HAYWARD

HIGH INJURY NETWORK PHASE 2
SAFETY FACT BOOK

MISSION BOULEVARD

JULY 2026 DRAFT





Source: City of Hayward
Location: B Street

Hayward
High Injury Network Phase 2

Hayward, CA

Prepared for

HAYWARD

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Source: Kittelson
Location: North of Fletcher Lane



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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 Mission Boulevard study corridor spans 3.3 miles, from Foothill Boulevard/Jackson Street in the north to Industrial Parkway/Alquire Parkway in the south. The roadway has six through lanes north of Carlos Bee Boulevard/Orchard Avenue and four through lanes south of Carlos Bee Boulevard/Orchard Avenue. It has a posted speed limit of 35 mph and continuous sidewalks on both sides of the roadway. There are 13 signalized and 11 unsignalized intersections along the corridor. AC Transit Line 9 provides frequent transit service along the corridor all day (every 10-15 minutes).

Weekday traffic volumes range from 31,000 to 37,000 vehicles per day, and 85th percentile speeds range from 39-42 mph. Around 5% to 7% of drivers drove at least 10 mph over the posted speed.

Land use north of Harder Road consists of car dealerships and auto body shops, along with small-scale commercial developments, hotels, and multifamily residential buildings. A large commercial development at the intersection with Harder Road includes Sprouts, Ross, and HomeGoods. Land use is more residential south of Harder Road, including a multifamily building fronting the corridor near the South Hayward BART Station and single-family residences with access on side streets but few homes fronting the corridor. Civic uses include Holy Sepulchre Cemetery, which fronts the corridor for .5 miles, Moreau Catholic High School, and SoHay Park.

Crash History

From 2021-2025, there were **115 reported injury or fatal crashes** on the corridor, including one fatal vehicle crash, one fatal pedestrian crash, and one fatal bike crash. The intersections with the highest frequency of crashes are Carlos Bee Boulevard/Orchard Avenue (15), Industrial Parkway/Alquire Parkway (15), and Foothill Boulevard/Jackson Street (13). 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*

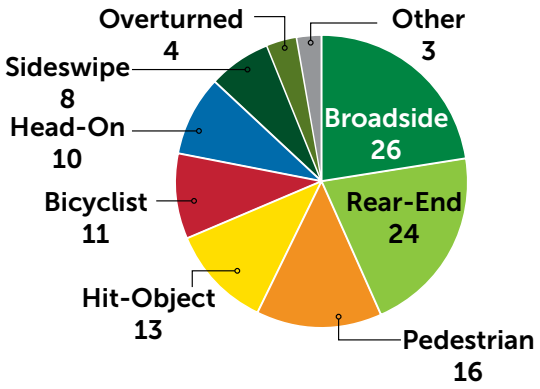
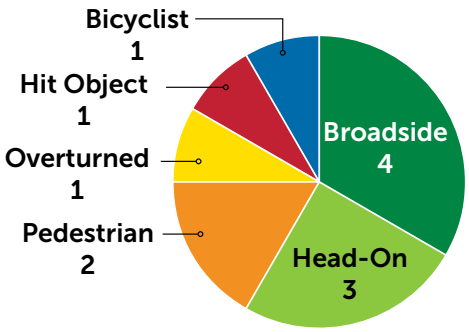


Exhibit 2. *Crash Types, Fatalities/Serious Injuries*



Near-Miss[1]

- There were five vehicle critical near misses, including four at Tennyson Rd and one at Industrial Pkwy/Alquire Pkwy.
- There were 37 pedestrian critical near misses, with the most at Harder Rd (16) and Carlos Bee Ave/Orchard Ave (11).
- There were 14 bicyclist critical near misses, with the most at Harder Road (7) and Carlos Bee Ave/ Orchard Ave (3).

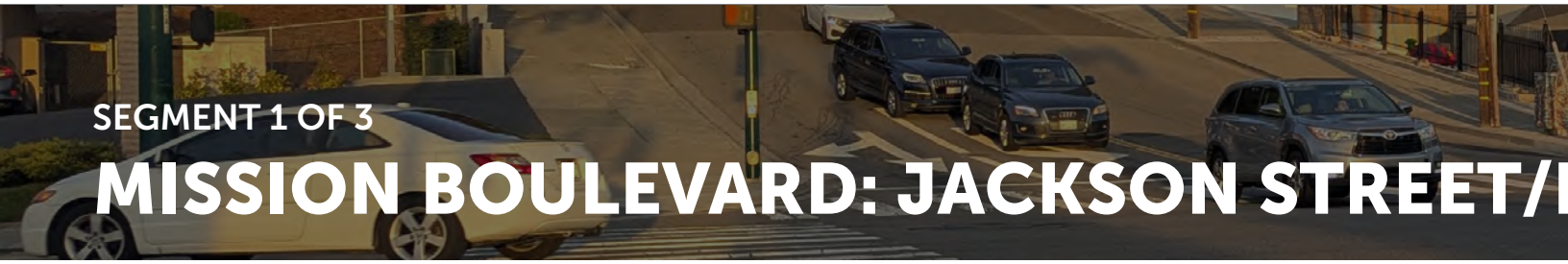
Red Light Running

- Harder Rd saw the highest number of red light running events (144), followed by Carlos Bee Ave/ Orchard Ave (101) and Tennyson Rd (95). Southbound- and northbound-through movements accounted for 68% of observed red light running, followed by northbound-left movements (13%).
- Weekdays and weekends saw similar volumes of red light running. Weekday red light running peaked in the morning (6:00 a.m. to 10:00 a.m.) and in the evening (6:00 p.m. to 10:00 p.m.), which together account for 43% of instances. In contrast, weekend red light running occurred steadily throughout the day, with an elevated rate between 6:00 a.m. and 6:00 p.m. Weekends saw a late-night spike between 12:00 a.m. and 2:00 a.m., when 11% of red light running occurred.

Right-turn-on Red (RTOR) Conflicts

- Five RTOR-involved critical near misses were observed. Two involved conflicts between pedestrians and drivers making westbound right turns at Tennyson Rd. One occurred at Harder Rd (scooter and eastbound right), Carlos Bee Ave/Orchard Ave (pedestrian and northbound right), and Industrial Pkwy/Alquire Pkwy (bicyclist and eastbound right).

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

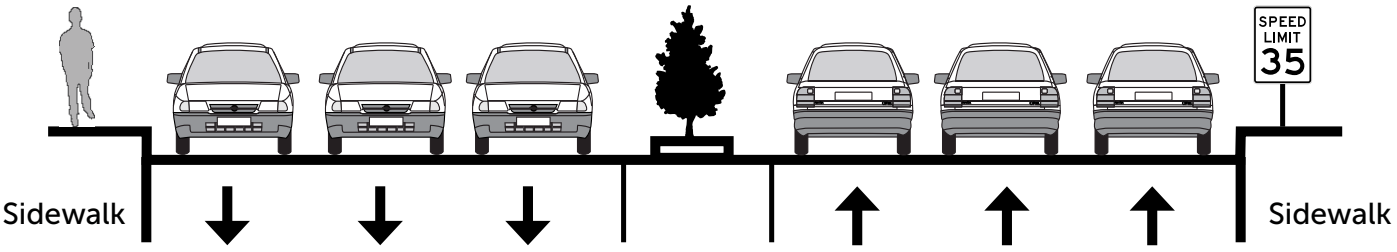


SEGMENT 1 OF 3

MISSION BOULEVARD: JACKSON STREET/

Segment Characteristics

Exhibit 3. *Cross Section*



- **Distance:** 0.9 miles
- **Functional Classification:** Principal Arterial
- **Street Lighting Presence:**
  - Approximately 100-foot intervals
  - Present at most signalized intersections
- **Transit Service:**
  - AC Transit Lines 9 and 801
  - Daily buses arriving every 15 minutes
  - Average weekday rides: 3,800 (Line 9) & 200 (Line 801)
- **Average Daily Traffic Volume**:36,330
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 39 mph
  - 4.3% traveled at least 10 mph over the posted speed
- **Average Driveway Spacing:** 235 feet (east side) and 165 feet (west side)
- **Average Intersection Spacing:**
  - Eight study intersections (five signalized intersections and three stop-controlled intersections)
  - Eastbound/westbound U-turns generally prohibited at signalized intersections
  - High-visibility crosswalks provided at most intersections
- **Major Land Uses:**
  - Auto-oriented commercial uses (automobile dealerships, auto body shops, fast food drive-thrus, self-storage facilities)
  - Small-scale retail centers, restaurants, and hotels
  - Single-family residential accessible via Pinedale Ct, Highland Blvd, and Sycamore Ave
  - Preschool near Fletcher Lane and assisted living facility near Five Flags

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





FOOTHILL BOULEVARD TO BERRY AVENUE

Segment Crash History

56 Reported Crashes (2021-2025)

- There were three fatal crashes (including one pedestrian/one bicyclist) and five serious injury crashes (including one pedestrian).
- Seven motorcyclist crashes occurred (including one serious injury crash).
- Traffic signal/sign violations contributed to 15 crashes (including two fatal and one serious injury crashes).
- Unsafe speed contributed to 11 crashes (including one serious injury crash).
- Dark conditions were present in 25 crashes (including the serious injury pedestrian crash, two fatal crashes, and two serious injury crashes).
- 80% of crashes (45) were reported at study intersections.
  - Accounts for all three fatal crashes and four of five serious injury crashes
  - Includes two of three bicycle crashes (and the fatal crash) and seven of nine pedestrian crashes (and the serious injury crash)
  - Includes five of seven motorcycle crashes (and the serious injury crash)

Exhibit 5. *Crash Types, All Injury Levels*

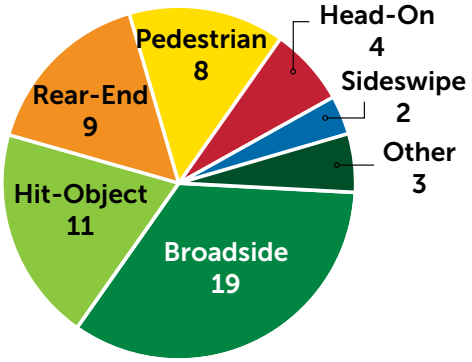
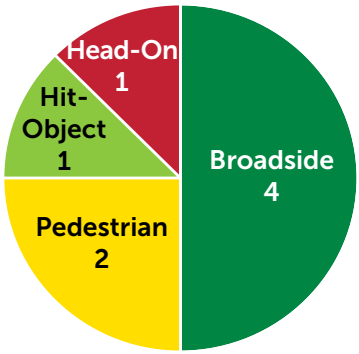


Exhibit 6. *Crash Types, Fatalities/Serious Injuries*



Key Intersection Findings

Jackson Street/Foothill Boulevard (M1) P3

Fletcher Lane (M2) P4

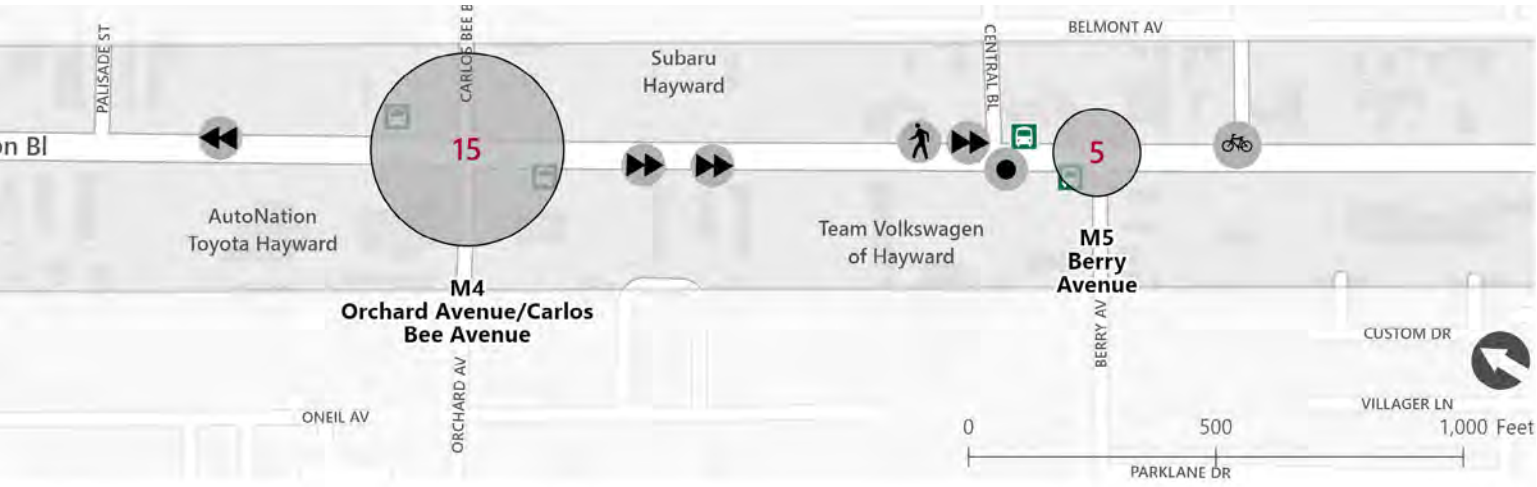
Highland Boulevard (M3) P5

Orchard Avenue (M4) P7

Berry Avenue (M5) P10

Legend

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



Jackson Street/Foothill Boulevard Intersection (M1)

