

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. In the background, there are trees and a building with a tiled roof. A green semi-transparent rectangle is overlaid on the center of the image, containing the title text.

MOUNTAIN AVENUE CORRIDOR COMPLETE STREETS IMPROVEMENTS PROJECT 30% UPDATE – STUDY SESSION



Background

- Prior Meetings
 - January 27, 2022
 - Initial study session for the preparation of recommendations
 - September 22, 2022
 - Update to include the recommendations prepared with the Complete Streets Safety Assessment (CSSA) by UC Berkeley
- City Council
 - January 24, 2023
 - Awarded Design Contract to KOA
- Tonight's Meeting
 - 30% Conceptual Layout Study Session
 - Public Comment Received prior to tonight's meeting
 - Comments were shared with KOA for inclusion into the concept plan




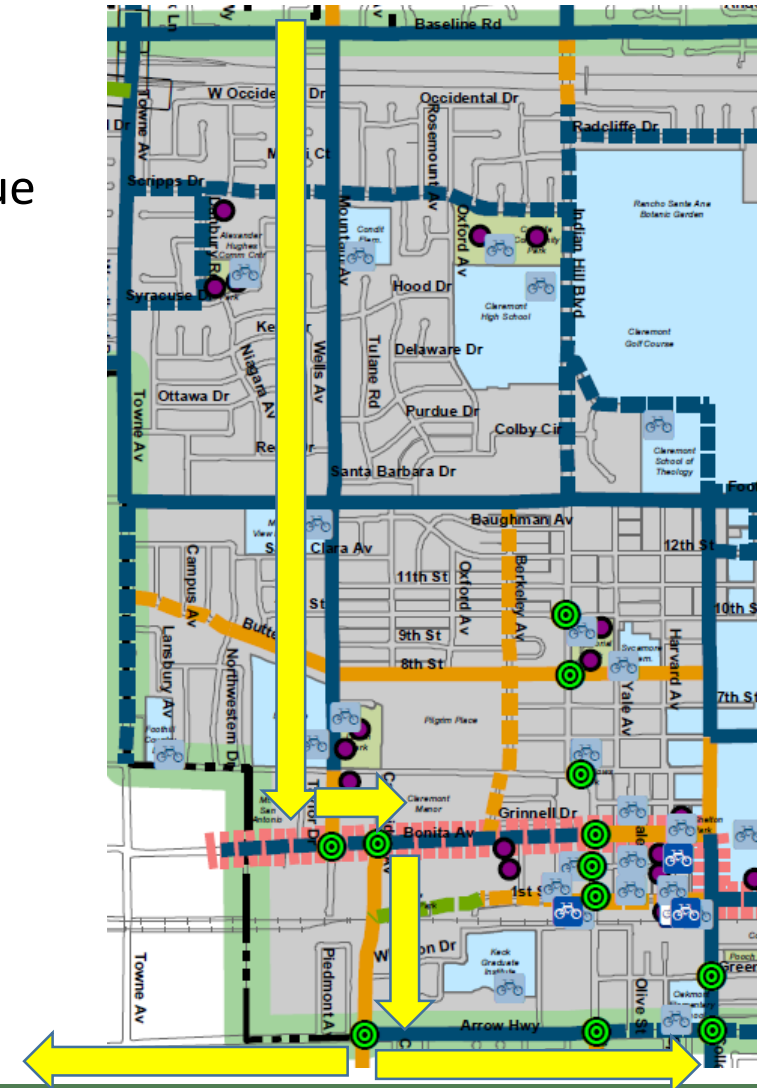
Design Standards & Guidelines

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



Design Standards & Guidelines

- City of Claremont Bike Map
 - Connectivity 
 - (Mountain Avenue) Base Line Road to Bonita Avenue
 - (Bonita) Mountain Avenue to Cambridge 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



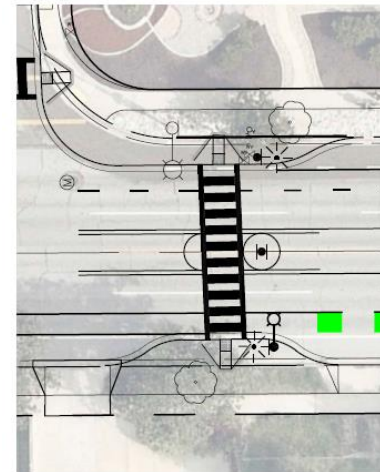
Complete Streets Features

- Roadway Surface Recommendations
 - 2” Rubberized Asphalt (Grind & Pave)
- Americans with Disabilities Act (ADA)
 - ADA Ramps will be evaluated for compliance.
 - 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: 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

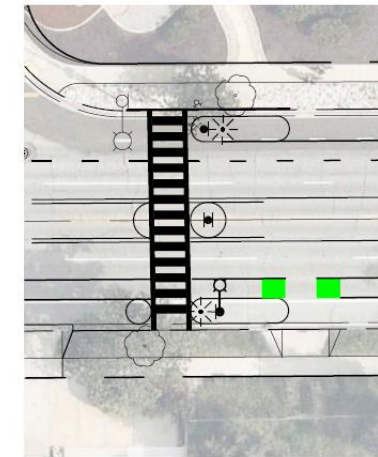


Complete Streets Features

- Pedestrian Crossings
 - New Crossing proposed on Mountain Avenue at Hood Drive and Butte/Eighth Streets
 - Additional locations will be evaluated for installation where roadway geometry can be met
 - Primarily will be looking at T-Intersections
 - Will be looking to add ped crossings
At Wellesley and 11th Street
- Santa Clara
 - Relocation and Construction of the existing pedestrian crossings



ALTERNATIVE CURB EXTENSION (a)
BULB-OUT WITH MEDIAN REFUGE
1"=20'

