

**CLAREMONT TRAFFIC AND TRANSPORTATION
COMMISSION
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



Thursday
March 26, 2026
7:00 PM

COMMISSIONERS

**SONJA STUMP
CHAIR**

DYLAN ARYA

ALEX LARA

ESAU RAMOS

ANDREW VELEBIL

RICHARD WEINER

PAUL WHEELER

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/97473747561>. To listen via telephone dial (213)338-8477, Webinar ID: 974 7374 7561. 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 the item you wish to speak to is announced, please proceed to the speaker's podium one by one.

E-MAIL/MAIL

Written comments sent to the Traffic and Transportation Commission will be distributed to the Commission and imaged into the record of the meeting. Email: nramirez@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 Nadia Ramirez, Commission Secretary
(909)399-5465.

CALL TO ORDER THE MEETING OF THE TRAFFIC AND TRANSPORTATION COMMISSION

PLEDGE OF ALLEGIANCE

ROLL CALL

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

PUBLIC COMMENT

The Commission 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 Traffic and Transportation Commission. Members of the public will have the opportunity to address the Commission regarding all items on the agenda at the time the Commission 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 Commission from taking action on oral requests relating to items that are not on the agenda. The Commission 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 Commission may act on these items by one motion following public comment. Only Commissioners may pull an item from the Consent Calendar for discussion.

1. TRAFFIC AND TRANSPORTATION COMMISSION MEETING MINUTES OF FEBRUARY 26, 2026

Recommendation: Staff recommends the Traffic and Transportation Commission approve and file the Traffic and Transportation Commission meeting minutes of February 26, 2026.

Attachment(s): Draft Traffic and Transportation Meeting Minutes of February 26, 2026

ADMINISTRATIVE ITEM

2. 2026 CITY OF CLAREMONT SPEED SURVEY

Recommendation: Staff recommends the Traffic and Transportation Commission recommend the City Council adopt, through local ordinance, the speed limit zones as outlined in the 2026 Radar Speed Survey.

Attachment(s): Summary of Recommended Speed Limits
Traffic and Transportation Meeting Minutes of March 27, 2025
2026 Speed Survey

PUBLIC HEARINGS - None

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.

REPORTS

Staff

Commission/Committee

ADJOURNMENT

THE NEXT REGULAR MEETING OF THE CLAREMONT TRAFFIC AND TRANSPORTATION COMMISSION WILL BE HELD ON APRIL 23, 2026, AT 7:00 PM, IN THE CLAREMONT COUNCIL CHAMBER, 225 WEST SECOND STREET, CLAREMONT, CA 91711.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 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 "VOICE" OR 1-800-735-2929 "TT/TTY" AT LEAST THREE (3) WORKING DAYS PRIOR TO THE MEETING, IF POSSIBLE.

I, NADIA RAMIREZ, ADMINISTRATIVE ASSISTANT 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 MARCH 19, 2026, PURSUANT TO GOVERNMENT CODE SECTION 54954.2.

POST THROUGH: MARCH 27, 2026



Claremont Traffic and Transportation
Commission
Agenda Report

File #: 5928

Item No: 1.

TO: TRAFFIC AND TRANSPORTATION COMMISSION

FROM: MARIA B. TIPPING, CITY ENGINEER

DATE: MARCH 26, 2026

SUBJECT:

TRAFFIC AND TRANSPORTATION COMMISSION MEETING MINUTES OF FEBRUARY 26, 2026

RECOMMENDATION

Staff recommends the Traffic and Transportation Commission approve and file the Traffic and Transportation Commission meeting minutes of February 26, 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 Commission Secretary, Nadia Ramirez at nramirez@claremontca.gov.

Submitted by:

Maria B. Tipping, P.E.
City Engineer

Prepared by:

Nadia Ramirez
Administrative Assistant

Attachment:

Draft Traffic and Transportation Commission Meeting Minutes of February 26, 2026

**TRAFFIC AND TRANSPORTATION COMMISSION
MEETING MINUTES**

Thursday, February 26, 2026 – 7:00 PM

Video Recording is Archived on the City Website

<https://www.claremontca.gov/Government/City-Council/Watch-a-Meeting>

CALL TO ORDER

Chair Stump called the meeting to order at 7:00 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT: COMMISSIONER: ARYA, RAMOS, STUMP, VELEBIL,
WHEELER

ABSENT: COMMISSIONER: LARA, WEINER

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 00:01:17 in the archived video.

Commission Secretary Ramirez announced no written general public comments were received.

Chair Stump invited public comment.

There were no requests to speak.

Chair Stump closed public comment.

CONSENT CALENDAR

This item starts at 00:03:55 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.

Commissioner Wheeler moved to approve the Consent Calendar; seconded by Commissioner Arya, and carried on a vote as follows:

AYES: Commissioner – Arya, Ramos, Stump, Velebil, Wheeler
NOES: Commissioner – None
ABSENT: Commissioner – Lara, Weiner

1. Traffic and Transportation Commission Special Meeting Minutes of November 20, 2025
Approved and filed the special meeting minutes of November 20, 2025.
2. Presentation of Recently Adopted City of Claremont Emergency Operations Plan
Received and filed this report and adopted City of Claremont Emergency Operations Plan (EOP).

ADMINISTRATIVE ITEMS

3. Claremont Dial-A-Ride Short-Range Transit Plan

This item starts at 00:06:03 in the archived video.

Ms. Kristin Mikula, Community Services Manager, gave a PowerPoint presentation and addressed Commissioners' questions regarding access to the general public, original intent of the program, possible removal of routes, funding, and keeping the program solvent.

Chair Stump invited public comment.

Commission Secretary Ramirez announced no written public comment was received on this item.

There were no requests to speak.

Chair Stump closed public comment.

Commissioner Wheeler moved to accept the 2025-2027 Short-Range Transit Plan and forward to the City Council for final review and approval; seconded by Commissioner Velebil, and carried on a vote as follows:

AYES: Commissioner – Arya, Ramos, Stump, Velebil, Wheeler
NOES: Commissioner – None
ABSENT: Commissioner – Lara, Weiner

4. 2026 City of Claremont Speed Survey

This item starts at 00:27:34 in the archived video.

City Engineer Tipping removed Item No. 4 – 2026 City of Claremont Speed Survey from the agenda and will return the item to the Traffic and Transportation Commission at its March 26, 2026 meeting with additional information.

PUBLIC HEARINGS – None

REPORTS

This item starts at 00:28:53 in the archived video.

Staff

City Engineer Tipping reported the City recently paved Indian Hill Boulevard under the I-10 Freeway overpass between San Jose and American Avenues. Pending completion of striping and signage remaining items, contingent upon Caltrans' permits and approval, lane assignments for freeway access will be clearly identified.

City Engineer Tipping noted the City Council held a Council Priorities Workshop on January 31, 2026, to set and review priorities for the preparation of the 2026-2028 budget.

Commission/Committee

Commissioners expressed appreciation for the recent pavement and maintenance street work. The Commission shared a few locations in need of maintenance and requested an update on Claremont Boulevard closure at the next meeting.

ADJOURNMENT

Chair Stump adjourned the regular meeting at 7:40 PM. The next regular meeting of the Traffic and Transportation Commission will be held on March 26, 2026.

Chair

ATTEST:

Administrative Assistant



Claremont Traffic and Transportation
Commission
Agenda Report

File #: 5929

Item No: 2.

TO: TRAFFIC AND TRANSPORTATION COMMISSION

FROM: MARIA B. TIPPING, CITY ENGINEER

DATE: MARCH 26, 2026

SUBJECT:

2026 CITY OF CLAREMONT SPEED SURVEY

SUMMARY

To allow the use of radar speed enforcement on local streets, the California Vehicle Code requires that the local authority conduct a traffic and engineering survey, which remains valid for a five, seven or fourteen-year period. The last city-wide speed survey was completed and approved by the City Council in December 2014.

Since the adoption of the last Speed Survey, new legislation has been passed [Assembly Bill 43 (AB43)], modifying the speed survey term limits and the criteria for setting speed limits. To meet the new requirements set forth by AB43, staff engaged the services of a professional traffic engineer consultant to prepare a speed analysis (Radar Speed Survey). In the interim, staff used AB43 provisions, which allowed the extension of existing surveys until a new survey could be budgeted and completed.

With this new speed survey, the City's consultant traffic engineer evaluated ninety-five street segments citywide. The document was prepared using the updated requirements of the California Manual on Uniform Traffic Control Devices (CA MUTCD), which includes the provisions of Assembly Bill 43 (effective 2022) in the new 2026 Speed Survey.

Staff presented the preliminary recommendations of the Speed Survey to the Traffic and Transportation Commission on March 27, 2025. At tonight's meeting, staff is presenting the final recommendations and seeking a recommendation for City Council to adopt the 2026 Speed Survey.

RECOMMENDATION

Staff recommends the Traffic and Transportation Commission recommend the City Council adopt, through local ordinance, the speed limit zones as outlined in the 2026 Radar Speed Survey.

FINANCIAL REVIEW

The staff cost to prepare this report and study, and administer this contract/project/program was \$88,450, and was included in the operating budget of the Community Development Department.

The costs associated with the implementation of the speed survey are those needed to replace the existing speed limit signs, and associated roadway stenciling to reflect the modifications of the final recommended speed limits. This effort is currently estimated at \$175,000. This figure is an estimate and is expected to change once bids are received to move forward with this implementation, following City Council adoption of the 2026 Radar Speed Survey.

ANALYSIS

Assembly Bill 43 (AB43)

The new legislation requirements from AB43 went into effect on January 1, 2022, and gave the cities throughout the state more control over deciding how speed limits should be set and whether they should be reduced on certain roadway segments and highways. AB43 also contains a provision to extend existing speed surveys to up to fourteen years, deviating from the previous ten-year maximum effective term.

Claremont hired traffic consultant Advantec Consulting Engineers to conduct the required Engineering and Traffic Survey (E&TS) studies necessary to update the City-wide posted speed limits to meet requirements set forth by AB43. The preliminary recommendations resulting from the study and analysis were presented to the Traffic and Transportation Commission (TTC) on March 27, 2025. The study recommendations were well received, as reflected in the TTC meeting minutes from March 27, 2025 (Attachment B).

In addition, AB43 made provisions to accommodate the necessary updates that the California Department of Transportation (Caltrans) had to complete to implement the new law, because Caltrans has a role as the agency responsible for implementing standards for setting and updating speed limits. Per AB43, 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, which created a path forward for local agencies to commence the process to update their speed surveys using the new provisions available through the new AB43 legislation. The most recent CA MUTCD revision 9, from April 1, 2025, was taken into consideration to complete the 2026 Speed Survey. Under the new provisions, speed surveys maybe 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) 40802 (c)(2)(B) (i)(II).

2026 Speed Survey

The 2026 Speed Survey evaluated ninety-five street segments citywide. The E&TS identified the following recommendations:

- Forty-eight street segments whose posted speed limits will remain the same,
- Forty-five street segments that will be reduced by five miles per hour, and
- Two street segments 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.

A summary of the recommended posted speed limits for the 2026 Speed Survey can be found in Attachment A.

The following summarizes the most relevant new Vehicle Code (CVC) sections addressing the provisions applicable to setting speed limits.

California Vehicle Code Section 40802

(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:

1. No significant changes in roadway or traffic conditions have occurred, including, but not limited to,
2. 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, or business activity district.

