CLAREMONT CITY COUNCIL

MEETING AGENDA

"We are a vibrant, livable, and inclusive community dedicated to quality services, safety, financial strength, sustainability, preservation, and progress with equal representation for our community."

City Council Chamber
225 Second Street
Claremont, CA 91711

Tuesday
May 12, 2026
6:30 PM

COUNCILMEMBERS

JENNIFER STARK
MAYOR

JED LEANO **COREY CALAYCAY** **ED REECE** **SAL MEDINA**

Meetings are open to the public for in-person attendance. The meeting will be live streamed via Zoom, technology permitting. Members of the public will not be able to provide public comment via Zoom. To watch the meeting via Zoom, use the following link: https://zoom.us/j/256208090. To listen via telephone dial (213)338-8477, Webinar ID: 256 208 090. The recorded meeting will be uploaded to the City website and archived.

OPTIONS FOR PUBLIC COMMENT

Public comment may be provided by one of the following methods. Each speaker will be given up to three (3) minutes to provide their comment.

IN-PERSON LIVE COMMENTS

When public comment is announced, please proceed to the podium one by one.

E-MAIL/MAIL

Written comments sent to the City Clerk's office will be distributed to the City Council and imaged into the record of the meeting. Email: cityclerk@claremontca.gov. Mail: PO Box 880, Claremont, CA 91711. Written comments submitted after publication of the agenda will be made available in the document archive system on the City website as soon as possible - www.claremontca.gov.

For assistance, comments, or more information please contact the City Clerk's Office: email: cityclerk@claremontca.gov; phone: (909) 399-5461 or (909) 399-5463.

CALL TO ORDER THE MEETING OF THE CITY COUNCIL

PLEDGE OF ALLEGIANCE

MOMENT OF SILENCE

ROLL CALL

CLOSED SESSION REPORT - None

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

Announcements:

Claremont Helen Renwick Library Updates
Outside Public Agency Representative Updates

UPCOMING FEDERAL HOLIDAYS - Memorial Day, May 25th

MAYOR AND COUNCIL

Council Items - None

Council Assignment Reports

City Councilmembers may serve as representatives on regional organizations. This time is allocated for reports about their activities. For information about the Council's local, intergovernmental and regional appointments please visit the City website: https://www.claremontca.gov/Government/City-Council/Council-Appointments.

CITY MANAGER REPORT

PUBLIC COMMENT

The Council has set aside this time for persons who wish to comment on items that are not listed on the agenda, but are within the jurisdiction of the City Council. Members of the public will have the opportunity to address the City Council regarding all items on the agenda at the time the Council considers those items.

General public comment will be taken for 30 minutes and will resume later in the meeting if there are speakers who did not get an opportunity to speak because of the 30-minute time limit.

The Brown Act prohibits the City Council from taking action on oral requests relating to items that are not on the agenda. The Council may engage in a brief discussion, refer the matter to staff, and/or schedule requests for consideration at a subsequent meeting.

CONSENT CALENDAR

All matters listed on the Consent Calendar are considered routine. The City Council may act on these items by one motion following public comment. Only Councilmembers may pull an item from the Consent Calendar for discussion, reading of resolutions and ordinances will be waived.

1. ADOPTION OF A RESOLUTION APPROVING THE CITY WARRANT REGISTER

Recommendation: Staff recommends the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated May 7, 2026.

Attachment(s): Resolution Approving City Warrant Register Dated May 7, 2026

2. CITY COUNCIL MINUTES OF APRIL 28, 2026 (REGULAR)

Recommendation: Staff recommends the City Council approve the regular City Council meeting minutes of April 28, 2026.

Attachment(s): Draft Regular Meeting Minutes of April 28, 2026

3. BIENNIAL REVIEW OF THE CITY'S CONFLICT OF INTEREST CODE (FUNDING SOURCE: GENERAL FUND)

Recommendation: Staff recommends the City Council direct the City Attorney to conduct a review of the City's Conflict of Interest Code and file a written statement as to the outcome of the review with the City Clerk no later than September 1, 2026.

4. RESOLUTION APPROVING THE 2026-27 LANDSCAPE AND LIGHTING DISTRICT ENGINEER'S REPORT AND SETTING A PUBLIC HEARING (FUNDING SOURCE: LANDSCAPE AND LIGHTING DISTRICT FUND)

Recommendation: Staff recommends the City Council:

A. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING THE ENGINEER'S REPORT PREPARED BY WILLDAN FINANCIAL SERVICES AS FILED, DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN LANDSCAPE AND LIGHTING DISTRICT NO. LL001 FOR THE FISCAL YEAR 2026/27 PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972 FOR THE MAINTENANCE AND SERVICING OF LIGHTING AND LANDSCAPING, AND GIVING NOTICE OF AND SETTING THE TIME AND PLACE OF THE PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS; and

B. Set a public hearing date of June 9, 2026, for the purpose of hearing any comments on the proposed 2026-27 LLD assessment and for the ordering of the annual levy.

Attachment(s): Intent to Levy Resolution

2026-27 Engineer's Report

Authorizing Resolution No. 2026-09

5. AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH ARTS BRIDGING THE GAP AND APPROPRIATION OF FUNDS FOR A TEEN COMMUNITY MURAL (FUNDING SOURCE: PUBLIC ART FUND)

Recommendation: Staff recommends the City Council:

A. Authorize the City Manager to enter into an agreement with Arts Bridging the Gap in the amount of $10,000 for the facilitation of community engagement events, mural design, and installation; and

B. Appropriate $10,000 from the Public Art Fund to fund the purchase and installation of the artwork.

Attachment(s): Letter of Agreement with Arts Bridging the Gap

03/10/25 Public Art Committee Meeting Minutes

05/12/25 Public Art Committee Meeting Minutes

6. AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH HIRSCH & ASSOCIATES INC. FOR THE DESIGN AND PREPARATION OF PLANS AND SPECIFICATIONS FOR THE INDIAN HILL BOULEVARD REHABILITATION PROJECT (FUNDING SOURCE: STATE GAS TAX)

Recommendation: Staff recommends the City Council:

A. Authorize the City Manager to execute an agreement with Hirsch & Associates Inc. in the amount of $108,075, and authorize a ten percent contingency in the amount of $10,808, for an amount not to exceed $118,883;

B. Appropriate $118,883 from State Gas Tax funds; and

C. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

7. AUTHORIZATION TO AMEND THE AGREEMENTS WITH HARDY & HARPER INC., AND LAE ASSOCIATES FOR THE ARROW HIGHWAY TRANSIT IMPROVEMENT PROJECT, FIRST STREET REHABILITATION PROJECT, AND INDIAN HILL BOULEVARD AT I-10 IMPROVEMENT PROJECT, C.I.P 2025-01, C.I.P. 2025-02, AND C.I.P. 2025-03 (FUNDING SOURCE: (STATE GAS TAX FUND)

Recommendation: Staff recommends the City Council:

A. Authorize the City Manager to amend the contract with Hardy & Harper Inc. in the amount of $73,723, for a total contract amount not to exceed $1,499,309;

B. Authorize the City Manager to amend the contract with LAE Associates in the amount of $34,944, for a total contract amount not to exceed $128,220;

C. Appropriate $108,667 in State Gas Tax funds to fund the contract amendments; and

D. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

8. AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH INTERWEST CONSULTING GROUP FOR PUBLIC WORKS INSPECTION SERVICES RELATED TO CLAREMONT MCKENNA COLLEGE IMPROVEMENTS ON CLAREMONT BOULEVARD (FUNDING SOURCE: APPLICANT - CLAREMONT MCKENNA COLLEGE)

Recommendation: Staff recommends the City Council authorize the City Manager to enter into an agreement with Interwest Consulting Group in the amount of $200,847 to provide contract inspection services for the Claremont Boulevard improvements associated with the Claremont McKenna College Development projects.

9. AWARD OF CONTRACT TO TE ROBERTS, INC. FOR SEWER ON-CALL REPAIR SERVICES (FUNDING SOURCE: SEWER FUND)

Recommendation: Staff recommends the City Council authorize the City Manager to execute a three-year contract with two optional one-year extensions with TE Roberts, Inc. for on-call sewer repair services, in an amount not to exceed $150,000 annually.

PUBLIC HEARING

Public Hearings will not begin before 7:00 p.m.

10. AMENDMENT TO THE CLAREMONT MUNICIPAL CODE TO PERMIT ROTATING AUTO DISPLAY PLATFORMS IN THE COMMERCIAL FREEWAY (CF) ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT

Recommendation: Staff recommends the City Council introduce for first reading, and that reading be by title only, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 16 - ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 - SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXEMPTION TO PROHIBITED FORM OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING CAR CAROUSELS IN THE CF ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT (#25-CA02).

Attachment(s): Draft Ordinance Amending Title 16 and 18

Planning Commission Resolution 2026-03

04/07/26 Planning Commission Minutes

ORDINANCE

11. ORDINANCE ADOPTING THE 2026 CITYWIDE RADAR SPEED SURVEY IMPLEMENTING DECREASED SPEED LIMITS FOR CERTAIN STREETS (FUNDING SOURCES: MEASURE M & PROPOSITION C)

Recommendation: Staff recommends the City Council:

A. Introduce for first reading, and that reading be by title only, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 10 OF THE CLAREMONT MUNICIPAL CODE TO SECTION 10.48.010 RELATING TO THE SPEED LIMITS ON CERTAIN STREETS; and

B. Authorize staff to move forward with the implementation of the speed survey, with the preparation of plans and specifications.

Attachment(s): Ordinance

Draft TTC Special Meeting Minutes of 4-13-26

ADMINISTRATIVE ITEM

12. RESOLUTION ESTABLISHING POLICY AND PROCEDURES FOR RECESSING AND RECONVENING CITY COUNCIL HYBRID BROWN ACT MEETINGS AS A RESULT OF A DISRUPTION IN REMOTE PARTICIPATION (FUNDING SOURCE: GENERAL FUND)

Recommendation: Staff recommends the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ESTABLISHING THE POLICY FOR RECESSING AND RECONVENING CITY COUNCIL MEETINGS HELD PURSUANT TO THE BROWN ACT AND SENATE BILL 707 IN THE EVENT OF A DISRUPTION IN REMOTE PARTICIPATION.

Attachment(s): Resolution

CONTINUED PUBLIC COMMENT

This time is reserved for those persons who were unable to speak earlier in the agenda because of the 30-minute time restriction.

COMMISSIONS/COMMITTEES

One Community and Human Services Commission Vacancy
One Public Art Committee Vacancy
Two Sustainability Committee Vacancies
Upcoming End of Term Vacancies

ADJOURNMENT

THE NEXT REGULAR MEETING OF THE CLAREMONT CITY COUNCIL WILL BE HELD ON, MAY 26, 2026, AT 6:30 PM, IN THE CLAREMONT COUNCIL CHAMBER, 225 WEST SECOND STREET, CLAREMONT, CA 91711.

A LOOK AHEAD – Upcoming Meetings and Tentative Agenda Items

Resolution Establishing 2026-27 Appropriations Limit
School Resource Officer Memorandum of Understanding with CUSD
2025 Traffic Collision Data and California Incident-Based Reporting System "Group A" Crime Data
Annual Military Use Equipment Report
Award of Contract for Weed Abatement and Brush Clearance
Authorization to Enter into an Agreement for City Burglar and Fire Alarm Monitoring and Repair Services
Authorization to Enter into an Agreement for Graffiti Removal Services
Authorization to Enter into an Agreement for Emergency HVAC Repair Services
Purchase and Installation of Public Art for El Barrio Park
Public Hearing on City Vacancies and Recruitment and Retention Efforts
Polling Results Related to Potential City Sales Tax Measure
Update on 2026-28 City Budget Process
Claremont Tourism Business Improvement District Annual Report

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT 0F 1990, THIS AGENDA WILL BE MADE AVAILABLE IN APPROPRIATE ALTERNATIVE FORMATS TO PERSONS WITH DISABILITIES. ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN A CITY MEETING SHOULD CONTACT THE CITY CLERK AT 909-399-5461 or 909-399-5463 “VOICE” OR 1-800-735-2929 “TT/TTY” AT LEAST THREE (3) WORKING DAYS PRIOR TO THE MEETING, IF POSSIBLE.

I, SHELLEY DESAUTELS, CITY CLERK OF THE CITY OF CLAREMONT, CALIFORNIA, HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE FOREGOING AGENDA WAS POSTED AT CLAREMONT CITY HALL, 207 HARVARD AVENUE, ON MAY 7, 2026, PURSUANT TO GOVERNMENT CODE SECTION 54954.2.

POST THROUGH: May 13, 2026

Claremont City Council

Agenda Report

File #: 5984 **Item No:** 1.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: SHELLEY DESAUTELS, CITY CLERK

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

ADOPTION OF A RESOLUTION APPROVING THE CITY WARRANT REGISTER

RECOMMENDATION

Staff recommends the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated May 7, 2026.

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 the City Clerk's Office.

Submitted by:

Shelley Desautels
City Clerk

Attachment:
Resolution Approving City Warrant Register Dated May 7, 2026

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

SECTION 1. That the list of claims and demands dated May 7, 2026, totaling $2,184,154.36 has been audited as required by law.

SECTION 2. That warrant numbers 4814 through 4815 and 268444 through 268602 inclusive, are hereby allowed in the amounts and ordered paid out of the respective funds.

SECTION 3. That the Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED, AND ADOPTED this 12th day of May, 2026.

_____
Mayor, City of Claremont

ATTEST:

_____
City Clerk, City of Claremont

Claremont City Council

Agenda Report

File #: 5985 **Item No:** 2.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: SHELLEY DESAUTELS, CITY CLERK

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

CITY COUNCIL MINUTES OF APRIL 28, 2026 (REGULAR)

RECOMMENDATION

Staff recommends the City Council approve the regular City Council meeting minutes of April 28, 2026.

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 the City Clerk's Office.

Submitted by:

Shelley Desautels
City Clerk

Prepared by:

Jamie Costanza
Deputy City Clerk

Attachment:
Draft Regular Meeting Minutes of April 28, 2026

CLAREMONT CITY COUNCIL
MEETING MINUTES

Tuesday, April 28, 2026 – 6:30 PM
Video Recording is Archived on the City Website
https://www.claremontca.gov/Government/City-Council/Watch-a-Meeting

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CALL TO ORDER

Mayor Stark called the meeting to order at 6:30 PM.

PLEDGE OF ALLEGIANCE

MOMENT OF SILENCE

ROLL CALL

PRESENT COUNCILMEMBER: CALAYCAY, LEANO, MEDINA, REECE, STARK

ABSENT COUNCILMEMBER: NONE

ALSO PRESENT Adam Pirrie, City Manager; Jamie Earl, Assistant City Manager; Alisha Patterson, City Attorney; Mike Ciszek, Chief of Police; Jeremy Starkey, Director of Finance; Melissa Vollaro, Director of Recreation and Human Services; Brad Johnson, Director of Community Development; Jeremy Swan, Director of Community Services; Shelley Desautels, City Clerk

CLOSED SESSION REPORT

There was no closed session meeting.

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

This item starts at 1:37 in the archived video.

The City Council recognized the Spring 2026 Pomona College Sagehen Civic Scholar interns for their contributions to the community and the Claremont Colleges Ski and Snowboard Team Accomplishments at the 2026 U.S. Collegiate National Championships.

The City Council received a presentation from Lanae O'Shields, SoCal Gas Company Public Affairs Manager, on community incentives.

Katherine Loeser, Claremont Helen Renwick Library Librarian, provided an update on upcoming Library events.

UPCOMING FEDERAL HOLIDAYS – None

MAYOR AND COUNCIL

Council Items – None

Council Assignment Reports

This item starts at 23:37 in the archived video.

Councilmember Leano reported the Tri-City Mental Health Behavioral Health Services Spending Plan was recently adopted and encouraged all to view the Plan.

Mayor Stark reported that she and Councilmember Reece attended the League of California Cities Conference.

Councilmember Reece added that while at the League Conference he testified before the House Committee on Local Government regarding best value contracting.

CITY MANAGER REPORT

This item starts at 26:22 in the archived video.

City Manager Pirrie provided an update on the temporary closure of the Alexander Hughes Community Center, announced the Claremont Hills Wilderness Park vault restroom facilities are scheduled to be installed tomorrow, the City's Summer Activity Guide is now available online and invited all to attend the upcoming Special Needs and Inclusion Program Resource Fair on May 2. Lastly, he announced the following 4th of July honorees: Grand Marshall Gary Goltz; Honored Citizen Jack Mills; and Honored Community Group Active Claremont.

PUBLIC COMMENT

This item starts at 29:44 in the archived video.

City Clerk Desautels announced no general written public comment had been received.

Mayor Stark invited public comment.

Unidentified speaker spoke about the recently approved Memorandum of Understanding with Tri-City Mental Health Authority and how that could have assisted in the incident involving Diego Rios.

Unidentified speaker spoke about the recently approved Memorandum of Understanding with Tri-City Mental Health Authority and how that could have assisted in the incident involving Diego Rios.

Zoe, Claremont resident, spoke in support of the Diego Rios family and questioned if the officers involved in the incident are still employed by the City.

Unidentified speaker spoke in support of the comments made previously regarding the approved Memorandum of Understanding with Tri-City Mental Health Authority and expressed concern regarding the Claremont Police Commission.

Kate spoke about the incident involving Diego Rios.

Chloe, Claremont resident, spoke about the incident involving Diego Rios.

Unidentified speaker spoke about the lack of housing affordability in Claremont and encouraged the development of a permanent housing program.

Laura Caley urged the City Council to look at the City of Pasadena's implementation of AB 1482 and spoke about the increased costs in owning rental property.

Jack, Claremont resident, spoke in support of the comments made regarding the Diego Rios incident.

Lydia Hernandez, Claremont Tenants United, believes that Claremont Tenants United has advocated for things that would positively affect both tenants and landlords.

Emily, Claremont resident, echoed the comments supporting potential rent caps, and asked the City Council to take action to help those that are facing housing instability.

There were no other requests to speak.

Mayor Stark closed public comment.

CONSENT CALENDAR

This item starts at 59:46 in the archived video.

Councilmember Medina pulled Consent Calendar Item No. 6.

City Clerk Desautels announced no written public comment had been received on Consent Calendar Items No. 1-5, and 7-10.

Mayor Stark invited public comment on Consent Calendar Items No. 1-5, and 7-10.

Unidentified speaker spoke to Consent Calendar Item No. 10 and questioned why additional funding was being dedicated to the Police Department women's locker room project.

Lydia Hernandez spoke to Consent Calendar Item No. 10 questioned why funding is not being allocated to support affordable housing.

There were no other requests to speak.

Mayor Stark closed public comment.

City Manager Pirrie responded to comments made during the public comment period. He shared that action must be taken to expend all ARPA funds before the statutory deadline on previously identified and approved projects.

Councilmember Leano moved to approve Consent Calendar Items No. 1-5, and 7-10, seconded by Councilmember Calaycay, and carried on a roll call vote as follows:

AYES: Councilmember – Calaycay, Leano, Medina, Reece, Stark
NOES: Councilmember – None

1. Adoption of a Resolution Approving the City Warrant Registers
   Adopted Resolution No. 2026-17, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated April 23, 2026.

2. City Council Minutes of April 14, 2026 (Regular)
   Approved the regular City Council meeting minutes of April 14, 2026.

3. Investment Report – Quarter Ending March 31, 2026
   Received and accepted the Investment Report for the quarter ending March 31, 2026.

4. Quarterly Financial Update – March 31, 2026
   Received and filed the Quarterly Financial Update for the quarter ending March 31, 2026.

5. Authorization to Enter Into an Agreement with Galvin Preservation Associates for the Foothill Country Day School Master Plan Project (Funding Source: Applicant – Foothill Country Day School)
   Authorized the City Manager to enter into an agreement with Galvin Preservation Associates in the amount of $463,796 to provide environmental review services for the Foothill Country Day School Master Plan project at 1035 West Harrison Avenue, and approved a ten percent contingency of $46,380, for a total not-to-exceed amount of $510,176.

6. Purchase and Installation of Public Art for El Barrio Park (Funding Source: Public Art Fund)
   This item was removed from the Consent Calendar.

7. Award of Contract to All American Building Services and Authorization to Enter Into Agreements with Precision Concrete Cutting, Inc. and RKA Consulting Group for the 2026 Sidewalk Rehabilitation Project (Funding Source: Measure R Fund)
   A. Awarded a contract to All American Building Services in the amount of $570,000 for the sidewalk removal and replacement components of the 2026 Sidewalk Rehabilitation Project, authorized a ten percent contingency in the amount of $57,000 for a total amount not to exceed $627,000, and authorized the City Manager to execute the agreement;
   B. Authorized the City Manager to enter into an agreement with Precision Concrete Cutting, Inc. in the amount of $115,000 for concrete cutting services associated with the 2026 Sidewalk Rehabilitation Project;
   C. Authorized the City Manager to enter into an agreement with RKA Consulting Group in the amount of $105,300 for inspection and monument preservation services; and
   D. Found this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

8. Authorization to Amend the Agreement with Athens Services, Inc. to Increase the Base Contract Rates and Extend the Term for Organic Material Processing and Transfer Hauling (Funding Source: Sanitation Fund)
   Authorized the City Manager to amend the contract with Athens Services, Inc. for organic material processing and transfer hauling, exercising the option to extend for an additional three-year term and increasing the base contract rates.

9. Approval of Final Parcel Map No. 83881 for Senate Bill 9 Subdivision Purposes
   A. Approved Parcel Map No. 83881 for Senate Bill 9 subdivision purposes; and
   B. Found this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

10. American Rescue Plan Act (ARPA) Update and Reallocation of Unspent Funds (Funding Source: American Rescue Plan Act Fund)
    A. Reallocated and reappropriated unspent American Rescue Plan Act appropriations of $142,036 to the Police Department Women's Locker Room Addition Project as allowed by the Obligation IFR;
    B. Authorized the City Manager to execute an amendment to the Inter-Agency Agreement with the City Manager's Office increasing the budget amount for the Women's Locker Room Addition to the Claremont Police Station by $142,036;
    C. Authorized the City Manager to execute an amendment to the Inter-Agency Agreement with the Community Development Department reducing the budget amount for the Business Grant Program by $65,000 and reducing the Commuter Rebate Program by $56,839;
    D. Authorized the City Manager to execute an amendment to the Inter-Agency Agreement with the Community Services Department decreasing the budget amount for the Sign Replacement Program by $11,806; and
    E. Authorized the City Manager to execute an amendment to the existing professional services agreement with Data Climb, LLC, increasing the compensation by $85,000 for a total contract amount of $340,108.

Item Removed from the Consent Calendar

6. Purchase and Installation of Public Art for El Barrio Park (Funding Source: Public Art Fund)

This item starts at 1:09:46 in the archived video.

Bevin Handel, Public Information Officer, responded to questions from the City Council regarding the timeline of the project, community input, and cost of the proposed project.

City Clerk Desautels announced no written public comment had been received on this item.

Mayor Stark invited public comment.

Lydia Henry, Claremont resident, asked that the artist agreement be amended to address concerns related to the City's existing covenant that the park must remain a park in perpetuity.

James Sanbrano spoke in support of the proposed artwork being located in the park in perpetuity.

Elizabeth Tulac spoke in support of public art and cautioned that all elements of art be for the greater good of the community.

Magdalena Villanueva, daughter of Al Villanueva, spoke in support of the proposed art piece.

Jose Antonio Aguirre provided additional information related to his artwork and looks forward to displaying his art in El Barrio Park. He questioned the agreement specifically regarding ownership of the art piece.

There were no other requests to speak.

Mayor Stark closed public comment.

City Attorney Patterson suggested that language be added to section 9.4C of the proposed agreement to state that the City's obligations (covenants) would transfer and apply to the new property owner of the Park if the Park were to change ownership.

Councilmember Medina spoke in support of the additional contract language as it would help strengthen the protection of the art piece in El Barrio Park.

Jose Antonio Aguirre expressed concern regarding the language proposed by City Attorney Patterson.

Councilmember Reece moved to direct staff to continue their discussions with the artist on the proposed agreement and bring the agreement back for City Council review at the next meeting.

Councilmember Calaycay suggested the motion be amended to approve portions of the agreement that would allow the artist to move forward with purchasing supplies while addressing issues related to perpetuity.

City Attorney Patterson added the City Council does have the option to approve the contract as proposed and bring back a contract amendment addressing concerns related to perpetuity.

Councilmember Reece confirmed that his motion does not include the suggestions made by Councilmember Calaycay and City Attorney Patterson.

The motion was seconded by Councilmember Medina, and carried on a roll call vote as follows:

AYES: Councilmember – Calaycay, Leano, Medina, Reece, Stark
NOES: Councilmember – None

PUBLIC HEARINGS – None

ORDINANCES – None

ADMINISTRATIVE ITEMS

11. Appeal of Community and Human Services Commission Decision to Deny the Request for Removal of One Canary Island Pine Tree at 347 Indiana Avenue (Funding Source: Landscape and Lighting District Fund)

This item starts at 1:50:53 in the archived video.

Cari Dillman, Community Services Manager, gave a PowerPoint presentation.

Ms. Dillman, Richard Hecker, City Arborist, and City Manager Pirrie, responded to questions from the City Council regarding examination of City Pine trees, roots, past tree failures, maintenance schedule, and tree trimming.

Richard Suter, Appellant, highlighted the reasonings for his appeal and responded to questions from the City Council regarding location of the structure in comparison to the tree, and if the tree was present when the property was purchased.

Brad Johnson, Director of Community Development, Ms. Dillman, and Mr. Hecker responded to additional questions from the City Council regarding engineering review, bridging options, natural reinforcement of a tree, balancing urban forest maintenance, and balance of tree trimming.

City Clerk Desautels announced no written public comment had been received on this item.

Mayor Stark invited public comment.

Unidentified speaker asked the City Council to deny the appeal as the tree should take precedence over the appellants' safety concerns.

Nancy Brower, Community and Human Services Commissioner and Chair of the Tree Committee, highlighted the reasons for the decisions made by the Commission and Committee.

Trevor Grant, Claremont resident, spoke in support of the appellants' request for tree removal.

Brisa Sifuentes, Chair of the Community and Human Services Commission and Member of the Tree Committee, highlighted the actions taken by the Commission and Committee denying the request for tree removal.

There were no other requests to speak.

Mayor Stark closed public comment.

Ms. Dillman continued to respond to questions from the City Council regarding other trees in the area and trees that are deemed to be hazardous.

Councilmember Calaycay spoke in support of staff's recommendation to uphold the Commission's decision denying tree removal as he believes the Commission did not err in their decision.

Councilmember Medina believes the Committee and Commission made an educated decision and spoke in support of staff's recommendation to uphold the denial.

Councilmember Reece spoke in support of the comments made previously and added that the tree was there when the appellant moved in, which was a risk at that time they were willing to accept.

Councilmember Leano spoke in support of removing the Canary Island Pine Tree due to his personal experiences during the January 2022 windstorm.

Mayor Stark spoke in support of staff's recommendation as she believes the Committee and Commission did use the guidelines in the Tree Policies and Guidelines Manual when making their decisions.

Councilmember Calaycay moved to uphold the Community and Human Services Commission's decision to deny the request for the removal of the Canary Island pine tree at 347 Indiana Avenue, seconded by Councilmember Medina, and carried on a roll call vote as follows:

AYES: Councilmember – Calaycay, Medina, Reece, Stark
NOES: Councilmember – Leano

12. Claremont Hills Wilderness Park Trail Etiquette and Electric Bicycle Ordinance One-Year Implementation Update

This item starts at 2:53:25 in the archived video.

Eric Ey, Recreation and Human Services Manager, gave a PowerPoint presentation.

City Clerk Desautels announced two written public comments had been received on this item.

Mayor Stark invited public comment.

There were no requests to speak.

Mayor Stark closed public comment.

Councilmember Medina spoke in support of the efforts made to increase different safety aspects of the Claremont Hills Wilderness Park and is happy to see all sharing the Wilderness Park.

City Manager Pirrie confirmed that staff will not provide any future updates on this topic, unless otherwise directed by the City Council.

The City Council received and filed the one-year implementation update on the Claremont Hills Wilderness Park electric bicycle and trail etiquette ordinance.

ADJOURNMENT

Mayor Stark adjourned the regular meeting of the Claremont City Council at 9:36 PM. The next regular meeting of the Claremont City Council will be held on May 12, 2026.

_____
Mayor

ATTEST:

_____
Deputy City Clerk

Claremont City Council

Agenda Report

File #: 5931 **Item No:** 3.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: SHELLEY DESAUTELS, CITY CLERK

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

BIENNIAL REVIEW OF THE CITY'S CONFLICT OF INTEREST CODE (FUNDING SOURCE: GENERAL FUND)

SUMMARY

The Political Reform Act of 1974 (the Act) requires State and local government agencies to adopt a Conflict of Interest Code (the Code) identifying officials and employees within the agency who make governmental decisions based on the positions they hold. The law requires public officials and employees in those designated positions to report their financial interests, and places restrictions upon certain types of loans and gifts that they may receive while in office.

The Act further requires the City to biennially review and update, if necessary, its Code. On or before July 1 of each even-numbered year, the City Council shall direct a review of the Code to ensure it reflects the current structure of the City and properly identifies all officials and employees who should be filing financial disclosure Statements of Economic Interests (Form 700) with the City Clerk's Office.

Members of the City Council, the Planning Commission, the City Manager, the City Attorney, the City Treasurer, and all other City officials who manage public investments, as defined by 2 California Code of Regulations Section 18700.3, are not subject to the Code, but instead must file a Statement of Economic Interests pursuant to Government Code Section 87200, et. seq., directly with the Fair Political Practices Commission through the Commission's online portal.

RECOMMENDATION

Staff recommends the City Council direct the City Attorney to conduct a review of the City's Conflict of Interest Code and file a written statement as to the outcome of the review with the City Clerk no later than September 1, 2026.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

City Attorney review of the Code is covered under the existing retainer agreement with the City. The cost to prepare this report is estimated at $546 and is included in the operating budget of the Administrative Services Department.

ANALYSIS

Under the Political Reform Act of 1974 (the Act), all State and local governmental agencies are required to adopt a Conflict of Interest Code. The Code designates which of an agency's employees, commissioners, committee members, and consultants have duties which may involve potential conflicts of interest. These persons are called designated employees. The law requires public officials and employees in those designated positions to report certain portions of their financial interests and places restrictions upon certain types of loans and gifts that they may receive while in office.

The City's Conflict of Interest Code identifies the City's designated employees and provides that they file a Statement of Economic Interests (Form 700) disclosing assets and income which may be materially impacted by the actions taken in the employee's official capacity. The Code further provides that a designated employee, under certain circumstances, be disqualified from acting to avoid a conflict of interest.

The Act requires the City to biennially review and update, if necessary, its Code. On or before July 1 of each even-numbered year, the City Council shall direct a review of the Code to ensure it reflects the current structure of the City and properly identifies all officials and employees who should be filing Statements of Economic Interests (Form 700). Any new or reclassified position should also receive an assignment of disclosure categories under which to report financial interests.

Members of the City Council, the Planning Commission, the City Manager, the City Attorney, the City Treasurer, and all other City officials who manage public investments, as defined by 2 California Code of Regulations Section 18700.3, are not subject to the Code, but instead must file a Statement of Economic Interests pursuant to Government Code Section 87200, et. seq., directly with the Fair Political Practices Commission through the Commission's online portal.

Staff recommends that the City Council direct the City Attorney to conduct the review and file a written statement with the City Clerk regarding the outcome of that review no later than September 1, 2026. Staff will place an amended Code on a City Council agenda prior to October 1, 2026, if any changes are required.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents, and finds it relates to the 2024-26 Budget.

CEQA REVIEW

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

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 the City Clerk's Office.

Prepared by:

Shelley Desautels
City Clerk

Claremont City Council

Agenda Report

File #: 5991 **Item No:** 4.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

RESOLUTION APPROVING THE 2026-27 LANDSCAPE AND LIGHTING DISTRICT ENGINEER'S REPORT AND SETTING A PUBLIC HEARING (FUNDING SOURCE: LANDSCAPE AND LIGHTING DISTRICT FUND)

SUMMARY

On February 24, 2026, the City Council adopted Resolution 2026-09 (Attachment C), authorizing the preparation of the 2026-27 Engineer's Report for the voter-approved Citywide Landscape and Lighting District (LLD). State law requires an annual update for the levying of Landscape and Lighting District assessments, and the first step is the preparation of the Engineer's Report for 2026-27. The annual report includes the proposed budget for the services provided under the LLD, which includes the maintenance of landscape, parks, trees, and streetlights. The report is now complete and is included for the City Council's review and consideration as Attachment B. The second step is setting a Public Hearing date by resolution declaring the intent to levy and collect assessments within the Landscape and Lighting District. The Intent to Levy Resolution is included as Attachment A.

As permitted in the enabling resolution, the Engineer has determined that the change in February 2025 to February 2026 Los Angeles-Long Beach-Anaheim area Consumer Price Index (CPI) represents an increase of 2.932 percent. The application of this change to the LLD assessment would increase it from $226.13 per assessment unit (AU) to $232.76 per AU for 2026-27.

RECOMMENDATION

Staff recommends the City Council:

A. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING THE ENGINEER'S REPORT PREPARED BY WILLDAN FINANCIAL SERVICES AS FILED, DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN LANDSCAPE AND LIGHTING DISTRICT NO. LL001 FOR THE FISCAL YEAR 2026/27 PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972

FOR THE MAINTENANCE AND SERVICING OF LIGHTING AND LANDSCAPING, AND GIVING NOTICE OF AND SETTING THE TIME AND PLACE OF THE PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS; and

B. Set a public hearing date of June 9, 2026, for the purpose of hearing any comments on the proposed 2026-27 LLD assessment and for the ordering of the annual levy.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

Assessment Unit and CPI Adjustment

The formula used to calculate each parcel's LLD levy is based upon a standard assessment unit. Single-family residential parcels less than 11,500 square feet in area are considered one (1) assessment unit. From this base, all other land use designations are assigned assessment units based upon the established formula, which is contained in the attached Engineer's Report, pages 12-13. The annual increase in the assessment amount is limited to the increase in the Los Angeles-Long Beach-Anaheim area Consumer Price Index (CPI) for the 12-month period of February to February. The CPI increase for this period is 2.932 percent.

The assessment per AU for 2025-26 was $226.13. Applying an increase in keeping with the CPI increase of 2.932 percent would bring the assessment to $232.76 per AU. This new assessment amount would result in $87,314 in additional revenue, bringing the total LLD assessment revenue to $3,493,466 for 2026-27. The total LLD maintenance costs for 2026-27 are budgeted at $5,139,290.

Revenue from LLD assessments will fund approximately 70 percent of eligible LLD program expenditures, with approximately 30 percent subsidized by the General Fund.

Below is an overview of the proposed expenditures and revenues for 2025-26:

2026-27 Maintenance and Expenditure Plan

Developed Parks	$2,014,909
Street Medians & Rights-of-Way	$1,610,097
Trees	$1,017,544
Street Lighting	$ 486,240
Administration Costs	$ 10,500
Total Expenditures:	**$5,139,290**

2026-27 Revenues

LLD Assessments	$3,493,466
General Fund	$1,645,824
Total Revenues:	**$5,139,290**

The costs to research this issue, prepare documentation, and complete this report are estimated to be $1,200. These costs are in staff time allocated to the project and are included in the operating budget of the Community Services Department.

ANALYSIS

The proposed $5,139,290 LLD program budget covers the maintenance of landscaping and the urban forest and street lighting improvements throughout the City. A detailed description of the maintenance activities that occur within the LLD is included below.

Developed Parks

The City has 21 developed parks, totaling 154.7 acres that are maintained through the LLD. The estimated cost to maintain City parks during Fiscal Year 2026-27 is $2,014,909. Typical maintenance activities for City parks include:

- Turfgrass mowing and edging
- Repairing irrigation systems as needed
- Cultivating and aerating turfgrass and ground cover as needed
- Renovating turfgrass and sports fields as needed
- Fertilization and pest control as needed
- Ongoing weed abatement
- Litter removal
- Trimming of trees and shrubs
- Daily janitorial services for park restrooms
- Graffiti removal as needed
- Playground equipment inspections
- Vandalism and fencing repairs as needed

These activities may change during the year, pending Council direction and given the potential for the return of drought conditions.

Street Medians & Rights-of-Way

The City has 95 median islands, totaling over 10 acres, and over 50 acres of public right-of-way that are maintained by the LLD. This includes landscaped grounds in the Village and Plaza and around the Village Parking Structure. The estimated cost to maintain these landscaped areas during Fiscal Year 2026-27 is $1,610,097. Typical maintenance activities for medians and rights-of-way include:

- Turfgrass mowing and edging (parkways only)
- Repairing irrigation systems as needed
- Cultivating ground cover as needed
- Fertilization and pest control as needed
- Ongoing weed abatement
- Litter removal
- Trimming of trees and shrubs as needed

These activities may change during the year, pending Council direction and given the potential for the return of drought conditions.

Urban Forest

The City maintains approximately 24,200 trees. The estimated cost to maintain City trees during Fiscal Year 2026-27 is $1,017,544. The budget includes funding for the reforestation program, which in previous years has been grant-funded.

Typical maintenance activities for the urban forest program include:

- Grid and Select Trimming
- Young Tree Care Program
- Removal and replacement of hazardous, dead, and/or severely declining trees
- Reforestation
- Integrated Pest Management Program

Street Lighting

There are 2,509 City-owned and 306 Southern California Edison-owned streetlights within the City. The City is required to pay the energy costs for all streetlights located in the public right-of-way within the City limits, regardless of ownership. These expenses are funded by the LLD. In addition to electricity costs, the LLD pays for the maintenance and repair of streetlights, which is performed by a private contractor or by Southern California Edison. The estimated cost for the maintenance and electricity associated with streetlights in 2026-27 is $486,240.

Annual Process for Levying Assessments

Although Claremont voters approved continuing the LLD in 1997, State law requires an annual procedure for levying assessments in accordance with the same procedures the City has followed every year since 1990. This process includes a noticed public hearing to establish the rates and the maintenance plan. On February 26, 2026, the City Council completed the first step in the annual procedure by adopting Resolution No. 2026-09, authorizing Willdan Financial Services to prepare the 2026-27 annual report.

On May 6, 2026, the Community and Human Services Commission recommended that the annual increase in the LLD assessment be brought before City Council at the May 12, 2026 meeting. The City Council must set a public hearing date to review modifying the annual levy. Staff recommends that the City Council set the public hearing for June 9, 2026. As part of the public hearing, the City Council would consider the Engineer's Report and the recommendation to increase the annual assessment by $6.63 to $232.76 per assessment unit. Following City Council consideration and if approved, the report will then be submitted to the County Auditor-Controller for collection of the assessment on the November 2026 and April 2027 property tax billings.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it relates to the following: Council Priorities, Sustainable City Plan, Economic Sustainability Plan, the General Plan, and the 2024-26 Budget.

CEQA REVIEW

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

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 the City Clerk's Office.

Submitted by:

Jeremy Swan
Community Services Director

Prepared by:

Cari Dillman
Community Services Manager

Attachments:
A - Intent to Levy Resolution
B - 2026-27 Engineer's Report
C - Authorizing Resolution No. 2026-09

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING THE ENGINEER'S REPORT PREPARED BY WILLDAN FINANCIAL SERVICES AS FILED, DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN LANDSCAPE AND LIGHTING DISTRICT NO. LL001 FOR THE FISCAL YEAR 2026/27 PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972 FOR THE MAINTENANCE AND SERVICING OF LIGHTING AND LANDSCAPING, AND GIVING NOTICE OF AND SETTING THE TIME AND PLACE OF THE PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS

WHEREAS, in March 1990, the City Council of the City of Claremont (the "City") adopted Landscape and Lighting District No. LL001 pursuant to the Landscaping and Lighting Act of 1972, Part 2 (commencing with § 22500) of Division 15 of the Streets and Highways Code (the "Act"), for the maintenance and servicing of street lighting, street trees, parkways, median islands, and city parks; and

WHEREAS, in March of 1997, a majority of voters of the City of Claremont approved Ordinance No. 97-1 ("Measure A"), which among other things, ratified, approved, and validated the assessments under existing Landscape and Lighting District No. LL001 and authorized the City Council "to increase on an annual basis the annual levy for Landscape and Lighting District No. LL001" using the Consumer Price Index for all Urban Consumers for the Los Angeles-Long Beach-Anaheim area, published by the United States Department of Labor, Bureau of Labor Statistics, provided that any such annual increase in assessments not exceed ten percent (10%); and

WHEREAS, Landscape and Lighting District No. LL001 qualifies for continued levying under Section 5 of Article XIII D of the California Constitution; and

WHEREAS, the City is required under the Act to follow certain annual procedures for levying assessments; and

WHEREAS, on February 26, 2026, the City Council adopted Resolution No. 2026-09 initiating proceedings for the levy and collection of assessments for Fiscal Year 2026/27; and

WHEREAS, by said resolution, the City Council ordered Willdan Financial Services, for the purpose of assisting the City with the annual levy and collection of assessments within said assessment district, to prepare and file a report with the City Clerk in accordance with Article 4 (commencing with § 22565) of Chapter 1 of Part 2 of Division 15 of the Streets and Highway Code; and

WHEREAS, Willdan Financial Services has filed such report with the City Clerk, and such report has been presented and considered by the City Council; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Landscape Lighting and Assessment District Annual Update is statutorily exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guideline Section 15273(a)(4) because the purpose of the annual assessment is to provide funding to maintain existing public landscaping and streetlights within the City of Claremont; and

WHEREAS, pursuant to CEQA Guideline Section 15061(b)(3), this item is exempt from CEQA because there is no potential for causing a significant effect on the environment because the action will simply provide funding to maintain existing public landscaping and streetlights.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED BY THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AS FOLLOWS:

SECTION 1. **Recitals.** The above recitals are true and correct and are incorporated herein.

SECTION 2. **Intention.** The City Council hereby declares that it is their intention to levy and collect assessments for Landscape and Lighting District No. LL001 for the Fiscal Year 2024/25 pursuant to the Landscaping and Lighting Act of 1972. The area to be assessed is located in the City of Claremont, County of Los Angeles. The boundaries of Landscape and Lighting District No. LL001 are described in the Fiscal Year 2026/27 Annual Engineer's Report (on file in the City Clerk's office). No assessments shall be imposed upon a federal or state government agency (county, city, and/or special district) located within the boundaries except when such property is not devoted to a public use.

SECTION 3. **Purpose.** The purpose of Landscape and Lighting District No. LL001 is for maintenance and servicing of street lighting, street trees, parkways, median islands, and city parks.

SECTION 4. Report. The Willdan Financial Services report is on file with the City Clerk and is hereby approved, as filed, by the City Council. All interested persons are referred to the Willdan Financial Services report for a full and detailed description of the work, the boundaries of the proposed assessment district, and the proposed assessments upon assessable lots and parcels of land within Landscape and Lighting District No. LL001.

SECTION 5. Time and Place of Hearing. On Tuesday, June 9, 2026, at the hour of 7:00 p.m., during the course of its regular scheduled meeting, the City Council will conduct a public hearing on the question of the levy of the proposed annual assessment. The hearing will be held at the City Council Chamber, 225 Second Street, Claremont, California.

SECTION 6. Notice. The City Clerk shall give notice of the time and place of said hearing by publishing a copy of this Resolution once in the Claremont Courier and once in the Daily Bulletin not less than ten (10) days before the date of the hearing.

SECTION 7. Pre-Approved CPI Increase of Annual Assessment. The proposed annual assessment shall be based on actual total costs, as delineated by Streets and Highways Code § 22569. In accordance with Section 5 of Ordinance No. 97-1 ("Measure A"), which a majority of voters of the City of Claremont approved on March 4, 1997, the City Council has declared its intention to use the Consumer Price Index for All Urban Consumers for the Los Angeles-Long Beach-Anaheim area (1982-1984=100), published by the United States Department of Labor, Bureau of Labor Statistics (the "CPI") to increase the assessments for Landscape and Lighting District No. LL001 for Fiscal Year 2025/26; provided, however, that such increase in assessments shall not exceed ten percent (10%). Based on the CPI, the proposed 2025/26 assessment represents a 2.932% increase over the previous year. The 2025/26 assessment is not increasing above the annual CPI adjustments that Claremont voters approved in 1997.

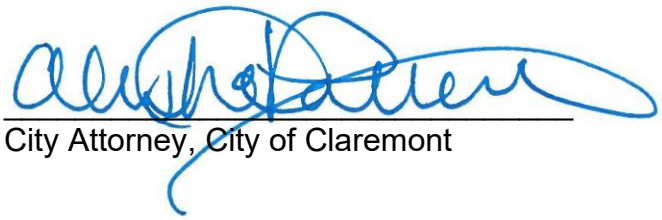
PASSED, APPROVED AND ADOPTED this 12th day of May, 2026.

_____
Mayor, City of Claremont

Attest:

_____
City Clerk, City of Claremont

Approved as to form:



_____
City Attorney, City of Claremont

ATTACHMENT B

City of Claremont

Landscaping and Lighting District No. LL001

2026/2027 Engineer's Report

Intent Meeting: May 12, 2026

Public Hearing: June 9, 2026

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WILLDAN

ENGINEER'S REPORT AFFIDAVIT

Establishment of Annual Rates and Charges for the:

Landscaping and Lighting District No. LL0001

City of Claremont

Los Angeles County, State of California

This Report and the information contained herein reflect the proposed budget for each of the various services provided by the Landscaping and Lighting District No. LL001 and the rates and charges applicable to those services as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Los Angeles County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council of the City of Claremont.

Dated this _____ day of _____, 2026.

Willdan Financial Services
District Engineer
On Behalf of the City of Claremont

By: _____

Chonney Gano
Project Manager, District Administration Services

By: _____

Tyrone Peter
PE. # C 81888

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I. INTRODUCTION

The City Council of the City of Claremont (the "City") adopted resolution 90-121 on March 9, 1990 forming the City's Landscaping and Lighting District No. LL001 (the "District"). Pursuant to the order of the City, this Engineer's Report (the "Report") is prepared in compliance with the requirements of Article 4, Chapter 1 of the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code of the State of California ("1972 Act"). The proposed annual levy of assessments has been prepared and is made pursuant to the provisions of Chapter 3 of the 1972 Act and Article XIII D of the California Constitution, and this Report presents the engineering analysis for the 2026/2027 Fiscal Year for the District.

The District, by direct benefit assessments, provides funding for a portion of the costs associated with the continued maintenance and operation of landscaping, streetlighting, and related services within the public areas and rights-of-way throughout the City. Improvements within the District generally include:

- Landscape improvements within specified medians, parkways, neighborhood islands, weed abatement areas, City facilities, parks and preserve areas within the District including street trees, turf, ground cover, shrubs, irrigation and drainage systems, backup walls, recreational improvements and all necessary appurtenances;

- Streetlighting (safety lighting) of various light intensities located throughout the District. These streetlights include lights owned by the City of Claremont and Southern California Edison.

The annual assessments described in this Report, in part, fund the utilities, operations, administration and maintenance of the improvements. Parcels within the District share in the cost of the services and improvements set forth in this Report and are based upon the City's estimate of the expenses related to the operation and maintenance of the District improvements, which include labor, personnel, equipment, materials, utilities and administrative expenses.

The 1972 Act permits the establishment of annual assessments through the District for the purpose of funding certain improvements which include the construction, maintenance and servicing of landscaping, public lighting and appurtenant facilities. The 1972 Act further requires that the cost of these improvements be levied according to special benefit rather than assessed value:

"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated special benefits to be received by each such lot or parcel from the improvements. The determination of whether a lot or parcel will benefit from the improvements shall be made pursuant to the Improvement Act of 1911 (Division 7 (commencing with Section 5000)) of the Streets and Highways Code, State of California."

II. EFFECT OF PROPOSITION 218 AND MEASURE A

In November 1996, voters of the State of California passed Proposition 218 that added Articles XIII C and XIII D to the California Constitution. Specifically, as it applies to the District, Article XIII D established specific requirements and provisions for assessments and mandated that all assessments comply with stated provisions by July 1, 1997, unless an assessment district meets certain exemptions. The exemptions from the procedural and approval requirements are set forth in Section 5 of the Article and include the following:

"(a) any assessment imposed exclusively to finance the capital costs or maintenance and operation expenses for sidewalks, streets, sewers, water, flood control, drainage system, or vector control."

"(d) any assessment which previously received majority voter approval from the voters voting in an election on the issue of the assessment."

The District qualifies as an existing assessment with a substantial portion of the District funding items exempt under provision (a) quoted above, specifically street improvements. Using the definitions provided by the Office of the Controller for the State of California in the Guidelines Relating to Gas Tax Expenditures published by the Division of Local Government Fiscal Affairs, street improvements include streetlights and parkway and median landscaping. In addition, on March 4, 1997, the Claremont City Council placed before the voters a measure (Measure "A") asking for registered voter approval to continue the City's existing District assessment. The voters approved continuing the existing district by a 55 percent majority "YES" vote. Based on these facts, the City has determined that the existing assessments for the District are exempt from the substantive and procedural requirements of Article XIII D Section 4 of the Constitution. However, any proposed new or increased assessments will comply with the provisions set forth in Article XIII D Section 4. Annual consumer price index increases to the existing rates can be made in accordance with the ordinance approved by Measure A.

III. PLANS AND SPECIFICATIONS

DISTRICT BOUNDARIES

The boundary of the District is completely within the City limits and is shown on the Assessment Diagram on file in the office of the City Clerk and, by reference, is made part of this Report. A map showing a representation of the District boundaries is included in Section 6 of this Report. The specific lines and dimensions of all parcels of real property included within the District are described in detail on the Assessor's Parcel Maps for the current Fiscal Year, said maps being on file in the Los Angeles County Assessor's office.

