



Transportation Meeting w/Cal Trans

California State Polytechnic University, Pomona Master Plan Update

18 December 2018

AYERS
SAINT
GROSS

Kellogg Dr. Exit - East Campus Dr.

Tuesday December 18, 2018

10:00 a.m. – 11:30 a.m.

Caltrans District 7 Headquarters

Agenda

- I. Cal Poly Pomona Master Plan Overview
- II. DGS- CHP Baldwin Area Office Project
- III. Discussion of Kellogg Drive Exit Ramp with East Campus Dr. Configuration Options
- IV. Caltrans Standards, Concerns, Permitting Process
- V. Next Steps

Attending:

Cal Poly Pomona:

Dan Johnson, Interim AVP, Facilities Planning & Management

Julie Tsang, University Planner

John Lloyd, Chair of Transportation Advisory Committee

Frances Teves, Exec Dir of Government & Community Relations

Joshua Maher, Assist Dir of Government & Community Relations

CPP Campus Master Plan Consultants:

Carolyn Krall, Campus Planning, Ayers Saint Gross

Jason Pack, Transportation, Fehr & Peers

Department of General Services:

Troy West, Project Director

Scott McDonnell, Civil Engineer

Caltrans:

Marco Ruano, Freeway Operations Chief;

Mehdi Salehinik, Senior Transportation Engineer;

Gregory Farr, Principal Project Manager;

Mine Struhl, Branch Chief, Environmental Planning;

Mahmoud Hajjar, Traffic Investigations

* PPT and notes by CK at Ayers Saint Gross

Master Plan Update

California State Polytechnic University, Pomona

Mobility – major master planning drivers



Pedestrian

- Safety and Convenience
- Signage and Wayfinding
- Pedestals Malls and University Park
 - Sidewalks
 - Trails



Bicycle

- Types of Bike Lanes
- More Bike Lanes
- Connections to City



Transit

- Stop Locations
- Routes and Schedule
 - Shuttles
- Light Rail Connection
- Connection to Public Transportation



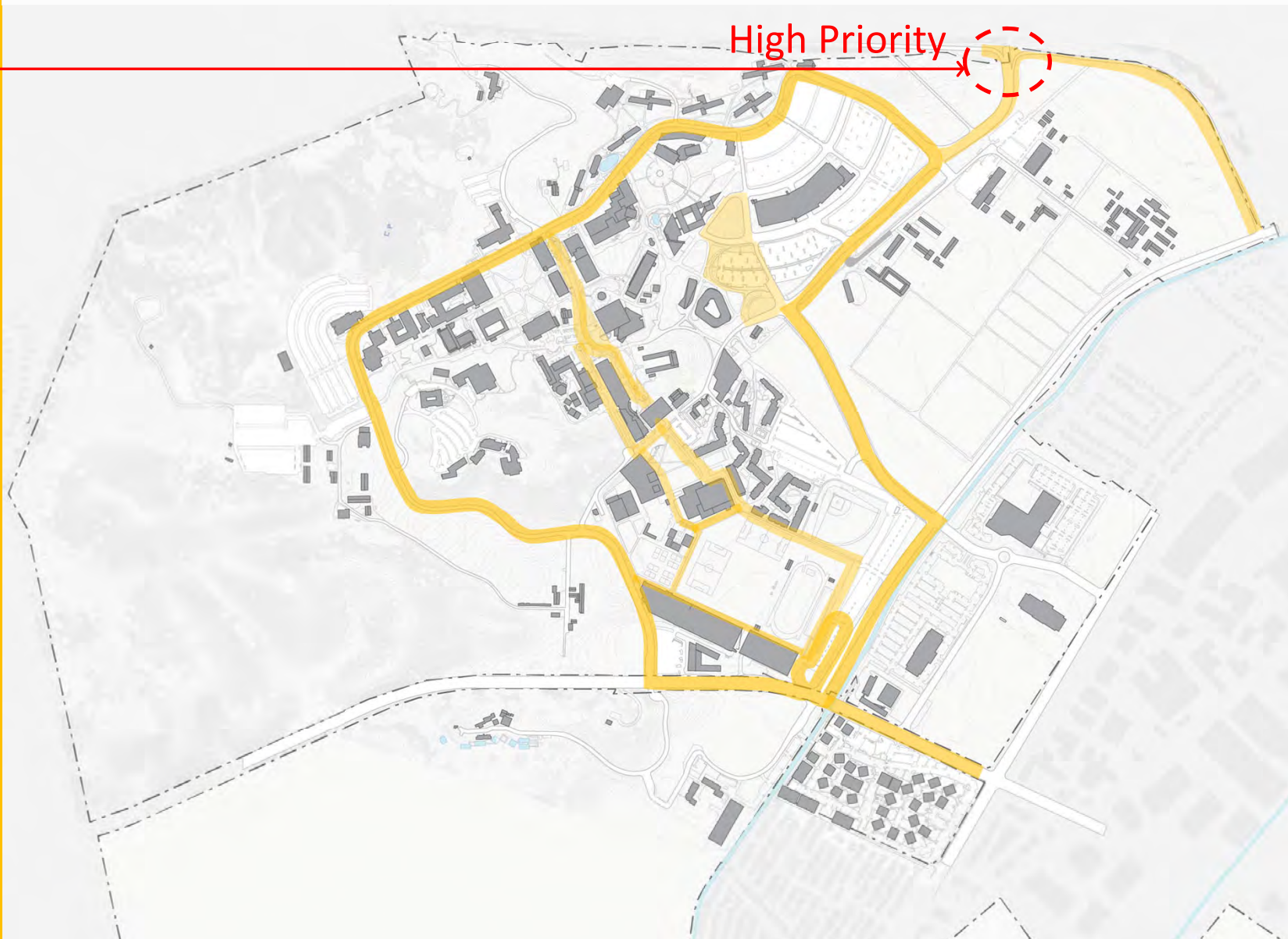
Vehicular

- Congestion
- Signage and Wayfinding
 - Drop-off areas
 - Car Charging
 - Roundabouts
 - Parking

Address:

Mobility Areas of Study

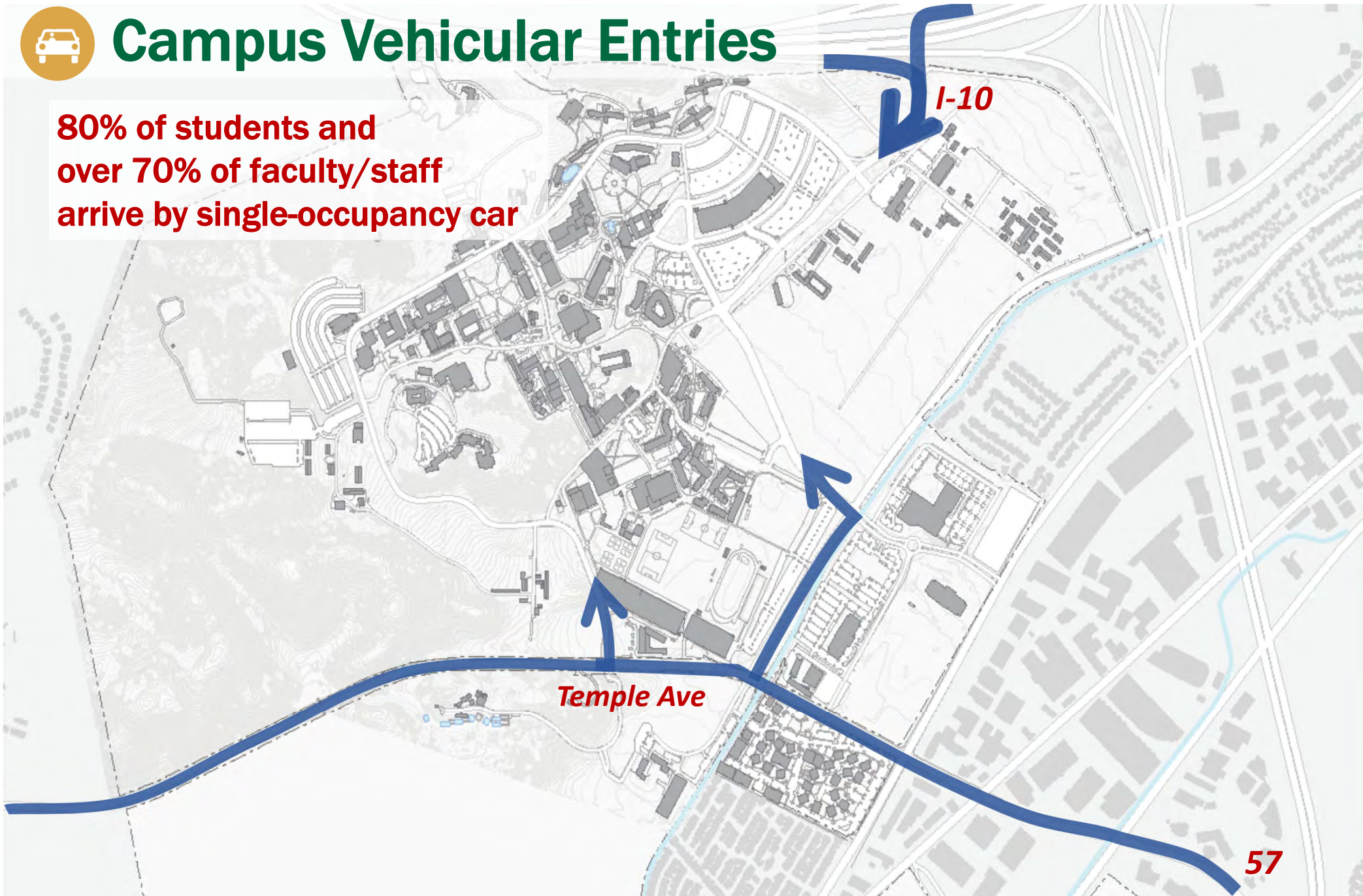
- I-10 exit reconfiguration to reduce through traffic ←
- Improve on-campus transit (*get the bus out of traffic*)
- Provide better regional transit connections
- Expand the pedestrian zone with improved pedestrian malls/walks
- Enhance pedestrian safety
- Enhance bike connectivity