The following are provisions considered with the revised CA MUTCD, reflecting AB43 provisions:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed. Under the recent CA MUTCD updates per the AB 43, Section 2B.13 of the CA MUTCD allows a 5 mph reduction when the 85th percentile speed would require a rounding down. The recommended speed limit may be lowered by an additional 5 mph for the following reasons:

- a. The local agency roadway segment is designated as a "safety corridor;"
- b. The local agency roadway segment is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians (i.e., schools, parks, senior centers, etc.)

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10-mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. 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 Caltrans and are considered reasonable for use in the City of Claremont.

Additional considerations as amended to the California Vehicle Code:

SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:

22358.7.

- (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, 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 of the following reasons:
- (1) The portion of highway has been designated as a safety corridor. 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 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 shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.
- (c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.
- (d) A local authority 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.

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

22358.8.

- (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit 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 the prior speed limit.
- (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.
- (c) A local authority 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.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

22358.9.

- (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway 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 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.
 - (C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles 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) A local authority shall not declare a prima facie speed limit under this section on a portion of a

highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

- (d) A local authority 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.

The 2026 Speed Survey (Attachment C), 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, higher crash rates, retention of prior speed limit, and recommended speed limits.

The following table summarizes the number of street segments, street segments with no changes, street segments that decreased 5 mph, and street segments that decreased by 10 mph.

Summary of Changes			
Street Segments	No Change	-5 MPH	-10 MPH
95	48	45	2

Future Steps

With a recommendation from the TTC, staff will move forward with preparing an Ordinance to be considered for adoption by the City Council, adopting the 2026 Speed Survey.

Staff will also develop a project to implement the 2026 Speed Survey to complete the necessary signage and striping improvements to reflect the recommended speed limits. This project will need to go to City Council for contract award following the adoption of the 2026 Speed Survey.

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:

Maria B. Tipping, P.E.
City Engineer

Vincent Ramos
Associate Engineer

Attachments:

A - Summary of Recommended Speed Limits

B - Traffic and Transportation Meeting Minutes of March 27, 2025

C - 2026 Speed Survey

Summary of Recommended Speed Limits

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
1	Alamosa Drive	Mills Avenue	Padua Avenue	Local Street	30	25	-5
2	American Avenue	Indian Hill Boulevard	College Avenue	Collector	25	25	0
3		College Avenue	Mills Avenue	Collector	25	25	0
4	Arrow Highway	Indian Hill Boulevard	College Avenue	Major Arterial	40	40	0
5		College Avenue	Claremont Boulevard/ Mills Avenue	Major Arterial	40	40	0
6		Cambridge Avenue	Indian Hill Boulevard	Major Arterial	45	45	0
7	Auto Center Drive	Indian Hill Boulevard	End	Local Street	25	25	0
8	Base Line Road	West City Limits	Towne Avenue	Major Arterial	40	40	0
9		Towne Avenue	Mountain Avenue	Major Arterial	45	40	-5

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	Major Arterial	45	40	-5
11		Indian Hill Boulevard	Mills Avenue	Major Arterial	45	40	-5
12		Mills Avenue	East City Limits	Major Arterial	45	40	-5
13	Bonita Avenue	West City Limits	Cambridge Avenue	Secondary Arterial	35	30	-5
14		Cambridge Avenue	Indian Hill Boulevard	Secondary Arterial	35	30	-5
15	Cambridge Avenue	Arrow Highway	Railroad Tracks	Collector	35	30	-5
16		Railroad Tracks	Bonita Avenue	Collector	35	30	-5
17	Claremont Boulevard	Arrow Highway	First Street	Secondary Arterial	35	30	-5
18		First Street	Sixth Street	Secondary Arterial	40	35	-5
19		Sixth Street	Foothill Boulevard	Secondary Arterial	40	40	0
20		Foothill Boulevard	Windham Drive	Secondary Arterial	40	40	0
21		Windham Drive	Monte Vista Avenue	Secondary Arterial	40	40	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
22	College Avenue	San Jose Avenue	Oak Park Drive	Collector	25	25	0
23		Oak Park Drive	Arrow Highway	Collector	25	25	0
24		Arrow Highway	First Street	Collector	25	25	0
25		First Street	Bonita Avenue	Collector	25	25	0
26		Bonita Avenue	Sixth Street	Collector	25	25	0
27		Sixth Street	10th Street	Collector	30	25	-5
28		10th Street	Foothill Boulevard	Collector	30	25	-5
29	College Way	Williams Avenue	Piedmont Avenue	Collector	30	30	0
30	First Street	College Avenue	Columbia Avenue	Secondary Arterial	40	30	-10
31		Columbia Avenue	Claremont Boulevard	Secondary Arterial	40	35	-5
32	Foothill Boulevard	Towne Avenue	Mountain Avenue	Major Arterial	40	40	0
33		Mountain Avenue	Indian Hill Boulevard	Major Arterial	40	40	0
34		Indian Hill Boulevard	Mills Avenue	Major Arterial	40	40	0
35		Mills Avenue	East City Limits	Major Arterial	40	40	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
36	Garey Avenue	Arlington Drive	Smith Drive	Collector	40	35	-5
37		Smith Drive	College Way	Collector	40	35	-5
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	Local Street	25	25	0
39	Indian Hill Boulevard	San Jose Avenue	Vista/Oak Park Drive	Major Arterial	40	35	-5
40		Vista/Oak Park Drive	Arrow Highway	Major Arterial	40	30	-10
41		Arrow Highway	First Street	Secondary Arterial	35	30	-5
42		First Street	Bonita Avenue	Secondary Arterial	25	25	0
43		Bonita Avenue	Harrison Avenue	Secondary Arterial	30	25	-5
44		Harrison Avenue	Eighth Street	Secondary Arterial	30	30	0
45		Eighth Street	Foothill Boulevard	Secondary Arterial	30	30	0
46		Foothill Boulevard	Scripps Drive	Secondary Arterial	35	35	0
47		Scripps Drive	Base Line Road	Secondary Arterial	35	35	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	Collector	40	35	-5
49	Lassen Avenue/Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive	Collector	25	25	0
50	Mills Avenue	Foothill Boulevard	Rockford Drive	Secondary Arterial	40	35	-5
51		Rockford Drive	Base Line Road	Secondary Arterial	40	35	-5
52		Base Line Road	Miramar Avenue	Secondary Arterial	40	35	-5
53		Miramar Avenue	Alamosa Drive	Secondary Arterial	40	35	-5
54		Alamosa Drive	Pomello Drive	Rural Secondary Arterial	40	35	-5
55		Pomello Drive	Mt. Baldy Road	Rural Secondary Arterial	45	35	-5
56		Miramar Avenue	Mills Avenue	Grand Avenue	Local Street	30	25
57	Grand Avenue		Padua Avenue	Local Street	30	30	0
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard	Major Arterial	40	40	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
59	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	Major Arterial	45	40	-5
60	Mountain Avenue	San Jose Avenue	Arrow Highway	Collector	25	25	0
61		Bonita Avenue	Harrison Avenue	Secondary Arterial	25	25	0
62		Harrison Avenue	10th Street	Secondary Arterial	35	30	-5
63		10th Street	Foothill Boulevard	Secondary Arterial	35	30	-5
64		Foothill Boulevard	Scripps Drive	Secondary Arterial	35	30	-5
65		Scripps Drive	Base Line Road	Collector	35	30	-5
66		Base Line Road	Thompson Creek	Collector	35	30	-5
67		Thompson Creek	San Andres Way	Collector	30	25	-5
68		San Andres Way	End	Collector	30	25	-5
69		Mt. Baldy Road	Mills Avenue	Via Padova/Grand Avenue	Rural Secondary Arterial	45	40

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
70	Mt. Baldy Road	Via Padova/Grand Avenue	Padua Avenue	Rural Secondary Arterial	45	40	-5
71		Padua Avenue	East City Limits	Rural Secondary Arterial	50	45	-5
72	Oxford Avenue	Scripps Drive	Hood Drive	Collector	25	25	0
73		Hood Drive	Colby Drive	Collector	25	25	0
74	Padua Avenue	Base Line Road	Miramar Avenue	Rural Secondary Arterial	40	40	0
75		Miramar Avenue	Mt. Baldy Road	Rural Secondary Arterial	40	40	0
76		Mt. Baldy Road	El Circuito	Local Street	25	25	0
77		El Circuito	Via Padova/Grand Avenue	Local Street	25	25	0
78	Pomello Drive	Mills Avenue	Padua Avenue	Local Street	35	30	-5
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	Collector	25	25	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	Secondary Arterial	35	30	-5
81		Indian Hill Boulevard	College Avenue	Secondary Arterial	30	25	-5
82		College Avenue	Mills Avenue	Secondary Arterial	25	25	0
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue	Collector	25	25	0
84	Scripps Drive	Towne Avenue	Mountain Avenue	Collector	25	25	0
85		Mountain Avenue	Indian Hill Boulevard	Collector	25	25	0
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	Collector	25	25	0
87	Sixth Street	Indian Hill Boulevard	College Place	Collector	25	25	0
88		College Place	College Avenue	Collector	25	25	0
89		College Avenue	Mills Avenue	Collector	30	25	-5
90		Mills Avenue	Claremont Boulevard	Collector	30	25	-5
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	Collector	25	25	0

No.	Street	From	To	Street Classification	Posted Speed Limit	Recommended Speed Limit	Differential Speed Limit
92	Towne Avenue	Foothill Boulevard	Syracuse Drive	Major Arterial	40	40	0
93		Syracuse Drive	Base Line Road	Major Arterial	40	40	0
94	Williams Avenue	Foothill Boulevard	Smith Drive	Collector	35	30	-5
95		Smith Drive	College Way	Collector	35	30	-5

**TRAFFIC AND TRANSPORTATION COMMISSION
MEETING MINUTES**

Thursday, March 27, 2025 – 7:00 PM

Video Recording is Archived on the City Website

<https://www.claremontca.gov/Government/City-Council/Watch-a-Meeting>

CALL TO ORDER

Chair Stump called the meeting to order at 7:00 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT: COMMISSIONER: ARYA, RAMOS, STUMP, WEINER

ABSENT: COMMISSIONER: EDWARDS, WHEELER

ALSO PRESENT: Maria Tipping, City Engineer; Vincent Ramos, Associate Engineer; Nadia Ramirez, Commission Secretary

CEREMONIAL MATTERS, PRESENTATIONS AND ANNOUNCEMENTS

This item starts at 00:01:31 in the archived video.

Associate Engineer Ramos presented a PowerPoint presentation updating the Commission on the Towne Avenue Complete Streets project.

PUBLIC COMMENT

This item starts at 00:011:59 in the archived video.

Chair Stump invited public comment.

Commission Secretary Ramirez announced no written public comment had been received.

There were no requests to speak.

Chair Stump closed public comment.

CONSENT CALENDAR

This item starts at 00:14:13 in the archived video.

Chair Stump invited public comment.

Commission Secretary Ramirez announced no written public comment had been received on the Consent Calendar.

Douglas Lyon, Claremont resident, cited an attendance error in the minutes regarding Commissioner Ramos.

Chair Stump closed public comment.

Commissioner Secretary Ramirez noted the correction.

