City of Claremont

Radar Speed Survey
November 2015

Prepared by:

Engineering Division
Department of Community Development

CERTIFIED COPY OF ORIGINAL

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

I, Jamie Costanza, Deputy City Clerk of the City of Claremont, California, hereby certify that the attached copy of Ordinance No. 2016-01, adopted by the City Council of the City of Claremont at a regular meeting held on January 12, 2016, 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 27th day of January, 2016.

Jamie Costanza

Jamie Costanza, Deputy City Clerk
City of Claremont

City of Claremont
Radar Speed Survey – November 2015

Streets Surveyed:

1. **Alamosa Drive**
   Mills Avenue to Padua Avenue

2. **Auto Center Drive**
   Indian Hill Boulevard to End

3. **Cambridge Avenue**
   Arrow Highway to Bonita

4. **Claremont Boulevard**
   Arrow Highway to First
   First to Sixth
   Sixth to Foothill
   Foothill to Monte Vista

5. **College Avenue**
   San Jose to Arrow
   First to Sixth
   Sixth to Foothill

6. **Garey Avenue**
   Arlington to College Way

7. **Indian Hill Boulevard**
   American to San Jose
   San Jose to Arrow Highway
   Arrow Highway to First
   First to Bonita
   Bonita to Eighth
   Base Line to Armstrong

8. **Lassen Avenue**
   Scottsbluff to Lindenwood

9. **Mills Avenue**
   Foothill to Base Line

10 **Miramar Avenue**
   Mills to Padua

11 **Monte Vista Avenue**
   Foothill to Claremont

12 **Mountain Avenue**
   Bonita to Harrison
   Harrison to Foothill

13 **Oxford Avenue**
   Scripps to Colby Circle

14 **San Jose Avenue**
   Mountain to Indian Hill
   Indian Hill to College

15 **Shenandoah Drive**
   Lindenwood to Claremont Blvd

16 **Sixth Street**
   Indian Hill to College Avenue
   College Avenue to College Way
   College Way to Mills
   Mills to Claremont Blvd

17 **Sumner Avenue**
   Briarcroft to Ridgefield

18 **Towne Avenue**
   Foothill Blvd to Base Line Rd

19 **Williams Avenue**
   Foothill Blvd to College Way

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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 thirty-four (34) 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.

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

NOVEMBER 2015 Speed Survey Results:

Street Segment	Speed Limit
	Expiration: January 2022
Alamosa Drive (Mills Avenue to Padua Avenue)	30 mph
Auto Center Drive (Indian Hill Blvd. to End)	30 mph
Cambridge Avenue (Arrow Hwy to Bonita)	35 mph
Claremont Blvd (Arrow to First) (First to Sixth) (Sixth to Foothill) (Foothill to Monte Vista)	35 mph 40 mph 40 mph 40 mph
College Avenue (San Jose to Arrow) (First to Sixth) (Sixth to Foothill)	30 mph 25 mph 30 mph
Garey Avenue (Arlington to College Way)	40 mph
Indian Hill Boulevard (American to San Jose) (San Jose to Arrow Hwy) (Arrow Hwy to First) (First to Bonita) (Bonita to Eighth) (Base Line to Armstrong)	30 mph 40 mph 35 mph 25 mph 30 mph 40 mph
Lassen Avenue (Scottsbluff to Lindenwood)	25 mph
Mills Avenue (Foothill to Base Line)	40 mph
Miramar Avenue (Mills to Padua)	30 mph
Monte Vista Avenue (Foothill to Claremont)	40 mph

NOVEMBER 2015 Speed Survey Results (cont.):

Street Segment	Speed Limit Established
	Expiration: January 2022
Mountain Avenue	
(Bonita to Harrison)	25 mph
(Harrison to Foothill)	35 mph
Oxford Avenue	
(Scripps to Colby Circle)	30 mph
San Jose Avenue	
(Mountain to Indian Hill)	35 mph
(Indian Hill to College Ave)	30 mph
Shenandoah Drive	
(Lindenwood to Claremont)	25 mph
Sixth Street	
(Indian Hill to College)	25 mph
(College Ave to College Way)	25 mph
(College Way to Mills)	30 mph
(Mills to Claremont)	30 mph
Sumner Avenue	
(Briarcroft to Ridgefield)	30 mph
Towne Avenue	
(Foothill to Base Line)	40 mph
Williams Avenue	
(Foothill to College Way)	35 mph

In addition to the speed surveys on the above thirty-four 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

OCTOBER 2012 – SPEED SURVEYS COMPLETED

Seven (7) streets (with a total of eleven street segments) were surveyed as a part of the October 2012 Radar Speed Survey, and the following speed limits were established::

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

JANUARY 2015 SPEED SURVEY COMPLETED

Street Segment	Speed Limit Established
	Expiration: February 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

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**

CITY OF CLAREMONT
NOVEMBER 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 or local ordinance, if that prima facie speed limit has not been 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) Seven years, if the officer(s) have 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. This condition is met by the Claremont Police Department.

(II) Ten years, if an engineering and traffic survey was conducted and evaluated seven years following the original survey date, 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.

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 that meets the definition of a prima facie speed limit, such as a business or residence district, senior zone or school zone. A "local street" 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.

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 (on local roads)
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), and installed traffic counters are approved methods of data collection which do not affect the speed of the driver. The traffic counters were utilized on four (4) street segments where traffic volumes are significantly low, and obtaining a 100-vehicle sample was not possible through use of the radar gun.

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

Below is a summary of the relationship between the posted speed limits, and the 85th percentile speeds for the surveyed streets.

	Number of Locations
85th percentile less than posted speed	8
85th percentile equals the posted speed	2
85th percentile greater than posted speed by less than five miles	17
85th percentile greater than posted speed by five to ten miles	7
85th percentile greater than posted speed by greater than ten miles	0

In comparison with previous speed surveys, the numeric difference between the posted speed and the 85th percentile speed has significantly decreased. For example, the 2012 speed survey noted that 20 of the 22 speed limits measured were between 5 and 10 mph above the 85th percentile. The above results for the November 2015 survey show that drivers are driving at speeds closer to the actual posted speed limit.

General Note: 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.	**ALAMOSA DRIVE**		
	Mills to Padua	30 mph	30 mph
2.	**AUTO CENTER DRIVE**		
	Indian Hill to End	30 mph	30 mph
3.	**CAMBRIDGE AVENUE**		
	Arrow Hwy to Bonita	35 mph	35 mph
4.	**CLAREMONT BOULEVARD**		
	Arrow Hwy to First	35 mph	35 mph
	First to Sixth	40 mph	40 mph
	Sixth to Foothill	45 mph	40 mph
	Foothill to Monte Vista	40 mph	40 mph
5.	**COLLEGE AVENUE**		
	San Jose to Arrow	25 mph	30 mph
	First to Sixth	25 mph	25 mph
	Sixth to Foothill	30 mph	30 mph
6.	**GAREY AVENUE**		
	Arlington to College Way	40 mph	40 mph
7.	**INDIAN HILL BOULEVARD**		
	American to San Jose	35 mph	30 mph
	San Jose to Arrow Hwy	40 mph	40 mph
	Arrow Hwy to First	35 mph	35 mph
	First to Bonita	30 mph	25 mph
	Bonita to Eighth	30 mph	30 mph
	Base Line to Armstrong	40 mph	40 mph
8.	**LASSEN AVENUE**		
	Scottsbluff to Lindenwood	25 mph	25 mph
9.	**MILLS AVENUE**		
	Foothill to Base Line	40 mph	40 mph
10.	**MIRAMAR AVENUE**		
	Mills to Padua	30 mph	30 mph

		Existing Speed	Newly Adopted Speed Limits
11.	**MONTE VISTA AVENUE**		
	Foothill to Claremont Blvd	45 mph	40 mph
12.	**MOUNTAIN AVENUE**		
	Bonita to Harrison	25 mph	25 mph
	Harrison to Foothill	35 mph	35 mph
13.	**OXFORD AVENUE**		
	Scripps to Colby Circle	25 mph	30 mph
14.	**SAN JOSE AVENUE**		
	Mountain to Indian Hill	35 mph	35 mph
	Indian Hill to College	30 mph	30 mph
15.	**SHENANDOAH DRIVE**		
	Lindenwood to Claremont	25 mph	25 mph
16.	**SIXTH STREET**		
	Indian Hill to College Ave	25 mph	25 mph
	College Ave. to College Way	25 mph	25 mph
	College Way to Mills	30 mph	30 mph
	Mills to Claremont Blvd	35 mph	30 mph
17.	**SUMNER AVENUE**		
	Briarcroft to Ridgefield	30 mph	30 mph
18.	**TOWNE AVENUE**		
	Foothill to Base Line	40 mph	40 mph
19.	**WILLIAMS AVENUE**		
	Foothill to College Way	35 mph	35 mph

Formal action in the form of a Council Ordinance is required for implementation of the above speed limit revisions.

