City of Claremont

Radar Speed Survey - 2015

Prepared by:

Engineering Division
Department of Community Development

City of Claremont

Radar Speed Survey - 2015

Prepared by:

Engineering Division
Department of Community Development
Effective Date: February 13, 2015

City of Claremont

Radar Speed Survey - 2015

Streets surveyed:

1. **American Avenue**
   Indian Hill Boulevard to Mills Avenue

2. **College Avenue**
   Arrow Highway to First Street

3. **College Way**
   Williams Avenue to Piedmont Mesa Drive

4. **Mountain Avenue**
   San Jose Avenue to Arrow Highway
   Base Line Road to Thompson Creek

5. **Pomello Drive**
   Mills Avenue to Padua Avenue

6. **San Jose Avenue**
   College Avenue to Mills Avenue

JANUARY 2015 Speed Survey Results:

Street Segment	Speed Limit Established
	Expiration: January 2022
American Avenue (Indian Hill Blvd. to Mills Ave.)	30 mph
College Avenue (Arrow Hwy to First Street)	25 mph
College Way (Williams to Piedmont Mesa)	30 mph
Mountain Avenue (San Jose Ave. to Arrow Hwy)	30 mph
Mountain Avenue (Base Line to Thompson Creek)	35 mph
Pomello Drive (Mills Ave. to Padua Ave.)	35 mph
San Jose Avenue (College Ave. to Mills Ave.)	30 mph

In addition to the speed surveys on the above seven street segments, surveys have previously been conducted on the City of Claremont roadways, and speed limits have been adopted per City Council ordinance.

The following pages outline these previously established speed limits, along with the expiration date associated with each speed limit.

SUMMARY OF PREVIOUS SPEED SURVEYS

NOVEMBER 2012 – SPEED SURVEYS COMPLETED

Seven (7) streets (with a total of eleven street segments) were surveyed as a part of the November 2012 Radar Speed Survey. The survey resulted in the establishment of the following posted speed limits:

Street Segment	Speed Limit Established **Expiration: November 2019**
Indian Hill Blvd. (Eighth St. to Foothill Blvd.) (Foothill Blvd. to Base Line Rd.)	 30 mph 35 mph
Lindenwood Drive (Lassen Ave. to Shenandoah)	 25 mph
Mills Avenue (Base Line Rd. to Alamosa Dr.) (Alamosa Dr. to Mt. Baldy Rd.)	 40 mph 40 mph
Monte Vista Avenue (Claremont Blvd. to Base Line)	 40 mph
Mountain Avenue (Foothill Blvd. to Base Line) (Thompson Creek to N'ly End)	 35 mph 30 mph
Mt. Baldy Road (Mills Ave. to Padua Ave.)	 45 mph
Padua Avenue (Base Line Rd. to Alamosa Dr.) (Alamosa Dr. to Mt. Baldy Rd.)	 40 mph 40 mph

NOVEMBER 2012 - SPEED LIMITS EXTENDED FOR THREE-YEAR PERIOD

With the November 2012 speed survey, nineteen (19) streets (with a total of 34 street segments) in the City were determined to be exempt from the requirement of a new speed survey, based on the City Engineer's evaluation and findings that none of the conditions

listed in California Vehicle Code Section 40802 are applicable on said street sections. These posted speed limits were therefore extended for an additional three-year period:

Street Segment	Speed Limit Extended **Expiration: November 2015**
Alamosa Drive (Mills Ave. to Padua Ave.)	30 mph
Auto Center Drive (Indian Hill to w'ly end)	30 mph
Cambridge Avenue (Arrow Hwy. to Bonita Ave.)	35 mph
Claremont Boulevard (Arrow Hwy. to First St.) (First St. to Sixth St.) (Sixth St. to Foothill Blvd.) (Foothill to Monte Vista)	 30 mph 40 mph 45 mph 40 mph
College Avenue (San Jose Ave. to Arrow Hwy.) (First St. to Sixth St.) (Sixth St. to Foothill Blvd.)	 25 mph 25 mph 30 mph
Garey Avenue (Arlington Dr. to College Way)	40 mph
Indian Hill Boulevard (American Ave. to San Jose) (San Jose Ave. to Arrow Hwy.) (Arrow Hwy. to First St.) (First St. to Bonita Ave.) (Bonita Ave. to Eighth St.) (Base Line Rd. to Armstrong)	 35 mph 40 mph 35 mph 30 mph 30 mph 40 mph
Lassen Avenue (Scottsbluff Ave. to Lindenwood)	25 mph

NOVEMBER 2012 – SPEED LIMITS EXTENDED FOR THREE-YEAR PERIOD (CONT.)

Street Segment	Speed Limit Extended **Expiration: November 2017**
Mills Avenue (Foothill Blvd. to Base Line Rd.)	40 mph
Miramar Avenue (Mills Avenue to Padua Avenue)	30 mph
Monte Vista (Foothill to Claremont Blvd.)	45 mph
Mountain Avenue (Bonita to Harrison) (Harrison to Foothill)	 25 mph 35 mph
Oxford Avenue (Colby Circle to Scripps Drive)	25 mph
San Jose Avenue (Mountain to Indian Hill) (Indian Hill to College Avenue)	 35 mph 30 mph
Shenandoah Drive (Claremont to Monte Vista)	25 mph
Sixth Street (Indian Hill to College Avenue) (College Ave. to College Way) (College Way to Mills Ave) (Mills Ave. to Claremont Blvd.)	 25 mph 25 mph 30 mph 35 mph
Sumner Avenue (Briarcroft Rd. to Ridgefield Dr.)	30 mph
Towne Avenue (Foothill Blvd. to Base Line)	40 mph
Williams Avenue (Foothill Blvd. to College Way)	35 mph

SPEED LIMITS WITH VARIABLE EXPIRATION DATES

The following streets have been surveyed independently, outside of the scope of the city-wide speed surveys, due to changes made on these streets as a result of separate construction projects. These streets will need to be re-evaluated a period of seven years following the initial speed survey, per the requirements of the CVC:

Street Segment	Speed Limit Established	**Expiration Date**
Arrow Highway (Cambridge to Indian Hill) (Indian Hill to College) (College to Claremont/Mills)	 45 mph 40 mph 40 mph	**February 2018**
Base Line Road (W. City Limit to Towne) (Towne to Indian Hill) (Indian Hill to E. City Limit)	 40 mph 45 mph 45 mph	**June 2016**
Bonita Avenue (Indian Hill to end)	35 mph	**November 2018**
First Street (College to Claremont Blvd))	40 mph	**November 2018**
Foothill Boulevard (Towne to E. City Limit)	40 mph	**August 2016**

EXECUTIVE SUMMARY

Statutes in the California Motor Vehicle Code require that governmental agencies periodically review and update posted speed limits. The periodic updates are required every five to ten years in order that the City's enforcement agency may enforce speed 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 California Motor Vehicle Code. Data collection techniques are in compliance with Division 17, Section 40802(c), of the California Vehicle Code. The following reference materials were also used in preparation of this Traffic and Engineering survey:

- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES – United States Department of Transportation, Federal Highway Administration, 2014 Edition (California Supplement)
- VEHICLE CODE - California Department of Motor Vehicles, Sacramento; 2014 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

City staff surveyed seven (7) segments of City streets and reviewed the existing roadway characteristics, accident history, and adjacent land use. Roadside conditions not readily apparent to the motorists were also reviewed. It was found that **six (6)** of the **seven (7)** locations surveyed need minor adjustments to the speed limits.

The results and recommended speed zoning actions for each roadway segment are presented in the Summary of Recommendations (Appendix "A") and on Figure 1 - Recommended Speed Limits (Appendix "B").

CITY OF CLAREMONT
2015 SPEED LIMIT ANALYSIS

1.0 INTRODUCTION

The City of Claremont Police Department performs the 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 on those roadways where complaints of high-speed vehicles are received.

1.1 Requirement for Speed Survey – "Speed Trap Definitions"

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 in obtaining the speed of a vehicle when issuing a speed related citation.

Speed Trap Evidence

> 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 10 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 Traps

> 40802. A speed trap is defined as a section of highway which has a prima facie speed limit established by the code, if that speed limit has not been justified by an engineering and traffic survey, and the enforcement of the speed limit involves the use of radar.

Exceptions to the requirement of an engineering and traffic survey are made for the following:

An engineering and traffic survey is not required on a local street or school zone. A "local street" is defined by the latest functional usage and federal aid system map submitted to the Federal Highway Administration. If said map doesn't exist, then a local street is defined as a road that provides access to abutting residential property and meets the following three conditions:

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

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

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

The engineering and traffic survey must be completed every 5 years. However, this timeline is extended to every 7 years if the police officer issuing the citation has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar.

Furthermore, a registered engineer may evaluate the roadway and, if it is determined that no significant changes in roadway or traffic conditions have occurred, the survey remains in effect for 10 years.

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

An engineering and traffic survey shall include, among other requirements deemed necessary by the Department, consideration of the following:

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

(b) Accident records.

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

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.

The "Basic Speed Law", "Prima Facie Speed Limits", "Maximum Speed Limit" and "Intermediate Speed Zones" are summarized below.

(a) Basic Speed Law (CVC 22350)

All fifty states base their speed regulations on the Basic Speed Law. In California, CVC 22350 defines the basic speed law as follows:

> " 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."

This law recognizes that driving conditions are not fixed, and may vary at any given time or place. Therefore, in encountering these varying conditions the driver will adjust his driving behavior and speed to match the conditions of the roadway. The basic speed law takes into account the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

(b) Maximum Speed Limit (CVC 22349)

In California, the maximum speed for any passenger vehicle is 65 miles per hour (except on a few sections of specially zoned freeways which allow for up to a 70 mph speed limit). The maximum speed for most trucks and for vehicles towing any trailer is 55 miles per hour.

(c) Prima Facie Speed Limits (CVC 22352)

All other speed limits are prima facie limits which, "on the face of it," are reasonable and prudent under normal conditions. Prima facie speed limits are specific limits which shall apply unless changed on the basis of an

engineering and traffic survey and signs are posted that display the new speed limit. In the enforcement of prima facie speed limits, the basic speed law shall also apply; as such, specific roadway, traffic or weather conditions may warrant a lower speed than the prima facie speed limit at certain times.

Certain prima facie speed limits are automatically set by the State and included in the California Vehicle Code. The speed limits do not require posting of speed limit signs. Some of the prima facie speed limits are as follows:

25 MPH	Residential Districts, Business Districts
25 MPH	School Districts (when school children are present)
25 MPH	Playground zones (CVC 22357.1)
25 MPH	Senior zones
15 MPH	Alleys
15 MPH	Entering intersections where no traffic control devices exist.
15 MPH	Railroad Crossings where visibility is limited and no gates, flagmen or signal warnings control the crossing.

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

State law permits local authorities to lower the maximum speed limit (65 m.p.h.) or to raise business and residence district speed limits (25 m.p.h.) on the basis of traffic and engineering survey. These "intermediate limits" between 25 and 65 m.p.h. must be posted to define clearly the limits of the zone and the prima facie speed established. CVC 22357 authorizes the increase in limits and CVC 22358 authorizes the decrease in limits.

2.0 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 Manual on Uniform Traffic Control Devices. 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. 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. This short method will handle most situations adequately.

2.2 Speed Zone Survey Criteria

The 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.

- 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 the two-year accident record for the section 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.

Other factors that influence the decision to set the speed limit higher or lower than the 85th percentile speed are:

- Roadway alignment (vertical and horizontal) and condition.
- The most recent 2-year accident history.
- Pedestrian and bicycle safety.
- Adjacent land use.
- Adjacent speed limits.
- Shoulder conditions.
- Speed zones should be coordinated along routes through adjacent cities and counties to assure compatibility.
- Safe stopping sight distance.
- Intersection spacing and offsets.
- Commercial driveway characteristics.
- Conditions not readily apparent to the driver.

3.0 SPECIFIC PROCEDURES UTILIZED IN CLAREMONT SPEED SURVEY

For the City of Claremont radar speed survey, each roadway was divided into study sections. Representative field measurements were then taken for each study section, and

the data complied on speed data sheets (Appendix C). The data was reviewed along with accident and road data information, and speed limit recommendations were made based on this review. The speed survey field measurement locations are shown in Appendix B, Figure 2. The speed limits recommended are represented on the map in Appendix B, Figure 1, and are summarized in Appendix A.

3.1 Procedures Used for Field Measurements

To identify the speed characteristics of vehicular traffic on the street system in Claremont, field measurements were taken. The equipment used to conduct these surveys consisted of the police department traffic radar device, used in an unmarked vehicle.

In order to ensure the credibility of the vehicular speed analysis, the following guidelines were adhered to in the spot speed survey field data collection:

a. Measurements were made at sufficient distances from intersections where signals or other control devices could affect normal operating speeds.

b. The use of the radar gun (in an unmarked vehicle) is an approved method of data collection which do not affect the speed of the driver.

c. Measurements were not taken at locations where geometric or roadway factors exist which could cause drivers to slow down from normal speeds. Such factors were sharp horizontal or vertical curves, poor pavement surface, proximity to stop signs or signals, etc.

d. The sample size for the all counts was equal to 100 vehicles.

e. The traffic conditions during the period of measurement were representative of normal traffic conditions.

3.2 Review of Accident History

Other than the critical speeds observed during the field measurement study portion of the speed zone study, an additional factor in selecting safe and reasonable speed limits includes a record check of traffic accidents that could be attributed to the incidence of "unsafe speeds". The recent accident records for a period of two years were reviewed, and the streets, which were cited as having an impact due to accidents, have been cited on the speed data sheets.

3.3 Roadway Conditions

Field reviews of the roadways in the City of Claremont were conducted and incorporated into the final recommended speed limits. These factors are summarized on the speed data sheets.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 General Observations

As can be seen on the speed data sheets, the posted speed limit has little influence on actual vehicular speeds. Of the six (6) locations surveyed where previous speed limits were posted, the following pattern can be shown with respect to the 85th percentile:

	Number of Locations
85th percentile less than posted speed	0
85th percentile equals the posted speed	0
85th percentile greater than posted speed by less than five miles	0
85th percentile greater than posted speed by five to ten miles	5
85th percentile greater than posted speed by greater than ten miles	1

Speed limits which are too low for the prevailing roadway and traffic conditions often are ignored and exceeded by a high proportion of motorists. Traffic engineering studies have shown that when an unduly low-posted speed limit is raised to a more reasonable level, the average speeds of vehicles rarely increase but often actually decrease. This is because motorists tend to respect a speed limit that is reasonable and are more likely to comply with it.

4.2 Specific Recommendations

Per the findings and conclusions of the 2015 Radar Speed Survey, the following speed limits are proposed to remain as existing.

		Existing Speed	Newly Adopted Speed Limits
1.	**AMERICAN AVENUE**		
	Indian Hill to Mills Ave	25 mph	30 mph
2.	**COLLEGE AVENUE**		
	Arrow Hwy to First Street	25 mph	25 mph
3.	**COLLEGE WAY**		
	Williams to Piedmont Mesa	Unposted	30 mph
4.	**MOUNTAIN AVENUE**		
	San Jose to Arrow	25 mph	30 mph
	Base Line to Thompson Creek	30 mph	35 mph
5.	**POMELLO DRIVE**		
	Mills Ave. to Padua Ave.	30 mph	35 mph
6.	**SAN JOSE AVENUE**		
	College Ave. to Mills Ave.	25 mph	30 mph

Formal action in the form of a Council Ordinance is required for implementation of the above speed limit revisions. The City Council adopted the above speed limits at their meeting of December 9, 2014, with the second reading of the ordinance on January 13, 2015.