Commissioner Arya moved to approve the Consent Calendar as amended; seconded by Commissioner Ramos, and carried on a vote as follows:

AYES: Commissioner – Arya, Ramos, Stump, Weiner

NOES: Commissioner – None

ABSENT: Commissioner – Edwards, Wheeler

1. Traffic and Transportation Commission Meeting Minutes of January 23, 2025
Approved and filed.
2. City Council Priorities and 2024-26 Objectives
Received and filed.

ADMINISTRATIVE ITEM

3. 2025 City-Wide Speed Survey – California Assembly Bill 43 (AB43)

This item starts at 00:17:24 in the archived video.

City Engineer Tipping, Associate Engineer Ramos, and Advantec Consultant, John Dorado, gave a PowerPoint presentation and addressed Commissioners' questions regarding the 2025 City-Wide Speed Survey, California Assembly Bill 43 (AB43), implementation and compliance and the Manual on Uniform Traffic Control Devices (MUTCD).

Chair Stump invited public comment.

Commission Secretary Ramirez announced two written public comments were received and uploaded to the archived document system.

Douglas Lyon, Claremont resident, urged the Commission to reconsider implementing the suggested reduced speed limits in the City from the 2025 City-Wide Speed Survey, citing excessive regulations and arbitrary justifications.

There were no other requests to speak.

Chair Stump closed public comment.

Vice Chair Weiner asked if the Speed Survey was conducted with a peer city, and if the Police Commission would be reviewing the Speed Survey prior to going to the City Council.

Advantec Consultant Dorado addressed Vice Chair Weiner's concerns regarding the survey, and City Engineer Tipping explained that the Police Commission does not review the Speed Survey.

Commissioner Arya asked if the same materials provided to the Commission would be provided to City Council. He requested that more information be provided to address the Commission's concerns regarding the four ten-mile-per-hour reduction zones.

City Engineer Tipping addressed Commissioner Arya's concerns for more detailed information by providing an explanation on the preparation process for the Speed Survey book.

City Engineer Tipping also addressed Mr. Lyon's concerns regarding the Speed Survey being arbitrary. She cited the City's use of 85th percentile and AB43's provisions.

Chair Stump and Commissioner Ramos expressed apprehension regarding the enforcement of the speed reductions.

Commissioner Arya moved that the Traffic and Transportation Commission review the recommended speed limit modifications and recommend that the City Council adopt through local ordinance, the updated speed limit zones evaluated on the 2025 Citywide Speed Survey, thereby, maintaining the existing posted speed limits or lowering the speed limits in certain roadways, as recommended; seconded by Commissioner Weiner, and carried on a vote as follows:

AYES: Commissioner – Arya, Ramos , Stump, Weiner

NOES: Commissioner – None

ABSENT: Commissioner – Edwards, Wheeler

PUBLIC HEARINGS – None

REPORTS

This item starts at 01:19:06 in the archived video.

Staff

City Engineer Tipping reported City Council approved a contract for the Active Transportation Plan (ATP) preparation. Staff will be engaging the Commission and will be working with the community in preparation.

Additionally, City Engineer Tipping informed the Commission that Los Angeles County released the Draft for the San Gabriel Valley Greenway Network Strategic Implementation Plan (SGVGNSIP) and opened it for public comment.

Commission/Committee

None

ADJOURNMENT

Chair Stump adjourned the meeting at 8:20 PM. The next regular meeting of the Traffic and Transportation Commission will be held on May 22, 2025.



Chair

ATTEST:



Administrative Assistant



City of Claremont

Engineering and Traffic Survey (E&TS)

February 2026

DRAFT-FINAL

Prepared for:

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

Prepared by:



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

Prepared for:

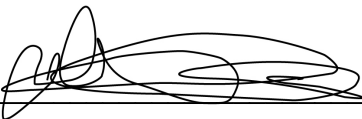
Engineering Division
Department Of Community Development
City of Claremont
207 Harvard Avenue
Claremont, CA 91711-0880

Prepared by:



1200 Roosevelt
Irvine, CA 92620

Under the Supervision of:

 Date: 02/09/2026

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



February 9, 2026

CERTIFIED COPY OF ORIGINAL

City of Claremont

2026 Engineering and Traffic Survey (E&TS)

Streets surveyed:

No.	Street	From	To
1	Alamosa Drive	Mills Avenue	Padua Avenue
2	American Avenue	Indian Hill Boulevard	College Avenue
3		College Avenue	Mills Avenue
4	Arrow Highway	Indian Hill Boulevard	College Avenue
5		College Avenue	Claremont Boulevard/ Mills Avenue
6		Cambridge Avenue	Indian Hill Boulevard
7	Auto Center Drive	Indian Hill Boulevard	End
8	Base Line Road	West City Limits	Towne Avenue
9		Towne Avenue	Mountain Avenue
10		Mountain Avenue	Indian Hill Boulevard
11		Indian Hill Boulevard	Mills Avenue
12		Mills Avenue	East City Limits
13	Bonita Avenue	West City Limits	Cambridge Avenue
14		Cambridge Avenue	Indian Hill Boulevard
15	Cambridge Avenue	Arrow Highway	Railroad Tracks
16		Railroad Tracks	Bonita Avenue
17	Claremont Boulevard	Arrow Highway	First Street
18		First Street	Sixth Street
19		Sixth Street	Foothill Boulevard
20		Foothill Boulevard	Windham Drive
21		Windham Drive	Monte Vista Avenue
22	College Avenue	San Jose Avenue	Oak Park Drive
23		Oak Park Drive	Arrow Highway
24		Arrow Highway	First Street
25		First Street	Bonita Avenue
26		Bonita Avenue	Sixth Street
27		Sixth Street	10th Street
28		10th Street	Foothill Boulevard
29	College Way	Williams Avenue	Piedmont Avenue
30	First Street	College Avenue	Columbia Avenue

No.	Street	From	To
31		Columbia Avenue	Claremont Boulevard
32	Foothill Boulevard	Towne Avenue	Mountain Avenue
33		Mountain Avenue	Indian Hill Boulevard
34		Indian Hill Boulevard	Mills Avenue
35		Mills Avenue	East City Limits
36		Garey Avenue	Arlington Drive
37	Smith Drive		College Way
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard
39	Indian Hill Boulevard	San Jose Avenue	Vista/Oak Park Drive
40		Vista/Oak Park Drive	Arrow Highway
41		Arrow Highway	First Street
42		First Street	Bonita Avenue
43		Bonita Avenue	Harrison Avenue
44		Harrison Avenue	Eighth Street
45		Eighth Street	Foothill Boulevard
46		Foothill Boulevard	Scripps Drive
47		Scripps Drive	Base Line Road
48		Base Line Road	Armstrong Drive
49	Lassen Avenue/Lindenwood Drive	Scottsbluff Drive	Shenandoah Drive
50	Mills Avenue	Foothill Boulevard	Rockford Drive
51		Rockford Drive	Base Line Road
52		Base Line Road	Miramar Avenue
53		Miramar Avenue	Alamosa Drive
54		Alamosa Drive	Pomello Drive
55		Pomello Drive	Mt. Baldy Road
56	Miramar Avenue	Mills Avenue	Grand Avenue
57		Grand Avenue	Padua Avenue
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard
59		Claremont Boulevard	Foothill Boulevard
60	Mountain Avenue	San Jose Avenue	Arrow Highway
61		Bonita Avenue	Harrison Avenue
62		Harrison Avenue	10th Street
63		10th Street	Foothill Boulevard
64		Foothill Boulevard	Scripps Drive
65		Scripps Drive	Base Line Road

No.	Street	From	To
66		Base Line Road	Thompson Creek
67		Thompson Creek	San Andres Way
68		San Andres Way	End
69	Mt. Baldy Road	Mills Avenue	Via Padova/Grand Avenue
70		Via Padova/Grand Avenue	Padua Avenue
71		Padua Avenue	East City Limits
72	Oxford Avenue	Scripps Drive	Hood Drive
73		Hood Drive	Colby Drive
74	Padua Avenue	Base Line Road	Miramar Avenue
75		Miramar Avenue	Mt. Baldy Road
76		Mt. Baldy Road	El Circuito
77		El Circuito	Via Padova/Grand Avenue
78	Pomello Drive	Mills Avenue	Padua Avenue
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard
81		Indian Hill Boulevard	College Avenue
82		College Avenue	Mills Avenue
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue
84	Scripps Drive	Towne Avenue	Mountain Avenue
85		Mountain Avenue	Indian Hill Boulevard
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard
87	Sixth Street	Indian Hill Boulevard	College Place
88		College Place	College Avenue
89		College Avenue	Mills Avenue
90		Mills Avenue	Claremont Boulevard
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive
92	Towne Avenue	Foothill Boulevard	Syracuse Drive
93		Syracuse Drive	Base Line Road
94	Williams Avenue	Foothill Boulevard	Smith Drive
95		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 presents recommended speed limits for 95 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 review **Under this update, 48 of 95 segments have no changes, 45 of 95 segments have decreased 5 mph, and 2 of 95 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: February 2033)

No.	Street Name	Roadway Segment		Proposed Speed Limit Expiration: February 2033 (mph)
		From	To	
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	Railroad Tracks	30
16	Cambridge Avenue	Railroad Tracks	Bonita Avenue	30
17	Claremont Boulevard	Arrow Highway	First Street	30
18	Claremont Boulevard	First Street	Sixth Street	35



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



No.	Street Name	Roadway Segment		Proposed Speed Limit Expiration: February 2033 (mph)
		From	To	
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	35
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	30
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	Scripps Drive	35
47	Indian Hill Boulevard	Scripps Drive	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



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



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



No.	Street Name	Roadway Segment		Proposed Speed Limit Expiration: February 2033 (mph)
		From	To	
93	Towne Avenue	Syracuse Drive	Base Line Road	40
94	Williams Avenue	Foothill Boulevard	Smith Drive	30
95	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 needs 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 were 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 obtained from the Claremont Police Department 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 95 segments, expressed in accidents per million vehicle miles (A/MVM), were determined by using the following formula:

$$R = \frac{A \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

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
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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 95 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 95 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 95 segments have no changes, 45 of 95 segments have decreased 5 mph, and 2 of 95 segments have decreased 10 mph.**

Table 2 - Summary of Existing and Recommended Speed Limits

No.	Street Name	Roadway Segment		Existing Speed Limit	Proposed Speed Limit
		From	To	(mph)	(mph)
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	Railroad Tracks	35	30
16	Cambridge Avenue	Railroad Tracks	Bonita Avenue	35	30



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



No.	Street Name	Roadway Segment		Existing Speed Limit (mph)	Proposed Speed Limit (mph)
		From	To		
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25	25
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	40	35
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	40	30
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
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	30	30
46	Indian Hill Boulevard	Foothill Boulevard	Scripps Drive	35	35
47	Indian Hill Boulevard	Scripps Drive	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	Grand Avenue	30	25
57	Miramar Avenue	Grand Avenue	Padua Avenue	30	30



