



# City of Claremont

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## 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:

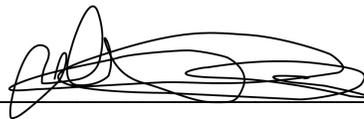
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Date: 02/09/2026

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**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



## Table of Contents

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EXECUTIVE SUMMARY .....	1
Findings and Recommendations.....	1
<hr/>	
1. INTRODUCTION.....	8
1.1 Requirement for Speed Survey - "Speed Trap Definition" .....	8
1.2 Traffic and Engineering Survey "Defined" .....	11
1.3 California Vehicle Code - Speed Limit Definitions .....	12
<hr/>	
2. PROCEDURES REQUIRED FOR ESTABLISHING SPEED LIMITS.....	14
2.1 City and County Through Highways, Arterial, and Collector Road Procedures.....	14
2.2 Speed Zone Survey Criteria.....	15
2.3 Guidelines for Establishing Speed Limits .....	16
<hr/>	
3. SPECIFIC PROCEDURES UTILIZED IN CLAREMONT SPEED SURVEY .....	19
3.1 Procedures Used for Field Measurements .....	19
3.2 Review of Crash History .....	20
3.3 Roadway Conditions .....	21
<hr/>	
4. CONCLUSIONS AND RECOMMENDATIONS.....	21
4.1 General.....	21
4.2 Specific Recommendations.....	21



## List of Tables

Table 1 - Proposed Speed Limits (Expiration: February 2033)..... 2  
Table 2 - Summary of Existing and Recommended Speed Limits ..... 22  
Appendix  
Table 3 - Summary of Recommendations..... A-1

## List of Figures

Appendix

Figure 1 - Recommended Speed Limits .....B-1  
Figure 2 - Field Measurement Locations.....B-2

## List of Appendices

- APPENDIX A - TABLE 3 - SUMMARY OF RECOMMENDATIONS
- APPENDIX B - FIGURE 1 - RECOMMENDED SPEED LIMITS & FIGURE 2 - FIELD MEASUREMENT LOCATIONS
- APPENDIX C - SPEED DATA SHEETS
- APPENDIX D - ORDINANCE APPROVING SPEED SURVEY
- APPENDIX E - RADAR METER AND OPERATOR CERTIFICATIONS



## 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
		From	To	(mph)
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 (mph)	Proposed Speed Limit (mph)
		From	To		
1	Alamosa Drive	Mills Avenue	Padua Avenue	30	<b>25</b>
2	American Avenue	Indian Hill Boulevard	College Avenue	25	<b>25</b>
3	American Avenue	College Avenue	Mills Avenue	25	<b>25</b>
4	Arrow Highway	Indian Hill Boulevard	College Avenue	40	<b>40</b>
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	40	<b>40</b>
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	45	<b>45</b>
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	25	<b>25</b>
8	Base Line Road	West City Limits	Towne Avenue	40	<b>40</b>
9	Base Line Road	Towne Avenue	Mountain Avenue	45	<b>40</b>
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	45	<b>40</b>
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	45	<b>40</b>
12	Base Line Road	Mills Avenue	East City Limits	45	<b>40</b>
13	Bonita Avenue	West City Limits	Cambridge Avenue	35	<b>30</b>
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	35	<b>30</b>
15	Cambridge Avenue	Arrow Highway	Railroad Tracks	35	<b>30</b>
16	Cambridge Avenue	Railroad Tracks	Bonita Avenue	35	<b>30</b>



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



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	<b>30</b>
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	<b>25</b>
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	<b>30</b>
81	San Jose Avenue	Indian Hill Boulevard	College Avenue	30	<b>25</b>
82	San Jose Avenue	College Avenue	Mills Avenue	25	<b>25</b>
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	<b>25</b>
84	Scripps Drive	Towne Avenue	Mountain Avenue	25	<b>25</b>
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	<b>25</b>
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	<b>25</b>
87	Sixth Street	Indian Hill Boulevard	College Ave	25	<b>25</b>
88	Sixth Street	College Ave	College Way	25	<b>25</b>
89	Sixth Street	College Way	Mills Avenue	30	<b>25</b>
90	Sixth Street	Mills Avenue	Claremont Blvd	30	<b>25</b>
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	<b>25</b>
92	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	<b>40</b>
93	Towne Avenue	Syracuse Drive	Base Line Road	40	<b>40</b>
94	Williams Avenue	Foothill Boulevard	Smith Drive	35	<b>30</b>
95	Williams Avenue	Smith Drive	College Way	35	<b>30</b>



## 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	<b>25</b>
2	American Avenue	Indian Hill Boulevard	College Avenue	25	35	<b>25</b>
3	American Avenue	College Avenue	Mills Avenue	25	37	<b>25</b>
4	Arrow Highway	Indian Hill Boulevard	College Avenue	40	44	<b>40</b>
5	Arrow Highway	College Avenue	Claremont Boulevard/ Mills Avenue	40	46	<b>40</b>
6	Arrow Highway	Cambridge Avenue	Indian Hill Boulevard	45	48	<b>45</b>
7	Auto Center Drive	Indian Hill Boulevard	End of Public Road	25	34	<b>25</b>
8	Base Line Road	West City Limits	Towne Avenue	40	49	<b>40</b>
9	Base Line Road	Towne Avenue	Mountain Avenue	45	48	<b>40</b>
10	Base Line Road	Mountain Avenue	Indian Hill Boulevard	45	48	<b>40</b>
11	Base Line Road	Indian Hill Boulevard	Mills Avenue	45	50	<b>40</b>
12	Base Line Road	Mills Avenue	East City Limits	45	48	<b>40</b>
13	Bonita Avenue	West City Limits	Cambridge Avenue	35	42	<b>30</b>
14	Bonita Avenue	Cambridge Avenue	Indian Hill Boulevard	35	39	<b>30</b>
15	Cambridge Avenue	Arrow Highway	Railroad Tracks	35	39	<b>30</b>



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	<b>30</b>
17	Claremont Boulevard	Arrow Highway	First Street	35	37	<b>30</b>
18	Claremont Boulevard	First Street	Sixth Street	40	44	<b>35</b>
19	Claremont Boulevard	Sixth Street	Foothill Boulevard	40	47	<b>40</b>
20	Claremont Boulevard	Foothill Boulevard	Windham Drive	40	45	<b>40</b>
21	Claremont Boulevard	Windham Drive	Monte Vista Avenue	40	45	<b>40</b>
22	College Avenue	San Jose Avenue	Oak Park Drive	25	37	<b>25</b>
23	College Avenue	Oak Park Drive	Arrow Highway	25	36	<b>25</b>
24	College Avenue	Arrow Highway	First Street	25	34	<b>25</b>
25	College Avenue	First Street	Bonita Avenue	25	31	<b>25</b>
26	College Avenue	Bonita Avenue	Sixth Street	25	28	<b>25</b>
27	College Avenue	Sixth Street	10th Street	30	33	<b>25</b>
28	College Avenue	10th Street	Foothill Boulevard	30	37	<b>25</b>
29	College Way	Williams Avenue	Piedmont Avenue	30	39	<b>30</b>
30	First Street	College Avenue	Columbia Avenue	40	38	<b>30</b>
31	First Street	Columbia Avenue	Claremont Boulevard	40	43	<b>35</b>
32	Foothill Boulevard	Towne Avenue	Mountain Avenue	40	45	<b>40</b>



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	<b>40</b>
34	Foothill Boulevard	Indian Hill Boulevard	Mills Avenue	40	45	<b>40</b>
35	Foothill Boulevard	Mills Avenue	East City Limits	40	43	<b>40</b>
36	Garey Avenue	Arlington Drive	Smith Drive	40	43	<b>35</b>
37	Garey Avenue	Smith Drive	College Way	40	41	<b>35</b>
38	Harrison Avenue	Harvard Avenue	Indian Hill Boulevard	25	31	<b>25</b>
39	Indian Hill Boulevard	San Jose Avenue	Vista/ Oak Park Drive	40	43	<b>35</b>
40	Indian Hill Boulevard	Vista/ Oak Park Drive	Arrow Highway	40	42	<b>30</b>
41	Indian Hill Boulevard	Arrow Highway	First Street	35	39	<b>30</b>
42	Indian Hill Boulevard	First Street	Bonita Avenue	25	27	<b>25</b>
43	Indian Hill Boulevard	Bonita Avenue	Harrison Avenue	30	30	<b>25</b>
44	Indian Hill Boulevard	Harrison Avenue	Eighth Street	30	39	<b>30</b>
45	Indian Hill Boulevard	Eighth Street	Foothill Boulevard	30	39	<b>30</b>
46	Indian Hill Boulevard	Foothill Boulevard	Scripps Drive	35	43	<b>35</b>
47	Indian Hill Boulevard	Scripps Drive	Base Line Road	35	41	<b>35</b>
48	Indian Hill Boulevard	Base Line Road	Armstrong Drive	40	43	<b>35</b>



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	<b>25</b>
50	Mills Avenue	Foothill Boulevard	Rockford Drive	40	47	<b>35</b>
51	Mills Avenue	Rockford Drive	Base Line Road	40	44	<b>35</b>
52	Mills Avenue	Base Line Road	Miramar Avenue	40	45	<b>35</b>
53	Mills Avenue	Miramar Avenue	Alamosa Drive	40	46	<b>35</b>
54	Mills Avenue	Alamosa Drive	Pomello Drive	40	45	<b>35</b>
55	Mills Avenue	Pomello Drive	Mt. Baldy Road	40	43	<b>35</b>
56	Miramar Avenue	Mills Avenue	Grand Avenue	30	36	<b>25</b>
57	Miramar Avenue	Grand Avenue	Padua Avenue	30	35	<b>30</b>
58	Monte Vista Avenue	Base Line Road	Claremont Boulevard	40	47	<b>40</b>
59	Monte Vista Avenue	Claremont Boulevard	Foothill Boulevard	45	48	<b>40</b>
60	Mountain Avenue	San Jose Avenue	Arrow Highway	25	36	<b>25</b>
61	Mountain Avenue	Bonita Avenue	Harrison Avenue	25	33	<b>25</b>
62	Mountain Avenue	Harrison Avenue	10th Street	35	38	<b>30</b>
63	Mountain Avenue	10th Street	Foothill Boulevard	35	39	<b>30</b>
64	Mountain Avenue	Foothill Boulevard	Scripps Drive	35	41	<b>30</b>



