

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

Street: First Street

Between: College Avenue to Columbia Avenue

Weather: Clear

Date: 5/1/24

Existing Speed Limit: 40 MPH

Proposed Speed Limit: 30 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
29	First Street	College Avenue	Columbia Avenue	Secondary Arterial	0.84	40	38	30
<p>Justification for Proposed Speed Limit:</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 secondary arterial with a collision rate of 0.84. The adjacent land uses are Claremont College campus facilities to the north, and Metro parking lot to the south. The 85th percentile speed is 38 mph and would normally justify a 40-mph posted speed limit.</p> <p>However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking, 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.</p> <p>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.</p> <p>It is recommended for the speed limit to be lowered to 30 mph for the above reasons.</p>								
<p>Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).</p>								
<p>Street Section:</p> <p>Street Width: 74 feet, curb to curb Travel Lanes: 11-18-ft Parking/bike lanes: 8-ft Bike lanes: 6-ft Raised Median</p>								

City of Claremont
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT.	
EB	WB	EB	WB	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	1	2	44	X		3	
43	0	0	43			0	
42	2	0	42	X X		2	
41	0	4	41		X X X X	4	
40	0	1	40		X	1	
39	1	1	39	X		2	
38	1	5	38	X X X X X		6	
37	5	6	37	X X X X X X		11	
36	5	4	36	X X X X X X		9	
35	3	5	35	X X X X X		8	
34	3	3	34	X X X X		6	
33	7	4	33	X X X X X X X		11	
32	5	2	32	X X X X X		7	
31	4	5	31	X X X X X		9	
30	5	2	30	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		3	
23	1	0	23	X X		1	
22	1	0	22	X		1	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50		GRAND TOTALS		100	

Location: First Street

Between: College Avenue - Columbia Avenue

Weather: Clear

Date: 5/1/24

Time From: 2:10

Time To: 2:40

Existing Speed Limit: 40 MPH

Eastbound		Westbound		Combined Statistics	
% Over Pace:	10%	% Over Pace:	16%	% Over Pace:	12%
% In Pace:	84%	% In Pace:	78%	% In Pace:	77%
% Under Pace:	6%	% Under Pace:	6%	% Under Pace:	11%
Average Speed:	33 MPH	Average Speed:	35 MPH	Average Speed:	34 MPH
Pace Speed:	28 - 37 MPH	Pace Speed:	29 - 38 MPH	Pace Speed:	29 - 38 MPH

15th Percentile / Critical Speed:	28 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	39 MPH	38 MPH


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

Street: First Street
Between: Columbia Avenue to Claremont Boulevard
Weather: Clear
Date: 5/1/24
Existing Speed Limit: 40 MPH
Proposed Speed Limit: 35 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
30	First Street	Columbia Avenue	Claremont Boulevard	Secondary Arterial	0.48	40	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 40 mph and has 1 through lane in each direction with on-street parking and dedicated bike lanes. It is a secondary arterial with a collision rate of 0.48. The adjacent land uses are Claremont College campus facilities to the north, and Metro parking lot to the south. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), the presence of dedicated bike lanes and on-street parking; Pomona-Pitzer Soccer Field and Athletic field, Strehle Track Sports complex, and El Barrio Park located north of corridor; Claremont College campus facilities located to the north and south of the corridor, a lower speed limit is prudent. This would allow rounding down 5 mph, to 40 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 56 feet, curb to curb
 Travel Lanes: 11-15-ft
 Parking/bike lanes: 8-ft
 Bike lanes: 6-ft

