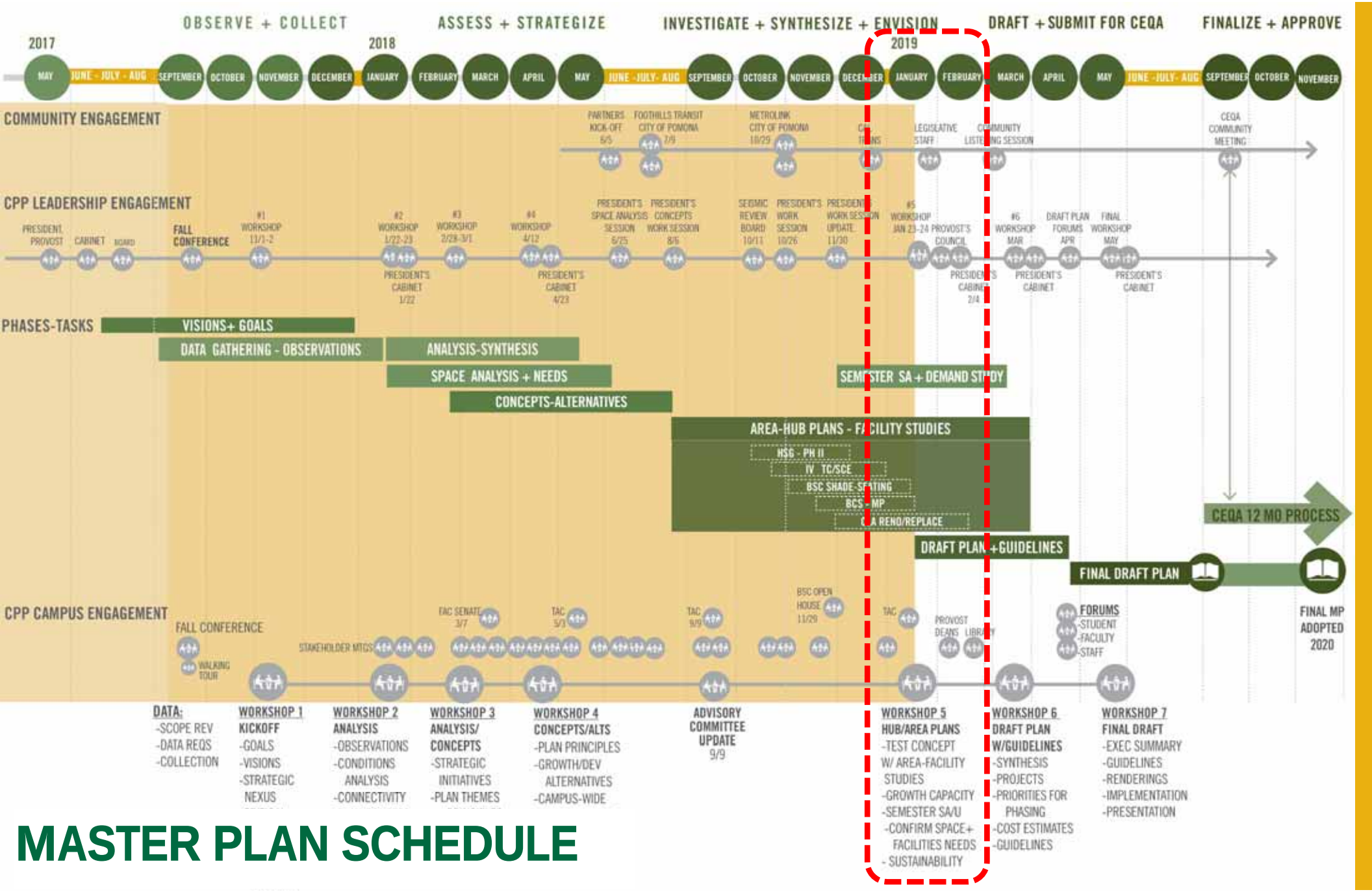
California State Polytechnic University, Pomona
Master Plan Update

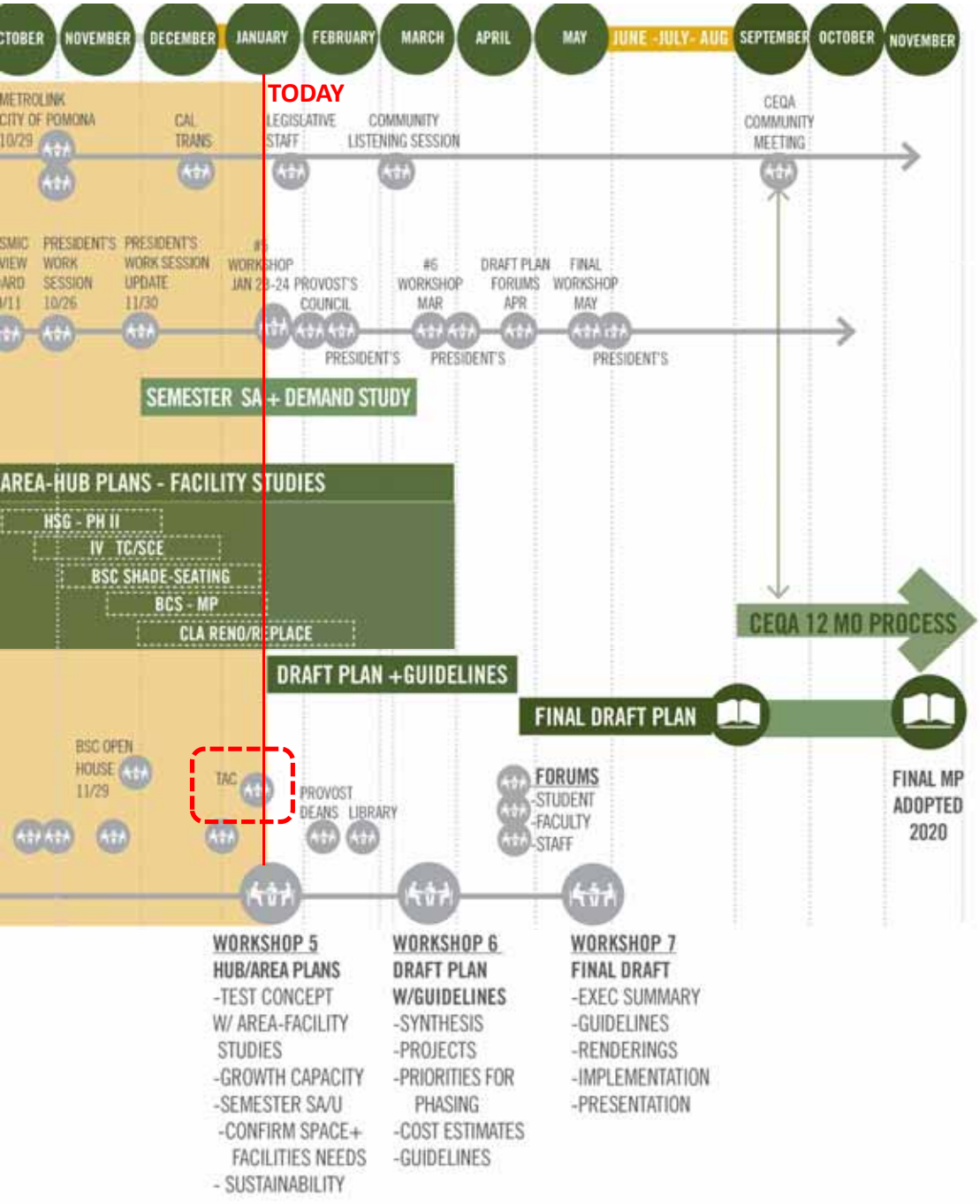
Transportation Advisory Committee Update

24 January 2019

AYERS SAINT GROSS



MASTER PLAN SCHEDULE



MASTER PLAN SCHEDULE

Steps to Completion:

Workshop #5: HUB/Area/Facilities Studies- ***1/23-24***

Focus Sessions:

- *Transportation (TAC)*
- *President's Cabinet Update – Feb 4*
- *Space findings w/Provost's Council - TBD*

Stakeholder meetings: *Library, BSC*

Workshop #6: Draft Plan – March

Focus Sessions:

- *Guidelines + Sustainability*
- *Semester Space Utilization*

Campus Forums on Draft Plan – April

- *Sessions: students, faculty/staff*

Final Workshop - Final Draft Plan – May

Summer 2019: start CEQA EIR + Final Plan documents

Final Master Plan 2020 - CSU approval est late 2020

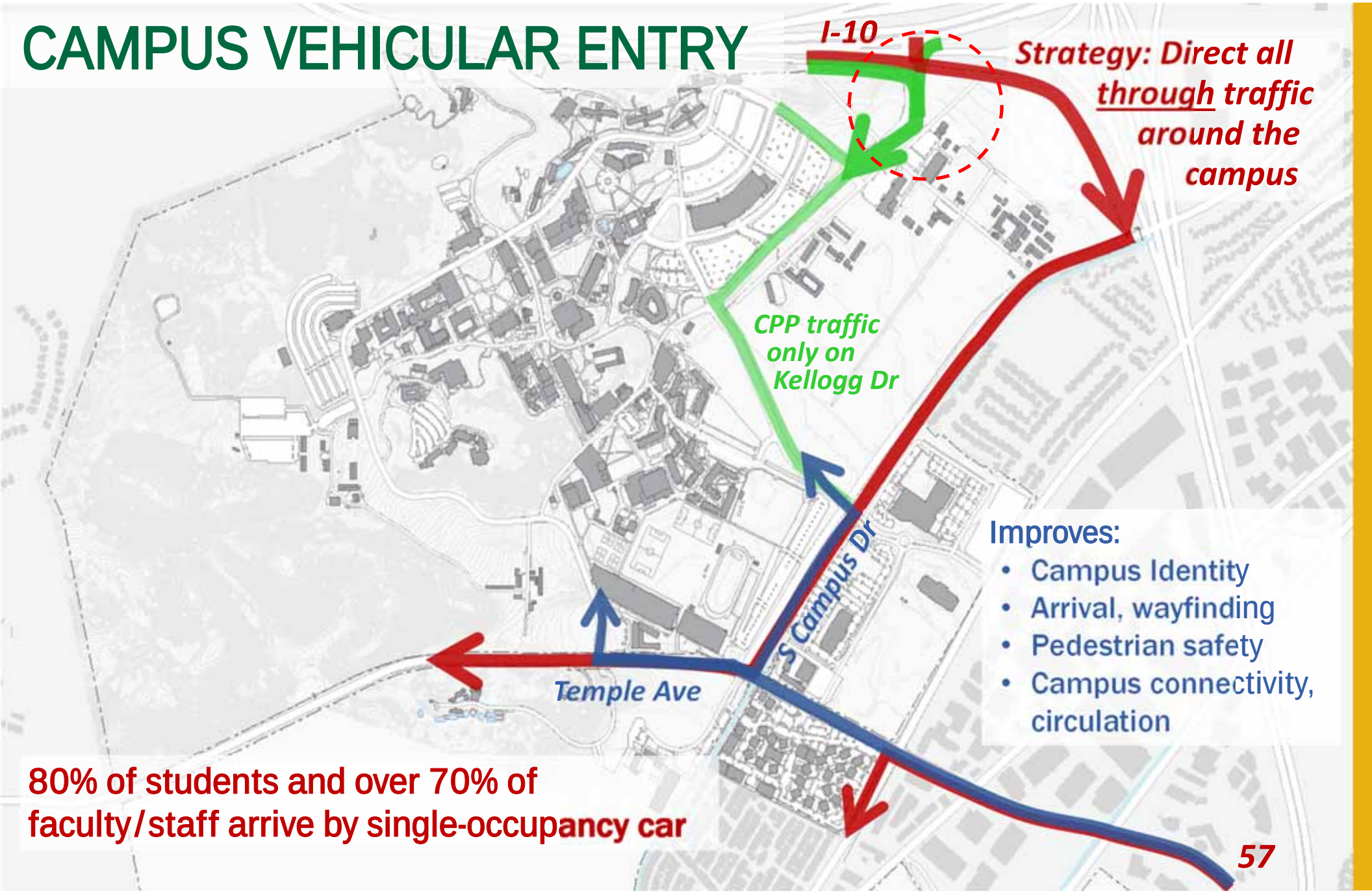
MOBILITY AREAS OF STUDY

Address:

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

Draft Plan Concepts
Cal Poly Pomona campus I-10 entrance

CAMPUS VEHICULAR ENTRY



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

CA Department of General Services:

Troy West, Project Director
Scott McDonnell, Civil Engineer

Caltrans District 7:

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

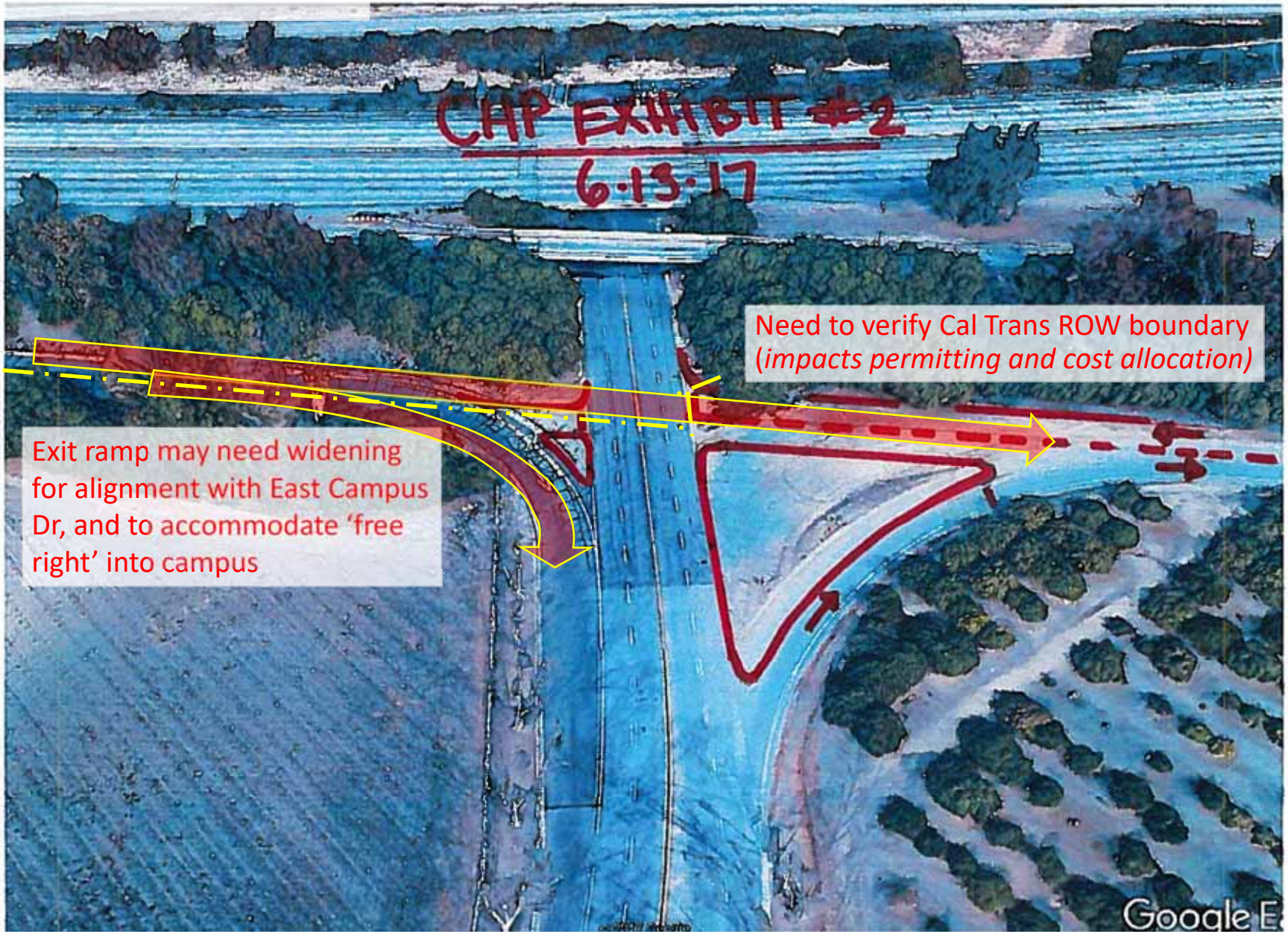
** PPT and notes by CK at Ayers Saint Gross*

CHP BALDWIN PARK FACILITY

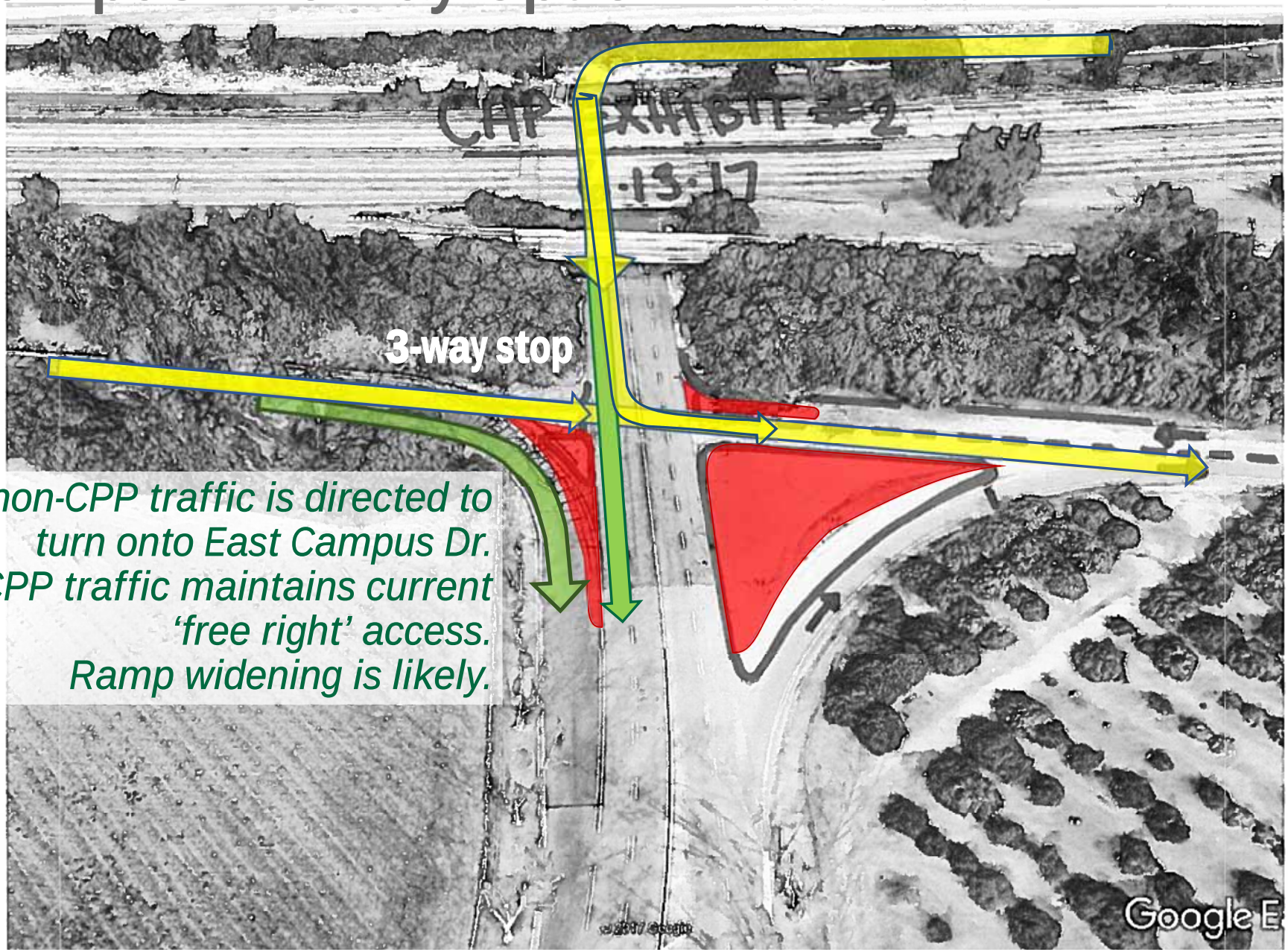
CHP Baldwin Park Facility:

- 2020 start construction, open 2022
- Two-way access on East Campus Dr
- May need turn lane expansion on South Campus Dr
- $1M budget to support street improvements

CHP Baldwin Park



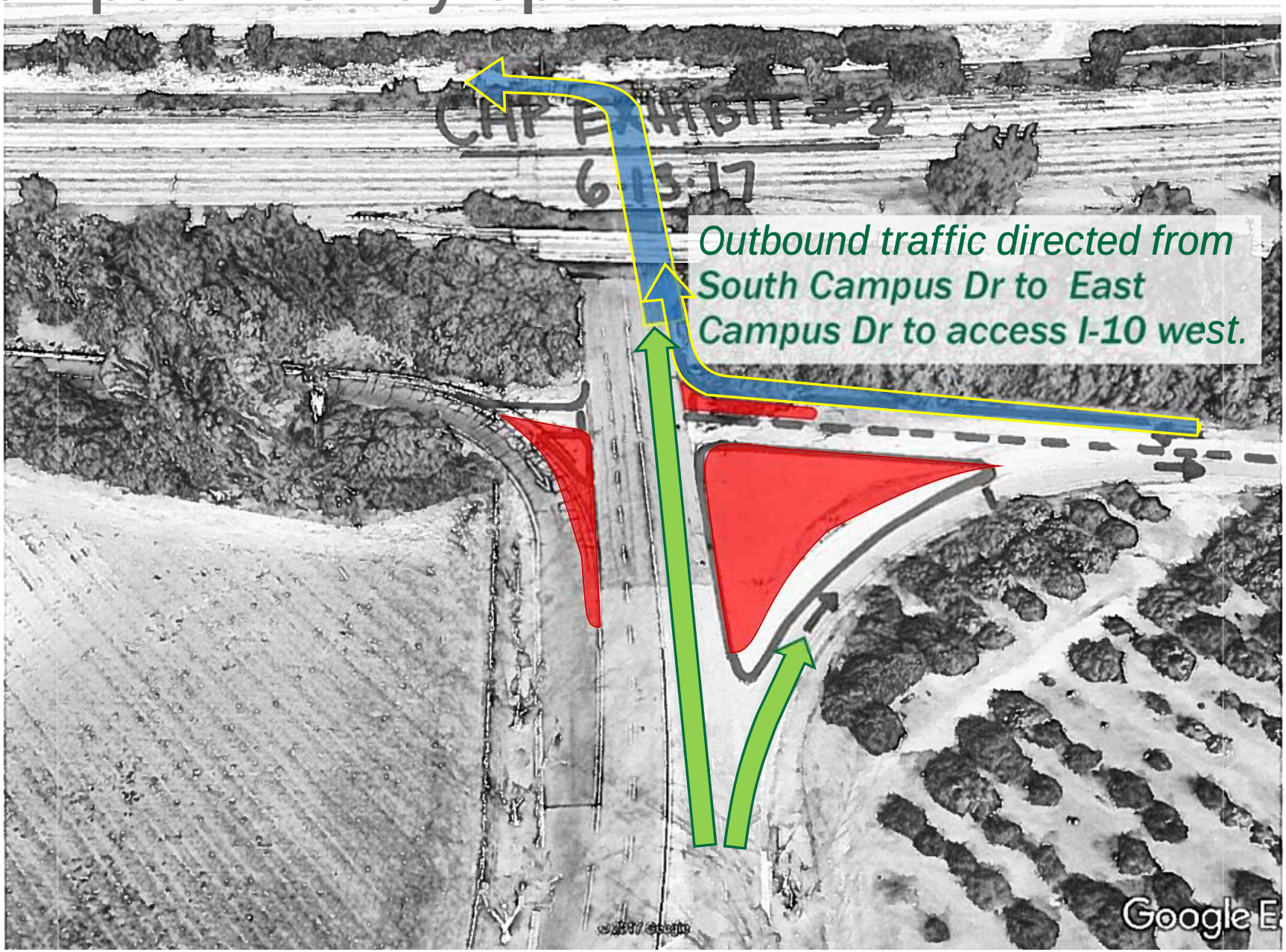
East Campus Two-way Option: *inbound traffic*



Inbound non-CPP traffic is directed to turn onto East Campus Dr.
Inbound CPP traffic maintains current 'free right' access.
Ramp widening is likely.