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	<b>30</b>
66	Mountain Avenue	Base Line Road	Thompson Creek	35	40	<b>30</b>
67	Mountain Avenue	Thompson Creek	San Andres Way	30	32	<b>25</b>
68	Mountain Avenue	San Andres Way	End	30	35	<b>25</b>
69	Mt. Baldy Road	Mills Avenue	Via Padova/ Grand Avenue	45	46	<b>40</b>
70	Mt. Baldy Road	Via Padova/Grand Avenue	Padua Avenue	45	51	<b>40</b>
71	Mt. Baldy Road	Padua Avenue	East City Limits	50	55	<b>45</b>
72	Oxford Avenue	Scripps Drive	Hood Drive	25	34	<b>25</b>
73	Oxford Avenue	Hood Drive	Colby Drive	25	34	<b>25</b>
74	Padua Avenue	Base Line Road	Miramar Avenue	40	46	<b>40</b>
75	Padua Avenue	Miramar Avenue	Mt. Baldy Road	40	46	<b>40</b>
76	Padua Avenue	Mt. Baldy Road	El Circuito	25	32	<b>25</b>
77	Padua Avenue	El Circuito	Via Padova/Grand Avenue	25	36	<b>25</b>
78	Pomello Drive	Mills Avenue	Padua Avenue	35	39	<b>30</b>
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	25	36	<b>25</b>
80	San Jose Avenue	Mountain Avenue	Indian Hill Boulevard	35	42	<b>30</b>



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	<b>25</b>
82	San Jose Avenue	College Avenue	Mills Avenue	25	36	<b>25</b>
83	Scottsbluff Drive	Mills Avenue	Lassen Avenue	25	31	<b>25</b>
84	Scripps Drive	Towne Avenue	Mountain Avenue	25	37	<b>25</b>
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	25	34	<b>25</b>
86	Shenandoah Drive	Lindenwood Drive	Claremont Boulevard	25	30	<b>25</b>
87	Sixth Street	Indian Hill Boulevard	College Ave	25	27	<b>25</b>
88	Sixth Street	College Ave	College Way	25	29	<b>25</b>
89	Sixth Street	College Way	Mills Avenue	30	34	<b>25</b>
90	Sixth Street	Mills Avenue	Claremont Blvd	30	34	<b>25</b>
91	Sumner Avenue	Briarcroft Road	Ridgefield Drive	25	34	<b>25</b>
92	Towne Avenue	Foothill Boulevard	Syracuse Drive	40	46	<b>40</b>
93	Towne Avenue	Syracuse Drive	Base Line Road	40	46	<b>40</b>
94	Williams Avenue	Foothill Boulevard	Smith Drive	35	41	<b>30</b>
95	Williams Avenue	Smith Drive	College Way	35	40	<b>30</b>

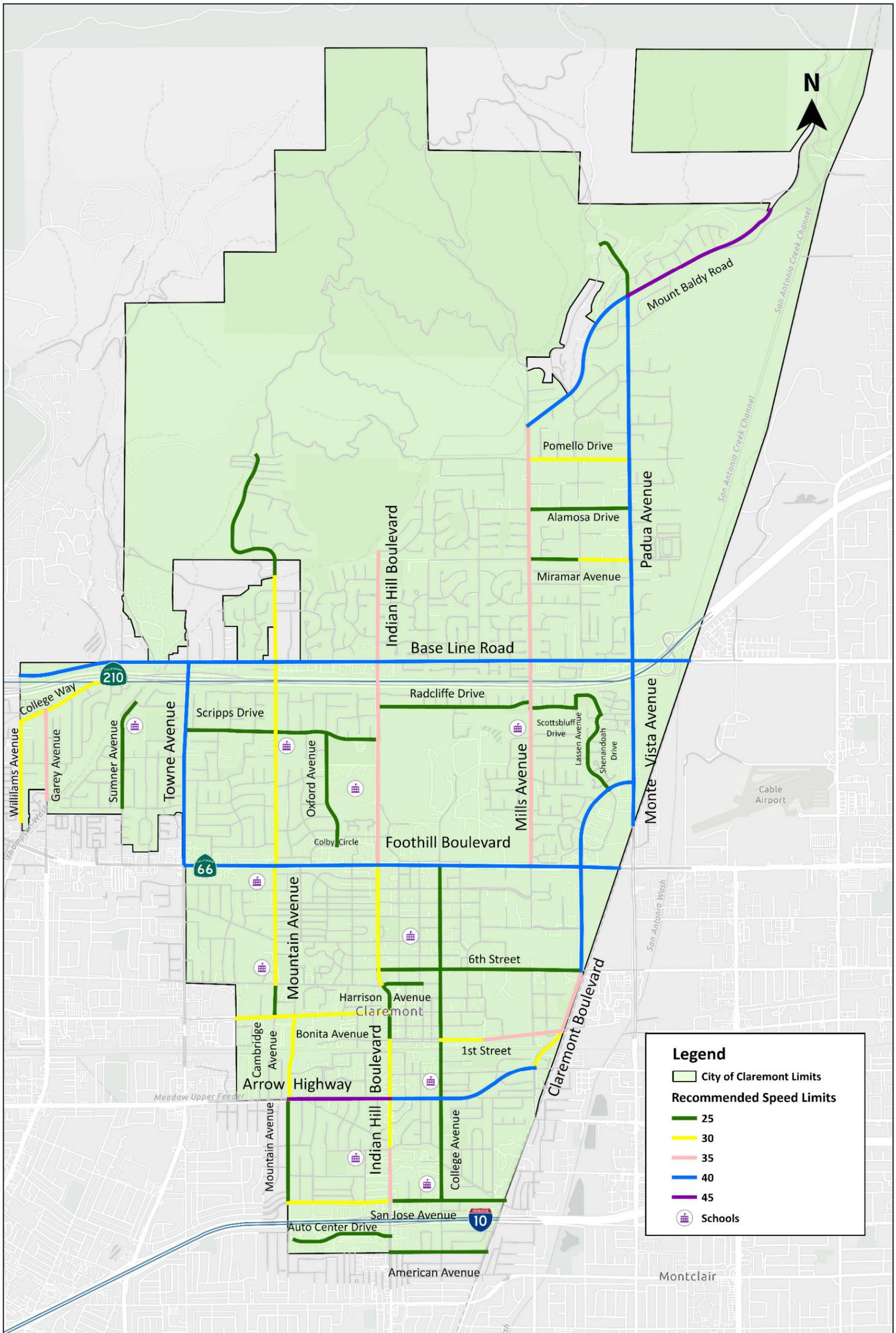


## **APPENDIX B**

**FIGURE 1: RECOMMENDED SPEED LIMITS**

**FIGURE 2: FIELD MEASUREMENT LOCATIONS**

Figure 1 - Recommended Speed Limits







**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 85<sup>th</sup> 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.	
				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	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		7
31	1	1	31	X			X				2
30	1	2	30	X			X	X			3
29	3	3	29	X	X	X	X	X	X		6
28	2	0	28	X	X						2
27	4	5	27	X	X	X	X	X	X	X	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
<b>Total</b>	<b>21</b>	<b>24</b>		<b>GRAND TOTALS</b>						<b>45</b>	

**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
<b>% Over Pace:</b>	10%	4%	7%
<b>% In Pace:</b>	86%	88%	87%
<b>% Under Pace:</b>	5%	8%	7%
<b>Average Speed:</b>	31 MPH	31 MPH	31 MPH
<b>Pace Speed:</b>	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
<b>15th Percentile / Critical Speed:</b>	27 MPH	27 MPH	27 MPH
<b>50th Percentile / Critical Speed:</b>	30 MPH	30 MPH	30 MPH
<b>85th Percentile / Critical Speed:</b>	34 MPH	34 MPH	34 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

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

**Location:** American Avenue  
**Between:** Indian Hill Boulevard to College Avenue  
**Weather:** Clear  
**Date:** 2/25/25  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
2	American Avenue	Indian Hill Boulevard	College Avenue	Collector	0.66	25	35	25

**Justification for Proposed Speed Limit:**

This segment currently has a posted speed of 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 85<sup>th</sup> 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: 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 85<sup>th</sup> 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: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Arrow Highway

**Between:** Indian Hill Boulevard to College Avenue

**Weather:** Clear

**Date:** 5/1/24

**Existing Speed Limit:** 40 MPH

**Proposed Speed Limit:** 40 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
4	Arrow Highway	Indian Hill Boulevard	College Avenue	Major Arterial	0.97	40	44	40

**Justification for Proposed Speed Limit:**

This segment currently has a posted speed of 40 mph and has 2 through lane in each direction. It is a major arterial with a collision rate of 0.97. The adjacent land uses are residential facilities, commercial, and an elementary school. The 85<sup>th</sup> percentile speed is 44 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods, and having Oakmont Elementary School located north of the corridor, which produces pedestrian and bicycle activity which is less predictable than typically expected for a roadway of this type, and not readily apparent to the driver, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

It is recommended that the speed limit 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: 62 feet, curb to curb  
 Travel Lanes: 11 to 20 feet  
 No striped Parking/bike lanes



# 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 85<sup>th</sup> 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	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	10
40	5	6	40	X	X	X	X	X	X	X	X		11
39	7	2	39	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				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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

