HAYWARD

HIGH INJURY NETWORK PHASE 2
SAFETY FACT BOOK

HESPERIAN BOULEVARD

JULY 2026 DRAFT





Source: Kittelson
Location: Winton Avenue

Hayward
High Injury Network Phase 2

Hayward, CA

Prepared for

HAYWARD

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Source: Kittelson
Location: Main Street



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Symbol Glossary

Key Intersection Findings Legend

 Crash History

 Peak Hour Volumes

 Advanced Analytics (Near Misses, Red Light Running/Conflicts, Right Turn on Red/Conflicts)

Crash Symbol Legend

Crash Type

 Pedestrian

 Bicycle

 Broadside

 Hit-Object

 Head-On

 Rear-End

 Sideswipe

 Overturned

 Other

Crash Severity

 Study Intersection Crash Count

 Other Injury

 Serious Injury

 Fatality

Civic Elements

 Bus Stop

 City of Hayward Boundary

Note: Crash icons are rotated to reflect the reported proceeding movement for crashes. Crash points are not rotated for bicycle, pedestrian, or broadside crashes. Where crashes are recorded in the same location, points are manually scattered to increase visibility. Points located in intersections do not reflect the exact reported location of the crash.

CORRIDOR SAFETY OVERVIEW

The study corridor spans 4.3 miles, from the northern city limits at A Street to the southern city limits just past Eden Park Place. The roadway primarily has six lanes, with four lanes south of Eden Shores Boulevard, and a landscaped median. The corridor has painted class II bike lanes for 0.5 miles, south of Industrial Parkway, a posted speed limit of 35 mph, and continuous sidewalks on both sides. There are 20 signalized and 12 unsignalized intersections along the corridor. AC Transit Line 97 provides frequent (every 16-30 minutes) transit service along the corridor, and Lines 60, 86, and 93 provide infrequent service (every 31 minutes or more) from Southland Drive to Tennyson Road, at Winton Avenue and Tennyson Road, and at A Street, respectively.

Weekday volumes range from 24,000 to 26,000 vehicles, and 85th-percentile speeds range from 38-44 mph. Around 2%-12% of drivers drove at least 10 mph over the posted speed, with higher rates of speeding north of SR-92.

Land use includes large commercial developments (Southland Mall, Home Depot, and Costco) and strip malls (Bedford Plaza, Winton Plaza, and Oliver Corner). Single-family homes front the corridor north of Southland Drive and are present with limited access points and fences fronting the corridor south of Southland Drive. Civic destinations include Chabot College, Mt Eden High School, Mt Eden Park, and the Alden E. Oliver Sports Park. Hayward Executive Airport fronts the corridor from Winton Avenue to Skywest Drive, and the corridor crosses SR-92 via an overpass between Cathy Way and Sleepy Hollow Avenue.

Crash History

From 2021-2025, there were **150 reported injury or fatal crashes** on the corridor, including two fatal vehicle crashes and one fatal pedestrian crash. High-frequency crash locations include Winton Avenue (14), Industrial Parkway (13), and Southland Drive (9). The charts below summarize crash types for all reported crashes and for all fatal/serious injury (FSI) crashes:

Exhibit 1. *Crash Types, All Injury Levels*

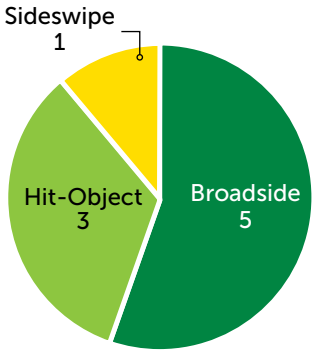
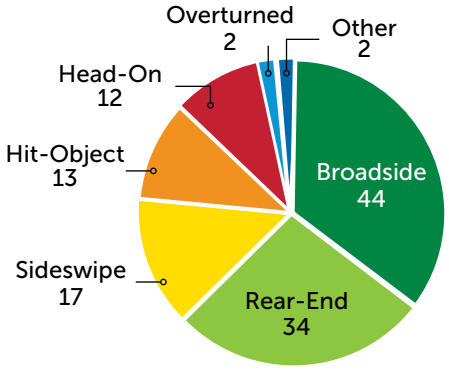


Exhibit 2. *Crash Types, Fatalities/Serious Injuries*



Near-Miss[1]

- There were two vehicle critical near misses, one at Eden Shores Blvd/Tripaldi Way and one at Oliver Dr.
- There were 17 pedestrian critical near misses, including four each at Turner Ct and Oliver Dr and three each at Tahoe Ave and at Sleepy Hollow Ave.
- Four bicyclist critical near miss events were observed, including two at Turner Ct and one each at Longwood Ave and West St.

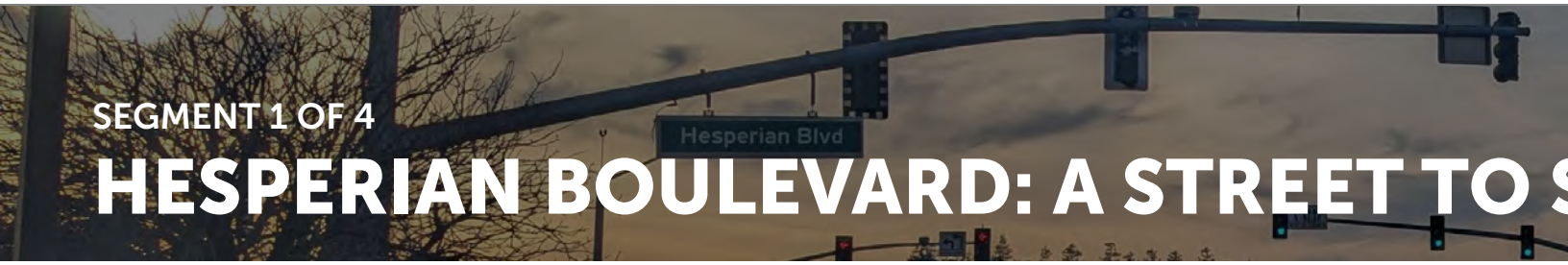
Red Light Running

- Longwood Ave saw the highest number of red light running events (221), followed by Turner Ct (131) and Eden Shores Blvd/Tripaldi Way (118). Southbound and northbound through movements accounted for 88% of observed red light running.
- Weekday observations show peaks during a.m. and p.m. peak periods, while p.m. periods show a consistently elevated rate from 8:00 a.m. to 6:00 p.m. Less than 20% of all red light running events occurred overnight, from 8:00 p.m. to 6:00 a.m.

Right-turn-on-Red (RTOR) Conflicts

- One RTOR-involved critical near miss conflict occurred at Sleepy Hollow Ave and involved a crossing pedestrian and a driver making a southbound right turn on red.

[1] Near miss and red light running events were observed for 48 hours at seven sites.

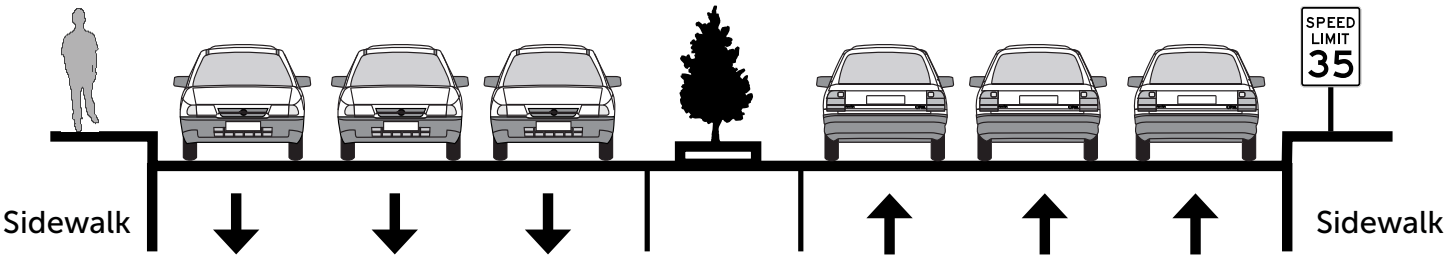


SEGMENT 1 OF 4

HESPERIAN BOULEVARD: A STREET TO S

Segment Characteristics

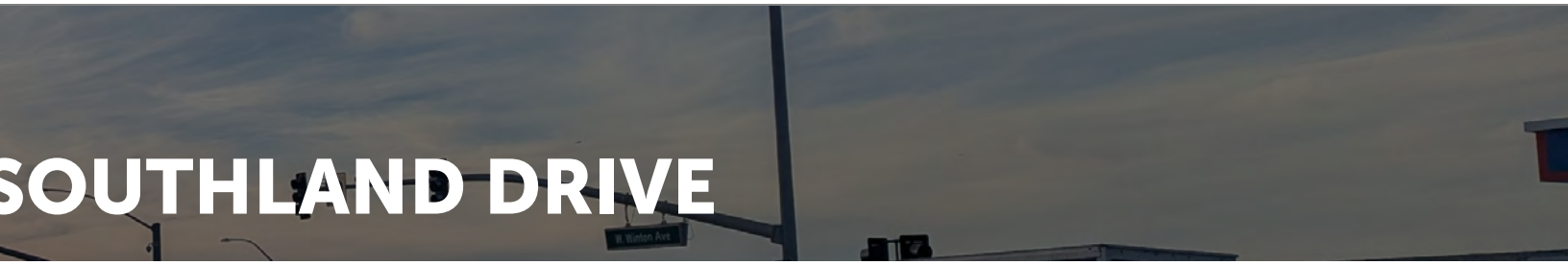
Exhibit 3. *Cross Section*



- **Distance:** 1.15 Miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - At all signalized intersections
  - In median between A St and Sueirro St
  - On the east side of the roadway between Sueirro St and Longwood Ave
- **Transit Service:**
  - AC Transit Line 97
  - Daily buses arriving every 15-30 minutes
  - 3,000 average weekday rides
- **Average Daily Traffic Volume:** 26,304
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 43 mph
  - 9.1% traveled 10 mph or faster over the posted speed
- **Average Driveway Spacing:**
  - 110 feet on the east side of the street
  - 505 feet on the west side of the street
- **Average Intersection Spacing:** 600 feet
  - Five signalized intersections
  - Five unsignalized intersections
- **Major Land Uses:**
  - Large commercial developments with surface parking fronting the corridor: Bedford Plaza (Cardenas Market, Dollar Tree, Burger King), Winton Plaza (dd's Discounts, Chuck E. Cheese), Home Depot, and Smart & Final
  - Hayward Executive Airport fronts the west side of the corridor from Longwood Ave to Winton Ave
  - Single-family residences are accessible via service road from Phillips Way to Bedford Plaza Driveway
  - St. Joachim Catholic Church and School

Exhibit 4. *Reported Crashes by Type and Severity (2021-2025)*





SOUTHLAND DRIVE

Segment Crash History

41 Reported Crashes (2021-2025)

- Two driver crashes involved motorcyclists.
- 67% of all crashes occurred at signalized intersections, including three of the four fatal and serious injury crashes.
- 70% of pedestrian and bicycle crashes occurred at signalized intersections, including three of the four fatal and serious injury crashes.

Intersection Findings

Additional details for the intersections below are provided on the following pages.

- A Street (H1) 3
- Sueirro Street (H2) 4
- Longwood Avenue (H3) 5
- Winton Avenue (H4) 8

Legend

- Crash History
- Peak Hour Volumes
- Advanced Analytics (Near Misses, Red Light Running Conflicts, Right Turn on Red/Conflicts)

Exhibit 5. *Crash Types, All Injury Levels*

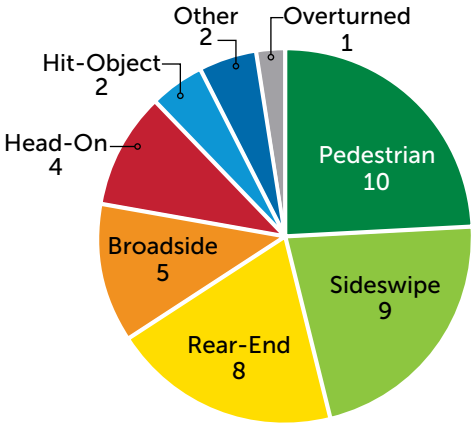
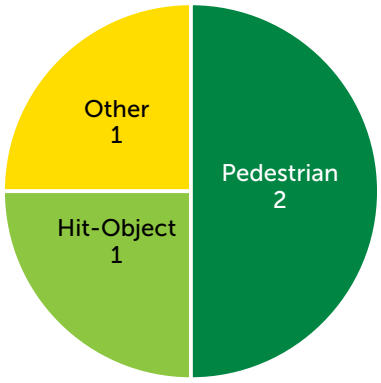
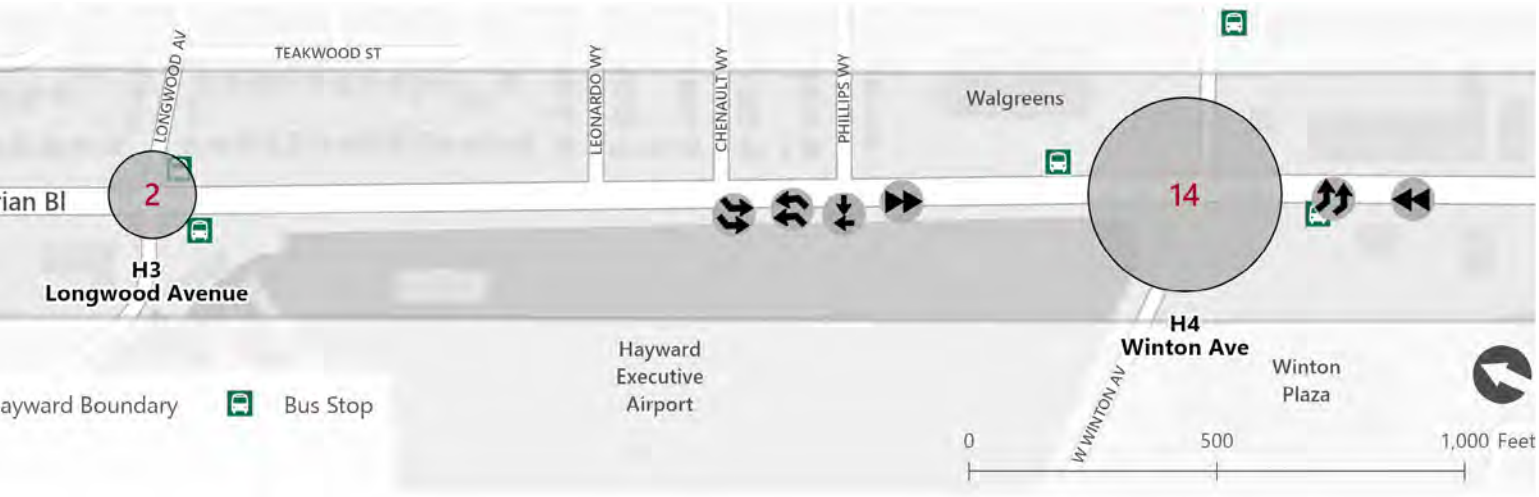


Exhibit 6. *Crash Types, Fatalities/Serious Injuries*





A Street Intersection (H1)

Reported Crash History Overview

Exhibit 7. *Crash Diagram*

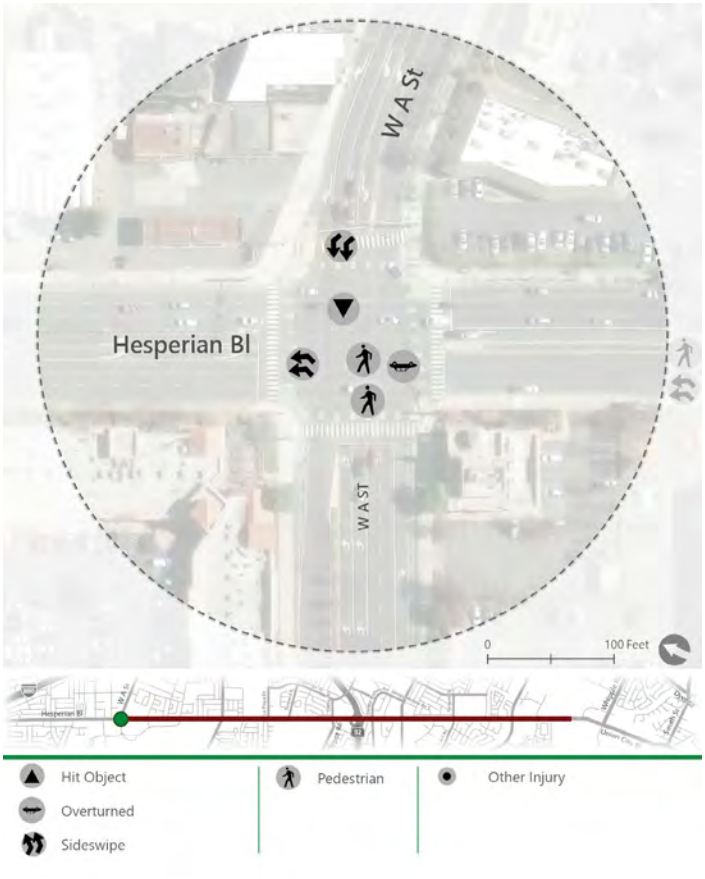


Exhibit 8. *Reported Crashes by Type and Severity*



Table 1. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Making Right Turn	1	0	1	1	3
Making Left Turn	0	1	0	1	2
Proceeding Straight	0	0	0	1	1
Total	**1**	**1**	**1**	**3**	**6**

Travel Direction: (N) North (S) South (E) East (W) West

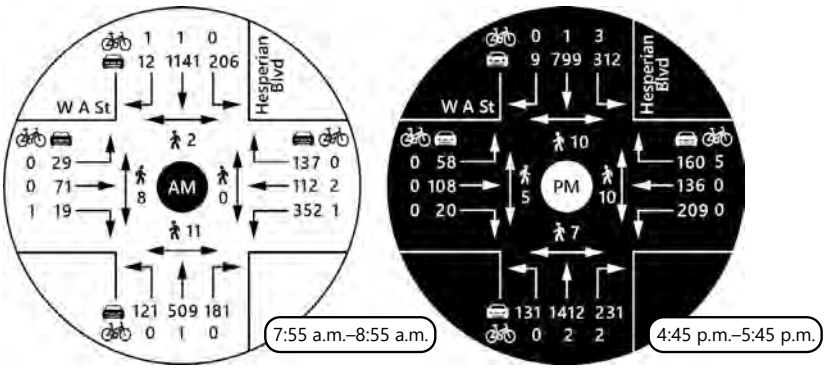
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Both pedestrian crashes occurred in the afternoon with the driver onto Hesperian Blvd from A St.
2. Two left-turn crashes were single-driver crashes, one resulting in a hit object and another in an overturned driver.

