



Claremont Traffic and Transportation Commission Agenda Report

File #: 4900

Item No: 5.

TO: TRAFFIC AND TRANSPORTATION COMMISSION

FROM: MARIA B. TIPPING, CITY ENGINEER

DATE: OCTOBER 26, 2023

Reviewed by:

City Manager: N/A

SUBJECT:

MOUNTAIN AVENUE CORRIDOR (BASE LINE ROAD TO BONITA AVENUE) COMPLETE STREETS PROJECT UPDATE - RESPONSE TO PUBLIC COMMENTS

SUMMARY

At their October 28, 2021 meeting, the Traffic and Transportation Commission (TTC) reviewed the City's Pavement Management System schedule, which included proposed maintenance for the Mountain Avenue segment between Foothill Boulevard and Bonita Avenue. At this meeting, the Commission recommended that staff separate this Mountain Avenue segment from the regular maintenance schedule to look at this section as a stand-alone project for potential additional complete street features.

On January 27, 2022, staff presented a report on the Mountain Avenue Corridor Study prepared by Advantec Consulting Engineers, Inc. (Advantec) and Recommended Phased Improvements to the Commission, outlining the proposed improvements for the Mountain Avenue segment between Base Line Road and Foothill Boulevard. Funding for the implementation of these phased improvements had not been identified, and was not available at that time.

With school route safety and the Claremont General Plan "Master Plan of Roadways" in mind, staff applied for an evaluation through the Complete Streets Safety Assessment (CSSA) program, as a valuable opportunity to learn from UC Berkeley experts through CSSA process. In March 2022, UC Berkeley conducted an assessment on Mountain Avenue corridor from Base Line Road to Bonita Avenue.

At the September 22, 2022 TTC meeting, staff provided two presentations to update the Commission on the progress made with the Mountain Avenue Corridor Study and to outline the future proposed steps to complete this project. One presentation was given on the UC Berkeley CSSA process and a second presentation was provided to update the TTC on the project's future steps and schedule.

Following the two analyses provided for Mountain Avenue, the City Council approved a contract with KOA at their January 24, 2023 meeting for the design phase of the project. Since that time, staff has been working with KOA to develop the 30% (thirty percent) conceptual plan set.

At the June 22, 2023 TTC meeting, staff presented the 30% (thirty percent) plans (conceptual layout) for a study session to gather Commission and public input for consideration. All comments and feedback received have been provided to KOA for consideration and to develop responses.

On August 16, 2023, staff conducted a neighborhood meeting to gather feedback from the Mountain Avenue residents directly impacted by the project, and particularly the request for consideration of Class IV bicycle infrastructure implementation. Class IV bike lanes are lanes that are physically separated from vehicular and pedestrian lanes and also referred to “protected bike lanes”. The lanes are typically separated with a six inch raised curb and either a landscape or hardscape one to four foot wide barrier. This meeting was well attended and the Mountain Avenue residents as well as the public in general provided additional feedback.

At tonight’s meeting, staff will be presenting responses to all public comment received since the June 22, 2023 TTC meeting.

RECOMMENDATION

Staff recommends that the Traffic and Transportation Commission receive and file the Mountain Avenue Corridor Complete Streets Improvements and concur with the recommended cross section of two travel lanes, one center left turn lane, Class II bike lanes, and on-street parking.

FINANCIAL REVIEW

The preliminary cost estimate to implement a Complete Streets project on Mountain Avenue from Base Line Road to Bonita Avenue is estimated at approximately \$6 million, which does not include the construction of the Class IV bike lanes being requested. The City Council appropriated \$3 million in the 2022-24 Capital Improvement Program (CIP) budget for this project. Additional funding must be identified to close the funding gap.

The cost to have KOA evaluate the proposal for Class IV bike lanes and develop responses to public comments is estimated at \$30,000. This cost reflects additional tasks necessary for the consultant to address Claremont Streets for People (CSP) proposals, not included in the original scope of work.

The cost to prepare this staff report is estimated at \$43,886 and is included in the operating budget of the Community Development Department. Staff time includes site visits to Santa Monica, Pasadena, and Temple City to meet with their respective staff members to get feedback on the implementation of their bicycle infrastructure projects, and additional research on Class IV bike lanes.

ANALYSIS

Request for consideration of Class IVs by Claremont Streets for People

At the June 22, 2023 TTC meeting, staff received public feedback questioning the proposed project layout and requesting consideration of Class IV bicycle infrastructure along the Mountain Avenue project. On June 20, 2023, Claremont Streets for People submitted written correspondence

proposing an alternative street layout option that accommodates Class IV bike lanes on Mountain Avenue that would require the removal of the dual left turn lane. At tonight's meeting, staff and the City consultant will address this proposal as well as respond to comments addressing all feedback received since the June 22, 2023 TTC meeting.

Mountain Avenue Land Uses/Destinations

Mountain Avenue is one of the street segments specifically addressed by the General Plan Mobility Element. The General Plan acknowledges that several streets in our City have unique design characteristics, serve special functions or are critical pathways that must be taken into consideration.

Mountain Avenue is a secondary arterial between Base Line Road and Bonita Avenue. This is a primarily residential 1.7 mile roadway segment, with single family residences, except for the medium density developments at Mountain Avenue and Base Line Road and south of Harrison Avenue. There are several schools that gain access from this road: Claremont High School from Hood Avenue via Mountain Avenue, El Roble Intermediate School, and Mountain View and Condit Elementary Schools. Mountain Avenue also provides direct access to three churches, several child daycare centers, the Joselyn Senior Center, and Larkin Park. Senior living communities such as Claremont Manor, Mount San Antonio Gardens, and Pilgrim Place area also accessed off Mountain Avenue. The City of Pomona Water Department and Golden State Water have pipeline facilities within Mountain Avenue. Attachment A depicts Mountain Avenue corridor unique characteristics described above.

The Mountain Avenue street segment between Base Line Road and Bonita Avenue contains 120 driveway approaches, 20 intersections, and three alleyways intersections. The available roadway width is 56 feet between Base Line Road and Harrison Avenue. South of Harrison Avenue, the roadway width narrows to 40 feet.

Field Visits and Feedback from Other Agencies

Claremont Streets for People identified a number of projects in other cities with protected bike lanes to use as potential guidance for to the Mountain Avenue project. To learn more about these projects, staff visited Pasadena, Santa Monica and Temple City. As a result of those visits, staff learned that streets with protected bike lanes require attentive care to unique conditions such as adjacent land uses, driveway frequency, available right of way and funding mechanism options.

In those visits, staff discussed the guidance documents available to use as resources when designing a project with bicycle facilities, including Class IV bike lanes: NACTO Urban Bikeway Design Guide, the California Department of Transportation Class IV Bikeway Guidance design information bulletin, the Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide, FHWA Bicycle and Pedestrian Design Guidance, and ITE Guide Designing Walkable Urban Thoroughfares: a Context Sensitive Approach, etc.

These documents provide guidance for the design of bicycle infrastructure, agreeing that it may not be appropriate or feasible to have continuous separated bike lanes under certain circumstances, such as a street with many driveways. A major consideration is to minimize conflicts with vehicles turning movements if there is a significant number of driveways within the route being considered. The use and the safety of the separated bike lanes depend on the manner in which intersections, driveways and alleys, as well as pedestrian facilities interact with the separated bike lanes. After discussing the different projects with the respective city staff, it was agreed that a context sensitive

solution is necessary to design a successful project.

The three projects staff visited, reflect a balance and consideration of those unique conditions, which have been addressed with the project implementation or through additional adjustments that were necessary after project completion based on lessons learned afterwards. Details about these projects are summarized below. Pictures taken at the different sites are provide on Attachment B.

Pasadena Union Street

Claremont staff met with Pasadena city staff on September 19, 2023 to conduct a site visit of Pasadena's Union Street project. During this site visit Claremont staff had the opportunity to discuss project development and implementation as well as lessons learned from the staff who worked on this project. Union Streets defers from Mountain Avenue for a number of reasons. Mainly, the Union Street project is located in an urban area, within a mixed use corridor, with a one way direction street layout. Instead of single family dwellings, Union Street has multi-family dwellings with ample on-site parking garages. As a result, the residents who live on Union Street were less reliant on on-street parking. The following summarizes specific details observed and lessons learned shared by Pasadena city staff.

- Playhouse Village/Union Street Class IV traffic signal/bike project
- Land use: urban mixed use
- Union Street geometric layout: 2 lanes in one direction with bi-directional Class IV bike lanes on one side of the street (in front of commercial and multi-family residencies) with parking available on the other side of the street for the most part
- The commercial end of the project provides parking adjacent to the Class IV bike lanes.
- Approximately 1 mile project
- \$10 million, funded with ATP grant from 2017 (since then, disadvantaged communities (DAC) requirements became more stringent)
- Mostly a bike and traffic signal modification project. Little pedestrian improvements
- The project area includes high rise multi-family apartments with their own parking garages and commercial real estate
- Accommodations for ADA pick-up areas had to be provided near intersections, to/from a compliant curb ramp to create an accessible path of travel and accessible passenger loading zones.
- Project provided numerous traffic signal modifications that included bike traffic signal indicators
- No count down devices were incorporated with the bike/pedestrian signal indicators upgrades
- Accommodations for trash pick-up had to be provided at one centralized location for the apartments
- Areas with commercial driveways were treated with a raised bike facility and green paint.

Pasadena staff shared that there were issues with having to build a short curb and an additional curb after the bike facility. They did that because that was a grant requirement, so it could not be modified, however, they would not recommend to do this again

- Parking eliminated in front of multi family dwelling units (apartments)
- Parking inside the bike lanes is provided in commercial areas
- Massive amount of traffic control equipment (bollards/signs) had to be used to delineate these parking areas and to create transitions
- Areas with striped Class IV bike lanes were initially installed with narrow openings at the driveways using striping and vertical delineators. However, the City's intent is to widen these areas overtime.

Santa Monica 17th Street/Michigan Avenue

Claremont staff met with Santa Monica city staff on September 28, 2023 to conduct a site visit of the 17th Street/Michigan Avenue project. During this site visit Claremont staff had the opportunity to discuss project development and implementation as well as lessons learned from the staff who worked on this project. The following summarizes specific details observed and lessons learned shared by Santa Monica city staff.

The 17th Street/Michigan Avenue project differs from Mountain Avenue for a number of reasons. Mainly, the 17th Street/Michigan Avenue project is located in an urban area, within a mixed use/high quality transportation corridor, connecting the project to light rail station and Santa Monica Community College. The following summarizes specific details observed and lessons learned shared by Santa Monica city staff.

- 17th Street and Michigan Avenue Class IV traffic signal/bike project
- Land use: urban mixed use/medium to high density/commercial/transit oriented (Expo line/buses)/Santa Monica Community College
- This is considered a First/Last Mile project
- The project is adjacent to Santa Monica Community College and the Expo E Line light rail station and connected to a regional Class I bike path
- Approximately 3/4 mile project
- 17th Street layout: 1 lane in each direction with concrete curb Class IV bike lanes in both sides of the street (in front of commercial and multi-family residencies) with parking available in between the travel lane and the Class IV bike lanes.
- The Caltrans portion of the project presents alternative bike facilities with a striped protected bike lane, using flexible vertical delineators.
- The project also includes portions of a Class I bike path (sidewalk level bike path) to accommodate a red bus only lane by the train station
- At the easterly end of the project, there is a single family residential neighborhood. In this

area, curb adjacent parking was maintained for the residents. Bicycle facilities were provided with a separate Class I bike path separated by a planted parkway from the sidewalk area

- The project did not include MS4 storm water infiltration components, nor did it include landscaping
- Santa Monica staff shared that the drive approach frequency was considered as a factor for the design, as well as the available access through alleyways which provide alternative options for deliveries and provision of services
- Their goal was to create a continuous protected bicycle facility with limited interruptions
- Santa Monica staff provided feedback on the Claremont Mountain Avenue complete streets projects and stated that they would not propose a Class IV bike lane project under the residential existing conditions for this corridor. Further they shared that their City Council is not supportive to remove parking on single family residential neighborhoods
- Claremont staff observed high use of the facility especially near the train station and towards the Santa Monica Community College
- \$7million, funded with \$3.4 million federal CMAQ funds for the construction phase. The rest was Local Return funds
- Primarily a bike project to include Class IV bike lanes and protected intersections that required a lane removal
- Minimum ADA access accommodations, or mid-block crossing opportunities
- As a result of complaints received with the project implementation, accommodations for ADA had to be provided (blue zones), and to accommodate resident's requests
- Special ADA accommodations and emergency vehicle access had to be created for senior living facilities
- Parking had to be eliminated to accommodate no parking areas for the use of first responders
- Elimination of parking was done very cautiously to avoid negative impacts to businesses and affected properties.
- The removal of parking was minimal
- For this project, the parking that was eliminated was metered parking that was not highly utilized

Temple City Rosemead Boulevard

Claremont staff met with Temple City staff on October 2, 2023 to conduct a site visit of the Rosemead Boulevard project. During this site visit Claremont staff had the opportunity to discuss project development and implementation as well as lessons learned from the staff who worked on this project. The following summarizes specific details observed and lessons learned shared by Temple City staff.

Rosemead Boulevard differs from Mountain Avenue for a number of reasons. Mainly, the Rosemead Boulevard project is located on a multi-lane, 40 mph commercial corridor with a few residential areas. This corridor is more similar to Foothill Boulevard than Mountain Avenue. The multi dwelling units, in the County area, provide on street parking along a separate frontage road. The following summarizes specific details observed and lessons learned shared by Temple City staff.

- Rosemead Boulevard Avenue Class IV/Medians/Parkways/Sidewalks/Trees/Public Art project
- Land use: medium/high density residential/commercial/residential
- Rosemead Boulevard is a principal arterial, with a posted speed of 40 mph, similar to Foothill Boulevard in Claremont
- The project is a stand-alone project which does not connect to any other bicycle infrastructure
- There are County portions of the project where the improvements are dropped or transitioned
- Street layout: 2 lanes in each direction, with Class IV bike lanes on both sides of the street in certain segments with parking available in between Class IV bike lane breaks
- Commercial areas do not present Class IV bike lanes, instead, they provide Class II bike lanes
- The project is over 2 miles long
- This project was funded with grant funds
- The project provided an overabundance of trees, both within the medians and on the Class IV bike lane islands, creating heavy on-going maintenance needs and costs
- The project removed parking in front of a small residential areas where the Class IV bike lanes were constructed
- Concerns with the Class IV bike lanes medians being hit by cars frequently, taking down trees in the process
- Adjustments had to be made to address concerns with trash bins/roll offs containers rolling down the street creating safety hazards
- These issues required that modifications be made to trash pick-up services. Trash company has to manually move trash cans in certain areas
- Claremont staff observed extremely low use of the facility, which was confirmed by Temple City staff, even though the project has been constructed since 2015/2016
- The project cost was over \$20 million, over 8 years ago. In today's market, this project could possibly be approximately \$30 million, according to Temple City staff
- This was a federally funded project
- As a result of complaints received with the project implementation, accommodations for parking and trash pick-up had to be provided
- Project lacks ADA accommodations

- Median density housing project areas (apartments) retained parking accommodations which is being provided by a separate frontage road (in the County area)
- Temple City staff reported that the ongoing maintenance costs for this project are very high (\$100,000 annually)
- The City obtained \$8 million dollar grant to construct a similar project for Las Tunas. This project was met with opposition, and ultimately, the project did not get built. As a result the grant funds had to be returned.

Project History

In 2022, staff focused on the Mountain Avenue (Base Line Road to Bonita Avenue) Corridor Study and the future steps involved in the project development to design and construct improvements that will include both Mountain Avenue segments, north and south of Foothill Boulevard. Originally, the work on Mountain Avenue was envisioned to be completed as two separate projects: a standard maintenance project for the Mountain Avenue between Foothill Boulevard and Bonita Avenue and a complete streets project for the section of Mountain Avenue between Base Line Road and Foothill Boulevard. This approach was developed, because funding was only available for the Mountain Avenue segment between Foothill Boulevard and Bonita Avenue at the time.

Under that approach, staff presented the City's Pavement Management System (PMS) schedule at the October 28, 2021 TTC meeting. The PMS schedule included proposed maintenance work for the Mountain Avenue segment between Foothill Boulevard and Bonita Avenue. At this meeting, the Commission recommended that staff separate this Mountain Avenue segment from the regular maintenance schedule to look at this section in more detail, and as a stand-alone project, to provide the opportunity to better plan for additional complete street features for this segment. While this segment of Mountain Avenue had been maintained years ago, in 2007, to incorporate a road diet and accessibility features using funding from a Safe Routes to School grant, the Commission felt that additional, more up to date, complete street features could be considered for this portion of Mountain Avenue.

On a separate path, in January 27, 2022, staff presented a study on Mountain Avenue, from Base Line Road to Foothill Boulevard to the Commission. This study included the evaluation of the existing conditions on Mountain Avenue between Foothill Boulevard and Base Line Road and data collection to determine potential improvements that could be implemented along this corridor to improve existing conditions. The study proposed a phased approach to implement modifications, such as traffic signal and signage upgrades and more significant improvements such as a road diet implementation for traffic calming purposes. The first phase of proposed improvements for this segment included enhancements to the Mountain Avenue and Scripps Drive signalized intersection, to address concerns with Condit Elementary School related traffic. The "Phase 1" improvements that were completed in August 2022 are as follows:

Intersection Improvements at Scripps Drive and Mountain Avenue

- Install "No Right Turn on Red" signs for the four legs of the intersection from:
 - 7:00 am - 9:00 am
 - 1:30 pm - 3:30 pm
- Signal Timing modification

- Incorporation of a lead pedestrian phase - all directions
 - Assists with allowing pedestrians to access the crosswalk ahead of the green phase allowing vehicles right turns

In addition to completing the installation of the proposed improvements in Phase 1, staff was able to secure traffic signal equipment to upgrade the signal with pedestrian count down heads and audible traffic signal features.

Staff used available cost savings funds from the Traffic Signal Upgrades Capital Improvement Program (CIP) to cover the cost to implement these Phase 1 improvements at this location. The cost to implement this project was estimated at \$10,000. This work was completed in August 2022.

UC Berkeley Complete Streets Safety Assessment (CSSA)

With school route safety in mind, staff applied for an evaluation under the Complete Streets Safety Assessment (CSSA) program to take the opportunity to learn valuable information from the UC Berkeley experts through the CSSA process.

Staff learned that the CSSA process is a comprehensive transportation safety assessment that focuses on pedestrian and bicycle safety to help identify and implement traffic safety solutions that lead to improved safety for all roadway users. As part of the assessment, the traffic safety experts review the local agency's pedestrian and bicycle traffic safety programs, conduct a site visit, assess the safety conditions, and then suggest new strategies to improve safety for all modes of transportation in the community.

In February 2022, the City of Claremont was selected to be part of the 2022 CSSA program. Claremont requested that a corridor assessment be conducted for Mountain Avenue for its function as a school route. The complete streets safety assessment was conducted in March with great success. As part of this process, staff met with UC Berkeley experts, John Ciccarelli and Afsaneh Yavari, to conduct the field assessment component of the study.

In light of the CSSA positive experience, supported by the valuable feedback received, the City moved forward with the budgeting of a CIP project for the Mountain Avenue corridor as part of the budget preparation process for 2022-2024. The adopted two-year budget for 2022-2024 includes funding for the design and construction of the Mountain Avenue Corridor Complete Streets Project.

Following the two analyses provided for Mountain Avenue, the City Council approved a contract with KOA at their January 24, 2023 meeting to cover the design phase of the project. Since that time, staff has been working with KOA to develop the 30% (thirty percent) conceptual plan set.

Staff has shared the Draft CSSA and the Corridor Analysis by Advantec with KOA, which have been referenced for implementation with the thirty percent plan set. The following is a list of proposed improvements currently incorporated into thirty percent plan set for the TTC's comment and feedback.

Roadway Surface Resurfacing Recommendations

The project will include a two-inch grind and rubberized asphalt paved surface. On projects that do not require additional study, a two-inch grind and pave is standard for the City of Claremont. Mountain Avenue, aside from some locations where tree roots have lifted the asphalt pavement, does not present evidence of severe sub-grade failure.

American with Disabilities Act (ADA) Improvements

Each intersection or location where an existing ramp is located along the project boundary of Base Line Road to Bonita Avenue has been evaluated for ADA improvements. Deficiencies have been incorporated into the thirty percent plan set. Accessibility improvements are a critical component of this project as this is a very walkable neighborhood serving populations of all ages and abilities. Many families walk their children to Mountain View and Condit Elementary Schools and many teenagers walk to El Roble and Claremont High using Mountain Avenue and the adjacent streets. Further, residents from the senior communities located adjacent to the project site are often seen walking down Mountain Avenue for exercise or to get groceries at the local markets.

Bicycle and Pedestrian Striping Improvements

Striping on Mountain Avenue (Base Line Road to Foothill Boulevard) is being re-configured to reflect a road diet consistent with the City's General Plan Mobility Element. The Corridor Analysis prepared by Advantec determined that the Average Daily Traffic (ADT) is well within the allowable traffic volumes to implement a road diet. As mentioned at the January 27, 2022 TTC meeting, the analysis by the consultant traffic engineer provided the Calculated Daily Capacity in vehicles/day for two (2) travel lanes. The amount of traffic was calculated at 15,000 vehicles/day. The recorded ADT recorded at two locations along Mountain Avenue ranged between 5,317 and 4,299 vehicles. The typical section for this road diet will contain 8-foot parking lanes, 5-foot Class II bike lanes, two 10-foot vehicle travel lanes, and a 10-foot two way left turn lane.

The intersections along Mountain Avenue will be evaluated for bicycle improvements such as bike boxes, which are expected to be included with the final plan set. All crosswalks will be improved with high visibility crosswalk striping, and all bike lane improvements will incorporate green bike paint, consistent with Foothill Boulevard and the currently under construction Towne Avenue Complete Streets project.

There are two options currently being reviewed by staff for the Mountain Avenue section between Butte Street and Harrison Avenue. These options offer modifications to the current striping layout that are intended to address drop-off and pick-up circulation for El Roble Intermediate School and to improve bike safety. All options have the ability to incorporate a Class I Bike Path on the east side of Mountain Avenue from Butte Street to Harrison Avenue as recommended by the UC Berkeley CSSA report.

Pedestrian Crossings - Updated

Four mid-block pedestrian crossings are proposed for this project. One location is on Mountain Avenue, south leg of Hood Drive, the second location is on Mountain Avenue, north leg of Butte Street, the third location is on Mountain Avenue, north leg of Eleventh Street, and the fourth location on Mountain Avenue, north leg of Wellesley Drive. These improvements are being evaluated with and without a refuge island, however, the preferred option from staff is to have curb extensions with a refuge island when appropriate. This option has the ability to provide pedestrian signage to further improvement pedestrian visibility. Additionally, each location is being evaluated for a Rectangular Rapid Flashing Beacon (RRFB) installation.

Staff is also reviewing the intersection of Harrison Avenue at Mountain Avenue, looking at ways to improve the pedestrian crossing activities at this location. Currently the conceptual layout shows a curb extension at the north-west corner. This is a good initial step, but this intersection will be

evaluated to see if any of the other corners can accommodate a curb-extension as well. Given the number of student crossings at this location the reduced distance to cross the road is a highly desirable improvement if room is available.

Claremont Bicycle Pedestrian Advisory Group Review

At their June 14, 2023 meeting the group reviewed the 30% conceptual layout and provided feedback in addition to providing a number of suggested items to be explored with the consultant to determine whether feasible or appropriate to include in this project. The comments and suggestions received had been incorporated in the Public Comment Matrix.

Responses to Public Comment

Just prior to the June 22, 2023 TTC meeting, staff had been logging all public comment regarding the Mountain Avenue Complete Streets project. All the comments were collected and turned into a Public Comment Matrix (Attachment C), which is used to track each public comment received and to clearly show the determination by staff and consultant. Attachment C provides responses to public comment and copies of public comments received.

The public comment collected and shown in the matrix is comprised of the following:

- Claremont Bike and Pedestrian Advisory Group meeting held on June 14, 2023
- Traffic & Transportation Commission Meeting held on June 22, 2023
- Public Comments submitted to staff following the June 22, TTC meeting
- Neighborhood Meeting held on August 16, 2023
- Public Comments submitted to staff following the Neighborhood Meeting

While the City has received a broad range of input and requests from public comment received from the public, starting in March 2023, many of the public comments focused on Claremont Streets for People request for Class IV bike lanes. Class IV bike lanes were not requested by the TTC, nor the public at either the January 27, 2022, or the September 22, 2022 TTC meetings. Pursuing this proposal has required additional technical analysis that is not currently in the budget. Full technical analysis of Class IV bike lanes would require City Council approval of a budget amendment.

During the project study phase, staff and the consultant had considered and ruled out the appropriateness of Class IV bike lanes for inclusion on Mountain Avenue. Given the amount of available right of way space and driveway frequency, the Class IV option was not recommended. Additionally, adjacent land uses impact the design options as well. High-density, more urban, land uses are likely to have higher volumes of pedestrians and cyclists with less frequent driveways. Lower density land uses, as is the case with Mountain Avenue, have frequent driveway access points for each property and increased distances between street intersections. Separate bike lanes are easier to implement in locations with fewer driveway crossings. There is also a safety concern with high driveway frequency, as these areas are conflict points for the bicyclists.

KOA Corporation, the Engineering design firm preparing the design plans for the Mountain Avenue Complete Streets project, was directed to further evaluate the Class IV bike lanes to address the requests received via public comment. Their analysis includes the following cross-sections, as reflected on Attachment D.

- Recommended layout

- Center left turn lane, two travel lanes, Class II bike lanes, and on-street parking
- Alternate A - Class IV with no parking
 - Center left turn lane, two travel lanes, Class IV bike lanes
- Alternate B - Class IV layout requested by Claremont Streets for People
 - Two travel lanes, reduced on-street parking (approximately 65%), class IV bike lanes
- In order to address the complete removal of on-street parking or the approximate 65% loss of on-street parking that would result from the implementation of Alternate A or B, staff directed KOA to perform a synchro analysis, and collect additional counts (including video footage) to provide a look at the existing conditions during the current peak hours, and the impacts on traffic congestion during these peak hours. This information will be provided during staff presentation of this item.

After additional consideration of the two Class IV bike lane alternatives, KOA recommends that the City pursue the original staff recommended cross-section remain, utilizing Class II bike lanes. A brief summary of factors supporting this recommendation are listed below. Further, complete details are reflected in Attachment C.

- Land-use/zoning, Mountain Avenue is primarily single family residential.
- Alternative B, when backing out of driveways across Class IV bike lanes can lead to potential collisions as visibility can be more difficult when determining the speed of on-coming conventional bikes, e-bikes, or motor vehicles.
- Alternative A requires the removal of all on-street parking.
- Alternative B requires the removal of at least 65% of available on-street parking.
- With either, Alternative A or B, Americans with Disabilities Act (ADA) improvements, cannot be accommodated with the available right of way space.
- Future ADA requests cannot be accommodated if Class IV bike lanes are installed.
- Alternative B requires the removal of the center left turn lane, which is consistent with Mobility Element of the City's General Plan.
- The Mobility Element, evaluated Mountain Avenue as one of the City's special streets. Removing the center turn lane would require an amendment to the General Plan and would also require further studies, via environmental impact review.

These factors contributed to the determination to continue to pursue the initial staff recommendation and cross-section.

Updated Collision History

According to the Massachusetts Department of Transportation's Separated Bike Lane Planning and Design Guide, in urban and suburban areas, the majority of collisions between cyclists and motorists occur at intersections and driveways and are often related to turning or merging movements.

When looking into the collision history, and whether or not Class IV bike lane installations would prevent bike related collisions, conflict points must be analyzed. Conflict points along a Class IV bike lane are anything that disrupts a continuous path. A conflict point is typically an intersection, alleyway, or drive approach. Other conflict points can be ADA accessible ramps or passenger loading zones, or pedestrian walkways.

The Claremont Police Department provided updated collision statistics spanning from January 2018 to June 2023. The updated figures show twenty-three (23) collisions including both vehicular and

bicycle related incidents. Of the twenty-three incidents, four involved bicycle riders. According to the Police Department, of the four incidents involving a bicycle rider, two were the fault of the motor vehicle. It should be noted that all four of the incidents involving bicycle riders occurred at conflict points along Mountain Avenue. A Class IV bike lane would not have prevented these incidents.

Additional items to consider with looking at potential collisions or conflicts are the increasing popularity of e-bikes. There currently three types of e-bikes.

Type 1: Pedal Assist. Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 mph. No need for driver's license and no age limit;

Type 2: Operates via pedal assist or throttle and ceases to provide assistance when the bicycle reaches a speed of 20 mph. There are no requirements for driver's license, nor age limit; and

Type 3: Provides assistance only when the rider is pedaling. This Class/Type is the fastest "legal" E-bike with a maximum speed of 28mph. There is no need for driver's license or plate, but riders must be 16 or older, and a helmet is required. Requires local ordinance to operate in a bike lane.

At tonight's meeting, staff is asking the Commission and the public for feedback on the responses to public comment received since the June 22, 2023. All comments or feedback received, will be discussed with the consultant and given consideration for incorporation into the continued preparation of the plan set.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

The Mobility Element, evaluated Mountain Avenue as one of the City's special streets. Removing the center turn lane would require an amendment to the General Plan and would also require further studies, via environmental impact review.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact Commission Secretary, Carrissa Roque at croque@ci.claremont.ca.us.

Submitted by:

Maria B. Tipping P.E.
City Engineer

Associate Engineer

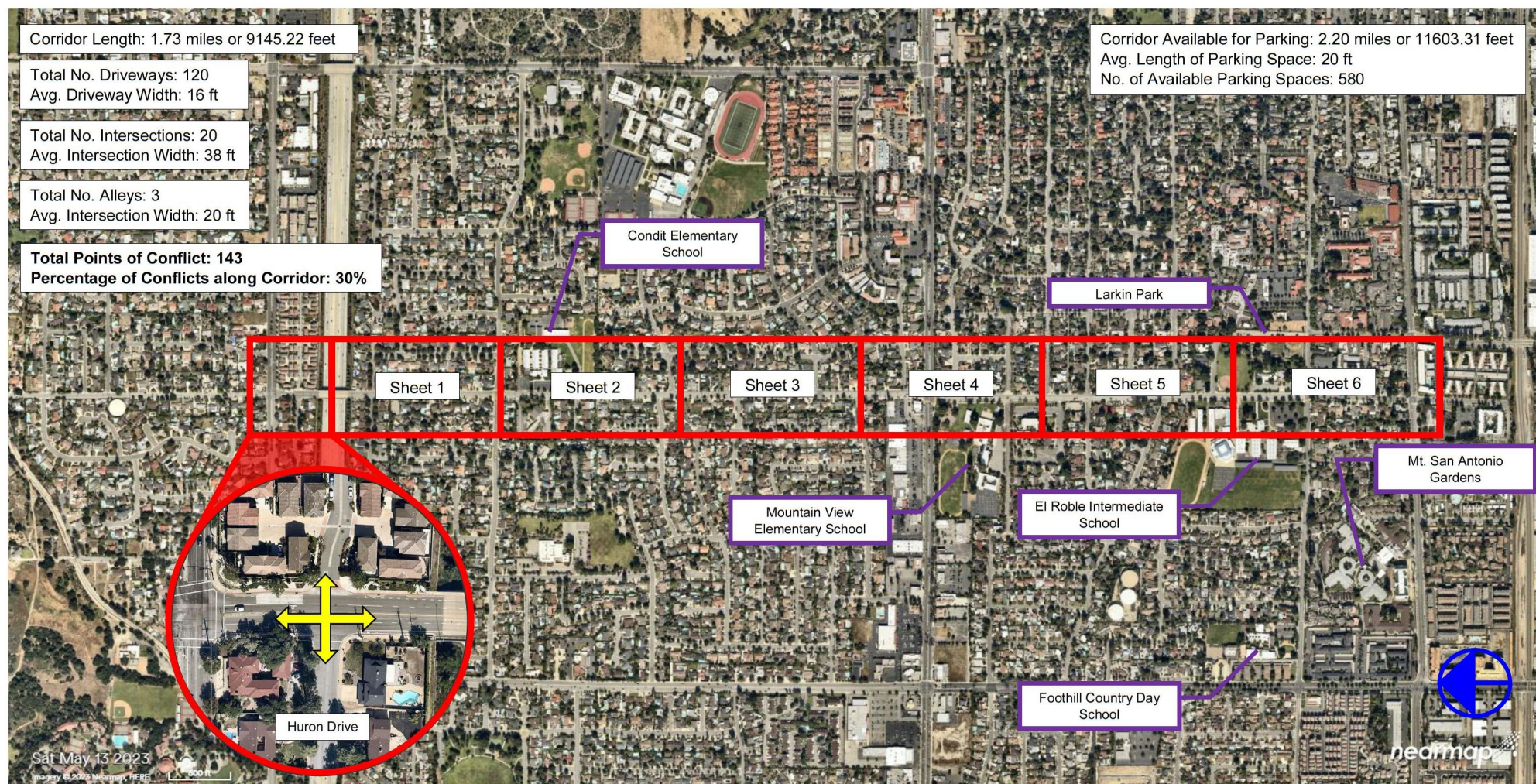
Prepared by:

Vincent Ramos

Attachments:

- A- Corridor Unique Characteristics
- B- Sites Photographs
- C- Public Comment Matrix Responses
- D- Analyzed Cross-Sections

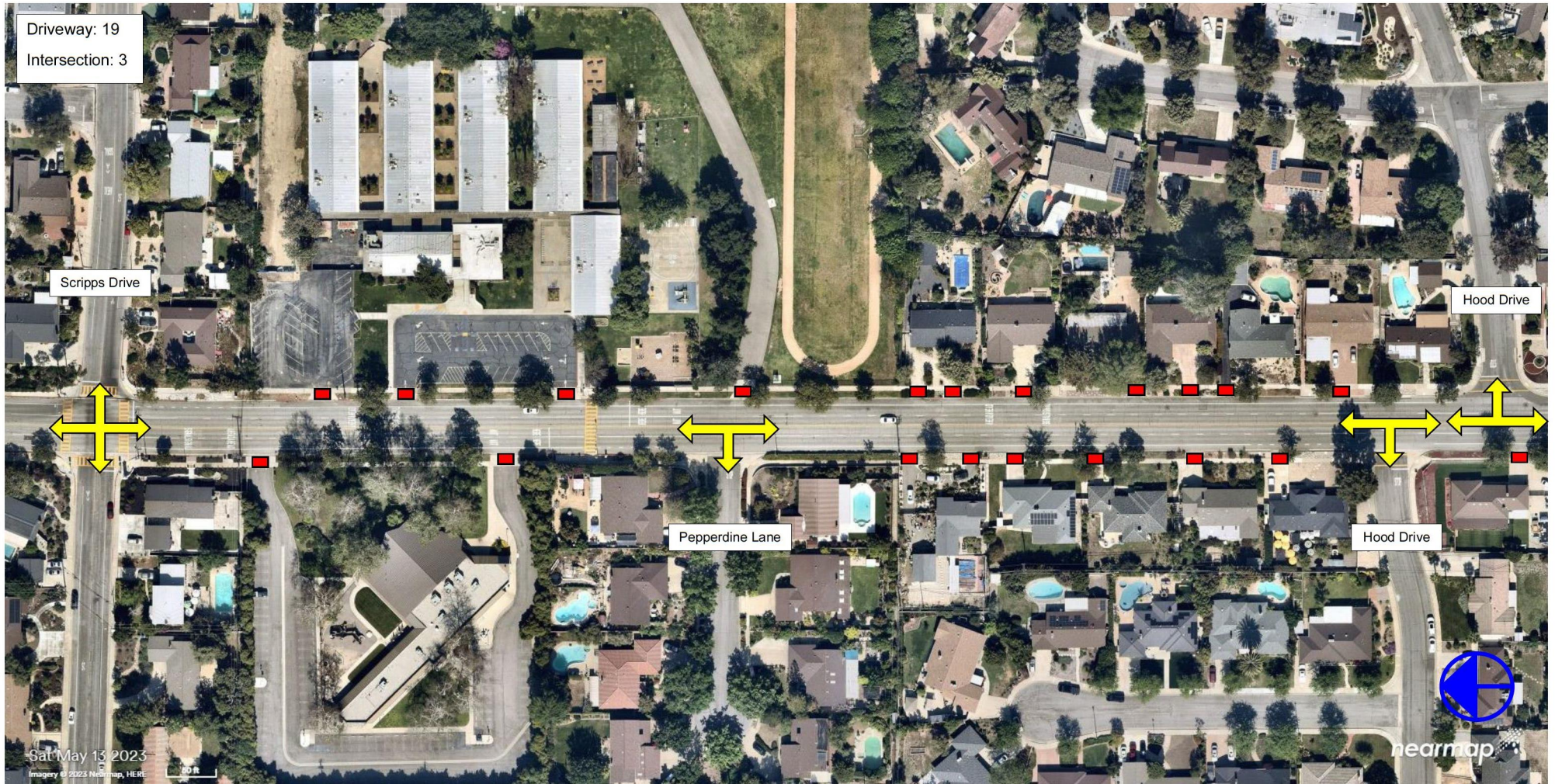
Mountain Avenue Corridor – Complete Streets Project
Conflict and Parking Diagram



