City of Claremont
LOCAL ROADWAY SAFETY PLAN

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1.0 EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) established a program for cities to prepare a Local Roadway Safety Plan (LRSP) to identify safety needs and recommend projects to address these needs. This document serves as the LRSP for the City of Claremont.

1.1 OVERVIEW

Funded by Caltrans, an LRSP provides an opportunity for local agencies to evaluate roadway safety problems through data analysis and improve roadway safety through infrastructure implementation, education, and enforcement programs/campaigns. Preparing an LRSP creates a framework to identify and analyze safety problems and recommend safety improvements systematically.

An LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The State created the LRSP to help local agencies develop safety projects that can be submitted for funding as part of the Highway Safety Improvement Program (HSIP) and other funding programs sources such as the Safe Streets and Roads for All (SS4A) grant program. These programs require that an LRSP, or equivalent plans such as a Vision Zero Plan or Systemic Safety Analysis Report (SSAR), be completed in order to apply for available funding opportunities.

This report has been prepared per Caltrans LRSP guidelines and the *Caltrans Local Roadway Safety Manual* (LRSM) version 1.7 dated April 2024. The general content of this LRSP report follows this outline:

- Crash data source and analysis techniques
- Crash data analysis results and highest occurring crash types
- High-risk corridor and intersection analysis and safety countermeasures
- Cost estimates of recommended improvements
- Prioritization of projects based on cost-benefit ratio and effectiveness of safety improvement
- Strategies for safety project implementation

The LRSP fulfills the following purposes:

- Identify the most frequently occurring collision types and roadway characteristics contributing to collisions.
- Identify high-risk corridors and intersections.
- Propose safety countermeasures (engineering/non-engineering) to address safety issues.
- Prioritize safety improvement projects based on benefit/cost ratio and other considerations.

1.2 PROMINENT COLLISION PATTERNS

Five years of collision records were assessed, spanning from January 2017 to December 2021, which adheres to the maximum period permitted by the HSIP for a safety infrastructure project application for state and federal funding. The collisions were categorized by severity, collision type, Primary Collision Factor (PCF), involved parties, lighting conditions, and facility type (signalized intersections, non-signalized

intersections, and mid-block locations). A total of 1,146 collisions on City roadways were recorded from 2017 to 2021. The following summarizes the collision patterns within the City:

- Most common collision types were broadside (290 total collisions), rear end (252 total collisions), and hit object (183 total collisions). Broadside collisions accounted for 12 fatal and severe injury (KSI) collisions, which is 40% of all KSI collisions.
- Pedestrian-related collisions accounted for 4.62% of total collisions citywide (53 collisions), but 20% of all fatal or severe injury (KSI) collisions. Citywide, 6 of the 30 KSI collisions involved a pedestrian.
- Unsafe speeding was the primary cause of 290 collisions, according to collision data sources, and this represents the largest share of collisions of any primary collision factor (cause of collisions).

1.3 SAFETY MEASURES

The following transportation safety emphasis areas were identified based on a holistic review of the collision data analysis, stakeholder engagement (including the public), and demographic data (including equity indicators):

- Unsafe speeding
- School zone collisions
- Broadside collisions at signalized intersections
- Vulnerable road users (pedestrians and bicyclists)
- Roadway safety education, including bicyclist and e-bike behavior education
- Impaired driving

The LRSP recommends engineering countermeasures based on a thorough review of recent collision data, engagement with the Claremont public (both in-person and via an online survey), as well as discussions with City staff, the Claremont Police Department, Claremont Unified Public Schools. The recommended countermeasures chiefly address unsafe speeding and school zone collisions, which were the top safety emphasis areas identified as part of the planning process.

To mitigate unsafe speeding, the LRSP recommends speed feedback signs and speed legends along noted high-speed corridors. At signalized intersections with a noted issue of unsafe speeding, the LRSP recommends retroreflective backplates and high friction surface treatment.

Also, this LRSP recommends a suite of pedestrian and bicyclist improvements, especially locations within close proximity to a Claremont Public School. For pedestrians, this includes marked crosswalk upgrades, leading pedestrian interval signal phasing, curb extensions at signalized intersections, as well as upgraded pedestrian crossings at non-signalized locations. For bicyclists, the LRSP recommends the installation of bicycle boxes (advanced stop bar) or two-stage turn queue bicycle boxes at all signalized intersections along major corridors with current Class IV bicycle lanes. The plan also recommends upgrading protection on Class II bicycle lanes to buffered Class II bicycle lanes.

These improvements are supported by the Caltrans Local Roadway Safety Manual (LRSM), which outlines engineering countermeasures for statewide implementation. The LRSP also draws from the FHWA's Safe System Approach – a national roadway safety standard – which supports an incremental approach toward roadway safety countermeasure development. Low-cost improvements are to be recommended initially, and if a location then still experiences significant safety issues, then higher-cost improvements are to be considered.

In addition to the infrastructure improvements mentioned above, non-engineering safety measures address traffic safety concerns through education, encouragement, and enforcement. Several state and federal grant programs offer funds for non-engineering roadway safety projects, as shown below:

- Active Transportation Program (Caltrans)
- Safe Streets and Roads for All – Planning and Demonstration (USDOT)
- Sustainable Transportation Planning Grant Program (Caltrans)
- Office of Traffic Safety Grants (Caltrans)

2.0 INTRODUCTION

The City of Claremont retained KOA Corporation to assist with the development a Local Roadway Safety Plan LRSP. Traditionally, agencies have selected safety projects based on historical crash records, focusing on sites with a concentration of recent severe collisions. By contrast, the LRSP shares a similar framework with the California Strategic Highway Safety Plan (SHSP), which focuses on engineering and non-engineering solutions to roadway safety issues. In addition, the LRSP includes an analysis of relevant socioeconomic and demographic data, along with a review of a jurisdiction's safety-related policy, to develop a more holistic report of roadway safety in a community. The inclusion of equity and policy also is a prerequisite for United States Department of Transportation (USDOT) funding via the SS4A grant.

The LRSP identifies the most common collision categories across a roadway network to target projects that address the factors associated with those categories. The LRSP allows agencies to assess risks before a collision by focusing on causal factors rather than collisions. Systemic improvements target broader geography than the traditional spot location improvements. The systemic project selection favors the broad implementation of cost-effective countermeasures.

2.1 FIVE E'S OF SAFETY

The LRSP not only focuses on engineering improvements to mitigate collisions. It also addresses other safety improvements in areas such as enforcement, education, and emergency services. According to the SHSP 2020-2024, two-thirds of all collisions are the result of aggressive driving. Male drivers are more likely to be at fault in aggressive driving-related crashes regardless of age. Further reinforcing the importance that the Five E's (Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies) can help make local roads safer.

2.2 PURPOSE OF THE LRSP

The LRSP systematically identifies and analyzes safety problems and recommends safety improvements. Preparing the LRSP facilitates collaboration by developing partnerships between the City and project stakeholders, such as Claremont Unified School District, Active SGV, and Claremont Streets for People. The LRSP offers a proactive approach to addressing roadway safety needs in Claremont.

Note that an LRSP is distinct from a Vision Zero Action Plan. Both planning efforts aim to create a safer transportation network and community, and include strategies and recommendations to reach these safety goals. However, Vision Zero Action Plans are generally longer-term plans, including goals and measurements of progress for both near term (2 – 3 years) and interim term initatitives (5 – 8 year time horizon). The LRSP is targeted towards more short-term infrastructrural improvements to address urgent safety concerns in the immediate future. An LRSP can help inform an eventual Vision Zero Action Plan, and can also help the development of other planning efforts, such as an Active Transportation Plan.

2.3 CITY OF CLAREMONT – POPULATION OVERVIEW

Claremont is located in the eastern Los Angeles County, situated at the eastern end of the San Gabriel

Valley and along the foothills of the San Gabriel Mountains to the north. According to the 2022 American Community Survey (ACS) 5-Year estimates, Claremont had a population of 36,891, which is an increase from 2010's estimated population of 34,713.

The following demographic indicators represent industry-standard datapoints for equity which are key indicators, along with community outreach efforts, that help inform the roadway safety countermeasures project recommendations.

2.3.1 MEDIAN HOUSEHOLD INCOME

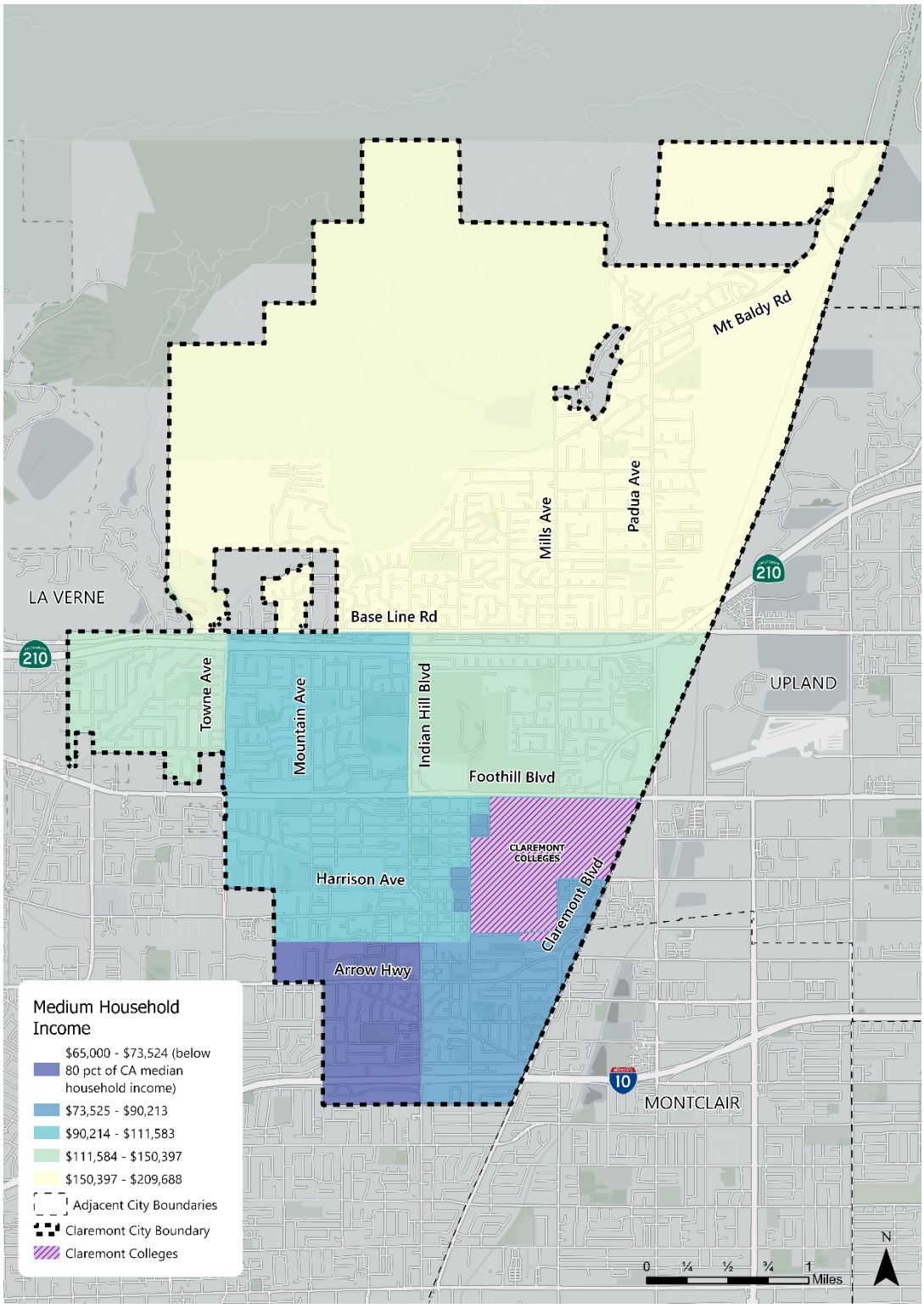
The ACS 2022 5-Year Estimate[1] data also provides information for median household income – an important socioeconomic variable. According to the 2022 ACS data, the median household income in Claremont was $115,091, which was higher than the median household income in Los Angeles County ($83,411).

Figure 2.1 represents the median household income differences between census tracts in Claremont. A vast majority of Claremont's community is not considered low-income. According to AB 1550, low-income communities are defined as census tracts with median household incomes at or below 80 percent of the California statewide median household income ($73,524 in 2022).

The only census tract that qualifies as low-income is in the southwest portion of Claremont, situated below W. 1st Street, between Mountain Avenue and Indian Hill Boulevard.

[1]https://data.census.gov/table/ACSDT5Y2022.B19013?q=B19013:%20MEDIAN%20HOUSEHOLD%20INCOME%20IN%20THE%20PAST%2012%20MONTHS%20(IN%202021%20INFLATION-ADJUSTED%20DOLLARS)&g=160XX00US0613756

FIGURE 2.1: MEDIUM HOUSEHOLD INCOME IN CLAREMONT



Source: 2022 ACS 5-Year Estimates

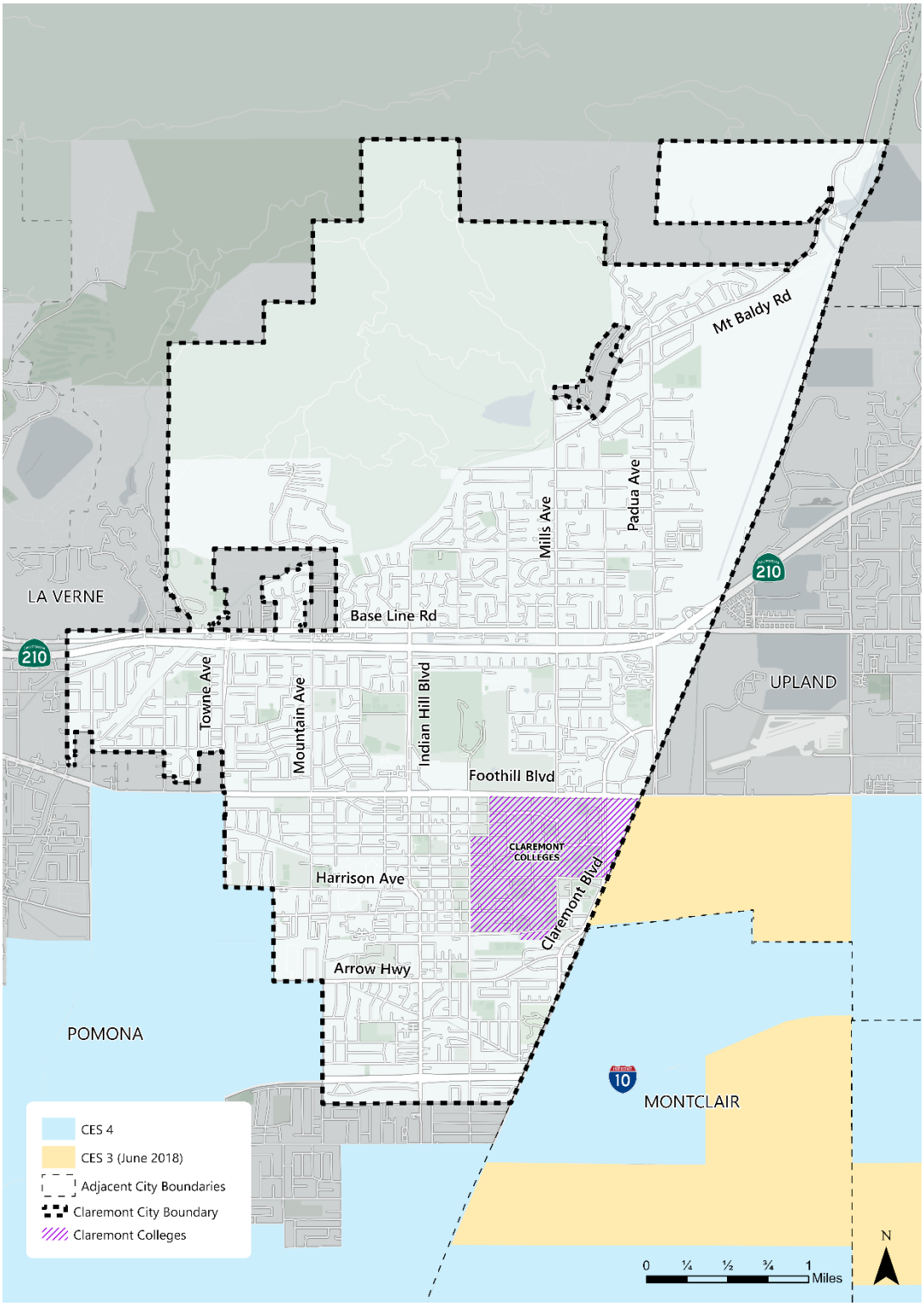
2.3.2 CALENVIROSCREEN

CalEnviroScreen (CES) was developed by the California Office of Environmental Health Hazard Assessment (OEHHA) as a tool to identify disadvantaged communities throughout California, using various indicators related to Exposure, Environmental Effects, Sensitive Populations, and Socioeconomic factors to develop a composite/normalized scoring system. These indicators are grouped into two main categories: Pollution Burden and Population Characteristics[2]. Census tract scores for both of these categories are then normalized statewide, both for these two sub-categories and also in overall scores. Census tracts with overall CES scores rating at the 75th percentile or higher (either in CES 4.0 or 2017's CES 3.0) are formally designated as disadvantaged communities, according to the CalEPA's updated May 2022 threshold for disadvantaged communities[3].

Within Claremont, there are no areas rated at or above the 75th percentile in CES 3.0 and CES 4.0. As shown in **Figure 2.2,** Claremont does not have any census tracts that qualify as disadvantaged according to CES metrics, though it should be noted that several tracts in the southern portion of the City (south of Arrow Highway) feature higher CES scores than the rest of the City.

[2]CalEnviroScreen 4.0 Report – October 2021
https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf
[3] SB 535 https://oehha.ca.gov/calenviroscreen/sb535

FIGURE 2.2: CALENVIROSCREEN 3.0 AND 4.0 IN CLAREMONT



Source: CA OEHHA

2.3.3 USDOT – EQUITABLE TRANSPORTATION COMMUNITY

As part of the federal administration's Justice40 initiative, the USDOT developed the Equitable Transportation Community (ETC) Explorer tool, which identifies disadvantaged communities on both a national and statewide level. This disadvantaged community metric is particularly important for grant funding, as the USDOT's SS4A program explicitly considers the ETC for grant funding applications. The ETC is a scoring index, presented as an Overall Disadvantage Component Score that aggregates various environmental and socioeconomic data sources from five general components:

- Transportation Insecurity
- Environmental Burden
- Social Vulnerability
- Health Vulnerability
- Climate and Disaster Risk Burden

Detailed breakdown of these components (and the individual indicators underpinning each component) are provided by USDOT online.

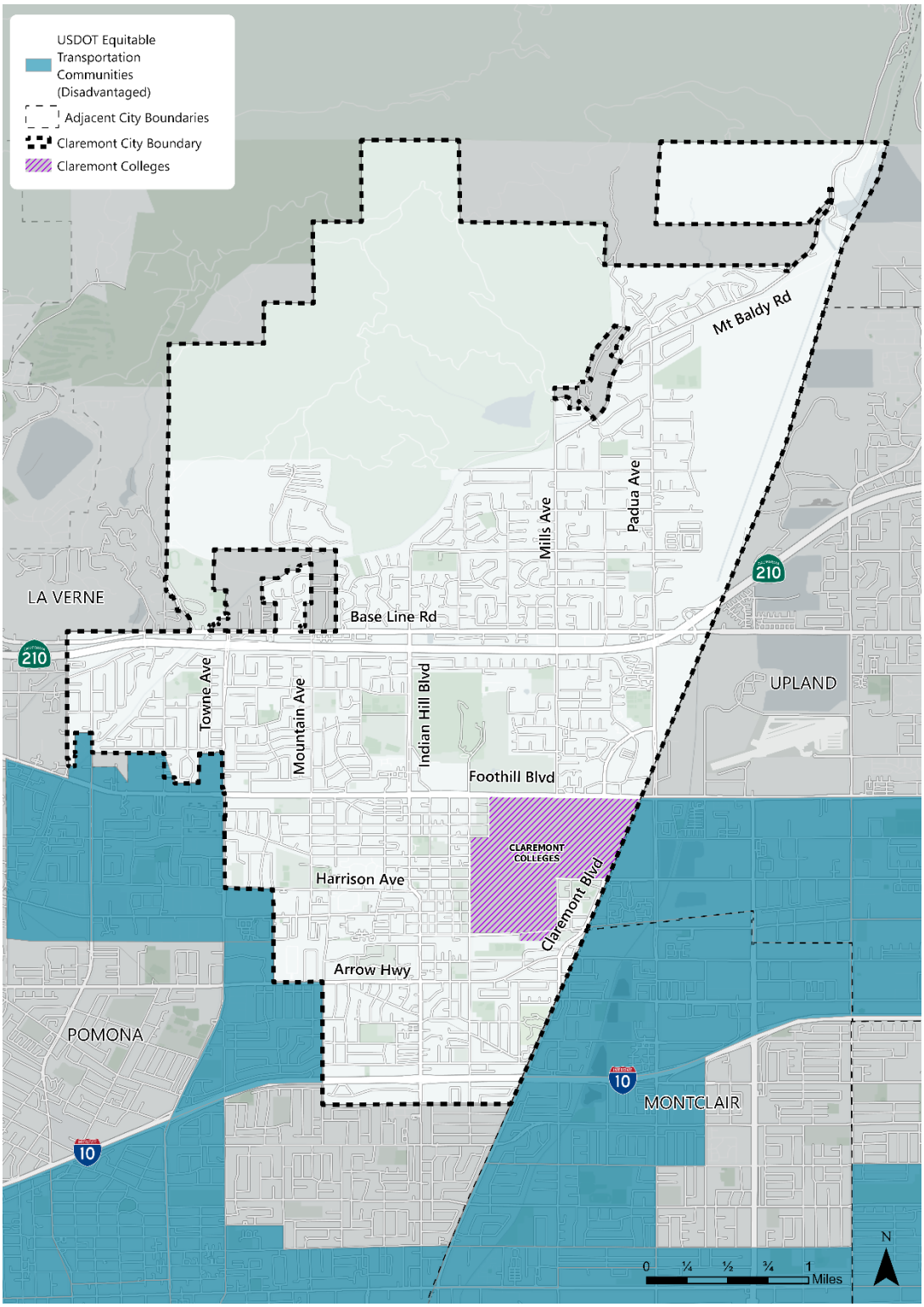
The USDOT considers census tracts scoring **in the 65th percentile (or higher) of all US Census tracts** to be disadvantaged. Per USDOT, the Transportation Insecurity component was double weighted in generating the Overall Disadvantage score, "in response to comments received through the RFI process and extensive sensitivity analyses."

According to USDOT ETC data, no Census tracts in Claremont qualify as disadvantaged. A portion of Claremont in its southeastern-most area (south of 1st Street and east of Indian Hill Boulevard) is rated at the 64th percentile. Several Census tracts in neighboring jurisdictions, such as Pomona and Montclair, are rated above the 65th national percentile, therefore qualifying these areas as disadvantaged according to the USDOT ETC data.

Examining Claremont's performance across the five main components that make up the ETC (listed earlier), Claremont rates particularly high in Environmental Burden and Climate and Disaster Risk Burden. This is due to Claremont's relatively high pollution and ozone levels, as well as a high proportion of impervious surfaces (from land cover), according to USDOT data.

Claremont's USDOT ETC rating is presented in **Figure 2.3** below.

FIGURE 2.3: USDOT EQUITABLE TRANSPORTATION COMMUNITIES (ETC) IN CLAREMONT



Source: USDOT

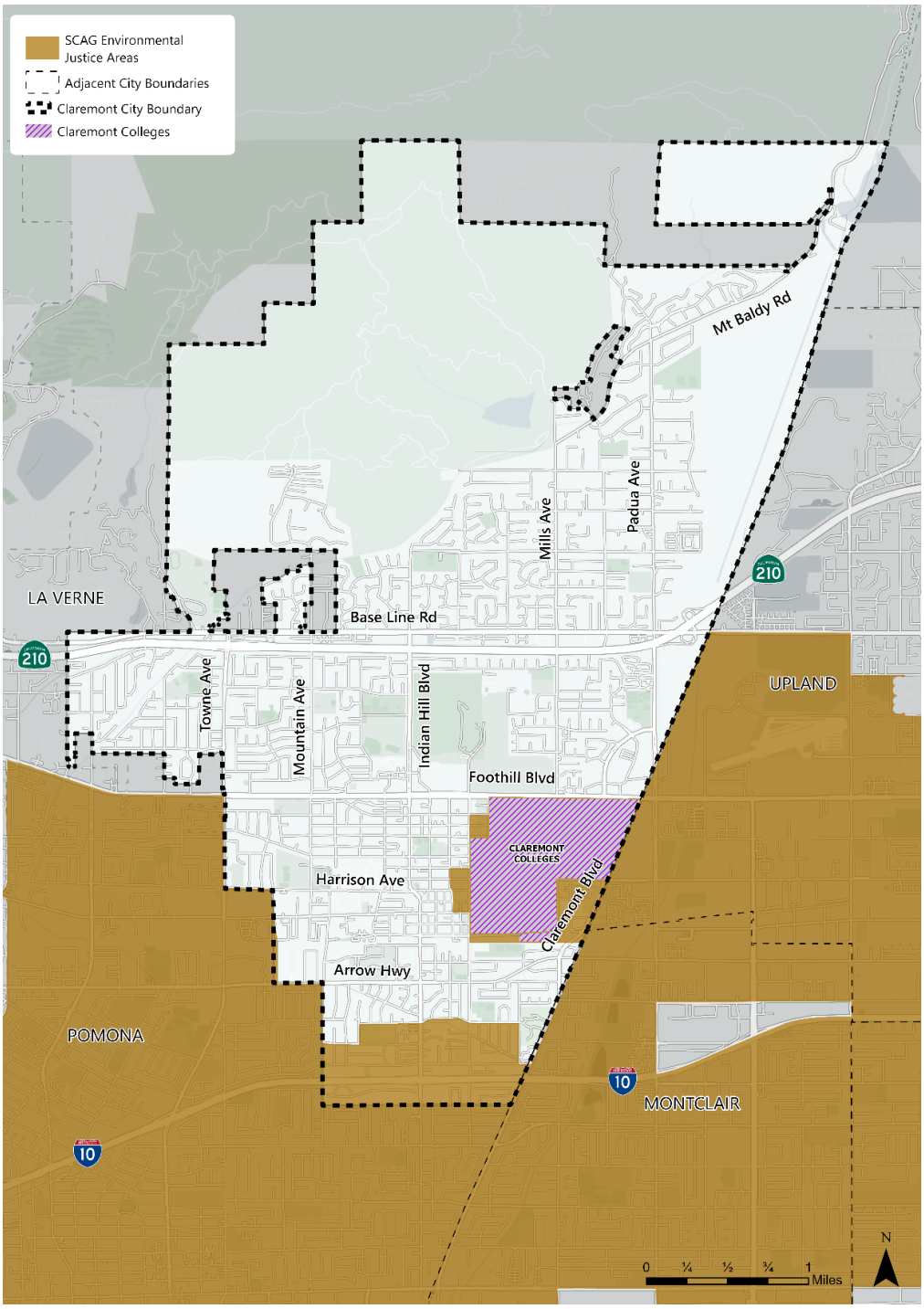
2.3.4 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS – ENVIRONMENTAL JUSTICE AREAS

For Southern California, Southern California Association of Governments (SCAG) has developed an additional equity metric – Environmental Justice (EJ) areas. The most current 2018 EJ dataset is sourced from 2016 SCAG TAZ (Transportation Analysis Zones) data, which are units of area that "closely resemble US Census Bureau Block Groups," per SCAG[4]. TAZs with "a higher concentration of minority population or households in poverty than is seen in the greater SCAG region" are identified as EJ areas. The Environmental Justice Area criteria analyzes only communities within the SCAG region, which contains the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial, and is an important datapoint for local grant funding opportunities.

A small portion of Claremont's southernmost region is designated as an EJ Area, as shown in **Figure 2.4**. Communities roughly south of West Oak Park Drive met the criteria for EJ areas. A concentration of EJ areas in adjacent communities were found just outside the eastern, southern, and western City limits.

[4] SCAG Environmental Justice Areas https://gisdata-scag.opendata.arcgis.com/datasets/SCAG::environmental-justice-areas-/about

FIGURE 2.4: SCAG – ENVIRONMENTAL JUSTICE AREAS IN CLAREMONT



Source: SCAG

2.4 CITY OF CLAREMONT – LOCAL POLICY

In addition to identifying Claremont's socioeconomic existing conditions, a review of relevant and/or safety-related policy is required for the LRSP development. This is to ensure that previous work conducted by the City and other regional stakeholders is accounted for during the lifespan of the Claremont LRSP project development and for future endeavors. A variety of planning and infrastructure documents were reviewed as part of this effort which include City policies and plans as well as a review of existing, recently completed, and approved improvement projects. The improvement projects were reviewed so that the LRSP recommendations supplement any recently completed or proposed/approved improvements. The documents that were reviewed included:

- Claremont General Plan
- Complete Streets Policy
- The Multimodal Regional Corridor Plan for Arrow Highway
- The Gold Line Foothill Extension Phase 2B First/Last Mile (FLM) Plan
- Towne Avenue Complete Streets Project
- Green Street Accessibility Project Description
- College Avenue/Green Street Bike and Pedestrian Improvements
- Foothill Boulevard Master Plan Improvements Project
- Mountain Avenue Complete Streets Project
- Capital Improvement Projects

As other related documents such as General Plan elements, Specific Plans, or other transportation studies are completed, they should be added to the list of references that are supported by, and support, the LRSP. Where possible, the LRSP's goals should be incorporated into other planning documents for consistency across City policies and procedures.

2.4.1 GENERAL PLAN

The Claremont General Plan, adopted in 2006 and revised in 2008, establishes goals and policies consistent with the City's vision and defines specific actions that will be taken to achieve the community's objectives. The defining principle of Claremont's vision is sustainability, emphasizing the "preservation of the City's lifestyles, heritage, diversity, institutions, businesses, hillsides and other open spaces, the cooperative spirit of individuals and community groups, and above all, our neighborhoods" (pg. 1-2). Claremont's Vision Statement, created by the Citizens' Committee for Claremont, Vision Subcommittee also emphasizes that protective environments and pedestrian-friendly surroundings are unique characteristics that the City will maintain and improve upon. The General Plan includes further concerns and priorities related to roadway safety and access which may be addressed in this LRSP.

2.4.1.1 CHAPTER 2: LAND USE, COMMUNITY CHARACTER, AND HERITAGE PRESERVATION ELEMENT

The Land Use Chapter prioritizes maintaining a balanced mix of land use and ensuring that the designs and character of future development honor its heritage of the past. While the element focuses mainly on land use classifications, community design characteristics, and heritage preservation, the following sections identify road safety and pedestrian access as a neighborhood vision.

- Piedmont Mesa: Improve pedestrian connectivity within the neighborhood and to surrounding areas. Ensure that new construction enhances and adds to the low-scale neighborhood character (pg. 2-54)
- University Terrace: Retain the pedestrian amenities and open spaces in the neighborhood (pg. 2-58)
- The Village: Maintain the traditional role of The Village as a place where people meet, and preserve the character of The Village which is derived from its pedestrian nature and elements such as mature trees, rock curbs, and the pattern, rhythm, scale, and relationship of its buildings (pg. 2-61).
- A Plan for the Foothill Boulevard Corridor: Residents and the business community identified their desire for Foothill Boulevard to be friendly to pedestrians, bicyclists, and businesses. This project was completed in 2020, and included Class IV bicycle lanes, removal of on-street parking, and additional traffic calming and landscaping.
- Goals and Policies Related to Roadway Safety, Pedestrian Access, Sidewalk improvements.:
    - Policy 2-6.1: Provide pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and retail stores at activity nodes
    - Goal 2-9: Make roads comfortable, safe, accessible, and attractive for use day and night.
    - Policy 2-9.1: Provide crosswalks and sidewalks along streets that are accessible for people with disabilities and people who are physically challenged.
    - Policy 2-10.1: Provide sidewalks where they are missing and provide wide sidewalks where appropriate with buffers and shade so that people can walk comfortably
    - Policy 2-10.2: Make walking comfortable at intersections through traffic-calming, landscaping, and designated crosswalks
    - Policy 2-10.3: Implement the bicycle plan contained in the Community Mobility Element.
    - Policy 2-12.2: Provide benches, streetlights, public art, and other amenities in public areas to attract pedestrian activities.
    - Goal 2-15: Revitalize and enhance the Foothill Boulevard Corridor into a place that supports walking, bicycling, transit, and sustainable economic development.

2.4.1.2 CHAPTER 4: COMMUNITY MOBILITY

The Community Mobility Element acknowledges that automobiles will remain as the leading mode choice for residents and visitors but will strive to enhance the street system with options that allow residents different modes of moving around the City.

The Community Mobility Element summarizes the roadway network within Claremont. Claremont contains several major arterials that include Base Line Road, Foothill Boulevard, and Arrow Highway which provide east-west routes. These major arterials are designed to have the maximum vehicle capacity with higher speeds and limited interference with traffic flow by driveways. Minor arterial roadways are typically narrower, including roadways such as Indian Hill Boulevard), Mills Avenue, and Mountain Avenue. Collector roadways comprise the rest of Claremont's roadway network and designate neighborhood connector streets (such as Scripps Drive) and other residential roadways, which feature driveways, no median, narrower roadway widths, and on-street parking.

Claremont also contains three highway ramp locations:

- SR-210 & Towne Avenue
- SR-210 & Base Line Road
- I-10 & Indian Hill Boulevard

Figure 2.5 provides a map of the roadway network within Claremont, with the roadway classifications identified by Caltrans[5]. The City of Claremont utilizes Caltrans' roadway functional classifications.

The General Plan also states:

> *"Several of our roadways – including First Street, Indian Hill Boulevard, and Sixth Street – provide unique functions that must be maintained. Others, including Arrow Highway and Foothill Boulevard, have great potential to be attractive and safer routes." (pg. 4-5).*

2.4.1.3 BIKE PLAN

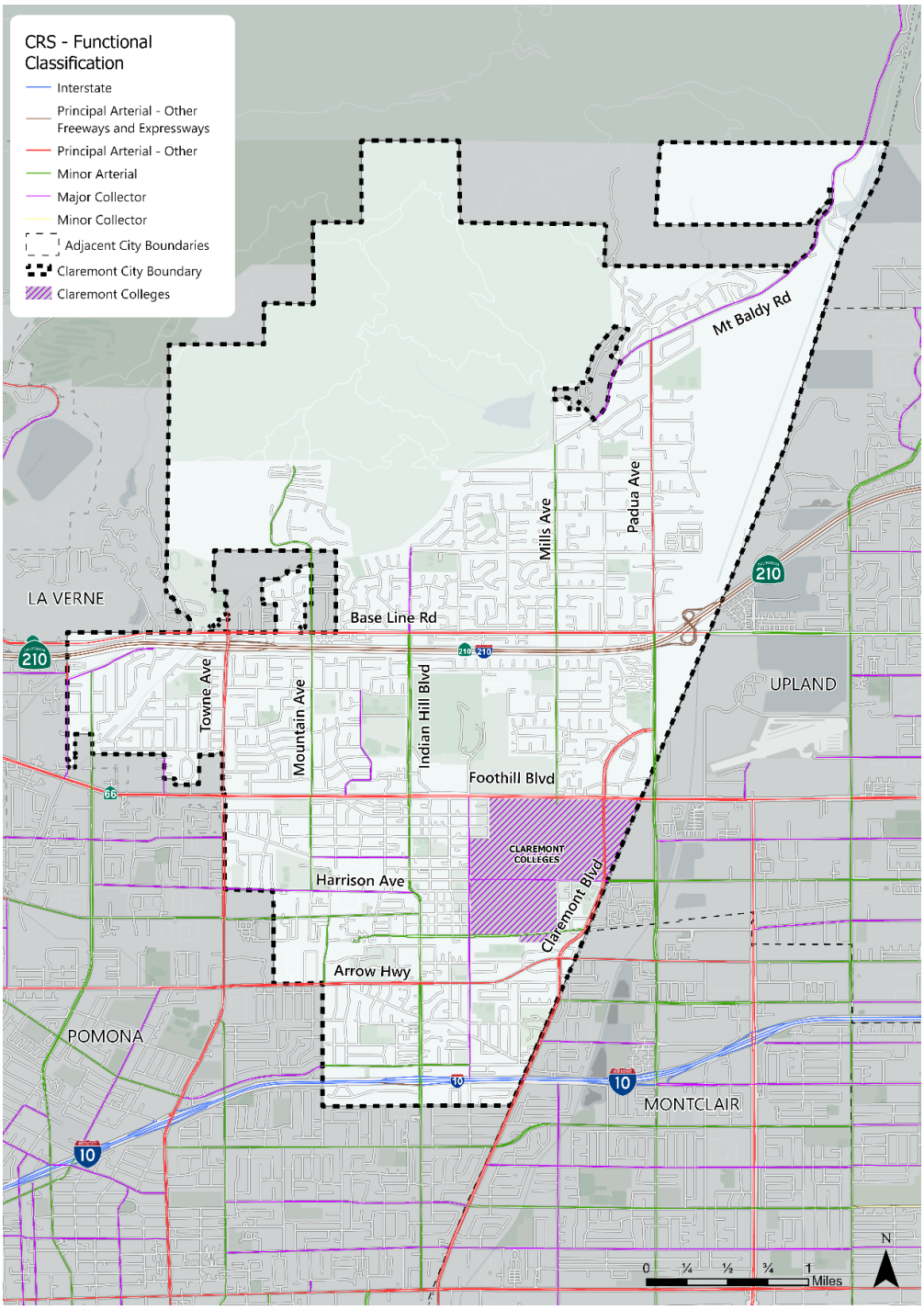
A bike plan was also included in the chapter. **Figure 2.6** presents existing Bike Priority Zones and bike lanes by class. According to the General Plan:

> *Claremont has designated a Bike Priority Zone within The Village, The Claremont Colleges, and residential neighborhoods south of Foothill Boulevard and north of First Street. The Bike Priority Zone emphasizes safe bicycle routes and parking facilities. Within the Bike Priority Zone, signs are needed to alert drivers of the zone and the presence of bicyclists, and bicycle crossing buttons and bike loop sensors are provided at intersections.*

The City pursued an Active Transportation Plan (ATP) in 2015 but it was not adopted due to a lack of resources for implementation. An update of the ATP is one of City Council's priorities for the upcoming 2-year budget and should incorporate the bicycle and pedestrian recommendations identified in the LRSP.

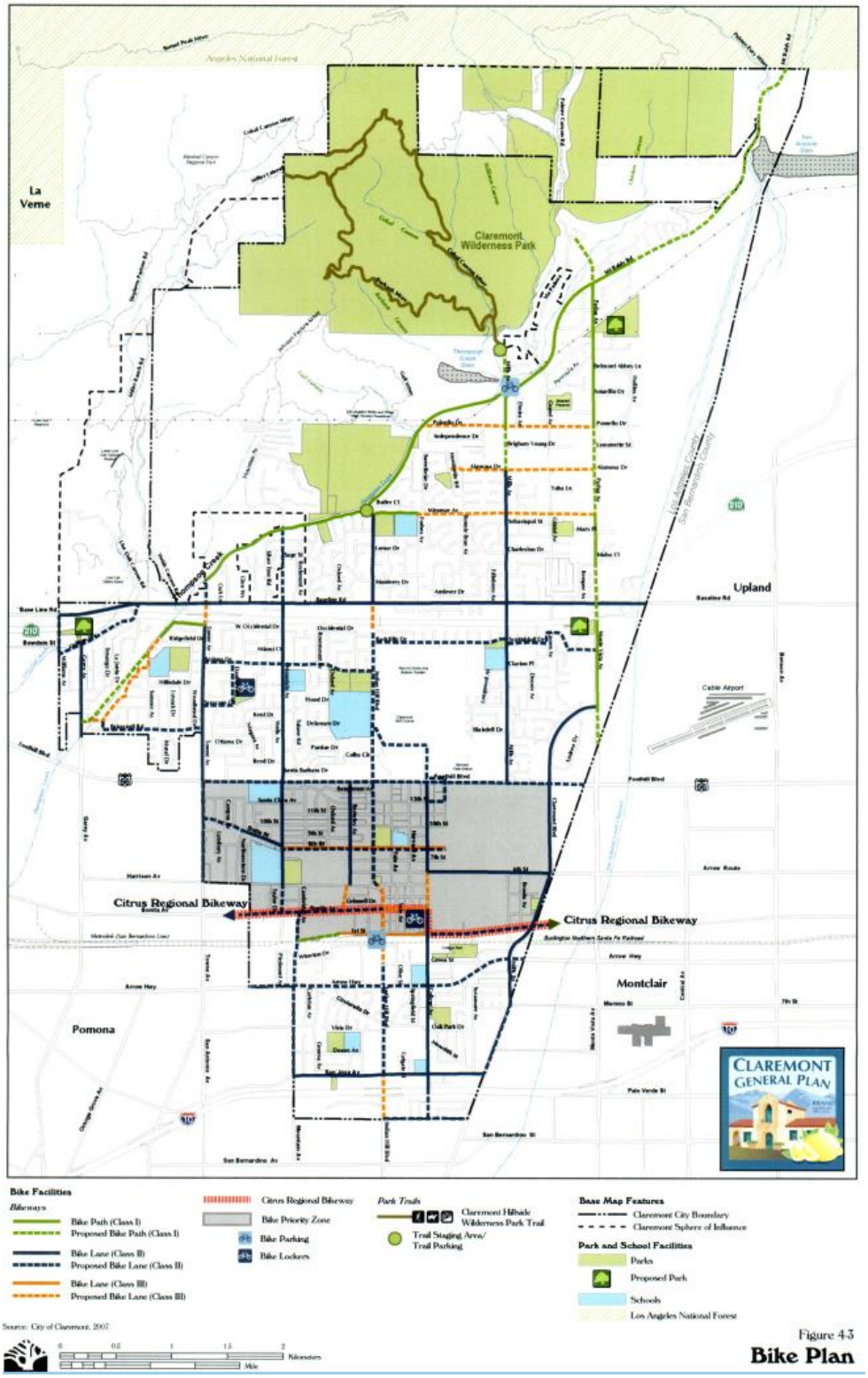
[5] https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538

FIGURE 2.5: CLAREMONT ROADWAY NETWORK



Source: Caltrans – California Road System

FIGURE 2.6: CLAREMONT BIKE PLAN



Source: City of Claremont Bike Plan

2.4.1.4 CHAPTER 6: PUBLIC SAFETY AND NOISE

Traffic safety is noted as an important component of public safety in this chapter. The Traffic and Transportation Commission reviews and proposes recommendations on issues related to traveling safety within the City. Per the General Plan, traffic safety issues routinely reviewed by the Commission include establishing city-wide speed limits, pedestrian and bicyclist safety, traffic hazard mitigation, and other essential activities. The City's Engineering Division also plays an integral role in the installation and maintenance of traffic safety features. Below are several Chapter 6 goals and policies that aim to ensure safe travel.

Goals and Policies Related to Safe Streets:

- Policy 6-1.2: Facilitate traffic safety for motorists and pedestrians through proper street design and traffic monitoring
- Goal 6-2: Minimize the risk of injury, loss of life, and damage to property resulting from natural and human-caused disasters and conditions
- Policy 6-2.1: Practice proactive planning and development approaches that require developers to identify potential hazards that might affect a development and mitigate the potential hazards as needed to the satisfaction of the City.

2.4.2 COMPLETE STREETS POLICY

Claremont developed a Complete Streets Policy in 2019 that established guiding principles and practices aiming to promote more transportation improvements that encourage walking, bicycling, and transit use. This policy document applies to all improvements and developments in Claremont's public domain and stresses that cooperation with other agencies such as Los Angeles County, Caltrans, and others are imperative to promote compliance, funding opportunities, and connective regional planning.

New developments and redevelopment projects are required to implement, maintain, and/or enhance complete streets as described in this policy. The policy outlines design principles that primarily accommodate safe and efficient pedestrian and bicycle travel, supplemented with landscaping and amenities that provide rest areas, lighting, signage, education materials, and other non-infrastructural improvements. Developments must also be context sensitive and consistent with other local plans. Performance will then be monitored and evaluated by City staff once a project is completed.

2.4.3 THE MULTIMODAL REGIONAL CORRIDOR PLAN FOR ARROW HIGHWAY

The Arrow Highway Multimodal Regional Corridor Plan aims to provide active transportation access to all five cities within the project area while improving connections to the overall region. It also closely follows the Gold Line Foothill Extension. The cities of Glendora, San Dimas, La Verne, Pomona, and Claremont were the municipal partners for this project. The project team developed the following goals for Arrow Highway and its immediately parallel routes:

- Goal 1: People of all ages and abilities can safely walk and bike along the Multimodal Regional Corridor

- Goal 2: Connect the Multimodal Regional Corridor to rail transit and key destinations to reduce VMT and increase economic attractiveness of areas along the corridor
- Goal 3: Connect to larger trail network to increase physical activity
- Goal 4: showcase the identity, history/aspirations, and sustainability of the five cities
- Goal 5: be the foundation for the infrastructural backbone for the region, alongside Metro Gold Line, through cooperation among cities and institutions
- Goal 6: Construct with minimal impact to local government budgets

The plan also presents multiple potential visions involving Bonita Avenue and other trail/complete street improvements, emphasizing it as an important alternative route for neighboring cities. The Existing Conditions chapter presents traffic conditions and collisions followed by discussions of goals and vision for the plan. Detailed maps indicating areas of concern and collision numbers are provided in the plan on pages 30 to 32.

For the Engagement chapter, a Community Advisory Committee (CAC) which included Claremont's Traffic and Transportation Commission's participation, was formed to provide guidance on stakeholder engagement efforts (pg. 44). The CAC provided advice on stakeholder priorities and preferences. A comprehensive outreach process was scheduled, including a project website, surveys, public input maps, and community events.

After compiling data and community input, the plan proposed Infrastructure Recommendations ranging from bike and pedestrian improvements to signaling and intersection improvements. The portions of Arrow Highway within Claremont's jurisdiction were recommended to include Class II and Class III bike routes. Intersection spot improvements were recommended on College Avenue, Spring Street, Indian Hill Boulevard, amongst others.

2.4.4 THE GOLD LINE FOOTHILL EXTENSION PHASE 2B FIRST/LAST MILE PLAN

The FLM Plan is structured into nine chapters: Introduction, Planning Process, Regional Recommendations, Implementation Strategies, and five chapters of detailed station projects with pathways and project ideas. Fifteen project types were classified as potential FLM improvements, with different types oriented towards pedestrians, vehicles, or bicycles and on-street rolling modes.

The plan follows the process of network identification, design, and implementation, consistent with the Metro First/Last Mile Strategic Plan (2014). Multiple Community Based Organizations (CBOs) were included in the planning process. Engagement activities included stakeholder interviews, walk audits, community events, amongst others.

Per Metro's strategic procedure, each station area is defined as the half-mile pedestrian and three-mile bike radius that connects to future Gold Line stations. Note that the future Gold Line Claremont Station will be located behind the historic Santa Fe Depot -- at the current location of the City's Metrolink station.

The FLM plan further analyzed existing conditions for each station area. Draft Pathway Network and Project Types were then developed based on research and data collected from existing conditions and

engagement processes. Project types most often identified by the communities were focused on pedestrian and bike users. Projects were then scored based on a multitude of criteria to pinpoint recommendations. Regional recommendations spanning across the FLM Plan cities were first discussed. Bonita Avenue, also known as the "Citrus Regional Bikeway" was identified to be a priority corridor to improve across the participating cities. Bonita Avenue has already been developed to accommodate Complete Streets since 2012. Arrow Highway is also another important candidate and is a priority for the City.

The Implementation Approaches chapter includes strategies to include FLM projects and strategies in existing local planning documents. The participating cities were also encouraged to adopt this FLM Plan as an official planning document. Potential funding sources were also listed.

2.4.4.1 CLAREMONT STATION PACKAGE

The FLM Plan's ninth chapter specifically presents the Station Package for Claremont's future Gold Line station. Recommended projects were identified from four categories:

- From an existing plan
- From City staff/consultant team recommendation
- From walk audit
- From engagement events

Some projects were also noted to require additional outreach due to reservations expressed by community members or due to a lack of comment on the specific project.

