POMONA
SAFETY ACTION PLAN

City of Pomona Safety Action Plan

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Pomona Safety Action Plan

April 2026

Prepared by:

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Signed for Approval:

Leadership Commitment

Letters of Support to be inserted after the final adoption.

City Council Policy Resolution

Policy Resolution to be inserted after the final adoption.

Acknowledgement

The City of Pomona extends its sincere appreciation to the many stakeholders, community organizations, partner agencies, and members of the public who generously contributed their time, insights, and perspectives throughout the development of this plan. Their thoughtful feedback and active participation played an essential role in ensuring that the Pomona Safety Action Plan reflects the diverse needs, concerns, and priorities of Pomona residents and addresses the safety of all roadway users, regardless of their chosen mode of transportation.

The City of Pomona developed this Safety Action Plan (PSAP) to advance the shared vision of creating safer streets for everyone who lives in, works in, and visits the community. This effort was made possible through funding provided by the Safe Streets and Roads for All (SS4A) grant program, administered by the Federal Highway Administration (FHWA). The PSAP reinforces Pomona's long-standing commitment to improving transportation safety and accessibility and incorporates the principles of the Safe System Approach, which recognizes that human error is inevitable and that transportation systems must be designed in ways that reduce such errors from resulting in serious injuries or fatalities.

The City would also like to express its deep appreciation to Pomona City staff for their leadership, collaboration, and dedication throughout the planning process. Staff from multiple departments provided valuable expertise and guidance that helped identify critical safety challenges across the city, including areas near schools and other locations where safety improvements are most needed.

Equally important were the contributions from Pomona residents and community members who participated through the project website, online surveys, interactive mapping tools, and public engagement events. Their lived experiences and local knowledge helped shape the priorities and strategies presented in this plan, ensuring that the PSAP reflects the community's vision and aligns with the City's broader policies and initiatives.

The City of Pomona remains firmly committed to implementing the strategies and recommendations outlined in this plan and to continuing its collaboration with community partners and the safety task force. Through these ongoing efforts, Pomona will continue working toward a safer, more equitable, and more resilient transportation system for all.

Note: Throughout this plan, references to the "City" refer to the City of Pomona's government.

Pomona Safety Action Stakeholder Group

As part of Pomona Safety Action Plan (PSAP), the City established a Safety Action Stakeholder Group to support a coordinated, multi-agency effort to improve roadway safety throughout the community. This collaborative group brings together representatives from City departments, public safety agencies, regional transportation providers, educational institutions, and community organizations to collectively address Pomona's most pressing transportation safety challenges.

The formation of the Stakeholder Group reflects the City's understanding that meaningful and lasting improvements in traffic safety require a collaborative and multidisciplinary approach. By bringing together expertise from engineering, planning, law enforcement, public health, education, and community engagement, the group provides valuable insight that helps shape strategies tailored to Pomona's unique needs and conditions.

Throughout the development of PSAP, the Stakeholder Group played a critical role in informing the planning process. Members provided technical guidance, reviewed collision trends and safety data, shared local knowledge, and helped identify key safety concerns across the city. Their contributions supported the identification of high-injury locations, prioritization of safety improvements, and development of strategies that balance infrastructure enhancements, education programs, and enforcement efforts.

The diverse representation within the Stakeholder Group also helped ensure that the PSAP reflects the needs of all roadway users, particularly vulnerable populations such as pedestrians, bicyclists, school-age children, older adults, and individuals with disabilities. As the City moves from planning to implementation, the Stakeholder Group will continue to serve as a collaborative forum to guide progress, strengthen partnerships, and support the advancement of Pomona's vision for a safer and more equitable transportation system.

City of Pomona Leadership

Meg McWade – Director of Public Works
Geoffrey Starns – Planning Manager
Ron Chan – Principal Traffic Engineer

City Council Members

Tim Sandoval – Mayor
Elizabeth Ontiveros-Cole – Vice Mayor
Debra Martin – Councilmember
Victor Preciado – Councilmember
Nora Garcia – Councilmember
Steve Lustro – Councilmember
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Danny Whaley – Parks and Facilities Manager
Ata Khan – Deputy Director of Economic & Business Affairs
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Community and Institutional Partners

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Executive Summary

The City of Pomona developed this Safety Action Plan (PSAP) to advance its commitment to creating a safer transportation system for everyone who lives, works, and travels within the city. The plan establishes a data-driven framework to identify safety challenges, prioritize investments, and implement strategies aimed at reducing traffic collisions, serious injuries, and fatalities across Pomona's roadway network.

Purpose

The Pomona Safety Action Plan (PSAP) establishes a data-driven framework to reduce traffic fatalities and serious injuries across the City of Pomona. The plan identifies high-risk locations, analyzes crash trends, and recommends targeted strategies to improve safety for all roadway users.

Vision

Pomona is committed to creating a transportation system where all people, whether walking, bicycling, driving, or using transit, can travel safely and comfortably. The City aims to significantly reduce traffic collisions and move toward eliminating traffic-related fatalities and serious injuries.

Guiding Approach

The plan follows the Safe System Approach, which recognizes that human errors occur and focuses on designing transportation systems that reduce the likelihood of severe injuries and fatalities.

Key principles include:

Safe Roadway Design | **Safe Speeds** | **Safe Road Users** | **Safe Vehicles** | **Post-Crash Care**

Key Safety Findings

A comprehensive analysis of collision data from 2020 through early 2025 identified significant safety challenges across the City. During this period, Pomona experienced 3,408 injury collisions, including 62 fatal collisions and 133 severe injury collisions, representing approximately 195 killed or seriously injured (KSI) crashes. These findings highlight the urgent need for targeted safety improvements and proactive strategies to protect all roadway users.

The analysis revealed several important trends:

- Intersections are the most common crash locations, accounting for approximately 87 percent of injury collisions and 78 percent of KSI collisions.
- Broadside crashes are the most frequent collision type, representing roughly 42 percent of injury collisions.
- Passenger vehicles were involved in approximately 76 percent of injury collisions, while pedestrians accounted for about 10 percent of injury crashes but a much higher share of severe injuries.
- Most collisions occur during afternoon and early evening hours, particularly between 3:00 PM and 5:00 PM, with more severe crashes occurring between 7:00 PM and 9:00 PM.

The City also identified key safety concerns affecting vulnerable road users. Between 2020 and March 2025:

- 354 collisions involved pedestrians, including 22 fatal and 39 severe injury crashes.
- 225 collisions involved bicyclists, including eight fatal crashes and 11 severe injury crashes.

These findings emphasize the need to prioritize safety improvements that protect pedestrians, bicyclists, and other vulnerable road users.

Using this data, the City identified a High Injury Network (HIN) consisting of corridors and intersections with the greatest concentration of injury and severe collisions for all modes. Major corridors such as Holt Avenue, Mission Boulevard, Garey Avenue and Towne Avenue were identified as having the highest number of collisions and therefore represent priority areas for safety improvements.

The PSAP aligns with the national vision of eliminating traffic fatalities and serious injuries and applies the principles of the Safe System Approach, which acknowledges that human error is inevitable and emphasizes designing transportation systems that reduce the likelihood of severe outcomes when crashes occur. The plan also supports the goals of the Safe Streets and Roads for All (SS4A) program administered by the Federal Highway Administration.

Development of the PSAP included several key steps:

- Building a comprehensive collision database using data from the Transportation Injury Mapping System (TIMS) and local police records.
- Analyzing collision patterns across multiple factors including severity, time of day, location, road user type, and violation factors.
- Identifying high-injury corridors and intersections using GIS-based spatial analysis.
- Engaging City staff, partner agencies, and community stakeholders to identify safety concerns and priorities.
- Developing countermeasures that include engineering improvements, education initiatives, and enforcement strategies.
- Prioritizing projects based on safety benefits, equity considerations, vulnerable road user protection, and implementation feasibility.

The Safety Action Plan represents a collaborative effort between the City, regional partners, and community stakeholders to advance meaningful improvements in transportation safety. By implementing the strategies outlined in this plan, Pomona aims to significantly reduce traffic collisions and move toward a safer, more equitable transportation system that protects all roadway users.

SS4A Action Plan Components & Organization of Plan

SS4A defines nine action plan components that are integral to any safety action plan to satisfy SS4A grant requirements. The table below describes sections of the PSAP that satisfy relevant components.

Action Plan Component	Section
1. Leadership Commitment & Goal Setting	Chapter 1
2. Planning Structure	Chapter 3&8
3. Safety Analysis	Chapter 4
4. Engagement & Collaboration	Chapter 3
5. Policy & Process Changes	Chapter 6
6. Strategy & Project Selections	Chapter 6
7. Progress & Transparency	Chapter 8 & Project Website
8. Action Plan Adoption Date	April 2026

How to Use This Plan

The Pomona PSAP is intended to serve as a strategic guide for improving transportation safety across City of Pomona. The plan provides a framework for identifying safety priorities, implementing targeted improvements, and tracking progress toward reducing traffic-related fatalities and serious injuries.

This plan is designed to support decision-making by City's leadership, staff, partner agencies, and community stakeholders. It outlines key safety challenges, identifies high-risk locations and systemic issues, and recommends strategies and projects that can be implemented over time to improve roadway safety. The plan also establishes performance measures and monitoring processes to ensure progress can be evaluated and adjustments can be made as needed.

While the PSAP provides a long-term vision for safer roads, it is also intended to be a practical and flexible tool that guides near-term actions. The strategies and projects identified in this plan can support funding applications, inform future transportation planning efforts, and help prioritize safety investments that protect all roadway users.

Ultimately, the PSAP reflects the City's commitment to creating a safer, more equitable transportation system through collaboration, data-driven decision-making, and continuous improvement.

Organization of the Plan

The PSAP for City of Pomona is organized into the following chapters, each addressing a key component of the safety planning process.

Introduction

This chapter provides an overview of the City of Pomona, including the plan's vision, safety goals, and guiding principles. It also summarizes the planning process and methodology used to develop the plan.

Planning Structure

This chapter describes the organizational framework used to develop and implement the PSAP. It defines the roles and responsibilities of City departments, partner agencies, and stakeholders, and explains how coordination and collaboration will support the successful implementation of safety strategies.

Safety Analysis

This chapter presents the data-driven safety analysis conducted for the plan. Using collision data, roadway characteristics, and other risk factors, the analysis identifies high-injury locations, systemic safety issues, and key trends that influence transportation safety across the City.

Engagement and Collaboration

This chapter summarizes the public outreach and stakeholder engagement activities conducted during the development of the PPSAP. Engagement with residents, community organizations, partner agencies, and historically underserved populations ensures that the plan reflects local needs, experiences, and priorities.

Policy and Process Changes

This chapter identifies opportunities to strengthen transportation safety through updates to City policies, standards, and procedures. Recommendations focus on improving roadway design practices, maintenance policies, enforcement strategies, and coordination processes to support long-term safety improvements.

Strategy and Project Selection

This chapter outlines the recommended safety strategies and projects developed through the planning process. These include both short-term and long-term improvements designed to address the most critical safety challenges and reduce traffic-related fatalities and serious injuries.

Progress and Transparency

This chapter establishes performance measures and monitoring procedures to track progress toward safety goals. It also describes reporting mechanisms that promote transparency, accountability, and ongoing evaluation to support future updates of the PSAP.

Glossary

5 E's - Education, Enforcement, Engineering, Equity, and Emergency Medical Services: A comprehensive traffic safety approach for improving roadway safety.

ACS - American Community Survey: A U.S. Census Bureau survey that provides detailed information about social, economic, housing, and demographic characteristics of communities.

ADT - Average Daily Traffic: The average number of vehicles passing to a specific location during 24 hours.

BCR - Benefit-Cost Ratio: An indicator used to quantify project benefits against project costs for evaluating transportation investments.

CIP - Capital Improvement Plan

Collision Severity - The intensity of collisions is categorized as fatal, severe injury, visible injury, and complaint of pain.

Communities of Concern - Areas identified through demographic analysis as historically disadvantaged or underserved, particularly regarding transportation access and safety.

Crash Reduction Factor (CRF) - The percentage reduction in collisions expected from implementing a specific safety countermeasure or improvement.

CRF - Crash Reduction Factor: The percentage expected a safety countermeasure to reduce collisions.

Disadvantaged Communities - Census tracts that experience transportation disadvantages, as identified by the US DOT's ETC Explorer, are ranked at the 65th percentile or higher.

Driver Behavior: Actions and reactions of drivers, which can impact road safety, such as speeding, distracted driving, or driving under the influence.

EMS - Emergency Medical Services: First responders providing immediate medical care at collision scenes.

EPDO - Equivalent Property Damage Only: A method for weighting collisions based on severity to enable comparison.

ETC Explorer - Abbreviation for the US DOT's Equitable Transportation Community Explorer Screening Tool: Used to identify disadvantaged communities.

FHWA - Federal Highway Administration: The federal agency responsible for managing the nation's highway system.

First Harmful Event – The First event that resulted in injury, fatality, or property damage during a traffic collision.

HAWK Signal - High-Intensity Activated Crosswalk Beacon: A pedestrian-activated signal system that stops vehicular traffic and allows pedestrians to cross safely.

High Injury Network (HIN) - Street segments and intersections with the highest concentration of fatal and severe injury collisions, identified through data analysis.

HIN - High Injury Network: A systematic identification of streets with the highest traffic fatalities and severe injuries in Pomona.

Manner of Collision - It describes how the vehicles involved in the collisions collided with each other or with other objects, which is the Type of Collision (e.g., Broadside, rear-end)

NHTSA - National Highway Traffic Safety Administration

Pedestrian Safety - Measures and design elements aimed at protecting pedestrians from traffic-related injuries and fatalities.

Primary Contributing Factor - Defined as contributing causes of collisions.

RRFB - Rectangular Rapid Flashing Beacon - is a type of pedestrian crossing treatment that employs flashing warning lights to enhance driver-yielding behavior.

Safe System Approach - A comprehensive methodology for addressing transportation safety that focuses on preventing fatal and severe injuries through systematic enhancements to the transportation network.

Safe Routes to School (SRTS) - Programs and infrastructure improvements designed to make it safer and easier for children to walk and bike to school.

SS4A - Stands for Safe Streets and Roads for All: A federal grant program that funds comprehensive safety action plans and their implementation.

Traffic Fatality - A death resulting from injuries sustained in a motor vehicle collision.

Traffic Enforcement - Actions law enforcement takes to ensure compliance with traffic laws, including issuing citations for speeding, running red lights, or other violations.

Walkability - The measure of how friendly an area is to walking, considering factors such as the presence of sidewalks, safety, and accessibility of destinations.

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CHAPTER ONE

Introduction

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City of Pomona Overview

City of Pomona is located in eastern Los Angeles County, in Southern California, United States. Pomona is located 30 miles east of Los Angeles in the Pomona valley, between the Inland Empire and the San Gabriel Valley. Pomona is bordered by lots of different cities from all directions. The Los Angeles/San Bernardino County line forms most of the city's southern and eastern boundaries. According to the United States Census Bureau the City of Pomona has a total area of 22.964 square miles over 99% of it being land. As of 2020, the city had a population of 1,51,173 with a similar proportion of kids, adults and middle-aged people and lesser proportion of retirees and older people.

Major transportation routes in the city include California Interstate 10 (San Bernardino Freeway), an east-west arterial that connects Pomona to the broader Montclair and Claremont City on the west, and SR-71, which serves as an important south-northwest corridor. Other State Routes like SR-57, SR-60, SR-66 along with smaller and major local streets form the City's backbone linking residents to key destinations including schools, parks, healthcare, airport, and commercial areas.

Pomona's transportation network faces significant challenges in active transportation, safety, and mobility. While the city has sidewalks, pedestrian crossings, and some bike lanes, these facilities are often inconsistent or incomplete, leaving gaps in safe routes for walking and cycling. High-traffic intersections frequently lack dedicated pedestrian signals, curb ramps, and protected bike lanes, increasing risks for vulnerable users, including older adults, people with disabilities, and children. Limited public transit options further constrain mobility for residents without vehicles, making it difficult to access jobs, schools, and essential services. Expanding pedestrian and bicycle infrastructure, improving intersection safety, and enhancing transit connectivity are critical to creating a more accessible, safe, and multimodal transportation system in Pomona.

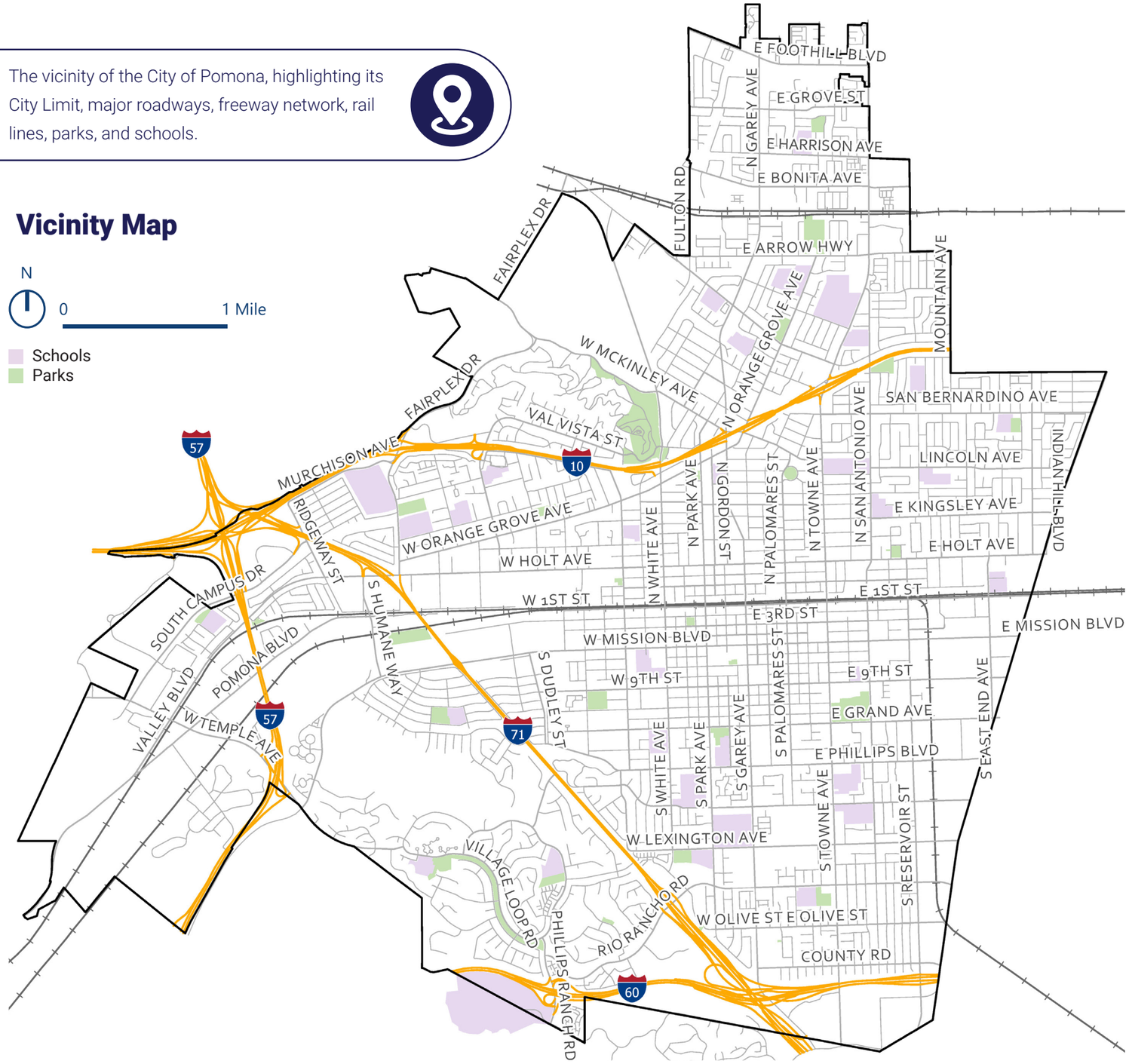
The City of Pomona has developed a Safety Action Plan (PSAP) to enhance transportation safety for all users. This type of plan is crucial for systematically addressing roadway safety and working toward reducing or eliminating fatalities and serious injuries. The PSAP utilizes a data-driven approach to analyze collision data, identify high-risk areas, and develop targeted measures to prevent collisions, reduce fatalities, and minimize serious injuries. It also aims to create a safer, more sustainable transportation system for all road users.

The primary goals of PSAP are to:

- *Perform a proactive safety assessment using collision data for the City of Pomona.*
- *Identify high-risk areas and recurring collision trends.*
- *Create a prioritized list of safety projects addressing immediate and long-term needs.*
- *Develop a roadmap to secure funding and implement the recommended safety improvements.*

The vicinity of the City of Pomona, highlighting its City Limit, major roadways, freeway network, rail lines, parks, and schools.

Vicinity Map



Leadership Commitment & Goal Setting: Safety First

The City of Pomona is firmly committed to improving safety across its transportation network and aligning its efforts with statewide priorities established by the California Department of Transportation and national initiatives led by the Federal Highway Administration. Recognizing the urgent need to reduce traffic fatalities and serious injuries, the City has embraced a vision of significantly reducing, and ultimately striving to eliminate, transportation-related deaths and severe injuries on Pomona's roadways.

Pomona's adoption of the Safe System Approach reflects the City's fundamental commitment to protecting the health, safety, and well-being of everyone who travels within the community. Whether residents are walking, bicycling, driving, or using transit, the City believes that every person deserves a safe and reliable transportation environment. By establishing clear and ambitious safety goals, Pomona is demonstrating strong leadership and a proactive approach to improving roadway safety for all users.

To move toward these goals, the City is implementing a comprehensive, data-driven strategy that addresses the many factors contributing to traffic collisions. This approach integrates infrastructure improvements that enhance roadway design, education initiatives that promote responsible road user behavior, and enforcement efforts that reinforce traffic safety laws. Together, these strategies create a coordinated and holistic framework designed to reduce crashes and protect the most vulnerable roadway users.

The City's leadership remains fully committed to advancing this vision and dedicating the resources necessary to achieve measurable progress. Through ongoing data analysis, regular monitoring of safety outcomes, and continued collaboration with community stakeholders and partner agencies, Pomona will ensure that its transportation safety efforts remain focused, accountable, and effective. With sustained commitment and collective action, the City aims not only to improve safety locally but also to serve as a model for other communities across California working to reduce traffic fatalities and serious injury collisions.

Vision & Goals

It is unacceptable for people to be killed or severely injured while traveling along or across Pomona roadways. The city is committed to advancing with the ultimate goal of reducing traffic fatalities and severe injuries for all system users. Through a holistic and proactive approach as part of the PSAP, Pomona commits to reducing fatal and severe injury traffic collisions.

Guiding Principles

1. To reduce all traffic-related fatalities and severe injuries, a commitment is required to make roads, vehicles, and traffic systems as safe as possible for all users.
2. The PSAP prioritizes the safety of pedestrians, cyclists, motorcyclists, transit users, and motor vehicle users and aims to create safe and accessible road systems for all.
3. The PSAP aims to create safe speeds that are appropriate for the road environment and that minimize the risk of collisions and their severity.
4. Create a culture of safety in Pomona that encourages responsible road behavior and promotes respect for all road users through education, and community engagement.
5. Safety is the highest priority, and human life is more important than speed, convenience, or property. Trade-offs will be evaluated and both proactive and reactive engineering decisions about street design will be made based on this value.
6. Traffic deaths and severe injuries are a preventable public health issue. The City will treat fatal and severe collisions as preventable and unacceptable incidents that can and must be addressed.
7. People make mistakes. The City will design its streets so that mistakes do not result in death or severe injury. The City will not victim-blame but seek to understand and respond compassionately and objectively.
8. Slower streets are safer streets. Mobility is the safe and efficient movement of people and goods through a transportation system. The City will design, construct, and operate streets for slower speeds to eliminate all fatal and severe collisions, and protect our most vulnerable street users.
9. The City will create safer transportation options for people to travel. Creating safer and more comfortable transportation options for pedestrians, cyclists, motorcyclists, and transit riders can enhance the appeal of these modes and help reduce reliance on driving. This is expected to reduce vehicle miles traveled within the City and lower the risk of fatal and severe injury collisions through the implementation of effective safety measures.
10. Street safety must be achieved equitably. This plan emphasizes data-driven engineering and education actions first, supported by equity and data-driven enforcement and in an effort to conduct equitable traffic enforcement consistent with Safe Streets and Roads for All program principles.
11. The PSAP is both reactive to collision data and proactive to collision risk. Collision data reveals where the risk of fatal and severe injury collisions has manifested. A proactive collision risk assessment identifies and prioritizes those locations where risk exists, but collision experience has yet to materialize.
12. The PSAP has been developed with input from stakeholders and the public. The City will collaborate with local jurisdictions to identify policies and measures that align with the safety visions of various cities.
13. PSAP requires a holistic approach to land use and transportation to include policy analysis and changes at the local and regional levels.
14. The PSAP will outline clear and measurable action items to guide implementation and track progress toward a safer transportation system.
15. The City will coordinate with Los Angeles County, neighboring jurisdictions, and regional agencies to ensure the City's safety efforts complement broader regional Vision Zero initiatives and leverage shared resources and best practices.
16. The PSAP embraces the Safe Systems Approach methodology, recognizing that human error is inevitable and designing redundancy into the transportation system across safe roads, safe speeds, safe vehicles, safe road users, and post-crash care to prevent fatal and severe injuries.
17. The PSAP will be regularly updated based on emerging collision data, technological advances, community needs, and evaluation of implemented strategies to ensure continuous improvement and effectiveness in achieving Vision Zero goals.

Through this coordinated and sustained effort, Pomona is laying the groundwork for a safer, more inclusive transportation system—one that prioritizes the well-being of all road users, regardless of how they travel.

POMONA
SAFETY ACTION PLAN

CHAPTER TWO

Background & Policies

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This chapter summarizes the planning documents, ongoing projects, and relevant studies reviewed supporting City of Pomona's Safety Action Plan (PSAP). This memorandum aims to ensure that the vision, goals, and strategies outlined in the PSAP aligns with the city's prior planning efforts, transportation projects, and non-infrastructure programs.

The goal of the PSAP is to improve roadway safety for all the users. The key strategies of the PSAP will focus on the "Five E's" framework: Education, Enforcement, Engineering, Equity, and Emergency Medical Services (EMS). These elements are designed to address safety concerns comprehensively while ensuring consistency with the City's broader long-term planning objectives. Documents were carefully analyzed to ensure the recommendations to be proposed in the PSAP complement City's long-term goals, and initiatives.

The following documents and resources were reviewed:

City of Pomona:

1. City of Pomona General Plan | (2014)
2. Active Transportation Plan: Bicycle & Pedestrian Master Plan | (2012)
3. Downtown Pomona Specific Plan | (2020)
4. Pomona Corridors Specific Plan | (2020)
5. Metro Long-Range Transportation Plan | (2020)

Regional Plans:

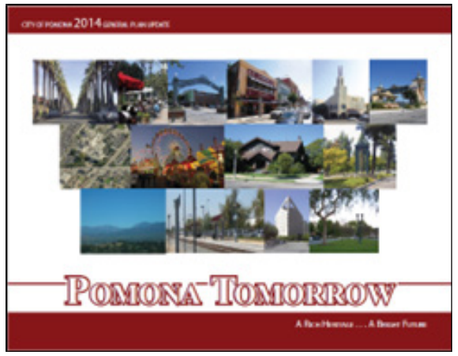
6. Metro Public Transportation Agency Safety Plan | (2020)
7. Connect SoCal- Southern California Association | (2024)

Capital Improvements:

8. Traffic Projects | (2025-2026)

By aligning with these guiding documents and strategies, the PSAP provides a cohesive and actionable framework to enhance safety, advance equitable transportation solutions, and support the City's broader development goals. **Appendix A**, located at the end of this memorandum, summarizes the relevant goals, policies, and projects from all reviewed documents and illustrate their alignment with the PSAP.

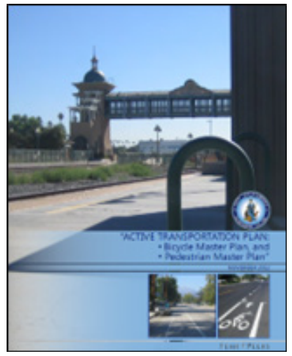
City of Pomona



CITY OF POMONA GENERAL PLAN | (2014)

The City of Pomona 2014 General Plan Update presents a long-term vision for the city's physical, economic, and environmental development. It integrates community input, historical context, and regional dynamics to guide future growth. The plan is structured around guiding themes such as diversity, economic prosperity, safety, and sustainability. It outlines strategic action areas, including Downtown revitalization, transit-oriented districts, activity centers, and corridors, aiming to enhance livability, connectivity, and economic vitality. The plan also emphasizes preserving neighborhood character, improving public spaces, and leveraging institutional assets like Cal Poly Pomona and the Fairplex.

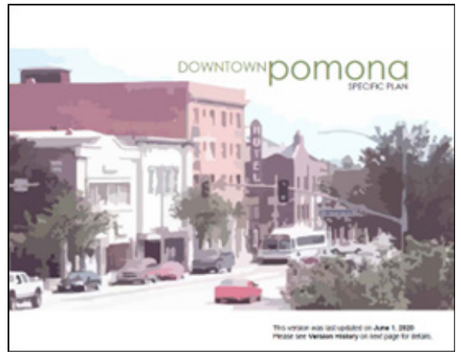
The document includes detailed components on land use, mobility, conservation, community design, and safety. It proposes various implementation tools and programs, such as the Active Transportation Plan, Public Transportation Master Plan, and Intelligent Transportation Systems (ITS) Plan, to support multimodal connectivity and reduce reliance on single-occupancy vehicles. The plan also addresses environmental sustainability through a Green Plan and outlines goals for economic development, open space expansion, and infrastructure improvements. Overall, the General Plan serves as Pomona's blueprint for achieving a prosperous, inclusive, and resilient future.



ACTIVE TRANSPORTATION PLAN: BICYCLE & PEDESTRIAN MASTER PLAN | (2012)

The Pomona Active Transportation Plan outlines a strategic framework to enhance bicycling and pedestrian infrastructure throughout the city. Developed by Fehr & Peers, the plan integrates a Bicycle Master Plan and a Pedestrian Master Plan, aiming to reduce traffic congestion, improve air quality, and promote healthier lifestyles. It includes detailed assessments of existing conditions, such as land use, transportation patterns, and collision data, and proposes a citywide network of bikeways and pedestrian paths. Public input played a key role in shaping the plan, with surveys and stakeholder meetings identifying priorities like safer routes to schools, improved bicycle parking, and better connectivity across major barriers like freeways and rail lines.

The plan proposes over 76 miles of new bikeway facilities, including Class I shared-use paths, Class II bike lanes, and Class III bike routes. It also recommends infrastructure improvements around schools, enhanced bicycle parking, and support programs for education, enforcement, and community engagement. Funding strategies are outlined, leveraging federal, state, and local sources. Design guidelines ensure facilities are safe and accessible for users of all ages and abilities. The plan emphasizes a holistic approach, combining physical infrastructure with policy changes and public outreach to create a more walkable and bikeable Pomona.



DOWNTOWN POMONA SPECIFIC PLAN | (2020)

The Downtown Pomona Specific Plan is a comprehensive framework guiding the revitalization and development of Pomona's historic downtown core. Covering approximately 232 acres, the plan integrates land use, urban design, mobility, infrastructure, and economic development strategies to support a vibrant, pedestrian-oriented, transit-accessible, and culturally rich environment. It aligns with the Pomona General Plan and other regional planning documents, emphasizing mixed-use development, historic preservation, arts and culture, and community engagement. The plan was updated in 2017 with support from Metro's TOD Planning Grant to promote Transit-Oriented Development (TOD) and reconcile overlapping standards with the Pomona Corridors Specific Plan.

The document is organized into four chapters: Introduction, Private Realm, Public Realm, and Implementation. It outlines specific zoning districts (MU-CBD, MU-I, MU-HDR, R-MF), urban form standards, land use regulations, signage guidelines, and incentives for affordable artist housing and public open spaces. The Public Realm chapter focuses on multimodal transportation improvements, placemaking, and infrastructure upgrades. The Implementation chapter details strategies to attract investment, leverage Opportunity Zones, and utilize funding mechanisms like EIFDs and CRIAs. Overall, the plan aims to transform Downtown Pomona into a dynamic destination for residents, businesses, and visitors.

Regional Plans

POMONA CORRIDORS SPECIFIC PLAN | (2020)

The Pomona Corridors Specific Plan is a comprehensive urban planning framework designed to revitalize and guide development along four major corridors in Pomona: Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard. The plan is structured into three main components: Community Intent, which outlines the vision and objectives; Development Code, which provides regulatory standards for land use and design; and City Actions, which detail infrastructure investments and implementation strategies. The plan emphasizes transforming outdated strip commercial development into vibrant, mixed-use districts with improved aesthetics, economic vitality, and connectivity. It also integrates principles of sustainability, public safety, and community character while aligning with the City's General Plan.

Transportation is a central theme throughout the plan, with a strong focus on multi-modal mobility, transit-oriented development, and complete streets. The plan promotes pedestrian- and bicycle-friendly environments, enhanced transit access, and strategic infrastructure improvements to support future growth. Key corridors are envisioned with eight discrete streetscape improvement types, transit stops, and connectivity to Metrolink stations. The plan also outlines phased capital improvements, including street redesigns, lighting upgrades, and landscaping enhancements, to support both public and private investment. Overall, the plan aims to create a cohesive, livable, and economically resilient urban fabric that supports diverse transportation options and community needs.

METRO PUBLIC TRANSPORTATION AGENCY SAFETY PLAN | (2020)

The 2020 Long Range Transportation Plan (LRTP) by LA Metro outlines a 30-year vision to transform mobility across Los Angeles County. It emphasizes four strategic priorities: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. The plan is built on extensive community engagement and aims to address challenges such as climate change, housing affordability, and traffic congestion. It proposes a multi-modal approach that integrates rail, bus, active transportation, and new mobility technologies, while promoting equity and sustainability. The LRTP is financially constrained, backed by $400 billion in projected funding from local, state, and federal sources, including Measures M and R.

The LRTP includes over 100 miles of new transit corridors, Express Lanes expansion, bike and pedestrian infrastructure, and Transit-Oriented Communities (TOC) development. It also introduces bold policies like congestion pricing, fare subsidies, and zero-emission fleet transitions. The plan identifies Equity Focus Communities (EFCs), including areas like Pomona, to prioritize investments where they are most needed. The LRTP is designed to be flexible and responsive, with a forthcoming Short Range Transportation Plan (SRTP) to guide near-term actions. Ultimately, the LRTP aims to create a more connected, resilient, and inclusive transportation system for all residents of LA County.

METRO PUBLIC TRANSPORTATION AGENCY SAFETY PLAN | (2020)

The Metro Public Transportation Agency Safety Plan (PTASP) outlines Metro's strategic framework for ensuring safety across its bus and rail systems, in compliance with 49 CFR Part 673 issued by the Federal Transit Administration (FTA). It establishes a Safety Management System (SMS) composed of four pillars: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. The plan integrates safety into all aspects of operations, from design and procurement to maintenance and emergency response. It includes performance targets such as zero fatalities, reduced injuries and safety events, and improved system reliability. Metro's organizational structure, training programs, and inter-agency coordination are central to implementing and sustaining a robust safety culture.

The document also details Metro's procedures for hazard identification, accident investigation, and corrective action planning. It includes comprehensive safety protocols for both rail and bus modes, supported by committees like the Fire/Life Safety Committee and Safety Certification Review Team. Emergency preparedness exercises, contractor safety requirements, and asset condition assessments are emphasized. The PTASP serves as a blueprint for continuous safety improvement, aligning with national safety goals and ensuring accountability at all organizational levels. While Metro operates countywide, including Pomona, the safety principles and programs outlined are applicable to all jurisdictions served by Metro.

Capital Improvements

CONNECT SOCAL- SOUTHERN CALIFORNIA ASSOCIATION | (2024)

The Pomona Corridors Specific Plan is a comprehensive urban planning framework designed to revitalize and guide development along four major corridors in Pomona: Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard. The plan is structured into three main components: Community Intent, which outlines the vision and objectives; Development Code, which provides regulatory standards for land use and design; and City Actions, which detail infrastructure investments and implementation strategies. The plan emphasizes transforming outdated strip commercial development into vibrant, mixed-use districts with improved aesthetics, economic vitality, and connectivity. It also integrates principles of sustainability, public safety, and community character while aligning with the City's General Plan.

Transportation is a central theme throughout the plan, with a strong focus on multi-modal mobility, transit-oriented development, and complete streets. The plan promotes pedestrian- and bicycle-friendly environments, enhanced transit access, and strategic infrastructure improvements to support future growth. Key corridors are envisioned with eight discrete streetscape improvement types, transit stops, and connectivity to Metrolink stations. The plan also outlines phased capital improvements, including street redesigns, lighting upgrades, and landscaping enhancements, to support both public and private investment. Overall, the plan aims to create a cohesive, livable, and economically resilient urban fabric that supports diverse transportation options and community needs.

STREET PROJECTS | (2025-2026)

The City of Pomona's 2025–26 Capital Improvement Program outlines a comprehensive plan for infrastructure investments over a five-year horizon, with a strong emphasis on transportation and mobility enhancements. The CIP categorizes projects into funded, partially funded, and unfunded, with detailed financial allocations and timelines. Major transportation initiatives include corridor beautification, pedestrian and bicycle infrastructure, ADA accessibility upgrades, street rehabilitation and preservation, and highway improvements. The document reflects a strategic prioritization of projects based on community needs, funding availability, and alignment with broader urban planning goals.

The CIP also highlights collaborative efforts with regional agencies such as Caltrans and SGVCOG, and leverages diverse funding sources including federal grants, local bonds, and voter-approved measures (e.g., Measure M, Measure R). Projects like the Holt Avenue Corridor Improvements and Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements demonstrate a commitment to enhancing safety, accessibility, and sustainability. The document provides transparency in budgeting and planning, while identifying critical unfunded needs such as alley improvements and intersection upgrades, signaling areas for future investment.

POMONA SAFETY ACTION PLAN

CHAPTER THREE

Data-Driven Process

TJKM

Data Collection & Methodology

The City of Pomona is committed to improving roadway safety through the development of a PSAP. The overarching goal of this initiative is to reduce and ultimately eliminate fatalities and severe injuries for all roadway users, including pedestrians, bicyclists, public transportation users, motorists, micro-mobility users, and commercial vehicle operators.

The PSAP adopts a data-driven approach to identify and prioritize safety projects, grounded in best practices, stakeholder engagement, and a focus on equity and environmental considerations. By analyzing historical collision data and identifying high-risk areas, the PSAP will recommend targeted safety improvements to create a safer, more accessible transportation network for all.

Data Sources

Collision Data & Methodology

Collision data for the City of Pomona was obtained from the Transportation Injury Mapping System (TIMS) and the Pomona Police Department, with the police reports providing additional collision details. The dataset covers a five-year period from January 1, 2020, to December 31, 2024, along with the first quarter of 2025 (January 1–March 31, 2025). Both sources were combined, and duplicate records were removed, resulting in a comprehensive consolidated dataset that serves as the foundation for all subsequent safety analyses.

Methodology

Collision data was analyzed using a combination of visual tools and spatial analysis techniques to identify citywide trends. The key components of the study include:

Severity Analysis
Categorizing collisions by severity (fatal, severe injury, visible injury, and complaint of pain).

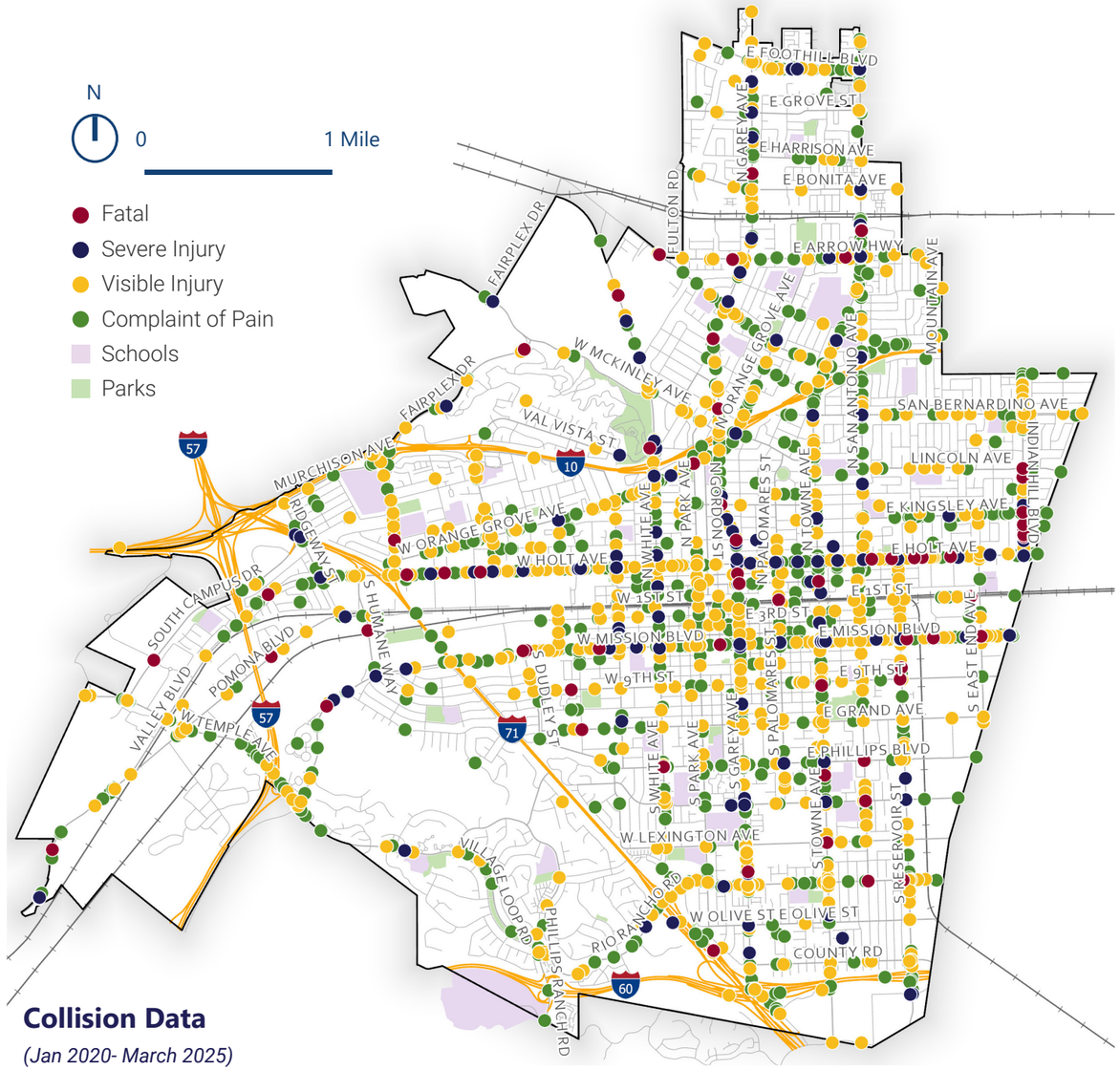
Demographics Analysis
Examining the age and gender of people involved to highlight key demographic trends.

Temporal Trends
Examining patterns by year, month, day of week, and time of day.

Spatial Distribution Analysis
Mapping collision locations using Geographic Information System (GIS) tools to pinpoint high-injury intersections and corridors.

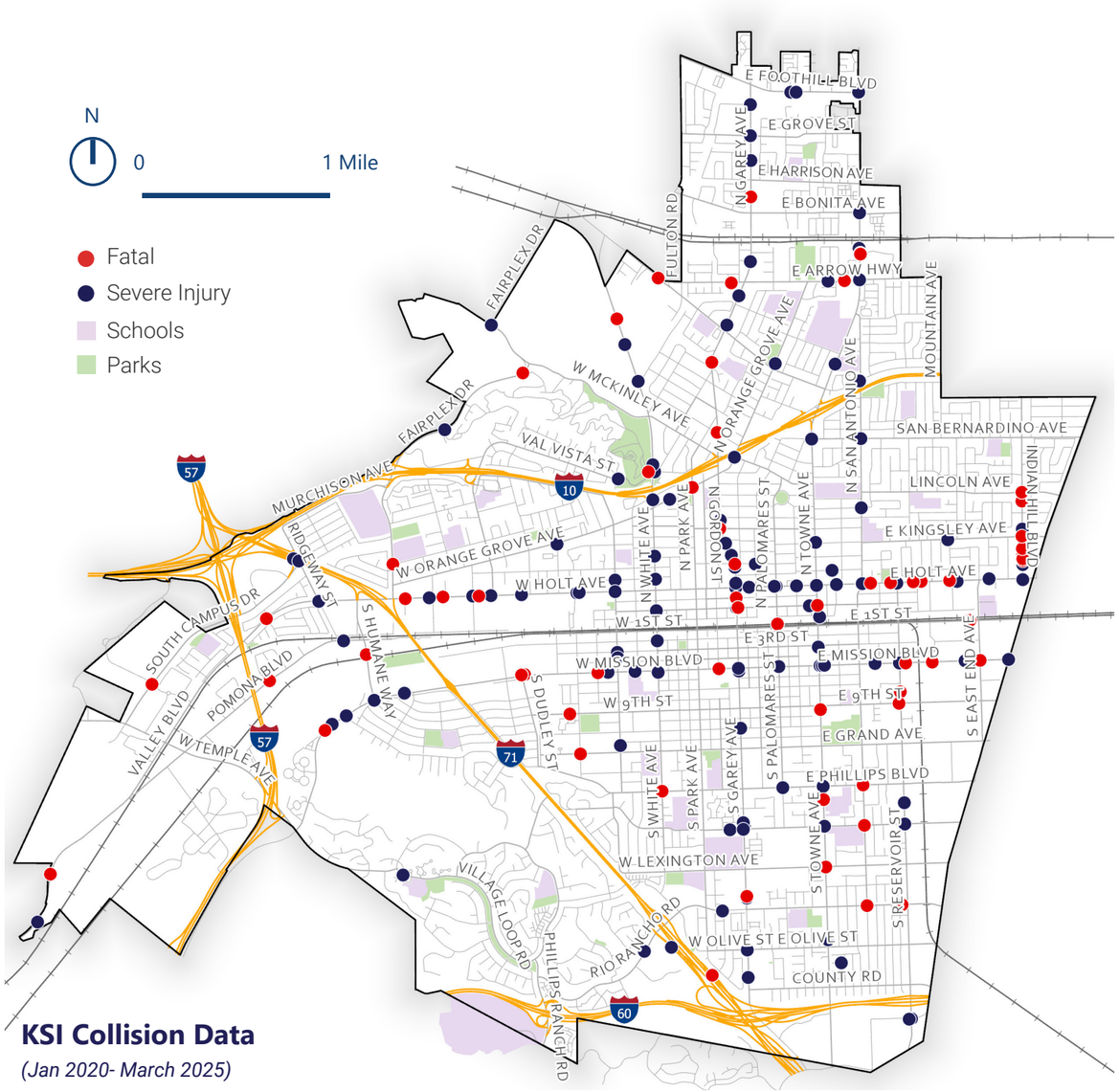
Road User Analysis
Assessing impacts on vulnerable road users such as pedestrians, bicyclists, and motorcyclists, alongside motor vehicle occupants, to guide targeted safety measures.

Collision Characteristics Analysis
Identifying patterns related to collision type, primary violation factor, weather conditions, and lighting conditions to better understand contributing factors.



Collision Data
(Jan 2020- March 2025)

The map shows all injury collisions within Pomona between January 2020 and March 2025.



KSI Collision Data

(Jan 2020- March 2025)

The map shows all KSI collisions within Pomona between January 2020 and March 2025.

Office of Traffic Safety (OTS) Crash Rankings

The California Office of Traffic Safety (OTS) produces annual collision rankings for all California jurisdictions, enabling cities to benchmark their statistics. The OTS Rankings were developed so that individual counties and cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in.

Rankings are also developed for each of the state's 58 counties. The rankings are based on the Empirical Bayesian Ranking Method. This method uses population and daily vehicle miles traveled as well as collision records, collision trends and other weighing factors to arrive at a single ranking.

The results helped jurisdictions and OTS identify emerging or on-going traffic safety problem areas to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

The following OTS rankings are for City of Pomona for the year 2022. Note that City Rankings include all collisions, killed, and injured within city borders.

FATAL & INJURY COLLISIONS	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS	DRIVING UNDER THE INFLUENCE (DUI) OF DRUG OR ALCOHOL
10TH out of the 61 cities in group B with population between 100,001 – 250,000	**11TH** out of the 61 cities in group B with population between 100,001 – 250,000	**17TH** out of the 61 cities in group B with population between 100,001 – 250,000	**38TH** 49th for drivers under age 21 and 36th highest for drivers between ages 21-34.

A full list of all categories is posted on California OTS's website .