SHEET 1



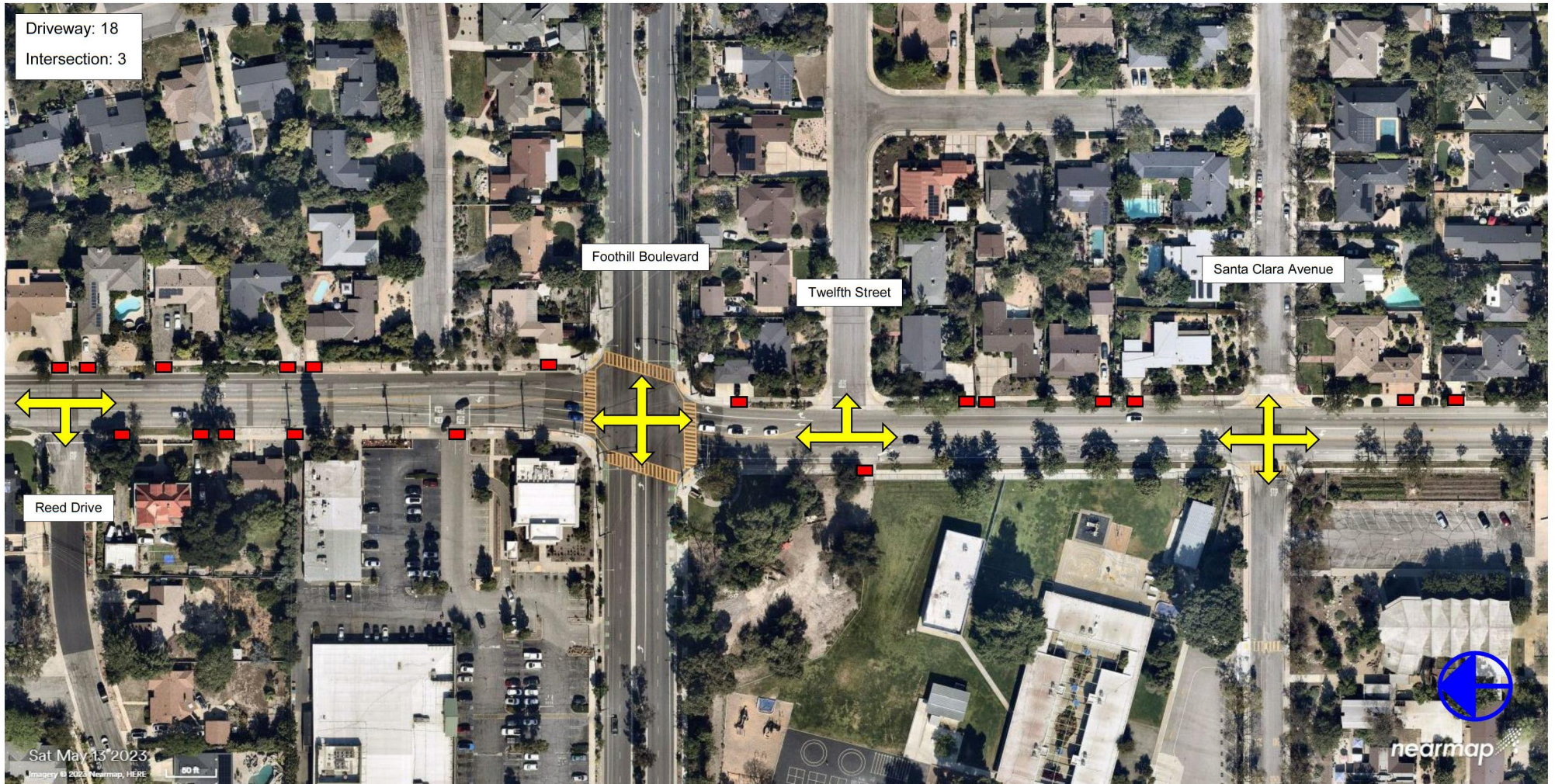
SHEET 2



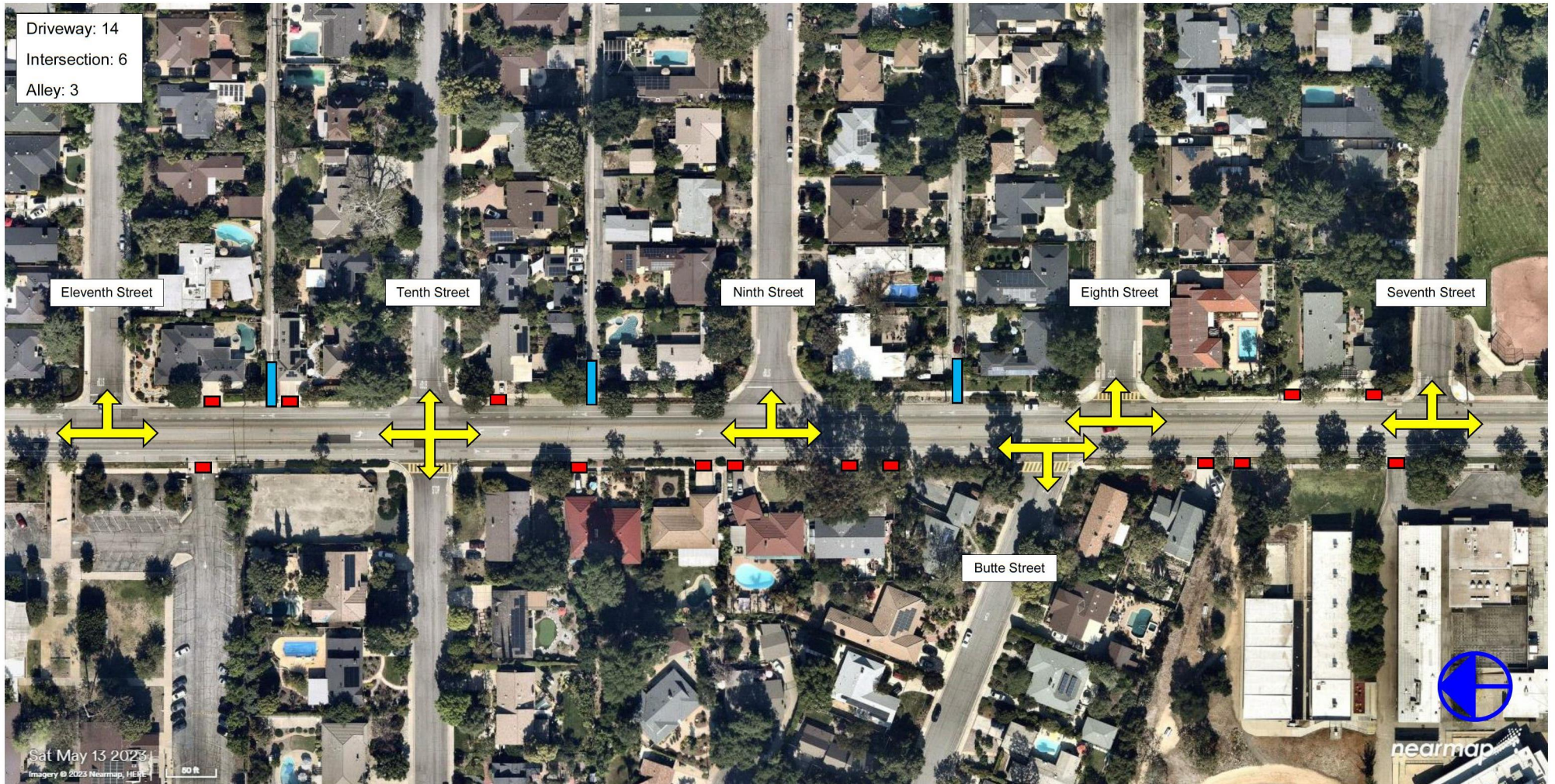
SHEET 3



SHEET 4



SHEET 5



SHEET 6



SIGHT VISIBILITY DIAGRAM
Mountain Avenue, Foothill Boulevard to Harrison Avenue

Table 201.1

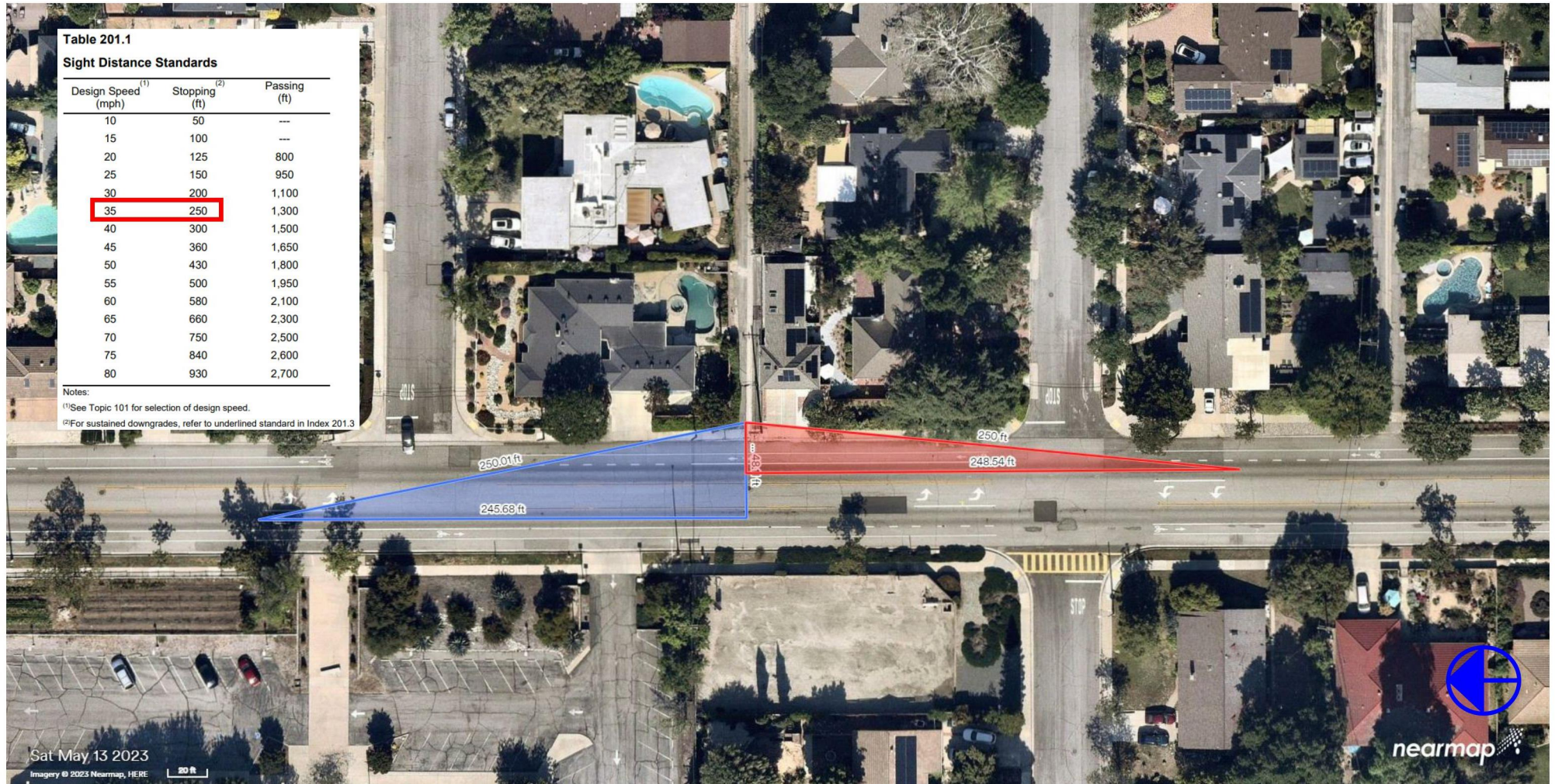
Sight Distance Standards

Design Speed (mph)	⁽¹⁾ Stopping (ft)	⁽²⁾ Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

Notes:

⁽¹⁾See Topic 101 for selection of design speed.

⁽²⁾For sustained downgrades, refer to underlined standard in Index 201.3



Sat May 13 2023

Imagery © 2023 Nearmap, HERE

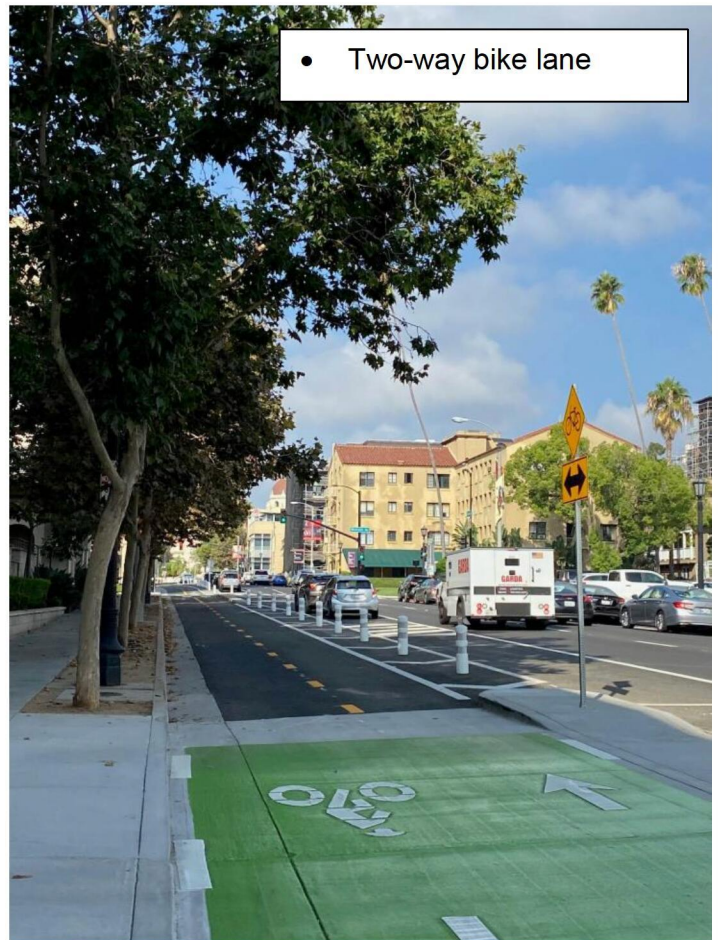
20 ft



Pasadena – Union Street

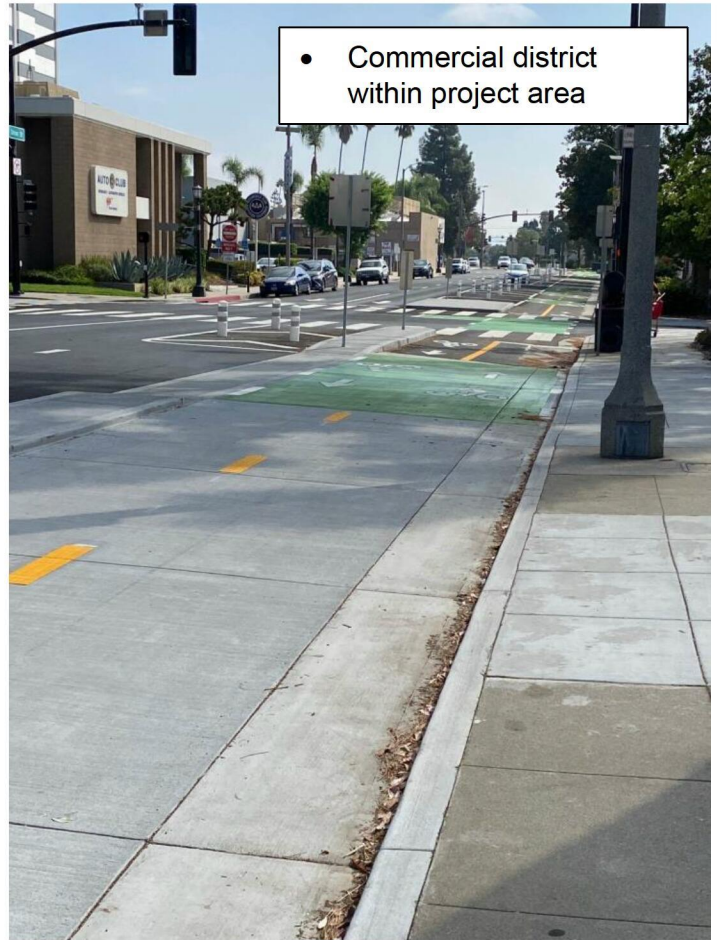
- Urban environment
- One-way street





• Two-way bike lane





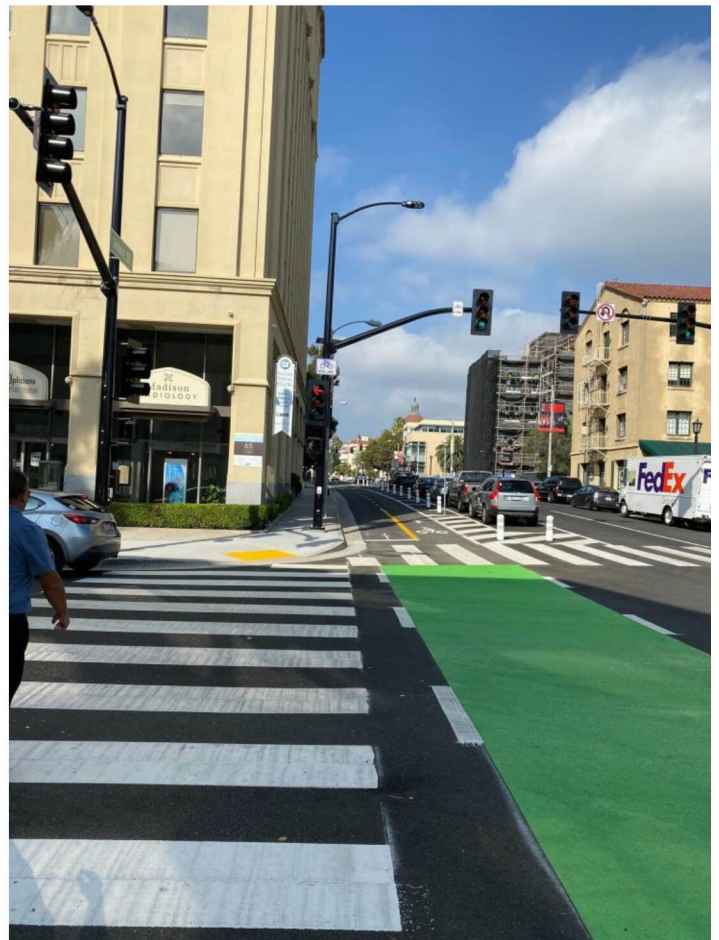
- Commercial district within project area



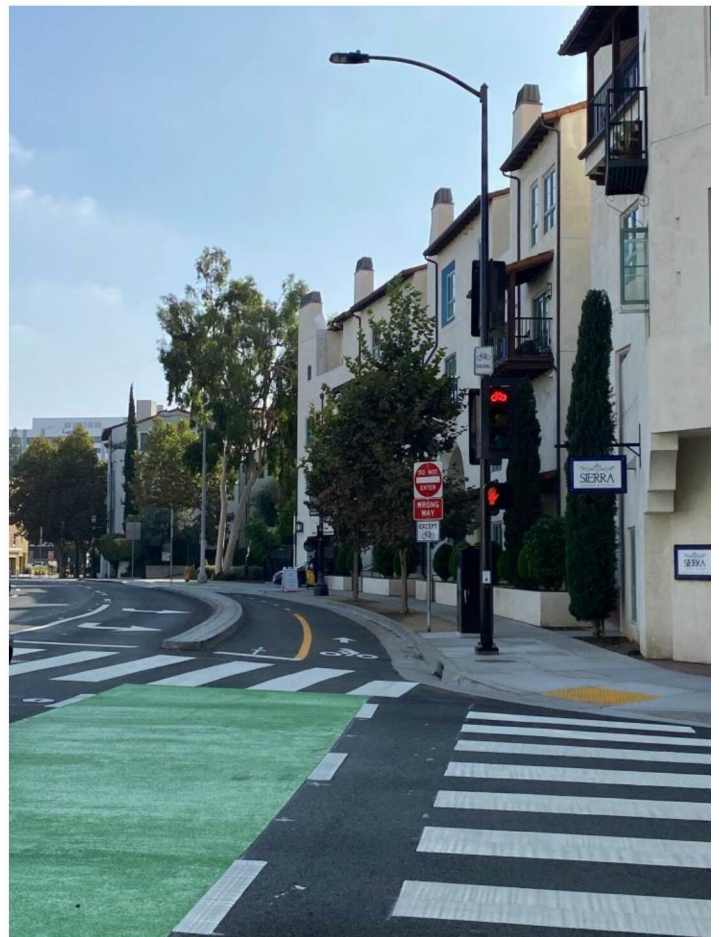
- ADA loading zone



- Two-way class IV bike lane
- Slight depression throughout commercial driveways

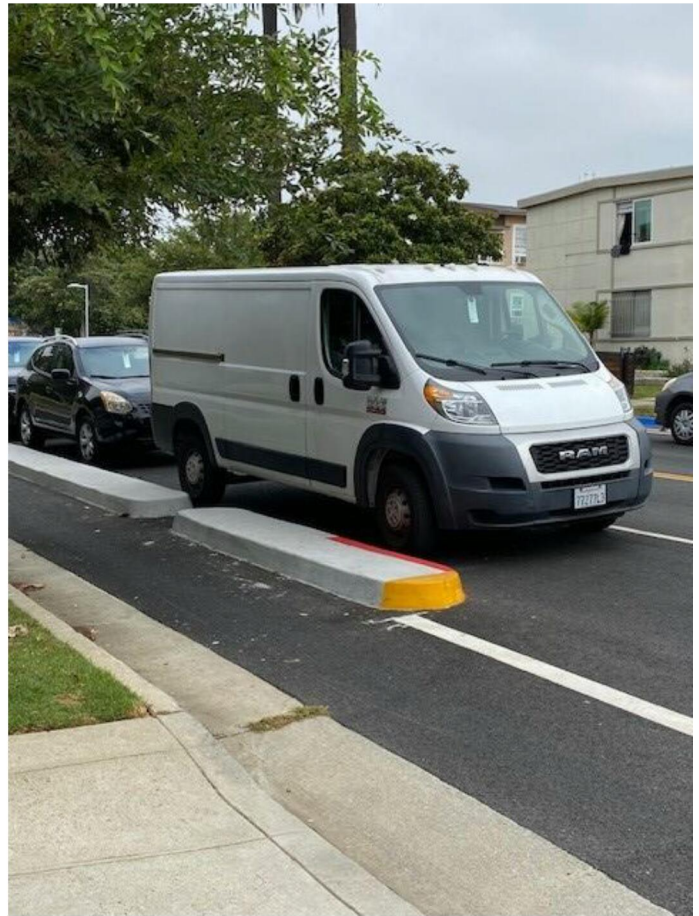
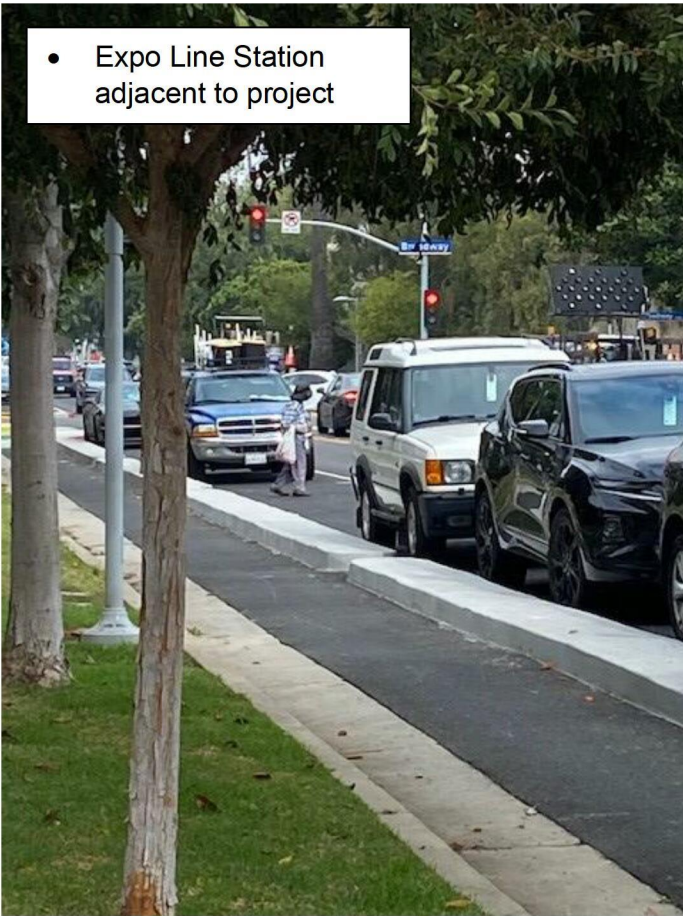


- Bike/pedestrian indicators



Santa Monica – 17th Street

- Expo Line Station adjacent to project

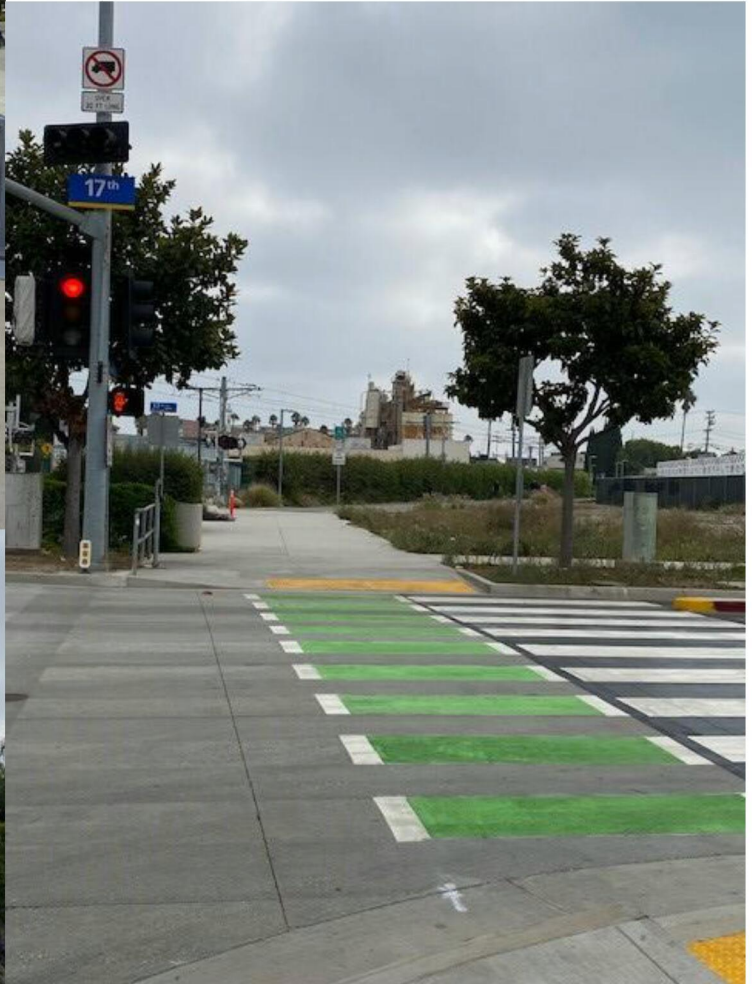


- Separated bike lanes with protected intersections





- 17th St connection to regional bike trail (Class I)

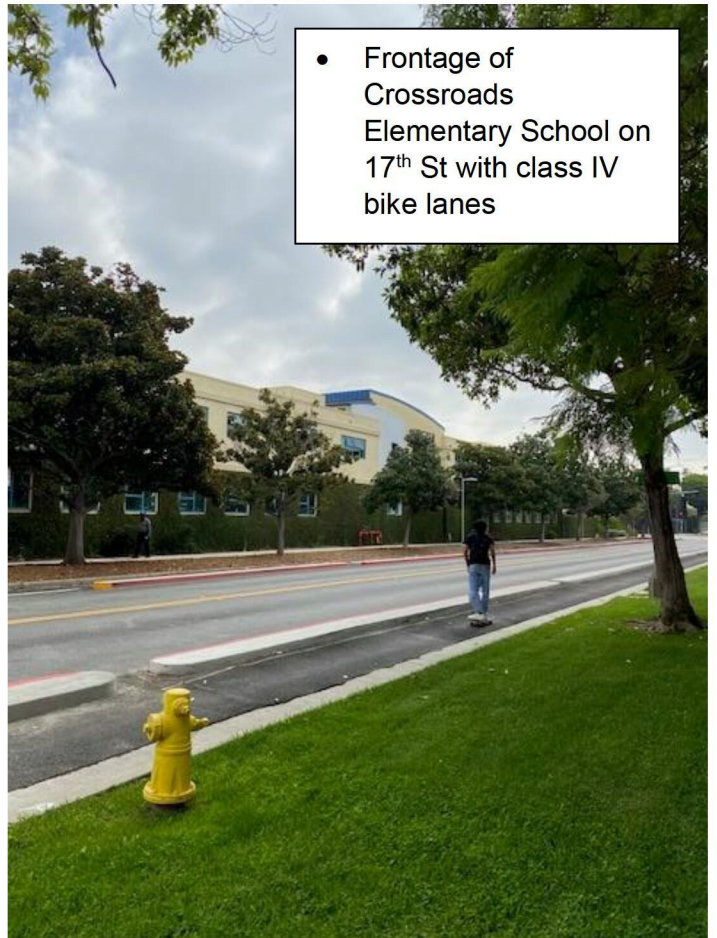


- Bus stop in front of Expo Line with class I bike lane to connect to Santa Monica Community College

- Crossroads Elementary School student loading zone on Olympic Blvd



- Frontage of Crossroads Elementary School on 17th St with class IV bike lanes




 MAY USE
 FULL LANE



- Residential neighborhood with class I bike path. Parking is retained

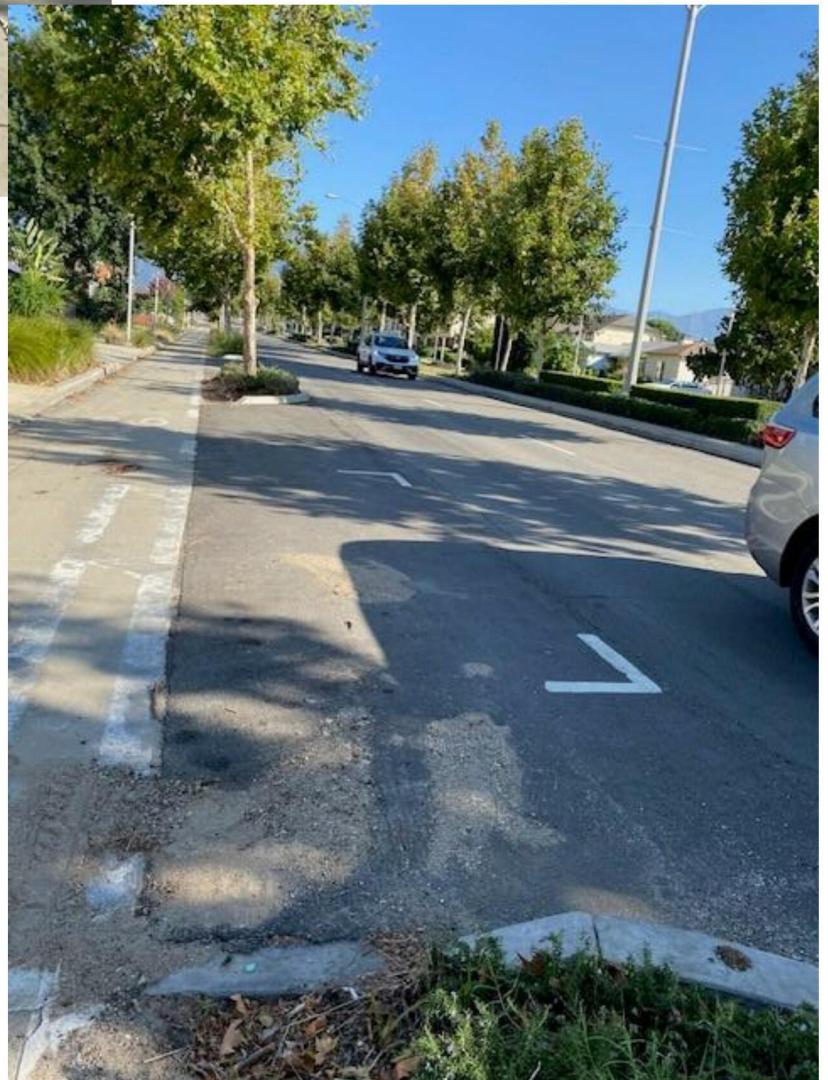


- Attempt to provide ADA accommodations after the fact

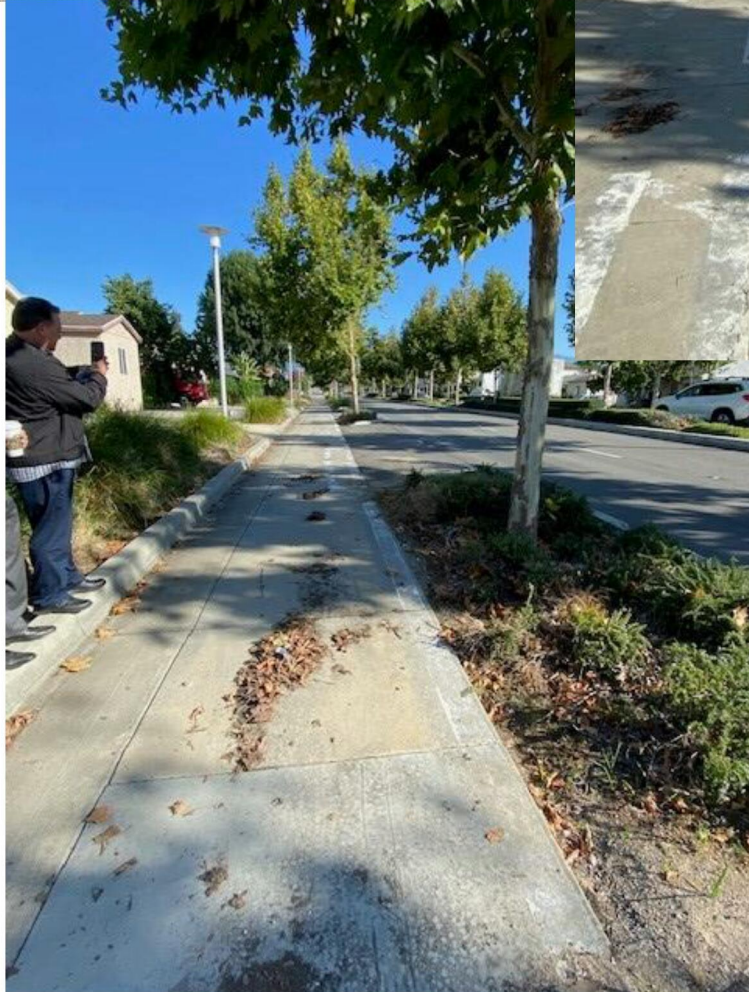
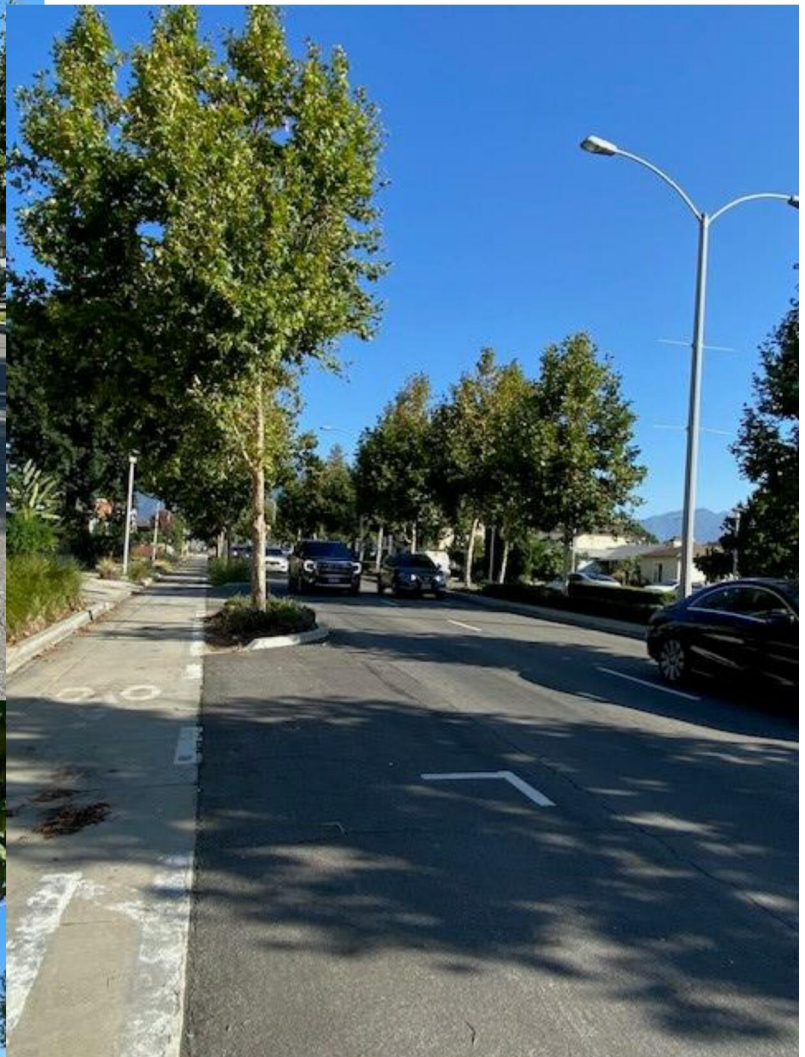
Temple City – Rosemead Boulevard



- Maintenance issues within class IV bike lanes



- Facilities have poor bike use



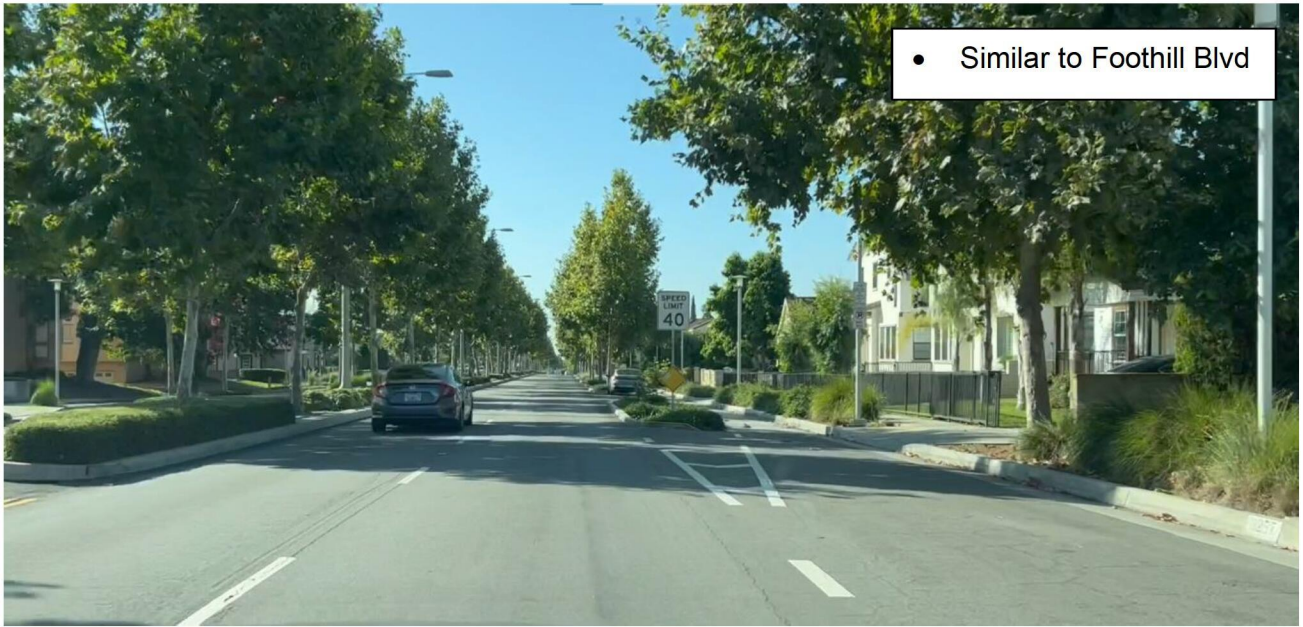
- Trees are being hit by vehicles

- Costly ongoing maintenance issues

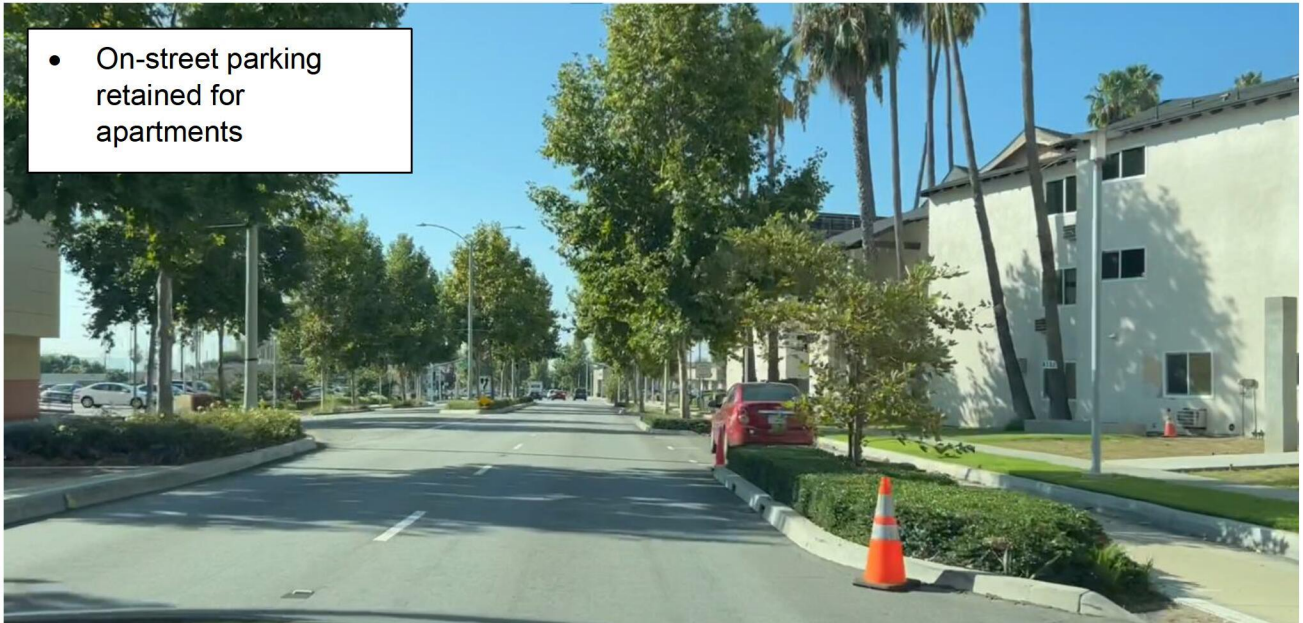
- Pedestrian components of the project



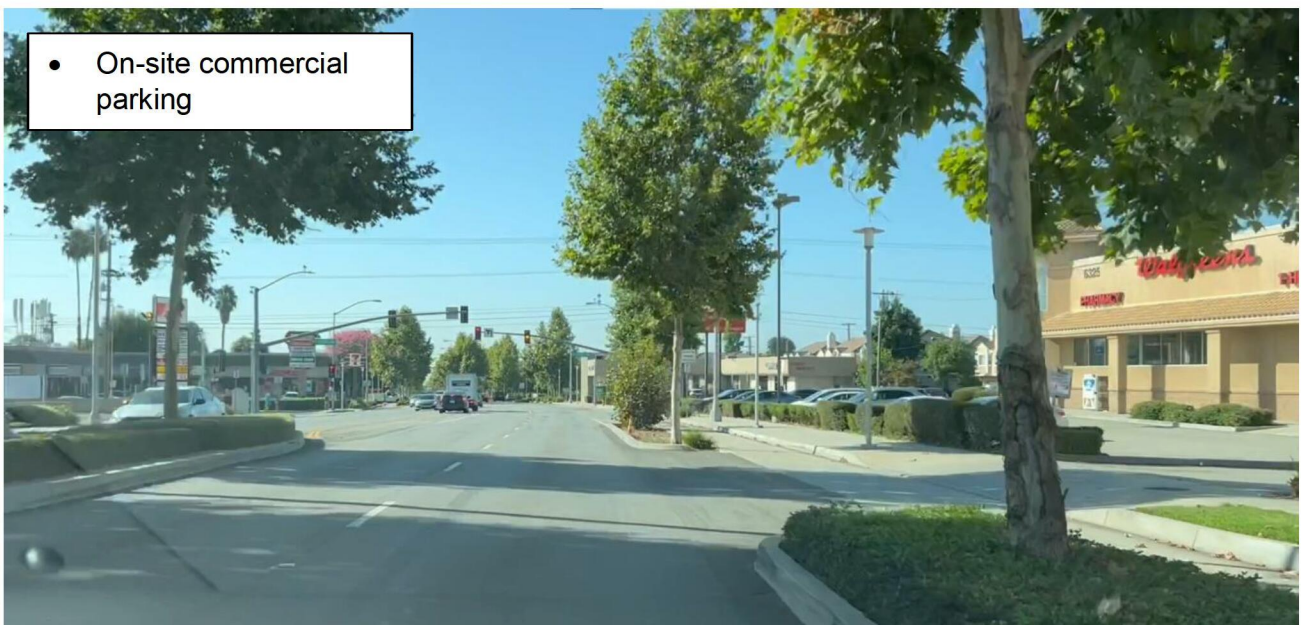
- Commercial/Multi-family land use
- Similar to Foothill Blvd