A comprehensive project list was also provided, along with specific information such as location, type of improvement, description, prioritization score, percent of project area within half-mile radius of the station platform, cost range, implementation complexity, origin, and community support.

Linear (corridor) priority projects include:

- College Avenue, from 1st Street to Arrow Highway: New/Improved Sidewalks, Sidewalk Lighting, Bikeway
- 1st Street, from Indian Hill Boulevard to College Avenue: Pedestrian/Walkway
- Harvard Avenue, from 1st Street to Gold Line Station: Pedestrian Street/Walkway

Point (intersection) priority projects include:

- 1st Street & Indian Hill Boulevard: New/Improved Crossings
- Harvard Avenue at 1st Street: New/Improved Crossings
- College Avenue at Arrow Highway: New/Improved Crossings

A complete list of all projects and priority projects can be found in the report, alongside detailed descriptions of the recommended improvements to pathways within one-half mile of the future station. Notable corridors mentioned included College Avenue, 1st Street, and Bonita Avenue.

2.4.5 FOOTHILL BOULEVARD MASTER PLAN IMPROVEMENTS PROJECT

This master plan was developed in response to address the corridor's needs in roadway, infrastructure, and landscaping repairs and improvements that were identified as part of Caltrans relinquishment of Foothill Boulevard to the City in 2012. Below were the identified project goals and priorities:

- Develop a vision for Foothill Boulevard
- Bring the corridor to current safety and accessibility standards
- Improve overall aesthetics
- Incorporate "complete street" standards to better serve pedestrians, transit riders, bicyclists, and automobiles
- Utilize sustainability measures such as storm water retention and drought tolerant plant palettes
- Plan for the long-term maintenance of the corridor including a long-term financial plan

The extents of the improvement project were between Monte Vista Avenue to Towne Avenue and included general road improvements in addition to protected bike lanes, pedestrian walkways, bio-swales and stormwater catchment, and sustainable landscaping. As part of the project new iconic entry monuments, signage, and bus stops were added to reflect the roadway's historic past as Route 66.

This project was completed in 2020 and awarded the 2020 Project of the Year Award from the Southern California Chapter of the American Public Works Association (APWA).

2.4.6 TOWNE AVENUE COMPLETE STREETS PROJECTS

The Towne Avenue Complete Streets Projects began in July 2023 and, as of July 2024, the project is in the construction phase and nearly complete. This project will provide some Class IV bicycle lanes, separated on-street parking, traffic signal enhancements, street network connectivity, and other landscaping/aesthetic improvements on Towne Avenue, between Foothill Boulevard and SR-210[6].

2.4.7 GREEN STREET ACCESSIBILITY

The Claremont City budget includes an allowance of an annual Capital Improvement Project (CIP) focused on improving the ADA accessibility within the city. Green Street, between Spring Street and College Avenue, adjacent to Oakmont Elementary School, was chosen as the location in need of ADA improvements in 2022 and was completed in early 2023. The City website[7] summarizes the following summary of the project's improvements:

- *Two new drive approaches on the south side of Green Street at Oakmont Elementary School to be constructed using current standards that contain a sidewalk "wraparound" adjacent to the drive approach to provide ADA accessibility.*
- *The two handicap ramps that serve the existing mid-block crosswalk will be removed and replaced to meet the most current ADA standards.*

[6] https://www.ci.claremont.ca.us/Home/Components/News/News/3954/18?backlist=%2F

[7] https://www.ci.claremont.ca.us/construction

- *The existing mid-block crosswalk will be removed and slightly relocated to properly align with the two new handicap ramps.*
- *A new mid-block crosswalk will be constructed with high visibility "ladder" striping using yellow thermoplastic paint, appropriate for school zones.*
- *Existing signage will be removed and replaced to align with the new crosswalk.*
- *The handicap ramp located at the southeast corner at the intersection of Green Street and Spring Street will be removed and replaced to meet current ADA standards.*
- *The handicap ramp at the northeast corner will remain as it currently meets ADA standards.*
- *The existing handicap ramps at the intersection of Green Street and College Avenue are not part of this project, as they will be addressed with the upcoming College Avenue at Green Street Bike and Pedestrian Safety Improvements Project.*
- *Any damaged sidewalk on Green Street will be removed and replaced to meet current standards.*

2.4.8 COLLEGE AVENUE/GREEN STREET BIKE AND PEDESTRIAN IMPROVEMENTS

Claremont also anticipates the completion of College Avenue and Green Street's bike and pedestrian improvements by August 2024. The project will relocate the existing traffic signal on Kirkwood Avenue to the intersection of College Avenue at Green Street. ADA improvements including new ramps and curb extensions will be included at the intersection of Kirkwood Avenue and Green Street. Green Street will receive curb extensions, count-down pedestrian leads, pedestrian push buttons, and pedestrian lead timings are also included. The roadway will also receive restriping and resurfacing. As of July 2024, the signal timing modifications and roadway paving and striping have been completed.

2.4.9 MOUNTAIN AVENUE COMPLETE STREETS PROJECT

Mountain Avenue from Base Line Road to Bonita Avenue is another City corridor currently being designed as a complete streets project. Public outreach and comments were provided to inform potential design and recommendations. The proposed improvements include ADA ramps, Class II bike lanes, and pedestrian crossings, resurfacing, and bulb outs.

2.4.10 CLAREMONT CAPITAL PROJECTS

The City has multiple capital improvement projects scheduled for construction from 2024 to 2026. These improvements include general roadway improvements, road safety, and complete streets projects. In addition to the policies, plan, and projects noted above, these capital improvement projects were reviewed for consistency with the recommendations in the LRSP:

- Arrow Highway, from Indian Hill Boulevard to Cambridge Avenue: Class IV bike lanes, resurfacing, ADA improvements, and pedestrian improvements
- Cambridge Avenue, from Arrow Highway to Bonita Avenue: Class IV bike lanes, ADA improvements, and pedestrian improvements
- Claremont Boulevard, from Foothill Boulevard to 6th Street: Complete Streets, partially funded by Claremont McKenna College as part of conditions of development
- Claremont Boulevard, from 6th Street to 1st Street: Complete Streets, Metro Station FLM components

- San Jose Avenue, from Mills Avenue to Mountain Avenue and Indian Hill Boulevard, Arrow Highway to American Avenue: Complementary Corridor Safety Plan
- Oak Park Drive/Vista Avenue, from Mills Avenue to Mountain Avenue: ADA improvements and bike striping and signage
- Claremont Boulevard, west side from Earlham Drive to Shenandoah Drive: ADA improvements
- Claremont Resurfacing Schedule incorporates roadway improvements that may include roadway upgrades to provide more pedestrian-friendly infrastructure like ADA compliant curb ramps.

2.5 LRSP OVERVIEW

The LRSP project includes six primary tasks. The following sections include a brief description of the tasks associated with this project, with a more detailed description of each task in subsequent sections of this document.

2.5.1 SAFETY DATA ANALYSIS

Following the development of a comprehensive Geographic Information Systems (GIS) project database, collision data was analyzed for Claremont. Collisions were compared to the safety emphasis areas as defined in the California SHSP. The safety data analysis is summarized in Section 4 of this document. The transportation emphasis areas are identified based on the collision data analysis and are discussed in Section 4 of this document.

2.5.2 DATA COLLECTION

A comprehensive GIS project catalogue was developed by utilizing the following data, which were provided by California Highway Patrol (CHP) or the City of Claremont:

CHP

- Five years (1/1/2017 to 12/31/2021) of collision data collected via CHP's Statewide Integrated Traffic Records System (SWITRS), a statewide collision database

City of Claremont

- Five years (1/1/2017 to 12/31/2021) of collision data collected via Claremont Police Department
- Los Angeles County Countrywide Address Management System (CAMS)
- Traffic ADT data
- Raw speed survey data
- Speed citation data

Parks and school locations

- Land use and zoning

2.5.3 STAKEHOLDER OUTREACH

Public engagement is an essential and vital component of a successful LRSP. Various methods applied to outreach efforts for the project included the development of a project web site, project promotion, public surveys, and project stakeholder meetings. The discussion on the stakeholder outreach undertaken for the

LRSP is discussed in Section 5 of this document.

2.5.4 IDENTIFY SAFETY MEASURES

In coordination with City staff, a list of engineering-related safety countermeasures and non-engineering safety measures were developed for use as recommendations in this LRSP. These countermeasures are discussed in Section 7 and Section 8 of this document.

2.5.5 TOP INTERSECTIONS

As mentioned previously, collisions were assigned to intersections based on the distance recorded from a particular intersection in the collision data. Collisions occurring within 250 feet of a signalized intersection were attributed to that intersection, and collisions occurring within 150 feet of a non-signalized intersection were then assigned to that intersection.

The top 20 intersections in total collisions are listed in **Table 2.1** below, along with EPDO calculations and ranks, as well as collision counts for collision severity, pedestrian- and/or bicyclist-involved collisions, PCF, and collision type. Given that each of the top 20 intersections in total collisions were signalized, a separate table was created listing the top 20 non-signalized intersections in total collisions (**see Table 2.2**).

Indian Hill Boulevard & Auto Center Drive had the largest number of collisions of any intersection (37), with a significant number of those collisions due to unsafe speed (14). Immediately to the north of that intersection, Indian Hill Boulevard & I-10 EB had 26 collisions – tied for the third highest total of any Claremont intersection. Multiple other Indian Hill Boulevard intersections were also featured in the top 20 intersections in terms of total collisions.

Reviewing EPDO scores, which prioritize collisions by severity, Baseline Road & Padua Avenue/Monte Vista Avenue was ranked highest, as 1 fatal and 1 severe injury occurred at that intersection.

Figure 2.7 provides a map of total collisions at all intersections. **Figure 2.8** provides another map of only signalized intersections, and **Figure 2.9** provides another map of only non-signalized intersections.

TABLE 2.1: TOP 20 INTERSECTIONS – TOTAL COLLISIONS

Intersection	Control	Total Collisions Rank	Total Collisions	EPDO Rank	EPDO	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Pedestrian	Bicycle	Unsafe Speed	Automobile Right of Way	Improper Turning	DUI	Traffic Signals and Signs	Broadside	Rear End	Sideswipe	Hit Object	Head-On
Indian Hill Blvd & Auto Center Dr	Signalized	1	37	5	$3,518,400	0	1	3	10	23	0	0	14	2	6	3	7	12	13	8	2	0
Foothill Blvd & Mountain Ave	Signalized	2	28	17	$2,358,200	0	0	5	16	7	0	3	9	12	2	1	3	12	8	1	1	5
Indian Hill Blvd & I-10 EB	Signalized	3	26	10	$2,988,500	0	1	1	9	15	0	0	8	0	6	2	5	5	10	6	2	0
Indian Hill Blvd & Arrow Hwy	Signalized	3	26	25	$ 995,400	0	0	0	8	18	1	1	3	2	7	2	3	7	4	4	6	0
Base Line Rd & Towne Ave	Signalized	5	25	18	$2,209,500	0	0	9	7	9	0	1	1	13	1	1	2	11	3	1	0	5
Indian Hill Blvd & Harrison Ave	Signalized	5	25	24	$1,042,500	0	0	2	5	18	1	0	9	1	5	7	0	0	1	3	18	1
Indian Hill Blvd & I-10 WB	Signalized	7	22	3	$4,770,000	1	1	2	8	10	3	0	3	2	3	2	5	7	2	3	3	2
Base Line Rd & Padua Ave & Monte Vista Ave	Signalized	8	21	2	$5,190,100	1	1	5	8	6	1	0	7	5	2	2	2	6	7	0	4	3
Claremont Blvd & Foothill Blvd	Signalized	9	20	7	$3,244,100	0	1	6	4	9	0	0	6	2	2	2	6	9	6	0	2	1
Indian Hill Blvd & American Ave	Signalized	9	20	20	$1,631,000	0	0	5	8	7	0	2	4	8	0	2	3	10	5	0	0	3
Indian Hill Blvd & San Jose Ave	Signalized	9	20	21	$1,417,000	0	0	3	9	8	2	0	5	2	3	1	6	8	4	0	2	0
Foothill Blvd & Indian Hill Blvd	Signalized	9	20	22	$1,410,000	0	0	4	7	9	0	1	6	1	4	2	3	4	7	3	5	1
Arrow Hwy & College Ave	Signalized	13	19	4	$3,519,200	0	1	8	4	6	0	1	0	7	2	2	5	12	0	2	0	4
Claremont Blvd & Arrow Hwy & Mills Ave	Signalized	13	19	19	$1,747,100	0	0	8	4	7	2	0	1	1	0	2	7	12	2	2	1	0
Foothill Blvd & Mills Ave	Signalized	15	17	11	$2,985,400	0	1	4	5	7	0	1	5	0	0	6	2	5	5	0	6	1
Base Line Rd & Indian Hill Blvd	Signalized	16	16	8	$3,129,500	0	1	3	9	3	1	2	5	5	1	0	3	7	2	1	2	0
Indian Hill Blvd & 1st St	Signalized	17	14	14	$2,498,700	0	1	2	3	8	3	0	7	1	1	2	0	0	4	2	2	0
Mills Ave & Base Line Rd	Signalized	18	13	23	$1,222,700	0	0	5	4	4	0	0	1	1	1	4	3	5	5	0	1	0
Foothill Blvd & Towne Ave	Signalized	18	13	27	$ 856,700	0	0	3	3	7	0	0	7	1	1	2	0	0	5	2	1	1
Indian Hill Blvd & 2nd St	Signalized	20	12	28	$ 703,800	0	0	1	5	6	3	0	2	0	3	1	2	1	3	1	0	0

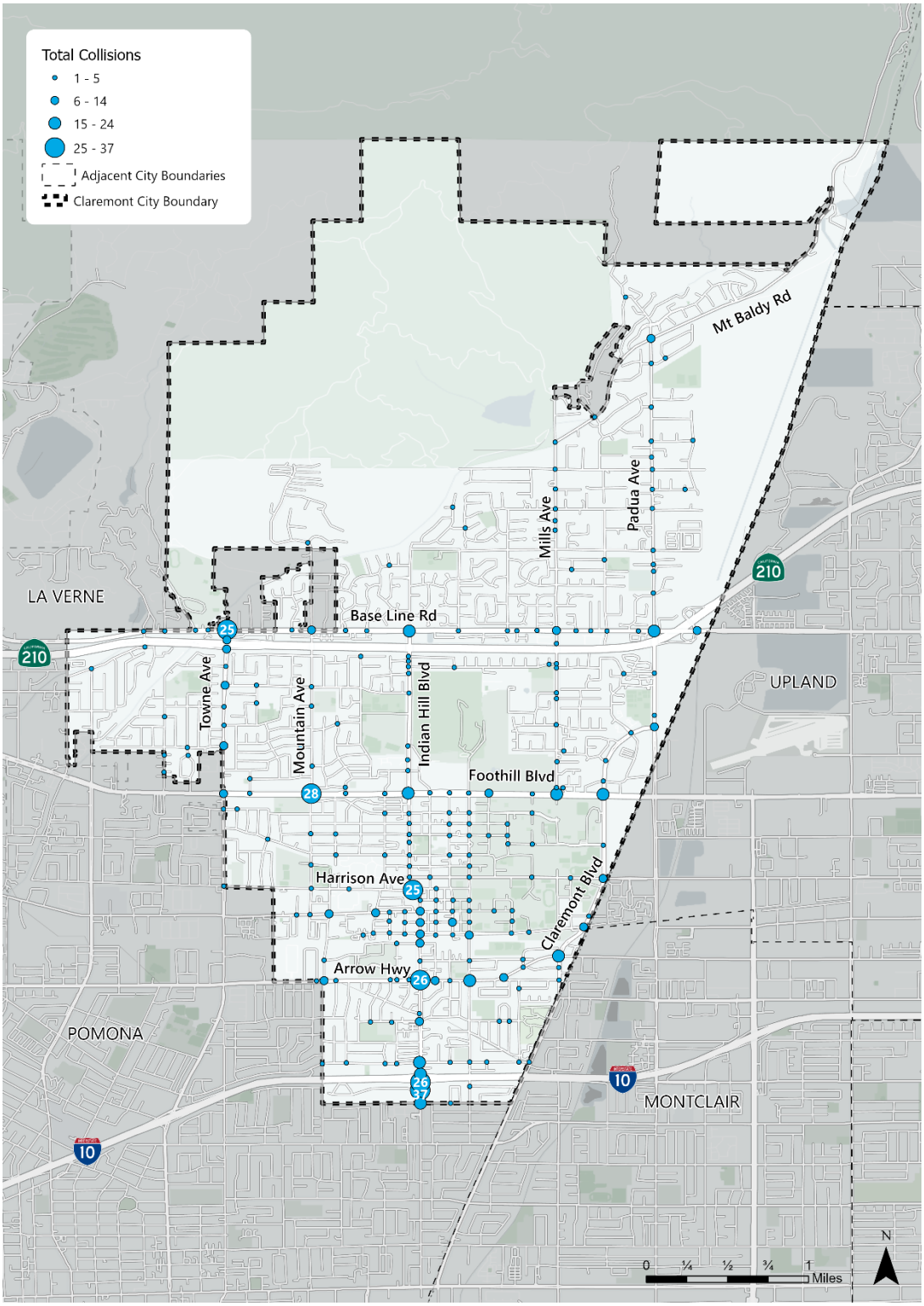
Source: SWITRS and Claremont PD

TABLE 2.2: TOP 20 NON-SIGNALIZED INTERSECTIONS – TOTAL COLLISIONS

Intersection	Control	Total Collisions Rank (non-signalized)	Total Collisions	EPDO Rank (non-signalized)	EPDO	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Pedestrian	Bicycle	Unsafe Speed	Automobile Right of Way	Improper Turning	DUI	Traffic Signals and Signs	Broadside	Rear End	Sideswipe	Hit Object	Head-On
Santa Fe St & Indian Hill Blvd	Non-signalized	1	9	1	$3,266,200	1	0	0	4	4	1	0	4	1	2	0	0	2	4	1	0	0
Arrow Hwy & Cucamonga Ave	Non-signalized	2	8	8	$ 492,200	0	0	1	3	4	0	0	1	4	1	2	0	6	0	1	0	1
1st St & College Ave	Non-signalized	3	7	3	$ 615,300	0	0	3	1	3	0	2	1	1	0	1	2	2	1	1	0	1
Harvard Ave & 2nd St	Non-signalized	3	7	16	$ 249,300	0	0	1	0	6	2	0	0	0	1	0	0	0	0	3	0	2
Bonita Ave & Berkeley Ave	Non-signalized	5	6	4	$ 538,400	0	0	1	4	1	0	1	0	0	0	0	1	1	3	1	0	0
Arrow Hwy & Olive St	Non-signalized	5	6	14	$ 310,400	0	0	1	1	4	0	0	2	1	1	0	0	2	2	1	0	0
Mills Ave & Radcliffe Dr	Non-signalized	7	5	5	$ 516,500	0	0	2	2	1	0	0	2	1	0	0	0	2	1	0	0	1
Foothill Blvd & College Ave	Non-signalized	7	5	11	$ 364,500	0	0	2	0	3	0	0	1	0	1	2	0	0	1	0	3	1
Miramar Ave & Padua Ave	Non-signalized	9	4	6	$ 501,600	0	0	2	2	0	0	0	1	0	0	2	0	0	4	0	0	0
Indian Hill Blvd & Scripps Dr	Non-signalized	9	4	7	$ 494,600	0	0	3	0	1	0	0	1	3	0	0	0	1	0	0	1	0
Foothill Blvd & Regis Ave	Non-signalized	9	4	9	$ 432,600	0	0	1	3	0	0	1	2	0	2	0	0	0	2	0	2	0
Baseline Rd & Grand Ave	Non-signalized	9	4	12	$ 356,600	0	0	1	2	1	0	0	0	2	0	1	0	2	0	0	0	2
Indian Hill Blvd & 4th St	Non-signalized	9	4	15	$ 280,600	0	0	1	1	2	0	0	1	0	0	1	0	0	1	1	2	0
Cinderella Dr & Indian Hill Blvd	Non-signalized	9	4	17	$ 211,600	0	0	0	2	2	0	0	0	1	1	1	0	1	0	0	2	0
12th St & College Ave	Non-signalized	9	4	18	$ 135,600	0	0	0	1	3	0	0	2	1	0	0	0	0	2	0	1	0
Claremont Blvd & 9th St	Non-signalized	9	4	18	$ 135,600	0	0	0	1	3	0	0	1	2	1	0	0	0	0	1	0	2
Foothill Blvd & Colby Cir	Non-signalized	9	4	18	$ 135,600	0	0	0	1	3	0	0	2	1	0	0	0	1	1	0	1	0
Base Line Rd & Silver Tree Rd	Non-signalized	18	3	2	$3,017,800	0	1	1	0	1	0	1	0	3	0	0	0	3	0	0	0	0
Arrow Hwy & Virginia Rd	Non-signalized	18	3	10	$ 410,700	0	0	2	1	0	1	0	0	1	1	0	0	2	0	0	0	0
6th St & College Ave	Non-signalized	18	3	13	$ 341,700	0	0	1	2	0	1	2	0	1	0	0	1	2	0	0	0	0

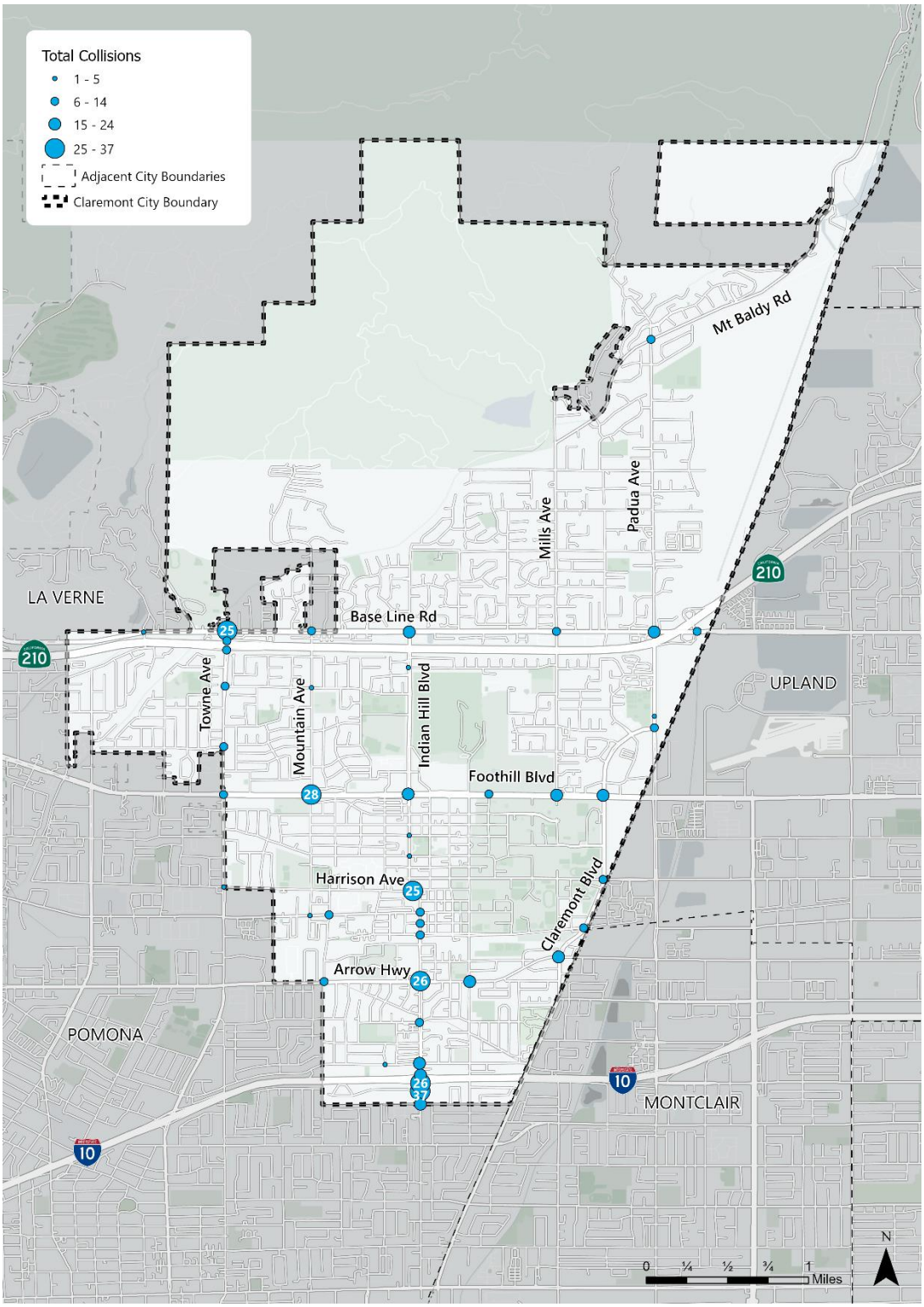
Source: SWITRS and Claremont PD

FIGURE 2.7: CLAREMONT COLLISIONS MAP – ALL INTERSECTIONS



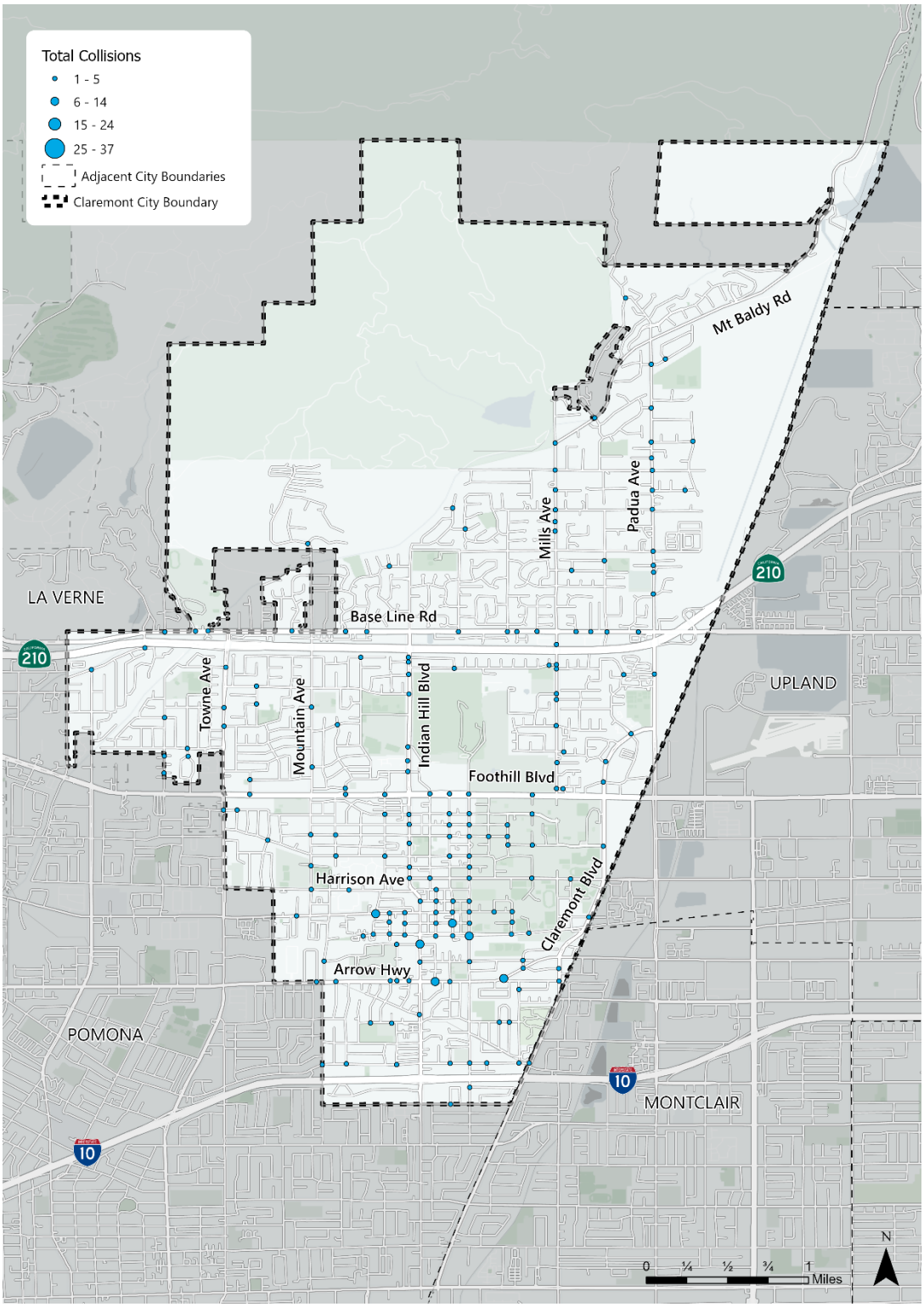
Source: SWITRS and Claremont PD

FIGURE 2.8: CLAREMONT COLLISIONS MAP – SIGNALIZED INTERSECTIONS



Source: SWITRS and Claremont PD

FIGURE 2.9: CLAREMONT COLLISIONS MAP – NON-SIGNALIZED INTERSECTIONS



Source: SWITRS and Claremont PD

2.5.6 DEVELOP SAFETY PROJECTS AND COST ESTIMATES

Roadways and intersections were ranked based on the collision frequency. The top locations of interest were investigated for further evaluation and potential safety improvements. The improvements include signal hardware improvement, additional warning signage, and pedestrian-related features, such as high-visibility crosswalks. Planning-level cost estimations are provided for each safety project. The list of safety projects is prioritized based on the following considerations:

- Benefit/Cost Ratio (for engineering solutions only)
- Funding availability for engineering and non-engineering programs
- Public surveys/comments collected during project outreach
- Other factors recommended by City staff

The safety projects and cost estimates are discussed in Section 9 of this document.

3.0 METHODOLOGY

3.1 COLLISION DATA SOURCES

Citywide collision trends were collected between 2017 and 2021 from both CHP's SWITRS database and from data provided by Claremont Police Department (PD). The Claremont PD collision was used to augment the SWITRS collision data. Through conversations with the City, the project team identified the need to analyze the most complete collision dataset possible.

Note that Claremont PD collision data from 2022 and 2023 was reviewed, though ultimately was not included in analysis due to the equivalent 2022-2023 SWITRS data still being provisional in early 2024.

In addition to providing the foundation to the collision data analysis, the CHP's SWITRS collision database is utilized to compare the collision data within the County of Los Angeles.

3.1.1 SWITRS

The CHP's SWITRS database collects and processes data on collisions throughout the state of California. The SWITRS application provides geographically- and temporally-targeted collision reports in an electronic format. The most recent five years of collision data (from 2017 to 2021) were extracted from the SWITRS database to identify long–term collision trends and patterns within the City. The analysis is aggregated and classified by control type (signalized, non-signalized, and midblock locations).

3.1.2 CLAREMONT PD

Claremont PD maintains its own collision records. This data was used to augment the SWITRS collision data (from 2017 to 2021), as 107 collisions were found in the Claremont PD records that were not represented in SWITRS.

3.1.3 RELEVANT COLLISIONS

From conversations with City staff, the project team conducted a close review of KSI collisions that were noted to be caused by extreme driver or roadway user behavior, such as a domestic dispute or pedestrian suicide. These collisions were confirmed by City staff and were ultimately deprioritized from countermeasure development, per City feedback.

3.2 IDENTIFYING LOCATIONS FOR ENGINEERING COUNTERMEASURES

Collision data analysis for this LRSP was conducted using collision data from the SWITRS collision database along with supplemental collision data from the Claremont PD. The collision records include a variety of information about each collision, including the location, date, time of the day, crash type, crash severity, primary violation category, transportation mode of the involved parties, and movement of the involved parties prior to the collision. Per California state law, motor vehicle collisions must be reported when vehicle or property damage exceeds $1,000 or when any of the parties suffer an injury or fatality. Collisions with no injured parties or minor property damage might not be reported and, therefore, are not included in the collision database.

The Caltrans document *Local Roadway Safety, A Manual for California's Local Road Owners*, Version 1.7, April 2024 (LRSM) encourages a proactive rather than reactive approach to safety issue identification. Traditionally, agencies using a reactive approach have located and implemented safety projects solely based on recent crashes, specific crash concentrations, or safety issues raised by stakeholders. A pro-active approach is preferred, according to the LRSM, because with traditional methods, "crash concentrations and crash trends may be missed if local agencies rely exclusively on these identifiers for their roadway safety effort." A proactive approach would identify safety improvements by analyzing the safety of the entire roadway network. For this document, the process for identifying candidate locations for safety improvements considers any one of the following three factors:

- An extensive crash history at high-collision frequency locations provides insight into which roadway characteristics are associated with certain types of crashes
- Professional engineering judgment regarding the availability of feasible engineering countermeasures to fix the safety issues
- Applicability of the engineering countermeasures at other locations with roadway characteristics associated with similar types of crashes regardless of their crash history

The LRSM guidelines require analyzing at least three to five years of the most recent crash data. Five years of collision data from January 2017 to December 2021 were reviewed for the Claremont LRSP. A five-year period of crash data usage adheres to the maximum threshold permitted by the Highway Safety Improvement Program (HSIP) for a safety infrastructure project application for federal funding.

3.2.1 RANKING FUNCTION

A candidate intersection or roadway segment for safety improvements does not necessarily need to demonstrate a history of high or severe collisions to be considered for further evaluation. However, locations with high numbers of collisions are often good starting points for safety analysis due to the rich information provided by the collision history. Two ranking methods were utilized to identify high collision frequency intersections and roadway segments: Average Crash Frequency and Equivalent Property Damage Only (EPDO) scores. A brief description of each of the methods is provided in the following sections.

3.2.2 AVERAGE CRASH FREQUENCY

Average Crash Frequency is the most basic method for assessing collision incidence. The analysis tallies the numbers of collisions at each location in the roadway network, both in aggregate and by a category of interest (e.g. level of severity, collision type, and others). The analysis then ranks intersections or roadway segments based on the collision frequency.

3.2.3 EPDO SCORES

Equivalent Property Damage Only (EPDO) scores assign weighting factors to crashes by severity relative to property damage only (PDO) collisions. The weight generally reflects an order of magnitude difference between the cost of fatal/severe injury crashes and non-severe injury collisions. **Table 3.1** shows the crash costs (or weights) by collision severity, based on the LRSM, Version 1.7, April 2024.

TABLE 3.1: EPDO CRASH COSTS BY SEVERITY

Collision Severity	Location Type	Crash Cost
Fatality or Severe Injury	Signalized Intersection	$2,162,000
	Non-Signalized Intersection	$3,440,000
	Roadway (mid-block)	$2,978,000
Other Visible Injury		$193,000
Possible Injury – Complaint of Pain		$110,000
Property Damage Only		$18,000

Source: LRSM, Version 1.7 (April 2024), Appendix D

EPDO scores are useful for a benefit-to-cost analysis as collision costs can be translated into measurable benefits from installing improvements that reduce the collisions in question. However, EPDO scores may place undue weight on the injury outcomes of previous collisions rather than overall trends suggested by collision patterns regardless of injury outcome. Furthermore, a location's EPDO score could be inflated by a fatal or severe collision caused by DUI.

The City's intersections and roadway segments were ranked based on these two methods. The ranking process was applied by facility type: signalized intersections, non-signalized intersections, and roadway segments.

3.3 PROPOSING ENGINEERING COUNTERMEASURES

After ranking the intersections and roadway segments, the following steps were used to propose engineering countermeasures:

- Review locations for dominant collision types such as rear-end collisions, broadside collisions, sideswipe collisions, bicycle/pedestrian collisions, and collisions due to unsafe speed. Identify high-risk locations by collision type.
- Review crash details (party involved, movement before the crash, primary collision factor, violation code, time of the day, and others) at high-risk locations.
- Review current conditions and recent historical conditions via Google Map Street View, whenever necessary, to check whether any geometry, signal, or signage changes have been made in the past few years.
- Evaluate and screen countermeasures from the LRSM or Crash Modification Factor (CMF) Clearinghouse (http://www.cmfclearinghouse.org/), a searchable database that can be easily queried to identify CMFs and Crash Reduction Factors (CRFs).
- Identify intersections/roadway segments that do not have a demonstrated crash history but resemble other locations with documented crash history and risk factors. Once identified, these locations can be analyzed through the steps mentioned above

4.0 SYSTEMIC SAFETY ANALYSIS – CITYWIDE COLLISION TREND AND PATTERNS

4.1 TOTAL COLLISIONS AND KSI COLLISIONS

The collision analysis draws from five years of data between 2017 and 2021, obtained from a combination of the SWITRS and Claremont PD collision databases. The collision data includes a variety of information about each collision, including the location, date, time of day, collision type, collision severity, primary violation category, transportation mode of involved parties, and movement of the involved parties before the collision.

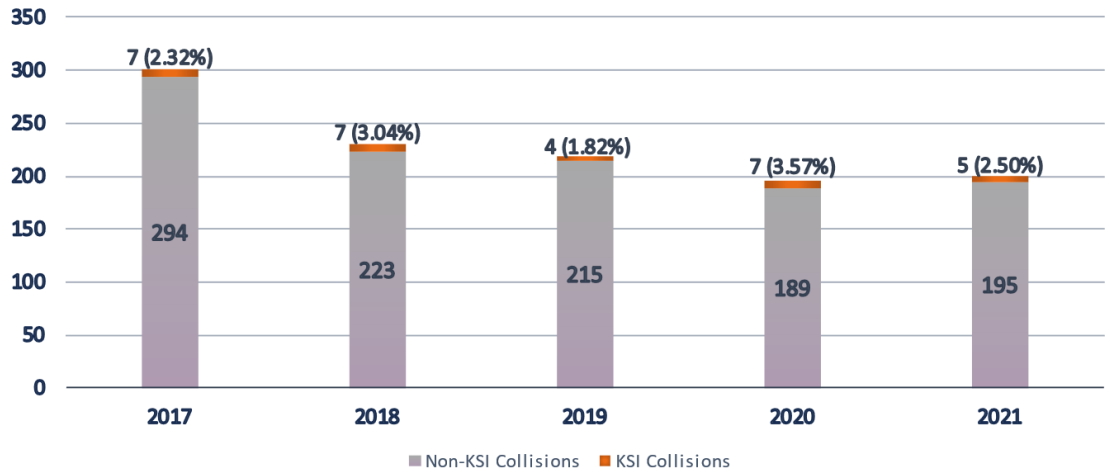
In total, **1,146 collisions** were identified within Claremont between 2017-2021. Of those, 1,039 were pulled from SWITRS, with an additional 107 unique collisions originating from Claremont PD data. Collisions occurring on highways/freeways were not included in the LRSP analysis.

A comprehensive evaluation of the collision records provided a descriptive analysis of collision severity at intersections and roadway segments, and collision density for Claremont.

4.1.1 ANNUAL TRENDS

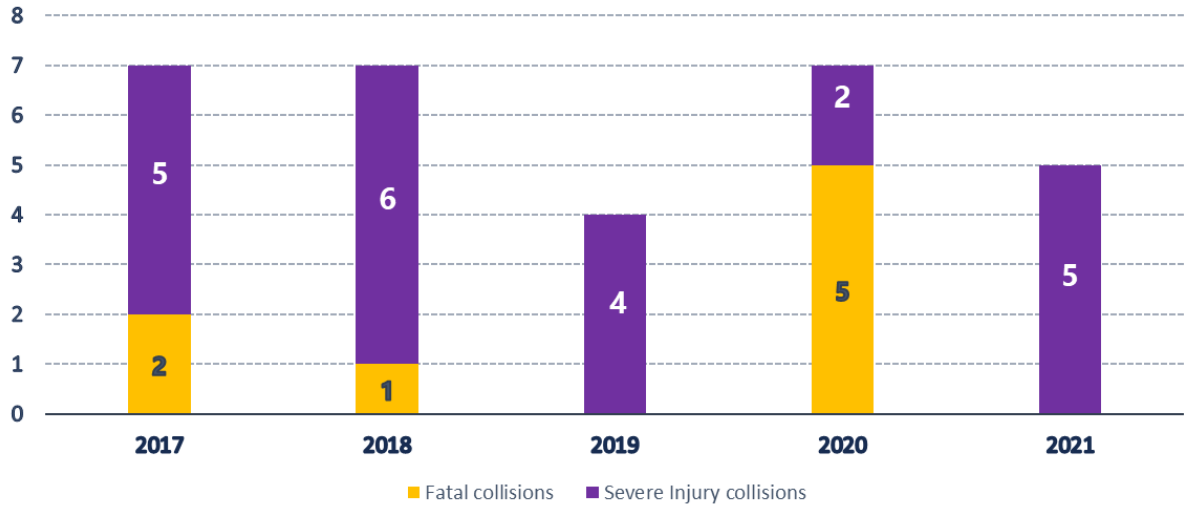
Collision trends draw from collision data between 2017 and 2021, during which a total of 1,146 collisions occurred on City roadways. Note that travel patterns were impacted during 2020 and 2021 due to the COVID-19 pandemic. **Figure 4.1** shows that the annual number of collisions decreased from 2017 to 2021, with the peak collision year occurring in 2017. Fatal and severe injury collisions, otherwise known as KSI collisions, remained steady across the five-year period, though there was a noticeable increase of fatal collisions in 2020, as shown in **Figure 4.2**.

FIGURE 4.1: TOTAL COLLISIONS BY YEAR (2017 – 2021)



Source: SWITRS and Claremont PD

FIGURE 4.2: KSI COLLISIONS BY YEAR (2017 – 2021)

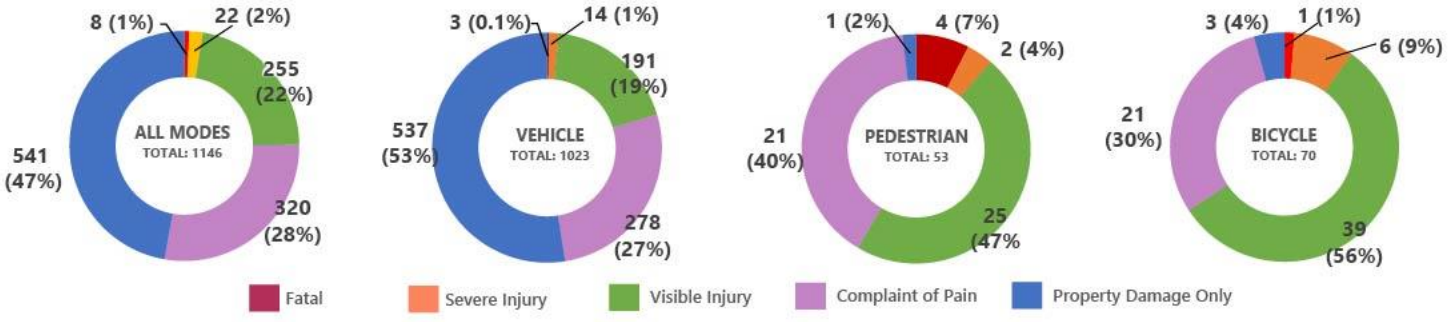


Source: SWITRS and Claremont PD

4.1.2 COLLISON SEVERITY

Figure 4.3 illustrates the collision severity by mode of transportation. The far-left chart depicts the severity for all collisions, followed by vehicle-only, pedestrian-related, and bicycle-related collisions. Overall, approximately 3% of the total collisions involved a fatality or a severe injury. Among the pedestrian-related collisions, 7% were fatal, and 4% were associated with severe injury (11% total). About 10% of bicycle-involved collisions led to a fatality or severe injury, with a majority of the bicycle-related collisions reported as either other visible injury or complaint of pain.

FIGURE 4.3: COLLISION SEVERITY (2017 – 2021)



Source: SWITRS and Claremont PD

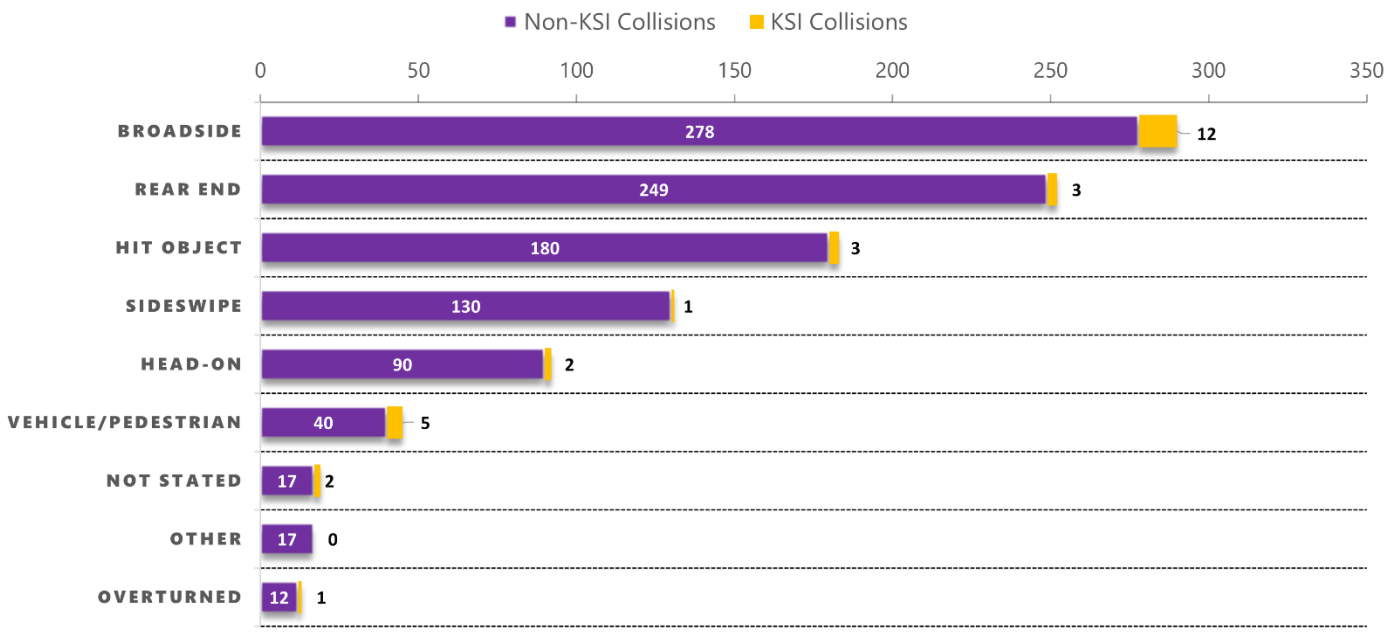
4.1.3 COLLISON TYPE

Figure 4.4 compares the percent of KSI collisions for each collision type with the total number of collisions for each type. Collision type describes "the general type of crash as determined by the first injury or damage-causing event," according to SWITRS. Note that the Claremont PD collision data does not provide the same collision type information (besides vehicle/pedestrian collisions) and is therefore not represented in the figures.

Broadside collisions accounted for the largest portion of collisions, comprising 290 or 25% of total collisions. Rear end (252, 20% of total) and hit object (183, 16% of total) made up the second-and third-largest collision type categories, respectively.

The following chart **Figure 4.4** displays the top collision types in ascending order, with a breakdown of non-KSI collisions versus KSI collisions for each collision type.

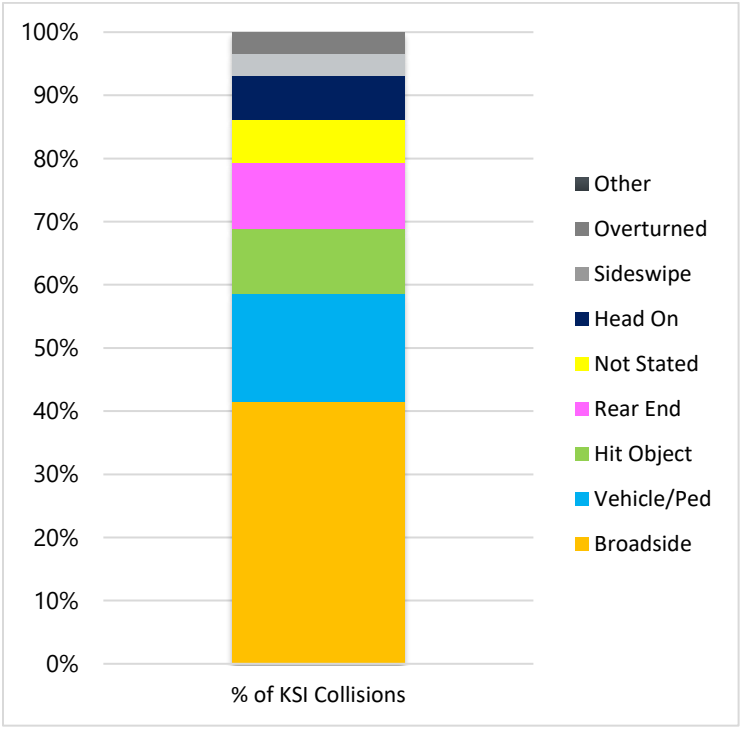
FIGURE 4.4: COLLISIONS BY TYPE WITH KSI PERCENTAGE (2017 – 2021)



Source: SWITRS and Claremont PD

Broadside collisions accounted for both the greatest number of non-KSI collisions and KSI collisions by a considerable margin. Of the 30 citywide KSI collisions, 12 (or 40%) were due to broadside collisions, as demonstrated in **Figure 4.5**.