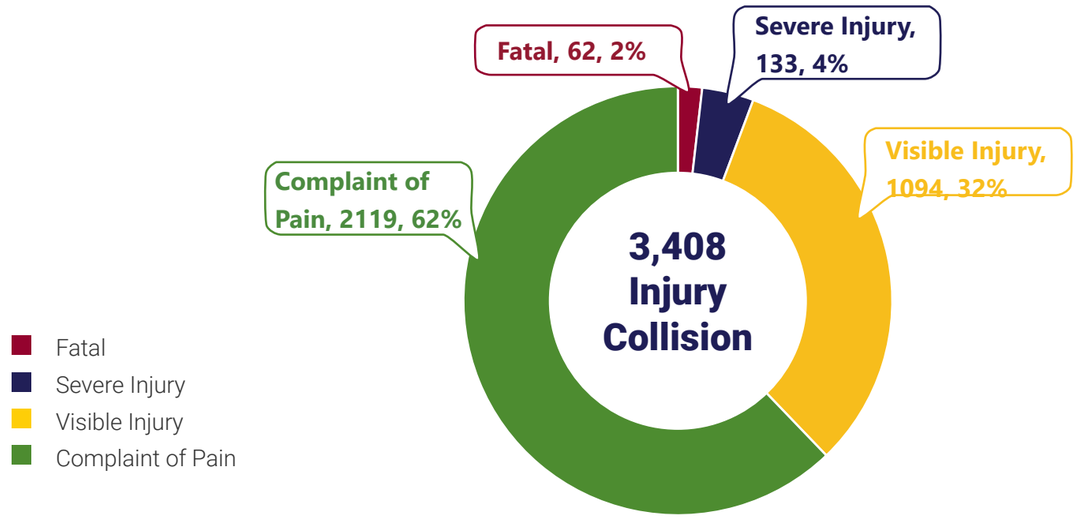
https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv_view_count=1327&wpv-wpcf-year=2022&wpv-wpcf-city_county=Pico+Rivera&wpv_filter_submit=Submit

Collision Analysis

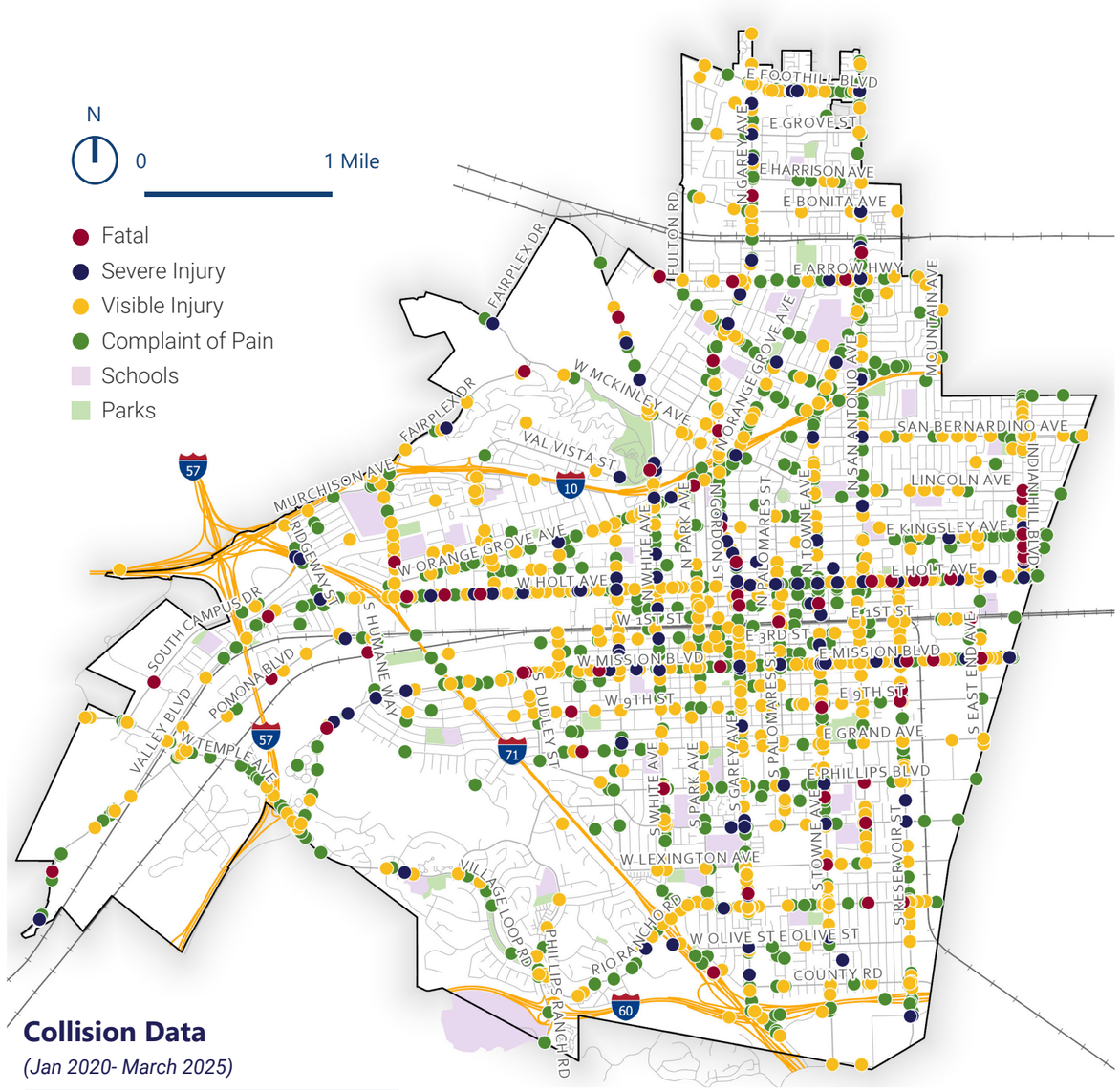
This analysis identifies key trends and safety challenges affecting all road users. The findings support data-driven decision-making and help guide the development of targeted strategies within PSAP.

Collisions by Severity

In this five-year period from January 2020 to March 2025, the City of Pomona reported 3,408 traffic collisions within the city. The figure below illustrates the distribution of all 3,408 injury collisions based on severity. Among these 195 collisions accounted for approximately six percent of all killed or severely injured (KSI) collisions which includes 62 fatal (two percent) and 133 severely injured collisions (four percent). There were 1,094 visible injury collisions accounting for approximately 32 percent of the total injury collisions, and 2,119 collisions were classified under complaint of pain (62 percent).



Collision severity	Roadway segment	Intersections	Total
Fatal	12	50	62
Severe Injury	31	102	133
Visible Injury	158	936	1,094
Complaint of Pain	234	1885	2,119
Total	435	2973	3,408



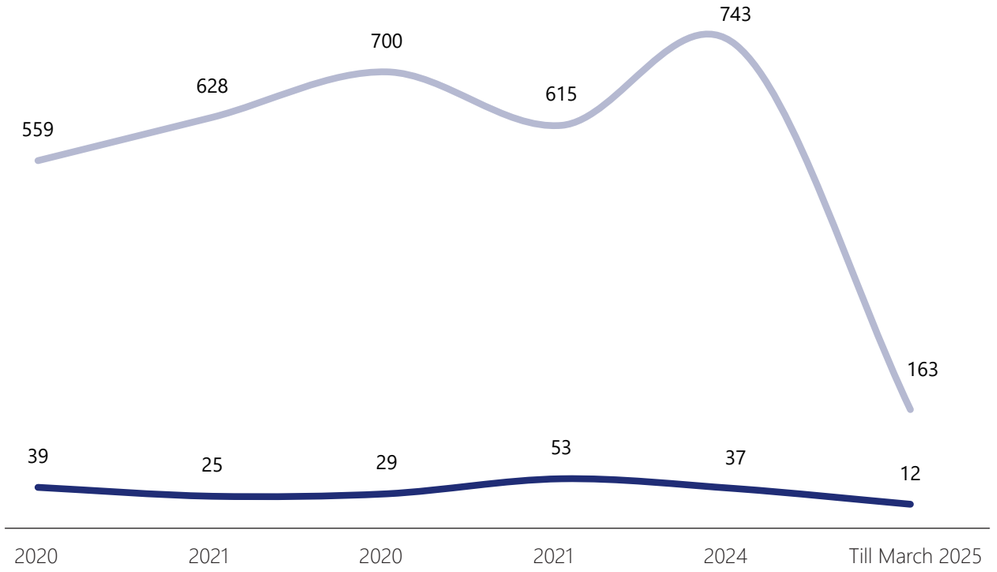
Collision Data

(Jan 2020- March 2025)

The map shows all injury collisions within Pomona between January 2020 and March 2025.

Overall Collision Analysis

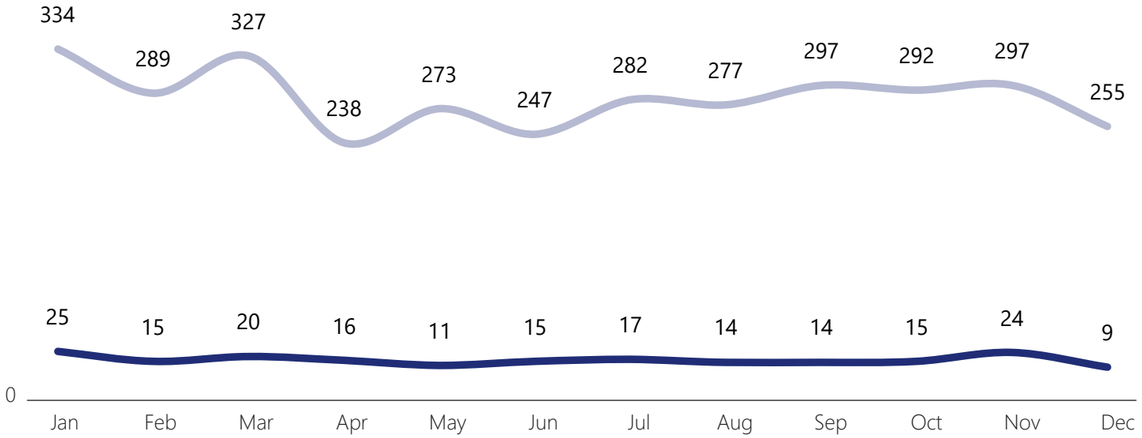
This analysis identifies key trends and safety challenges affecting all road users. The findings support data-driven decision-making and help guide the development of targeted strategies within PSAP.



Injury Collisions — KSI

YEARLY TREND

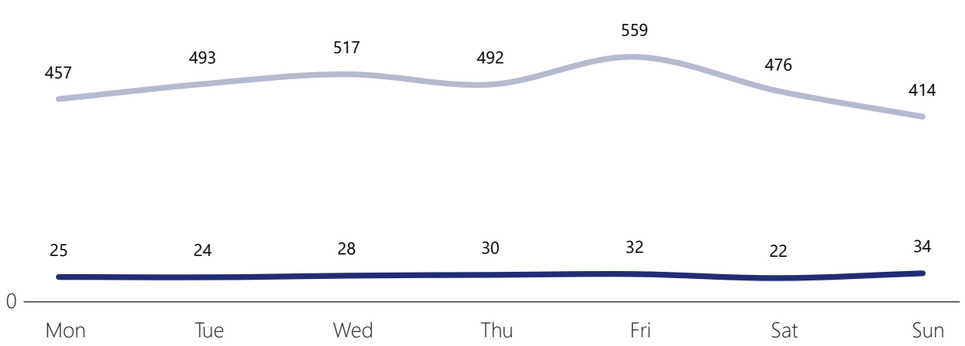
The highest number of KSI collisions occurred in **2023 (53 collisions),** while injury collisions peaked in **2024 (743 collisions).**



Injury Collisions — KSI

MONTHLY TREND

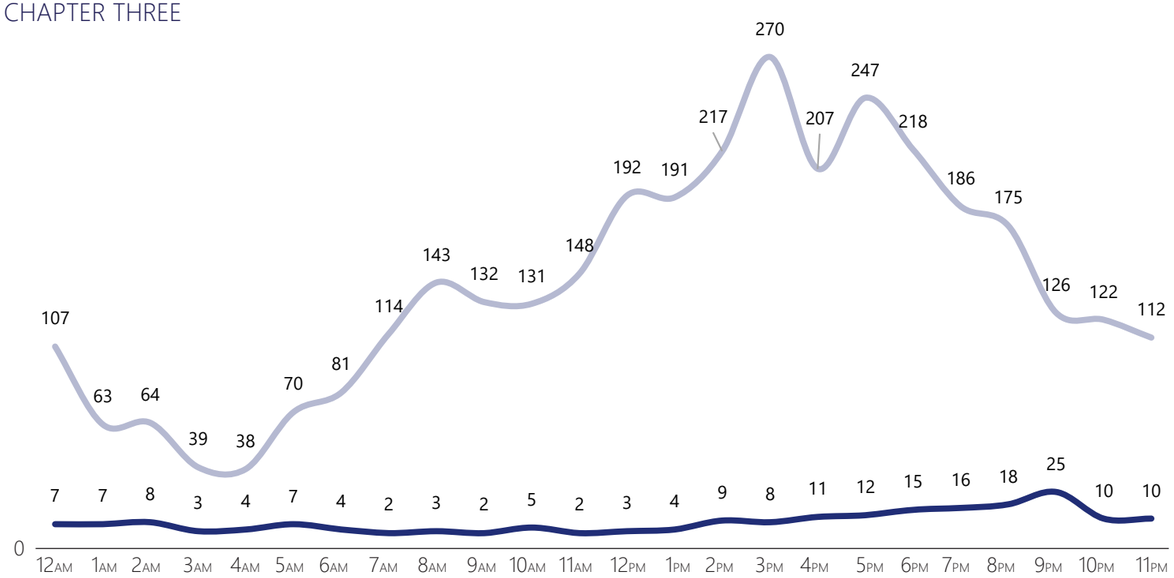
KSI collisions were highest in **January (25 collisions)** and **November (24 collisions)**, whereas injury collisions peaked in January (334 collisions) followed by March (327 collisions).

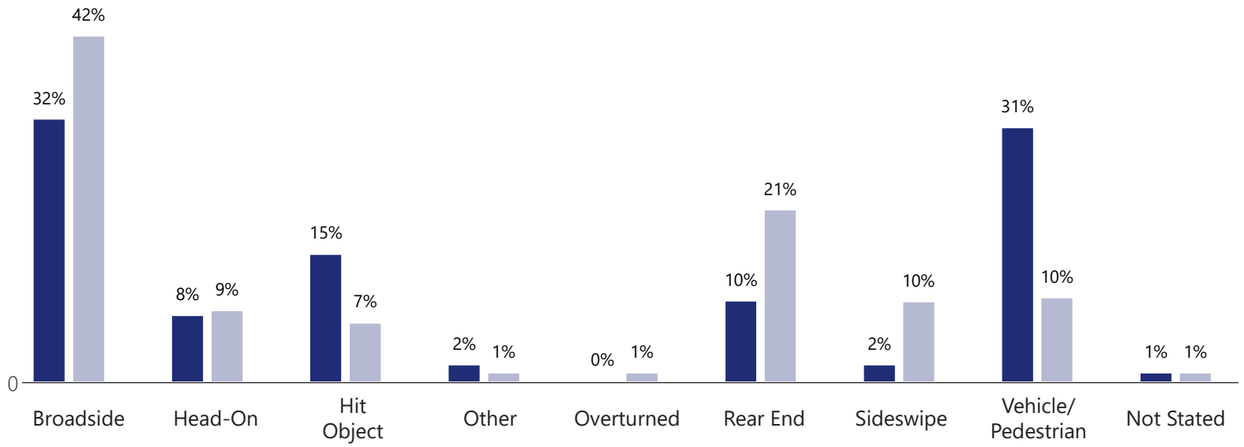


Injury Collisions — KSI

DAY OF WEEK TRENDS

KSI collisions were most frequent on **Sunday (34 collisions)** and **Friday (32 collisions)**, while injury collisions peaked on **Friday (559 collisions)** and **Wednesday (517 collisions).**





Injury Collisions KSI

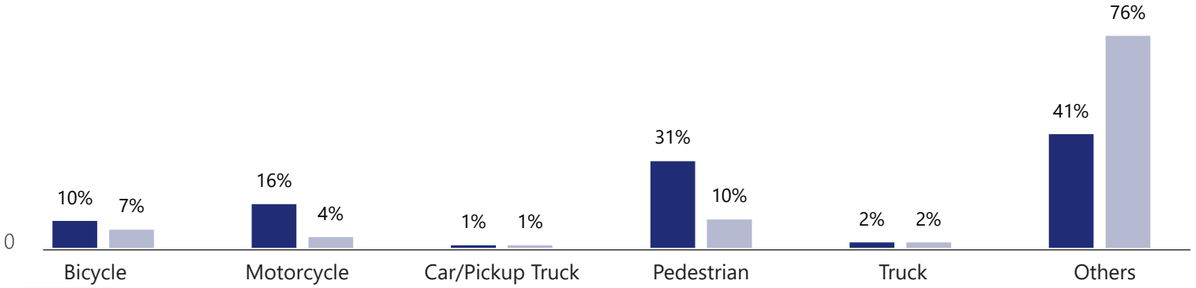
TIME OF DAY TRENDS

KSI collisions peaked between **7:00 p.m. and 9:00 p.m.**, while injury collisions were most common between 3:00 p.m. and 5:00 p.m. Overall, most collisions occur during afternoon and early evening hours.

Injury Collisions KSI

COLLISION TYPE

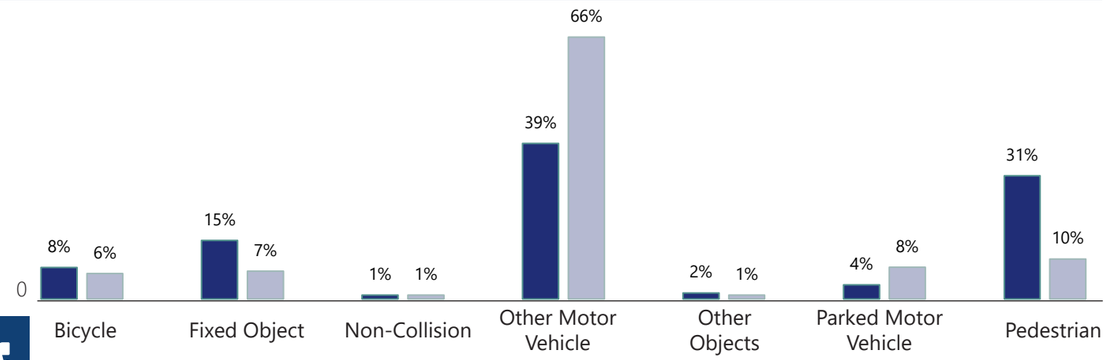
Broadside collisions were the most common, accounting for 32 percent of KSI collisions and 42 percent of injury collisions, followed by rear-end collisions 21 percent of injury collisions and vehicle/pedestrian collisions 31 percent of KSI collisions.



Injury Collisions KSI

ROAD USER INVOLVEMENT

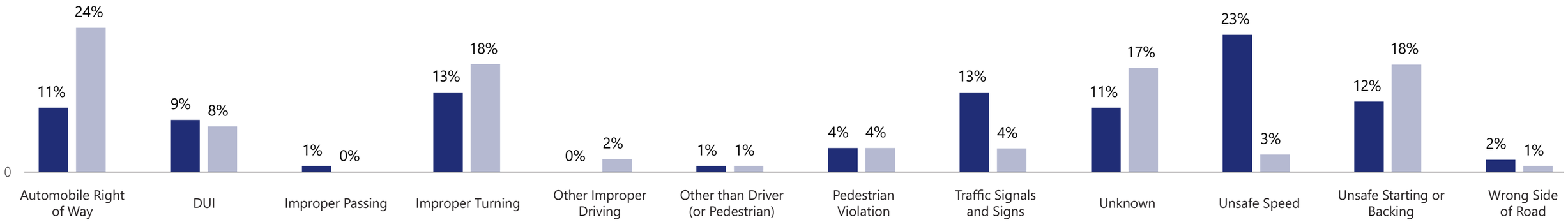
Passenger cars and pickup trucks accounted for 76 percent of injury collisions, followed by pedestrians (10 percent). Motorcycles and bicycles contributed smaller but notable shares. Pedestrians (31 percent) and motorcycles (16 percent) were involved in a higher proportion of KSI collisions than injury collisions.



Injury Collisions KSI

MOTOR VEHICLE COLLISION INVOLVEMENT

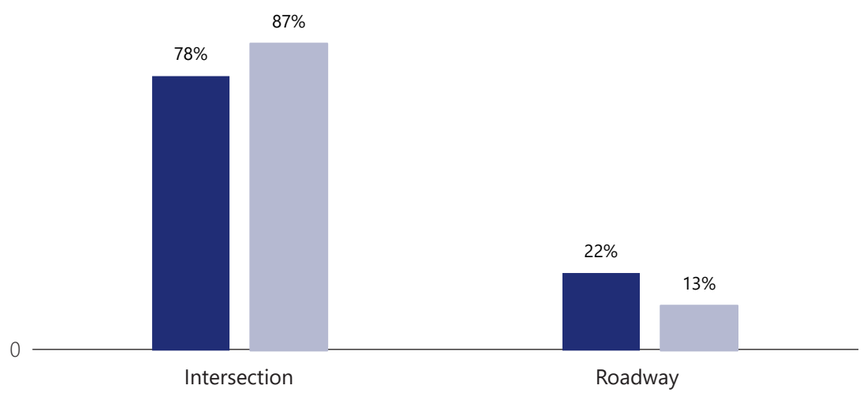
Collisions between two or more motor vehicles were the most common, comprising 39 percent of KSI collisions and 66 percent of injury collisions.



Injury Collisions KSI

PRIMARY VIOLATION FACTORS

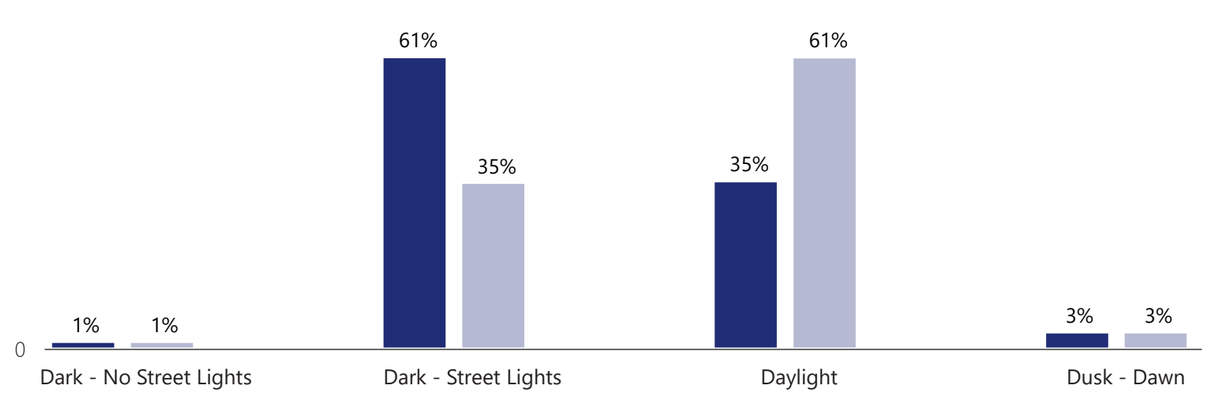
For KSI collisions, the leading violation factor was **unsafe speed (23 percent)**, followed by **improper turning (13 percent)** and **pedestrian violations (13 percent).** Automobile right-of-way and traffic signal violations also contributed significantly. For injury collisions, the leading violation factors were automobile right-of-way violations (24 percent), followed by improper turning (18 percent) and unsafe speed (18 percent).



Injury Collisions KSI

LOCATION

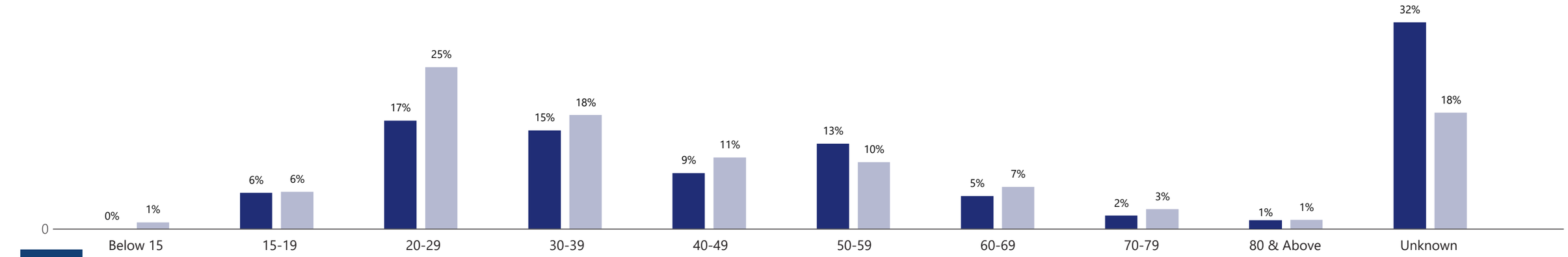
Collisions predominantly occurred **at intersections (78 percent of KSI collisions and 87 percent of injury collisions)**, with the remainder occurring along roadways.



Injury Collisions KSI

LIGHTING CONDITIONS

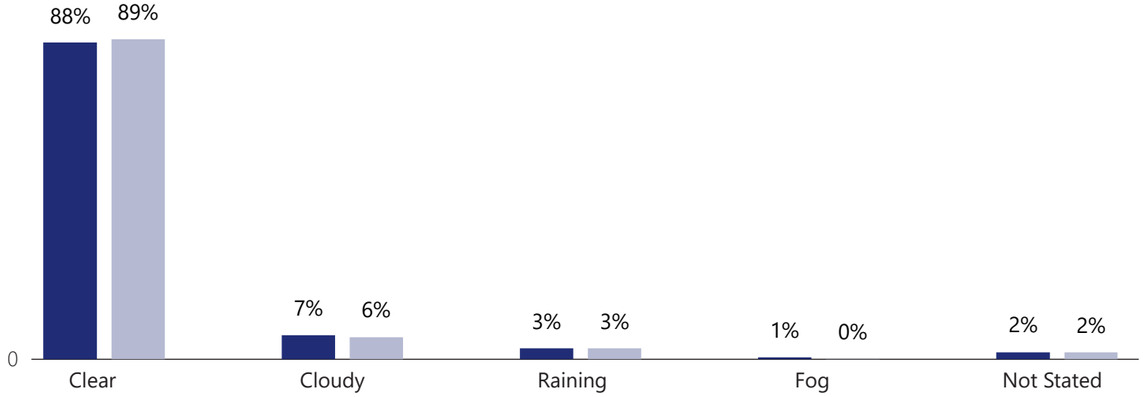
Most injury collisions occurred during **daylight (61 percent of injury collisions)**, whereas dark conditions with streetlights accounted for 61 percent of KSI collisions and 35 percent of injury collisions.



Injury Collisions KSI

AGE GROUP

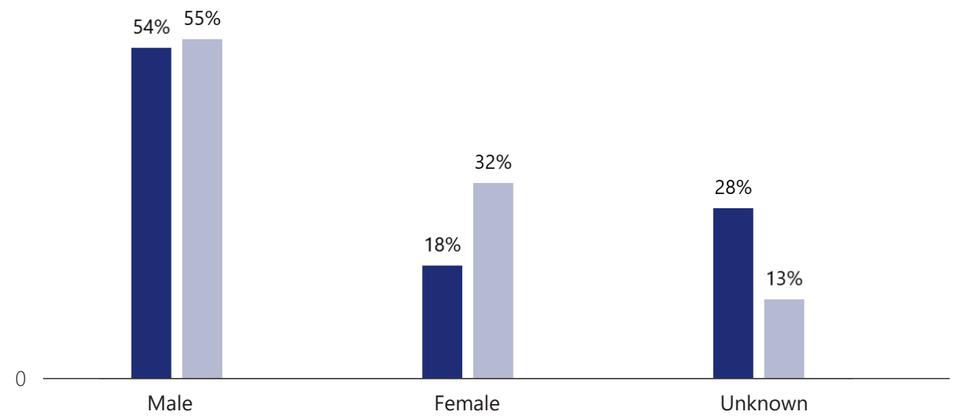
The age group that lead to the highest number of KSIs was **unknown** followed by **20-29 age group (17 percent),** and by 30-39 age group (15 percent), highlighting that most collisions were caused by individuals aged 20 to 39 years.



Injury Collisions KSI

WEATHER CONDITIONS

The majority of collisions occurred during **clear weather**, representing **88 percent of KSI collisions and 89 percent of injury collisions**.



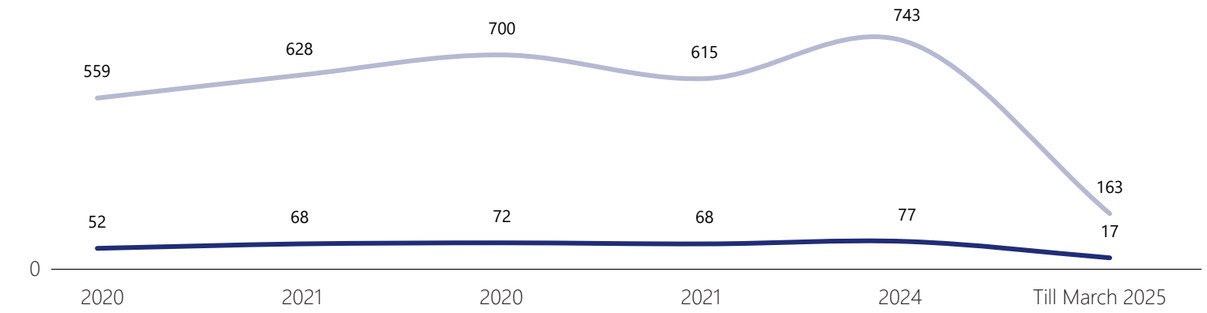
Injury Collisions KSI

GENDER

Majority of the injury collisions and KSI collisions were caused by **males** accounting for **55 percent and 54 percent respectively**.

Pedestrian Collision Analysis

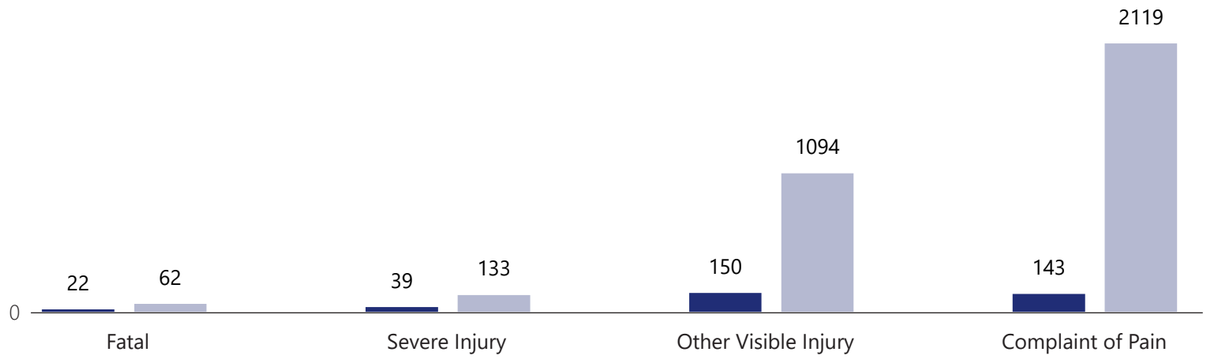
This section of the analysis focuses specifically on pedestrian collisions. The following pages feature the series of graphs and charts for pedestrian injury collisions that illustrate trends across various factors, offering an overview of collision characteristics. A summary of key findings is provided below.



Injury Collisions Pedestrian Collisions

YEARLY TREND

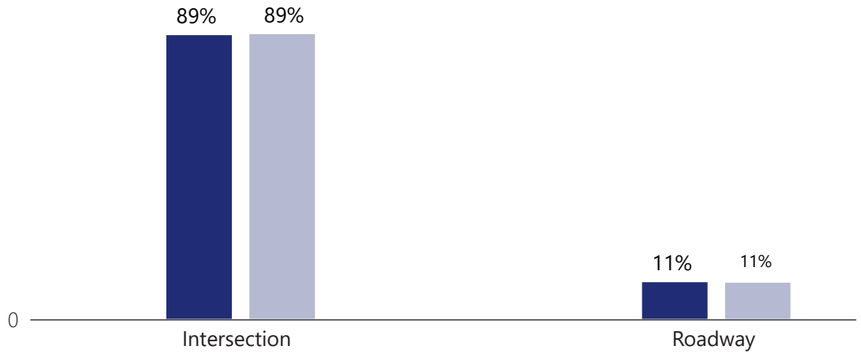
From January 2020 to March 2025, pedestrian collisions followed a consistent trend each year. The highest number of pedestrian collisions occurred in **2024, with 77 collisions reported.**



Injury Collisions Pedestrian Collisions

PEDESTRIAN COLLISION BY SEVERITY

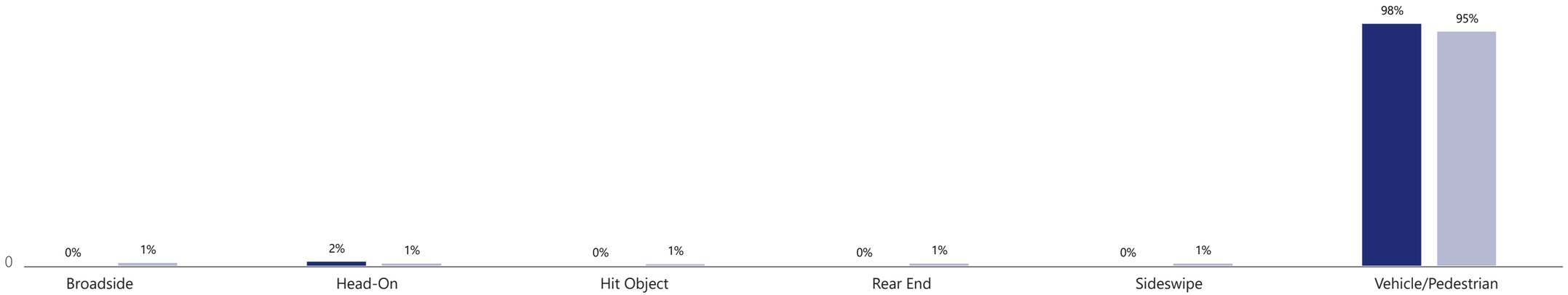
Out of 3,408 injury collisions, 354 involved pedestrians, representing 10 percent of all injury collisions. These accounted for 6 percent of fatal collisions and 11 percent of severe injury collisions. Among the 354 pedestrian collisions, 22 were fatal, 39 resulted in severe injuries, 150 caused visible injuries, and 143 involved complaints of pain.



Injury Collisions KSI

LOCATION TRENDS

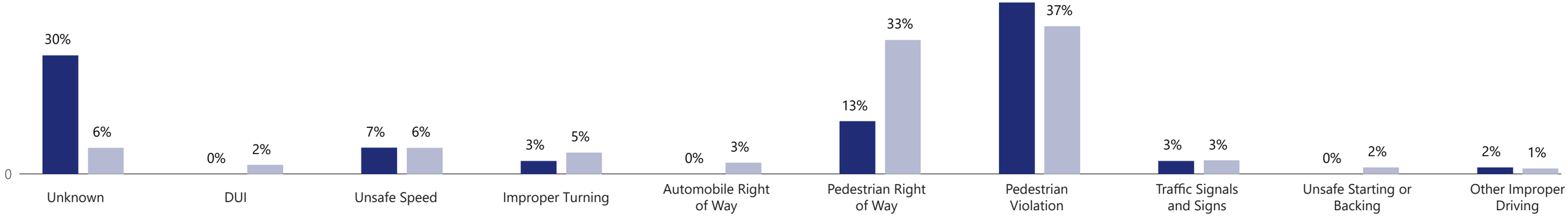
A majority of KSI collisions (89 percent) occurred **at intersections**. Only 11 percent of injury collisions took place along roadway segments.



Injury Collisions KSI

COLLISION TYPE

Vehicle–pedestrian collisions were the most prevalent, representing 98 percent of KSI collisions and 95 percent of injury collisions.

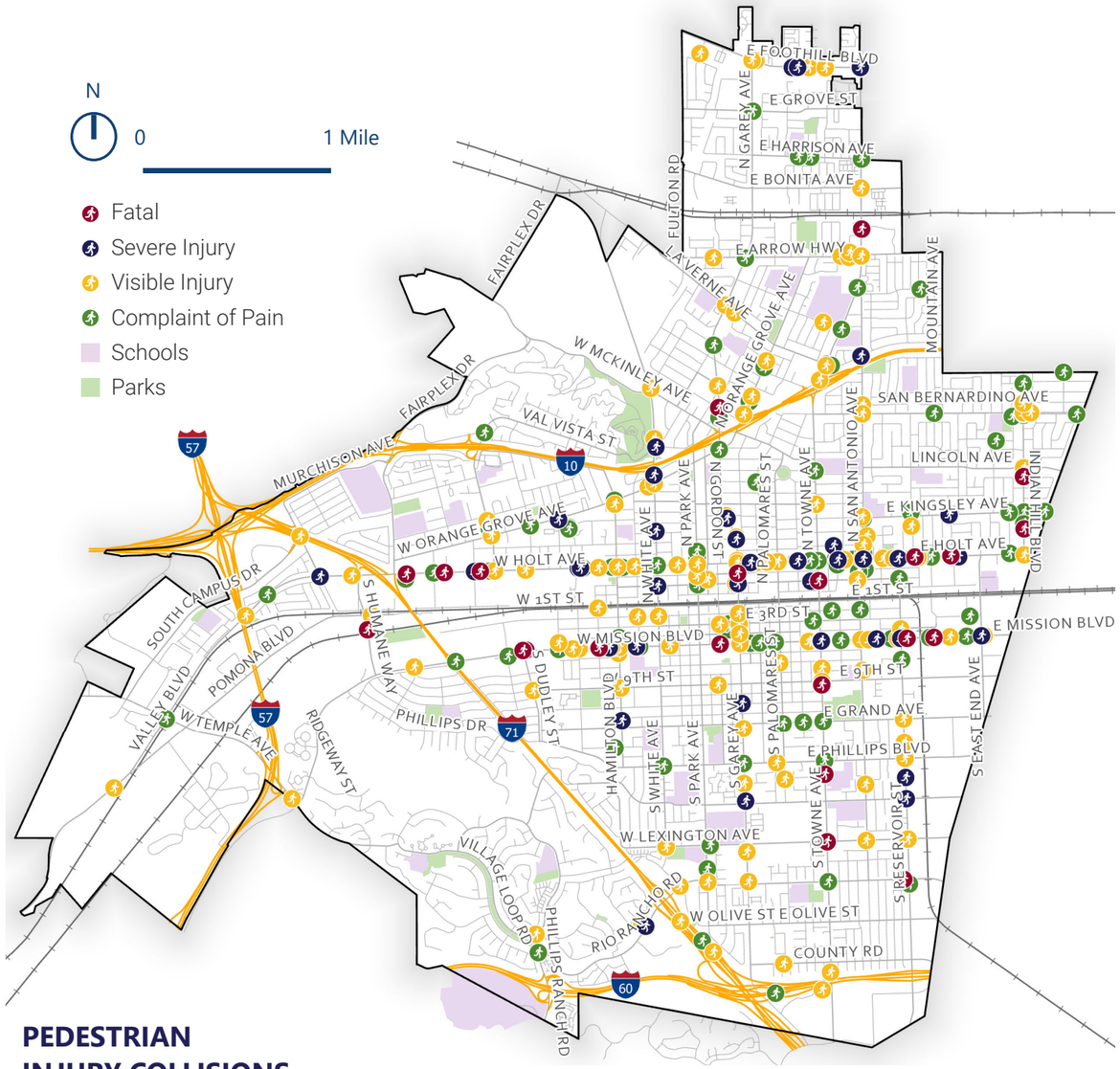


Injury Collisions KSI

VIOLATION FACTORS

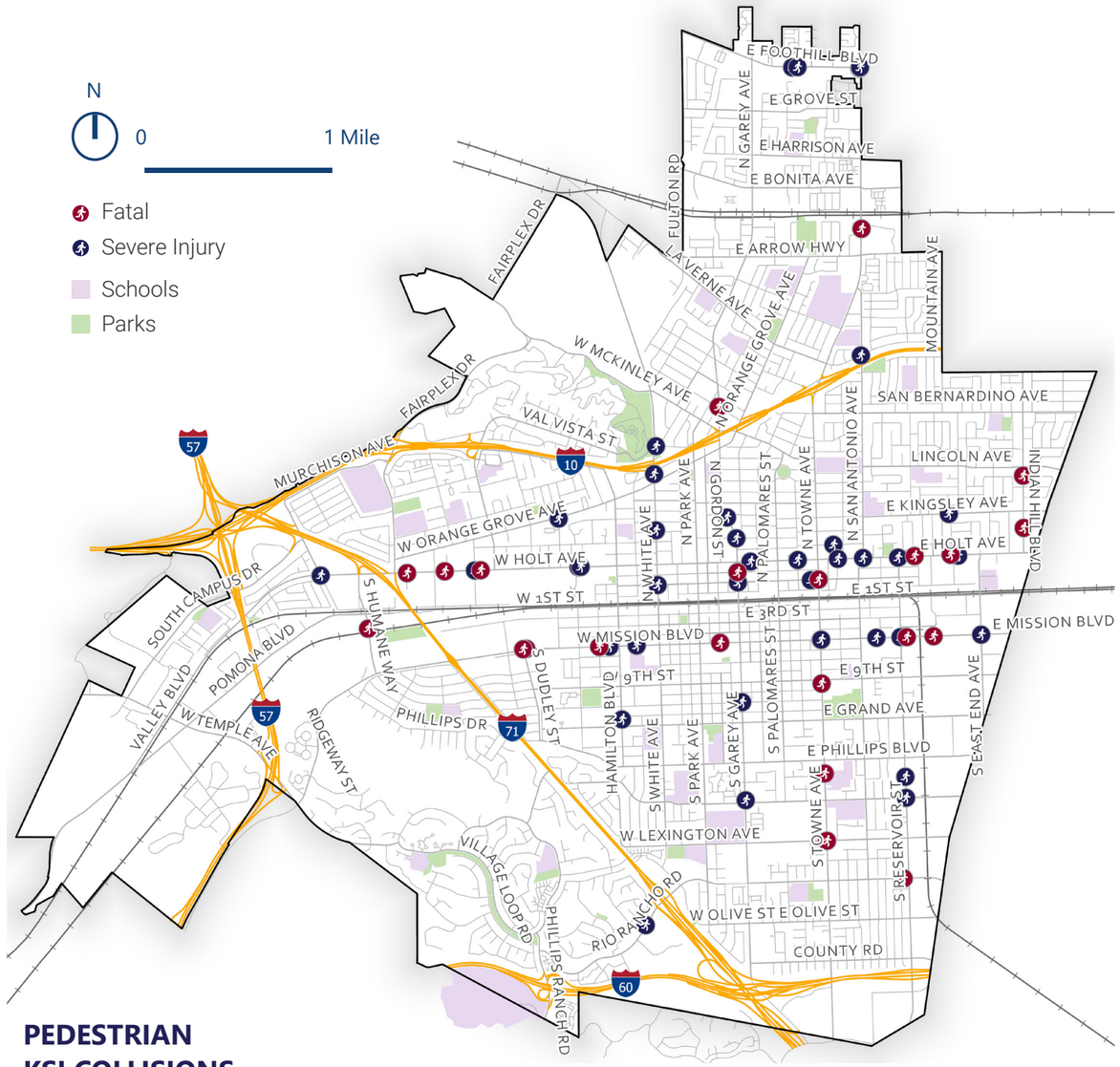
Pedestrian violations were the leading cause, contributing to 43 percent of KSI collisions and 37 percent of injury collisions. Pedestrian right-of-way violations accounted for 13 percent of KSI collisions and 33 percent of injury collisions.

Unsafe speed was a contributing factor in seven percent of KSI collisions and six percent of injury collisions.



PEDESTRIAN INJURY COLLISIONS

The map shows all pedestrian injury collisions within Pomona between January 2020 and March 2025.

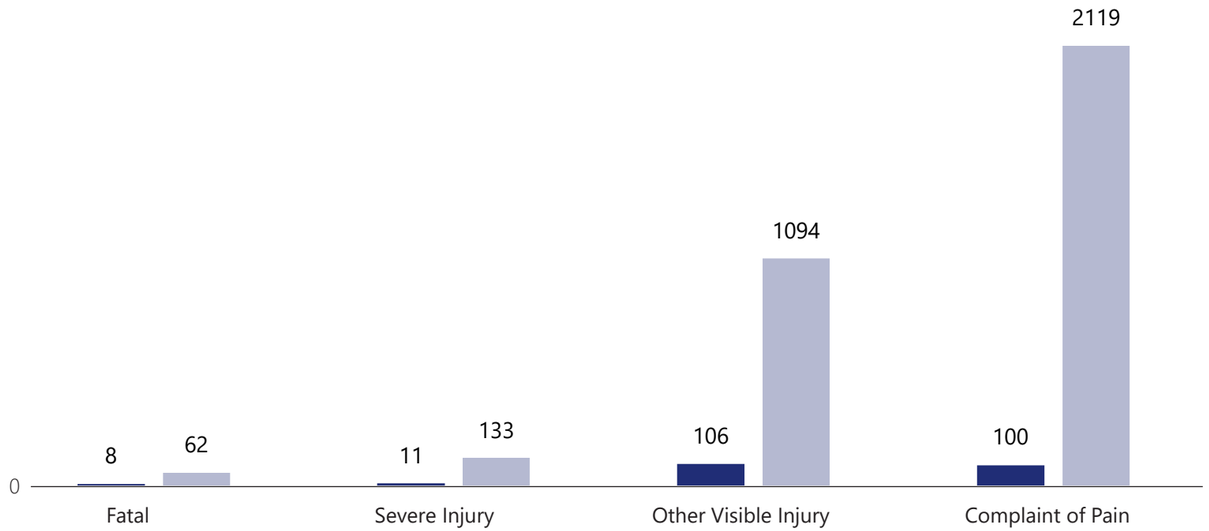


PEDESTRIAN KSI COLLISIONS

The map shows all pedestrian KSI collisions within Pomona between January 2020 and March 2025.

Bicycle Collision Analysis

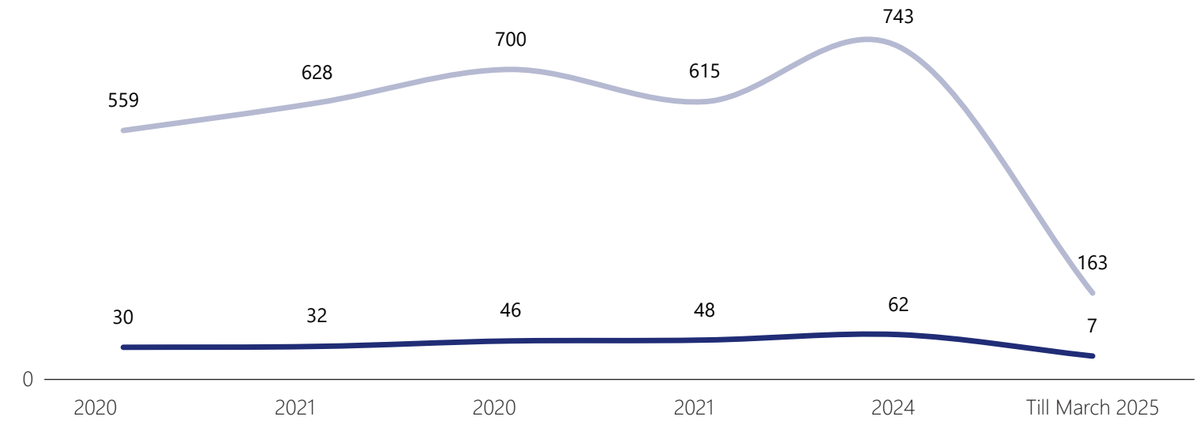
This section of the analysis focuses specifically on bicycle collisions. The following pages feature the series of graphs and charts for bicycle injury collisions that illustrate trends across various factors, offering an overview of collision characteristics. A summary of key findings is provided below.



Injury Collisions Bicycle Collisions

BICYCLE COLLISION BY SEVERITY

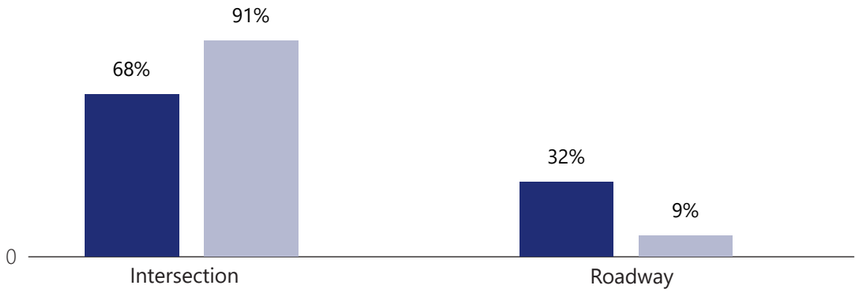
Out of 3,408 injury collisions, 225 involved bicycles, representing seven percent of all injury collisions. These accounted for four percent of fatal collisions and five percent of severe injury collisions. Among the 225 bicycle collisions, 8 were fatal, 11 resulted in severe injuries, 106 caused visible injuries, and 100 complaints of pain involved.



Injury Collisions Bicycle Collisions

YEARLY TREND

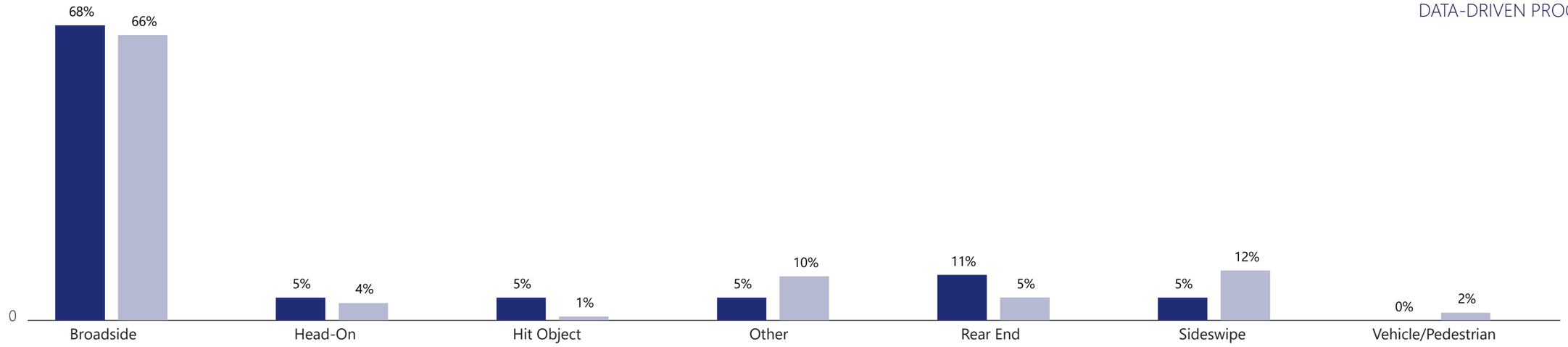
From January 2020 to March 2025, bicycle collisions showed a gradual increase, rising **from 30 collisions in 2020 to 62 collisions in 2024.**



Injury Collisions KSI

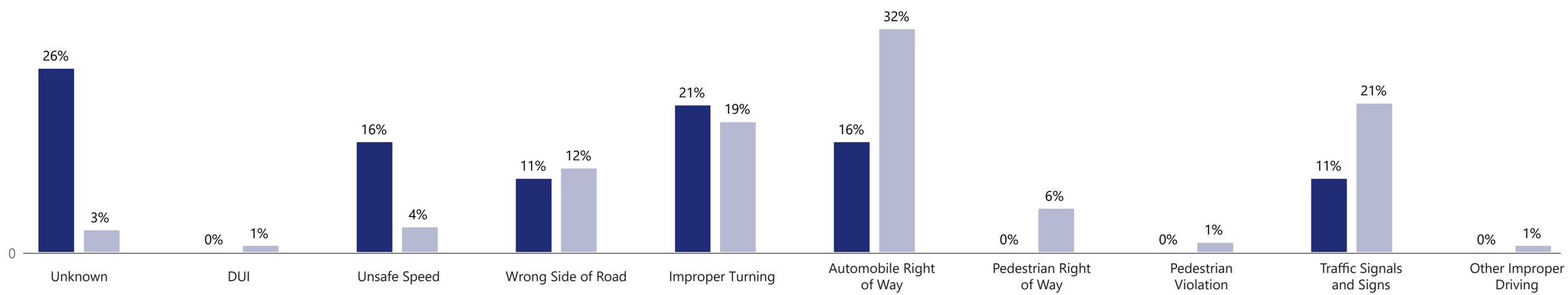
LOCATION TRENDS

A majority of KSI collisions (68 percent) occurred **at intersections**. Nine percent of injury collisions occurred along roadway segments.



