



California State Polytechnic University, Pomona

Master Plan Update

Transportation Advisory Committee

3 May 2018

AGENDA

3 May 2018

Update on Process/Progress To Date

- Sustainability Open Session
- Themes + Planning Principles

Review of Transportation Concepts + Precedents

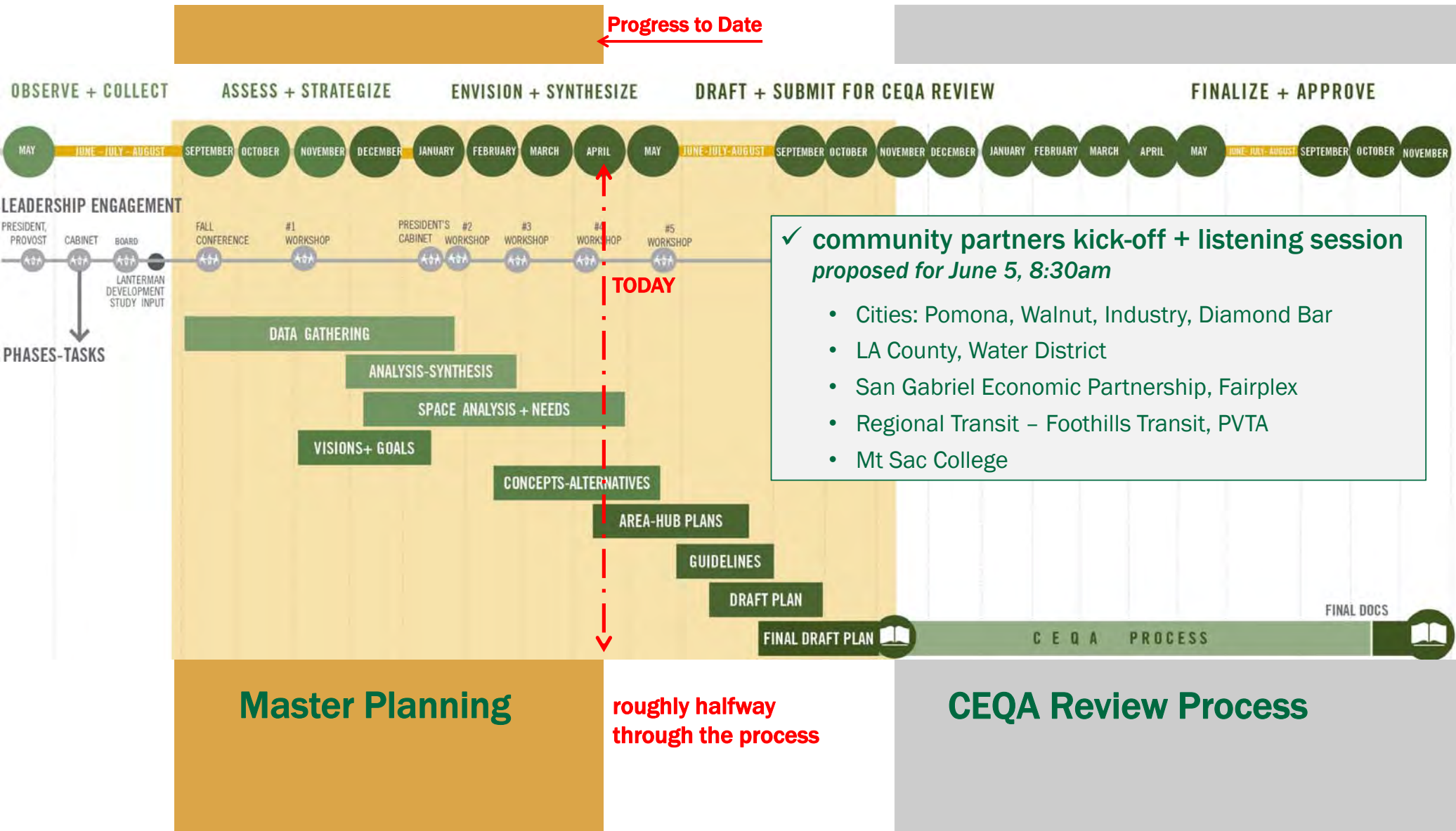
- ped-bike ways
- multi-modal malls
- transit ways or malls
- regional transit hubs
- mixed-use transit/parking structures

Concept Plan Alternatives (Workshop #4)

Discussion:

- preferred concepts, strategies?
- guiding principles for transportation solutions?

Project Timeline – Fall 2017 to Fall 2018



Sustainability Open Forum

Over 40 participants including students, faculty and staff

- ASI, BEAT
- Rideshare / Parking
- Food Justice Club
- Biotrek, Biology
- Engineering
- Business
- Urban and Regional Planning
- Collins College
- Campus Dining
- Lyle Center

Sustainability Open Forum

Exercises + Discussion



Over 40 participants including :

- ASI, BEAT
- Rideshare / Parking
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What makes you feel healthy?

- *walking*
- *riding a bike*

Is it well supported at CPP?

yes
no

What prevents you from using more sustainable transportation alternatives?

- *live too far away, bus takes +2.5 hrs each way*
- *lack of regional bus service where I live*
- *limited schedule (metrolink)*
- *need to be able to respond if my children's school calls*

Cal Poly Pomona

CAMPUS MASTER PLAN

THE STRATEGIC VISION OF THE UNIVERSITY DRIVES PHYSICAL DEVELOPMENT

themes

- derived from stakeholder input
- Strategic Plan sets Priorities

principles

- Proposed by planners
- Confirmed by MP Advisory Committee

strategies

- specific recommendations
- specific scenarios in master plan
- actions /projects for improvements

Increasing in Detail



Five Themes

The Cal Poly Pomona master plan for campus improvements and future development must meet and advance these 5 strategic themes.

1

Student Experience Above All

All decisions put the student experience at the forefront, from physical space, facilities, and accessibility (including the virtual or online environment) to Cal Poly programs and policies.

2

Polytechnic Approach

The campus is a laboratory which supports teaching and learning by doing, inside and outside of the traditional educational settings.

3

Connectivity is Key

Connectivity is key to orientation/wayfinding and ease of circulation for a safe, inclusive and universally accessible campus.

4

Pedestrian Campus in a Commuter Reality

Campus has to be safe, accessible and convenient (*by multiple modes of transportation*), and walkable / bikeable for all students (*whether commuting or living on or near campus*) as well as for faculty, staff and visitors.

5

Sustainable in All Aspects

Decisions must be sustainable environmentally, economically, socially and consistent with Cal Poly's values, commitments and goals.

Planning Principles

- 1 Start with Campus Places not Buildings**
Focus on the space between the buildings, making places for active use for learning and engagement
- 2 Make the Polytechnic Activity Visible**
Line campus malls, walks, quads with visible, active ground floor spaces
- 3 Close the Loops, Make the Connections**
Support intuitive, convenient connectivity, within campus and to regional routes
- 4 Shift the Center**
Focus organization, activity and circulation around the new center of the campus
- 5 Transform Neighborhoods into Hubs**
Organize areas of focus with strong anchors + interdisciplinary hubs + commons
- 6 Expand the Plan**
Include all Campus Assets (*South Campus, Innovation Village, University Village, etc.*)

