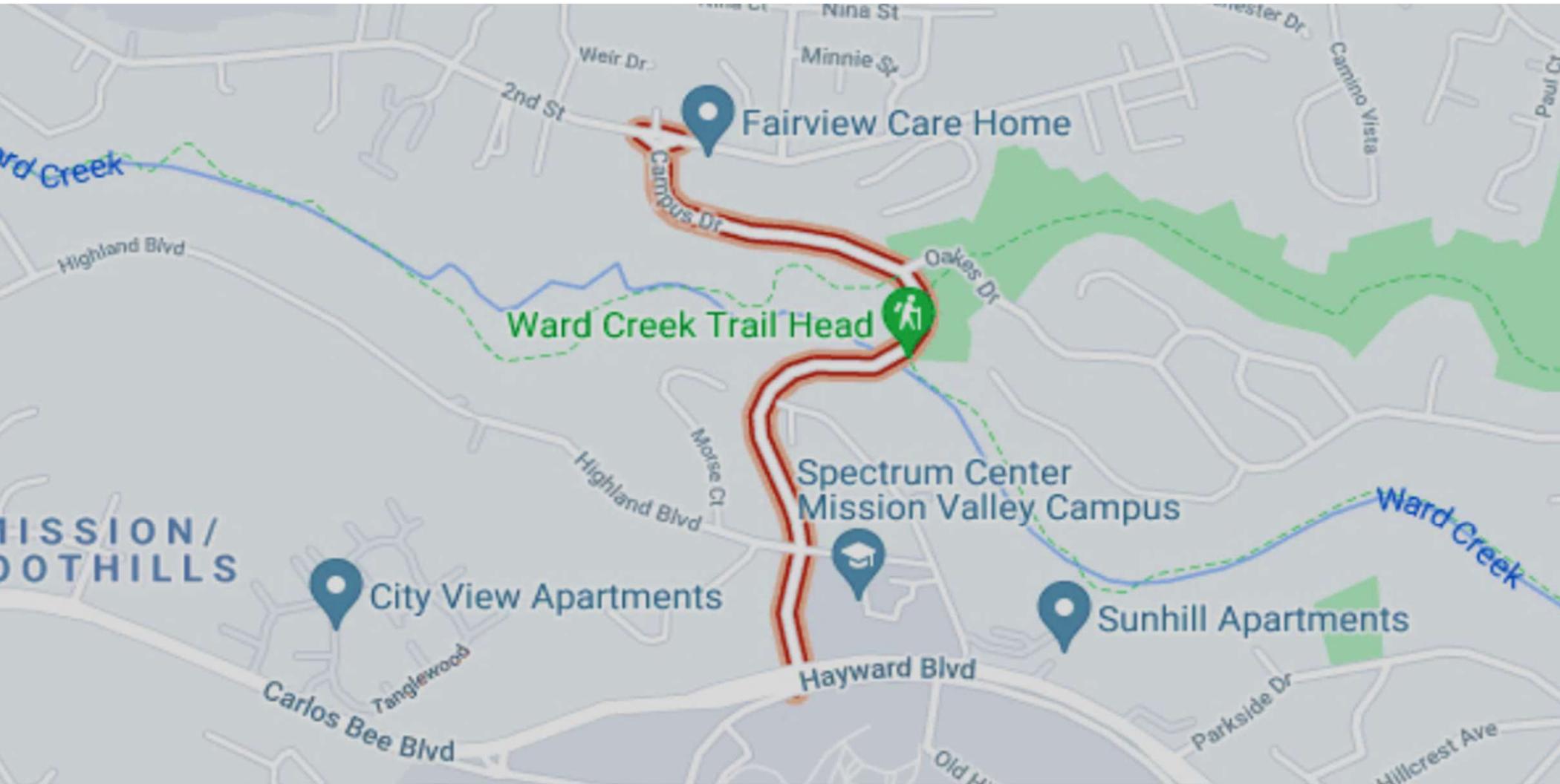


Campus Drive Traffic Calming Improvements



Shabnam Yari, P.E.
Associate Transportation Engineer

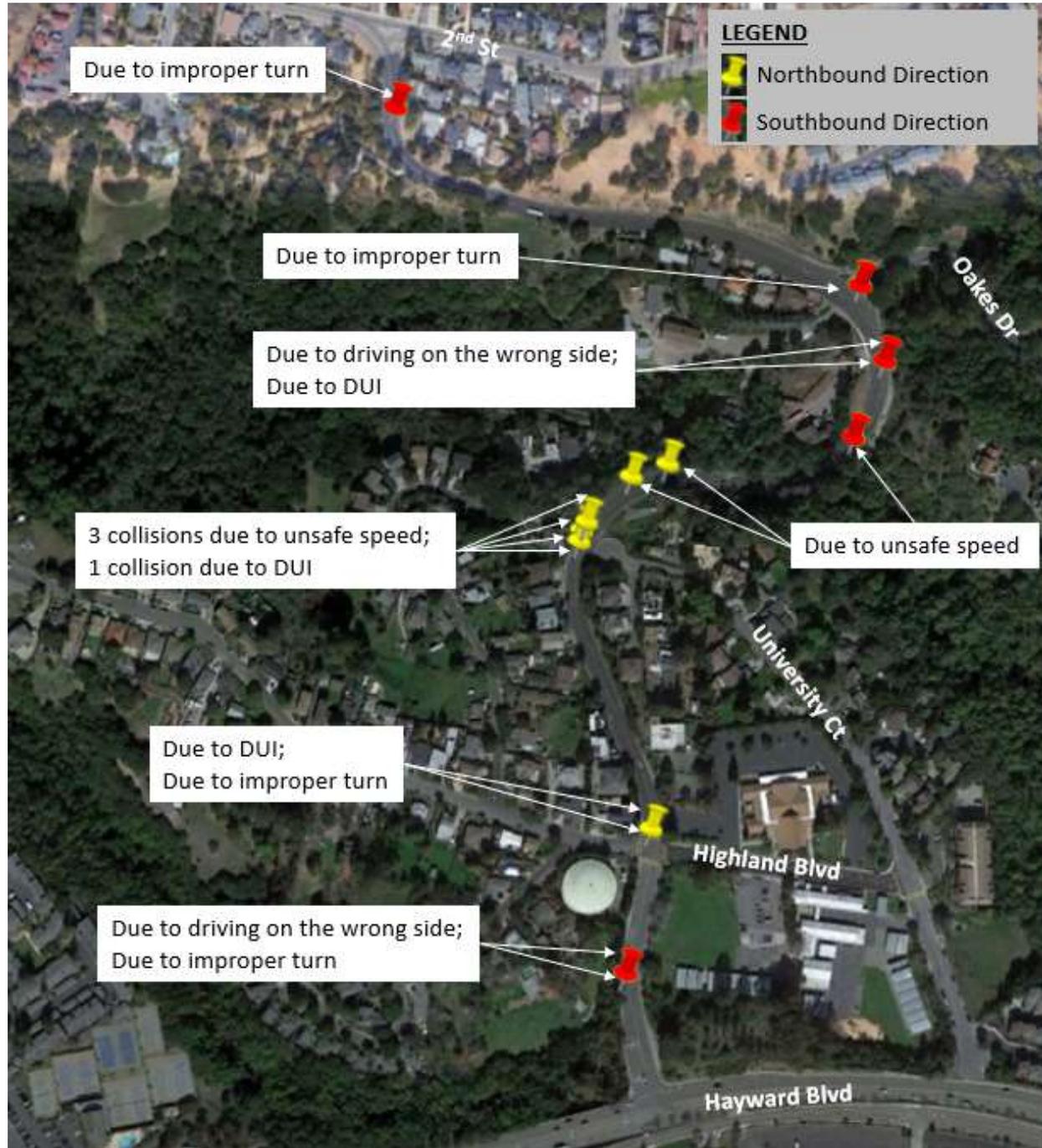
1/20/2022

Topics for Discussion

- Collision Summary
- Community's Concerns
- Community's Suggestions/Recommendations
- Quick-Build: 60-day Solutions
- Quick-Build: 10-month Solutions
- Community Suggestions That Have Been Evaluated
- Additional Suggestions Under Exploration
- Next Steps
- Questions

Collision Summary

- 17 collisions from 2016 to 2020
- No fatal collisions
- No collisions involving pedestrians
- Majority of crashes were due to unsafe speeds at the two sharp curves
- 2018 speed survey data determined the 85% percentile speed to be 39 MPH in both directions



Community Concerns

- Speeding
