



Pomona Valley ITS Project

Project Deliverable 4.1.3e **Individual City Report -** **City of Pomona**

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PROJECT DESCRIPTION

The County of Los Angeles, in cooperation with the cities within the Pomona Valley, has determined that development of an Intelligent Transportation System (ITS) in the Pomona Valley would help to reduce congestion, enhance mobility, provide traveler information during non-recurring and event traffic congestion, and manage event traffic. The Pomona Valley Intelligent Transportation Systems (PVITS) project was conceived as a recommendation from the Pomona Valley Feasibility Study completed by the MTA in 1995. The ultimate objectives of the Project are to:

- Improve mobility by optimizing traffic management on arterials and freeways;
- Enhance Route 60 capacity by better coordinating freeway traffic with parallel arterials;
- Improve agency efficiency by coordinating management of operations and maintenance efforts among and between agencies; and
- Increase agency staff productivity by providing low-maintenance, high-quality communications and computational tools to assist in daily management and coordination activities.

PURPOSE OF REPORT

The Conceptual Design of the Pomona Valley ITS project includes the preparation of a Stakeholder Operational Objectives Report that summarizes each project stakeholder's needs, objectives, and issues to consider in the planning, design, and implementation of advanced technologies for traffic control, traffic management, and traveler information systems. This Individual City Report document provides a summary of existing, planned (already approved), and desired transportation projects and policies within the City of Pomona. This summary is based upon information in the 1995 Pomona Valley Forum Signal Synchronization Study, with updates to the information based upon city input from recent surveys and coordination meetings. Separate reports of data summaries and stakeholder objectives have been created for each City within the Pomona Valley project area.

This report provides the following information for the City of Pomona:

- Section 1.0: Definition and overview of the study area
- Section 2.0: Existing, planned, and desired traffic control and communications infrastructure
- Section 3.0: Current issues and desired aspects of operations and maintenance
- Section 4.0: Current issues and desired aspects of interagency coordination

Figures illustrating the locations of existing and planned traffic control equipment and congestion issues are included in Appendix A. A list of all existing and proposed signalized intersections on study arterials within the City is included in Appendix B.

The Stakeholders Operational Objectives Report (Deliverable 4.1.2) is a separate document that will be developed as part of this project. It will provide more specific detail on the ideal operational characteristics of the PVITS equipment and user interfaces.



1.0 POMONA STUDY AREA CHARACTERISTICS

The study area for Pomona utilized information from a definition of roadway "significance" that was defined in the 1995 Pomona Valley Forum Signal Synchronization Study. This determination of roadway significance utilized roadway Average Daily Traffic (ADT) levels and Level of Service (LOS) ratings, along with other factors such as roadway inclusion in the Congestion Management Program (CMP), the number of transit routes utilizing the roadway, and local agency preference.

1.1 Study Arterials

Table 1 provides a summary of the arterials considered as "regionally significant" within Pomona, along with the major factors for prioritization that were utilized in the 1995 Synchronization Study. The locations of regionally significant arterials and other roadways in the City are illustrated in **Figure 1** of Appendix A.

TABLE 1: STUDY AREA ARTERIAL SIGNIFICANCE SUMMARY			
Street	Average Daily Traffic	Number of Transit Routes	CMP Arterial
Foothill Boulevard	60,813	2	Yes
Arrow Highway	36,277	1	No
Valley Boulevard / Holt Avenue	20,234 - 35,321	2	No
Mission Boulevard	16,411 - 23,313	1	No
White Avenue	16,322	0	No
Garey Avenue	24,084	1	No
Towne Avenue	7,504 - 17,448	2	No

Source: Kimley-Horn and Associates, Inc., 2001

Transit Availability

Table 1 also indicates transit availability along each of the city study arterials. Pomona is well served by transit - 13 express and local transit lines of Foothill Transit and the Los Angeles County MTA provide service to points within the city. Table 1 indicates that these 13 lines serve six of the study arterials. Some transit lines may serve more than one study arterial on a particular route through the city.



Many of these lines connect to the Pomona Transit Center, which lies west of Garey Avenue between Holt Avenue and Mission Boulevard. The Metrolink Riverside Line commuter trains also serves this major transfer center. The Metrolink San Bernardino Line serves a station that lies west of Garey Avenue and north of Arrow Highway. This San Bernardino Line station is also served by transit, but to a lesser extent than the Transit Center to the south. The following is an overview of the available transit lines within Pomona:

- Foothill Transit Line 187 serves the Foothill Boulevard (SR 66) corridor in Pomona, on its route between Pasadena and Montclair (San Bernardino County).
- Foothill Transit Line 291 provides local service within Pomona on Garey Avenue. Service runs from County Road near the south side of the City, to Foothill Boulevard at the north side of the City.
- Foothill Transit Line 292 provides local circulator service within Pomona, with connections to Claremont and Montclair to the east. The line serves many street segments, serving the Pomona Transit Center, Towne Avenue, Foothill Boulevard, and Baseline Road.
- Three Foothill Transit local lines - Lines 191, 193, and 195 - provides east-west access within Pomona, traveling between the Cal Poly campus and the Pomona Transit Center. Line 191 provides access to local streets north of Holt Avenue, Line 193 provides access to local streets south of Mission Boulevard, while Line 195 provides access between Phillips Ranch and southern Pomona.
- Foothill Transit Line 479 provides local service within Pomona, with connections to Claremont and Montclair. The line serves the Fairplex Drive Park and Ride at Fairplex Drive and the I-10 freeway, the Fairplex site, the San Bernardino Metrolink station, and Arrow Highway.
- Foothill Transit Line 480 is the only transit line in the Pomona area that runs on a 24-hour schedule. The line serves the Mission Boulevard corridor within the extents of Pomona, and also provides service to the Cal Poly campus, West Covina, and downtown Los Angeles via the I-10 Busway.
- Foothill Transit Line 482 serves the Holt Avenue corridor within the extents of Pomona. It also provides service to the Cal Poly campus, Colima Road, Puente Hills Mall, and downtown Los Angeles via the I-10 Busway.
- MTA Line 484 also serves the Holt Boulevard corridor, with additional service to the Cal Poly campus, Valley Blvd., and downtown Los Angeles via the I-10 Busway.
- Foothill Transit Line 492 provides east-west access across Pomona along Bonita Avenue. This express line also connects to Montclair, Arcadia, El Monte, and downtown Los Angeles via the I-10 Busway.
- Foothill Transit Line 699 is an express route with an eastern terminus at the Fairplex Drive Park and Ride. The limited-stop line provides service to downtown Los Angeles via the I-10 Busway.
- Foothill Transit Line 493 is an express route with an eastern terminus in Phillips Ranch. The limited-stop line provides service to downtown Los Angeles via Colima Road and the I-10 Busway.



Roadway Descriptions

The following text summarizes the access characteristics of each of study area arterial within Pomona.

