



Pomona Valley ITS Project

Project Deliverable 3.1.1 **Fairplex Traffic Management Plan** **Interviews and Progress Reports**

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August 22, 2001

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TABLE OF CONTENTS

FAIRPLEX TRAFFIC MANAGEMENT PLAN INTERVIEWS AND PROGRESS REPORTS

LIST OF FIGURES	2
PROJECT DESCRIPTION	1
1.0 BACKGROUND	1
1.1 THE FAIRPLEX FACILITY.....	1
1.2 PURPOSE OF REPORT.....	4
1.3 OUTREACH METHODOLOGY.....	4
2.0 COORDINATION MEETING SUMMARIES	5
2.1 OVERVIEW.....	5
2.2 FAIRPLEX ADMINISTRATION - INITIAL MEETING.....	5
2.3 FAIRPLEX ADMINISTRATION - FOLLOW-UP MEETING.....	10
2.4 FAIRPLEX INFORMATION SYSTEMS.....	11
2.5 CITY OF POMONA PUBLIC WORKS DEPARTMENT.....	12
2.6 POMONA POLICE DEPARTMENT.....	13
2.7 CITY OF LA VERNE PUBLIC WORKS DEPARTMENT.....	15
2.8 LA VERNE POLICE DEPARTMENT.....	15
2.9 FOOTHILL TRANSIT.....	16
2.10 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS).....	16
3.0 CONCLUSIONS	17

LIST OF FIGURES

FIGURE 1: Fairplex Site and Surrounding Area.....	2
FIGURE 2: Fairplex Site Map.....	3
FIGURE 3: Conceptual Realignment of La Verne Avenue/Arrow Highway.....	7
FIGURE 4: The Fairplex Metrolink Platform and Transit Service.....	9

PROJECT DESCRIPTION

The County of Los Angeles, in cooperation with the cities within the Pomona Valley, has determined that the development of an Intelligent Transportation System (ITS) in the Pomona Valley would help to reduce congestion, enhance mobility, provide traveler information during non-recurring and event traffic congestion, and manage event traffic. The Pomona Valley Intelligent Transportation Systems (PVITS) project was conceived as a recommendation from the Pomona Valley Feasibility Study completed by the MTA in 1995. The ultimate objectives of the Project are to:

- Improve mobility by optimizing traffic management on arterials and freeways;
- Enhance Route 60 capacity by better coordinating freeway traffic with parallel arterials;
- Improve agency efficiency by coordinating management of operations and maintenance efforts among and between agencies; and
- Increase agency staff productivity by providing low-maintenance, high-quality communications and advanced traffic technology to assist in daily management and coordination activities.

Phase 1 of the PVITS project is the development of a conceptual design that defines solutions to enhance capacity, reduce congestion, and improve traveler information in the Pomona Valley.