Reported Crash History Overview

Exhibit 7. *Reported Crashes by Type*

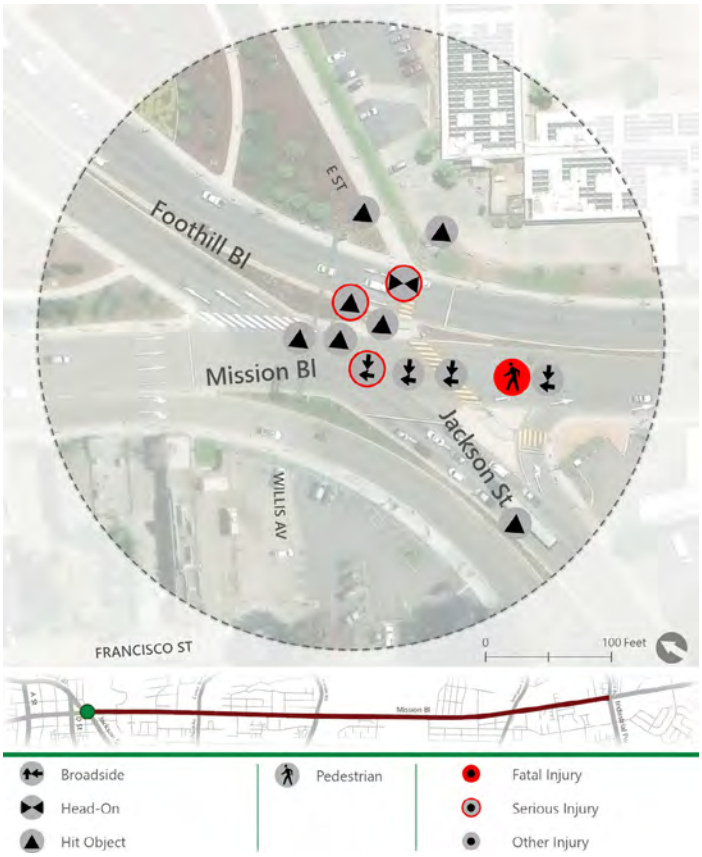


Exhibit 8. *Reported Crashes by Type and Severity*

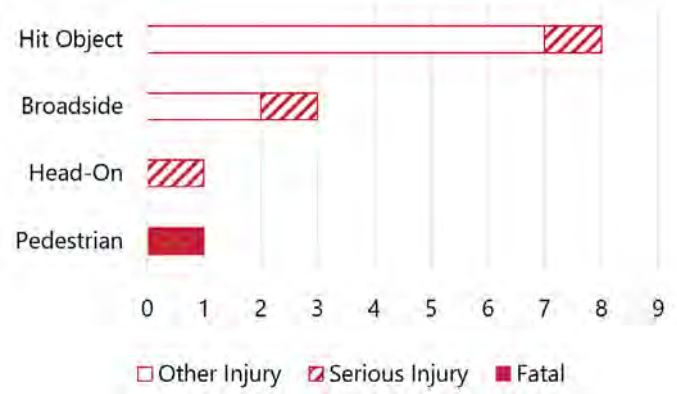


Table 1. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	NA	Total
Proceeding Straight	2	4(3)	1	0	1(1)	8
Making Left Turn	2	0	0	0	0	2
Ran Off Road	2	0	0	0	0	2
Stopped	0	0	0	0	1	1
Total	**6**	**4**	**1**	**0**	**2**	**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. All four FSI crashes involved vehicles proceeding straight, three of which were traveling southbound.
2. Nine crashes occurred during dark conditions, including one FSI crash; seven were hit-object crashes, and four were traveling southbound.
3. The fatal crash involved a pedestrian and occurred during dark and rainy conditions.
4. Four of the hit-object crashes were associated with unsafe speeds.
5. Two broadside crashes, including one FSI crash, were attributed to traffic signal violations.

Peak Hour Traffic

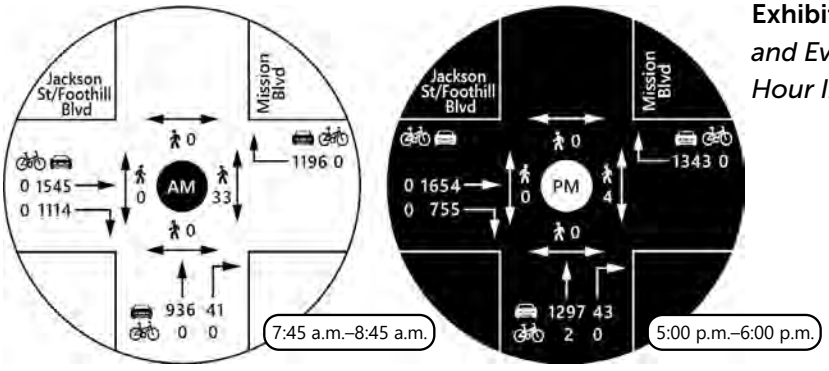


Exhibit 9. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*

Fletcher Lane Intersection (M2)

Reported Crash History Overview

Exhibit 10. *Reported Crashes by Type*

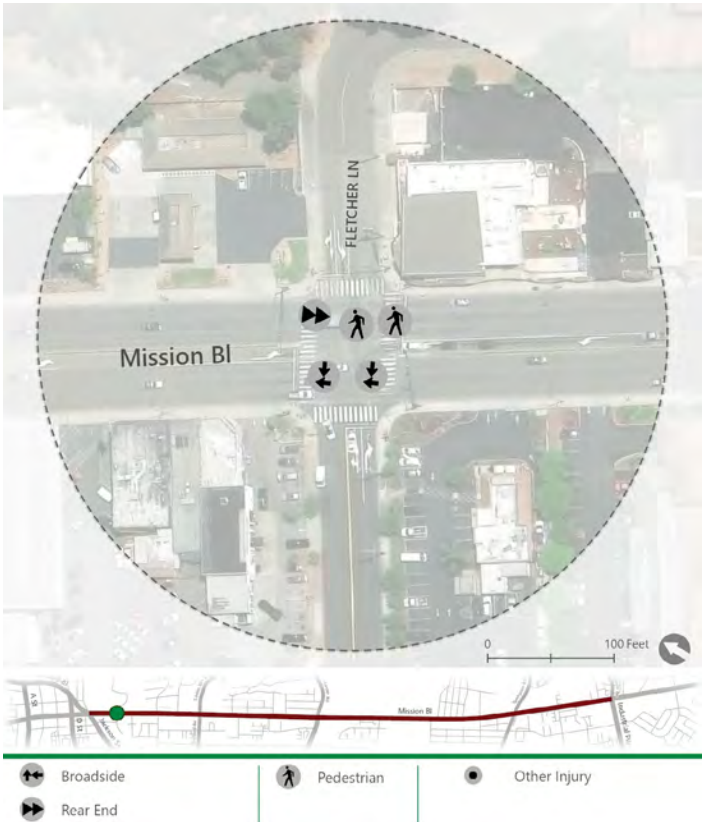


Exhibit 11. *Reported Crashes by Type and Severity*



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

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

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

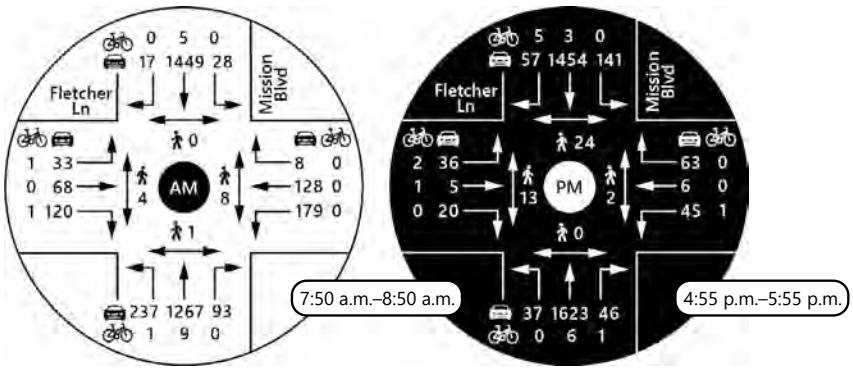
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Both pedestrian crashes involved pedestrians crossing within marked crosswalks at intersections with the right-of-way during daylight conditions.
2. One motorcycle crash involved a broadside collision with a left-turning driver during dark conditions.

Peak Hour Traffic

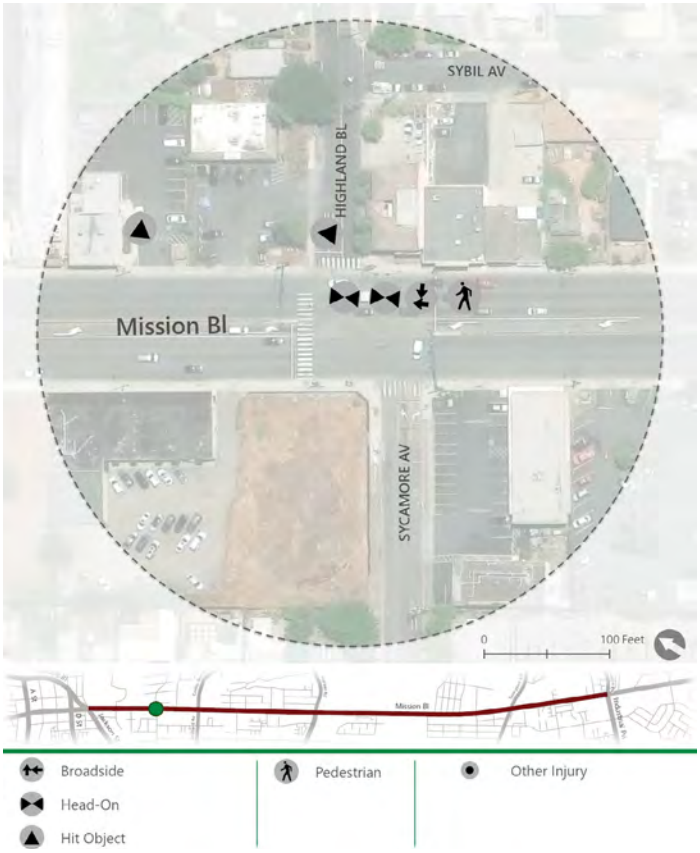
Exhibit 12. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Highland Boulevard Intersection (M3)

Reported Crash History Overview

Exhibit 13. *Crash Diagram*



Patterns

1. Both hit-object crashes involved drivers striking fixed objects during dark conditions.

Exhibit 14. *Reported Crashes by Type*

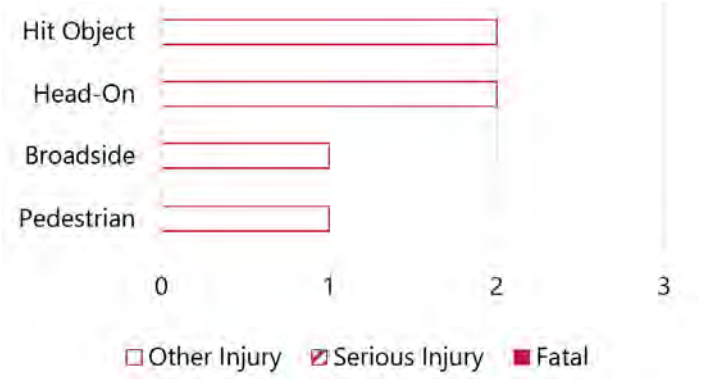


Table 3. *Reported Crashes by Preceding Movement and Travel Direction*

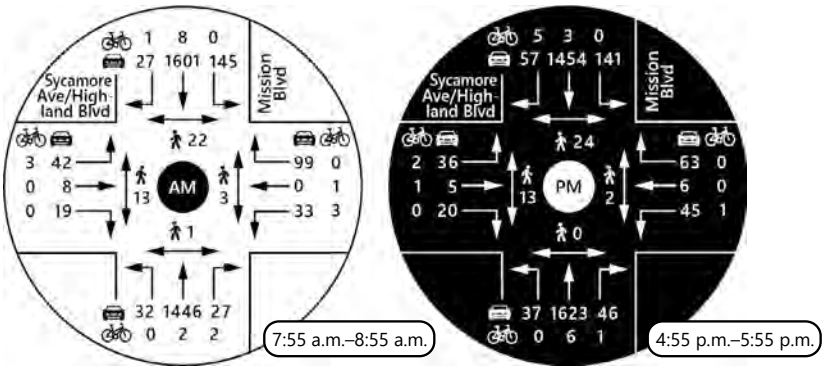
Preceding Movement*	N	S	E	W	Total
Proceeding Straight	1	1	0	0	2
Changing Lanes	0	1	0	0	1
Traveling Wrong Way	1	0	0	0	1
Making Right Turn	0	0	0	1	1
Passing Other Vehicle	0	1	0		1
Total	**2**	**3**	**0**	**1**	**6**

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.*

Peak Hour Traffic

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





Source: Kittelson
Location: Fletcher Lane

Orchard Avenue (M4)