APPENDIX A

SUMMARY OF RECOMMENDATIONS

CITY OF CLAREMONT
CITY-WIDE SPEED SURVEY – NOVEMBER 2015
SUMMARY OF RECOMMENDATIONS

		Existing Speed	85th Percent Speed Limit	Recommended Speed Limit
1.	**ALAMOSA DRIVE**			
	Mills to Padua	30 mph	33 mph	30 mph
2.	**AUTO CENTER DRIVE**			
	Indian Hill to End	30 mph	30 mph	30 mph
3.	**CAMBRIDGE AVENUE**			
	Arrow Hwy to Bonita	35 mph	35 mph	35 mph
4.	**CLAREMONT BOULEVARD**			
	Arrow Hwy to First	35 mph	34 mph	35 mph
	First to Sixth	40 mph	42 mph	40 mph
	Sixth to Foothill	45 mph	42 mph	40 mph
	Foothill to Monte Vista	40 mph	42 mph	40 mph
5.	**COLLEGE AVENUE**			
	San Jose to Arrow	25 mph	34 mph	30 mph
	First to Sixth	25 mph	26 mph	25 mph
	Sixth to Foothill	30 mph	32 mph	30 mph
6.	**GAREY AVENUE**			
	Arlington to College Way	40 mph	39 mph	40 mph
7.	**INDIAN HILL BOULEVARD**			
	American to San Jose	35 mph	31 mph	30 mph
	San Jose to Arrow Hwy	40 mph	43 mph	40 mph
	Arrow Hwy to First	35 mph	33 mph	35 mph
	First to Bonita	30 mph	26 mph	25 mph
	Bonita to Eighth	30 mph	36 mph	30 mph
	Base Line to Armstrong	40 mph	43 mph	40 mph
8.	**LASSEN AVENUE**			
	Scottsbluff to Lindenwood	25 mph	26 mph	25 mph
9.	**MILLS AVENUE**			
	Foothill to Base Line	40 mph	45 mph	40 mph

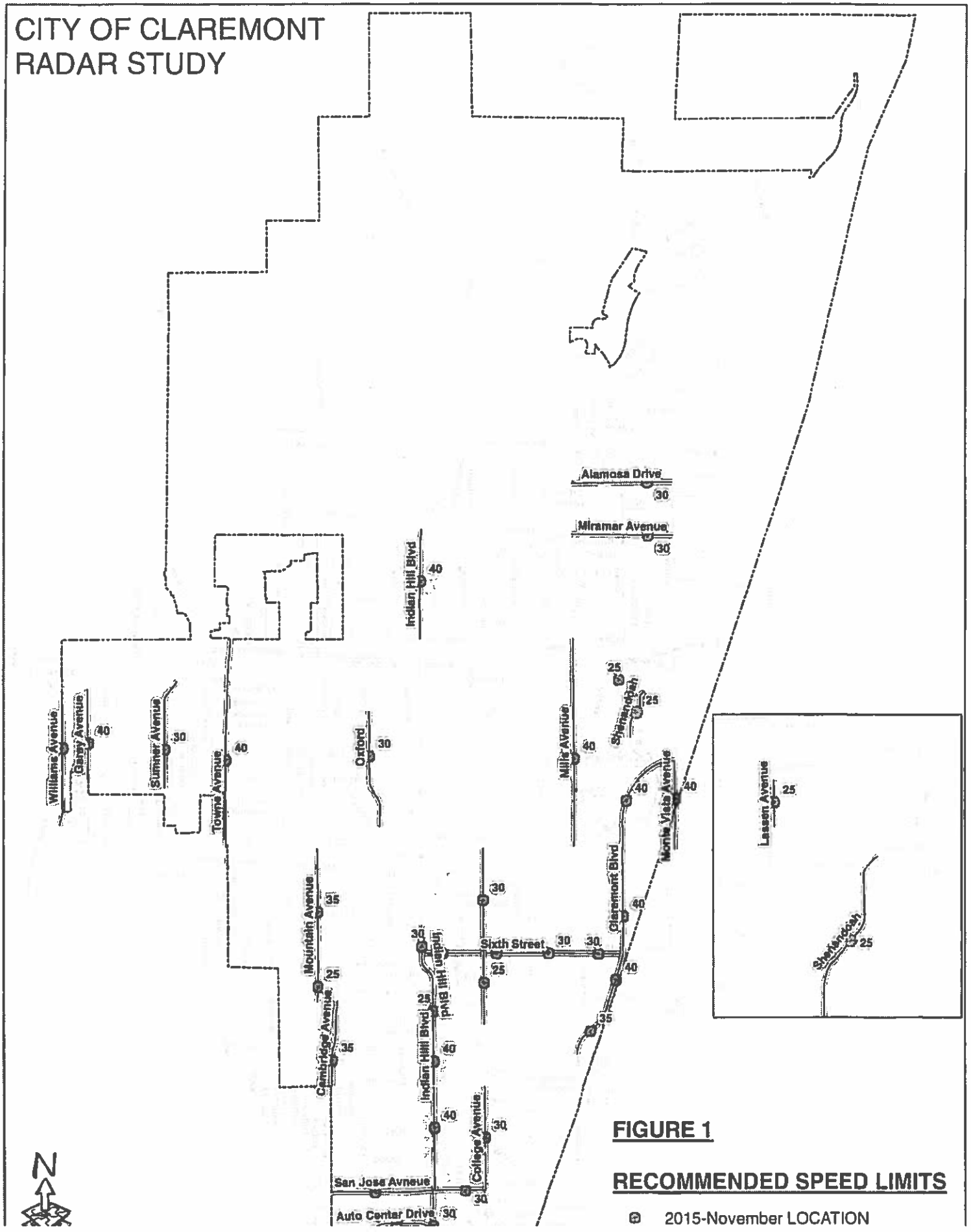
SUMMARY OF RECOMMENDATIONS (CONT.)

	Existing Speed	85th Percent Speed Limit	Recommended Speed Limit
10. **MIRAMAR AVENUE**			
Mills to Padua	30 mph	33 mph	30 mph
11. **MONTE VISTA AVENUE**			
Foothill to Claremont Blvd	45 mph	42 mph	40 mph
12. **MOUNTAIN AVENUE**			
Bonita to Harrison	25 mph	32 mph	25 mph
Harrison to Foothill	35 mph	39 mph	35 mph
13. **OXFORD AVENUE**			
Scripps to Colby Circle	25 mph	33 mph	30 mph
14. **SAN JOSE AVENUE**			
Mountain to Indian Hill	35 mph	38 mph	35 mph
Indian Hill to College	30 mph	33 mph	30 mph
15. **SHENANDOAH DRIVE**			
Lindenwood to Claremont	25 mph	29 mph	25 mph
16. **SIXTH STREET**			
Indian Hill to College Ave	25 mph	27 mph	25 mph
College Ave. to College Way	25 mph	26 mph	25 mph
College Way to Mills	30 mph	33 mph	30 mph
Mills to Claremont Blvd	35 mph	33 mph	30 mph
17. **SUMNER AVENUE**			
Briarcroft to Ridgefield	30 mph	34 mph	30 mph
18. **TOWNE AVENUE**			
Foothill to Base Line	40 mph	45 mph	40 mph
19. **WILLIAMS AVENUE**			
Foothill to College Way	35 mph	41 mph	35 mph

APPENDIX B

FIGURE 1: RECOMMENDED SPEED LIMITS

FIGURE 2: FIELD MEASUREMENT LOCATIONS


CITY OF CLAREMONT
RADAR STUDY
Alamosa Drive
30
Miramar Avenue
30
Indian Hill Blvd
40
Williams Avenue
Garey Avenue
40
Sumner Avenue
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Towne Avenue
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Orford
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Mills Avenue
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Sharondale
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Monte Vista Avenue
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Claremont Blvd
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Lassen Avenue
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Sharondale
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Sixth Street
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Indian Hill Blvd
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College Avenue
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San Jose Avenue
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Auto Center Drive
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35
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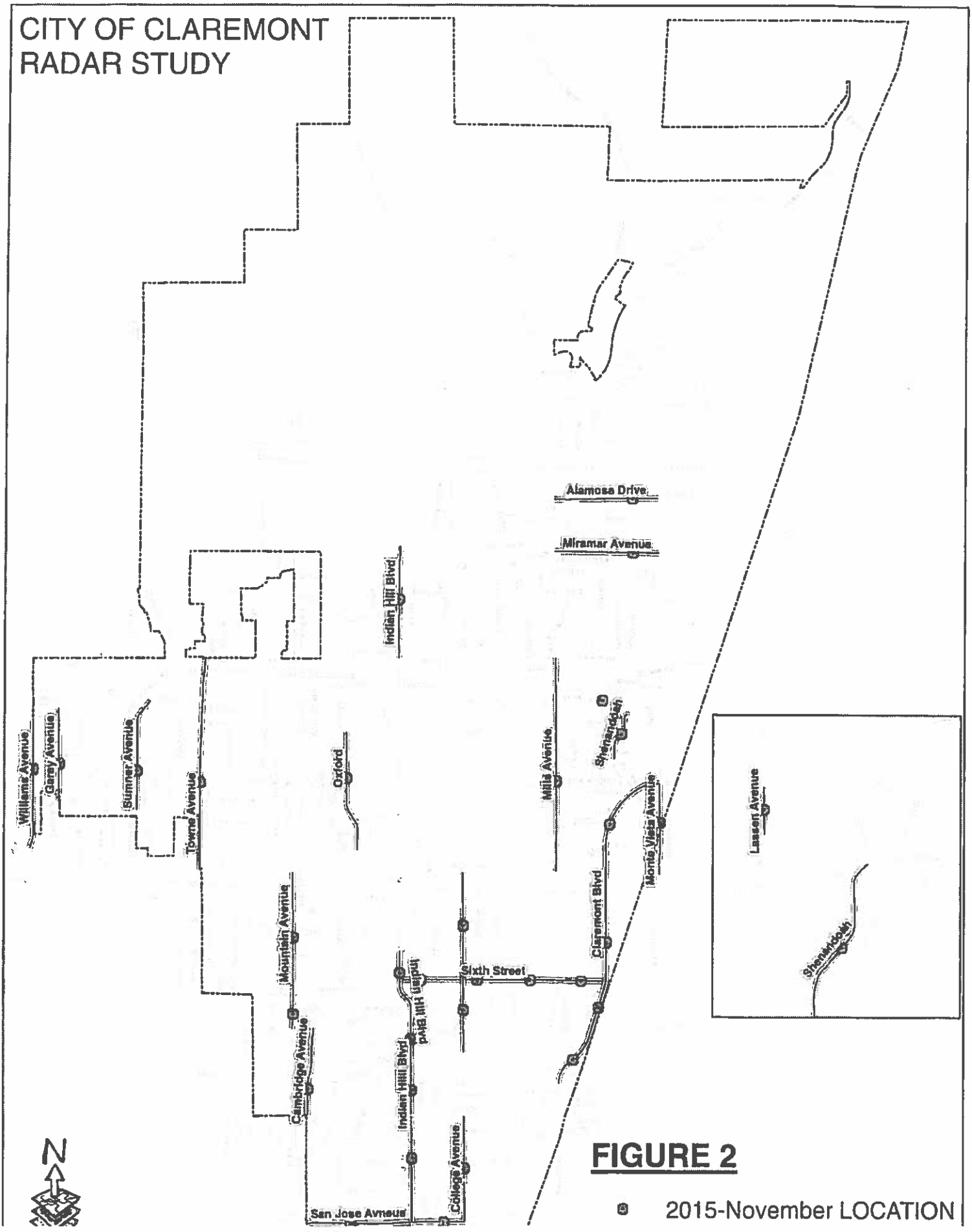
FIGURE 1
RECOMMENDED SPEED LIMITS
2015-November LOCATION