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



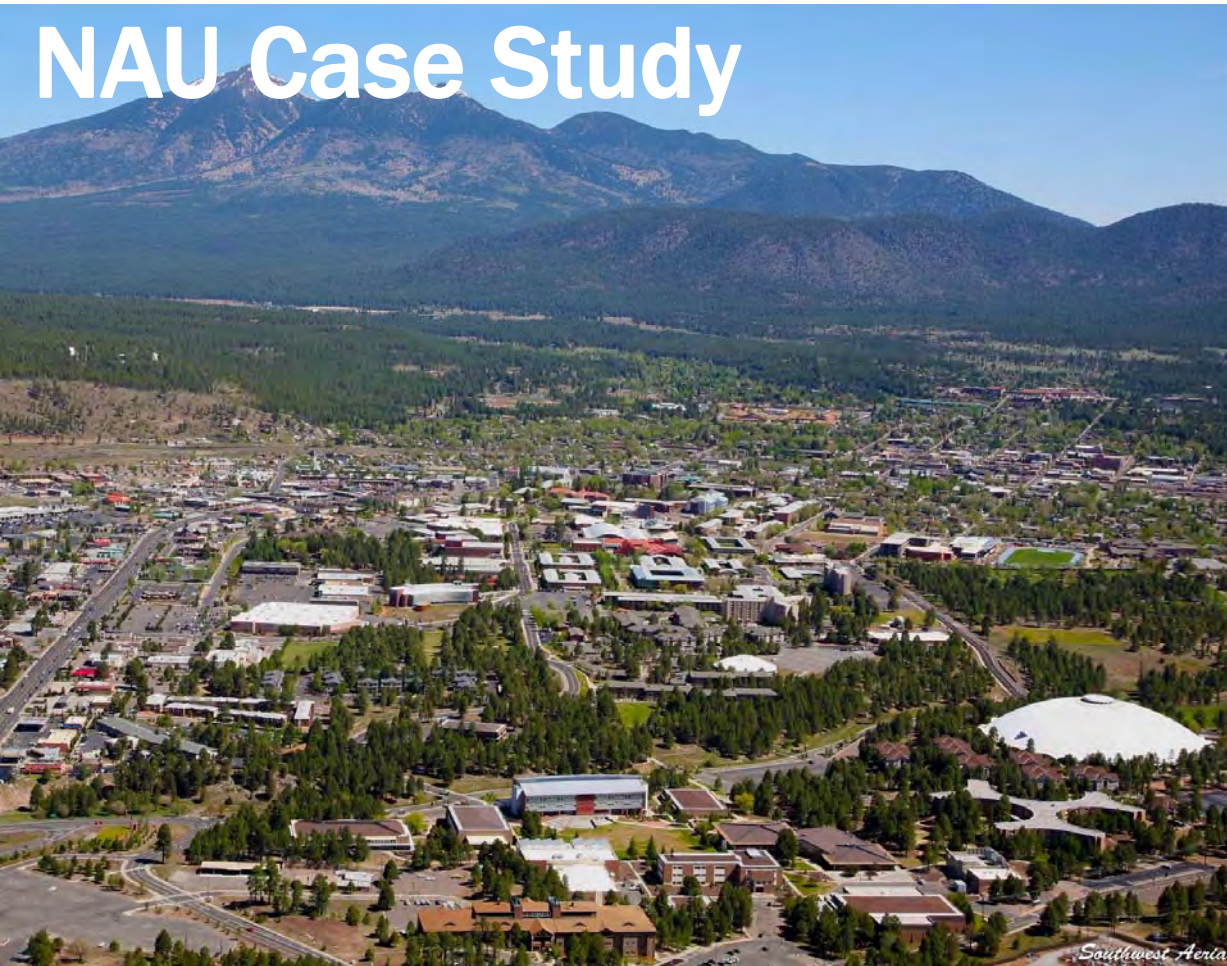
Vehicular

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

Mobility Concept Precedents

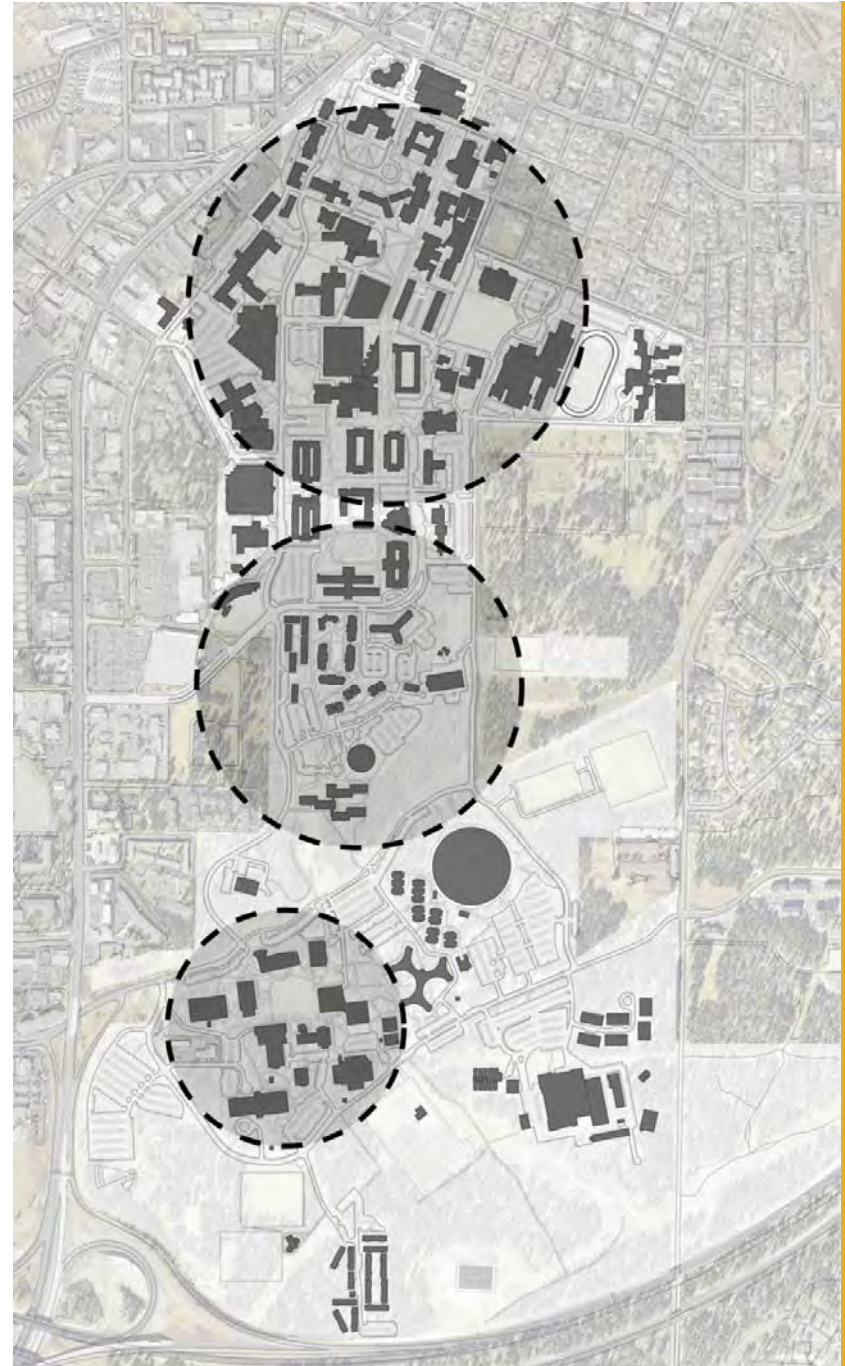
Ped/Bike-Way



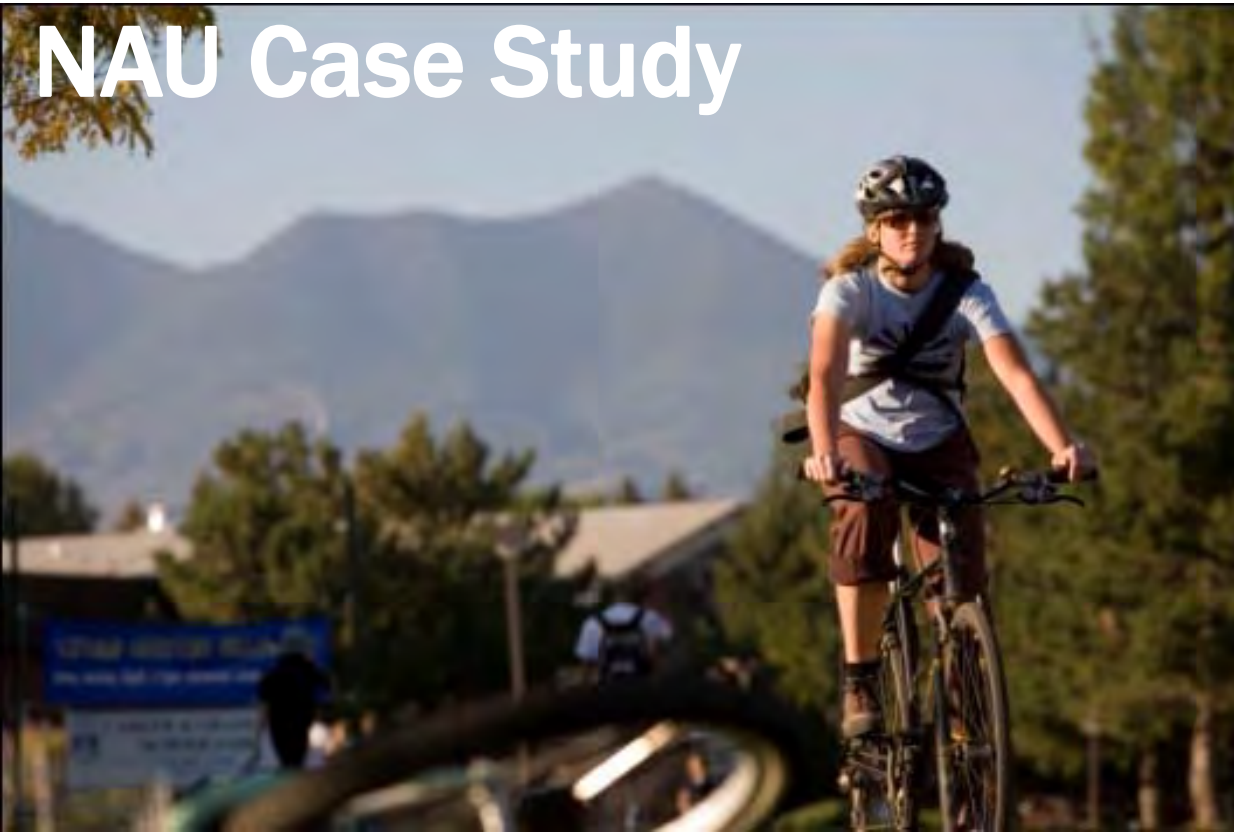


Organizing Concepts

- Connect 3 campuses to be one campus

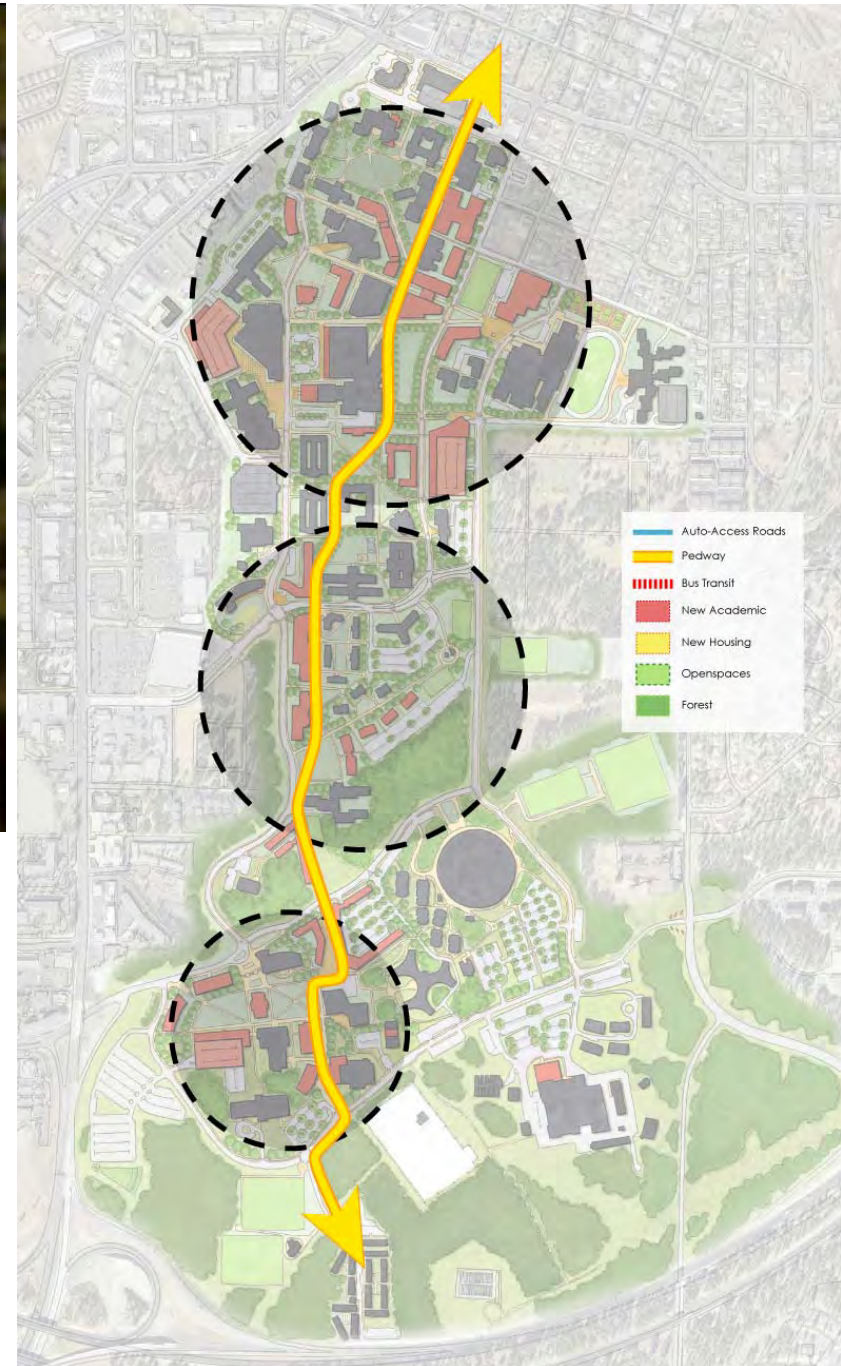


NAU Case Study



Organizing Concepts

- Connect 3 campuses to be one campus
- Reinforce north-south ped-way (pedestrians, bikes)



Ped/Bike-Way



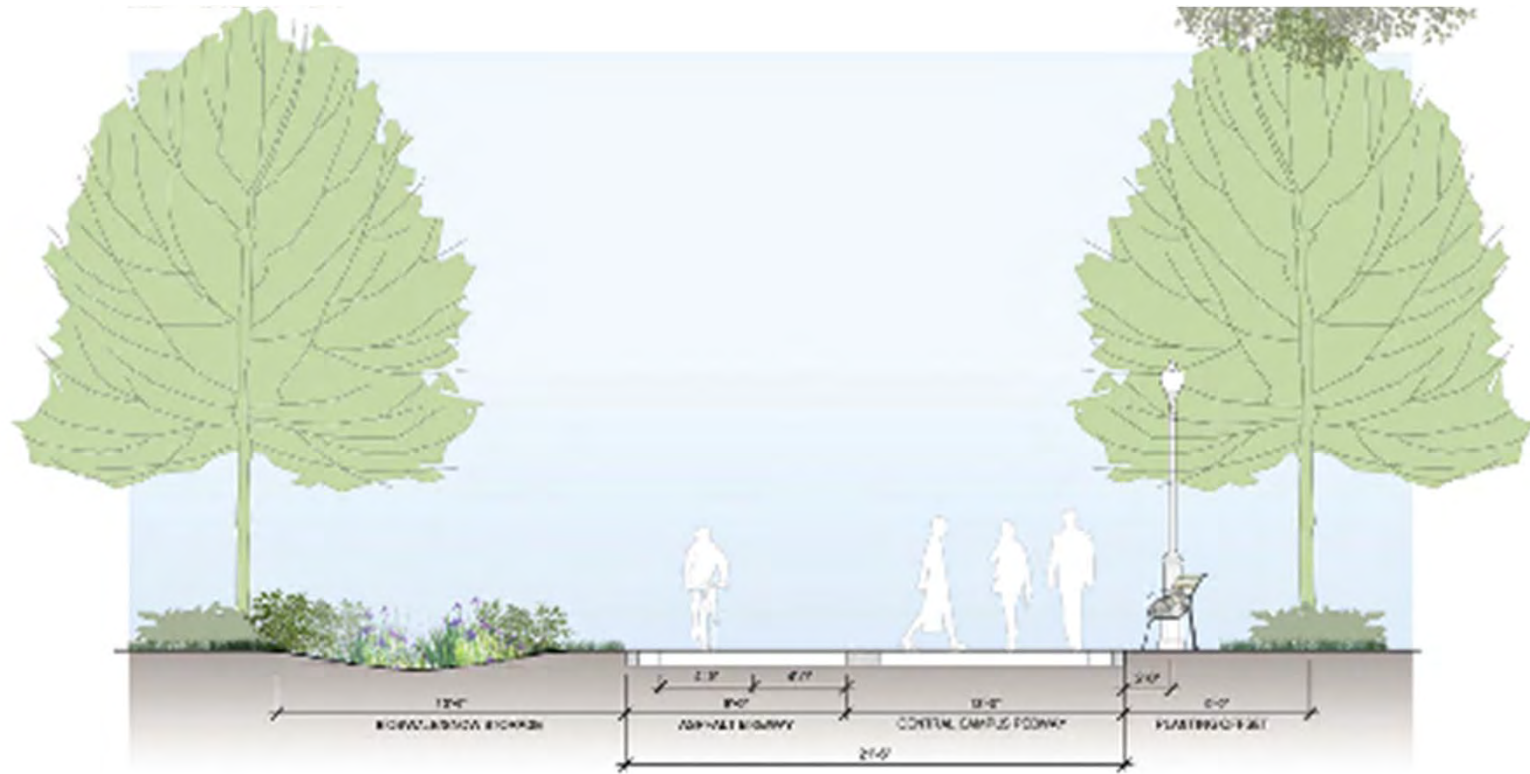
Ped/Bike-Way



Design Standards



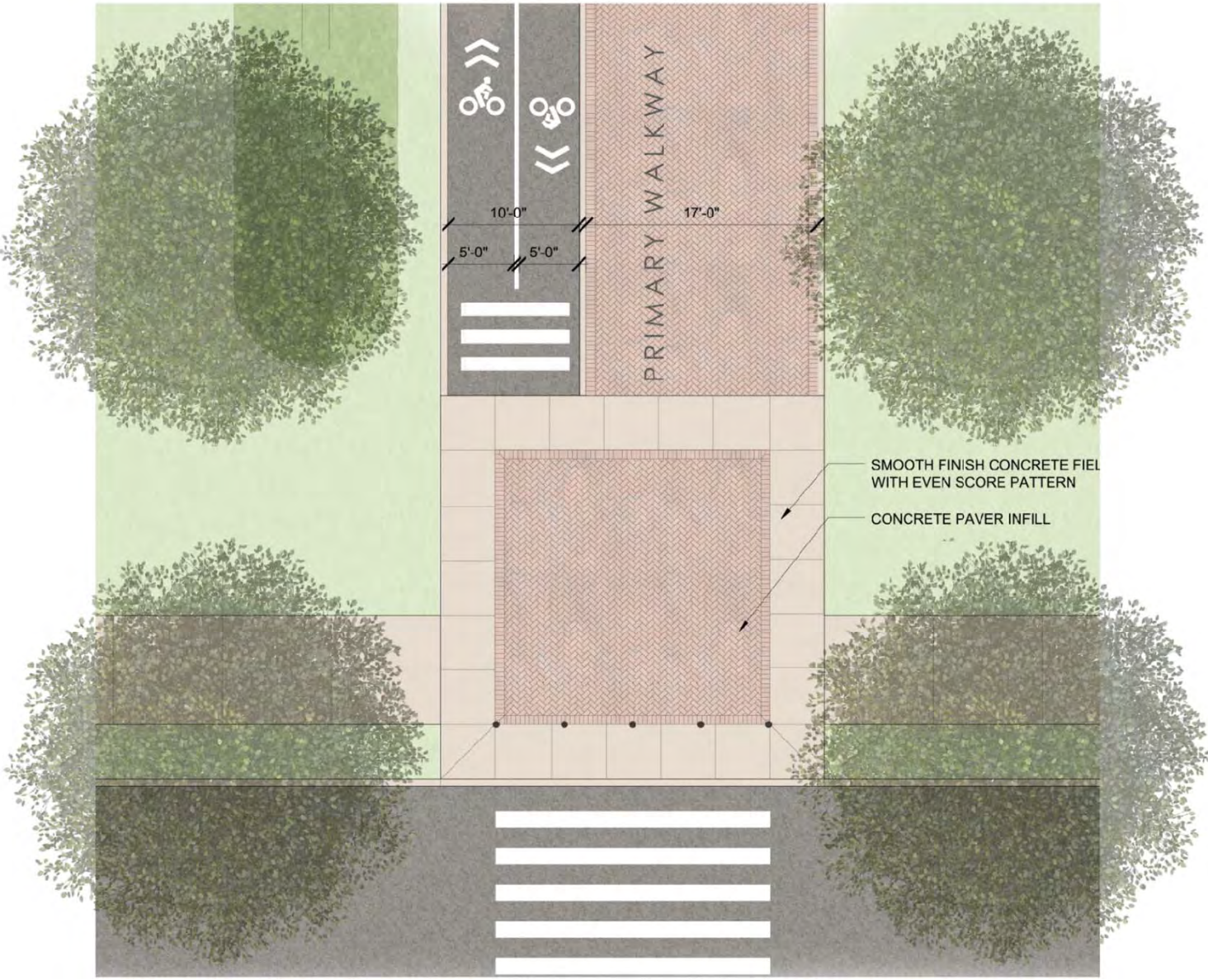
Design Standards



1 SECTION A-A1
PEDWAY SECTION

1/4"=1'-0"

