



CITY OF POMONA COUNCIL REPORT

March 2, 2026

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 PROPOSED PROJECTS TO BE INCLUDED
IN THE POMONA SAFETY ACTION PLAN**

RECOMMENDATION:

It is recommended that the City Council discuss and take one of the following actions:

- 1) Approve all the proposed projects in the attachment proposed for inclusion in the Pomona Safety Action Plan, FD428, Capital Improvement (CIP) | CC2590, Capital Improvement (CIP) | Project Work Tag No. 68590; or
- 2) Direct Staff to add, edit, or remove projects for inclusion in the Pomona Safety Action Plan which will be presented for adoption at a future meeting.

EXECUTIVE SUMMARY:

This discussion will help inform the Council on how Staff established the proposed projects, supported by community feedback, and accident data. The action will help finalize the list of projects to be included in the Pomona Safety Action Plan (PSAP) which will be presented for adoption at a future meeting. The Pomona Safety Action Plan is required when applying for future grant funds.

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, 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: None with this action.

PREVIOUS RELATED ACTION:

On September 19, 2022, the City Council adopted the Safe Streets for All (SS4A) Strategic Plan. The adoption of the SS4A Strategic Plan allowed the City to apply for roadway safety funding to implement traffic safety improvements.

On June 3, 2024, the City Council adopted Resolution No. 2024-68 to create a new project “Pomona Safety Action Plan,” Project No. 428-68590, accepting, increasing revenue estimates and appropriating \$400,000 of SS4A Grant funds to the project.

On June 2, 2025, the City Council awarded a professional consulting services contract to TJKM Transportation Consultants for “Pomona Safety Action Plan,” Project 428-2590-XXXXX-68590, for developing the City’s Safety Action Plan, in the amount of \$481,409.

DISCUSSION:

The U.S. Department of Transportation established the Safe Streets and Roads for All (SS4A) discretionary program. Subsequently, the City submitted an application for the FY23 SS4A planning grant. The City was awarded a grant in the amount of \$400,000 to develop the Pomona Safety Action Plan (PSAP) with the goal of reducing traffic-related injuries, particularly to pedestrians.

Engagement Efforts:

After the City Council awarded the project in June 2025, TJKM began collecting information to support development of the Plan. This work included reviewing planning documents, traffic volumes, speed data, and crash history. A project website was created to keep the public informed and share updates on past and upcoming activities. The City also shared information through social media, which received 114,346 views and reached or engaged 51,932 accounts.

Community input played a critical role in shaping PSAP, ensuring the Plan reflects what residents care about and experience every day. The project team held open community meetings and worked closely with City Staff and community partners. From August 2025 through February 2026, residents were invited to share traffic safety concerns through community meetings, the project website, and an interactive map. Feedback related to travel safety, walking and biking access, and street connectivity complemented field observations and crash data, helping ensure the PSAP addresses local needs and improves safety for all users. Below is a summary table of the various outreach efforts conducted by the project team:

	Date	Outreach / Event	Location
1.	08-05-2025	National Night Out (pop-up #1)	490 W. Mission Blvd
2.	08-19-2025	Community Meeting #1	Council Chamber & Virtual

