HAYWARD

HIGH INJURY NETWORK PHASE 2
SAFETY FACT BOOK

JACKSON STREET

JULY 2026 DRAFT





Source: Kittelson
Location: BART Undercrossing

Hayward
High Injury Network Phase 2

Hayward, CA

Prepared for

HAYWARD

City of Hayward
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Prepared by

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Source: Kittelson
Location: Watkins 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 Jackson Street study corridor spans 1.5 miles, from Santa Clara Street in the south to Mission Boulevard/Foothill Boulevard in the north. The roadway has six through lanes and a landscaped median, a posted speed limit of 40 mph, and continuous sidewalks on both sides. There are seven traffic signals and five unsignalized intersections along the corridor. Two AC Transit lines provide infrequent service (every 31 minutes or more), including Line 56 (from Santa Clara Street to Amador Drive) and Line 41 (intersecting at Meek Avenue/Silva Avenue).

Average weekday traffic volumes range from 31,000 to 33,000 vehicles per day, and 85th percentile speeds range from 38-41 mph. Approximately 1% percent of drivers drove at least 10 mph over the posted speed.

Land use includes large-scale commercial developments (Gateway Plaza, Jackson Square, and El Super Mercado) and smaller, auto-oriented businesses (gas stations and drive-thrus). Single-family residential neighborhoods front the corridor north of Soto Road, and multifamily residential complexes front the corridor south of Diadon Drive. Institutional uses along the corridor include the Hayward DMV and Hayward California Highway Patrol. There are two rail undercrossings, one between Diadon Drive and Soto Road, and the other between Meek Avenue and Watkins Street.

Crash History

From 2021-2025, there were 94 reported injury or fatal crashes on Jackson Street. The intersections with the highest frequency of crashes are Jackson Street and Santa Clara Street (18), Mission Boulevard/Foothill Boulevard (13), and Cypress Avenue/Amador Street (12). The charts to the right summarize total corridor crashes and fatal/serious injury (FSI crashes by injury type.

Exhibit 1. *Crash Types, All Injury Levels*

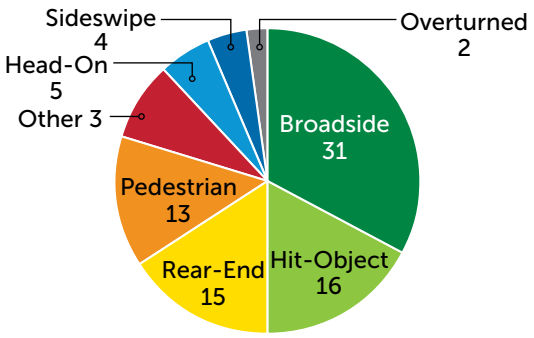
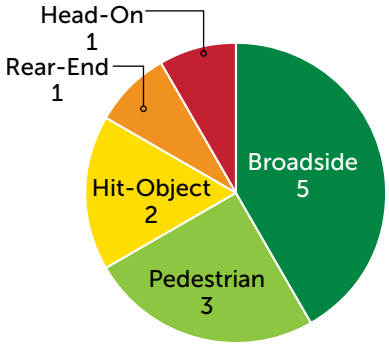


Exhibit 2. *Crash Types, Fatalities/Serious Injuries*



Near-Miss[1]

- There were six vehicle critical near misses, including three each at Santa Clara St and Alice St/Sycamore Ave.
- There were 25 pedestrian critical near misses, including nine at Amador St/Cypress Ave and eight each at Santa Clara St and at Alice St/Sycamore Ave.
- There were five bicyclist critical near misses, including three at Alice St/Sycamore Ave and one each at Santa Clara St and at Amador St/Cypress Ave.

Red Light Running

- Santa Clara St saw the highest number of red light running events (308), followed by Amador St/Cypress Ave (137) and Tennyson Rd (95).
- Weekday red light running events were 76% higher than weekend events. Weekday events also saw early morning and evening peaks, with the highest weekday red light running occurring from 4:00 a.m. to 6:00 a.m. (19%) and from 4:00 p.m. to 6:00 p.m. (18%). In contrast, 54% of weekend red light running events were spread consistently between 10:00 a.m. and 6:00 p.m.
- 51% of red light running events involved southbound or northbound through movements, while 23% involved westbound left turns alone.

Right-Turn-on-Red (RTOR) Conflicts

- Four RTOR-involved critical near miss conflicts were observed. Three occurred at Santa Clara St, two of which involved drivers making northbound right turns (involving a pedestrian and a bicyclist, respectively) and one involving a pedestrian and a driver making a westbound turn. One occurred at Amador Street/Cypress Ave and involved a pedestrian and a driver making an eastbound right turn.