Design Standards

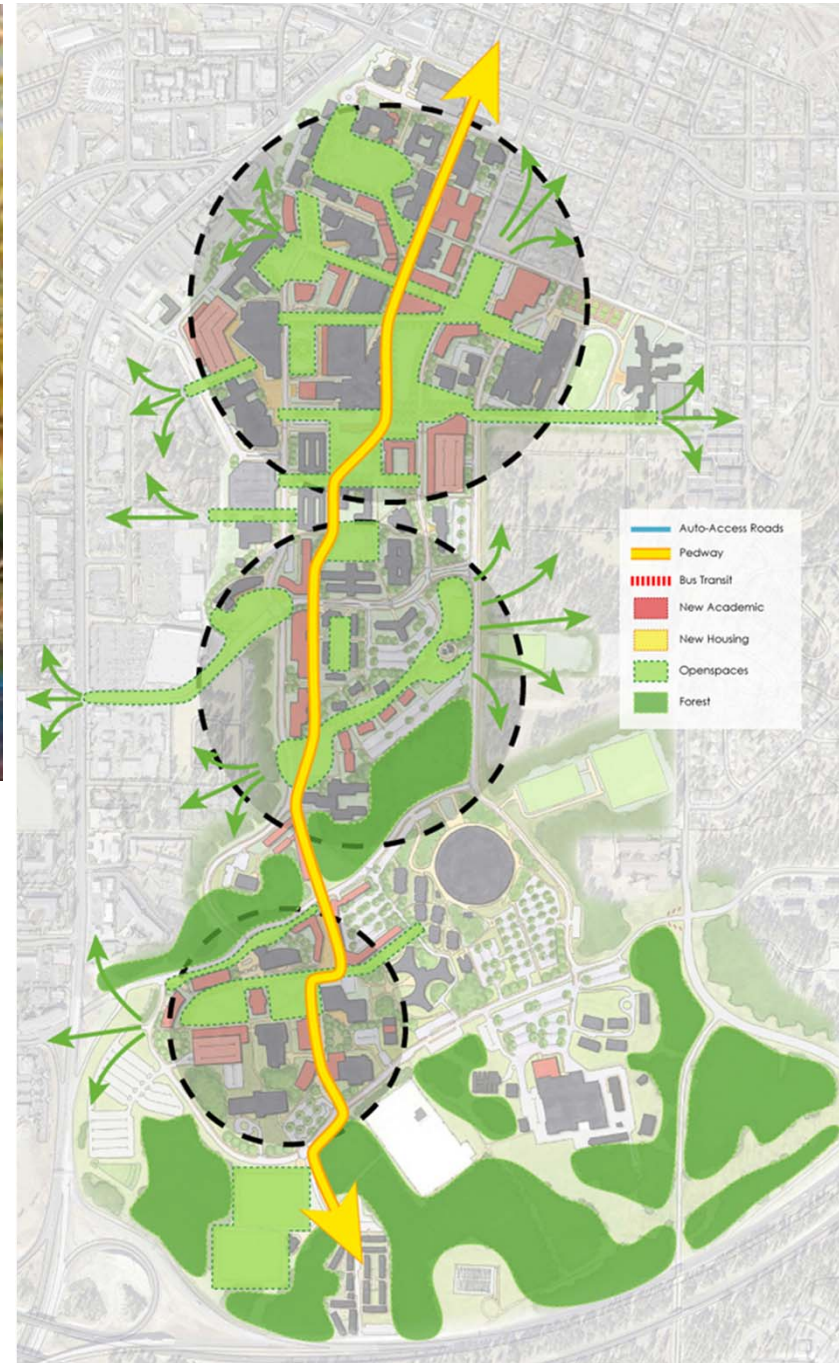


NAU Case Study



Organizing Concepts

- Connect 3 campuses to be one campus
- Reinforce north-south ped-way (pedestrians, bikes)
- Create memorable open spaces along the spine



Northern Arizona University

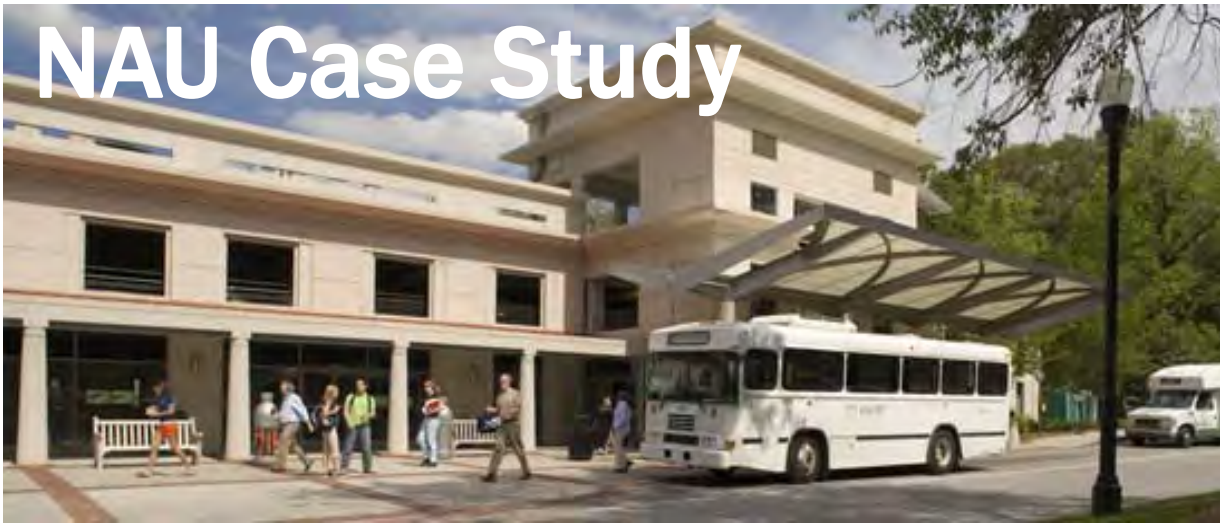
A black and white photograph of a campus walkway. On the left is a modern building with a large, curved concrete overhang. A tall, dark evergreen tree stands in front of it. A wide, light-colored paved path leads from the foreground into the distance. To the right of the path is a landscaped area with gravel, several large, flat rocks, and a few smaller trees. On the far right is a long, multi-story brick building with many windows. A metal railing runs along the side of this building. In the background, more campus buildings and trees are visible under a clear sky.

*Cross Campus Connections
(BEFORE)*



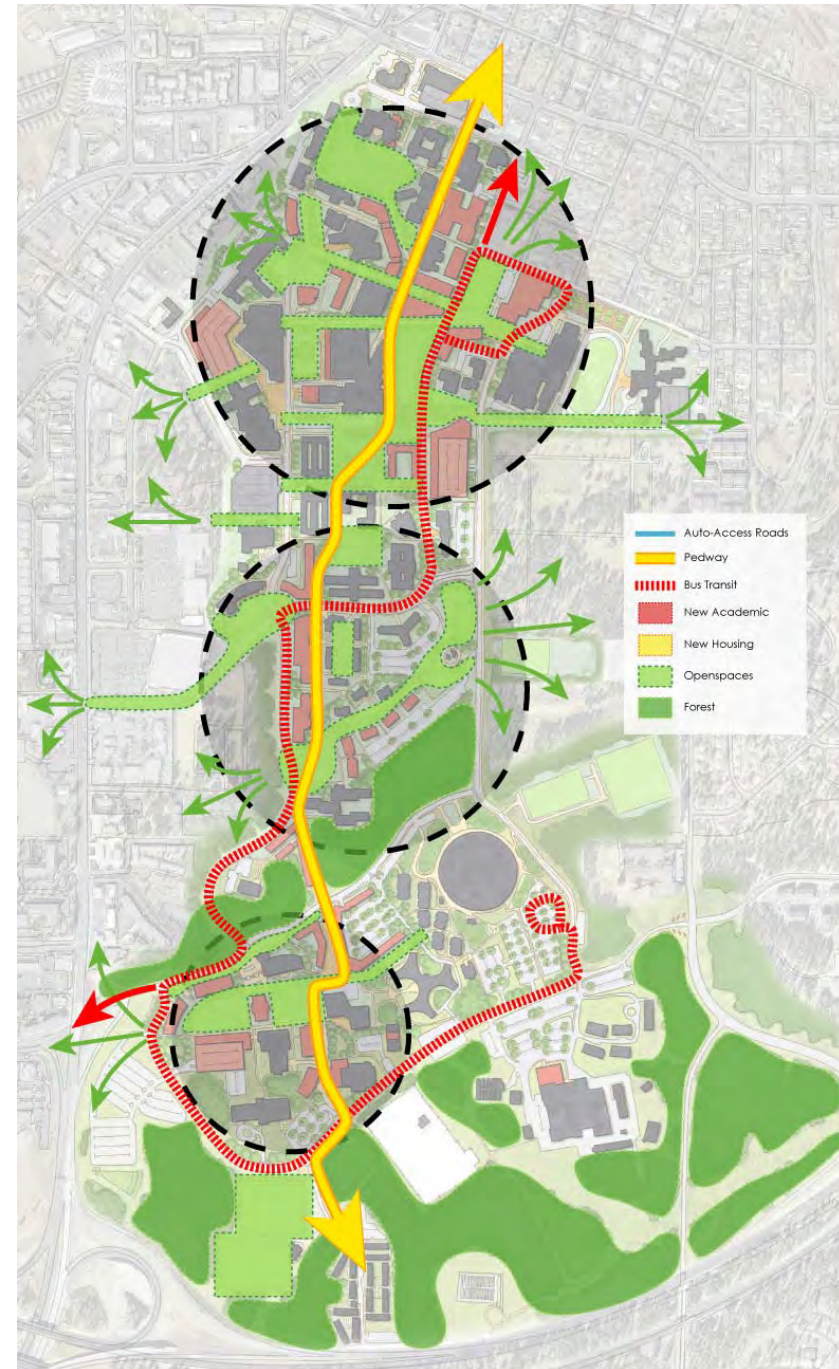
(AFTER)

NAU Case Study

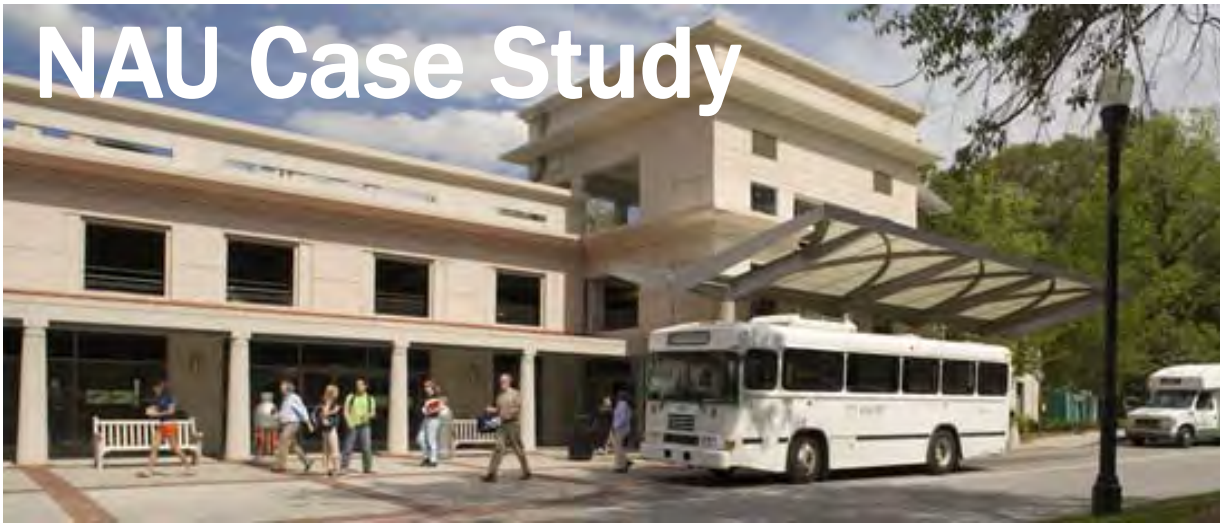


Organizing Concepts

- Connect 3 campuses to be one campus
- Reinforce north-south ped-way (pedestrians, bikes)
- Create memorable open spaces along the spine
- Interweave a transit spine with the ped/bike spine

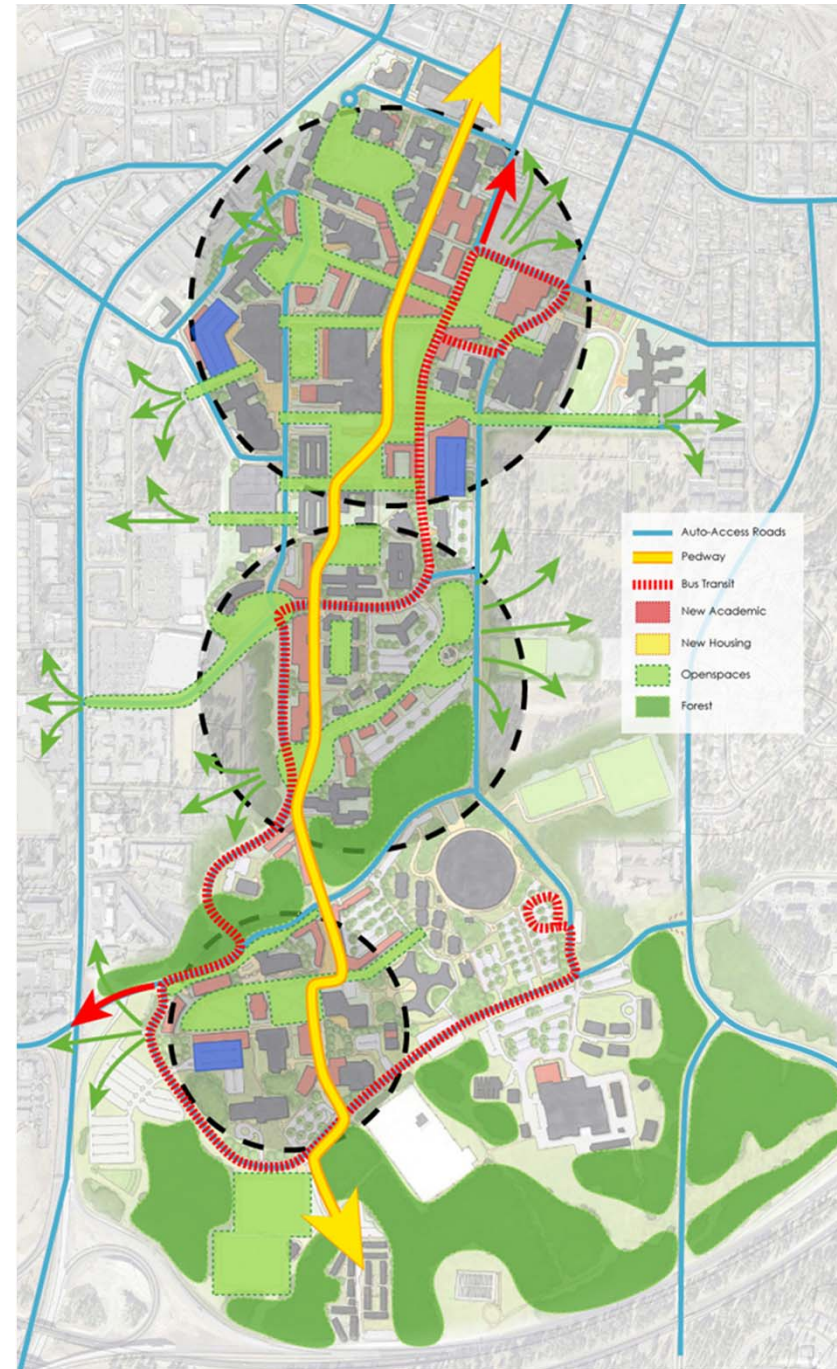


NAU Case Study



Organizing Concepts

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- Concentrate parking on perimeter, near event/destinations