- Vehicles making donut/circles at intersections
- Pedestrian safety along corridor/no place to walk
- No place to park
- Heavy truck usage
- Unsafe Trailhead Crosswalk
- Lane merge after Highland Blvd intersection encourages speeding

Community Suggestions

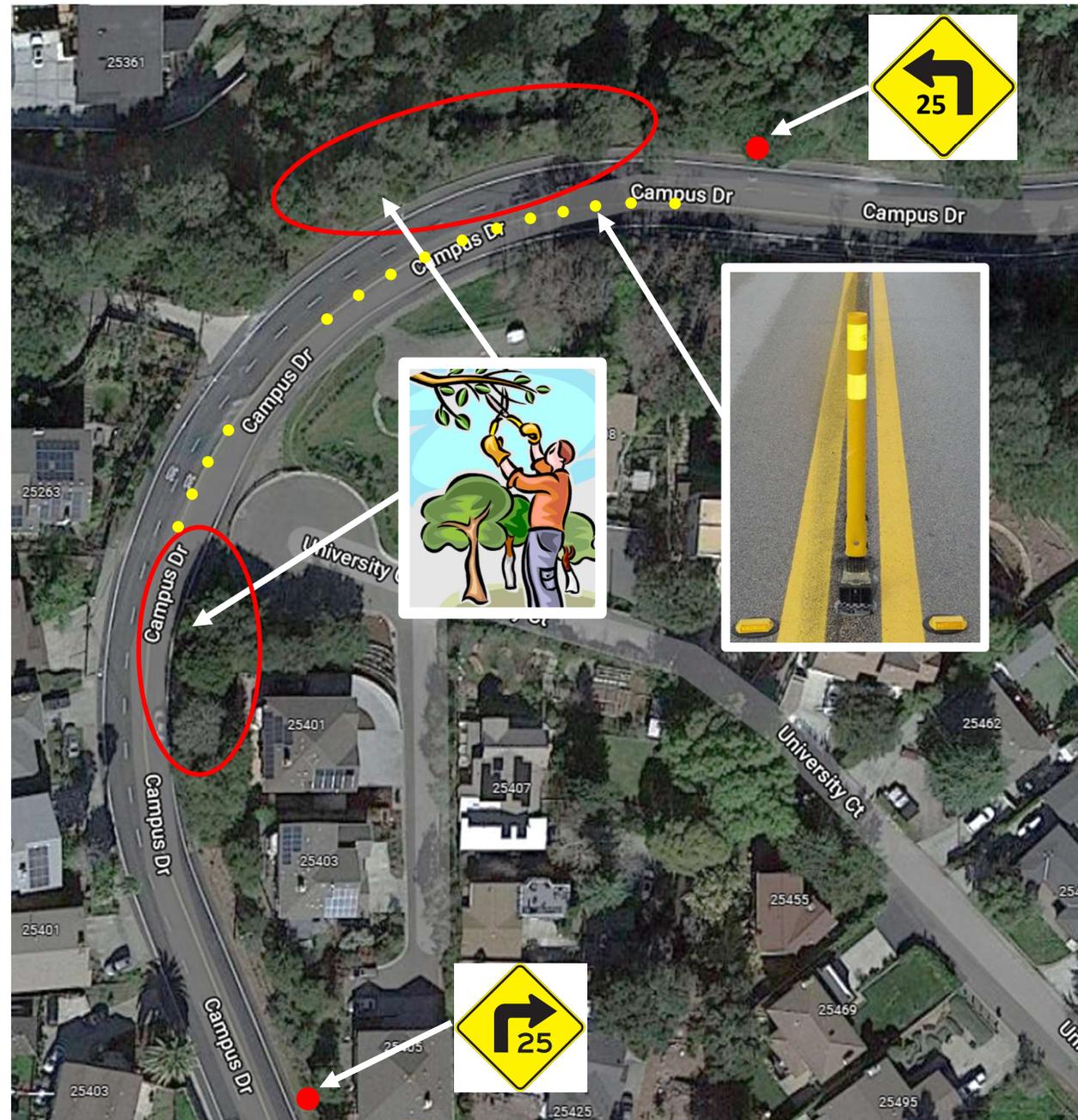
- Change speed limit post to 25 MPH
- Additional traffic enforcement
- Selective Traffic Enforcement Program (STEP) grant
- Remove second uphill lane and use that to provide for street parking
- Continuous sidewalk along corridor
- Concrete bollards or masonry wall to protect bicyclist and pedestrians from traffic
- Midblock crosswalk at University Ct cul-de-sac
- Return street to No Truck Zone
- Roundabouts at 2nd St, Oakes Dr, and Highland Blvd intersections
- Speed humps along Campus Dr

A photograph of a two-lane asphalt road curving through a dense forest. A dark-colored SUV is driving away from the viewer on the left side of the road. The trees are lush green, and the sky is overcast. The text 'Quick-Build: 60-Day Solutions' is overlaid in the center of the image.

**Quick-Build:
60-Day Solutions**

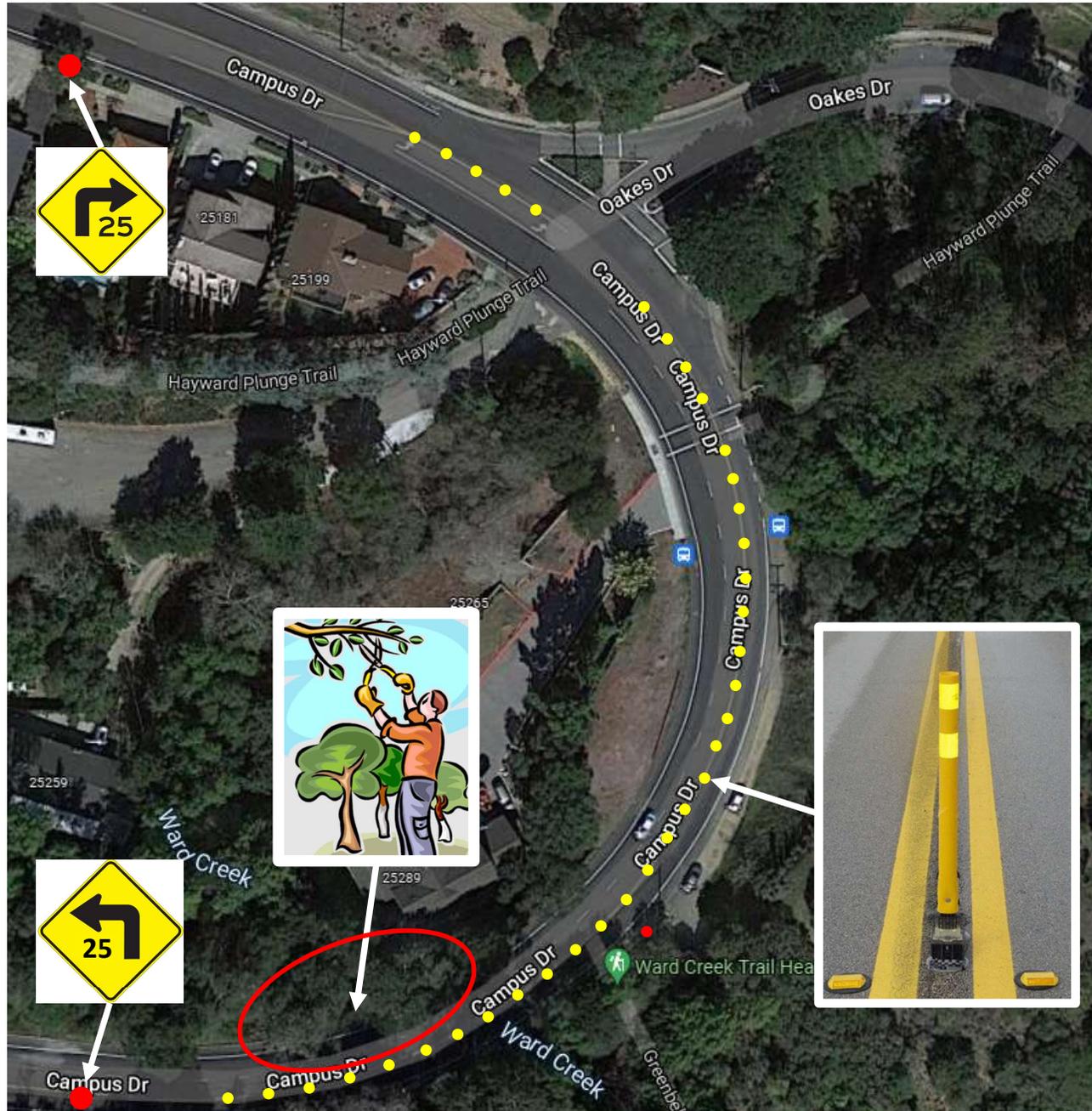
Quick-Build: 60-Day Solutions (University Ct)