ANNEXATIONS AND MODIFICATIONS TO THE DISTRICT

In Fiscal Year 2002/2003, the City conducted a property owner protest ballot proceeding for the annexation and imposition of a new assessment for territory designated as Annexation No. 2. The territory consisted of all lots or parcels located within the proposed 125 single-family residential development known as Claremont Hills (Tract 50568), located north of Mt. Baldy Road and generally east of Via Padova in the northeastern portion of the City. Although this residential subdivision included numerous privately owned parkways, open space areas, slopes, medians, and easements within and adjacent to the residential lots to be maintained by the homeowner's association (HOA), the properties within the residential subdivision also benefit from improvements provided by the District. The District improvements that benefit the properties within the subdivision include, but are not limited to, the maintenance and operation of an estimated 228 street trees and 30 streetlights located within and adjacent to Tract 50568 installed as part of the development of properties within the tract; brush clearance of 2.23 acres of hillside fire zone area; a portion of the costs associated with the traffic signal at the main entrance to the development located at Mt. Baldy Road and Padua Avenue; and each parcel's proportional cost of trails and parks maintained through District assessments, as well as the irrigation systems, drainage systems, and electrical facilities associated with the preceding landscaping and lighting improvements. The annexation of the territory and the imposition of the District annual assessments on properties within the annexed territory were approved at a Public Hearing on April 23, 2002, in compliance with the provisions of the 1972 Act and Article XIII D of the California Constitution.

For Fiscal Year 2026/2027, there are no proposed annexations.

IMPROVEMENTS AUTHORIZED BY THE 1972 ACT

As applicable or may be applicable to this District, the 1972 Act defines improvements to mean one or any combination of the following:

- The installation or construction of public lighting facilities.
- The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof, including, but not limited to, grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities.

- The maintenance or servicing, or both, of any of the foregoing.
- The acquisition of any existing improvement otherwise authorized pursuant to this section.

Incidental expenses associated with the improvements including, but not limited to:

- The cost of preparation of the Report, including plans, specifications, estimates, diagram, and assessment;
- The costs of printing, advertising, and the publishing, posting and mailing of notices;
- Compensation payable to the Los Angeles County (the “County”) for collection of assessments;
- Compensation of any engineer or attorney employed to render services;
- Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements;
- Any expenses incidental to the issuance of bonds or notes pursuant to Section 22662.5.
- Costs associated with any elections held for the approval of a new or increased assessment.

The 1972 Act defines "maintain" or "maintenance" to mean furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement, including:

- Repair, removal, or replacement of all or any part of any improvement.
- The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

This Report is prepared in compliance with the requirements of Chapter 1, Article 4, Landscaping and Lighting Act of 1972, being Part 2, Division 15, sections 22500 through 22679 of the Streets and Highways Code, State of California.

This Report includes plans and specifications for the improvements, an estimate of the costs of the improvements, a listing of the proposed assessment against the parcels or lots that benefit from the improvements and a diagram of the District showing the boundary of the District; (the boundaries of the District are coterminous with the City boundaries and, by reference, are hereby made part of this Report). The Report is hereby presented to the City Council for its review and approved as presented or, as the City Council may determine, it should be modified before approval.

After the Report is preliminarily approved, the City Council may adopt a resolution of intention that describes the improvements, refers to the Report for details of the District, and sets a time and place for a public hearing on the proposed levy of assessments.

Assessments for this District are being levied for the following improvements within the District:

Landscaping

A general description of the location and types of landscape maintenance areas provided by the District are included in this Report. A more specific Landscape Inventory showing the location of all landscaped areas within the District is on file in the office of the City Clerk and by reference is made part of this Report. The annual special benefit assessments for the District provide funding for a portion of the utility and maintenance costs associated with the landscape improvements.

As it relates to landscaping:

Utility means the furnishing of water for the irrigation of any landscaping, water features or the maintenance of any other related improvements.

Maintenance means the furnishing of services and materials for the ordinary and usual maintenance, operation and servicing of any improvement including, but not limited to:

1. Repair, removal, or replacement of all or any part of any landscape improvement.
2. Providing for the life, growth, health, and beauty of landscaping, including, without limitation, cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.
3. The removal of trimmings, rubbish, debris, and other solid waste.
4. Grading, clearing, removal of debris, the installation, construction or replacement of curbs, gutters, walls, sidewalks, paving, water, irrigation, drainage, or electrical facilities related to the landscape improvements.
5. Cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti, as needed.

Streetlights

There are 2,509 streetlights of various light intensities within the District including: 2,203 streetlights owned by the City, 306 owned by Southern California Edison. The City is mandated to pay the energy costs for all streetlights located in public rights-of-way within the City limits, regardless of ownership. The annual special benefit assessments for the District provide funding for a portion of the utility and maintenance costs associated with these improvements. A Streetlight Inventory showing the location of all streetlights within the District is on file at the office of the City Clerk and, by reference, is made part of this Report. The annual special benefit assessments for the District provide funding for a portion of the utility and maintenance costs associated with the streetlight improvements.

As it relates to streetlights:

Utility means the furnishing of electric current or energy, gas, or other illuminating agent for public streetlight facilities or any other public lighting facilities.

Maintenance means the furnishing of services and materials for the ordinary and usual maintenance, operation and servicing of any streetlight improvement, including without limitation, repair, removal, or replacement of all or any part of a component of the streetlight system.

IV. METHOD OF APPORTIONMENT

The net amount to be assessed upon lands within the District in accordance with this Report is apportioned by a formula and method which fairly distributes the amount among all assessable lots or parcels in proportion to the benefits to be received by each lot or parcel from the improvements, namely the maintenance and servicing of public landscaping and lighting facilities within the District. The maintenance and servicing of public landscaping and lighting facilities installed and constructed in public places in the City provides a direct benefit which is received by each and every lot or parcel, tending to provide specific enhancement of the properties within the District.

SPECIAL BENEFIT RATIONALE FOR STREETLIGHTS

Streetlights improve ingress and egress from the City over major streets by illuminating said streets after sunset. Such streetlights, by so improving ingress and egress, improve the security of public rights-of-way by improving the nighttime visibility and improve the access of emergency vehicles thereto and in the case of commercial lots or parcels, facilitate the opening and operation of business uses after sunset. The primary benefits of streetlights are for the convenience, safety, security, and protection of property, property improvements, and goods as set forth below:

1. Improvement to traffic circulation and reduction in nighttime accidents, particularly at intersections and railroad crossings.
2. Improved ingress and egress to property.
3. Improved ability of pedestrians and motorists to see.
4. Enhanced deterrence of crime and the aid to police protection and reduction of the vulnerability to criminal assault at night.
5. Reduction in vandalism and other criminal acts, and damage to improvements or property, and decrease in personal property loss.
6. Increased promotion of business during nighttime hours in the case of commercial properties.

All of the preceding special benefits derived from District streetlight improvements contribute to a specific enhancement and desirability of each of the parcels within the District and thereby provide a special enhancement of the assessed properties.

SPECIAL BENEFIT RATIONALE FOR LANDSCAPING OF RIGHTS-OF-WAY

Landscaping of rights-of-way along public streets enhances the aesthetic appeal of parcels within the District. The primary benefits of landscaping are set forth below:

1. A sense of community pride resulting from well-maintained green spaces.
2. Enhanced adaptation of the urban environment within the natural environment.
3. Improved erosion resistance, dust, and debris control.
4. Reduced noise and air pollution (environmental enhancement).

5. Improved aesthetic appeal of major arterial streets with landscaped medians, backup walls, and neighborhood islands.

All of the preceding special benefits derived from District landscape improvements contribute to a specific enhancement and desirability of the parcels within the District and thereby provide a special enhancement of the assessed properties.

SPECIAL BENEFIT RATIONALE FOR PARKS

The maintenance of parks and recreational improvements provide a particular and distinct special benefit to parcels within the District. The desirability of properties within the District is enhanced by the presence of well-maintained parks and recreational facilities for the use and enjoyment of residents and property owners. The park and recreational facilities enable users and owners of the properties to participate in sporting events and other recreational activities while avoiding the expense of installing and maintaining similar improvements and facilities that are privately owned. In addition to providing opportunities for recreational use, the proper maintenance of park and recreational facilities improves the aesthetics of nearby parcels through the proper maintenance of landscaping, the reduction of pollution and noise in surrounding areas, the provision of open space, and the planting of otherwise barren areas, and the reduction of property-related crimes against properties within the District, especially vandalism, through the abatement of graffiti.

Finally, having recreational amenities in nearby public parks and facilities means that the assessed property owners may enjoy the benefits of having such improvements available for use by their families, tenants, employees, clients, or visitors and this availability provides:

1. Enjoyment of recreational amenities at a cost less than private installation and maintenance.
2. Improved aesthetic value of the community by establishing green space and recreational areas within the urban environment, thereby reducing air and noise pollution.
3. Health, social and self-improvement benefits derived from utilizing the facilities.
4. Fully maintained public parks available to all residents within the City.
5. Group participation, character building, mentoring, and coaching for the youth in the community that provides a positive atmosphere and reduces idle time that might otherwise result in criminal activities.
6. Family and group activities that help to strengthen family values and to reduce ethnic and social tensions and promote active involvement of families and senior citizens.
7. An enhanced sense of pride within the community.
8. Increased business opportunities as a result of enhanced community involvement and activities.

All of the preceding special benefits derived from District park improvements contribute to a specific enhancement and desirability of the parcels within the District and thereby provide a special enhancement of the assessed properties.

The special benefits to properties from well-maintained parks have been recognized by several

respected agencies including: The National Recreation and Park Association (“the recreation value is realized as a rise in the value of land and other property in or near the recreation area...”); the California Parks and Recreation Department (“the availability and attractiveness of local parks and programs influences some companies relocation decisions the presence of a park encourages real estate development around it...”); and the United States Department of the Interior (“An investment in parks and recreation helps reduce pollution and noise, makes communities more livable, and increases property values.”). In addition, in a 1992 study, the Parks and Recreation Federal Ontario, Canada, reported that parks and recreational activities provide special benefits in the form of reduced vandalism, reduced criminal activity, and increased property values; and locally, the Board of Realtors has observed that property values in the City are positively affected by the attractive and well-kept appearance of public areas. All of the above contribute to a specific enhancement of the properties within the District.

Standards developed by the National Recreation and Parks Association have been used to determine the special benefit conferred from public park improvements as compared to the general benefit conferred. Well-maintained public parks provide a general benefit to the public at large, and a special benefit to properties located within a reasonable distance of the park facility. The standards of the National Recreation and Parks Association indicate that properties within three miles of a community park, and one-half mile of a neighborhood park receive special benefits from these improvements. Each parcel within the District is located within reasonable proximity to a park, and therefore, benefits from the improvements provided. All properties within the District are within the three-mile standard for a community park, and approximately 80 percent are within the one-half mile standard for a neighborhood park.

General Benefit

In addition to the special benefits received by the parcels in the District, there are general benefits conferred by the maintenance, operation, and servicing of streetlights, public parks and landscaping. It is recognized that the proper maintenance of streetlights, parks and landscape improvements provide some degree of benefit to the public at large. It has further been determined that properties owned by public agencies, such as the City, County, State, or the federal government receive little direct or special benefit from the District improvements, except when such property is not devoted to a public use. The benefits conferred on these properties from the improvements are more general in nature and therefore these parcels are not assessed. Therefore, the City has made a General Fund contribution to the District in an amount that equals or exceeds any estimated general benefit provided by the District services.

Base Assessment Unit (AU)

The formula used to calculate the amount spread to all parcels within the District for landscaping and streetlights starts with the basic assessment unit. The basic assessment unit (AU) is given a value of one (1) for a single-family residential parcel less than 11,500 square feet in area. From this base, all other land use designations are assigned assessment units that reflect their proportional benefit from District improvements. The assignment of AU's is provided on the following pages.

ASSESSMENT FORMULAS

Land Use Code	Land Use	Assessment Formula	
000V	Vacant, Agricultural, Condo & PUD Open Space, Non-developable Accessory Parcels	0 assessable acres	0.0 AU per parcel
010V		0.25 acre & under	0.25 AU per parcel
011V		0.26 – 0.50 acre	0.50 AU per parcel
012V		0.51 – 0.75 acre	0.75 AU per parcel
013V		0.76 – 1.00 acre	1.0 AU per parcel
014V		1.01 – 5.00 acres	0.8 AU per acre – 1.0 AU min.
015V		5.01 – 10.00 acres	0.7 AU per acre – 4.0 AU min.
016V		10.01 – 20.00 acres	0.6 AU per acre – 7.0 AU min.
017V		20.01 acres & over	0.5 AU per acre –12.0 AU min.
010C	Condominiums		0.9 AU per unit
010D	PUD's		1.0 AU per unit
010X 0100	Single Family Residences (See Note 3)	11,500 sf parcel or less	1.0 AU per parcel
011X 0100		11,501 – 16,500 sf per parcel	1.3 AU per parcel
012X 0120		16,501 sf per parcel or more	1.6 AU per parcel
02XX	Duplexes		1.8 AU per parcel
03XX	Triplexes		2.7 AU per parcel
04XX	Fourplexes		3.6 AU per parcel
05XX	Apartments	1 – 20 units	0.9 AU per unit
		21 – 50 units	0.8 AU per unit – additive
		51 – 100 units	0.7 AU per unit – additive
		101 – 200 units	0.6 AU per unit – additive
		Over 200 units	0.5 AU per unit – additive
10XX – 69XX	Commercial/Industrial (excluding below uses)	1.0 AU min.	3.0 AU per acre or fraction
17XX 171X 19XX 191X	Office Buildings & Professional Buildings (use the same formula)	8,000 bldg sf or less	Use Commercial/Industrial
		Over 8,000 bldg sf	Use 1.0 AU per 1,000 bldg sf
172X	Office and Residential		Greater of Office or Residential formula
18XX	Hotel/Motels		1 AU per 5 rooms
6410 6411 6412	Fraternal Orgs./Clubs	Use Same Square Footage Breakdown as SFR	Same Formula as Single-Family Residences (SFR)
65XX	Sports Clubs		Same Formula as Commercial/Industrial
71XX	Churches		2 AU per parcel

Land Use Code	Land Use	Assessment Formula	
72XX	Private Schools		1 AU per 40 daytime students plus
722X	Day Care Centers		2 AU per 40 live-in students and live-in staff
730V	Vacant College Property		1 AU per 2 acres
73XX	Non-Vacant College Property		1.5 AU per acre
			Single-Family Residences, Duplexes, etc. assessed per appropriate formula
74XX	Convalescent Homes		1 AU per 10 beds
75XX	Retirement Homes		1 AU per 10 units
7710	Mortuary		Same Formula as Commercial/Industrial
8100	Public Utilities (non-vacant)	0.25 acre per parcel or less	1 AU per parcel
8200		0.26 – 2.00 acres per parcel	2 AU per parcel
8300		2.01 – 5.00 acres per parcel	3 AU per parcel
8400		5.01 acres or more	1 AU per acre
87XX	Special Cases: Golf Courses, Botanic Garden, Girl Scout Camp, Vacant Hillside Land Zones "Slope Density" (see Notes 5 and 6)	1 AU min.	1 AU per 5 acres or fraction
860V	Water Rights Preserve		1 AU per 5 acres or fraction
88XX	Exempt Properties (Public)		0.0 AU per parcel

Notes:

1. Commercial Property: When there are multiple uses on one parcel, the use generating the highest assessment shall apply.

2. Churches: Multiple uses on multiple parcels or single parcels shall be assessed cumulatively.

3. The square footage of non-developable accessory parcels, when owned in common with an adjacent parcel, shall be added to the square footage of adjacent parcel for purposes of determining the assessment on said parcel.

4. A prorated AU will be applicable to land area or number of persons above the limits given in the above Assessment Formula.

5. At such time that the hillside development credits on these parcels are sold, they will be considered undevelopable and will be zero assessed.

6. Vacant Hillside Land zoned "Slope Density" has a maximum assessment per parcel of 0.5 AU per future dwelling unit (DU) based upon the DU yield as determined by the City Planning Department. The minimum assessment per parcel is 1.0 AU.

7. The above formula was adopted during formation proceedings by the Claremont City Council on March 9, 1990.

Individual assessments are determined by compiling the total number of assessment units (AUs), dividing the total amount of money to be assessed by the total AUs to determine the dollars per AU, and then multiplying the AUs for each parcel by the dollars per AU to obtain the assessment for each parcel.

APPLICATION OF ASSESSMENT FORMULAS (EXAMPLES)

The number of assessment units (AU) generated within the City for Fiscal Year 2026/2027 is 15,008.87. The dollars generated per AU are:

$3,493,466.06 ÷ 15,008.87 AU = $232.76/AU

Examples of the method of calculating individual assessments are given below. Utilizing the Assessment Formulas provided on the previous pages, the following assessment calculations are applicable for Fiscal Year 2026/2027:

Example No. 1: Single Family Residences (SFR).

A. A SFR parcel with up to 11,500 sf of area = 1.0 AU

1.0 AU x $232.76/AU = $232.76

Individual units of Planned Unit Developments (PUD) are assessed as above. Condominiums are assessed at 0.9 AU per dwelling unit.

B. A SFR parcel with between 11,501 and 16,500 sf of area = 1.3 AU

1.3 AU x $232.76/AU = $302.59

C. A SFR parcel with over 16,501 sf of area = 1.6 AU

1.6 AU x $232.76/AU = $372.42

***Example No. 2*:** A store located on a 1.6-acre parcel of land. Commercial properties are assessed at a rate of 3.0 AU per acre.

1.6 acres x 3.0 AU/acre = 4.8 AU

4.80 AU x $232.76/AU = $1,117.25

Example No. 3: A 54-unit apartment complex on one (1) parcel of land.

Apartment properties are assessed on a sliding scale based on the number of units associated with the parcel of land.

The assessment for this 54-unit apartment complex is determined as follows:

1-4 units	4 units	X	1.0 AU/unit	=	4.0 AU
5-20 units	16 units	x	0.9 AU/unit	=	14.4 AU
21-50 units	30 units	x	0.8 AU/unit	=	24.0 AU
51-54 units	4 units	x	0.7 AU/unit	=	2.8 AU
Totals	**54 units**				**45.2 AU**

Example No. 4: A church with a day care center on one (1) parcel of land. Churches are assessed at a flat rate of two (2) AU per parcel. To that is added one (1) AU per parcel for the day care center for a total of three (3) AU.

3.0 AU x $232.76/AU = $698.28

Example No. 5: A retirement home with 87 units on one (1) parcel of land. Retirement homes are assessed at a rate of one (1) AU per ten (10) units.

8.7 AU x $232.76/AU = $2,025.01

LIMITATION ON INCREASE OF ANNUAL ASSESSMENTS

The City Council was authorized by Measure A to increase the annual assessments in accordance with the Consumer Price Index ("CPI") for All Urban Consumers for the Los Angeles-Long Beach – Anaheim area, published by the United States Department of Labor, Bureau of Labor Statistics, provided, however, that any such annual increase in assessments shall not exceed ten percent (10%).

The CPI increased from February 2025 to February 2026 by 2.932%. See Section VIII. for assessment totals by land use and the assessment roll.

The assessment per AU increased from $226.13 in Fiscal Year 2025/2026 to $232.76 in Fiscal Year 2026/2027.

V. FISCAL YEAR 2026/2027 BUDGET

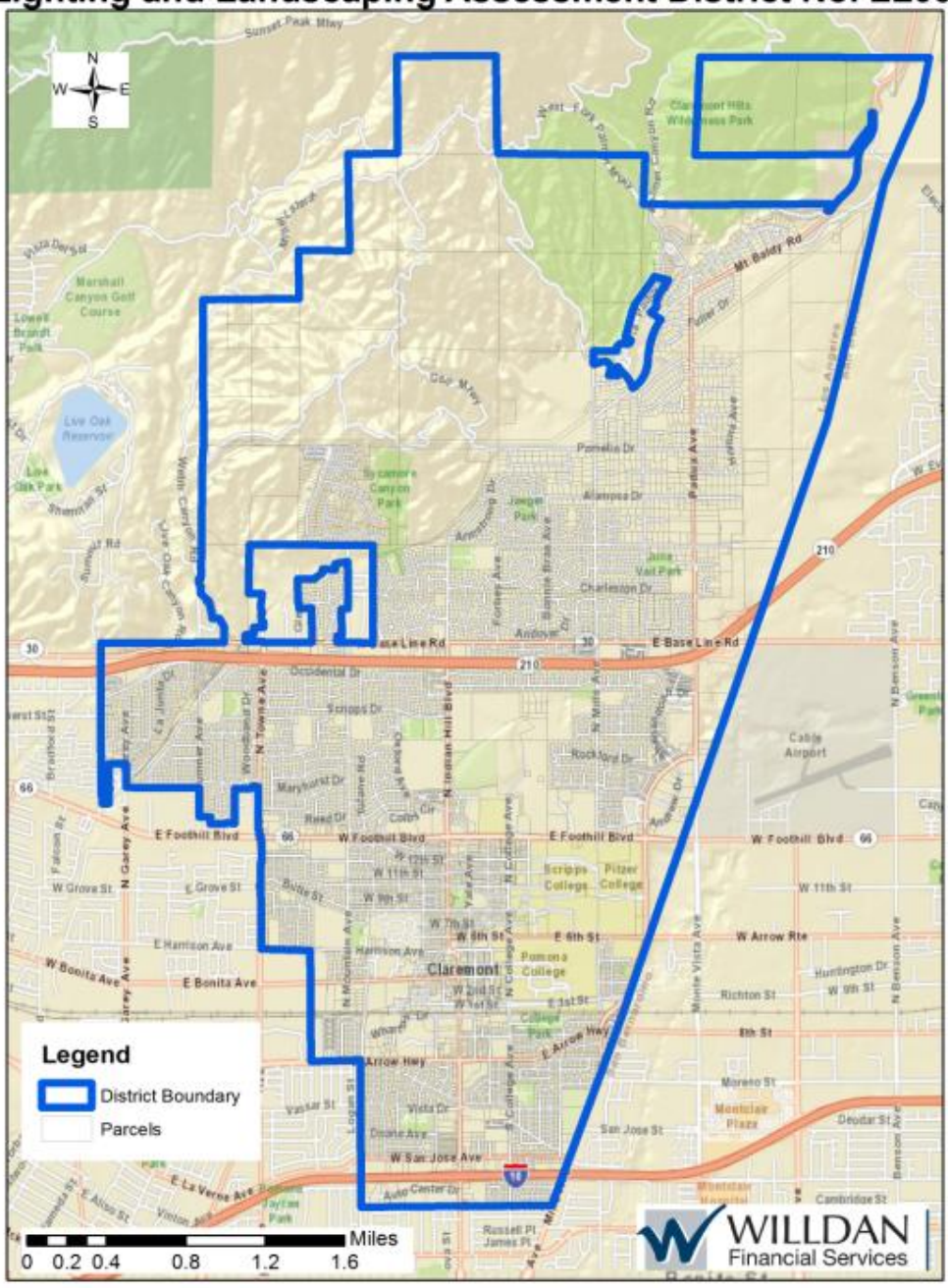
Estimated Costs for Landscaping and Street Lighting			Fiscal Year 2026/2027[1]
Direct Costs			
Maintenance Costs	**Streets**	**Parks**	**Totals**
Safety Lighting	$165,990	$0	$165,990
Landscaping and Facilities	826,111	1,416,997	2,243,108
Trees	819,304	198,240	1,017,544
Subtotal	**$1,811,405**	**$1,615,237**	**$3,426,642**
Utility Costs			
Safety Lighting Energy	$320,250	$0	$320,250
Irrigation Energy	96,326	41,737	138,063
Irrigation Water	687,660	556,175	1,243,835
Subtotal	**$1,104,236**	**$597,912**	**$1,702,148**
Total Direct Costs	**$2,915,641**	**$2,213,149**	**$5,128,790**
Administration and Incidental Costs			
District Administration/Legal Fees/Data Processing			$8,000
County Auditor/Controller Fee			2,500
Total Administration Costs			**$10,500**
Total District Expenses			**$5,139,290**
Revenue Adjustments			
Reserve Collection			$0
General Benefit Contribution			(1,645,824)
Other Contributions			0
Rounding Adjustment			0
Total Adjustments			**($1,645,824)**
Estimated Balance to Levy			**$3,493,466**
Assessment Units (AU)			15,008.87
Fiscal Year 2026/2027 Rate			**$232.76**

[1] Totals may not foot due to rounding.

VI. ASSESSMENT DIAGRAM

A boundary map of the District is shown on the following page. For details of the dimensions of the parcels within the District, reference is made to Los Angeles County Assessor's Maps that are on file in the office of the County Assessor of the County of Los Angeles.

City of Claremont
Lighting and Landscaping Assessment District No. LL001



VII. LIST OF AREAS REQUIRING LANDSCAPE MAINTENANCE

The following provides the list of areas requiring landscape maintenance.

MEDIANS	
Area	**Square Feet**
Arrow Highway (east of Indian Hill)	610
Mills Avenue (south of Arrow Highway)	1,300
Towne Avenue (south of Foothill, east side, south of Culmore)	1,464
Claremont Boulevard (north of Foothill)	17,504
Claremont Boulevard (south of Foothill)	57,504
Monte Vista Avenue	44,450
Arrow Highway (Indian Hill to Cambridge)	19,610
Towne Avenue (Amador to Butte)	5,115
Indian Hill Boulevard	54,992
Foothill Boulevard	92,598
Bowling Green Drive	7,000
Towne Avenue (Baseline Road to Foothill Rd)	7,560
First Street (Oberlin Dr to Claremont Boulevard)	22,500
Huntington Drive (east of Claremont Boulevard at First Street)	8,030
Baseline Road (Live Oak Canyon to Monte Vista)	31,350
Baseline Median	62,200
San Jose Avenue	7,950
Mountain Ave (Baseline Rd to Huron Dr.)	415
TOTAL MEDIANS	**442,152**
	10.15 acres

MINI PARKS	
Area	**Square Feet**
Mountain View	1,455
Montana Lane	20,150
Lynoak Mini Park	11,000
TOTAL MINI PARKS	**32,605**
	0.75 acres
TOTAL MEDIANS AND MINI PARKS	**474,757**
	10.90 acres

PUBLIC BUILDINGS NOT IN CITY PARKS	
Police, 570 West Bonita Avenue	N/A
City Hall, 207 Harvard Avenue	N/A
City Yard, 1616 Monte Vista Avenue	N/A
Padua Hills Theatre, 4467 Via Padova	N/A
Parking Structure, 470 West First Street	N/A
Metrolink Parking Lot, 100 W 1st Street	160,000
Claremont Depot platforms (N & S)	20,000
Village Plaza	15,000
Library	16,000
Claremont Hills Wilderness Park Parking Lot	18,000
TCT Parking Lot (Indian Hill Blvd)	30,200
Metrolink Parking Lot, 200 West First Street	160,000
TOTAL PUBLIC BUILDINGS NOT IN CITY PARKS	**419,200**
	9.62 acres

BACK-UP WALLS	
Area	**Square Feet**
Foothill Boulevard (north side, east of Mills--hedge)	6,252
Arrow Highway (south side, west of Indian Hill)	2,800
Mills Avenue (south of Cucamonga, south of I-10, west side)	5,668
South Cambridge Avenue (railroad track to Arrow)	17,244
Bonita Avenue (north side, Grinnell to Berkeley--hedge)	7,522
Arrow Highway (north side, west of Cambridge)	972
Indian Hill Boulevard (1st Street to railroad tracks--turf)	6,750
North Cambridge Avenue (CDS @ Foothill Blvd)	598
Foothill Boulevard (south side, east of Mountain to Berkeley)	34,000
First Street (fence east of Mills--hedge)	1,911
Garey Avenue (east side, Smith to Thompson Creek)	21,030
Arlington Drive	8,775
Foothill Boulevard (north side, Mills to Botanic Garden and Colby to Mountain)	6,900
Scripps and Indian Hill	7,564
Martin Way	4,418
Via Zurita (hedge)	3,400
Mills (west side, Baseline to end of wall, below Chaparral)	4,435
Mills (east side, below Baseline, driveway to vacant lot)	1,150
Wood Court (access)	3,980
Mills Avenue (west side, Miramar to Baseline)	51,308
Baseline (north side, west of Mills to Forbes)	62,305
Trail north of La Puerta (Indian Hill to Forbes)	62,169
Padua and Mount Baldy (Southeast corner)	78,705
Towne (Eastside, north of Ridgefield)	1,000

BACK-UP WALLS	
Area	**Square Feet**
Horse Trails	51,602
Baseline (north side, Mills to Padua)	40,670
Padua (west side, north of Baseline to Kemper Ave/ Western Christian School)	17,424
Miramar (north side, east of Mills)	5,200
Padua (east side Alamosa to Lamonette)	22,990
Mills (east side, Pomello to Mt. Baldy)	35,808
Padua (east side, north of Montana)	24,624
Padua (east side, north of Miramar)	25,502
Indian Hill (east side, Radcliffe Dr. to Via Zurita St)	14,583
Limestone Road (access to Thompson Creek Trail)	3,825
Towne Avenue (east side, Syracuse to 1700 Towne)	1,053
Towne Avenue (east side, 1700 to Scripps)	1,396
Baseline (south side, Forbes to Allegany)	5,415
Baseline (south side, Allegany to Bonnie Brae)	7,284
Baseline (south side, west of Cape Cod to undeveloped area)	5,460
First Street (North side from Indian Hill Blvd to College Ave)	38,500
Overflow lot Thompson Creek Trail	13,040
Towne Avenue (east side, Scripps to undeveloped area--hedge)	5,450
Towne Avenue (west side, Ridgefield to 1755)	3,160
Towne Avenue (west side, 1625 to Briarcroft)	6,040
Mountain Avenue (south of I-10)	9,900
Wiley Court	1,200
Padua Avenue (west SIDE from Pomello to Padua Park)	21,285
First Street (Indian Hill to Cornell)	500
Baseline (south side, Towne Ave to Oxford- remaining section to Haven is 83,81,82,95)	96,000
Oberlin (First Street to Second Street)	860
Padua Ave (east side from Pomello to Trevecca)	85,000
Padua Ave (both sides from Padua Park to Mt. Badly Rd)	N/A
Foothill Boulevard (north side, west of Mountain)	N/A
Foothill Boulevard (both sides Claremont Blvd to Monte Vista)	4,000
Indian Hill Blvd (south east corner at Harrison)	N/A
Indian Hill Blvd (north west corner at Harrison)	N/A
Foothill Boulevard (south side from Mountain to west end of the school)	N/A
Mills (west side, north of Foothill to Blaisdell	12,000
Mills (east side north of 210 FWY)	1,300
Base Line Rd (both sides from westerly City Limit to approximately 200' east of Live Oak)	29,000
Mary Place (west end access walkway to June Vail Park)	2,000
Hollins and Pomello (NW corner)	6,700
Claremont Blvd (east side, 6th St to Foothill Blvd)	6,000

BACK-UP WALLS	
Area	**Square Feet**
Claremont Blvd (east side, Foothill Blvd to Andrew)	1,400
College Way (North side Williams to Live Oak Canyon)	10,000
Mountain Avenue (south Silver Tree to Sage, west side)	1,000
Mountain Ave at Santa Barbara	700
Triangle Planter at San Jose and Sycamore	100
Allegany (south end)	400
Monte Vista Avenue (east side City Yard to Base Line Rd)	7,000
Monte Vista Ave (west side Base Line Rd to Shenandoah	N/A
Williams Ave (east side from College Way to 140' north)	1,400
Lockhaven Staircase	2,000
Area south of Metrolink platform, west of College Ave	15,000
Mt. Baldy Road (south side from powerlines to Padua Ave)	39,000
Mt. Baldy Road (north side at TCT overflow lot)	13,000
Meredith Planter	1,500
Padua Ave (west side Alamosa south approximately 130')	2,600
Sumner Ave planter (west side from Lane Ct to TCT walkway entrance)	3,200
Padua Ave (west side Miramar north approximately 300')	6,000
Parking Structure Planters	3,000
Elmira north end swale	700
TOTAL BACK-UP WALLS	**1,113,627**
	27.25 acres

NEIGHBORHOOD ISLANDS	
Area	**Square Feet**
Baughman Avenue	2,160
Wheaton Avenue	480
Chapman and Occidental	800
Athens Court	500
Simmons Court at Fairmont	800
Via Zurita	2,485
Lamar	1,850
Duchesne	2,560
Antioch Road	600
Bowling Green Drive (at Antioch)	200
Hanover Road (at Bowling Green Drive)	300
Roanoke Road	375
Santa Rosa Court	1,056
Oxford (north)	3,247
Oxford (south)	3,233
Oxford (at Fairmont)	1,500
Blue Mountain Way (west)	450
Blue Mountain Way (east)	177
Cape Cod Avenue	177
Drury Court (north)	177
Drury Court (south)	177
La Sierra Way	150
Guanajuato Drive	450
Winthrop Avenue	6,450
Marietta Avenue	6,450
Oxford (at Baseline)	2,400
Wilkes Court	450
Mercer Court	500
Seton Court	450
Adrian Court	375
Tulsa Avenue	375
Redlands Avenue	2,250
Furman Drive	1,850
San Jacinto Court	1,340
San Mateo Court	1,438
San Diego Court	1,400
San Fernando Court	1,440
San Benito Court	2,016
Mt. Carmel Drive	5,570
Villa Maria Road	12,150
Loretto Court	2,560

NEIGHBORHOOD ISLANDS	
Area	**Square Feet**
San Marcos Place	2,560
San Luis Place	2,560
Sonora Place	450
Siena Court	2,560
Coalinga Court	2,560
Dana Court	2,560
Salisbury Lane	450
Heidelgberg Lane	450
Wood Court (north)	2,560
Wood Court (south)	2,560
Eagle Grove Avenue	350
Bradley Avenue	450
Ursinus Circle	450
Cleary Drive	860
Armstrong Drive	2,400
Juilliard Drive	2,560
Auburn Way	2,560
Aquinas Avenue (at Baseline)	259
Bethany Circle	350
Chouinard Circle	350
Eden Circle	2,650
Saint Andrews (at Baseline)	1,120
Kemper Avenue	450
Lawrence Circle	500
Decatur Circle	500
Hastings Circle	800
Moab Drive	7,060
Bethel Court	170
TOTAL NEIGHBORHOOD ISLANDS	**116,477**
	2.67 Acres

NON-LANDSCAPED AREAS (Weed Abatement and Clean-up)	
Area	**Square Feet**
Baseline Road (north side, Forbes to Indian Hill)	9,240
Baseline Road (south side, Forbes to Indian Hill)	4,408
Padua Avenue (north of Amarillo, west side swale)	20,875
Mt. Baldy Road (north and south of Grand Avenue, swale)	11,700
College Avenue (south of I-10)	684
College Avenue (north of I-10)	4,032
Baseline Right-of-way	10,500
Padua Avenue (west of Pomello to Blaisdell Ranch)	12,900
Padua : SWALE + TRAIL on east side from Amarillo to Pomello	N/A
Wayne Ave and College Ave (walkway between)	2,700
Taylor Drive and Harrison Ave (walkway between)	1,000
Northampton Staircase	1,200
TOTAL NON-LANDSCAPED AREAS	**79,239**
	2 acres

PARK DATA	
Area	**Acres**
Blaisdell	7.5
Blaisdell Preserve	7.3
Chaparral	3
College and Pooch Park	8.6
El Barrio	1.3
Griffith	9.7
Higginbotham	5.4
Jaeger	4.5
Joat	18.2
June Vail	5.8
La Puerta	10
Larkin	9
Lewis	4.7
Mallows	1.1
Memorial	7.2
Padua Park	17
Rancho San Jose	1.3
Rosa Torrez	0.7
Shelton	0.5
Thompson Creek Trail	24.9
Wheeler	7
TOTAL DEVELOPED ACRES	**154.7**

VIII. ASSESSMENT ROLL SUMMARY

The following pages provide a summary of the Fiscal Year 2026/2027 proposed assessment totals and parcel counts for the various land use designations within the District. The specific assessment for each parcel is contained on a separate assessment roll on file in the Office of the City Clerk and by reference is made part of this Report.

RESOLUTION NO. 2026-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA DIRECTING WILLDAN FINANCIAL SERVICES, AS ENGINEER OF RECORD, TO PREPARE AND FILE THE 2026-27 ANNUAL REPORT PERTAINING TO LANDSCAPE AND LIGHTING DISTRICT NO. LL001 (PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972).

WHEREAS, in March 1990, the City Council of the City of Claremont (the "City") adopted Landscape and Lighting District No. LL001 pursuant to the Landscaping and Lighting Act of 1972, Part 2 (commencing with § 22500) of Division 15 of the Streets and Highways Code (the "Act"), for the maintenance and servicing of street lighting, street trees, parkways, median islands, and city parks; and

WHEREAS, in March of 1997, a majority of voters of the City of Claremont approved Ordinance No. 97-1 ("Measure A"), which among other things, ratified, approved, and validated the assessments under existing Landscape and Lighting District No. LL001 and authorized the City Council "to increase on an annual basis the annual levy for Landscape and Lighting District No. LL001" using the Consumer Price Index for all Urban Consumers for the Los Angeles-Anaheim-Riverside Area, published by the United States Department of Labor, Bureau of Labor Statistics, provided that any such annual increase in assessments not exceed ten percent (10%); and

WHEREAS, Landscape and Lighting District No. LL001 qualifies for continued levying under Section 5 of Article XIII D of the California Constitution; and

WHEREAS, the City is required under the Act to follow certain annual procedures for levying assessments; and

WHEREAS, the first step in the procedures is for the City Council to authorize the Engineer to begin work preparing and filing the Annual Report for Landscape and Lighting District LL001; and

WHEREAS, authorizing the preparation of the engineer's report for the Landscape and Lighting and Assessment District Annual Update is not subject to the California Environmental Quality Act (Pub. Resources Code, Sec. 21000 et seq.) ("CEQA") pursuant to Sections 15060(c)(2) (the report will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the report is not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3—the annual assessment is a government funding mechanism, which is excluded from the definition of "project" under Section 15378(b)(4) of the CEQA Guidelines; and

WHEREAS, even if the engineer's report were a "project" under CEQA, it would be exempt from environmental review pursuant to Section 15273(a)(4) of CEQA Guidelines because the purpose of the annual assessment is to provide a funding mechanism to maintain public landscaping and street lights within the City of Claremont, the costs of which change based on yearly market conditions, and because, pursuant to Section 15306 of the CEQA Guidelines, the report consists of basic data collection,

research, and resource evaluation activities that will not result in a serious or major disturbance to an environmental resource.

WHEREAS, this item is exempt pursuant to CEQA Guideline Section 15061(b)(3)'s "general rule" that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Here, it can be seen with certainty that there is no possibility that this item, in and of itself, will have a significant effect on the environment. The action will simply provide funding to maintain the public landscaping and streetlights. Therefore, no additional environmental review is necessary at this time.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the City Council of the City of Claremont, California, as follows:

SECTION 1. The recitals set forth above are found to be true and correct and are incorporated herein by reference.

SECTION 2. The City Council designates Willdan Financial Services as the Engineer of record for Landscape and Lighting District LL001, and Willdan Financial Services is hereby directed to prepare and file an Annual Report for Landscape and Lighting District LL001 in accordance with the provisions of the Landscape and Lighting Act of 1972.

SECTION 3. This Resolution is adopted pursuant to Section 22622 of the Streets and Highways Code.

SECTION 4. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED, AND ADOPTED this 24th day of February 2026.

Mayor of the City of Claremont

ATTEST:

City Clerk of the City of Claremont

APPROVED AS TO FORM:

City Attorney of the City of Claremont

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.
CITY OF CLAREMONT)

I, Shelley Desautels, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2026-09 was regularly adopted by the City Council of said City of Claremont at a regular meeting of said Council held on the 24th day of February, 2026, by the following vote:

AYES:	COUNCILMEMBERS:	CALAYCAY, MEDINA, REECE, STARK
NOES:	COUNCILMEMBERS:	NONE
ABSTENTIONS:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	LEANO

Shelley Desautels
City Clerk of the City of Claremont

Claremont City Council

Agenda Report

File #: 5988 **Item No:** 5.

TO: CLAREMONT CITY COUNCIL

FROM: JAMIE EARL, ACTING CITY MANAGER

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH ARTS BRIDGING THE GAP AND APPROPRIATION OF FUNDS FOR A TEEN COMMUNITY MURAL (FUNDING SOURCE: PUBLIC ART FUND)

SUMMARY

On May 12, 2025, the Public Art Committee reviewed a proposal from the City of Claremont Teen Committee to fund a community mural project. The Teen Committee proposed partnering with Arts Bridging the Gap, a nonprofit arts organization that collaborates with local artists to design and paint murals with a focus on community engagement and placemaking. The proposed mural would be informed by input from Claremont teens.

The Teen Community Mural is envisioned as a community-based project, with themes and design elements developed through input sessions with local teens and youth. Arts Bridging the Gap would facilitate these workshops and oversee both the mural design and its execution by a local artist.

In coordination with the Teen Committee and the Claremont Village Marketing Group, staff identified a suitable location in the Village for the mural. The proposed site is the east-facing wall of Lizzie's Gold Mine, a business located on Second Street, with the proposed wall along Alley 43. The property owner has consented to the use of the wall for this project.

The Public Art Committee recommended entering into an agreement with Arts Bridging the Gap (Attachment A) and allocating $10,000 from the Public Art Fund to support the project.

RECOMMENDATION

Staff recommends the City Council:

A. Authorize the City Manager to enter into an agreement with Arts Bridging the Gap in the amount of $10,000 for the facilitation of community engagement events, mural design, and

installation; and

B. Appropriate $10,000 from the Public Art Fund to fund the purchase and installation of the artwork.

ALTERNATIVE TO RECOMMENDATION

In addition to the staff recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

The proposed agreement with Arts Bridging the Gap includes facilitating public engagement events, developing a mural design, and painting the mural with assistance from the community. The amount of the agreement is $10,000.

Sufficient funds are available in the Public Art Fund for this agreement and if approved, the balance of the Public Art Fund will be $106,307.

The staff cost to prepare this report and administer the program is estimated at $450 and is included in the operating budget of the Administrative Services Department.

ANALYSIS

On February 19, 2025, the Teen Committee received an oral presentation regarding potential opportunities for collaboration with the Public Art Committee during the school year. During this meeting, the Teen Committee introduced a proposal to develop a public art mural in partnership with Arts Bridging the Gap, a nonprofit arts organization specializing in community-based mural projects.

At its March 10, 2025 meeting, representatives from the Teen Committee presented the proposed mural project to the Public Art Committee. The Committee expressed support for the concept and directed staff to return with the item on a future agenda for further discussion. On May 12, 2025, staff brought back the project for review and funding consideration. The Public Art Committee unanimously recommended the project for approval and recommended funding the project of $10,000.

The proposed mural project would begin with a community engagement process focused on teens and children in Claremont. Arts Bridging the Gap would facilitate this process, which includes a series of visioning workshops designed to gather input and ideas from participants. The Teen Committee would assist with outreach and help facilitate the workshops.

Following the engagement process, an artist selected by Arts Bridging the Gap, in coordination with the City, would develop a mural design incorporating community input. The proposed design would be reviewed by both the Teen Committee and the Public Art Committee. Upon approval, the artist would prepare the mural for community participation by outlining the design in a “paint-by-numbers” format. Community members would then be invited to assist with painting during designated workdays, after which the artist would complete the mural. The completed mural would be coated with an anti-graffiti sealant.

The Public Art Committee requested that the selected artist be based in Claremont or the

surrounding area. The Executive Director of Arts Bridging the Gap confirmed with staff that local artist Isabel Flores would be the lead artist on the project.

After reviewing and pursuing several potential mural sites, the east facing wall of Lizzie's Gold Mine was selected for the mural. The blank wall is in Alley 43. Staff contacted the owner of Lizzie's Gold Mine and secured approval to use the wall for the project. A MOU between the City and Lizzie's Gold Mine has been drafted that allows the City to maintain the mural for at least 10 years. The Public Art Committee was given an update on the proposed location at its April 13, 2026 meeting.

COMMISSION REVIEW

The Public Art Committee received an oral report from Teen Committee representatives on the proposed Teen Community Mural project at its March 10, 2025 meeting as described in the minutes (Attachment B). Staff brought back a report on May 12, 2025 for review and funding consideration as noted in the meeting minutes (Attachment C).

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds the item applies to the following City Planning Documents: Council Priorities and the 2024-26 Budget.

CEQA REVIEW

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

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 the City Clerk's Office.

Submitted by:	Prepared by:
Jamie Earl Acting City Manager	Bevin Handel Public Information Officer

Attachments:
A - Letter of Agreement with Arts Bridging the Gap
B - 03/10/25 Public Art Committee Meeting Minutes
C - 05/12/25 Public Art Committee Meeting Minutes

CITY OF CLAREMONT

Administrative Services Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492
Website: www.claremontca.gov

City Manager • (909) 399-5441
City Clerk • (909) 399-5460
Community Information • (909) 399-5497
Human Resources • (909) 399-5450
Technology • (909) 399-5448
contact@claremontca.gov

April 29, 2026

Kyle Denman
Arts Bridging the Gap
815 South Sherbourne Drive #6
Los Angeles, CA 90035

Dear Mr. Denman:

Letter of Agreement for Arts Bridging the Gap Teen Community Mural Project

This letter shall be our Agreement regarding the community mural described below ("Services") to be provided by 501(c)(3) nonprofit organization Arts Bridging the Gap (ABG) ("Contractor") as an independent contractor to the City of Claremont for the City's Teen Community Mural ("Project").

The Services to be provided include the following: Arts-based workshops with the City of Claremont Teen Committee and community-created public mural.

Contractor shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California, and consistent with all applicable laws and regulations. Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. Compensation for the Services shall be based on the actual amount of time spent in adequately performing the Services, and shall be billed at the hourly rate(s) of $ 21. However, unless expressly agreed to in writing in advance by the City, the cost to the City for the Services shall not exceed $10,000.00.

Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000

or more, Contractor agrees to fully comply with such Prevailing Wage Laws. If required by law or regulation, City shall provide Contractor with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Contractor shall make copies of the prevailing rates of per diem wages for each craft; classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the Project site. Contractor shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

Contractor shall provide proof of insurance, including commercial general liability and automobile insurance, to the City in amounts and with policies, endorsements, and conditions required by the City for the Services. If Contractor is an employer or otherwise hires one or more employees during the term of this Agreement, Contractor shall also provide proof of workers compensation coverage for such employees, which meets all requirements of state law. Contractor shall also provide errors and omissions professional liability insurance appropriate to its profession in an amount, with conditions and for a term acceptable to the City.

Invoices shall be submitted to the City monthly as performance of the Services progresses. City shall review and pay the approved charges on such invoices in a timely manner. Services on the Project shall begin immediately with a target completion date of November 1, 2026. Contractor shall meet City-provided schedules and deadlines. The City may terminate this Agreement at any time with or without cause. If the City finds it necessary to terminate this Agreement without cause before Project completion, Contractor shall be entitled to be paid in full for those Services adequately completed prior to the notification of termination. Contractor may terminate this Agreement for cause only.

Contractor shall defend, indemnify and hold the City, its officials, officers, employees, and agents, and volunteers free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages, and injuries, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged negligent acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, consultants, and contractors, subconsultants, or subcontractors arising out of or in connection with the performance of the Services or this Agreement, including, without limitation, the payment of all consequential damages, attorney's fees and other related costs and expenses.

Contractor shall defend, at Contractor's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents, or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents, or volunteers, in any such suit, action or other legal proceeding. Contractor shall reimburse City and its directors, officials, officers, employees, agents, and/or volunteers, for any and all legal

expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials, officers, employees, agents, and volunteers.

City will evaluate Contractor's duties pursuant to this Agreement to determine whether disclosure under the Political Reform Act and City's Conflict of Interest Code is required of Contractor or any of Contractor's employees, agents, or subcontractors. Should it be determined that disclosure is required, Contractor or Contractor's affected employees, agents, or subcontractors will complete and file with the City Clerk the cover page and those schedules specified by City and contained in the Statement of Economic Interests Form 700.

Contractor warrants that the individual who has signed this Agreement has the legal power, right and authority to make this Agreement and bind the Contractor hereto. If you agree with the terms of this Agreement, please indicate by signing and dating two original agreements where indicated below and return both to the undersigned. Once the documents are fully executed, one original will be returned to you for your records.

CITY OF CLAREMONT

Approved by:

_____
Jamie Earl
Assistant City Manager

Attest:

_____
City Clerk

Approved as to Form:

_____
Rutan & Tucker, LLP
City Attorney

ARTS BRIDGING THE GAP

Reviewed and Accepted by Contractor:

_____
Signature

Kyle Denman
Executive Director, Arts Bridging the Gap

_____
Date

Rev: 03.27.2026

PUBLIC ART COMMITTEE
MEETING MINUTES

March 10, 2025 – 7:00 p.m.
Grove Room
1700 Danbury Road, Claremont CA 91711

CALL TO ORDER: Chair Pearsall called the meeting to order at 7:02 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL:

PRESENT: COMMITTEE MEMBERS: ACOCK, BAKER, BENNETT, PEARSALL, SANDRIDGE, SPECTOR, WHEELER

ABSENT: Melanie Martinez, Administrative Assistant

ALSO PRESENT: Bevin Handel, Public Information Officer (PIO)
Skylar Segura, Senior Recreation and Human Services Supervisor

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

Presentation: Presentation of the Public Art Mural by the City of Claremont Teen Committee.

Teen Committee members Gia Santoro, Lucci Troendel, and Marc Zambrono presented a proposed mural collaboration with Arts Bridging the Gap. The concept is for a mural designed in partnership with a local artist with the design concepts and painting from Claremont youth.

Committee directed Staff to bring back the project as an item on the Work Plan for discussion.

PUBLIC COMMENT

Chair Pearsall invited public comment.

There were no requests to speak.

Chair Pearsall closed public comment.

CONSENT CALENDAR

Committee Member Bennett motioned to pull item 1 and 2 off the Consent Calendar.

1. Public Art Committee Special Meeting Minutes of October 14, 2024.

Approve and file the Public Art Committee Special Meeting minutes of October 14, 2024.

Committee member Bennett asked the minutes reflect that he was absent for the October 14, 2024 meeting.

Chair Pearsall opened public comment.

Resident Lydia Henry asked that her name be corrected in the minutes.

PIO Handel remarked that the minutes would be brought back with the corrections at the next meeting for approval.