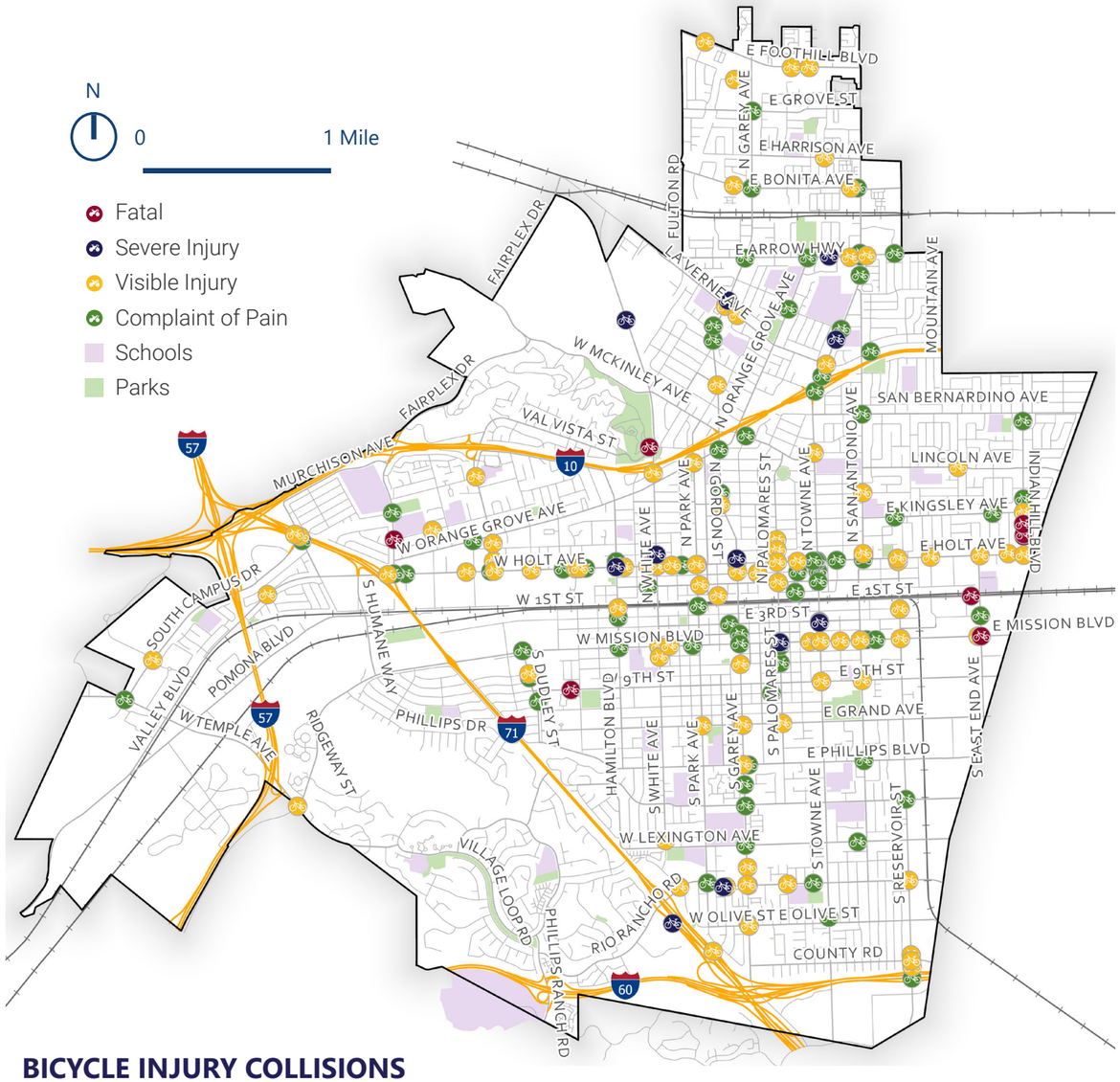
COLLISION TYPE

Broadside collisions were the most common type, representing 68 percent of KSI collisions and 66 percent of injury collisions. Rear-end collisions accounted for 11 percent of KSI collisions and five percent of injury collisions.



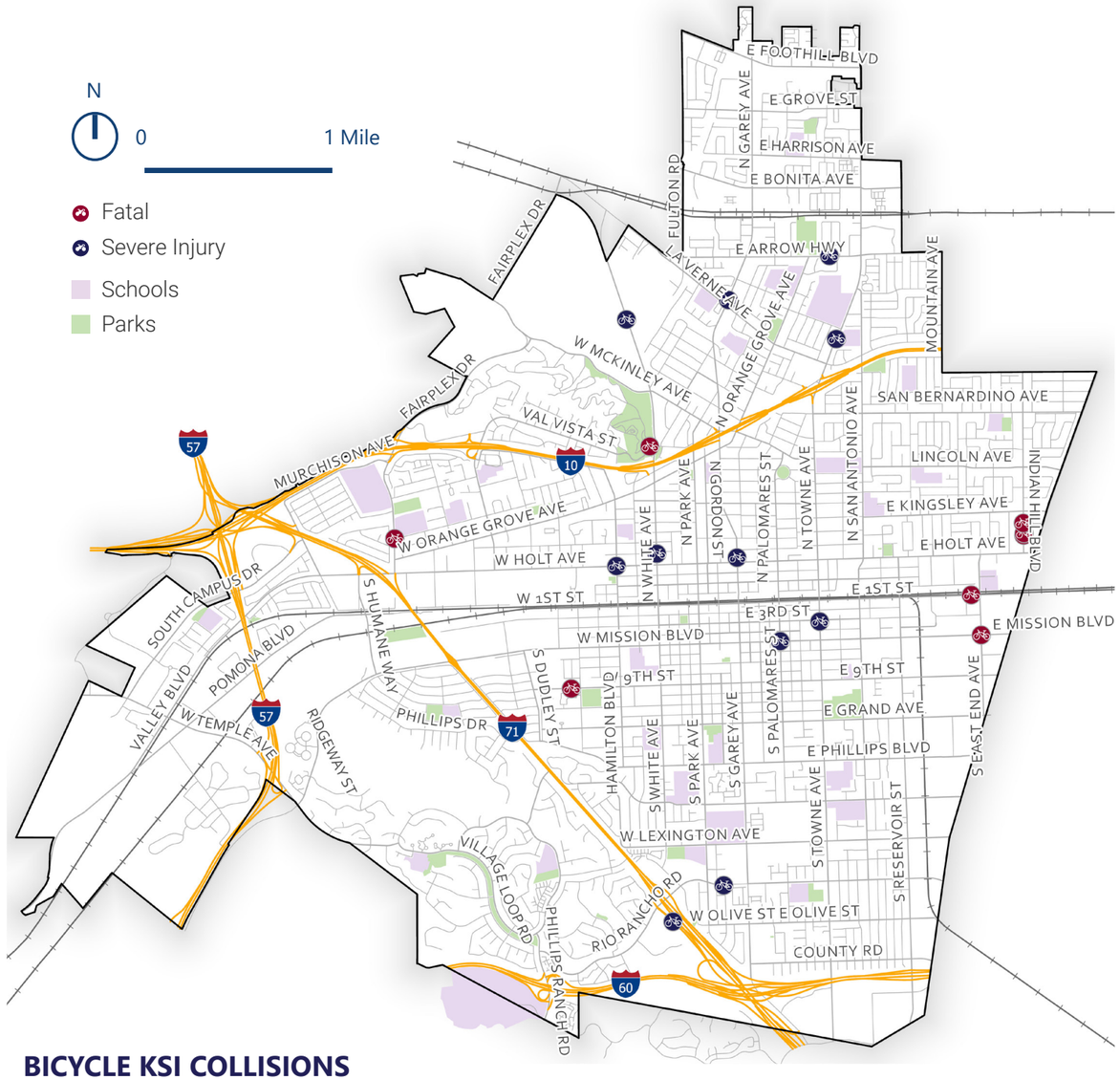
VIOLATION FACTORS

Improper turning was the leading cause of KSI collisions, contributing to 21 percent of incidents. Automobile right-of-way violations were the primary factor in injury collisions, accounting for 32 percent. Other notable contributors included unsafe speed (16 percent of KSI collisions and four percent of injury collisions) and wrong side of road violations (11 percent of KSI collisions and 12 percent of injury collisions).



BICYCLE INJURY COLLISIONS

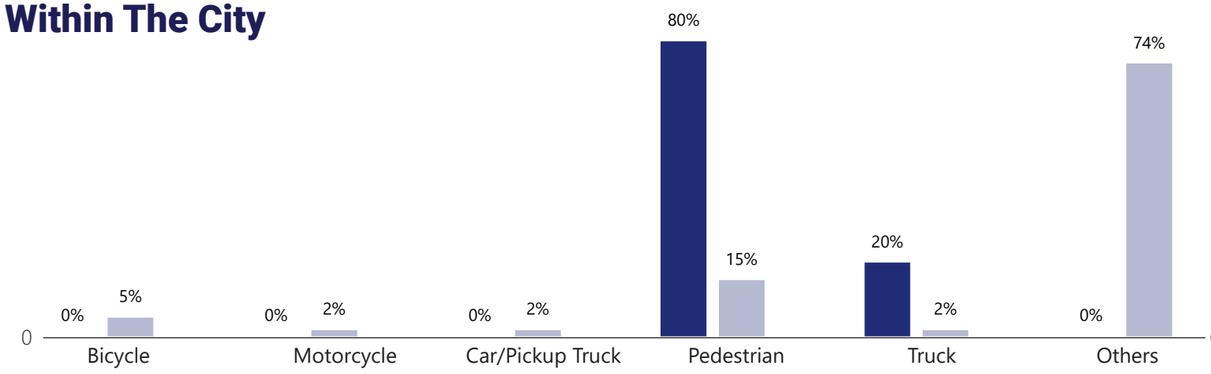
The map shows all bicycle injury collisions within Pomona between January 2020 and March 2025.



BICYCLE KSI COLLISIONS

The map shows all bicycle KSI collisions within Pomona between January 2020 and March 2025.

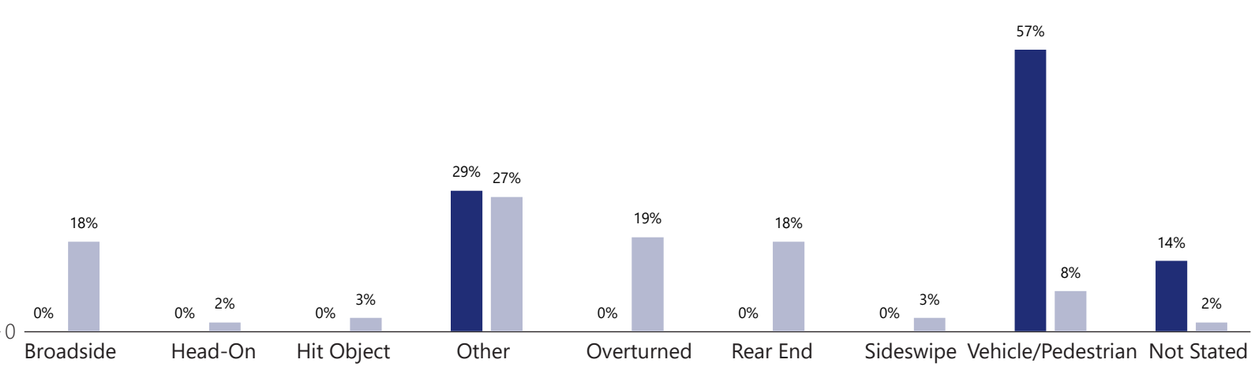
Collision Trends On Foothill Boulevard (Caltrans Right-Of Way) Within The City



Injury Collisions KSI

ROAD USER INVOLVEMENT

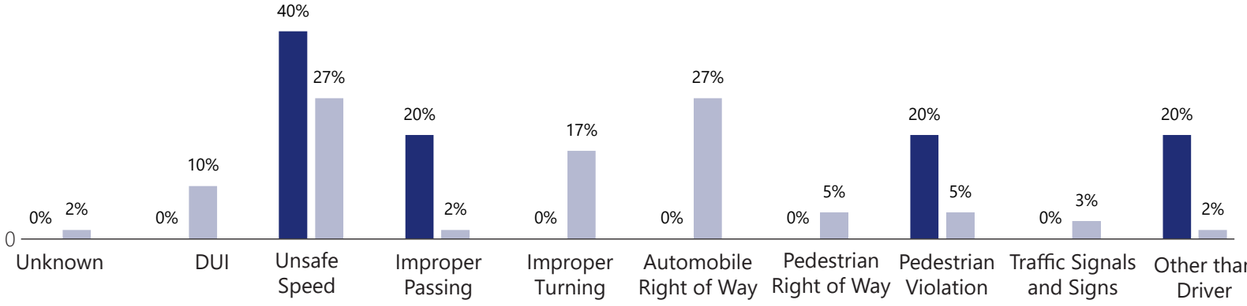
Cars and pickup trucks accounted for 74 percent of injury collisions, followed by pedestrians (15 percent). Motorcycles and bicycles contributed smaller but notable shares. Pedestrians (80 percent) and trucks (20 percent) were involved in a higher proportion of KSI collisions than injury collisions.



Injury Collisions KSI

COLLISION TYPE

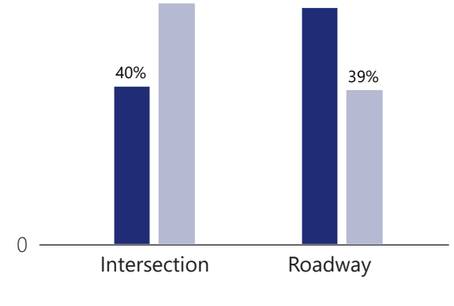
Vehicle–pedestrian collisions were the leading collision type, representing 57 percent of KSI collisions. Rear-end collisions and broadside collisions each accounted for 18 percent of injury collisions.



Injury Collisions KSI

VIOLATION FACTORS

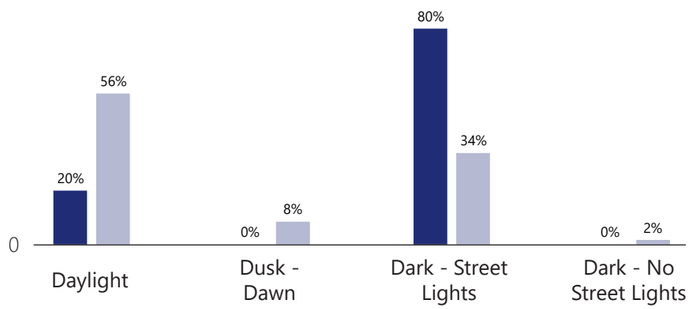
Unsafe speed was the main cause of KSI collisions, accounting for 40 percent. **Automobile right-of-way** violations and unsafe speed each accounted for 27 percent of injury collisions. Other notable contributors included improper passing and pedestrian violations (20 percent of KSI collisions each) and improper turning (17 percent of injury collisions).



Injury Collisions KSI

LOCATION TRENDS

The majority of KSI collisions occurred on **roadway segments** accounting for 60 percent. Intersections reported to be having more numbers of injury collisions accounting for 61 percent.



Injury Collisions KSI

LIGHTING CONDITIONS

The highest number of KSI collisions occurred during **nighttime with streetlights present, representing 80 percent**. Most injury collisions occurred during daylight hours, accounting for 56 percent.

High Injury Network

The next step in the analysis involved identifying the High Injury Network (HIN), which highlights the highest-risk intersections and roadway segments within the City of Pomona. To map areas with the greatest concentration of KSI and injury collisions, collision data was analyzed and spatially depicted using ArcGIS. Based on collision frequency and severity, a comprehensive list of high-injury corridors and intersections was developed. Additionally, focused corridors based on pedestrian and bicycle collisions were also identified.

HIGH INJURY CORRIDORS:

These corridors were then ranked using a priority points system based on proportional (percentage) weightage method.

- Priority points were determined using the following parameters:
- Severity Index: A weighted value assigned to collisions based on severity - five for KSI (killed or seriously injured) collisions, three for visible injuries, and one for complaints of pain.
- Number of KSI Collisions: Total count of killed or seriously injured collisions along each corridor.
- Pedestrian and Bicycle KSI Collisions: Number of KSI collisions involving pedestrians and bicyclists.
- Intersection KSI Collisions: Number of KSI collisions occurring at intersections along each corridor.

The detailed calculations are provided in **Appendix D**.

This approach ensures that corridors with higher concentrations of killed and severe collisions and vulnerable road user involvement are prioritized for safety planning efforts.

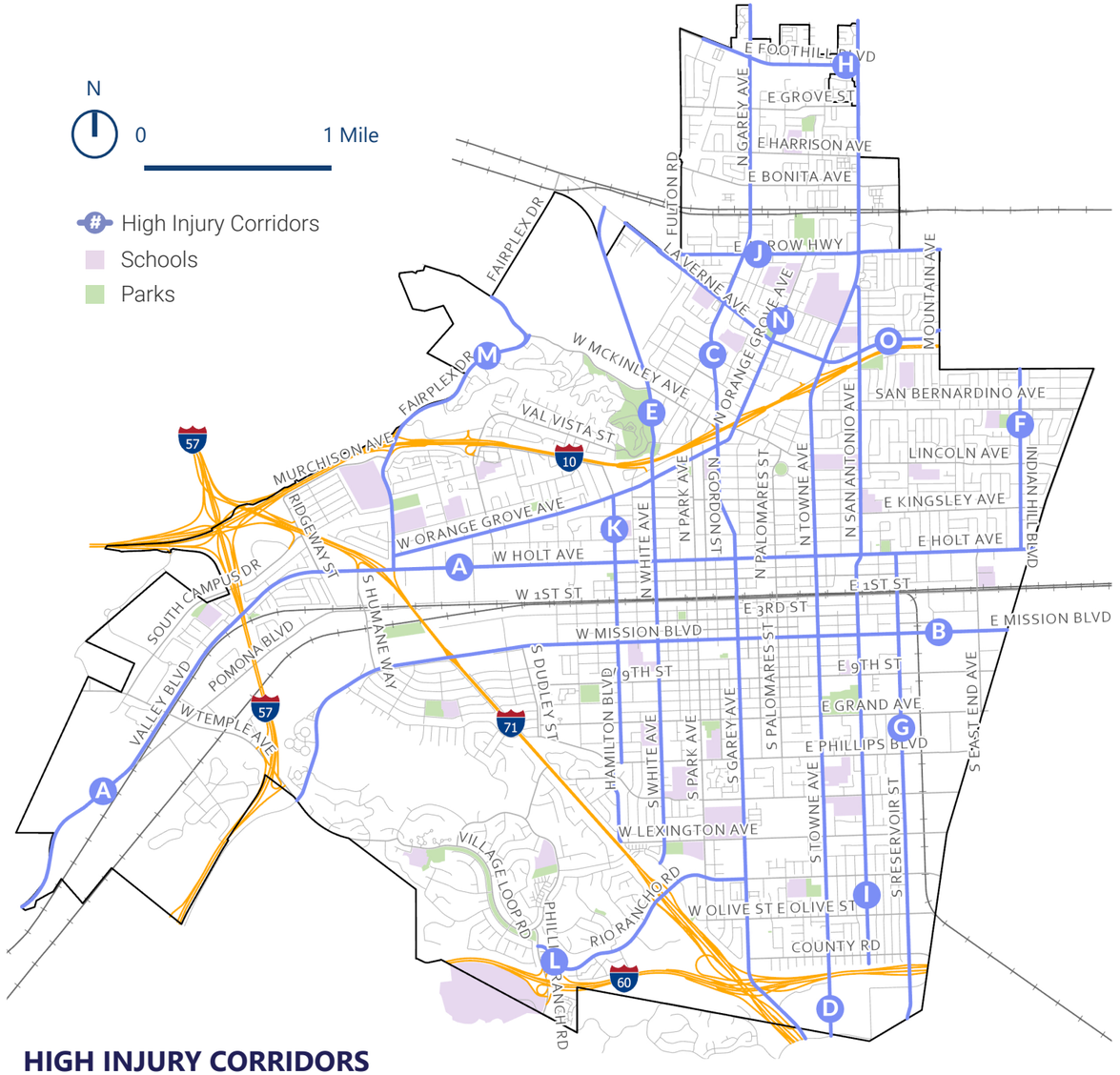
HIGH INJURY INTERSECTIONS:

High Injury Intersections are prioritized with the highest number of injury collisions.

PEDESTRIAN-BICYCLE FOCUSED CORRIDORS:

Pedestrian and Bicycle focused corridors are ranked based on the highest number of pedestrian and bicycle injury collisions that happened along each corridor.

**The High Injury Network serves as a data-driven foundation for prioritizing countermeasures and guiding future investments, ensuring that safety improvements are directed where they are most urgently needed.*



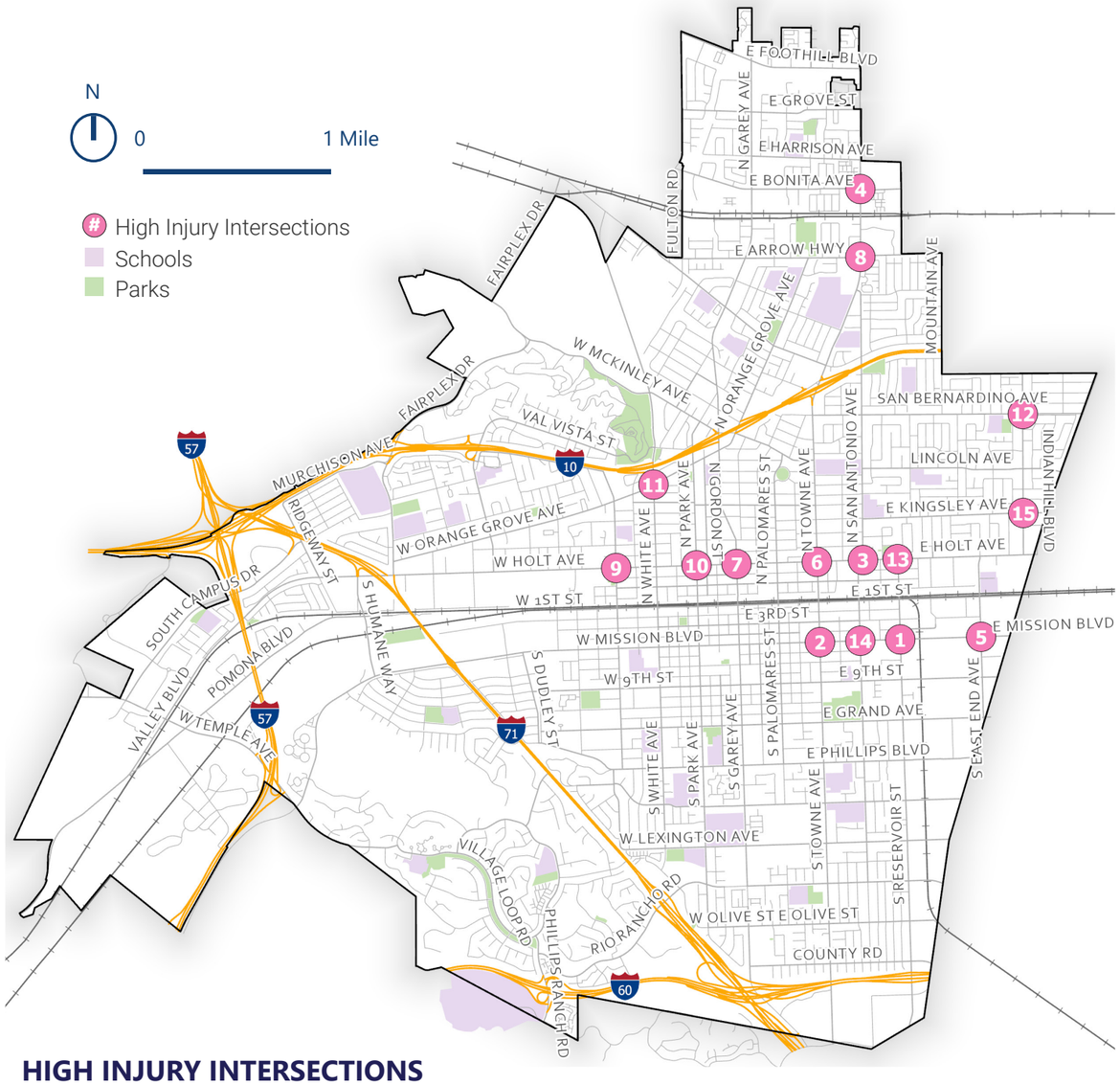
HIGH INJURY CORRIDORS

The map shows all high injury corridors within Pomona between January 2020 and March 2025.

ID	HIN CORRIDOR	FATAL	SEVERE INJURY	VISIBLE INJURY	COMPLAINT OF PAIN	KSI COLLISIONS	INJURY COLLISIONS	COLLISIONS OCCURRED AT THE INTERSECTION	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS	LENGTH (MILES)	PRIORITY POINTS
A	Holt Ave: East City Limit to West City Limit	10	22	147	292	32	471	413	66	41	7.38	20.38
B	Mission Blvd: Temple Ave to East City Limit	8	19	130	250	27	407	339	42	21	4.99	17.25
C	Garey Ave: Riverside Dr to North City Limit	7	24	112	212	31	355	315	39	23	6.67	16.30
D	Towne Ave: Riverside Dr to North City Limit	5	11	110	236	16	362	333	26	19	6.39	11.03
E	White Ave: Rancho Valley Dr to North City Limit	2	9	39	84	11	134	121	12	7	4.15	6.37
F	Indian Hill Blvd: Holt Ave to American Ave	7	2	29	72	9	110	96	16	8	1.11	5.21
G	Reservoir St: Riverside Dr to Holt Ave	2	5	58	102	7	167	154	20	9	2.91	4.73
H	Foothill Blvd: East City Limit to West City Limit	0	5	20	34	5	59	36	9	3	0.99	3.21
I	San Antonio Ave: SR-60 to Towne Ave	3	3	36	80	6	122	112	11	4	4.26	3.20
J	Arrow Hwy: La Verne Ave to East City Limit	3	2	24	45	5	74	70	6	6	2.03	2.83
K	Hamilton Blvd: Lexington Ave to Orange Grove Ave	0	4	16	24	4	44	43	7	4	2.18	2.23
L	Rio Rancho Rd: Phillips Ranch Rd to Garey Ave	0	2	29	49	2	80	71	7	6	1.60	2.17
M	Fairplex Dr: Holt Ave to North City Limit	2	1	20	35	3	58	54	0	3	2.25	1.97
N	Orange Grove Ave: Fairplex Dr to Bangor St	0	3	35	78	3	116	99	9	4	3.13	1.67
O	La Verne Ave: Arrow Hwy to Mountain Ave	0	2	11	36	2	49	44	6	2	2.02	1.46

HIGH INJURY CORRIDORS

The table provides a list of **high injury corridors**, based on assigned priority points and ranked accordingly within City of Pomona.

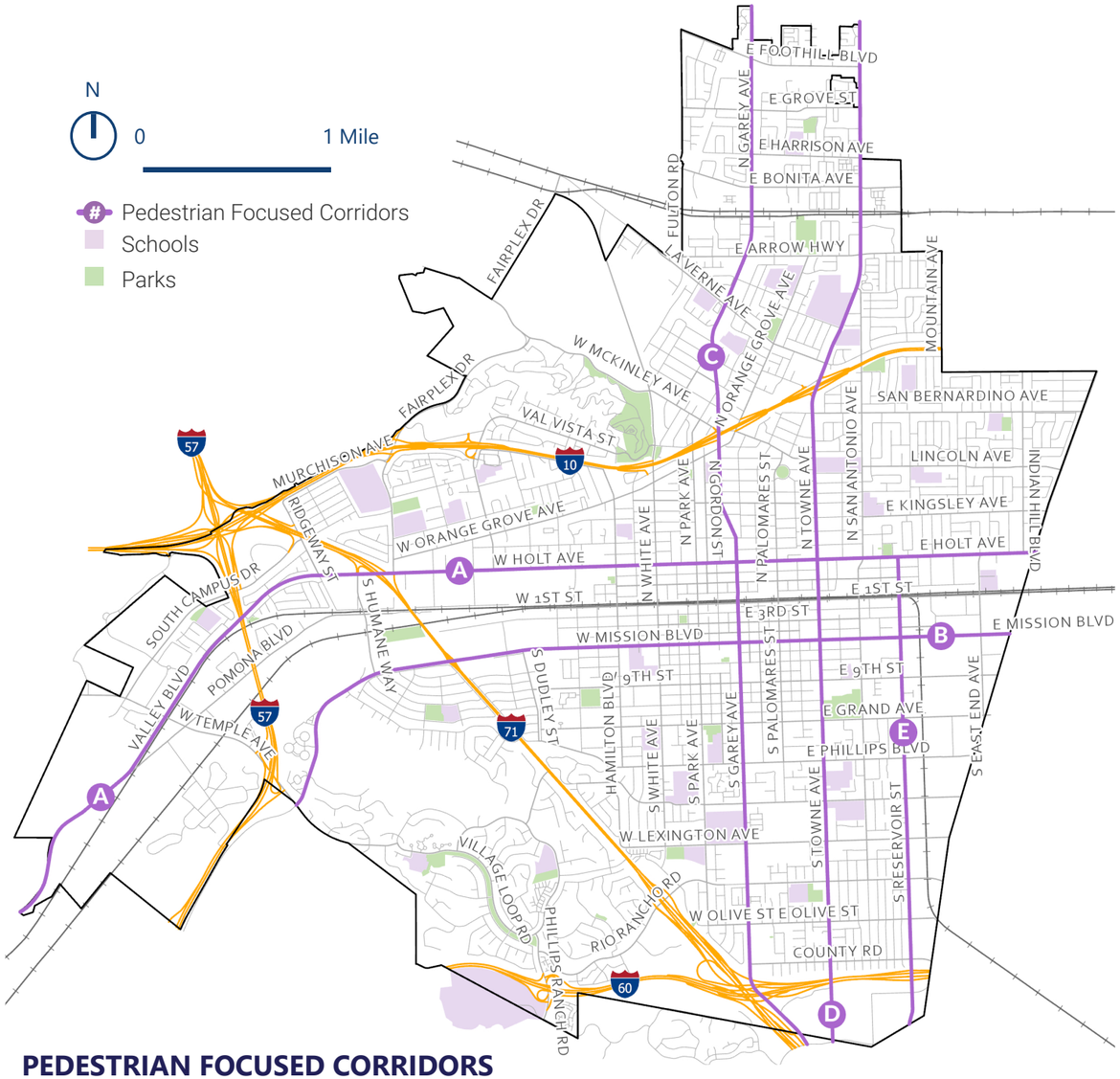


HIGH INJURY INTERSECTIONS

The map shows all high injury intersections within Pomona between January 2020 and March 2025.

RANK	HIN INTERSECTIONS	FATAL	SEVERE INJURY	VISIBLE INJURY	COMPLAINT OF PAIN	KSI COLLISIONS	INJURY COLLISIONS
1	S Reservoir St & E Mission Blvd	1	1	21	29	2	52
2	E Mission Blvd & S Towne Ave	0	4	13	30	4	47
3	E Holt Ave & N San Antonio Ave	0	2	9	30	2	41
4	E Bonita Ave & N Towne Ave	0	1	10	26	1	37
5	E Mission Blvd & S East End Ave	1	3	13	18	4	35
6	E Holt Ave & N Towne Ave	0	2	1	31	2	34
7	S Garey Ave & E Holt Ave	0	2	8	21	2	31
8	N Towne Ave & Arrow Hwy	0	1	10	19	1	30
9	W Holt Ave & N Hamilton Blvd	0	1	5	20	1	26
10	W Holt Ave & N Park Ave	0	0	10	16	0	26
11	N White Ave & W Orange Grove Ave	0	0	11	14	0	25
12	E Holt Ave & N Reservoir St	0	1	6	17	1	24
13	Indian Hill Blvd & San Bernardino Ave	0	0	8	16	0	24
14	E Mission Blvd & S San Antonio Ave	0	0	6	18	0	24
15	E Kingsley Ave & Indian Hill Blvd	1	1	6	15	2	23

The map shows all **high injury intersections** within Pomona between January 2020 and March 2025.



PEDESTRIAN FOCUSED CORRIDORS

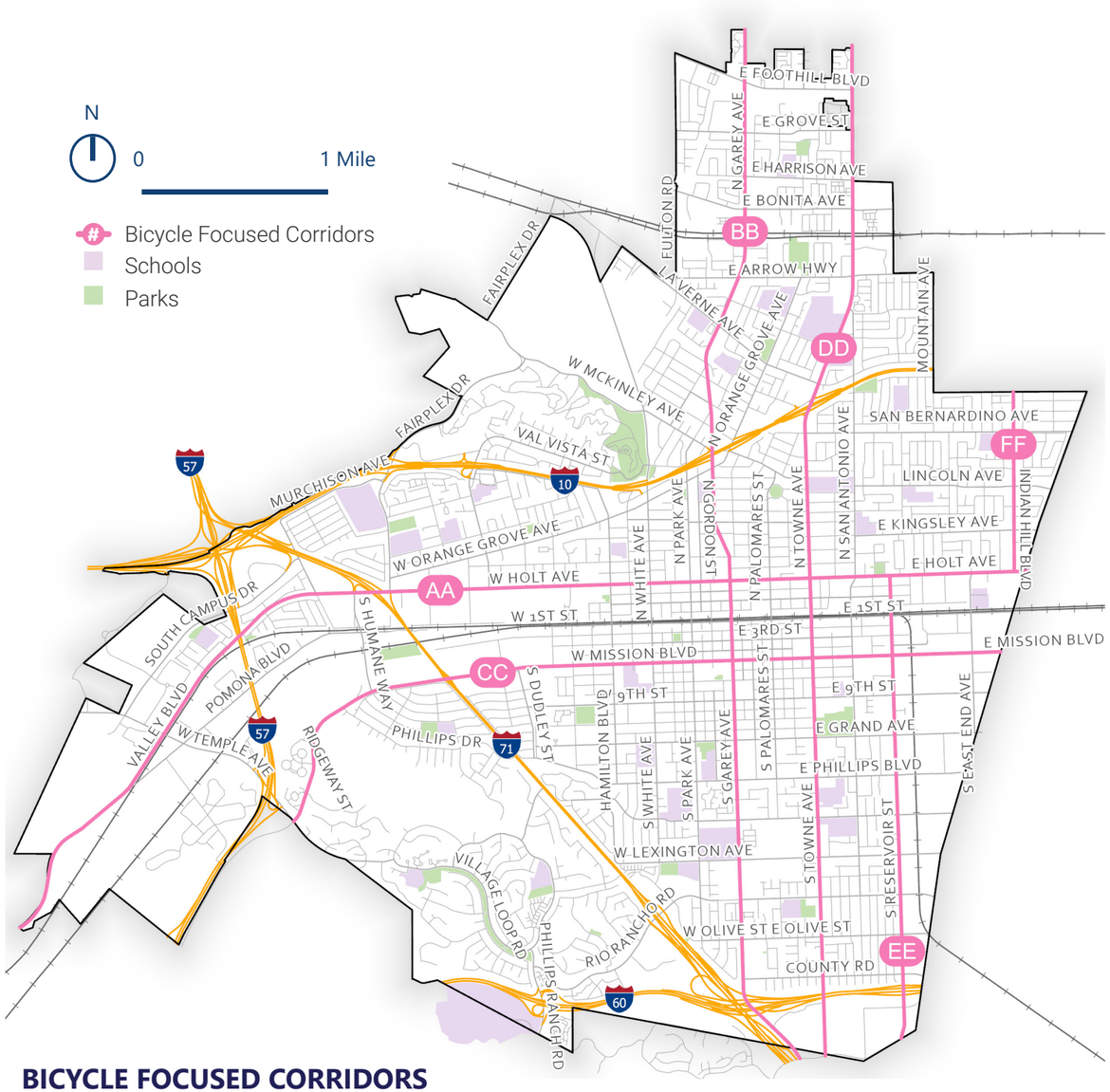
The map shows the focused corridors for pedestrian collisions in City of Pomona.

RANK	HIN CORRIDOR	FATAL	SEVERE INJURY	VISIBLE INJURY	COMPLAINT OF PAIN	KSI COLLISIONS	INJURY COLLISIONS
A	Holt Ave: East City Limit to West City Limit	5	9	29	23	14	66
B	Mission Blvd: Temple Ave to East City Limit	6	7	18	11	13	42
C	Garey Ave: Riverside Dr to North City Limit	2	5	16	16	7	39
D	Towne Ave: Riverside Dr to North City Limit	5	0	13	8	5	26
E	Reservoir St: Riverside Dr to Holt Ave	0	3	8	9	3	20

The table provides the list of **focused corridors for pedestrian collisions** in City of Pomona.

RANK	HIN CORRIDOR	FATAL	SEVERE INJURY	VISIBLE INJURY	COMPLAINT OF PAIN	KSI COLLISIONS	INJURY COLLISIONS
AA	Holt Ave: East City Limit to West City Limit	0	1	21	19	1	41
BB	Garey Ave: Riverside Dr to North City Limit	0	2	10	11	2	23
CC	Mission Blvd: Temple Ave to East City Limit	1	1	10	9	2	21
DD	Towne Ave: Riverside Dr to North City Limit	0	2	7	10	2	19
EE	Reservoir St: Riverside Dr to Holt Ave	0	0	6	3	0	9
FF	Indian Hill Blvd: Holt Ave to American Ave	3	0	2	3	3	8

The map shows the **focused corridors for bicycle collisions** in City of Pomona.



BICYCLE FOCUSED CORRIDORS

The map below shows the focused corridors for bicycle collisions in City of Pomona.

Collision Profiles

Collision Profiles represent specific patterns and trends in traffic collisions that are identified through a comprehensive analysis of injury-related crashes within the City of Pomona. These profiles serve as a critical foundation for developing targeted safety strategies under the PSAP. By analyzing five years of collision data (January 2020–March 2025), the City has been able to pinpoint recurring types of collisions, violation factors, contributing behaviors, and location types that pose the highest risk to roadway users.

The purpose of developing collision profiles is to better understand the factors driving injury collisions and to enable data-driven decision-making. These profiles help in identifying the most effective safety measures and countermeasures that can be applied to reduce collisions and enhance public safety. Profiles may focus on location, types of collisions, road user behaviors, roadway features, and environmental conditions.

This chapter provides a summary of the top ten collision profiles identified in the City of Pomona based on an in-depth analysis of collision trends from January 2020 to March 2025. These profiles highlight the most common collision trends occurring across the City and serve as a foundation for targeted safety improvements.

For each collision profile, the chapter presents:

- *A map illustrating the geographic distribution of related collisions*
- *The number of injury collisions, including those resulting in KSI*
- *The most common collision trends related to particular collision profile (e.g., collision type, violation category, location type, age group, lighting, peak time for collisions)*
- *The primary travel mode involved (e.g., cars, pedestrians, cyclists, motorcycles)*

By identifying these patterns, the City can prioritize resources and develop tailored strategies to address the most critical safety challenges on its roadways. Outlined below are the identified collision profiles:

For each collision profile, the chapter presents:

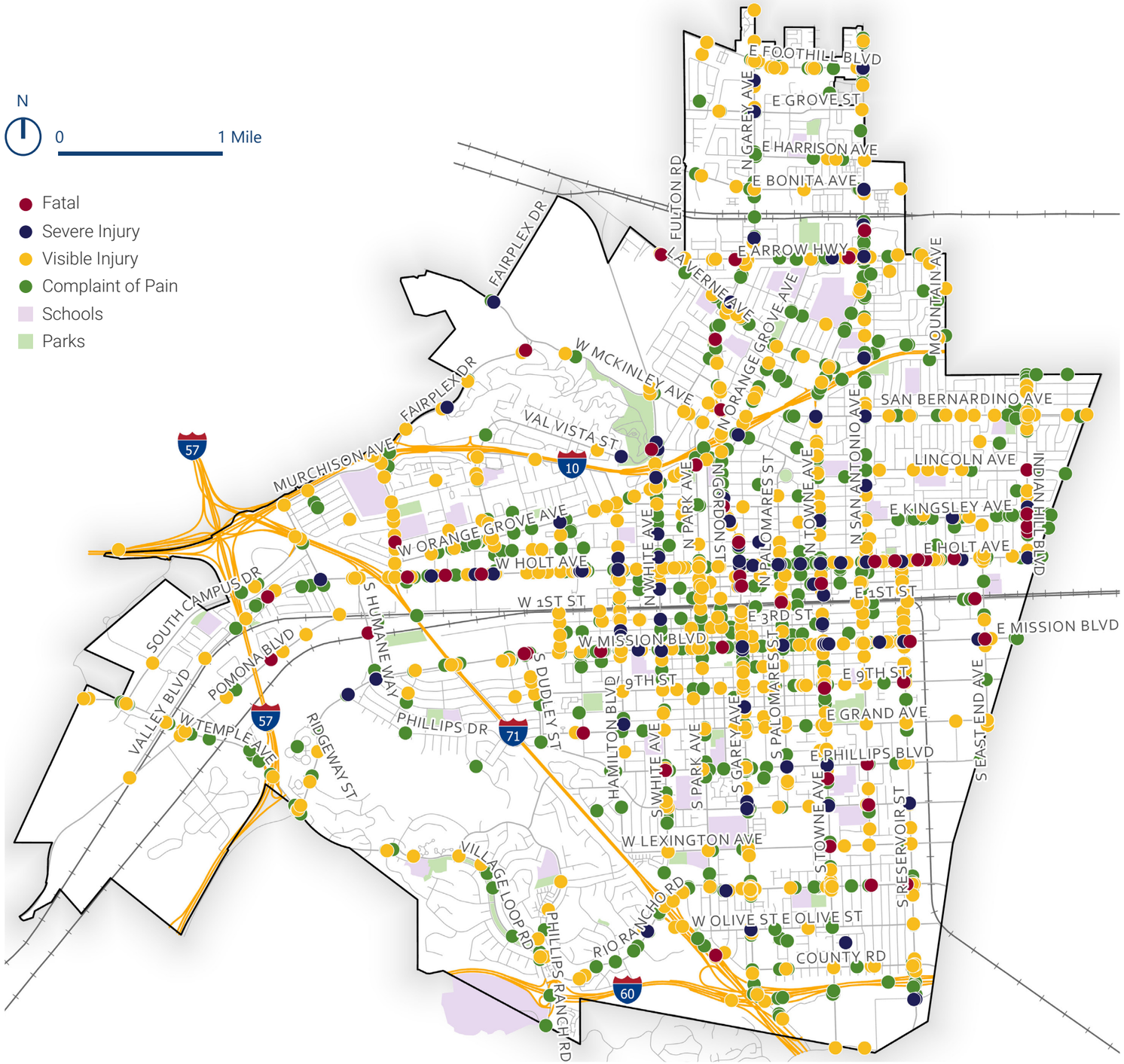
1. Collisions occurred at Intersections,
2. Collisions around quarter mile of Schools,
3. Nighttime Collisions,
4. Collisions due to Automobile Right of Way,
5. Collisions due to Improper Turning,
6. Collisions due to Traffic Signals and Signs Violation,
7. Collisions due to Unsafe Speed,
8. Pedestrian Collisions,
9. Collisions due to Driving Under Influence of Drugs/Alcohol,
10. Bicycle Collisions.

Collision Profile 1
Address Collisions occurred at Intersections

Collisions occurred at Intersections	
Injury Collisions	2973
KSI Collisions	152
Collision Trends	
Broadside Collisions	1311 (44%)
Nighttime Collisions	1030 (35%)
Automobile right of way	726 (24%)
Mode	
Bicycle	205 (7%)
Bus	11 (≈0%)
Motorcycle	118 (4%)
Others	9 (≈0%)
Passenger Car or Pickup Truck	2258 (76%)
Pedestrian	314 (11%)
Truck	58 (2%)

INTERSECTIONS COLLISION

The figure shows the injury collisions that occurred at intersections in City of Pomona.



Collision Profile 2
Address Collisions around Quarter Mile of Schools

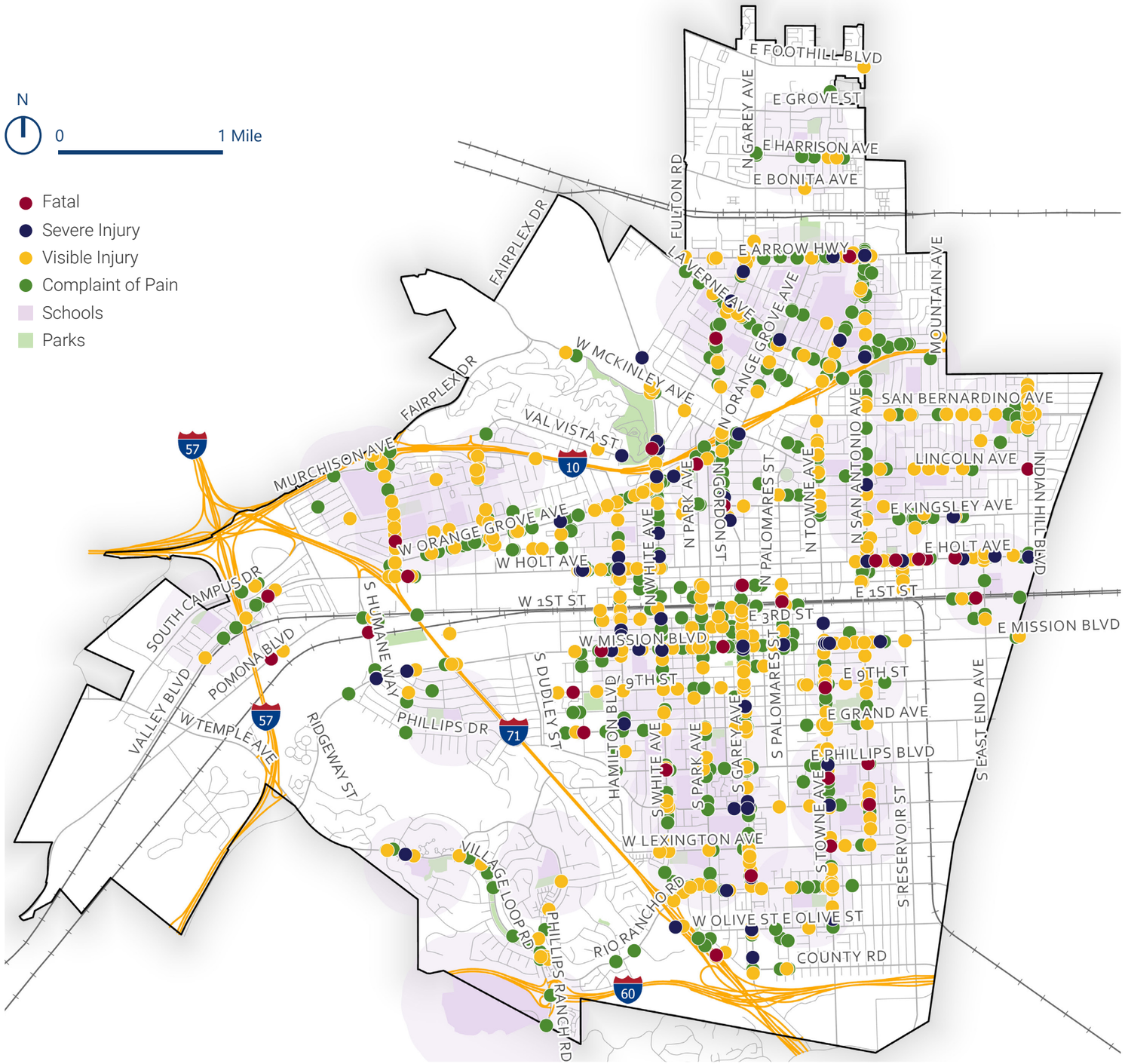
Collisions occurred at Intersections	
Injury Collisions	1353
KSI Collisions	62

Collision Trends	
Intersection Collisions	1212 (90%)
Broadside Collisions	559 (41%)
Nighttime Collisions	443 (33%)
Traffic Signals and Signs Violation	251 (19%)

Mode	
Bicycle	103 (8%)
Bus	3 (≈0%)
Motorcycle	52 (4%)
Others	3 (≈0%)
Passenger Car or Pickup Truck	1032 (76%)
Pedestrian	139 (10%)
Truck	21 (2%)

COLLISION NEAR SCHOOL

The figure shows the injury collisions that occurred around quarter mile of schools in City of Pomona.



Collision Profile 3
Address Nighttime Collisions

Collisions occurred at Intersections	
Injury Collisions	1204
KSI Collisions	121

Collision Trends	
Intersection Collisions	1030 (86%)
Improper Turning Collisions	225 (19%)
Broadside Collisions	409 (34%)

Mode	
Bicycle	62 (5%)
Bus	2 (≈0%)
Motorcycle	53 (5%)
Others	2 (≈0%)
Passenger Car or Pickup Truck	887 (74%)
Pedestrian	184 (15%)
Truck	14 (1%)

NIGHTTIME COLLISION

The figure shows the injury collisions that occurred during nighttime in City of Pomona.

Collision Profile 4
Address Automobile Right of Way Collisions

Collisions occurred at Intersections	
Injury Collisions	823
KSI Collisions	21

Collision Trends	
Intersection Collisions	726 (88%)
Broadside Collisions	619 (75%)
Nighttime Collisions	195 (24%)
Head on Collisions	129 (16%)

Mode	
Bicycle	72 (9%)
Bus	3 (≈0%)
Motorcycle	47 (6%)
Others	2 (≈0%)
Passenger Car or Pickup Truck	677 (82%)
Pedestrian	10 (1%)
Truck	12 (2%)

AUTOMOBILE RIGHT OF WAY COLLISION

The figure below shows the injury collisions that occurred due to automobile right of way in City of Pomona.