- Install 25 MPH speed limit signs before the curve to alert drivers to slow down
- Remove “30 MPH” pavement marking near University Ct cul-de-sac
- Install flexible posts along the centerline to alert drivers to slow down at the curve
- Trim tree branches to improve visibility along the curve



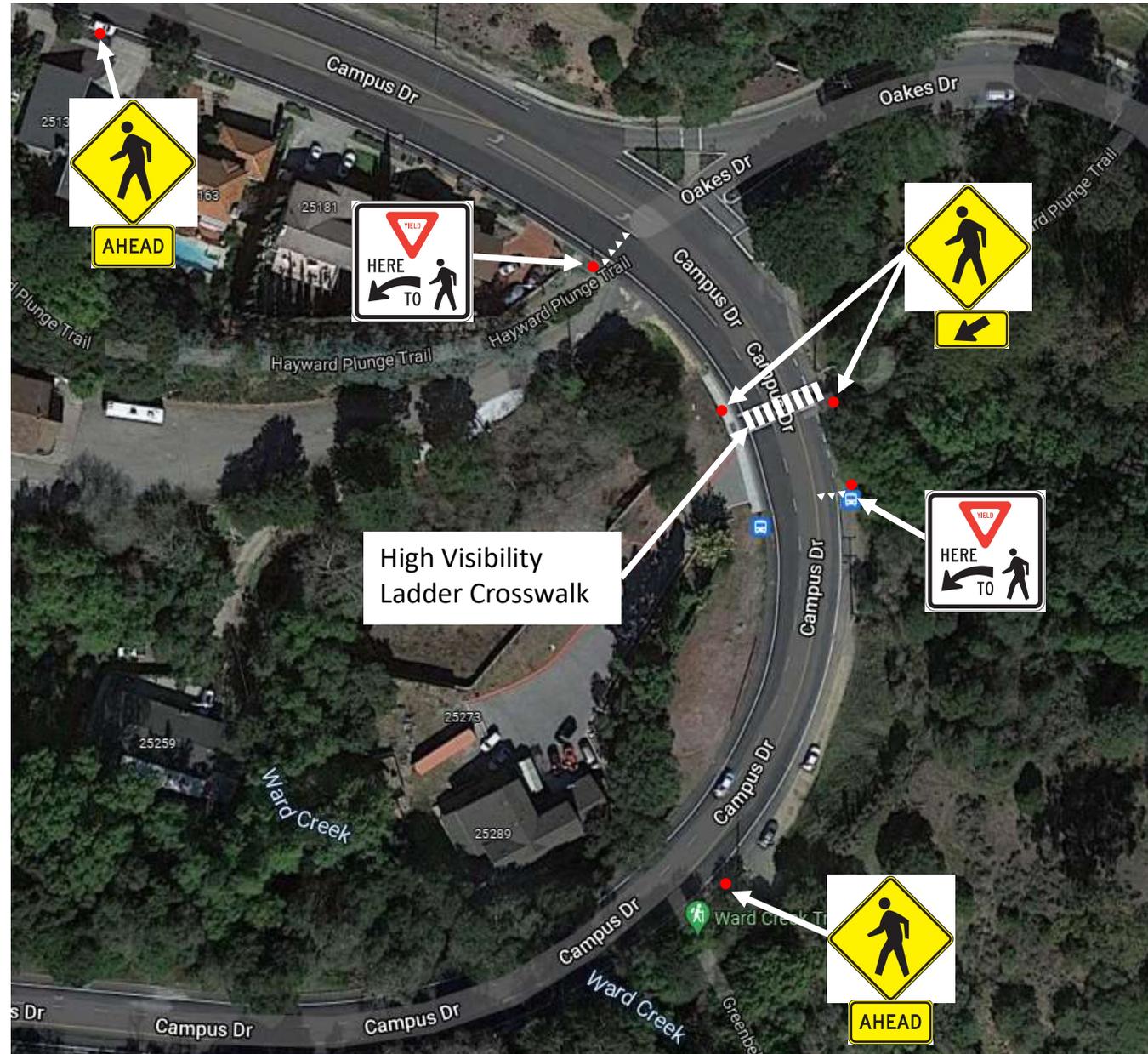
Quick-Build: 60-Day Solutions (Oakes Dr)

- Install flexible posts at Oakes Dr intersection to prevent cars from making donuts



Quick-Build: 60-Day Solutions (Oakes Dr)

- Install advance pedestrian crossing signs and yield lines to alert drivers in advance of the trailhead crosswalk
- Paint high visibility ladder style crosswalk marking to provide better visibility of the trailhead crosswalk at the curve



Quick-Build: 60-Day Solutions

- Install “No Thru Truck Traffic” signs at 2nd St and Hayward Blvd intersections to discourage heavy vehicles from going on Campus Dr