NAU Transit Spine: 2008 Transportation Plan Section



Transit Mall (*before*)



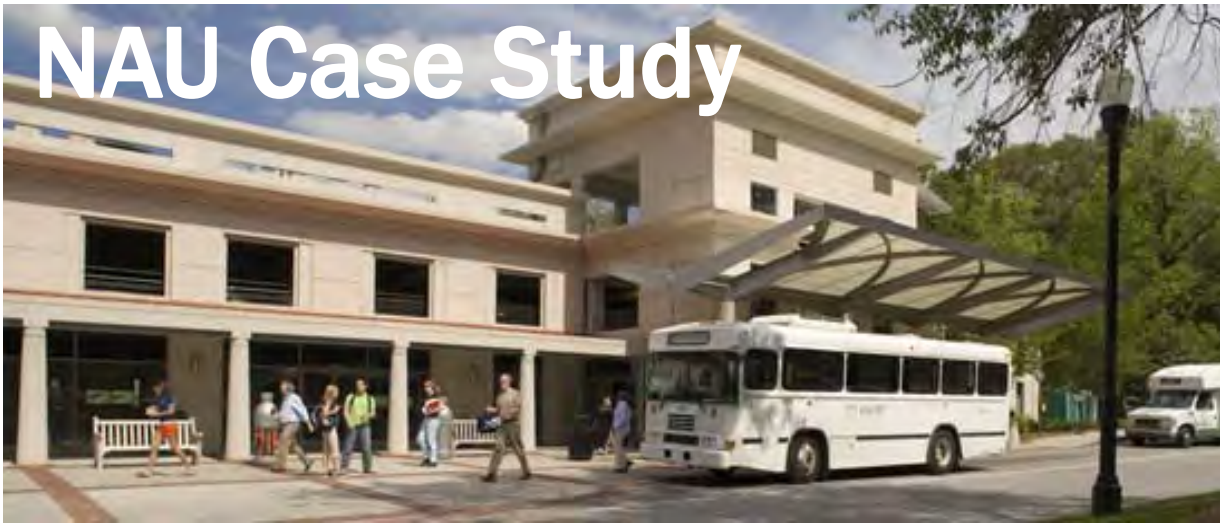
Transit Mall (*rendering*)



Transit Mall *(after)*

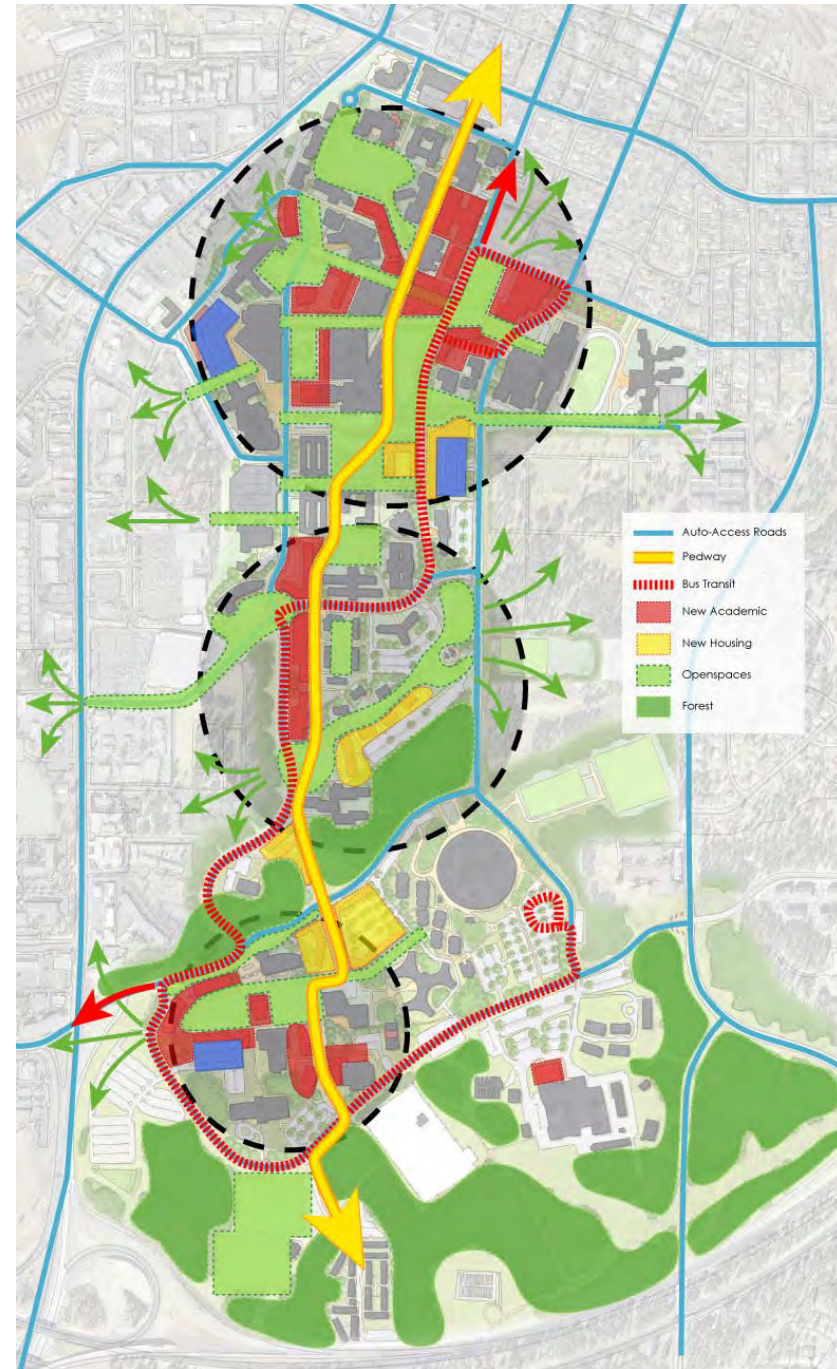


NAU Case Study



Organizing Concepts

- Connect 3 campuses to be one campus
- Reinforce north-south ped-way (pedestrians, bikes)
- Create memorable open spaces along the spine
- Interweave a transit spine with the ped/bike spine
- Concentrate parking on perimeter, near event/destinations
- Infill academic and housing to enliven the ped-way





Urban Multi-modal Malls



Campus Multi-modal Malls





Multi-modal Malls



Transit Hubs, Centers



Transit Hubs, Centers (*mix of uses*)

Mobility Concept Precedents

Mobility – *major master planning drivers*



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Vehicular Gateways, Circulation

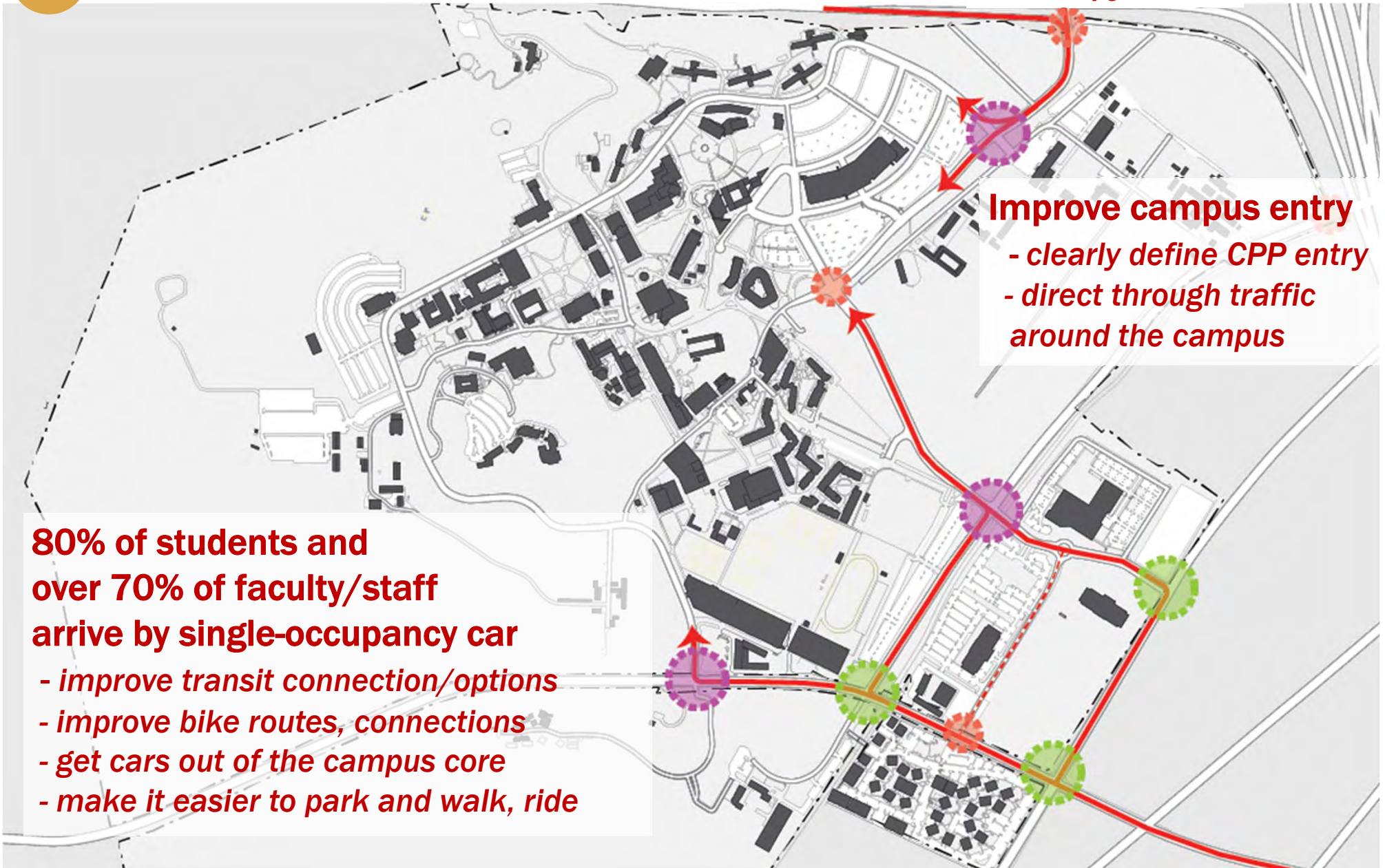
I-10 exit configuration?

Improve campus entry

- clearly define CPP entry
- direct through traffic around the campus

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

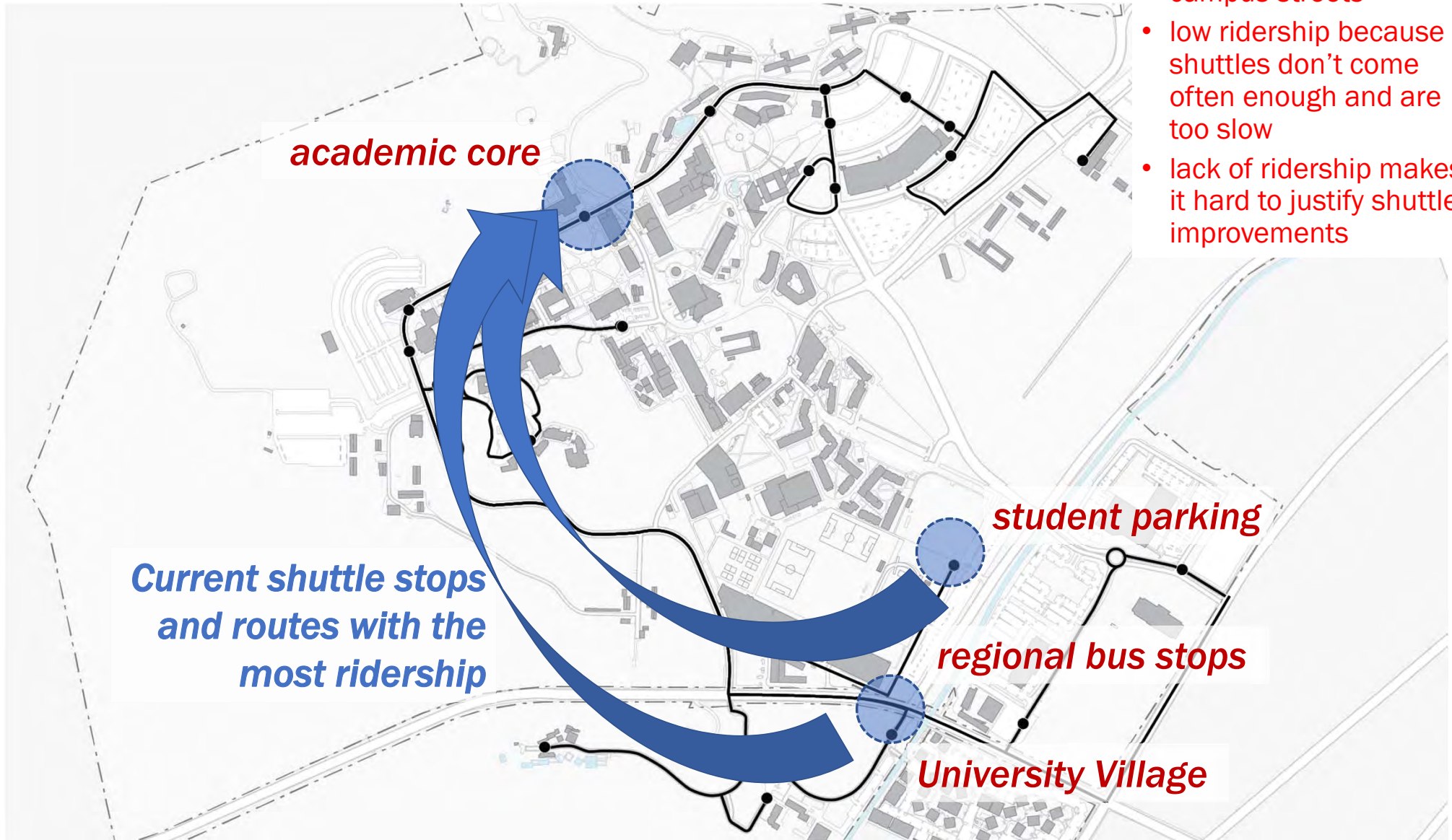
- improve transit connection/options
- improve bike routes, connections
- get cars out of the campus core
- make it easier to park and walk, ride



