

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

May 8, 2024

Governor's Office of Planning & Research

Stacy Tran
The Board of Trustees of the
California State University
3801 W. Temple Ave
Pomona CA, 91768

May 07 2024

STATE CLEARINGHOUSE

RE: California State Polytechnic University
Pomona Campus Master Plan: Notice of
Preparation of an EIR (NOP)
SCH #2024040326
GTS #07-LA-2024-04497
Vic. LA 10 PM 42.092
LA 57 PM 7.356
LA 71 PM R 1.401

Dear Stacy Tran:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project will address Cal Poly Pomona's current and future needs, focusing less on physical growth and more on optimizing the existing physical assets of the campus. The Master Plan Update also identifies priority projects to be implemented in the near term. The primary strategies for implementing this Master Plan Update include renovation of existing buildings (renovation), demolition and replacement of existing buildings in the same general physical location (replacement), minimal construction of new buildings at the core of campus (new construction), and leaving most buildings in their existing location and configuration (building to remain). The Master Plan Update also identifies goals and strategies to improve open space, mobility and parking, and sustainability and resiliency. Implementation of the project would provide space and facility needs to support planned growth to 30,000 FTE students. Overall, the project would include approximately 600,000 gross square feet (GSF) of net new building space for academic, student life and support, student housing, administration, recreation, athletics, and parking. Over the course of the anticipated build-out of the Master Plan through 2040, campus buildings would be renovated, constructed, and demolished. The Board of Trustees of the California State University is the Lead Agency.

The closest state facilities are SR-10, SR-57, and SR-71. After reviewing the project's documents, Caltrans has the following comments:

To meet the goals and objectives of community placemaking and safe urban design, Caltrans encourages the forthcoming DEIR to include multi-modal (bicycle, pedestrian, bus, and transit) infrastructure. This should also incorporate Complete Street Access (ADA-compliant design, adequate sidewalks, high visibility crosswalks, protected bike lanes, and bike parking).

To achieve this, Caltrans recommends that the Lead Agency consider reducing parking spaces wherever possible and expanding access to local and regional transit services, facilitating a more connected and accessible campus. To enhance the safety and comfort of all campus road users, it is essential to implement high-visibility continental crosswalks, curb extensions, countdown signal heads, and pedestrian refuge islands. Additionally, incorporating bicycle infrastructure throughout the campus, such as protected Class IV bikeways to improve safety and comfort for all road users. Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.

The project proposes to increase the capacity of Cal Poly Pomona by 30,000 full-time equivalent students (FTES) from the current number of 22,847 FTES. Caltrans requests that a multi-modal conflict/safety analysis be performed across the project and the following intersections:

- EB Route 10 on/off-ramps and Grand Avenue Intersection.
- WB Route 10 off-ramp and Fairplex Drive Intersection.
- WB Route 10 on/off-ramps and Kellogg Drive Intersection.
- EB Route 10 off-ramp and Kellogg Drive Intersection.
- EB Route 10 on/off-ramps and So. Grand Avenue Intersection.
- EB Route 10 on/off-ramps and Kellogg Drive Intersections.
- EB Route 10 on-ramp and So. Campus Drive Intersection.
- EB Route 10 off-ramp and So. Campus Drive Intersection.
- SB Route 57 on/off-ramps and Temple Avenue Intersection.
- NB Route 57 on/off-ramps and Temple Avenue Intersection.
- SB Route 71 on/off-ramps and Holt Avenue/Valley Boulevard Intersection.
- NB Route 71 on/off-ramps and Holt Avenue/Valley Boulevard Intersection.

If any safety impacts are found, they should be addressed with Transportation Demand Management (TDM) and Transportation System Management (TSM) mitigation measures.

Any work performed within the State Right-of-way will require an Encroachment Permit. Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours to minimize the potential impact on State facilities. If construction traffic is expected to cause issues

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on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Caltrans looks forward to reviewing future environmental documents. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04497.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse