ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Project name:	Priority Implementation for Downtown Bicycle and Pedestrian Improvements

CITY OF POMONA

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

PRIORITY IMPLEMENTATION FOR DOWNTOWN BICYCLE AND PEDESTRIAN IMPROVEMENTS, CITY OF POMONA

I. GENERAL INFORMATION . . . 3
II. PROJECT INFORMATION . . . 5
III. SCREENING CRITERIA . . . 6
IV. NARRATIVE QUESTIONS . . . 7
Q1.Potential for Increased Walking and Biking . . . 7
Q2. Potential for Reducing Pedestrian and Bicyclist Fatalities and Injuries . . . 15
Q3. Public Participation and Planning . . . 18
Q4. Cost Effectiveness . . . 19
Q5. Improved Public Health . . . 22
Q6. Benefit to Disadvantaged Communities . . . 23
Q7. Use of California Conservation (CCC) or Local Corps (CALCC) . . . 24
Q8. Applicant's Performance on Past Grants . . . 24
V. PROJECT PROGRAMMING REQUEST . . . 25
VI. ADDITIONAL INFORMATION . . . 28
VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION . . . 29
VIII. APPLICATION SIGNATURES . . . 30
IX. ADDITIONAL ATTACHMENTS . . . 31
A.) Vicinity/Location Map . . . 32
B.) Project Area Photos . . . 33
C.) Caltrans Letter of Support . . . 46
D.) Public Participation Documentation . . . 48
E.) Letters of Support from School District . . . 55
F.) Additional Information . . . 61
F-1.) Letters of Support . . . 62
F-2.) Bicycle and Pedestrian Project Priority Listing and Feasibility Assessment . . . 71
F-3.) Bicycle and Pedestrian Collision Maps . . . 87
F-4.) Results from TIMS Cost Benefit Analysis . . . 90
F-5.) Planning Level Cost Estimate . . . 96

DIGITAL FILES INCLUDED ON ATTACHED CD

a. ATP Grant Application . . . Pomona ATP Downtown Bike Ped Improvements.pdf
b. ATP Grant Application Part 1 Forms . . . Pomona ATP Downtown Bike Ped Imp-Part 1.pdf
c. PPR . . . Pomona ATP Downtown Bike Ped Imp-PPR.xls
d. Pomona Active Transportation Plan, 2014 . . . 2014_PomonaATP_Final.pdf
e. Papers and Studies Cited in Application
Metro 2006 Forecasting Report . . . Metro_2006_ BTA Compliance Document.pdf
NCHRP Report 552 Investements in Bike Facilities . . . NCHRP-552.pdf
VTPI Benefit/Cost Report . . . VTPI-ATP Benefits and Costs_Litman.pdf
Los Angeles County Obesity Report, 2011 . . . Obesity_2011Fs.pdf
California Cities Overweight and Obesity Study . . . Overweight_Obesity_Babey etal.pdf

I. GENERAL INFORMATION

Project name: Priority Implementation for Downtown Bicycle and Pedestrian Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Pomona, 505 South Garey Ave, Pomona, CA 91766	2. PROJECT FUNDING ATP funds Requested $ 2,010,000.00 Matching Funds (If Applicable) $ 260,000.00 Other Project funds $ 0.00 TOTAL PROJECT COST $ 2,270,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Rene Salas, Public Works Director rene_salas@ci.pomona.ca.us 909-620-2261	
4. APPLICANT CONTACT (Address & zip code) 505 South Garey Ave, Pomona, CA 91766	5. PROJECT COUNTY(IES): Los Angeles County
6. CALTRANS DISTRICT #- Click Drop down menu below District 12	7. Application # 1 of 2 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 07-5070R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00212S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: N/A	15. Partner Type N/A
16. Contact Information (Name, phone # & e-mail) N/A	17. Contact Address & zip code N/A

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name: Priority Implementation for Downtown Bicycle and Pedestrian Improvements

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☒ Class II ☒ Class III
    Ped/Other: ☐ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
N/A
27. SCHOOL DISTRICT NAME & ADDRESS:
N/A

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
N/A		
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
N/A		N/A

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

I. PROJECT INFORMATION

1. Project Location:

The project is located in the City of Pomona and proposes bikeway improvements on 16 city owned streets and pedestrian crossing improvements at eight intersections. Bikeway improvements will occur on the following streets, as labeled on Figure 1-1: 1.) Garey Avenue, Alameda Street, Artesia Street, Park Avenue, 2.) San Antonio Avenue, 3.) San Bernardino Avenue, 4.) Hamilton Boulevard, Orange Grove Avenue, Huntington Street, Alvarado Street, Caswell Avenue, Kingsley Avenue, 5.) Monterey Ave, 6.) Ridgeway Street, Murchison Avenue, and 7.) Dudley Street. Pedestrian improvements occur at the following intersections: A.) Garey Avenue and Foothill Boulevard B.) Garey Avenue and Bonita Avenue C.) Garey Avenue and Arrow Highway, D.) Garey Avenue and Alvarado Street, E.) San Bernardino Avenue and Indian Hill Boulevard, F.) Holt Avenue and Hamilton Boulevard G.) Holt Avenue and Towne Avenue H.) Holt Avenue and San Antonio Avenue.

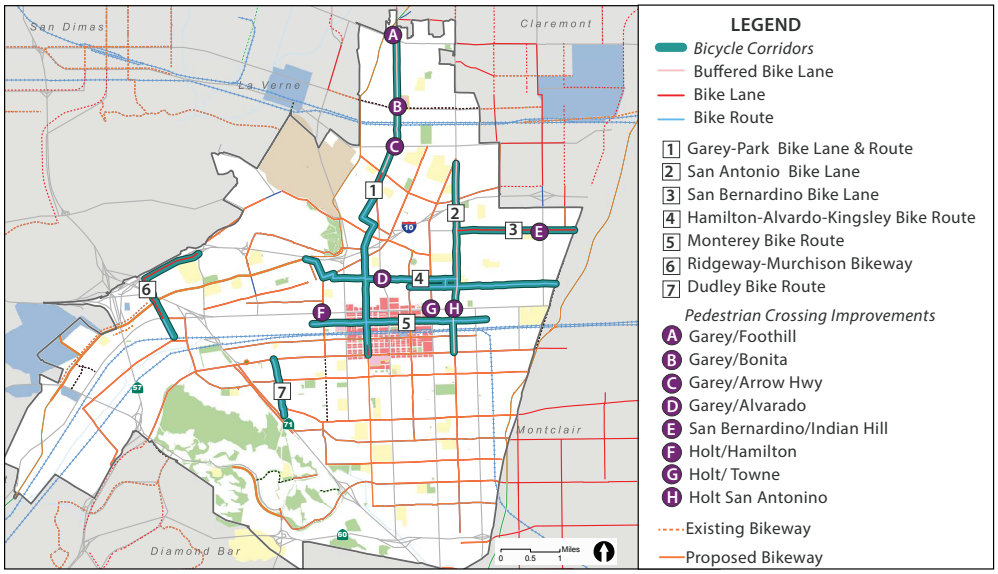


Figure 1-1: Project Location Map (See Attachments for Full Size Project Vicinity and Location Map)

2. Project Coordinates: Latitude: N34.062 Longitude: W117.751

3. Project Description:

The City of Pomona's Priority Implementation for Downtown Bicycle and Pedestrian Improvements Project will design and construct 14.5 miles of new bikeways and improve pedestrian safety through crossing improvements at eight major intersections. The City has selected a network of high priority streets and intersections identified in the City Council adopted 2014 Pomona Active Transportation Plan (ATP). Bicycle improvements include 3.8 miles of Class II buffered bike lanes, 2.9 miles of Class II bike lanes and 7.8 miles of Class III bike routes. Bikeway infrastructure improvements include the associated bike facility striping, signing, crossing improvements and signal modifications for bike detection. Pedestrian crossing enhancements will increase pedestrian safety and comfort through curb extensions, directional curb ramps, high visibility crosswalks, and pedestrian countdown signals at eight selected intersections. These treatments are proven to improve safety by increasing pedestrian visibility and driver awareness, shortening pedestrian crossing distance, and reducing vehicle speeds. This project increases safety and mobility for

non-motorized users and enhances public health in a disadvantaged community with very high child obesity rates.

4. Project Status:

The projects identified in this grant application have been prioritized by the 2014 City Council approved ATP. Preliminary traffic impact evaluation and feasibility study of intersection improvements has been completed. Public outreach for the improvements included in this application was completed during the Pomona ATP process which resulted in strong community support. The City has hired a traffic engineering consultant to continue the traffic analysis which will be complete by the project award date. The City is awaiting funds from the ATP Grant to proceed into design (PS&E) and construction concurrent with upcoming city street resurfacing projects.

III. SCREENING CRITERIA

1. Demonstrated needs of applicant

Pomona is dedicated to improving active transportation, demonstrated by unanimous approval by City Council adopting the Pomona ATP in January 2014. Today, Pomona's on-street bike network is limited to 3 short segments of bike lanes totaling 3.3 miles. The projects included in this application will expand the City's on-street bike infrastructure by 425%, creating a bike network that connects major activity centers and improves the safety and comfort for bicyclists. The project will also improve safety for pedestrians at eight of the most dangerous intersections in the City by installing curb extensions, high visibility crosswalks and pedestrian countdown signals. Finally, childhood obesity is a serious problem in the City with 41.8% of children overweight or obese [1]. Providing safe and convenient avenues for the City's residents to make biking or walking part of their daily routine will help to reduce obesity that leads to serious health problems.

2. Consistency with Regional Transportation Plan

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan. (100 words or less)

The Priority Implementation for Downtown Bicycle and Pedestrian Improvements Project is consistent with the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP). It meets all of the RTP's Active Transportation Chapter's goals including decreasing bicyclist and pedestrian fatalities, increasing active transportation friendly environments and increasing active transportation use, by building 14.5 miles of on-street bike infrastructure and by installing pedestrian crossing improvements at eight major intersections. Furthermore, the project connects to two regional bikeways, the Citrus Regional bikeway in Los Angeles County and San Bernardino County's Pacific Electric Trail. The project is also consistent with the recommendations in the 2013 Los Angeles County Bicycle Master Plan and the 2012 San Bernardino Non-Motorized Transportation Plan.

[1] Babey SH, Wolstein J, Diamant AL, Bloom A, Goldstein H. Overweight and Obesity among Children by California Cities - 2010. UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2012.

IV. NARRATIVE QUESTIONS

1. Potential for Increased Walking and Biking

A. Describe how your project encourages increased walking and bicycling, especially among students.

Pomona provides an excellent environment for active transportation through a well-connected street grid, relatively flat terrain, a network of schools and open space, close proximity to several universities and a temperate climate. However, the lack of a safe, well-connected, and accessible network of bikeways and pedestrian crossings, present an obstacle to active transportation in Pomona. The goal of the project is to provide a network of dedicated bike facilities so that residents and commuters feel safe riding their bicycles and to improve pedestrian safety at auto-oriented intersections. This project accomplishes this goal and encourages increased bicycling by connecting the downtown activity centers to key destinations through a network of new on-street bicycle lanes and routes. The project encourages increased walking by improving the safety of intersection crossings. Furthermore, there is great potential to improve bicycling and walking for students because the project connects to eight schools and three university campuses.

The project will connect to bike lanes on Bonita Ave, shown here at the Garey Ave intersection, which connects to The Claremont Colleges to the east and La Verne University to the west.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The projects contained in this application would provide bicycle and pedestrian improvements in the most destination-rich area of the City of Pomona. As such, we anticipate significant growth in biking and walking activity in the project area, as summarized in Table 1-1.

Table 1-1: Summary of Existing and Future Use in Project Areas

	Existing	Future (2030)
Bicyclists	**715**	**2,435**
Pedestrians	**4,024**	**4,911**

These estimates are derived through a simplified version of the methodology documented by the Pedestrian and Bicycle Information Center, using data from the 2010 US Census and the 2012 American Communities Survey (ACS) (5-Year Estimates). Multiplying the mode-share from the ACS by the total population given in the Census produces an estimate for the total number of pedestrians and bicyclists in Pomona. These estimates are then scaled down to the proportion of Pomona's square mileage contained within the project area, and forecasted into the future using the population growth rate in the Pomona General Plan.

The future numbers are adjusted to account for the fact that the projects are located in denser areas and

therefore are likely to contain more than an exactly proportional number of pedestrians and bicyclists, particularly under future conditions where the improvements described in this application will be built. For the bicycle estimates, the adjustment is based on studies that show an increase in mode-share once an entire downtown network is built out; for the pedestrian estimates, the adjustment is based on the designation of "high activity areas" in the Pomona Active Transportation Plan.

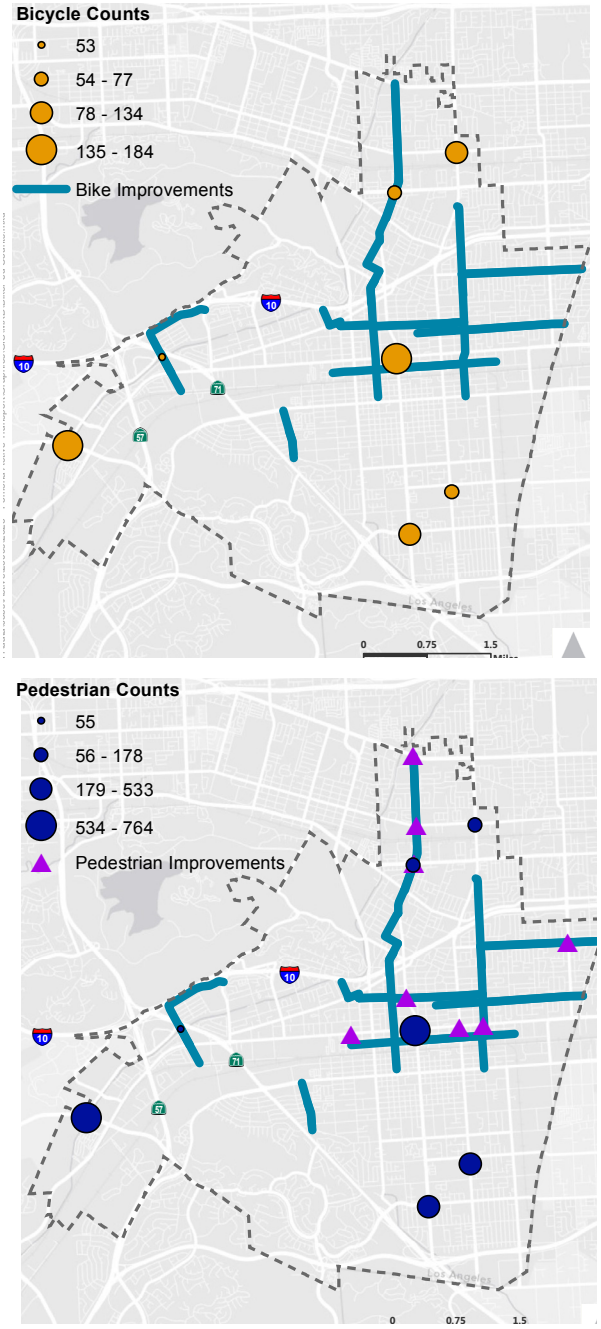
In addition to estimating the existing and future number of pedestrians and bicyclists, we have included an estimate for the future Annual Average Daily Bicycle Trips (AADBT) and Annual Average Daily Pedestrian Trips (AADPT) by multiplying the number of bicyclists and pedestrians by two – one trip outbound and one trip home, and then by 365 days per year. We have also estimated total future Bicycle Miles Traveled (BMT) and Pedestrian Miles Traveled (PMT), to estimate a reduction in vehicle miles traveled, the associated reduction in greenhouse gas emissions, and mobility benefits. Table 1-2 summarizes the future AADBT/AADPT estimates and the BMT/PMT estimates.

Finally, bicycle and pedestrian counts have been done to quantify the current levels of bicycling and walking at seven key locations relative to the project through the Los Angeles County Bicycle Coalition's 2012 Pomona Bicycle and Pedestrian Count. The City of Pomona, in partnership with the LACBC, plans to continue to conduct bike counts to track future ridership. The 2012 count results, shown in Figure 1-2 show the highest numbers of bicyclists and pedestrians occur near the Downtown Pomona Transit Center.

Table 1-2: Summary of Future Annual Average Daily Bicycle/ Pedestrian Trips and Bicycle/Pedestrian Miles Traveled

Future Average Daily Trips	
Bicycle: 3,896	**Pedestrian: 7,858**
Future Annual Average Daily Trips	
Bicycle: 1,422,040	**Pedestrian: 2,868,024**
Future Annual Miles Traveled	
Bicycle: 5,403,752	**Pedestrian: 1,434,012**

Figure 1-2: Bicycle and Pedestrian counts from Los Angeles County Bicycle Coalition's 2012 Pomona Bicycle and Pedestrian Count.



Current Levels of Bicyclists- Detailed Methodology

Overall commuter bicycle ridership in the City of Pomona can be estimated using data from the 2012 ACS. Multiplying the mode share rate (0.8%) by the number of commuters (58,708) would significantly underestimate the number of utilitarian cyclists, because commuting only accounts for about 20% of all trips taken, and the working population accounts for just over one-third of the total population in Pomona. A more realistic estimate is obtained by multiplying the commute mode (0.8%) share by the total population (149,058), to include students and trips taken by non-working adults, resulting in 1,192 total bicyclists. This calculation may represent the low end of an estimated range. In the 2014 Pomona Active Transportation Plan, over 1,400 cyclists were estimated in the City of Pomona, accounting for people who commuted to work by bike, students who commuted to school by bike, and people who biked to transit. Therefore it may be more reasonable to assume that between **1,192** and **1,400** bicyclists live and ride in Pomona. The bicycle improvements proposed in this application and a 1/2 mile catchment area account for approximately 60% of the total square mileage in Pomona. Using this factor, we can estimate that there are **715** people who currently ride bicycles in the project area.

Table 1-3: Estimated Number of Bicyclists in the Project Area

Bicyclists in Pomona	Square mileage within ½ mile of proposed bike facilities (Project Area)	Total square mileage in Pomona	Percent of Pomona within Project Area	Number of Bicyclists in Project Area
(A)	(B)	(C)	(B)/(C)*100=(D)	(A)*(D)=(E)
1,192	**13.5 square miles**	**23 square miles**	**60%**	**715**

Current Levels of Pedestrians- Detailed Methodology

The number of pedestrians in Pomona can be estimated using data from the 2012 ACS 5-Year Estimates. This percentage likely underestimates the actual number of people walking, even after the transit commute share is accounted for. In the Pomona General Plan, for example, 8.6% of all trips are reported to occur by walking, based on 2001 National Household Travel Survey data (Pomona General Plan, p.42).

Using the walking and transit commute mode share 2012 ACS 5-year estimates (6%), 8,943 pedestrians are estimated to walk in the entire City of Pomona. The pedestrian improvements proposed in this application and a 1/2 mile associated catchment area account for 75% of the total square mileage in the "high activity" areas, which are

Table 1-4: Estimated Number of Pedestrians in Project Area

Pedestrians in Pomona	Square mileage within ½ mile of proposed pedestrian improvements (Project Area)	Total square mileage in "high activity" area	Percent of "high activity" Area within Project Area	Percent of all pedestrian activity occurring within "high activity" area	Number of Pedestrians in Project Area
(A)	(B)	(C)	(B)/(C)*100=(D)	(E)	(A)*(D)*(E)=(F)
8,943	**5.1 square miles**	**6.8 square miles**	**75%**	**0.6**	**4,024**

assumed to account for 60% of all the walking activity in the city. Using these adjustment factors, we can estimate that there are 4,024 pedestrians who currently walk in the project area.

Future Levels of Bicyclists- Detailed Methodology

The future estimate for increased bicycling can be drawn from the projected population growth in the City of Pomona. According to the Pomona General Plan, the population is estimated to increase by 1% annually (Pomona General Plan, p.83). Using the current commute rate, applied to the total future population to account for students and transit riders, a total number of bicycle commuters can be estimated for 2030. This method of estimating overall numbers of bicycle commuters produces a conservative estimate of future demand, as the percent bicycle mode share is likely to increase as bicycle facilities are built. According to the 2006 Metro Bicycle Transportation Accont Compliance Document, cycling levels in some cities saw a 279% increase after a complete bicycle network build-out. Based on this factor, the number of cyclists can be estimated for 2030. The number of future bicyclists can be extrapolated to derive the Average Daily Bicycle Trips (ADBT) and the Bicycle Miles Traveled (BMT).

Table 1-5: Estimated Number of Future Bicyclists in Pomona

Current Population (2010 US Census) (A)	2030 Population (1% annual increase) (B)	Commute Share (C)	Total Future Bicyclists (B)*(C)=(D)
149,058	**181,879**	**0.8%**	**1,455**

Table 1-6: Estimated Number of Future Bicyclists in Project Area

Baseline 2030 Bicyclists (A)	Percent Increase due to Bike Network Build-Out (B)	Total Future Bicyclists in Pomona (A)*(B)=(C)	Percent of Pomona within Project Area (E)	Total Future Bicyclists in Project Area (D)*(E)=(F)
1,455	**279%**	**4,059**	**60%**	**2,435**

Table 1-7: Estimated Number of Future Bicycle Trips and Future Bicycle Miles Traveled

Bicyclists in Project Area (A)	Average Daily Trips Per Bicyclist[1] (B)	Annual Average Daily Bicycle Trips (A)*(B)*365=(C)	Average Trip Length[2] (D)	Annual Bicycle Miles Traveled (C)*(D)=(E)
2,435	**1.6 trips**	**1,422,040**	**3.8 miles**	**5,403,752**

[1] Oregon Transportation Research and Education Consortium (2008). "Understanding and Measuring Bicycling Behavior: a Focus on Travel Time and Route Choice." P.31.
[2] Ibid.

Future Levels of Pedestrians- Detailed Methodology

Projections for overall pedestrian demand can be derived using the population increase and the current rates of walking, according to the 2012 ACS 5-Year Estimates, along with the "high activity" factor used above, which assumes

[1] Los Angeles Angeles County Metropolitan Transportation Authority (Metro). Bicycle Transportation Account Compliance Document; June 2006. http://ebb.metro.net/projects_studies/bikeway_planning/images/BTA.pdf

land use will not change substantially by 2030. It is important to note that this method likely underestimates the actual demand for walking in the project areas included in this application, because the Pomona General Plan establishes a goal of increasing the amount of housing located in the dense, walkable part of the community, as a way to meet the demand for smaller housing units driven by the aging-in-place population of empty nesters and retirees (Pomona General Plan, p.94). This implies that in 20 years, the project area may be denser, more walkable, and more populous relative to Pomona today. The number of future pedestrians can be extrapolated to derive the future Annual Average Daily Pedestrian Trips (AADPT) and the Pedestrian Miles Traveled (PMT).

Table 1-8: Estimated Number of Future Pedestrians in Pomona

Current Population (2010 US Census) (A)	2030 Population (1% annual increase) (B)	Commute Share (C)	Total Future Pedestrians (B)*(C)=(D)
149,058	**181,879**	**0.6%**	**10,913**

Table 1-9: Estimated Number of Future Pedestrians in Project Area

Baseline 2030 Pedestrians (A)	Percent of "high activity" area within Project Area (B)	Percent of all pedestrian activity occurring within "high activity" area (C)	Total Future Pedestrians in Project Area (A)*(B)*(C)=(D)
10,913	**75%**	**60%**	**4,911**

Table 1-10: Estimated Number of Future Pedestrian Trips and Future Pedestrian Miles Traveled

Pedestrians in Project Area (A)	Average Daily Trips Per Pedestrian[1] (B)	Annual Average Daily Pedestrian Trips (A)*(B)*365=(C)	Average Trip Length[2] (D)	Annual Pedestrian Miles Traveled (C)*(D)=(E)
4,911	**1.6 trips**	**2,868,024**	**0.5 miles**	**1,434,012**

[1] Ibid. The same average number of trips has been applied to pedestrians as well as bicyclists.
[2] The average trip length for pedestrians is assumed to be the same as the walk shed for transit facilities, 0.5 miles.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The pedestrian and bicycle projects in this application go beyond connecting destinations along a specific corridor. It is the first phase of the City's Active Transportation Plan that creates connections to major activity centers including; two regional transit hubs serving Metrolink, Amtrak and Foothill Transit, eight schools, two public parks, The Claremont Colleges, Cal Poly Pomona, University of La Verne, and employment centers and commercial areas, as described in Table 1-11. The listed destinations are located along a project corridor, or connect to an existing bikeway. The proposed project creates a network of bicycle and pedestrian improvements within several blocks of nearly all of Pomona's downtown destinations shown in Figure 1-3.