\* \* \* P A C E \* \* \*

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	20%	12%	15%
<b>% In Pace:</b>	68%	88%	76%
<b>% Under Pace:</b>	12%	0%	9%
<b>Average Speed:</b>	41 MPH	41 MPH	41 MPH
<b>Pace Speed:</b>	36 - 45 MPH	35 - 44 MPH	36 - 45 MPH
<b>15th Percentile / Critical Speed:</b>	36 MPH	37 MPH	36 MPH
<b>50th Percentile / Critical Speed:</b>	40 MPH	41 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	47 MPH	44 MPH	46 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:** 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 85<sup>th</sup> 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: 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><b>Justification for Proposed Speed Limit:</b></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 85<sup>th</sup> 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><b>Accident History:</b> 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><b>Street Section:</b></p> <p>Street Width: 46 to 54 feet, curb to curb            No striped Parking/bike lanes            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		9
29	5	3	29	X	X	X	X	X	X	X			8
28	6	5	28	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				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	24%	16%	25%
<b>% In Pace:</b>	72%	76%	72%
<b>% Under Pace:</b>	4%	8%	3%
<b>Average Speed:</b>	30 MPH	29 MPH	29 MPH
<b>Pace Speed:</b>	23 - 32 MPH	24 - 33 MPH	23 - 32 MPH
<b>15th Percentile / Critical Speed:</b>	24 MPH	24 MPH	24 MPH
<b>50th Percentile / Critical Speed:</b>	29 MPH	28 MPH	29 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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.	
				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	2	0	57	X	X										2
56	1	0	56	X											1
55	0	1	55					X							1
54	0	0	54												0
53	0	0	53												0
52	1	1	52	X				X							2
51	1	2	51	X				X	X						3
50	3	0	50	X	X	X									3
49	3	2	49	X	X	X		X	X						5
48	2	1	48	X	X			X							3
47	4	2	47	X	X	X	X	X	X						6
46	4	2	46	X	X	X	X	X	X						6
45	2	6	45	X	X			X	X	X	X	X	X		8
44	5	7	44	X	X	X	X	X	X	X	X	X	X		12
43	2	6	43	X	X			X	X	X	X	X	X		8
42	4	4	42	X	X	X	X	X	X	X					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					2
35	1	3	35	X				X	X	X					4
34	1	1	34	X				X							2
33	0	0	33												0
32	0	1	32					X							1
31	0	0	31												0
30	0	0	30												0
29	0	0	29												0
28	0	0	28												0
27	0	0	27												0
26	0	0	26												0
25	0	0	25												0
24	0	0	24												0
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>	

**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
<b>% Over Pace:</b>	10%	14%	20%
<b>% In Pace:</b>	66%	76%	69%
<b>% Under Pace:</b>	24%	10%	11%
<b>Average Speed:</b>	44 MPH	43 MPH	44 MPH
<b>Pace Speed:</b>	41 - 50 MPH	38 - 47 MPH	38 - 47 MPH
<b>15th Percentile / Critical Speed:</b>	38 MPH	38 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	44 MPH	43 MPH	44 MPH
<b>85th Percentile / Critical Speed:</b>	50 MPH	47 MPH	49 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:** 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 85<sup>th</sup> 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: 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 85<sup>th</sup> 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.	
				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	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			7
46	4	9	46	X	X	X	X		X	X	X	X	13
45	8	7	45	X	X	X	X	X	X	X	X	X	15
44	3	8	44	X	X	X			X	X	X	X	11
43	2	4	43	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			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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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

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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	4%	10%	7%
<b>% In Pace:</b>	80%	82%	81%
<b>% Under Pace:</b>	16%	8%	12%
<b>Average Speed:</b>	44 MPH	45 MPH	44 MPH
<b>Pace Speed:</b>	40 - 49 MPH	40 - 49 MPH	40 - 49 MPH
<b>15th Percentile / Critical Speed:</b>	39 MPH	42 MPH	40 MPH
<b>50th Percentile / Critical Speed:</b>	44 MPH	45 MPH	45 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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.
				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					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						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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>												<b>100</b>

**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
<b>% Over Pace:</b>	14%	6%	10%
<b>% In Pace:</b>	78%	80%	79%
<b>% Under Pace:</b>	8%	14%	11%
<b>Average Speed:</b>	47 MPH	46 MPH	46 MPH
<b>Pace Speed:</b>	42 - 51 MPH	42 - 51 MPH	42 - 51 MPH
<b>15th Percentile / Critical Speed:</b>	42 MPH	42 MPH	42 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	46 MPH	46 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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.	
				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	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		5
45	3	2	45	X	X	X			X	X			5
44	8	7	44	X	X	X	X	X	X	X	X	X	15
43	5	6	43	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		8
40	4	4	40	X	X	X	X		X	X	X		8
39	3	5	39	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	10%	14%	11%
<b>% In Pace:</b>	72%	78%	74%
<b>% Under Pace:</b>	18%	8%	15%
<b>Average Speed:</b>	43 MPH	43 MPH	43 MPH
<b>Pace Speed:</b>	39 - 48 MPH	38 - 47 MPH	39 - 48 MPH
<b>15th Percentile / Critical Speed:</b>	38 MPH	39 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	43 MPH	43 MPH	43 MPH
<b>85th Percentile / Critical Speed:</b>	48 MPH	47 MPH	48 MPH



**Radar Survey Conducted By:**  
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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 85<sup>th</sup> 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	8%	8%	8%
<b>% In Pace:</b>	82%	84%	83%
<b>% Under Pace:</b>	10%	8%	9%
<b>Average Speed:</b>	38 MPH	39 MPH	38 MPH
<b>Pace Speed:</b>	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
<b>15th Percentile / Critical Speed:</b>	34 MPH	35 MPH	35 MPH
<b>50th Percentile / Critical Speed:</b>	37 MPH	39 MPH	39 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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: 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 85<sup>th</sup> 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: 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 85<sup>th</sup> 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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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

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	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	12%	12%	18%
<b>% In Pace:</b>	66%	82%	73%
<b>% Under Pace:</b>	22%	6%	9%
<b>Average Speed:</b>	35 MPH	35 MPH	35 MPH
<b>Pace Speed:</b>	32 - 41 MPH	30 - 39 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	30 MPH	30 MPH	30 MPH
<b>50th Percentile / Critical Speed:</b>	34 MPH	35 MPH	35 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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: 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: 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: 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.
				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 X X	11
40	0	1	40		X	1
39	5	3	39	X X X X X	X X X	8
38	3	6	38	X X X	X X X X X X	9
37	4	3	37	X X X X	X X X	7
36	4	9	36	X X X X	X X X X X X X X X	13
35	1	1	35	X	X	2
34	1	3	34	X	X X X	4
33	1	1	33	X	X	2
32	2	0	32	X X		2
31	1	2	31	X	X X	3
30	0	0	30			0
29	1	0	29	X		1
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

**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

\* P A C E \*

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	22%	8%	15%
<b>% In Pace:</b>	64%	80%	71%
<b>% Under Pace:</b>	14%	12%	14%
<b>Average Speed:</b>	41 MPH	39 MPH	40 MPH
<b>Pace Speed:</b>	36 - 45 MPH	35 - 44 MPH	36 - 45 MPH
<b>15th Percentile / Critical Speed:</b>	36 MPH	36 MPH	36 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	39 MPH	39 MPH
<b>85th Percentile / Critical Speed:</b>	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: 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><b>Justification for Proposed Speed Limit:</b></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 85<sup>th</sup> 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><b>Accident History:</b> 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><b>Street Section:</b>            Street Width: 36-ft, curb to curb            Parking lane: 7-ft            Travel lanes: 11-ft</p>								



# 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><b>Justification for Proposed Speed Limit:</b></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 85<sup>th</sup> 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><b>Accident History:</b> 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><b>Street Section:</b></p> <p>Street Width: 36-ft, curb to curb            Parking lane: 7-ft            Travel lanes: 11-ft</p>								



# 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 85<sup>th</sup> 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: 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 85<sup>th</sup> 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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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:**  
**Counts Unlimited, Inc.**  
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 Corona, CA 92880  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** 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 85<sup>th</sup> 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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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 85<sup>th</sup> 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: 8-ft  
 Bike Lanes: 5-ft  
 Travel lanes: 12-ft

**City of Claremont**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				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 X	14
27	7	4	27	X 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	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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

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	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	2%	24%	10%
<b>% In Pace:</b>	92%	72%	81%
<b>% Under Pace:</b>	6%	4%	9%
<b>Average Speed:</b>	28 MPH	29 MPH	28 MPH
<b>Pace Speed:</b>	24 - 33 MPH	22 - 31 MPH	24 - 33 MPH
<b>15th Percentile / Critical Speed:</b>	24 MPH	25 MPH	24 MPH
<b>50th Percentile / Critical Speed:</b>	27 MPH	29 MPH	28 MPH
<b>85th Percentile / Critical Speed:</b>	32 MPH	36 MPH	33 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:** 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 85<sup>th</sup> 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.	
				Northbound				Southbound					VEH.
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	1	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	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	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

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
<p><b>Justification for Proposed Speed Limit:</b></p> <p>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 85<sup>th</sup> percentile speed is 39 mph, and would normally justify a 40 mph posted speed limit.</p> <p>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.</p> <p>It is recommended that the speed limit remain at 30 mph for the above reasons.</p>								
<p><b>Accident History:</b> 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><b>Street Section:</b></p> <p>Street Width: 36-ft, curb to curb            Edge Lines: 5 to 6-ft            Travel lanes: 12 to 14-ft</p>								

**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	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			8
38	4	3	38	X	X	X	X		X	X			7
37	7	4	37	X	X	X	X	X	X	X			11
36	4	0	36	X	X	X	X						4
35	3	6	35	X	X	X			X	X	X	X	9
34	7	5	34	X	X	X	X	X	X	X	X		12
33	4	7	33	X	X	X	X		X	X	X	X	11
32	2	3	32	X	X				X	X			5
31	5	3	31	X	X	X	X	X	X	X			8
30	1	4	30	X					X	X	X		5
29	1	4	29	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