3.	08-25-2025	Email all PUSD school for meeting	N/A
4.	08-27-2025	Meet with Asst. Principal	Simons Middle
5.	08-27-2025	Email Office Manager	Marshall Middle
6.	08-27-2025	Email Principal	Roosevelt Elementary
7.	08-28-2025	Stakeholder Meeting #1	Council Chamber
8.	08-28-2025	Meet with Principal	Madison Elementary
9.	09-02-2025	Meet with School site specialist	Harrison Elementary
10.	09-04-2025	Meet with Principal	Roosevelt Elementary
11.	09-04-2025	Meet with Principal	Park West High
12.	09-04-2025	Meet with PTA Group	Harrison Elementary
13.	09-09-2025	Meet with Principal	Washington Elementary
14.	09-16-2025	Community Meeting #2	Washington Community Center
15.	09-17-2025	Stakeholder Meeting #2	Virtual
16.	09-18-2025	Community Meeting #3	Virtual
17.	09-18-2025	Parks and Recreation Commission	Philadelphia Park Community Center
18.	09-19-2025	Coffee with the Principal	Washington Elementary
19.	09-20-2025	Pomona Children’s Festival (pop-up #2)	Ganesha Park
20.	09-24-2025	D3 Area Commander Meeting	Lynda’s Restaurant #2
21.	09-30-2025	Coffee with the Principal	School of Arts Enterprise
22.	09-30-2025	Meet with School Security	Pomona Catholic High
23.	10-06-2025	Council Meeting Staff Communication	Council Chamber
24.	10-08-2025	Senior Lunch Program	Washington Community Center
25.	10-11-2025	Art Walk (pop-up #3)	Downtown Pomona
26.	10-16-2025	Pomona American Little League (pop-up #4)	Washington Park
27.	10-14-2025	Senior Lunch Program	Palomares Community Center
28.	10-15-2025	Fairplex Mitigation Fund Advisory Committee	Chuck Bader Conference Room
29.	10-18-2025	Pomona 5K/10K (pop-up #5)	Downtown Pomona
30.	10-18-2025	Spooktacular Celebration (pop-up #6)	490 W. Mission Blvd
31.	10-24-2025	Haunted House (pop-up #7)	Palomares Community Center
32.	10-25-2025	Haunted House (pop-up #8)	Palomares Community Center
33.	10-27-2025	Meeting with PUSD Superintendent	Pomona Unified School District
34.	10-27-2025	Neighborhood meeting	2000 block Virginia St.
35.	10-27-2025	Pomona American Little League (pop-up #9)	Washington Community Center
36.	10-29-2025	D1 Quarterly Community Meeting	Ganesha Park Community Center
37.	11-01-2025	Kindness Festival (pop-up #10)	Downtown Pomona
38.	11-12-2025	Parents-Lead Meeting (PUSD)	Mendoza Center
39.	12-03-2025	Stakeholder Meeting #3	Virtual
40.	12-09-2025	Community Meeting #4	Palomares Community Center
41.	12-10-2025	D6 Area Commander Meeting	Palomares Community Center
42.	12-11-2025	Community Meeting #5	Washington Community Center

Evaluation:

The PSAP adopts a data-driven approach to identify and prioritize safety projects. Historical collision data were analyzed to identify high-risk locations, allowing the Plan to recommend

targeted safety improvements that support a safer, more accessible transportation network. Community feedback was collected and overlaid with collision data to enhance the findings combining the collected collision data and the communities firsthand accounts of what they have been experiencing and witnessing in-and-around their communities driving the development of the following proposed projects.

Proposed Projects: (Attachment No. 1)

Project 1 - Citywide Signal Enhancements - \$10.4M

Collisions occurring at intersections that are controlled by traffic signals often are a result from driver decision errors, signal violations, or misjudgment of opposing traffic movements. These conditions are usually caused by poor and outdated traffic signal infrastructure. The improvements will consist of signal hardware improvements such as yellow retroreflective backplates, new signal controllers, countdown pedestrian heads, accessible pedestrian push buttons, signs on signal poles, increased safety lighting, signal pole upgrades and miscellaneous changes to improve overall safety of signalized intersection.

Project 2 - Improvements at Un-Signalized Intersections - \$15.1M

Collisions at un-signalized intersections often result from incorrect right-of-way decisions, rolling stops, or poor gap selection when merging or crossing traffic. Limited sight distance, high approach speeds, insufficient signage, and driver distraction further contribute to conflicts between approaching and crossing vehicles. The proposed improvements include enhanced signage and pavement markings, such as retroreflective sign panels, thermoplastic striping, and upgraded pavement markings. Additional measures include the installation of concrete medians, upgraded street lighting with new light poles, enhanced pedestrian crossings, and the application of high-friction surface treatment (HFST) on intersection approaches to improve vehicle control and reduce crash potential. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network.