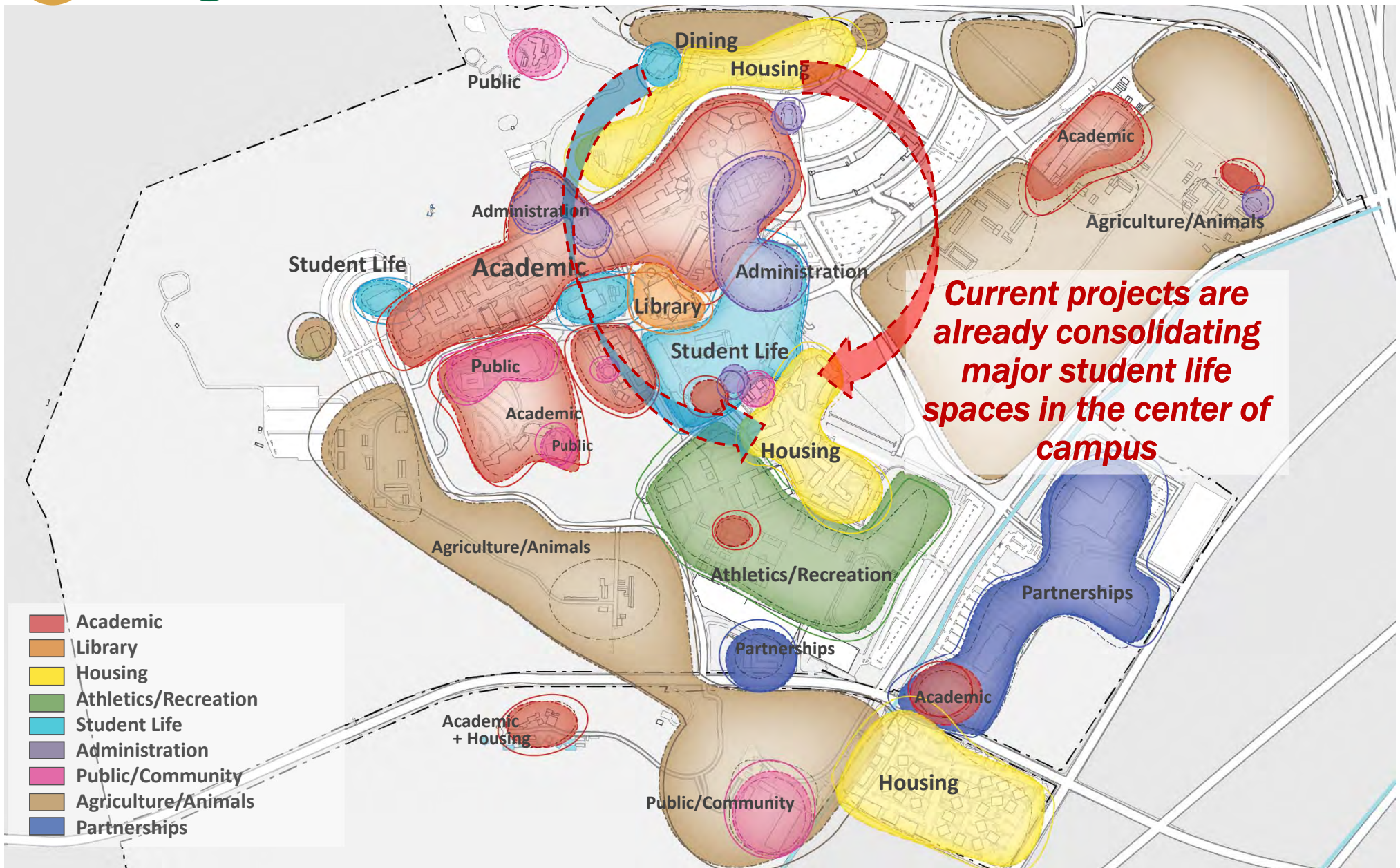


Campus Transit

- shuttles are impacted by auto congestion on campus streets
- low ridership because shuttles don't come often enough and are too slow
- lack of ridership makes it hard to justify shuttle improvements



Program Distribution - Consolidation





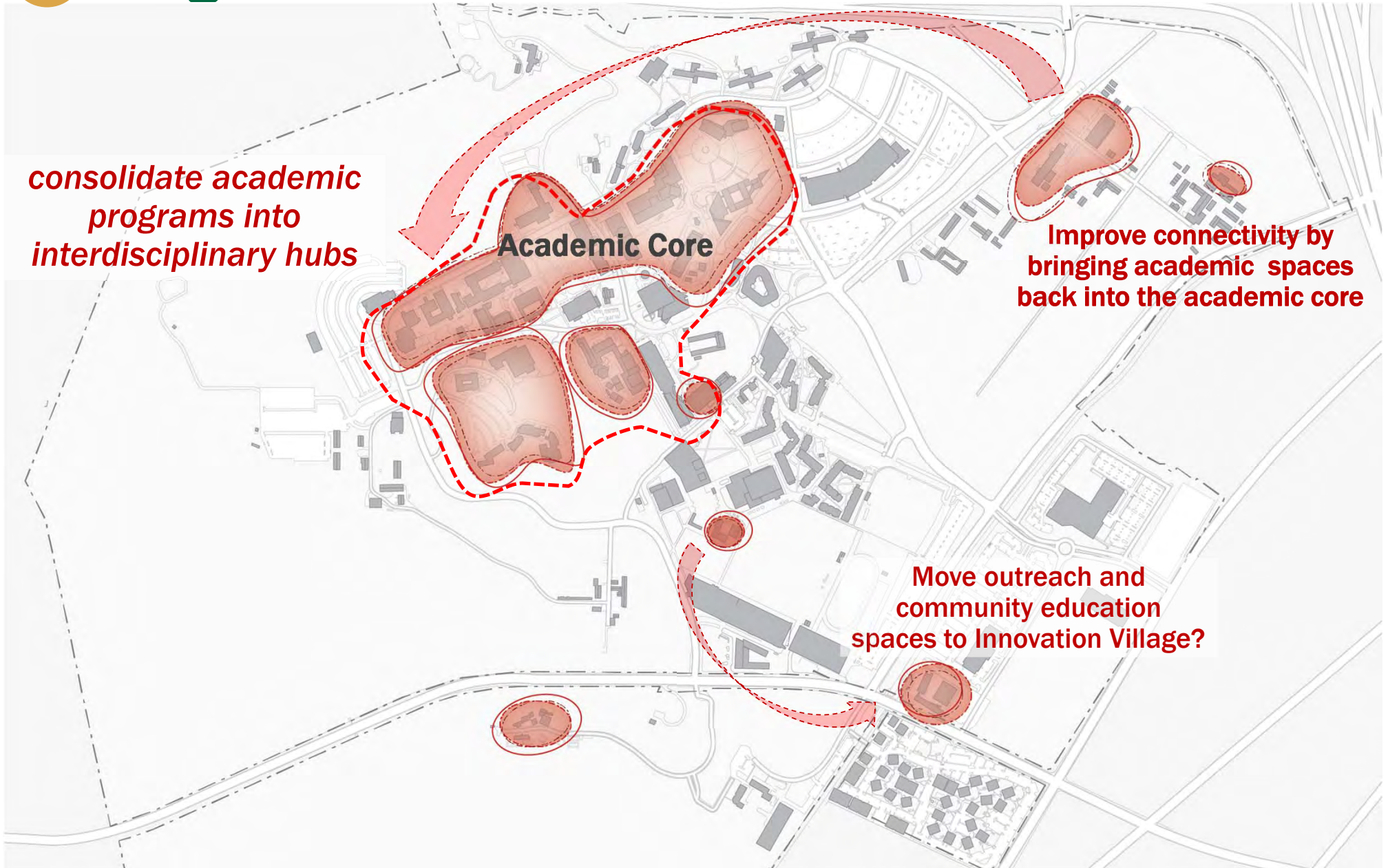
Program Distribution - Academic

consolidate academic programs into interdisciplinary hubs

Academic Core

Improve connectivity by bringing academic spaces back into the academic core

Move outreach and community education spaces to Innovation Village?



Development Constraints:



- Topography
- Fault lines
- CP services
- Major utilities easements
- Land dedicated for Ag-Animals
- Heritage Sites

Address:

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

Mobility



Concept Plans

Concept 01: Keep getting better (*mild*)
Extend the North-South Ped-Bikeway

Concept 02: Meet me in the middle (*medium!*)
New East-West Multi-modal Mall

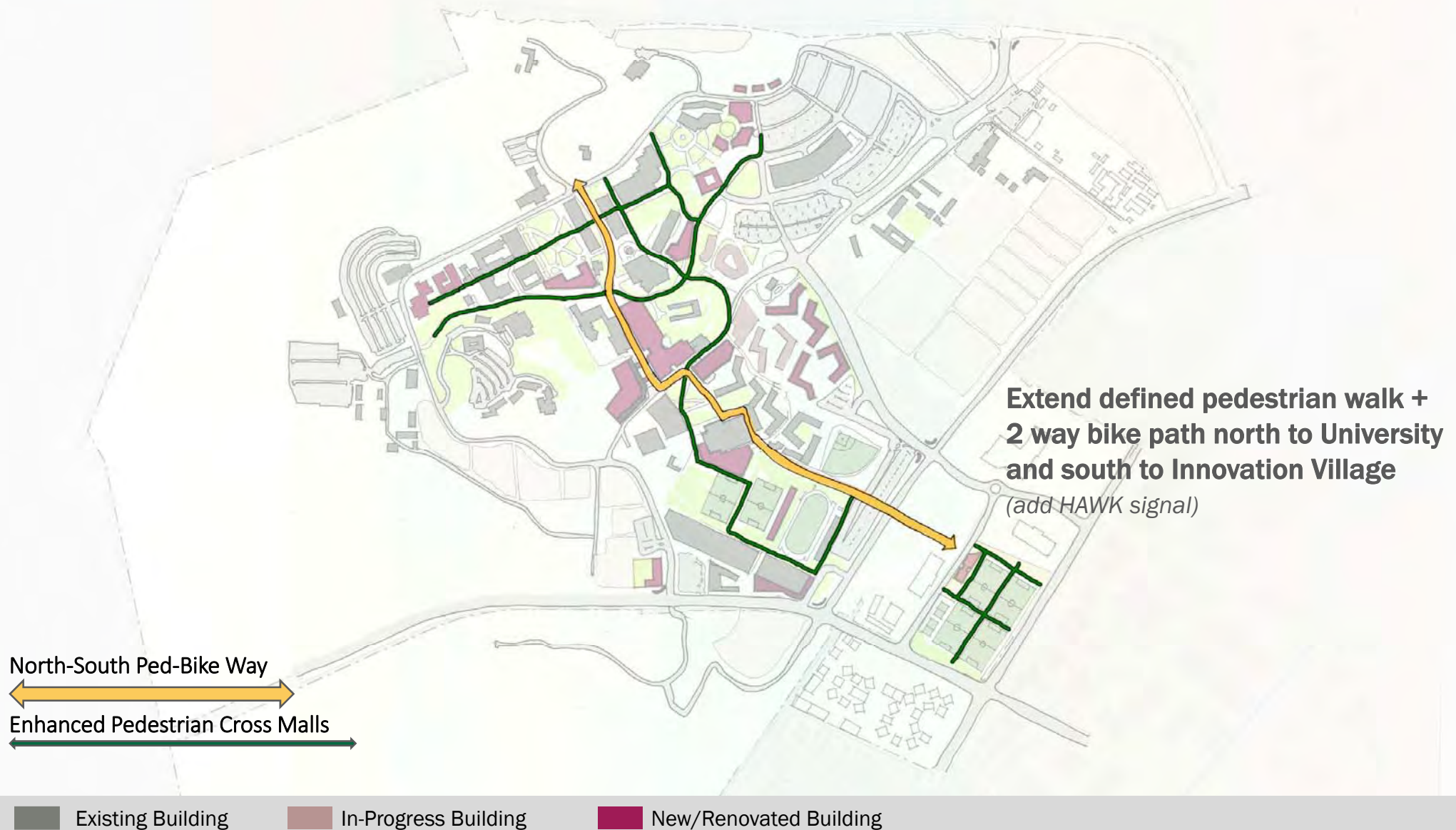
Concept 03: Make a big leap (*spicy!*)
North-South Ped-Bikeway + Improved Loop

Concept 01: Keep Getting Better



Existing Building In-Progress Building New/Renovated Building

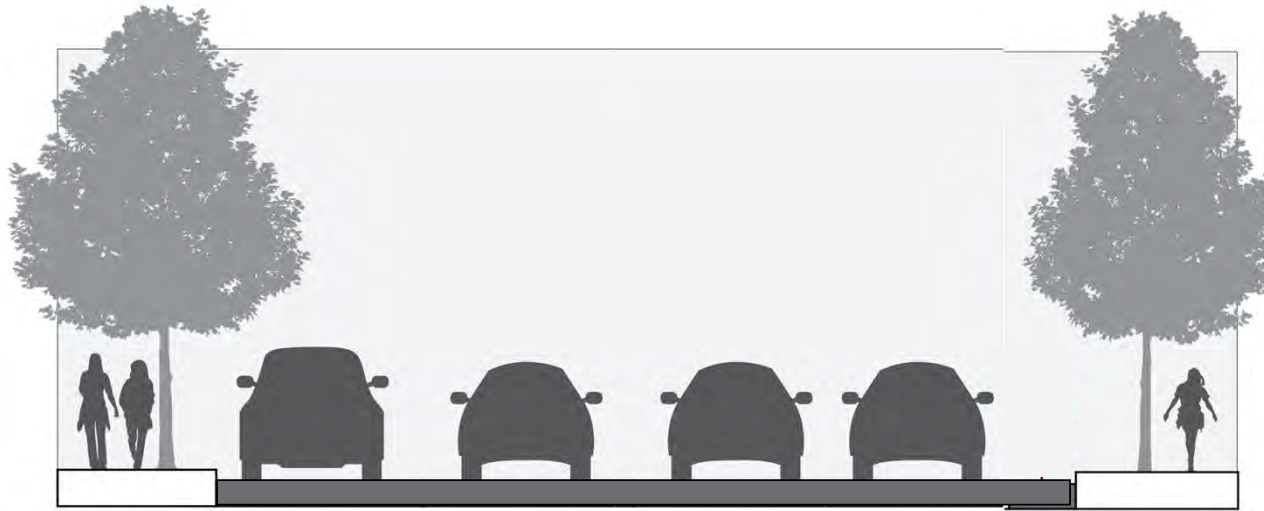
Concept 01: Connectivity – Pedestrians / Bikes



Concept 01: Connectivity – Campus Transit



Concept 01: Connectivity – University Drive Options



Existing: limited sidewalks parking vehicle travel- 2 way parking sidewalks (width varies)

Street Sections

Concept 01: Connectivity – University Drive Options



Consider:

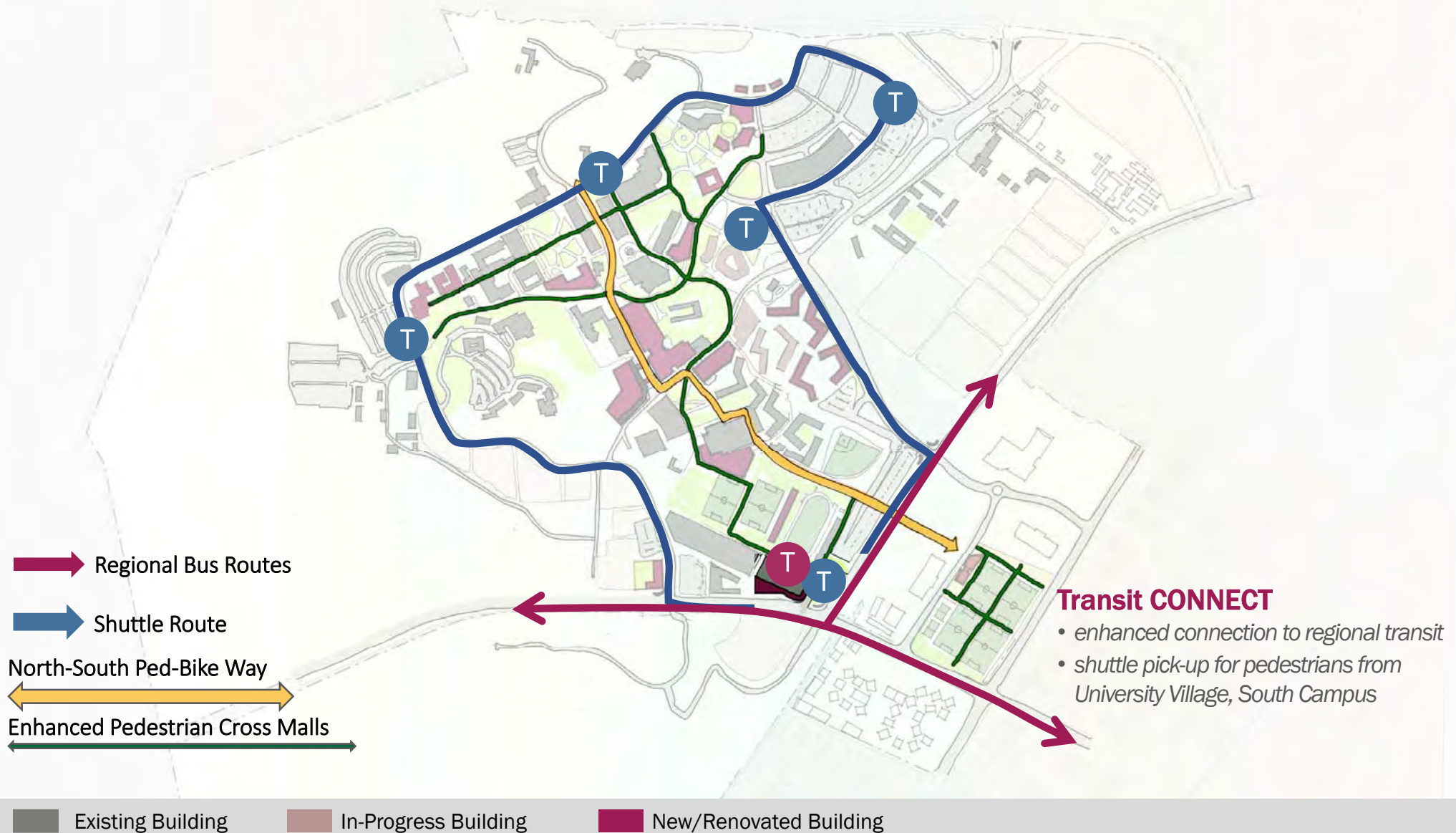
travel lanes
*(eliminate on-street parking
except pull-outs for ADA/Med)*

1 way transit
+ bikes

widen sidewalks
on south side

Street Sections

Concept 01: Connectivity – Regional Transit



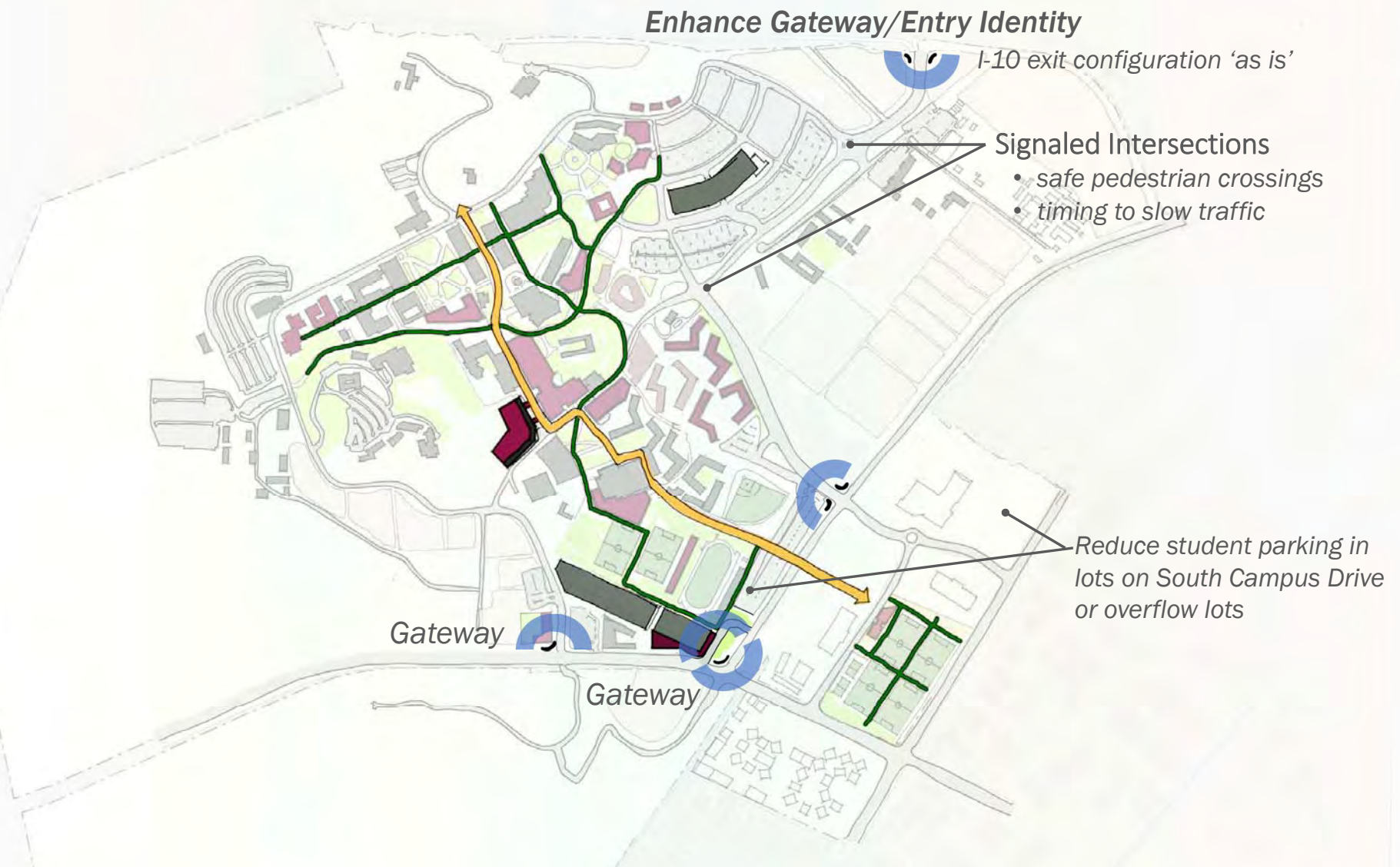
Concept 01: Connectivity – Parking

New Central Garage

- replace parking lots on S Campus Dr
- Access from Temple on University Dr
- visitor parking close to theater, recital hall, BSC and Kellogg Arena
- Conference Facilities on top levels, connected to BSC
- could connect to Kellogg West and Collins

Existing Building In-Progress Building New/Renovated Building Parking Structure

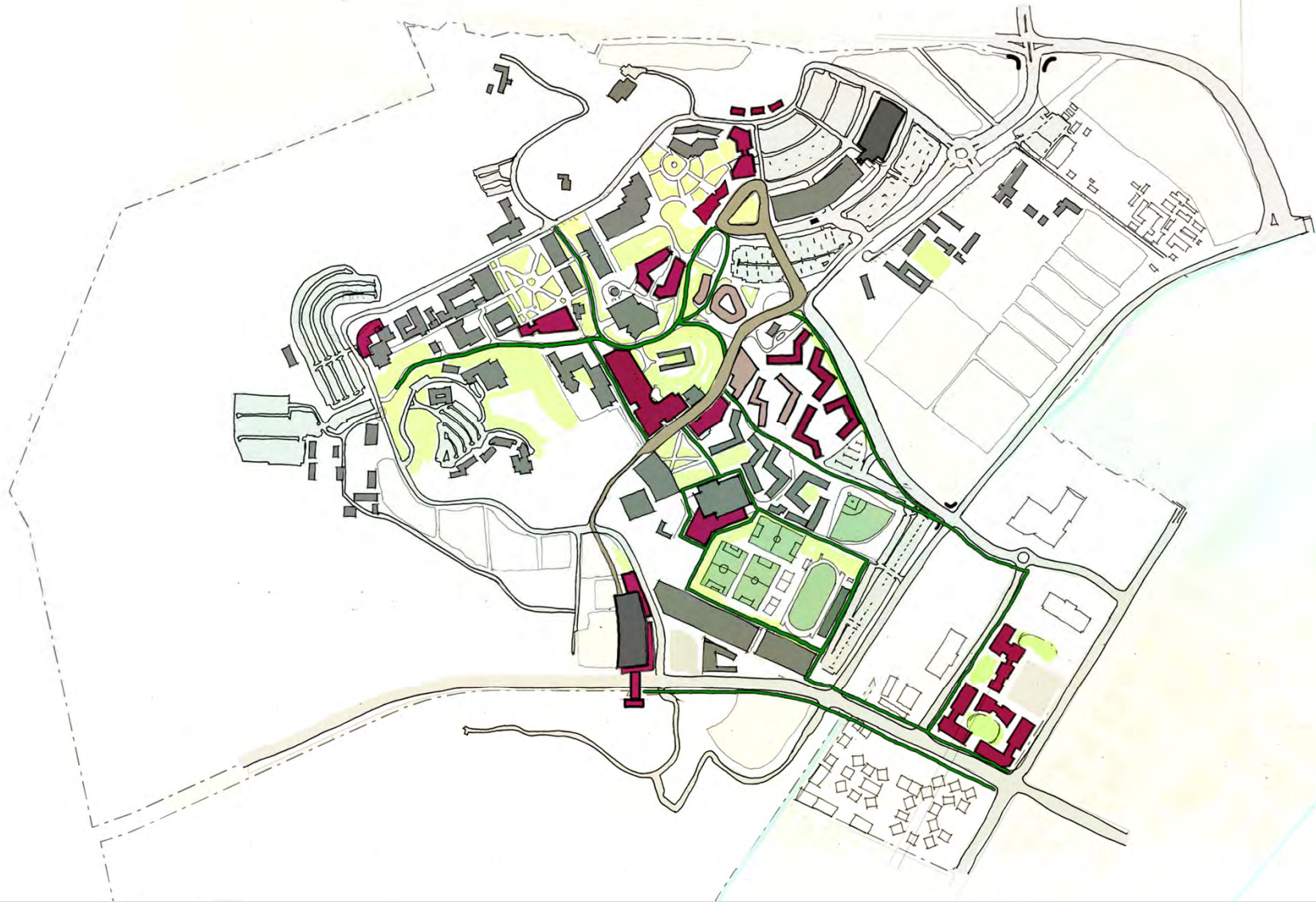
Concept 01: Connectivity – Gateways + Vehicles



Concept 02:

Meet me in the middle.

Concept 02: meet me in the middle

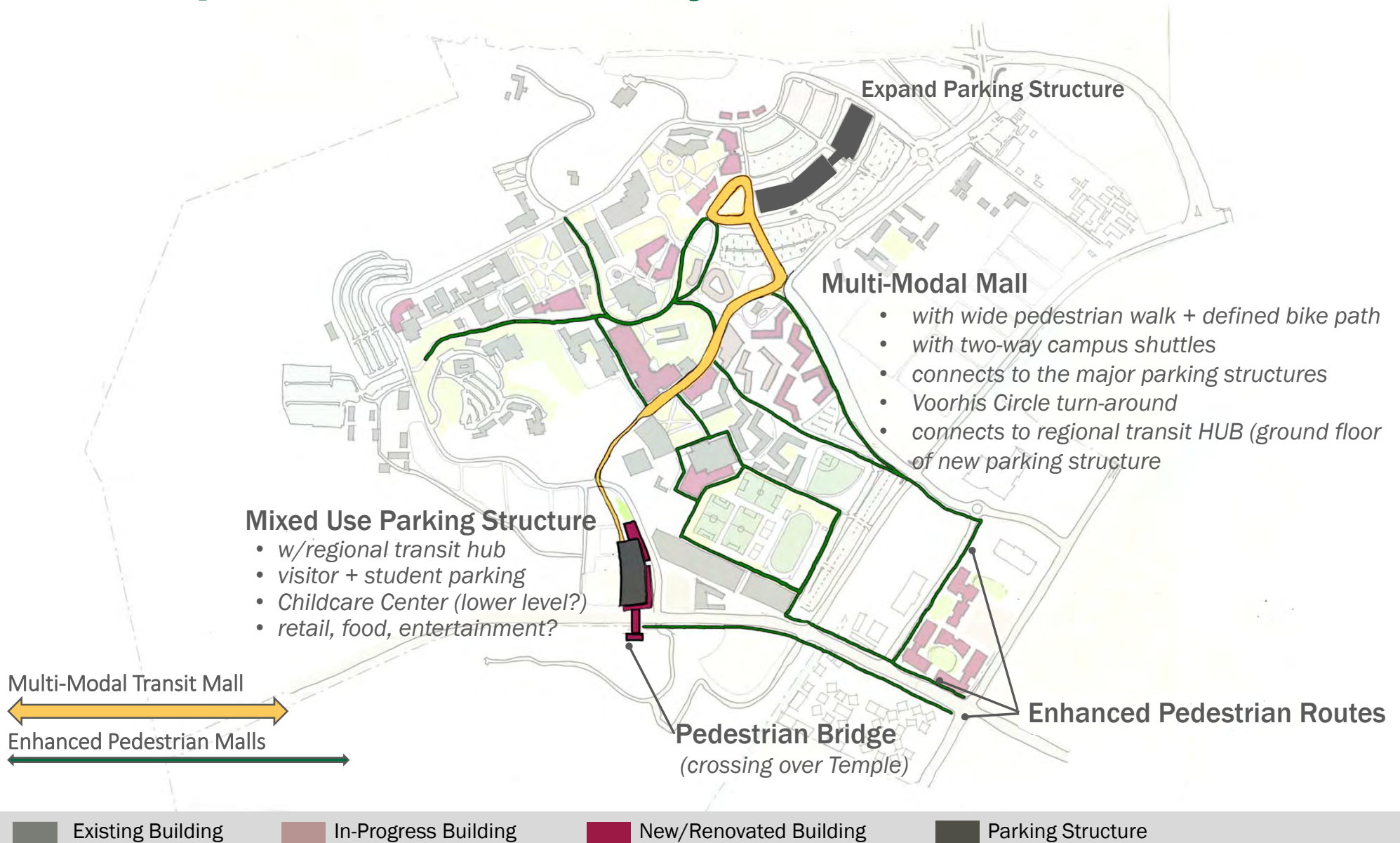


Existing Building In-Progress Building New/Renovated Building Parking Structure

Concept 02: Connectivity – Pedestrian-Bikes



Concept 02: Connectivity – Pedestrian-Bikes



Concept 03:

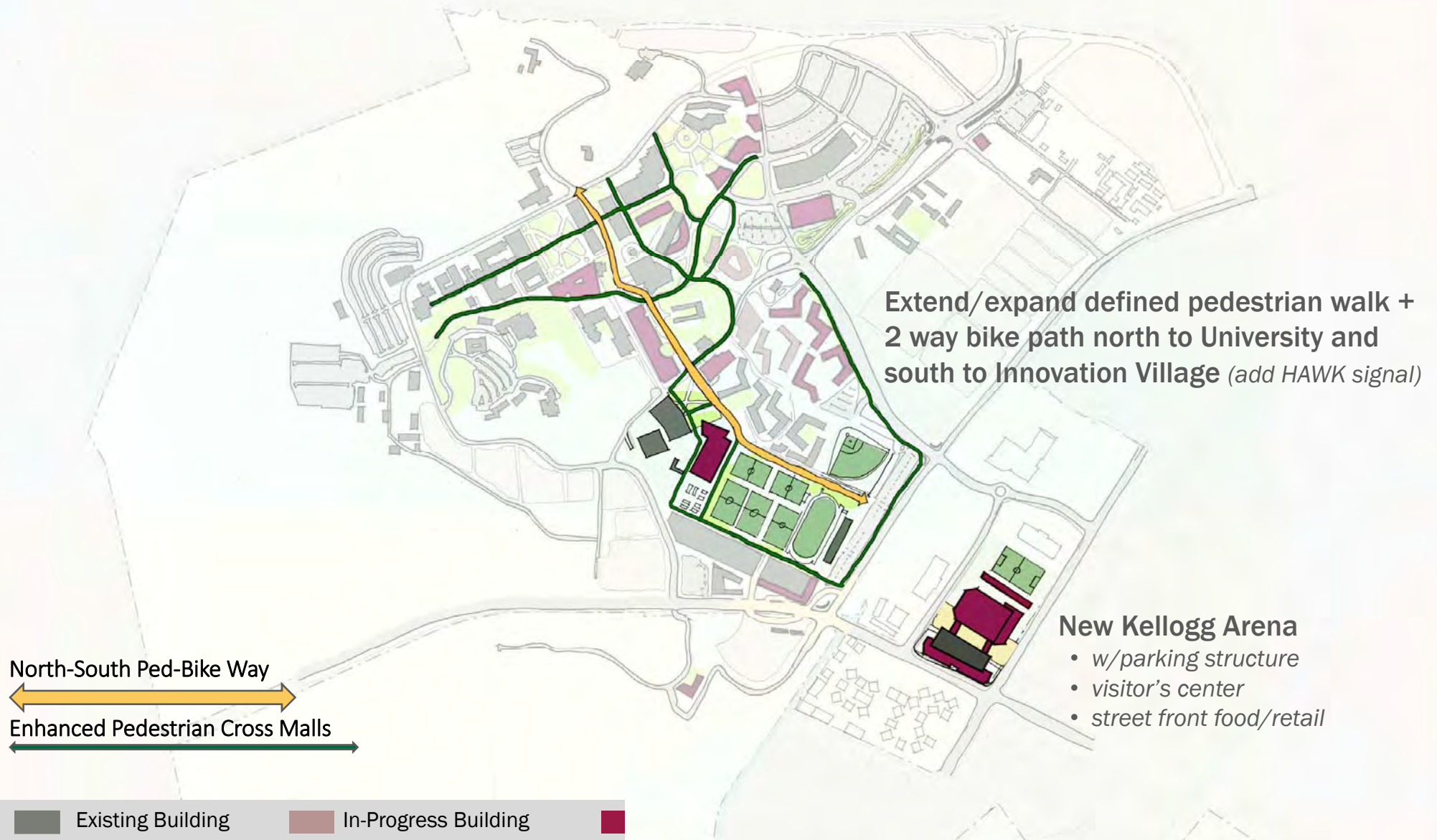
Make a Big Leap

Concept 03: Make a Big Leap



Existing Building In-Progress Building New/Renovated Building Parking Structure

Concept 03: Connectivity – Pedestrian / Bike



Concept 03: Connectivity – Campus Transit

Campus Transit Loop

- 1 way or 2 way route
- could close north portion of University Dr to autos, shuttle bus + bikes only

Parking Structure Expansion + Campus Transit Center

- Main Stop for all Campus Shuttles
- Visitor parking
- Multi-modal mall w/drop-off area

Transit Hub w/regional bus connections

Existing Building In-Progress Building New/Renovated Building Parking Structure

Concept 03: Connectivity – Campus Transit

Campus Transit Loop

- evaluate feasibility of transit running on N-S central mall
- requires reconsidering BSC + Bookstore location/configuration

REJECTED!!!

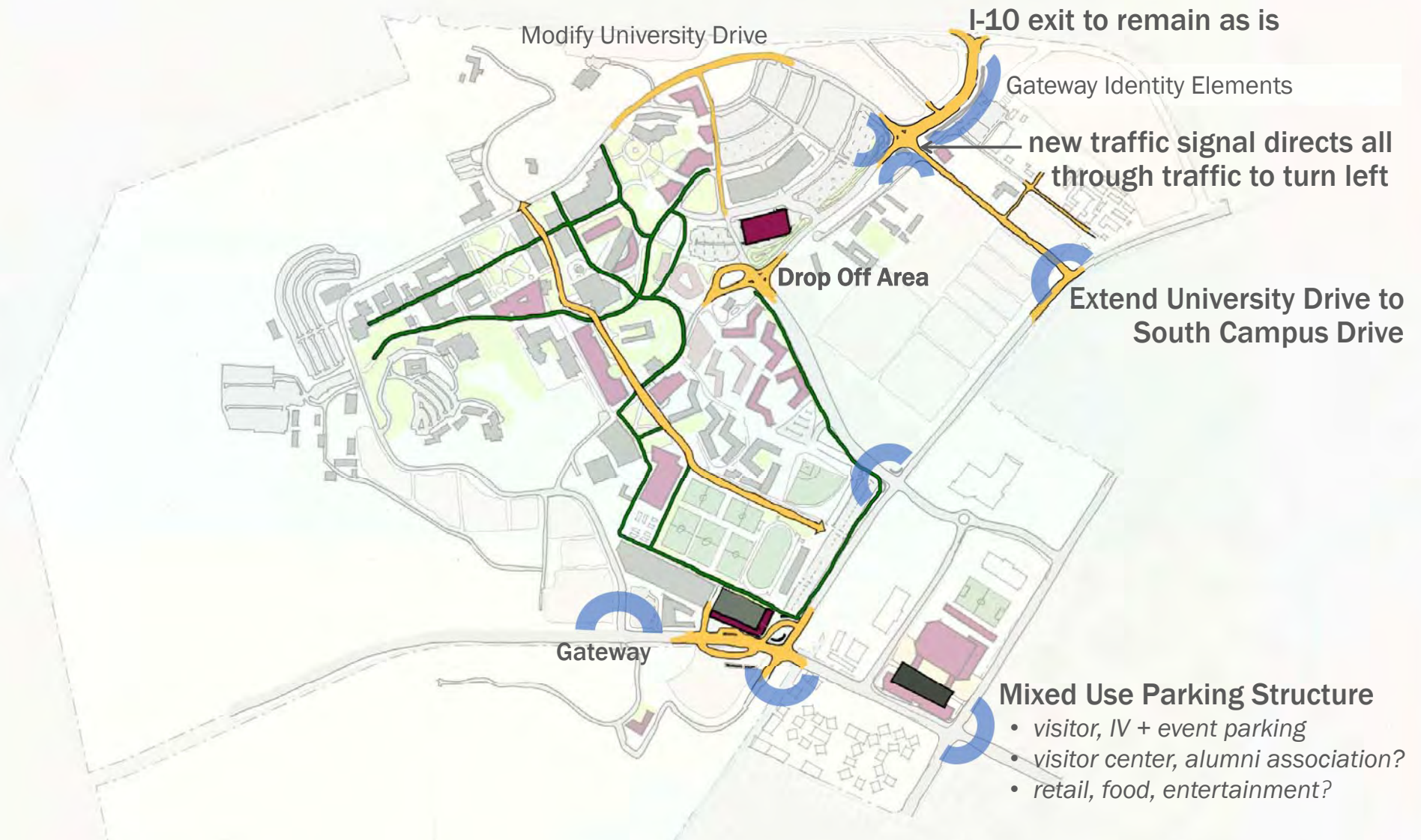
Parking Structure Expansion + Campus Transit Center

- Main Stop for all Campus Shuttles
- Visitor parking
- Multi-modal mall w/drop-off area

Transit Hub w/regional bus connections

Existing Building In-Progress Building New/Renovated Building Parking Structure

Concept 03: Connectivity – Gateways + Vehicles



Existing Building



In-Progress Building



New/Renovated Building

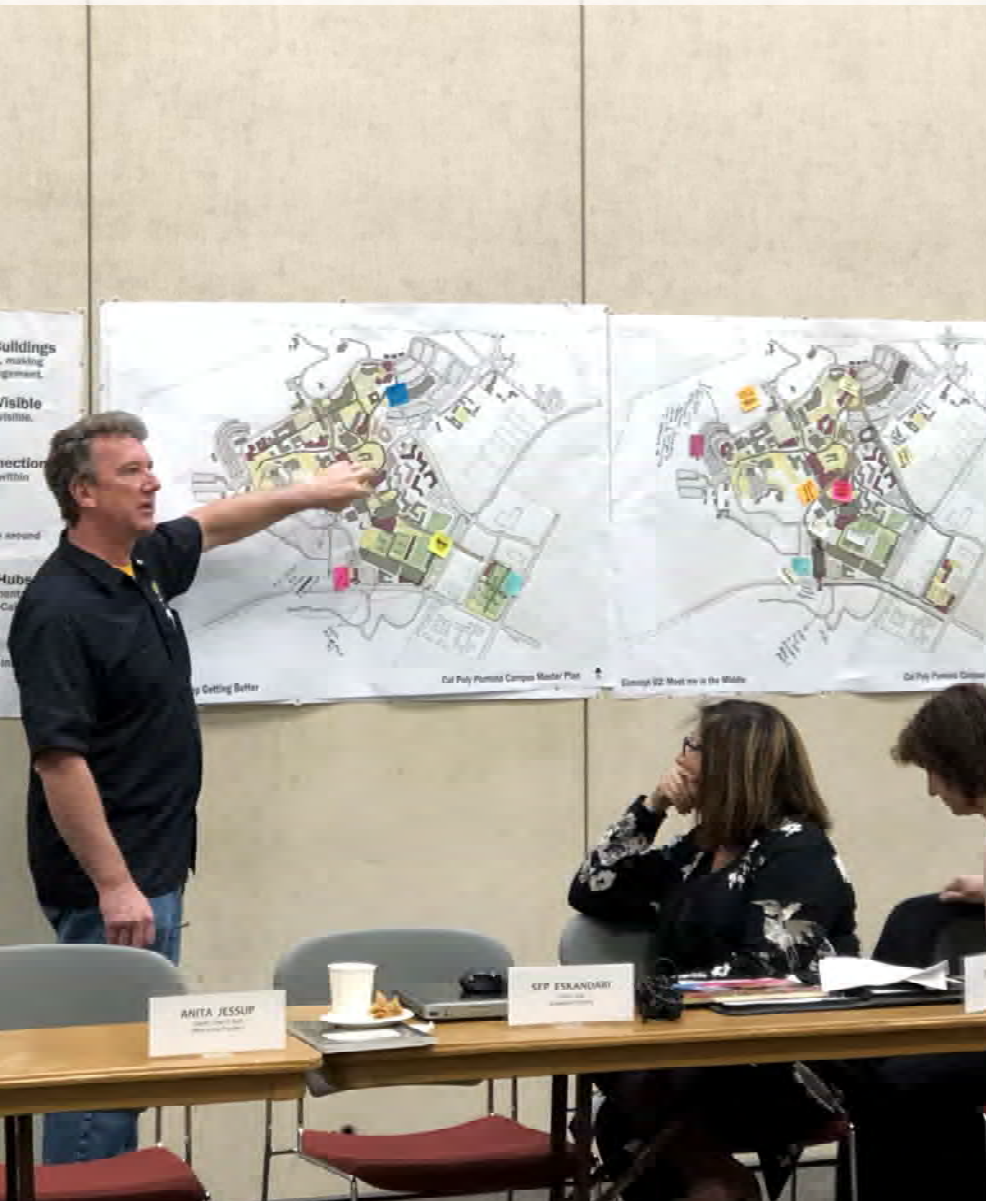


Parking Structure

Concepts

Analysis + Synthesis

Concept 01: Keep Getting Better



Pros:

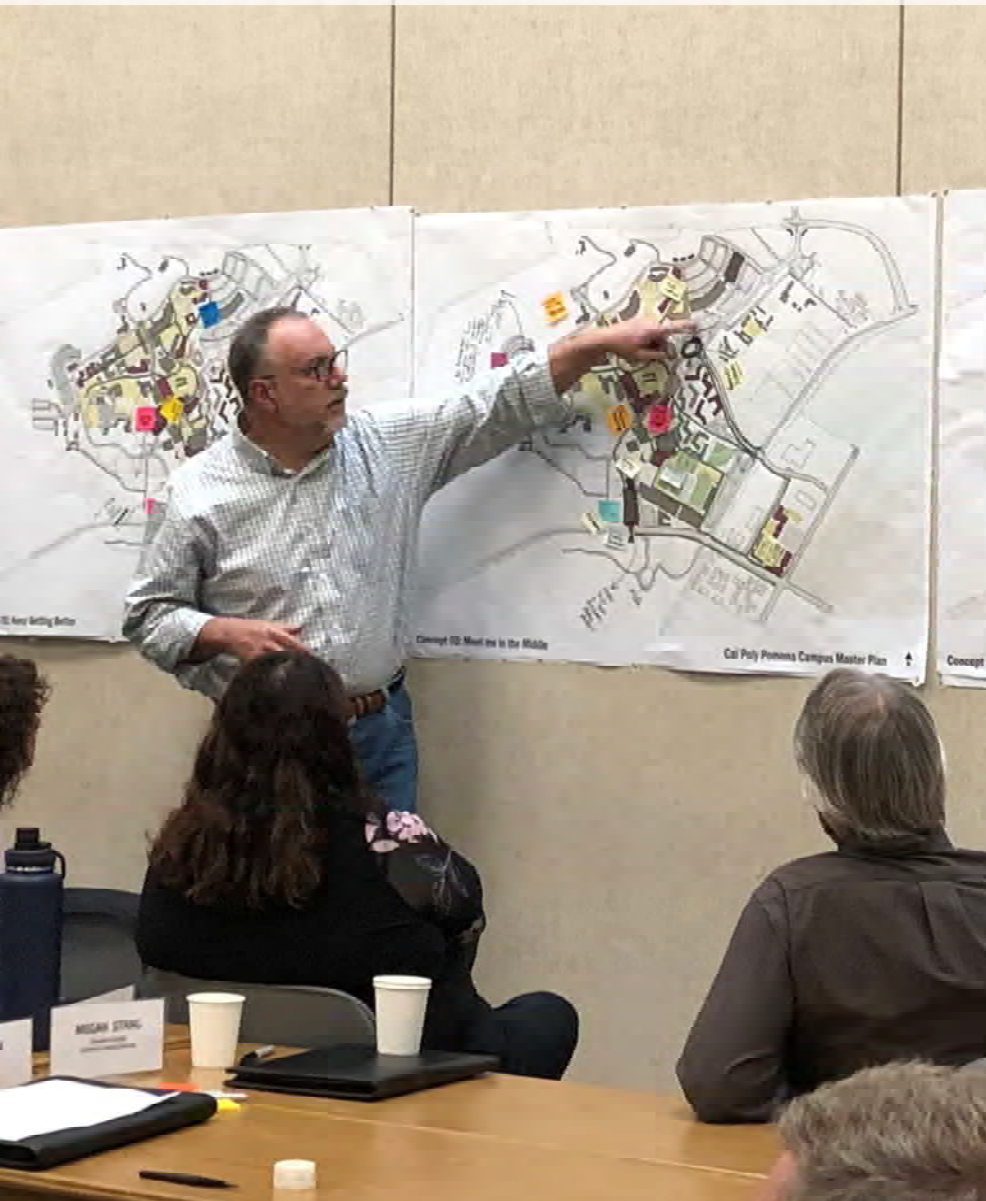
- N-S pedestrian + bike mall
- One-way campus shuttle bus loop
- Transit Connection at Temple/South Campus corner
- Parking Structure + Conference Center
 - connection to Bronco Student Center, Kellogg West
 - +800 spaces close to event venues (*Theater, Recital Hall, Kellogg Arena*) and accessed from Temple without driving through the campus
- Campus Health +Well-being Center on the central mall

Cons:

- Innovation Village recreation fields - *not the highest and best use of the undeveloped land, esp given the gateway/edge location and proximity to South Campus*
- Don't like Child Care Center at Temple and University

Overall this concept seems to be built around the existing campus infrastructure and doesn't fully resolve major issues of campus entry from the freeway.

Concept 02: Meet Me in the Middle



Pros:

- E-W central pedestrian/bike/transit mall
- Campus Health +Well-being Center on the central mall
- Expanding Environmental Design building in place
- Innovation Village Mixed-use Development – *like mixed use with active street front; housing above might not make sense if South Campus will include more housing*

Cons:

- Multi-level parking + transit hub at Temple/University – *not accessible if elevator isn't working; too remote?; could conflict with I-Poly drop-off; would rather see hub on Kellogg or South Campus*
- Child Care Center – *not sure about this location*

This concept is very different from current campus organization and seemed to raise more questions and conflicting opinions about pros and cons.

Concept 03: Make a Big Leap



Pros:

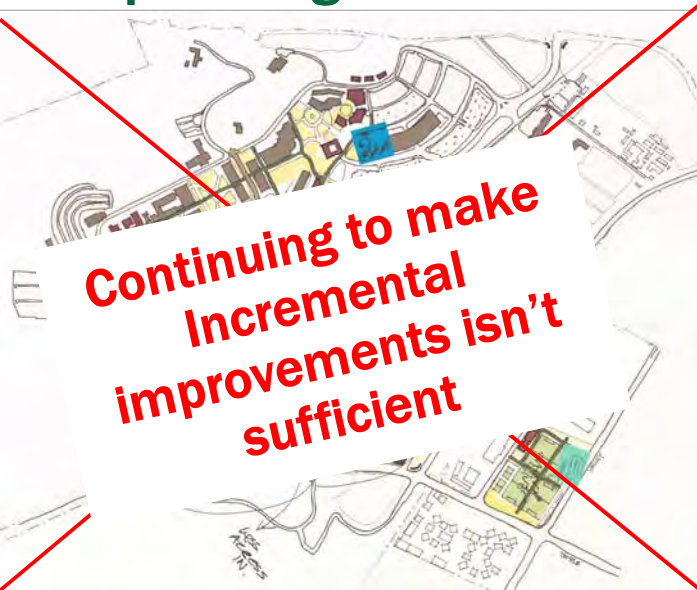
- N-S pedestrian + bike mall (*w/o transit, extend across SC Dr*)
- One-way campus shuttle bus loop
- University Drive extended to South Campus Drive
- New Arena-Fieldhouse development in Innovation Village *potential to be a 'Visitors/Alumni Center, street front retail/food/entertainment extends Brew Works concept to create an active 'town-gown' edge*
- Campus Health + Well-being Center on the central mall (*some concern about distance from the academic core*)

Cons:

- Child Care Center location - *parents still have to look for parking after drop-off.*
- Transit hub located at Temple and S. Campus - *needs a pedestrian bridge for safer access to the campus and surrounding housing, etc.*

Overall this concept seems to be more forward looking, connecting to the south campus and creating a new major front-door-gateway at Valley and Temple.

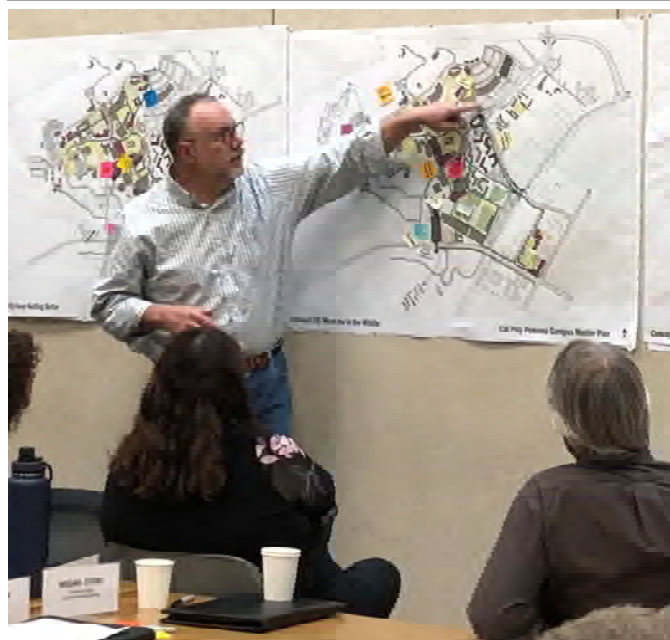
Concept 01: Keep Getting Better



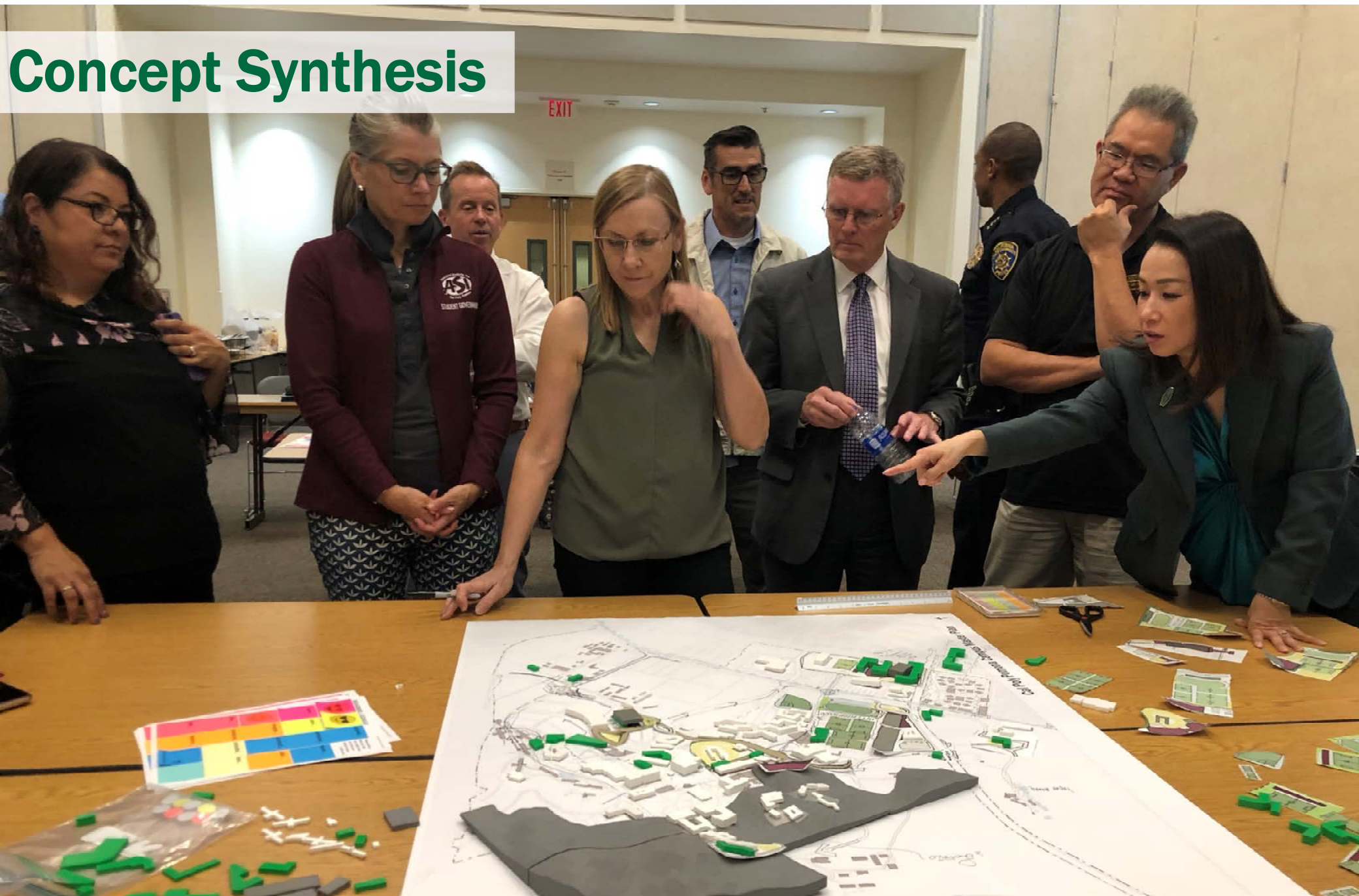
Concept 02: Meet Me in the Middle



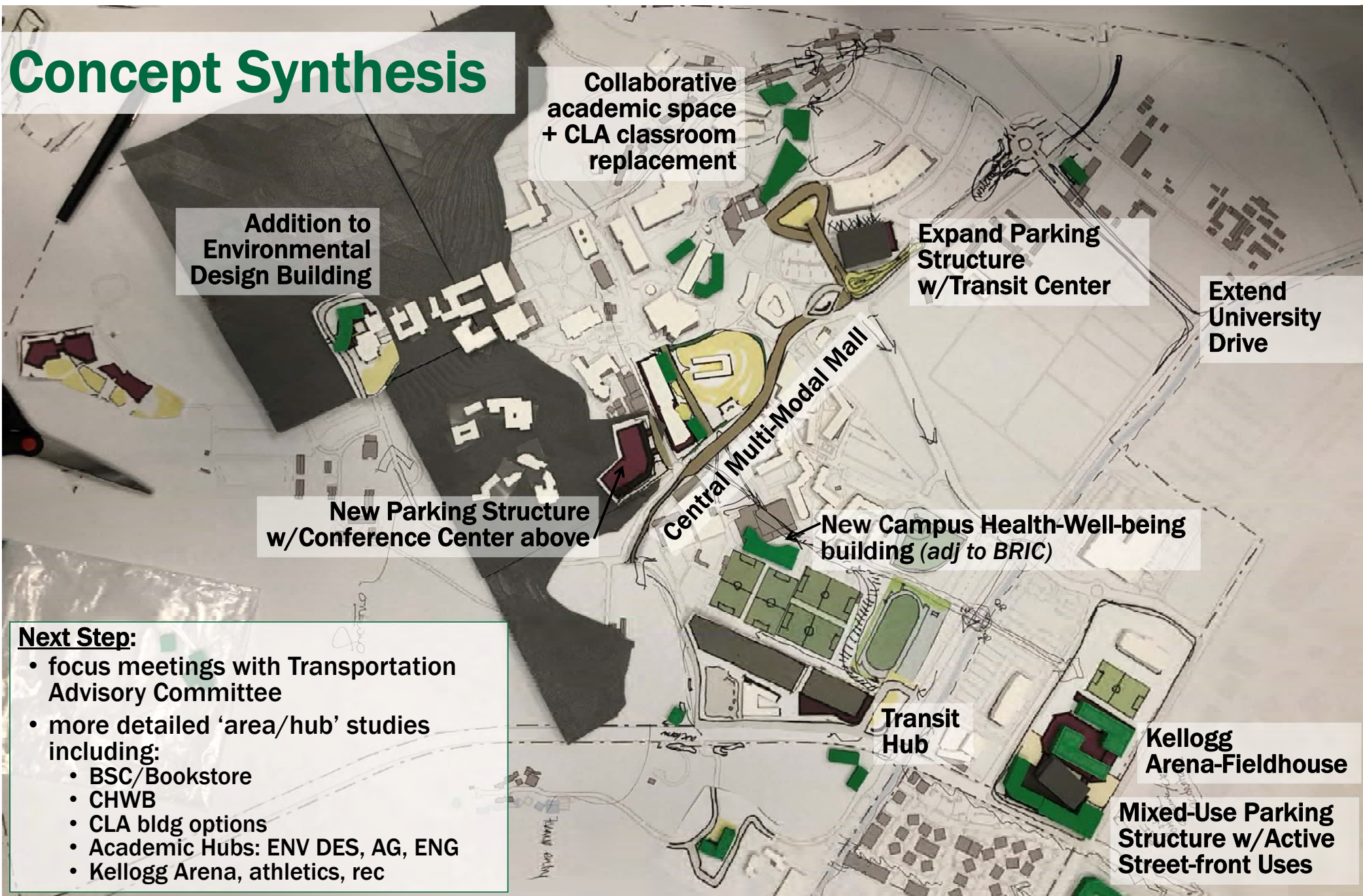
Concept 03: Make a Big Leap



Concept Synthesis



Concept Synthesis



Next Step:

- focus meetings with Transportation Advisory Committee
- more detailed 'area/hub' studies including:
 - BSC/Bookstore
 - CHWB
 - CLA bldg options
 - Academic Hubs: ENV DES, AG, ENG
 - Kellogg Arena, athletics, rec

Transportation Guiding Principles *(for discussion)*

- 1** Through traffic should not go through the campus
- 2** Vehicular circulation should be on the campus perimeter
- 3** No vehicles/transit on the central N-S pedestrian mall
- 4**
- 5**



Thank you!

AYERS
SAINT
GROSS

Cal Poly Pomona Master Plan