Table 1-11: Destinations Directly Served by Project Corridors

Destination	Description / Size	ATP Corridor
TRANSIT		
North Pomona Metrolink Station	Metrolink San Bernardino-Los Angeles Line	Garey-Park
Pomona Trans Center	Metrolink Riverside Line, Amtrack and Foothill Transit bus trasfer station	Garey-Park & Monterey
UNIVERSITIES		
The Claremont Colleges	Seven Colleges/Universities **6,300** students	Garey-Park via Bonita-east
La Verne University	Undergraduate and graduate university **8,600** students	Garey-Park via Bonita-west
Cal Poly Pomona	Undergraduate and graduate university	Ridgeway-Murchison via S. Campus Dr.
Western University of Health Sciences	Graduate degreesfor health professionals **3,700** students	via Monterey, Park, San Antonio
SCHOOLS		
Yorba Elementary	K-6 – **251 students**	Garey-Park
Emerson Middle School	Grades 6-8 -**640** students	San Antonio
Barfield Elementary	Grades Pre K-6 **400** students	San Antonio
San Antino Elementary School	Grades Pre K – 5 -**446** students	San Antonio & Kingsley
St. Madeleine's School	Private School **180** students	Kingsley
Montvue Elementary School	Grades Pre K-6 -**315** students	San Bernardino
The School of Arts and Enterprise	Public charter school, Grades 6-12	Monterey
Ganesha High School	Grades 9-12 **1,362** students	Ridgeway-Murchison
EMPLOYMENT CENTERS		
The Claremont Colleges	Seven Colleges/Universities **2,300** staff and faculty	Garey-Park via Bonita-east
Pomona Valley Hospital	Over **3,000** employees	Garey-Park
Casa Colina Rehabilitation Center	Provides rehabilitation services to more than 10,000 people/year	Garey-Park
Pomona Civic Center	City Hall, Los Angeles Superiour Court, Pomona Unified School District	Garey-Park & Monterey
REGIONAL TRAILS AND PARKS		
San Jose Creek Multi-Use Trail	Proposed multi-use trail connecting Downtown and Cal Poly Pomona Campus	Hamilton
Montvue Park	City park with play fields and restroom facilities	San Bernardino
Jaycee Park	City park with play fields and restroom facilities	San Antonio
COMMERCIAL AREAS		
Foothill Square	Strip mall with retail destinations	Garey-Park
The Grove	Strip mall with retail destinations	Garey-Park

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project improves mobility and connectivity throughout the City by creating an active transportation network which removes barriers and closes gaps to existing bikeways. The two north-south corridors, the Garey-Park and San Antonio bikeways, provide crossings through the I-10 freeway, which is a barrier in the City. The Gary-Park bikeway is the most significant north-south corridor in the project area. It connects three regional transit stops, North Pomona Metrolink station, Amtrak station and the Pomona Transit Center (the Foothill Transit bus transfer station) to downtown and major employment centers. Furthermore, the Garey-Park bikeway will connect to existing bike lanes on Bonita

Avenue which is a main bicycle connection to the Claremont Colleges to the east and the University of LaVerne to the west. The Bonita Avenue bike lanes connect two regional bikeways, Los Angeles County's Citrus Regional Bikeway and San Bernardino's Pacific Electric Trail. San Antonio Avenue parallels Towne Avenue, a major arterial and establishes a north-south corridor on the east side of the City. It provides a bike lane to Emerson Middle School and Barfield Elementary. It will also connect residential neighborhoods to employment areas on Holt Avenue and commercial areas on Mission Boulevard and Arrow Highway.

Three east-west corridors connect downtown destinations and schools. The San Bernardino Avenue bike lanes connect Montvue Elementary School and Park and the San Antonio bike lanes. The Hamilton-Alvarado-Kingsley bike route, a connection of low volume streets, create a comfortable on-street bikeway that connects to the Garey-Park and San Antonio bikeways. This corridor also connects to the proposed San Jose Creek Trail, a regionally significant Class I multi-use trail connecting downtown to the Cal Poly Pomona campus. The Monterey Avenue bike route is also a low volume street through downtown connecting the Pomona Transit Center and downtown destinations. Finally, the Ridgeway-Murchison bikeway connects surrounding neighborhoods to Ganesha High School, existing bike lanes on South Campus Drive leading to Cal Poly Pomona, and to the proposed San Jose Creek Multi-use trail.

The proposed buffered bike lanes on San Antonio Ave connect to Emerson Middle School and Barfield Elementary shown above.

The pedestrian crossing improvements at Garey Ave and Foothill Boulevard will provide safer crossings to commercial areas.

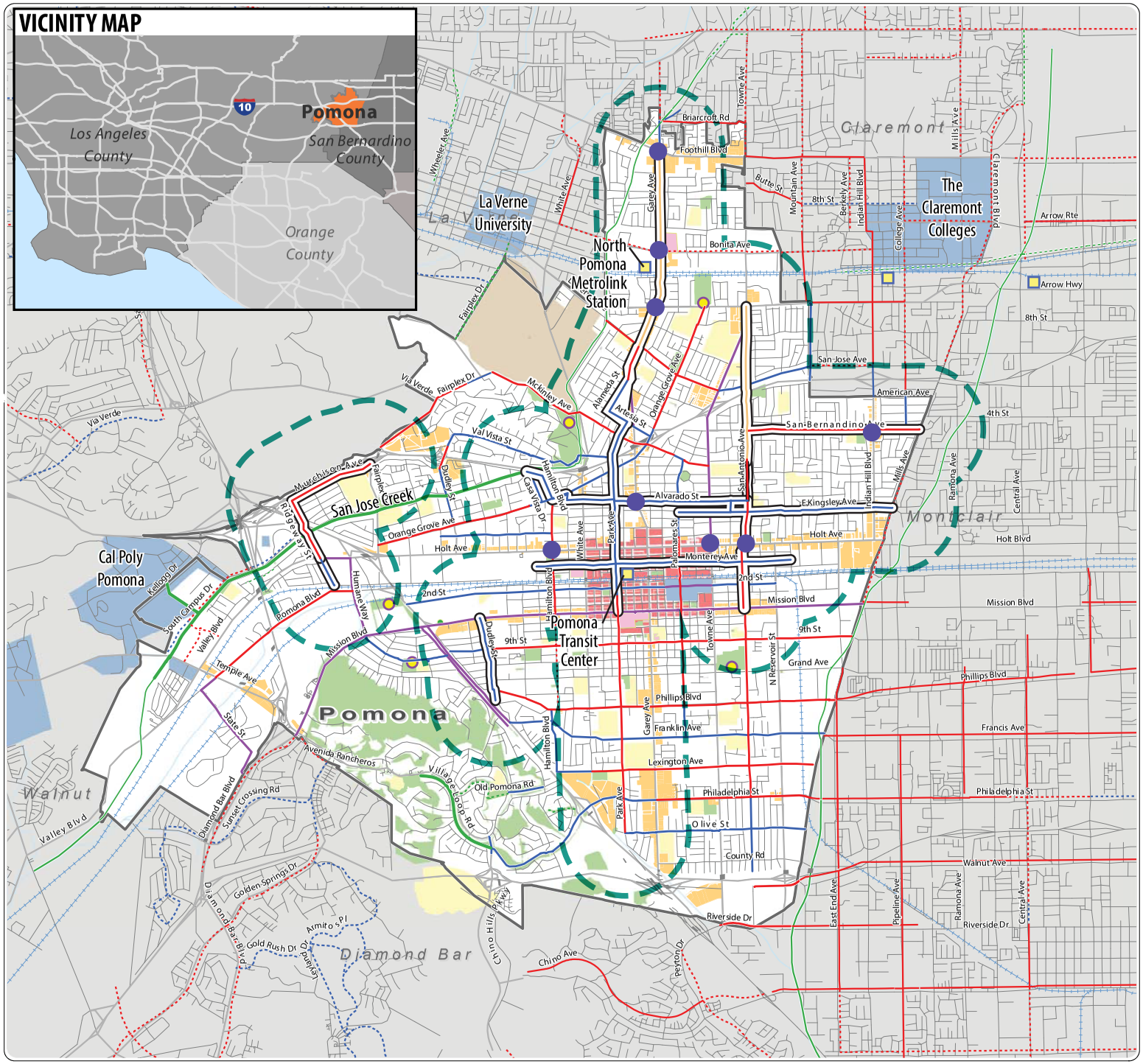


Figure 1-3
ATP Project Area, Activity Centers and Existing / Proposed Bikeways

ATP Project Area

- Proposed Bikeway Corridors
- Pedestrian Intersection Crossing Improvement Locations
- 1 mile buffer

Proposed Bike Facilities

- Bike Path (Class I)
- Buffered Lane (Class II)
- Bike Lane (Class II)
- Bike Route (Class III)
- Long-term Bikeway

Existing Bike Facilities

- Bike Path
- Bike Lane
- Bike Route

Activity Centers

- Transit Centers
- Community Centers
- Commercial
- Parks
- Civic Center / Public Buildings
- Fairplex
- Schools
- Universities
- Downtown Specific Plan Area

0 0.5 1 Miles

2. Potential for Reducing Pedestrian and Bicyclist Fatalities and Injuries

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Improving safety is a primary consideration for this proposed project and was a critical component of the projects proposed in the adopted Pomona ATP. For example, the Pomona ATP reviewed the following information to ensure the proposed projects would effectively improve bike and pedestrian safety: barriers to cycling and walking, five year bicycle collision review (collision frequency, severity, PCFs, time of day, alcohol involved), school locations, and proxies for walking activity.

Mapping of intersection bicycle collisions indicates that various corridors, such as Holt Avenue, Mission Boulevard, Orange Grove Avenue, Garey Avenue, San Antonio Avenue, and Towne Avenue show a greater frequency of reported collisions, shown in Figure 2-1. Additionally, reported collisions tend to be concentrated near downtown Pomona, within the area bounded by Hamilton Boulevard to the west, Kingsley Avenue to the north, Towne Avenue to the east, and Grand Avenue to the south. A visual review of pedestrian collisions from the TIMS database for the time period illustrates a similar condition for pedestrian collisions that are concentrated on these corridors and near the downtown Pomona area, shown in Figure 2-2. These collision locations help corroborate stakeholder input regarding barriers to walking and bicycling, such as freeway ramps, high-speed/high-volume roadways, freeways, major intersections, and features such as hills and flood control channels that can pose safety hazards for potential users, as documented in the Pomona ATP.

By using the collision information to help identify and prioritize improvements, this project proposes to implement enhancements on corridors with a high proportion of collisions, such as Garey Avenue, San Antonio Avenue, and Holt Avenue. These streets have more bicycle and pedestrian collisions than other areas of the city and help provide access to shopping areas, entertainment areas, civic uses, and regional transportation facilities such as Metrolink. This project has also sought to include improvements that have documented crash modification factors in an attempt to help quantify potential safety benefits.

The TIMS database includes a tool that allows for the quantification of project benefits to better describe the potential for the project to reduce collisions and fatalities, and associated benefits. The installation of bike lanes pedestrian improvements at selected intersections are anticipated to result in approximately $1.5M in annual benefits and approximately $25.1M over the lifetime of the improvements. Screen captures of the TIMS benefits calculator are provided in Attachment F-4.

B. Describe if/how your project will achieve any or all of the following:

This proposed project will help achieve the following:

Reduces speed or volume of motor vehicles:

- Curb extensions are proposed at several intersections on high-speed/high-volume roadways such as Holt

Boulevard, Garey Avenue, and Foothill Boulevard, that will help slow turning vehicles, thereby mitigating potential vehicle-pedestrian conflicts

- The installation of bike lanes on streets will narrow travel lanes, which may lead some drivers to drive more slowly, while some drivers may drive more slowly on bike routes with the "sharrow" stencil

Improves sight distance and visibility

- Curb extensions provide improved sight distance by allowing pedestrians to get further into the roadway and become more visible beyond parked cars without having to step into the roadway
- High-visibility crosswalks are proposed at several intersections
- Bicycle facilities, such as bike lanes and bike routes will improve the visibility of cyclists by increasing driver awareness through signs and markings, and providing a dedicated right-of-way in the case of bicycle lanes

Improves compliance with local traffic laws and eliminates behaviors that lead to collisions

- High-visibility crosswalks will help communicate the presence of pedestrians to motorists and encourage yielding to pedestrians in the crosswalk
- Pedestrian countdown signals will help motorists, cyclists, and pedestrians engage in safe and lawful behavior by better communicating information about the signal operations and when the indications will change to give other users the right-of-way
- Bicycle lanes and bicycle routes will help bicyclists practice legal behavior by riding safely and predictably and avoid sidewalk riding
- Bicycle lanes and bicycle routes (with shared use markings) will help motorists practice legal behavior by using facility design, signage, and markings to increase safe passing of bicyclists by motorists

Addresses inadequate traffic control devices

- Installation of countdown pedestrian signals and relocation of pedestrian pushbuttons will help address the older signal equipment in use and will help bring it up to current standards

Addresses inadequate bicycle facilities, crosswalks or sidewalks

- The provision of bicycle lanes and bicycle routes will help address the inadequacy or lack of bicycle facilities
- The provision of high-visibility crosswalks will help enhance existing conditions by altering the crosswalk pattern and installing newer paint that is easier to see

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Historical collision data, field observations, and discussions with stakeholders such as residents and city staff, were the primary sources used to assess recent safety conditions. The Pomona ATP includes several maps and

tables relating to a five year (2007-2011) collision analysis that is described in more detail above in question 2A. In preparation for this application the Transportation Injury Mapping System (TIMS) was utilized to review pedestrian collisions for the same time period. Multiple field observations, including riding and walking on local streets, to observe local user behavior and better understand barriers to cycling and walking, were also employed to describe the study area's safety conditions. Finally, input from agency staff, local residents, and facility users was obtained through the extensive outreach process conducted as part of the Pomona ATP. The maps below summarize the locations of bicycle and pedestrian collisions occurring between 2007 and 2011. Full size maps are provided in Attachment F-3.

Figure 2-1: Bicycle collisions resulting in injuries and/or fatalities (2007-2011), Source: California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).

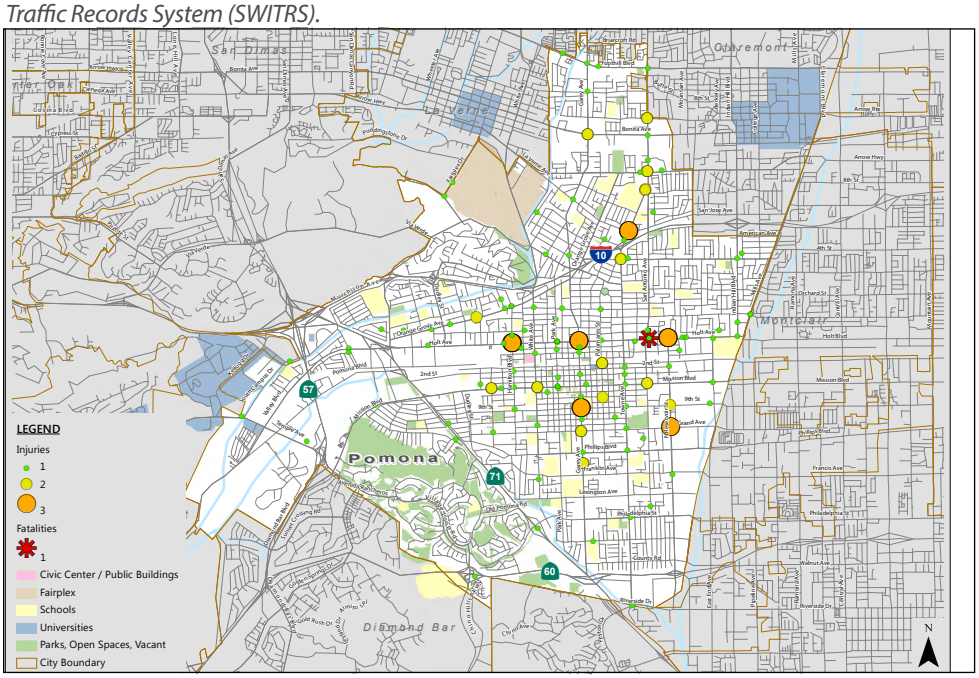
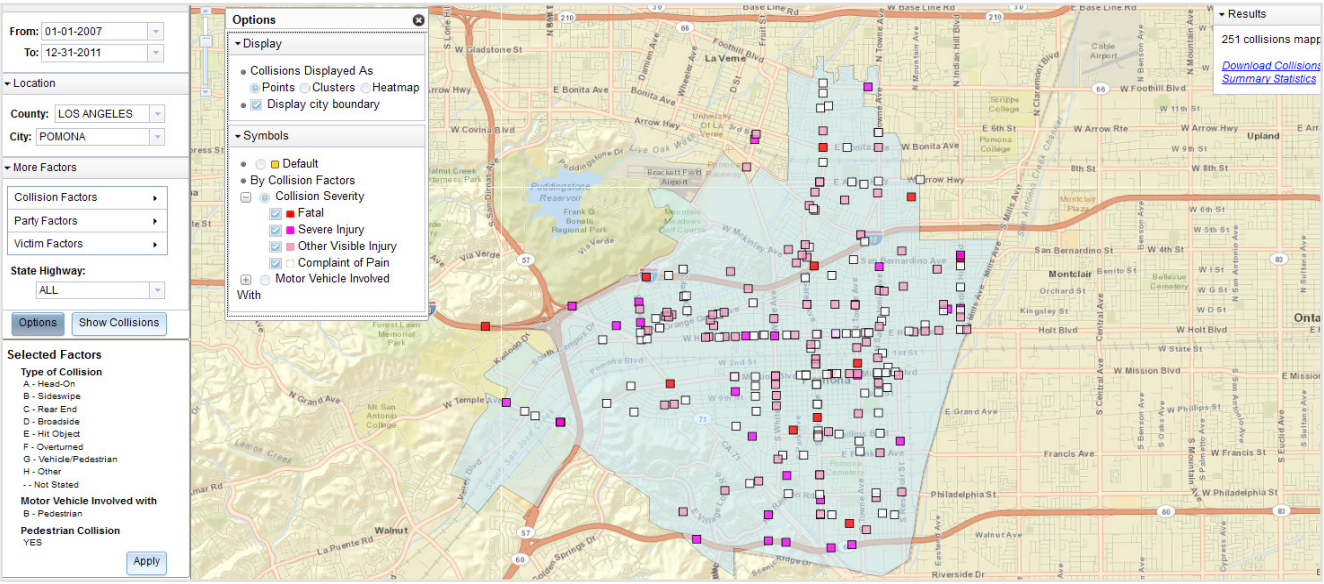


Figure 2-2: Pedestrian collisions mapped by collision severity (2007-2011), Source: California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) displayed through UC Berkeley's Transportation Injury Mapping System (TIMS).



3. Public Participation and Planning

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The network of bicycle corridors and pedestrian improvements selected for this grant application are the outcome of a substantial public outreach effort by the City during the development of the ATP. Between April and September 2012, the City accepted public input to the ATP at three public workshops. Additionally, a public website (www.pomona-atp.org) broadcast the latest news related to the Plan, and provided a forum for public dialogue. City staff or the project team members talked to the public about the Plan at the following events:

- Active Transportation Plan Public Meeting #1 (April 2012);
- Active Transportation Plan Public Meeting #2 (July 2012);
- Pomona Stakeholders Public Meeting (September 2012).
- Pomona City Council Adoption of the ATP 2014 – Highly attended meeting by supporters

Participants at the July 2012 public meeting provide input on active transportiaton priorities.

In addition to the public outreach meetings, City Council approved a stakeholder committee (Committee) for the ATP. As representatives, the members were responsible for interacting with the community and providing feedback from the Committee to the community and vice-versa. The entities listed to the right had representatives who were contacted when public meetings were scheduled, to provide information about project materials, and at major milestones of the project development. Their input helped to identify potential issues and sources of support for the overall plan and individual project elements.

Pomona ATP Stakeholder Commitee Representives

Pomona Unified School District
Pomona Police Department
Local private schools
Planning Commission
Foothill Transit
Boys & Girls Club of Pomona Valley
Pomona Economic OpportunityCenter
Pomona Valley Bicycle Coalition
Cal Poly Pomona
Western University of Health Sciences

B. Describe the local participation process that resulted in the identification and prioritization of the project.

The Community's input on prioritizing bicycle and pedestrian projects was requested and captured during the Pomona ATP development. The public participation process covered aspects of the planning process including scoping, visioning, project prioritization and input to the draft plan through public meetings and the project's website. Public meetings for this project typically included 30-60 attendees. The first public meeting was intended to solicit input from stakeholders regarding their experiences cycling in the study area and identifying locations that were

or were not good for cycling and areas or routes they wanted to be considered for the implementation of bicycle facilities. This represented a visioning exercise that allowed stakeholders to consider and suggest the potential development of local infrastructure for cycling and walking. Using this and other information, a draft bicycle plan was developed and presented to the public. At the second meeting, proposed facilities and policies were presented to the public, who were asked to prioritize the policies and facilities they felt would be most effective in enhancing the bicycling environment in Pomona. Participants were given colored dots that represented varying levels of points to indicate the proposed actions, infrastructure or non-infrastructure, which were most important to them. Appendix A of the ATP summarizes the input received at in-person meetings and on-line throughout the entire public process, and also includes a summary of the prioritization results. The final stakeholder meeting in September 2012 presented the final ATP document before presentation to and adoption by City Council in January 2014.

C. Is the project cost over $1 Million? **Yes**

Is the project Prioritized in an adopted city approved plan that incorporated elements of an active transportation plan? ? **Yes.** The proposed network of bicycle facilities and pedestrian crossing improvements are over $1million dollars and have been selected for this grant application because they are some of the top prioritized projects in the City Council Adopted 2014 Active Transportation Plan.

4. Cost Effectiveness

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The identification and evaluation of alternative bikeway corridors and intersection crossings was conducted through the Pomona ATP process by utilizing local data collection, stakeholder input, and agency input to identify locations that were desirable or suitable for the installation of facilities. Once locations were identified, field observations and measurements were used to help determine the feasibility and general magnitude of cost based on feasible facilities and necessary components for implementation of the project under consideration.

Following this initial step, a variety of bicycle projects were carried forth for consideration by local stakeholders. Local input was an important part of this process because user input is one way that potential benefits of cycling projects can be measured by developing an understanding of the overall appeal of a particular facility and the likelihood that it will draw new and existing cyclists. Because feasibility helps ensure a project can be constructed at a reasonable cost, this process compared costs and benefits of the various projects considered and presented them to the public for consideration.

Stakeholder input was also used to help prioritize the final list of projects to those that demonstrated a high

potential benefit based on community support, the built environment, and land uses that could be connected, such as shopping areas and regional transit facilities. The bikeway prioritization matrix and feasibility assessment table from Pomona's ATP is provided in Attachment F-2.

The seven bikeway corridors were selected for this application because they connect major activity centers and destination (six of the seven corridors are in the top 20 of Pomona's ATP Tier 1 Priority Projects) and these corridors also overlay with the City's current schedule for street resurfacing.

For pedestrian projects, Pomona's ATP identified the top 35 intersections needing improvements based on pedestrian crash data and community input. From these 35 intersections, the City has selected eight of the highest priority locations for this grant funding. Proposed improvements are based on a preliminary feasibility analysis of existing traffic counts and roadway configurations. Concept plans for the selected intersections are provided in Attachment F-2.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested.

The National Cooperative Highway Research Program (NCHRP) Report 552 (2009) and the more recent Victoria Transport Policy Institute (VTPI) Report Evaluating Active Transport Benefits and Costs (2014) provide guidance on how to calculate the benefits of a given bicycle facilities. The categories included in the calculation for this application include health benefits, mobility benefits, recreation benefits, benefits associated with reduced auto use benefits, home value benefits, and safety benefits. In total, the Benefit/Cost ratio is 12 to 1, and the ratio of Benefits to Requested Funds is 13.5 to 1.

$$\frac{\textit{Benefit}\ \mathbf{\$27{,}204{,}494}}{\textit{Total Project Cost}\ \mathbf{\$2{,}270{,}000}} = \mathbf{12} \qquad \frac{\textit{Benefit}\ \mathbf{\$27{,}204{,}494}}{\textit{Program Funds Requested}\ \mathbf{\$2{,}010{,}000}} = \mathbf{13.5}$$

The complete methodology for health benefits, vehicle operating costs, mileage-related depreciation, congestion reduction, roadway cost savings, energy conservation, and pollution reduction can be found in the VTPI report. These benefits include those which accrue to the user who switches from driving to an active mode of transport, as well as the external benefits which accrue to the community, including people who continue to drive. One major category of benefits is those associated with improvements in health. These benefits include physical fitness benefits of active travel such as reduced coronary heart disease and diabetes risk, mental health benefits such as increased happiness, longevity gains, and health improvements from reduced air pollution exposure and reduced crash risk to other road users. These benefits have been estimated to be $1.92 per mile traveled by bicycle and $3.70 per mile traveled by walking.