APPENDIX A

SUMMARY OF RECOMMENDATIONS

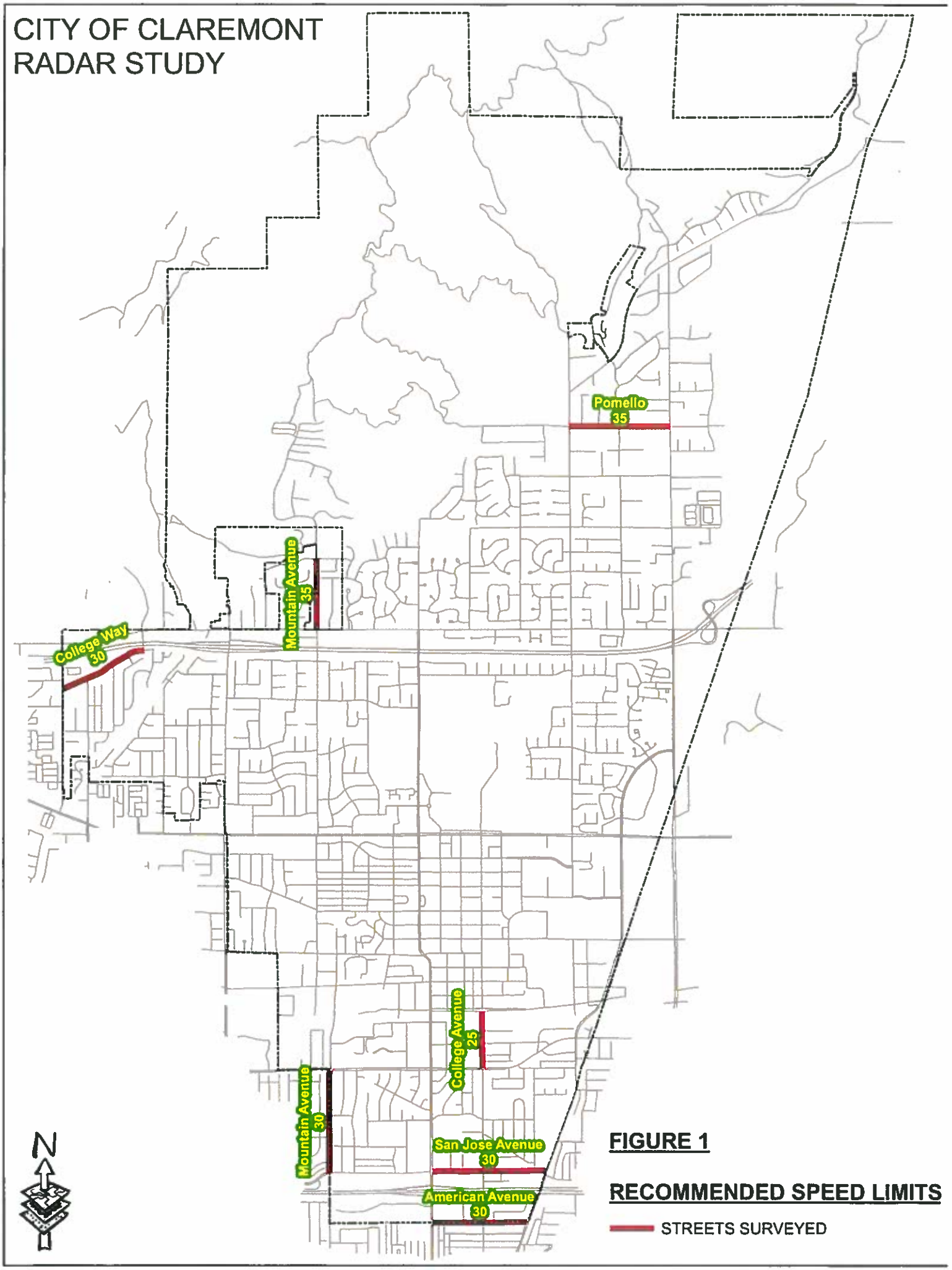
CITY OF CLAREMONT
CITY-WIDE SPEED SURVEY - 2014
SUMMARY OF RECOMMENDATIONS

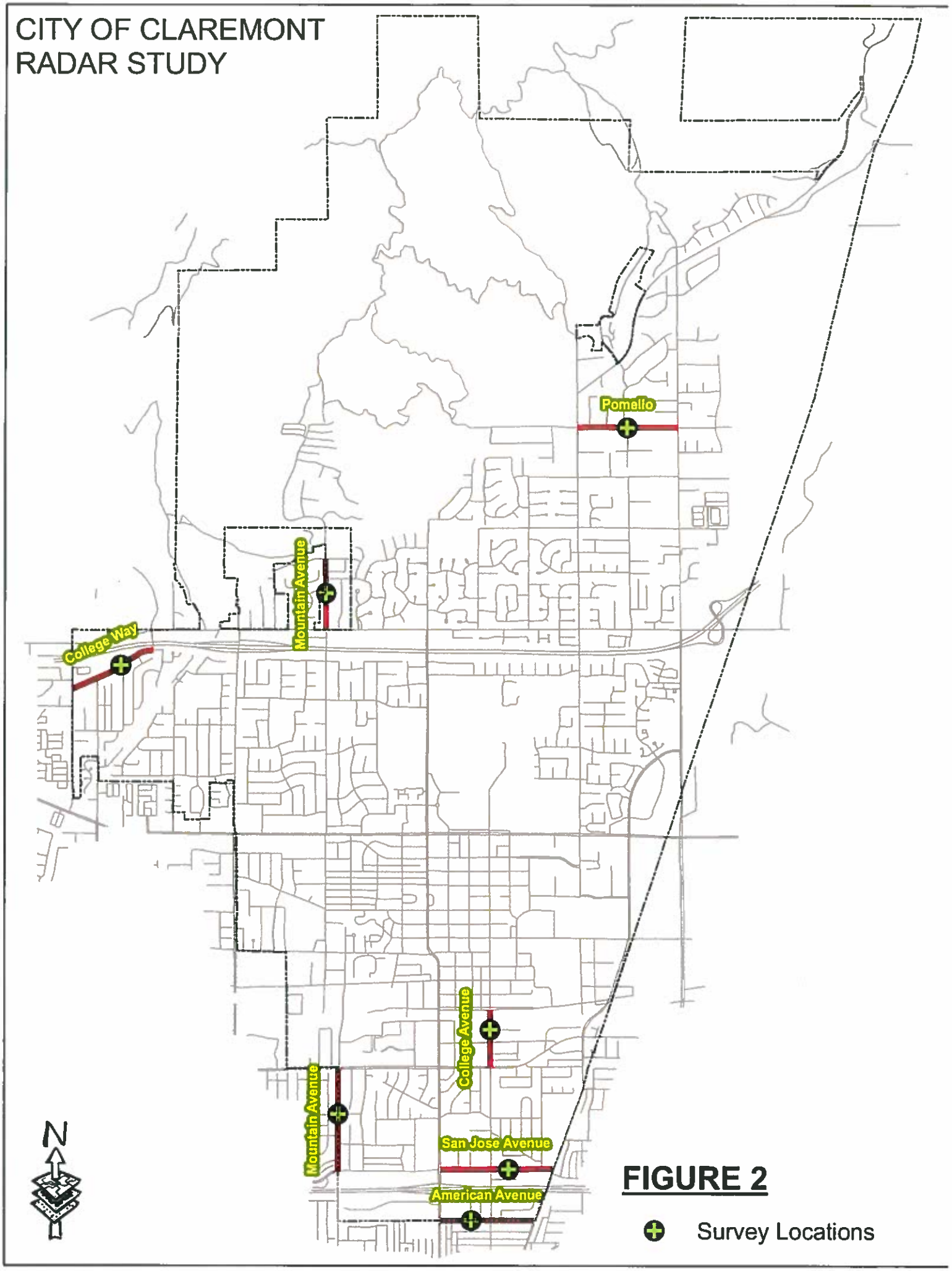
		Posted Speed	85th Percent Speed	Recommended Speed Limit
1.	**AMERICAN AVENUE**			
	Indian Hill to Mills Ave	25 mph	34 mph	30 mph
2.	**COLLEGE AVENUE**			
	Arrow Hwy to First Street	25 mph	32 mph	25 mph
3.	**COLLEGE WAY**			
	Williams to Piedmont Mesa	Unposted	35 mph	30 mph
4.	**MOUNTAIN AVENUE**			
	San Jose to Arrow	25 mph	36 mph	30 mph
	Base Line to Thompson Creek	30 mph	39 mph	35 mph
5.	**POMELLO DRIVE**			
	Mills Ave. to Padua Ave.	30 mph	38 mph	35 mph
6.	**SAN JOSE AVENUE**			
	College Ave. to Mills Ave.	25 mph	35 mph	30 mph

