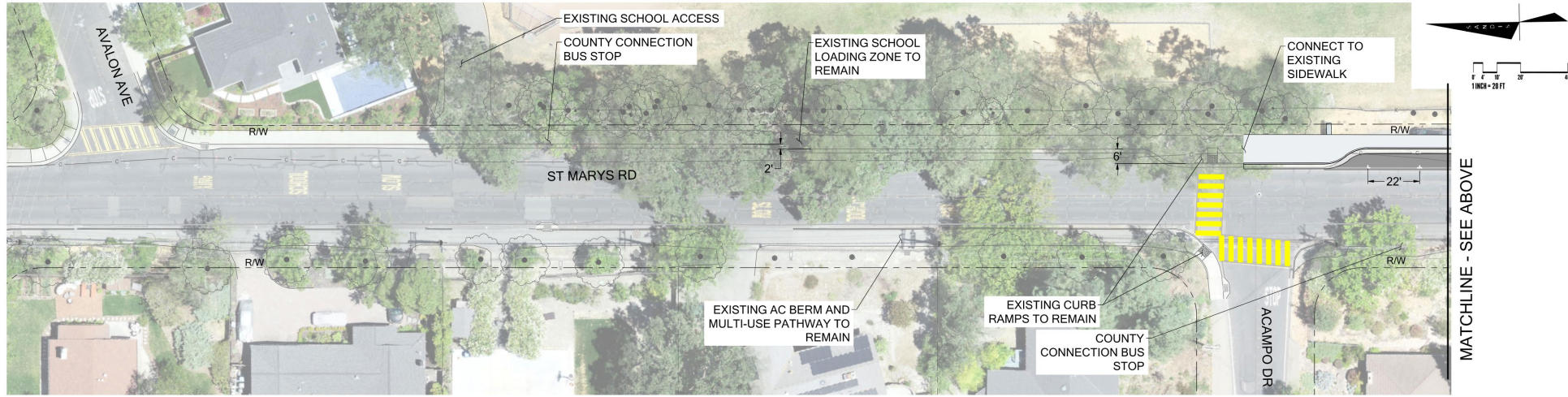
# St. Mary's Road – Data Collection

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## 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