Reported Crash History Overview

Exhibit 16. *Crash Diagram*

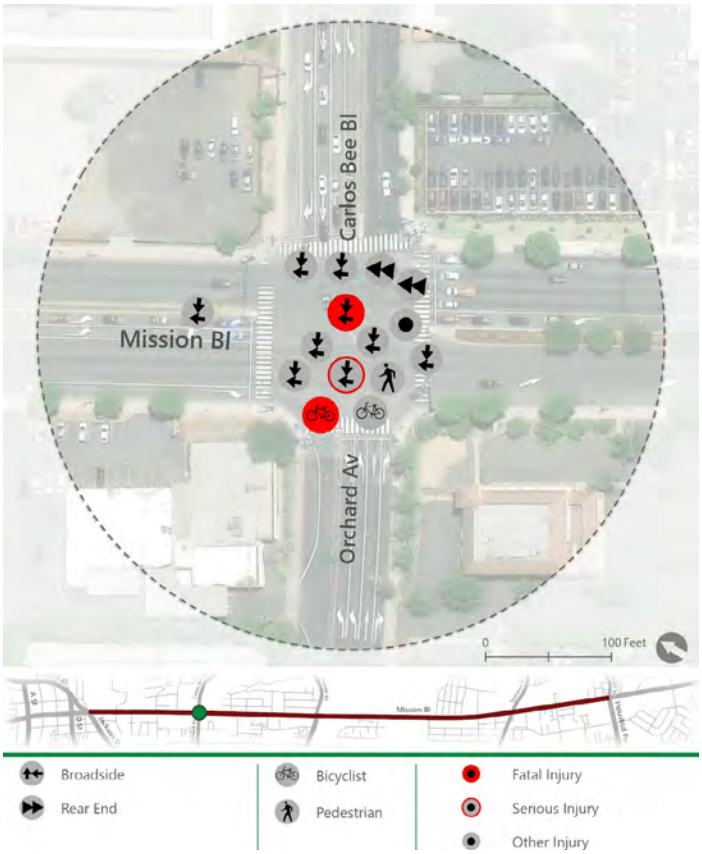


Exhibit 17. *Reported Crashes by Type and Severity*

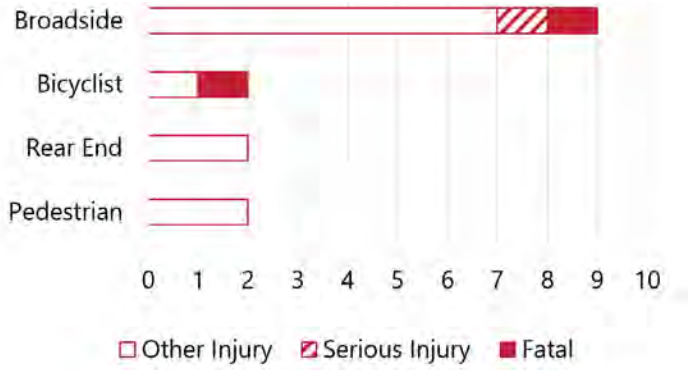


Table 4. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	NA	Total
Proceeding Straight	5(1)	3(1)	3(1)	0	0	11
Entering Traffic	0	0	0	0	1	1
Stopped	0	0	0	0	1	1
Making Left Turn	0	0	1	0	0	1
Making U-Turn	0	0	1	0	0	1
Total	**5**	**3**	**5**	**0**	**2**	**15**

(#) 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 fatal crashes were attributed to traffic signal violations, and one involved a bicyclist.
2. 11 of the 14 crashes involved through drivers and included both bicyclist crashes.
3. Seven of the through-driver crashes were attributed to traffic signal violations, and three were associated with unsafe speeds.
4. Broadside crashes were observed in all through-driver crashes and accounted for all three FSI crashes.

Peak Hour Traffic

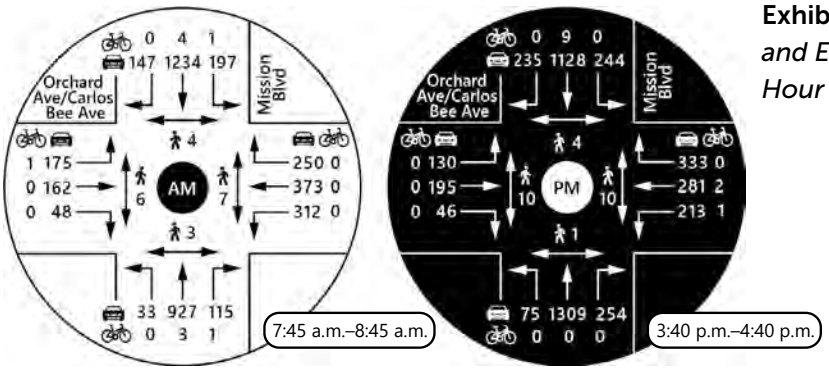
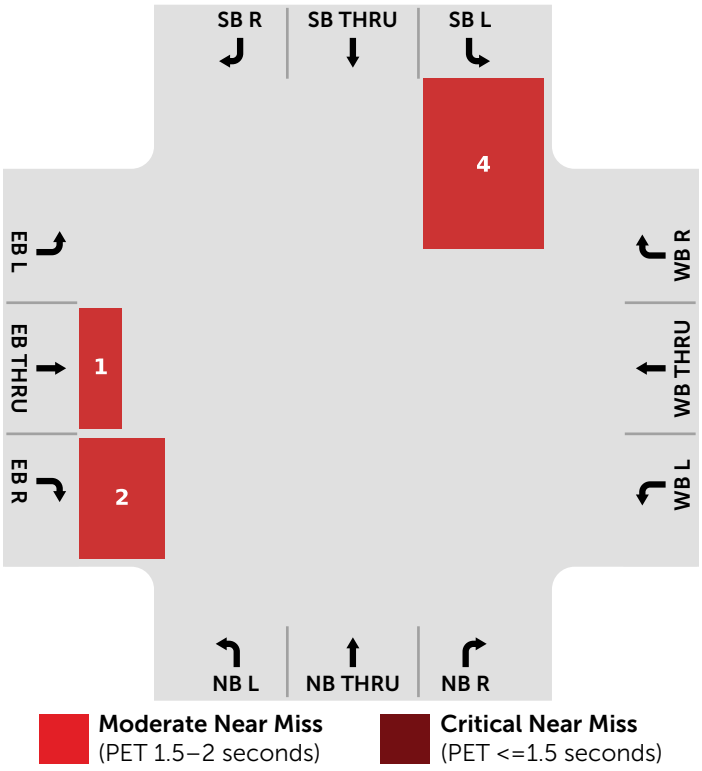


Exhibit 18. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*

Near-Miss Events

Exhibit 19. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 20. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

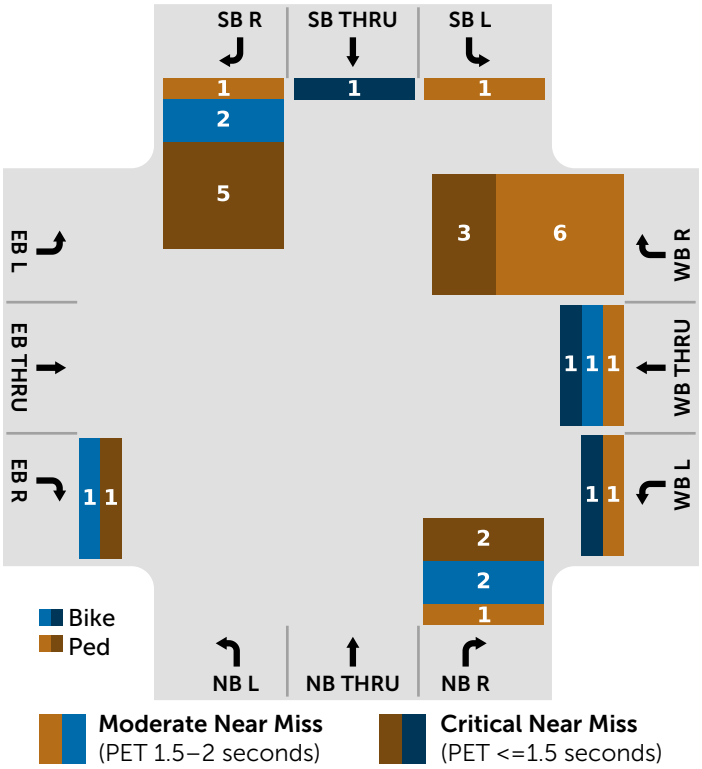


Exhibit 21. *Weekday Bicyclist Travel Paths*



Exhibit 22. *Weekday Pedestrian Travel Paths*



Exhibit 23. *Weekend Bicyclist Travel Paths*

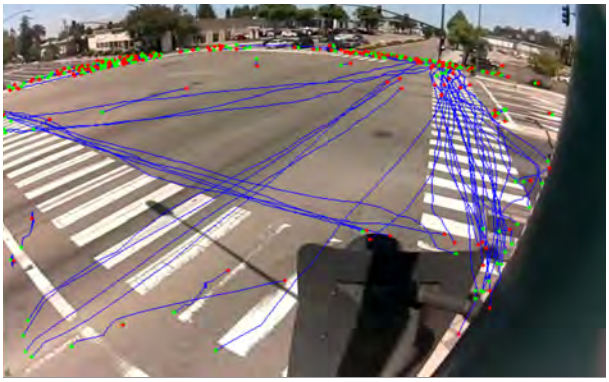


Exhibit 24. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 25. *Red Light Running by Time of Day (48 hours)*

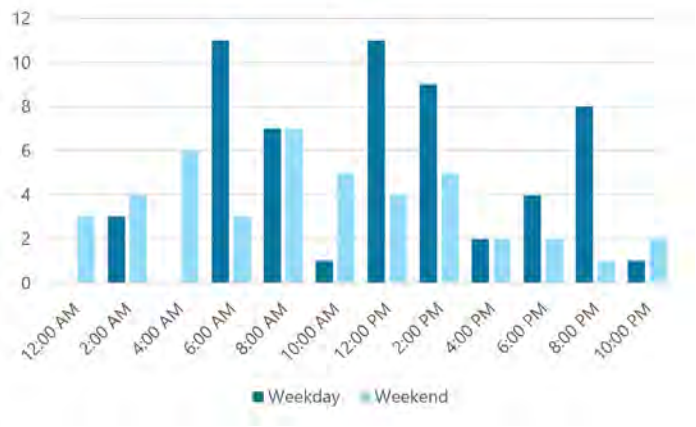
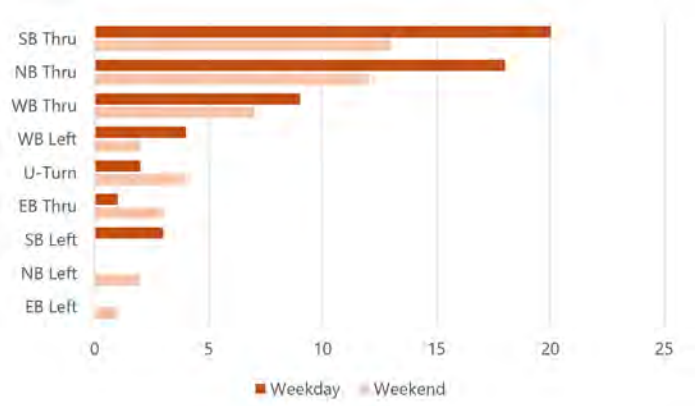


Exhibit 26. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 5. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	2,724	1,994	915	2,540	8,173
RTOR Conflicts	2	0	0	0	2
RTOR Conflict Rate (x1,000)	0.73	0.00	0.00	0.00	0.24

(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.

Berry Avenue Intersection (M5)

Reported Crash History Overview

Exhibit 27. *Crash Diagram*

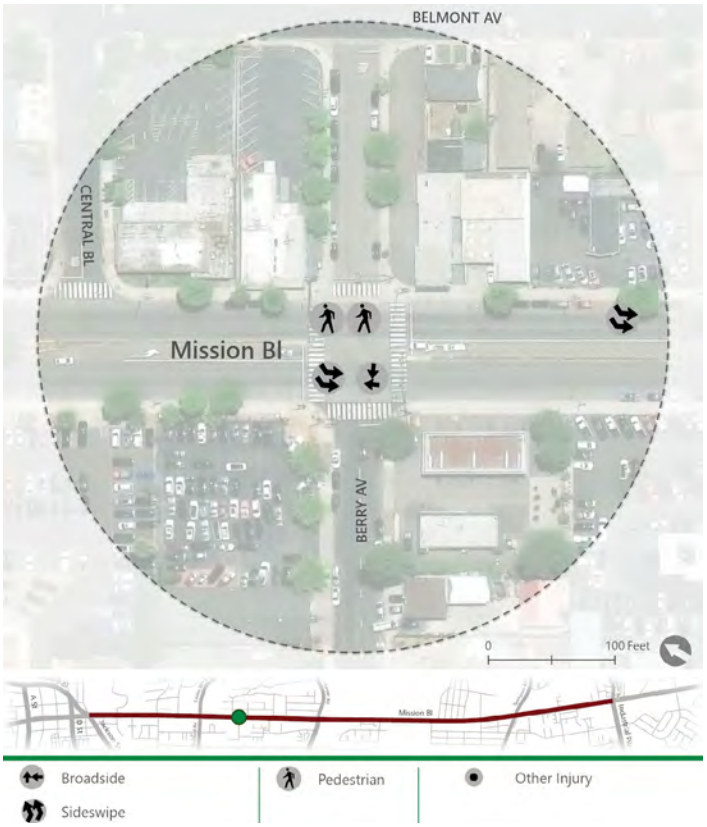


Exhibit 28. *Reported Crashes by Type*



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

Preceding Movement*	N	S	E	W	Total
Proceeding Straight	0	3	1	0	4
Making Left Turn	0	0	1	0	1
Total	**0**	**3**	**2**	**0**	**5**

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

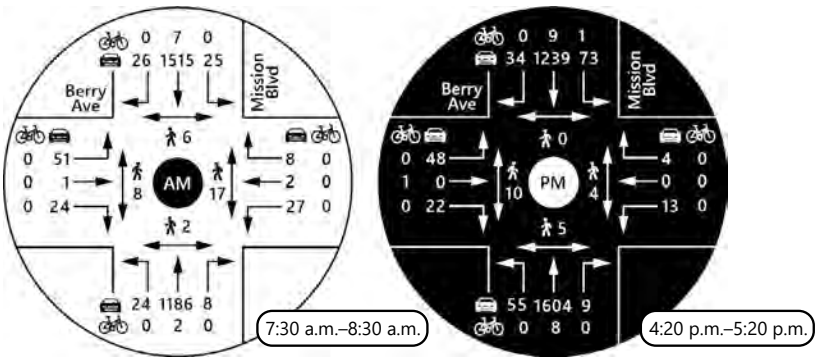
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

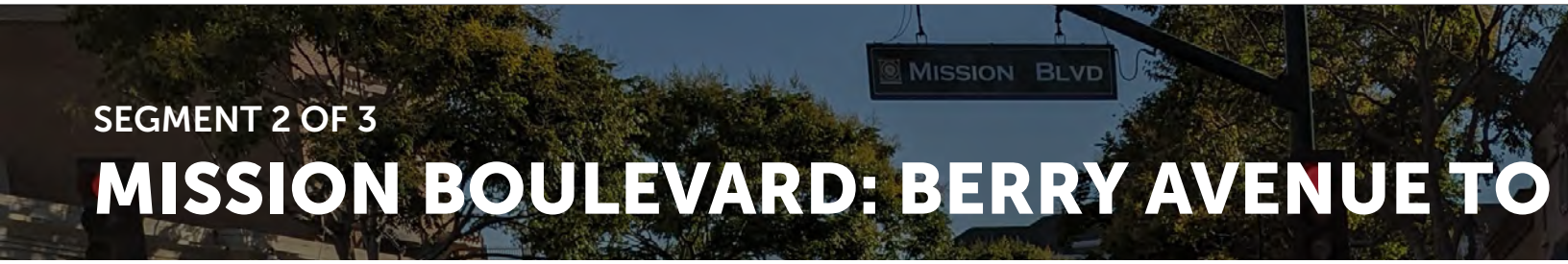
Patterns

1. Three crashes involved southbound drivers, with two being sideswipe collisions.
2. Both pedestrian crashes involved pedestrians crossing at intersections during dark conditions.
3. Two crashes involved drivers traveling through the intersection and were attributed to traffic signal violations.