City of Claremont
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH
	EB	WB	Eastbound		Westbound		
65	0	0					0
64	0	0					0
63	0	0					0
62	0	0					0
61	0	0					0
60	0	0					0
59	0	0					0
58	0	0					0
56	0	0					0
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	0	1				X	1
48	0	0					0
47	1	1				X	2
46	0	1				X	1
45	1	1				X	2
44	0	5				X X X X X	5
43	1	4				X X X X X	5
42	2	2				X X	4
41	2	2				X X	4
40	6	4				X X X X X X	10
39	2	3				X X X	5
38	8	4				X X X X X X X	12
37	7	1				X X X X X X X X	8
36	1	7				X X X X X X X X	8
35	4	1				X X X X	5
34	1	2				X X	3
33	7	1				X X X X X X X X	8
32	1	2				X X	3
31	0	0				X	1
30	4	3				X X X X	7
29	1	2				X X	3
28	0	2				X X	2
27	1	0				X	1
26	0	0					0
25	0	0					0
24	0	1					1
23	0	0				X	1
22	0	0					0
21	0	0					0
20	0	0					0
19	0	0					0
18	0	0					0
17	0	0					0
16	0	0					0
15	0	0					0
Total	50	50	GRAND TOTALS				100

Location: First Street

Between: Columbia Avenue - Claremont Boulevard

Weather: Clear

Date: 5/1/24

Time From: 1:45

Time To: 2:10

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	16%
% In Pace:	80%	66%	67%
% Under Pace:	14%	28%	17%
Average Speed:	37 MPH	38 MPH	37 MPH
Pace Speed:	33 - 42 MPH	36 - 45 MPH	33 - 42 MPH

15th Percentile / Critical Speed:	33 MPH	30 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	40 MPH	44 MPH	43 MPH



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

Street: Indian Hill Boulevard
Between: San Jose Ave to Vista/Oak Park Drive
Weather: Clear
Date: 5/15/24
Existing Speed Limit: 40 MPH
Proposed Speed Limit: 35 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
39	Indian Hill Boulevard	San Jose Avenue	Vista/Oak Park Drive	Major Arterial	0.62	40	43	35

Justification for Proposed Speed Limit:

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

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

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to be lowered to 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 74-ft
 Travel lanes: 11-ft

City of Claremont
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT.
NB	SB	Northbound	Southbound	Northbound	Southbound	VEH
65	0					0
64	0					0
63	0					0
62	0					0
61	0					0
60	0					0
59	0					0
58	0					0
57	0					0
56	0					0
55	0					0
54	0					0
53	0					0
52	1					1
51	1					1
50	0					0
49	0					0
48	0					0
47	0					0
46	3					3
45	2					7
44	1					3
43	2					3
42	2					3
41	3					9
40	4					8
39	3					7
38	4					7
37	3					6
36	6					11
35	2					8
34	3					6
33	2					4
32	1					2
31	2					3
30	0					0
29	2					2
28	1					3
27	1					1
26	0					0
25	0					0
24	2					2
23	0					0
22	0					0
21	0					0
20	0					0
19	0					0
18	0					0
17	0					0
16	0					0
15	0					0
Total	50					100

Location:		Indian Hill Boulevard	
Between:	San Jose Avenue - Oak Park Drive		
Weather:	Clear		
Date:	5/15/24		
Time From:	11:20		
Time To:	11:40		
Existing Speed Limit:	40 MPH		

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

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

Street: Indian Hill Boulevard
Between: Vista/Oak Park Drive to Arrow Highway
Weather: Clear
Date: 5/15/24
Existing Speed Limit: 40 MPH
Proposed Speed Limit: 35 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
40	Indian Hill Boulevard	Vista/Oak Park Drive	Arrow Highway	Major Arterial	0.34	40	42	35
<p>Justification for Proposed Speed Limit:</p> <p>This segment currently has a posted speed of 40 mph and has 2 through lanes in each direction with on-street parking. It is a major arterial with a collision rate of 0.34. 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.</p> <p>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.</p> <p>It is recommended for the speed limit to be lowered to 35 mph for the above reasons.</p>								
<p>Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).</p>								
<p>Street Section: Street Width: 74-ft Travel lanes: 11-ft</p>								