2. Public Art Committee 2024 Work Plan Update.

This item was pulled from the Consent Calendar.

Committee Member Spector asked PIO Handel to review the progress of the work plan items.

Committee discussed the work plan items.

Chair Pearsall opened Public Comment.

Resident Lydia Henry asked for information on the El Barrio Project status.

Chair Pearsall closed public comment.

The Committee received and filed the report as is and request staff to bring back the Work Plan as an item in a future meeting.

Committee Member Bennett moved to bring back Consent Calendar item 2 with corrections, seconded by Committee Member Spector and carried on the following vote:

AYES:	**Committee Member – Acock, Baker, Bennett Pearsall, Sandridge, Spector, Wheeler**
NOES:	**Committee Member - None**
ABSENT:	**Committee Member – None**

ADMINISTRATIVE ITEM

3. Utility Box Painting Project Phase Three Artist Selection

PIO Handel presented the background of the City's Utility Box Painting Project and introduced the nine designs selected for Phase Three of the Project.

The Committee reviewed each design and asked questions about the artist's qualifications and past work. The Committee reviewed the proposed budget of $7,500 which includes $700 per artist and box preparation and coating costs.

Committee Member Baker moved to approve the Administrative Item 3, seconded by Committee Member Spector and carried on the following vote:

AYES:	**Committee Member – Acock, Baker, Bennett, Pearsall, Sandridge, Spector, Wheeler**
NOES:	**Committee Member - None**
ABSENT:	**Committee Member – None**

REPORTS

AD HOC REPORT

PIO Handel provided a City Manager update.

CONTINUED PUBLIC COMMENT

Chair Pearsall asked for public comment.

There were no additional requests to speak.

Chair Pearsall closed public comment.

ADJOURNMENT

The meeting adjourned at 8:32 p.m.

Douglas Pearsall
Chair

ATTEST:
Melanie Martinez
Melanie Martinez
Recording Secretary

PUBLIC ART COMMITTEE
MEETING MINUTES

May 12, 2025 – 7:00 p.m.
Grove Room
1700 Danbury Road, Claremont CA 91711

CALL TO ORDER

Chair Pearsall called the meeting to order at 7:10 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT	COMMITTEE MEMBERS: BENNETT, PEARSALL, SANDRIDGE, SPECTOR, WHEELER
ABSENT	COMMITTEE MEMBERS: ACOCK, BAKER
ALSO PRESENT	Bevin Handel, Public Information Officer Melanie Martinez, Administrative Assistant

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS - None

PUBLIC COMMENT

Chair Pearsall invited public comment.

There were no requests to speak.

Chair Pearsall closed public comment.

CONSENT CALENDAR

Committee Member Sandridge pulled item 2 from the Consent Calendar.

Chair Pearsall invited public comment on Consent Calendar item 1.

There were no request to speak.

Chair Pearsall closed public comment.

Committee Member Spector moved to approve the Consent Calendar item 1, seconded by Committee Member Bennett and carried on the following vote:

AYES: Committee Member – Bennett, Pearsall, Sandridge, Spector, Wheeler
NOES: Committee Member - None
ABSENT: Committee Member – Acock, Baker

1. Public Art Committee Revised Minutes of October 14, 2024 and Regular Meeting Minutes of March 10, 2025.

   Approve and file the Public Art Committee revised minutes of October 14, 2024 and regular meeting minutes of March 10, 2025.

2. Public Art Committee 2024-2025 Work Plan Update
   This item was pulled from the Consent Calendar.

Items Removed from the Consent Calendar

2. Public Art Committee 2024 – 2025 Work Plan Update

   Committee Member Sandridge asked PIO Handel when the Committee would be able to add to the Work Plan.

   Committee discussed possible future murals, art projects, and expressed their concern for adding new items to their Work Plan.

   The Committee received and filed the report as is, and requested staff to bring back the Work Plan as an item at a future meeting.

ADMINISTRATIVE ITEM

3. Teen Committee Public Art Mural Project

   Bevin Handel, Public Information Officer, gave a brief overview of the Teen Committee Public Art Mural project. In the brief overview, PIO Handel informed the Public Art committee and Teen Committee Liaison that the desired location is unavailable and currently has a mural painted on the wall.

   Committee Member Sandridge suggested looking into building a platform or physical structure to place the mural on instead of looking for a wall to paint.

   Chair Pearsall invited public comment.

   No request to speak.

   Chair Pearsall closed public comment.

Committee Member Wheeler moved to bring back the item to the Public Art Committee with a location idea for the mural, Second by Committee Member Spector and carried on the following vote:

AYES: ***Committee Member – Bennett, Pearsall, Sandridge, Spector, Wheeler***
NOES: ***Committee Member - None***
ABSENT: ***Committee Member – Acock, Baker***

REPORTS

Staff

Bevin Handel, Public Information Officer, reported that the El Barrio art project is still underway and we will be bringing the artists to the Public Art Committee in the forthcoming months, gave a brief overview of the previous City Council meeting, and provided a City Manager Report.

Liaison

Committee Member Bennett reported that the Commission met on April 23rd and they heard reports on new developments and potential locations for art pieces.

CONTINUED PUBLIC COMMENT

Chair Pearsall asked for public comment.

There were no additional requests to speak.

Chair Pearsall closed public comment.

ADJOURNMENT

The meeting adjourned at 8:15 p.m.

Douglas Pearsall

Douglas Pearsall
Chair

ATTEST:

Melanie Martinez

Melanie Martinez
Recording Secretary

Claremont City Council

Agenda Report

File #: 5987 **Item No:** 6.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH HIRSCH & ASSOCIATES INC. FOR THE DESIGN AND PREPARATION OF PLANS AND SPECIFICATIONS FOR THE INDIAN HILL BOULEVARD REHABILITATION PROJECT (FUNDING SOURCE: STATE GAS TAX)

SUMMARY

On September 27, 2016, the City Council authorized the City Manager to execute an agreement with Hirsch & Associates Inc. for the preparation of plans and specifications for a median modification project along Indian Hill Boulevard, between San Jose Avenue and Arrow Highway. The scope of the design contract included landscaping, irrigation, and modification of median curbs. This project did not move forward, and according to available records, the design was only partially completed.

Over the past few years, consistent with the City Council Priorities, staff has been pursuing grant funding opportunities and looking into different options to address the current roadway conditions along Indian Hill Boulevard. More recently, staff reached out to Hirsch & Associates Inc. to request a cost estimate to complete the unfinished design for Indian Hill Boulevard between Arrow Highway and San Jose Avenue.

Staff recommends authorizing the City Manager to execute a professional services agreement with Hirsch & Associates Inc. in the amount of $118,883 to complete the design for the Indian Hill Boulevard Median Modifications and Roadway Resurfacing Project.

RECOMMENDATION

Staff recommends the City Council:

A. Authorize the City Manager to execute an agreement with Hirsch & Associates Inc. in the amount of $108,075, and authorize a ten percent contingency in the amount of $10,808, for an amount not to exceed $118,883;
B. Appropriate $118,883 from State Gas Tax funds; and

C. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information from staff.

FINANCIAL REVIEW

This purchase is a professional services contract, which does not require competitive bidding and complies with all City purchasing guidelines. Contract documents are available for review in the City Clerk's office.

The staff cost to prepare this report is estimated at $1,365 and is included in the operating budget of the Community Development Department. The not-to-exceed design cost is $108,075, with a ten percent contingency in the amount of $10,808, for a total cost of $118,883. State Gas Tax monies are recommended for appropriation to fund this design.

ANALYSIS

In April 2015, Governor Jerry Brown ordered mandatory water use reductions. The Governor's Executive Order set water conservation goals and prohibited the use of potable water to irrigate ornamental turf on public street medians. In response, the City Council approved two projects to remove ornamental turf and install more water-wise landscaping. The first project approved was the Indian Hill Boulevard Median Project - Phase 1, which included the median islands between Foothill Boulevard and Base Line Road. The project involved removing all turf, installing drought-tolerant landscape, and water-efficient irrigation systems.

The second project identified the turf removal for the medians along Foothill Boulevard, First Street, and Indian Hill Boulevard, south of Arrow Highway. The turf was removed in 2015 using a chemical-free process. Since that time, First Street has been re-landscaped, and Foothill Boulevard was completed with the Foothill Boulevard Master Plan Project.

Following the turf removal, staff presented an item to the City Council in 2016 to prepare plans and specifications for landscaping and irrigation of the median islands on Indian Hill Boulevard from Arrow Highway to San Jose Avenue. This project was identified as Phase 2 of the Indian Hill Boulevard Median Project. The design was originally planned to include drought-tolerant landscape, water-efficient irrigation systems, modification of the existing low-profile median curbs, and to retain the existing Jacaranda trees in the median islands.

The City Council approved the contract for Phase 2 at their September 27, 2016, meeting. Following this approval, the plan preparation for Phase 2 started and only reached approximately 50% completion. The plan preparation progress is approximate and reflects staff research of available records. This is consistent with the Hirsch and Associates research.

Over the past few years, and consistent with the City Council Priorities, staff have been pursuing grant funding opportunities and looking into different options to address the current roadway conditions along Indian Hill Boulevard. More recently, staff reached out to Hirsch & Associates Inc., to

discuss the 2016 median project and to request a cost estimate to complete the unfinished design for Indian Hill Boulevard between Arrow Highway and San Jose Avenue. While revisiting this old design, staff determined that the design approach used to prepare the plans is no longer consistent with current design approaches used today. As a result, staff requested the modification of the scope of work to re-design landscaping, irrigation and removal and replacement of the existing median curbs, and to incorporate roadway resurfacing and pavement striping components. The incorporation of roadway resurfacing and striping for Indian Hill Boulevard, between Arrow Highway to San Jose Avenue, is necessary because the current Pavement Condition Index (PCI) average is 51, which justifies the need to add the roadway resurfacing and striping components to the project.

To move forward with this effort, staff recommends City Council authorize the City Manager to execute a professional services agreement with Hirsch & Associates Inc. in the amount of $118,883 to complete the Indian Hill Boulevard Median Modifications and Roadway Resurfacing project.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainable City Plan, and the General Plan.

CEQA REVIEW

This item is categorically exempt from environmental review under the California Environmental Quality Act (CEQA). Under CEQA Guidelines section 15301 ("Existing Facilities" - Class 1). The rehabilitation of part of Indian Hill Boulevard qualifies as "repair" and/or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features, involving negligible or no expansion of use." None of the exceptions in CEQA Guidelines section 15300.2 are applicable here. Notices of Exemption have been filed for all locations of the Project.

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 the City Clerk's Office.

Submitted by:

Brad Johnson
Community Development Director

Prepared by:

Vincent Ramos
Associate Engineer

Reviewed by:

Maria B. Tipping
City Engineer

Claremont City Council

Agenda Report

File #: 5995 **Item No:** 7.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AUTHORIZATION TO AMEND THE AGREEMENTS WITH HARDY & HARPER INC., AND LAE ASSOCIATES FOR THE ARROW HIGHWAY TRANSIT IMPROVEMENT PROJECT, FIRST STREET REHABILITATION PROJECT, AND INDIAN HILL BOULEVARD AT I-10 IMPROVEMENT PROJECT, C.I.P 2025-01, C.I.P. 2025-02, AND C.I.P. 2025-03 (FUNDING SOURCE: (STATE GAS TAX FUND)

SUMMARY

City Council awarded contract for the Arrow Highway Transit Improvement Project, First Street Rehabilitation Project, and Indian Hill Boulevard at I-10 Improvement Project, C.I.P 2025-01, C.I.P 2025-02, and C.I.P 2025-03 at their September 9, 2025 meeting. This work was awarded to Hardy & Harper Inc. and included contract Construction Management and Inspection services from LAE Associates, in the amount of $1,187,776.

The projects included the construction of a bus pad with adequate space to accommodate accessibility improvements and amenities on Arrow Highway adjacent to the Pepper Tree Square shopping center, east of Indian Hill Boulevard, and a 2-inch asphalt grind and overlay for First Street between College Avenue and Claremont Boulevard, and for Indian Hill Boulevard under the I-10 Freeway.

Concurrently, staff was made aware that the City's request to exchange Transportation Program-Local (STPL) funds for Proposition C funds had been approved by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The City Council authorized entering into an agreement with LACMTA on October 14, 2025, memorializing the exchange of funds. This authorization allowed for the appropriation of Proposition C funds to amend the contract with Hardy & Harper Inc., in the amount of $331,086. These monies allowed for the expansion of the Indian Hill Boulevard at I-10 Improvement Project. This project originally planned for resurfacing of Indian Hill Boulevard from the south of the I-10 freeway ramps to the north side of the I-10 freeway ramps. The scope was expanded to include resurfacing on Indian Hill Boulevard from American to San Jose

Avenues.

As the project progressed, additional costs were incurred to address unforeseen construction items necessary to allow for the completion of the project. As the expansion of the Indian Hill Boulevard paving scope of work was an addition to the project, made possible by the available STPL exchange funds, there was no time to prepare plans, as the project was already underway. The additional work cost estimate was developed based on field observations. This action was necessary to complete the project in a timely manner without having to delay construction or re-schedule the contractor. The expanded scope for Indian Hill Boulevard resulted in project cost overruns.

Staff recommends the City Manager execute contract amendments in the amount of $108,667 to close out the project.

RECOMMENDATION

Staff recommends the City Council:

A. Authorize the City Manager to amend the contract with Hardy & Harper Inc. in the amount of $73,723, for a total contract amount not to exceed $1,499,309;
B. Authorize the City Manager to amend the contract with LAE Associates in the amount of $34,944, for a total contract amount not to exceed $128,220;
C. Appropriate $108,667 in State Gas Tax funds to fund the contract amendments; and
D. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information from staff.

FINANCIAL REVIEW

The staff cost to prepare this report is estimated at $1,036 and is included in the operating budget of the Community Development Department.

Hardy and Harper Inc. was awarded $995,000, and a ten percent contingency in the amount of $99,500 at the September 9, 2025, City Council meeting. A contract amendment to Hardy and Harper was authorized by the City Council at their October 14, 2025, meeting in the amount of $331,086, to include the expansion of the Indian Hill Boulevard resurfacing limits. Staff recommends authorizing a final contract amendment with Hardy & Harper Inc., in the amount of $73,723, for a total contract amount not to exceed $1,499,309. This is necessary to close out the project.

An agreement for professional Construction Management and Inspection Services was approved by the City Council at their September 9, 2025, meeting for LAE Associates. This agreement was approved for $93,276. Staff recommends authorizing a final contract amendment with LAE Associates in the amount of $34,944, for a total contract amount not to exceed $128,220. This is necessary to close out the project.

These final amendments, necessary to address unforeseen construction costs, and additional time required for the construction management and inspection of these unforeseen items is $108,667.

The approval of these contract amendments results in a final project cost of $1,627,529.

Project Budget Summary:

Funding Source	**Amount**
State Gas Tax - Construction	$995,000
State Gas Tax - Contingency	$99,500
State Gas Tax - Construction Management (CM) and Inspection	$84,796
State Gas Tax - CM and Inspection Contingency 10%	$8,480
Proposition C - Construction Amendment	$331,086
Project Budget Approved at 10/14/2025 City Council Meeting	***$1,518,862***
State Gas Tax - Contract Amendment Request	$108,667
Total Project Costs	***$1,627,529***

ANALYSIS

On September 9, 2025, City Council authorized the award of the Project to Hardy and Harper Inc. and authorized the City Manager to enter into an agreement with Hardy and Harper Inc. and LAE for the construction, construction management, and inspection work.

The Project plan provided improvements at three specific locations, selected using the information provided by the most current Pavement Condition Index (PCI) from the City's Pavement Management System (PMS). The PMS allows staff to develop street maintenance schedules and to select an appropriate method to provide annual roadway maintenance based on the PCI ratings.

The locations designated for the 2-inch grind and pave method were deemed necessary based on PCI ratings. These areas (First Street from College Avenue to Claremont Boulevard and Indian Hill Boulevard under the I-10 freeway overpass) had low PCI ratings and fit within the project budget.

After the project was awarded, staff received a request to explore extending the roadway maintenance limits along Indian Hill Boulevard, outside the I-10 underpass, from San Jose to American Avenues because these additional portions also had the same low PCI scores.

Concurrently, staff was made aware that the City's request to exchange Transportation Program-Local (STPL) funds for Proposition C funds had been approved by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The City Council authorized entering into an agreement with LACMTA on October 14, 2025, memorializing the exchange funds. This authorization allowed for the appropriation of Proposition C funds to amend the contract with Hardy & Harper Inc., in the amount of $331,086. These monies allowed for the expansion of the Indian Hill Boulevard at I-10 Improvement Project. This project originally planned for resurfacing of Indian Hill Boulevard from the south of the I-10 freeway ramps to the north side of the I-10 freeway ramps. The scope was expanded to include resurfacing on Indian Hill Boulevard from American to San Jose Avenues.

Both Indian Hill Boulevard and First Street received the following roadway maintenance method:

1 2-inch full-depth grind and conventional asphalt hot mix paving

2 Replace all existing street striping

Lastly, the Project included a new concrete bus stop pad that was constructed at the request of a resident who requires an American with Disabilities (ADA) accommodation. This work provided a new Portland cement concrete bus pad and additional space within the public right-of-way to accommodate ADA improvements and to facilitate the placement of bus stop amenities serving all residents, especially those with special needs. Additional amenities, such as a bench and trash and recycling containers, will be coordinated with the City's maintenance department. The opening of this bus stop has been delayed due to a Golden State Water Company (GSW) main replacement project. Staff will be working with Foothill Transit to place a bus stop sign and formalize route stops to include this location, once GSW finalizes the water main roadway restoration work.

Project Overrun

Indian Hill Boulevard from American to San Jose Avenues was not originally included with the current Capital Budget cycle for Fiscal Years 2024-2026, as the available budget could not accommodate it. It was only because of the availability of the STPL fund exchange to Proposition C funds that the expansion of the Indian Hill Boulevard paving limits was possible.

The original plans for the project did not include this expansion to the roadway resurfacing for Indian Hill Boulevard and required the work to be estimated by field observation and investigation. Unforeseen items were encountered during construction, resulting in costs overruns. These items are summarized as follows:

- Additional asphalt required to meet project specifications for paving. This is typical with paving projects as the depth of asphalt has some tolerance to meet the specification of a minimum 2-inch depth.
- Utility valve adjustments. Typically, these are accounted for, however, not all valves were identified based on field observation (only method available at the time the request to expand Indian Hill Boulevard paving limits was requested).
- Additional traffic signal loops were necessary as not all were able to be verified during the field observation process.
- I-10 Freeway signal and pavement stenciling. These stencils are the shield type that represent a the I-10 logo versus just lettering to provide better visibility of lane assignments between Auto Center Drive and San Jose Avenue. This option was to address a City Council request.

Next Steps

With City Council approval, staff will process the amendments for both Hardy & Harper Inc., and LAE Associates. Once completed, staff will proceed with closing out the project.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following: City Council Priorities, General Plan, and the 2024-26 Budget.

CEQA REVIEW

This item is categorically exempt from environmental review under the California Environmental Quality Act (CEQA). Under CEQA Guidelines section 15301 (“Existing Facilities” - Class 1), Arrow Highway Transit Improvements Project, First Street Rehabilitation Project, and Indian Hill Boulevard at I-10 Freeway Improvements Project, C.I.P 2025-01, C.I.P. 2025-02, & C.I.P. 2025-03 qualifies as “repair” and/or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features, involving negligible or no expansion of use.” None of the exceptions in CEQA Guidelines section 15300.2 are applicable here. Notices of Exemption have been filed for all locations of the Project.

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 the City Clerk’s Office.

Submitted by:

Brad Johnson
Community Development Director

Prepared by:

Vincent Ramos
Associate Engineer

Reviewed by:

Maria B. Tipping P.E.
City Engineer

Claremont City Council

Agenda Report

File #: 5986 **Item No:** 8.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH INTERWEST CONSULTING GROUP FOR PUBLIC WORKS INSPECTION SERVICES RELATED TO CLAREMONT MCKENNA COLLEGE IMPROVEMENTS ON CLAREMONT BOULEVARD (FUNDING SOURCE: APPLICANT - CLAREMONT MCKENNA COLLEGE)

SUMMARY

Claremont McKenna College (CMC) is undertaking required infrastructure improvements along Claremont Boulevard between Foothill Boulevard and Sixth Street. Work within the public right-of-way includes, but is not limited to, complete streets enhancements, installation of utility laterals, undergrounding of utilities, construction of an underground pedestrian arcade, and landscaping improvements.

Due to the scope and complexity of construction within this corridor, a street closure was necessary. To ensure a timely construction pace, and maintain compliance with closure requirements, dedicated inspection services are necessary. The City of Claremont has been utilizing Interwest Consulting Group through an existing on-call services agreement with a budget of $50,000. However, given the scale of the Claremont Boulevard improvements, which also include extensive roadway construction, a separate agreement for project-specific inspection services is required.

CMC as the project developer will be responsible for funding the inspection services, with a total budget allocation of $200,847.

RECOMMENDATION

Staff recommends the City Council authorize the City Manager to enter into an agreement with Interwest Consulting Group in the amount of $200,847 to provide contract inspection services for the Claremont Boulevard improvements associated with the Claremont McKenna College Development projects.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information from staff.

FINANCIAL REVIEW

The total cost of the agreement is $200,847. The applicant will be responsible for the full contract amount and for the staff costs required to administer the contract. The full contract amount has been collected and placed in a deposit account.

The staff cost to prepare this report and administer this contract is estimated at $964 and is included in the operating budget of the Community Development Department.

ANALYSIS

In December 2016, the Claremont Colleges Services (formerly Claremont University Consortium) requested City Council approval of a subdivision map for approximately 30 acres in the City of Claremont to facilitate the future development of the Colleges' East Campus project. The City Council subsequently approved Parcel Map (PM) 70243, subdividing the site located on the east side of Claremont Boulevard between Arrow Route and Foothill Boulevard.

The East Campus project was ultimately approved for the development of a sports complex, including athletic fields, supporting facilities, and parking accommodations (Sports Bowl). Since that time, Claremont McKenna College (CMC) has assumed ownership of the East Campus project and is now responsible for completing the associated public improvements along the east side of Claremont Boulevard (Sports Bowl frontage).

In addition, CMC received approval for the construction of the Roberts Day Science Center, located at the southwest corner of Ninth Street and Claremont Boulevard. As a condition of approval, CMC is required to implement complete streets improvements along its project frontage, consistent with those planned for the east side, and to extend these improvements north to Sixth Street within CMC's boundaries to Ninth Street.

Beyond these required improvements, CMC is also constructing an underground pedestrian arcade and installing utility infrastructure beneath Claremont Boulevard to support the new developments, along with related landscaping enhancements. Due to the scope and complexity of this work, a temporary closure of Claremont Boulevard was necessary. Given the extent of construction activities and the impacts of the street closure, continuous on-site inspection is essential to ensure that all safety measures are properly maintained throughout the duration of the project and to ensure the construction of the roadway improvements (complete streets) is implemented per plan.

To satisfy this need, staff recommends authorizing the City Manager to enter into an agreement with Interwest Consulting Group in the amount of $200,847 to provide contract inspection services for the Claremont Boulevard improvements associated with the Claremont McKenna College Development projects.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: General Plan and City Council Priorities.

CEQA REVIEW

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

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 the City Clerk's Office.

Submitted by:

Brad Johnson
Community Development Director

Prepared by:

Jasmin Hurtado, P.E.
Associate Engineer

Reviewed by:

Maria B. Tipping, P.E.
City Engineer

Claremont City Council

Agenda Report

File #: 5992 **Item No:** 9.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AWARD OF CONTRACT TO TE ROBERTS, INC. FOR SEWER ON-CALL REPAIR SERVICES (FUNDING SOURCE: SEWER FUND)

SUMMARY

The City requires timely and reliable repair services for sewer mains, storm drain systems, and related underground infrastructure to respond to emergency failures, blockages, collapses, and unforeseen maintenance needs. These repairs are often urgent in nature and require immediate contractor response to protect public health, prevent property damage, maintain service continuity, and minimize disruption to residents and businesses. To provide timely and efficient emergency response, the City solicited proposals for on-call sewer repair services. After reviewing the proposals, staff recommends awarding a contract to TE Roberts, Inc.

RECOMMENDATION

Staff recommends the City Council authorize the City Manager to execute a three-year contract with two optional one-year extensions with TE Roberts, Inc. for on-call sewer repair services, in an amount not to exceed $150,000 annually.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

The proposed contract establishes a not-to-exceed annual contract amount of $150,000. Funding for this service is available in the Sewer Fund Capital Improvement Program (CIP) and operating

budgets. In 2025-26, $400,000 is available in the CIP budget for sewer repairs, covering funding for the first year of the contract. In future years, funding for emergency repairs will be included in the sewer fund operating budget.

This purchase complies with all City purchasing guidelines. Bid and contract documents are available for review in the City Clerk's office.

The staff cost to prepare this report and administer this contract is estimated at $4,300 and is included in the operating budget of the Community Services Department.

ANALYSIS

The City is currently under contract with B&D Construction to perform a citywide sewer condition assessment to evaluate the condition of existing sewer infrastructure and identify areas requiring maintenance or rehabilitation. As part of this process, urgent repair needs may be identified that require immediate attention to prevent system failures or service disruptions. The proposed on-call contract with TE Roberts, Inc. (TE Roberts) would provide the City with the ability to address promptly any urgent repairs identified through the assessment process, as well as to respond to other general emergency sewer and storm drain repair needs throughout the City.

Having an on-call contractor with pre-established unit pricing provides significant operational advantages. It allows staff to respond quickly to emergencies without delays associated with soliciting quotations for individual repairs. Established pricing also ensures transparency and cost control while allowing the City to address urgent infrastructure issues efficiently as they arise.

Bid Solicitation and Evaluation

Staff solicited bids for on-call sewer and storm drain repair services and received proposals from Mike Prlich & Sons; TE Roberts, Inc.; and WeRBuilders. Bidders were asked to submit various labor and equipment rates which would be used as the basis for billing emergency repair work. Labor and equipment unit prices varied among the three contractors, with each bidder coming in lowest in select categories. However, TE Roberts submitted the lowest mobilization costs and lowest material markups among the bidders.

Additionally, TE Roberts proposed an overhead and profit percentage of fifteen percent applied on top of its unit prices, lower than that proposed by Mike Prlich & Sons and equal to that proposed by WeRBuilders. Finally, the TE Roberts subcontractor markup is five percent, equal to that of Mike Prlich & Sons and lower than the markup proposed by WeRBuilders. As overhead, mobilization, and markup costs can greatly increase overall project costs, staff recommends TE Roberts, Inc. as the overall best value to the City for on-call sewer services.

References

Staff contacted references provided by TE Roberts and received favorable feedback regarding their performance in on-call sewer repair and emergency response work. Positive references were provided by the Garden Grove Sanitary District and the Orange County Water District, both of which cited the contractor’s responsiveness, quality of work, and reliability during emergency situations. TE Roberts has also conducted similar projects for City of Ontario, the East Orange County Water District, and the Yorba Linda Water District.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainable City Plan, Economic Sustainability Plan, General Plan, and the 2024-26 Budget.

CEQA REVIEW

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

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 the City Clerk's Office.

Submitted by:

Jeremy Swan
Community Services Director

Prepared by:

Kristin Mikula
Community Services Manager

Claremont City Council

Agenda Report

File #: 6000 **Item No:** 10.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

AMENDMENT TO THE CLAREMONT MUNICIPAL CODE TO PERMIT ROTATING AUTO DISPLAY PLATFORMS IN THE COMMERCIAL FREEWAY (CF) ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT

SUMMARY

To be responsive to a request from an auto dealership, the Planning Division has initiated an amendment to the Claremont Municipal Code (CMC) to accommodate and regulate car carousels (raised, rotating platforms) to display a passenger vehicle for sale ("Code Amendment" or "Ordinance"). To accomplish this, two changes are needed. The first is to the City's sign code, where Section 18.010.010 (B) is proposed to be modified to clarify that the existing prohibition against rotating, revolving, or otherwise moving signs in the Commercial Freeway (CF) zone does not prohibit car carousels. The second is a proposed amendment to the City's zoning code, which proposes modifying CMC Chapter 16.306.010.S to provide for approval of a limited number of qualifying car carousels through a Special Use and Development Permit (SUDP), a staff-level process that involves notification of neighbors and requires staff to make specific findings in order to approve the permit.

The Planning Commission held a public hearing on December 2, 2025, and suggested modifications regarding limits on the height and number of car carousels to add detail and clarity to the proposed Code Amendment and voted unanimously (6-0-1) to recommend the City Council approve the draft Ordinance that would make the desired amendments to the code, as amended by the Planning Commission. The City Council then held a public hearing on February 10, 2026 for the first reading of the Ordinance and, after extensive discussion, referred the item back to the Planning Commission to consider a restriction on the maximum number of car carousels allowed in the entirety of the Commercial Freeway Zone. The City Council suggested the maximum number of car carousels could be between three and six across the entirety of the CF zone. The Planning Commission held a public hearing on April 7, 2026, and recommended approval of the revised Ordinance with additional

language to restrict the maximum number of car carousels across the entirety of the CF zone to four.

Approval of the Code Amendment would not result in the actual approval of any car carousels; rather, it would clarify the regulatory framework for car carousels. The code amendment would clarify that car carousels require both a sign review and an approval of a SUDP. Approval of a SUDP for any car carousel requires notice to surrounding neighbors and for Planning Division staff to make findings and apply conditions of approval designed to ensure the site can adequately accommodate the car carousel and minimize potential impacts to neighbors with the intent of ensuring that surrounding commercial and residential properties, as well as passing motorists, are not negatively affected.

RECOMMENDATION

Staff recommends the City Council introduce for first reading, and that reading be by title only, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 16 - ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 - SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXEMPTION TO PROHIBITED FORM OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING CAR CAROUSELS IN THE CF ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT (#25-CA02).

ALTERNATIVES TO RECOMMENDATION

In addition to the staff recommendation, there are the following alternatives:

A. Continue the item for additional information or comment.
B. Request changes and/or additions to the proposed Ordinance. If the Planning Commission has not previously considered the changes, the City Council must remand the revised Ordinance back to the Planning Commission for a report on the proposed changes in accordance with Section 16.315.090(B) of the Claremont Municipal Code (“CMC”), which states “The City Council shall not make any change or addition to the proposed amendment or ordinance which has not been previously considered by the Planning Commission during its hearing until the proposed change or addition has been referred to the Planning Commission for a report.”
C. Do not approve the ordinance.

FINANCIAL REVIEW

There is no direct cost to amend the sign code to permit a business to apply for a rotating freeway-oriented display sign.

The staff cost to research the issue and prepare this report is estimated at $5,989 and is included in the operating budget of the Community Development Department.

ANALYSIS

Background

The area affected by the proposed Code Amendment is the Commercial Freeway (CF) zone, which has a General Plan designation of Commercial. Generally, the CF Zone is located south of Interstate 10 and includes the commercial properties north of American Avenue. The table below describes the

existing uses of properties surrounding the CF Zone.

	Zoning	Land Use (GP)	Use Description
North	_	_	I-10 freeway
South	RM 2,000	City of Pomona and proposed City Ventures Townhome project.	Single and Multi-Family Residential located in the City of Pomona
East	RS 8,000	Existing Residential	Single-Family Residential
West	_	City of Pomona	Single-Family Residential

Claremont's Existing Auto Center

Auto Dealerships in Claremont have generally performed well due to their location near the Interstate 10 Freeway. Visibility has been constrained slightly over the years with the addition of sound walls and Type K rail barriers. The use of car carousels is, in part, intended to help compensate for the grade change and new railings. The Freeway is raised approximately 6 to 11 feet above the adjacent grade of the dealerships. Over the years, the dealerships and other businesses have requested code amendments to allow more visible signage, lighting, and banners to stay competitive with other freeway adjacent businesses, especially auto dealerships, in the region. Past changes have included: electronic reader boards, larger freeway-oriented signs, increased heights of lights, higher color temperature and intensity of lighting in vehicle display areas, and relaxation of banner policies. It is also worth noting that the City has denied past requests for strings of pennants, inflatable signs, and human sign spinners.

Planning staff has concerns that some of the sample photos show bright lights and visually distracting banners that wrap all parts of the rotating car carousel. Staff is concerned these kinds of car carousels would conflict with the City's longstanding and consistent focus on minimizing distractions and glare for drivers and trespass light for nearby residential uses. For this reason, the proposed Code Amendment requires approval of a SUDP for car carousels and all other requirements for signage, banners, and lighting would continue to apply to any lighting or banners that are associated with the carousel.

Through the General Plan and related economic development policies, the City Council has strongly supported freeway-oriented commercial development in the CF zone, especially for the Claremont Auto Center, as auto sales are a significant source of tax revenue for the City. Provisions to allow car carousels are a continuation of these policies; however, staff also believes they must be properly regulated. As such, the Code Amendment has been designed to limit the number and height of the structures and retain current City regulations to ensure banners and lights do not create unsafe glare or distractions for drivers or light impacts for neighbors.

Project Description

The proposed Code Amendment would create regulations to accommodate businesses that wish to use car carousels featuring a passenger vehicle on a raised platform that spins in 360-degree

rotations at a limited number of revolutions-per-hour.

Proposed Amendments

The proposed amendment would make the following changes to the CMC. Existing code language is shown in regular text. All new code language indicated in ***bold italics***.

CMC Section 18.010.010.B (amended to read as follows):

B. Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting or wind actuated devices***, except carousel displays that feature a passenger vehicle on a rotating platform in the CF District as specifically permitted in this title***.

CMC Section 16.306.010.S. (a new section S is added and the current section S is re-lettered as section T):

S. Car carousel displays within the Commercial Freeway (CF) zoning district.

1. ***Car carousels are limited to a maximum of one per business or property, whichever is less. The City shall not approve more than four car carousels in the Commercial Freeway zoning district.***
2. ***Car carousels shall not exceed 30 feet in height.***
3. ***Car carousel displays shall comply with all City regulations for lighting, banner signs, and off-site advertising.***

T. Other special or temporary uses listed as permitted uses subject to a special use and development permit pursuant to District Development Standards of this title.

Basis for Recommendation

Staff supports the request to clarify that car carousel displays are permitted subject to approval of a Special Use and Development Permit and sign review. From a long-range land use planning perspective, the proposed amendment would allow Commercial Freeway businesses to utilize car carousels to assist in promoting sales and, in particular, to allow dealerships to stay competitive in the auto sales market and bolster their long-term financial success in Claremont.

The proposed Code Amendment also provides appropriate regulatory requirements to preserve the character of the CF Zone and ensure that adjacent land uses and passersby are not unduly impacted. The Code Amendment requires staff level design review and approval of a Special Use and Development Permit, which requires staff to notice neighbors, make specific findings on any application, and provide a process for appeals. The SUDP process allows staff to impose conditions of approval to address concerns including hours of operation, term of use, height, lighting, banners, etc. The SUDP process also requires compliance with all applicable development standards.

The proposed Code Amendment furthers the goals of the Economic Development/Fiscal Element of the City's General Plan, specifically Goal 3-1: Maintain a strong, diversified economic base, Policy 3-1.5: Continue to maintain the strength of the automobile sales establishments while promoting a diversified tax base so that the municipal budget does not over-rely on consistently strong vehicle

sales, Policy 3-2.6: Enhance the Claremont Auto Center to ensure uses the area continue to contribute to the City's tax base, and Goal 3-6: Provide for the fiscal stability of the City.

CEQA REVIEW

The proposed Code Amendment is not a project under California Environmental Quality Act (CEQA) sections 15061(b)(2) and 15061(b)(3) of the Guidelines because the proposed Code Amendment will not result in a direct physical change to the environment. Even if the proposed Code Amendment were a project, signage and accessory structures are generally categorically exempt from CEQA Guidelines under sections 15303 (New Construction or Conversion of Small Structures) and section 15311 (Accessory Structures). None of the exceptions in CEQA Guidelines section 15300.2 are applicable here.

PUBLIC NOTICE PROCESS

Display ads have been placed in the Claremont Courier at least 20 days prior to each of the four public hearings that have been held regarding this Code Amendment. This item has been noticed through the regular agenda notification process. Copies are available at the City Hall public counter. 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 the City Clerk’s Office.

Submitted by:

Brad Johnson
Community Development Director

Prepared by:

Daniel Kim
Assistant Planner

Reviewed by:

Christopher Veirs
City Planner

Attachments:
A - Draft Ordinance Amending Title 16 and 18
B - Planning Commission Resolution 2026-03
C - Planning Commission Minutes of April 7, 2026

ORDINANCE NO. 2026-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 16 – ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 – SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXEMPTION TO PROHIBITED FORM OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING CAR CAROUSELS IN THE CF ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT (#25-CA02)

WHEREAS, California Government Code, Section 65800 *et seq.* authorizes the City of Claremont (City) to adopt and administer zoning laws, ordinances, rules, and regulations by cities as a means of implementing the General Plan; and

WHEREAS, the City has initiated an amendment to Title 18 – Signs, Section 18.010.010(B) of the Claremont Municipal Code (CMC) to introduce an exemption to the restriction against rotating, revolving, or otherwise moving signs to allow car carousel displays that feature a passenger vehicle on a rotating platform in the Commercial Freeway (CF) district only; and

WHEREAS, rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting, or wind-actuated devices are prohibited forms of signs within the City of Claremont; and

WHEREAS, the proposed amendment aligns with the City's long-term interest in promoting economic development, and more specifically, it may provide a catalyst for the increase in commercial activity in the area by attracting potential customers for the existing and future auto dealerships within the Claremont Auto Center; and

WHEREAS, the amendment furthers Goal 3-1, Policy 3-1.5, Policy 3-2.6 and Goal 3-6 of the Economic Development/Fiscal Element of the City's General Plan; and

WHEREAS, on December 2, 2025, the Planning Commission held a duly noticed public hearing regarding the proposed Ordinance and voted via super-majority (6 ayes and 0 noes with one absence) to recommend approval by the City Council of the ordinance with amended language to limit the height of the Carousels to 30 feet and the maximum number to no more than two per property or business, whichever is less; and

WHEREAS, on February 10, 2026, the City Council held a duly noticed public hearing regarding the proposed Code Amendment and referred the item back to the Planning Commission to determine the maximum number of car carousel displays to be allowed in the Commercial Freeway Zone and suggested the maximum number to be between three and six across the entirety of the CF Zone; and

WHEREAS, on April 7, 2026, the Planning Commission held a duly noticed public hearing on the proposed Ordinance and direction provided by the City Council and recommended that the City Council approve the proposed Code Amendment with a limit of four carousels across the entirety of the CF Zone, as set forth in Section 3 and 4 of this Ordinance; and

WHEREAS, on May 12, 2026, the City Council held a duly noticed public hearing on the proposed Ordinance, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Commission; and

WHEREAS, the City Council has considered the proposed amended Code Amendment, the staff report, written public comments, and all other information, evidence, and testimony received at the Planning Commission's meetings on December 2, 2025, and April 7, 2026; and

THE CITY COUNCIL OF THE CITY OF CLAREMONT DOES ORDAIN AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The City Council hereby finds that all of the foregoing recitals and the staff report presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

SECTION 2. CEQA The proposed Code Amendment is not a project under California Environmental Quality Act (CEQA) sections 15061(b)(2) and 15061(b)(3) of the Guidelines. On its own, the proposed Sign Code Amendment will not result in a direct physical change to the environment. However, new car carousel displays would require their own analysis under CEQA. The City anticipates that new car carousel displays would be categorically exempt from CEQA Guidelines under Section 15303 (New Construction or Conversion of Small Structures) and Section 15311 (Accessory Structures). Car carousel displays are minor, portable equipment that is clearly ancillary to the existing primary uses (typically auto dealerships). Car carousel displays would require approval of a Special Use and Development Permit (SUDP) and full compliance with the City's sign, banner, and nuisance light standards to ensure they do not unduly impact the character of the existing Commercial Freeway (CF) zone. Accordingly, the proposed Municipal Code Amendment will not result in direct physical changes nor will it indirectly result in a significant effect on the environment and is not subject to further environmental review.

SECTION 3. Title 18 – Signs, Section 18.010.010 (B) entitled, "Prohibited Form of Signs", shall be amended to provide an exemption to car carousel displays and signs as follows:

CMC Section 18.010.010.B (current)

B. Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole

or any part of the sign, including rotation, special lighting, or wind-actuated devices.

CMC Section 18.010.010.B (amended to read as follows):

B. Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting, or wind-actuated devices, excepting car carousel displays that feature a passenger vehicle on a rotating platform in the CF District as specifically permitted in this title.

SECTION 4. Title 16 – Zoning, Section 16.306.010 shall be amended to require car carousel displays to receive approval of a Special Use and Development Permit as follows.

CMC Section 16.306.010.S (a new section S shall be added and the current section S to be re-lettered as section T):

S. Car carousel displays within the Commercial Freeway (CF) zoning district.
   1. Car carousels are limited to a maximum of one per business or property. The City shall not approve more than four car carousels to operate at any given time in the entirety of the Commercial Freeway zoning district.
   2. Car carousels shall not exceed 30 feet in height.
   3. Car carousel displays shall comply with all City regulations for lighting, banner signs, and off-site advertising.

T. Other special or temporary uses listed as permitted uses subject to a Special Use and Development Permit pursuant to District Development Standards of this title.

SECTION 5. Effective Date. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 6. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 7. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish a summary in the Claremont Courier, a weekly newspaper of general circulation, printed, published, and circulated in the City of Claremont and thirty (30) days thereafter it shall take effect and be in full force.

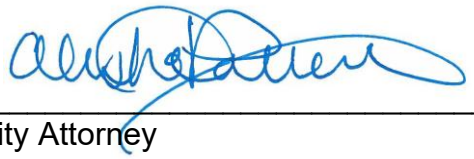
PASSED, APPROVED and ADOPTED this ____ day of _____ 20___.

_____
Mayor, City of Claremont

ATTEST:

_____
City Clerk, City of Claremont

APPROVED AS TO FORM:



_____
City Attorney

RESOLUTION NO. 2026-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 16 – ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 – SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXCEPTION TO PROHIBITED FORMS OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING VEHICLE CAROUSELS TO DISPLAY PASSENGER VEHICLES FOR SALE (FILE #25-CA02). CITY INITIATED.

WHEREAS, City staff prepared a draft ordinance in accordance with the provisions of Section 65853 and 65850(b) of the California Government Code regarding changes to the City Sign Code ("Sign Code Amendment"); and

WHEREAS, the City has initiated an amendment to Title 16 – Zoning, Section 16.306.010 to include car carousel displays as a permitted use and Title 18 – Signs, Section 18.010.010(B) to introduce an exemption to the restriction against rotating, revolving, or otherwise moving signs to allow car carousel displays that feature a passenger vehicle on a rotating platform in the Commercial Freeway (CF) district only, subject to approval of a Special Use and Development Permit (SUDP) and compliance with the City's other regulations for signs and lighting ("Code Amendment"); and

WHEREAS, on December 2, 2025, the Planning Commission held a duly noticed public hearing on the proposed Code Amendment and after requesting modifications to add detail and clarity to the proposed Code Amendment, the Planning Commission voted 6-0 (one absence) to recommend the City Council approve the proposed Code Amendment with added language to limit the height of the carousels to 30 feet and the maximum number to no more than two per dealership; and

WHEREAS, on February 10, 2026, the City Council held a duly noticed public hearing regarding the proposed Code Amendment and, after discussion, referred the item back to the Planning Commission to determine the maximum number of car carousel displays to be allowed in the Commercial Freeway zone and suggested a maximum number of car carousels to be between three and six; and

WHEREAS, on April 7, 2026, the Planning Commission held a public hearing regarding the proposed Code Amendment, at which time oral and documentary evidence were introduced along with the written recommendations of the Planning Division of the City of Claremont; and

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CLAREMONT DOES DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The Planning Commission hereby finds that all the facts set forth in the recitals are true and correct and are incorporated as substantive findings of this ordinance.

SECTION 2. CEQA. The proposed Sign Code Amendment is not a project under California Environmental Quality Act (CEQA) sections 15061(b)(2) and 15061(b)(3) of the Guidelines. On its own, the proposed Sign Code Amendment will not result in a direct physical change to the environment. However, new car carousel displays would require their own analysis under CEQA. The City anticipates new car carousel displays would be categorically exempt from CEQA Guidelines under Section 15303 (New Construction or Conversion of Small Structures) and Section 15311 (Accessory Structures). Car carousel displays are minor, portable equipment that are clearly ancillary to the existing primary uses (typically auto dealerships). Car carousel displays would require approval of a Special Use and Development Permit (SUDP) and full compliance with the City's sign, banner, and nuisance light standards to ensure they do not unduly impact the character of the existing Commercial Freeway (CF) zone. Accordingly, the proposed Sign Code Amendment will not result in direct physical changes nor will it indirectly result in a significant effect on the environment and is not subject to further environmental review.

SECTION 3. Findings and Determinations. Based upon the public hearing before the Planning Commission on April 7, 2026, the Planning Commission recommends City Council approval of the Sign Code Amendment as set forth in the Exhibit, attached hereto and made a part hereof.

SECTION 4. The Planning Commission Chair shall sign this Resolution and the Commission Secretary shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED, and ADOPTED this 7th day of April, 2026.

Planning Commission Vice Chair

ATTEST:

Planning Commission Secretary

APPROVED AS TO FORM:

City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF CLAREMONT)

I, Nhi Atienza, Senior Administrative Assistant of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2026-03 was adopted by the Planning Commission of said City of Claremont at a regular meeting of said Commission held on April 7, 2026, by the following vote:

AYES:	Commissioners:	Callaway, Emmert, Rosenbluth, Williamson
NOES:	Commissioners:	Wong
ABSTENSIONS:	Commissioners:	None
ABSENT:	Commissioner:	Davis, Rahmim

Senior Administrative Assistant
City of Claremont

EXHIBIT

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT AMENDING TITLE 16 – ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 – SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXEMPTION TO PROHIBITED FORM OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING CAR CAROUSELS IN THE CF ZONE WITH APPROVAL OF A SPECIAL USE AND DEVELOPMENT PERMIT (#25-CA02)

WHEREAS, California Government Code, Section 65800 *et seq.* authorizes the City of Claremont (City) to adopt and administer zoning laws, ordinances, rules, and regulations by cities as a means of implementing the General Plan; and

WHEREAS, the City has initiated an amendment to Title 18 – Signs, Section 18.010.010(B) of the Claremont Municipal Code (CMC) to introduce an exemption to the restriction against rotating, revolving, or otherwise moving signs to allow car carousel displays that feature a passenger vehicle on a rotating platform in the Commercial Freeway (CF) district only; and

WHEREAS, rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting, or wind-actuated devices are prohibited forms of signs within the City of Claremont; and

WHEREAS, staff believes that the proposed amendment would align with the City's long-term interest in promoting economic development, and more specifically, it will potentially provide a catalyst for the increase in commercial activity in the area by attracting potential customers for the existing and future auto dealerships within the Claremont Auto Center; and

WHEREAS, the amendment furthers Goal 3-1, Policy 3-1.5, Policy 3-2.6 and Goal 3-6 of the Economic Development/Fiscal Element of the City's General Plan; and

WHEREAS, on December 2, 2025, the Planning Commission held a duly noticed public hearing regarding the proposed Ordinance and voted via super-majority (6 ayes and 0 noes with one absence) to recommend approval by the City Council of the ordinance with amended language to limit the height of the Carousels to 30 feet and the maximum number to no more than two per property or business, whichever is less; and

WHEREAS, on February 10, 2026, the City Council held a duly noticed public hearing regarding the proposed Code Amendment and referred the item back to the Planning Commission to determine the maximum number of car carousel displays to be allowed in the Commercial Freeway Zone and suggested the maximum number to be between three and six across the entirety of the CF zone; and

WHEREAS, on April 7, 2026, the Planning Commission held a duly noticed public hearing on the proposed Ordinance and direction provided by the City Council and recommended that the City Council approve the proposed Code Amendment, as set forth in Section 3 and 4 of this Ordinance; and

WHEREAS, on May 12, 2026, the City Council held a duly noticed public hearing on the proposed Ordinance, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Commission; and

WHEREAS, the City Council has considered the proposed amended Code Amendment, the staff report, written public comments, and all other information, evidence, and testimony received at the Planning Commission's meetings on December 2, 2025 and April 7, 2026; and

THE CITY COUNCIL OF THE CITY OF CLAREMONT DOES ORDAIN AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The City Council hereby finds that all of the foregoing recitals and the staff report presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

SECTION 2. CEQA The proposed Sign Code Amendment is not a project under California Environmental Quality Act (CEQA) sections 15061(b)(2) and 15061(b)(3) of the Guidelines. On its own, the proposed Sign Code Amendment will not result in a direct physical change to the environment. However, new car carousel displays would require their own analysis under CEQA. The City anticipates that new car carousel displays would be categorically exempt from CEQA Guidelines under Section 15303 (New Construction or Conversion of Small Structures) and Section 15311 (Accessory Structures). Car carousel displays are minor, portable equipment that is clearly ancillary to the existing primary uses (typically auto dealerships). Car carousel displays would require approval of a Special Use and Development Permit (SUDP) and full compliance with the City's sign, banner, and nuisance light standards to ensure they do not unduly impact the character of the existing Commercial Freeway (CF) zone. Accordingly, the proposed Municipal Code Amendment will not result in direct physical changes nor will it indirectly result in a significant effect on the environment and is not subject to further environmental review.

SECTION 3. Title 18 – Signs, Section 18.010.010 (B) entitled, "Prohibited Form of Signs", shall be amended to provide an exemption to car carousel displays and signs as follows:

CMC Section 18.010.010.B (current)

B. *Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting, or wind-actuated devices.*

CMC Section 18.010.010.B (amended to read as follows):

B. Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting, or wind-actuated devices, excepting car carousel displays that feature a passenger vehicle on a rotating platform in the CF District as specifically permitted in this title.

SECTION 4. Title 16 – Zoning, Section 16.306.010 shall be amended to require car carousel displays to receive approval of a Special Use and Development Permit as follows.