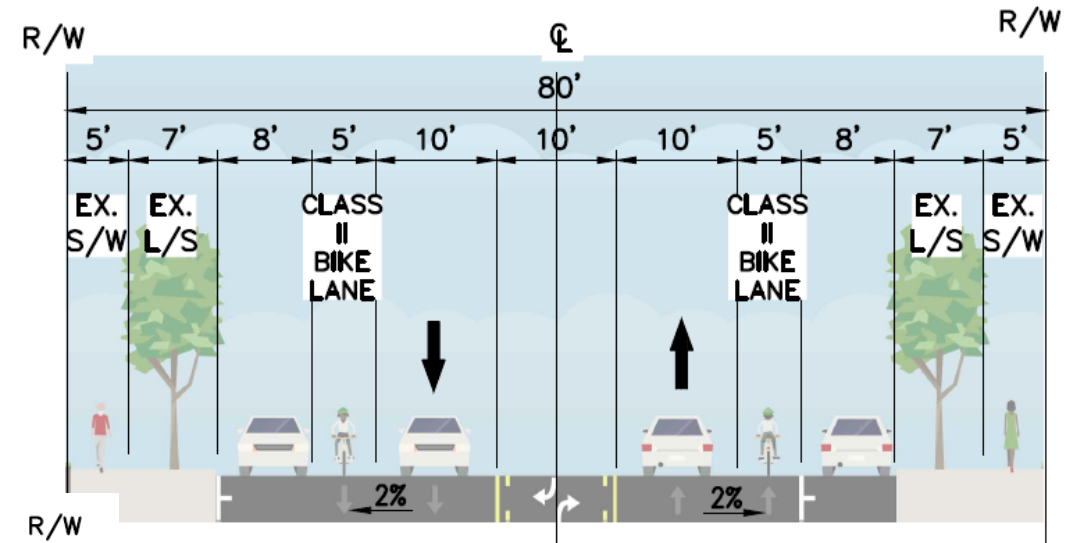


ALTERNATIVE CURB EXTENSION (b)
CURBSIDE CONCRETE ISLANDS
WITH MEDIAN REFUGE
1"=20'

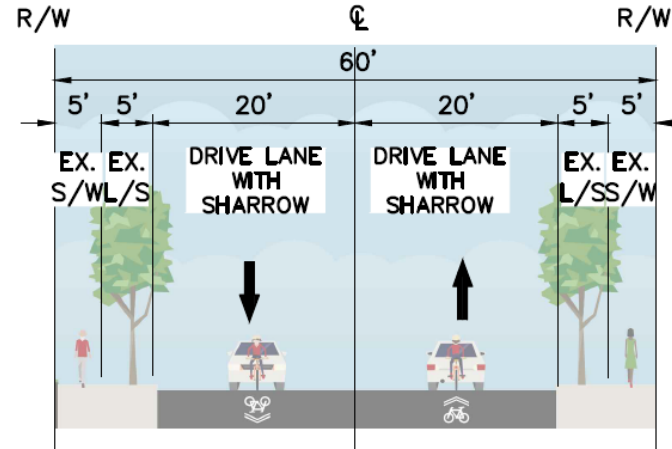


Cross Sections

- Section A-A
 - Base Line Road to Harrison Avenue
- Section B-B
 - Harrison Avenue to Bonita Avenue



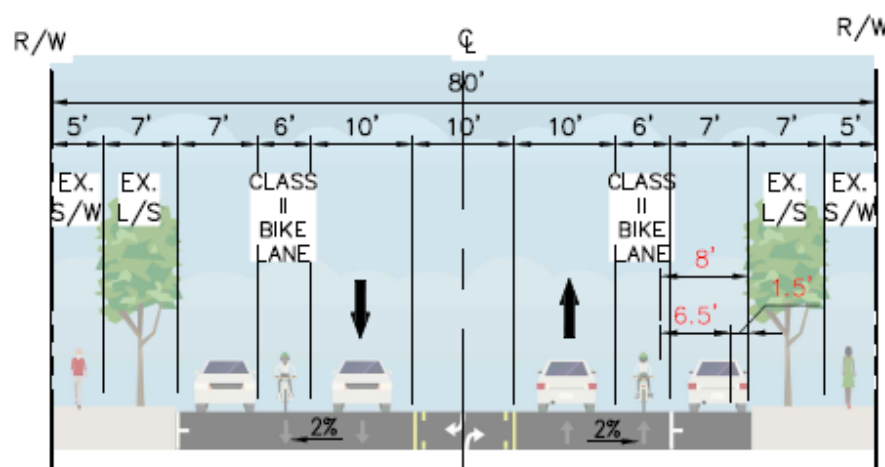
SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



Cross Sections

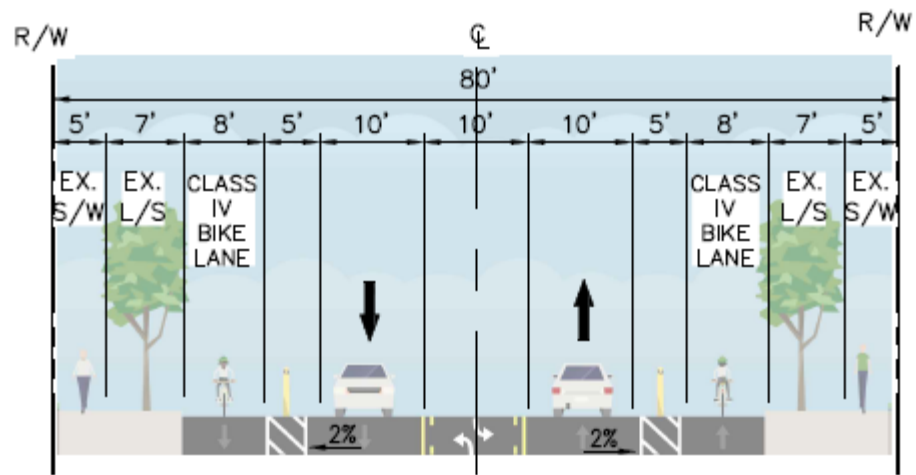


ALTERNATIVE CROSS SECTION (a)
HURON PL TO BUTTE ST/8TH ST

6' CLASS II BIKE LANE WITH 7' PARKING
N.T.S.

NOT RECOMMENDED DUE TO THE FOLLOWING:

- REDUCES PARKING WIDTH WHILE NOT SIGNIFICANTLY INCREASING BIKE LANE
- INCREASES POSSIBILITY OF VEHICLE ENCROACHMENT INTO BIKE LANE
*AVERAGE VEHICLE WIDTH = 6.5'; PARKED VEHICLES MAY ENCROACH IN BIKE LANE IF PARKED 1.5' (MAX. ALLOWABLE DISTANCE PER CLAREMONT POLICE DEPARTMENT FOR PARKED VEHICLES) FROM EDGE OF CURB