Peak Hour Traffic

Exhibit 9. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Sueirro Street Intersection (H2)

Reported Crash History Overview

Exhibit 10. *Crash Diagram*

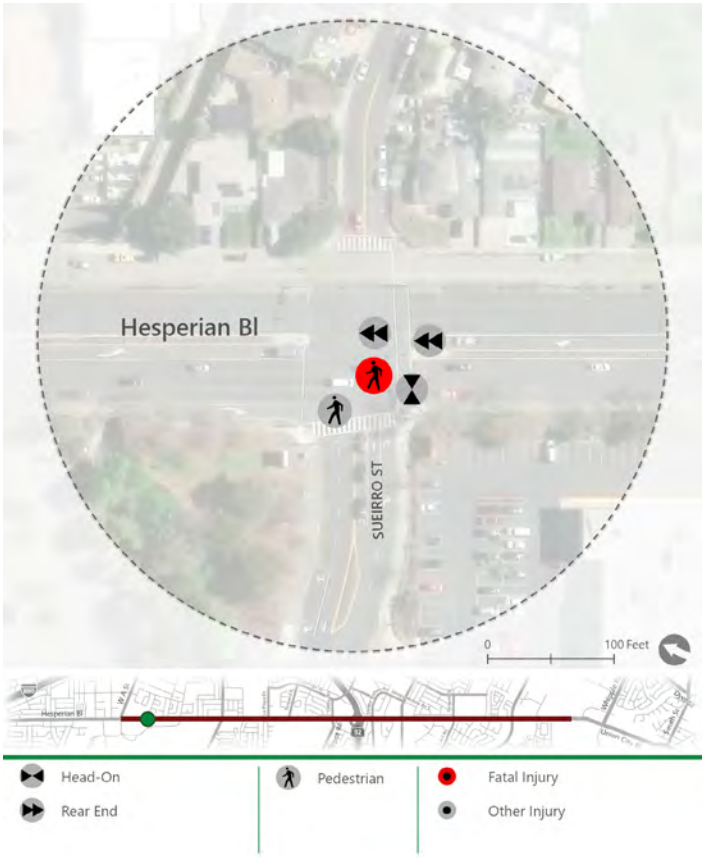


Exhibit 11. *Reported Crashes by Type and Severity*

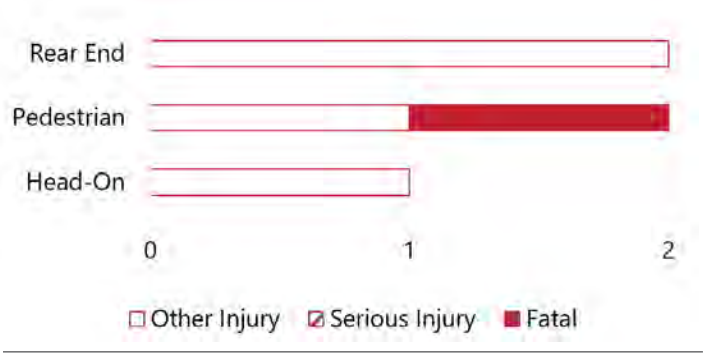


Table 2. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Making Right Turn	2	0	1	0	3
Making Left Turn	0	0	1	0	1
Proceeding Straight	0	0	1(1)	0	1
Total	**2**	**0**	**3**	**0**	**5**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

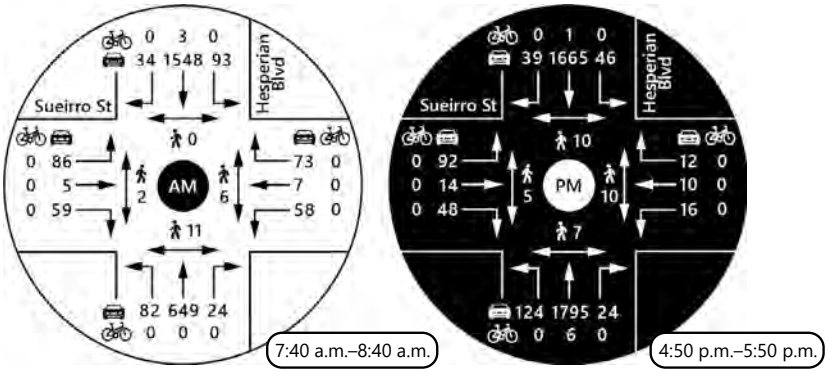
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Two pedestrian crashes occurred in rainy conditions between 6:00 a.m. and 9:00 a.m.: one was fatal and involved a southbound-through driver and the other was a minor injury involving a southbound-left driver.
2. Two rear-end crashes occurred between 5:00 p.m. and 6:00 p.m. involving southbound drivers.

Peak Hour Traffic

Exhibit 12. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Longwood Avenue/Skywest Drive Intersection (H3)

Reported Crash History Overview

Exhibit 13. *Crash Diagram*



Exhibit 14. *Reported Crashes by Type and Severity*



Table 3. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Ran Off Road	1(1)	0	0	0	1
Proceeding Straight	1	0	0	0	1
Total	**2**	**0**	**0**	**0**	**2**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

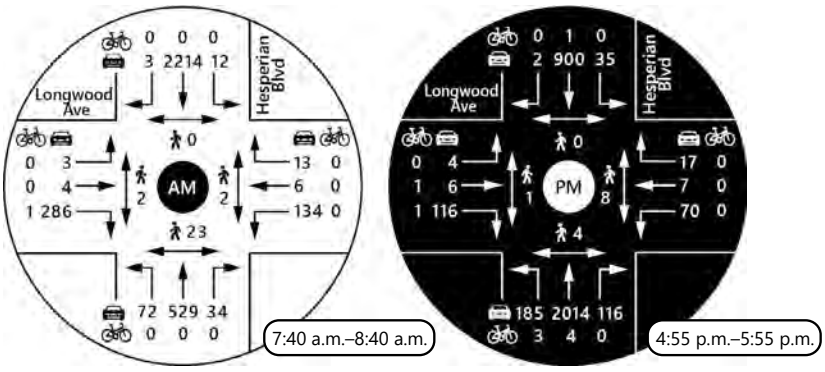
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The serious injury hit-object crash involved a northbound driver who ran off the road and was reported to be driving under the influence.
2. The head-on crash resulted in a possible injury and was attributed to excessive speed.

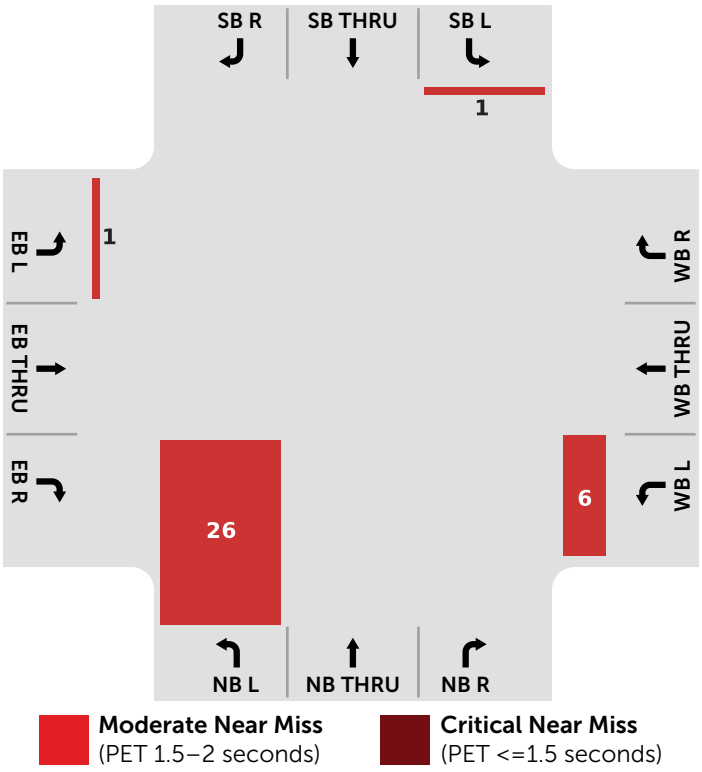
Peak Hour Traffic

Exhibit 15. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 16. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 17. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

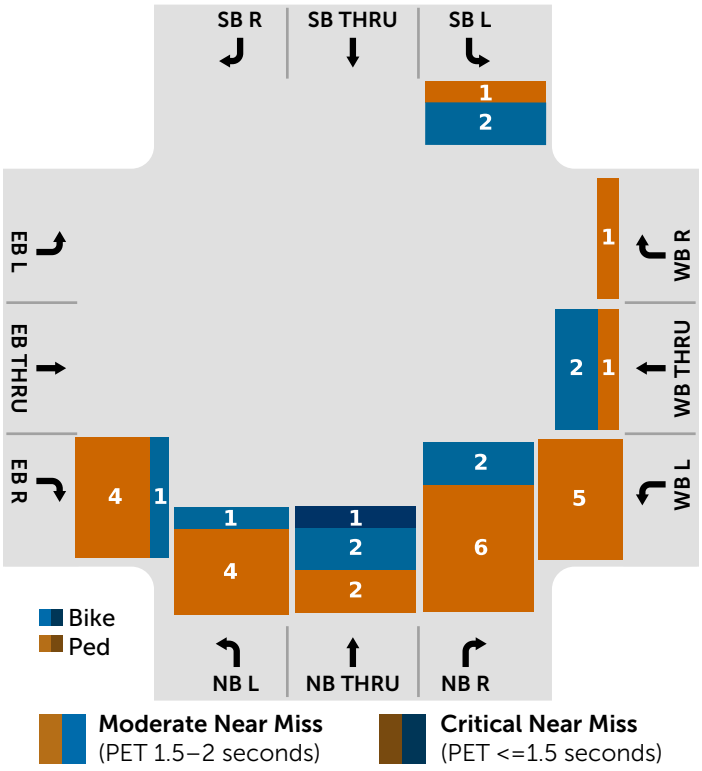


Exhibit 18. *Weekday Bicyclist Travel Paths*

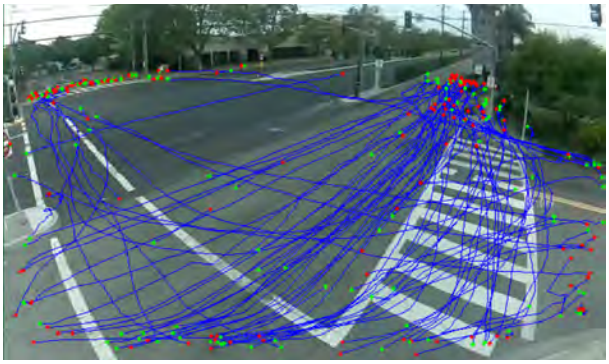


Exhibit 19. *Weekday Pedestrian Travel Paths*

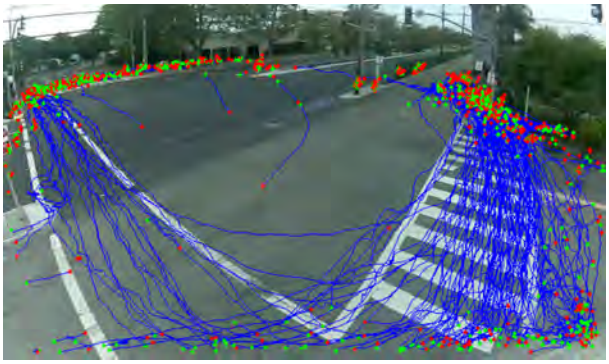


Exhibit 20. *Weekend Bicyclist Travel Paths*

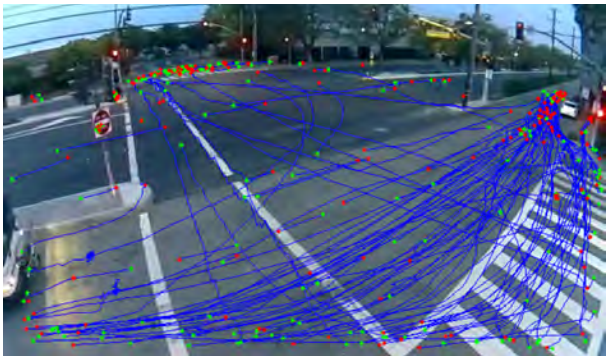
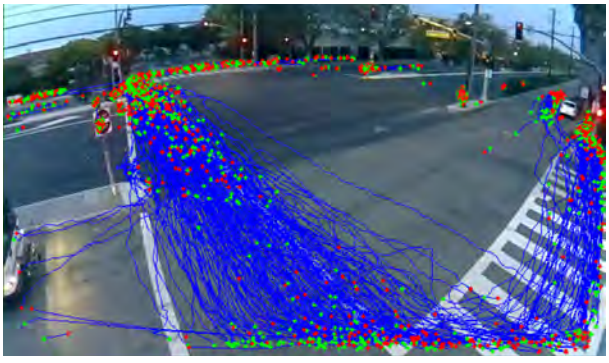


Exhibit 21. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 22. *Red Light Running by Time of Day (48 hours)*

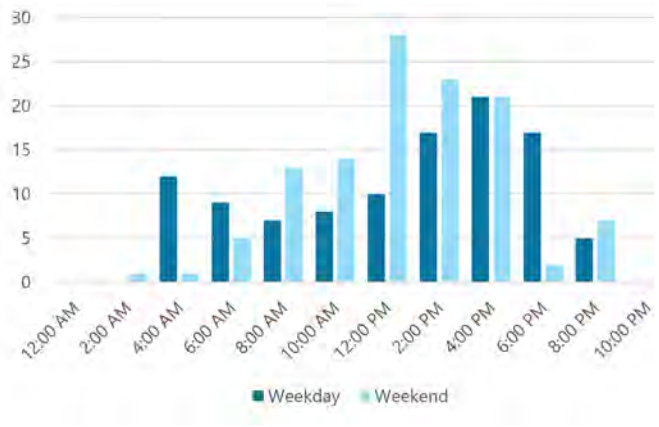
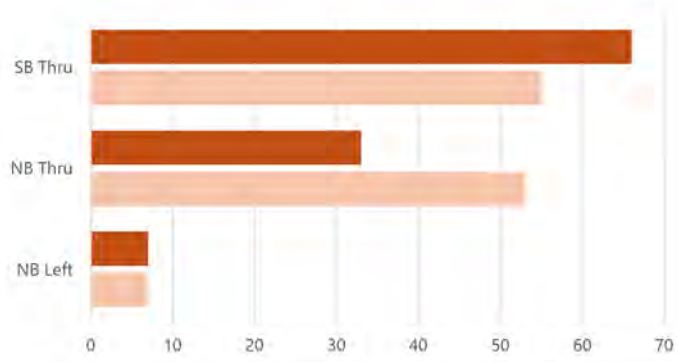


Exhibit 23. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 4. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	203	7	2,030	48	2,288
RTOR Conflicts	0	0	0	0	0
RTOR Conflict Rate (x1,000)	0.00	0.00	0.00	0.00	0.00

(NB) Northbound (SB) Southbound (EB) Eastbound (WB) Westbound

Right-turn-on-red conflicts represent conflicts between vehicles and pedestrians or bicyclists while vehicles made a right turn at a traffic signal with a red light.

Winton Avenue Intersection (H4)

Reported Crash History Overview

Exhibit 24. *Crash Diagram*

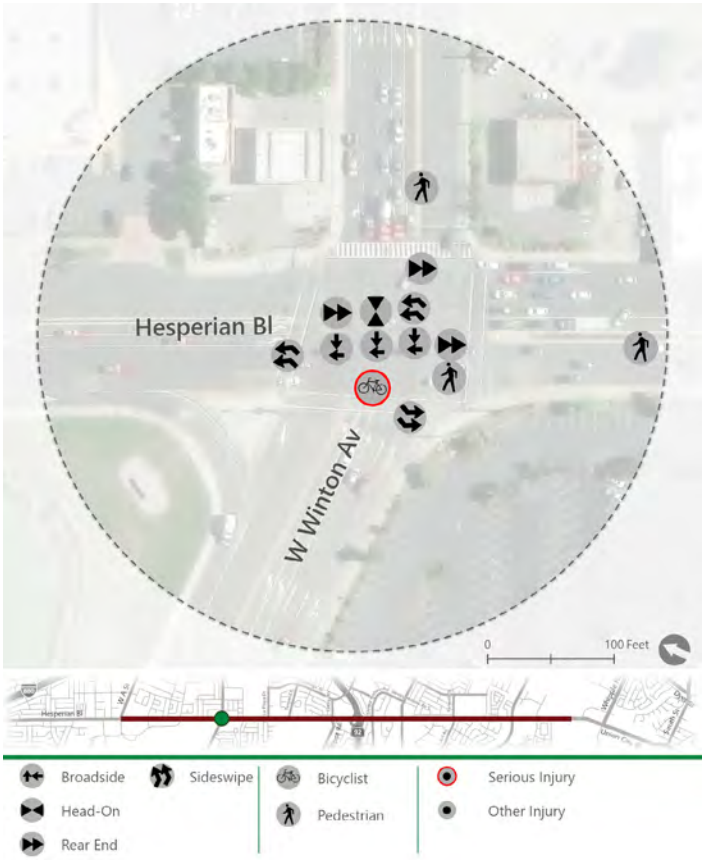


Exhibit 25. *Reported Crashes by Type and Severity*



Table 5. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Proceeding Straight	1	3	2(1)	3	0	9
Stopped	0	1	0	0	1	2
Entering Traffic	1	0	0	0	0	1
Making Left Turn	0	0	1	0	0	1
Making Right Turn	0	0	1	0	0	1
Total	**2**	**4**	**4**	**3**	**1**	**14**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Two of the three pedestrian crashes and the bicycle crash occurred in dark conditions and involved proceeding straight, two traveling eastbound and one southbound.
2. All three broadside crashes involved westbound-through drivers.
3. Two of the three sideswipe crashes involved southbound drivers.
4. Three crashes were attributed to drivers traveling at unsafe speeds. Two resulted in rear end crashes and one in a broadside crash.