CMC Section 16.306.010.S (a new section S shall be added and the current section S to be re-lettered as section T):

S. Car carousel displays within the Commercial Freeway (CF) zoning district.
   1. Car carousels are limited to a maximum of one per business or property. The City shall not approve more than four car carousels in the Commercial Freeway zoning district.
   2. Car carousels shall not exceed 30 feet in height.
   3. Car carousel displays shall comply with all City regulations for lighting, banner signs, and off-site advertising.

T. Other special or temporary uses listed as permitted uses subject to a Special Use and Development Permit pursuant to District Development Standards of this title.

SECTION 5. Effective Date. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 6. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 7. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish in the Claremont Courier, a weekly newspaper of general circulation, printed, published, and circulated in the City of Claremont and thirty (30) days thereafter it shall take effect and be in full force.

PASSED, APPROVED and ADOPTED this ____ day of _____ 20___.

_____
Mayor, City of Claremont

ATTEST:

_____
City Clerk, City of Claremont

APPROVED AS TO FORM:

_____
City Attorney

PLANNING COMMISSION
REGULAR MEETING MINUTES
Tuesday, April 7, 2026 – 7:00 PM
Video Recording is Archived on the City Website
https://www.claremontca.gov/Government/City-Council/Watch-a-Meeting

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CALL TO ORDER

Vice Chair Wong called the meeting to order at 7:00 PM

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT	COMMISSIONER: CALLAWAY, EMMERT, ROSENBLUTH, WILLIAMSON, WONG
ABSENT	COMMISSIONER: DAVIS, RAHMIM
ALSO PRESENT	Brad Johnson, Community Development Director; Chris Veirs, City Planner; Daniel Kim, Assistant Planner; Nhi Atienza, Senior Administrative Assistant

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

There were no ceremonial matters, presentations, or announcements.

PUBLIC COMMENT

This item starts at 0:01:00 in the archived video.

Vice Chair Wong invited public comment.

There were no requests to speak.

Vice Chair Wong closed public comment.

CONSENT CALENDAR

This item starts at 0:03:08 in the archived video.

Vice Chair Wong invited public comment.

There were no requests to speak.

Vice Chair Wong closed public comment.

Commissioner Rosenbluth moved to approve Consent Calendar, seconded by Commissioner Callaway; and carried on by roll call vote as follows:

1. Planning Commission Meeting Minutes of March 17, 2026
   Approved and filed.

AYES:	***Commissioner - Callaway, Emmert, Rosenbluth, Williamson***
NOES:	***Commissioner - None***
ABSTENTIONS:	***Commissioner - Wong*** *(due to 3/17/26 absence)*
ABSENCES:	***Commissioner - Davis, Rahmim***

PUBLIC HEARINGS

This item starts at 0:04:47 in the archived video.

2. Tentative Parcel Map 83516, Request to Subdivide a Parcel (APN: 8316-019-010) to Create Three Parcels Located at 701 South Indian Hill Boulevard. Applicant – Sushil Capital, LLC.

   City Planner Veirs presented a PowerPoint presentation and addressed Commissioners' inquiries regarding any negative aspects of the subdivision, typographical errors in the resolution, parking conditions for parcels 2 and 3, possible future development on parcel 2, parcel 2 being subject to high density housing, and reciprocal parking agreement for parcels 2 and 3.

   Vice Chair Wong invited public comment.

   Vickie Noble is very supportive of the lot split and future developments from Mr. Patel. Residents at Westarms are allotted three parking spaces for each unit, therefore parking on San Jose can serve as overflow parking.

   Jim Keith is supportive of the lot split and inquired if the development of a different hotel brand is still a possibility on parcel 2.

   There were no additional requests to speak.

   Public comment was closed.

   Commissioner Williamson stated that the proposed map is consistent with the General Plan, zoning, and land use designation.

   Commissioner Rosenbluth inquired about possible parking agreements between parcels 1 and 2, and parcels 2 and 3 to provide for sufficient overflow parking and large vehicles.

   City Planner Veirs provided language to be included in the revised Resolution for the execution of a reciprocal parking agreement between parcels 2 and 3 to provide sufficient parking for the restaurant use in parcel 3. The Commission was supportive of the language.

   Commissioner Rosenbluth moved to adopt Resolution No. 2026-2, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 83516 TO SUBDIVIDE ONE EXISTING PARCEL (APN: 8316-019-010) INTO THREE PARCELS LOCATED AT 701 SOUTH INDIAN HILL BOULEVARD. APPLICANT –SUSHIL CAPITAL LLC **as amended to include a reciprocal parking agreement between parcels 2 and 3 to provide sufficient parking for the restaurant use*; and find this item is exempt from environmental review under the***

California Environmental Quality Act (CEQA). Seconded by Commissioner Williamson; and carried on a roll call vote as follows:

AYES: ***Commissioner - Callaway, Emmert, Rosenbluth, Williamson, Wong***
NOES: ***Commissioner - None***
ABSENCES: ***Commissioner - Davis, Rahmim***

Vice Chair Wong announced this decision can be appealed within ten calendar days.

3. Amendment to the Claremont Municipal Code Pertaining to Prohibited Forms of Signs to Permit Rotating Auto Display Platforms in the Commercial Freeway (CF) Zone with Approval of a Special Use and Development Permit (File #25-CA02). City Initiated.

Assistant Planner Kim presented a PowerPoint presentation and addressed Commissioners' inquiries regarding possible dealership subdivisions, number of parcels and dealerships, any limitations to other businesses, and definition of rotating signs.

Vice Chair Wong invited public comment.

Vickie Noble stated that the display looks horrendous. She requested a limit of one per dealership and is glad that the lighting is controlled by the City.

Sue Keith stated that the display looks gaudy. It is not Claremont. This is ridiculous and should not be done.

There were no additional requests to speak.

Public comment was closed.

Commissioner Emmert understands the economic aspect of the request and the depressed grade of the dealerships. He would like to set a low number for access for a short time during special events.

Commissioner Callaway appreciated the thoughtfulness of the report. She would be in favor of a lower number.

Commissioner Rosenbluth is in favor of sticking with the original intention of six for the three dealerships set in December.

Commissioner Williamson is considering the limit of one per dealership with a maximum of three or two per zone.

Director Johnson clarified that these displays will be available to all businesses, not just dealerships.

Commissioner Rosenbluth reiterated sticking to the maximum of six, with two per property/business.

Vice Chair Wong stated that this does not enhance Claremont. There are different ways to generate sales, this is not a good idea. The dealerships should invest in enhancing their current freestanding signs. He is not supportive.

Director Johnson stated that a supermajority vote is required for a positive recommendation to the City Council.

Commissioner Callaway stated that the SUDP process provides reassurance and she would vote for a maximum of three.

Commissioner Emmert favors a limit of three.

Commissioner Williamson proposed limiting one per business and a maximum of three for the zone.

Commissioner Rosenbluth proposed limiting one per business and a maximum of four, to support an incoming business.

Assistant Planner Kim explained that any restrictions are listed in code, the length of the display will be variable, safety concerns are addressed by the manufacturer's specifications, the SUDP will have a list of conditions of approval which will be sent to the Commission, and the height of the display (30 feet) is from the ground to the top of the vehicle.

Commissioner Rosenbluth moved to adopt Resolution No. 2026-3, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING TITLE 16 – ZONING, SECTION 16.306.010 OF THE CLAREMONT MUNICIPAL CODE TO INCLUDE CAR CAROUSEL DISPLAYS AS A PERMITTED SPECIAL USE AND TITLE 18 – SIGNS, SECTION 18.010.010(B) OF THE CLAREMONT MUNICIPAL CODE TO PROVIDE AN EXCEPTION TO PROHIBITED FORMS OF SIGNS TO ALLOW BUSINESSES IN THE COMMERCIAL FREEWAY (CF) ZONE TO PROPOSE ROTATING VEHICLE CAROUSELS TO DISPLAY PASSENGER VEHICLES FOR SALE (FILE #25-CA02) as amended to limit one car carousel per business/property with a maximum of four car carousels in the Commercial Freeway zoning district. CITY INITIATED. Seconded by Commissioner Callaway; and carried on a roll call vote as follows:

AYES:	***Commissioner - Callaway, Emmert, Rosenbluth, Williamson***
NOES:	***Commissioner - Wong***
ABSENCES:	***Commissioner - Davis, Rahmim***

Vice Chair Wong announced this decision can be appealed within ten calendar days.

ADMINISTRATIVE ITEM – None

REPORTS

This item starts at 1:22:42 in the archived video.

Staff

Director Johnson reported on items of interest from the previous City Council meeting and described future items coming before the Commission.

Commission/Committee

In response to Commissioner Rosenbluth's inquiry, Director Johnson provided an update for the CEQA Notice filing for the Village South Specific Plan.

ADJOURNMENT

Vice Chair Wong adjourned the meeting at 8:29 PM.

Chair

ATTEST:

Administrative Assistant

Claremont City Council

Agenda Report

File #: 5994 **Item No:** 11.

TO: JAMIE EARL, ACTING CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

ORDINANCE ADOPTING THE 2026 CITYWIDE RADAR SPEED SURVEY IMPLEMENTING DECREASED SPEED LIMITS FOR CERTAIN STREETS (FUNDING SOURCES: MEASURE M & PROPOSITION C)

SUMMARY

The California Vehicle Code (CVC) requires that the local authority conduct a citywide engineering and traffic survey (E&TS) to allow the use of radar speed enforcement on local streets. The E&TS is also known as the speed survey, which is an approved and governing document for speed limit setting citywide. The last citywide speed survey was completed and approved by the City Council in 2005, and since then, interim updates to certain street segments were completed in 2012, 2015, 2016, 2017, 2018, and 2020.

Since the last speed survey, new legislation has been passed [Assembly Bill 43 (AB43)], modifying the review periods for speed surveys and the criteria for setting speed limits. To meet the new requirements set forth by AB 43, staff engaged the services of a professional traffic engineer consultant, Advantec Consulting Engineers, to prepare a new E&TS.

The new E&TS (Exhibit to the Ordinance - Attachment A) identifies a complete list of surveyed streets containing information on their roadway segment limits, collision rates, posted speed limits, 85 th percentile speeds, National Highway designation, consideration of concentration of pedestrians, bicyclists, and higher crash rates, and provide recommendations on retention of prior speed limits and new recommended speed limits. The E&TS provides the basis for the new recommended posted speed limits, and it will become the City's 2026 Citywide Radar Speed Survey, once approved by ordinance.

The Traffic and Transportation Commission (TTC) reviewed the draft E&TS at their March 27, 2025, March 26, 2026, and April 13, 2026 meetings. The TTC recommended approval of the speed survey, with a 7-0 vote at the April 13, 2026 special meeting.

Ninety-three street segments were surveyed, with a total of forty-five (45) recommended speed limit changes within the new 2026 speed survey. The speed limit on forty-four (44) segments is proposed to be decreased by 5 mph, with one street segment being recommended to be decreased by 10 mph.

RECOMMENDATION

Staff recommends the City Council:

A. Introduce for first reading, and that reading be by title only, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 10 OF THE CLAREMONT MUNICIPAL CODE TO SECTION 10.48.010 RELATING TO THE SPEED LIMITS ON CERTAIN STREETS; and
B. Authorize staff to move forward with the implementation of the speed survey, with the preparation of plans and specifications.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Continue the matter for additional information or discussion.

FINANCIAL REVIEW

The cost for staff to prepare this report, the 2026 Citywide Radar Speed Survey, and administer this program is estimated $96,882 and is included in the operating budget of the Community Development Department.

The cost of implementing the 2026 Citywide Radar Speed Survey is estimated at $175,000. These costs include preparation of plans and specifications to develop a project to replace the existing speed limit signs and associated roadway stenciling to reflect the modifications of the final recommended speed limits. This figure is an estimate and is expected to change once bids are received to move forward with the implementation plan.

Following City Council adoption of the Ordinance and City Council authorization to move forward with implementation, staff will continue to work with Advantec Consulting Engineers to finalize plans and specifications for advertising a project to complete implementation of the 2026 Citywide Radar Speed Survey. Once bids are received, staff will bring an item to City Council for contract award.

ANALYSIS

Background

Assembly Bill 43 (AB 43)

The new legislative requirements from AB 43 went into effect on January 1, 2022, and gave cities throughout the state greater control over how speed limits are set and whether they should be reduced on certain roadway segments and highways. AB 43 also contains a provision to extend existing speed surveys up to fourteen years, deviating from the previous ten-year maximum effective term. In summary, AB 43 is State Law, and local jurisdictions are required to follow it to set enforceable speed limits. It should be noted that AB 43 no longer adheres to the strict 85th percentile

methodology, allowing more flexibility for professionals to recommend lower speeds based on different considerations, such as bicyclist and pedestrian safety.

To complete the preparation of the 2026 Citywide Radar Speed Survey, Claremont engaged traffic consultant Advantec Consulting Engineers to conduct the studies required to update the Citywide posted speed limits to meet AB 43 requirements.

The implementation of AB 43 was a lengthy process, and the new law made provisions to accommodate the necessary updates that the California Department of Transportation (Caltrans) had to complete to implement the new law statewide, because Caltrans has a role as the agency responsible for implementing standards for setting and updating speed limits.

Per AB 43, Caltrans was required to update the California Manual on Uniform Traffic Control Devices (CA MUTCD) for agencies within the State of California to follow. The CA MUTCD update was completed in January 2023, creating a path forward for local agencies to commence updating their speed surveys using the new provisions available under AB 43. The most recent CA MUTCD revision 9, effective April 1, 2025, was considered to complete the 2026 Citywide Radar Speed Survey. Under the new provisions, speed surveys are valid for seven years and may be extended to fourteen years (previously ten years) if a traffic engineer/engineer of record certifies that no changes in roadway conditions have occurred per California Vehicle Code (CVC).

In the interim, staff used additional AB 43 provisions, which allowed the extension of existing speed surveys until a new survey could be budgeted and completed.

<u>2026 Speed Survey</u>

The study completed to prepare the 2026 Citywide Radar Speed Survey ultimately evaluated ninety-three street segments citywide, identifying the following recommendations:

- Forty-eight street segments whose posted speed limits will remain the same;
- Forty-four street segments that will be reduced by five miles per hour; and
- One street segment that will be reduced by ten miles per hour.
- There are no street segments required to be increased as part of the 2026 Speed Survey.

Revised 2026 Speed Survey-Summary of Changes			
Street Segments	No Change	-5 MPH	-10 MPH
93	48	44	1

The 2026 Citywide Radar Speed Survey document identifies a complete list of surveyed streets containing information on their roadway segment limits, collision rates, posted speed limits, 85th percentile speeds, National Highway designation, consideration of concentration of pedestrians, bicyclists, and higher crash rates, and provide recommendations addressing the street segments to retain prior speed limits, and those with recommended lower speed limits.

The following provides information and statistics on the City's street network that was surveyed:

- *Residential/local roads, "prima facie," streets are not required to be surveyed.*
- *Approximately 74% of the street network is 25 mph prima facie.*
- *As part of this survey, approximately 36 miles of the street network were required to be*

surveyed, out of the total 138 miles of the citywide street network.

- *Of those 36 miles surveyed, approximately 18 miles are recommended to be reduced in posted speed limits, which is approximately 13% of the citywide street network.*
- *The following table summarizes these figures and percentages.*

City Streets Surveyed	Center Line Miles	36
Total City Street Network	Center Line Miles	138
Percent Streets Surveyed		**26%**
Roadway Segments Reduced	Center Line Miles	18
Percent Streets Reduced in Speed	Center Line Miles	**13%**

A complete summary is provided in the Exhibit to the Ordinance (Attachment A), in Table 3-Summary of Recommendations, which identifies the current posted and proposed speed limits.

Traffic and Transportation Commission (TTC) Review

Staff presented the preliminary recommendations of the draft E&TS to TTC on March 27, 2025, while still working on the preparation of the final draft document. Final draft recommendations were presented to the TTC on March 26, 2026. During the presentation, the TTC had questions and comments regarding recommended speed limits for certain street segments, and at the conclusion of the meeting, voted to continue the item, requesting more information.

Staff scheduled a special meeting to provide additional information as requested by the TTC, and at its April 13, 2026 special meeting, the Commission voted to recommend the City Council adopt the 2026 Citywide Radar Speed Survey, with a 7-0 vote. At this meeting, additional information, final recommendations, and revisions were presented to the Commission, seeking a recommendation for the City Council to adopt the 2026 Citywide Radar Speed Survey. The TTC reviewed the additional information and final recommendations and fully supported the 2026 Citywide Radar Speed Survey. The public strongly supported the proposed recommendations through many positive written and in-person comments. Draft TTC Special meeting minutes of April 13, 2026, are provided in Attachment B.

Future Steps

With the first reading of the Ordinance being considered tonight and with City Council approval to move forward with implementation, staff will continue to work with Advantec Consulting Engineers to develop a project to implement the 2026 Citywide Radar Speed Survey. The implementation of this project will provide the necessary signage and striping improvements needed to reflect the new recommended speed limits. This project will need to come back to the City Council for contract award following the adoption of the Ordinance and City Council approval to move forward.

It should be noted that Section 6 of the Ordinance contains provisions for the 2026 Citywide Radar Speed Survey to take effect September 27, 2026, once the necessary improvements (roadway striping and signage installations) are completed. In addition to internal distribution, a copy of the 2026 Radar Speed Survey will also be filed with the El Monte Courthouse, as required by law.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relation to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: General Plan and City Council Priorities.

CEQA REVIEW

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

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 the City Clerk's Office. Interested parties have also been notified.

Submitted by:	Prepared by:
Brad Johnson Community Development Director	Maria B. Tipping, P.E. City Engineer

Attachments:
A - Ordinance
B - Draft TTC Special Meeting Minutes of April 13, 2026

ORDINANCE NO. 2026-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING TITLE 10 OF THE CLAREMONT MUNICIPAL CODE TO SECTION 10.48.010 RELATING TO THE SPEED LIMITS ON CERTAIN STREETS

WHEREAS, the California Vehicle Code (CVC) requires that, in order to allow the use of radar enforcement of speed limits on city streets, local agencies must review, survey, and update posted speed limits periodically through the preparation of a traffic and engineering survey; and

WHEREAS, the previous citywide speed survey for the City of Claremont was completed in 2005, and since then, interim updates to certain streets were completed in 2012, 2015, 2016, 2017, 2018, and 2020; and

WHEREAS, effective January 1, 2022, AB43 extended the term of street surveys from seven years to fourteen years; and

WHEREAS, under AB43, the following criteria have been outlined in the CVC and the California Manual on Uniform Traffic Control Devices (CA MUTCD) to identify those streets which require a new speed survey: (a) any street which has experienced significant changes in roadway or traffic conditions, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, or (b) any street which does not currently meet recently revised criteria in the methods used to determine posted speed limits, as set forth in the CA MUTCD, 2014 Edition, Revision 9; and

WHEREAS, based on the above criteria, City staff determined that thirty-three (33) streets, with a total of ninety-five (95) street segments, needed to be resurveyed to continue to comply with State regulations, and to allow for continued radar enforcement of the posted speed limits; and

WHEREAS, City staff prepared an engineering & traffic survey (E&TS) for the required ninety-three street segments to update to the 2005, 2012, 2015, 2016, 2017, 2018, and 2020 Radar Speed Surveys and which are referred to herein as the “2026 Citywide Speed Survey” and attached hereto as the “Exhibit” and incorporated herein; and

WHEREAS, the State requirements outlined in the CA MUTCD require that speed limits should be set at the nearest 5-mile-per-hour increment to the 85th percentile speed, with an allowance for a 5-mile-per-hour reduction if roadway factors, traffic, pedestrian factors, and adjacent land uses make a reduced speed advisable, or safety corridor and land, or facilities generating high concentration of bicyclists and pedestrians, or retention of the currently adopted speed survey, or restore immediately prior speed limit, or through the designation of a business district ; and

WHEREAS, based on the 2026 Citywide Speed Survey, staff recommends that the speed limits on the following streets be set as per the Exhibit; and

THE CITY COUNCIL OF THE CITY OF CLAREMONT DOES ORDAIN AS FOLLOWS:

SECTION 1. The Recitals are hereby adopted and incorporated herein.

SECTION 2. The City Council approves and adopts the 2026 Citywide Speed Survey, which is attached hereto as the "Exhibit" and incorporated herein.

SECTION 3. Section 10.48.010 (B) of the Claremont Municipal Code shall be amended to read as follows:

Title 10 VEHICLES AND TRAFFIC

10.48.010 Speed limits on certain streets

B. It is declared that the prima facie speed limit shall be as set forth in this section on those streets or parts of streets designated in this section when signs are erected giving notice thereof:

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
1	Alamosa Drive	Mills Avenue	Padua Avenue	**25**
2	American Avenue	Indian Hill Boulevard	College Avenue	**25**
3	American Avenue	College Avenue	Mills Avenue	**25**
4	Arrow Highway	Indian Hill Boulevard	College Avenue	**40**
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	**40**
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	**45**
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	**25**
8	Base Line Road	West City Limits	Towne Avenue	**40**
9	Base Line Road	Towne Avenue	Mountain Avenue	**40**
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	**40**

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	**40**
12	Base Line Road	Mills Avenue	East City Limits	**40**
13	Bonita Avenue	West City Limits	Cambridge Avenue	**30**
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	**30**
15	Cambridge Avenue	Arrow Highway	Bonita Avenue	**30**
16	Claremont Boulevard	Arrow Highway	First Street	**30**
17	Claremont Boulevard	First Street	Sixth Street	**35**
18	Claremont Boulevard	Sixth Street	Foothill Boulevard	**40**
19	Claremont Boulevard	Foothill Boulevard	Windham Drive	**40**
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue	**40**
21	College Avenue	San Jose Avenue	Oak Park Drive	**25**
22	College Avenue	Oak Park Drive	Arrow Highway	**25**
23	College Avenue	Arrow Highway	First Street	**25**
24	College Avenue	First Street	Bonita Avenue	**25**
25	College Avenue	Bonita Avenue	Sixth Street	**25**
26	College Avenue	Sixth Street	10th Street	**25**
27	College Avenue	10th Street	Foothill Boulevard	**25**
28	College Way	Williams Avenue	Piedmont Avenue	**30**

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
29	First Street	College Avenue	Columbia Avenue	**30**
30	First Street	Columbia Avenue	Claremont Boulevard	**35**
31	Foothill Boulevard	Towne Avenue	Mountain Avenue	**40**
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	**40**
33	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	**40**
34	Foothill Boulevard	Mills Avenue	East City Limits	**40**
35	Garey Avenue	Arlington Drive	Smith Drive	**35**
36	Garey Avenue	Smith Drive	College Way	**35**
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	**25**
38	Indian Hill Boulevard	American Ave	San Jose Ave	**35**
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	**35**
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	**35**
41	Indian Hill Boulevard	Arrow Highway	First Street	**30**
42	Indian Hill Boulevard	First Street	Bonita Avenue	**25**
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	**25**
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	**30**
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	**30**
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	**35**

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
47	Indian Hill Boulevard	Claremont High	Base Line Road	**35**
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	**35**
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	**25**
50	Mills Avenue	Foothill Boulevard	Rockford Drive	**35**
51	Mills Avenue	Rockford Drive	Base Line Road	**35**
52	Mills Avenue	Base Line Road	Miramar Avenue	**35**
53	Mills Avenue	Miramar Avenue	Alamosa Drive	**35**
54	Mills Avenue	Alamosa Drive	Pomello Drive	**35**
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	**35**
56	Miramar Avenue	Mills Avenue	Padua Avenue	**25**
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard	**40**
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	**40**
59	Mountain Avenue	San Jose Avenue	Arrow Highway	**25**
60	Mountain Avenue	Bonita Avenue	Harrison Avenue	**25**
61	Mountain Avenue	Harrison Avenue	10th Street	**30**
62	Mountain Avenue	10th Street	Foothill Boulevard	**30**
63	Mountain Avenue	Foothill Boulevard	Scripps Drive	**30**

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
64	Mountain Avenue	Scripps Drive	Base Line Road	**30**
65	Mountain Avenue	Base Line Road	Thompson Creek	**30**
66	Mountain Avenue	Thompson Creek Trail	End	**25**
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	**40**
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	**40**
69	Mt. Baldy Road	Padua Avenue	East City Limits	**45**
70	Oxford Avenue	Scripps Drive	Hood Drive	**25**
71	Oxford Avenue	Hood Drive	Colby Drive	**25**
72	Padua Avenue	Base Line Road	Miramar Avenue	**40**
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road	**40**
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	**25**
75	Padua Avenue	Via Saint Ambrose	Via Padova	**25**
76	Pomello Drive	Mills Avenue	Padua Avenue	**30**
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	**25**
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	**30**
79	San Jose Avenue	Indian Hill Boulevard	College Avenue	**25**
80	San Jose Avenue	College Avenue	Mills Avenue	**25**
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue	**25**
82	Scripps Drive	Towne Avenue	Mountain Avenue	**25**

No.	Street Name	Roadway Segment From	To	Speed Limit Exp: September 2033 Miles per Hour
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	**25**
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	**25**
85	Sixth Street	Indian Hill Boulevard	College Ave	**25**
86	Sixth Street	College Ave	College Way	**25**
87	Sixth Street	College Way	Mills Avenue	**25**
88	Sixth Street	Mills Avenue	Claremont Blvd	**25**
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive	**25**
90	Towne Avenue	Foothill Boulevard	Syracuse Drive	**40**
91	Towne Avenue	Syracuse Drive	Base Line Road	**40**
92	Williams Avenue	Foothill Boulevard	Smith Drive	**30**
93	Williams Avenue	Smith Drive	College Way	**30**

SECTION 4. The Community Development Department is hereby authorized and directed to install and/or upgrade all appropriate signs giving notice of said speed limits.

SECTION 5. The City Council hereby directs the City Clerk to file said revisions to the 2026 Radar Speed Survey, dated April 2026, with the El Monte Courthouse, and to place three copies in the City of Claremont office of the City Clerk for public review.

SECTION 6. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 7. The Mayor shall sign this ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish a summary in the *Claremont Courier*, a semi-weekly newspaper of general circulation, printed, published, and circulated in the City of Claremont, and one hundred twenty-four (124) days thereafter it shall take effect and be in force.

PASSED, APPROVED and ADOPTED this ____ day of May, 2026.

_____
Mayor, City of Claremont

ATTEST:

_____
City Clerk, City of Claremont

APPROVED AS TO FORM:

_____
City Attorney, City of Claremont

EXHIBIT

City of Claremont

Engineering and Traffic Survey (E&TS)

April 2026

Prepared for:

Engineering Division
Department Of Community Development
City of Claremont
207 Harvard Avenue
Claremont, CA 91711-0880

Prepared by:

ADVANTEC
Consulting Engineers

City of Claremont
2026 Engineering and Traffic Survey (E&TS)
Claremont, California

Prepared for:

Engineering Division
Department Of Community Development
City of Claremont
207 Harvard Avenue
Claremont, CA 91711-0880

Prepared by:

ADVANTEC
Consulting Engineers

1200 Roosevelt
Irvine, CA 92620

Under the Supervision of:

_____ Date: 04/09/2026

John Dorado, P.E., R.C.E No. 74405, Exp. 09/30/2027

REGISTERED PROFESSIONAL ENGINEER
JOHN A. DORADO II
No. 74405
CIVIL
STATE OF CALIFORNIA

April 9, 2026

CERTIFIED COPY OF ORIGINAL

City of Claremont

2026 Engineering and Traffic Survey (E&TS)

Streets surveyed:

No.	Street Name	From	To
1	Alamosa Drive	Mills Avenue	Padua Avenue
2	American Avenue	Indian Hill Boulevard	College Avenue
3	American Avenue	College Avenue	Mills Avenue
4	Arrow Highway	Indian Hill Boulevard	College Avenue
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road
8	Base Line Road	West City Limits	Towne Avenue
9	Base Line Road	Towne Avenue	Mountain Avenue
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard
11	Base Line Road	Indian Hill Boulevard	Mills Avenue
12	Base Line Road	Mills Avenue	East City Limits
13	Bonita Avenue	West City Limits	Cambridge Avenue
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard
15	Cambridge Avenue	Arrow Highway	Bonita Avenue
16	Claremont Boulevard	Arrow Highway	First Street

No.	Street Name	From	To
17	Claremont Boulevard	First Street	Sixth Street
18	Claremont Boulevard	Sixth Street	Foothill Boulevard
19	Claremont Boulevard	Foothill Boulevard	Windham Drive
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue
21	College Avenue	San Jose Avenue	Oak Park Drive
22	College Avenue	Oak Park Drive	Arrow Highway
23	College Avenue	Arrow Highway	First Street
24	College Avenue	First Street	Bonita Avenue
25	College Avenue	Bonita Avenue	Sixth Street
26	College Avenue	Sixth Street	10th Street
27	College Avenue	10th Street	Foothill Boulevard
28	College Way	Williams Avenue	Piedmont Avenue
29	First Street	College Avenue	Columbia Avenue
30	First Street	Columbia Avenue	Claremont Boulevard
31	Foothill Boulevard	Towne Avenue	Mountain Avenue
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard
33	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue
34	Foothill Boulevard	Mills Avenue	East City Limits
35	Garey Avenue	Arlington Drive	Smith Drive
36	Garey Avenue	Smith Drive	College Way

No.	Street Name	From	To
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard
38	Indian Hill Boulevard	American Ave	San Jose Ave
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway
41	Indian Hill Boulevard	Arrow Highway	First Street
42	Indian Hill Boulevard	First Street	Bonita Avenue
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High
47	Indian Hill Boulevard	Claremont High	Base Line Road
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive
50	Mills Avenue	Foothill Boulevard	Rockford Drive
51	Mills Avenue	Rockford Drive	Base Line Road
52	Mills Avenue	Base Line Road	Miramar Avenue
53	Mills Avenue	Miramar Avenue	Alamosa Drive
54	Mills Avenue	Alamosa Drive	Pomello Drive
55	Mills Avenue	Pomello Drive	Mt. Baldy Road
56	Miramar Avenue	Mills Avenue	Padua Avenue

No.	Street Name	From	To
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard
59	Mountain Avenue	San Jose Avenue	Arrow Highway
60	Mountain Avenue	Bonita Avenue	Harrison Avenue
61	Mountain Avenue	Harrison Avenue	10th Street
62	Mountain Avenue	10th Street	Foothill Boulevard
63	Mountain Avenue	Foothill Boulevard	Scripps Drive
64	Mountain Avenue	Scripps Drive	Base Line Road
65	Mountain Avenue	Base Line Road	Thompson Creek
66	Mountain Avenue	Thompson Creek Trail	End
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue
69	Mt. Baldy Road	Padua Avenue	East City Limits
70	Oxford Avenue	Scripps Drive	Hood Drive
71	Oxford Avenue	Hood Drive	Colby Drive
72	Padua Avenue	Base Line Road	Miramar Avenue
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose
75	Padua Avenue	Via Saint Ambrose	Via Padova

No.	Street Name	From	To
76	Pomello Drive	Mills Avenue	Padua Avenue
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard
79	San Jose Avenue	Indian Hill Boulevard	College Avenue
80	San Jose Avenue	College Avenue	Mills Avenue
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue
82	Scripps Drive	Towne Avenue	Mountain Avenue
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard
85	Sixth Street	Indian Hill Boulevard	College Ave
86	Sixth Street	College Ave	College Way
87	Sixth Street	College Way	Mills Avenue
88	Sixth Street	Mills Avenue	Claremont Blvd
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive
90	Towne Avenue	Foothill Boulevard	Syracuse Drive
91	Towne Avenue	Syracuse Drive	Base Line Road
92	Williams Avenue	Foothill Boulevard	Smith Drive
93	Williams Avenue	Smith Drive	College Way

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EXECUTIVE SUMMARY

Statutes in the California Vehicle Code (CVC) require that governmental agencies periodically review and update posted speed limits. The periodic updates are required at least once every 5, 7 to 14 years in order that the cities enforcement agency may enforce limits with radar. The process involves the review of existing posted speed limits for adequacy in terms of adjacent land use, traffic demands, roadway conditions, continuity of speed limits, accidents, and field surveys of motorists' driving patterns.

This engineering and traffic survey was prepared in accordance with the various guidelines as stipulated in the CVC. Data collection techniques are in compliance with Division 17, Section 40802(c) of the CVC. The following reference materials were also used in preparation of this traffic and engineering survey:

- CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD) - California Manual on Uniform Traffic Control Devices (CA MUTCD), Revision 9.

- VEHICLE CODE - California Department of Motor Vehicles, Sacramento, California; 2025 Edition

Locations, dates of surveys, and pertinent background information are included in the complete report. All data utilized in this summary are included in the report and are on file in the Department Of Community Development, City of Claremont, 207 Harvard Avenue, P.O. Box 880, Claremont. California 91711.

Findings and Recommendations

The findings of this report present recommended speed limits for 93 street segments in the City of Claremont. Existing conditions information were obtained for each street segment including roadway characteristics, prevailing vehicle speed, collision history, visibility restrictions, and adjacent land use. Roadside conditions not readily apparent to the motorists were also reviewed. **Under this update, 48 of 93 segments have no changes, 44 of 93 segments have decreased 5 mph, and 1 of 93 segments have decreased 10 mph**.

The results and recommended speed zoning actions for each roadway segment are presented in **Table 3, "Summary of Recommendations"** contained in **Appendix A** and on **Figure 1**, "**Recommended Speed Limits"** contained in **Appendix B**.

Table 1 summarizes street segments that were surveyed including the street segment number, street name, street segment, proposed speed limits, and the expiration date. Please note the expiration date shown is for 7 years, but it can be extended up to 14 years if there are not major changes along the corridor.

Table 1 - Proposed Speed Limits (Expiration: September 2033)

No.	Street Name	Roadway Segment From	Roadway Segment To	Proposed Speed Limit Expiration: September 2033 (mph)
1	Alamosa Drive	Mills Avenue	Padua Avenue	**25**
2	American Avenue	Indian Hill Boulevard	College Avenue	**25**
3	American Avenue	College Avenue	Mills Avenue	**25**
4	Arrow Highway	Indian Hill Boulevard	College Avenue	**40**
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	**40**
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	**45**
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	**25**
8	Base Line Road	West City Limits	Towne Avenue	**40**
9	Base Line Road	Towne Avenue	Mountain Avenue	**40**
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	**40**
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	**40**
12	Base Line Road	Mills Avenue	East City Limits	**40**
13	Bonita Avenue	West City Limits	Cambridge Avenue	**30**
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	**30**
15	Cambridge Avenue	Arrow Highway	Bonita Avenue	**30**
16	Claremont Boulevard	Arrow Highway	First Street	**30**
17	Claremont Boulevard	First Street	Sixth Street	**35**
18	Claremont Boulevard	Sixth Street	Foothill Boulevard	**40**

No.	Street Name	Roadway Segment From	To	Proposed Speed Limit Expiration: September 2033 (mph)
19	Claremont Boulevard	Foothill Boulevard	Windham Drive	**40**
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue	**40**
21	College Avenue	San Jose Avenue	Oak Park Drive	**25**
22	College Avenue	Oak Park Drive	Arrow Highway	**25**
23	College Avenue	Arrow Highway	First Street	**25**
24	College Avenue	First Street	Bonita Avenue	**25**
25	College Avenue	Bonita Avenue	Sixth Street	**25**
26	College Avenue	Sixth Street	10th Street	**25**
27	College Avenue	10th Street	Foothill Boulevard	**25**
28	College Way	Williams Avenue	Piedmont Avenue	**30**
29	First Street	College Avenue	Columbia Avenue	**30**
30	First Street	Columbia Avenue	Claremont Boulevard	**35**
31	Foothill Boulevard	Towne Avenue	Mountain Avenue	**40**
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	**40**
33	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	**40**
34	Foothill Boulevard	Mills Avenue	East City Limits	**40**
35	Garey Avenue	Arlington Drive	Smith Drive	**35**
36	Garey Avenue	Smith Drive	College Way	**35**
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	**25**

No.	Street Name	Roadway Segment From	To	Proposed Speed Limit Expiration: September 2033 (mph)
38	Indian Hill Boulevard	American Ave	San Jose Ave	**35**
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	**35**
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	**35**
41	Indian Hill Boulevard	Arrow Highway	First Street	**30**
42	Indian Hill Boulevard	First Street	Bonita Avenue	**25**
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	**25**
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	**30**
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	**30**
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	**35**
47	Indian Hill Boulevard	Claremont High	Base Line Road	**35**
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	**35**
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	**25**
50	Mills Avenue	Foothill Boulevard	Rockford Drive	**35**
51	Mills Avenue	Rockford Drive	Base Line Road	**35**
52	Mills Avenue	Base Line Road	Miramar Avenue	**35**
53	Mills Avenue	Miramar Avenue	Alamosa Drive	**35**
54	Mills Avenue	Alamosa Drive	Pomello Drive	**35**

No.	Street Name	Roadway Segment From	To	Proposed Speed Limit Expiration: September 2033 (mph)
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	**35**
56	Miramar Avenue	Mills Avenue	Padua Avenue	**25**
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard	**40**
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	**40**
59	Mountain Avenue	San Jose Avenue	Arrow Highway	**25**
60	Mountain Avenue	Bonita Avenue	Harrison Avenue	**25**
61	Mountain Avenue	Harrison Avenue	10th Street	**30**
62	Mountain Avenue	10th Street	Foothill Boulevard	**30**
63	Mountain Avenue	Foothill Boulevard	Scripps Drive	**30**
64	Mountain Avenue	Scripps Drive	Base Line Road	**30**
65	Mountain Avenue	Base Line Road	Thompson Creek	**30**
66	Mountain Avenue	Thompson Creek Trail	End	**25**
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	**40**
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	**40**
69	Mt. Baldy Road	Padua Avenue	East City Limits	**45**
70	Oxford Avenue	Scripps Drive	Hood Drive	**25**
71	Oxford Avenue	Hood Drive	Colby Drive	**25**
72	Padua Avenue	Base Line Road	Miramar Avenue	**40**

No.	Street Name	Roadway Segment From	To	Proposed Speed Limit Expiration: September 2033 (mph)
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road	**40**
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	**25**
75	Padua Avenue	Via Saint Ambrose	Via Padova	**25**
76	Pomello Drive	Mills Avenue	Padua Avenue	**30**
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	**25**
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	**30**
79	San Jose Avenue	Indian Hill Boulevard	College Avenue	**25**
80	San Jose Avenue	College Avenue	Mills Avenue	**25**
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue	**25**
82	Scripps Drive	Towne Avenue	Mountain Avenue	**25**
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	**25**
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	**25**
85	Sixth Street	Indian Hill Boulevard	College Ave	**25**
86	Sixth Street	College Ave	College Way	**25**
87	Sixth Street	College Way	Mills Avenue	**25**
88	Sixth Street	Mills Avenue	Claremont Blvd	**25**
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive	**25**
90	Towne Avenue	Foothill Boulevard	Syracuse Drive	**40**
91	Towne Avenue	Syracuse Drive	Base Line Road	**40**
92	Williams Avenue	Foothill Boulevard	Smith Drive	**30**
93	Williams Avenue	Smith Drive	College Way	**30**

1. INTRODUCTION

The City of Claremont Police Department performs City of Claremont's enforcement of speed limits on city roadways. The enforcement of speed limits and response to speed related problems is primarily through the use of radar. Speed enforcement involves routine enforcement throughout the city, and selective enforcement at locations where there has been a disproportionate number of traffic accidents and those roadways where complaints of high speed vehicles are received.

1.1 Requirement for Speed Survey - "Speed Trap Definition"

The use of radar for enforcement of speed limits has been preempted by statutes contained in the Vehicle Code of the State of California (CVC). The Code specifies certain requirements and limitations for the use of radar to enforce speed limits. In particular, the Code strictly prohibits the use of evidence based upon or obtained from the use of a "speed trap," as indicated in Sections 40801 and 40803, which are summarized below.

Speed Trap Prohibition (CVC 40801)

40801. This code section prohibits a police officer From using a speed trap and obtaining the speed of a vehicle when issuing a speed related citation.

Speed Trap Evidence (CVC 40803)

40803. The California Vehicle Code stipulates that no evidence as to the speed of a vehicle may be admitted in any court if said evidence (i.e. speed measurement) was based upon or obtained from the use of a speed trap. When a roadway is to be enforced by the use of radar, it must be established that the evidence presented was not based upon a speed trap, as defined in CVC Section 40802.

The California Vehicle Code provides the definition for a speed trap in Section 40802. The definition provides the criteria that determine which streets must be surveyed to allow for radar enforcement, and the exact timeline requirements for how often the speed surveys must be conducted (i.e., every 5, 7 or 14 years, depending on specific certification requirements of the officer(s) issuing citations, and the status of possible roadway and traffic conditions on the roadways). Section 40802 is summarized as follows.

Speed Trap Evidence (CVC 40802)

40802. (a) A "speed trap" is either of the following:

> (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
>
> (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance pursuant to Section 22352, 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the

speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, "school zone" has the same meaning as defined in Section 22352.

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When a laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.4, 22358.7, or 22358.8.

1.2 Traffic and Engineering Survey "Defined"

In order to document current City-wide speed zoning and to meet Vehicle Code criteria for the enforcement of speed limits through the use of radar, the City of Claremont initiated the present study which legally constitutes a “Traffic and Engineering Survey”. The definition of a “Traffic and Engineering Survey” is contained in Section 627 of the Vehicle Code and is as follows:

Traffic and Engineering Survey

627. (a) “Engineering and traffic survey,” as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria. An E&TS can originally exist for 7 years and maybe extended to 14 years if the conditions are met.

1.3 California Vehicle Code - Speed Limit Definitions

The California Vehicle Code has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not because of an arbitrary response to a traffic event or occurrence. Therefore, it is important to have a general understanding of the California Vehicle Code's definition of the allowable speed limits on all streets and highways.

(a) Basic Speed Law (CVC 22350)

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

(b) Maximum Speed Limit (CVC 22349)

(a) Except as provided in Section 22356, no person may drive a vehicle upon a highway at a speed greater than 65 miles per hour.

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

(c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations

(c) Prima Facie Speed Limits (CVC 22352)

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if, during the last 100 feet of the approach to the crossing, the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This paragraph does not apply in the case of any railway grade crossing where a

human flag person is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if, during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(c) This section shall remain in effect until January 1, 2031, and as of that date is repealed.

(d) Intermediate Speed Zones (CVC 22357 and CVC 22358)

22357. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance

determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

2. PROCEDURES REQUIRED FOR ESTABLISHING SPEED LIMITS

The California Department of Transportation (Caltrans) has determined the method to be used in establishing speed limits, which is outlined in the California Manual on Uniform Traffic Control Devices (CAMUTCD). This manual specifies a "short method" for determining speed limits on City and County roadways as follows:

2.1 City and County Through Highways, Arterial, and Collector Road Procedures

a. Short form may be used for documenting speed zoning per Figure 2B-104(CA) in the CAMUTCD. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
b. Determination of Speed Limits - The Figures 2B-103(CA) & 2B-104(CA) in the CAMUTCD shows examples of data sheets which may be used to record speed observations.

2.2 Speed Zone Survey Criteria

The California Manual on Uniform Traffic Control Devices establishes the criteria by which speed limits are set. Based on the results of the engineering and traffic study, the speed limit is established preferably at or near the 85th percentile speed:

- 85th Percentile
  The 85th percentile speed is defined as that speed at or below which 85 percent of the traffic is moving. The 85th percentile speed is often referred to as critical speed. Speed limits higher than the 85th percentile are not generally considered reasonable and safe, and limits below the 85th percentile do not facilitate the orderly movement of traffic. The 85th percentile speed has generally been considered a limit which minimizes accident risk and maximizes motorist compliance. Speed limits established on this basis conform to the consensus of those who drive the highway as to what speed is reasonable and safe.

- Location
  A section of road should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section.

  Care should be taken to select locations sufficiently removed from any stop signs, traffic signals, or other traffic flow interruptions that significantly affect operating speeds. Mid-block locations generally represent typical flow conditions for accurate sampling.

- Time
  Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.

- Size of Sample
  Sample sizes are frequently related to traffic volumes within the study section. An engineering and traffic survey is normally satisfied by 100, but no less than 50 observations.

- Size of Sample
  Sample sizes are frequently related to traffic volumes within the study section. An engineering and traffic survey is normally satisfied by 100, but no less than 50 observations.

- Equipment
  Field survey equipment consists simply of speed survey sheets and a speed-measuring device. Speeds should be read directly from radar or other electronic speed-measuring device. Devices other than radar capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be use.

- Inventory of Accident Records
  As a check on the validity of the proposed speed limit, an analysis should be made of Direction

of roadway under consideration. If this record shows a high percentage of accidents associated with excessive speeds, then the proposed speed limit should be reduced.

- Inventory of Road Conditions
  The survey should include a review of the physical characteristics of the roadway and adjacent development. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

- Speed Zoning Increments
  Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.

- Speed Zoning Coordination with other jurisdictions
  Speed zoning should be coordinated with adjacent jurisdictions.

2.3 Guidelines for Establishing Speed Limits

The CAMUTCD provides guidelines and required criteria that need to be met for establishing speed limits. The following vehicle codes, guidelines, and required criteria were used to determine the recommended speed limits in the City of Claremont.

85th-Percentile speed, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction Standard (CVC 22358.6):

22358.6. (a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.

(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five-mile-per-hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.

(c) In cases in which the speed limit needs to be rounded up to the nearest five-mile-per-hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five-mile-per-hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).

(d) In addition to subdivisions (b) and (c), the Department of Transportation or a local authority may additionally lower the speed limit as provided in Section 22358.7.

(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th-percentile speed.

(f) Notwithstanding subdivisions (a) to (e), inclusive, the Department of Transportation or a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians Standard (CVC 22358.7):

22358.7. (a) If the Department of Transportation or a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the Department of Transportation may or the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either or both of the following reasons:

> (1) The portion of highway has been designated as a safety corridor. The Department of Transportation or a local authority shall not deem more than one-fifth of their streets as safety corridors.
>
> (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the Department of Transportation shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

> (2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the Department of Transportation shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A peace officer shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Retain currently adopted or restore immediately prior speed limit (CVC 22358.8):

22358.8. (a) If the Department of Transportation or a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the Department of Transportation may or the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit on a highway that is not a freeway if that speed limit

was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.

(c) A peace officer shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Business Activity District (CVC 22358.9):

22358.9. (a) (1) Notwithstanding any other law, the Department of Transportation may or a local authority may, by ordinance, determine and declare a 25- or 20-mile-per-hour prima facie speed limit on a highway that is not a freeway and that is contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30-mile-per-hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25-mile-per-hour speed limit.

(C) A maximum posted 25-mile-per-hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20-mile-per-hour speed limit.

(b) As used in this section, a "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) The Department of Transportation or a local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the Department of Transportation or the local authority has already lowered the speed limit as permitted under Section 22358.7, has retained the currently adopted

speed limit under Section 22358.8, or has restored the immediately prior adopted speed limit under Section 22358.8.

(d) A peace officer shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

3. SPECIFIC PROCEDURES UTILIZED IN CLAREMONT SPEED SURVEY

For the radar speed survey, each roadway was divided into segments. Representative field measurements were taken for each roadway segment, and the data compiled on "Speed Data Sheets" contained in **Appendix C**. The speed data sheets are comprised of two sheets for each roadway segment that was evaluated. The first sheet summarizes the street name, roadway segment, weather conditions and date of the radar survey, roadway classification, collision/crash rates, the posted speed, 85th percentile (%) speed, and the proposed speed limit including the justification for the recommended speed limit. The second sheet shows the speed survey (radar) field measurements and results. The speed limit recommendations were based on evaluation of the data summarized in these sheets and per the E&TS guidelines, criteria, and engineering judgement.

Figure 2 shows a map of the speed survey (radar) field measurement locations along the roadway segments that were evaluated; this is contained in **Appendix B.**

Figure 1 shows a map of the recommend speed limit locations along the roadway segments that were evaluated; this is contained in **Appendix B.**

3.1 Procedures Used for Field Measurements

To identify the speed characteristics of vehicular traffic on the street system, existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic.

To ensure the Credibility of the vehicular speed analysis, we adhere to the following guidelines outlined in the CAMUTCD.

A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.
B. Speeds are read directly from a radar or other electronic speed measuring devices; or,
C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.
D. A location was selected where prevailing speeds are representative of the entire speed zone section.

E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.
F. The weather should be fair (dry pavement) with no unusual conditions prevailing.
G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.
J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
K. Speed zoning should be coordinated with adjacent jurisdictions.

Survey equipment and operator certifications are provided in **Appendix E**.

3.2 Review of Crash History

Reported collisions are reviewed for each street segment to determine if there is a higher-than-average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists. This is typically calculated by using at 3 years of collision data.

Collision data was coordinated with the Claremont Police Department and that was originated from the Statewide Integrated Traffic Records System (SWITRS) collision database. For this E&TS, collision data was obtained for the 5 years of reported collisions from January 1, 2019, to June 13, 2024. The collision rates for the 93 segments, expressed in accidents per million vehicle miles (A/MVM), were determined by using the following formula:

$$R = \frac{A \text{ x } 1{,}000{,}000}{t \text{ x } 365 \frac{\text{days}}{\text{year}} \text{x } l \text{ x } v}$$

A = Number of midblock accidents over time period
R = Collision Rate (accidents / million vehicle miles)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)
t = years of reported collisions (years)

The segment collision rate was then compared to the average collision rate data from Caltrans. The average collision rates, obtained from the *Caltrans, 2022 Collision Data on California State Highways*, are as follows*:*

Suburban Lane Type	Average 3-Year Collision Rate (2020-2022) (Accidents/Million Vehicle Miles)
2 and 3 Lane	1.14

4 or More Undivided	1.24
4 or More Divided	1.16

The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the Caltrans and are considered reasonable for use in the City of Claremont.

The collision rates for each roadway segment are summarized in the "Speed Data Sheets" contained in **Appendix C**.

3.3 Roadway Conditions

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the CAMUTCD recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

The existing roadway characteristics were incorporated and taken into consideration regarding the final recommended speed limits. The factors are summarized on the "Speed Data Sheets" in **Appendix C**.