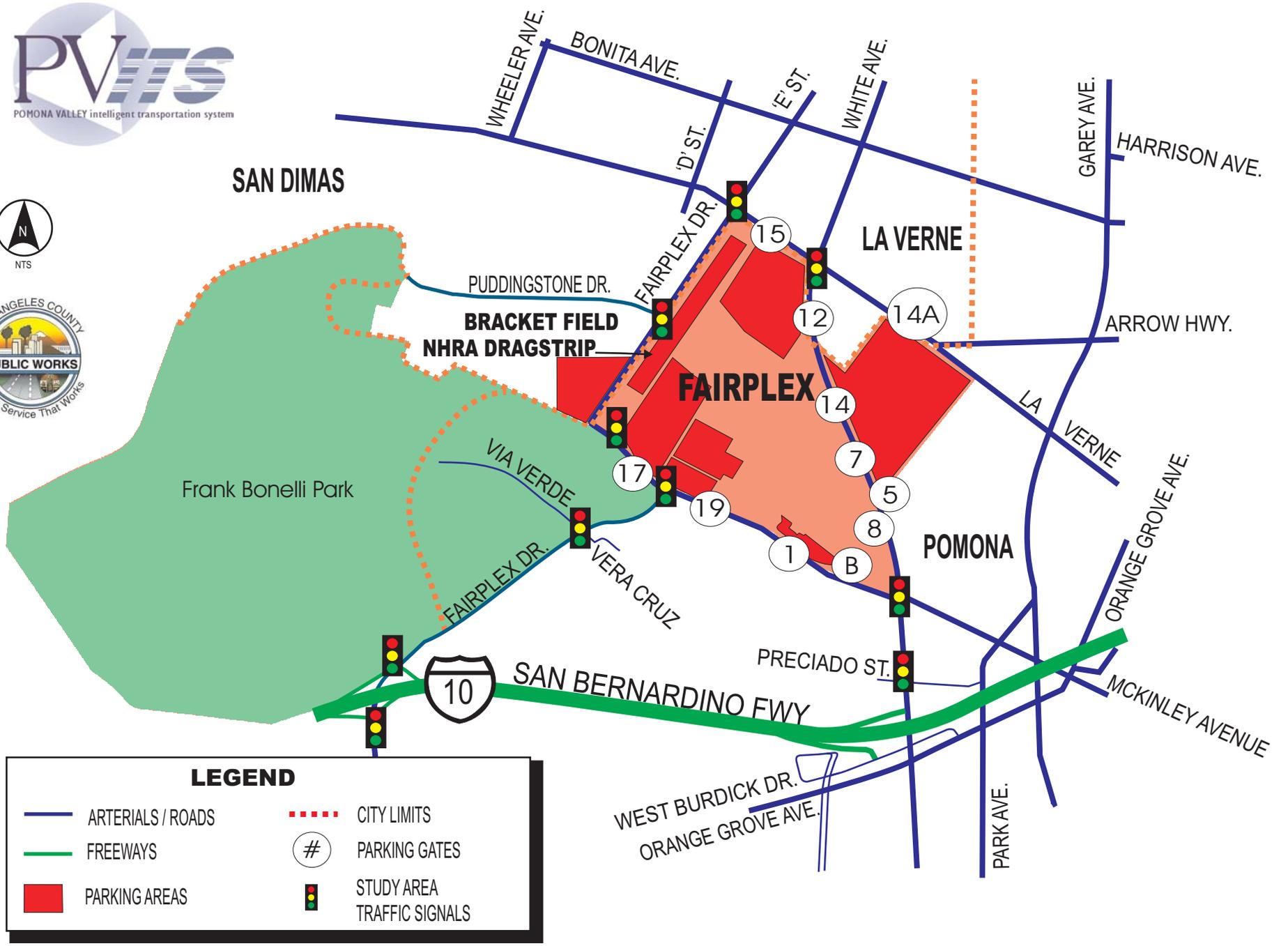
1.0 BACKGROUND

1.1 The Fairplex Facility

The Fairplex operates on land owned by the County of Los Angeles, and lies within the City of Pomona. The facility hosts the annual Los Angeles County Fair and between 200 to 300 other events each year. The average annual attendance at Fairplex is approximately three million people. The Los Angeles County Fair represents approximately 1.3 million of this total attendance.

The Fairplex site is 487 acres in size and includes approximately 325,000 square feet of indoor exhibit space in eight exhibit halls. **Figure 1** illustrates the Fairplex site boundaries, main gates, and adjacent arterial roadways that provide access to and from the site. The on-site amenities, pictured in **Figure 2**, include a 10,000-seat grandstand, a horse racetrack, an equine sales facility, an NHRA racetrack and museum, a 247-room hotel, and a recreational vehicle park. Fairplex hosts the annual Los Angeles County Fair and other events such as trade shows, conventions, inter-track wagering, sporting events, and agricultural events.

The operator of Fairplex is the Los Angeles County Fair Association, a not-for-profit organization. The Fair Association manages and operates the Fair and other year-round activities at Fairplex, as well as the rental of facilities to outside promoters.