CITY OF CLAREMONT
RADAR STUDY
Alamosa Drive
Miramar Avenue
Indian Hill Blvd
Williams Avenue
Garey Avenue
Sumner Avenue
Towne Avenue
Oxford
Mills Avenue
Shenandoah
Monte Vista Avenue
Claremont Blvd
Lassen Avenue
Shenandoah
Mountain Avenue
Sixth Street
Indian Hill Blvd
Cambridge Avenue
Indian Hill Blvd
College Avenue
San Jose Avenue
N
FIGURE 2
2015-November LOCATION

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	0	100
40	0	0	100
39	1	1	100
38	1	1	99
37	0	0	98
36	4	4	98
35	2	2	94
34	4	4	92
33	5	5	88
32	5	5	83
31	7	7	78
30	6	6	71
29	10	10	65
28	2	2	55
27	5	5	53
26	7	7	48
25	2	2	41
24	5	5	39
23	3	3	34
22	2	2	31
21	3	3	29
20	3	3	26
19	8	8	23
18	3	3	15
17	7	7	12
16	3	3	5
15	2	2	2

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	26	+/-		MPH
Median:	27			MPH
Modal:	10	VEH AT	29	MPH
85th %:	33			MPH
10M-Pace:	24	MPH THRU	33	MPH
% Over:	12			%
% In Pace:	54			%
% Under:	34			%
Range:	15	MPH TO	39	MPH
Veh Code:				CVC

LOCATION: **Alamosa Drive**

LIMITS: **Mills Avenue to Padua Avenue**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 30 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Alamosa Drive

Location: Mills to Padua

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 33 mph
Total Vehicles	395	10 mph pace	24 to 33 mph
Maximum Speed	39 mph	Percent in pace	= 54 %
Minimum Speed	15 mph		
Average Speed	26 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 1 accident (hit object)

Street Section: Street Width: 30 feet, curb to curb
No Parking or bike lanes
Travel lanes: 15-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	0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	0	0	100
41	0	0	100
40	0	0	100
39	0	0	100
38	0	0	100
37	1	1	100
36	2	2	99
35	0	0	97
34	2	2	97
33	5	5	95
32	3	3	90
31	1	1	87
30	4	4	86
29	7	7	82
28	6	6	75
27	11	11	69
26	6	6	58
25	9	9	52
24	10	10	43
23	11	11	33
22	4	4	22
21	3	3	18
20	5	5	15
19	6	6	10
18	0	0	4
17	2	2	4
16	2	2	2
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	26	+/-		MPH
Median:	25			MPH
Modal:	11	VEH AT	23	MPH
85th %:	30			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	10			%
% In Pace:	68			%
% Under:	22			%
Range:	16	MPH TO	37	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **Auto Center Drive**

LIMITS: **Indian Hill Boulevard to End**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 30 mph

85th Percentile = 30 mph

Nearest 5-mph increment speed = 30 mph

Proposed Speed = 30 mph

City of Claremont

Speed Survey

Street: Auto Center Drive

Location: Indian Hill to End

Date of Survey: October 9, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 30 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	37 mph	Percent in pace	= 68 %
Minimum Speed	16 mph		
Average Speed	26 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 2 accidents (2 rear-end)

Street Section: Street Width: 46- 54 feet, curb to curb
No striped Parking/bike lanes
Heavy parking on street (8-ft parking area)
Travel lanes: Approx. 15 to 19-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	1	1	100
43	0	0	99
42	0	0	99
41	0	0	99
40	0	0	99
39	1	1	99
38	3	3	98
37	2	2	95
36	4	4	93
35	7	7	89
34	9	9	82
33	8	8	73
32	18	18	65
31	4	4	47
30	11	11	43
29	4	4	32
28	4	4	28
27	7	7	24
26	2	2	17
25	5	5	15
24	1	1	10
23	3	3	9
22	3	3	6
21	1	1	3
20	0	0	2
19	1	1	2
18		0	1
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	31	+/-		MPH
Median:	32			MPH
Modal:	18	VEH AT	32	MPH
85th %:	35			MPH
10M-Pace:	27	MPH THRU	36	MPH
% Over:	7			%
% In Pace:	76			%
% Under:	17			%
Range:	17	MPH TO	44	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: **Cambridge Avenue**

LIMITS: **Arrow Hwy to Bonita Ave**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 35 mph

85th Percentile = 35 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 35 mph

City of Claremont

Speed Survey

Street: Cambridge Avenue

Location: Arrow Hwy to Bonita

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 35 mph
Total Vehicles	100	10 mph pace	27 to 36 mph
Maximum Speed	44 mph	Percent in pace	= 76 %
Minimum Speed	17 mph		
Average Speed	31 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year period: 0 accidents

Street Section: Street Width: 48 feet, curb to curb
No striped Parking/bike lanes
8-ft parking area
Bike Sharrows
Travel lanes: Approx. 16-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		0	100
41		0	100
40	0	0	100
39	1	1	100
38	0	0	99
37	3	3	99
36	2	2	96
35	2	2	94
34	12	12	92
33	9	9	80
32	13	13	71
31	9	9	58
30	6	6	49
29	15	15	43
28	5	5	28
27	9	9	23
26	4	4	14
25	5	5	10
24	1	1	5
23	3	3	4
22	0	0	1
21	0	0	1
20	0	0	1
19	1	1	1
18	0	0	0
17	0	0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	30	+/-		MPH
Median:	31			MPH
Modal:	15	VEH AT	29	MPH
85th %:	34			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	8			%
% In Pace:	87			%
% Under:	5			%
Range:	19	MPH TO	39	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: **Claremont Boulevard**

LIMITS: **Arrow Highway to First Street**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 35 mph

85th Percentile = 34 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 35 mph

City of Claremont

Speed Survey

Street: Claremont Boulevard

Location: Arrow Hwy to First

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 34 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	39 mph	Percent in pace	= 87 %
Minimum Speed	19 mph		
Average Speed	30 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year month period: 1 accident (head-on)

Street Section: Street Width: 84 feet, curb to curb
Parking lanes/Bike lanes: 8-ft
Travel lanes: 13 feet
16-foot median

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	2	2	100
45	2	2	98
44	1	1	96
43	4	4	95
42	14	14	91
41	6	6	77
40	10	10	71
39	14	14	61
38	10	10	47
37	5	5	37
36	5	5	32
35	4	4	27
34	4	4	23
33	5	5	19
32	3	3	14
31	3	3	11
30	2	2	8
29	5	5	6
28	1	1	1
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
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	38	+/-		MPH
Median:	39			MPH
Modal:	14	VEH AT	39	MPH
85th %:	42			MPH
10M-Pace:	33	MPH THRU	42	MPH
% Over:	9			%
% In Pace:	77			%
% Under:	14			%
Range:	28	MPH TO	46	MPH
Veh Code:				CVC
Posted Sp:	40			MPH

LOCATION: **Claremont Boulevard**

LIMITS: **First Street to Sixth Street**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 40 mph

85th Percentile = 42 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 40 mph

City of Claremont

Speed Survey

Street: Claremont Boulevard

Location: First to Sixth

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 42 mph
Total Vehicles	100	10 mph pace	33 to 42 mph
Maximum Speed	46 mph	Percent in pace	= 77 %
Minimum Speed	28 mph		
Average Speed	38 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 1 accident (sideswipe)

Street Section: Street Width: 84-feet, curb to curb
Parking lanes: 8 ft
Bike lanes: 4 ft
Travel lanes: Approx. 11 feet
16-foot median

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	1	1	100
47	1	1	99
46	3	3	98
45	3	3	95
44	2	2	92
43	5	5	90
42	7	7	85
41	9	9	78
40	11	11	69
39	21	21	58
38	12	12	37
37	9	9	25
36	8	8	16
35	3	3	8
34	3	3	5
33	0	0	2
32	0	0	2
31	0	0	2
30	1	1	2
29	1	1	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
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	39	+/-		MPH
Median:	39			MPH
Modal:	21	VEH AT	39	MPH
85th %:	42			MPH
10M-Pace:	34	MPH THRU	43	MPH
% Over:	10			%
% In Pace:	88			%
% Under:	2			%
Range:	29	MPH TO	48	MPH
Veh Code:				CVC
Posted Sp:	45 mph			MPH

LOCATION: **Claremont Boulevard**

LIMITS: **Sixth Street to Foothill Boulevard**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 45 mph

85th Percentile = 42 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 40 mph

City of Claremont

Speed Survey

Street: Claremont Boulevard

Location: Sixth to Foothill

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 42 mph
Total Vehicles	100	10 mph pace	34 to 43 mph
Maximum Speed	48 mph	Percent in pace	= 88 %
Minimum Speed	29 mph		
Average Speed	39 mph		

Previous Speed Limit = 45 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 4 accidents (2 hit object,
1 rear-end
1 sideswipe)

Street Section: Street Width: 84- feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft
16-foot median

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	0	100
47	0	0	100
46	1	1	100
45	1	1	99
44	2	2	98
43	6	6	96
42	13	13	90
41	6	6	77
40	5	5	71
39	15	15	66
38	13	13	51
37	7	7	38
36	11	11	31
35	4	4	20
34	4	4	16
33	4	4	12
32	4	4	8
31	1	1	4
30	1	1	3
29	0	0	2
28	1	1	2
27	1	1	1
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
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	38	+/-		MPH
Median:	38			MPH
Modal:	15	VEH AT	39	MPH
85th %:	42			MPH
10M-Pace:	34	MPH THRU	43	MPH
% Over:	4			%
% In Pace:	84			%
% Under:	12			%
Range:	27	MPH TO	46	MPH
Veh Code:				CVC
Posted Sp:	40			MPH

LOCATION: **Claremont Boulevard**

LIMITS: **Foothill Blvd. to Monte Vista Ave.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 40 mph

85th Percentile = 42 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 40 mph

City of Claremont

Speed Survey

Street: Claremont Boulevard

Location: Foothill to Monte Vista

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 42 mph
Total Vehicles	100	10 mph pace	34 to 43 mph
Maximum Speed	46 mph	Percent in pace	= 84 %
Minimum Speed	27 mph		
Average Speed	38 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 2 accidents (1 hit object, 1 sideswipe)

Street Section: Street Width: 84 feet, curb to curb
Parking lanes/bike lane: 8-ft
Travel lanes: 13-ft
Center median

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	0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	0	0	100
41	2	2	100
40	0	0	98
39	0	0	98
38	1	1	98
37	2	2	97
36	5	5	95
35	2	2	90
34	8	8	88
33	4	4	80
32	4	4	76
31	7	7	72
30	5	5	65
29	5	5	60
28	9	9	55
27	12	12	46
26	6	6	34
25	5	5	28
24	3	3	23
23	7	7	20
22	4	4	13
21	2	2	9
20	4	4	7
19	1	1	3
18	1	1	2
17	1	1	1
16	0	0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	28	+/-		MPH
Median:	28			MPH
Modal:	12	VEH AT	27	MPH
85th %:	34			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	12			%
% In Pace:	65			%
% Under:	23			%
Range:	17	MPH TO	41	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **College Avenue**

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

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 25 mph

85th Percentile = 34 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. College is a high density residential street which is narrow in width, with numerous driveways on both the east and west side of the street.