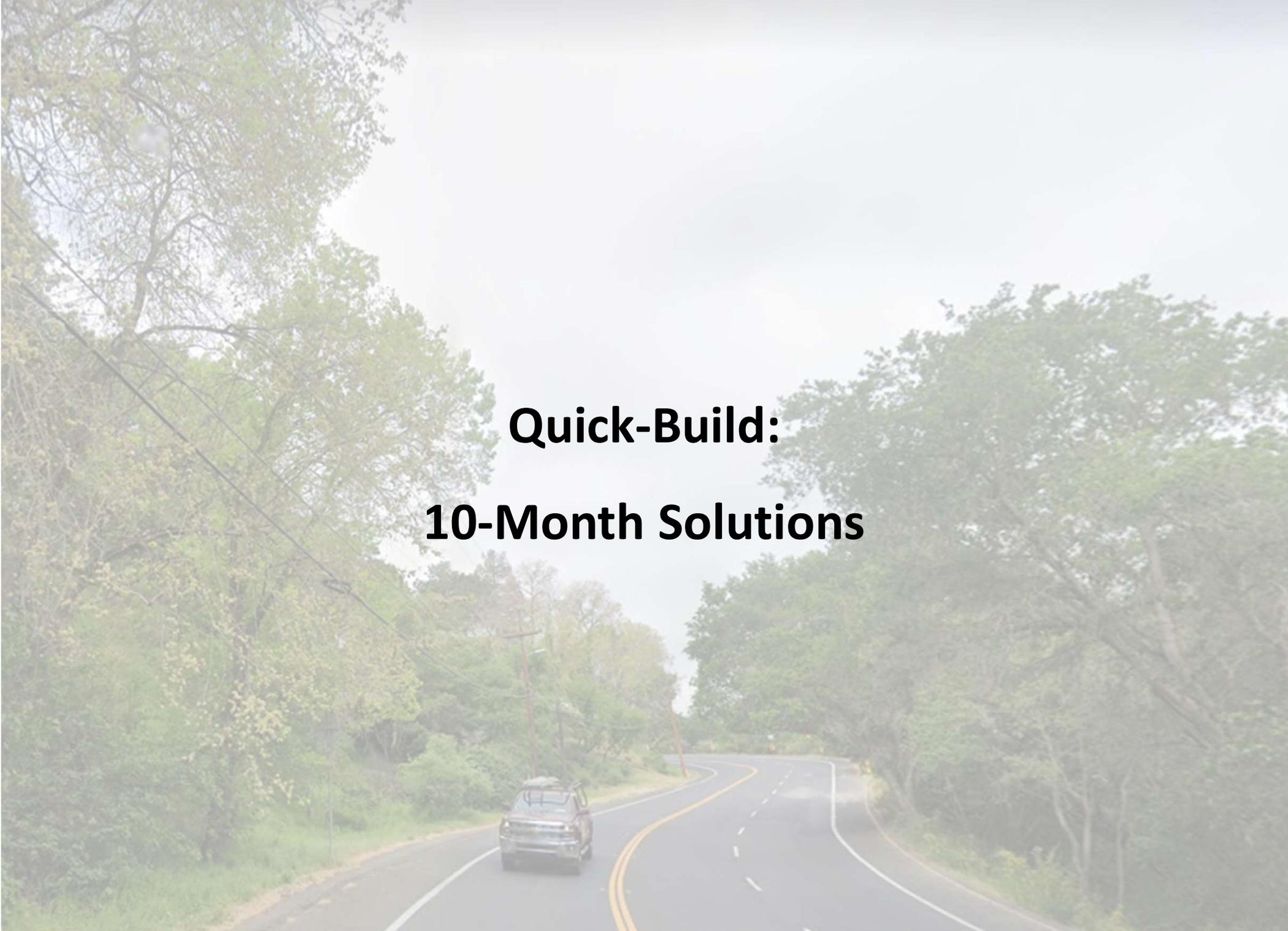
Quick-Build: 60-Day Solutions

Selective Traffic Enforcement Program (STEP) Grant

- *Hayward Police Department have been awarded the STEP grant every year and use the funding to enforce different categories throughout the City of Hayward*

Traffic Enforcement

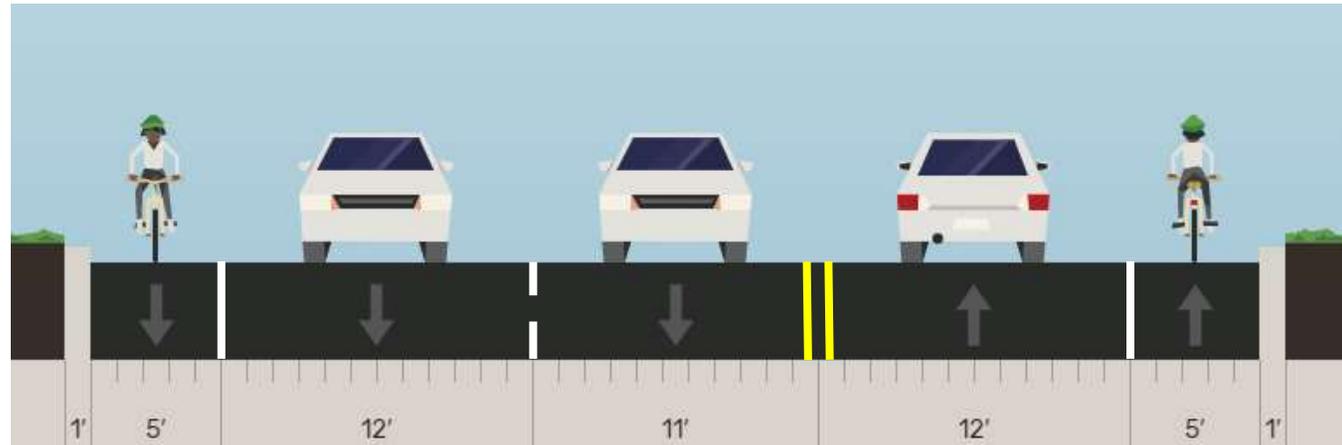
- *Hayward Police Department is aware of the speeding issue on Campus Drive and enforce the corridor regularly. Even with staffing shortages, HPD will do its best to prioritize Campus Drive and provide additional traffic enforcement along the corridor.*



