

Holt Avenue Complete Street Redesign

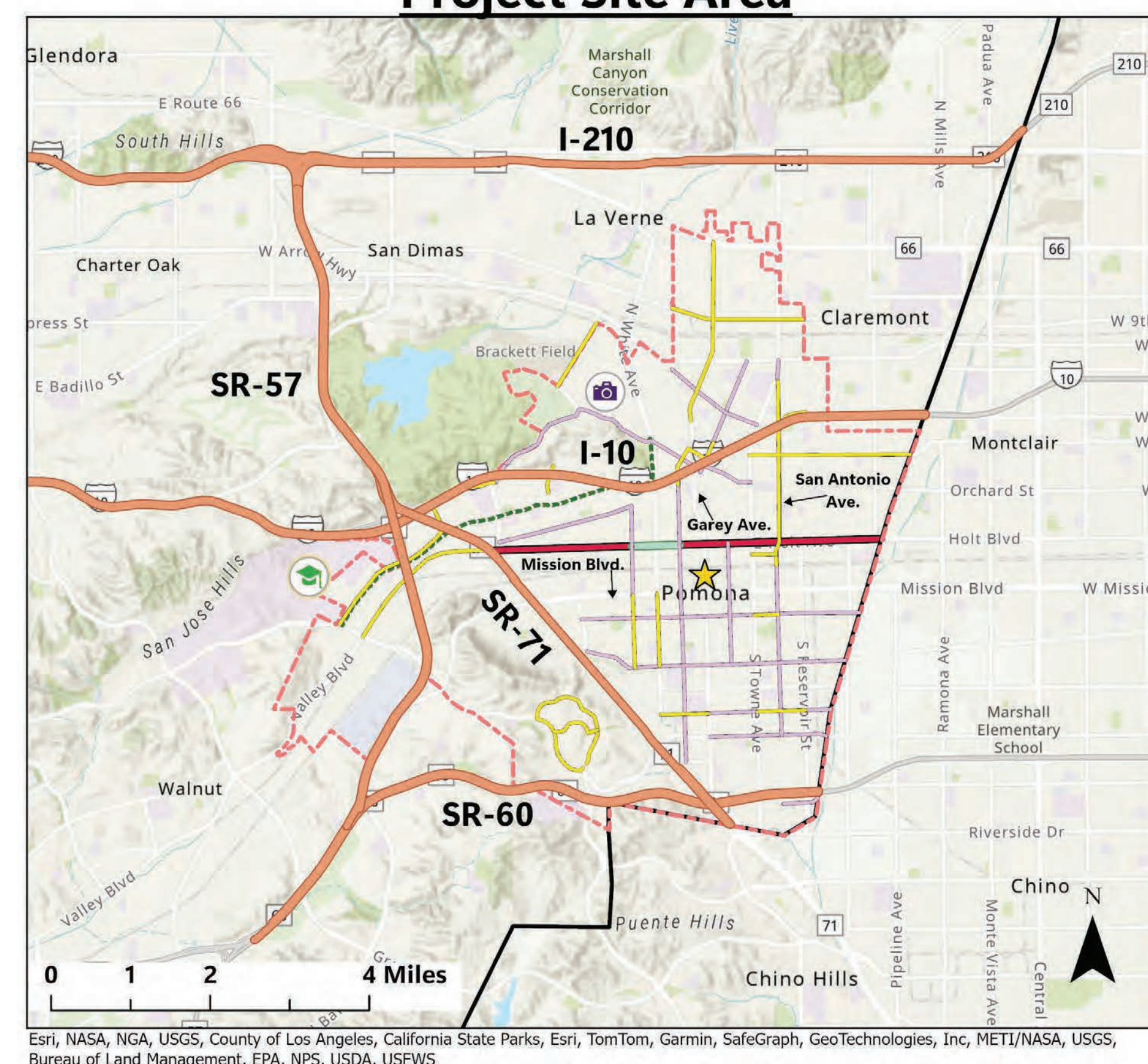
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Introduction

- Roadway safety and equity are key issues found in the American transportation system, with solutions like Complete Streets gaining popularity.
- However, there is a gap in research and a calling for Complete Street design in minority-majority communities and Cities, who are overwhelmingly attributed to greater risks in safety due to poor infrastrucutre and oftenly use other modes of transportation other than cars.
- This report and research aims to use ethnographic research, case study analysis, and existing documents in the City of Pomona for a Complete Street design recommendation along a 0.5-mile mixed use corridor on Holt Avenue.