Peak Hour Traffic

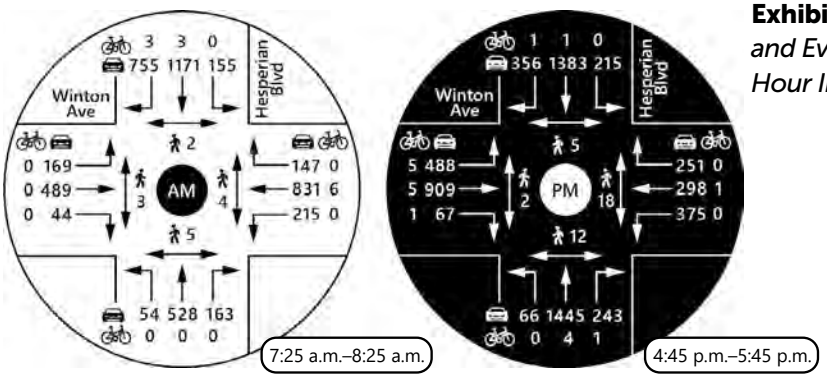


Exhibit 26. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*

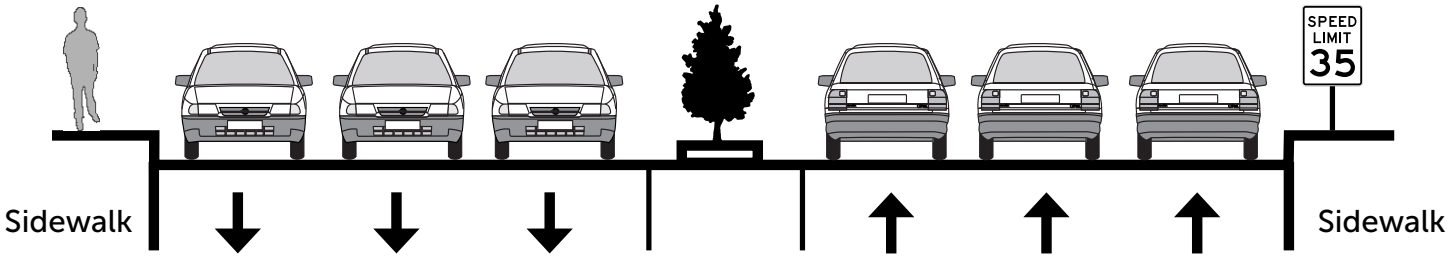


SEGMENT 2 OF 4

HESPERIAN BOULEVARD: SOUTHLAND

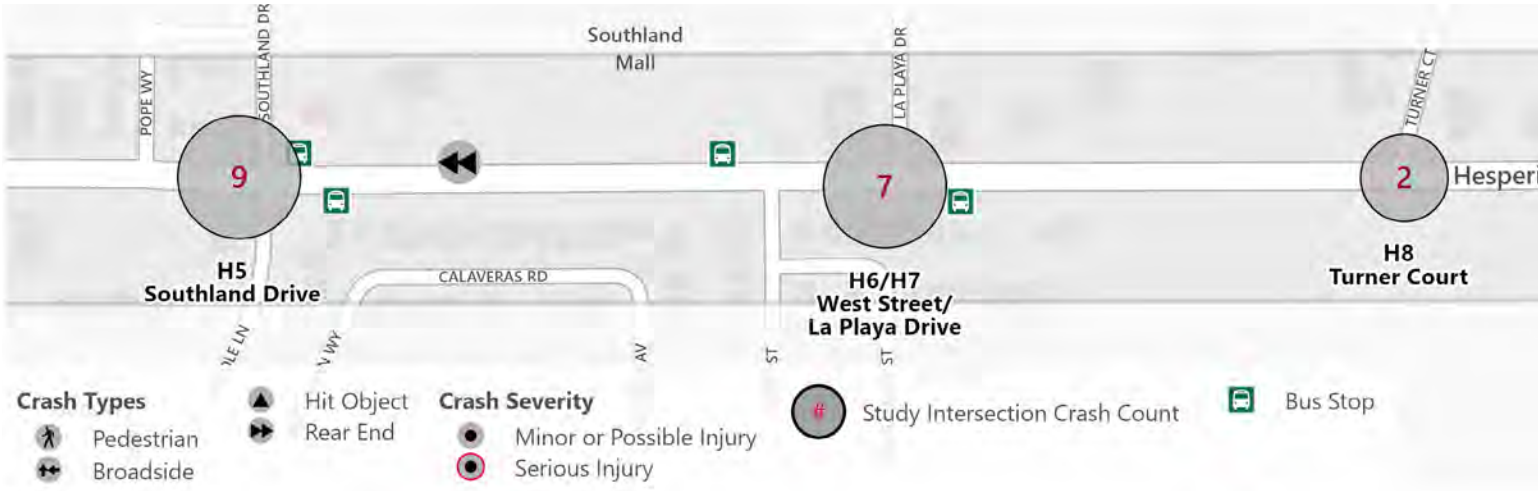
Segment Characteristics

Exhibit 27. Cross Section



- **Distance:** 1.1 miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - Intermittent
  - West side from Southland Dr to Turner Ct
- **Transit Service:**
  - AC Transit Line 60 and 97
  - Daily buses arriving every 15-30 (Line 60) and 45 (Line 97) minutes
  - Average weekday rides: 1,400 (Line 60) and 3,000 (Line 97)
- **Average Daily Traffic Volume:** 25,922
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 44 mph
  - 12.2% traveled 10 mph or faster over the posted speed
- **Average Driveway Spacing:**
  - 410 feet on the east side of the street
  - 960 feet on the west side of the street
- **Average Intersection Spacing:** 600 feet
  - Four signalized intersections
  - Two unsignalized intersections
- **Major Land Uses:**
- Large trip generators: Southland Mall, Chabot College, Eden Area Regional Occupational Program
- Single-family residential on both sides with limited access and fences or walls fronting corridor
- SR-92 access ramps and overpass

Exhibit 28. *Reported Crashes by Type and Severity (2021-2025)*





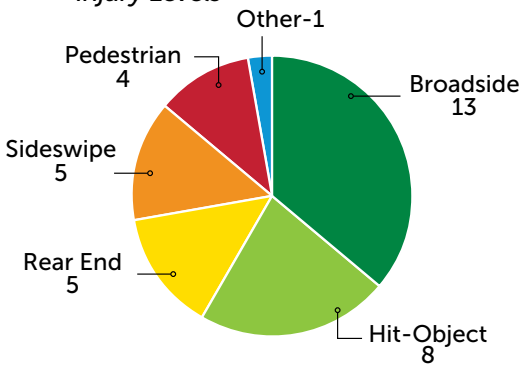
DRIVE TO SR 92

Segment Crash History

36 Reported Crashes (2021-2025)

- There were five fatal and serious injury crashes (including one serious injury pedestrian crash).
- There were four pedestrian and two bicyclist crashes.
- Two driver crashes included motorcyclists (one was a serious injury broadside crash).
- Four rear-end segment crashes involved unsafe speeds.
- 75% of crashes (27) were reported at intersections.
  - Accounts for two of four pedestrian crashes and all bicycle crashes
  - Accounts for three of five serious injury crashes

Exhibit 29. *Crash Types, All Injury Levels*

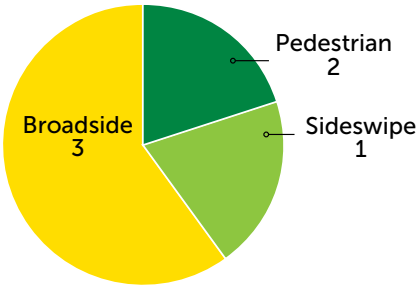


Intersection Findings

Additional details for the intersections below are provided on the following pages.

- Southland Drive/Middle Lane (H5) 11
- West Street & La Playa Drive (H6/H7) 12 and 13
- Turner Court (H8) 15
- Cathy Way/Depot Road (H9) 18

Exhibit 30. *Crash Types, Fatalities/Serious Injuries*



Legend

- Crash History
- Peak Hour Volumes
- Advanced Analytics (Near Misses, Red Light Running Conflicts, Right Turn on Red/Conflicts)



Southland Drive/Middle Lane Intersection (H5)

Reported Crash History Overview

Exhibit 31. *Crash Diagram*

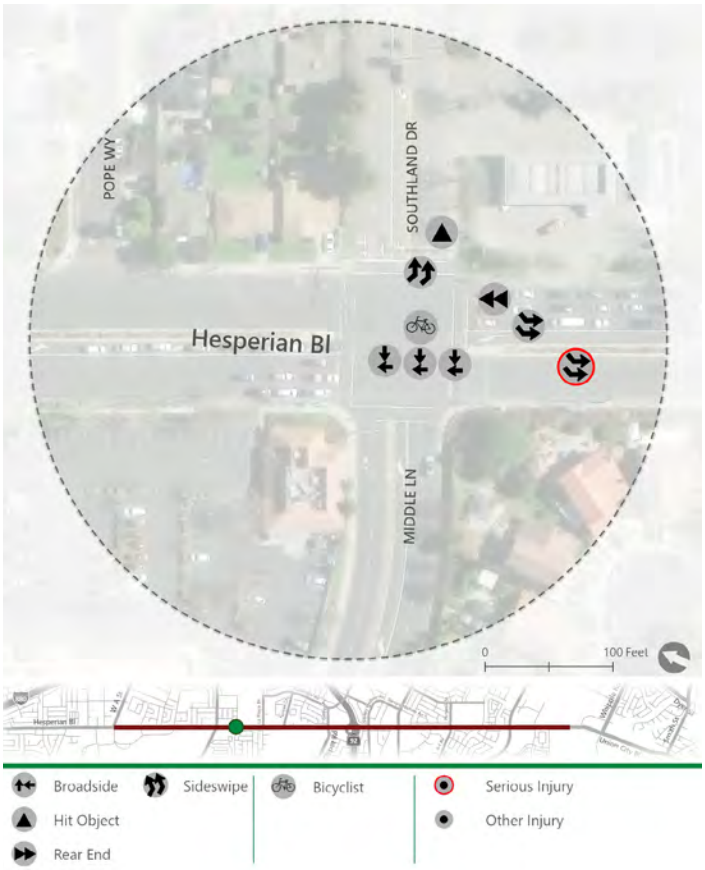


Exhibit 32. *Reported Crashes by Type and Severity*



Table 6. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	4	2	1	0	7
Changing Lanes	0	1	0	0	1
Merging	0	1(1)	0	0	1
Total	**4**	**4**	**1**	**0**	**9**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

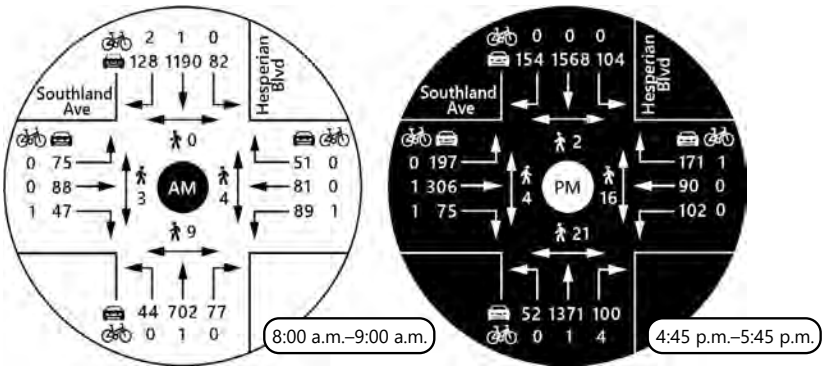
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The bicycle crash was in dark conditions and involved a southbound-through driver.
2. A serious injury sideswipe crash involved a southbound driver and an unsafe lane change.
3. All three broadside crashes occurred between 9:00 a.m. and 12:00 p.m. Two involved southbound drivers and one involved a northbound driver.

Peak Hour Traffic

Exhibit 33. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



West Street/La Playa Drive Intersections (H6/H7)

Reported Crash History Overview

Exhibit 34. *Crash Diagram*

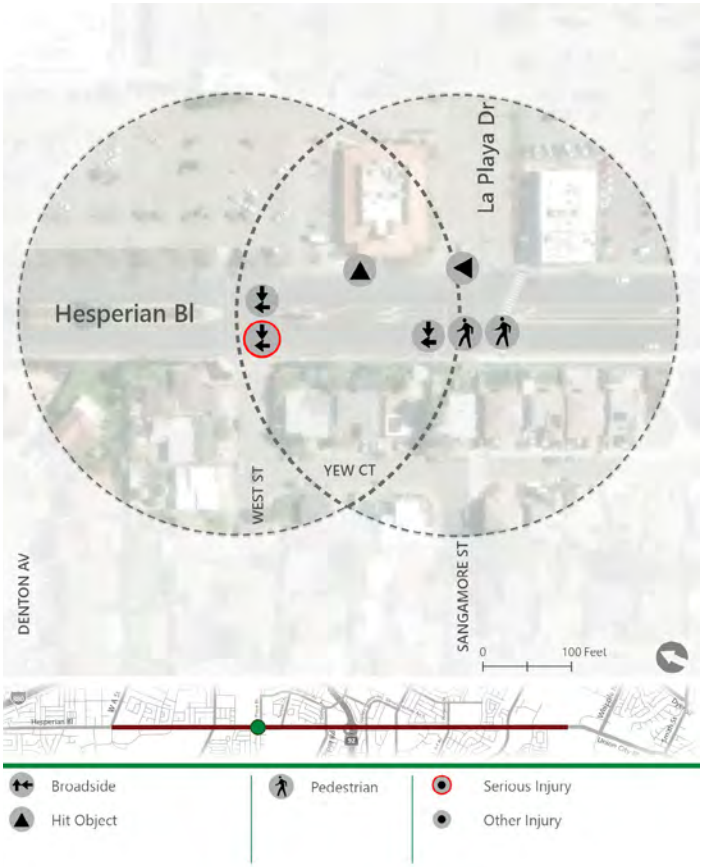


Exhibit 35. *Reported Crashes by Type and Severity*



Table 7. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Making Left Turn	0	2	0	1(1)	0	3
Making U-Turn	1	1	0	0	0	2
Stopped	0	0	0	0	1	1
Proceeding Straight	0	1	0	0	0	1
Total	**1**	**4**	**0**	**1**	**1**	**7**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

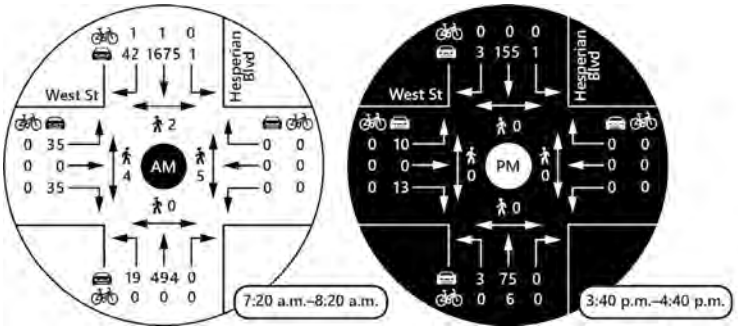
Patterns

1. Both pedestrian crashes involved southbound-left-turning drivers, occurred in the afternoon, and involved young adults ages 18 and 20 years old.
2. A serious injury broadside crash occurred in dark conditions and involved a westbound-left turning driver.
3. Two of the other injury crashes were the result of U-turning drivers, one northbound and the other southbound.

Peak Hour Traffic

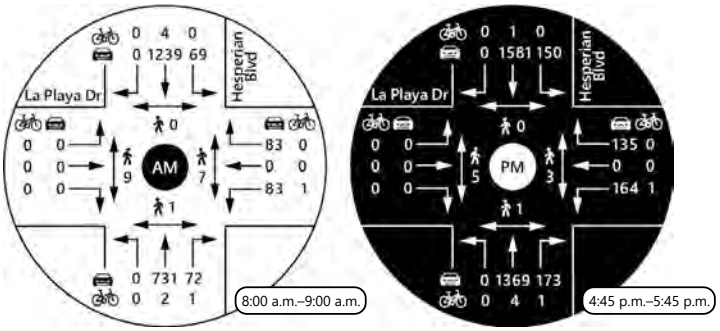
West Street (H6)

Exhibit 36. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



La Playa Drive (H7)

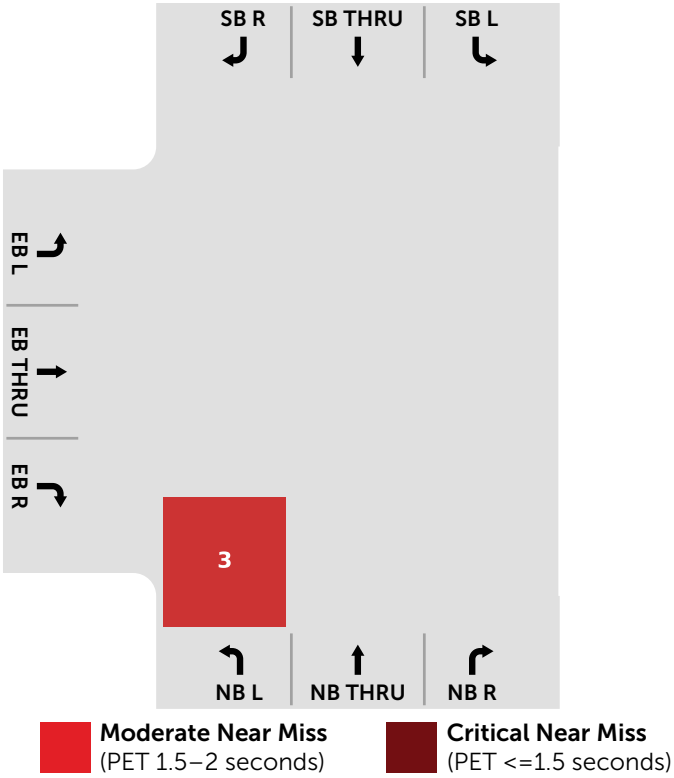
Exhibit 37. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



West Street Intersection (H6)

Near-Miss Events

Exhibit 38. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 39. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

