



August 26, 2016

Mr. Mikaela Klein
 City of Pomona
 1100 North Grand Avenue
 Walnut, CA 91789

RE: Responses to Comments on Mt. SAC 2015 Facilities Master Plan Update (FMPU) and Physical Education Projects Traffic Impact Study

Dear Ms. Klein:

I have reviewed the comments provided by the City of Pomona letter dated July 28, 2016. The responses are provided in the following table.

City of Pomona	
Comment	Response
6-3.1	<p>Should include the intersection of South Campus and Temple Ave as a study intersection</p> <p>It is not expected that a significant amount of traffic would use South Campus Drive to access Temple Avenue, as opposed to alternate routes. Mt. SAC campus bound traffic would more than likely use Grand Avenue from the west and Temple Avenue from the east. Both Grand Avenue and Temple Avenue have a higher speed limit (45 mph) than Campus Drive (35 mph). In addition, Grand Avenue and Temple Avenue have higher roadway capacities than Campus Drive.</p> <p>While some campus bound traffic may still use Campus Drive to access Mt SAC in both directions, it would likely not be a significant amount. As a result, this intersection was not included in the analysis.</p> <p>In order to assess this intersection thoroughly, it is anticipated that traffic counts during the 2016 fall term school year would need to be collected at this intersection. It is understood that the new parking structure would be opening on September 15, 2016. Thus, new traffic counts at this intersection should not be collected until at least the third week of the fall term, in order to capture a typical school-related Cal Poly and Mt SAC traffic with the new structure in place.</p> <p>Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane</p>

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	<p>and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC FMPU traffic if it were to be included in the report.</p>
6-3.2	<p>Include a percentage of traffic associated with Kellogg Drive as a high percentage of vehicles come exit 10 Fwy eastbound and continue to Kellogg Dr</p> <p>In the eastbound direction from I-10, the use of the I-10 to Kellogg Drive to Campus Drive route to reach Temple Avenue is a slower speed route, as well as a longer distance, than the I-10 to Grand Avenue route. The assumption is campus trips are exiting eastbound on the 10 Freeway, continuing south on Kellogg Drive through Cal Poly Pomona and west to Mt. SAC. The magnitude of this am peak traffic is unknown. The Kellogg Drive exit is 3.6 miles east of the Grand Avenue exit from 10 Freeway. Thus, a route from I-10 Freeway at Citrus Avenue to Grand/Mountaineer compared to the Kellogg exit to Grand/Bonita is 3.9 miles shorter.</p> <p>Kellogg Drive and Campus Drive have a posted speed limit of 35 mph, include a stop-controlled intersection at University Drive, four signalized intersections, and the streets are adjacent to Cal Poly Pomona. Grand Avenue has a posted speed limit of 45 mph and does not include any stop-controlled intersections. Grand Avenue includes three signalized intersections (Holt Avenue, Cameron Avenue, Shady Mountain Road) before reaching the Mt SAC campus. Thus, our conclusion is that the I-10 to Grand Avenue route would be more attractive to drivers heading to Mt SAC.</p> <p>In the westbound direction from I-10, the use of the I-10 to Kellogg Drive to Campus Drive route to reach Temple Avenue is a slower speed route than the 57 Freeway to Temple Avenue route. Kellogg Drive and Campus Drive have a posted speed limit of 35 mph, consist of more roadway curvatures than Temple Avenue, include a stop-controlled intersection at University Drive, and are adjacent to Cal Poly Pomona. Temple Avenue has a posted speed limit of 45 mph and does not consist of any stop-controlled intersections. Thus, our conclusion is the 57 Fwy to Temple Avenue route would be more attractive to drivers heading to Mt SAC.</p> <p>While some campus bound traffic may still use the I-10/Kellogg Drive ramp to access Mt SAC in both directions, it would likely not be a significant amount.</p> <p>Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting</p>

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	<p>from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC FMPU traffic if it were to be included in the report and include an altered trip distribution.</p>
6-3.3	<p>South Campus volume percentage distribution appears to be too low and not realistic</p> <p>The volume percentage distribution in the traffic study was based on routes that were deemed to be generally most attractive to motorists. Temple Avenue has a posted speed limit of 45 mph versus Campus Drive that has a posted speed limit of 35 mph. In addition, westbound/southbound Kellogg Drive reduces to one lane west of Red Gunn Lane for approximately 1,800 feet. Conversely, Temple Avenue consists of three lanes in each direction, consistently, between SR-57 and Campus Drive. Our judgment is the distribution is appropriate and realistic.</p> <p>Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC FMPU traffic if it were to be included in the report and include an altered trip distribution.</p>
6-3.4	<p>Provide data or methodology to justify the percentage trip distribution along 57 Fwy of 10 percent northbound and 10 percent southbound</p> <p>Detailed origin/destination data was not collected, nor is it appropriate for this level of planning analysis. However, information used in the 2008 DEIR was applied to this study which was based on existing campus traffic patterns associated with the general locations of student residences provided by Mt. SAC. Ultimately, a combination of the general student resident locations and engineering judgment, based on the surrounding circulation network, was used to determine project trip distribution.</p>
6-3.5	<p>Justify 4 percent distribution from Temple Ave east of 57 Fwy</p> <p>Detailed origin/destination data was not collected, nor is it appropriate for this level of planning analysis. However, information used in the 2008 DEIR was applied to this study which was based on existing campus traffic patterns associated with the general locations of student residences provided by Mt. SAC. Ultimately, a combination of the general student resident locations and engineering judgment, based on the surrounding circulation network, was used to determine project trip distribution.</p>

If any additional information is required, please feel free to contact me at 213.802.1715.

Sincerely,

Iteris, Inc.

Deepak Kaushik
Senior Transportation Engineer