- Similar to Foothill Blvd



- On-street parking retained for apartments

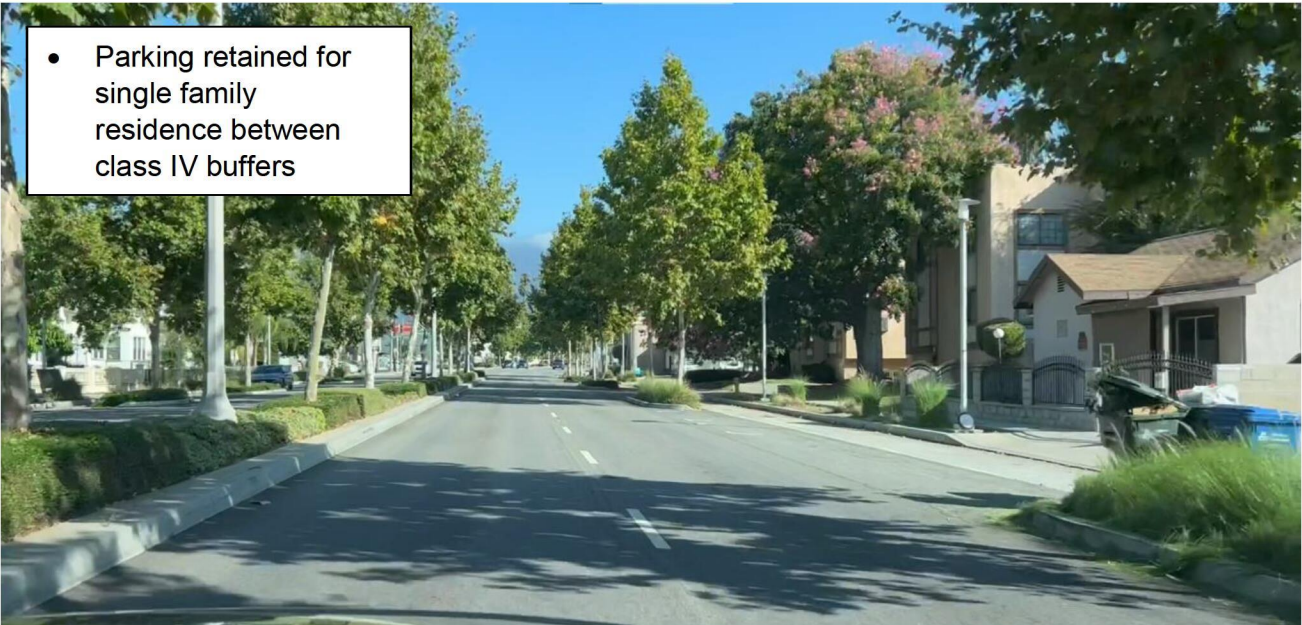


- On-site commercial parking

- Combination of bike facilities
- Class III (sharrows) to Class IV (separated) bike lanes



- Parking retained for single family residence between class IV buffers



- Multi-family dwellings served by separate fronting roadway with parking



CBPAG 6.14.23 Comments

Name	Letter Comments	How comments have been addressed
CBPAG	Evaluate narrowing of the corner radii (reconstruct every corner with 5' radius)	Although a 5' corner radius would reduce the length of the crosswalk, this would push the ADA curb ramps further away from Mountain Ave. When a crosswalk is not located adjacent to the parallel street, drivers do not anticipate a crosswalk to be located in this non-standard location. This can increase conflicts between pedestrians and vehicles. Crosswalks should be located where both motorists and pedestrians expect the pedestrian to cross a roadway. Also, the reconstruction of every corner of Mountain Avenue is not a feasible request for this project. This would significantly increase the design and construction budget for the project.
CBPAG	Bike Boxes at signalized intersection approaches	Bike boxes at signalized intersections will be added to the 30% concept plan.
CBPAG	Green Bike Lane extensions through signalized intersections	Green bike lane extension striping at signalized intersections will be added to the 30% concept plan.
CBPAG	Remove right turn pocket for NB approach at Foothill to improve bike facilities to fit a median	A raised median is not feasible here because of the existing residential driveway on the east side of Mountain Avenue between Foothill Blvd and 12th St. The median would block this resident from using their driveway. However, the updated 30% concept plan will remove the right-turn pocket and propose green bike lane conflict zone striping instead. Please see updated concept plan for more detail.
CBPAG	Consider raised crosswalk/speed tables	Raised crosswalks/speed tables will be considered in the updated 30% concept plan.
CBPAG	4-way stop on Mountain at Butte Street	A proposed stop sign should meet the California Manual on Uniform Traffic Control Devices (CAMUTCD) requirements. This intersection would not meet these requirements, and the City does not recommend a 4-way stop at this intersection. Installing stop signs at intersections that do not meet the criteria can cause faster speeds along the main street, encourage violation of traffic laws, and encourage the use of alternate routes along side streets. Also, the offset intersection of Mountain Ave/Butte St/8th St could make the intersection difficult to navigate with a stop and this could increase the chance for collisions.
CBPAG	ADA accommodations at north leg of Santa Clara at Northwestern	An ADA compliant curb ramp at the northwest corner will be added to the 30% concept plan. Curb extensions at this intersection will be considered in the updated 30% concept plan.

Written Public Comments from 6/22/23 TTC Meeting

Name	Letter Comments	How comments have been addressed
Stuart Wood	<p>The Claremont community must prioritize a path forward that encourages and protects pedestrians & bikes, and isn't putting cars over people. This involves investing in protected bike lanes, raised crosswalks, corner curbs, and other traffic calming measures. The people of Claremont want to walk, bike and roll more, but simply need safe, connected infrastructure for that to happen.</p>	<p><u>Class IV bike lanes or protected bike lanes</u> – The City and KOA have given due consideration to protected bike lanes for Mountain Avenue. Please see the two new alternative concept plans prepared. Alternative A illustrates a Class IV bike lane with a raised concrete buffer and no on-street parking. Alternative B illustrates a striped buffer with raised bollards (but could be designed with a raised concrete buffer). There are several factors that indicate Class IV bike lanes are not feasible for this project:</p>
Sorrel Stielstra	<p>Even adults (such as my husband who bikes daily to work), but especially kids, feel--and in fact, are--very unsafe biking around town without protected bike lanes. Biking even short distances, such as from our house on 12th Street to Claremont High School or Trader Joe's is dangerous and unwelcoming, and there is no reason for that to continue to be the case as we move forward with updating our street designs for key corridors in our community.</p> <p>Address this huge design barrier to encouraging increased bike use in Claremont, something that is necessary to fight climate change and also to increase health and overall quality of life. It's critical that we have more traffic calming measures, narrower roads (Mountain does not need a middle turn lane) and especially protected bike lanes.</p>	<ul style="list-style-type: none"> • Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents. As shown in Alternative A, Class IV bike lanes would remove all on-street parking and Alternative B would significantly reduce the amount of on-street parking available. <ul style="list-style-type: none"> o Alternative A shows how raised concrete medians will remove all on-street parking from Mountain Ave. The Claremont Streets for People (CSP) proposed design where parking is maintained with the raised concrete medians will not be ADA compliant when the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) is adopted by the U.S. Department of Transportation and the U.S. Department of Justice (anticipated 2024). The design for this project will likely be completed in 2024, and will therefore need to follow these standards. o PROWAG states "Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces... shall be provided in accordance with....." The requirements are 1 accessible parking space minimum per every 25 parking spaces. With CSP's design, the City will be required to include accessible parking spaces along Mountain Ave. o The PROWAG requirements for these accessible on-street parking stalls are: "Parallel on-street parking spaces shall be.... 13 feet wide minimum," <ul style="list-style-type: none"> • CSP's design does not allow for 13' wide parking stalls. o "Parallel on-street parking spaces shall connect to pedestrian access routes." <ul style="list-style-type: none"> • This requires all accessible parking spaces to have curb ramps on either end of a parking space, and there needs to be a pedestrian access route from the parking stall to the sidewalk. This would significantly reduce the amount of the bike lane that is protected by the median. • Also, if a resident requests accessible parking in front of their home, the City would have to remove the new raised median facilities and construct ADA compliant facilities to accommodate accessible parking. This is not a feasible request for the City to accommodate if the raised median Class IV bike lane is installed.
Sarah Kavassalis	<p>I am a Claremont resident who feels strongly that our town should be a safer place for cyclists and pedestrians. I am writing to you wearing several hats: I am a parent who wants Claremont to be a safer place for my child to walk and bike to school. I am an avid pedestrian with the privilege of walking to work every day, but in spending so much time commuting on foot in Claremont, I have seen far more than my share of accidents on our streets. I am also (newly) a professor of climate science at Harvey Mudd (my area of study is the intersection of air quality and climate), and I firmly believe that cities prioritizing pedestrians, cyclists, and public transit are healthier and more climate-resilient (I am very happy to talk to you more about this if you would like). The Mountain Ave. Corridor project brings Claremont an excellent opportunity to improve our city, but the plans that have been shared still appear to be prioritizing cars over safe cycling. Claremont is not the first American city to attempt to make itself more bike-friendly, so we should look at the lessons others have learned. The primary takeaway from nearly all published studies on bike-lane design is that if we want to encourage more people to bike and make biking safer, we need protected bike lanes (physical barriers between bikes and cars) with thoughtfully designed intersections.</p>	
Alexandra Bandy	<p>I saw the proposed changes to Mountain Ave near where I live on Butte St and was disappointed to see that some of the safe choices made along Foothill would not be continued along Mountain, like a protected bike lane. There's certainly room if the road were reduced to 2 lanes which is more than adequate for turning vehicles. I urge you to reconsider these changes if we truly want to prioritize safer and more accessible streets.</p>	<ul style="list-style-type: none"> • Also, based on experience from other projects (Temple City's Class IV bike lane on Rosemead Blvd for example), these small medians are frequently hit by vehicles. • CSP's design and Alternative B would require the removal of the two-way left-turn lane. We do not recommend the removal of this lane for the following reasons: <ul style="list-style-type: none"> o The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the

Brian Oakley	<p>Proper infrastructure gives structural protection to children walking and riding on bikes, not just paint that protects no one. How will you sleep at night when you read that a group of children or vulnerable seniors were run over by a car careening over some green paint markings on a design that you approved? Mere cosmetic changes or the addition of superficial markings are simply not sufficient to ensure the safety of vulnerable road users. I implore you to get this design right and move beyond token gestures to invest in proper infrastructure improvements that prioritize the protection of our community members who demand alternatives to private car transport. Our school zones have become high-speed car zones and parking lots. We can and must do better. Safe streets for all must include:</p> <ul style="list-style-type: none"> ☑ Protected bike lanes ☑ Two lanes for motor vehicles ☑ Raised crosswalks ☑ Traffic calming ☑ Smaller turning radii on corner curbs 	<p>through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers.</p> <ul style="list-style-type: none"> o As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the left. o First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane. • Class IV bike lanes were proposed on Foothill Boulevard only where there was no parking and limited number of driveways.
David Rheinheimer	<p>After having reviewed the design prepared by KOA, it appears that no significant changes are actually proposed that would make bicycling there safe. Although I am a dedicated cyclist, I can personally attest that a single bike lane between parked cars on one side and potentially fast moving cars on the other side, separated only by paint, is scary at best and does not provide the kind of safety needed that would not only protect bicyclists but also help encourage bicycling as a normal form of transportation rather than an "alternative" one. Indeed, just the opposite: the proposed design reinforces the role of that section as car-priority rather than as a complete street, ultimately discouraging people from bicycling there (I'd rather ride on a smaller side street, full lane, than in the proposed redesign).</p> <p>I strongly urge you to consider investing in real complete streets infrastructure, not just signs and paint; signs and paint essentially mean "do nothing", at least when safety is concerned (I do note the improvements in signaling and infrastructure for pedestrians). Infrastructure ideas include specifically options proposed by Claremont Streets for People: road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs, in addition to dedicated bike lanes.</p>	<ul style="list-style-type: none"> • <u>2-lanes rather than 3-lanes</u> - We do not recommend the removal of the two-way left-turn lane for the following reasons: <ul style="list-style-type: none"> o The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers. o As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the left. o First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane.
Elise Ferree	<p>I don't think the redesign for Mountain goes far enough to ensure safe streets for everyone. I hope that the city will consider additional steps, such as protected bike lanes, raised crosswalks, slower speeds, smaller turning radii on corner curbs, and other changes that will slow traffic on Mountain. I live between Mountain and Berkeley and so regularly walk and bike on or across Mountain Ave alone and with my children and their friends. It's a wide street with fast-moving cars, making it feel unsafe, especially on school days. I also have friends who will not let their children bike to schools on Mountain due to safety concerns. If the road was safer, there would be more pedestrians and fewer cars. Let's make changes that will truly improve safety on Mountain.</p>	<p><u>Vertical and horizontal traffic calming</u> – The proposed and updated 30% concept plan incorporate the following traffic calming improvements:</p> <ul style="list-style-type: none"> • Road diet • Narrower travel lanes (11 feet to 10 feet) – Encourages lower speeds because vehicles need to drive slower to stay within the lanes. • Bulbouts/curb extensions – Narrow the roadway resulting in reduced vehicle speeds while turning and may encourage slower speeds when traveling through an intersection <p><u>More crosswalks</u> – The updated 30% concept plan will incorporate new crosswalks with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs) at Hood Drive, Wellesley Drive, 11th Street and Butte Street.</p> <p><u>Raised crosswalks</u> – Raised crosswalks will be considered in the updated 30% concept plan.</p>
Jennifer Mawhorter	<p>Having just spent a week cycling in the Netherlands and Europe, I urge the city to go back to the drawing board and look to the future by creating protected bike lanes on Mountain Ave. The proposed design is just paint on a street, nothing to truly protect cyclists and reassure parents that they can let their children bike safely to school. Bike lanes that are occupied by parked cars require cyclists to venture out into traffic. I have several friends who have been badly injured when a driver opens the door in front of a cyclist. So many of the daily trips people take in Claremont are short enough for easy biking if the city infrastructure supported safe cycling. Currently, many cities in the world have goals to increase the percentage of accomplished by walking and biking vs. cars to reduce noise and pollution, lower greenhouse gas emissions, and increase physical and mental health. The only protected bike lanes in Claremont are the hike and bike trail, sections of Foothill, and a tiny bit of 1st St. Claremont should take this opportunity to build a new protected bike lane.</p>	<p><u>Wider sidewalks</u> – Widening the existing sidewalks would require the removal of many large trees or the acquisition of right-of-way, both of which are not feasible for this project. Claremont is a community which recognizes its trees as one of the most valuable public resources. The preservation of our community forest is one of our citizens' highest priorities. The acquisition of private right-of-way from our residents is also not a feasible request.</p> <p><u>Street lights</u> – Mountain Avenue has existing street lighting. New street lights are proposed at the new crosswalk locations where necessary.</p> <p><u>Left-turn boxes</u> – Bike boxes at signalized intersections will be added to the 30% concept plan.</p> <p><u>Reduced curb radii</u> – Although a 5' corner radius would reduce the length of the crosswalk, this would push the ADA curb curbs further away from Mountain Ave. When a crosswalk is not located adjacent to the parallel street, drivers</p>

Murray Monroe	<p>Wanting the city of Claremont to get Mountain Ave design right the first time. Let's start by adding protected bike lanes, 2. raised crosswalks. 3. One lane each way. 4. smaller turning radius at corners. Please do all you may do to make our streets safer for bikes and pedestrians. Murray</p>	<p>curb ramps turner away from Mountain Ave. When a crosswalk is not located adjacent to the parallel street, drivers do not anticipate a crosswalk to be located in this non-standard location. This can increase conflicts between pedestrians and vehicles. Crosswalks should be located where both motorists and pedestrians expect the pedestrian to cross a roadway. Also, the reconstruction of every corner of Mountain Avenue is not a feasible request for this project. This would significantly increase the design and construction budget for the project.</p>
Angela Oakley	<p>Top of mind should be that this north-south corridor between Bonita and Base Line Rd is mostly fronted by single family residences, and it is home to two elementary schools, a middle school, and a senior center. This is not at all like a high throughput or commercial corridor, and it must be designed primarily for the safety of people, not primarily for the efficiency of cars and car conveyance. This is a place that could and should be designed for slower, safer speeds for people accessing their homes, their neighbors, their schools, or the senior center. Mountain Ave as it exists today, allocates far too much space for cars, or the potential storage of cars in the public right of way, and it effectively prioritizes car speed and convenience at the expense of pedestrian- and cyclist safety. This corridor should be made especially safe for school children and seniors to travel by any means, yet it essentially discourages all users from traveling in any other way than by car. Most Claremont parents I know do not allow or encourage their children to walk or bike to school on this street because it has not been made safe enough to do so. This means more parents drive to school, making it less safe and more congested for everyone at the beginning and end of every school day and untenable for pedestrians or cyclists going to schools or the senior center. The new 30% design draft presented to you tonight allots far too much space for car convenience (with parking lanes and the continuous two-way left turn lane), and lacks essential safety protections that will protect all users, but especially those walking or biking. This draft design attempts to add bike and pedestrian features, but it is lacking key features that would truly make it safer for all users. Mountain Ave. needs more traffic calming measures, like fewer lanes for cars, raised crosswalks, and tighter turning radii at cross streets, all features that encourage drivers to slow down. Mountain Ave. needs physical protection for the bike lanes, not simply paint, so that physical separation is provided to those most vulnerable and also so that it is obvious to all users that it is a priority zone for children traveling to school, and seniors on their way to the Joslyn Center.</p>	<p><u>Pedestrian islands at all crosswalks</u> – Pedestrian islands are not proposed for this project due to safety concerns. The City does not want to encourage pedestrians to wait in the middle of the street, but rather cross the entire street at once. These islands can give pedestrians a false sense of security. Instead, the proposed curb extensions will provide a shorter crossing distance, and the RRFBs will draw driver attention to the crosswalks.</p>
Paul Steinberg for Claremont Streets for People (CSP)	<ul style="list-style-type: none"> • The 30% KOA design: <ul style="list-style-type: none"> o The 30% design, which is available in the upcoming June 22, 2023 TTC packet, is extending the design of Mountain Ave south of Foothill to the segments north of Foothill. This design still encourages speeding cars, is difficult for pedestrians to cross, does not protect bicyclists, will not cause a mode shift or improve safety, and is not sufficient to protect the many vulnerable users (children, elderly, etc.) of Mountain Ave. • Design Process: <ul style="list-style-type: none"> o The promise made to City Council and the public by staff in the January 24, 2023 City Council Meeting was that each publicly-provided design recommendation would be communicated to KOA, considered, determined feasible/infeasible, and the determination justified. This did not happen. o In our June 8, 2023 letter, which includes transcribed statements of the January 24, 2023 meeting, the following recommendations were made: 2-lanes rather than 3-lanes, vertical and horizontal traffic calming, more crosswalks, raised crosswalks, protected and buffered bike lanes, wider sidewalks, street lights, and left-turn boxes. Per the June 14, 2023 Claremont Bike and Pedestrian Advisory Group meeting, there is no evidence that these were considered. o Council member Stark specifically asked that when this item is brought to the Traffic and Transportation Commission (TTC), the public comment be a part of the staff report. The TTC staff report for June 22 does not include this. 	

	<ul style="list-style-type: none"> ● Design Recommendations: <ul style="list-style-type: none"> o The traffic volumes on Mountain are very low at 5320 vehicles/day; this is the same as College Ave near Green. A 2-lane road (without a center turn lane) is sufficient, which creates room for protected bike lanes. Our suggested cross section includes protection by both parked cars and a median. o All intersections should meet the NACTO recommendations for curb radii of 15 ft maximum with each direction having its own ramp. o Pedestrian crossings should be ubiquitous and many should be raised (speed tables). o These recommendations are detailed further in this letter. <p>Recommendation: Given the promised process, we believe the 30% design should not go to the TTC until these promises are fulfilled. The TTC should not be provided these drawings without also having a full understanding of the design options provided by members of the public who are interested in a safer, slower city -- especially around these schools -- and the research around these options.</p>	
CSP Continued	<p>All of the these community members has very similar emails:</p> <p>Dear Claremont Staff and Commission members,</p> <p>As a resident of Claremont who walks and bikes, I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue. Currently the proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street. Safe streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. We need to get it right on Mountain Ave so we can extend it to streets like Mills Ave. or Baseline, where people have died simply because they were on a bike because the default of our street designs outside downtown Claremont revolve around speed and cars (see this and this.) Case in point, out in Santa Monica, they saw a 10x increase in cyclists and 18% drop in vehicular traffic since constructing their protected bike lanes on Ocean Ave ("cycle track"). Between that, the cycle tracks on Colorado Ave. and along 17th St., it is earning a global reputation as the next Amsterdam. Through leadership and advocacy Claremont can achieve the same thing. If Santa Monica can make room for protected bike lanes, despite their narrower streets, <u>then Claremont can too.</u></p>	
Curtis Dartsch, Hanna Lu, Kelly Kane, Manu Sridharan & Padma Rangarajan, and Ruby Foxall	<p>While the planned crosswalk bump outs and flashing lights will help pedestrians cross, I believe the south corner of Butte is a better place for this crosswalk (see placement in pink in the second image below).</p> <p>There are several reasons for this:</p> <ol style="list-style-type: none"> 1. The crosswalk would naturally go from one street corner to another, instead of from one corner into the middle of a neighbor's parkway. 2. Visibility of the crosswalk and accompanying flashing lights will be better in the southern location, especially for drivers traveling on Butte/8th. 3. For students traveling to El Roble via foot or bike, they would only have to make 1 street crossing to get cross Mountain instead of 2 (Butte & Mountain) 4. Cyclists (especially those with kids) who want to safely cross Mountain at this intersection would have to cross 3 streets with the current design plan. Cyclists traveling east or west would be able to safely use the crosswalk, while also only having to cross 2 streets to continue their travel. <p>To sum up, the new design of Mountain Ave needs to improve the ability for pedestrians, cyclists, & cars to safely cross Mountain between Foothill & Harrison. This particular intersection of Butte/8th & Mountain is a problematic one. But I believe a crosswalk on the southern corner of Butte to the northern corner of 8th could solve this issue.</p>	Location of this crosswalk will be reassessed in the revised 30% design.
Phil Ebner		

Douglas Lyon	Removing vehicle traffic lanes bungs up the traffic at every intersection. Please, do NOT remove any vehicle traffic lanes. Complete streets fine...but ONLY IF no existing vehicle lanes are removed. No more road diets.	The road diet and bike lane is part of the City of Claremont's General Plan that was adopted by the City Council.
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Public Comments made at TTC Meeting

Name	Letter Comments	How comments have been addressed
01:10:19 Dan	stated that he frequently cycles and walks with his children and spoke in favor of having as much room as possible for cyclists and pedestrians and in support of pedestrian and cyclist improvements in general.	Noted.
01:12:56 Laura Grant, Professor at Claremont McKenna College	spoke in support of removing parking lanes from Mountain Avenue to make it safer for pedestrians and cyclists.	Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents.
01:07:30 Paul Steinberg, Professor at Harvey Mudd College	spoke to the advantages of having a protected bike lane.	Class IV bike lanes or protected bike lanes – The City and KOA have given due consideration to protected bike lanes for Mountain Avenue. Please see the two new alternative concept plans prepared. Alternative A illustrates a Class IV bike lane with a raised concrete buffer and no on-street parking. Alternative B illustrates a striped buffer with raised bollards (but could be designed with a raised concrete buffer). There are several factors that indicate Class IV bike lanes are not feasible for this project:
Roundtree, Professor at the University of Redlands and resident	is in favor of protecting bicyclists and pedestrians from traffic and reducing water run-off.	• Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents. As shown in Alternative A, Class IV bike lanes would remove all on-street parking and Alternative B would significantly reduce the amount of on-street parking available.
01:25:13 Katie Marker	spoke to the number of accidents she has witnessed on Mountain this year so far. She is in favor of having more than class one bike lanes on Mountain Avenue.	o Alternative A shows how raised concrete medians will remove all on-street parking from Mountain Ave. The Claremont Streets for People (CSP) proposed design where parking is maintained with the raised concrete medians will not be ADA compliant when the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) is adopted by the U.S. Department of Transportation and the U.S. Department of Justice (anticipated 2024). The design for this project will likely be completed in 2024, and will therefore need to follow these standards.
01:28:29 Philip Ebner	lives near El Roble and frequently bikes with his family. He spoke in favor of protected bike lanes.	o PROWAG states “Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces... shall be provided in accordance with.....” The requirements are 1 accessible parking space minimum per every 25 parking spaces. With CSP’s design, the City will be required to include accessible parking spaces along Mountain Ave.
01:31:24 Murray Monroe	spoke in favor of making Mountain Avenue into 2 lanes and adding more protections for pedestrians and bikers.	o The PROWAG requirements for these accessible on-street parking stalls are: “Parallel on-street parking spaces shall be.... 13 feet wide minimum,”
01:32:35 David Reinheimer, water resources engineer with	indicated that he recently moved to Claremont from Pasadena because the City appeared to be more bike friendly. He spoke in favor of protected bike lanes, and suggested completely removing bike lanes if they are not protected.	• CSP’s design does not allow for 13’ wide parking stalls.
01:38:36 Peter Saeta, Professor at Harvey	raised three boys in Claremont who all biked to El Roble. He spoke in favor of protected bike lanes and shifting vehicle culture.	o “Parallel on-street parking spaces shall connect to pedestrian access routes.”
01:40:58 Laura Katowski	does not believe that there is a safe way to bike from Mills Avenue to El Roble. She spoke in favor of protected bike lanes, including in front of the school.	• This requires all accessible parking spaces to have curb ramps on either end of a parking space, and there needs to be a pedestrian access route from the parking stall to the sidewalk. This would significantly reduce the amount of the bike lane that is protected by the median.
01:48:21 Hannah, college student	compared the traffic volume of Mountain Avenue to College Avenue and provided her experience as a cyclist and pedestrian on Mountain Avenue. She is in favor of removing the left turn lane and parking in order to have protected bike lanes.	• Also, if a resident requests accessible parking in front of their home, the City would have to remove the new raised median facilities and construct ADA compliant facilities to accommodate accessible parking. This is not a feasible request for the City to accommodate if the raised median Class IV bike lane is installed.
01:51:25 Angela Oakley	spoke in favor of removing the turning lane or the parking on Mountain Avenue in order to have protected bike lanes.	• Alternative A shows how the amount of residential driveways limit the ability for a continuous protected bike lane. Also, based on experience from other projects (Temple City’s Class IV bike lane on Rosemead Blvd for example), these small medians are frequently hit by vehicles.
02:03:03 Leon	has lived on Mountain Avenue for 12 years. He stated that the road diet is desperately needed on Mountain Avenue. He spoke in favor of Class IV bike lanes, removing the turn lane, and keeping parking on Mountain Avenue.	• CSP’s design and Alternative B would require the removal of the two-way left-turn lane. We do not recommend the removal of this lane for the following reasons:
01:57:42 Ross Pringle	seconded all of the previous comments made related to improving safety and provided the Commission with several statistics.	o The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers.
01:54:02 Richard Haskell	believes that this project really boils down to deciding whether we want to continue our emphasis and priority given to vehicular traffic or whether we want to encourage and make it safe enough for kids to ride their bikes to school.	o As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the
02:06:13 Susan Brunasso	is the crossing guard for El Roble and spoke to her experience as such. She fully agrees with everyone who has spoken tonight and would like to see something done before 2025.	
02:12:50 Ben Crawford	spoke in favor of protective bike lanes, and noted that he moved to Claremont because it came off as a bicycle friendly town, but has realized that it’s not actually bicycle friendly.	

02:15:18 Nicholas Lucio	spoke in favor of having protected bike lanes.	<p>ert.</p> <ul style="list-style-type: none"> o First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane. • Class IV bike lanes were proposed on Foothill Boulevard only where there was no parking and limited number of driveways.
01:36:23 Emily	lives on Baylor Avenue and expressed her concerns with the potential traffic overflow into the surrounding residential streets of Mountain Avenue if the lanes are reduced and the negative impact that could have on the neighborhoods.	The road diet and bike lane is part of the City of Claremont's General Plan that was adopted by the City Council.
01:43:42 Colin Tudor,	lives on Eighth Street and thanked the Commission and staff for bringing the 30 percent plans forward for these kinds of early discussions. He is in favor of improving the cycling and pedestrian experiences, and noted that it can't be done in a way that ignores how behavior actually happens. He spoke in support of keeping the turn lane, the additional crosswalks, improvements around the crosswalks, and widening the sidewalk near utility poles to allow for additional wheelchair and stroller access.	Noted.

Post TTC Public Comments

Name	Letter Comments	How comments have been addressed
Denise Spooner	I hope a survey is conducted of the residents of the neighborhoods east and west of Mountain Avenue so that a wider community of people can express their views on the removal of the center lane. While I am a strong proponent of safer conditions for biking and have ridden throughout the Netherlands, whose biking culture we should seek to adopt, I do not believe that the removal of that center lanes will make cycling safer for ALL people who currently or, in the future, would bike more often. As I point out below, it will significantly increase the vulnerability of people who bike on Mountain, but need safe access to the east and west streets that intersect with Mountain Avenue.	Noted.
Emily B.	I live a block south of Harrison on the corner of Baylor and Mountain Ave. At El Roble drop off/pick up times, Mountain Ave and Baylor Ave are used as drop off areas (similar to Butte and 8th, north of campus). I am concerned about safety for pedestrians in that area, where cars turn, trying to avoid the congestion at Harrison. Traffic is often backed from Harrison down past Baylor Ave, and with the bump outs at Harrison, this would increase (no merging into the park lane to turn right). Students are walking north up Mountain Ave toward school from Bonita Ave. My general concern about people using Baylor Ave to turn and avoid the congested intersection is about people driving too quickly. Already the small (it's only one city block long) residential street is used as a through street with people driving above the speed limit to avoid the light at Bonita/Mountain and roll through the stop sign and turn quickly right onto Mountain Ave, or they do the opposite coming down Mountain, going down Baylor and turning right onto Cambridge. With the traffic calming measures at Harrison, I anticipate people will do the same from Mountain to Cambridge, possibly even to reach Harrison more quickly. Please consider ways to keep traffic slow on our short street, and possibly install bump outs on the corner of Mountain/Baylor to reduce fast turns onto the street. Another idea would be to eliminate through traffic in a similar way as done on Santa Barbara/Mountain. I imagine people used to use that street to bypass the Foothill light.	The concerns about school drop off/pick up are noted, and will be considered in the revised concept plan. The road diet and bike lane is part of the City of Claremont's General Plan that was adopted by the City Council.
Joy Compton	My husband and I have resided on Mountain Avenue since 1975, and watched the June 22 webinar via Zoom (until the break after the in-person comments about 9 pm) We support the basic concept as presented (parking lanes, bike lanes, two travel lanes for vehicles, and a center turn lane). However it should be noted that reducing travel lanes from 4 to 2 is going to have adverse affects during the morning school rush. The heavy backup of traffic at street lights and school drop off areas blocks many driveways, making it very difficult for residents to get out. That same amount of traffic being condensed into 2 lanes instead of 4 will extend the backup problem further along the street. This will likely also frustrate drivers going south bound who will have to wait longer to get through the intersection at Mountain and Foothill.	
Lawrence Castorena	I ride a bike and do not want to see Mountain avenue reduced to one lane with a bike lane like the one on Foothill, curbs and planters. It adds landscape maintenance and water usage. The school traffic currently backs up in the morning adding the hardscape bike lane will only make traffic worse. Use the funds elsewhere, maybe finish Foothil bike lanes from Indian hill to Mountain. Foothill is a heavy traffic highway and would be a better use of the money ear marked for bike safety lanes.	Noted.

Laura Grant	<p>Can you please forward this to the Traffic and Transportaion Commission? And file for the upcoming July meeting? And Vince, if relevant, can you please add to the suggestion matrix? Thanks! I came across this suggested layout in the 2010 California Department of Transportation, Figure 4.8 "Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians" or click https://tinyurl.com/offsetInt</p> <p>I would like to submit this design for the intersection as a proposal [NOTE: I am not suggesting the parking /bike lanes on the major road, to be clear.]. Indeed, the design impedes traffic from making left turns at this one intersection. Fortunately, traffic has 3 to 8 alternatives, depending how one counts. Yet it seems a crucial update for ability of pedestrian/cyclist protected crossing at at least one point between Foothill Ave and Harrison (a distance over a half mile long: 3,070ft [936m])</p>	<p>Protected intersections are not feasible for this project. The proposed 30% concept plan will not be able to accommodate this design. Please see the comment response about Class IV bike lanes for more information.</p> <p>An additional crosswalk at 11th Street will be added to the updated 30% concept plan.</p>
Phil Ebiner	<p>One thing I hope though is that from the June 22 T&T meeting, is that a separated Class IV bike lane isn't the only thing the dozens of community members requested for inclusion in the project. Several other important safety improvements for the 30% design that were suggested included:</p> <ul style="list-style-type: none"> ☑ more crosswalks throughout the entire route from Baseline to Bonita ☑ raised crosswalks throughout (especially near schools), not 'speedbumps' as has they have been referred to ☑ pedestrian islands at all crosswalks ☑ improvements to the foothill intersection for cyclists & pedestrians ☑ reduction of lanes to two regardless of a class iv bike lane as a proven traffic calming method ☑ improved methods for cyclists to cross mountain between foothill & bonita 	<p>More crosswalks & improved methods for cyclists to cross Mountain – The updated 30% concept plan will add new crosswalks with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs) at Hood Drive, Wellesley Drive, 11th Street and Butte Street/8th Street.</p> <p>Raised crosswalks – The City will consider raised crosswalks in the updated 30% concept plan.</p> <p>Pedestrian islands at all crosswalks – Pedestrian islands are not proposed for this project due to safety concerns. The City does not want to encourage pedestrians to wait in the middle of the street, but rather cross the entire street at once. These islands can give pedestrians a false sense of security. Instead, the proposed curb extensions will provide a shorter crossing distance, and the RRFBs will draw driver attention to the crosswalks.</p> <p>Improvements at Foothill for cyclists and pedestrians - Green bike lane extension striping and bike boxes will be added to the 30% concept plan. Additional improvements for bikes and pedestrians will be considered in the updated 30% concept plan.</p> <p>Reduction of lanes - The proposed 30% design includes the road diet. The road diet and bike lane is part of the City of Claremont's General Plan that was adopted by the City Council.</p>

Naim Matasci	<p>I'm a Claremont resident of a neighborhood served by Mountain Av. and I want to share both my experience as a commuting cyclist and my hope for better, safer cycling infrastructure. I moved to Claremont in 2014 and started a new job that required me to commute into Downtown LA on a daily basis. Until the pandemic hit, I did that by riding my bicycle to the Claremont Metrolink station and taking the train into town. Every day I would ride down in the morning and back up in the evening, so I have plenty of experience on what it means to ride a bicycle in our town. Given how much worse the drivers' behavior has gotten after the pandemic, I haven't ridden for my commute since the pandemic. Without protected lanes it's not a risk worth taking. Painted bike lanes only offer the illusion of protection and cannot be seriously considered as part of modern cycling infrastructure. I strongly urge you to revise your design to make sure that it includes protected or separated bike lanes and give serious thought about how to ensure the safety of cyclists and pedestrians.</p>	<p>Class IV bike lanes or protected bike lanes – The City and KOA have given due consideration to protected bike lanes for Mountain Avenue. Please see the two new alternative concept plans prepared. Alternative A illustrates a Class IV bike lane with a raised concrete buffer and no on-street parking. Alternative B illustrates a striped buffer with raised bollards (but could be designed with a raised concrete buffer). There are several factors that indicate Class IV bike lanes are not feasible for this project:</p> <ul style="list-style-type: none"> • Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents. As shown in Alternative A, Class IV bike lanes would remove all on-street parking and Alternative B would significantly reduce the amount of on-street parking available. <ul style="list-style-type: none"> o Alternative A shows how raised concrete medians will remove all on-street parking from Mountain Ave. The Claremont Streets for People (CSP) proposed design where parking is maintained with the raised concrete medians will not be ADA compliant when the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) is adopted by the U.S. Department of Transportation and the U.S. Department of Justice (anticipated 2024). The design for this project will likely be completed in 2024, and will therefore need to follow these standards. o PROWAG states “Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces... shall be provided in accordance with.....” The requirements are 1 accessible parking space minimum per every 25 parking spaces. With CSP’s design, the City will be required to include accessible parking spaces along Mountain Ave. o The PROWAG requirements for these accessible on-street parking stalls are: “Parallel on-street parking spaces shall be.... 13 feet wide minimum,” • CSP’s design does not allow for 13’ wide parking stalls. <p>o “Parallel on-street parking spaces shall connect to pedestrian access routes.”</p> <ul style="list-style-type: none"> • This requires all accessible parking spaces to have curb ramps on either end of a parking space, and there needs to be a pedestrian access route from the parking stall to the sidewalk. This would significantly reduce the amount of the bike lane that is protected by the median. • Also, if a resident requests accessible parking in front of their home, the City would have to remove the new raised median facilities and construct ADA compliant facilities to accommodate accessible parking. This is not a feasible request for the City to accommodate if the raised median Class IV bike lane is installed. • Alternative A shows how the amount of residential driveways limit the ability for a continuous protected bike lane. Also, based on experience from other projects (Temple City’s Class IV bike lane on Rosemead Blvd for example), these small medians are frequently hit by vehicles.
Rebecca Kornbluh	<p>I strongly support improved bike lanes on Mountain Avenue. Better bike access in Claremont will improve safety and also the quality of life. There is no question that I would bike more often if I felt it was safe.</p>	

Carol Fisher Sorgenfrei	I am a senior citizen resident of Claremont who walks everywhere. I strongly support creating safer streets for bikes and pedestrians. One option is reducing the number of traffic lanes on Mountain and incorporating safe bike and pedestrian lanes. The proposal by Claremont Streets for People is excellent. I have a previous commitment that conflicts with the Council meeting tonight, but I am writing to you to make my opinion known. Thank you!	<ul style="list-style-type: none"> • CSP's design and Alternative B would require the removal of the two-way left-turn lane. We do not recommend the removal of this lane for the following reasons: <ul style="list-style-type: none"> o The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers. o As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the left. o First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane. • Class IV bike lanes were proposed on Foothill Boulevard only where there was no parking and limited number of driveways.
Tad Beckman and Pamela Hawkes	Provided history on Mountain Ave. and provided reasons why the CSP proposal will not work on Mountain. They agree with the proposal that was presented, but suggested installing a sound barrier for the outer line for the bike lane.	Noted.
Naim Matasci	Incidentally, when we moved to Claremont in 2014 we looked at one of such properties directly on Mountain Av. We decided against buying it because of the traffic speed and volume. This is point out to be aware of what's know as Survivorship bias. It also seems arbitrary to focus on adjacent streets, especially considering pedestrian and bicycle access, given that the entire neighborhood north of Foothill between Town and Mountain has only another access to Foothill Blvd (which is especially unsafe).	Noted.