APPENDIX B

FIGURE 1: RECOMMENDED SPEED LIMITS

FIGURE 2: FIELD MEASUREMENT LOCATIONS


CITY OF CLAREMONT
RADAR STUDY
Pomello
35
Mountain Avenue
35
College Way
30
College Avenue
25
Mountain Avenue
30
San Jose Avenue
30
American Avenue
30
N
FIGURE 1
RECOMMENDED SPEED LIMITS
STREETS SURVEYED


CITY OF CLAREMONT
RADAR STUDY
Pomello
Mountain Avenue
College Way
College Avenue
Mountain Avenue
San Jose Avenue
American Avenue
N
FIGURE 2
Survey Locations

APPENDIX C

SPEED DATA SHEETS

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48		0	100
47		0	100
46		0	100
45		0	100
44		0	100
43		0	100
42		0	100
41		0	100
40		0	100
39		0	100
38	1	1	100
37	0	0	99
36	4	4	99
35	3	3	95
34	9	9	92
33	7	7	83
32	2	2	76
31	5	5	74
30	4	4	69
29	4	4	65
28	7	7	61
27	12	12	54
26	4	4	42
25	5	5	38
24	8	8	33
23	13	13	25
22	1	1	12
21	2	2	11
20	6	6	9
19	1	1	3
18	1	1	2
17	0	0	1
16	1	1	1
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	28	+/-		MPH
Median:	27			MPH
Modal:	13	VEH AT	23	MPH
85th %:	34			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	14			%
% In Pace:	64			%
% Under:	12			%
Range:	16	MPH TO	38	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **AMERICAN AVENUE**

LIMITS: **Indian Hill Blvd. to Mills Avenue**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 25 mph

85th Percentile = 34 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Conditions which warrant the 5-mph speed reduction(posting at 30 mph and not 35 mph):

1. Street primarily serves residential properties.

2. Roadway is narrow with numerous driveways and vehicles parked on the street, resulting in limited sight distance.

City of Claremont

Speed Survey

Street: American Avenue

Location: Indian Hill to Mills

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 34 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	38 mph	Percent in pace	= 64%
Minimum Speed	16 mph		
Average Speed	28 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 30 mph

Accident history in last 12 month period:

There was one accident reported on this section of American Avenue in the past 12-month period, involving a sideswipe accident at American, east of Drake Avenue.

Street Section: Street Width: 34-feet, curb to curb
Parking Lanes: 7-ft
Travel lanes: 10-ft

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48		0	100
47		0	100
46		0	100
45		0	100
44		0	100
43		0	100
42	2	2	100
41	0	0	98
40	1	1	98
39	2	2	97
38	1	1	95
37	0	0	94
36	0	0	94
35	0	0	94
34	4	4	94
33	1	1	90
32	7	7	89
31	1	1	82
30	9	9	81
29	7	7	72
28	5	5	65
27	9	9	60
26	13	13	51
25	7	7	38
24	5	5	31
23	8	8	26
22	6	6	18
21	2	2	12
20	2	2	10
19	4	4	8
18	2	2	4
17	2	2	2
16		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	27	+/-		MPH
Median:	26			MPH
Modal:	13	VEH AT	26	MPH
85th %:	32			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	11			%
% In Pace:	71			%
% Under:	18			%
Range:	17	MPH TO	42	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **COLLEGE AVENUE**

LIMITS: **Arrow Hwy. to First Street**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 25 mph

85th Percentile Speed = 32 mph

Nearest 5-mph increment Speed = 30 mph

Proposed Speed = 25 mph

Conditions which warrant the 5-mph speed reduction (posting at 25 mph and not 30 mph):

1. Adjacent land uses include an elementary school, public park, and affordable housing complex. Increased pedestrian crossing is noted on this section of College Ave.

2. Vertical curvature of the roadway near railroad crossing results in limited sight distance for drivers.

City of Claremont

Speed Survey

Street: College Avenue

Location: Arrow Hwy to First

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 32 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	42 mph	Percent in pace	= 71 %
Minimum Speed	17 mph		
Average Speed	27 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 12 month period:

There were no reported accidents on College Avenue, between First Street and Arrow Highway in the past 12-month period.

Street Section: Street width 50-feet, curb to curb,
Parking lanes 8 feet,
Bike Lanes 5 feet,
Travel Lanes 12 feet

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48		0	100
47		0	100
46		0	100
45		0	100
44		0	100
43		0	100
42	2	2	100
41	0	0	98
40	1	1	98
39	2	2	97
38	1	1	95
37	0	0	94
36	0	0	94
35	0	0	94
34	4	4	94
33	1	1	90
32	7	7	89
31	1	1	82
30	9	9	81
29	7	7	72
28	5	5	65
27	9	9	60
26	13	13	51
25	7	7	38
24	5	5	31
23	8	8	26
22	6	6	18
21	2	2	12
20	2	2	10
19	4	4	8
18	2	2	4
17	2	2	2
16		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	31	+/-		MPH
Median:	31			MPH
Modal:	16	VEH AT	32	MPH
85th %:	35			MPH
10M-Pace:	26	MPH THRU	35	MPH
% Over:	14			%
% In Pace:	74			%
% Under:	12			%
Range:	22	MPH TO	45	MPH
Veh Code:				CVC
Posted Sp:				MPH

LOCATION: **COLLEGE WAY**

LIMITS: **Williams Ave. to Piedmont Mesa**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = None

85th Percentile Speed = 35 mph

Nearest 5-mph increment Speed = 35 mph

Proposed Speed = 30 mph

Conditions which warrant the 5-mph speed reduction (posting at 30 mph instead of 35 mph):

1. College Way is a narrow roadway with numerous curves and limited street lighting.

2. The roadway is intersected by several streets that have limited sight distance, and numerous hidden driveways not readily apparent to the driver.