Foothill Boulevard: This regional arterial provides east-west access through Pomona at the city's northern limits. It provides direct access to the existing SR 30 freeway to the west. Foothill Boulevard is also designated as SR 66, part of Historic U.S. Route 66.

Arrow Highway: This arterial also provides east-west access through the northern areas of the city. The roadway lies to the south of Foothill Boulevard, in a parallel corridor. Arrow Highway provides full access to the I-210 freeway in San Dimas.

Valley Boulevard / Holt Avenue: These two roadways serve as one east-west corridor through the middle of Pomona. The roadway name changes at the SR 71 freeway, with Valley Boulevard as the roadway identifier to the west and Holt Avenue as the identifier to the east. Full access is provided to SR-71. The roadway passes under the SR 57 freeway in the west area of the city, but does have any access to the freeway.

Mission Boulevard: This roadway lies slightly south of the Valley Boulevard / Holt Avenue corridor. In the central area of Pomona, Holt Avenue and Mission Boulevard are 1/2-mile apart. Mission Boulevard has indirect access to the 57 freeway in the west area of Pomona, via Temple Avenue.

White Avenue: This roadway provides north-south access within Pomona. White Avenue has a direct westbound on-ramp and eastbound off-ramp at its junction with the I-10. The roadway has additional access to the I-10 freeway, as Orange Grove Avenue provides access from White Avenue to and from additional I-10 ramps near the freeway junction with Garey Avenue.

Garey Avenue: This major north-south roadway provides access throughout Pomona. It provides full access to the SR 60 freeway at the southern limits of the city, and also provides full access to the I-10 freeway. The roadway is grade-separated at the two Union Pacific railroad corridors that are located between Holt Avenue and Mission Boulevard.

Towne Avenue: This north-south roadway, which lies east of Garey Avenue, also provides access throughout Pomona. It provides full access to the I-10 freeway. The roadway passes under the SR 60 freeway, but does not have access to this freeway facility.

Existing truck route designations within the City are illustrated in **Figure 2** of Appendix A.

1.2 Traffic Congestion, Development, and Transit Issues

This section provides an overview of congestion issues for the city study area arterials and intersections. **Figure 3** in Appendix A illustrates the Average Daily Traffic levels of the study area arterials, as well as the Level of Service (LOS) of the study area intersections.

The intersection of Mission Boulevard and the SR 71 highway is currently signalized, and is a major bottleneck during peak periods. A grade separation will be constructed at this intersection with a pending SR 71 upgrade to a limited-access freeway throughout Pomona. This is a gap closure project for the extent of SR-71 between the I-10 and SR 60 freeways.

The list below provides a summary of other congestion issues in Pomona as indicated by City staff during project coordination meetings and correspondence. **Figure 4** in Appendix A illustrates the congested areas in the city.



- There are no other major event generators in the City aside from the Fairplex.
- The need for Automated Traffic Information Systems (ATIS) is minimal in the City, except during Fairplex events.
- The City would prefer that regional and freeway bypass traffic not pass through Phillips Ranch (via Temple Avenue and Avenida Rancheros).
- Regional and freeway bypass traffic would ideally utilize Valley Boulevard / Holt Avenue or Mission Boulevard.
- The City recommends that Changeable Message Signs (CMS) be utilized to recommend alternative routes to travelers.
- Foothill Transit is the primary transit provider within the city. Additionally, MTA provides one express line via I-10 (Line 497) and local corridor services via Holt Avenue (Line 484).
- The City is working with Foothill Transit to modify transit routes and improve on low ridership.
- A Metrolink station for the Riverside Line has opened at the Pomona Transit Center, near Garey Avenue and Monterey Avenue. A station for the Metrolink San Bernardino Line exists near Garey Avenue, north of Arrow Highway.
- Transfer points with Omnitrans, the western San Bernardino County transit provider, are on the east side of the city.

Traffic counts were taken at congested points within the Pomona study area, in order to gather updated Level of Service (LOS) data at these areas. Congestion as defined in this report, does not rely only on average congestion values such as LOS, but also on sporadic congestion with causes ranging from special event traffic to heavily used railroad grade crossings. **Table 2** below indicates the calculated LOS of selected intersections within the Pomona study area.

TABLE 2: LEVEL OF SERVICE (LOS) OF SELECTED INTERSECTIONS, POMONA STUDY AREA		
Intersection	AM Peak Period LOS	PM Peak Period LOS
Garey Avenue / McKinley Avenue	A	A
Puddingstone Drive / Fairplex Drive	A	A
White Avenue / Holt Avenue	A	B
White Avenue / Mission Boulevard	B	B
White Avenue / McKinley Avenue	A	A
Mission Boulevard / Garey Avenue	B	B
Holt Avenue / Garey Avenue	B	D
Fairplex Drive / McKinley Avenue	A	A
Arrow Highway / Garey Avenue	A	A
Foothill Boulevard / Garey Avenue	C	D
<i>LOS values are based upon intersection turn movement counts conducted during the week of June 25, 2001. Data was analyzed utilizing the 1997 Highway Capacity Manual method.</i>		



The p.m. peak Levels of Service of two intersections are highlighted in bold text in Table 2: Holt Avenue / Garey Avenue and Foothill Boulevard / Garey Avenue. Based upon this analysis, these intersections are operating near unacceptable conditions. **Figures 3 and 4** illustrate this LOS and congestion information provided by the City of Pomona during project coordination meetings. The worst-case LOS of an intersection defines its performance, and the City of Pomona experiences sporadic congestion along the major arterials of Garey Avenue, Holt Avenue, and Mission Boulevard.

2.0 TRAFFIC CONTROL AND MONITORING SYSTEM

This section provides an overview of the existing and planned traffic signal equipment within Pomona, and related communications and monitoring equipment. This represents the core infrastructure from which an ITS system can be conceptualized. The remaining sections of the document provide an overview of traffic operations, and system operations and institutional issues.

Pomona is primarily a developed community with established traffic patterns and traffic signal systems. No new major development projects will be occurring within the study area before 2006. **Figure 5** in Appendix A indicates the 93 existing traffic signal control equipment locations on the regionally significant arterials within Pomona. **Appendix B** provides a list of the locations of this traffic signal equipment.

Issues concerning the City's existing traffic signal control system, and its objectives for planned (and desired but not funded) equipment, including a communications system, are provided in the following lists:

Existing System

- Los Angeles County has timed and implemented synchronization of signals on all major arterials within Pomona.
-
- The TRANSYT program is utilized to develop signal timing plans.
- The City has one electronic information kiosk in the City Hall lobby. Meeting information and real-time traffic maps are provided.
- The City utilizes advanced vehicle loop detection, as well as video detection at certain intersections (illustrated in Figure 5).
- There are some existing communication links in the field, such as the fiber conduit on Mission Boulevard.
- There are currently ten intersections with video detection (illustrated in Figure 5).
- There are no major problems with the current video detectors. A few shadow problems from tree branches have been corrected.
- Existing communication infrastructure is limited, but there is a fiber conduit into City Hall.
- There is a fiber optic communication system that connects the schools. The Pomona Unified School District has begun development of a citywide network utilizing a utility pole-mounted system.
- Pomona has QuicNet II, but it is not currently used because a cable was damaged. The cable is being repaired, and in the interim the signals are running on time-of-day (WWV) coordination.



