



CITY OF POMONA COUNCIL REPORT

September 8, 2025

To: Honorable Mayor and Members of the City Council

From: Anita D. Scott, City Manager

Submitted By: Meg McWade, Public Works Director

**SUBJECT: DISCUSSION REGARDING CLASS 4 BIKE PATH ALTERNATIVES
ALONG ARROW HIGHWAY AND PEDESTRIAN IMPROVEMENT
ALTERNATIVES ALONG NORTH GAREY AVENUE RELATED TO
LIGHT RAIL “A” (GOLD) LINE AND FIRST LAST MILE
IMPROVEMENTS**

RECOMMENDATION:

It is recommended that the City Council discuss and provide direction related to the following alternatives:

- 1) Arrow Highway Two Direction Class 4 Separated Bike Lane Improvements (south side of street)
 - a. Alternative 1 – Southside Bulb-outs around utility poles/impediments from Lordsburg Court to Fair Avenue and full Class 4 bike lane in current parking lane from White Avenue east to Lordsburg Court and from Fair Avenue to eastern City limits.
 - i. Preserve all parking between Lordsburg Court and Fair Avenue;
 - ii. Approve bulb-outs design concept (with easements, as necessary) along the south side of Arrow Highway with locations still to be determined; or
 - b. Alternative 2 – Northside Bulb-outs into street around utility pole/impediments from Lordsburg Court to Fair Avenue and full Class 4 bike lane in current parking lane from White Avenue to Lordsburg Court and from Fair Avenue to eastern City limits.
 - i. Preserve most, but not all parking, between Lordsburg Court and Fair Avenue;
 - ii. Approve bulb-outs design concept around utility poles (no easements required) along the south side of Arrow Highway; or

- c. Alternative 3 – Full Class 4 bike lane in parking lane from White Avenue to eastern City limit
 - i. Approve loss of all existing parking on the south side of Arrow Highway
 - ii. Authorize use of parking lane along Southside of Arrow Highway. There is no bulb-out or easement design concept to approve for this alternative.
- 2) Garey Avenue – Pedestrian Improvements from Arrow Highway to Bonita Avenue
- a. Alternative 1 – Walkability Improvements: 6’ clear path around utility poles / impediments in the existing sidewalks
 - i. Approve wider sidewalk design concept along Garey Avenue, with easements as needed; or
 - b. Alternative 2 – No change to sidewalk width
 - i. Sidewalk width remains the same on Garey Avenue, from Arrow Highway to Bonita Avenue, resulting in narrower sidewalks.
- 3) Consider the need for full-width repaving of Arrow Highway

EXECUTIVE SUMMARY:

As part of the East San Gabriel Valley Sustainable Multimodal Improvements Project (ESGVSMIP) providing grant funds for first/last mile (FLM) and active transportation improvements, City Council is being asked to select from the options above to determine whether easements, bulb-outs, or no easements or bulb-outs should be incorporated within the design of a two-direction Class 4 bicycle path along the south side of Arrow Highway, from Mountain Avenue to White Avenue, and for walkability improvements along Garey Avenue, between Arrow Highway and Bonita Avenue. These FLM improvements will help the City meet its prior agreements/commitments with both the Metro Gold Line Foothill Construction Authority and the San Gabriel Valley Council of Governments (SGVCOG) as well as the City’s 3 Percent match for the Gold Line Project.

SB1439/GOVERNMENT CODE §84308 APPLICABILITY:

☐ When this box is checked, it indicates the agenda item is subject to the Levine Act SB1439 requirements. Councilmembers are reminded to check their campaign contributions and determine whether they have received a campaign contribution of \$500 or more that would require disclosure and/or recusal from discussing or acting on this agenda item. Campaign contributions of \$500 or more made 1) by any person or entity who is identified in the agenda report as the applicant or proposer or 2) on behalf of the applicant or participant, including a parent, subsidiary or otherwise related business entity, or 3) by any person who has a financial interest in the agenda item requires a councilmember to comply with SB1439.

FISCAL IMPACT:

The total cost to complete the subject First Last Mile improvements is estimated at \$14,000,000. Between grant funding that has already been obtained by either the City of Pomona (City) or through the SGVCOG, nearly all the funding has been secured.

The City previously allocated \$595,000 (consisting of \$53,000 for Project Approval & Environmental Documents Phase (PAED), \$497,000 for Planning Specifications & Estimating (PS&E) and \$45,000 for Construction (CON)) and will contribute up to \$1,600,000 of funding allocated in “Transit Improvement Program – Gold Line” Project No.428-2590-XXXXX-68559 funds for design and partial construction improvements in the City along Arrow Highway and Garey Avenue. The San Gabriel Valley Council of Governments (SGVCOG) secured an additional \$9,300,000 of various grant funds to help close the funding gap.

There is currently a \$1.9 million dollar shortfall. However, SGVCOG has been actively seeking and applying for grants in collaboration with City staff to help meet those deadlines. Fortunately, we anticipate that the funding that was applied for will be awarded to SGVCOG for this City project to cover the shortfall. This will allow the project to move to the construction phase soon.

The cost for these First Last Mile (FLM) improvements, currently estimated at \$14 million, is also expected to be utilized as partial credit, as allowable, towards the City’s required 3 percent match for the Gold Line Project.

PREVIOUS RELATED ACTION:

On April 20, 2015, Council approved a Cooperative Agreement (MCA) for the Metro Gold Line – Phase II (Phase 2B) between the Metro Gold Line Foothill Construction Authority and the City of Pomona as well as a required City match for the project.

On November 6, 2023, Council approved a Memorandum of Agreement between the City and the San Gabriel Valley Council of Governments (SGVCOG) to allocate \$595,000 of funds received from Los Angeles County Metropolitan Transportation Authority (“LACMTA/METRO”) through the Measure M Multi-Year Subregional Program (“MSP”), as well as, up to \$1,600,000 of the City’s General Purpose (Prop A Exchange) Funds for “Transit Improvement Program, Gold Line,” Project No. 428-2590-XXXXX-68559.

DISCUSSION:

The East San Gabriel Valley Sustainable Multimodal Improvements Project (ESGVSMIP) is the result of a partnership between the Cities of Pomona, Claremont, Azusa, Covina, La Verne and San Dimas, under leadership of the SGVCOG. The ESGVSMIP was initially suggested by the City of Glendora because of the completion of the Arrow Highway Multimodal Corridor Plan. After successfully securing a recommendation from the SGVCOG to receive \$15 million (of which Pomona’s share was \$595,000) in Measure M Multi-Year Subregional Program (MSP) award funds, the cities selected the SGVCOG to serve as the Project’s lead agency to coordinate and manage design and construction activities.

The proposed regional improvements provide connectivity to transit stations, employment centers, schools, and major entertainment and recreational centers. These improvements were identified through a series of robust community outreach efforts led by the Los Angeles County Metropolitan Authority (METRO) and members of East San Gabriel Valley. These efforts resulted in Metro's Gold Line Foothill Extension 2B First/Last Mile Plan, dated June 20, 2019. Specific improvements include protected bike lanes, ADA-compliant access ramps, sidewalk improvements and repairs, bike infrastructure, bus shelter renovation, pedestrian crossing enhancements, pedestrian bridges, and improved lighting and landscaping.

The City has previously entered a Memorandum of Understanding (MOU) with the SGVCOG and a Master Collaborative Agreement (MCA) with the Metro Gold Line Foothill Construction Authority to cooperate with the construction of the necessary First Last Mile improvements. The City is working with the SGVCOG to include, as part of the project, rehabilitation of Arrow Highway paving from East City Limit to West City Limit as part of the project. This repaving is still in a state of partial funding, but since improvements to Arrow Highway are necessary to facilitate additional travel to Pomona North Transit Station, the City is hopeful these improvements can be fully incorporated.

Based on the Gold Line MCA, the City of Pomona is expected to provide a 3 percent match towards the Gold Line Project. It is expected that the cost of the proposed FLM improvements along Arrow Highway, Garey Avenue, and Bonita Avenue will help the City meet the required 3 percent match.

The subject First Last Mile (FLM) improvements of this Council report include a two-direction Class 4 protected bicycle lane along the south side of Arrow Highway, from Mountain Avenue (eastern City limits) to White Avenue (City of La Verne), and pedestrian improvements with enhanced street lighting along Garey Avenue from Arrow Highway to Harrison Avenue. The project also includes enhanced street lighting along Bonita Avenue from Garey Avenue to Fulton Road, but that portion does not involve selection of alternatives, so it is not included in this report.

Community Outreach

In late July, the City held a Community Meeting on the project at Palomares Park. The project was presented to the Community (Attachment 1) with breakout sessions offered to provide for more personal interaction on the project. There was general support for FLM improvements with concerns from some community members about the potential loss of parking. In addition to the feedback at the meeting, a survey (Attachment 2) was made available to the general public. There have been varied responses received to date.

Project Alternatives

The City Council is being asked to provide input on alternatives for Arrow Highway and for Garey Avenue due to the potential need for easements, as well as input on full-width paving for Arrow Highway.

Arrow Highway – Southside Class IV Bike Lane Improvements

In advance of the Arrow Highway design alternatives being developed, a parking study was carried out on Arrow Highway which showed high usage in certain areas which guided the proposed location of the bike lanes. Along Arrow Highway, it was determined that the two-way bike lane should be constructed along the south side of the street to avoid affecting existing well-used street parking along the north side of the street, where most of the businesses along Arrow Highway in Pomona are located. There is little parking used along the south side of the street, except between Lordsburg Court and Fair Avenue, where parking is well used. This segment includes nine (9) properties that front Arrow Highway. One of the nine properties has a driveway on Arrow Highway, and one has a driveway on Fair Avenue. The remaining seven properties have garages on the alley and no driveways fronting Arrow Highway. Based on the parking study results and Class 4 bike lane requirements, the following alternatives were developed:

Alternative 1 – Southside Bulb-outs around utility poles/impediments between Lordsburg Court and Fair Avenue and full Class 4 bike lane in current parking lane from White Avenue east to Lordsburg Court and from Fair Avenue to eastern City limit

- a. Preserves all parking, from east of Lordsburg Court to Fair Avenue;
- b. Utilizes bulb-out design concept around utility poles, requiring some easements, along the south side of Arrow Highway with locations still to be determined; or

Alternative 2 – Northside Bulb-outs into street around utility pole/impediments from east of Lordsburg Court and Fair Avenue and full Class 4 bike lane in current parking lane from White Avenue to Lordsburg Court and from Fair Avenue to eastern City limits.

- a. Preserves some, but not all, parking between Lordsburg Court and Fair Avenue;
- b. Utilizes bulb-out design concept around utility poles, requiring no easements, along the south side of Arrow Highway with locations still to be determined; or

Alternative 3 – Full Class 4 bike lane in parking lane from City limit to City limit

- a. Loss of all existing parking on the south side of Arrow Highway;
- b. No bulb-out design concept (or easements) to approve.

It should be noted that currently the entire project area is Arrow Highway from White Avenue to eastern City limits. The first segment – from White Avenue to Lordsburg Court - is in the City of La Verne and Staff has been working with La Verne on the design to ensure connectivity within their area. While the City of La Verne is supportive of bike and walkability improvements, formal approval of any design concept would most likely require City Council consideration. Should La Verne decide not to support the White Avenue to Lordsburg Court segment, the City of Pomona would work the SGVCOG to revise the design to remain within the City limits.

Arrow Highway - Paving

The FLM project typically would provide funding for paving the bike lane but not additional areas. Arrow Highway is a well-traveled street with pedestrian and bike connectivity along the entire stretch from neighborhoods, businesses, and transit connections. Based on the use of Arrow Highway as a travel path for connectivity to get to the bike lane and FLM improvements, Staff recommends paving of full width of Arrow Highway as an important component of this project and is seeking Council support.

Garey Avenue – Pedestrian Improvements

Along Garey Avenue from Arrow Highway to White Avenue, Council is being asked to determine whether small easements design concept should be approved as needed to facilitate walkability to the Pomona North Station. Easements would allow for a 6' wide path for pedestrians without impediments such as poles, signal cabinets, hydrants, and other obstructions on this stretch of sidewalk. It is anticipated that when the Gold Line (A Line) opens, there will be more pedestrian traffic in this area, and wider sidewalks would enhance the pedestrian experience.