City of Claremont

Speed Survey

Street: College Way

Location: Williams to Piedmont Mesa

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 35 mph
Total Vehicles	100	10 mph pace	26 to 35 mph
Maximum Speed	42 mph	Percent in pace	= 74 %
Minimum Speed	17 mph		
Average Speed	31 mph		

Previous Speed Limit = No recent speed limit

Proposed Speed Limit = 30 mph

Accident history in last 12 month period:

There were no reported accidents on College Way in the past 12-month period.

Street Section: Street width: 36-feet, curb to curb,
Edge lines: 5 to 6 feet from edge of pavement
Travel lanes: 12 to 14-ft

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50	1	1	100
49		0	99
48		0	99
47		0	99
46		0	99
45	1	1	99
44	4	4	98
43	1	1	94
42	2	2	93
41	3	3	91
40	3	3	88
39	5	5	85
38	6	6	80
37	7	7	74
36	6	6	67
35	6	6	61
34	16	16	55
33	6	6	39
32	7	7	33
31	5	5	26
30	5	5	21
29	3	3	16
28	2	2	13
27	1	1	11
26	1	1	10
25	0	0	9
24	3	3	9
23	2	2	6
22	1	1	4
21	0	0	3
20	1	1	3
19	1	1	2
18		0	1
17		0	1
16		0	1
15	1	1	1

SAMPLE: 100 **VEHICLES**

STATISTICS:		DIRECTION		NB/SB
Average:	34	+/-		MPH
Median:	34			MPH
Modal:	16	VEH AT	34	MPH
85th %:	39			MPH
10M-Pace:	30	MPH THRU	39	MPH
% Over:	15			%
% In Pace:	69			%
% Under:	16			%
Range:	15	MPH TO	50	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **MOUNTAIN AVENUE**

LIMITS: **Base Line to Thompson Creek**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 30 mph

85th Percentile = 39 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 35 mph

Conditions which warrant the 5-mph speed reduction (posting at 35 mph instead of 40 mph):

1. Mountain Avenue narrows from a four-lane to a two-lane roadway north of Base Line Road.

2. Thompson Creek Bike Trail (used by pedestrians, bicyclists and equestrians) crosses this section of Mountain Avenue. The roadway/trail characteristics are such that the trail crossing is not readiliy apparent to approaching drivers (even with the appropriate signage posted at this location).

City of Claremont

Speed Survey

Street: Mountain Avenue

Location: Base Line to Thomp. Creek

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 39 mph
Total Vehicles	100	10 mph pace	30 to 39 mph
Maximum Speed	50 mph	Percent in pace	= 69%
Minimum Speed	15 mph		
Average Speed	34 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 35 mph

Accident history in last 12 month period:

There were no reported accidents on this section of Mountain Avenue in the past 12-month period.

Street Section: Street Width: 36-feet, curb to curb
Parking Lanes: 8-ft
Travel lanes: 10-ft

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51	1	1	100
50	1	1	99
49		0	98
48		0	98
47		0	98
46		0	98
45		0	98
44		0	98
43		0	98
42	3	3	98
41	1	1	95
40	0	0	94
39	2	2	94
38	3	3	92
37	1	1	89
36	7	7	88
35	6	6	81
34	6	6	75
33	4	4	69
32	8	8	65
31	5	5	57
30	10	10	52
29	8	8	42
28	8	8	34
27	6	6	26
26	5	5	20
25	6	6	15
24	1	1	9
23	1	1	8
22	4	4	7
21	2	2	3
20		0	1
19		0	1
18	1	1	1
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	31	+/-		MPH
Median:	30			MPH
Modal:	10	VEH AT	30	MPH
85th %:	36			MPH
10M-Pace:	27	MPH THRU	36	MPH
% Over:	12			%
% In Pace:	68			%
% Under:	20			%
Range:	18	MPH TO	51	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **MOUNTAIN AVENUE**

LIMITS: **San Jose Ave. to Arrow Hwy.**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 25 mph

85th Percentile Speed = 36 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Conditions which warrant the 5-mph speed reduction (posting at 30 mph and not 35 mph):

1. This section of Mountain is narrow, with numerous cars parked adjacent to the roadway.

2. The residential nature of the roadway, combined with the significant number of driveways, warrant a speed closer to the residential prima facie speed of 25 mph.

City of Claremont

Speed Survey

Street: Mountain Avenue

Location: San Jose to Arrow Hwy.

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 36 mph
Total Vehicles	100	10 mph pace	27 to 36 mph
Maximum Speed	51 mph	Percent in pace	= 68 %
Minimum Speed	18 mph		
Average Speed	31 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 30 mph

Accident history in last 12 month period:

There were no reported accidents on this section of Mountain Avenue in the past 12-month period.

Street Section: Street width: 40-feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64			100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
57		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48		0	100
47	0	0	100
46	2	2	100
45	0	0	98
44	0	0	98
43	0	0	98
42	0	0	98
41	6	6	98
40	0	0	92
39	3	3	92
38	7	7	89
37	4	4	82
36	1	1	78
35	7	7	77
34	13	13	70
33	5	5	57
32	4	4	52
31	7	7	48
30	11	11	41
29	1	1	30
28	8	8	29
27	6	6	21
26	3	3	15
25	2	2	12
24	3	3	10
23	2	2	7
22	1	1	5
21	2	2	4
20	1	1	2
19	0	0	1
18	0	0	1
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	32	+/-		MPH
Median:	32			MPH
Modal:	13	VEH AT	34	MPH
85th %:	38			MPH
10M-Pace:	27	MPH THRU	38	MPH
% Over:	11			%
% In Pace:	74			%
% Under:	15			%
Range:	17	MPH TO	46	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **POMELLO DRIVE**

LIMITS: **Mills Avenue to Padua Avenue**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 30 mph

85th Percentile Speed = 38 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 35 mph

Conditions which warrant the 5-mph speed reduction (posting at 35 mph instead of 40 mph):

1. Pomello Avenue is a rural roadway, with unimproved sholders, narrow street width, and limited street lighting. A posted speed higher than 35 mph would not be recommended based on the physical characteristics of the roadway.