Planned Traffic Control Equipment Improvements

- The City would like to have a traffic control system that is capable of monitoring the local traffic signals.
- Pomona has decided to delay a previously planned upgrade to QuicNet IV, while they evaluate recommendations from both the PVITS and ACE projects.
- In the absence of the PVITS project, Pomona would implement a system that provides monitoring, control, and data retrieval for all signals.
- The system would also assist with special event management, such as Fairplex events.
- Improvements at the intersections of Towne Avenue/ Holt Avenue and White Avenue/Holt Avenue are underway by the city, which will include new protected left-turn phasing.

Planned Grade Crossing Improvements

Pomona is bisected by two major freight and commuter rail lines within the corridor between Holt Avenue and Mission Boulevard. A former Southern Pacific Railroad line is now owned by the Union Pacific Railroad, which puts the UP in ownership of both lines in this corridor. The Alameda Corridor East (ACE) Construction Authority is a consortium of San Gabriel Valley and Pomona Valley cities that has received funding to develop a signal system for six arterials and 18 related intersections within Pomona.

This project is the Intelligent Roadway/ Rail Interface System (IR/RIS), a pilot program in Pomona to utilize new technologies that improve train control and detection. The project is planned to control rail crossing-related traffic delays. There are five grade crossings in which the implementation of IR/RIS improvements will take place: Hamilton Boulevard, Park Avenue, Main Street, Palomares Street, and San Antonio Avenue. The planned grade crossing improvements are illustrated in **Figure 6**.

This project is anticipated to begin Winter 2001 and be completed by early 2003. If successful, this concept will be implemented at other grade crossings under future phases of the project.

Planned control equipment is illustrated in **Figure 7** of Appendix A, and includes the following:

- Changeable Message Signs (CMS) that are planned to be linked to the Pomona Transit Center via optical fiber.
- Some microwave equipment for communications.
- Active train detection technologies.
- Closed-Circuit Television (CCTV) monitoring via remote-controlled cameras.

Desired Traffic Control Equipment Improvements

- The City would like a centralized traffic control system that will reduce field visits. A centralized system would enable staff to trouble-shoot problems and adjust timing patterns remotely.
- The City of Pomona wishes to have the subregional TMC at the Pomona Transit Center.
- In concert with TMC development, the City desires a traffic control system workstation for their maintenance facility and one at City Hall.



- Cal Poly Pomona would like to be connected to the communications fiber network in order to collect data. This could occur with connection on Temple Avenue.
- Strategically placed video monitoring cameras would be desirable for remote operations monitoring of key intersections.
- The City would like to obtain more information on traffic signal control systems. The City feels that use of an adaptive control system could be beneficial in timing plan generation and traffic flow improvement.

3.0 OPERATIONS AND MAINTENANCE ISSUES

The City of Pomona has identified specific system operations and maintenance issues regarding PVITS implementation within the City. The issues discussed during project coordination meetings included resources and staffing for maintenance of the current traffic control system, monitoring of traffic, and traffic data collection. Also discussed were operations and maintenance issues of an ITS system, and all of its related components.

- The Transportation and Development Division has four full-time traffic engineering staff. The employees share all of the responsibilities
- The City does their own signal and system maintenance. Labor costs are approximately \$400,000 per year to perform this maintenance, including streetlights. The City currently has six maintenance staff.
- Operating the traffic control system takes approximately 25% of the Engineering Department's staff time. This amount of time is acceptable to the City.
- The City would not be willing to allocate a higher percentage of staff time to operate an improved traffic control system.
- Problems with traffic control equipment are identified about half of the time by city staff, while identifications are also made by the public and the police department.
- The cost of new detection systems would be a barrier to the implementation of adaptive control systems within the City.

4.0 INTERAGENCY AND LOCAL CITY ISSUES

The following list documents issues of communication, cooperation, and agreement between the City of Pomona and other local and regional agencies.

- The City feels that more coordination is needed with the Fairplex during some events, especially the Immigration and Naturalization Service (INS) citizenship ceremonies that occur twice each month.
- The City would be open to placing City Staff at the Fairplex if a subregional TMC is located there.
- If a subregional TMC were to be located at the City, Fairplex staff would be welcome to work there.
- Coordination with Caltrans could be improved.
- Coordination with Fairplex only occurs during major events, such as the annual County Fair.
- Staff from both the Transportation and Development Division and the Pomona Police Department are in the field during the Los Angeles County Fair event.
- The Fairplex Independence Day events involve fieldwork by the Police Department only.



5.0 NEXT STEPS

The information summarized within this document will be utilized to formulate the Stakeholders and Operational Objectives Report (Deliverable 4.1.2). This document will provide a project-wide evaluation of stakeholder needs and wishes, and provide a basis for the Requirements Analysis under Task 5 of this project. The Stakeholders and Operational Objectives Report will provide the following analyses of PVITS project implementation, from information summarized in the Individual City Reports:

- Anticipated benefits to stakeholders
- Potential cost implications to stakeholders
- Potential impacts on local agency staffing and operation
- Potential impacts on local agency management and maintenance costs

Deliverables from the Addendum Report, Route 60 Feasibility Study, and the Fairplex Traffic Management Plan efforts will also be incorporated into the Requirements Analysis task and the Concept of Operations and Alternatives Analysis task documentation.