Prepared by:

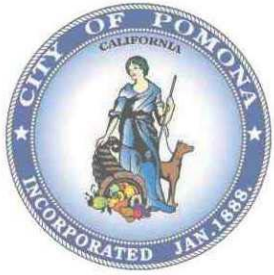
Shandy Dittman, Public Works Fiscal and Project Manager

ATTACHMENT(S):

Attachment No. 1 – July 17, 2025 Community Meeting Presentation for Arrow Highway, North Garey Avenue, and Bonita Avenue SMIP and FLM Project

Attachment No. 2 – Survey

Attachment No. 3- Depiction of Alternatives Powerpoint



July 17, 2025

COMMUNITY MEETING

for

ARROW HWY., N. GAREY AVE., & BONITA AVE SMIP and FLM Project

Transit Improvement Program – Gold Line, Project No. 428-68559;
and,
East San Gabriel Valley Sustainable Multimodal Improvements
Project (ESGVSMIP)

AGENDA

I. PROJECT BACKGROUND

II. PROJECT DESCRIPTION, PARKING STUDY, & EASEMENTS

II. ALTERNATIVES / CONCEPT PLANS

III. COSTS & BENEFITS

IV. NEXT STEPS: CHARETTES & MORE

PROJECT BACKGROUND

- Transportation / Transit / Traffic
- Metro A-Line (Gold Line)
- Transit Oriented Development (TOD)
- POMONA NORTH STATION, ARROW HWY. & GAREY AVE. traffic will increase
- MCA (Coop Agreement, Gold Line Authority – City, Nov. 6, 2015)
- MOA (Memorandum of Agreement, SGVCOG – City, May 5, 2024)
- 3% Match Required from A-Line Cities
- Funding : Regional & Re-Paving

BACKGROUND – Cont'd

- This is a high priority project as it implements several regional transportation plans, policies, goals, and visions included in the Arrow Highway Multimodal Corridor Plan, the San Gabriel Valley Greenways Plan, Metro's First/Last Mile Plan, and the City's Capital Improvement Program.

BACKGROUND – Cont'd

2028 OLYMPICS

- Mountain Bicycling at Frank G. Bonellii Regional Park
- Cricket at Los Angeles County Fairgrounds
- NOTE: Transportation via Transit (especially via Buses and Trains, will be required.
- POMONA NORTH STATION, ARROW HWY. & GAREY AVE. traffic will increase

PROJECT DESCRIPTION

See Next Slides



- | | | |
|---|---|---|
|  | Arrow Hwy: White Ave to Mountain Ave - I | New bike lanes, Traffic signal interconnect , limited / sustainable re-paving |
|  | Garey Ave: Arrow Hwy to Harrison Ave - Widened Sidewalks, Streetlight Improvements, Traffic signal interconnect | |
|  | Bonita Ave: Fulton Rd to Garey Ave - Streetlight improvements | |
|  | Intersection upgrades including curb extensions and traffic signal upgrades | |



BASIS OF BEARING:
THE BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (NAD83), ZONE 5 DATUM, BASED LOCALLY ON A LINE BETWEEN NGS CONTROL POINTS EV53794 AND EV53841, BEING N49°35'29" E, 1094.36' (2700').

BENCHMARK:
LOS ANGELES COUNTY PUBLIC WORKS BENCHMARK NO. J62172. DESCRIPTION: IRON TAG IN S OIL 1/2" DIA. IRON @ SE COR ARROW HWY & DAREY AVE 581' E/O & 39.47' S/O C/A INT. ELEVATION = 744.18'



HRGreen
PACIFIC

HR GREEN PACIFIC, INC.
1280 CORONA PONTE COURT
SUITE 202
CORONA, CA 92679
TEL: (949) 900-4762
FAX: (949) 941-5877

DATE INIT

Δ

DIVISIONS

DATE INIT

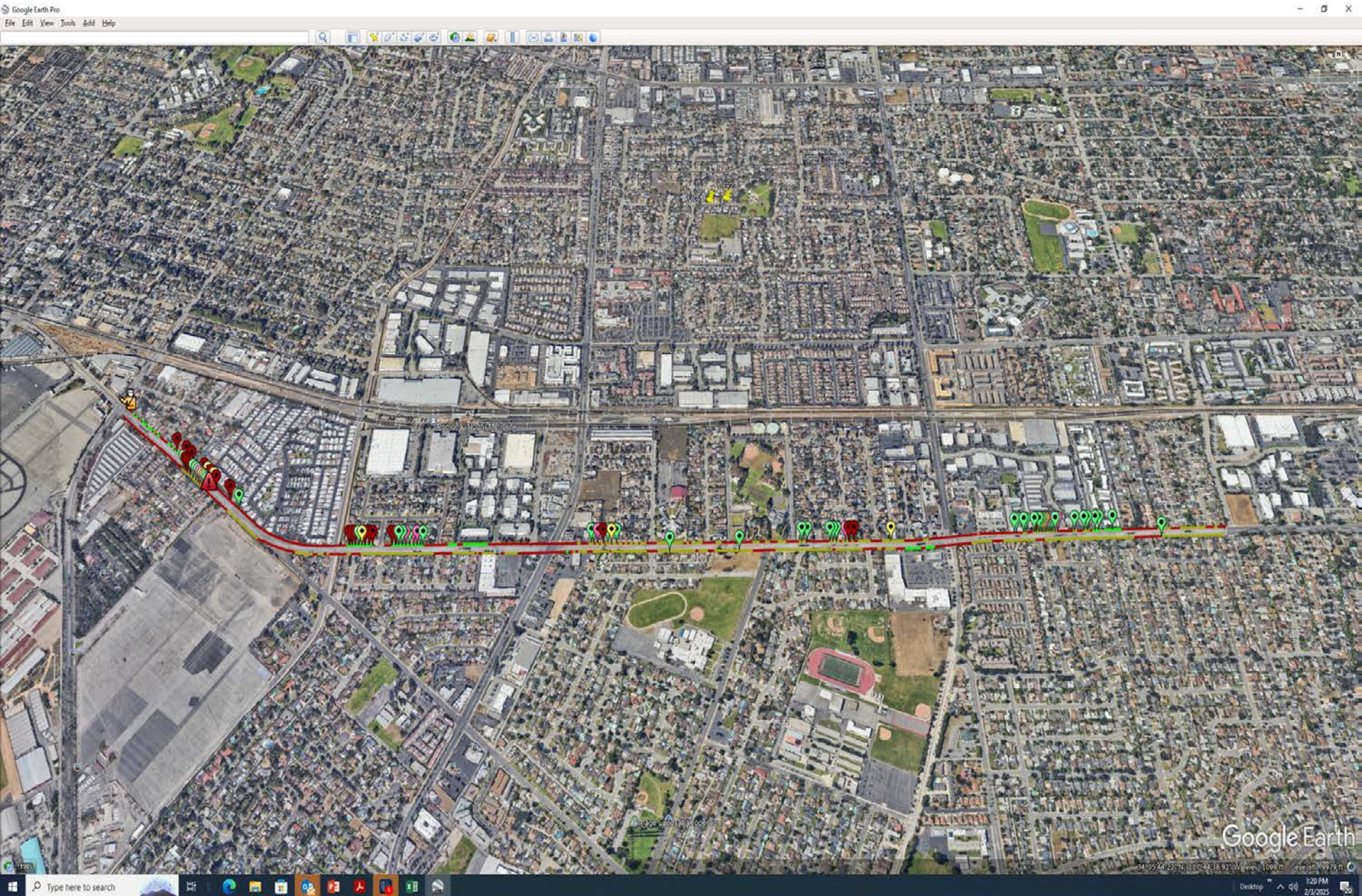
LOCATION MAP
POMONA SMIP - PH. 1 IMPROVEMENTS
ARROW HWY, GAREY AVE, BONITA AVE

SCALE	DESIGNED: P.T. ENDR	SHEET
	DRAWN: P.T. ENDR	
	CHECKED:	
	REVIEWED:	

PROJECT DESCRIPTION – Cont'd

- Garey Ave, Bonita Ave to E Arrow Hwy – New/widened sidewalks, ADA improvements, Signal Interconnect
- Garey Ave, Harrison Ave to E Arrow Hwy – New streetlight improvements
- Bonita Ave, Fulton Rd to Garey Ave – New streetlight improvements
- Arrow Hwy, White Ave to Mountain Ave – new bike lanes & limited/sustainable Re-paving***
- Arrow Hwy, Fulton Rd to Towne Ave – Signal Interconnect
- Arrow Hwy and Amberson St – Intersection improvements
- Arrow Hwy and Fulton Rd – Intersection improvements (Improvements to be coordinated with Gold Line intersection and signal plans at this intersection)
- Arrow Hwy and Garey Ave – Intersection/signal improvements
- Garey Ave and Bonita Ave – Intersection/signal improvements
- Garey Ave and Harrison Ave – Intersection improvements

PARKING STUDY



NOTES:
 1. HORIZONTAL AND VERTICAL LOCATIONS TO BE VERIFIED IN THE FIELD AND ENGINEER NOTIFIED OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

THIS PROJECT IS BEING ADMINISTERED BY THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SOGVCO) ON BEHALF OF THE CITY OF POMONA

ACCEPTED
 BY: PUBLIC WORKS DIRECTOR DATE: _____
 RECOMMENDED
 BY: ARNOLD BOLDEN, P.E., RCE, RGS, MGS, CITY ENGINEER DATE: _____
CITY OF POMONA
 PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION
 POMONA SMIP PHASE 1 PROJECT

TRANSIT IMPROVEMENT PLANS
TYPICAL SECTIONS

SCALE
 AS SHOWN

DESIGNED: JMT, ENGR.
DRAWN: JMT, ENGR.
CHECKED: JMT, ENGR.
REVIEWED: JMT, ENGR.

SHEET
 1 OF 1

Potential Easements

(Arrow Hwy. & Garey Ave.)

GAREY AVE.

- Not All Parcels, & Only for 6' Clear Path Sidewalk
- Various locations
- Alternative: Narrower Sidewalks,
i.e. Alternatives on Garey Ave. are, **Only:**
Easements OR Narrower Sidewalks

Potential Easements

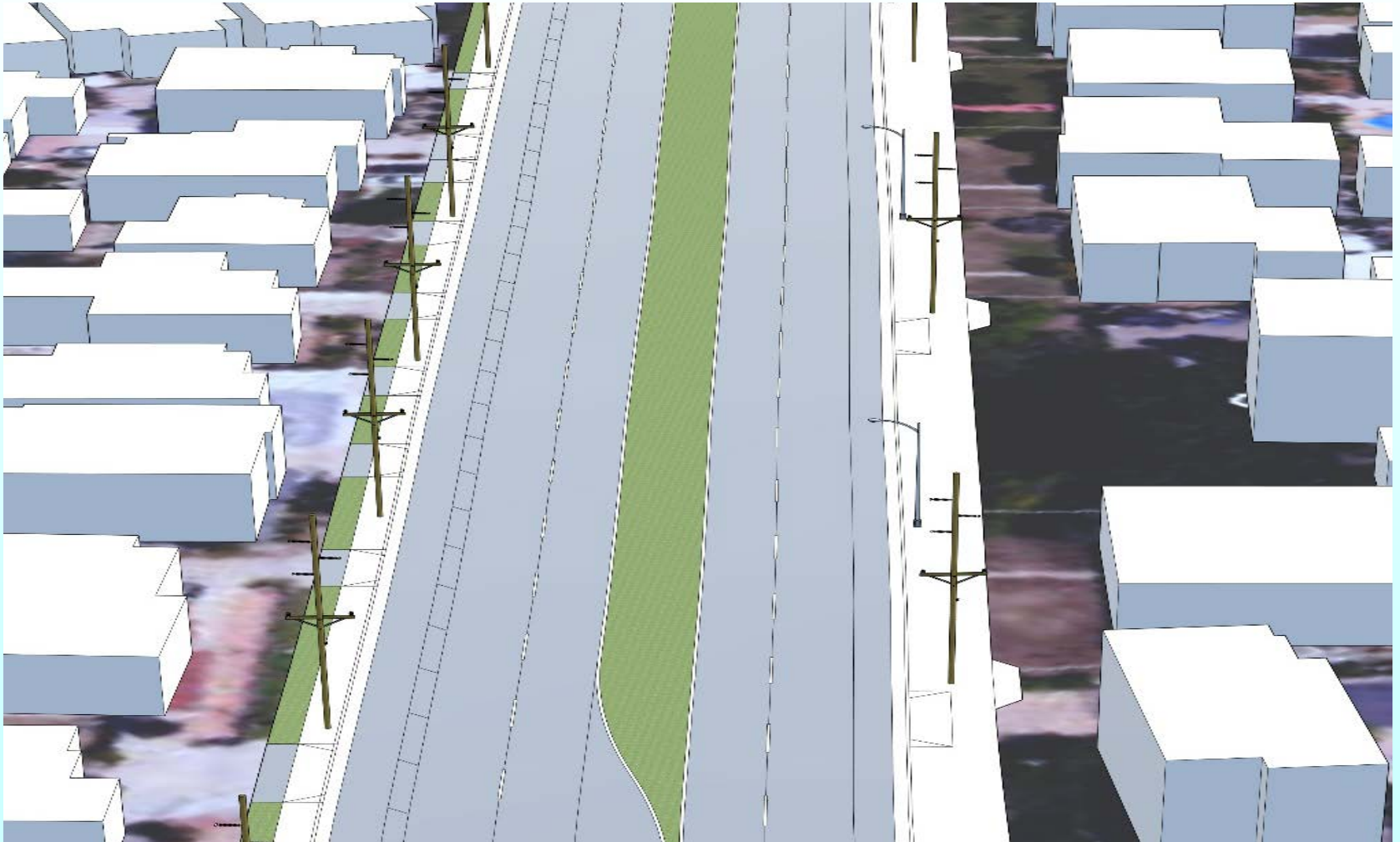
(Arrow Hwy. & Garey Ave.)