For the calculations using the NCHRP Report guidance, a few adaptations have been made for the purposes of this application. We reduced the recreation benefit because the number of cyclists forecasted includes all riders, some of whom may take trips that do not replace an auto trip (such as walking to buy groceries or taking the school bus to school). As the NCHRP report specifies, recreational benefit is separated out from mobility benefit on the grounds that recreational trips are not assumed to reduce auto trips. Therefore in order to avoid double-counting the trips that are included in our mobility benefits by way of the total number of projected cyclists, but do not replace an auto trip, we have adjusted the recreation benefit by multiplying the number of cyclists by 104, the number of weekend days, rather than 365, the number of total days.

We did not include any economic development benefits, as these impacts are often economic transfers, whereby one group benefits at another groups' expense (for example, job creation for public projects is taxpayer-funded, or an increase in commercial activity in one area may be pulling consumers from another nearby commercial area).

Table 4-1: Benefits of Project Bicycle and Pedestrian Improvements

Category	Unit	Source	Calculation	Net Present Amount (Present + Project, 2015)	Net Future Amount (Future + Project, 2030)
Safety	Bike and Ped; Net	TIMS data		$1,500,000	$1,500,000
Annual Health Benefits	Per BMT, Net	VTPI	(1.92)*(BMT)	$8,499,784	$9,868,161
	Per PMT, Net	VTPI	(3.70)*(PMT)	$4,347,530	$5,047,629
Annual Vehicle Operating Costs	Per BMT, Net	VTPI	(0.10)*(BMT)	$442,697	$513,967
Annual Congestion Reduction	Per BMT, Net	VTPI	(0.10)*(BMT)	$442,697	$513,967
Annual Roadway Cost Savings	Per BMT, Net	VTPI	(0.04)*(BMT)	$177,079	$205,587
Annual Energy Conservation	Per BMT, Net	VTPI	(0.01)*(BMT)	$44,270	$51,397
Annual Pollution Reduction	Per BMT, Net	VTPI	(0.05)*(BMT)	$221,349	$256,983
Annual Mobility Benefit	Per Cyclist; net	NCHRP Report 552	(15m)($12)/60*(#cyclists)*50*5 *2	$2,992,500	$3,474,000
Annual Recreation Benefit	Per Cyclist; net	NCHRP Report 552	($10)(104)(#cyclists)	$2,074,800	$2,408,640
TOTAL				$20,742,705	$23,840,330
TOTAL COST					$2,270,000
TOTAL REQUESTED					$2,010,000

5. Improved Public Health

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Child and adult obesity is a serious health concern in Pomona. The City of Pomona is in the highest quartile for child obesity, diabetes mortality, and coronary heart disease mortality in Los Angeles County [1]. Data from 2010 California Physical Fitness Test indicate that 48.1% of children in grades 5, 7 and 9 were overweight or obese [2]. Adult obesity in 2007 was 27.3%, the second highest percentile for Los Angeles County. Overweight and obesity are associated with serious health issues such as cardiovascular disease and diabetes.

The leading cause of death in the City of Pomona is coronary heart disease, followed by stroke, emphysema, and lung cancer [3]. Physical inactivity contributes to these deaths. In San Gabriel Valley, where Pomona is located, only 50% of adults obtain recommended amount of exercise each week. And 40% of adults who are minimally active or inactive [4].

Brisk walking or biking for a half hour every weekday reduces heart disease risk [5]. By creating safe places for routine physical activity, this project will provide opportunities to improve the health of all residents, including children, senior citizens, people with disabilities, and low-income families, who can be disproportionally affected.

Through installing bike lanes, bike routes and improving pedestrian crossings, our project creates viable active mode alternatives to driving. As previously discussed in the Question 4 Benefit to Cost Ratio, health benefits have been estimated to be $1.92 per mile traveled by bicycle and $3.70 per mile traveled by walking. These benefits include physical fitness benefits of active travel such as reduced coronary heart disease and diabetes risk, mental health benefits such as increased happiness, longevity gains, and health improvements from reduced air pollution exposure and reduced crash risk to other road users. The proposed bikeways and pedestrian improvements in Pomona will provide a significant health benefit to our residents for all of these reasons, in addition to the direct injury and crash reduction benefits as a result of improvements to the facility.

[1] Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Obesity and Related Mortality in Los Angeles County: A Cities and Communities Health Report; September 2011.

[2] Babey SH, Wolstein J, Diamant AL, Bloom A, Goldstein H. Overweight and Obesity among Children by California Cities - 2010. UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2012.

[3] Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Mortality in Los Angeles County 2009: Leading causes of death and premature death with trends for 200-2009. October 2012.

[4] Los Angeles County Department of Public Health, Office of Health Assessment and Epidemiology. Key Indicators of Health by Service Planning Area; June 2009.

[5] U.S. Department of Health and Human Services, 2008 Physical Activity Guidelines for Americans. 2008. http://www.health.gov/PAGuidelines/guidelines/default.aspx. Accessed on April 20, 2011.

6. Benefit to Disadvantaged Communities

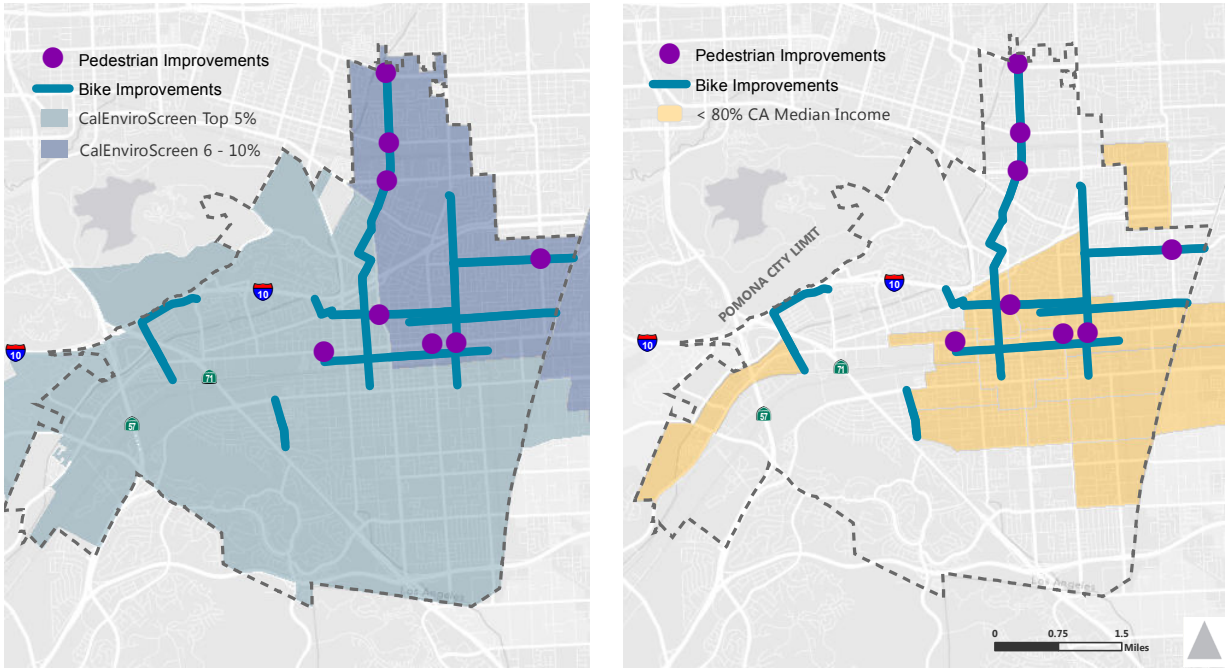
A.I. Is the project located in a disadvantaged community? Yes

A. II. Does the project significantly benefit a disadvantaged community? Yes

A. II.a Which criteria does the project meet?

All of the project infrastructure improvements occur in an area identified as among the most disadvantaged 10% in the State according to the California Communities Environmental Health Screen Tool (CalEnviroScreen) score. Furthermore, the majority of the project area is within the top 5% of the CalEnviroScreen disadvantaged score as shown on the map below (above the 10% required by the ATP grant). Additionally, over 50% of the project improvements are located in an area where the median household income is less than 80%.

Figure 6-1: Maps showing the project area overlap with CalEnviroScreen score (left) and Median household income less than 80% (right)



A. II.b Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines?

The stated criteria clearly demonstrate the project area benefits a disadvantaged community.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community.

The stated criteria clearly demonstrate the project area benefits a disadvantaged community. 100% of the project funds will benefit Pomona's disadvantaged community members.

7. Use of California Conservation Corps (CCC) or a Certified Community Conservation Corps (CALCC)

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N

Yes, the project materials were submitted to Virginia Clark, virginia.clark@ccc.ca.gov, 916-341-3147 on April 30, 2014.

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N

Yes, the project materials were submitted to Cynthia Vitale, calocalcorps@gmail.com, 916-558-1516 on April 30, 2014.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

No, I have coordinated with Virginia Clark and Jennifer Dalay, representatives of the CCC; and they are not able to partner on the infrastructure improvements associated with this project.

No, I have also coordinated with Cynthia Vitale and Aaron, representatives of the CALCC; and they are not able to partner on the infrastructure improvements associated with this project.

8. Applicant's Performance on Past Grants

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City has successfully completed State and Federally funded grants in the past 5 years. The City will continue to uphold our reputation for selecting great projects that benefit our community and complete them on time and budget, within the terms of the grant.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/19/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
12						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA	Various				
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Rene Salas	909-620-2261	rene_salas@ci.pomona.ca.us

Project Title

Pomona Downtown Bicycle and Pedestrian Improvements

Location, Project Limits, Description, Scope of Work ☑ See page 2

The City of Pomona's Priority Implementation for Downtown Bicycle and Pedestrian Improvements Project (the project) will design and construct 14.5 miles of new bikeways and improve pedestrian safety through crossing improvements at eight major intersections. The City has selected a network of high priority streets and intersections identified in the City Council adopted 2014 Pomona Active Transportation Plan (ATP). Bicycle improvements include 3.8 miles of Class II buffered bike lanes on Garey Avenue and San-Antonio Avenue, 2.9 miles of Class II bike lanes on Garey Avenue, San Bernardino Avenue, Ridgeway Avenue and Murchison

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	N/A
PS&E	City of Pomona
Right of Way	N/A
Construction	City of Pomona

Purpose and Need ☐ See page 2

Pomona is dedicated to improving active transportation, demonstrated by adopting the Pomona ATP in January 2014. Today, Pomona's on-street bike network is limited to three short segments of bike lanes totaling 3.3 miles. The Downtown Bicycle and Pedestrian Improvements Project will expand the City's on-street bike infrastructure by 425% creating a bike network that connects major activity centers and improves the safety and comfort for bicyclists. The project will also improve safety for pedestrians at eight of the most dangerous intersections in the City by installing curb extensions, high visibility crosswalks and pedestrian countdown signals.

Project Benefits ☐ See page 2

The TIMS database includes a tool that allows for the quantification of project benefits to better describe the potential for the project to reduce collisions and fatalities, and associated benefits. The installation of bike lanes and pedestrian improvements at selected intersections are anticipated to result in approximately $1.4M in annual benefits and approximately $24.1M over the lifetime of the improvements. The project also

☑ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**01/02/15**
Begin Environmental (PA&ED) Phase			n/a
Circulate Draft Environmental Document	**Document Type**		n/a
Draft Project Report			n/a
End Environmental Phase (PA&ED Milestone)			n/a
Begin Design (PS&E) Phase			02/02/15
End Design Phase (Ready to List for Advertisement Milestone)			10/01/15
Begin Right of Way Phase			n/a
End Right of Way Phase (Right of Way Certification Milestone)			n/a
Begin Construction Phase (Contract Award Milestone)			01/04/16
End Construction Phase (Construction Contract Acceptance Milestone)			12/19/16
Begin Closeout Phase			12/19/16
End Closeout Phase (Closeout Report)			02/28/17

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Location, Project Limits, Description, Scope of Work…Continued See page 2

7.9 miles of Class III bike routes on Alameda Street, Artesia Street, Park Avenue, Alvarado Street, Kingsley Avenue, Monterey Ave, Ridgeway Street, and Dudley Street. Bikeway improvements include the associated bike facility striping, signing, crossing improvements and signal modifications for bike detection.

Pedestrian crossing enhancements will increase pedestrian safety and comfort through curb extensions, directional curb ramps, high visibility crosswalks, and pedestrian countdown signals at eight selected intersections. These treatments are proven to improve safety by increasing pedestrian visibility and driver awareness, shortening pedestrian crossing distance, and reducing vehicle speeds.

Project Benefits See page 2

has public health benefits by offereing safe active modes of transportation to a community where 48% of children are overweight or obese.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	LA	Various				
Project Title:	Pomona Downtown Bicycle and Pedestrian Improvements					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E		113,500	113,500					227,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			817,200	1,225,800				2,043,000	
TOTAL		113,500	930,700	1,225,800				2,270,000	

Fund No. 1:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E		113,500	113,500					227,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			817,200	1,225,800				2,043,000	
TOTAL		113,500	930,700	1,225,800				2,270,000	

Fund No. 2:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	Priority Implementation for Downtown Bicycle and Pedestrian Improvements

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 0
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 2,010,000
Construction Phase-Non-infrastructure	$ 0
Total for ALL Phases	**$** 2,010,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Prop C funds	$ 260,000
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 2,270,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$ 0
Request for Safe Routes to Schools Infrastructure work	$ Non-SRTS Infrastructure Project 0
Request for Safe Routes to Schools Non-Infrastructure work	$ 0
Request for other Non-Infrastructure work (non-SRTS)	$ 0
Request for Recreational Trails work	$ 0
Request for Infrastructure work (non-SRTS)	$ 2,270,000

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	02/02/2015	10/01/2015
Right-of-Way		
Construction	01/04/2016	

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Priority Implementation for Downtown Bicycle and Pedestrian Improvements

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
N/A	N/A	N/A -Infrastructure project with completed public outreach

Project name: Priority Implementation for Downtown Bicycle and Pedestrian Improvements

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Rene Salas by MM
Name: Rene Salas
Title: Public Works Director
Date: 5-15-14
Phone: 909-620-2261
e-mail: rene_salas@ci.pomona.ca.us

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature:
Name: Matt Pilarz
Title: Acting City Engineer
Date: 5-15-14
Phone: 909.620.3652
e-mail: matt_pilarz@ci.pomona.ca.us

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: **N/A**
Name:
Title:
Date:
Phone:
e-mail:

Person to contact for questions:

Name:
Title:
Phone:
e-mail:

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: **See Caltrans Letter of Support in Attachment C**
Name:
Title:
Date:
Phone:
e-mail:

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
Priority Implementation for Downtown Bicycle and Pedestrian Improvements

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

A.)

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale

B.)

- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse

- [ ] Preliminary Plans- **REQUIRED for Construction phase only**
  - [ ] Must include a north arrow
  - [ ] Label the scale of the drawing
  - [ ] Typical Cross sections where applicable with property or right-of-way lines
  - [ ] Label street names, highway route numbers and easements

- [ ] Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - [ ] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [ ] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [ ] Must identify all items that ATP will be funding
  - [ ] Contingency is limited to 10% of funds being requested
  - [ ] Evaluation required under the ATP guidelines is not a reimbursable item

- [ ] Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- [ ] Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

C.)

- [x] Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- [x] Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

D.)

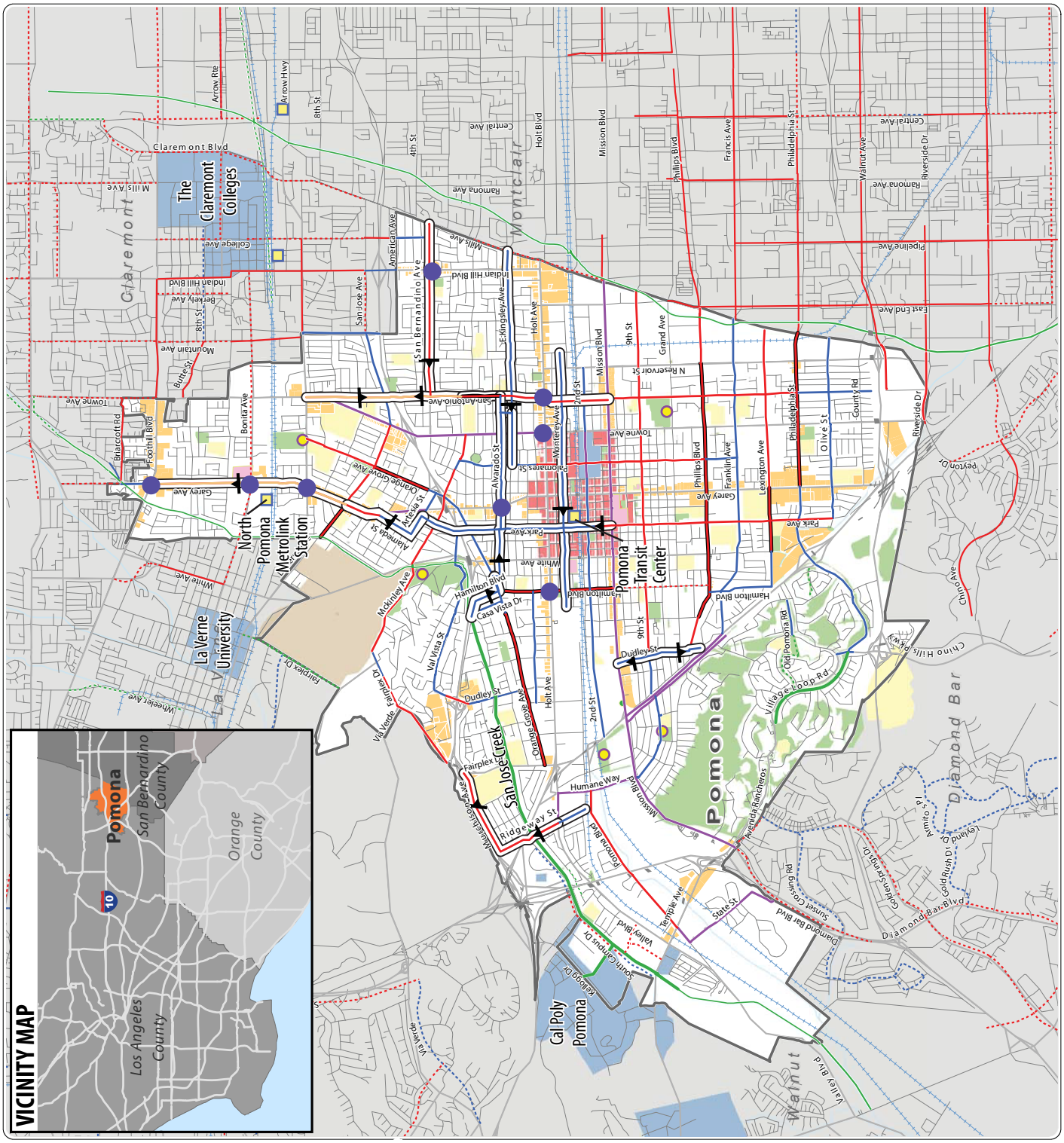
- [x] Documentation of the public participation process (required)

E.)

- [x] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

F.)

- [x] Additional documentation, letters of support, etc (optional)


ATP Project Area Map
Activity Centers and
Existing / Proposed Bikeways
ATP Project Area
Proposed Bikeways
Pedestrian intersection crossing improvements
Photo Locations
Proposed Bike Facilities
Bike Path (Class I)
Buffered Lane (Class II)
Bike Lane (Class II)
Bike Route (Class III)
Long-term Bikeway
Existing Bike Facilities
Bike Path
Bike Lane
Bike Route
Activity Centers
Transit Centers
Community Centers
Commercial
Parks
Civic Center / Public Buildings
Fairplex
Schools
Universities
Downtown Specific Plan Area
0
0.5
1
Miles
VICINITY MAP
Pomona
San Bernardino County
Orange County
Los Angeles County
10
Claremont
The Claremont Colleges
Montclair
La Verne
La Verne University
North Pomona Metrolink Station
Pomona Transit Center
San Jose Creek
Cal Poly Pomona
Diamond Bar
Walnut
Claremont Blvd
Arrow Hwy
Mills Ave
College Ave
Indian Hill Blvd
Berkley Ave
Mountain Ave
Towne Ave
Garey Ave
White Ave
Wheeler Ave
Fairplex Dr
Bonita Ave
Foothill Blvd
Blaircroft Rd
Arrow Rte
8th St
4th St
Central Ave
Ramona Ave
Holt Blvd
Mission Blvd
Phillips Blvd
Francis Ave
Philadelphia St
Walnut Ave
Riverside Dr
Pipeline Ave
East End Ave
American Ave
San Jose Ave
San Bernardino Ave
Indian Hill Blvd
E Kingsley Ave
Holt Ave
9th St
Grand Ave
N Reservoir St
Mission Blvd
2nd St
San Antonio Ave
Monterey Ave
Pomona St
Alvarado St
Towne Ave
Garey Ave
Franklin Ave
Lexington Ave
Olive St
County Rd
Park Ave
Orange Grove Ave
Artesia St
Alameda St
Park Ave
White Ave
Hamilton Blvd
Casa Vista Dr
McKinley Ave
Val Vista St
Dudley St
Fairplex Dr
Via Verde
Humane Way
Ridgeway St
Fairplex
Mission Blvd
Pomona Blvd
Temple Ave
State St
Valley Blvd
South Campus Dr
Reidy Dr
Via Verde
Sunset Crossing Rd
Diamond Bar Blvd
Cooke Canyon Dr
Gold Rush Dr
Leland Dr
Amito Ln
Chino Hills Pkwy
Chino Ave
Peyton Dr
Riverside Dr
Old Pomona Rd
Village Loop Rd
Hacienda Rancheros

B.) PROJECT AREA PHOTOS
BICYCLE IMPROVEMENT LOCATIONS

1. Garey - Park Bikeway

Garey Avenue - proposed buffered bike lanes, looking north from Bonita Ave.

Alameda Street- proposed bike route, looking north toward Garey Ave.

Artesia Street- proposed bike route, looking southeast from Alameda St.

Park Avenue- proposed bike route, looking north from 4th St.

2. San Antonio Bike Lane

San Antonio Avenue - proposed buffered bike lanes, looking north from San Bernardino Ave.

San Antonio Avenue looking south at Joseph Barfield School

3 San Bernardino Bike Lane

San Bernardino Avenue - proposed bike lanes, looking west from Washington Ave.

4. Hamilton-Alvardo-Kingsley Bike Route

Hamilton Boulevard - proposed bike route, looking south toward Orange Grove Ave.

Alvarado Street - proposed bike route, looking east from White Ave.

Kingsley Avenue - proposed bike route, looking west from San Antonio Ave.

5. Monterey Bike Route

Monterey Avenue - proposed bike route, looking west from Gordon St.

6. Ridgeway-Murchison Bikeway

Ridgeway Street - proposed bike lanes, looking south from San Jose Creek

Murchison Avenue - proposed bike lanes, looking east toward Ganesha High School

7. Dudley Bike Route

Dudley Street - proposed bike route, looking north toward Mission Business Park

Dudley Street looking south toward Phillips Ranch Road

PEDESTRIAN CROSSING IMPROVEMENT LOCATIONS

A. Garey Avenue and Foothill Boulevard

B. Garey Avenue and Bonita Avenue

C. Garey Avenue and Arrow Highway

D. Garey Avenue and Alvarado Street

E. San Bernardino Avenue and Indian Hill Boulevard

F. Holt Avenue and Hamilton Boulevard

G. Holt Avenue and Towne Avenue

H. Holt Avenue and San Antonio Avenue

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0362
FAX (213) 897-0360
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

May 15, 2014

California Department of Transportation (Caltrans)
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-001

RE: Active Transportation Plan Priority Implementation and Downtown Pomona Access Improvements, Active Transportation Program Grant Support

Dear Office of Active Transportation and Special Programs,

I write on behalf of Caltrans in support of the City of Pomona's Active Transportation grant proposal to fund Citywide Active Transportation Improvements. We strongly support this grant application to improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan (ATP) as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

This project includes bikeway implementation and pedestrian improvements at several intersection in the city, one of which is Garey and Foothill Bl. Foothill boulevard is a Caltrans facility and will require coordination. The intersection improvements include high-vis crosswalks, ped countdowns, stop bars, curb ramps, PPB relocation, signals, and curb extensions that would not reduce vehicular capacity at the intersection or Foothill Boulevard

As an organization which is responsible for constructing, maintaining, and providing access to the state highway system, we are supportive partners for the proposed construction of the ATP Priority Implementation and Downtown Pomona Access Improvements project. Due to the nature of the proposed project, the partnership between Caltrans and the City of Pomona will help ensure a successful project by addressing the following:

- Caltrans is a supportive partner who will work with the City of Pomona during this process
- Caltrans is willing to work with the City to address issues that may impact the implementation of pedestrian improvements at the intersection of Foothill Boulevard and Garey Avenue (Foothill Boulevard is a Caltrans facility)

Through this letter, we acknowledge our agency may have roles and responsibilities to fulfill during the design, construction and operations of the Citywide Active Transportation Improvements. In the event this proposal is funded, we would support the City such as through participation in a technical advisory group, outreach activities and design reviews and approvals, as applicable.