LEGEND	
	ARTERIALS / ROADS
	FREEWAYS
	PARKING AREAS
	CITY LIMITS
	PARKING GATES
	STUDY AREA TRAFFIC SIGNALS

FIGURE 1: FAIRPLEX SITE AND SURROUNDING AREA

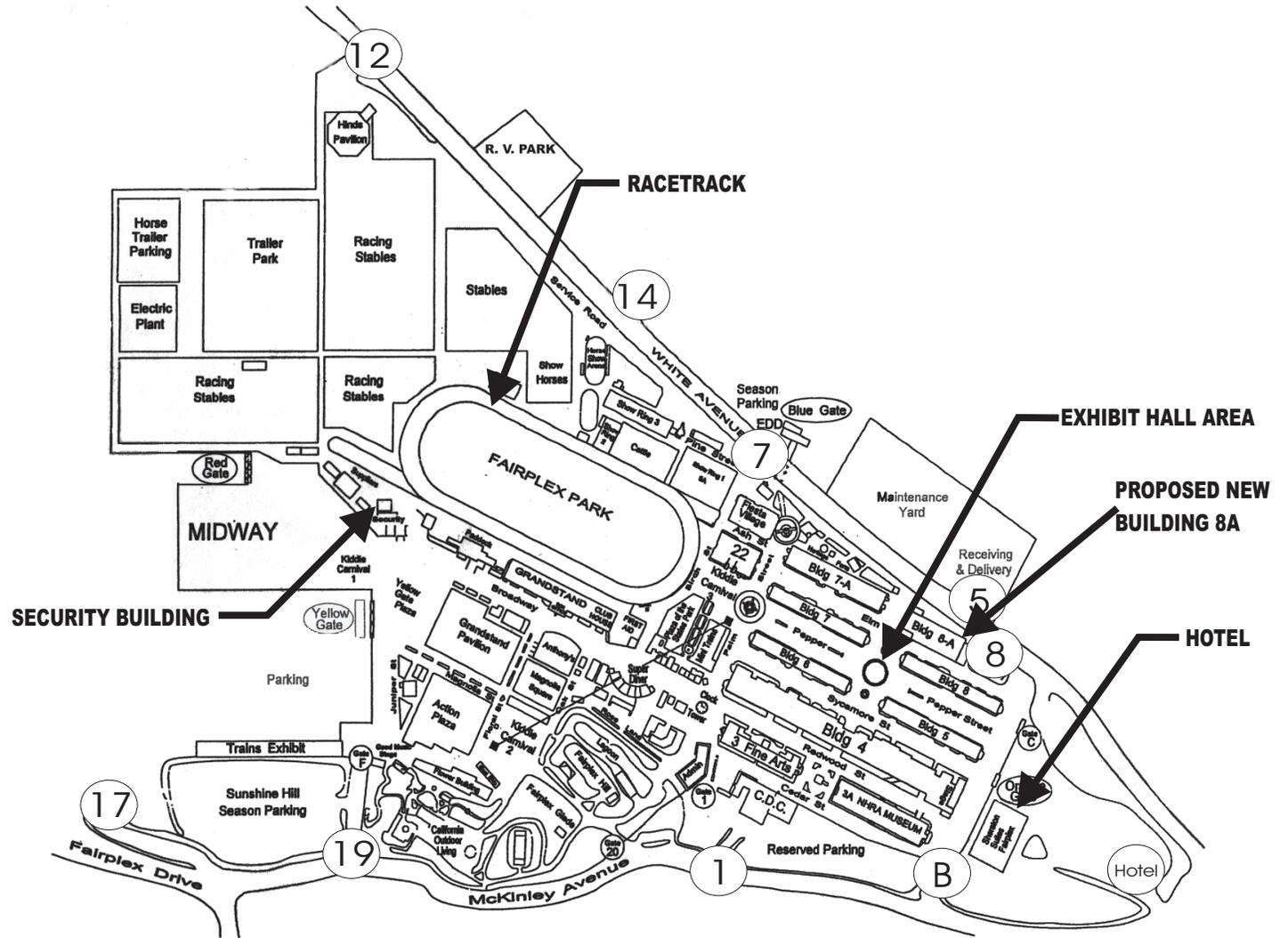


FIGURE 2: FAIRPLEX SITE MAP



1.2 Purpose of Report

The Conceptual Design for the Pomona Valley ITS project includes a Traffic Management Plan for the Fairplex. This effort includes a traffic study and conceptual design of an Advanced Traffic Management System (ATMS) and an Advanced Traveler Information System (ATIS). These components are proposed under this project in order to benefit the management and operation of traffic on adjacent roadways and parking lots at the Fairplex. The technologies considered will include, at a minimum, the installation of changeable message signs (CMS); Closed Circuit Television (CCTV); parking guidance systems; and communication links to cable TV, travel and information channels, and information kiosks.

The project effort for the Traffic Management Plan includes outreach meetings with Fairplex area stakeholders, an inventory of existing traffic data and physical roadway constraints, and collection of limited new traffic data during Fairplex event and non-event periods. The Fairplex Traffic Management Plan will be incorporated into the larger Pomona Valley Forum-Wide ATMS Conceptual Design.

This document provides a summary of outreach meetings conducted as part of development efforts for the Traffic Management Plan. These meetings were conducted with representatives of Fairplex administration, as well neighboring cities and their respective police departments.

1.3 Outreach Methodology

In order to obtain a thorough understanding of the conditions and issues associated with operating the Fairplex, and to help in defining the Fairplex Traffic Management Plan, agencies were contacted that deal directly with traffic management, both on-site and off-site, within the vicinity of Fairplex.

This outreach effort is necessary to document stakeholder issues and objectives. Specific goals were formulated for each meeting. Meetings were held with Fairplex administration staff to discuss the current methods of parking control, security provisions, traffic management, signage programs, expansion plans, special events details, and information dissemination at Fairplex. Meetings were also held with public works departments from cities adjacent to Fairplex to determine their involvement in traffic control, and general issues with Fairplex event traffic impacts. Outreach efforts were also made to the La Verne and Pomona Police Departments, Foothill Transit and Caltrans, to determine their methods of traffic control operations.

A stakeholder meeting was also conducted with the City of San Dimas Department of Public Works as part of the outreach effort for the Advanced Traffic Management System (ATMS) portion of the PVITS project. During this meeting, City staff outlined specific Fairplex traffic and inter-agency coordination issues.



2.0 COORDINATION MEETING SUMMARIES

2.1 Overview

Summaries of the nine Fairplex-related coordination meetings have been compiled into this report. These meetings and outreach efforts involved the following agencies:

- Fairplex Administration – Initial Meeting
- Fairplex Administration – Follow-up Meeting
- City of Pomona Police Department
- City of Pomona Department of Public Works
- City of La Verne Department of Public Works
- City of La Verne Police Department
- City of San Dimas Department of Public Works
- Foothill Transit
- Caltrans

2.2 Fairplex Administration - Initial Meeting

A meeting was held with Jack Moriarty and Patrick Wright of Fairplex on February 1, 2001 at the Fairplex administration offices. Also in attendance were Jane White and Maged Soliman of the Los Angeles County Department of Public Works; David Shender of Linscott Law & Greenspan; and Bill Dvorak, Pierre Pretorius, and Brian Marchetti of Kimley-Horn and Associates, Inc.

The primary objective of this meeting was to obtain information regarding the major issues the Fairplex faces in terms of traffic and parking control. An additional goal was to discuss how the Fairplex could use an ITS system effectively (with integrated video monitoring, parking control, and automated traffic information dissemination) within an inter-agency Traffic Management Plan.

A summary of information discussed during the meeting is listed below.

EVENT TYPES AND SIZES

- Fairplex has a capacity of approximately 160,000 persons.
- The Los Angeles County Fair occurs once per year and draws between 100,000 and 160,000 persons per day.
- There are approximately 200 Fairplex events annually.
- The Immigration and Naturalization Services (INS) has swearing-in ceremonies, for new U.S. citizens approximately six times each year. The average attendance of these events is roughly 5,000 persons.