ARROW HWY.

- Not All Parcels, Potentially Few/Several Easements, Why?: **Preserve Parking (N&S*)**
- *Generally around Lordsburg Ct. and Fair Ave. area, on South Side of Arrow Hwy. (Only)
- Alternatives 1, 2, 3, & 4 – next slides

ARROW HWY. (Garey Ave. similar)

ALTERNATIVE 1: Some EASEMENTS Likely S. Side
Preserves Existing Parking N. Side, and
between Lordsburg Ct. & Fair Ave. on S. Side of Arrow Hwy.

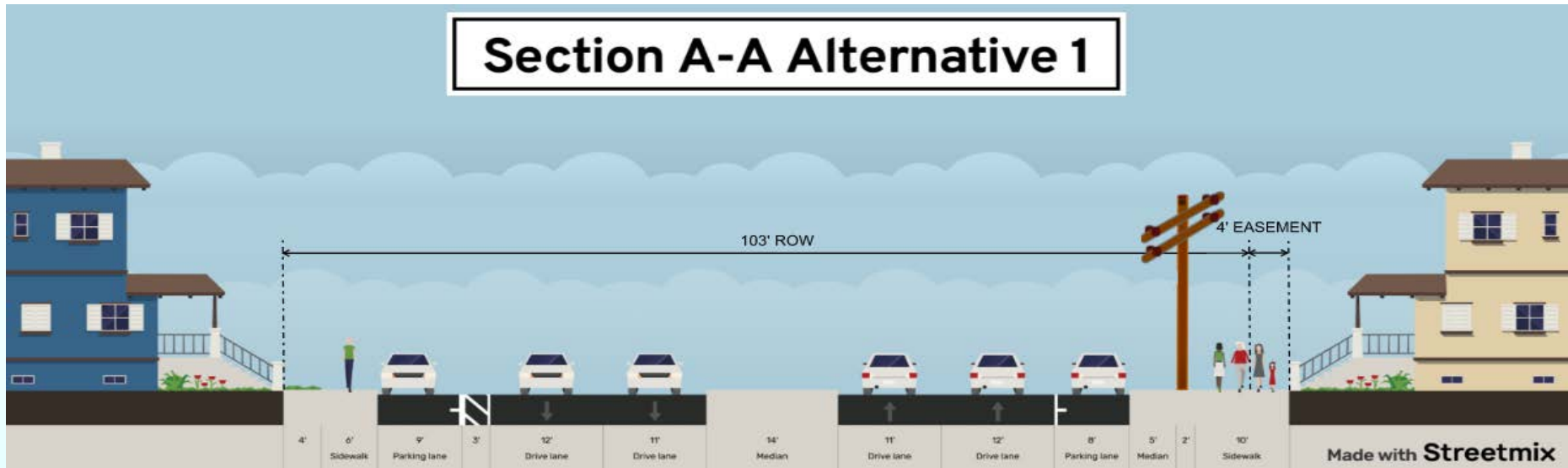


Arrow Hwy. (Garey Ave. similar) – Easements

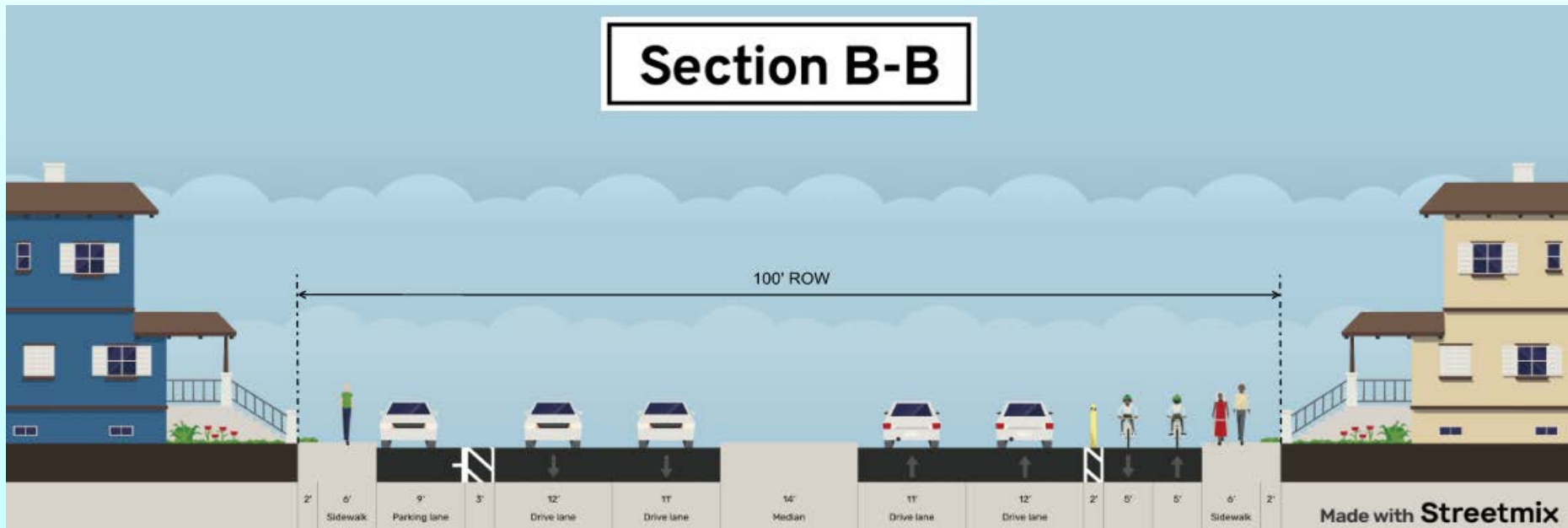


Arrow Hwy.

Section A-A Alternative 1



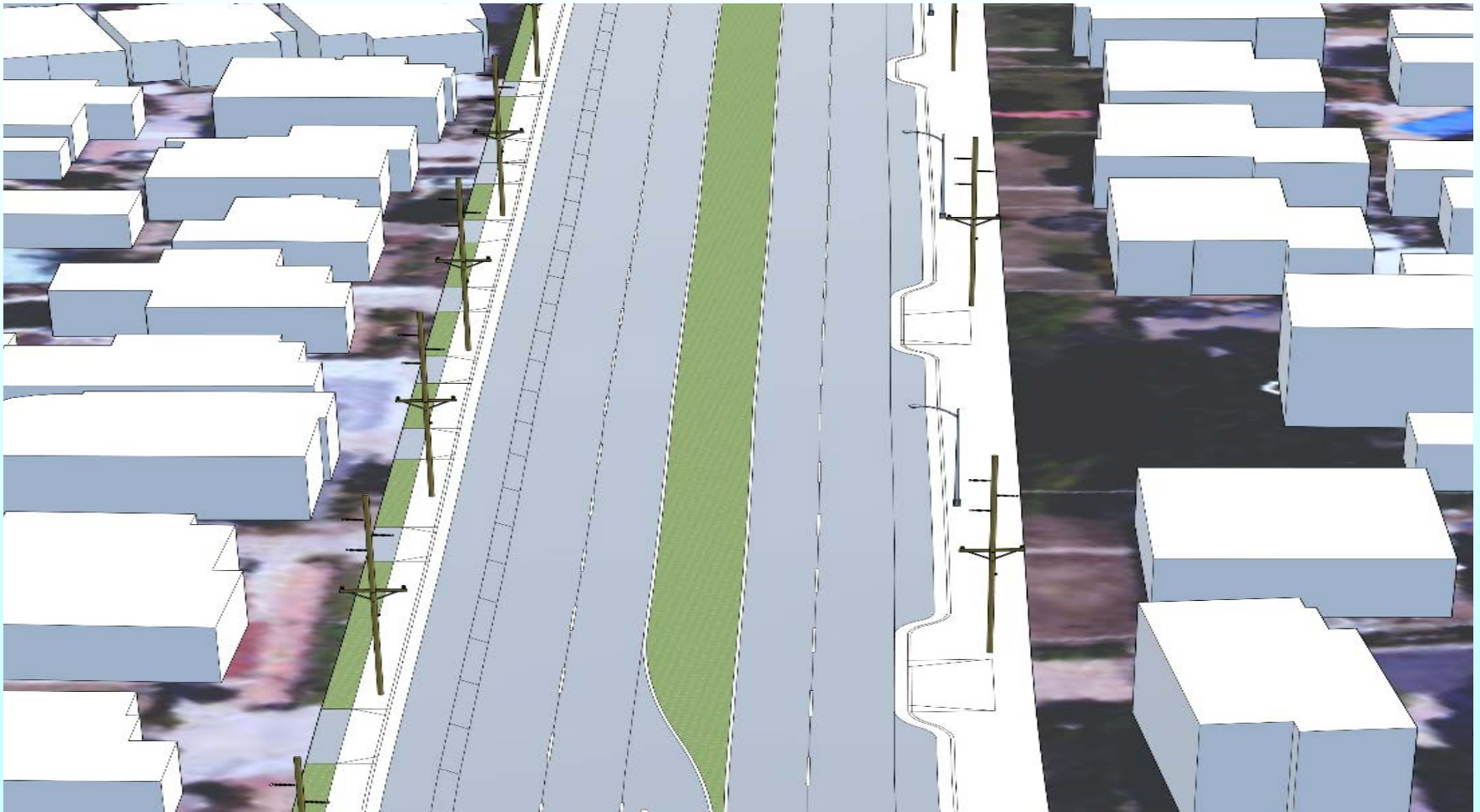
Section B-B



ARROW HWY.

ALTERNATIVE 2: BULB-OUTS & NO EASEMENTS

Preserves Existing Parking on North Side of Arrow Hwy., and
between Lordsburg Ct. & Fair Ave. on S. Side of Arrow Hwy.