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Appendix A

Figure 1: Regionally Significant Arterials

Figure 2: Existing Truck Routes on Regionally Significant Arterials

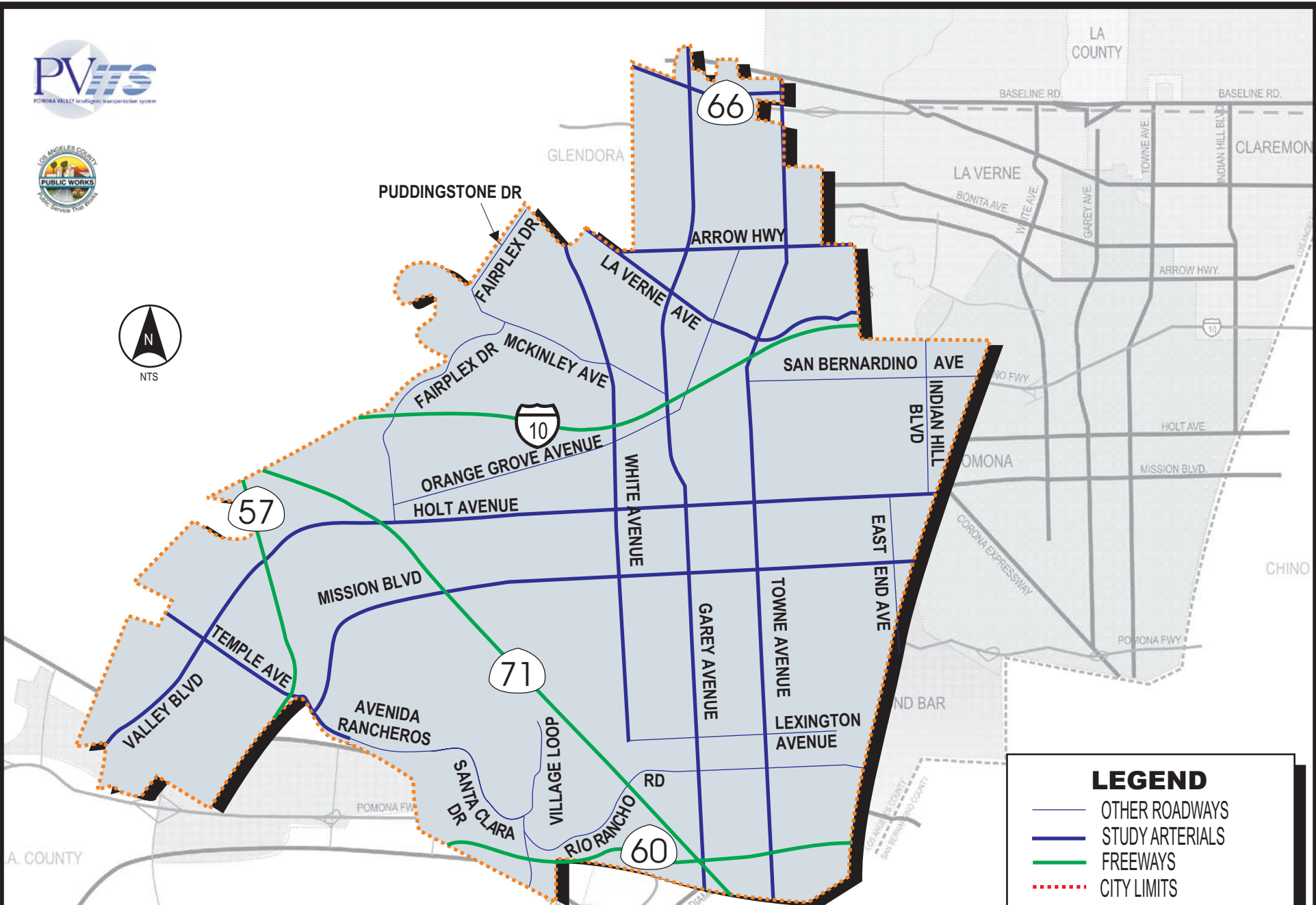
Figure 3: Average Daily Traffic and Level of Service (LOS) on Regionally Significant Arterials

Figure 4: Traffic Congestion Locations on Regionally Significant Arterials

Figure 5: Traffic Signal and Control Equipment Locations on Regionally Significant Arterials

Figure 6: Alameda Corridor East Planned Grade Crossing Improvements

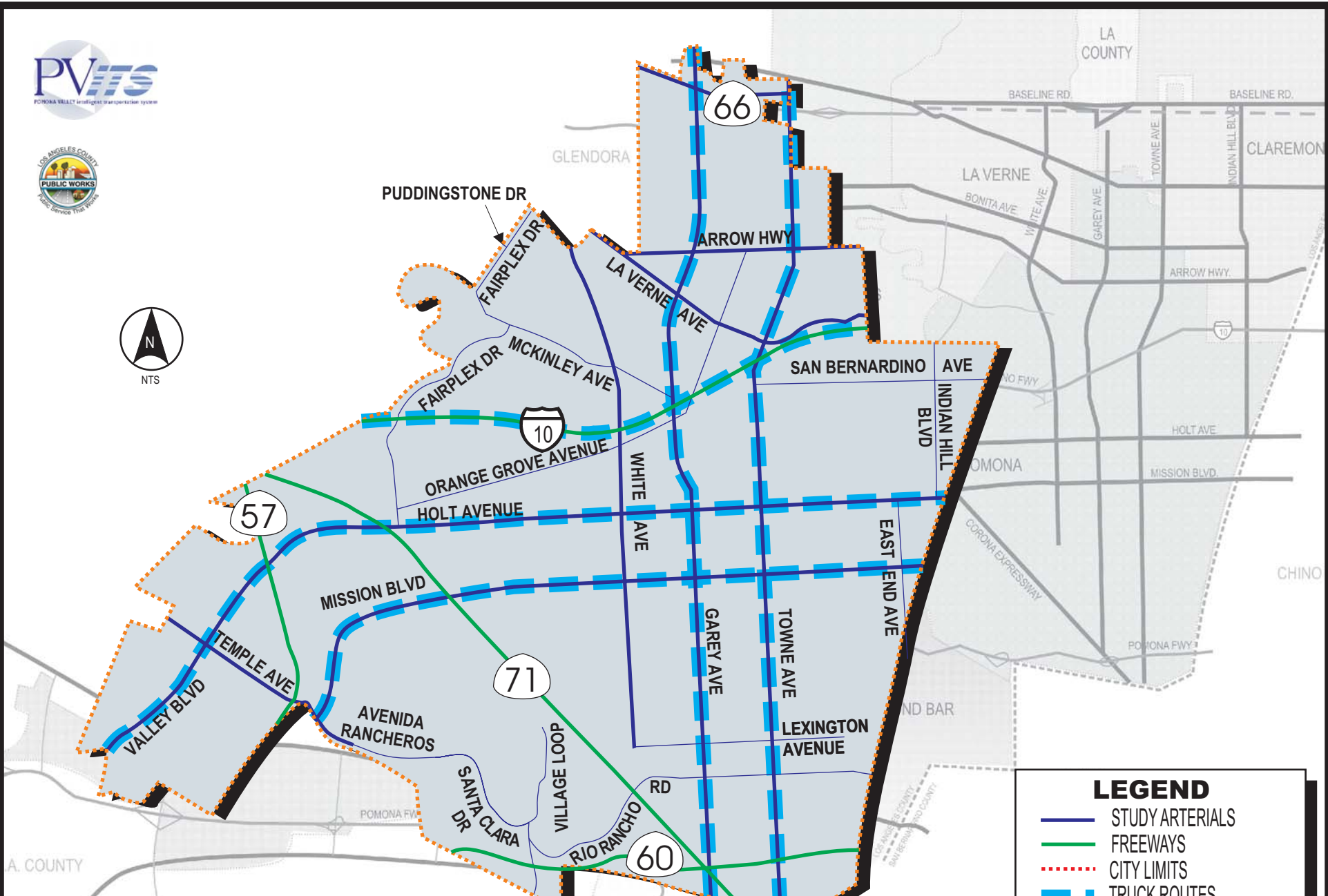
Figure 7: Alameda Corridor East (ACE) Project Proposed Equipment Locations



