

The background image shows a park setting. In the foreground, there is a concrete walkway and some landscaping with green plants. In the middle ground, a large, modern sculpture with curved, metallic elements is visible. To the right, a building with a tiled roof and large windows is partially seen. The sky is clear and blue.

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

Background

- January 27, 2022 - TTC
 - Initial study session for the review of design recommendations
- March 3, 2022- UC Berkeley Complete Streets Safety Assessment (CSSA)
 - UC Berkeley professionals conducted walking audit for Mountain Avenue corridor
 - Included city staff and school parents, school administration
- September 22, 2022 - TTC
 - Update to include the recommendations issued with the Complete Streets Safety Assessment (CSSA) by UC Berkeley
- January 24, 2023 – CC
 - Award Design Contract to KOA
- June 22, 2023 – TTC
 - 30% Conceptual Update
- August 16, 2023 – Neighborhood Meeting
 - Mountain Avenue Residents meeting to obtain feedback on the request for Class IV Bike Lanes



Background_(CONT'D)

- Tonight's Meeting
 - Addressing Public Comment Received prior to tonight's meeting
 - Public Comment Received
 - Claremont Bike & Pedestrian Advisory Group meeting held on June 14, 2023
 - Traffic and 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
- <https://www.ci.claremont.ca.us/government/departments-divisions/engineering-division/engineering-design-review-information>
- Staff will be bringing a subsequent item back to the TTC to update the 30% conceptual plan set




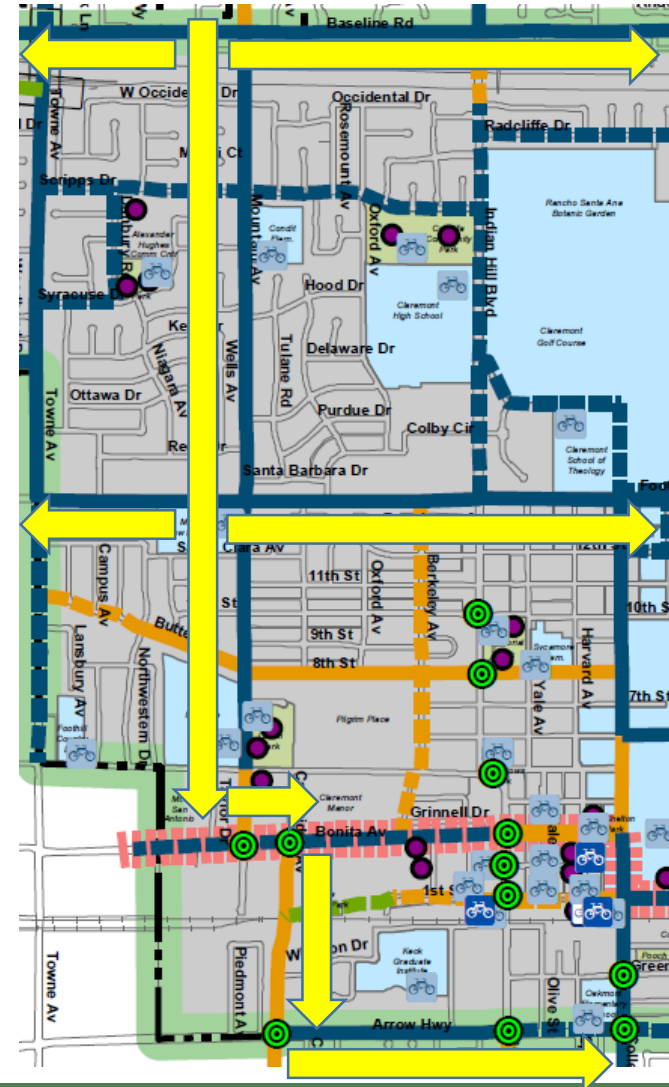
Design Standards & Guidelines

- California Manual on Uniform Traffic Control Devices (CAMUTCD)
 - Standards
- California Highway Design Manual (CAHDM)
 - Standards
- National Association of City Transportation Officials (NACTO)
 - Provides Design Guidelines, not standards
 - Urban vs. Suburban
- Claremont General Plan
 - City approved work plan
 - Consistent with plan for Mountain Avenue
- AASHTO Bike Guide
 - Design Guidelines



Design Standards & Guidelines (CONT'D)

- City of Claremont Bike Map
 - Connectivity 
 - (Base Line Road) Monte Vista Avenue to Towne Avenue
 - (Mountain Avenue) Base Line Road to Bonita Avenue
 - (Foothill Boulevard) Towne Avenue to County Limit
 - (Bonita) Towne Avenue to College Avenue
 - (Cambridge) Bonita Avenue to Arrow Hwy
 - (Arrow) Cambridge Avenue to Indian Hill Boulevard
- City of Claremont Complete Streets Policy
 - For all modes of transportation
 - This is not specifically a bike infrastructure project
- Each project is unique
 - Existing right of way
 - Curb to curb distance
 - Land uses
 - Drive approaches spacing



