

MOUNTAIN AVENUE CORRIDOR STUDY AND RECOMMENDED PHASED IMPROVEMENTS

TRAFFIC & TRANSPORTATION COMMISSION (TTC) 1/27/2022

BACKGROUND

- Staff has seen an increased frequency in requests for traffic calming and bicycle/pedestrian improvements
 - Local agencies are required to follow State & Federal requirements
 - Roadway modifications
 - Installation of traffic control devices
 - Most of these requests require professional Traffic Engineering studies
 - Studies require data collection to perform analysis
- Requests received by Engineering Staff are compiled and prioritized
 - Shared with Claremont PD
 - Directed Enforcement to evaluate speeding concerns
 - Traffic Engineering Study (Consultant) to explore additional options

BACKGROUND (CONT'D)

- Funding Issues
 - Prioritized list is processed as funding becomes available
 - Currently, there isn't a dedicated funding source to implement recommendations
 - With limited funding sources, the City of Claremont has been successful in obtaining numerous grants
- Over the past 15 years
 - 17+ Grants successfully obtained
 - Total combined grant amounts of over \$20 Million
 - The City has also historically prioritized the construction of projects that are adjacent to School sites
 - Primarily these projects are for improving Pedestrian and Bicycle Safety
 - Aside from grants, the City has incorporated, whenever possible, bicycle improvements with roadway maintenance projects
 - Mills Avenue
 - Sixth Street
 - Butte Street
 - Base Line Road

BACKGROUND (CONT'D)

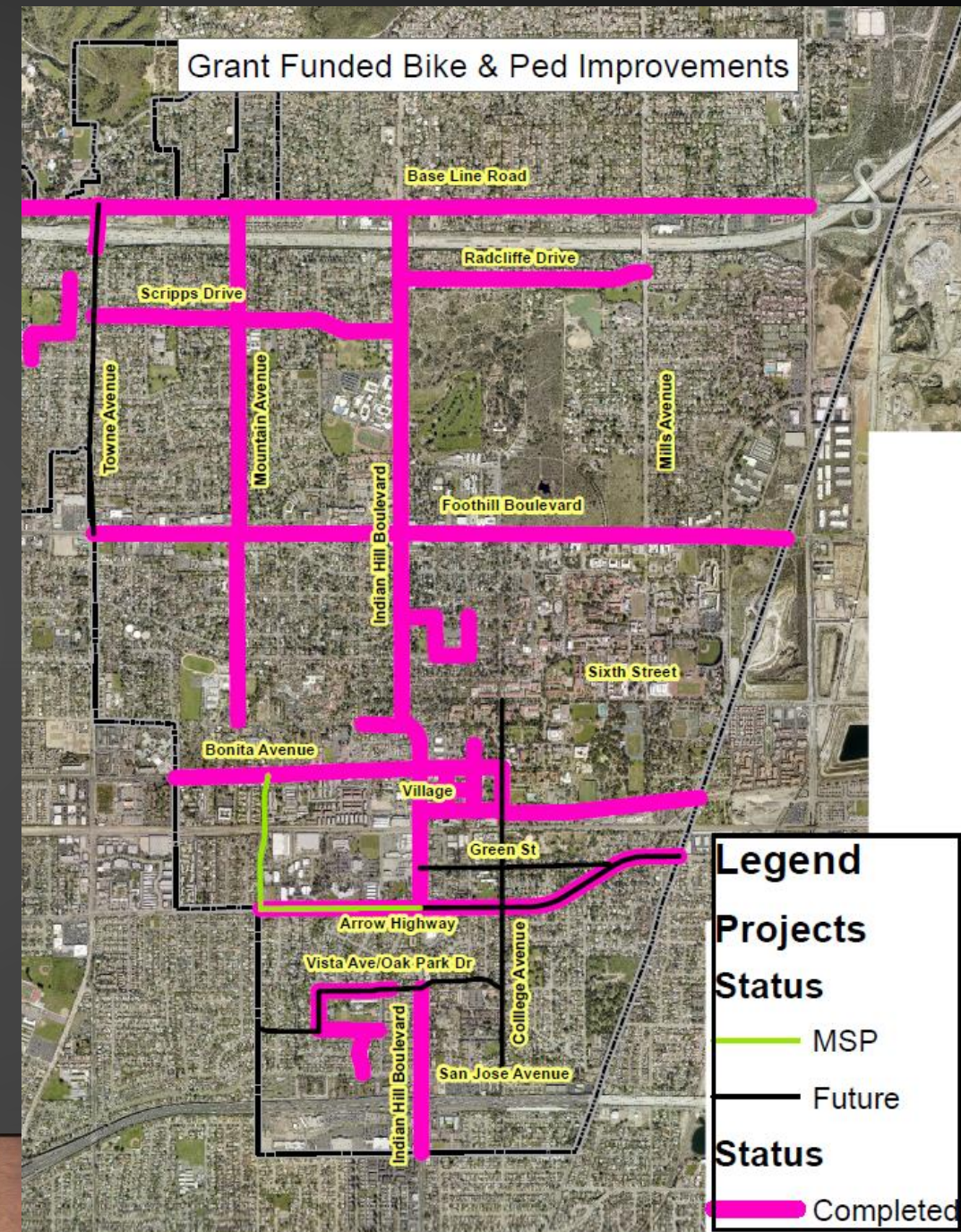
- Mapped Project Locations utilizing the following grants
 - HES Grant: Indian Hill at Harrison - \$352,873
 - SR2S 6th Cycle: Mountain from Harrison to Foothill - \$425,600
 - SR2S 7th Cycle: Towne Ave from Base Line & Thompson Creek - \$895,950
 - ARRA: Arrow Highway from Cambridge to Mills - \$895,000
 - ARRA TEA: Village Accessibility - \$1.5 Million
 - Metro Call for Projects: Citrus Bikeway - \$1.248 Million
 - BTA: BPZ Grant - \$495,000
 - BTA: BPZ Expansion - \$495,000
 - HSIP: Indian Hill Storm Drain - \$1 Million
 - BTA: BPZ Expansion - \$600,000
 - SRTS Non-Infrastructure: Bike Safety Programs - \$356,000