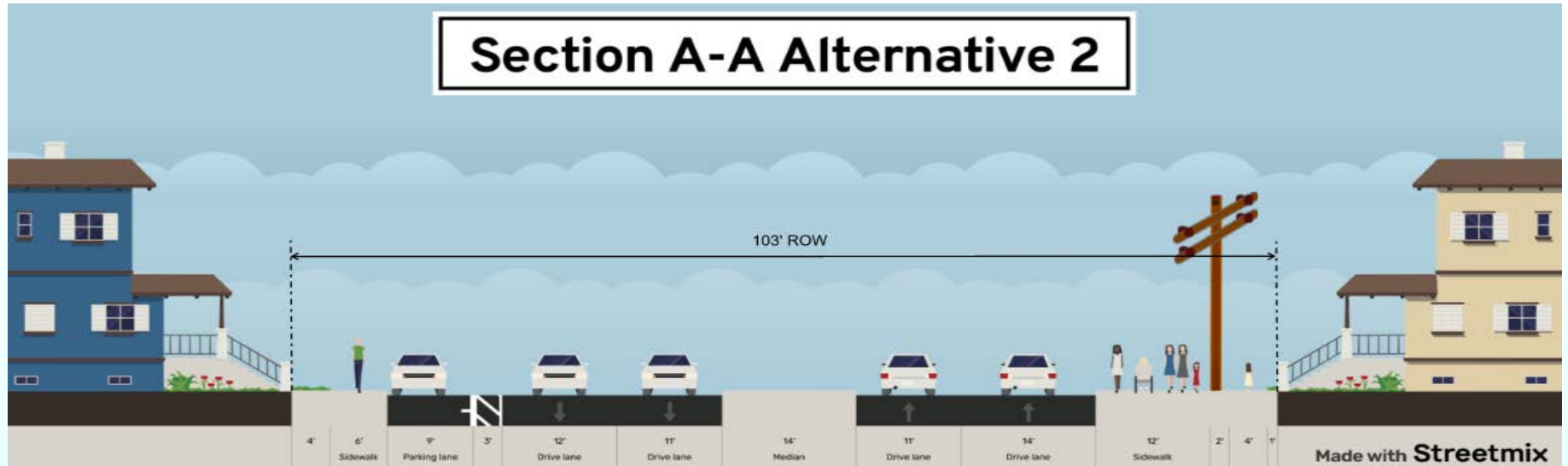


Arrow Hwy. - Bulbouts

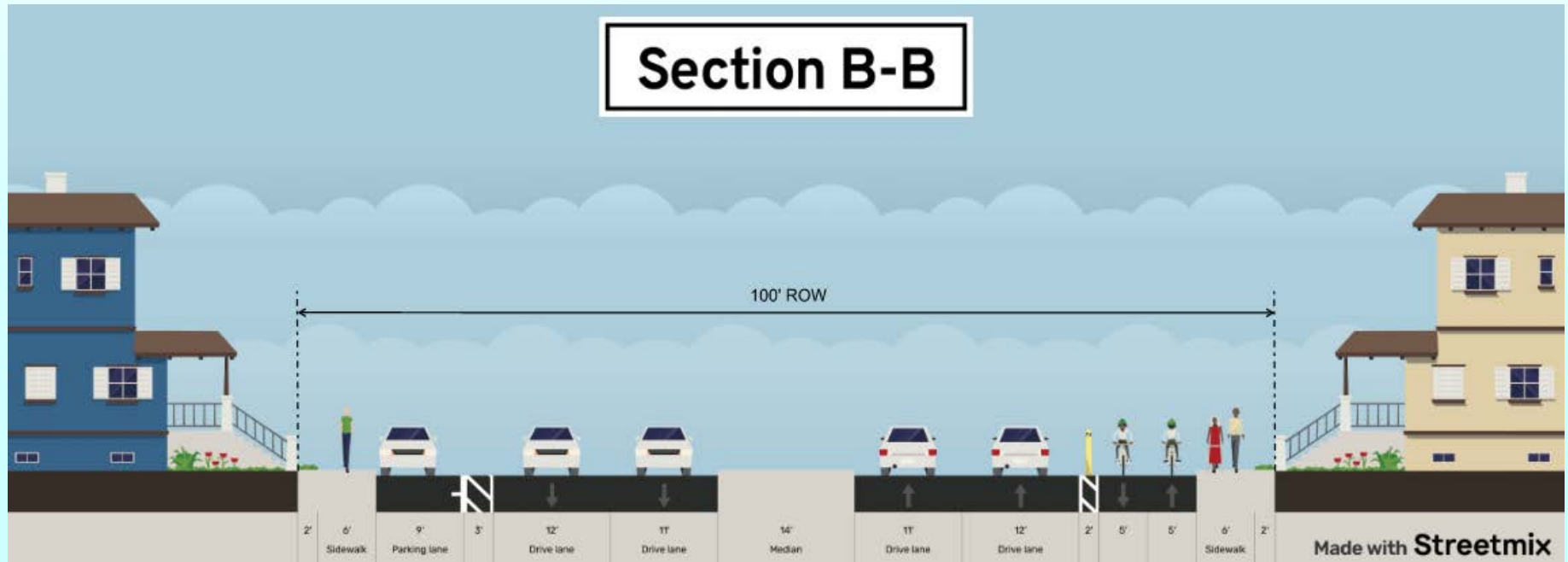


Arrow Hwy.

Section A-A Alternative 2



Section B-B

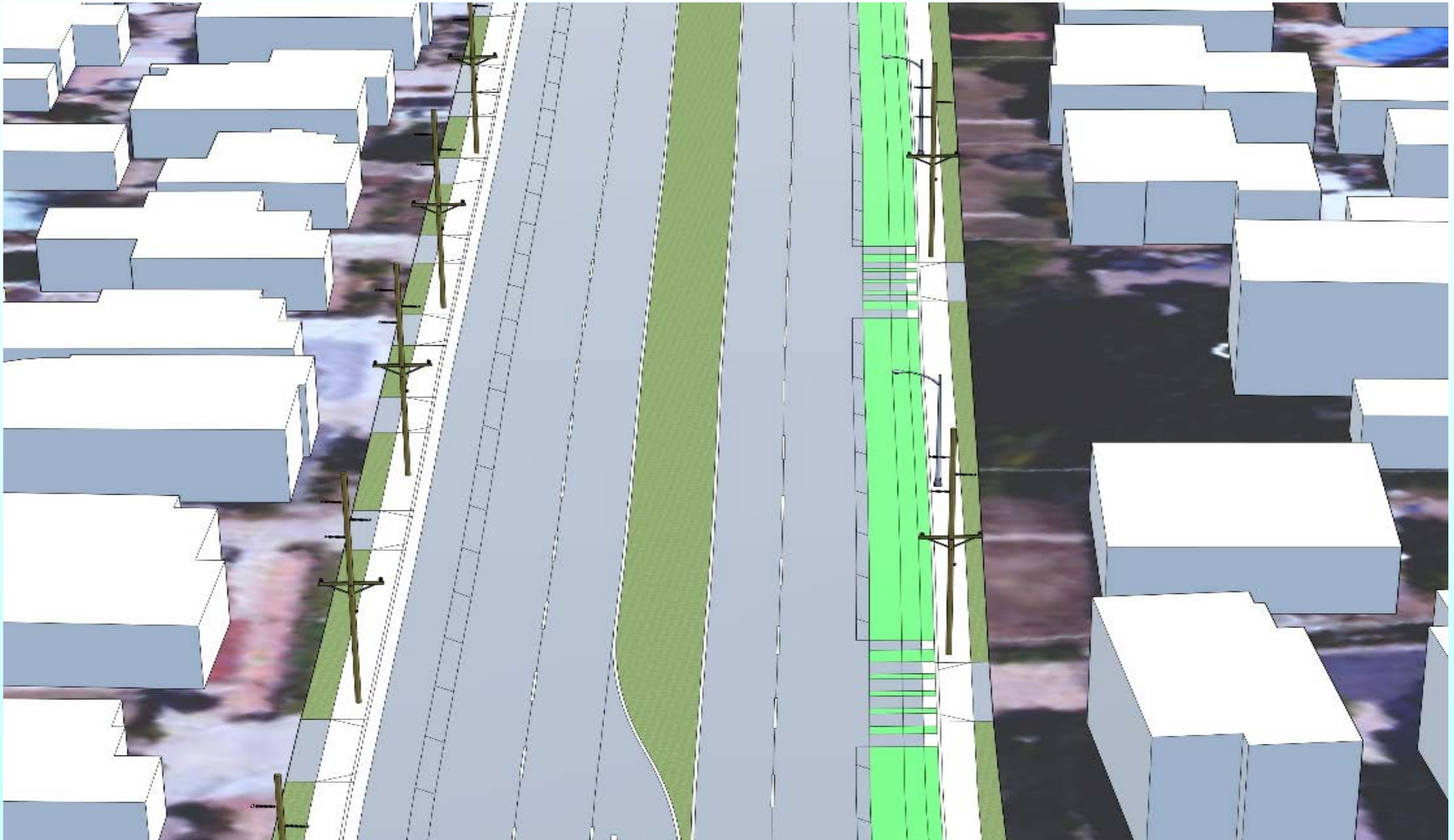


ARROW HWY.

ALTERNATIVE 3: NO BULB-OUTS & NO EASEMENTS

Preserves ALL Existing Parking on North; however,

Removes ALL Existing Parking on South Side of Arrow Hwy.,

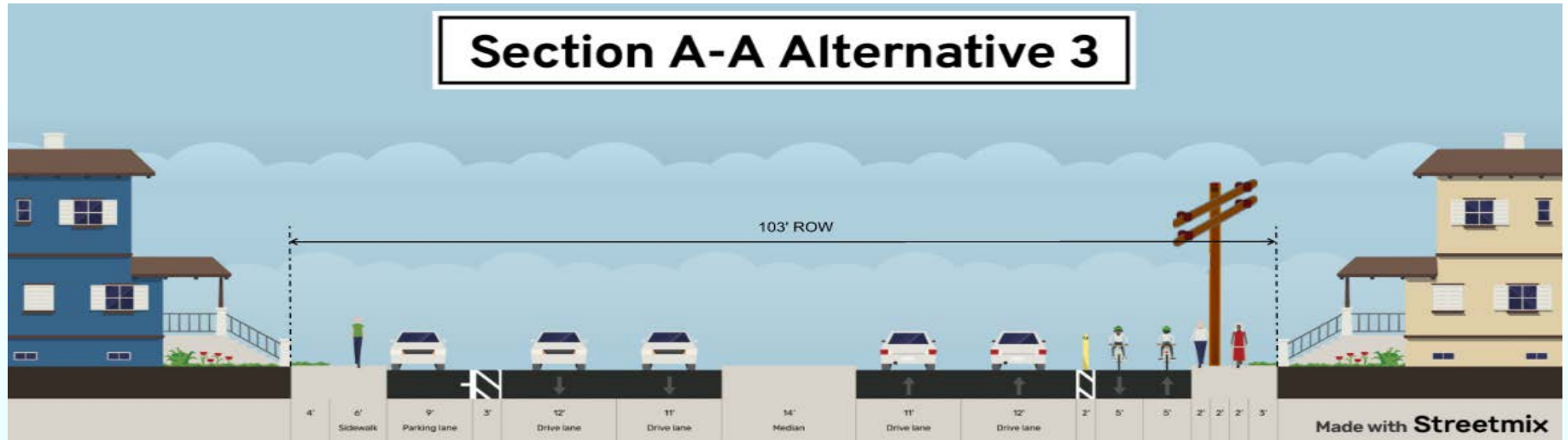


Arrow Hwy. – Cl. IV Bikeway (w/exist. sidewalk)

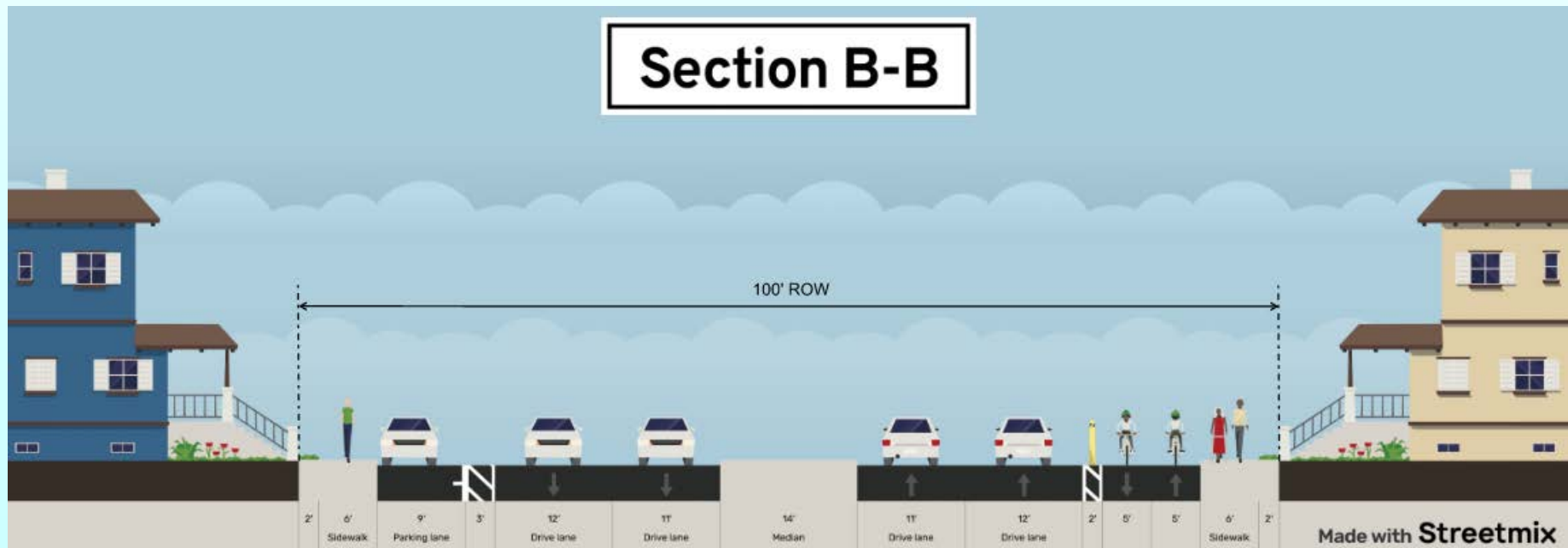


Arrow Hwy.