4. CONCLUSIONS AND RECOMMENDATIONS

4.1 General

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Claremont. This presents recommended speed limits for 93 street segments in the City of Claremont. Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5, 7 or 14 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC).

Note: For the prevailing roadway and often are ignored and it exceeded by a high proportion of motorists. Traffic engineering studies have shown that one an unduly low posted speed limit is raised to a more reasonable level, the average speeds of vehicles rarely increase but often actually decrease period this is because motorists tend to respect the speed limit that is reasonable and are more likely to comply with it.

4.2 Specific Recommendations

The "Speed Data Sheets" presented in **Appendix C** depict results of a thorough evaluation of the available data, and recommend a speed limit for each street segment surveyed.

Table 2 summarizes the recommended speed limits for the 93 surveyed segments. The table includes the street segment number (used for reference throughout the report), street name, roadway segment, existing posted speed limit, and recommended speed limit.

Under this update, 48 of 93 segments have no changes, 44 of 93 segments have decreased 5 mph, and 1 of 93 segments have decreased 10 mph.

Table 2 - Summary of Existing and Recommended Speed Limits

No.	Street Name	Roadway Segment		Posted Speed Limit (mph)	Proposed Speed Limit (mph)
		From	To		
1	Alamosa Drive	Mills Avenue	Padua Avenue	30	**25**
2	American Avenue	Indian Hill Boulevard	College Avenue	25	**25**
3	American Avenue	College Avenue	Mills Avenue	25	**25**
4	Arrow Highway	Indian Hill Boulevard	College Avenue	40	**40**
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	40	**40**
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	45	**45**
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	25	**25**
8	Base Line Road	West City Limits	Towne Avenue	40	**40**
9	Base Line Road	Towne Avenue	Mountain Avenue	45	**40**
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	45	**40**
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	45	**40**
12	Base Line Road	Mills Avenue	East City Limits	45	**40**
13	Bonita Avenue	West City Limits	Cambridge Avenue	35	**30**
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	35	**30**
15	Cambridge Avenue	Arrow Highway	Bonita Avenue	35	**30**
16	Claremont Boulevard	Arrow Highway	First Street	35	**30**
17	Claremont Boulevard	First Street	Sixth Street	40	**35**
18	Claremont Boulevard	Sixth Street	Foothill Boulevard	40	**40**
19	Claremont Boulevard	Foothill Boulevard	Windham Drive	40	**40**

No.	Street Name	Roadway Segment From	To	Posted Speed Limit (mph)	Proposed Speed Limit (mph)
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue	40	**40**
21	College Avenue	San Jose Avenue	Oak Park Drive	25	**25**
22	College Avenue	Oak Park Drive	Arrow Highway	25	**25**
23	College Avenue	Arrow Highway	First Street	25	**25**
24	College Avenue	First Street	Bonita Avenue	25	**25**
25	College Avenue	Bonita Avenue	Sixth Street	25	**25**
26	College Avenue	Sixth Street	10th Street	30	**25**
27	College Avenue	10th Street	Foothill Boulevard	30	**25**
28	College Way	Williams Avenue	Piedmont Avenue	30	**30**
29	First Street	College Avenue	Columbia Avenue	40	**30**
30	First Street	Columbia Avenue	Claremont Boulevard	40	**35**
31	Foothill Boulevard	Towne Avenue	Mountain Avenue	40	**40**
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	40	**40**
33	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	40	**40**
34	Foothill Boulevard	Mills Avenue	East City Limits	40	**40**
35	Garey Avenue	Arlington Drive	Smith Drive	40	**35**
36	Garey Avenue	Smith Drive	College Way	40	**35**
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25	**25**
38	Indian Hill Boulevard	American Ave	San Jose Ave	30 - SB 35 - NB	**35**
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	40	**35**
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	40	**35**
41	Indian Hill Boulevard	Arrow Highway	First Street	35	**30**
42	Indian Hill Boulevard	First Street	Bonita Avenue	25	**25**
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	30	**25**
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	30	**30**

No.	Street Name	Roadway Segment From	To	Posted Speed Limit (mph)	Proposed Speed Limit (mph)
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	30	**30**
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	35	**35**
47	Indian Hill Boulevard	Claremont High	Base Line Road	35	**35**
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	40	**35**
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	25	**25**
50	Mills Avenue	Foothill Boulevard	Rockford Drive	40	**35**
51	Mills Avenue	Rockford Drive	Base Line Road	40	**35**
52	Mills Avenue	Base Line Road	Miramar Avenue	40	**35**
53	Mills Avenue	Miramar Avenue	Alamosa Drive	40	**35**
54	Mills Avenue	Alamosa Drive	Pomello Drive	40	**35**
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	40	**35**
56	Miramar Avenue	Mills Avenue	Padua Avenue	30	**25**
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard	40	**40**
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	45	**40**
59	Mountain Avenue	San Jose Avenue	Arrow Highway	25	**25**
60	Mountain Avenue	Bonita Avenue	Harrison Avenue	25	**25**
61	Mountain Avenue	Harrison Avenue	10th Street	35	**30**
62	Mountain Avenue	10th Street	Foothill Boulevard	35	**30**
63	Mountain Avenue	Foothill Boulevard	Scripps Drive	35	**30**
64	Mountain Avenue	Scripps Drive	Base Line Road	35	**30**
65	Mountain Avenue	Base Line Road	Thompson Creek	35	**30**
66	Mountain Avenue	Thompson Creek Trail	End	30	**25**
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	45	**40**
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	45	**40**

No.	Street Name	Roadway Segment From	To	Posted Speed Limit (mph)	Proposed Speed Limit (mph)
69	Mt. Baldy Road	Padua Avenue	East City Limits	50	**45**
70	Oxford Avenue	Scripps Drive	Hood Drive	25	**25**
71	Oxford Avenue	Hood Drive	Colby Drive	25	**25**
72	Padua Avenue	Base Line Road	Miramar Avenue	40	**40**
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road	40	**40**
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	25	**25**
75	Padua Avenue	Via Saint Ambrose	Via Padova	25	**25**
76	Pomello Drive	Mills Avenue	Padua Avenue	35	**30**
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	**25**
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	**30**
79	San Jose Avenue	Indian Hill Boulevard	College Avenue	30	**25**
80	San Jose Avenue	College Avenue	Mills Avenue	25	**25**
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	**25**
82	Scripps Drive	Towne Avenue	Mountain Avenue	25	**25**
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	**25**
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	**25**
85	Sixth Street	Indian Hill Boulevard	College Ave	25	**25**
86	Sixth Street	College Ave	College Way	25	**25**
87	Sixth Street	College Way	Mills Avenue	30	**25**
88	Sixth Street	Mills Avenue	Claremont Blvd	30	**25**
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	**25**
90	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	**40**
91	Towne Avenue	Syracuse Drive	Base Line Road	40	**40**
92	Williams Avenue	Foothill Boulevard	Smith Drive	35	**30**
93	Williams Avenue	Smith Drive	College Way	35	**30**

APPENDIX A

TABLE A - SUMMARY OF RECOMMENDATIONS

Table 3 - Summary of Recommendations

No.	Street Name	Roadway Segment From	Roadway Segment To	Posted Speed Limit (mph)	85th % Speed (mph)	Recommended Speed Limit (mph)
1	Alamosa Drive	Mills Avenue	Padua Avenue	30	34	**25**
2	American Avenue	Indian Hill Boulevard	College Avenue	25	35	**25**
3	American Avenue	College Avenue	Mills Avenue	25	37	**25**
4	Arrow Highway	Indian Hill Boulevard	College Avenue	40	44	**40**
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	40	46	**40**
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	45	48	**45**
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	25	34	**25**
8	Base Line Road	West City Limits	Towne Avenue	40	49	**40**
9	Base Line Road	Towne Avenue	Mountain Avenue	45	48	**40**
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	45	48	**40**
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	45	50	**40**
12	Base Line Road	Mills Avenue	East City Limits	45	48	**40**
13	Bonita Avenue	West City Limits	Cambridge Avenue	35	42	**30**
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	35	39	**30**
15	Cambridge Avenue	Arrow Highway	Bonita Avenue	35	41	**30**
16	Claremont Boulevard	Arrow Highway	First Street	35	37	**30**
17	Claremont Boulevard	First Street	Sixth Street	40	44	**35**

No.	Street Name	Roadway Segment From	Roadway Segment To	Posted Speed Limit (mph)	85th % Speed (mph)	Recommended Speed Limit (mph)
18	Claremont Boulevard	Sixth Street	Foothill Boulevard	40	47	**40**
19	Claremont Boulevard	Foothill Boulevard	Windham Drive	40	45	**40**
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue	40	45	**40**
21	College Avenue	San Jose Avenue	Oak Park Drive	25	37	**25**
22	College Avenue	Oak Park Drive	Arrow Highway	25	36	**25**
23	College Avenue	Arrow Highway	First Street	25	34	**25**
24	College Avenue	First Street	Bonita Avenue	25	31	**25**
25	College Avenue	Bonita Avenue	Sixth Street	25	28	**25**
26	College Avenue	Sixth Street	10th Street	30	33	**25**
27	College Avenue	10th Street	Foothill Boulevard	30	37	**25**
28	College Way	Williams Avenue	Piedmont Avenue	30	39	**30**
29	First Street	College Avenue	Columbia Avenue	40	38	**30**
30	First Street	Columbia Avenue	Claremont Boulevard	40	43	**35**
31	Foothill Boulevard	Towne Avenue	Mountain Avenue	40	45	**40**
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	40	44	**40**
33	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	40	45	**40**
34	Foothill Boulevard	Mills Avenue	East City Limits	40	43	**40**
35	Garey Avenue	Arlington Drive	Smith Drive	40	43	**35**
36	Garey Avenue	Smith Drive	College Way	40	41	**35**

No.	Street Name	Roadway Segment From	To	Posted Speed Limit (mph)	85th % Speed (mph)	Recommended Speed Limit (mph)
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25	31	**25**
38	Indian Hill Boulevard	American Ave	San Jose Ave	30 - SB 35 - NB	35	**35**
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	40	43	**35**
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	40	42	**35**
41	Indian Hill Boulevard	Arrow Highway	First Street	35	39	**30**
42	Indian Hill Boulevard	First Street	Bonita Avenue	25	27	**25**
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	30	30	**25**
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	30	39	**30**
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	30	39	**30**
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	35	43	**35**
47	Indian Hill Boulevard	Claremont High	Base Line Road	35	41	**35**
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	40	43	**35**
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	25	28	**25**
50	Mills Avenue	Foothill Boulevard	Rockford Drive	40	47	**35**
51	Mills Avenue	Rockford Drive	Base Line Road	40	44	**35**
52	Mills Avenue	Base Line Road	Miramar Avenue	40	45	**35**
53	Mills Avenue	Miramar Avenue	Alamosa Drive	40	46	**35**
54	Mills Avenue	Alamosa Drive	Pomello Drive	40	45	**35**
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	40	43	**35**
56	Miramar Avenue	Mills Avenue	Padua Avenue	30	36	**25**

No.	Street Name	Roadway Segment From	Roadway Segment To	Posted Speed Limit (mph)	85th % Speed (mph)	Recommended Speed Limit (mph)
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard	40	47	**40**
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	45	48	**40**
59	Mountain Avenue	San Jose Avenue	Arrow Highway	25	36	**25**
60	Mountain Avenue	Bonita Avenue	Harrison Avenue	25	33	**25**
61	Mountain Avenue	Harrison Avenue	10th Street	35	38	**30**
62	Mountain Avenue	10th Street	Foothill Boulevard	35	39	**30**
63	Mountain Avenue	Foothill Boulevard	Scripps Drive	35	41	**30**
64	Mountain Avenue	Scripps Drive	Base Line Road	35	41	**30**
65	Mountain Avenue	Base Line Road	Thompson Creek	35	40	**30**
66	Mountain Avenue	Thompson Creek Trail	End	30	35	**25**
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	45	46	**40**
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	45	51	**40**
69	Mt. Baldy Road	Padua Avenue	East City Limits	50	55	**45**
70	Oxford Avenue	Scripps Drive	Hood Drive	25	34	**25**
71	Oxford Avenue	Hood Drive	Colby Drive	25	34	**25**
72	Padua Avenue	Base Line Road	Miramar Avenue	40	46	**40**
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road	40	46	**40**
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	25	32	**25**
75	Padua Avenue	Via Saint Ambrose	Via Padova	25	36	**25**

No.	Street Name	Roadway Segment From	To	Posted Speed Limit (mph)	85th % Speed (mph)	Recommended Speed Limit (mph)
76	Pomello Drive	Mills Avenue	Padua Avenue	35	39	**30**
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	36	**25**
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	42	**30**
79	San Jose Avenue	Indian Hill Boulevard	College Avenue	30	37	**25**
80	San Jose Avenue	College Avenue	Mills Avenue	25	36	**25**
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	31	**25**
82	Scripps Drive	Towne Avenue	Mountain Avenue	25	37	**25**
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	34	**25**
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	30	**25**
85	Sixth Street	Indian Hill Boulevard	College Ave	25	27	**25**
86	Sixth Street	College Ave	College Way	25	29	**25**
87	Sixth Street	College Way	Mills Avenue	30	34	**25**
88	Sixth Street	Mills Avenue	Claremont Blvd	30	34	**25**
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	34	**25**
90	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	46	**40**
91	Towne Avenue	Syracuse Drive	Base Line Road	40	46	**40**
92	Williams Avenue	Foothill Boulevard	Smith Drive	35	41	**30**
93	Williams Avenue	Smith Drive	College Way	35	40	**30**

APPENDIX B

FIGURE 1: RECOMMENDED SPEED LIMITS

FIGURE 2: FIELD MEASUREMENT LOCATIONS

Figure 1 - Recommended Speed Limits

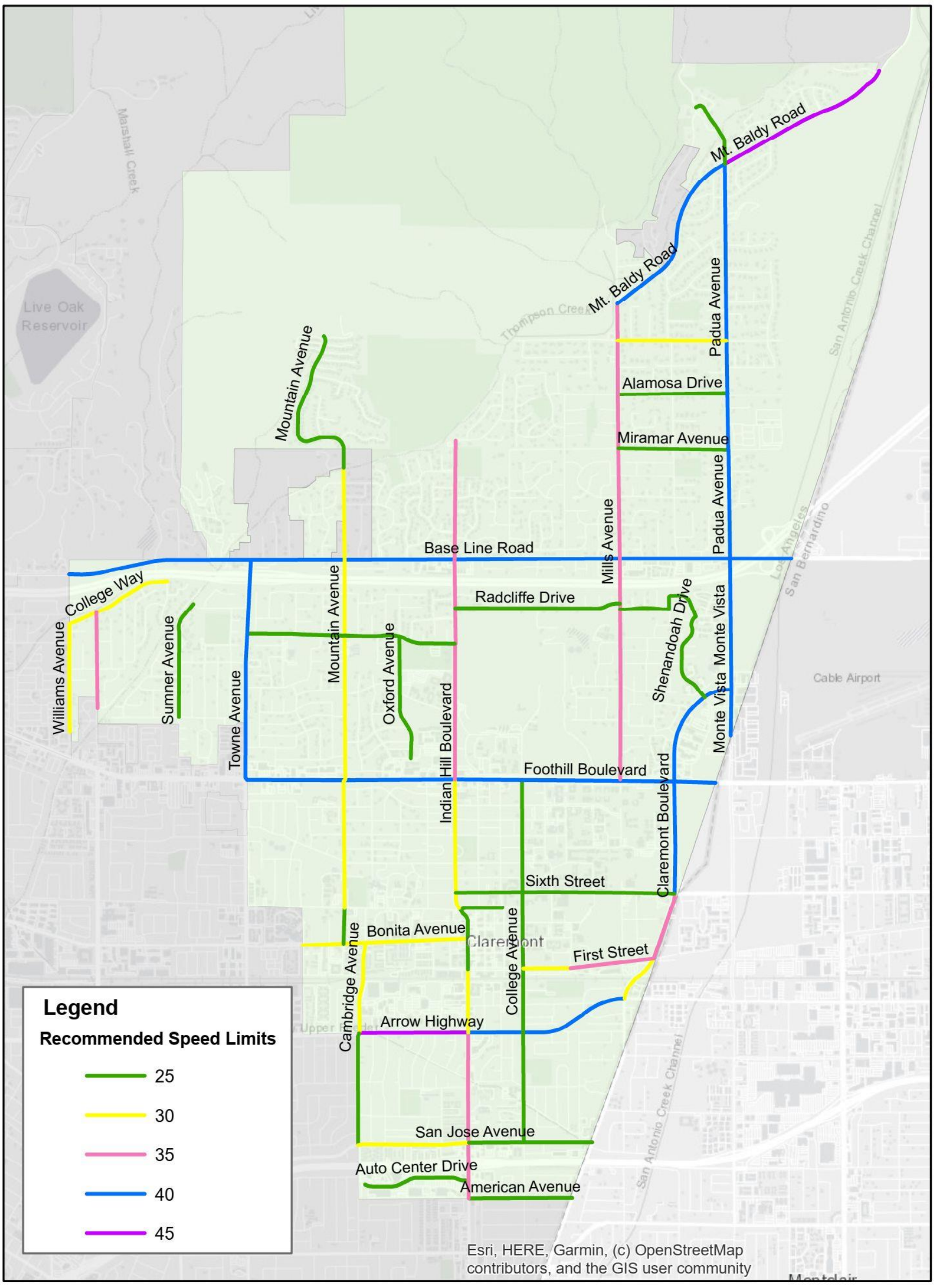
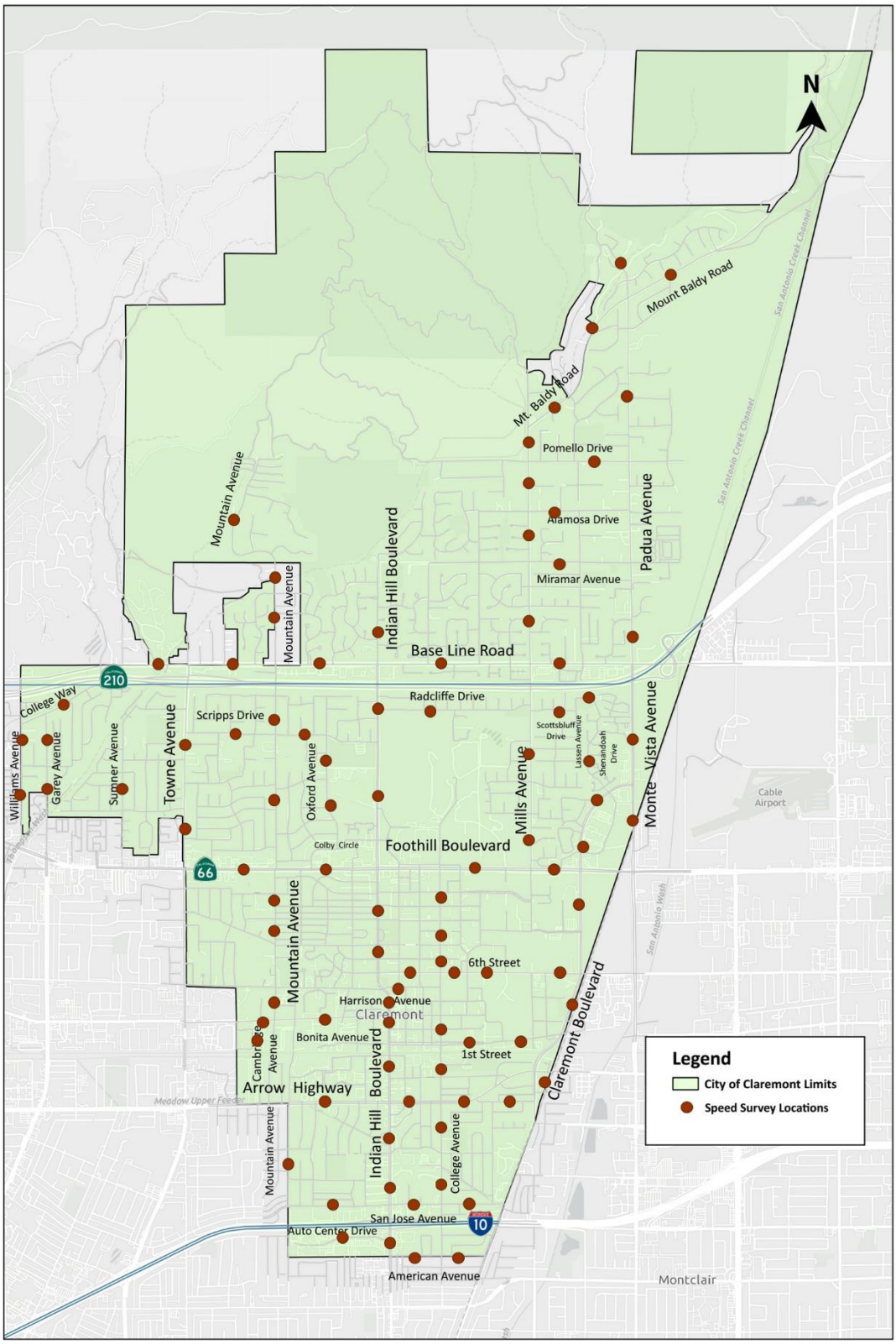


Figure 2 - Field Measurement Locations



APPENDIX C

SPEED DATA SHEETS

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Location: **Alamosa Drive**

Between: **Mills Avenue to Padua Avenue**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
1	Alamosa Drive	Mills Avenue	Padua Avenue	Local Street	0	30	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction. It is a local street with a collision rate of 0. The adjacent land uses are residential facilities. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods, and having June Vail Park and Western Christian Schools are located south of the corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 30 feet, curb to curb
No Parking or bike lanes
Travel Lanes: 15 feet

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	1	41	X	1	
40	0	0	40		0	
39	0	0	39		0	
38	2	0	38	X X	2	
37	0	0	37		0	
36	1	1	36	X X	2	*
35	0	1	35	X	1	*
34	2	1	34	X X X	3	*
33	1	3	33	X X X X	4	PACE
32	3	4	32	X X X X X X X	7	
31	1	1	31	X X	2	
30	1	2	30	X X X	3	
29	3	3	29	X X X X X X	6	*
28	2	0	28	X X	2	*
27	4	5	27	X X X X X X X X X	9	*
26	0	1	26	X	1	
25	0	0	25		0	
24	0	0	24		0	
23	0	1	23	X	1	
22	0	0	22		0	
21	1	0	21	X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	21	24		GRAND TOTALS	45	

Location: Alamosa Drive

Between: Mills Avenue - Padua Avenue

Weather: Clear

Date: 4/30/24

Time From: 9:00

Time To: 10:30

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	4%	7%
% In Pace:	86%	88%	87%
% Under Pace:	5%	8%	7%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Location: **American Avenue**

Between: **Indian Hill Boulevard to College Avenue**

Weather: **Clear**

Date: **2/25/25**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
2	American Avenue	Indian Hill Boulevard	College Avenue	Collector	0.66	25	35	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 0. The adjacent land uses are residential facilities. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 34 feet, curb to curb
Parking lanes: 7-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	1	0	39	X	1
38	2	3	38	X X / X X X	5
37	1	1	37	X / X	2
36	4	2	36	X X X X / X X	6
35	0	3	35	/ X X X	3
34	2	4	34	X X / X X X X	6
33	3	3	33	X X X / X X X	6
32	5	3	32	X X X X X / X X X	8
31	3	4	31	X X X / X X X X	7
30	5	3	30	X X X X X / X X X	8
29	4	2	29	X X X X / X X	6
28	4	4	28	X X X X / X X X X	8
27	4	3	27	X X X X / X X X	7
26	4	7	26	X X X X / X X X X X X X	11
25	3	4	25	X X X / X X X X	7
24	4	2	24	X X X X / X X	6
23	0	0	23		0
22	0	1	22	/ X	1
21	1	1	21	X / X	2
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: American Avenue

Between: Indian Hill Boulevard - College Avenue

Weather: Clear

Date: 2/25/25

Time From: 11:05

Time To: 11:55

Existing Speed Limit: 25 MPH

PACE * * * * * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	20%	18%	17%
% In Pace:	78%	74%	74%
% Under Pace:	2%	8%	9%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	24 - 33 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Location: **American Avenue**

Between: **College Avenue to Mills Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: 25 MPH

Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
3	American Avenue	College Avenue	Mills Avenue	Collector	0	25	37	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a collector street with a collision rate of 0. The adjacent land uses are residential facilities. The 85th percentile speed is 37 mph and would normally justify a 35-mph posted speed limit. Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 34 feet, curb to curb
Parking lanes: 7-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	1	0	42	X		1
41	0	1	41		X	1
40	0	1	40		X	1
39	3	2	39	X X X	X X	5
38	2	2	38	X X	X X	4
37	2	3	37	X X	X X X	5
36	1	0	36	X		1
35	3	3	35	X X X	X X X	6
34	6	3	34	X X X X X X	X X X	9
33	5	3	33	X X X X X	X X X	8
32	4	6	32	X X X X	X X X X X X	10
31	1	3	31	X	X X X	4
30	3	3	30	X X X	X X X	6
29	5	2	29	X X X X X	X X	7
28	3	4	28	X X X	X X X X	7
27	2	3	27	X X	X X X	5
26	3	4	26	X X X	X X X X	7
25	3	3	25	X X X	X X X	6
24	2	3	24	X X	X X X	5
23	1	0	23	X		1
22	0	1	22		X	1
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

* * * P A C E * * * *

Location: American Avenue

Between: College Avenue - Mills Avenue

Weather: Clear

Date: 5/14/24

Time From: 2:40

Time To: 3:10

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	18%	18%
% In Pace:	70%	68%	69%
% Under Pace:	12%	14%	13%
Average Speed:	32 MPH	31 MPH	31 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Arrow Highway**

Between: **Indian Hill Boulevard to College Avenue**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: 40 MPH

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
4	Arrow Highway	Indian Hill Boulevard	College Avenue	Major Arterial	0.97	40	44	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lane in each direction. It is a major arterial with a collision rate of 0.97. The adjacent land uses are residential facilities, commercial, and an elementary school. The 85th percentile speed is 44 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods, and having Oakmont Elementary School located north of the corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 62 feet, curb to curb
Travel Lanes: 11 to 20 feet
No striped Parking/bike lanes

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	1	0	50	X		1
49	1	0	49	X		1
48	2	1	48	X X	X	3
47	3	1	47	X X X	X	4
46	0	0	46			0
45	2	1	45	X X	X	3
44	4	3	44	X X X X	X X X	7
43	4	2	43	X X X X	X X	6
42	4	2	42	X X X X	X X	6
41	5	1	41	X X X X X	X	6
40	1	1	40	X	X	2
39	4	5	39	X X X X	X X X X X	9
38	3	3	38	X X X	X X X	6
37	3	6	37	X X X	X X X X X X	9
36	1	5	36	X	X X X X X	6
35	2	4	35	X X	X X X X	6
34	3	2	34	X X X	X X	5
33	2	5	33	X X	X X X X X	7
32	1	2	32	X	X X	3
31	0	1	31		X	1
30	3	3	30	X X X	X X X	6
29	1	1	29	X	X	2
28	0	0	28			0
27	0	1	27		X	1
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Arrow Highway

Between: Indian Hill Boulevard - College Avenue

Weather: Clear

Date: 5/1/24

Time From: 2:55

Time To: 3:15

Existing Speed Limit: 40 MPH

* * * PACE * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	24%	12%
% In Pace:	62%	72%	63%
% Under Pace:	24%	4%	25%
Average Speed:	40 MPH	37 MPH	38 MPH
Pace Speed:	36 - 45 MPH	30 - 39 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	41 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Arrow Highway**

Between: **College Avenue to Claremont Boulevard**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
5	Arrow Highway	College Avenue	Claremont Bl/ Mills Avenue	Major Arterial	0.58	40	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lane in each direction. It is a major arterial with a collision rate of 0.58. The adjacent land uses are residential facilities. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to several homes and various neighborhoods, and by having International Montessori Schools (Preschool) located north of the corridor and Blaisdell Park located south of the corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 60-64 feet, curb to curb
Travel Lanes: 12 ft and varies
Parking/bike lanes: 8-ft (intermittently)

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	1	0	52	X		1	
51	1	0	51	X		1	
50	1	0	50	X		1	
49	1	1	49	X	X	2	
48	2	1	48	X X	X	3	
47	2	1	47	X X	X	3	
46	2	2	46	X X	X X	4	
45	6	1	45	X X X X X X	X	7	*
44	1	9	44	X	X X X X X X X X	10	*
43	1	3	43	X	X X X	4	*
42	2	4	42	X X	X X X X	6	P
41	2	8	41	X X	X X X X X X X X	10	A
40	5	6	40	X X X X X	X X X X X X	11	C
39	7	2	39	X X X X X X X	X X	9	E
38	3	2	38	X X X	X X	5	*
37	4	3	37	X X X X	X X X	7	*
36	3	4	36	X X X	X X X X	7	*
35	2	3	35	X X	X X X	5	
34	0	0	34			0	
33	0	0	33			0	
32	1	0	32	X		1	
31	1	0	31	X		1	
30	2	0	30	X X		2	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50		GRAND TOTALS		100	

Location: Arrow Highway

Between: College Avenue - Claremont Boulevard

Weather: Clear

Date: 5/1/24

Time From: 3:15

Time To: 3:35

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	20%	12%	15%
% In Pace:	68%	88%	76%
% Under Pace:	12%	0%	9%
Average Speed:	41 MPH	41 MPH	41 MPH
Pace Speed:	36 - 45 MPH	35 - 44 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH
50th Percentile / Critical Speed:	40 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	47 MPH	44 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Arrow Highway**

Between: **Cambridge Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **45 MPH**

Proposed Speed Limit: **45 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	Major Arterial	0.56	45	48	45

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lane in each direction. It is a major arterial with a collision rate of 0.56. The adjacent land uses are residential facilities and commercial. The 85th percentile speed is 48 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to several homes and various neighborhoods, and by having Vista Del Valle Elementary School and Wheeler Park located south of corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 45 mph.

It is recommended that the speed limit remains at 45 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 84 feet, curb to curb
Travel Lanes: 11-12-ft
Parking/bike lanes: 8-ft
Bike lanes: 5-6-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	2	0	54	X X		2
53	1	0	53	X		1
52	1	1	52	X	X	2
51	1	2	51	X	X X	3
50	0	0	50			0
49	4	1	49	X X X X	X	5
48	3	0	48	X X X		3
47	3	1	47	X X X	X	4
46	3	2	46	X X X	X X	5
45	2	2	45	X X	X X	4
44	2	4	44	X X	X X X X	6
43	4	4	43	X X X X	X X X X	8
42	4	8	42	X X X X	X X X X X X X X	12
41	7	2	41	X X X X X X X	X X	9
40	4	3	40	X X X X	X X X	7
39	3	6	39	X X X	X X X X X X	9
38	2	2	38	X X	X X	4
37	1	5	37	X	X X X X X	6
36	1	3	36	X	X X X	4
35	0	2	35		X X	2
34	1	0	34	X		1
33	0	1	33		X	1
32	1	1	32	X	X	2
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

* * * PACE * * *

Location: Arrow Highway

Between: Cambridge Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/1/24

Time From: 2:35

Time To: 2:55

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	14%	20%
% In Pace:	72%	78%	70%
% Under Pace:	18%	8%	10%
Average Speed:	44 MPH	41 MPH	42 MPH
Pace Speed:	40 - 49 MPH	36 - 45 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	39 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	43 MPH	41 MPH	42 MPH
85th Percentile / Critical Speed:	49 MPH	45 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Auto Center Drive**

Between: **Indian Hill Boulevard to End**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment From	Roadway Segment To	Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	Local Street	0.45	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 0.45. The adjacent land uses are commercial facilities. The 85th percentile speed is 34 mph, and would normally justify a 35 mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 46 to 54 feet, curb to curb
No striped Parking/bike lanes
Travel Lanes: 15 to 19 feet

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	1	0	43	X		1
42	0	0	42			0
41	2	0	41	X X		2
40	0	0	40			0
39	2	0	39	X X		2
38	0	1	38		X	1
37	1	0	37	X		1
36	2	1	36	X X	X	3
35	2	3	35	X X	X X X	5
34	1	3	34	X	X X X	4
33	1	5	33	X	X X X X X	6
32	2	1	32	X X	X	3
31	4	3	31	X X X X	X X X	7
30	4	5	30	X X X X	X X X X X	9
29	5	3	29	X X X X X	X X X	8
28	6	5	28	X X X X X X	X X X X X	11
27	0	3	27		X X X	3
26	4	5	26	X X X X	X X X X X	9
25	3	2	25	X X X	X X	5
24	3	6	24	X X X	X X X X X X	9
23	5	3	23	X X X X X	X X X	8
22	1	1	22	X	X	2
21	1	0	21	X		1
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Auto Center Drive

Between: Indian Hill Boulevard - End

Weather: Clear

Date: 5/14/24

Time From: 3:15

Time To: 3:35

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	24%	16%	25%
% In Pace:	72%	76%	72%
% Under Pace:	4%	8%	3%
Average Speed:	30 MPH	29 MPH	29 MPH
Pace Speed:	23 - 32 MPH	24 - 33 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	29 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	36 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Base Line Road**

Between: **West City Limits to Towne Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
8	Base Line Road	West City Limits	Towne Avenue	Major Arterial	0.34	40	49	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.34. The adjacent land uses are residential facilities and bike lanes along the corridor. The 85th percentile speed is 49 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to several homes and various neighborhoods, and by having the Webb Schools and Raymond M. Alf Museum of Paleontology are located north of the corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 68 feet, curb to curb
Travel Lanes: 11-12-ft and varies
Parking/bike lanes: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	2	0	57	X X		2	
56	1	0	56	X		1	
55	0	1	55		X	1	
54	0	0	54			0	
53	0	0	53			0	
52	1	1	52	X	X	2	
51	1	2	51	X	X X	3	
50	3	0	50	X X X		3	
49	3	2	49	X X X	X X	5	
48	2	1	48	X X	X	3	
47	4	2	47	X X X X	X X	6	*
46	4	2	46	X X X X	X X	6	*
45	2	6	45	X X	X X X X X X	8	*
44	5	7	44	X X X X X	X X X X X X X	12	
43	2	6	43	X X	X X X X X X	8	
42	4	4	42	X X X X	X X X X	8	
41	4	4	41	X X X X	X X X X	8	
40	1	3	40	X	X X X	4	*
39	2	1	39	X X	X	3	*
38	3	3	38	X X X	X X X	6	*
37	2	0	37	X X		2	
36	2	0	36	X X		2	
35	1	3	35	X	X X X	4	
34	1	1	34	X	X	2	
33	0	0	33			0	
32	0	1	32		X	1	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Base Line Rowd

Between: West City Limit - Towne Avenue

Weather: Clear

Date: 5/1/24

Time From: 9:20

Time To: 9:40

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	14%	20%
% In Pace:	66%	76%	69%
% Under Pace:	24%	10%	11%
Average Speed:	44 MPH	43 MPH	44 MPH
Pace Speed:	41 - 50 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
50th Percentile / Critical Speed:	44 MPH	43 MPH	44 MPH
85th Percentile / Critical Speed:	50 MPH	47 MPH	49 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Base Line Road**

Between: **Towne Avenue to Mountain Avenue**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: 45 MPH

Proposed Speed Limit: 40 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
9	Base Line Road	Towne Avenue	Mountain Avenue	Major Arterial	0.38	45	48	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.38. The adjacent land uses are residential facilities and bike lanes along the corridor. The 85th percentile speed is 48 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to several homes and various neighborhoods, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 80 feet, curb to curb
Travel Lanes: 12-ft and varies
Parking/bike lanes: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	2	2	53	X X	X X	4	
52	0	1	52		X	1	
51	0	3	51		X X X	3	
50	1	2	50	X	X X	3	
49	1	3	49	X	X X X	4	
48	2	4	48	X X	X X X X	6	*
47	4	3	47	X X X X	X X X	7	*
46	2	5	46	X X	X X X X X	7	*
45	5	2	45	X X X X X	X X	7	*
44	3	3	44	X X X	X X X	6	*
43	3	3	43	X X X	X X X	6	*
42	5	2	42	X X X X X	X X	7	*
41	4	6	41	X X X X	X X X X X X	10	*
40	6	0	40	X X X X X X		6	*
39	4	3	39	X X X X	X X X	7	*
38	1	0	38	X		1	
37	1	2	37	X	X X	3	
36	1	3	36	X	X X X	4	
35	3	1	35	X X X	X	4	
34	1	0	34	X		1	
33	1	0	33	X		1	
32	0	2	32		X X	2	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Base Line Rowd

Between: Towne Avenue - Mountain Avenue

Weather: Clear

Date: 5/1/24

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	12%	15%
% In Pace:	76%	66%	69%
% Under Pace:	16%	22%	16%
Average Speed:	42 MPH	44 MPH	43 MPH
Pace Speed:	39 - 48 MPH	41 - 50 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	38 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	42 MPH	45 MPH	43 MPH
85th Percentile / Critical Speed:	47 MPH	50 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Base Line Road

Between: Mountain Avenue to Indian Hill Boulevard

Weather: Clear

Date: 5/2/24

Existing Speed Limit: 45 MPH

Proposed Speed Limit: 40 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	Major Arterial	0.43	45	48	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.43. The adjacent land uses are residential facilities and bike lanes along the corridor. The 85th percentile speed is 48 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to some homes and various neighborhoods, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, Higginbotham Park and Assisted living centers located at Mountain View Centers and Comfort Keepers Home Care are located north of the corridor, and Everbrook Academy (daycare) of Claremont is located south of the corridor. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 80 feet, curb to curb
Travel Lanes: 12-ft and varies
Parking/bike lanes: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	1	55		X	1	
54	0	0	54			0	
53	0	1	53		X	1	
52	2	2	52	X X	X X	4	
51	0	0	51			0	
50	0	1	50		X	1	
49	3	3	49	X X X	X X X	6	*
48	2	2	48	X X	X X	4	*
47	5	2	47	X X X X X	X X	7	*
46	4	9	46	X X X X	X X X X X X X X X	13	P
45	8	7	45	X X X X X X X X	X X X X X X X	15	A
44	3	8	44	X X X	X X X X X X X X	11	C
43	2	4	43	X X	X X X X	6	E
42	3	3	42	X X X	X X X	6	*
41	4	1	41	X X X X	X	5	*
40	6	2	40	X X X X X X	X X	8	*
39	2	2	39	X X	X X	4	
38	3	1	38	X X X	X	4	
37	2	1	37	X X	X	3	
36	1	0	36	X		1	
35	0	0	35			0	
34	0	0	34			0	
33	0	0	33			0	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50		GRAND TOTALS		100	

Location: Base Line Road

Between: Mountain Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/2/24

Time From: 2:35

Time To: 2:55

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	10%	7%
% In Pace:	80%	82%	81%
% Under Pace:	16%	8%	12%
Average Speed:	44 MPH	45 MPH	44 MPH
Pace Speed:	40 - 49 MPH	40 - 49 MPH	40 - 49 MPH
15th Percentile / Critical Speed:	39 MPH	42 MPH	40 MPH
50th Percentile / Critical Speed:	44 MPH	45 MPH	45 MPH
85th Percentile / Critical Speed:	47 MPH	49 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Base Line Road**

Between: **Indian Hill Boulevard to Mills Avenue**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: 45 MPH

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	Major Arterial	0.18	45	50	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.18. The adjacent land uses are residential facilities and bike lanes along the corridor. The 85th percentile speed is 50 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to some homes and various neighborhoods, and the presence of continuous bike lanes creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, La Puerta Sports Park, My First Steps Preschool on Bonnie Brae located north of corridor is located north of the corridor. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 80 feet, curb to curb
Travel Lanes: 12-ft and varies
Parking/bike lanes: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	2	0	57	X X		2
56	1	0	56	X		1
55	0	0	55			0
54	1	1	54	X	X	2
53	0	0	53			0
52	3	2	52	X X X	X X	5
51	2	3	51	X X	X X X	5
50	6	4	50	X X X X X X	X X X X	10
49	3	6	49	X X X	X X X X X X	9
48	3	4	48	X X X	X X X X	7
47	3	3	47	X X X	X X X	6
46	7	2	46	X X X X X X X	X X	9
45	2	6	45	X X	X X X X X X	8
44	7	6	44	X X X X X X X	X X X X X X	13
43	2	2	43	X X	X X	4
42	4	4	42	X X X X	X X X X	8
41	2	1	41	X X	X	3
40	1	2	40	X	X X	3
39	1	2	39	X	X X	3
38	0	2	38		X X	2
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

PACE * * * * * *

Location: Base Line Road

Between: Indian Hill Boulevard - Mills Avenue

Weather: Clear

Date: 5/2/24

Time From: 2:15

Time To: 2:35

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	6%	10%
% In Pace:	78%	80%	79%
% Under Pace:	8%	14%	11%
Average Speed:	47 MPH	46 MPH	46 MPH
Pace Speed:	42 - 51 MPH	42 - 51 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH
50th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH
85th Percentile / Critical Speed:	51 MPH	50 MPH	50 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Base Line Road**

Between: **Mills Avenue to Easterly City Limit**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: 45 MPH

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
12	Base Line Road	Mills Avenue	East City Limits	Major Arterial	0.7	45	48	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.70. The adjacent land uses are residential facilities and bike lanes along the corridor. The 85th percentile speed is 48 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to several homes and various neighborhoods, the presence of continuous bike lanes, and by having June Vail Park and Western Christian Schools located south of corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 80 feet, curb to curb
Travel Lanes: 12-ft and varies
Parking/bike lanes: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	1	1	54	X	X	2	
53	1	0	53	X		1	
52	0	2	52		X X	2	
51	2	1	51	X X	X	3	
50	1	0	50	X		1	
49	0	2	49		X X	2	
48	4	1	48	X X X X	X	5	*
47	1	2	47	X	X X	3	*
46	1	4	46	X	X X X X	5	*
45	3	2	45	X X X	X X	5	P
44	8	7	44	X X X X X X X X	X X X X X X X	15	A
43	5	6	43	X X X X X	X X X X X X	11	C
42	3	3	42	X X X	X X X	6	E
41	4	4	41	X X X X	X X X X	8	*
40	4	4	40	X X X X	X X X X	8	*
39	3	5	39	X X X	X X X X X	8	*
38	3	2	38	X X X	X X	5	
37	0	2	37		X X	2	
36	2	0	36	X X		2	
35	2	0	35	X X		2	
34	0	0	34			0	
33	2	1	33	X X	X	3	
32	0	1	32		X	1	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Base Line Road

Between: Mills Avenue - Easterly City Limit

Weather: Clear

Date: 5/2/24

Time From: 1:55

Time To: 2:15

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	14%	11%
% In Pace:	72%	78%	74%
% Under Pace:	18%	8%	15%
Average Speed:	43 MPH	43 MPH	43 MPH
Pace Speed:	39 - 48 MPH	38 - 47 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH
50th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH
85th Percentile / Critical Speed:	48 MPH	47 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Bonita Avenue**

Between: **Westerly City Limits to Cambridge Avenue**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
13	Bonita Avenue	West City Limits	Cambridge Avenue	Secondary Arterial	1	35	42	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 1.00. The adjacent land uses are high density residential facilities, retirement center, and churches. The 85th percentile speed is 42 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to some homes and various neighborhoods, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, St. Ambrose Episcopal Church is located south of the corridor, Gold Medal Senior Living Gardens (assisted living facility) and the First Baptist Church of Claremont is located north of the corridor, which also cause traffic conditions not readily apparent to the drivers. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64 feet, curb to curb
Travel Lanes: 11-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft
Two-Way Left Turn Lane

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	1	47	X	1
46	1	1	46	X / X	2
45	2	2	45	X X / X X	4
44	1	0	44	X	1
43	2	2	43	X X / X X	4
42	5	6	42	X X X X X / X X X X X X	11
41	2	7	41	X X / X X X X X X X	9
40	2	6	40	X X / X X X X X X	8
39	5	7	39	X X X X X / X X X X X X X	12
38	5	1	38	X X X X X / X	6
37	7	3	37	X X X X X X X / X X X	10
36	7	6	36	X X X X X X X / X X X X X X	13
35	3	3	35	X X X / X X X	6
34	3	1	34	X X X / X	4
33	1	1	33	X / X	2
32	1	2	32	X / X X	3
31	2	0	31	X X	2
30	1	0	30	X	1
29	0	1	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Bonita Avenue

Between: Westerly City Limits - Cambridge Avenue

Weather: Clear

Date: 5/7/24

Time From: 10:35

Time To: 10:55

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	8%	8%
% In Pace:	82%	84%	83%
% Under Pace:	10%	8%	9%
Average Speed:	38 MPH	39 MPH	38 MPH
Pace Speed:	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	37 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Bonita Avenue**

Between: **Cambridge Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	Secondary Arterial	1.38	35	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 1.38, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are high density residential facilities, retirement center, and church. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to some homes and various neighborhoods, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, Claremont Manor Retirement Community and Our Lady of the Assumption Catholic School is located north of the corridor, which also causes pedestrian and bicycle traffic not readily apparent to the drivers. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16)

Street Section:
Street Width: 64 feet, curb to curb
Travel Lanes: 11-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft
Two-Way Left Turn Lane

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	1	0	48	X		1	
47	2	0	47	X X		2	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	2	0	43	X X		2	
42	0	0	42			0	
41	4	0	41	X X X X		4	
40	1	2	40	X	X X	3	*
39	4	4	39	X X X X	X X X X	8	*
38	5	2	38	X X X X X	X X	7	*
37	3	3	37	X X X	X X X	6	
36	6	8	36	X X X X X X	X X X X X X X X	14	
35	3	3	35	X X X	X X X	6	
34	3	6	34	X X X	X X X X X X	9	
33	6	6	33	X X X X X X	X X X X X X	12	*
32	2	3	32	X X	X X X	5	*
31	2	5	31	X X	X X X X X	7	*
30	1	0	30	X		1	
29	3	4	29	X X X	X X X X	7	
28	1	1	28	X	X	2	
27	1	1	27	X	X	2	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	2	23		X X	2	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Bonita Avenue

Between: Cambridge Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/7/24

Time From: 10:10

Time To: 10:35

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	0%	9%
% In Pace:	74%	84%	77%
% Under Pace:	16%	16%	14%
Average Speed:	36 MPH	34 MPH	35 MPH
Pace Speed:	32 - 41 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	29 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	34 MPH	35 MPH
85th Percentile / Critical Speed:	41 MPH	38 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Cambridge Avenue**

Between: **Arrow Highway to Bonita Avenue**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
15	Cambridge Avenue	Arrow Highway	Bonita Avenue	Collector	1.36	35	41	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane) . It is a collector street with a collision rate of 1.36, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are high density residential. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of shared bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists; and this segment has a higher Collision Rate, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 48 feet, curb to curb
No striped Parking/bike lanes
8 feet parking area
Bike Sharrows
Travel Lanes: 15 feet

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	2	0	45	X X	2
44	1	0	44	X	1
43	1	1	43	X / X	2
42	2	2	42	X X / X X	4
41	4	3	41	X X X X / X X X	7
40	2	0	40	X X	2
39	1	6	39	X / X X X X X X	7
38	1	3	38	X / X X X	4
37	3	3	37	X X X / X X X	6
36	3	6	36	X X X / X X X X X X	9
35	4	8	35	X X X X / X X X X X X X X	12
34	4	2	34	X X X X / X X	6
33	7	4	33	X X X X X X X / X X X X	11
32	4	2	32	X X X X / X X	6
31	2	1	31	X X / X	3
30	3	6	30	X X X / X X X X X X	9
29	2	3	29	X X / X X X	5
28	1	0	28	X	1
27	2	0	27	X X	2
26	1	0	26	X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * *

Location: Cambridge Avenue

Between: Arrow Highway - Bonita Avenue

Weather: Clear

Date: 5/2/24

Time From: 9:20

Time To: 10:10

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	12%	18%
% In Pace:	66%	82%	73%
% Under Pace:	22%	6%	9%
Average Speed:	35 MPH	35 MPH	35 MPH
Pace Speed:	32 - 41 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	41 MPH	39 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Claremont Boulevard**

Between: **Arrow Highway to First Street**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: 35 MPH

Proposed Speed Limit: 30 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
16	Claremont Boulevard	Arrow Highway	First Street	Secondary Arterial	1.16	35	37	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 1.16, which is equivalent to the average (1.16). The adjacent land uses are residential. The 85th percentile speed is 37 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists; and this segment is equivalent to the Collision Rate, a lower speed limit is prudent. In addition, it provides direct access to Pacific Electric Bike Trail, which also causes pedestrian and bicycle traffic not readily apparent to the drivers. This would allow rounding down 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 48 feet, curb to curb
No striped Parking/bike lanes
8 feet parking area
Bike Sharrows
Travel Lanes: 15 feet

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	1	44		X	1	
43	1	1	43	X	X	2	
42	1	1	42	X	X	2	
41	0	2	41		X X	2	
40	1	2	40	X	X X	3	
39	0	1	39		X	1	
38	1	2	38	X	X X	3	
37	5	2	37	X X X X X	X X	7	*
36	10	8	36	X X X X X X X X X X	X X X X X X X X	18	*
35	1	3	35	X	X X X	4	*
34	5	4	34	X X X X X	X X X X	9	P
33	2	7	33	X X	X X X X X X X	9	A
32	5	4	32	X X X X X	X X X X	9	C
31	6	3	31	X X X X X X	X X X	9	E
30	5	2	30	X X X X X	X X	7	*
29	4	2	29	X X X X	X X	6	*
28	2	2	28	X X	X X	4	*
27	1	1	27	X	X	2	
26	0	0	26			0	
25	0	1	25		X	1	
24	0	1	24		X	1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Claremont Boulevard

Between: Arrow Highway - First Street

Weather: Clear

Date: 5/14/24

Time From: 1:50

Time To: 2:10

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	16%	14%
% In Pace:	90%	74%	82%
% Under Pace:	2%	10%	4%
Average Speed:	33 MPH	34 MPH	34 MPH
Pace Speed:	28 - 37 MPH	29 - 38 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	39 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Claremont Boulevard**

Between: **First Street to Sixth Street**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment From	Roadway Segment To	Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
17	Claremont Boulevard	First Street	Sixth Street	Secondary Arterial	0	40	44	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.0, which is equivalent to the average (1.16). The adjacent land uses are residential. The 85th percentile speed is 44 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, Downtown Claremont, Pomona-Pitzer Soccer Field (Athletic field), Strehle Track (Sports complex), and El Barrio Park are located west of the corridor and provides direct access to Pacific Electric Bike Trail, which also cause pedestrian and bicycle traffic not readily apparent to the drivers. This would allow rounding down 5 mph, to 40 mph.