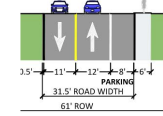
**St. Mary's Road Drop Off Layout**



**LEGEND**

- CONCRETE SIDEWALK
- AC ROADWAY

**MARY'S ROAD**  
IPO DR TO TOPPER LN

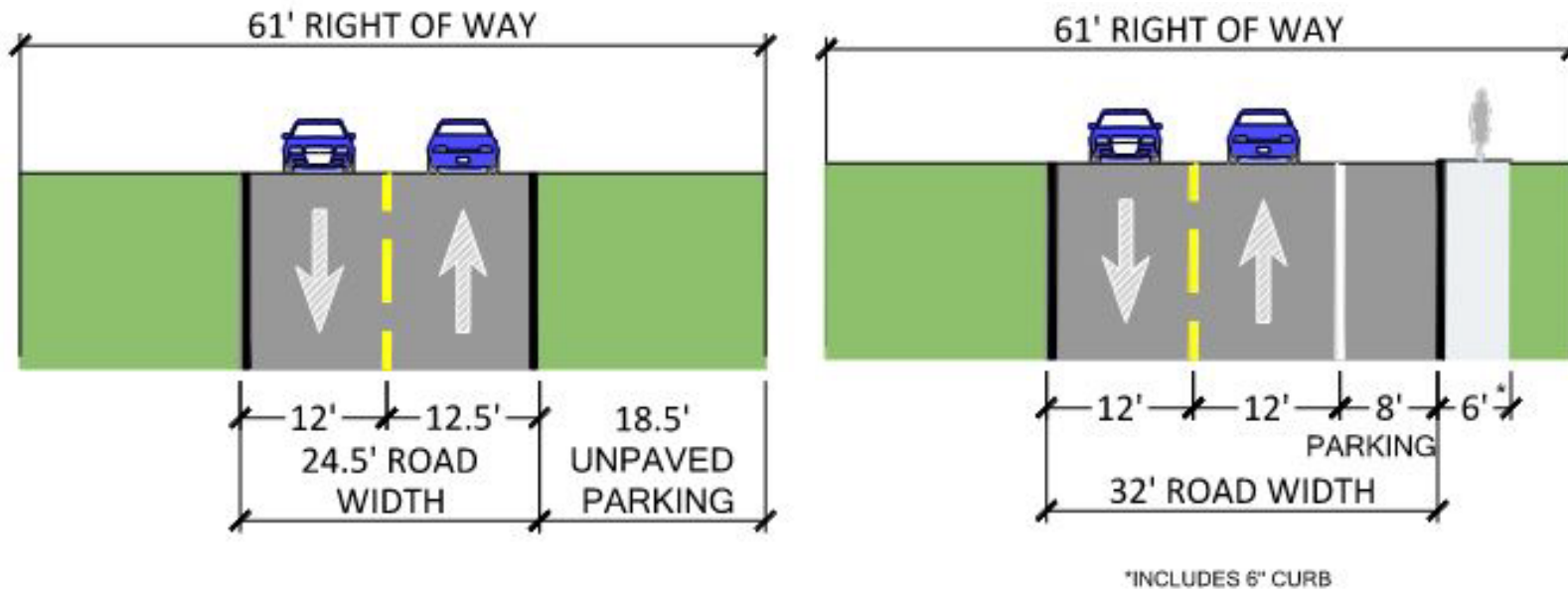


**SECTION A-A'**

ON-STREET PARKING COMPARISON ST MARYS ROAD, TOPPER LANE TO AVALON AVE				
	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.

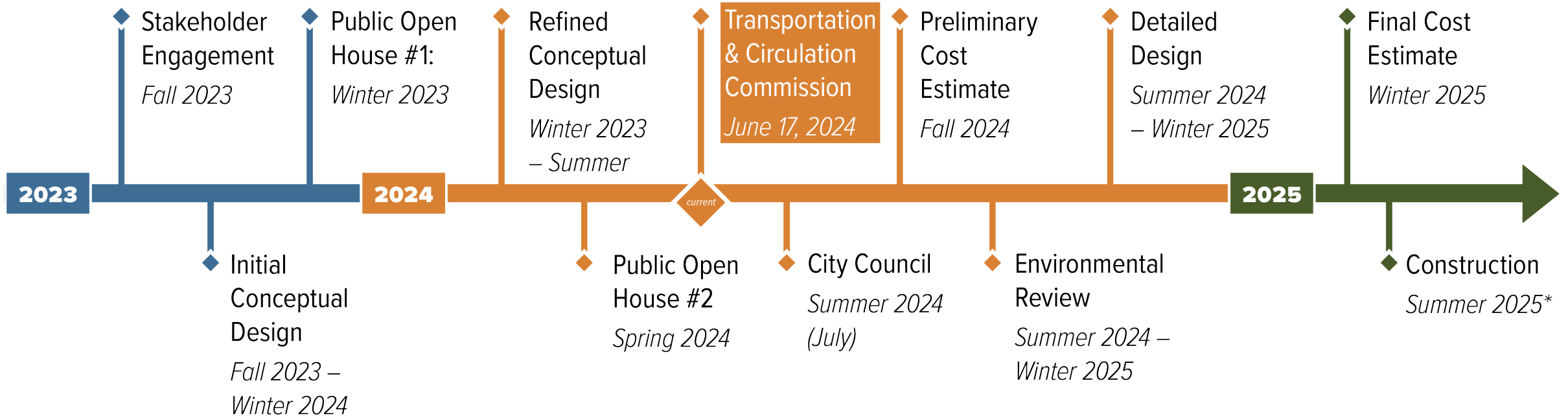
# St. Mary's Road Cross Section



## Primary Features

- 6' Concrete Sidewalk
- Direct connection to Topper Lane improvements
- Formalization of parking on St. Mary's Road
- New ADA compliant curb ramps

# Project Timeline\*



\*Subject to Change