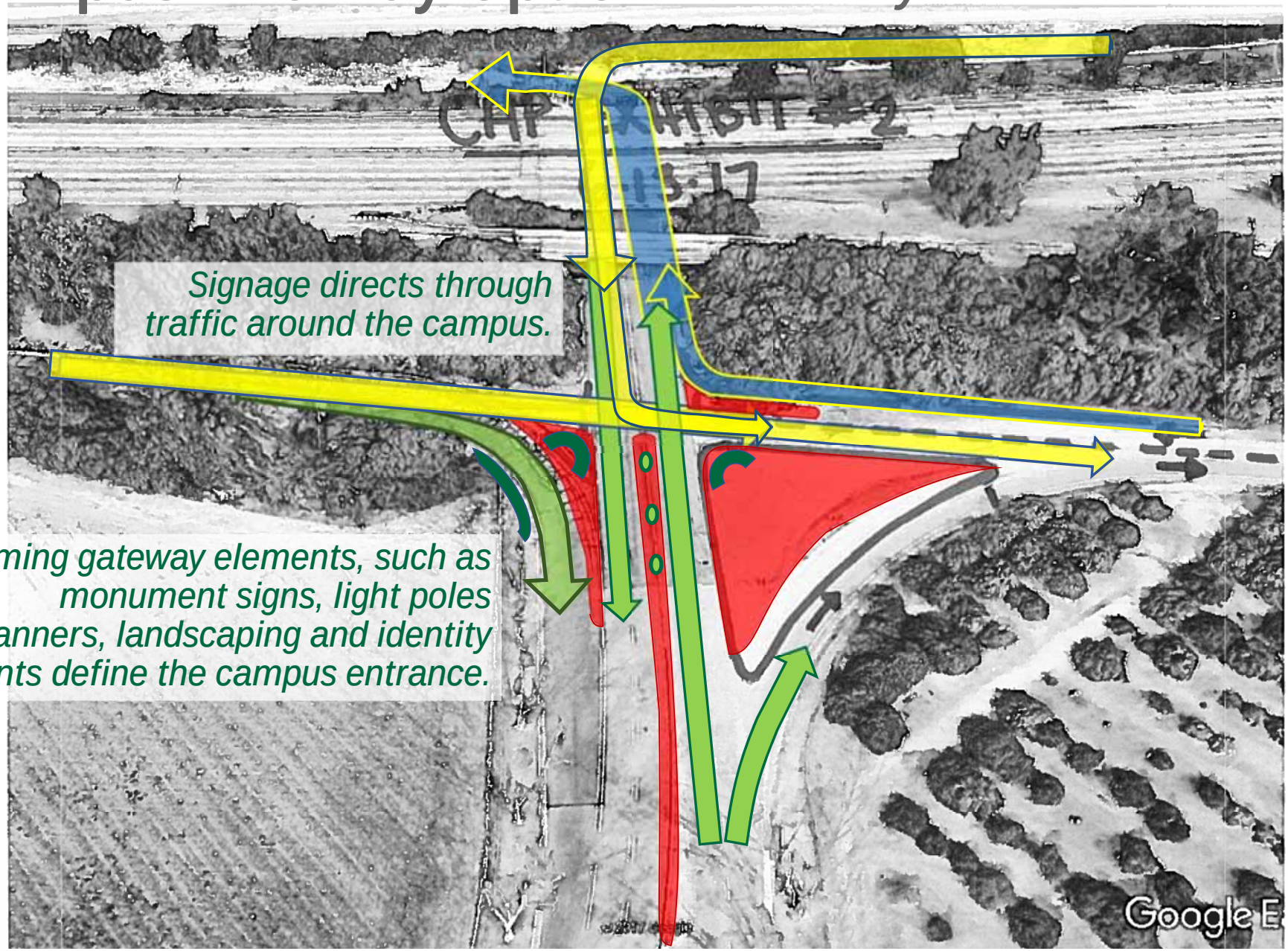
Traffic island
Thru traffic
CPP traffic

East Campus Two-way Option: *outbound traffic*



Traffic island
Thru traffic
CPP traffic

East Campus Two-way Option *w/Gateway elements*



CHP BALDWIN PARK FACILITY

Draft Plan Concepts

On-campus transit – *get the bus out of traffic*

CAMPUS TRANSIT - EXISTING

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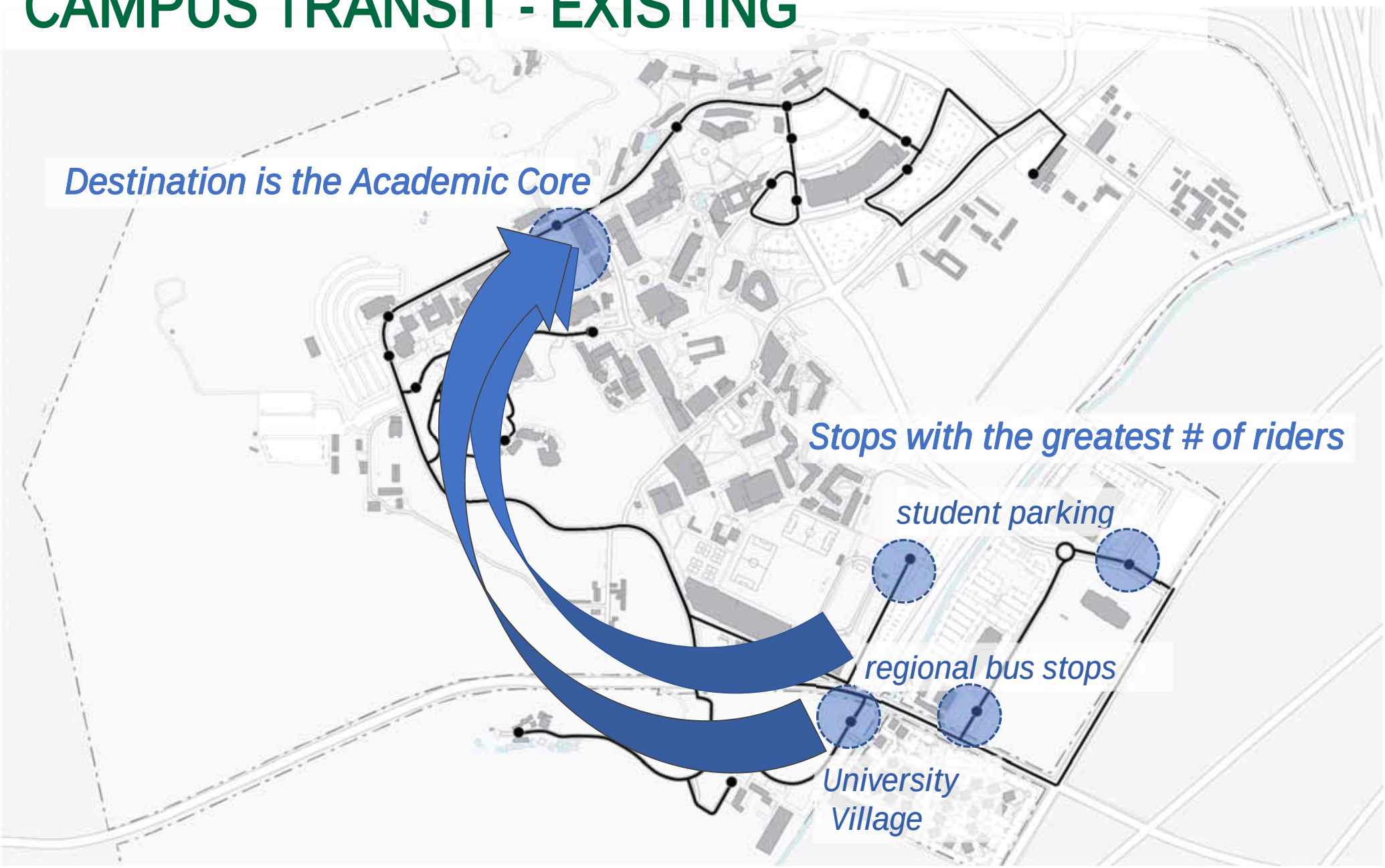
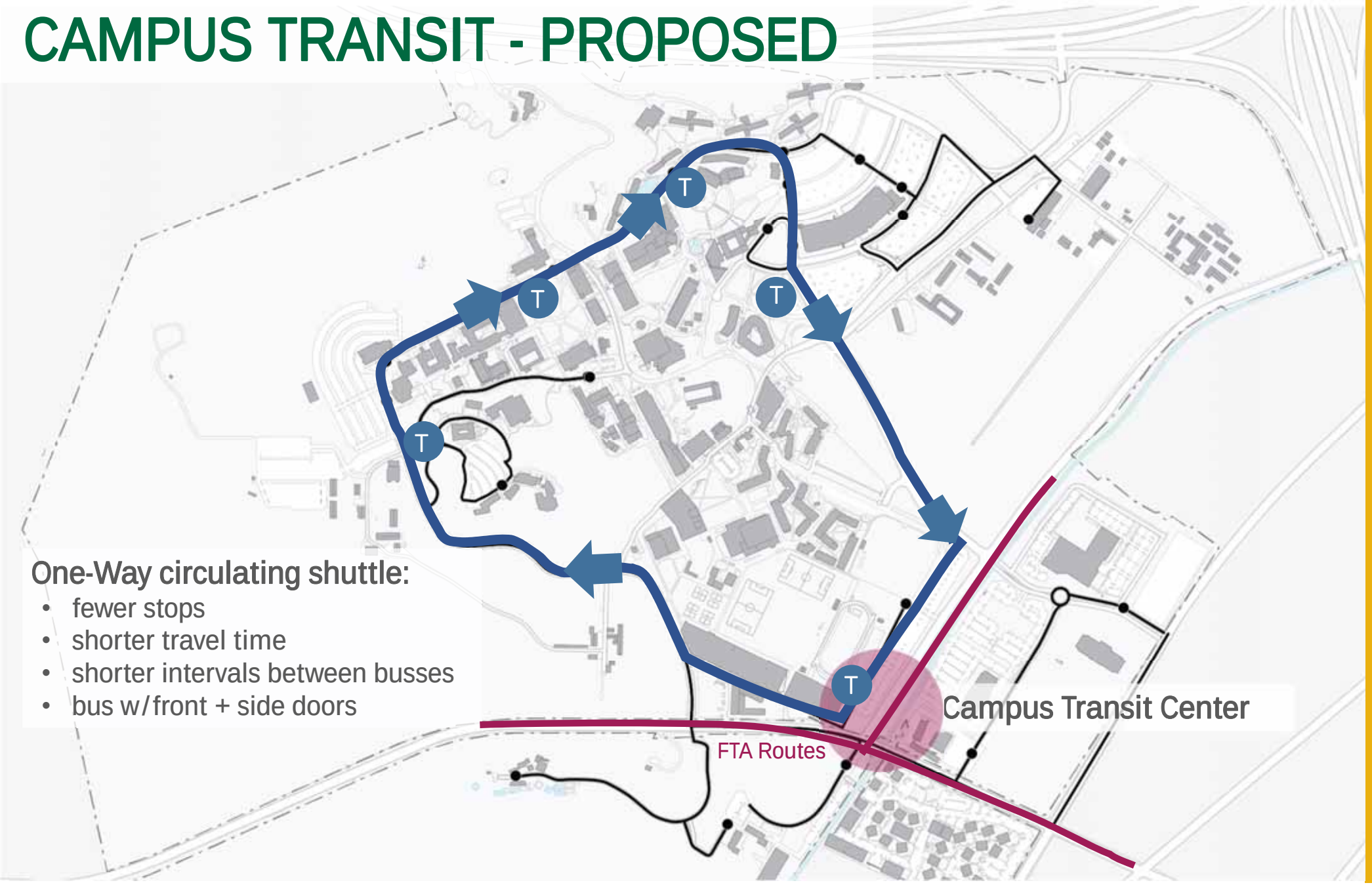


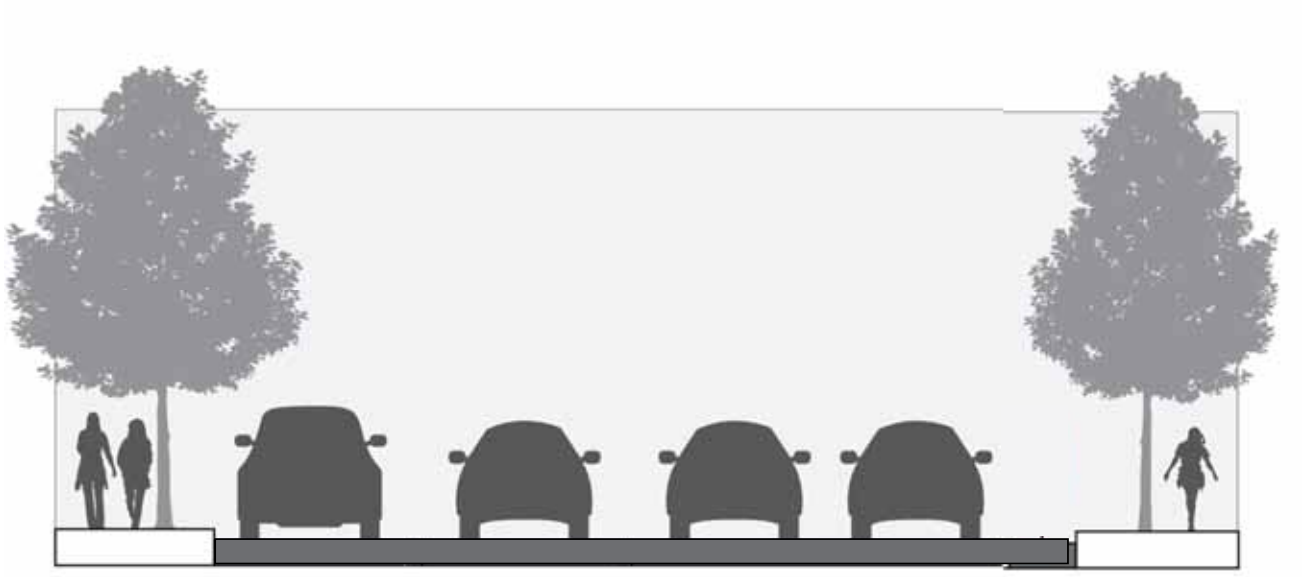
CAMPUS TRANSIT - PROPOSED



One-Way circulating shuttle:

- fewer stops
- shorter travel time
- shorter intervals between busses
- bus w/front + side doors