Section A-A Alternative 3



Section B-B



ARROW HWY.

ALTERNATIVE 4: Bike Lanes on North and South sides

NO BULB-OUTS & NO EASEMENTS; however,

NO Parking on North & South Sides of Arrow Hwy.

All parking removed

- City Staff believes Alternative 4 is Not practical.

COSTS

- \$1.6M
- Some Potential Easements or Parking Loss

BENEFITS

- **\$12M** of Improvement Grants to City
- Pave Part & maybe full Arrow Hwy
- Pay for 3% Match
- Metro A-Line TOD Access
- Offset/Mitigate traffic with other modes
- No loss of any existing travel lanes
- Get to/from Pomona North Station SAFER!
- Less Air Pollution
- LA28 Summer Olympics and Paralympic Games Access
- Improved Access to Jobs/Medical...

ESTIMATED COSTS & **FUNDING SECURED**

Budget Needed	\$13,914,000
CRP Grant <u>Awarded</u>	\$ 8,144,500
MSRP C2 Funds <u>Obligated</u>	\$ 595,000
MSRP C3 Funds <u>Awarded</u>	\$ 1,705,500
City Contribution <u>Allocated</u>	\$ 1,600,000
Funding <u>Secured</u>	<u>\$12,045,000</u>
Remaining Need (MAT2 grant Or other)	\$ 1,869,000

LEVERAGING LOCAL FUNDING

- This SMIP First Last Mile (FLM)* project has potential to construct up to approximately \$13.9 million (almost estimated \$14M) of improvements in the City of Pomona, using only \$1.6M of City Funds.

NEXT STEPS

- 1. CHARETTES (tonight) & SURVEY
FOR COMMENTS AND INPUT**
- 2. CITY COUNCIL**
- 3. DESIGN &
EASMENTS / ALTERNATIVES**
- 4. CONSTRUCTION (2026-2027)**

Backup Extra Slides

















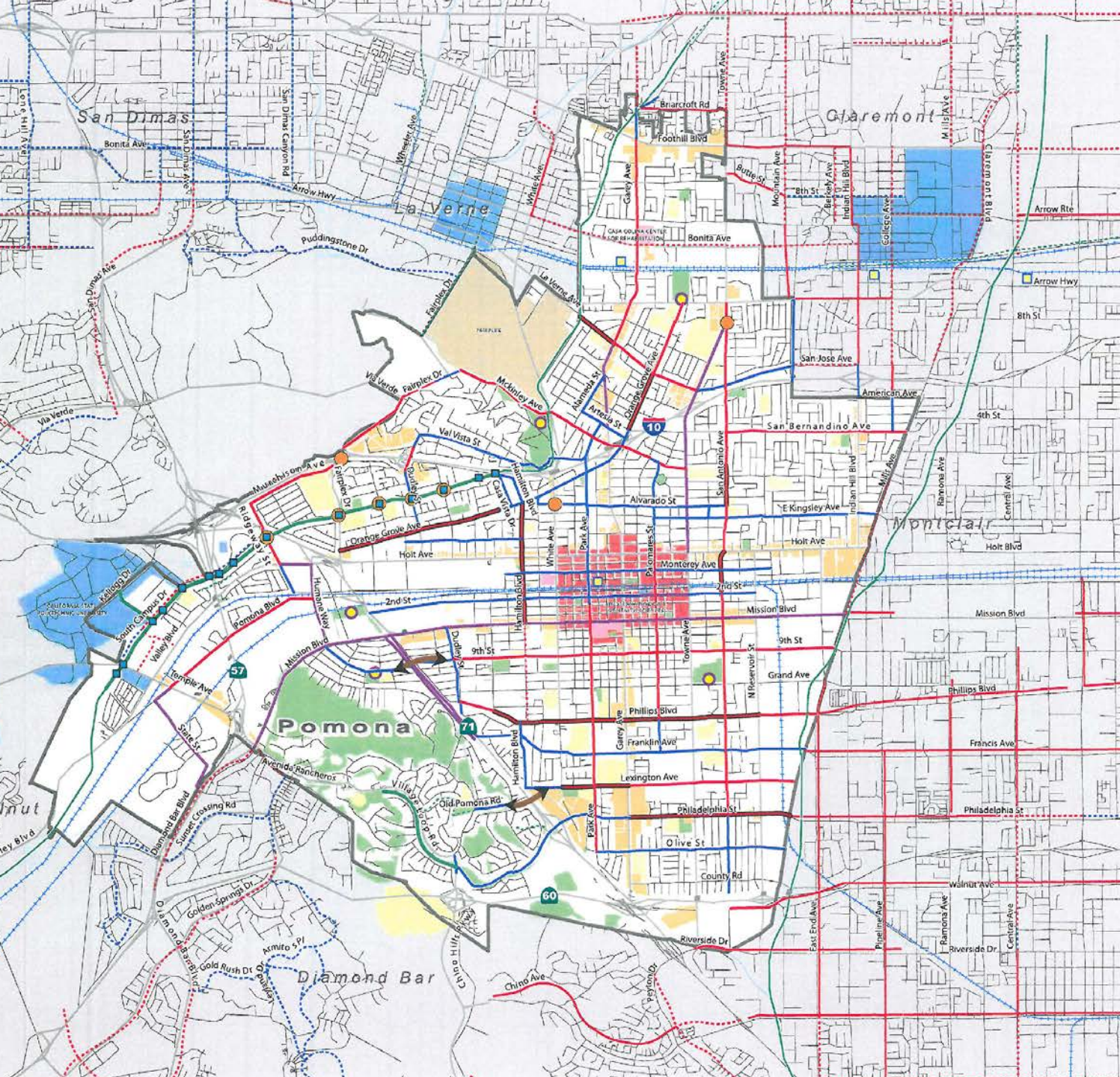




2026 FIFA WORLD CUP

- June – July , 2026
- Host Countries: USA, Canada, & Mexico
- Host Cities: Los Angles & others
- NOTE: Transportaion via Transit (especially via Buses and Trains, will be required.
- POMONA NORTH STATION, ARROW HWY. & GAREY AVE. traffic will increase

**FIGURE 4-1:
EXISTING AND PROPOSED
BICYCLE FACILITIES**



- Potential Future Connection
- Bike Path Access Points
- Intersection / Crossing Improvements

Proposed Bike Facilities

- Bike Path
- Bike Path (Long Term)
- Bike Lane
- Bike Route
- Bike Lane After Road Diet
- Bike Lane After Removal of Parking
- Potential Future Bike Facilities
- Transit Centers
- Day Labor Center
- Bridges
- Community Centers

Existing Bike Facilities

- Bike Path
- Bike Lane
- Bike Route
- City Boundary

Zoning / Land Use

- Commercial
- Parks, Open Spaces, Vacant
- Civic Center / Public Buildings
- Fairplex
- Schools
- Universities
- Downtown Specific Plan Area

0 0.5 1 Miles



**East San Gabriel Valley Sustainable Multimodal Improvement Project (SMIP)
Pomona Transit Improvement Program – Metro Gold Line First/Last Mile Improvements
(Arrow Highway, Garey Avenue, and Bonita Avenue)**

Community Input Survey QR Codes



English



Spanish

Background

The San Gabriel Valley Council of Governments (SGVCOG) in partnership with the City of Pomona are working to implement Active Transportation and First/Last Mile (pedestrian and bikeway) improvements near the Pomona North Metrolink and Metro A Line Stations along Arrow Highway, Garey Avenue, and Bonita Avenue, to provide improved multimodal pedestrian and bicycle connectivity.

Proposed Improvements

The East San Gabriel Valley Sustainable Multimodal Improvement Project (SMIP) Pomona Transit Improvement Program – Metro Gold Line First/Last Mile Improvements will include the following:

1. New/Widened Sidewalks & ADA Improvements

- Garey Ave, Bonita Ave to E Arrow Hwy: New/widened sidewalks, ADA improvements

2. Streetlight Improvements

- Garey Ave, Harrison Ave to E Arrow Hwy: New streetlight improvements
- Bonita Ave, Fulton Rd to Garey Ave: New streetlight improvements

3. Bike Lanes & Pavement

- Arrow Hwy, White Ave to Mountain Ave: New bike lanes and limited/sustainable repaving

4. Intersection/Signal Improvements

- Garey Ave, Bonita Ave to E Arrow Hwy: Signal Interconnect
- Arrow Hwy, Fulton Rd to Towne Ave: Signal Interconnect
- Arrow Hwy and Amberson St: Intersection improvements
- Arrow Hwy and Fulton Rd: Intersection improvements (to be coordinated with Gold Line)
- Arrow Hwy and Garey Ave: Intersection/signal improvements
- Garey Ave and Bonita Ave: Intersection/signal improvements
- Garey Ave and Harrison Ave: Intersection improvements

Implementation Alternatives

In order to implement the proposed bikeway on Arrow Highway, the SGVCOG and the City of Pomona have derived three (3) alternatives for which we are seeking public input:

- Alternative 1:** Secure easements from private property owners to expand the sidewalk. Elevate the proposed bikeway onto the sidewalk, along the south side of Arrow Highway generally between Lordsburg Court and Fair Avenue. This alternative preserves on-street parking on the south side of Arrow Highway generally between Lordsburg Court and Fair Avenue, and all of the existing parking on the north side of Arrow Highway (however, east of Fair Avenue, parking will be eliminated along the south side of Arrow Highway).
- Alternative 2:** Elevate the proposed bikeway onto the sidewalk and construct curb extensions without easements. This alternative preserves much (but not all) on-street on the south side of Arrow Highway generally between Lordsburg Court and Fair Avenue and all of the existing parking on the north side of Arrow Highway (however, east of Fair Avenue, parking will be eliminated along the south side of Arrow Highway).
- Alternative 3:** Remove existing on-street curbside parking (on all of the south side of Arrow Highway) and place the proposed bikeway where the parking lane used to be along the curb, in the street. Existing parking on the north side of Arrow Highway remains unchanged.

Resident Survey

Please review the following questions below and respond to this survey by July 31, 2025.

Name _____ Email _____
Address _____

1. Do you live in the City of Pomona? Yes. _____ No. _____
1a. If yes, do you live within the project area? Yes. _____ No. _____
2. Of the three alternatives above, which do you prefer the most?
Alternative 1. _____ Alternative 2. _____ Alternative 3. _____
3. Do you have any other comments? If so, please include your comments here:

Stay connected with us on social media for the latest updates and information.

Instagram: @SGVCOG **Facebook:** Facebook.com/sgvcog **X (Twitter):** @SGVCOG

Proyecto de Mejora Multimodal Sostenible del Valle Este de San Gabriel (SMIP)

Programa de Mejoras de Tránsito de Pomona – Mejoras de Primeras/Últimas Millas de la Línea Dorada de Metro (Arrow Highway, Garey Avenue y Bonita Avenue)

Encuesta de Opinión Comunitaria

Puede responder y entregar sus respuestas en la reunión o escanear el código QR a continuación para responder en línea

Ingles



Español



El Consejo de Gobiernos del Valle de San Gabriel (SGVCOG), en asociación con la Ciudad de Pomona, está trabajando para implementar mejoras de Transporte Activo y de Primeras/Últimas Millas (peatonales y ciclovías) cerca de las estaciones Pomona North Metrolink y Metro Línea A, a lo largo de Arrow Highway, Garey Avenue y Bonita Avenue, para mejorar la conectividad peatonal y ciclista multimodal.