Collision Profile 5
Address Improper Turning Collisions

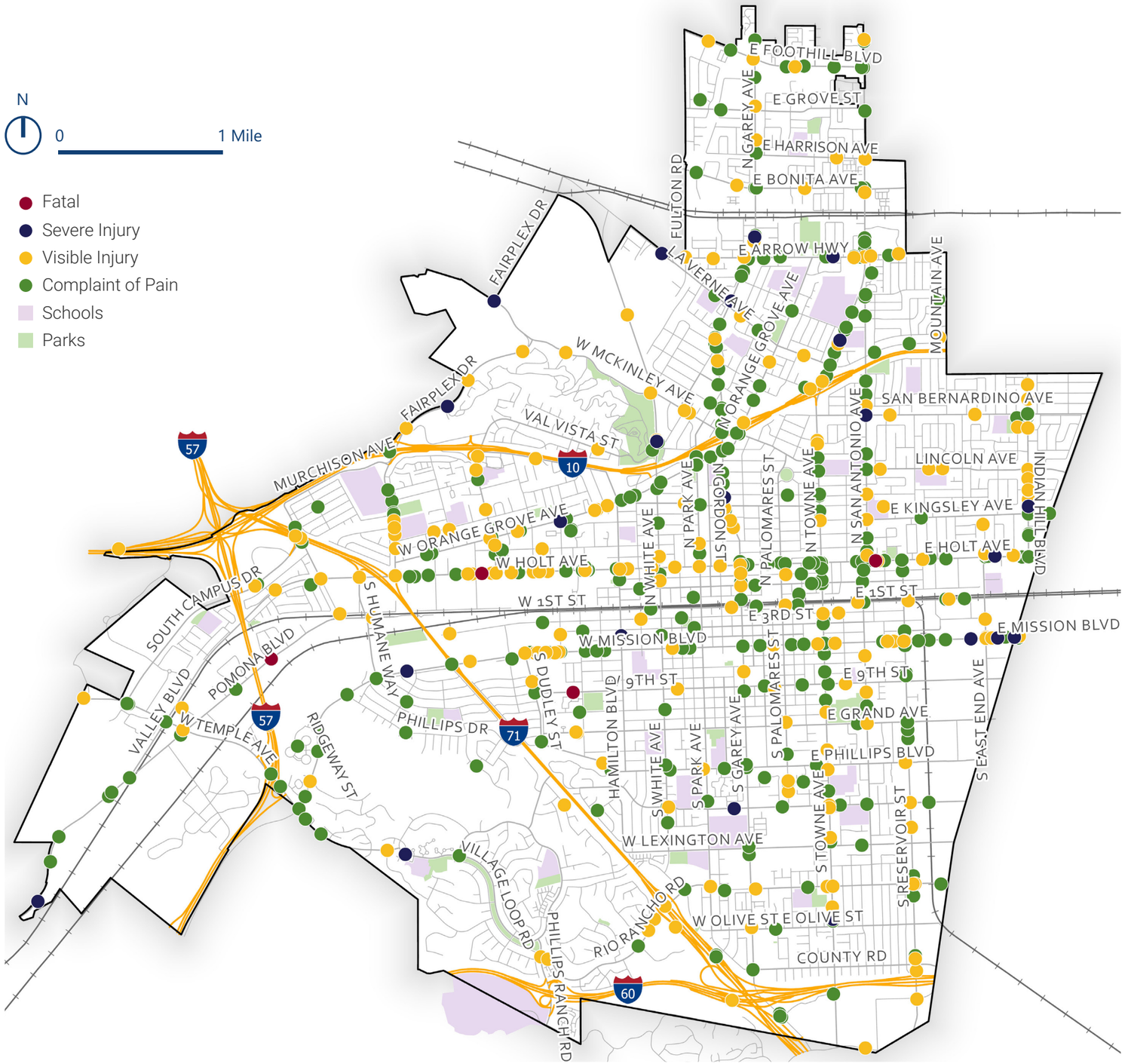
Collisions occurred at Intersections	
Injury Collisions	616
KSI Collisions	26

Collision Trends	
Nighttime Collisions	248 (40%)
Sideswipe Collisions	190 (31%)
Hit Object Collisions	130 (21%)
Broadside Collisions	115 (19%)

Mode	
Bicycle	42 (7%)
Bus	4 (1%)
Motorcycle	31 (5%)
Others	2 (≈0%)
Passenger Car or Pickup	494 (80%)
Pedestrian	19 (3%)
Truck	24 (4%)

IMPROPER TURNING COLLISION

The figureshows the injury collisions that occurred due to improper turning in City of Pomona.

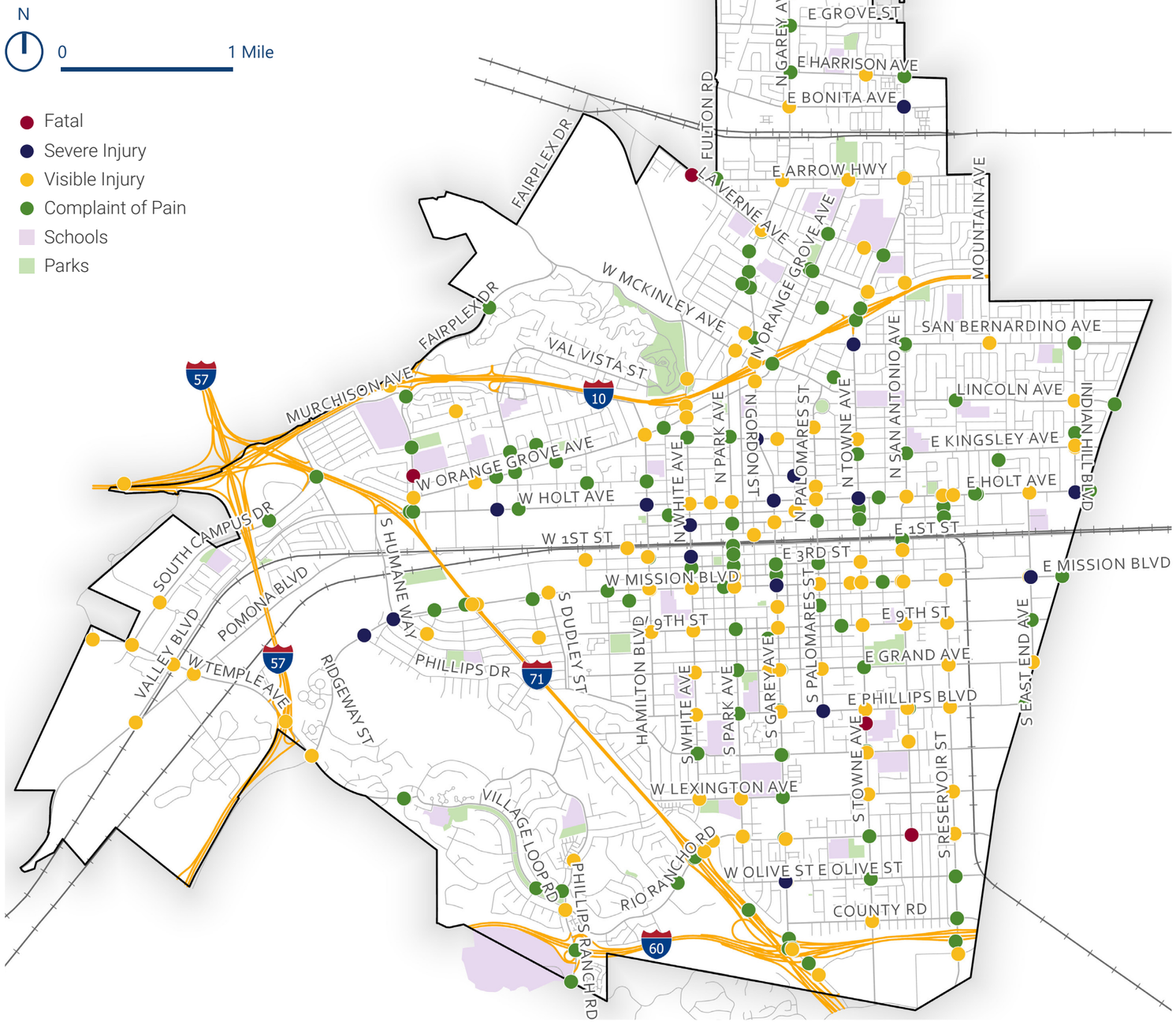


Collision Profile 6
Address Traffic Signals and Signs Violation Collisions

Collisions occurred at Intersections	
Injury Collisions	595
KSI Collisions	21
Collision Trends	
Intersections Collisions	592 (99%)
Broadside Collisions	470 (79%)
Nighttime Collisions	185 (31%)
Mode	
Bicycle	48 (8%)
Motorcycle	11 (2%)
Others	4 (1%)
Passenger Car or Pickup Truck	515 (87%)
Pedestrian	12 (2%)
Truck	5 (1%)

TRAFFIC SIGNALS & SIGN VIOLATION COLLISION

The figure shows the injury collisions that occurred due to traffic signals and signs violation in City of Pomona.



Collision Profile 7
Address Unsafe Speed Collisions

Collisions occurred at Intersections	
Injury Collisions	590
KSI Collisions	23

Collision Trends	
Intersections Collisions	505 (86%)
Rear end Collisions	470 (80%)
Nighttime Collisions	184 (31%)

Mode	
Bicycle	8 (1%)
Bus	3 (1%)
Motorcycle	27 (5%)
Others	3 (1%)
Passenger Car or Pickup Truck	510 (85%)
Pedestrian	23 (4%)
Truck	16 (3%)

UNSAFE SPEED COLLISION

The figure shows the injury collisions that occurred due to unsafe speed in City of Pomona.

Collision Profile 8
Address Pedestrian Collisions

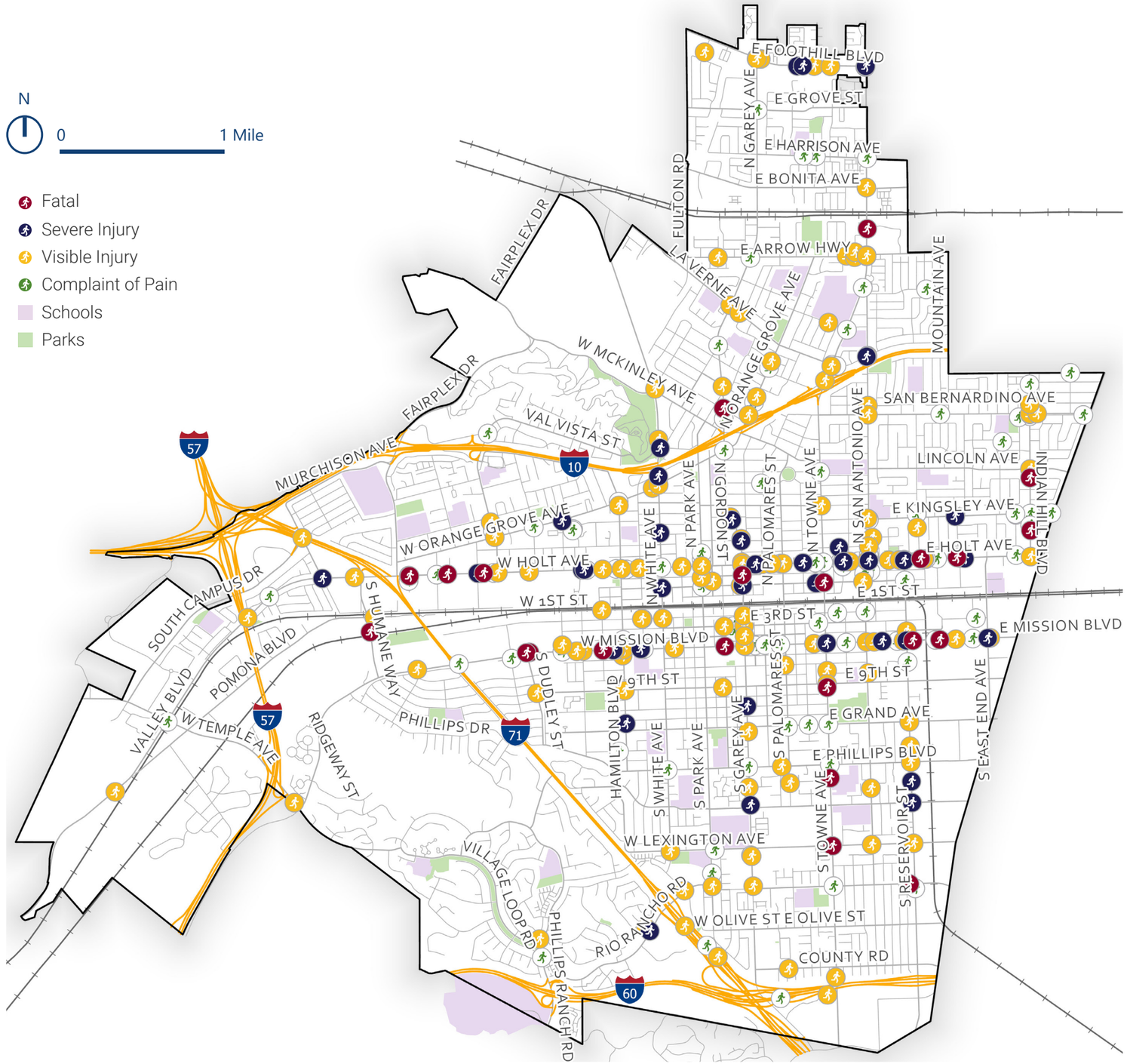
Collisions occurred at Intersections	
Injury Collisions	354
KSI Collisions	61

Collision Trends	
Intersection Collisions	314 (89%)
Nighttime Collisions	184 (52%)
Pedestrian Violation	130 (37%)
Pedestrian Right of Way	118 (33%)

Mode	
Pedestrian	354 (100%)

PEDESTRIAN COLLISION

The figure shows the pedestrian injury collisions that occurred in City of Pomona.



Collision Profile 9
Address Driving Under Influence of Drugs/Alcohol Collisions

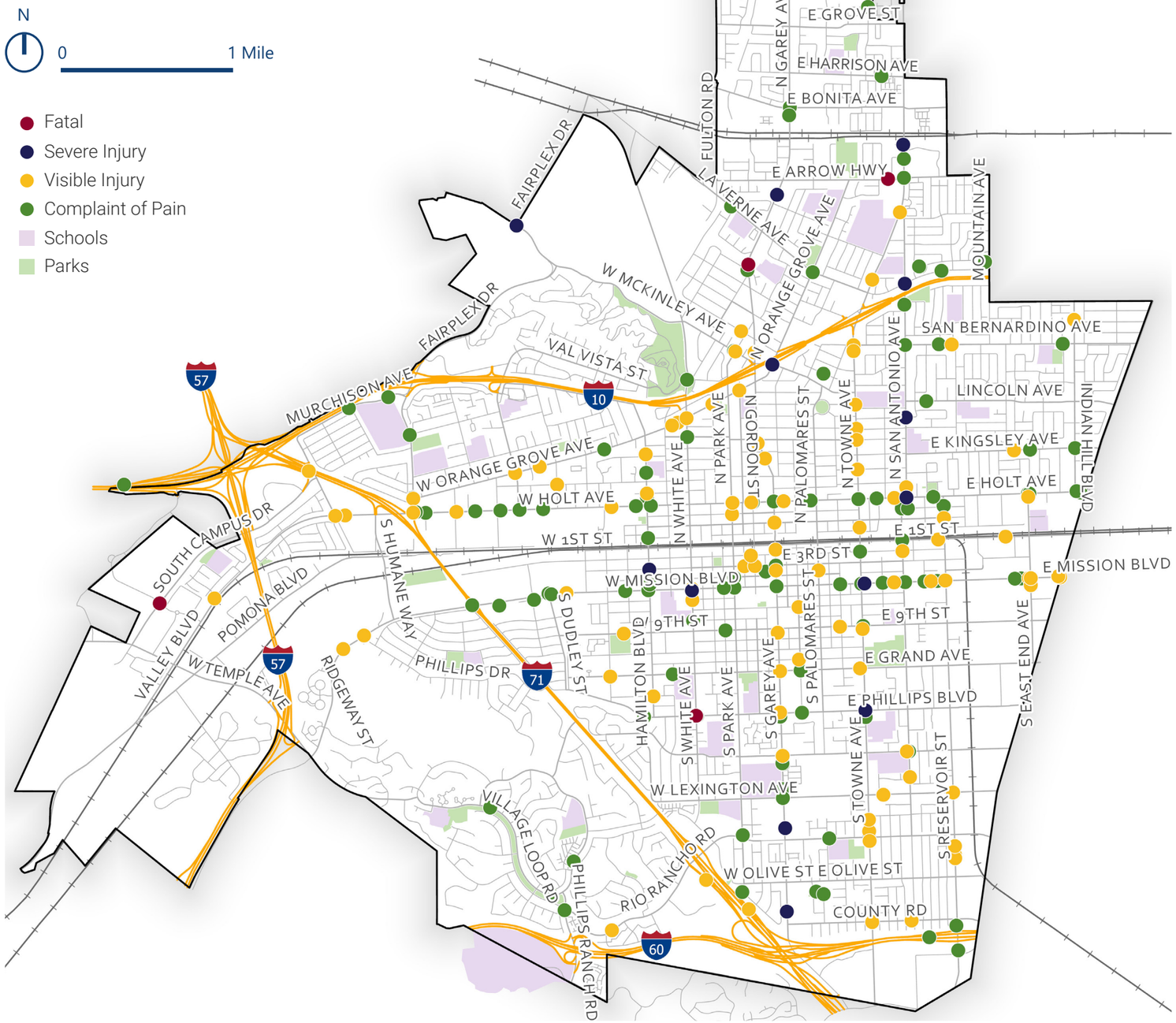
Collisions occurred at Intersections	
Injury Collisions	590
KSI Collisions	23

Collision Trends	
Nighttime Collisions	180 (69%)
Rear End Collisions	82 (32%)
Broadside Collisions	61 (23%)
Hit Object Collisions	43 (17%)

Mode	
Bicycle	2 (1%)
Motorcycle	6 (2%)
Passenger Car or Pickup	241 (93%)
Pedestrian	8 (3%)
Truck	3 (1%)

DUI COLLISION

The figure shows the injury collisions that occurred due to driving under influence of drugs/alcohol in City of Pomona.



Collision Profile 10
Address Bicycle Collisions

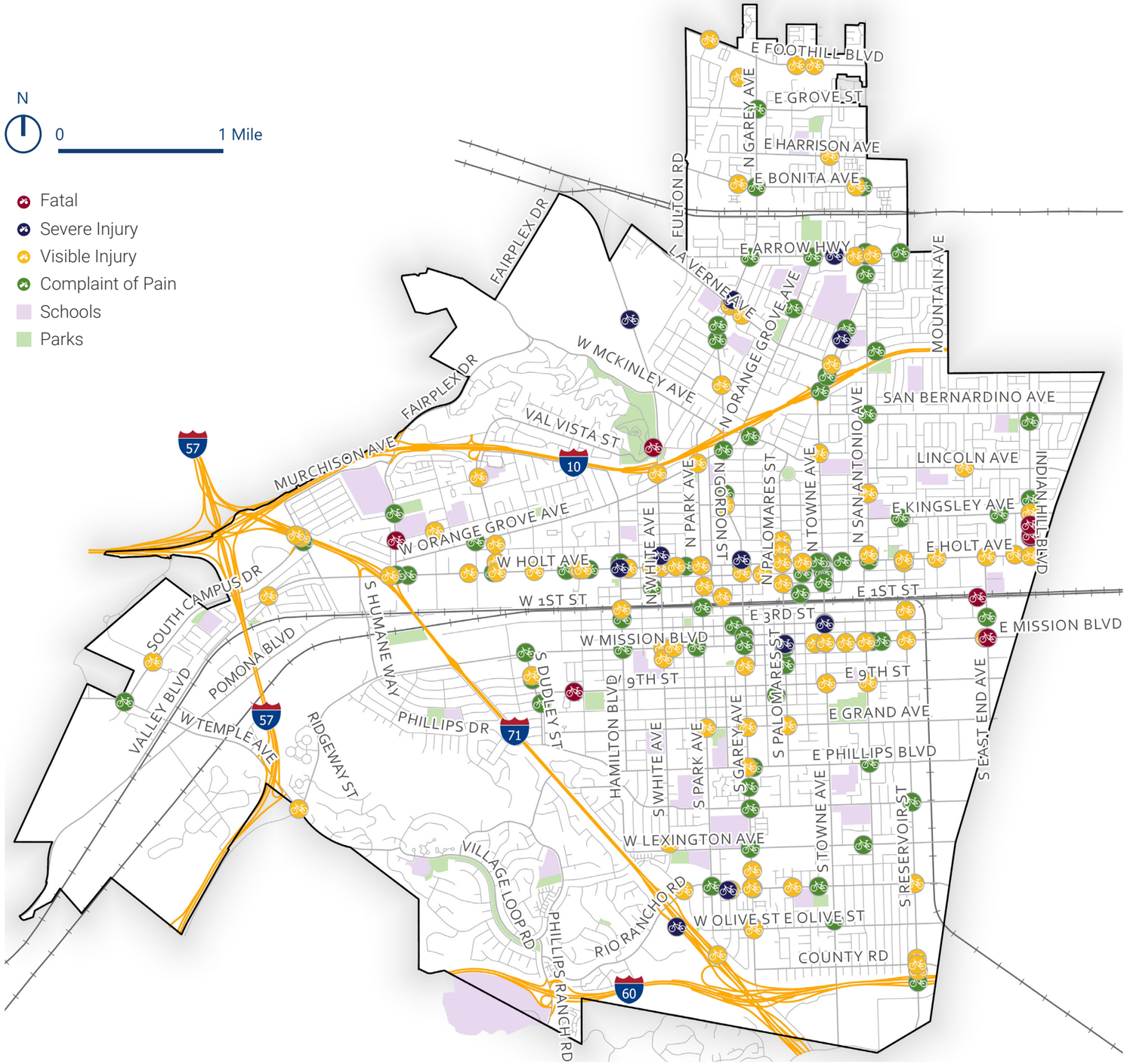
Collisions occurred at Intersections	
Injury Collisions	225
KSI Collisions	19

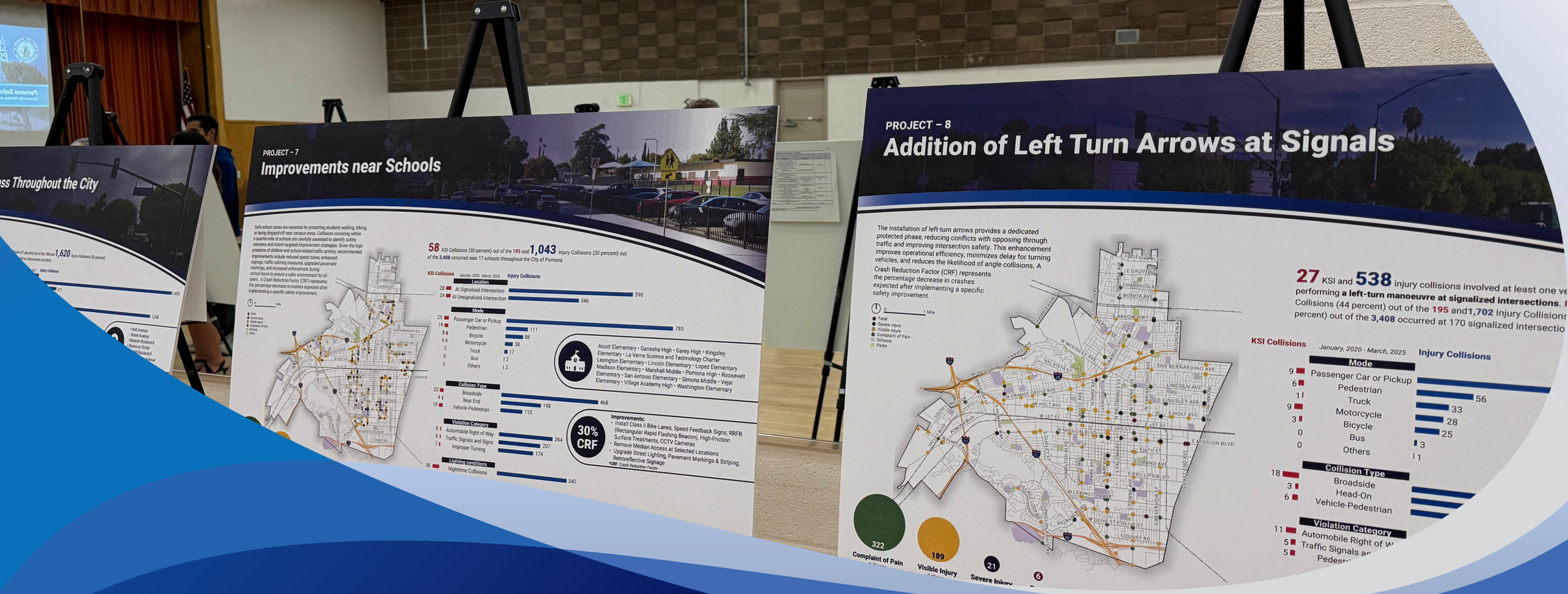
Collision Trends	
Intersection Collisions	205 (91%)
Automobile Right of Way	72 (32%)
Nighttime Collisions	62 (28%)
Traffic Signal and Sign Violation	48 (21%)

Mode	
Bicycle	225 (100%)

BIKE COLLISION

The figure shows the bicycle injury collisions that occurred in City of Pomona.





POMONA SAFETY ACTION PLAN

CHAPTER FOUR

Engagement & Collaboration

TJKM

Engagement & Collaboration

The City of Pomona implemented a comprehensive and inclusive engagement program that combined digital tools, in-person outreach, stakeholder collaboration, and data-driven analysis. Feedback gathered through these efforts directly informed the identification of priority safety issues, development of countermeasures, and selection of safety projects. This robust engagement process ensured that the PSAP reflects community priorities and provides a strong, actionable roadmap for improving safety across Pomona's transportation network.

Community Engagement Approach

The City of Pomona is committed to reducing traffic-related fatalities and serious injuries through the development and implementation of its PSAP. The PSAP establishes a data-driven and community-informed framework to improve safety for all roadway users, including pedestrians, bicyclists, transit riders, and motorists.

Public involvement played a central role in shaping the PSAP to ensure that the Plan reflects community values, priorities, and lived experiences. The City led an inclusive and transparent engagement process to gather input from residents, stakeholders, and agency partners regarding traffic safety concerns, high-risk locations, and opportunities for improvement. This collaborative approach ensured that the PSAP is grounded in local needs and aligned with Pomona's broader commitment to creating safer, more accessible streets for everyone.

The PSAP planning process began in June 2025 and included regular coordination meetings with City staff, stakeholders, workgroups, and community members. All meetings were open to the public to promote transparency and inclusivity. To further expand participation, the City launched a project website and an interactive, map-based input platform that allowed residents to share traffic safety concerns at specific locations throughout the City.

Community engagement efforts provided valuable insight into issues related to safe travel conditions, multimodal access, and network connectivity across Pomona. These insights complemented field observations and collision data analyses conducted as part of the PSAP process, strengthening the understanding of local safety priorities. Multiple rounds of stakeholder and community outreach meetings were conducted between August 2025 and February 2026.

COMMUNITY STAKEHOLDERS

City of Pomona

- City Manager
- Community Development
- Administrative Services
- Fire Department
- Community Services
- Police Department
- City Engineering
- City Parks & Facilities
- Public Works and Utilities

Foothill Transit

Metro

City of La Verne

City of Montclair

CalPoly

SGV

Pomona Unified School District

Engagement Goals & Objectives

The engagement process was guided by the following goals and objectives:

1. *Support Pomona's commitment to safer streets by reducing traffic fatalities and serious injuries through the PSAP.*
2. *Gather meaningful input from residents, stakeholders, and City staff to inform strategies that improve safety across all modes of transportation.*
3. *Incorporate community perspectives on local concerns, challenges, and opportunities into PSAP projects, programs, and policies.*
4. *Promote engagement opportunities through City newspapers, websites, flyers, email alerts, and social media.*
5. *Maintain an open, transparent, and collaborative process by communicating what was heard and demonstrating how public input informed the final Plan.*

Target Audience & Underserved Community

In coordination with the City, the TJKM team conducted outreach and distributed PSAP information to a broad range of audiences, including community members, school staff and parents, law enforcement, health and social service organizations, community-based organizations (CBOs), faith-based organizations (FBOs), and other partner stakeholders. Engagement efforts were intentionally designed to be diverse and inclusive, with a focus on reaching individuals and groups who have not traditionally participated in public safety initiatives.

Special emphasis was placed on connecting with vulnerable and underserved communities. PSAP materials were provided in both English and Spanish, and outreach strategies focused on meeting residents where they were, through schools, community groups, public events, canvassing efforts, and partnerships with CBOs and FBOs. Transparency was further supported by clearly communicating how community input would be incorporated into the Plan through the project website and supporting materials.

PSAP Branding

All engagement materials were developed in accordance with the City's Style Guide to ensure consistent branding across public-facing platforms, outreach materials, and messaging. Unified branding was incorporated into community service announcements, the PSAP website, the Virtual Meeting Room (VMR), social media posts, and meeting notices. Templates featured imagery of familiar local landmarks to strengthen community connection and recognition. Consistent branding helped residents easily identify PSAP-related materials and reinforced trust and continuity throughout the engagement process.

Engagement with the Community

The PSAP engagement framework was built around three primary input sources: stakeholder engagement, community feedback, and collision data. By integrating insights from public outreach activities, workshops, online engagement tools, and a review of historic collision data, the City established a strong foundation for developing recommendations that directly address community-identified safety concerns.

Community feedback provided valuable insight into residents' lived experiences, highlighted priority locations for improvement, and identified concerns not captured through collision records alone. Public input also helped validate and contextualize data-driven findings.

The engagement process aligned with the Safe System approach, addressing the following focus areas:

1. **Safer People**
   Encouraging safe and responsible behaviors among all roadway users while prioritizing the ability of all users to reach their destinations safely.
2. **Safer Roads**
   Designing roadway environments that mitigate human error and account for injury tolerances, particularly for the most vulnerable users.
3. **Safer Vehicles**
   Expanding access to vehicle technologies and features that help prevent crashes and reduce injury severity for occupants and non-occupants.
4. **Safer Speeds**
   Promoting safe speeds through context-sensitive roadway design, appropriate speed limits, education, outreach, and enforcement.
5. **Post-Crash Care**
   Enhancing survivability by improving access to emergency medical care, supporting first responders, and reducing secondary crashes through effective incident management.

Key Engagement Activities

Key engagement activities included:

Public and Stakeholder E-Notifications: Notifications distributed by the City to inform residents and stakeholders of engagement opportunities.

Project Website: A dedicated PSAP website provided project information, collision data, updates, and engagement opportunities, including an interactive mapping tool for location-specific comments.

Social Media Outreach: Online platforms were used to promote events, share updates, and encourage ongoing participation.

Word-of-Mouth Promotion: City staff and stakeholders helped expand outreach through informal communication channels.

Community Meetings and Workshops: In-person and virtual meetings allowed residents, business owners, and agency representatives to share concerns and discuss safety priorities. Spanish-language materials and interpretation were provided.

PSAP Stakeholder Group: An interdisciplinary task force consisting of City staff, transportation professionals, law enforcement, mobility advocates, and community members provided ongoing input.

Interactive Map-Based Input Platform: Residents identified and described safety concerns using an online mapping tool hosted on the PSAP website.

Engagement Efforts

Engagement efforts utilized a range of strategies to maximize accessibility and participation. Information was provided in English and Spanish, and simultaneous interpretation was available at in-person meetings.

1. PSAP Website

A PSAP website hosted on the City's website [Safety Action Plan | Pomona, CA] was developed to share PSAP information and aid with the production of social media content that drove event attendance and engagement. The city utilized the website in creation of a master social media calendar. The website was developed to share basic PSAP information, such as the overview, collision data, timeline, contact information, upcoming community meetings and pop-up locations. A link to the virtual meeting room was included to provide the public with direct access to more extensive PSAP updates and information.

Key sections include:

- **Project Overview & Goals:** Outlining objectives to create safer, more accessible streets for all roadway users by identifying strategies, policies, and projects that reduce fatalities and serious injuries.
- **Public Outreach and Participation Opportunities:** Encouraging community engagement through surveys, pop-up events, comment forms, and stakeholder outreach, with an open invitation for feedback.

- **Interactive Collision History Map (2020–2025):** This interactive map shows reported collisions in Pomona between 2020 and 2025, allowing users to explore hotspots and collision severity.

2. Interactive Map Input

One of the primary engagement tools featured on the website was an interactive map-based questionnaire platform (Maptionnaire), which allowed the public to identify specific areas of concern by dropping pins or drawing lines within the City's boundaries. Participants could also include written descriptions of their safety concerns.

Public Engagement Highlights:

- Engagement Period: August 2025 – January 2026
- Website URL: https://app.maptionnaire.com/q/pomonaPSAP
- Platform Features:
    - Overview of the PSAP,
    - Project area map,
    - Questionnaire,
    - Instructions for submitting input through the mapping platform.

The platform was promoted to residents, City staff, and key stakeholders through email notifications, social media posts, and outreach at public meetings.

Results from map input: Total Comments Received: 426

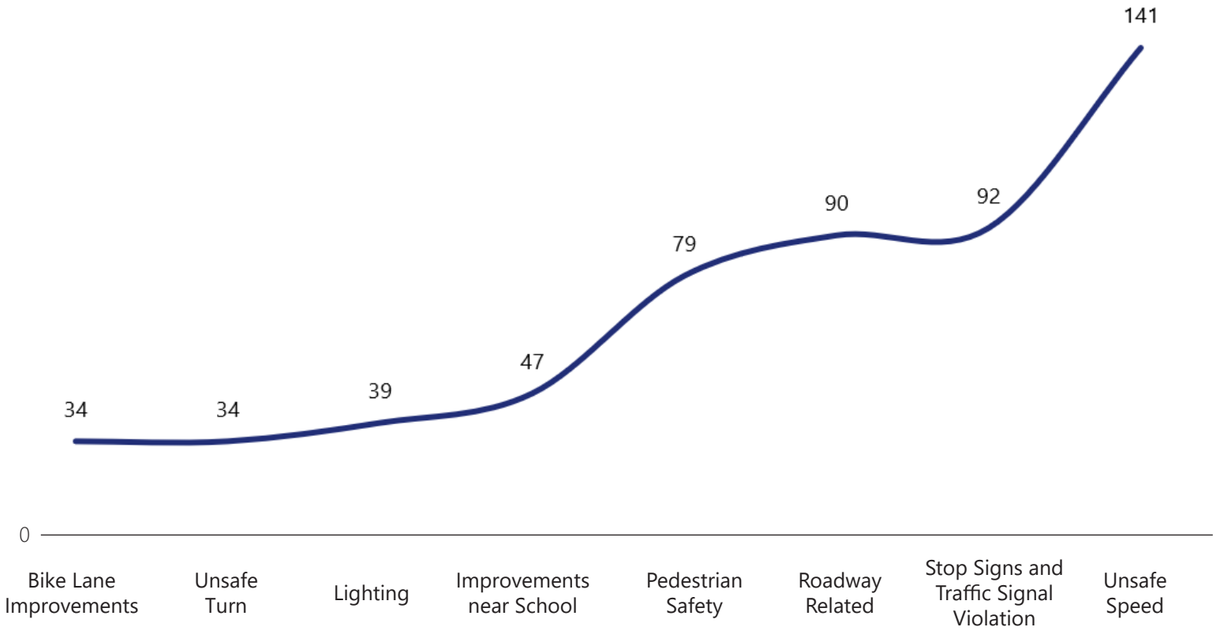
- Point-specific comments: 247 (58%)
- Line-based comments: 99 (23%)
- Comments received during in-person meetings: 80 (19%)

TOP MENTIONED STREETS

- Mission Boulevard
- Indian Hill Boulevard
- Philadelphia Street
- Garey Avenue
- Towne Avenue
- Holt Avenue
- Reservoir Street
- Hamilton Boulevard
- Grand Avenue

COMMONLY REPORTED SAFETY ISSUES

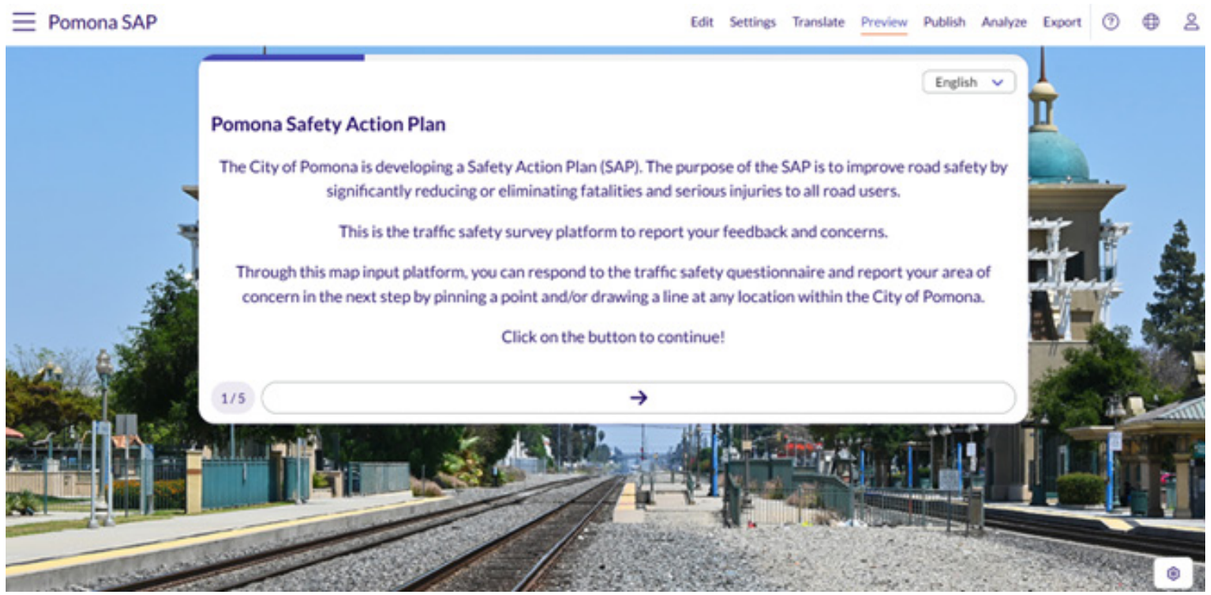
- Speeding
- Street Lightings
- School Zone Safety
- Bike Facilities
- Signal Upgrades
- Red Light Violation
- Limited Visibility
- Pavement Conditions
- Pedestrian Safety
- People Driving Under Influence

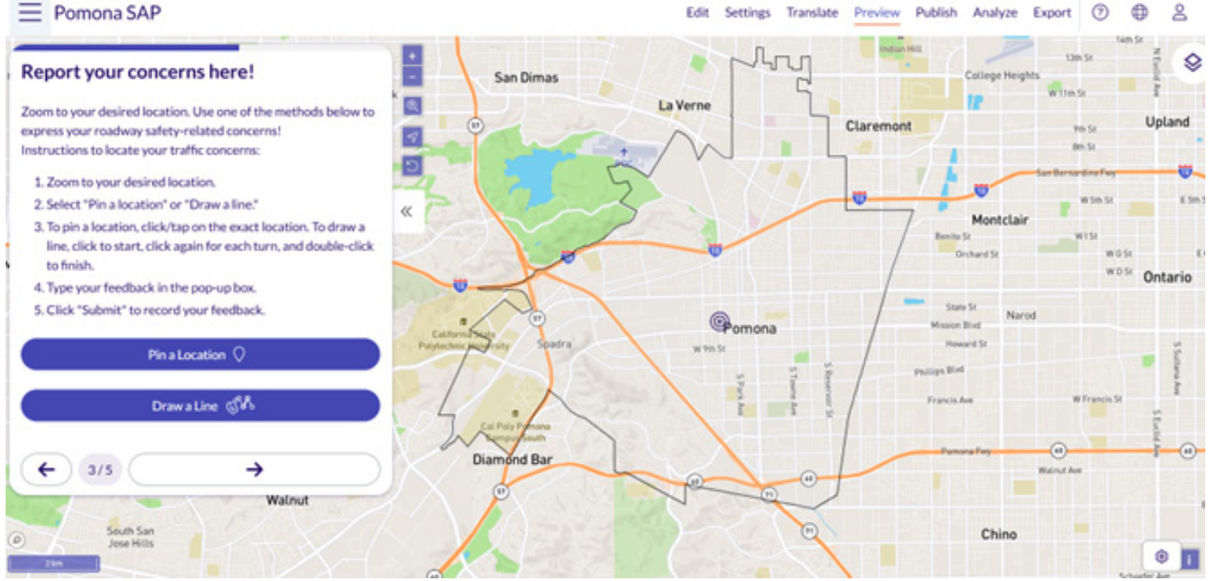


Injury Collisions KSI

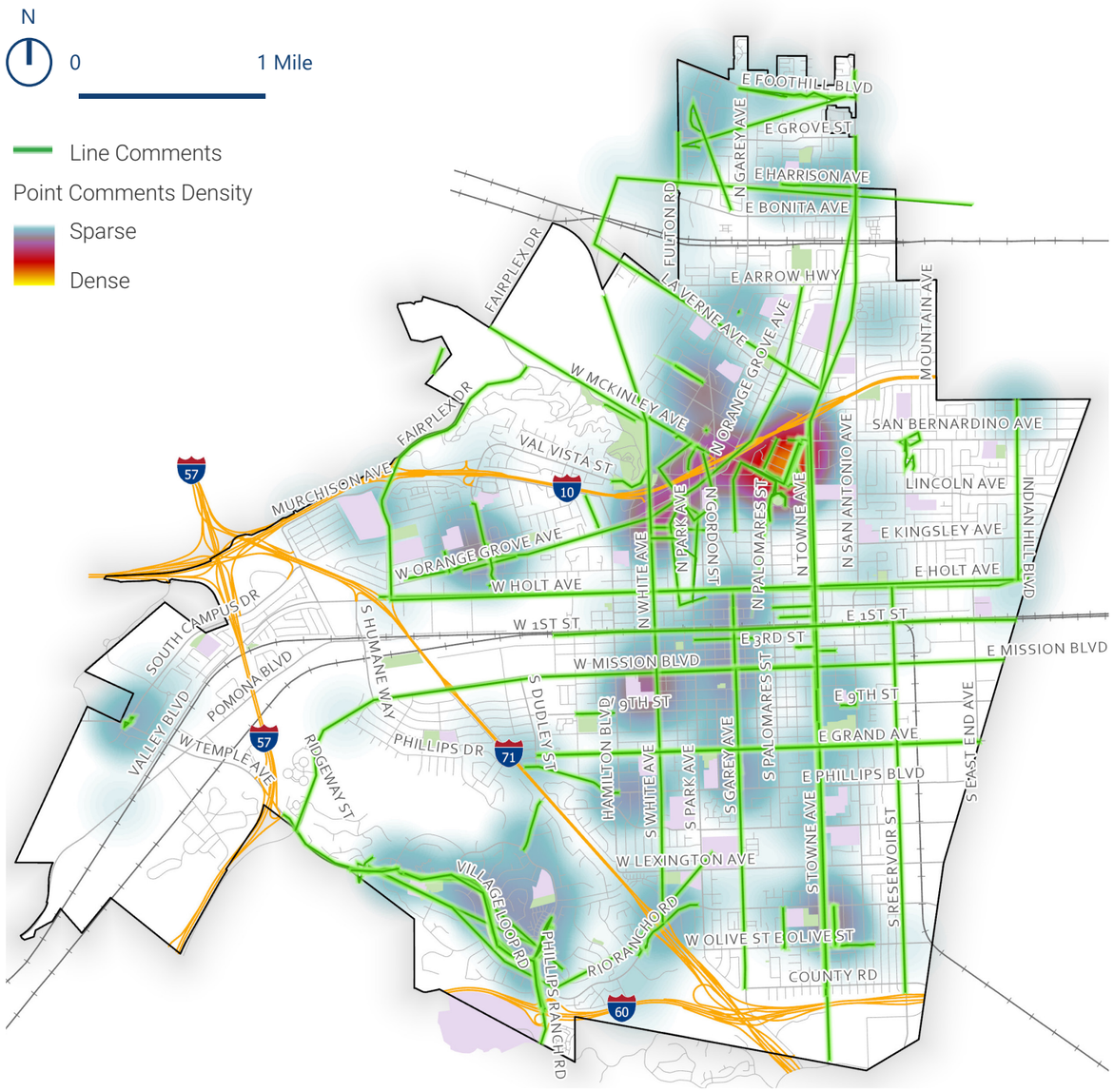
PUBLIC COMMENTS ON TRAFFIC CONCERNS

Between August 2025 and January 2026, the Community Engagement effort received input through the interactive map platform (Maptionnaire), with 236 commenters providing 426 comments. This collective feedback resulted in the identification of 556 traffic related concerns, demonstrating strong public participation and offering valuable insight into local mobility and safety issues. Of these 426 comments, 247 comments (58 percent) were point-specific, majorly located at intersections, 99 comments (23%) were line-based comments, identifying concerns along the roadway corridors, and 80 unique comments (19 percent). All these comments highlighted several safety issues. Primary issues are: unsafe speed, stop signs and traffic signals violation, roadway related such as poor pavement conditions, striping upgrades, pedestrian safety such as crosswalks, sidewalks and pedestrian involving collisions, Lightings such as inadequate street lighting.





Feedback from Community



3. VIRTUAL MEETING ROOM

Before the pandemic, virtual engagement was already encouraged because it allowed agencies to reach a wider and more diverse group of participants. To expand accessibility and strengthen public involvement, the city was advised to use a Virtual Meeting Room (VMR) to complement PSAP's in person meetings. The VMR provided an online space where community members could review project materials, share feedback, and participate at their convenience, helping the PSAP engage residents who might not have been able to attend in person.

4. SOCIAL MEDIA PLATFORMS

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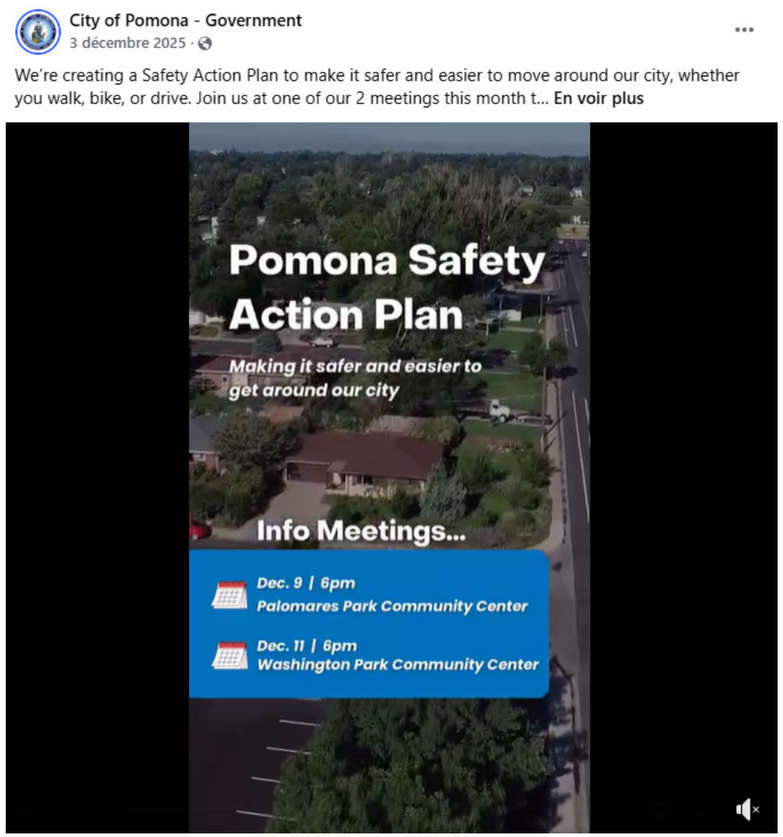
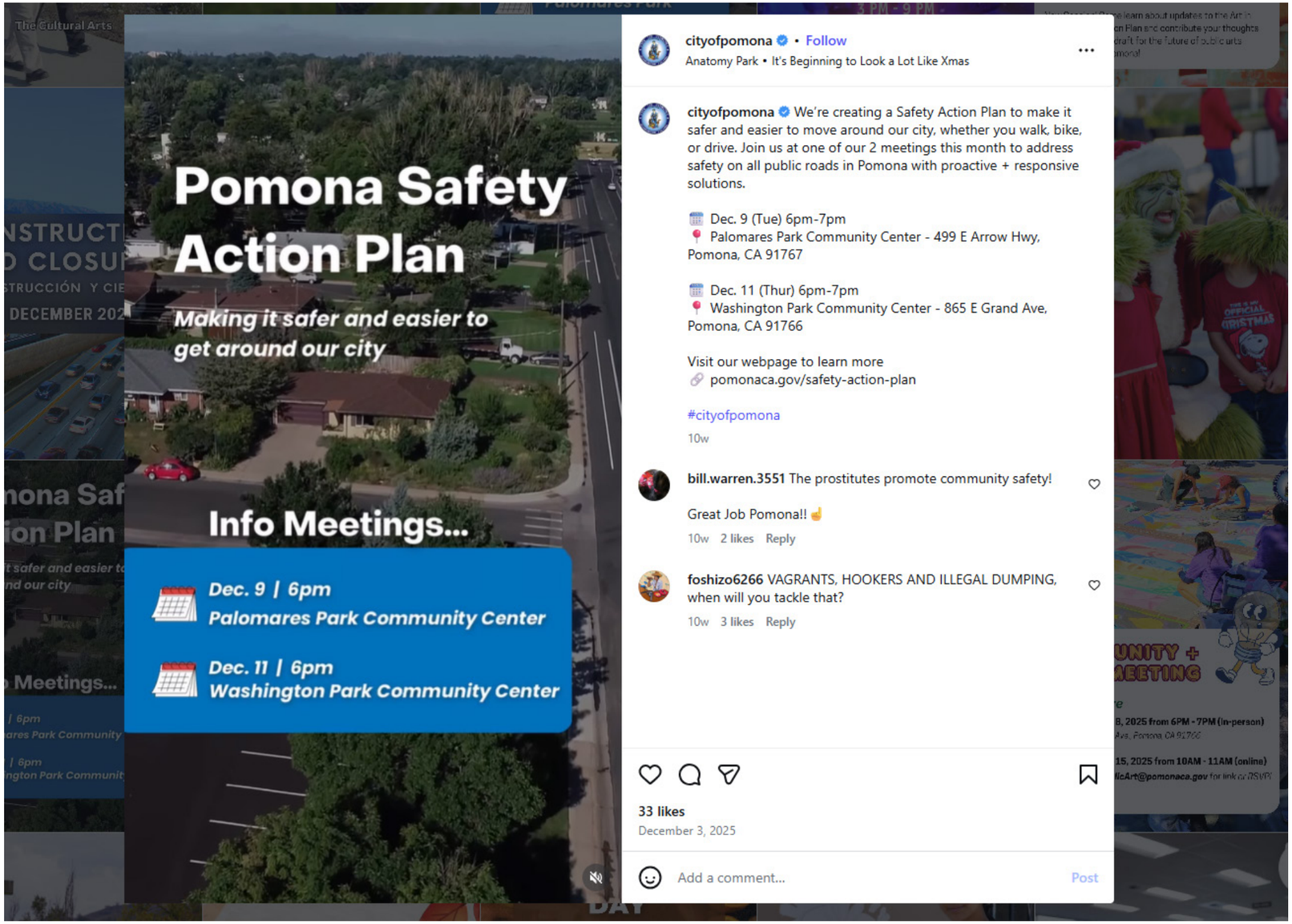
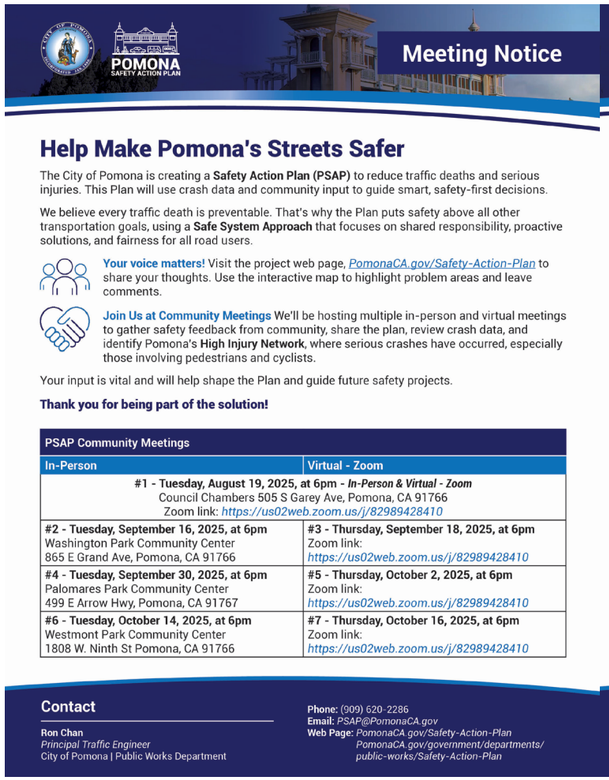




5. EVENT FLYERS



POMONA
SAFETY ACTION PLAN

Meeting Notice

Help Make Pomona's Streets Safer

The City of Pomona is creating a **Safety Action Plan (PSAP)** to reduce traffic deaths and serious injuries. This Plan will use crash data and community input to guide smart, safety-first decisions.

We believe every traffic death is preventable. That's why the Plan puts safety above all other transportation goals, using a **Safe System Approach** that focuses on shared responsibility, proactive solutions, and fairness for all road users.

Your voice matters! Visit the project web page, *PomonaCA.gov/Safety-Action-Plan* to share your thoughts. Use the interactive map to highlight problem areas and leave comments.

Join Us at Community Meetings We'll be hosting multiple in-person and virtual meetings to gather safety feedback from community, share the plan, review crash data, and identify Pomona's **High Injury Network**, where serious crashes have occurred, especially those involving pedestrians and cyclists.

Your input is vital and will help shape the Plan and guide future safety projects.

Thank you for being part of the solution!

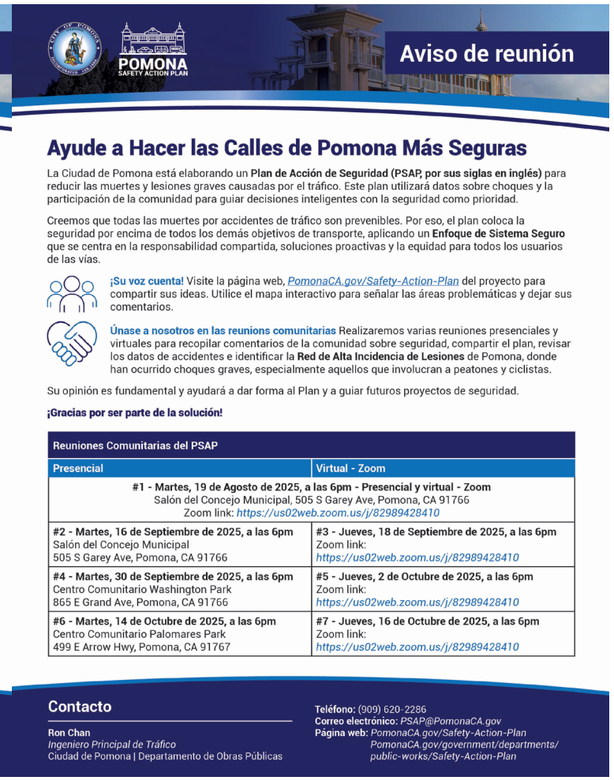
PSAP Community Meetings

In-Person	Virtual - Zoom
#1 - Tuesday, August 19, 2025, at 6pm - ***In-Person & Virtual - Zoom*** Council Chambers 505 S Garey Ave, Pomona, CA 91766 Zoom link: *https://us02web.zoom.us/j/82989428410*	
#2 - Tuesday, September 16, 2025, at 6pm Washington Park Community Center 865 E Grand Ave, Pomona, CA 91766	**#3 - Thursday, September 18, 2025, at 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*
#4 - Tuesday, September 30, 2025, at 6pm Palomares Park Community Center 499 E Arrow Hwy, Pomona, CA 91767	**#5 - Thursday, October 2, 2025, at 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*
#6 - Tuesday, October 14, 2025, at 6pm Westmont Park Community Center 1808 W. Ninth St Pomona, CA 91766	**#7 - Thursday, October 16, 2025, at 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*

Contact

Ron Chan
Principal Traffic Engineer
City of Pomona | Public Works Department

Phone: (909) 620-2286
Email: *PSAP@PomonaCA.gov*
Web Page: *PomonaCA.gov/Safety-Action-Plan*
PomonaCA.gov/government/departments/public-works/Safety-Action-Plan



POMONA
SAFETY ACTION PLAN

Aviso de reunión

Ayude a Hacer las Calles de Pomona Más Seguras

La Ciudad de Pomona está elaborando un **Plan de Acción de Seguridad (PSAP, por sus siglas en inglés)** para reducir las muertes y lesiones graves causadas por el tráfico. Este plan utilizará datos sobre choques y la participación de la comunidad para guiar decisiones inteligentes con la seguridad como prioridad.

Creemos que todas las muertes por accidentes de tráfico son prevenibles. Por eso, el plan coloca la seguridad por encima de todos los demás objetivos de transporte, aplicando un **Enfoque de Sistema Seguro** que se centra en la responsabilidad compartida, soluciones proactivas y la equidad para todos los usuarios de las vías.

¡Su voz cuenta! Visite la página web, *PomonaCA.gov/Safety-Action-Plan* del proyecto para compartir sus ideas. Utilice el mapa interactivo para señalar las áreas problemáticas y dejar sus comentarios.

Únase a nosotros en las reunions comunitarias Realizaremos varias reuniones presenciales y virtuales para recopilar comentarios de la comunidad sobre seguridad, compartir el plan, revisar los datos de accidentes e identificar la **Red de Alta Incidencia de Lesiones** de Pomona, donde han ocurrido choques graves, especialmente aquellos que involucran a peatones y ciclistas.

Su opinión es fundamental y ayudará a dar forma al Plan y a guiar futuros proyectos de seguridad.

¡Gracias por ser parte de la solución!

Reuniones Comunitarias del PSAP

Presencial	Virtual - Zoom
#1 - Martes, 19 de Agosto de 2025, a las 6pm - Presencial y virtual - Zoom Salón del Concejo Municipal, 505 S Garey Ave, Pomona, CA 91766 Zoom link: *https://us02web.zoom.us/j/82989428410*	
#2 - Martes, 16 de Septiembre de 2025, a las 6pm Salón del Concejo Municipal 505 S Garey Ave, Pomona, CA 91766	**#3 - Jueves, 18 de Septiembre de 2025, a las 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*
#4 - Martes, 30 de Septiembre de 2025, a las 6pm Centro Comunitario Washington Park 865 E Grand Ave, Pomona, CA 91766	**#5 - Jueves, 2 de Octubre de 2025, a las 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*
#6 - Martes, 14 de Octubre de 2025, a las 6pm Centro Comunitario Palomares Park 499 E Arrow Hwy, Pomona, CA 91767	**#7 - Jueves, 16 de Octubre de 2025, a las 6pm** Zoom link: *https://us02web.zoom.us/j/82989428410*

Contacto

Ron Chan
Ingeniero Principal de Tráfico
Ciudad de Pomona | Departamento de Obras Públicas

Teléfono: (909) 620-2286
Correo electrónico: *PSAP@PomonaCA.gov*
Página web: *PomonaCA.gov/Safety-Action-Plan*
PomonaCA.gov/government/departments/public-works/Safety-Action-Plan

Flyers for community meetings and events were developed to promote the PSAP, invite stakeholders, and strengthen engagement efforts. Each flyer incorporated PSAP branding to enhance program recognition and increase public awareness. The materials provided a brief and clear explanation of the purpose of the meeting or event, included venue details or virtual meeting links, and encouraged community participation and input.

6. FACT SHEET

POMONA
SAFETY ACTION PLAN

Fact Sheet

Overview

Purpose
The plan will identify safety-focused projects and strategies using data, expert insights, community feedback, and best practices. It supports the national Safe Streets and Roads for All (SS4A) program, which aims to eliminate traffic deaths and serious injuries.

Equity Matters
The plan emphasizes fair investment in underserved communities, both urban and rural, ensuring their safety needs are addressed. It follows a "safe system" approach that goes beyond just safety to consider broader social and environmental factors.

Climate & Sustainability
In line with Executive Order 14008, the plan also promotes sustainability and includes strategies to help fight climate change during project planning and development.

Innovation & Collaboration
Pomona will engage both public and private partners, use new technologies and creative solutions, and apply proven methods to increase safety across the city—especially through affordable, high-impact efforts.

Aligned with National Goals
The plan supports the U.S. Department of Transportation's goals related to safety, equity, environmental sustainability, economic strength, and creating good-quality jobs.

We Want Your Feedback

Your input is needed for the City of Pomona Safety Action Plan!
Please visit the project website at: www.pomonaca.gov/Safety-Action-Plan to learn more about the Plan.

Goals

Safer People
Promote safe and responsible behavior to help everyone get where they're going safely.

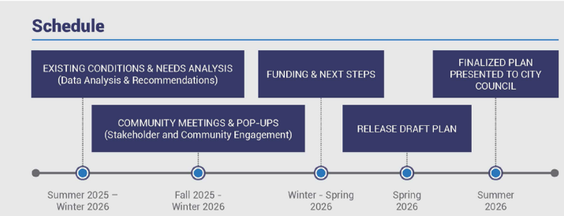
Safer Roads
Design streets that reduce human error and protect those most at risk.

Safer Vehicles
Make crash-prevention and impact-reducing vehicle features more widely available.

Safer Speeds
Use smart road design, fair speed limits, education, and enforcement to encourage safe driving speeds.

Post-Crash Care
Improve emergency response and protect first responders to help save lives after crashes.

Schedule



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PomonaCA.gov/government/departments/public-works/Safety-Action-Plan

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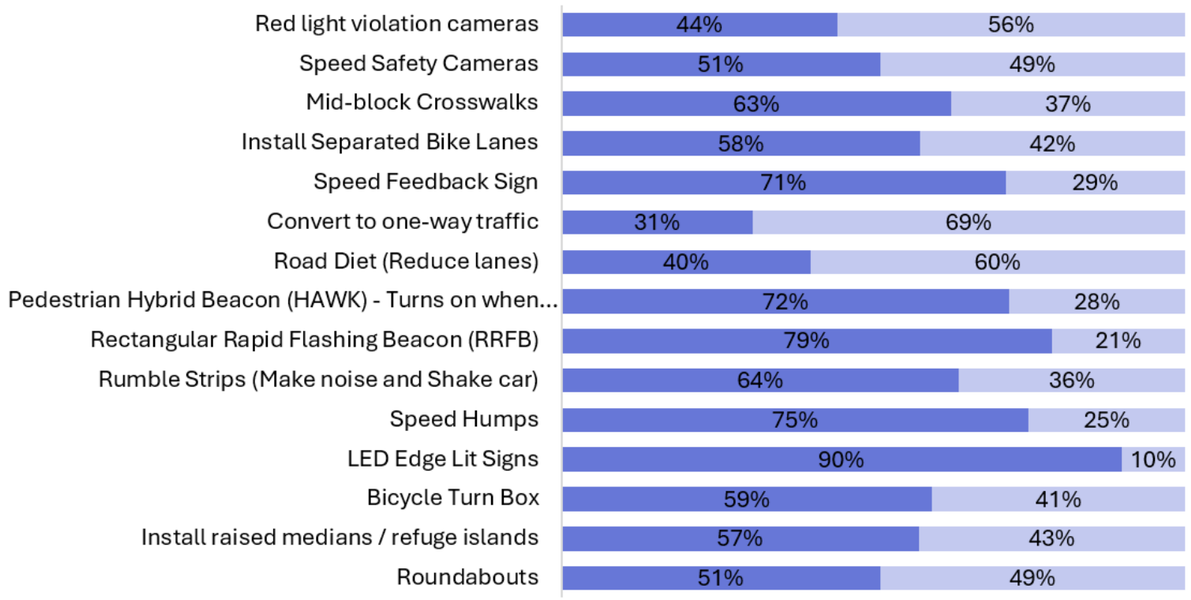
@ cityofpomona5544

A fact sheet was developed with PSAP branding to strengthen program recognition. The fact sheet included an overview of PSAP's purpose and need, as well as its benefits and timeline. All approved fact sheets were uploaded to the PSAP webpage and the VMR and were updated throughout the engagement period to ensure that the most current PSAP information was available.

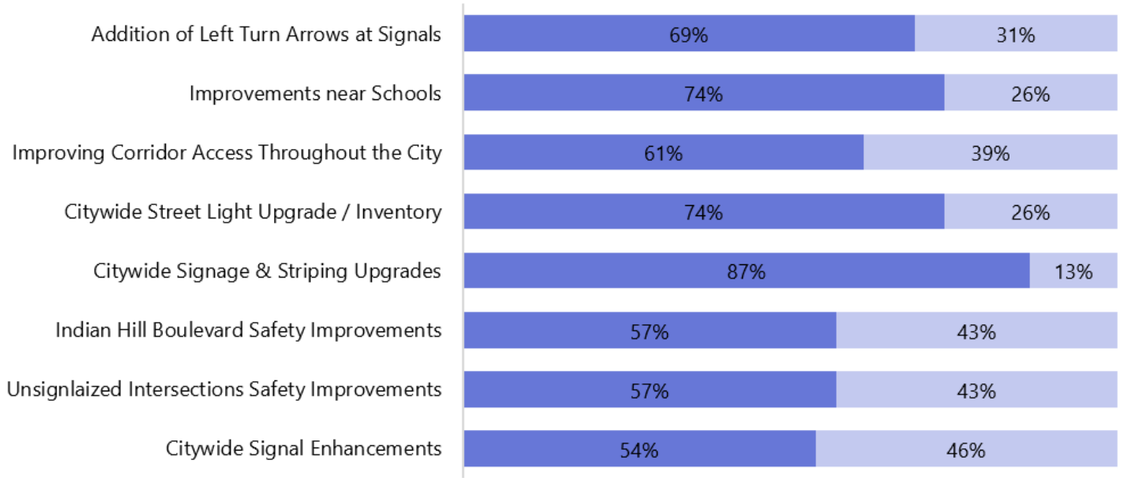
7. COMMUNITY SURVEY



Dislike Like

COMMUNITY RESPONSES TO SURVEY

The community survey served as a vital instrument for assessing the need for safe and responsible driving behaviors, supporting safer travel for vulnerable roadway users, expanding access to vehicle technologies that help prevent crashes and reduce their severity, promoting appropriate travel speeds across all roadway environments, and strengthening overall survivability. It was essential for community stakeholders to consider each safety focus area in order to develop a comprehensive set of recommendations tailored to Pomona's specific needs.



Dislike Like

COMMUNITY RESPONSES TO SAFETY PROJECTS

The survey was conducted in two phases: from August 2025 to October 2025, and from October 2025 to January 2026. During the first phase, community members shared their feedback on traffic concerns within Pomona and expressed their preferences regarding potential countermeasures. The second phase gathered public priorities for proposed safety projects to be implemented in the city. In total, 365 responses were received during the first phase of survey and 375 for second phase.

Survey 1

POMONA
SAFETY ACTION PLAN

Survey/*Encuesta*

Help Make City Roads Safer!

Traffic Safety Survey:

¡Ayuda a que las calles de la ciudad sean más seguras!

Encuesta de seguridad vial:

Tell us about yourself:/*Cuéntanos sobre ti:*

Name:/*Nombre:*

Email:/*Correo electrónico:*

Address:/ *Dirección:*

Nearby School:/*Escuela cercana:*

1 **Tell us any traffic safety related concerns.:**
Cuéntenos cualquier inquietud relacionada con la seguridad vial:

2 **Please select "Like" or "Dislike" for the listed countermeasures:**
Seleccione "Me gusta" o "No me gusta" para las contramedidas enumeradas:

Roundabout *Rotonda*	Curb Extension *Extensión de acera*	Bicycle Turn Box *Caja de giro para bicicletas*
		
Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐
Led Edge Lit Signs *Letreros con iluminación LED en el borde*	**Speed Humps** *Badenes*	**Rumble Strips** *Bandas sonoras*
		
Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐

Raised Refuge Islands *Islas de refugio elevadas*	Rectangular Rapid Flashing Beacon (RRFB) *Baliza rectangular de destello rápido (RRFB)*	Pedestrian Hybrid Beacon (HAWK) *Baliza híbrida para peatones (HAWK)*
		
Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐
Road Diet (Reduce Lanes) *Dieta vial (reducción de carriles)*	**Convert to One-way Traffic** *Convertir a tráfico unidireccional*	**Speed Feedback Sign** *Señal de retroalimentación de velocidad*
		
Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐
Install Separated Bike Lanes *Instalar carriles bici separados*	**Mid-Block Crosswalks** *Cruces peatonales a mitad de cuadra*	**Speed Safety Cameras** *Cámaras de seguridad de velocidad*
		
Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐	Like *Gusta* ☐ Dislike *No gusta* ☐
Red Light Violation Cameras *Cámaras de violación de luz roja*		
		
Like *Gusta* ☐ Dislike *No gusta* ☐		

Contact/*Contacto*

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To learn more, please visit:
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pomonaca.gov/government/departments/public-works/safety-action-plan

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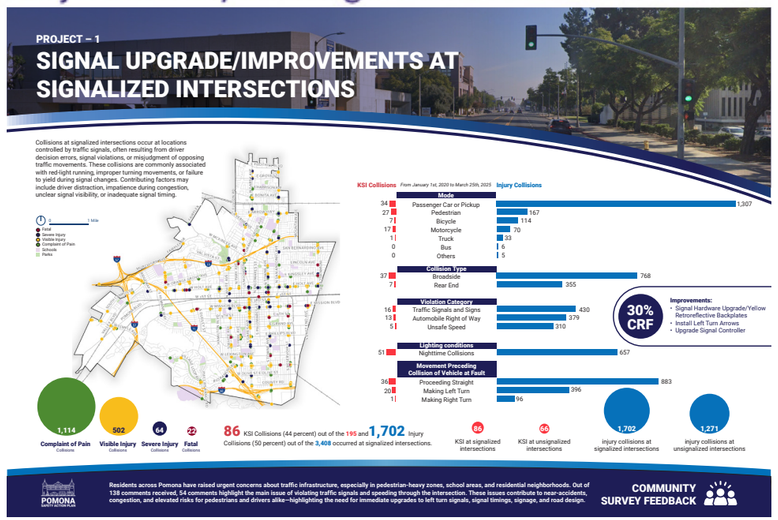
Survey 2

Project 1 - Citywide Signal Enhancements



Project 1 - Citywide Signal Enhancements

○ Like

○ Dislike

8. STAKEHOLDER GROUP & COMMUNITY MEETINGS

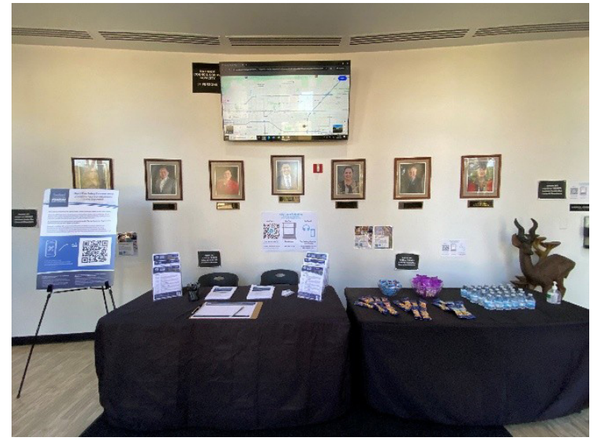
Community Meetings provided an opportunity to introduce PSAP to the community and stakeholders who shared a cross-section of viewpoints pertaining to safety. Language interpretation was available in Spanish at both in-person and virtual meetings.

The community meetings allowed the community and stakeholders to interact with City staff and the PSAP Team, in a casual and inviting setting to receive PSAP information and ask questions. The community meetings allowed the community and stakeholders to join the meeting at their convenience, receive information, submit comments, or ask questions, and walk away from the meeting with ample information on next steps, including staying connected with the PSAP, visiting the Maptionnaire, and how to submit comments or contacting the PSAP team.

Community Meetings held virtually via Zoom reflected the same format as the in-person as much as possible. This included an introductory presentation, followed by a Question & Answers (Q&A) segment with technical experts available to answer topic-related questions in real-time. Facilitators of the workshops encouraged open discussion between technical experts and attendees.

Stakeholder Group Meetings	Dates	Intersections	Total
Stakeholder Group #1 - In-Person	8/28/2025	50	62
Stakeholder Group #2 - Virtual	9/17/2025	102	133
Stakeholder Group #3 - Virtual	12/3/2025	936	1,094

Community Meetings	Dates
Community Meeting #1 (in-Person & Zoom) Pomona City Hall	08/19/2025
Community Meeting #2 (In-Person) Washington Park Community Center	09/16/2025
Community Meeting #3 (Virtual)	09/18/2025
Community Meeting #4 (In-Person) Palomares Park Community Center	12/09/2025
Community Meeting #5 (In-Person) Washington Park Community Center	12/11/2025



9. CITY STAFF OUTREACH MEETINGS

City of Pomona staff conducted in person outreach meetings with local schools and community centers to raise awareness about the Safety Action Plan. During these meetings, staff explained the purpose of the plan, highlighted its importance for improving community safety, and encouraged participation and feedback from students, educators, and community members.

Outreach Meetings	Dates
Simons Middle, met with Assistant Principal Marshall Middle, notified office manager Roosevelt Elementary, emailed principal	08/27/2025
Madison Elementary met with principal	08/28/2025
Harrison Elementary met with principal	09/02/2025
Roosevelt school met with principal Park West High met with principal Harrison Elementary, met with PTA Group	09/04/2025
Washington Elementary met with principal	09/09/2025
Parks and Recreation Commission, verbal announcement by PW Director	09/18/2025
Washington Elementary, Meeting with principal	09/19/2025
School of Art and Enterprise, Meeting with the principal Pomona Catholic High School, met with school security	09/30/2025
Council Meeting, verbal announcement by City Manager	10/06/2025
Senior Lunch Program at Washington Community Center	10/08/2025
Senior Lunch Program at Palomares Community Center	10/14/2025
Fairplex Mitigation Fund Advisory Committee, verbal announcement by PW Director	10/15/2025
Pomona Unified School District, met with Superintendent Neighborhood meeting, 2000 block Virginia St	10/27/2025
District1 - quarterly community meeting, verbal announcement by PW Director	10/29/2025
Pomona Unified School District, presented at Parents Lead Meeting	11/12/2025
District 6 - Area Commander meeting	12/10/2025

10. POP-UP EVENTS

Direct interaction with the community created a more personable atmosphere and encouraged more dynamic engagement. Spanish -bilingual staff attended these events, and all collateral materials provided was available in both English and Spanish.

Outreach Meetings	Dates
National Night Out	8/5/2025
Pomona Children's Festival 2025	9/20/2025
Second Saturday Artwalk	10/11/2025
Pomona Youth Flag Football	10/16/2025
9th Annual Pomona 5k-10k	10/18/2025
Pomona Spooktacular Celebration	10/18/2025
Pomona Haunted House #1	10/24/2025
Pomona Haunted House #2	10/25/2025
Pomona American Little League	10/27/2025
Kindness Festival	11/1/2025
Holiday at the Plaza - The Christmas Parade	12/13/2025
Pomona Unified School District, presented at Parents Lead Meeting	11/12/2025
District 6 - Area Commander meeting	12/10/2025

11. CITY COUNCIL MEETING

The Pomona Safety Action Plan (PSAP) was formally introduced to the City Council as a comprehensive, data-driven initiative aimed at reducing severe and fatal traffic collisions citywide. Staff presented the Plan's purpose, methodology, and alignment with regional and federal safety goals, emphasizing its role in advancing equitable, community-focused transportation improvements. As part of this agenda item, the City Council considered approval of the proposed projects identified for inclusion in the PSAP, with the option to direct staff to refine the project list prior to final adoption. Following the presentation, Councilmembers expressed strong overall support for the proposed safety projects and provided minor input related to priority corridors, community engagement, and coordination with ongoing City programs. This input was incorporated as minor refinements to the proposed project list, after which the Plan was be brought back for formal adoption.

City Council Meetings	Dates
City Council Meeting #1 - In-Person	3/2/2026












SUMMARY OF ENGAGEMENT & COLLABORATION ACTIVITIES

Activity	Description
Project Website	Dedicated project website [https://www.pomonaca.gov/government/departments/public-works/safety-action-plan] containing an overview of the project, project area, and a map of collisions between January 2020 and March 2025.
Public Map Input Platform	As part of the project website, an online mapping platform [https://app.maptionnaire.com/q/pomonaPSAP] for public and stakeholders to report locations or roadways with known or potential safety issues was created. Responses were accepted to be included in the Safety Action Plan.
Stakeholder Meetings	Stakeholder engagement meetings and activities started from August 2025 in rounds where the first one was held as an introductory meeting defining PSAP and explaining the process, second one with regarding the collision analysis findings, third one being on discussion basis where stakeholders providing input on prioritize strategies, and later providing input on the countermeasures and safety projects implementation and in the final meeting discussing about the grants and potential funding opportunities. Stakeholder Meeting #1 - August 28, 2025 Stakeholder Meeting #2 - September 17, 2025 Stakeholder Meeting #3 - December 3, 2025
Community Meetings	Community meetings were held in-person and virtually started in August. These community meetings were attended by residents, local business owners, representatives from agencies, and interest groups. The dates of those meetings are given below. Community Meeting #1 - August 19, 2025 (In-person & Zoom) Pomona City Hall Community Meeting #2 - September 16, 2025 (In-person) Washington Park Community Center Community Meeting #2 – September 17, 2025 (Virtual) Community Meeting #3 - September 18, 2025 (Virtual) Community Meeting #4 - December 9, 2025 (in-person) Palomares Park Community Center Community Meeting #5 - December 11, 2025 (in-person) Washington Park Community Center
Community Meetings	Outreach meetings carried out by staff members of the City of Pomona were carried out in person, especially with the Schools and Community Centers discussing the importance of the Safety Action Plan. Aug 27, 2025 Simons Middle, met with assistant principal Aug 27, 2025 Marshall Middle, notified office manager Aug 27, 2025 Roosevelt Elementary, emailed principal

Activity	Description
Community Meetings	Aug 28, 2025 Madison Elementary, met with principal Sep 2, 2025 Harrison Elementary, met with principal Sep 4, 2025 Roosevelt Elementary, met with principal Sep 4, 2025 Park West High, met with principal Sep 4, 2025 Harrison Elementary, met with PTA Group Sep 9, 2025 Washington Elementary, met with principal Sep 18, 2025 Parks and Recreation Commission, verbal announcement by PW Director Sep 19, 2025 Washington Elementary, Meeting with the Principal Sep 30, 2025 School of Art and Enterprise, Meeting with the Principal Sep 30, 2025 Pomona Catholic High School, met with school security Oct 6, 2025 Council Meeting, verbal announcement by City Manager Oct 8, 2025 Senior Lunch Program at Washington Community Center Oct 14, 2025 Senior Lunch Program at Palomares Community Center Oct 15, 2025 Fairplex Mitigation Fund Advisory Committee, verbal announcement by PW Director Oct 27, 2025 Pomona Unified School District, met with Superintendent
Pop-up Events	Pop-up events were held in order to engage with the community to share their traffic related concerns and vision for safer streets. Aug 5, 2025 National Night Out - Event Sep 20, 2025 Pomona Children's Festival 2025 - Event Oct 11, 2025 Second Saturday Artwalk Oct 16, 2025 Flag Football Oct 18, 2025 9th Annual Pomona 5k-10k Oct 18, 2025 Pomona Police Department Spooktacular Celebration Oct 24, 2025 Pomona Haunted House #1 Oct 25, 2025 Pomona Haunted House #2 Oct 27, 2025 Pomona American Little League Nov 11, 2025 Kindness Festival Dec 14, 2025 Holiday at the Plaza
City Council Meetings	The City of Pomona conducted this in person City Council Meeting to present and discuss the Pomona Safety Action Plan. This session serves as an opportunity to share progress, gather insights, and reaffirm our collective commitment to creating safer, more accessible streets for all. City Council Meeting #1 – March 2, 2026

POMONA
SAFETY ACTION PLAN

CHAPTER FIVE

Safety Street Toolkit

TJKM

SAFE STREET TOOLKIT

This Safe Street Toolkit summarizes the safety improvement countermeasures proposed as part of the Pomona CPSAP. The countermeasures are drawn from proven strategies identified by Federal Highway Administration (FHWA). A comprehensive list of FHWA's proven safety countermeasures is included in **Appendix E**.

The Safe Street Toolkit provides information on each countermeasure's applicability to different collision types, expected Crash Reduction Factors (CRF), expected service life, and the opportunity for systemic implementation across the region. The countermeasure information is derived from research compiled in the FHWA's Crash Modification Factor Clearinghouse and guidance in the FHWA's Roadway Departure Safety, Intersection Safety, and Roadway Safety Information Analysis publications.

TOOLKIT PURPOSE AND APPLICATION

While all countermeasures included in this chapter are effective to increase traffic safety, not every measure listed is necessarily suitable for or recommended for immediate implementation in Pomona, Instead, this toolkit serves as a resource library. When safety improvements are needed, the City can select appropriate countermeasures based on specific location needs, community context, available resources, and implementation feasibility. Including a countermeasure in this toolkit does not constitute a particular recommendation for its use; instead, it provides City staff with a broad range of options to consider when addressing identified safety concerns.

COMPREHENSIVE APPROACH

While this toolkit focuses primarily on engineering countermeasures, additional strategies are included to encourage a comprehensive approach, incorporating Engineering, Enforcement, and Education. Common violation types like speeding, impaired driving, distracted driving, and failure to yield may warrant supplementing engineering treatments with targeted enforcement or educational campaigns. Coordination with law enforcement and community partners is recommended when applying countermeasures to address these violation types.

NAVIGATING THE TOOLKIT

The countermeasures are grouped into the following categories:

Signalized Intersections: This category includes countermeasures that can be applied at intersections controlled by traffic signals, such as signal timing adjustments, improved signage, markings, or geometric improvements.

Unsignalized Intersections: These are countermeasures for intersections without a traffic signal, such as stop-controlled or uncontrolled intersections. Potential countermeasure examples include installing signals, roundabouts, improved signing/striping, etc.

Roadway Segments: This group's countermeasures focus on improving safety along roadway sections between intersections. These countermeasures include treatments like rumble strips, lighting, guardrails, curve realignments, etc.

Additional Countermeasures: This category lists potential safety strategies such as educational campaigns or enforcement programs.striping, etc.

For each countermeasure, the toolkit provides:

Collision Types Addressed: This indicates what collision types the countermeasure is intended to mitigate, such as all collisions, pedestrian/bicycle (P&B) collisions, and nighttime collisions.

Collision Reduction Factor (CRF): Based on research studies, implementing this countermeasure can achieve the expected percentage reduction in collisions.

Expected Service Life: The anticipated number of years the countermeasure will be effective before requiring major rehabilitation or replacement, typically 10 or 20 years.

Systemic Approach Opportunity: There is potential for proactively implementing this countermeasure across the region using a systemic risk-based approach rather than just at individual high-collision locations. This has been ranked as a Very High, High, Medium, or Low opportunity.

Planning-Level Cost: It indicates the relative cost range for implementing the countermeasure at a planning level. Actual costs may vary based on location, design, materials, and construction requirements.

The following toolkit entries provide information on the potential countermeasures and guidance on their applicability within Pomona.

SIGNALIZED INTERSECTION COUNTERMEASURES

ADD INTERSECTION LIGHTING

Crash Type: Night

CRF: 40%

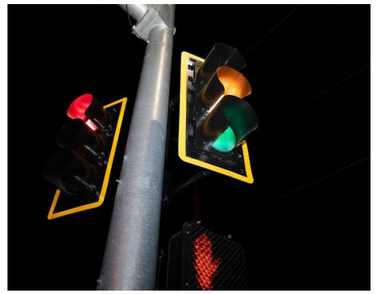
EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Medium

Includes the installation of new streetlights, upgraded lighting fixtures, or the enhancement of existing lighting to improve visibility for all road users at intersections. This may involve increasing the number of luminaires, improving lighting levels, or adjusting lighting patterns to enhance visibility and safety for all road users.

PLANNING LEVEL COST

New lighting poles + foundations (typ. 2–4 poles) + trench/conduit/pull boxes**: $60,000–$120,000 per intersection**



IMPROVE SIGNAL HARDWARE: LENSES, BACK-PLATES WITH RETROREFLECTIVE BORDERS, MOUNTING, SIZE, AND NUMBER

Crash Type: All

CRF: 15%

EXPECTED LIFE (YEARS): 10

SYSTEMIC APPROACH OPPORTUNITY: Very High

Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.

PLANNING LEVEL COST

Retroreflective backplate only added to existing head: **$800 – $1,400 per head**

Replace LED modules (R/Y/G) + add retroreflective backplate: **$1,200 – $2,700 per head**

Full head replacement (new housing, LED modules, backplate, mounting hardware, aiming): **$2,300 – $5,000 per head**

Size upgrade 8″ → 12″ (new housing + modules + backplate): **$3,100 – $6,200 per head**

IMPROVE SIGNAL TIMING (COORDINATION, PHASES, RED, YELLOW, OR OPERATION)

Crash Type: All

CRF: 15%

EXPECTED LIFE (YEARS): 10

SYSTEMIC APPROACH OPPORTUNITY: Very High

Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.

PLANNING LEVEL COST

Per intersection retiming (isolated): **$4,000 – $8,000 per intersection**

Corridor coordination / synchronization (multiple signals): **$6,000 – $18,000 per signal**

INSTALL EMERGENCY VEHICLE PRE-EMPTION SYSTEMS

Crash Type: Emergency Vehicle

CRF: 70%

EXPECTED LIFE (YEARS): 10

SYSTEMIC APPROACH OPPORTUNITY: High

Corridors that have a history of collisions involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles.

PLANNING LEVEL COST

Typical intersection (3–4 approaches, compatible cabinet): **$16,000 – $45,000 per intersection**

INSTALL LEFT-TURN LANE AND/ OR ADD TURN PHASE (SIGNAL HAS NO LEFT-TURN LANE OR PHASE BEFORE)

Crash Type: All

CRF: 55%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Low

Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of collisions. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches.

PLANNING LEVEL COST

Add a left-turn lane/pocket (striping only, no widening): **$15,000 – $60,000 per approach**

Add a left-turn lane/pocket (with bigger mast arms): **$100,000 – $250,000 per approach**

PROVIDE PROTECTED LEFT TURN PHASE (LEFT TURN LANE ALREADY EXISTS)

Crash Type: All

CRF: 30%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: High

Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles.

PLANNING LEVEL COST

Basic protected left (using existing detection / minimal hardware): **$16,000 – $40,000 per approach**

Typical protected left upgrade (new left-turn heads + detection + programming): **$35,000 – $85,000 per approach**

Complex approach (limited mast-arm space, additional heads, cabinet I/O constraints, communication issues, multiple iterations/night work): **$100,000 – $250,000 per intersection**

CONVERT SIGNAL TO MAST ARM (FROM PEDESTAL-MOUNTED)

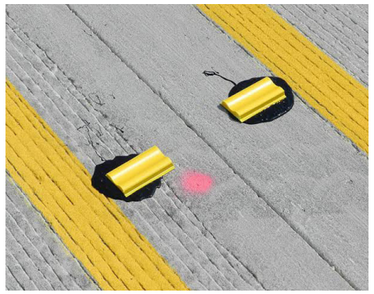
Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Converting a signal to a mast arm from a pedestal-mounted base provides better visibility of intersection signs and signals that aid the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.

PLANNING LEVEL COST

Single mast arm (pole + arm + foundation + heads relocation + wiring + traffic control): **$75,000 – $150,000 per mast arm**



INSTALL RAISED PAVEMENT MARKERS AND STRIPING

Crash Type: All

CRF	10%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers, so adding raised pavement markings and striping can guide motorists through complex intersections safely.

PLANNING LEVEL COST

Striping-Lane lines / channelization (refresh or new): **$6,000 – $20,000 per approach**

Striping-Stop bars, arrows, legends (per intersection): **$6,000 – $10,000 per intersection**

INSTALL FLASHING BEACONS AS ADVANCE WARNING

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Medium

Includes the installation of flashing beacons (e.g., yellow beacons, LED beacons) to alert drivers to an upcoming signalized intersection or stop sign. This provides drivers with increased visual cues, allowing for earlier identification of the upcoming intersection and improved reaction time.

PLANNING LEVEL COST

Solar-powered flashing beacon: **$15,000 – $25,000 per location**

Hardwired flashing beacon (new pole/ foundation, conduit, power/service): **$20,000 – $45,000 per location**

IMPROVE PAVEMENT FRICTION (HIGH FRICTION SURFACE TREATMENTS)

Crash Type: All

CRF	55%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Medium

Improving pavement friction with High Friction Surface Treatments can enhance skid resistance at locations with high frequencies of wet road collisions, potentially addressing collisions caused by a failure to stop.

PLANNING LEVEL COST

$30 – $50 per square yard

INSTALL RAISED MEDIAN ON APPROACHES

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Raised medians next to left turn lanes at intersections offer a cost effective means for reducing collisions and improving operations at higher volume intersections.

PLANNING LEVEL COST

Raised concrete/landscaped median using curb & gutter (no major widening): **$250 – $400 per linear foot**

INSTALL PEDESTRIAN MEDIAN FENCING ON APPROACHES

Crash Type: P & B

CRF	35%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase.

PLANNING LEVEL COST

Standard pedestrian median fence (steel post & rail / picket, MUTCD-compliant): **$120 – $300 per linear foot**

CREATE DIRECTIONAL MEDIAN OPENINGS TO ALLOW (AND RESTRICT) LEFT-TURNS AND U-TURNS (S.I.)

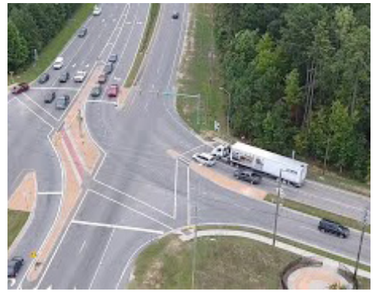
Crash Type: All

CRF	50%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Collisions related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type collisions. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.

PLANNING LEVEL COST

Typical Directional Median Opening: **$200,000 – $350,000 per opening**



REDUCED LEFT-TURN CONFLICT INTERSECTIONS

Crash Type: All

CRF	50%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related collisions. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).

PLANNING LEVEL COST

Typical RCUT (2 U-turn locations): **$400,000 – $850,000 per intersection**

CONVERT INTERSECTION TO ROUNDABOUT

Crash Type: All

CRF	Varies
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

For signalized intersections that have a significant crash problem, one alternative to change the nature of the intersection itself is to convert the intersection into a roundabout. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.

PLANNING LEVEL COST

Mini-roundabout (tight urban, mostly mountable center, minimal drainage/ ROW): **$900,000 – $1.4M per intersection**

Two-lane roundabout (higher volumes / more geometry, bigger footprint): **$3.5M – $6.0M per intersection**

INSTALL PEDESTRIAN COUNTDOWN SIGNAL HEADS

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Very High

Installing pedestrian countdown signal heads at signalized pedestrian crossings with walk/don't walk indicators, particularly at locations with a history of pedestrian-vehicle collisions, provides pedestrians with a countdown of remaining crossing time, encouraging safer and more timely crossing decisions.

PLANNING LEVEL COST

Replace existing ped head with countdown head (reuse wiring/conduit): **$1,500 – $2,500 per head**

New ped head (new conduit/wiring on pole): **$5,000 – $7,500 per head**

ACCESSIBLE PEDESTRIAN SIGNAL (APS)

Crash Type: P & B

CRF	45%
EXPECTED LIFE (YEARS)	15
SYSTEMIC APPROACH OPPORTUNITY	Very High

Accessible pedestrian signals provide information in alternative formats such as verbal message, audible tones and vibrating surfaces to communicate information on the status of pedestrian crossing (Walk, Flashing Don't Walk, or Don't Walk) to people who are visually impaired. Speech messages and wayfinding tones aid in navigation to the pedestrian push button and to the far side of the street. Speech messages also aid sighted pedestrians by alerting them to the pedestrian signal indication changing from Don't Walk to Walk, reducing instances of late crossings. Messaging that includes street names aids in wayfinding and orientation.

PLANNING LEVEL COST

APS retrofit (replace existing pushbutton, reuse conduit/wiring): **$4,500 – $8,500 per location**

APS where no pushbutton exists (new conduit/wiring to controller): **$12,000 – $22,000 per location**

INSTALL PEDESTRIAN CROSSING

Crash Type: P & B

CRF	25%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	High

Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.

PLANNING LEVEL COST

Basic marked crosswalk (high-visibility ladder or continental): **$2,500 – $6,000 per crossing**

Crosswalk with median refuge striping / curb markings (no concrete): **$8,000 – $20,000 per crossing**

PEDESTRIAN SCRAMBLE

Crash Type: P & B

CRF **40%**

EXPECTED LIFE (YEARS) **20**

SYSTEMIC APPROACH OPPORTUNITY **High**

Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/ bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.

PLANNING LEVEL COST

Addition of Pedestrian signal heads, Signal Timing Update and Crossing Installation: **$15,000 – $40,000 per intersection**

INSTALL ADVANCE STOP BAR BEFORE CROSSWALK

Crash Type: P & B

CRF **15%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **Very High**

Installing an advance stop bar before the crosswalk at signalized intersections with marked crossings, particularly where significant bicycle and/or pedestrian volumes are known to occur, helps to improve driver compliance with the red light and enhance pedestrian safety.

PLANNING LEVEL COST

Advance stop bar only: **$800 – $2,200 per intersection**

BICYCLE TURN BOX

Crash Type: P & B

CRF **15%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **Very High**

A designated, painted box at signalized intersections that offers bicyclists a multi-stage process to safely and more visibly make a left turn across an intersection from a bike lane.

PLANNING LEVEL COST

Standard bike box: **$3,000 – $8,000 per approach**

With signing: **$4,500 – $12,000 per approach**

MODIFY SIGNAL PHASING TO IMPLEMENT A LEADING PEDESTRIAN INTERVAL (LPI)

Crash Type: P & B

CRF **60%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **Very High**

Addition of LPI gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication; only minor signal timing alteration is required.

PLANNING LEVEL COST

Timing-only LPI: **$4,000 – $60,000 per intersection**

Typical LPI (timing + minor hardware): **$7,000 – $18,000 per intersection**

BULB OUTS / CURB EXTENSION

Crash Type: P & B

CRF **20%**

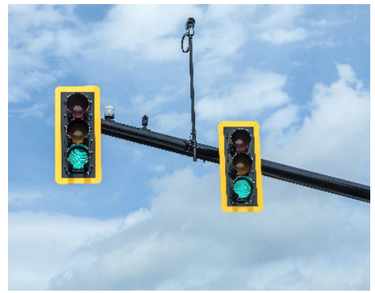
EXPECTED LIFE (YEARS) **15**

SYSTEMIC APPROACH OPPORTUNITY **Very High**

A bulb-out (curb extension) is a traffic calming measure where the sidewalk is extended into the parking lane at intersections or mid-block crossings to reduce pedestrian crossing distance. It improves pedestrian visibility, slows turning vehicles, and enhances overall intersection safety.

PLANNING LEVEL COST

Advance stop bar only: **$1500 – $3,000 per location**



INSTALL SIGNALS

Crash Type: All

CRF **30%**

EXPECTED LIFE (YEARS) **20**

SYSTEMIC APPROACH OPPORTUNITY **Low**

Installing traffic signals at unsignalized intersections or locations with high traffic volumes and complex movements can improve traffic flow, reduce congestion, and enhance safety for all road users.

PLANNING LEVEL COST

Typical new full signal that includes: poles/mast arms or span wire, controller cabinet, heads, detection, signing/striping, concrete foundations, conduit/trenching/pull boxes, traffic control, energization/testing: **$850,000 – $1.6M per intersection**

NON-SIGNALIZED INTERSECTION COUNTERMEASURES

CONVERT INTERSECTION TO ROUNDABOUT OR MINI-ROUNDABOUT

Crash Type: All

CRF	Varies
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

Intersections that have a high frequency of right-angle and left-turn type collisions. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.

PLANNING LEVEL COST

Mini-roundabout (tight urban, mostly mountable center, minimal drainage/ ROW): **$900,000 – $1.4M per intersection**

Two-lane roundabout (higher volumes / more geometry, bigger footprint): **$3.5M – $6.0M per intersection**

INSTALL/UPGRADE LARGER OR ADDITIONAL STOP SIGNS OR OTHER INTERSECTION WARNING/ REGULATORY SIGNS

Crash Type: All

CRF	15%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Installing/upgrading larger or additional stop signs or other intersection warning/regulatory signs at or prior to intersections will enhance the ability of approaching drivers to perceive them, improving driver awareness and reducing the risk of collisions.

PLANNING LEVEL COST

Existing Signs Removal/New Sign Installation **$3,000 – $6,000 per intersection**

UPGRADE INTERSECTION PAVEMENT MARKINGS

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Upgrading intersection pavement markings, which typically includes the addition of "Stop Ahead" markings, centerlines, and stop bars, can improve driver guidance, reduce confusion, and enhance overall safety at the intersection.

PLANNING LEVEL COST

Basic refresh: **$6,000 – $10,000 per intersection**

INSTALL FLASHING BEACONS AT STOP-CONTROLLED INTERSECTIONS

Crash Type: All

CRF	15%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle collisions related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.

PLANNING LEVEL COST

Solar-powered flashing beacon: **$15,000 – $25,000 per location**

Hardwired flashing beacon (new pole/ foundation, conduit, power/service): **$20,000 – $45,000 per location**

INSTALL FLASHING BEACONS AS ADVANCE WARNING

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Installing flashing beacons as advance warning, such as yellow beacons, to call drivers' attention to intersection control signs, provides increased visual cues and improves driver awareness of upcoming intersections.

PLANNING LEVEL COST

Solar Powered Flashing Beacon: **$15,000-$25,000**

Hardwired: **$20,000-$45,000**

INSTALL TRANSVERSE RUMBLE STRIPS ON APPROACHES

Crash Type: All

CRF	20%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection.

PLANNING LEVEL COST

Transverse Rumble Stripe: **$3,500 – $8,000 per approach**

IMPROVE SIGHT DISTANCE TO INTERSECTION (CLEAR SIGHT TRIANGLES)

Crash Type: All

CRF	55%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Medi-um

Unsignalized intersections with restricted sight distance and patterns of collisions related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.

PLANNING LEVEL COST

Vegetation / parking control only: **$2,000 – $7,000 per corner**

Minor civil: **$12,000 – $55,000 per corner**

INSTALL SPLITTER-ISLANDS ON THE MINOR ROAD APPROACHES

Crash Type: All

CRF	40%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

The installation of a splitter island allows for the addition of a stop sign in the median to make the intersection more conspicuous.

PLANNING LEVEL COST

Short raised island: **$20,000 – $30,000 per approach**

INSTALL RIGHT-TURN LANE

Crash Type: All

CRF	20%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.

PLANNING LEVEL COST

Restripe only: **$10,000 – $30,000 per approach**

With Minor widening: **$150,000 – $450,000 per approach**

INSTALL LEFT-TURN LANE (WHERE NO LEFT-TURN LANE EXISTS)

Crash Type: All

CRF	35%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.

PLANNING LEVEL COST

Striped Left Turn Pocket: **$5,000-$7,500 per approach**

INSTALL RAISED MEDIANS / REFUGE ISLANDS

Crash Type: P & B

CRF	45%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history may benefit from the installation of raised medians/ refuge islands. Raised medians/refuge islands decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.

PLANNING LEVEL COST

$15,000-$25,000 per refugee island

INSTALL PEDESTRIAN CROSSING AT UNCONTROLLED LOCATIONS

Crash Type: P & B

CRF	25%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Installing pedestrian crossings at uncontrolled locations where pedestrians are known to cross intersections involving significant vehicular traffic, particularly at school crossings and intersections with right and/or left-turn pockets, improves pedestrian safety by providing designated crossing areas and enhancing driver awareness.

PLANNING LEVEL COST

Crosswalk Striping and Signage: **$5000-$7500**

Crosswalk Striping, sidewalk and curb ramp improvements and Signage: **$2,500-$40,000**

ROADWAY SEGMENT COUNTERMEASURES

INSTALL/UPGRADE PEDESTRIAN CROSSING AT UNCONTROLLED LOCATIONS (WITH ENHANCED SAFETY FEATURES)

Crash Type: P & B

CRF	60%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Unsignalized intersections with restricted sight distance and patterns of collisions related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.

PLANNING LEVEL COST

$15,000 -$40,000 Per Location

INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB)

Crash Type: P & B

CRF	35%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.

PLANNING LEVEL COST

2 solar powered RRFB assemblies (one per side) = **25,000 to 40,000**. 2 hard wired RRFB assemblies (one per side) = 35,000 to 60,000. Enhanced RRFB with Mast arm poles for wider roads, **150,000 to 250,000**

INSTALL PEDESTRIAN SIGNAL (INCLUDING PEDESTRIAN HYBRID BEACON (HAWK))

Crash Type: P & B

CRF	55%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Low

Intersections noted as having a history of pedestrian vs. vehicle collisions and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalK beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.

PLANNING LEVEL COST

Typical PHB / HAWK: **$300,000 – $500,000 per location**

CONVERT TO ALL-WAY STOP CONTROL (FROM 2-WAY OR YIELD CONTROL)

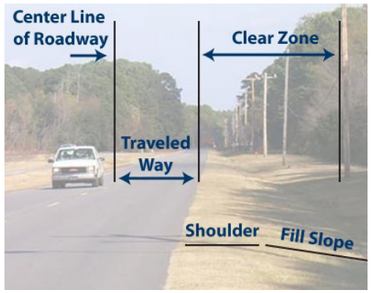
Crash Type: All

CRF	50%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior.

PLANNING LEVEL COST

Standard all-way STOP conversion: **$8,000 – $25,000 per intersection**



REMOVE OR RELOCATE FIXED OBJECTS OUTSIDE OF CLEAR RECOVERY ZONE

Crash Type: All

CRF	35%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	High

Removing or relocating fixed objects outside of the Clear Recovery Zone, such as utility poles, drainage structures, trees, and other fixed objects, from locations or roadway segments prone to collisions, including the outside of curves, end of lane drops, and within traffic islands, can significantly reduce the severity of run-off-road collisions. Where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.

PLANNING LEVEL COST

Simple removal: **$2,000 – $7,000 per object**

Relocation (minor): **$6,000 – $20,000 per object**

INSTALL MEDIAN BARRIER

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity collisions. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of collisions not the number of collisions.

PLANNING LEVEL COST

$150,000 - $250,000 per mile

INSTALL GUARDRAIL

Crash Type: All

CRF: 25%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: High

Guardrail is installed to reduce the severity of lane departure collisions. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road collisions at a given location that have resulted in severe collisions.

PLANNING LEVEL COST

Standard W-beam / MGS: **$60 – $150 per linear foot**
End treatments: **$4,500 – $12,000 per end**

INSTALL IMPACT ATTENUATORS

Crash Type: All

CRF: 25%

EXPECTED LIFE (YEARS): 10

SYSTEMIC APPROACH OPPORTUNITY: High

Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed.

PLANNING LEVEL COST

End treatments: **$4,500 – $12,000 per end**

FLATTEN SIDE SLOPES

Crash Type: All

CRF: 30%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Medium

Roadways experiencing frequent lane departure collisions that result in roll-over type collisions as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure collisions without installing a barrier system that could result in increased numbers of collisions.

PLANNING LEVEL COST

Minor regrading: **$60 – $120 per linear foot**

Moderate regrading: **$120 – $240 per linear foot**

With drainage work: **$220 – $500 per linear foot**

FLATTEN SIDE SLOPES AND REMOVE GUARDRAIL

Crash Type: All

CRF: 40%

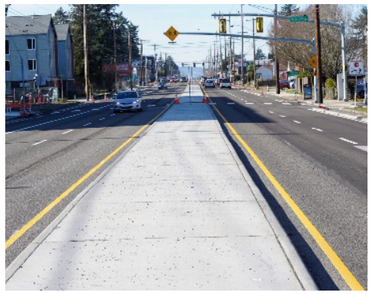
EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Medium

Locations where high number of collisions originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure collisions, they still can result in severe collisions in some locations.