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 85<sup>th</sup> 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.
				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 X	6
37	5	6	37	X X X X X	X X X X X X	11
36	5	4	36	X X X X X	X X X X	9
35	3	5	35	X X X	X X X X X	8
34	3	3	34	X X X	X X X	6
33	7	4	33	X X X X X X X	X X X X	11
32	5	2	32	X X X X X	X X	7
31	4	5	31	X X X X	X X X X X	9
30	5	2	30	X X X X X	X X	7
29	0	3	29		X X X	3
28	5	0	28	X X X X X		5
27	0	1	27		X	1
26	0	0	26			0
25	0	0	25			0
24	1	2	24	X	X X	3
23	1	0	23	X		1
22	1	0	22	X		1
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	10%	16%	12%
<b>% In Pace:</b>	84%	78%	77%
<b>% Under Pace:</b>	6%	6%	11%
<b>Average Speed:</b>	33 MPH	35 MPH	34 MPH
<b>Pace Speed:</b>	28 - 37 MPH	29 - 38 MPH	29 - 38 MPH
<b>15th Percentile / Critical Speed:</b>	28 MPH	30 MPH	30 MPH
<b>50th Percentile / Critical Speed:</b>	33 MPH	35 MPH	34 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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: 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.	
				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	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	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	11
40	4	3	40	X	X	X	X		X	X	X		7
39	1	7	39	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	16%	6%	11%
<b>% In Pace:</b>	70%	82%	76%
<b>% Under Pace:</b>	14%	12%	13%
<b>Average Speed:</b>	41 MPH	40 MPH	41 MPH
<b>Pace Speed:</b>	36 - 45 MPH	36 - 45 MPH	36 - 45 MPH
<b>15th Percentile / Critical Speed:</b>	36 MPH	36 MPH	36 MPH
<b>50th Percentile / Critical Speed:</b>	42 MPH	40 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	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: 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.
				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 X		8
42	6	5	42	X X X X X X		X X X X X		11
41	10	5	41	X X X X X X X X X X X		X X X X X		15
40	5	5	40	X X X X X		X X X X X		10
39	1	4	39	X		X X X X		5
38	2	7	38	X X		X X X X X X X		9
37	4	1	37	X X X X		X		5
36	3	4	36	X X X		X X X X		7
35	2	1	35	X X		X		3
34	2	0	34	X X				2
33	0	0	33					0
32	0	0	32					0
31	0	0	31					0
30	0	0	30					0
29	0	0	29					0
28	0	0	28					0
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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

\* \* \* P A C E \* \* \*

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	8%	12%	15%
<b>% In Pace:</b>	84%	76%	80%
<b>% Under Pace:</b>	8%	12%	5%
<b>Average Speed:</b>	41 MPH	42 MPH	42 MPH
<b>Pace Speed:</b>	36 - 45 MPH	38 - 47 MPH	36 - 45 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	38 MPH	37 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	41 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	44 MPH	47 MPH	45 MPH



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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: 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 85<sup>th</sup> 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	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>	

**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
<b>% Over Pace:</b>	24%	14%	19%
<b>% In Pace:</b>	64%	80%	72%
<b>% Under Pace:</b>	12%	6%	9%
<b>Average Speed:</b>	38 MPH	38 MPH	38 MPH
<b>Pace Speed:</b>	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
<b>15th Percentile / Critical Speed:</b>	33 MPH	34 MPH	33 MPH
<b>50th Percentile / Critical Speed:</b>	38 MPH	38 MPH	38 MPH
<b>85th Percentile / Critical Speed:</b>	44 MPH	42 MPH	43 MPH



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

**Street:**            **Garey Avenue**  
**Between:**        **Smith Drive to College Way**  
**Weather:**        **Clear**  
**Date:**             **5/7/24**  
**Existing Speed Limit:**   **40 MPH**  
**Proposed Speed Limit:**   **35 MPH**

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
37	Garey Avenue	Smith Drive	College Way	Collector	0	40	41	35
<p><b>Justification for Proposed Speed Limit:</b></p> <p>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 85<sup>th</sup> percentile speed is 41 mph and would normally justify a 40-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 35 mph.</p> <p>It is recommended that the speed limit to be lowered to 35 mph for the above reasons.</p>								
<p><b>Accident History:</b> 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><b>Street Section:</b></p> <p>Street Width: 58 feet, curb to curb            Parking lanes: 8-ft            Bike lanes: 5-ft            Travel lanes: 12-tt            Two-way left turn lane</p>								

**City of Claremont**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				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		4
43	0	2	43		X X	2
42	2	1	42	X X		3
41	3	4	41	X X X		7
40	5	7	40	X X X X X		12
39	5	6	39	X X X X X		11
38	4	6	38	X X X X		10
37	7	4	37	X X X X X X X		11
36	5	5	36	X X X X X		10
35	4	1	35	X X X X		5
34	2	3	34	X X		5
33	2	3	33	X X		5
32	1	2	32	X		3
31	2	3	31	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	14%	10%	11%
<b>% In Pace:</b>	78%	82%	79%
<b>% Under Pace:</b>	8%	8%	10%
<b>Average Speed:</b>	38 MPH	37 MPH	38 MPH
<b>Pace Speed:</b>	33 - 42 MPH	32 - 41 MPH	33 - 42 MPH
<b>15th Percentile / Critical Speed:</b>	34 MPH	33 MPH	33 MPH
<b>50th Percentile / Critical Speed:</b>	38 MPH	38 MPH	38 MPH
<b>85th Percentile / Critical Speed:</b>	42 MPH	41 MPH	41 MPH



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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><b>Justification for Proposed Speed Limit:</b></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 85<sup>th</sup> 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><b>Accident History:</b> 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><b>Street Section:</b></p> <p>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.
				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 X	13
27	7	8	27	X 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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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

**Justification for Proposed Speed Limit:**

This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking. It is a major arterial with a collision rate of 0.62. The adjacent land uses are residential, professional services, and a nursing home. The 85<sup>th</sup> percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking; San Antonio High School located east of corridor; and Vista Del Valle Elementary School located west of corridor creates intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment 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: 74-ft  
 Travel lanes: 11-ft

**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	1	0	52	X		1
51	1	0	51	X		1
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	3	0	46	X X X		3
45	2	5	45	X X	X X X X X	7
44	1	2	44	X	X X	3
43	1	2	43	X	X X	3
42	2	1	42	X X	X	3
41	3	6	41	X X X	X X X X X X	9
40	4	4	40	X X X X	X X X X	8
39	3	4	39	X X X	X X X X	7
38	4	3	38	X X X X	X X X	7
37	3	3	37	X X X	X X X	6
36	6	5	36	X X X X X X	X X X X X	11
35	2	6	35	X X	X X X X X X	8
34	3	3	34	X X X	X X X	6
33	2	2	33	X X	X X	4
32	1	1	32	X	X	2
31	2	1	31	X X	X	3
30	0	0	30			0
29	2	0	29	X X		2
28	1	2	28	X	X X	3
27	1	0	27	X		1
26	0	0	26			0
25	0	0	25			0
24	2	0	24	X X		2
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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

\* P A C E \*

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	18%	14%	18%
<b>% In Pace:</b>	64%	74%	69%
<b>% Under Pace:</b>	18%	12%	13%
<b>Average Speed:</b>	37 MPH	38 MPH	38 MPH
<b>Pace Speed:</b>	33 - 42 MPH	34 - 43 MPH	33 - 42 MPH
<b>15th Percentile / Critical Speed:</b>	31 MPH	34 MPH	33 MPH
<b>50th Percentile / Critical Speed:</b>	37 MPH	38 MPH	38 MPH
<b>85th Percentile / Critical Speed:</b>	44 MPH	43 MPH	43 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Indian Hill Boulevard  
**Between:** 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.
				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	4
43	0	3	43				X	3
42	0	4	42				X	4
41	5	7	41	X	X	X	X	12
40	4	4	40	X	X	X	X	8
39	4	4	39	X	X	X	X	8
38	3	3	38	X	X	X	X	6
37	7	4	37	X	X	X	X	11
36	7	6	36	X	X	X	X	13
35	3	3	35	X	X	X	X	6
34	3	2	34	X	X	X	X	5
33	4	2	33	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	1	1	47	X	X	2
46	0	0	46			0
45	0	0	45			0
44	3	1	44	X X X	X	4
43	0	0	43			0
42	0	3	42		X X X	3
41	2	3	41	X X	X X X	5
40	0	1	40		X	1
39	4	5	39	X X X X	X X X X X	9
38	1	2	38	X	X X	3
37	4	2	37	X X X X	X X	6
36	6	5	36	X X X X X X	X X X X X	11
35	5	7	35	X X X X X	X X X X X X X	12
34	2	3	34	X X	X X X	5
33	7	1	33	X X X X X X X	X	8
32	6	5	32	X X X X X X	X X X X X	11
31	3	3	31	X X X	X X X	6
30	2	2	30	X X	X X	4
29	3	3	29	X X X	X X X	6
28	1	0	28	X		1
27	0	2	27		X X	2
26	0	1	26		X	1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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

\*  
\*  
\*  
P  
A  
C  
E  
\*

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	12%	18%	15%
<b>% In Pace:</b>	80%	70%	75%
<b>% Under Pace:</b>	8%	12%	10%
<b>Average Speed:</b>	35 MPH	35 MPH	35 MPH
<b>Pace Speed:</b>	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	31 MPH	30 MPH	31 MPH
<b>50th Percentile / Critical Speed:</b>	35 MPH	35 MPH	35 MPH
<b>85th Percentile / Critical Speed:</b>	39 MPH	41 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:** 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.
				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 X		8
25	8	3	25	X X X X X X X X X		X X X		11
24	4	7	24	X X X X		X X X X X X X X		11
23	10	5	23	X X X X X X X X X X		X X X X X		15
22	6	4	22	X X X X X X X		X X X X X		10
21	9	4	21	X X X X X X X X X X		X X X X		13
20	2	4	20	X X		X X X X		6
19	2	3	19	X X		X X X		5
18	0	3	18			X X X		3
17	0	0	17					0
16	0	1	16			X		1
15	0	0	15					0
14	0	0	14					0
13	0	0	13					0
12	0	0	12					0
11	0	0	11					0
10	0	0	10					0
9	0	0	9					0
8	0	0	8					0
7	0	0	7					0
6	0	0	6					0
5	0	0	5					0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	2%	16%	8%
<b>% In Pace:</b>	98%	82%	88%
<b>% Under Pace:</b>	0%	2%	4%
<b>Average Speed:</b>	23 MPH	24 MPH	24 MPH
<b>Pace Speed:</b>	19 - 28 MPH	18 - 27 MPH	19 - 28 MPH
<b>15th Percentile / Critical Speed:</b>	21 MPH	20 MPH	20 MPH
<b>50th Percentile / Critical Speed:</b>	23 MPH	24 MPH	23 MPH
<b>85th Percentile / Critical Speed:</b>	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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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