2. With the location of Blaisdell Park and San Antonio High School directly adjacent to College Avenue, there are significant pedestrian and bicycle volumes. Given the absence of sidewalks in some street sections, pedestrians are required to walk in the street, directly adjacent to vehicular traffic.

City of Claremont

Speed Survey

Street: College Avenue

Location: San Jose to Arrow Hwy

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 34 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	41 mph	Percent in pace	= 65 %
Minimum Speed	17 mph		
Average Speed	28 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 1 accident (hit object)

Street Section: Street Width: 36-ft, curb to curb
Parking lane: 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
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	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	1	1	100
35	0	0	99
34	0	0	99
33	0	0	99
32	1	1	99
31	1	1	98
30	0	0	97
29	5	5	97
28	2	2	92
27	2	2	90
26	13	13	88
25	11	11	75
24	7	7	64
23	16	16	57
22	13	13	41
21	10	10	28
20	7	7	18
19	9	9	11
18	1	1	2
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	23	+/-		MPH
Median:	23			MPH
Modal:	16	VEH AT	23	MPH
85th %:	26			MPH
10M-Pace:	19	MPH THRU	26	MPH
% Over:	12			%
% In Pace:	86			%
% Under:	2			%
Range:	17	MPH TO	36	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: College Avenue

LIMITS: First Street to Sixth Street

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 25 mph

85th Percentile = 26 mph

Nearest 5-mph increment speed = 25 mph

Proposed Speed = 25 mph

City of Claremont

Speed Survey

Street: College Avenue

Location: First to Sixth

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 26 mph
Total Vehicles	100	10 mph pace	19 to 26 mph
Maximum Speed	36 mph	Percent in pace	= 86 %
Minimum Speed	17 mph		
Average Speed	23 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 3 accidents (1Rear end &
2 Vehicle/ped)

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

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	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	0	0	100
35	1	1	100
34	5	5	99
33	7	7	94
32	20	20	87
31	7	7	67
30	11	11	60
29	17	17	49
28	10	10	32
27	5	5	22
26	5	5	17
25	5	5	12
24	1	1	7
23	1	1	6
22	3	3	5
21	1	1	2
20	1	1	1
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	29	+/-		MPH
Median:	30			MPH
Modal:	20	VEH AT	32	MPH
85th %:	32			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	1			%
% In Pace:	92			%
% Under:	7			%
Range:	20	MPH TO	35	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **College Avenue**

LIMITS: **Sixth Street to Foothill Boulevard**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 30 mph

85th Percentile = 32 mph

Nearest 5-mph increment speed = 30 mph

Proposed Speed = 30 mph

City of Claremont

Speed Survey

Street: College Avenue

Location: Sixth to Foothill

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 32 mph
Total Vehicles	100	10 mph pace	25 to 32 mph
Maximum Speed	35 mph	Percent in pace	= 94 %
Minimum Speed	20 mph		
Average Speed	29 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 4 accidents, (2 broadside
1 hit object
1 sideswipe)

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

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	0	100
53		0	100
52	0	0	100
51	0	0	100
50	0	0	100
49	0	0	100
48	0	0	100
47	0	0	100
46	1	1	100
45	1	1	99
44	0	0	98
43	1	1	98
42	4	4	97
41	3	3	93
40	5	5	90
39	12	12	85
38	12	12	73
37	5	5	61
36	3	3	56
35	12	12	53
34	15	15	41
33	14	14	26
32	3	3	12
31	3	3	9
30	3	3	6
29	2	2	3
28	0	0	1
27	0	0	1
26	0	0	1
25	0	0	1
24	0	0	1
23	0	0	1
22	0	0	1
21	0	0	1
20	1	1	1
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	36	+/-		MPH
Median:	35			MPH
Modal:	15	VEH AT	34	MPH
85th %:	39			MPH
10M-Pace:	33	MPH THRU	42	MPH
% Over:	3			%
% In Pace:	85			%
% Under:	12			%
Range:	20	MPH TO	46	MPH
Veh Code				CVC
Posted Sp:	40			MPH

LOCATION: **Garey Avenue**

LIMITS: **Arlington Dr to College Way**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 40 mph

85th Percentile = 39 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 40 mph

City of Claremont

Speed Survey

Street: Garey Avenue

Location: Arlington to College Way

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 39 mph
Total Vehicles	100	10 mph pace	33 to 42 mph
Maximum Speed	46 mph	Percent in pace	= 85 %
Minimum Speed	20 mph		
Average Speed	36 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 1 accident (hit object)

Street Section: Street Width: 58 feet, curb to curb
Parking lanes: 8-ft
Bike lanes: 5-ft
Travel lanes: 12-ft
Two-way left turn lane

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	0	100
53		0	100
52	0	0	100
51	0	0	100
50	0	0	100
49	0	0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	0	0	100
41	0	0	100
40	0	0	100
39	0	0	100
38	0	0	100
37	1	1	100
36	2	2	99
35	2	2	97
34	4	4	95
33	4	4	91
32	2	2	87
31	4	4	85
30	5	5	81
29	7	7	76
28	9	9	69
27	14	14	60
26	8	8	46
25	15	15	38
24	10	10	23
23	6	6	13
22	4	4	7
21	3	3	3
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	27	+/-		MPH
Median:	27			MPH
Modal:	15	VEH AT	25	MPH
85th %:	31			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	13			%
% In Pace:	80			%
% Under:	7			%
Range:	21	MPH TO	37	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: Indian Hill Boulevard

LIMITS: American Ave to San Jose Ave

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 35 mph

85th Percentile = 31 mph

Nearest 5-mph increment speed = 30 mph

Proposed Speed = 30 mph

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: American to San Jose

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 31 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	37 mph	Percent in pace	= 80 %
Minimum Speed	21 mph		
Average Speed	27 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period:
15 accidents (13 considered intersection accidents at interchange, consisting of 2 hit object, 5 rearend 1 vehicle/ped, and 5 sideswipe)
2 accidents outside intersection, both rear end)

Street Section: Street Width: 80 feet, curb to curb
Travel lanes: 11-ft
4-ft raised median south Interstate 10
9-ft raised median north of Interstate 10

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	0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48	2	2	100
47	0	0	98
46	2	2	98
45	2	2	96
44	8	8	94
43	2	2	86
42	11	11	84
41	6	6	73
40	11	11	67
39	9	9	56
38	11	11	47
37	3	3	36
36	4	4	33
35	8	8	29
34	5	5	21
33	6	6	16
32	5	5	10
31	2	2	5
30	1	1	3
29	0	0	2
28	2	2	2
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
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	38	+/-		MPH
Median:	39			MPH
Modal:	11	VEH AT	38	MPH
85th %:	43			MPH
10M-Pace:	33	MPH THRU	42	MPH
% Over:	16			%
% In Pace:	74			%
% Under:	10			%
Range:	28	MPH TO	48	MPH
Veh Code:				CVC
Posted Sp:	40			MPH

LOCATION: **Indian Hill Boulevard**

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

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 40 mph

85th Percentile = 43 mph

Nearest 5-mph increment speed = 45 mph

Proposed Speed = 40 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: San Jose to Arrow Hwy

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 43 mph
Total Vehicles	100	10 mph pace	33 to 42mph
Maximum Speed	48 mph	Percent in pace	= 74 %
Minimum Speed	28 mph		
Average Speed	38 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 2 accidents (1 hit object, 1 sideswipe)

Street Section: Street Width: 74-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
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	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	2	2	100
35	2	2	98
34	5	5	96
33	17	17	91
32	22	22	74
31	11	11	52
30	16	16	41
29	19	19	25
28	1	1	6
27	2	2	5
26	3	3	3
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	31	+/-		MPH
Median:	31			MPH
Modal:	22	VEH AT	32	MPH
85th %:	33			MPH
10M-Pace:	27	MPH THRU	36	MPH
% Over:	0			%
% In Pace:	97			%
% Under:	3			%
Range:	26	MPH TO	36	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: **Indian Hill Boulevard**

LIMITS: **Arrow Highway to First Street**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 35 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 35 mph

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: Arrow Hwy to First

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	27 to 36 mph
Maximum Speed	36 mph	Percent in pace	= 97 %
Minimum Speed	26 mph		
Average Speed	31 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year period: 6 accidents (3 hit object
2 rear end
1 sideswipe)

Street Section: Street Width: 64-ft, curb to curb
Travel lanes: Approx. 10-11-ft
12-ft raised median

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	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	0	0	100
35	0	0	100
34	1	1	100
33	1	1	99
32	0	0	98
31	0	0	98
30	0	0	98
29	0	0	98
28	1	1	98
27	5	5	97
26	9	9	92
25	13	13	83
24	22	22	70
23	17	17	48
22	13	13	31
21	12	12	18
20	2	2	6
19	1	1	4
18	2	2	3
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	24	+/-		MPH
Median:	24			MPH
Modal:	22	VEH AT	24	MPH
85th %:	26			MPH
10M-Pace:	19	MPH THRU	28	MPH
% Over:	2			%
% In Pace:	95			%
% Under:	3			%
Range:	17	MPH TO	34	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **Indian Hill Boulevard**

