

RECONFIGURING HOLT AVENUE: STRATEGIES FOR A SAFER, MULTIMODAL CORRIDOR

INTRODUCTION

Holt Avenue is a key east-west arterial in Pomona, California, connecting neighborhoods, businesses, and transit users. The segment between **N. White Avenue** and **N. Towne Avenue** particularly, is a major connector to the Downtown Pomona Transit Station and is served by several Foothill Transit routes making it a key transit corridor.

However, its current car-centric design discourages sustainable transit use and presents unsafe and inaccessible conditions for pedestrians and cyclists. Sidewalks are deteriorated, crosswalks are limited, roads are unmarked, bike lanes are absent, and very minimal traffic calming measures in place.

This project investigates urban design strategies to enhance safety, walkability, and multimodal access to support sustainable transit use along Holt Avenue.

RECOMMENDATIONS

- **Road Diet:** Reduce five-lane vehicle traffic to two travel lanes + center turn lane + dedicated bus lanes + protected bike lanes
- **Pedestrian Safety:** Install high-visibility crosswalks, pedestrian refuge islands, and landscaped medians to calm traffic and improve pedestrian comfort/experience
- **Transit Enhancements:** Add shelters, benches, lighting, and clear wayfinding at bus stops and implement BRT.
- **Streetscape Improvements:** Introduce pedestrian-scaled lighting, trash bins, seating, tree gates, and awnings over sidewalks to protect from weather and encourage walking
- **Tactical Urbanism:** Use temporary pilot projects (e.g., painted curb extensions, pop-up seating) to build public support and test feasibility before permanent installations.



CASE STUDIES

City of Sacramento - Broadway Complete Streets Plan

- **Lead:** Megan Johnson, Senior Engineer
- **Takeaway:** Applied a phased road diet that reduced vehicle lanes, introduced buffered bike lanes, and improved pedestrian crossings. Revealed how low-cost, incremental changes can improve safety and balance street use.

City of Palcentia - Chapman Corridor Revitalization Plan

- **Lead:** Andrew Gonzalez, Planning Manager
- **Takeaway:** Connected pedestrian safety improvements with economic revitalization. Focused design enhancements near schools and commercial areas to support walkability and business activity.

City of Santa Ana - Harbor Mixed-Use Plan

- **Lead:** Planning Division
- **Takeaway:** Implemented Bus Rapid Transit with pedestrian-friendly infrastructure to enhance multimodal travel

METHODOLOGY

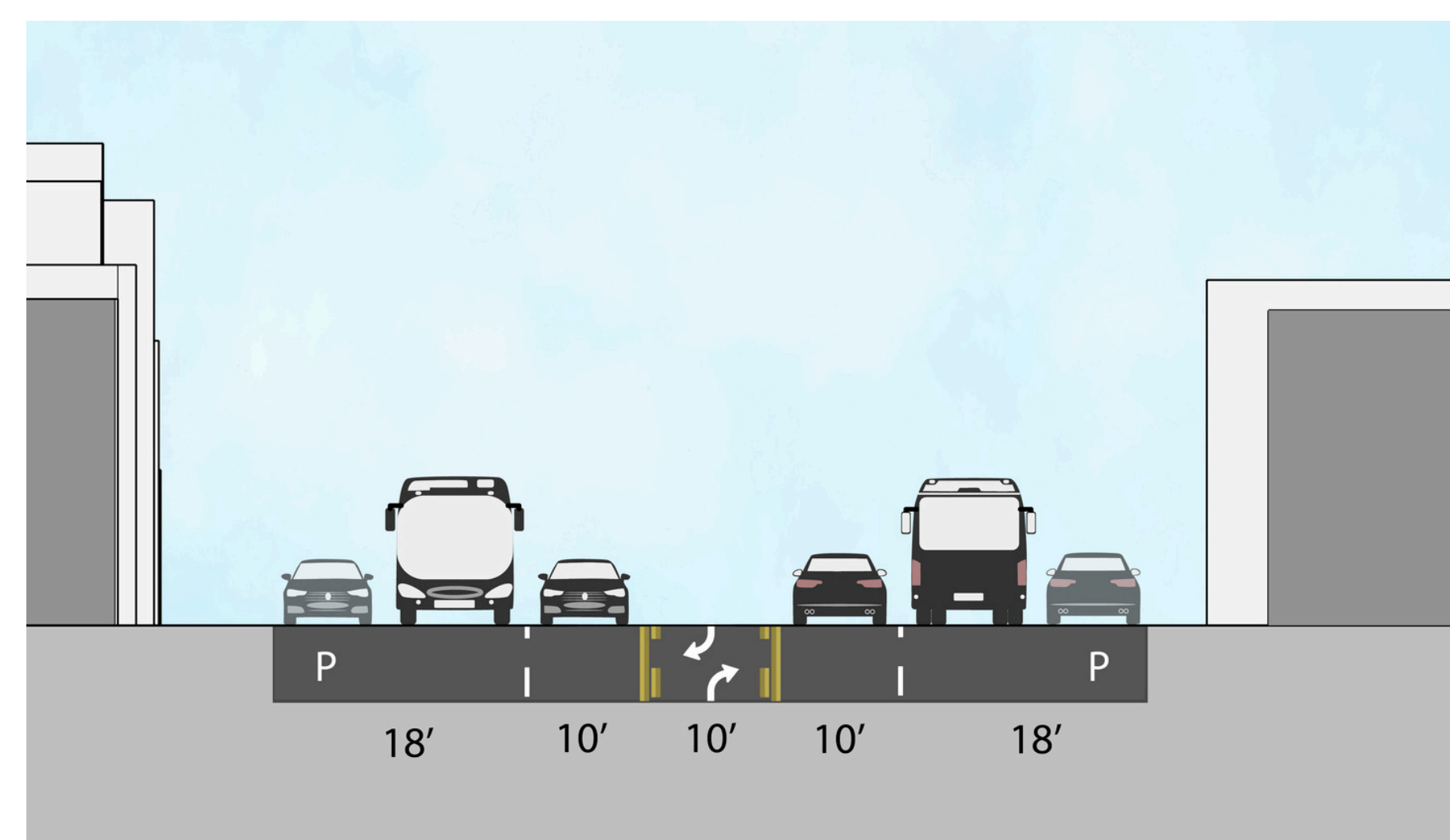
This project used a qualitative approach including:

- **Literature review** on best practices in complete streets and promoting sustainable modes of transit.
- **Demographic analysis** of the surrounding population using data from 2021 ACS 5-Year Estimates
- **Walk audit** using the AARP Toolkit to assess sidewalk, road, and crossing conditions.
- **Case studies** from other cities to help identify best practices and lessons to propose scalable strategies
- **Interviews** with Pomona community members and project leads from case study cities to inform context-sensitive design solutions.

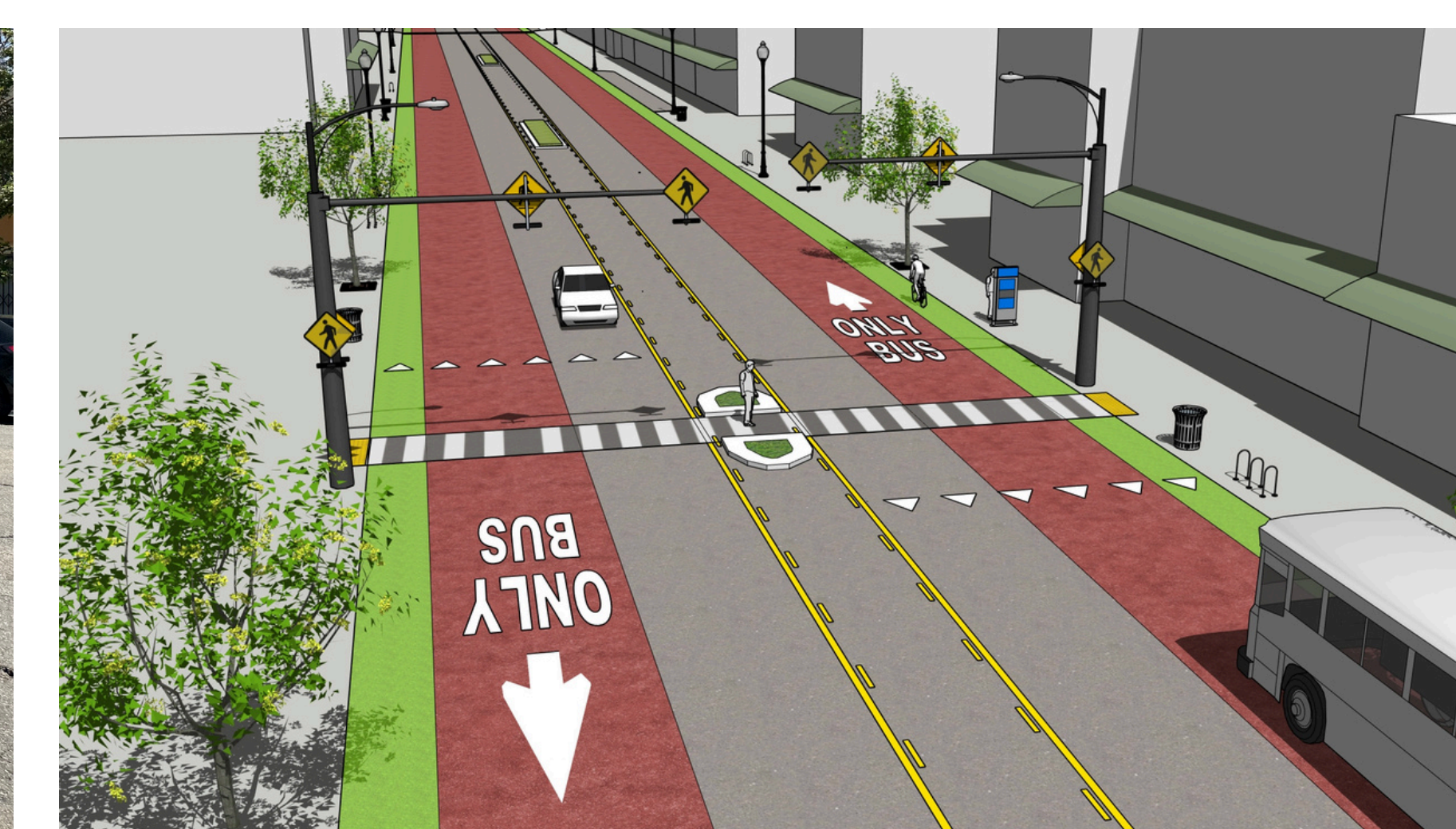
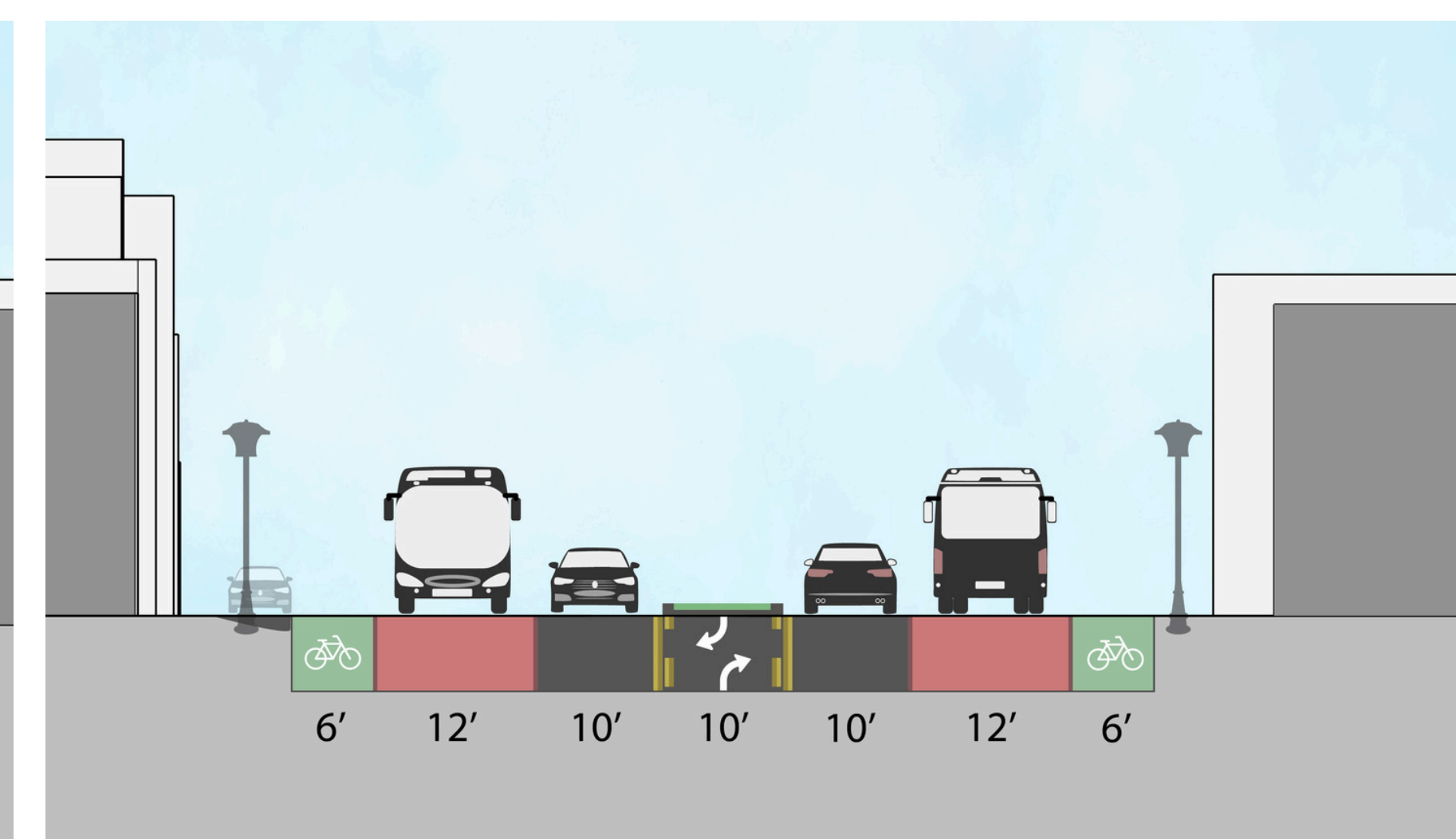
FINDINGS