ALTERNATIVE CROSS SECTION (b)
HURON PL TO BUTTE ST/8TH ST

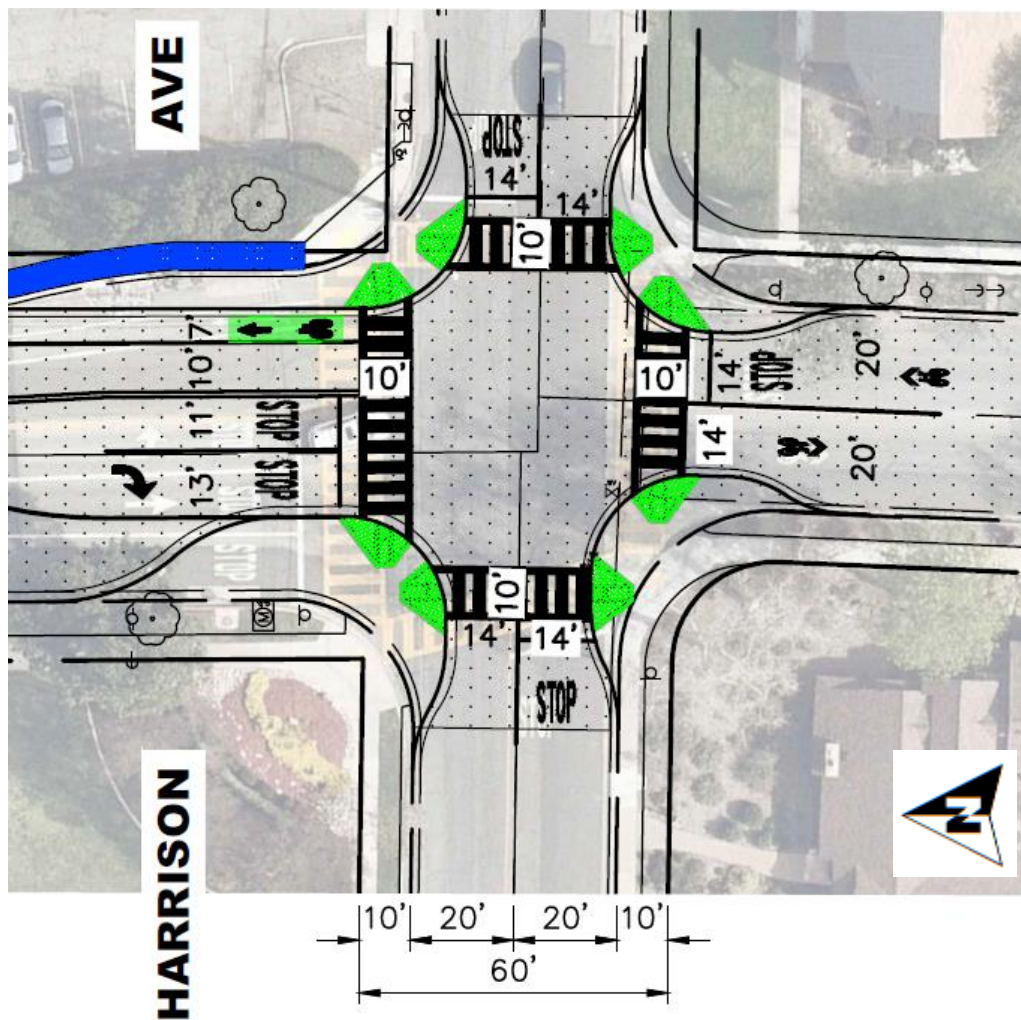
8' CLASS IV BIKE LANE WITH 5' MEDIAN/BUFFER
N.T.S.

NOT RECOMMENDED DUE TO THE FOLLOWING:

- REMOVES ON-STREET PARKING FOR RESIDENTS ALONG MOUNTAIN AVE
- LARGE QUANTITY AND CLOSELY SPACED DRIVEWAYS WILL CAUSE BREAKS AND DIFFICULTIES WITH MEDIAN/BUFFER (E.G. ISOLATED ISLANDS AND INCONSISTENT/UNPREDICTABLE STRIPING PATTERNS)



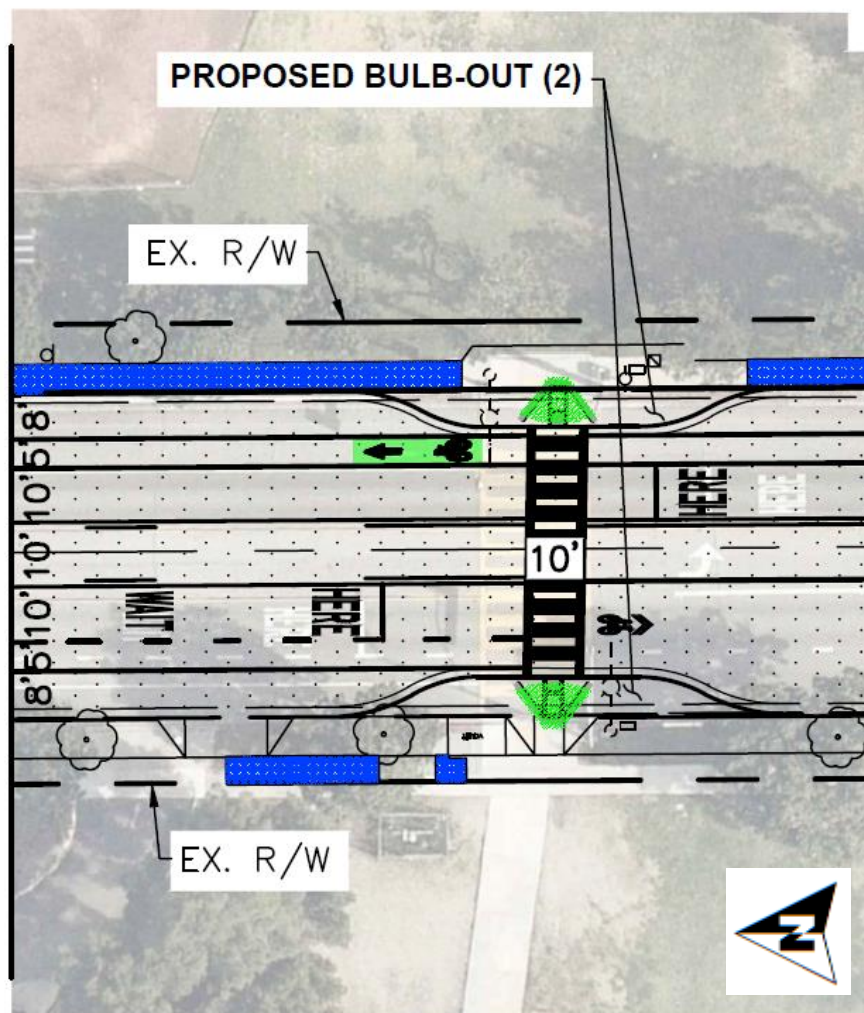
Conceptual Highlights



- **Mountain Avenue at Harrison Avenue**
 - Curb Extensions
 - Provides bi-direction ADA Ramps
 - Reduces Pedestrian Crossing Distance
 - Makes Pedestrians more visible to vehicles prior to crossing
 - High visibility crosswalks



