

- Posting signs indicating access routes and alternate access points, as well as announcing that affected businesses are open.
- Placing newspaper notices to indicate street and access closures
- Before any significant bus rerouting changes are made, fliers shall be provided on buses at least two weeks in advance notifying riders of route modifications. In addition, hoods shall be placed over bus-stop signs notifying riders of what modifications have been made to the bus route.

### 2.8.2 Long-Term Mitigation Measures

For the intersections where significant traffic impacts were identified the following modifications were considered:

- Modifications to intersection geometrics within the existing pavement width, if feasible.
- Changes to signal operations to improve efficiency.
- Signalization of selected two- and four-way stop-controlled intersections.

Within the Study Area, 13 intersections were found to be significantly affected. The following mitigation measures are considered feasible and can be accommodated within the existing right-of-way. These measures shall be implemented prior to the inauguration of project's operations.

- **LTR-1**—In Glendora, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization at the intersection of Glenwood Avenue and US Route 66.
- **LTR-2**—In San Dimas, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization at the intersection of San Dimas Avenue and Second Street.
- **LTR-3**—In La Verne, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersections of White Avenue and First Street, White Avenue and Second Street, and La Verne Avenue and Arrow Highway.
- **LTR-4**—In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of Fulton Road and Bonita Avenue.
- **LTR-6**—In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection within existing right-of-way. The proposed modification is a restriping of the northbound approach to provide two exclusive left-turn lanes, one through lane, and one shared right-turn/through lane. The “receiving leg” would also be restriped to provide two through lanes.
- **LTR-7**—In Claremont, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary to ensure the signalization of the intersection of College Avenue and First Street.

## 2.9 LEVEL OF IMPACT AFTER MITIGATION

Results of the intersection operating conditions after implementation of the Build Alternative mitigation measures are provided in Table 2-33. As shown, 10 of the 13 affected intersections will be mitigated to a level that is *less than significant*. For the three remaining affected intersections, no improvements can be accommodated within the existing right-of-way. However, even without mitigation, the San Dimas Canyon Road/Arrow Highway and D Street/Arrow Highway would continue to operate at LOS C, while the intersection of Wheeler Avenue/Arrow Highway would operate at LOS D, which are acceptable levels of service in urban areas. Nonetheless, impact at these three intersections is considered to be significant and unavoidable according to the impact criteria.

**Table 2-33. Build Alternative—Mitigated Intersection Level of Service (LOS)**

#	Intersection	Jurisdiction	AM		PM		Residual Impact
			LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	
14	Glenwood Avenue/Route 66	Glendora	B	10.9	A	7.1	No
37	San Dimas Avenue/Second Street	San Dimas	A	2.3	A	3.9	No
<b>43</b>	<b><i>San Dimas Canyon Road/Arrow Highway</i></b>	<b><i>San Dimas</i></b>	<b><i>C</i></b>	<b><i>27.6</i></b>	<b><i>C</i></b>	<b><i>28.1</i></b>	<b><i>Yes</i></b>
<b>45</b>	<b><i>Wheeler Avenue/Arrow Highway</i></b>	<b><i>La Verne</i></b>	<b><i>D</i></b>	<b><i>50.6</i></b>	<b><i>D</i></b>	<b><i>37.8</i></b>	<b><i>Yes</i></b>
<b>51</b>	<b><i>D Street/Arrow Highway</i></b>	<b><i>La Verne</i></b>	<b><i>C</i></b>	<b><i>22.2</i></b>	<b><i>C</i></b>	<b><i>30.4</i></b>	<b><i>Yes</i></b>
56	White Avenue/Third Street	La Verne	D	28.4	F	77.6	No
57	White Avenue/Second Street	La Verne	A	3.4	A	7	No
58	White Avenue/First Street	La Verne	A	5.4	A	7.3	No
65	La Verne Avenue/Arrow Highway	La Verne	B	15.3	A	8.3	No
66	Fulton Road/Bonita Avenue	Pomona	A	18.1	A	9	No
67	Fulton Road/Arrow Highway	Pomona	C	24.5	D	32	No
68	Garey Avenue/Bonita Avenue	Pomona	C	21.9	B	19.1	No
80	College Avenue/First Street	Claremont	A	7.9	A	9.7	No

Source: Intueor, 2011

<sup>1</sup> Average vehicle delay in seconds per vehicle

**Bold Italics** indicates there is no feasible mitigation at this location.