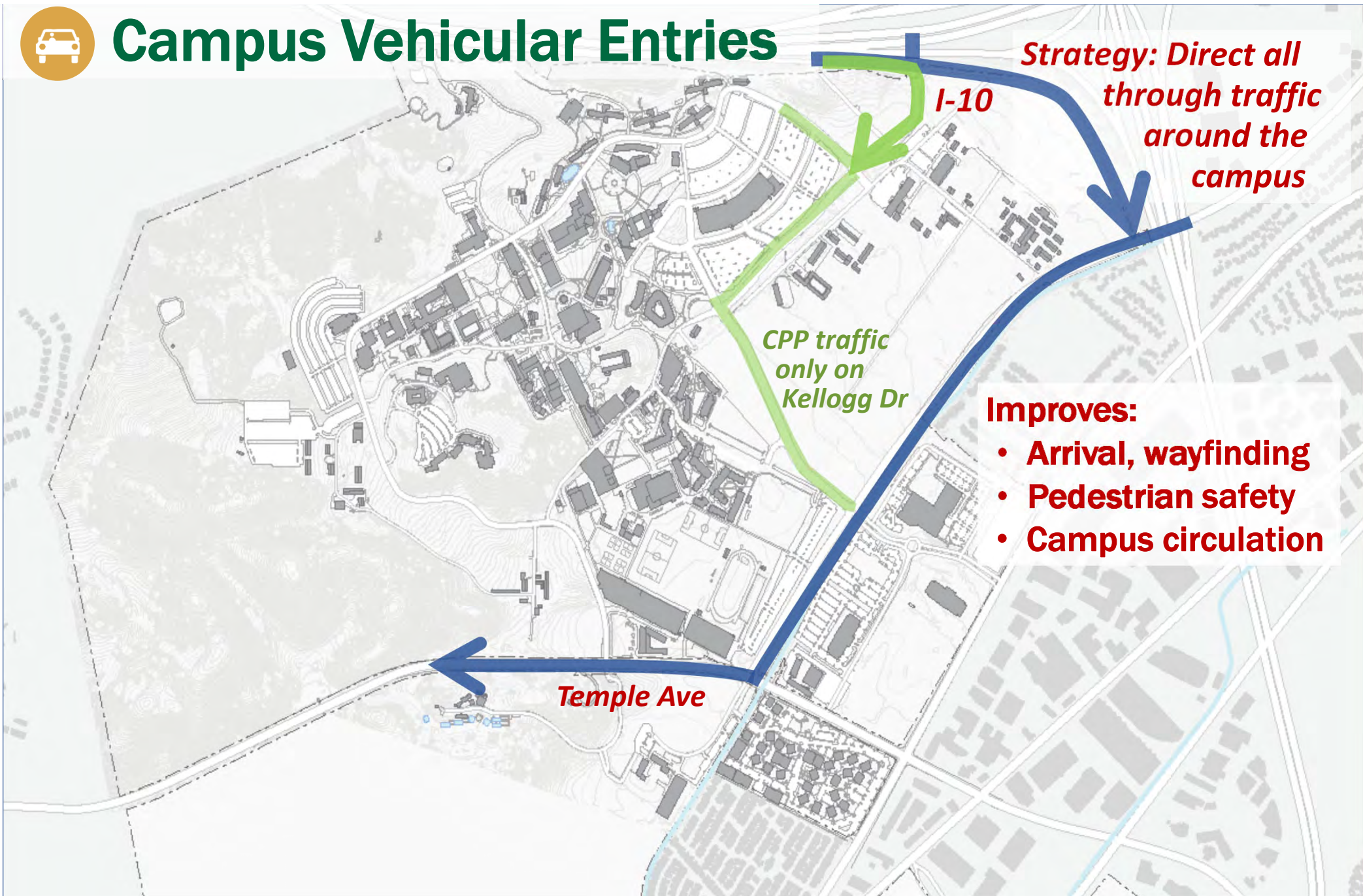
Campus Vehicular Entries

80% of students and
over 70% of faculty/staff
arrive by single-occupancy car





Campus Vehicular Entries



Strategy: Direct all through traffic around the campus

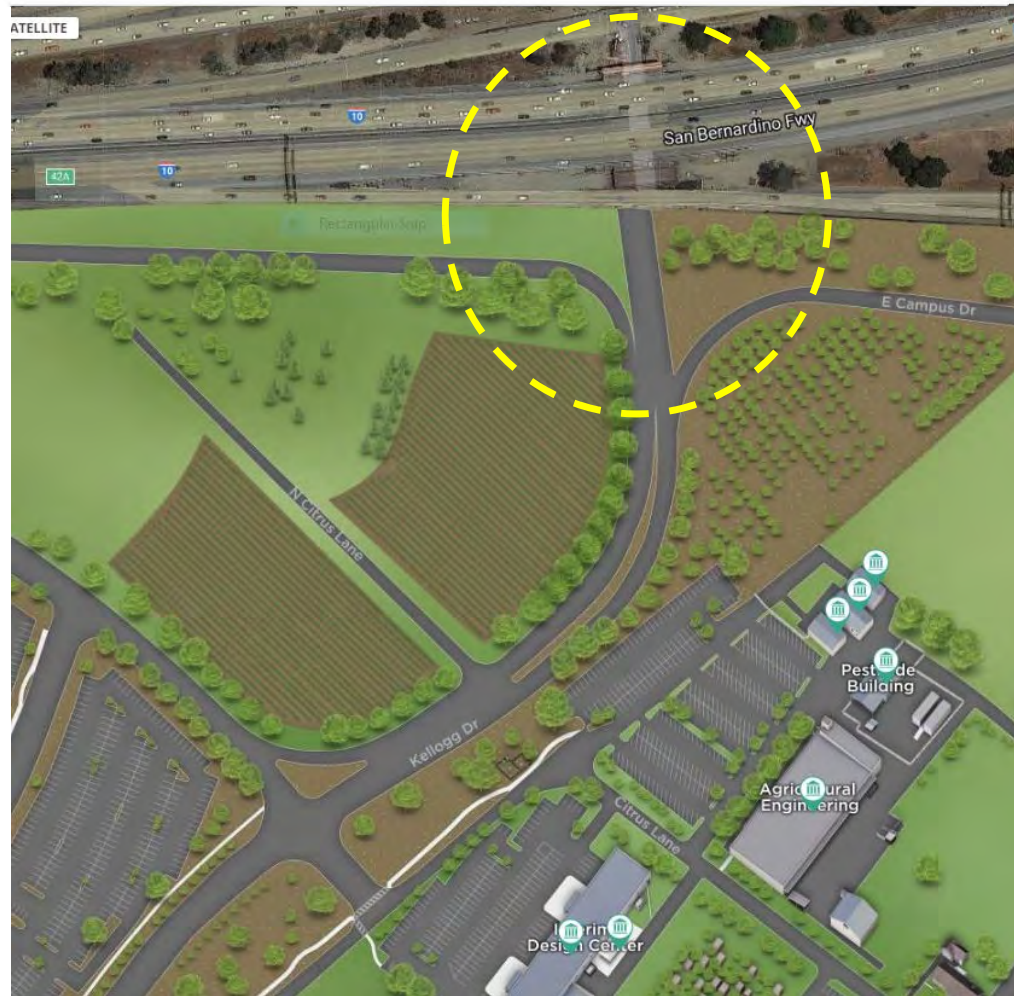
CPP traffic only on Kellogg Dr

- Improves:**
- Arrival, wayfinding
 - Pedestrian safety
 - Campus circulation

I-10

Temple Ave

Concepts for: Campus East Entry/Exit



CHP Entry/Exit



Baldwin Park Area Facility for CHP

- *2020 estimated construction start date*
- *2022 estimated completion and start of operations*