Peak Hour Traffic

Exhibit 29. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*





SEGMENT 2 OF 3

MISSION BOULEVARD: BERRY AVENUE TO

Segment Characteristics

Exhibit 30. *Berry Ave to Harder Rd Cross Section*

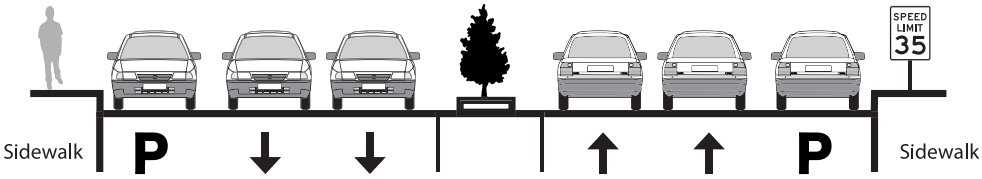
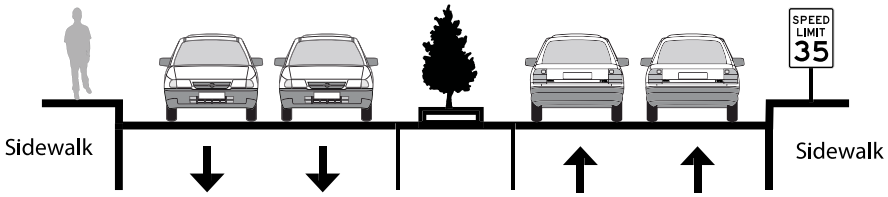


Exhibit 31. *Harder Rd to Calhoun St Cross Section*



- **Distance:** 1.3 miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - Approximately 100-foot intervals
  - Present at most signalized intersections
- **Transit Service:**
  - AC Transit Lines 9 and 801
  - Daily buses every 15 mins
  - Average weekday rides: 3,800 (Line 9) & 200 (Line 801)
- **Average Daily Traffic Volume:** 36,547
- **Driver Travel Speed:**
  - 85th-percentile speed: 42 mph
  - 6.9% traveled at least 10 mph over the posted speed
- **Average Driveway Spacing:**
  - 365 feet on the east side of the street
  - 210 feet on the west side of the street
- **Average Intersection Spacing:**
  - Six study intersections (four signalized intersections and two stop-controlled intersections)
- **Major Land Uses:**
  - Auto-oriented commercial land use, including Hayward Honda and collision centers.
  - Multifamily residential with limited access to corridor
  - Large retail center at Harder Road, including Sprouts, Ross, and HomeGoods
  - Holy Sepulchre Cemetery fronts east side of corridor for ½ mile
  - Moreau Catholic High School

Exhibit 32. *Reported Crashes by Type and Severity (2021-2025)*





CALHOUN STREET

Segment Crash History

26 Reported Crashes (2021-2025)

- There were two serious injury crashes.
- One truck crash and one motorcyclist crash occurred.
- Almost 40% of crashes occurred during dark conditions.
- Both serious injury crashes occurred between study intersections.
- 65% of crashes (17) were reported at study intersections.
  - Includes two of three bicycle crashes and all three pedestrian crashes (no FSI crashes)
  - Includes the truck crash

Key Intersection Findings

Torrano Avenue (M6) P13

Harder Road (M7) P15

Sorenson Road (M8) P18

Calhoun Street (M9) P19

Legend

Crash History

Peak Hour Volumes

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

Exhibit 33. *Crash Types, All Injury Levels*

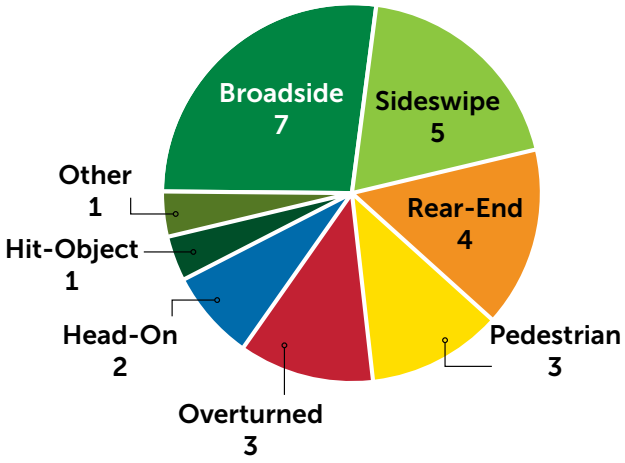
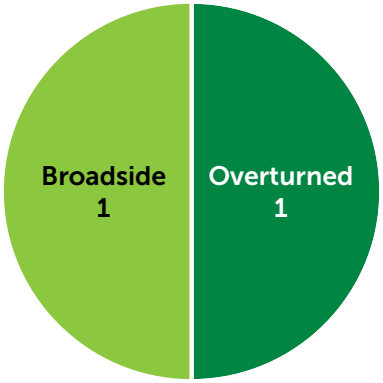


Exhibit 34. *Crash Types, Fatalities/Serious Injuries*





Torrano Avenue Intersection (M6)

Reported Crash History Overview

Exhibit 35. *Crash Diagram*

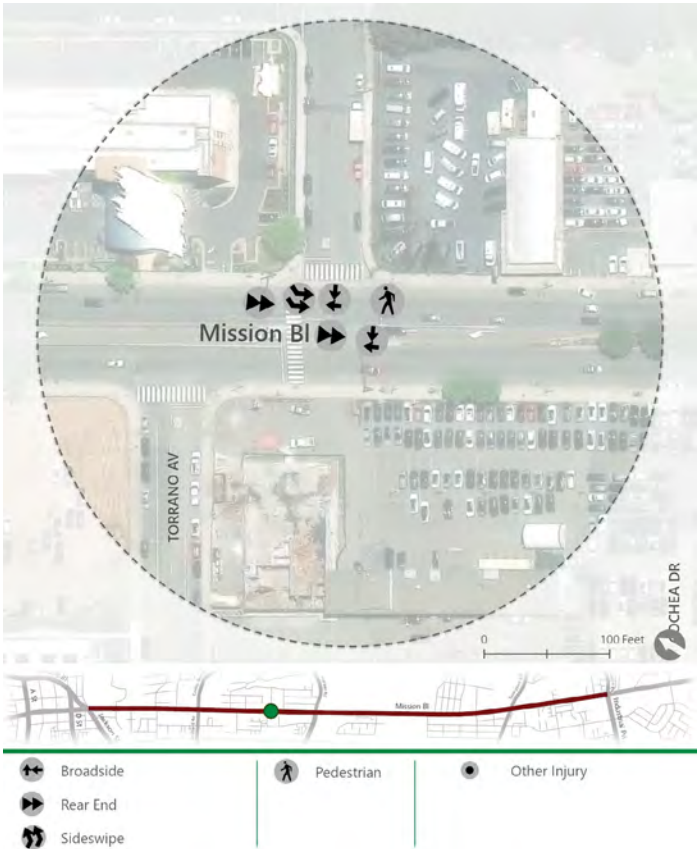


Exhibit 36. *Reported Crashes by Type and Severity*

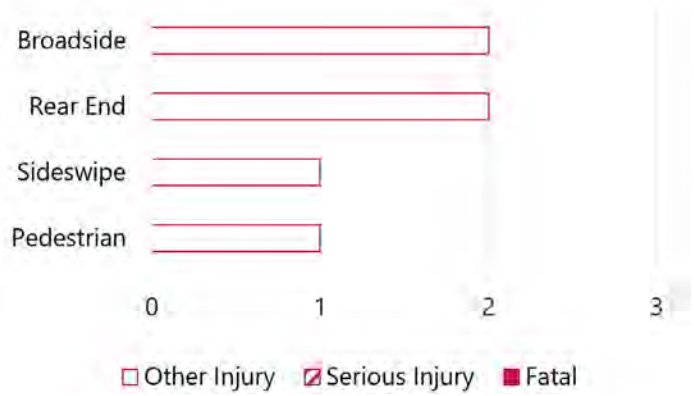


Table 7. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Making U-Turn	1	2	0	0	3
Stopped	0	1	0	0	1
Making Left Turn	0	1	0	0	1
Making Right Turn	0	1	0	0	1
Total	**1**	**5**	**0**	**0**	**6**

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

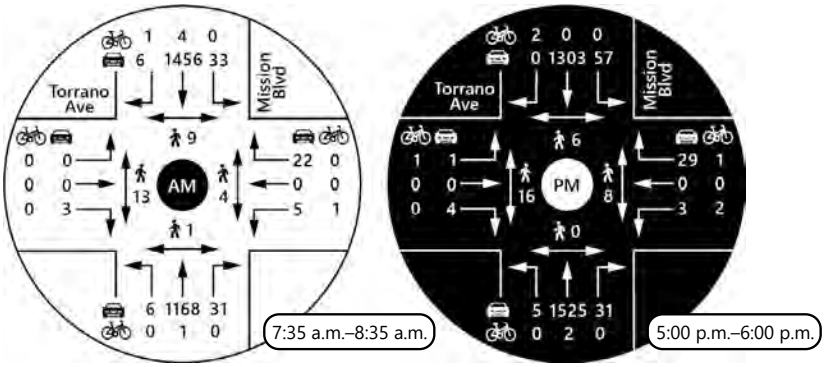
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Five of the six total crashes involved southbound drivers primarily making U-turns, left turns, and right turns.
2. U-turns were the most common contributing movement but had varying crash types (e.g., broadside, sideswipe, and pedestrian).
3. One rear-end crash involved a truck.

Peak Hour Traffic

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





Source: Adobe Stock

Harder Road Intersection (M7)

Reported Crash History Overview

Exhibit 38. *Crash Diagram*

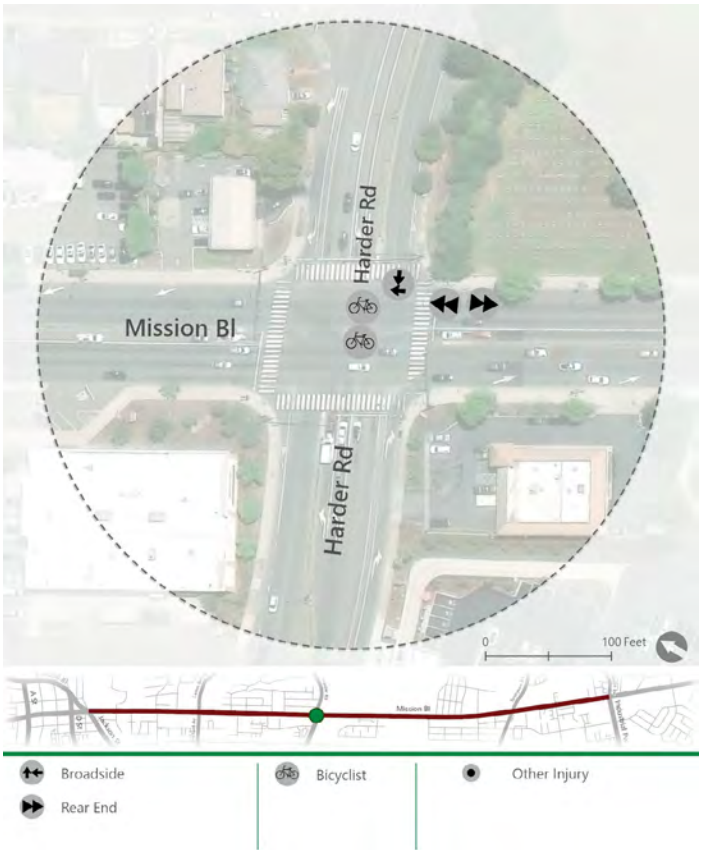
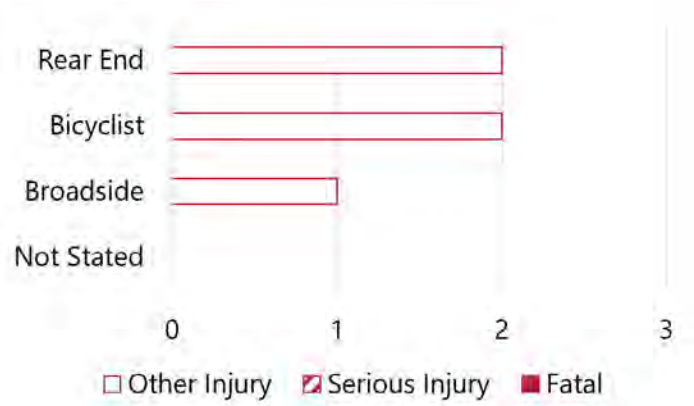