LEGEND

- OTHER ROADWAYS
- STUDY ARTERIALS
- FREEWAYS
- CITY LIMITS

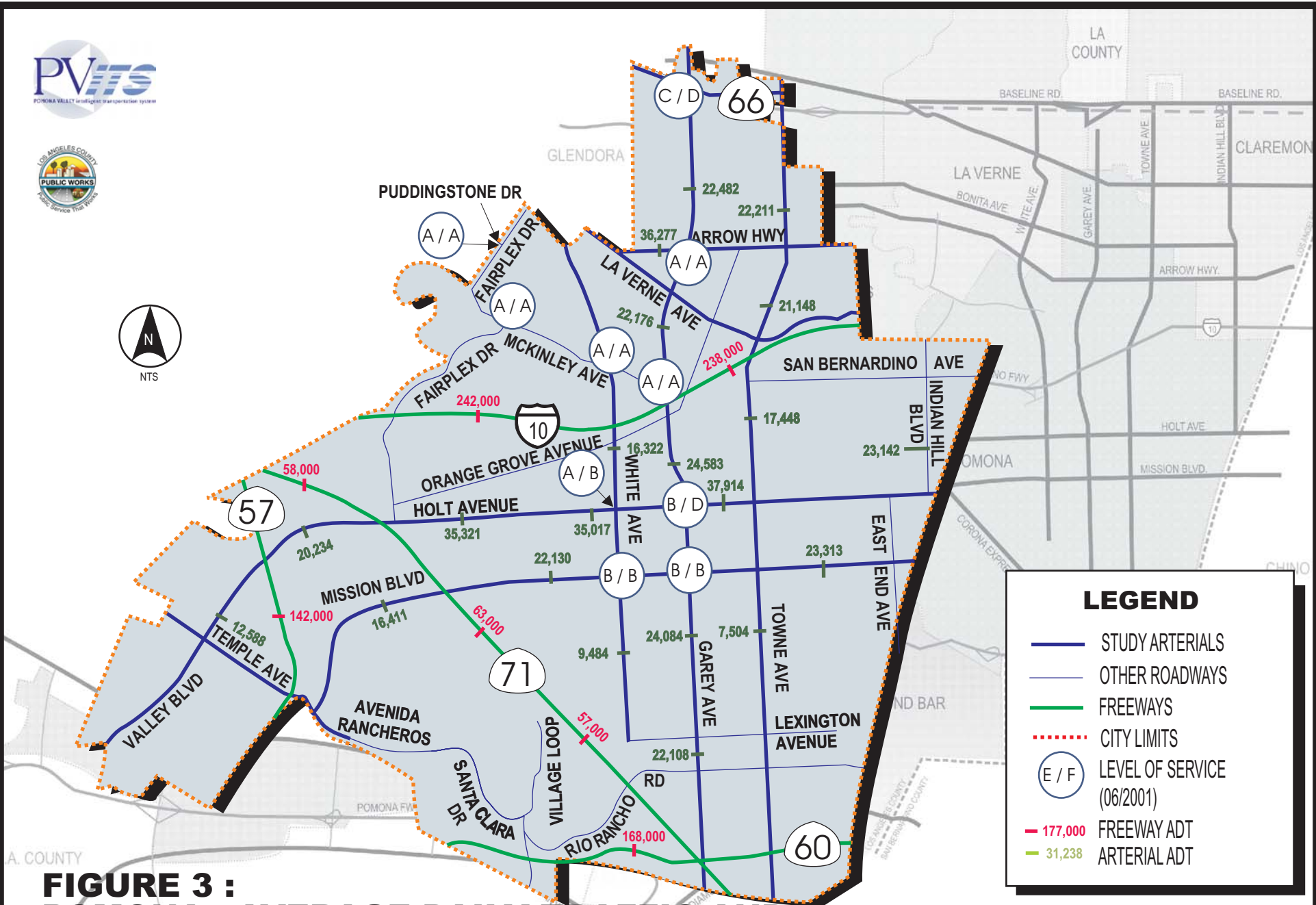
**FIGURE 1 :
POMONA - REGIONALLY SIGNIFICANT ARTERIALS**



LEGEND

- STUDY ARTERIALS
- FREEWAYS
- ... CITY LIMITS
- TRUCK ROUTES

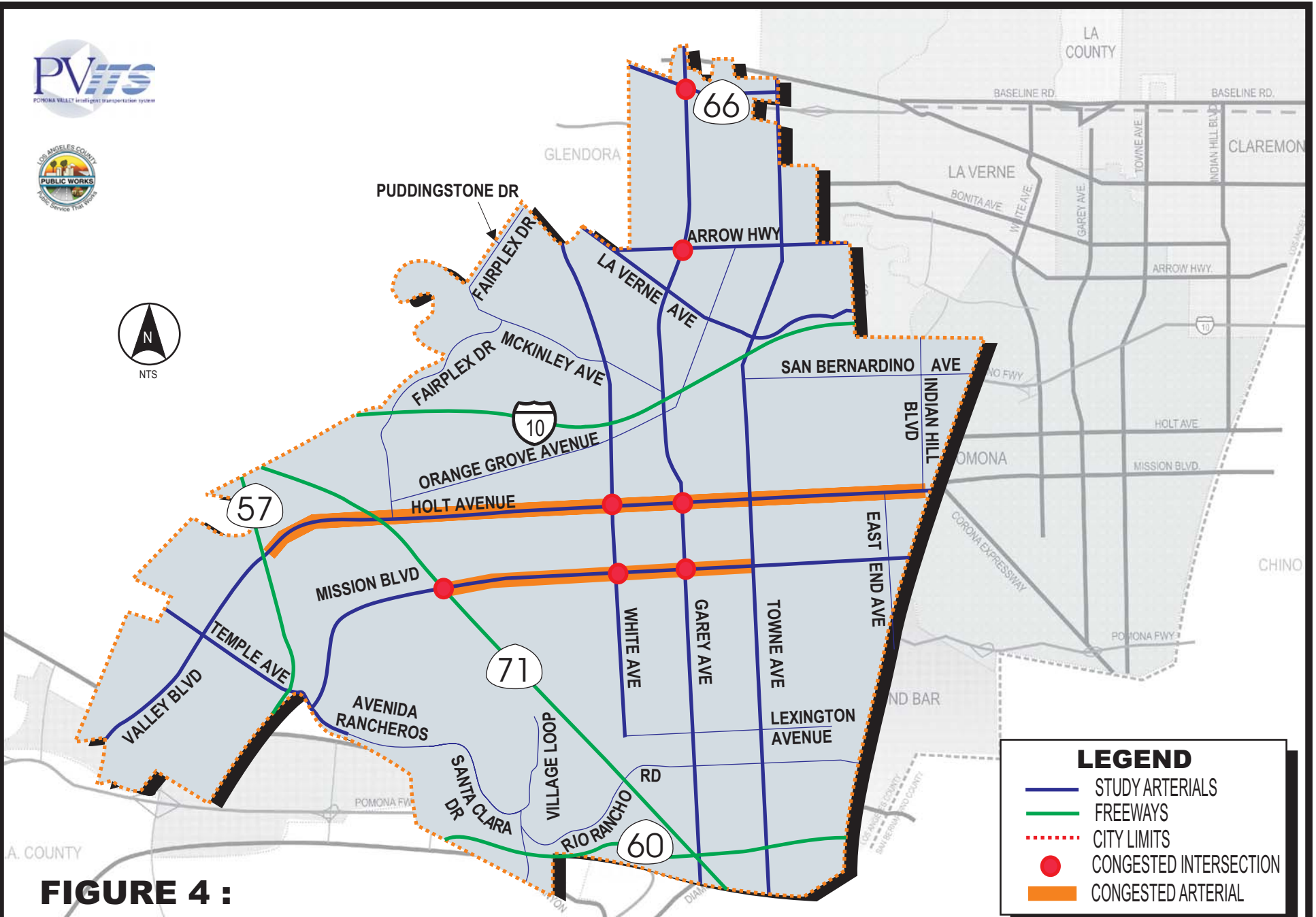
**FIGURE 2 :
POMONA - EXISTING TRUCK ROUTES
ON REGIONALLY SIGNIFICANT ARTERIALS**