CHP Baldwin Park Facility



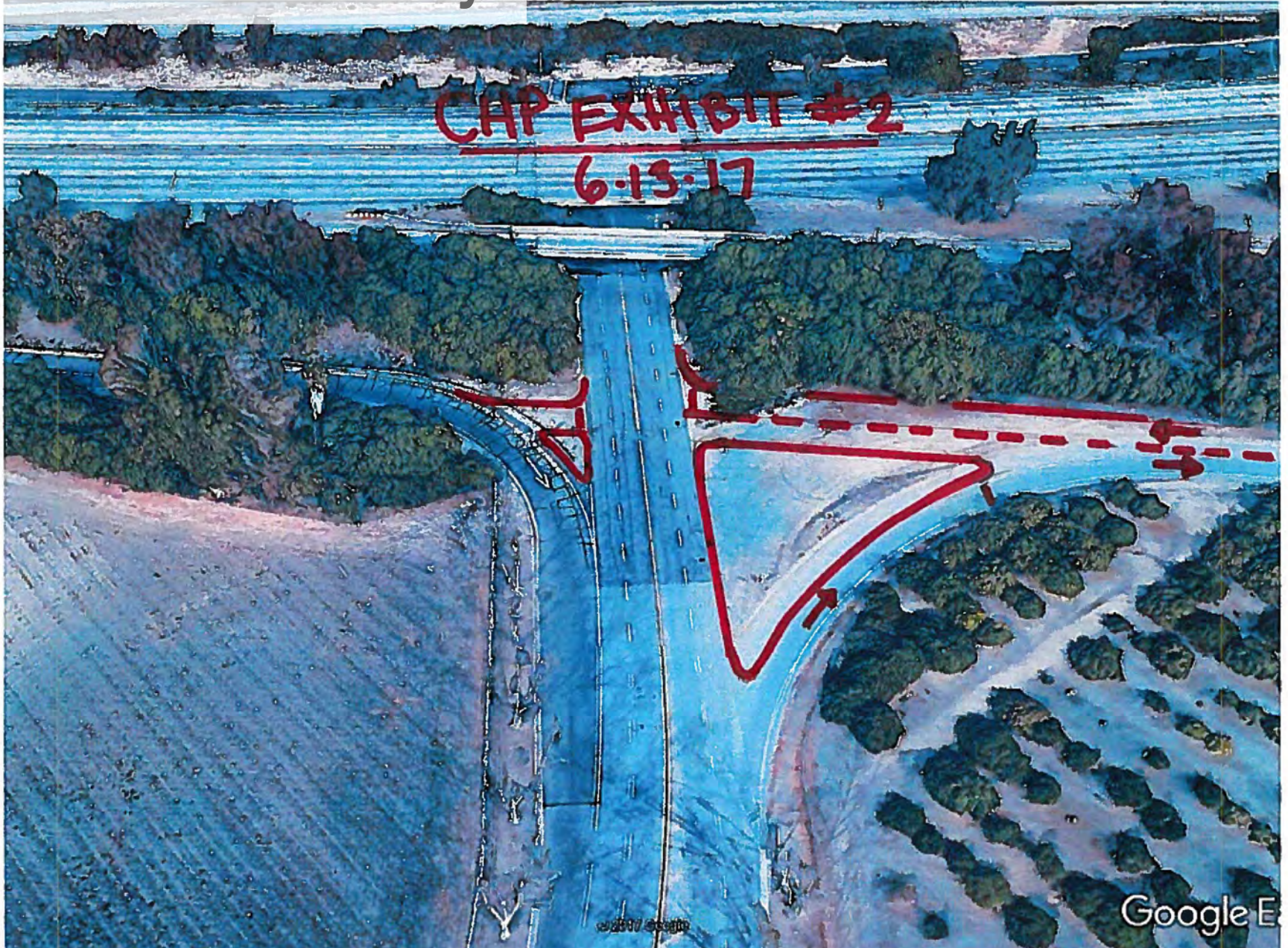
Google earth

34°03'38.87" N 117°48'23.61" W elev. 737 ft eye alt. 5168 ft

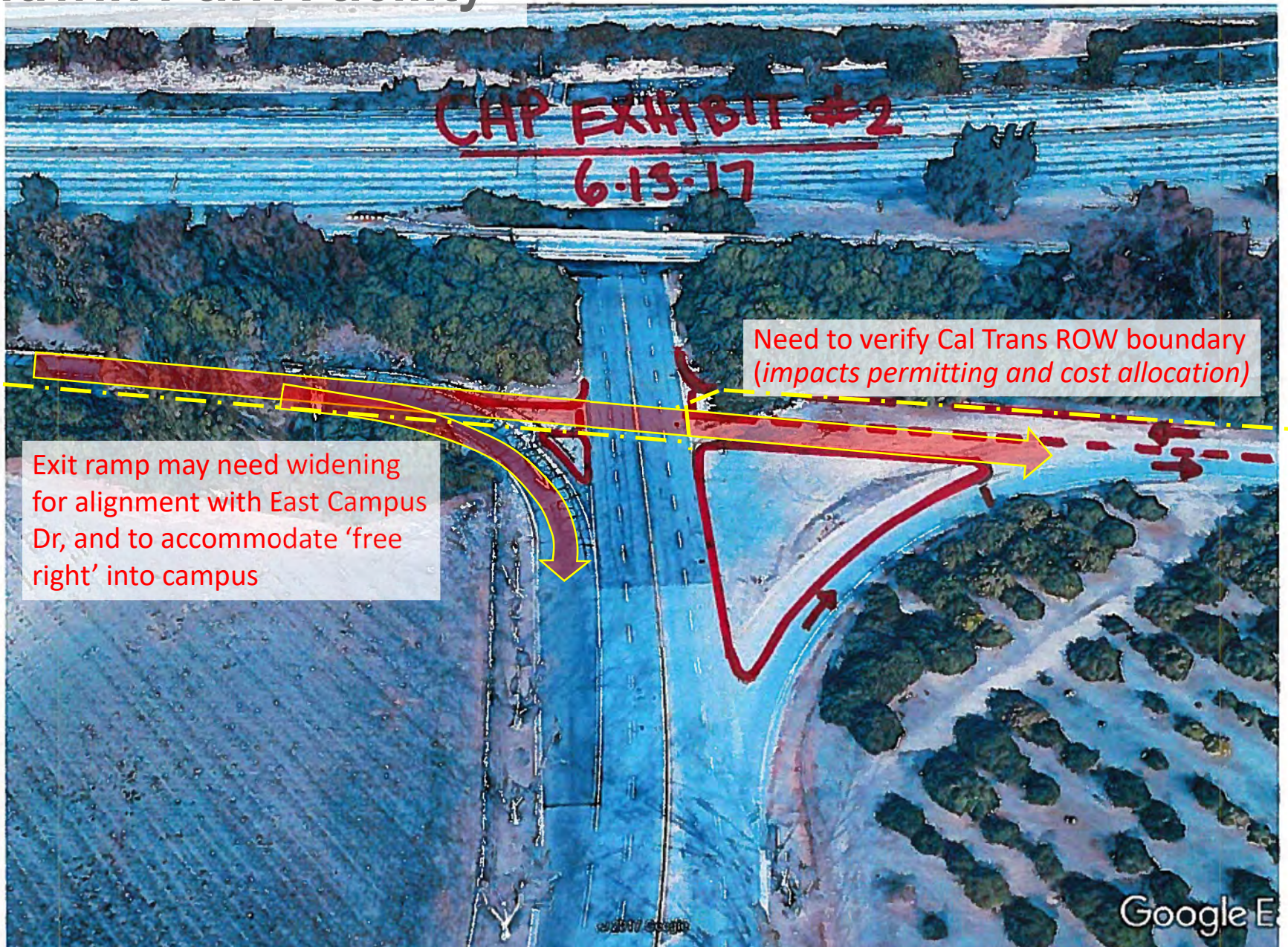
CHP Baldwin Park Facility