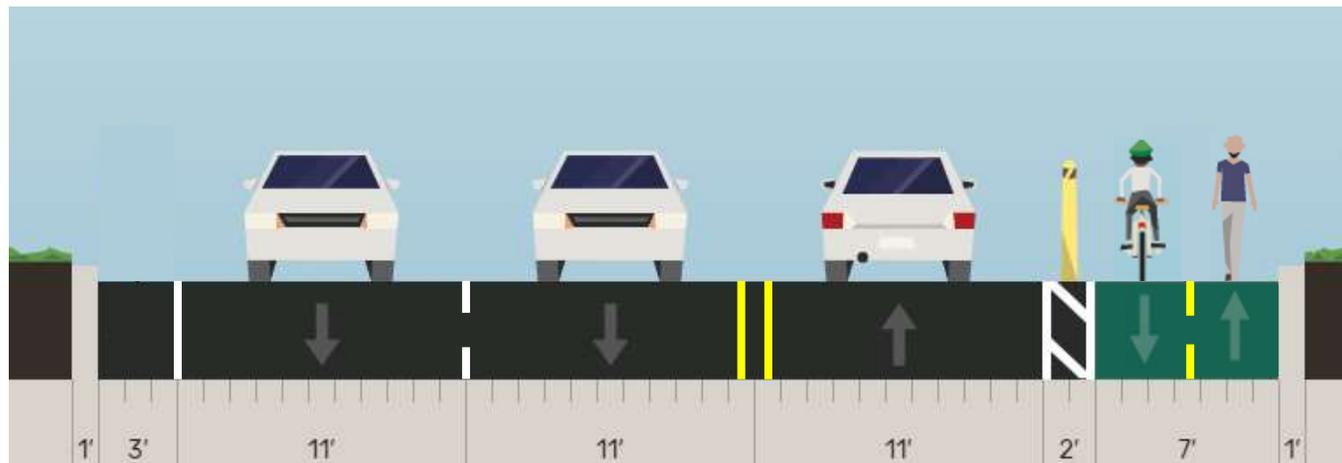
**Quick-Build:
10-Month Solutions**

Quick-Build: 10-Month Solutions

- Install a safe pedestrian-bicycle shared-use path between Highland Blvd and 2nd St to provide a continuous walkway for the entire corridor
- Install concrete bollards to protect the shared-use path from traffic



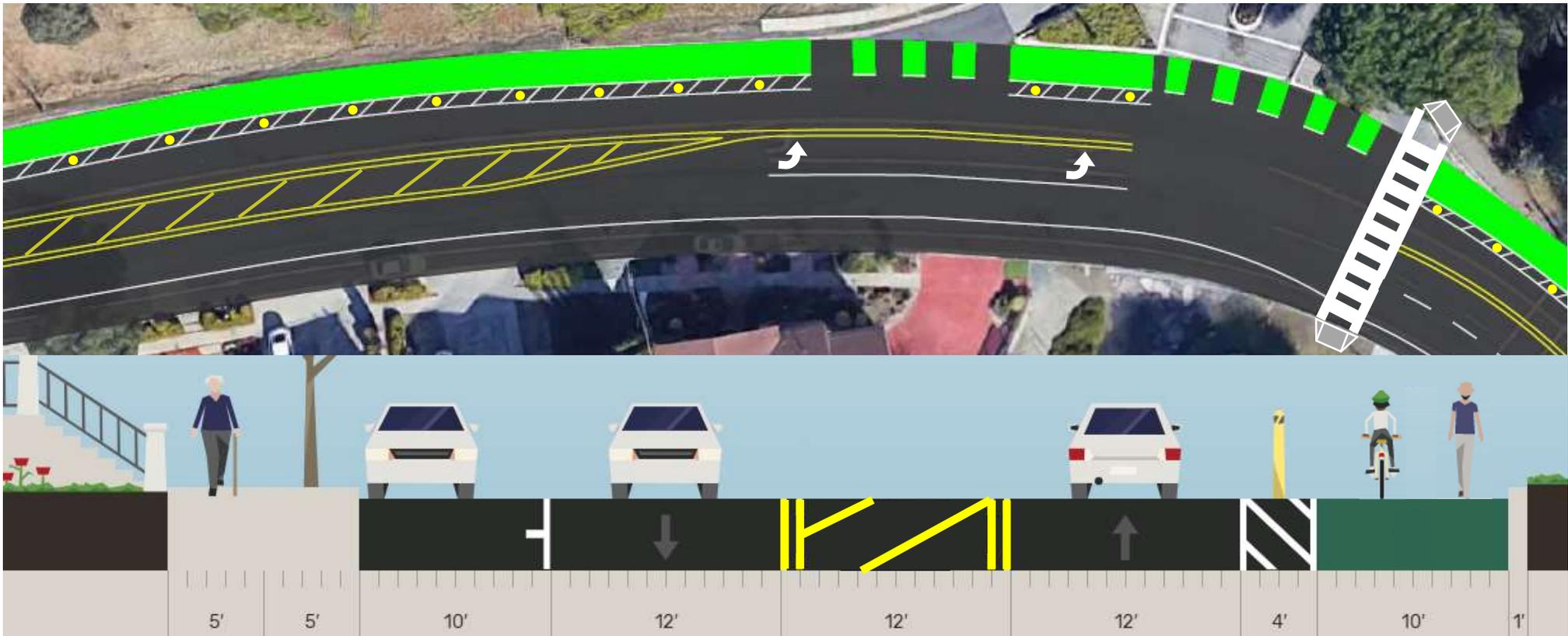
Existing Condition



Proposed Condition

Quick-Build: 10-Month Solutions (Oakes Dr)

- Add street parking north of Oakes Dr
- Relocate the trailhead crosswalk to be at the Oakes Dr intersection to provide better visibility from all directions



Proposed Cross Section

Quick-Build: 10-Month Solutions (Highland Blvd)

- Relocate the lane merge at Highland Blvd to occur before the intersection to prevent drivers from speeding up after the intersection