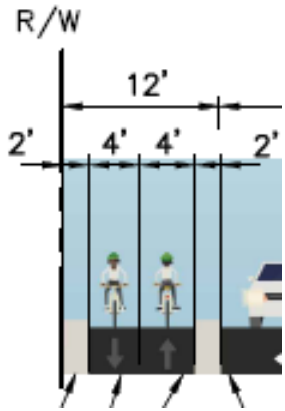
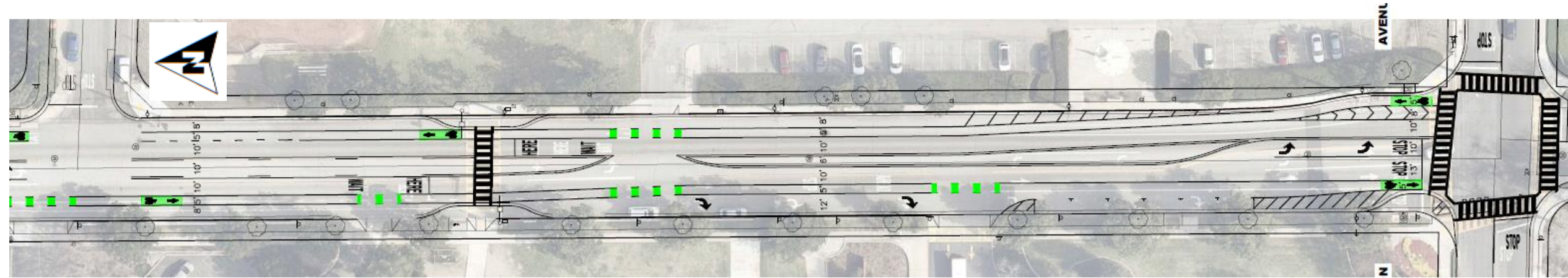
Conceptual Highlights



- **Mountain Avenue Ped Signal – El Roble**
 - Curb Extensions
 - Reduces Pedestrian Crossing Distance
 - Makes Pedestrians more visible to vehicles prior to crossing
 - High visibility crosswalks
 - Refuge Area

Requires Additional Review with Consultant

- Mountain – Harrison to Butte Street



- 8 Ft Minimum for a Class I Bike Path
- Looking into a Shared path as currently installed adjacent to Mountain View