Jill Bentron and Al Schwartz	We are writing in support of the City of Claremont's engineering staff proposal to redesign Mountain Avenue to add bicycle lanes on both east and west sides of the road. We understand that the proposal dictates that street parking be retained and that left turn out lanes be added to keep traffic flowing. We also understand that Mountain Avenue will be reduced to two northsouth lanes. It is imperative that we continue to have street parking in front of our house to accommodate personal parking for family & friends and service vehicles such as gardeners, postal delivery, curb street cleaning, garbage collection, etc.	Noted.
Maria-Elena Patzi and Juan Patzi	There are several reasons why eliminating parking on Mountain Ave would be a bad idea: 1) the loss of parking for residents, 2) a possible decrease in home values since a potential buyer may not want to live in a place where they cannot park in front of their own home, 3) the loss of easy parking for emergency vehicles, 4) the loss of easy access for garbage trucks to pick up trash, 5) and parking for schools and churches (especially during busier periods in the morning and afternoon). While there are not always many cars parked on the street, there are moments when parking directly in front of your home is a necessity. The City of Claremont should advance safety for cyclists. However, eliminating parking is too much of a burden, especially for the residents of Mountain Ave, and unnecessary to accomplish the goal of cyclist safety. Please do not eliminate street parking on Mountain Ave.	Noted.
Berenice Greenstein	Phone conversation w/Vince Recap: <input checked="" type="checkbox"/> In favor of keeping on-street Parking <input type="checkbox"/> Service Vehicles <input type="checkbox"/> School pick-up and drop-off needs <input checked="" type="checkbox"/> Likes the ADA upgrades <input checked="" type="checkbox"/> Likes the proposed Pavement Resurfacing	Noted.
Ben Bull	Parking - The proposal to eliminate parking on Mountain Avenue is absurd. With a few churches, many family homes, and several schools along Mountain Avenue people need to have constant access to parking where they need to be. This is especially critical several times each day near the schools. Street Lanes - Remarking the street to be two lanes and a center turn lane is interesting, and possibly convenient for efficient turning into side streets. Stop Signs - Adding several four-way stop-sign (or traffic light) intersections along the street has been talked about for several decades, and surely would slow traffic and provide safe crossing spots. It is very difficult for residents to get in and out of their driveways, especially during school passing times, and breaking up the traffic flow with stop signs or lights would help this situation. Speed Bumps - Adding speed bumps is a bad idea for many reasons. One example that stands out is the use of Mountain Ave by emergency vehicles; an injured person in an ambulance bouncing over speed bumps is not something the city should feel proud of. General Thoughts Many cities have designated bike lanes between parking lanes and traffic lanes. This option sounds like the best choice for Mountain Avenue as long as the lanes are not curbed nor impeding parking access.	Noted. A proposed stop sign should meet the California Manual on Uniform Traffic Control Devices (CAMUTCD) requirements. The intersections along Mountain Avenue would not meet these requirements, and the City does not recommend a 4-way stop at these intersections. Installing stop signs at intersections that do not meet the criteria can cause faster speeds along the main street, encourage violation of traffic laws, and encourage the use of alternate routes along side streets. Stop signs are not considered traffic calming devices and should not be used for such. Speed bumps are not approved per City policy.

Barbara Eagleton	Phone conversation w/Vince prior to August 16. She called to asked some questions and specifically explained to me that she is not in favor of the Class IV bike lane, and that she is in favor of retaining on-street parking as proposed by City Staff and the City's Engineering consultant.	Noted.
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Written Public Comments from 8/16/23 Neighborhood Meeting

Name	Letter Comments	How comments have been addressed
Linda Saeto	Asked to be put on the email list.	Added 8/22/23.
Jane Kwatcher	Asked for directional arrows to be painted on bike trails because she sees people riding on them against traffic daily, causing a	Noted, the proposed design will have directional arrows on the bike lanes.
Rob Gonzalez	Agree's with proposed design.	Noted.
Robin McBurney	Does not think changing the 4 lanes on Mountain is necessary. She believes that it will cause chaos in the morning and afternoon during school pickup/drop off and for the daycares that are on the street. Does not want a bike lane. Suggested having a left turn C7 on Mountain Ave x Foothill Blvd since there are so many accidents there.	The road diet and bike lane is part of the City of Claremont's General Plan that was adopted by the City Council.
Tad Beckman and Pamela Hawkes	Opposed to Claremont Streets for People (CSP) Proposal. Noted that unlike Foothill Blvd, Mountain Ave is a residential street with houses approximately 80 ft. apart which would require breaks in the suggested bike lane. Noted that the east side of Mountain Ave. floods when it rains, and would flood any proposed bike lane. Opposed to 8-foot wide parking lane inside of the bike lane and one 11-foot drive lane due to visibility concerns. Concerns for trash bin placement/security during storm if bike lane is approved. Concerns for residents that turn into and exit north/south having to stop traffic until they can turn safely. Concerns about bikers not being visible if the bike lane is behind the parking lane. Suggested striping inside the margin of the bike lane with a sound barrier. Noted that most driveways on Mountain Ave do not allow for vehicles to turn around which will make backing maneuvers more dangerous with no left-turn lane. Indicated that CSP offered various statistical studies, but questioned who performed the study, if they had an agenda, if it was a scientific study, if they normalized the statistical data, what environment the study was performed in, and if the environment was relevant to their concerns.	Noted.
Hector & Rebecca Villegas	Mountain Ave needs parking. Even with parking now, the Pepperdine cul-de-sac is very busy in the morning and children cross at the corner and cars make u-turns at the corner. Our driveway has been blocked almost daily when school is in session, cars are parked in the red zone while parents leave their car unattended so they can walk their children to school. Suggested adding speed bumps and having additional officers during busy times.	Noted. Speed bumps are not approved per City policy.

Public Comments made at 8/16/23 Neighborhood Meeting

Name	Letter Comments	How comments have been addressed
W. Bonita Resident	Wants kids to walk/ride bikes but want safe streets. Doesn't walk because does not feel safe. Active transportation is the future. Protected bike lanes are better. Bonita as is, is unsafe. Keep AT in mind for this project. She lives in multi-family with visitor parking and no street parking and she does not need on street parking.	<p>Class IV bike lanes or protected bike lanes – The City and KOA have given due consideration to protected bike lanes for Mountain Avenue. Please see the two new alternative concept plans prepared. Alternative A illustrates a Class IV bike lane with a raised concrete buffer and no on-street parking. Alternative B illustrates a striped buffer with raised bollards (but could be designed with a raised concrete buffer). There are several factors that indicate Class IV bike lanes are not feasible for this project:</p> <ul style="list-style-type: none"> Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents. As shown in Alternative A, Class IV bike lanes would remove all on-street parking and Alternative B would significantly reduce the amount of on-street parking available. Alternative A shows how raised concrete medians will remove all on-street parking from Mountain Ave. The Claremont Streets for People (CSP) proposed design where parking is maintained with the raised concrete medians will
California Dr. Resident	Was not notified. Bikes Mountain Avenue and wants Class IVs. Prioritize safety of residents.	
Butte Resident	Wants Class IVs because Class II prioritizes cars over cyclists. They expedite traffic. Class IV are made of concrete and require less maintenance.	

Phil	remove center turn lane so we can have Class IVs. Doesn't feel safe on painted bike lanes. Cities near us such as La Verne and San Dimas don't have center turn lane on Bonita. Requirement for turn lane is not necessary. If not possible in entire route, implement Foothill to Bonita on the Church/Pre School side.	<p>Claremont streets for people (CSP) proposed design where parking is maintained with the raised concrete medians will not be ADA compliant when the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) is adopted by the U.S. Department of Transportation and the U.S. Department of Justice (anticipated 2024). The design for this project will likely be completed in 2024, and will therefore need to follow these standards.</p> <ul style="list-style-type: none"> o PROWAG states "Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces... shall be provided in accordance with....." The requirements are 1 accessible parking space minimum per every 25 parking spaces. With CSP's design, the City will be required to include accessible parking spaces along Mountain Ave. o The PROWAG requirements for these accessible on-street parking stalls are: "Parallel on-street parking spaces shall be.... 13 feet wide minimum," • CSP's design does not allow for 13' wide parking stalls. o "Parallel on-street parking spaces shall connect to pedestrian access routes." • This requires all accessible parking spaces to have curb ramps on either end of a parking space, and there needs to be a pedestrian access route from the parking stall to the sidewalk. This would significantly reduce the amount of the bike lane that is protected by the median. • Also, if a resident requests accessible parking in front of their home, the City would have to remove the new raised median facilities and construct ADA compliant facilities to accommodate accessible parking. This is not a feasible request for the City to accommodate if the raised median Class IV bike lane is installed. • Alternative A shows how the amount of residential driveways limit the ability for a continuous protected bike lane. Also, based on experience from other projects (Temple City's Class IV bike lane on Rosemead Blvd for example), these small medians are frequently hit by vehicles. • CSP's design and Alternative B would require the removal of the two-way left-turn lane. We do not recommend the removal of this lane for the following reasons: <ul style="list-style-type: none"> o The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers. o As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the left. <ul style="list-style-type: none"> o First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane. • Class IV bike lanes were proposed on Foothill Boulevard only where there was no parking and limited number of
Danbury Resident	Remove center turn lane so we can have Class IVs. Doesn't feel safe on painted bike lanes. Cities near us such as La Verne and San Dimas don't have center turn lane on Bonita. Requirement for turn lane is not necessary. If not possible in entire route, implement Foothill to Bonita on the Church/Pre School side.	
California Dr. Resident	Almost got hit on Class II on Bonita. Almost gets hit all the time. There are public schools on Mountain, they need Class IV for the safety of children.	
Elliot Bush	In favor of Class IV	
Northwestern Resident	Kids go to Chaparral. Traffic needs to be slowed. Construct Class IV Foothill to Bonita. Sharrows are a joke. Moved to Claremont for Bike Priority Zone, which is a joke. City needs to be creative.	
Alicia	El Roble Girls Scouts. Minimize impact on climate change. The reason kids don't bike is streets are not safe. Arrow to College is scary. Full support of Class IV.	
Butte St. Resident, Alex	Is a nurse and knows brain injuries are caused by cycling accidents. Protected bike lanes fix that. This community is obsessed with convenience. The safety concerns need to be met with the Class IV design	
Susan Brunazzo	Has been El Roble crossing guard for 2 and ½ years. Mountain is very dangerous. Class IVs are the safest. Residents will need to adjust. Cars are hitting adults and children alike. This is crazy. This is a slow residential. Something needs to get done.	
George	Has kids at El Roble. He is a survivor that had been hit by a car. Prioritize kids with Class IVs.	
Paul Steinberg	Has son at El Roble. It is dangerous. Claremont is one of the most dangerous cities. Research is very clear. Barriers make a difference for safety. Parking should be taken seriously. If Class IV are done, they can diverge, and would have prevented very recent accident, minimizing the impacts.	
Mountain Ave. Resident	Class IVs are limiting, impacting deliveries, parking, food delivery. Bike lanes are more appropriate and are safe for all, including the kids. People hit curbs like the ones along Foothill.	Noted.
Mountain Ave./12th St. Resident	He bikes Foothill and thought Class IVs were nice, not any more. In regard to parking, he prefers people don't park in front of his house.	Noted.
Mountain Ave. Resident	Could not find information on Class IV/project on website. Current project is over budget. Add info on this project so people can access.	Please use the following link to access project information: https://www.ci.claremont.ca.us/government/departments-divisions/engineering-division/engineering-design-review-information
Mountain Ave. Resident	Mountain is a residential street. Deliveries need to be accommodated. Has the right to have people visit and park in front of his home. Has city thought of compensation?	Noted.
Mountain Ave. Resident, Rob Gonzalez	Opposed to Class IV. Current bike lanes are 7 feet and people can negotiate with parked vehicles. Bike accidents? He is concerned with speeding traffic and thinks the project will slow traffic down along with enforcement and signage. He wants bike lanes for all cyclists. The project will offer dedicated space plus 8 foot for parking.	Noted.

Mountain Ave. Resident, Sherry	Supports Class II and opposes Class IV. Does not want to be impacted by construction associated with Class IVs. Kids are safe in Claremont streets. Has small driveway, can only accommodate one car. Rely on street parking. Wants to make sure fire trucks are accommodated, the street can be swept and that 3 trash cans can be accommodated.	Noted.
Mountain Ave. Resident, Les Compton	Fully supportive of staff's proposal. The project proposes a safe bike lane consistent with the traffic the road has. There are 9,000?, more than 70 driveways and 9 streets intersecting. Class IVs are not adequate with so many cut outs. The Class IVs will eliminate more than a 1/3 of protection, won't provide enough protection.	Noted.
Mountain Ave. Resident	Look into the Sprouts entrance to complete project, especially the center lanes.	Improvements to this area will be considered in the updated 30% concept plan.
Mountain Ave. Resident	Concerned with people who do not live on Mountain being so ready to give up other people's parking to get kids to school.	Noted.
Mountain Ave. Resident	Concerned notice did not say anything about removing parking. Cyclists don't use Mountain because they need to navigate with parking. They use Base Line. Not supportive of obstacles in the road. Wants center line (2 lane road, no dual left turn lane) eliminated because it won't allow him to bring in RV.	Noted.
Mountain Ave. Resident, Tina	Parents live down the street. Concerned with removal of parking. Parents park on Mountain to drop off kids. There is a boarding care facility with wheelchair access that needs to be accommodated. Schedules trips around school hours. Parents have difficulty getting out of the house. People need access.	Noted.
Mountain Ave. Resident, Debra	Supports city plan with center lane. Oppose to Class IV.	Noted.
Mountain Ave. Resident, Joy	Purpose of the meeting was for residents to express their concerns and there are many of them, such as what plan is appropriate for Mountain Avenue. She is all for Class IV for Claremont Boulevard, Foothill, Towne. Too many driveways in Mountain, people need to get in and out of their homes. Removing the center lane will create grid lock in both directions and won't be able to get out of the house at certain hours.	Noted.
Mountain Ave Resident	Design propose by the city is adequate to lower speeds. Opposed to Class IVs. Design needs to accommodate Amazon, FedEx. Removing parking creates a negative impact. People has to slow down. We need more enforcement. Class IV won't work. They are over budget. Get this project done.	Noted.
Mountain Ave. Resident, Robin	Doesn't believe in Class IVs. Dips and bumps stop speeders, and they can have an effect on accidents.	Noted. Raised crosswalks/speed tables will be considered in the updated 30% concept plan. <u>Speed bumps are not approved per City policy.</u>
Mountain Ave. Resident	Safer, slower streets don't need to give up parking. Claremont was designed in the 1950s and is difficult to make all these radical changes.	Noted.
Pepperdine Resident	With the road diet, single lane, please consider the intersection of Mountain at Pepperdine so residents can get in and out safely.	Noted.
Hood/Mountain Ave Resident	There is one situation during the daytime and another during nighttime with Class IVs: crashes, who is going to provide continued repairs?	Noted.
Mountain Ave Resident, Les Compton	Wants to see the statistics on bicycle collisions for Claremont.	Spanning from January 2018 to June 2023. Four collisions had involved bicycle riders. According to the Police Department, of the four incidents that included a bicycle rider, two of them were the fault of the motor vehicle. It should be noted that all four of the incidents involving bicycle riders occurred at conflict points along Mountain Avenue, and would not have been avoided with the installation of a Class IV bike lane.

Written Public Comments AFTER 8/16/23 Neighborhood Meeting		
Name	Letter Comments	How comments have been addressed
Murray Monroe	One lane each way for Mountain Ave. safer less cars.	Noted.
Mele Wood	There are many spots in bright green on the .pdf map which are not explained in the legend on the .pdf document "30% Conceptual Layout Sheets" which is under item "4. TRAFFIC AND TRANSPORTATION COMMISSION MEETING - 6-22-2023 " on the weblink you send out below. The green triangles are listed in the legend as "proposed curb ramps", but the green stripes along the bike path are not explained at all. How much did you pay KOA for a model with an incomplete legend? The document is also very difficult to enlarge.	A legend will be added to the updated 30% concept plan.
Rob Gonzalez	These gentlemen were on Russ Binders Podcast, also Paul Steinberg is a Professor at Harvey Mudd College and he teaches the Bike Revolution and was in attendance last night and throws our false statics / data that Claremont is the most dangerous city in California for cyclist, a simple fact check refutes that. I personally feel that the City did a fantastic job on the Foothill Improvement and I trust the City will do a great job with the Mountain Ave Project.	Noted.
Tad Beckman & Pamela Hawkes	1) We are told that we could always park on side streets. For us, that would mean Scripps or Hood. At 87 years and with a DMV-issued handicap placard, I would not be able to walk back to my house if I had to do that. I know other neighbors in the same situation. 2) Meanwhile, we occasionally have workers who require access to our driveway so that it is necessary to park our cars on the street during the daytime. Other neighbors face similar situations. 3) Still other workers as well as visitors require parking so that they can come to our house. They should not be expected to park blocks distant, especially when they may need to carry equipment. 4) UPS, FedEx, Amazon and other delivery serves (including USPS) make regular stops here and throughout our neighborhood. With no parking they are either forced to block the single lanes of traffic or simply fail to make deliveries. 5) As described in a previous letter, our driveways do not allow for vehicles to turn around in them; hence, if you want to face outward leaving the driveway, you must back in and, if you face into the driveway on the way in, you must back out onto the street. With the new proposal, these maneuvers become almost impossible. (To back into the driveway, one must wait in the parking lane until both directions of traffic are clear so you can pull across the street and back in. This, of course, becomes impossible with no parking lane. To back out, under the new proposal, one would have to back across the pedestrian walk, bike lane, barrier, and flowing traffic to glide safely into the middle left/right lane.) 6) Trash and recycle bins are normally placed in the parking lane at the curb. With the new proposal, we would have to place these across the bike lane and on the raised barrier. On pickup days the City trash truck will have to block traffic while it stops to pick up our bins. During heavy rain, the bike lane will become a raging torrent which no one will be able to cross.	The importance of on-street parking for Mountain Avenue residents is noted.
	7) Finally, we have to address the special problem of Condit School. Since the middle 1980s, the school has closed its parking lot to student drop-offs. Probably 80-90% of Condit students are driven to school and dropped off. Parents park up and down Mountain Avenue both north and south of the school, along Scripps in both directions and in Pepperdine Lane. They then walk their students to the school. The volume of traffic in the morning and when school lets out is truly enormous. Even if Condit were to begin allowing student drop-offs in their lot, the congestion of traffic would simple close Mountain Avenue in both directions.	

David Lull	<p>In the current "30%" draft design reviewed by Claremont Streets for People (CSP), bikers have no protection from moving vehicles; and it does almost nothing to improve the safety for the hundreds of school children who use it nearly every day to get to 3 schools: El Roble, Mountain View & Condit.</p> <p>In the CSP design, bikers are protected from moving vehicles by parked cars and a cement barrier. The redesign of Mountain Ave. should emphasize the safety of pedestrians and bicycles over the convenience of cars on this street with 3 public schools, the senior center, and churches/preschools. I support protected (class IV) bike lanes and additional crosswalks to make it safer and more enticing to more students (and others) to engage in activities that promote healthier and more environmentally beneficial ways of life. It is a no-brainer to make it a bit harder for vehicles to speed down the street and a lot safer for walkers and cyclists.</p>	<p>Class IV bike lanes or protected bike lanes – The City and KOA have given due consideration to protected bike lanes for Mountain Avenue. Please see the two new alternative concept plans prepared. Alternative A illustrates a Class IV bike lane with a raised concrete buffer and no on-street parking. Alternative B illustrates a striped buffer with raised bollards (but could be designed with a raised concrete buffer). There are several factors that indicate Class IV bike lanes are not feasible for this project:</p> <ul style="list-style-type: none"> • Mountain Avenue is primarily a residential street with houses fronting the majority of the project site. As expressed by residents who live on this street, on-street parking is essential for these residents. As shown in Alternative A, Class IV bike lanes would remove all on-street parking and Alternative B would significantly reduce the amount of on-street parking available. <ul style="list-style-type: none"> o Alternative A shows how raised concrete medians will remove all on-street parking from Mountain Ave. The Claremont Streets for People (CSP) proposed design where parking is maintained with the raised concrete medians will not be ADA compliant when the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) is adopted by the U.S. Department of Transportation and the U.S. Department of Justice (anticipated 2024). The design for this project will likely be completed in 2024, and will therefore need to follow these standards. o PROWAG states “Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces... shall be provided in accordance with.....” The requirements are 1 accessible parking space minimum per every 25 parking spaces. With CSP’s design, the City will be required to include accessible parking spaces along Mountain Ave. o The PROWAG requirements for these accessible on-street parking stalls are: “Parallel on-street parking spaces shall be.... 13 feet wide minimum,” <ul style="list-style-type: none"> • CSP’s design does not allow for 13’ wide parking stalls. o“Parallel on-street parking spaces shall connect to pedestrian access routes.” • This requires all accessible parking spaces to have curb ramps on either end of a parking space, and there needs to be a pedestrian access route from the parking stall to the sidewalk. This would significantly reduce the
CSP	<p>At the Mountain Ave Neighborhood Meeting convened by the City Engineering staff on August 16, 2023, the public was given the impression there are only two design alternatives: one that provides standard painted bike lanes (Class II) and on-street parking, and another that provides protected bike lanes (Class II) and on-street parking, and another that provides protected bike lanes (Class IV) but no on-street parking. We would like to clarify that there is a third alternative provided by the design consultant KOA Corporation, that includes both Class IV bike lanes and on-street parking.</p>	

		<p>amount of the bike lane that is protected by the median.</p> <ul style="list-style-type: none"> • Also, if a resident requests accessible parking in front of their home, the City would have to remove the new raised median facilities and construct ADA compliant facilities to accommodate accessible parking. This is not a feasible request for the City to accommodate if the raised median Class IV bike lane is installed. • Alternative A shows how the amount of residential driveways limit the ability for a continuous protected bike lane. Also, based on experience from other projects (Temple City's Class IV bike lane on Rosemead Blvd for example), these small medians are frequently hit by vehicles. • CSP's design and Alternative B would require the removal of the two-way left-turn lane. We do not recommend the removal of this lane for the following reasons: <ul style="list-style-type: none"> ◦ The demand for mid-block left-turns is very high due to the number of residential driveways and side streets. This lane provides a storage area for left-turning vehicles so traffic is not stopped for these vehicles. Mountain Avenue will only have one travel lane in each direction, so vehicles will have no way to maneuver around vehicles blocking the through lane. This may cause drivers to become impatient and attempt to make illegal/dangerous maneuvers. ◦ As identified by the Federal Highway Administration (FHWA), two-way left-turn lanes may reduce accidents since the slowed/stopped vehicles are removed from the through lanes (reducing rear-end collisions), and drivers in the two-way left-turn lane may feel more comfortable waiting for an adequate gap in traffic before proceeding to make the left. ◦ First responders often request the two-way left-turn lane in order to respond to emergencies quicker. In a worst case scenario, these alternative do not allow for emergency vehicles to maneuver around traffic. Vehicles would not be able to pull over to allow the emergency vehicle to pass if vehicles are parked in the parking lane. • Class IV bike lanes were proposed on Foothill Boulevard only where there was no parking and limited number of driveways. <p>More crosswalks – The updated 30% concept plan will incorporate new crosswalks with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs) at Hood Drive, Wellesley Drive, 11th Street and Butte Street.</p>
Tom Callon	Also, concerning the issue about having a physical barrier for bikes on Mountain Avenue, I think it would be a huge mistake. It would stop guests of residents from street parking. It would be a hazard for those when entering their driveways. The construction would be expensive and a traffic nightmare during the period of the build. Going to one lane with room for parking and a wide bike lane, like below Foothill, would be best.	Noted.
John Watts	<p>I attended the meeting at the Hughes Center several weeks ago and I appreciate your effort to present the material for comment. Having reviewed the information I SUPPORT the Class II design that includes bike lanes between Foothill and Baseline as proposed. I DO NOT SUPPORT the Class 4 design. The impracticality of the class IV solution becomes more evident if the design is presented in plan view from above showing all the small barriers between streets driveways that would be necessary to provide access. The Class IV solution is a bad design.</p> <p>I feel that the Class II design which reduces the street to a single lane in each direction will have the impact of reducing traffic speeds not only during the crowded traffic times around the schools but also will reduce the speeds when traffic congestion is not an issue, which is most of the time. I also do not recommend using green paint and would simply stripe it with white lines as it is done along Bonita in LaVerne.</p> <p>I am unaware that the schools have been engaged in this discussion but perhaps we could ask El Roble to start 20 or 30 minutes later in order to reduce the traffic along Mountain as it would not overlap with the grade schools going into session. This might make the traffic safer for cars, bikes, and people.</p>	Noted.

Susana Moreno	Feels that reducing the street to one lane will create more traffic, and will be more cumbersome to get out of the driveway.	Noted.
Tad Beckman	Found several articles on the internet that offer mixed reviews on class IV safety —something that the “Street People” do not tell you. Most interesting is the sense that accidents may INCREASE in areas with multiple driveways and cross streets. He also provided an excerpt from the Claremont Police Report on bike safety.	Noted.
Community Petition	The Petition provided support of the design plan proposed by City staff.	Noted.

To the members of the City Council, Engineering Staff and Traffic and Transportation Commission:

We the undersigned residents of Claremont support the city engineering department's design plan for the Mountain Avenue Complete Streets Improvement Project. The city engineers have the experience and with the assistance from Advantec Consulting Engineers and the UC Berkeley Complete Streets Assessment Program, they have developed a plan appropriate for our residential area. This plan retains curbside parking, and adds a center turn lane, as requested by residents, police and fire.

A top priority is reducing traffic speeds. Lower traffic speed improves safety for everyone. Reducing the traffic to one lane each way should help. This will make the traffic gridlock much worse during the school drop off and pick up hours unless there is a center turn lane for

- emergency vehicle access
- allowing vehicles to turn left on and off the side streets and driveways without blocking the single lane of traffic (thereby reducing the gridlock)
- allowing cyclists to turn left safely onto side streets

Retaining our curbside parking is necessary for:

- emergency vehicles/ police and fire
- ADA access
- service vehicles/gardeners, pool service, utility vehicles, delivery trucks
- senior support vehicles/ wheelchair accessible vans, food delivery, caregivers
- trash collection and trash container placement
- parking for school functions/open house, holiday events
- street sweeping of curbside gutters
- personal parking/ family and visitors

The city's plan improves the safety and balances the needs of all of the stakeholders involved. It minimizes the impact on the adjoining sides streets and protects property values by maintaining the neighborhood aesthetic.

DATE:

SIGNATURE:

[illegible]

DATE:

ADDRESS:

SIGNATURE:

[illegible]


WE THE UNDERSIGNED RESIDENTS OF CLAREMONT APPROVE THE CITY'S DESIGN PLAN FOR THE

MOUNTAIN AVE COMPLETE STREETS IMPROVEMENT PLAN

DATE:

ADDRESS:

SIGNATURE:

1636 N Mountain Ave	
	PAUL PANNAVALEE
1637 N. Mountain Ave	Susan Moreno
	Susana moreno
1622 N Mountain Ave	Juan Patzi
	Patziz
1622 N Mountain Ave	Carlos Patzi
	Carlos Patzi
1622 N. Mountain Ave.	Mariacelena Patzi
	Mariacelena Patzi
818 Hood Drive	Jack S. Wilson
	Jack Wilson
1591 N. Mountain	Maureen K. Fischer
	Maureen K. Fischer
1619 N Mountain Ave	Debra L Gonzalez
	Debra L Gonzalez
1619 N Mountain Ave	Robert Gonzalez
	Robert Gonzalez
1610 N. Mountain Ave	Melanie Laube
	Melanie Laube
1676 N Mountain Ave	Jack Beckman
	Jack Beckman
1676 N. Mountain Ave	Pamela Hawkes
	PAMELA HAWKES
807 Pepperdine Lane	Hector Villegas
	Hector Villegas
826 Pepperdine Lane	Venra Kassin
	Venra Kassin
16104 N Mountain Ave	Alice Swehla
	Alice Swehla
	Scott Swehla
	Scott Swehla
1046 N MOUNTAIN AVE	Ben Bull
16	Ben Bull
16	Ben Bull
16	Ben Bull
16	Ben Bull

DATE:

SIGNATURE:

Condit School
Parents

To City Council members, Engineering Staff, City Administrators, and Claremont Citizens:

We would like to bring to your attention some potential improvements to the city's proposed alternative designs for Mountain Avenue. Crosswalks, traffic calming, intersection treatments and other aspects of the city's proposed design are to be applauded, as these are very important in creating a safe street that facilitates safe biking and walking. However, Class IV bike lanes, which provide a physical barrier between cyclists and motor vehicles, are of paramount importance and so this letter focuses on this aspect of the design.

At the Mountain Ave Neighborhood Meeting convened by the City Engineering staff on August 16, 2023, the public was given the impression there are only two design alternatives: one that provides standard painted bike lanes (Class II) and on-street parking, and another that provides protected bike lanes (Class IV) but no on-street parking. We would like to clarify that there is a third alternative provided by the design consultant, KOA Corporation, that includes both Class IV bike lanes and on-street parking. We provide evidence that this alternative (Alt 3) is the safest of the consultant-provided alternatives, and that a modification of Alt 3, provided by Claremont Streets for People (CSP), would provide even greater safety for the school children and other community members using this important street (Alt 4).

If you design a city for cars, it fails for everyone, including drivers. If you design a multi-modal city, it works better for everyone, including drivers

- Brent Toderian, city mobility designer

1. **The Design:** Five design alternatives have been proposed (Note: the naming convention "Alt 0" to "Alt 4" is CSP's naming system to help clarify the sequence of alternatives provided.)
 - a. Alt 0 (Advantec): Keep 4 lanes from Foothill to Baseline (combined parking & bike lane)
 - b. Alt 1 (Advantec, KOA): Class II bike lanes, parking, center turn lane (as exists south of Foothill)
 - c. Alt 2 (KOA): Class IV single-protected bike lanes, no parking, center turn lane
 - d. Alt 3 (KOA): Class IV single-protected bike lanes, parking, no center turn lane
 - e. Alt 4 (CSP): Class IV double-protected bike lanes, parking, no center turn lane
2. **Safety:** This must be the primary criterion. This letter provides evidence that Alt 4 is the safest.
 - a. Class IV double-protected (parking + median) bike lanes provide the greatest protection to children and other cyclists.
 - b. Center turn lanes can actually reduce safety.
 - c. Parking is slightly reduced, but is sufficient, and improves trash and delivery truck access.
 - d. The design should also include vertical traffic calming, small radii bump outs, and more pedestrian crossings.
3. **The Process:**
 - a. January 27, 2022 – Advantec provided a Study to Traffic and Transportation Commission (TTC) with Alt 0 and Alt 1 (recommended).
 - b. January 24, 2023 – The Engineering dept brought the KOA design contract to City Council.

- i. Members of the City Council, the public & CSP asked for alternative designs to maximize safety.
 - ii. City Engineering made a number of promises regarding the future public process.
 - iii. [June 8th CSP letter](#) - Transcripts of City Council and public requests and staff promises.
 - iv. [June 20th CSP letter](#) - Describes Alt 4 cross-section and other safety recommendations.
- c. [June 22, 2023](#) – TTC was presented with [30% design of Alt 1](#) and discussion of [Alt 2 & 3](#).
- i. KOA provides Alt 2 & 3 but rejects these designs because of parking, trash, street sweeping, first responders, and pedestrians.
 - ii. Dozens of citizens speak at TTC, asking for Class IV bike lanes and pointing out that there are currently only a handful of cars parked in the areas mentioned by KOA. ([Recording](#))
 - iii. Meeting Summary from the TTC: *“The consensus of the Commission was to have staff and KOA strive to include Class IV bike infrastructure (protected bike lanes) into the design.”*
 - iv. Alt 3 is the same as CSP’s design (Alt 4) except for buffer (Alt 3) vs. median (Alt 4).
4. **August 16, 2023 Neighborhood Meeting:** The Engineering staff only informed the public of Alt 1 & 2, not Alt 3. This framing had the unfortunate effect of pitting neighbors against Alt 2 (Class IV lanes + center turn lane) due to the removal of on-street parking.

The Future: CSP is concerned that we are near the point of no return with respect to the redesign of Mountain Avenue. The City Council will likely not see this on their agenda until 100% design and a construction contract is being requested. It is unclear whether an updated 30% design will be brought to TTC. CSP members intend to have numerous meetings in support of Alt 4 and child safety, while continuing to attend city meetings to express our concerns.

Recommendations: It is clear to us that the city needs to be more proactive to escape the problems plaguing communities throughout the United States described in this [November 2022 NYT article](#) – *The Exceptionally American Problem of Rising Roadway Deaths*. Many European countries began transitioning to a safer street design 50 years ago and have seen their crash rate drop by 90%. There are many cities in the US and California that are making this transition, and we have examples like Santa Monica noted below. The current design alternative recommended by KOA will not meaningfully improve safety on Mountain Avenue.

To create a change in policy and priority, an intervention is necessary. CSP recommends the following items be prioritized:

- **Priorities:**
 - Safety is the highest priority in the design of Mountain Avenue.
 - Alt 3 should be given the full engineering analysis for safety and brought to the public with the same level of consideration that Alt 1 and 2 were given in the neighborhood meeting.
 - Alt 4 should also be considered and analyzed for safety.
 - The justifications promised by engineering staff to Council (noted in [CSP June 8th letter](#)) – in response to public infrastructure recommendations – must be fulfilled.

- The “engineering design standards,” e.g. CA MUTCD, should not be assumed to be based on safety. Often they were designed to prioritize the speed and convenience of driving automobiles, even at the expense of pedestrians and others. Safety should be objectively analyzed with reference to the peer-reviewed research literature, professional analyses, and local information gathering. The design-decision justifications must be based on actual evidence of safety rather than whether they “meet the standards.”
- Studies that have been refuted by subsequent research, like the [1970s Herms Study](#) that claimed that marked crosswalks create a “false sense of security,” should not be cited as determinative; more [contemporary](#) research and updated protective treatments should be referenced.
- End the on-call contract with Advantec.
 - As noted, this consultant continues to show its old-school orientation of prioritizing motor vehicles and adding safety and convenience for non-drivers as an afterthought.
 - The contract language appears to allow termination on short notice without cause.

The rest of this letter provides further detail on the above issues.

Thank you for your consideration,

Claremont Streets for People

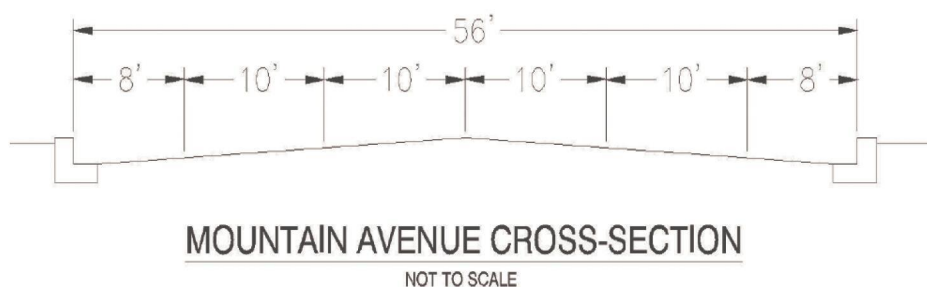
Design Alternatives

The following are the four cross-sectional design alternatives (Alt 0, 1, 2, 3 & 4) that have been provided by three entities: a) Alt 0 & 1 by Advantec in their initial Mountain Ave Study at the January 27, 2022 TTC meeting, b) Alt 1, 2, 3 by design consultant KOA at the June 22, 2023 TTC meeting and c) Alt 4 by CSP in a [June 20, 2023 letter](#). Alt 4 is nearly identical to Alt 3.

Note that this naming convention “Alt 0” through “Alt 4” is CSP’s naming convention to help clarify the sequence of alternatives provided.

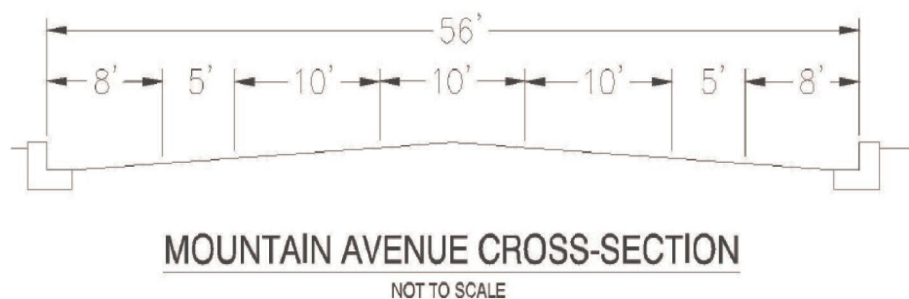
Alt 0:

Advantec provided two alternatives, one leaving the 4 lanes and shared parking/bike lanes; we are calling this Alt 0 because it is not a change other than making the parking/bike lane 1 ft wider on each side (8 ft rather than the current 7 ft).



Alt 1:

Advantec provided a second alternative that they ultimately recommend which is virtually identical to the configuration of Mountain Ave south of Foothill, Mills Ave north of Foothill, and Bonita west of Indian Hill; 3-lanes, which includes a center turn lane, Class II bike lanes, and parking lanes.



Engineering staff stated in the neighborhood meeting that Advantec considered Class IV bike lanes in their conceptual design work, but we found nothing in the Mountain Ave Study that indicates this consideration. If it was considered, it should have been provided as an additional alternative. We find no evidence of this claim.

To have Alt 0 as a published alternative, while not also submitting an alternative with Class IV lanes, is yet another indication of Advantec's tendency to prioritize motor vehicle traffic at the expense of the safety of the community. A [2010 Federal Highway](#) publication confirms that a 3-lane (2 travel lanes and a center turn lane) option is substantially safer and of similar capacity compared to a 4-lane (no center turn lane) configuration. Likewise, Class IV bike lanes are proven to be safer for *both* people on bikes and motorists, as shown in a [recent article](#) indicating that center turn lanes (officially called Two-Way Left-turn Lanes - TWLTL) are also a safety liability.

January 24, 2023 City Council Meeting:

As a result of Alt 1 advancing as the recommended conceptual design of the Advantec Mountain Avenue Corridor Study, this was the design described in the [January 24, 2023 City Council meeting](#) by staff for approval of the KOA design contract. In this meeting many members of the public spoke and asked for KOA to explore other options. These included, but are not limited to, Class IV bike lanes, no center turn lane, traffic calming, small radii curbs and bump outs, more crosswalks, and raised crosswalks. Council member Stark asked staff to include in the staff report each of these public suggestions.

The staff responded with a promise to examine these alternatives and assurance that KOA would consider all of the suggestions and provide justifications for their decision. This did not happen. These promises and many public comments were transcribed in a [June 8, 2023 letter](#) from CSP prior to the unveiling of the 30% design.

June 14, 2023 CBPAG (Claremont Bike/Ped Advisory Group) Meeting:

This meeting was the first unveiling of KOA's 30% design to a small group of bike/ped advocates including a number of CSP members. It was apparent that the many comments and suggestions by the public at the January 24, 2023 City Council meeting were not considered or incorporated.

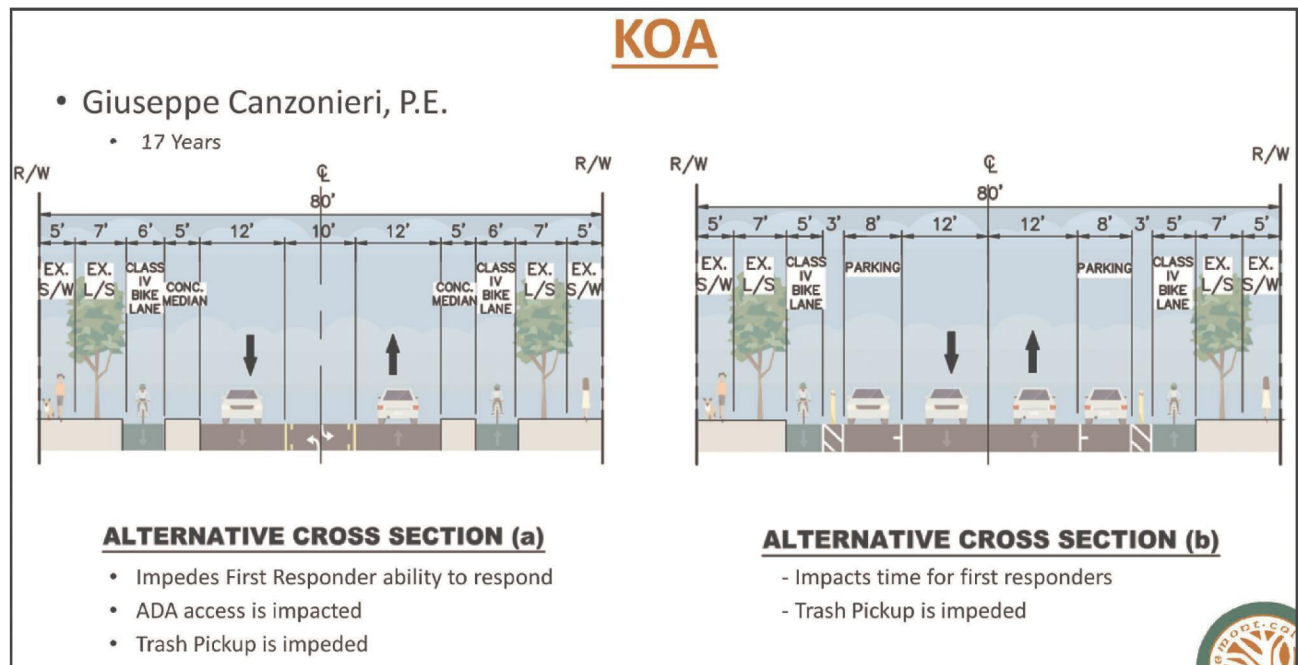
[June 20, 2023 CSP Letter](#) - As a result of the lack of consideration given, CSP sent a letter to staff, administration, and City Council members indicating our disappointment in staff not exploring the alternatives as promised. CSP provided a list of recommendations including a cross-section design with Class IV bike lanes, parking, and no center turn lane.