City of Claremont

Speed Survey

Street: Pomello Drive

Location: Mills to Padua

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 38 mph
Total Vehicles	100	10 mph pace	27 to 38 mph
Maximum Speed	46 mph	Percent in pace	= 74%
Minimum Speed	17 mph		
Average Speed	32 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 35 mph

Accident history in last 12 month period:

There were no reported accidents on this section of Pomello Drive in the past 12-month period.

Street Section: Street Width: 28-feet, curb to curb
Edge Lines: 4-ft
Travel lanes: 10-ft

City of Claremont

Speed Survey

Street: San Jose Avenue

Location: College to Mills

Date of Survey: October 7, 2014

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 35 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	46 mph	Percent in pace	= 64 %
Minimum Speed	19 mph		
Average Speed	29 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 30 mph

Accident history in last 12 month period:

There was one reported accident on San Jose in the past 12-month period, consisting of a rear-end accident at the intersection of College and San Jose.

Street Section: Street Width: 36-feet, curb to curb
Parking/bike lanes: 7-ft
Travel lanes: 11-ft

CITY OF CLAREMONT RADAR SPEED SURVEY

MPH	FREQ	%TOT	CUM %
65		0	100
64		0	100
63		0	100
62		0	100
61		0	100
60		0	100
59		0	100
58		0	100
		0	100
56		0	100
55		0	100
54		0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48		0	100
47		0	100
46	1	1	100
45	1	1	99
44	1	1	98
43	1	1	97
42	0	0	96
41	2	2	96
40	1	1	94
39	2	2	93
38	0	0	91
37	3	3	91
36	3	3	88
35	2	2	85
34	4	4	83
33	4	4	79
32	4	4	75
31	3	3	71
30	7	7	68
29	8	8	61
28	8	8	53
27	13	13	45
26	7	7	32
25	6	6	25
24	2	2	19
23	3	3	17
22	7	7	14
21	3	3	7
20	3	3	4
19	1	1	1
18		0	0
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	29	+/-		MPH
Median:	28			MPH
Modal:	13	VEH AT	27	MPH
85th %:	35			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	17			%
% In Pace:	64			%
% Under:	19			%
Range:	19	MPH TO	46	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **SAN JOSE AVENUE**

LIMITS: **College to Mills**

WEATHER: CLEAR

DATE: October 7, 2014

Existing Posted Speed = 25 mph

85th Percentile = 35 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Conditions which warrant a 5-mph speed reduction (posting at 30 mph instead of 35 mph):

1. Roadway is narrower on this section of San Jose, with dense residential adjacent land use.

2. Numerous driveway movements which conflict with increased traffic volumes during commuter peak period.

3. Adjacent school is located at San Jose and College.

APPENDIX D

ORDINANCE APPROVING SPEED SURVEY

CITY OF CLAREMONT
CERTIFIED COPY OF ORIGINAL DOCUMENT

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

I, Shelley Desautels, City Clerk of the City of Claremont, California, hereby certify that the attached copy of **ORDINANCE NO. 2015-02, *AN ORDINANCE OF THE CITY OF CLAREMONT, CALIFORNIA, AMENDING SECTION 10.48.010 OF THE CLAREMONT MUNICIPAL CODE RELATING TO THE SPEED LIMITS ON CERTAIN STREETS,*** introduced at a regular meeting of the City Council of the City of Claremont held on the 9th day of December, 2014, passed and adopted by said City Council, signed by the Mayor, and attested by the City Clerk of said City, all at a regular meeting of said Council held on the 13th day of January, 2015, is a true and correct copy of the original on file in the Office of the City Clerk.

IN WITNESS WHEREOF, I have hereunto subscribed my name and seal this 24th day of February, 2015.

Shelley Desautels, City Clerk
City of Claremont

ORDINANCE NO. 2015-02

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

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

WHEREAS, the previous Citywide speed survey for the City of Claremont was completed in 2005, with the seven-year review having elapsed in 2012; and

WHEREAS, at their meeting of October 9, 2012, the City Council reviewed the radar speed survey conducted on 22 street segments, and approved the retention of the existing speed limits on 11 street segments, as recommended through the findings of the speed survey; and

WHEREAS, the City Council directed staff to re-evaluate the remaining 11 street segments, based on the speed survey's recommendation for an increase in the posted speed limits on these streets; and

WHEREAS, at their meeting of July 23, 2013, the City Council approved the following actions: (a) the installation of various traffic calming devices on 10 of the 11 street segments, with direction to re-survey the streets once the traffic calming devices had been in place for a minimum of four months, and (b) the preparation of an ordinance raising the speed limit to 50 mph on Mt. Baldy Road, between Padua Avenue and the east City limit (the remaining of the eleven street segments), with said speed limit approved by the City Council at their meeting of September 24, 2013; and,

WHEREAS, staff has received approval from the Federal Highway Administration for the reclassification of four of the 10 street segments scheduled for traffic calming installations, with these four streets being reclassified to a "local roadway" classification. This reclassification and the finding that these sections of streets are defined as "residential districts" allow for the posting of a prima facie speed limit of 25 mph, with no additional action to be taken by the City Council. Said street segments consist of Scripps Drive (Towne Avenue to Mountain Avenue), Scripps Drive (Mountain Avenue to Indian Hill Boulevard), Radcliffe Drive (Indian Hill Boulevard to Mills Avenue), and Scottsbluff Drive (Mills Avenue to Lassen Way).

