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Cal State East Bay Hayward campus are topography and transit accessibility. Topography limits the practicality of bicycling or walking to campus, except for those living in very close proximity (or on campus), Š — • 1 • ' Ž 1 • Ž Ÿ Ž • 1 ~ • 1 ‹ ž œ 1 Š — • 1 1 œ ' ž 4 • Ž 1 œ Ž › amount of use those modes can capture. As a result, œ • ž • Ž — • ð 1 • Š Œ ž • • ç ð 1 œ • Š 1 Š — • 1 Ÿ ' œ ' • ~ › 1 • › ' ™ largely by car.

On campus, walking is the primary mode due to topography. The campus is relatively compact and will continue to be a walkable campus as it builds out, as new buildings will be constructed within the current developed footprint.

This Access, Circulation and Parking Framework is designed to move the University toward a more sustainable transportation system, in which commuters and visitors have multiple convenient modes of access to and from the campus, and campus residents have minimal need to maintain a personal auto on campus.

The Access, Circulation and Parking Framework consists of physical, operational, and policy changes

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to achieve this vision. All of these elements need to be

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crosswalks, curb extensions, and stop signs will be considered in the redesign of West Loop Road and the portion of Harder Road that divides Pioneer Heights from the academic core. Such treatments will discourage excessive speeds, discourage unnecessary use of West Loop by those traveling across campus, and discourage excessive use of East Loop Road and Harder Boulevard to Mission Boulevard via the new primng across campus, and

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(lower)
Parking lots adjacent to Old
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purposes, if current trends and policies continued, the University would need to supply parking at a rate of 0.38 space per commuting student FTE, 0.81 space per

Parking Plan

The above parking rates result in a projected build-out parking supply of about 4,900 spaces for commuting students, 1,225 spaces for resident students, 2,100 University-owned vehicles, and a grand total of 8,750 parking spaces. This is almost double the current parking supply, consistent with a doubling of the current student FTE. Virtually all net new parking would be added in multi-level structures to preserve and increase academic and residential building sites.

Rather than assuming future parking demand and resulting supply needs will mimic past trends, the parking plan proposes carefully growing the parking supply while managing the growth in parking demand 50 percent. Thus, rather than adding 3,900 spaces to the current 4,860, the net addition will be 1,900 for a maximum of 6,700 spaces at build-out (see Table 18). The Transportation demand Management section outlines the programs and actions that are needed to reduce single-occupant vehicle use accordingly so that spaces should they ultimately be needed, the plan demand. Potential locations and sizes are as follows (see Figure 41):

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1. Harder Gateway Structure – a garage providing about 1,100 spaces to be built to the northwest of the intersection of Harder Road and West Loop Road. The single access/egress point for this garage will be on West Loop Road. There will be direct pedestrian access to the academic core from this garage via a pedestrian bridge.
2. Carlos Bee Gateway Structure – a structure providing about 1,400 spaces will be built to the north of the intersection of Carlos Bee Boulevard and West Loop Road. Access to this garage will be provided from East Loop Road and eastbound

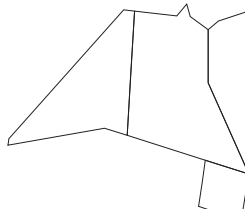
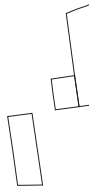
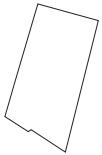
Pedestrian Circulation Plans

The proposed pedestrian circulation system reinforces the existing walkways and adds additional ones to serve the all parts of the academic core (see Figure 43). The majority of pedestrians will enter the campus at one of four locations. Two pedestrian entries will be located near the parking structures at Harder Road and Carlos Bee Boulevard, where pedestrian bridges will connect them to the academic campus core. Another major pedestrian entry will be associated with the new main vehicular entry from Hayward Boulevard. This entry will serve two additional parking structures and will act as the primary visitor entrance. The fourth



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(left)
Older areas of the campus have
incorporated generous stairs within
the landscape to assist in grade
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Site Accessibility

The topography of campus creates circulation challenges, especially for satisfying ADA requirements. The elevators and other vertical circulation elements of buildings can provide easy and convenient access between topographic levels. The following strategies are intended to integrate campus buildings into the accessible campus-wide circulation system:

- 1 The elevators and stairs of buildings should be used to assist with movement up and down campus slopes
- 1 Where possible this access should be available 24 hours a day
- 1 If programmatic or security concerns prevent 24-hour access, a building project can provide an adjacent, external elevator, such as at the New University Union
- 1 Building entries should be located at grade level or at the level of an accessible adjacent plaza or courtyard.