June 22, 2023 TTC Meeting:

The agenda included a request for the TTC to make recommendations on the 30% design. Contrary to the request from Council during the January 24th, 2023 meeting, the staff report did not include the public's suggestions (see [Staff Report here](#)). However, staff did recommend two more pedestrian crossings not in the 30% drawings, and they also brought two conceptual

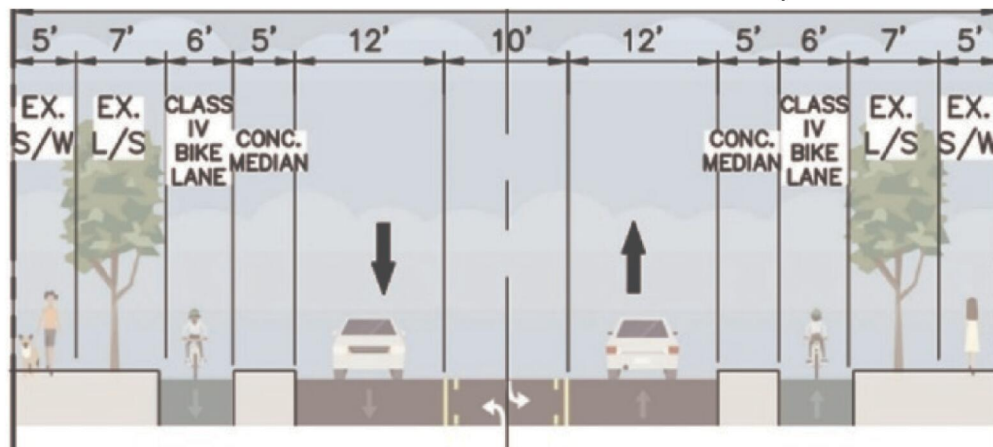
cross-sections with Class IV bike lanes, which were presented in the [staff PowerPoint](#) (slide #23) and described (via Zoom) by KOA engineer Giuseppe Canzonieri.

Slide#23:



Alt 2:

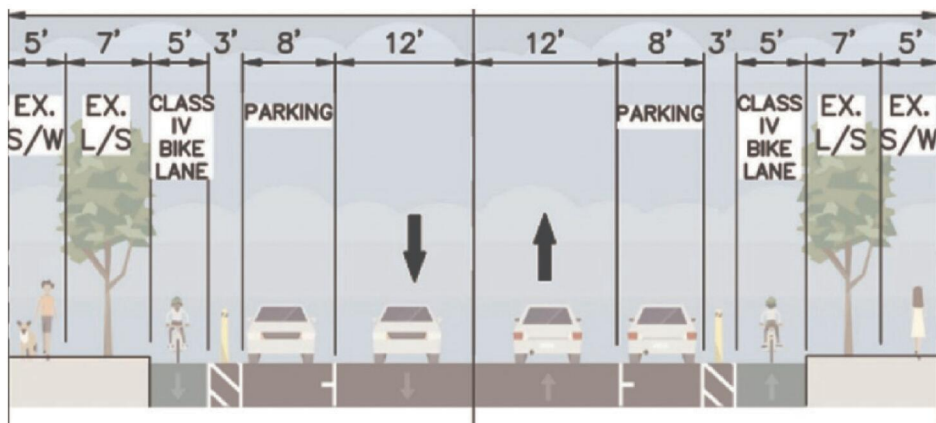
Alternative 2 embodies the mistaken notion that Class IV bike lanes would necessarily eliminate all parking. This design suggests, without evidence or justification, that a raised median needs to be a minimum of 5ft wide and that a center turn lane is necessary.



Alt 3:

On the same slide, an alternative appeared that CSP believes is the safest of those provided by the consultants. Alt 3 does not have a center turn lane, does provide parking on both sides of the street, and creates a 3 ft buffer (not a median) between the parking and the Class IV bike lane. This

provides bikes with protection: distance from speeding cars, protection by parked cars, and distance from parked car doors.



August 16, 2023 Neighborhood Meeting

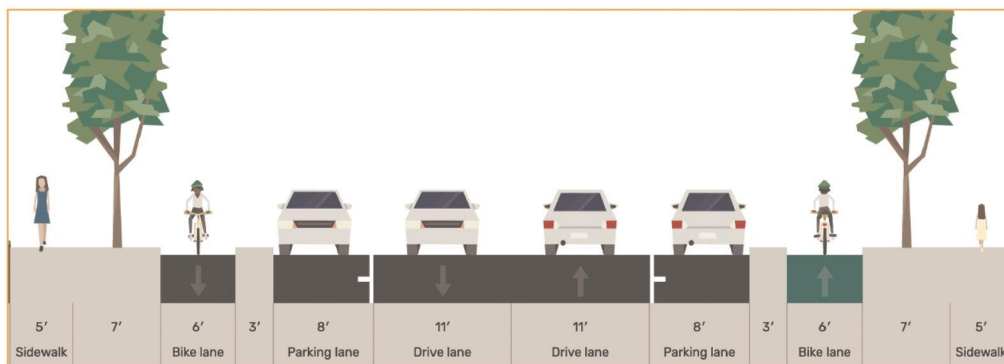
Although Alt 3 was given equal consideration to Alt 2 by the KOA engineer in the June 22, 2023 TTC meeting, it was not provided by staff as an alternative at the August 16, 2023 neighborhood meeting. Associating a protected bike lane with the removal of all on-street parking was unnecessarily divisive, pitting neighbors against measures that are proven to reduce injuries and deaths from motor vehicles.

The only reason Alt 2 eliminates parking is the space required for the center turn lane. By removing the center turn lane, Alt 3 preserves both goals. We know that Class IV lanes bring safety to all users, and that the preservation of parking helps ensure neighborhood support for a Class IV bike lane, so the real issue here is what value does the center turn lane bring? As noted earlier, a [Report has been recently published](#) that studied 5 streets in LA where the LADOT removed the center turn lane for the purpose of providing better bike infrastructure. This study concludes that, *"The streets that once had center turn lanes — but later removed them in favor of treatments such as bike lanes — registered an average of 42% fewer crashes per million vehicle miles traveled (VMT)."* (p. 6).

In sum, Class IV bike lanes are safer, the absence of a center lane is safer, and on-street parking is yet another layer of protection for cyclists and walkers. Alt 3 is the safest of the consultant-provided alternatives.

Alt 4:

On [June 20, 2023 CSP submitted a letter](#), as we became aware that staff had not required KOA to offer consideration of the public recommendations. That letter included the following cross-section recommendation, which turned out to be very similar to Alt 3 that was put forth by KOA two days later.

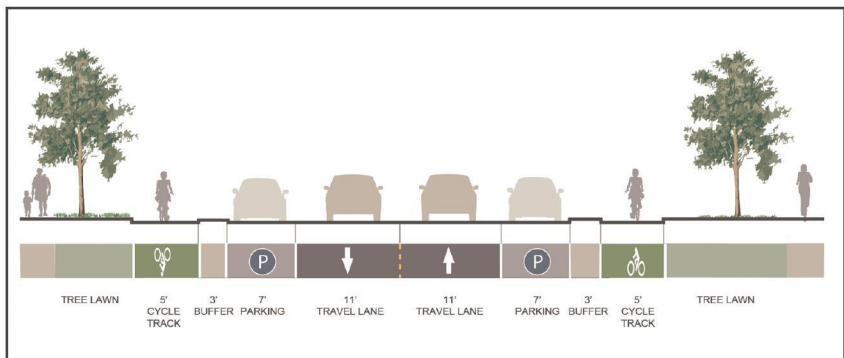


There are some slight dimensional differences between Alt 3 and Alt 4. The Alt 4 driving lanes are 11' rather than 12'. The bike lanes are 6' rather than 5'. These are relatively inconsequential, although narrower travel lanes are considered a calming treatment. The notable difference is that Alt 3 has a 3' painted buffer with flexible posts and Alt 4 has a raised median which provides a protective barrier unlike the painted buffer with flexible posts, especially when the on-street parking is rarely used.

Contrary to the suggestion that a median buffer must be 5', the [California Class IV Bikeway Guidance](#) says that a 3' median is acceptable. Santa Monica has recently built a very similar configuration on [17th Street](#), with the cross-section below described in a [brochure](#). It should be noted that the median could be 5' if with 5' bike lanes, 7' parking lanes or 10' travel lanes, which are within existing standards.

Excerpt from California DOT Design Information Bulletin 89-01 - Section 3.2 Separation Width

5) Raised Island. Raised islands may be between the separated bikeway and vehicular traffic or parking. These should be 3 feet preferred if no parking is allowed, with 2 feet being the minimum width; 1-foot if used with flexible posts. Three feet is the minimum width with parking; 5 feet with accessible parking. (p. 11)



This cross-section from a [Santa Monica brochure](#) is the same as Alt 4.

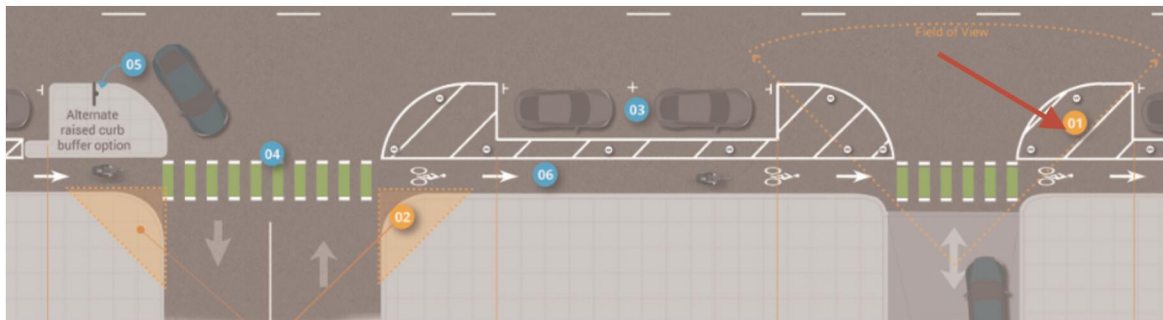
Other issues:

Driveways:

Engineering staff have suggested that driveways will cause safety issues. However, we have numerous pictures of Class IV bike lanes in Europe with driveways, 17th St in Santa Monica accommodates driveways, and the study of 2-lanes v. 3-lanes also had driveways. [This video](#) specifically discusses driveways and protected bike lanes.

Trash Can Placement:

Alt 3 and 4 are not liabilities to trash can placement, they are solutions to it. When Class IV protected lanes include parking, they are required to provide an unobstructed zone for the sight distance of oncoming cyclists. Note the red arrow to the right. Each house driveway will have this space that trash trucks can reach.



Currently, residents place trash bins in the edge of the bike lane, and they end up in the middle of the bike lane when the truck drops them, blocking cycling traffic, creating hazards for cyclists and for automobiles when cyclists must swerve in and out of into the adjacent travel lane, and obstructing water flow along the gutter when it rains.



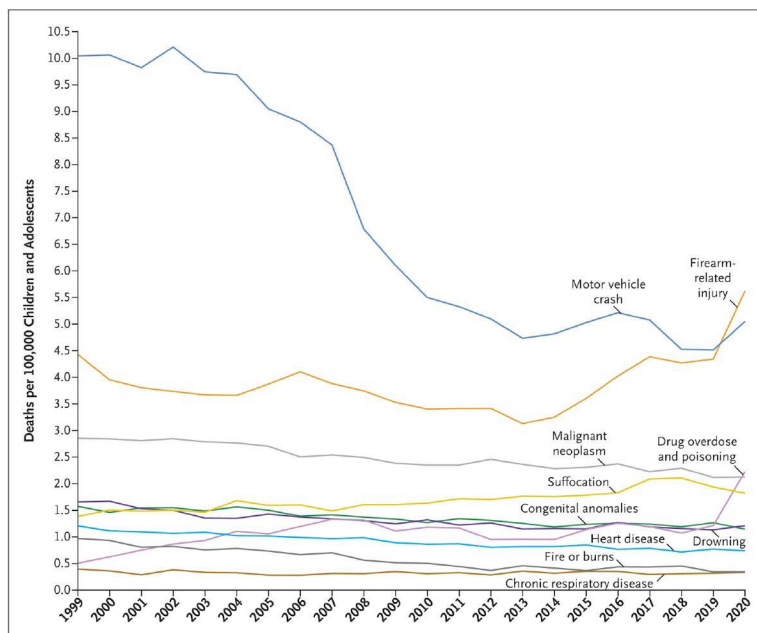
Parking

As noted above from the parking photo, there will be fewer legal places to park, but the demand is only high once per day in the mornings. KOA suggested that the capacity would be about 1/2 of the current supply. This would require about 1/2 of the current drivers to walk slightly farther than they do now. An inventory of parking in the morning peak at Condit Elementary shows 40 cars parked on Mountain Ave (21 south of ped signal, 10 between ped signal and Scripps, 9 north of Scripps), and 29 on Scripps (19 east of Mountain and 10 west of Mountain).

Scripps parking supply will not change and both sides have additional capacity, particularly the west side. The areas along the school and the church across Mountain will change minimally as there are long stretches with no driveways. The areas south of the school and north of Scripps will lose some parking due to driveways. KOA can tell us what that is. The above car count was performed on trash day, and many spaces on the east side were unavailable due to trash bins, but many open spaces were still available north of Hood Drive.

First Responders

The creation of a street with Alt 3 or 4 cross-section will create a street that is between 36' and 40' from curb to curb (or buffer to buffer). Harvard Ave, for example, is 35' from curb to curb. Mountain Ave only has 5300 cars/day and rarely-used parking on both sides except at the start and end of school days; there will be plenty of room for cars to find places to move over to allow emergency vehicles to pass. In fact, the "no parking" areas that are notably good for trash cans (see photo above), which will never have parked cars, are now places for drivers to pull over. The idea of not optimizing safety with respect to one of the [primary killers of children](#) (see below) because the design might – in very rare cases – slow an emergency vehicle, is simply illogical. Prevention is always the right answer. Currently, emergency vehicles commonly use College Ave which has no center turn lane and has similar traffic counts.



Goldstick *et al.*, Current Causes of Death in Children and Adolescents in the United States, *New England Journal of Medicine* May 19, 2022.

Carrissa Roque

From: Greg and Heather Svanidze [REDACTED]
Sent: Friday, October 6, 2023 12:23 PM
To: Carrissa Roque
Subject: Fwd: Comments on Mountain Ave design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am submitting my daughter's comment on the proposed Mountain Ave design.

Thanks!

Heather Svanidze

My name is Claire Svanidze, and I am 10 and a half. I live in Claremont, and I am a junior girl scout in troop 4364. We're doing a climate change project for our bronze award. One thing my family does to stop climate change is ride bikes and walk whenever we can, which is most of the time.

I wanted to write to you about the Mountain Ave bike lane project during the school year. My sisters and I always ride on that road to get to STEM center, Sprouts, and Sanctuary Coffee. It would be safer to have more trees and a protected bike lane like on Foothill. The Foothill bike lanes feel super safe to ride on and it would be great to have that on a road I ride every week. There are also two schools on that road.

Thank you for reading this letter. I hope you take this into consideration.

Yours truly,

-Claire

Carrissa Roque

From: Vince Ramos
Sent: Monday, August 21, 2023 10:04 AM
To: David Lull
Cc: Carrissa Roque
Subject: RE: redesign of Mountain Ave.

Mr. Lull,

Thank you for your comments. I will add this to our project file to discuss with the City's Traffic Engineering Consultant as we will be going through all public comment received prior to taking this design back to the Traffic and Transportation Commission for follow up on the 6-22-23 TTC meeting and 8-16-23 Neighborhood meeting.

Have a nice day.



Vincent Ramos Associate Engineer

City of Claremont | Community Development
Engineering Division

207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
www.claremontca.org Follow Us! @CityofClaremont



Please consider the environment before printing this email.

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Thursday, August 17, 2023 4:02 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: redesign of Mountain Ave.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Claremont> website.

Site Visitor Name: David Lull

Site Visitor Email: [REDACTED]

In the redesign of Mountain Ave. from Baseline to Bonita, prioritize safety over vehicle speed and make it a safer, more active and enjoyable street in our community!

In the current "30%" draft design reviewed by Claremont Streets for People (CSP), bikers have no protection from moving vehicles; and it does almost nothing to improve the safety for the hundreds of school children who use it nearly every day to get to 3 schools: El Roble, Mountain View & Condit.

In the CSP design, bikers are protected from moving vehicles by parked cars and a cement barrier.

The redesign of Mountain Ave. should emphasize the safety of pedestrians and bicycles over the convenience of cars on this street with 3 public schools, the senior center, and churches/preschools. I support protected (class

IV) bike lanes and additional crosswalks to make it safer and more enticing to more students (and others) to engage in activities that promote healthier and more environmentally beneficial ways of life. It is a no-brainer to make it a bit harder for vehicles to speed down the street and a lot safer for walkers and cyclists.

■ W. 8th Street
Claremont Ca 91711



COMMENT CARD
MOUNTAIN AVENUE COMPLETE STREETS PROJECT



August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Hector + Rebecca Villegas Phone: [REDACTED]
Organization (if applicable): _____
Address: [REDACTED] Pepperdine Lane
City: Claremont State: CA Zip: 91711
Email Address: (optional): _____

Please use this page to submit questions or comments regarding the proposed conceptual plan.

Safety is our main concern. We feel that there needs to be parking on Mountain Ave. Even with parking now on Mountain Ave, our Cul-de-sac is very busy in the mornings. Children cross at our corner and cars make u-turns at that corner while other cars use the whole Cul-de-sac to make their u-turns. Many times our driveways are blocked and almost daily, when school is in session, cars are parked in the red zone while the parents leave their car unattended while they walk their children across the street to school.

Instead of taking away parking on Mountain Ave., maybe speed bumps could be installed to slow down the traffic. More traffic officers at those busy times of day would be helpful.

You may submit your comments during the meeting or to:

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Vincent Ramos, Associate Engineer
vramos@ci.claremont.ca.us

Thank-you



COMMENT CARD

MOUNTAIN AVENUE COMPLETE STREETS PROJECT

August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name:

Jane Kwatcher

Phone:



Organization (if applicable):

Address:

Ottawa Dr.

City:

Claremont

State:

CA

Zip:

91711

Email Address: (optional):



Please use this page to submit questions or comments regarding the proposed conceptual plan.

Please be sure to paint directional arrows on bike trails. I see people riding on them against traffic daily, causing a hazard to cyclists following the rules of the road.

You may submit your comments during the meeting or to:

City of Claremont

207 Harvard Avenue

Claremont, CA 91711

Attn: Vincent Ramos, Associate Engineer

vramos@ci.claremont.ca.us

Carrissa Roque

From: Vince Ramos
Sent: Monday, October 2, 2023 1:53 PM
To: joan gerard
Cc: Carrissa Roque
Subject: RE: Class IV bike lanes

Hi Joan,

I received your comments and will review them with the consultant for consideration. We will add your comments to the project file as well.

Thank you for your comments.

From: joan gerard [REDACTED]
Sent: Monday, October 2, 2023 9:57 AM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Class IV bike lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

- I ride a bike with organized cycling groups, and I am opposed to these lanes on Mountain Ave. I believe the lanes serve the public's best interest on Major Highways like Baseline and Foothill Blvd.
- One lane on Mountain Avenue may Create traffic jams around Condit, Mountain View, and El Roble that would impede the flow of other through traffic.
- Would these Class IV dividers eliminate current Student drop off zones making morning school traffic worse?
- Mountain is Major North and South corridor for travel and business, would this have a negative impact on the Sprouts Strip Mall Businesses. What do Strip Mall business owners have to say about the Mountain Ave project?
- We would incur Additional expense for landscape upkeep and watering of plants (as on Foothill Blvd.) Unless the IV lane divider is paved with Native Rocks. I've used the Class IV lanes on Foothill and have called the city to trim the bushes as they many times encroach the bike lane.
- Class IV bike lanes are Designed to protect bikers but are obstacles for drivers. On Foothill Blvd you can see Black tire marks on curbs and damaged reflective light signs. I

have seen cars on Foothill Blvd. that have been disabled by crossing over bike lane dividers.

- Consider the reduced parking for residents during the day and during sporting events at the schools and Larkin Park
- I suggest we repave Mountain Ave and paint green bike lanes. The funds saved could be used to finish the class IV bike lanes on Foothill Blvd from Indian Hill to Mountain Ave here we have a safety issue with heavy traffic and big trucks.
- Police & Fire Emergency Vehicles may have delays North and South with class IV bike lanes on Mountain Ave. With Class IV raised concrete dividers vehicles cannot move to the right for Emergency Vehicles to pass
- What about reduced property value and street appeal for Mountain Ave Residents, who bought their homes without Class Iv Bike Lanes and now face a lack of street appeal and parking in front of their homes. Where do trash barrels get placed on Trash Day with these Class IV barriers
- Please view this video on the heart ache these lanes caused Residents in San Diego, California.

<https://www.cbs8.com/article/news/local/concerns-growing-over-new-bike-lanes-along-lisbon-street/509-60f33deb-b327-4efd-b8fb-00c2e62a15b3>

Respectfully, Joan Gerard

Carrissa Roque

From: Jamie Costanza
Sent: Monday, September 18, 2023 7:51 AM
To: Engineering Division
Cc: Shelley Desautels
Subject: FW: Traffic Commission -- Mountain Ave

Hello-

Please see the below public comment for Mountain Avenue for your Commission.



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: John A Moore [REDACTED]
Sent: Friday, September 15, 2023 2:58 PM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>
Cc: Emmanuel Galvez-Coyt [REDACTED]
Subject: Traffic Commission -- Mountain Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Claremont Traffic and Transportation Commission

225 Second Street

Claremont, CA 91711

I have been following Courier articles and discussion about the restructuring of Mountain Avenue.

I do favor making Mountain bicycle friendly—as well as pedestrian and student friendly and safe. I support well designated bicycle lanes and truncating the avenue so that it is clearly two way, possibly with a couple of new pedestrian crosswalks between Scripps and Harrison. However, it seems obvious to me that the Class IV proposal—which would block off access to homes along Mountain—is not the correct solution, is unpopular, and is an excessive resolution.

John Moore

 Willamette Lane

Claremont, CA 91711



Carrissa Roque

From: Vince Ramos
Sent: Wednesday, September 20, 2023 8:36 AM
To: Carrissa Roque
Subject: RE: Mountain Avenue redesign for bike safety

Thank you.

From: Carrissa Roque <croque@ci.claremont.ca.us>
Sent: Tuesday, September 19, 2023 6:27 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: RE: Mountain Avenue redesign for bike safety

Mr. Watts has been added to the list and the comment matrix.



Carrissa Roque | Administrative Assistant

City of Claremont | Community Development
Engineering Division
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5465 | croque@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Vince Ramos <VRamos@ci.claremont.ca.us>
Sent: Tuesday, September 19, 2023 3:46 PM
To: John S Watts <[REDACTED]>
Cc: Carrissa Roque <croque@ci.claremont.ca.us>
Subject: RE: Mountain Avenue redesign for bike safety

Thank you for your comments Mr. Watts.

We will add this email to our list of comments received, and consideration for the project design.

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Monday, September 18, 2023 8:56 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Avenue redesign for bike safety

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Claremont> website.

Site Visitor Name: John S Watts
Site Visitor Email: [REDACTED]

Vincent - I attended the meeting at the Hughes Center several weeks ago and I appreciate your effort to present

the material for comment. Having reviewed the information I SUPPORT the Class II design that includes bike lanes between Foothill and Baseline as proposed. I DO NOT SUPPORT the Class 4 design. The impracticality of the class IV solution becomes more evident if the design is presented in plan view from above showing all the small barriers between streets driveways that would be necessary to provide access. The Class IV solution is a bad design.

I feel that the Class II design which reduces the street to a single lane in each direction will have the impact of reducing traffic speeds not only during the crowded traffic times around the schools but also will reduce the speeds when traffic congestion is not an issue, which is most of the time. I also do not recommend using green paint and would simply stripe it with white lines as it is done along Bonita in LaVerne.

I am unaware that the schools have been engaged in this discussion but perhaps we could ask El Roble to start 20 or 30 minutes later in order to reduce the traffic along Mountain as it would not overlap with the grade schools going into session. This might make the traffic safer for cars, bikes, and people.

Thank you Vincent for taking the time to read my short email to you. I hope this helps.

Thanks you

John Watts
[REDACTED] Pepperdine Lane
Claremont CA 91711
[REDACTED]

Mountain Avenue Claremont

Reducing Mountain Ave to one lane North and South from Baseline to Bonita has several pros & cons. City Engineers consider the unintended consequences of the Class IV Bike Lanes. I ride a bike with two organized cycling groups, and I am opposed to these lanes on Mountain Ave. I believe the lanes serve the public's best interest on Major Highways like Baseline and Foothill Blvd.

One lane on Mountain Avenue may Create traffic jams around Condit, Mountain View, and El Roble that would impede the flow of other through traffic.

Would these Class IV dividers eliminate current Student drop off zones making morning school traffic worse?

Mountain is Major North and South corridor for travel and business, would this have a negative impact on the Sprouts Strip Mall Businesses. What do Strip Mall business owners have to say about the Mountain Ave project?

We would incur Additional expense for landscape upkeep and watering of plants (as on Foothill Blvd.) Unless the IV lane divider is paved with Native Rocks. I've used the Class IV lanes on Foothill and have called the city to trim the bushes as they many times encroach the bike lane.

Class IV bike lanes are Designed to protect bikers but are obstacles for drivers. On Foothill Blvd you can see Black tire marks on curbs and damaged reflective light signs. I have seen cars on Foothill Blvd. that have been disabled by crossing over bike lane dividers.

Consider the reduced parking for residents during the day and during sporting events at the schools and Larkin Park

I suggest we repave Mountain Ave and paint green bike lanes. The funds saved could be used to finish the class IV bike lanes on Foothill Blvd from Indian Hill to Mountain Ave here we have a safety issue with heavy traffic and big trucks.

Police & Fire Emergency Vehicles may have delays North and South with class IV bike lanes on Mountain Ave. With Class IV raised concrete dividers vehicles cannot move to the right for Emergency Vehicles to pass

If you must have Class IV Bike Lanes, place them on the West side of Mountain South of Foothill Blvd for school safety (Mt. View/El Roble) and on the East side of Mountain Ave North of Foothill for Condit Safety this keeps the West side clear for business in the Sprouts strip mall.

What about reduced property value and street appeal for Mountain Ave Residents, who bought their homes without Class IV Bike Lanes and now face a lack of street appeal and parking in front of their homes. Where do trash barrels get placed on Trash Day with these Class IV barriers

This entire project reminds me of the failed "Traffic Circle" at Bonita and Indian Hill some years ago.

Please view this video on the heart ache these lanes caused Residents in San Diego, California.

<https://www.cbs8.com/article/news/local/concerns-growing-over-new-bike-lanes-along-lisbon-street/509-60f33deb-b327-4efd-b8fb-00c2e62a15b3>

Respectfully

Lawrence Castorena

A Claremont Resident



COMMENT CARD

MOUNTAIN AVENUE COMPLETE STREETS PROJECT

August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name:

Linda Saebo

Phone:

Organization (if applicable):

Address:

City:

State:

Zip:

Email Address: (optional):

Please use this page to submit que

Please put me on your email list

You may submit your comments during the meeting or to:

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Vincent Ramos, Associate Engineer
vramos@ci.claremont.ca.us

Carrissa Roque

From: Mele Wood [REDACTED]
Sent: Thursday, August 24, 2023 5:15 PM
To: Carrissa Roque
Cc: Vince Ramos; Maria Tipping; BETTY HAGELBARGER; Richard Haskell
Subject: Re: Mountain Avenue Complete Streets Improvements Project Website Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

There are many spots in bright green on the .pdf map which are not explained in the legend on the .pdf document "30% Conceptual Layout Sheets" which is under item "4. TRAFFIC AND TRANSPORTATION COMMISSION MEETING - 6-22-2023 " on the weblink you send out below. The green triangles are listed in the legend as "proposed curb ramps", but the green stripes along the bike path are not explained at all. How much did you pay KOA for a model with an incomplete legend?

The document is also very difficult to enlarge.

Thank you very much, sincerely, for sending us anything at all.

The " 30% Conceptual Update" at the "next meeting" sounds vaguely ominous, given the feedback at the community meeting.

I guess we will find out more if we manage to attend the TTC meeting on 9/28, since tonight's meeting shows as "cancelled" on the City website.

Thanks again,
Mele Wood

On Thursday, August 24, 2023 at 04:51:03 PM PDT, Carrissa Roque <croque@ci.claremont.ca.us> wrote:

Good afternoon,

The City's project page for the Mountain Avenue Complete Streets Improvements Project has recently been updated to reflect all information that has been presented to the City Council, Traffic and Transportation Commission, and the Neighborhood Meeting.

Should you have any questions, please contact Associate Engineer, Vincent Ramos at vramos@ci.claremont.ca.us or 909-399-5395.

You can find the project page here: <https://www.ci.claremont.ca.us/government/departments-divisions/engineering-division/engineering-design-review-information>

Thank you,



Carrissa Roque | Administrative Assistant

City of Claremont | Community Development

Engineering Division

207 Harvard Avenue | Claremont, CA 91711

(909) 399-5465 | croque@ci.claremont.ca.us

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 Please consider the environment before printing this email.

Carrissa Roque

From: Vince Ramos
Sent: Monday, August 28, 2023 11:00 AM
To: Murray Monroe
Cc: Carrissa Roque
Subject: RE: Mountain Ave

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you Mr. Munroe, we will log your email response.

-----Original Message-----

From: Murray Monroe [REDACTED]
Sent: Friday, August 25, 2023 12:57 AM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Vincent Ramos One lane each way for Mountain Ave. safer less cars. Murray Monroe

Sent from my iPhone

Carrissa Roque

From: Jamie Costanza
Sent: Tuesday, September 26, 2023 2:04 PM
To: Engineering Division
Cc: Shelley Desautels
Subject: FW: Mountain Ave Complete Streets Project

Hello-

The below email is for Engineering.

Thanks!

-----Original Message-----

From: Rob Gon [REDACTED]
Sent: Tuesday, September 26, 2023 2:03 PM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Mountain Ave Complete Streets Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I would like to take this opportunity to express that I am opposed to the Class IV bike lane North of Foothill and South of Baseline.

The City design is appropriate for this portion of Mountain Ave.

I am a Mountain Ave homeowner for over 30 years and the Class IV will not work in a residential neighborhood such as ours between Foothill and Baseline.

Also it is not acceptable to have Buff Brown sitting on the TTC when he is an active member of CSP special interest group and must be removed from the committee.

Thank you

Rob Gonzalez

Sent from my iPhone

Carrissa Roque

From: Melanie Martinez
Sent: Thursday, August 17, 2023 4:17 PM
To: Maria Tipping; Vince Ramos; Carrissa Roque
Cc: City Manager's Office
Subject: FW: Welcome to Claremont Streets for People!

FYI



Melanie Martinez | Administrative Assistant

City of Claremont | Administrative Services
City Manager's Office
207 Harvard Ave | Claremont, CA 91711
(909) 399-5440 | mmartinezl@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Gonzalez, Rob [REDACTED]
Sent: Thursday, August 17, 2023 12:37 PM
To: Jennifer Stark <jstark@ci.claremont.ca.us>
Cc: Melanie Martinez <mmartinez@ci.claremont.ca.us>
Subject: RE: Welcome to Claremont Streets for People!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Jennifer

From: Jennifer Stark <jstark@ci.claremont.ca.us>
Sent: Thursday, August 17, 2023 12:34 PM
To: Gonzalez, Rob [REDACTED]
Cc: Melanie Martinez <mmartinez@ci.claremont.ca.us>
Subject: Re: Welcome to Claremont Streets for People!

You don't often get email from jstark@ci.claremont.ca.us. [Learn why this is important](#)

**** WARNING: EXTERNAL SENDER. NEVER click links or open attachments without positive sender verification of purpose. DO NOT provide your user ID or password on sites or forms linked from this email. ****

Hi Rob,

Thank you so much for reaching out and sharing your support of the Mountain Ave improvements, as proposed by City Staff, and for organizing with your neighbors to ensure your collective perspective is heard.
I will forward your email to be a part of the public record.

All my best,

Jennifer

Sent from my iPhone- please excuse the typos!

On Aug 17, 2023, at 7:47 AM, Gonzalez, Rob [REDACTED] wrote:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Jennifer

Please see the email I sent to our Mayor

Thank you

Rob Gonzalez

From: Gonzalez, Rob [REDACTED] >
Sent: Thursday, August 17, 2023 7:42 AM
To: ereece@ci.claremont.ca.us
Subject: FW: Welcome to Claremont Streets for People!

Good Morning Mayor and Council Members

I would like to introduce myself, I am Rob Gonzalez and I live at [REDACTED] N. Mountain Ave, my wife Debra and myself have owned our home on Mountain Ave since 1992

Yesterday we attended a meeting put on by Vince Ramos to discuss the Mountain Ave Complete Street Project with the residents of Mountain Ave.

In attendance was CSP (please see the email below) many of them if not all of them do not live on Mountain Ave and they like to push their agenda. I was told about this group prior to this meeting so I took it upon myself to sign up as a prospective cyclist.

I didn't think I would receive their playbook in their reply email, nonetheless they are pushing for a Class IV bike lane which is not appropriate for Mountain Ave.

The design by the city is the best design possible and will work well for Mountain Ave, the left turn lane and curb side parking must remain in the design without change.

I find it difficult to digest that a group like CSP can have an impact or influence in a project such as this when it is designed by engineers who do this for a living.

I also find it difficult to digest or understand that on the Transportation Committee there is a member of CSP (Buff Brown) please see image below.

These gentlemen were on Russ Binders Podcast, also Paul Steinberg is a Professor at Harvey Mudd College and he teaches the Bike Revolution and was in attendance last night and throws out false statistics / data that Claremont is the most dangerous city in California for cyclist, a simple fact check refutes that.

I personally feel that the City did a fantastic job on the Foothill Improvement and I trust the City will do a great job with the Mountain Ave Project.

My wife and a group of neighbors are forming a group to stand in solidarity to push back against this outside interest group and a Class IV bike lane, we will be involved throughout this entire process.

Claremont for Pe Making Cla Streets Ride on

Activist cyclists
Ross Prinale o

Thank you

Rob Gonzalez
[REDACTED] N. Mountain Ave
Claremont
[REDACTED]

From: Claremont Streets for People [REDACTED]
Sent: Wednesday, August 16, 2023 11:34 AM
To: Gonzalez, Rob [REDACTED] >
Subject: Welcome to Claremont Streets for People!

You don't often get email from [REDACTED]. [Learn why this is important](#)

**** WARNING: EXTERNAL SENDER. NEVER click links or open attachments without positive sender verification of purpose. DO NOT provide your user ID or password on sites or forms linked from this email. ****

Hi Rob,

Welcome to *Claremont Streets for People* & Thank YOU for signing up!!!

I'm including our welcome letter below, but I wanted to let you know that there is a **Mountain Ave Redesign Neighborhood Meeting TONIGHT - 6 PM - Alexander Hughes Community Center**

If you want more information about the redesign of Mountain Ave, check our website, our [Mountain FAQs](#) or read the August newsletter (newsletter link below)

Welcome again and reply to this email with questions or thoughts!

Ross

WHAT: We're a citizen advocacy group working to make Claremont streets more **walkable & bikeable** for all ages & abilities, with calmer traffic for the safety of our children, community and climate. We have a **monthly newsletter** to keep CSP members up-to-date on transportation and planning news in Claremont and provide educational tidbits as well.

[Click here to read all past newsletters](#)

WHEN: We meet on the **2nd Monday of each month**. Reminder emails are sent out prior to each meeting.

Our next meeting is **Monday, September 11th at 7 pm at [746 Harvard Ave](#)** (corner of Harvard & 8th)

The ["Events" page](#) on the CSP website has a calendar with monthly meetings and other relevant events.

DISCUSS: We have a Discord server where we continue the discussion, make plans and share resources. Join using this link: <https://discord.gg/44CFvYHxnG>

Questions? Ideas? Want to get involved? Just reply to this email.

What are 4 things you can do to support *Streets for People*???

1) **SPEAK UP!** --- Speak at Claremont City Council meetings and/or write to the council members to advocate for *Streets for People*. Tell them you want better infrastructure for bikers & walkers, and traffic calming to protect everyone. Also, say why this is personally important to you!

The Claremont City Council meets on the 2nd & 4th Tuesday of the month at 6:30 PM

---To submit public comment in writing, email --- sdesautels@ci.claremont.ca.us and jcostanza@ci.claremont.ca.us --- to send a message to the entire Council for public comment or you can email council members individually or as a group.

--- Mayor Ed Reece - ereece@ci.claremont.ca.us
--- Mayor Pro Tem Sal Medina - smedina@ci.claremont.ca.us
--- Councilmember Corey Calaycay - ccalaycay@ci.claremont.ca.us
--- Councilmember Jed Leano - jleano@ci.claremont.ca.us
--- Councilmember Jennifer Stark - jstark@ci.claremont.ca.us

2) **SHARE!** --- Tell others about *Claremont Streets for People* (you can forward this email) and share why more active transportation & safer streets are important to YOU. Go to our [website](#) for more resources, which is being updated all the time.

3) **GET INVOLVED!** --- Come to our monthly meetings, join the [Discord server](#), and volunteer to plan, organize, write and otherwise support CSP

4) **BE ACTIVE!** --- Walk, ride a bike, take the bus, ride the train and be visible doing it. This becomes a virtuous circle, where active citizens foster even more activity!

Onward to Streets for People!

Ross

ClaremontSP@gmail.com

www.claremontstreetsforpeople.org



If at any time you want to unsubscribe from CSP newsletters & informational emails, just reply to this email address, claremontsp@gmail.com, and put "Unsubscribe" in the subject line.



COMMENT CARD

MOUNTAIN AVENUE COMPLETE STREETS PROJECT

August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Rob Gonzalez Phone: [REDACTED]
Organization (if applicable): Home Owner
Address: [REDACTED] N Mountain Ave
City: Claremont State: CA Zip: 91714
Email Address: (optional): [REDACTED]

Please use this page to submit questions or comments regarding the proposed conceptual plan.

I agree with the City's Design

I would like to speak

[Signature]

You may submit your comments during the meeting or to:

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Vincent Ramos, Associate Engineer
vramos@ci.claremont.ca.us



COMMENT CARD

MOUNTAIN AVENUE COMPLETE STREETS PROJECT

August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Robin McBurney Phone: [REDACTED]
Organization (if applicable): _____
Address: [REDACTED] N Mountain Ave
City: Claremont State: CA Zip: 91711
Email Address: (optional): [REDACTED]

Please use this page to submit questions or comments regarding the proposed conceptual plan.

I do not think changing the 4 lanes on Mountain Ave is necessary - it will create chaos in the morning + afternoon when schools start + end + daycare pick up occurs at the 2 churches on the street. A bike lane is a terrible idea - we are a neighborhood - not a main street.

What we would benefit from is a left turn light on Mountain + Foothill since so many accidents occur there due to the left turn.

You may submit your comments during the meeting or to:

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Vincent Ramos, Associate Engineer
vramos@ci.claremont.ca.us

Carrissa Roque

From: Vince Ramos
Sent: Tuesday, October 17, 2023 9:09 AM
To: Susana Moreno
Cc: Carrissa Roque
Subject: RE: Proposed Street Improvements to Mountain Avenue

Good morning Susana.

I have received your comment and will include in our public comment attachment to the next report for Mountain Avenue. Just as an fyi, the initial recommendation for this project includes the following.

- Center dual left turn lane
- Two total travel lanes (one north bound and one south bound)
- Two Class II bike lanes (one north bound and south bound)
- On-street parking for both sides of Mountain Avenue

This is actually a cross section that was approved with the General Plans Mobility Element. There a number of proposed improvements with this project. I have provided a link to a webpage with all the different staff reports that have been provided for this project to date. The next time this project is taken to the TTC, that staff report will also be linked at this webpage, in case you can't make it.