CHP Baldwin Park Facility

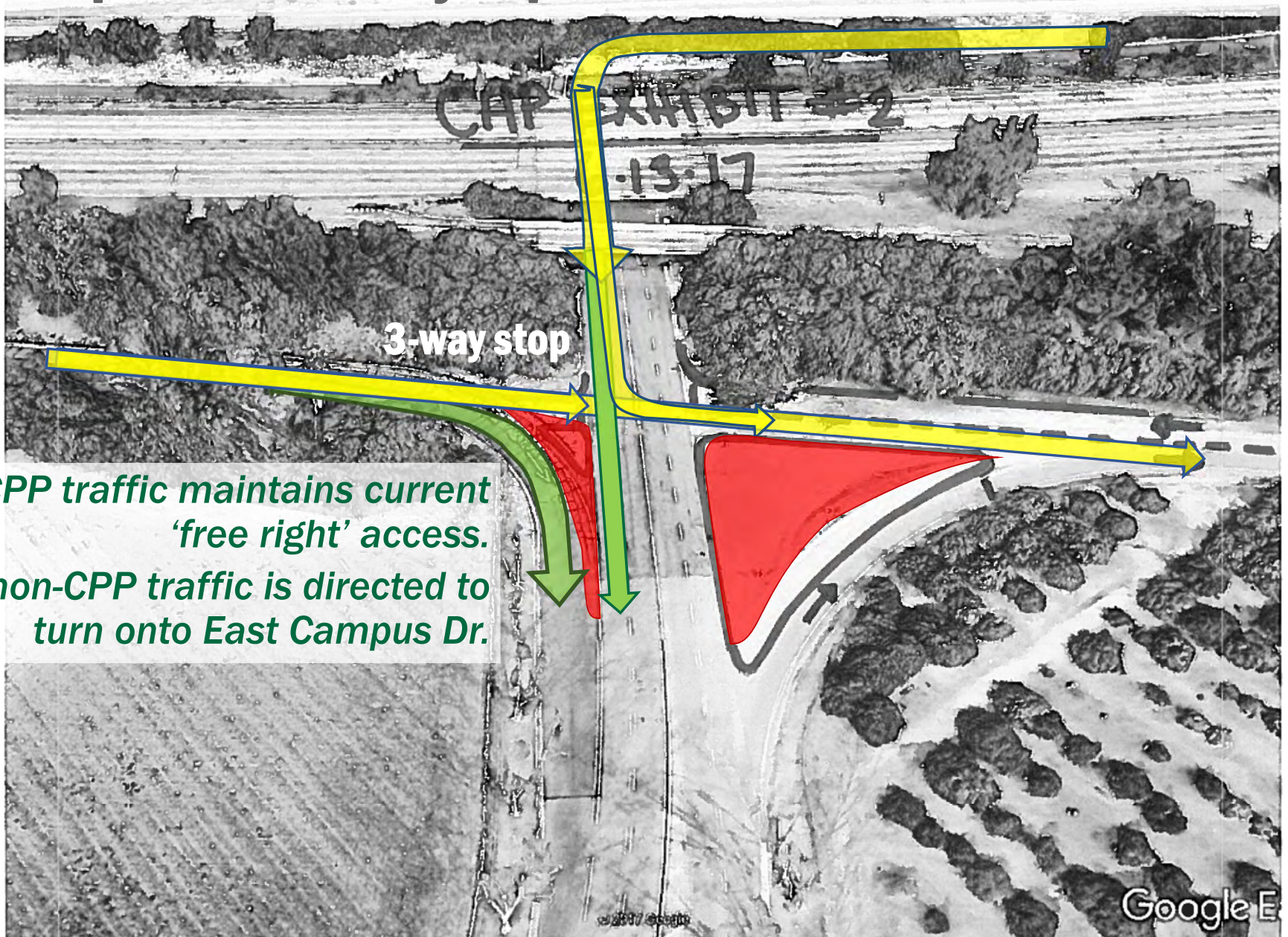


CHP Baldwin Park Facility

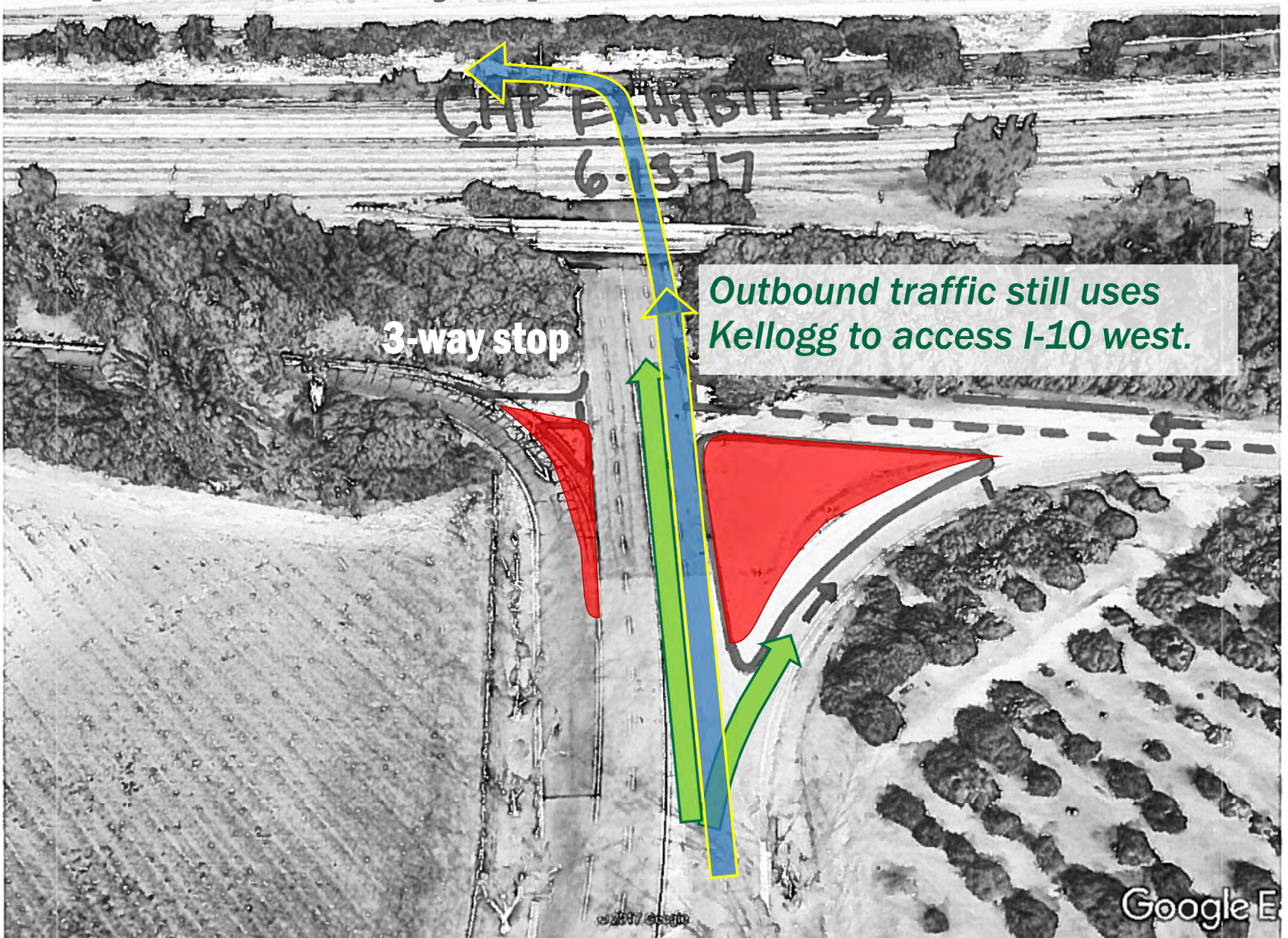


Concepts: *East Campus Drive existing one-way*
.....
Cal Poly Pomona campus I-10 entrance