The Citywide Active Transportation Improvements meets the ATP's goals by:

- Increasing the percentage of walking and biking trips by improving the pedestrian safety at 6 major intersections and creating 7.3 of new on-street bike facilities
- Improves safety and mobility of pedestrians and cyclists
- Enhancing public health
- Benefiting Pomona's Disadvantage Community

Caltrans supports the ATP Priority Implementation and Downtown Pomona Access Improvements project and urges you to fund this important project in our community.

Sincerely,

Lily Kam,
Senior Transportation Engineer
Office of Transportation Engineering – North Region
District 7- Division on Operations

c: Marco Ruano, Chief, Traffic Engineering

D.) PUBLIC PARTICIPATION DOCUMENTATION

This sections provides the summarized results of the public participation process from the Pomona Active Transportation Plan.

PLAN DEVELOPMENT AND PUBLIC INVOLVEMENT

The City of Pomona has developed a handful of designated bicycle facilities over the years. The development of the *BMP* comes as part of an effort by the City to address local and regional desires to enhance the viability of bicycling as a mode of transportation and reduce transportation system impacts on local communities. The BMP and ATP offers a multifaceted strategy designed to meet the growing demand for bicycle infrastructure and help reduce Pomona's contribution to air pollution, congestion, energy consumption, and climate change. By making biking easier and safer, the City can better manage its transportation network and reduce its overall greenhouse gas emissions resulting from single-occupant driving. The planning process to develop this plan started in February 2012.

The goals, policies, recommendations, and action items in this *Plan* are the outcome of a substantial public outreach effort by the City. Between April and September 2012, the City and consultant team accepted public input to the *Plan* at three public events. Additionally, a public website (www.pomona-atp.org) broadcast the latest news related to the *Plan*, and provided a forum for public dialogue about the *Plan*. City staff or the project team members talked to the public about the *Plan* at the following events: Pomona Bicycle Master Plan / Active Transportation Plan Public Meeting #1 (April 2012); Pomona Bicycle Master Plan / Active Transportation Plan Public Meeting #2 (July 2012); and the Pomona Stakeholders Public Meeting (September 2012). The Final Draft Active Transportation Plan (Bicycle Master Plan & Pedestrian Master Plan) went before the Pomona City Council in December 2012 for adoption.

Images 1-2 to 1-4. Pomona Public Workshop #1, April 26, 2012. (Source: Fehr & Peers)

PUBLIC INPUT

At the first public meeting with the BMP Stakeholder Committee, stakeholder input was collected via a survey, maps that could be marked up by the public, and discussions with meeting facilitators. As a result, a list of desired improvements was developed based on public input. This list is by no means exhaustive, and the Stakeholder Committee recognized that the list could grow as the public gave input to the plans.

- Bike lanes on major streets and commercial corridors
- Bike paths along railroads or utility channels
- Bike routes or bike boulevards on residential streets
- Additional bicycle parking, particularly at the following locations:
    - Along Garey Avenue
    - Pomona Civic Center/downtown Pomona/Fox Theater
    - Glasshouse Records
    - Along Holt Boulevard
    - Fairplex
    - Ganesha Park Community Center
    - North Pomona Metrolink Station/Pomona Transit Center
    - Cal Poly Pomona
    - Local schools and parks
- Improved lighting
- Improved pavement condition
- Additional bicycle capacity and improved ease of using bicycles on buses/transit
- Improved bicycle detection at intersections
- Enhanced bicycle lanes via increased width and use of green paint or buffers
- Education promoting awareness of bicyclists and rights on road for following groups:
    - Motorists
    - Law enforcement
    - Bicyclists
- Improved access to major destinations such as:
    - Cal Poly Pomona
    - Downtown Pomona
    - Major travel corridors
- Accommodate a full range of cyclists on the bicycle network
- Host car-free street days, such as Sunday Streets or CicLAvia events

Key Issues and Bicycle Needs Assessment

In making conscious efforts to enhance the bicycle network, the City has a number of challenges to overcome. As described in Chapter 1, public outreach was conducted to identify the key public concerns with cycling in the City. The comments received reinforced several issues previously identified by City staff. Comments could be summarized in one of the following three broader categories:

- Make cycling to key destinations, such as commercial districts and schools, easier and safer
- Identify solutions for bridging major barriers in the City, including SR-71, I-10, major east-west and north-south arterials, and Metrolink tracks
- Develop a complete and integrated network that accommodates a range of cycling skills

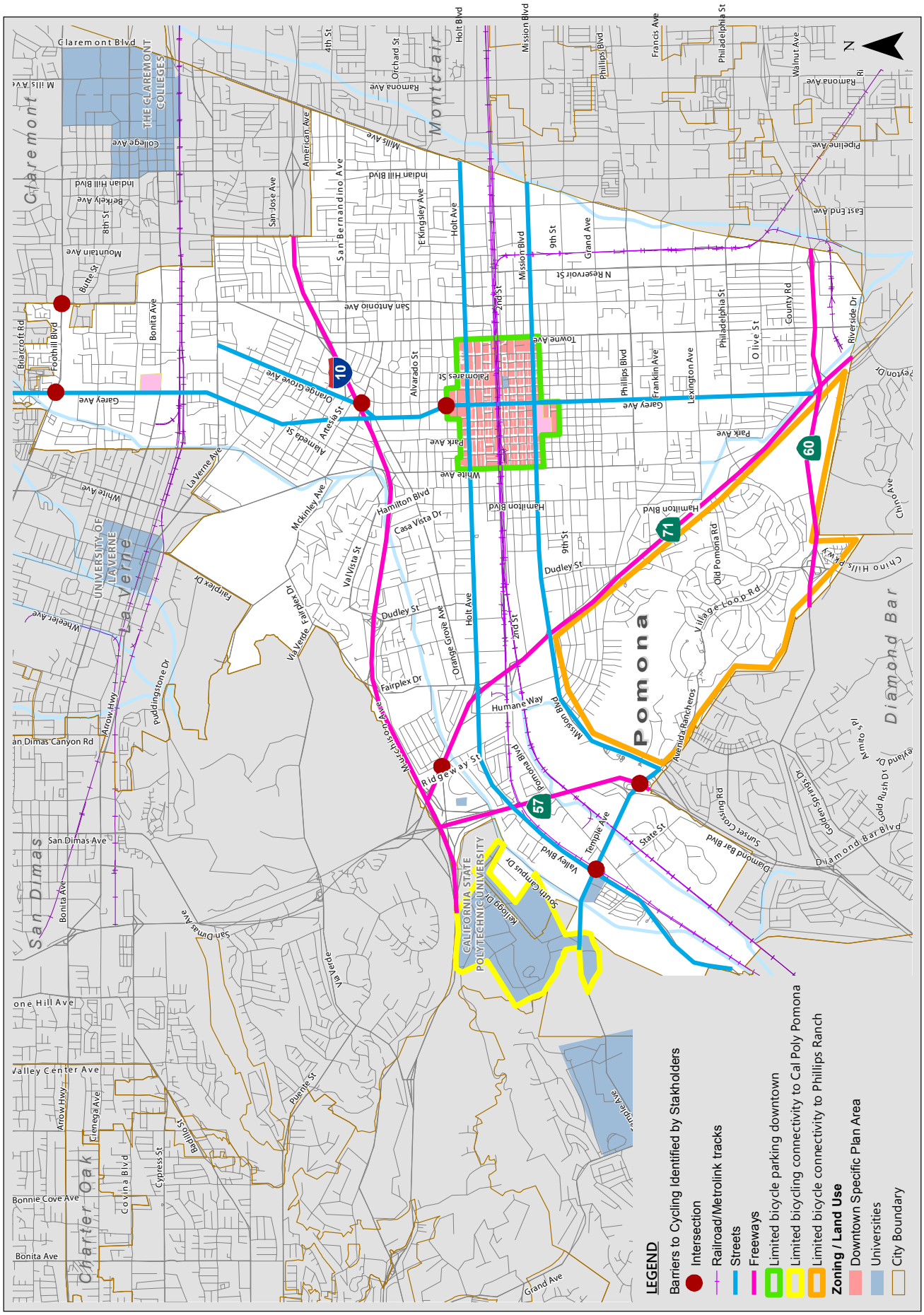
The following section discusses more specific elements of these issues to be addressed in the proposed facilities section and design guidelines. A complete list of public comments is available in Appendix A.

As discussed, Pomona is primarily comprised of residential neighborhoods well suited for biking. Based on local observations, most residents do not walk or bike when purchasing daily goods or services, even though various destinations are located within an easily "bikeable" distance of approximately two miles.

Stakeholder Meeting #1

On April 26, 2012, an initial stakeholder meeting was held at the Ganesha Park Community Center. The approximately 60 attendees discussed general concerns and facility preferences and identified desired bike parking locations, potential routes, and barriers to bicycling in Pomona. The barriers to bicycling, as described by meeting attendees are illustrated geographically in **Figure** 3-5.

.



BARRIERS TO BICYCLING
CITY OF POMONA
FIGURE 3-5

FEHR PEERS

N:\Jobs\Active\2500s\2517 - Pomona Bike\Graphics\GIS\MXD\f0x_barrierstobicycling8by11.mxd

A short survey distributed to attendees captured the following information:

Question #1: What type of bicycle facilities do you prefer?

Respondents were instructed to choose up to two of the options shown in **Table 3-7**. The most popular facility types were bike lanes, bike paths, and bike routes/bike boulevards, respectively.

TABLE 3-7 – STAKEHOLDER RESPONSES TO SURVEY QUESTION #1

Type of facility	#	%
Bike lanes on major streets/commercial corridors	24	75%
Bike paths along railroads or waterways/flood channels	13	41%
Bike routes/bike boulevards on smaller or more residential streets	11	34%
Riding in regular vehicular travel lanes	4	13%
Other *(examples included: connections to downtown Pomona, open streets event/CicLAvia)*	2	6%

Note: A total of 32 completed surveys were received.

Question #2: Please list up to five locations where you would like to see bicycle parking?

Participants suggested a total of 52 places for bicycle parking, ranging from specific businesses and intersections to entire City Council districts. Many locations were mentioned more than once. Downtown Pomona and locations within it were mentioned 26 times. The North Pomona Metrolink station and the Pomona Transit Center were mentioned 11 times. Participants described a need for bicycle parking at local and regional destinations including parks, Cal Poly Pomona, the Fairplex and public facilities such as post offices and libraries. Major transportation corridors were also a key location for bicycle parking. Garey Avenue and intersections along it were mentioned 13 times. Other frequently mentioned corridors include White Avenue (6 times), 2nd Street (6 times) and Holt Avenue (3 times). These responses will inform the development of a bicycle parking pilot program for installing bicycle racks at City-owned facilities and within the City-owned public right-of-way.

Question #3: Would you like to share anything else that would make bicycling in Pomona easier for you?

Table 3-8 presents a summary of responses to this open-ended final question.

TABLE 3-8 – STAKEHOLDER RESPONSES TO SURVEY QUESTION #3

Facilitating bicycles on transit	4
Metrolink	1
Foothill Transit buses	1
Triple bike racks	1
Secure bike parking at transit	3
Bicycle facilities	13
Bicycle lanes(inc. green lanes, wide lanes near parked cars)	4
Bilingual signage	1
Water fountains	2
Bicycle loop detectors at intersections	1
Lighting and visibility	3
Education	4
Increased driver awareness and respect for bicyclists	2
Police education about right to road	1
Bicyclist education about riding on the right side of the street	1
General street maintenance and engineering	3
Traffic calming	1
Better condition pavement	1
Keeping major roads clear of debris	1
Bicycle access to destinations	3
Cal Poly Pomona	1
Downtown Pomona	1
Major corridors (Garey, Holt, Temple, Mission)	1
General safety concerns	1

Stakeholder Meeting #2

On July 18, 2012, a second stakeholder meeting was held at Emerson Middle School. The approximately 30 attendees discussed preliminary bicycle facility recommendations, desired bike parking locations, and policies and programs that could be implemented to facilitate and promote active transportation in Pomona.

Stakeholder Meeting #3

On September 19, 2012, a third stakeholder meeting was held at Pomona City Hall. There were representatives form seven stakeholder groups. The discussion included an overview of the proposed plan, preliminary bicycle facility recommendations and general issues and concerns relating to the development and future implementation of the Active Transportation Plan.

E.) LETTERS OF SUPPORT FROM SCHOOL DISTRICT

Although the Priority Implementation for Downtown Bicycle and Pedestrian Improvements Project is not a Safe Routes to School project, it does connect to several of Pomona's public schools. The following letters provide support for the project.

OFFICE OF THE SUPERINTENDENT OF SCHOOLS

Pomona Unified School District

800 South Garey Avenue, P.O. Box 2900, Pomona, California 91769
Phone: (909) 397-4800, Ext. 23882 Fax: (909) 397-4881 Website Address: www.pusd.org

April 17, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Program (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Project in the City of Pomona. We strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Richard Martinez
Superintendent of Schools

Ganesha High School

1151 Fairplex Drive, Pomona, CA 91768 (909) 397-4400

Mr. Frank Guzman
President

Mr. Andrew S. Wong
Vice President

Mrs. Adrienne Konigar-Macklin
Member

Dr. Roberta Perlman
Member

Mr. Jason A. Rothman
Member

Mr. Richard Martinez
Superintendent

Mrs. Jennifer Francev
Principal

Ms. Karen Brisley
Assistant Principal
Activities Director

Mr. Jorge Galvan
Assistant Principal
Athletic Director

Ms. Pamela Mshana
Assistant Principal

Mr. Jason King
Dean of Students

Ms. Patricia Guillen
Office Manager

April 29, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Program (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Project in the City of Pomona. We strongly support these grant applications because the City of Pomona, the Pomona Unified School District and Ganesha High School recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents and students.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Jennifer L. Francev
Principal
Ganesha High School

GAREY HIGH SCHOOL

April 28, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Program (ATP) grant proposals to fund Safe Route to School on Lexington Avenue from Garey Avenue to White Avenue, Active Transportation Project in the City of Pomona. We strongly support these grant applications because the City of Pomona and Pomona Unified School District recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The Safe Route to School Project will extend along Lexington Avenue from east of Garey Avenue to White Avenue, creating a bicycle path separated from traffic along the Lexington Avenue. Project benefits include intersection safety improvements where the path crosses traffic in multiple locations, as well as a mid-block pedestrian signal, signal modifications, ADA Ramps, radar speed signs, safety signage and striping, while creating a continuous bicycle path.

The Priority ATP Bikeway Implementation and Safe Route to School Project grant proposal will improve City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include speed feedback signs and a crosswalk to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Lexington Avenue Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, and crosswalks, left turn lanes, other required intersection improvements, signage and striping. The project will also include crossing improvement (RRFB) at Howsler Place on Lexington Avenue between Park/White Avenue perpendicular to Lexington Elementary School.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Mr. Stacey Wilkins, Principal

321 WEST LEXINGTON POMONA, CA 91766 PHONE (909) 397-4451

POMONA UNIFIED SCHOOL DISTRICT

JOHN MARSHALL MIDDLE SCHOOL
1921 ARROYO AVE. POMONA, CALIFORNIA 91768
TELEPHONE (909) 397-4532

RICHARD MARTINEZ
Superintendent

JUAN ORTIZ
Principal

Mission Statement: *To develop as a Professional Learning Community. We envision a school in which the staff is unified by a shared vision and collective commitment to: Increasing student achievement, collaborating in collegial teams, implementing best practices based on reliable research and using student achievement data to inform and drive instruction.*

April 17, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Program (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Project in the City of Pomona. We strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Juan Ortiz
Principal

Pomona Unified School District

Kellogg Polytechnic Elementary School
610 Medina Street, Pomona, CA 91766-5862
Telephone: (909) 397-4604; Fax: (909) 444-9782
Internet website: www.pusd.org

April 29, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Program (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Project in the City of Pomona. We strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Rabia Minhas, Associate Principal

F.) ADDITIONAL DOCUMENTATION

F1-Letters of Support

F2-Bicycle and Pedestrian Project Priority Listing and Feasibility Assessment

F3- Bicycle and Pedestrian Collision Maps

F4-Results from TIMS Cost/Benefit Analysis

F5-Planning Level Cost Estimate

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

Metro

May 12, 2014

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Support for Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project Active Transportation Program (ATP) Application

Dear Director Dougherty:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to support the Active Transportation Program (ATP) funding request for the Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project in the City of Pomona. Metro is committed to promoting sustainability through direct actions to implement policies, programs and projects as well as through collaboration with local jurisdictions and agencies to meet the mandate to reduce greenhouse gas emissions as well as to increase mobility, safety and the social and economic vitality of our communities.

Active transportation is a key planning priority within Metro and aligns with regional mobility strategies and plans. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies(RTP/SCS) adopted by the Southern California Association of Governments(SCAG) identifies active transportation as a key component. In furthering regional goals, Metro has developed multiple initiatives and programs to systematically address the challenges associated with bicyling and walking trips, including the Countywide Sustainability Planning Policy, the First/Last Mile Strategic Plan, the Safe Routes to School Pilot program and through financial commitments as Part of the Long Range Transportation Plan (LRTP) and the bi-annual Call for Projects process which funds local bicycle and pedestrian projects that are consistent with both local and regional plans.

We find this project to be consistent with the SCAG RTP/SCS and the LRTP and endorse the City of Pomona's efforts and contribution towards a sustainable transportation future. We respectfully request a favorable consideration of the Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project for the ATP grant.

Sincerely,

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

OFFICE OF THE MAYOR

ELLIOTT ROTHMAN
Mayor

April 17, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Project (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Projects in the City of Pomona. We strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Elliott Rothman
Mayor

City Hall, 505 S. Garey Avenue, Box 660, Pomona, CA 91769 (909) 620-2051 Fax (909) 620-3707

THE CITY OF
POMONA

Office of the Police Chief

*"Working Together
Pomona's Future..."*

April 17, 2014

Ms. Teresa McWilliam
Caltrans, Division of Local Assistance
1120 N Street
Sacramento CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Project (ATP) grant proposals to fund San Jose Creek Multi-UseTrail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave. Active Transportation Projects in the City of Pomona. We strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow, and safety of residents.

The San Jose Creek Multi-Use Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also a needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Sincerely,

Paul J. Capraro

Paul J. Capraro
Chief of Police

490 W. Mission Blvd., Box 660, Pomona, CA 91766 (909) 620-2141 Fax (909) 620-2146

Washington, DC Office
1641 Longworth HOB
Washington, DC 20515
(202) 225-6161
Fax: (202) 225-8671

Montclair District Office
4959 Palo Verde Street
Suite 110B
Montclair, CA 91763
(909) 626-2054
Fax: (909) 626-2678

NegreteMcLeod.house.gov

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
GLORIA NEGRETE MCLEOD
35TH DISTRICT, CALIFORNIA

Committee on Veterans' Affairs
Subcommittee on Disability Assistance and Memorial Affairs
Subcommittee on Health
Committee on Agriculture
Subcommittee on Conservation, Energy, and Forestry
Subcommittee on Department Operations, Oversight and Nutrition
Subcommittee on General Farm Commodities and Risk Management

April 17, 2014

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

I write in support of the City of Pomona's Active Transportation Project (ATP) grant proposals to fund San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd./Sumner Ave. Active Transportation Projects. I strongly support these grant applications because the City recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal; curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City of Pomona an opportunity to submit an ATP funding application for the above projects. I am fully supportive of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

Respectfully,

Gloria Negrete McLeod

Gloria Negrete McLeod
Member of Congress

PRINTED ON RECYCLED PAPER

CAPITOL OFFICE
STATE CAPITOL
ROOM 2048
SACRAMENTO, CA 95814
TEL (916) 651-4032
FAX (916) 651-4932

DISTRICT OFFICE
11780 CENTRAL AVENUE
SUITE 205
CHINO, CA 91710
TEL (909) 591-7016
FAX (909) 591-7096

California State Senate

SENATOR
NORMA J. TORRES
THIRTY-SECOND SENATE DISTRICT

COMMITTEES
ELECTIONS AND CONSTITUTIONAL AMENDMENTS, CHAIR
PUBLIC EMPLOYMENT AND RETIREMENT, CHAIR

MEMBER
BANKING AND FINANCIAL INSTITUTIONS
BUDGET AND FISCAL REVIEW
GOVERNMENTAL ORGANIZATION
INSURANCE

May 14, 2014

Ms. Teresa McWilliam
CalTrans Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

I am writing in of support of the City of Pomona's efforts to secure grant funding in the amount of $7.7 million in Active Transportation Projects (ATP) grants administered by the Cal Trans Division of Local Assistance. These funds will be invested into the **San Jose Creek Multi-Use Trail; Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project; and the Foothill Blvd./Sumner Ave. Active Transportation Projects** in the City of Pomona.

The San Jose Creek Multi-Use Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as way-finding, safety signage and striping, while creating a continuous bicycle path. This project is also part of the San Jose Creek/Thompson Creek regional trail system. The City of Pomona is asking for $6 million and is working in partnership with San Gabriel Valley Council of Governments.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing. The City of Pomona is asking for $800,000 for this project.

The Foothill Blvd./Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus

bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner-Danbury Elementary School. The City of Pomona is asking for $900,000 for the project in partnership with the City of Claremont.

As a former Mayor of the City of Pomona, and Senator representing Pomona, I am in full support of the City's proposals as it strives to enhance pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

Thank you and if you have any questions, please call my office at (909) 591-7016.

Sincerely,

NORMA J. TORRES
State Senator, 32nd District

NJT:rt

CC: Mr. Matt Pilarz, Acting City Engineer, City of Pomona – PW Engineer, 505 S. Garey Ave., Pomona, CA 91766

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0052
(916) 319-2052
FAX (916) 319-2152

DISTRICT OFFICE
13160 7TH STREET
CHINO, CA 91710
(909) 902-9606
FAX (909) 902-9761

Assembly
California Legislature

FREDDIE RODRIGUEZ
ASSEMBLYMEMBER, FIFTY-SECOND DISTRICT

COMMITTEES
BANKING AND FINANCE
BUDGET
ELECTIONS AND REDISTRICTING
WATER, PARKS AND WILDLIFE

SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 5 ON PUBLIC SAFETY

SELECT COMMITTEES
CHAIR: SELECT COMMITTEE ON LOCAL EMERGENCY PREPAREDNESS

JOINT COMMITTEES
VICE CHAIR: JOINT COMMITTEE ON EMERGENCY MANAGEMENT

April 17, 2014

Ms. Teresa McWilliam, Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

SUBJECT: Letter of Support for Active Transportation Projects (ATP) in the City of Pomona

Dear Ms. McWilliam:

I am pleased to support three Active Transportation Project (ATP) grant proposals in the City of Pomona: 1) the San Jose Creek Multi-Use Trail, 2) the Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project, and 3) the Foothill Blvd/Sumner Ave. Active Transportation Project. I strongly support these grant applications because the City of Pomona recognizes the importance and benefits of enhancing pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path separated from traffic along the San Jose Creek. Project benefits include intersection safety improvements where the path crosses traffic in nine locations, as well as needed signage and striping, while creating a continuous bicycle path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening at intersections to improve and encourage pedestrian mobility. Bikeway improvements include bike lane and bike route striping and signing.

The Foothill Blvd/Sumner Ave. Active Transportation Project (ATP) will consist of the installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. As a former Councilman for the City of Pomona, I am in full support of the City's efforts in submitting this application, and I trust that the City's request will receive your fullest consideration.

If you have any questions, please call me at (916) 319-2052 or email me at Assemblymember.Rodriguez@assembly.ca.gov.

Sincerely,

FREDDIE RODRIGUEZ
Assemblymember, 52nd District

Printed on Recycled Paper

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

LACBC

Pomona Valley Bicycle Coalition
www.pvbike.wordpress.com

Ms. Teresa McWilliam
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

Please allow this letter to serve as my support of Active Transportation Project (ATP) grant proposals to fund the San Jose Creek Multi-Use Trail, Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project and Foothill Blvd. / Sumner Ave Active Transportation Projects in the City of Pomona. We strongly support these grant applications as the City of Pomona recognizes the importance and benefits of enhancing pedestrian and bicycle infrastructure, traffic flow and safety of residents.

The San Jose Creek Trail will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a Class I separated bicycle path along the San Jose Creek. Project benefits include: intersection safety improvements in nine locations; way-finding, safety signage and striping: and a Class I bike path. This project is also needed part of the San Jose Creek/Thompson Creek regional trail system.

The Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project grant proposal will improve 7.3 miles of the City's roadways identified in the City's 2014 Active Transportation Plan as high priorities for walking and biking. Improvements would include: bulb-outs with curb ramps; sidewalk widening to improve and encourage pedestrian mobility; bikeway infrastructure such as bike lanes, route striping and signing.

The Foothill Blvd. / Sumner Ave. Active Transportation Project (ATP) will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping. The project will also include curb ramp construction on Sumner Ave. between Foothill Blvd. and Sumner and Danbury elementary schools.

I appreciate the opportunity to express my support and thank you for providing the City an opportunity to submit an ATP funding application for the above projects. Our organization is fully supportive of the City's efforts in submitting this application, and trust that the City's request will receive your fullest consideration.

Sincerely,

Daniella Alcedo
Chair
Pomona Valley Bicycle Coalition

BikeSGV's mission is to make the San Gabriel Valley a safer, healthier and more enjoyable place for cycling.

Board of Directors

Vincent Chang, Esq.
Board President

Efren Moreno
Vice-President

Melissa Preciado-Hernandez
Treasurer

Wes Reutimann
Secretary

Xilonin Cruz-Gonzalez
Board Member

Javier Hernandez
Program Director

May 5, 2014

CALTRANS
Division of Local Assistance
ATTN: Teresa McWilliam, ATP Program Manager
Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274

RE: 2014 ATP Grant, Cycle 1 - Support for Duarte Gold Line Station Pedestrian and Bicycle Improvements - First/Last Mile Connectivity Project

Dear Ms. McWilliam,

On behalf of the members of Bike San Gabriel Valley (BikeSGV), I am writing to underline our support for the City of Pomona's 2014 ATP Grant (cycle 1) applications to Caltrans. BikeSGV strongly supports the City of Pomona's effort to improve pedestrian, bicycle, vehicular access, traffic flow and safety of residents.

The **San Jose Creek Trail** will extend along the 3.5-mile length of the path from east of Temple Avenue to Casa Vista Drive, creating a bicycle path physically separated from traffic, the gold standard in user safety and comfort. Project benefits include intersection safety improvements, as well as way-finding, safety signage and striping.

The **Priority ATP Bikeway Implementation and Downtown Accessibility Improvement Project** will improve 7.3 miles of the City's roadways identified in the City's 2014 AT Plan as high priorities for walking and biking. Improvements include bulb-outs with curb ramps and sidewalk widening, and bike lane/route striping and signing.

The **Foothill Blvd. / Sumner Ave. Active Transportation Project** will consist of installation of a traffic signal, curb ramps, sidewalks, cross-walks, left turn lanes, bus bench/shelter, other required intersection improvements, signage and striping.

Investments in clean, healthy, active transportation such as the ones in the proposal will pay long term dividends and help meet state mobility, public health and public safety policy objectives sought by the Active Transportation Program (ATP). The proposed project is well aligned with the goals of this exciting new program and would take another step in reducing existing barriers to active transportation in the region.

BikeSGV sincerely hope you will support this application and accelerate Duarte's transition to a more sustainable bicycle, pedestrian and transit-friendly future.

Sincerely,

Vincent Chang
President
BikeSGV Board of Directors

BICYCLE AND PEDESTRIAN PROJECT PRIORITY LISTINGS AND FEASIBILITY ASSESSMENTS

The following pages provide the priority bicycle and pedestrian project lists from the 2014 Pomona ATP. Additionally, a bikeway feasibility table provides additional information on the project corridors such as existing cross section, Annual Daily Traffic volumes (ADT), and proposed improvements. Furthermore, preliminary concept plans for intersection improvements from the ATP are also provided.

TABLE 7.2 - BICYCLE FACILITY PHASING PLAN AND COST ESTIMATES

Project #	Facility	From (N/W)	To (S/E)	Distance (miles)	Facility Type	Cost	Potential Funding Source(s)	Target Cycle
Tier 0 Projects (Recently Completed)								
N/A	Bonita Ave	WCL	ECL	1.4	Bike Lane	Completed		
N/A	Hamilton Blvd	Mission Blvd	Phillips Blvd	0.75	Bike Lane	Completed		
N/A	South Campus Dr	Temple Ave Kellog Drive East Campus/SR-57	Kellog Drive East Campus/SR-57 Ridgeway Street	0.29 0.62 0.59	Bike Route Bike Lane Bike Route	Completed		
Tier 1 Priority Projects (2017)								
1	San Jose Creek (Design and Environmental)	Poly Vista (Temple)	Murchison Ave	3.5	Bike Path	$ 500,000.00	Metro CFP BTA	2014-2018 2014-2018
2	San Antonio Ave	Towne Ave Philadelphia St	Philadelphia St County Rd	3.7 0.5	Bike Lane Bike Route	$ 255,500.00	Metro CFP	2014-2018
3	Park Ave	Artesia St 3rd St	3rd St Olive St	1.5 2	Bike Route Bike Lane	$ 175,000.00	Metro CFP	2014-2018
4	Palomares St	McKinley Ave Pasadena St Phillips Blvd	Pasadena St Phillips Blvd Franklin Ave	0.7 1.3 0.25	Bike Route Bike Lane Bike Route	$ 113,000.00	Metro CFP	2014-2018
5	Garey Ave	Briarcroft Rd Foothill Blvd	Foothill Blvd La Verne Ave	0.2 1.6	Bike Route Bike Lane	$ 110,000.00	Metro CFP	2014-2018
6	San Bernardino Ave	San Antonio Ave	Mills Ave	1.5	Bike Lane	$ 97,500.00	Metro CFP	2014-2018
7	Caswell Ave Kingsley Ave	Alvarado St Caswell Ave	Kingsley Ave ECL	0.1 1.3	Bike Route Bike Route	$ 42,000.00	Metro CFP	2014-2018
8	Alvarado St	Huntington St	San Antonio Ave	1.5	Bike Route	$ 45,000.00	Metro CFP	2014-2018
9	McKinley Ave	Fairplex Dr Gibbs Ave Palomares St	Gibbs Ave Palomares St Towne Ave	1.7 0.1 0.2	Bike Lane Bike Route Bike Lane	$ 126,500.00	Metro CFP	2014-2018
10	2nd St	Chino Valley Fwy Garey Ave Gibbs St	Garey Ave Gibbs St Reservoir St	2 0.4 0.5	Bike Route TBD Bike Route	$ 87,000.00	Metro CFP	2014-2018
11	Phillips Blvd	Dudley St	ECL	2.8	Bike Lane	$ 182,000.00	Metro CFP	2014-2018
12	9th St	Butterfield Rd Dudley St	Dudley St ECL	0.35 3	Bike Route Bike Lane	$ 205,500.00	Metro CFP	2014-2018
13	N Hamilton Blvd Hamilton Blvd S Hamilton Blvd	Murchison Ave Orange Grove Ave Phillips Blvd	Orange Grove Ave Mission Blvd Lexington Ave	0.2 1 0.5	Bike Route Bike Lane Bike Route	$ 86,000.00	Metro CFP	2014-2018
14	Artesia St	Alameda St	Orange Grove Ave	0.4	Bike Route	$ 12,000.00	Metro CFP	2014-2018
15	Alameda St	Artesia St	Garey Ave	0.3	Bike Route	$ 9,000.00	Metro CFP	2014-2018
16	Orange Grove Ave	Fairplex Dr Lewis St Artesia St	Lewis St Artesia St E Arrow Hwy	1 1.3 1.1	Bike Lane Bike Route Bike Lane	$ 175,500.00	Metro CFP	2014-2018
18	Murchison Ave	Ridgeway St	Fairplex Dr	0.7	Bike Lane	$ 45,500.00	Metro CFP	2014-2018
19	Ridgeway St	Murchison Ave Valley Blvd	Valley Bl Mt. Vernon Ave	0.5 0.25	Bike Lane Bike Route	$ 40,000.00	Metro CFP	2014-2018
20	La Verne Ave	Arrow Hwy Towne Ave	Towne Ave Mountain Ave	1.1 0.8	Bike Lane Bike Route	$ 95,500.00	Metro CFP	2014-2018
21	Dudley St	Lavita Ave Murchison Ave Mission Blvd	Murchison Ave Crest Way Phillips Blvd	0.2 0.3 0.6	Bike Route Bike Lane Bike Route	$ 43,500.00	Metro CFP	2014-2018
22	Philadelphia St	Garey Ave	ECL	1.3	Bike Lane	$ 84,500.00	Metro CFP	2014-2018
23	Monterey Ave	Myrtle Ave	Lorrane Ave	2	Bike Route	$ 60,000.00	Metro CFP	2014-2018
24	Old Pomona Rd	Village Loop Rd	SR-71	0.45	Bike Route	$ 13,500.00	Metro CFP	2014-2018
			Tier 1 Priority Projects Total Cost Estimate			**$ 2,604,000.00**		

Tier 2 Priority Projects (2021)								
1	San Jose Creek (Construction)	Poly Vista (Temple)	Murchison Ave	3.5	Bike Path	$ 5,250,000.00	Metro CFP BTA	2018-2022 2018-2022
25	Casa Vista Dr	Murchison Ave	Orange Grove Ave	0.3	Bike Route	$ 9,000.00	Metro CFP	2018-2022
26	Laurel Ave	Erie St	Hamilton Blvd	0.9	Bike Route	$ 27,000.00	Metro CFP	2018-2022
27	Village Loop Rd Phillips Ranch Rd Rio Rancho Rd	Pala Mesa Dr Village Loop Rd Phillips Ranch Rd	Phillips Ranch Rd Rio Rancho Rd Garey Ave	1 0.1 1.6	Bike Path Bike Route Bike Route	$ 551,000.00	Metro CFP	2018-2022
28	Fremont St/Franklin Ave	Hansen Ave	ECL	2.6	Bike Route	$ 78,000.00	Metro CFP	2018-2022
29	Lexington Ave	Hamilton Blvd Garey Ave	Garey Ave ECL	0.8 1.3	Bike Route Bike Lane	$ 108,500.00	Metro CFP	2018-2022
30	Olive St	Park Ave	ECL	1.5	Bike Route	$ 45,000.00	Metro CFP	2018-2022
31	Mountain Ave	Arrow Hwy	I-10 Freeway	0.6	Bike Route	$ 18,000.00	Metro CFP	2018-2022
32	Val Vista	Crest Way	White Ave	1.2	Bike Route	$ 45,000.00	Metro CFP	2018-2022
33	Preciado St	White Ave	Park Ave	0.3	Bike Route			
34	Fairplex Dr (w/o McKinley Ave)	McKinley Ave Mountain Meadows Drvwy	Mountain Meadows Drvwy I-10 Freeway	0.15 0.95	Bike Route Bike Lane	$ 66,250.00	Metro CFP	2018-2022

TABLE 7.2 - BICYCLE FACILITY PHASING PLAN AND COST ESTIMATES

Project #	Facility	From (N/W)	To (S/E)	Distance (miles)	Facility Type	Cost	Potential Funding Source(s)	Target Cycle
35	College Ave	Brin Mawr Rd	San Bernardino Ave	0.35	Bike Route	$ 10,500.00	Metro CFP	2018-2022
36	Pomona Bl	Temple Ave	Pacific Street	0.7	Bike Lane	$ 45,500.00	Metro CFP	2018-2022
37	Towne Ave	Arrow Hwy	San Antonio Ave	0.2	Bike Lane	$ 13,000.00	Metro CFP	2018-2022
			Tier 2 Priority Projects Total Cost Estimate			**$ 6,266,750.00**		
			Tier 1 & 2 Projects Total Cost Estimate			**$ 8,870,750.00**		
Tier 3 Long-Term Priority Projects*								
38	Towne Ave	San Antonio Ave	Holt Ave	1.75		TBD (Bike Lane)		
39	Mission Bl	Temple Ave	ECL	5		TBD (Bike Lane)		
40	Garey Ave	La Verne Ave	Artesia St	0.65		TBD (Bike Lane)		
41	State St	Pomona Bl	Diamond Bar Bl	0.85		TBD (Bike Lane)		
42	Humane Way	Holt Ave	Mission Blvd	0.7		TBD (Bike Lane)		
43	Valley Blvd/Holt Ave	Ridgeway St	Humane Way	0.25		TBD (Bike Lane)		
44	Butterfield Rd	Fleming St	Wright St	0.3		TBD (Bike Lane)		
45	Thompson Creek	I-10	NCL	3		TBD (Bike Path)		
			Tier 3 Projects Total Cost Estimate (Bike Lanes and Bike Path)			**$ 4,975,000.00**		

Notes: ECL, WCL, NCL, SCL = Eastern, Western, Northern, Southern City Limit

*To provide a conservative cost estimate, cost estimates for on-street facilities in Tier 3 were developed assuming the facility would be implemented as a bike lane. The facility may be implemented as a bike lane or bike route.

Facility	Between... (N/W)	... and (S/E)	Existing Lanes: Curb Travel	Travel/Turn	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Width Needed (feet) (including 2-way bike lanes): Curb/42 Travel Lane (12)	Travel (10)	Parking (8)	Striped Median/Center-Left Turn Lane (ft.) (1)	Raised Median (feet) (1)	Bike Lanes (2 x 5 ft.) (5)	TOTAL	Existing Width (ft.)	Delta	Notes	Add'l Notes	ADT (2006)	Truck Route	Facility Type	Distance (miles)
#2: San Antonio Avenue																						
San Antonio Avenue	Towne Avenue	McKinley Avenue		2	2			0	20	16	0	0	10	46	54	8	Parking not signed or striped		7,023	N	Bike Lane	1
	McKinley Avenue	Columbia Avenue		4	2			0	40	16	0	0	10	66	64	-2	Parking not signed or striped		10,939	N	Bike Lane After Road Diet (to Alvarado)	0.3
	Columbia Avenue	San Francisco Avenue		3	2			0	30	16	0	0	10	56	62	6	Parking lane striped		8,551	N	Bike Lane (from Alvarado to Holt)	0.35
	San Francisco Avenue	Holt Avenue		3	2			0	30	16	0	0	10	56	62	6	Parking not signed or striped		8,551	N	Bike Lane (from Alvarado to Holt)	
	Holt Avenue	Phillips Boulevard		3	2			0	30	16	0	0	10	56	68	12	Parking not signed or striped		9,831	N	Bike Lane After Road Diet (to 2nd)	0.35
	Phillips Boulevard	Philadelphia Street		2	2			0	20	16	0	0	10	46	60	14	Parking not signed or striped		3,724	N	Bike Lane (2nd to Philadelphia)	1.7
	Philadelphia Street	County Road		2	2			0	20	16	0	0	10	46	34	-12	Parking not signed or striped; lanes not striped		3,581	N	Bike Route	0.5
#3: Park Avenue																						
Park Ave	Garey Avenue	10 Fwy		2	2			0	20	16	0	0	10	46	56	10			3,135	N	Bike Route	1.5
	10 Fwy	Orange Grove Avenue		4	2			0	40	16	0	0	10	66	52	-14	Parking not signed or striped; left turn pockets for minor may be unnecessary		3,135	N	Bike Route	
	Orange Grove Avenue	Alvarado Street		3	2			0	30	16	0	0	10	56	48	-8	Parking not signed or striped; left turn pockets for minor may be unnecessary		3,135	N	Bike Route	
	Alvarado Street	3rd Street		3	2			0	30	16	0	0	10	56	54	-2	Parking not signed or striped		5,075	N	Bike Route	
	3rd Street	Mission Boulevard		3	2			0	30	16	0	0	10	56	64	8	Parking not signed or striped		5,075	N	Bike Lane	2
	Mission Boulevard	11th Street		3	2			0	30	16	0	0	10	56	56	0	Parking not signed or striped		4,701	N	Bike Lane	
	11th Street	Franklin Avenue		3	2			0	30	16	0	0	10	56	62	6	Parking not signed or striped		4,701	N	Bike Lane	
	Franklin Avenue	Rio Rancho Road		3	2			0	30	16	0	0	10	56	60	4	Parking not signed or striped		5,415	N	Bike Lane	
	Rio Rancho Road	Olive Street		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or striped		8,499	N	Bike Lane	
	Olive Street	Geneva Street		2	2			0	20	16	0	0	10	46	35	-11	Parking not signed or striped; lanes not striped		N/A	N	Bike Route	0.35
#4: Palomares																						
Palomares St	McKinley Avenue	Alvarado Street		2	2			0	20	16	0	0	10	46	40	-6	Parking not signed or striped,		1,400	N	Bike Route	0.7
	Alvarado Street	Pasadena Street		2	2			0	20	16	0	0	10	46	44	-2	Parking not signed or striped,		2,494	N	Bike Route	
	Pasadena St	Commmercial Street		2	2			0	20	16	0	0	10	46	52	6	Parking not signed or striped,		2,494	N	Bike Lane	1.3
	Commercial Street	4th Street		2	2			0	20	16	0	0	10	46	52	6	Diagonal parking is striped and includes at-grade crossing at tracks. Bike Lanes would require removal		3,442	N	Bike Lane	
	4th Street	Phillips Boulevard		2	2			0	20	16	0	0	10	46	54	8	Parking not signed or striped,		3,487	N	Bike Lane	
	Phillips Boulevard	Franklin Avenue		2	2			0	20	16	0	0	10	46	44	-2	Parking not signed or striped; lanes not striped; adjacent to Philadelphia Elementary School		2,564	N	Bike Route	0.25
#5: Garey Ave																						
Garey Ave	Foothill Boulevard	La Verne Avenue		4	2		10	0	40	16	0	10	10	76	82	6	Raised median becomes LTL at intersections; parking not signed or striped		17,867	Y	Bike Lane	1.6
	La Verne Avenue	Monterey Avenue		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped		19,951	Y	Bike Lane	
	Monterey Avenue	Pomona Mall Street	2	4			6	24	40	0	0	6	10	80	90	10			14,330	Y	Bike Lane	
	Pomona Mall Street	Mission Boulevard		5	2			0	50	16	0	0	10	76	70	-6	Parking limited or restricted		21,742	Y	Bike Lane	
	Mission Boulevard	9th Street		5	2			0	50	16	0	0	10	76	66	-10	Parking not signed or striped		22,868	Y	Bike Lane	
	9th Street	Grand Avenue		4	2		9	0	40	16	0	9	10	75	66	-9	Parking not signed or striped; raised median becomes LTL at intersections		22,868	Y	Potential Future Bike Facilities	2.7
	Grand Avenue	County Road	2	2			9	24	20	0	0	9	10	63	68	5			22,868	Y	Bike Lane	1.6
	County Road	Riverside Drive	2	2			28	24	20	0	0	28	10	82	84	2	median becomes LTL		20,295	Y	Bike Lane	
#6: Valley Bl/Holt Ave																						
Valley Boulevard	Temple Avenue	Fairplex Drive		4	2	10		0	40	16	10	0	10	76	76	0	Striped median becomes LTL at intersections; parking not signed or striped; width between 76' and 80'; median becomes raised for last block between Humane Way and Fairplex Drive (under Chino Freeway), Truck route, ADT 21,700-37,900	X-section at 76' with BLs and 10' lanes, 2A at 76'	18,543	Y		
Holt Avenue	Valley Boulevard	Union Avenue		4	2	10		0	40	16	10	0	10	76	86	10	Parking not signed or striped, Truck route, ADT 21,700-37,900	X-section at 76' with BLs and 10' lanes, 2A at 76' - need to consider 86'	30,236	Y		
	Union Avenue	Dudley Street		5	2			0	50	16	0	0	10	76	76	0	Parking not signed or striped, Truck route, ADT 21,700-37,900	X-section at 76' with BLs and 10' lanes, 2A at 76'	30,236	Y		
	Dudley Street	Reservoir Street		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped, Truck route, ADT 21,700-37,900	No recommendation	25,332	Y	Bike Lane After Removal of Parking (San Antonio to Reservoir)	0.2
	Reservoir Street	East End Avenue		5	2			0	50	16	0	0	10	76	80	4	Parking not signed or striped, Truck route, ADT 21,700-37,900	X-section 28 at 80' with 7' BL and 10' lanes, widen outside lanes	30,358	Y	Bike Lane (Reservoir to NE End)	0.5
	East End Avenue	Indian Hill Blvd		5	2		2	0	50	16	0	2	10	78	80	2	Parking not signed or striped; raised median of varying width, depending on LTL; e/o Indian Hill, Holt continues with ~80ft curb-to-curb and raised median of varying width, Truck route, ADT 21,700-37,900	X-section 28 at 80' with 7' BL and 10' lanes, widen outside lanes	32,965	Y		
#7: San Bernardino Avenue																						
San Bernardino Ave	Gibbs Street	Towne Avenue		2	2			0	20	16	0	0	10	46	36	-10	Parking not signed or striped		N/A		No Proposed Facilities	
	Towne Avenue	San Antonio Avenue		3	2			0	30	16	0	0	10	56	55	-1	Parking not signed or striped		9,731		No Proposed Facilities	
San Bernardino Ave	San Antonio Avenue	Bonnie Brae Street		3	2			0	30	16	0	0	10	56	55	-1	Parking not signed or striped		9,731		Bike Lane	1.5

			Existing Lanes					Width Needed (feet) (including 2-way bike lanes)														
								12	10	8	1	1	5									
Facility	Between... (N/W)	... and (S/E)	Curb Travel	Travel/Turn	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Curb/42 Travel Lane	Travel	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Bike Lanes (2 x 5 ft.)	TOTAL	Existing Width (ft.)	Delta	Notes	Add'l Notes	ADT (2006)	Truck Route	Facility Type	Distance (miles)
	Bonnie Brae Street	Mills Avenue		2	2			0	20	16	0	0	10	46	52	6	Parallel access road also potential route		9,731		Bike Lane	
#8: Caswell Ave/Kingsley Ave																						
Caswell Ave	Alvarado St	Kingsley Ave																	N/A		Bike Route	0.1
Kingsley Ave	Caswell Ave	ECL																	5,303		Bike Route	1.3
#9: Alvarado St																						
Alvarado St	Huntington St	San Antonio Ave																	3,797		Bike Route	1.5
#10: McKinley Avenue																						
McKinley Ave	Fairplex Dr	Paige Drive	2	1				24	10	0	0	0	10	44	46	2			10,484	N	Bike Lane	1.7
	Paige Drive	White Avenue	2	2				24	20	0	0	0	10	54	58	4			10,484	N	Bike Lane	
	White Avenue	Orange Grove Avenue		2	2			0	20	16	0	0	10	46	50	4			5,955	N	Bike Lane	
	Orange Grove Avenue	Gibbs Avenue		2	2			0	20	16	0	0	10	46	55	9			2,290	N	Bike Lane	
	Gibbs Avenue	Palomares Street		2	2			0	20	16	0	0	10	46	36	-10			2,290	N	Bike Route	0.1
	Palomares Street	Towne Ave		2	2			0	20	16	0	0	10	46	50	4			2,290	N	Bike Lane	0.2
#11: 2nd Street																						
2nd St	Chino Valley Fwy	Oak Avenue		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or striped; lanes not striped		666	N	Bike Route	3
	Oak Avenue	Buena Vista Avenue		2	2			0	20	16	0	0	10	46	50	4	Parking not signed or striped		1,814	N	Bike Route	
	Buena Vista Avenue	Park Avenue		2	2			0	20	16	0	0	10	46	45	-1			1,968	N	Bike Route	
	Park Avenue	Gibbs Street		2	2			0	20	16	0	0	10	46	35	-11	Width varies with parking and landscaping		N/A	N	Bike Route	
	Gibbs Street	Towne Avenue						0	0	0	0	0	10	10		-10	Landscaped pedestrian promenade, closed to vehicular traffic		N/A	N	Bike Route	
	Towne Avenue	Reservoir St		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or striped; lanes not striped		N/A	N	Bike Route	
#12: Phillips Boulevard																						
Phillips Blvd	Dudley St	Buena Vista Ave		4	2			0	40	16	0	0	10	66	74	8	No TWLTL on this segment.		N/A	N	Bike Lane	0.3
	Buena Vista Ave	Reservoir Street		5	2			0	50	16	0	0	10	76	67	-9	Parking is not signed or striped; no parking in certain areas; width between 67' and 81'. Need road diet on		6,615	Y	Bike Lane After Road Diet	2
	Reservoir Street	Signal Drive		3	2			0	30	16	0	0	10	56	69	13	Parking is not signed or striped; width between 52' (adjacent to Reservoir) and 69'.		4,825	Y	Bike Lane	0.5
	Signal Drive	ECL	2	1				24	10	0	0	0	10	44	47	3	Two travel/turn lanes east of bridge over drainage channel; width between 31' and 47'		4,825	Y	Bike Lane	
#13: 9th Street																						
9th St	Butterfield Rd	Dudley St		2	2			0	20	16	0	0	10	46	34	-12	Parking not signed or striped. Lanes not striped (residential street). Speed humps 300 ft east of intersection with Butterfield and 300 ft west of intersection with Curran Pl.		N/A	N	Bike Route	0.35
	Dudley St	Buena Vista Ave		2	2			0	20	16	0	0	10	46	65	19	Parking not signed or striped.		3,651	N	Bike Lane	3
	Buena Vista Ave	Hamilton Blvd		2	2			0	20	16	0	0	10	46	65	19	1 EB travel lane and 18 ft wide angled parking adjacent to high school, otherwise unstriped parallel parking and 2 EB travel lanes.	Need to deal with angled parking.	3,651	N	Bike Lane	
	Hamilton Blvd	White Ave		2	2			0	20	16	0	0	10	46	60	14	Parking not signed or striped.		3,651	N	Bike Lane	
	Hamilton Blvd	ECL		2	2			0	20	16	0	0	10	46	55	9	Parking not signed or striped. Width varies between 50 and 60 ft between Hamilton and Eastern City Limits.		3,765	N	Bike Lane	
#14: Hamilton Boulevard																						
Hamilton Blvd	Orange Grove Avenue	Laurel Av		4	2			0	40	16	0	0	10	66	62	-4			4,299	N	Bike Lane After Road Diet	0.3
	Laurel Av	Holt Ave		5	2			0	50	16	0	0	10	76	66	-10			4,299	N	Bike Lane	0.7
	Holt Ave	Mission Bl		4	2			0	40	16	0	0	10	66	65	-1			6,019	N	Bike Lane	
	Mission Blvd	6th St		3	2			0	30	16	0	0	10	56	68	12	Class II bike lanes in place: 5 ft wide SB		6,019	N		
	6th St	Phillips Blvd		3	2			0	30	16	0	0	10	56	68	12	Class II bike lanes in place:5.5 ft wide NB, 5 ft wide SB		6,019	N		
#15: Artesia St																						
Artesia St	Alameda Street	Park Av		2	2			0	20	16	0	0	10	46	40	-6	Class III or remove parking		N/A	N	Bike Route	0.4
#16: Alameda Street																						
Alameda St	Park Ave	Artesia St		2	2			0	20	16	0	0	10	46	36	-10	Class III or remove parking		N/A	N	Bike Route	0.3
#17: Orange Grove Ave																						
Orange Grove Ave	Fairplex Drive	Dudley Street		4	2			0	40	16	0	0	10	66	60	-6	Parking not signed or striped		6,152	N	Bike Lane After Road Diet	1
	Dudley Street	Lewis Street		4	2			0	40	16	0	0	10	66	56	-10	Parking not signed or striped		5,777	N	Bike Lane After Road Diet	
	Lewis Street	Casa Vista Drive		3	2			0	30	16	0	0	10	56	56	0	Parking striped on EB side of road		5,777	N	Bike Route	1.3
	Casa Vista Drive	Huntington Street		3	2			0	30	16	0	0	10	56	48	-8	Parking not signed or striped		8,381	N	Bike Route	
Orange Grove Ave	Huntington Street	White Avenue		3	2			0	30	16	0	0	10	56	42	-14	Parking not signed or striped		10,229	N	Bike Route	
	White Avenue	Garey Avenue		4	2			0	40	16	0	0	10	66	56	-10	Parking not signed or striped		11,299	N	Bike Route	