LIMITS: **First Street to Bonita Avenue**

WEATHER: CLEAR

DATE: October 9, 2015

Existing Posted Speed = 30 mph

85th Percentile = 26 mph

Nearest 5-mph increment speed = 25 mph

Proposed Speed = 25 mph

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: First to Bonita

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 26 mph
Total Vehicles	100	10 mph pace	19 to 28 mph
Maximum Speed	34 mph	Percent in pace	= 95 %
Minimum Speed	17 mph		
Average Speed	24 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 7 accidents (2 hit object
2 broadside
2 vehicle / ped
1 rear end)

Street Section: Street Width: 56 feet, curb to curb
Travel lanes: 11-ft
10-ft striped median (two way left turn lane)
Raised median s/o railroad tracks

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	0	100
53		0	100
52	0	0	100
51	0	0	100
50	0	0	100
49	0	0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	1	1	100
41	0	0	99
40	1	1	99
39	1	1	98
38	2	2	97
37	5	5	95
36	6	6	90
35	8	8	84
34	9	9	76
33	10	10	67
32	14	14	57
31	10	10	43
30	20	20	33
29	5	5	13
28	5	5	8
27	3	3	3
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	32	+/-		MPH
Median:	32			MPH
Modal:	20	VEH AT	30	MPH
85th %:	36			MPH
10M-Pace:	28	MPH THRU	37	MPH
% Over:	5			%
% In Pace:	92			%
% Under:	3			%
Range:	27	MPH TO	42	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **Indian Hill Boulevard**

LIMITS: **Bonita Avenue to Eighth Street**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 30 mph

85th Percentile = 36 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. This section of Indian Hill contains a significant curvature in the roadway, which in turn limits sight distance and reaction time for drivers exiting from Sixth Street and Fourth Street.

2. Numerous driveway movements in this section of Indian Hill (which is a residential neighborhood) conflict with increased traffic volumes during commuter peak period.

3. The intersection of Indian Hill and Eighth is highly used by elementary school pedestrians and bicyclists, traveling to and from Sycamore Elementary School, located on Eighth Street.

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: Bonita to Eighth

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 36 mph
Total Vehicles	100	10 mph pace	28 to 37 mph
Maximum Speed	42mph	Percent in pace	= 92 %
Minimum Speed	27 mph		
Average Speed	32 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 3 accidents (2 broadside
1 hit object)

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

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	1	1	100
53		0	99
52		0	99
51		0	99
50		0	99
49		0	99
48	1	1	99
47	1	1	98
46	2	2	97
45	4	4	95
44	3	3	91
43	6	6	88
42	10	10	82
41	4	4	72
40	3	3	68
39	4	4	65
38	10	10	61
37	3	3	51
36	11	11	48
35	6	6	37
34	10	10	31
33	4	4	21
32	5	5	17
31	1	1	12
30	3	3	11
29	3	3	8
28	2	2	5
27	2	2	3
26		0	1
25		0	1
24		0	1
23		0	1
22		0	1
21		0	1
20	1	1	1
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	37	+/-		MPH
Median:	37			MPH
Modal:	11	VEH AT	36	MPH
85th %:	43			MPH
10M-Pace:	34	MPH THRU	43	MPH
% Over:	12			%
% In Pace:	67			%
% Under:	21			%
Range:	20	MPH TO	54	MPH
Veh Code:				CVC
Posted Sp:	40			MPH

LOCATION: **Indian Hill Boulevard**

LIMITS: **Base Line Rd to Armstrong Dr**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 40 mph

85th Percentile = 43 mph

Nearest 5-mph increment speed = 45 mph

Proposed Speed = 40 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Indian Hill Boulevard

Location: Base Line to Armstrong

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	**85th Percentile Speed**	= 43 mph
Total Vehicles	100	10 mph pace	34 to 43 mph
Maximum Speed	54 mph	Percent in pace	= 67 %
Minimum Speed	20 mph		
Average Speed	37 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 1 accident (hit object)

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

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		0	100
37		0	100
36		0	100
35		0	100
34		0	100
33		0	100
32	1	1	100
31	0	0	99
30	1	1	99
29	0	0	98
28	3	3	98
27	10	10	95
26	16	16	85
25	12	12	69
24	8	8	57
23	8	8	49
22	13	13	41
21	5	5	28
20	4	4	23
19	3	3	19
18	9	9	16
17	2	2	7
16	1	1	5
15	4	4	4

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	23	+/-		MPH
Median:	24			MPH
Modal:	16	VEH AT	26	MPH
85th %:	26			MPH
10M-Pace:	18	MPH THRU	27	MPH
% Over:	5			%
% In Pace:	88			%
% Under:	7			%
Range:	15	MPH TO	32	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: Lassen Avenue

LIMITS: Scottsbluff Dr to Lindenwood Dr

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 25 mph

85th Percentile = 26 mph

Nearest 5-mph increment speed = 25 mph

Proposed Speed = 25 mph

City of Claremont

Speed Survey

Street: Lassen Avenue

Location: Scottsbluff to Lindenwood

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 26 mph
Total Vehicles	100	10 mph pace	18 to 27 mph
Maximum Speed	32 mph	Percent in pace	= 88 %
Minimum Speed	15 mph		
Average Speed	23 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 1 accident (hit object)

Street Section: Street Width: 36-ft curb to curb width
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	1	1	100
53		0	99
52		0	99
51	1	1	99
50		0	98
49		0	98
48	2	2	98
47	2	2	96
46	6	6	94
45	6	6	88
44	8	8	82
43	14	14	74
42	10	10	60
41	10	10	50
40	6	6	40
39	12	12	34
38	9	9	22
37	4	4	13
36	1	1	9
35	2	2	8
34	4	4	6
33	0	0	2
32	1	1	2
31	1	1	1
30	0	0	0
29	0	0	0
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	41	+/-		MPH
Median:	41.5			MPH
Modal:	14	VEH AT	43	MPH
85th %:	45			MPH
10M-Pace:	37	MPH THRU	46	MPH
% Over:	6			%
% In Pace:	85			%
% Under:	9			%
Range:	31	MPH TO	54	MPH
Veh Code:				CVC

LOCATION: **Mills Avenue**

LIMITS: **Foothill Blvd. to Base Line Rd.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 40 mph

85th Percentile = 45 mph

Nearest 5-mph increment speed = 45 mph

Proposed Speed = 40 mph

Conditions which warrant a 5-mph speed reduction (posting at 40 mph instead of 45 mph):

1. Chaparral Elementary School and Chaparral Park are located directly adjacent to Mills Avenue, and generate large numbers of pedestrians and bicyclists which confict with vehicular traffic.

2. Mills Avenue serves as a residential street, with numerous driveways adjacent to the roadway, and therefore numerous movements entering and exiting these driveways. The posting of a 45-mph speed limit would not be amenable to these movements to and from the travel lane.

City of Claremont

Speed Survey

Street: Mills Avenue

Location: Foothill to Base Line

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 45 mph
Total Vehicles	100	10 mph pace	37 to 46 mph
Maximum Speed	54 mph	Percent in pace	= 85 %
Minimum Speed	31 mph		
Average Speed	41 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 2 accidents (both "hit object")

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

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	2	2	100
38	1	1	98
37	2	2	97
36	0	0	95
35	2	2	95
34	7	7	93
33	3	3	86
32	2	2	83
31	7	7	81
30	5	5	74
29	11	11	69
28	11	11	58
27	12	12	47
26	4	4	35
25	8	8	31
24	6	6	23
23	2	2	17
22	4	4	15
21	3	3	11
20	2	2	8
19	1	1	6
18	1	1	5
17	0	0	4
16	0	0	4
15	4	4	4

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	28	+/-		MPH
Median:	28			MPH
Modal:	12	VEH AT	27	MPH
85th %:	33			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	7			%
% In Pace:	70			%
% Under:	23			%
Range:	15	MPH TO	39	MPH
Veh Code:				CVC

LOCATION: **Miramar Avenue**

LIMITS: **Mills Avenue to Padua Avenue**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 30 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

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

1. Williams Avenue is a residential steret bounded on both the east and west sides by numerous driveways, and a number of access movements to and from the drive approaches.

2. Several intersecting streets have limited sight distance when exiting onto Williams, and the exiting car is not readily visible to oncoming traffic.

3. Several intersecting streets are narrow in width, and drivers must slow down significantly to make turning movements from Williams.

City of Claremont

Speed Survey

Street: Miramar Avenue

Location: Mills to Padua

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	39 mph	Percent in pace	= 70 %
Minimum Speed	15 mph		
Average Speed	28 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 0 accidents

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

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	1	1	100
53		0	99
52		0	99
51		0	99
50		0	99
49		0	99
48	0	0	99
47	0	0	99
46	3	3	99
45	2	2	96
44	1	1	94
43	5	5	93
42	7	7	88
41	10	10	81
40	9	9	71
39	25	25	62
38	18	18	37
37	8	8	19
36	4	4	11
35	3	3	7
34	3	3	4
33	1	1	1
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
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
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	39	+/-		MPH
Median:	39			MPH
Modal:	25	VEH AT	39	MPH
85th %:	42			MPH
10M-Pace:	34	MPH THRU	43	MPH
% Over:	7			%
% In Pace:	92			%
% Under:	1			%
Range:	33	MPH TO	54	MPH
Veh Code:				CVC
Posted Sp:	45			MPH

LOCATION: **Monte Vista Avenue**

LIMITS: **Foothill Blvd. to Claremont Blvd.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 45 mph

85th Percentile = 42 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 40 mph

City of Claremont

Speed Survey

Street: Monte Vista Avenue

Location: Foothill to Claremont

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 42 mph
Total Vehicles	100	10 mph pace	34 to 43 mph
Maximum Speed	54 mph	Percent in pace	= 92 %
Minimum Speed	33 mph		
Average Speed	39 mph		

Previous Speed Limit = 45 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period: 5 accidents (2 rear end
2 sideswipe
1 hit object)

Street Section: Street Width: 80 feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 12-ft
13-ft median

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	0	100
53		0	100
52		0	100
51		0	100
50		0	100
49		0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	0	0	100
41	0	0	100
40	0	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	0	0	100
35	1	1	100
34	8	8	99
33	0	0	91
32	8	8	91
31	3	3	83
30	5	5	80
29	13	13	75
28	10	10	62
27	12	12	52
26	12	12	40
25	11	11	28
24	8	8	17
23	4	4	9
22	1	1	5
21	1	1	4
20	1	1	3
19	0	0	2
18	0	0	2
17	2	2	2
16	0	0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	28	+/-		MPH
Median:	27			MPH
Modal:	13	VEH AT	29	MPH
85th %:	32			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	9			%
% In Pace:	86			%
% Under:	5			%
Range:	17	MPH TO	35	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **Mountain Avenue**

LIMITS: **Bonita Ave. to Harrison Ave.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 25 mph

85th Percentile = 32 mph

Nearest 5-mph increment speed = 30 mph

Proposed Speed = 25 mph

Conditions which warrant a 5-mph speed reduction (posting at 25 mph instead of 30 mph):

1. Mountain Avenue, between Bonita and Harrison (and up to Foothill) serves as a major pedestrian and bicycle route for students of El Roble Intermediate School and Mountain View Elementary School.