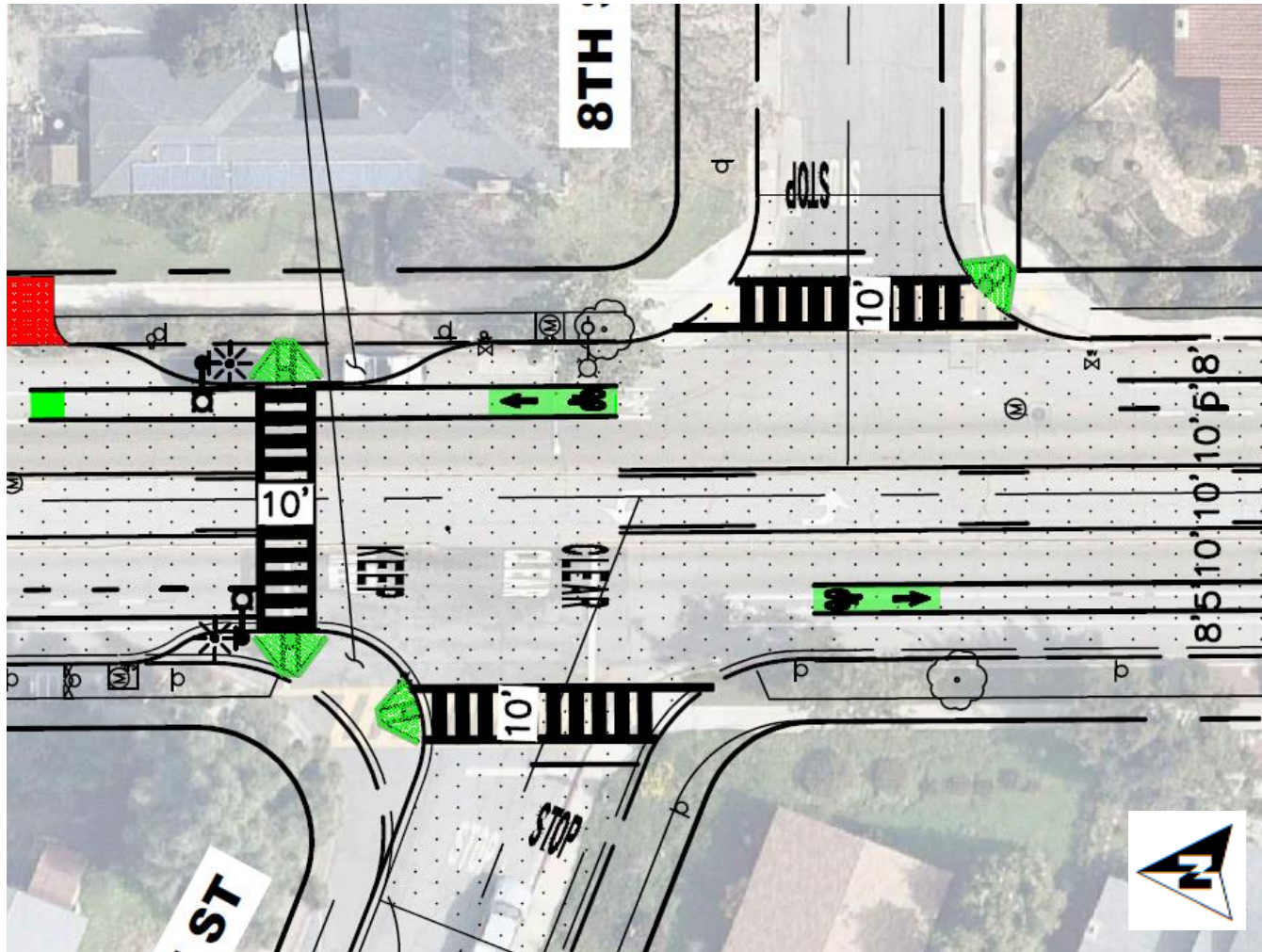


Requires Additional Review with Consultant

- Mountain – Harrison to Butte Street



Conceptual Highlights

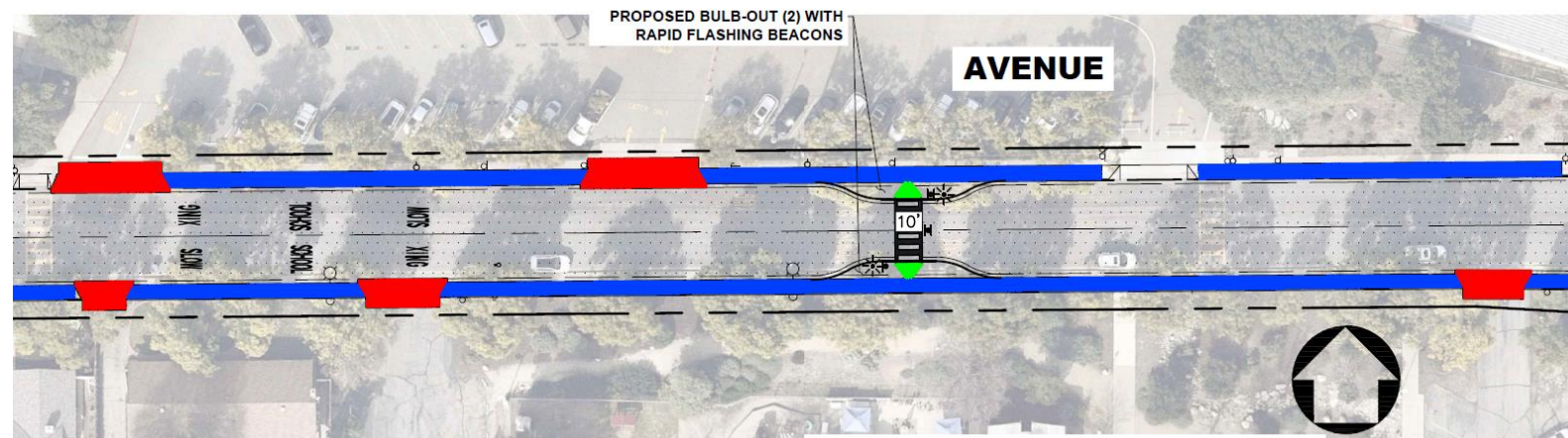
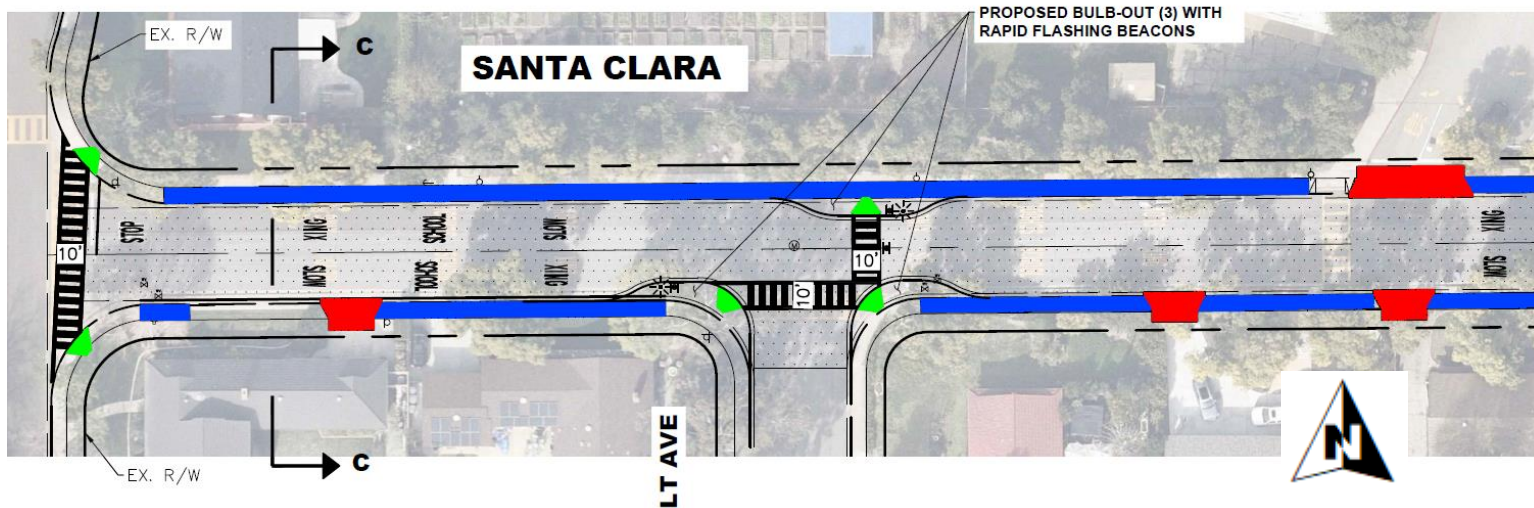


• Mountain Avenue at 8th/Butte St

- Ped Crossing Installation
- Curb Extensions
- Reduces Pedestrian Crossing Distance
- Makes Pedestrians more visible to vehicles prior to crossing
- High visibility crosswalks
- Pedestrian lighting if necessary
- Rapid Flashing Beacons
- Refuge Area