FIGURE 4.5: KSI COLLISIONS BY COLLISION TYPE



Source: SWITRS and Claremont PD

4.1.4 PRIMARY COLLISION FACTOR (PCF)

The PCF is the leading cause of a collision "which in the officer's opinion best describes the primary or main cause of the collision."[8] The top collision types included:

- Unsafe speed
- Automobile right-of-way
  - Typically includes moving violations related to two-way left turn lanes, uncontrolled intersections, driveway entries, and left turn right-of-way
- Improper turning
  - Turning at a distance unnecessarily far from a curb, turning without using turn signals, or making a type of turn prohibited by signage
- Traffic signals and signs
  - Violations related to not obeying/yielding to stop signs, flashing signals, and traffic signals

Figure 4.6 summarizes the Primary Collision Factor (PCF) for the collisions.

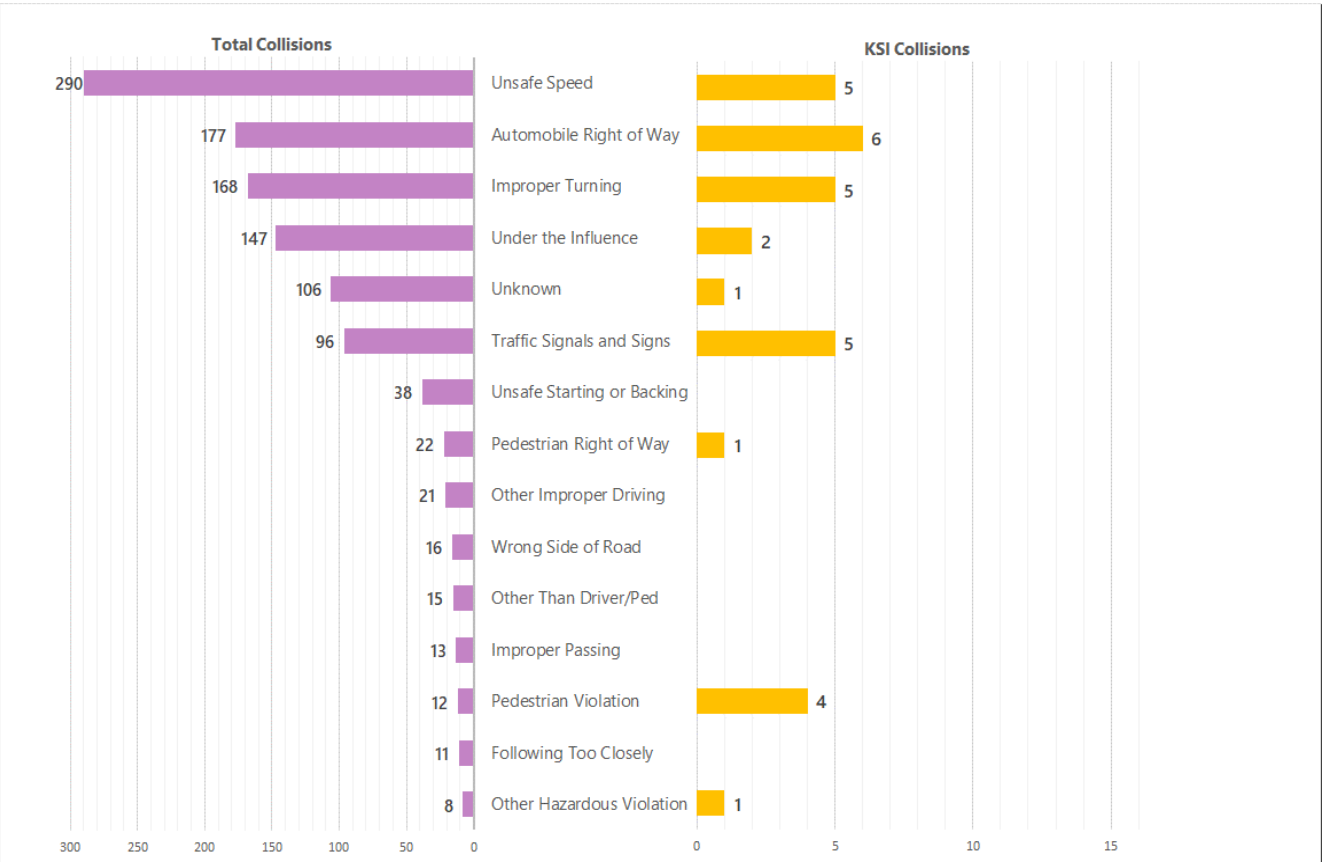
As shown in **Figure 4.6**, the top three recorded PCFs were unsafe speed, automobile right-of-way, and improper turning, accounting for 25.3%, 15.4%, and 14.6% of all collisions, respectively. While unsafe speed accounted for over a quarter of all collisions, it comprised a smaller proportion of KSI collisions (16.7%).

[8] https://post.ca.gov/portals/0/post_docs/basic_course_resources/workbooks/LD_29_V-3.1.pdf

Automobile right-of-way accounted the second-largest amount of total collisions, but accounted for the largest percentage of KSI collisions of any PCF (20%). Traffic signals and signs also represented a significantly a higher proportion of KSI collisions (16.7%) versus total collisions (8.3%).

However, when comparing the share of total collisions to the share of collisions where a person was killed or severely injured (KSI), several concerns stand out. If the level of risk for all roadway users was equal, it would be expected that the share of KSI collisions would be equal for various PCFs, regardless of mode. However, since non-automotive roadway users are more vulnerable to injury and death then people in vehicles (due to the presence of multiple safety systems in most vehicles, including seatbelts, airbags, and the vehicle frame and body which absorb impact forces), some PCFs will carry a higher share of KSI collisions versus all collisions. Pedestrian violation collisions comprise only 1% of all collisions, but are 13.3% of KSI collisions, indicating that there is a higher risk of injury or death for people walking. This is worth noting because pedestrian collisions only occur when they come into conflict with vehicles within the roadway, even though the majority of a pedestrian's travel path is on the sidewalk. Vehicle paths of travel are entirely within the roadway, where they primarily conflict with other automobiles, motorcycles, or bicycles. The typical pedestrian also has less physical protection when compared to these other modes (reinforced vehicle frame, air bags, seat belts, helmet, padded vest, etc.) so the degree of injury is almost always more severe for pedestrians.

FIGURE 4.6: COLLISIONS BY PRIMARY COLLISION FACTOR (PCF)



Source: SWITRS and Claremont PD

4.1.5 TIME OF DAY

Figure 4.7 summarizes the time of day a collision occurred. Most of the collisions occurred during the afternoon peak period, with over 36% of total collisions occurring between 1 PM and 6 PM. Collisions occurred relatively evenly across weekdays, with a noted decrease on weekend days.

FIGURE 4.7: COLLISIONS BY TIME OF DAY (2017 – 2021)

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
12AM	5	2	5	3	3	5	4	**27**
1AM	5	2	0	1	3	6	5	**22**
2AM	1	1	3	0	2	3	6	**16**
3AM	0	0	3	5	0	6	3	**17**
4AM	2	3	2	2	1	1	3	**14**
5AM	1	1	2	4	4	1	4	**17**
6AM	6	5	2	5	2	6	1	**27**
7AM	9	4	7	8	5	3	4	**40**
8AM	5	14	10	17	12	3	1	**62**
9AM	4	7	5	4	6	4	5	**35**
10AM	3	12	6	7	2	3	8	**41**
11AM	10	7	7	8	5	9	8	**54**
12PM	12	16	13	12	14	7	2	**76**
1PM	9	24	18	10	16	6	10	**93**
2PM	11	13	5	19	14	11	13	**86**
3PM	19	18	11	11	14	1	6	**80**
4PM	10	16	19	10	9	12	6	**82**
5PM	7	10	14	20	14	6	7	**78**
6PM	11	9	9	7	9	6	7	**58**
7PM	10	7	10	4	13	3	8	**55**
8PM	9	4	2	11	8	9	11	**54**
9PM	6	5	7	4	6	4	5	**37**
10PM	4	5	4	4	5	9	4	**35**
11PM	2	2	3	4	11	4	7	**33**
Unknown Time	0	0	0	3	3	0	1	**7**
Total	**161**	**187**	**167**	**183**	**181**	**128**	**139**	**1,146**

Red = higher collisions, green = lower collisions
Source: SWITRS and Claremont PD

4.2 COLLISIONS BY FACILITY TYPE

Collision patterns were analyzed by facility type (intersections vs. mid-block locations) using the most recent five years of collision data (2017 to 2021). This analysis allowed for the determination of the effect of access control and intersection geometry on collision frequency. The analysis classifies collisions by facility type as follows:

- Collisions that occurred within 250 feet of signalized intersections are considered signalized intersection collisions;
- Collisions that occurred within 150 feet of non-signalized intersections are considered non-signalized intersection collisions;
- Collisions that occur more than 250 feet away from any signalized intersection and more than 150 feet away from any non-signalized intersection are classified as mid-block collisions.

Table 4.1 indicates the total number of crashes associated with each type of facility. As shown, about 53% of vehicle-related collisions occurred at signalized intersections, 29.7% of vehicle-related collisions occurred at non-signalized intersections, and the remaining 18.4% of vehicle-related collisions occurred at mid-block locations. Bicycle-related collisions occurred most frequently at non-signalized intersection; 50% of all bicycle-related collisions were associated with a non-signalized intersection. Pedestrian-related collisions were concentrated at signalized intersections (47.2% of all pedestrian-involved collisions occurred at signalized intersections). A significant percentage of pedestrian-involved collisions also occurred at non-signalized intersections (34%).

TABLE 4.1: COLLISIONS BY FACILITY TYPE

Collisions	Signalized Intersections		Non-Signalized Intersections		Mid-block		Grand Total	
	Count	%	Count	%	Count	%	Count	%
Vehicle-Related Collisions	534	52.1%	303	29.6%	187	18.3%	1024	89.2%
Bicycle-Related Collisions	17	24.3%	35	50.0%	18	25.7%	70	6.1%
Pedestrian-Related Collisions	25	47.2%	18	34.0%	10	18.9%	53	4.6%
Total	**576**	**-**	**357**	**-**	**215**	**-**	**1147**	**100.0%**

Source: SWITRS and Claremont PD, 2017-2021
Note: One mid-block collision involved both a bicycle and pedestrian, so the grand total of collisions (1147) in above table.

Table 4.2 demonstrates the variations of collision type by location. Broadside collisions – the most frequently occurring collision type – comprise the largest share of collisions at signalized intersections (30.6%) followed by rear-end collisions (24.5%) and hit object (14.6%) collisions. These three collision types also accounted for the top three collision types at non-signalized intersections.

At mid-block locations, rear-end collisions accounted for the largest share of collisions (22.9%), followed by hit object collisions (20.6%), which is a significantly greater percentage of hit object collisions compared to that of signalized or non-signalized intersections. Sideswipe and head-on collisions also accounted for a large portion of mid-block collisions (17.3% and 10.7%, respectively).

Vehicle-pedestrian-related crashes at intersections accounted for 37 out of the 45 total vehicle-pedestrian crashes -- approximately 82% of the pedestrian-related collisions, according to SWITRS and Claremont PD data[9].

[9] Some pedestrian collisions are recorded with a different collision type than "vehicle/pedestrian," (e.g. a broadside collision involving two vehicles, that also involved a pedestrian) and so the number of pedestrian-involved collisions (Table 4.1) is different from the number of vehicle/pedestrian collisions (Table 4.2).

TABLE 4.2: COLLISION TYPES BY FACILITY TYPE

Collision Type	Signalized Intersections		Non-Signalized Intersections		Mid-block		Grand Total	
	Count	%	Count	%	Count	%	Count	%
Broadside	176	30.6%	91	25.6%	23	10.7%	290	25.3%
Rear End	141	24.5%	62	17.4%	49	22.9%	252	22.0%
Hit Object	84	14.6%	55	15.4%	44	20.6%	183	16.0%
Sideswipe	51	8.9%	43	12.1%	37	17.3%	131	11.4%
Head-on	41	7.1%	28	7.9%	23	10.7%	92	8.0%
Unknown	41	7.1%	44	12.4%	19	8.9%	104	9.1%
Vehicle/Pedestrian	21	3.6%	16	4.5%	8	3.7%	45	3.9%
Not Stated	9	1.6%	6	1.7%	4	1.9%	19	1.7%
Other	8	1.4%	7	2.0%	2	0.9%	17	1.5%
Overturned	4	0.7%	4	1.1%	5	2.3%	13	1.1%
Total	**576**	**100.0%**	**356**	**100.0%**	**214**	**100.0%**	**1146**	**100.0%**

Source: SWITRS and Claremont PD, 2017-2021
Note: Many CPD-sourced collisions indicated an unknown collision type or did not provide a collision type. These collisions were noted with a Collision Type of "Unknown."

Table 4.3 shows the relationship between collision severity and facility type. A majority of KSI collisions (fatal or severe injury) occurred at signalized intersections – 16 of the 30 KSI collisions citywide.

TABLE 4.3: COLLISION SEVERITY BY FACILITY TYPE

Collision Severity	Signalized Intersections		Non-Signalized Intersections		Midblock		Grand Total	
	Count	%	Count	%	Count	%	Count	%
Fatal	2	0.3%	3	0.8%	3	1.4%	8	0.7%
Severe Injury	14	2.4%	4	1.1%	4	1.9%	22	1.9%
Visible Injury	117	20.3%	81	22.8%	57	26.6%	255	22.3%
Complaint of Pain	180	31.3%	97	27.2%	43	20.1%	320	27.9%
Property Damage Only	263	45.7%	171	48.0%	107	50.0%	541	47.2%
Total	**576**	**100.0%**	**356**	**100.0%**	**214**	**100.0%**	**1146**	**100.0%**

Source: SWITRS and Claremont PD, 2017-2021

Table 4.4 tabulates the primary collision factor (PCF) by facility type. Unsafe speed accounted for the greatest number of total collisions (290, 25.3%), as shown in the "Grand Total" column. Unsafe speed-caused collisions occurred most frequently at signalized intersections, but also comprised the greatest share of midblock collisions – nearly one-third (33.2%) of all midblock collisions were due to unsafe speed. Automobile right of way, the second most common PCF, was mainly concentrated at intersections, including the highest share of collisions at non-signalized intersections (20.5%).

Findings relating to the most common PCFs are listed below:

- At signalized intersections, unsafe speed (26%), automobile right of way (14.8%), and traffic signals and signs (14.8%) were the most common PCFs.
- At non-signalized intersections, automobile right of way (20.5%), unsafe speed (19.4%) and improper turning (15.7%) were the most common PCFs.
- At midblock locations, the most frequent PCFs were unsafe speed (33.2%), improper turning (18.7%), and under the influence/DUI (15.9%).

TABLE 4.4: PRIMARY COLLISION FACTOR (PCF) BY FACILITY TYPE

Primary Collision Factor (PCF)	Signalized		Non-Signalized		Midblock		Grand Total	
	Count	%	Count	%	Count	%	Count	%
Unsafe Speed	150	26.0%	69	19.4%	71	33.2%	290	25.3%
Automobile Right of Way	85	14.8%	73	20.5%	19	8.9%	177	15.4%
Improper Turning	72	12.5%	56	15.7%	40	18.7%	168	14.7%
Under the Influence/DUI	65	11.3%	48	13.5%	34	15.9%	147	12.8%
Traffic Signals and Signs	85	14.8%	11	3.1%	0	0.0%	96	8.4%
Unknown	55	9.5%	35	9.8%	16	7.5%	106	9.2%
Unsafe Starting or Backing	14	2.4%	16	4.5%	8	3.7%	38	3.3%
Pedestrian Right of Way	17	3.0%	5	1.4%	0	0.0%	22	1.9%
Other Improper Driving	2	0.3%	13	3.7%	6	2.8%	21	1.8%
Other Than Driver (or Pedestrian)	4	0.7%	7	2.0%	4	1.9%	15	1.3%
Wrong Side of Road	7	1.2%	4	1.1%	5	2.3%	16	1.4%
Improper Passing	4	0.7%	3	0.8%	6	2.8%	13	1.1%
Pedestrian Violation	3	0.5%	6	1.7%	3	1.4%	12	1.0%
Following Too Closely	7	1.2%	4	1.1%	0	0.0%	11	1.0%
Other Hazardous Violation	4	0.7%	2	0.6%	2	0.9%	8	0.7%
Unsafe Lane Change	2	0.3%	3	0.8%	0	0.0%	5	0.4%
Hazardous Parking	0	0.0%	1	0.3%	0	0.0%	1	0.1%
Total	**576**	**100.0%**	**356**	**100.0%**	**214**	**100.0%**	**1146**	**100.0%**

Source: SWITRS and Claremont PD, 2017-2021

4.3 CITY OF CLAREMONT VS. LOS ANGELES COUNTY

The five years of SWITRS and Claremont PD collision data were used to compare the characteristics of injury and fatality collisions for the City of Claremont with those for all of Los Angeles County. As shown in **Table 4.5**, Claremont's total KSI collisions were approximately 0.4 percent lower (2.6% vs. 3%) than Los Angeles County at large. The rates of pedestrian- and bicycle-related collisions in Claremont are notably higher than Los Angeles County. Bicycle-related collisions accounted for 6.1% of collisions in Claremont during the study period, compared to 2.4% of collisions in Los Angeles County.

TABLE 4.5: TOTAL COLLISION COMPARISON FOR CLAREMONT VS. LOS ANGELES COUNTY (2017-2021)

Total Collisions	City of Claremont	Los Angeles County
Population (2022 estimates)	36,891	9,936,690
Total Collisions	**1,146**	**679,255**
Total Fatal Collisions	8	3,582
Fatal %	0.7%	0.5%
Total Severe Injury Collisions	22	17,017
Severe Injury %	1.9%	2.5%
Total Pedestrian Collisions	**53**	**25,777**
Pedestrian %	4.6%	3.8%
Total Bicycle Collisions	**70**	**16,272**
Bicycle %	6.1%	2.4%

Source: 2017-2021 collision data from SWITRS and Claremont PD, 2022 ACS 5-Year estimate data (population)

Table 4.6 breaks down the 2017-2021 collision data by collision type for Claremont and Los Angeles County at large. As noted earlier, broadside collisions accounted for the largest share of collisions in Claremont during the study period (25.3%). In Los Angeles County, broadside collisions accounted for a smaller share of collisions (19.1%), and rear end collisions accounted for a significantly higher amount of collisions in Los Angeles County versus Claremont. Over one-third (33.6%) of collisions in Los Angeles County were due to a rear end. Claremont also had a higher share of hit object (16%) and head-on (8%) compared to Los Angeles County.

While there are obvious differences between the smaller City of Claremont and greater Los Angeles County (geography size and otherwise), these general collision trend comparisons can indicate potential roadway safety issues within Claremont.

TABLE 4.6: COLLISION TYPE COMPARISON FOR CLAREMONT VS. LOS ANGELES COUNTY (2017-2021)

Collision Type	City of Claremont	Los Angeles County
Broadside	290 (25.3%)	129,980 (19.1%)
Rear End	252 (22.0%)	228,043 (33.6%)
Hit Object	183 (16.0%)	69,499 (10.2%)
Sideswipe	131 (11.4%)	165,376 (24.3%)
Head-On	92 (8.0%)	35,658 (5.2%)
Vehicle/Pedestrian	45 (3.9%)	22,121 (3.3%)
Not Stated	19 (1.7%)	6,862 (1.0%)
Other	17 (1.5%)	14,977 (2.2%)
Overturned	13 (1.1%)	6,730 (1.0%)

Source: 2017 - 2021 collision data from SWITRS and Claremont PD

Table 4.7 compares the PCFs between Claremont and Los Angeles County based on the 2017-2021 collision data. Compared with the County, Claremont had a noticeably higher percentage of collisions categorized as under the influence or DUI. Unsafe speed was the most common PCF recorded in both Claremont and Los Angeles County, though the County experienced a greater share of unsafe speed collisions (31% in Los Angeles County). It should be noted that many of the collisions originating in the Claremont PD data did not provide a PCF, and so Claremont has a larger number of collisions categorized with an 'Unknown' PCF versus the equivalent in Los Angeles County.

TABLE 4.7: PCF COMPARISON FOR CLAREMONT VS. LOS ANGELES COUNTY (2017-2021)

Primary Collision Factor (PCF)	City of Claremont	Los Angeles County
Unsafe Speed	290 (25.3%)	210,857 (31.0%)
Automobile Right of Way	177 (15.4%)	81,876 (12.1%)
Improper Turning	168 (14.6%)	114,846 (16.9%)
Under the Influence/DUI	147 (12.8%)	38,710 (5.7%)
Unknown	106 (9.2%)	25,919 (3.8%)
Traffic Signals and Signs	96 (8.3%)	38,189 (5.6%)
Unsafe Starting or Backing	38 (3.3%)	24,554 (3.6%)
Pedestrian Right of Way	22 (1.9%)	9,778 (1.4%)
Other Improper Driving	21 (1.8%)	3,818 (0.6%)
Wrong Side of Road	16 (1.3%)	10,207 (1.5%)
Other Than Driver (or Pedestrian)	15 (1.3%)	11,475 (1.7%)
Improper Passing	13 (1.1%)	6,928 (1.0%)
Pedestrian Violation	12 (1.0%)	8,227 (1.2%)
Following Too Closely	11 (0.9%)	16,133 (2.4%)
Other Hazardous Violation	8 (0.6%)	5,567 (0.8%)
Unsafe Lane Change	5 (0.4%)	64,784 (9.5%)

Source: 2017 - 2021 collision data from SWITRS and Claremont PD

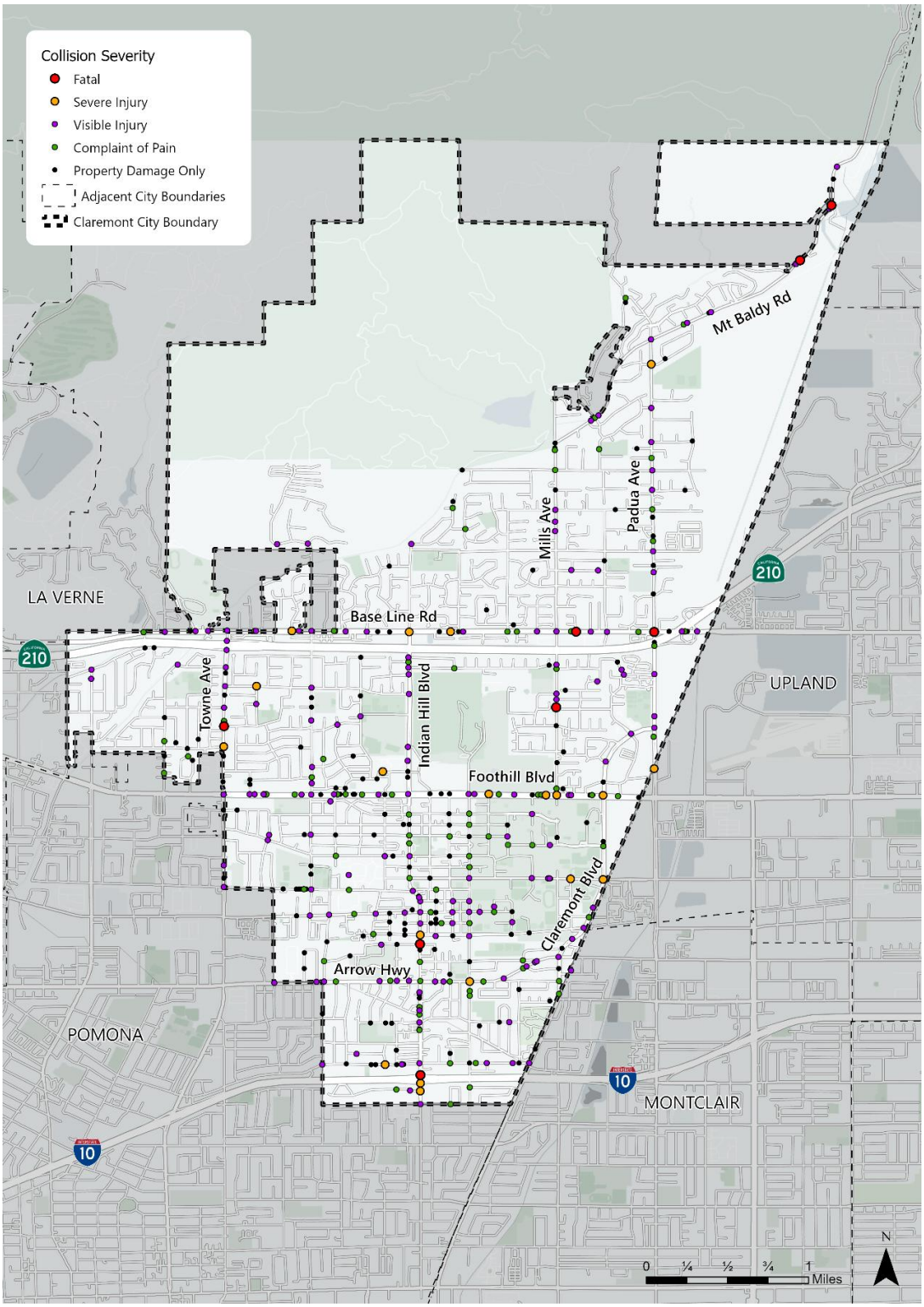
4.4 COLLISION LOCATIONS

Collisions identified from both SWITRS and Claremont PD data were mapped using GIS software.

4.4.1 CITYWIDE LOCATIONS

Figure 4.8: Claremont Citywide Collisions Map displays the distribution of all collisions in Claremont during the study period, noting the collision severity of each individual collision. Collisions are generally clustered along the arterial roadways in Claremont, such as Base Line Road, Foothill Boulevard, and Indian Hill Boulevard. In the southern portion of Claremont, three KSI collisions occurred on Indian Hill Boulevard, near I-10.

FIGURE 4.8: CLAREMONT CITYWIDE COLLISIONS MAP



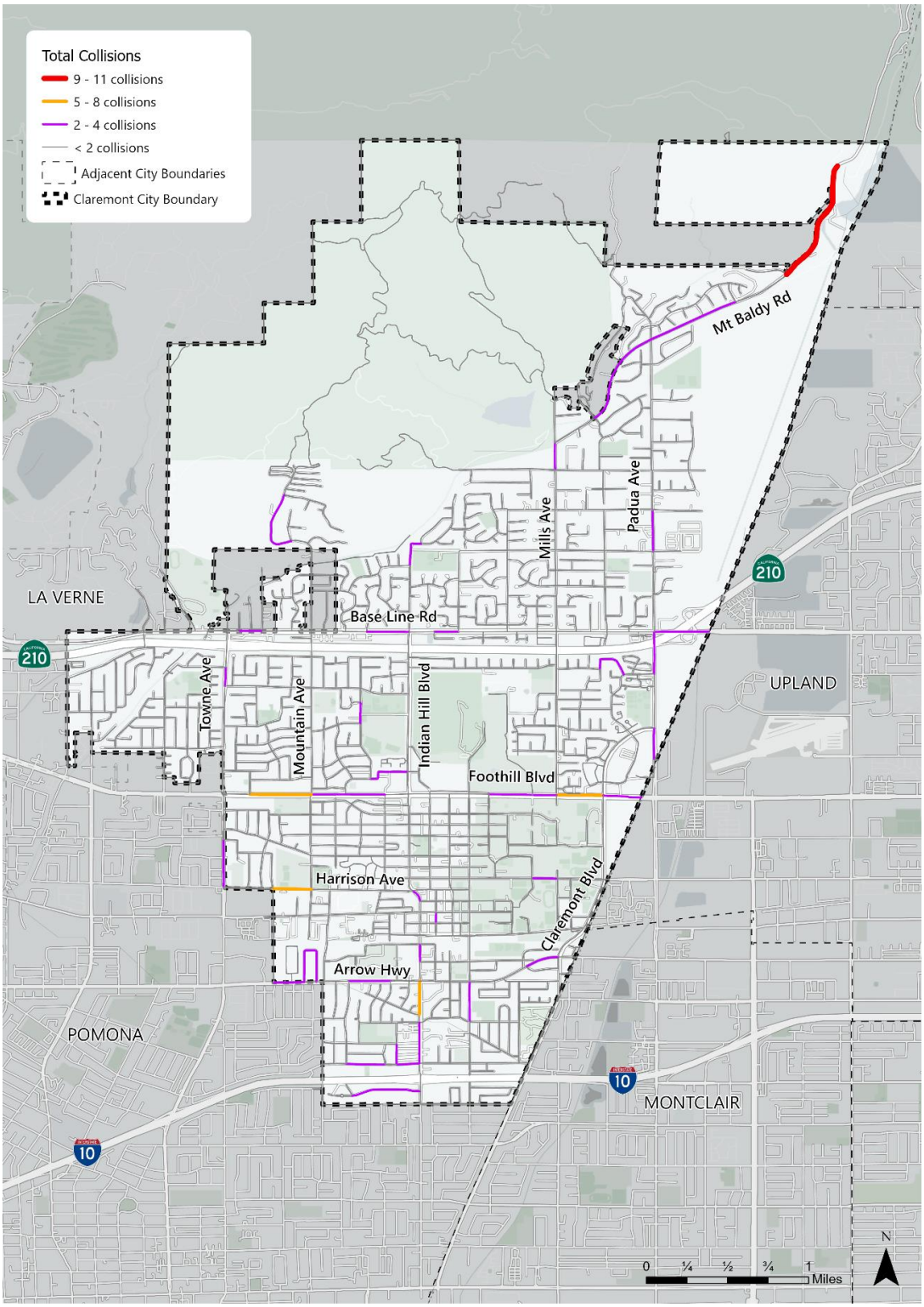
Source: SWITRS and Claremont PD

4.4.2 TOP ROADWAY SEGMENTS

Roadway segments were also assessed, both in terms of total collisions and EPDO scores. Overall, a portion of Mount Baldy Road (between Fergus Falls and Palmer Canyon) accounted for the largest number of collisions of any individual roadway segment (11), including two fatal collisions. Other high-ranking segments included portions of Foothill Boulevard, Harrison Avenue, Indian Hill Boulevard, and Auto Center Drive. Multiple collector and local roadways were ranked in the top 20 roadway segments, despite feature lower speed limits and lower traffic volumes.

Table 4.88 and **Figure 4.9** show the full results of the roadway segment collision analysis.

FIGURE 4.9: CLAREMONT COLLISIONS MAP – ROADWAY SEGMENTS



Source: SWITRS and Claremont PD

TABLE 4.8: TOP 20 ROADWAY SEGMENTS – TOTAL COLLISIONS

Roadway Segment	Roadway Classification	Total Collisions Rank	Total Collisions	EPDO Rank	EPDO	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Pedestrian	Bicycle	Unsafe Speed	Automobile Right of Way	Improper Turning	DUI	Traffic Signals and Signs	Broadside	Rear End	Sideswipe	Hit Object	Head-On
Mount Baldy Rd btwn Fergus Falls & Palmer Canyon	Rural Secondary	1	11	1	$ 5,933,100	2	0	5	2	2	2	0	5	1	0	0	0	3	0	1	1	0
Foothill Blvd btwn Regis Ave & Mountain Ave	Major	2	8	7	$ 858,200	0	0	3	4	1	0	0	3	1	0	0	0	2	2	0	1	1
Foothill Blvd btwn Mills Ave & Claremont Blvd	Major	2	8	8	$ 637,200	0	0	2	3	3	0	0	0	1	0	0	0	0	5	0	1	1
Indian Hill Blvd btwn Arrow Hwy & Cinderella Dr	Major	4	7	9	$ 470,300	0	0	2	1	4	1	0	0	4	0	0	0	0	4	1	1	0
Harrison Ave btwn California Dr & Mountain Ave	Collector	4	7	22	$ 180,300	0	0	0	1	6	1	0	0	2	0	0	0	1	1	2	1	1
Foothill Blvd btwn Amherst Ave & Mills Ave	Major	6	4	2	$ 2,657,700	0	1	0	2	1	0	1	0	1	0	0	0	0	2	1	1	0
Mount Baldy Rd btwn Padua Ave & Flat River	Rural Secondary	6	4	10	$ 425,600	0	0	2	1	1	0	1	0	0	0	0	0	0	1	1	1	1
Auto Center Dr btwn Jack Head Wy & Indian Hill Blvd	Local	6	4	13	$ 280,600	0	0	1	1	2	0	0	1	1	0	0	0	0	0	1	0	1
Baseline Rd btwn Padua Ave/Monte Vista Ave & SR-210	Major	6	4	13	$ 280,600	0	0	1	1	2	0	0	0	1	0	0	0	0	1	1	2	0
Foothill Blvd btwn Mountain Ave & Colby Cir	Major	6	4	13	$ 280,600	0	0	1	1	2	0	1	0	1	0	0	0	0	2	1	0	0
Indian Hill Blvd btwn Harrison Ave & 4th St	Secondary	6	4	19	$ 204,600	0	0	1	0	3	0	0	0	0	0	0	0	0	1	0	2	1
Monte Vista Ave btwn Claremont Blvd & Marylind Ave	Major	12	3	3	$ 2,566,800	0	1	0	1	1	0	0	1	0	0	0	0	1	0	0	1	1
6th St btwn Amherst Ave & Mills Ave	Collector	12	3	11	$ 334,700	0	0	2	0	1	0	2	0	1	0	0	0	0	2	1	0	0
Towne Ave btwn Edwin Ave (Pomona) & Harrison Ave	Major	12	3	20	$ 189,700	0	0	1	0	2	0	1	0	2	0	0	0	1	0	1	0	0
Foothill Blvd Colby Cir & Berkeley Ave	Major	12	3	54	$ 120,700	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	2	0
Foothill Blvd btwn Claremont Blvd & Monte Vista Ave	Major	12	3	54	$ 120,700	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	1	0
Monte Vista Ave btwn Base Line Rd & Shenandoah Dr	Major	12	3	54	$ 120,700	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0
San Jose Ave btwn Geneva Ave & Lehigh Dr	Secondary	12	3	73	$ 44,700	0	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0
Colby Cir btwn Oxford Ave & Indian Hill Blvd	Local	19	2	4	$ 2,475,900	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Base Line Rd btwn Wiley Ct & Forbes Ave	Major	19	2	4	$ 2,475,900	0	1	0	0	1	0	1	0	1	0	0	0	0	0	1	1	0

Source: SWITRS and Claremont PD

**Roadway classification sourced from City of Claremont General Plan, Community Mobility Element*

5.0 PROJECT OUTREACH

Public engagement is an essential and vital component of a successful LRSP. The methods applied to outreach efforts for the project are summarized here, including the project web site and promotion, public surveys, and project stakeholder meetings.

As pictured in **Figure 5.1**, Stakeholders were given information on the purpose and goals for conducting an LRSP and were asked to provide feedback on their perceptions of safety regarding walking, biking, and driving within the City. A full stakeholder list can be found in **Appendix A.1**. Feedback was collected from residents, students attending the Claremont Colleges, Claremont Unified School District, Claremont Police Department, Claremont Traffic and Transportation Commission, and Claremont Streets for People.

FIGURE 5.1: CLAREMONT STAKEHOLDER MEETING

5.1 PROJECT WEBPAGE

A project webpage, shown in **Figure 5.2**, was developed using the ArcGIS StoryMap platform to provide general information on the project such as the project background and goals, project milestones, and details on upcoming community meetings. The webpage was updated regularly to ensure that all interested stakeholders had access to updated information, including PowerPoint presentations from previous meetings. Stakeholders also had the opportunity to share their opinions on roadway safety on local streets to help inform the development of the LRSP by completing the Typeform survey and online mapping survey.

FIGURE 5.2: PROJECT WEBPAGE

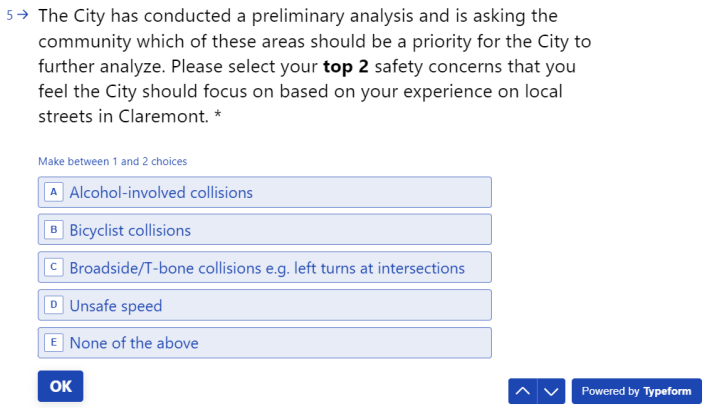
5.2 STAKEHOLDER SURVEYS

5.2.1 TYPEFORM SURVEYS

An online survey, depicted in **Figure 5.3**, was created using the Typeform platform. The survey asked respondents for their input on the following topics:

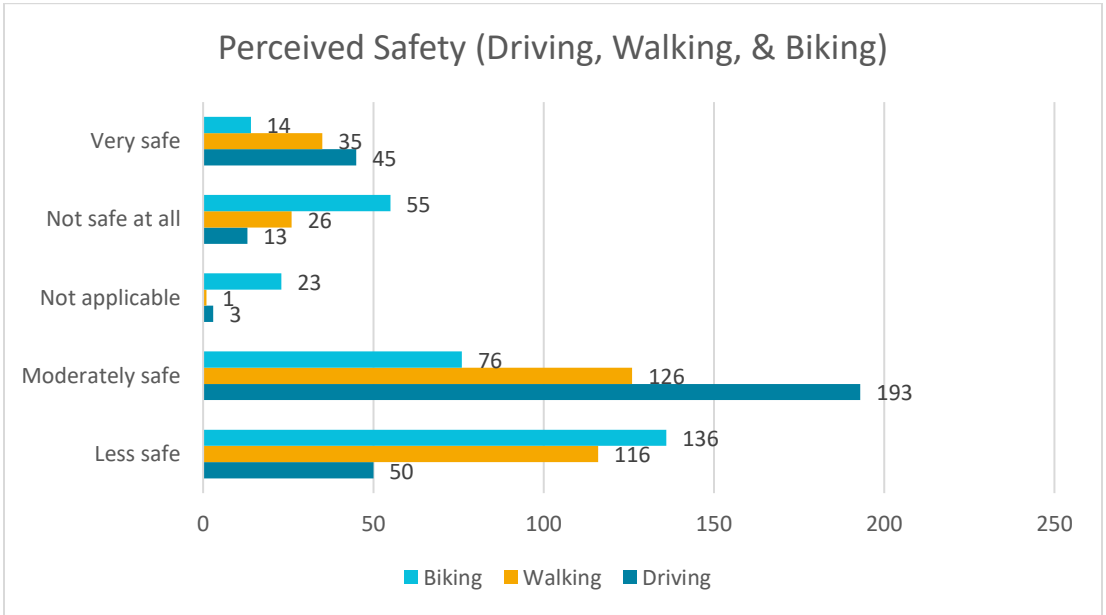
- Safety concerns regarding walking, biking, and driving within the city
- Safety priority areas for the City to consider
- Potential ideas for safety improvements

FIGURE 5.3: CLAREMONT LRSP TYPEFORM SURVEY



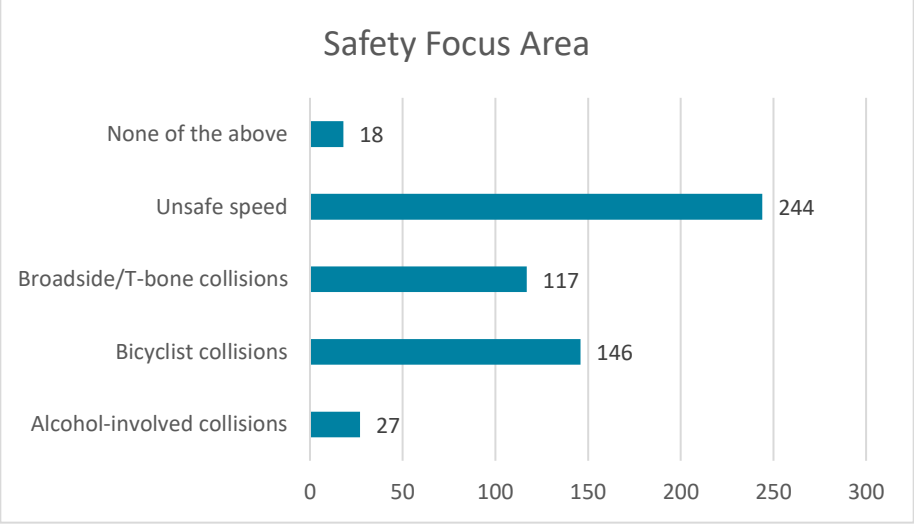
The survey included six (6) questions and asked respondents to state their connection to Claremont and their opinion of roadway safety on local streets. A total of 306 survey responses were received between April 2024 through June 2024. Overall, 63.5% of respondents indicated that they find it "Moderately safe" to drive on local streets, 41.4% find it "Moderately safe" to walk on local streets, and 44.7% find it "Less safe" to bike on local streets. This data is summarized in **Figure 5.4** below. A full summary of results from the Typeform survey can be viewed in **Appendix A.2**.

FIGURE 5.4: PERCEIVED SAFETY (DRIVING, WALKING, & BIKING) TYPEFORM SURVEY RESULTS



Survey respondents were also asked to select their top two (2) safety concerns that City staff should focus on for the LRSP based on their experience on local streets. Of the safety concerns shown in **Figure 5.5** below, "Unsafe speed" (244) and "Bicyclist collisions" (146) were the top two (2) concerns that respondents selected.

FIGURE 5.5: SAFETY FOCUS AREAS - TYPEFORM SURVEY RESULTS



The last question on the Typeform survey allowed respondents to share other safety concerns for the City's consideration to include within the LRSP in addition to the safety focus areas that were listed in a previous question. 252 responses were received for this question with most of the responses focused on speeding and bicyclist and pedestrian safety. Furthermore, respondents expressed the need for improvements around safer access to and from parks and schools. These comments also aligned with the feedback received on the online mapping survey which is explained in the following section.

5.2.2 ONLINE MAPPING SURVEY

In addition to the Typeform survey, an online mapping survey, pictured in **Figure 5.6** was created so that stakeholders could provide location-specific comments regarding walking, biking, and driving within the city. Comments received on the mapping survey helped supplement the feedback collected from the Typeform survey, general stakeholder meeting, and stakeholder interview with the Claremont Police Department. A total of 118 comments were obtained on the online mapping survey between May 2024 through June 2024. A matrix containing the online mapping survey comments can be found in **Appendix A.3**.

Respondents identified intersections around El Roble Middle School, Claremont Colleges, Mountain View Elementary School, Sycamore Elementary School, Cahuilla Park, and La Puerta Sports Park as areas for bicycle, pedestrian, and traffic improvements. A breakdown of the comments regarding these intersections is included in **Table 5.1**.

FIGURE 5.6: CLAREMONT LRSP ONLINE MAPPING SURVEY

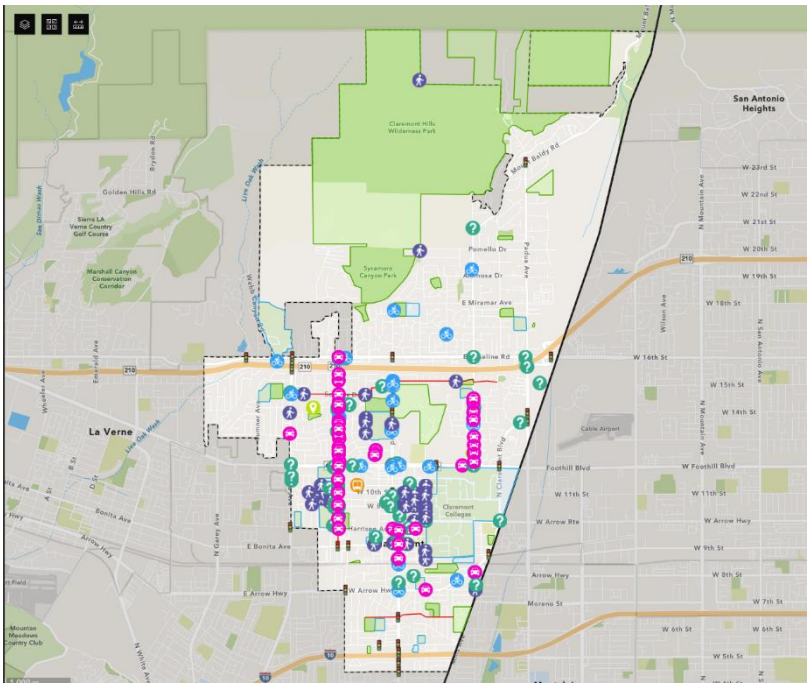


TABLE 5.1: ONLINE MAPPING SURVEY RESULTS - INTERSECTIONS

Intersection	Nearby Destination(s)	Comment(s)	# of Comments Received
Indian Hill Boulevard & 8th Street	• Memorial Park	• Turning cars are not paying attention to pedestrians and cyclists	2
Mountain Avenue & Butte Street	• Claremont Joslyn Senior Center	• Cars turning north onto Mountain Avenue creates near-misses • Crossing from east to west as a pedestrian feels unsafe	2
Mountain Avenue & Harrison Street	• El Roble Middle School	• Difficult to walk and bike across this intersection • This area is very busy during school drop-off and pick-up hours	1
College Avenue & 1st Street	• Claremont Colleges	• Crossing for pedestrians should be improved	1

Intersection	Nearby Destination(s)	Comment(s)	# of Comments Received
Mountain Avenue & 10th Street	• Mountain View Elementary School • El Roble Middle School	• Difficult to walk across Mountain Avenue during school drop-off and pick-up hours	1
Harvard Avenue & 9th Street	• Sycamore Elementary School	• Would like to see bulb out's and crosswalks to make access safer to the school	1
Oxford Avenue & Scripps Drive	• Cahuilla Park	• Access to parks and schools should be prioritized for bicyclists and pedestrians	1

Based on the online mapping survey results, corridors such as Mountain Avenue, Indian Hill Boulevard, and Mills Avenue received several comments concerning bicycle and pedestrian safety. These corridors run north-south across the city and provide access to schools, parks, retail centers, and residential neighborhoods. Specific comments for each corridor are described in **Table 5.2** below.

TABLE 5.2: ONLINE MAPPING SURVEY RESULTS - CORRIDORS

Corridor	Nearby Destination(s)	Comment(s)	# of Comments Received
Mountain Avenue	• Mountain View Elementary School • El Roble Middle School • Condit Elementary School	• Crosswalks are needed between Foothill Boulevard and El Roble, and between Foothill Boulevard and Condit Elementary • There should be bulb out's and crosswalks around all schools	8
Indian Hill Boulevard	• Claremont High School • La Puerta Sports Park	• Need protected bike lanes and slower car speeds so students can access Claremont High School • Cars are driving fast out of La Puerta Park during games and practices and often don't see bicyclists and pedestrians	5
Mills Avenue	• Claremont Colleges • Chaparral Elementary School • Chaparral Park • Claremont Hills Wilderness Park	• Many bicyclists use Mills Avenue to access the wilderness park but there are no adequate bike lanes and speeds are too high	5

Corridor	Nearby Destination(s)	Comment(s)	# of Comments Received
College Avenue	• San Antonio High School • Blaisdell Park and Senior Center • Oakmont Elementary School • Claremont Colleges	• Crossing across College Avenue is difficult due to high speeds, specifically at 8th Street, 10th Street, and 11th Street	3
Claremont Boulevard	• Claremont Colleges	• Just north of Arrow Highway, a sign uphill is needed to warn drivers that they need to be in the left lane if going straight	2
Base Line Road	• Linear Park • Sycamore Hills Plaza	• Cars are often parked in the bike lane	2
Foothill Boulevard	• Claremont Colleges • Mountain View Elementary School • Sprouts Farmers Market • Trader Joe's • Walgreen's Pharmacy	• More protected bike lanes are needed	2
Arrow Highway	• Oakmont Elementary School	• It is difficult to bike on both sides of Arrow Highway, particularly on the north side	1
Harrison Avenue	• El Roble Middle School • Claremont Joslyn Senior Center	• Street is too wide between Indian Hill Blvd and Harvard and routinely gets speeds over 25 mph	1

5.3 STAKEHOLDER MEETINGS

A total of two (2) stakeholder meetings were held and one (1) stakeholder interview was conducted. Specific details for each meeting and interview can be found in **Table 5.3** below. Meeting materials such as PowerPoint presentations for each stakeholder meeting can be found in **Appendix A.4** and **Appendix A.5** respectively.