<https://www.ci.claremont.ca.us/government/departments-divisions/engineering-division/engineering-design-review-information>

There was a number of requests for Class IV bike lanes at our last TTC meeting on June 22, 2023, where staff has taken some time to perform additional analysis to further look into this request. One of the biggest impacts was the removal of, or significant loss of on-street parking. The next TTC meeting will address the request for Class IV bike lanes prior to moving forward with the design.

If you have any additional questions, please don't hesitate to reach out or email anytime.

Thanks.



Vincent Ramos Associate Engineer

City of Claremont | Community Development
Engineering Division

207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
www.claremontca.org Follow Us! @CityofClaremont



Please consider the environment before printing this email.

From: Susana Moreno [REDACTED]
Sent: Monday, October 16, 2023 9:11 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Proposed Street Improvements to Mountain Avenue

Hello Vincent,

I live on [REDACTED] N. Mountain Ave. and have received noticed about the proposed street project to add bike lanes. The notice came when I was out of town, but if there's still time to accept public comments, I would like to express my opinion in keeping the street as is. I feel that reducing the street to one lane will create more traffic, and will be more cumbersome to get out of the driveway. I already experience delays in pulling out of my driveway. As a resident, if this change is implemented it will impact me and my family on a daily basis (multiple times during the day). I think there is greater benefit to in keeping it as two lanes, as traffic will follow much quicker.

Thank you for your time.

Sincerely,

Susana Moreno

Carrissa Roque

From: Vince Ramos
Sent: Monday, October 16, 2023 8:49 AM
To: Carrissa Roque
Cc: Maria Tipping
Subject: FW: Safety in Class IV bike lanes

Fyi..... please add to the public comment matrix.

From: Tad Beckman [REDACTED]
Sent: Friday, October 13, 2023 4:23 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>; [REDACTED] Joy Compton [REDACTED] Juan Patzi [REDACTED]; Ben Bull [REDACTED]; Pamela Hawkes [REDACTED]
Subject: Re: Safety in Class IV bike lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sure
Sent from my iPhone

On Oct 13, 2023, at 3:55 PM, Tad Beckman [REDACTED] wrote:

I would like to add one more note. This is an excerpt from the Claremont Police Report on bike safety.

"Reports show that:

1. School-age children account for more than half of the deaths and injuries resulting from collisions with automobiles.
2. Most bicycle accidents in the City of Claremont occur between 7-8 a.m. and 2-3 p.m.
3. Two out of every three riders killed or injured in collisions with automobiles have violated a law or safety rule.

Falls can result from:

1. Riding unskillfully or recklessly.
2. Riding off curbs or steps.
3. Carrying persons or packages which interfere with balance.
4. Catching wheel of bicycle in storm sewer grates or openings in the pavement.
5. Skidding on slippery surface.
6. "Show Off" riding."

Carrissa Roque

From: Vince Ramos
Sent: Monday, October 16, 2023 8:49 AM
To: Carrissa Roque
Cc: Maria Tipping
Subject: FW: Safety in Class IV bike lanes

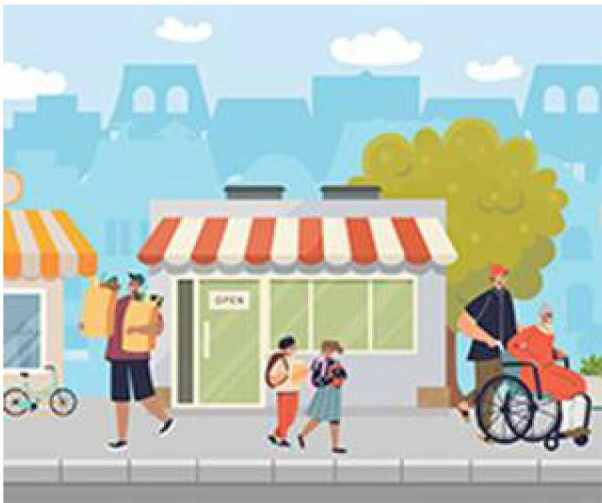
Fyi..... please add this to the public comment matrix.

Thanks.

From: Tad Beckman [REDACTED]
Sent: Friday, October 13, 2023 3:33 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>; [REDACTED]; Joy Compton [REDACTED] Juan Patzi [REDACTED] Ben Bull [REDACTED]; Pamela Hawkes [REDACTED]
Subject: Re: Safety in Class IV bike lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have found several articles on the internet that offer mixed reviews on class IV safety — something that the “Street People” do not tell you. Most interesting is the sense that accidents may INCREASE in areas with multiple driveways and cross streets.



Rebuttal to Arguments in Favor of Hopkins
Corridor Class IV Two-way Cycle Track • Save
Hopkins Street
savehopkins.org



Schrödinger's bike lanes: Are they safe or not?
cambridgeday.com

Tad Beckman and Pamela Hawkes
[REDACTED] North Mountain Avenue
Claremont, CA 91711

Traffic and Transportation Commission
Community Development Department
City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA 91711-0880

RE: Addendum to Mountain Avenue Complete Street Project

We have lived on Mountain Avenue since 1976 and are strongly opposed to the proposal made by *Claremont Streets for People*. We continue to believe our earlier arguments made in previous letter.

#1 Mountain Avenue is, unlike Foothill Blvd, a residential street with many houses facing onto the street, including driveways. Houses are spaced approximately 80 feet apart so this would require breaks in the suggested bike lane about every 80 feet. Every break in a bike lane is a danger point (including all of those on Foothill).

#2 The proposal is to construct a 3-foot wide elevated barrier 6 feet from the existing curb as a bike lane. Unfortunately, along much of Mountain Avenue on the east side rain water causes a torrential river which, during storms would flood this bike lane and make it treacherous.

#3 The proposal would include an 8-foot wide parking lane inside of the bike lane position and one 11-foot driving lane. This means that a person driving home and making a right-hand turn into their driveway (assuming north-bound) must look 11 feet across a row of parked cars to see if a bike rider is entering the break point and 24 feet to check pedestrian and bike traffic on the walkway. This is nearly impossible, especially when the parking lane may include trucks and SUVs.

#4 Residents, currently, place their trash, recycle, and green-waste bins in the street next to the curb. Under the proposal, this would be in the bike lane and the trash truck would not be able to access the bins from the parking lane. Residents would have to wheel bins across the bike lane and place them in the parking lane to allow access. During storms, bins are pulled onto the curb to prevent having them get swept away; we suppose they could be pulled onto the elevated barrier of the bike lane if necessary.

#5 The proposal would eliminate the left/right turn safety zone in the middle of the street. This means that anyone turning into a driveway north or south will stop all traffic until they can make the turn safely. Equally well, a person attempting to turn out of their driveway into traffic has no safety lane in which to complete their turn.

In addition, we would like to make the following points.

#6 Most vehicle/bike accidents occur when a car turns left through a bike lane or right through a bike lane at a driveway or cross street. In both of these cases the *Street People's* proposal makes the biker less visible to the driver by hiding the biker behind parked cars. There are 26 driveways on the east side of Mountain Ave between Foothill and Scripps alone.

#7 The 3 foot raised barrier solves only a minor problem since accidents surging into bike lanes are far less common. A far more economical method of offering more safety for this type of accident would be to stripe the inside margin of the bike lane with a sound barrier (such as on highway center strips).

#8 Most household driveway/garage layouts along Mountain Ave do not allow cars to turn around. Thus, a car that heads into the driveway must back out on the street. If a driver wants to head out into the street, he/she must back into the driveway. Both of these backing maneuvers become much more dangerous with the *Street People's* plan. Backing into the street, one must observe both pedestrian and bike traffic while aiming for a single lane of traffic. Backing into the driveway, bike riders and pedestrians are obscured by parked cars.

#9 The *Street People* offer various statistical studies. However, one should keep in mind a) What individual, group, or institution performed this study? b) Did they have a specific agenda? c) Was this a scientific study? Did they normalize statistical data? and d) In what environment was the study performed? Is the environment relevant to our concerns?

We are all in agreement that the city should provide safe pedestrian and bicycle travel, but the CSP proposal is far from a safe plan. CSP should consider Mills Avenue, Claremont Blvd, and Towne Avenue as far more appropriate targets.

Sincerely,

Tad Beckman

Pamela Hawkes

Carrissa Roque

From: Maria Tipping
Sent: Monday, September 11, 2023 10:12 AM
To: Carrissa Roque
Cc: Vince Ramos
Subject: FW: Leaking Water - Oxford Medians

Hi Carrissa,

Please see below comment regarding the Mountain Avenue project. Please enter this comment into the database.

Thank you,

Maria



Maria B. Tipping, P.E. | City Engineer

City of Claremont | Community Development Department
Engineering Division
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5474 | mtipping@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont



Please consider the environment before printing this email.

From: Corey Calaycay <ccalaycay@ci.claremont.ca.us>
Sent: Monday, September 11, 2023 10:07 AM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Cc: Melanie Martinez <mmartinez@ci.claremont.ca.us>; Adam Pirrie <apirrie@ci.claremont.ca.us>; Vince Ramos <VRamos@ci.claremont.ca.us>; Maria Tipping <mtipping@ci.claremont.ca.us>
Subject: Fwd: Leaking Water - Oxford Medians

Shelley,

Can you please assure that Mr. Callon's comments below concerning bicycle lanes on north Mountain Avenue are entered into the record?

Thank you,

Corey

Corey Calaycay, Councilmember
City of Claremont
207 Harvard Avenue
Claremont, California 91711
O: 909-399-5444
D: 909-399-5434
E-mail: ccalaycay@ci.claremont.ca.us
Website: www.ci.claremont.ca.us

From: Tom Callon [REDACTED]
Sent: Thursday, September 7, 2023 4:03:04 PM
To: Corey Calaycay <ccalaycay@ci.claremont.ca.us>
Subject: Re: Leaking Water - Oxford Medians

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for addressing the water leak problems on the Oxford mediums.

Also, concerning the issue about having a physical barrier for bikes on Mountain Avenue, I think it would be a huge mistake. It would stop guests of residents from street parking. It would be a hazard for those when entering their driveways. The construction would be expensive and a traffic nightmare during the period of the build. Going to one lane with room for parking and a wide bike lane, like below Foothill, would be best.

Sincerely,
Tom Callon

On Thursday, September 7, 2023 at 12:40:09 PM PDT, Corey Calaycay <ccalaycay@ci.claremont.ca.us> wrote:

Adam,

Can you please have staff check the irrigation system in the medians on Oxford? Apparently, the system goes on late at night, and neighbors are noticing run off into the street. Perhaps rodents have chewed the line or it is running too long?

I also noticed the same thing on Indian Hill last night between Scripps and Bowling Green if that median can be checked as well.

I appreciate your looking into this.

Thank you,

Corey

Corey Calaycay, Councilmember
City of Claremont
207 Harvard Avenue
Claremont, California 91711
O: 909-399-5444
D: 909-399-5434
E-mail: ccalaycay@ci.claremont.ca.us
Website: www.ci.claremont.ca.us



Virus-free. www.avast.com

Carrissa Roque

From: Vince Ramos
Sent: Monday, August 14, 2023 11:21 AM
To: Carrissa Roque
Cc: Maria Tipping
Subject: Mountain Avenue Complete Streets Project - Neighborhood Meeting

Hello,

I just spoke to Barbara Eagleton, who contact me in regards to the neighborhood meeting scheduled for August 16. She called to asked some questions and specifically explained to me that she is not in favor of the Class IV bike lane, and that she is in favor of retaining on-street parking as proposed by City Staff and the City's Engineering consultant.

Please file this with the other responses that we have received for this project and neighborhood meeting.

Thank you.



Vincent Ramos Associate Engineer

**City of Claremont | Community Development
Engineering Division**

207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont



Please consider the environment before printing this email.

Carrissa Roque

From: Vince Ramos
Sent: Wednesday, August 9, 2023 10:46 AM
To: Carrissa Roque
Cc: Maria Tipping
Subject: FW: Mountain Avenue Complete Street Project

Carrissa, please add to the file.

Thanks.

From: Ben Bull [REDACTED]
Sent: Wednesday, August 9, 2023 10:19 AM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Avenue Complete Street Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Ramos, and any interested people,

In response to a recent letter from the city about Mountain Avenue, I will not be able to attend the meeting on August 16 so am sharing my comments here. After reading ideas, and speaking with other residents of Mountain Avenue here are some of my thoughts...

Parking

The proposal to eliminate parking on Mountain Avenue is absurd. With a few churches, many family homes, and several schools along Mountain Avenue people need to have constant access to parking where they need to be. This is especially critical several times each day near the schools.

Street Lanes

Re-marking the street to be two lanes and a center turn lane is interesting, and possibly convenient for efficient turning into side streets.

Stop Signs

Adding several four-way stop-sign (or traffic light) intersections along the street has been talked about for several decades, and surely would slow traffic and provide safe crossing spots. It is very difficult for residents to get in and out of their driveways, especially during school passing times, and breaking up the traffic flow with stop signs or lights would help this situation.

Speed Bumps

Adding speed bumps is a bad idea for many reasons. One example that stands out is the use of Mountain Ave by emergency vehicles; an injured person in an ambulance bouncing over speed bumps is not something the city should feel proud of.

General Thoughts

Many cities have designated bike lanes between parking lanes and traffic lanes. This option sounds like the best choice for Mountain Avenue as long as the lanes are not curbed nor impeding parking access.

To bow to a contingent of bicyclists as if they are the best source of traffic safety ideas is insane, and dangerous. I've stopped counting times I have witnessed bicyclists pulling out in front of cars, almost running over people, or running through stop signs or red lights as if they are above any rules or laws. I fail to understand that mindset.

It is the people, and their behavior not the road that needs to change to protect other people on Mountain Avenue.

Best Regards,

A handwritten signature in blue ink, appearing to read 'Ben Bull', with a stylized flourish at the end.

Ben Bull

[REDACTED]
[REDACTED] N Mountain Ave, Claremont, CA 91711

Carrissa Roque

From: Vince Ramos
Sent: Monday, August 7, 2023 3:37 PM
To: Vince Ramos
Cc: Carrissa Roque; Maria Tipping
Subject: Mountain Avenue Response

Bernice Greenstein
[REDACTED] N. Mountain Avenue
[REDACTED]

Recap:

- In favor of keeping on-street Parking
 - Service Vehicles
 - School pick-up and drop-off needs
- Likes the ADA upgrades
- Likes the proposed Pavement Resurfacing

Cannot make it to the meeting on 8/16, so requested staff to take this note and file to the project.



Vincent Ramos Associate Engineer

City of Claremont | Community Development
Engineering Division

207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont



Please consider the environment before printing this email.

Carrissa Roque

From: Vince Ramos
Sent: Wednesday, August 16, 2023 3:32 PM
To: Carol Fisher Sorgenfrei
Cc: Carrissa Roque
Subject: RE: Mountain Ave

Ms. Sorgenfrei,

Thank you for your response. We will add your comments to the project file for consideration and review as the design phase of the project moves forward. If you have any additional comments or concerns, please feel free to contact me directly.

Thank you.



Vincent Ramos Associate Engineer

City of Claremont | Community Development
Engineering Division

207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont



Please consider the environment before printing this email.

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Wednesday, August 16, 2023 3:26 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Claremont> website.

Site Visitor Name: Carol Fisher Sorgenfrei
Site Visitor Email: [REDACTED]

Dear Mr. Ramos,

I am a senior citizen resident of Claremont who walks everywhere. I strongly support creating safer streets for bikes and pedestrians. One option is reducing the number of traffic lanes on Mountain and incorporating safe bike and pedestrian lanes. The proposal by Claremont Streets for People is excellent. I have a previous commitment that conflicts with the Council meeting tonight, but I am writing to you to make my opinion known. Thank you!

Carol Fisher Sorgenfrei
[REDACTED] W. 9th St.
Claremont, CA 91711
phone: [REDACTED]

Carrissa Roque

From: Melanie Martinez
Sent: Wednesday, August 16, 2023 10:13 AM
To: Maria Tipping; Vince Ramos; Carrissa Roque
Cc: City Manager's Office
Subject: LOG: Maria-Elena Patzi/Juan Patzi- Parking on Mountain Ave (C. Calaycay)

Please,
Maria- Respond
Carissa- Log in/out
(Due: 8/23/23)
Thank you!



Melanie Martinez | Administrative Assistant

City of Claremont | Administrative Services
City Manager's Office
207 Harvard Ave | Claremont, CA 91711
(909) 399-5440 | mmartinezl@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Corey Calaycay <ccalaycay@ci.claremont.ca.us>
Sent: Wednesday, August 16, 2023 8:02 AM
To: Melanie Martinez <mmartinez@ci.claremont.ca.us>
Cc: Adam Pirrie <apirrie@ci.claremont.ca.us>
Subject: Fwd: Parking on Mountain Ave

For the log....

Corey Calaycay, Councilmember
City of Claremont
207 Harvard Avenue
Claremont, California 91711
O: 909-399-5444
D: 909-399-5434
E-mail: ccalaycay@ci.claremont.ca.us
Website: www.ci.claremont.ca.us

From: [REDACTED]
Sent: Tuesday, August 15, 2023 7:53:08 PM
To: Corey Calaycay <ccalaycay@ci.claremont.ca.us>
Subject: Parking on Mountain Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilmember Calaycay,

We live in your council district on the east side of Mountain Ave, just south of Condit Elementary. We have met you several times in the past. You used present at Eagle Scout ceremonies for our son's troop when he was in Boy Scouts – he is an Eagle Scout from Troop 407. Regarding plans to change Mountain Ave, our primary concern is the elimination of street parking. There are several reasons why eliminating parking on Mountain Ave would be a bad idea: 1) the loss of parking for residents, 2) a possible decrease in home values since a potential buyer may not want to live in a place where they cannot park in front of their own home, 3) the loss of easy parking for emergency vehicles, 4) the loss of easy access for garbage trucks to pick up trash, 5) and parking for schools and churches (especially during busier periods in the morning and afternoon). While there are not always many cars parked on the street, there are moments when parking directly in front of your home is a necessity.

Recently, during the hottest part of the Summer, our air conditioner stopped working and it was crucial for the air conditioner installer's van to park directly in front of our home. Parking on a side street and transporting the heavy parts in the extreme heat would have made a difficult task much more difficult. Even parking the van in our driveway and parking our cars on a side street would have been difficult and inconvenient since we could only access our cars by walking down the street and around the block in sometimes more than 100-degree heat.

Whether they involve repairs/installations, get-togethers, or emergencies, there are many variations of the previous situation applying to the many people living on Mountain Ave. Again, there are moments when parking directly in front of your home is a necessity.

The City of Claremont should advance safety for cyclists. However, eliminating parking is too much of a burden, especially for the residents of Mountain Ave, and unnecessary to accomplish the goal of cyclist safety. Please do not eliminate street parking on Mountain Ave.

Thank you,

Maria-Elena Patzi and Juan Patzi
[REDACTED] N Mountain Ave
Claremont, CA 91711



COMMENT CARD
MOUNTAIN AVENUE COMPLETE STREETS PROJECT



August 16, 2023 Neighborhood Meeting

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Hector + Rebecca Villegas Phone: [REDACTED]
Organization (if applicable): _____
Address: [REDACTED] Pepperdine Lane
City: Claremont State: CA Zip: 91711
Email Address: (optional): _____

Please use this page to submit questions or comments regarding the proposed conceptual plan.

Safety is our main concern. We feel that there needs to be parking on Mountain Ave. Even with parking now on Mountain Ave, our Cul-de-sac is very busy in the mornings. Children cross at our corner and cars make u-turns at that corner while other cars use the whole Cul-de-sac to make their u-turns. Many times our driveways are blocked and almost daily, when school is in session, cars are parked in the red zone while the parents leave their car unattended while they walk their children across the street to school.

Instead of taking away parking on Mountain Ave., maybe speed bumps could be installed to slow down the traffic. More traffic officers at those busy times of day would be helpful.

You may submit your comments during the meeting or to:

Thank-you

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Vincent Ramos, Associate Engineer
vramos@ci.claremont.ca.us

Carrissa Roque

From: Melanie Martinez
Sent: Monday, August 14, 2023 5:23 PM
To: Maria Tipping; Carrissa Roque; Vince Ramos
Subject: FW: Mountain Avenue street project

FYI

Thank you,



Melanie Martinez | Administrative Assistant

City of Claremont | Administrative Services
City Manager's Office
207 Harvard Ave | Claremont, CA 91711
(909) 399-5440 | mmartinezl@ci.claremont.ca.us
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 Please consider the environment before printing this email.

From: Jennifer Stark <jstark@ci.claremont.ca.us>
Sent: Monday, August 14, 2023 4:57 PM
To: Jill Benton [REDACTED]
Cc: Melanie Martinez <mmartinez@ci.claremont.ca.us>
Subject: Re: Mountain Avenue street project

Hello Jill and Al,

Thank you so much for reaching out and sharing your support for the Mountain Avenue redesign proposal. I will forward your email to City Staff and have it logged as public comment.

All my best,

Jennifer

Sent from my iPhone- please excuse the typos!

On Aug 14, 2023, at 4:49 PM, Jill Benton [REDACTED] wrote:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Jennnifer Stark and Corey Calaycay,

We are writing in support of the City of Claremont's engineering staff proposal to redesign Mountain Avenue to add bicycle lanes on both east and west sides of the road. We understand that the proposal dictates that street parking be retained and that left turn out lanes be added to keep traffic flowing. We also understand that Mountain Avenue will be reduced to two north-south lanes.

It is imperative that we continue to have street parking in front of our house to accommodate personal parking for family & friends and service vehicles such as gardeners, postal delivery, curb street cleaning, garbage collection, etc.

Thank you for your attention,

Jill Benton & Al Schwartz
[REDACTED] N. Mountain Ave.
Claremont, California 91711

Carrissa Roque

From: Vince Ramos
Sent: Wednesday, August 16, 2023 3:17 PM
To: Lawrence Castorena
Cc: Carrissa Roque
Subject: RE: Mountain Ave Redesign

Mr. Castorena,

Thank you for your reply, we will file this for our records.

Have a nice day.

From: Lawrence Castorena [REDACTED]
Sent: Wednesday, August 16, 2023 3:10 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Re: Mountain Ave Redesign

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Lawrence & Carol Castorena
[REDACTED] Lafayette Rd, Claremont, CA 91711
[REDACTED]
34 Years residents

On Wed, Aug 16, 2023 at 2:38 PM Vince Ramos <VRamos@ci.claremont.ca.us> wrote:

Mr. Castorena,

Thank you for providing feedback on the Mountain Avenue Complete Streets Project. We will file your comments with the project for future consideration as we move forward in the design phase.

If you could please provide me with your address, so that I can denote if you live on Mountain Avenue for our records.

Thank you.



Vincent Ramos Associate Engineer

City of Claremont | Community Development

Engineering Division

207 Harvard Avenue | Claremont, CA 91711

(909) 399-5395 | vramos@ci.claremont.ca.us

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Please consider the environment before printing this email.

From: City of Claremont <contact@ci.claremont.ca.us>

Sent: Wednesday, August 16, 2023 11:51 AM

To: Vince Ramos <VRamos@ci.claremont.ca.us>

Subject: Mountain Ave Redesign

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Claremont> website.

Site Visitor Name: Lawrence Castorena

Site Visitor Email: [REDACTED]

I ride a bike and do not want to see Mountain avenue reduced to one lane with a bike lane like the one on Foothill, curbs and planters. It adds landscape maintenance and water usage. The school traffic currently backs up in the morning adding the hardscape bike lane will only make traffic worse. Use the funds elsewhere, maybe finish Foothill bike lanes from Indian hill to Mountain. Foothill is a heavy traffic highway and would be a better use of the money earmarked for bike safety lanes.

Carrissa Roque

From: Naim Matasci [REDACTED]
Sent: Wednesday, August 16, 2023 3:48 PM
To: Vince Ramos
Cc: Carrissa Roque
Subject: Re: Mountain Contact List Update
Attachments: image003.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Than you for the clarification. Incidentally, when we moved to Claremont in 2014 we looked at one of such properties directly on Mountain Av. We decided against buying it because of the traffic speed and volume. This is point out to be aware of what's know as Survivorship bias.

It also seems arbitrary to focus on adjacent streets, especially considering pedestrian and bicycle access, given that the entire neighborhood north of Foothill between Town and Mountain has only another access to Foothill Blvd (which is especially unsafe).

Sincerely,
Naim Matasci

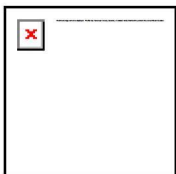
On Wed, Aug 16, 2023, 2:20 PM Vince Ramos <VRamos@ci.claremont.ca.us> wrote:

Good Afternoon,

On Monday, August 7, a notice for the Mountain Avenue Complete Streets Project Neighborhood meeting scheduled for August 16 was sent to you via email. This email was sent to you as a courtesy because you requested to be added to the list notifying you of all public activities related to the Mountain Avenue Complete Streets Project.

This is to clarify, and as stated in the notice, that this neighborhood meeting was scheduled for and notices were sent to residences, schools, and businesses on Mountain Avenue from Base Line Road to Bonita Avenue. Following a short presentation, staff will only be taking input/feedback from the residents that live on Mountain Avenue from Base Line Road to Bonita Avenue or are within three properties on adjacent side streets or have exclusive access from Mountain Avenue. Staff has logged the multiple requests for Class IV bike lanes at the June 22 Traffic and Transportation Commission meeting, to be re-evaluated for this project. Please note, that the Mountain Avenue Complete Streets project will be scheduled for additional Traffic and Transportation Commission meetings in the coming months, providing additional opportunities for your feedback.

Thank you.



Vincent Ramos Associate Engineer

City of Claremont | Community Development

Engineering Division

207 Harvard Avenue | Claremont, CA 91711

(909) 399-5395 | vramos@ci.claremont.ca.us

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Carrissa Roque

From: Phil Ebner [REDACTED]
Sent: Wednesday, August 16, 2023 3:00 PM
To: Vince Ramos
Cc: Carrissa Roque; jleano@ci.claremont
Subject: Re: Mountain Contact List Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Vince & Carissa,

(I'm also cc'ing Councilmember Leano as my district representative, as I'd like him to hear my thoughts as well.)

Thanks for the invite, and I'm excited to attend as an observer.

One thing I hope though is that from the June 22 T&T meeting, is that a separated Class IV bike lane isn't the only thing the dozens of community members requested for inclusion in the project.

Several other important safety improvements for the 30% design that were suggested included:

- more crosswalks throughout the entire route from Baseline to Bonita
- raised crosswalks throughout (especially near schools), not 'speedbumps' as has they have been referred to
- pedestrian islands at all crosswalks
- improvements to the foothill intersection for cyclists & pedestrians
- reduction of lanes to two regardless of a class iv bike lane as a proven traffic calming method
- improved methods for cyclists to cross mountain between foothill & bonita

It seems that the staff & consultants are super focused on/concerned about the protected bike lane request, but I hope that these other issues also get looked into.

While I believe the protected bike lane would be the safest way to encourage cyclists & pedestrians to use Mountain, I know this is a hard sell to you & the designers. That's why I truly hope many, if not all of these other improvements will be included in the next iteration of the design.

Thanks,
Phil Ebner

Phil Ebner

Creator + Teacher, [VideoSchool.com](https://www.VideoSchool.com) - learn creative skills!

videoschool

...Fall in love, stay in love, and it will decide everything...

On Wed, Aug 16, 2023 at 2:20 PM Vince Ramos <VRamos@ci.claremont.ca.us> wrote:

Good Afternoon,

On Monday, August 7, a notice for the Mountain Avenue Complete Streets Project Neighborhood meeting scheduled for August 16 was sent to you via email. This email was sent to you as a courtesy because you requested to be added to the list notifying you of all public activities related to the Mountain Avenue Complete Streets Project.

This is to clarify, and as stated in the notice, that this neighborhood meeting was scheduled for and notices were sent to residences, schools, and businesses on Mountain Avenue from Base Line Road to Bonita Avenue. Following a short presentation, staff will only be taking input/feedback from the residents that live on Mountain Avenue from Base Line Road to Bonita Avenue or are within three properties on adjacent side streets or have exclusive access from Mountain Avenue. Staff has logged the multiple requests for Class IV bike lanes at the June 22 Traffic and Transportation Commission meeting, to be re-evaluated for this project. Please note, that the Mountain Avenue Complete Streets project will be scheduled for additional Traffic and Transportation Commission meetings in the coming months, providing additional opportunities for your feedback.

Thank you.



Vincent Ramos Associate Engineer

City of Claremont | Community Development

Engineering Division

207 Harvard Avenue | Claremont, CA 91711

(909) 399-5395 | vramos@ci.claremont.ca.us

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Please consider the environment before printing this email.

Carrissa Roque

From: Rebecca Kornbluh [REDACTED]
Sent: Wednesday, August 16, 2023 2:52 PM
To: Vince Ramos
Cc: Carrissa Roque
Subject: Re: Bike lanes on Mountain

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I do not live in mountain. I both live and work in Claremont (I have a business here). My address is [REDACTED] San Mateo Court, Claremont CA 91711

On Aug 16, 2023, at 2:40 PM, Vince Ramos <VRamos@ci.claremont.ca.us> wrote:

Ms. Kornbluh,

Thank you for providing feedback on the Mountain Avenue Complete Streets Project. We will file your comments with the project for future consideration as we move forward in the design phase.

If you could please provide me with your address, so that I can denote if you live on Mountain Avenue for our records.

Thank you.

<image001.jpg> **Vincent Ramos Associate Engineer**
City of Claremont | Community Development
Engineering Division
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5395 | vramos@ci.claremont.ca.us
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<image002.png>

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Wednesday, August 16, 2023 1:47 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Bike lanes on Mountain

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Message submitted from the <City of Claremont> website.

Site Visitor Name: Rebecca Kornbluh

Site Visitor Email: [REDACTED]

I strongly support improved bike lanes on Mountain Avenue. Better bike access in Claremont will improve safety and also the quality of life. There is no question that I would bike more often if I felt it was safe.

Carrissa Roque

From: Vince Ramos
Sent: Tuesday, August 8, 2023 8:44 AM
To: Carrissa Roque
Cc: Maria Tipping
Subject: FW: Mountain Ave Project

Follow Up Flag: Follow up
Flag Status: Flagged

Please add to the file for record.

Thanks.

From: Tad Beckman [REDACTED]
Sent: Tuesday, August 8, 2023 8:36 AM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Ave Project

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Tad Beckman and Pamela Hawkes
[REDACTED] North Mountain Avenue
Claremont, CA 91711

8 August 2023

Traffic and Transportation Commission
Community Development Department
City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA 91711-0880

RE: Addendum to Our Letter Regarding Mountain Avenue Complete Street Project

We have lived on Mountain Avenue since 1976 and are strongly opposed to the proposal made by *Claremont Streets for People*. We continue to believe our earlier arguments made in a previous letter, namely:

#1 Mountain Avenue is, unlike Foothill Blvd, a residential street with many houses facing onto the street, including driveways. Houses are spaced approximately 80 feet apart so this would require breaks in the suggested bike lane about every 80 feet. Every break in a bike lane is a danger point (including all of those on Foothill).

#2 The proposal is to construct a 3-foot wide elevated barrier 6 feet from the existing curb as a bike lane. Unfortunately, along much of Mountain Avenue on the east side rain water causes a torrential river which, during storms would flood this bike lane and make it treacherous.

#3 The proposal would include an 8-foot wide parking lane inside of the bike lane position and one 11-foot driving lane. This means that a person driving home and making a right-hand turn into their driveway (assuming north-bound) must look 11 feet across a row of parked cars to see if a bike rider is entering the break point and 24 feet to check pedestrian and bike traffic on the walkway. This is nearly impossible, especially when the parking lane may include trucks and SUVs.

#4 Residents, currently, place their trash, recycle, and green-waste bins in the street next to the curb. Under the proposal, this would be in the bike lane and the trash truck would not be able to access the bins from the parking lane. Residents would have to wheel bins across the bike lane and place them in the parking lane to allow access. During storms, bins are pulled onto the curb to prevent having them get swept away; we suppose they could be pulled onto the elevated barrier of the bike lane if necessary.

#5 The proposal would eliminate the left/right turn safety zone in the middle of the street. This means that anyone turning into a driveway north or south will stop all traffic until they can make the turn safely. Equally well, a person attempting to turn out of their driveway into traffic has no safety lane in which to complete their turn.

In addition, we would like to make the following points.

#6 Most vehicle/bike accidents occur when a car turns left through a bike lane or right through a bike lane at a driveway or cross street. In both of these cases the *Street People's* proposal makes the biker less visible to the driver by hiding the biker behind parked cars. There are 26 driveways on the east side of Mountain Ave between Foothill and Scripps alone.

#7 The 3 foot raised barrier solves only a minor problem since accidents surging into bike lanes are far less common. A far more economical method of offering more safety for this type of accident would be to stripe the inside margin of the bike lane proposed by the City with a sound barrier (such as those on highway center stripes).

#8 Most household driveway/garage layouts along Mountain Ave do not allow cars to turn around. Thus, a car that heads into the driveway must back out on the street. If a driver wants to head out into the street, he/she must back into the driveway. Both of these backing maneuvers become much more dangerous with the *Street People's* plan. Backing into the street, one must observe both pedestrian and bike traffic while aiming for a single lane of traffic. Backing into the driveway, bike riders and pedestrians are obscured by parked cars.

#9 The *Street People* offer various statistical studies. However, one should keep in mind a) What individual, group, or institution performed this study? b) Did they have a specific agenda? c) Was this a scientific study? Did they normalize statistical data? and d) In what environment was the study performed? Is the environment relevant to our concerns?

We are all in agreement that the city should provide safe pedestrian and bicycle travel, but the *CSP* proposal is far from a safe plan. *CSP* should consider Mills Avenue, Claremont Blvd, and Towne Avenue as far more appropriate targets.

Sincerely,

Tad Beckman

Pamela Hawkes

Carrissa Roque

From: Shelley Desautels
Sent: Tuesday, June 20, 2023 5:41 PM
To: Engineering Division; Brad Johnson
Cc: Jamie Earl; Jamie Costanza
Subject: FW: Mountain Ave Re-Design

Additional public comment for Thursday night. Please distribute to the Commission. We will image into the record.

Best,

Shelley

From: Alexandra Bandy [REDACTED]
Sent: Tuesday, June 20, 2023 5:30 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Mountain Ave Re-Design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

I saw the proposed changes to Mountain Ave near where I live on Butte St and was disappointed to see that some of the safe choices made along Foothill would not be continued along Mountain, like a protected bike lane. There's certainly room if the road were reduced to 2 lanes which is more than adequate for turning vehicles. I urge you to reconsider these changes if we truly want to prioritize safer and more accessible streets.

Thank you,

Alexandra Bandy
[REDACTED] Butte St, Claremont, CA 91711

Carrissa Roque

From: Shelley Desautels
Sent: Thursday, June 22, 2023 3:52 PM
To: Engineering Division; Brad Johnson
Cc: Jamie Costanza
Subject: FW: Traffic & Transportation Commission Meeting, Thrs 6/22 - public comment RE: Mountain Ave.

Please distribute to the Commission. We will image into LaserFiche.

Thanks!

From: Angela Oakley [REDACTED]
Sent: Thursday, June 22, 2023 3:03 PM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>; Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Traffic & Transportation Commission Meeting, Thrs 6/22 - public comment RE: Mountain Ave.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear TTC,
Thank you for considering my comments today.

According to National Highway Traffic Safety Administration reports, traffic fatalities overall have been on the rise in recent years (3). Among those, pedestrian and bicyclist deaths have surged at a much faster rate than overall traffic related deaths since 2019 (1). Walking and biking *should* be a way to improve one's health, but instead, as roadways designed and used today, the act of walking and biking greatly increases the risk of being killed. It is also important to note that the risk of death by biking or walking is not the same for everyone; some groups, particularly children under age 15 and those over age 65 are much more likely to be killed than everyone else (2).

This context must be taken into account as you consider decisions to invest significant resources in Mountain Ave. Top of mind should be that this north-south corridor between Bonita and Base Line Rd is mostly fronted by single family residences, and it is home to two elementary schools, a middle school, and a senior center. This is not at all like a high throughput or commercial corridor, and it must be designed primarily for the safety of people, not primarily for the efficiency of cars and car conveyance. This is a place that could and should be designed for slower, safer speeds for people accessing their homes, their neighbors, their schools, or the senior center. Mountain Ave as it exists today, allocates far too much space for cars, or the potential storage of cars in the public right of way, and it effectively prioritizes car speed and convenience at the expense of pedestrian- and cyclist safety. This corridor should be made *especially* safe for school children and seniors to travel by any means, yet it essentially discourages all users from traveling in any other way than by car. Most Claremont parents I know do not allow or encourage their children to walk or bike to school on this street because it has not been made safe enough to do so. This means more parents drive to school, making it less safe and more congested for everyone at the beginning and end of every school day and untenable for pedestrians or cyclists going to schools or the senior center.

The new 30% design draft presented to you tonight allots far too much space for car convenience (with parking lanes and the continuous two-way left turn lane), and lacks essential safety protections that will protect all users,

but especially those walking or biking. This draft design attempts to add bike and pedestrian features, but it is lacking key features that would truly make it safer for all users. Mountain Ave. needs more traffic calming measures, like fewer lanes for cars, raised crosswalks, and tighter turning radii at cross streets, all features that encourage drivers to slow down. Mountain Ave. needs physical protection for the bike lanes, not simply paint, so that physical separation is provided to those most vulnerable and also so that it is obvious to all users that it is a priority zone for children traveling to school, and seniors on their way to the Joslyn Center. If it is made safer for these users, it will be safer for all users, including drivers, achieving a stated goal in Claremont's very own Complete Streets policy.

The bike lanes as currently drafted lead cyclists to intersections, like Foothill Blvd, Harrison or Scripps, only to leave them stranded and vulnerable, with no clearly designated space or path to cross the intersection as a cyclist. The existing east-west bike lanes on Foothill ought to be integrated with any new north-south bike lanes on Mountain, and the new road design should include clearly marked bike lanes *in the intersections*, akin to a crosswalk for pedestrians, especially on Foothill Blvd. There is much left to be desired in front of Condit, Mountain View, and El Roble with respect to traffic flow and designating safe spaces for our most vulnerable pedestrians and cyclists as they approach their destinations. The existing infrastructure, as well as this initial draft for a new design, continue to make approaching these places by car the only safe option. This needs to change. This design must be sent back to the engineering design firm with instructions to give more thorough consideration for bicycle and pedestrian safety throughout the entire corridor.

Thanks again,

Angela Oakley
Claremont resident
Parent of children attending CUSD schools
Claremont Bicycle-Pedestrian Advisory Group (CBPAG)

Carrissa Roque

From: Jamie Costanza
Sent: Thursday, June 22, 2023 8:10 AM
To: Brian Oakley
Cc: Shelley Desautels; Carrissa Roque
Subject: RE: Children will die on Mountain Avenue without protected bike lanes

Hello-

Your below public comment has been received. It will be provided to Commission staff to distribute and imaged into the City's document archive system.

Regards,



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Brian Oakley [REDACTED]
Sent: Thursday, June 22, 2023 8:06 AM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Children will die on Mountain Avenue without protected bike lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

June 22, 2023 comments for TTC meeting

Dear TTC and Council Members: I am writing to you today as a concerned long-time Claremont resident and a passionate advocate for bike safety on our city streets, specifically focusing on the perilous conditions along Mountain Avenue. As a route that passes by three schools and a senior center, it is imperative that we address the urgent need for improved infrastructure to ensure the well-being and safety of our children and seniors.

I have reviewed the current drawings and unfortunately the new Mountain Ave design is still grossly unsafe by modern standards of infrastructure. We are in the midst of a climate crisis, obesity crisis, and a civility crisis and one critical solution that you can be a part of is to provide safe routes to school for children, parents, and seniors to walk, bike, and socialize. Please do not build infrastructure for 1975 in the world of 2023 and beyond.

Proper infrastructure gives structural protection to children walking and riding on bikes, not just paint that protects no one. How will you sleep at night when you read that a group of children or vulnerable seniors were run over by a car careening over some green paint markings on a design that you approved? Mere cosmetic changes or the addition of superficial markings are simply not sufficient to ensure the safety of vulnerable road users. I implore you to get this design right and move beyond token gestures to invest in proper infrastructure

improvements that prioritize the protection of our community members who demand alternatives to private car transport. Our school zones have become high-speed car zones and parking lots. We can and must do better.

Safe streets for all must include:

- Protected bike lanes
- Two lanes for motor vehicles
- Raised crosswalks
- Traffic calming
- Smaller turning radii on corner curbs

As a community, we must prioritize these specific criteria for comprehensive bike safety measures on Mountain Avenue. I understand that some residents will complain about perceived losses of parking, etc. However, you must recognize that yesterday's dated designs relying on green paint and unprotected cycle lanes will lead to children dying, simple as that. As representatives of our community you have a responsibility to lead and provide the greatest good for the greatest number. Weighing a handful of car owner's perceived inconveniences against the life of a child is no contest and should be a simple choice.