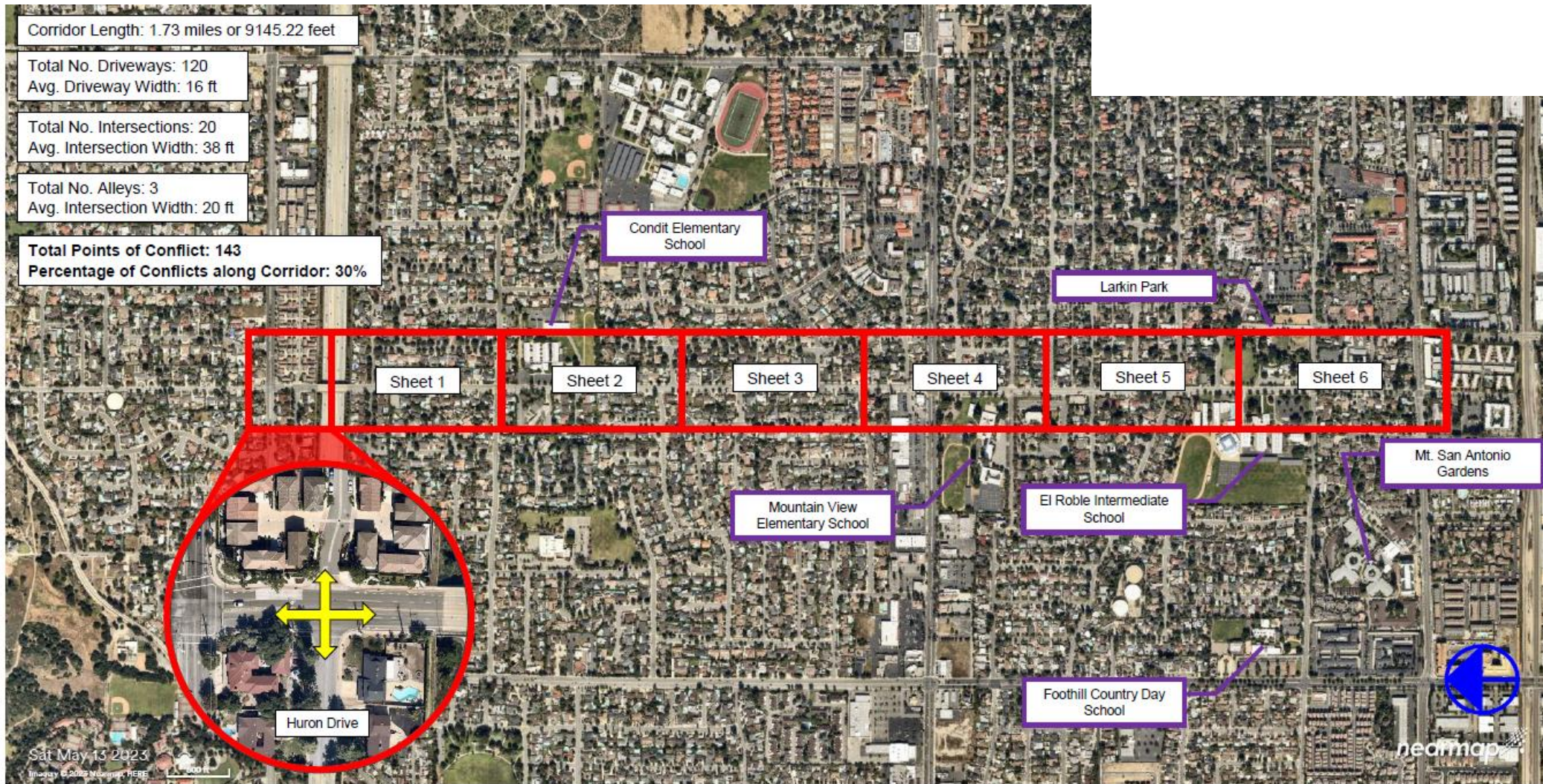
Land Uses/Destinations

Mountain Avenue Corridor Existing Conditions

- 1.7 mile roadway segment
- 120 driveway approaches
- 20 intersections
- 3 alleyways intersections
- 143 conflict points
- 56 feet roadway width (narrows to 40 foot south of Harrison)
- 3 schools, 2 churches, child care centers, Joselyn Senior Center, Larkin Park, etc
- Senior living communities access off Mountain Avenue



Land Uses/Destinations (CONT'D)



Updated Collision History

- 23 Collisions in past 5-years
 - 4 include bicycle riders
 - 2 collisions - vehicles were at fault
 - 2 collisions - bicycle were at fault
 - June 2018 to June 2023
 - All four of the incidents involving bicycle riders occurred at conflict points along Mountain Avenue.
 - Class IV bike lane would not have prevented these collisions.
- Massachusetts Department of Transportation's Separated Bike Lane Planning and Design Guide
 - Majority of collisions between cyclists and motorists occur at intersections and driveways
 - Often related to turning or merging movements.
 - 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.
- Mountain Avenue South of Foothill Boulevard Road Diet (5 years prior to and 5 years after the road diet completed in 2007)
- 2002 – 2007
 - 25 Collisions, 2 involving a bike, 1 had the driver at fault, and the 2nd incident was due to a tire blowout, no motor vehicle involved
- 2008 – 2013
 - 14 Collisions, 3 involving a bike, 2 had the vehicle at fault, and the 3rd incident was due to the bicyclists shoe laces getting caught in the chain, no motor vehicle involved
- Summary
 - Increased in bike collisions by 1, and a decrease in vehicle collisions by 11, and all bike involved collisions were located at conflict areas