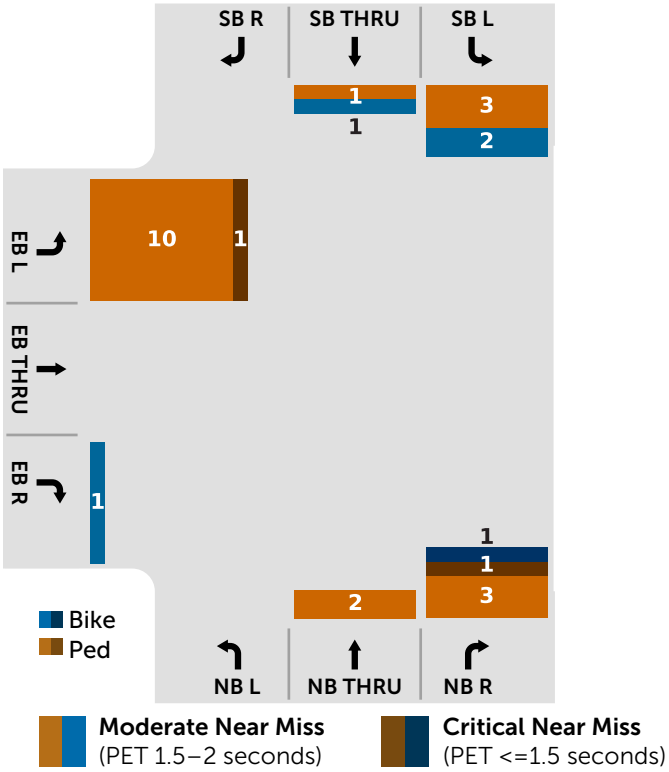


Exhibit 40. *Weekday Bicyclist Travel Paths*

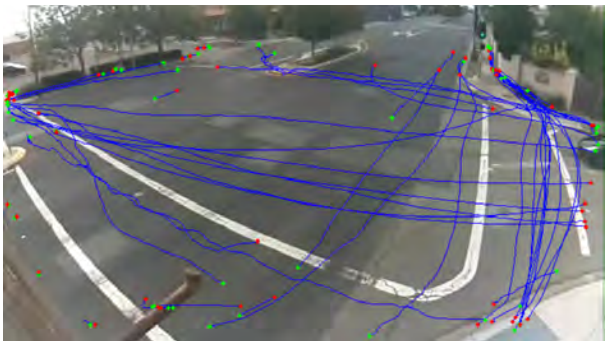


Exhibit 41. *Weekday Pedestrian Travel Paths*

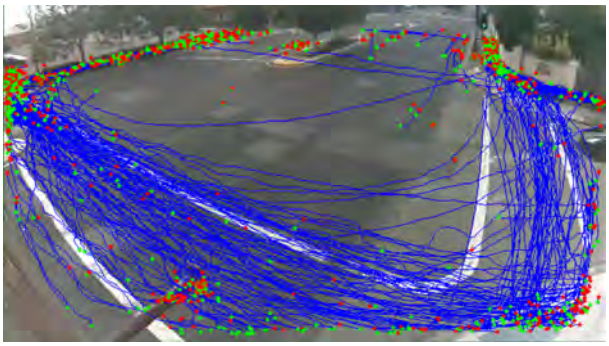


Exhibit 42. *Weekend Bicyclist Travel Paths*

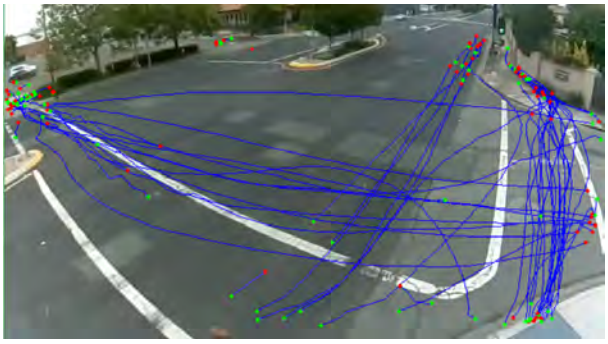
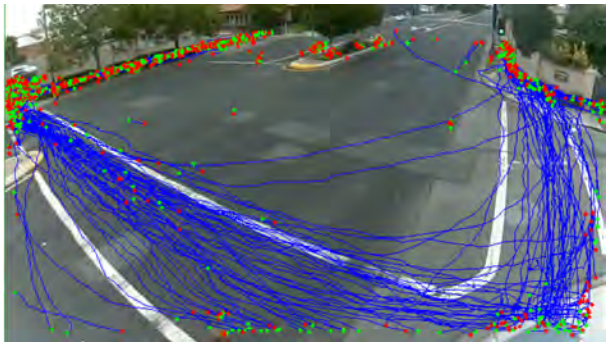


Exhibit 43. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 44. *Red Light Running by Time of Day (48 hours)*

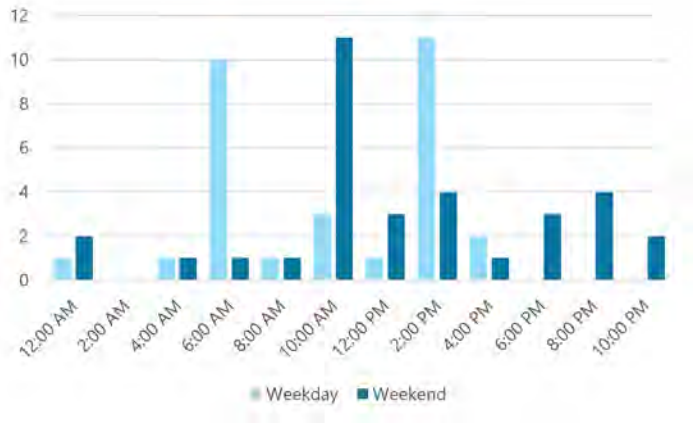
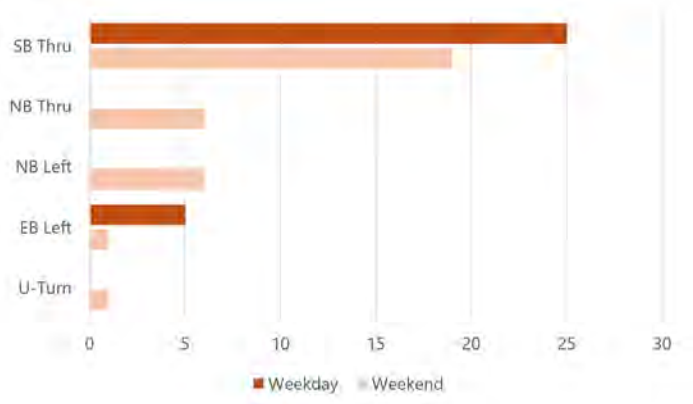


Exhibit 45. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 8. *Right-Turn-on-Red Conflicts*

Value	NB	SB	EB	WB	Total
RTOR Movements	-	189	646	-	835
RTOR Conflicts	-	0	0	-	0
RTOR Conflict Rate (x1,000)	-	0.00	0.00	-	0.00

(NB) Northbound (SB) Southbound (EB) Eastbound (WB) Westbound

Right-turn-on-red conflicts represent conflicts between vehicles and pedestrians or bicyclists while vehicles made a right turn at a traffic signal with a red light.

Turner Court Intersection (H8)

Reported Crash History Overview

Exhibit 46. *Crash Diagram*

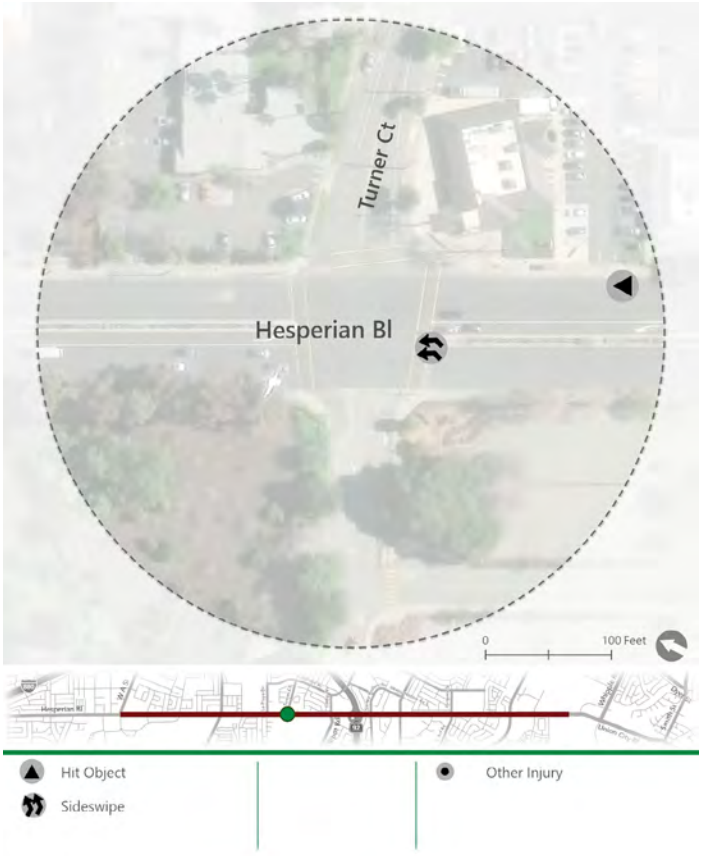


Exhibit 47. *Reported Crashes by Type and Severity*



Table 9. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	0	1	0	0	1
Entering Traffic	1	0	0	0	1
Total	**1**	**1**	**0**	**0**	**2**

Travel Direction: (N) North (S) South (E) East (W) West

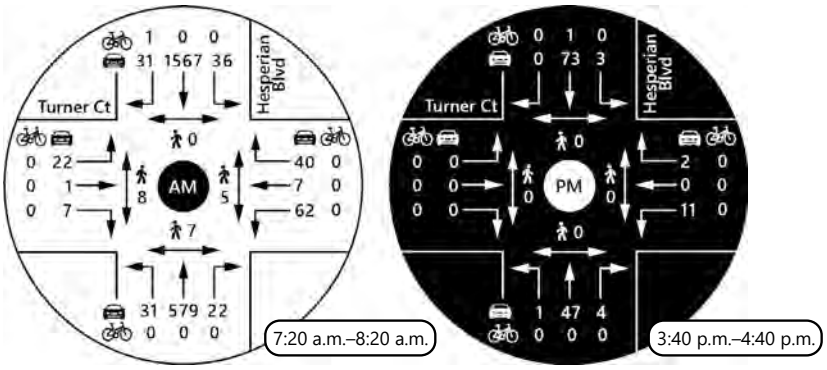
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The hit-object possible-injury crash occurred overnight in rainy conditions and involved a southbound driver.
2. The sideswipe minor injury crash involved a northbound driver entering traffic.

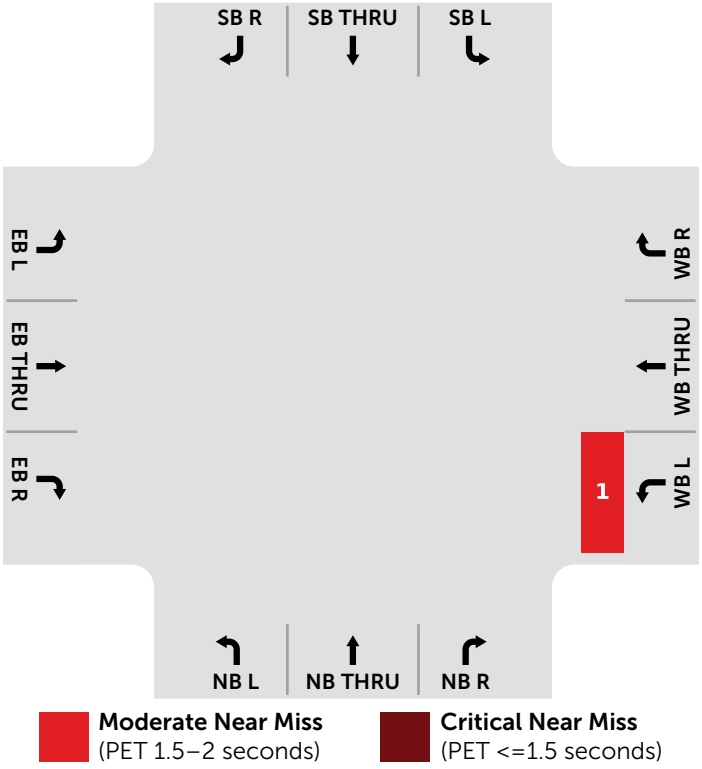
Peak Hour Traffic

Exhibit 48. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 49. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 50. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

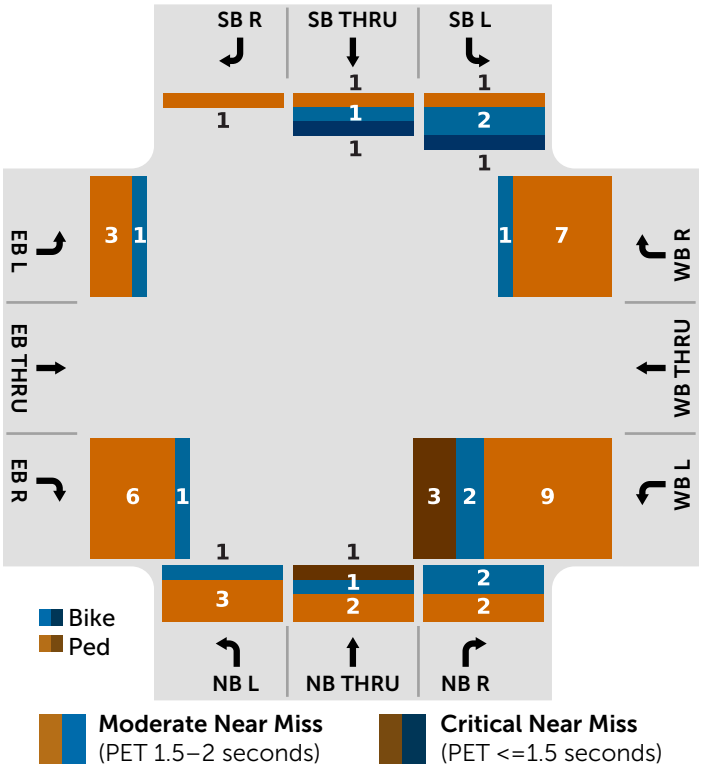


Exhibit 51. *Weekday Bicyclist Travel Paths*

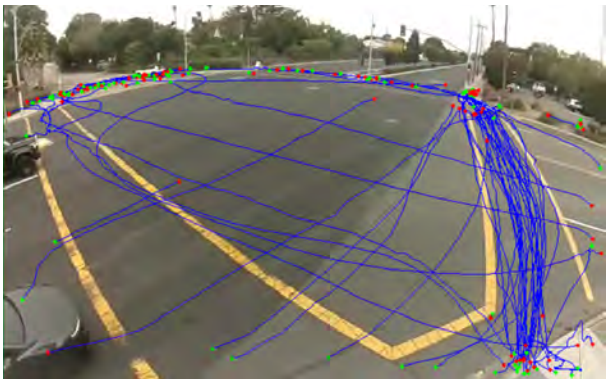


Exhibit 52. *Weekday Pedestrian Travel Paths*

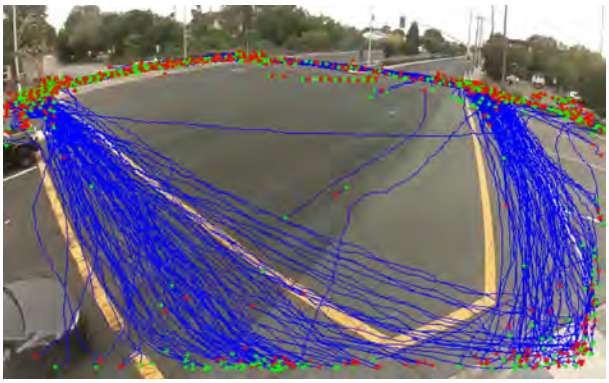


Exhibit 54. *Weekend Bicyclist Travel Paths*

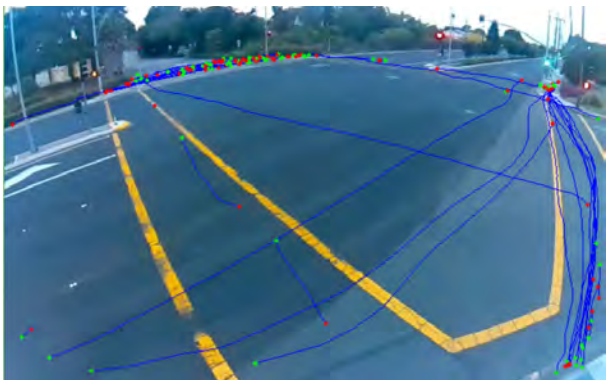
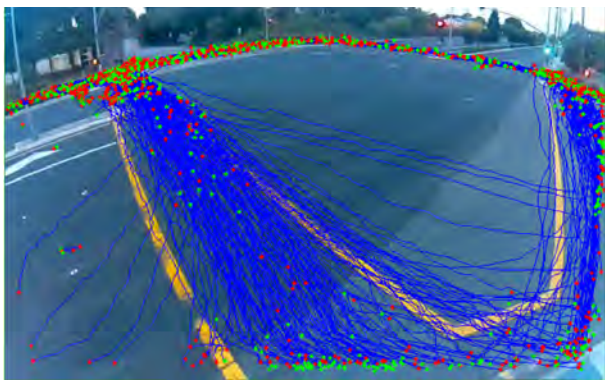


Exhibit 53. *Weekend Pedestrian Travel Paths*

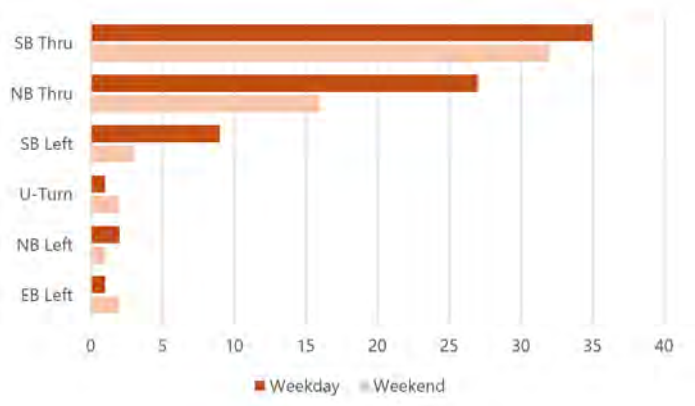


Red Light Running

Exhibit 55. *Red Light Running by Time of Day (48 hours)*



Exhibit 56. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 10. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	183	172	519	1,121	1,995
RTOR Conflicts	0	0	0	0	0
RTOR Conflict Rate (x1,000)	0.00	0.00	0.00	0.00	0.00

(NB) Northbound (SB) Southbound (EB) Eastbound (WB) Westbound

Right-turn-on-red conflicts represent conflicts between vehicles and pedestrians or bicyclists while vehicles made a right turn at a traffic signal with a red light.