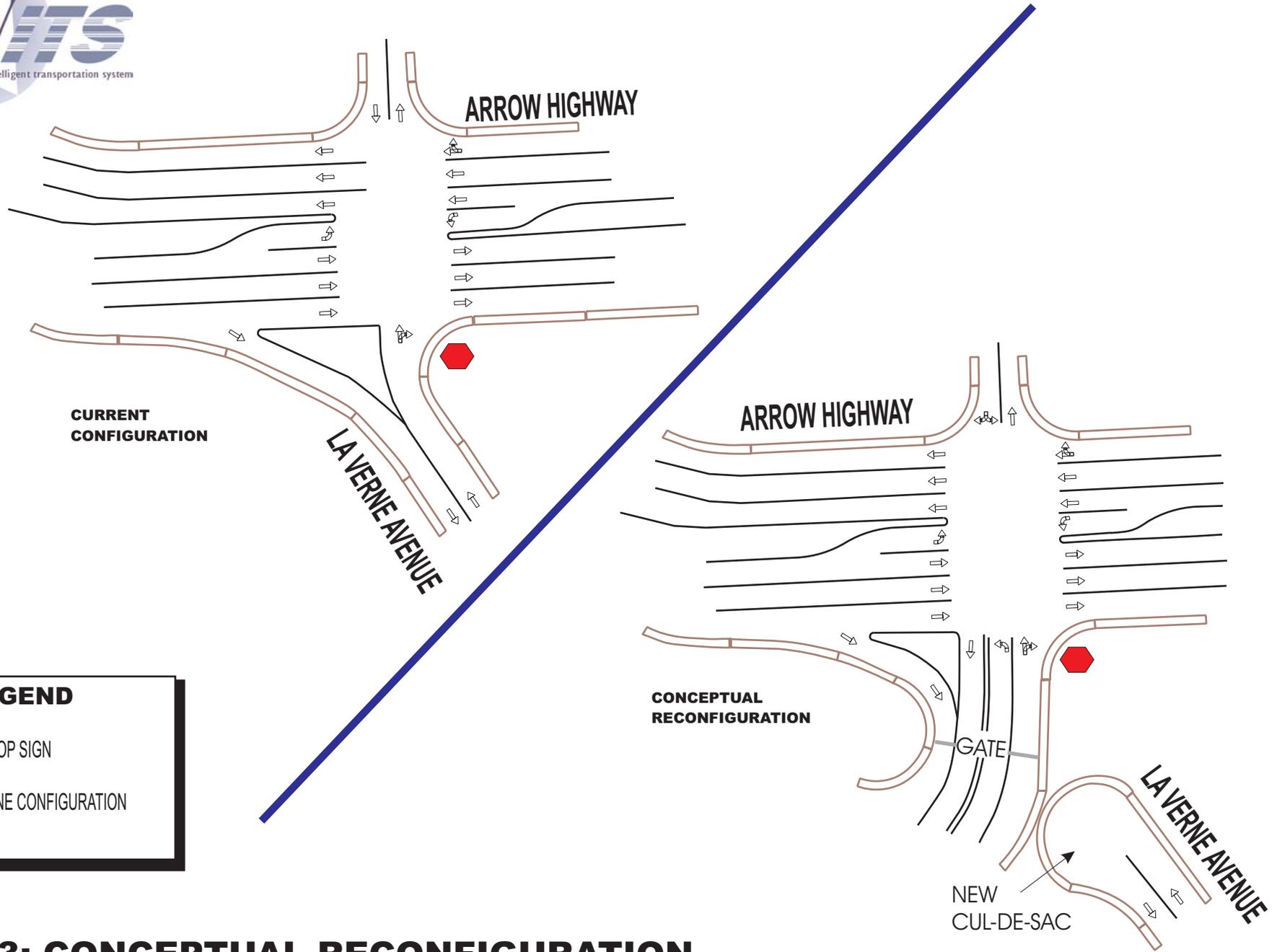
- The National Hotrod Association (NHRA) has events at the Fairplex dragstrip approximately three times each year. Maximum occupancy for these events is 30,000 persons.
- One swap-meet occurs each month with 15,000 in average attendance.
- Smaller events often operate concurrently, and combined can draw 40K - 50K daily visitors.
- A new Fairplex building (8A) will be constructed for smaller conferences. Fairplex estimates that the number of annual events will continue to increase each year.

WAYFINDING

- The current wayfinding system along routes to Fairplex includes pole-mounted metal signs on the arterials and temporary ground-mounted "flip-disc" freeway signs.
- The manually actuated "flip-disc" freeway signs are used at interchanges near Fairplex.
- Static and slide-in signs are used closer to the site.
- White Avenue is a more direct route to the site than Fairplex Drive or Garey Avenue. The I-10 and White Avenue interchange has no westbound exit. The eastbound exit is awkward as it directs traffic onto a frontage road with no signalized access onto White Avenue
- White Avenue provides better access to exhibit halls (on the east side of the site) than Fairplex Drive, but the current limited means of communication does not encourage drivers to use White Avenue.
- Fairplex staff believes that a good effort has been made with their current resources to minimize traffic diversion into residential areas.

TRAFFIC

- McKinley Avenue serves as a major traffic bypass and connector along the southern boundary of the Fairplex site. The road has two traffic lanes with a two-way left turn lane.
- Studies conducted by Fairplex indicate that 60% of the Fairplex clientele live within a 10-mile radius, while 80% live within a 20-mile radius.
- Fairplex staff has identified the intersection of Fairplex Drive and McKinley Avenue and the mid-block signal on White Avenue as areas of concern.
- The Fairplex has proposed realigning La Verne Avenue to intersect with Arrow Highway at Fulton Road. **Figure 3** illustrates a conceptual configuration of this realignment. The reconfiguration would eliminate the existing La Verne Avenue/Arrow Highway intersection and allow for a new access gate into Fairplex at the proposed terminus of existing La Verne Avenue, west of Fulton Road and south of Arrow Highway.
- The Fairplex food vendors prefer that visitors enter the site through the White Avenue parking lot and Gate 14, as many vendors operate near this gate.
- Arrow Highway is often used as an alternate around the I-10 and CA-57 freeway interchange. Local cities do not promote the use of Arrow Highway as an alternate.



LEGEND

-  STOP SIGN
-  LANE CONFIGURATION

**FIGURE 3: CONCEPTUAL RECONFIGURATION -
AT ARROW HIGHWAY / LA VERNE AVENUE**



PARKING

- Parking availability is not a problem for the Fairplex. However, management of available parking is challenging.
- The City of Pomona administers permit parking in three residential areas to the south and southeast of the Fairplex site. Fairplex staff believes that this program is working well.
- The expected attendance and the duration of a particular event determine the parking management strategy used by Fairplex. Available parking for the different events is located as close as possible to the event site within the Fairplex.
- NHRA drag race events use a portion of the southwest parking lot area. These events occur an average of three times each year. These fluctuations in parking supply add another dynamic to Fairplex parking control and management.
- Gate 14, on White Avenue, and the hotel parking area near White Avenue and McKinley Avenue are used for most exhibit hall events.
- The main revenue source for Fairplex operations is generated from parking fees.