Mejoras Propuestas

Programa de Mejoras de Tránsito de Pomona – Mejoras de Primeras/Últimas Millas de la Línea Dorada del Metro incluirá lo siguiente:

1. Nuevas/Ampliadas Aceras y Mejoras ADA:

- Garey Ave, Bonita Ave hasta E Arrow Hwy: Nuevas/aceras ampliadas, mejoras de accesibilidad ADA

2. Mejoras de Alumbrado Público:

- Garey Ave, Harrison Ave hasta E Arrow Hwy: Nuevas mejoras de alumbrado público
- Bonita Ave, Fulton Rd hasta Garey Ave: Nuevas mejoras de alumbrado público

3. Ciclovías y Pavimentación:

- Arrow Hwy, White Ave hasta Mountain Ave: Nuevas ciclovías y repavimentación limitada/sostenible

4. Mejoras de Intersección y Señalización:

- Garey Ave, Bonita Ave hasta E Arrow Hwy: Interconexión de señales
- Arrow Hwy, Fulton Rd hasta Towne Ave: Interconexión de señales
- Arrow Hwy y Amberson St: Mejoras de intersección
- Arrow Hwy y Fulton Rd: Mejoras de intersección (coordinadas con el proyecto de la Línea Dorada)
- Arrow Hwy y Garey Ave: Mejoras de intersección/señalización
- Garey Ave y Bonita Ave: Mejoras de intersección/señalización
- Garey Ave y Harrison Ave: Mejoras de intersección

Alternativas Propuestas

Alternativa 1: Obtener servidumbres de paso de propietarios privados para ampliar la acera. Elevar la ciclovía propuesta sobre la acera, a lo largo del lado sur de Arrow Highway, generalmente entre Lordsburg Court y Fair Avenue. Esta alternativa conserva el estacionamiento en la calle en el lado sur de Arrow Highway, generalmente entre Lordsburg Court y Fair Avenue, y todo el estacionamiento existente en el lado norte de Arrow Highway (sin embargo, al este de Fair Avenue, se eliminará el estacionamiento a lo largo del lado sur de Arrow Highway).

Alternativa 2: Obtener servidumbres de paso de propietarios privados para ampliar la acera. Elevar la ciclovía propuesta sobre la acera, a lo largo del lado sur de Arrow Highway, generalmente entre Lordsburg Court y Fair Avenue. Esta alternativa conserva el estacionamiento en la calle en el lado sur de Arrow Highway, generalmente entre Lordsburg Court y Fair Avenue, y todo el estacionamiento existente en el lado norte de Arrow Highway (sin embargo, al este de Fair Avenue, se eliminará el estacionamiento a lo largo del lado sur de Arrow Highway).

Alternativa 3: Eliminar el estacionamiento actual junto a la acera en todo el lado sur de Arrow Highway y colocar la ciclovía propuesta en la calle, donde antes estaba el carril de estacionamiento. El estacionamiento existente en el lado norte permanecerá sin cambios.

¡Agradecemos sus comentarios!

Revise las siguientes preguntas y marque sus respuestas con una "X". Por favor responda esta encuesta antes del 31 de julio de 2025.

Name _____ Email _____

Address _____

1) ¿Vive usted en la Ciudad de Pomona? Sí. _____ No. _____

1a. Si su respuesta fue sí, ¿vive usted dentro del área del proyecto? Sí. _____ No. _____

2) ¿Cuál de las tres alternativas anteriores prefiere?

Alternativa 1. _____

Alternativa 2. _____

Alternativa 3. _____

3) ¿Tiene otros comentarios? Si es así, por favor inclúyalos aquí:

Manténgase conectado con nosotros en las redes sociales:

Instagram: @SGVCOG

Facebook: Facebook.com/sgvcog

X (Twitter): @SGVCOG

LinkedIn: linkedin.com/company/sgvcog



CITY OF
POMONA, CA

Consideration of Alternatives
CLASS 4 BIKE PATH ALONG ARROW HIGHWAY AND
PEDESTRIAN IMPROVEMENTS ALONG NORTH GAREY
AVENUE RELATED TO LIGHT RAIL “A” (GOLD) LINE

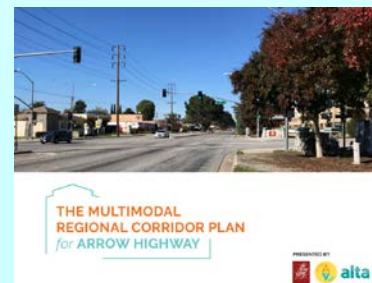
Project Background

- Transportation / Transit / Traffic
- Pomona North Station Metro A-Line (Gold Line) Light Rail Station
 - Arrow Highway and Garey Avenue
 - Increased Traffic – First/Last Mile
 - MCA (Coop Agreement, Gold Line Authority – City, Nov. 6, 2015) – 3% Funding Match Required
 - MOA (Memorandum of Agreement, SGVCOG & City, May 5, 2024)



Project Background – Cont.

This is a high priority project as it implements several regional transportation plans, policies, goals, and visions included in the Arrow Highway Multimodal Corridor Plan, the San Gabriel Valley Greenways Plan, Metro's First/Last Mile Plan, and the City's Capital Improvement Program.



Project Background – Cont.

2028 Olympics

- ***Cricket*** at Los Angeles County Fairgrounds
 - Second most popular sport in the world!
- Transportation via Transit (especially via Buses and Trains) will be required
- Pomona North Station and Regional Transit Center will be keys to connectivity



Estimated Costs & Funding Secured



Budget Needed	\$13,914,000
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CRP Grant <u>Awarded</u>	\$ 8,144,500
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MSRP C2 Funds <u>Obligated</u>	\$ 595,000
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MSRP C3 Funds <u>Awarded</u>	\$ 1,705,500
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City Contribution <u>Allocated</u>	\$ 1,600,000
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Funding <u>Secured</u>	<u>\$12,045,000</u>
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Remaining Need (MAT2 grant Or other)	\$ 1,869,000
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Leveraging Local Funding

This East San Gabriel Valley Sustainable Multimodal Improvements Project (ESGV SMIP) First Last Mile (FLM)* project has potential to construct up to approximately \$13.9 million of improvements in the City of Pomona, using only \$1.6M of City Funds.

LEGEND

- Arrow Hwy: White Ave to Mountain Ave - Re-paving, New bike lanes, Traffic signal interconnect
- Garey Ave: Arrow Hwy to Harrison Ave - Widened Sidewalks, Streetlight Improvements, Traffic signal interconnect
- Bonita Ave: Fulton Rd to Garey Ave - Streetlight improvements
- Intersection upgrades including curb extensions and traffic signal upgrades

811
Know what's below.
Call before you dig.

BASIS OF BEARING:
THE BEARING AND COORDINATES SHOWN HEREON ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (NAD83). ZONE 5 DATUM, BASED LOCALLY BY A LINE BETWEEN NGS CONTROL POINTS 153794 AND 153845, BEING N69°52'24" E, 1994.30 (FLOOD).

BENCHMARK:
LOS ANGELES COUNTY PUBLIC WORKS BENCHMARK NO. 020172. DESCRIPTION: FROM TAG IN S OF HT 12.75' HIGH @ SE COR ARROW HWY & GAREY AVE. SPT 12.0' & 38.47' 12.0' G/L. INT. ELEVATION = 1041.08'

HE GREEN PACIFIC, INC.
3200 CORDON POINTS COURT
SUITE 100
COSTA MESA, CA 92626
TEL: (949) 920-6100
FAX: (949) 941-5477

LOCATION MAP
POMONA SMIP - PH. 1 IMPROVEMENTS
ARROW HWY, GAREY AVE, BONITA AVE

SCALE	DESIGNED:	INT. ENGR.	SHT
	DRAWN:	INT. ENGR.	OF
	CHECKED:		
	REVIEWED:		

DATE: 10/1/2020

3 OF 3

Project Description, Cont.

- Garey Ave, Bonita Ave to E Arrow Hwy – ADA improvements, new/widened sidewalks, signal interconnect,
- Garey Ave, Harrison Ave to E Arrow Hwy – New streetlight improvements
- Bonita Ave, Fulton Rd to Garey Ave – New streetlight improvements
- Arrow Hwy, White Ave to Mountain Ave – new bike lanes & limited/sustainable re-paving***
- Arrow Hwy, Fulton Rd to Towne Ave – Signal Interconnect
- Arrow Hwy and Amberson St – Intersection improvements
- Arrow Hwy and Fulton Rd – Intersection improvements (Improvements to be coordinated with Gold Line intersection and signal plans at this intersection)
- Arrow Hwy and Garey Ave – Intersection/signal improvements
- Garey Ave and Bonita Ave – Intersection/signal improvements
- Garey Ave and Harrison Ave – Intersection improvements

*** Paving needs to be considered sustainable for Federal Funding to be used

Need for Project Direction

- Arrow Highway – Class IV Bike Lane Configuration
- Arrow Highway – Paving
- Garey Highway – Pedestrian Improvements

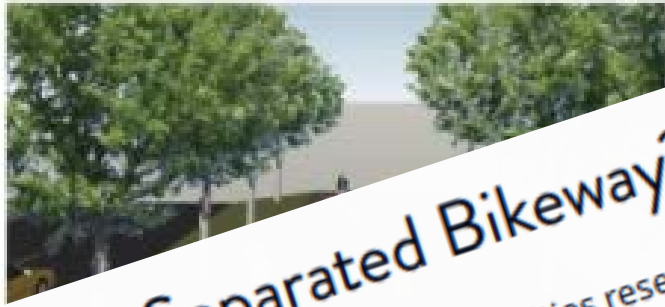


Arrow Highway – Class IV Bike Lane

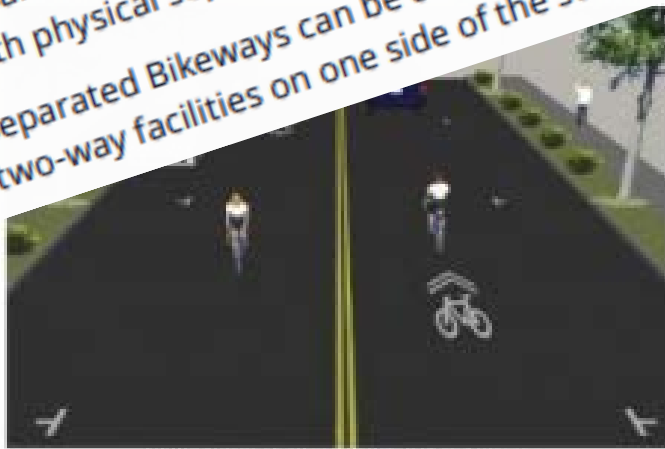
Bikeway Classifications

What is a Separated Bikeway?

- Separated Bikeways are on-street facilities reserved for use by bicyclists, with physical separation between the bikeway and travel lanes
- Separated Bikeways can be one-way facilities on both sides of the street or two-way facilities on one side of the street