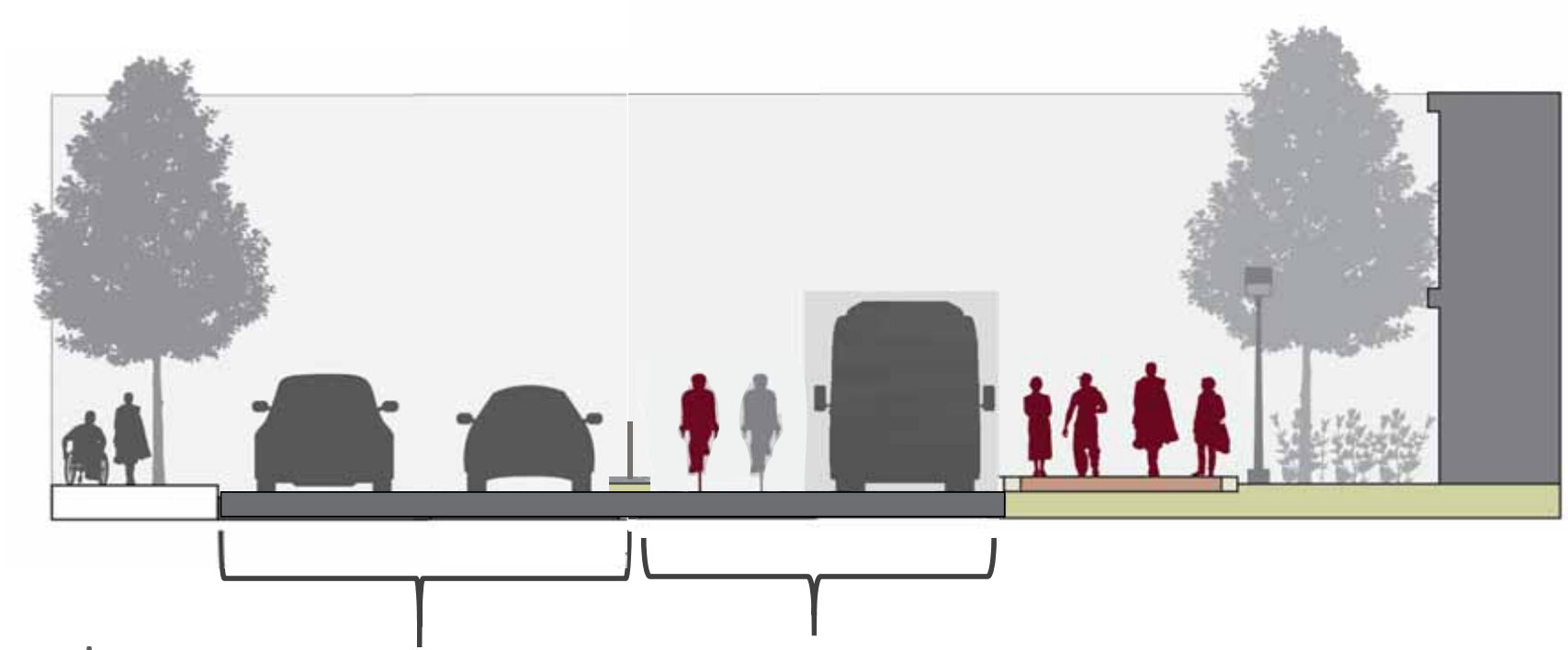
UNIVERSITY DRIVE TRANSFORMATION



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

Street Sections

UNIVERSITY DRIVE TRANSFORMATION



Proposed:

travel lanes

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

1 way transit + bikes

Note: need to consider bike lane configuration relative to busses and passenger loading zone

widen sidewalks on south side

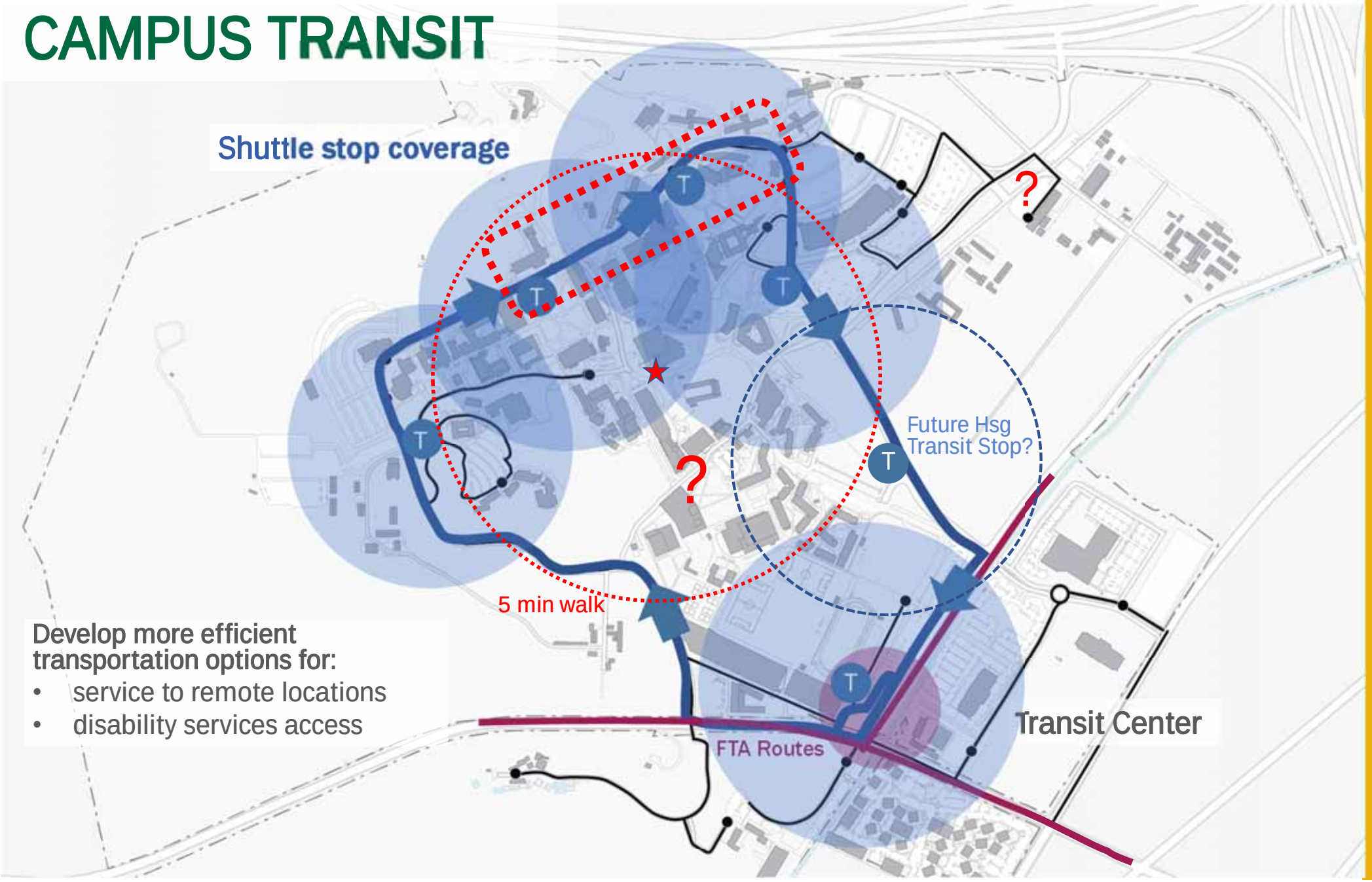
(where needed)

Street Sections

Northern Arizona University Transit Mall *(before)*

Northern Arizona University Transit Mall *(after)*

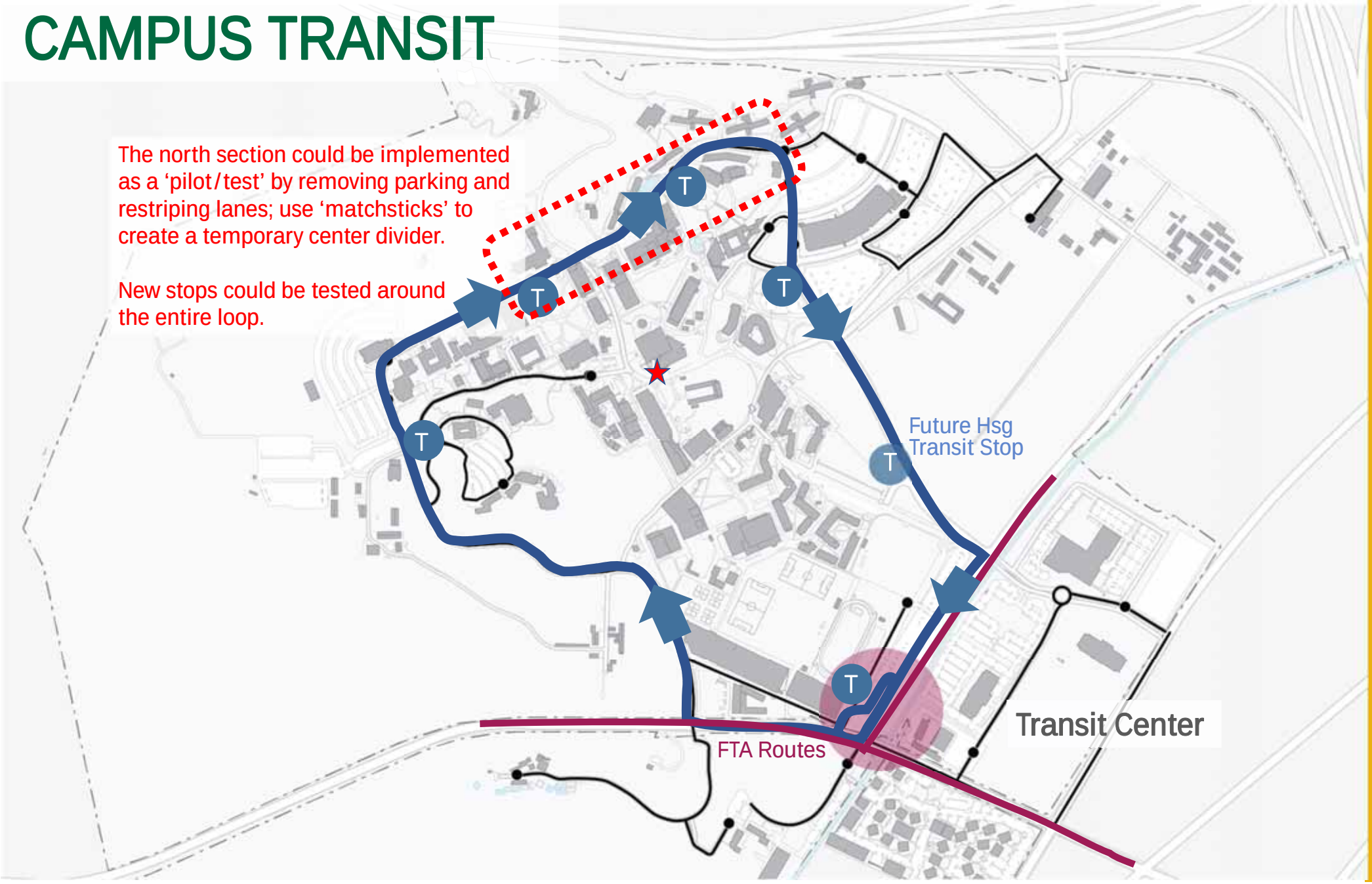
CAMPUS TRANSIT



Develop more efficient transportation options for:

- service to remote locations
- disability services access

CAMPUS TRANSIT



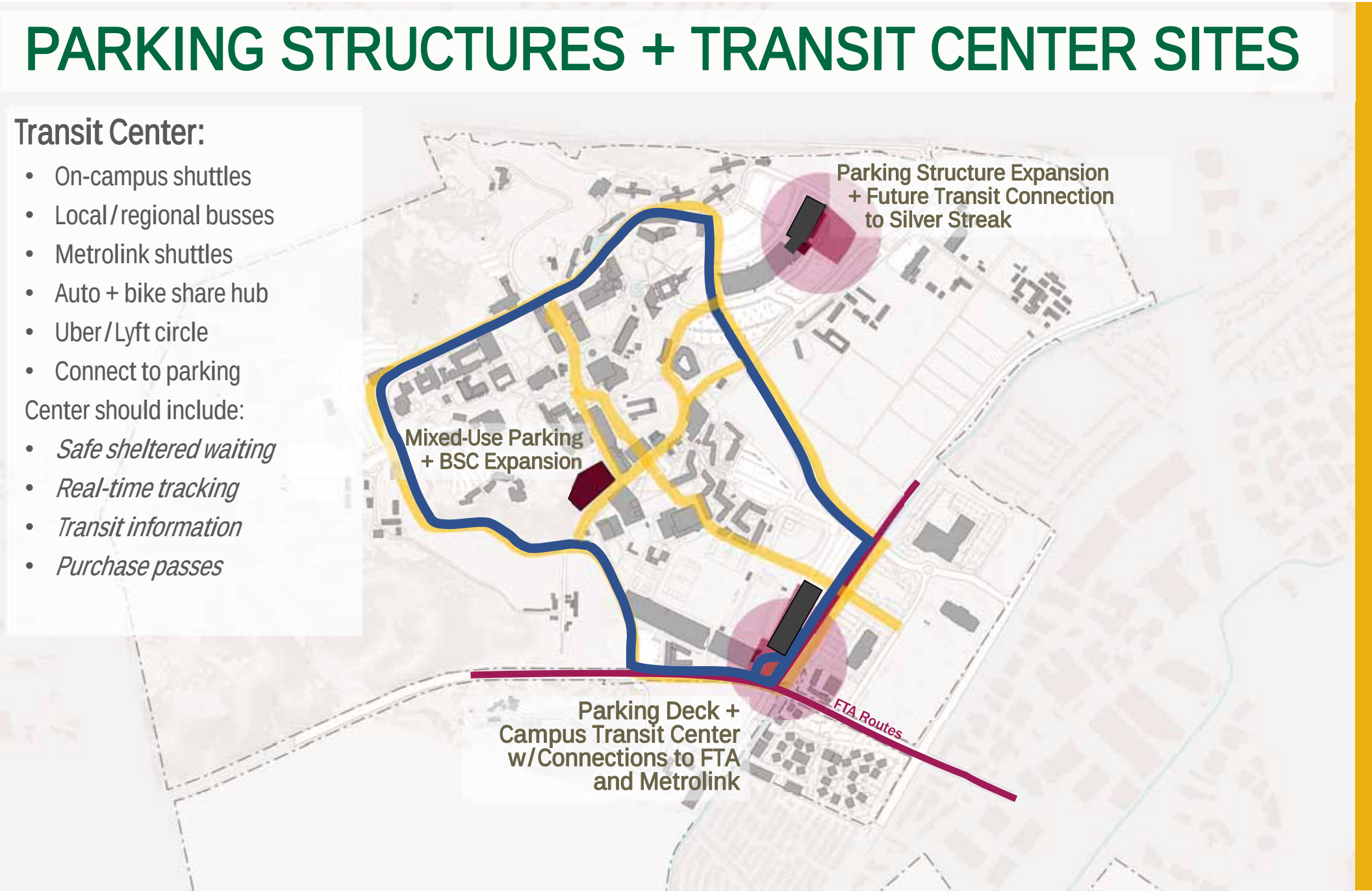
PARKING STRUCTURES + TRANSIT CENTER SITES

Transit Center:

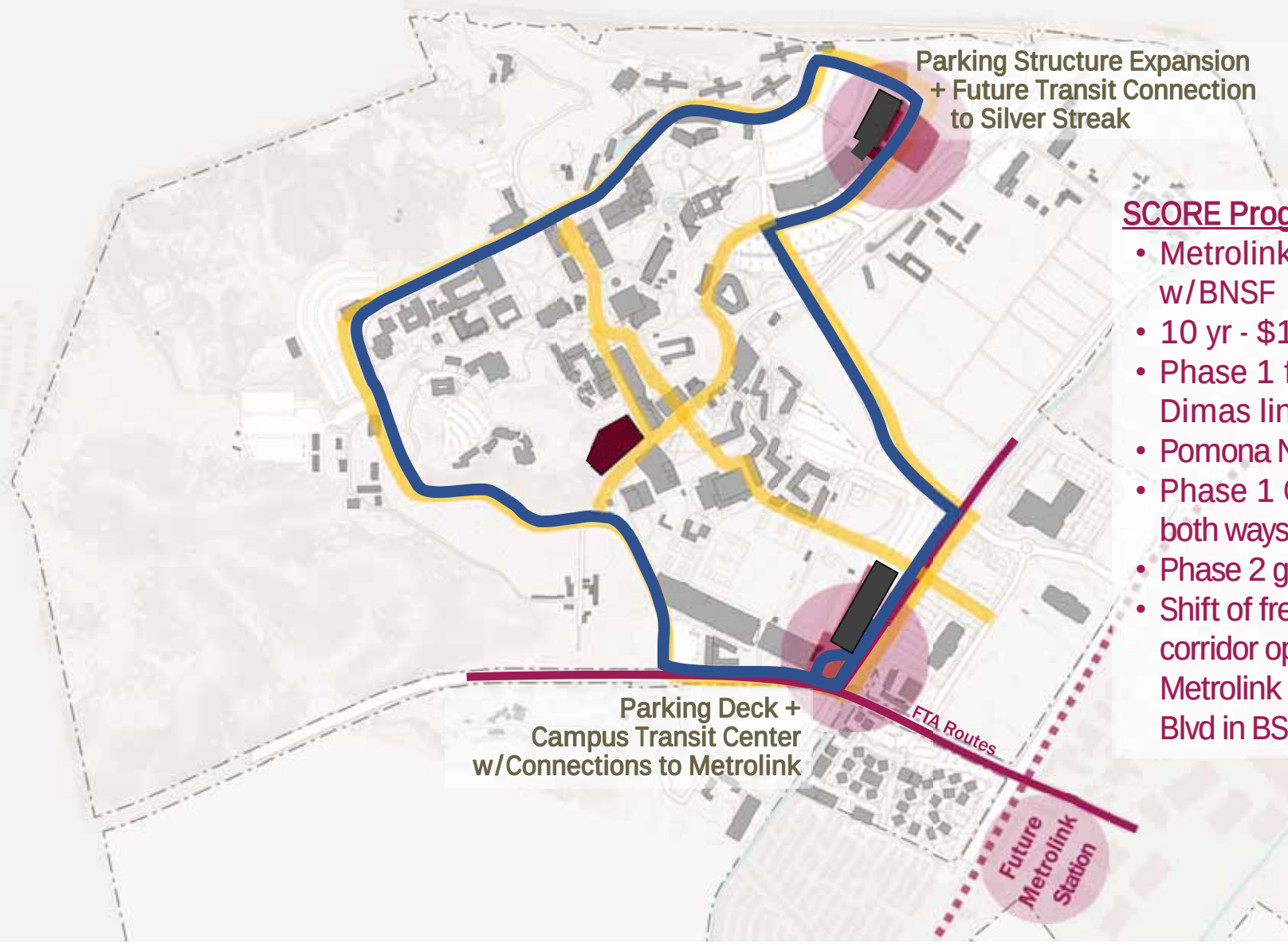
- On-campus shuttles
- Local / regional busses
- Metrolink shuttles
- Auto + bike share hub
- Uber / Lyft circle
- Connect to parking

Center should include:

- *Safe sheltered waiting*
- *Real-time tracking*
- *Transit information*
- *Purchase passes*



FUTURE TRANSIT CONNECTIONS



SCORE Program

- Metrolink Partnership w/BNSF
- 10 yr - $10 B
- Phase 1 funded for SB-Las Dimas line
- Pomona North Station
- Phase 1 Goal is 2 trains/hr both ways, all day ;
- Phase 2 goal is every 15 min
- Shift of freight to UP rail corridor opens possibility for Metrolink station along Valley Blvd in BSNF corridor