City of Claremont
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH
	NB	SB	Northbound	Southbound	
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	0			0
60	0	0			0
59	0	0			0
58	0	0			0
57	0	0			0
56	0	0			0
55	0	0			0
54	0	0			0
53	0	0			0
52	0	0			0
51	0	2		X X	2
50	0	0			0
49	0	0			0
48	0	0			0
47	2	1	X X		3
46	0	1	X		1
45	0	1	X		1
44	2	2	X X		4
43	0	3	X X X		3
42	0	4	X X X X		4
41	5	7	X X X X X		12
40	4	4	X X X X X	X X	8
39	4	4	X X X X		8
38	3	3	X X X		6
37	7	4	X X X X X X X		11
36	7	6	X X X X X X X	X	13
35	3	3	X X X		6
34	3	2	X X X		5
33	4	2	X X X X		6
32	2	0	X X		2
31	1	1	X X		2
30	2	0	X X X		2
29	1	0	X		1
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			0
24	0	0			0
23	0	0			0
22	0	0			0
21	0	0			0
20	0	0			0
19	0	0			0
18	0	0			0
17	0	0			0
16	0	0			0
15	0	0			0
Total	50	50	GRAND TOTALS		100

Location: Indian Hill Boulevard

Between: Oak Park Drive - Arrow Highway

Weather: Clear

Date: 5/15/24

Time From: 11:40

Time To: 12:00

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	14%
% In Pace:	84%	80%	79%
% Under Pace:	8%	10%	7%
Average Speed:	37 MPH	40 MPH	38 MPH
Pace Speed:	32 - 41 MPH	35 - 44 MPH	33 - 42 MPH

15th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	39 MPH	38 MPH
85th Percentile / Critical Speed:	41 MPH	43 MPH	42 MPH

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

Street: Indian Hill Boulevard
Between: Foothill Boulevard to Claremont High
Weather: Clear
Date: 5/15/24
Existing Speed Limit: 35 MPH
Proposed Speed Limit: 35 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
46	Indian Hill Boulevard	Foothill Boulevard	Claremont High	Secondary Arterial	0.46	35	43	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.46. The adjacent land uses are business, residential, Claremont High School, and Cahuilla Park. The 85th percentile speed is 43 mph and would normally justify a 45-mph posted speed limit.

Based on CVC Section 22358.8, this roadway segment qualifies to retain the current speed limit, 35 mph, since there have not been any major changes, roadway improvements, or development along the corridor.

It is recommended that the speed limit remains at 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:
 Street Width: 78-82 feet, curb to curb
 Travel Lanes: 11-22-ft
 No stripped Parking/bike lanes
 Raised Median

City of Claremont
Radar Speed Survey

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

Location: Indian Hill Boulevard

Between: Foothill Boulevard - Claremont High

Weather: Clear

Date: 5/15/24

Time From: 9:40

Time To: 10:00

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	14%	6%
% In Pace:	76%	84%	79%
% Under Pace:	22%	2%	15%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	36 - 45 MPH	33 - 42 MPH	35 - 44 MPH

15th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	43 MPH



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

Street: Indian Hill Boulevard
Between: Claremont High to Base Line Road
Weather: Clear
Date: 5/15/24
Existing Speed Limit: 35 MPH
Proposed Speed Limit: 35 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
47	Indian Hill Boulevard	Claremont High	Base Line Road	Secondary Arterial	0.96	35	41	35

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 35 mph and has 2 through lanes in each direction with on-street parking. It is a secondary arterial with a collision rate of 0.96. The adjacent land uses are residential with direct access to residential driveways; Claremont High School and Cahuilla Park are located south of the corridor; Condit Elementary School is located west of the corridor; and Chaparral Elementary School is located east of the corridor. The 85th percentile speed is 41 mph and would normally justify a 40-mph posted speed limit.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 35 mph.