Cathy Way/Depot Road Intersection (H9)

Reported Crash History Overview

Exhibit 57. *Crash Diagram*

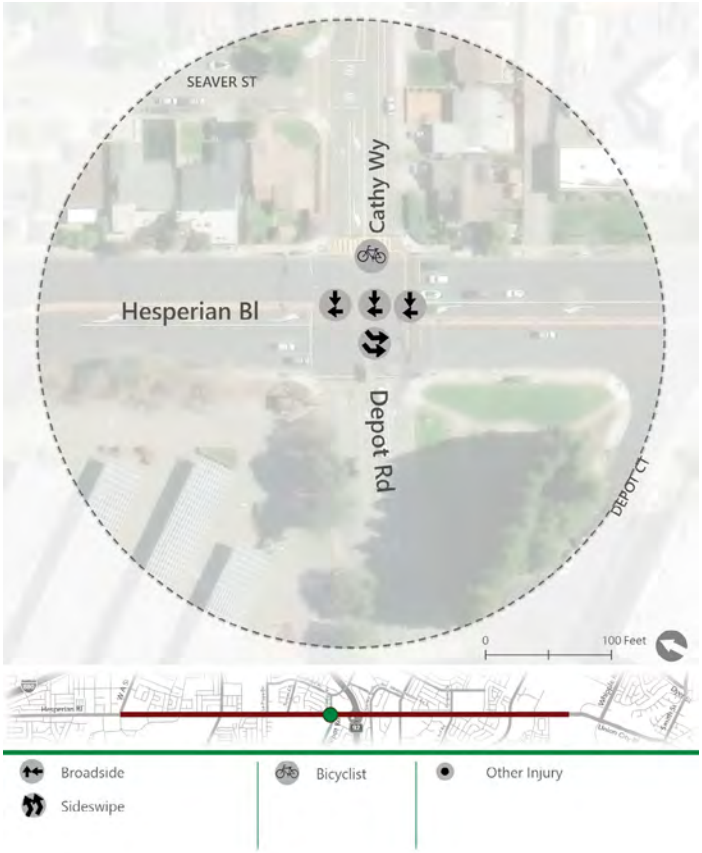


Exhibit 58. *Reported Crashes by Type and Severity*



Table 11. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	2	2	0	0	4
Making Right Turn	0	0	0	1	1
Total	**2**	**2**	**0**	**1**	**5**

Travel Direction: (N) North (S) South (E) East (W) West

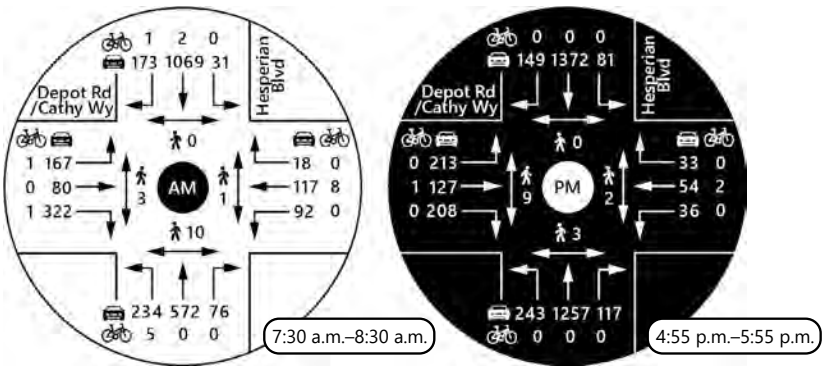
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The bicycle crash involved a southbound-right-turning driver.
2. Two of the broadside crashes involved traffic sign and signal violations, and one involved unsafe speed.

Peak Hour Traffic

Exhibit 59. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



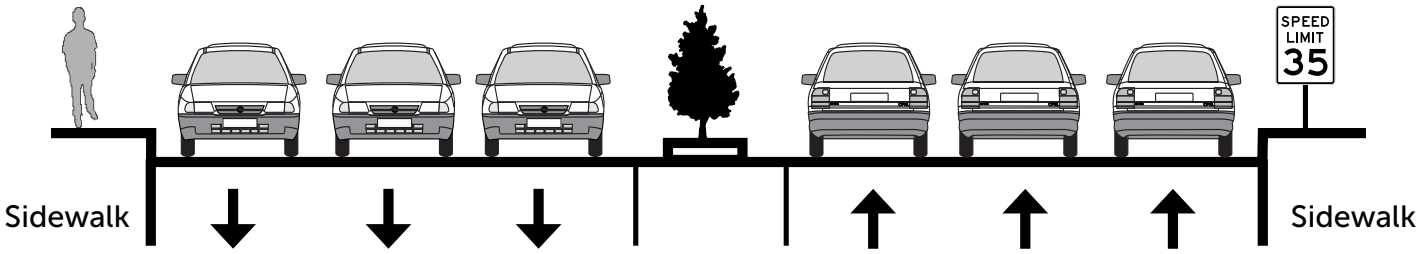


SEGMENT 3 OF 4

HESPERIAN BOULEVARD: SR 92 TO ARF

Segment Characteristics

Exhibit 60. Cross Section



- **Distance:** 0.85 miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - All signalized intersections
  - Continuous in median
  - East side between Tennyson Rd and Arf Ave/Panama St
- **Transit Service:**
  - AC Transit Lines 60 (SR 92 to Tennyson Rd) and 97
  - Daily buses arriving every 15-30 minutes (Line 60) and 45 minutes (Line 97)
  - Average weekday rides: 1,400 (Line 60) and 3,000 (Line 97)
- **Average Daily Traffic Volume:** 24,730
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 38 mph
  - 2.4% traveled 10 mph or faster over the posted speed
- **Average Driveway Spacing:**
  - 795 feet on the east side of the street
  - 1590 feet on the west side of the street
- **Average Intersection Spacing:** 755 feet
  - Five signalized intersections
  - Two unsignalized intersections
- **Major Land Uses:**
- Mt Eden High School and HUSD Performing Arts Center
- Single-family residential on both sides with limited access and fences or walls fronting corridor
- Recreational facilities: Eden Greenway and Mount Eden Park
- Commercial developments with on-site parking: Foodmaxx and Pet Club Hayward
- SR-92 access ramps and overpass

Exhibit 61. *Reported Crashes by Type and Severity (2021-2025)*





AVENUE/PANAMA STREET

Segment Crash History

34 Reported Crashes (2021-2025)

- 28 vehicle crashes occurred.
  - There were 13 broadside crashes, one of which resulted in a serious injury, and six rear end crashes. Of three hit-object crashes, one resulted in a fatality and one in a serious injury.
- Two pedestrian crashes occurred, including a serious injury crash.
- Two bicycle crashes occurred, including a serious injury crash.
- 82% of crashes occurred at intersections.
- The fatal vehicle crash occurred at Industrial Parkway and the serious pedestrian and bicycle crashes occurred at Tahoe Avenue.

Intersection Findings

Additional details for the intersections below are provided on the following pages.

Sleepy Hollow Avenue (H10) 21
Tennyson Road (H11) 24
Oliver Drive (H12) 25
Panama Street/Arf Avenue (H13) 27

Exhibit 62. *Crash Types, All Injury Levels*

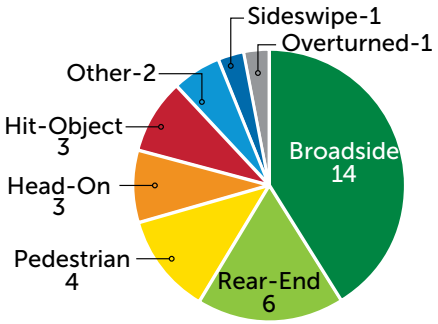
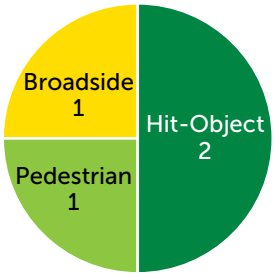


Exhibit 63. *Crash Types, Fatalities/Serious Injuries*



Legend

Crash History
Peak Hour Volumes
Advanced Analytics (Near Misses, Red Light Running Conflicts, Right Turn on Red/Conflicts)



Sleepy Hollow Avenue Intersection (H10)

Reported Crash History Overview

Exhibit 64. *Crash Diagram*

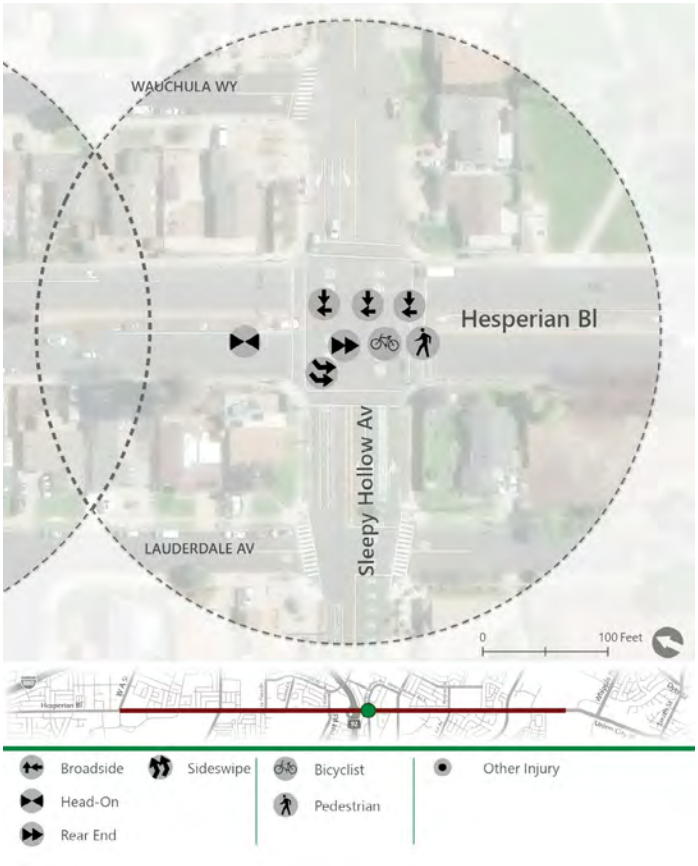


Exhibit 65. *Reported Crashes by Type and Severity*

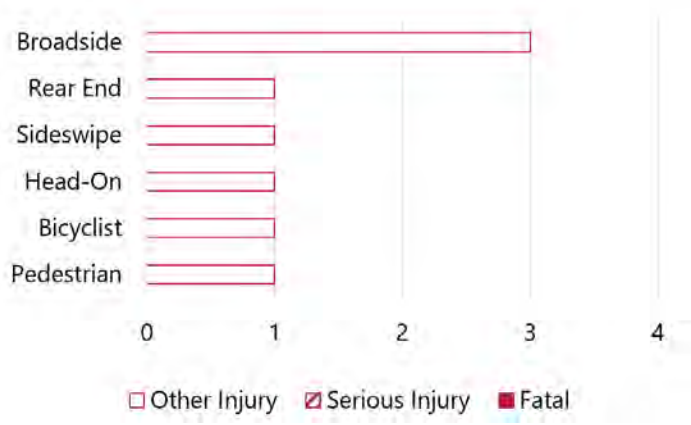


Table 12. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				Total
	N	S	E	W	
Making Left Turn	0	3	0	1	4
Making U-Turn	0	1	0	1	2
Stopped	0	1	0	0	1
Proceeding Straight	0	1	0	0	1
Total	**0**	**6**	**0**	**2**	**8**

Travel Direction: (N) North (S) South (E) East (W) West

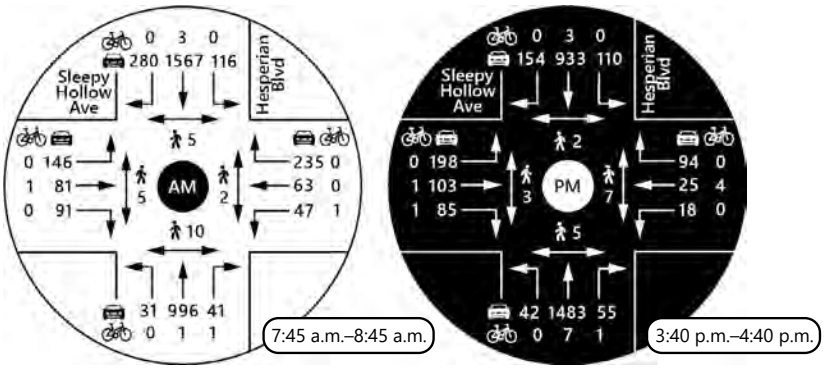
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Right-turning drivers were involved in both the pedestrian and bicycle crashes. The bicycle crash was associated with unsafe speed and the pedestrian crash with a pedestrian right-of-way violation.
2. Five of the six vehicle crashes involved southbound-through drivers, including some who were changing lanes.
3. Two of the broadside crashes involved sign and signals violations and one was associated with the reported influence of drugs and alcohol.

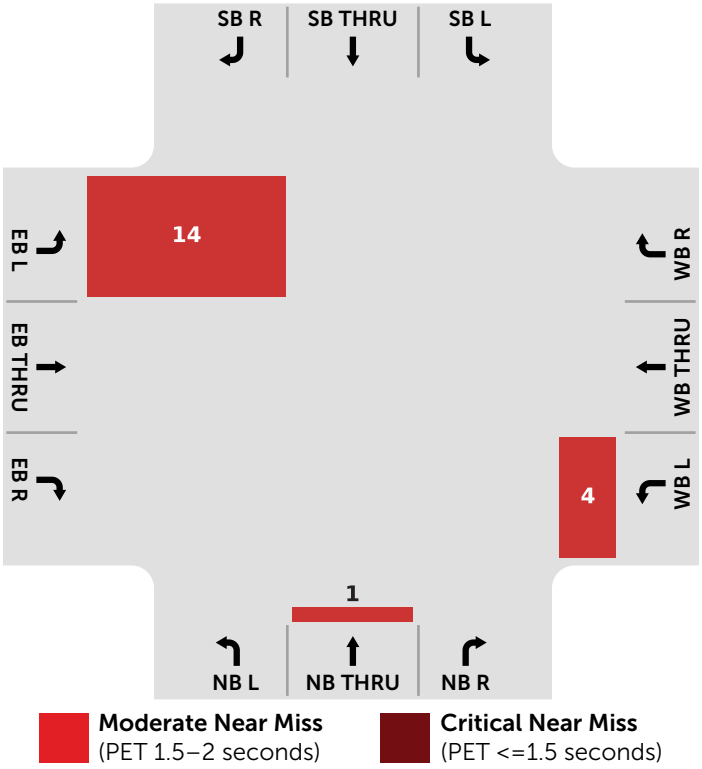
Peak Hour Traffic

Exhibit 66. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 67. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 68. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

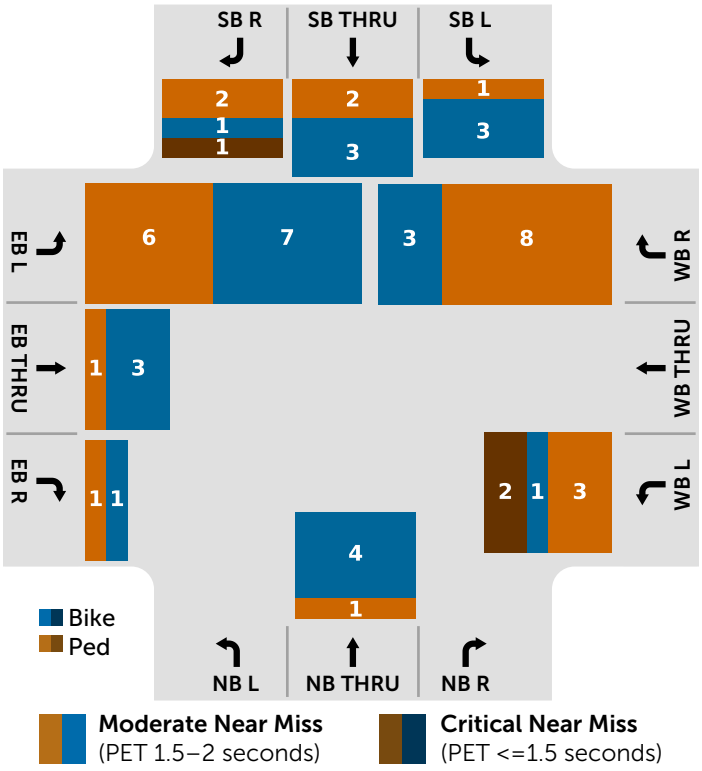


Exhibit 69. *Weekday Bicyclist Travel Paths*

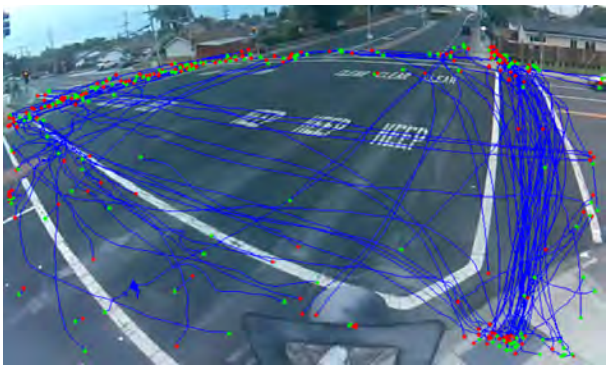


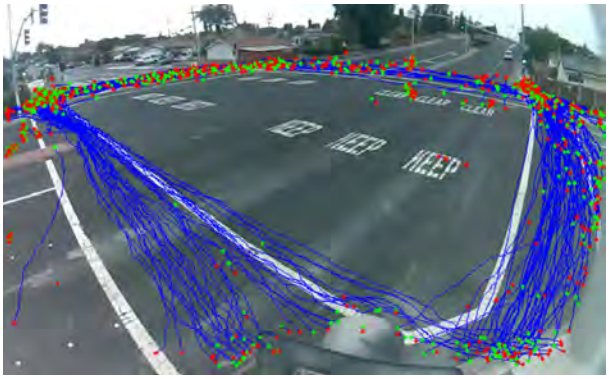
Exhibit 70. *Weekday Pedestrian Travel Paths*



Exhibit 71. *Weekend Bicyclist Travel Paths*



Exhibit 72. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 73. *Red Light Running by Time of Day (48 hours)*

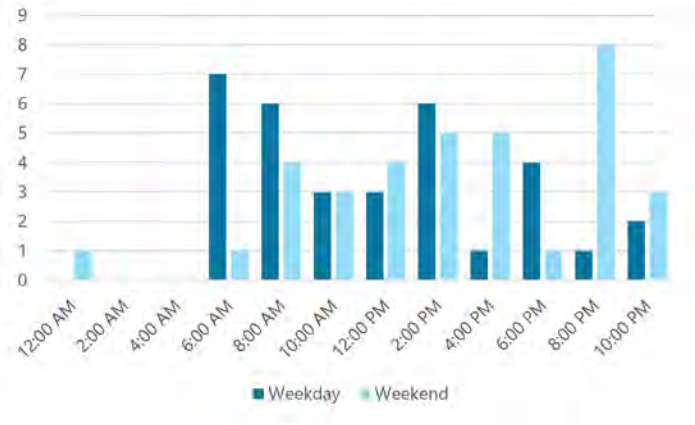
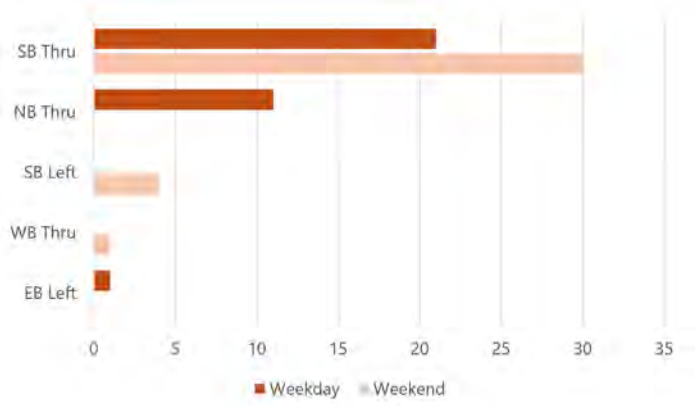


Exhibit 74. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 13. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	119	365	727	2,155	3,366
RTOR Conflicts	0	1	0	0	1
RTOR Conflict Rate (x1,000)	0.00	2.74	0.00	0.00	0.30

(NB) Northbound (SB) Southbound (EB) Eastbound (WB) Westbound

Right-turn-on-red conflicts represent conflicts between vehicles and pedestrians or bicyclists while vehicles made a right turn at a traffic signal with a red light.