PARKING STRUCTURE + TRANSIT CENTER

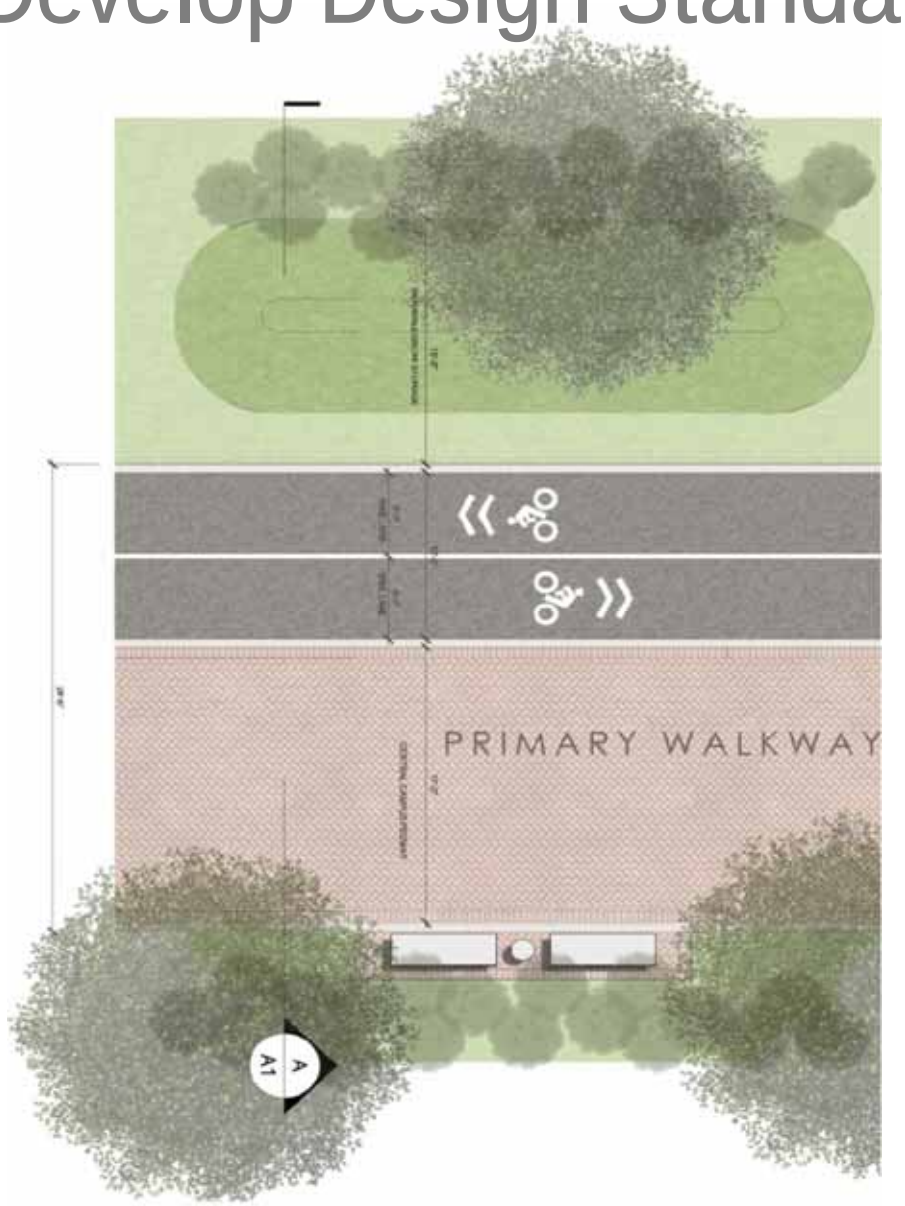
Draft Plan Concepts

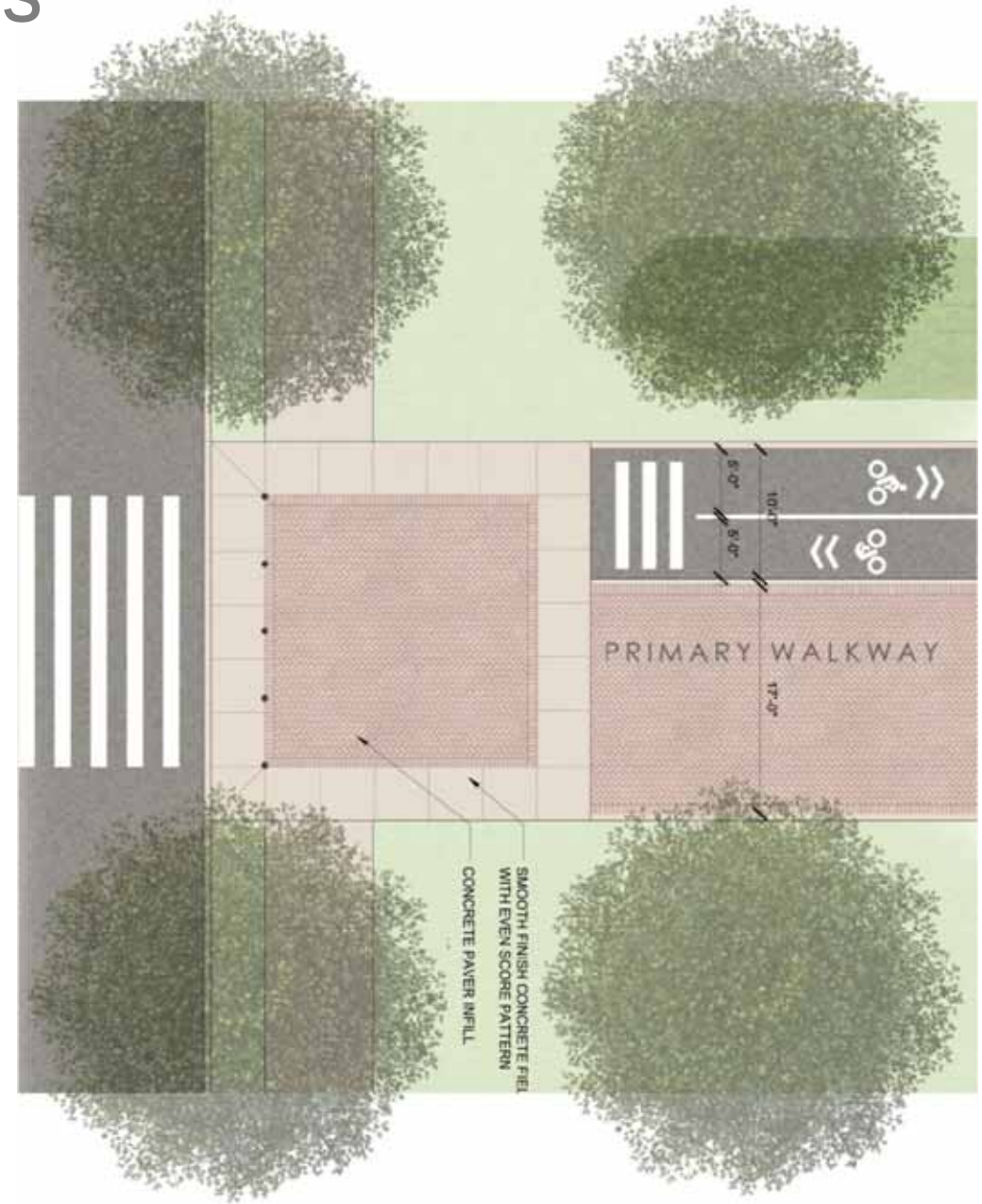
Bike Paths – *connected, clearly defined and safe (separated from autos)*

Ped/Bike-Way

NAU Ped/Bike-Way

Develop Design Standards





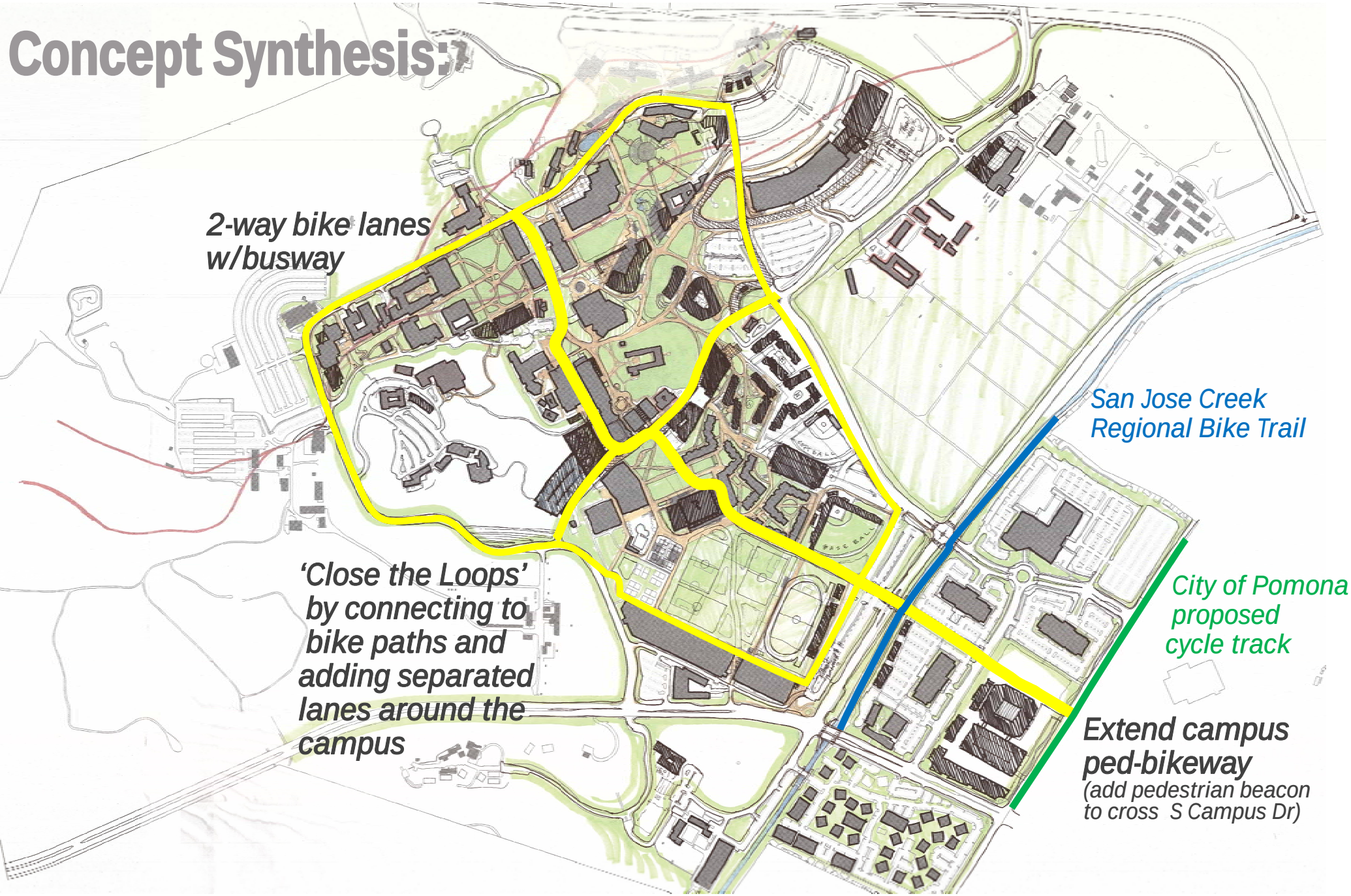
Northern Arizona University Ped-Bike Paths