Exhibit 39. *Reported Crashes by Type and Severity*



Patterns

1. Both rear-end collisions occurred during dark conditions with street lighting present.

Table 8. *Reported Crashes by Preceding Movement and Travel Direction*

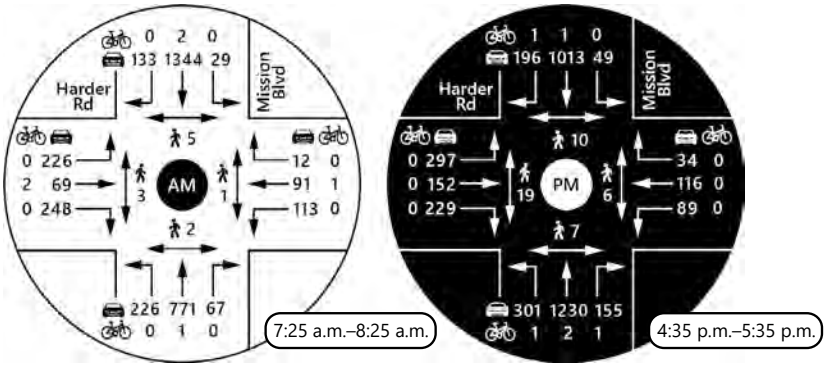
Preceding Movement*	N	S	E	W	Total
Making Right Turn	0	0	1	0	1
Proceeding Straight	1	2	0	1	4
Total	**1**	**2**	**1**	**1**	**5**

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.*

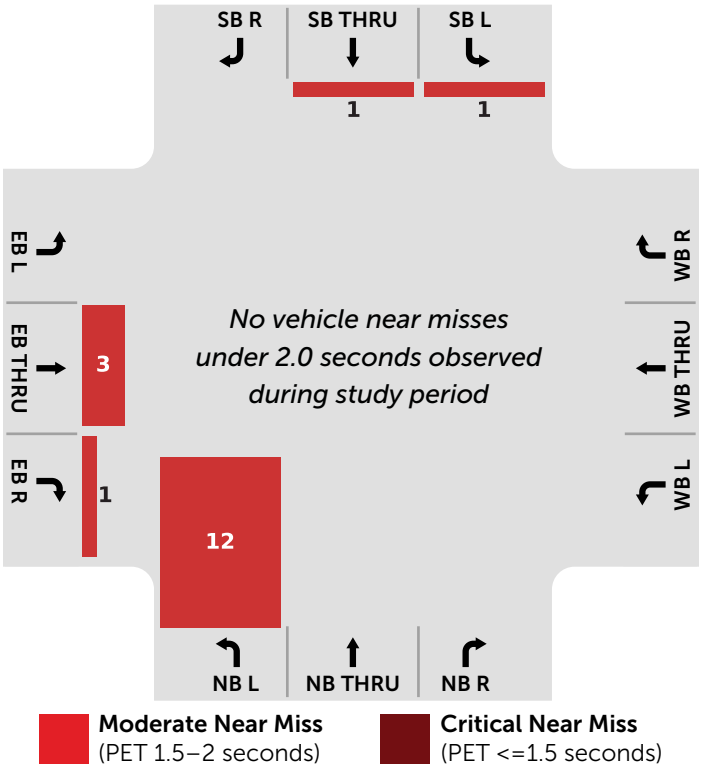
Peak Hour Traffic

Exhibit 40. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 41. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 42. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

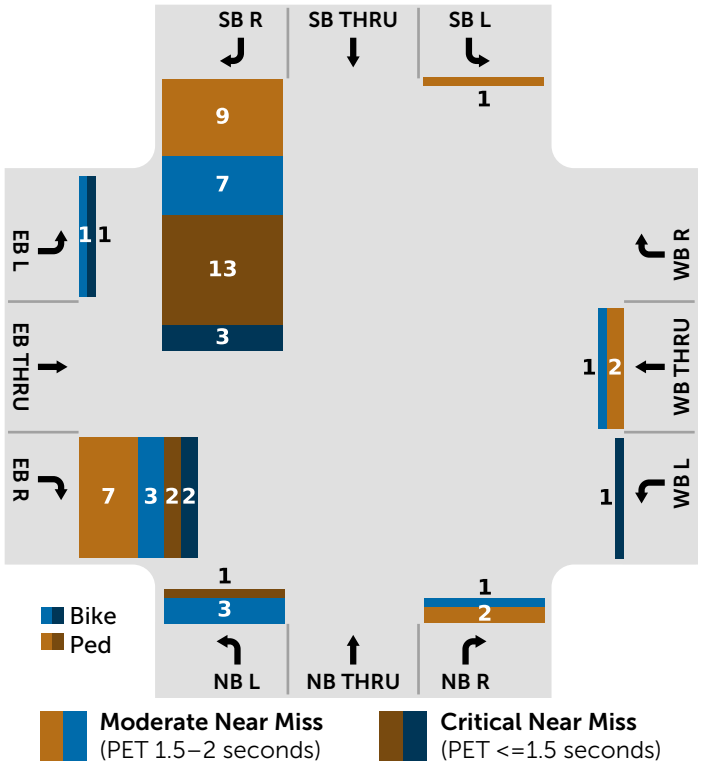


Exhibit 43. *Weekday Bicyclist Travel Paths*

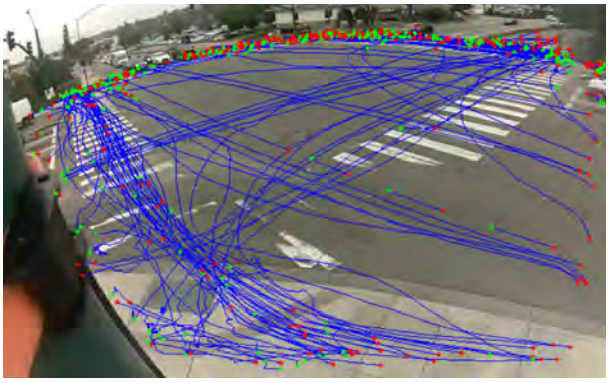


Exhibit 44. *Weekday Pedestrian Travel Paths*

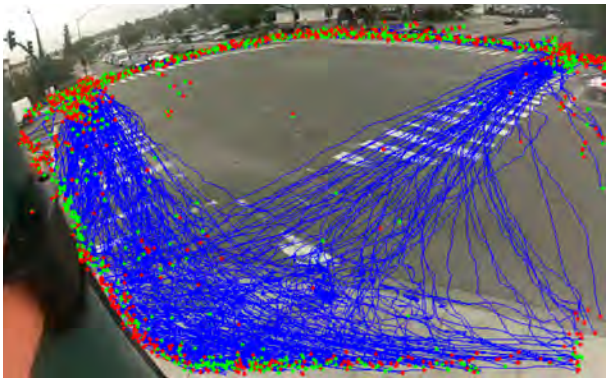


Exhibit 45. *Weekend Bicyclist Travel Paths*

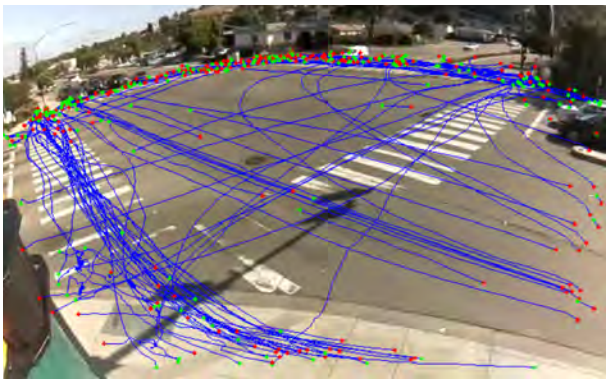
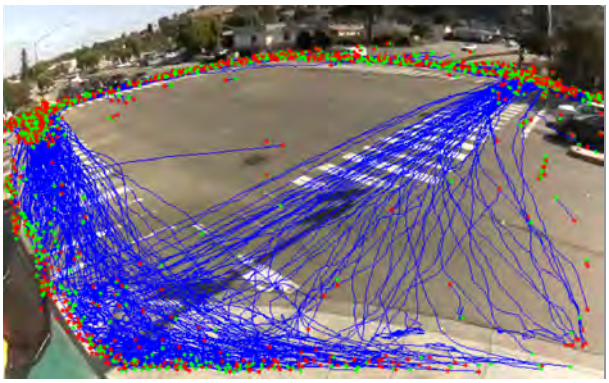


Exhibit 46. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 47. *Red Light Running by Time of Day (48 hours)*

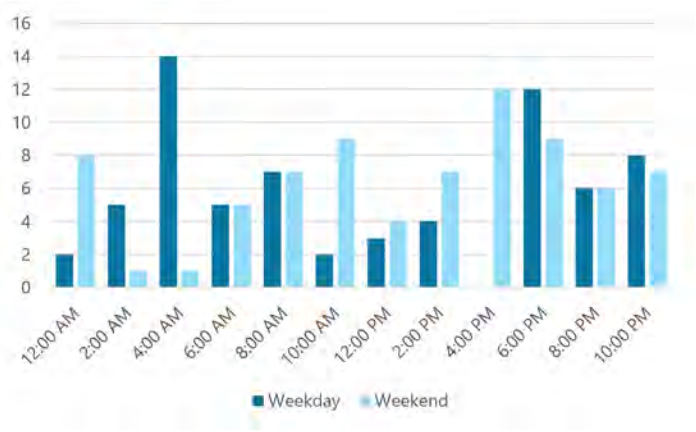
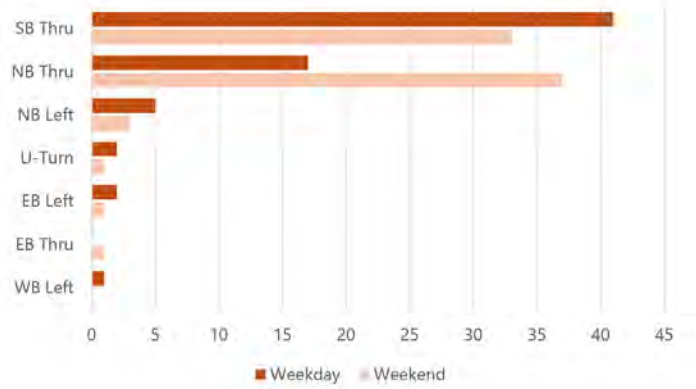


Exhibit 48. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 9. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	603	1,832	4,193	507	7,135
RTOR Conflicts	0	1	1	0	2
RTOR Conflict Rate (x1,000)	0.00	0.55	0.24	0.00	0.28

(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.

Sorenson Road Intersection (M8)

Reported Crash History Overview

Exhibit 49. *Crash Diagram*

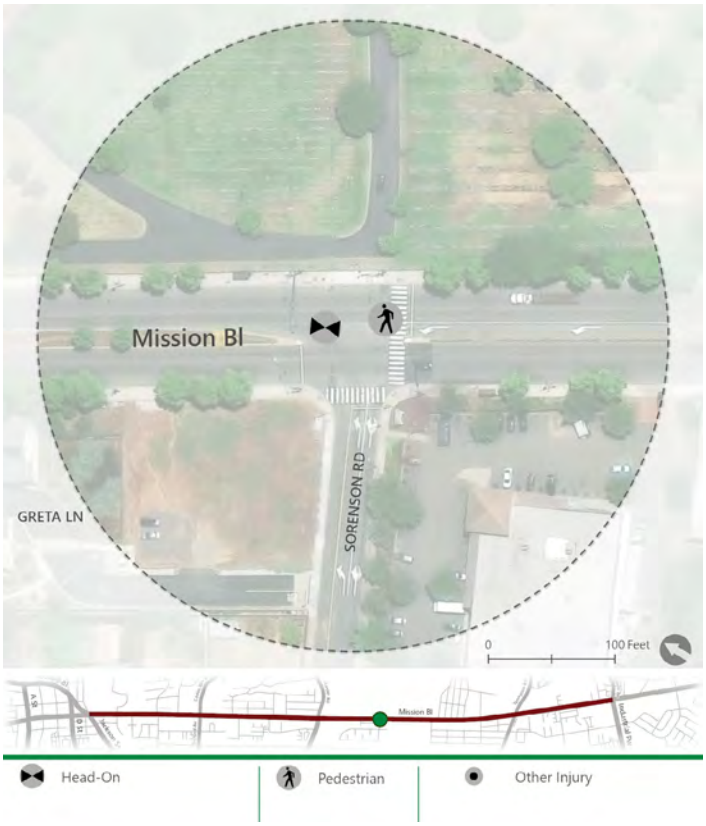


Exhibit 50. *Reported Crashes by Type and Severity*



Table 10. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	NA	Total
Proceeding Straight	1	0	0	0	1	2
Total	**1**	**0**	**0**	**0**	**1**	**2**

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

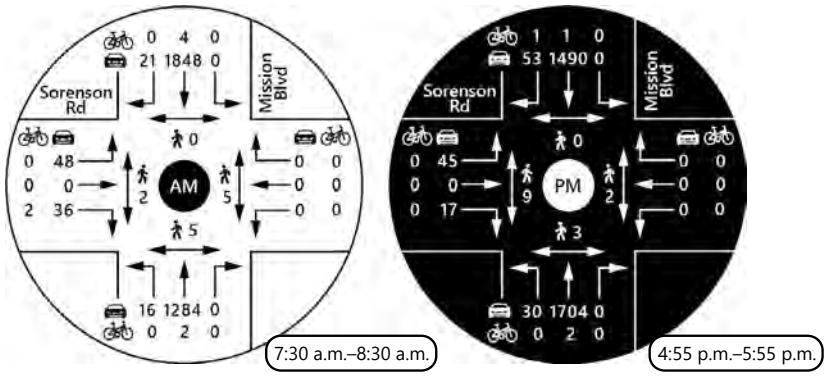
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. No patterns to report.