Reduce an additional 5 mph, to 35 mph, since this is an urban area and the distance is less than 0.5 miles (this segment is 0.32 miles) when you are transition speeds from 30 mph (the segment south) to 40 mph (the segment north).

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 84-feet, curb to curb
Parking lanes: 8 ft
Bike lanes: 4 ft
Travel lanes: Approx. 11 feet
46-foot median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	2	0	51	X X	2
50	0	0	50		0
49	0	2	49	X X	2
48	1	0	48	X	1
47	0	1	47	X	1
46	1	1	46	X X	2
45	2	3	45	X X X X X	5
44	3	7	44	X X X X X X X X X X	10
43	4	3	43	X X X X X X X	7
42	6	2	42	X X X X X X X X X	8
41	5	5	41	X X X X X X X X X X	10
40	5	9	40	X X X X X X X X X X X X X X	14
39	5	5	39	X X X X X X X X X X	10
38	5	1	38	X X X X X X	6
37	1	3	37	X X X X	4
36	1	2	36	X X X	3
35	6	4	35	X X X X X X X X X	10
34	0	1	34	X	1
33	1	0	33	X	1
32	1	1	32	X X	2
31	1	0	31	X	1
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Claremont Boulevard

Between: First Street - Sixth Street

Weather: Clear

Date: 5/14/24

Time From: 1:35

Time To: 1:55

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	14%	13%
% In Pace:	82%	82%	82%
% Under Pace:	6%	4%	5%
Average Speed:	40 MPH	41 MPH	40 MPH
Pace Speed:	35 - 44 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	35 MPH	36 MPH	35 MPH
50th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Claremont Boulevard**

Between: **Sixth Street to Foothill Boulevard**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: 40 MPH

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
18	Claremont Boulevard	Sixth Street	Foothill Boulevard	Secondary Arterial	0.67	40	47	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.5. The adjacent land uses are residential and commercial. The 85th percentile speed is 47 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of bike lanes and a gated access point create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, the Claremont College Campus is located west of corridor, which also causes pedestrian and bicycle traffic not readily apparent to the drivers. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Width: 64- feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft
16-foot median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	1	54	X	1
53	0	0	53		0
52	0	1	52	X	1
51	1	1	51	X / X	2
50	0	2	50	X X	2
49	0	2	49	X X	2
48	0	6	48	X X X X X X	6
47	1	3	47	X / X X X	4
46	3	2	46	X X X / X X	5
45	2	6	45	X X / X X X X X X	8
44	3	2	44	X X X / X X	5
43	4	6	43	X X X X / X X X X X X	10
42	3	4	42	X X X / X X X X	7
41	5	1	41	X X X X X / X	6
40	2	4	40	X X / X X X X	6
39	1	4	39	X / X X X X	5
38	2	0	38	X X	2
37	4	1	37	X X X X / X	5
36	7	2	36	X X X X X X X / X X	9
35	3	0	35	X X X	3
34	2	0	34	X X	2
33	4	2	33	X X X X / X X	6
32	2	0	32	X X	2
31	0	0	31		0
30	1	0	30	X	1
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Claremont Boulevard

Between: Sixth Street - Foothill Boulevard

Weather: Clear

Date: 5/14/24

Time From: 1:15

Time To: 1:35

Existing Speed Limit: 40 MPH

* * * PACE * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	14%	23%
% In Pace:	68%	76%	63%
% Under Pace:	18%	10%	14%
Average Speed:	39 MPH	44 MPH	41 MPH
Pace Speed:	35 - 44 MPH	39 - 48 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	34 MPH	39 MPH	36 MPH
50th Percentile / Critical Speed:	38 MPH	44 MPH	42 MPH
85th Percentile / Critical Speed:	44 MPH	48 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Claremont Boulevard**

Between: **Foothill Boulevard to Windham Drive**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
19	Claremont Boulevard	Foothill Boulevard	Windham Drive	Secondary Arterial	0.5	40	45	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.5. The adjacent land uses are residential and commercial. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a continuous horizontal roadway curvature with on-street parking, and bike lanes on both sides of the street create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, the Claremont Club is located north of the corridor, and the Granite Creek Community Church is located south of corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 84 feet, curb to curb
Parking lanes/bike lane: 8-ft
Travel lanes: 19-ft
Center median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	1	0	51	X		1
50	2	0	50	X X		2
49	2	0	49	X X		2
48	1	0	48	X		1
47	2	0	47	X X		2
46	3	4	46	X X X	X X X X	7
45	3	0	45	X X X		3
44	2	3	44	X X	X X X	5
43	4	3	43	X X X X	X X X	7
42	2	5	42	X X	X X X X X	7
41	5	6	41	X X X X X	X X X X X X	11
40	0	1	40		X	1
39	5	3	39	X X X X X	X X X	8
38	3	6	38	X X X	X X X X X X	9
37	4	3	37	X X X X	X X X	7
36	4	9	36	X X X X	X X X X X X X X X	13
35	1	1	35	X	X	2
34	1	3	34	X	X X X	4
33	1	1	33	X	X	2
32	2	0	32	X X		2
31	1	2	31	X	X X	3
30	0	0	30			0
29	1	0	29	X		1
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

* * * PACE * * * *

Location: Claremont Boulevard

Between: Foothill Boulevard - Windham Drive

Weather: Clear

Date: 5/14/24

Time From: 12:30

Time To: 12:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	22%	8%	15%
% In Pace:	64%	80%	71%
% Under Pace:	14%	12%	14%
Average Speed:	41 MPH	39 MPH	40 MPH
Pace Speed:	36 - 45 MPH	35 - 44 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	41 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	47 MPH	43 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Claremont Boulevard**

Between: **Windham Drive to Monte Vista Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: 40 MPH

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
20	Claremont Boulevard	Windham Drive	Monte Vista Avenue	Secondary Arterial	0	40	45	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.0. The adjacent land uses are residential and commercial. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a continuous horizontal roadway curvature with on-street parking, and bike lanes on both sides of the street create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, the Claremont Club is located north of the corridor, and the Granite Creek Community Church is located south of corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 84 feet, curb to curb
Parking lanes/bike lane: 8-ft
Travel lanes: 19-ft
Center median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	1	0	51	X		1
50	3	0	50	X X X		3
49	1	0	49	X		1
48	1	0	48	X		1
47	2	0	47	X X		2
46	2	2	46	X X	X X	4
45	3	2	45	X X X	X X	5
44	6	3	44	X X X X X X	X X X	9
43	3	4	43	X X X	X X X X	7
42	2	1	42	X X	X	3
41	3	3	41	X X X	X X X	6
40	6	1	40	X X X X X X	X	7
39	3	3	39	X X X	X X X	6
38	2	4	38	X X	X X X X	6
37	1	4	37	X	X X X X	5
36	1	5	36	X	X X X X X	6
35	4	6	35	X X X X	X X X X X X	10
34	1	1	34	X	X	2
33	1	3	33	X	X X X	4
32	1	2	32	X	X X	3
31	1	2	31	X	X X	3
30	0	2	30		X X	2
29	2	2	29	X X	X X	4
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

PACE * * * * * *

Location: Claremont Boulevard

Between: Windham Drive - Monte Vista Avenue

Weather: Clear

Date: 5/14/24

Time From: 12:10

Time To: 12:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	8%	17%
% In Pace:	64%	68%	65%
% Under Pace:	24%	24%	18%
Average Speed:	41 MPH	38 MPH	39 MPH
Pace Speed:	38 - 47 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	35 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	41 MPH	37 MPH	39 MPH
85th Percentile / Critical Speed:	47 MPH	43 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue

Between: San Jose Avenue to Oak Park Drive

Weather: Clear

Date: 5/2/24

Existing Speed Limit: 25 MPH

Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
21	College Avenue	San Jose Avenue	Oak Park Drive	Collector	0	25	37	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are a high school, an assisted living facility, and residential units. The 85th percentile speed is 37 mph, and would normally justify a 35 mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-ft, curb to curb
Parking lane: 7-ft
Travel lanes: 11-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	1	1	43	X	X	2
42	1	1	42	X	X	2
41	1	0	41	X		1
40	0	0	40			0
39	1	1	39	X	X	2
38	1	4	38	X	X X X	5
37	2	3	37	X X	X X	5
36	2	1	36	X X	X	3
35	2	6	35	X X	X X X X X	8
34	1	8	34	X	X X X X X X X	9
33	4	4	33	X X X X	X X X	8
32	4	3	32	X X X X	X X X	7
31	4	6	31	X X X X	X X X X X	10
30	6	3	30	X X X X X X	X X X	9
29	3	2	29	X X X	X X	5
28	7	1	28	X X X X X X X	X	8
27	1	2	27	X	X X	3
26	5	2	26	X X X X X	X X	7
25	1	1	25	X	X	2
24	0	0	24			0
23	1	1	23	X	X	2
22	2	0	22	X X		2
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

* * * PACE * * *

Location: College Avenue

Between: Oak Park Drive - San Jose Avenue

Weather: Clear

Date: 5/2/24

Time From: 11:20

Time To: 12:00

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	6%	20%
% In Pace:	74%	80%	74%
% Under Pace:	8%	14%	6%
Average Speed:	31 MPH	33 MPH	32 MPH
Pace Speed:	26 - 35 MPH	29 - 38 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	29 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **College Avenue**

Between: **Oak Park Drive to Arrow Highway**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
22	College Avenue	Oak Park Drive	Arrow Highway	Collector	0	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential units, and Blaisdell senior center and Blaisdell Park located west of corridor. The 85th percentile speed is 36 mph, and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-ft, curb to curb
Parking lane: 7-ft
Travel lanes: 11-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	1	0	42	X		1
41	1	0	41	X		1
40	0	0	40			0
39	2	4	39	X X	X X X X	6
38	1	2	38	X	X X	3
37	2	0	37	X X		2
36	4	2	36	X X X X	X X	6
35	4	3	35	X X X X	X X X	7
34	4	6	34	X X X X	X X X X X X	10
33	2	3	33	X X	X X X	5
32	4	5	32	X X X X	X X X X X	9
31	3	3	31	X X X	X X X	6
30	2	3	30	X X	X X X	5
29	0	4	29		X X X X	4
28	4	4	28	X X X X	X X X X	8
27	5	3	27	X X X X X	X X X	8
26	4	4	26	X X X X	X X X X	8
25	3	1	25	X X X	X	4
24	1	2	24	X	X X	3
23	2	0	23	X X		2
22	0	0	22			0
21	0	0	21			0
20	0	1	20		X	1
19	1	0	19	X		1
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

* * * PACE * * *

Location: College Avenue

Between: Oak Park Drive - Arrow Highway

Weather: Clear

Date: 5/2/24

Time From: 10:30

Time To: 11:15

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	16%	19%
% In Pace:	64%	76%	70%
% Under Pace:	22%	8%	11%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **College Avenue**

Between: **Arrow Highway to First Street**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
23	College Avenue	Arrow Highway	First Street	Collector	0.45	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.45. The adjacent land uses are residential units; Oakmont Elementary School is located west of corridor; College Park is located east of corridor; and Claremont Metrolink Station and Parking Structure are located west of corridor. The 85th percentile speed is 34 mph, and would normally justify a 35 mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to homes and various neighborhoods, the presence of continuous bike lanes and on-street parking with Oakmont Elementary School is located west of corridor; College Park is located east of corridor; and Claremont Metrolink Station and Parking Structure is located west of corridor creates intermittent and potential pedestrian and bicyclists conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50-ft, curb to curb
Parking lane: 8-ft
Bike Lanes: 5-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	1	40		X	1	
39	0	0	39			0	
38	0	2	38		X X	2	
37	1	1	37	X	X	2	
36	0	0	36			0	
35	3	6	35	X X X	X X X X X X	9	*
34	6	9	34	X X X X X X	X X X X X X X X X	15	*
33	4	6	33	X X X X	X X X X X X	10	*
32	6	7	32	X X X X X X	X X X X X X X	13	P
31	6	3	31	X X X X X X	X X X	9	A
30	2	5	30	X X	X X X X X	7	C
29	4	2	29	X X X X	X X	6	E
28	6	2	28	X X X X X X	X X	8	*
27	6	4	27	X X X X X X	X X X X	10	*
26	1	2	26	X	X X	3	*
25	1	0	25	X		1	
24	2	0	24	X X		2	
23	0	0	23			0	
22	0	0	22			0	
21	2	0	21	X X		2	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: College Avenue

Between: Arrow Hwy- First Street

Weather: Clear

Date: 5/8/24

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	8%	5%
% In Pace:	88%	92%	90%
% Under Pace:	10%	0%	5%
Average Speed:	30 MPH	32 MPH	31 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **College Avenue**

Between: **First Street to Bonita Avenue**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
24	College Avenue	First Street	Bonita Avenue	Collector	0	25	31	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are the Claremont College Campus buildings, Residential Hall (Wig Hall), Museum, a park, and an assisted living center. The 85th percentile speed is 31 mph, and would normally justify a 30-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Parking lanes: 8-feet
Bike lanes: 5-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	1	0	36	X		1
35	0	0	35			0
34	2	1	34	X X	X	3
33	2	3	33	X X	X X X	5
32	2	3	32	X X	X X X	5
31	3	0	31	X X X		3
30	4	2	30	X X X X	X X	6
29	1	3	29	X	X X X	4
28	2	8	28	X X	X X X X X X X X	10
27	7	7	27	X X X X X X X	X X X X X X X	14
26	4	2	26	X X X X	X X	6
25	5	8	25	X X X X X	X X X X X X X X	13
24	2	2	24	X X	X X	4
23	3	5	23	X X X	X X X X X	8
22	4	4	22	X X X X	X X X X	8
21	4	1	21	X X X X	X	5
20	1	0	20	X		1
19	2	0	19	X X		2
18	0	1	18		X	1
17	1	0	17	X		1
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: College Avenue

Between: First Street - Bonita Avenue

Weather: Clear

Date: 5/2/24

Time From: 12:05

Time To: 12:30

Existing Speed Limit: 25 MPH

PACE	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	14%	17%
% In Pace:	72%	84%	78%
% Under Pace:	8%	2%	5%
Average Speed:	26 MPH	27 MPH	26 MPH
Pace Speed:	21 - 30 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	21 MPH	23 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	31 MPH	30 MPH	31 MPH

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue

Between: Bonita Avenue to Sixth Street

Weather: Clear

Date: 5/2/24

Existing Speed Limit: 25 MPH

Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
25	College Avenue	Bonita Avenue	Sixth Street	Collector	0	25	28	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are the Claremont College Campus buildings and a park. The 85th percentile speed is 28 mph, and would normally justify a 30-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Parking lanes: 8-feet
Bike lanes: 5-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	1	34		X	1
33	1	1	33	X	X	2
32	0	2	32		X X	2
31	1	0	31	X		1
30	3	0	30	X X X		3
29	1	1	29	X	X	2
28	4	4	28	X X X X	X X X X	8
27	2	2	27	X X	X X	4
26	5	4	26	X X X X X	X X X X	9
25	2	8	25	X X	X X X X X X X X	10
24	6	5	24	X X X X X X	X X X X X	11
23	6	6	23	X X X X X X	X X X X X X	12
22	4	8	22	X X X X	X X X X X X X X	12
21	5	2	21	X X X X X	X X	7
20	1	1	20	X	X	2
19	2	0	19	X X		2
18	2	0	18	X X		2
17	2	3	17	X X	X X X	5
16	3	2	16	X X X	X X	5
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: College Avenue

Between: Bonita Avenue - Sixth Street

Weather: Clear

Date: 5/2/24

Time From: 12:35

Time To: 12:55

Existing Speed Limit: 25 MPH

PACE	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	8%	6%
% In Pace:	76%	82%	78%
% Under Pace:	20%	10%	16%
Average Speed:	24 MPH	24 MPH	24 MPH
Pace Speed:	21 - 30 MPH	20 - 29 MPH	21 - 30 MPH

15th Percentile / Critical Speed:	19 MPH	21 MPH	20 MPH
50th Percentile / Critical Speed:	23 MPH	24 MPH	24 MPH
85th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue

Between: Sixth Street to 10th Street

Weather: Clear

Date: 5/2/24

Existing Speed Limit: 30 MPH

Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
26	College Avenue	Sixth Street	10th Street	Collector	0.69	30	33	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.69. The adjacent land uses are residential and Claremont College facilities and buildings. The 85th percentile speed is 33 mph, and would normally justify a 35 mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to homes and various neighborhoods, the presence of shared bike lanes and on-street parking.

With Claremont College facilities and buildings located east and west of the corridor creates, and Sycamore Elementary School located west of corridor creates intermittent and potential pedestrian and bicyclists' conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Parking lanes: B-ft
Bike Lanes: 5-ft
Travel lanes: 12-tt

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	1	41	X	1
40	0	3	40	X X X	3
39	0	1	39	X	1
38	0	0	38		0
37	0	2	37	X X	2
36	0	1	36	X	1
35	1	0	35	X	1
34	0	1	34	X	1
33	4	1	33	X X X X / X	5
32	5	2	32	X X X X X / X X	7
31	2	2	31	X X / X X	4
30	4	4	30	X X X X / X X X X	8
29	1	8	29	X / X X X X X X X X	9
28	8	6	28	X X X X X X X X / X X X X X X	14
27	7	4	27	X X X X X X X / X X X X	11
26	4	5	26	X X X X / X X X X X	9
25	3	2	25	X X X / X X	5
24	8	1	24	X X X X X X X X / X	9
23	0	1	23	X	1
22	1	3	22	X / X X X	4
21	0	0	21		0
20	1	1	20	X / X	2
19	1	1	19	X / X	2
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: College Avenue

Between: Sixth Street - 10th Street

Weather: Clear

Date: 5/2/24

Time From: 1:00

Time To: 1:20

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	24%	10%
% In Pace:	92%	72%	81%
% Under Pace:	6%	4%	9%
Average Speed:	28 MPH	29 MPH	28 MPH
Pace Speed:	24 - 33 MPH	22 - 31 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	24 MPH	25 MPH	24 MPH
50th Percentile / Critical Speed:	27 MPH	29 MPH	28 MPH
85th Percentile / Critical Speed:	32 MPH	36 MPH	33 MPH

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **College Avenue**

Between: **10th Street to Foothill Boulevard**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
27	College Avenue	10th Street	Foothill Boulevard	Collector	1.06	30	37	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 1.06. The adjacent land uses are residential and Claremont College facilities and buildings. The 85th percentile speed is 37 mph, and would normally justify a 35 mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to homes and various neighborhoods, the presence of bike lanes and on-street parking with Claremont College facilities and buildings is located east of the corridor creates pedestrian and bicyclists conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Parking lanes: 8-ft
Bike Lanes: 5-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	1	0	44	X	1	
43	0	0	43		0	
42	0	0	42		0	
41	1	2	41	X / X X	3	
40	0	2	40	/ X X	2	
39	1	1	39	X / X	2	
38	1	2	38	X / X X	3	
37	3	4	37	X X X / X X X X	7	*
36	4	3	36	X X X X / X X X	7	*
35	3	2	35	X X X / X X	5	*
34	4	6	34	X X X X / X X X X X X	10	P
33	7	5	33	X X X X X X X / X X X X X	12	A
32	3	2	32	X X X / X X	5	C
31	8	1	31	X X X X X X X X / X	9	E
30	3	3	30	X X X / X X X	6	*
29	6	9	29	X X X X X X / X X X X X X X X	15	*
28	3	3	28	X X X / X X X	6	*
27	1	2	27	X / X X	3	
26	0	1	26	/ X	1	
25	0	0	25		0	
24	0	0	24		0	
23	1	1	23	X / X	2	
22	0	0	22		0	
21	0	1	21	/ X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: College Avenue

Between: 10th Street - Foothill Boulevard

Weather: Clear

Date: 5/2/24

Time From: 1;25

Time To: 2:05

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	14%	11%
% In Pace:	88%	76%	82%
% Under Pace:	4%	10%	7%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	29 MPH
50th Percentile / Critical Speed:	32 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **College Way**

Between: **Willams Avenue to Piedmont Mesa Road**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
28	College Way	Williams Avenue	Piedmont Mesa Ave	Collector	0	30	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are the Claremont College Campus buildings and a park. The 85th percentile speed is 39 mph, and would normally justify a 40 mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 30 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-ft, curb to curb
Edge Lines: 5 to 6-ft
Travel lanes: 12 to 14-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	1	46		X	1	
45	0	1	45		X	1	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	4	2	41	X X X X	X X	6	
40	1	1	40	X	X	2	
39	5	3	39	X X X X X	X X X	8	*
38	4	3	38	X X X X	X X X	7	*
37	7	4	37	X X X X X X X	X X X X	11	*
36	4	0	36	X X X X		4	
35	3	6	35	X X X	X X X X X X	9	
34	7	5	34	X X X X X X X	X X X X X	12	
33	4	7	33	X X X X	X X X X X X X	11	
32	2	3	32	X X	X X X	5	*
31	5	3	31	X X X X X	X X X	8	*
30	1	4	30	X	X X X X	5	*
29	1	4	29	X	X X X X	5	
28	1	1	28	X	X	2	
27	1	1	27	X	X	2	
26	0	1	26		X	1	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: College Way

Between: Willams Avenue - Piedmont Mesa Road

Weather: Clear

Date: 5/2/24

Time From: 2:55

Time To: 3:25

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	16%	10%
% In Pace:	84%	78%	80%
% Under Pace:	8%	6%	10%
Average Speed:	35 MPH	34 MPH	35 MPH
Pace Speed:	31 - 40 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **First Street**

Between: **College Avenue to Columbia Avenue**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
29	First Street	College Avenue	Columbia Avenue	Secondary Arterial	0.84	40	38	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.84. The adjacent land uses are Claremont College campus facilities to the north, and Metro parking lot to the south. The 85th percentile speed is 38 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking, Claremont College campus facilities to the north, and Metro parking lot to the south creates intermittent and potential pedestrian and bicyclist conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74 feet, curb to curb
Travel Lanes: 11-18-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	1	2	44	X	X X	3	
43	0	0	43			0	
42	2	0	42	X X		2	
41	0	4	41		X X X X	4	
40	0	1	40		X	1	
39	1	1	39	X	X	2	
38	1	5	38	X	X X X X X	6	*
37	5	6	37	X X X X X	X X X X X X	11	*
36	5	4	36	X X X X X	X X X X	9	*
35	3	5	35	X X X	X X X X X	8	*
34	3	3	34	X X X	X X X	6	*
33	7	4	33	X X X X X X X	X X X X	11	*
32	5	2	32	X X X X X	X X	7	*
31	4	5	31	X X X X	X X X X X	9	*
30	5	2	30	X X X X X	X X	7	*
29	0	3	29		X X X	3	*
28	5	0	28	X X X X X		5	
27	0	1	27		X	1	
26	0	0	26			0	
25	0	0	25			0	
24	1	2	24	X	X X	3	
23	1	0	23	X		1	
22	1	0	22	X		1	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: First Street

Between: College Avenue - Columbia Avenue

Weather: Clear

Date: 5/1/24

Time From: 2:10

Time To: 2:40

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	16%	12%
% In Pace:	84%	78%	77%
% Under Pace:	6%	6%	11%
Average Speed:	33 MPH	35 MPH	34 MPH
Pace Speed:	28 - 37 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	28 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **First Street**

Between: **Columbia Avenue to Claremont Boulevard**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
30	First Street	Columbia Avenue	Claremont Boulevard	Secondary Arterial	0.48	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.48. The adjacent land uses are Claremont College campus facilities to the north, and Metro parking lot to the south. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking; Pomona-Pitzer Soccer Field and Athletic field, Strehle Track Sports complex, and El Barrio Park located north of corridor; Claremont College campus facilities located to the north and south of the corridor, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Travel Lanes: 11-15-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	1	49	X	1
48	0	0	48		0
47	1	1	47	X / X	2
46	0	1	46	X	1
45	1	1	45	X / X	2
44	0	5	44	X X X X	5
43	1	4	43	X / X X X X	5
42	2	2	42	X X / X X	4
41	2	2	41	X X / X X	4
40	6	4	40	X X X X X / X X X X	10
39	2	3	39	X X / X X X	5
38	8	4	38	X X X X X X X X / X X X X	12
37	7	1	37	X X X X X X X / X	8
36	1	7	36	X / X X X X X X	8
35	4	1	35	X X X X / X	5
34	1	2	34	X / X X	3
33	7	1	33	X X X X X X X / X	8
32	1	2	32	X / X X	3
31	0	0	31		0
30	4	3	30	X X X X / X X X	7
29	1	2	29	X / X X	3
28	0	2	28	X X	2
27	1	0	27	X	1
26	0	0	26		0
25	0	0	25		0
24	0	1	24	X	1
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: First Street

Between: Columbia Avenue - Claremont Boulevard

Weather: Clear

Date: 5/1/24

Time From: 1:45

Time To: 2:10

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	16%
% In Pace:	80%	66%	67%
% Under Pace:	14%	28%	17%
Average Speed:	37 MPH	38 MPH	37 MPH
Pace Speed:	33 - 42 MPH	36 - 45 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	30 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	40 MPH	44 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Foothill Boulevard**

Between: **Towne Avenue to Mountain Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment From	Roadway Segment To	Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
31	Foothill Boulevard	Towne Avenue	Mountain Avenue	Major Arterial	1.11	40	45	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with dedicated bike lanes. It is a major arterial with a collision rate of 1.11. The adjacent land uses are retail, restaurants, shopping centers, and an elementary school. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a bike lanes, several driveways to retail, restaurants, shopping centers, Mountain Elementary School and El Roble Intermediate School located south of the corridor creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74 feet, curb to curb
Travel Lanes: 12-ft
Bike lanes: 6-ft
Raised Median: 14-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	1	0	53	X		1
52	1	0	52	X		1
51	0	0	51			0
50	1	1	50	X	X	2
49	4	0	49	X X X X		4
48	1	1	48	X	X	2
47	0	0	47			0
46	0	1	46		X	1
45	2	4	45	X X	X X X X	6
44	5	3	44	X X X X X	X X X	8
43	2	6	43	X X	X X X X X X	8
42	9	1	42	X X X X X X X X X	X	10
41	5	6	41	X X X X X	X X X X X X	11
40	4	3	40	X X X X	X X X	7
39	1	7	39	X	X X X X X X X	8
38	3	4	38	X X X	X X X X	7
37	2	5	37	X X	X X X X X	7
36	2	2	36	X X	X X	4
35	1	4	35	X	X X X X	5
34	2	0	34	X X		2
33	2	1	33	X X	X	3
32	1	0	32	X		1
31	1	1	31	X	X	2
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * *

Location: Foothill Boulevard

Between: Towne Avenue - Mountain Avenue

Weather: Clear

Date: 5/14/24

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	6%	11%
% In Pace:	70%	82%	76%
% Under Pace:	14%	12%	13%
Average Speed:	41 MPH	40 MPH	41 MPH
Pace Speed:	36 - 45 MPH	36 - 45 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	42 MPH	40 MPH	41 MPH
85th Percentile / Critical Speed:	48 MPH	44 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Foothill Boulevard**

Between: **Mountain Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
32	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	Major Arterial	0.48	40	44	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with dedicated bike lanes. It is a major arterial with a collision rate of 0.48. The adjacent land uses are residential, restaurants, and shopping centers. The 85th percentile speed is 44 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a bike lanes, several driveways to restaurants, shopping centers, Mountain Elementary School is located south of the corridor and Claremont High School is located north of the corridor, it creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74 feet, curb to curb
Travel Lanes: 12-ft
Bike lanes: 6-ft
Raised Median: 14-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	2	2	48	X X	X X	4
47	2	0	47	X X		2
46	1	2	46	X	X X	3
45	1	1	45	X	X	2
44	3	5	44	X X X	X X X X X	8
43	4	4	43	X X X X	X X X X	8
42	3	6	42	X X X	X X X X X X	9
41	3	5	41	X X X	X X X X X	8
40	4	3	40	X X X X	X X X	7
39	6	5	39	X X X X X X	X X X X X	11
38	9	4	38	X X X X X X X X X	X X X X	13
37	4	3	37	X X X X	X X X	7
36	2	4	36	X X	X X X X	6
35	1	5	35	X	X X X X X	6
34	2	0	34	X X		2
33	0	1	33		X	1
32	1	0	32	X		1
31	1	0	31	X		1
30	1	0	30	X		1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

PACE * * * * * *

Location: Foothill Boulevard

Between: Mountain Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/14/24

Time From: 11:20

Time To: 11:40

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	10%	11%
% In Pace:	78%	88%	83%
% Under Pace:	12%	2%	6%
Average Speed:	40 MPH	40 MPH	40 MPH
Pace Speed:	36 - 45 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Foothill Boulevard**

Between: **Indian Hill Boulevard to Mills Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: 40 MPH

Proposed Speed Limit: 40 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
33	Foothill Boulevard	Indian Hill Blvd	Mills Avenue	Major Arterial	0.56	40	45	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with dedicated bike lanes. It is a major arterial with a collision rate of 0.56. The adjacent land uses are residential, restaurants, and shopping centers. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a bike lanes, several driveways to restaurants, shopping centers, Mountain Elementary School is located south of the corridor and Claremont High School is located north of the corridor, it creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 95 feet, curb to curb
Travel Lanes: 12-ft
Bike lanes: 6-ft with 5-6-ft median or buffer
Parking lane: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	2	56		X X	2
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	1	52		X	1
51	1	0	51	X		1
50	2	1	50	X X	X	3
49	0	1	49		X	1
48	0	1	48		X	1
47	1	3	47	X	X X X	4
46	0	2	46		X X	2
45	2	1	45	X X	X	3
44	4	3	44	X X X X	X X X	7
43	5	3	43	X X X X X	X X X	8
42	6	5	42	X X X X X X	X X X X X	11
41	10	5	41	X X X X X X X X X X	X X X X X	15
40	5	5	40	X X X X X	X X X X X	10
39	1	4	39	X	X X X X	5
38	2	7	38	X X	X X X X X X X	9
37	4	1	37	X X X X	X	5
36	3	4	36	X X X	X X X X	7
35	2	1	35	X X	X	3
34	2	0	34	X X		2
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * *

Location: Foothill Boulevard

Between: Indian Hill Boulevard - Mills Avenue

Weather: Clear

Date: 5/14/24

Time From: 11:40

Time To: 12:00

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	12%	15%
% In Pace:	84%	76%	80%
% Under Pace:	8%	12%	5%
Average Speed:	41 MPH	42 MPH	42 MPH
Pace Speed:	36 - 45 MPH	38 - 47 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	44 MPH	47 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Foothill Boulevard**

Between: **Mills Avenue to East City Limits**

Weather: **Clear**

Date: **5/14/214**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
34	Foothill Boulevard	Mills Avenue	East City Limits	Major Arterial	0.47	40	43	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with dedicated bike lanes. It is a major arterial with a collision rate of 0.47. The adjacent land uses are restaurants, shopping centers, commercial, a church, college facilities, and college housing. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), such as a bike lanes, college facilities and a large college housing complex are located north of the corridor; access to residential and Claremont College campus, facilities, and buildings are located are located south of the corridor, creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 88 feet, curb to curb
Travel Lanes: 12-ft
Bike lanes: 6-7-ft with 5-6-ft median or buffer
Parking lane: 8-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	1	50		X	1
49	0	1	49		X	1
48	0	3	48		X X X	3
47	0	1	47		X	1
46	1	0	46	X		1
45	1	0	45	X		1
44	2	2	44	X X	X X	4
43	2	2	43	X X	X X	4
42	1	2	42	X	X X	3
41	3	5	41	X X X	X X X X X	8
40	5	5	40	X X X X X	X X X X X	10
39	7	4	39	X X X X X X X	X X X X	11
38	13	9	38	X X X X X X X X X X X X X	X X X X X X X X X	22
37	6	2	37	X X X X X X	X X	8
36	4	5	36	X X X X	X X X X X	9
35	2	3	35	X X	X X X	5
34	2	1	34	X X	X	3
33	1	3	33	X	X X X	4
32	0	0	32			0
31	0	0	31			0
30	0	1	30		X	1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * *

Location: Foothill Boulevard

Between: Mills Avenue - East City Limit

Weather: Clear

Date: 5/14/24

Time From: 12:00

Time To: 12:20

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	12%	8%
% In Pace:	90%	78%	84%
% Under Pace:	6%	10%	8%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	35 - 44 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
50th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH
85th Percentile / Critical Speed:	41 MPH	44 MPH	43 MPH

Radar Survey Conducted By:

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T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Garey Avenue**

Between: **Arlington Drive to Smith Drive**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
35	Garey Avenue	Arlington Drive	Smith Drive	Collector	0	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential and direct access to residential driveways. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking, direct access to residential driveways along the corridor, the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 58 feet, curb to curb
Parking lanes: 8-ft
Bike lanes: 5-ft
Travel lanes: 12-tt
'Two-way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	1	1	51	X	X	2
50	0	0	50			0
49	3	0	49	X X X		3
48	1	0	48	X		1
47	0	1	47		X	1
46	1	0	46	X		1
45	0	3	45		X X X	3
44	3	0	44	X X X		3
43	3	2	43	X X X	X X	5
42	2	4	42	X X	X X X X	6
41	3	2	41	X X X	X X	5
40	1	4	40	X	X X X X	5
39	6	4	39	X X X X X X	X X X X	10
38	4	5	38	X X X X	X X X X X	9
37	1	3	37	X	X X X	4
36	4	5	36	X X X X	X X X X X	9
35	3	7	35	X X X	X X X X X X X	10
34	1	2	34	X	X X	3
33	7	4	33	X X X X X X X	X X X X	11
32	2	2	32	X X	X X	4
31	1	0	31	X		1
30	1	0	30	X		1
29	1	1	29	X	X	2
28	1	0	28	X		1
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Garey Avenue

Between: Arlington Drive - Smith Drive

Weather: Clear

Date: 5/7/24

Time From: 11:00

Time To: 11:50

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	24%	14%	19%
% In Pace:	64%	80%	72%
% Under Pace:	12%	6%	9%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	42 MPH	43 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Garey Avenue**

Between: **Smith Drive to College Way**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
36	Garey Avenue	Smith Drive	College Way	Collector	0	40	41	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential and direct access to residential driveways. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 58 feet, curb to curb
Parking lanes: 8-ft
Bike lanes: 5-ft
Travel lanes: 12-tt
Two-way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	3	0	47	X X X	3
46	1	0	46	X	1
45	0	1	45	X	1
44	3	1	44	X X X / X	4
43	0	2	43	X X	2
42	2	1	42	X X / X	3
41	3	4	41	X X X / X X X X	7
40	5	7	40	X X X X X / X X X X X X X	12
39	5	6	39	X X X X X / X X X X X X	11
38	4	6	38	X X X X / X X X X X X	10
37	7	4	37	X X X X X X X / X X X X	11
36	5	5	36	X X X X X / X X X X X	10
35	4	1	35	X X X X / X	5
34	2	3	34	X X / X X X	5
33	2	3	33	X X / X X X	5
32	1	2	32	X / X X	3
31	2	3	31	X X / X X X	5
30	0	0	30		0
29	1	0	29	X	1
28	0	1	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Garey Avenue

Between: Smith Drive - College Way

Weather: Clear

Date: 5/7/24

Time From: 11:55

Time To: 1:15

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	10%	11%
% In Pace:	78%	82%	79%
% Under Pace:	8%	8%	10%
Average Speed:	38 MPH	37 MPH	38 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	34 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Harrison Avenue**

Between: **Harvard Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/12/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
37	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	Local Street	5.12	25	31	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a local street with a collision rate of 5.12, which is greatly higher than the average (1.14). The adjacent land uses are residential, professional services and a church. The 85th percentile speed is 31 mph and would normally justify a 30-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Travel Lanes: 25-ft
No striped Parking/bike lanes

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	1	37		X	1
36	0	1	36		X	1
35	0	1	35		X	1
34	0	3	34		X X X	3
33	3	1	33	X X X	X	4
32	0	3	32		X X X	3
31	0	3	31		X X X	3
30	6	4	30	X X X X X X	X X X X	10
29	1	4	29	X	X X X X	5
28	7	6	28	X X X X X X X	X X X X X X	13
27	7	8	27	X X X X X X X	X X X X X X X X	15
26	8	3	26	X X X X X X X X	X X X	11
25	7	3	25	X X X X X X X	X X X	10
24	3	1	24	X X X	X	4
23	2	2	23	X X	X X	4
22	3	3	22	X X X	X X X	6
21	2	1	21	X X	X	3
20	1	1	20	X	X	2
19	0	1	19		X	1
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Harrison Avenue

Between: Harvard Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/1/24

Time From: 12:40

Time To: 1:35

Existing Speed Limit: 25 MPH

PACE		Eastbound	Westbound	Combined Statistics
*	% Over Pace:	6%	6%	13%
*				
P	% In Pace:	92%	76%	81%
A				
C	% Under Pace:	2%	18%	6%
E				
*	Average Speed:	26 MPH	28 MPH	27 MPH
*				
*	Pace Speed:	21 - 30 MPH	25 - 34 MPH	22 - 31 MPH

	Eastbound	Westbound	Combined Statistics
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	26 MPH	28 MPH	27 MPH
85th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **American Avenue to San Jose Ave**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH (NB) and 30 MPH (SB)**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
38	Indian Hill Boulevard	American Ave	San Jose Ave	Major Arterial	1.03	30 - SB 35 - NB	35	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph in the southbound direction and 35 mph in the northbound direction and has 2 to 3 through lanes in each direction, and parking is not allowed. It is a major arterial with a collision rate of 1.03. The adjacent land uses are shopping centers, access to the auto center, and residential to the south and north. The 85th percentile speed is 35 mph and would normally justify a 35-mph posted speed limit.

It is recommended that the speed limit be 35 mph in both directions for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 78-ft
Travel lanes: 11-ft to 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	1	0	42	X		1
41	0	0	41			0
40	0	1	40		X	1
39	2	2	39	X X	X X	4
38	0	0	38			0
37	1	0	37	X		1
36	3	2	36	X X X	X X	5
35	2	3	35	X X	X X X	5
34	2	1	34	X X	X	3
33	1	2	33	X	X X	3
32	3	1	32	X X X	X	4
31	8	5	31	X X X X X X X X	X X X X X	13
30	3	3	30	X X X	X X X	6
29	4	3	29	X X X X	X X X	7
28	5	1	28	X X X X X	X	6
27	6	3	27	X X X X X X	X X X	9
26	5	7	26	X X X X X	X X X X X X X	12
25	4	5	25	X X X X	X X X X X	9
24	0	3	24		X X X	3
23	0	3	23		X X X	3
22	0	1	22		X	1
21	0	0	21			0
20	0	1	20		X	1
19	0	2	19		X X	2
18	0	1	18		X	1
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: American Avenue - San Jose Avenue

Weather: Clear

Date: 5/15/24

Time From: 11:40

Time To: 12:00

Existing Speed Limit: 30 MPH - SB

35 MPH - NB

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	22%	17%
% In Pace:	82%	68%	72%
% Under Pace:	0%	10%	11%
Average Speed:	30 MPH	28 MPH	29 MPH
Pace Speed:	25 - 34 MPH	23 - 32 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	26 MPH	23 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	27 MPH	29 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **San Jose Ave to Vista/Oak Park Drive**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	Major Arterial	0.62	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking. It is a major arterial with a collision rate of 0.62. The adjacent land uses are residential, professional services, and a nursing home. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking; San Antonio High School located east of corridor; and Vista Del Valle Elementary School located west of corridor creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74-ft
Travel lanes: 11-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	1	0	52	X		1
51	1	0	51	X		1
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	3	0	46	X X X		3
45	2	5	45	X X	X X X X X	7
44	1	2	44	X	X X	3
43	1	2	43	X	X X	3
42	2	1	42	X X	X	3
41	3	6	41	X X X	X X X X X X	9
40	4	4	40	X X X X	X X X X	8
39	3	4	39	X X X	X X X X	7
38	4	3	38	X X X X	X X X	7
37	3	3	37	X X X	X X X	6
36	6	5	36	X X X X X X	X X X X X	11
35	2	6	35	X X	X X X X X X	8
34	3	3	34	X X X	X X X	6
33	2	2	33	X X	X X	4
32	1	1	32	X	X	2
31	2	1	31	X X	X	3
30	0	0	30			0
29	2	0	29	X X		2
28	1	2	28	X	X X	3
27	1	0	27	X		1
26	0	0	26			0
25	0	0	25			0
24	2	0	24	X X		2
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: San Jose Avenue - Oak Park Drive

Weather: Clear

Date: 5/15/24

Time From: 11:20

Time To: 11:40

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	14%	18%
% In Pace:	64%	74%	69%
% Under Pace:	18%	12%	13%
Average Speed:	37 MPH	38 MPH	38 MPH
Pace Speed:	33 - 42 MPH	34 - 43 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	31 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Vista/Oak Park Drive to Arrow Highway**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	Major Arterial	0.34	40	42	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking. It is a major arterial with a collision rate of 0.34. The adjacent land uses are residential and a shopping center. The 85th percentile speed is 42 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of on-street parking; Vista Del Valle Elementary School located west of the corridor; Blaisdell senior center and Blaisdell Park located east of the corridor, creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74-ft
Travel lanes: 11-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	2	51	SB: X X	2
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	2	1	47	NB: X X; SB: X	3
46	0	1	46	SB: X	1
45	0	1	45	SB: X	1
44	2	2	44	NB: X X; SB: X X	4
43	0	3	43	SB: X X X	3
42	0	4	42	SB: X X X X	4
41	5	7	41	NB: X X X X X; SB: X X X X X X X	12
40	4	4	40	NB: X X X X; SB: X X X X	8
39	4	4	39	NB: X X X X; SB: X X X X	8
38	3	3	38	NB: X X X; SB: X X X	6
37	7	4	37	NB: X X X X X X X; SB: X X X X	11
36	7	6	36	NB: X X X X X X X; SB: X X X X X X	13
35	3	3	35	NB: X X X; SB: X X X	6
34	3	2	34	NB: X X X; SB: X X	5
33	4	2	33	NB: X X X X; SB: X X	6
32	2	0	32	NB: X X	2
31	1	1	31	NB: X; SB: X	2
30	2	0	30	NB: X X	2
29	1	0	29	NB: X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: Oak Park Drive - Arrow Highway

Weather: Clear

Date: 5/15/24

Time From: 11:40

Time To: 12:00

Existing Speed Limit: 40 MPH

PACE	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	14%
% In Pace:	84%	80%	79%
% Under Pace:	8%	10%	7%
Average Speed:	37 MPH	40 MPH	38 MPH
Pace Speed:	32 - 41 MPH	35 - 44 MPH	33 - 42 MPH

	Northbound	Southbound	Combined Statistics
15th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	39 MPH	38 MPH
85th Percentile / Critical Speed:	41 MPH	43 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Arrow Highway to First Street**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
41	Indian Hill Boulevard	Arrow Highway	First Street	Secondary Arterial	0.76	35	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.76. The adjacent land uses are residential, commercial, and senior living apartments. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of on-street parking; Claremont Villas Senior apartments; Oakmont Elementary School located east of corridor, creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64-feet, curb to curb
Travel lanes: Approx. 10-11 feet
12 foot raised median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	1	1	47	X / X	2
46	0	0	46		0
45	0	0	45		0
44	3	1	44	X X X / X	4
43	0	0	43		0
42	0	3	42	/ X X X	3
41	2	3	41	X X / X X X	5
40	0	1	40	/ X	1
39	4	5	39	X X X X / X X X X X	9
38	1	2	38	X / X X	3
37	4	2	37	X X X X / X X	6
36	6	5	36	X X X X X X / X X X X X	11
35	5	7	35	X X X X X / X X X X X X X	12
34	2	3	34	X X / X X X	5
33	7	1	33	X X X X X X X / X	8
32	6	5	32	X X X X X X / X X X X X	11
31	3	3	31	X X X / X X X	6
30	2	2	30	X X / X X	4
29	3	3	29	X X X / X X X	6
28	1	0	28	X /	1
27	0	2	27	/ X X	2
26	0	1	26	/ X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * *

Location: Indian Hill Boulevard

Between: Arrow Highway - First Street

Weather: Clear

Date: 5/15/24

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	18%	15%
% In Pace:	80%	70%	75%
% Under Pace:	8%	12%	10%
Average Speed:	35 MPH	35 MPH	35 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	30 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	41 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **First Street to Bonita Avenue**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
42	Indian Hill Boulevard	First Street	Bonita Avenue	Secondary Arterial	6.75	25	27	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a secondary arterial with a collision rate of 6.75, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.16). The adjacent land uses restaurants, shopping, and retail within the City's downtown area. The 85th percentile speed is 27 mph and would normally justify a 25-mph posted speed limit.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Travel lanes: 11 feet
10 foot striped median (two way left turn lane)
Raised median south of railroad tracks

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	1	35		X	1
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	1	31		X	1
30	1	3	30	X	X X X	4
29	0	2	29		X X	2
28	3	1	28	X X X	X	4
27	3	2	27	X X X	X X	5
26	2	6	26	X X	X X X X X X	8
25	8	3	25	X X X X X X X X	X X X	11
24	4	7	24	X X X X	X X X X X X X	11
23	10	5	23	X X X X X X X X X X	X X X X X	15
22	6	4	22	X X X X X X	X X X X	10
21	9	4	21	X X X X X X X X X	X X X X	13
20	2	4	20	X X	X X X X	6
19	2	3	19	X X	X X X	5
18	0	3	18		X X X	3
17	0	0	17			0
16	0	1	16		X	1
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: First Street - Bonita Avenue

Weather: Clear

Date: 5/15/24

Time From: 10:40

Time To: 11:00

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	16%	8%
% In Pace:	98%	82%	88%
% Under Pace:	0%	2%	4%
Average Speed:	23 MPH	24 MPH	24 MPH
Pace Speed:	19 - 28 MPH	18 - 27 MPH	19 - 28 MPH
15th Percentile / Critical Speed:	21 MPH	20 MPH	20 MPH
50th Percentile / Critical Speed:	23 MPH	24 MPH	23 MPH
85th Percentile / Critical Speed:	26 MPH	28 MPH	27 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Bonita Avenue to Harrison Avenue**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	Secondary Arterial	1.36	30	30	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a secondary arterial with a collision rate of 1.36, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.16). The adjacent land uses are restaurants and professional services within the City's downtown area. In addition, the Claremont Colleges are located east of the corridor. The 85th percentile speed is 30 mph and would normally justify a 30-mph posted speed limit.