Study Area

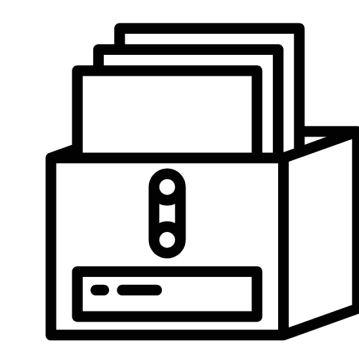
Map of Pomona with Highways, Bike Lanes, and Project Site Area



Legend

- Los Angeles County Boundary
- City of Pomona Boundary
- Holt Avenue
- Project Site Area
- Downtown
- Cal Poly Pomona Campus
- ATP Proposed Bike Lanes
- Existing Bike Lanes (All Types)
- Proposed San Jose Bike Path
- Fairplex

Methods



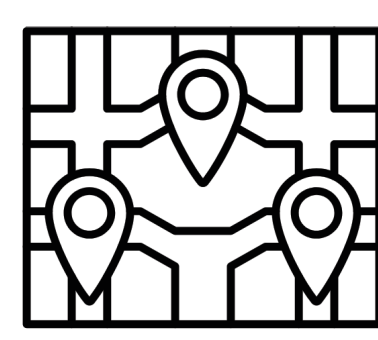
Document Review

- Analysis and description of the current plans and standards in place from the City of Pomona.



Ethnographic Research

- SWOT Analysis of the existing conditions.
- Participant Observation to study and record the behaviors, tendencies, and themes.



Case Study Analysis

- Venture into other Complete Street designs and view their recorded improvements and impacts for a stronger design recommendation.