TABLE 5.3: STAKEHOLDER MEETING FEEDBACK RESULTS - CORRIDORS

Stakeholder Meeting and/or Interview	Date	Objective
Presentation to Claremont Traffic and Transportation Commission	December 14, 2023	• Provide project background information • Discuss the purpose and goals of the LRSP • Explain the collision data sources being used to develop the LRSP (i.e., California Office of Traffic Safety statewide roadway safety rankings – OTS)
General Stakeholder Meeting	May 9, 2024	• Provide project background information • Discuss the purpose and goals of the LRSP • Review community engagement and outreach methods • Collect feedback on pedestrian, biking, and traffic safety issues
Stakeholder Interview with Claremont Police Department	June 4, 2024	• Provide project background information • Discuss the purpose and goals of the LRSP • Review feedback collected from community members and residents • Discuss intersections and roadway segments of concern and reasons for safety concerns

6.0 TRANSPORTATION SAFETY EMPHASIS AREAS

Transportation safety emphasis areas provide a strategic framework for developing and implementing the Local Roadway Safety Plan (LRSP). The emphasis areas provide the City of Claremont with needed context when developing projects and programs based on the LRSP. The implementation of the emphasis areas should directly relate to the goals, policies, and strategies of the LRSP.

The following safety emphasis areas were selected following a holistic review of the collision data analysis, stakeholder engagement (including the public), and demographic data (including equity indicators):

- Unsafe speeding
- School zone collisions
- Broadside collisions at signalized intersections
- Vulnerable road users (pedestrians and bicyclists

Non-engineering safety emphasis areas:

- Roadway safety education, including bicyclist and e-bike behavior education
- Impaired driving

6.1 UNSAFE SPEEDING

Unsafe speeding accounted for the largest number of citywide collisions (290) during the 5-year study period. This includes 5 fatal or severe injury collisions. Several major corridors featured a relatively high number of unsafe speed-related collisions, including Indian Hill Boulevard.

The community also identified unsafe speeding during in-person and online meetings as one of the main safety issues in Claremont. Claremont Police Department also expressed concern for unsafe speeding as a top safety issue in the community, which is also reflected in the speed citation data.

6.2 SCHOOL ZONE COLLISIONS

School zone roadway safety was also identified as a main Claremont safety issue by the Claremont community. In particular, community members attending the in-person meeting unanimously agreed on the importance of improving roadway safety within school zones for all roadway users (motorists, pedestrians, and bicyclists).

School zone collision hotspots were also identified along Indian Hill Boulevard (near Claremont High School), Harrison Avenue (near El Roble Intermediate School), and Scripps Drive (near Condit Elementary School).

6.3 BROADSIDE COLLISIONS (SIGNALIZED INTERSECTIONS)

In the 5-year study period, broadside collisions accounted for the largest share (25%) of all

collisions citywide, as well as the largest share (40%) of fatal or severe injury (KSI) collisions. Over 60% of these broadside collisions occurred at a signalized intersection. In addition, 10 KSI collisions were due to broadside collisions at a signalized intersection, which is one-third of all KSI collisions citywide. Therefore, signalized intersection improvements that reduce vehicle turning conflicts may lessen the prevalence of broadside collisions.

6.4 VULNERABLE ROAD USERS (PEDESTRIANS AND BICYCLISTS)

Pedestrians and bicyclists were involved in 13 of the 30 KSI collisions citywide. Additionally, the community expressed concern for pedestrian and, especially, bicyclist safety, which is also tied to the unsafe speeding emphasis area. Fifteen (15) of the 70 bicyclist-involved collisions citywide were due to unsafe speeding.

The City has also identified the importance of pedestrian and bicyclist safety, and has undergone several recent active transportation/complete streets corridor projects along major corridors, such as Foothill Boulevard and Mountain Avenue.

7.0 ENGINEERING COUNTERMEASURES

The recommended Engineering Countermeasures (improvements to enhance transportation safety) address the emphasis areas described in the chapter above. Five years of collision data (from 2017 to 2021) were assessed to conduct a more in-depth review of the collision data. The recommended countermeasures for an identified candidate location are based on the following factors:

- Collision severity
- Lighting condition
- Collision-involved parties (motor vehicles, pedestrians, bicyclists, etc.)
- Type of collision
- Primary collision factor

Caltrans developed the Systemic Safety Analysis Report Program (SSARP) guidelines in consultation with the California Local Highway Safety Improvement Program (HSIP) Advisory Committee. As such, it is logical to utilize the tools for identifying potential countermeasures for candidate locations that are also used in the development of an HSIP application. The *Local Roadway Safety Manual* (LRSM) was developed by Caltrans to support the HSIP call-for-projects and provides lists of potential countermeasures that are deemed acceptable for implementation with federal-aid funding awarded through the HSIP. Countermeasures in the LRSM are categorized by facility type, including signalized intersection, non-signalized intersection, and roadway segments. The majority of the proposed countermeasures will be selected from the lists in the LRSM.

Identifying and analyzing the patterns in the crash allow for the most appropriate countermeasure to be selected to effectively address safety problems. When applied correctly, countermeasures and their corresponding Crash Reduction Factors (CRFs) can help the City identify the expected safety impacts of installing a combination of countermeasures to reduce crashes and injuries. The CRFs are provided in the California LRSM, which sources the FHWA CMF Clearinghouse – a federal catalogue of approved countermeasures.

The goal of the countermeasure selection process is to identify and implement various combinations of countermeasures to achieve the highest possible benefits. Countermeasures play important roles in the calculation of Benefit/Cost Ratios (BCR). The effectiveness of a countermeasure and how well it can maximize the BCR depend on the CRFs, expected life, and systemic approach opportunity. For HSIP Cycle 12 (the current cycle), the minimum project BCR for submittal is 4.0.

7.1 SAFETY PROJECTS

Safety projects were evaluated on a citywide basis, in order to identify countermeasures with potential for systemic application, which would provide the maximum possible benefit.

Table 7.1 summarizes the list of safety countermeasures included in the LRSM and applied to identified intersections or corridors. The table summarizes each project, including information for project location (intersection or corridor), countermeasure description and HSIP identification number, associated countermeasure CRF, and high-level cost estimate for the project. The cost estimates use 2024 dollars, based on typical construction conditions, and are not final. **Table 7.1** also provides potential funding sources for each project, based on the calculated benefit-cost ratio and general project eligibility for different funding sources. For example, some projects may not be eligible for HSIP funding (< 4.0 benefit-cost ratio), but may be more suited for federal SS4A funding or statewide ATP funding. Project countermeasures without an HSIP identification number are given a conservative 5% CRF estimate. Additionally, a project timeline has been included to notate the estimate timeframe (e.g., short- [1-3 years], mid- [3-5 years], and long-term [+ 5 years]) for potential implementation.

Potential project locations with planned, ongoing, or recently completed roadway safety-related projects were not considered for safety countermeasures as part of the LRSP. This includes the Foothill Boulevard corridor, due to the recently constructed Foothill Boulevard Complete Streets improvements as well as consideration of other project documentation noted in Section 2.4.

Note that some locations will have multiple recommended projects. The projects are itemized to provide details on individual countermeasures, but countermeasures may be grouped together into a larger project, both for improved grant funding eligibility and for efficiency during planning and eventual construction.

Caltrans has established some key requirements and procedures for its calls-for-projects to allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis. These include:

- Only a maximum of three individual countermeasures can be utilized in the B/C ratio for a project.
- For a countermeasure to be utilized in the B/C ratio calculations, it must represent a minimum of 15 percent of the project's total construction cost. This is intended to ensure that minor and insignificant project elements are not misrepresented to the agency's major safety effort.

A summary table of all the safety projects, and their cost estimates, is in **Appendix B**.

TABLE 7.1: SAFETY PROJECTS LIST

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Indian Hill Blvd, from Vista Dr/Oak Park Dr to American Ave	Speed feedback signs	R26	30%	$40,000	272.66	90%	HSIP, SS4A	High	Short
	Retroreflective backplates (at 6 signalized intersections)	SI02	15%	$24,000	225.61	90%	HSIP, SS4A	Very High	Short
	Pavement friction management (at 6 signalized intersections)	SI10	55%	$1,900,000	10.45	90%	HSIP, SS4A	Medium	Mid
Mount Baldy Rd, north of Fergus Falls	Speed feedback sign	R26	30%	$40,000	83	90%	HSIP, SS4A	High	Short
	Rehabilitated pavement (with high friction surface treatments) at intersections and striping of speed legends	R21	55%	$180,000	33.89	90%	HSIP, SS4A	High	Mid
Mills Ave, from Foothill Blvd to Base Line Rd	Speed feedback signs	R26	30%	$40,000	129.65	90%	HSIP, SS4A	High	Short
	Rehabilitated pavement (with high friction surface treatments at intersections and striping of speed legends	R21	55%	$450,000	21.13	90%	HSIP, SS4A	High	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Base Line Rd, from Padua Ave/Monte Vista Ave to Towne Ave	Speed feedback signs	R26	30%	$40,000	418	90%	HSIP, SS4A	High	Short
	Retroreflective backplates (at 5 signalized intersections)	SI02	15%	$15,000	296.46	90%	HSIP, SS4A	Very High	Short
	Pavement friction management (at 5 signalized intersections)	SI10	55%	$2,000,000	8.15	90%	HSIP, SS4A	Medium	Mid
Monte Vista Ave/Padua Ave, from Claremont Blvd to Mount Baldy Rd	Speed feedback signs	R26	30%	$40,000	204	90%	HSIP, SS4A	High	Short
	Retroreflective backplates (at 3 signalized intersections)	SI02	15%	$10,000	231.75	90%	HSIP, SS4A	Very High	Short
	Pavement friction management (at 3 signalized intersections)	SI10	55%	$1,350,000	6.29	90%	HSIP, SS4A	Medium	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Indian Hill Blvd, from Colby Cir to Radcliffe Dr	Speed feedback signs	R26	30%	$20,000	43.23	90%	HSIP, SS4A	High	Short
	Retroreflective backplates (at 2 signalized intersections)	SI02	15%	$1,000	74.00	90%	HSIP, SS4A	Very High	Short
	Pavement friction management (at 2 signalized intersections)	SI10	55%	$500,000	0.54	90%	HSIP, SS4A	Medium	Mid
Scripps Dr, from Towne Ave to Indian Hill Blvd	Speed feedback signs	R26	30%	$40,000	70.00	90%	HSIP, SS4A	High	Short
Scripps Dr and Danbury Rd	Raised crosswalk and curb extensions	NS23PB	35%	$940,000	5.29	90%	HSIP, SS4A, ATP	High	Long
	Install Rectangular Rapid Flashing Beacon (RRFB)	NS24PB	35%	$60,000	82.93	90%	HSIP, SS4A, ATP	Medium	Mid
Radcliffe Dr and Loyola Ct	Raised crosswalk and curb extensions	NS23PB	35%	$940,000	N/A (No ped/bike collisions)	90%	SS4A, ATP	High	Long
	Install Rectangular Rapid Flashing Beacon (RRFB)	NS24PB	35%	$60,000	N/A (No ped/bike collisions)	90%	SS4A, ATP	Medium	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Sumner Ave, from Hillsdale Dr to Lockhaven Way	Speed feedback signs	R26	30%	$40,000	N/A (No collisions)	90%	SS4A	High	Short
	Restriping of edge lines and speed legends	R28	25%	$27,000	N/A (No collisions)	90%	SS4A	Very High	Short
Mountain Ave, from Scripps Dr to Hood Dr	Speed feedback signage	R26	30%	$40,000	7.98	90%	HSIP, SS4A	High	Short
Oxford Ave, from Scripps Dr to Hood Dr	Speed feedback signage	R26	30%	$40,000	3.17	90%	HSIP, SS4A	High	Short
	Restriping of edge lines and speed legends	R28	25%	$25,000	4.22	90%	HSIP, SS4A	Very High	Short
Oxford Ave and Hood Dr	Raised crosswalk and curb extensions	NS23PB	35%	$950,000	0.28	90%	SS4A, ATP	High	Long
	Install Rectangular Rapid Flashing Beacon (RRFB)	NS24PB	35%	$60,000	4.50	90%	SS4A, ATP	Medium	Mid
Mills Ave and Chaparral Dr	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$15,000	15.44	90%	HSIP, SS4A, ATP	Very High	Short
Harvard Ave and 9th St	Raised crosswalk and curb extensions	NS23PB	35%	$1,350,000	0.11	90%	SS4A	High	Long

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Yale Ave, adjacent to Sycamore ES	Raised crosswalk and curb extensions	NS23PB	35%	$950,000	N/A (No ped/bike collisions)	90%	SS4A	High	Long
Santa Clara Ave, between Northwestern Dr and Mountain Ave	Speed feedback signage	R26	30%	$40,000	N/A (no collisions)	90%	SS4A	High	Short
	Restriping of edge lines and speed legends	R28	25%	$25,000	N/A (no collisions)	90%	SS4A	Very High	Short
Santa Clara Ave, mid-block crosswalks adjacent to Mountain View ES	Raised crosswalk and curb extensions	NS23PB	35%	$930,000	N/A (no collisions)	90%	SS4A, ATP	High	Long
Mountain Ave, from Foothill Blvd to Harrison Ave	Speed feedback signage	R26	30%	$80,000	25.51	90%	HSIP, SS4A	High	Short
Northwestern Dr and Butte St	Install high-reflectivity continental crosswalks on all approaches, and pedestrian warning signage. Restripe stop bars.	NS23PB	35%	$13,000	41.57	90%	HSIP, SS4A, ATP	Medium	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Harrison Ave, between California Ave and Mountain Ave	Speed feedback signage	R26	30%	$40,000	7.82	90%	HSIP, SS4A	High	Short
	Striping of parking edge lines, centerlines, and speed legends	R28	25%	$35,000	7.44	90%	HSIP, SS4A	Very High	Short
Mountain Ave ped crossing (next to Larkin Park)	Curb extensions at either end of marked crosswalk	N/A	5%	$415,000	0.01	N/A	ATP	Low	Long
Arrow Hwy and Elder Dr (crosswalk)	Curb extensions at either end of marked crosswalk	N/A	5%	$415,000	0.17	N/A	ATP	Low	Long
Arrow Hwy between College Ave and Claremont Blvd	Speed feedback signage	R26	30%	$40,000	138.84	90%	HSIP, SS4A	High	Short
College Ave, between Arrow Hwy and Oak Park Dr	Speed feedback signage	R26	30%	$40,000	86.28	90%	HSIP, SS4A	High	Short

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Bucknell Ave, between Vista Dr and San Jose Dr	Speed feedback signage	R26	30%	$20,000	1.62	90%	HSIP, SS4A	High	Short
Indian Hill Blvd & Auto Center Dr	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$3,000	283.67	90%	HSIP, SS4A	Very High	Short
	Improve signal timing	SI03	15%	$13,000	98.19	50%	HSIP, SS4A	Very High	Mid
	Provide high-reflectivity continental crosswalks on all approaches	N/A	5%	$40,000	N/A (no ped/bike collisions)	N/A	SS4A, ATP	N/A	Short
Claremont Blvd & Arrow Hwy Claremont Blvd & Arrow Hwy (cont.)	Improve signal timing	SI03	15%	$15,000	42.20	50%	HSIP, SS4A	Very High	Mid
	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$4,000	105.50	90%	HSIP, SS4A	Very High	Short

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Arrow Hwy & College Ave	Provide protected left turn phase in EB and WB direction	SI06	30%	$60,000	85.08	90%	HSIP, SS4A	High	Mid
	Improve signal timing	SI03	15%	$25,000	51.05	50%	HSIP, SS4A	Very High	Mid
Base Line Rd & Towne Ave	Provide protected left turn phase in EB and WB direction	SI06	30%	$60,000	96.26	90%	HSIP, SS4A	High	Mid
	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$4,000	132.55	90%	HSIP, SS4A	Very High	Short
	Improve signal timing	SI03	15%	$15,000	53.02	50%	HSIP, SS4A	Very High	Short
Indian Hill Blvd & American Ave	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$4,000	98.55	90%	HSIP, SS4A	Very High	Mid
	Improve signal timing	SI03	15%	$15,000	39.42	50%	HSIP, SS4A	Very High	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Indian Hill Blvd & San Jose Ave	Provide protected left turn phase in all directions	SI06	30%	$19,000	108.19	90%	HSIP, SS4A	High	Mid
	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$3,000	114.2	90%	HSIP, SS4A	Very High	Short
	Improve signal timing	SI03	15%	$10,000	51.39	50%	HSIP, SS4A	Very High	Mid
	Provide high-reflectivity continental crosswalks on all approaches	N/A	5%	$40,000	0.76	N/A	SS4A, ATP	N/A	Short
	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$10,000	36.36	90%	HSIP, SS4A, ATP	Very High	Mid
Indian Hill Blvd & Base Line Rd	Provide protected left turn phase in all directions	SI06	30%	$85,000	53.44	90%	HSIP, SS4A	High	Mid
	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$3,000	252.33	90%	HSIP, SS4A	Very High	Short
	Improve signal timing	SI03	15%	$12,000	94.625	50%	HSIP, SS4A	Very High	Mid

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Base Line Rd & Padua Ave /Monte Vista Ave	Improve signal timing	SI03	15%	$13,000	143.61	50%	HSIP, SS4A	Very High	Mid
	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$11,000	21.05	90%	HSIP, SS4A, ATP	Very High	Mid
	Provide protected left-turn phase in SB direction	SI06	30%	$20,000	375.54	90%	HSIP, SS4A	High	Mid
Indian Hill Blvd & 2nd St	Install Leading Pedestrian Interval (LPI) signal phasing, including RTOR prohibition (activated blank-out sign) during leading phase[10]	SI22PB	60%	$16,000	30.975	90%	HSIP, SS4A, ATP	Very High	Mid
Indian Hill Blvd & 1st St	Install Leading Pedestrian Interval (LPI) signal phasing, including RTOR prohibition (activated blank-out sign) during leading phase	SI22PB	60%	$16,000	184.88	90%	HSIP, SS4A, ATP	Very High	Mid

[10] https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/21-01-lpi-guidance-and-memo-090221-a11y.pdf

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Indian Hill Blvd & Arrow Hwy	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$10,000	15.36	90%	HSIP, SS4A, ATP	Very High	Mid
	Provide high-reflectivity continental crosswalks on all approaches	N/A	5%	$46,000	0.28	N/A	SS4A, ATP	N/A	Short
	Restripe intersection with turning movement "cat tracks" striping	SI08	10%	$4,000	60.20	90%	HSIP, SS4A	Very High	Short
	Retroreflective backplates on traffic signals	SI02	15%	$5,000	72.24	90%	HSIP, SS4A	Very High	Short
Mountain Ave & Bonita Ave	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$15,000	15.44	90%	HSIP, SS4A, ATP	Very High	Mid
Indian Hill Blvd & Harrison Ave	Add additional intersection lighting, especially at north south intersection legs	SI01NT	40%	$50,000	28.67	90%	HSIP, SS4A, ATP	Medium	Mid
	Prohibit RTOR for Harrison Ave EB and WB directions[11]	N/A	5%	$5,000	25.2	N/A	HSIP, SS4A, ATP	N/A	Mid
Indian Hill Blvd & Bonita Ave	Install Leading Pedestrian Interval (LPI) signal phasing, including RTOR prohibition (activated blank-out sign) during leading phase	SI22PB	60%	$16,000	37.2	90%	HSIP, SS4A, ATP	Very High	Mid

[11] https://safety.fhwa.dot.gov/older_users/handbook/ch2.cfm#fig5

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Indian Hill Blvd & Base Line Rd (2)	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$15,000	203.84	90%	HSIP, SS4A, ATP	Very High	Mid
Indian Hill Blvd & I-10 WB **Caltrans**	Install Leading Pedestrian Interval (LPI) signal phasing	SI22PB	60%	$25,000	114.34	90%	HSIP, SS4A, ATP	Very High	Mid
	Restripe western leg of intersection with high-reflectivity continental crosswalk	N/A	5%	$21,000	11.34	N/A	HSIP, SS4A, ATP	N/A	Short
Cambridge Ave & Bonita Ave	Install Leading Pedestrian Interval (LPI) signal phasing, including RTOR prohibition during leading phase	SI22PB	60%	$18,000	27.53	90%	HSIP, SS4A, ATP	Very High	Mid
	Restripe continental crosswalks	N/A	5%	$32,000	1.29	N/A	SS4A	N/A	Short
College Ave & 6th St	Raised crosswalk and curb extensions on northern and southern leg marked crosswalk	NS23PB	35%	$208,000	2.78	90%	SS4A, ATP	High	Long

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Foothill Blvd, Towne Ave to Monte Vista Av	Install bicycle box advanced stop bar or two-stage turn queue bicycle boxes for EB and WB directions[12] [13]	SI21PB	15%	$100,000	8.16	90%	HSIP, SS4A, ATP	Very High	Long
Towne Ave from Base Line Rd to Foothill Blvd	Install bicycle box advanced stop bar or two-stage turn queue bicycle boxes for NB and SB directions	SI21PB	15%	$77,900	9.07	90%	HSIP, SS4A, ATP	Very High	Long
Arrow Hwy, from Indian Hill Blvd to Cambridge Ave	Install bicycle box advanced stop bar or two-stage turn queue bicycle boxes for EB and WB directions	SI21PB	15%	$25,000	3.85	90%	HSIP, SS4A, ATP	Very High	Long
San Jose Ave, from Mountain Ave to Mills Ave	Consider removal of on-street parking and installation of 2' buffered bike lane to current Class II bike lane	R34PB	45%	$490,000	2.23	90%	SS4A, ATP	High	Mid

[12] https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/two-stage-turn-queue-boxes/

[13] https://mutcd.fhwa.dot.gov/resources/interim_approval/ia20/ia20_attachments.pdf

Location	Countermeasure(s)	HSIP ID	Crash Reduction Factor (CRF)	Cost Estimate	Benefit-Cost Ratio	HSIP Funding Eligibility	Potential Funding Source	Systemic Approach Opportunity?	Project Timeline
Base Line Rd, from Towne Ave to Monte Vista Ave/Padua Ave	Convert existing Class II bike lane to buffered Class II bike lane with striping delineator	R34PB	45%	$960,000	24.76	90%	HSIP, SS4A, ATP	High	Mid
Mills Ave from Foothill Blvd to Base Line Rd	On blocks with no residential frontage, convert existing Class II bike lane to buffered Class II bike lane with striping delineator	R34PB	45%	$470,000	23.35	90%	HSIP, SS4A, ATP	High	Mid
Indian Hill Blvd, from San Jose Ave to Arrow Hwy	Prohibit on-street parking on both sides of roadway. Create drop-off zone on Indian Hill Blvd adjacent to 480 S Indian Hill Blvd, and combine with nearby Foothill Transit bus stop. Review ADA compliance and surrounding land use for other sections to provide drop-off zone	N/A	5%	$31,500	14.58	N/A	Local funds	N/A	Long

Source: Caltrans Local Roadway Safety Manual, Version 1.7 (Apr 2024)

7.2 SYSTEMIC COUNTERMEASURES

7.2.1 LEADING PEDESTRIAN INTERVALS (LPI)

To improve pedestrian safety, leading pedestrian intervals (LPI) are recommended at 11 signalized intersections with pedestrian-involved collisions during the 5-year analysis period. As pictured in **Figure 7.1**, An LPI gives pedestrians a 3-7 second head start when crossing an intersection and enhances the visibility of a pedestrian. Drivers are able to see the pedestrian crossing the street with the pedestrian head start.[14] Leading pedestrian intervals have been proven to reduce pedestrian-vehicle collisions by as much as 60% at intersections, per NACTO and the LRSM.

Locations with high numbers of pedestrian collisions (or potential for pedestrian collisions in the future) were analyzed to identify LPI locations. Modify signal phasing to implement an LPI at the following locations:

- Mills Avenue and Chaparral Drive (all legs)
- Indian Hill Boulevard and San Jose Avenue (all legs)
- Base Line Road and Padua Avenue/Monte Vista Avenue (all legs)
- Indian Hill Boulevard and 1st Street (all legs)
- Indian Hill Boulevard and 2nd Street (all legs)
- Indian Hill Boulevard and Arrow Highway (all legs)
- Indian Hill Boulevard and Bonita Avenue (all legs)
- Indian Hill Boulevard and Base Line Road (all legs)
- Indian Hill Boulevard and I-10 WB (all legs)
- Mountain Avenue and Bonita Avenue (all legs)
- Cambridge Avenue and Bonita Avenue (all legs)

FIGURE 7.1: LEADING PEDESTRIAN INTERVAL

This leading pedestrian interval (LPI) systemic countermeasure addresses 21 pedestrian-involved collisions that occurred at these 11 signalized intersections. Over 39% of Claremont's pedestrian-involved collisions between 2017-2021 occurred at these 11 signalized intersections.

LPI is a relatively inexpensive countermeasure – implementation cost estimated at about $10,000 per signalized intersection. Due to this lower cost, LPI can contribute to a high project cost-benefit ratio.

[14] Ink, S. (n.d.). *Leading pedestrian interval*. National Association of City Transportation Officials. Retrieved August 6, 2024, from https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/

7.2.2 SPEED FEEDBACK SIGNS

Speed feedback signs, pictured in **Figure 7.2** are a low-cost countermeasure aimed at lowering vehicle speeds along particular roadway sections with noted high vehicle speeds. These signs display the current speed limit and then record a passing vehicle's speed (via radar) if the passing vehicle is traveling 5 miles per hour (or more) over the speed limit. These devices can be portable or can be permanently installed, and are particularly effective at lowering vehicle speeds in work zones, school zones, or transitional zones on roadways.

The Plan recommends installing speed feedback signs on 16 roadways, with either a high incidence of unsafe speed-related collisions or near a Claremont Unified school:

- Indian Hill Boulevard, from Vista Drive/Oak Park Drive to American Avenue
- Mount Baldy Road, north of Fergus Falls
- Mills Avenue, from Foothill Boulevard to Base Line Road
- Base Line Road, from Padua Avenue/Monte Vista Avenue to Towne Avenue
- Monte Vista Avenue/Padua Avenue, from Claremont Boulevard to Mount Baldy Road
- Indian Hill Boulevard, from Colby Circle to Radcliffe Drive
- Scripps Drive, from Towne Avenue to Indian Hill Boulevard
- Sumner Avenue, from Hillsdale Drive to Lockhaven Way
- Mountain Avenue, from Scripps Drive to Hood Drive
- Oxford Avenue, from Scripps Drive to Hood Drive
- Santa Clara Avenue, from Northwestern Drive to Mountain Avenue
- Mountain Avenue, from Foothill Boulevard to Harrison Avenue
- Harrison Avenue, from California Avenue to Mountain Avenue
- Arrow Highway, from College Avenue to Claremont Boulevard
- College Avenue, from Arrow Highway to Oak Park Drive
- Bucknell Avenue, from Vista Drive to San Jose Drive

FIGURE 7.2: SPEED FEEDBACK SIGN

Source: Caltrans

Speed feedback signs are demonstrated to lower collisions by 30%, according to the Caltrans LRSM. The City is already in the process of implementing speed feedback signs near schools and parks. The locations they are recommending for installation of the signs are generally in line with the recommendations above.

8.0 NON-ENGINEERING SAFETY MEASURES

This section presents non-infrastructure solutions to Claremont roadway safety needs. The programs will promote safer driver behavior through education, law enforcement, and emergency response, with particular attention to bicyclist behavior/safety, speeding, and impaired driving -- safety emphasis areas previously identified as part of the LRSP.

8.1 EDUCATION

8.1.1 ROADWAY SAFETY CAMPAIGN

Claremont will continue partnering with community groups, schools, and other city agencies to increase awareness on safe driving behavior. These events and education programs will establish a strong safety culture for Claremont by informing residents of important locations that will require more attention to safe traveling behaviors, especially near areas such as schools or popular pedestrian or biking corridors. The Roadway Safety Campaign will strengthen connections for communities within Claremont and will provide resources to promote traffic safety across transportation modes throughout the City.

Claremont has already begun initial steps for this campaign, using the Mountain Avenue Complete Streets Project as a kick-off project that included non-infrastructural engagement opportunities. Some other programs may include a dedicated safety website, social media engagements, community surveys, and community events.

8.1.2 BIKE, E-BIKE, AND PEDESTRIAN SAFETY CAMPAIGNS

Similar to the Roadway Safety Campaign, a dedicated program to increase safety awareness specifically for bicyclists and pedestrians should also be considered. Events may include pedestrian and bike pop-up demonstrations, safe bicycling workshops, amongst other similar events. Temporary quick-build projects that simulate curb extensions, bike boxes, and parklets may be utilized to educate roadway users on alternative road configurations that improve safety and accessibility for active modes of transportation.

Per community feedback, E-bike safety should also be addressed in these campaigns and should include best practices in properly accelerating, braking, and operating E-bikes. Other safety tips such as wearing helmets, yielding to pedestrians, and looking both ways before turning should also be widely disseminated for those utilizing E-bikes.

It should be noted that the City's Recreation and Human Services Department has begun efforts to facilitate E-bike policies and education for trail riding. This may provide the City with an opportunity to eventually expand the E-bike effort to develop policies and safety education Citywide.

8.2 ENFORCEMENT

8.2.1 IMPAIRED DRIVING

The City should continue partnering with Claremont Polic Department to increase the enforcement of DUIs

by implementing publicized sobriety checks or saturation patrols. Deterrence policies should also focus on actual and perceived risk of detection of DUI. Integrated enforcement should cooperate alongside educational messaging and programs in tandem to disseminate the consequences of DUI to reduce violations.

8.2.2 UNSAFE SPEEDING

It is recommended to increase the visibility of enforcement on high-speed corridors to reduce reckless driving behavior. This enforcement can work in tandem with the recommended speed feedback signs to further reduce vehicle speeds. Deploying Claremont Polic Department officers with radar or lidar technology along strategic locations may also reduce speeding instances.

8.3 EMERGENCY RESPONSE

8.3.1 EMERGENCY RESPONSE COORDINATION

The City will cooperate and coordinate with law enforcement and emergency response to identify potential improvements and other safety projects. Partners should evaluate emergency response performances and address challenges or obstacles that hinder response times. The goal is to identify strategic investments that will improve collision response times, collision site assessments, and collision reporting procedures. Emergency medical services (EMS) especially are integral in victim-care during emergency responses and should be included in initiatives relating to this countermeasure.

8.3.2 EMERGENCY RESPONSE DATA COLLECTION

Similarly, partners should collect and review emergency response data to supplement crash data and identify hot spots or challenge locations. Data collection should also include initiatives to improve the efficiency and quality of data collected for more effective use in future analysis.

8.4 POTENTIAL PARTNERS AND COUNTERMEASURE EXAMPLES

Table 8.1 presents potential partner agencies for the programs addressing Education, Enforcement, and Emergency Response. Partners are not limited to those listed in the table. Some countermeasure examples are also included to provide guidance on these countermeasures.

TABLE 8.1: NON-ENGINEERING PROGRAM POTENTIAL PARTNERS

Description	Potential Partners	Countermeasure Examples
Education		
Roadway Safety Campaign	Claremont Police Department, Claremont Unified School District, CHP, SCAG	Caltrans "Go Safely Movement" Campaign
Bike, E-Bike, and Pedestrian Safety Campaign	Claremont Police Department, Claremont Recreation & Human Resources Department, Claremont Unified School District, CHP, SCAG	Caltrans ATP Non-infrastructure Projects, SCAG's "Go Human"
Enforcement		
Driving Under the Influence	Claremont Police Department, CHP, California Office of Traffic Safety	San Bernardino County LRSP
Speeding and Running Redlights	Claremont Police Department, CHP, California Office of Traffic Safety	CHP Regulate Aggressive Driving and Reduce Speed (RADARS) program
Emergency Response		
Emergency Response Coordination	Claremont Police Department, Claremont Fire Services,	OTS Grants, Advanced Transportation and Congestion Management Technologies Deployment Program
Emergency Response Data Collection	Claremont Police Department, Claremont Fire Services	OTS Grants

9.0 PROJECT PRIORITIZATION

A prioritized list of safety projects for various grants applications were selected. For HSIP grants, the B/C ratios may be used as a guide to identify the projects with high cost-effectiveness, which then have the greatest chance of receiving federal funding in Caltrans call-for-projects. For SS4A, more holistic metrics were used in determining grant funding eligibility, such as demographics and community feedback. These measures then can be used to rank projects as more critical based on the history and context of the area they are within, and the population that they serve.

The safety project list will be used as a reference on which safety project to implement first. The implementation timeline will be dependent on the City's goals and funding eligibility. The City may choose to move forward with any of these safety projects in any order, depending on funding availability. If the applications are approved for HSIP funding, these projects should not be applied for future HSIP cycles.

Because HSIP grants are competitive, it is typically appropriate to apply only for projects with a high estimated BCR. According to the HSIP grant application guidelines, a safety project must request at least $100,000 and have a minimum of 4.0 BCR to submit an HSIP Cycle 12 application.

SS4A implementation grants do not specify a minimum BCR for an application, but there must be collision history to justify the proposed countermeasure(s).

Table 9.1 summarizes the prioritized roadway safety projects, which were selected by a review of the following criteria:

- High benefit-cost ratio (BCR)
- Proximity to USDOT ETC (disadvantaged community)
- Community support
    - Explicitly requested by community during engagement

TABLE 9.1: BENEFITS/COST RATIO ANALYSIS BY RECOMMENDED SAFETY PROJECTS

Location	Countermeasure	Benefit/Cost Ratio (HSIP)	Proximity to USDOT ETC (SS4A)	Community Support
Indian Hill Boulevard, from Vista Drive/Oak Park Drive to American Avenue	Speed Feedback Signs	272.66	Yes	Yes
Base Line Road, from Padua Avenue/Monte Vista Avenue to Towne Avenue	Speed Feedback Signs	418	No	Yes
Base Line Road, from Padua Avenue/Monte Vista Avenue to Towne Avenue	Retroreflective Backplates	296.46	No	N/A
Scripps Drive and Danbury Road	RRFB	82.93	No	Yes
Indian Hill Boulevard and Auto Center Drive	1) Restriping 2) Signal timing	1) 283.7 2) 98.19	Yes	N/A
Base Line Road & Towne Avenue	Provide protected left turn phase (EB and WB)	85.08	No	N/A
Indian Hill Boulevard & 1st Street	Leading Pedestrian Interval (LPI)	184.88	No	Yes

9.1 FUNDING SOURCES

Several state and federal grant programs offer to fund engineering and non-engineering roadway safety projects. Claremont should continue to seek available funding from local, state, and federal sources to further strengthen its capabilities in implementing both engineering and non-engineering safety countermeasures mentioned in this plan. This section provides introductions and summaries to several of these funding programs that Claremont may consider pursuing.

9.1.1 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP is federally funded but administered by Caltrans. Note that this grant management structure is specific only for California. The program partitions funding as a lump sum for each state which is then divided among specific programs within the state. Funds are flexible and can be used to preserve, maintain, or improve safety conditions of Federal-aid highways, bridges, non-motorized facilities, local public roads, amongst others. All city, county, or regional agencies are eligible for the grant. Federally recognized tribes are also eligible.

The HSIP program in California primarily focuses on infrastructural countermeasures that improve roadway safety. Countermeasures with high benefit-cost ratios are the most preferred by the program, especially when considering system-wide treatments instead of spot treatments.

Additional information of the HSIP can be found at https://highways.dot.gov/safety/hsip. Important dates, timelines, and links for California's HSIP cycles can be found at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now.

HSIP is offered on an annual basis, with the current cycle (HSIP Cycle 12) deadline occurring on September 9, 2024.

TABLE 9.2: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SUMMMARY

Agency	Source	Eligible Programs	Areas Addressed
Federal Highway Administration (FHWA)	Highway Safety Improvement Program (HSIP)	Any work on public roads, bikeways, and pedestrian paths/trails. For the most part, only engineering projects are eligible but the FAST act permits funding for data collection by law enforcement[15,16].	Data Collection, Infrastructure Projects

[15] *Highway Safety Improvement Program Guidelines, April 2016*

[16] *Highway safety improvement program, Pub. L. No. 148, 23 US Code (2015). https://www.law.cornell.edu/uscode/text/23/148.*

9.1.2 SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

This federal program has set aside funds for local cities, counties, MPOs for safety improvement grants. State transportation departments are excluded. Eligible activities include safety plans, education, enforcement, and roadway improvements. Unlike the HSIP, this application is not based on benefit-cost calculations. Projects are evaluated on criteria oriented to the project's role in the Safe Systems approach. A local match of 20% is required, through traditional methods or in-kind contribution via staff billable hours. Planning grants are open to any agency, but infrastructure grants require a completed safety plan in the form of an "Action Plan." LRSPs are the most common "Action Plan" type.

Agencies may fill out a SS4A Self-Certification Eligibility Worksheet to determine eligibility[17]. Requirements for 2024 SS4A eligibility include:

- Safety analysis involving collision data
- Strategy and project selections, including community feedback
- Action Plan Date (finalized or updated in last 5 years)
- Equity considerations
- Policy and process changes

TABLE 9.3: SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM SUMMARY

Agency	Source	Eligible Programs	Areas Addressed
USDOT	Safe Streets and Roads for All (SS4A)	Projects that improve the safety or increase the mode share of all mode types. Additional program objectives include ensuring that jurisdictions are utilizing the Safe Systems approach[18].	Plans, Infrastructure, and Non-Infrastructure programs

This LRSP has been developed to align with the SS4A Action Plan guidelines. It has integrated the required minimum requirements to be considered SS4A Action Plan compliant.

[17] https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf

[18] *U.S. Department of Transportation. Safe Streets and Roads for All (SS4A).* https://www.transportation.gov/grants/ss4a/how-to-apply

9.1.3 CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP)

Caltrans Active Transportation Program (ATP) is a statewide grant program that receives funding from both federal and state sources. ATP primarily funds active transportation focused plans, infrastructure, and even non-infrastructure components such as encouragement or education programs. Common project components include:

- Active transportation plans (e.g., pedestrian and bicycle plans, safe routes to school, etc.)
- Bicycle and pedestrian infrastructure
- Bicycle and pedestrian quick build projects
- Education, enforcement, or encouragement programs

The grant cycle usually occurs on an annual basis. Dates, timelines, and other important information can be found at https://catc.ca.gov/programs/active-transportation-program.

TABLE 9.4: ACTIVE TRANSPORTATION PROGRAM (ATP) SUMMARY

Agency	Source	Eligible Programs	Areas Addressed
California Department of Transportation (Caltrans)	Active Transportation Program (ATP)	Local government projects that improve the safety or increase the mode share of bicycling and walking. Additional program objectives include reducing emissions and enhancing public health[19].	Bicycle and Pedestrian Plans, Infrastructure, and Non-Infrastructure Programs

[19] *California Transportation Commission. 2025 Active Transportation Program Guidelines. March 22, 2024. Resolution G-24-31.*

9.1.4 CALTRANS CALIFORNIA SENATE BILL 1 (SB1) GRANT PROGRAM

California SB 1 is a senate bill passed to rebuild California's neighborhood streets, freeways, and bridges that serve communities. The state will target funds towards transit corridors and congested trade and commute corridors. Each year, new funding will be used on deferred maintenance needs on both state and local roads. These activities include:

- Improving local road maintenance, rehabilitation, and increasing safety through restriping and repaving
- Building or converting more bike paths, crosswalks, and sidewalks

TABLE 9.5: CALIFORNIA SENATE BILL 1 (SB1) GRANT PROGRAM SUMMARY

Agency	Source	Eligible Programs	Areas Addressed
California Department of Transportation (Caltrans)	CA SB 1	State and Local government projects that improve the safety through maintenance and rehabilitation of roads, freeways, and bridges. Transit and active transportation programs are included[20].	Infrastructural maintenance, active transportation infrastructure conversion

[20] *California Transportation Commission. Rebuilding California. https://rebuildingca.ca.gov/*

9.1.5 CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANTS

This program funds projects related to traffic safety. Both infrastructure and non-infrastructure activities are eligible. Grants must be supported by local crash data and must relate to the program's priority areas:

- Alcohol DUI
- Distracted Driving
- Drug-Impaired Emergency/Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Programs
- Roadway Safety and Traffic Records

TABLE 9.6: OFFICE OF TRAFFIC SAFETY (OTS) GRANT SUMMARY

Agency	Source	Eligible Programs	Areas Addressed
California Office of Traffic Safety	Office of Traffic Safety (OTS) Grants	Programs should address one of ten priority areas (six relevant ones listed to the right). Grant recipients should expect to wait up to 90 days before being reimbursed/funded, and should be able to provide traffic safety data to justify funded programs[21].	Driving under the Influence of Drugs/Alcohol (DUI), Distracted Driving, Ped/Bike Safety, Police Enforcement, Roadway Safety and Data Collection, and Social Media/Marketing

[21] *California Office of Traffic Safety Grant Manual for Federal Fiscal Year 2024. October 2023.*

9.1.6 SCAG SUSTAINABLE COMMUNITIES PROGRAM (SCP)

This program promotes local jurisdictional efforts to experiment with local planning tools. The Sustainable Communities Program (SCP) provides technical assistance to SCAG member cities to complete planning and policy initiatives that prioritize regional Sustainable Communities Strategies (SCS). The following three categories are available:

- Integrated Land Use
  - Transit Oriented Development (TOD)
  - Sustainable Land Use Planning
  - Land Use & Transportation Integration
- Active Transportation
  - Pedestrian Planning
  - Safe Routes to School Plans
  - Bicycle Planning
- Green Region
  - Green House Gas (GHG) Reduction Programs
  - Climate Action Plans (CAPs)
  - Natural Resource Plans

TABLE 9.7: SUSTAINABLE COMMUNITIES GRANT PROGRAM (SCP) SUMMARY

Agency	Source	Eligible Programs	Areas Addressed
Southern California Association of Governments (SCAG)	Sustainable Communities Grant Program (SCP)	The program awards "Competitive Grants" to local governments. These grants prioritize projects that reduce Greenhouse Gas Emissions, support multi-modal transportation, involve stakeholder/ community engagement, and support related plans like the California Transportation Plan and California Complete Streets Framework[22] .	Plans, non-infrastructure programs

[22] *California Department of Transportation. Draft Sustainable Transportation Planning Grant Program 2025-26 Grant Application Guide. 2024.*

9.2 IMPLEMENTATION PLAN

The LRSP should be evaluated each budget preparation cycle to ensure that the City's roadway safety objectives are being met. The LRSP collision analysis and recommendations should be revised and/or updated, at a minimum, every five years, per Caltrans and USDOT requirements for maintaining a valid safety action plan to then ensure the City's future eligibility for HSIP and SS4A. The City's safety emphasis areas may be revised as additional safety infrastructure and/or programs are implemented.

In developing and evaluating any performance measures for traffic safety improvement, measures should be established within the context of the defined Safety Emphasis Areas, and data needed to measure them should be readily available. For example, if the City wants to use fatal collisions per million vehicle miles traveled (VMT) as a key performance indicator of roadway safety over time, both current collision data and accurate VMT estimates will need to be utilized in a consistent methodology across each year being analyzed in the study. It is also important to note that longer-term safety infrastructure projects and education campaigns can take several years to provide clear improvements.

The City should continue to work with key stakeholders such as Claremont Police Department and Claremont Unified School District in future efforts. The City should also continue to monitor statewide and federal safety priorities and funding opportunities.

APPENDIX A
PROJECT OUTREACH MATERIALS

APPENDIX A.1: STAKEHOLDER LIST

Claremont LRSP
Stakeholder List

Name	Title	Organization	Email	Phone Number	Address
David Diaz	Executive Director	Active SGV	david@activesgv.com		10900 Mulhall St El Monte, CA 91731
		Claremont Streets for People	https://sites.google.com/g.hmc.edu/claremont-streets-for-people/home		
Kevin Ward	Assistant Superintendent Student Servi	Claremont Unified School District	kward@cusd.claremont.edu	909-398-0609 ext. 75001	170 W San Jose Ave Claremont, CA 91711
Terryl Noreen	Facilities Director	Claremont Unified School District	tnoreen@cusd.claremont.edu	909-398-0673	170 W San Jose Ave Claremont, CA 91711
Felipe Delvasto	Project Management	Claremont Unified School District	fdelvasto@cusd.claremont.edu	909-398-0609	170 W San Jose Ave Claremont, CA 91711
Brad Johnson	Community Development Director	City of Claremont	bjohnson@ci.claremont.ca.us	909-399-5342	207 Harvard Ave Claremont, CA91711
Vincent Ramos	Associate Engineer	City of Claremont	VRamos@ci.claremont.ca.us	909-399-5395	207 Harvard Ave Claremont, CA91711
Maria Tipping	City Engineer	City of Claremont	mtipping@ci.claremont.ca.us	909-399-5474	207 Harvard Ave Claremont, CA91711
Mike Ciszek	Police Captain	Claremont Police Department	https://www.ci.claremont.ca.us/government/departments-divisions/police-department/inquiries-information/police-staff-directory	909-399-5403	570 W Bonita Claremont, CA 91711

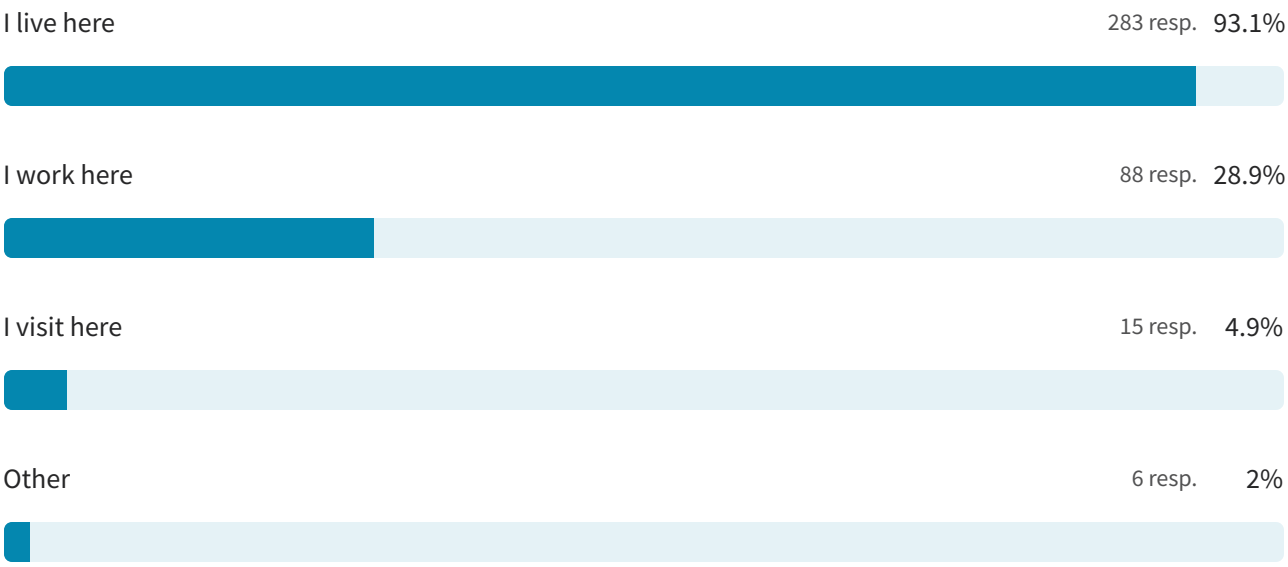
APPENDIX A.2: TYPEFORM SURVEY RESULTS

Claremont LRSP

306 responses

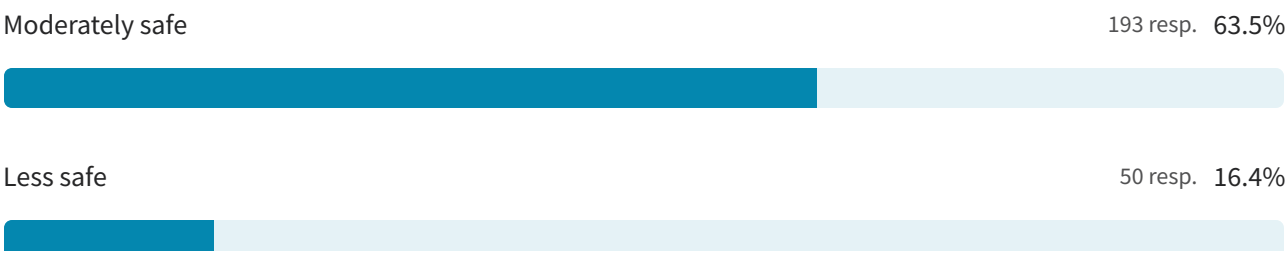
What is your connection to Claremont?