East Campus One-way Option: *inbound traffic*

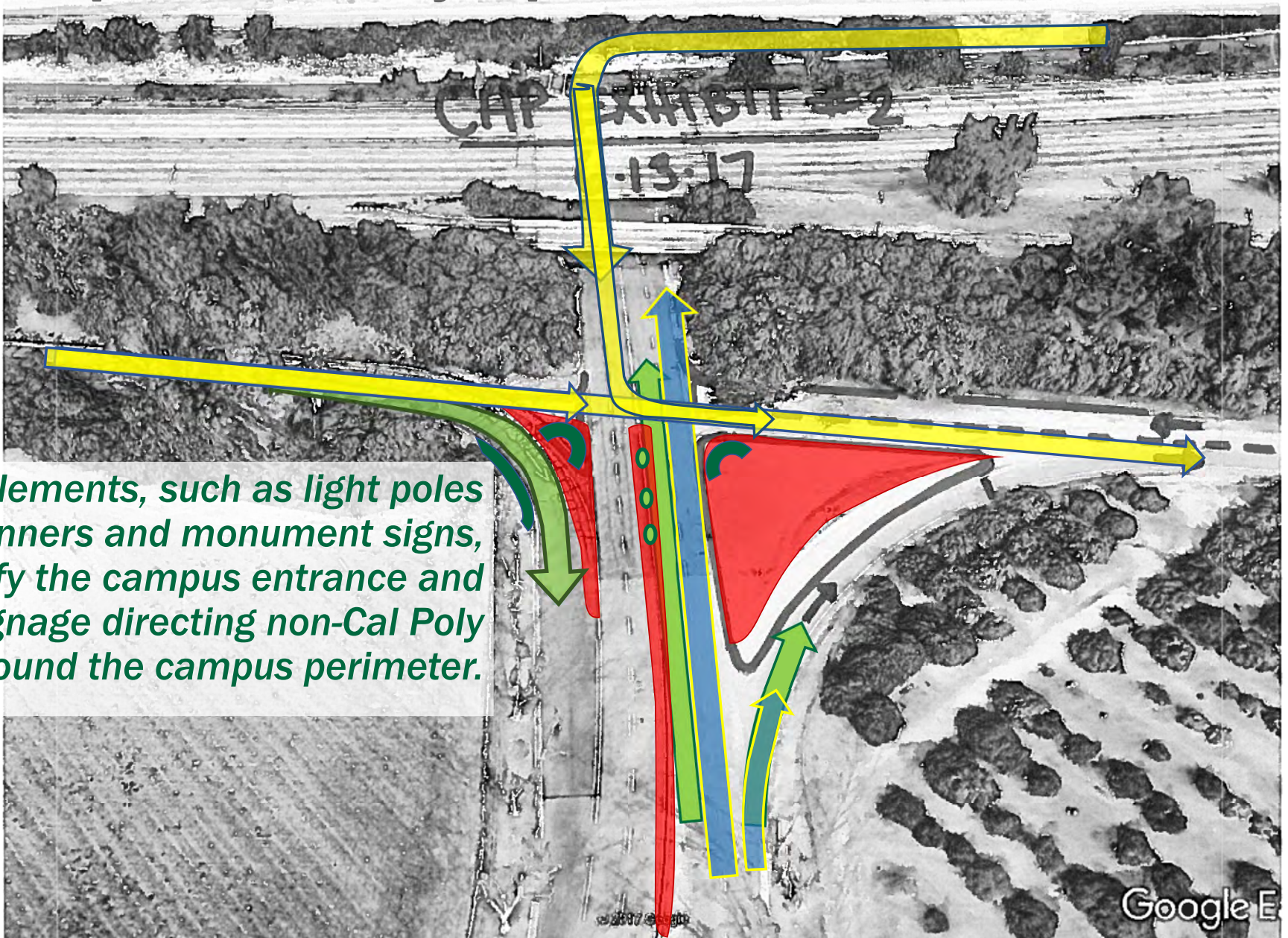


East Campus One-way Option: *outbound traffic*



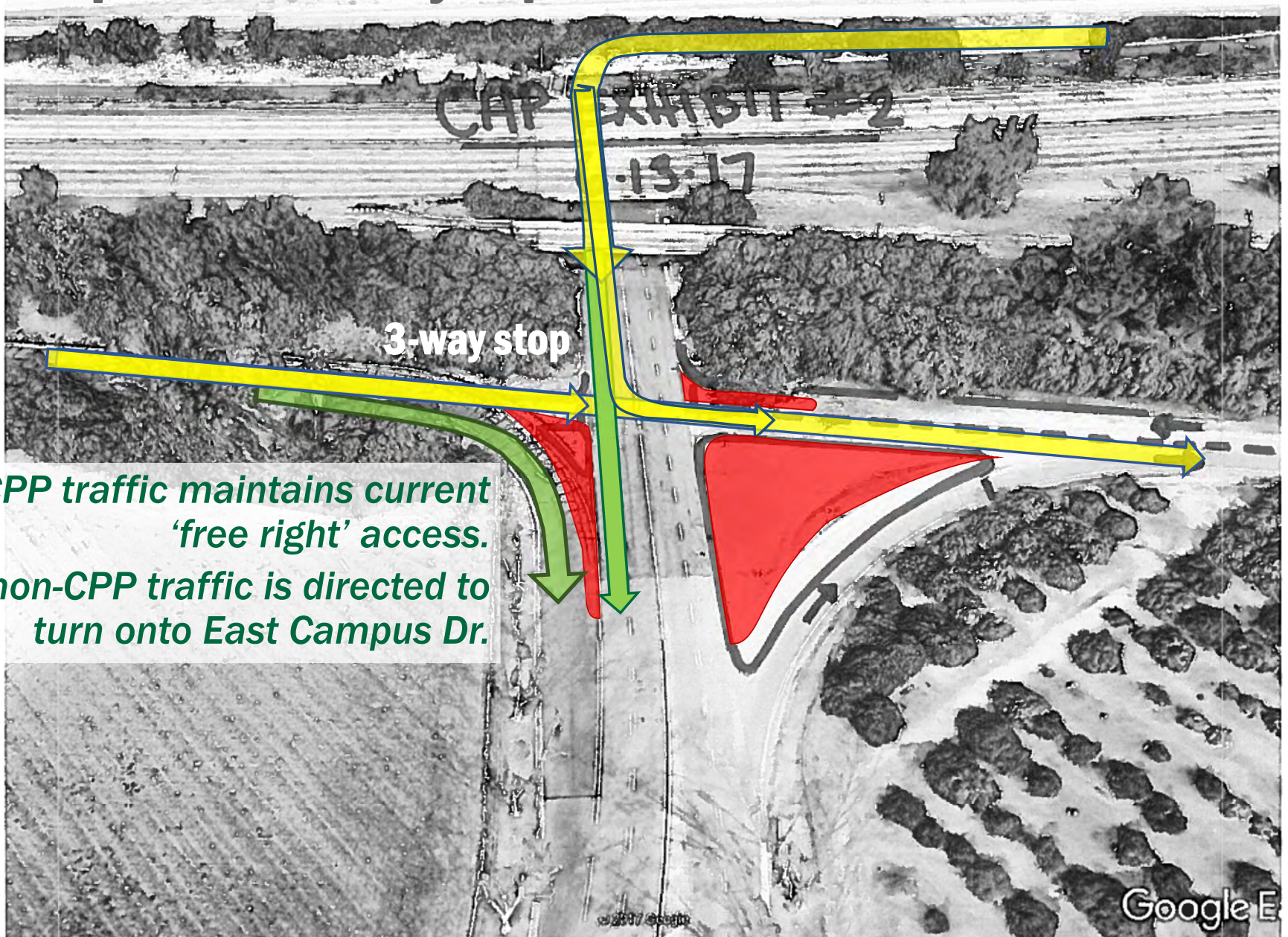
- Traffic island
- Thru traffic
- CPP traffic