It is recommended for the speed limit to remain at 35 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 74 feet, curb to curb
 Travel Lanes: 12-18-ft
 No stripped Parking/bike lanes
 Raised Median

City of Claremont
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT.
SB	NB	Northbound	Southbound	Northbound	Southbound	VEH
55	0					0
54	0					0
53	0					0
52	0					0
51	0					0
50	0					0
49	0					0
48	2					2
47	0					0
46	1					1
45	0					0
44	1					1
43	1					2
42	1					2
41	5					6
40	5					6
39	3					9
38	6					12
37	3					13
36	2					6
35	4					7
34	6					9
33	1					3
32	5					7
31	1					3
30	1					5
29	2					3
28	0					1
27	0					0
26	0					0
25	0					0
24	0					0
23	0					0
22	0					0
21	0					0
20	0					0
19	0					0
18	0					0
17	0					0
16	0					0
15	0					0
14	0					0
13	0					0
12	0					0
11	0					0
10	0					0
9	0					0
8	0					0
7	0					0
6	0					0
5	0					0
Total	50					100

Location:	Indian Hill Boulevard
Between:	Claremont High - Base Line Road
Weather:	Clear
Date:	5/15/24
Time From:	9:00
Time To:	9:20
Existing Speed Limit:	35 MPH

% Over Pace:	Northbound	Southbound	Combined Statistics
	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



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

Street: Miramar Avenue
Between: Mills Avenue to Padua Avenue
Weather: Clear
Date: 5/16/24
Existing Speed Limit: 30 MPH
Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
56	Miramar Avenue	Mills Avenue	Padua Avenue	Local Street	0	30	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a local street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways and parking along the corridor creates intermittent and unpredictable conflicts not readily apparent to motorists, lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, June Vail Park and Western Christian Schools are located south of corridor creates intermittent and potential pedestrian and bicyclists’ conflicts not readily apparent to motorists, a lower speed limit is prudent. Therefore, this segment meets the criteria for High Concentration of Pedestrians or Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 28 to 40 ft
 Parking lanes (8-ft in areas of 40 ft width)
 Travel lanes: 14 to 20 ft

City of Claremont
Radar Speed Survey

Speed	MPH		Vehicles Surveyed				TOT. VEH
	EB	WB	Eastbound		Westbound		
55	0	0					0
54	0	0					0
53	0	0					0
52	0	0					0
51	0	0					0
50	0	0					0
49	0	0					0
48	0	0					0
47	0	0					0
46	0	0					0
45	0	0					0
44	0	0					0
43	0	0					0
42	0	0					0
41	0	1			X		1
40	1	0			X		1
39	0	0					0
38	1	1			X		2
37	1	0			X		1
36	0	1			X		1
35	1	2			X X		3
34	0	0					0
33	0	0					0
32	1	1			X		2
31	2	1			X X		3
30	2	3			X X X		5
29	1	0			X		1
28	2	1			X X		3
27	4	0			X X X X		4
26	0	0					0
25	2	1			X X		3
24	1	1			X X		2
23	1	1			X X		2
22	2	1			X X		3
21	1	0			X		1
20	0	0					0
19	0	0					0
18	0	1			X		1
17	0	0					0
16	0	0					0
15	0	0					0
14	0	0					0
13	0	0					0
12	0	0					0
11	0	0					0
10	0	0					0
9	0	0					0
8	0	0					0
7	0	0					0
6	0	0					0
5	0	0					0
Total	23	16	GRAND TOTALS				39

Location: Miramar Avenue
Between: Mills Avenue - Padua Avenue
Weather: Clear
Date: 5/16/24
Time From: 9:55
Time To: 11:30
Existing Speed Limit: 30 MPH

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


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

Street: Mountain Avenue
Between: Thompson Creek Trail to End
Weather: Clear
Date: 5/8/24
Existing Speed Limit: 30 MPH
Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
66	Mountain Avenue	Thompson Creek Trail	End	Collector	0	30	35	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 30 mph and has 1 through lane in each direction with on-street parking. It is a collector street with a collision rate of 0.0. The adjacent land uses are residential. The 85th percentile speed is 35 mph and would normally justify a 35-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential driveways along the corridor including the presence of on-street parking, and limited stopping sight distance from horizontal and vertical roadway curvatures creates intermittent and potential conflicts not readily apparent to motorists. In addition, there is direct access to the Thompson Creek multi-use trail and Claremont Hills Wilderness Park that attract visitors, pedestrians and bicyclists, which also create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. This would allow rounding down 5 mph, to 30 mph.