BACKGROUND (CONT'D)

- Mapped Project Locations utilizing the following grants (cont'd)
 - SR2S Cycle 10: Bike & Ped Improvements at 4 School Sites - \$500,000
 - Foothill Boulevard Video Detection: \$127,000
 - MSRC Grant: Foothill Master Plan Improvements - \$498,750
 - SB1 Local Partnership: Foothill Master Plan Improvements - \$7 Million
 - Metro Multi Sub-regional (MSP): College Avenue at Green Street - \$686,945
 - Metro Multi Sub-regional (MSP): \$3,000,000
 - Arrow Highway (Cambridge to Indian Hill)
 - Cambridge Avenue (Bonita to Arrow Highway)

BACKGROUND (CONT'D)

- Mapped Project Locations
 - MSP Funded
 - Cambridge (Bonita – Arrow)
 - Arrow Highway (Cambridge – Indian Hill)
 - Future (Gold Line - 1st/Last Mile Plan)
 - College Avenue
 - Green Street
 - Vista/Oak Park
 - San Jose Avenue
 - Completed Projects using Grant Funds
 - All prior projects constructed using grant funds for ped and bike improvements



WORK PLAN

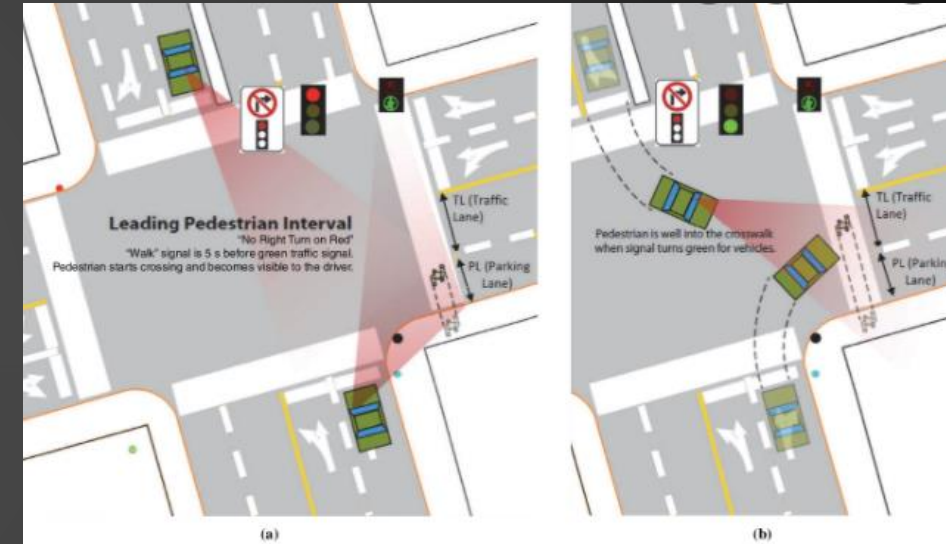
- July 27, 2021
 - City Council authorized City Staff to award a Professional Services contract to Advantec Consulting Engineers
- Contract Items
 - City-Wide Speed Survey Update
 - City-Wide Traffic Counts
 - Necessary for day-to-day traffic investigation requests
 - Traffic Calming Policy Update
 - The current policy is outdated
 - TTC will review and recommend approval
 - City Council will review for consideration

WORK PLAN CONT'D

- Contract Items cont'd
 - City-Wide Traffic Studies, Analysis, and Design
 - Over 40 Locations/requests
 - Studies will be conducted
 - If necessary, recommendations for improvements will be developed
- Mountain Avenue [Foothill to Base Line]
 - 1st study on the priority list
 - Recommendations presented to TTC for feedback and direction
 - Phased implementation being recommended

RECOMMENDED PHASED IMPROVEMENTS

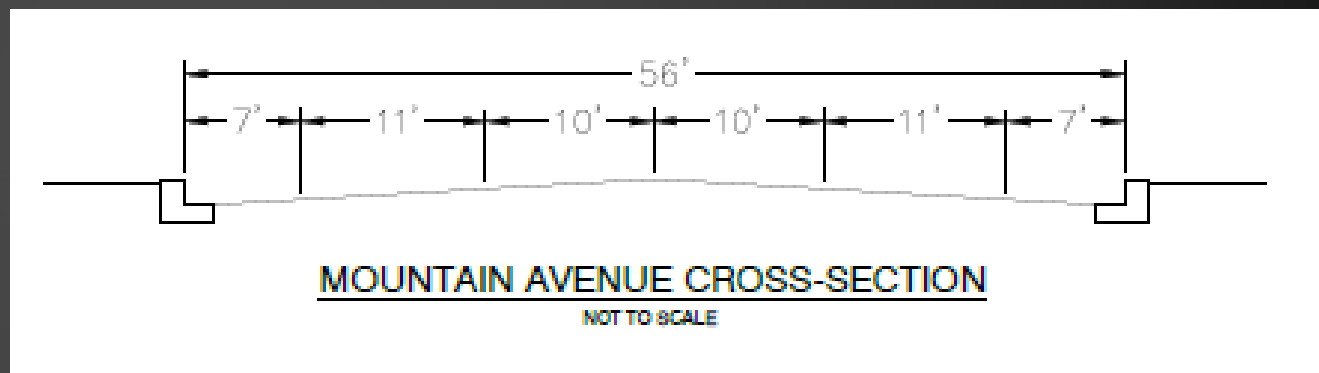
- Phase 1
 - Intersection Improvements on Mountain at Scripps
 - Install “No Right Turn on Red” at all 4 legs
 - 7 am to 9 am & 1:30 pm to 3:30 pm
 - Signal Timing Modification
 - Incorporation of a lead pedestrian phase for all 4 legs
 - Allows pedestrian access into the crosswalk
 - Drivers can see pedestrians before entering the intersection
 - Estimated Cost to implement Phase 1 Recommendation - \$10,000
 - Time line for installation
 - Immediate