Project 3: Indian Hill Boulevard Safety Improvements - \$5.2M

Indian Hill Boulevard functions as a primary north-south arterial corridor within the City of Pomona, providing a critical connection to the neighboring City of Claremont. The corridor is a key component of the regional roadway network and supports high volumes of commuter, commercial, and local traffic. It accommodates multimodal operations, including vehicular traffic, transit services, and pedestrian activity associated with adjacent commercial and institutional land uses. The proposed improvements include the installation of concrete medians, speed feedback signs to aid in traffic calming, and advanced retroreflective warning signs, along with upgraded street lighting and new street light poles. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network. High-friction surface treatment (HFST) will also be applied at intersection approaches to enhance vehicle control and improve overall roadway safety.

Project 4: Citywide Signage & Striping Upgrades - \$33.8M

Proper pavement delineation and signage are essential to enhancing roadway safety and ensuring efficient traffic operations. Clear and well-maintained lane markings, edge lines, crosswalks, and

stop bars provide critical guidance to drivers, reducing confusion and the potential for sideswipe, rear-end, and turning collisions. Similarly, visible and appropriately placed regulatory, warning, and guide signs help drivers make timely and informed decisions. Upgrading to high-visibility, retroreflective materials, improving sign placement, and regularly maintaining pavement markings and signage can significantly enhance driver awareness, improve nighttime visibility, and increase overall roadway safety.

Project 5: Citywide Street Light Upgrade / Inventory - \$27.7M

Nighttime collisions are defined as crashes occurring during dark conditions, typically between sunset and sunrise, when visibility is reduced. These collisions are often influenced by limited lighting, driver fatigue, and diminished perception of distance and speed. Additional contributing factors include inadequate street lighting, higher vehicle speeds associated with lower traffic volumes, and impaired or drowsy driving. Pedestrians and cyclists are particularly vulnerable during nighttime hours due to reduced visibility. The proposed improvements include conducting a comprehensive street light inventory to identify existing lighting gaps, installing new street light poles, and upgrading existing street lighting to LED for more efficiency and brighter light and to enhance the citywide street light network and improve nighttime safety. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network.

Project 6: Improving Corridor Access Throughout the City - \$30.6M

Raised medians and median lanes provide physical separation between opposing traffic streams, reducing conflict points and mitigating the risk of head-on and left-turn collisions. These treatments enhance access control, improve pedestrian refuge opportunities, and support safer, more predictable roadway operations. Reducing lane widths and restriping two-way left-turn lanes improves lane clarity, minimizes turning conflicts, and enhances overall operational safety. The proposed improvements will be implemented along designated segments of seven key corridors throughout the City of Pomona. Improvements include roadway slurry seals followed by the installation of new thermoplastic striping and pavement markings, as well as the construction of landscaped medians.

Project 7: Improvement near Schools - \$15.3M

Safe school zones are essential for protecting students who walk, bicycle, or are dropped off near school campuses. Collisions occurring within a quarter-mile of schools are closely evaluated to identify safety concerns and inform targeted improvement strategies. Given the high concentration of children and school-related traffic activity in these areas, enhanced safety measures are critical to reducing crash risk. Proposed improvements include the installation of concrete medians and bike lane facilities, as well as signal hardware upgrades such as yellow retroreflective backplates, new signal controllers, CCTV cameras, countdown pedestrian signal heads, accessible pedestrian push buttons, signage on signal poles, and signal pole upgrades. Additional improvements include enhanced signage and pavement markings using retroreflective sign panels and thermoplastic striping, upgraded pedestrian crossings and ADA-compliant curb ramps, the installation of Rapid Rectangular Flashing Beacon (RRFB) systems at pedestrian crossings, and the application of high-friction surface treatment (HFST) at intersection approaches to improve vehicle control and overall safety.

