

- G. Midtown Boulevard Improvements
1. Location (see also Special Conditions):
- a. Mission Boulevard from SR 71 to the eastern City border (see also Special Conditions)
2. Thoroughfare Configuration:
- a. As illustrated in the plan and cross-section diagrams to the right, Midtown Boulevard improvements retain two (2) existing through-lanes in each direction along Mission Boulevard. Space from the continuous center turn lane is re-allocated to two new bicycle lanes with colored paving adjacent to existing curbs. On-street parking lanes are shifted towards the street center, outside of the bicycle lanes. Street trees in curbed islands within the parking lanes form a line of trees, in addition to the line of trees on the sidewalk. The resulting boulevard streetscape creates four rows of street trees to strengthen a mixed use, residentially compatible setting. Left turn pockets are retained at select intersections by eliminating on-street parking on the approach to those intersections where turn pockets are determined to be necessary; parking is to be eliminated only for the distance required for turning vehicle storage and to accommodate a horizontal lane shift that is appropriate to the street's design speed.
3. Streetscape Elements:
- a. Bicycle Lanes
- i. A seven (7) foot wide bicycle lane will be provided adjacent to the existing curb, which includes a two (2) foot wide door swing clearance zone adjacent to the parking lane. The bicycle lane is demarcated by a green pavement topping color consistent with the specifications given interim approval by the Federal Highway Administration's Committee for Uniform Traffic Control Devices, and the door swing clearance zone is indicated by a diagonal striping pattern.

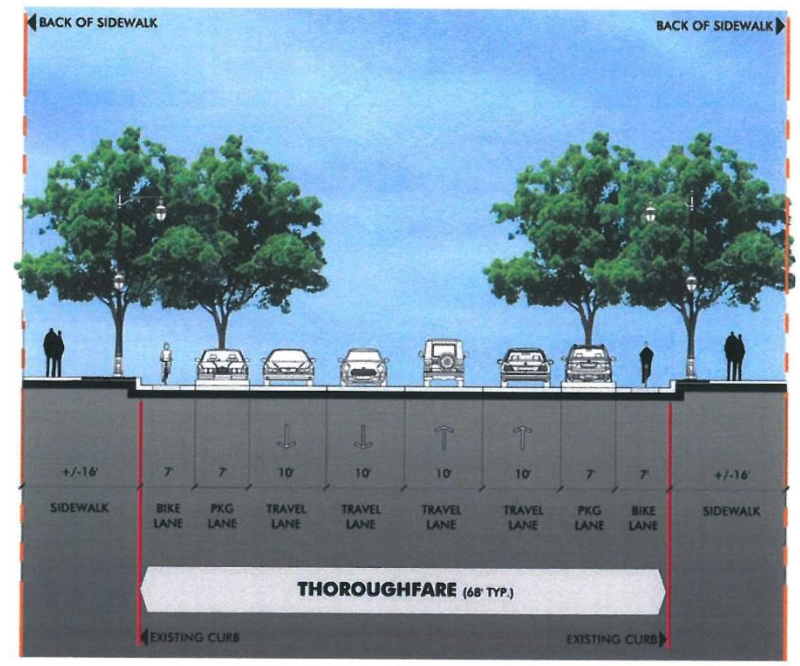


FIG. 3.14 TYPICAL MIDTOWN BOULEVARD CONFIGURATION

- b. Sidewalks and Crosswalks
- i. Infill street improvements will match existing sidewalk and planter strip widths, or may utilize wider sidewalks with a minimum six (6) foot wide planter strip at the back of curb. For exceptions, see Special Conditions below.
- ii. At ends of blocks where the bicycle and parking lanes intersect the cross street, a small curbed island in line with the parking lane will protect the crosswalk from oncoming or turning traffic and mark the extents of the boulevard's central travel lanes.
- c. Street Lighting
- i. Single head/arm pendant boulevard-scale street lighting located within the sidewalk planter strip with a spacing of approximately 112 feet on-center at a staggered cross-street alignment and centered between parking lane trees. The light source should be located 25-30 feet above finished grade.
- ii. Single post-top pedestrian-scale street lighting located within the sidewalk planter strip in between the boulevard-scale poles, and aligned with the parking lane tree and with a spacing of approximately 56 feet on-center. Light source should be located 12-14 feet above finished grade.
- iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting located within the planter strip, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.
- d. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).

- i. Street Tree Selection:
- (A) At Sidewalks: *Ulmus parvifolia* (Chinese Elm)
- (B) At curbed islands between parked cars, within the parking lane: *Ulmus parvifolia* (Chinese Elm)
- ii. Tree Locations and Extents:
- (A) In sidewalk planting strips at approximately 28 feet on-center, alternately aligned with parking lane trees (see plan illustration).
- (B) At curbed islands between every two parking stalls, within the parking lane at approximately 56 feet on center. Curbed tree islands are 7.5' wide (to match the parking lane width) by 8 feet long. Street tree trunks are asymmetrically positioned within the 8 foot length to allow for dissimilar front and rear parked vehicle overhang, with the tree trunk centerline set back 3.5 feet at the vehicle front overhang and 4.5 feet at the vehicle rear overhang.
- (C) Parking lane trees align across the street as much as possible.