Tennyson Road Intersection (H11)

Reported Crash History Overview

Exhibit 75. *Crash Diagram*

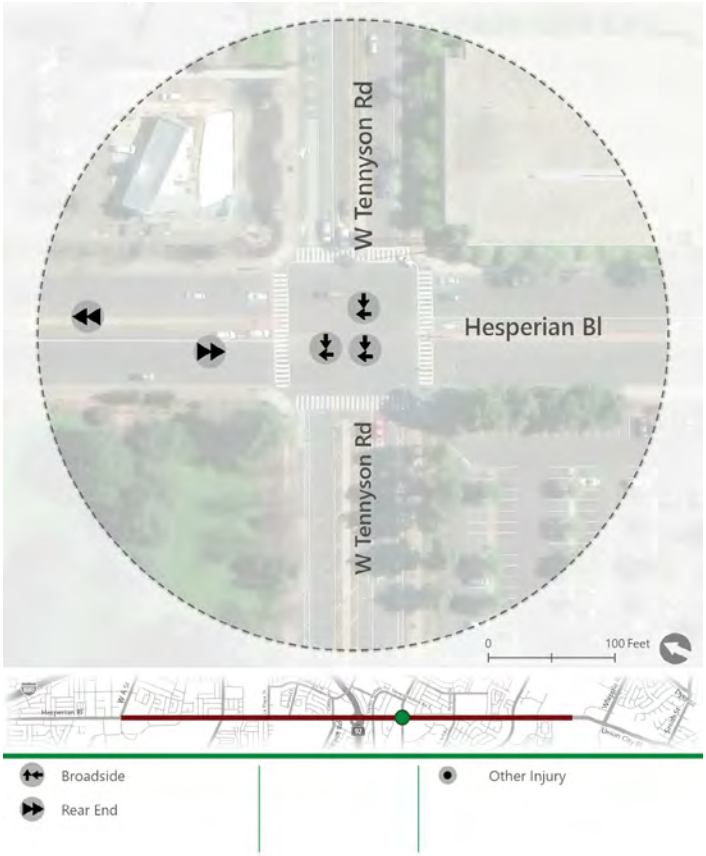


Exhibit 76. *Reported Crashes by Type and Severity*



Table 14. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Proceeding Straight	2	0	0	1	0	3
Entering Traffic	0	0	1	0	1	2
Total	**2**	**0**	**1**	**1**	**1**	**5**

Travel Direction: (N) North (S) South (E) East (W) West

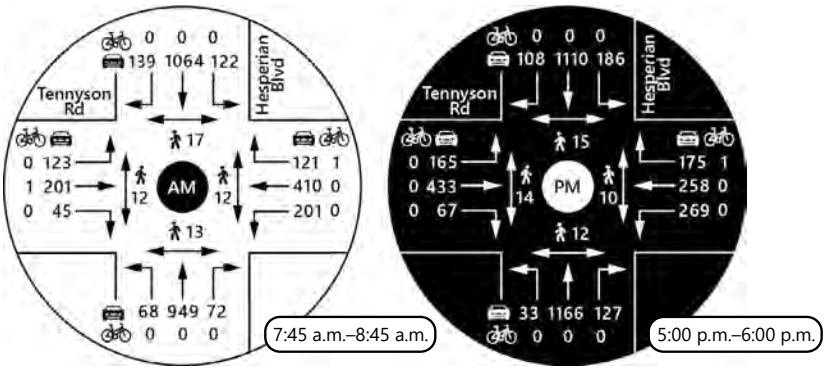
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Two of the broadside crashes were associated with violations of signalized intersections and signs, and one was associated with a stopped driver.
2. The two rear-end crashes were associated with unsafe speed and following too closely. Both crashes occurred between 12:30 p.m. and 2:00 p.m. in clear conditions.

Peak Hour Traffic

Exhibit 77. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Oliver Drive Intersection (H12)

Reported Crash History Overview

Exhibit 78. *Crash Diagram*

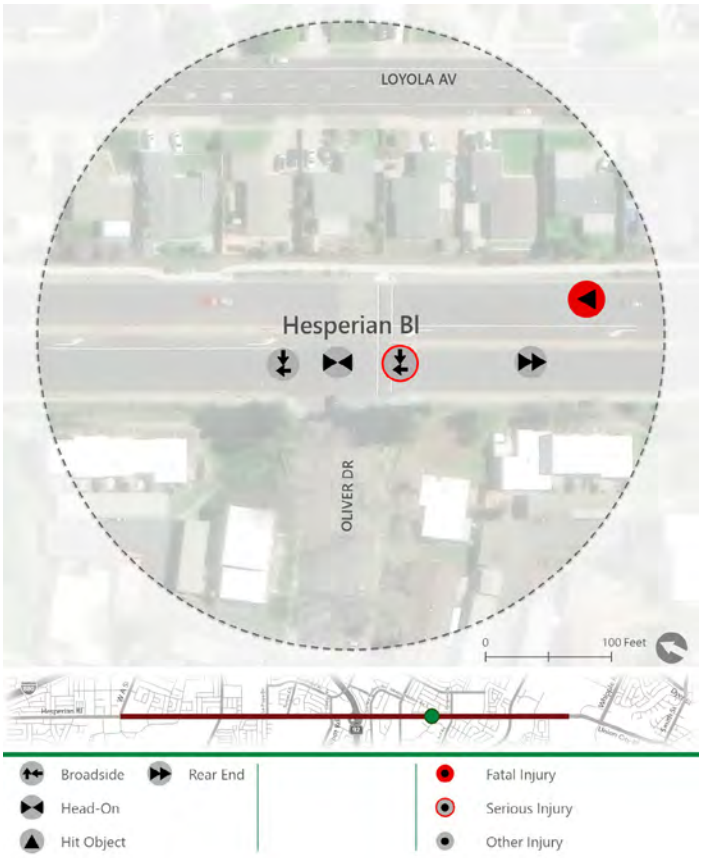


Exhibit 79. *Reported Crashes by Type and Severity*



Table 15. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	0	3(1)	1	0	4
Making Right Turn	0	0	1(1)	0	1
Total	**0**	**3**	**2**	**0**	**5**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

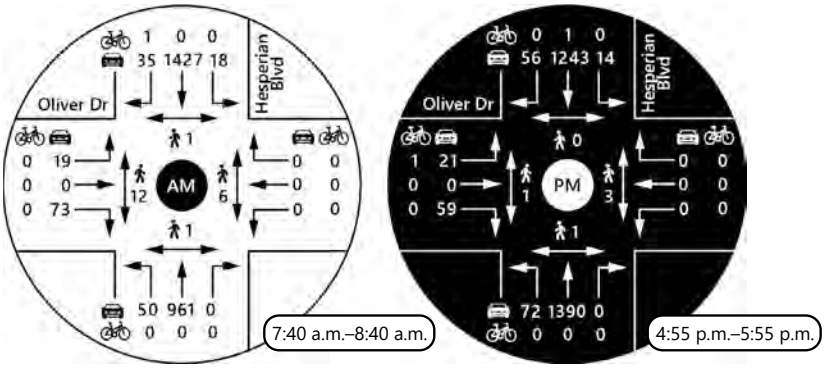
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The fatal hit-object crash involved a southbound-through driver reported to be under the influence of drugs or alcohol.
2. The serious-injury broadside crash involved an eastbound right-turning driver traveling at an unsafe speed.
3. The three other injury crashes involved drivers proceeding straight through the intersection at unsafe speeds or making automobile right-of-way violations.

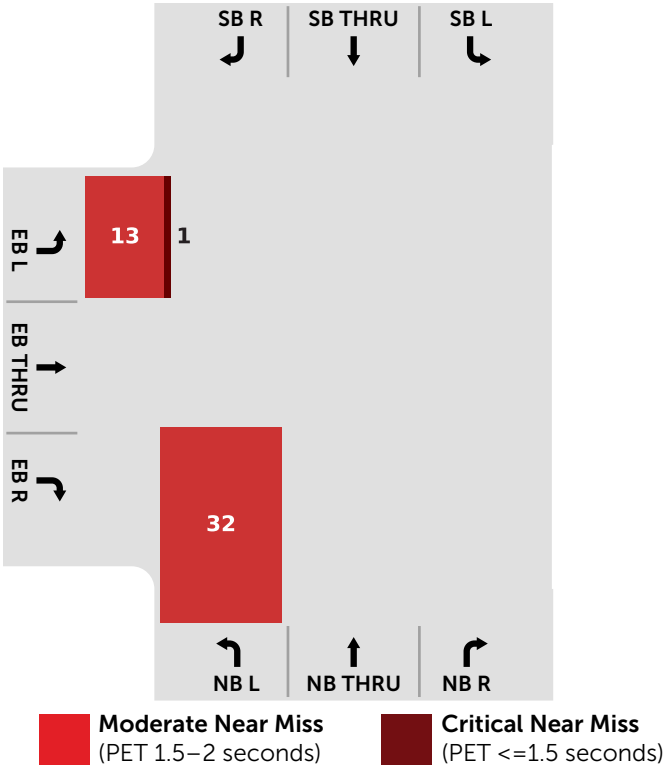
Peak Hour Traffic

Exhibit 80. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 81. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 82. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

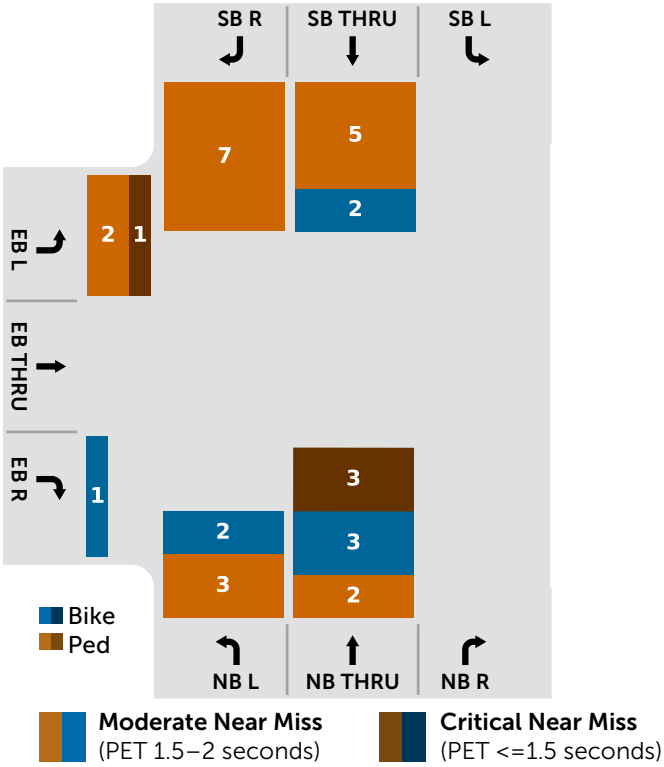


Exhibit 83. *Weekday Bicyclist Travel Paths*

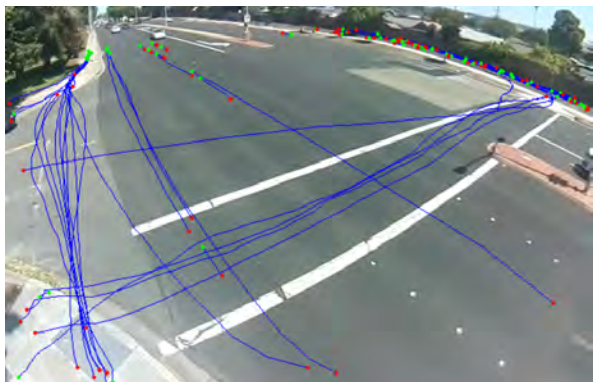


Exhibit 84. *Weekday Pedestrian Travel Paths*

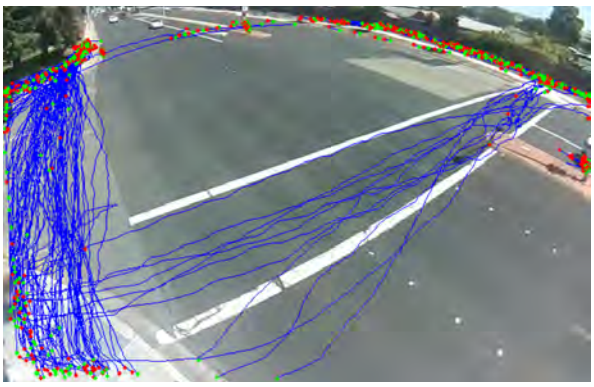


Exhibit 85. *Weekend Bicyclist Travel Paths*



Exhibit 86. *Weekend Pedestrian Travel Paths*



Unsignalized intersection, no red light running or RTOR conflict data.

Panama Street/Arf Avenue Intersection (H13)

Reported Crash History Overview

Exhibit 87. *Crash Diagram*

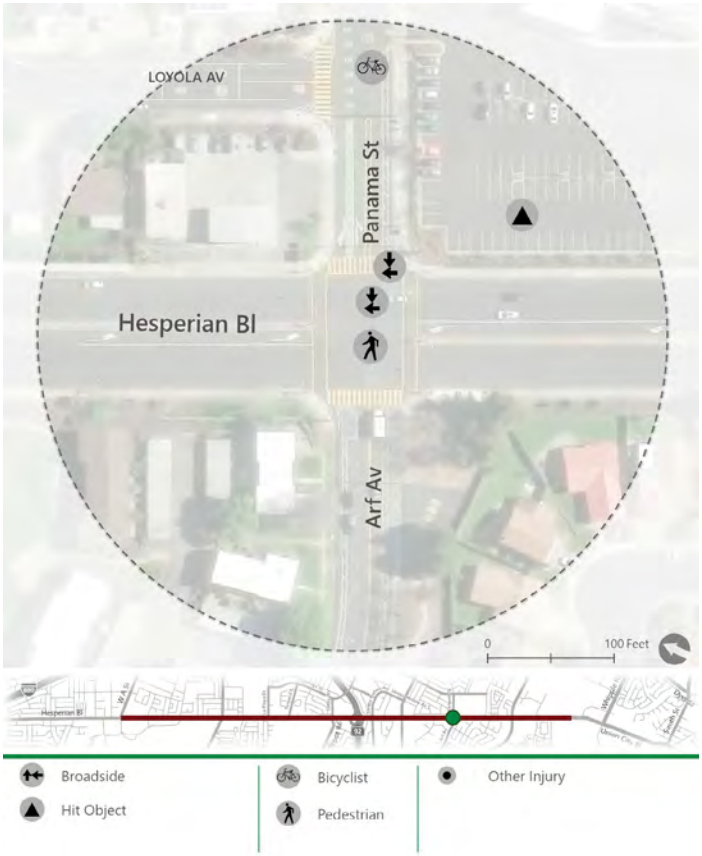


Exhibit 88. *Reported Crashes by Type and Severity*

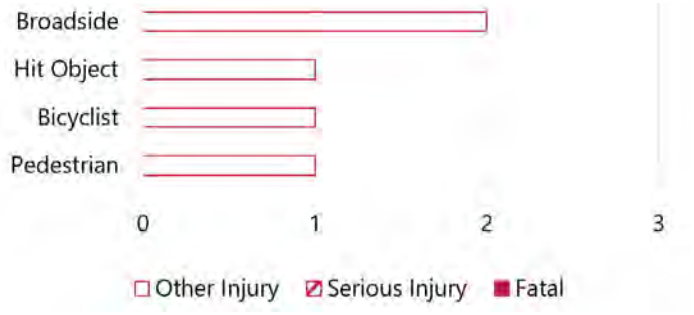


Table 16. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Making Left Turn	2	0	0	0	0	2
Proceeding Straight	1	1	0	0	0	2
Stopped	0	0	0	0	1	1
Total	**3**	**1**	**0**	**0**	**1**	**5**

Travel Direction: (N) North (S) South (E) East (W) West

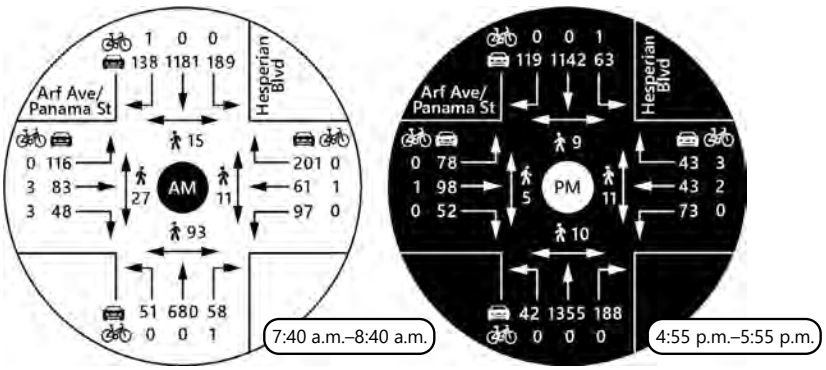
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Both the pedestrian and bicycle crashes involved northbound-left turning drivers.
2. All driver crashes occurred in dark conditions, between 9:00 p.m. and 12:00 a.m.