			Existing Lanes					Width Needed (feet) (including 2-way bike lanes)														
								12	10	8	1	1	5									
Facility	Between... (N/W)	... and (S/E)	Curb Travel	Travel/Turn	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Curb/42 Travel Lane	Travel	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Bike Lanes (2 x 5 ft.)	TOTAL	Existing Width (ft.)	Delta	Notes	Add'l Notes	ADT (2006)	Truck Route	Facility Type	Distance (miles)
	Garey Avenue	Artesia Street	2	3				24	30	0	0	0	10	64	56	-8	Red curb; passes under I-10		9,645	N	Bike Route	
	Artesia Street	La Verne Avenue	2	3				24	30	0	0	0	10	64	56	-8	Red curb/no parking		10,543	N	Bike Lane After Road Diet	0.5
	La Verne Avenue	E Arrow Hwy		2	2			0	20	16	0	0	10	46	56	10	Parking not signed or striped; street resurfacing underway in aerial, not clear what current striping is		5,538	N	Bike Lane	0.6
#18: Murchison Ave																						
Murchison Ave	Ridgeway	Fairplex Dr	2	2				24	20	0	0	0	10	54	55	1			8,094	N	Bike Lane	0.7
#19: Ridgeway Street																						
Ridgeway St	Murichson Ave	South Campus Drive		4	2			0	40	16	0	0	10	66	63	-3	Parking not signed or striped; no parking in certain areas		8,155	N	Bike Lane	0.5
	South Campus Drive	Valley Bl	2	2				24	20	0	0	0	10	54	43	-11	No parking		8,155	N	Bike Lane	
	Valley Bl	Mt. Vernon Av	1	1	1			12	10	8	0	0	10	40	34	-6	Parking not signed or striped.		8,155	N	Bike Route	0.25
#20: La Verne Ave																						
La Verne Ave/ San Jose Ave	Arrow Highway	Fulton Road		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or stiped; use of parking seems unlikely		9,100	N	Bike Lane	1.1
	Fulton Road	Orange Grove Avenue		2	2			0	20	16	0	0	10	46	56	10	Parking not signed or striped		10,104	N	Bike Lane	
	Orange Grove Avenue	Towne Avenue		2	2			0	20	16	0	0	10	46	54	8	Parking not signed or striped		8,361	N	Bike Lane	
	Towne Avenue	Mountain Avenue		3	2			0	30	16	0	0	10	56	56	0	Parking not signed or striped		7,939	N	Bike Route	0.8
	Mountain Avenue	Indian Hill Blvd		3	2			0	30	16	0	0	10	56	56	0	Class II bike lanes already in place		4,796	N		
	Indian Hill Blvd	Colgate Place		4	1			0	40	8	0	0	10	58	60	2	Class II bike lane in place on WB side		N/A	N		
	Colgate Place	College Avenue		3	1			0	30	8	0	0	10	48	50	2	Class II bike lane in place on WB side; confusion between parking and bike lane – cars parked in bike lane		N/A	N		
	College Avenue	Mills Avenue		2				0	20	0	0	0	10	30	34	4	Class II bike lanes already in place? Confusion between parking and bike lane – cars parked in bike lane. Lane not well marked and no signs prohibiting parking		N/A	N		
#21: Casa Vista Dr																						
Casa Vista Dr	Murchison Ave	Orange Grove Ave																	N/A	N	Bike Route	0.3
#22: Laurel Ave																						
Laurel Ave	Dudley St	White Ave		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or striped; lanes not striped		N/A	N	Bike Route (Erie to Hamilton)	0.9
#23: Rio Rancho Road																						
Rio Rancho Road	Old Wood Road	Phillips Ranch Road	2	2			13	24	20	0	0	13	10	67	60	-7			12,519	N	Bike Path	1
	Village Loop Road	Rio Rancho Road	2	2			13	24	20	0	0	13	10	67	70	3			12,519	N	Bike Route	1.5
	Phillips Ranch Road	Chino Valley Freeway Bridge	1	4	1		13	12	40	8	0	13	10	83	85	2	Parking on eastbound side of street		17,265	N	Bike Route	
	Chino Valley Freeway Bridge	Park Ave (Garey Avenue)	2	2			13	24	20	0	0	13	10	67	65	-2	65 feet appears to be most constrained section; width and turn lanes vary significantly across this 0.3-		14,613	N	Bike Route	
#24: Dudley St																						
Dudley St	Val Vista	Gillette Road		2	2			0	20	16	0	0	10	46	36	-10	Parking not signed or striped; use of parking seems unlikely		6,827	N	Bike Route	0.2
	Gillette Road	Murchison Avenue		2	2			0	20	16	0	0	10	46	50	4	Parking not signed or striped; use of parking seems unlikely		6,827	N	Bike Lane	0.3
	Murchison Avenue	Holt Ave		5	2			0	50	16	0	0	10	76	64	-12	Parking not signed or striped		5,979	N	Bike Route	0.6
#25: Fremont St/Franklin Avenue																						
Fremont St	Hansen Ave	Garey		2	2			0	20	16	0	0	10	46	38	-8	Parking not signed or striped,		N/A	N	Bike Route	2.6
Franklin Ave	Garey	ECL		2	2			0	20	16	0	0	10	46	46	0	Parking not signed or striped,		3,411	N	Bike Route	
#26: Lexington Avenue																						
Lexington Ave	Hamilton/Waters	White Avenue		2	2			0	20	16	0	0	10	46	45	-1	Parking not signed or striped, western residential segment		3,405	N	Bike Route	0.8
	White Avenue	Garey Avenue		3	2			0	30	16	0	0	10	56	55	-1	Adjacent to many schools, squeeze in lane or consider removal of TWLTL?		6,284	N	Bike Route	
	Garey Avenue	ECL		2	2			0	20	16	0	0	10	46	54	8			1,090	N	Bike Lane	1.3
#27: Philadelphia Street																						
Philadelphia St	Garey Avenue	Virginia Avenue		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped		9,419	N	Bike Lane After Road Diet	1.3
	Virginia Avenue	San Antonio Avenue		5	2			0	50	16	0	0	10	76	75	-1	Parking not signed or striped		9,419	N	Bike Lane After Road Diet	
	San Antonio Avenue	Reservoir Street		5	2			0	50	16	0	0	10	76	73	-3	Parking not signed or striped		8,792	N	Bike Lane After Road Diet	
Philadelphia St	Reservoir Street	East End Avenue		5	2			0	50	16	0	0	10	76	70	-6	Parking not signed or striped; narrows to 2 lanes, no parking, and 26 feet at eastern city limit, just before		5,769	N	Bike Lane After Road Diet	
#28: Olive St																						
Olive St	Park Ave	ECL																	2,232	N	Bike Route	1.5
#29: Mountain Avenue																						
Mountain Ave	San Jose Ave	Bonita Ave						0	0	0	0	0	10	10		-10			N/A	N	Bike Route (Arrow to San Bernardino)	0.6
#30: Monterey Ave																						

			Existing Lanes					Width Needed (feet) (including 2-way bike lanes)														
								12	10	8	1	1	5									
Facility	Between... (N/W)	... and (S/E)	Curb Travel	Travel/Turn	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Curb/42 Travel Lane	Travel	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Bike Lanes (2 x 5 ft.)	TOTAL	Existing Width (ft.)	Delta	Notes	Add'l Notes	ADT (2006)	Truck Route	Facility Type	Distance (miles)
Monterey Ave	Hamilton Bl	Huntington Street		3	2			0	30	16	0	0	10	56	45	-11	Parking not signed or striped, TWLTL, bike lanes only possible with removal of parking or TWLTL		1,727	N	Bike Route (from Myrtle)	2
	Huntington Street	White Avenue		3	2			0	30	16	0	0	10	56	62	6	Parking not signed or striped, TWLTL		1,727	N	Bike Route	
	White Avenue	Rebecca St		3	2			0	30	16	0	0	10	56	54	-2	Parking not signed or striped, TWLTL		5,145	N	Bike Route	
	Rebecca St	Park Avenue		3	2			0	30	16	0	0	10	56	44	-12	Parking not signed or striped, TWLTL		5,145	N	Bike Route	
	Park Avenue	Thomas St		3	2			0	30	16	0	0	10	56	54	-2	Parking not signed or striped, TWLTL		5,145	N	Bike Route	
	Thomas St	Garey Avenue	2	1				24	10	0	0	0	10	44	44	0	Road narrows, no street parking,		5,145	N	Bike Route	
	Garey Avenue	Towne Avenue		3	2			0	30	16	0	0	10	56	44	-12	44 to 54 feet, varies block to block, not sufficient to accommodate BLs		3,891	N	Bike Route	
	Towne Avenue	San Antonio Avenue		3	2			0	30	16	0	0	10	56	62	6	Parking not signed or striped, TWLTL, industrial land uses		3,637	N	Bike Route (to Lorrane)	
#31: Foothill Blvd																						
Foothill Blvd	Williams Avenue	Garey Avenue		5	2			0	50	16	0	0	10	76	82	6	Center left turn lane occasionally replaced by raised median, red curb eastbound		42,000	N		
#32: Val Vista																						
Val Vista St	Dudley St	Loma Vista Street		2	2			0	20	16	0	0	10	46	35	-11	Parking not signed or striped		2,512	N	Bike Route	1.2
	Loma Vista Street	White Ave	2				8	24	0	0	0	8	10	42	46	4	Large median, need to verify lanes approx 17 feet or greater		2,515	N	Bike Route	
Preciado Street	Park Ave	White Ave		2	2			0	20	16	0	0	10	46	44	-2	Parking not signed or striped		N/A	N	Bike Route	0.3
#33: Fairplex Drive																						
Fairplex Dr (w/o McKinley Ave)	McKinley Avenue	Mountain Meadows Drive	2	4			12	24	40	0	0	12	10	86	70	-16	Parking not allowed		9,493	N	Bike Route	0.15
	Mountain Meadows Drive	1-10 Freeway	2	2				24	20	0	0	0	10	54	56	2	Parking not allowed, painted median approx 3 feet wide		13,153	N	Bike Lane	0.95
#34: College Ave																						
College Ave	San Bernardino Avenue	American Avenue																	N/A	N	Bike Route	0.35
#35: Old Pomona Road																						
Old Pomona Rd	Village Loop Road	SR-71																	2,977	N	Bike Route	0.45
#36: Pomona Bl																						
Pomona Blvd	State St	Humane Ave		3	2			0	30	16	0	0	10	56	64	8	Parking not signed or striped, Truck Route & 6,400 ADT	X-section 3 a 62' with 6.5' BL and 11' travel lanes	8,932	Y	Bike Lane (Temple Ave to Roselawn St)	1.5
#37: Towne Avenue																						
	Arrow Highway	San Antonio Avenue	2	3				24	30	0	0	0	10	64	70	6			19,144	N	Bike Lane	0.2
#38: Towne Avenue																						
	San Antonio Avenue	Holt Bl		4	2		4	0	40	16	0	4	10	70	68	-2			16,838	N	Potential Future Bike Facility	1.75
#39: Mission Blvd																						
Mission Blvd	Temple Ave/Avenida Rancheros	Humane Way	2	3				24	30	0	0	0	10	64	65	1	Truck route & ADT approx 16,000	X-section 4A at 64' with 6' bike lanes and 10' travel lanes	19,167	Y	Potential Future Bike Facility	5
	Humane Way	Dudley Street	2	4			8	24	40	0	0	8	10	82	100	18	up to 115 feet wide in places, but with wider center raised median; overpass construction over Chino Valley Freeway (SR-71), Truck route & ADT 16,400	X-section 4B at 100' with 7' BL, 11' travel lanes, and upto 20' raised median	22,787	Y	Potential Future Bike Facility	
	Dudley Street	ECL		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped; widens and adds raised median east of city limit	No recommendation	25,457	Y	Potential Future Bike Facility	
#40: Garey Avenue																						
Garey Ave	La Verne Avenue	Monterey Avenue		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped		23,145		Potential Future Bike Facility	
	Monterey Avenue	Pomona Mall Street	2	4			6	24	40	0	0	6	10	80	90	10			23,145			
	Pomona Mall Street	Mission Boulevard		5	2			0	50	16	0	0	10	76	70	-6	Parking limited or restricted		14,330			
	Mission Boulevard	9th Street		5	2			0	50	16	0	0	10	76	66	-10	Parking not signed or striped		21,742			
	9th Street	Grand Avenue		4	2		9	0	40	16	0	9	10	75	66	-9	Parking not signed or striped; raised median becomes LTL at intersections		22,868			
#41: State St																						
	Pomona Boulevard	(bridge)	2					24	0	0	0	0	10	34	60	26	One-way couplet divided by a large, planted median		N/A		Potential Future Bike Facility	
	(bridge)	Hill Street	2					24	0	0	0	0	10	34	32	-2	Assuming no parking (street view not available)		N/A			
	Hill Street	Center Street		2	2			0	20	16	0	0	10	46	56	10	One-way couplet divided by a large, planted median; some perpendicular parking		N/A			
	Center Street	(roundabout)		2	2	44		0	20	16	44	0	10	90	104	14	Diagonal parking in center median indicated here as stiped median		N/A			
	(roundabout)	(parking lot)	1	1	1			12	10	8	0	0	10	40	42	2			N/A			
	(parking lot)	Diamond Bar Boulevard	2					24	0	0	0	0	10	34	40	6			N/A			
#42: Humane Way																						
Humane Way	Valley Blvd	POTENTIAL FUTURE FACILITY																	9,149	N	Potential Future Bike Facility	0.7
#43: Butterfield Road																						
Butterfield Rd (west of Hwy 71)		POTENTIAL FUTURE FACILITY																	N/A	N	Potential Future Bike Facility	0.3
South Campus Drive																						

			Existing Lanes					Width Needed (feet) (including 2-way bike lanes)														
								12	10	8	1	1	5									
Facility	Between... (N/W)	... and (S/E)	Curb Travel	Travel/Turn	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Curb/@ Travel Lane	Travel	Parking	Striped Median/Center-Left Turn Lane (ft.)	Raised Median (feet)	Bike Lanes (2 x 5 ft.)	TOTAL	Existing Width (ft.)	Delta	Notes	Add'l Notes	ADT (2006)	Truck Route	Facility Type	Distance (miles)
South Campus Dr	Temple Avenue	Kellogg Drive	2	3				24	30	0	0	0	10	64	62	-2	Existing Truck Route, ADT 9,600	62' x-section shows all 10' lanes on truck route	13,237	Y	Bike Lane	1.5
	Kellogg Drive	East Campus Drive		4	2			0	40	16	0	0	10	66	65	-1	Existing Truck Route, ADT 9,600	62' x-section shows all 10' lanes on truck route	13,237	Y	Bike Lane	
	East Campus Drive	Corporate Center Drive	2	3				24	30	0	0	0	10	64	62	-2	Existing Truck Route, ADT 9,600	62' x-section shows all 10' lanes on truck route	7,924	Y	Bike Lane	
	Corporate Center Drive	Ridgeway Street	2	3				24	30	0	0	0	10	64	65	1	Existing Truck Route, ADT 9,600	62' x-section shows all 10' lanes on truck route	7,924	Y		
Bonita Avenue																						
Bonita Ave	Fulton Road	Metropolitan Place		4	2			0	40	16	0	0	10	66	60	-6	Parking not signed or striped; use of parking seems unlikely		8,855	Y	Bike Lane	1.4
	Metropolitan Place	Garey Avenue		3	2			0	30	16	0	0	10	56	60	4	Parking not signed or striped; use of parking seems unlikely		8,855	Y	Bike Lane	
	Garey Avenue	Melbourne Avenue		4	0			0	40	0	0	0	10	50	60	10	Parking not signed or striped		7,938	Y	Bike Lane	
	Melbourne Avenue	Carnegie Avenue		4	2			0	40	16	0	0	10	66	64	-2	Parking not signed or striped		7,938	Y	Bike Lane	
Arrow Hwy																						
Arrow Highway	Fulton Road	Garey Avenue	1	4	1		14	12	40	8	0	14	10	84	80	-4	PM peak period parking restrictions (3:30-6:00pm)on eastbound side of street		14,364	Y	No Proposed Facilities	
	Garey Avenue	Towne Avenue	1	5	1		12	12	50	8	0	12	10	92	80	-12	PM peak period parking restrictions (3:30-6:00pm)on eastbound side of street		17,245	Y		
	Towne Avenue	Cambridge Avenue	1	4	1		12	12	40	8	0	12	10	82	80	-2	Bike lane begins at Cambridge Avenue		22,452	Y		
Ranch Road																						
N Ranch Rd	Sage Canyon Rd	Hunter Point Rd	2					24	0	0	0	0	10	34	40	6	Parking not signed or striped. Part of Route A (based on community input at 4/26/12 meeting).		N/A	N	No Proposed Facility	
White Avenue																						
White Ave	Arrow Highway	(KOA entrance)	2	2			13	24	20	0	0	13	10	67	84	17			14,128	Y	No Proposed Facilities	
	(KOA entrance)	McKinley Avenue	2	4			14	24	40	0	0	14	10	88	84	-4	Raised median becomes LTL intermittently; slight widening at McKinley Avenue		14,128	Y		
	McKinley Avenue	Val Vista Street	1	4	1		18	12	40	8	0	18	10	88	100	12			14,450	Y		
	Val Vista Street	10 Fwy	2	4			13	24	40	0	0	13	10	87	90	3			14,450	Y		
	10 Fwy	Monterey Avenue		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped		12,197	Y		
	Monterey Avenue	2nd Street		4	2		8	0	40	16	0	8	10	74	82	8	Parking not signed or striped; use of parking seems unlikely		18,863	Y		
	2nd Street	9th Street		5	2			0	50	16	0	0	10	76	68	-8	Parking not signed or striped		13,958	N		
	9th Street	Lexington		4	2			0	40	16	0	0	10	66	68	2	Parking not signed or striped		11,061	N		
Temple Avenue																						
Temple Ave	University Drive	Valley Boulevard	2	4			18	24	40	0	0	18	10	92	88	-4			17,502	Y		
	Valley Boulevard	Orange Freeway Ramps	2	4			16	24	40	0	0	16	10	90	90	0	Truck route, ADT 13,500	X-section 5B @ 88' with 6' BL and 10' travel lanes	17,502	Y	Bike Lane (Valley to Pomona)	0.15
	Orange Freeway Ramps	Mission Blvd	2	4			12	24	40	0	0	12	10	86	88	2	Truck route, ADT 13,500	X-section 5B @ 88' with 6' BL and 10' travel lanes, can widen travel lanes with extra 2'	29,642	Y		

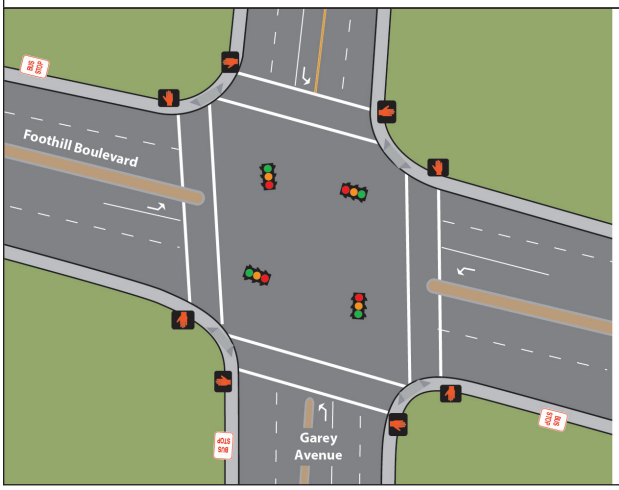
Intersection Improvement Implementation Prioritization

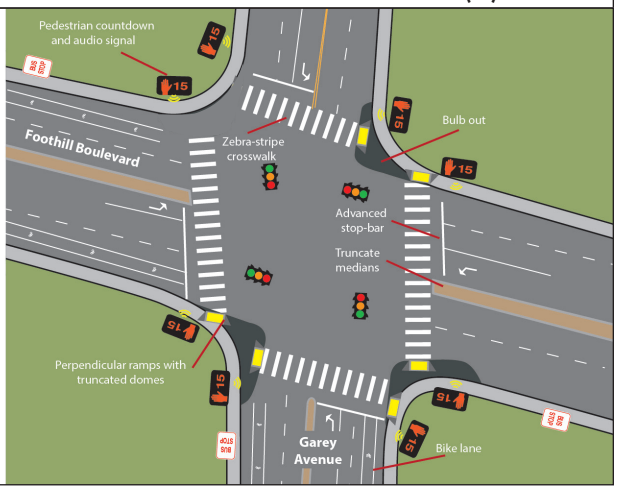
The following list orders the intersection improvements by project priority. This prioritization is based on crash data (the first 26 intersections) and community input (the last 9 intersections). The City will prioritize improvements based on safety concerns, but is not limited to this order.