WHEREAS, traffic calming devices have been installed on six street segments with the goal of reducing driver speeds on the roadway, and subsequently reducing the 85th percentile speed on the street. The six street segments consist of American Avenue (Indian Hill Boulevard to Mills Avenue), College Avenue (Arrow Highway to First Street), Mountain Avenue (Base Line Road to Thompson Creek Trail), Mountain Avenue (San Jose Avenue to Arrow Highway), Pomello Drive (Mills Avenue to Padua Avenue), and San

Jose Avenue (College Avenue to Mills Avenue). The traffic calming devices include the installation of parking lane striping, enhanced crosswalk striping, Sharrow bicycle templates, edge line striping, and the installation of driver feedback (radar speed display) signs.

WHEREAS, City staff has prepared a traffic and engineering survey for these six street segments, which will serve as an update to the 2005 Radar Speed Survey and which is attached hereto as "Exhibit A"; and

WHEREAS, City staff has included in this traffic and engineering survey a radar survey of College Way (between Williams Avenue and Piedmont Mesa Drive), which was not included with the 2005 Radar Speed Survey; and

WHEREAS, the State requirements outlined in the MUTCD require that speed limits should be set at the nearest five mph increment to the 85th percentile speed, with an allowance for a five mph reduction if roadway factors that are not readily apparent to the driver, and/or bicycle and pedestrian factors make a reduced speed advisable; and

WHEREAS, based on the recently conducted speed survey, staff recommends that the speed limits on the following streets be set as follows:

A. AMERICAN AVENUE

1. Indian Hill Boulevard to Mills Avenue: A traffic survey has determined the 85th percentile speed to be 34 mph; however, said speed is more than is reasonable or safe upon said portion of street, but a *prima facie* speed limit of 30 mph is reasonable and safe upon such street and is most appropriate to facilitate the orderly movement of traffic based on: (a) the narrowness of the roadway; (b) the numerous driveways and cars parked on the street; and, (c) the residential character of said street.

B. COLLEGE AVENUE

1. Arrow Highway to First Street: A traffic survey has determined the 85th percentile speed to be 32 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 25 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the school zone; (b) the railroad crossing; and (c) the limited sight distance at the highly-used pedestrian crosswalk servicing the Transit Center parking lot (due to the vertical curvature of the roadway).

C. COLLEGE WAY

1. Williams Avenue to Piedmont Mesa Drive: A traffic survey has determined the 85th percentile speed to be 35 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 30 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the number of

hidden driveways fronting on the street, not readily apparent to the driver; (b) the limited sight distance at cross street locations; and, (c) the curvature of the roadway and limited street lighting.

D. MOUNTAIN AVENUE

1. San Jose Avenue to Arrow Highway: A traffic survey has determined the 85th percentile speed to be 36 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 30 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the residential character of the roadway and the narrowness of the street, with cars parked on both sides; and, (b) the significant number of residential driveways bordering both sides of the street (which is high density residential).

2. Base Line Road to Thompson Creek Bike Trail: A traffic survey has determined the 85th percentile speed to be 39 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 35 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the lack of visibility of pedestrians and bicyclists utilizing the Thompson Creek Trail; (b) the residential nature of the roadway (narrow in width); and, (c) the numerous driveways located just north of Base Line Road.

E. POMELLO DRIVE

1. Mills Avenue to Padua Avenue: A traffic survey has determined the 85th percentile speed to be 38 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 35 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the rural design of the roadway; (b) the narrow width and unimproved shoulders; (c) the limited street lighting; and, (d) the residential character of said street.

F. SAN JOSE AVENUE

1. College Avenue to Mills Avenue: A traffic survey has determined the 85th percentile speed to be 35 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 30 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the residential nature of the street; (b) the narrowness of the roadway; (c) the numerous conflicts with vehicles entering and exiting the residential driveways bordering the street; and, (d) the proximity of the school located at the intersection of San Jose Avenue and College Avenue.

WHEREAS, the City Council approves and adopts said 2014 Traffic and Engineering Survey and speed limit recommendations; and

WHEREAS, the City Council hereby directs the City Clerk to file said 2014 Traffic and Engineering Survey with the West Covina Municipal Court, and to place three copies in the office of the City Clerk for public review;

NOW, THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY ORDAIN AS FOLLOWS:

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

SECTION 2. The City Council approves and adopts the 2014 Traffic and Engineering Survey which updates the 2005 Radar Speed Survey, attached hereto as "Exhibit A."

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

10.48.010 Speed limits on certain streets

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

AMERICAN AVENUE	
Indian Hill Boulevard to Mills Avenue	30 mph
COLLEGE AVENUE	
Arrow Highway to First Street	25 mph
COLLEGE WAY	
Williams Avenue to Piedmont Mesa Drive	30 mph
MOUNTAIN AVENUE	
San Jose Avenue to Arrow Highway	30 mph
Base Line Road to Thompson Creek Trail	35 mph
POMELLO DRIVE	
Mills Avenue to Padua Avenue	35 mph
SAN JOSE AVENUE	
College Avenue to Mills Avenue	30 mph

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

SECTION 5. The City Council hereby directs the City Clerk to file the 2014 Radar Speed Survey with the West Covina Municipal Court, and to place three copies in the office of the City Clerk for public review.

SECTION 6. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish in the Claremont Courier, a semi-weekly newspaper of general circulation, printed, published and circulated in the City of Claremont, and 30 days thereafter it shall take effect and be in force.

PASSED, APPROVED and ADOPTED this 13th day of January, 2015.

Joseph M Lyons
Mayor, City of Claremont

ATTEST:

City Clerk, City of Claremont

APPROVED AS TO FORM:

City Attorney, City of Claremont

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

I, Shelley Desautels, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Ordinance No. 2015-02 was introduced at a regular meeting of said council held on the 9th day of December, 2014, that it was regularly passed and adopted by said City Council, signed by the Mayor and attested by the City Clerk of said City, all at a regular meeting of said council held on the 13th day of January, 2015, and that the same was passed and adopted by the following vote:

AYES:	COUNCILMEMBERS:	CALAYCAY, LYONS, NASIALI, PEDROZA, SHCROEDER
NOES:	COUNCILMEMBERS:	NONE
ABSTENSIONS:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE

S Desautels

City Clerk of the City of Claremont