Project 8: Addition of Left Turn Arrows at Signals - \$9.9M

The installation of left-turn arrows provides a dedicated protected signal phase, reducing conflicts with opposing through traffic and enhancing overall intersection safety. This improvement increases operational efficiency, minimizes delay for turning vehicles, and reduces the potential for angle collisions. The proposed improvements include signal hardware upgrades such as yellow retroreflective backplates, new signal controllers, countdown pedestrian signal heads, accessible pedestrian push buttons, signage on signal poles, new signal poles and mast arms for protected left turn phasing, and the installation of thermoplastic striping and pavement markings.

Project 9: Bike Safety Improvement - \$6.8M

The installation of Class II and Class II buffered bike lanes is essential to providing safe, designated travel paths for bicyclists along roadway corridors. The proposed improvements will be implemented along designated corridors throughout the City of Pomona and will consist of new Class II and Class II buffered bike lanes installed using thermoplastic striping and pavement markings and signage for newly added bike lanes.

Project 10: Mission Boulevard Corridor Improvement - \$4.6M

Mission Boulevard functions as a primary east–west arterial corridor within the City of Pomona and serves as a key component of the regional roadway network, supporting high volumes of commuter, commercial, and local traffic. The corridor accommodates multimodal operations, including vehicular traffic, transit services, and pedestrian activity associated with adjacent commercial and institutional land uses. The proposed improvements include the installation of bike lane facilities and signal hardware upgrades such as yellow retroreflective backplates, new signal controllers, countdown pedestrian signal heads, accessible pedestrian push buttons, signage on signal poles, new signal poles, and mast arms. Additional improvements include enhanced signage and pavement markings using retroreflective sign panels and thermoplastic striping, upgraded street lighting with new street light poles, and enhanced pedestrian crossings with ADA-compliant curb ramps and bulb-outs at strategic locations. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network.

Project 11: Towne Avenue Corridor Improvement - \$6.4M

Towne Avenue functions as a primary north–south arterial corridor within the City of Pomona and serves as a key component of the regional roadway network, supporting high volumes of commuter, commercial, and local traffic. The corridor accommodates multimodal operations, including vehicular traffic, transit services, and pedestrian activity associated with adjacent commercial and institutional land uses. The proposed improvements include signal hardware upgrades such as yellow retroreflective backplates, new signal controllers, countdown pedestrian signal heads, accessible pedestrian push buttons, signage on signal poles, new signal poles, and mast arms. Additional improvements include enhanced signage and pavement markings using retroreflective sign panels and thermoplastic striping, upgraded street lighting with new street light poles, and enhanced pedestrian crossings with ADA-compliant curb ramps and bulb-outs at strategic locations. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network.

Project 12: Garey Avenue Downtown Corridor Improvement - \$4.1M

Garey Avenue functions as a primary north–south arterial corridor within the City of Pomona and serves as a key component of the regional roadway network, supporting high volumes of commuter, commercial, and local traffic. The corridor segment from Second Street to Ninth Street accommodates multimodal operations, including vehicular traffic, transit services, and pedestrian activity associated with adjacent commercial and institutional land uses in downtown Pomona. The proposed improvements aim to reconfigure this segment as a downtown beautification project and include the installation of concrete medians, Class IV protected bike facilities, and on-street parking. Signal hardware upgrades include yellow retroreflective backplates, new signal controllers, countdown pedestrian signal heads, accessible pedestrian push buttons, signage on signal poles, new signal poles, and mast arms. Additional enhancements include upgraded signage and pavement markings using retroreflective sign panels and thermoplastic striping, upgraded street lighting with new street light poles, and improved pedestrian crossings with ADA-compliant curb ramps and bulb-outs at strategic locations. Enhancing City sustainability, this project will also include installation of solar street lighting in our roadway network.

Prepared by:

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ATTACHMENT:

Attachment No. 1 – Proposed Projects 1-12