Project Priority	Intersection	ATP Grant Project Number
1	Olive Street and Garey Avenue	
2.	Willow Street and Garey Avenue	
3.	Arrow Highway and Garey Avenue	3
4.	Alvarado Street and Garey Avenue	4
5.	Foothill Boulevard and Garey Avenue	1
6.	McKinley Avenue and White Avenue	
7.	Mission Boulevard and Buena Vista Avenue	
8.	Arrow Highway and Towne Avenue	
9.	Harrison Avenue and Towne Avenue	
10.	Franklin Avenue and Garey Avenue	
11.	Philadelphia Street and Garey Avenue	
12.	2nd Street and Garey Avenue	
13.	7th Street and Garey Avenue	
14.	Holt Avenue and Hamilton Boulevard	6
15.	Holt Avenue and Fairplex Drive	
16.	Holt Avenue and Indian Hill Boulevard	
17.	Holt Avenue and Paloma Drive	
18.	Holt Avenue and San Antonio Avenue	8
19.	San Bernardino Avenue and Indian Hill Boulevard	5
20.	Mission Boulevard and Towne Avenue	
21.	Phillips Boulevard and Garey Avenue	
22.	Rio Rancho Road and Lone Ridge Road	
23.	Mission Boulevard and San Antonio Avenue	
24.	Old Pomona Road and Village Loop Road	
25.	Holt Avenue and Garey Avenue	
26.	Orange Grove Avenue and Garey Avenue	
27.	Mission Boulevard and Garey Avenue	
28.	Lexington Avenue and White Avenue	
29.	Lincoln Avenue and Washington Avenue	
30.	Holt Avenue and Towne Avenue	7
31.	Bonita Avenue and Garey Avenue	2
32.	Bonita Avenue and Towne Avenue	
33.	Pomona Transcenter	
34.	3rd Street and Garey Avenue	
35.	4th Street and Garey Avenue	

1) GAREY AVENUE AND FOOTHILL BOULEVARD

EXISTING	POTENTIAL
• Foothill Blvd. has 4 lanes, center-turn lane / median, and on-street parking • Garey Ave. has 4 lanes and on-street parking north of Foothill Blvd., and 4 lanes, and a median / center-turn lane south of Foothill Blvd. • Signalized intersection with permissive left turns • Bus stops on Foothill Blvd. (eastbound and westbound, far side), and on Garey Ave. (southbound, far side) • Medians on Foothill Blvd. extend into the crosswalk and are about 5' wide	• Coordinate with City of Claremont for any improvements • Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs on the southeast corner to cross Foothill Blvd. and on the northeast and southwest corners to cross Garey Ave. (3) • Truncate medians on Foothill Blvd. so they do not extend into the crosswalk (2)

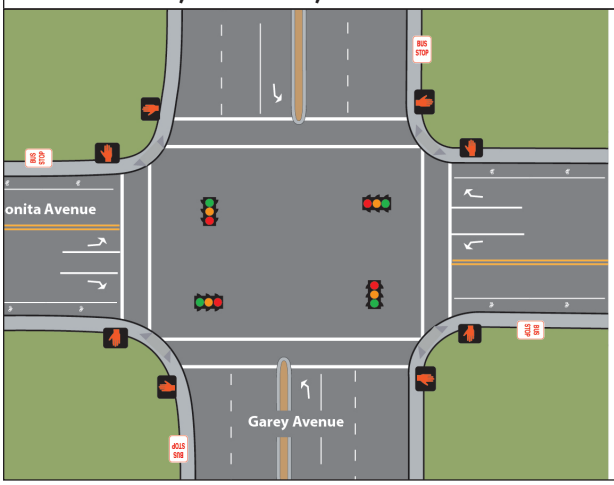


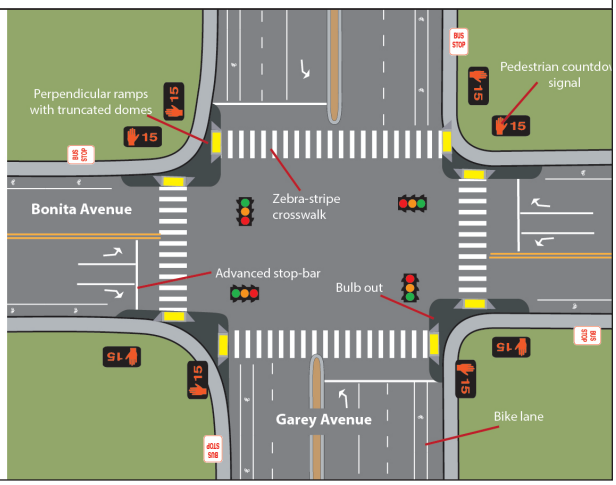


City of Pomona

2) GAREY AVENUE AND BONITA AVENUE

EXISTING	POTENTIAL
• Bonita Ave. has 2 lanes, turn pockets, and bike lanes • Garey Ave. has 4 lanes, center-turn lane / median, and on-street parking • Signalized intersection with protected left turns from Garey Ave. • Bus stops on Bonita Ave. (eastbound and westbound, far side) and on Garey Ave. (northbound, far side, and southbound, far side) • Medians on Garey Ave. extend into crosswalks and are about 3' wide • No ADA accessible landing area on northeast, northwest, and southwest corners	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Remove or relocate all pushbuttons (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs to southeast corner to cross in both directions, and northeast and southwest corners to cross Garey Ave. (3)

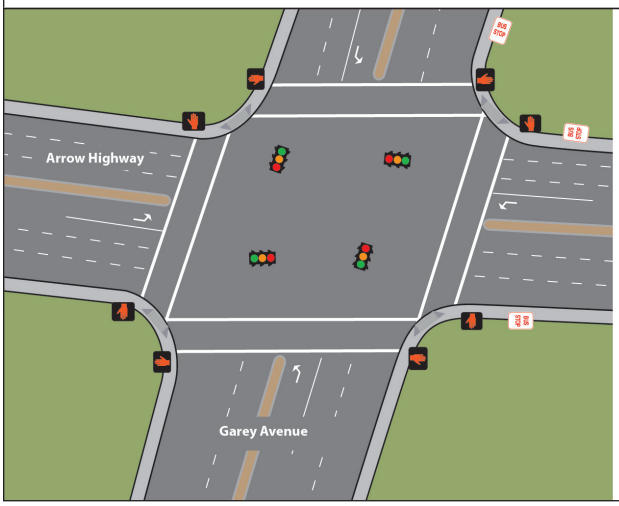


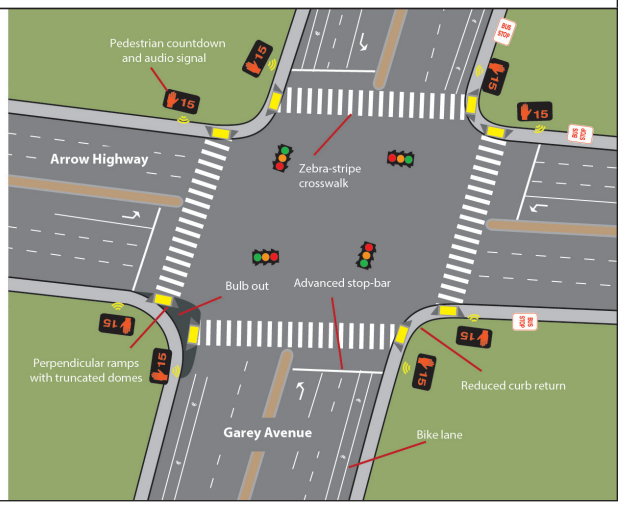


City of Pomona

3) GAREY AVENUE AND ARROW HIGHWAY

EXISTING	POTENTIAL
• Arrow Hwy. has 6 lanes, center-turn lane / median (34' wide on either side of the median) • Garey Ave. has 4 lanes, on-street parking, and a center-turn lane / median • Signalized intersection with protected left turns • No ADA accessible landing area on northeast and southwest corners • Bus stops on Arrow Hwy. (eastbound, far side; westbound, near side), and on Garey Ave. (northbound, far side) • ADTs on Arrow Hwy. as of 7/06: 17,200	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Add advanced stop bars to all crossings (4) • Add bulb-out on the southwest corner to cross Garey Ave. (1) • Remove or relocate pedestrian pushbuttons on northeast, southeast, and southwest corners (6)

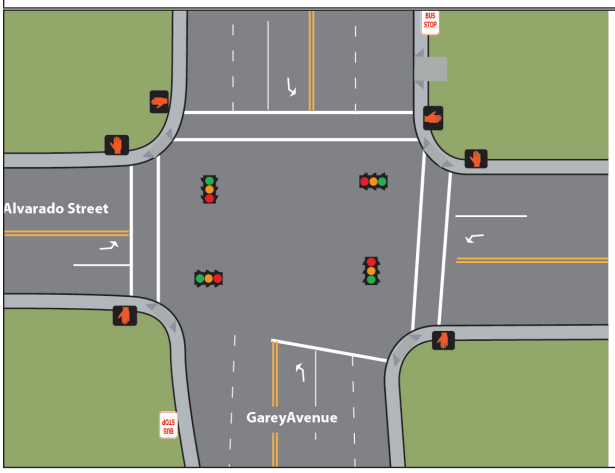


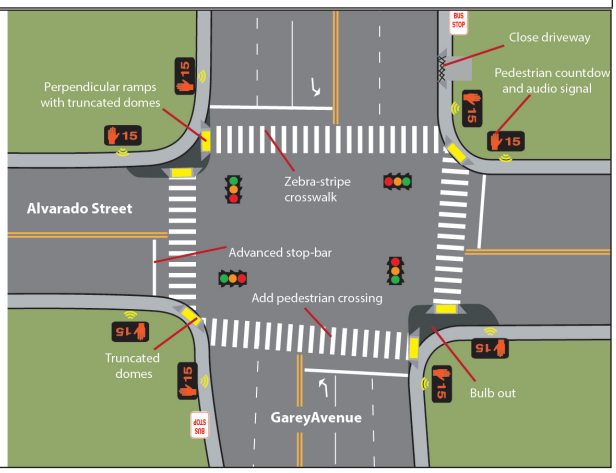


City of Pomona

4) GAREY AVENUE AND ALVARADO STREET

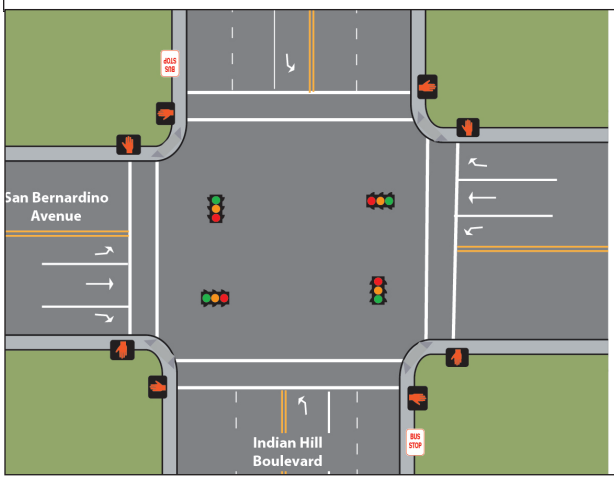
EXISTING	POTENTIAL
• Alvarado St. has 2 lanes, center-turn lane, and on-street parking • Garey Ave. has 4 lanes, center-turn lane, and on-street parking • Signalized intersection with permissive left turns • Bus stops on Garey Ave. (northbound and southbound, far sides) • Pedestrian crossing of Garey Ave. prohibited on the south leg	• Open pedestrian crossing of Garey Ave. on the south leg (may need engineering study) • Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Add audio signals to all crossings (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs to the northwest and southeast corners to cross Alvarado St. (2)

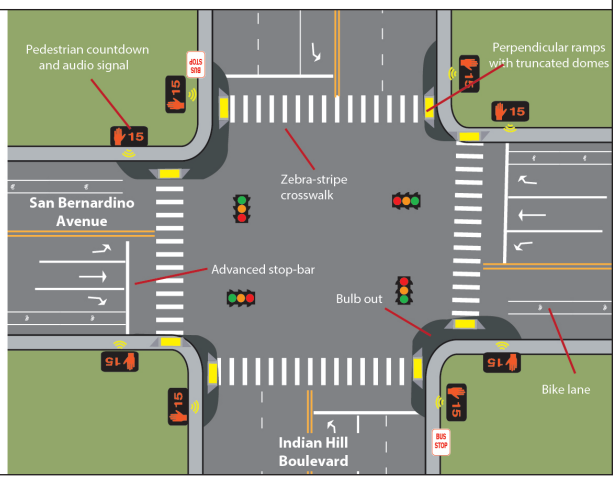




5) SAN BERNARDINO AVENUE AND INDIAN HILL BOULEVARD

EXISTING	POTENTIAL
• San Bernardino Ave. has 2 lanes, center-turn lane, right-turn lanes at the intersection, and on-street parking • Indian Hill Blvd. has 4 lanes and on-street parking • Signalized intersection with protected left turns on Indian Hill Blvd. • Pushbuttons to cross Indian Hill Blvd., automatic walk phase to cross San Bernardino Ave. • Bus stop on Indian Hill Blvd. (northbound and southbound, near sides) • ADTs on San Bernardino Ave. as of 7/06: 9,700	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs on the northwest and southeast corners to cross Indian Hill Blvd. and on all corners to cross Indian Hill Blvd (6) • Remove or relocate pedestrian pushbuttons (8)

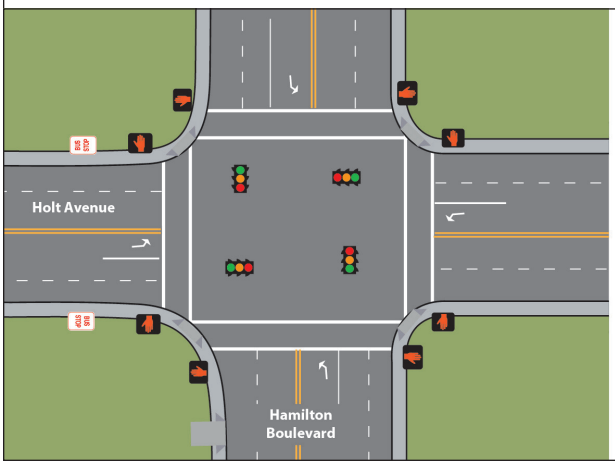


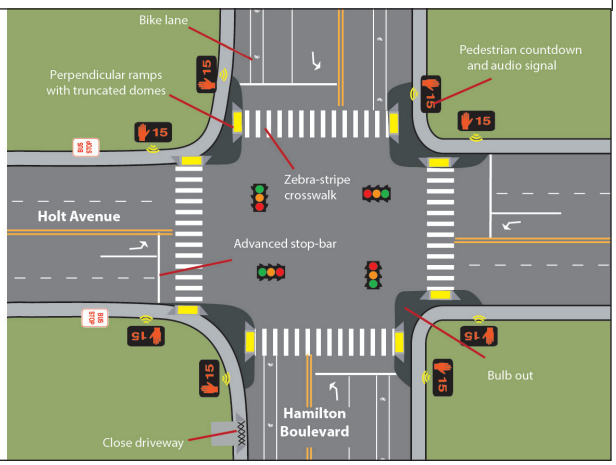


City of Pomona

6) HOLT AVENUE AND HAMILTON BOULEVARD

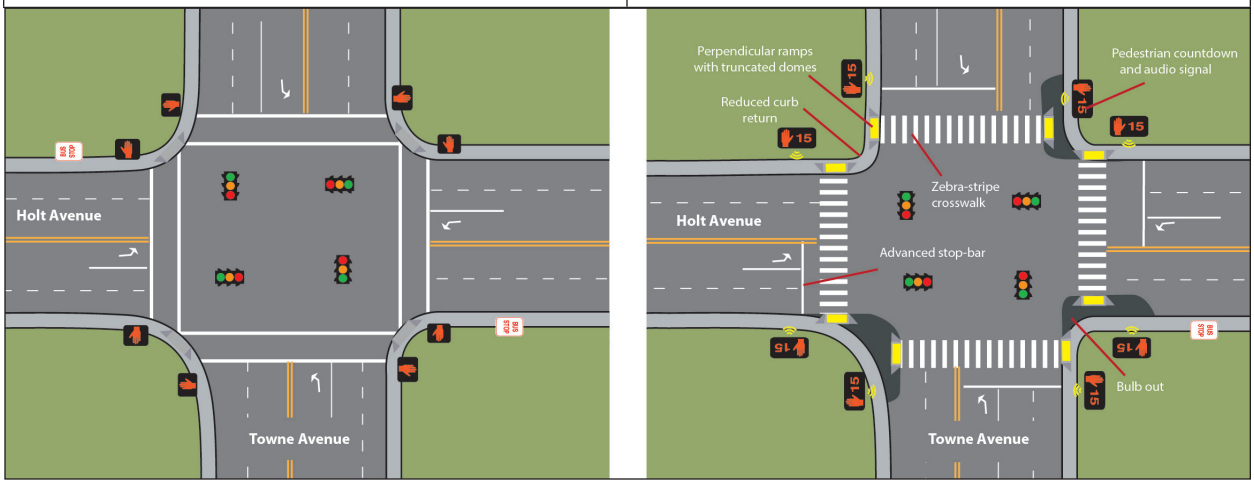
EXISTING	POTENTIAL
• Holt Ave. has 4 lanes, center-turn lane, and on-street parking • Hamilton Blvd. has 4 lanes, center-turn lane at the intersection, and on-street parking • Signalized intersection with protected lefts from Hamilton Blvd. • Bus stops on Holt Ave. (eastbound, near side, and westbound, far side)	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • • Remove or relocate all pushbuttons (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs to all crossings except on the northwest and southwest corners to cross Holt Ave. (6)





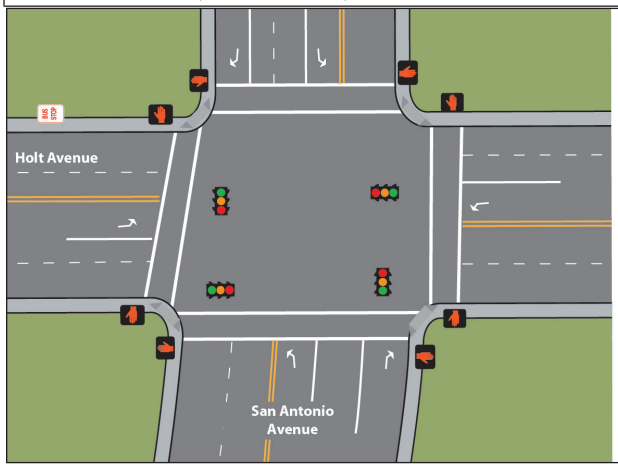
7) HOLT AVENUE AND TOWNE AVENUE

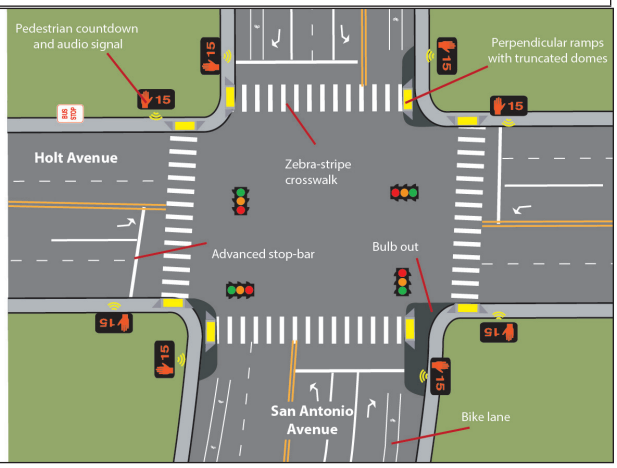
EXISTING	POTENTIAL
• Holt Ave. has 4 lanes, center-turn lane, and on-street parking • Towne Ave. has 4 lanes, median / center-turn lane, and on-street parking • Signalized intersection with protected left turns in all directions • Bus stops on Holt Ave. (eastbound and westbound, far sides)	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Remove or relocate all pushbuttons (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs on southeast corner to cross Holt Ave., and on northeast and southwest corners to cross Towne Ave. (3)

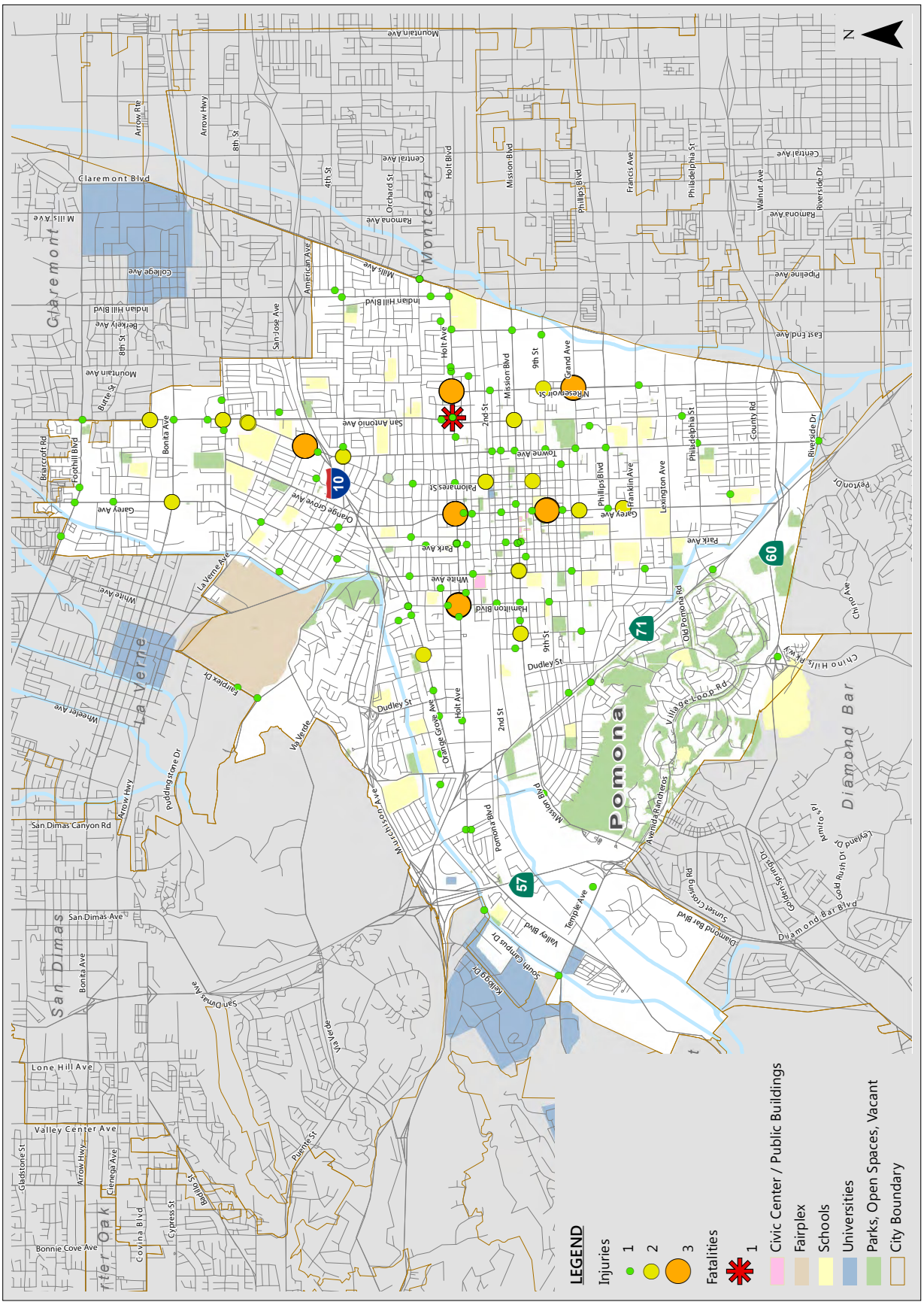


8) HOLT AVENUE AND SAN ANTONIO AVENUE

EXISTING	POTENTIAL
• Holt Ave. has 4 lanes, center-turn lane, and on-street parking • San Antonio Ave. has 1 lane northbound, 2 lanes southbound, left turn lanes, on-street parking, and right-turn lanes at the intersection • Signalized intersection with permissive left turns • Bus stop on Holt Ave. (westbound, far side) • ADTs on Holt Ave. as of 7/06: 33,000 • ADTs on San Antonio Ave. as of 7/06: between 8,600 and 9,800	• Add zebra-stripe crosswalks to all crossings (4) • Add pedestrian countdown signals to all crossings (8) • Add advanced stop bars to all crossings (4) • Add bulb-outs on the northeast, southeast and southwest corners to cross San Antonio Ave. (3) • Remove or relocate pedestrian push-buttons (8)