In addition, this segment meets the criteria for a Safety Corridor: with Higher Crash Rates; Proposed Safety Corridor per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50-ft, curb to curb
Travel lanes: 12-ft, with turning lanes
12-ft raised median north of Fourth Street to north of Harrison

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound / Southbound	TOT. VEH.
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	2	0	37	X X	2
36	0	0	36		0
35	0	0	35		0
34	0	0	34		0
33	3	1	33	X X X / X	4
32	1	0	32	X	1
31	6	1	31	X X X X X X / X	7
30	2	4	30	X X / X X X X	6
29	3	7	29	X X X / X X X X X X X	10
28	5	4	28	X X X X X / X X X X	9
27	7	6	27	X X X X X X X / X X X X X X	13
26	5	9	26	X X X X X / X X X X X X X X X	14
25	8	3	25	X X X X X X X X / X X X	11
24	0	7	24	/ X X X X X X X	7
23	2	3	23	X X / X X X	5
22	3	2	22	X X X / X X	5
21	2	1	21	X X / X	3
20	1	1	20	X / X	2
19	0	1	19	/ X	1
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: Bonita Avenue - Harrison Avenue

Weather: Clear

Date: 5/15/24

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 30 MPH

PACE	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	2%	7%
% In Pace:	82%	92%	87%
% Under Pace:	6%	6%	6%
Average Speed:	27 MPH	26 MPH	27 MPH
Pace Speed:	22 - 31 MPH	22 - 31 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	26 MPH	27 MPH
85th Percentile / Critical Speed:	31 MPH	29 MPH	30 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Harrison Avenue to Eighth Street**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	Secondary Arterial	1.74	30	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a secondary arterial with a collision rate of 1.74, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.16). The adjacent land uses are residential with direct access to residential driveways and Memorial Park. In addition, the Claremont Colleges are located east of the corridor. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 30 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50-ft, curb to curb
Travel lanes: 12-ft, with turning lanes
12-ft raised median north of Fourth Street to north of Harrison

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	1	45		X	1	
44	0	1	44		X	1	
43	0	3	43		X X X	3	
42	0	1	42		X	1	
41	0	3	41		X X X	3	
40	0	2	40		X X	2	
39	3	3	39	X X X	X X X	6	
38	2	4	38	X X	X X X X	6	*
37	2	5	37	X X	X X X X X	7	*
36	1	4	36	X	X X X X	5	*
35	1	7	35	X	X X X X X X X	8	*
34	4	3	34	X X X X	X X X	7	*
33	4	4	33	X X X X	X X X X	8	*
32	5	2	32	X X X X X	X X	7	*
31	6	4	31	X X X X X X	X X X X	10	*
30	6	1	30	X X X X X X	X	7	*
29	7	0	29	X X X X X X X		7	*
28	5	1	28	X X X X X	X	6	
27	0	1	27		X	1	
26	2	0	26	X X		2	
25	2	0	25	X X		2	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Indian Hill Boulevard

Between: Harrison Avenue - Eighth Street

Weather: Clear

Date: 5/15/24

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	18%	17%
% In Pace:	82%	76%	72%
% Under Pace:	8%	6%	11%
Average Speed:	32 MPH	36 MPH	34 MPH
Pace Speed:	28 - 37 MPH	31 - 40 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	28 MPH	32 MPH	29 MPH
50th Percentile / Critical Speed:	31 MPH	36 MPH	33 MPH
85th Percentile / Critical Speed:	36 MPH	41 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Eighth Street to Foothill Boulevard**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	Secondary Arterial	0.94	30	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.94. The adjacent land uses are residential with direct access to residential driveways. In addition, the Claremont Colleges are located east of the corridor. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 30 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Travel Lanes: 19-ft
Left-Turn Lanes or Two-way Left-Turn Lanes: 12-ft
No striped Parking/bike lanes

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	1	1	44	X / X	2
43	0	0	43		0
42	1	0	42	X	1
41	4	1	41	X X X X / X	5
40	0	4	40	/ X X X X	4
39	3	1	39	X X X / X	4
38	2	1	38	X X / X	3
37	4	0	37	X X X X	4
36	4	3	36	X X X X / X X X	7
35	4	0	35	X X X X	4
34	5	4	34	X X X X X / X X X X	9
33	6	2	33	X X X X X X / X X	8
32	3	7	32	X X X / X X X X X X X	10
31	4	8	31	X X X X / X X X X X X X	12
30	1	3	30	X / X X X	4
29	3	5	29	X X X / X X X X X	8
28	2	1	28	X X / X	3
27	2	5	27	X X / X X X X X	7
26	1	2	26	X / X X	3
25	0	0	25		0
24	0	1	24	/ X	1
23	0	0	23		0
22	0	1	22	/ X	1
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Indian Hill Boulevard

Between: Eighth Street - Foothill Boulevard

Weather: Clear

Date: 5/15/24

Time From: 10:00

Time To: 10:20

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	16%	23%
% In Pace:	72%	76%	72%
% Under Pace:	16%	8%	5%
Average Speed:	34 MPH	32 MPH	33 MPH
Pace Speed:	30 - 39 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	29 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	34 MPH	31 MPH	33 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Foothill Boulevard to Claremont High**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	Secondary Arterial	0.46	35	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.46. The adjacent land uses are business, residential, Claremont High School, and Cahuilla Park. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 35 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 78-82 feet, curb to curb
Travel Lanes: 11-22-ft
No stripped Parking/bike lanes
Raised Median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	1	0	50	X	1
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	2	3	45	X X X X X	5
44	3	2	44	X X X X X	5
43	4	2	43	X X X X X X	6
42	1	4	42	X X X X X	5
41	6	8	41	X X X X X X X X X X X X X X	14
40	6	3	40	X X X X X X X X X	9
39	4	4	39	X X X X X X X X	8
38	4	2	38	X X X X X X	6
37	6	4	37	X X X X X X X X X	10
36	2	6	36	X X X X X X X X	8
35	2	6	35	X X X X X X X	8
34	2	2	34	X X X X	4
33	2	3	33	X X X X X	5
32	2	0	32	X X	2
31	1	0	31	X	1
30	2	0	30	X X	2
29	0	0	29		0
28	0	1	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * * *

Location: Indian Hill Boulevard

Between: Foothill Boulevard - Claremont High

Weather: Clear

Date: 5/15/24

Time From: 9:40

Time To: 10:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	14%	6%
% In Pace:	76%	84%	79%
% Under Pace:	22%	2%	15%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	36 - 45 MPH	33 - 42 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Claremont High to Base Line Road**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
47	Indian Hill Boulevard	Claremont High	Base Line Road	Secondary Arterial	0.96	35	41	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.96. The adjacent land uses are residential with direct access to residential driveways; Claremont High School and Cahuilla Park are located south of the corridor; Condit Elementary School is located west of the corridor; and Chaparral Elementary School is located east of the corridor. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to remain at 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 74 feet, curb to curb
Travel Lanes: 12-18-ft
No stripped Parking/bike lanes
Raised Median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	2	0	48	X X		2	
47	0	0	47			0	
46	1	0	46	X		1	
45	0	2	45		X X	2	
44	1	0	44	X		1	
43	1	1	43	X	X	2	
42	1	1	42	X	X	2	
41	5	1	41	X X X X X	X	6	*
40	5	4	40	X X X X X	X X X X	9	*
39	3	9	39	X X X	X X X X X X X X X	12	*
38	6	7	38	X X X X X X	X X X X X X X	13	*
37	3	3	37	X X X	X X X	6	*
36	2	4	36	X X	X X X X	6	*
35	4	3	35	X X X X	X X X	7	*
34	6	3	34	X X X X X X	X X X	9	*
33	1	2	33	X	X X	3	*
32	5	2	32	X X X X X	X X	7	*
31	1	2	31	X	X X	3	
30	1	4	30	X	X X X X	5	
29	2	1	29	X X	X	3	
28	0	1	28		X	1	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Indian Hill Boulevard

Between: Claremont High - Base Line Road

Weather: Clear

Date: 5/15/24

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	10%	10%
% In Pace:	80%	78%	78%
% Under Pace:	8%	12%	12%
Average Speed:	37 MPH	36 MPH	37 MPH
Pace Speed:	32 - 41 MPH	31 - 40 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	40 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Indian Hill Boulevard**

Between: **Base Line Road to Armstrong Drive**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	Collector	3.13	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a collector street with a collision rate of 3.13, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and recreational facilities. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking, direct access to residential driveways along the corridor the presence of continuous bike lanes and on-street parking; and direct access to La Puerta Sports Park Thompson Creek Trail, creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 80 feet, curb to curb
Parking lanes: 10-ft
Bike lanes: 7-ft
Travel lanes: 14-ft
18-ft two-way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	2	49		X X	2
48	1	2	48	X	X X	3
47	0	0	47			0
46	1	2	46	X	X X	3
45	1	0	45	X		1
44	4	0	44	X X X X		4
43	3	2	43	X X X	X X	5
42	3	4	42	X X X	X X X X	7
41	1	5	41	X	X X X X X	6
40	8	5	40	X X X X X X X X	X X X X X	13
39	4	2	39	X X X X	X X	6
38	5	6	38	X X X X X	X X X X X X	11
37	7	5	37	X X X X X X X	X X X X X	12
36	2	3	36	X X	X X X	5
35	4	5	35	X X X X	X X X X X	9
34	3	2	34	X X X	X X	5
33	1	2	33	X	X X	3
32	1	2	32	X	X X	3
31	1	1	31	X	X	2
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Indian Hill Boulevard

Between: Base Line Road - Armstrong Drive

Weather: Clear

Date: 5/15/24

Time From: 9:20

Time To: 9:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	12%	13%
% In Pace:	82%	78%	79%
% Under Pace:	12%	10%	8%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	39 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Lassen Avenue/ Lindenwood Drive**

Between: **Scottsbluff Drive to Shenandoah Drive**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
49	Lassen Avenue/ Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	Collector	9.56	25	28	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 9.56, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential. The 85th percentile speed is 28 mph and would normally justify a 30-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-ft curb to curb width
Parking lanes: 8-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	1	0	33	X		1
32	3	1	32	X X X	X	4
31	1	1	31	X	X	2
30	1	1	30	X	X	2
29	3	1	29	X X X	X	4
28	3	0	28	X X X		3
27	5	6	27	X X X X X	X X X X X X	11
26	2	9	26	X X	X X X X X X X X	11
25	8	9	25	X X X X X X X X	X X X X X X X X	17
24	6	5	24	X X X X X X	X X X X X	11
23	5	3	23	X X X X X	X X X	8
22	3	4	22	X X X	X X X X	7
21	7	3	21	X X X X X X X	X X X	10
20	1	4	20	X	X X X X	5
19	0	0	19			0
18	0	1	18		X	1
17	0	1	17		X	1
16	1	0	16	X		1
15	0	1	15		X	1
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Lindenwood Drive

Between: Scottsbluff Drive - Shenandoah Drive

Weather: Clear

Date: 4/30/24

Time From: 12:10

Time To: 3:00

Existing Speed Limit: 25 MPH

PACE *****

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	6%	9%
% In Pace:	86%	88%	87%
% Under Pace:	4%	6%	4%
Average Speed:	25 MPH	24 MPH	25 MPH
Pace Speed:	21 - 30 MPH	20 - 29 MPH	20 - 29 MPH
15th Percentile / Critical Speed:	21 MPH	21 MPH	21 MPH
50th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
85th Percentile / Critical Speed:	29 MPH	27 MPH	28 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Foothill Boulevard to Rockford Drive**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
50	Mills Avenue	Foothill Boulevard	Rockford Drive	Secondary Arterial	0	40	47	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.0. The adjacent land uses are residential and direct access to residential driveways. The 85th percentile speed is 47 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64 feet, curb to curb
Parking lanes: 8-ft
Bike lanes: 6-ft
Travel lanes: 12-ft
12-ft two way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	1	54		X	1	
53	0	0	53			0	
52	0	0	52			0	
51	1	2	51	X	X X	3	
50	2	2	50	X X	X X	4	
49	1	1	49	X	X	2	
48	1	0	48	X		1	
47	3	2	47	X X X	X X	5	*
46	4	5	46	X X X X	X X X X X	9	*
45	1	5	45	X	X X X X X	6	*
44	3	3	44	X X X	X X X	6	P
43	7	2	43	X X X X X X X	X X	9	A
42	4	7	42	X X X X	X X X X X X X	11	C
41	5	1	41	X X X X X	X	6	E
40	2	3	40	X X	X X X	5	*
39	3	4	39	X X X	X X X X	7	*
38	3	4	38	X X X	X X X X	7	*
37	4	1	37	X X X X	X	5	
36	3	3	36	X X X	X X X	6	
35	2	0	35	X X		2	
34	0	1	34		X	1	
33	0	1	33		X	1	
32	0	0	32			0	
31	0	1	31		X	1	
30	0	0	30			0	
29	0	1	29		X	1	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	1	0	16	X		1	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Mills Avenue

Between: Foothill Boulevard - Rockford Drive

Weather: Clear

Date: 4/30/24

Time From: 11:30

Time To: 11:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	12%	11%
% In Pace:	72%	72%	71%
% Under Pace:	12%	16%	18%
Average Speed:	42 MPH	42 MPH	42 MPH
Pace Speed:	37 - 46 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH
85th Percentile / Critical Speed:	47 MPH	47 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Rockford Drive to Base Line Road**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
51	Mills Avenue	Rockford Drive	Base Line Road	Secondary Arterial	0.47	40	44	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.47. The adjacent land uses are residential, an elementary school, and a park. The 85th percentile speed is 44 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, lower speed limit is prudent. Pedestrian and bicycle activity are in higher frequency and less predictable due to direct access to residential units, and presence of Chaparral Elementary School and Chaparral Park. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64 feet, curb to curb
Parking lanes: 8-ft
Bike lanes: 6-ft
Travel lanes: 12-ft
12-ft two way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	1	1	53	X	X	2
52	0	0	52			0
51	0	1	51		X	1
50	0	0	50			0
49	1	0	49	X		1
48	1	1	48	X	X	2
47	3	1	47	X X X	X	4
46	1	2	46	X	X X	3
45	0	1	45		X	1
44	2	4	44	X X	X X X	6
43	3	4	43	X X X	X X X	7
42	7	2	42	X X X X X X X	X X	9
41	3	4	41	X X X	X X X	7
40	4	3	40	X X X X	X X X	7
39	8	5	39	X X X X X X X X	X X X X X	13
38	5	6	38	X X X X X	X X X X X X	11
37	4	1	37	X X X X	X	5
36	2	2	36	X X	X X	4
35	2	2	35	X X	X X	4
34	1	6	34	X	X X X X X X	7
33	1	1	33	X	X	2
32	0	1	32		X	1
31	1	1	31	X	X	2
30	0	1	30		X	1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Mills Avenue

Between: Rockford Drive - Base Line Road

Weather: Clear

Date: 4/30/24

Time From: 11:00

Time To: 11:25

Existing Speed Limit: 40 MPH

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	22%	20%
% In Pace:	80%	70%	74%
% Under Pace:	6%	8%	6%
Average Speed:	40 MPH	40 MPH	40 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	37 MPH	34 MPH	35 MPH
50th Percentile / Critical Speed:	40 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Base Line Road to Miramar Avenue**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
52	Mills Avenue	Base Line Road	Miramar Avenue	Secondary Arterial	0.2	40	45	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.20. The adjacent land uses are residential. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, lower speed limit is prudent. Pedestrian and bicycle activity are in higher frequency and less predictable due to direct access to residential unit, and June Vail Park and Western Christian Schools are located east of corridor. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64 feet, curb to curb
Travel Lanes: 12-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft
Two-Way Left-Turn Median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	1	53		X	1	
52	0	0	52			0	
51	0	2	51		X X	2	
50	1	0	50	X		1	
49	1	1	49	X	X	2	
48	3	0	48	X X X		3	
47	2	2	47	X X	X X	4	
46	1	1	46	X	X	2	
45	4	3	45	X X X X	X X X	7	*
44	3	7	44	X X X	X X X X X X X	10	*
43	6	2	43	X X X X X X	X X	8	*
42	3	2	42	X X X	X X	5	P
41	7	5	41	X X X X X X X	X X X X X	12	A
40	6	2	40	X X X X X X	X X	8	C
39	3	5	39	X X X	X X X X X	8	E
38	1	8	38	X	X X X X X X X X	9	*
37	5	5	37	X X X X X	X X X X X	10	*
36	2	1	36	X X	X	3	*
35	2	2	35	X X	X X	4	
34	0	1	34		X	1	
33	0	0	33			0	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Mills Avenue

Between: Base Line Road - Miramar Avenue

Weather: Clear

Date: 4/30/24

Time From: 10:35

Time To: 10:55

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	12%	15%
% In Pace:	80%	80%	80%
% Under Pace:	4%	8%	5%
Average Speed:	42 MPH	41 MPH	42 MPH
Pace Speed:	36 - 45 MPH	37 - 46 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	46 MPH	45 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Miramar Avenue to Alamosa Drive**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
53	Mills Avenue	Miramar Avenue	Alamosa Drive	Secondary Arterial	1.92	40	46	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 1.92, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, lower speed limit is prudent. Pedestrian and bicycle activity are in higher frequency and less predictable due to direct access to residential unit, and June Vail Park and Western Christian Schools are located east of corridor. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 64 feet, curb to curb
Travel Lanes: 12-ft
Parking/bike lanes: 8-ft
Bike lanes: 6-ft
Two-Way Left-Turn Median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	1	51		X	1
50	0	1	50		X	1
49	0	1	49		X	1
48	2	3	48	X X	X X X	5
47	1	2	47	X	X X	3
46	5	1	46	X X X X X	X	6
45	7	3	45	X X X X X X X	X X X	10
44	2	4	44	X X	X X X X	6
43	3	8	43	X X X	X X X X X X X X	11
42	3	2	42	X X X	X X	5
41	4	0	41	X X X X		4
40	5	7	40	X X X X X	X X X X X X X	12
39	6	3	39	X X X X X X	X X X	9
38	3	4	38	X X X	X X X X	7
37	3	3	37	X X X	X X X	6
36	1	5	36	X	X X X X X	6
35	1	0	35	X		1
34	1	0	34	X		1
33	1	1	33	X	X	2
32	1	1	32	X	X	2
31	1	0	31	X		1
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * *

Location: Mills Avenue

Between: Miramar Avenue - Alamosa Drive

Weather: Clear

Date: 4/30/24

Time From: 9:50

Time To: 10:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	18%	11%
% In Pace:	82%	78%	76%
% Under Pace:	12%	4%	13%
Average Speed:	41 MPH	42 MPH	41 MPH
Pace Speed:	37 - 46 MPH	36 - 45 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH
85th Percentile / Critical Speed:	46 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Alamosa Drive to Pomello Drive**

Weather: **Clear**

Date: **4/30/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
54	Mills Avenue	Alamosa Drive	Pomello Drive	Rural Secondary Arterial	1.38	40	45	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking. It is a rural secondary arterial with a collision rate of 1.38, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential. The 85th percentile speed is 45 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways and parking along the corridors creates intermittent and unpredictable conflicts not readily apparent to motorists, lower speed limit is prudent. Pedestrian and bicycle activity are in higher frequency and less predictable due to direct access to Thompson Creek Trail, which is located north of the corridor. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 42 feet, edge to edge
Travel Lanes: 14-ft
Shoulder/Parking: 6-8-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	1	51	X	1
50	1	1	50	X / X	2
49	1	1	49	X / X	2
48	3	0	48	X X X	3
47	2	0	47	X X	2
46	1	2	46	X / X X	3
45	1	1	45	X / X	2
44	6	2	44	X X X X X X / X X	8
43	2	3	43	X X / X X X	5
42	6	6	42	X X X X X X / X X X X X X	12
41	4	3	41	X X X X / X X X	7
40	4	5	40	X X X X / X X X X X	9
39	1	8	39	X / X X X X X X X X	9
38	3	3	38	X X X / X X X	6
37	0	4	37	/ X X X X	4
36	5	1	36	X X X X X / X	6
35	2	3	35	X X / X X X	5
34	2	4	34	X X / X X X X	6
33	3	1	33	X X X / X	4
32	0	0	32		0
31	2	1	31	X X / X	3
30	0	0	30		0
29	1	0	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Mills Avenue

Between: Alamosa Drive - Pomello Drive

Weather: Clear

Date: 4/30/24

Time From: 9:20

Time To: 9:50

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	16%	15%
% In Pace:	66%	80%	71%
% Under Pace:	16%	4%	14%
Average Speed:	40 MPH	40 MPH	40 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	41 MPH	39 MPH	40 MPH
85th Percentile / Critical Speed:	46 MPH	44 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mills Avenue**

Between: **Pomello Drive to Mount Baldy Road**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	Rural Secondary Arterial	1.04	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking. It is a rural secondary arterial with a collision rate of 1.04, which is close to the average (1.14). The adjacent land uses are residential. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways and parking along the corridor creates intermittent and unpredictable conflicts not readily apparent to motorists, lower speed limit is prudent. Pedestrian and bicycle activity are in higher frequency and less predictable due to direct access to Thompson Creek Trail, which is located north of the corridor. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 30 feet, edge to edge
Travel Lanes: 15-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	1	0	49	X		1
48	2	0	48	X X		2
47	0	0	47			0
46	4	0	46	X X X X		4
45	1	2	45	X	X X	3
44	0	2	44		X X	2
43	4	4	43	X X X X	X X X X	8
42	3	1	42	X X X	X	4
41	2	4	41	X X	X X X X	6
40	3	2	40	X X X	X X	5
39	3	3	39	X X X	X X X	6
38	7	4	38	X X X X X X X	X X X X	11
37	5	7	37	X X X X X	X X X X X X X	12
36	6	6	36	X X X X X X	X X X X X X	12
35	2	4	35	X X	X X X X	6
34	0	3	34		X X X	3
33	1	2	33	X	X X	3
32	2	1	32	X X	X	3
31	1	3	31	X	X X X	4
30	2	1	30	X X	X	3
29	0	0	29			0
28	0	1	28		X	1
27	0	0	27			0
26	1	0	26	X		1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

PACE * * * * * *

Location: Mills Avenue

Between: Pomello Drive - Mount Baldy Road

Weather: Clear

Date: 5/1/24

Time From: 9:00

Time To: 9:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	8%	12%
% In Pace:	70%	76%	73%
% Under Pace:	14%	16%	15%
Average Speed:	39 MPH	37 MPH	38 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	35 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Miramar Avenue**

Between: **Mills Avenue to Padua Avenue**

Weather: **Clear**

Date: **5/16/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
56	Miramar Avenue	Mills Avenue	Padua Avenue	Local Street	0	30	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a local street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways and parking along the corridor creates intermittent and unpredictable conflicts not readily apparent to motorists, lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, June Vail Park and Western Christian Schools are located south of corridor creates intermittent and potential pedestrian and bicyclists' conflicts not readily apparent to motorists, a lower speed limit is prudent. Therefore, this segment meets the criteria for High Concentration of Pedestrians or Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 28 to 40 ft
Parking lanes (8-ft in areas of 40 ft width)
Travel lanes: 14 to 20 ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	1	41		X	1
40	1	0	40	X		1
39	0	0	39			0
38	1	1	38	X	X	2
37	1	0	37	X		1
36	0	1	36		X	1
35	1	2	35	X	X X	3
34	0	0	34			0
33	0	0	33			0
32	1	1	32	X	X	2
31	2	1	31	X X	X	3
30	2	3	30	X X	X X X	5
29	1	0	29	X		1
28	2	1	28	X X	X	3
27	4	0	27	X X X X		4
26	0	0	26			0
25	2	1	25	X X	X	3
24	1	1	24	X	X	2
23	1	1	23	X	X	2
22	2	1	22	X X	X	3
21	1	0	21	X		1
20	0	0	20			0
19	0	0	19			0
18	0	1	18		X	1
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	23	16			GRAND TOTALS	39

Location: Miramar Avenue

Between: Mills Avenue - Padua Avenue

Weather: Clear

Date: 5/16/24

Time From: 9:55

Time To: 11:30

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	6%	28%
% In Pace:	74%	56%	67%
% Under Pace:	4%	38%	5%
Average Speed:	29 MPH	30 MPH	29 MPH
Pace Speed:	22 - 31 MPH	30 - 39 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	28 MPH	30 MPH	29 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Monte Vista Avenue**

Between: **Base Line Road to Claremont Boulevard**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
57	Monte Vista Avenue	Base Line Road	Claremont Boulevard	Major Arterial	0.73	40	47	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction. It is a major arterial with a collision rate of 0.73. The adjacent land uses are residential, recreational and commercial facilities. The 85th percentile speed is 47 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), this includes transitions in roadway that occur more rapidly than is readily perceived by approaching motorists; this includes a rural area, access to residential, bicyclist activity, and the Claremont Club on the west side of the corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 68 feet, curb to curb
Travel Lanes: 12-16-ft and varies
Bike lane: 5-ft
Raised Median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	1	0	51	X		1
50	1	1	50	X	X	2
49	2	2	49	X X	X X	4
48	3	4	48	X X X	X X X X	7
47	2	2	47	X X	X X	4
46	5	9	46	X X X X X	X X X X X X X X X	14
45	3	4	45	X X X	X X X X	7
44	3	4	44	X X X	X X X X	7
43	4	5	43	X X X X	X X X X X	9
42	5	4	42	X X X X X	X X X X	9
41	4	4	41	X X X X	X X X X	8
40	2	2	40	X X	X X	4
39	4	2	39	X X X X	X X	6
38	5	1	38	X X X X X	X	6
37	1	2	37	X	X X	3
36	0	1	36		X	1
35	3	0	35	X X X		3
34	1	1	34	X	X	2
33	1	0	33	X		1
32	0	1	32		X	1
31	0	1	31		X	1
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

* * * PACE * * *

Location: Monte Vista Avenue

Between: Base Line Road - Claremont Boulevard

Weather: Clear

Date: 5/14/24

Time From: 2:30

Time To: 2:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	2%	7%
% In Pace:	74%	80%	75%
% Under Pace:	12%	18%	18%
Average Speed:	42 MPH	43 MPH	43 MPH
Pace Speed:	38 - 47 MPH	40 - 49 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH
50th Percentile / Critical Speed:	42 MPH	44 MPH	43 MPH
85th Percentile / Critical Speed:	47 MPH	47 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Monte Vista Avenue**

Between: **Claremont Boulevard to Foothill Boulevard**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **45 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
58	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	Major Arterial	0.10	45	48	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 2 through lanes in each direction with dedicated bike lanes. It is a major arterial with a collision rate of 0.10. The adjacent land uses are rural, industrial, and commercial facilities. The 85th percentile speed is 48 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), this includes transitions in roadway that occur more rapidly than is readily perceived by approaching motorists; this includes a rural area, commercial/ business park, bicyclist activity, and the Claremont Club on the west side of the corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 20 feet, curb to curb
Parking lanes: 6-ft
Travel lanes: 12-ft
13-ft median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	1	0	58	X	1
57	1	0	57	X	1
56	1	0	56	X	1
55	0	1	55	X	1
54	1	0	54	X	1
53	0	0	53		0
52	1	2	52	X X X	3
51	1	1	51	X X	2
50	1	1	50	X X	2
49	1	2	49	X X X	3
48	5	2	48	X X X X X X X	7
47	2	4	47	X X X X X X	6
46	6	2	46	X X X X X X X X	8
45	4	6	45	X X X X X X X X X X	10
44	4	2	44	X X X X X X	6
43	4	3	43	X X X X X X X	7
42	4	3	42	X X X X X X X	7
41	1	4	41	X X X X X	5
40	3	3	40	X X X X X X	6
39	3	4	39	X X X X X X X	7
38	4	2	38	X X X X X X	6
37	1	3	37	X X X X	4
36	1	0	36	X	1
35	0	0	35		0
34	0	1	34	X	1
33	0	1	33	X	1
32	0	1	32	X	1
31	0	1	31	X	1
30	0	0	30		0
29	0	1	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * * *

Location: Monte Vista Avenue

Between: Claremont Boulevard - Foothill Boulevard

Weather: Clear

Date: 5/14/24

Time From: 2:10

Time To: 2:30

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	14%	15%
% In Pace:	72%	66%	69%
% Under Pace:	12%	20%	16%
Average Speed:	45 MPH	43 MPH	44 MPH
Pace Speed:	39 - 48 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH
50th Percentile / Critical Speed:	44 MPH	43 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	48 MPH	48 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **San Jose Avenue to Arrow Highway**

Weather: **Clear**

Date: **2/25/25**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
59	Mountain Avenue	San Jose Avenue	Arrow Highway	Collector	0	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and a bike lane. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40-ft, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	1	3	39	X	X X X	4
38	3	3	38	X X X	X X X	6
37	3	1	37	X X X	X	4
36	0	3	36		X X X	3
35	5	1	35	X X X X X	X	6
34	3	3	34	X X X	X X X	6
33	8	6	33	X X X X X X X X	X X X X X X	14
32	4	3	32	X X X X	X X X	7
31	3	6	31	X X X	X X X X X X	9
30	5	6	30	X X X X X	X X X X X X	11
29	3	4	29	X X X	X X X X	7
28	4	6	28	X X X X	X X X X X X	10
27	3	2	27	X X X	X X	5
26	4	2	26	X X X X	X X	6
25	1	1	25	X	X	2
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Mountain Avenue

Between: San Jose Avenue - Arrow Highway

Weather: Clear

Date: 2/25/25

Time From: 10:05

Time To: 11:00

Existing Speed Limit: 25 MPH

* * * PACE * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	14%	17%
% In Pace:	84%	80%	81%
% Under Pace:	2%	6%	2%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	26 - 35 MPH	27 - 36 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Bonita Avenue to Harrison Avenue**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
60	Mountain Avenue	Bonita Avenue	Harrison Avenue	Secondary Arterial	0	25	33	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a secondary arterial with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways. The 85th percentile speed is 33 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	1	0	39	X		1
38	0	0	38			0
37	0	0	37			0
36	0	2	36		X X	2
35	3	1	35	X X X	X	4
34	4	0	34	X X X X		4
33	3	2	33	X X X	X X	5
32	3	5	32	X X X	X X X X X	8
31	5	4	31	X X X X X	X X X X	9
30	7	6	30	X X X X X X X	X X X X X X	13
29	4	6	29	X X X X	X X X X X X	10
28	3	8	28	X X X	X X X X X X X X	11
27	7	5	27	X X X X X X X	X X X X X	12
26	1	4	26	X	X X X X	5
25	4	4	25	X X X X	X X X X	8
24	2	0	24	X X		2
23	1	1	23	X	X	2
22	2	1	22	X X	X	3
21	0	1	21		X	1
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * *

Location: Mountain Avenue

Between: Bonita Avenue - Harrison Avenue

Weather: Clear

Date: 5/8/24

Time From: 9:05

Time To: 9:30

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	6%	7%
% In Pace:	82%	88%	85%
% Under Pace:	10%	6%	8%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	26 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Harrison Avenue to 10th Street**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
61	Mountain Avenue	Harrison Avenue	10th Street	Secondary Arterial	0.65	35	38	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.65. The adjacent land uses are an Intermediate School, a Senior Center, a park, and residential. The 85th percentile speed is 38 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists. El Roble Intermediate School is on the west side of the corridor; the Claremont Senior Center and Larkin Park are located on the east side of the corridor, which also creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Parking lanes: 7-ft
Bike lanes: 5-ft
Travel lanes 10-ft
12-ft two-way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	1	0	43	X	1	
42	1	0	42	X	1	
41	2	3	41	X X / X X X	5	
40	0	0	40		0	
39	1	6	39	X / X X X X X X	7	
38	3	2	38	X X X / X X	5	*
37	3	2	37	X X X / X X	5	*
36	3	3	36	X X X / X X X	6	*
35	5	2	35	X X X X X / X X	7	*
34	7	9	34	X X X X X X X / X X X X X X X X X	16	*
33	5	1	33	X X X X X / X	6	*
32	4	4	32	X X X X / X X X X	8	*
31	3	4	31	X X X / X X X X	7	*
30	3	4	30	X X X / X X X X	7	*
29	4	4	29	X X X X / X X X X	8	*
28	2	2	28	X X / X X	4	
27	1	1	27	X / X	2	
26	1	1	26	X / X	2	
25	1	1	25	X / X	2	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	1	21	/ X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Mountain Avenue

Between: Harrison Avenue - 10th Street

Weather: Clear

Date: 5/8/24

Time From: 9:30

Time To: 9:50

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	6%	14%
% In Pace:	80%	74%	75%
% Under Pace:	10%	20%	11%
Average Speed:	34 MPH	33 MPH	33 MPH
Pace Speed:	29 - 38 MPH	30 - 39 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **10th Street to Foothill Boulevard**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
62	Mountain Avenue	10th Street	Foothill Boulevard	Secondary Arterial	1.05	35	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.65. The adjacent land uses are residential, a church, and an elementary school. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists. Mountain View Elementary School is located west of the corridor; and Claremont Presbyterian Church is located on the west side of the corridor, which also creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Parking lanes: 7-ft
Bike lanes: 5-ft
Travel lanes 10-ft
12-ft two-way left turn lane

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.		PACE
				Northbound / Southbound			
55	0	0	55		0		
54	0	0	54		0		
53	0	0	53		0		
52	0	0	52		0		
51	0	0	51		0		
50	0	0	50		0		
49	0	0	49		0		
48	0	0	48		0		
47	0	0	47		0		
46	0	0	46		0		
45	1	0	45	X	1		
44	0	0	44		0		
43	2	0	43	X X	2		
42	1	1	42	X / X	2		
41	3	2	41	X X X / X X	5		
40	0	2	40	/ X X	2		
39	5	0	39	X X X X X	5	*	
38	4	0	38	X X X X	4	*	
37	7	3	37	X X X X X X X / X X X	10	*	
36	2	3	36	X X / X X X	5		P
35	5	4	35	X X X X X / X X X X	9		A
34	5	9	34	X X X X X / X X X X X X X X X	14		C
33	2	7	33	X X / X X X X X X X	9		E
32	5	9	32	X X X X X / X X X X X X X X X	14	*	
31	1	3	31	X / X X X	4	*	
30	4	2	30	X X X X / X X	6	*	
29	1	2	29	X / X X	3		
28	1	0	28	X	1		
27	0	2	27	/ X X	2		
26	0	0	26		0		
25	0	1	25	/ X	1		
24	1	0	24	X	1		
23	0	0	23		0		
22	0	0	22		0		
21	0	0	21		0		
20	0	0	20		0		
19	0	0	19		0		
18	0	0	18		0		
17	0	0	17		0		
16	0	0	16		0		
15	0	0	15		0		
14	0	0	14		0		
13	0	0	13		0		
12	0	0	12		0		
11	0	0	11		0		
10	0	0	10		0		
9	0	0	9		0		
8	0	0	8		0		
7	0	0	7		0		
6	0	0	6		0		
5	0	0	5		0		
Total	50	50		GRAND TOTALS	100		

Location: Mountain Avenue

Between: 10th Street - Foothill Boulevard

Weather: Clear

Date: 5/8/24

Time From: 9:50

Time To: 10:15

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	10%	12%
% In Pace:	80%	84%	80%
% Under Pace:	6%	6%	8%
Average Speed:	36 MPH	34 MPH	35 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	37 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Foothill Boulevard to Scripps Drive**

Weather: **Clear**

Date: **2/25/25**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
63	Mountain Avenue	Foothill Boulevard	Scripps Drive	Secondary Arterial	0.47	35	41	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 0.47. The adjacent land uses are residential, a church, and an elementary school. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists.

North Hills Church is directly located on the west side of the corridor; Condit Elementary School is located on the east side of the corridor; and Claremont High School and Cahuilla Park are located east of the corridor, which also creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Travel Lanes: 10-11-ft
Parking/bike lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	1	45		X	1	
44	0	0	44			0	
43	3	2	43	X X X	X X	5	
42	2	2	42	X X	X X	4	
41	3	5	41	X X X	X X X X X	8	*
40	4	5	40	X X X X	X X X X X	9	*
39	6	4	39	X X X X X X	X X X X	10	*
38	6	5	38	X X X X X X	X X X X X	11	*
37	3	6	37	X X X	X X X X X X	9	*
36	4	6	36	X X X X	X X X X X X	10	*
35	1	2	35	X	X X	3	*
34	2	5	34	X X	X X X X X	7	*
33	6	2	33	X X X X X X	X X	8	*
32	5	4	32	X X X X X	X X X X	9	*
31	1	1	31	X	X	2	
30	3	0	30	X X X		3	
29	0	0	29			0	
28	0	0	28			0	
27	1	0	27	X		1	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Mountain Avenue

Between: Foothill Boulevard - Scripps Drive

Weather: Clear

Date: 2/25/25

Time From: 1:50

Time To: 2:20

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	10%	10%
% In Pace:	80%	88%	84%
% Under Pace:	10%	2%	6%
Average Speed:	36 MPH	37 MPH	37 MPH
Pace Speed:	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	34 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Scripps Drive to Base Line Road**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
64	Mountain Avenue	Scripps Drive	Base Line Road	Collector	0	35	41	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking and bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists. North Hills Church is directly located south of the segment on the west side of the corridor; and Condit Elementary School is located south of the segment on the east side of the corridor, which also creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56 feet, curb to curb
Travel Lanes: 10-11-ft
Parking/bike lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	1	0	46	X		1	
45	0	1	45		X	1	
44	2	3	44	X X	X X X	5	
43	2	2	43	X X	X X	4	
42	2	1	42	X X	X	3	*
41	3	4	41	X X X	X X X X	7	*
40	2	5	40	X X	X X X X X	7	*
39	2	6	39	X X	X X X X X X	8	
38	4	7	38	X X X X	X X X X X X X	11	
37	7	2	37	X X X X X X X	X X	9	
36	6	8	36	X X X X X X	X X X X X X X X	14	
35	2	5	35	X X	X X X X X	7	*
34	6	1	34	X X X X X X	X	7	*
33	3	4	33	X X X	X X X X	7	*
32	2	0	32	X X		2	
31	5	0	31	X X X X X		5	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	1	1	27	X	X	2	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Mountain Avenue

Between: Scripps Drive - Base Line Road

Weather: Clear

Date: 5/8/24

Time From: 10:40

Time To: 11:10

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	2%	11%
% In Pace:	78%	86%	80%
% Under Pace:	2%	12%	9%
Average Speed:	37 MPH	38 MPH	37 MPH
Pace Speed:	31 - 40 MPH	35 - 44 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	32 MPH	35 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Base Line Road to Thompson Creek Trail**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
65	Mountain Avenue	Base Line Road	Thompson Creek Trail	Collector	0	35	40	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 40 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including shared bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists. Higginbotham Park is located east of the corridor; it provides direct access to Thompson Creek Multi-use Trail, which also creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-ft, curb to curb
Parking lane: 8-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	1	0	47	X		1
46	3	1	46	X X X	X	4
45	1	1	45	X	X	2
44	0	1	44		X	1
43	0	2	43		X X	2
42	2	2	42	X X	X X	4
41	1	0	41	X		1
40	3	1	40	X X X	X	4
39	3	1	39	X X X	X	4
38	6	3	38	X X X X X X	X X X	9
37	3	1	37	X X X	X	4
36	4	5	36	X X X X	X X X X X	9
35	7	8	35	X X X X X X X	X X X X X X X	15
34	2	2	34	X X	X X	4
33	2	9	33	X X	X X X X X X X X X	11
32	3	6	32	X X X	X X X X X X	9
31	2	1	31	X X	X	3
30	3	3	30	X X X	X X X	6
29	0	0	29			0
28	3	0	28	X X X		3
27	1	1	27	X	X	2
26	0	1	26		X	1
25	0	1	25		X	1
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * * * *

Location: Mountain Avenue

Between: Base Line Road - Thompson Creek Trail

Weather: Clear

Date: 5/8/24

Time From: 11:10

Time To: 11:45

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	16%	19%
% In Pace:	70%	78%	74%
% Under Pace:	14%	6%	7%
Average Speed:	36 MPH	35 MPH	36 MPH
Pace Speed:	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	41 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mountain Avenue**

Between: **Thompson Creek Trail to End**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
66	Mountain Avenue	Thompson Creek Trail	End	Collector	0	30	35	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 35 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of on-street parking, and limited stopping sight distance from horizontal and vertical roadway curvatures creates intermittent and potential conflicts not readily apparent to motorists. In addition, there is direct access to the Thompson Creek multi-use trail and Claremont Hills Wilderness Park that attract visitors, pedestrians and bicyclists, which also create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Travel Lanes: 20-ft
No striped Parking/bike lanes

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	1	0	42	X		1	
41	0	1	41		X	1	
40	0	1	40		X	1	
39	0	0	39			0	
38	1	0	38	X		1	
37	1	1	37	X	X	2	
36	1	1	36	X	X	2	
35	6	4	35	X X X X X X	X X X X	10	*
34	2	3	34	X X	X X X	5	*
33	3	0	33	X X X		3	*
32	3	3	32	X X X	X X X	6	P
31	5	1	31	X X X X X	X	6	A
30	4	4	30	X X X X	X X X X	8	C
29	7	2	29	X X X X X X X	X X	9	E
28	2	10	28	X X	X X X X X X X X X X	12	*
27	3	2	27	X X X	X X	5	*
26	3	6	26	X X X	X X X X X X	9	*
25	2	4	25	X X	X X X X	6	
24	2	2	24	X X	X X	4	
23	3	2	23	X X X	X X	5	
22	1	1	22	X	X	2	
21	0	1	21		X	1	
20	0	0	20			0	
19	0	0	19			0	
18	0	1	18		X	1	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Mountain Avenue

Between: Thompson Creek Trail - End

Weather: Clear

Date: 5/8/24

Time From: 12:40

Time To: 1:40

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	22%	8%
% In Pace:	76%	72%	73%
% Under Pace:	16%	6%	19%
Average Speed:	30 MPH	29 MPH	30 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mt. Baldy Road**

Between: **Mills Avenue to Via Padova/Grand Avenue**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **45 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
67	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	Rural Secondary Arterial	1.42	45	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 1 through lane in each direction with a multi-use trail on the south side. It is a rural secondary arterial with a collision rate of 1.42, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential with Thompson Creek Trail located at Mills Avenue. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 32 feet, edge to edge
Travel Lanes: 12-ft
Shoulder: 4-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	1	52		X	1	
51	0	3	51		X X X	3	
50	0	1	50		X	1	
49	0	1	49		X	1	
48	1	1	48	X	X	2	
47	1	0	47	X		1	*
46	4	2	46	X X X X	X X	6	*
45	4	2	45	X X X X	X X	6	*
44	2	1	44	X X	X	3	P
43	4	5	43	X X X X	X X X X X	9	A
42	5	2	42	X X X X X	X X	7	C
41	2	7	41	X X	X X X X X X X	9	E
40	5	3	40	X X X X X	X X X	8	*
39	5	4	39	X X X X X	X X X X	9	*
38	4	6	38	X X X X	X X X X X X	10	*
37	1	0	37	X		1	
36	4	0	36	X X X X		4	
35	0	1	35		X	1	
34	2	2	34	X X	X X	4	
33	2	4	33	X X	X X X X	6	
32	2	1	32	X X	X	3	
31	1	2	31	X	X X	3	
30	1	0	30	X		1	
29	0	0	29			0	
28	0	1	28		X	1	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Mount Baldy Road

Between: Mills Avenue - Grand Avenue

Weather: Clear

Date: 5/7/24

Time From: 1:15

Time To: 2:25

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	14%	8%
% In Pace:	72%	64%	68%
% Under Pace:	26%	22%	24%
Average Speed:	40 MPH	41 MPH	40 MPH
Pace Speed:	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
50th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH
85th Percentile / Critical Speed:	45 MPH	46 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mt. Baldy Road**

Between: **Via Padova/Grand Avenue to Padua Avenue**

Weather: **Clear**

Date: **5/7/24**

Existing Speed Limit: **45 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment From	Roadway Segment To	Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
68	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	Rural Secondary Arterial	2.44	45	51	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 45 mph and has 1 through lane in each direction with a multi-use trail on the north and south side. It is a rural secondary arterial with a collision rate of 2.44, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential. The 85th percentile speed is 51 mph and would normally justify a 50-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor; the corridor has horizontal and vertical roadway curvatures, which creates intermittent and potential conflicts not readily apparent to motorists. In addition, this corridor has a higher than average collision rate along roadway segment, a lower speed limit is prudent. This would allow rounding down 5 mph, to 45 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 40 mph.

It is recommended for the speed limit to be lowered to 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 32 feet, edge to edge
Travel Lanes: 12-ft
Shoulder: 4-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	1	60		X	1	
59	0	1	59		X	1	
58	1	1	58	X	X	2	
57	1	0	57	X		1	
56	1	2	56	X	X X	3	
55	0	1	55		X	1	
54	0	0	54			0	
53	1	0	53	X		1	
52	0	2	52		X X	2	
51	4	3	51	X X X X	X X X	7	
50	2	1	50	X X	X	3	
49	1	1	49	X	X	2	
48	4	1	48	X X X X	X	5	*
47	3	5	47	X X X	X X X X X	8	*
46	3	3	46	X X X	X X X	6	*
45	4	1	45	X X X X	X	5	P
44	4	4	44	X X X X	X X X X	8	A
43	4	3	43	X X X X	X X X	7	C
42	4	8	42	X X X X	X X X X X X X X	12	E
41	5	5	41	X X X X X	X X X X X	10	*
40	2	2	40	X X	X X	4	*
39	2	1	39	X X	X	3	*
38	3	1	38	X X X	X	4	
37	0	2	37		X X	2	
36	0	0	36			0	
35	0	1	35		X	1	
34	0	0	34			0	
33	1	0	33	X		1	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Mount Baldy Road

Between: Via Padova/Grand Avenue - Padua Avenue

Weather: Clear

Date: 5/7/24

Time From: 2:25

Time To: 3:50

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	24%	24%
% In Pace:	70%	66%	68%
% Under Pace:	8%	10%	8%
Average Speed:	45 MPH	46 MPH	45 MPH
Pace Speed:	39 - 48 MPH	40 - 49 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH
50th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH
85th Percentile / Critical Speed:	51 MPH	52 MPH	51 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Mt. Baldy Road**

Between: **Padua Avenue to Easterly City Limit**

Weather: **Clear**

Date: **5/9/24**

Existing Speed Limit: **50 MPH**

Proposed Speed Limit: **45 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
69	Mt. Baldy Road	Padua Avenue	East City Limits	Rural Secondary Arterial	4.28	50	55	45

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 50 mph and has 1 through lane in each direction. It is a rural secondary arterial with a collision rate of 4.28, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and open space facilities. The 85th percentile speed is 55 mph and would normally justify a 55-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential neighborhoods via side streets along the corridor; the corridor has horizontal and vertical roadway curvatures, dense landscape parkways, and street trees create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, this corridor has a higher than average collision rate along roadway segment. This would allow rounding down 5 mph, to 50 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 45 mph.

It is recommended for the speed limit to be lowered to 45 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 32 feet, edge to edge
Travel Lanes: 12-ft
Shoulder: 4-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	0	66			0
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	2	61		X X	2
60	0	3	60		X X X	3
59	0	1	59		X	1
58	1	1	58	X	X	2
57	1	0	57	X		1
56	2	4	56	X X	X X X X	6
55	2	2	55	X X	X X	4
54	0	3	54		X X X	3
53	4	2	53	X X X X	X X	6
52	1	5	52	X	X X X X X	6
51	1	4	51	X	X X X X	5
50	1	2	50	X	X X	3
49	3	5	49	X X X	X X X X X	8
48	3	3	48	X X X	X X X	6
47	2	4	47	X X	X X X X	6
46	7	3	46	X X X X X X X	X X X	10
45	3	0	45	X X X		3
44	7	1	44	X X X X X X X	X	8
43	4	2	43	X X X X	X X	6
42	3	2	42	X X X	X X	5
41	1	1	41	X	X	2
40	1	0	40	X		1
39	0	0	39			0
38	2	0	38	X X		2
37	1	0	37	X		1
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * * *

Location: Mount Baldy Road

Between: Padua Avenue - Easterly City Limit

Weather: Clear

Date: 5/9/24

Time From: 9:00

Time To: 10:05

Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	14%	22%
% In Pace:	68%	68%	61%
% Under Pace:	10%	18%	17%
Average Speed:	47 MPH	51 MPH	49 MPH
Pace Speed:	42 - 51 MPH	47 - 56 MPH	44 - 53 MPH
15th Percentile / Critical Speed:	42 MPH	46 MPH	43 MPH
50th Percentile / Critical Speed:	46 MPH	51 MPH	48 MPH
85th Percentile / Critical Speed:	53 MPH	56 MPH	55 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Oxford Avenue**

Between: **Scripps Drive to Hood Drive**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
70	Oxford Avenue	Scripps Drive	Hood Drive	Collector	0	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways, Cahuilla Park, and Claremont High School. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curbs
Parking lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	3	2	39	X X X / X X	5
38	3	0	38	X X X	3
37	1	2	37	X / X X	3
36	1	0	36	X	1
35	1	2	35	X / X X	3
34	4	3	34	X X X X / X X X	7
33	3	4	33	X X X / X X X X	7
32	1	4	32	X / X X X X	5
31	0	3	31	X X X	3
30	4	1	30	X X X X / X	5
29	6	8	29	X X X X X X / X X X X X X X X	14
28	6	5	28	X X X X X X / X X X X X	11
27	3	6	27	X X X / X X X X X X	9
26	5	1	26	X X X X X / X	6
25	3	3	25	X X X / X X X	6
24	1	2	24	X / X X	3
23	2	2	23	X X / X X	4
22	2	0	22	X X	2
21	0	2	21	X X	2
20	1	0	20	X	1
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Oxford Avenue

Between: Scripps Drive - Hood Drive

Weather: Clear

Date: 5/15/24

Time From: 9:00

Time To: 10:10

Existing Speed Limit: 25 MPH

PACE * * * * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	12%	15%
% In Pace:	70%	76%	73%
% Under Pace:	12%	12%	12%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	36 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Oxford Avenue**

Between: **Hood Drive to Colby Circle**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
71	Oxford Avenue	Hood Drive	Colby Drive	Collector	0	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways, and Claremont High School. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Parking lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	1	41	X	1
40	0	0	40		0
39	2	2	39	X X / X X	4
38	0	0	38		0
37	1	1	37	X / X	2
36	1	1	36	X / X	2
35	0	2	35	X X	2
34	4	5	34	X X X X / X X X X X	9
33	5	3	33	X X X X X / X X X	8
32	1	2	32	X / X X	3
31	3	5	31	X X X / X X X X X	8
30	3	2	30	X X X / X X	5
29	7	4	29	X X X X X X X / X X X X	11
28	8	5	28	X X X X X X X X / X X X X X	13
27	2	7	27	X X / X X X X X X X	9
26	5	3	26	X X X X X / X X X	8
25	3	3	25	X X X / X X X	6
24	1	0	24	X	1
23	2	1	23	X X / X	3
22	2	1	22	X X / X	3
21	0	1	21	X	1
20	0	1	20	X	1
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Oxford Avenue

Between: Hood Drive - Colby Circle

Weather: Clear

Date: 5/15/24

Time From: 10:10

Time To: 11:40

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	14%	11%
% In Pace:	82%	78%	80%
% Under Pace:	10%	8%	9%
Average Speed:	29 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	26 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Padua Avenue**

Between: **Base Line Road to Miramar Avenue**

Weather: **Clear**

Date: **5/16/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
72	Padua Avenue	Base Line Road	Miramar Avenue	Rural Secondary Arterial	0.41	40	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction. It is a rural secondary arterial with a collision rate of 0.41. The adjacent land uses are residential and Western Christian Schools. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides transitions in the roadway that occur more rapidly than is readily perceived by approaching motorists; this includes a rural area, access to residential, bicyclist activity, and Western Christian schools is located on the west side of corridor, which creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, 40 mph.

It is recommended for the speed limit to remain at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 28 to 50 to 66 feet, curb to curb
Travel Lanes: 11-12-ft
Shoulder lanes: 3-4-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	1	51	S: X	1
50	1	0	50	N: X	1
49	0	4	49	S: X X X X	4
48	2	0	48	N: X X	2
47	3	1	47	N: X X X; S: X	4
46	3	3	46	N: X X X; S: X X X	6
45	3	3	45	N: X X X; S: X X X	6
44	1	3	44	N: X; S: X X X	4
43	3	7	43	N: X X X; S: X X X X X X X	10
42	5	9	42	N: X X X X X; S: X X X X X X X X X	14
41	5	4	41	N: X X X X X; S: X X X X	9
40	7	3	40	N: X X X X X X X; S: X X X	10
39	2	2	39	N: X X; S: X X	4
38	4	1	38	N: X X X X; S: X	5
37	2	6	37	N: X X; S: X X X X X X	8
36	3	1	36	N: X X X; S: X	4
35	1	1	35	N: X; S: X	2
34	1	1	34	N: X; S: X	2
33	2	0	33	N: X X	2
32	1	0	32	N: X	1
31	1	0	31	N: X	1
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * *

Location: Padua Avenue

Between: Base Line Road - Miramar Avenue

Weather: Clear

Date: 5/16/24

Time From: 11:35

Time To: 12:00

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	12%	12%
% In Pace:	72%	82%	76%
% Under Pace:	22%	6%	12%
Average Speed:	41 MPH	42 MPH	41 MPH
Pace Speed:	38 - 47 MPH	37 - 46 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH
85th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Padua Avenue**

Between: **Miramar Avenue to Mount Baldy Road**

Weather: **Clear**

Date: **5/16/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
73	Padua Avenue	Miramar Avenue	Mt. Baldy Road	Rural Secondary Arterial	0.36	40	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction. It is a rural secondary arterial with a collision rate of 0.36. The adjacent land uses are residential and Padua Avenue Park. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways corridor; there are transitions in roadway that occur more rapidly than is readily perceived by approaching motorists; this includes a rural area, access to residential, bicyclist activity, Padua Avenue Park on east side of corridor, and Western Christian schools is located south of the corridor, which creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, 40 mph.