Figure 40 illustrates a universal access plan for the Hayward campus that can be implemented as new facilities are constructed. All facilities shall be designed to comply with applicable provisions of California Title 24 and the American with Disabilities Act.

This master plan proposes a the following new accessible routes and facilities:

- 1 New accessible facilities at below 5% slope (1:20)
- 1 New accessible facilities with handrails and landings, as required for routes between 5 and 8.3% slope (1:20 to 1:12)
- 1 Improvement of existing facilities to meet the above standards
- 1 New and upgraded ramps
- 1 Vertical circulation within buildings.

(upper)
 The topography of the Hayward site requires that some buildings will
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 Stairs and elevators in academic
 and residential buildings can help in
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(lower)
 Elevators can be provided inside
 buildings as well as in exterior
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Bicycle Circulation

The topography of the Hayward campus is largely responsible for the limited bicycle use on and around the campus. The site's terraced nature is not conducive to bicycle circulation within the campus, and the steep slopes of both Carlos Bee Boulevard and Harder Road present a challenge to cyclists commuting from downtown Hayward.

Nevertheless, the Master Plan circulation system will accommodate bicycles used for cross-campus trips. Bicycles can share the road on East Loop Road and West Loop Road, which are intended to be 25 mph roadways. Bicycles can also use the wider pedestrian sidewalks, but the University can consider designating dismount zones if safety concerns arise.

To promote internal campus bicycle use, bicycle parking will be provided near all residential and academic building sites, either through building-adjacent lots that are visible and provide convenient access to several buildings.

Transit vehicles will be equipped with bicycle racks to allow access to campus for cyclists who choose to access transit by bicycle or who desire a return trip - downhill - by bicycle.

Service Access

The service access and circulation plan is shown in Figure 45. New service yards will be developed as new buildings are constructed, supplementing the existing yards. A new corporation yard and central utility plant will be constructed on Parcel 18 west of the Harder Road / Old Hillary Road intersection. Primary access to the various yards/buildings will be provided from several locations on West Loop Road, East Loop Road, Old Hillary Road and the Pioneer Heights access roads. From these entry points to the central campus, service vehicles will use the major pedestrian circulation routes to travel to/from the internal service yards.

The access routes through the campus will be available via the main north-south pedestrian walk, to allow service vehicles to access buildings in the academic core. However, access on this and all primary pedestrian routes will be strictly limited to campus service vehicles, by the use of bollards and similar devices. Service access to the western part of campus will be provided via the existing roadway that connects Carlos Bee Boulevard through to West Loop Road near Harder Road.

For larger truck deliveries, the access points on West Loop Road and East Loop Road will be used, to minimize impacts on the Pedestrian Mall and the central section of Old Hillary Road. Truck deliveries should be scheduled outside the morning and

Transportation Demand Management

15-minute headways from 6 AM to 10 PM; or

Perhaps the most important element of the Master Plan Access, Circulation and Parking Framework is the development and promotion of a comprehensive Transportation Demand Management (TDM) program. To evolve into a more sustainable campus, the University must move away from the current reliance on driving as the primary mode of access for single-occupant vehicles include less on-campus and noise impacts; reduced need to build more parking academic and residential buildings.

and into carpools, vanpools, transit, and bicycling/ walking are most successful when all of the following strategies are implemented:

- 1 Alternative modes are convenient and comprehensive
- 1 Flexibility of use is provided for .

The following programs and services may ultimately be included in the campus Transportation Demand Management Plan.

Improved Transit Service

- 1 Enhanced AC Transit Route 92 service to the Downtown Hayward BART station, ensuring

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