Community Suggestions That Have Been Evaluated

Speed Humps

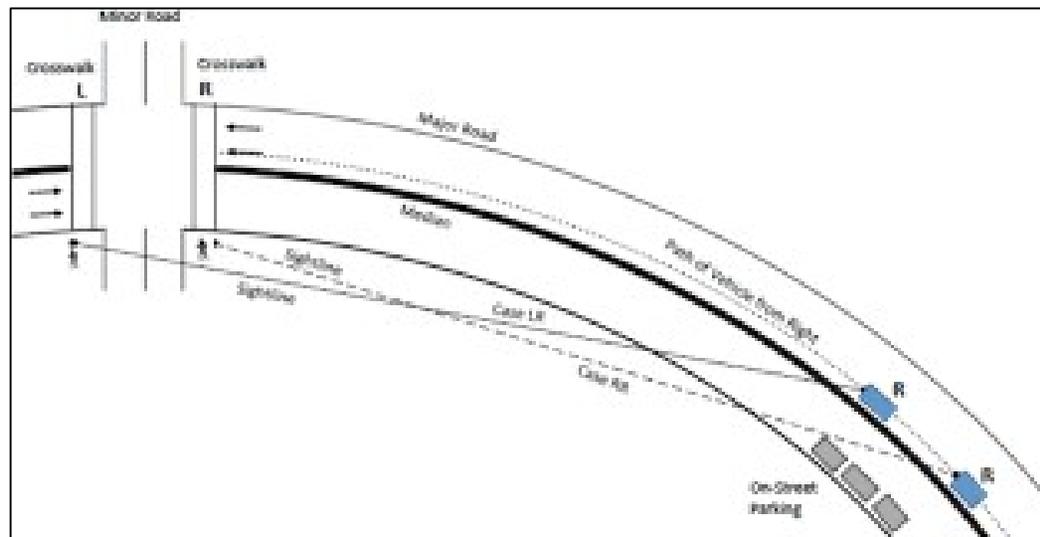
- Not recommended for use on bus routes or emergency routes
- Not recommended on streets with more than 2 travel lanes
- Not qualified on hills because they increase the potential for vehicles to lose control when crossing a speed hump particularly when going down or up a steep grade
- Speed humps cannot be placed at curves
- Staff will investigate installing a speed table (raised crosswalk) at the trailhead crosswalk



Community Suggestions That Have Been Evaluated

Mid-Block Crosswalk near University Ct cul-de-sac

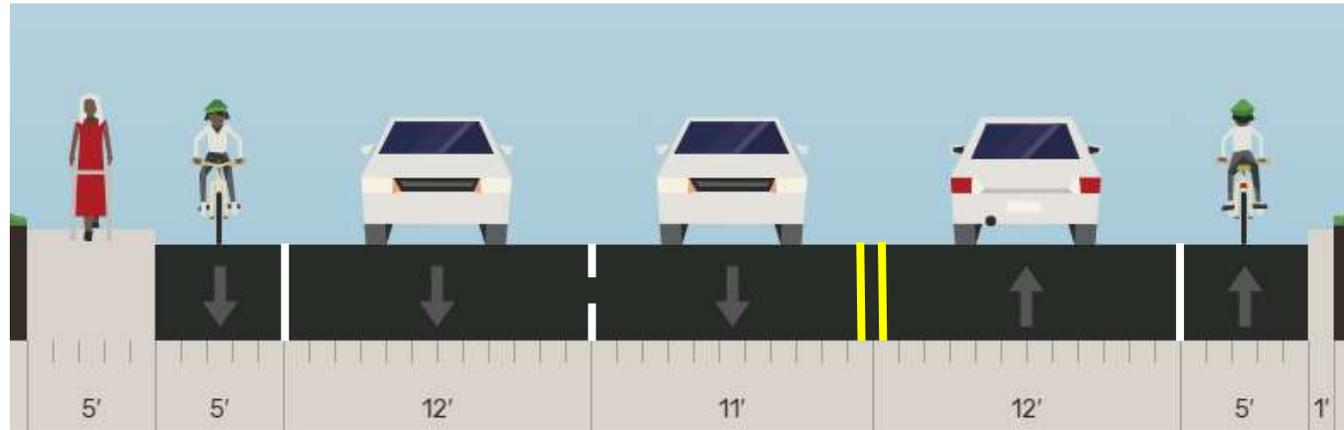
- Crosswalks are not recommended on hills because the visibility is restricted. Motorists need at least 4 seconds to detect, react, and slow down for a pedestrian in a crosswalk.
- Crosswalks are not recommended on curves because the visibility to see the crosswalk and stop is restricted



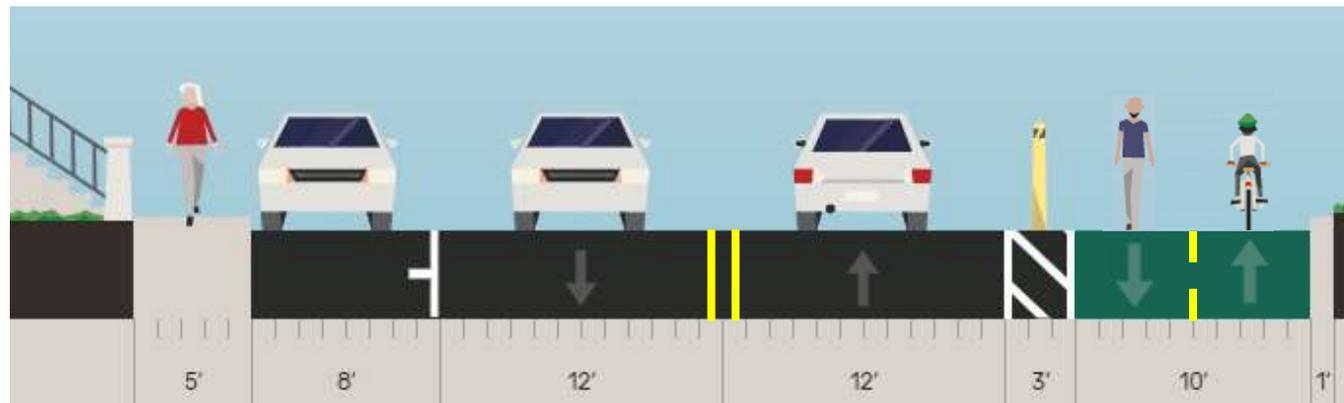
Additional Suggestions Under Exploration