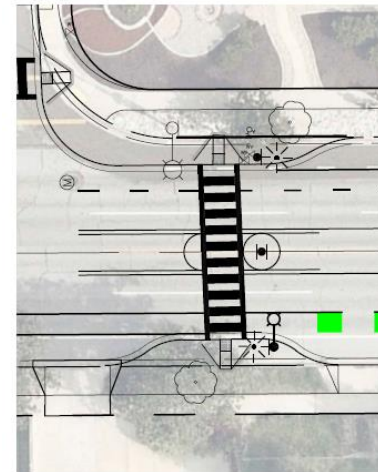
Complete Streets Features

- Roadway Surface Recommendations
 - 2” Rubberized Asphalt (Grind & Pave)
- Americans with Disabilities Act (ADA)
 - ADA Ramps will be evaluated for compliance and upgrades
 - Additional options for reconstruction to accommodate narrow radii, or bi-directional ADA Ramps to accommodate crossings will be evaluated and considered.
- Bicycle and Pedestrian Striping Improvements
 - New striping configuration with Class II Bike Lanes
 - North of Foothill Boulevard: Implement Traffic Calming Road Diet
 - South of Foothill to be modified per KOA final recommendations
 - Will take all comments from the Commission, Stake Holders and Public into consideration



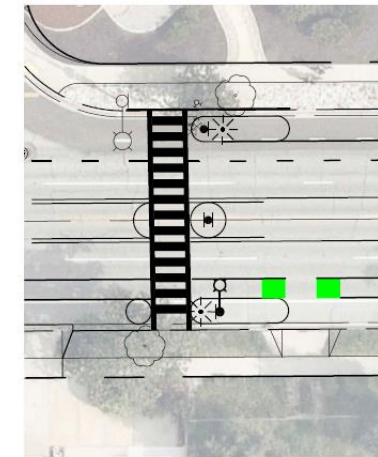
Complete Streets Features (CONT'D)

- Pedestrian Crossings
 - New Pedestrian Crossings proposed on Mountain Avenue at Hood Drive and Butte/Eighth Streets
 - Additional locations being considered for installation
 - Wellesley Crossing is being evaluated
 - Eleventh Street Crossing is being evaluated
- Santa Clara
 - Relocation and Construction of the existing pedestrian crossings



ALTERNATIVE CURB EXTENSION (a)

BULB-OUT WITH MEDIAN REFUGE
1"=20'



ALTERNATIVE CURB EXTENSION (b)

CURBSIDE CONCRETE ISLANDS
WITH MEDIAN REFUGE
1"=20'



Project Budget

- **Financial Summary**

- \$3,000,000 – initial City Council appropriation
- Design Contract \$431,298
 - Cost for KOA to re-evaluate Mountain for Class IV Bike Lanes - \$30,000
 - Estimated additional cost in staff time - \$43,886
 - Staff will be going back to City Council at some point to request additional appropriation to cover these added costs
- Current Engineer's Estimate for 30% Concept
 - \$6,000,000
- Ultimately will require staff to re-program the construction phase for fiscal years 2024-2026
 - Next 2-year budget cycle for Claremont



Class IV Bike Lanes in Claremont

- *Existing*
 - Foothill Boulevard (Indian Hill Boulevard to East of Claremont Boulevard)
 - Completed in 2020



Class IV Bike Lanes in Claremont

- *Under Construction*
 - Towne Avenue Complete Streets Project– ETA early 2024
- *Future Plans to Construct Class IV Bike Lanes*
 - Arrow Highway (Indian Hill Boulevard to Cambridge Avenue) - ETA 2025
 - Cambridge Avenue (Bonita Avenue to Arrow Highway) – ETA 2025
 - Claremont Boulevard (Foothill Boulevard to Sixth Street) – ETA 2025



Field Visits/Pasadena Union Street

- Class IV bike lanes/traffic signal project
- Urban/Mixed Use Environment
- 1 mile project/2 lanes in one direction with bi-directional Class IV bike lanes
- \$10M project funded with ATP grant
- Parking eliminated in front of multi family dwelling units/parking provided with parking garages
- Accommodations for trash pick up had to be provided at one centralized location for the apartments
- ADA accommodations provided near intersections



Field Visits/Pasadena Union Street (CONT'D)



Field Visits/Pasadena Union Street (CONT'D)



Field Visits/Santa Monica 17th Street

- Class IV bike lanes/traffic signal project
- Urban/Mixed Use/Medium to High Density/Commercial/Transit Oriented Environment
- 3/4 mile project/1 lane in each direction with concrete curb Class IV bike lanes in both sides of the street
- \$7 M project (grant funds and local return)
- Direct Connection to Expo Line and Bus Services and Regional Class I bike path
- Continuous Class IV bike lanes with limited interruptions/driveway frequency taken into consideration/additional access through alleyways for deliveries and services
- Easterly end of project residential with on street parking/Class I bike path separated by a planted parkway from sidewalk