Radar Survey Conducted By:  
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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: 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.	
				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		9
33	6	2	33	X	X	X	X	X	X				8
32	3	7	32	X	X	X			X	X	X	X	10
31	4	8	31	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	12%	16%	23%
<b>% In Pace:</b>	72%	76%	72%
<b>% Under Pace:</b>	16%	8%	5%
<b>Average Speed:</b>	34 MPH	32 MPH	33 MPH
<b>Pace Speed:</b>	30 - 39 MPH	27 - 36 MPH	27 - 36 MPH
<b>15th Percentile / Critical Speed:</b>	29 MPH	27 MPH	28 MPH
<b>50th Percentile / Critical Speed:</b>	34 MPH	31 MPH	33 MPH
<b>85th Percentile / Critical Speed:</b>	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.		
				Northbound					Southbound						VEH.	
55	0	0	55													0
54	0	0	54													0
53	0	0	53													0
52	0	0	52													0
51	0	0	51													0
50	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	14
40	6	3	40	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					10
36	2	6	36	X	X					X	X	X	X	X		8
35	2	6	35	X	X					X	X	X	X	X		8
34	2	2	34	X	X					X	X					4
33	2	3	33	X	X					X	X	X				5
32	2	0	32	X	X											2
31	1	0	31	X												1
30	2	0	30	X	X											2
29	0	0	29													0
28	0	1	28							X						1
27	0	0	27													0
26	0	0	26													0
25	0	0	25													0
24	0	0	24													0
23	0	0	23													0
22	0	0	22													0
21	0	0	21													0
20	0	0	20													0
19	0	0	19													0
18	0	0	18													0
17	0	0	17													0
16	0	0	16													0
15	0	0	15													0
14	0	0	14													0
13	0	0	13													0
12	0	0	12													0
11	0	0	11													0
10	0	0	10													0
9	0	0	9													0
8	0	0	8													0
7	0	0	7													0
6	0	0	6													0
5	0	0	5													0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>		

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.		
				Northbound					Southbound						VEH.	
55	0	0	55													0
54	0	0	54													0
53	0	0	53													0
52	0	0	52													0
51	0	0	51													0
50	0	0	50													0
49	0	0	49													0
48	2	0	48	X	X											2
47	0	0	47													0
46	1	0	46	X												1
45	0	2	45					X	X							2
44	1	0	44	X												1
43	1	1	43	X				X								2
42	1	1	42	X				X								2
41	5	1	41	X	X	X	X	X		X						6
40	5	4	40	X	X	X	X	X		X	X	X	X			9
39	3	9	39	X	X	X				X	X	X	X	X	X	12
38	6	7	38	X	X	X	X	X	X	X	X	X	X	X	X	13
37	3	3	37	X	X	X				X	X	X				6
36	2	4	36	X	X					X	X	X	X			6
35	4	3	35	X	X	X	X			X	X	X				7
34	6	3	34	X	X	X	X	X	X	X	X					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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>		

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

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	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.
				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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	6%	12%	13%
<b>% In Pace:</b>	82%	78%	79%
<b>% Under Pace:</b>	12%	10%	8%
<b>Average Speed:</b>	39 MPH	39 MPH	39 MPH
<b>Pace Speed:</b>	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
<b>15th Percentile / Critical Speed:</b>	35 MPH	35 MPH	35 MPH
<b>50th Percentile / Critical Speed:</b>	39 MPH	38 MPH	38 MPH
<b>85th Percentile / Critical Speed:</b>	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 X		11
25	8	9	25	X X X 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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	10%	6%	9%
<b>% In Pace:</b>	86%	88%	87%
<b>% Under Pace:</b>	4%	6%	4%
<b>Average Speed:</b>	25 MPH	24 MPH	25 MPH
<b>Pace Speed:</b>	21 - 30 MPH	20 - 29 MPH	20 - 29 MPH
<b>15th Percentile / Critical Speed:</b>	21 MPH	21 MPH	21 MPH
<b>50th Percentile / Critical Speed:</b>	25 MPH	25 MPH	25 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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: 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.	
				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			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	13
38	5	6	38	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	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*  
\*

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	14%	22%	20%
<b>% In Pace:</b>	80%	70%	74%
<b>% Under Pace:</b>	6%	8%	6%
<b>Average Speed:</b>	40 MPH	40 MPH	40 MPH
<b>Pace Speed:</b>	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	34 MPH	35 MPH
<b>50th Percentile / Critical Speed:</b>	40 MPH	39 MPH	39 MPH
<b>85th Percentile / Critical Speed:</b>	44 MPH	44 MPH	44 MPH



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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: 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.		
				Northbound					Southbound						VEH.	
65	0	0	65													0
64	0	0	64													0
63	0	0	63													0
62	0	0	62													0
61	0	0	61													0
60	0	0	60													0
59	0	0	59													0
58	0	0	58													0
57	0	0	57													0
56	0	0	56													0
55	0	0	55													0
54	0	0	54													0
53	0	0	53													0
52	0	0	52													0
51	0	1	51								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				10
44	2	4	44	X	X						X	X	X	X		6
43	3	8	43	X	X	X					X	X	X	X	X	11
42	3	2	42	X	X	X					X	X				5
41	4	0	41	X	X	X	X				X	X	X			4
40	5	7	40	X	X	X	X	X			X	X	X	X	X	12
39	6	3	39	X	X	X	X	X	X		X	X	X			9
38	3	4	38	X	X	X					X	X	X			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												1
34	1	0	34	X												1
33	1	1	33	X							X					2
32	1	1	32	X							X					2
31	1	0	31	X												1
30	0	0	30													0
29	0	0	29													0
28	0	0	28													0
27	0	0	27													0
26	0	0	26													0
25	0	0	25													0
24	0	0	24													0
23	0	0	23													0
22	0	0	22													0
21	0	0	21													0
20	0	0	20													0
19	0	0	19													0
18	0	0	18													0
17	0	0	17													0
16	0	0	16													0
15	0	0	15													0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>		

**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
<b>% Over Pace:</b>	6%	18%	11%
<b>% In Pace:</b>	82%	78%	76%
<b>% Under Pace:</b>	12%	4%	13%
<b>Average Speed:</b>	41 MPH	42 MPH	41 MPH
<b>Pace Speed:</b>	37 - 46 MPH	36 - 45 MPH	37 - 46 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	37 MPH	37 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	42 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	46 MPH	47 MPH	46 MPH



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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: 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.
				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 X X X	11
37	5	7	37	X X X X X	X X X X X X X	12
36	6	6	36	X X X X X X	X X X X X X	12
35	2	4	35	X X	X X X X	6
34	0	3	34		X X X	3
33	1	2	33	X	X X	3
32	2	1	32	X X	X	3
31	1	3	31	X	X X X	4
30	2	1	30	X X	X	3
29	0	0	29			0
28	0	1	28		X	1
27	0	0	27			0
26	1	0	26	X		1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	16%	8%	12%
<b>% In Pace:</b>	70%	76%	73%
<b>% Under Pace:</b>	14%	16%	15%
<b>Average Speed:</b>	39 MPH	37 MPH	38 MPH
<b>Pace Speed:</b>	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
<b>15th Percentile / Critical Speed:</b>	35 MPH	33 MPH	33 MPH
<b>50th Percentile / Critical Speed:</b>	38 MPH	37 MPH	38 MPH
<b>85th Percentile / Critical Speed:</b>	45 MPH	43 MPH	43 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Miramar Avenue  
**Between:** Mills Avenue to 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.		
				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	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
<b>Total</b>	<b>23</b>	<b>16</b>		<b>GRAND TOTALS</b>								<b>39</b>		

**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

	<u>Eastbound</u>	<u>Westbound</u>	<u>Combined Statistics</u>
<b>% Over Pace:</b>	22%	6%	28%
<b>% In Pace:</b>	74%	56%	67%
<b>% Under Pace:</b>	4%	38%	5%
<b>Average Speed:</b>	29 MPH	30 MPH	29 MPH
<b>Pace Speed:</b>	22 - 31 MPH	30 - 39 MPH	22 - 31 MPH
<b>15th Percentile / Critical Speed:</b>	23 MPH	23 MPH	23 MPH
<b>50th Percentile / Critical Speed:</b>	28 MPH	30 MPH	29 MPH
<b>85th Percentile / Critical Speed:</b>	35 MPH	36 MPH	36 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Miramar Avenue  
**Between:** 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.
				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	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
<b>Total</b>	<b>30</b>	<b>24</b>		<b>GRAND TOTALS</b>				<b>54</b>

**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

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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	<u>17%</u>	<u>13%</u>	<u>15%</u>
<b>% In Pace:</b>	<u>77%</u>	<u>71%</u>	<u>74%</u>
<b>% Under Pace:</b>	<u>7%</u>	<u>17%</u>	<u>11%</u>
<b>Average Speed:</b>	<u>31</u> MPH	<u>30</u> MPH	<u>31</u> MPH
<b>Pace Speed:</b>	<u>26 - 35</u> MPH	<u>26 - 35</u> MPH	<u>26 - 35</u> MPH
<b>15th Percentile / Critical Speed:</b>	26 MPH	24 MPH	26 MPH
<b>50th Percentile / Critical Speed:</b>	31 MPH	30 MPH	31 MPH
<b>85th Percentile / Critical Speed:</b>	36 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:** 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><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b></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: 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					8
45	4	6	45	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>	

**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
<b>% Over Pace:</b>	16%	14%	15%
<b>% In Pace:</b>	72%	66%	69%
<b>% Under Pace:</b>	12%	20%	16%
<b>Average Speed:</b>	45 MPH	43 MPH	44 MPH
<b>Pace Speed:</b>	39 - 48 MPH	39 - 48 MPH	39 - 48 MPH
<b>15th Percentile / Critical Speed:</b>	39 MPH	37 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	44 MPH	43 MPH	44 MPH
<b>85th Percentile / Critical Speed:</b>	49 MPH	48 MPH	48 MPH



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

**Street:** Mountain Avenue  
**Between:** San Jose Avenue to Arrow Highway  
**Weather:** Clear  
**Date:** 2/25/25  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
60	Mountain Avenue	San Jose Avenue	Arrow Highway	Collector	0	25	36	25
<p><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b>            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.	
				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					6
34	3	3	34	X	X	X		X	X	X			6
33	8	6	33	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		9
30	5	6	30	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		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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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