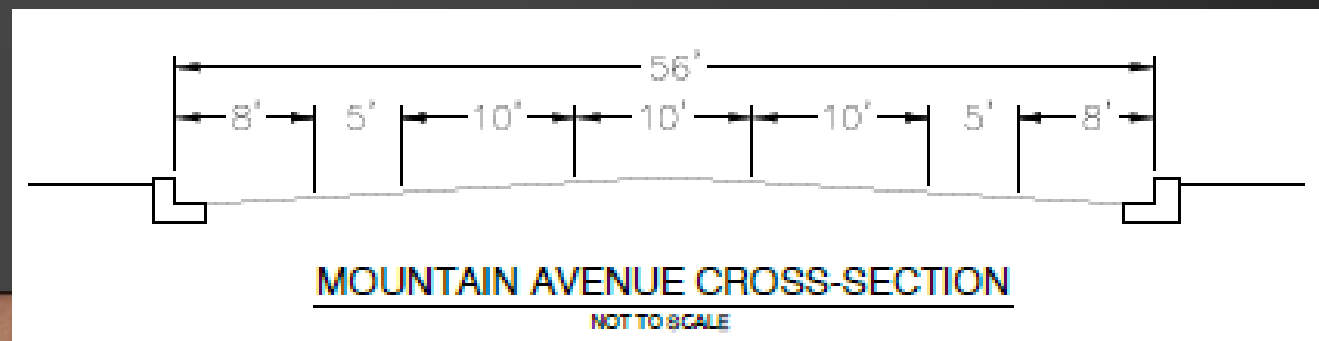
RECOMMENDED PHASED IMPROVEMENTS (CONT'D)

- Phase 2
 - Road Diet from Foothill to Base Line
 - Lane reduction from 4 to 3 lanes (includes 2-way left turn lane in the middle)
 - Class II Bike Lanes

- Existing Cross Section



- Recommended Cross Section



RECOMMENDED PHASED IMPROVEMENTS (CONT'D)

- Phase 2 (cont'd)
 - This improvement is noted in the City's General Plan, Mobility Element
 - Allows for a reduction in lanes with ADT's less than 8,000 vpd
 - Current ADT is roughly 5,300 vpd

Description	# of Lanes	Calculated Daily Capacity* (vehicles/day)	Volume	V/C Ratio	LOS
Two lane roadway	2	15,000	7,500	0.50	A
Two lane roadway	2	15,000	10,000	0.67	B
Two lane roadway	2	15,000	11,500	0.77	C
Two lane roadway	2	15,000	12,500	0.83	D
For a Secondary Arterial, LOS D Minimum is the acceptable operations - Max Volume for LOS D	2	15,000	13,500 (Max Volume)	0.90	D
For a Secondary Arterial, LOS D Minimum is the acceptable operations - Max Volume for LOS E	2	15,000	15,000 (Max Volume)	1.0	E
* Daily Capacity calculated using HCM, Transportation Resources Board 6th Edition methodology.					

RECOMMENDED PHASED IMPROVEMENTS (CONT'D)

- Phase 2 (cont'd)
 - Estimated Costs to implement Phase 2 recommendations - \$200,000
 - Slurry Seal
 - New Pavement Striping
 - Staff will propose this implementation in the up-coming budget proposal
 - Implementation Schedule – 2023 Summer Break

RECOMMENDED PHASED IMPROVEMENTS (CONT'D)

- Phase 3
 - Complete Streets Evaluation
 - Schedule – 3 to 5 years
 - Staff will monitor Phase 1 & 2 improvements
 - Will evaluate potential additional Complete Streets Features
 - Will be presented to the TTC for review and consideration
 - Estimated Costs for potential implementation
 - \$2 Million
 - Grant Funding will need to be explored to fund the project

RECOMMENDATION

- Staff recommends that the Traffic and Transportation Commission direct Engineering Staff to move forward with the implementation of the recommended Phase 1 and Phase 2 improvements for the installation of the bicycle and pedestrian improvements on Mountain Avenue from Foothill Boulevard to Base Line Road.

QUESTIONS