Conceptual Highlights

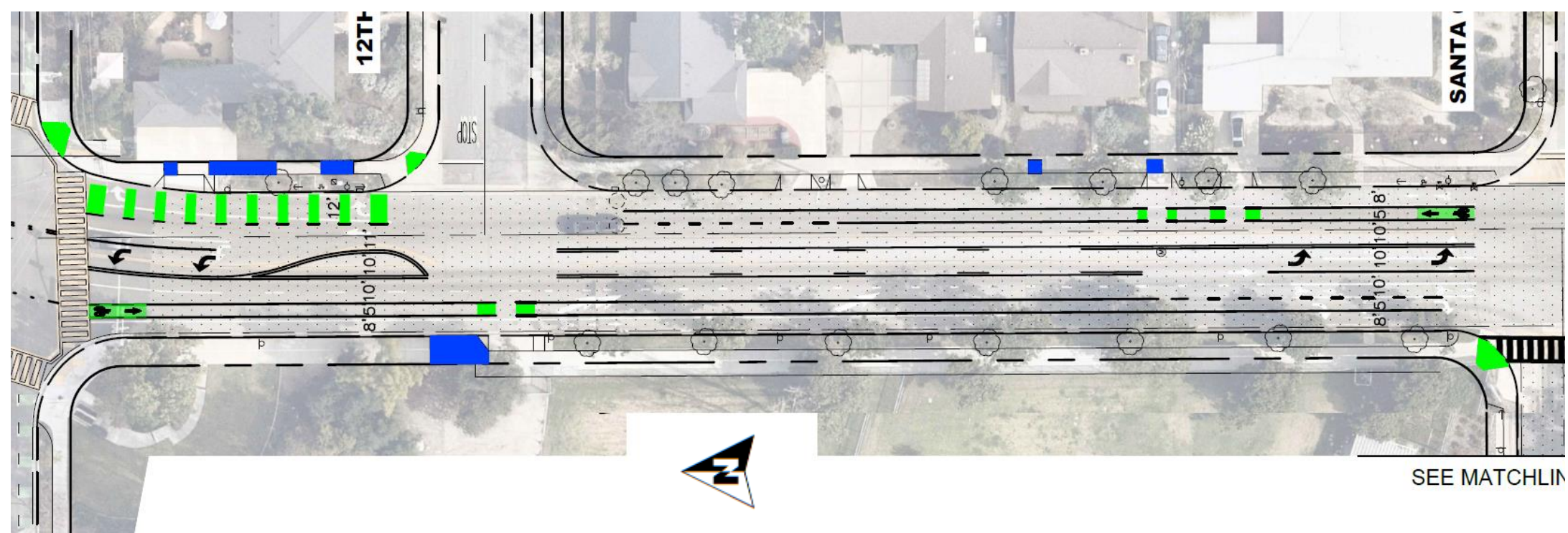


- **Santa Clara – w/o Mountain Avenue**
 - Ped Crossing Installation
 - Curb Extensions
 - Reduces Pedestrian Crossing Distance
 - Makes Pedestrians more visible to vehicles prior to crossing
 - High visibility crosswalks
 - Pedestrian lighting if necessary
 - Rapid Flashing Beacons



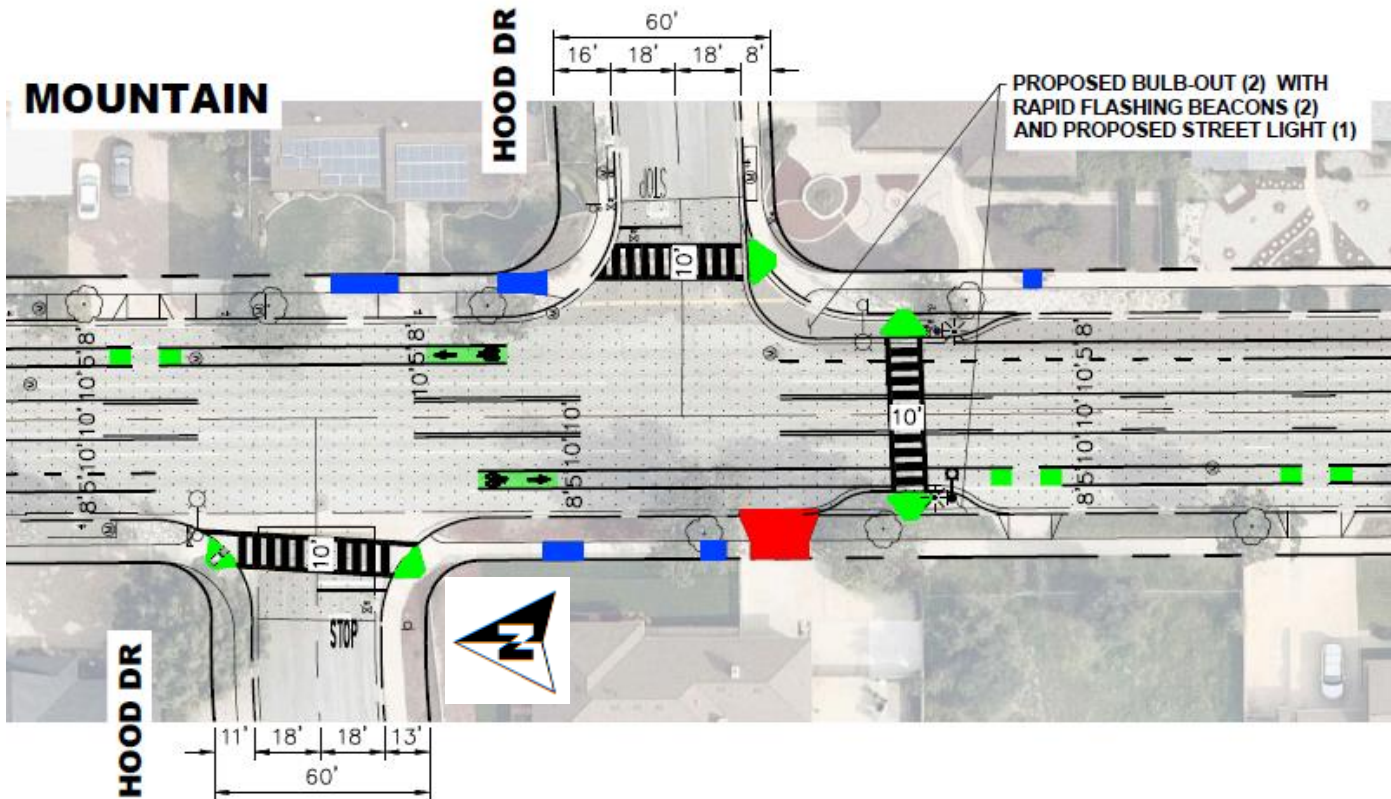
Requires Additional Review with Consultant

- **Mountain – Foothill to Santa Clara**
 - Main focus was to add a bike lane here