Peak Hour Traffic

Exhibit 51. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Calhoun Street Intersection (M9)

Reported Crash History Overview

Exhibit 52. *Crash Diagram*

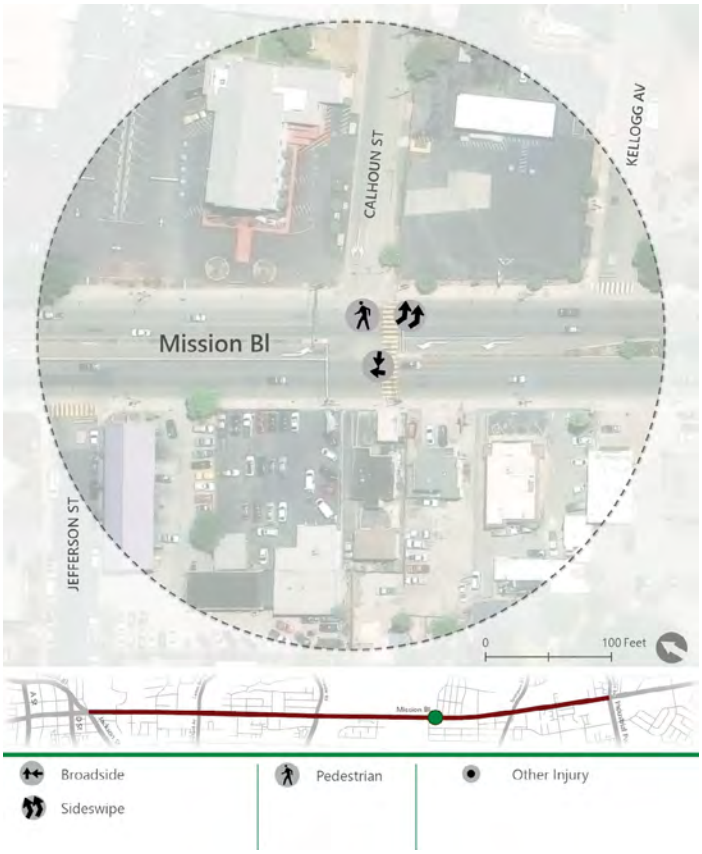


Exhibit 54. *Reported Crashes by Type and Severity*



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

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

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

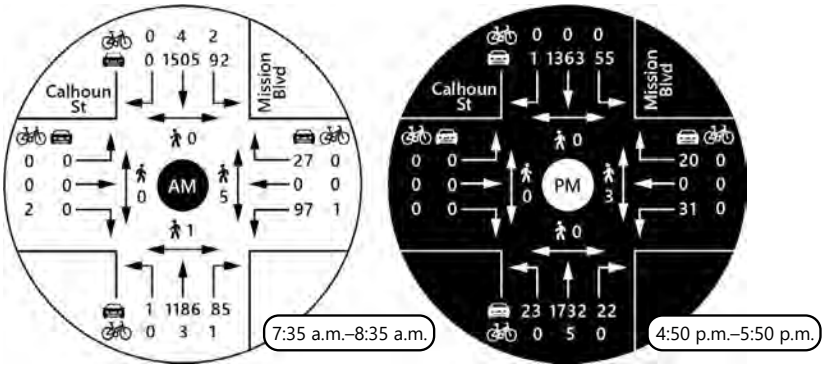
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The sideswipe crash involved a motorcyclist.

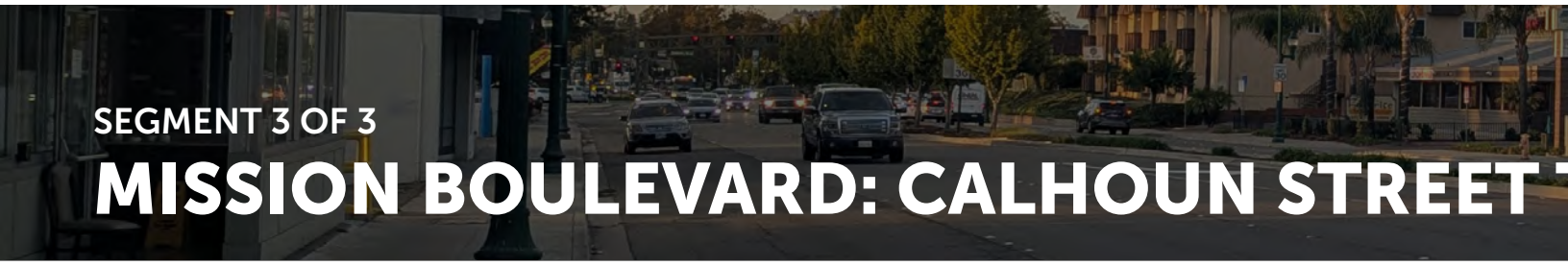
Peak Hour Traffic

Exhibit 53. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*





Source: City of Hayward
Location: B Street

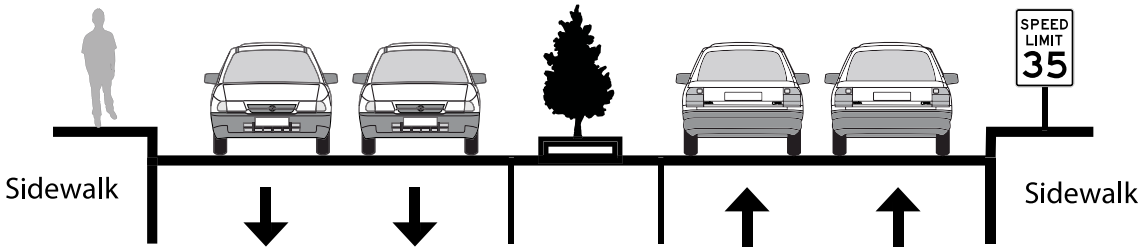


SEGMENT 3 OF 3

MISSION BOULEVARD: CALHOUN STREET T

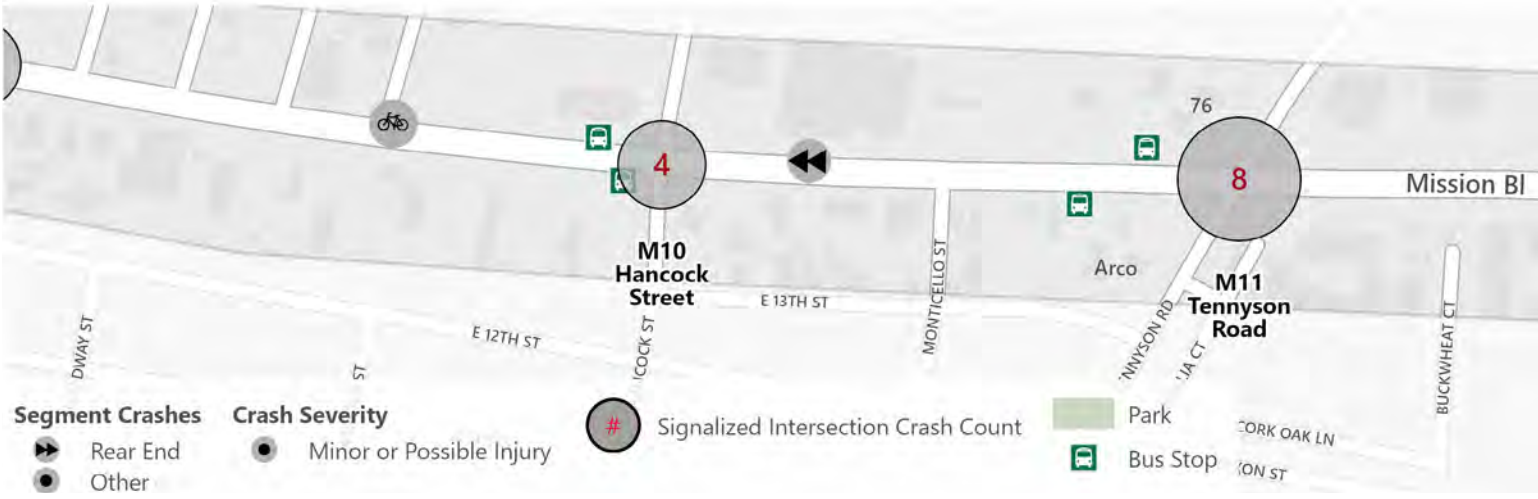
Segment Characteristics

Exhibit 55. *Cross Section*



- **Distance:** 1.2 miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - Approximately 100-foot intervals
  - Present at most signalized intersections
- **Transit Service:**
  - AC Transit Routes 9 and 801
  - Daily buses arriving every 15 minutes
  - Average weekday rides: 3,800 (Line 9) & 200 (Line 801)
- **Average Daily Traffic Volume:** 31,707
- **Driver Travel Speed:**
  - 85th-percentile speed: 41 mph
  - 6.5% traveled at least 10 mph over the posted speed
- **Average Driveway Spacing:**
  - 205 feet on the east side the of street
  - 185 feet on the west side of the street
- **Average Intersection Spacing:**
  - Four signalized intersections and several stop-controlled intersections with turn restrictions
  - Existing curb ramps are generally non-directional at all intersections
- **Major Land Uses:**
  - Multifamily residential with direct access to corridor and ground floor retail, from Hancock Street to Industrial Parkway
  - SoHay Park
  - Access to South Hayward BART via Tennyson Road
  - Auto-oriented retail north of Hancock Street, including car dealerships and AutoZone

Exhibit 56. *Reported Crashes by Type and Severity (2021-2025)*





TO INDUSTRIAL PARKWAY

Segment Crash History

33 Reported Crashes (2021-2025)

- There were two serious injury crashes.
- One motorcyclist crash and one truck crash occurred.
- 60% of crashes (including both serious injury crashes) happened during dark conditions with streetlights.
- 85% of crashes (28) were reported at study intersections.
  - Includes three of five bicycle crashes and all four pedestrian crashes (no FSI injuries)
  - Includes both truck crashes
  - Includes both serious injury crashes
  - Dark conditions present in 15 crashes (54%), including both serious injury crashes
  - Traffic signal/sign violations and unsafe speeds collectively contribute to 11 crashes (40%)

Exhibit 57. *Crash Types, All Injury Levels*

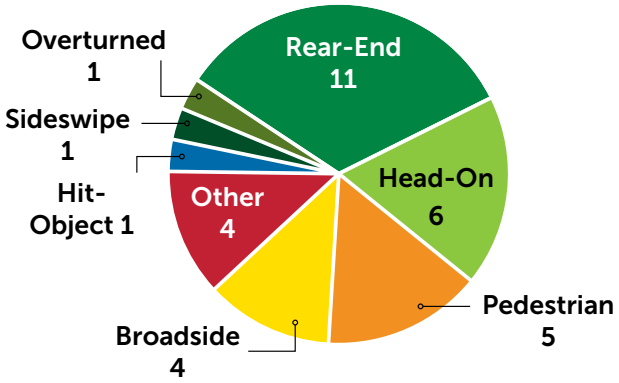


Exhibit 58. *Crash Types, Fatalities/Serious Injuries*



Key Intersection Findings

- Hancock Street (M10) P23
- Tennyson Road (M11) P24
- Industrial Parkway (M12) P27

Legend

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



Hancock Street Intersection (M10)

Reported Crash History Overview

Exhibit 59. *Crash Diagram*

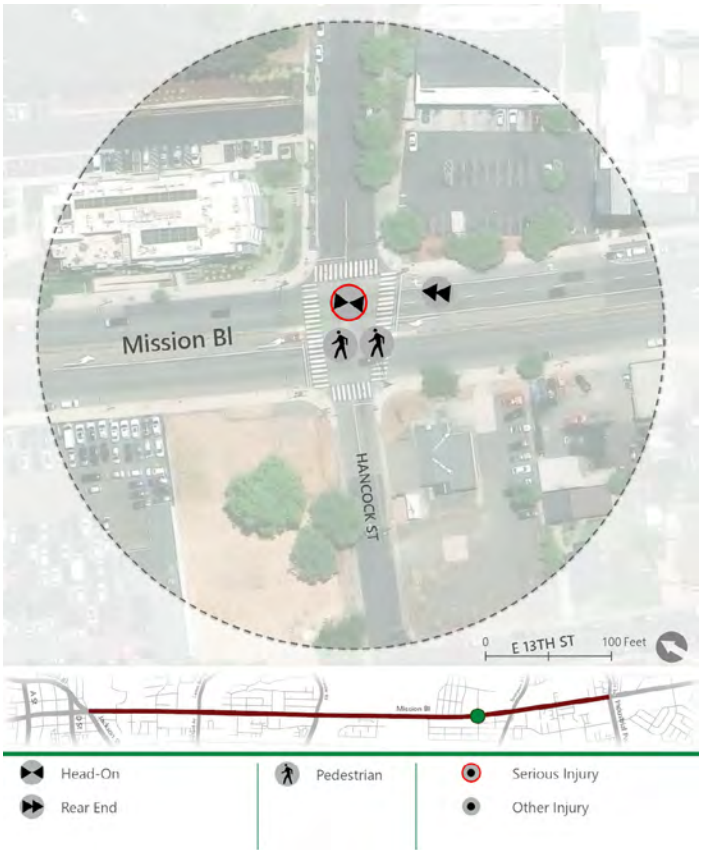


Exhibit 61. *Reported Crashes by Type and Severity*



Patterns

1. Two of the three pedestrian crashes involved left-turning drivers (northbound and southbound) failing to yield to the pedestrians.
2. One FSI crash was a head-on collision in which a driver reported to be under the influence struck a parked driver.