Field Visits/Santa Monica 17th Street (CONT'D)

- Minimal ADA accommodations/special ADA accommodations had to be provided after the fact
- Eliminated parking was metered parking that not highly utilized
- Class IV bike lanes on one side of Crossroads Elementary School/School has it own parking lot and exclusive dedicated school loading zone along Olympic Boulevard
- Parking had to be eliminated to accommodate no parking areas for the use of first responders



Field Visits/Santa Monica 17th Street (CONT'D)



Field Visits/Santa Monica 17th Street (CONT'D)



Field Visits/Santa Monica 17th Street (CONT'D)



Field Visits/Temple City Rosemead Boulevard

- Class IV bike lanes/Medians/Parkways/Sidewalks/Trees/Public Art project
- Medium to High Density Residential/Commercial/Residential
- Principal Arterial/40 mph/3/4 mile project/2 lanes in each direction with Class IV/Class II bike lanes/overabundance of trees/\$20 M project (grant federal grant funds) over 8 years ago
- Stand alone project/no connection to any other bicycle infrastructure nearby
- Issues with vehicles hitting trees/high maintenance costs/after the fact accommodations for trash pick up was necessary
- Extremely low usage confirmed by Temple City staff
- Project environment similar to Foothill Boulevard
- Medium density housing projects retained on street parking on a separate frontage road
- City obtained \$8M for a similar project for Las Tunas. Project met opposition and as a result, the project was not built



Field Visits/Temple City Rosemead Boulevard (CONT'D)



Field Visits/Temple City Rosemead Boulevard (CONT'D)



Field Visits/Temple City Rosemead Boulevard (CONT'D)

- Parking retained for single family residence between class IV buffers



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



Feedback from First Responders

- Claremont Police Department
 - The Police Department is not in agreement with the proposed citizen's recommendation as presented. There is no emergency access available to fire, EMS nor police, if the two way left turn lane is removed. CPD indicated they rely on our City Engineering Department to provide time tested and approved designs that take into account bicycle, pedestrian and vehicle safety that makes the most sense while ensuring vehicular traffic can navigate the roadway safely and efficiently.
- LA County Fire Department
 - Preliminary response is that the inclusion of the two way left turn lane is necessary to provide emergency access
 - Access to Fire Hydrants



Responses to Public Comments

- 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, 2023 TTC meeting
- Neighborhood Meeting held on August 16, 2023
- Public Comments submitted to staff following the Neighborhood Meeting



Claremont Bike & Pedestrian Advisory Group

Meeting held on June 14, 2023

- Bike boxes at signalized intersections
- Green Bike Lane extensions through signalized intersections
- Raised crosswalks/speed tables
- Reduce curb radii to 5 feet
- Remove right turn pocket for NB approach at Foothill to improve bike facilities to fit a median
- 4-way stop on Mountain at Butte Street
- ADA accommodations at north leg of Santa Clara at Northwestern