Conceptual Highlights

Mountain Avenue at Hood Drive

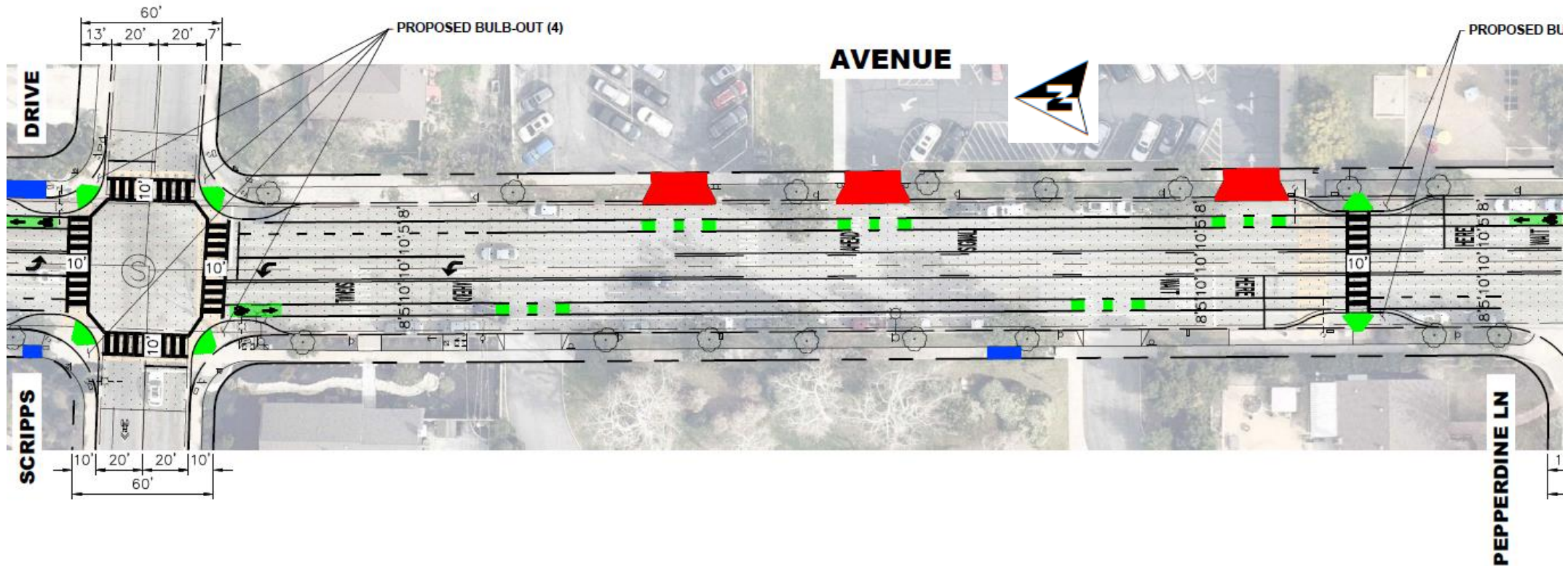


- Ped Crossing Installation
- Curb Extensions
- Reduces Pedestrian Crossing Distance
- Makes Pedestrians more visible to vehicles prior to crossing
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- Refuge Area



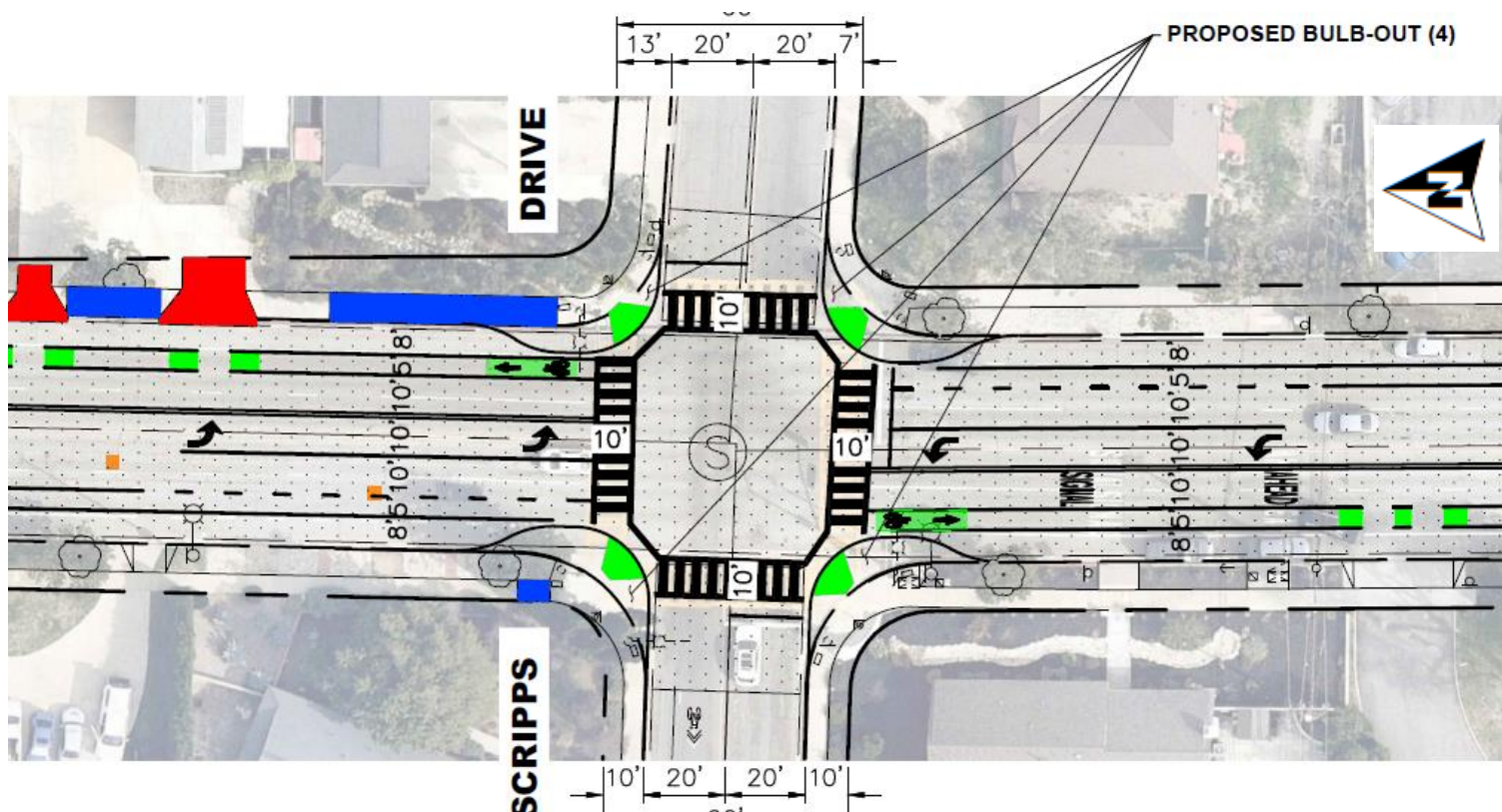
Requires Additional Review with Consultant

- Mountain – Pepperdine Lane to Scripps Drive



Conceptual Highlights

- Mountain – at Scripps Drive



- Curb Extensions
- Reduces Pedestrian Crossing Distance
- Makes Pedestrians more visible to vehicles prior to crossing
- High visibility crosswalks
- Left Turn Pockets
 - North/South
- Recently Received:
 - APS Buttons
 - Countdown Heads
 - No Right Turn on Red