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	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	14%	14%	17%
<b>% In Pace:</b>	84%	80%	81%
<b>% Under Pace:</b>	2%	6%	2%
<b>Average Speed:</b>	32 MPH	32 MPH	32 MPH
<b>Pace Speed:</b>	26 - 35 MPH	27 - 36 MPH	26 - 35 MPH
<b>15th Percentile / Critical Speed:</b>	27 MPH	28 MPH	28 MPH
<b>50th Percentile / Critical Speed:</b>	32 MPH	31 MPH	31 MPH
<b>85th Percentile / Critical Speed:</b>	35 MPH	36 MPH	36 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:** 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><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b></p> <p>Street Width: 40 feet, curb to curb                      Parking lanes: 8-ft                      Travel lanes: 12-ft</p>								



# 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.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	1	0	43	X		1
42	1	0	42	X		1
41	2	3	41	X X	X X X	5
40	0	0	40			0
39	1	6	39	X	X X X X X X	7
38	3	2	38	X X X	X X	5
37	3	2	37	X X X	X X	5
36	3	3	36	X X X	X X X	6
35	5	2	35	X X X X X	X X	7
34	7	9	34	X X X X X X X	X X X X X X X X X	16
33	5	1	33	X X X X X	X	6
32	4	4	32	X X X X	X X X X	8
31	3	4	31	X X X	X X X X	7
30	3	4	30	X X X	X X X X	7
29	4	4	29	X X X X	X X X X	8
28	2	2	28	X X	X X	4
27	1	1	27	X	X	2
26	1	1	26	X	X	2
25	1	1	25	X	X	2
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	1	21		X	1
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	10%	6%	14%
<b>% In Pace:</b>	80%	74%	75%
<b>% Under Pace:</b>	10%	20%	11%
<b>Average Speed:</b>	34 MPH	33 MPH	33 MPH
<b>Pace Speed:</b>	29 - 38 MPH	30 - 39 MPH	29 - 38 MPH
<b>15th Percentile / Critical Speed:</b>	29 MPH	29 MPH	29 MPH
<b>50th Percentile / Critical Speed:</b>	34 MPH	34 MPH	34 MPH
<b>85th Percentile / Critical Speed:</b>	38 MPH	39 MPH	38 MPH



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

**Street:** Mountain Avenue  
**Between:** 10th Street to Foothill Boulevard  
**Weather:** Clear  
**Date:** 5/8/24  
**Existing Speed Limit:** 35 MPH  
**Proposed Speed Limit:** 30 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
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.	
				Northbound				Southbound					VEH.
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	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						5
38	4	0	38	X	X	X	X						4
37	7	3	37	X	X	X	X	X	X				10
36	2	3	36	X	X			X	X				5
35	5	4	35	X	X	X	X	X	X	X			9
34	5	9	34	X	X	X	X	X	X	X	X	X	14
33	2	7	33	X	X			X	X	X	X	X	9
32	5	9	32	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	14%	10%	12%
<b>% In Pace:</b>	80%	84%	80%
<b>% Under Pace:</b>	6%	6%	8%
<b>Average Speed:</b>	36 MPH	34 MPH	35 MPH
<b>Pace Speed:</b>	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	31 MPH	31 MPH	31 MPH
<b>50th Percentile / Critical Speed:</b>	35 MPH	33 MPH	34 MPH
<b>85th Percentile / Critical Speed:</b>	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.
				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 X	8
40	4	5	40	X X X X	X X X X X	9
39	6	4	39	X X X X X X	X X X X	10
38	6	5	38	X X X X X X	X X X X X	11
37	3	6	37	X X X	X X X X X X	9
36	4	6	36	X X X X	X X X X X X	10
35	1	2	35	X	X X	3
34	2	5	34	X X	X X X X X	7
33	6	2	33	X X X X X X	X X	8
32	5	4	32	X X X X X	X X X X	9
31	1	1	31	X	X	2
30	3	0	30	X X X		3
29	0	0	29			0
28	0	0	28			0
27	1	0	27	X		1
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	10%	10%	10%
<b>% In Pace:</b>	80%	88%	84%
<b>% Under Pace:</b>	10%	2%	6%
<b>Average Speed:</b>	36 MPH	37 MPH	37 MPH
<b>Pace Speed:</b>	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
<b>15th Percentile / Critical Speed:</b>	32 MPH	34 MPH	32 MPH
<b>50th Percentile / Critical Speed:</b>	37 MPH	37 MPH	37 MPH
<b>85th Percentile / Critical Speed:</b>	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:** 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.
				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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

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				9
37	3	1	37	X	X	X				X						4
36	4	5	36	X	X	X	X			X	X	X	X			9
35	7	8	35	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	11
32	3	6	32	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>												<b>100</b>

**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
<b>% Over Pace:</b>	16%	16%	19%
<b>% In Pace:</b>	70%	78%	74%
<b>% Under Pace:</b>	14%	6%	7%
<b>Average Speed:</b>	36 MPH	35 MPH	36 MPH
<b>Pace Speed:</b>	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	31 MPH	32 MPH	31 MPH
<b>50th Percentile / Critical Speed:</b>	36 MPH	35 MPH	35 MPH
<b>85th Percentile / Critical Speed:</b>	41 MPH	40 MPH	40 MPH



**Radar Survey Conducted By:**  
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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: 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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	8%	22%	8%
<b>% In Pace:</b>	76%	72%	73%
<b>% Under Pace:</b>	16%	6%	19%
<b>Average Speed:</b>	30 MPH	29 MPH	30 MPH
<b>Pace Speed:</b>	26 - 35 MPH	23 - 32 MPH	26 - 35 MPH
<b>15th Percentile / Critical Speed:</b>	25 MPH	25 MPH	25 MPH
<b>50th Percentile / Critical Speed:</b>	30 MPH	28 MPH	29 MPH
<b>85th Percentile / Critical Speed:</b>	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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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

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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	2%	14%	8%
<b>% In Pace:</b>	72%	64%	68%
<b>% Under Pace:</b>	26%	22%	24%
<b>Average Speed:</b>	40 MPH	41 MPH	40 MPH
<b>Pace Speed:</b>	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
<b>15th Percentile / Critical Speed:</b>	34 MPH	33 MPH	34 MPH
<b>50th Percentile / Critical Speed:</b>	40 MPH	41 MPH	40 MPH
<b>85th Percentile / Critical Speed:</b>	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: 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.
				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 X		8
48	3	3	48	X X X		X X X		6
47	2	4	47	X X		X X X X		6
46	7	3	46	X X X X X X X		X X X		10
45	3	0	45	X X X				3
44	7	1	44	X X X X X X X X		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
<b>% Over Pace:</b>	22%	14%	22%
<b>% In Pace:</b>	68%	68%	61%
<b>% Under Pace:</b>	10%	18%	17%
<b>Average Speed:</b>	47 MPH	51 MPH	49 MPH
<b>Pace Speed:</b>	42 - 51 MPH	47 - 56 MPH	44 - 53 MPH
<b>15th Percentile / Critical Speed:</b>	42 MPH	46 MPH	43 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	51 MPH	48 MPH
<b>85th Percentile / Critical Speed:</b>	53 MPH	56 MPH	55 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Oxford Avenue  
**Between:** Scripps Drive to Hood Drive  
**Weather:** Clear  
**Date:** 5/15/24  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
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: 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: 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.	
				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 X			10
42	5	9	42	X X X X X						X X X X X X X X X			14
41	5	4	41	X X X X X						X X X X			9
40	7	3	40	X X X X 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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

Location: **Padua Avenue**  
 Between: **Base Line Road - Miramar Avenue**  
 Weather: **Clear**  
 Date: **5/16/24**  
 Time From: **11:35**  
 Time To: **12:00**  
 Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	12%	12%
% In Pace:	72%	82%	76%
% Under Pace:	22%	6%	12%
Average Speed:	41 MPH	42 MPH	41 MPH
Pace Speed:	38 - 47 MPH	37 - 46 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH
85th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH



Radar Survey Conducted By:  
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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.
				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 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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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
<b>% Over Pace:</b>	12%	20%	18%
<b>% In Pace:</b>	76%	70%	72%
<b>% Under Pace:</b>	12%	10%	10%
<b>Average Speed:</b>	42 MPH	41 MPH	41 MPH
<b>Pace Speed:</b>	37 - 46 MPH	36 - 45 MPH	36 - 45 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	36 MPH	36 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	41 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	46 MPH	47 MPH	46 MPH



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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

**Justification for Proposed Speed Limit:**

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 3.37, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and Padua Hills Theatre to the north. The 85th percentile speed is 32 mph and would normally justify a 25-mph posted speed limit.

Based 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.
				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	12
31	3	2	31	X	X	X	X	5
30	6	7	30	X	X	X	X	13
29	4	4	29	X	X	X	X	8
28	3	6	28	X	X	X	X	9
27	2	3	27	X	X			5
26	3	2	26	X	X	X		5
25	1	2	25	X		X		3
24	3	1	24	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
<b>Total</b>	<b>33</b>	<b>36</b>		<b>GRAND TOTALS</b>				<b>69</b>

**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
<b>% Over Pace:</b>	6%	3%	4%
<b>% In Pace:</b>	94%	97%	94%
<b>% Under Pace:</b>	0%	0%	1%
<b>Average Speed:</b>	29 MPH	29 MPH	29 MPH
<b>Pace Speed:</b>	24 - 33 MPH	23 - 32 MPH	24 - 33 MPH
<b>15th Percentile / Critical Speed:</b>	26 MPH	26 MPH	26 MPH
<b>50th Percentile / Critical Speed:</b>	30 MPH	29 MPH	29 MPH
<b>85th Percentile / Critical Speed:</b>	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: 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.	
				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	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
<b>Total</b>	<b>34</b>	<b>25</b>		<b>GRAND TOTALS</b>								<b>59</b>	