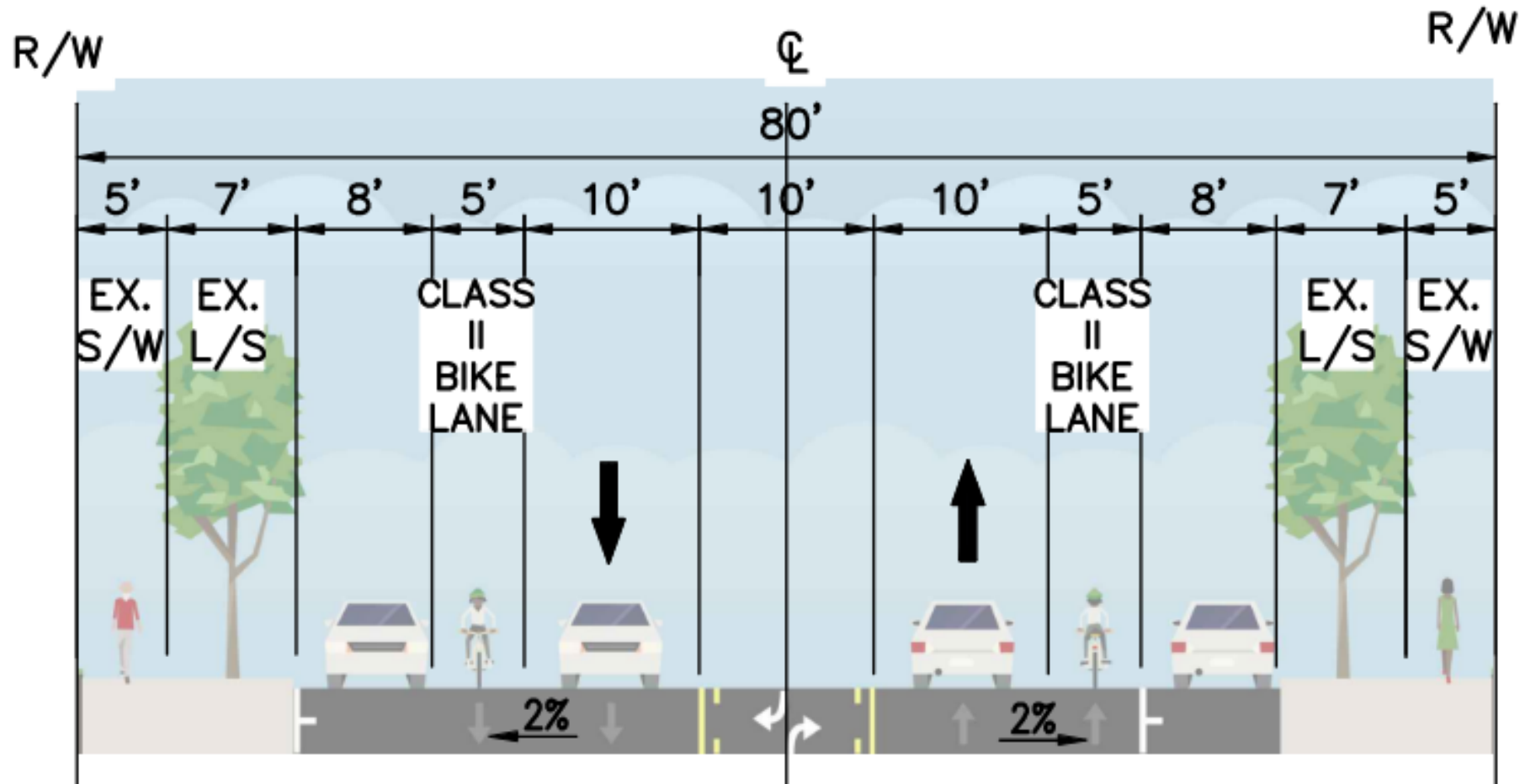


Traffic & Transportation Commission Meeting held on June 22, 2023

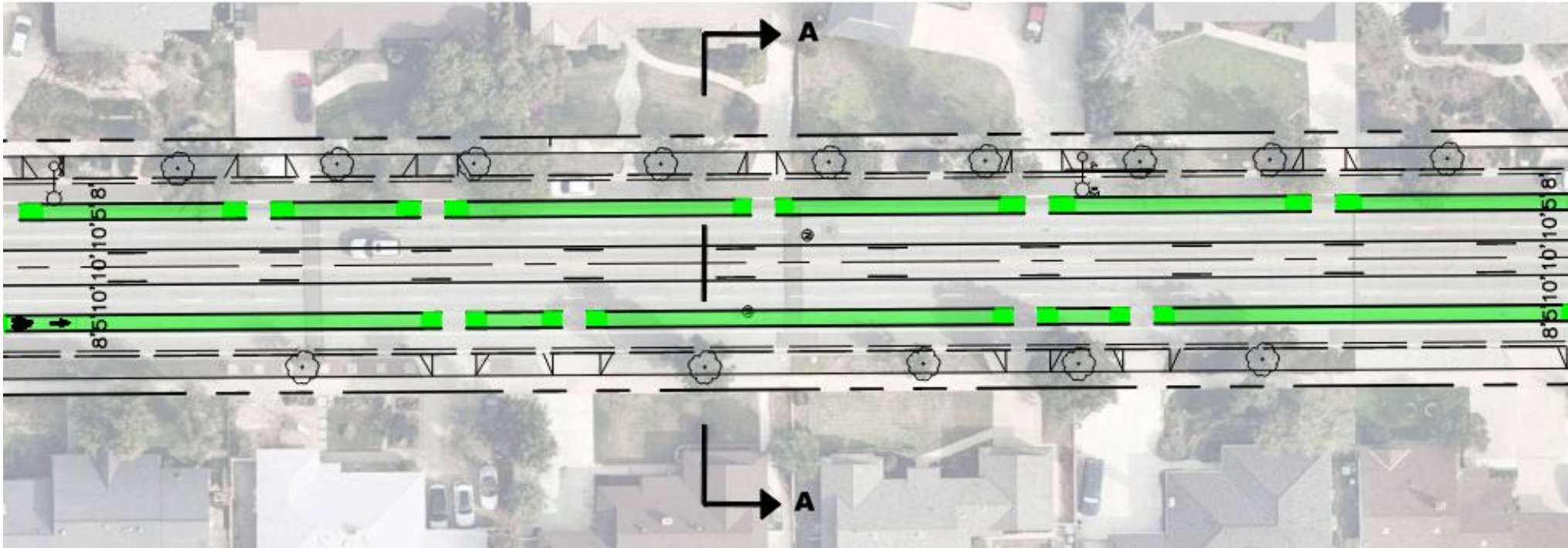
- Class IV bike lanes
- 2 lanes rather than 3 lanes
- Vertical and horizontal traffic calming
- More crosswalks
- Wider sidewalks
- Street lights
- Left-turn boxes
- Pedestrian islands at all crosswalks
- Relocate crosswalk at Butte to the south corner
- Request to not remove any vehicle travel lanes