2. The narrow roadway width provides reduced area to accommodate school-aged bicyclists.

City of Claremont

Speed Survey

Street: Mountain Avenue

Location: Bonita to Harrison

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 32 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	35 mph	Percent in pace	= 86 %
Minimum Speed	17 mph		
Average Speed	28 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 1 accident (vehicle/ped)

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		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	0	100
53		0	100
52		0	100
51	0	0	100
50		0	100
49		0	100
48	1	1	100
47	0	0	99
46	0	0	99
45	2	2	99
44	1	1	97
43	2	2	96
42	2	2	94
41	4	4	92
40	2	2	88
39	5	5	86
38	14	14	81
37	7	7	67
36	10	10	60
35	14	14	50
34	12	12	36
33	7	7	24
32	3	3	17
31	5	5	14
30	3	3	9
29	1	1	6
28	1	1	5
27	0	0	4
26	1	1	4
25	3	3	3
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	36	+/-		MPH
Median:	35.5			MPH
Modal:	14	VEH AT	35	MPH
85th %:	39			MPH
10M-Pace:	30	MPH THRU	39	MPH
% Over:	14			%
% In Pace:	80			%
% Under:	6			%
Range:	25	MPH TO	48	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: **Mountain Avenue**

LIMITS: **Harrison Dr. to Foothill Blvd.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 35 mph

85th Percentile = 39 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 35 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Mountain Avenue

Location: Harrison to Foothill

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 39 mph
Total Vehicles	100	10 mph pace	30 to 39 mph
Maximum Speed	48 mph	Percent in pace	= 80 %
Minimum Speed	25 mph		
Average Speed	36 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year period: 5 accidents (1Veh/ped,
2Hit object,
2 rear end)

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

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	1	1	100
40	0	0	99
39	1	1	99
38	1	1	98
37	1	1	97
36	2	2	96
35	1	1	94
34	6	6	93
33	5	5	87
32	14	14	82
31	7	7	68
30	11	11	61
29	11	11	50
28	11	11	39
27	8	8	28
26	8	8	20
25	5	5	12
24	4	4	7
23	1	1	3
22	1	1	2
21	0	0	1
20	1	1	1
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	30	+/-		MPH
Median:	29.5			MPH
Modal:	14	VEH AT	32	MPH
85th %:	33			MPH
10M-Pace:	25	MPH THRU	34	MPH
% Over:	7			%
% In Pace:	86			%
% Under:	7			%
Range:	20	MPH TO	41	MPH
Veh Code:				CVC
Posted Sp.	25			MPH

LOCATION: **Oxford Drive**

LIMITS: **Colby Circle to Scripps Drive**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 25 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Oxford Drive

Location: Colby Circle to Scripps

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	41 mph	Percent in pace	= 86 %
Minimum Speed	20 mph		
Average Speed	30 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 0 accidents

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		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	0	100
53		0	100
52	0	0	100
51	0	0	100
50	0	0	100
49	0	0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	1	1	100
42	2	2	99
41	3	3	97
40	3	3	94
39	0	0	91
38	9	9	91
37	6	6	82
36	12	12	76
35	13	13	64
34	18	18	51
33	7	7	33
32	9	9	26
31	7	7	17
30	8	8	10
29	1	1	2
28	0	0	1
27	0	0	1
26	0	0	1
25	1	1	1
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	35	+/-		MPH
Median:	34			MPH
Modal:	18	VEH AT	34	MPH
85th %:	38			MPH
10M-Pace:	30	MPH THRU	39	MPH
% Over:	9			%
% In Pace:	89			%
% Under:	2			%
Range:	25	MPH TO	43	MPH
Veh Code:				CVC
Posted Sp.	35			MPH

LOCATION: San Jose Avenue

LIMITS: Mountain Ave. to Indian Hill Blvd.

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 35 mph

85th Percentile = 38 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 35 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: San Jose Avenue

Location: Mountain to Indian Hill

Date of Survey: October 9, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 38 mph
Total Vehicles	100	10 mph pace	30 to 39 mph
Maximum Speed	43 mph	Percent in pace	= 89 %
Minimum Speed	25 mph		
Average Speed	35 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year period: 7 accidents (4 rear end
1 Head-on
1 Sideswipe)
1 Broadside)

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

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	0	100
53		0	100
52	0	0	100
51	0	0	100
50	0	0	100
49	0	0	100
48	0	0	100
47	0	0	100
46	0	0	100
45	0	0	100
44	0	0	100
43	0	0	100
42	0	0	100
41	0	0	100
40	0	0	100
39	0	0	100
38	2	2	100
37	1	1	98
36	2	2	97
35	3	3	95
34	4	4	92
33	10	10	88
32	7	7	78
31	9	9	71
30	10	10	62
29	13	13	52
28	8	8	39
27	10	10	31
26	5	5	21
25	4	4	16
24	5	5	12
23	4	4	7
22	3	3	3
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	29	+/-		MPH
Median:	29			MPH
Modal:	13	VEH AT	29	MPH
85th %:	33			MPH
10M-Pace:	24	MPH THRU	33	MPH
% Over:	12			%
% In Pace:	81			%
% Under:	7			%
Range:	22	MPH TO	38	MPH
Veh Code				CVC
Posted Sp	30			MPH

LOCATION: **San Jose Avenue**

LIMITS: **Indian Hill Blvd. to College Ave.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 30 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: San Jose Avenue

Location: Indian Hill to College

Date of Survey: October 9, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	24 to 33 mph
Maximum Speed	38 mph	Percent in pace	= 81 %
Minimum Speed	22 mph		
Average Speed	29 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 1accident (sideswipe)

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

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		0	100
37		0	100
36		0	100
35		0	100
34	1	1	100
33	2	2	99
32	5	5	97
31	3	3	92
30	3	3	89
29	12	12	86
28	11	11	74
27	10	10	63
26	10	10	53
25	8	8	43
24	6	6	35
23	7	7	29
22	6	6	22
21	3	3	16
20	3	3	13
19	3	3	10
18	0	0	7
17	2	2	7
16	2	2	5
15	3	3	3

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	26	+/-		MPH
Median:	26			MPH
Modal:	12	VEH AT	29	MPH
85th %:	29			MPH
10M-Pace:	22	MPH THRU	31	MPH
% Over:	8			%
% In Pace:	76			%
% Under:	16			%
Range:	15	MPH TO	34	MPH

LOCATION: **Shenandoah Drive**

LIMITS: **Lindenwood Dr. to Claremont Blvd.**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 25 mph

85th Percentile = 29 mph

Nearest 5-mph increment speed = 30 mph

Proposed Speed = 25 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Shenandoah Drive

Location: Lindenwood to Claremont

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 29 mph
Total Vehicles	602	10 mph pace	22 to 31 mph
Maximum Speed	34 mph	Percent in pace	= 76 %
Minimum Speed	15 mph		
Average Speed	26 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 1accident (vehicle/ped)

Street Section: Street Width: 40-ft 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		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	0	100
40	0	0	100
39	0	0	100
38	0	0	100
37	0	0	100
36	1	1	100
35	0	0	99
34	1	1	99
33	0	0	98
32	0	0	98
31	1	1	98
30	1	1	97
29	1	1	96
28	5	5	95
27	11	11	90
26	17	17	79
25	10	10	62
24	7	7	52
23	14	14	45
22	13	13	31
21	4	4	18
20	5	5	14
19	4	4	9
18	5	5	5
17		0	0
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	24	+/-		MPH
Median:	24			MPH
Modal:	17	VEH AT	26	MPH
85th %:	27			MPH
10M-Pace:	19	MPH THRU	28	MPH
% Over:	5			%
% In Pace:	90			%
% Under:	5			%
Range:	18	MPH TO	35	MPH
Veh Code				CVC
Posted Sp:	25			MPH

LOCATION: **Sixth Street**

LIMITS: **Indian Hill Blvd to College Ave**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 25 mph

85th Percentile = 27 mph

Nearest 5-mph increment speed = 25 mph

Proposed Speed = 25 mph

City of Claremont

Speed Survey

Street: Sixth Street

Location: Indian Hill to College Ave

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 27 mph
Total Vehicles	100	10 mph pace	19 to 28 mph
Maximum Speed	36 mph	Percent in pace	= 90 %
Minimum Speed	18 mph		
Average Speed	24 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 0accidents

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		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		0	100
37		0	100
36		0	100
35		0	100
34		0	100
33		0	100
32	2	2	100
31	1	1	98
30	2	2	97
29	1	1	95
28	2	2	94
27	3	3	92
26	7	7	89
25	8	8	82
24	8	8	74
23	14	14	66
22	10	10	52
21	6	6	42
20	9	9	36
19	8	8	27
18	9	9	19
17	5	5	10
16	5	5	5
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	22	+/-		MPH
Median:	22			MPH
Modal:	14	VEH AT	23	MPH
85th %:	26			MPH
10M-Pace:	17	MPH THRU	26	MPH
% Over:	11			%
% In Pace:	84			%
% Under:	5			%
Range:	16	MPH TO	32	MPH
Veh Code:				CVC
Posted Sp:	25			MPH