Class II: Bike Lane

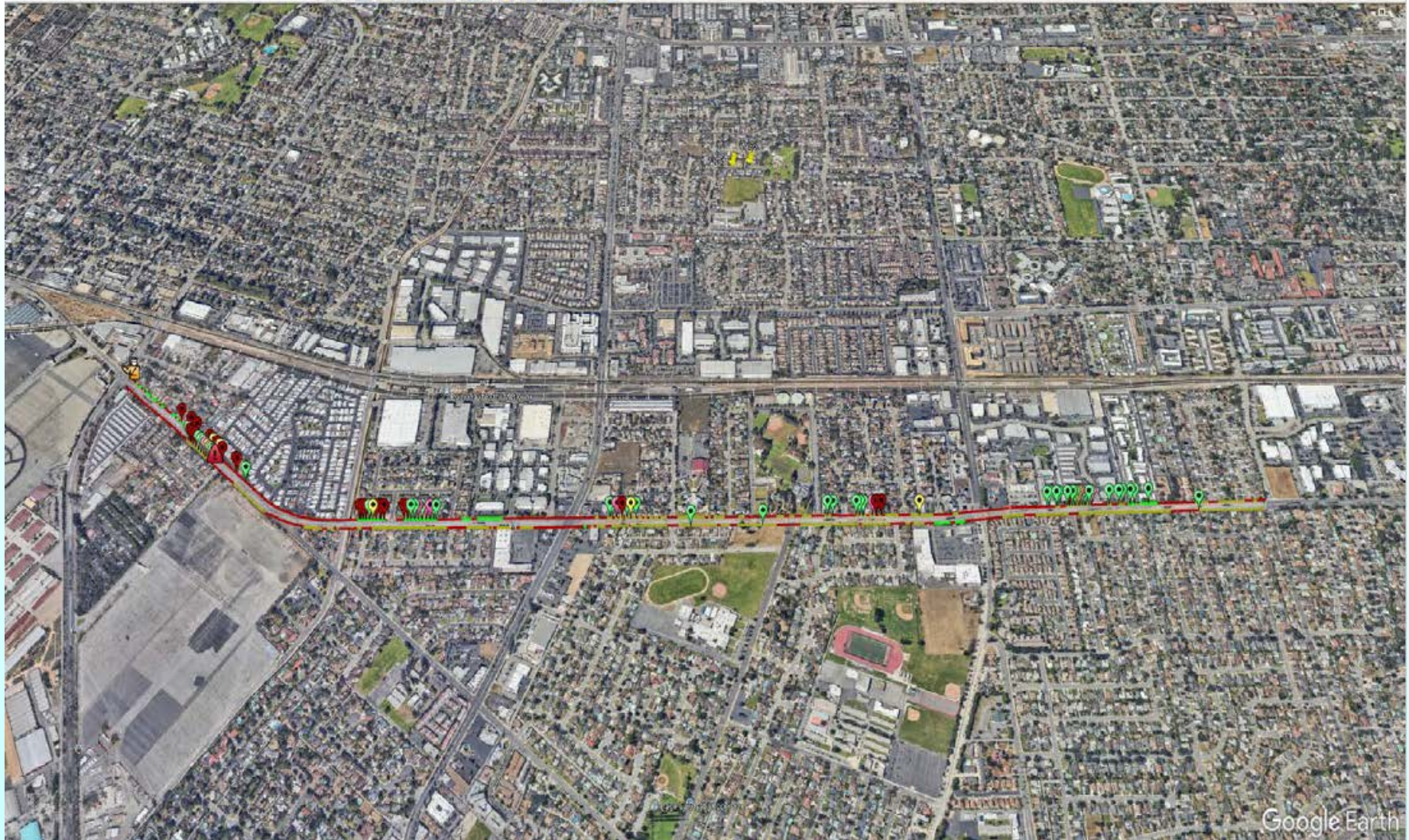


Class III: Bike Route / Sharrows



Class IV: Cycle Track

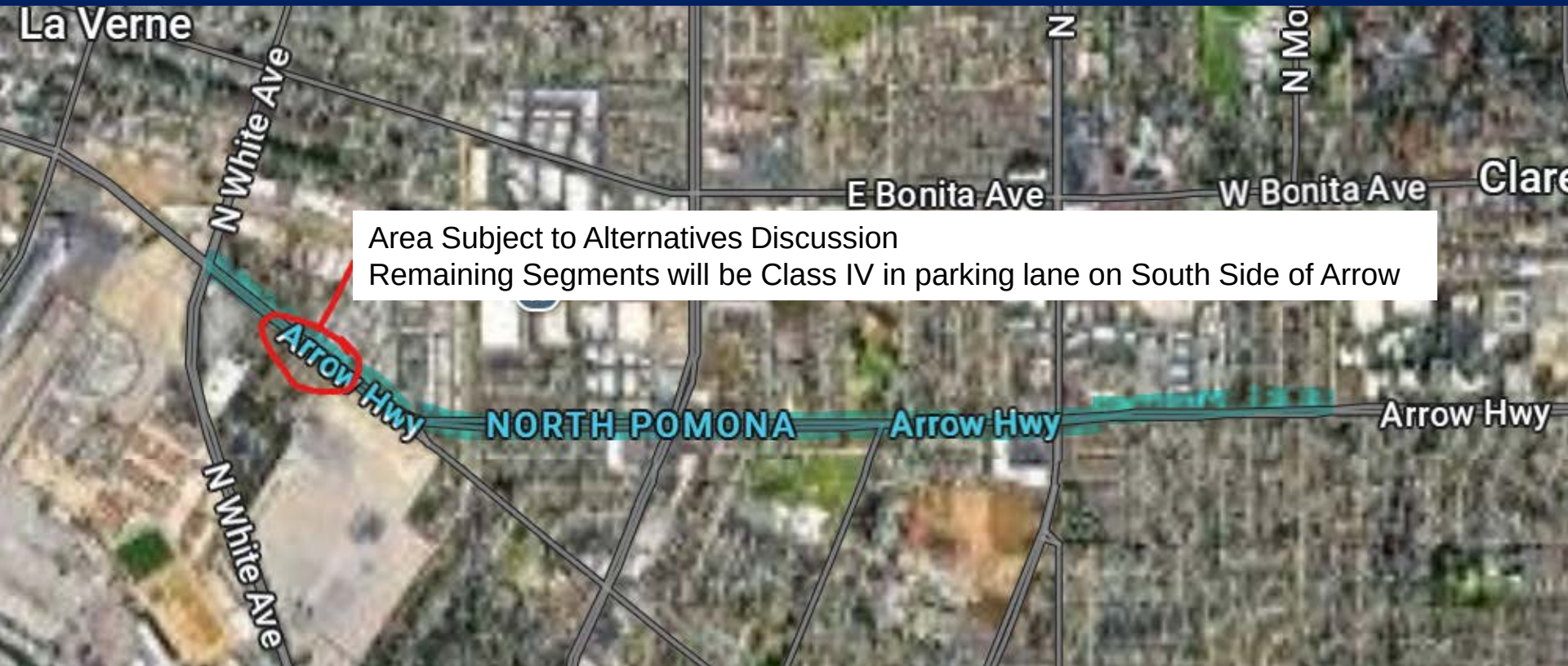
Parking Study – Arrow Highway



Arrow Highway – Class IV Bike Lane

- Parking Study Results –
 - Heavy use of parking on north side of street, and on one main segment of south side, from Lordsburg Court to Fair Avenue
- Recommend two-way separated bike lane be placed on south side of Arrow with three alternatives for lane configuration from Lordsburg Court to Fair Avenue
 - Preserves parking on North Side on Arrow Hwy
 - Provides separated bicycle path increasing safety and useability

Arrow Highway - Class IV Bike Lane South Side of Street



- Class IV constructed in current parking lane along south side of Arrow in the following segments:
 - White Avenue to Lordsburg (with concurrence from City of La Verne)
 - Fair Avenue to Mountain Avenue (connect to existing City of Claremont bike facilities)

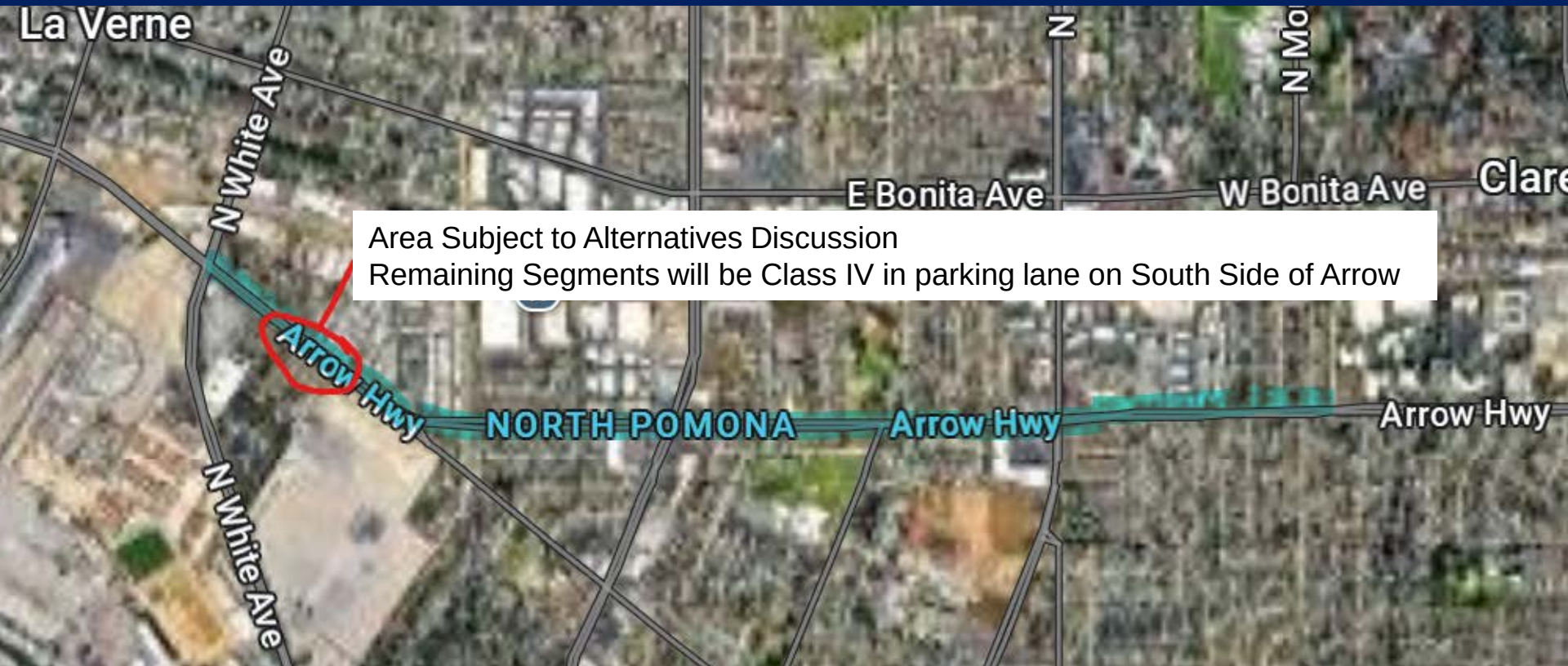
Arrow Highway - Class IV Bike Lane South Side of Street

**WHITE AVENUE TO LORDSBURG
FAIR AVENUE TO MOUNTAIN AVE**



- Class IV constructed in current parking lane along south side of Arrow in the following segments:
 - White Avenue to Lordsburg (with concurrence from City of La Verne)
 - Fair Avenue to Mountain Avenue (connect to existing City of Claremont bike facilities)

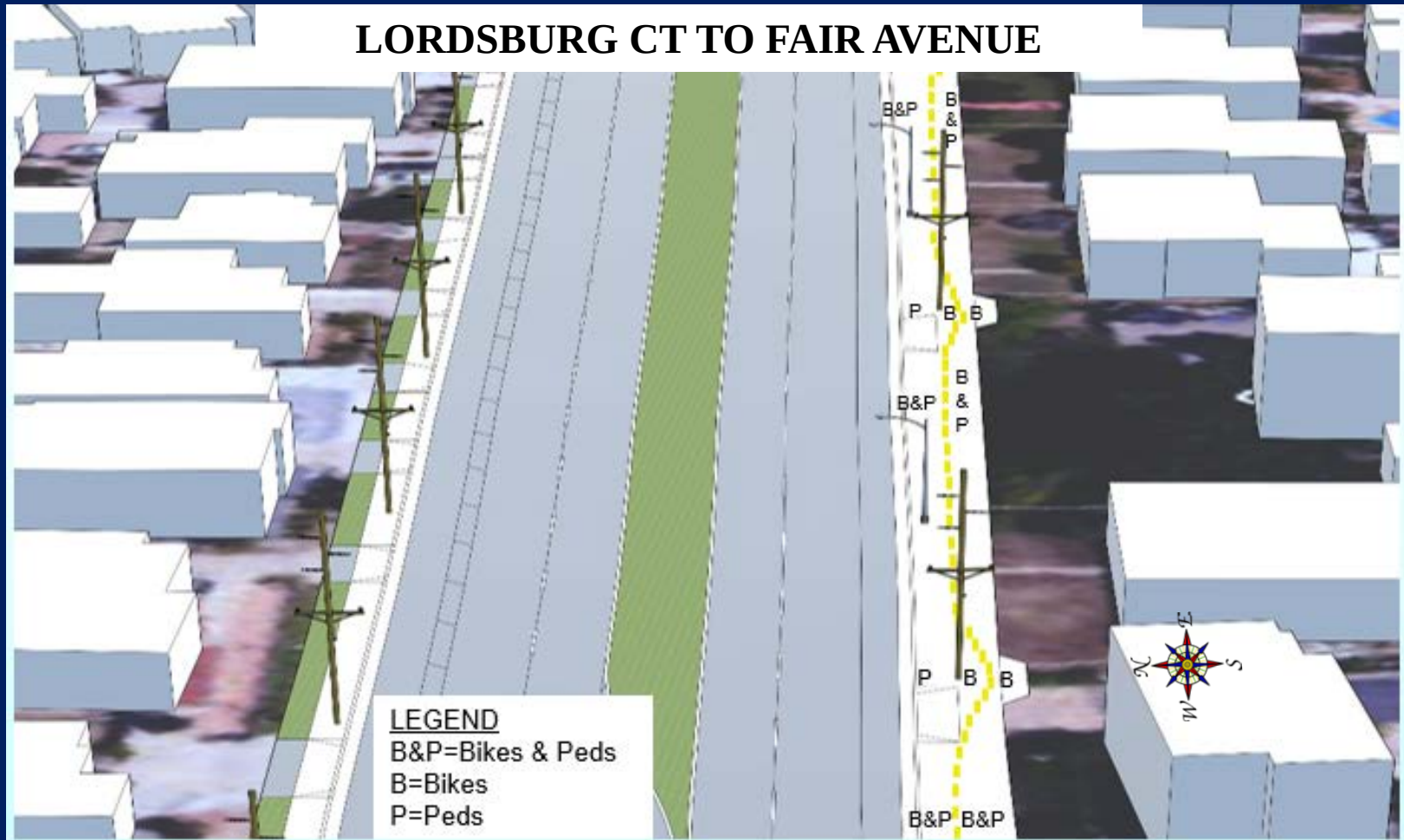
Arrow Highway - Class IV Bike Lane South Side of Street