LEGEND

- STUDY ARTERIALS
- OTHER ROADWAYS
- FREEWAYS
- - - CITY LIMITS
- E / F LEVEL OF SERVICE (06/2001)
- 177,000 FREEWAY ADT
- 31,238 ARTERIAL ADT

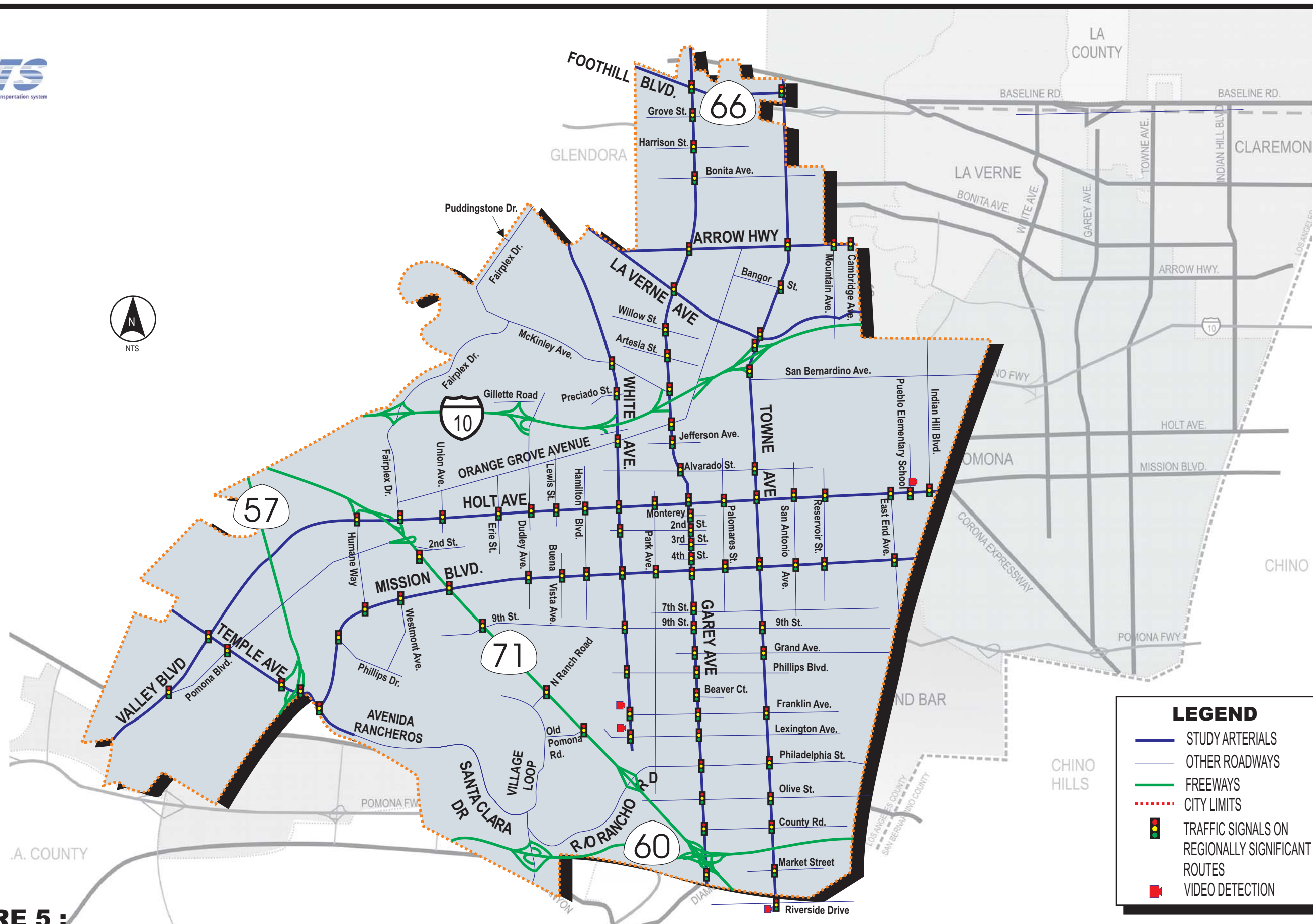
**FIGURE 3 :
POMONA - AVERAGE DAILY TRAFFIC AND
LEVEL OF SERVICE (LOS)
ON REGIONALLY SIGNIFICANT ARTERIALS**