Cross Campus Connections
(BEFORE)

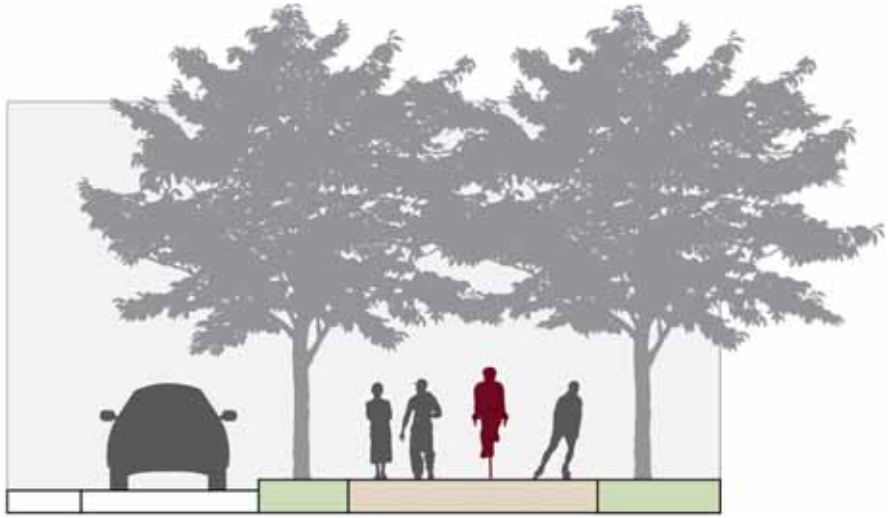
Northern Arizona University Ped-Bike Paths

(AFTER)

Concept Synthesis:



TYPES OF BICYCLE LANES



Class I: Multiuse Path– Shared path, bikes + pedestrians

Class II: Bicycle Lane – Striped / marked lane on roadway

Class III: Shared Lane– Shared lane bike + bus

Class IV: Cycle Track– Protected lane, separated physically
(curb, landscape, pilons, etc.)

Draft Plan Concepts

Parking – *growing the campus without growing parking lots*

PARKING DISTRIBUTION

Student	8,983
Faculty/Staff	1,356
Disabled	271
Visitor	135
Housing	1,727
Other	745

13,217

TOTAL SPACES ON CAMPUS

PARKING LAND USE

Land area devoted to parking substantially exceeds the land area dedicated to the academic core.

Student	8,983
Faculty/Staff	1,356
Disabled	271
Visitor	135
Housing	1,727
Other	745

13,217

TOTAL SPACES ON CAMPUS

2009 Climate Action Plan (CAP)

Scope 1

Emissions from sources controlled by Cal Poly Pomona, primarily from building and campus scale energy equipment.

Scope 2

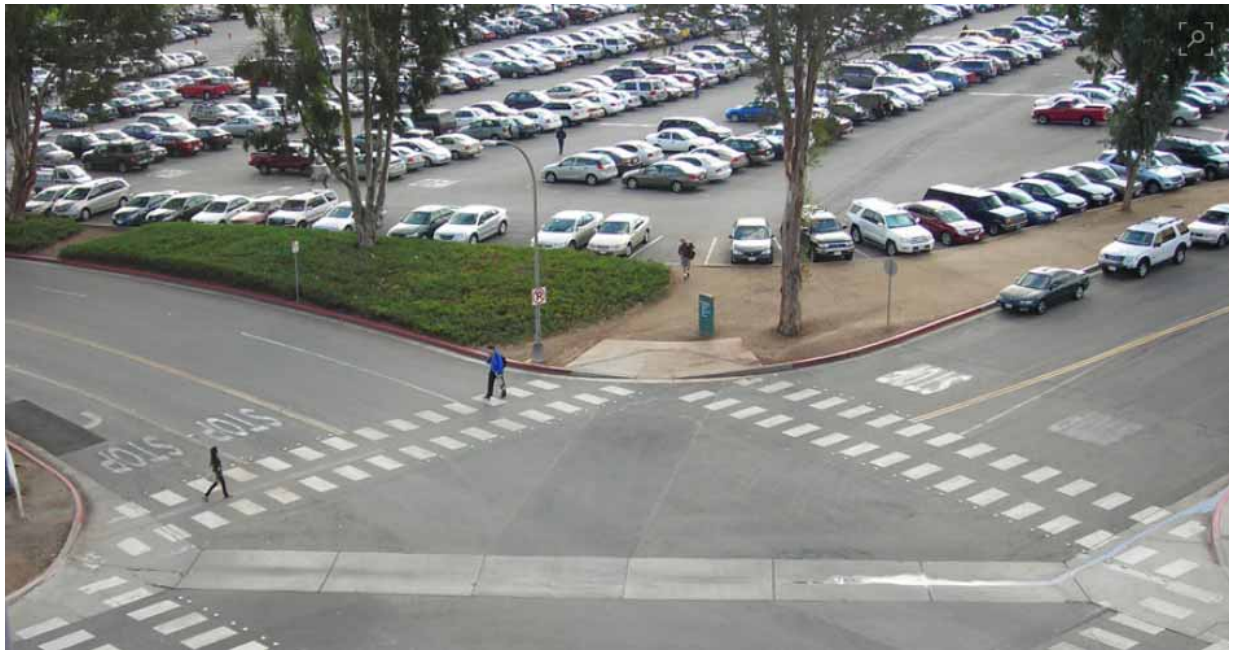
Emissions from the consumption of **purchased electricity,** steam, or other energy sources generated upstream.

Scope 3

Emissions that are a consequence of Cal Poly Pomona's operations that are not owned or controlled by the organizations, primarily commuting, University-related travel, and purchased goods.

TRANSPORTATION – 2009 CAP Goals

1. Reduce student commuting population from 88% to 73%
2. Reduce faculty and staff commuting by 10%
3. 40% of population using alternatives to SOV's to commute



How can CPP further encourage active transportation?

Students:

80% Drive Alone

8.5% Carpool

4.3% Transit

2009 Data

PARKING DEMAND MANAGEMENT

Strategies:

- Increase use of alternative modes of transportation
  - Improve on-campus 'connections' -- *shuttles, scooters, bikes, etc.*
  - Use technology -- *real-time ride-matching/sharing aps, transit route apps*
  - More housing on/near campus – *need policies to discourage resident parking on campus*
  - Transit Center – *transfer location for FTA routes*
  - Foothills Transit 'class pass' program - *free to users, annual cost to university after 1st year*
  - Silver Steak stop – *need to demonstrate # riders*
  - Metrolink connections
    - *shuttles to Pomona North Station, San Bernadino Line*
    - *lobby for new stop on Riverside Line (BNSF on Valley Blvd)*
  - More student employment options on/near campus – *South Campus, Innovation Village?*
  - Provide more robust information during orientation: commuting options *(incl cost, safety)* for bus, Metrolink, bikes, etc. Some campuses require a freshman class – Cal Poly Pomona 101 – with group assignments which include getting familiar with on and off campus resources, amenities, destinations

PARKING DEMAND MANAGEMENT

Strategies:

- Incentivize less parking with policies/pricing:
  - *Lower cost for perimeter/distant lots (+ shuttle service)*
  - *Limit lot choices for student permits – to reduce cruising for parking*
  - *Restrictions on parking permits for students living on-campus*
  - *Designated Visitor Parking and permits (visitors, not faculty or students)*
  - *Technology for real-time parking availability - reduce cruising for parking*
  - *'Pay per use', 'day permits' or permit rebates for days not used (option for lecturers or PT staff or students)*
  - *Off-peak class times + rebates on permit for off-peak parking*
  - *Cash benefit for transportation for faculty-staff*
  - *Preferential parking locations/pricing for carpools*
  - *Consider special event parking strategies (off site parking w/shuttle, advance reservations for ADA or VIP parking, coordinate with other campus demand)*

PARKING DEMAND MANAGEMENT

Strategies:

- Increase efficiency, reduce land dedicated for parking:
  - *Restripe for compact spaces, improved efficiency*
  - *Technology for real-time parking availability to improve utilization*
  - *Off-campus or valet/stacked parking at peak times, or for high demand events*
  - *More structured parking, in more efficient structures*
  - *Encourage more scheduling of 'off-peak' classes*
  - *Design structures for mixed-use and repurposing long-term (assuming auto use may reduce over the long term)*

Draft Plan Concepts

Pedestrian Improvements – *safety, accessibility, student experience*

Elements of a Pedestrian Environment

Plan for Safety + Wayfinding

Ample Seating/Gathering

Address Topography Challenges

Provide Shade

Existing Challenges

Crossings

- Safe cross walks
- Access gates on road/malls
- Vehicles in highly used pedestrian areas
- Pedestrians in the bike paths, roadways

Connectivity to facilities outside the campus core

Lighting

- Walking on campus at night to classes, parking, transit stops should feel safe

Traffic, Speeding

- University, Kellogg, Temple

Pedestrian-Priority Zone Conflict Areas

Strategies:

- Put Kellogg on a ‘road diet’ with traffic calming + pedestrian enhancements
- Move vehicles to campus perimeter
- Transform internal ‘streets’ to multi-use malls
- Better define pedestrian vs. bike/skateboard paths (including crossings)
- Better define accessible routes (use aps?)
- Provide lighting, signage, shade, seating

Next Steps:

- Schedule Workshop #6: Draft Plan + Phasing + Guidelines *March?*
- Community Listening Session *late February?*
- Campus Forums *April?*
- Final Workshop on Draft Plan *May?*
- CEQA *summer/fall 2019 thru 2020*

TAC Advising Committee input needed for Implementation:

- I-10 Kellogg Exit/Entrance – *civil engineer to start concept drawings spring 2019*
- Parking Structure #3 – *programming-concept including Transit Center to start soon*
- Parking Demand Management Strategies - *permitting, pricing, to implement ASAP*
- On-Campus Transit Planning - *plan for stop changes + approach to outlying destinations: budget for larger shuttle busses; test University Dr transformation on north section in 2019 by removing parking, restriping road + matchstick dividers*
- Bike Route Planning – *standards, programming-planning for phased improvements*

Thank you!

AYERS SAINT GROSS

Cal Poly Pomona Master Plan