Peak Hour Traffic

Exhibit 89. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*





Source: Kittelson
Location: Mission Boulevard & Foothill Boulevard



SEGMENT 4 OF 4

HESPERIAN BOULEVARD: ARF AVENUE T

Segment Characteristics

Exhibit 90. *Arf Ave to Industrial Pkwy*

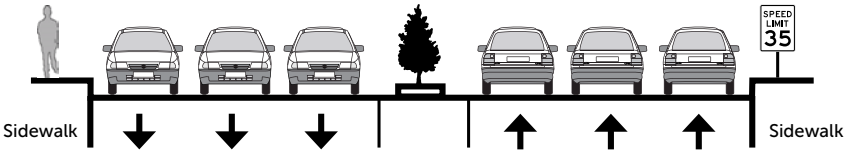


Exhibit 91. *Industrial Pkwy to Eden Shores Blvd*

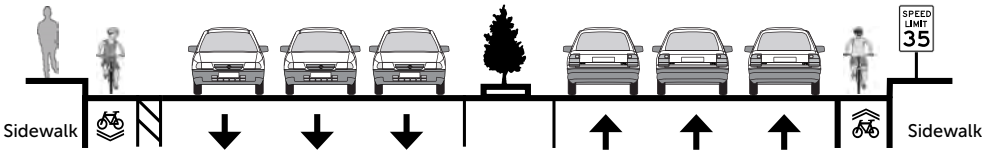
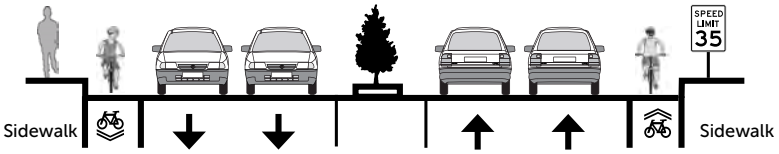


Exhibit 92. *Eden Shores Blvd to City Limits*



- **Average Driveway Spacing:** 880 feet
  - 480 feet on the east side of the street
  - 1,920 feet on the west side of the street
- **Average Intersection Spacing:** 980 feet
  - Five signalized intersections
  - Two unsignalized intersections
- **Distance:** 1.1 miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - All signalized intersections
  - Continuous in median
  - Both sides of the street by Costco
  - West side between Eden Park Pl and city limits
- **Transit Service:**
  - AC Transit Line 97
  - Daily buses arriving every 15-30 minutes
  - 3,000 average weekday rides
- **Average Daily Traffic Volume:** 25,487
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 40 mph
  - 5.6% traveled 10 mph or faster over the posted speed
- **Major Land Uses:**
  - Single-family residential on the west side with fences or walls fronting the corridor
  - Mount Eden High School
  - Large-scale commercial sites with surface parking fronting the corridor: Costco and Costco Gas Station, Eden Shores (Starbucks, Five Guys, Orange Theory)
  - Light industrial and distribution centers: Macy's Distribution Logistics & Operations, Pepsi Beverages Company, Alden E. Oliver Sports Park

Exhibit 93. *Reported Crashes by Type and Severity (2021-2025)*





TO CITY LIMITS

Segment Crash History

39 Reported Crashes (2021-2025)

- 35 vehicle crashes occurred.
  - There were 13 broadside crashes, one of which resulted in a fatality, and 15 rear end crashes.
- Two pedestrian crashes occurred, including a serious injury crash.
- Two bicycle crashes occurred, including a serious injury crash.
- 82% of crashes occurred at intersections. The fatal vehicle crash occurred at Industrial Parkway and the pedestrian and bicycle serious injury crashes occurred at Tahoe Avenue.

Intersection Findings

Additional details for the intersections below are provided on the following pages.

Tahoe Avenue (H14) 31

Industrial Parkway (H15) 33

Eden Shores Boulevard/Tripaldi Way (H16) 34

Eden Park Place (H17) 38

Legend

Crash History

Peak Hour Volumes

Advanced Analytics (Near Misses, Red Light Running Conflicts, Right Turn on Red/Conflicts)

Exhibit 94. *Crash Types, All Injury Levels*

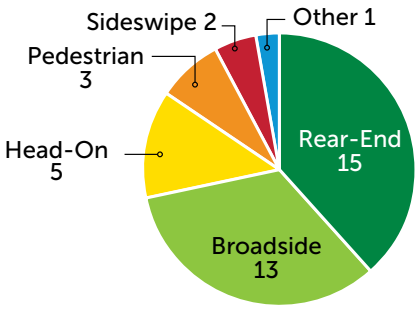
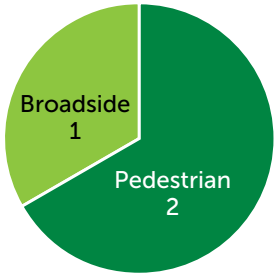
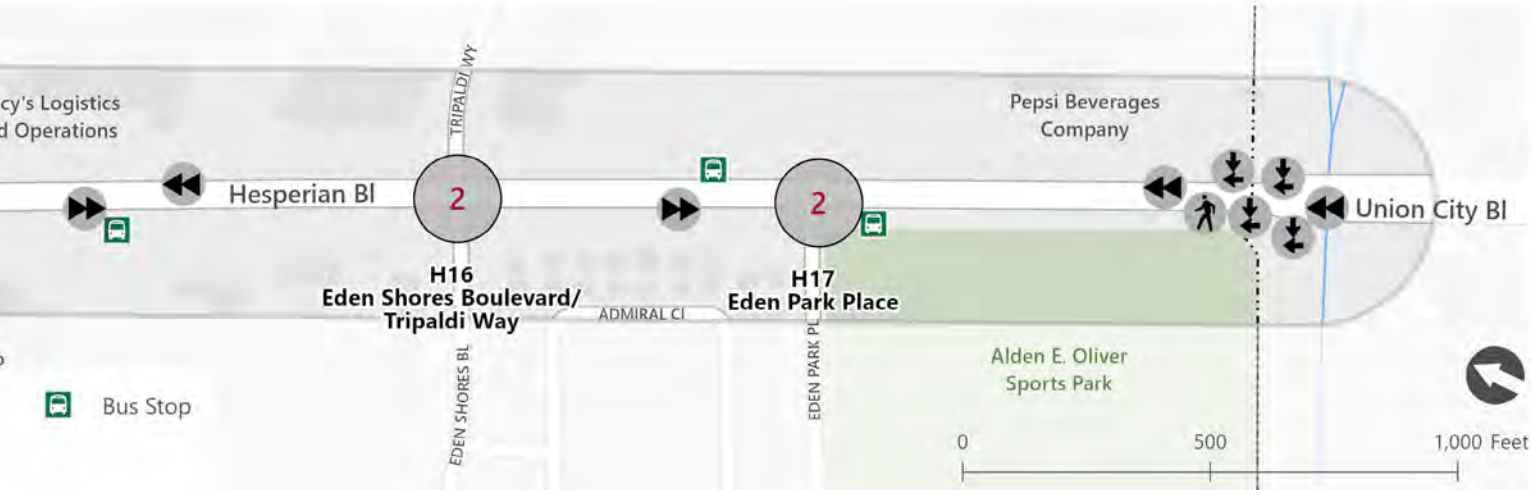


Exhibit 95. *Crash Types, Fatalities/Serious Injuries*





Tahoe Avenue Intersection (H14)

Reported Crash History Overview

Exhibit 96. *Crash Diagram*

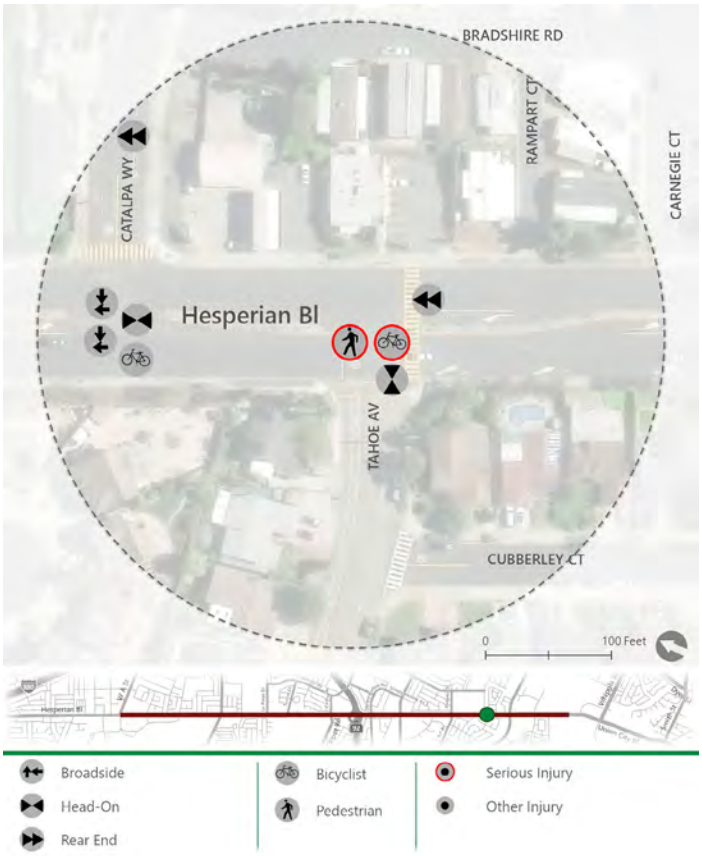


Exhibit 97. *Reported Crashes by Type and Severity*



Exhibit 98. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	2(1)	1(1)	1	2	6
Making Left Turn	0	1	0	1	2
Stopped	0	0	0	1	1
Total	**2**	**2**	**1**	**4**	**9**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

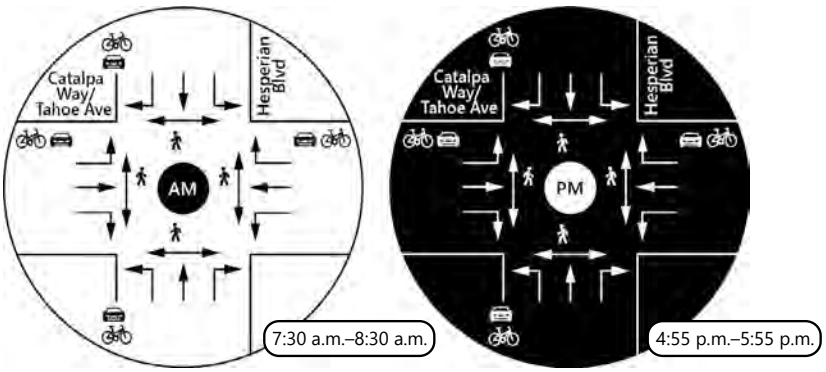
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The pedestrian crash occurred in dark conditions and involved a southbound-through driver.
2. The bicyclist serious-injury crash occurred when a bicyclist traveling westbound was struck by a northbound driver. The other bicyclist injury crash involved unsafe starting or backing.
3. Driver crashes included two reported instances each of broadside, head-on, and rear-end crashes. Four of these crashes involved proceeding straight, while two involved drivers making left turns.

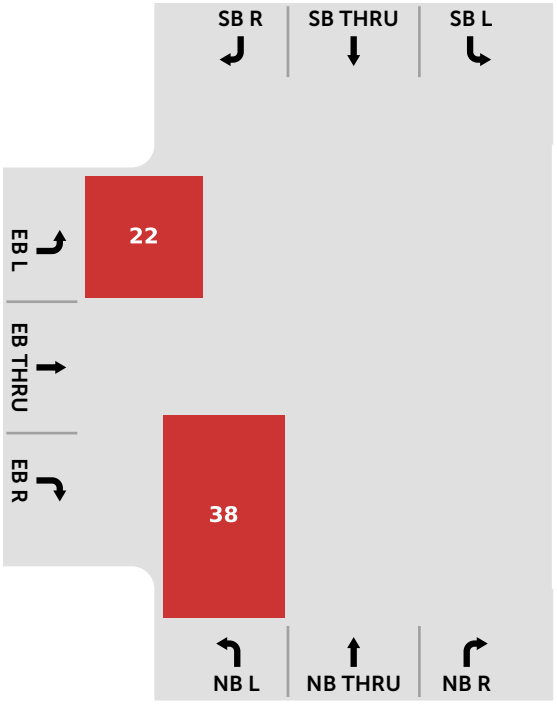
Peak Hour Traffic

Exhibit 99. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 100. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 101. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

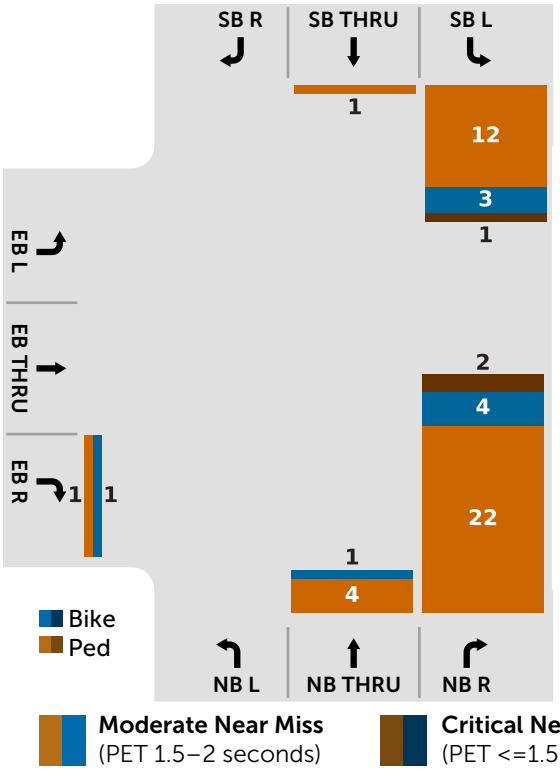


Exhibit 102. *Weekday Bicyclist Travel Paths*

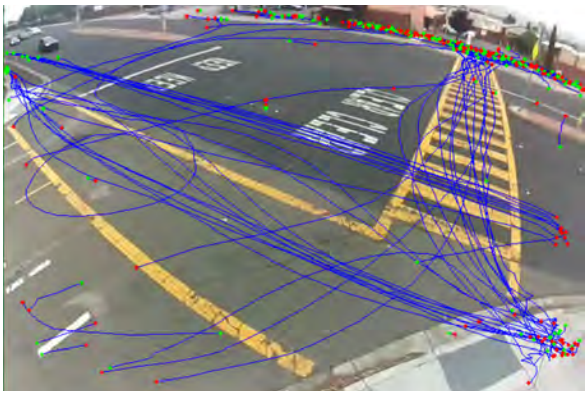


Exhibit 103. *Weekday Pedestrian Travel Paths*

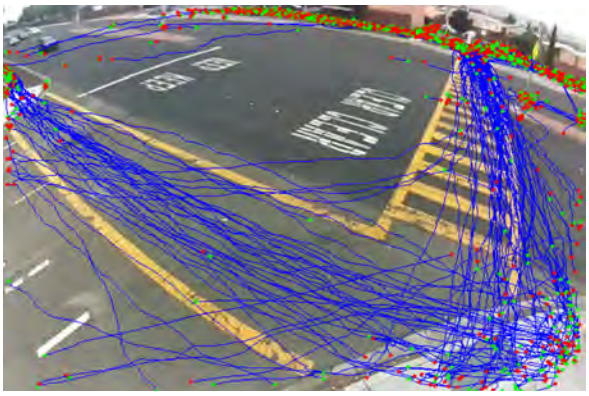
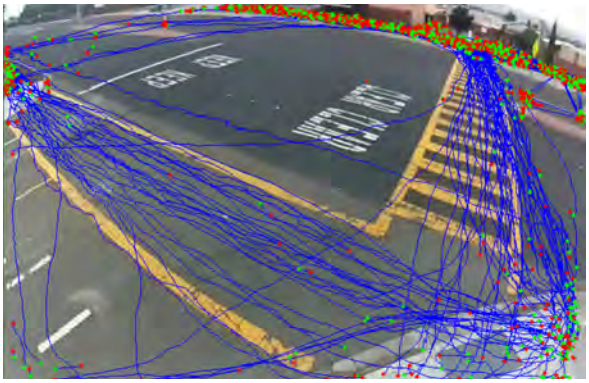


Exhibit 104. *Weekend Bicyclist Travel Paths*



Exhibit 105. *Weekend Pedestrian Travel Paths*



Unsignalized intersection, no red light running or RTOR conflict data.

Industrial Parkway Intersection (H15)

Reported Crash History Overview

Exhibit 106. *Crash Diagram*

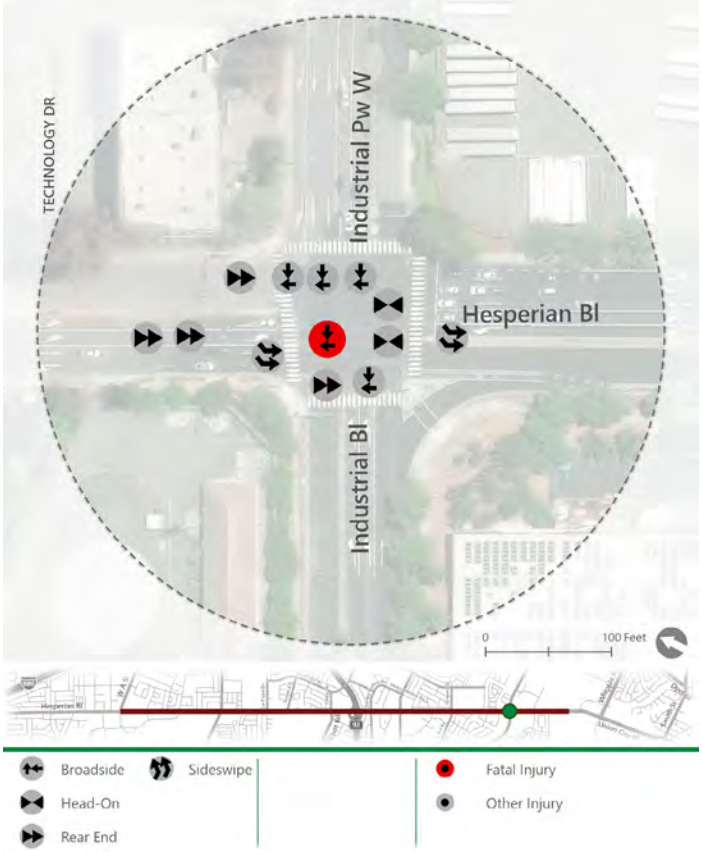


Exhibit 107. *Reported Crashes by Type and Severity*

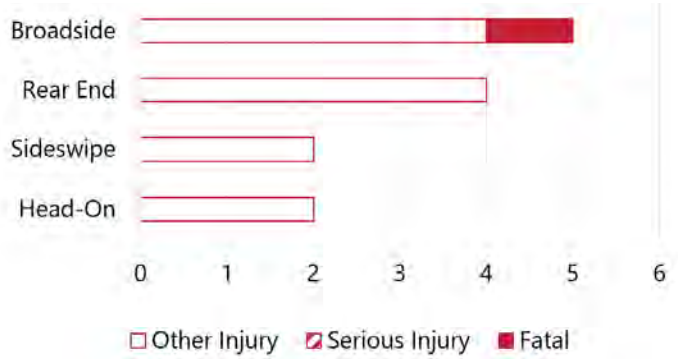


Table 17. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	3	5	1	1(1)	10
Making Left Turn	1	1	0	0	2
Changing Lanes	0	**1**	0	0	1
Total	**4**	**7**	**1**	**1**	**13**

(#) Number of FSI crashes

Travel Direction: (N) North (S) South (E) East (W) West

**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Three of the five broadside crashes, including the fatal crash, occurred in dark conditions. All broadside crashes involved drivers proceeding straight and were associated with violations of signals and signs.
2. Three of the four rear-end crashes were associated with unsafe speeds. Three involved southbound drivers proceeding straight.
3. Both head-on crashes involved northbound drivers. One was associated with a driver making a left turn and the other with a driver proceeding straight.
4. Both sideswipe crashes are associated with southbound drivers.