LEGEND

- STUDY ARTERIALS
- FREEWAYS
- CITY LIMITS
- CONGESTED INTERSECTION
- CONGESTED ARTERIAL

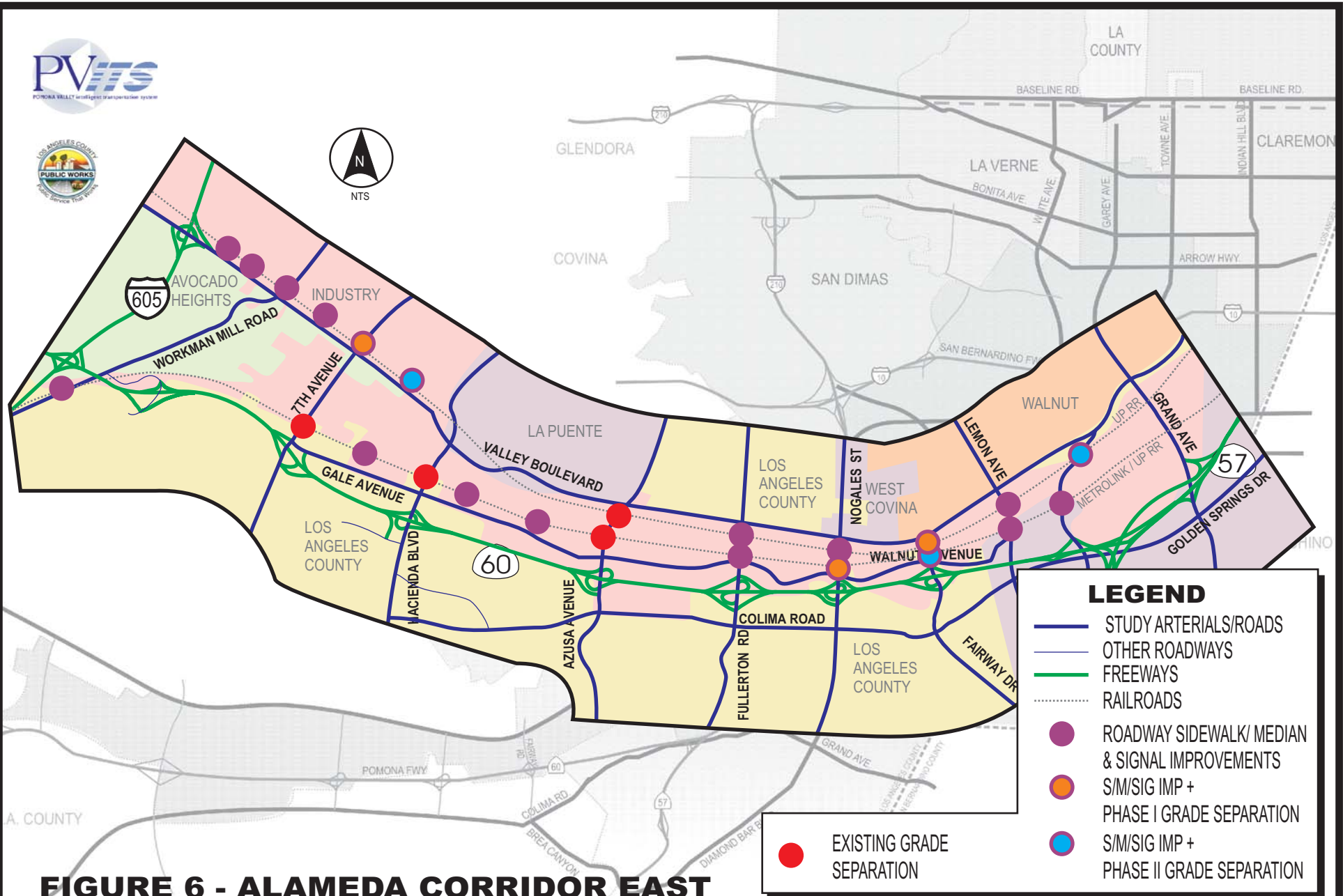
**FIGURE 4 :
POMONA - TRAFFIC CONGESTION LOCATIONS
ON REGIONALLY SIGNIFICANT ARTERIALS**



LEGEND

- STUDY ARTERIALS
- OTHER ROADWAYS
- FREEWAYS
- CITY LIMITS
- TRAFFIC SIGNALS ON REGIONALLY SIGNIFICANT ROUTES
- VIDEO DETECTION

**FIGURE 5 :
POMONA - TRAFFIC SIGNAL AND CONTROL EQUIPMENT LOCATIONS
ON REGIONALLY SIGNIFICANT ARTERIALS**

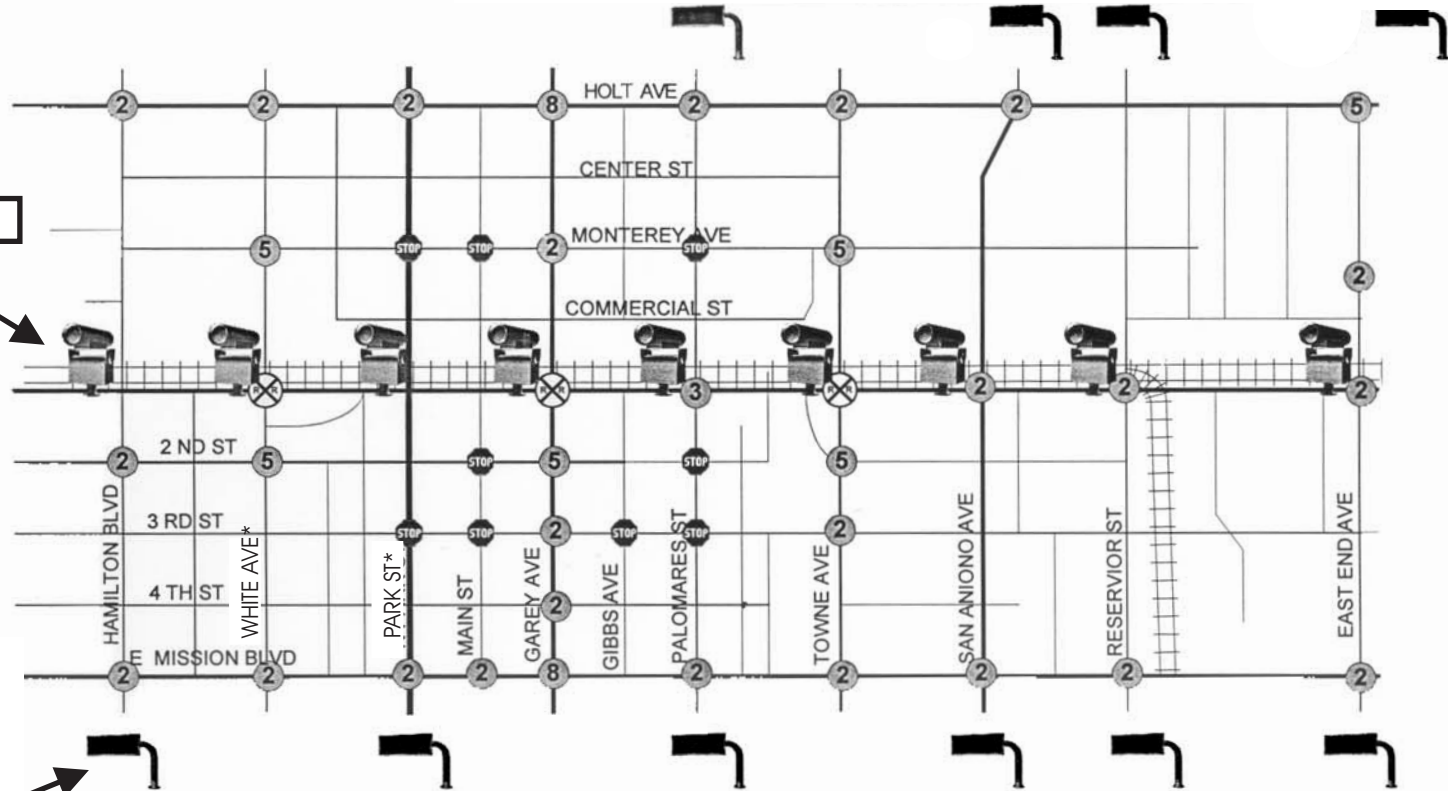


**FIGURE 6 - ALAMEDA CORRIDOR EAST
PLANNED GRADE CROSSING IMPROVEMENTS**



VMS and CCTV locations

VIDEO DETECTION



VARIABLE MESSAGE SIGN

Alameda Corridor East ITS Demonstration Project
Intelligent Roadway Rail Interface System