304 out of 306 answered

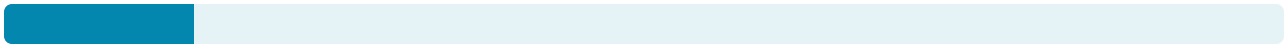


How safe do you find it to drive on local streets in Claremont?

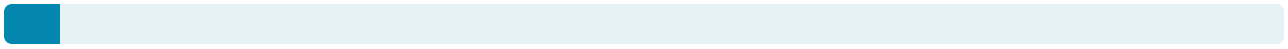
304 out of 306 answered



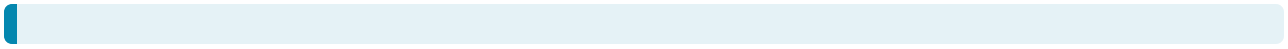
Very safe 45 resp. 14.8%



Not safe at all 13 resp. 4.3%



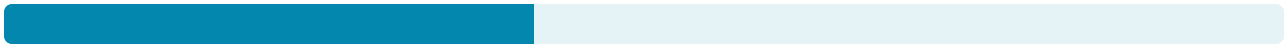
Not applicable (I do not drive and/or own a vehicle) 3 resp. 1%



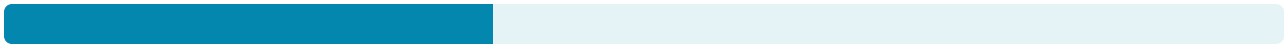
How safe do you find it to walk on local streets in Claremont?

304 out of 306 answered

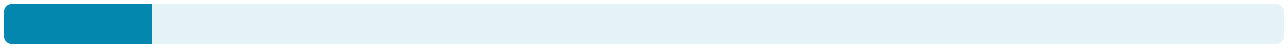
Moderately safe 126 resp. 41.4%



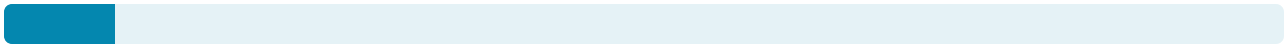
Less safe 116 resp. 38.2%



Very safe 35 resp. 11.5%



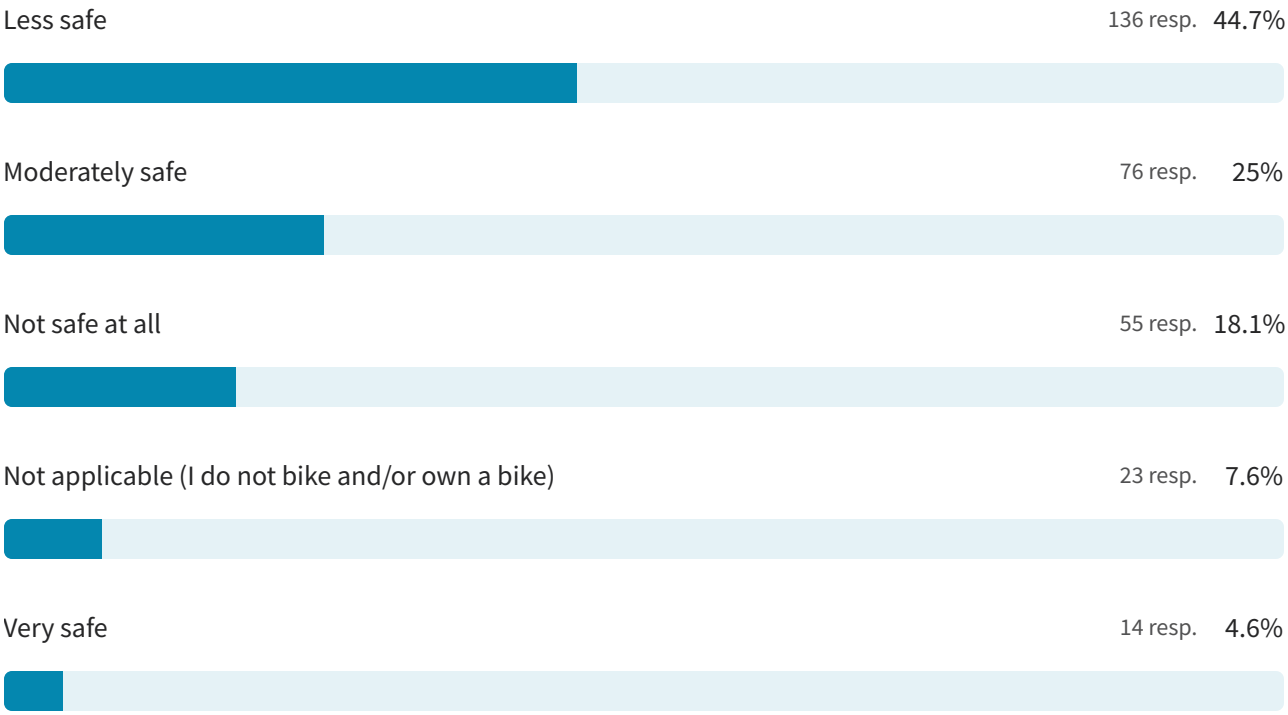
Not safe at all 26 resp. 8.6%



Not applicable (I do not walk) 1 resp. 0.3%

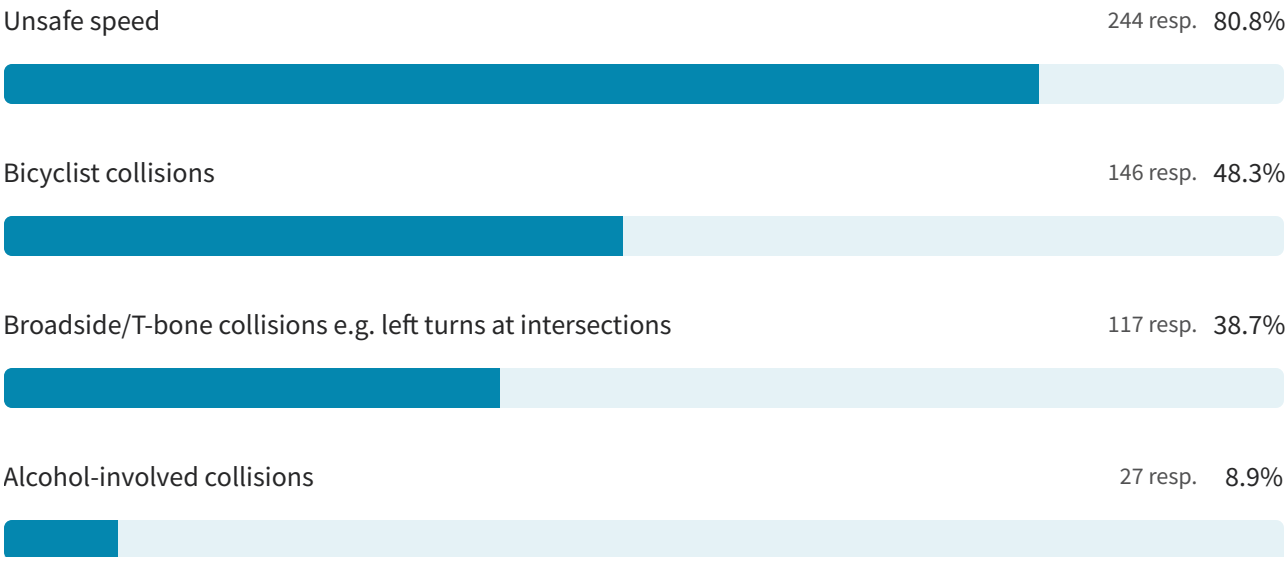
How safe do you find it to bike on local streets in Claremont?

304 out of 306 answered

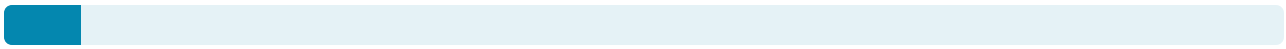


The City has conducted a preliminary analysis and is asking the community which of these areas should be a priority for the City to further analyze. Please select your **top 2** safety concerns that you feel the City should focus on based on your experience on local streets in Claremont.

302 out of 306 answered



None of the above 18 resp. 6%



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Claremont LRSP Typeform Survey Raw Results

#	I live here	I work here	I visit here	Other	How safe do you find it to drive on local streets in Claremont?	How safe do you find it to walk on local streets in Claremont?	How safe do you find it to bike on local streets in Claremont?	Alcohol-involved collisions	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	None of the above	In addition to the safety focus areas that were listed in Question 6, what other safety concerns should the City consider	If you would like to receive information on the Claremont LRSP, please provide your email	Response	Start Date	Stage Date	Submit Da	Network ID	Tags
evzf543juy	I live here	I work here			Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections			Quit building developments in areas that can not accommodate anymore traffic baseline at Indian Hill and mills should have left turn lights so students can cross safely on green light without drivers trying to rush a turn I've watched accidents happen at both intersection that could be avoided nobody is riding non electric bikes north south as its 200 ft elevation change from foothill to above baseline We don't need protected bike lanes when we are a completely car dependent area north of baseline it's a waste of $ Better use of funds to buy la puerta for no more than 2xs what cusd paid for donated land and make it a park have off road bike trails east west connecting green spaces Build all new developments within walking distance to the Metro we are already a 15 minute city don't add any new people unless new jobs are being created for them		completed	2024-06-11		2024-06-11	6446ba8df8	
lf5ano93mr		I work here			Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)				Unsafe speed		failure to stop at stop signs		completed	2024-06-11		2024-06-11	d3f0faddbb	
xdg1pi4pt0	I live here				Less safe	Very safe	Very safe			Broadside/T-bone collisions e.g. left turns at intersections			The bicycle lanes built in the city are very dangerous! I have seen cars hit the curve because of the size of the lane is so reduced. It's not a safe solution to make drivers afraid to drive. We have many older drivers and it makes it harder for them too. All of it needs to be removed for everyone's safety!! It was a failed experiment that is not practical!!		completed	2024-06-10		2024-06-10	4efb93e36c	
alt2jrswya4	I live here				Moderately safe	Moderately safe	Not safe at all		Bicyclist collisions		Unsafe speed		The bicycle improvements on Towne Avenue are unsafe for motorists. The manner in which the sidewalk juts out into the street is very dangerous to inattentive motorists especially at night. I would recommend removing these "improvements " and return Towne Avenue to its original configuration before someone gets seriously injured or dies	plee544@yahoo.com	completed	2024-06-10		2024-06-10	41bbcba93	
iry5o5rhl4r5	I live here				Moderately safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections					completed	2024-05-29		2024-05-29	f92471168	
8pi289wzgj	I live here				Less safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		Arrow highway speeding, running red lights, need more and safer crosswalks all along arrow, specifically from Towne to mills.		completed	2024-05-28		2024-05-28	ecc209b2bi	
x8eptyu2rtc	I live here				Moderately safe	Moderately safe	Moderately safe				Unsafe speed	None of the above	Possibly drivers doing wheelies in intersections; tailgating and unsafe passing	jeansworth@aol.com	completed	2024-05-26		2024-05-26	6bd024173	
3c2j2yynjs	I live here				Very safe	Moderately safe	Moderately safe	Alcohol-involved collisions		Broadside/T-bone collisions e.g. left turns at intersections			Homeless	grajales4@yahoo.com	completed	2024-05-25		2024-05-25	5fe6eaa68b	
x7il4tssdbt	I live here				Moderately safe	Not safe at all	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		In the village Yale Ave should permanently become pedestrian only between First St and Bonita Ave. It is very dangerous for pedestrians and vehicles to co-exist due to the high volume and also high number of vehicles with dark tinted windows! It would be of benefit to people of all ages and a real asset for our city. I personally have had three very close calls as a pedestrian since I moved here four years ago. Also if crossing Base Line Rd could become more pedestrian friendly. If another trolley can be considered, it should run from North to South, where there is the most difference in elevation and more strenuous of a journey on foot as well as further to travel.	tzehfuss@gmail.com	completed	2024-05-21		2024-05-21	fb4e9b5ad	
rmnpav6zli	I live here				Moderately safe	Less safe	Less safe		Bicyclist collisions				Making separated bike lanes, increasing walkable areas and making the streets and housing bike accessible with paths and bike racks. Slowing traffic in areas with bicyclists and pedestrians. Consider making some streets in the village as pedestrian and bike only. Increase outdoor dining areas. It is not safe to have cars parking in bike lanes anywhere.	werth47@gmail.com	completed	2024-05-20		2024-05-20	e3bcf6bba5	
k60bsy3wn	I live here	I work here			Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Pedestrian bridges over major streets with few areas to cross (Foothill, Mills Ave, Claremont Blvd)	lhawkins@g.hmc.edu	completed	2024-05-18		2024-05-18	058af633c2	
fzhmmm27	I live here	I work here			Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		More crosswalks on Mountain Avenue between foothill and Harrison. Lower speed limit on Mountain in same area.		completed	2024-05-18		2024-05-18	27462fcbb2	
ayu7dw52s	I live here				Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		Protect bikes make Claremont a model for safe biking it will help the city be green.	wedge28@icloud.com	completed	2024-05-18		2024-05-18	e0c96f8317	
tjy9crmd7n	I live here	I work here			Moderately safe	Moderately safe	Less safe				Unsafe speed	None of the above	lack of stop at stop signs, lack of turn signals, impatience, use of cell phone while driving		completed	2024-05-18		2024-05-18	206440f39	
ijpp5bvoa6	I live here				Very safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed			s.hoelke@verizon.net	completed	2024-05-18		2024-05-18	6a5f8f3f7b	
vo2b482igf	I live here	I work here			Very safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed			jamiegail42@gmail.com	completed	2024-05-17		2024-05-17	7d0888d09	
bmqdiddn5	I live here	I work here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections					completed	2024-05-17		2024-05-17	047bb30c0	
jl7brmjslbr	I live here				Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		excessive speed on arterials	markdconnelly@yahoo.com	completed	2024-05-17		2024-05-17	a9283bd2c	
1v0q41wru	I live here				Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		Better north/south bike routes	tshelley47@gmail.com	completed	2024-05-17		2024-05-17	051a74ae6	
h1iakg3s6c	I live here				Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			I am very concerned about traffic on Forbes Ave. Most people drive way too fast on our street. Also, exiting Forbes to Baseline traffic is like playing chicken! It's very dangerous. I am even more concerned about the amount of traffic that the new development will bring to Forbes. There will be 50-100 homes built in a very small area at La Puerta. The exit for this new development will be Forbes. The amount of cars traveling too fast, trying to exit until Baseline … will be unsafe and unbearable. Please consider the safety and comfort of those of us who live on Forbes!	mrsallizadeh@yahoo.com	completed	2024-05-16		2024-05-16	564a1721a	
3mgmpmaf	I live here				Moderately safe	Moderately safe	Moderately safe				Unsafe speed		Volume and speed of Indian Hill traffic between Foothill Blvd and Arrow Hwy! Especially in Memorial Park area!	karen.kmr@icloud.com	completed	2024-05-15		2024-05-15	57d1a9ef68	
bx3mhtrd7z	I live here				Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Bicycle safety on Indian Hill Blvd—especially south of Foothill. Bicycle and pedestrian safety at Baseline and Monte Vista.	tilgen@pitzer.edu	completed	2024-05-15		2024-05-15	aafe49112	
faeu7zt3bj	I live here				Moderately safe	Less safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed		Driving through red lights is common. Disregard for pedestrians by drivers. Delivery trucks speeding through neighborhoods. Construction trucks speeding through neighborhoods. Not frequent enough crossings on Baseline leading to people crossing very unsafely	LJMULROY@GMAIL.COM	completed	2024-05-14		2024-05-14	47f44f19a5	
eabngj21jc		I work here			Moderately safe	Very safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Safety in certain areas of the city specially Foothill Blvd		completed	2024-05-13		2024-05-13	58de9a57c	

Claremont LRSP Typeform Survey Raw Results

ns4disd2cc	I live here		Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Speed on Arrow highway, at College Ave. intersection and Indian Hill intersection. People are constantly running the red light.	vfree2b77@gmail.com	completed	2024-05-13	2024-05-13 80b7bf9c65
w7gcn91gy	I live here		Less safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed	No regard for bike safety; little regard for pedestrian safety. For example, arrow highway is terrifying to walk/bike along and crosswalks are few and far between. Cars routinely race through the red light at arrow and the end of oakdale drive/LA West liquor store while people are trying to cross the crosswalk. Claremont should focus on safer streets that prioritize the movement of people (not cars!), and protect vulnerable road users who use active transportation. The focus should be on infrastructure that is safe and accessible for all ages and abilities.	hanselmann.rhea@gmail.com	completed	2024-05-12	2024-05-12 ecc209b2b
hkffh9ekt3z	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	Cyclist safety needs to be a top priority as we move to more efficient, environmentally friendly transportation solutions.		completed	2024-05-10	2024-05-10 a3e5f8b8b4
mdlgdtl0mc	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			lexiduffy.22@gmail.com	completed	2024-05-10	2024-05-10 d49c639ab
48wnbsqfdi	I live here	I work here	Moderately safe	Moderately safe	Less safe	Alcohol-involved collisions			Unsafe speed	College ave and 2nd st. People cross all the time from the post office and library side across college ave to the pomona college side. Crosswalk or signs needed?		completed	2024-05-09	2024-05-09 a60e565a5
xvbnqaktfvz	I live here		Moderately safe	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	I think that instead of the cops sitting doing speed traps on foothill in the real estate parking lot. Waiting for the speeders coming to them.They should be patrolling the city. Driving by the parks and the schools. Making their presence notice to the community. Not hiding behind trees catching someone for speeding.		completed	2024-05-09	2024-05-09 1b2c2840ff
f83rhvu30d	I live here		Moderately safe	Less safe	Not safe at all				Unsafe speed	Speed on Mills Ave at Russian Village	ssnowiss@pitzer.edu	completed	2024-05-09	2024-05-09 582dd1308
89oc0a7jwx	I live here		Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	some small street's intersections do not have enough light.		completed	2024-05-09	2024-05-09 e44737a86
94vj448lejs	I live here		Very safe	Very safe	Very safe	Alcohol-involved collisions			Unsafe speed	Parking congestion in downtown		completed	2024-05-09	2024-05-09 9dcd2a956
r0f2zixs4igr	I live here		Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed	Road safety around school drop offs and pick ups		completed	2024-05-09	2024-05-09 e170690bc
ulusi1abm6	I live here		Moderately safe	Not safe at all	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	VERY unsafe for walkers to cross streets. Drivers almost always fail to stop at the correct distance before stop signs and crosswalks (especially drivers making a right turn who are looking to the left for oncoming traffic). Many drivers simply coast through stop signs and crosswalks without stopping at all. As a daily walker for many years, this is a constant danger, and I have never seen this violation enforced.		completed	2024-05-09	2024-05-09 2d73185b7
ihilaionmu8	I live here		Not applicable (I do not drive and/or own a vehicle)	Less safe	Less safe		Bicyclist collisions		Unsafe speed	Pedestrian and child safety.	steveandaitch@yahoo.com	completed	2024-05-09	2024-05-09 53bbb849a
1zxknjcpau	I live here		Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	listening only to bike interest groups with specific agendas that are incompatible or incoherent with the way the rest of the city and broader area are designed and the way drivers actually behave in real life.	ctudor@gmail.com	completed	2024-05-09	2024-05-09 cd9060e99
5emjt8kju6i	I live here	I work here	Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions			Unsafe speed	People forcing bike improvements (ie Class 4 bike lanes) in inappropriate areas.		completed	2024-05-09	2024-05-09 f92471168
4yfvyykhqvi	I live here		Less safe	Less safe	Less safe	Alcohol-involved collisions			Unsafe speed	Speeding in the neighborhoods should be top priority	esancho1415@gmail.com	completed	2024-05-09	2024-05-09 fe263e4f6b
5fx2ecbzk3	I live here		Moderately safe	Moderately safe	Very safe				Unsafe speed	The narrowing of town ave towards the 210fwy. Seems very likely a car will hit the newly constructed bike lane curbing. It needs to have much more safety reflective signage warning of narrowing road ahead! Also, I now feel like Iam going to be rear ended when turning on to Scripps dive now that the turn lane has been taken away!	Tim91711@gmail.com	completed	2024-05-09	2024-05-09 6abe5d8d3
1j6cgwmipf	I live here		Less safe	Less safe	Moderately safe				Unsafe speed	Russian Village needs special consideration for pedestrian/bike safety concerns	einklein@verizon.net	completed	2024-05-09	2024-05-09 5ab997868
pm85qbrx5	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	The traffic on south mills (running through the Russian village historical district) is very excessive. This street is historic and the buildings are rattled by trucks and traffic driving down the street.	bennettsellkline@gmail.com	completed	2024-05-09	2024-05-09 27598e40b
z2guw7m8t	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	Pedestrian crossings outside of the village	luckyrabbit2022@duck.com	completed	2024-05-09	2024-05-09 db60d48cd
dmew8krkp	I live here		Less safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	ability for all kids and adults to bike ride safely to schools, grocery stores and parks locally	millerlofy@gmail.com	completed	2024-05-09	2024-05-09 242a4926b
rtehxj74luu	I live here		Moderately safe	Very safe	Moderately safe				Unsafe speed			completed	2024-05-09	2024-05-09 3cd9acc8bl
e9rxzrrd49	I live here		Moderately safe	Less safe	Less safe				Unsafe speed	For me it is way to much traffic, need to do something to discourage people from using Claremont Blvd/South Mills Ave as a shortcut to or from Interstate 10	WAYNEB49@YAHOO.COM	completed	2024-05-09	2024-05-09 3cd9acc8bl
fp9hy6sb7f	I live here		Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed	Pedestrian Safety - Crosswalks, lights, speed control	freitas.anthony@gmail.com	completed	2024-05-08	2024-05-08 92c96404d
vjvl7c6kpk	I live here		Less safe	Moderately safe	Not safe at all		Bicyclist collisions		Unsafe speed	Russian village traffic is unsafe and destructive to the historic neighborhood	kmorton@llu.edu	completed	2024-05-08	2024-05-08 5cdbb971d
bj6131zjgid	I live here	I work here	Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	I want my city to prioritize COMMUNITY, the safety of pedestrians and bikes, to make it more accessible for all skill level riders to ride bikes safely, and to encourage all to leave their cars at home more often. Thank you.		completed	2024-05-08	2024-05-08 7466cd564
xip8ys1r80t	I live here	I work here	Very safe	Very safe	Not applicable (I do not bike and/or own a bike)				Unsafe speed	Speeding is an issue, especially Indian Hill and other thoroughfares with long stretches and nothing to calm traffic or sparse enforcement.		completed	2024-05-08	2024-05-08 e50bbca50
qji2wdnp0y	I live here		Very safe	Very safe	Moderately safe		Bicyclist collisions		Unsafe speed			completed	2024-05-08	2024-05-08 6a5f8f3f7b
9jy8qmj14fi	I live here	I work here	Moderately safe	Less safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		lack of bicycle lanes/shoulders on Arrow Highway	jpgowdy@gmail.com	completed	2024-05-08	2024-05-08 1b18cc2a5
cegkv95j61	I live here		Not safe at all	Not safe at all	Not applicable (I do not bike and/or own a bike)				Unsafe speed	As a Pedestrian, more than not drivers are aggressive and do not give me the right of way, even when I'm in the middle of the crosswalk or with a walk sign crossing area. It's dangerous and scary for me as a pedestrian in Claremont. Aggressive attitude towards me when drivers are making right and left turns when I'm crossing the street. Speeding is often a factor on West Bonita Ave where I often walk.	kathrynmora@gmail.com	completed	2024-05-08	2024-05-08 93a3e8d97
q4thp64pta	I live here	I work here	Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed	the bike lane network completely ignores intersections, leaving cyclists with no designated space to pass through, yet intersections are the most dangerous, common place for crashes for cars/pedestrians/cyclists alike	angela.t.oakley@gmail.com	completed	2024-05-08	2024-05-08 9b117c4b3
2502k0f0c2	I live here	I work here	Very safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed			completed	2024-05-08	2024-05-08 37ce72489
j4zicv1vtx7	I live here		Less safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed	Make guarded bicycle lanes a priority. More speed bumps in speed prone areas in our neighborhoods. Create greater public awareness for safe driving.	almoreno13@gmail.com	completed	2024-05-08	2024-05-08 3161c3d02
6qlc80kjnw	I live here		Moderately safe	Moderately safe	Not safe at all		Bicyclist collisions		Unsafe speed	no idle ordinance to improve local air quality to make it safer for bicyclists and pedestrians to ride and walk without the risks of breathing in toxic car exhaust		completed	2024-05-08	2024-05-08 fadcbc2eb2
jegl5ls4jd1t	I live here	I work here	Not safe at all	Not safe at all	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Pedestrian Safety especially at intersections	erik.griswold@gmail.com	completed	2024-05-08	2024-05-08 bdaebfafbe

Claremont LRSP Typeform Survey Raw Results

cpezgctpzt	I live here		Moderately safe	Very safe	Very safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Put speed bumps on Scripps Dr!		completed	2024-05-08	2024-05-08 f3e08ab5bb
0lyxv0ri8t	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed				completed	2024-05-08	2024-05-08 93e2039d4
tmqdadtm8	I live here		Very safe	Moderately safe	Moderately safe				Unsafe speed		N/a	ryabut77@yahoo.com	completed	2024-05-08	2024-05-08 2aaa85a82
k28497t9bf	I live here		Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		The primary focus area should be safety for pedestrians and bikers, particularly students walking and biking to schools like El Roble. Safety of pedestrian crossings, like those across Foothill Blvd need, should also be prioritized.	msridhar@gmail.com	completed	2024-05-08	2024-05-08 a907a45db
4n65iiocwo	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed				completed	2024-05-08	2024-05-08 06f48bd5f3
1ul2ljqjsadk	I live here		Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions			Unsafe speed		Lack of speed monitoring	Jamesbruins@hotmail.com	completed	2024-05-08	2024-05-08 63c42d820
c1q7afj8xw	I live here	I work here	Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Scripps Dr between Towne and Mountain. Drivers speed down this street. We are close to an elementary school and it is dangerous to the children. Any accident on the 210 or Baseline results in drivers driving at too fast a speed from Towne towards Mountain on Scripps Dr.		completed	2024-05-08	2024-05-08 3a7a2f1c0
ja7a626kig	I live here		Not safe at all	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		We live on Scripps Drive, between Towne and Bridgeport. People speed down our street as if it is a freeway. They often tailgate those of us who are driving at a safe speed. They will also whip in the on coming lane to pass, risking a head on collision. Extremely scary and dangerous. We are in need of immediate attention to correct this issue. It is only a matter of time before we have a fatality.	ibedad93@gmail.com	completed	2024-05-08	2024-05-08 edaf2cd05e
8yity1q9o2	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed			d_robinson75@yahoo.com	completed	2024-05-07	2024-05-07 a25f42161
3nabte52kk	I live here	I work here	Less safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Possible traffic cameras at Foothill and Towne, and speed control on Towne.	emilyorr18@gmail.com	completed	2024-05-07	2024-05-07 fea206740
17ba4wtgh	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed		Shorten the time it takes a red light to change when no cars are coming the other way. Smart sensor systems, not "dumb" timers.	paradiseroadmedia@gmail.com	completed	2024-05-07	2024-05-07 b71a7b863
oordm7t4qk	I live here		Moderately safe	Very safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed				completed	2024-05-06	2024-05-06 b40076c31
w7ey62kg4	I live here		Very safe	Not applicable (I do not walk)	Not applicable (I do not bike and/or own a bike)					None of the above	Towne Ave improvement north of Foothill has too much narrowing lanes and a right turn southbound at Briarcroft is difficult due to a lack of payment area caused by extension of planter curved concrete	kensakarman2@aol.com	completed	2024-05-06	2024-05-06 5d51ca791
qxgyyroe7x	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		Pedestrian crossings	Skipworth@hotmail.com	completed	2024-05-06	2024-05-06 26321361b
q52r4dbfkk	I live here		Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		School zone safety during morning and afternoon hours		completed	2024-05-05	2024-05-05 b529db41f
akhizxv5a8	I live here	I work here	Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		I wish our crosswalks were more noticeable. Install blinking lights on crosswalks. Red curb parking by privileged parents needs attention. Traffic pattern near schools public and private. Traffic at Indian hill and 10 Traffic flow and intersection of San Jose and Oak Park/Mills.	wipper140@gmail.com	completed	2024-05-05	2024-05-05 58c2b4c67
nwk2x4mhj	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)				Unsafe speed		Potholes	cashmereforacause@gmail.com	completed	2024-05-05	2024-05-05 604e5b73b
ilerpqjgq5z	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)	Alcohol-involved collisions			Unsafe speed		Cyclists ought to obey traffic laws Making sure that bicyclists follow traffic rules.		completed	2024-05-05	2024-05-05 02cfabcce6
np7b5qinrt	I live here	I work here	Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed				completed	2024-05-04	2024-05-04 b966b2a7e
nyjkw5icetv	I live here		Less safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Red-light runners constantly, people stepping off the curb randomly without looking.		completed	2024-05-04	2024-05-04 1809f0041
vepqb48pm	I live here		Moderately safe	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Failure to stop at stop signs and right on red turns	mail@kekone.com	completed	2024-05-04	2024-05-04 4e7253bc9
n26rqmbs8	I live here		Very safe	Very safe	Very safe	Alcohol-involved collisions			Unsafe speed				completed	2024-05-04	2024-05-04 9bc34ccd8
nzr9gm8jqs	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Potholes on streets. Leveling sidewalks (trip hazards caused by tree roots lifting up pavement)		completed	2024-05-04	2024-05-04 5548e7161
6qd0y8qgtj	I live here		Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Walkability		completed	2024-05-04	2024-05-04 42558149b
l5aplgcvh6	I live here	I work here	Less safe	Less safe	Not safe at all		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			I want city streets that prioritize the movement of people, not cars. As a bicyclist I often feel very unsafe because of the high speed cars and mostly unprotected bike lanes. I think the protected lanes on Foothill are a great start if you're going to bike next to high speed traffic.	soundtracknoon@gmail.com	completed	2024-05-04	2024-05-04 488786580
9cwdat7q6	I live here	I work here	Moderately safe	Less safe	Less safe	Alcohol-involved collisions			Unsafe speed			dobbs.erica@gmail.com	completed	2024-05-04	2024-05-04 8e27862e2
aaqj5jybk8	I live here		Not applicable (I do not drive and/or own a vehicle)	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		Prioritizing the safety of non-car users of the road and land, e.g. people who walk or bike. This is related to my concerns above about safety and speed. There must be dedicated, PHYSICAL infrastructure in order to make it safer for pedestrians and bicyclists to use the road. Such infrastructure should also be chosen to enable self-enforcing speed limits, i.e. narrowing the road, adding more intersections, crosswalks, traffic lights/stop signs, etc. in order to tap into human psychology and how drivers interpret roadway design to inform their driving speed.		completed	2024-05-04	2024-05-04 95e849561
w4mpz17k	I live here	I work here	Not applicable (I do not drive and/or own a vehicle)	Moderately safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed		The city should consider prioritizing people and pedestrian movement over cars, including accessible infrastructure like sidewalks everywhere and further protections for bicyclists through designated bike lanes to protect this vulnerable population.	alpo2022@mymail.pomona.edu	completed	2024-05-04	2024-05-04 c3fe80568
2q4rzw8ry6		I work here	Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed				completed	2024-05-03	2024-05-03 7c4b3427c
1udg9agj3c	I live here	I work here	Very safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		Pedestrian safety, especially crossing Mills, Indian Hill, Town and Mountain, or crossing side streets while on those roads - cars turn too fast.		completed	2024-05-03	2024-05-03 d4d167465
4dwo24nze	I live here	I work here	Very safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		ADA compliance/safety for sidewalks, and state of road and sidewalk repair	laura.kotovsky@gmail.com	completed	2024-05-03	2024-05-03 c3fe80568
170kciajx9	I live here		Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Speeding on Arrow Hwy especially by Oakmont		completed	2024-05-03	2024-05-03 e188dc933
kh3mxg25v	I live here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		Need motorists to pay more attention to cyclists and pedestrians. My sons ride their bike to school and my middle schooler says that he has several close calls each week, with drivers purposefully driving too close to him (walking his bike with the light across the crosswalk) and generally not showing enough care in all other situations.	johncmarler@hotmail.com	completed	2024-05-03	2024-05-03 3c3d86a55
pqnusy6tfr	I live here	I work here	Moderately safe	Moderately safe	Less safe				Unsafe speed		Increase protected bicycle lanes, and increase driver education about bicycle safety.	adolph@hmc.edu	completed	2024-05-03	2024-05-03 78b03d8d5

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2jpent8btpr	I live here			Less safe	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	The intersection of Towne and Baseline is very unsafe. The left hand turn from Baseline going east turning south on Towne has frequent accidents and near misses. The proximity of the freeway onramps causes drivers to shave it close and not look for pedestrians in the sidewalk. This is particularly dangerous as there are pedestrians crossing to access Thompson Creek Trail and many cyclists use Baseline.	catherinerbenham@gmail.com	completed	2024-05-03	2024-05-03 8c9f18e0ee
joks3q0n8ix	I live here			Not safe at all	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed	I want safer streets that prioritize the movement of people (not cars), and protect vulnerable road users using active transportation and infrastructure that is safe and accessible for all ages and abilities.	sgbmgb@gmail.com	completed	2024-05-03	2024-05-03 bc6a56f6aa
orupgwnth5	I live here			Moderately safe	Not safe at all	Not applicable (I do not bike and/or own a bike)				Unsafe speed	Drivers make left and right turns when pedestrians are crossing and sometimes in the middle of the street. Drivers make right turns when pedestrians have stepped of the curb because the signal is green and the Walk Sign is on. The law state, "Pedestrians have the right of way."	kathrynmora@gmail.com	completed	2024-05-03	2024-05-03 93a3e8d97
yoo0gt6mbj	I live here	I work here	I visit here	Very safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed			completed	2024-05-03	2024-05-03 d49c639ab
0vxabf7pc1	I live here			Less safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Drivers do not stop at stop signs. They either roll through or ignore them entirely.	denise.spooner@verizon.net	completed	2024-05-02	2024-05-02 a8592b1d7
04ld8t4lcld	I live here			Less safe	Less safe	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Sidewalks are not flat many are lifting. Crosswalks are not well maintained and need to be lit. Also crosswalks do not align with signals		completed	2024-05-02	2024-05-02 2ef1dad7d0
kuzbgdoqv	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		Lots of kids from the Cinderella neighborhood go to school at Oakmont elementary and have to cross the intersection of Indian Hill and Arrow Hwy to get to school on foot. This is an unsafe intersection, especially for people with kids in tow. The cars making right turns often don't see the pedestrians trying to cross the street.		completed	2024-05-02	2024-05-02 737dcb3f7
2h5bhb9w6	I live here	I work here		Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed	cars speeding through traffic lights and stop signs--a daily occurance		completed	2024-05-02	2024-05-02 0857a8d63
syyzeg0klbj	I live here	I work here		Moderately safe	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed	Think in terms of complete routes, rather than just streets and intersections. How might students bike to El Roble from points north and south? If a college student wishes to bike from Scripps to CVS, what are the pinch points she will encounter and how might those be alleviated?		completed	2024-05-02	2024-05-02 4a3926b2c
hmfiejqmtis			I visit here	Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed		tlc36c@gmail.com	completed	2024-05-02	2024-05-02 c097093eb
po0bryakkc	I live here	I work here		Moderately safe	Less safe	Not safe at all	Alcohol-involved collisions	Bicyclist collisions			Look at streets used for commutes to schools- ie Mountain Ave and Indian Hill (Indian Hill needs a protected bike lane too!)	kparfitt@pomona.edu	completed	2024-05-02	2024-05-02 ebc77a599
17bgl9mn3	I live here			Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Adding additional stop signs and/or lights at San Jose and Mills		completed	2024-05-02	2024-05-02 e0a4082e2
j5zres5mz6			I visit here	Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed	Increased connectivity of bicycling infrastructure	dStrangeRider@gmail.com	completed	2024-05-02	2024-05-02 9ba7fd0fff
swdkegz8q	I live here			Moderately safe	Less safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions		Unsafe speed			completed	2024-05-02	2024-05-02 d9fb135f8f
3kypiqaso1	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed	Protection and physical separation of different modes of transit when it is relevant (like on arterials)		completed	2024-05-02	2024-05-02 c3fe805684
s15bfe5uxg	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		Claremont needs more complete streets and protected bike lanes. Safer crossings and bike/ped options on major streets (Mountain, Town, Indian Hill).	jillguidera@gmail.com	completed	2024-05-02	2024-05-02 e09eb59aa
1wzqc80yv	I live here			Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	more bike lanes, wider bike lanes, more pedestrian lanes only access i.e. bridge, tunnel	firefly19@msn.com	completed	2024-05-02	2024-05-02 d834fd43ae
t2q2777sc	I live here			Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		jeffbrowndrums@gmail.com	completed	2024-05-02	2024-05-02 73b6d1393
mx7w1vbd7	I live here	I work here		Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed	Pedestrian street crossings. Protected space for cyclists. More traffic calming	zigguratmonk@gmail.com	completed	2024-05-02	2024-05-02 e26c5743b
nyg3i4o1etf	I live here			Moderately safe	Less safe	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Traffic mitigation measures; better safety zones for kids walking to school; distracted driving		completed	2024-05-02	2024-05-02 a6d1b3836
cp771luju6	I live here			Less safe	Not safe at all	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Drivers regularly ignore crosswalks, and speed through them even when pedestrians are in them. There are more people doing 'rolling stops', there are more people looking at their phones rather than focusing on the road, there are more people speeding (College, Mountain, Scripps), and there is virtually no enforcement. I've lived (and walked here) for over 25 years. It has steadily been getting more dangerous to be a pedestrian.	goshgollygee123@gmail.com	completed	2024-05-02	2024-05-02 6fd8dfada0
fhze8jn7x4	I live here			Moderately safe	Less safe	Moderately safe	Alcohol-involved collisions		Broadside/T-bone collisions e.g. left turns at intersections		School side walks and crosswalks should be enforced after school and before school hours and there should be a blinking stop sign on the crossing line marks.	emmymacias90@gmail.com	completed	2024-05-02	2024-05-02 fd478c00d5
czbyczzid9	I live here			Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions		Broadside/T-bone collisions e.g. left turns at intersections				completed	2024-05-02	2024-05-02 d35902cb3
zkhu5vv2gl	I live here			Less safe	Less safe	Less safe	Alcohol-involved collisions	Bicyclist collisions			Busy streets (Arrow & Foothill)	aracely_omcu@yahoo.com	completed	2024-05-02	2024-05-02 8319c08f0
j39ifi97dl	I live here			Very safe	Very safe	Less safe		Bicyclist collisions		Unsafe speed	Speed and traffic around the school	hoffmanstacy1313@yahoo.com	completed	2024-05-02	2024-05-02 376a24dd1
st0qss9ue1	I live here		I volunteer here	Moderately safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Traffic flow (and parking) especially around schools.	pmhawkes@verizon.net	completed	2024-05-02	2024-05-02 d7d9a5018
f19orxn0zt	I live here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		I think school drop off areas/zones are very dangerous, they seem chaotic.	archstevej@gmail.com	completed	2024-05-02	2024-05-02 91489a84e
e18uyq3eip	I live here	I work here		Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Safer bike lanes on the main streets (Mountain, Mills, Indian Hill).		completed	2024-05-02	2024-05-02 2a5fd20113
qnrz4pjk1s	I live here			Moderately safe	Less safe	Moderately safe	Alcohol-involved collisions			Unsafe speed			completed	2024-05-02	2024-05-02 e1a821d9e
jq38tb7we6	I live here	I work here		Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Dedicated left turn signals At Arrow/College		completed	2024-05-02	2024-05-02 3265bd32a
viztvf5tdo8	I live here			Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)			Broadside/T-bone collisions e.g. left turns at intersections		The intersection at San Jose and Mills feels very dangerous at high traffic times like school drop off times and after work times. I think if a light could be implemented there it would be safer.		completed	2024-05-02	2024-05-02 e0a4082e2
wfckhb413i	I live here	I work here		Moderately safe	Less safe	Less safe				Unsafe speed			completed	2024-05-02	2024-05-02 604e50c24
jxr96iec9k4	I live here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		Pedestrian safety, crosswalks (children walking/biking to school).		completed	2024-05-02	2024-05-02 59f50287b5
771s6ggzjn	I live here			Moderately safe	Less safe	Not applicable (I do not bike and/or own a bike)		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		There is a crosswalk in South Claremont next to Blaisdell Park. The marked pedestrian walk is fading and there are NO SIGNS indicating that it's a crosswalk. Several times we have had cars blow through the crosswalk as we were attempting to cross with our kids. People speed down College and through this crosswalk making it unsafe to cross.		completed	2024-05-02	2024-05-02 fecd6a8dfb
ee478ouzx	I live here			Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)	Alcohol-involved collisions			Unsafe speed	Poor/minimal street lighting that diminishes safety generally and makes it difficult to see sidewalk unevenness. As streets get wider, it is increasingly difficult for pedestrians to cross. Having "refuge islands" between the two lanes would provide additional safety.	Sheryl_inda@yahoo.com	completed	2024-05-02	2024-05-02 482fc26874
z3w5uyx5k	I live here			Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Enforcing spots with no right turn on red.	smkorman@gmail.com	completed	2024-05-02	2024-05-02 3403a9119
2wpi7xts5n	I live here			Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	The dangerous intersection at College and Arrow. At minimum put a left turn light in.		completed	2024-05-02	2024-05-02 a5767f1ba0

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ffnud7szj6v	I live here	I work here	Moderately safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed		Police cars not following the law, speeding on residential streets without their sirens on, not utilizing their turn signal, going over the speed limit, not stopping at stop signs. On a daily basis and every single time I see them driving.	marionrobar@yahoo.com	completed	2024-05-01	2024-05-01 15de2e028
lko8xp0z3x	I live here		Moderately safe	Moderately safe	Not applicable (I do not bike and/or own a bike)			Unsafe speed		potholes and pavement markings		completed	2024-05-01	2024-05-01 3aa7210cd
5joa3u4elvt	I live here		Not safe at all	Not safe at all	Not applicable (I do not bike and/or own a bike)		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		We need more traffic slowing mechanisms. Other cities have blinking lights that go on at crosswalks that help slow traffic or alert drivers for pedestrians. We need innovative traffic calming measures in the wider streets of Claremont.		completed	2024-05-01	2024-05-01 ddcb7f2e8
ne5rm4aa7	I live here		Less safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		I live on Northwestern. There are at least 4 schools that are within a mile radius of my house. This causes an influx of parents to us our street to get their kids to/from school. I have regularly witnessed parents both on Northwestern and Harrison drive at high speeds, do uturns in the middle of the street with children near by, near misses. It feels extremely unsafe. I also have had drag racing down our street. The intersection of Butte and Mountain needs a traffic light and crosswalk. End of story. Heading North on Mountain, turning right onto Foothill, the light pole literally blocks the view of the driver if pedestrians are there crossing the street. Unbelievable High Speed witnessed daily on Foothill, people running red lights on foothill, on Mountain, on Padua/Claremont - it is beyond ridiculous and extremely dangerous. Recently I have seen more officers out giving tickets which has helped. But it is out of control. Heading up or down from Baldy is the same story. In the Village during the weekends - people	katididd@live.com	completed	2024-05-01	2024-05-01 ddcb7f2e8
9j9gdu5hck	I live here		Moderately safe	Less safe	Not safe at all		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		My son walks to middle school and has almost been hit in a crosswalk twice. Distracted drivers. We need more signage at crosswalks.		completed	2024-05-01	2024-05-01 dbfacb090
xz5xq7gfpe	I live here	I work here	Moderately safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed		As a pedestrian crossing Foothill Blvd (especially from south to north) at Indian Hill Blvd, cars turning right onto Foothill during a red light, often don't see me or just don't stop, even though I have the pedestrian light to cross. I've lived in Claremont for over 20 years and used to find motorist were very aware of pedestrians and their was a culture of pedestrians always having the right of way. This concept is rare now. Drivers don't actively look for walkers and bikers, many are eager to get ahead of you rather than wait, and many are distracted or ignore the right of way. I would love to see a campaign that brings awareness to bikers and pedestrians, encourages more walking and biking, and creative ways to keep Claremont's walkers and bikers safe.	mleyeball@yahoo.com	completed	2024-05-01	2024-05-01 783e3add4
gwbobjt8o2	I live here		Very safe	Moderately safe	Moderately safe	Bicyclist collisions		Unsafe speed		Traffic calming measures, especially in neighborhoods and around schools	Richardmendoza4344@gmail.com	completed	2024-05-01	2024-05-01 d26311e43
lx3qg1agcp	I live here		Moderately safe	Less safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		College and Arrow Highway tends to have a lot of traffic collisions. An arrow turn signal on Arrow Hwy would be helpful. In the village it would be helpful to have a turn signal on Indian Hill and First. There should also be a pedestrian only signal where no cars can go and then all cars can then take their allocated turn in that intersection to prevent accidents and make it safer for pedestrians. Oak Park on the east side of Indian Hill is also dangerous. Sometimes cars are parked on both sides of the street and there is not enough space for 2 way traffic and then a car can turn quickly and cause an accident due to space and visibility. That curb area on Oak Park closest to Indian Hill should be painted red on both sides so that traffic can get through and prevent collisions. A turn signal on Indian Hill and Oak Park intersection would also be helpful due to lack of visibility for the turn.	anazbarriga@gmail.com	completed	2024-05-01	2024-05-01 7bc53fa40
c09zkdyaxf	I live here		Moderately safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed		Safety education: street design & fostering a culture where residents and visitors intuitively understand that streets are for multiple forms of mobility.		completed	2024-05-01	2024-05-01 1e5b50bb5
giorzcinrc9t	I live here		Moderately safe	Less safe	Not safe at all		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Potholes and people running red lights		completed	2024-05-01	2024-05-01 14ae5ca21
5rt5jnmhz4	I live here		Moderately safe	Moderately safe	Less safe	Bicyclist collisions		Unsafe speed		Improved bike infrastructure	leswbrown3@gmail.com	completed	2024-04-30	2024-04-30 e09eb59aa
hm6i0n9h4r	I live here	I work here I visit here	Very safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed				completed	2024-04-30	2024-04-30 5c6f3bb46
189rpdfu4rl		I visit here	Moderately safe	Moderately safe	Less safe	Bicyclist collisions		Unsafe speed				completed	2024-04-30	2024-04-30 992d61ef7
vxlzyre2nv	I live here		Moderately safe	Moderately safe	Less safe	Bicyclist collisions		Unsafe speed		Running stoplights (Indian Hill and San Jose) running stop signs (e.g., Cucamonga and Mills).	g.richard.rees@gmail.com	completed	2024-04-30	2024-04-30 befcbd3365
r057ayyvnc	I live here		Moderately safe	Less safe	Less safe			Unsafe speed	None of the above	Instead of just focusing on preventing crashes, the city should adopt policies that increase bike and pedestrian trips while decreasing car trips, by making pedestrians and bikes feels safe crossing streets like Indian Hill and Mountain and helping parents feel safe letting their kids bike and walk to school.	jmawhorter@pomona.edu	completed	2024-04-30	2024-04-30 7bf61c94c
fd45mq9xyf	I live here	I work here	Very safe	Moderately safe	Moderately safe	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Bad student pedestrian habits near the colleges. Walking into the street mid block, crossing intersections without any thought that there may already be a car mid intersection. I work here too. The students must adhere to laws too.		completed	2024-04-30	2024-04-30 0893a7219
8cxn61exm	I live here		Moderately safe	Very safe	Very safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		The proposed bike lanes create more danger to the general public than anything by tying up emergency vehicles for unnecessary calls that wouldnt have happened had those not existed. Will eventually block emergency vehicles from residential areas. The only problem we have right now is a lack of Policing of traffic and cyclists.	michael.vickers248@gmail.com	completed	2024-04-30	2024-04-30 cdd202fe64