No.	Street Name	Roadway Segment		Existing Speed Limit (mph)	Proposed Speed Limit (mph)
		From	To		
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard	40	40
59	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	45	40
60	Mountain Avenue	San Jose Avenue	Arrow Highway	25	25
61	Mountain Avenue	Bonita Avenue	Harrison Avenue	25	25
62	Mountain Avenue	Harrison Avenue	10th Street	35	30
63	Mountain Avenue	10th Street	Foothill Boulevard	35	30
64	Mountain Avenue	Foothill Boulevard	Scripps Drive	35	30
65	Mountain Avenue	Scripps Drive	Base Line Road	35	30
66	Mountain Avenue	Base Line Road	Thompson Creek	35	30
67	Mountain Avenue	Thompson Creek	San Andres Way	30	25
68	Mountain Avenue	San Andres Way	End	30	25
69	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	45	40
70	Mt. Baldy Road	Via Padova/ Grand Avenue	Padua Avenue	45	40
71	Mt. Baldy Road	Padua Avenue	East City Limits	50	45
72	Oxford Avenue	Scripps Drive	Hood Drive	25	25
73	Oxford Avenue	Hood Drive	Colby Drive	25	25
74	Padua Avenue	Base Line Road	Miramar Avenue	40	40
75	Padua Avenue	Miramar Avenue	Alamosa Drive	40	40
76	Padua Avenue	Mt. Baldy Road	El Circuito	25	25
77	Padua Avenue	El Circuito	Via Padova/ Grand Avenue	25	25



No.	Street Name	Roadway Segment		Existing Speed Limit (mph)	Proposed Speed Limit (mph)
		From	To		
78	Pomello Drive	Mills Avenue	Padua Avenue	35	30
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	25
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	30
81	San Jose Avenue	Indian Hill Boulevard	College Avenue	30	25
82	San Jose Avenue	College Avenue	Mills Avenue	25	25
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	25
84	Scripps Drive	Towne Avenue	Mountain Avenue	25	25
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	25
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	25
87	Sixth Street	Indian Hill Boulevard	College Ave	25	25
88	Sixth Street	College Ave	College Way	25	25
89	Sixth Street	College Way	Mills Avenue	30	25
90	Sixth Street	Mills Avenue	Claremont Blvd	30	25
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	25
92	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	40
93	Towne Avenue	Syracuse Drive	Base Line Road	40	40
94	Williams Avenue	Foothill Boulevard	Smith Drive	35	30
95	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		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(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	Railroad Tracks	35	39	30



No.	Street Name	Roadway Segment		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(mph)
16	Cambridge Avenue	Railroad Tracks	Bonita Avenue	35	41	30
17	Claremont Boulevard	Arrow Highway	First Street	35	37	30
18	Claremont Boulevard	First Street	Sixth Street	40	44	35
19	Claremont Boulevard	Sixth Street	Foothill Boulevard	40	47	40
20	Claremont Boulevard	Foothill Boulevard	Windham Drive	40	45	40
21	Claremont Boulevard	Windham Drive	Monte Vista Avenue	40	45	40
22	College Avenue	San Jose Avenue	Oak Park Drive	25	37	25
23	College Avenue	Oak Park Drive	Arrow Highway	25	36	25
24	College Avenue	Arrow Highway	First Street	25	34	25
25	College Avenue	First Street	Bonita Avenue	25	31	25
26	College Avenue	Bonita Avenue	Sixth Street	25	28	25
27	College Avenue	Sixth Street	10th Street	30	33	25
28	College Avenue	10th Street	Foothill Boulevard	30	37	25
29	College Way	Williams Avenue	Piedmont Avenue	30	39	30
30	First Street	College Avenue	Columbia Avenue	40	38	30
31	First Street	Columbia Avenue	Claremont Boulevard	40	43	35
32	Foothill Boulevard	Towne Avenue	Mountain Avenue	40	45	40



No.	Street Name	Roadway Segment		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(mph)
33	Foothill Boulevard	Mountain Avenue	Indian Hill Boulevard	40	44	40
34	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	40	45	40
35	Foothill Boulevard	Mills Avenue	East City Limits	40	43	40
36	Garey Avenue	Arlington Drive	Smith Drive	40	43	35
37	Garey Avenue	Smith Drive	College Way	40	41	35
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25	31	25
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	30
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	Scripps Drive	35	43	35
47	Indian Hill Boulevard	Scripps Drive	Base Line Road	35	41	35
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	40	43	35



No.	Street Name	Roadway Segment		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(mph)
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	Grand Avenue	30	36	25
57	Miramar Avenue	Grand Avenue	Padua Avenue	30	35	30
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard	40	47	40
59	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	45	48	40
60	Mountain Avenue	San Jose Avenue	Arrow Highway	25	36	25
61	Mountain Avenue	Bonita Avenue	Harrison Avenue	25	33	25
62	Mountain Avenue	Harrison Avenue	10th Street	35	38	30
63	Mountain Avenue	10th Street	Foothill Boulevard	35	39	30
64	Mountain Avenue	Foothill Boulevard	Scripps Drive	35	41	30



No.	Street Name	Roadway Segment		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(mph)
65	Mountain Avenue	Scripps Drive	Base Line Road	35	41	30
66	Mountain Avenue	Base Line Road	Thompson Creek	35	40	30
67	Mountain Avenue	Thompson Creek	San Andres Way	30	32	25
68	Mountain Avenue	San Andres Way	End	30	35	25
69	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	45	46	40
70	Mt. Baldy Road	Via Padova/Grand Avenue	Padua Avenue	45	51	40
71	Mt. Baldy Road	Padua Avenue	East City Limits	50	55	45
72	Oxford Avenue	Scripps Drive	Hood Drive	25	34	25
73	Oxford Avenue	Hood Drive	Colby Drive	25	34	25
74	Padua Avenue	Base Line Road	Miramar Avenue	40	46	40
75	Padua Avenue	Miramar Avenue	Mt. Baldy Road	40	46	40
76	Padua Avenue	Mt. Baldy Road	El Circuito	25	32	25
77	Padua Avenue	El Circuito	Via Padova/Grand Avenue	25	36	25
78	Pomello Drive	Mills Avenue	Padua Avenue	35	39	30
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	36	25
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	42	30



No.	Street Name	Roadway Segment		Posted Speed Limit	85th % Speed	Recommended Speed Limit
		From	To	(mph)	(mph)	(mph)
81	San Jose Avenue	Indian Hill Boulevard	College Avenue	30	37	25
82	San Jose Avenue	College Avenue	Mills Avenue	25	36	25
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	31	25
84	Scripps Drive	Towne Avenue	Mountain Avenue	25	37	25
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	34	25
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	30	25
87	Sixth Street	Indian Hill Boulevard	College Ave	25	27	25
88	Sixth Street	College Ave	College Way	25	29	25
89	Sixth Street	College Way	Mills Avenue	30	34	25
90	Sixth Street	Mills Avenue	Claremont Blvd	30	34	25
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	34	25
92	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	46	40
93	Towne Avenue	Syracuse Drive	Base Line Road	40	46	40
94	Williams Avenue	Foothill Boulevard	Smith Drive	35	41	30
95	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

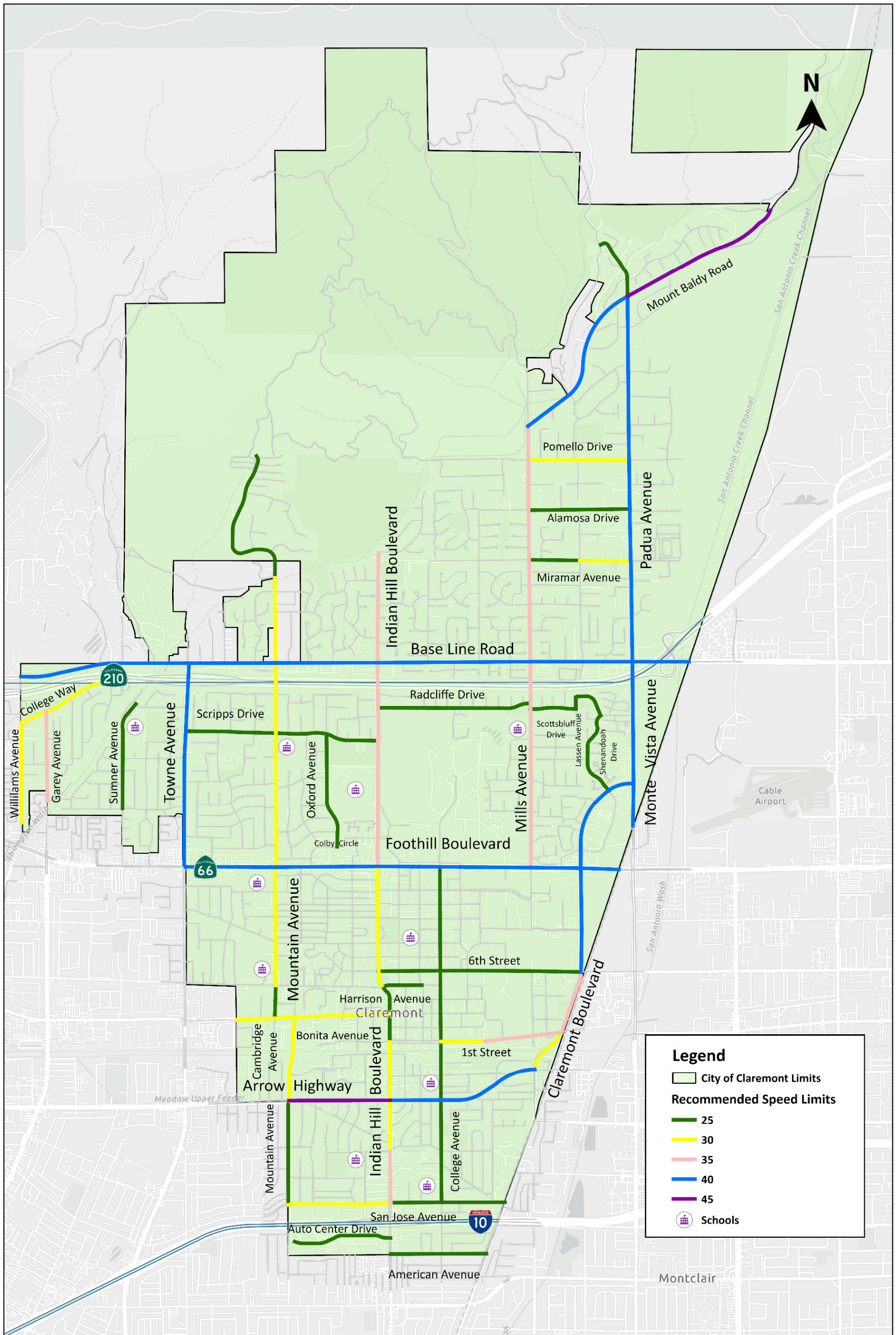
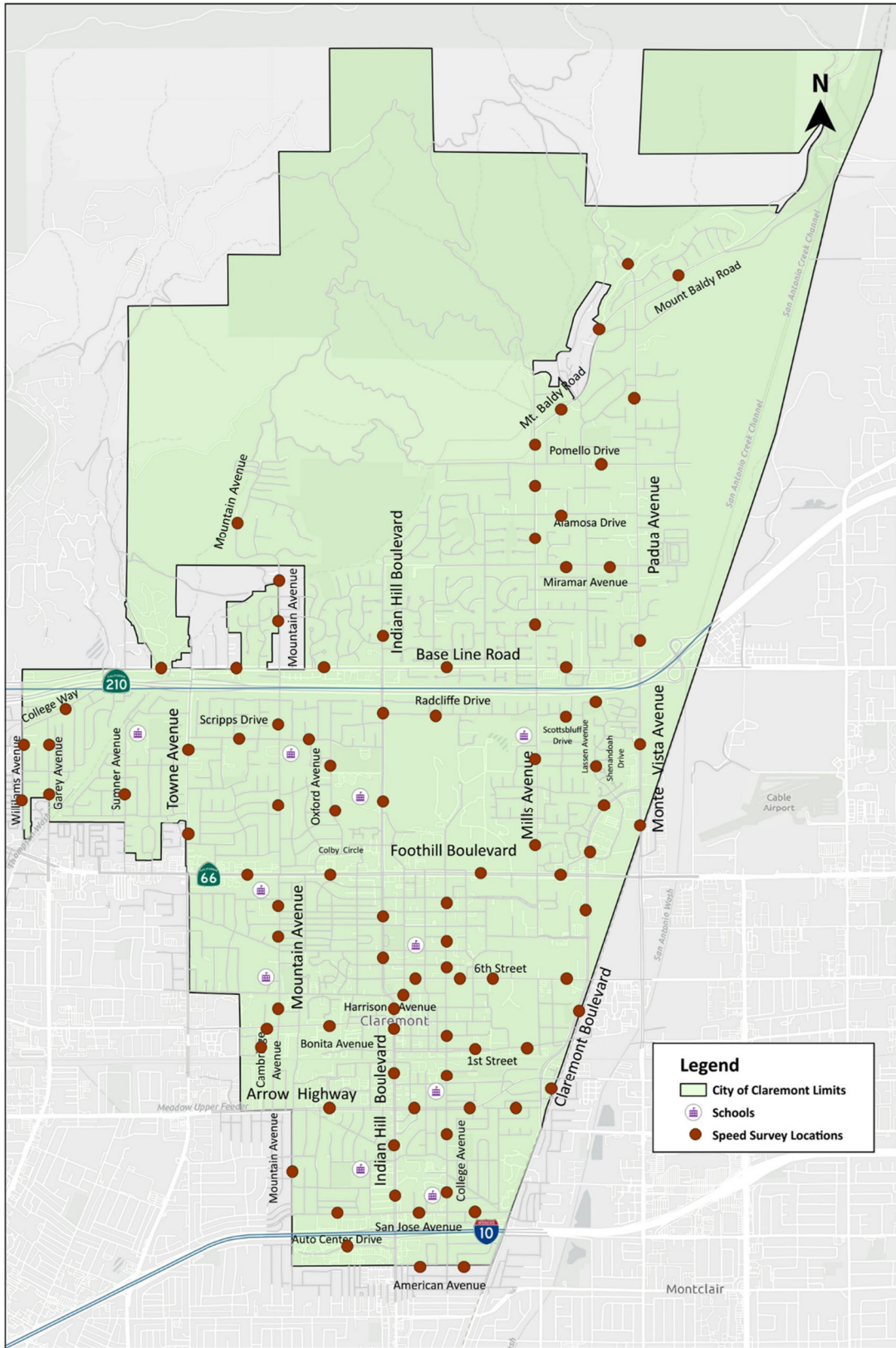