Source: Alameda Corridor East Construction Authority

* WITH REVISIONS AS NOTED BY KIMLEY-HORN

FIGURE 6 : POMONA - ALAMEDA CORRIDOR EAST PROJECT PROPOSED EQUIPMENT LOCATIONS



Appendix B

TRAFFIC SIGNAL EQUIPMENT ON REGIONALLY SIGNIFICANT ARTERIALS WITHIN POMONA		
Signalized Intersection	Phases	Ownership
SR 71 Expressway / 2 nd Street	3	Caltrans
SR 71 Expressway / 9 th Street	5	Caltrans
SR 71 Expressway / Mission Boulevard	8	Caltrans
SR 71 Expressway / North Ranch Road	4	Caltrans
SR 71 Expressway / Old Pomona Road	4	Caltrans
Arrow Highway / Garey Avenue	8	Pomona
Arrow Highway / Cambridge Avenue/ Mountain Avenue	2	Pomona & Claremont
Arrow Highway / Towne Avenue	8	Pomona
Foothill Boulevard / Garey Avenue	8	Caltrans
Foothill Boulevard / Towne Avenue	8	Caltrans
Garey Avenue / SR-60 Ramps	4	Caltrans
Garey Avenue / 2 nd Street	5	Pomona
Garey Avenue / 3 rd Street	2	Pomona
Garey Avenue / 4 th Street	2	Pomona
Garey Avenue / 7 th Street	2	Pomona
Garey Avenue / 9 th Street	2	Pomona
Garey Avenue / Alvarado Street	2	Pomona
Garey Avenue / Artesia Street	2	Pomona
Garey Avenue / Beaver Court	2	Pomona
Garey Avenue / Bonita Avenue	5	Pomona
Garey Avenue / County Road	5	Pomona
Garey Avenue / Franklin Avenue	2	Pomona
Garey Avenue / Grand Avenue	2	Pomona
Garey Avenue / Grove Street	2	Pomona
Garey Avenue / Harrison Street	2	Pomona
Garey Avenue / Holt Avenue	8	Pomona
Garey Avenue / Jefferson Avenue	3	Pomona
Garey Avenue / La Verne Avenue	5	Pomona
Garey Avenue / Lexington Avenue	2	Pomona
Garey Avenue / McKinley Avenue	5	Caltrans
Garey Avenue / Mission Boulevard	8	Pomona
Garey Avenue / Monterey Avenue	2	Pomona
Garey Avenue / Olive Street	2	Pomona
Garey Avenue / Orange Grove Avenue	5	Pomona
Garey Avenue / Philadelphia Street	5	Pomona
Garey Avenue / Willow Street	2	Pomona
Garey Avenue / Phillips Blvd.	5	Pomona
Holt Avenue / Dudley Street	2	Pomona



TRAFFIC SIGNAL EQUIPMENT ON REGIONALLY SIGNIFICANT ARTERIALS WITHIN POMONA		
Signalized Intersection	Phases	Ownership
Holt Avenue / East End Avenue	5	Pomona
Holt Avenue / Erie Street	2	Pomona
	4	
Holt Avenue / Hamilton Boulevard	2	Pomona
Holt Avenue / Indian Hill Boulevard	5	Pomona
Holt Avenue / Lewis Street	2	Pomona
Holt Avenue / Palomares Street	2	Pomona
Holt Avenue / Park Avenue	2	Pomona
Holt Avenue / Reservoir Street	2	Pomona
Holt Avenue / San Antonio Avenue	2	Pomona
Holt Avenue / Pueblo Elementary School	*	Pomona
Holt Avenue / Towne Avenue	8	Pomona
Holt Avenue / Union Avenue	2	Pomona
Holt Avenue / White Avenue	2	Pomona
Holt Ave/SR71 southbound ramps/Humane Way	4	Pomona
Holt Ave/SR71 northbound ramps/Fairplex Drive	4	Pomona
Mission Blvd. / Buena Vista Avenue	2	Pomona
Mission Blvd. / Dudley Street	2	Pomona
Mission Blvd. / Hamilton Boulevard	2	Pomona
Mission Blvd. / White Avenue	2	Pomona
Mission Blvd. / Park Avenue	2	Pomona
Mission Blvd. / Palomares Street	2	Pomona
Mission Blvd. / Towne Avenue	2	Pomona
Mission Blvd. / Temple Avenue	8	Pomona & Diamond Bar
Mission Blvd. / San Antonio Avenue	2	Pomona
Mission Blvd. / Reservoir Street	2	Pomona
Mission Blvd. / Westmont Avenue	4	Pomona
Mission Blvd. / East End Avenue	2	Pomona
Mission Blvd. / Phillips Boulevard	4	Pomona
Towne Avenue / Bangor Street	4	Pomona
Towne Avenue / La Verne Avenue	5	Pomona
Towne Avenue/10 Fwy W/B Ramps	4	Pomona
Temple Avenue / Valley Boulevard	8	Pomona
Temple Avenue / Pomona Boulevard	6	Pomona
Temple Avenue / SR57 southbound ramps	5	Caltrans
Temple Avenue / SR57 northbound ramps	2	Caltrans
Towne Avenue/10 Fwy E/B Ramps	4	Pomona
Towne Avenue / Alvarado Street	2	Pomona
Towne Avenue / 9 th Street	2	Pomona
Towne Avenue / Grand Avenue	2	Pomona
Towne Avenue / Philadelphia Street	2	Pomona
Towne Avenue / Franklin Avenue	*	Pomona
Towne Avenue / Olive Street	*	Pomona



TRAFFIC SIGNAL EQUIPMENT ON REGIONALLY SIGNIFICANT ARTERIALS WITHIN POMONA		
Signalized Intersection	Phases	Ownership
Towne Avenue / County Road	*	Pomona
Towne Avenue / Market Street	*	Pomona
Towne Avenue / Riverside Drive	*	Pomona/ San Bernadino County
Valley Blvd. / Pomona Boulevard	3	Pomona
White Avenue / McKinley Avenue	6	Pomona
White Avenue / 2 nd Street	5	Pomona
White Avenue / Preciado Street	2	Pomona
White Avenue / Orange Grove Avenue	2	Pomona
White Avenue / 9 th Street	2	Pomona
White Avenue / Phillips Boulevard	2	Pomona
White Avenue / Lexington Avenue	2	Pomona
White Avenue / Franklin Avenue	*	Pomona

*phasing information unavailable