

Corliss Drive Safe Routes to School Project enters Phase 2

By Vera Kochan



Photo courtesy Moraga Public Works Department

Corliss Drive Safe Routes to School project corridor

Moraga residents were invited to attend a Sept. 26 webinar presentation concerning the Corliss Drive Safe Routes to School Project now entering Phase 2 – weighing the alternatives for a possible scenario. The format of the online meeting much like Phase 1, which was held in March 2022, centered around public comments and responses to a survey.

The main goal of the project is to improve access and safety in order that pedestrians, bicyclists, and Los Perales Elementary School students feel safer along the upper Corliss Drive/Sullivan Drive corridor (along the curve).

Once again, Fehr & Peers Senior Transportation Planner Susie Hufstader, Sandis Project Manager Nate Levine, and Moraga Senior Civil Engineer Bret Swain were on hand to conduct the meeting and answer any questions from webinar attendees. It was noted that the Phase 1 Community Engagement virtual meeting had 16 participants and later garnered 397 website visitors where 202 responses to the survey were completed.

Public feedback from the Phase 1 engagement showed concern over pedestrian safety with the lack of a sidewalk, and a prioritization towards children's safety. Complaints about traffic involved poor visibility due to the sun or road curvature, drivers unaware of school zone and speed limits, the need for more controlled school drop-off/pick-up procedures, and long lines of cars.

With regards to the Phase 2 presentation, 24 participants tuned into the webinar where five alternatives to the project were presented, discussed and another survey was taken. Alternative 1: At-Grade Multi-Use Lane (Paint & Plastic), is considered low cost at \$150,000 or more in 2023 dollars. It would take a minimum of two years to secure grants and an additional minimum of two years to design/permit/construct. This alternative offers a high-visibility crosswalk, a parking lane, painted striping with plastic barriers, and a walking path.

Alternative 2: At-Grade Multi-Use Lane (With Asphalt Berm), is also considered low cost at \$190,000 or more in 2023 dollars. It would take a minimum of two years to secure grants and an additional two years to design/permit/construct. This alternative offers a high-visibility crosswalk, a parking lane, an asphalt berm, and a walking path.

Alternative 3: Raised Sidewalk, is considered high cost at \$1.3 million or more in 2023 dollars with a minimum of three years to secure grants and an additional minimum of three years to design/permit/construct. This alternative offers a high-visibility crosswalk, two ADA curb ramps at

opposite sides of the corridor's curve, two parking lanes on opposite sides of the street, and a raised sidewalk.

Alternative 3A: Raised Sidewalk and Buffered Bike Lane, also considered high cost at \$1.4 million or more in 2023 dollars with a minimum of three years to secure grants and an additional minimum of three years to design/permit/construct. This alternative nearly mirrors Alternative 3 except that the outer parking lane would instead become a bike lane.

Alternative 4: Separated Raised Multi-Use Path, is also high cost at \$1.750 million or more in 2023 dollars with a minimum of three years to secure grants and an additional minimum of three years to design/permit/construct. This option offers a high-visibility crosswalk, the same two ADA curb ramps, a vegetation buffer for the outer lane, an inner parking lane, and a raised multi-use pathway.

Alternative 5: One-Way Roadway with Two-Way Buffered Multi-Use Pathway, is a low cost option at \$145,000 or more in 2023 dollars, with a minimum of two years to secure grants and an additional two years to design/permit/construct. While it was presented during the webinar, a one-way road wasn't a popular option during the Phase 1 presentation. It's features include a high-visibility crosswalk, an inner parking lane and an outer two-way multi-use pathway. Public Works Director/Town Engineer Shawn Knapp explained that by implementing a one-way road "we would be concentrating on the upper curve of Corliss with turning restrictions such as right turns only. This would make traffic flow smoother with less congestion at intersections."

Various questions on the survey encompassed Alternatives 1-4, and wanted to know which alternatives attendees would feel safe and comfortable walking. An additional question asked how well each alternative addressed concerns with regards to pedestrian safety and comfort; bicycle safety and comfort; access to Los Perales Elementary School; maintaining existing traffic flow; maintaining existing parking; and maintaining existing landscape.

Another question asked, "Which is more important to you? Raised concrete pedestrian and/or bicyclist facilities, even if they take longer and more funding to build; roadway grade, pedestrian and/or bicyclist facilities, if they can be implemented faster; or neither."

"Would you support interim improvements that increase some level of pedestrian/bicycle safety until permanent improvements are in progress?" was also asked on the survey.

With a nod to Alternative

5, "Do you think a one-way conversion on the Sullivan/Corliss Corridor should be considered to provide wider pedestrian bicycle facilities?" and "Would you support no left turns in or out of the school at Wakefield Drive if it helped reduce congestion during pick-up and drop-off at Los Perales?"

The survey is still open. Visit: bit.ly/Corliss-SR2S. Please note that this address is case sensitive, or Google: Corliss Drive Safe Routes to School Project Web. Results of the survey will be presented to the Town Council at a future date. For more information contact Bret Swain at BSwain@moraga.ca.us or call (925) 888-7025.

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