Mountain Ave is a critical artery for our community and we must get this right for the future of Claremont as a livable and sustainable city. Let us lead by example and show our commitment to fostering a vibrant, healthy, and safe community for the future of our children and seniors.

Sincerely,

-Brian Oakley

Dear Claremont Staff and City Council members,

June 20, 2023

Claremont Streets for People (CSP) is concerned that the Mountain Ave design is moving forward without the promised consideration for protected bike lanes and improved pedestrian access, when a substantially improved design could make Mountain Ave, the only street in Claremont with three public schools and numerous other community organizations, a model of success.

- The 30% KOA design:
 - The 30% design, which is available in the [upcoming June 22, 2023 TTC packet](#), is extending the design of Mountain Ave south of Foothill to the segments north of Foothill. This design still encourages speeding cars, is difficult for pedestrians to cross, does not protect bicyclists, will not cause a mode shift or improve safety, and is not sufficient to protect the many vulnerable users (children, elderly, etc.) of Mountain Ave.
- Design Process:
 - The promise made to City Council and the public by staff in the [January 24, 2023 City Council Meeting](#) was that each publicly-provided design recommendation would be communicated to KOA, considered, determined feasible/infeasible, and the determination justified. This did not happen.
 - In our June 8, 2023 letter, which includes transcribed statements of the January 24, 2023 meeting, the following recommendations were made: 2-lanes rather than 3-lanes, vertical and horizontal traffic calming, more crosswalks, raised crosswalks, protected and buffered bike lanes, wider sidewalks, street lights, and left-turn boxes. Per the June 14, 2023 Claremont Bike and Pedestrian Advisory Group meeting, there is no evidence that these were considered.
 - Council member Stark specifically asked that when this item is brought to the Traffic and Transportation Commission (TTC), the public comment be a part of the staff report. The TTC staff report for June 22 does not include this.
- Design Recommendations:
 - The traffic volumes on Mountain are very low at 5320 vehicles/day; this is the same as College Ave near Green. A 2-lane road (without a center turn lane) is sufficient, which creates room for protected bike lanes. Our suggested cross section includes protection by both parked cars and a median.
 - All intersections should meet the NACTO recommendations for curb radii of 15 ft maximum with each direction having its own ramp.
 - Pedestrian crossings should be ubiquitous and many should be raised (speed tables).
 - These recommendations are detailed further in this letter.

Recommendation: Given the promised process, we believe the 30% design should not go to the TTC until these promises are fulfilled. The TTC should not be provided these drawings without also having a full understanding of the design options provided by members of the public who are interested in a safer, slower city -- especially around these schools -- and the research around these options.

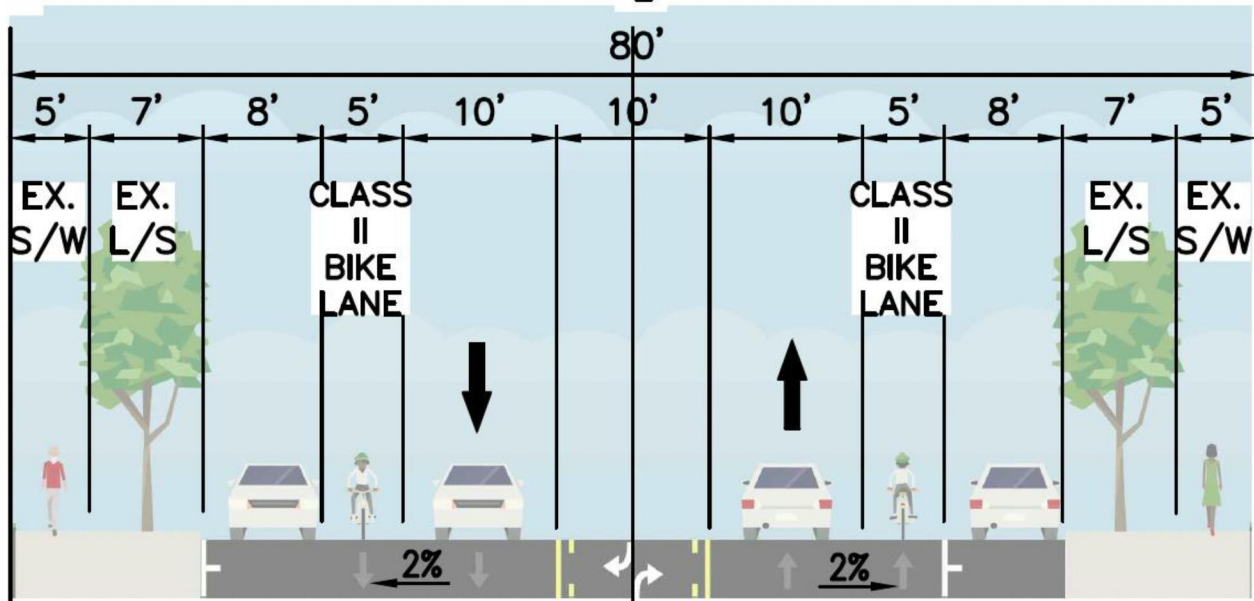
Thank you for your consideration,

Claremont Streets for People

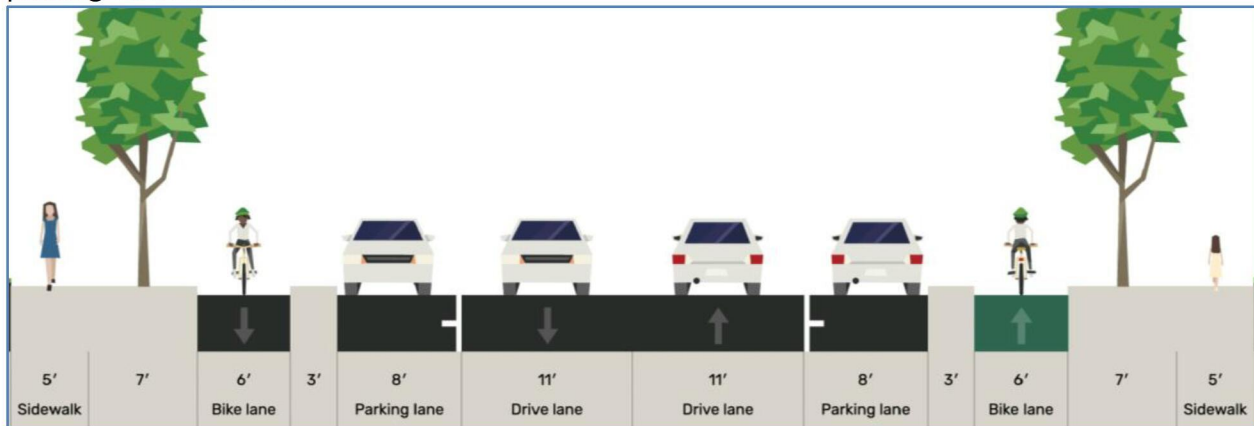
Design Recommendations:

Cross Section

Below is the cross-section – directly from the drawings – for the majority of the project (Harrison to Baseline). It is the same basic cross section as currently exists from Harrison to Foothill, and similar to Mills Ave as well. These road segments have not had good crash records.



Recommendations by citizens in the January 24, 2023 Council meeting included protected bike lanes and a 2-lane street (no center turn lane). The following general cross-section demonstrates an approach that is absent from the current drawings, creating protected bike lanes while keeping parking on both sides.



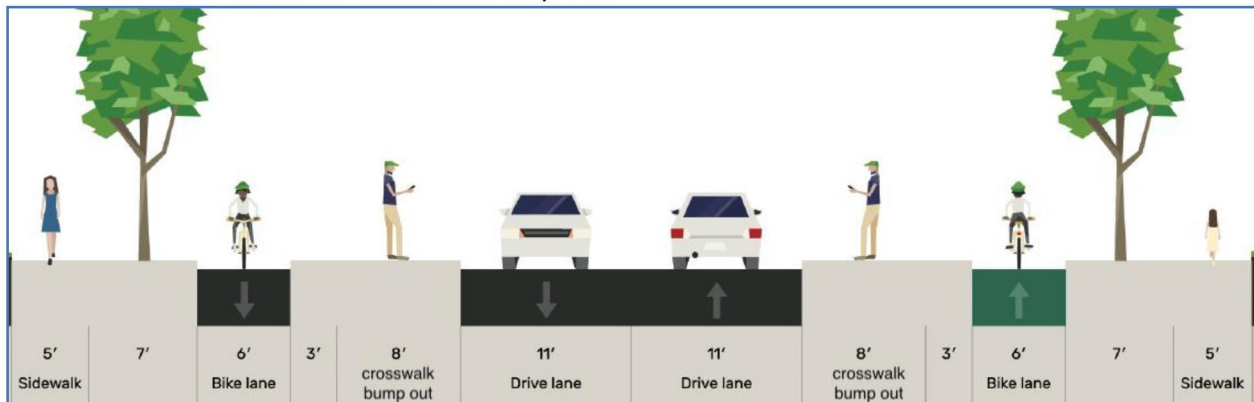
- Protected bike lanes are notably safer and will attract more users than unprotected lanes.
 - Bike lanes can be protected by a parking lane as shown above, or by planters, curbs, and bollards, as demonstrated in the Federal Highway Administration's Bike Lane Guide¹. The Guide also cites that "any type of buffer shows a considerable increase in self-reported comfort levels over a striped bike lane" (p. 83).

¹Separated Bike Lane Planning and Design Guide, May 2015.

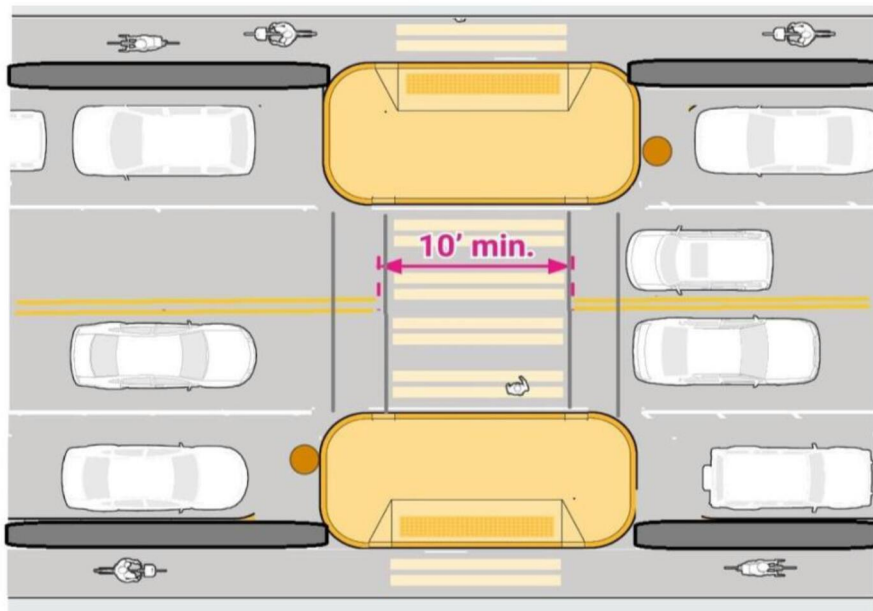
- While 3 ft. is the preferred minimum buffer width, certain configurations can be as slim as 16 in., alleviating pressures from space constraints.
- 3-lane roads are not safer than 2-lane roads for drivers or for pedestrians.
- Mountain has 5320 vehicles/day and 4300 v/d north of Scripps. Growth is unlikely.
- 2-lane roads can handle 11,000 vehicles/day without notable delay or queuing.
- By encouraging bicycling and walking, especially for students going to and from school, this design can reduce vehicle traffic volumes and drop-off/pick-up congestion.

Crosswalks

- Crosswalks should be ubiquitous and include bump outs up to the travel lanes to:
 - Encourage walking
 - Shorten the crossers' exposure to vehicular traffic
 - Create a frequent street narrowing to calm traffic
 - Avoid the misuse of the commonly-empty parking lane
- Cross-section with crosswalk bump-out:



- Speed Tables / Raised Crosswalks: Some of the crosswalks should be raised to calm traffic.
- Raised crosswalk:

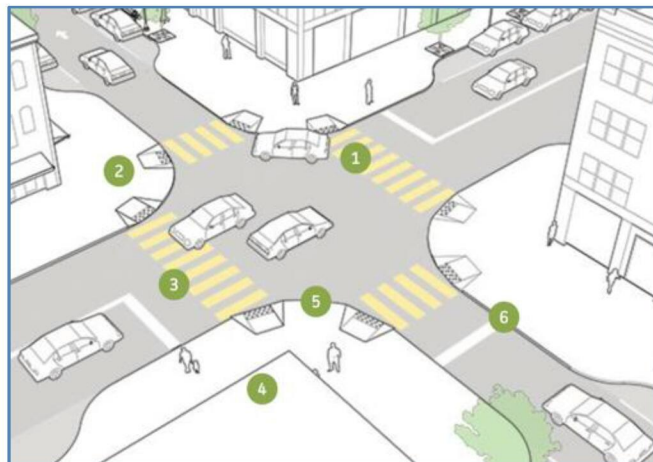
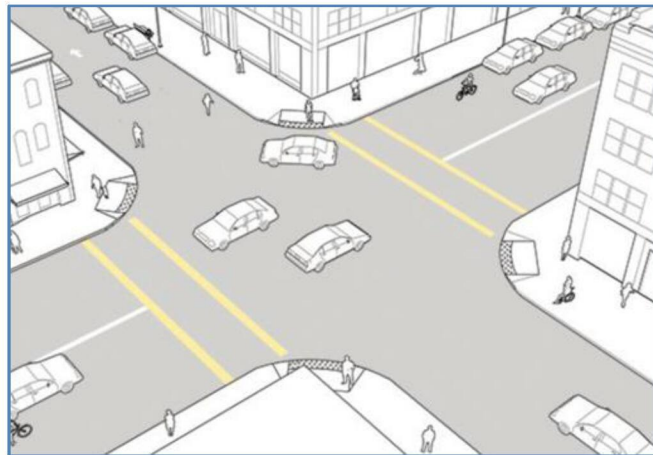
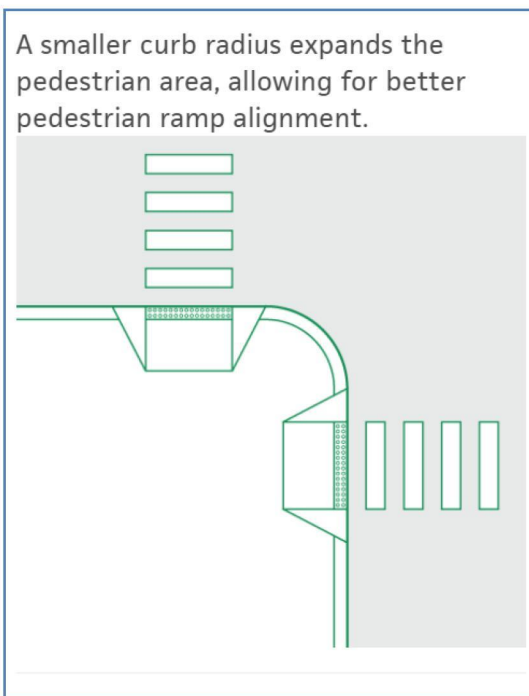


Curb Radii and directional curb cuts:

Curb radii are imperative in slowing turns by vehicles, reducing pedestrian crashes caused by right-turning vehicles, improving the visibility of pedestrians, and shortening crossing distances. The NACTO guidelines says:

“Minimizing the size of a corner radius is critical to creating compact intersections with safe turning speeds. While standard curb radii are 10-15 ft, many cities use corner radii as small as 2 ft. In urban settings, smaller corner radii are preferred and actual corner radii exceeding 15 feet should be the exception.”²

It also recommends that each corner have two ramps and a full curb at the corner to encourage slow, careful turning, and better pedestrian visibility. These small radii should be at every intersection including neighborhood streets, and they should be bumped out anywhere a parking lane or a right-turn-only lane exists that is not crucial. As an example, Mills and Foothill have this configuration.



² National Association of City Transportation Officials (NACTO), Urban Street Design Guide.

Carrissa Roque

From: Jamie Costanza
Sent: Thursday, June 22, 2023 12:55 PM
To: Curtis Dartsch
Cc: Carrissa Roque; Shelley Desautels
Subject: RE: Mountain Ave Proposed Modifications

Hello-

Your below public comment has been received. It will be provided to the Commission staff for distribution as well as imaged into the City's document archive system.

Regards,



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Curtis Dartsch [REDACTED] >
Sent: Thursday, June 22, 2023 11:57 AM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Mountain Ave Proposed Modifications

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

As a resident of Claremont who walks and bikes, I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue. Currently the proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street. Safe streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. We need to get it right on Mountain Ave so we can extend it to streets like Mills Ave. or Baseline, where people have died simply because they were on a bike because the default of our street designs outside downtown Claremont revolve around speed and cars (see [this](#) and [this](#).)

Case in point, out in Santa Monica, [they saw a 10x increase in cyclists and 18% drop](#) in vehicular traffic since constructing their protected bike lanes on Ocean Ave ("cycle track"). Between that, the cycle tracks on Colorado Ave. and along [17th St.](#), [it is earning a global reputation as the next Amsterdam](#). Through leadership and advocacy Claremont can achieve the same thing. If Santa Monica can make room for protected bike lanes, despite their narrower streets, then Claremont can too.

We deserve a Claremont that is a place where people can enjoy walking and cycling safely.

Regards,

Curtis Dartsch

Sent from my iPhone

Carrissa Roque

From: Shelley Desautels
Sent: Thursday, June 22, 2023 5:27 PM
To: Engineering Division; Brad Johnson
Cc: Jamie Costanza
Subject: FW: Comments on Mountain Ave redesign

Please distribute to the Commission. We will image into the record of the meeting.

Best,

Shelley

From: David Rheinheimer [REDACTED]
Sent: Thursday, June 22, 2023 5:25 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; jcostanza@ci.clarmonr.ca.us
Subject: Comments on Mountain Ave redesign

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

As a relatively new resident of Claremont seeking to make it my home, I would like to express my concern with the proposed redesign of Mountain Ave between Foothill Blvd and Baseline Rd. I use my bicycle regularly, primarily for commuting, errands, and just riding around town (preferring to leave my car at home), including occasionally along Mountain Ave for shopping and recreation.

After having reviewed the design prepared by KOA, it appears that no significant changes are actually proposed that would make bicycling there safe. Although I am a dedicated cyclist, I can personally attest that a single bike lane between parked cars on one side and potentially fast moving cars on the other side, separated only by paint, is scary at best and does not provide the kind of safety needed that would not only protect bicyclists but also help encourage bicycling as a normal form of transportation rather than an "alternative" one. Indeed, just the opposite: the proposed design reinforces the role of that section as car-priority rather than as a complete street, ultimately discouraging people from bicycling there (I'd rather ride on a smaller side street, full lane, than in the proposed redesign).

I strongly urge you to consider investing in real complete streets infrastructure, not just signs and paint; signs and paint essentially mean "do nothing", at least when safety is concerned (I do note the improvements in signaling and infrastructure for pedestrians). Infrastructure ideas include specifically options proposed by Claremont Streets for People: road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs, in addition to dedicated bike lanes.

Finally, I note that not only am I a new resident here, but I moved here, from Pasadena, specifically because when first visiting I noticed the nice bike lanes along Foothill near the colleges and all the

great bike racks in downtown (Pasadena was terrible for biking!). So there are hints that Claremont can get it right, and I urge you to try.

Sincerely,
David Rheinheimer, [REDACTED] S Mills Ave

From: Denise Spooner [REDACTED]
Sent: Friday, June 23, 2023 1:37 PM
To: Jennifer Stark <jenniferstarkis@gmail.com>; Maria Tipping <mtipping@ci.claremont.ca.us>
Cc: Vince Ramos <VRamos@ci.claremont.ca.us>; Joan Gerard [REDACTED]
Subject: Fwd: Mountain Avenue

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilwoman Stark and Ms. Tipping,

I am forwarding to you a note I sent to Vince Ramos following the meeting of the Claremont Bike/Pedestrian Advisory Group earlier this month. At that time I expressed concern about the plan supported by Claremont Streets for People that would involve removing the center turn lane on Mountain Avenue in order to create fully protected, Class IV, bike lanes between Foothill and Harrison. I understand that a significant number of members of that group attended this week's meeting of the Traffic and Transportation Commission advocating for a plan that would do just that. Please read further, below, for my objections to removing the center lane.

Also, before that lane is removed, I hope a survey is conducted of the residents of the neighborhoods east and west of Mountain Avenue so that a wider community of people can express their views on the removal of the center lane. While I am a strong proponent of safer conditions for biking and have ridden throughout the Netherlands, whose biking culture we should seek to adopt, I do not believe that the removal of that center lanes will make cycling safer for ALL people who currently or, in the future, would bike more often. As I point out below, it will significantly increase the vulnerability of people who bike on Mountain, but need safe access to the east and west streets that intersect with Mountain Avenue.

Case in point: when I explained what Claremont Streets for People proposed for Mountain Avenue to last week's meeting of the Claremont Senior Bike Group, whose members utilize Mountain Avenue at least four days a week for group rides around our area, as well as commuting to and from various shopping and businesses along Foothill, members of the group were strongly opposed to the plan. (There were probably twenty people at that meeting, at least.)

I know that Claremont Streets for People has stated that they can muster enough people to override those of us who object to their preferences for Mountain Avenue; however, I expect that once news of the potential removal of the center lane from Mountain Avenue reaches a wider audience, the number opposed will far out-weigh the number of supporters of that proposal. Do not misunderstand: cycling near the schools on Mountain Avenue at pick-up and drop-off times is scary and members of Claremont Senior Bike Group avoid Mountain Avenue at

those times. We would like to see traffic flow improved and made safer for pedestrians and cyclists, but privileging the safety of school kids for the limited time they are on Mountain Avenue over that of all cyclists using the road for more time each day of the year is not something I or other members of the group can support.

Thanks for your time and attention to my concerns,

Denise Spooner
[REDACTED] W. Tenth Street

Begin forwarded message:

From: Denise Spooner [REDACTED] >

Subject: Mountain Avenue

Date: June 15, 2023 at 4:33:42 PM PDT

To: Vince Ramos <VRamos@ci.claremont.ca.us>

Cc: Joan Gerard [REDACTED] >, John Sorcinelli [REDACTED]

Hi Vince,

First, my apologies for coming to the meeting late yesterday and for leaving early. I expected it would end at 5 PM, as you indicated was direction you received from Maria, and so had made another appointment following the end of the Advisory Group meeting. Hereafter will the meeting go longer, do you think?

Second, I wanted to underline my concerns about eliminating the center turn lane on Mountain being advocated by the Claremont Streets for People group yesterday. As a member of the Claremont Senior Bike Group and a resident of Tenth Street ([REDACTED] W. Tenth), the elimination of that lane may well endanger cyclists turning left onto the streets intersecting Mountain Avenue between Harrison and Foothill. As I stated yesterday, if that lane is eliminated to make possible Class IV bike lanes, I imagine standing in the left lane on Mountain with traffic behind and cars coming in the opposite direction and feeling extremely vulnerable in respect to the traffic behind me while waiting for the on-coming traffic to pass. I love the Class IV bike lane on Foothill, but Mountain Avenue has so much less traffic than Foothill and so do not see the need for the kind of protection a Class IV bike lane provides, particularly since it would involve eliminating the center lane that provides visibility of cyclists for motorists traveling both north and south.

Furthermore, while I appreciate the concern the group expressed for the kids going to and from El Roble, in particular, and Mountain View, the vehicle congestion around those schools occurs for relatively limited periods of time, say, conservatively, one hour each day for nine months of the year. However, those of us who live in the surrounding neighborhoods and/or bike regularly all year long at all times of the day use Mountain Avenue far more frequently. For instance, members of the Claremont Senior Bike Group use Mountain Avenue as a means of getting to meeting points for the Monday, Tuesday, Wednesday, Thursday, and Saturday rides and back again for those who live nearest the Village. Additionally, some of us are considering giving up our cars entirely and using our bikes as primary means of transportation to Stater Brothers, Sprouts, and Trader Joe's as well as to patronize other businesses in the shopping centers where those grocery stores are located. In short, while the safety of school kids should be considered, obviously, so too should the safety of others who actually use Mountain Avenue more often—and not just those whose driveways are on Mountain Avenue.

Finally, you may recall I asked for data that strongly indicates parents' primary reason for not allowing their kids to biker walk to school is safety. I completely agree that "safety" probably is a significant concern of parents, but my question really is how do they define "safety"? We are all familiar with the term "helicopter parents" and, typically, that term refers to parents who are not just concerned about kids getting hit by vehicles, to be specific to the issue of bike lanes, but I expect it also means concern about predators and kids getting harassed and/or tempted by users of drugs, gang members, and the unhoused. The yard signs and reports in the *Courier* in opposition to the Larkin Park development are evidence of the broader definition parents have of their children's "safety".

In conclusion, I am strongly opposed to eliminating the center lane on Mountain Avenue in favor of providing Class IV bike lanes.

Thanks for considering my comments on the plan for Mountain Avenue,

Denise Spooner, member Claremont Senior Bike Group

W. Tenth Street
[REDACTED]

Carrissa Roque

From: [REDACTED]
Sent: Wednesday, June 21, 2023 9:53 AM
To: Carrissa Roque
Subject: Re: June 22, 2023 --- Item No. 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners:

Removing vehicle traffic lanes bungs up the traffic at every intersection.

Please, do NOT remove any vehicle traffic lanes.

Douglas Lyon
Claremont, CA

Carrissa Roque

From: [REDACTED]
Sent: Wednesday, June 21, 2023 10:27 AM
To: Carrissa Roque
Subject: Re: June 22, 2023 --- Item No. 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners:

No more road diets.

Douglas Lyon
Claremont. CA

Carrissa Roque

From: [REDACTED]
Sent: Monday, June 19, 2023 8:15 AM
To: Carrissa Roque
Subject: June 22, 2023 --- Item No. 2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners:

Complete streets fine...but ONLY IF **no** existing vehicle lanes are removed.

Thank you.

Douglas Lyon
Claremont, CA

Carrissa Roque

From: Shelley Desautels
Sent: Tuesday, June 20, 2023 1:52 PM
To: Engineering Division; Brad Johnson
Cc: Jamie Earl; Jamie Costanza
Subject: FW: public comment for June 22 TTC meeting

Additional public comment for Thursday.

From: Ferree, Elise [REDACTED]
Sent: Tuesday, June 20, 2023 1:48 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: public comment for June 22 TTC meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I'm writing with a comment for the June 22 TTC meeting about Mountain Avenue. I appreciate the city's commitment to Complete Streets, but I don't think the redesign for Mountain goes far enough to ensure safe streets for everyone. I hope that the city will consider additional steps, such as protected bike lanes, raised crosswalks, slower speeds, smaller turning radii on corner curbs, and other changes that will slow traffic on Mountain. I live between Mountain and Berkeley and so regularly walk and bike on or across Mountain Ave alone and with my children and their friends. It's a wide street with fast-moving cars, making it feel unsafe, especially on school days. I also have friends who will not let their children bike to schools on Mountain due to safety concerns. If the road was safer, there would be more pedestrians and fewer cars. Let's make changes that will truly improve safety on Mountain.

Thank you for considering my suggestions.

Elise Ferree
Claremont resident

Carrissa Roque

From: Shelley Desautels
Sent: Monday, June 26, 2023 8:15 AM
To: Engineering Division; Brad Johnson
Cc: Jamie Costanza
Subject: FW: Mountain ave redesign feedback

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Emily Barraza [REDACTED]
Sent: Thursday, June 22, 2023 9:56 PM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>; Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain ave redesign feedback

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I spoke at the Traffic Commission meeting tonight and wanted to follow up with an email to more completely explain my concerns about the Mountain Ave redesign.

In the discussion about dedicated bike lanes, one question is whether this is all referring to the stretch north of Harrison only. After Harrison going south toward Bonita, the street is much narrower, and it doesn't seem there would be enough space for a dedicated bike lane--there is no turn lane and only space for parked cars and regular drive lanes. There are also fewer side streets (the west side of mountain all the way down has no side streets).

I live a block south of Harrison on the corner of Baylor and Mountain Ave. At El Roble drop off/pick up times, Mountain Ave and Baylor Ave are used as drop off areas (similar to Butte and 8th, north of campus). I am concerned about safety for pedestrians in that area, where cars turn, trying to avoid the congestion at Harrison. Traffic is often backed from Harrison down past Baylor Ave, and with the bump outs at Harrison, this would increase (no merging into the park lane to turn right). Students are walking north up Mountain Ave toward school from Bonita Ave.

My general concern about people using Baylor Ave to turn and avoid the congested intersection is about people driving too quickly. Already the small (it's only one city block long) residential street is used as a through street with people driving above the speed limit to avoid the light at Bonita/Mountain and roll through the stop sign and turn quickly right onto Mountain Ave, or they do the opposite coming down Mountain, going down Baylor and turning right onto Cambridge. With the traffic calming measures at Harrison, I anticipate people will do the same from Mountain to Cambridge, possibly even to reach Harrison more quickly. Please consider ways to keep traffic slow on our short street, and possibly install bump outs on the corner of Mountain/Baylor to reduce fast turns onto the street. Another idea would be to eliminate through traffic in a similar way as done on Santa Barbara/Mountain. I imagine people used to use that street to bypass the Foothill light.

I think the much-needed pedestrian improvements at Harrison will have ripple effects on adjacent streets, and it is important to consider these possibilities.

I'm happy to discuss these concerns further. Thanks for your time,
Emily Barraza

Carrissa Roque

From: Jamie Costanza
Sent: Thursday, June 22, 2023 7:04 AM
To: Hannah Lu; Shelley Desautels
Cc: Carrissa Roque
Subject: RE: TTC public comment: Mountain Ave concerns

Good morning, Hannah –

Your public comment has been received. It will be sent to Commission staff to distribute and imaged into the City's document archive system.

Thank you,



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
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 Please consider the environment before printing this email.

From: Hannah Lu [REDACTED]
Sent: Wednesday, June 21, 2023 11:47 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Re: TTC public comment: Mountain Ave concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

I accidentally sent my previous email too early and did not finish adding some citations I wanted to share. I've edited my email below to include those now. My apologies for any confusion – I hope my updated comment can be the version distributed to the Commission rather than the earlier one.

Thank you!
Hannah Lu

On Wed, Jun 21, 2023 at 11:18 PM Hannah Lu [REDACTED] > wrote:

Dear Claremont Staff and Commission members,

As a student in Claremont who doesn't own a car, I walk and bike to everywhere I need to go, and I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue.

The proposals in the 30% plans from KOA continues the bad, dangerous design that exists south of Foothill, and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street or "complete street", *what the redesign promised to be*. Safe streets and complete streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. There are many creative ways this could be realized; I am in favor of removing the center turn lane and using the freed-up street width to create protected bike lanes.

As the Federal Highway Administration reports in its [Separated Bike Lane Planning And Design Guide](#), "any type of buffer shows a considerable increase in self-reported comfort levels over a striped bike lane" (p. 83).

Moreover, **creating safer streets will encourage residents – especially young students attending Condit, Mountain View, and El Roble – to walk and bike to school, thereby reducing congestion at the start and end of the school day.**

Mountain Ave is unnecessarily wide, catering to vehicular traffic flow at the expense of safety for anyone else who wishes to use the road. Nevertheless, it is sparsely traveled for most of the day except for the peak hours before and after school, and the proposed redesign seems excessively fearful of this congestion. However, the proposal does not seem to have faithfully considered the high likelihood that **safer streets will reduce congestion via induced demand**: the city can encourage a mode shift from cars to active transportation like walking or biking by creating a safer and more welcoming street.

Claremont's peer cities in Southern California – like Santa Monica and Glendora – have already made huge strides in building safer streets. In Santa Monica, [they saw a 10x increase in cyclists and 18% drop](#) in vehicular traffic since constructing their protected bike lanes on Ocean Ave ("cycle track").

Through leadership and advocacy, Claremont can achieve the same. If Santa Monica can make room for protected bike lanes, despite their narrower streets, then Claremont can, too.

We deserve a Claremont that is a place where people can enjoy walking and cycling safely.

Thank you for your consideration,
Hannah Lu

Carrissa Roque

From: Jamie Costanza
Sent: Tuesday, June 20, 2023 7:15 AM
To: Carrissa Roque
Cc: Shelley Desautels
Subject: FW: Public comment on Mountain Ave. street design for upcoming Traffic & Transportation Commission (TTC) meeting

Hi Carrissa-

Please see the below public comment and distribute to your Commission and Staff. I will post in Laserfiche.

Thank you!



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Jennifer Mawhorter [REDACTED]
Sent: Tuesday, June 20, 2023 1:23 AM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Public comment on Mountain Ave. street design for upcoming Traffic & Transportation Commission (TTC) meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Having just spent a week cycling in the Netherlands and Europe, I urge the city to go back to the drawing board and look to the future by creating protected bike lanes on Mountain Ave. The proposed design is just paint on a street, nothing to truly protect cyclists and reassure parents that they can let their children bike safely to school. Bike lanes that are occupied by parked cars require cyclists to venture out into traffic. I have several friends who have been badly injured when a driver opens the door in front of a cyclist.

So many of the daily trips people take in Claremont are short enough for easy biking if the city infrastructure supported safe cycling. Currently, many cities in the world have goals to increase the percentage of accomplished by walking and biking vs. cars to reduce noise and pollution, lower greenhouse gas emissions, and increase physical and mental health. The only protected bike lanes in Claremont are the hike and bike trail, sections of Foothill, and a tiny bit of 1st St. Claremont should take this opportunity to build a new protected bike lane.

Thank you for your consideration,

Jennifer Mawhorter
[REDACTED] W. 8th St.

Carrissa Roque

From: Vince Ramos
Sent: Wednesday, June 28, 2023 2:49 PM
To: Carrissa Roque
Cc: Maria Tipping
Subject: FW: Mountain Avenue Design plan - June 22 meeting

Follow Up Flag: Follow up
Flag Status: Flagged

From: Joy Compton [REDACTED]
Sent: Monday, June 26, 2023 7:46 AM
To: Vince Ramos <VRamos@ci.claremont.ca.us>
Subject: Mountain Avenue Design plan - June 22 meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My husband and I have resided on Mountain Avenue since 1975, and watched the June 22 webinar via Zoom (until the break after the in-person comments about 9 pm) We support the basic concept as presented (parking lanes, bike lanes, two travel lanes for vehicles, and a center turn lane).

However it should be noted that reducing travel lanes from 4 to 2 is going to have adverse affects during the morning school rush. The heavy backup of traffic at street lights and school drop off areas blocks many driveways, making it very difficult for residents to get out. That same amount of traffic being condensed into 2 lanes instead of 4 will extend the backup problem further along the street. This will likely also frustrate drivers going south bound who will have to wait longer to get through the intersection at Mountain and Foothill.

We have several concerns about the public comments.

- 1) The feedback from the public attending in person was overwhelmingly from bicycle supporters. Mountain Avenue residents did not seem to be well represented.
- 2) I am sure I am not the only person who had never heard of Class II or Class IV bike lanes and had no idea what the potential consequences for residents might be, so I was not prepared to comment. (I will try to become more educated about this) However I was a bit alarmed at the suggestion that parking be eliminated to accommodate Class IV bike lanes.
- 3) We would not support eliminating parking on Mountain Avenue. Although residents might not park there often, there are many others who use the parking area all day long. Lack of on-street parking would impact the utility workers, yard and construction workers, delivery vans, postal delivery, emergency personnel responding to calls on Mountain Avenue, and others who need to park for short or longer periods.

I hope there will be further discussion of the issues in upcoming meetings.

Joy and Les Compton

[REDACTED] N Mountain Avenue

Carrissa Roque

From: Jamie Costanza
Sent: Wednesday, June 21, 2023 4:16 PM
To: Carrissa Roque
Cc: Shelley Desautels; Gracie Setter
Subject: FW: Public comment for the Traffic and Transportation Commission

Another one. I will image to Laserfiche.

From: Kelly Kane [REDACTED]
Sent: Wednesday, June 21, 2023 4:07 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Public comment for the Traffic and Transportation Commission

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

As a resident of Claremont who walks and bikes, I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue. Currently the proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street. Safe streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. We need to get it right on Mountain Ave so we can extend it to streets like Mills Ave. or Baseline, where people have died simply because they were on a bike because the default of our street designs outside downtown Claremont revolve around speed and cars (see [this](#) and [this](#).)

Case in point, out in Santa Monica, [they saw a 10x increase in cyclists and 18% drop](#) in vehicular traffic since constructing their protected bike lanes on Ocean Ave ("cycle track"). Between that, the cycle tracks on Colorado Ave. and along [17th St.](#), [it is earning a global reputation as the next Amsterdam](#). Through leadership and advocacy Claremont can achieve the same thing. If Santa Monica can make room for protected bike lanes, despite their narrower streets, then Claremont can too.

We deserve a Claremont that is a place where people can enjoy walking and cycling safely.

Thank you,
Kelly Kane
[REDACTED] S Mills Ave

Carrissa Roque

From: Shelley Desautels
Sent: Tuesday, June 27, 2023 2:14 PM
To: Engineering Division; Brad Johnson
Subject: FW: Mountain Avenue corridor -- complete streets -- suggested intersection update at Butte/8th

Forwarding as requested. Best, Shelley

From: Grant, Laura [REDACTED]
Sent: Tuesday, June 27, 2023 1:59 PM
To: Vince Ramos <VRamos@ci.claremont.ca.us>; Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Cc: Phil Ebner [REDACTED]
Subject: Mountain Avenue corridor -- complete streets -- suggested intersection update at Butte/8th

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

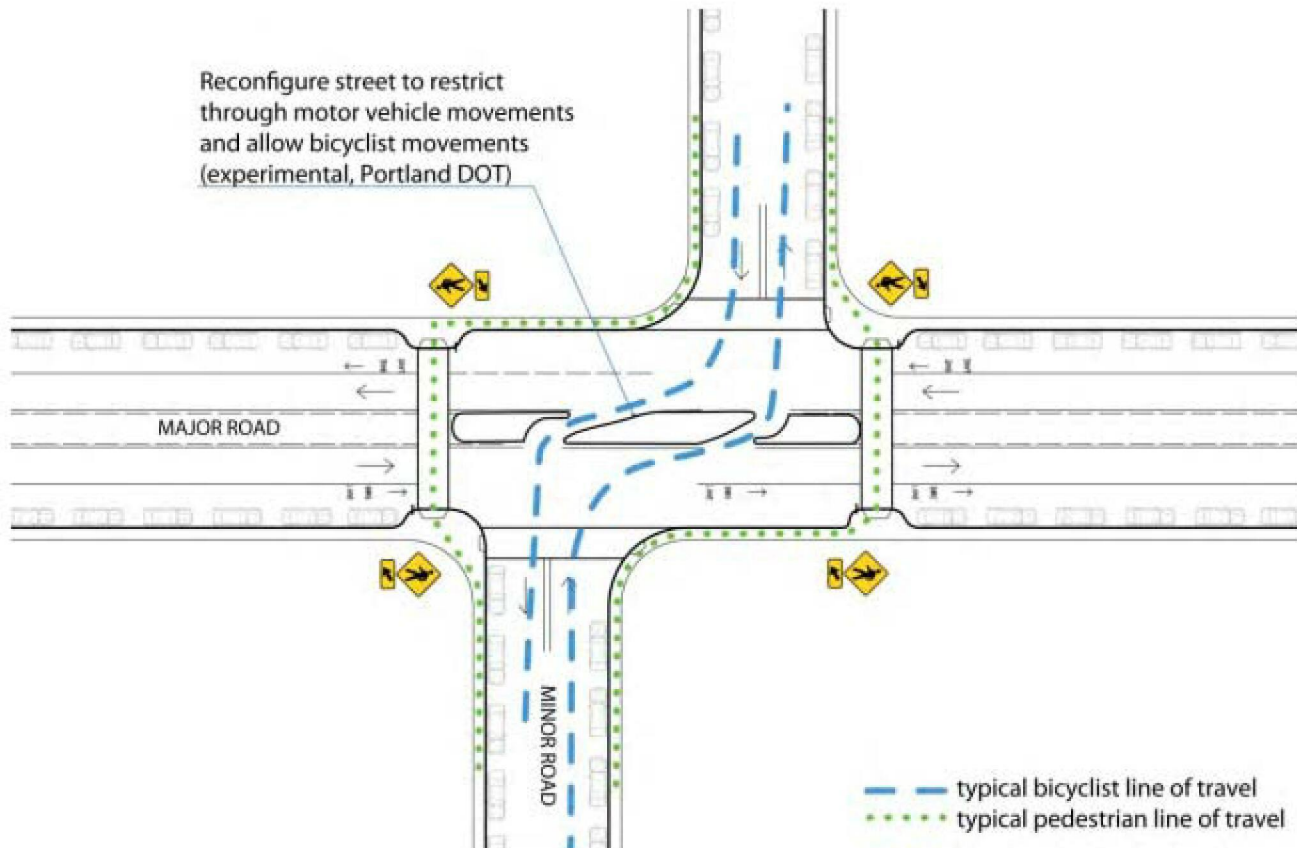
Dear Claremont Staff,

Can you please forward this to the Traffic and Transportation Commission? And file for the upcoming July meeting? And Vince, if relevant, can you please add to the suggestion matrix? Thanks!