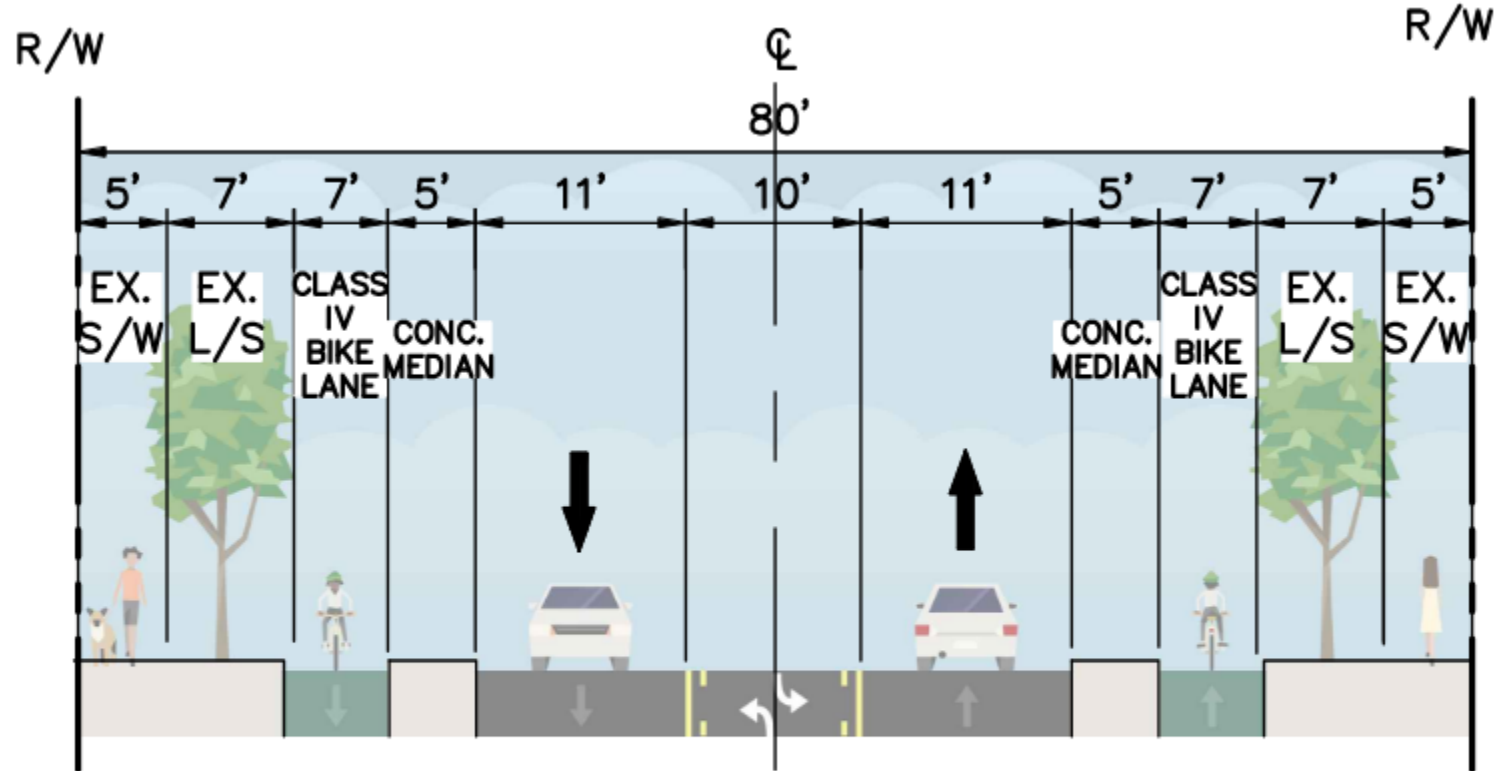
KOA's Recommended Cross-Section



KOA's Recommended Cross-Section



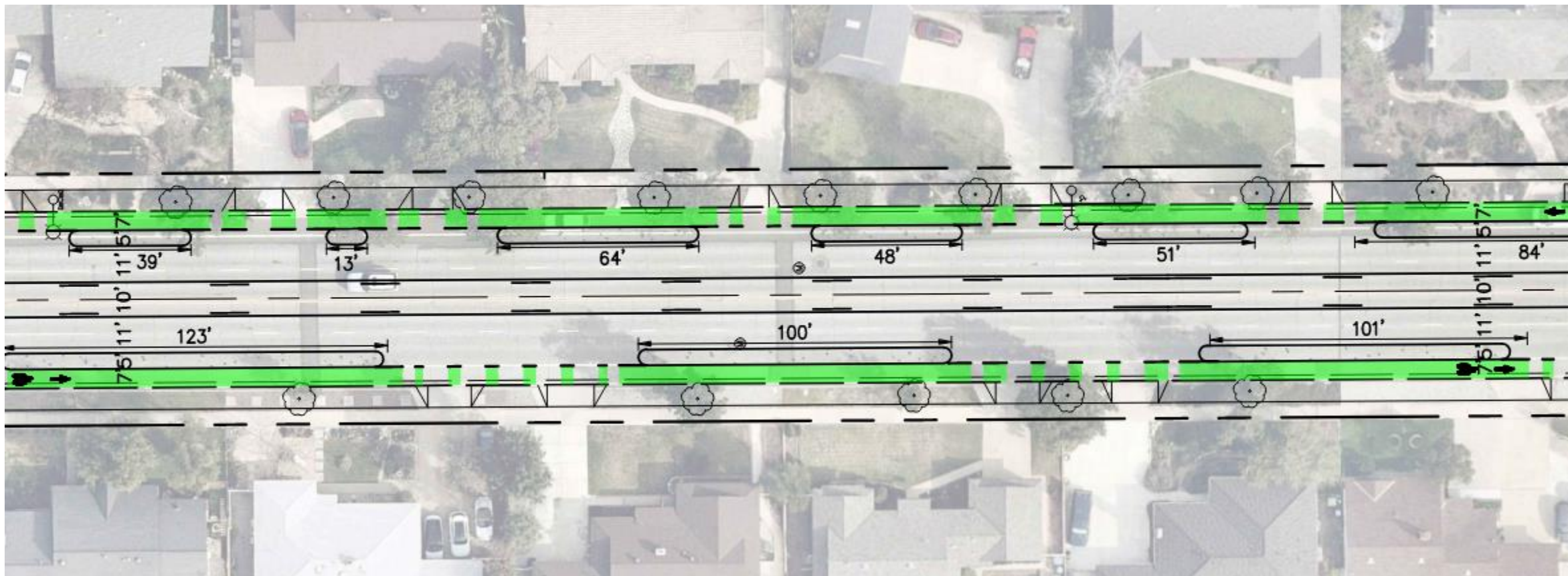
Class IV Bike Lanes – Alternative A