Findings

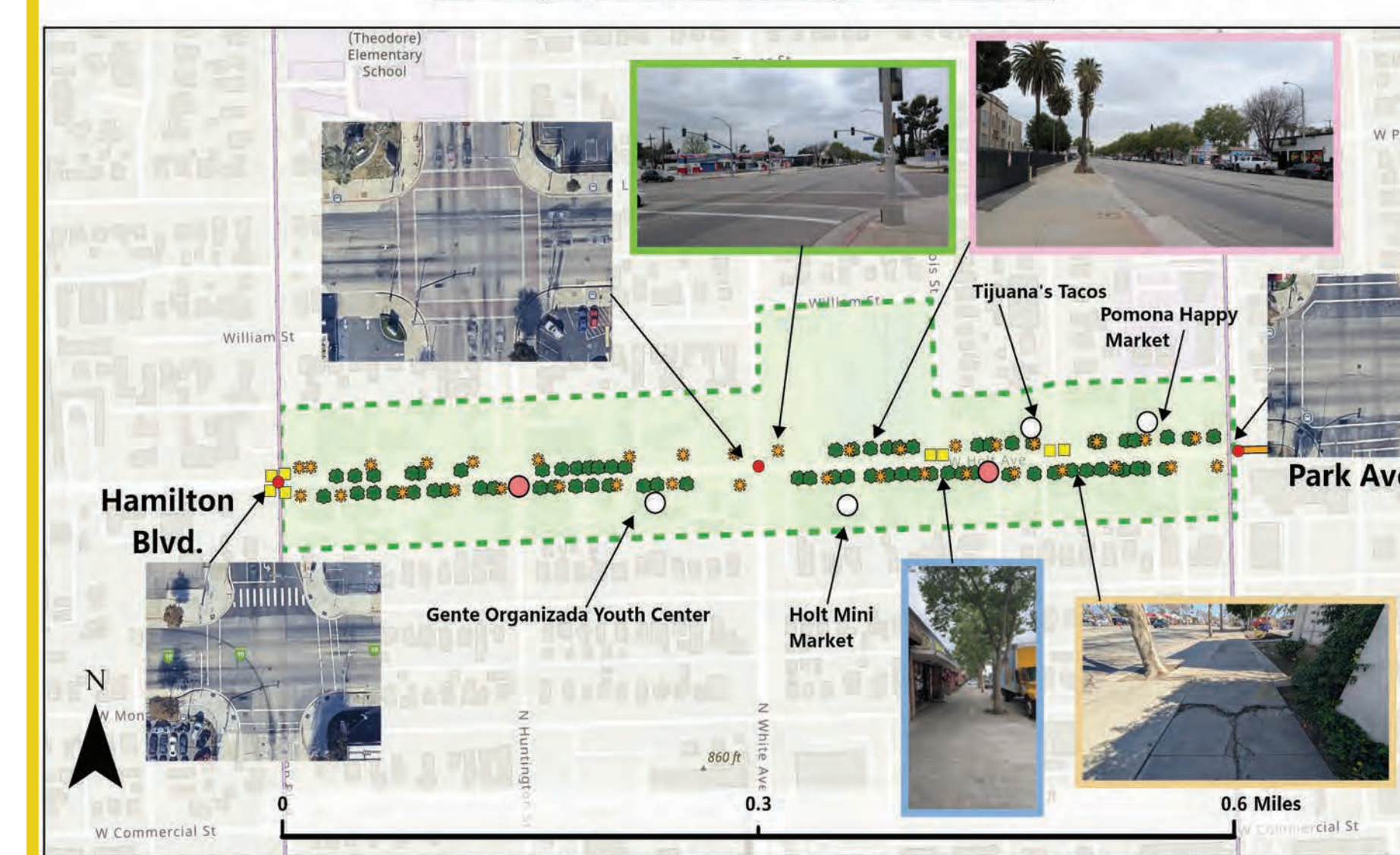


Participant Observation - Themes, Behaviors, and Trends

- Daily data collection at 30-minute increments before 3:00P from Apr. 17-23, 2025

- Many solicitors around street corners made me avoid walking those areas.
- Main areas of interest among those observed are seen mapped below.
- Majority Latino race/ethnicity with most common age range between 30-50 of those observed; there was a balanced 50-50 male-to-female ratio.
- All cyclists used sidewalks as their lane-choice; creates conflicts on sidewalks.
- Car-dominant environment; high noise pollution; at-or-above speed limits.
- Movement among people was reserved with intent; did not want to be bothered or impeded.

Existing Conditions of Project Site Area



Legend

- Street Lights
- Street Trees
- Traffic Lights
- Textured Sidewalk
- Site Area Location
- Areas Of Interest
- Alarming Areas
- ATP Proposed Bike Lanes

Strengths

- wide sidewalks and ample bicycle activity

Weaknesses

- little retail options
- Unmaintained sidewalks and streets

Opportunities

- bicycle lanes can move cyclists away from sidewalks

Threats

- high proportion of auto-centric businesses
- Holt Ave. does not suit the traveling needs of all users
- Alarming areas had very little foot traffic



Venice Boulevard

Mar Vista, Los Angeles, CA



10-year difference on same street corner with noticeable differences of bike lane addition and property densification from the successful Great Streets Initiative in Los Angeles.

Pico Boulevard

Mid Wilshire, Los Angeles, CA



10-year difference on same street segment with noticeable differences of pedestrian safety (signalized crossing) and median addition through the same Initiative.

