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## Town council briefed on Local Roadway Safety Plan analysis results

By Vera Kochan



One safety countermeasure is to install flashing beacons at or in advance of intersections. Photo provided

Engineer Shawn Knapp and Senior Civil Engineer Bret Swain, "HSIP funds can be used to complete work on any public road or publicly owned bicycle or pedestrian pathway or trail that improves the safety for its users."

The report went on to add, "HSIP funding also requires that a specific safety problem be identified based on existing validated accident data, and the proposed countermeasure(s) must substantially address the condition. All proposed projects must lead to and complete the construction of safety improvements."

Results of TJKM's analysis, based on a five-year, pre-COVID report from MPD, identified 11 high injury intersections and eight high injury roadway segments that need additional safety measures. The high injury intersections are: Moraga Road/Lucas Drive; Moraga Way/Moraga Valley Lane; Moraga Road/Campolindo Drive; Moraga Road/St. Mary's Road; Moraga Road/Alta Mesa; Camino Pablo/Sanders Ranch Road; Moraga Road/Ascot Drive; Moraga Road/Donald Drive; Rheem Boulevard/St. Mary's Road; Moraga Way/School Street; and Moraga Road/ Corliss Drive.

Intersection collisions were the most common with regards to high injuries at 73%, with three out of five in the fatal or serious category. Additional analysis revealed that 31% of the collisions were broadside (turning movements), 47% involved pedestrians or cyclists and 42% took place on Moraga Road. Of any nighttime collisions, 38% involved alcohol; 27% were improper turning violations; and 36% involved a pedestrian or bike.

The eight high injury roadway segments involve: Moraga Way (Town Limit to Moraga Road); Canyon Road (300 feet east of Valle Vista Staging Area to Town Limit - east); Moraga Road/Canyon Road (Larch Avenue to Town Limit -- north); Rheem Boulevard (La Salle Drive to Moraga Road); Corliss Drive/Sullivan Drive (Hardie Drive to Moraga Road); Country Club Drive (Viader Drive to 875 feet east of Southard Court); Larch Avenue (Canyon Road to Baitx Avenue); and St. Mary's Road (500 feet east of Stafford Road to Town Limit).

TJKM has created five project plans involving all of the problem intersections and segments. Each project entails different forms of safety countermeasures. TJKM is under contract with the town to develop two of the projects and recommended to the council that Moraga proceed with Project 1: Non-signalized intersections (install/upgrade larger stop signs or other intersection regulatory warning signs, flashing beacon as advance warning, and install rectangular rapid flashing beacon); and Project 2: Pedestrian set aside application (install/upgrade pedestrian crossing - with enhanced safety features and install/upgrade pedestrian crossing at uncontrolled locations - with enhanced safety features).

While the purpose of this second presentation to the council was for members to provide feedback to staff on the recommended priority emphasis areas, countermeasure toolbox and proposed safety projects, they relied on Knapp's final input confirming that projects 1 and 2 were a good first step to take.

The town is still interested in public feedback and urges residents to complete the Local Roadway Safety

Moraga could soon have safer streets thanks to the Local Roadway Safety Plan. The State of California is federally required to have a Strategic Highway Safety Plan aimed at reducing traffic accident fatalities and serious injuries on its public roads. To that end, on Feb. 23, the town council unanimously approved the hiring of Pleasanton-based TJKM Transportation Consultants to develop the LRSP.

TJKM President Nayam Amin, Principal Ruta Jariwala and Transportation Planner Divya Gandhi gave a June 8 presentation to the council that included analysis results garnered through meetings with the Moraga-Orinda Fire District, Moraga Police Department, Moraga School District, Acalanes Union High School District and Moraga's Public Works Department. Additional feedback was received from 128 residents who completed a survey through the town's website.

Funding for the safety improvements is available through the Highway Safety Improvement Program (HSIP) as well as One Bay Area Grants (OBAG) Cycle 3. According to the staff report by Public Works Director/Town

Plan survey at: <https://www.moraga.ca.us/localroadwaysafetyplan>. Scroll down and click onto: Moraga LRSP Information and Feedback.

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