Figure 2 - Field Measurement Locations





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 meet 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 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 obtain from the City 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
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					X	X					2
27	4	5	27	X	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:	<u>10%</u>	<u>4%</u>	<u>7%</u>
% In Pace:	<u>86%</u>	<u>88%</u>	<u>87%</u>
% Under Pace:	<u>5%</u>	<u>8%</u>	<u>7%</u>
Average Speed:	<u>31</u> MPH	<u>31</u> MPH	<u>31</u> MPH
Pace Speed:	<u>27 - 36</u> MPH	<u>27 - 36</u> MPH	<u>27 - 36</u> MPH
15th Percentile / Critical Speed:	<u>27</u> MPH	<u>27</u> MPH	<u>27</u> MPH
50th Percentile / Critical Speed:	<u>30</u> MPH	<u>30</u> MPH	<u>30</u> MPH
85th Percentile / Critical Speed:	<u>34</u> MPH	<u>34</u> MPH	<u>34</u> 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: 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 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 meet 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 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 obtain from the City 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		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

* * * P A C E * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>20%</u>	<u>18%</u>	<u>17%</u>
% In Pace:	<u>78%</u>	<u>74%</u>	<u>74%</u>
% Under Pace:	<u>2%</u>	<u>8%</u>	<u>9%</u>
Average Speed:	<u>30</u> MPH	<u>30</u> MPH	<u>30</u> MPH
Pace Speed:	<u>24 - 33</u> MPH	<u>25 - 34</u> MPH	<u>25 - 34</u> 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.
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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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit 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 obtain from the City 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.
				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	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 X	8
32	4	6	32	X X 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

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:	<u>18%</u>	<u>18%</u>	<u>18%</u>
% In Pace:	<u>70%</u>	<u>68%</u>	<u>69%</u>
% Under Pace:	<u>12%</u>	<u>14%</u>	<u>13%</u>
Average Speed:	<u>32</u> MPH	<u>31</u> MPH	<u>31</u> MPH
Pace Speed:	<u>26 - 35</u> MPH	<u>26 - 35</u> MPH	<u>26 - 35</u> 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:
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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
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>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.</p> <p>It is recommended that the speed limit remain at 40 mph for the above reasons.</p>								
<p>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 obtain from the City 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)</p>								
<p>Street Section:</p> <p>Street Width: 62 feet, curb to curb Travel Lanes: 11 to 20 feet No striped Parking/bike lanes</p>								

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	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	9
38	3	3	38	X	X	X			X	X	X		6
37	3	6	37	X	X	X			X	X	X	X	9
36	1	5	36	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	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

	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 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 obtain from the City 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	Vehicles Surveyed																TOT.			
				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	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												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										6
41	2	8	41			X	X				X	X	X	X	X	X	X						10
40	5	6	40			X	X	X	X	X	X	X	X	X	X	X							11
39	7	2	39			X	X	X	X	X	X	X											9
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										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:
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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 remain 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 obtain from the City 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	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	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	12
41	7	2	41	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			9
38	2	2	38	X	X				X	X						4
37	1	5	37	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		

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:	<u>10%</u>	<u>14%</u>	<u>20%</u>
% In Pace:	<u>72%</u>	<u>78%</u>	<u>70%</u>
% Under Pace:	<u>18%</u>	<u>8%</u>	<u>10%</u>
Average Speed:	<u>44</u> MPH	<u>41</u> MPH	<u>42</u> MPH
Pace Speed:	<u>40 - 49</u> MPH	<u>36 - 45</u> MPH	<u>37 - 46</u> MPH
15th Percentile / Critical Speed:	<u>39</u> MPH	<u>37</u> MPH	<u>37</u> MPH
50th Percentile / Critical Speed:	<u>43</u> MPH	<u>41</u> MPH	<u>42</u> MPH
85th Percentile / Critical Speed:	<u>49</u> MPH	<u>45</u> MPH	<u>48</u> MPH



Radar Survey Conducted By:
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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		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	Local Street	0.45	25	34	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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)</p>								
<p>Street Section:</p> <p>Street Width: 46 to 54 feet, curb to curb</p> <p>No striped Parking/bike lanes</p> <p>Travel Lanes: 15 to 19 feet</p>								

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	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		11
27	0	3	27							X	X	X			3
26	4	5	26	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	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

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	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>24%</u>	<u>16%</u>	<u>25%</u>
% In Pace:	<u>72%</u>	<u>76%</u>	<u>72%</u>
% Under Pace:	<u>4%</u>	<u>8%</u>	<u>3%</u>
Average Speed:	<u>30</u> MPH	<u>29</u> MPH	<u>29</u> MPH
Pace Speed:	<u>23 - 32</u> MPH	<u>24 - 33</u> MPH	<u>23 - 32</u> 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:
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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 45 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 meet 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 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 obtain from the City 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	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	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	8
44	5	7	44	X	X	X	X	X	X	X	X	X	12
43	2	6	43	X	X			X	X	X	X	X	8
42	4	4	42	X	X	X	X	X	X	X			8
41	4	4	41	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			X					2
36	2	0	36	X	X			X	X	X			4
35	1	3	35	X				X					2
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:	<u>10%</u>	<u>14%</u>	<u>20%</u>
% In Pace:	<u>66%</u>	<u>76%</u>	<u>69%</u>
% Under Pace:	<u>24%</u>	<u>10%</u>	<u>11%</u>
Average Speed:	<u>44</u> MPH	<u>43</u> MPH	<u>44</u> MPH
Pace Speed:	<u>41 - 50</u> MPH	<u>38 - 47</u> MPH	<u>38 - 47</u> MPH
15th Percentile / Critical Speed:	<u>38</u> MPH	<u>38</u> MPH	<u>38</u> MPH
50th Percentile / Critical Speed:	<u>44</u> MPH	<u>43</u> MPH	<u>44</u> MPH
85th Percentile / Critical Speed:	<u>50</u> MPH	<u>47</u> MPH	<u>49</u> 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: 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 meet 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 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 obtain from the City 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	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	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	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	10
40	6	0	40	X	X	X	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:
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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 meet 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 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 obtain from the City 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	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	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
45	8	7	45	X X X X X X X X X	X X X X X X X X	15
44	3	8	44	X X X	X X X X X X X X X	11
43	2	4	43	X X	X X X X	6
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 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:
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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 meet 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 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 obtain from the City 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	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	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							10	
49	3	6	49	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								9	
45	2	6	45	X	X					X	X	X	X	X					8	
44	7	6	44	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

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 meet 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 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 obtain from the City 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	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	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
44	8	7	44	X	X	X	X	X	X	X	X	X	X	X	X	15
43	5	6	43	X	X	X	X	X		X	X	X	X	X	X	11
42	3	3	42	X	X	X				X	X	X				6
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:	<u>10%</u>	<u>14%</u>	<u>11%</u>
% In Pace:	<u>72%</u>	<u>78%</u>	<u>74%</u>
% Under Pace:	<u>18%</u>	<u>8%</u>	<u>15%</u>
Average Speed:	<u>43</u> MPH	<u>43</u> MPH	<u>43</u> MPH
Pace Speed:	<u>39 - 48</u> MPH	<u>38 - 47</u> MPH	<u>39 - 48</u> MPH
15th Percentile / Critical Speed:	<u>38</u> MPH	<u>39</u> MPH	<u>38</u> MPH
50th Percentile / Critical Speed:	<u>43</u> MPH	<u>43</u> MPH	<u>43</u> MPH
85th Percentile / Critical Speed:	<u>48</u> MPH	<u>47</u> MPH	<u>48</u> MPH



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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 meet 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 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 obtain from the City 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.
				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

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	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:
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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 meet 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 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 obtain from the City 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								
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			14	
35	3	3	35	X	X	X				X	X	X							6	
34	3	6	34	X	X	X				X	X	X	X	X					9	
33	6	6	33	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						7	
30	1	0	30	X															1	
29	3	4	29	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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Cambridge Avenue

Between: Arrow Highway to Railroad Tracks

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	Railroad Tracks	Collector	0.46	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 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 0.46. The adjacent land uses are residential and commercial. 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 shared 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 35 mph.