Reseda Boulevard

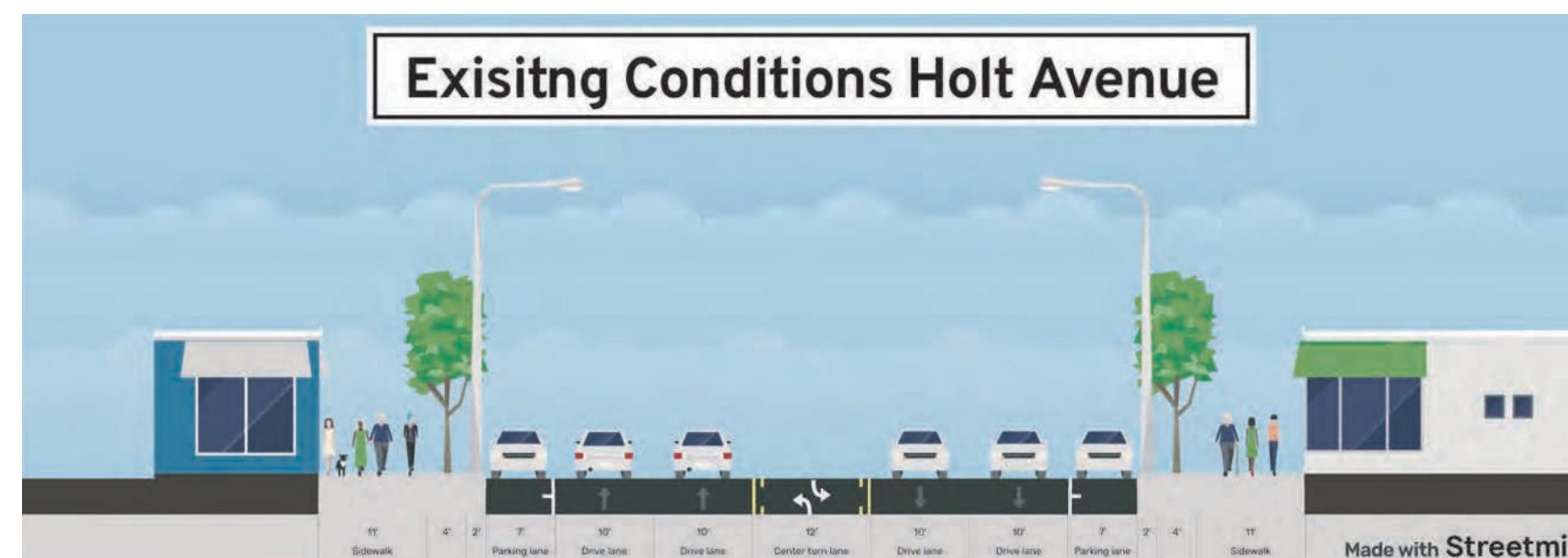
Northridge, CA



10-year difference on same street segment with noticeable differences of bike lane protected by a buffer and street parking, and seating along the sidewalks.