LOCATION: **Sixth Street**

LIMITS: **College Avenue to College Way**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 25 mph

85th Percentile = 26 mph

Nearest 5-mph increment speed = 25 mph

Proposed Speed = 25 mph

City of Claremont

Speed Survey

Street: Sixth Street

Location: College Ave to College Way

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 26 mph
Total Vehicles	100	10 mph pace	17 to 26 mph
Maximum Speed	32 mph	Percent in pace	= 84 %
Minimum Speed	16 mph		
Average Speed	22 mph		

Previous Speed Limit = 25 mph

Proposed Speed Limit = 25 mph

Accident history in last 2-year period: 1accident (sideswipe)

Street Section: Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-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		0	100
41		0	100
40		0	100
39		0	100
38	2	2	100
37	0	0	98
36	3	3	98
35	4	4	95
34	5	5	91
33	3	3	86
32	7	7	83
31	9	9	76
30	13	13	67
29	12	12	54
28	6	6	42
27	9	9	36
26	4	4	27
25	9	9	23
24	3	3	14
23	7	7	11
22	1	1	4
21	2	2	3
20		0	1
19		0	1
18		0	1
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	29	+/-		MPH
Median:	29			MPH
Modal:	13	VEH AT	30	MPH
85th %:	33			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	17			%
% In Pace:	79			%
% Under:	4			%
Range:	17	MPH TO	38	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **Sixth Street**

LIMITS: **College Way to Mills Avenue**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 30 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Sixth Street

Location: College Way to Mills

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	38 mph	Percent in pace	= 79 %
Minimum Speed	17mph		
Average Speed	29 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 0 accidents

Street Section: Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-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		0	100
41		0	100
40		0	100
39		0	100
38	1	1	100
37	1	1	99
36	5	5	98
35	1	1	93
34	2	2	92
33	7	7	90
32	5	5	83
31	4	4	78
30	14	14	74
29	14	14	60
28	4	4	46
27	14	14	42
26	3	3	28
25	4	4	25
24	5	5	21
23	8	8	16
22	4	4	8
21	0	0	4
20	1	1	4
19	1	1	3
18	0	0	2
17	2	2	2
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	28	+/-		MPH
Median:	29			MPH
Modal:	14	VEH AT	27	MPH
85th %:	33			MPH
10M-Pace:	23	MPH THRU	32	MPH
% Over:	17			%
% In Pace:	75			%
% Under:	8			%
Range:	17	MPH TO	38	MPH
Veh Code:				CVC
Posted Sp:	35			MPH

LOCATION: **Sixth Street**

LIMITS: **Mills Ave to Claremont Blvd**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 35 mph

85th Percentile = 33 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Sixth Street

Location: Mills to Claremont

Date of Survey: October 22, 2015

STATISTICS			
Direction	E/b,W/b	85th Percentile Speed	= 33 mph
Total Vehicles	100	10 mph pace	23 to 32 mph
Maximum Speed	38 mph	Percent in pace	= 75 %
Minimum Speed	17 mph		
Average Speed	28 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 2 accidents (both hit objects)

Street Section: Street Width: 36-feet, curb to curb
Bike lanes: 6-ft
Travel lanes: 12-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		0	100
41		0	100
40		0	100
39	1	1	100
38	2	2	99
37	4	4	97
36	4	4	93
35	4	4	89
34	8	8	85
33	5	5	77
32	5	5	72
31	7	7	67
30	14	14	60
29	6	6	46
28	7	7	40
27	3	3	33
26	12	12	30
25	4	4	18
24	4	4	14
23	5	5	10
22	0	0	5
21	3	3	5
20	0	0	2
19	1	1	2
18	0	0	1
17	1	1	1
16		0	0
15		0	0

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	30	+/-		MPH
Median:	30			MPH
Modal:	14	VEH AT	30	MPH
85th %:	34			MPH
10M-Pace:	26	MPH THRU	34	MPH
% Over:	15			%
% In Pace:	67			%
% Under:	18			%
Range:	17	MPH TO	39	MPH
Veh Code:				CVC
Posted Sp:	30			MPH

LOCATION: **Sumner Avenue**

LIMITS: **Briarcroft Rd to Ridgefield Dr**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 30 mph

85th Percentile = 34 mph

Nearest 5-mph increment speed = 35 mph

Proposed Speed = 30 mph

Per the MUTCD, for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

City of Claremont

Speed Survey

Street: Sumner Avenue

Location: Briarcroft to Ridgefield

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 34 mph
Total Vehicles	100	10 mph pace	25 to 34 mph
Maximum Speed	39 mph	Percent in pace	= 67 %
Minimum Speed	17 mph		
Average Speed	30 mph		

Previous Speed Limit = 30 mph

Proposed Speed Limit = 30 mph

Accident history in last 2-year period: 1accident (sideswipe)

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		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	0	100
53		0	100
52	2	2	100
51	0	0	98
50	0	0	98
49	1	1	98
48	3	3	97
47	3	3	94
46	5	5	91
45	7	7	86
44	10	10	79
43	8	8	69
42	13	13	61
41	12	12	48
40	13	13	36
39	10	10	23
38	4	4	13
37	3	3	9
36	1	1	6
35	1	1	5
34	1	1	4
33	2	2	3
32	0	0	1
31	0	0	1
30	1	1	1
29	0	0	0
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	42	+/-		MPH
Median:	42			MPH
Modal:	13	VEH AT	40	MPH
85th %:	45			MPH
10M-Pace:	37	MPH THRU	46	MPH
% Over:	9			%
% In Pace:	85			%
% Under:	6			%
Range:	30	MPH TO	52	MPH
Veh Code:				CVC

LOCATION: **Towne Avenue**

LIMITS: **Foothill Blvd. to Base Line Rd.**

WEATHER: CLEAR-Dry

DATE: October 9, 2015

Existing Posted Speed = 40 mph

85th Percentile = 45 mph

Nearest 5-mph increment speed = 45 mph

Proposed Speed = 40 mph

Conditions which warrant a 5-mph speed reduction (posting at 40 mph instead of 45 mph):

1. Towne Avenue is identified as a "Safe Routes to School" zone, and serves as the re-directed travel route for the Thompson Creek Regional Trail, which was affected by the construction of the 210 freeway. This puts pedestrian and bicycle traffic in conflict with high volumes of commuter traffic at the 210 freeway on and offramps, and the approaches to the bridge. A 40 mph speed limit would serve to reduce these conflicts.

City of Claremont

Speed Survey

Street: Towne Avenue

Location: Foothill to Base Line

Date of Survey: October 9, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 45 mph
Total Vehicles	100	10 mph pace	37 to 46 mph
Maximum Speed	52 mph	Percent in pace	= 85 %
Minimum Speed	30 mph		
Average Speed	42 mph		

Previous Speed Limit = 40 mph

Proposed Speed Limit = 40 mph

Accident history in last 2-year period:
10 accidents (4 accidents at interchange -
2 sideswipe, 2 broadside)
6 accidents outside interchange area -
3 sideswipe, 2 broadside, 1 rear end)

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

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	1	1	100
51	0	0	99
50	1	1	99
49	0	0	98
48	1	1	98
47	0	0	97
46	4	4	97
45	0	0	93
44	0	0	93
43	0	0	93
42	4	4	93
41	6	6	89
40	4	4	83
39	9	9	79
38	11	11	70
37	8	8	59
36	9	9	51
35	7	7	42
34	5	5	35
33	7	7	30
32	5	5	23
31	5	5	18
30	3	3	13
29	3	3	10
28	4	4	7
27	3	3	3
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

SAMPLE: 100 VEHICLES

STATISTICS:		DIRECTION		NB/SB
Average:	36	+/-		MPH
Median:	36			MPH
Modal:	11	VEH AT	38	MPH
85th %:	41			MPH
10M-Pace:	32	MPH THRU	41	MPH
% Over:	11			%
% In Pace:	71			%
% Under:	18			%
Range:	27	MPH TO	52	MPH
Veh Code:				CVC

LOCATION: **Williams Avenue**

LIMITS: **Foothill Blvd to College Way**

WEATHER: CLEAR-Dry

DATE: October 22, 2015

Existing Posted Speed = 35 mph

85th Percentile = 41 mph

Nearest 5-mph increment speed = 40 mph

Proposed Speed = 35 mph

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

1. Williams Avenue is a residential steret bounded on both the east and west sides by numerous driveways, and a number of access movements to and from the drive approaches.

2. Several intersecting streets have limited sight distance when exiting onto Williams, and the exiting car is not readily visible to oncoming traffic.

3. Several intersecting streets are narrow in width, and drivers must slow down significantly to make turning movements from Williams.