PLANNING LEVEL COST

$120 – $300 per linear foot



INSTALL RAISED MEDIAN

Crash Type: All

CRF: 25%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Medium

Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic.

PLANNING LEVEL COST

$1M – 1.5M per mile

INSTALL MEDIAN (FLUSH)

Crash Type: All

CRF: 15%

EXPECTED LIFE (YEARS): 20

SYSTEMIC APPROACH OPPORTUNITY: Medium

Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.

PLANNING LEVEL COST

Striped Median: **$25 – $40 per linear foot**

INSTALL ACCELERATION/ DECELERATION LANES

Crash Type: All

CRF 25%

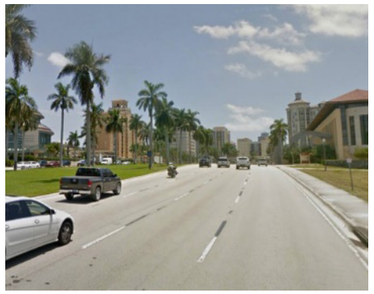
EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Low

Areas proven to have collisions that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safety decelerate to negotiate a turning movement.

PLANNING LEVEL COST

Restripe only: **$10,000 – $15,000 per approach**
Minor widening: **$180,000 – $550,000 per approach**



WIDEN LANE (INITIALLY LESS THAN 10 FEET)

Crash Type: All

CRF 25%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure collisions, sideswipe or head-on collisions that can be attributed to an existing pavement width less than 10 feet.

PLANNING LEVEL COST

Restriping-based widening (preferred if pavement width exists): **$80,000 – $150,000 per mile**

ADD TWO-WAY LEFT-TURN LANE

Crash Type: All

CRF 30%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.

PLANNING LEVEL COST

Restriping only (convert existing lane/ median to TWLTL): **$20 – $35 per linear foot**

ROAD DIET (REDUCE TRAVEL LANES AND ADD A TWO WAY LEFT-TURN AND BIKE LANES)

Crash Type: All

CRF 35%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Areas noted as having a higher frequency of head-on, left-turn, and rear-end collisions with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design.

PLANNING LEVEL COST

Striping-only road diet: **$25 – $50 per linear foot**

WIDEN SHOULDER

Crash Type: All

CRF 30%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.

PLANNING LEVEL COST

Shoulder widening with new pavement (no curb & gutter): **$15-$30 per square foot**

CURVE SHOULDER WIDENING (OUTSIDE ONLY)

Crash Type: All

CRF 45%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Roadway curves noted as having frequent lane departure collisions due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.

PLANNING LEVEL COST

Add asphalt shoulder (outside only), minimal drainage: **$90,000 – $150,000 per curve**

IMPROVE HORIZONTAL ALIGNMENT (FLATTEN CURVES)

Crash Type: All

CRF 50%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Low

Roadways with horizontal curves that have experienced lane departure collisions as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.

PLANNING LEVEL COST

Minor realignment / "soft" flattening (within existing pavement/ROW): **$250,000 – $1.2M per curve**

FLATTEN CREST VERTICAL CURVE

Crash Type: All

CRF 25%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Low

The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of collisions related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.

PLANNING LEVEL COST

Minor profile correction (grind/level/overlay): **$200,000 – $900,000 per location**

Moderate vertical realignment (reconstruct pavement section): **$800,000 – $3.0M per location**

IMPROVE CURVE SUPER ELEVATION

Crash Type: All

CRF 45%

EXPECTED LIFE (YEARS) 20

SYSTEMIC APPROACH OPPORTUNITY Medium

Roadways noted as having frequent lane departure collisions and inadequate or no super elevation. Safety can be enhanced when the super elevation is improved or restored along curves where the actual super elevation is less than the optimal.

PLANNING LEVEL COST

Low-intensity correction (overlay / wedge lift / profile milling): **$150,000 – $600,000 per curve**

Moderate correction (pavement reconstruction in curve): **$500,000 – $1.8M per curve**

CONVERT FROM TWO-WAY TO ONE-WAY TRAFFIC

Crash Type: All

CRF 35%

EXPECTED LIFE (YEARS) 20

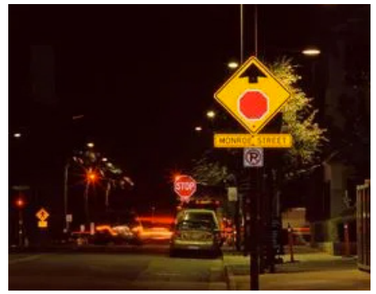
SYSTEMIC APPROACH OPPORTUNITY Medium

One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian collisions and the number of conflict points, one-way streets tend to have higher speeds which creates new problems.

PLANNING LEVEL COST

Signing + striping only (most straightforward conversions): **$150,000 – $450,000 per mile**

Complex / downtown constrained (more signals + curb/ADA/drainage touchpoints): **$1.0M – $3.0M+ per mile**



INSTALL/UPGRADE SIGNS WITH NEW FLUORESCENT SHEETING (REGULATORY OR WARNING)

Crash Type: All

CRF 15%

EXPECTED LIFE (YEARS) 10

SYSTEMIC APPROACH OPPORTUNITY Very High

Additional or new signage with fluorescent sheeting can address collisions caused by lack of driver awareness or compliance of roadway signing, especially at night.

PLANNING LEVEL COST

Replace sign only: **$500 – $750 per sign**

New sign + post: **$750 – $1,250 per sign**

New Sign Only: **$500-$750**

INSTALL CHEVRON SIGNS ON HORIZONTAL CURVES

Crash Type: All

CRF 40%

EXPECTED LIFE (YEARS) 10

SYSTEMIC APPROACH OPPORTUNITY Very High

Installing chevron signs on roadways with an unacceptable level of collisions on relatively sharp curves during periods of light and darkness can improve driver awareness of upcoming curves and help prevent run-off-road collisions.

PLANNING LEVEL COST

New sign + post: **$500 – $750 per chevron sign**

INSTALL CURVE ADVANCE WARNING SIGNS

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Installing curve advance warning signs, which may also include horizontal alignment and/or advisory speed warning signs, can improve driver awareness of upcoming curves and help prevent run-off-road collisions.

PLANNING LEVEL COST

New sign + post: **$750 – $1,250 per sign**
New Sign Only: **$500-$750**

INSTALL CURVE ADVANCE WARNING SIGNS (FLASHING BEACON)

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Installing curve advance warning signs with flashing beacons on roadways with an unacceptable level of collisions on relatively sharp curves can improve driver awareness and reduce the risk of run-off-road collisions. However, the use of flashing beacons should be limited to curves with a severe crash history to maintain their effectiveness.

PLANNING LEVEL COST

Solar flashing: **$5,000 – $12,000 per assembly**

Hardwired flashing: **$13,000 – $32,000 per assembly**

INSTALL DYNAMIC/VARIABLE SPEED WARNING SIGNS

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Curvilinear roadways that have an unacceptable level of collisions due to excessive speeds on relatively sharp curves may benefit from the addition of dynamic/variable speed warning signs (also known as Radar Speed Feedback Signs).

PLANNING LEVEL COST

Solar-powered: **$7,500 – $20,000 per assembly**

Hardwired: **$24,000 – $55,000 per assembly**

VEHICLE SPEED FEEDBACK SIGN

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

With the goal of improving drivers speed compliance while making streets safe, vehicle speed feedback signs use radar to ascertain the speed of the vehicle and provide information through LED signs.

PLANNING LEVEL COST

Solar-powered: **$7,500 – $20,000 per assembly**

Hardwired: **$24,000 – $55,000 per assembly**

INSTALL DELINEATORS, REFLECTORS AND/OR OBJECT MARKERS

Crash Type: All

CRF	15%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.

PLANNING LEVEL COST

Flexible delineators: **$150 – $400 per unit**

RPMs: **$30 – $80 per unit**

Object markers: **$400 – $1,200 per marker**

Object marker w/ new post: **$500 – $750 per marker**

INSTALL EDGE LINES AND CENTERLINES

Crash Type: All

CRF	25%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Very High

Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left collisions is a candidate for edge line or centerlines should be installed where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate.

PLANNING LEVEL COST

Edge Lines: **$25,000 – $40,000 per mile**

Center Lines: **$15,000 – $20,000 per mile**

INSTALL NO-PASSING LINE

Crash Type: All

CRF **45%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **Very High**

For roadways that have a high percentage of head-on collisions that suggest many head-on collisions may relate to failed passing maneuvers, no-passing lines should be installed where drivers "passing sight distance" is not available or hindered due to horizontal or vertical obstructions.

PLANNING LEVEL COST

Removal Existing and Installation: **$40,000 – $60,000 per mile**

INSTALL CENTERLINE RUMBLE STRIPS/STRIPES

Crash Type: All

CRF **20%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **High**

Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on collisions.

PLANNING LEVEL COST

$50,000 – $70,000 per mile

INSTALL EDGE LINE RUMBLE STRIPS/STRIPES

Crash Type: All

CRF **15%**

EXPECTED LIFE (YEARS) **10**

SYSTEMIC APPROACH OPPORTUNITY **High**

Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure collisions.

PLANNING LEVEL COST

$100,000 – $150,000 per mile

INSTALL BIKE LANES

Crash Type: P & B

CRF **35%**

EXPECTED LIFE (YEARS) **20**

SYSTEMIC APPROACH OPPORTUNITY **High**

Installing bike lanes on roadway segments noted as having collisions between bicycles and vehicles, or collisions that may be preventable with a buffer/shoulder, can significantly improve bicycle safety and reduce the risk of these types of collisions.

PLANNING LEVEL COST

Class I: **$1.2M – $2.0M+ / mile**

Class II: **$300,000 – $500,000 / mile**

Class III: **$50,000 – $75,000 / mile**

Class IV: **$500,000 – $750,000+ / mile**

INSTALL SEPARATED BIKE LANES

Crash Type: P & B

CRF **45%**

EXPECTED LIFE (YEARS) **20**

SYSTEMIC APPROACH OPPORTUNITY **High**

Separated bike lanes are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, typically in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes.

PLANNING LEVEL COST

Class IV: **$300k – $1.5M+ / mile**

GREEN PAVEMENT FOR BICYCLE FACILITIES

Crash Type: Bicycle

CRF **40%**

EXPECTED LIFE (YEARS) **10**

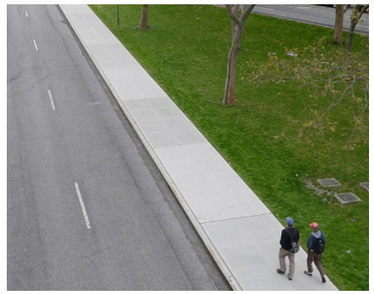
SYSTEMIC APPROACH OPPORTUNITY **High**

This is an easy to maintain, cost effective measure, created with paint, epoxy, thermoplastic, or colored asphalt used to designate bike lanes, bike boxes, bike conflict zones or intersection crossings.

PLANNING LEVEL COST

Thermoplastic: **$7 – $15 per sq ft**

MMA / epoxy: **$10 – $22 per sq ft**



INSTALL SIDEWALK/PATHWAY (TO AVOID WALKING ALONG ROADWAY)

Crash Type: P & B

CRF	80%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian collisions. In rural areas asphalt curbs and/or separated walkways may be appropriate.

PLANNING LEVEL COST

Standard sidewalk (5–6 ft wide): **$120 – $250 per linear foot**
Wider sidewalk / pathway (8–10 ft): **$180 – $350 per linear foot**
Sidewalk with driveway, curb & gutter impacts: **$250 – $550 per linear foot**

MID-BLOCK CROSSWALKS

Crash Type: P & B

CRF	25%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

When incorporated with a pedestrian refuge island and appropriate signage and advance warning, mid-block crossings may increase safety by decreasing random and unexpected pedestrian crossings while allowing drivers to predict and expect pedestrian traffic.

PLANNING LEVEL COST

Basic marked: **$2,500 – $6,000 per crossing**
With signing/advance markings: **$5,000 – $12,000 per crossing**
With painted refuge: **$8,000 – $20,000 per crossing**
With concrete refuge: **$20,000 – $40,000 per crossing**

INSTALL RAISED PEDESTRIAN CROSSING

Crash Type: P & B

CRF	35%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Installing raised pedestrian crossings on lower-speed roadways where pedestrians are known to be crossing roadways involving significant vehicular traffic can improve pedestrian visibility, slow traffic, and reduce the risk of pedestrian-vehicle collisions.

PLANNING LEVEL COST

Asphalt raised crossing: **$15,000 – $40,000 per crossing**

INSTALL ANIMAL FENCING

Crash Type: Animal

CRF	80%
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	Medium

Installing animal fencing at locations with high percentages of vehicular-animal collisions (reactive) or where there is a known high percentage of animal crossings due to migratory patterns (proactive) can significantly reduce the frequency and severity of these collisions.

PLANNING LEVEL COST

Standard wildlife fencing (6–8 ft chain-link or woven wire)(Steel posts, fence fabric, basic footings): **$45 – $110 per linear foot**
Enhanced animal fencing (smaller mesh, buried skirt/apron to prevent digging, tighter post spacing): **$90 – $200 per linear foot**

ADD SEGMENT LIGHTING

Crash Type: Night

CRF	35%
EXPECTED LIFE (YEARS)	
SYSTEMIC APPROACH OPPORTUNITY	Medium

Adding segment lighting along roadways improves visibility for all road users, especially during nighttime and low-visibility conditions, enhancing safety and reducing the risk of collisions.

PLANNING LEVEL COST

Streetlight on new pole and Foundation: **$20,000 – $35,000 per mile**

EDUCATIONAL INITIATIVES OVER CITATIONS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	20
SYSTEMIC APPROACH OPPORTUNITY	N/A

Prioritize educational initiatives while issuing citations during traffic enforcement by actively seeking opportunities to provide educational resources.

PLANNING LEVEL COST

Light-touch education-first policy: **~$50k (setup)**
Typical education-over-citation program: **~$100k–$150k/Year**
Robust, equity-centered approach: **$250k+/Year 1**

ADDITIONAL COUNTERMEASURES

HIGH-VISIBILITY CROSSWALK MARKINGS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

High-Visibility Crosswalk Markings use distinctive patterns (like bar pairs, continental, or zebra stripes) to make pedestrian crossings more noticeable to drivers, increasing driver recognition distance and improving pedestrian safety.

PLANNING LEVEL COST

$1,500-$2,500 per location

TRAFFIC SAFETY DIVERSION PROGRAM

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Design a traffic safety diversion program specifically for bicycle and pedestrian traffic violations, with the primary goal of facilitating access to safety courses and programs centered on biking and walking.

PLANNING LEVEL COST

Program setup: **~$100k (one-time)**

Typical annual operations: **~$150k/ year**

Robust equity-focused program: **$300k+/year**

SPEED SAFETY CAMERAS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Agencies can use Speed Safety Cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding.

PLANNING LEVEL COST

Turnkey/vendor-hosted: **$50,000 – $120,000 per location**

CORRIDOR ACCESS MANAGEMENT

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.

PLANNING LEVEL COST

Low-cost operational treatments (signing, striping, driveway closures): **$150,000 – $400,000 per mile**

RED LIGHT VIOLATION CAMERAS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

A red light camera is a form of automated enforcement of traffic safety laws. Red light cameras photograph a vehicle's license plate if the driver fails to stop at a red light, and the vehicle owner or driver is sent a ticket. Red light cameras should be used to aid traditional enforcement efforts or in locations where traffic stops are impractical or unsafe.

PLANNING LEVEL COST

Vendor-hosted / turnkey model (most common for cities): **$45,000 – $90,000 per approach**

SAFETY EDGE

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt.

PLANNING LEVEL COST

Safety Edge added during paving/ overlay (most common): **$60,000 – $100,000 per mile**

Note: N/A refers to Not Applicable

APPROPRIATE SPEED LIMITS FOR ALL ROAD USERS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

There is broad consensus among global roadway safety experts that speed control is one of the most important methods for reducing fatalities and serious injuries. Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix.

PLANNING LEVEL COST

Speed limit review & study only (Corridor or area-wide assessment; no physical changes yet): **$25,000 – $75,000 per corridor/area**
Speed limit update with signing (Study + install new regulatory speed signs): **$50,000 – $150,000 per corridor**
Speed limit update + visibility & compliance support (Most effective safety application): **$30,000 – $80,000 per mile**
Area-wide speed management program (Neighborhoods, school zones, downtown cores): **$250,000 – $750,000+ per area**

REDUCED SPEED SCHOOL ZONE

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	Medium

Reduction in speed limits in school zones brings significant safety benefits by reducing vehicular speeds and fatal and injury collisions.

PLANNING LEVEL COST

Signing-only reduced speed school zone: **$15,000 – $40,000 per school zone**

Signing + pavement markings: **$30,000 – $80,000 per school zone**

Signing + flashing beacons (most common) Solar: **$50,000 – $120,000** per school zone and Hardwired: **$80,000 – $180,000 per school zone**

Enhanced school zone package (Signing + beacons + speed feedback signs + visibility upgrades): **$120,000 – $300,000 per school zone**

SPEED CUSHIONS, SPEED HUMPS AND SPEED TABLES

Crash Type: All

CRF	30%
EXPECTED LIFE (YEARS)	10
SYSTEMIC APPROACH OPPORTUNITY	High

Speed tables are extended and wide speed humps with a flat top that may include a pedestrian crossing. Speed cushions are traffic calming devices that reduce vehicle speeds, and can be speed humps or speed tables with wheel cutouts for large vehicles. They are often used on emergency response routes.

PLANNING LEVEL COST

Speed Cushions: **$7,000 – $18,000 per device**
Speed Humps: **$5,000 – $12,000 per device**
Speed Tables

- Asphalt speed table: **$25,000 – $60,000 per device**
- Concrete speed table: **$45,000 – $120,000 per device**
- With drainage modifications: **$80,000 – $200,000+**

EDUCATIONAL CAMPAIGN

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Create and actively implement a branding, promotional, and educational campaign for Vision Zero to enhance knowledge and understanding of its principles. Work together with community organizations to distribute materials, spread messages, and organize public events that promote active transportation and transit as responsible choices.

PLANNING LEVEL COST

Basic educational campaign (Digital + print outreach; no events): **$25,000 – $75,000 per campaign**

SAFE ROUTES TO SCHOOL PROGRAM

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Expand the Safe Routes to School Program to include Vision Zero Training material for students, parents and teachers.

PLANNING LEVEL COST

Basic SRTS + Vision Zero curriculum expansion: **$20,000 – $50,000 per school**

Standard SRTS Vision Zero training program (most common): **$50,000 – $120,000 per school**

Comprehensive SRTS + Vision Zero program: **$120,000 – $250,000 per school**

RAPID RESPONSE SAFETY COMMUNICATION PROTOCOL

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Create a Rapid Response Safety Communication Protocol for Vision Zero. Implement a communication plan that addresses recent severe and fatal collisions, with a specific focus on promoting traffic safety and health-conscious behaviors to the community.

PLANNING LEVEL COST

Protocol development (one-time setup): **$50,000 – $120,000 (one-time)**

Standard implementation & activation: **$50,000 – $120,000 per year (moderate incident volume)**

Enhanced rapid response program (More visible, proactive approach): **$120,000 – $250,000 per year**

Note: N/A refers to Not Applicable

HIGH-VISIBILITY CROSSWALK MARKINGS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Implement additional Safe Routes educational programming to include Safe Routes to Parks, Safe Routes for Seniors and Safe Routes for People with Disabilities to prioritize vulnerable population.

PLANNING LEVEL COST

Targeted Safe Routes educational program (single track) (One focus area: Parks or Seniors or Disabilities) : **$50,000 – $120,000 per track per year**

COMMUNITY PARTNERSHIP

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Partner with School District to distribute targeted Vision Zero messaging for students and employees.

PLANNING LEVEL COST

Basic partnership & distribution: **$3,000 – $7,000 per school**

Standard partnership (most common): **$8,000 – $15,000 per school**

Comprehensive school-district Vision Zero partnership: **$15,000 – $30,000 per school**

VISION ZERO TRAINING MANUAL

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Develop a Vision Zero Training Manual and integrate Vision Zero traffic safety awareness and education into training employees who drive City vehicles on a daily basis or drive while on City business.

PLANNING LEVEL COST

Manual + first-year rollout: **$120k–$180k**
Annual ongoing program: **$40k–$60k**

SHARE THE ROAD AWARENESS PROGRAM

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Create a Share the Road Awareness Program for motorists, bicyclists and pedestrians that is easily accessible.

PLANNING LEVEL COST

Low-barrier digital program: **$40k-$90k setup**
Typical citywide Share the Road: **$90k-$180k setup**
Robust, highly visible program: **$180k-$350k setup**

ALCOHOL USE DISORDER (AUD) ASSESSMENT & TREATMENT PROGRAMS

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Long-term, tailored, and specialized treatment programs can serve as an opportunity to assess drinking habits and refer them for brief interventions or specialized treatment.

PLANNING LEVEL COST

Screening & referral focus: **$75,000 – $150,000 per year**

Assessment + treatment support: **$150,000 – $400,000 per year**

Robust public-health AUD program: **$400,000 – $1.0M+ per year**

HIGH VISIBILITY ENFORCEMENT

Crash Type: All

CRF	N/A
EXPECTED LIFE (YEARS)	N/A
SYSTEMIC APPROACH OPPORTUNITY	N/A

Direct traffic enforcement efforts to prioritize the most critical high-injury corridors identified in the City's Vision Zero Action Plan. Concentrate enforcement activities in areas of City where engineering and educational initiatives have already been implemented.

PLANNING LEVEL COST

Targeted HVE deployment (pilot / limited corridors): **$10,000 – $30,000 per corridor / campaign**

Standard HVE program (most common): **$150,000 – $350,000 per year**

Comprehensive Vision Zero HVE program: **$350,000 – $700,000+ per year**

POMONA
SAFETY ACTION PLAN

CHAPTER SIX

Safety Projects

TJKM

Safety Projects

The Safety Projects chapter outlines a comprehensive and data-driven strategy to reduce traffic-related fatalities and serious injuries within the City of Pomona. Guided by the principles of the Safe Streets and Roads for All (SS4A) program and informed by detailed collision analysis covering January 2020 through March 2025, the recommended projects translate identified safety challenges into targeted and implementable improvements.

The proposed countermeasures respond directly to documented collision trends, including a high occurrence of broadside and rear-end crashes, vehicle–pedestrian collisions, nighttime safety concerns, operational issues at intersections, speeding, and conflicts among different roadway users. These recommendations also reflect the priorities identified through stakeholder engagement and community feedback.

To address these safety concerns effectively, the PSAP organizes recommended improvements into two complementary categories:

Systemic Projects

Design Projects

Together, these approaches provide a balanced framework that addresses both widespread risk factors across the transportation network and location-specific collision patterns along high-injury corridors and intersections. This strategy enables the City to strengthen overall network safety while prioritizing investments in areas where they will have the greatest impact. The projects identified in this plan are preliminary in nature and are intended to provide conceptual guidance; they will be subject to further engineering evaluation, feasibility review, community outreach and detailed design during future project development.

Systemic Projects

Systemic projects consist of citywide initiatives designed to address recurring collision risk factors through consistent improvements across the transportation network. Rather than focusing on individual locations, these projects target common deficiencies that contribute to collisions throughout the City, such as inadequate visibility, outdated traffic control devices, inconsistent signage and pavement markings, and insufficient roadway lighting.

In Pomona, systemic projects were identified based on recurring collision patterns observed in the five-year collision analysis. Key trends included intersection-related crashes, nighttime collisions, right-of-way violations, unsafe speeds, and collisions involving pedestrians and other vulnerable road users. Community input reinforced these findings, with residents highlighting concerns related to speeding, poor lighting conditions, traffic signal compliance, stop sign violations, and roadway visibility.

The systemic projects recommended in this plan include:

- **Project 1: Citywide Signal Enhancements**
- **Project 2: Unsignalized Intersection Safety Improvements**
- **Project 4: Citywide Signage & Striping Upgrades**
- **Project 5: Citywide Street Light Upgrade / Inventory**
- **Project 8: Addition of Left Turn Arrows at Signals**

Collectively, these improvements establish a consistent safety baseline across Pomona's transportation network. Signal enhancements improve operational efficiency and reduce angle and turning collisions. Upgraded signage and pavement markings provide clearer guidance for drivers and reduce right-of-way conflicts. Improved street lighting enhances nighttime visibility for motorists, pedestrians, and bicyclists. Protected left-turn phasing addresses turning-related crashes that frequently occur at signalized intersections.

Systemic improvements play a critical role in improving safety because many severe collisions result from recurring risk factors present across multiple corridors. Addressing these risks comprehensively increases network consistency and provides broad safety benefits across the entire transportation system.

By prioritizing systemic improvements, Pomona adopts a proactive and preventative approach to roadway safety that aligns with the goals of the CPSAP and SS4A initiatives to eliminate traffic-related fatalities and serious injuries.

Design Projects

While systemic projects address network-wide risks, design projects focus on specific corridors, intersections, downtown areas, and school zones where collision concentrations and operational challenges are more pronounced. These targeted improvements respond to unique roadway conditions, traffic patterns, surrounding land uses, and multimodal travel demands.

Design projects were identified through detailed evaluation of collision history, severity trends, particularly Killed and Serious Injury (KSI) collisions, roadway characteristics, and community-identified safety concerns. High-injury corridors and areas near schools were prioritized due to their disproportionate share of severe collisions and their importance within the City's transportation network.

The design projects recommended in this plan include:

- Project 3: Indian Hill Boulevard Safety Improvements
- Project 6: Improving Corridor Access Throughout the City
- Project 7: Improvements near Schools
- Project 9: Bicycle Safety Improvements
- Project 10: Mission Boulevard Corridor Improvements
- Project 11: Towne Avenue Corridor Improvements
- Project 12: Garey Avenue Downtown Corridor Improvements

These corridors account for a significant share of injury and severe collisions within the City. The corridors identified represent more than half of all KSI collisions citywide, highlighting the need for focused safety investments. School areas were also prioritized due to the presence of vulnerable users such as children, pedestrians, and bicyclists.

Design projects include tailored countermeasures such as medians, upgraded signal hardware and timing, high-visibility crosswalks, ADA-compliant curb ramps, curb extensions (bulb-outs), high-friction surface treatments, protected or buffered bicycle lanes, and enhanced signage and pavement markings. These treatments improve safety by reducing vehicle speeds, improving visibility, clarifying right-of-way conditions, and minimizing conflicts among roadway users.

Unlike systemic projects, which improve safety across the network, design projects provide targeted solutions in locations where data indicates elevated safety risks. These interventions aim to reduce both the frequency and severity of collisions while improving accessibility, connectivity, and user comfort.

Integrated Safety Strategy

Together, systemic and design projects form a comprehensive safety framework for the City of Pomona. Systemic projects address widespread collision risk factors across the network, while design projects focus resources on high-injury corridors and intersections with documented safety concerns.

This integrated strategy ensures that safety investments are both proactive and responsive. Systemic improvements help prevent future collisions by correcting common roadway deficiencies, while design projects address locations with demonstrated crash histories. By combining detailed data analysis, engineering best practices, and community input, Pomona establishes a strategic roadmap for reducing fatalities and serious injuries.

As part of this effort, twelve priority projects have been identified to address the most critical collision patterns and community-identified safety concerns throughout the City.

Project 1: Citywide Signal Enhancements

This project proposes to upgrade 196 signalized intersections throughout the City to improve visibility, signal operations, and pedestrian safety. Analysis identified 86 KSI collisions at signalized intersections, along with 62 community concerns related to signal violations and intersection safety. Proposed improvements include installation of 12-inch signal heads with retroreflective backplates, upgraded signal controllers, and countdown pedestrian signals. These upgrades will improve signal visibility and operations, helping reduce broadside and right-of-way collisions while strengthening intersection safety across the City.

Project 2: Unsignalized Intersections Safety Improvements

This project targets 40 unsignalized intersections where 38 KSI collisions have occurred and where 30 public concerns highlighted issues related to stop sign violations and uncontrolled conflicts. Proposed improvements include upgraded signage and pavement markings, installation of medians, enhanced pedestrian crossings, high-friction surface treatments, and additional lighting. These improvements aim to reduce broadside and vehicle–pedestrian collisions at locations with limited traffic control.

Project 3: Indian Hill Boulevard Safety Improvements

Indian Hill Boulevard experienced nine KSI collisions and 110 injury collisions, with many crashes related to rear-end collisions and right-of-way violations. Recommended improvements include lighting upgrades, signal timing optimization, speed feedback signs, high-visibility crosswalks, landscaped medians, and high-friction surface treatments. These corridor improvements address documented collision concentrations along this important north–south arterial.

Project 4: Citywide Signage & Striping Upgrades

To improve roadway clarity and driver guidance across the City, this project addresses 195 KSI collisions citywide and 141 community concerns related to unsafe speeds and driver confusion. Proposed improvements include replacing outdated roadside signs, installing new sign posts, refreshing pavement markings, and upgrading lane striping. These enhancements will improve driver awareness and reduce collisions related to turning conflicts, lane positioning, and right-of-way violations.

Project 5: Citywide Street Light Upgrade / Inventory

Nighttime conditions contributed to 127 KSI collisions and 1,321 injury collisions, along with 39 public concerns regarding inadequate lighting. This project proposes upgrading existing fixtures to energy-efficient LED lighting, replacing damaged poles, and conducting a citywide inventory to identify lighting gaps. Improved illumination will enhance visibility for all roadway users and reduce collision risk during nighttime hours.

Project 6: Improving Corridor Access Throughout the City

Several major corridors across Pomona accounted for 91 KSI collisions and 1,620 injury collisions. Community feedback highlighted turning conflicts, access management issues, and inconsistent roadway conditions along these corridors. Proposed improvements include landscaped medians, upgraded signal hardware, enhanced signage and pavement markings, and pavement rehabilitation. These treatments will improve both safety and traffic operations along key arterial roadways.

Project 7: Improvements near Schools

School areas experienced 58 KSI collisions and 1,043 injury collisions, with 47 community concerns related to student safety. Recommended improvements include curb extensions (bulb-outs) with ADA-compliant curb ramps, medians, new bicycle lanes, upgraded signal equipment, and high-friction surface treatments. These improvements aim to calm traffic, improve visibility, and enhance pedestrian safety around schools.

Project 8: Addition of Left Turn Arrows at Signals

Turning movements at signalized intersections contributed to 32 KSI collisions and 580 injury collisions, with 34 community concerns regarding left-turn conflicts. This project proposes installing protected left-turn phasing and upgrading signal hardware at selected intersections. These improvements reduce angle and head-on collisions associated with permissive left turns.

Project 9: Bike Safety Improvement

Corridors with significant bicycle activity experienced 33 KSI collisions and 592 injury collisions, supported by 34 community concerns regarding bicycle safety. The project proposes installing Class II bicycle lanes and buffered bike lanes to improve separation between vehicles and bicyclists while enhancing network connectivity. These improvements will reduce vehicle–bicycle conflicts and support safer active transportation.

Project 10: Mission Boulevard Corridor Improvement

Mission Boulevard experienced 27 KSI collisions and 407 injury collisions during the study period. Recommended improvements include upgraded lighting, optimized signal timing, enhanced pedestrian crossings, landscaped medians, improved signage and pavement markings, and bicycle lanes. These improvements will enhance multimodal safety along this major east–west corridor.

Project 11: Towne Avenue Corridor Improvement

Towne Avenue recorded 16 KSI collisions and 362 injury collisions, along with nine public safety concerns. Proposed improvements include signal upgrades, pedestrian safety enhancements, lighting improvements, landscaped medians, and upgraded signage and pavement markings. These corridor improvements will strengthen traffic operations while reducing turning and rear-end collisions.

Project 12: Garey Avenue Downtown Corridor Improvement

The Garey Avenue Downtown Corridor experienced 4 KSI collisions and 73 injury collisions within a high-activity area that serves pedestrians, bicyclists, and local businesses. Proposed improvements include protected bicycle lanes, upgraded lighting, signal timing adjustments, pedestrian safety enhancements, and improved signage and pavement markings. These improvements aim to enhance downtown safety while supporting multimodal access and economic vitality.

The following sections present each project in greater detail, including summaries of collision data, maps illustrating injury collision concentrations, recommended countermeasures, estimated costs based on 2026 engineering cost assumptions, and potential grant funding opportunities.

PROJECT 1

Citywide Signal Enhancements

	KSI Collisions	Injury Collisions
At Signalized Intersections	86	1,702
Percentage	44%	50%
Citywide	195	3,408

January, 2020 - March, 2025

KSI	Mode	Injury Collisions
34	Passenger Car or Pickup	1,307
27	Pedestrian	167
7	Bicycle	114
17	Motorcycle	70
1	Truck	33
0	Bus	6
0	Others	5

	Collision Type	
37	Broadside	768
7	Rear End	355

	Violation Category	
16	Traffic Signals and Signs	430
13	Automobile Right of Way	379
5	Unsafe Speed	310

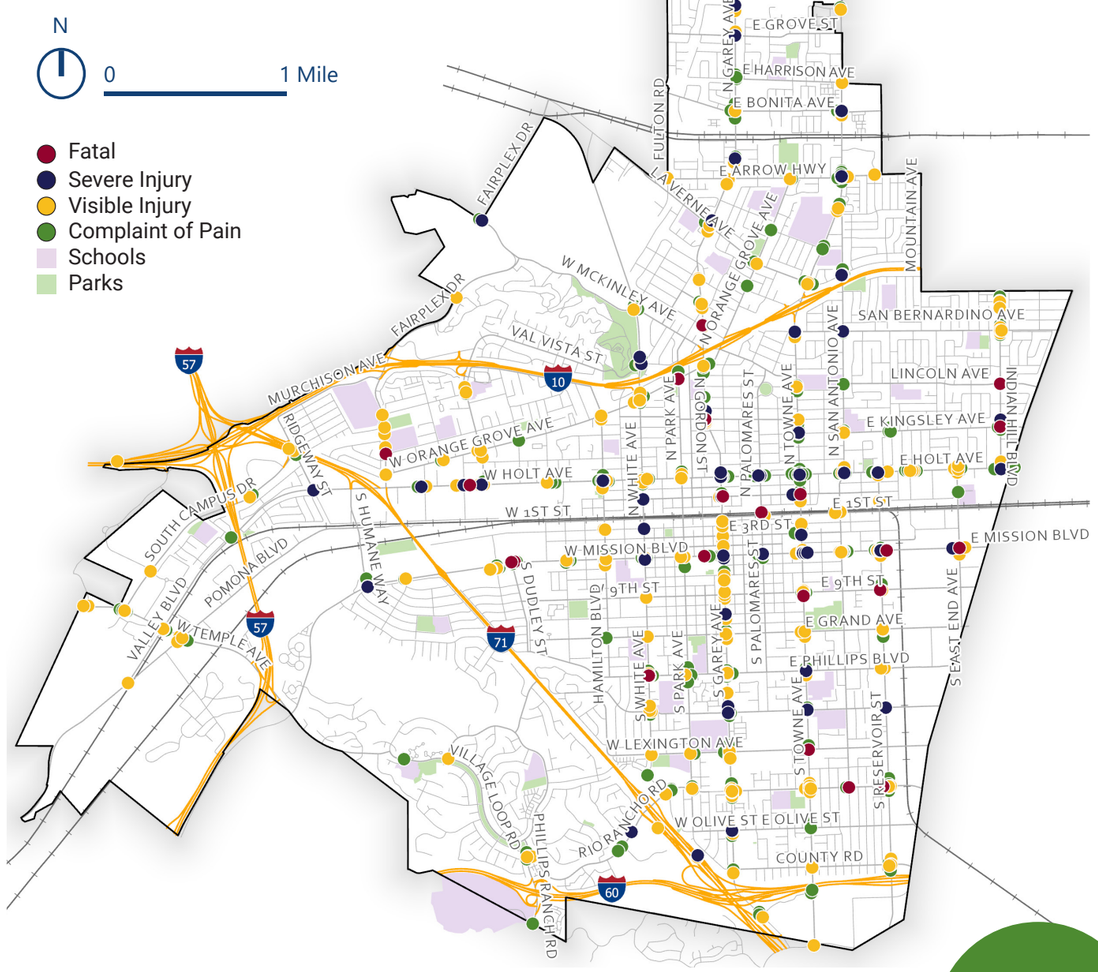
	Lighting conditions	
51	Nighttime Collisions	657

	Movement Preceding Collision of Vehicle at Fault	
36	Proceeding Straight	883
20	Making Left Turn	396
1	Making Right Turn	96

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

(Jan 2020- March 2025)

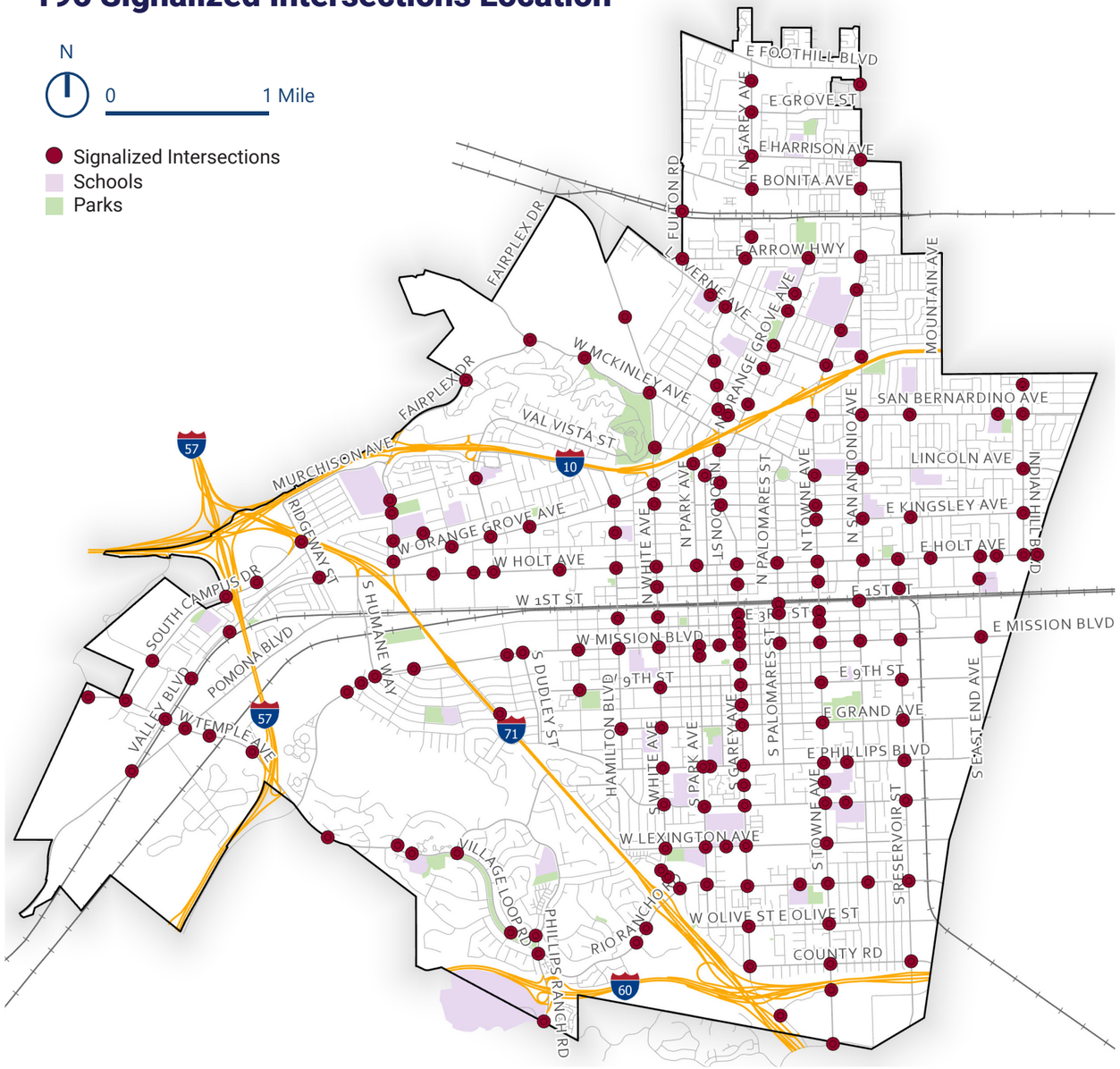


22	64	502	1,114
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 1

Citywide Signal Enhancements

196 Signalized Intersections Location



20% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$15,457,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

New 12" Signal Head & Retroreflective Backplates
Enhance Signal Head Visibility

New Traffic Signal Controller
Enhance Signal Operation

New Countdown Pedestrian Signal Head / Push Buttons
Enhances Pedestrian Safety

New Street Name Signs
Enhances Street Name Visibility

Grant Opportunities

HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant

PROJECT 2

Unsignalized Intersections Safety Improvements

	KSI Collisions	Injury Collisions
At Identified Intersections	38	163
Percentage	19%	5%
Citywide	195	3,408

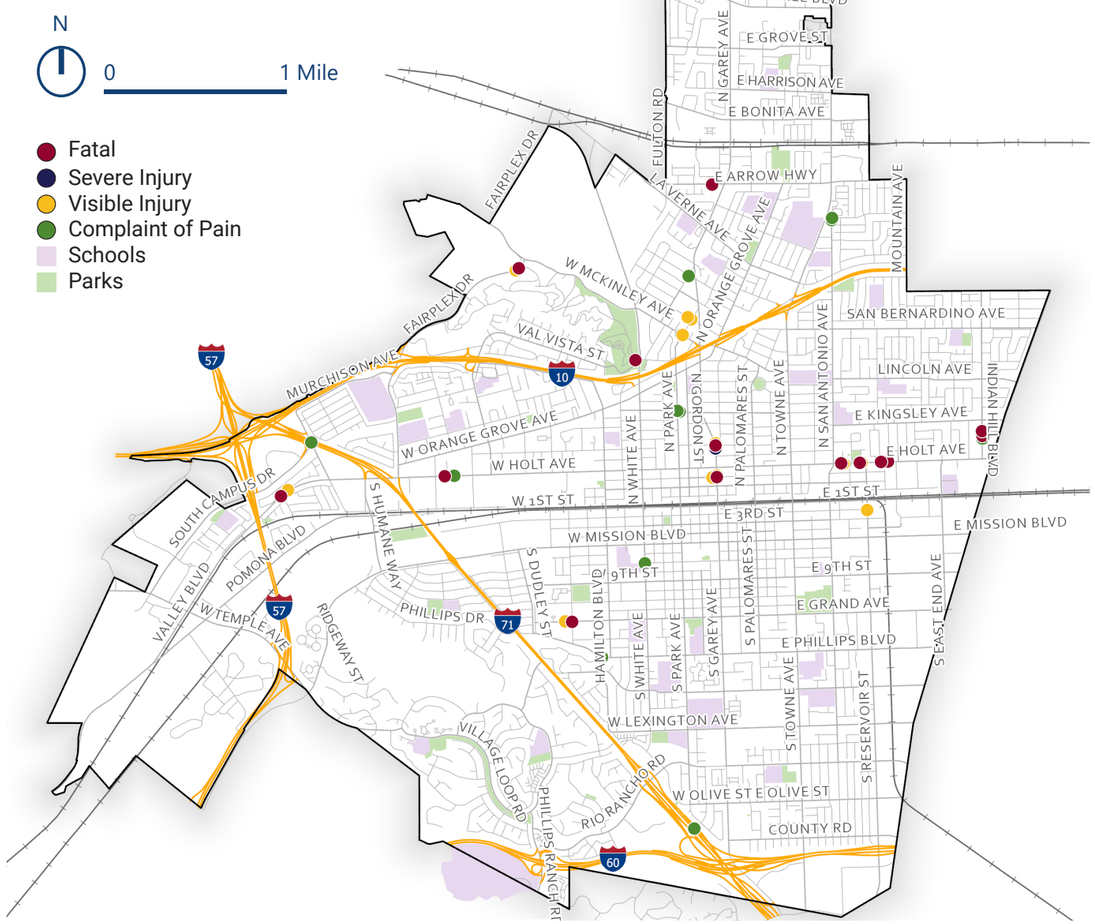
January, 2020 - March, 2025

KSI Collisions	Mode	Injury Collisions
2	Bicycle	11
0	Bus	1
5	Motorcycle	11
1	Others	1
15	Passenger Car or Pickup	97
14	Pedestrian	34
1	Truck	6
	Collision Type	
9	Broadside	62
13	Vehicle-Pedestrian	32
2	Rear End	24
	Violation Category	
1	Automobile Right of Way	33
5	Improper Turning	31
9	Traffic Signals and Signs	28
6	Unsafe Speed	26
	Lighting conditions	
30	Nighttime Collisions	81

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

(Jan 2020- March 2025)

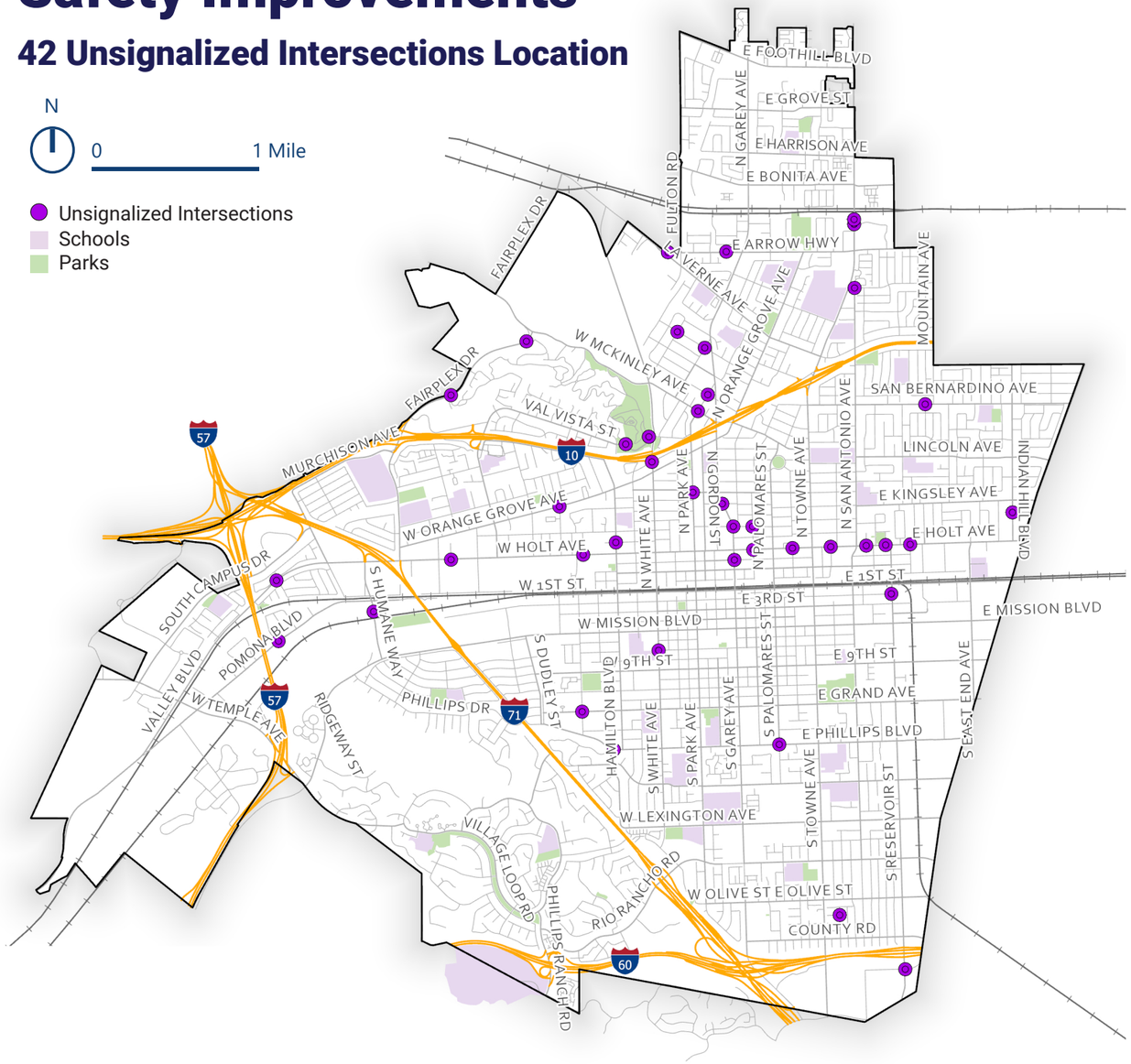


18	20	46	79
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 2

Unsignalized Intersections Safety Improvements

42 Unsignalized Intersections Location



20% CRF

***CRF**: *A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$16,384,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

Improve Signage & Striping
Enhance Roadway Visibility & Driver Awareness

Install Median with Curb & Gutter
Enhance Intersection Safety

New Install Street Lights
Enhance Nighttime Visibility & Safety

Improve Pedestrian Crossing
Enhance Pedestrian Safety & Accessibility

Install High Friction Surface Treatment
Enhance Skid Resistance & Reduce Collision