4. Special Conditions:
- There are special conditions along the length of a Midtown Boulevard segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:
- a. Transit Stops:
- i. Specific configuration of transit stops relative to bicycle lanes will require coordination with bus transit agencies for concept and final design. For transit stops located on the near side of intersections, street tree placement should allow cyclists in bicycle lanes to clearly see transit riders at the stop who may be walking across the bicycle lane for boarding or alighting.

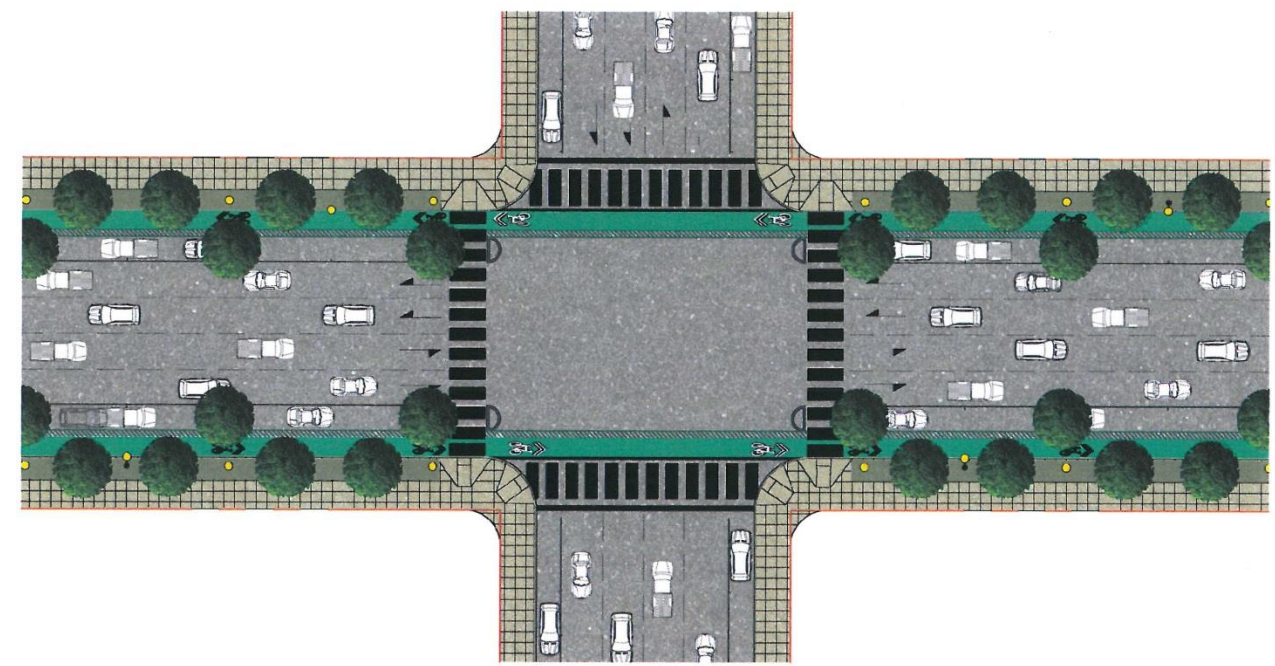


FIG. 3.15 TYPICAL GRAND BOULEVARD PLAN LAYOUT

- b. Downtown Segment - from Park Avenue to Palomares Street:
- i. Single post top pedestrian-height streetlights will be positioned on curbed islands with the parking lane (instead of trees) in this segment only, except along frontages of right turn lanes and transit stops.
  - ii. Boulevard streetlight poles in this segment shall contain banner arms with wind relief mounting devices.
  - iii. Where sidewalk trees are infilled, they will be located in tree wells instead of planter strips.
- c. East and West Mission Gateway segments:
- i. From SR-71 to Dudley Street and from San Antonio Avenue to the eastern City border, existing lanes, sidewalk widths, curbs, medians, sidewalk trees, and median trees will be retained
  - ii. Single arm pendant boulevard-scale street lighting will replace existing cobrahead poles at the same spacing. The light source should be located 25-30 feet above finished grade.
  - iii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.
  - iv. The “frontage road” segment of Brea Canyon Road along the south side of West Mission Boulevard between South Dudley Street and Curran Place (and extending one half block further west) is an opportunity to create a one-sided “multiway boulevard” frontage that can support a slow-speed, pedestrian-friendly street environment with the higher visibility of West Mission Boulevard’s arterial road segment near the SR 71 interchange. Streetscape treatments with street trees, single post top pedestrian-scale streetlight poles at the sidewalk, and furnishings are recommended. Bicycle lanes should be retained in the main traveled way and not relocated on this side of the street into the potential boulevard access frontage.