It is recommended for the speed limit to remain at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 28-30 feet and varies, edge to edge
Travel Lanes: 11-ft
Shoulder lanes: 3-4-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	1	54		X	1
53	1	0	53	X		1
52	2	1	52	X X	X	3
51	1	0	51	X		1
50	0	1	50		X	1
49	0	2	49		X X	2
48	1	1	48	X	X	2
47	1	3	47	X	X X X	4
46	2	1	46	X X	X	3
45	6	1	45	X X X X X X	X	7
44	4	2	44	X X X X	X X	6
43	5	5	43	X X X X X	X X X X X	10
42	2	3	42	X X	X X X	5
41	2	5	41	X X	X X X X X	7
40	3	4	40	X X X	X X X X	7
39	5	2	39	X X X X X	X X	7
38	5	6	38	X X X X X	X X X X X X	11
37	4	3	37	X X X X	X X X	7
36	1	4	36	X	X X X X	5
35	1	1	35	X	X	2
34	2	2	34	X X	X X	4
33	1	0	33	X		1
32	0	2	32		X X	2
31	0	0	31			0
30	1	0	30	X		1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

PACE * * * * * *

Location: Padua Avenue

Between: Miramar Avenue - Mount Baldy Road

Weather: Clear

Date: 5/16/24

Time From: 12:00

Time To: 12:20

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	20%	18%
% In Pace:	76%	70%	72%
% Under Pace:	12%	10%	10%
Average Speed:	42 MPH	41 MPH	41 MPH
Pace Speed:	37 - 46 MPH	36 - 45 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	46 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Padua Avenue**

Between: **Mount Baldy Road to Via Saint Ambrose**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	Local Street	3.37	25	32	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 3.37, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and Padua Hills Theatre to the north. The 85th percentile speed is 32 mph and would normally justify a 25-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 24 feet, edge to edge
Travel Lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.		PACE
				Northbound	Southbound			
55	0	0	55			0		
54	0	0	54			0		
53	0	0	53			0		
52	0	0	52			0		
51	0	0	51			0		
50	0	0	50			0		
49	0	0	49			0		
48	0	0	48			0		
47	0	0	47			0		
46	0	0	46			0		
45	0	0	45			0		
44	0	0	44			0		
43	0	0	43			0		
42	0	0	42			0		
41	0	0	41			0		
40	0	0	40			0		
39	0	0	39			0		
38	0	0	38			0		
37	0	0	37			0		
36	0	0	36			0		
35	0	1	35		X	1		
34	2	0	34	X X		2		
33	1	0	33	X		1	*	
32	5	7	32	X X X X X	X X X X X X X	12	*	
31	3	2	31	X X X	X X	5	*	
30	6	7	30	X X X X X X	X X X X X X X	13	P	
29	4	4	29	X X X X	X X X X	8	A	
28	3	6	28	X X X	X X X X X X	9	C	
27	2	3	27	X X	X X X	5	E	
26	3	2	26	X X X	X X	5	*	
25	1	2	25	X	X X	3	*	
24	3	1	24	X X X	X	4	*	
23	0	1	23		X	1		
22	0	0	22			0		
21	0	0	21			0		
20	0	0	20			0		
19	0	0	19			0		
18	0	0	18			0		
17	0	0	17			0		
16	0	0	16			0		
15	0	0	15			0		
14	0	0	14			0		
13	0	0	13			0		
12	0	0	12			0		
11	0	0	11			0		
10	0	0	10			0		
9	0	0	9			0		
8	0	0	8			0		
7	0	0	7			0		
6	0	0	6			0		
5	0	0	5			0		
Total	33	36			GRAND TOTALS	69		

Location: Padua Avenue

Between: Mount Baldy Road - Via Saint Ambrose

Weather: Clear

Date: 5/1/24

Time From: 9:00

Time To: 10:40

Existing Speed Limit: N/P MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	3%	4%
% In Pace:	94%	97%	94%
% Under Pace:	0%	0%	1%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	24 - 33 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Padua Avenue**

Between: **Via Saint Ambrose to Via Padova**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
75	Padua Avenue	Via Saint Ambrose	Via Padova	Local Street	0	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 0.0. The adjacent land uses are residential and Padua Hills Theatre to the north. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 24 feet, edge to edge
Travel Lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	2	40		X X	2
39	0	2	39		X X	2
38	0	1	38		X	1
37	0	0	37			0
36	2	5	36	X X	X X X X X	7
35	1	3	35	X	X X X	4
34	1	3	34	X	X X X	4
33	2	0	33	X X		2
32	4	1	32	X X X X	X	5
31	3	4	31	X X X	X X X X	7
30	4	2	30	X X X X	X X	6
29	2	1	29	X X	X	3
28	2	0	28	X X		2
27	1	0	27	X		1
26	1	1	26	X	X	2
25	0	0	25			0
24	1	0	24	X		1
23	0	0	23			0
22	1	0	22	X		1
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	25	25			GRAND TOTALS	50

PACE * * * * * *

Location: Padua Avenue

Between: Via Saint Ambrose - Via Padova

Weather: Avenue

Date: Clear

Time From: 5/1/24

Time To: 10:40

Existing Speed Limit: 12:20

25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	0%	10%
% In Pace:	88%	84%	82%
% Under Pace:	12%	16%	8%
Average Speed:	30 MPH	34 MPH	32 MPH
Pace Speed:	27 - 36 MPH	31 - 40 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	31 MPH	35 MPH	32 MPH
85th Percentile / Critical Speed:	34 MPH	39 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Pomello Drive**

Between: **Mills Avenue to Padua Avenue**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
76	Pomello Drive	Mills Avenue	Padua Avenue	Local Street	1.77	35	39	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction. It is a local street with a collision rate of 1.77, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential. The 85th percentile speed is 39 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence on-street parking creates intermittent and potential conflicts not readily apparent to motorists. Braisdell Park is located north of the corridor; and Western Christian Schools is located south of the corridor, which creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, 35 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 28-ft, curb to curb
Edge Lines: 4-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT. VEH.	
				Eastbound	Westbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	2	0	42	X X		2	
41	2	2	41	X X	X X	4	
40	1	1	40	X	X	2	
39	1	1	39	X	X	2	*
38	3	1	38	X X X	X	4	*
37	2	2	37	X X	X X	4	*
36	3	3	36	X X X	X X X	6	PACE
35	3	2	35	X X X	X X	5	
34	6	3	34	X X X X X X	X X X	9	
33	1	1	33	X	X	2	*
32	3	3	32	X X X	X X X	6	*
31	2	1	31	X X	X	3	*
30	2	3	30	X X	X X X	5	*
29	0	0	29			0	
28	0	1	28		X	1	
27	1	1	27	X	X	2	
26	0	0	26			0	
25	2	0	25	X X		2	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	34	25			GRAND TOTALS	59	

Location: Pomello Drive

Between: Mills Avenue - Padua Avenue

Weather: Clear

Date: 5/1/24

Time From: 2:55

Time To: 4:00

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	15%	12%	14%
% In Pace:	76%	80%	78%
% Under Pace:	9%	8%	8%
Average Speed:	35 MPH	34 MPH	35 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Radcliffe Drive**

Between: **Indian Hill Boulevard to Mills Avenue**

Weather: **Clear**

Date: **5/1/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
77	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	Collector	0.59	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.59. The adjacent land uses are residential with direct access to residential driveways, and Chaparral Park. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36 feet, curb to curb
Travel Lanes: 10-ft
Parking lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	1	42	X	1
41	0	0	41		0
40	0	2	40	X X	2
39	0	1	39	X	1
38	1	2	38	X X X	3
37	2	1	37	X X X	3
36	1	3	36	X X X X	4
35	0	2	35	X X	2
34	1	0	34	X	1
33	3	1	33	X X X X	4
32	1	4	32	X X X X X	5
31	3	0	31	X X X	3
30	2	7	30	X X X X X X X X X	9
29	4	5	29	X X X X X X X X X	9
28	2	2	28	X X X X	4
27	4	8	27	X X X X X X X X X X X X	12
26	4	1	26	X X X X X	5
25	3	3	25	X X X X X X	6
24	0	2	24	X X	2
23	3	2	23	X X X X X	5
22	0	2	22	X X	2
21	0	1	21	X	1
20	1	0	20	X	1
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	35	50		GRAND TOTALS	85

Location: Radcliffe Drive

Between: Indian Hill Boulevard - Mills Avenue

Weather: Clear

Date: 5/1/24

Time From: 11:30

Time To: 12:35

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	11%	26%	25%
% In Pace:	77%	68%	71%
% Under Pace:	11%	6%	5%
Average Speed:	29 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	36 MPH	36 MPH

PACE * * * * * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **San Jose Avenue**

Between: **Mountain Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
78	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	Secondary Arterial	1.42	35	42	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 1.42, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and high density residential. The 85th percentile speed is 42 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists. Rancho San Park is located on the south side of the corridor; Vista Del Valle Elementary School and Wheeler Park are located north of the corridor, which is also not readily apparent to motorists. In addition, this corridor has a higher than average collision rate along roadway segment, a lower speed limit is prudent. This would allow rounding down 5 mph, 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended for the speed limit to be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 56-feet, curb to curb
Parking lanes: 7-ft | Bike lanes: 5-ft
Travel lanes: 11-ft
Medians

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	1	46		X	1	
45	1	2	45	X	X X	3	
44	2	1	44	X X	X	3	
43	2	2	43	X X	X X	4	
42	5	2	42	X X X X X	X X	7	*
41	2	3	41	X X	X X X	5	*
40	1	1	40	X	X	2	*
39	2	4	39	X X	X X X X	6	*
38	5	6	38	X X X X X	X X X X X X	11	*
37	6	5	37	X X X X X X	X X X X X	11	*
36	2	4	36	X X	X X X X	6	*
35	6	4	35	X X X X X X	X X X X	10	*
34	3	5	34	X X X	X X X X X	8	*
33	4	3	33	X X X X	X X X	7	*
32	2	1	32	X X	X	3	
31	2	0	31	X X		2	
30	0	5	30		X X X X X	5	
29	1	1	29	X	X	2	
28	2	0	28	X X		2	
27	0	0	27			0	
26	2	0	26	X X		2	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: San Jose Avenue

Between: Mountain Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/15/24

Time From: 11:55

Time To: 12:25

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	12%	11%
% In Pace:	72%	74%	73%
% Under Pace:	18%	14%	16%
Average Speed:	36 MPH	37 MPH	37 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **San Jose Avenue**

Between: **Indian Hill Boulevard to College Avenue**

Weather: **Clear**

Date: **5/16/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
79	San Jose Avenue	Indian Hill Boulevard	College Avenue	Secondary Arterial	0.3	30	37	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 0.3. The adjacent land uses is a shopping plaza, a high school, a hospital, residential, and professional services. The 85th percentile speed is 37 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, San Antonio High School is located on the north side of the corridor. This would allow rounding down 5 mph, 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 50 feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 11-ft
12-ft two way left turn lane

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	1	43	X	1	
42	2	0	42	X X	2	
41	2	2	41	X X / X X	4	
40	1	0	40	X	1	
39	1	2	39	X / X X	3	
38	1	2	38	X / X X	3	*
37	1	3	37	X / X X X	4	*
36	4	5	36	X X X X / X X X X X	9	*
35	5	4	35	X X X X X / X X X X	9	P
34	6	7	34	X X X X X X / X X X X X X X	13	A
33	7	3	33	X X X X X X X / X X X	10	C
32	4	4	32	X X X X / X X X X	8	E
31	1	7	31	X / X X X X X X X	8	*
30	4	1	30	X X X X / X	5	*
29	2	3	29	X X / X X X	5	*
28	2	1	28	X X / X	3	
27	2	1	27	X X / X	3	
26	3	2	26	X X X / X X	5	
25	0	0	25		0	
24	2	2	24	X X / X X	4	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: San Jose Avenue

Between: Indian Hill Boulevard - College Avenue

Weather: Clear

Date: 5/16/24

Time From: 3:40

Time To: 4:00

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	10%	11%
% In Pace:	74%	78%	74%
% Under Pace:	10%	12%	15%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	27 - 36 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **San Jose Avenue**

Between: **College Avenue to Mills Avenue**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
80	San Jose Avenue	College Avenue	Mills Avenue	Secondary Arterial	0.77	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and bike lanes. It is a secondary arterial with a collision rate of 0.77. The adjacent land uses are residential with direct access to residential driveways; and San Antonio High School is located west of the corridor. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36 feet, curb to curb
Parking/bike lanes: 7-ft
Travel lanes: 11-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	1	46		X	1
45	0	0	45			0
44	0	0	44			0
43	0	2	43		X X	2
42	0	1	42		X	1
41	0	2	41		X X	2
40	1	2	40	X	X X	3
39	0	1	39		X	1
38	0	1	38		X	1
37	2	0	37	X X		2
36	3	2	36	X X X	X X	5
35	1	5	35	X	X X X X X	6
34	5	4	34	X X X X X	X X X X	9
33	2	2	33	X X	X X	4
32	5	8	32	X X X X X	X X X X X X X X	13
31	6	1	31	X X X X X X	X	7
30	5	3	30	X X X X X	X X X	8
29	4	2	29	X X X X	X X	6
28	5	2	28	X X X X X	X X	7
27	3	5	27	X X X	X X X X X	8
26	4	1	26	X X X X	X	5
25	3	3	25	X X X	X X X	6
24	1	2	24	X	X X	3
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

* * * PACE * * *

Location: San Jose Avenue

Between: College Avenue - Mills Avenue

Weather: Clear

Date: 5/15/24

Time From: 12:25

Time To: 12:50

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	20%	13%
% In Pace:	84%	68%	73%
% Under Pace:	2%	12%	14%
Average Speed:	31 MPH	33 MPH	32 MPH
Pace Speed:	25 - 34 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	40 MPH	36 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Scottsbluff Drive**

Between: **Mills Avenue to Lassen Avenue**

Weather: **Clear**

Date: **5/2/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
81	Scottsbluff Drive	Mills Avenue	Lassen Avenue	Collector	0	25	31	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways. The 85th percentile speed is 31 mph and would normally justify a 30-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Travel Lanes: 12-ft
Parking lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	1	37		X	1
36	0	0	36			0
35	0	0	35			0
34	0	3	34		X X X	3
33	0	1	33		X	1
32	1	1	32	X	X	2
31	0	2	31		X X	2
30	1	1	30	X	X	2
29	1	0	29	X		1
28	8	3	28	X X X X X X X X	X X X	11
27	1	3	27	X	X X X	4
26	4	3	26	X X X X	X X X	7
25	1	3	25	X	X X X	4
24	3	2	24	X X X	X X	5
23	3	2	23	X X X	X X	5
22	0	0	22			0
21	0	1	21		X	1
20	0	1	20		X	1
19	0	1	19		X	1
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	23	28			GRAND TOTALS	51

Location: Scottsbluff Drive

Between: Mills Avenue - Lassen Avenue

Weather: Clear

Date: 5/2/24

Time From: 9:00

Time To: 10:05

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	4%	10%
% In Pace:	100%	71%	84%
% Under Pace:	0%	25%	6%
Average Speed:	27 MPH	27 MPH	27 MPH
Pace Speed:	23 - 32 MPH	25 - 34 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	28 MPH	33 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Scripps Drive**

Between: **Towne Avenue to Mountain Avenue**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
82	Scripps Drive	Towne Avenue	Mountain Avenue	Collector	0	25	37	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways; the community center and a church are located south of the corridor. The 85th percentile speed is 37 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Travel Lanes: 12-ft
Parking lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	1	0	42	X		1	
41	0	1	41		X	1	
40	0	1	40		X	1	
39	3	2	39	X X X	X X	5	
38	0	2	38		X X	2	
37	4	3	37	X X X X	X X X	7	*
36	0	3	36		X X X	3	*
35	2	1	35	X X	X	3	*
34	7	3	34	X X X X X X X	X X X	10	
33	4	3	33	X X X X	X X X	7	
32	8	9	32	X X X X X X X X X	X X X X X X X X X	17	
31	4	4	31	X X X X	X X X X	8	
30	5	7	30	X X X X X	X X X X X X X	12	*
29	7	1	29	X X X X X X X	X	8	*
28	1	5	28	X	X X X X X	6	*
27	2	3	27	X X	X X X	5	
26	1	1	26	X	X	2	
25	1	0	25	X		1	
24	0	0	24			0	
23	0	0	23			0	
22	0	1	22		X	1	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Scripps Drive

Between: Towne Avenue - Mountain Avenue

Weather: Clear

Date: 5/8/24

Time From: 9:35

Time To: 10:25

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	12%	10%
% In Pace:	84%	78%	81%
% Under Pace:	8%	10%	9%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Scripps Drive**

Between: **Mountain Avenue to Indian Hill Boulevard**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
83	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	Collector	0	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways; Condit Elementary School, Cahuilla Park, and Claremont High School are located south of the corridor. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Travel Lanes: 12-ft
Parking lanes: 8-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	1	0	42	X		1
41	0	0	41			0
40	0	1	40		X	1
39	0	0	39			0
38	1	0	38	X		1
37	2	0	37	X X		2
36	2	1	36	X X	X	3
35	1	3	35	X	X X X	4
34	3	3	34	X X X	X X X	6
33	2	4	33	X X	X X X X	6
32	3	2	32	X X X	X X	5
31	1	4	31	X	X X X X	5
30	1	3	30	X	X X X	4
29	2	3	29	X X	X X X	5
28	3	4	28	X X X	X X X X	7
27	8	1	27	X X X X X X X X	X	9
26	6	5	26	X X X X X X	X X X X X	11
25	5	3	25	X X X X X	X X X	8
24	0	0	24			0
23	1	2	23	X	X X	3
22	0	1	22		X	1
21	2	0	21	X X		2
20	0	1	20		X	1
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	44	41			GRAND TOTALS	85

Location: Scripps Drive

Between: Mountain Avenue - Indian Hill Boulevard

Weather: Clear

Date: 5/8/24

Time From: 10:30

Time To: 11:30

Existing Speed Limit: 25 MPH

PACE * * * * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	5%	14%
% In Pace:	77%	78%	78%
% Under Pace:	7%	17%	8%
Average Speed:	29 MPH	30 MPH	29 MPH
Pace Speed:	25 - 34 MPH	26 - 35 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	27 MPH	30 MPH	29 MPH
85th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Shenandoah Drive**

Between: **Lindenwood Drive to Claremont Boulevard**

Weather: **Clear**

Date: **5/8/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
84	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	Collector	0	25	30	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 30 mph and would normally justify a 30-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40-ft feet, curb to curb
Parking lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	1	1	36	X	X	2
35	0	2	35		X X	2
34	0	1	34		X	1
33	1	0	33	X		1
32	0	1	32		X	1
31	0	0	31			0
30	1	1	30	X	X	2
29	1	3	29	X	X X X	4
28	4	5	28	X X X X	X X X X X	9
27	0	4	27		X X X X	4
26	4	4	26	X X X X	X X X X	8
25	2	3	25	X X	X X X	5
24	3	1	24	X X X	X	4
23	0	3	23		X X X	3
22	0	3	22		X X X	3
21	0	2	21		X X	2
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	17	34			GRAND TOTALS	51

Location: Shenandoah Drive

Between: Lindenwood Drive - Claremont Boulevard

Weather: Clear

Date: 5/8/24

Time From: 9:00

Time To: 10:20

Existing Speed Limit: 25 MPH

PACE	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	15%	14%
% In Pace:	94%	85%	86%
% Under Pace:	0%	0%	0%
Average Speed:	27 MPH	27 MPH	27 MPH
Pace Speed:	24 - 33 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	24 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Sixth Street**

Between: **Indian Hill Boulevard to College Avenue**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
85	Sixth Street	Indian Hill Boulevard	College Ave	Collector	1.39	25	27	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 1.39, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and Claremont College buildings located on the north and south sides of the corridor. The 85th percentile speed is 27 mph and justifies a 25-mph posted speed limit.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36- feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 10-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	3	1	31	X X X	X	4
30	0	1	30		X	1
29	0	3	29		X X X	3
28	0	6	28		X X X X X X	6
27	5	6	27	X X X X X	X X X X X X	11
26	3	2	26	X X X	X X	5
25	8	4	25	X X X X X X X X	X X X X	12
24	4	7	24	X X X X	X X X X X X X	11
23	8	9	23	X X X X X X X X	X X X X X X X X X	17
22	5	2	22	X X X X X	X X	7
21	3	5	21	X X X	X X X X X	8
20	5	1	20	X X X X X	X	6
19	2	0	19	X X		2
18	3	1	18	X X X	X	4
17	1	1	17	X	X	2
16	0	0	16			0
15	0	1	15		X	1
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Sixth Street

Between: Indian Hill Boulevard - College Avenue

Weather: Clear

Date: 5/14/24

Time From: 2:50

Time To: 3:35

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	5%
% In Pace:	92%	90%	86%
% Under Pace:	2%	8%	9%
Average Speed:	23 MPH	24 MPH	24 MPH
Pace Speed:	18 - 27 MPH	21 - 30 MPH	20 - 29 MPH
15th Percentile / Critical Speed:	20 MPH	21 MPH	20 MPH
50th Percentile / Critical Speed:	23 MPH	24 MPH	24 MPH
85th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Sixth Street**

Between: **College Avenue to College Way**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
86	Sixth Street	College Ave	College Way	Collector	4.62	25	29	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with dedicated bike lanes. It is a collector street with a collision rate of 4.62, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are Claremont College buildings located on the north and south sides of the corridor. The 85th percentile speed is 29 mph and would normally justify a 30-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	1	1	35	X	X	2
34	1	0	34	X		1
33	1	2	33	X	X X	3
32	0	2	32		X X	2
31	3	0	31	X X X		3
30	1	1	30	X	X	2
29	4	2	29	X X X X	X X	6
28	0	8	28		X X X X X X X X	8
27	5	8	27	X X X X X	X X X X X X X X	13
26	6	5	26	X X X X X X	X X X X X	11
25	5	7	25	X X X X X	X X X X X X X	12
24	6	2	24	X X X X X X	X X	8
23	2	4	23	X X	X X X X	6
22	7	5	22	X X X X X X X	X X X X X	12
21	6	1	21	X X X X X X	X	7
20	1	0	20	X		1
19	0	0	19			0
18	0	2	18		X X	2
17	0	0	17			0
16	1	0	16	X		1
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Sixth Street

Between: College Avenue - College Way

Weather: Clear

Date: 5/14/24

Time From: 3:30

Time To: 4:00

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	10%	11%
% In Pace:	84%	86%	85%
% Under Pace:	4%	4%	4%
Average Speed:	25 MPH	26 MPH	26 MPH
Pace Speed:	21 - 30 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	21 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	25 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH

Radar Survey Conducted By:

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Sixth Street**

Between: **College Way to Mills Avenue**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
87	Sixth Street	College Way	Mills Avenue	Collector	0	30	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with dedicated bike lanes. It is a collector street with a collision rate of 0.0. The adjacent land uses are Claremont College buildings located on the north and south sides of the corridor. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to Claremont College facilities driveways along the corridor including the presence of continuous bike lanes creates intermittent and potential conflicts not readily apparent to motorists. Heavy pedestrian and bicyclist traffic due to the college buildings and sports facilities located north and south of the corridor; there is an uncontrolled pedestrian crossing; a lower speed limit is prudent. This would allow rounding down 5 mph, 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed: Eastbound	Vehicles Surveyed: Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	1	40		X	1
39	0	2	39		X X	2
38	1	1	38	X	X	2
37	1	1	37	X	X	2
36	2	1	36	X X	X	3
35	3	2	35	X X X	X X	5
34	4	3	34	X X X X	X X X	7
33	3	4	33	X X X	X X X X	7
32	2	4	32	X X	X X X X	6
31	3	9	31	X X X	X X X X X X X X X	12
30	3	4	30	X X X	X X X X	7
29	9	3	29	X X X X X X X X X	X X X	12
28	5	5	28	X X X X X	X X X X X	10
27	4	5	27	X X X X	X X X X X	9
26	4	2	26	X X X X	X X	6
25	0	0	25			0
24	1	1	24	X	X	2
23	0	1	23		X	1
22	2	0	22	X X		2
21	2	1	21	X X	X	3
20	0	0	20			0
19	1	0	19	X		1
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Sixth Street

Between: College Way - Mills Avenue

Weather: Clear

Date: 5/15/24

Time From: 12:00

Time To: 12:20

Existing Speed Limit: 30 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	12%	10%
% In Pace:	80%	82%	81%
% Under Pace:	12%	6%	9%
Average Speed:	30 MPH	31 MPH	30 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	27 MPH	26 MPH
50th Percentile / Critical Speed:	29 MPH	31 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Sixth Street**

Between: **Mills Avenue to Claremont Boulevard**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **30 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
88	Sixth Street	Mills Avenue	Claremont Blvd	Collector	0	30	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction. It is a collector street with a collision rate of 0.0. The adjacent land use is institutional. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to Claremont College facilities driveways along the corridor including the presence of continuous bike lanes creates intermittent and potential conflicts not readily apparent to motorists. Heavy pedestrian and bicyclist traffic due to the college buildings and sports facilities located north and south of the corridor; a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended that the speed limit be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	1	43		X	1	
42	1	0	42	X		1	
41	0	0	41			0	
40	0	1	40		X	1	
39	0	2	39		X X	2	
38	0	1	38		X	1	
37	2	2	37	X X	X X	4	*
36	5	6	36	X X X X X	X X X X X X	11	*
35	3	6	35	X X X	X X X X X X	9	*
34	4	6	34	X X X X	X X X X X X	10	
33	5	3	33	X X X X X	X X X	8	
32	5	2	32	X X X X X	X X	7	
31	5	4	31	X X X X X	X X X X	9	
30	4	5	30	X X X X	X X X X X	9	*
29	7	5	29	X X X X X X X	X X X X X	12	*
28	5	2	28	X X X X X	X X	7	*
27	0	1	27		X	1	
26	2	1	26	X X	X	3	
25	0	0	25			0	
24	2	2	24	X X	X X	4	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Sixth Street

Between: Mills Avenue - Claremont Boulevard

Weather: Clear

Date: 5/15/24

Time From: 12:20

Time To: 12:45

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	10%	6%
% In Pace:	90%	82%	86%
% Under Pace:	8%	8%	8%
Average Speed:	32 MPH	33 MPH	32 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Sumner Avenue**

Between: **Briarcroft Road to Ridgefield Drive**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **25 MPH**

Proposed Speed Limit: **25 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
89	Sumner Avenue	Briarcroft Road	Ridgefield Drive	Local Street	0.8	25	34	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking. It is a local street with a collision rate of 0.8. The adjacent land uses are residential with direct access to residential driveways; and Sumner Elementary School, Danbury School, and Griffith Park are located on the east side of the corridor. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 40 feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	1	1	41	X	X	2
40	0	1	40		X	1
39	0	1	39		X	1
38	0	0	38			0
37	4	2	37	X X X	X X	6
36	3	1	36	X X X	X	4
35	0	1	35		X	1
34	2	3	34	X X	X X X	5
33	6	7	33	X X X X X X	X X X X X X X	13
32	2	3	32	X X	X X X	5
31	3	4	31	X X X	X X X X	7
30	5	5	30	X X X X X	X X X X X	10
29	6	3	29	X X X X X X	X X X	9
28	3	3	28	X X X	X X X	6
27	3	4	27	X X X	X X X X	7
26	1	2	26	X	X X	3
25	2	0	25	X X		2
24	3	3	24	X X X	X X X	6
23	0	1	23		X	1
22	5	3	22	X X X X X	X X X	8
21	0	2	21		X X	2
20	1	0	20	X		1
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Sumner Avenue

Between: Briarcroft Road - Ridgefield Drive

Weather: Clear

Date: 5/14/24

Time From: 10:20

Time To: 10:55

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	12%	20%
% In Pace:	68%	70%	68%
% Under Pace:	30%	18%	12%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	28 - 37 MPH	26 - 35 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	36 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Towne Avenue**

Between: **Foothill Boulevard to Syracuse Drive**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
90	Towne Avenue	Foothill Boulevard	Syracuse Drive	Major Arterial	0.17	40	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and bike lanes. It is a major arterial with a collision rate of 0.17. The adjacent land uses are shopping plaza, residential, and high density residential. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. Lewis Park is located east of the corridor, which is also not readily apparent to motorists. This would allow rounding down 5 mph, 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 76-feet, curb to curb
Parking lanes / bike lane: 8-ft
Travel lanes: 12-ft
12-ft two way left turn lane / combination median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	1	0	53	X		1
52	0	1	52		X	1
51	0	2	51		X X	2
50	1	0	50	X		1
49	1	0	49	X		1
48	2	2	48	X X	X X	4
47	1	2	47	X	X X	3
46	2	3	46	X X	X X X	5
45	1	2	45	X	X X	3
44	4	7	44	X X X X	X X X X X X X	11
43	5	3	43	X X X X X	X X X	8
42	5	4	42	X X X X X	X X X X	9
41	9	8	41	X X X X X X X X X	X X X X X X X X	17
40	6	2	40	X X X X X X	X X	8
39	4	2	39	X X X X	X X	6
38	2	5	38	X X	X X X X X	7
37	2	2	37	X X	X X	4
36	0	1	36		X	1
35	2	1	35	X X	X	3
34	1	0	34	X		1
33	0	0	33			0
32	1	0	32	X		1
31	0	0	31			0
30	0	0	30			0
29	0	1	29		X	1
28	0	2	28		X X	2
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

* * * PACE * * *

Location: Towne Avenue

Between: Foothill Boulevard - Syracuse Drive

Weather: Clear

Date: 5/14/24

Time From: 9:00

Time To: 9:35

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	10%	13%
% In Pace:	80%	76%	78%
% Under Pace:	8%	14%	9%
Average Speed:	42 MPH	42 MPH	42 MPH
Pace Speed:	37 - 46 MPH	38 - 47 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
50th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH
85th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Towne Avenue**

Between: **Syracuse Drive to Base Line Road**

Weather: **Clear**

Date: **5/14/24**

Existing Speed Limit: **40 MPH**

Proposed Speed Limit: **40 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
91	Towne Avenue	Syracuse Drive	Base Line Road	Major Arterial	0.04	40	46	40

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking and bike lanes. It is a major arterial with a collision rate of 0.04. The adjacent land use is residential, and a Lutheran Church. The 85th percentile speed is 46 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to some homes and various neighborhoods, and the presence of continuous bike lanes and on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, Good Shepard Lutheran Church is located on the east side of the corridor; Griffith Park, Sumner Elementary School, and Danbury Elementary School are located west of the corridor; and Lewis Park and Alexander Hughes Community Center are located east of the corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit remains at 40 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 76-feet, curb to curb
Parking lanes / bike lane: 8-ft
Travel lanes: 12-ft
12-ft two way left turn lane / combination median

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	1	51		X	1	
50	3	0	50	X X X		3	
49	2	2	49	X X	X X	4	
48	1	1	48	X	X	2	
47	1	4	47	X	X X X X	5	*
46	3	2	46	X X X	X X	5	*
45	5	2	45	X X X X X	X X	7	*
44	0	3	44		X X X	3	
43	4	2	43	X X X X	X X	6	
42	6	5	42	X X X X X X	X X X X X	11	
41	2	15	41	X X	X X X X X X X X X X X X X	17	
40	6	2	40	X X X X X X	X X	8	*
39	7	2	39	X X X X X X X	X X	9	*
38	3	2	38	X X X	X X	5	*
37	1	2	37	X	X X	3	
36	3	1	36	X X X	X	4	
35	1	3	35	X	X X X	4	
34	0	0	34			0	
33	0	0	33			0	
32	0	1	32		X	1	
31	1	0	31	X		1	
30	1	0	30	X		1	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Towne Avenue

Between: Syracuse Drive - Base Line Road

Weather: Clear

Date: 5/14/24

Time From: 9:35

Time To: 10:20

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	8%	10%
% In Pace:	74%	78%	76%
% Under Pace:	14%	14%	14%
Average Speed:	42 MPH	42 MPH	42 MPH
Pace Speed:	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
50th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	46 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Williams Avenue**

Between: **Foothill Boulevard to Smith Drive**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
92	Williams Avenue	Foothill Boulevard	Smith Drive	Collector	0	35	41	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land use is residential and senior apartments. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to residential driveways, residential neighborhoods, and the presence of on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended that the speed limit be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 44-feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 14-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	2	48		X X	2	
47	0	0	47			0	
46	0	0	46			0	
45	0	1	45		X	1	
44	0	1	44		X	1	
43	2	0	43	X X		2	
42	1	0	42	X		1	
41	3	3	41	X X X	X X X	6	*
40	2	3	40	X X	X X X	5	*
39	3	3	39	X X X	X X X	6	*
38	6	3	38	X X X X X X	X X X	9	P
37	4	6	37	X X X X	X X X X X X	10	A
36	6	6	36	X X X X X X	X X X X X X	12	C
35	3	2	35	X X X	X X	5	E
34	4	1	34	X X X X	X	5	*
33	2	2	33	X X	X X	4	*
32	4	10	32	X X X X	X X X X X X X X X X	14	*
31	2	0	31	X X		2	
30	1	2	30	X	X X	3	
29	1	1	29	X	X	2	
28	1	1	28	X	X	2	
27	2	3	27	X X	X X X	5	
26	2	0	26	X X		2	
25	0	0	25			0	
24	0	0	24			0	
23	1	0	23	X		1	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Williams Avenue

Between: Smith Drive - College Way

Weather: Clear

Date: 5/15/24

Time From: 2:00

Time To: 2:50

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	8%	7%
% In Pace:	74%	78%	76%
% Under Pace:	20%	14%	17%
Average Speed:	35 MPH	36 MPH	35 MPH
Pace Speed:	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	30 MPH	32 MPH	30 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: **Williams Avenue**

Between: **Smith Drive to College Way**

Weather: **Clear**

Date: **5/15/24**

Existing Speed Limit: **35 MPH**

Proposed Speed Limit: **30 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
93	Williams Avenue	Smith Drive	College Way	Collector	0	35	40	30

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land use is residential. The 85th percentile speed is 40 mph and would normally justify a 40-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), having direct access to residential driveways, residential neighborhoods, and the presence of on-street parking creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 35 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 30 mph.

It is recommended that the speed limit be lowered to 30 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
Street Width: 44-feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 14-ft

City of Claremont

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	1	49		X	1	
48	0	1	48		X	1	
47	0	3	47		X X X	3	
46	0	1	46		X	1	
45	0	2	45		X X	2	
44	1	0	44	X		1	
43	0	3	43		X X X	3	
42	1	1	42	X	X	2	
41	2	2	41	X X	X X	4	
40	2	6	40	X X	X X X X X X	8	*
39	2	1	39	X X	X	3	*
38	1	4	38	X	X X X X	5	*
37	9	6	37	X X X X X X X X X	X X X X X X	15	PACE
36	7	4	36	X X X X X X X	X X X X	11	
35	4	4	35	X X X X	X X X X	8	
34	3	2	34	X X X	X X	5	
33	5	0	33	X X X X X		5	*
32	1	4	32	X	X X X X	5	*
31	4	2	31	X X X X	X X	6	*
30	2	0	30	X X		2	
29	1	1	29	X	X	2	
28	1	2	28	X	X X	3	
27	1	0	27	X		1	
26	2	0	26	X X		2	
25	0	0	25			0	
24	1	0	24	X		1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Williams Avenue

Between: Foothill Boulevard - Smith Drive

Weather: Clear

Date: 5/15/24

Time From: 1:00

Time To: 2:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	16%	18%
% In Pace:	76%	66%	71%
% Under Pace:	16%	18%	11%
Average Speed:	35 MPH	38 MPH	36 MPH
Pace Speed:	31 - 40 MPH	34 - 43 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	45 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

APPENDIX D

ORDINANCE APPROVING SPEED SURVEY (WITHOUT EXHIBITS)

Placeholder for Ordinance

APPENDIX E

RADAR METER AND OPERATOR CERTIFICATIONS

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 043351 + antenna 031418 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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By: _____ Date: February 01, 2024
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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 044661 + antenna 0941489 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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Borrego Springs, CA 92004

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Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

City of Los Angeles

This Is To Certify That

Matthew Hilliard

Has successfully completed the 32 hour P.O.S.T. certified Radar Operator Course, conducted by the Los Angeles Police Department July 26 through July 29, 2011, in the City of Los Angeles

RANDIE MARTINEZ, Officer
Department Radar/Laser Coordinator

SEAN KARMODY, Sergeant
Officer in Charge, Traffic Coordination Section

Decatur Electronics, Inc. *Decatur, IL*

ABE F. CAMPOS

(Name and Title)

of COUNTS UNLIMITED

(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 Craig Jaschek

Date Training Representative
Decatur Electronics • Decatur, Illinois

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Approved: George Maglaras Date: March 4th & 5th ,2017

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Total Station Mapping Instructor
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Jaime Beltran

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Ruby Gomez

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Loreto Beltran

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Rachel Campos

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Kim Sanford

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Rob Harvick

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Christine Duron

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Chris Sterig

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Luis Ramirez

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Kirk Harris

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TRAFFIC AND TRANSPORTATION COMMISSION
SPECIAL MEETING MINUTES

Monday, April 13, 2026 – 7:00 PM
Video Recording is Archived on the City Website
https://www.claremontca.gov/Government/City-Council/Watch-a-Meeting

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CALL TO ORDER

Chair Stump called the meeting to order at 7:00 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT: COMMISSIONER: ARYA, LARA, RAMOS, STUMP, VELEBIL, WEINER, WHEELER

ABSENT: COMMISSIONER: NONE

ALSO PRESENT: Maria B. Tipping, City Engineer; Vincent Ramos, Associate Engineer; Nadia Ramirez, Administrative Assistant

CEREMONIAL MATTERS, PRESENTATIONS AND ANNOUNCEMENTS – None

PUBLIC COMMENT

This item starts at 00:01:15 in the archived video.

Commission Secretary Ramirez announced no written general public comments were received.

Chair Stump invited public comment.

Ross Pringle, and his daughter, Harriet, Claremont residents, apprised the Commission about the Sycamore Elementary School Bike Bus that was started by parents at the school. He mentioned it provides a more sustainable way for parents to take their children to school while providing confidence to students and alleviating congestion during school pick up and drop offs.

Chair Stump closed public comment.

CONSENT CALENDAR

This item starts at 00:06:35 in the archived video.

Chair Stump invited public comment.

Commission Secretary Ramirez announced that no written public comment had been received for the Consent Calendar.

There were no requests to speak.

Chair Stump closed public comment.

Vice Chair Weiner moved to approve the Consent Calendar; seconded by Commissioner Wheeler, and carried on a vote as follows:

AYES: ***Commissioner – Arya, Lara, Ramos, Stump, Velebil, Weiner, Wheeler***
NOES: ***Commissioner – None***

1. Traffic and Transportation Commission Meeting Minutes of March 26, 2026
   Approved and filed the meeting minutes of March 26, 2026.

ADMINISTRATIVE ITEM

2. 2026 City of Claremont Speed Survey

   This item starts at 00:08:12 in the archived video.

   City Engineer Tipping introduced Mr. John Dorado from Advantec Consulting Engineers who prepared the 2026 City of Claremont Speed Survey. He gave a PowerPoint presentation addressing the Commissioners' questions and requests for more information from the previous Traffic and Transportation Commission (TTC) meeting pertaining to the speed survey. The Commission asked for clarification regarding different speeds on border streets, the calculation of the 85th percentile, AB43 implementation, and collision data in the City.

   Chair Stump invited public comment.

   Commission Secretary Ramirez announced fifteen public comments were received on this item.

   Ana Jacobson, Claremont resident, encouraged the Commission to support the "modest" speed reduction recommendations in the 2026 City of Claremont Speed Survey.

   Ross Pringle, Claremont resident, spoke in support of the recommended speed reductions in the 2026 City of Claremont Speed Survey. Additionally, he advocated for a protected network of bike lanes and intersections that would be pedestrian friendly for all abilities.

   Joseph Hound, student at Claremont Graduate University, spoke in support of the recommended speed reductions in the 2026 City of Claremont Speed Survey. He also cited research he conducted in support of decreasing speeds in the City.

Heather Williams, Claremont resident and professor at Pomona College, spoke in support of the recommended speed reductions resulting from the 2026 City of Claremont Speed Survey and encouraged the use of traffic technologies to curb speeding.

Hugh Cox, representing Sustainable Claremont and the Claremont Bike Pedestrian Advisory Group, expressed his support of the Commission to recommend to City Council to adopt the speed limit in the zones outlined in the 2026 City of Claremont Speed Survey. He cited a robust engineering study supported by diligent and capable staff and strong public support.

Paul Steinberg, a Claremont resident and professor of Environmental Policy at Harvey Mudd College, cited collision data to support the recommendation of the 2026 City of Claremont Speed Survey's recommendation to decrease speeds.

Eric Griswold, a Claremont resident, requested the Commission support the speed reductions from the 2026 City of Claremont Speed Survey. He also informed the Commission the 85th percentile is an antiquated way of determining speeds as it was developed prior to the modernization of vehicle engineering.

Laura Grant, a Claremont resident, spoke in support of the reduced speed limits recommended in the 2026 City of Claremont Speed Survey. She also spoke in support of AB43 and described the "Speed Creep" concept which is the adverse effect of the 85th percentile speed limit implementation practice.

Chair Stump closed public comment.

Commissioner Wheeler moved to consider the additional information provided and recommend the City Council adopt, through local ordinance, the speed limit zones as outlined in the revised 2026 Radar Speed Survey; seconded by Vice Chair Weiner, and carried on a vote as follows:

AYES: ***Commissioner – Arya, Lara, Ramos, Stump, Velebil, Weiner, Wheeler***
NOES: ***Commissioner – None***

PUBLIC HEARINGS – None

REPORTS

This item starts at 01:21:23 in the archived video.

Staff

City Engineer Tipping provided an update of the Russian Village Traffic Calming Project. She informed the Commission the project has been bid out and was ready to begin construction.

Commission/Committee - None

ADJOURNMENT

Chair Stump adjourned the regular meeting at 8:23 PM. Chair Stump announced the next regular meeting of the Traffic and Transportation Commission will be held on May 28, 2026.

_____
Chair

ATTEST:

_____
Administrative Assistant

Claremont City Council

Agenda Report

File #: 5930 **Item No:** 12.

TO: CLAREMONT CITY COUNCIL

FROM: JAMIE EARL, ACTING CITY MANAGER

DATE: MAY 12, 2026

Reviewed by:
Acting City Manager: JE

SUBJECT:

RESOLUTION ESTABLISHING POLICY AND PROCEDURES FOR RECESSING AND RECONVENING CITY COUNCIL HYBRID BROWN ACT MEETINGS AS A RESULT OF A DISRUPTION IN REMOTE PARTICIPATION (FUNDING SOURCE: GENERAL FUND)

SUMMARY

On October 3, 2025, California Governor Newsom signed into law Senate Bill 707 (SB 707), which amended the Brown Act to diversify and increase public engagement in meetings of local legislative bodies.

As a requirement under SB 707, all qualified legislative bodies of local government agencies in California must now offer hybrid meetings through a two-way phone or video platform commencing on July 1, 2026. This requirement applies to the Claremont City Council.

The hybrid meeting requirement under SB 707 as written will sunset on January 1, 2030, unless further legislative action is taken at the State level. An item will be presented to the City Council as updates are available or the sunset date nears.

Additionally, the City Council is required to adopt a policy for procedures to recess and reconvene the hybrid meeting when there is a technological disruption affecting remote participation.

Staff recommends adoption of a resolution (Attachment) establishing the policy for recessing and reconvening meetings held pursuant to SB 707 from July 1, 2026, until SB 707 expires, is extended or made permanent.

RECOMMENDATION

Staff recommends the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ESTABLISHING THE POLICY FOR RECESSING AND

RECONVENING CITY COUNCIL MEETINGS HELD PURSUANT TO THE BROWN ACT AND SENATE BILL 707 IN THE EVENT OF A DISRUPTION IN REMOTE PARTICIPATION.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information

FINANCIAL REVIEW

The staff cost to prepare this report and administer the program is estimated at $653 and is included in the operating budget of the Administrative Services Department.

ANALYSIS

Hybrid Meetings

On October 3, 2025, California Governor Newsom signed into law Senate Bill 707 (SB 707), which amended the Brown Act to diversify and increase public engagement in meetings of local legislative bodies.

As a requirement under SB 707, the qualified legislative body of local government agencies in California must now offer hybrid meetings through a two-way phone or video platform commencing on July 1, 2026 and ending on January 1, 2030 (unless extended or made permanent), and adopt a policy for recessing and reconvening meetings when there is a technological disruption affecting remote participation.

A qualified legislative body on the local level is defined as an elected legislative body empowered to enact local ordinances and regulations that govern the community.

In compliance with legislative amendments enacted by Senate Bill 707, beginning on July 1, 2026, the City Council shall conduct its proceedings as hybrid meetings through a two-way phone or video platform. The City will continue to utilize Zoom, incorporating public comment on Zoom or by telephone.

In the event of a disruption in two-way remote participation, including, but not limited to Zoom, during a City Council meeting, the disruption of which prevents members of the public from remotely attending or observing the meeting, the City Council shall recess for no less than one hour, during which time City staff shall make good faith efforts to restore service.

Should remote participation fail to be restored after good faith efforts are made, the City Council shall adopt, by roll-call vote, a formal finding affirming reasonable efforts were made to resolve the disruption, but having been unsuccessful, the public interest in resuming the meeting without remote participation outweighs further delay in conducting the business meeting. Language will be added to the City Council agenda template outlining these procedures.

Upon adoption of a resolution establishing SB 707 policies, City staff will perform outreach efforts to the community to advise of methods for participation in the hybrid meeting format in advance of implementation of hybrid meetings on July 1, 2026.

It should be noted that staff will monitor legislation for updates and bring an item to the City Council for direction as the sunset date of January 1, 2030 nears, or other changes are made.

Remote Participation by a Member of the City Council

SB 707 more clearly outlines teleconference requirements related to two-way audio/visual participation by members of the legislative body. The City's already established use of Zoom as a meeting platform meets the criteria set forth for participation, and the process whereby the City Council will vote in open session on a member's need to participate remotely under emergency circumstances, such as illness, will be reinstituted.

Participant Behavior

SB 707 expands the authority of the presiding member of the legislative body or their designee, to remove an individual, or limit the participation of any person who engages in behavior that disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting to include members of the public participating remotely.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds it applies to the City Council Priorities.

CEQA REVIEW

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

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 the City Clerk's Office.

Submitted by:

Jamie Earl
Acting City Manager

Prepared by:

Shelley Desautels
City Clerk

Attachment:
Resolution

RESOLUTION NO. 2026-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ESTABLISHING THE POLICY FOR RECESSING AND RECONVENING CITY COUNCIL MEETINGS HELD PURSUANT TO THE BROWN ACT AND SENATE BILL 707 IN THE EVENT OF A DISRUPTION IN REMOTE PARTICIPATION

WHEREAS, on October 3, 2025, California Governor Newsom signed into law Senate Bill 707, codified primarily at Section 54953.4 of the California Government Code (SB 707), which amended the Brown Act to diversify and increase public engagement in meetings of local legislative bodies; and

WHEREAS, as a requirement under SB 707, all qualified legislative bodies of local government agencies in California must now offer hybrid meetings through a two-way phone or video platform commencing on July 1, 2026, unless the technology is not available at the meeting location or the meeting qualifies for an exemption, such as an offsite tour; and

WHEREAS, as written, the State requirement to offer hybrid meetings will sunset on January 1, 2030 unless further legislative action is taken at the State level; and

WHEREAS, a qualified legislative body on the local level is defined as an elected legislative body empowered to enact local ordinances and regulations that govern the community; and

WHEREAS, SB 707 requires the City Council to formally adopt a policy, on or before July 1, 2026, establishing the procedure for recessing and reconvening a meeting in the event of a disruption of remote participation, and the efforts the City shall make to attempt to restore service.

NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

SECTION 1. The above recitals are true and correct and are incorporated herein.

SECTION 2. In compliance with recent legislative amendments enacted by Senate Bill 707 (primarily codified in Section 54953.4 of the California Government Code), beginning on July 1, 2026 and ending when the legislative enactments expire or are repealed, the City Council shall conduct its proceedings as hybrid meetings through a two-way phone or video platform, unless the technology is not available at the meeting location for a particular meeting, or the meeting qualifies for a bona fide exemption.

SECTION 3. In the event of a disruption in two-way remote participation, including, but not limited to Zoom, during a City Council meeting, the disruption of which prevents members of the public from remotely attending or observing the meeting, the City Council shall recess for no less than one hour, during which time City staff shall make good faith efforts to restore service.

SECTION 4. Should remote participation fail to be restored after good faith efforts are made, the City Council shall adopt, by roll-call vote, a formal finding affirming reasonable efforts were made to resolve the disruption, but having been unsuccessful, the public interest in resuming the meeting without remote participation outweighs further delay in conducting the meeting.

SECTION 5. This Resolution shall take effect upon its adoption by this Council.

SECTION 6. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

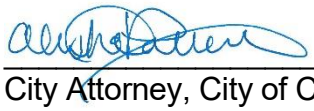
PASSED, APPROVED, AND ADOPTED this 12th day of May, 2026.

_____
Mayor, City of Claremont

ATTEST:

_____
City Clerk, City of Claremont

APPROVED AS TO FORM:



_____
City Attorney, City of Claremont