TRANSIT

- Foothill Transit runs a special weekend express route from Los Angeles, El Monte, and West Covina that terminates at the Fairplex site during the Fair. It uses on-site roadways near Gate 17 for passenger loading and unloading.
- Adjacent bus stops on McKinley Avenue and White Avenue could be improved by adding shelters, benches and lighting. This would promote a higher feeling of safety for riders and improve pedestrian accessibility.
- Metrolink train service is provided on site during the Los Angeles County Fair only. A basic passenger platform is located along the San Bernardino-Los Angeles Metrolink line at the northwest corner of the Fairplex site. **Figure 4** illustrates the Metrolink platform location, along with the location of the Metrolink rail line. Metrolink ridership is estimated at 500 passengers per day during the Fair.
- The Fairplex parking lot tram service is provided on site during the Los Angeles County Fair only, between the west gates and the Metrolink platform. The tram utilizes on-site roadways and parking lots for pick-up and drop-off service. Use of the parking lots for tram roadway is problematic because vehicles trying to exit the site delay the tram. This sometimes results in Metrolink passengers missing their train.

AGENCY COORDINATION AND EMERGENCIES

- Currently, there is no official traffic control center located at the Fairplex. There is however, an existing security building south of the racetrack, in the middle of the site, that serves as the jail and police station during the Fair events. This space also serves as a place where the Fairplex staff, agency staff, law enforcement personnel and contract staff for parking control/security meet to discuss event management strategies. These meetings typically take place only for the site's larger events.
- A possible Traffic Management Center (TMC) location could be the security office.
- Three cities (San Dimas, La Verne, and Pomona) border the Fairplex, which makes institutional coordination across political boundaries more complex.

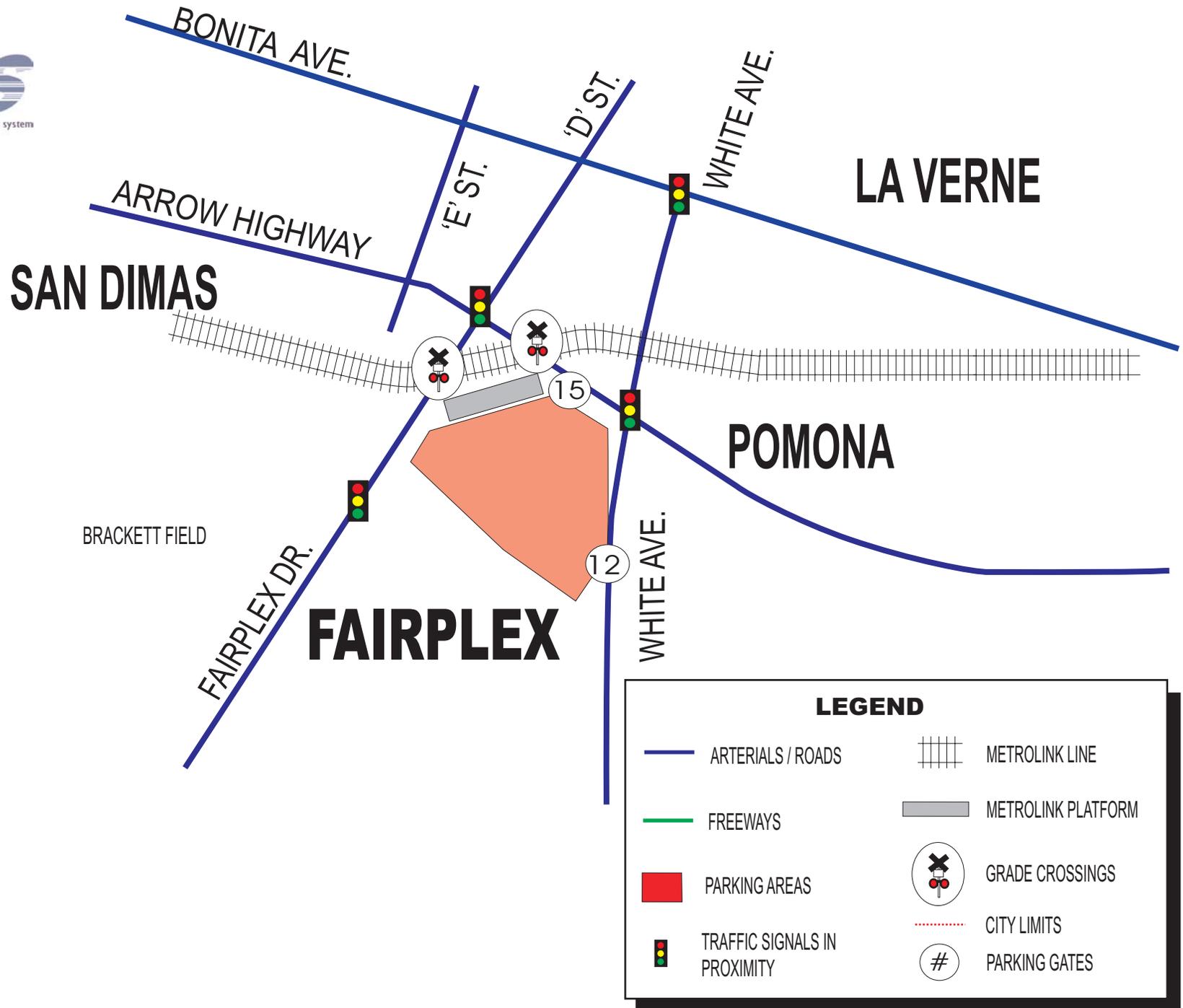
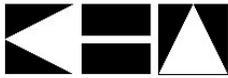


FIGURE 4: FAIRPLEX METROLINK PLATFORM LOCATION



- The Los Angeles County Sheriffs Department is currently conducting a study to assess ways to improve management of on-site security.
- The Pomona Police Department provides traffic management for Fairplex events three to four times each month.
- Los Angeles County provides fire services.
- Ambulance service is provided by both private and public entities.
- A fire station used only during the Fair event is located on the Fairplex site.
- All access lanes into the Fairplex are kept open for emergency vehicles, when needed.
- A possible sub-regional TMC location exists on the Fairplex site, east of the Fairplex Drive/McKinley Avenue intersection.
- The sub-regional TMC facility could combine emergency management, Police Department control, and security monitoring and coordination.