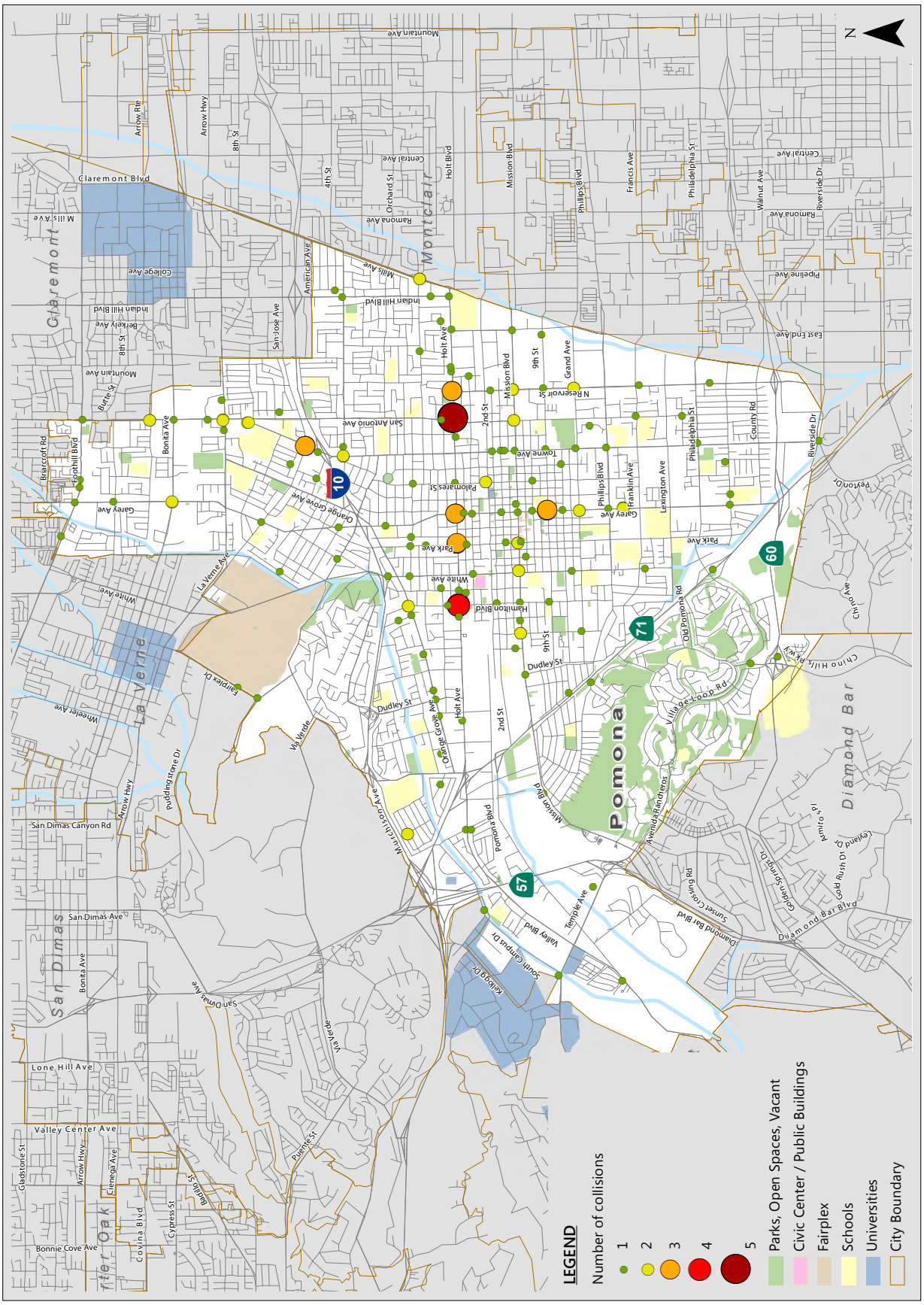


BICYCLE COLLISIONS RESULTING IN INJURIES AND / OR FATALITIES (2007 - 2011)
CITY OF POMONA

FIGURE 3-7

FEHR PEERS

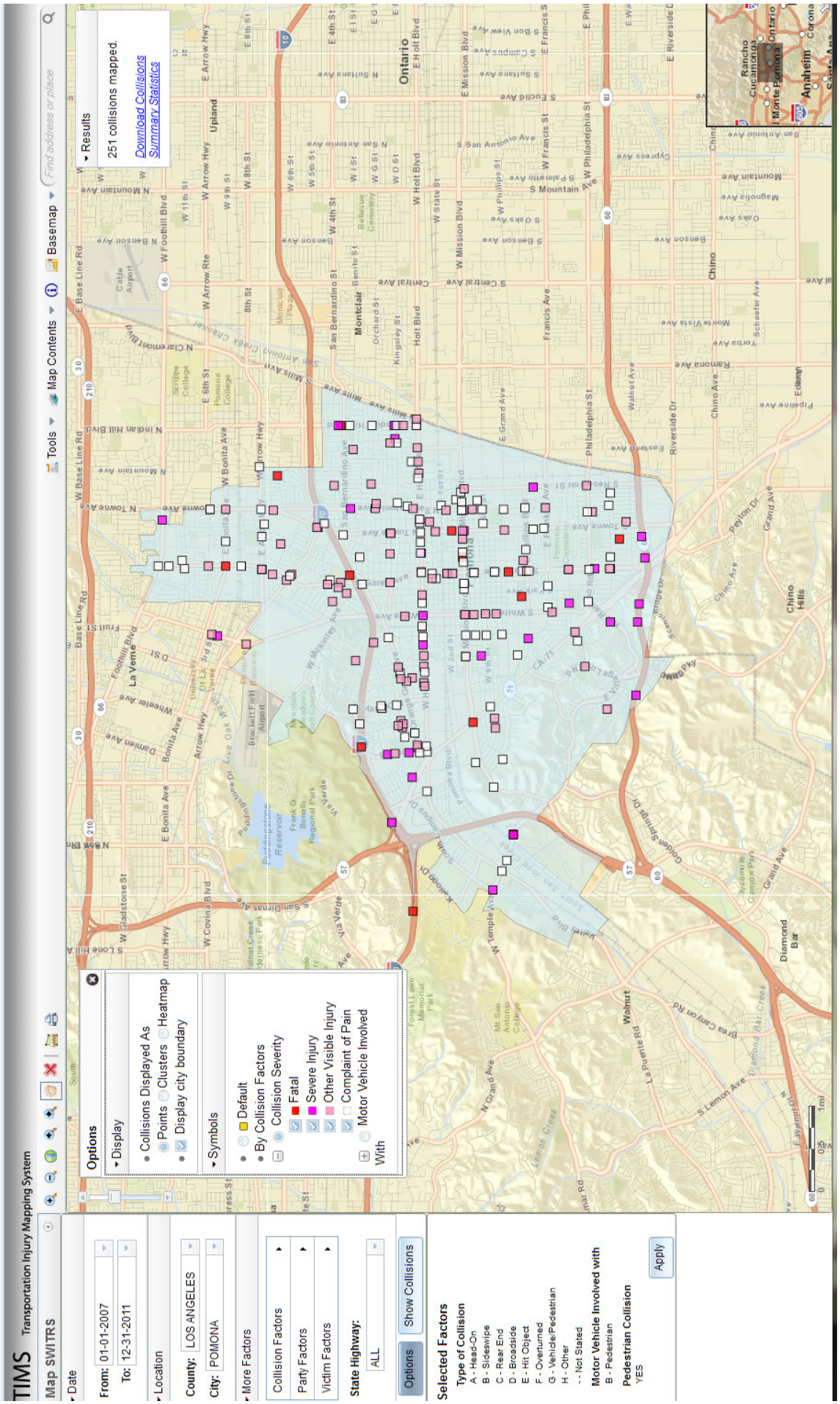
N:\Jobs\Active\2500s\2517 - Pomona Bike\Graphics\GIS\MXD\f0x_bikeinjury.mxd



BICYCLE COLLISION FREQUENCY (2007 - 2011)
CITY OF POMONA
FIGURE 3-6

FEHR PEERS

N:\Jobs\Active\2500s\2517 - Pomona Bike\Graphics\GIS\MXD\f0x_bikeCollision.mxd


TIMS Transportation Injury Mapping System
Map SWITRS
Tools
Map Contents
Basemap
Find address or place
Date
From: 01-01-2007
To: 12-31-2011
Location
County: LOS ANGELES
City: POMONA
More Factors
Collision Factors
Party Factors
Victim Factors
State Highway:
ALL
Options
Show Collisions
Options
Display
Collisions Displayed As
Points
Clusters
Heatmap
Display city boundary
Symbols
Default
By Collision Factors
By Collision Severity
Fatal
Severe Injury
Other Visible Injury
Complaint of Pain
Motor Vehicle Involved
With
Results
251 collisions mapped.
Download Collisions
Summary Statistics
Selected Factors
Type of Collision
A - Head-On
B - Sideswipe
C - Rear End
D - Broadside
E - Hit Object
F - Overturned
G - Vehicle/Pedestrian
H - Other
- - Not Stated
Motor Vehicle Involved with
B - Pedestrian
Pedestrian Collision
YES
Apply
Ontario
Upland
Montclair
Chino
Pomona
Walnut
Diamond Bar
Chino Hills
Rancho Cucamonga
Anaheim
Corona

RESULT FROM TIMS COST BENEFIT ANALYSIS

The following pages provide results from the individual bicycle and pedestrian projects included in this grant application. These results were summed to provide input into Question 2 and Question 4.

Garey Ave from Foothill Ave and La Verne Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install bike lanes

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
R36	Ped and Bike	Install bike lanes	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	6	7	0	15

Annual Benefit : $350,924 Life Benefit : $7,018,480

Current Results

Application ID:
2626 - Pomona Active Transport

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install bike lanes
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $350,924
Life Benefit: $7,018,480

San Bernardino Ave from San Antonio Ave and Mills Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install bike lanes

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
R36	Ped and Bike	Install bike lanes	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	0	2	0	3

Annual Benefit : $21,406 Life Benefit : $428,120

Current Results

Application ID:
2626 - Pomona Active Transport

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install bike lanes
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $21,406
Life Benefit: $428,120

San Antonio Ave from Mission Boulevard and Arrow Hwy

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install bike lanes

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
R36	Ped and Bike	Install bike lanes	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	5	8	0	14

Annual Benefit : $67,914 Life Benefit : $1,358,280

Current Results

Application ID:
2626 - Pomona Active Transport

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install bike lanes
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $67,914
Life Benefit: $1,358,280

1) Foothill Blvd and Garey Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $4,490 Life Benefit : $44,900

Current Results

Application ID:
Int 1: Foothill Boulevard and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $4,490
Life Benefit: $44,900

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $2,694
Life Benefit: $26,940

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $6,286
Life Benefit: $125,720

3) Bonita Ave and Garey Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Annual Benefit : $213,490 Life Benefit : $2,134,900

Current Results

Application ID:
Int 3: Bonita Ave and Garey Ave

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $213,490
Life Benefit: $4,269,800

2.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $213,490
Life Benefit: $2,134,900

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $4,490 Life Benefit : $89,800

Current Results

Application ID:
Int 1: Foothill Boulevard and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Annual Benefit : $213,490 Life Benefit : $4,269,800

Current Results

Application ID:
Int 3: Bonita Ave and Garey Ave

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $213,490
Life Benefit: $4,269,800

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $2,694 Life Benefit : $26,940

Int 1: Foothill Boulevard and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $2,694
Life Benefit: $26,940

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Annual Benefit : $128,094 Life Benefit : $1,280,940

Current Results

Application ID:
Int 3: Bonita Ave and Garey Ave

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $213,490
Life Benefit: $4,269,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $128,094
Life Benefit: $1,280,940

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $6,286 Life Benefit : $125,720

Current Results

Application ID:
Int 1: Foothill Boulevard and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $2,694
Life Benefit: $26,940

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $6,286
Life Benefit: $125,720

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	1	0	1	0	3

Annual Benefit : $298,886 Life Benefit : $5,977,720

Current Results

Application ID:
Int 3: Bonita Ave and Garey Ave

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $213,490
Life Benefit: $4,269,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $128,094
Life Benefit: $1,280,940

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $298,886
Life Benefit: $5,977,720

5) Arrow Hwy and Garey Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	2	0	3

Annual Benefit : $8,440 Life Benefit : $84,400

Current Results

Application ID: Int 5: Arrow Highway and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $8,440
Life Benefit: $84,400

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	2	0	3

Annual Benefit : $8,440 Life Benefit : $168,800

Current Results

Application ID: Int 5: Arrow Highway and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $8,440
Life Benefit: $168,800

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	2	0	3

Annual Benefit : $5,064 Life Benefit : $50,640

Current Results

Application ID: Int 5: Arrow Highway and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $8,440
Life Benefit: $168,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $5,064
Life Benefit: $50,640

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	2	0	3

Annual Benefit : $11,816 Life Benefit : $236,320

Current Results

Application ID: Int 5: Arrow Highway and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $8,440
Life Benefit: $168,800

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $5,064
Life Benefit: $50,640

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $11,816
Life Benefit: $236,320

9) San Bernardino Ave and Indian Hill Blvd

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $2,245 Life Benefit : $22,450

Current Results

Application ID: Int 9: San Bernardino Avenue and Indian Hill Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $2,245
Life Benefit: $22,450

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $2,245 Life Benefit : $44,900

Current Results

Application ID: Int 9: San Bernardino Avenue and Indian Hill Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $1,347 Life Benefit : $13,470

Current Results

Application ID: Int 9: San Bernardino Avenue and Indian Hill Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $1,347
Life Benefit: $13,470

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $3,143 Life Benefit : $62,860

Current Results

Application ID: Int 9: San Bernardino Avenue and Indian Hill Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $1,347
Life Benefit: $13,470

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $3,143
Life Benefit: $62,860

12) Alvarado St and Garey Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (S.I.)

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	1	0	2

Annual Benefit : $6,195 Life Benefit : $61,950

Current Results

Application ID: Int 12: Alvarado Street and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

2.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 10
Annual Benefit: $6,195
Life Benefit: $61,950

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (S.I.)

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	1	0	2

Annual Benefit : $6,195 Life Benefit : $123,900

Current Results

Application ID: Int 12: Alvarado Street and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

2.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (S.I.)

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	1	0	2

Annual Benefit : $3,717 Life Benefit : $37,170

Current Results

Application ID: Int 12: Alvarado Street and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

2.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

3.Install advance stop bar ...
Type: Ped and Bike
CrF: 15
Life: 10
Annual Benefit: $3,717
Life Benefit: $37,170

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (S.I.)

Install pedestrian countdown signal heads

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	1	0	2

Annual Benefit : $8,673 Life Benefit : $173,460

Current Results

Application ID: Int 12: Alvarado Street and Garey Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

2.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $6,195
Life Benefit: $123,900

3.Install pedestrian crossi...
Type: Ped and Bike
CrF: 35
Life: 20
Annual Benefit: $8,673
Life Benefit: $173,460

18) Holt Ave and San Antonio Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $4,490 Life Benefit : $44,900

Current Results

Application ID: Int 18: Holt Avenue and San Antonio Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
CrF: 25
Life: 10
Annual Benefit: $4,490
Life Benefit: $44,900

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $4,490 Life Benefit : $89,800

Current Results

Application ID: Int 18: Holt Avenue and San Antonio Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $2,694 Life Benefit : $26,940

Current Results

Application ID: Int 18: Holt Avenue and San Antonio Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

2.Install advance stop bar ...
Type: Ped and Bike
CrF: 15
Life: 10
Annual Benefit: $2,694
Life Benefit: $26,940

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	2	0	2

Annual Benefit : $6,286 Life Benefit : $125,720

Current Results

Application ID: Int 18: Holt Avenue and San Antonio Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
CrF: 25
Life: 20
Annual Benefit: $4,490
Life Benefit: $89,800

2.Install advance stop bar ...
Type: Ped and Bike
CrF: 15
Life: 10
Annual Benefit: $2,694
Life Benefit: $26,940

3.Install pedestrian crossi...
Type: Ped and Bike
CrF: 35
Life: 20
Annual Benefit: $6,286
Life Benefit: $125,720

Holt Ave and Hamilton Blvd

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	4	0	5

Annual Benefit : $12,930 Life Benefit : $129,300

Current Results

Application ID: Int 14: Holt Avenue and Hamilton Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $12,930
Life Benefit: $129,300

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $7,758
Life Benefit: $77,580

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	4	0	5

Annual Benefit : $12,930 Life Benefit : $258,600

Current Results

Application ID: Int 14: Holt Avenue and Hamilton Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $12,930
Life Benefit: $258,600

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	4	0	5

Annual Benefit : $7,758 Life Benefit : $77,580

Current Results

Application ID: Int 14: Holt Avenue and Hamilton Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $12,930
Life Benefit: $258,600

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $7,758
Life Benefit: $77,580

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	1	4	0	5

Annual Benefit : $18,102 Life Benefit : $362,040

Current Results

Application ID: Int 14: Holt Avenue and Hamilton Boulevard

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $18,102
Life Benefit: $362,040

16) Holt Ave and Towne Ave

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian crossing (new signs and markings only)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS17	Ped and Bike	Install pedestrian crossing (new signs and markings only)	Ped & Bike	25	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $2,245 Life Benefit : $22,450

Current Results

Application ID: Int 16: Holt Avenue and Towne Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian crossi...
Type: Ped and Bike
Crf: 25
Life: 10
Annual Benefit: $2,245
Life Benefit: $22,450

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S19	Ped and Bike	Install pedestrian countdown signal heads	Ped & Bike	25	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $2,245 Life Benefit : $44,900

Current Results

Application ID: Int 16: Holt Avenue and Towne Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
S21	Ped and Bike	Install advance stop bar before crosswalk (bicycle box)	Ped & Bike	15	10

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $1,347 Life Benefit : $13,470

Current Results

Application ID: Int 16: Holt Avenue and Towne Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $1,347
Life Benefit: $13,470

Crash Data Time Period: From 01/01/2007 To 12/31/2011 Years 5

Install pedestrian countdown signal heads

Install advance stop bar before crosswalk (bicycle box)

Install pedestrian crossing (with enhanced safety features / curb-extensions)

A. Input Countermeasure

Select Countermeasure | Clear Countermeasure

CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
NS18	Ped and Bike	Install pedestrian crossing (with enhanced safety features / curb-extensions)	Ped & Bike	35	20

B. Input Crash Data

Manual Entry | Import File | Clear Crash Data

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	0	0	1	0	1

Annual Benefit : $3,143 Life Benefit : $62,860

Current Results

Application ID: Int 16: Holt Avenue and Towne Avenue

From: 01/01/2007
To: 12/31/2011
Years: 5

1.Install pedestrian countd...
Type: Ped and Bike
Crf: 25
Life: 20
Annual Benefit: $2,245
Life Benefit: $44,900

2.Install advance stop bar ...
Type: Ped and Bike
Crf: 15
Life: 10
Annual Benefit: $1,347
Life Benefit: $13,470

3.Install pedestrian crossi...
Type: Ped and Bike
Crf: 35
Life: 20
Annual Benefit: $3,143
Life Benefit: $62,860

ATP RECOMMENDED PEDESTRIAN IMPROVEMENTS

1- Geary/Foothill	$173,910
2- Geary/Bonita	$85,920
3- Geary/Arrow	$98,920
4- Alvarado/Geary	$107,420
5- San Bernadino/Indian Hill	$178,420
6- Holt/Hamilton	$184,420
7- Holt/Towne	$135,920
8- Holt/San Antonio	$135,920
Sub Total Construction	$1,191,080
Design (10%)	$119,108
Total Pedestrian Crossing Improvements	**$1,310,188**

ATP RECOMMENDED BICYCLE IMPROVEMENTS

1- Geary-Park Bike Lane & Route	$253,334
2- San Antonio Bike Lanes	$245,706
3- San Bernardino Bike Lanes	$89,700
4- Hamilton-Alvardo-Kingsley Bike Route	$120,205
5- Monterey Bike Route	$60,000
6- Ridgeway-Murchison Bikeway	$85,500
7- Dudley Bike Route	$18,000
Sub Total Construction	$872,445
Design (10%)	$87,244
Total Bikeway Improvements	**$959,689**

TOTAL	**MATCH**
$2,269,877	$260,355

Total Rounded	**Match Rounded**
$2,270,000	$260,000

ATP Requested	11.47% Match	PS&E	Construction
$2,010,000	$260,000	$227,000	$2,043,000

TABLE 1 - PEDESTRIAN INTERSECTION IMPROVEMENTS COST ESTIMATES

Location/Description	Quantity	Unit	Unit Cost	Cost	Total Cost
1- Garey/Foothill					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	4	EA	$12,500	$50,000	
Curb ramps	6	EA	$3,000	$18,000	
Relocate pushbuttons	8	EA	$2,500	$20,000	
Truncate median	2	EA	$2,500	$5,000	
					$158,100
10% Contingency on Planning level costs					$15,810.0
					$173,910.0
2- Garey/Bonita					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Relocate pushbuttons	6	EA	$2,500	$15,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	3	EA	$12,500	$37,500	
Curb ramps	6	EA	$3,000	$18,000	
Truncate median	0	EA	$2,500	$0	
					$85,600
10% Contingency on Planning level costs					$8,560.0
					$94,160.0
3- Garey/Arrow					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Relocate pushbuttons	6	EA	$2,500	$15,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	1	EA	$12,500	$12,500	
Curb ramps	2	EA	$3,000	$6,000	
Truncate median	0	EA	$2,500	$0	
					$98,600
10% Contingency on Planning level costs					$9,860.0
					$108,460.0
4- Alvarado/Garey					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Relocate pushbuttons	2	EA	$2,500	$5,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	2	EA	$12,500	$25,000	
Curb ramps	4	EA	$3,000	$12,000	
Truncate median	0	EA	$2,500	$0	
					$107,100
10% Contingency on Planning level costs					$10,710.0

					$117,810.0
5- San Bernadino/Indian Hill					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Relocate pushbuttons	8	EA	$2,500	$20,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	6	EA	$12,500	$75,000	
Curb ramps	6	EA	$3,000	$18,000	
Truncate median	0	EA	$2,500	$0	
					$178,100
10% Contingency on Planning level costs					$17,810.0
					$195,910.0
6- Holt/Hamilton					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Relocate pushbuttons	8	EA	$2,500	$20,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	6	EA	$12,500	$75,000	
Curb ramps	8	EA	$3,000	$24,000	
Truncate median	0	EA	$2,500	$0	
					$184,100
10% Contingency on Planning level costs					$18,410.0
					$202,510.0
7- Holt/Towne					
High-visibility crosswalk markings	1	INT	$8,500	$8,500	
Ped countdown heads	1	INT	$50,000	$50,000	
Relocate pushbuttons	6	EA	$2,500	$15,000	
Advance stop or yield lines	4	EA	$1,650	$6,600	
Curb bulb-outs	3	EA	$12,500	$37,500	
Curb ramps	6	EA	$3,000	$18,000	
Truncate median	0	EA	$2,500	$0	
					$135,600
10% Contingency on Planning level costs					$13,560.0
					$149,160.0
8- Holt/San Antonio					
Curb ramps	6	EA	$3,000	$18,000	
Truncate median	0	EA	$2,500	$0	
					$135,600
					$13,560
					$149,160
				$1,082,800	$1,191,080

TABLE 2 - BICYCLE IMPROVEMENTS COST ESTIMATES

	Location/Description	Quantity	Unit	Unit Cost	Cost	Total Cost
1	**Geary-Park Bike Lane & Route**					
	BL Geary Bike lanes Foothill to La Verne	1.6	MI	$65,000	$104,000	
	BBL Additional protected bike lane striping	8448	LF	$8	$67,584	
	BL Geary Bike lanes La Verne to Alameda	0.27	MI	$65,000	$17,550	
	BR Alameda bike route	0.3	MI	$30,000	$9,000	
	BR Artesia bike route	0.17	MI	$30,000	$5,100	
	BR Park bike route	1.41	MI	$30,000	$42,300	
	BL Park bike lane 3rd to Mission	0.12	MI	$65,000	$7,800	
						$253,334
2	**San Antonio Bike Lanes**					
	BL Bike lanes Town to McKinley	1.03	MI	$65,000	$66,950	
	BL Road Diet McKinley to Alvardo	0.31	MI	$100,000	$31,000	
	BL Bike lanes Alvarado to Mission	0.85	MI	$65,000	$55,250	
	BBL Additional protected bike lane striping	11563.2	LF	$8	$92,506	
						$245,706
3	**San Bernardino Bike Lanes**					
	BL Bike lane from San Antonio to Mills	1.38	MI	$65,000	$89,700	
						$89,700
4	**Hamilton-Alvardo-Kingsley Bike Route**					
	BR Hamilton-Orange Groove-Huntington	0.3	MI	$30,000	$9,000	
	BR Alvardo	1.4	MI	$30,000	$42,000	
	BR Caswell-Kingsley bike route	1.4	MI	$30,000	$42,000	
	High-visibility crosswalk markings	0.25	INT	$8,820	$2,205	
	RRFB	1	EA	$25,000	$25,000	
						$120,205
5	**Monterey Bike Route**					
	BR Monterey	2	MI	$30,000	$60,000	
						$60,000
6	**Ridgeway-Murchison Bikeway**					
	BR Ridgeway	0.25	MI	$30,000	$7,500	
	BL Ridgeway	0.5	MI	$65,000	$32,500	
	BL Murchison	0.7	MI	$65,000	$45,500	
						$85,500
7	**Dudley Bike Route**					
	BR Dudley	0.6	MI	$30,000	$18,000	
						$18,000
					$872,445	$872,445