Design Recommendations

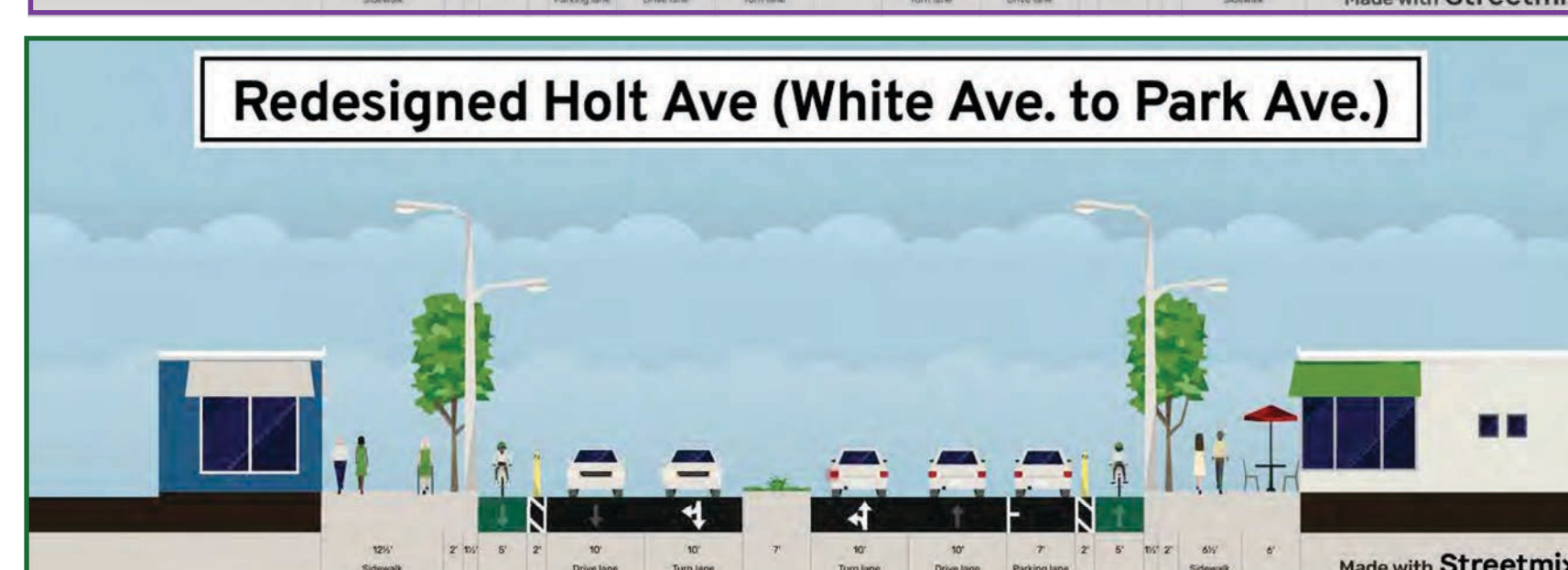
Existing Conditions Holt Avenue



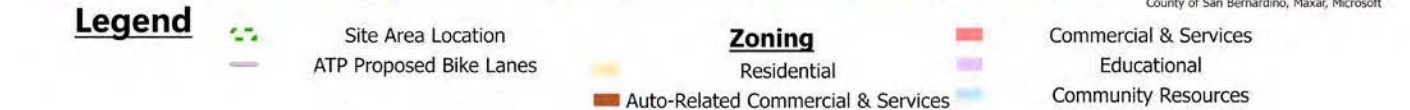
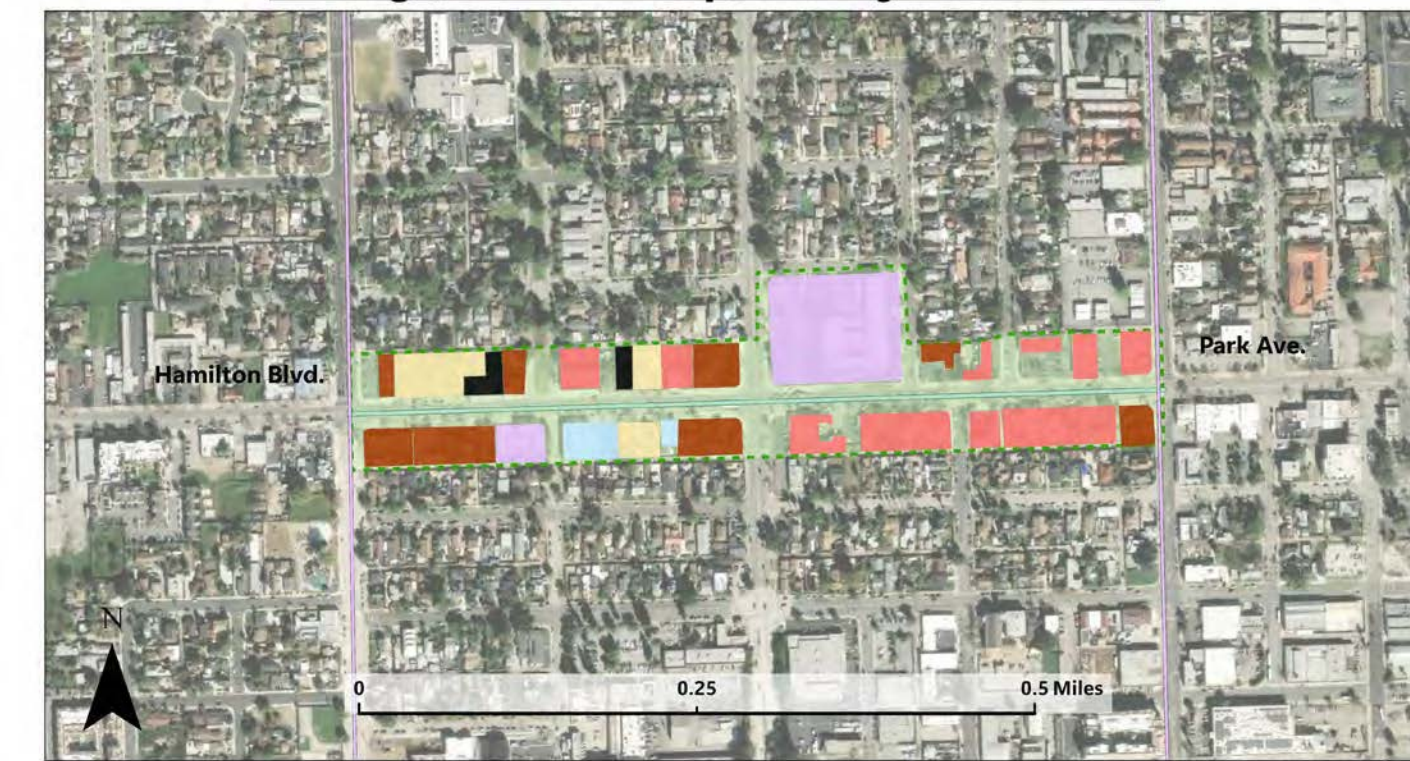
Redesigned Holt Ave (Hamilton Ave. to White Ave.)



Redesigned Holt Ave (White Ave. to Park Ave.)



Zoning (Land Use Map) of Project Site Area



Behind the Design Decision-Making

- Preparing for densification of site area from General Plan and Corridors Specific Plan.
- Dutch Intersection design at White-Holt Intersection (squared in red) allows for better awareness and safer traffic flow among cyclists and drivers.
 - Also, islands inside the intersection force drivers to make safer turns.
- On-street parking protected bike lanes makes less on-road conflicts and a safer atmosphere.
 - Seen in Venice Blvd. & Reseda Blvd. case studies
- Two signalized crosswalks (circled in red) due to frequency of jaywalking there from participant observation - will slow down speeding cars as well.
- Decision where on-street parking was based on participant observation commonalities.
- With future bike lanes on Hamilton Blvd. and Park Ave. in ATP, project site area can serve as a connector between the two bike lanes.
 - Holt Avenue can also serve as a cross-town bike lane serving many activity hubs in the City and patronize the site area as before.