In addition, this segment meets the criteria for High Concentration of Pedestrians and Bicyclists per CVC Section 22358.7(a)(2), which allows rounding down and additional 5 mph, to 25 mph.

It is recommended for the speed limit to be lowered to 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 40 feet, curb to curb
 Travel Lanes: 20-ft
 No striped Parking/bike lanes

City of Claremont
Radar Speed Survey

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

Location: Mountain Avenue
Between: Thompson Creek Trail - End
Weather: Clear
Date: 5/8/24
Time From: 12:40
Time To: 1:40
Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	22%	8%
% In Pace:	76%	72%	73%
% Under Pace:	16%	6%	19%
Average Speed:	30 MPH	29 MPH	30 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

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

Street: Mt. Baldy Road

Between: Padua Avenue to Easterly City Limit

Weather: Clear

Date: 5/9/24

Existing Speed Limit: 50 MPH

Proposed Speed Limit: 45 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
69	Mt. Baldy Road	Padua Avenue	East City Limits	Rural Secondary Arterial	4.28	50	55	45

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 50 mph and has 1 through lane in each direction. It is a rural secondary arterial with a collision rate of 4.28, which is higher than the average collision rate from Caltrans, 2022 Collision Data on California State Highways (1.14). The adjacent land uses are residential and open space facilities. The 85th percentile speed is 55 mph and would normally justify a 55-mph posted speed limit.

However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), it provides direct access to residential neighborhoods via side streets along the corridor; the corridor has horizontal and vertical roadway curvatures, dense landscape parkways, and street trees create intermittent and potential conflicts not readily apparent to motorists, a lower speed limit is prudent. In addition, this corridor has a higher than average collision rate along roadway segment. This would allow rounding down 5 mph, to 50 mph.

In addition, this segment meets the criteria for a Safety Corridor: that includes Higher Crash Rates and the criteria for a proposed safety corridor. per CVC Section 22358.7(a)(1), which allows rounding down and additional 5 mph, to 45 mph.

It is recommended for the speed limit to be lowered to 45 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 32 feet, edge to edge

Travel Lanes: 12-ft

Shoulder: 4-ft

City of Claremont
Radar Speed Survey

Speed	MPH		Vehicles Surveyed		TOT. VEH
	EB	WB	Eastbound	Westbound	
75	0	0			0
74	0	0			0
73	0	0			0
72	0	0			0
71	0	0			0
70	0	0			0
69	0	0			0
68	0	0			0
67	0	0			0
66	0	0			0
65	0	0			0
64	0	0			0
63	0	0			0
62	0	0			0
61	0	2			2
60	0	3			3
59	0	1			1
58	1	1			2
57	1	0			1
56	2	4			6
55	2	2			4
54	0	3			3
53	4	2			6
52	1	5			6
51	1	4			5
50	1	2			3
49	3	5			8
48	3	3			6
47	2	4			6
46	7	3			10
45	3	0			3
44	7	1			8
43	4	2			6
42	3	2			5
41	1	1			2
40	1	0			1
39	0	0			0
38	2	0			2
37	1	0			1
36	0	0			0
35	0	0			0
34	0	0			0
33	0	0			0
32	0	0			0
31	0	0			0
30	0	0			0
29	0	0			0
28	0	0			0
27	0	0			0
26	0	0			0
25	0	0			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

% Over Pace:	Eastbound	Westbound	Combined Statistics
	22%	14%	22%
% In Pace:	68%	68%	61%
% Under Pace:	10%	18%	17%
Average Speed:	47 MPH	51 MPH	49 MPH
Pace Speed:	42 - 51 MPH	47 - 56 MPH	44 - 53 MPH
15th Percentile / Critical Speed:	42 MPH	46 MPH	43 MPH
50th Percentile / Critical Speed:	46 MPH	51 MPH	48 MPH
85th Percentile / Critical Speed:	53 MPH	56 MPH	55 MPH