Conceptual Highlights

- **Maintenance Items to be Considered with Final Budget**
 - ADA Ramps
 - Curb & Gutter
 - Drive Approach
 - Sidewalk
 - Asphalt Paving



Project Budget

- Preliminary Budget

- \$3,000,000
- Design Contract ~\$400,000
- 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



Public Comments

- Claremont Bicycle Pedestrian Advisory Group
 - Look into narrower radii at intersections
 - Additional Pedestrian Crossings
 - Class IV Bike Lanes
- Claremont Unified School District
 - Pickup & Drop off Loading Zones are paramount to Circulation
 - Central Kitchen deliveries accessing from TWLT on Mountain
 - 950 Students and 100 Staff
 - Improvements to bike rack access from the sidewalk
 - 30 Students Currently use some type of shared mobility to access El Roble
 - Replace Class I bike path with combo Bike/Ped as currently implemented adjacent to Mountain View
 - Service Access off of Mountain onto Mountain View school property.
 - A two way roadway configuration without a TWLTL won't accomplish safe access and circulation
 - Consider construction in summer 2025
- Foothill/Mountain – look into bike facilities like those shown on NACTO
- Raised Crosswalk
- Speed Table



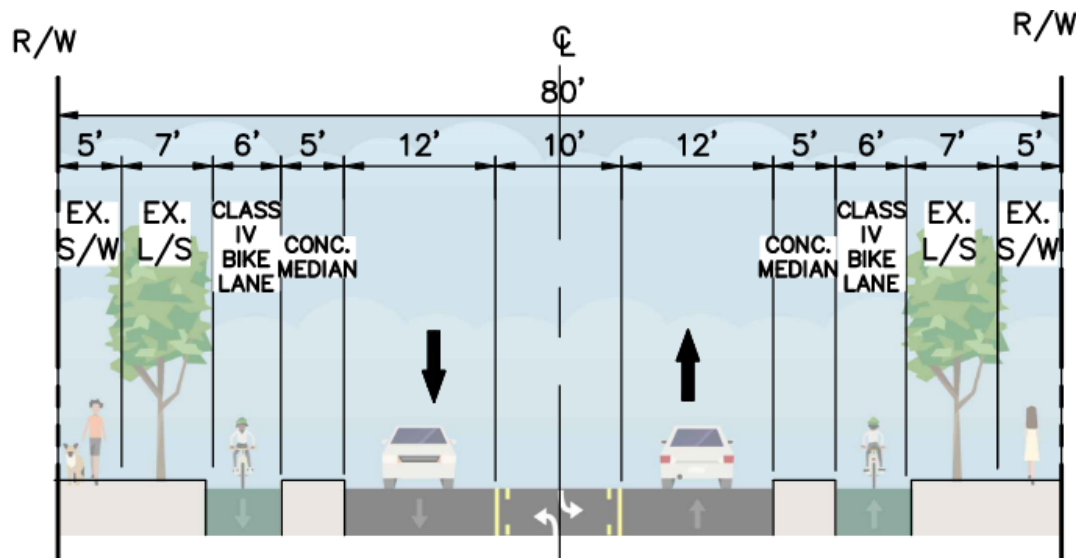
Public Comments

- 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. We 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
- Submitted Written Public Comment
 - Ocean Avenue – much wide at over 70' curb to curb
 - Telegraph – 70' cross section, not many driveways, Class IV dropped where there are close in proximity. Depth of raised medians are also much larger versus the narrower options available if a Class IV was put in against standard practices.



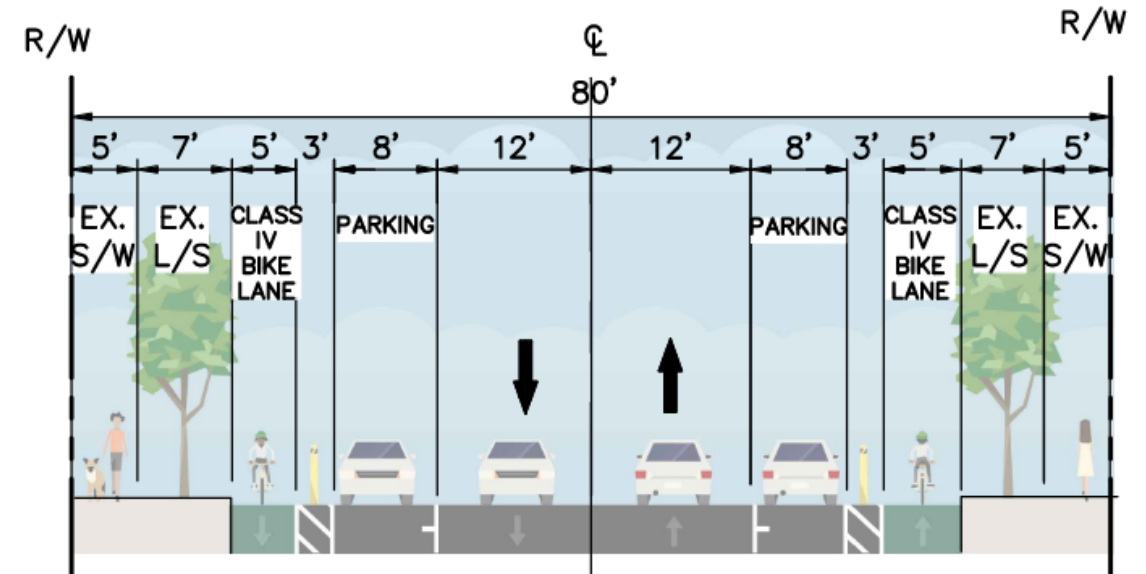
- Giuseppe Canzonieri, P.E.

- 17 Years



ALTERNATIVE CROSS SECTION (a)

- Impedes First Responder ability to respond
- ADA access is impacted
- Trash Pickup is impeded



ALTERNATIVE CROSS SECTION (b)

- Impacts time for first responders
- Trash Pickup is impeded



Next Steps

- Staff will continue to work with the City's consultant to complete the plans and specifications
- Additional conceptual layouts to be provided
 - Will show for those requests not recommended
 - If recommended, those improvements will be added to the plan update.
 - Continue Public Process



Staff Recommendation

STAFF RECOMMENDS THAT THE TRAFFIC AND TRANSPORTATION COMMISSION RECEIVE AND FILE THE MOUNTAIN AVENUE CORRIDOR COMPLETE STREETS IMPROVEMENTS PROJECT 30% PLAN UPDATE – STUDY SESSION.



Questions?

