



# Pomona Valley ITS Project

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## **Project Deliverable 2.1.1** **Technical Memorandum of Update** **Recommendations for the 1995 Pomona** **Valley Signal Synchronization Study**

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## I. Update Scope

This document provides a scope of services for the update of the 1995 Pomona Valley Forum Signal Synchronization Feasibility Study. The intent of the update is to update traffic conditions and traffic control inventories that were documented in the 1995 Study to current (year 2001) conditions. The update would serve as an addendum to the 1995 Study and would be used as a base to complete subsequent Conceptual Design documentation. The update effort will focus on Chapters 1 and 2 of the 1995 Study, and include updated figures that illustrate changes that have occurred since 1995. The tasks that would be accomplished under this effort are as follows:

Task 1: Confirm Study Area

Task 2: Meet with all Forum Members and Other Stakeholders

Task 3: Update Data to Current (Year 2001) Conditions

Task 4: Obtain Operations, Maintenance, and Management Information

Task 5: Define Future (Year 2006) Agency Plans and Projects

Task 6: Update Figures - Traffic Data, Equipment Locations

Task 7: Prepare Addendum Document

## II. Detail of Each Proposed Update Task

The data targeted for review and updates under this effort documents traffic levels and traffic control equipment locations along regionally significant arterials. Data updates and system recommendations for the State Route 60 Corridor Advanced Traffic Signal Improvement Project would be accomplished under a separate report and deliverable.

The Pomona Valley Forum member agencies include the cities of Claremont, Diamond Bar, Industry, La Verne, Pomona, San Dimas, and Walnut along with the Los Angeles County Department of Public Works, Caltrans, and the Los Angeles County MTA.

### Task 1: Confirm Study Area

The 1995 Study defined significant regional roadways within the Pomona Valley in order to define study arterials. **Table 1** on the next page indicates the 14 regionally significant (study) arterials from the 1995 Study that form the basis of the Addendum. The 1995 Study identified 300 signalized intersections, of which approximately half are intersections on these significant arterials. Suggestions for additions to the significant arterial list, based on meetings with the Forum cities, will be evaluated utilizing the same general methodology that defined the study arterials in the 1995 Study.

<b>Table 1: Study Arterials</b>	
Arrow Highway	Baseline Road
Bonita Avenue	Corona Expressway (SR-71)
Golden Springs Drive	Grand Avenue
Indian Hill Boulevard	Temple Avenue / Amar Road
Diamond Bar Boulevard / Mission Boulevard	Foothill Boulevard
Garey Avenue	Towne Avenue
Valley Boulevard / Holt Avenue	White Avenue

## **Task 2: Meet with Forum Members and Other Stakeholders**

Meetings will be held with each Forum agency to collect current data and discuss any changes or revisions that have occurred since the 1995 Report. During the meetings, discussion will also take place to obtain a better understanding of each agency's plans for the future. Operational and staffing issues will also be discussed. The following items will be collected from each stakeholder:

- Existing and future capital improvement projects (CIP)
- Future plans and needs of the jurisdiction
- TSM/TDM and ITS projects
- 2001 Traffic and Control System Data

The stakeholders to be contacted under this task range from regional agencies to local cities and transit service providers. Regional agency stakeholders would include Caltrans and the Los Angeles County Department of Public Works. Caltrans District 7 maintains and operates approximately 30 signals within the study area, along Baseline Road, Foothill Boulevard, the Corona Expressway, and at freeway ramp/arterial intersections. The State Route 210 freeway project, and associated traffic control improvements, will be incorporated into the update document within the 2006 timeframe.

The signals along major arterials within the Pomona Valley are maintained either by local cities, Caltrans, or the Los Angeles County Department of Public Works. These local cities would be contacted for individual meetings during this task. The County of Los Angeles also has contracts to operate and maintain the signals for the cities of Walnut and Industry. The County, therefore, will be contacted for data collection of traffic signal-related data within these areas.

Service route information would be obtained from fixed-route transit providers in the region. This would include Foothill Transit and the Los Angeles County MTA.

### **Task 3: Update Data to Current (Year 2001) Conditions**

As part of the 1995 Study, data was collected and analyzed for 1995 conditions along the 14 regionally significant arterials. All information will be updated to current (2001) conditions. The following data sets would be updated to 2001 conditions under this task.

- Traffic Signal Location and Controller Type
- Intersection Level of Service (LOS), where available
- Average Daily Traffic (ADT) Volumes
- Accident Information
- Communication Equipment and Interconnect Type
- Fixed-Route Bus Transit Coverage
- Truck Routes

### **Task 4: Obtain Operations, Maintenance, and Management Information**

The 1995 Study documented maintenance efforts for each Forum city, regarding staff dedications and type of maintenance possible under city-provided labor and contractor-provided labor. Monthly or per unit maintenance costs were documented where possible. This data will be collected and documented in the Addendum in order to update staff levels and maintenance costs for each jurisdiction.

The 1995 Study did not document each jurisdiction's ability to fund the on-going maintenance and future expansions of existing systems. The Addendum will address this issue, based upon information provided by each agency's staff. Maintenance needs would grow with the implementation of the PVITS project - therefore this is an important effort to success of the project.

### **Task 5: Define Future (Year 2006) Agency Plans and Projects**

2006 will be the future study year for the update document. The results of the effort under this task will provide an estimated status of each jurisdiction's ITS-related systems under future conditions. All equipment data analyzed for 2001 conditions, including signal locations and controller types, interconnect locations, and ITS-related items, will be updated to 2006 conditions. Data will be extrapolated where necessary (i.e., costs, traffic levels). The main input for this task, however, will be agency projections and plans for future projects.

### **Task 6: Update Figures - Traffic Data, Equipment Locations**

The figures listed below will be updated under this task. Data collection and analysis under this task will not address freeway-related data.

- Figure 3: Existing Signalized Intersections
- Figure 4: Existing Hardwire Interconnect
- Figure 6: Existing Average Daily Traffic
- Figure 7: Existing Areas of High Congestion
- Figure 8: Existing Truck Routes
- Figure 9: Existing Transit Routes
- Figure 11: Study Intersection Geometry



## Task 7: Prepare Addendum Document

Utilizing the information gathered by the data collection effort and stakeholder meetings, an Addendum to the 1995 Study would be prepared, updating Chapters 1 and 2 of that document. The report will outline current (2001) and future (2006) conditions, and will incorporate the necessary data summary tables and figures.

The Addendum Document will serve as an update of existing and future conditions. The following sections of the 1995 Study will therefore not be updated:

- Chapter 3 - System Alternatives and Strategies
- Chapter 4 - Analysis and Evaluation  
(except for Figure 11 - Study Intersection Geometry,  
and Table 11 - Arterial Prioritization Analysis)
- Chapter 5 - Recommended Improvements  
(except for updates regarding currently completed improvements)
- Chapter 6 - Air Quality Benefits and Delay Savings