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

Street: Padua Avenue
Between: Mount Baldy Road to Via Saint Ambrose
Weather: Clear
Date: 5/1/24
Existing Speed Limit: 25 MPH
Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
74	Padua Avenue	Mt. Baldy Road	Via Saint Ambrose	Local Street	3.37	25	32	25

Justification for Proposed Speed Limit:

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

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

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane = 1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:


Street Width: 24 feet, edge to edge
 Travel Lanes: 12-ft

City of Claremont
Radar Speed Survey

Speed		MPH		Vehicles Surveyed		TOT.
NB	SB	Northbound	Southbound	Northbound	Southbound	VEH
55	0					0
54	0					0
53	0					0
52	0					0
51	0					0
50	0					0
49	0					0
48	0					0
47	0					0
46	0					0
45	0					0
44	0					0
43	0					0
42	0					0
41	0					0
40	0					0
39	0					0
38	0					0
37	0					0
36	0					0
35	0					1
34	2					2
33	1					1
32	5					12
31	3					5
30	6					13
29	4					8
28	3					9
27	2					5
26	3					5
25	1					3
24	3					4
23	0					1
22	0					0
21	0					0
20	0					0
19	0					0
18	0					0
17	0					0
16	0					0
15	0					0
14	0					0
13	0					0
12	0					0
11	0					0
10	0					0
9	0					0
8	0					0
7	0					0
6	0					0
5	0					0
Total	33					69

Location:	Padua Avenue
Between:	Mount Baldy Road - Via Saint Ambrose
Weather:	Clear
Date:	5/1/24
Time From:	9:00
Time To:	10:40
Existing Speed Limit:	N/P MPH

% Over Pace:	Northbound	Southbound	Combined Statistics
	6%	3%	4%
% In Pace:	94%	97%	94%
% Under Pace:	0%	0%	1%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	24 - 33 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH



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

Street: Padua Avenue
Between: Via Saint Ambrose to Via Padova
Weather: Clear
Date: 5/1/24
Existing Speed Limit: 25 MPH
Proposed Speed Limit: 25 MPH

No.	Street Name	Roadway Segment		Roadway Classification	Collision Rate per MVM (2019-2024)	Posted Speed Limit (mph)	85th % Speed (mph)	Proposed Speed Limit (mph)
		From	To					
75	Padua Avenue	Via Saint Ambrose	Via Padova	Local Street	0	25	36	25

Justification for Proposed Speed Limit:

This segment currently has a posted speed of 25 mph and has 1 through lane in each direction. It is a local street with a collision rate of 0.0. The adjacent land uses are residential and Padua Hills Theatre to the north. The 85th percentile speed is 36 mph and would normally justify a 35-mph posted speed limit.

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

It is recommended for the speed limit to remain at 25 mph for the above reasons.

Accident History: Collision data is reported as actual collision rate along the roadway segment. The collision rates are calculated by the number of crashes per million vehicle miles (MVM). Collision data was obtained from SWITRS from 2019 to 2024. These collision rates are compared with Caltrans, 2022 Collision Data on California State Highways (2 and 3 Lane =1.14; 4 or More Undivided Roadway = 1.24; and 4 or More Divided Roadway = 1.16).

Street Section:

Street Width: 24 feet, edge to edge
 Travel Lanes: 12-ft

City of Claremont
Radar Speed Survey

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

Location: Padua Avenue

Between: Via Saint Ambrose - Via Padova

Weather: Avenue

Date: Clear

Time From: 5/1/24

Time To: 10:40

Existing Speed Limit: 12:20

25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	0%	10%
% In Pace:	88%	84%	82%
% Under Pace:	12%	16%	8%
Average Speed:	30 MPH	34 MPH	32 MPH
Pace Speed:	27 - 36 MPH	31 - 40 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	31 MPH	35 MPH	32 MPH
85th Percentile / Critical Speed:	34 MPH	39 MPH	36 MPH



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