**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

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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	15%	12%	14%
<b>% In Pace:</b>	76%	80%	78%
<b>% Under Pace:</b>	9%	8%	8%
<b>Average Speed:</b>	35 MPH	34 MPH	35 MPH
<b>Pace Speed:</b>	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	31 MPH	30 MPH	30 MPH
<b>50th Percentile / Critical Speed:</b>	34 MPH	34 MPH	34 MPH
<b>85th Percentile / Critical Speed:</b>	39 MPH	39 MPH	39 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Radcliffe Drive  
**Between:** Indian Hill Boulevard to Mills Avenue  
**Weather:** Clear  
**Date:** 5/1/24  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
79	Radcliffe Drive	Indian Hill Boulevard	Mills Avenue	Collector	0.59	25	36	25
<p><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b>                      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.
				Eastbound			Westbound			
55	0	0	55							0
54	0	0	54							0
53	0	0	53							0
52	0	0	52							0
51	0	0	51							0
50	0	0	50							0
49	0	0	49							0
48	0	0	48							0
47	0	0	47							0
46	0	0	46							0
45	0	0	45							0
44	0	0	44							0
43	0	0	43							0
42	0	1	42					X		1
41	0	0	41							0
40	0	2	40					X X		2
39	0	1	39					X		1
38	1	2	38	X				X X		3
37	2	1	37	X X				X		3
36	1	3	36	X				X X X		4
35	0	2	35					X X		2
34	1	0	34	X						1
33	3	1	33	X X X				X		4
32	1	4	32	X				X X X X		5
31	3	0	31	X X X						3
30	2	7	30	X X				X X X X X X X		9
29	4	5	29	X X X X				X X X X X		9
28	2	2	28	X X				X X		4
27	4	8	27	X X X X				X X X X X X X X		12
26	4	1	26	X X X X				X		5
25	3	3	25	X X X				X X X		6
24	0	2	24					X X		2
23	3	2	23	X X X				X X		5
22	0	2	22					X X		2
21	0	1	21					X		1
20	1	0	20	X						1
19	0	0	19							0
18	0	0	18							0
17	0	0	17							0
16	0	0	16							0
15	0	0	15							0
14	0	0	14							0
13	0	0	13							0
12	0	0	12							0
11	0	0	11							0
10	0	0	10							0
9	0	0	9							0
8	0	0	8							0
7	0	0	7							0
6	0	0	6							0
5	0	0	5							0
<b>Total</b>	<b>35</b>	<b>50</b>		<b>GRAND TOTALS</b>						<b>85</b>

**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

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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	11%	26%	25%
<b>% In Pace:</b>	77%	68%	71%
<b>% Under Pace:</b>	11%	6%	5%
<b>Average Speed:</b>	29 MPH	30 MPH	30 MPH
<b>Pace Speed:</b>	25 - 34 MPH	23 - 32 MPH	23 - 32 MPH
<b>15th Percentile / Critical Speed:</b>	25 MPH	25 MPH	25 MPH
<b>50th Percentile / Critical Speed:</b>	29 MPH	29 MPH	29 MPH
<b>85th Percentile / Critical Speed:</b>	33 MPH	36 MPH	36 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** San Jose Avenue  
**Between:** 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.
				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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	10%	12%	11%
<b>% In Pace:</b>	72%	74%	73%
<b>% Under Pace:</b>	18%	14%	16%
<b>Average Speed:</b>	36 MPH	37 MPH	37 MPH
<b>Pace Speed:</b>	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
<b>15th Percentile / Critical Speed:</b>	32 MPH	33 MPH	32 MPH
<b>50th Percentile / Critical Speed:</b>	37 MPH	37 MPH	37 MPH
<b>85th Percentile / Critical Speed:</b>	42 MPH	42 MPH	42 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
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# City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** 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					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	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		9
35	5	4	35	X	X	X	X	X	X	X			9
34	6	7	34	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			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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**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
<b>% Over Pace:</b>	16%	10%	11%
<b>% In Pace:</b>	74%	78%	74%
<b>% Under Pace:</b>	10%	12%	15%
<b>Average Speed:</b>	33 MPH	33 MPH	33 MPH
<b>Pace Speed:</b>	27 - 36 MPH	29 - 38 MPH	29 - 38 MPH
<b>15th Percentile / Critical Speed:</b>	28 MPH	29 MPH	28 MPH
<b>50th Percentile / Critical Speed:</b>	33 MPH	34 MPH	33 MPH
<b>85th Percentile / Critical Speed:</b>	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:** 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><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b></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.	
				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	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		9
33	2	2	33	X	X		X	X			4
32	5	8	32	X	X	X	X	X	X	X	13
31	6	1	31	X	X	X	X	X	X	X	7
30	5	3	30	X	X	X	X	X			8
29	4	2	29	X	X	X	X				6
28	5	2	28	X	X	X	X				7
27	3	5	27	X	X	X	X	X	X		8
26	4	1	26	X	X	X	X				5
25	3	3	25	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>						<b>100</b>	

**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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	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	14%	20%	13%
<b>% In Pace:</b>	84%	68%	73%
<b>% Under Pace:</b>	2%	12%	14%
<b>Average Speed:</b>	31 MPH	33 MPH	32 MPH
<b>Pace Speed:</b>	25 - 34 MPH	27 - 36 MPH	27 - 36 MPH
<b>15th Percentile / Critical Speed:</b>	26 MPH	27 MPH	27 MPH
<b>50th Percentile / Critical Speed:</b>	30 MPH	32 MPH	31 MPH
<b>85th Percentile / Critical Speed:</b>	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.	
				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	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
<b>Total</b>	<b>23</b>	<b>28</b>		<b>GRAND TOTALS</b>								<b>51</b>	

**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

\*  
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A  
C  
E  
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	<u>Eastbound</u>	<u>Westbound</u>	<u>Combined Statistics</u>
<b>% Over Pace:</b>	<u>0%</u>	<u>4%</u>	<u>10%</u>
<b>% In Pace:</b>	<u>100%</u>	<u>71%</u>	<u>84%</u>
<b>% Under Pace:</b>	<u>0%</u>	<u>25%</u>	<u>6%</u>
<b>Average Speed:</b>	<u>27</u> MPH	<u>27</u> MPH	<u>27</u> MPH
<b>Pace Speed:</b>	<u>23 - 32</u> MPH	<u>25 - 34</u> MPH	<u>23 - 32</u> MPH
<b>15th Percentile / Critical Speed:</b>	24 MPH	23 MPH	23 MPH
<b>50th Percentile / Critical Speed:</b>	27 MPH	27 MPH	27 MPH
<b>85th Percentile / Critical Speed:</b>	28 MPH	33 MPH	31 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
**PO Box 1178**  
**Corona, CA 92880**  
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## City of Claremont: 2026 Citywide Engineering and Traffic Survey (E&TS)

**Street:** Scripps Drive  
**Between:** Towne Avenue to Mountain Avenue  
**Weather:** Clear  
**Date:** 5/8/24  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
84	Scripps Drive	Towne Avenue	Mountain Avenue	Collector	0	25	37	25
<p><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b>            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.
				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	7
36	0	3	36					X	X	3
35	2	1	35	X	X			X		3
34	7	3	34	X	X	X	X	X	X	10
33	4	3	33	X	X	X	X	X	X	7
32	8	9	32	X	X	X	X	X	X	17
31	4	4	31	X	X	X	X	X	X	8
30	5	7	30	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	6
27	2	3	27	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>						<b>100</b>

**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
<b>% Over Pace:</b>	8%	12%	10%
<b>% In Pace:</b>	84%	78%	81%
<b>% Under Pace:</b>	8%	10%	9%
<b>Average Speed:</b>	32 MPH	32 MPH	32 MPH
<b>Pace Speed:</b>	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
<b>15th Percentile / Critical Speed:</b>	29 MPH	28 MPH	28 MPH
<b>50th Percentile / Critical Speed:</b>	32 MPH	32 MPH	32 MPH
<b>85th Percentile / Critical Speed:</b>	37 MPH	37 MPH	37 MPH



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

**Street:** Scripps Drive  
**Between:** Mountain Avenue to Indian Hill Boulevard  
**Weather:** Clear  
**Date:** 5/8/24  
**Existing Speed Limit:** 25 MPH  
**Proposed Speed Limit:** 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
85	Scripps Drive	Mountain Avenue	Indian Hill Boulevard	Collector	0	25	34	25

**Justification for Proposed Speed Limit:**

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction with on-street parking and Class III bike lanes (marked with sharrows, i.e., a shared travel lane and bike lane). It is a collector street with a collision rate of 0.0. The adjacent land uses are residential with direct access to residential driveways; Condit Elementary School, Cahuilla Park, and Claremont High School is located south of the corridor. 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  
 Travel Lanes: 12-ft  
 Parking lanes: 8-ft



# 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><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b></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.
				Northbound		Southbound		VEH.
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	0	46					0
45	0	0	45					0
44	0	0	44					0
43	0	0	43					0
42	0	0	42					0
41	0	0	41					0
40	0	0	40					0
39	0	0	39					0
38	0	0	38					0
37	0	0	37					0
36	1	1	36	X		X		2
35	0	2	35			X X		2
34	0	1	34			X		1
33	1	0	33	X				1
32	0	1	32			X		1
31	0	0	31					0
30	1	1	30	X		X		2
29	1	3	29	X		X X X		4
28	4	5	28	X X X X		X X X X X		9
27	0	4	27			X X X X		4
26	4	4	26	X X X X		X X X X		8
25	2	3	25	X X		X X X		5
24	3	1	24	X X X		X		4
23	0	3	23			X X X		3
22	0	3	22			X X X		3
21	0	2	21			X X		2
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
14	0	0	14					0
13	0	0	13					0
12	0	0	12					0
11	0	0	11					0
10	0	0	10					0
9	0	0	9					0
8	0	0	8					0
7	0	0	7					0
6	0	0	6					0
5	0	0	5					0
<b>Total</b>	<b>17</b>	<b>34</b>		<b>GRAND TOTALS</b>				<b>51</b>