- Class IV constructed in current parking lane along south side of Arrow in the following segments:
 - White Avenue to Lordsburg (with concurrence from City of La Verne)
 - Fair Avenue to Mountain Avenue (connect to existing City of Claremont bike facilities)

Arrow Highway - Class IV Bike Lane

ALTERNATIVE 1: BULB-OUTS & SOME EASEMENTS



- Some EASEMENTS will be necessary on the South Side (Lordsburg Court to Fair Avenue)
- Preserves ALL Existing Parking on North Side of Arrow and ALL Existing Parking between Lordsburg Ct & Fair Ave on South Side of Arrow Highway

Arrow Highway - Class IV Bike Lane

ALTERNATIVE 2: BULB-OUTS & NO EASEMENTS



- Preserves ALL Existing Parking on North Side of Arrow Highway
- Preserves MOST Existing Parking between Lordsburg Ct & Fair Ave on South Side of Arrow Hwy

Arrow Highway Class - IV Bike Lane

ALTERNATIVE 3: NO BULB-OUTS & NO EASEMENTS

LORDSBURG CT TO FAIR AVENUE



- Bike Lane placed in current parking lane along all of Arrow Highway
- Preserves ALL Existing Parking on North
- Removes ALL Existing Parking on South Side of Arrow Highway

Council Direction – Arrow Highway

(for South Side Arrow Hwy - segment between Lordsburg Ct and Fair Ave)



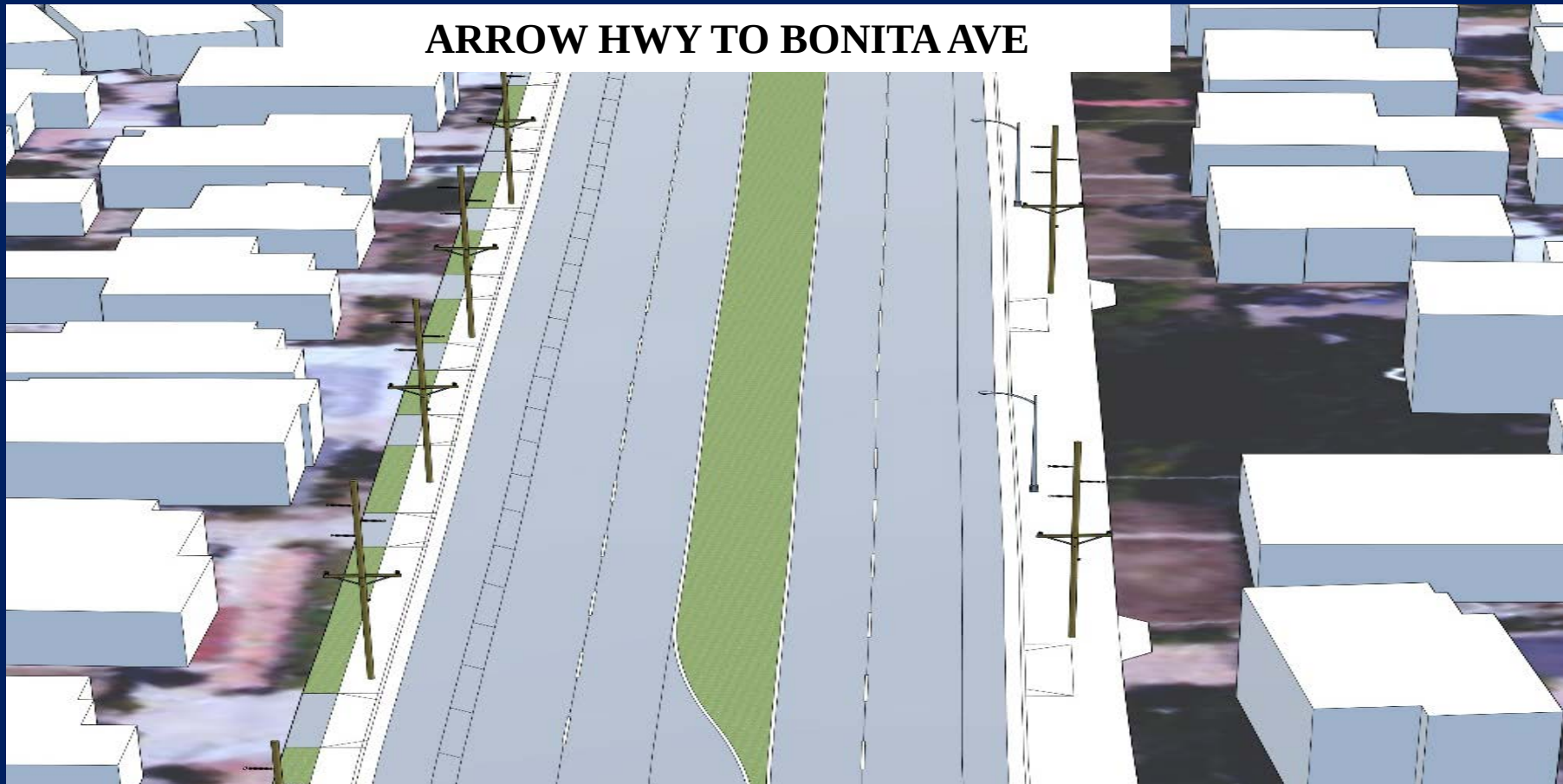
- Alt 1: Bulb-outs on South Side of Sidewalk around Utility Poles – Some Easements and Preserves All Parking
- Alt 2: Bulb-outs on North Side of Sidewalk around Utility Poles – No Easements and Minimal Loss of Parking
- Alt 3: Bike Lane Replaces Current Parking Lane Along Entire Segment – No Easements and Loss of All Parking

Council Direction – Arrow Hwy To Repave or Not to Repave?



Garey Avenue Pedestrian Improvements

ALTERNATIVE 1: BULB-OUTS & SOME EASEMENTS



- Some EASEMENTS are likely along Garey
- Provides for a more walkable connection path – up to 6 feet

Garey Avenue Pedestrian Improvements

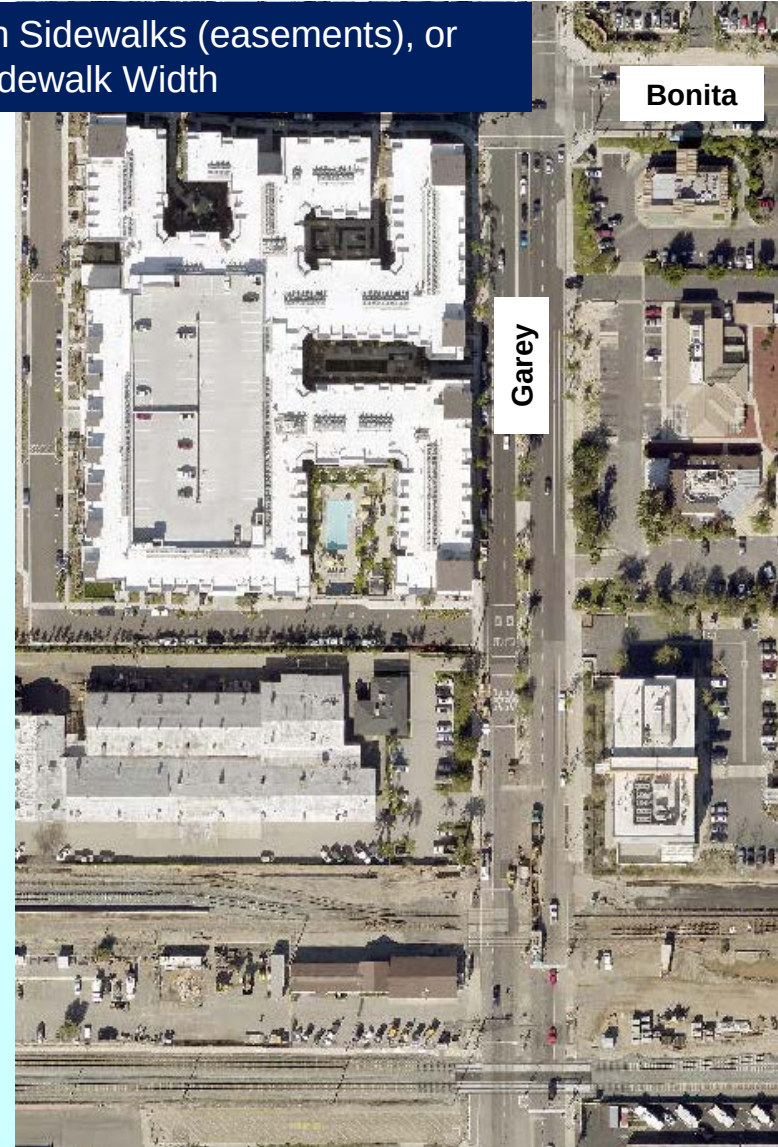
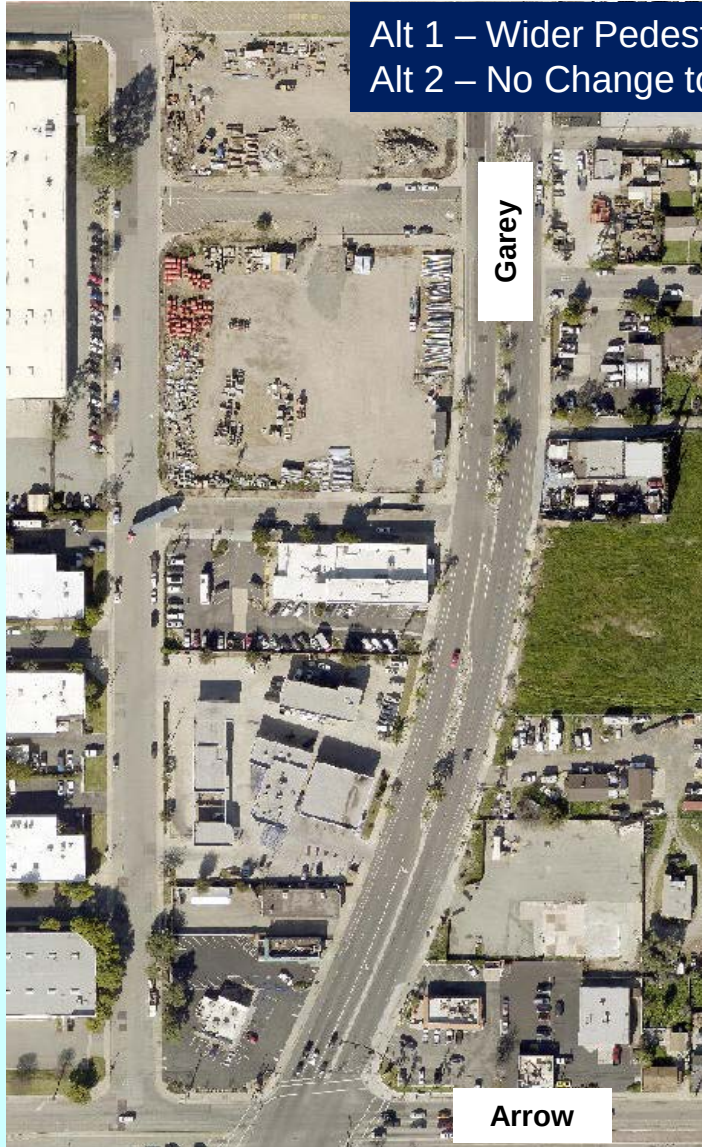
ALTERNATIVE 2: NO CHANGE TO SIDEWALK WIDTH



- No expansion of sidewalk and no easements
- Pedestrian improvements will be lighting and ADA/intersection enhancements only

Council Direction – Garey Ave (for segment from Arrow Hwy to Bonita Ave)

Alt 1 – Wider Pedestrian Sidewalks (easements), or
Alt 2 – No Change to Sidewalk Width



Thank you