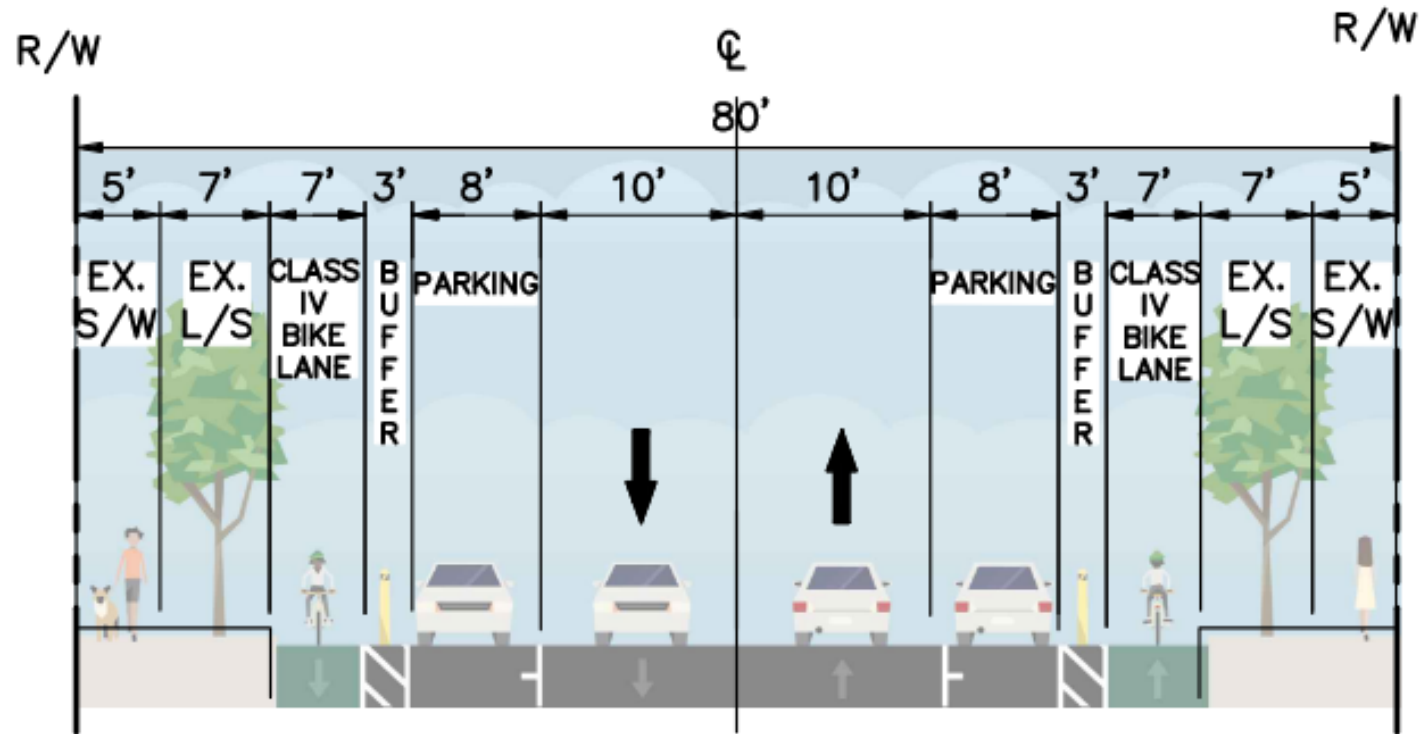
ALTERNATIVE CROSS SECTION (A)



Class IV Bike Lanes – Alternative A



Class IV Bike Lanes – Alternative B



ALTERNATIVE CROSS SECTION (B)