I came across this suggested layout in the 2010 California Department of Transportation, Figure 4.8

["Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians"](#)

or click <https://tinyurl.com/offsetInt>



I would like to submit this design for the intersection as a proposal [NOTE: I am not suggesting the parking / bike lanes on the major road, to be clear.].

Indeed, the design impedes traffic from making left turns at this one intersection. Fortunately, **traffic has 3 to 8 alternatives**, depending how one counts.

Yet it seems a crucial update for ability of pedestrian/cyclist protected crossing at **at least one point** between Foothill Ave and Harrison (a distance over a half mile long: 3,070ft [936m])

Laura Grant

I am sending this email at a time convenient for me, please respond at your convenience.

PS. I am cc'ing Phil because of his proximity and stated interest about this intersection (June 2023 commission meeting), as he lives nearby.

Carrissa Roque

From: Jamie Costanza
Sent: Wednesday, June 21, 2023 2:00 PM
To: Carrissa Roque
Cc: Shelley Desautels; Gracie Setter
Subject: FW: Issues with proposed re-design of Mountain Avenue

Hi-

Another public comment. I will laserfiche.

Thank you,



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
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 Please consider the environment before printing this email.

From: Manu Sridharan [REDACTED] >
Sent: Wednesday, June 21, 2023 1:58 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Cc: Padma Rangarajan [REDACTED] >
Subject: Issues with proposed re-design of Mountain Avenue

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

We are residents of Claremont who enjoy both walking and biking, and we have two kids in CUSD schools that are within biking distance of our house.

We share Claremont Streets for People's well-documented concerns regarding the proposed designs presented for Mountain Avenue. We are particularly concerned about Mountain Avenue since our son is entering 6th grade and we were hoping he would be able to safety bike to El Roble for 7th and 8th grade. With the current street design, we did not feel safe allowing our older daughter to bike to El Roble, and were even concerned about her walking there on her own. (The crossing guard at Foothill and Mountain helps, but they are not guaranteed to be present every day.) It would be a huge gift to Claremont to properly re-design Mountain Ave to be a street safe for kids and families to walk and bike.

Currently the proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street. Safe streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. We need to get it right on Mountain Ave so we can extend it to streets like Mills Ave. or Baseline, where people have

died simply because they were on a bike because the default of our street designs outside downtown Claremont revolve around speed and cars.

Case in point, out in Santa Monica, [they saw a 10x increase in cyclists and 18% drop](#) in vehicular traffic since constructing their protected bike lanes on Ocean Ave ("cycle track"). Between that, the cycle tracks on Colorado Ave. and along [17th St.](#), [it is earning a global reputation as the next Amsterdam](#). Through leadership and advocacy Claremont can achieve the same thing. If Santa Monica can make room for protected bike lanes, despite their narrower streets, then Claremont can too.

Please take these concerns seriously, thoroughly re-evaluate this design for Mountain Avenue, and then move forward with a truly safe design welcoming to walkers and bikers.

Best regards,
Manu Sridharan and Padma Rangarajan
■ Purdue Drive, Claremont

Carrissa Roque

From: Shelley Desautels
Sent: Tuesday, June 20, 2023 12:46 PM
To: Engineering Division; Brad Johnson
Cc: Jamie Earl; Jamie Costanza
Subject: FW: Mountain Ave Street design

Good Afternoon -

Additional public comment for Thursday's meeting. We will image. Please distribute to the Commission.

Thanks,

Shelley

-----Original Message-----

From: Murray Monroe [REDACTED]
Sent: Monday, June 19, 2023 8:56 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Mountain Ave Street design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Shelly, Murray Monroe wanting the city of Claremont to get Mountain Ave design right the first time. Let's start by adding protected bike lanes, 2. raised crosswalks. 3. One lane each way. 4. smaller turning radius at corners. Please do all you may do to make our streets safer for bikes and pedestrians. Murray

Sent from my iPhone

Carrissa Roque

From: Shelley Desautels
Sent: Monday, June 26, 2023 8:18 AM
To: Engineering Division; Brad Johnson
Subject: FW: Bike lane proposals on Mountain Av.

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

-----Original Message-----

From: Naim Matasci [REDACTED]
Sent: Thursday, June 22, 2023 7:10 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Bike lane proposals on Mountain Av.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members, I'm a Claremont resident of a neighborhood served by Mountain Av. and I want to share both my experience as a commuting cyclist and my hope for better, safer cycling infrastructure. I moved to Claremont in 2014 and started a new job that required me to commute into Downtown LA on a daily basis. Until the pandemic hit, I did that by riding my bicycle to the Claremont Metrolink station and taking the train into town. Every day I would ride down in the morning and back up in the evening, so I have plenty of experience on what it means to ride a bicycle in our town. To summarize it in one word: awful. The only pleasant part of that experience was riding along Wells Av. then on 11th St. and Cambridge Av. For the rest of my commute I had to constantly navigate obstacles, danger and bad drivers. The absolute worst part was northbound crossing Foothill Blvd. on Mountain, having to stand right next to the right turn lane, and starting uphill then needing to quickly cross four lanes of traffic in order to turn into the neighborhood to avoid riding uphill on Mountain.

It was an incredible disappointment when the City wasted an opportunity to improve cycling infrastructure by painting some asphalt along Foothill Blvd. and calling it a bicycle lane instead of building a protected corridor. I never rode my bike there and never will. I have no desire to die (which as you know is almost a certainty if hit by a vehicle going at over 40 mph).

The idea that you might repeat the same mistake on Mountain Av. makes me nauseous. You might think I'm exaggerating: I am not. I have a daughter that in a few years will go to El Roble Intermediate. I want her to be able to ride her bike to school: it is better for her health, it's safer for everyone at school, and it is better for the environment, but I don't want her to be riding along cars going 40 protected only by some paint on the ground (and a car door on the other side).

Given how much worse the drivers' behavior has gotten after the pandemic, I haven't ridden for my commute since the pandemic. Without protected lanes it's not a risk worth taking. Painted bike lanes only offer the illusion of protection and cannot be seriously considered as part of modern cycling infrastructure.

I strongly urge you to revise your design to make sure that it includes protected or separated bike lanes and give serious thought about how to ensure the safety of cyclists and pedestrians.

Sincerely
Naim Matasci

Carrissa Roque

From: Jamie Costanza
Sent: Thursday, June 22, 2023 3:44 PM
To: Phil Ebner
Cc: Shelley Desautels; Carrissa Roque
Subject: RE: Public Comment for TTC 6/22 Meeting

Hello-

Your below public comment has been received. It will be provided to Commission staff to distribute and imaged into the City's document archive system.

Regards,



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

 Please consider the environment before printing this email.

From: Phil Ebner [REDACTED]
Sent: Thursday, June 22, 2023 3:35 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Public Comment for TTC 6/22 Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Claremont Staff & Commission members,

I plan to make a comment at tonight's meeting in support of a safer Mountain Ave design for all people (protected bike lanes, raised crosswalks, etc), but I wanted to email about one specific issue that benefits from a visual.

One of my biggest concerns with the current Mountain design, and the one proposed in the 30% plan, is the inability for cyclists and pedestrians to easily cross Mountain between Foothill and Harrison. Butte/8th is a natural place to cross for many in the neighborhood on the east of Mountain, but crossing Mountain is often a bit of a game of frogger.

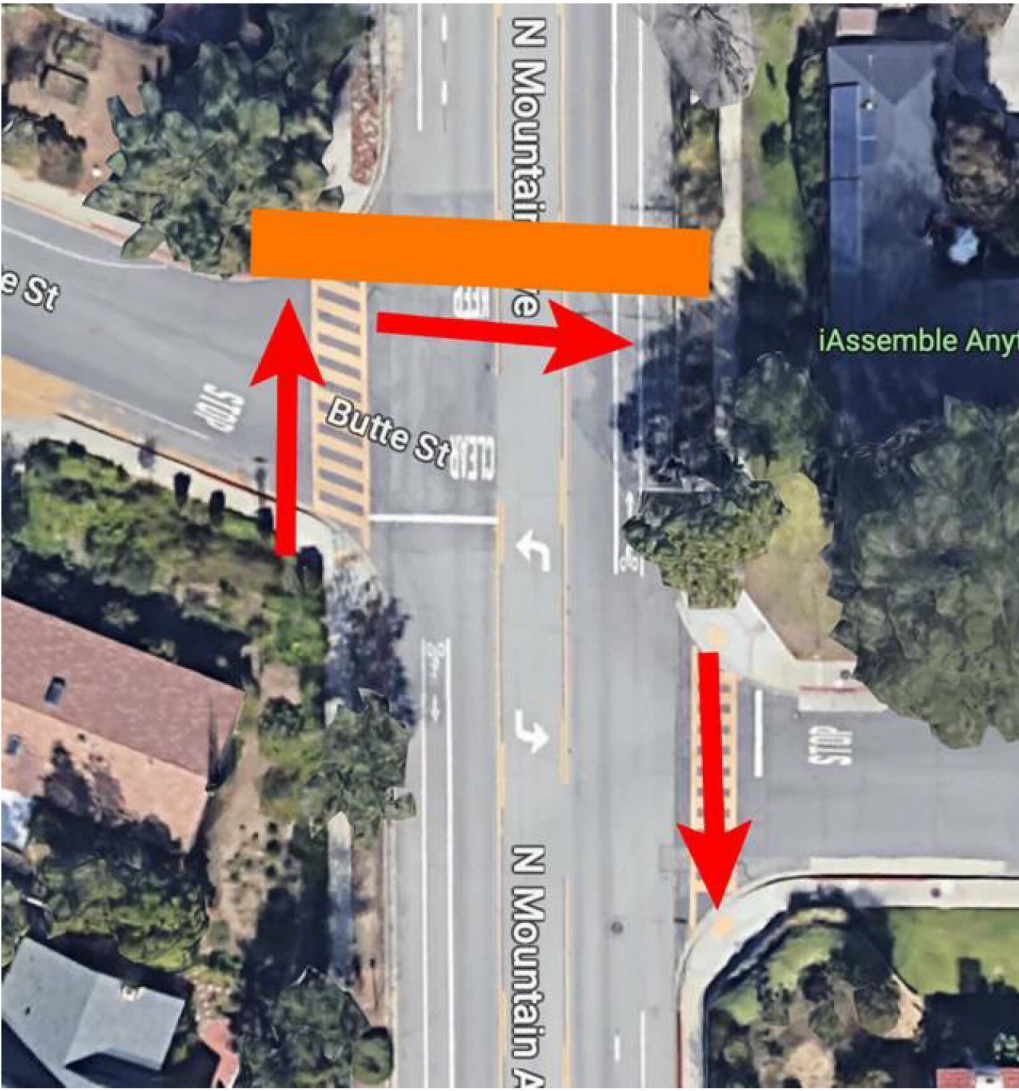
Butte/8th is also currently designated as a bike-priority zone. However, crossing Mountain at this intersection is actually quite difficult for cyclists.

The 30% design includes a new crosswalk on the north corner of Butte, crossing into the middle of the block on Mountain. (see the crosswalk placement in orange in the first image below).

While the planned crosswalk bump outs and flashing lights will help pedestrians cross, **I believe the south corner of Butte is a better place for this crosswalk** (see placement in pink in the second image below).

There are several reasons for this:

1. The crosswalk would naturally go from one street corner to another, instead of from one corner into the middle of a neighbor's parkway.
2. Visibility of the crosswalk and accompanying flashing lights will be better in the southern location, especially for drivers traveling on Butte/8th.
3. For students traveling to El Roble via foot or bike, they would only have to make 1 street crossing to get cross Mountain instead of 2 (Butte & Mountain)
4. Cyclists (especially those with kids) who want to safely cross Mountain at this intersection would have to cross 3 streets with the current design plan. Cyclists traveling east or west would be able to safely use the crosswalk, while also only having to cross 2 streets to continue their travel.





To sum up, the new design of Mountain Ave needs to improve the ability for pedestrians, cyclists, & cars to safely cross Mountain between Foothill & Harrison. This particular intersection of Butte/8th & Mountain is a problematic one. But I believe a crosswalk on the southern corner of Butte to the northern corner of 8th could solve this issue.

I would like to invite any of you to come visit this location with me and my family (we live right nearby in the Pomona Ct cul de sac). It may help to see this intersection in person. Please feel free to email me, and we can set up a visit.

Thank you for your consideration,
Phil Ebner & Family

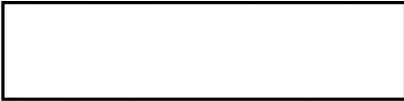
ps. Here's a photo of me and 2 of my kids riding our cargo bike. Starting next Fall, I'll be biking them from home to Oakmont elementary school, crossing at Mountain & Butte/8th.

Someday, I hope they'll be riding in a protected bike lane up Mountain Ave to Claremont High School :)



Phil Ebner

Creator + Teacher, [VideoSchool.com](https://www.VideoSchool.com) - learn creative skills!



...Fall in love, stay in love, and it will decide everything...

Carrissa Roque

From: Jamie Costanza
Sent: Wednesday, June 21, 2023 4:14 PM
To: Carrissa Roque
Cc: Shelley Desautels; Gracie Setter
Subject: FW: Public Comment on

Public comment. I will laserfiche.

From: Ruby Foxall [REDACTED]
Sent: Wednesday, June 21, 2023 4:04 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Public Comment on

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members,

I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue. The proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. **This does not meet the definition of a safe street.** Safe streets include *truly protected* bike lanes, not just paint: design aspects like road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. **We need to get it right on Mountain Ave so we can extend it to other street redesigns** like Mills Ave. or Baseline, where people have died simply because they decided to bike. **Biking should not cost people their lives.** I hope to see better designs for Mountain Ave. in the future, specifically designs that will keep bikers and pedestrians safe.

This is not an impossible task - Santa Monica has had success making similar changes (including a 10x increase in cyclists on Ocean Ave.); my home city of Oakland has done the same with amazing protected bike lanes on Telegraph Ave. I feel much safer biking at home than I do while at college. We deserve a Claremont where people can enjoy walking and cycling safely.

Best,
Ruby Foxall
HMC '23

Carrissa Roque

From: Shelley Desautels
Sent: Tuesday, June 20, 2023 12:06 PM
To: Engineering Division
Cc: Brad Johnson; Jamie Earl; Jamie Costanza
Subject: FW: Mountain Ave Corridor Project, Traffic & Transportation Commission (TTC)

Public Comment for Thursday's Commission meeting.

We will image it. Please distribute to the Traffic and Transportation Commission.

Thank you,

Shelley

From: Sarah Kavassalis <skavassalis@g.hmc.edu>
Sent: Tuesday, June 20, 2023 11:52 AM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Mountain Ave Corridor Project, Traffic & Transportation Commission (TTC)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Shelley Desautels and Jamie Costanza,

I would like to submit a comment to the Traffic & Transportation Commission in advance of your meeting this week to discuss the new Mountain Avenue Corridor project.

I am a Claremont resident who feels strongly that our town should be a safer place for cyclists and pedestrians. I am writing to you wearing several hats: I am a parent who wants Claremont to be a safer place for my child to walk and bike to school. I am an avid pedestrian with the privilege of walking to work every day, but in spending so much time commuting on foot in Claremont, I have seen far more than my share of accidents on our streets. I am also (newly) a professor of climate science at Harvey Mudd (my area of study is the intersection of air quality and climate), and I firmly believe that cities prioritizing pedestrians, cyclists, and public transit are healthier and more climate-resilient (I am very happy to talk to you more about this if you would like).

The Mountain Ave. Corridor project brings Claremont an excellent opportunity to improve our city, but the plans that have been shared still appear to be prioritizing cars over safe cycling. Claremont is not the first American city to attempt to make itself more bike-friendly, so we should look at the lessons others have learned. The primary takeaway from nearly all published studies on bike-lane design is that if we want to encourage more people to bike *and* make biking safer, we need protected bike lanes (physical barriers between bikes and cars) with thoughtfully designed intersections.

McNeil et al. (2015) found, through a survey of residents living near recently constructed protected bike lanes in US cities, that the vast majority of people were more comfortable and thus more likely to use their bikes if the bike lanes were separated from the road by a physical barrier. This survey project was connected to an extensive study* of the use and perceptions of bike lanes in the United States that is well worth reading before

finalizing these decisions. This report has numerous results that speak to Claremont's broad goals as a community: Protected bike lanes make cyclists *and* motorists feel safer, increase the desirability of neighbours, and increase the number of cyclists on the road without losing aesthetic street appeal. Dill et al. (2015) argue a further benefit of protected bike lanes in reducing the gender gap in cycling (men are more likely to commute via bicycle than women in the US) as women cyclists had even more positive associations with protected lanes than men. Not only do protected bike lanes make people *feel* safer and more likely to ride their bikes, but they also decrease crashes and falls that send cyclists to the ER *if* they are designed correctly (heavy, physical separation of cars and bikes is a must, along with thoughtful intersection design, see Cicchino et al., 2020 and Deliali et al., 2021).

If the goal of the Mountain Ave. project is to increase safe cycling, Claremont should take advantage of the existing literature on desirable, safe street design when undertaking this project.

*"Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S" by Monsere et al. (National Institute for Transportation and Communities), available online:
https://pdxscholar.library.pdx.edu/cengin_fac/144/

If these other references aren't on your radar yet:

McNeil et al. (2015) *Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists*, Transportation Research Record: Journal of the Transportation Research Board
<https://journals.sagepub.com/doi/pdf/10.3141/2520-15>

Dill et al. (2015) *Can Protected Bike Lanes Help Close the Gender Gap in Cycling? Lessons from Five Cities*, 94th Annual Meeting of the Transportation Research Board https://pdxscholar.library.pdx.edu/usp_fac/123/

Cicchino et al. (2020) *Not all protected bike lanes are the same: Infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities*, Accident Analysis & Prevention
<https://www.sciencedirect.com/science/article/pii/S000145751931098X#sec0010>

Deliali et al., (2021) *The role of protected intersections in improving bicycle safety and driver right-turning behavior*, Accident Analysis & Prevention
<https://www.sciencedirect.com/science/article/pii/S0001457521003262>

Thank you,
Sarah

Dr. Sarah C. Kavassalis
Assistant Professor of Climate and Chemistry
Harvey Mudd College
skavassalis@g.hmc.edu

Office: Olin 1257A
301 Platt Blvd.
Claremont, CA 91711

Carrissa Roque

From: Shelley Desautels
Sent: Thursday, June 22, 2023 1:16 PM
To: Sorrel Stielstra
Cc: Engineering Division; Brad Johnson
Subject: RE: Thursday Traffic & Transportation Meeting Public Comment

Good Afternoon Sorrel –

This will confirm receipt of your public comment. It will be distributed by Engineering staff to the Commission, and we will image it into the record of the meeting.

Best,

Shelley

From: Sorrel Stielstra <[REDACTED]>
Sent: Thursday, June 22, 2023 11:41 AM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Thursday Traffic & Transportation Meeting Public Comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Traffic & Transportation Commission members,
I am writing to share some thoughts about the new Mountain Ave draft design. I am a long-time resident of Claremont and parent of two children who walked or biked to to every elementary, middle, and high school they attended here. Despite the additions of new bike lanes over the years, this community continues to feel extremely unsafe for biking for every member of our family.

Even adults (such as my husband who bikes daily to work), but especially kids, feel--and in fact, are-- very unsafe biking around town without protected bike lanes. Biking even short distances, such as from our house on 12th Street to Claremont High School or Trader Joe's is dangerous and unwelcoming, and there is no reason for that to continue to be the case as we move forward with updating our street designs for key corridors in our community.

I hope you will address this huge design barrier to encouraging increased bike use in Claremont, something that is necessary to fight climate change and also to increase health and overall quality of life. It's critical that we have more traffic calming measures, narrower roads (Mountain does not need a middle turn lane) and especially protected bike lanes.

Although this may be new or challenging for our town, perhaps there are examples in other parts of the state/country that we could use as successful models to build on.

Thank you for your time and attention.
Sincerely,
Sorrel Stielstra

Carrissa Roque

From: Jamie Costanza
Sent: Wednesday, June 21, 2023 1:47 PM
To: Carrissa Roque
Cc: Shelley Desautels; Gracie Setter
Subject: FW: Mountain Avenue Project

Hi Carrissa -

Please route and I will image to laserfiche.

Thanks!

Jamie

-----Original Message-----

From: Steven Hoelke <[REDACTED]>
Sent: Wednesday, June 21, 2023 1:46 PM
To: Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>; Jamie Costanza <jcostanza@ci.claremont.ca.us>
Subject: Mountain Avenue Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont Staff and Commission members, As a resident of Claremont who walks and bikes, I share Claremont Streets for People's concerns about the shortcomings of designs presented for Mountain Avenue. Currently the proposed redesign from KOA continues the bad, dangerous design that exists south of Foothill and then extends it north of Foothill along with some paint. This doesn't meet the definition of a safe street. Safe streets include truly protected bike lanes - not just paint; road dieting, raised crosswalks, traffic calming, slower streets, and smaller turning radii on corner curbs. We need to get it right on Mountain Ave so we can extend it to streets like Mills Ave. or Baseline, where people have died simply because they were on a bike because the default of our street designs outside downtown Claremont revolve around speed and cars.

Thank you,
Steve Hoelke
[REDACTED] Bucknell Avenue
Claremont, CA 91711-5425

Carrissa Roque

From: Jamie Costanza
Sent: Tuesday, June 20, 2023 1:06 PM
To: Engineering Division
Cc: Shelley Desautels
Subject: FW: Comments for the Draft design for the Mountain Avenue Complete Streets corridor project

Hello-

Another public comment. Clerk's office will image and respond to Stuart Wood.



Jamie Costanza, CMC | Deputy City Clerk
City of Claremont | Administrative Services
City Clerk's Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5463 | jcostanza@ci.claremont.ca.us
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 Please consider the environment before printing this email.

From: Stuart Wood <stuart@sustainableclaremont.org>
Sent: Tuesday, June 20, 2023 1:03 PM
To: Jamie Costanza <jcostanza@ci.claremont.ca.us>; Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Comments for the Draft design for the Mountain Avenue Complete Streets corridor project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please submit the following comments for this week's TCC meeting. Appreciate your help!

June 20, 2023

Members of the Traffic & Transportation Commission,

I am writing to provide comments related to draft design for the Mountain Avenue Complete Streets corridor project.

As a member of the community, I base my perspective on street design on my ability to safely ride with my spouse and children. Unfortunately, the initial draft design presented last week was both disappointing and dangerous. It perpetuates the same bad, dangerous design that currently exists South of Foothill and extends this dangerous design to the section North of Foothill as well.

The Claremont community must prioritize a path forward that encourages and protects pedestrians & bikes, and isn't putting cars over people. This involves investing in protected bike lanes, raised crosswalks, corner curbs, and other traffic calming measures. The people of Claremont want to walk, bike and roll more, but simply need safe, connected infrastructure for that to happen.

Fortunately, Section 3.2 of Claremont's Sustainable City Plan perfectly encapsulates what must be done: "Increase pedestrian activity by adding improvements that make walking more safe, convenient, and enjoyable. Improvements

should include sidewalks, accessibility ramps, benches, bulb-outs at intersections, landscaping, and convenient transit stops. *Streets should be viewed from a complete streets perspective where all modes of transportation (auto, transit, bicycle and walking) and people with all abilities are considered and accommodated.*"

People want safer, more accessible, more sustainable streets designed for active transportation. Now is the time. Thank you so much for your time and consideration.

Stuart Wood PhD

--

Stuart Wood, PhD | Executive Director
(He/Him/His | [Why Pronouns Matter](#))

Support local climate solutions and a robust urban forest by donating [HERE](#).



C Freeman Allen Sustainability Resource Center

Location: Lenz Horticulture Building, California Botanic Garden, 1500 N College Ave.

Mailing address: PO Box 1502, Claremont, CA, 91711

(909) 625- 8767, ext. 238 | sustainableclaremont.org

Sustainable Claremont is an independent 501(c)(3) nonprofit organization that partners with community organizations, municipalities, businesses, and educational institutions to further environmental health for all. Volunteers are welcomed and donations are tax deductible as allowed by law.

Tad Beckman and Pamela Hawkes
[REDACTED] North Mountain Avenue
Claremont, CA 91711



Traffic and Transportation Commission
Community Development Department
City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA 91711-0880

RE: Mountain Avenue Complete Street Project

We would like to add the following comments to our earlier letter regarding the Mountain Avenue striping.

#1 While LA County statistics on car/bike accidents are not encouraging, it seems that by far the car/bike accidents occur when cars pull into bike lanes or pull out through bike lanes. Mostly lanes are safe from in-line traffic. Mountain Avenue multiples this problem since there are numerous driveways.

#2 While the *Claremont Streets for People* appeals to parents who want their children to ride to school safely, Condit school children already ride to school on pedestrian walkways quite safely and we see only adult riders using Mountain Avenue and at non-school hours.

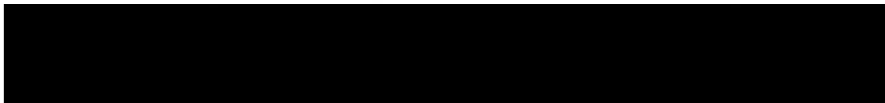
#3 We believe the city proposal is the best solution, but we would suggest the following addition. The outer line for the bike lane could be paved with a "sound barrier" such as on highways where a driver who wanders into the center lane or off to the side hears a loud vibrating noise.

We are all in agreement that the city should provide safe pedestrian and bicycle travel, but the CSP proposal is far from a safe plan. CSP should consider Mills Avenue, Claremont Blvd, and Towne Avenue as far more appropriate targets.

Sincerely,

Tad Beckman

Pamela Hawkes



Tad Beckman and Pamela Hawkes
North Mountain Avenue
Claremont, CA 91711

Traffic and Transportation Commission
Community Development Department
City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA 91711-0880

RE: Mountain Avenue Complete Street Project

In the mid 1980s, one Condit student was almost struck by a car within the school driveways. In response, the school closed the driveways to all cars and, as a result, Condit parents park on the streets and walk their children to the school (often enough parking across driveways such as ours). Meanwhile, two lanes of north-bound traffic speed toward the school and the pedestrian walkway is filled with pedestrians and bikes. Getting out onto Mountain Avenue to go to work or meet an appointment anytime between 7:45 and 8:15 is death defying.

As a consequence, we have prayed for Mountain Avenue to be re-stripped for decades, and we thought we had it with the city's recommendation on re-striping. However, a group known as *Claremont Streets for People* seems to have undermined that plan with its own rather remarkable suggestion.

Apparently, the CSP plan proposed is similar to the constructed bike lanes along Foothill Blvd. We believe such a plan would be foolish and, in fact, far more dangerous than the City's proposed striping plan.

#1 Mountain Avenue is, unlike Foothill Blvd, a residential street with many houses facing onto the street, including driveways. Houses are spaced approximately 80 feet apart so this would require breaks in the suggested bike lane about every 80 feet. Every break in a bike lane is a danger point (including all of those on Foothill).

#2 The proposal is to construct a 3-foot wide elevated barrier 6 feet from the existing curb as a bike lane. Unfortunately, along much of Mountain Avenue on the east side rain water causes a torrential river which, during storms would flood this bike lane and make it treacherous.

#3 The proposal would include an 8-foot wide parking lane inside of the bike lane position and one 11-foot driving lane. This means that a person driving home and making a right-hand turn into their driveway (assuming north-bound) must look 11 feet across a row of parked cars to see if a bike rider is entering the break point and 24 feet to check pedestrian and bike traffic on the walkway. This is nearly impossible, especially when the parking lane may include trucks and SUVs.

#4 Residents, currently, place their trash, recycle, and green-waste bins in the street next to the curb. Under the proposal, this would be in the bike lane and the trash truck would not be able to access the bins from the parking lane. Residents would have to wheel bins across the bike lane

and place them in the parking lane to allow access. During storms, bins are pulled onto the curb to prevent having them get swept away; we suppose they could be pulled onto the elevated barrier of the bike lane if necessary.

#5 The proposal would eliminate the left/right turn safety zone in the middle of the street. This means that anyone turning into a driveway north or south will stop all traffic until they can make the turn safely. Equally well, a person attempting to turn out of their driveway into traffic has no safety lane in which to complete their turn.

We are all in agreement that the city should provide safe pedestrian and bicycle travel, but the CSP proposal is far from a safe plan. CSP should consider Mills Avenue, Claremont Blvd, and Towne Avenue as far more appropriate targets.

Sincerely,

A handwritten signature in black ink, appearing to read "Tad Beckman".

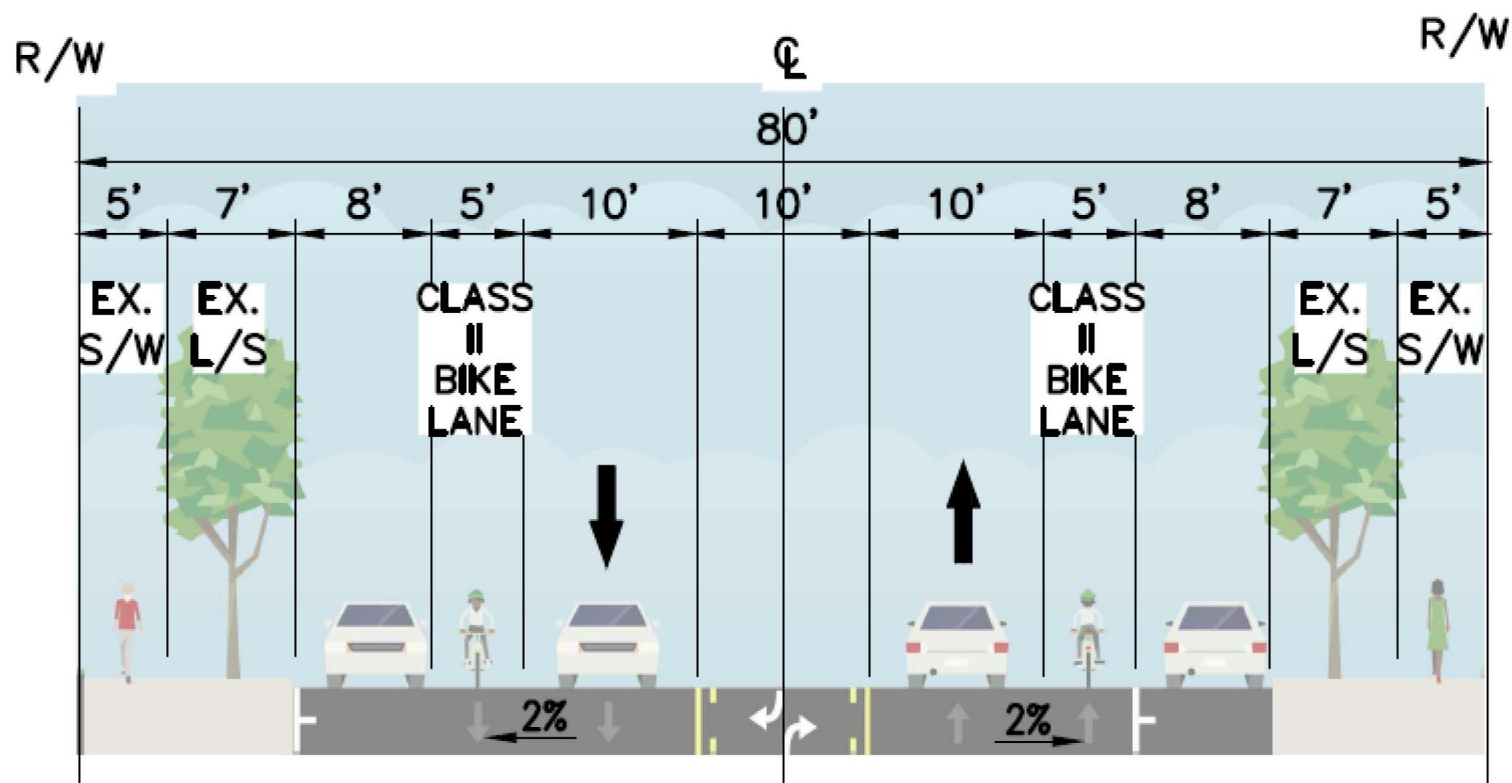
Tad Beckman

A handwritten signature in black ink, appearing to read "Pamela Hawkes".

Pamela Hawkes

STAFF RECOMMENDED CROSS SECTION

BASE LINE ROAD – HARRISON AVENUE

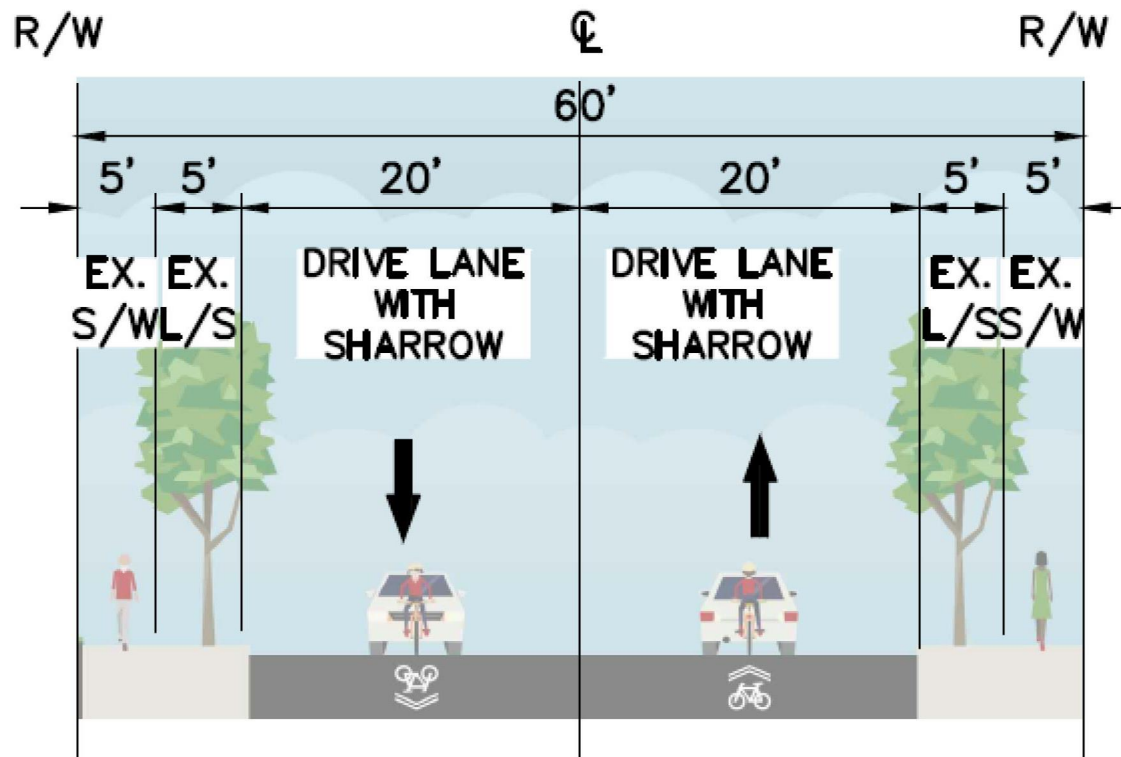


SECTION A-A

N.T.S.

STAFF RECOMMENDED CROSS SECTION

HARRISON AVENUE – BONITA AVENUE

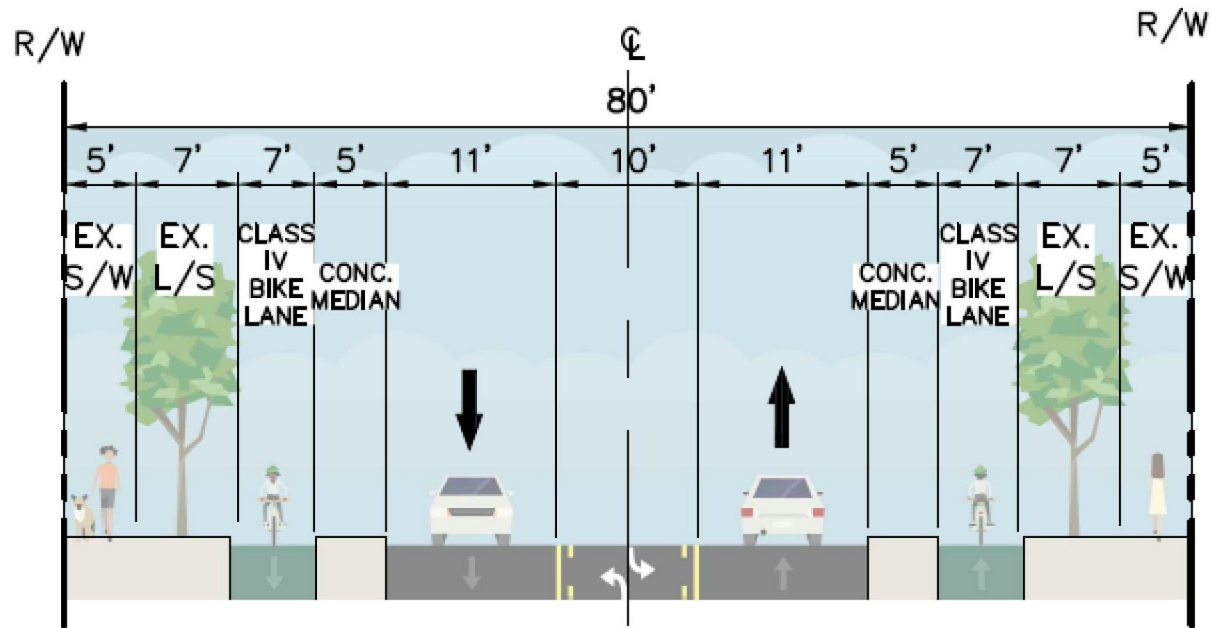


SECTION B-B

N.T.S.

ALTERNATIVE A

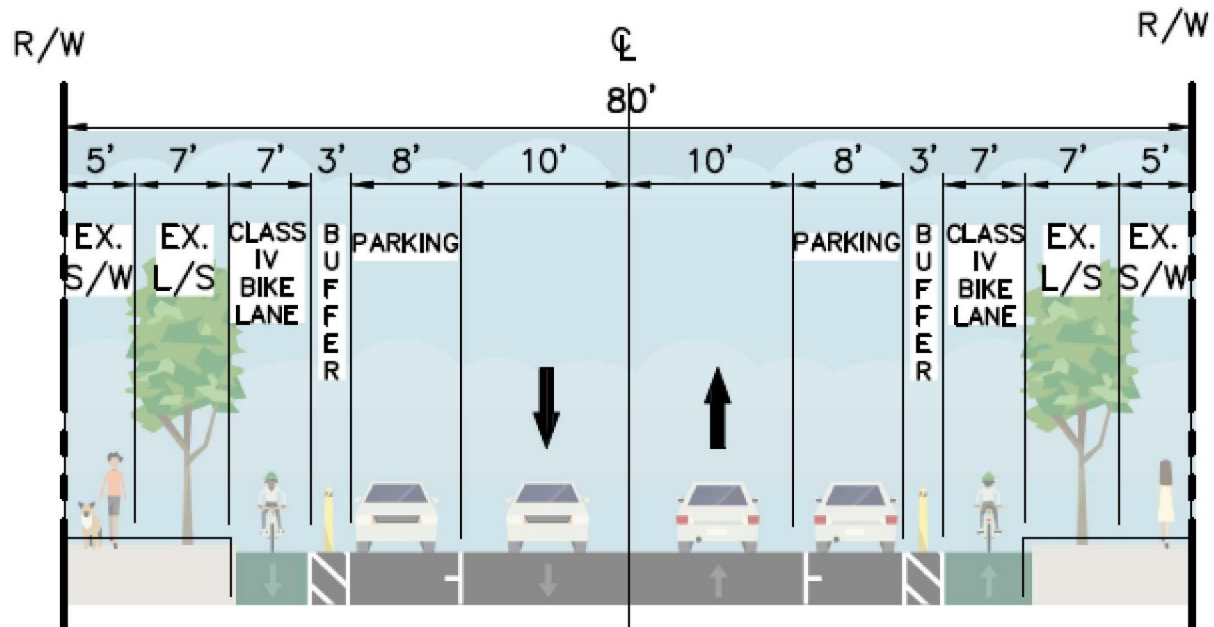
BASE LINE ROAD – HARRISON AVENUE



ALTERNATIVE CROSS SECTION (A)

ALTERNATIVE B

BASE LINE ROAD – HARRISON AVENUE



ALTERNATIVE CROSS SECTION (B)