**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.
				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 X X		6
27	5	6	27	X X X X X		X X X X X X		11
26	3	2	26	X X X		X X		5
25	8	4	25	X X X X X X X X X		X X X X		12
24	4	7	24	X X X X		X X X X X X X X		11
23	8	9	23	X X X X X X X X X		X X X X X X X X X X		17
22	5	2	22	X X X X X		X X		7
21	3	5	21	X X X		X X X X X		8
20	5	1	20	X X X X X		X		6
19	2	0	19	X X				2
18	3	1	18	X X X		X		4
17	1	1	17	X		X		2
16	0	0	16					0
15	0	1	15			X		1
14	0	0	14					0
13	0	0	13					0
12	0	0	12					0
11	0	0	11					0
10	0	0	10					0
9	0	0	9					0
8	0	0	8					0
7	0	0	7					0
6	0	0	6					0
5	0	0	5					0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	6%	2%	5%
<b>% In Pace:</b>	92%	90%	86%
<b>% Under Pace:</b>	2%	8%	9%
<b>Average Speed:</b>	23 MPH	24 MPH	24 MPH
<b>Pace Speed:</b>	18 - 27 MPH	21 - 30 MPH	20 - 29 MPH
<b>15th Percentile / Critical Speed:</b>	20 MPH	21 MPH	20 MPH
<b>50th Percentile / Critical Speed:</b>	23 MPH	24 MPH	24 MPH
<b>85th Percentile / Critical Speed:</b>	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		
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	0	46					0
45	0	0	45					0
44	0	0	44					0
43	0	0	43					0
42	0	0	42					0
41	0	0	41					0
40	0	0	40					0
39	0	0	39					0
38	0	0	38					0
37	0	0	37					0
36	0	0	36					0
35	1	1	35	X		X		2
34	1	0	34	X				1
33	1	2	33	X		X X		3
32	0	2	32			X X		2
31	3	0	31	X X X				3
30	1	1	30	X		X		2
29	4	2	29	X X X X		X X		6
28	0	8	28			X X X X X X X X		8
27	5	8	27	X X X X X		X X X X X X X X		13
26	6	5	26	X X X X X X		X X X X X		11
25	5	7	25	X X X X X		X X X X X X X		12
24	6	2	24	X X X X X X		X X		8
23	2	4	23	X X		X X X X		6
22	7	5	22	X X X X X X X X		X X X X X		12
21	6	1	21	X X X X X X		X		7
20	1	0	20	X				1
19	0	0	19					0
18	0	2	18			X X		2
17	0	0	17					0
16	1	0	16	X				1
15	0	0	15					0
14	0	0	14					0
13	0	0	13					0
12	0	0	12					0
11	0	0	11					0
10	0	0	10					0
9	0	0	9					0
8	0	0	8					0
7	0	0	7					0
6	0	0	6					0
5	0	0	5					0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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:**  
**Counts Unlimited, Inc.**  
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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.		
				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	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	12
30	3	4	30	X	X	X			X	X	X			7
29	9	3	29	X	X	X	X	X	X	X				12
28	5	5	28	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>		

**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
<b>% Over Pace:</b>	8%	12%	10%
<b>% In Pace:</b>	80%	82%	81%
<b>% Under Pace:</b>	12%	6%	9%
<b>Average Speed:</b>	30 MPH	31 MPH	30 MPH
<b>Pace Speed:</b>	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
<b>15th Percentile / Critical Speed:</b>	26 MPH	27 MPH	26 MPH
<b>50th Percentile / Critical Speed:</b>	29 MPH	31 MPH	30 MPH
<b>85th Percentile / Critical Speed:</b>	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:** 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 85<sup>th</sup> 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: 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><b>Justification for Proposed Speed Limit:</b></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><b>Accident History:</b> 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><b>Street Section:</b></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.
				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 X	13
32	2	3	32	X X	X X X	5
31	3	4	31	X X X	X X X X	7
30	5	5	30	X X X X X	X X X X X	10
29	6	3	29	X X X X X X	X X X	9
28	3	3	28	X X X	X X X	6
27	3	4	27	X X X	X X X X	7
26	1	2	26	X	X X	3
25	2	0	25	X X		2
24	3	3	24	X X X	X X X	6
23	0	1	23		X	1
22	5	3	22	X X X X X	X X X	8
21	0	2	21		X X	2
20	1	0	20	X		1
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**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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	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	2%	12%	20%
<b>% In Pace:</b>	68%	70%	68%
<b>% Under Pace:</b>	30%	18%	12%
<b>Average Speed:</b>	30 MPH	30 MPH	30 MPH
<b>Pace Speed:</b>	28 - 37 MPH	26 - 35 MPH	24 - 33 MPH
<b>15th Percentile / Critical Speed:</b>	24 MPH	24 MPH	24 MPH
<b>50th Percentile / Critical Speed:</b>	30 MPH	30 MPH	30 MPH
<b>85th Percentile / Critical Speed:</b>	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:** 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 85<sup>th</sup> 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.
				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 X		11
43	5	3	43	X X X X X		X X X		8
42	5	4	42	X X X X X		X X X X		9
41	9	8	41	X X X X X X X X X X		X X X X X X X X X		17
40	6	2	40	X X X X X X		X X		8
39	4	2	39	X X X X		X X		6
38	2	5	38	X X		X X X X X		7
37	2	2	37	X X		X X		4
36	0	1	36			X		1
35	2	1	35	X X		X		3
34	1	0	34	X				1
33	0	0	33					0
32	1	0	32	X				1
31	0	0	31					0
30	0	0	30					0
29	0	1	29			X		1
28	0	2	28			X X		2
27	0	0	27					0
26	0	0	26					0
25	0	0	25					0
24	0	0	24					0
23	0	0	23					0
22	0	0	22					0
21	0	0	21					0
20	0	0	20					0
19	0	0	19					0
18	0	0	18					0
17	0	0	17					0
16	0	0	16					0
15	0	0	15					0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>				<b>100</b>

**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
<b>% Over Pace:</b>	<u>12%</u>	<u>10%</u>	<u>13%</u>
<b>% In Pace:</b>	<u>80%</u>	<u>76%</u>	<u>78%</u>
<b>% Under Pace:</b>	<u>8%</u>	<u>14%</u>	<u>9%</u>
<b>Average Speed:</b>	<u>42</u> MPH	<u>42</u> MPH	<u>42</u> MPH
<b>Pace Speed:</b>	<u>37 - 46</u> MPH	<u>38 - 47</u> MPH	<u>37 - 46</u> MPH
<b>15th Percentile / Critical Speed:</b>	38 MPH	38 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	42 MPH	41 MPH
<b>85th Percentile / Critical Speed:</b>	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 85<sup>th</sup> 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.	
				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	5
46	3	2	46	X	X	X				X	X		5
45	5	2	45	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	11
41	2	15	41	X	X					X	X	X	17
40	6	2	40	X	X	X	X	X		X	X	X	8
39	7	2	39	X	X	X	X	X	X	X	X	X	9
38	3	2	38	X	X	X				X	X		5
37	1	2	37	X						X	X		3
36	3	1	36	X	X	X				X			4
35	1	3	35	X						X	X	X	4
34	0	0	34										0
33	0	0	33										0
32	0	1	32							X			1
31	1	0	31	X									1
30	1	0	30	X									1
29	0	0	29										0
28	0	0	28										0
27	0	0	27										0
26	0	0	26										0
25	0	0	25										0
24	0	0	24										0
23	0	0	23										0
22	0	0	22										0
21	0	0	21										0
20	0	0	20										0
19	0	0	19										0
18	0	0	18										0
17	0	0	17										0
16	0	0	16										0
15	0	0	15										0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

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

P  
A  
C  
E

	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 85<sup>th</sup> 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.		
				Northbound					Southbound						VEH.	
55	0	0	55													0
54	0	0	54													0
53	0	0	53													0
52	0	0	52													0
51	0	0	51													0
50	0	0	50													0
49	0	0	49													0
48	0	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
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>		

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 85<sup>th</sup> 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 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





**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 <b>FF010828</b>	-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 <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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 <b>FF010828</b>	-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 <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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 <b>FF010828</b>	-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 <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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 <b>FF010828</b>	-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 <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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 <b>FF010828</b>	-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 <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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 <b>FF010828</b>	-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 <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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 <b>FF010828</b>	-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 <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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

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.

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- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

### Test Results

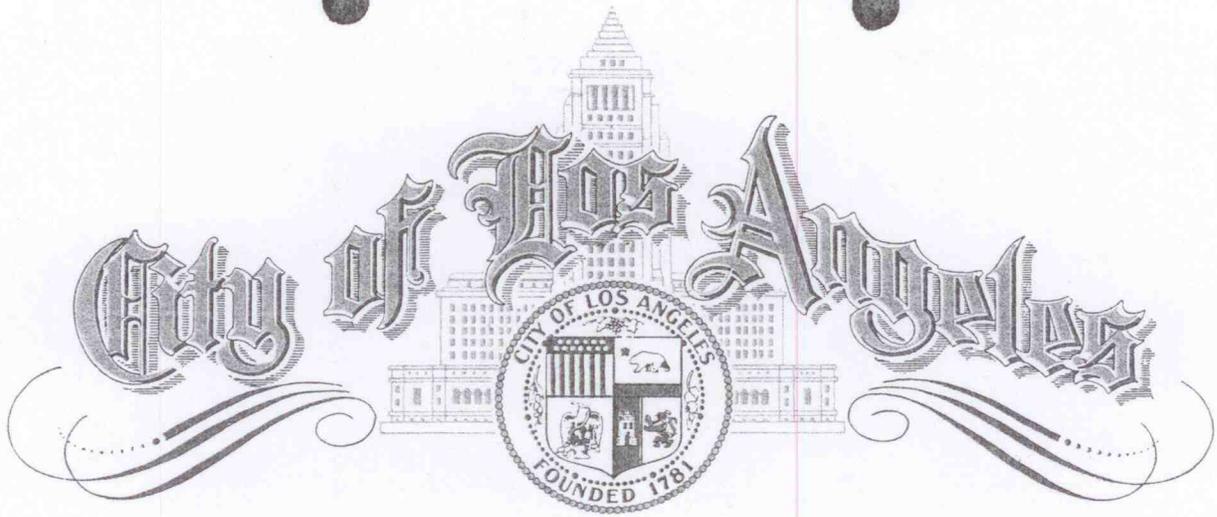
Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	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 <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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



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

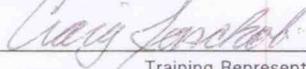
(Department)

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

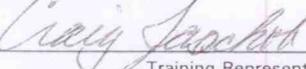
(Department)

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:

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Course meets or exceeds California POST Radar Operator Certification.

Approved: \_\_\_\_\_

*George Maglaras*

Date: March 4<sup>th</sup> & 5<sup>th</sup>, 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 31<sup>st</sup> day of July 2009.  
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**Jaime Beltran**

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**Ruby Gomez**

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**Loreto Beltran**

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**Rachel Campos**

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**Kim Sanford**

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**Rob Harvick**

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**Christine Duron**

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**Kris Campos**

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**Chris Sterig**

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**Luis Ramirez**

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**Kirk Harris**

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