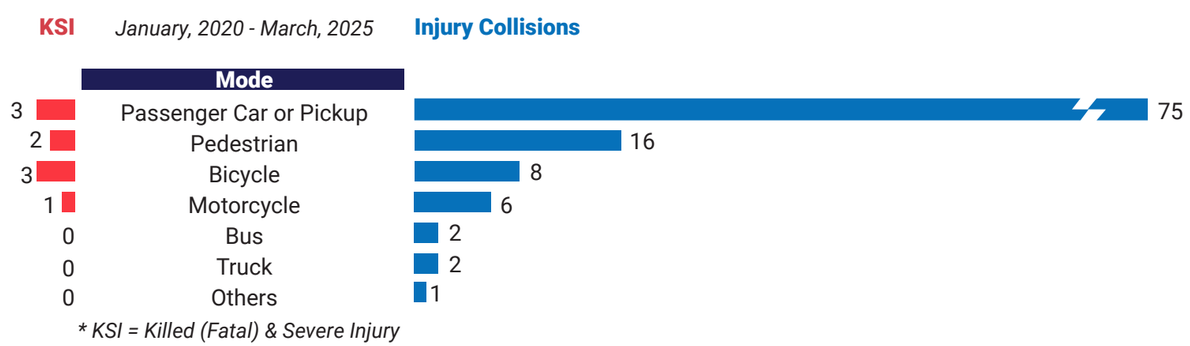
Grant Opportunities

HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant

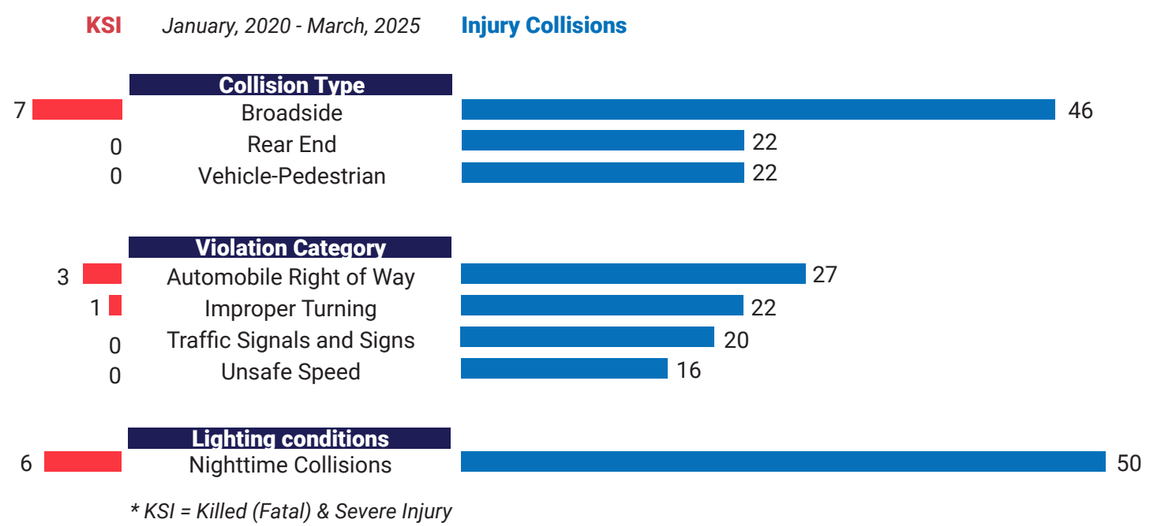
PROJECT 3

Indian Hill Boulevard Safety Improvements

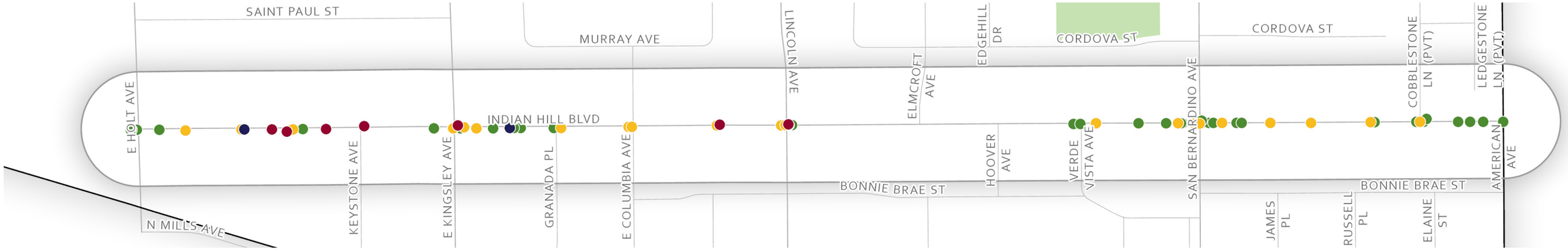
	KSI Collisions	Injury Collisions
Along Indian Hill Boulevard	9	110
Percentage	5%	3%
Citywide	195	3,408

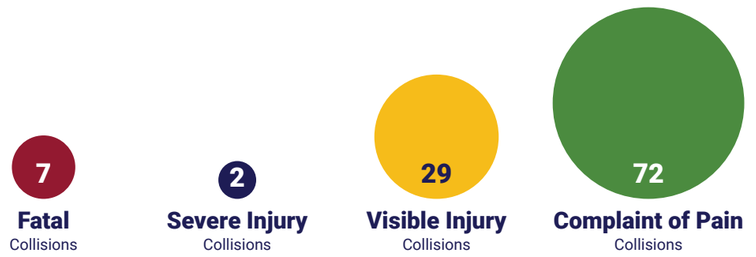


** KSI = Killed (Fatal) & Severe Injury*



** KSI = Killed (Fatal) & Severe Injury*





PROJECT 3

Indian Hill Boulevard Safety Improvements

30% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$5,762,000
As of April 2026

*** See the **Appendix** E for detailed cost estimates and locations*

Safety Improvement

Improve Signal Timing at Signalized Intersections

Enhance Traffic Flow & Safety

New Signal Hardware

Enhance Signal Visibility, Operations & Safety

Install Median with Curb & Gutter

Reduce Left Turn Conflicts & Enhance Roadway Safety

Install Speed feedback signs

Reduce Vehicle Speeds & Enhance Roadway Safety

Install High Friction Surface Treatment

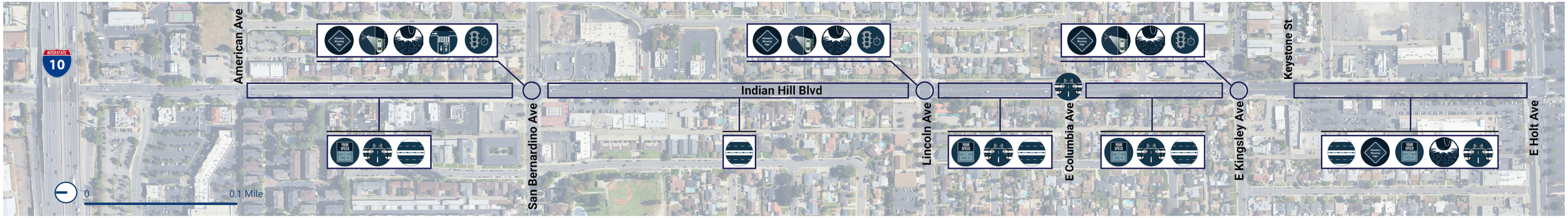
Enhance Skid Resistance & Reduce Collision

Upgrade Street Lighting (install new street light poles)

Enhance Nighttime Visibility & Safety

Install Advance warning signs

Enhance Driver Awareness



- Signal Timing on Signalized Intersections
- Median Islands
- CCTV Cameras at Signalized Intersections
- Speed Feedback Signs
- High Visibility Crosswalk
- Upgrade / Fill Street Light Gaps
- High Friction Surface Treatment
- Advance Warning Sign (Retroreflective)

Grant Opportunities

ATP - Active Transportation Program
HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
SCCP - Solutions for Congested Corridors Program
SMART - Strengthening Mobility and Revolutionizing Transportation

PROJECT 4

Citywide Signage & Striping Upgrades

	KSI Collisions	Injury Collisions
Citywide	**195**	**3,408**

January, 2020 - March, 2025

KSI Collisions	Mode	Injury Collisions
80	Passenger Car or Pickup	2,605
61	Pedestrian	354
19	Bicycle	225
31	Motorcycle	136
3	Truck	64
1	Others	12
0	Bus	12

	Collision Type	
62	Broadside	1,422
19	Rear End	705
4	Sideswipe	326

	Violation Category	
21	Automobile Right of Way	823
26	Improper Turning	616
21	Traffic Signals and Signs	595
23	Unsafe Speed	590
8	Pedestrian Row	133
26	Pedestrian Violation	133
4	Wrong Side of Road	43

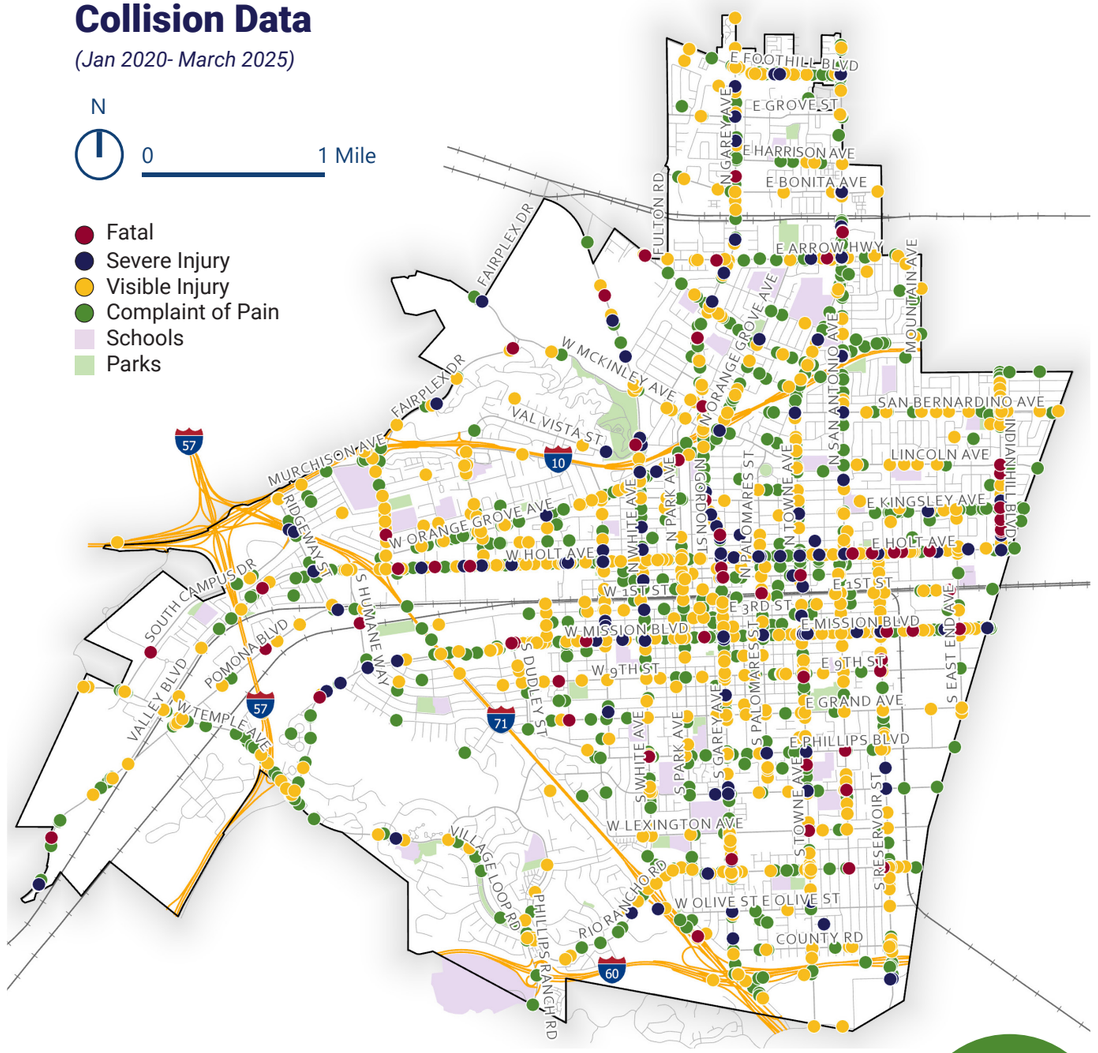
	Lighting conditions	
127	Nighttime Collisions	1,321

	Location	
152	At Intersection	2,973
43	On Roadway	435

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

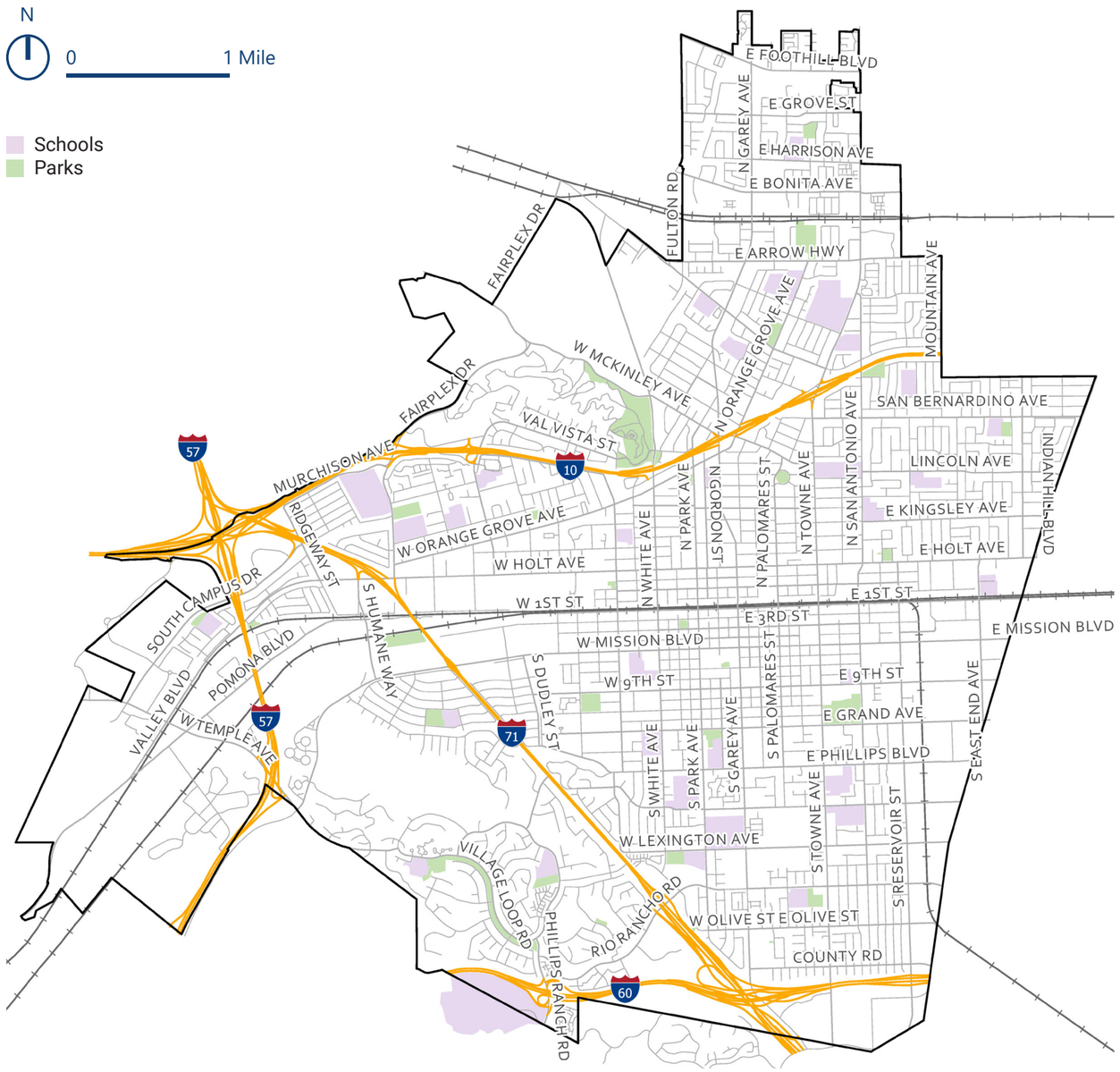
(Jan 2020- March 2025)



62	133	1,094	2,119
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 4

Citywide Signage & Striping Upgrades



30% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$36,918,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

New Roadside Sign (sign panel only)
Enhance Sign Visibility & Legibility

New Sign Post
Ensure Proper Sign Placement & Fix Knocked over Signs

Install Striping
Enhance Lane Delineation for Driver Guidance

Install Pavement Marking
Enhance Arrow & Pavement Legend Visibility

Grant Opportunities

HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant

PROJECT 5

Citywide Street Light Upgrade / Inventory

	KSI Collisions	Injury Collisions
Nighttime	127	1,321
Percentage	65%	39%
Citywide	195	3,408

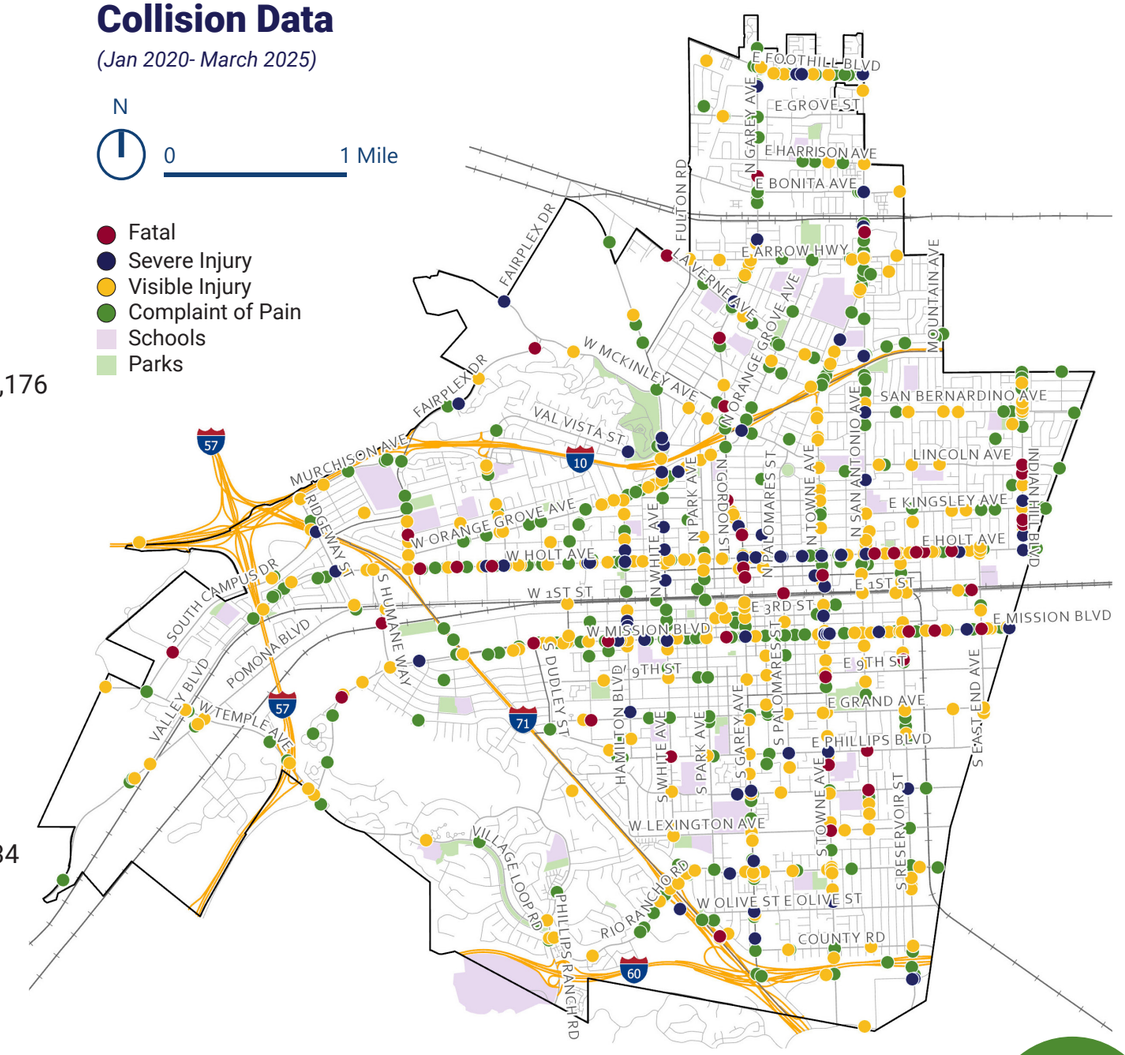
January 2020 - March 2025

KSI Collisions		Injury Collisions
	Lighting conditions	
119	Dark - Street Lights	1,176
6	Dusk – Dawn	117
2	Dark - No Street Lights	24
0	Dark - Street Lights Not Functioning	4
	Mode	
48	Passenger Car or Pickup	978
47	Pedestrian	201
11	Bicycle	67
18	Motorcycle	55
2	Truck	16
1	Others	2
0	Bus	2
	Location	
105	At Intersection	1,134
22	On Roadway	187
	Collision Type	
38	Broadside	459
10	Rear End	252
46	Vehicle-Pedestrian	196
	Violation Category	
17	Improper Turning	248
9	Automobile Right of Way	224
15	Traffic Signals and Signs	202

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

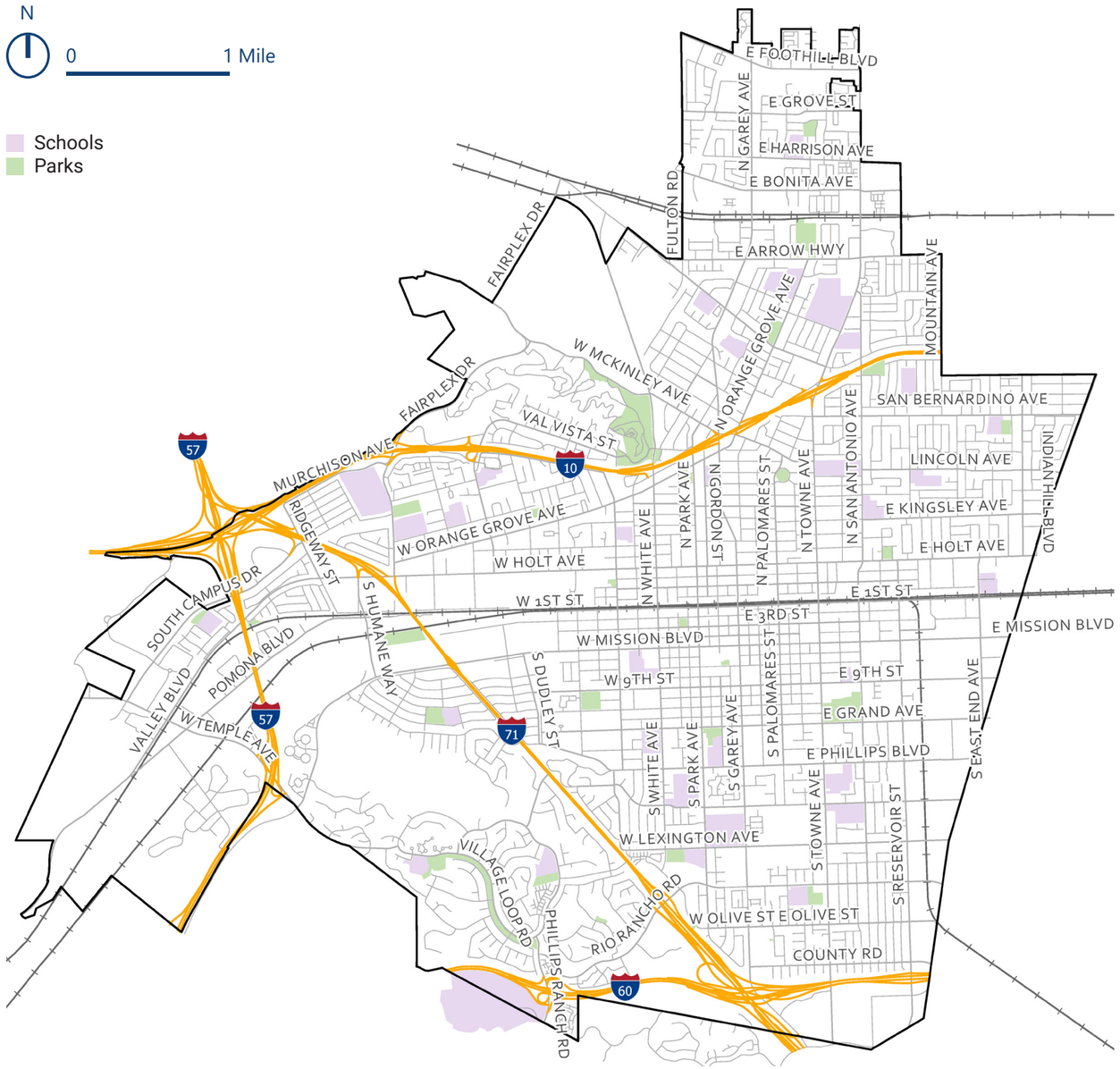
(Jan 2020- March 2025)



44	83	434	760
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 5

Citywide Street Light Upgrade / Inventory



40% CRF

***CRF**: *A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$32,102,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

Upgrade Existing Lighting Fixtures to LED & Replace Damaged Lights

Enhance Energy Efficiency, Lighting Quality, & Nighttime Safety

Data Collection & Program Development (inventory of existing street light poles & plan to fill existing lighting gaps throughout the city)

Support Data-Driven Planning & Address Street Lighting Gaps Citywide

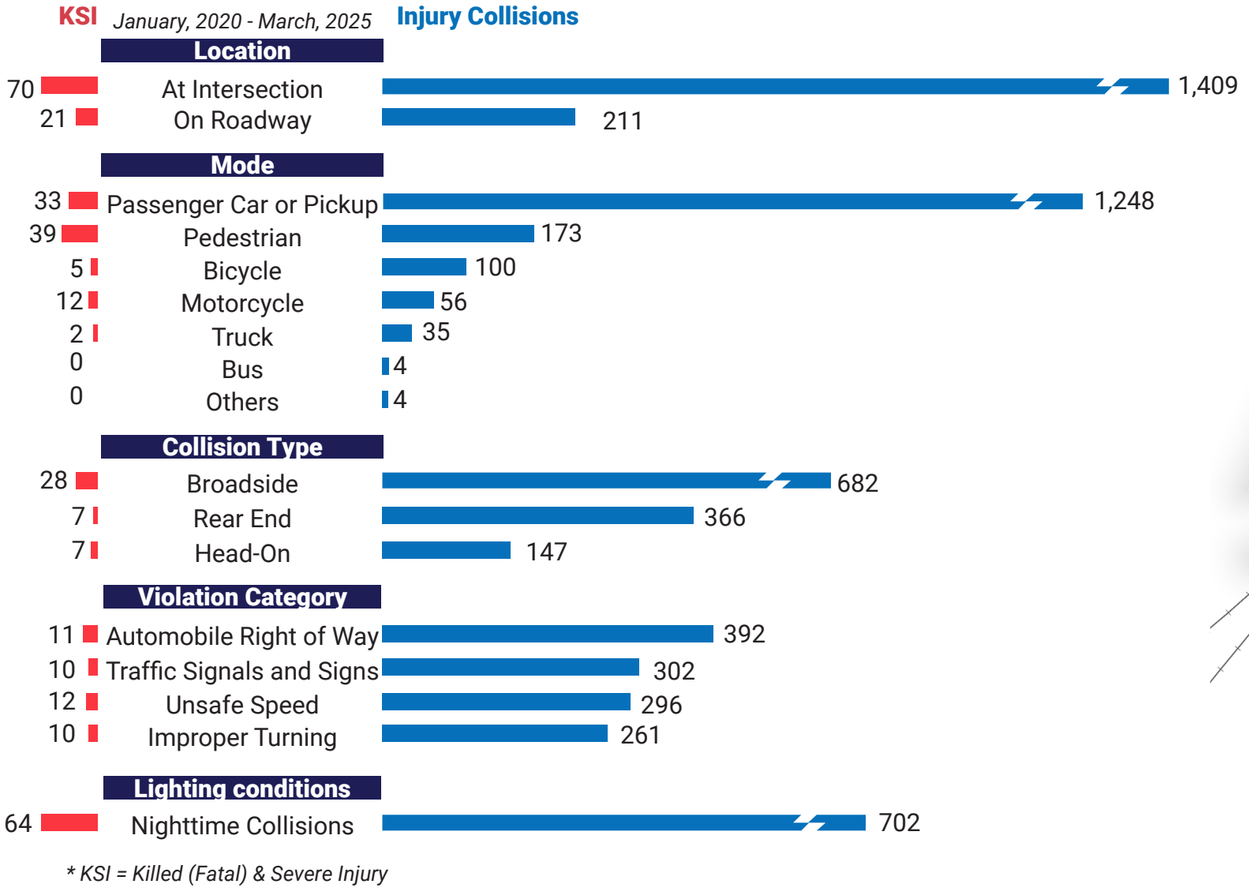
Grant Opportunities

HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
SMART - Strengthening Mobility and Revolutionizing Transportation

PROJECT 6

Improving Corridor Access Throughout the City

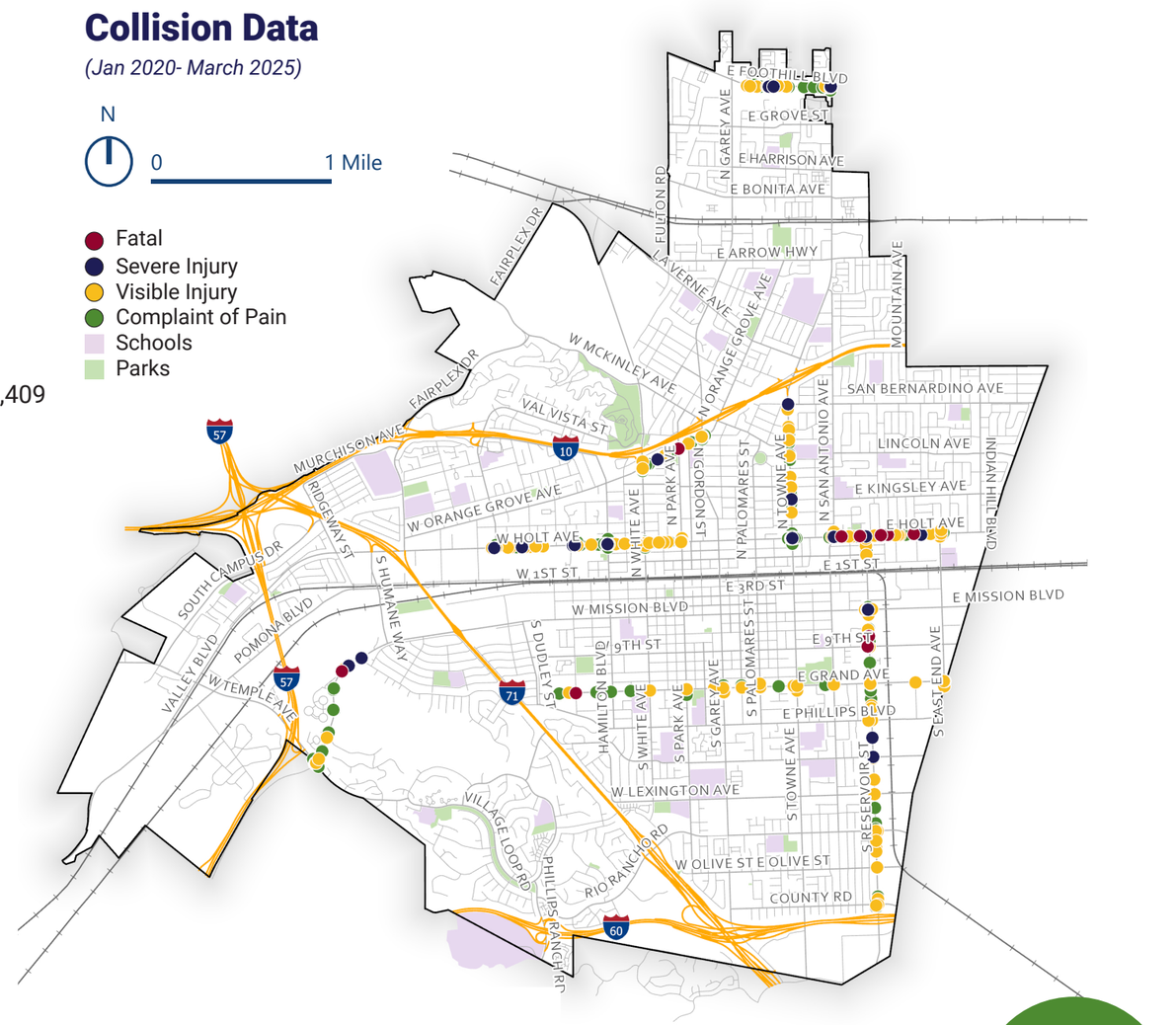
	KSI Collisions	Injury Collisions
Identified Corridors	91	1,620
Percentage	51%	50%
Citywide	195	3,408



** KSI = Killed (Fatal) & Severe Injury*

Collision Data

(Jan 2020- March 2025)



26 **Fatal** Collisions

65 **Severe Injury** Collisions

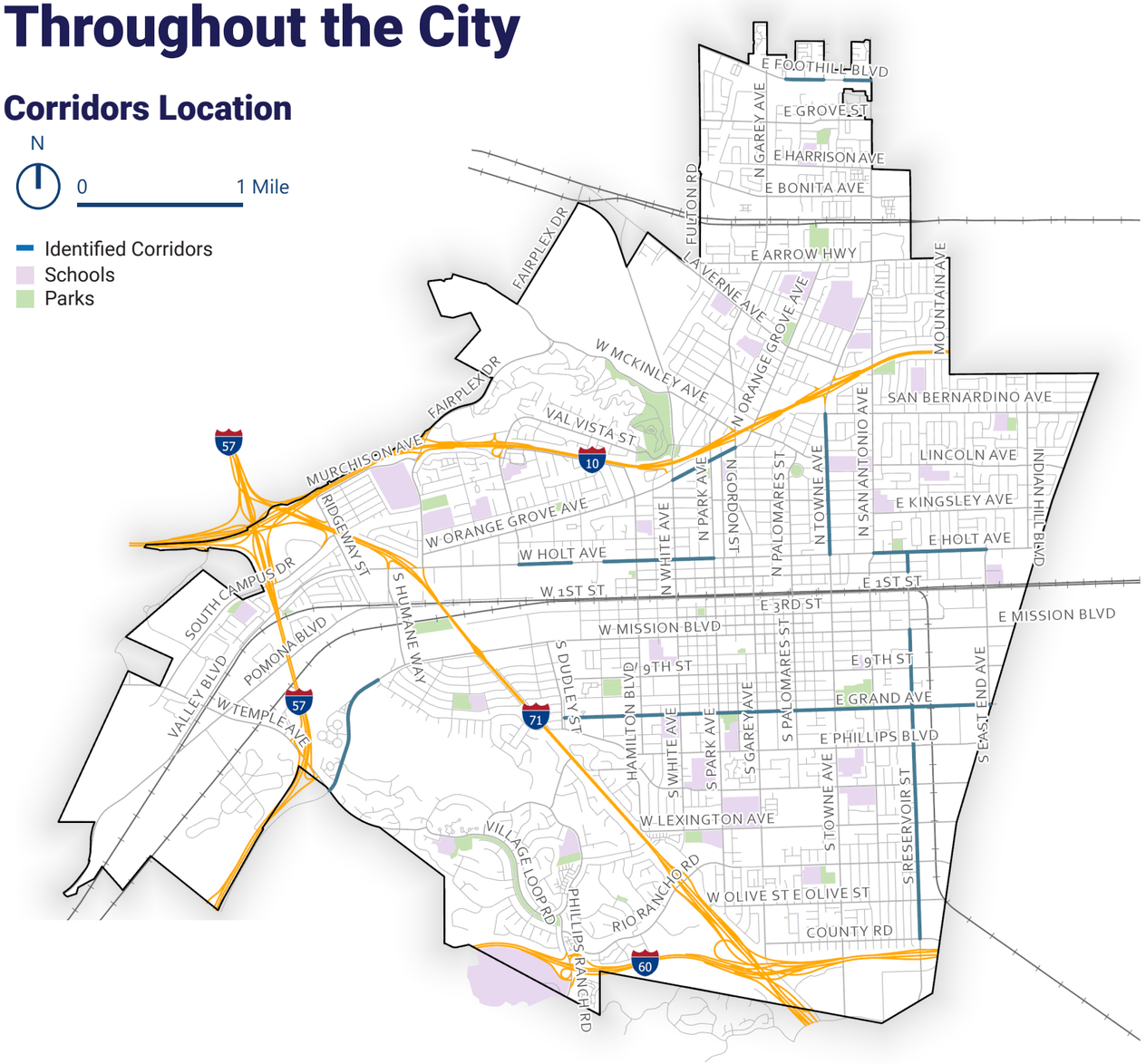
514 **Visible Injury** Collisions

1,015 **Complaint of Pain** Collisions

PROJECT 6

Improving Corridor Access Throughout the City

Corridors Location



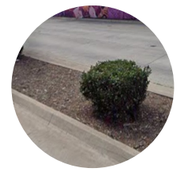
30% CRF

***CRF**: *A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$30,626,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement



Install Landscaped Median with Curb & Gutter
Reduce Left Turn Conflicts & Enhance Roadway Safety

New Signal Hardware
Enhance Signal Visibility, Operations & Safety

New Signage & Striping
Enhance Sign & Striping Visibility for Added Safety

Slurry Seal
Enhance Pavement Conditions

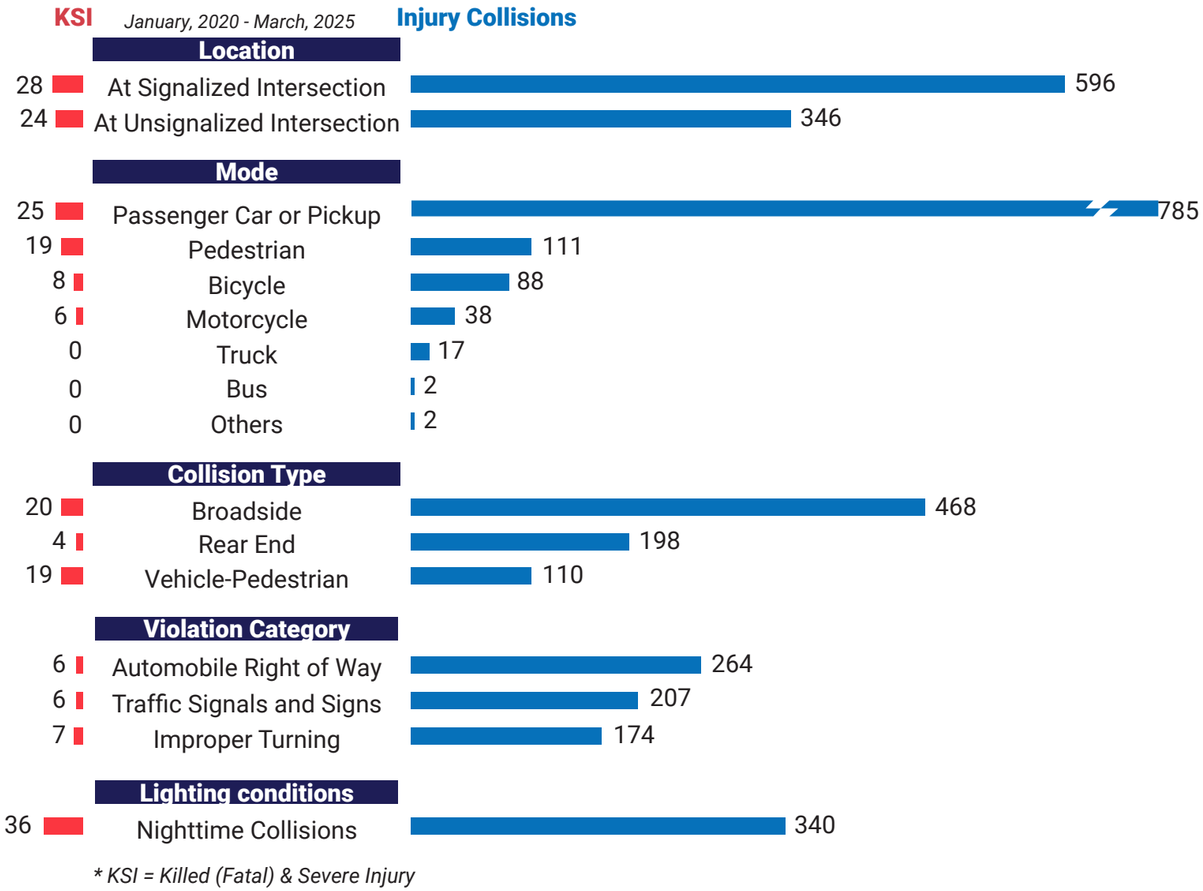
Grant Opportunities

ATP - Active Transportation Program
HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
SCCP - Solutions for Congested Corridors Program
SMART - Strengthening Mobility and Revolutionizing Transportation

PROJECT 7

Improvements near Schools

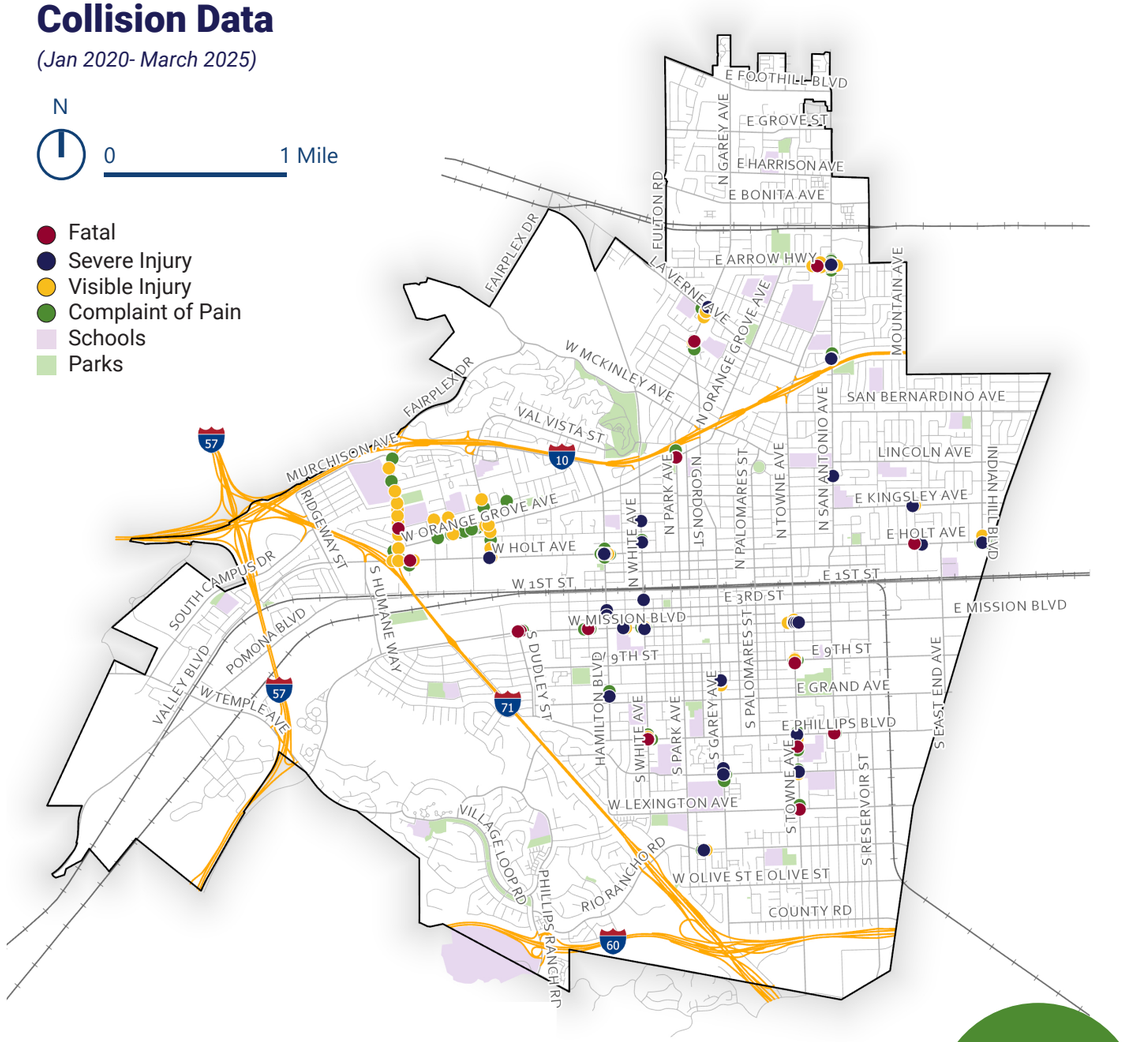
	KSI Collisions	Injury Collisions
Near Schools	58	1,043
Percentage	30%	30%
Citywide	195	3,408



** KSI = Killed (Fatal) & Severe Injury*

Collision Data

(Jan 2020- March 2025)

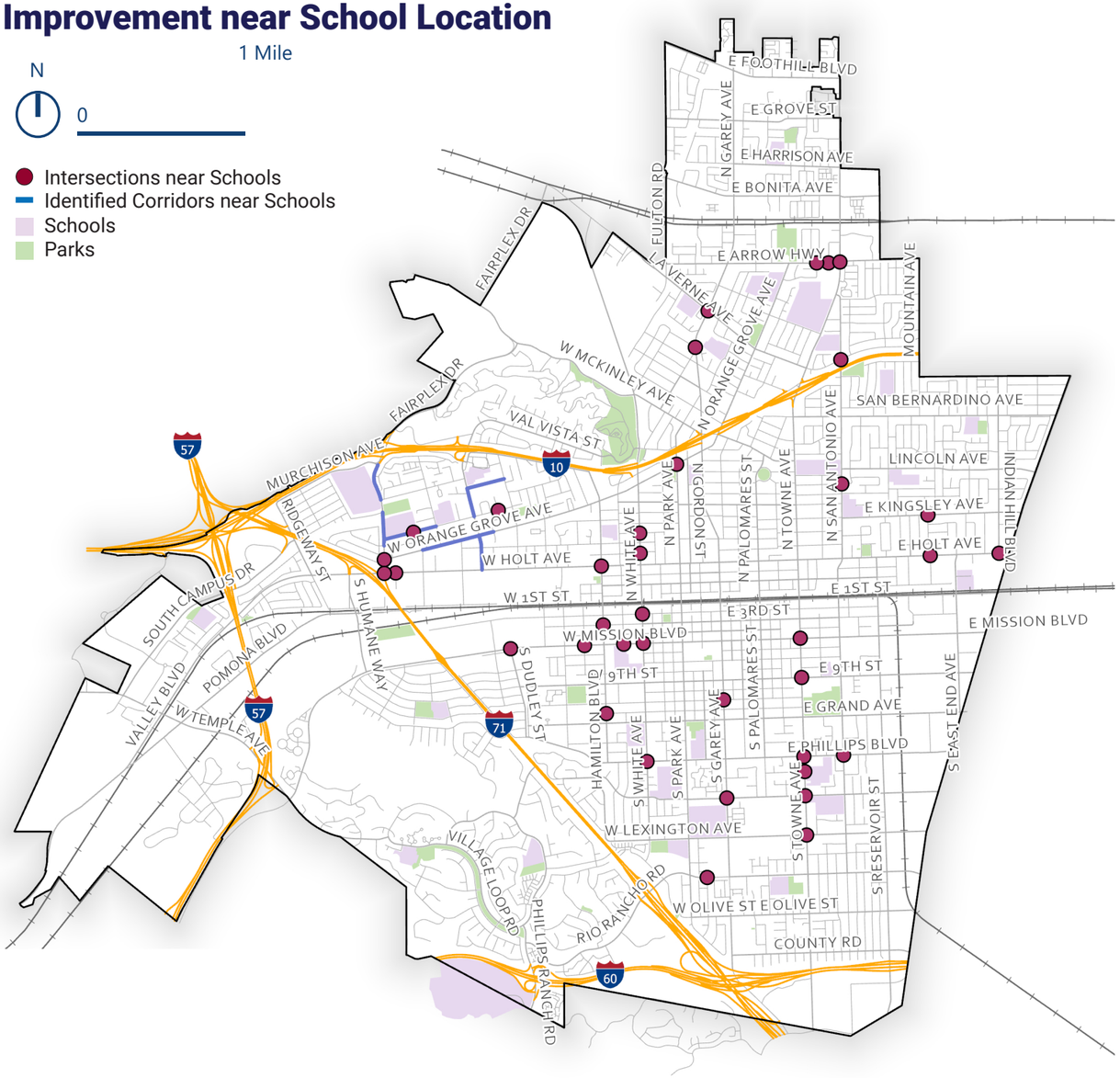


22	64	502	1,114
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 7

Improvements near Schools

Improvement near School Location



30% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$14,893,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

New Signage & Striping

Enhance Sign & Striping Visibility for Added Safety

Install High Friction Surface Treatment

Enhance Skid Resistance & Reduce Collision

New Signal Hardware

Enhance Signal Visibility, Operations & Safety

Improve Pedestrian Crossing with Bulbouts & ADA Curb Ramps

Enhance Pedestrian Safety & Accessibility

Install Medians & New Bike Lanes

Enhance Multimodal Safety & Reduce Left Turning Conflicts

Grant Opportunities

ATP - Active Transportation Program
HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
SCCP - Solutions for Congested Corridors Program
SMART - Strengthening Mobility and Revolutionizing Transportation

PROJECT 8

Addition of Left Turn Arrows at Signals

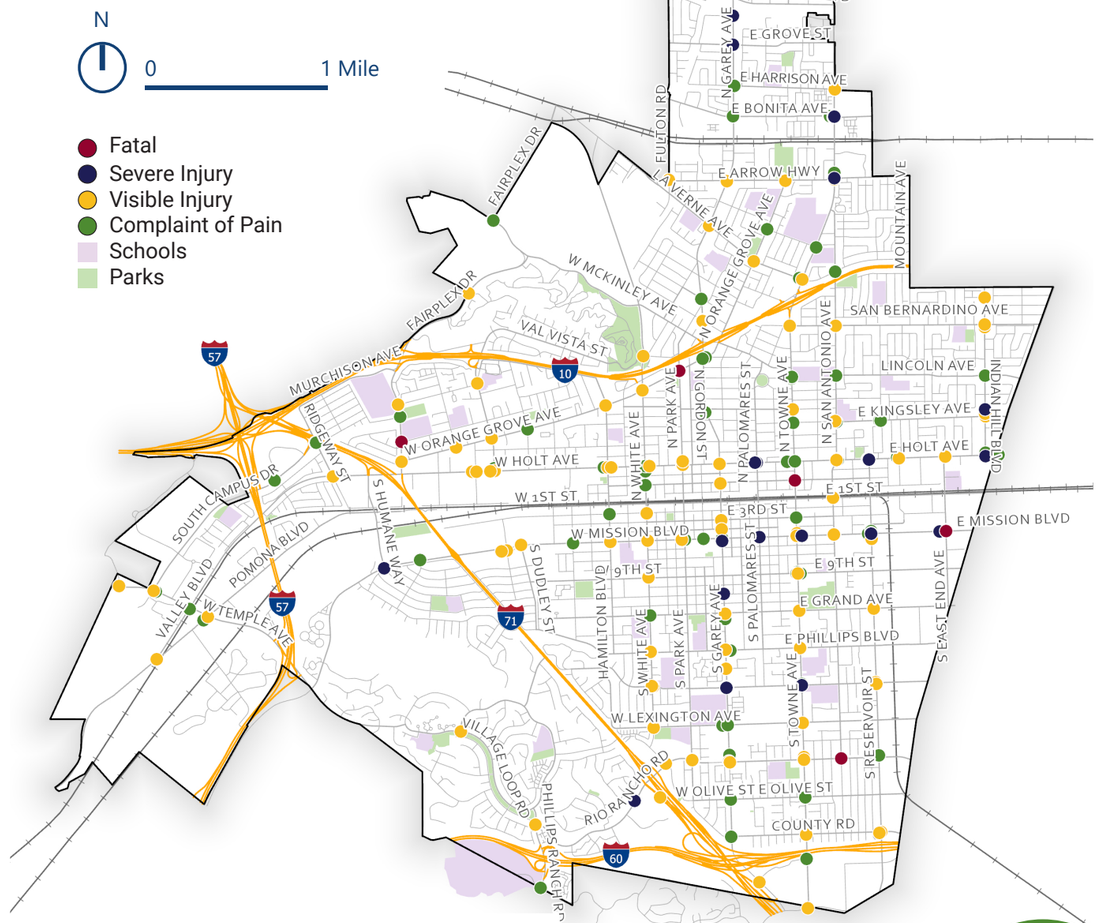
	KSI Collisions	Injury Collisions
Maneuver at Signalized Intersection	**32**	**580**
Percentage	**16%**	**17%**
Citywide	**195**	**3,408**