- The demographic analysis suggest that pedestrian and cycling infrastructure is insufficient, discouraging sustainable modes of transportation. Incorporating pedestrian safety measures and expanding infrastructure can better accommodate the mobility needs of the community along Holt Ave.
- The walk audit revealed cracked and obstructed sidewalks, a lack of crosswalks, missing curb ramps, poor lighting, and no pedestrian refuge islands, making it difficult and dangerous to travel throughout the corridor marking the needs for intervention.
- Interviews revealed strong support for corridor improvements; residents and businesses want a cleaner, safer, and more welcoming environment and overall more activity.
- Case studies proved that road diets, streetscape improvements, phased implementation, and BRT integration can successfully balance mobility and safety in similar urban corridors.

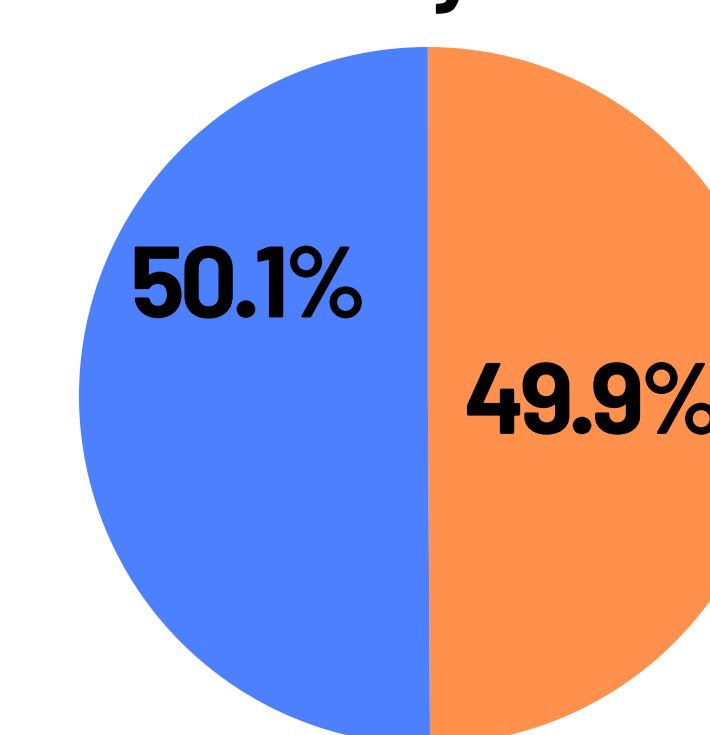
EXISTING



PROPOSED

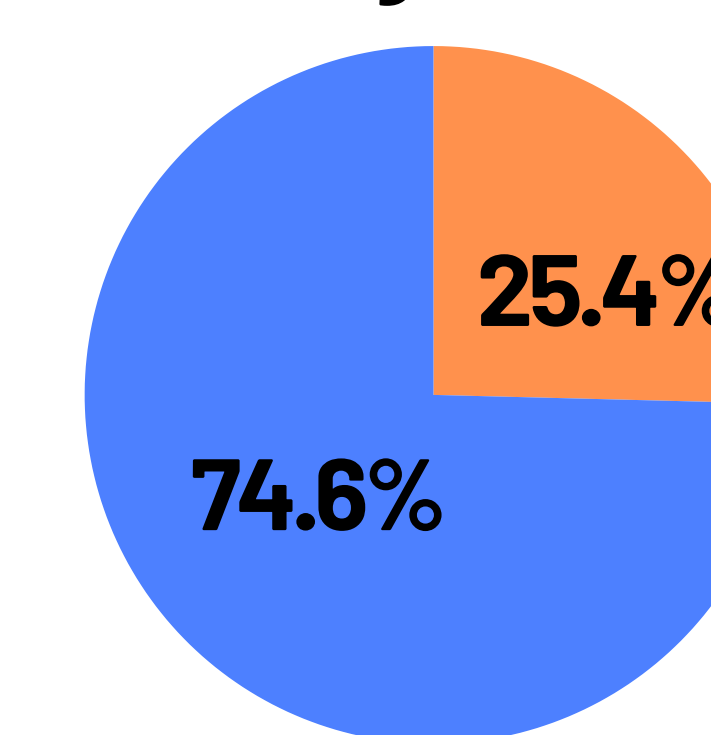


Poverty level



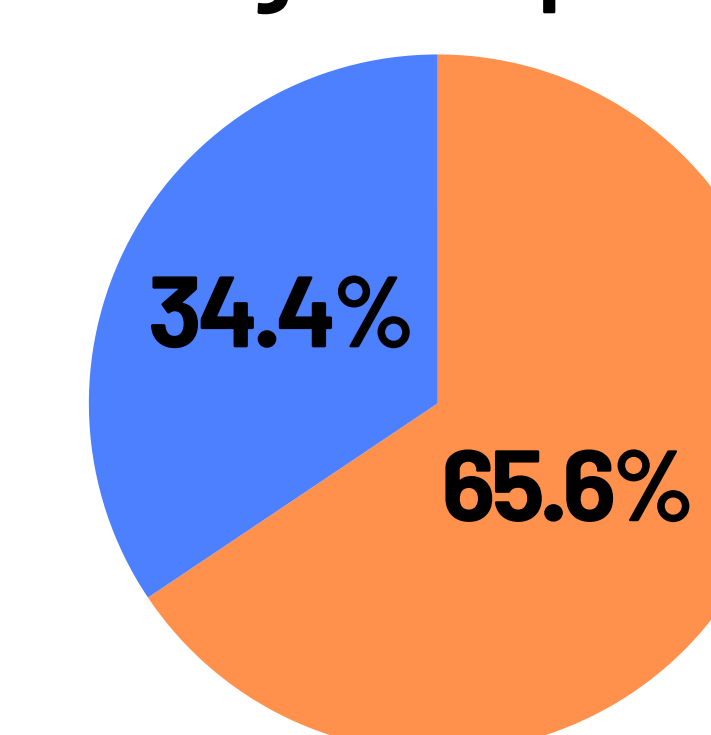
■ Poor/Struggling
■ Doing Ok

Housing Tenure



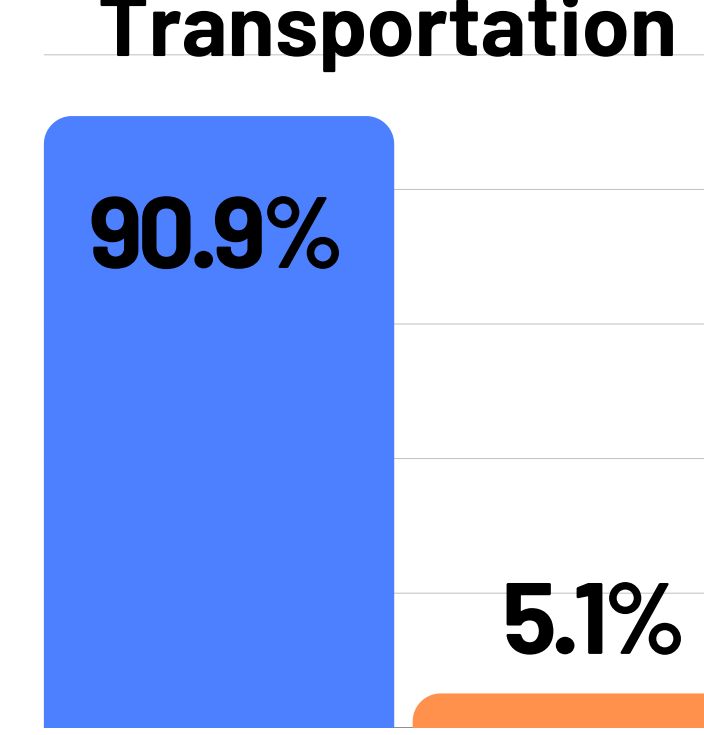
■ Renter-Occupied
■ Owner-Occupied

Age Groups



■ <18, >65
■ 18 to 64 Years

Means of Transportation



■ Personal Vehicle
■ Sustainable Modes

CONCLUSION

This study provides a scalable framework for transforming car-centric corridors like Holt Avenue into safe, multimodal, and inclusive streets. By phasing in cost-effective improvements rooted in local needs and proven strategies, Pomona can enhance mobility, public safety, and quality of life for all corridor users.