POTENTIAL DEVELOPMENT PLANS

In July of 1998, Linscott, Law and Greenspan Engineers prepared a Traffic Impact Study for a proposed development called Paradise Park Project. This study evaluated the potential impacts of a proposed 460,000 square-foot building designated for retail and entertainment uses. The project was proposed to be located within the existing Fairplex site, directly south of the racetrack and north of McKinley Avenue. Data from this study was reviewed to help define potential future traffic conditions on and off-site.

OTHER ISSUES

- One swap-meet occurs each month with 15,000 in average attendance.
- Business band radio is used during most events to communicate with the Pomona Police Department.
- Parking attendants are used during major events to guide incoming vehicles.

2.3 Fairplex Administration - Follow-Up Meeting

A second meeting was held with Fairplex Event Services Manager, Patrick Wright, on March 7, 2001 at the Fairplex administration offices. Also in attendance were Maged Soliman of the Los Angeles County Department of Public Works, Patrick Lang of Associated Traffic Consultants, and Brian Marchetti of Kimley-Horn and Associates, Inc.

The goal of this meeting was to identify specific issues pertaining to nearby roadways and intersections. Common traffic and parking management issues for the site's major events were discussed to determine how on-site vehicle flows and parking demands effect on-site operations and adjacent intersections and roadways. There two events with the highest attendance are the Los Angeles County Fair and the National Hot Rod Association (NHRA) races. The information below summarizes actions that occur for each of these two events.



ANNUAL LOS ANGELES COUNTY FAIR EVENT

- Gate 17 on Fairplex Drive is configured with up to fourteen lanes for parking payment.
- Patrons of the horse racetrack enter into the site through Gate 17.
- Gate 14 on White Avenue is configured with up to eight lanes for parking payment.
- Reserved parking is provided at Gate 14, which is closest to pavilion-area events.
- Gate 14A at Arrow Highway and La Verne Avenue is only opened when more than 100,000 persons are in attendance. The Fairplex plans to permanently close this access prior to the 2001 Fair season.
- The hotel parking lot has three lanes for parking payment.
- Gate 15 on Arrow Highway east of Fairplex Drive is only open during Fair weekends. Three to five lanes can be used at this location for parking payment
- Gate 12 at the equestrian center on White Avenue is used occasionally for exiting traffic.
- A temporary pedestrian crossing on Fairplex Drive, north of the Brackett Field entrance, serves a 1,400-space unpaved parking lot located within Brackett Field. This lot is typically used on the second and third Saturdays of the Fair.

NHRA EVENTS

- The NHRA grandstands include 30,000 permanent seats. Up to 45,000 people can be admitted for this event by using general and common areas for event viewing.
- The Fairplex has accommodated as many as 13,000 parked vehicles for an NHRA event.
- Gate 15 on Arrow Highway is used for service vehicles only, during NHRA events.
- Overflow northbound traffic on Fairplex Drive is sent east on McKinley Avenue, then north on White Avenue to access Gate 14.

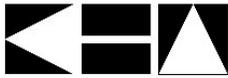
2.4 Fairplex Information Systems

A follow-up telephone call was made on June 19, 2001 to Douglas Richards of Fairplex Management Information Systems. During this conversation, Mr. Richards described the current and planned systems and equipment for security video, admission ticketing and parking management.

CURRENT SYSTEMS

The Fairplex currently has a video surveillance system consisting of eight cameras. These cameras are located in and around the Administration building and Gate 1. The video images are transmitted to a desktop computer in the Administration building where they are stored. Conduit has been installed, connecting the security building and Gates 14 and 17, which would allow for additional cameras at Gates 14 and Gates 17.

The Fairplex estimates that approximately 95% of major event attendees utilize Gates 14 and 17 to enter the parking areas. Portable counters are used by each parking cashier/attendant to monitor capacity. Running totals of entering vehicles can be viewed by each attendant and relayed by radio to an operations manager. The Fairplex staff assembles their own equipment



for ticketing and writes the control software in-house. This would limit the opportunity to integrate this system with any future traffic or parking control devices.

The Fairplex is currently undertaking a study, being performed by the firm of SeaReach, that would redefine parking gate numbers, as well as refine the wayfinding signage program along arterial routes in the Fairplex. Parking gate numbers are being redefined to show a hierarchy of gates (such as naming the main gates Gate 1, Gate 2, etc.), and to indicate a logical transition as visitors drive around the Fairplex site.

PLANNED SYSTEMS

The Fairplex is planning to install cameras at the hotel parking gate, and the following site access gates: 1, 14, 15 and 17. These cameras are expected to be installed by January 2002 and will serve as an audit and security function for admission ticket sales at the existing Fairplex customer entrance gates.

The Fairplex would like to have an automated admission ticket dispensing system in place prior to the 2002 Los Angeles County Fair. Detailed planning and budgeting for this system would begin in the Fall of 2001.

The Fairplex plans to have attendants use PDA-type hand-held units to keep track of parking purchases and print parking payment tickets via belt attached printers for vehicles accessing different parking lots. Detailed planning and budgeting for this system has not yet been scheduled.

2.5 City of Pomona Public Works Department

As part of the project-wide outreach for the PVITS project, questionnaires were sent to each Pomona Valley Forum City. In-person meetings were then scheduled in order to follow-up on progress with the questionnaire and the overall data collection effort.

