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**Moraga Beautiful**  
**Saturday, April 18, 9-Noon**  
**Moraga Commons Park**



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## ADA Access Path at the Commons to be Built Before Summer

By Sophie Braccini



Simulation of proposed asphalt path to be installed at Moraga Commons Park Image Google map data

On Feb. 25 the Town Council approved the construction of an asphalt path at the Moraga Commons Park to provide disabled residents and children in strollers access to the popular venue. The path will meander slightly from the band shell area toward the trees, going up the hill at a gentle slope (4.5 percent) and ending on a landing pad.

Council members expressed their surprise at the soft cost of the project, which is almost twice as expensive as the construction itself. The town manager explained that the local code requires the administration of a bid process,

even if the construction cost is below \$45,000. She added that a proposal would be brought to the council to increase that threshold to the state standard of \$45,000. In that case, the soft cost of the project would be reduced.

The total price tag of \$57,000 was nonetheless approved by the council members and will be funded with the Palos Colorados development fund, unless other funding can be secured. It is anticipated that the project will be completed by the end of May, before the beginning of the summer concert series.

## Town Poll to Ask, ‘How Many Lanes for Moraga Road?’

By Sophie Braccini

The Moraga Town Council decided Feb. 25 that all residents should get the opportunity to weigh in on the future configuration of Moraga Road. A year and a half of outreach and committee meetings concluded that reducing the arterial from four to three lanes between Corliss Drive and Donald Drive was the most efficient configuration. But the town’s political leaders decided to allocate \$35,000 for a two-phase process that will ensure broader public input. The first phase is to create a focus group to fine-tune survey questions. The second, to mail the survey to all residents.

Godbe Research, the company that conducted a similar process for the 1 percent sales tax in 2013, will select two or three groups of 12 to 14 voters to help frame topics and issues for the larger quantitative survey. These residents will represent a statistical sample of the population in different quadrants of town. Each household will receive one survey, which could lead to healthy discussions about traffic, pedestrian and bicycle needs and safety, since most families have more than one driver in the home.

During the meeting, the pollsters said they expected to get about 15 percent of the surveys back. The overall project is anticipated to last 10 weeks.

The Livable Moraga Road project was a way to improve connectivity for all modes of transportation between the north and south sides of town, as well as to resolve the Cam-

polindo High School bottleneck that happens during peak hours. Most improvements proposed along the arterial to build a continuous bike/pedestrian path and improve safety at intersections were well received. The only contentious item is the possible reduction of the number of lanes between Corliss and Donald drives. There are three proposed options for that section of road: no change in lane configuration; three lanes (one southbound, one middle lane for turning, and two northbound); or two lanes with turning pockets. Residents will be asked to voice their preference for this section alone. Each option includes differing allocations of more or less space for pedestrians and bicyclists.

The earlier outreach process and the work of an advisory committee resulted in a quasi-consensus favoring the three-lane option. “The town advisory committee had extensive outreach in the form of public workshops where people learned a lot,” said Councilmember Phil Arth. “I’d hate to have the information that was provided by people who learned about (the different aspects of the situation) and thought about it, diluted by people who would just fill out a mailer.”

Christine Kuckuk, chair of the Planning Commission, questioned how to address such a complex issue in a two-page mailer. But she liked the idea of reaching out to people who might not have been involved in the earlier process, since Moraga Road is an arterial that impacts everyone. ... continued on page A9

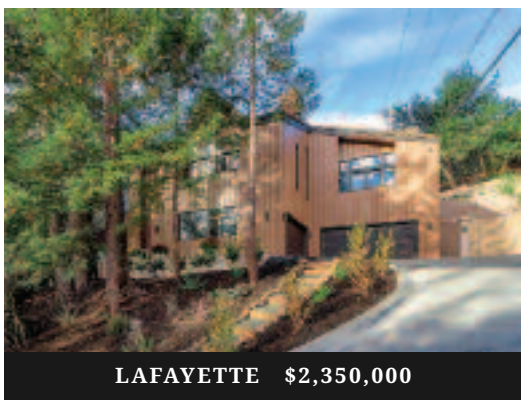
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