In addition, this segment meet 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 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 obtain from the City 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	0	0	45			0
44	0	2	44		X X	2
43	0	1	43		X	1
42	2	0	42	X X		2
41	0	2	41		X X	2
40	1	3	40	X	X X X	4
39	3	6	39	X X X	X X X X X X	9
38	5	1	38	X X X X X	X	6
37	7	1	37	X X X X X X X	X	8
36	8	4	36	X X X X X X X X	X X X X	12
35	5	8	35	X X X X X	X X X X X X X X	13
34	3	5	34	X X X	X X X X X	8
33	6	5	33	X X X X X X X	X X X X X	11
32	4	2	32	X X X X	X X	6
31	3	3	31	X X X	X X X	6
30	2	2	30	X X	X X	4
29	1	4	29	X	X X X X	5
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: Cambridge Avenue
 Between: Arrow Highway - Railroad Tracks
 Weather: Clear
 Date: 5/2/24
 Time From: 9:00
 Time To: 9:20
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	10%	7%
% In Pace:	92%	76%	83%
% Under Pace:	2%	14%	10%
Average Speed:	35 MPH	35 MPH	35 MPH
Pace Speed:	30 - 39 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	38 MPH	40 MPH	39 MPH



Radar Survey Conducted By:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Cambridge Avenue

Between: Railroad Tracks 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					
16	Cambridge Avenue	Railroad Tracks	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 meet 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 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 obtain from the City 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 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

Location: Cambridge Avenue
 Between: Railroad Tracks - 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:
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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					
17	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 that 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 obtain from the City 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	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
33	2	7	33	X X	X X X X X X X	9
32	5	4	32	X X X X X	X X X X	9
31	6	3	31	X X X X X X	X X X	9
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:
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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		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
18	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 is located west of corridor and it 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 that 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 obtain from the City 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		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 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 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

	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



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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					
19	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 creates 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 cause 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 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 obtain from the City 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

* * * P A C E * *

	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



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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					
20	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 creates 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 located south of corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit 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 obtain from the City 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	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	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					11
40	0	1	40					X									1
39	5	3	39	X	X	X	X	X	X								8
38	3	6	38	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			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	

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.

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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					
21	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 creates 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 located south of corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit 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 obtain from the City 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	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	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					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						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		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	

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



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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue
Between: Oak Park Drive to San Jose 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					
22	College Avenue	San Jose Avenue	Oak Park Drive	Collector	0	25	37	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 36-ft, curb to curb Parking lane: 7-ft Travel lanes: 11-ft</p>								

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	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	X			5
37	2	3	37	X	X					X	X	X				5
36	2	1	36	X	X					X						3
35	2	6	35	X	X					X	X	X	X	X	X	8
34	1	8	34	X						X	X	X	X	X	X	9
33	4	4	33	X	X	X	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	X	10
30	6	3	30	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						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		

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
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue

Between: Arrow Highway 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					
23	College Avenue	Arrow Highway	Oak Park Drive	Collector	0	25	36	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 36-ft, curb to curb Parking lane: 7-ft Travel lanes: 11-ft</p>								

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	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

Location: College Avenue
Between: Arrow Highway - Oak Park Drive
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:	<u>14%</u>	<u>16%</u>	<u>19%</u>
% In Pace:	<u>64%</u>	<u>76%</u>	<u>70%</u>
% Under Pace:	<u>22%</u>	<u>8%</u>	<u>11%</u>
Average Speed:	<u>31</u> MPH	<u>31</u> MPH	<u>31</u> MPH
Pace Speed:	<u>27 - 36</u> MPH	<u>26 - 35</u> MPH	<u>26 - 35</u> 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



Radar Survey Conducted By:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: College Avenue
Between: Green Street 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					
24	College Avenue	Green Street	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 is 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 meet 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 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 obtain from the City 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		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	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
31	6	3	31	X X X X X X	X X X	9
30	2	5	30	X X	X X X X X	7
29	4	2	29	X X X X	X X	6
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: Green Street - 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



Radar Survey Conducted By:
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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					
25	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 meet 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 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 obtain from the City 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		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	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 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

	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



Radar Survey Conducted By:
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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					
26	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 meet 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 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 obtain from the City 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		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	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

	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



Radar Survey Conducted By:
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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					
27	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 is 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 meet 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 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 obtain from the City 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



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: 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					
28	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 dedicate 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 meet 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 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 obtain from the City 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.		
				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			10
33	7	5	33	X	X	X	X	X	X	X	X	X				12
32	3	2	32	X	X	X			X	X						5
31	8	1	31	X	X	X	X	X	X	X						9
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			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:
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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					
29	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 30 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remain 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 obtain from the City 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	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	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				11
36	4	0	36	X	X	X	X			X	X	X				4
35	3	6	35	X	X	X				X	X	X	X	X		9
34	7	5	34	X	X	X	X	X	X	X	X	X				12
33	4	7	33	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:
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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					
30	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 meet 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 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 obtain from the City 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	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	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									2
38	1	5	38	X					X	X	X	X	6
37	5	6	37	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	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	11
32	5	2	32	X	X	X	X	X	X	X	X		7
31	4	5	31	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:
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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					
31	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 meet 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 that 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 obtain from the City 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	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				12
37	7	1	37	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						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

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	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>6%</u>	<u>6%</u>	<u>16%</u>
% In Pace:	<u>80%</u>	<u>66%</u>	<u>67%</u>
% Under Pace:	<u>14%</u>	<u>28%</u>	<u>17%</u>
Average Speed:	<u>37</u> MPH	<u>38</u> MPH	<u>37</u> MPH
Pace Speed:	<u>33 - 42</u> MPH	<u>36 - 45</u> MPH	<u>33 - 42</u> 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:
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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		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
32	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 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 obtain from the City 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	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	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		8
42	9	1	42	X	X	X	X	X	X	X	X	X				10
41	5	6	41	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	8
38	3	4	38	X	X	X				X	X	X	X			7
37	2	5	37	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		

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

* * * P A C E * *

	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.
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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					
33	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 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 obtain from the City 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	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	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			11
38	9	4	38	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		

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:
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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					
34	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 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 obtain from the City 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	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	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			8
42	6	5	42	X	X	X	X	X	X	X	X		11
41	10	5	41	X	X	X	X	X	X	X	X	X	15
40	5	5	40	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	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	

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:
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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					
35	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 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 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 obtain from the City 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	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	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			4
43	2	2	43														X	X			4
42	1	2	42														X	X			3
41	3	5	41														X	X	X	X	8
40	5	5	40														X	X	X	X	10
39	7	4	39														X	X	X	X	11
38	13	9	38														X	X	X	X	22
37	6	2	37														X	X	X	X	8
36	4	5	36														X	X	X	X	9
35	2	3	35														X	X	X		5
34	2	1	34														X	X			3
33	1	3	33														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	

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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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					
36	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 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 meet 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 that 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 obtain from the City 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						
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						10
38	4	5	38	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		9
35	3	7	35	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			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

	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



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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					
37	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 meet 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 that 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 obtain from the City 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					12
39	5	6	39	X	X	X	X	X		X	X	X	X	X						11
38	4	6	38	X	X	X	X			X	X	X	X	X						10
37	7	4	37	X	X	X	X	X	X	X	X	X								11
36	5	5	36	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

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					
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	Local Street	5.12	25	31	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>In addition, this segment meet 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.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 50 feet, curb to curb Travel Lanes: 25-ft No striped Parking/bike lanes</p>								

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	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

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	13%
% In Pace:	92%	76%	81%
% Under Pace:	2%	18%	6%
Average Speed:	26 MPH	28 MPH	27 MPH
Pace Speed:	21 - 30 MPH	25 - 34 MPH	22 - 31 MPH
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



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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Indian Hill Boulevard
Between: San Jose Avenue to 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
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>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.</p> <p>In addition, this segment meet 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.</p> <p>It is recommended that the speed limit to be lowered to 35 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 74-ft Travel lanes: 11-ft</p>								

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	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					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				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

	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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Indian Hill Boulevard
Between: Oak Park Drive to Arrow Highway
Weather: Clear
Date: 5/15/24
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					
40	Indian Hill Boulevard	Vista/Oak Park Drive	Arrow Highway	Major Arterial	0.34	40	42	30

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.

In addition, this segment meet 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 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 obtain from the City 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		X X	2
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	2	1	47	X X	X	3
46	0	1	46		X	1
45	0	1	45		X	1
44	2	2	44	X X	X X	4
43	0	3	43		X X X	3
42	0	4	42		X X X X	4
41	5	7	41	X X X X X	X X X X X X X	12
40	4	4	40	X X X X	X X X X	8
39	4	4	39	X X X X	X X X X	8
38	3	3	38	X X X	X X X	6
37	7	4	37	X X X X X X X X	X X X X	11
36	7	6	36	X 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	2	34	X X X	X X	5
33	4	2	33	X X X X	X X	6
32	2	0	32	X X		2
31	1	1	31	X	X	2
30	2	0	30	X X		2
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: 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

	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
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:
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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 meet 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 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 obtain from the City 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		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		11
35	5	7	35	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					8
32	6	5	32	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	

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



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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 that 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 obtain from the City 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	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	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		8
25	8	3	25	X	X	X	X	X	X	X	X					11
24	4	7	24	X	X	X	X			X	X	X	X	X	X	11
23	10	5	23	X	X	X	X	X	X	X	X	X				15
22	6	4	22	X	X	X	X	X		X	X	X	X			10
21	9	4	21	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:
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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 meet 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 that 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 obtain from the City 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		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	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 X	11
24	0	7	24		X 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

	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



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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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 30 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remain 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 obtain from the City 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										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	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	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	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



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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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 30 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remain 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 obtain from the City 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. 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	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	10
31	4	8	31	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			8
28	2	1	28	X	X					X						3
27	2	5	27	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		

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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Indian Hill Boulevard
Between: Foothill Boulevard to Scripps Drive
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	Scripps Drive	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 35 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit 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 obtain from the City 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 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 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

Location: Indian Hill Boulevard
Between: Foothill Boulevard - Scripps Drive
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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Indian Hill Boulevard
Between: Scripps Drive 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	Scripps Drive	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 meet 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 that 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 obtain from the City 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										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	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				9
39	3	9	39	X	X	X				X	X	X	X	X		12
38	6	7	38	X	X	X	X	X	X	X	X	X	X	X		13
37	3	3	37	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					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: Scripps Drive - 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:
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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 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 that 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 obtain from the City 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		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	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

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	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:
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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 meet 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 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 obtain from the City 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	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	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

	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:
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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 meet 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 that 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 obtain from the City 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	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	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			9
45	1	5	45	X						X	X	X	X			6
44	3	3	44	X	X	X				X	X	X				6
43	7	2	43	X	X	X	X	X	X	X	X					9
42	4	7	42	X	X	X	X	X	X	X	X	X	X			11
41	5	1	41	X	X	X	X	X		X						6
40	2	3	40	X	X					X	X	X				5
39	3	4	39	X	X	X				X	X	X				7
38	3	4	38	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

* * * P A C E * * *

	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:
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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	85th % Speed	Proposed Speed Limit
		From	To			(mph)	(mph)	(mph)
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 meet 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 that 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 obtain from the City 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	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	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	X			6
43	3	4	43	X	X	X				X	X	X	X			7
42	7	2	42	X	X	X	X	X	X	X	X					9
41	3	4	41	X	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			13
38	5	6	38	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		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

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	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.
 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: 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 meet 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 that 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 obtain from the City 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										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	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			10
43	6	2	43	X	X	X	X	X	X	X							8
42	3	2	42	X	X	X			X	X							5
41	7	5	41	X	X	X	X	X	X	X	X						12
40	6	2	40	X	X	X	X	X	X								8
39	3	5	39	X	X	X			X	X	X	X					8
38	1	8	38	X					X	X	X	X	X	X	X		9
37	5	5	37	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:
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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 that 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 obtain from the City 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										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	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	11
42	3	2	42	X	X	X						X	X			5
41	4	0	41	X	X	X	X					X	X	X		4
40	5	7	40	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		7
37	3	3	37	X	X	X						X	X	X		6
36	1	5	36	X								X	X	X	X	6
35	1	0	35	X								X				1
34	1	0	34	X								X				1
33	1	1	33	X								X				2
32	1	1	32	X								X				2
31	1	0	31	X								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														100

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:
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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 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 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 that 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 obtain from the City 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	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		9
39	1	8	39	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

	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:
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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 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 meet 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 that 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 obtain from the City 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	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	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					11
37	5	7	37	X	X	X	X	X	X	X	X	X	X			12
36	6	6	36	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														100

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

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	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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Miramar Avenue
Between: Mills Avenue to Grand 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	Grand 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 corridor creates intermittent and unpredictable conflicts not readily apparent to motorists, lower speed limit is prudent. 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. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meet 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 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 obtain from the City 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	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	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 - Grand 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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Miramar Avenue
Between: Grand Avenue to Padua Avenue
Weather: Clear
Date: 5/16/24
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					
57	Miramar Avenue	Grand Avenue	Padua Avenue	Local Street	0	30	35	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 local 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.

Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 30 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit to remain 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 obtain from the City 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	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	1	0	45	X									1
44	0	0	44										0
43	1	0	43	X									1
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	1	1	39	X				X					2
38	0	1	38					X					1
37	1	1	37	X				X					2
36	1	0	36	X									1
35	1	3	35	X				X	X	X			4
34	0	0	34										0
33	4	2	33	X	X	X	X	X	X				6
32	3	2	32	X	X	X		X	X				5
31	3	2	31	X	X	X		X	X				5
30	2	1	30	X	X			X					3
29	1	1	29	X				X					2
28	4	3	28	X	X	X	X	X	X	X			7
27	1	1	27	X				X					2
26	4	2	26	X	X	X	X	X	X				6
25	1	0	25	X									1
24	0	1	24					X					1
23	1	0	23	X									1
22	0	1	22					X					1
21	0	0	21										0
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	30	24		GRAND TOTALS								54	

Location: Miramar Avenue
Between: Grand Avenue - Padua Avenue
Weather: Clear
Date: 5/16/24
Time From: 11:30
Time To: 1:05
Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>17%</u>	<u>13%</u>	<u>15%</u>
% In Pace:	<u>77%</u>	<u>71%</u>	<u>74%</u>
% Under Pace:	<u>7%</u>	<u>17%</u>	<u>11%</u>
Average Speed:	<u>31</u> MPH	<u>30</u> MPH	<u>31</u> MPH
Pace Speed:	<u>26 - 35</u> MPH	<u>26 - 35</u> MPH	<u>26 - 35</u> MPH
15th Percentile / Critical Speed:	26 MPH	24 MPH	26 MPH
50th Percentile / Critical Speed:	31 MPH	30 MPH	31 MPH
85th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH



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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					
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard	Major Arterial	0.73	40	47	40
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), this includes transitions in roadway that occurs 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.</p> <p>It is recommended that the speed limit remain at 40 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 68 feet, curb to curb Travel Lanes: 12-16-ft and varies Bike lane: 5-ft Raised Median</p>								

City of Claremont Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				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	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

Location: Monte Vista Avenue
Between: Claremont Boulevard - Base Line Road
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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Monte Vista Avenue
Between: Foothill Boulevard to Claremont 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					
59	Monte Vista Avenue	Foothill Boulevard	Claremont Boulevard	Major Arterial	0.1	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 occurs 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 that 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 obtain from the City 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

Location: Monte Vista Avenue
Between: Foothill Boulevard - Claremont 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



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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					
60	Mountain Avenue	San Jose Avenue	Arrow Highway	Collector	0	25	36	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 40-ft, curb to curb Parking lanes: 8-ft Travel lanes: 12-ft</p>								

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	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			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		9
30	5	6	30	X	X	X	X	X		X	X	X	X	X		11
29	3	4	29	X	X	X				X	X	X				7
28	4	6	28	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

	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



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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					
61	Mountain Avenue	Bonita Avenue	Harrison Avenue	Secondary Arterial	0	25	33	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 40 feet, curb to curb Parking lanes: 8-ft Travel lanes: 12-ft</p>								

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	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			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			13
29	4	6	29	X	X	X	X			X	X	X	X	X		10
28	3	8	28	X	X	X				X	X	X	X	X	X	11
27	7	5	27	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					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														100

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					
62	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 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 is 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 meet 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 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 obtain from the City 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.		
				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		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	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				7
30	3	4	30	X	X	X				X	X	X				7
29	4	4	29	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



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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					
63	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 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 meet 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 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 obtain from the City 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.
				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
35	5	4	35	X X X X X	X X X X	9
34	5	9	34	X X X X X	X X X X X X X X X	14
33	2	7	33	X X	X X X X X X X	9
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



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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					
64	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 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 Cahulla 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 meet 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 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 obtain from the City 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										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	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			8	
40	4	5	40	X	X	X	X			X	X	X	X			9	
39	6	4	39	X	X	X	X	X		X	X	X				10	
38	6	5	38	X	X	X	X	X	X	X	X	X				11	
37	3	6	37	X	X	X				X	X	X	X	X		9	
36	4	6	36	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			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				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:
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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					
65	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 is 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 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 meet 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 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 obtain from the City 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		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	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



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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 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					
66	Mountain Avenue	Base Line Road	Thompson Creek	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 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)), it provides direct access to residential driveways along 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 meet 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 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 obtain from the City 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		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	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 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

Location: Mountain Avenue
Between: Base Line Road - Thompson Creek Road
Weather: Clear
Date: 5/8/24
Time From: 11:10
Time To: 11:45
Existing Speed Limit: 35 MPH

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	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
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Mountain Avenue
Between: Thompson Creek Road to San Andres Way
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					
67	Mountain Avenue	Thompson Creek	San Andres Way	Collector	0	30	32	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 is residential. It provides direct access to residential driveways along 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 Claremont Hills Wilderness Park that attracts visitors, pedestrians and bicyclists. The 85th percentile speed is 32 mph and would normally justify a 30-mph posted speed limit.

In addition, this segment meet 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 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 obtain from the City 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, and 20-ft
 Parking/bike lanes: 8-ft (partial)

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	0	1	39							X						1	
38	0	0	38													0	
37	0	0	37													0	
36	1	1	36	X						X						2	
35	0	0	35													0	
34	0	3	34							X	X	X				3	
33	3	1	33	X	X	X				X						4	
32	3	5	32	X	X	X				X	X	X	X			8	
31	5	7	31	X	X	X	X	X		X	X	X	X	X	X	12	
30	8	4	30	X	X	X	X	X	X	X	X	X				12	
29	4	8	29	X	X	X	X			X	X	X	X	X	X	12	
28	7	5	28	X	X	X	X	X	X	X	X	X				12	
27	5	4	27	X	X	X	X			X	X	X				9	
26	6	4	26	X	X	X	X	X		X	X	X				10	
25	1	3	25	X						X	X	X				4	
24	0	1	24							X						1	
23	2	1	23	X	X					X						3	
22	1	2	22	X						X	X					3	
21	3	0	21	X	X	X										3	
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: Mountain Avenue
 Between: Thompson Creek Road - San Andres Way
 Weather: Clear
 Date: 5/8/24
 Time From: 11:50
 Time To: 12:40
 Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	4%	3%
% In Pace:	84%	88%	86%
% Under Pace:	14%	8%	11%
Average Speed:	28 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:	28 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	31 MPH	32 MPH	32 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 Andres Way 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					
68	Mountain Avenue	San Andres Way	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 is 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 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 Claremont Hills Wilderness Park that attracts visitors, pedestrians and bicyclists, 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 30 mph.

In addition, this segment meet 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 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 obtain from the City 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	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	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
31	5	1	31	X X X X X	X	6
30	4	4	30	X X X X	X X X X	8
29	7	2	29	X X X X X X X	X X	9
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: San Andres Way - End
Weather: Clear
Date: 5/8/24
Time From: 12:40
Time To: 1:40
Existing Speed Limit: 30 MPH

* * * P A C E * *

	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:
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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					
69	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 that 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 obtain from the City 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	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	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
43	4	5	43	X X X X	X X X X X	9
42	5	2	42	X X X X X	X X	7
41	2	7	41	X X	X X X X X X X	9
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

* * * P A C E * * *

	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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Mt. Baldy Road
Between: 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		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
70	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 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 that 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 the City 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	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	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
44	4	4	44	X	X	X	X			X	X	X	X			8
43	4	3	43	X	X	X	X			X	X	X				7
42	4	8	42	X	X	X	X			X	X	X	X	X	X	12
41	5	5	41	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: **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.
 PO Box 1178
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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					
71	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 driveways along corridor; the corridor has horizontal and vertical roadway curvatures, dense landscape parkways, and street trees creates 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 40 mph.

It is recommended that 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 obtain from the City 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	Vehicles Surveyed										TOT. VEH.		
				Eastbound					Westbound							
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			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					10
45	3	0	45	X	X	X				X	X					3
44	7	1	44	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		

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

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	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:
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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					
72	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that 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 obtain from the City 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					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	14
28	6	5	28	X	X	X	X	X		X	X	X	X			11
27	3	6	27	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

	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					
73	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that 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 obtain from the City 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. 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	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				11	
28	8	5	28	X	X	X	X	X	X	X	X	X				13	
27	2	7	27	X	X					X	X	X	X	X	X	9	
26	5	3	26	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

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:
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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					
74	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 that 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 obtain from the City 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. 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	0	50	X													1
49	0	4	49							X	X	X	X				4
48	2	0	48	X	X												2
47	3	1	47	X	X	X				X							4
46	3	3	46	X	X	X				X	X	X					6
45	3	3	45	X	X	X				X	X	X					6
44	1	3	44	X						X	X	X					4
43	3	7	43	X	X	X				X	X	X	X	X	X		10
42	5	9	42	X	X	X	X			X	X	X	X	X	X	X	14
41	5	4	41	X	X	X	X			X	X	X					9
40	7	3	40	X	X	X	X	X	X	X	X						10
39	2	2	39	X	X					X	X						4
38	4	1	38	X	X	X	X			X							5
37	2	6	37	X	X					X	X	X	X	X			8
36	3	1	36	X	X	X				X							4
35	1	1	35	X						X							2
34	1	1	34	X						X							2
33	2	0	33	X	X												2
32	1	0	32	X													1
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: 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

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	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



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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					
75	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 that 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 obtain from the City 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	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	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		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		

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

* * * P A C E * *

	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 El Circuito
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					
76	Padua Avenue	Mt. Baldy Road	El Circuito	Local Street	3.37	25	32	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 24 feet, edge to edge Travel Lanes: 12-ft</p>								

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	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		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		13
29	4	4	29	X	X	X	X			X	X	X				8
28	3	6	28	X	X	X				X	X	X	X	X		9
27	2	3	27	X	X					X	X	X				5
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 - El Circuito
 Weather: Clear
 Date: 5/1/24
 Time From: 9:00
 Time To: 10:40
 Existing Speed Limit: N/P MPH