During the meetings with cities adjacent to Fairplex, management of event traffic around the Fairplex site was discussed. The City of Pomona has the most involvement with Fairplex of any forum City, with direct traffic monitoring and enforcement during major events.

The following points summarize information discussed in the February 28, 2001 meeting with City of Pomona and Los Angeles County staff:

FAIRPLEX ISSUES

- Coordination between the City of Pomona Public Works, the Pomona Police Department, and Fairplex administration is done during major events.
- During Independence Day events, only Police Department coordination is done, no traffic staff is needed. All patrons of this event leave after the fireworks show is complete, so major bottlenecks occur after the event.
- Pomona has no other major event generators within its city limits, other than the Fairplex.



TMC LOCATION ISSUES

- The City of Pomona would look favorably upon locating the sub-regional Traffic Management Center (TMC) location on the Fairplex site, or within Pomona City Hall.
- Pomona City Hall is equipped with cable TV. This could be used for data transmission.

2.6 Pomona Police Department

A meeting was held with the Pomona Police Department on March 7, 2001 at the downtown Pomona field office. In attendance were Sergeant Ken Gillespie of the Pomona Police Department, Maged Soliman of the Los Angeles County Department of Public Works, Patrick Lang of Associated Traffic Consultants, and Brian Marchetti of Kimley-Horn and Associates, Inc.

The Pomona Police Department is the largest coordinator of traffic near the Fairplex during major events. The goals of the meeting were to ascertain the agency's pre-event coordination with Fairplex administration, communication with other entities during events, and general methods of staff coordination and traffic control. Coordination issues with Caltrans during major events were also discussed.

The following points summarize information discussed during the March 7th meeting.

INTERAGENCY COMMUNICATION

- The Pomona Police Department uses a secondary radio channel for communication during Fairplex traffic coordination. Signal strength is very weak.
- A guidebook is provided for each officer post. The guidebook defines duties based on the static, mobile, or intersection control assignment of each officer. The guidebook is not specific to the Fairplex event.
- Communication with the La Verne Police Department is usually not necessary.

FAIR EVENT

- Three sergeants, on different shifts, manage the personnel of the Pomona Police Department during the Fair. Police representatives meet each morning with Fairplex staff during Fair events.
- There are usually 12 officers stationed around Fairplex during Fair weekends, and four officers on Fair weekdays.

TRAFFIC ROUTING

- Better signage is needed for northbound White Avenue between I-10 and McKinley Avenue. Currently, vehicles typically make a left turn on McKinley Avenue from northbound White Avenue when the lane is open. This likely occurs because the main Fairplex sign is located on this corner. Vehicles should ideally head north to Gate 14 from northbound White Avenue.

- Currently, there is a small sign in the median of White Avenue Avenue between I-10 and McKinley Avenue that provides location information.

CURRENT INTERSECTION TRAFFIC CONTROL

- Fairplex Drive and McKinley Avenue intersection:
 - During major events - the westbound movement on McKinley is restricted due to the limited width of the two lanes.
 - During the Fair - the intersection is controlled manually by law enforcement personnel.
 - During the Fair - the intersection is reconfigured with traffic cones so that eastbound traffic turns south only.
 - During NHRA events - the intersection is manually controlled as the entrance to Gate 17 becomes gridlocked and drivers begin to search for alternate gates to enter the site.
 - During INS events - the intersection is controlled manually by law enforcement personnel.
- White Avenue and McKinley Avenue intersection:
 - During INS, NHRA, and Fair events - the intersection is reconfigured with traffic cones so northbound left turns from White Avenue to McKinley Avenue are prohibited.
 - During most major events - the intersection is controlled manually by law enforcement personnel.
- White Avenue and Burdick Drive intersection (I-10 eastbound off-ramp access):
 - During the Fair - the intersection is reconfigured with cones to channel eastbound left turns onto northbound White Avenue. Southbound White Avenue remains unrestricted, and one northbound lane on White Avenue remains at the intersection.
 - During the Fair - reconfiguration of the intersection is commonly done on the first Thursday, all Fridays, and all weekend days.
- Fairplex Drive temporary pedestrian crossing, north of Brackett Field entrance:
 - During the Fair - This unsignalized crossing is controlled manually by law enforcement personnel, but usually for only one day each year.
- I-10 and Fairplex Drive - Signalized ramp intersections with Fairplex Drive:
 - During the Fair - The two ramp intersections at this location are controlled manually by law enforcement personnel.

PLANNED INTERSECTION TRAFFIC CONTROL

- Fairplex Drive and Puddingstone Drive intersection:
 - This intersection is not an existing entrance gate for patrons, but signal control of all approaches does exist for regular traffic. Access to the Fairplex at this intersection is desired, and would improve circulation.
 - This intersection is being considered as an exit-only point for Fair traffic.



TMC OBJECTIVES:

- A mobile command post could be set up with the Pomona Police Department, into which CCTV and signal phasing/timing control could be linked. The potential Fairplex location could also serve this purpose.

COMMUNICATION WITH CALTRANS:

- The Fairplex Drive interchange with I-10 is the key traffic control location near Fairplex where communication between Caltrans and the Pomona Police Department is often necessary. This issue is discussed further in Section 2.10 of this report.

2.7 City of La Verne Public Works Department

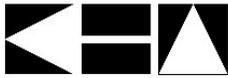
As part of the PVITS project stakeholder outreach, a joint meeting was held on February 28, 2001 with City of La Verne and City of Walnut staff and representatives to discuss several things related to the PVITS project. The discussion included traffic control efforts during the Fairplex events. The following items describe the City of La Verne's concerns about traffic generated by the Fairplex events and the conceptual design of a potential ITS system. There were no comments or input from the City of Walnut regarding Fairplex issues:

- Location of PVITS-related signage and components need to be coordinated closely with the cities.
- The City of La Verne does not prefer large changeable message signs. All ITS equipment should be small and unobtrusive.
- Traffic incursion into residential neighborhoods between Arrow Highway and Foothill Blvd. is a concern of the City.