OPTION 2: Install Wider Pedestrian-Bicycle Path with Only One Uphill Lane (Still Under Evaluation)

- Remove second uphill lane and use the space to provide street parking near residential homes and 8 feet shoulder
- Increase the proposed pedestrian-bicycle shared-use path to 10 feet with 3 feet protected buffer



Existing Condition



Proposed Condition

Additional Suggestions Under Exploration

- Reducing the corridor speed limit to 25 MPH
 - *Current state law prohibits changing speed limits by local jurisdictions unless certain criteria are met – staff is preparing analysis to evaluate Campus Drive for a legal speed reduction*

City of Hayward – Traffic Code – Section 6.20

Prima Facie Speed Limit Declared 30 Miles per Hour

"A" Street between Second Street and easterly City Limits

"A" Street and West "A" Street between a point 150 feet west of Grand Street and S. Garden Avenue

Campus Drive between Second Street and Highland Boulevard

Hayward Boulevard between Highland Blvd. and Call Ave.

Huntwood Way and Huntwood Avenue between Gading Road and southerly City Limits

Point Eden Way - In its entirety

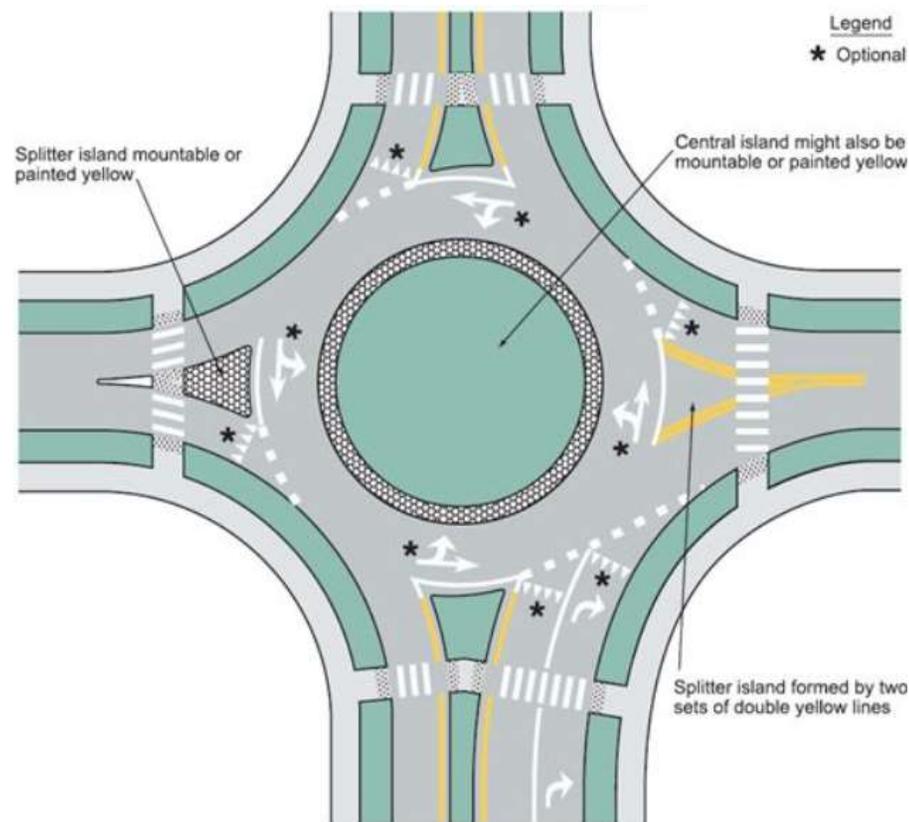
Whitman Street between Harder Road and Sorenson Road

Winton Avenue between Jackson Street and the Southern Pacific Railroad

(As amended by Ord. 81-010 C.S., adopted March 10, 1981)

Additional Suggestions Under Exploration

- Roundabouts at 2nd St, Oakes Dr, and Highland Blvd intersections
 - *Roundabouts need substantial right-of-way and change the functionality of a street and intersection significantly, which requires careful engineering and expensive concrete construction – staff is considering this option for more detailed evaluation and cost estimates*



Next Steps

Description	Date
Campus Drive On-Site Meeting	November 17, 2021
Meeting with a few UCNA members at City Hall	December 16, 2021
Community Meeting to discuss solutions	January 20, 2022
Implementation of Quick-Build: 60-Day Solution	February/March 2022
Finalize feasible plan for “Additional Suggestions” and discuss with community	First Quarter 2022
Start implementation of Quick-Build: 10-Month Solution	Fall 2022

Summary of Quick Build Solutions

- Continuous pedestrian-bicycle path throughout the corridor
- Physical obstruction in the buffer area to protect pedestrians from the travel lane
- Safer trailhead crosswalk
- Delineator posts to alert drivers to slow down at curves
- Street parking in some areas
- Discourage truck traffic on Campus Drive
- Relocating the merge lane at Highland Blvd

Questions?

(510) 583–2134 (voicemail)

CampusDrFeedback@hayward-ca.gov