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obsxlj5c3kj	I live here			Moderately safe	Very safe	Very safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		The new curbs installed and proposed to be installed for the new bike lanes are very dangerous for cars. They are creating too narrow of lanes for cars. Especially when you add trash cans, parked cars, and/or emergency vehicles that need to get by.	rebecca@uia.net	completed	2024-04-30	2024-04-30	cdd202fe64
7f4wfm8d3i	I live here			Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed				completed	2024-04-30	2024-04-30	c5cb5d01b
otgpxf1amq	I live here	I work here		Moderately safe	Less safe	Less safe	Bicyclist collisions		Broadside/T-bone collisions e.g. left turns at intersections			People blow through stop signs all. the. time. I think we might need traffic cameras. I also worry about how parking spots made for regular sized cars now have massive tall trucks in them, and visibility is terrible for reversing or parking as a result. Perhaps Village parking spots can have a max size restriction.	bintmanga@gmail.com	completed	2024-04-30	2024-04-30	e97bd2ae4
24zwnkvjpi	I live here			Very safe	Less safe	Less safe	Bicyclist collisions			Unsafe speed				completed	2024-04-30	2024-04-30	5c6f3bb46
rthj0mq8yi	I live here	I work here	I visit here	Very safe	Less safe	Less safe	Bicyclist collisions			Unsafe speed				completed	2024-04-30	2024-04-30	5c6f3bb46
wzp88ycq8	I live here	I work here		Moderately safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		light on Towne and Baseline - needs a green arrow		completed	2024-04-30	2024-04-30	2c3bea00a
wlqwmi7pyf	I live here			Less safe	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Safety in school zones!! Speed bumps, 3D cross walks, water flow during rain storms, more crossing guards! Less cars, get some electric shuttle buses going. Go look at Boulder, Colorado as a model! Our claremont streets are a mess! Also, this survey should be expanded. I'd be interested to know what parents of school aged kids say, vs other demographics. Also define what safe means and at what time of day.		completed	2024-04-30	2024-04-30	967ff28ce0
0cmy6pbkf	I live here			Less safe	Very safe	Moderately safe				Unsafe speed		Put a traffic control device on NB/SB Sycamore Av., at the cemetery. Past passive mitigation efforts have not worked. Sycamore Avenue speed limit is 25mph. Many drivers use this street to avoid traffic on Arrow, but when they drive on Sycamore they drive dangerously fast. I estimate the speeders drive anywhere between 35 to 55 miles per hour (sometimes faster). This is putting children and pets in unnecessary danger. Additionally, our street does not have a sidewalk on its east side, next to the cemetery. I see some of my neighbors on walks with their pets on the street right in the path of traffic.	Gonzoallan@gmail.com	completed	2024-04-30	2024-04-30	71da0e2f43
bxylc3o3dm	I live here			Less safe	Not safe at all	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Better safety for children crossing the street to go to school. The intersection of Mountain and Foothill, for example, is not safe for children. The bike lane is ridiculous. The Foothill and Indian Hill intersection should also be redesigned with traffic mitigation and pedestrians in mind.		completed	2024-04-30	2024-04-30	cba68c2df2
h70r39ef6f	I live here	I work here		Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Trucks so huge their grille obscures pedestrians should be fined.		completed	2024-04-30	2024-04-30	77b4be971
qs7n0x2zih	I live here			Moderately safe	Very safe	Less safe	Bicyclist collisions			Unsafe speed		Need to get people to slow down around parks. Higginbotham in particular.	almoreno13@gmail.com	completed	2024-04-30	2024-04-30	1b18cc2a5
42j8v4xyo8	I live here			Very safe	Moderately safe	Moderately safe	Bicyclist collisions		Broadside/T-bone collisions e.g. left turns at intersections			Light and pedestrian walk signals are badly needed at College Way and 6th St intersection. Students walking through there, skateboarding and biking downhill without stopping at stop signs, etc., puts many folks passing through the intersection at risk daily. It is the least safe intersection I know of in Claremont and existing signage is treated as "optional" by too many.		completed	2024-04-30	2024-04-30	ec796e4ca
skakaz29un	I live here	I work here		Less safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections			There are lots of issues with Indian Hill around Colby Circle. On Indian Hill the fire hydrants are close to the intersections and are not painted red so cars park close to the colby outlet making it near impossible to safely make a left turn. On the new griswolds private road cars park on the red curbs making it dangerous to drive, also the trash cans for the new development are left on the street for 4 days on average making a narrow road more narrow. It was poorly designed but lack of enforcement has made this area more treacherous to drive.	mvouellette@yahoo.com	completed	2024-04-30	2024-04-30	d021c475c
as5e0ghnol	I live here			Moderately safe	Less safe	Less safe	Bicyclist collisions		Broadside/T-bone collisions e.g. left turns at intersections			Pedestrian cross walk at Claremont Blvd and First St cars making left from Claremont blvd north bound onto First st is bad. Not sure if weird angle of street contributes but it's dangerous	cinthyalvsu2@yahoo.com	completed	2024-04-30	2024-04-30	25915ee5a
f7t6eawxipv	I live here			Moderately safe	Less safe	Less safe	Alcohol-involved collisions	Bicyclist collisions				Make pedestrian safety the highest priority.	crayton@usc.edu	completed	2024-04-30	2024-04-30	9a93dcddel
6we0fudfm	I live here			Not safe at all	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed		School zones		completed	2024-04-30	2024-04-30	bc6a56f6a
6qgwhkp2y	I live here			Moderately safe	Less safe	Not safe at all				Unsafe speed		School zones		completed	2024-04-30	2024-04-30	bc6a56f6a
pg9j1m6wa	I live here			Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Commuter traffic not stopping at intersections and speeding.	luckyrabbit2022@duck.com	completed	2024-04-30	2024-04-30	db60d48cd
m5i698h8kl	I live here	I work here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			The village needs increased pedestrian / vehicle control on 1 St street and Oberlin. The Towne and Bonita intersection, needs dedicated turn traffic lights.	zathers@gmail.com	completed	2024-04-30	2024-04-30	f4e4adc95
8tjuk0qbtt	I live here			Less safe	Moderately safe	Less safe					None of the above	Recent changes to Towne Ave are very unsafe, especially at N Towne turning tight on to Scripps. High potential to be rear-ended.		completed	2024-04-30	2024-04-30	74acf8fd96
7froe2qw05	I live here	I work here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		Poor spacing of crosswalks for pedestrians crossing Mountain (ie no crossing between 12th and c. 6th) which forces jaywalking	penny.sinanoglou@gmail.com	completed	2024-04-30	2024-04-30	979a0bda2
yhv8hx7we	I live here	I work here		Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Distracted driving, protected bike lanes for commuting to high and intermediate schools, a light at the intersection of 1st and college	kate.m.irvine@gmail.com	completed	2024-04-30	2024-04-30	06a75278a
9ljjefix0hzjw	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		The stoplights seem to take forEVER to turn green, even late when no cars at all are going in the opposite direction - very tempting to just look both ways and go. The angled parking in the village makes it tough to see if anyone is coming when you need to back out.	russ.binder@gmail.com	completed	2024-04-30	2024-04-30	b71a7b863
08icni6l6uo	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		Traffic from the 10fwy that uses M untain Ave. Speed is posted 25. People and police drive 50 to 100 through residential	mc_bowser@hotmail.com	completed	2024-04-30	2024-04-30	7e99a3b34
iq5sg2ml1w	I live here	I work here		Very safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Pedestrian Safety. I, my kids, and too many other people I know have been almost hit by cars who ignore stop signs/stop lights when pedestrians are in the cross walk.	dstoebel@mac.com	completed	2024-04-30	2024-04-30	4e7331c5c
53hg80sglC	I live here	I work here		Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		In general I would like the Council to prioritize the safety of non-driving community members: kids, disabled folks, seniors. I would like the LRSP to focus on true bike lanes (with actual barriers to keep cars away from bikes), bike safety campaigns, and public transportation accessible to kids getting to/from school.	laurenwstoebel@gmail.com	completed	2024-04-30	2024-04-30	4e7331c5c

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lxlf21d0af5f	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		Encourage use of roundabouts or speed bumps to slow down traffic on some streets.		completed	2024-04-30	2024-04-30 05e7a8cb8
ub91f8vdsv	I live here			Not safe at all	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed		THE SCHOOL INTERSECTIONS, PEOPLE RUNNING RED LIGHTS	sgbmgb@gmail.com	completed	2024-04-30	2024-04-30 bc6a56f6a
kehhc71zih	I live here			Less safe	Not safe at all	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Improve traffic flow at Indian Hill and I-10 and widen the freeway underpass in order to alleviate congestion. The sidewalks in this area are too narrow as well. The stretch of Indian Hill between San Jose and American Ave. is not at all bike or pedestrian friendly. American Ave at Mills needs a 3-way stop as turning from American to go north on Mills can be difficult and dangerous.	darvin.gomez@gmail.com	completed	2024-04-30	2024-04-30 8e0efb470
oi4upa008y	I live here			Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		To reduce speed on residential roads north of baseline, like Indian hill and Forbes, should be considered. Speeds are way too fast. These are residential streets with lots of kids, and proximity to the Thompson creek trail. Lots of pedestrians. Cars routinely speed 55+ mph up these residential streets. Lowering speed limits and stop sign crossings should be considered.		completed	2024-04-30	2024-04-30 5c06b182d
g8jyu1qc6h	I work here	I visit here		Very safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Making more protected bike paths/lanes		completed	2024-04-30	2024-04-30 ddd4e0459
z28nf1da3c	I live here			Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Traffic control around the schools	rtrdmiletich@gmail.com	completed	2024-04-30	2024-04-30 2e8664500
l55ot5on1q	I live here			Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions			Unsafe speed		The new bulding development on Forbes. So many houses are in the works and a single street for major traffic. Forbes already has speedy drivers.	jamieandmegan@yahoo.com	completed	2024-04-30	2024-04-30 3e8d01d9a
wtthugyxwf	I live here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed				completed	2024-04-30	2024-04-30 0ed464aea
6bykhtughx	I live here			Moderately safe	Less safe	Not safe at all				Unsafe speed		Pedestrian safety	bioryn@yahoo.com	completed	2024-04-30	2024-04-30 befcbd3365
s50mktukvl	I live here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		School drop off and pick up zones. Aggressive driving, excessive speed and failure to stop.		completed	2024-04-30	2024-04-30 f6b925499
y8vhyg7fwt	I live here	I work here		Less safe	Less safe	Not safe at all				Unsafe speed	None of the above	Pedestrians at intersections like Colby and Indian Hill - CHS students are very vulnerable walking south and north on the west side of Indian Hill. Cars parked illegally all the time in the red curb inside the new Colby Circle development. With limited street parking and no visitors parking, many drivers just pull up to the red curb and "run inside." The left hand turn from Colby onto Foothill is very dangerous. Hard to see and many near misses!		completed	2024-04-30	2024-04-30 d021c475c
9ep0ny9qsr	I live here	I work here		Very safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		I would love to see the city continuing its moves towards more cyclist and pedestrian safety. For unsafe speeds I would only like to see that addressed in 25mph residential and school zones. The larger thoroughfares arteries I would love less speed enforcement. I want to feel confident my kids can walk to school more than I care about someone going 55mph on baseline. Currently many of the low speed cut through roads (e.g. South Mills Ave) see speeds over 40mph and aggressive driving, while I seemingly see people pulled over the most on the higher speed roads. Ditch the ALPR and invest in traffic calming in school zones and scripps/south mills style streets.	kelly@hawknetworks.com	completed	2024-04-30	2024-04-30 288bd43cb
x41ca9q9s2	I live here			Moderately safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed		Physical barriers such as pushed out curbs, plastic bollards, or red curbs to enforce daylighting by crosswalks. Traffic calming on streets that tend to attract speeding like Mills, Scripts, and Mountain. More protected bike lanes, extra protection for bikers and pedestrians near schools	julietphkane@gmail.com	completed	2024-04-30	2024-04-30 288bd43cb
kk3zo90s5f	I live here			Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed			jenna.monroy@gmail.com	completed	2024-04-30	2024-04-30 6652949f1
oik5hju5wa	I live here			Moderately safe	Moderately safe	Not safe at all				Unsafe speed			roubikan@hotmail.com	completed	2024-04-30	2024-04-30 4a898e117
tg8mcf323c	I live here			Less safe	Not safe at all	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Safe routes to school, reduced speed in school zones, Class IV bike lanes	scohenhunt@msn.com	completed	2024-04-30	2024-04-30 5828d392c
uxwe0a8n4	I live here			Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions			Unsafe speed		More bike paths	maegen8474@hotmail.com	completed	2024-04-30	2024-04-30 43839737c
wxzndqtqcf	I live here			Moderately safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections			the road conditions that borderline pomona and claremont off towne. many of the neighborhoods in that community have rough and bumpy roads		completed	2024-04-30	2024-04-30 4fe0f2def4
zda2hykqtk	I live here			Less safe	Moderately safe	Moderately safe					None of the above	Towne Ave road construction and sidewalks. Sidewalk trees openings on the east side north of Foothill do not appear ADA compliant and People that live in Access Village cannot us their wheelchairs and easily move north towards Scripps Dr. The sidewalk southbound is nonexistent I have seen 2 cars with their tires in the unfinished bike lane planter. The Street from the 201 fwy to almost Foothill is a mess. Beyond gardeners from the city that pulled weeds last week it has not been worked on for 2 months. Why are we looking at a new project before we finish what was started.	dotj4@aol.com	completed	2024-04-30	2024-04-30 b0474e5f4
kj18j7udqm	I live here	I work here		Less safe	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed		Pedestrian safety/walkability, safety around schools and protected routes for bikes and pedestrians, mitigating known risks (right-on-red, sharrows, unmarked and unprotected crossings on roads), better staffing in city offices, better consultants, focus on future rather than established patterns.	naim.matasci@gmail.com	completed	2024-04-29	2024-04-29 d586b14b1
a6t3deer0m	I live here	I work here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			School zones, make biking on busy streets safer	amumper@gmail.com	completed	2024-04-29	2024-04-29 d7d75f3a57
i9q8t9us1l4	I live here			Moderately safe	Moderately safe	Less safe					None of the above	I'm concerned about what 91 new homes (proposed at the old La Puerta school site) will do to traffic on Forbes and surrounding streets. Speeding is already an issue here, and these streets weren't designed for the addition of all the new traffic this neighborhood would produce. In addition, I'm concerned about the parking issue— currently no parking beyond driveways is planned for the La Puerta neighborhood, and I fear people will be forced to park on the existing streets and cul de sacs! Our streets are NOT prepared for this new (disaster!) of a (very poorly) planned neighborhood.	kcbronk@gmail.com	completed	2024-04-29	2024-04-29 e55637428
n4l6plrtye1	I live here	I work here		Moderately safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Well paved streets. Towne and Indian Hill north of Baseline are really bad.		completed	2024-04-29	2024-04-29 3f15ab40f5

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a9mewyez4	I live here			Moderately safe	Moderately safe	Not safe at all	Bicyclist collisions		Unsafe speed	The city needs to have a lighted crisswalk for CHS students crossing Oxford. The city also needs to encourage the school district to have elementary schools begin at 8 am. EL Roble at 8:15 am, and CHS at 8:30 am. This way Mountain Ave is less chaotic having multiple schools (2 elementary, 1 middle and 1 High School) near that road. Here is where things get dangerous		completed	2024-04-29	2024-04-29	bb3b5d521
f14itf7nlsai	I live here	I work here		Moderately safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Mills and Radcliffe needs a stop light or a cross walk. People speed and it is next to a park and school. Very unsafe.	hilarybjacobs@gmail.com	completed	2024-04-29	2024-04-29	431a16275
ovjhtjq1ryz	I live here			Less safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Speed in residential areas. I see people flying around the corners and down the street all day (Reed Dr between Regis & Mountain), presumably avoiding the traffic on Foothill. We really need speed bumps here.		completed	2024-04-29	2024-04-29	901bb1977
uroin0udqoi	I live here			Moderately safe	Moderately safe	Less safe	Bicyclist collisions		Unsafe speed	Homeless	jsgclaremont@gmail.com	completed	2024-04-29	2024-04-29	15de2e028
2werhtatbh	I live here	I work here		Less safe	Not safe at all	Less safe			Unsafe speed	Drivers ignoring stop signs and red lights, driving unsafely in residential areas to avoid major streets.	reneesoutas@yahoo.com	completed	2024-04-29	2024-04-29	901bb1977
983cecnctc	I live here			Moderately safe	Moderately safe	Less safe	Bicyclist collisions		Unsafe speed	Incomplete sidewalk on east side of College Avenue between Blaisdell Park and San Jose Av.	jerry.klasik@gmail.com	completed	2024-04-29	2024-04-29	eda389b44
sfvy15khpk	I live here			Moderately safe	Moderately safe	Not safe at all	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		Please consider more protected bike lanes for children to ride to school, especially El Roble. The areas around our schools are shockingly unsafe for cyclists and pedestrians.		completed	2024-04-29	2024-04-29	e197ad68c
2nl7yy5r34t	I live here			Very safe	Moderately safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		helencaprice@gmail.com	completed	2024-04-29	2024-04-29	4adf96517
t6hp9n2hp	I live here			Moderately safe	Moderately safe	Not safe at all	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		The left turn from northbound Mills onto westbound Chaparral needs a protected turn to coincide with the crosswalk immediately before and after school. There is no safe opportunity to turn left at that intersection when children are present. Please consider redesigning that signal to provide a safer left turn.	cheryl.fiello@gmail.com	completed	2024-04-29	2024-04-29	e197ad68c
uxgjpcsmu	I live here			Moderately safe	Moderately safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Can you reconsider some of the planning on Towne Ave? I live on this street and since the start of this Green Streets project there have been too many curb swipes and tire blow outs than ever before. I understand the smaller lanes are to help reduce speeds but that is not happening and the middle islands seem to be causing blowouts. It's a poor design.		completed	2024-04-29	2024-04-29	ce6b5df481
h010qb7mt	I live here	I work here		Very safe	Very safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed			completed	2024-04-29	2024-04-29	73f241834
pqk2yfp3d7	I live here	I work here		Moderately safe	Moderately safe	Not safe at all	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		Bike and pedestrian safety around schools including CHS		completed	2024-04-29	2024-04-29	cccd5c280
p3tne4dsdc	I live here			Less safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Striping and adding signage at major intersections to remind motorists that pedestrians have the legal ROW once they have stepped out into the intersection to cross the street. It is a completely outdated notion that pedestrians will try to cross the street (thinking it is safe) with striping.	contact@schenckimages.com	completed	2024-04-29	2024-04-29	c267ad0d1
23m91wwx	I live here	I work here	I visit here	Very safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed			completed	2024-04-29	2024-04-29	5c6f3bb465
l685s6t7gj2	I live here	I work here		Very safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed			completed	2024-04-29	2024-04-29	5c6f3bb465
9gh1xdmwf	I live here	I work here		Very safe	Less safe	Less safe	Bicyclist collisions		Unsafe speed			completed	2024-04-29	2024-04-29	5c6f3bb465
c8lxhwn614	I live here	I work here		Not safe at all	Not safe at all	Not safe at all	Bicyclist collisions		Unsafe speed	I cycle and walk every day. Pedestrian collisions are far more likely than ones on a bicycle. There are several intersections where I can guarantee at least once a week I will be nearly struck - Mountain and Foothill is by the far worst. One resident has a wall that is so tall and so far out on the sidewalk that it obstructs people who are driving in a car from seeing me trying to enter the crosswalk. I would like to know how that wall was permitted given the sight-line safety issues it causes. Being right hooked there is very common but it is also quite possible to be hit in the intersection from cars turning left (from mountain south on to foothill going east.) Finally the intersection also has signaling issues - the pedestrian signal will occasionally fail to pick up on a person interacting with the button and it will cause you to wait two light cycles before it will register your desire to cross and activate the walk signal. (And that's just Mountain and Foothill... Indian Hill and Foothill have problems, Towne and Foothill is problematic - particularly with the construction right now. Mountain near El Roble can be a real nightmare at school times. 10th near Sycamore at school times is often fill with people driving at an unsafe speed	shawn@medero.net	completed	2024-04-29	2024-04-29	b7bc1c9ed
zorze41ay2	I live here			Moderately safe	Moderately safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	The intersection of Mills and Chaparral during the school year from 7:45am -8:10am and 2:15pm - 3:00pm. High speeds, aggressive drivers, and dangerous left turns from Mills onto Chaparral Drive.		completed	2024-04-29	2024-04-29	1b28f0f4e3
93ro3ethho	I live here	I work here		Moderately safe	Moderately safe	Moderately safe	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections		The number of people who ate on their phone while driving on high pedestrian areas. It is scary walking out child to school or around the village and seeing people drive down the street while obviously on their phone. Also, College seems to have accidents on it often, could small roundabouts be an option as a traffic calming option.	meganclark820@gmail.com	completed	2024-04-29	2024-04-29	881189b8c
g5tkionzj9e	I live here			Moderately safe	Less safe	Less safe	Alcohol-involved collisions		Unsafe speed	Looking at streets that commuters use to bypass traffic lights. Cucamonga Ave used as a shortcut from Arrow to Mills for example. Looking at adding speed humps to some streets may help to slow thru traffic. Studying thru traffic corridors. Especially with added housing.	jane.brucker@yahoo.com	completed	2024-04-29	2024-04-29	e3edbc07ff
n7rkjgscv9k	I live here	I work here		Moderately safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed	Pedestrian access on areas without sidewalks	marina.zanzarini@westernu.edu	completed	2024-04-29	2024-04-29	88b8a93de
r55lejl7su8	I live here			Very safe	Very safe	Very safe	Alcohol-involved collisions		Unsafe speed	I worked in LEO, specifically Traffic Collision Investigations and Traffic Enforcement for 32 years. It was not unusual for me to respond to 5 or more collisions in one 8 hour shift in the cities I worked in, Norwalk, La Mirada and Unincorporated Whittier. I drive, walk and/or Bike in Claremont everyday and I do not see the physical evidence of that many collisions in a month. Based on my experience, this is the safest place for driver's, pedestrians and bicyclists I have ever been.	steveeboyer@gmail.com	completed	2024-04-29	2024-04-29	092613b7a
uysx3flaqc	I live here			Very safe	Very safe	Very safe	Alcohol-involved collisions		Unsafe speed	School Zone speed enforcement	steveeboyer@gmail.com	completed	2024-04-29	2024-04-29	092613b7a

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dzpqlu0f0bl	I live here			Less safe	Very safe	Very safe				Unsafe speed			The amount of UNMARKED islands on Towne Ave and Foothill Blvd as well has the speed limit on Towne Ave. still way too much traffic traveling too fast north and south bound.	julliajames@gmail.com	completed	2024-04-29	2024-04-29 04895d623
geo7qfzfk8i	I live here			Less safe	Less safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections					Town ave new Bike lane is too wide my suv does not fit in lane and I think this is an emergency safety issue. I have observed too nany speeders also. Also wheelchair cannot get through and it's been months.	hilda@hildabizzell.com	completed	2024-04-29	2024-04-29 7148dbf94
h63sllnqlyp	I live here			Very safe	Moderately safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			My sister is in a wheelchair and used to use the sidewalk now no access at all simply unfair and against the law. There should be a light or stop sign heading south on Monte Vista to slow vehicles down as they approach the residential streets. It is especially dangerous as speeding vehicles cross over the freeway overpass. In general, speeding vehicles are a hazard. As I travel south on Mills Avenue, Foothill, or even Baseline at the posted speed limit, people are tailgating me. People need to slow down.	laurilaurih@gmail.com	completed	2024-04-29	2024-04-29 5138bea84
rn2y526hyt	I live here			Moderately safe	Moderately safe	Less safe	Bicyclist collisions			Unsafe speed			Speed limit is too high on certain residential roads — especially Indian Hill, Forbes and Mountain north of Baseline. Would be good to consider adding pedestrian crossings with stop signs.	stevenmlouie@gmail.com	completed	2024-04-29	2024-04-29 76d4d96efc
akfmv6qd7x	I live here			Moderately safe	Moderately safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections					I think the city should consider not allowing diesel trucks with long trailers on Towne Avenue between foothill and the 210 freeway. I think shrinking the road has made it more unsafe for cars and long trucks to share it along that route		completed	2024-04-29	2024-04-29 1a5ef25a1c
adywr47nof	I live here			Less safe	Not safe at all	Not safe at all	Bicyclist collisions			Unsafe speed			Finish construction on Towne Ave, reduce speed on Mountain near Scripps, enforce bicycle and electric bicycle rules, cannot use a wheelchair on Towne near Scripps	whaynes4@verizon.net	completed	2024-04-29	2024-04-29 b66fa98e5
z3ism8cuqx	I live here			Less safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			Speeding on College between Arrow and Monte Vista and crossing the street at the park on College.	sharon.pope2010@gmail.com	completed	2024-04-29	2024-04-29 b58166a1fa
ep2ssa175s	I live here			Moderately safe	Less safe	Less safe				Unsafe speed			Crosswalk on Mills Ave, at either Rockford or Blaisdell. Pedestrians and bicyclists often cross here. Cars will also cross the intersection. Traffic moves too fast down Mills Ave	osbornm@me.com	completed	2024-04-29	2024-04-29 0bfa902709
l115smbxsc	I live here			Less safe	Less safe	Not safe at all	Bicyclist collisions			Unsafe speed			Narrow roadways and increased traffic, caused by installation of cement barriers and poor planning of developments.	jasonc50@gmail.com	completed	2024-04-29	2024-04-29 960e851de
s2lhy1z746	I live here			Moderately safe	Less safe	Moderately safe	Bicyclist collisions			Unsafe speed			Driving on Sixth Street between College and Claremont Blvd. is dangerous because students cross without looking.	maureenhigdon@aol.com	completed	2024-04-29	2024-04-29 f7505042b
4gw1as2y8	I live here	I work here		Moderately safe	Less safe	Less safe	Bicyclist collisions			Unsafe speed			Look at Mountain Ave., where three schools served on a single street create a ton of traffic and not enough opportunities for pedestrians to cross it safely. We need at least one more crosswalk on Mountain/Butte	alexpapster@gmail.com	completed	2024-04-29	2024-04-29 7479998c0
ogeahl851v	I live here			Less safe	Very safe	Not safe at all		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed				jillkbenton@hotmail.com	completed	2024-04-29	2024-04-29 7d4704c0a
qzru2dwy2	I live here			Not safe at all	Not safe at all	Not safe at all					None of the above		Cars do not stop for pedestrians and in fact race to beat them through crosswalks and turn in front of them at corners. Cars often cut off bicyclists and other drivers as well and speed through the Village and through residential streets.	shootsthefood@mac.com	completed	2024-04-29	2024-04-29 d2877309d
a5fpokelayf	I live here	I work here		Moderately safe	Moderately safe	Moderately safe	Bicyclist collisions			Unsafe speed			Improved bike and walking infrastructure.		completed	2024-04-29	2024-04-29 8dfaa1ee6f
ktrss4xcg9	I live here	I work here		Very safe	Less safe	Less safe	Bicyclist collisions			Unsafe speed				foresterster@gmail.com	completed	2024-04-29	2024-04-29 5c6f3bb465
z0qwjlr8lwa	I live here			Moderately safe	Moderately safe	Less safe					None of the above				completed	2024-04-29	2024-04-29 1b4249407
1u2j98q56rr	I live here			Not safe at all	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			Adding too much traffic to streets such as Forbes which was not meant to carry as much traffic as proposed by La Puerta	hgoldwater1@gmail.com	completed	2024-04-29	2024-04-29 a588f0c1e
0ysjtq1nl8d	I live here			Moderately safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			More speed control in neighborhoods where speed signs are posted. Our street is posted 25 (Redlands Ave) but the average speed is 35+, especially delivery and company trucks/vans		completed	2024-04-29	2024-04-29 352a64046
2e3tsgzjllbx		Lived in Claremont 30 years, worked for the city and live now in neighboring town		Very safe	Very safe	Very safe					None of the above			tonydavidwitt@gmail.com	completed	2024-04-29	2024-04-29 9fbaf21eae
y3gya91t46	I live here			Less safe	Less safe	Less safe				Unsafe speed			Enforcing speed limits and drivers rolling through stop signs while turning. Slowing traffic, especially on Mountain between Foothill and Harrison.	stephennegus@yahoo.com	completed	2024-04-29	2024-04-29 ab0f259912
5kec273nbx	I live here			Moderately safe	Very safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			Fix the potholes in the streets and sidewalk Trip hazards	soccerman@castorena.com	completed	2024-04-29	2024-04-29 c1cc5495b
ujylq2zzjlv1	I live here			Moderately safe	Moderately safe	Less safe				Unsafe speed	None of the above		We need additional crosswalks (like at Thompson creek trailhead at Indian hill) near areas of schools south of Condit on mountain ave, north of el Roble on mountain ave, at Mountain View and at the cross of Santa Clara and mountain, at CHS on Indian hill, south near the track, and north near Taylor hall.	msteckling@gmail.com	completed	2024-04-29	2024-04-29 552503aa2
yahw602ug	I live here			Moderately safe	Moderately safe	Moderately safe				Unsafe speed			Speeding and reckless driving situation on Baseline Road, always hear loud honking and squeaky wheels noise	gabrielletychang@gmail.com	completed	2024-04-29	2024-04-29 8cd98b1af5
bhuqq7hl5f	I live here			Moderately safe	Less safe	Not safe at all	Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections					more safe crossings around El Roble - won't let my kids bike to school until/unless it's safer	antheakraut@hotmail.com	completed	2024-04-29	2024-04-29 87ca06584
is7vg99zrjy	I live here			Moderately safe	Moderately safe	Less safe	Bicyclist collisions			Unsafe speed			Safer crosswalk signalling where there are now traffic lights/stop signs (e.g on 6th and Yale and College)	erincita8940@gmail.com	completed	2024-04-29	2024-04-29 a9fae05237
4z4fs0fwd4	I live here			Moderately safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			Crosswalks needed at Shenandoah and Monte Vista and Scottsbluff to Radcliffe and signals to slow down traffic.	sandraefasano@gmail.com	completed	2024-04-29	2024-04-29 4115a8b27
hsqtgard36		I work here		Moderately safe	Very safe	Moderately safe	Alcohol-involved collisions			Unsafe speed			The hazard caused by raised curbs and narrow traffic lanes at divided bike lanes.		completed	2024-04-29	2024-04-29 d80150165
xqjl8rkkrbz	I live here			Moderately safe	Less safe	Not safe at all	Bicyclist collisions			Unsafe speed			Hyper-local public transit	david.rheinheimer@gmail.com	completed	2024-04-29	2024-04-29 bff3f608a6
k87whu8gp	I live here			Moderately safe	Less safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections		Unsafe speed			Small street in Claremont people take the stop signs all day		completed	2024-04-29	2024-04-29 ecac97e01
w4s88r4m5	I live here	I work here		Moderately safe	Moderately safe	Moderately safe	Bicyclist collisions			Unsafe speed			Blind spots for pedestrians on busy street intersections	samanthanoellebruce@gmail.com	completed	2024-04-29	2024-04-29 17c34e80d
74ps9siuda	I live here	I work here		Moderately safe	Less safe	Less safe	Bicyclist collisions			Unsafe speed			Larger sidewalks with street amenities like benches and shade also add protected bike lanes. Close traffic to the downtown area and consider another public free parking garage on the other side of town. Enhance pedestrian access across Indian Hill from east to west. Right now the street to too wide and the traffic moving too quickly for safe crossings.	kevinp.bianco@gmail.com	completed	2024-04-29	2024-04-29 7368981ee
skxv2mkclv	I live here			Moderately safe	Moderately safe	Moderately safe		Broadside/T-bone collisions e.g. left turns at intersections					railroad safety less noise impact on local residence (end the train honking)		completed	2024-04-29	2024-04-29 f2aa52254
p5cl5kdage		I work here		Moderately safe	Less safe	Less safe		Broadside/T-bone collisions e.g. left turns at intersections					Pedestrians trying to cross the street without getting hit in the Village!		completed	2024-04-29	2024-04-29 c855c8f58

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xgr1i3d4tfal	I live here			Very safe	Moderately safe	Less safe		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Degraded and damaged pavement (bumps, cracks), unsafe for bicyclists. Bicycle lanes where parking is allowed (e.g. on Arrow Hwy).	max@lunafreund.com	completed	2024-04-29	2024-04-29	ed3b5e54d
6j03e2fyhq	I live here			Moderately safe	Moderately safe	Very safe	Alcohol-involved collisions	Bicyclist collisions				The Claremont Colleges students do not adhere to the Highway Code when using bikes, scooters, skateboards etc. They barrel through stop signs, turn in front of traffic with no regard for other road users. I used to work there and there needs to be a lot more input to students. To drive or walk on any of the public roads around the colleges at class change time is taking your life into your hands!.		completed	2024-04-29	2024-04-29	3ad70e0e0
2s8nk44xtri		I work here		Less safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Running stop signs happens ALL the time.		completed	2024-04-29	2024-04-29	971f69e94
7t3n679drg	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		I would like to make sure all poles are moved out of the sidewalk, so Vision impaired and blind people as well as wheelchair users, can walk safely.		completed	2024-04-29	2024-04-29	d8c00201a
bg361p1gb	I live here	I work here		Moderately safe	Less safe	Less safe				Unsafe speed				completed	2024-04-29	2024-04-29	04ee18e17
6st7x183kh	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		Children walking/cycling on school days	mxrecinos@gmail.com	completed	2024-04-29	2024-04-29	788696934
qe50vs9sw	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		Child safety - ped and bike improvements should take into account the ability of children to walk and bike around the city independently	dabendschein@gmail.com	completed	2024-04-29	2024-04-29	94ba99ca7
asq98ajx7p	I live here	I work here		Less safe	Less safe	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Unsafe speeds during school drop off and pick ups. Particularly scripps, mountain and bonita.	nooksbme@gmail.com	completed	2024-04-29	2024-04-29	fb0217458
hgfs54e7sf	I live here			Very safe	Very safe	Very safe		Bicyclist collisions		Unsafe speed		Consider a flashing pedestrian light at Radcliffe/Loyola Court, for the students at Chaparral. Also, please consider speed bumps on Radcliffe. Also, something needs to be done about the cars that speed on Mills.	karenberman@hotmail.com	completed	2024-04-29	2024-04-29	c9fff3aba5
y98j00sl2pt	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed				completed	2024-04-29	2024-04-29	7a2c02183
l8z0ncmp9	I live here		I worked here, now retired	Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed		Encourage the use of bikes by prioritizing bike traffic on a system of streets to get to business areas and schools. We can have some streets that are car friendly and others that are bike friendly.	linda.saeta@gmail.com	completed	2024-04-29	2024-04-29	6a5ca8219
rs0prdiwdrc	I live here			Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections			Safety in school zones. Specifically near Chaparral Elementary. The left turn from North mills onto Chaparral. There have been numerous accidents, people speed on mills. There should be a left turning signal	bevychamp@hotmail.com	completed	2024-04-29	2024-04-29	3d26e1e7b
v1yrepw4af	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions	Broadside/T-bone collisions e.g. left turns at intersections			Major intersection of College and Arrow HWY. so dangerous.	aliciaarch@gmail.com	completed	2024-04-29	2024-04-29	2a5d3d173
u9ye34sub		I visit here		Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed				completed	2024-04-29	2024-04-29	34cd78ee7
xhaikx6bp4	I live here			Moderately safe	Less safe	Not safe at all		Bicyclist collisions		Unsafe speed			wade.mathieson@gmail.com	completed	2024-04-29	2024-04-29	2e5ed8845
6vis0acvszr	I live here			Very safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Educating cyclists on the importance of following traffic rules that cars must follow. Hold workshops in schools K-12 every year.	webeshelleys@hotmail.com	completed	2024-04-29	2024-04-29	051a74ae6
041kgrkonr	I live here			Moderately safe	Moderately safe	Not safe at all				Unsafe speed	None of the above	School zone safety - look at the 1 mile radius around Chaparral Elementary and see how to improve it. For example, create a better solution for drop off and pick up (only 1 lane to make a right on Chaparral Dr and cars are idling in it as they wait their turn for the drop off lane or waiting for pick up - makes it impossible to make a right if you want to park) and look at the streets that children use to bike or walk near that school (ex. Baseline and Mills). Add a cross walk at Miramar and Mills - there is no safe crossing on Mills and cars fly up and down it.	reillylauren@hotmail.com	completed	2024-04-29	2024-04-29	6c9de111e
1gdg5o0tta	I live here	I work here		Less safe	Not safe at all	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Adding more homes in NW area without adding new stop signs and traffic signals. Increase car traffic with a mature population crossing streets for exercise is a disaster. No public schools above Baseline and adding more cars to CUSD schools twice a day on existing NW streets won't work. Claremont needs to be more proactive and plan for more cars on north of Baseline streets.		completed	2024-04-29	2024-04-29	8ec712cc9
mqmhbbo9	I live here	I work here	I visit here	Moderately safe	Less safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Making streets safer for bicyclists and pedestrians. The city should be more forward thinking, looking to research-backed safety measures that are now available as options in California like -separated bike lanes, roundabouts, -raised crosswalks, turning busy Village streets into pedestrian zones (which, yes, does mean removing parking!), -adding separated bike lanes on streets like Bonita, Mountain Ave, Mills, and Arrow Hwy to make getting into our Village or through town safe for cyclists of all ages, -updating all traffic signals to have leading pedestrian interval, -improving offset intersections which are proven to be less safe for pedestrians (i.e. Butte & Mountain).		completed	2024-04-29	2024-04-29	33b584d1c
6f1e41vye5	I live here			Moderately safe	Moderately safe	Moderately safe		Bicyclist collisions		Unsafe speed		Motorists running red lights - seconds after they have turned red. It's dangerous and potentially deadly for pedestrians and cyclists		completed	2024-04-29	2024-04-29	c7f1059bb
fcmvzfcit7l	I live here			Very safe	Moderately safe	Less safe		Bicyclist collisions		Unsafe speed			sbanks5@verizon.net	completed	2024-04-29	2024-04-29	ed068c617
im1einav9x	I live here			Not safe at all	Moderately safe	Less safe	Alcohol-involved collisions			Unsafe speed		The amount of traffic and speeding on northbound Towne Avenue is out of control. Something needs to be done before someone is killed. We also need a traffic light at Edwin Ave so that those of us who live in the Towne Ave side street can actually get out of our of street during high-volume traffic times.	barwisian@gmail.com	completed	2024-04-28	2024-04-28	84a08a109
v6lavpaiyt3	I live here			Very safe	Moderately safe	Moderately safe	Alcohol-involved collisions			Unsafe speed		Some streets are too narrow for parking on both sides, e.g., College south of Arrow. Not wide enough if a truck is on one side or if a cyclist is on the street. Many intersections are blind because of foliage on the corner. Drivers and cyclists often fail to stop at a stop sign and even run a red light just as the cross traffic gets a green light; police can't be everywhere, so there is no enforcement without cameras.	sure2sail@gmail.com	completed	2024-04-28	2024-04-28	be2d2664c
yw6lxjexvm	I live here	I work here		Very safe	Very safe	Moderately safe		Bicyclist collisions		Unsafe speed		Please check traffic flow near schools. For example, the Mills/Baseline intersection gets very busy on weekday mornings because of Chaparral Elementary. I feel strongly that the traffic light there needs to include a protected left-turn signal for cars traveling on Mills (both northbound and southbound). Right now there is only a protected left-turn for cars traveling on Baseline, but we need it on Mills as well.	glo@alum.mit.edu	completed	2024-04-28	2024-04-28	8540565ea

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28hwp7thw	I live here			Moderately safe	Very safe	Moderately safe				Unsafe speed		Excessive speed, specifically in residential neighborhoods. Example: the "Sycamore Speedway" weekday afternoons/evenings.	trixiem222@yahoo.com	completed	2024-04-27	2024-04-27 8761b0fc94
zib2p8gmjs	I live here			Very safe	Moderately safe	Less safe	Alcohol-involved collisions			Unsafe speed		Left turn arrows at popular intersections		completed	2024-04-27	2024-04-27 5cf059b951
vnq4mybqa	I live here	I work here	I visit here	Moderately safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed				completed	2024-04-26	2024-04-26 d3bb2b342
sf5zmu6ms	I live here			Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Safety for pedestrians - more crosswalks with safety features. Slow cars down in congested, heavy traffic areas i.e. Indian Hill, Foothill, College Ave. and downtown car free zones are needed	babart10@hotmail.com	completed	2024-04-26	2024-04-26 cfda8c8582
3p32xm38h		I visit here		Moderately safe	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed			sirinya.matute@gmail.com	completed	2024-04-26	2024-04-26 fecc19d261
3chxst4oa1	I live here			Very safe	Less safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Cycling groups have infiltrated the Traffic Commission and are lobbying aggressively for class IV bike lanes; however, class IV lanes are not always safe. In our neighborhood, there are 78 driveways and four cross streets and, under these conditions, a class IV lane would be disastrous. Pleas keep this in mind.	just4atad@gmail.com	completed	2024-04-26	2024-04-26 d7d9a5018
53o4selfhnj	I live here			Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		Need for consistent sidewalks, clear cycling guidelines, adequate drainage during rains, additional pedestrian crossings.	saswehla@aol.com	completed	2024-04-26	2024-04-26 948eadce8
sqwdrmy8n		I work here		Moderately safe	Moderately safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Addressing the congestion in the Village. Parking on both sides of the street plus 2 way traffic and pedestrians that don't look make getting around scary. Maybe instituting 1 way streets in the Village?	slandy97@att.net	completed	2024-04-26	2024-04-26 c4238a51b
iidm4s5h7v	I live here	I work here		Moderately safe	Moderately safe	Moderately safe					None of the above	Both automobiles not stopping on red lights, bikes ignoring all traffic signs		completed	2024-04-26	2024-04-26 c88c64532
dev7dsnch	I live here	I work here		Less safe	Moderately safe	Moderately safe				Unsafe speed		A specific problem that needs attention: Speeding along Eighth Street between Berkeley Avenue and Mountain Avenue. Drivers know this is a "straight shot" without stop signs and the fastest east-west route between Harrison Avenue and Foothill Boulevard. They ignore the "Senior Zone" signage placed there because of Pilgrim Place. Worse, they speed past the cars dropping off or waiting for El Roble Middle School students along Eighth west of Cambridge.	tedtrzyna@gmail.com	completed	2024-04-26	2024-04-26 d1bc5a55f2
cfe9iekl6htl	I live here	I work here		Very safe	Very safe	Less safe		Bicyclist collisions		Unsafe speed		Connectivity of bike safe routes- especially to schools.	Jstark@ci.claremont.ca.us	completed	2024-04-26	2024-04-26 de5d2424a
4z4a5uvum	I live here		I visit here	Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		biking and pedestrian safety, cycling infrastructure, incorporate sustainable/landscaping design elements into street design	isabel.f.arrastia@gmail.com	completed	2024-04-26	2024-04-26 33b584d1c
ptgb9j7g7c	I live here			Moderately safe	Not safe at all	Not safe at all		Bicyclist collisions		Unsafe speed		Creating a connected network of streets across the city that truly prioritizes pedestrians and bicyclists.	philebiner@gmail.com	completed	2024-04-26	2024-04-26 3be6875f9
ygl1j981fkk	I live here			Less safe	Not safe at all	Not safe at all			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Dedicated turn signals. Lighted crosswalks with longer crossing times	tigermom789@gmail.com	completed	2024-04-26	2024-04-26 2ef1dad7d0
226f81j0nr1	I live here	I work here		Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections		None of the above	4 lanes on Mills Ave and dual left turn lanes onto Foothill More developments More people Not enough lanes or turn lanes	lynellcochrane@gmail.com	completed	2024-04-26	2024-04-26 d895f2207
g6zys76lm	I live here			Less safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		In the last few years I have noticed a significant decline in traffic safety in Claremont. 1. Speeds on Indian Hill have gotten crazy. This street through a village with lots of pedestrian and vehicle conflicts is treated like a highway to the 10 freeway. 2. People (including buses) are turning left on red. They treat yellow as a suggestion that you might want to stop. 3. Many of our schools are located on or near major streets and yet there is little to protect children using crosswalks. No wonder parents insist on driving kids to school which creates more congestion. 4. Electric bikes are creating lots of danger for pedestrians by riding on sidewalks and disobeying basic traffic laws. Why not enforce the traffic laws? These electric bikes are fast and heavy and therefore dangerous. There are too many seniors, kids, and other pedestrians that use our sidewalks to let this new technology make Claremont less walkable.	raluebs@hotmail.com	completed	2024-04-25	2024-04-25 e18bd4bc2
r03sjp5jr9y	I live here			Moderately safe	Less safe	Less safe		Bicyclist collisions		Unsafe speed		You are focused mostly on vehicle safety, but please consider pedestrian, crosswalk safety. I live by Indian Hill - Foothill , close to the high school and often see cars continuing to turn left on, jeopordizing the students. Also, the city should consider addressing motorized scooters and bikes on sidewalks . There seems to be no rules for this and pedestrians risk severe energy when these machines pass closely by them. Cars going too fast is also a concern. Two intersections that I know create a safety hazard during school rush hours are: 1. Indian Hill and Harrison 2. Rhodelia and Sweetland One more thing- school crosswalks should be closely monitored . I come from a less prosperous city, (Albuquerque) and for years they have had flashing yellow lights near the crosswalks and a 15 mph speed limit during school start and end times. Drivers are ticketed if they travel over 15 mph . EVERYONE knows to slow down at school areas during the start and end times or they will get a ticket. I think Claremont could afford to implement something like this.	peggylane12@gmail.com	completed	2024-04-25	2024-04-25 e18bd4bc2
hzv8nx4yet	I live here			Moderately safe	Not safe at all	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		Crosswalk safety. Many signals are not long enough or outdated and could be enhanced to be safer. One Specific example is the cross walk at the corner of Harrison and Indian hill. It is a very busy intersection and the cross walk (going east/west)is not obvious to drivers who are turning left on a green light. It is not a green arrow and they often begin to turn without noticing people walking. My children and I have almost been hit numerous times.	katieluebs@gmail.com	completed	2024-04-24	2024-04-24 2e1d5bfd2
w0xgiyrofiu	I live here			Less safe	Less safe	Less safe				Unsafe speed		better visibility at intersections where foliage has overgrown. Make stop signs more noticeable with solar powered flashing lights.	surianosix@gmail.com	completed	2024-04-24	2024-04-24 0a5e03368
rqn16ct1k0	I live here			Moderately safe	Moderately safe	Less safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed		In particular, speeding on N Indian Hill Blvd	dylanarya@gmail.com	completed	2024-04-23	2024-04-23 5829c8153
sv6btr5tlmy		I work here		Very safe	Very safe	Very safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed				completed	2024-04-23	2024-04-23 e93789cfc3
8x7dz76jhg		I work here		Very safe	Very safe	Moderately safe			Broadside/T-bone collisions e.g. left turns at intersections	Unsafe speed				completed	2024-04-23	2024-04-23 e93789cfc3

Claremont LRSP Typeform Survey Raw Results

v6bg4tb45c	I live here	I work here			Very safe	Very safe	Moderately safe			Unsafe speed		for biking: pave the roads and flatten tree roots in bike lanes	ehughson@cmc.edu	completed	2024-04-23	2024-04-23 00716c1f5
goapvadmx		I visit here			Moderately safe	Moderately safe	Moderately safe	Alcohol-involved collisions		Unsafe speed				completed	2024-04-05	2024-04-05 598d1b799
sj0xkbhkc1			sds		Not safe at all	Not safe at all	Not safe at all				None of the above	dsdsd	dsdsd@jhgj.com	completed	2024-04-05	2024-04-05 88fc63aad4
9gaewt2e2			kids		Not safe at all	Not safe at all	Not safe at all				None of the above	kids	ashley@johndeere.com	completed	2024-04-05	2024-04-05 88fc63aad4
kh8xu1xnq	I live here				Less safe	Less safe	Less safe				None of the above	dogs	joe@apple.com	completed	2024-04-05	2024-04-05 88fc63aad4
7ul855d7nv			Project Team		Moderately safe	Less safe	Less safe							completed	2024-04-05	2024-04-05 5243ee276
ckll9gomo3		I visit here			Moderately safe	Moderately safe	Less safe							completed	2024-04-03	2024-04-03 5243ee276
9ucfl3dn3cl														completed	2024-04-02	2024-04-02 5243ee276
5i83pjy9v4														completed	2024-04-02	2024-04-02 8f45b6a70