City of Claremont

Speed Survey

Street: Williams Avenue

Location: Foothill to College Way

Date of Survey: October 22, 2015

STATISTICS			
Direction	N/b,S/b	85th Percentile Speed	= 41 mph
Total Vehicles	100	10 mph pace	32 to 41 mph
Maximum Speed	52 mph	Percent in pace	= 71 %
Minimum Speed	27 mph		
Average Speed	36 mph		

Previous Speed Limit = 35 mph

Proposed Speed Limit = 35 mph

Accident history in last 2-year period: 0accidents

Street Section: Street Width: 44-feet, curb to curb
Parking lanes: 8-ft
Travel lanes: 14-ft

APPENDIX D

ORDINANCE APPROVING SPEED SURVEY

ORDINANCE NO. 2016-01

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 to ten 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 ten-year review period scheduled to elapse in November 2015; and

WHEREAS, City staff has prepared a traffic and engineering survey for 34 street segments (2015 Speed Survey), which will serve as an update to the 2005 Radar Speed Survey, which is attached hereto as "Exhibit 1"; and

WHEREAS, at its meeting of December 8, 2015, the City Council reviewed the speed survey, and approved the retention of the existing speed limits on 27 street segments, and the posting of new speed limits on four streets, as recommended through the findings of the speed survey; and

WHEREAS, at its December 8, 2015 meeting, the City Council delayed taking action on three street segments within the 2015 Speed Survey, pending results of the City of Upland Speed Survey for Monte Vista Avenue (Foothill to Claremont Boulevards), pending the decision of the Federal Highway Administration as to the reclassification of College Avenue (Arrow Highway to San Jose Avenue), and pending the evaluation of possible traffic calming installations on Oxford Avenue (between Colby Circle and Scripps Drive); and

WHEREAS, the State requirements outlined in the MUTCD require that speed limits should be set at the nearest five mile per hour (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, 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 the nearest five mph increment to the 85th percentile speed results in a "rounding up." This five mph reduction does not require the citing of roadway factors as justification; and

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

A. ALAMOSA DRIVE

1. Mills Avenue to Padua Avenue: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

B. AUTO CENTER DRIVE

1. Indian Hill Boulevard to End: A traffic survey has determined the 85th percentile speed to be 30 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

C. CAMBRIDGE AVENUE

1. Arrow Highway to Bonita Avenue: A traffic survey has determined the 85th percentile speed to be 35 mph, and based thereon a *prima facie* speed limit of 35 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

D. CLAREMONT BOULEVARD

1. Arrow Highway to First Street: A traffic survey has determined the 85th percentile speed to be 34 mph, and based thereon a *prima facie* speed limit of 35 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

2. First Street to Sixth Street: A traffic survey has determined the 85th percentile speed to be 42 mph, and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

3. Sixth Street to Foothill Boulevard: A traffic survey has determined the 85th percentile speed to be 42 mph, and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

4. Foothill Boulevard to Monte Vista Avenue: A traffic survey has determined the 85th percentile speed to be 42 mph, and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

E. COLLEGE AVENUE

1. First Street to Sixth Street: A traffic survey has determined the 85th percentile speed to be 26 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

2. Sixth Street to Foothill Boulevard: A traffic survey has determined the 85th percentile speed to be 32 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

F. GAREY AVENUE

1. Arlington Drive to College Way: A traffic survey has determined the 85th percentile speed to be 39 mph, and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to

facilitate the orderly movement of traffic of said street.

G. INDIAN HILL BOULEVARD

1. American Avenue to San Jose Avenue: A traffic survey has determined the 85th percentile speed to be 31 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

2. San Jose Avenue to Arrow Highway: A traffic survey has determined the 85th percentile speed to be 43 mph, and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

3. Arrow Highway to First Street: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 35 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

4. First Street to Bonita Avenue: A traffic survey has determined the 85th percentile speed to be 26 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

5. Bonita Avenue to Eighth Street: 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 significant curvature in the roadway which limits sight distance and reaction time for drivers exiting from Fourth Street and from Sixth Street; (b) the numerous driveway movements in this residential section of Indian Hill Boulevard, which conflict with the increased traffic volumes during peak commuter periods; and, (c) the high pedestrian use by elementary school children at the intersection of Indian Hill Boulevard and Eighth Street.

6. Base Line Road to Armstrong Drive: A traffic survey has determined the 85th percentile speed to be 43 mph; and based thereon a *prima facie* speed limit of 40 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

H. LASSEN AVENUE

1. Scottsbluff Drive to Lindenwood Drive: A traffic survey has determined the 85th percentile speed to be 26 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

I. MILLS AVENUE

1. Foothill Boulevard to Base Line Road: A traffic survey has determined the 85th percentile speed to be 45 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 40 mph

is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on: (a) the large amount of pedestrian and bicycle traffic on this roadway, associated with the adjacent elementary school and park, and the use of Mills Avenue as the bicycle route to the Claremont Hills Wilderness Park; and, (b) the significant number of driveways adjacent to Mills Avenue (which serve the residential properties), and the resulting conflicts with oncoming traffic which would present safety concerns if the speed limit were to be established at 45 mph.

J. MIRAMAR AVENUE

1. Mills Avenue to Padua Avenue: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

K. MOUNTAIN AVENUE

1. Bonita Avenue to Harrison Avenue: 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 use of Mountain Avenue as a major bicycle and pedestrian route for school-age children enroute to El Roble Intermediate School and Mountain View Elementary; and, (b) the narrow width of the roadway does adequately accommodate bicycle traffic, requiring bicyclists to often "take the lane", which presents safety concerns for school-age bicyclists.

2. Harrison Avenue to Foothill Boulevard: A traffic survey has determined the 85th percentile speed to be 39 mph, and based thereon a *prima facie* speed limit of 35 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

L. SAN JOSE AVENUE

1. Mountain Avenue to Indian Hill Boulevard: A traffic survey has determined the 85th percentile speed to be 38 mph, and based thereon a *prima facie* speed limit of 35 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

2. Indian Hill Boulevard to College Avenue: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

M. SHENANDOAH DRIVE

1. Lindenwood Drive to Claremont Boulevard: A traffic survey has determined the 85th percentile speed to be 29 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

N. SIXTH STREET

1. Indian Hill Boulevard to College Avenue: A traffic survey has determined the 85th percentile speed to be 27 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

2. College Avenue to College Way: A traffic survey has determined the 85th percentile speed to be 26 mph, and based thereon a *prima facie* speed limit of 25 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

3. College Way to Mills Avenue: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

4. Mills Avenue to Claremont Boulevard: A traffic survey has determined the 85th percentile speed to be 33 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

O. SUMNER AVENUE

1. Briarcroft Road to Ridgefield Drive: A traffic survey has determined the 85th percentile speed to be 34 mph, and based thereon a *prima facie* speed limit of 30 mph is determined to be reasonable, safe, and most appropriate to facilitate the orderly movement of traffic of said street.

P. TOWNE AVENUE

1. Foothill Boulevard to Base Line Road: A traffic survey has determined the 85th percentile speed to be 45 mph; however, said speed is more than is reasonable or safe upon said street, but a *prima facie* speed limit of 40 mph is reasonable, safe, and most appropriate to facilitate the orderly movement of traffic based on the following consideration:

   Towne Avenue is identified as a "Safe Routes to School" zone, and serves as the re-directed travel route for the Thompson Creek Regional Trail, which was affected by the construction of the I-210 freeway. The re-assignment of the roadway places pedestrian and bicycle traffic in direct conflict with high volumes of commuter traffic at the I-210 freeway on and off ramps, and the approaches to the bridge. Establishing the 40 mph speed zone would serve to reduce these conflicts.

Q. WILLIAMS AVENUE

1. Foothill Boulevard to Base Line Road: A traffic survey has determined the 85th percentile speed to be 41 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 residential nature of the roadway, and the

number of access movements from the numerous driveways on both the east and west sides of the roadway; (b) several intersecting streets have limited sight distance when exiting onto Williams, and the exiting car is not readily visible to oncoming traffic; and, (c) several intersecting streets are narrow in width, and drivers must slow down significantly to make turning movements from Williams Avenue.

WHEREAS, the City Council approves and adopts said 2015 Traffic and Engineering Survey and speed limit recommendations; and

WHEREAS, the City Council hereby directs the City Clerk to file said 2015 Traffic and Engineering Survey with the West Covina Municipal Court, and to place two 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 update to the 2015 Radar Speed Survey, which is attached hereto as "Exhibit 1."

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:

ALAMOSA DRIVE	
Mills Avenue to Padua Avenue	30 mph
AUTO CENTER DRIVE	
Indian Hill Boulevard to End	30 mph
CAMBRIDGE AVENUE	
Arrow Highway to Bonita Avenue	35 mph
CLAREMONT BOULEVARD	
Arrow Highway to First Street	35 mph
First Street to Sixth Street	40 mph
Sixth Street to Foothill Boulevard	40 mph
Foothill Boulevard to Monte Vista Avenue	40 mph
COLLEGE AVENUE	
First Street to Sixth Street	25 mph
Sixth Street to Foothill Boulevard	30 mph

GAREY AVENUE	
Arlington Drive to College Way	40 mph
INDIAN HILL BOULEVARD	
American Avenue to San Jose Avenue	30 mph
San Jose Avenue to Arrow Highway	40 mph
Arrow Highway to First Street	35 mph
First Street to Bonita Avenue	25 mph
Bonita Avenue to Eighth Street	30 mph
Base Line Road to Armstrong Drive	40 mph
LASSEN AVENUE	
Scottsbluff Drive to Lindenwood Drive	25 mph
MILLS AVENUE	
Foothill Boulevard to Base Line Road	40 mph
MIRAMAR AVENUE	
Mills Avenue to Padua Avenue	30 mph
MOUNTAIN AVENUE	
Bonita Avenue to Harrison Avenue	25 mph
Harrison Avenue to Foothill Boulevard	35 mph
SAN JOSE AVENUE	
Mountain Avenue to Indian Hill Boulevard	35 mph
Indian Hill Boulevard to College Avenue	30 mph
SHENANDOAH DRIVE	
Lindenwood Drive to Claremont Boulevard	25 mph
SIXTH STREET	
Indian Hill Boulevard to College Avenue	25 mph
College Avenue to College Way	25 mph
College Way to Mills Avenue	30 mph
Mills Avenue to Claremont Boulevard	30 mph
SUMNER AVENUE	
Briarcroft Road to Ridgefield Drive	30 mph
TOWNE AVENUE	
Foothill Boulevard to Base Line Road	40 mph
WILLIAMS AVENUE	
Foothill Boulevard to College Way	35 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 2015 Radar Speed Survey with the West Covina Municipal Court, and to place two copies in the office of the City Clerk for public review.

SECTION 6. This item is exempt from the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c), of the CEQA guidelines. This Class 1 exemption allows for the operation, repair, or minor alteration of existing streets with negligible or no expansion of existing facilities. Additionally, none of the exceptions to the categorical exemptions set forth in State CEQA Guideline Section 15300.2 applies to the proposed project because the proposed project (1) is not located in a uniquely sensitive environment, (2) is not located within a highway officially designated as a State scenic highway, (3) is not located on a hazardous waste site, (4) would not have a cumulative impact, and (5) would not have a significant substantial adverse change in the significance of a historical resource. Therefore, no additional environmental review is needed at this time.

SECTION 7. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish a summary of the Ordinance 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 12th day of January, 2016.

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. 2016-01 was introduced at a regular meeting of said council held on the 8th day of December, 2015, 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 12th day of January, 2016, and that the same was passed and adopted by the following vote:

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

City Clerk of the City of Claremont