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

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

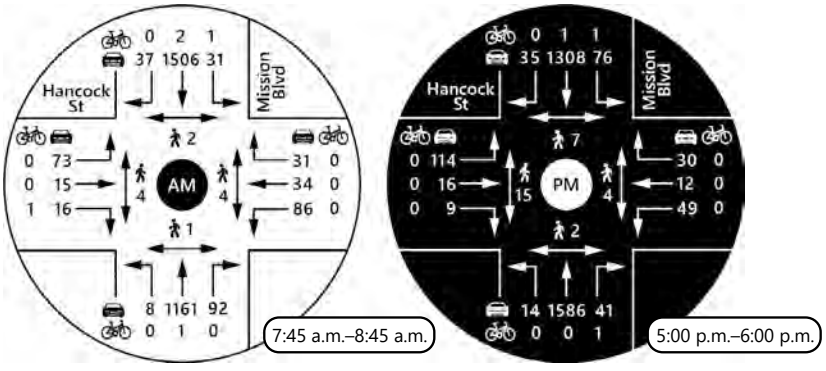
(#) Number of FSI crashes

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.*

Peak Hour Traffic

Exhibit 60. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Tennyson Road Intersection (M11)

Reported Crash History Overview

Exhibit 62. *Crash Diagram*

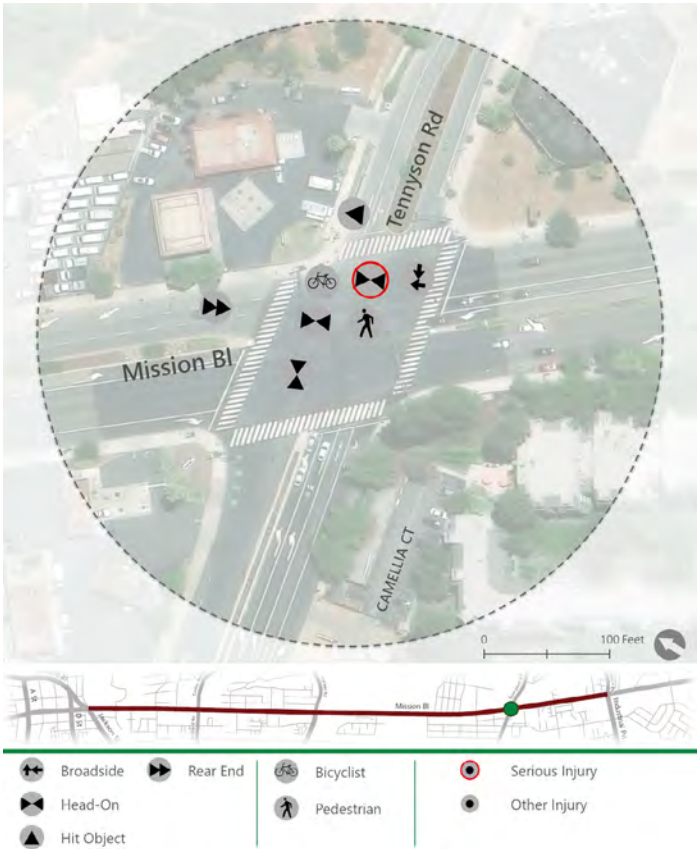


Exhibit 64. *Reported Crashes by Type and Severity*



Table 13. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Entering Traffic	0	1	0	0	1
Making Left Turn	1	0	0	0	1
Making Right Turn	0	0	0	1	1
Proceeding Straight	1	4(1)	0	0	5
Total	**2**	**5**	**0**	**1**	**8**

(#) Number of FSI crashes

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

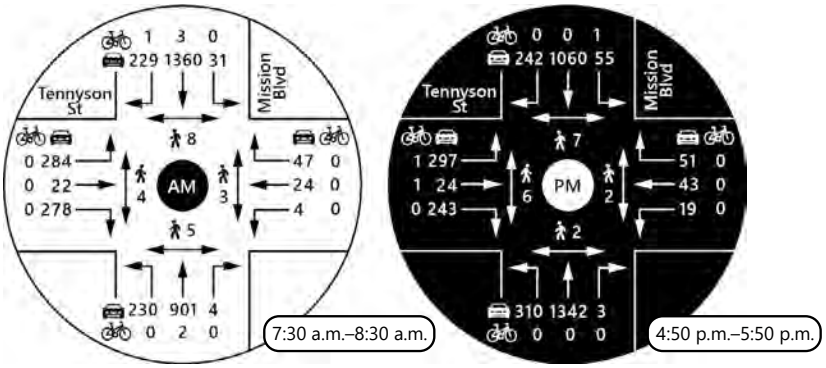
Preceding vehicle direction for party at fault, most severely injured party, or first listed party.

Patterns

1. Three of six crashes were head-on, with two involving southbound-through drivers, including the FSI crash.
2. One pedestrian crash and one bicycle crash occurred during dark conditions.
3. Four crashes occurred during dark conditions with street lighting present.
4. Five crashes involved vehicles proceeding straight, including four southbound drivers.

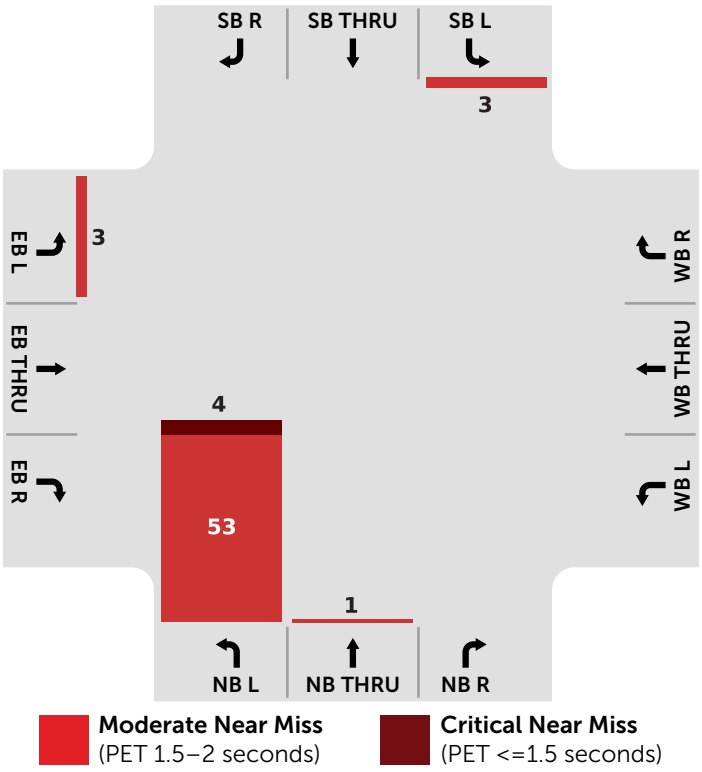
Peak Hour Traffic

Exhibit 63. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 65. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 66. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

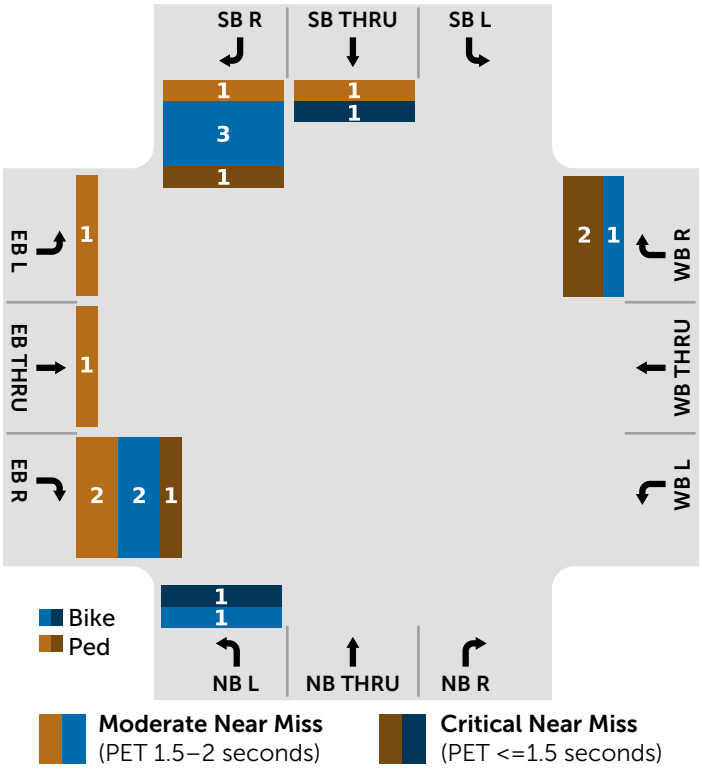


Exhibit 67. *Weekday Bicyclist Travel Paths*

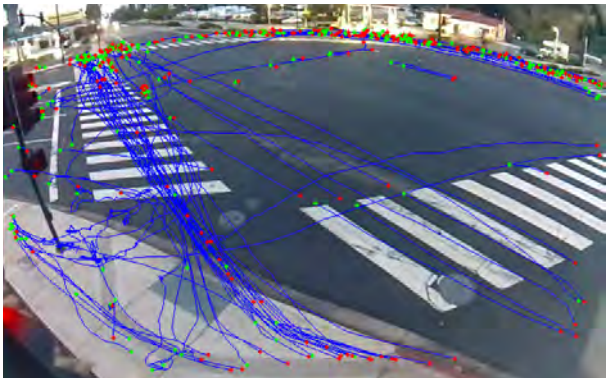


Exhibit 68. *Weekend Bicyclist Travel Paths*

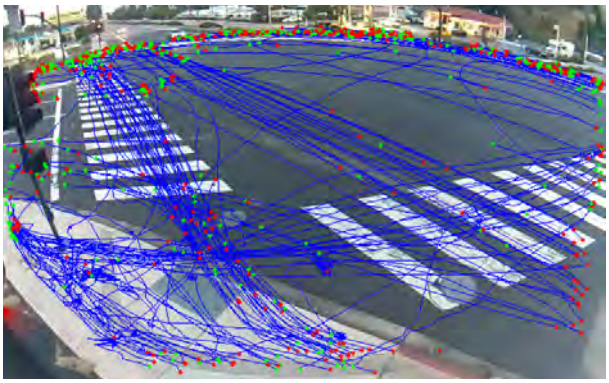


Exhibit 69. *Weekday Pedestrian Travel Paths*

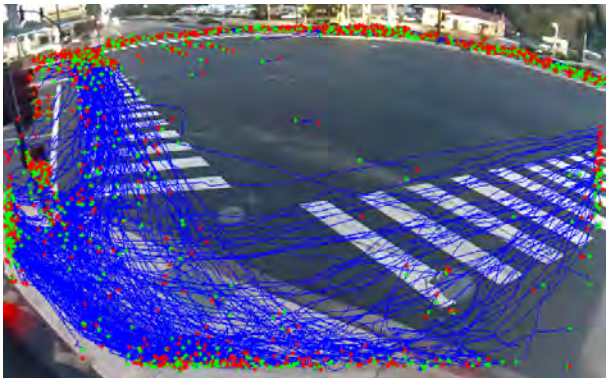
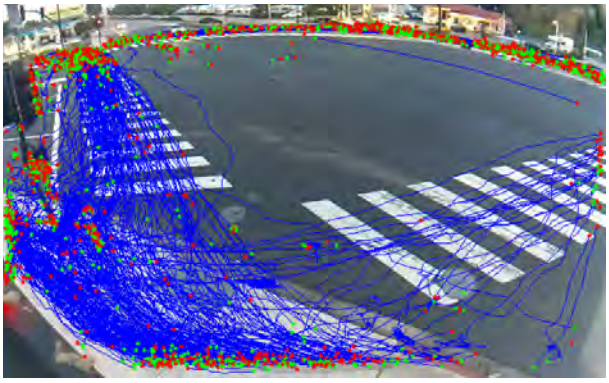


Exhibit 70. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 71. *Red Light Running by Time (48 hours)*

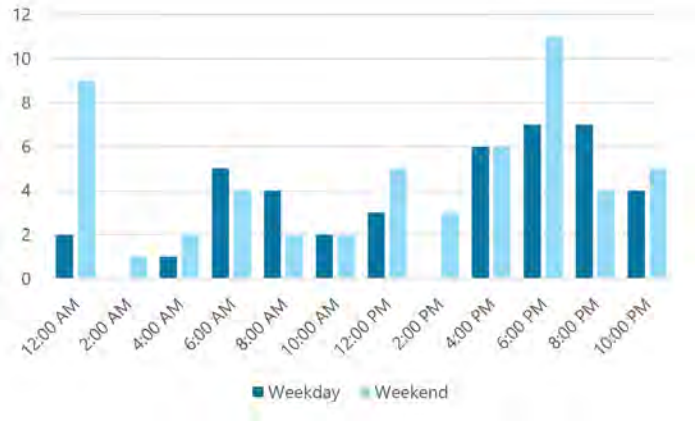
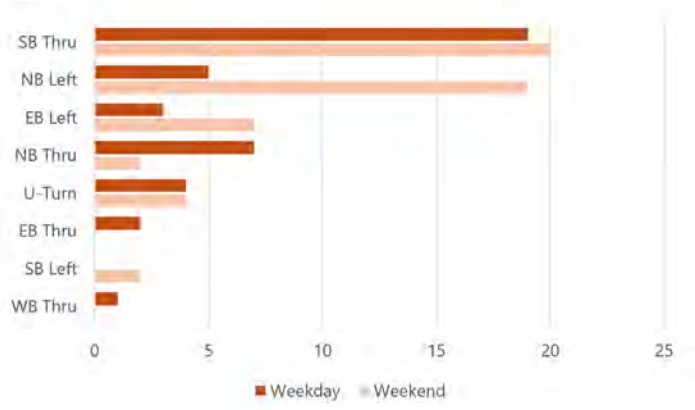


Exhibit 72. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 14. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	62	3,717	4,211	459	8,449
RTOR Conflicts	0	1	3	3	7
RTOR Conflict Rate (x1,000)	0.00	0.27	0.71	6.54	0.83

(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.