2.8 La Verne Police Department

Bill Witzka, Community Service Supervisor for the La Verne Police Department was contacted to discuss the level of involvement of the La Verne Police Department with overall traffic control in the vicinity of the Fairplex during events. The following points summarize information collected during this conversation.

- Occasional manual control of intersections is necessary at Fairplex Drive & Arrow Highway, and White Avenue & Arrow Highway.
- The greatest traffic impacts, on the City of La Verne roadways, occur during the Fair, NHRA, and car show events.
- Fair traffic has the most impacts with traffic entering Gate 15 on Arrow Highway, east of Fairplex Drive.
- Fairplex Drive is heavily impacted during the Fair between Arrow Highway south to the City of Pomona boundary.



- Exiting weekend Fair traffic from Gate 15 & Arrow Highway and from Gate 14 and White Avenue impacts the White Avenue & Arrow Highway intersection, causing gridlock.
- NHRA events create impacts mostly at the conclusion of the event. Pedestrian traffic flow is significant.
- The George Cross Car Show and Swapmeet, conducted one Sunday morning each month (excluding February and September), create noticeable traffic impacts from 4:00 a.m. to 9:00 a.m. Impacts are mostly at Gate 15, where traffic can back up on Arrow Highway to Fairplex Drive, then south on Fairplex Drive.

2.9 Foothill Transit

A meeting was held with Foothill Transit on April 26, 2001. In attendance was Mark Stanley, Director of Planning and Operations for Foothill Transit, Kevin McDonald, Planning Manager for Foothill Transit, Maged Soliman of the Los Angeles County Department of Public Works and Bill Dvorak and Brian Marchetti of Kimley-Horn and Associates, Inc.

The following points summarize information obtained during the meeting.

- Foothill Transit runs daily local service by the Fairplex via Line 479. In the vicinity of Fairplex, Line 479 runs along McKinley Avenue and White Avenue on its route between Cal Poly Pomona, the Pomona TransCenter and Montclair.
- During the Los Angeles County Fair, Foothill Transit runs more frequent local service on Line 479 along its entire route. For the 2001 Fair, Line 479 will come on-site at Fairplex.
- Line 480 is a special shuttle service for the Fair that comes on-site from McKinley Avenue. According to Foothill staff, Line 480 is delayed upon exiting the parking lot during the Fair.
- There is regular bus stop access for Lane 479 at Gate 1.
- Foothill suggests that transit information could be advertised at Fairplex to provide travelers with transit options.

2.10 California Department of Transportation (Caltrans)

Coordination exists between Fairplex staff, Caltrans, California Highway Patrol and the Pomona Police Department during the Los Angeles County Fair. These issues are introduced in Section 2.6 of this report.

- The eastbound and westbound ramp intersections with Fairplex Drive are staffed by Pomona Police personnel during Fair events, for purposes of signal monitoring and manual signal control, as needed.
- If traffic queues on the eastbound off ramp are progressing toward the I-10 mainline, California Highway Patrol officers coordinate with the Pomona Police Department and Caltrans to manually control the intersection, or to temporarily modify the signal timing.
- Fairplex is contacted when manual control of the intersection fails to maintain or reduce queue proliferation on the exit ramps. Fairplex staff alters the flip-disc signs on I-10 to divert exiting traffic away from the Fairplex Drive exit.

3.0 CONCLUSIONS

During the stakeholder outreach efforts completed as part of this task, we were able to define specific concerns related to the Fairplex event operations. The following points summarize the major concerns, as identified during the stakeholder outreach.

- There are some standard traffic impact issues with each event at Fairplex, but much of the traffic management implemented by each local entity is a dynamic process. The proposed system should acknowledge the versatility needed in managing event traffic.
- There is support for the sub-regional Traffic Management Center (TMC) to be located within Pomona, or on the Fairplex site.
- Improvement at the I-10 & White Avenue interchange and on McKinley Avenue on the south side of the Fairplex could greatly improve the ability of Fairplex and local agencies to manage event traffic.
- Foothill Transit Route 480 comes on-site for service only during the Los Angeles County Fair. Busses trying to exit the site are delayed during the late afternoons and evenings because of the heavy volume of event traffic also attempting to exit the site.
- Transit constraints to Metrolink train service at the Fairplex site during the Los Angeles County Fair should be mitigated, as shuttle connections between the station and ticket gates conflict with parking lot traffic.
- Fairplex is currently studying ways to improve the technology used for ticketing, parking management, and video monitoring. There is an interest by Fairplex to integrate these systems with the PVITS project components.
- Unobtrusive integration of the recommended ITS system with adjacent commercial corridors and residential areas should be encouraged during design and implementation.
- The direction of Fairplex event traffic away from residential neighborhoods should be a feature of the proposed system, in locations where such traffic control is feasible.
- The Pomona Police Department is the largest coordinator of traffic near Fairplex during major events. Coordination efforts between the Pomona Police Department, Caltrans, California Highway Patrol and Fairplex are critical for traffic operations at the intersections of the I-10 ramps with Fairplex Drive.

The next steps in the development of the Fairplex Traffic Management Plan is the delivery of Technical Memorandums on Data Inventory and Review (Project Deliverable 3.3.1) and Improvement Recommendations and Costs (Project Deliverable 3.6.1). The stakeholder objectives gained from the outreach meetings summarized in this document will be incorporated into these recommendations.

These upcoming project documents, after review by the stakeholders and the Los Angeles County Department of Public Works, will be used to develop the Draft Fairplex Traffic Management Plan.