APPENDIX A.3: ONLINE MAPPING SURVEY COMMENTS

OBJECTID	Type	Comment	GlobalID	CreationDate	Creator	EditDate	Editor	POINT_X	POINT_Y	POINT_Z
1	Add your own comment	Test	{9a773cc7-b434-42	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7219131	34.11770829	0
2	Walking	Test	{8fcc6b77-2409-4e5	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7099596	34.11830596	0
3	Biking	Test	{bc7dcf9a-ca80-45c	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.711501	34.12469164	0
4	Key Destination	Test	{2258bc31-50ea-42	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7072229	34.10871172	0
5	Getting to Transit	Test	{f9e8e986-641f-442	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.725971	34.10449654	0
6	Driving	Test	{a486a93e-641c-4a	2024-04-16 2:40	ArcGISProAdv_KOAcorp	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7089501	34.10708335	0
7	Biking		{0f8d0ead-bf5e-462	2024-04-16 22:12		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7253938	34.10706247	0
8	Walking		{b567cb8d-1180-40	2024-04-16 22:13		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7346621	34.11661924	0
9	Add your own comment	Incredibly dangerous intersection during school pick up / drop off. However, it's also one of the few places to cross mountain that makes sense for cars, cyclists & pedestrians. Many near misses on a daily basis. Need better way to cross mountain.	{f392fa61-c046-449	2024-05-10 16:40		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7290219	34.10178578	0
10	Biking	Sensors don't pick up cyclists, and there is no button near street so it's hard to cross Indian Hill going either direction on 8th for cyclists without going on sidewalk or being in car's way. A bike box would be nice here.	{ac24e89e-49df-45(	2024-05-10 16:41		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7203059	34.10161772	0
11	Driving	Cars often make illegal left turns from Butte to going north on Mountain during school drop off / pick up creating many near misses for cars, cyclists and pedestrians attempting to cross Mountain here from the east to west side.	{e79ea552-4b9b-4f	2024-05-10 16:42		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7290406	34.10186289	0
12	Walking	Difficult intersection to cross for pedestrians (very far distance and cars don't always stop for pedestrians). Bulb outs would help this.	{edb53f8d-854e-44	2024-05-10 17:08		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7232371	34.09651823	0
13	Walking	Long distance to walk across. Bulb outs would help.	{7e9d24d0-0b8b-46	2024-05-10 17:09		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7192881	34.09662511	0
14	Biking	Appreciate the cyclist 'beg button' to help cross. These should be ubiquitous in all signalized intersections so cyclists don't have to dangerously stand in front of or next to cars, or go on sidewalk to press a button.	{eea72d73-7754-4a	2024-05-10 17:12		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7192519	34.09664578	0
15	Biking	Street gets very narrow and impossible to cycle northbound with a dedicated right turn lane that could be better used as space for cyclists.	{52444389-ef3c-4f3	2024-05-10 17:15		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7192713	34.09385958	0
16	Biking	Incredibly hard to bike north on mountain here. Bike lane disappears into a right turn lane for cars.	{46ba0851-43ea-44	2024-05-10 17:17		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7290184	34.10685842	0
17	Walking	Very long distance to cross. Bulb outs would help.	{47e6d0b4-27bf-4e(	2024-05-10 17:18		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7149149	34.0945172	0
18	Walking	Crazy during pick up / drop off hours at school. Constant near misses. Hard to cross as a pedestrian. No way to bike through here during those times.	{0b29ed53-887b-40	2024-05-10 17:19		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.728974	34.0986594	0
19	Biking	Bike lane disappears into gutter, and squeezed out by 3 car lanes.	{db23eceb-1845-4e	2024-05-10 17:21		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7289378	34.12140052	0
20	Biking	Almost hit by a car last week, with my daughter on the back of my bike. I was making a legal left turn from mountain to butte and because there is so much car traffic during school drop off, a car illegally turned north on mountain from butte + came close	{ed23d5be-bc0b-4b	2024-05-10 17:22		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7289494	34.10165793	0
21	Biking	Road too narrow to cycle safely. So how are cyclists supposed to utilize the separated bike lane on foothill to get across town if there isn't a safe route to go at this point.	{9335605c-c88f-4ec	2024-05-10 17:27		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7203082	34.10694504	0
22	Biking	Southbound here is really iffy going straight through, bike button notwithstanding. Bike lane disappears into a weird/dangerous paint scheme going downhill.	{29c0803a-4dd0-43	2024-05-10 17:43		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7069747	34.09285387	0
23	Driving	This lane scheme is not visible to cars until the last second, so driving here is dangerous for cars and bikes. For driving, a sign uphill a bit is needed warning drivers that to go straight they will need to be in the left lane.	{05a50e11-73dd-4c	2024-05-10 17:48		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7069133	34.09284644	0
24	Biking	This is a great traffic light for pedestrians, but biking through here is hard on both sides, particularly the north side..	{df6184c1-afa0-4af4	2024-05-10 17:51		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7098623	34.09173888	0
25	Walking	There is no access to this intersection from the western sidewalk along Mills. There should be one! Now, you have to walk in the street a bit from up or downhill.	{c6e602bd-b7e0-47	2024-05-10 17:53		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7068534	34.0904865	0
26	Walking	Palmer Canyon Rd/Motorway is closed due to private land, yet there is no sign here indicating as such. It would be helpful to have a sign here addressing this.	{4c288f6f-63e8-40c	2024-05-10 17:56		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7159506	34.15859612	0
27	Walking	There should be a way for people to walk across the street here.	{af9f2140-d133-401	2024-05-10 19:43		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.714933	34.09563528	0
28	Walking	No sidewalk on east side of Mills Ave.	{9f6e6bec-c137-4ba	2024-05-14 22:22		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7070468	34.10868952	0
29	Biking	cars are often parked on Baseline, forcing cyclists into paths of fast cars	{499ccb48-2abe-4a	2024-05-15 0:11		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7278651	34.12146389	0
30	Biking	Without bike lanes, I often ride on the underused sidewalk because the northbound traffic is going so fast. But you have to get off the sidewalk if a pedestrian is approaching.Why not designate northbound sidewalk as a bike lane, southbound for pedestrian	{c0548742-20bd-42	2024-05-15 0:14		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7201761	34.11579472	0

31	Walking	People on electric bikes are sometimes going in excess of 20 mph on the Thompson Creek trail (on pavement or dirt).	{7631f8a8-e5fb-45e	2024-05-15 0:16	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7158301	34.13583662	0
32	Walking	cars (usually the southbound ones) dont stop at this stop sign; I've almost been hit several times	{648c3e3c-618a-4c	2024-05-15 0:20	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7167372	34.09963513	0
33	Biking	cars come barrleing out of the driveways of La Puerta during soccer games/practices; often dont see bikes and pedestrians. Maybe put up warning signs?	{92b3978d-779e-4c	2024-05-15 0:25	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7200775	34.12788117	0
34	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{4abde6bf-9779-48	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7304054	34.10228038	0
35	Walking		{6393bbe0-1540-4c	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7304081	34.10226259	0
36	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{632c6450-0831-49	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7317221	34.10271156	0
37	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{85a15049-a630-4a	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7316102	34.10344276	0
38	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{d4864b0c-c70e-4ft	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7328862	34.1031104	0
39	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{f7dc2762-7174-4dl	2024-05-15 17:54	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7337652	34.10348817	0
40	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{bcb36d06-5b20-41	2024-05-15 17:55	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7317707	34.10447746	0
41	Walking	No ADA ramp, non-compliant with current state sidewalk rules.	{111d800e-a4d1-42	2024-05-15 17:55	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.733289	34.10194261	0
42	Walking	Difficult to cross mountain here. Many close calls during school pick up / drop off hours.	{27a1d54c-26e9-46	2024-05-15 17:55	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7290429	34.10353318	0
43	Walking	Walking here in the village is great, cars go slower, likely due to consistent bulb outs and narrower streets with angled parking forcing cars to go slower.	{882efea0-056a-47!	2024-05-15 17:56	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7178645	34.09661668	0
44	Walking	Pedestrian lead time works well here, needs to be implemented across town at all lights soon.	{ed1135ba-b669-42	2024-05-15 17:57	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7193472	34.0946076	0
45	Biking	Very difficult to cycle through this uniform going north/south.	{f6d0177d-f11d-44(	2024-05-15 18:06	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7192664	34.09041926	0
46	Biking	Mills Ave has high speeds (it is too wide) and no protected bike lanes - 2 people on bike have been killed on Mills in the last several years!	{1fb39bbd-c1bf-492	2024-05-15 23:39	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.707128	34.11346147	0
47	Biking	Many people on bikes use Mills Ave to access the Wilderness Hills Park, but speeds are high and it is dangerous to bike on	{a2cf652f-8ca5-432	2024-05-15 23:41	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7073856	34.13330771	0
48	Biking	Students need to be able to access CHS safely by biking and walking. Indian Hill needs better pedestrian crossing with bulb outs and slower car speeds.	{e9b149fd-d904-4d(	2024-05-15 23:43	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7203473	34.11204342	0
49	Walking		{0a48e935-0a90-46	2024-05-15 23:44	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7203311	34.11240456	0
50	Walking	This intersection & other major intersections on Foothill and Baseline need to be Protected Intersections for people walking & biking. It's no wonder people in Claremont rated this as one of the most dangerous intersections in the city!	{bf7e12b8-7472-4c:	2024-05-15 23:50	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7202926	34.10714816	0
51	Biking	Even though there is a protected bike lane on the North side of Foothill, the South side has no protection. Instead it is either a bad bike gutter or a bike sandwich between moving and parked cars. No wondering so few people feel comfortable biking here.	{33f6630c-9ae6-4f5	2024-05-15 23:53	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7143185	34.1069383	0
52	Walking	Crossing College on foot is some times difficult because of high speeds. There needs to be bulbs outs and mini-inlands at crosswalks on College to improve safety and slow vehicle speeds	{071ef726-de29-4a(	2024-05-15 23:55	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.71491	34.10441453	0
53	Walking	Crossing College on foot is some times difficult because of high speeds. There needs to be bulbs outs and mini-inlands at crosswalks on College to improve safety and slow vehicle speeds	{229d076b-6040-4d	2024-05-15 23:56	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7149368	34.10338224	0
54	Walking	Crossing College on foot is some times difficult because of high speeds. There needs to be bulbs outs and mini-inlands at crosswalks on College to improve safety and slow vehicle speeds	{05d24cb0-57c0-42	2024-05-15 23:56	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7148563	34.10166173	0
55	Walking	Crossing College on foot is some times difficult because of high speeds. There needs to be bulbs outs and mini-inlands at crosswalks on College to improve safety and slow vehicle speeds	{9730cdef-a23b-4fa	2024-05-15 23:56	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7149502	34.1006516	0
56	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{3a858e68-df46-48:	2024-05-15 23:58	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7166795	34.10263854	0
57	Walking		{5571cb03-1b39-48	2024-05-15 23:58	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7166929	34.10168393	0
58	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{449e261f-77ae-4b!	2024-05-15 23:58	2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7184222	34.10167283	0

59	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{eb700f95-bb31-48	2024-05-15 23:58		2024-06-19 21:20	ArcGISProAdv_KOAcorp	-117.7184261	34.10250949	0
60	Walking		{9f656b7c-1cf6-421	2024-05-15 23:58		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.718491	34.10342972	0
61	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{f2249f9f-01cf-4c34	2024-05-15 23:58		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7167307	34.10343644	0
62	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{3d6bc5bc-c988-4c	2024-05-15 23:59		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290078	34.10030798	0
63	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{59078778-ad1f-46	2024-05-16		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290805	34.09869868	0
64	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{f7991428-6bbd-4e	2024-05-16 0:01		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7293578	34.10677216	0
65	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{55c787e3-d791-4f	2024-05-16 0:01		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290014	34.11554625	0
66	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{27d9d4d2-d3a6-4d	2024-05-16 0:02		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7246066	34.1114593	0
67	Walking	There should be bulb outs at all crosswalks around schools to protect children (and parents!) crossing and slow cars.	{93068838-171f-42	2024-05-16 0:02		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.724623	34.1134372	0
68	Walking	Access to parks & schools by foot and bike should be prioritized	{77078efa-fcd1-4cf	2024-05-16 0:02		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7246312	34.11654621	0
69	Biking		{e57b19d6-a5cd-42	2024-05-16 0:07		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202366	34.11838621	0
70	Biking	Because Radcliffe and Bowling Green don't align this section on Indian Hill is tricky to navigate on bike to go from one side to another.	{1027854d-ff2b-4c9	2024-05-16 0:07		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202259	34.11776797	0
71	Walking	It's a very long distance for a pedestrian between Scripps and Briarcroft on Towne. A crosswalk at Syracuse is needed to get to the Hughes Ctr.	{271e7d1f-1d17-46	2024-05-17 2:20		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7368412	34.11415017	0
72	Biking	Why can't the Thompson Creek Trail continue UNDER the I-210? Crossing over on Towne Ave is NOT safe!	{6446f707-dbb2-46	2024-05-17 2:22		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7389593	34.12105102	0
73	Key Destination	Hughes Community Center - not very safe access to this by foot or bike when originating any trip from west of Towne Ave.	{82fc0fd5-8935-44f	2024-05-17 2:24		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.733126	34.11486149	0
74	Driving	Driving north or south on College crossing Arrow Hwy, cars run the red light heading west in front of me when I have the green light causing me to be very cautious at this intersection I cross daily. Would like to ride bike to work but scared.	{98a3b1d3-454b-45	2024-05-17 17:27		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7148887	34.09050088	0
75	Walking	The merchant parking lot is dark and creepy at night. At night it feels out of the way from where we need to go in the Village. There is also not enough parking any longer for merchants. The other side is designated for a business and they don't use it.	{665909ef-69ed-42	2024-05-17 17:36		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7201385	34.09672823	0
76	Add your own comment	When is the next meeting?	{8d165556-4e7b-46	2024-05-18 1:14	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7174803	34.10468297	0
77	Add your own comment	what are the concerns/hold ups on completing Towne Ave? Is there a way to make this process faster to improve Mountain Ave for biking? (dedicated lanes class IV or III)	{74029380-7d67-40	2024-05-20 14:39	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7365795	34.10510573	0
78	Add your own comment	Crosswalks - protected for students: between Foothill and El Roble	{2f9904af-bf4a-4c9	2024-05-20 14:46	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7298582	34.09910237	0
79	Add your own comment	Crosswalks - Protected for Students: bet ween Foothill and Condit	{0e4adf93-ba30-40	2024-05-20 15:02	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7272134	34.11523517	0
80	Add your own comment	Can we get better programmed stop lights rather than just timed ones. Meeting and discussion helped to see others have the same issue. There should be a 'fault' component to the collision data.	{1320e94c-0784-43	2024-05-21 16:01	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202413	34.10308121	0
81	Add your own comment	Fear due to speeding (everywhere). School drop-off and pick-up are scary. Create emphasis areas. Speed humps everywhere. More crossings where gaps to cross are large.	{09c19379-68bd-44	2024-05-21 16:06	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7169009	34.09231754	0
82	Add your own comment	NO MORE ROAD DIETS. I know od NO dangerous locations.	{e08670de-8d2b-47	2024-05-21 16:08	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.719078	34.10036376	0
83	Add your own comment	When are we holding a follow up meeting based on this meeting and the data collected. There are intersections focused on and we need to know where you think they are.	{03ba0c1f-2156-40	2024-05-21 16:10	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7304214	34.1041575	0
84	Add your own comment	This community grew out of a small railroad town and was largely agricultural until the 1950s which results in there being many streets that are too wide for present use. We are not getting the data on bike and pedestrian collisions with automobiles.	{98cef5e7-5267-46	2024-05-21 16:19	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.71942	34.09792155	0
85	Add your own comment	Continued... The excuse of "we will tell CPD and get more enforcement isn't cutting it anymore.	{827c851a-a9fa-41	2024-05-21 16:20	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7194516	34.09747675	0

86	Add your own comment	There are very serious drainage problems on Mountain Ave - between Scripps and Hood, particularly on the west side. The rainwater regularly goes up in the driveway and runs onto the sidewalk near Condit. Please reduce the speeding on Mountain Ave.	{246ed53c-91aa-4a	2024-05-21 16:44	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.72914	34.11480599	0
87	Add your own comment	Continued ... It is unsafe for our community and its children. Thank you. I am a 33 years resident of Mountain Ave.	{82fc6b90-46bb-4f7	2024-05-21 16:45	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7291567	34.11457115	0
88	Add your own comment	Claremont needs real bike networks (east/west north/south) with streets that actually prioritize cyclists safety for non-experienced cyclists young and old. Streets that could work - Butte & 8th, Scripps, Vista/Oak Park ...	{e51af844-73d8-44	2024-05-21 17:02	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7296257	34.10193759	0
89	Add your own comment	Continued ... Mountain (Cambridge, Claremont, Mills) lowest hanging fruit could be improving key intersections with bulb outs, bikes boxes, sensor or button easily accessible for cyclists on the street - especially for intersections with a lot of ...	{875d6d7f-c2cf-4a8	2024-05-21 17:14	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7296345	34.10181356	0
90	Add your own comment	cont'... school traffic (Scripps, Butte/Mountain, 8th/Indian Hill, Arrow & College) To truly work the streets need the entire stretch to be bike friendly, so cars are slower and it is safer for pedestrians as well. Spot treatments are for traveling...	{8fbe9b89-660c-43	2024-05-21 17:17	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7296521	34.10167494	0
91	Add your own comment	cont' ... wont work for this so hopefully this plan can work in conjunction with a complete street plan and bike/ped plan	{7647bb4f-071a-4d	2024-05-21 17:18	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7296785	34.10155091	0
92	Add your own comment	PUBLIC EDUCATION on how to safely share the road for (bike, e-scooters that drive on sidewalks and in the wrong way). Unsafe speeding all North/South streets in Claremont Mountain Ave is an important focus right now. A study aimed at including pedestrians and bikers on Mountain Ave in a safe way is sorely needed.	{623d32fa-c37e-49	2024-05-21 17:27	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7195205	34.10739275	0
93	Add your own comment		{b524e24e-36aa-45	2024-05-21 17:45	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290449	34.10436903	0
94	Add your own comment	continued ... The angle parking in the central village seems to slow traffic as drivers watch for parked cars slowly back out of their parking space. Worthy of evaluation!	{383cb4cd-546b-41	2024-05-21 17:46	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290309	34.1043691	0
95	Add your own comment	Please have a follow up public meeting to show priority intersections	{2b432df4-bf24-4ac	2024-05-21 17:47	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7211979	34.10221614	0
96	Add your own comment	Mountain/Foothill intersection; Foothill EB/WB turn signal should be protected only	{c3bd1ecd-568d-49	2024-05-22 21:08	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290097	34.10698725	0
97	Add your own comment	Baseline Rd/Mills Ave - left turn lights take FOR-EVER	{2433138f-58a6-43	2024-05-22 21:14	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071349	34.12163305	0
98	Add your own comment	Construction on Towne Ave has narrowed the roadway	{6646220a-9efe-40	2024-05-22 21:21	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7367357	34.11687802	0
99	Add your own comment	crossings too far apart for students	{eeaa9451-7b63-43	2024-05-22 21:24	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7297772	34.1069205	0
100	Add your own comment	Claremont/Arrow- bike lanes maintenance needed; cars parked in bike lane; paint scheme into Arrow really bad!	{004cd54f-f175-4b4	2024-05-22 21:29	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7028364	34.09969768	0
101	Add your own comment	College Ave, Foothill to 6th - speeding and crossing	{687af005-2543-4c	2024-05-22 21:32	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7149098	34.09971893	0
102	Add your own comment	People drive very fast on Baseline, along the entire length of the city.	{55ee294d-4e18-48	2024-05-22 21:42	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.698748	34.12158756	0
103	Add your own comment	Indian Hill and Foothill pedestrians not safe from right turning cars	{06811527-6ce4-4f	2024-05-22 21:44	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202041	34.1071571	0
104	Add your own comment	Harrison between Indian Hill and Harvard is too wide for a residential and routinely gets speeds above 25mph	{377e9872-f7e1-4b	2024-05-22 21:56	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7176393	34.09869032	0
105	Add your own comment	Mills between Foothill & Baseline - cars passing in center divide and bike lanes	{68bc20d3-1fb0-4a	2024-05-22 22:02	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.707099	34.11482258	0
106	Add your own comment	Indian Hill from Arrow to Foothill needs pedestrian priority and No Right Turn on red for pedestrians	{44e145f0-7f37-4fe	2024-05-22 22:13	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7192915	34.09140265	0
107	Add your own comment	why is parking allowed on Baseline and Claremont Blvd in the bicycle lane still?	{95d84e7b-5e9b-40	2024-05-22 22:19	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.6996393	34.11285949	0
108	Add your own comment	Butte misaligned with 8th St. Scray to cross by car, foot, or cycle at active school times	{19e6811b-bbfd-40	2024-05-22 23:38	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289613	34.10173134	0
109	Add your own comment	Protected bike lanes on the north side of Foothill for a few blocks. More of this.	{41ecfc13-d941-41	2024-05-22 23:39	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7267012	34.10707492	0
110	Add your own comment	Sidewalks not ADA compliant; motorized wheelchairs must use street	{86404376-508f-49	2024-05-22 23:43	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.6964178	34.11814243	0
111	Add your own comment	Mills is a bike route to Mt. Baldy Rd and CH wilderness park, but has no adequate bike lanes protected from fast traffic	{f0d75e9a-daac-42	2024-05-22 23:50	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7072868	34.13884802	0
112	Add your own comment	Indian Hill and 8th - turning cars not paying attention to peds	{4a1b4a78-c41f-4e	2024-05-22 23:55	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7205816	34.10162645	0
113	Add your own comment	Baseline and Monte Vista - speed coming off the 210 hwy	{244e9d5d-e838-4c	2024-05-22 23:59	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.6984907	34.1203238	0
114	Add your own comment	Berkeley is used as a bypass and is too wide to be a residential street especially between Harrison and Bonita	{3d69a9dc-c96f-49	2024-05-23 0:10	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7229791	34.09748924	0
115	Add your own comment	Russian village needs calming diversion from NB Mills onto Moreno. How many cars into houses do you to experience	{5d58b9be-b0f0-4b	2024-05-23 0:13	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7067275	34.09113167	0
116	Add your own comment	Mountain in between Foothill and Baseline, lots of parked cars on E/W sides of the street. When biking, always worried about cars, opening their doors, moving into street	{43bb0faf-6685-428	2024-05-23 0:18	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7291952	34.11163638	0

117	Add your own comment	Amador and Towne - issues with light. Red light.	{0f8a7338-f6e8-4c9	2024-05-23 0:21	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7365725	34.10567745	0
118	Add your own comment	Red light issues	{e36550a3-fb6f-484	2024-05-23 0:22	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071268	34.10709437	0
119	Add your own comment	Towne and Foothill unprotected left turn movement	{032ac0ee-083e-4a	2024-05-23 0:23	KOAOCarcgis	2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7366804	34.10723358	0
120	Driving	NO MORE ROAD DIETS	{0820af2b-db5e-47	2024-05-23 22:49		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289151	34.11076894	0
121	Biking	Parents must teach their school-age children how to bicycle safely to and from school. And then supervise them until they are competent.	{1556eefa-6fb4-495	2024-05-23 22:52		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289151	34.11360007	0
122	Walking	No more bulbouts. There is no advantage to pedestrians, and they back up traffic, which is its own safety hazard.	{3133a99a-999e-49	2024-05-23 22:55		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7245644	34.11293549	0
123	Biking	There is nothing "tricky" at Radcliffe. There is already a traffic signal.	{8e6c8be4-3ec7-42	2024-05-23 22:58		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202299	34.11815892	0
124	Driving	I want my 4-lane Mills back.	{6fe705fc-e7d3-4e1	2024-05-23 23:00		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071379	34.11424262	0
125	Biking	Bicyclists must bicycle carefully and defensively.	{ac602478-3850-41	2024-05-23 23:01		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071487	34.11259488	0
126	Biking	Speed limits are already appropriate on Indian Hill.	{18ad5efe-e10e-4e	2024-05-23 23:04		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7203666	34.11172436	0
127	Walking	If high school students are not competent to walk or bicycle safely along Indian Hill, why not?? Does the high school need to offer remedial safety courses?	{c6bc5e11-140b-45	2024-05-23 23:06		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7203559	34.11262597	0
128	Biking	Where the bicycle lane ends here, bicyclists to not even look to their left for right-turning vehicles, before continuing along the painted-only bike lane. The Foothill Blvd re-do made this spot much LESS safe.	{d27b7f1a-9daf-440	2024-05-23 23:11		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7191328	34.10720729	0
129	Biking	Bicyclists should ride on the sidewalk any time the road is too narrow for their liking. Or find an alternate easier route.	{b8056165-48c9-47	2024-05-23 23:14		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7203108	34.10683418	0
130	Driving	There is an illegal stop sign here which does not meet warrants.	{52ddc732-f5a6-41	2024-05-23 23:16		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7229308	34.10913673	0
131	Driving	There is an illegal stop sign here which does not meet warrants.	{10cbbd95-7864-4c	2024-05-23 23:16		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7230627	34.10859575	0
132	Driving	There is an illegal stop sign here which does not meet warrants.	{4139c5dc-5951-49	2024-05-23 23:17		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7231336	34.10851047	0
133	Driving	No more road diets.	{54e4f19e-b63a-4f3	2024-05-23 23:19		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289175	34.10768166	0
134	Driving	No more road diets.	{3cd1df3f-345e-49d	2024-05-23 23:20		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289353	34.11851142	0
135	Biking	Why are the protected bike lane barriers like 3 feet wide? Why isn't it just a single line of curbing?	{a2b92a91-51b3-4d	2024-05-23 23:22		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7366009	34.11661234	0
136	Driving	Bulbouts on major thoroughfares are DANGEROUS, and must not be installed. Major thoroughfares include, for example, Foothill, Towne, Baseline, Mills, Claremont Blvd, Arrow Hwy, Indian Hill, and other such roads.	{948edcde-e1de-4b	2024-05-23 23:25		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7368825	34.11139378	0
137	Walking	Bulbouts are pointless.	{d08ca093-d312-48	2024-05-23 23:28		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7182034	34.10344941	0
138	Walking	Bulbouts are pointless.	{9ce9db6b-b410-43	2024-05-23 23:28		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7180728	34.10163266	0
139	Walking	Bulbouts are pointless.	{ba3a3222-7168-40	2024-05-23 23:28		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7166692	34.1023952	0
140	Walking	Bulbouts are pointless.	{ac615427-633f-4f6	2024-05-23 23:29		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7149436	34.10314292	0
141	Walking	Traffic is light enough on College Ave that anyone can cross safely, IF they are paying attention.	{de27cdca-2a67-46	2024-05-23 23:31		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7148721	34.10089973	0
142	Walking	Traffic is light enough on College Ave that anyone can cross safely, IF they are paying attention.	{5fb9f97c-fb39-492	2024-05-23 23:32		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7149078	34.10011497	0
143	Driving	No more bulbouts.	{cef068b0-ffe0-492	2024-06-14 14:10		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7070917	34.10764153	0
144	Driving	No more bulbouts.	{cbda41cd-a7f0-40(	2024-06-14 14:11		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7070985	34.10885876	0
145	Driving	No more bulbouts.	{4e1c43af-b8e4-4cf	2024-06-14 14:12		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071052	34.10990828	0
146	Driving	No more bulbouts.	{8d0b9f98-217b-44	2024-06-14 14:12		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071153	34.11094118	0
147	Driving	No more bulbouts.	{4588e216-e6b4-44	2024-06-14 14:13		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.707132	34.11320907	0
148	Driving	No more bulbouts.	{72045559-e96a-49	2024-06-14 14:13		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7071487	34.1155489	0
149	Driving	No more bulbouts.	{e166daf2-8dbc-43	2024-06-14 14:13		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.707142	34.11607224	0
150	Driving	No more bulbouts.	{7b09e029-02b7-4a	2024-06-14 14:14		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289486	34.11660111	0
151	Driving	No more bulbouts.	{6279c4e2-dd5f-45f	2024-06-14 14:15		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289486	34.11936172	0
152	Driving	No more bulbouts.	{c32676eb-02bf-40	2024-06-14 14:15		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289385	34.12159062	0
153	Driving	No more bulbouts.	{1aa52056-4dfe-45	2024-06-14 14:16		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289686	34.11486219	0
154	Driving	No more bulbouts.	{89973e9d-7d3f-47	2024-06-14 14:17		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289519	34.11304016	0
155	Driving	No more bulbouts.	{41c89490-d058-49	2024-06-14 14:17		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289486	34.11271895	0
156	Driving	No more bulbouts.	{841f475d-2a05-41	2024-06-14 14:17		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289419	34.11124024	0
157	Driving	No more bulbouts.	{d7b076c6-e1ac-4ff	2024-06-14 14:17		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289285	34.10955383	0
158	Driving	No more bulbouts.	{0523fc9c-3cc2-413	2024-06-14 14:18		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289252	34.1086123	0
159	Driving	No more bulbouts.	{c7490f06-745a-43	2024-06-14 14:18		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289987	34.10703383	0
160	Driving	No more road diets.	{796b3793-9e77-4e	2024-06-14 14:20		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289252	34.10912183	0
161	Driving	No more road diets.	{cb816c5a-2071-49	2024-06-14 14:21		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289486	34.11201006	0
162	Driving	This area around Condit is already heavily congested during school drop-off and pick-up times. Removing any vehicle traffic lanes will create an absolute disaster.	{859a0dbe-b6dd-48	2024-06-14 14:25		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289636	34.11530415	0
163	Driving	No more bulbouts.	{22006bf1-a169-4b(	2024-06-14 14:27		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290388	34.10529702	0
164	Driving	No more bulbouts.	{9790d330-85a7-43	2024-06-14 14:28		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290334	34.10347587	0
165	Driving	No more bulbouts.	{2ea9ebd0-f81a-44(	2024-06-14 14:29		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290629	34.10181903	0
166	Driving	No more bulbouts.	{7ae6265f-72c1-45(	2024-06-14 14:30		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7290683	34.09999647	0
167	Driving	No more bulbouts.	{dfcc5bc6-f64c-47a	2024-06-14 14:30		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7289926	34.09863319	0
168	Driving	Bring back the by-pass lane that used to be here.	{346b9255-0c27-43	2024-06-14 14:33		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7202461	34.09862328	0
169	Driving	Bring back the by-pass lane that used to be here.	{a41b1f28-bc92-483	2024-06-14 14:33		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7192933	34.09842604	0
170	Driving	No more bulbouts.	{2ed79940-8861-44	2024-06-14 14:34		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7165189	34.09864993	0
171	Driving	No more bulbouts.	{5ed5be20-e707-4b	2024-06-14 14:35		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7192967	34.09659188	0
172	Driving	No more bulbouts.	{641ff14c-6a81-461	2024-06-14 14:36		2024-06-19 21:21	ArcGISProAdv_KOAcorp	-117.7193048	34.09464019	0

APPENDIX A.4: OUTREACH MEETING #1 POWERPOINT

Claremont Local Road Safety Plan (LRSP)

Claremont | December 14, 2023

A LOCHNER COMPANY

LRSP PURPOSES & GOALS

1. Establish a **systemic approach** to address transportation safety issues through various "E"s: Engineering, Enforcement, Education, Emergency Services, Emerging Technologies*

2. Facilitate development of local agency partnerships and collaboration, resulting in a **prioritized list** of improvements and actions that can demonstrate a defined need and contribute to the statewide plan*

3. Create grant **funding eligibility** based on LRSP priority projects

4. Define a procedure to continuously **evaluate and update** the LRSP

**Caltrans – LRSM, April 2022, v 1.6*

LRSP BACKGROUND

Local Roadway Safety Plans are a data-driven effort that are primarily focused on reducing traffic collisions where victims are killed or seriously injured (KSI).

Caltrans offers funding to local jurisdictions that adopt an LRSP. An LRSP must:

- Analyze collision data
- Assess infrastructure deficiencies through an inventory of roadway system elements
- Identify roadway safety solutions on a citywide basis

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LRSP DATA SOURCES – SYSTEMATIC APPROACH

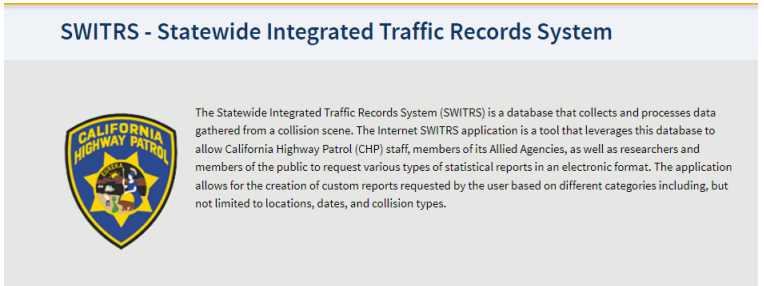
The foundation of an LRSP is the data. This data comes from a variety of sources that include:

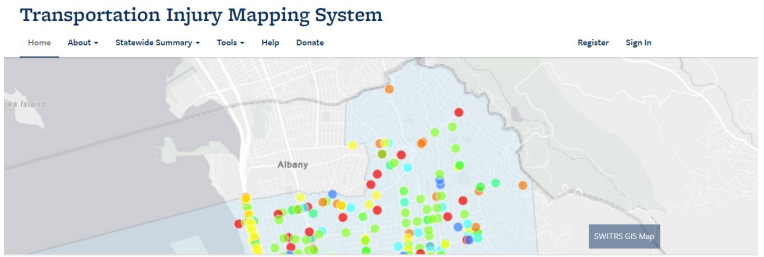
Roadway and Traffic Data

- Intersections (traffic signal locations)
- Roadway classifications and traffic volumes
- Pedestrian network, bicycle network, transit facilities
- Future projects

Collision Data

- SWITRS (Statewide Integrated Traffic Records System)
- TIMS (Transportation Injury Mapping System)
- Local government sources (Police Department)
- California Office of Traffic Safety (OTS) statewide roadway safety rankings





OTS CALIFORNIA OFFICE OF TRAFFIC SAFETY

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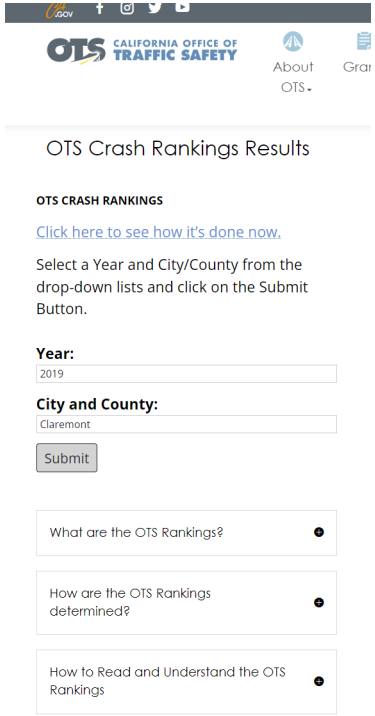
WHAT ARE THE OTS RANKINGS?



The OTS rankings compare annual traffic safety statistics among **cities in California** with **similar populations.**

The rankings are a statewide attempt to provide a methodology for **comparisons.**

The methodology uses individual rankings such as pedestrian, bicyclist, speed, and total fatal and injury, etc. that are considered in the LRSP.

An analysis of one of the rankings commonly for LRSPs is total fatal and injury statistics. **These statistics will be highlighted to compare Claremont among comparable cities.**

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OTS RANKINGS ARE WEIGHTED

OTS rankings are **weighted** by **three** variables:

$$^{1}Total\ Collision\ Victims\ *^{2}Population\ *^{3}Daily\ Vehicle\ Miles\ Traveled\ (DVMT)$$

The rankings are not a simple ranking of total fatal and injury!

Sources:

Total Collision Victims: SWITRS

Population: California Dept. of Finance

DVMT: Caltrans

OTS – IMPORTANT NOTE

OTS Statement on Rankings – Webpage: https://www.ots.ca.gov/media-and-research/crash-rankings/

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

OTS POPULATION GROUPS

Cities are grouped by population so they are compared against similarly-sized cities:

OTS Group	Population
A	>250,000
B	100,001 – 250,000
C	50,001 – 100,000
D	25,001 – 50,000
E	10,001 – 25,000
F	2,501 – 10,000
G	1 – 2,500

Source: OTS

Claremont's population of ~36,000 places it in **Group D**

CLAREMONT OTS RANKINGS

Claremont's OTS rankings of Total Fatal and Injury Victims from 2017 – 2020:

Collision Statistic Category	2017	2018	2019	2020
Group D: Number of Cities	94	97	94	91
OTS Ranking: Total Fatal and Injury (Victims Killed or Injured)	24th	35th	27th	10th
Total Fatal and Injury (Victims Killed or Injured)	191 victims	153 victims	151 victims	155 victims
Total KSI Collisions	11	10	7	16

Source: OTS, SWITRS

Key: 1st = worst | 94th = better

OTS RANKINGS SEVERITY

Most OTS rankings are calculated using **number of total collision victims:**

In California, collisions are classified by **severity:**

- Fatal
- Severe Injury
- Visible Injury
- Complaint of Pain

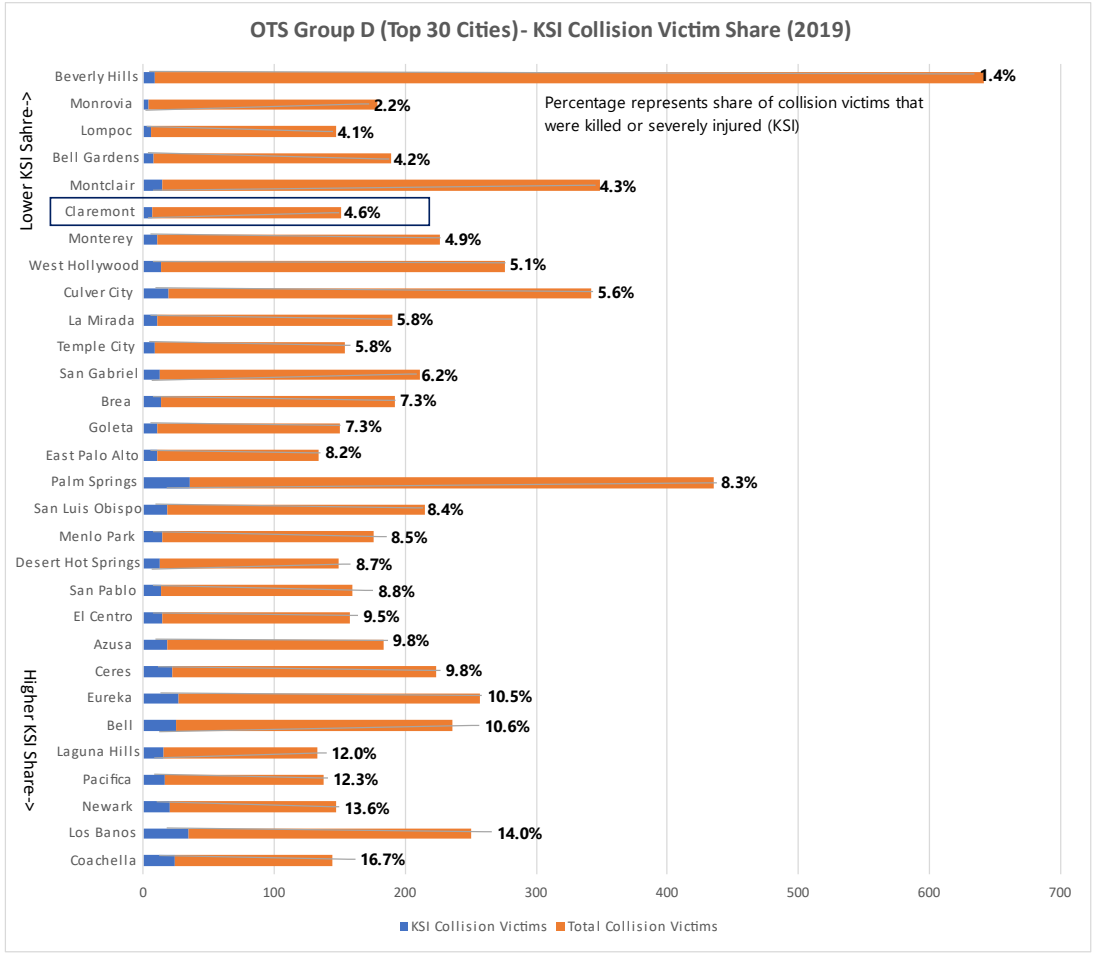
OTS rankings do not differentiate between Killed/Severe Injury (KSI) and minor injuries. LRSP projects typically prioritize roadway facilities with high fatalities instead of roadway facilities with high numbers of collisions resulting in minor injuries

KSI Collisions

In 2019, 4.6% of all collision victims in Claremont were killed or severely injured.

1 Killed and 6 Severely Injured Victims

151 Total Collision Victims



KSI COLLISION COMPARISONS

In 2019, 4.6% of all collision victims in Claremont were killed or severely injured. **The comparison with other Group D cities ranks Claremont within the best range.**

<u>7 KSI Collision victims</u>
This places Claremont **54th** (of 94 cities) in Group D for KSI collision victims. Claremont ranks in the upper half of Group D.
Key: 1st = worst | 94th = better

Other Group D cities (# of KSI collision victims)
- Palm Springs: 36
- Culver City: 19
- San Dimas: 19
- Azusa: 18
- Montclair: 15
- Claremont: 7

LRSP FACTORS TO CONSIDER

Local Roadway Safety Plans primarily seek to mitigate **fatal and severe injury** collisions.

The LRSP will prioritize improvements at roadway facilities with a **high incidence** of these KSI collisions.

As stated by OTS, **many factors** must be evaluated based on **local circumstances** for the LRSP.

NEXT STEPS

1. The LRSP will further analyze the data
2. Identify **roadway safety focus areas,** such as Pedestrian and Bicyclist safety
3. **Engage with Claremont community** to gather feedback on roadway safety
4. Develop **roadway safety recommendations**

FINAL THOUGHTS

The purpose of the LRSP is to **improve roadway safety** based on the available collision data and existing roadway conditions with the primary goal of reducing KSI traffic collisions.

Although the OTS rankings will be used to provide background context, the focus of the LRSP is to evaluate the local circumstances **considering community feedback** collected and focus on City-specific roadway safety.

Questions?

APPENDIX A.1: OUTREACH MEETING #2 POWERPOINT

Claremont Local Road Safety Plan (LRSP)

Stakeholder Meeting | May 9, 2024 | 6 PM – 7 PM

Alexander Hughes Community Center

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Today's Agenda

1. **Introductions (Vince Ramos and Leslie Scott)**
2. **LRSP Background and Goals (Hilary Mau)**
3. **Existing Conditions (Tom Chalmers)**
4. **Stakeholder Engagement (Monica Paderanga)**
5. **Next Steps (Leslie Scott)**

Your Role:

The Stakeholder Group will **help inform the development of the LRSP and provide input** on potential improvements**.**

1

Introductions

2

LRSP Background and Goals

LRSP Background

Local Roadway Safety Plans are a data-driven effort that are primarily focused on reducing traffic collisions where victims are killed or seriously injured (KSI).

Caltrans offers funding to local jurisdictions that adopt an LRSP. An LRSP must:

- Analyze collision data
- Assess infrastructure deficiencies through an inventory of roadway system elements
- Identify roadway safety solutions on a citywide basis

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Safety Plans

Local Roadway Safety Plan

- Framework for identifying, analyzing, and prioritizing safety improvements on local roads, to **<u>reduce</u> severe injury and fatal collisions**.

Complete Streets

- An approach toward transportation to "**<u>prioritize</u> roadway user safety, comfort, and connectivity**"(FHWA).
- An LRSP can include Complete Streets projects but is not entirely Complete Streets.

Vision Zero

- An initiative aimed at **<u>eliminating</u> traffic-related fatalities and severe injuries**.
- Different from an LRSP

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LRSP Purposes & Goals

- **Isolate safety issues** from a thorough review of collision data
- **Engage with the public** on safety issues
- **Identify focus areas** from combined data review and public engagement
- **Create potential countermeasures** (improvements) to mitigate identified safety issues
- **Apply for funding** for improvement projects

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3

Existing Conditions

Safety Analysis

Traffic collisions from the most recent **five years** of available data were analyzed: **2017-2021**

Collision data sourced from:

- California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database
- Claremont Police Department

Safety Analysis Process

Data categories of focus include **collision severity** and **travel mode.**

Collision Severity categories:

- Fatal
- Severe Injury
- Visible Injury
- Complaint of Pain
- Property Damage Only

KSI collisions

Travel mode:

Vehicle only 

Pedestrians 

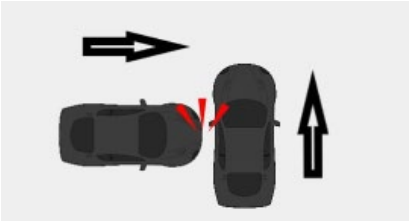
Bicyclists 

Safety Analysis Process

Collision type is another important collision analysis category. Collision type describes the vehicle movements leading to a collision.