Peak Hour Traffic

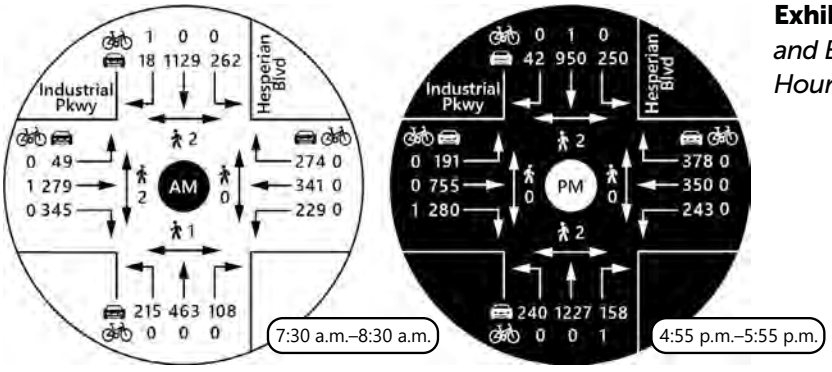


Exhibit 108. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*

Eden Shores Boulevard/Tripaldi Way Intersection (H16)

Reported Crash History Overview

Exhibit 109. *Crash Diagram*

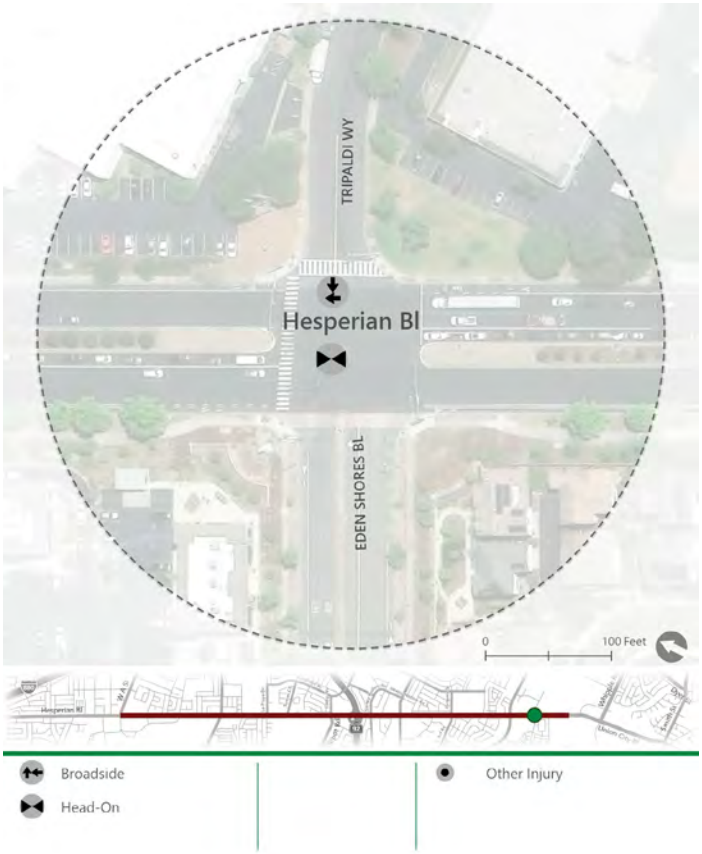


Exhibit 110. *Reported Crashes by Type and Severity*



Table 19. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Stopped	1	0	0	0	1
Making Left Turn	1	0	0	0	1
Total	**2**	**0**	**0**	**0**	**2**

Travel Direction: (N) North (S) South (E) East (W) West

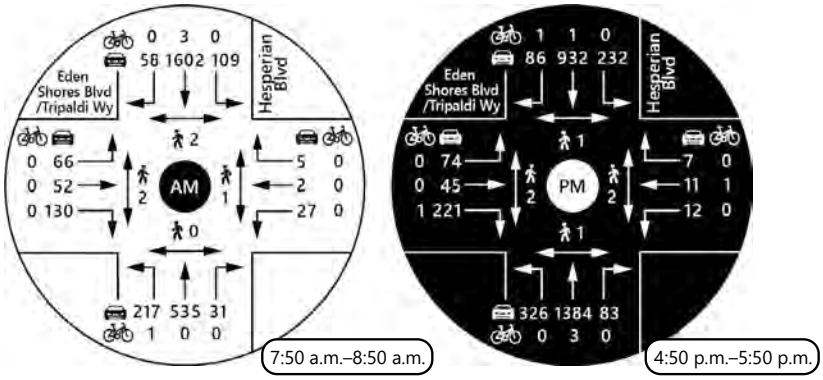
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The broadside crash occurred in dark conditions between a stopped driver and a driver traveling northbound.
2. The head-on crash involved a northbound driver and a driver making a left turn.

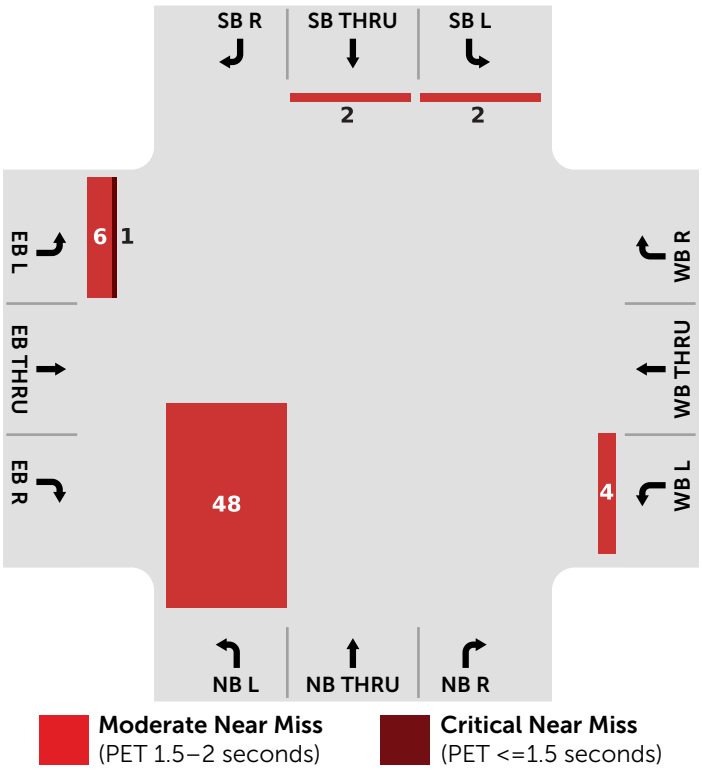
Peak Hour Traffic

Exhibit 111. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 112. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 113. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

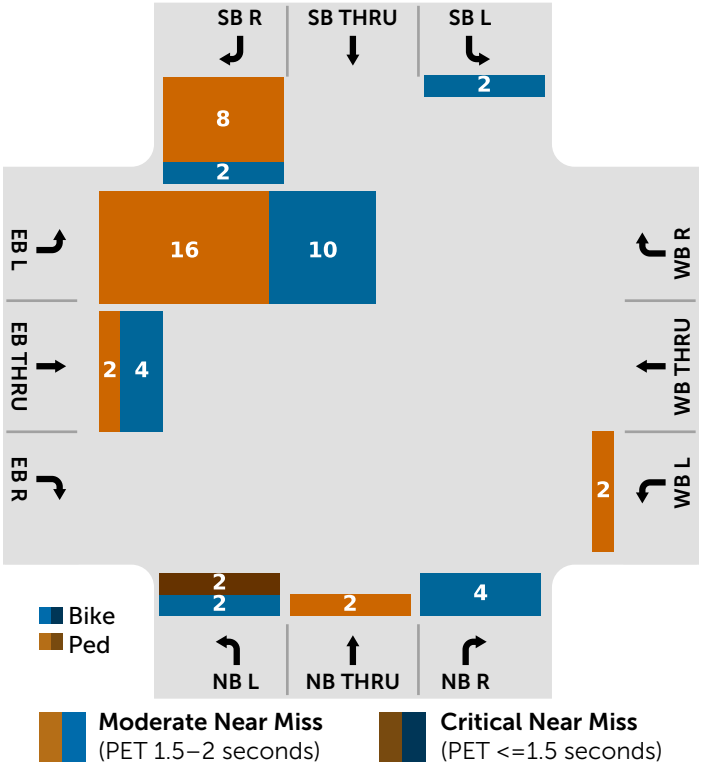


Exhibit 114. *Weekday Bicyclist Travel Paths*



Exhibit 115. *Weekday Pedestrian Travel Paths*

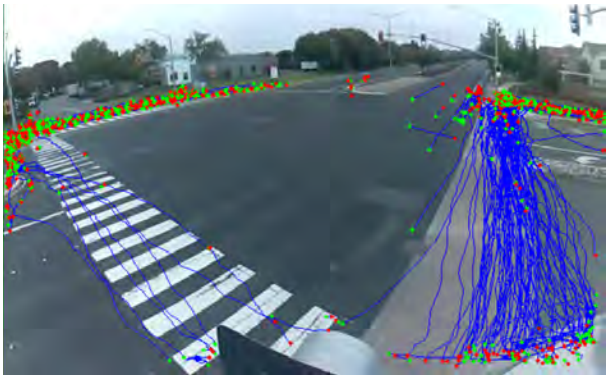


Exhibit 116. *Weekend Bicyclist Travel Paths*

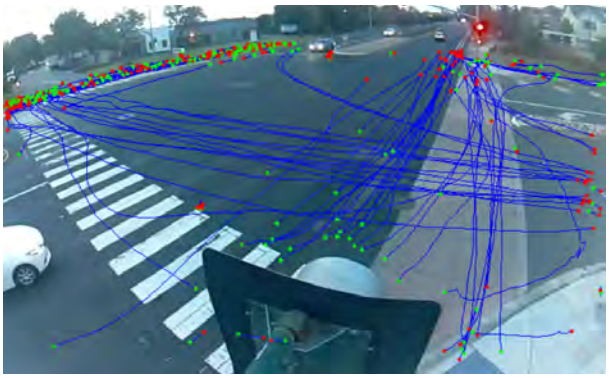
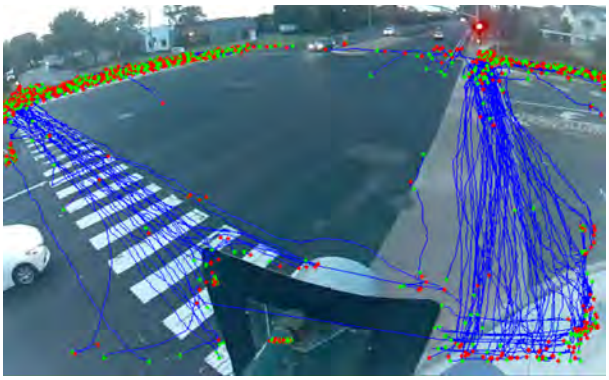


Exhibit 117. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 118. *Red Light Running by Time of Day (48 hours)*

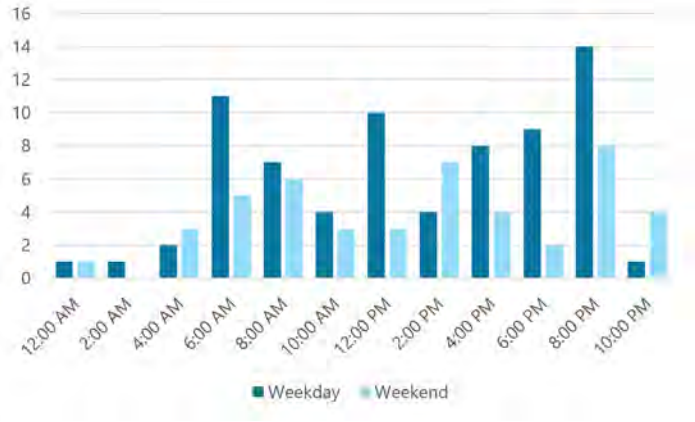
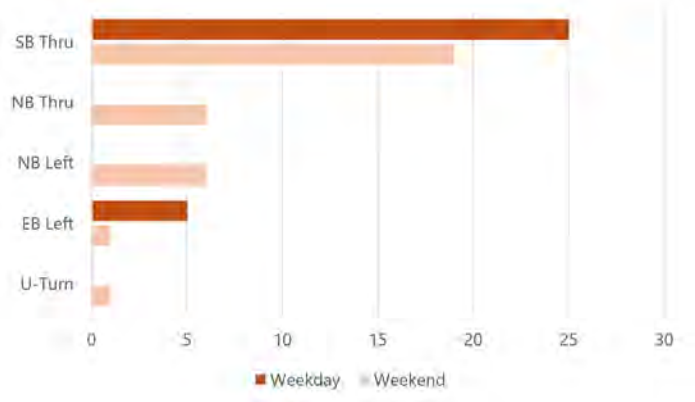


Exhibit 119. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 20. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	368	512	2,528	119	3,527
RTOR Conflicts	0	0	0	0	0
RTOR Conflict Rate (x1,000)	0.00	0.00	0.00	0.00	0.00

(NB) Northbound (SB) Southbound (EB) Eastbound (WB) Westbound

Right-turn-on-red conflicts represent conflicts between vehicles and pedestrians or bicyclists while vehicles made a right turn at a traffic signal with a red light.

Eden Park Place Intersection (H17)

Reported Crash History Overview

Exhibit 120. *Crash Diagram*

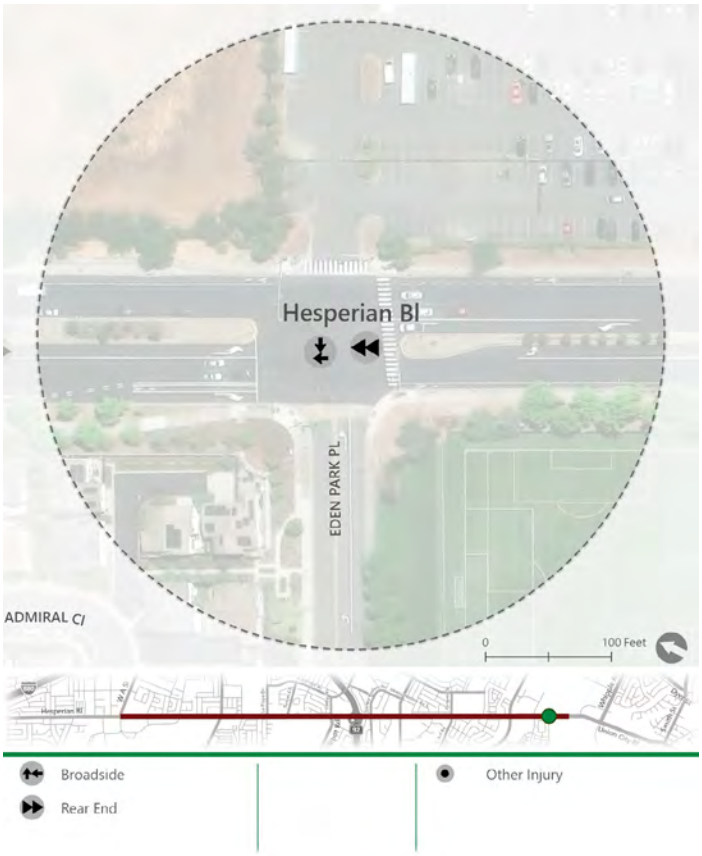


Exhibit 121. *Reported Crashes by Type and Severity*



Table 21. *Reported Crashes by Preceding Driver Movement and Travel Direction*

Preceding Movement*	Travel Direction				
	N	S	E	W	Total
Proceeding Straight	1	0	0	0	1
Making Right Turn	0	1	0	0	1
Total	**1**	**1**	**0**	**0**	**2**

Travel Direction: (N) North (S) South (E) East (W) West

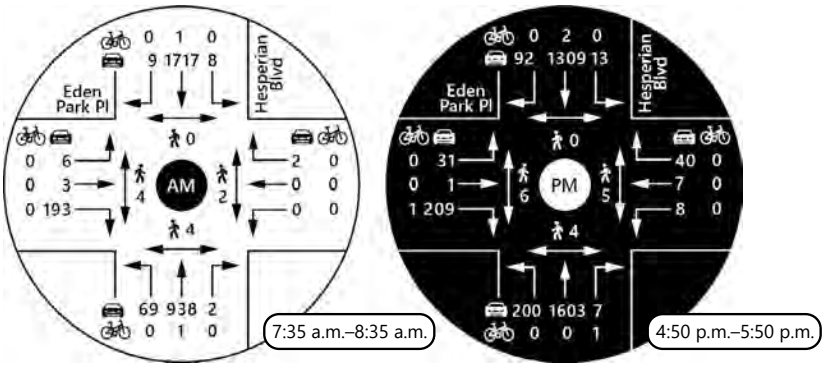
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The rear-end crash involved a northbound driver following too closely.
2. The broadside crash involved a southbound driver and a driver making a right turn and was associated with improper turning.

Peak Hour Traffic

Exhibit 122. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*





Source: Kittelson
Location: Hesperian Blvd and Winton Ave