FIG 3.16 ULMUS PARVIFOLIA - CHINESE ELM  
(PHOTO OF SAN FELIPE STREET IN POMONA)

- H. Regional Boulevard Improvements
1. Location:
- a. Foothill Boulevard extending between the boundaries of the City of Pomona
2. Thoroughfare Configuration:
- a. As illustrated in the cross-section diagram to the right, Foothill Boulevard improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes. Continuous center turn lanes are converted to a landscaped median with turn pockets at select intersections.
3. Streetscape Elements:
- a. Sidewalks and Crosswalks:
    - i. The existing sidewalk is approximately 9 feet wide with no planter strip.
  - b. Street Lighting:
    - i. Single head/arm pendant boulevard-scale street lighting will be located on the sidewalk with a spacing of approximately 120 feet on-center. The roadway light source should be located 25-30 feet above finished grade. Each pole will also have an attached luminaire mounted at pedestrian height on the sidewalk side on a short decorative arm. The light source for this pedestrian-height luminaire should be located 12-14 feet above finished grade.
    - ii. Where needed to supplement intersection lighting, single- or double-arm pendant boulevard-scale streetlighting may be located at the end of a median, or added atop a traffic signal pole. The light source should be located 25-30 feet above finished grade.
    - iii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

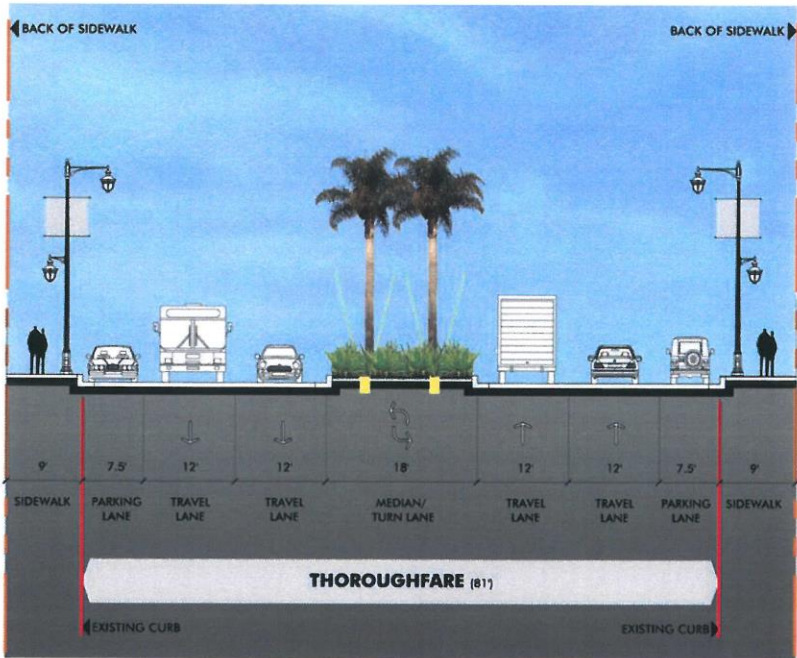


FIG. 3.17 TYPICAL GATEWAY BOULEVARD CONFIGURATION

- iv. Center median trees are each uplit from both front and rear, on timers to shut off after a late night hour designated by the City.
- c. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).
- i. Street Tree Selection:
    - (A) At Sidewalks: no sidewalk street tree is required, due to existing sidewalk width constraints.
    - (B) At Medians: Washingtonia robusta (Mexican Fan Palm)
  - ii. Tree Locations and Extents:
    - (A) Within the center median, planted as two paired rows of palm trees, at approximately 40 foot linear spacing. Where a narrower median width permits only a single row of palm trees, maintain 40 foot spacing.

4. Historic Route 66 Character

- a. As a segment of historic Route 66, the city will consider the use of special streetlights, street furniture, and gateway signage for the Regional boulevard streetscape improvements along Foothill Boulevard. The city will consider streetlight, street furniture, and gateway signage designs that draw inspiration from historic styles of the strip (see Section 2.8.3.F). The City will also consider coordinating with design cues and signage used as part of historic preservation programs along other segments of Route 66 outside the City that emphasize both the importance of the route as a whole and of the segment within Pomona.

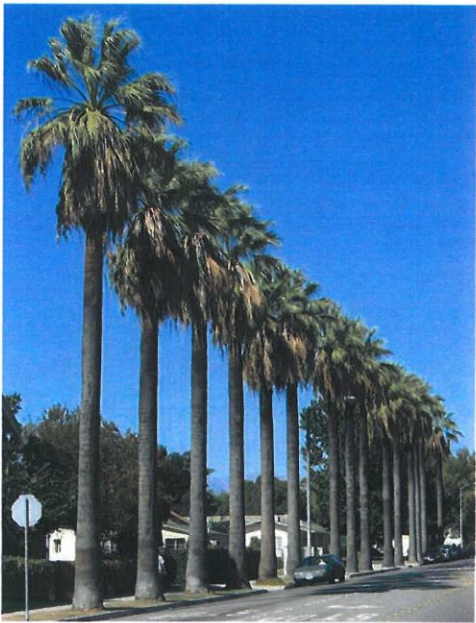


FIG. 3.18 WASHINGTONIA ROBUSTA - MEXICAN FAN PALM  
(PHOTO OF SAN FRANCISCO AVE. IN POMONA)