East Campus One-way Option w/Gateway elements

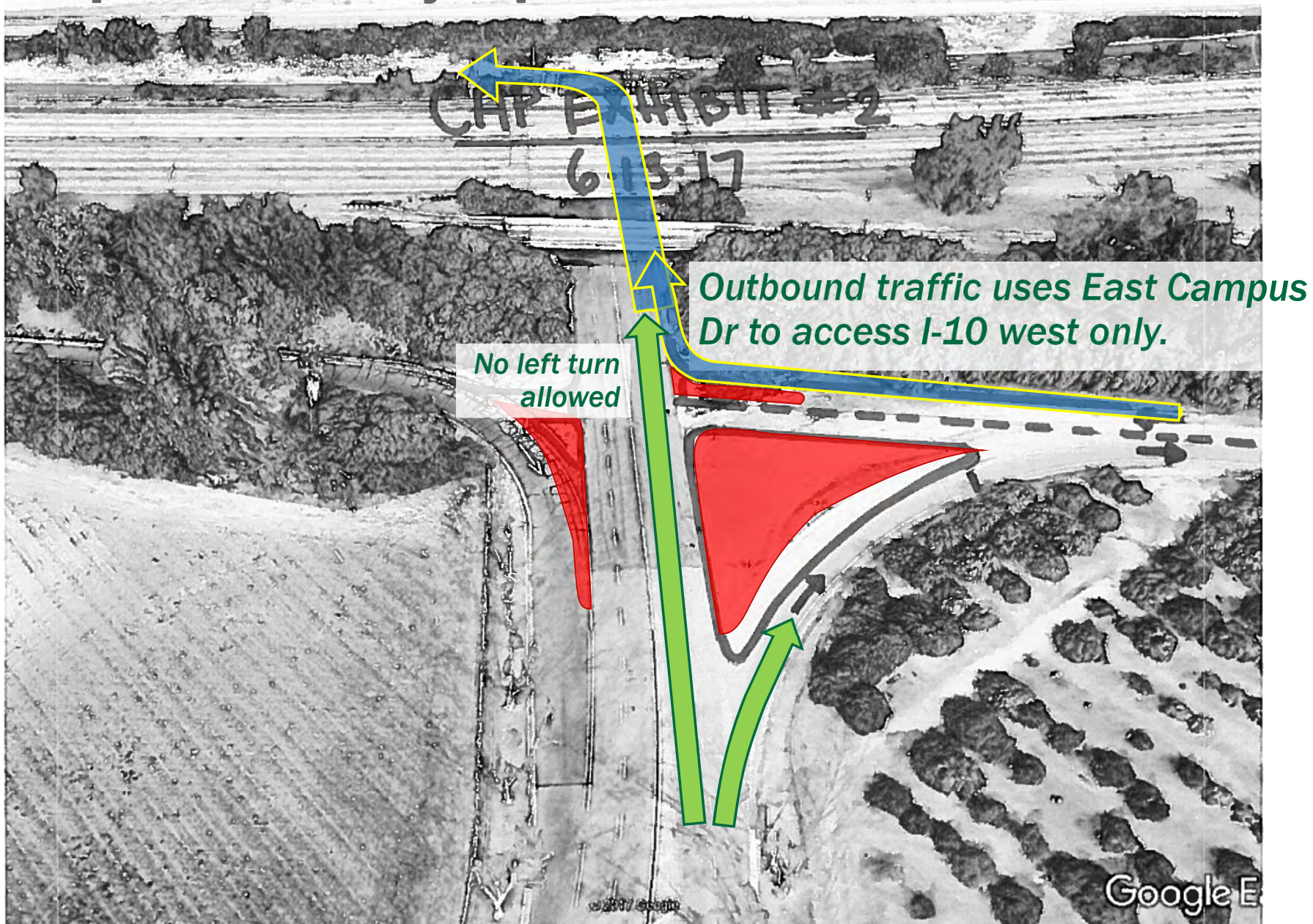


Concepts: *East Campus Drive widened to two-way*
Cal Poly Pomona campus I-10 entrance