Industrial Parkway Intersection (M12)

Reported Crash History Overview

Exhibit 73. *Crash Diagram*

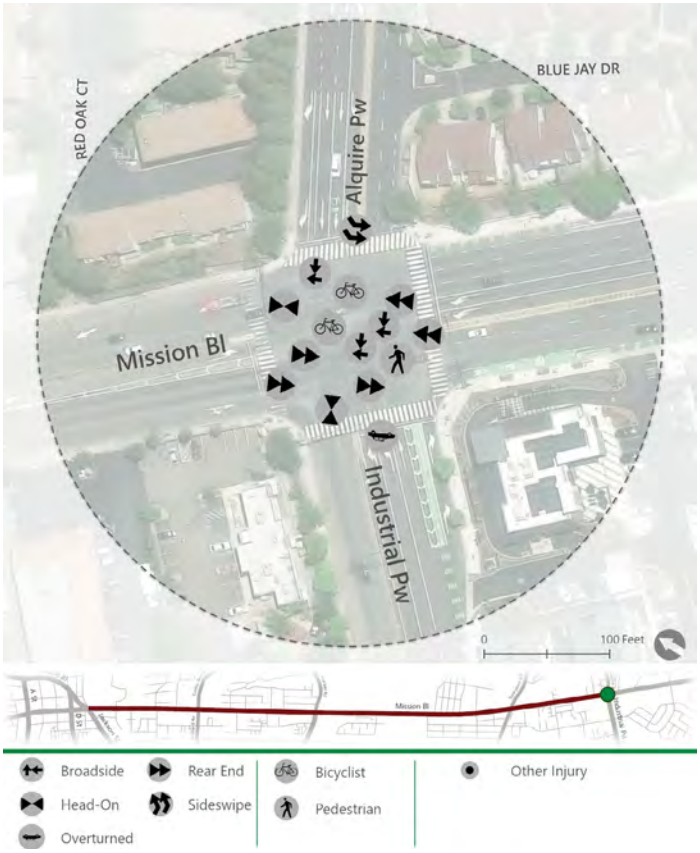


Exhibit 75. *Reported Crashes by Type and Severity*

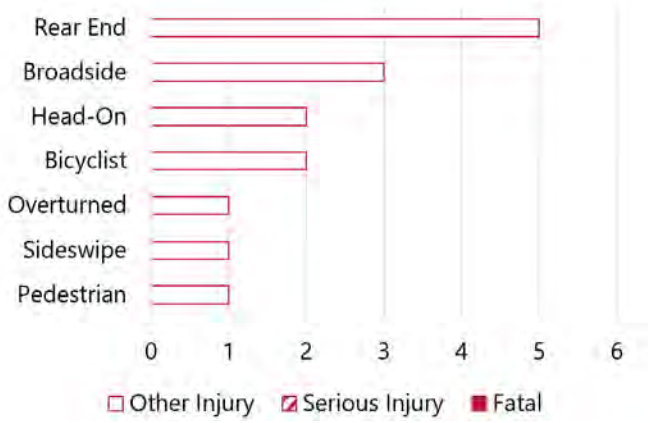


Table 15. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	N	S	E	W	Total
Proceeding Straight	2	7	2	1	12
Making Left Turn	0	1	0	2	3
Total	**2**	**8**	**2**	**3**	**15**

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

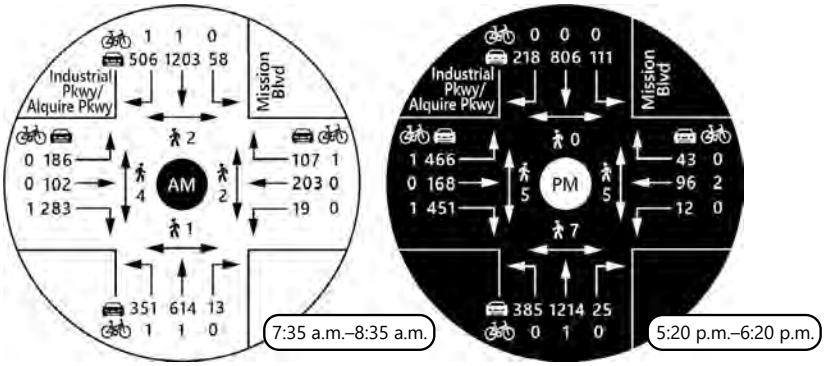
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. 11 crashes occurred during dark conditions.
2. Rear-end collisions were primarily attributed to unsafe speeds or following too closely, and all involved vehicles proceeding straight.

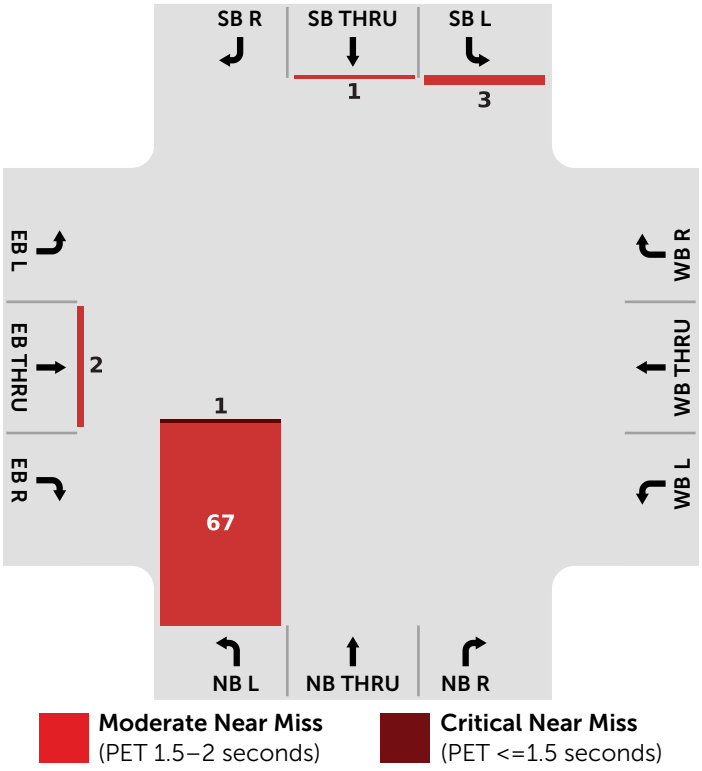
Peak Hour Traffic

Exhibit 74. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 76. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 77. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

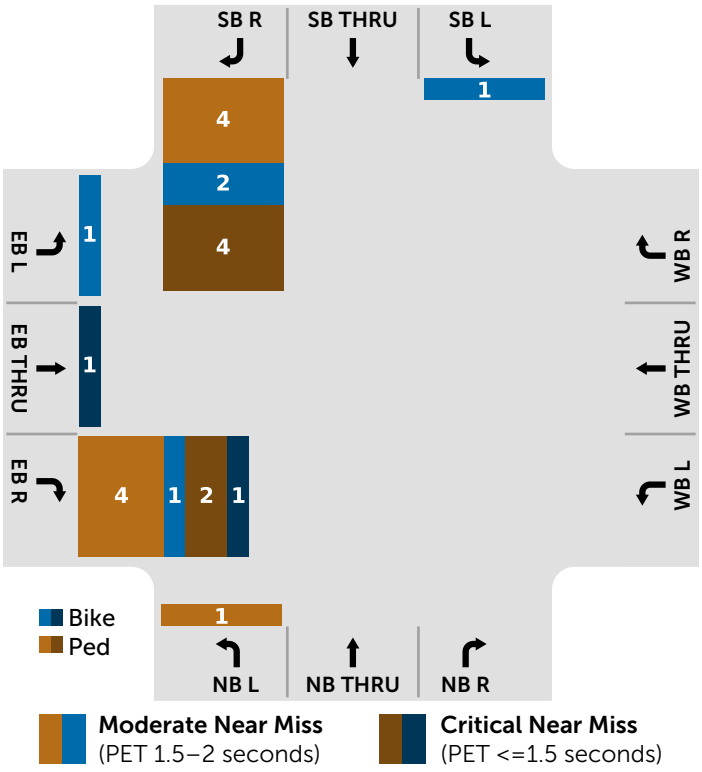


Exhibit 78. *Weekday Bicyclist Travel Paths*

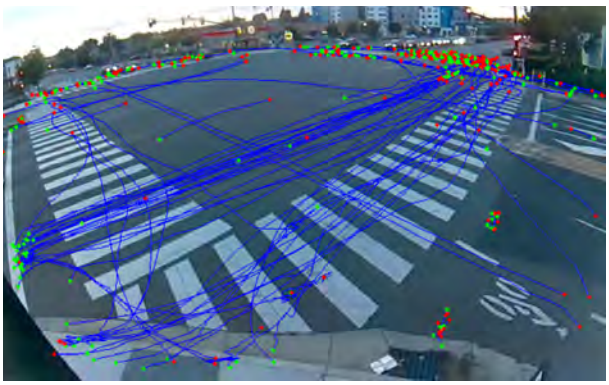


Exhibit 79. *Weekend Bicyclist Travel Paths*

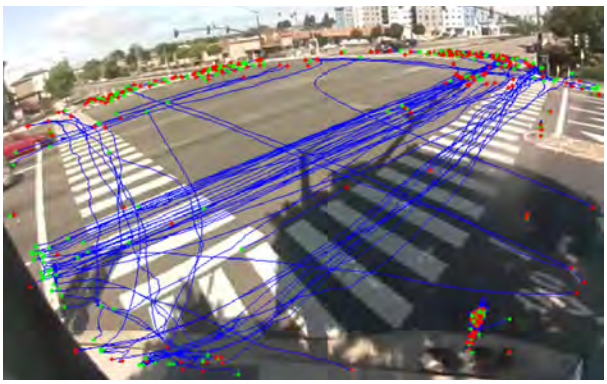


Exhibit 80. *Weekday Pedestrian Travel Paths*

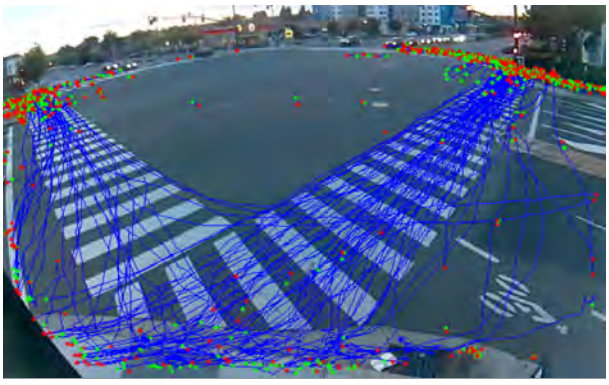
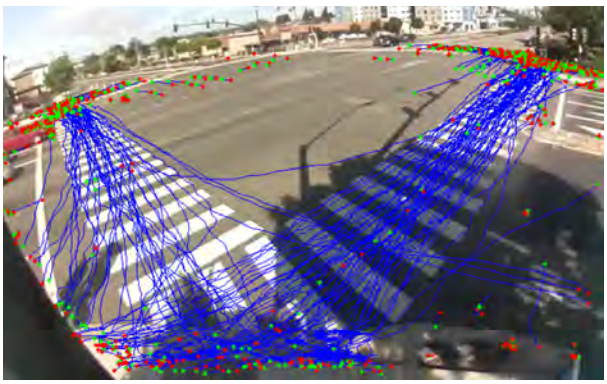


Exhibit 81. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 82. *Red Light Running by Time of Day (48 hours)*

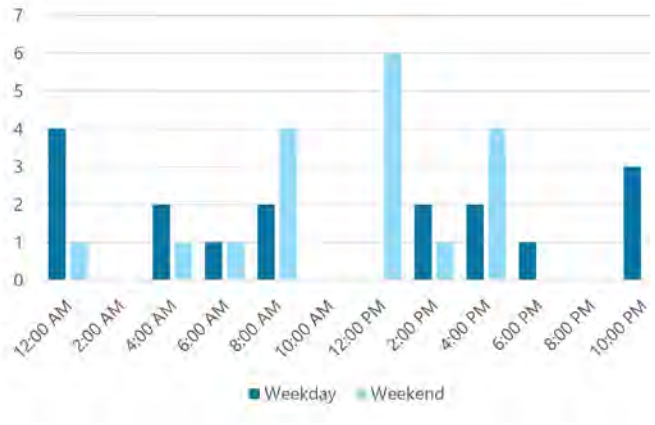


Exhibit 83. *Red Light Running by Approach (48 hours)*

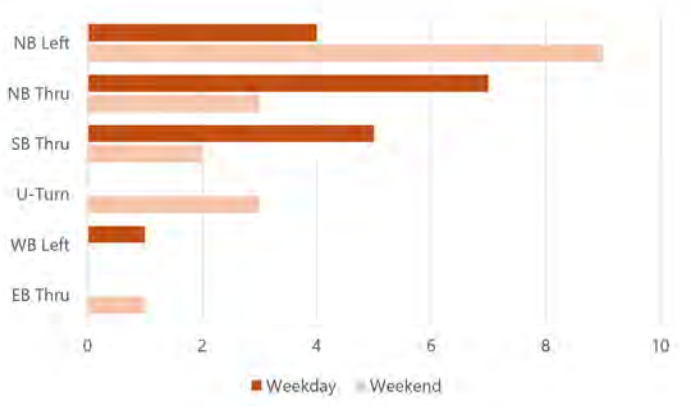


Table 16. *Right-Turn-on-Red Conflicts (48 hours)*

Value	NB	SB	EB	WB	Total
RTOR Movements	225	2,962	6,154	1,180	10,521
RTOR Conflicts	0	2	2	0	4
RTOR Conflict Rate (x1,000)	0.00	0.68	0.32	0.00	0.38

(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.



Source: Adobe Stock