KSI	*January, 2020 - March, 2025*	Injury Collisions
	Mode	
5	Bicycle	43
0	Bus	2
4	Motorcycle	26
0	Others	3
12	Passenger Car or Pickup	429
11	Pedestrian	65
0	Truck	12
	Collision Type	
16	Broadside	275
1	Head-On	98
3	Vehicle-Pedestrian	70
	Violation Category	
5	Automobile Right of Way	152
7	Traffic Signals and Signs	143
0	Unsafe Speed	95
	Lighting conditions	
19	Nighttime Collisions	241
	Movement Preceding Collision of Vehicle at Fault	
10	Proceeding Straight	277
11	Making Left Turn	160

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

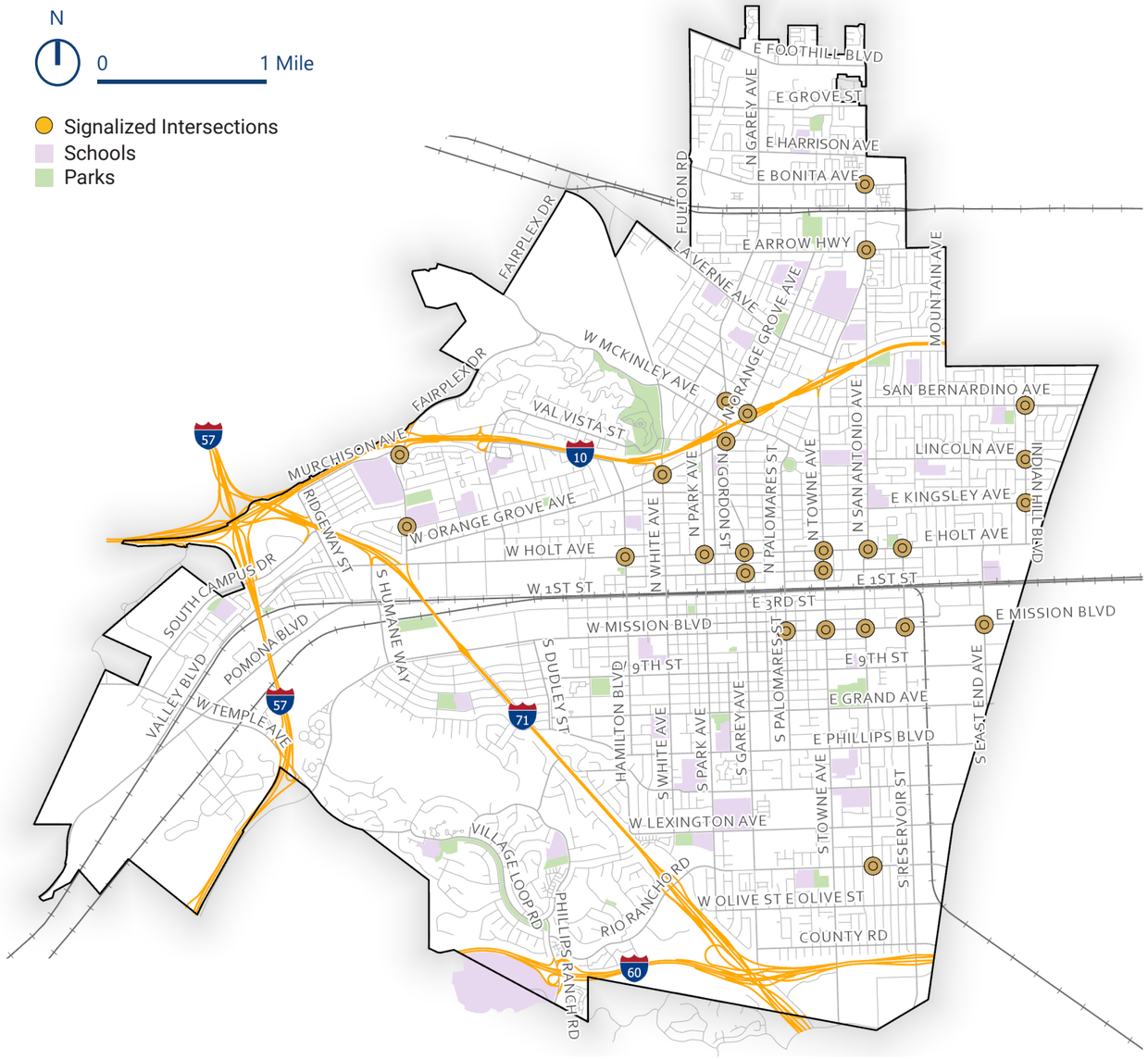
(Jan 2020- March 2025)



6	21	189	322
Fatal Collisions	**Severe Injury** Collisions	**Visible Injury** Collisions	**Complaint of Pain** Collisions

PROJECT 8

Addition of Left Turn Arrows at Signals



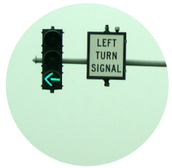
35% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$9,268,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement



Install Protected Left Turns
Enhance Signal Operations & Safety

New Signal Hardware
Enhance Signal Visibility, Operations & Safety

New Countdown Pedestrian Signal Head / Push Buttons
Enhances Pedestrian Safety

New 12” Signal Head & Retroreflective Backplates
Enhance Signal Head Visibility

Grant Opportunities

HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant

PROJECT 9

Bike Safety Improvement

	KSI Collisions	Injury Collisions
Bike Collisions along Corridors	33	592
Percentage	17%	17%
Citywide	195	3,408

January, 2020 - March, 2025

KSI Collisions	Mode	Injury Collisions
8	Passenger Car or Pickup	419
13	Pedestrian	419
4	Bicycle	52
8	Motorcycle	24
0	Truck	12
0	Bus	2
0	Others	1

KSI Collisions	Collision Type	Injury Collisions
18	Broadside	278
1	Rear End	111
13	Vehicle-Pedestrian	75

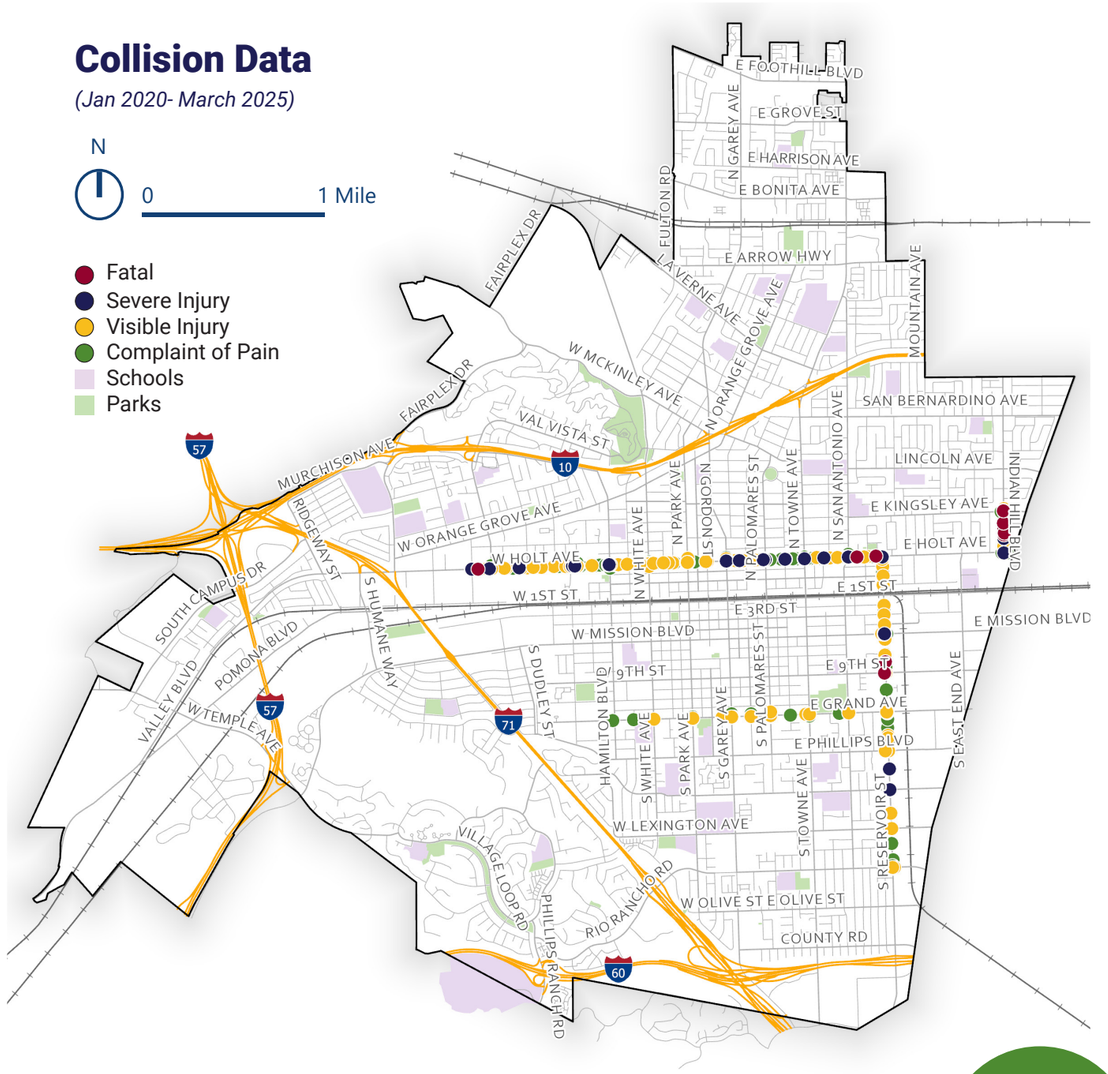
KSI Collisions	Violation Category	Injury Collisions
8	Automobile Right of Way	278
5	Traffic Signals and Signs	116
2	Unsafe Speed	99

KSI Collisions	Lighting conditions	Injury Collisions
23	Nighttime Collisions	245

** KSI = Killed (Fatal) & Severe Injury*

Collision Data

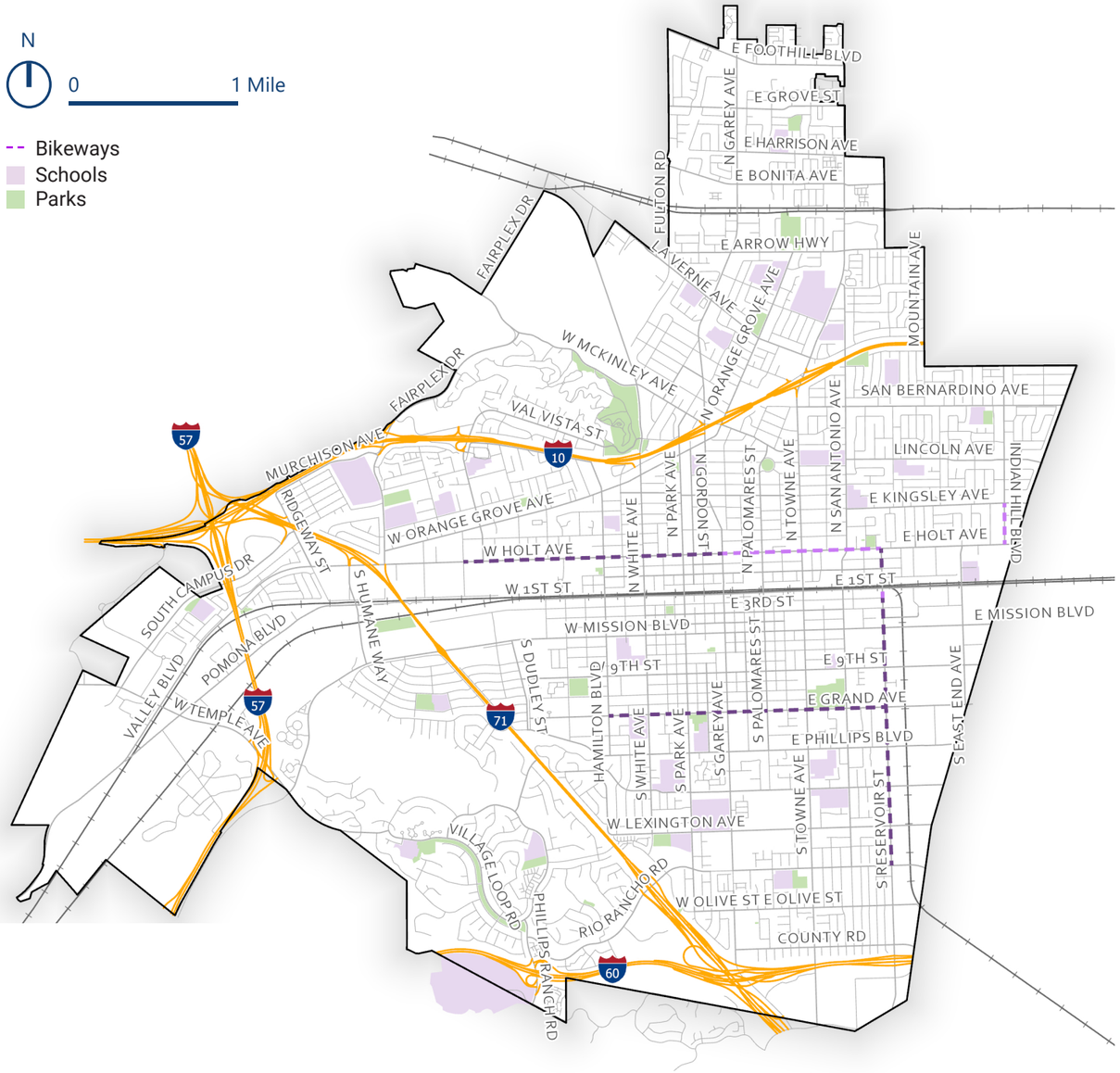
(Jan 2020- March 2025)



Fatal Collisions	Severe Injury Collisions	Visible Injury Collisions	Complaint of Pain Collisions
10	23	181	378

PROJECT 9

Bike Safety Improvement



35% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$6,900,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

Install Class II Bike Lane
Enhance Bicycle Safety & Connectivity

Install Class II Buffered Bike Lane
Enhance Bicyclist Safety / Comfort & Separation from Traffic

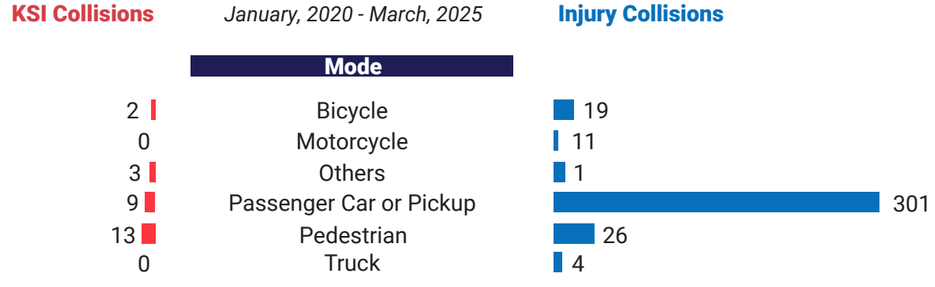
Grant Opportunities

ATP - Active Transportation Program
CMAQ - Congestion Mitigation and Air Quality Program
HSIP - Highway Safety Improvement Program
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant

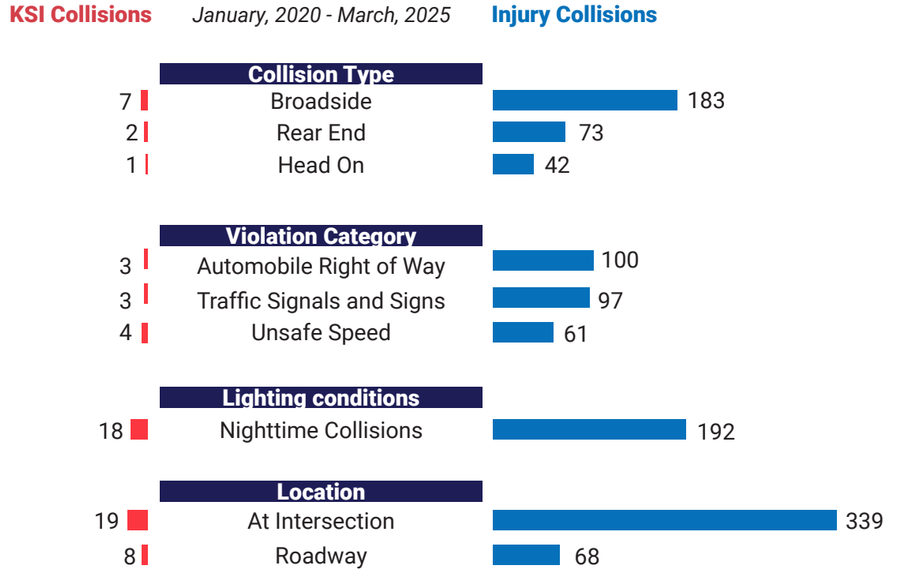
PROJECT 10

Mission Boulevard Corridor Improvement

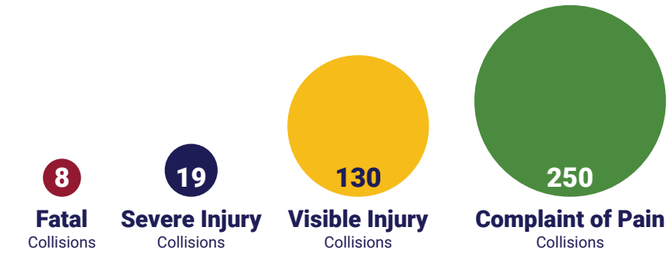
	KSI Collisions	Injury Collisions
Along Mission Boulevard	27	407
Percentage	14%	12%
Citywide	195	3,408



** KSI = Killed (Fatal) & Severe Injury*



** KSI = Killed (Fatal) & Severe Injury*



PROJECT 10

Mission Boulevard Corridor Improvement

30% CRF

***CRF**: *A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$9,093,000
As of April 2026

*** See the **Appendix** E for detailed cost estimates and locations*

Safety Improvement

Improve Signal Timing at Signalized Intersections

Enhance Traffic Flow & Safety

New Signal Hardware

Enhance Signal Visibility, Operations & Safety

New Countdown Pedestrian Signal Head / Push Buttons

Enhances Pedestrian Safety

Improve Pedestrian Crossing with Bulbouts & ADA Curb Ramps

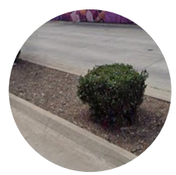
Enhance Pedestrian Safety & Accessibility

Upgrade Street Lighting (install new street light poles)

Enhance Nighttime Visibility & Safety

New Signage & Striping

Enhance Sign & Striping Visibility for Added Safety

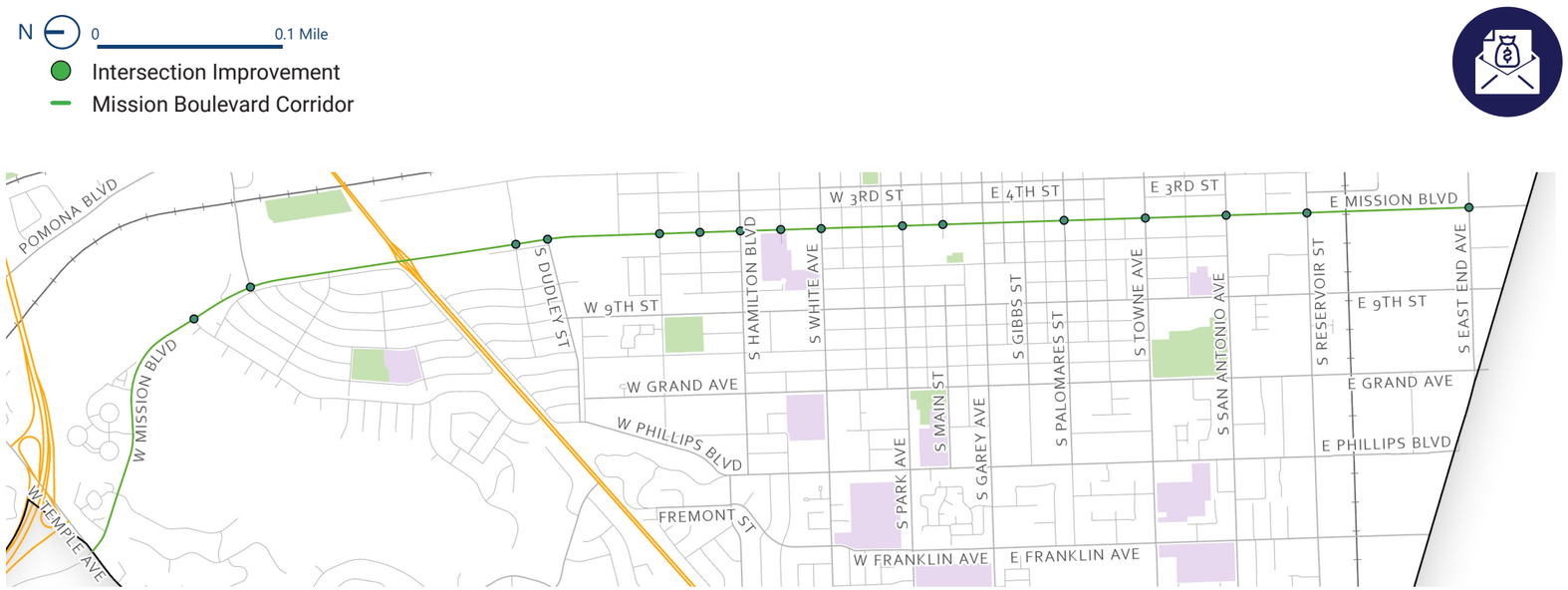


Install Landscaped Median with Curb & Gutter

Reduce Left Turn Conflicts & Enhance Roadway Safety

Install Class II Bike Lane

Enhance Bicycle Safety & Connectivity



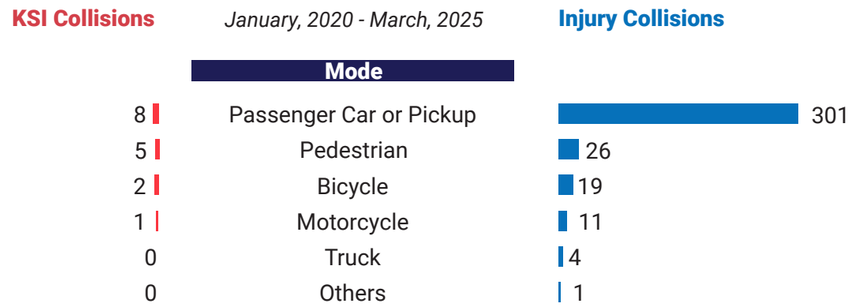
Grant Opportunities

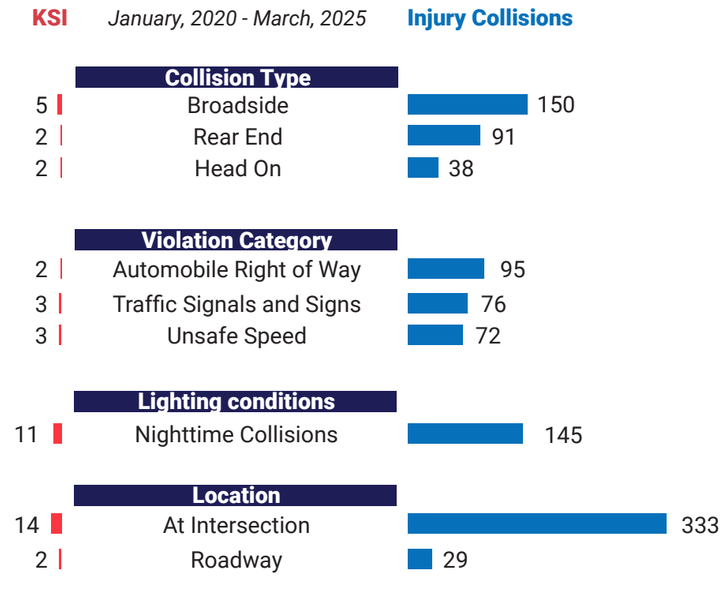
ATP - Active Transportation Program
CMAQ - Congestion Mitigation and Air Quality Program
HSIP - Highway Safety Improvement Program
SMART - Strengthening Mobility and Revolutionizing Transportation
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
Clean California Local Grant Program
BUILD Grant Program

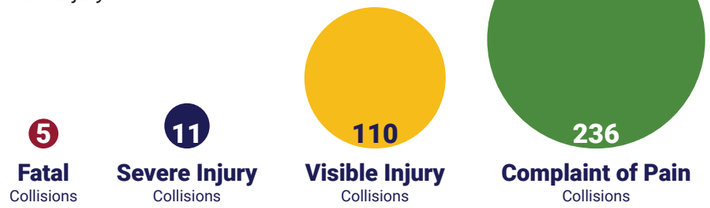
PROJECT 11

Towne Avenue Corridor Improvement

	KSI Collisions	Injury Collisions
Along Towne Avenue	16	362
Percentage	8%	11%
Citywide	195	3,408







PROJECT 11

Towne Avenue Corridor Improvement

30% CRF

***CRF**: *A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$11,646,000
As of April 2026

*** See the **Appendix E** for detailed cost estimates and locations*

Safety Improvement

Improve Signal Timing at Signalized Intersections

Enhance Traffic Flow & Safety

New Signal Hardware

Enhance Signal Visibility, Operations & Safety

New Countdown Pedestrian Signal Head / Push Buttons

Enhances Pedestrian Safety

Improve Pedestrian Crossing with Bulbouts & ADA Curb Ramps

Enhance Pedestrian Safety & Accessibility

Upgrade Street Lighting (install new street light poles)

Enhance Nighttime Visibility & Safety

New Signage & Striping

Enhance Sign & Striping Visibility for Added Safety

Install Landscaped Median with Curb & Gutter

Reduce Left Turn Conflicts & Enhance Roadway Safety

Intersection Improvement
Towne Avenue Corridor

Grant Opportunities

ATP - Active Transportation Program
CMAQ - Congestion Mitigation and Air Quality Program
HSIP - Highway Safety Improvement Program
SMART - Strengthening Mobility and Revolutionizing Transportation
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
Clean California Local Grant Program
BUILD Grant Program

PROJECT 12

Garey Avenue Downtown Corridor Improvement

	KSI Collisions	Injury Collisions
Along Garey Avenue	4	73
Percentage	2%	2%
Citywide	195	3,408

KSI Collisions — *January, 2020 - March, 2025* — Injury Collisions

Mode

KSI Collisions		Injury Collisions
2	Passenger Car or Pickup	54
1	Pedestrian	12
0	Bicycle	4
1	Motorcycle	2
0	Truck	1

** KSI = Killed (Fatal) & Severe Injury*

KSI Collisions — *January, 2020 - March, 2025* — Injury Collisions

Collision Type

KSI Collisions		Injury Collisions
2	Broadside	31
1	Rear End	14
1	Vehicle-Pedestrian	11

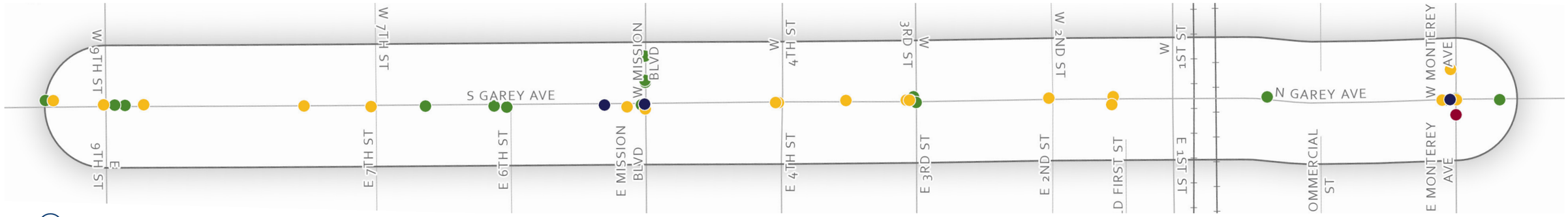
Violation Category

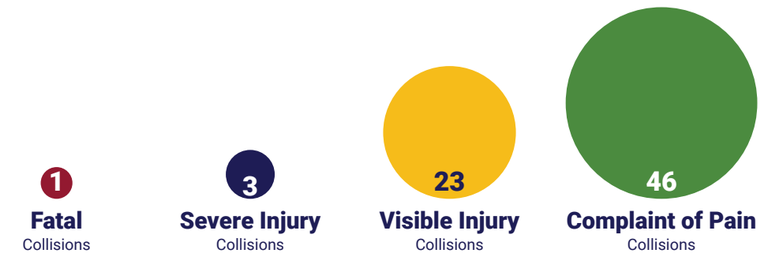
KSI Collisions		Injury Collisions
1	Traffic Signals and Signs	20
0	Unsafe Speed	12
1	Automobile Right of Way	10

Lighting conditions

KSI Collisions		Injury Collisions
2	Nighttime Collisions	31

** KSI = Killed (Fatal) & Severe Injury*





PROJECT 12

Garey Avenue Downtown Corridor Improvement

30% CRF

***CRF**: A Crash Reduction Factor represents the percentage decrease in crashes expected after implementing a specific safety improvement.*

Estimated Project Cost
$5,127,000
As of April 2026

*** See the **Appendix** E for detailed cost estimates and locations*

Safety Improvement

Improve Signal Timing at Signalized Intersections

Enhance Traffic Flow & Safety

New Signal Hardware

Enhance Signal Visibility, Operations & Safety

New Countdown Pedestrian Signal Head / Push Buttons

Enhances Pedestrian Safety

Improve Pedestrian Crossing with Bulbouts & ADA Curb Ramps

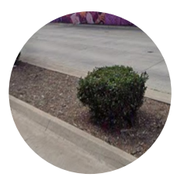
Enhance Pedestrian Safety & Accessibility

Upgrade Street Lighting (install new street light poles)

Enhance Nighttime Visibility & Safety

New Signage & Striping

Enhance Sign & Striping Visibility for Added Safety

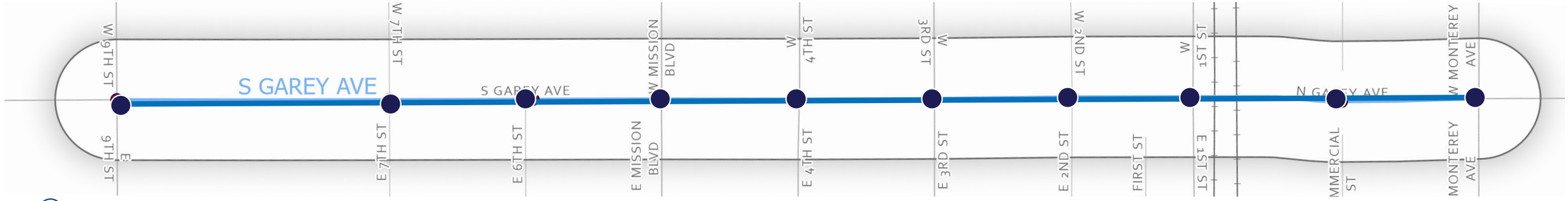


Install Landscaped Median with Curb & Gutter

Reduce Left Turn Conflicts & Enhance Roadway Safety

Install Class II Bike Lane Parking Protected

Enhance Bicycle Safety & Connectivity



Grant Opportunities

ATP - Active Transportation Program
CMAQ - Congestion Mitigation and Air Quality Program
HSIP - Highway Safety Improvement Program
SMART - Strengthening Mobility and Revolutionizing Transportation
SS4A - Safe Streets 4 All
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
Clean California Local Grant Program
BUILD Grant Program

POMONA
SAFETY ACTION PLAN

CHAPTER SEVEN

Implementable Actions & Funding Opportunities

TJKM

Implementable Actions & Funding Opportunities

Implementing Safety Action Plan requires dedicated collaboration among the City departments, the local community, and partner organizations. The project team has developed a set of crucial steps to serve as a strategic pathway towards achieving a safety plan, subject to funding and resource availabilities. Each step is assigned a specific timeline and performance metric to track progress. Short-term actions are planned for completion within two years, medium-term actions within two to five years, and extensive long-term actions within eight to ten years. Achieving the City's PSAP goal requires structured action while allowing a practical, incremental approach over time. The actions outlined in this plan will undergo continuous evaluation and refinement, with successful execution dependent on funding availability.

The Implementable Actions are organized into the following five action areas:

- Safety Action Program Initiatives & Evaluation
- Safe Roads
- Safe Road Users
- Safe Speeds
- Safe Vehicles & Post Crash Care

Action Areas

Pomona's PSAP will begin by establishing a framework for achieving its goals. Program initiatives include promoting Action Plan, integrating it into other planning efforts, and continuing data collection and program evaluation. A stakeholder group is crucial to PSAP's success, fostering essential cross-departmental collaboration to achieve the program's goal of eliminating traffic collisions that result in fatalities and serious injuries. PSAP's core principles are to break down silos and unite local stakeholders; a stakeholder group enables this by bringing together key representatives from all significant City functional divisions. For example, a few cities have established stakeholder groups that include management-level staff from multiple City departments, ensuring comprehensive buy-in and coordinated action.

These stakeholder groups set shared goals and form subcommittees to address specific issues, thereby enhancing collaboration and ensuring that PSAP objectives are integrated into everyday departmental operations. This structured approach, supported by regular tracking and reporting, ensures that all stakeholders remain committed and accountable to the PSAP goals. This makes the stakeholder group indispensable in driving the initiative's success.

Safety Action Program Initiatives & Evaluation

Safety Action Program Initiatives and Evaluation outline the foundational actions Pomona will take to establish, implement, and continuously improve the PSAP. This section focuses on building strong governance and partnerships, securing sustainable funding, integrating safety into City policies and plans, strengthening data collection and performance monitoring, and improving transparency and public engagement. Together, these initiatives create the organizational and analytical framework needed to support implementation of safety strategies and to track progress toward reducing and eliminating traffic fatalities and serious injuries.

Action No	Safety Strategy	Description	Progress Measure	Key Partners	City Resource	Timeline
A.1	Stakeholders Group	Formalize and expand the existing interdisciplinary Stakeholders Group responsible for supervising plan execution and facilitating collaboration among city departments.	Stakeholder Group meetings held regularly	Pomona Public works department, Police Department, Fire Department, Pomona Unified School District, Foothill Transit	Low	Short-Term
A.2	Dedicated and Permanent Funding	Identify sustainable and dedicated funding streams for Safety Action Plan implementation, including grant opportunities like SS4A, HSIP etc.	Amount of funding available for Safety Action projects	City Council, Public Works, City Manager's Office, Public Works	Medium to High	Short-Term
A.3	Future Plans and Policy	Integrate Safety Action Plan principles into forthcoming City plans and design documents	Number of plans and policies incorporation Safety Action principles	Public Works, Community Development	Low	Continuous
A. 4	Community Based Safety Reporting System/Tool	Create an easy to use, accessible and digitally secure public reporting platform for community to report problem areas, near misses, or any safety concerns	Number of comments addressed	Public Works	Low	Continuous
A.5	Crash Data Quality Program	Enhance crash data completeness and systemic safety analysis	Improved Data Completeness	Police Department, Public Works, Fire Department/Emergency Medical Services	Medium	Medium-Term
A.6	Bicycle and Pedestrian Count Data	Set up periodic pedestrian and cyclist counts at standardized locations.	Number of counts conducted	Public Works	Medium	Medium-Term
A.7	Annual Progress Reports	Produce annual reports documenting progress toward Safety Action goals, including project implementation and collision trends.	Annual report published and presented to City Council	Public Works, Stakeholder Group	Low	Short-Term

Safe Roads

(Street design, operations, maintenance, and infrastructure strategies that reduce crash risk and severity)

The City of Pomona Safety Action Plan initiative strongly emphasizes prioritizing traffic engineering enhancements for the High-Injury Network (HIN) as the primary approach to eliminating traffic collisions that result in fatal and severe injuries. Alongside these improvements, the City will also coordinate with Caltrans to optimize signal operations and implement more rigorous design review processes to enhance street layouts. All street improvements will adhere to the compatible General Plan Design Guidelines.

Action No	Safety Strategy	Description	Progress Measure	Key Partners	City Resource	Timeline
SR.1	High Injury Network Improvements	Apply for and secure grant funding to advance safety improvement projects at priority locations	Projects delivered/ Miles improved	Public Works	High	Medium-Term
SR.2	List Prioritized Project	Create a carefully ranked roster of safety projects based on collision risk, community input and alignment with Safety Action goals	List of safety projects in order of priority	Public Works	Medium	Medium-Term
SR. 3	Prioritize Design for Priority Corridors	Develop conceptual and final designs and pursue grant funding for priority corridors	Number of corridor projects implemented, number of corridors with completed design, and secured funding	Public Works Department, Community Development Department, Police Department	Medium	Medium-Term
SR.4	Design Standards	Apply adopted City design standards, State guidelines, and applicable Municipal Code requirements in the planning and design of all transportation modes and facilities to ensure consistent, safety-focused projects	Proportion of transportation projects that meet adopted City and State design standards	Public Works	Low	Medium-Term
SR.5	Tree Trimming and vegetation management for visibility	Proactively inspect and trim trees and vegetation to maintain clear sightlines at intersections, crossings, driveways, traffic control devices, and along sidewalks and shared-use paths	Number of priority locations where vegetation obstructions are addressed annually	Public Works	Low	Short-Term
SR.6	Traffic Signal Enhancements	Update signal timing and operations to enhance safety for all modes, particularly pedestrians and cyclists.	Number of signals upgraded with safety features	Public Works	Medium	Short-Term
SR.7	Pavement Marking and Signage Maintenance	Maintain and refresh pavement markings, crosswalks, lane lines, and regulatory and warning signage to ensure visibility, legibility, and compliance, prioritizing corridors, and intersections	Percentage of High Injury Network corridors with pavement markings and signs meeting visibility and condition standards	Public Works	Medium	Medium-Term
SR.8	Street Lighting and Signal Equipment Maintenance	Conduct routine inspections and timely repair of street lighting, pedestrian-scale lighting, traffic signals, and pedestrian signal equipment to improve nighttime visibility and intersection safety	Percentage of reported lighting and signal maintenance issues	Public Works	Medium	Medium-Term
SR.9	Sidewalk, Curb Ramp, and Accessibility Repair	Maintain and repair sidewalks, curb ramps and accessible routes, improve ADA accessibility, and ensure safe pedestrian travel, prioritizing focused locations and routes serving schools, transit stops, and senior facilities	Number of sidewalk and curb ramp deficiencies corrected annually on priority routes	Public Works	Medium	Medium-Term

Safe Road Users

(Education, encouragement, enforcement, and mobility strategies that support safer behavior)

This initiative focuses on reducing high-risk behaviors through coordinated education, outreach, and targeted enforcement, while supporting safer travel choices for all road users. These strategies emphasize speeding, impairment, distraction, and yielding behaviors, and prioritize times and locations with elevated risk, such as holidays, special events, school travel periods, and late-evening hours. This approach recognizes that achieving Safety Goal requires shared responsibility and a community-wide culture of safety alongside engineering and policy improvements.

Action No	Safety Strategy	Description	Progress Measure	Key Partners	City Resource	Timeline
SU.1	Safety education campaigns	Conduct high-impact safety education campaigns (speeding, impairment, distraction)	Number of people reached through education and outreach campaigns	Public Works, Police Department, and Pomona Unified School District	High	Short-Term
SU.2	Speed Feedback Signs	Install and deploy speed feedback signs at priority locations	Number of speed feedback signs installed or deployed annually	Public Works Department, Police Department	Medium	Short-Term
SU.3	Targeted Outreach	Conduct targeted education and outreach activities to discourage impaired driving by focusing on locations in proximity to alcohol-serving establishments, special events, and entertainment areas	Number of conducted targeted education and outreach activities	Police Department, City Manager's Office, Community Development Department	Low	Short-Term
SU.4	Incentivize & Prioritize Mode Shift Programs	Promote transit, carpooling, micromobility, and commute reduction programs	Transit ridership trends on routes serving priority corridors and activity centers	Public Works, Pomona Transit Department	High	Long-Term
SU.5	Late-Night Options	Develop options and increase awareness through campaigns to encourage late-night transit, Uber, rideshare, taxi, and other services as alternatives to impaired driving	Reduction in DUI collisions and promotional activities	Public Works, Pomona Transit Department	High	Long-Term
SU.6	Promote Safe Routes to School	Expand programs and infrastructure that enable students and families to safely walk, bike, and use transit to reach schools, reducing school-related vehicle trips and improving safety along school travel corridors	Number of schools participating	Public Works, and Pomona Unified School District	Medium	Medium-Term
SU.7	Expand and coordinate the Safe Routes to School Program	Increase investment in Safe Routes to School (SRTS). Use collision data and HIN corridors to inform a comprehensive, citywide Safe Routes to School approach	Trends in collisions involving children and school-aged pedestrians and bicyclists within school influence areas	Public Works, Police Department, and Pomona Unified School District	Low	Short-Term
Bicyclist and Pedestrian (Vulnerable Road Users)						
VRU.1	Bicycle network	Continue to develop and enhance Pomona's bicycle network with an emphasis on expanding low-stress bicycle facilities, improving network connectivity, and prioritizing corridors	Lane miles of new or upgraded low-stress bicycle facilities installed	Public Works Department, Community Development Department	High	Long-Term
VRU.2	Pedestrian crossing	Install and upgrade pedestrian crossing treatments along the HIN	Number of pedestrian crossings upgraded or installed	Public Works	High	Medium-Term
VRU.3	Senior awareness	Develop and deliver an education and outreach campaign aimed at drivers to improve awareness of older pedestrians	Trends in collisions involving seniors	Police Department	Medium	Medium-Term
VRU.4	Improve Safety for Bicyclists	Provide safe bicycling demo, helmet giveaways, and free bicycle repair at select public events	Increased use on bicycling; Reduction in Bike-related crashes	Police Department, Public Works	Low	Medium-Term
VRU.5	Encouragement to Safe Walking and Bicycling	Rollout regular Bike Rodeos, Form Bike Bus to Schools and host walking/bicycling tours for community participation	Increased use of walking and bicycling for all trips and destinations	Public Works, Pomona Park District	Low	Medium-Term
VRU.6	School Area Safety	Review/modify School Crossing Guard Program	Increase in number of students walking and bicycling to schools	Public Works, and Pomona Unified School District	Low	Medium-Term

Safe Speeds

(Speed design, policy & operations)

This initiative focuses on reducing crash severity and preventing fatal and serious injuries by managing vehicle speeds through a combination of street design, operational strategies, policy updates, and data-driven enforcement. These efforts prioritize corridors and intersections with elevated crash risk, high pedestrian and bicycle activity, and a history of speeding-related collisions, and include tools such as traffic calming, signal timing adjustments, speed feedback devices, and context-sensitive roadway design. By aligning infrastructure, policy, and behavior with safe operating speeds, this approach recognizes that controlling speed is one of the most effective ways to save lives and is fundamental to achieving a Safe System where human mistakes do not result in severe harm.

Action No	Safety Strategy	Description	Progress Measure	Key Partners	City Resource	Timeline
SS.1	Citywide speed management policy	Establish a citywide speed management policy that sets context-sensitive speed targets, prioritizes reduction on corridors, and requires speed analysis for projects	Percent of major corridors with speed target guidelines	Public Works Department, Police Department	Medium	Short -Term
SS.2	Corridor speed redesigns	Implement targeted speed management treatments for motor vehicles on corridors, including lane narrowing, gateway treatments, speed feedback signs, and corridor-based speed reduction designs	Corridors Improved	Public Works Department, Police Department	Medium	Medium-Term
SS.3	Speed performance monitoring	Monitor and evaluate operating speeds on major corridors	Speed Reductions	Public Works Department, Police Department	Medium	On-Going
SS.4	Reduce speeding and speed limits around schools	Advocate for automated speed enforcement in school zones	Program Approval	Public Works Department	Low	Long-term
SS.5	Signal Speed Optimization	Update signal timing and operational parameters to manage speeds	Number of intersections with updated signal timings	Public Works Department, Police Department	Medium	Short-term

Safe Vehicles & Post Crash Care

This initiative focuses on reducing the severity of crashes and improving survival outcomes through safer vehicle interactions, enhanced roadway treatments, and efficient emergency response. Strategies emphasize conflict reduction at intersections, improved visibility and warning systems, protection for vulnerable road users, and coordinated post-crash response through signal preemption, rapid clearance, and improved data collection. By addressing both crash prevention and emergency care, this approach recognizes that while crashes may still occur, a resilient transportation system can significantly reduce the likelihood of fatal and serious injuries and ensure timely assistance when incidents happen.

Action No	Safety Strategy	Description	Progress Measure	Key Partners	City Resource	Timeline
SV.1	Protected turn phasing & LPIs	Implement protected turn phasing and leading pedestrian intervals	The number of intersection upgrades	Public Works Department	Medium	Medium-Term
SV.2	Advance Warning Signs	Install advanced warning systems and high-visibility curve treatments	Number of installations	Public Works Department	Medium	Medium-term
SV.3	High-visibility crosswalks near schools and senior-serving facilities	Install high-visibility crosswalks in proximity to the school, senior centers, parks, and other locations frequently used by children and older adults	Number of crosswalks near schools and senior-serving facilities upgraded or installed as high-visibility crosswalks	Public Works Department	Medium	Medium-Term
PCC.1	Emergency signal preemption	Coordinate signal preemption for emergency response vehicles	Corridors Equipped	Police Department, and Fire Department	Medium	Medium-Term
PCC.2	Post-crash data enhancements	Improve post-crash data collection and response coordination	Percentage of KSI collisions reports completed with full field data, establishment of a unified inter-agency collision data review protocol	Police Department, and Fire Department	Medium	Medium-Term
PCC.3	Rapid clearance coordination	Implement a rapid collision scene clearance protocol to minimize secondary collisions and traffic disruption	Response time reduced	Police Department, and Fire Department	Medium	Medium-Term
PCC.4	Response Team Training - Media	Improve dissemination of crash related information to media with necessary confidentiality and sensitively	Improved communication with media and community	Police Department, and Fire Department	Low	Long-Term
PCC.5	Response Team Training – Victim Family	Provide refresher training to be supportive and empathetic to the victim and family member	Improved communication with victims and family	Police Department, and Fire Department	Low	Long-Term

Funding Needs

The projected costs associated with implementing the safety enhancements identified in the Safety Action Plan are summarized below. These figures exclude maintenance related infrastructure expenses, including pavement rehabilitation and pole replacement. All cost estimates reflect pre international conflict pricing and may be subject to escalation due to ongoing market volatility. The total project cost is currently estimated at $194,176,000, with an anticipated local match requirement of $38,835,200, representing $194,176,000 of the overall budget. These estimates are preliminary and will be further refined as project design and scope development progress.

Item	Project	April 2026 Estimate	City Required Match (20%)
1	Citywide Signal Enhancements	$15,457,000	$3,091,400
2	Unsignalized Intersections Safety Improvements	$16,384,000	$3,276,800
3	Indian Hill Boulevard Safety Improvements	$5,762,000	$1,152,400
4	Citywide Signage & Striping Upgrades	$36,918,000	$7,383,600
5	Citywide Street Light Upgrade / Inventory	$32,102,000	$6,420,400
6	Improving Corridor Access Throughout the City	$30,626,000	$6,125,200
7	Improvements near Schools	$14,893,000	$2,978,600
8	Addition of Left Turn Arrows at Signals	$9,268,000	$1,853,600
9	Bike Safety Improvement	$6,900,000	$1,380,000
10	Mission Boulevard Corridor Improvement	$9,093,000	$1,818,600
11	Towne Avenue Corridor Improvement	$11,646,000	$2,329,200
12	Garey Avenue Downtown Corridor Improvement	$5,127,000	$1,025,400
Total		$194,176,000	$38,835,200

Funding Opportunities

To successfully implement the PSAP, Pomona must pursue a range of funding sources to support planning, design, and construction of safety projects. Potential funding avenues include:

- **Safe Streets and Roads for All (SS4A)**: Competitive grants for planning and im¬plementing safety strategies.
- **Highway Safety Improvement Program (HSIP):** Federal funding focused on data-driven infrastructure safety projects.
- **Surface Transportation Block Grant (STBG):** Flexible funds that can be applied to pedestrian and bicycle infrastructure and safety enhancements.
- **Transportation Alternatives (TA):** A set-aside within STBG for non-motorized transportation improvements.
- **Active Transportation Program (ATP):** Administered by Caltrans and the South¬ern California Association of Governments (SCAG), supports walking and bicycling infrastructure and education programs.
- **California Office of Traffic Safety (OTS):** Provides grants for enforcement, educa¬tion, and outreach related to traffic safety.
- **Measure M and Measure R funds:** Los Angeles County sales tax measures that can support local transportation projects, including safety improvements.
- **City of Pomona General Fund and CIP allocations**: May provide partial matching funds or direct investment in high-priority safety projects.
- **Development impact fees**: These support infrastructure improvements near new developments.
- **Public-private partnerships (PPPs):** Collaboration with local businesses or institu¬tions for safety-related infrastructure or programs.
- **Safe Routes to School (SRTS) Grants:** To fund school zone improvements and student safety programs.

Funding Source	Funding Agency	Next Call for Projects/Most Recent Call	Amount Available
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (USDOT)	FY 2026 NOFO upcoming	$5B total over 5 years; approx. $1B available for upcoming round
Highway Safety Improvement Program (HSIP)	Caltrans / FHWA	HSIP Cycle 12 funded 2025–2028; funds available until 2029	$300 million for Cycle 12 awarded statewide; annual Local HSIP ≈ $120M/yr
Surface Transportation Block Grant (STBG)	FHWA / Metro	Federal FY 2022–2026 (IIJA)	FY2026 national contract authority: $14.97B
Transportation Alternatives (TA) Set-Aside	Caltrans / SCAG / Metro	FY 2022–2026 (IIJA)	FY2026 national TA set aside: $1.49B
Active Transportation Program (ATP)	California Transportation Commission (CTC) / Caltrans	Cycle 7 (FY 2026–2029 for regional ATP)	Regional ATP Cycle 7: $20.689M available; statewide ATP receives ~$100M/yr (SB1)
Safe Routes to School (SRTS)	Caltrans	Covered under ATP cycles; ongoing annual funding via ATP	ATP includes SRTS programs; no separate fixed statewide amount (varies by cycle)
State Highway Operation and Protection Program (SHOPP)	Caltrans	FY 2026–2027 through FY 2029–2030	2026 SHOPP: $17.9B in projects/reserves over 4 years
Office of Traffic Safety (OTS) Grants	California Office of Traffic Safety	Federal Fiscal Year 2027	Individual grants typically $25k–$500k; examples: FFY2026 awards include $100k–$480k+ per agency
Measure M / Measure R Local Return Funds	Los Angeles County Metro	Ongoing annual allocations	Local Return receives 17% (Measure M) and 15% (Measure R) of tax revenues; cities typically receive $4.5M–$92.5M annually depending on population
Public-Private Partnerships (PPPs)	Local Businesses / Institutions	Varies by project	Amount varies; no fixed statewide amounts (negotiated case by case)
City of Pomona Capital Improvement Plan (CIP)	City of Pomona	Annual budget cycle (FY varies by city adoption)	Varies by CIP year; no fixed citywide amount published in search results
Development Impact Fees	City of Pomona / Private Developers	Depends upon the ongoing development	Amount varies by project type and fee schedule; not published in search results

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