Examples:

Broadside



Source: Johnson Law

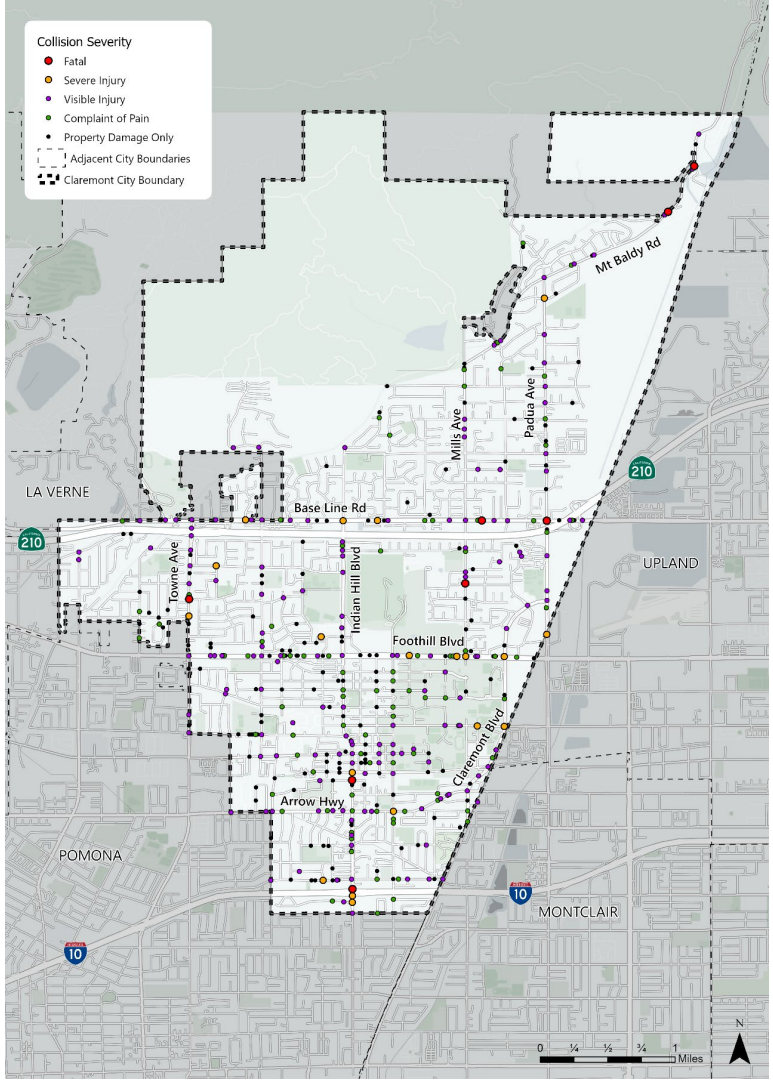
Sideswipe

Source: Vanguard Attorneys

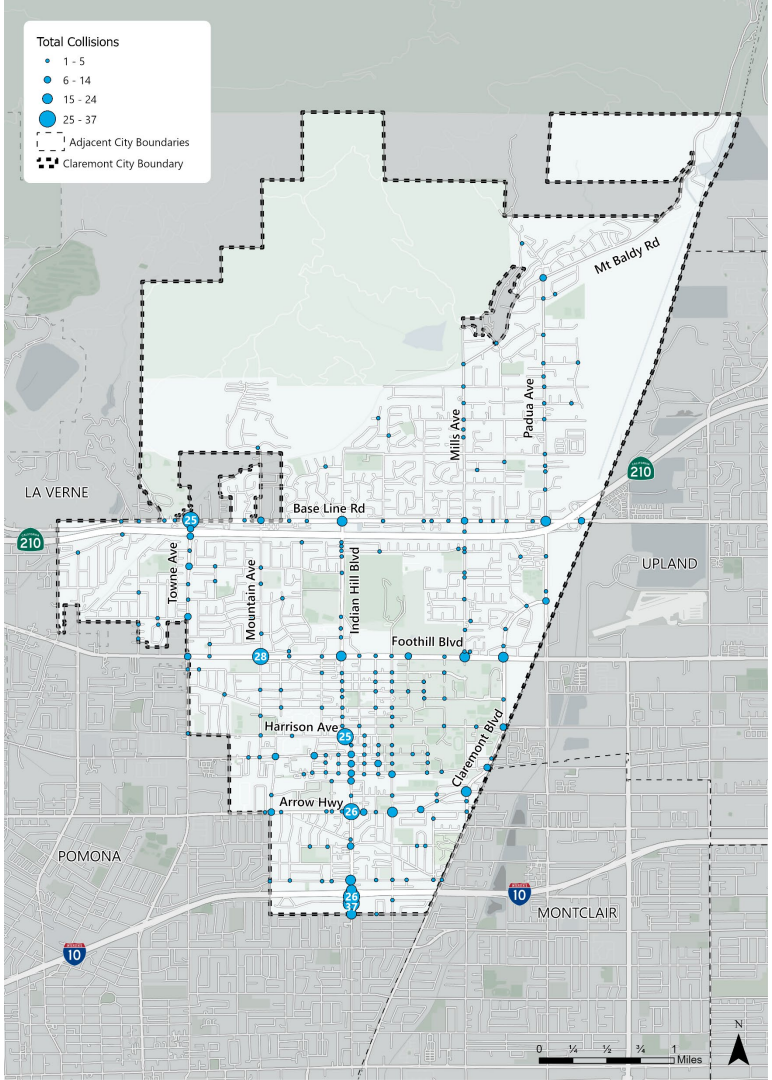
Rear End

Source: Curtis Legal Group

Total Collisions in Claremont (2017-2021)



Intersections
Total Collisions in Claremont (2017-2021)



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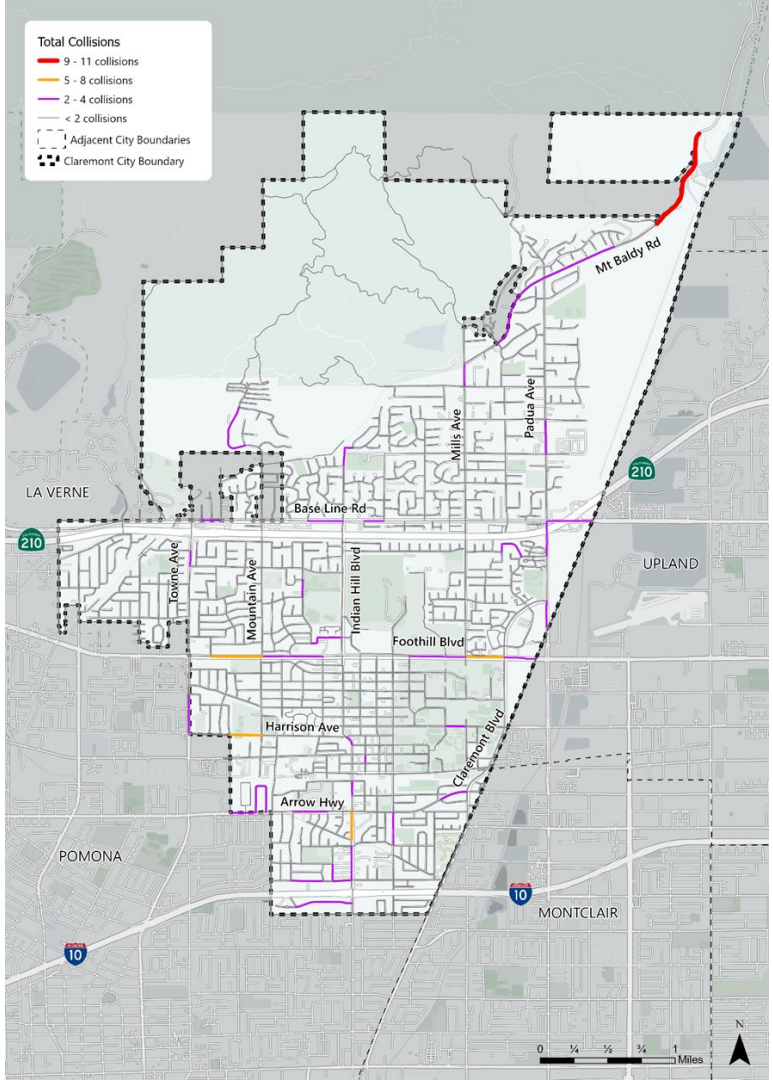
Roadway Segments
Total Collisions (2017-2021)



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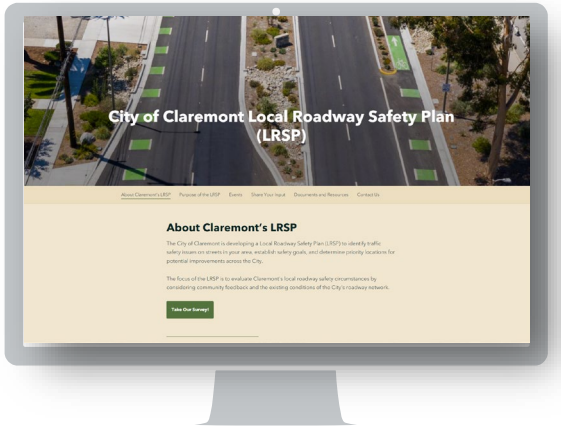
4

Stakeholder Engagement

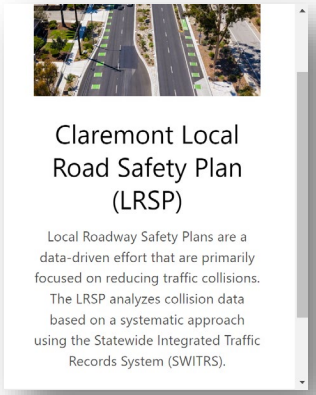
Stakeholder Engagement Overview

- Presentation to the Traffic and Transportation Commission
  Thursday, December 14, 2023
- Stakeholder Meeting
  Thursday, May 9, 2024
- Online Engagement

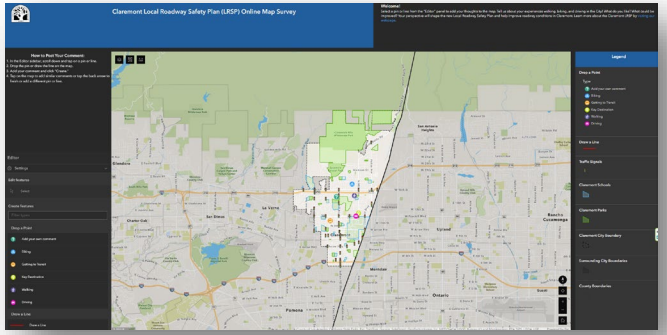
Engagement Tools



Project Website



Digital Survey



Mapping Survey

Project Website QR Code

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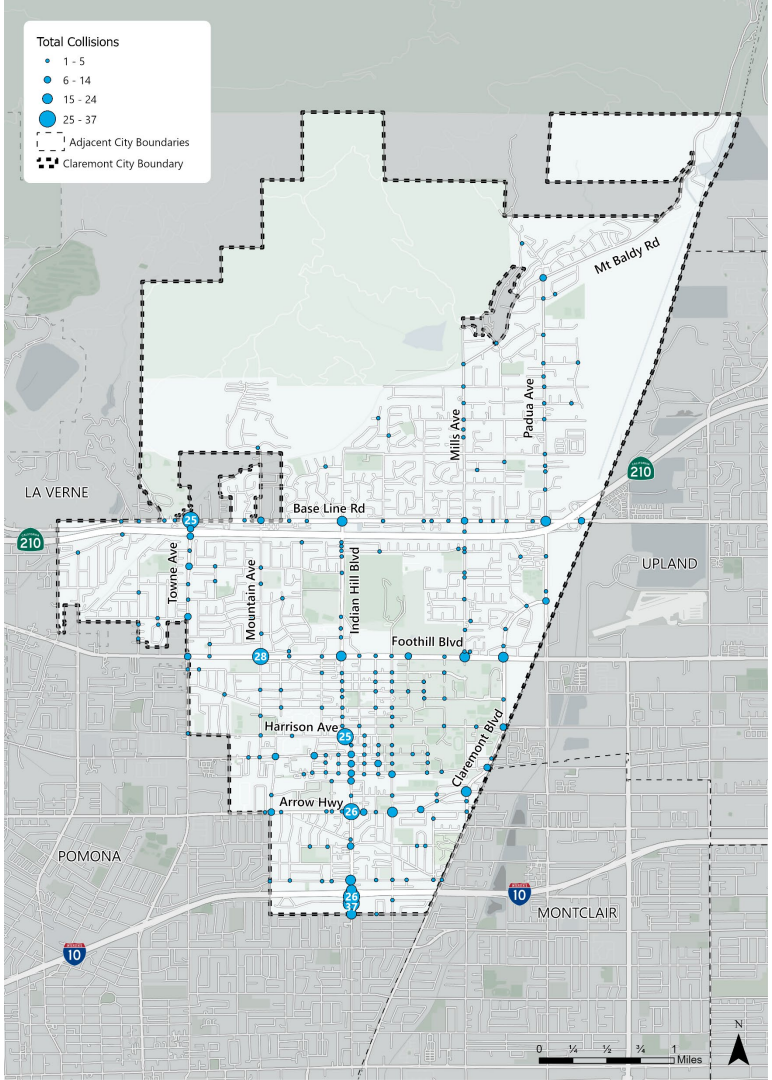
Interactive Exercise

1. Scan the QR code or visit this link: https://bit.ly/ClaremontLRSP-MappingSurvey
2. Please comment on the map by dropping a point to **tell us about your experiences walking, biking, and driving in Claremont**.

Intersections
Total Collisions in Claremont (2017-2021)



5

Next Steps

Next Steps

1. Identify **roadway safety focus areas,** such as Pedestrian and Bicyclist safety
2. Continue to **engage with Claremont community** to gather feedback on roadway safety
3. Develop **roadway safety recommendations**
4. Present the recommendations to the **Traffic and Transportation Commission**

Questions?

Thank You!

If you have any questions, please contact:

vramos@ci.claremont.ca.us

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APPENDIX B
SAFETY PROJECTS COST ESTIMATES

CITY OF CLAREMONT

INDIAN HILL BLVD, FROM VISTA DR/OAK PARK DR TO AMERICAN AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
SI02	***TRAFFIC SIGNAL***				
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (3-SECTION SIGNAL HEAD)	71	EA	$150	$10,650
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (5-SECTION SIGNAL HEAD)	4	EA	$200	$800
	COUNTERMEASURE SUBTOTAL				**$11,450**
SI10	***CIVIL***				
	PAVEMENT FRICTION MANAGEMENT	18,180	SY	$50	$909,000
	COUNTERMEASURE SUBTOTAL				**$909,000**
				TOTAL FOR BASE BID ITEMS	**$940,450**
				MOBILIZATION & DEMOBILIZATION	**$94,045**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$94,045**
				FINAL DESIGN	**$94,045**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$56,427**
				PROJECT MANAGEMENT	**$94,045**
				20% CONTINGENCY	**$274,611**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$296,580**
				GRAND TOTAL	**$1,944,249**

CITY OF CLAREMONT

MOUNT BALDY RD, NORTH OF FERGUS FALLS

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	4	EA	$10,000	$40,000
	COUNTERMEASURE SUBTOTAL				**$40,000**
R21	***SIGNING AND STRIPING***				
	REMOVE MARKING	2	EA	$300	$600
	INSTALL MARKING	2	EA	$600	$1,200
	REHABILITATE PAVEMENT	1,310	SY	$50	$65,500
1.00	***COUNTERMEASURE SUBTOTAL***				**$67,300**
				TOTAL FOR BASE BID ITEMS	**$107,300**
				MOBILIZATION & DEMOBILIZATION	**$10,730**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$10,730**
				FINAL DESIGN	**$10,730**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$6,438**
				PROJECT MANAGEMENT	**$10,730**
				20% CONTINGENCY	**$31,332**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$33,838**
				GRAND TOTAL	**$221,828**

CITY OF CLAREMONT

MILLS AVE, FROM FOOTHILL BLVD TO BASE LINE ROAD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	4	EA	$10,000	$40,000
	COUNTERMEASURE SUBTOTAL				**$40,000**
R21	***SIGNING AND STRIPING***				
	REMOVE MARKING	5	EA	$300	$1,500
	INSTALL MARKING	5	EA	$600	$3,000
	REHABILITATE PAVEMENT	3,820	SY	$50	$191,000
	COUNTERMEASURE SUBTOTAL				**$195,500**
				TOTAL FOR BASE BID ITEMS	$235,500
				MOBILIZATION & DEMOBILIZATION	$23,550
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$23,550
				FINAL DESIGN	$23,550
				CONSTRUCTION MANAGEMENT AND INSPECTION	$14,130
				PROJECT MANAGEMENT	$23,550
				20% CONTINGENCY	$68,766
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$74,267
				GRAND TOTAL	$486,863

CITY OF CLAREMONT

BASE LINE RD FROM PADUA AVE/MONTE VISTA AVE TO TOWNE AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	4	EA	$10,000	$40,000
	COUNTERMEASURE SUBTOTAL				**$40,000**
SI02	***TRAFFIC SIGNAL***				
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (3-SECTION SIGNAL HEAD)	72	EA	$150	$10,800
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (5-SECTION SIGNAL HEAD)	12	EA	$200	$2,400
	COUNTERMEASURE SUBTOTAL				**$13,200**
SI10	***CIVIL***				
	PAVEMENT FRICTION MANAGEMENT	19,440	SY	$50	$972,000
	COUNTERMEASURE SUBTOTAL				**$972,000**
				TOTAL FOR BASE BID ITEMS	**$1,025,200**
				MOBILIZATION & DEMOBILIZATION	**$102,520**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$102,520**
				FINAL DESIGN	**$102,520**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$61,512**
				PROJECT MANAGEMENT	**$102,520**
				20% CONTINGENCY	**$299,358**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$323,307**
				GRAND TOTAL	**$2,119,457**

CITY OF CLAREMONT

MONTE VISTA AVE/PADUA AVE, FROM CLAREMONT BLVD TO MOUNT BALDY RD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	4	EA	$10,000	$40,000
	COUNTERMEASURE SUBTOTAL				**$40,000**
SI02	***TRAFFIC SIGNAL***				
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (3-SECTION SIGNAL HEAD)	55	EA	$150	$8,250
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (5-SECTION SIGNAL HEAD)	8	EA	$200	$1,600
	COUNTERMEASURE SUBTOTAL				**$9,850**
SI10	***CIVIL***				
	PAVEMENT FRICTION MANAGEMENT	12,550	SY	$50	$627,500
	COUNTERMEASURE SUBTOTAL				**$627,500**
				TOTAL FOR BASE BID ITEMS	**$677,350**
				MOBILIZATION & DEMOBILIZATION	**$67,735**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$67,735**
				FINAL DESIGN	**$67,735**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$40,641**
				PROJECT MANAGEMENT	**$67,735**
				20% CONTINGENCY	**$197,786**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$213,609**
				GRAND TOTAL	**$1,400,326**

CITY OF CLAREMONT

INDIAN HILL BLVD, FROM COLBY CIR TO RADCLIFFE DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL			500.00	**$20,000**
SI02	***TRAFFIC SIGNAL***				
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (3-SECTION SIGNAL HEAD)	7	EA	$150	$1,050
	INSTALL RETROREFLECTIVE BORDERS ON BACKPLATES (5-SECTION SIGNAL HEAD)	1	EA	$200	$200
	COUNTERMEASURE SUBTOTAL				**$1,250**
SI10	***CIVIL***				
	PAVEMENT FRICTION MANAGEMENT	4,620	SY	$50	$231,000
	COUNTERMEASURE SUBTOTAL				**$231,000**
				TOTAL FOR BASE BID ITEMS	**$252,250**
				MOBILIZATION & DEMOBILIZATION	**$25,225**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$25,225**
				FINAL DESIGN	**$25,225**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$15,135**
				PROJECT MANAGEMENT	**$25,225**
				20% CONTINGENCY	**$73,657**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$79,550**
				GRAND TOTAL	**$521,492**

CITY OF CLAREMONT

SCRIPPS DR, FROM TOWNE AVE TO INDIAN HILL BLVD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
				TOTAL FOR BASE BID ITEMS	$20,000
				MOBILIZATION & DEMOBILIZATION	$2,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$2,000
				FINAL DESIGN	$2,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$1,200
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$6,040
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$6,523
				GRAND TOTAL	$42,763

CITY OF CLAREMONT

SCRIPPS DR AND DANBURY RD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	2	LS	$200,000	$400,000
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				$450,250
NS24PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)	2	EA	$14,715	$29,430
	COUNTERMEASURE SUBTOTAL				$29,430
				TOTAL FOR BASE BID ITEMS	**$479,680**
				MOBILIZATION & DEMOBILIZATION	**$47,968**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$47,968**
				FINAL DESIGN	**$47,968**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$28,781**
				PROJECT MANAGEMENT	**$47,968**
				20% CONTINGENCY	**$140,067**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$151,272**
				GRAND TOTAL	**$991,671**

CITY OF CLAREMONT

RADCLIFFE DR AND LOYOLA CT

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	2	LS	$200,000	$400,000
	REMOVE EX. CROSSWALK STRIPING	34	LF	$1	$34
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				$450,284
NS24PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)	2	EA	$14,715	$29,430
	COUNTERMEASURE SUBTOTAL				$29,430
				TOTAL FOR BASE BID ITEMS	**$479,714**
				MOBILIZATION & DEMOBILIZATION	**$47,971**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$47,971**
				FINAL DESIGN	**$47,971**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$28,783**
				PROJECT MANAGEMENT	**$47,971**
				20% CONTINGENCY	**$140,076**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$151,283**
				GRAND TOTAL	**$991,742**

CITY OF CLAREMONT

SUMMER AVE, FROM HILLSDALE DR TO LOCKHAVEN WAY

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
R28	***SIGNING AND STRIPING***				
	REMOVE STRIPING	2248	LF	$1	$2,248
	INSTALL STRIPING	2248	LF	$4	$8,992
	REMOVE MARKING	2	EA	$300	$600
	INSTALL MARKING	2	EA	$600	$1,200
	COUNTERMEASURE SUBTOTAL				**$13,040**
				TOTAL FOR BASE BID ITEMS	**$33,040**
				MOBILIZATION & DEMOBILIZATION	**$3,304**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$3,304**
				FINAL DESIGN	**$3,304**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$1,982**
				PROJECT MANAGEMENT	**$3,304**
				20% CONTINGENCY	**$9,648**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$10,419**
				GRAND TOTAL	**$68,306**

CITY OF CLAREMONT

MOUNTAIN AVE, FROM SCRIPPS DR TO HOOD DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
				TOTAL FOR BASE BID ITEMS	$20,000
				MOBILIZATION & DEMOBILIZATION	$2,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$2,000
				FINAL DESIGN	$2,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$1,200
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$6,040
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$6,523
				GRAND TOTAL	$42,763

CITY OF CLAREMONT

OXFORD AVE, FROM SCRIPPS DR TO HOOD DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
R28	***SIGNING AND STRIPING***				
	REMOVE STRIPING	2172	LF	$1	$2,172
	INSTALL STRIPING	2172	LF	$4	$8,688
	REMOVE MARKING	1	EA	$300	$300
	INSTALL MARKING	1	EA	$600	$600
	COUNTERMEASURE SUBTOTAL				**$11,760**
				TOTAL FOR BASE BID ITEMS	**$31,760**
				MOBILIZATION & DEMOBILIZATION	**$3,176**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$3,176**
				FINAL DESIGN	**$3,176**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$1,906**
				PROJECT MANAGEMENT	**$3,176**
				20% CONTINGENCY	**$9,274**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$10,016**
				GRAND TOTAL	**$65,659**

CITY OF CLAREMONT

OXFORD AVE AND HOOD DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	2	LS	$200,000	$400,000
	REMOVE EX. CROSSWALK STRIPING	56	LF	$1	$56
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				**$450,306**
NS24PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)	2	EA	$14,715	$29,430
	COUNTERMEASURE SUBTOTAL				**$29,430**
				TOTAL FOR BASE BID ITEMS	**$479,736**
				MOBILIZATION & DEMOBILIZATION	**$47,974**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$47,974**
				FINAL DESIGN	**$47,974**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$28,784**
				PROJECT MANAGEMENT	**$47,974**
				20% CONTINGENCY	**$140,083**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$151,290**
				GRAND TOTAL	**$991,787**

CITY OF CLAREMONT

MILLS AVE AND CHAPARRAL DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
S02	***SIGNAL MODIFICATION***				
	INSTALL LEADING PEDESTRIAN INTERVAL (LPI)	1	LS	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				***$5,000***
				TOTAL FOR BASE BID ITEMS	**$5,000**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$500**
				FINAL DESIGN	**$500**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$300**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,060**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,225**
				GRAND TOTAL	**$14,585**

CITY OF CLAREMONT

HARVARD AVE AND 9TH ST

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	3	LS	$200,000	$600,000
	REMOVE EX. CROSSWALK STRIPING	74	LF	$1	$74
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				**$650,324**
				TOTAL FOR BASE BID ITEMS	**$650,324**
				MOBILIZATION & DEMOBILIZATION	**$65,032**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$65,032**
				FINAL DESIGN	**$65,032**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$39,019**
				PROJECT MANAGEMENT	**$65,032**
				20% CONTINGENCY	**$189,895**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$205,086**
				GRAND TOTAL	**$1,344,454**

CITY OF CLAREMONT

YALE AVE, ADJACENT TO SYCAMORE ES

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	2	LS	$200,000	$400,000
	REMOVE EX. CROSSWALK STRIPING	34	LF	$1	$34
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				**$450,284**
				TOTAL FOR BASE BID ITEMS	**$450,284**
				MOBILIZATION & DEMOBILIZATION	**$45,028**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$45,028**
				FINAL DESIGN	**$45,028**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$27,017**
				PROJECT MANAGEMENT	**$45,028**
				20% CONTINGENCY	**$131,483**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$142,002**
				GRAND TOTAL	**$930,899**

CITY OF CLAREMONT

SANTA CLARA AVE, BETWEEN NORTHWESTERN DR AND MOUNTAIN AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
R28	***SIGNING AND STRIPING***				
	REMOVE EX. EDGELINE STRIPING	2,120	LF	$1	$2,120
	INSTALL EDGELINE STRIPING	2,120	LF	$4	$8,480
	INSTALL SPEED MARKING	2	EA	$600	$1,200
	COUNTERMEASURE SUBTOTAL				**$11,800**
	TOTAL FOR BASE BID ITEMS				**$31,800**
	MOBILIZATION & DEMOBILIZATION				**$3,180**
	TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY				**$3,180**
	FINAL DESIGN				**$3,180**
	CONSTRUCTION MANAGEMENT AND INSPECTION				**$1,908**
	PROJECT MANAGEMENT				**$3,180**
	20% CONTINGENCY				**$9,286**
	18% INFLATION (3% PER YEAR @ 6 YEARS)				**$10,028**
	GRAND TOTAL				**$65,742**

CITY OF CLAREMONT

SANTA CLARA AVE, MID-BLOCK CROSSWALKS ADJACENT TO MOUNTAIN VIEW ES

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	2	LS	$200,000	$400,000
	REMOVE EX. CROSSWALK STRIPING	34	LF	$1	$34
	INSTALL RAISED CROSSWALK	1	EA	$50,250	$50,250
	COUNTERMEASURE SUBTOTAL				**$450,284**
				TOTAL FOR BASE BID ITEMS	**$450,284**
				MOBILIZATION & DEMOBILIZATION	**$45,028**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$45,028**
				FINAL DESIGN	**$45,028**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$27,017**
				PROJECT MANAGEMENT	**$45,028**
				20% CONTINGENCY	**$131,483**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$142,002**
				GRAND TOTAL	**$930,899**

CITY OF CLAREMONT

MOUNTAIN AVE, FROM FOOTHILL BLVD TO HARRISON AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	4	EA	$10,000	$40,000
	COUNTERMEASURE SUBTOTAL				**$40,000**
				TOTAL FOR BASE BID ITEMS	$40,000
				MOBILIZATION & DEMOBILIZATION	$4,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$4,000
				FINAL DESIGN	$4,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$2,400
				PROJECT MANAGEMENT	$4,000
				20% CONTINGENCY	$11,680
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$12,614
				GRAND TOTAL	$82,694

CITY OF CLAREMONT

NORTHWESTERN DR AND BUTTE ST

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL SIGN PANEL & POST	4	EA	$550	$2,200
	REMOVE EX. CROSSWALK STRIPING	200	LF	$1	$200
	INSTALL CONTINENTAL CROSSWALK	2000	SF	$2	$4,000
	REMOVE STRIPE	54	LF	$1	$54
	INSTALL STRIP	72	LF	$4	$288
	COUNTERMEASURE SUBTOTAL				**$6,742**
				TOTAL FOR BASE BID ITEMS	**$4,000**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$400**
				FINAL DESIGN	**$400**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$240**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$1,808**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$1,953**
				GRAND TOTAL	**$12,801**

CITY OF CLAREMONT

HARRISON AVE, BETWEEN CALIFORNIA AVE AND MOUNTAIN AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
R28	***SIGNING AND STRIPING***				
	REMOVE EX. EDGELINE & CENTERLINE STRIPING	2,800	LF	$1	$2,800
	INSTALL EDGELINE & CENTERLINE STRIPING	2,800	LF	$4	$11,200
	REMOVE PAVEMENT MARKING	2	EA	$300	$600
	INSTALL SPEED MARKING	2	EA	$600	$1,200
	COUNTERMEASURE SUBTOTAL				**$15,800**
	TOTAL FOR BASE BID ITEMS				**$35,800**
	MOBILIZATION & DEMOBILIZATION				**$3,580**
	TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY				**$3,580**
	FINAL DESIGN				**$3,580**
	CONSTRUCTION MANAGEMENT AND INSPECTION				**$2,148**
	PROJECT MANAGEMENT				**$3,580**
	20% CONTINGENCY				**$10,454**
	18% INFLATION (3% PER YEAR @ 6 YEARS)				**$11,290**
	GRAND TOTAL				**$74,011**

CITY OF CLAREMONT

MOUNTAIN AVE PED CROSSING (NEXT TO LARKIN PARK)

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
N/A	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	1	LS	$200,000	$200,000
	COUNTERMEASURE SUBTOTAL				**$200,000**
				TOTAL FOR BASE BID ITEMS	$200,000
				MOBILIZATION & DEMOBILIZATION	$20,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$20,000
				FINAL DESIGN	$20,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$12,000
				PROJECT MANAGEMENT	$20,000
				20% CONTINGENCY	$58,400
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$63,072
				GRAND TOTAL	$413,472

CITY OF CLAREMONT

ARROW HWY AND ELDER DR (CROSSWALK0

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
N/A	***INSTALL/UPGRADE PEDESTRIAN CROSSING***				
	INSTALL CURB EXTENSION	1	LS	$200,000	$200,000
	COUNTERMEASURE SUBTOTAL				**$200,000**
				TOTAL FOR BASE BID ITEMS	$200,000
				MOBILIZATION & DEMOBILIZATION	$20,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$20,000
				FINAL DESIGN	$20,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$12,000
				PROJECT MANAGEMENT	$20,000
				20% CONTINGENCY	$58,400
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$63,072
				GRAND TOTAL	$413,472

CITY OF CLAREMONT

ARROW HWY BETWEEN COLLEGE AVE AND CLAREMONT BLVD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
				TOTAL FOR BASE BID ITEMS	$20,000
				MOBILIZATION & DEMOBILIZATION	$2,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$2,000
				FINAL DESIGN	$2,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$1,200
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$6,040
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$6,523
				GRAND TOTAL	$42,763

CITY OF CLAREMONT

COLLEGE AVE, BETWEEN ARROW HWY AND OAK PARK DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	2	EA	$10,000	$20,000
	COUNTERMEASURE SUBTOTAL				**$20,000**
				TOTAL FOR BASE BID ITEMS	$20,000
				MOBILIZATION & DEMOBILIZATION	$2,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$2,000
				FINAL DESIGN	$2,000
				CONSTRUCTION MANAGEMENT AND INSPECTION	$1,200
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$6,040
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$6,523
				GRAND TOTAL	$42,763

CITY OF CLAREMONT

BUCKNELL AVE, BETWEEN VISTA DR AND SAN JOSE DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R26	***SIGNING AND STRIPING***				
	INSTALL SPEED FEEDBACK SIGN	1	EA	$8,000	$8,000
				TOTAL FOR BASE BID ITEMS	$8,000
				MOBILIZATION & DEMOBILIZATION	$1,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$800
				FINAL DESIGN	$800
				CONSTRUCTION MANAGEMENT AND INSPECTION	$480
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$2,816
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$3,041
				GRAND TOTAL	$19,937

CITY OF CLAREMONT

INDIAN HILL BLVD & AUTOCENTER DR

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI08	**SIGNING & STRIPING**				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	**TRAFFIC SIGNAL OPTIMIZATION**				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
N/A	***SIGNING AND STRIPING***				
	REMOVE CROSSALK	484	SF	$2	$968
	INSTALL CROSSWALK	2184	SF	$8	$17,472
	COUNTERMEASURE SUBTOTAL				**$18,440**
				TOTAL FOR BASE BID ITEMS	**$26,040**
				MOBILIZATION & DEMOBILIZATION	**$2,604**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$2,604**
				FINAL DESIGN	**$2,604**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$1,562**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$7,683**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$8,298**
				GRAND TOTAL	**$54,395**

CITY OF CLAREMONT

CLAREMONT BLVD & ARROW HWY

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI08	***SIGNING AND STRIPING***				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
				TOTAL FOR BASE BID ITEMS	**$7,600**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$760**
				FINAL DESIGN	**$760**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$456**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,715**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,932**
				GRAND TOTAL	**$25,224**

CITY OF CLAREMONT

ARROW HWY & COLLEGE AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI06	***TRAFFIC SIGNAL MODIFICATION***				
	REMOVE TYPE 17 COMPLETE	2	EA	$2,000	$4,000
	INSTALL TYPE 19 STANDARD AND FOUNDATION COMPLETE	2	EA	$12,000	$24,000
	INSTALL 3-12" VEHICLE HEAD	2	EA	$1,200	$2,400
	COUNTERMEASURE SUBTOTAL				**$30,400**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$12,000	$12,000
	COUNTERMEASURE SUBTOTAL				**$12,000**
				TOTAL FOR BASE BID ITEMS	**$42,400**
				MOBILIZATION & DEMOBILIZATION	**$4,240**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$4,240**
				FINAL DESIGN	**$4,240**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$2,544**
				PROJECT MANAGEMENT	**$4,240**
				20% CONTINGENCY	**$12,381**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$13,371**
				GRAND TOTAL	**$87,656**

CITY OF CLAREMONT

BASE LINE RD & TOWNE AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI08	***SIGNING AND STRIPING***				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
				TOTAL FOR BASE BID ITEMS	**$7,600**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$760**
				FINAL DESIGN	**$760**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$456**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,715**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,932**
				GRAND TOTAL	**$19,224**

CITY OF CLAREMONT

INDIAN HILL BLVD & AMERICAN AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI08	***SIGNING AND STRIPING***				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
				TOTAL FOR BASE BID ITEMS	**$7,600**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$760**
				FINAL DESIGN	**$760**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$456**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,715**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,932**
				GRAND TOTAL	**$19,224**

CITY OF CLAREMONT

INDIAN HILL BLVD & SAN JOSE AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI06	***TRAFFIC SIGNAL MODIFICATION***				
	INSTALL 25' MAST ARM	2	EA	$3,300	$6,600
	INSTALL 3-12" VEHICLE HEAD	2	EA	$1,200	$2,400
	COUNTERMEASURE SUBTOTAL				**$9,000**
SI08	***SIGNING AND STRIPING***				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
N/A	***SIGNING AND STRIPING***				
	REMOVE CROSSALK	754	LF	$1	$754
	INSTALL CROSSWALK	2262	SF	$8	$18,096
	COUNTERMEASURE SUBTOTAL				**$18,850**
SI22PB	***TRAFFIC SIGNAL RETIMING***				
	INSTALL SPEED FEEDBACK SIGN	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
				TOTAL FOR BASE BID ITEMS	**$39,450**
				MOBILIZATION & DEMOBILIZATION	**$3,945**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$3,945**
				FINAL DESIGN	**$3,945**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$2,367**
				PROJECT MANAGEMENT	**$3,945**
				20% CONTINGENCY	**$11,519**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$12,441**
				GRAND TOTAL	**$81,557**

CITY OF CLAREMONT

INDIAN HILL BLVD & BASE LINE RD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI06	***TRAFFIC SIGNAL MODIFICATION***				
	REMOVE TYPE 17 COMPLETE	2	EA	$2,000	$4,000
	INSTALL TYPE 26 STANDARD AND FOUNDATION COMPLETE	2	EA	$17,500	$35,000
	INSTALL 3-12" VEHICLE HEAD	2	EA	$1,200	$2,400
	COUNTERMEASURE SUBTOTAL				**$41,400**
SI08	***SIGNING AND STRIPING***				
	INSTALL CAT TRACKS	400	LF	$4	$1,600
	COUNTERMEASURE SUBTOTAL				**$1,600**
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
				TOTAL FOR BASE BID ITEMS	**$49,000**
				MOBILIZATION & DEMOBILIZATION	**$4,900**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$4,900**
				FINAL DESIGN	**$4,900**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$2,940**
				PROJECT MANAGEMENT	**$4,900**
				20% CONTINGENCY	**$14,308**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$15,453**
				GRAND TOTAL	**$101,301**

CITY OF CLAREMONT

BASELINE RD & PADUA AVE/MONTE VISTA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI03	***TRAFFIC SIGNAL OPTIMIZATION***				
	TRAFFIC SIGNAL OPTIMIZATION	1	EA	$6,000	$6,000
	COUNTERMEASURE SUBTOTAL				**$6,000**
SI22PB	***TRAFFIC SIGNAL RETIMING***				
	TRAFFIC SIGNAL RETIMING	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
				TOTAL FOR BASE BID ITEMS	**$11,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$1,100**
				FINAL DESIGN	**$1,100**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$72**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$3,474**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$3,752**
				GRAND TOTAL	**$24,599**

CITY OF CLAREMONT

INDIAN HILL BLVD & 1ST ST

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
	SIGNAL MODIFICATIONS				
SI22PB	SIGNAL RETIMING	1	LS	$5,000	$5,000
	INSTALL RTOR SIGNS	4	EA	$150	$600
	COUNTERMEASURE SUBTOTAL				**$5,600**
				TOTAL FOR BASE BID ITEMS	$5,600
				MOBILIZATION & DEMOBILIZATION	$1,000
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$560
				FINAL DESIGN	$560
				CONSTRUCTION MANAGEMENT AND INSPECTION	$336
				PROJECT MANAGEMENT	$3,000
				20% CONTINGENCY	$2,211
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$2,388
				GRAND TOTAL	$15,655

CITY OF CLAREMONT

INDIAN HILL BLVD & 2ND ST

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
	SIGNAL MODIFICATIONS				
SI22PB	SIGNAL RETIMING	1	LS	$5,000	$5,000
	INSTALL RTOR SIGNS	4	EA	$150	$600
	COUNTERMEASURE SUBTOTAL				**$5,600**
				TOTAL FOR BASE BID ITEMS	**$5,600**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$560**
				FINAL DESIGN	**$560**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$336**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,211**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,388**
				GRAND TOTAL	**$15,655**

CITY OF CLAREMONT

INDIAN HILL BLVD & ARROW HWY

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI22PB	***TRAFFIC SIGNAL RETIMING***				
	SIGNAL RETIMING	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
N/A	**SIGNING & STRIPING**				
	REMOVE CROSSWALKS	860	SF	$2	$1,720
	INSTALL CROSSWALKS	2,580	SF	$8	$20,640
	COUNTERMEASURE SUBTOTAL				**$22,360**
SI08	**SIGNING & STRIPING**				
	INSTALL CAT TRACKS	480	LF	$4	$1,920
	COUNTERMEASURE SUBTOTAL				**$1,920**
SI02	**TRAFFIC SIGNAL MODIFICATION**				
	INSTALL RETROREFLECTIVE BACKPLATES	16	EA	$150	$2,400
	COUNTERMEASURE SUBTOTAL				**$2,400**
				TOTAL FOR BASE BID ITEMS	**$31,680**
				MOBILIZATION & DEMOBILIZATION	**$3,168**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$3,168**
				FINAL DESIGN	**$3,168**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$1,901**
				PROJECT MANAGEMENT	**$3,168**
				20% CONTINGENCY	**$9,251**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$9,991**
				GRAND TOTAL	**$65,494**

CITY OF CLAREMONT

INDIAN HILL BLVD & HARRISON AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI01NT	***TRAFFIC SIGNAL MODIFICATION***				
	REMOVING TYPE 1-A POLE	2	EA	$1,300	$2,600
	INSTALL TYPE 15 POLE	2	EA	$6,500	$13,000
	INSTALL 3-12" VEHICLE HEAD	2	EA	$1,200	$2,400
	INSTALL LED LUMINARIE	2	EA	$800	$1,600
	INSTALL COUNTDOWN PED HEAD	2	EA	$1,600	$3,200
	INSTALL APS PUSHBUTTON	2	EA	$1,350	$2,700
	COUNTERMEASURE SUBTOTAL				**$25,500**
N/A	***TRAFFIC SIGNAL***				
	INSTALL RTOR SIGNS	4	EA	$300	$1,200
	COUNTERMEASURE SUBTOTAL				**$1,200**
				TOTAL FOR BASE BID ITEMS	**$26,700**
				MOBILIZATION & DEMOBILIZATION	**$2,670**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$2,670**
				FINAL DESIGN	**$2,670**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$1,602**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$7,862**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$8,491**
				GRAND TOTAL	**$55,666**

CITY OF CLAREMONT

INDIAN HILL BLVD & BONITA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI22PB	***SIGNAL MODIFICATIONS***				
	SIGNAL RETIMING	1	LS	$5,000	$5,000
	INSTALL RTOR SIGNS	4	EA	$150	$600
	COUNTERMEASURE SUBTOTAL				**$5,600**
				TOTAL FOR BASE BID ITEMS	**$5,600**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$560**
				FINAL DESIGN	**$560**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$336**
				20% CONTINGENCY	**$2,211**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,388**
				GRAND TOTAL	**$15,655**

CITY OF CLAREMONT

INDIAN HILL BLVD & BASELINE RD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R22	***SIGNAL MODIFICATIONS***				
	SIGNAL RETIMING	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
				TOTAL FOR BASE BID ITEMS	**$5,000**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$500**
				FINAL DESIGN	**$500**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$300**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,060**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,225**
				GRAND TOTAL	**$14,585**

CITY OF CLAREMONT

INDIAN HILL BLVD & I-10 WB

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
	SIGNAL MODIFICATIONS				
SI22PB	SIGNAL RETIMING	1	LS	$5,000	$5,000
	INSTALL RTOR SIGNS	4	EA	$150	$600
	COUNTERMEASURE SUBTOTAL				**$5,600**
	SIGNING AND STRIPING				
N/A	REMOVE CROSSWALKS	216	SF	$2	$432
	INSTALL CROSSWALKS	216	SF	$8	$1,728
	COUNTERMEASURE SUBTOTAL				**$2,160**
				TOTAL FOR BASE BID ITEMS	**$7,760**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$776**
				FINAL DESIGN	**$776**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$18,800**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$6,422**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$6,936**
				GRAND TOTAL	**$45,471**

CITY OF CLAREMONT

MOUNTAIN AVE & BONITA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI22PB	***SIGNAL MODIFICATIONS***				
	SIGNAL RETIMING	1	EA	$5,000	$5,000
	COUNTERMEASURE SUBTOTAL				**$5,000**
				TOTAL FOR BASE BID ITEMS	**$5,000**
				MOBILIZATION & DEMOBILIZATION	**$1,000**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$500**
				FINAL DESIGN	**$500**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$300**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$2,060**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$2,225**
				GRAND TOTAL	**$14,585**

CITY OF CLAREMONT

CAMBRIDGE AVE & BONITA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
	SIGNAL MODIFICATIONS				
SI22PB	SIGNAL RETIMING	1	LS	$5,000	$5,000
	INSTALL RTOR SIGNS	4	EA	$150	$600
	COUNTERMEASURE SUBTOTAL				**$5,600**
	SIGNING AND STRIPING				
N/A	REMOVE CROSSWALKS	1,920	SF	$2	$3,840
	INSTALL CROSSWALKS	1,920	SF	$8	$15,360
	COUNTERMEASURE SUBTOTAL				**$19,200**
				TOTAL FOR BASE BID ITEMS	**$24,800**
				MOBILIZATION & DEMOBILIZATION	**$2,480**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$2,480**
				FINAL DESIGN	**$2,480**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$7,048**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$7,612**
				GRAND TOTAL	**$49,900**

CITY OF CLAREMONT

COLLEGE AVE & 6TH ST

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
NS23PB	***RAISED CROSSWALKS***				
	INSTALL RAISED CROSSWALK	2	EA	$50,250	$100,500
	COUNTERMEASURE SUBTOTAL				**$100,500**
				TOTAL FOR BASE BID ITEMS	**$100,500**
				MOBILIZATION & DEMOBILIZATION	**$10,050**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$10,050**
				FINAL DESIGN	**$10,050**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$6,030**
				PROJECT MANAGEMENT	**$10,050**
				20% CONTINGENCY	**$29,346**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$31,694**
				GRAND TOTAL	**$207,770**

CITY OF CLAREMONT

FOOTHILL BLVD, FROM TOWNE AVE TO MONTEVISTA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI21PB	***SIGNING AND STRIPING***				
	REMOVE CROSSWALK	4,190	SF	$2	$8,380
	INSTALL PAVEMENT MARKING	10	EA	$600	$6,000
	INSTALL CROSSWALK	4,190	SF	$8	$33,520
	COUNTERMEASURE SUBTOTAL				**$47,900**
				TOTAL FOR BASE BID ITEMS	**$47,900**
				MOBILIZATION & DEMOBILIZATION	**$4,790**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$4,790**
				FINAL DESIGN	**$4,790**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$2,874**
				PROJECT MANAGEMENT	**$4,790**
				20% CONTINGENCY	**$13,987**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$15,106**
				GRAND TOTAL	**$99,027**

CITY OF CLAREMONT

TOWNE AVE FROM BASELINE RD TO FOOTHILL BLVD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI21PB	***SIGNING AND STRIPING***				
	REMOVE CROSSWALK	3,168	SF	$2	$6,336
	INSTALL PAVEMENT MARKING	10	EA	$600	$6,000
	INSTALL CROSSWALK	3,168	SF	$8	$25,344
	COUNTERMEASURE SUBTOTAL				**$37,680**
				TOTAL FOR BASE BID ITEMS	$37,680
				MOBILIZATION & DEMOBILIZATION	$3,768
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	$3,768
				FINAL DESIGN	$3,768
				CONSTRUCTION MANAGEMENT AND INSPECTION	$2,261
				PROJECT MANAGEMENT	$3,768
				20% CONTINGENCY	$11,003
				18% INFLATION (3% PER YEAR @ 6 YEARS)	$11,883
				GRAND TOTAL	$77,898

CITY OF CLAREMONT

ARROW HWY, FROM INDIAN HILL BLVD TO CAMBRIDGE AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
SI21PB	***SIGNING AND STRIPING***				
	REMOVE CROSSWALK	815	SF	$2	$1,630
	INSTALL PAVEMENT MARKING	4	EA	$600	$2,400
	INSTALL CROSSWALK	815	SF	$8	$6,520
	COUNTERMEASURE SUBTOTAL				**$10,550**
				TOTAL FOR BASE BID ITEMS	**$10,550**
				MOBILIZATION & DEMOBILIZATION	**$1,055**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$1,055**
				FINAL DESIGN	**$1,055**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$633**
				PROJECT MANAGEMENT	**$3,000**
				20% CONTINGENCY	**$3,470**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$3,747**
				GRAND TOTAL	**$24,565**

CITY OF CLAREMONT

SAN JOSE AVE, FROM MOUNTIAN AVE TO MILLS AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R34PB	***CLASS II BIKE LANE (BUFFERED)***				
	INSTALL PAVEMENT MARKINGS	70	EA	$600	$42,000
	INSTALL STRIPING	35,280	LF	$4	$141,120
	INSTALL SIGN AND POST	90	EA	$600	$54,000
	COUNTERMEASURE SUBTOTAL				**$237,120**
				TOTAL FOR BASE BID ITEMS	**$237,120**
				MOBILIZATION & DEMOBILIZATION	**$23,712**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$23,712**
				FINAL DESIGN	**$23,712**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$14,227**
				PROJECT MANAGEMENT	**$23,712**
				20% CONTINGENCY	**$69,239**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$74,778**
				GRAND TOTAL	**$490,212**

CITY OF CLAREMONT

BASELINE RD, FROM TOWNE AVE TO MONTEVISTA AVE/PADUA AVE

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R34PB	***CLASS II BIKE LANE (BUFFERED)***				
	INSTALL PAVEMENT MARKINGS	83	EA	$600	$49,800
	INSTALL STRIPING	92,000	LF	$4	$368,000
	INSTALL SIGN AND POST	77	EA	$600	$46,000
	COUNTERMEASURE SUBTOTAL				**$463,800**
				TOTAL FOR BASE BID ITEMS	**$463,800**
				MOBILIZATION & DEMOBILIZATION	**$46,380**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$46,380**
				FINAL DESIGN	**$46,380**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$27,828**
				PROJECT MANAGEMENT	**$46,380**
				20% CONTINGENCY	**$135,430**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$146,264**
				GRAND TOTAL	**$958,842**

CITY OF CLAREMONT

MILLS AVE, FROM FOOTHILL BLVD TO BASE LINE RD

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
R34PB	***CLASS II BIKE LANE (BUFFERED)***				
	INSTALL PAVEMENT MARKINGS	58	EA	$600	$34,800
	INSTALL STRIPING	42,240	LF	$4	$168,960
	INSTALL SIGN AND POST	37	EA	$600	$22,200
	COUNTERMEASURE SUBTOTAL				**$225,960**
				TOTAL FOR BASE BID ITEMS	**$225,960**
				MOBILIZATION & DEMOBILIZATION	**$22,596**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$22,596**
				FINAL DESIGN	**$22,596**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$13,558**
				PROJECT MANAGEMENT	**$22,596**
				20% CONTINGENCY	**$65,980**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$71,259**
				GRAND TOTAL	**$467,141**

CITY OF CLAREMONT

INDIAN HILL BLVD, FROM SAN JOSE AVE TO ARROW HWY

PRELIMINARY ENGINEER'S COST ESTIMATE

COUNTER MEASURE	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE	ITEM TOTAL
N/A	***SIGNING AND STRIPING***				
	INSTALL SIGN AND POST	22	EA	$600	$13,200
	COUNTERMEASURE SUBTOTAL				**$13,200**
				TOTAL FOR BASE BID ITEMS	**$13,200**
				MOBILIZATION & DEMOBILIZATION	**$1,320**
				TRAFFIC CONTROL, PUBLIC CONVENIENCE AND SAFETY	**$1,320**
				CONSTRUCTION SURVEY AND MONUMENTATION	**$1,320**
				FINAL DESIGN	**$1,320**
				CONSTRUCTION MANAGEMENT AND INSPECTION	**$792**
				PROJECT MANAGEMENT	**$3,000**
				30% CONTINGENCY	**$4,454**
				18% INFLATION (3% PER YEAR @ 6 YEARS)	**$4,811**
				GRAND TOTAL	**$31,537**