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	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:
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City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

Street: Padua Avenue

Between: El Circuito to Grand 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	Padua Avenue	El Circuito	Via Padova/ Grand Avenue	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that 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 obtain from the City 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.		
				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	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				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		

Location: Padua Avenue
Between: El Circuito - Grand Avenue
Weather: Clear
Date: 5/1/24
Time From: 10:40
Time To: 12:20
Existing Speed Limit: 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:
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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					
78	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 corridor including the presence on-street parking creates intermittent and potential conflicts not readily apparent to motorists. Braidell 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 that 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 obtain from the City 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
35	3	2	35	X	X	X		X	X				5
34	6	3	34	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:
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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					
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	Collector	0.59	25	36	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 36 feet, curb to curb Travel Lanes: 10-ft Parking lanes: 8-ft</p>								

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	9
29	4	5	29	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	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



Radar Survey Conducted By:
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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					
80	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 is 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 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 is 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 meet 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 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 obtain from the City 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	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	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:
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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					
81	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 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 meet 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 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 obtain from the City 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.
				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
34	6	7	34	X	X	X	X	X	X	X	X	X	X	X		13
33	7	3	33	X	X	X	X	X	X	X	X					10
32	4	4	32	X	X	X	X			X	X	X	X			8
31	1	7	31	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



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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					
82	San Jose Avenue	College Avenue	Mills Avenue	Secondary Arterial	0.77	25	36	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 36 feet, curb to curb Parking/bike lanes: 7-ft Travel lanes: 11-ft</p>								

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	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		6
34	5	4	34	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	13
31	6	1	31	X	X	X	X	X					7
30	5	3	30	X	X	X	X	X	X				8
29	4	2	29	X	X	X	X	X					6
28	5	2	28	X	X	X	X	X					7
27	3	5	27	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	

Location: San Jose Avenue
 Between: Mills Avenue - College Avenue
 Weather: Clear
 Date: 5/15/24
 Time From: 12:25
 Time To: 12:50
 Existing Speed Limit: 25 MPH

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A
C
E
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	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					
83	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that 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 obtain from the City 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	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	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			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:
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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					
84	Scripps Drive	Towne Avenue	Mountain Avenue	Collector	0	25	37	25
<p>Justification for Proposed Speed Limit:</p> <p>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 is located south of the corridor. The 85th percentile speed is 37 mph and would normally justify a 35-mph posted speed limit.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 40 feet, curb to curb Travel Lanes: 12-ft Parking lanes: 8-ft</p>								

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	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						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		17
31	4	4	31	X	X	X	X		X	X	X					8
30	5	7	30	X	X	X	X	X	X	X	X	X	X			12
29	7	1	29	X	X	X	X	X	X							8
28	1	5	28	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



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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					
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	Collector	0	25	34	25
<p>Justification for Proposed Speed Limit:</p> <p>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 is located south of the corridor. The 85th percentile speed is 34 mph and would normally justify a 35-mph posted speed limit.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section: Street Width: 40 feet, curb to curb Travel Lanes: 12-ft Parking lanes: 8-ft</p>								

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	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	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

	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:
Counts Unlimited, Inc.
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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					
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	Collector	0	25	30	25
<p>Justification for Proposed Speed Limit:</p> <p>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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit to remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 40-ft feet, curb to curb Parking lanes: 6-ft Travel lanes: 12-ft</p>								

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	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		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

	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:
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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					
87	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 that 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 obtain from the City 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	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	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	6
27	5	6	27	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		12
24	4	7	24	X	X	X	X			X	X	X	X	11
23	8	9	23	X	X	X	X	X	X	X	X	X	X	17
22	5	2	22	X	X	X	X			X	X			7
21	3	5	21	X	X	X				X	X	X	X	8
20	5	1	20	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					
88	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 CVC Section 22358.8, this roadway segment qualifies retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.

It is recommended that 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 obtain from the City 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								TOT.	
				Eastbound				Westbound					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	8
27	5	8	27	X	X	X	X	X	X	X	X	X	13
26	6	5	26	X	X	X	X	X	X	X	X		11
25	5	7	25	X	X	X	X	X	X	X	X	X	12
24	6	2	24	X	X	X	X	X	X				8
23	2	4	23	X	X				X	X	X		6
22	7	5	22	X	X	X	X	X	X	X	X		12
21	6	1	21	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					
89	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 meet 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 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 obtain from the City 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										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	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	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					12
28	5	5	28	X	X	X	X	X		X	X	X	X			10
27	4	5	27	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

* * * P A C E * *

	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



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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					
90	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 obtain from the City 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										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	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		11
35	3	6	35	X	X	X				X	X	X	X	X		9
34	4	6	34	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			9
29	7	5	29	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

* * * P A C E * * *

	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:
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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					
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	Local Street	0.8	25	34	25
<p>Justification for Proposed Speed Limit:</p> <p>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 is 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.</p> <p>Based CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 25 mph, since there has not been any major changes, roadway improvements, or development along the corridor.</p> <p>It is recommended that the speed limit remain at 25 mph for the above reasons.</p>								
<p>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 obtain from the City 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).</p>								
<p>Street Section:</p> <p>Street Width: 40 feet, curb to curb Parking lanes: 8-ft Travel lanes: 12-ft</p>								

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	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	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	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					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					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

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C
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	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>2%</u>	<u>12%</u>	<u>20%</u>
% In Pace:	<u>68%</u>	<u>70%</u>	<u>68%</u>
% Under Pace:	<u>30%</u>	<u>18%</u>	<u>12%</u>
Average Speed:	<u>30</u> MPH	<u>30</u> MPH	<u>30</u> MPH
Pace Speed:	<u>28 - 37</u> MPH	<u>26 - 35</u> MPH	<u>24 - 33</u> MPH
15th Percentile / Critical Speed:	<u>24</u> MPH	<u>24</u> MPH	<u>24</u> MPH
50th Percentile / Critical Speed:	<u>30</u> MPH	<u>30</u> MPH	<u>30</u> MPH
85th Percentile / Critical Speed:	<u>36</u> MPH	<u>34</u> MPH	<u>34</u> MPH



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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					
92	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 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 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 obtain from the City 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										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	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		11
43	5	3	43	X	X	X	X	X	X	X						8
42	5	4	42	X	X	X	X	X	X	X	X					9
41	9	8	41	X	X	X	X	X	X	X	X	X	X	X		17
40	6	2	40	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				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		

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:	<u>12%</u>	<u>10%</u>	<u>13%</u>
% In Pace:	<u>80%</u>	<u>76%</u>	<u>78%</u>
% Under Pace:	<u>8%</u>	<u>14%</u>	<u>9%</u>
Average Speed:	<u>42</u> MPH	<u>42</u> MPH	<u>42</u> MPH
Pace Speed:	<u>37 - 46</u> MPH	<u>38 - 47</u> MPH	<u>37 - 46</u> 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:
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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					
93	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 is located west of the corridor; and Lewis Park and Alexander Hughes Community Center is located east of the corridor. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit 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 obtain from the City 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										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	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		11
41	2	15	41	X	X						X	X	X	X	X	17
40	6	2	40	X	X	X	X	X	X		X	X	X	X	X	8
39	7	2	39	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														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



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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					
94	Williams Avenue	Smith Drive	College Way	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 obtain from the City 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	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	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						9
37	4	6	37	X	X	X	X		X	X	X	X	X				10
36	6	6	36	X	X	X	X	X	X	X	X	X	X				12
35	3	2	35	X	X	X			X	X							5
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		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: 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					
95	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 the City 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	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	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			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		15
36	7	4	36	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		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					X							2
29	1	1	29	X						X							2
28	1	2	28	X						X	X						3
27	1	0	27	X						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



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().

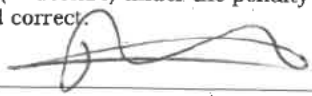
Test Results

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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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

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	+0.13	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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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By:  Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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/cm ²		-21.20dBm/cm ² -22.15dBm/cm ²	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

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	+0.13	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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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By:  Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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%	+0.00	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	+0.13	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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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By:  Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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%	+1.00	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	+0.13	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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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By:  Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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%	+0.00	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	+0.13	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

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- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

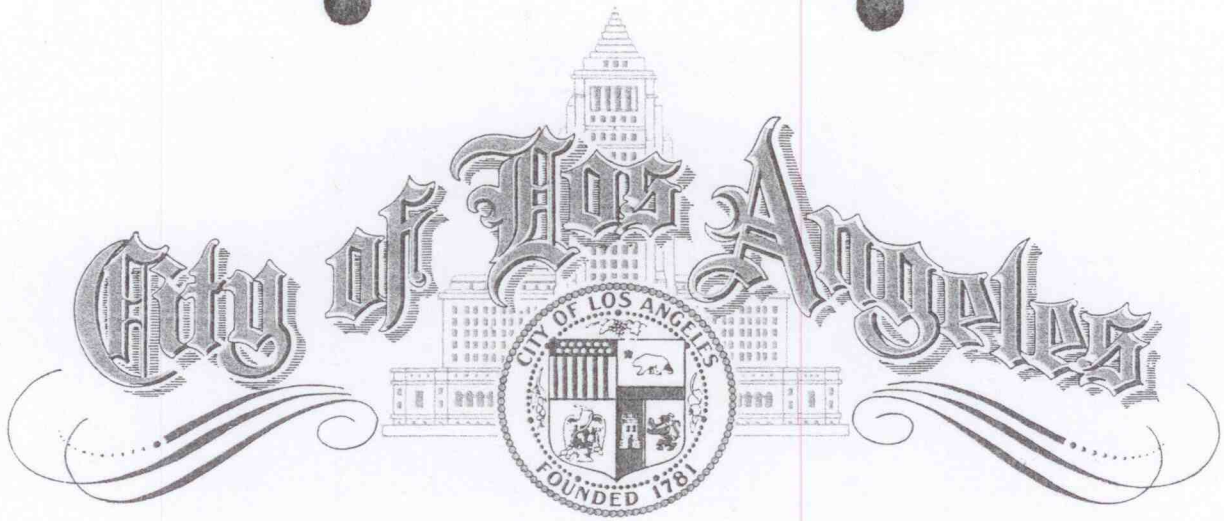
Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	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/cm ²	-21.20dBm/cm ² -22.15dBm/cm ²	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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By:  Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354



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
RANDIE MARTINEZ, Officer
Department Radar/Laser Coordinator

Sean Karmody
SEAN KARMODY, Sergeant
Officer in Charge, Traffic Coordination Section

Decatur Electronics, Inc.

Decatur, IL

ABE F. CAMPOS

(Name and Title)

of COUNTS UNLIMITED

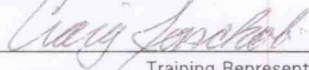
(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99

Date



Training Representative
Decatur Electronics • Decatur, Illinois

Decatur Electronics, Inc.

Decatur, IL

ABE CAMPOS

(Name and Title)

of COUNTS UNLIMITED

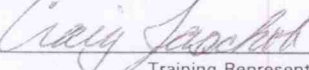
(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99

Date



Training Representative
Decatur Electronics • Decatur, Illinois

Abe Campos

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th, 2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. - 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
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(303)649-1000

Jaime Beltran

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th, 2017

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Total Station Mapping Instructor
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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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Kris Campos

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Chris Sterig

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Luis Ramirez

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Kirk Harris

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