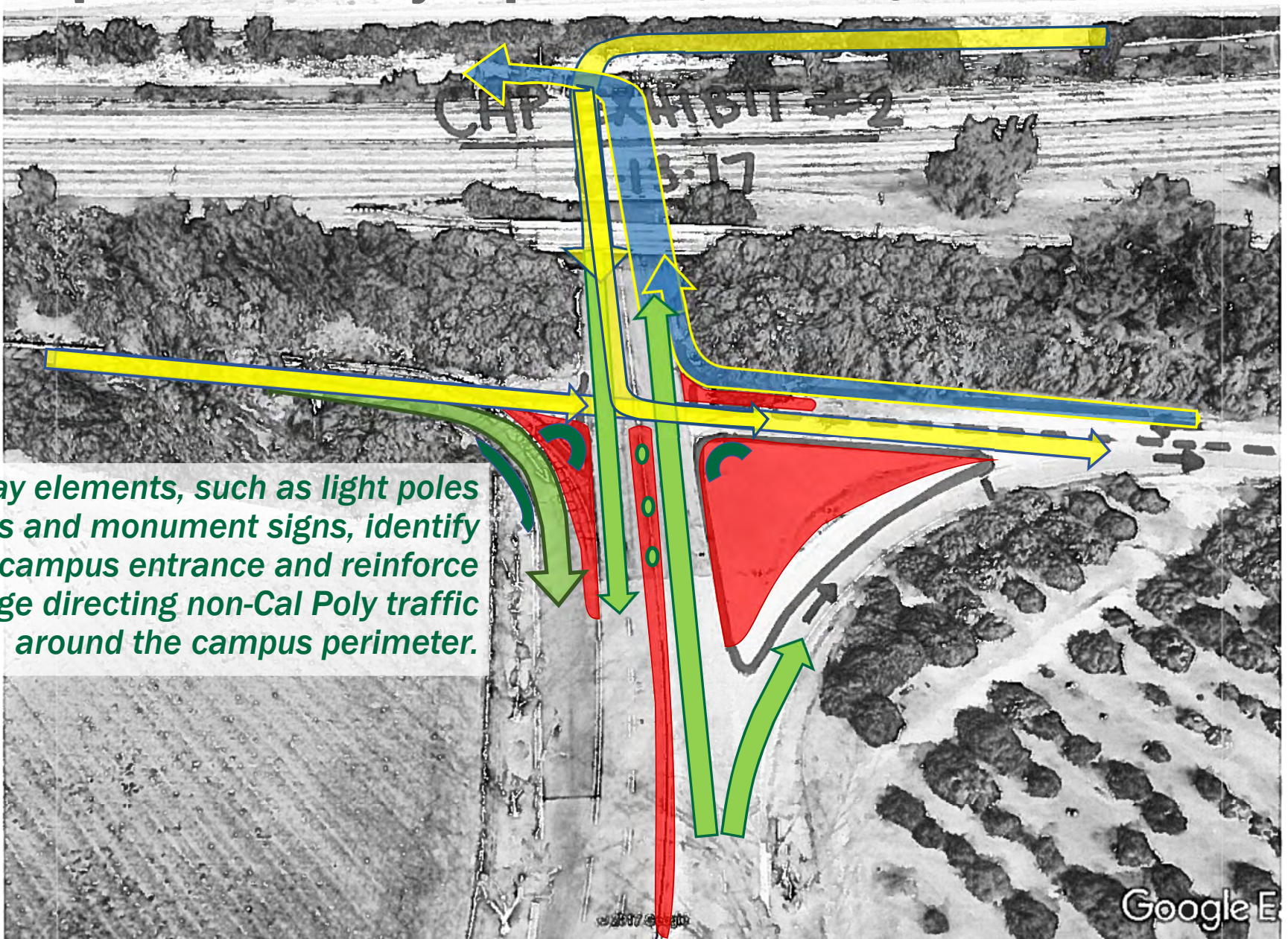
East Campus Two-way Option: *inbound traffic*



East Campus Two-way Option: *outbound traffic*



East Campus Two-way Option w/Gateway elements



Gateway elements, such as light poles w/banners and monument signs, identify the campus entrance and reinforce signage directing non-Cal Poly traffic around the campus perimeter.

- Traffic island
- Thru traffic
- CPP traffic

Cal Trans Comments + Discussion

I. Cal Poly Pomona Master Plan Overview

- *goal is to improve safety, especially for pedestrians, on Kellogg Drive by directing all non-campus traffic (bound for Mt SAC or other destinations using Temple Ave or Valley Blvd) to circulate around the campus using East and South Campus Drives*
- *Gateway improvements should clearly define the campus boundary and slow/calm traffic entering the campus*

II. DGS- CHP Baldwin Area Office Project

- *Project environmental site assessment, impact study (Mitigated Neg Dec) and traffic studies are in process*
- *Construction is to start Spring 2020 with completion in later summer 2022*
- *Service access needed to the north end of the new facility – preferably from East Campus Dr (two-way)*

III. Discussion of Kellogg Drive Exit Ramp with East Campus Dr. Configuration Options

- *I-10 east Kellogg Drive exit ramp (currently a free right onto Kellogg) would be modified to add a 3 way stop intersection with East Campus Drive; through traffic (not turning right and entering the campus) would continue on East Campus Drive to South Campus Drive;*
- *I-10 west Kellogg Drive exit ramp traffic would stop at the intersection of East Campus – non-campus traffic is directed to turn left onto East campus Drive, campus traffic continues on Kellogg,*
 - *Option 1: East Campus Dr one-way – minimal modifications; outbound traffic would still use Kellogg Dr to access to entrance ramp to I-10 west - this is mostly in the afternoon/evening when campus traffic is less congested, but still presents a pedestrian safety concern*
 - *Option 2: East Campus Dr two-way – may require widening w/3 lanes at the south end (northbound lane, and southbound left + right turn lanes) – this option directs all non-campus traffic inbound and outbound, to use South and East Campus Drives (signage); Kellogg should be streetscaped for pedestrian/bike safety and to discourage outbound through traffic from turning in from South Campus Drive*

IV. Caltrans Standards, Concerns, Permitting Process

Cal Trans staff isn't seeing any major 'red flags'

- *I-10 east Kellogg Drive exit ramp – may need to be widened to align with East Campus Drive and permit free right entering the campus; add access control (stop sign, arrows, signage) – this work would be within the Cal Trans ROW and require Cal Trans review and permitting*
- *I-10 west Kellogg Drive exit ramp - access control modifications (stop sign, arrows, signage) – this work would be within the Cal Trans ROW*

Cal Trans Comments + Discussion

IV. Caltrans Standards, Concerns, Permitting Process (con't)

ICE will be needed for the new intersection (Kellogg-East Campus) and access control, to demonstrate that the stop sign control is the right option (vs a round-about or traffic signal)

Option 1: East Campus Dr one-way – minor modifications (repaving, striping and signage at SCD) can be accomplished on Cal Poly property and DGS has some budget for site improvements; intersection control at Kellogg is mostly in Cal Trans ROW, but this work is likely under \$1M and could be accomplished with an encroachment permit. no Project Study Report (PSR) needed

Option 2: East Campus Dr two-way – may require widening w/3 lanes at the south end (northbound lane, and southbound left + right turn lanes) but modifications can be accomplished on Cal Poly property; need City agreement to maintain (sim to South Campus); DGS has some budget for site improvements on ECD and SCD; intersection work at Kellogg is in the Cal Trans ROW but might still be under \$1M and accomplished with an encroachment permit; work between \$1M-\$3M would be able to use a streamlined permitting process but still require a PSR

V. Next Steps

1. Cal Trans needs a 'high-level' concept drawing with scope of work (*preliminary cost estimate would be helpful*) that would identify where work is to be done (within Cal Trans ROW or not), where additional ROW would be needed from Cal Poly (*access ramp widening?*)
2. Cal Trans would set-up a Permits meeting to discuss required approvals and time frames, including whether a Project Engineering Evaluation Report (*PEER*) is needed
3. Cal Trans could review again when Cal Poly has further developed the project documents (*incl EIR studies*) and cost estimates, before submitting for permitting
4. CHP needs direction for their environmental review process and traffic analysis – suggest working with both the existing conditions (*ECD one-way*) and the preferred change to ECD two-way option
5. DGS has spoken with the City Engineer at City of Pomona, but CPP should review the specific concepts with them



Thank you!

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Cal Poly Pomona Master Plan