Class IV Bike Lanes – Alternative B



Recap

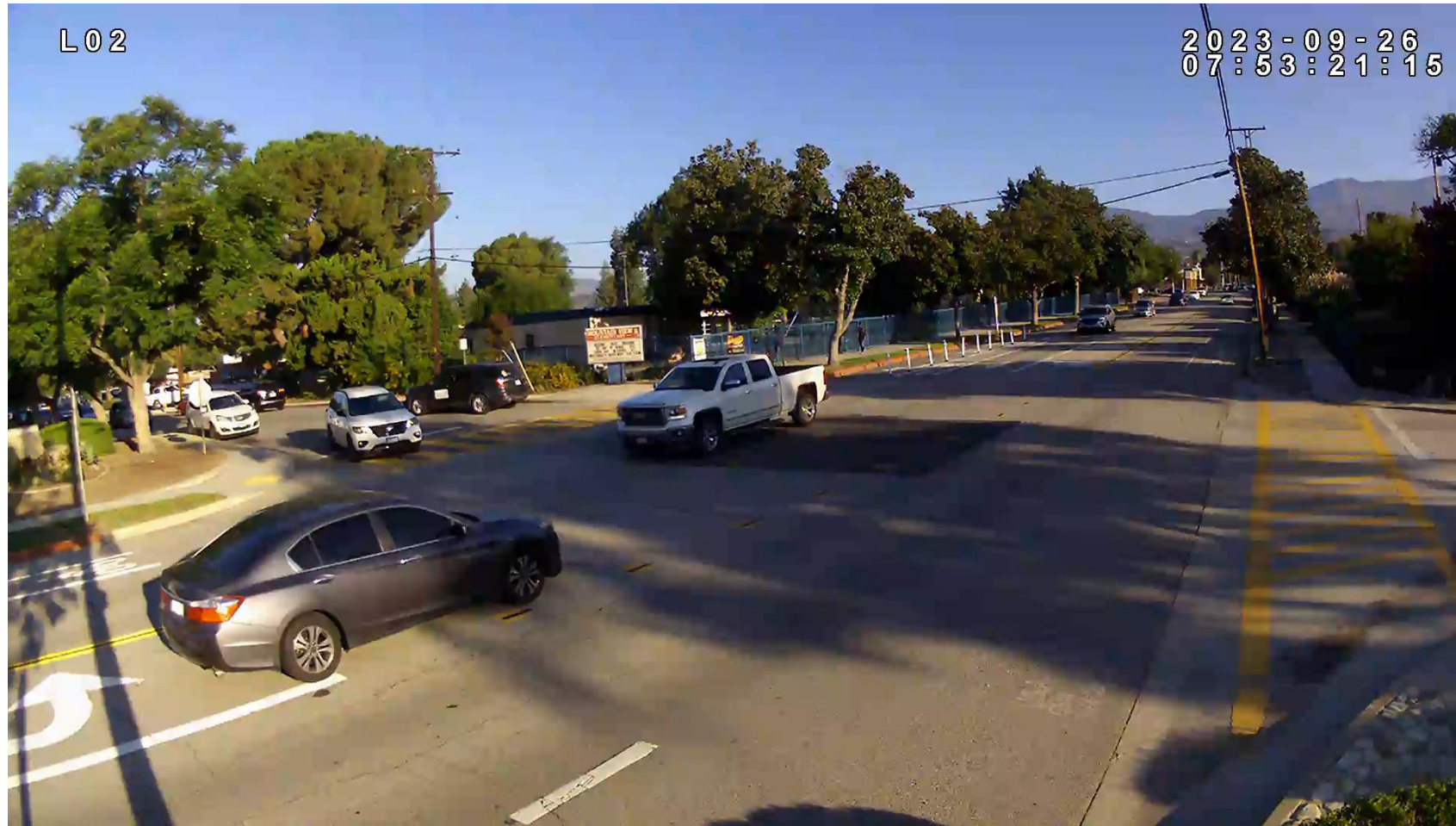
- Alternative A and B are not recommended for this project for the following reasons:
 - In order to maintain all on-street parking
 - In order to maintain the two-way left-turn lane
 - For future ADA compliance
 - A continuous protected bike lane along the corridor is not recommended due to the high number of residential driveways



Condit Elementary School



Mountain View Elementary School



El Roble Intermediate School



Traffic & Transportation Commission Meeting held on June 22, 2023

- Class IV bike lanes
- 2 lanes rather than 3 lanes
- Road diet
- Vertical and horizontal traffic calming
- More crosswalks
- Wider sidewalks
- Street lights
- Pedestrian islands at all crosswalks
- Relocate crosswalk at Butte to the south corner
- Request to not remove any vehicle travel lanes



Public Comments Submitted to Staff following the June 22, 2023 TTC Meeting

- Comments supporting KOA and Staff's recommended design
- Request for a survey of the residents who live in adjacent neighborhoods
- Concerns about school drop off/pick up impacts
- Request for protected intersections
- Improvements at Foothill for cyclists and pedestrians
- Stop signs
- Speed bumps



Neighborhood Meeting held on August 16, 2023

- Directional arrows on bike lanes
- Improvements to the Sprouts parking lot entrance
- Request to see bicycle collisions statistics for Claremont



Next Steps

- Staff will continue to work with the City's consultant to complete the plans and specifications and bring back an updated 30% plan to the TTC for comments



Staff 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



Questions?