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

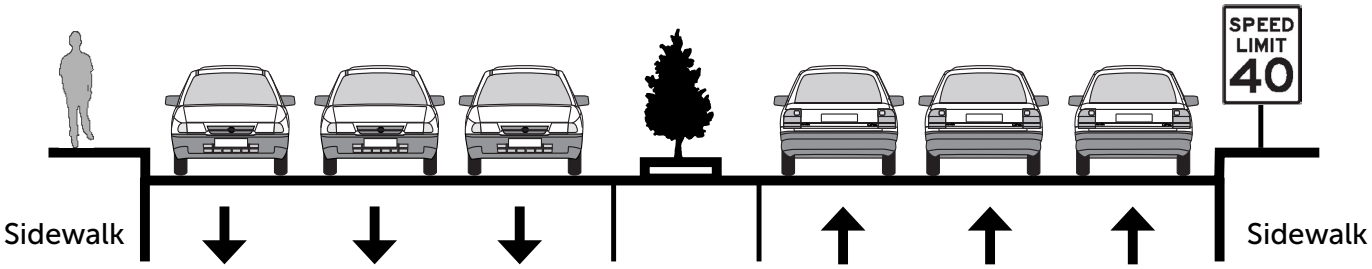


SEGMENT 1 OF 2

JACKSON STREET: SANTA CLARA STREET T

Segment Characteristics

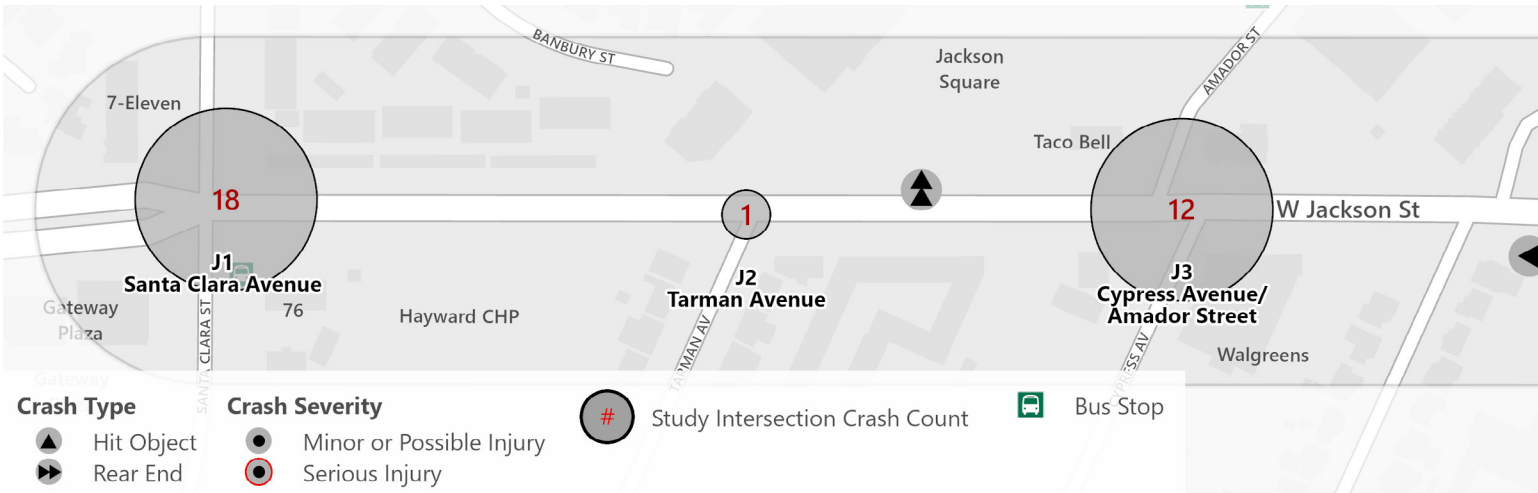
Exhibit 3. *Cross Section*



Distance: 0.66 Miles

- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - In center median along corridor
  - Average spacing of approximately 125 feet
- **Transit Service:**
  - AC Transit Line 56 (Santa Clara St to Amador St)
  - Daily buses arriving every 40–60 minutes
- **Average Daily Traffic Volume:** 32,317
- **Driver Travel Speed:**
  - 85th-Percentile Speed: 38 mph
  - 0.8% traveled 10 mph or faster over the posted speed
- **Average Driveway Spacing:**
  - 250 feet on the east side of the street
  - 580 feet on the west side of the street
- **Average Intersection Spacing:**
  - Three signalized intersections and two unsignalized intersections generally spaced 600 feet apart south of the railroad
  - 1,670 feet between Diadon Dr and Soto Rd
- **Major Land Uses:**
  - Large commercial developments with surface parking fronting corridor:
    - Gateway Plaza (Lucky, UPS Store, Popeye's)
    - Jackson Square (Safeway, CVS, 24-Hour Fitness)
  - Multifamily residential with limited site access to corridor
  - Single-family residential on Tarman Ave and Diadon Dr
  - Union Pacific railroad undercrossing from Diadon Dr to Soto Rd

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





TO SOTO ROAD

Segment Crash History

42 Reported Crashes (2021-2025)

- There were 33 driver crashes, including one serious injury crash.
- Three crashes involved motorcyclists.
- Seven pedestrian crashes occurred, including two fatal crashes.
- Two minor injury bicycle crashes occurred.
- 88% of crashes occurred at intersections, including both fatal crashes and 100% of pedestrian and bicycle crashes.

Intersection Findings

Santa Clara Street (J1) 3

Tarman Avenue (J2) 7

Amador Street (J3) 9

Soto Road (J4) 12

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*

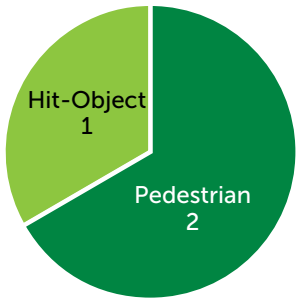
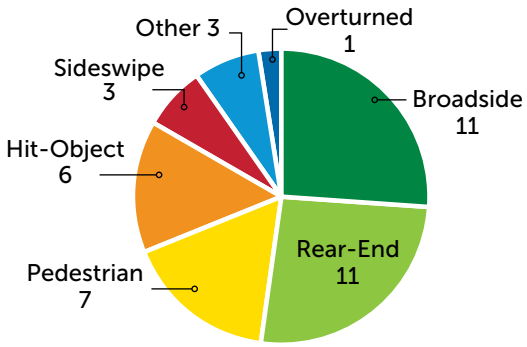


Exhibit 6. *Crash Types, Fatalities/Serious Injuries*





Santa Clara Street Intersection (J1)

Reported Crash History Overview

Exhibit 7. *Crash Diagram*

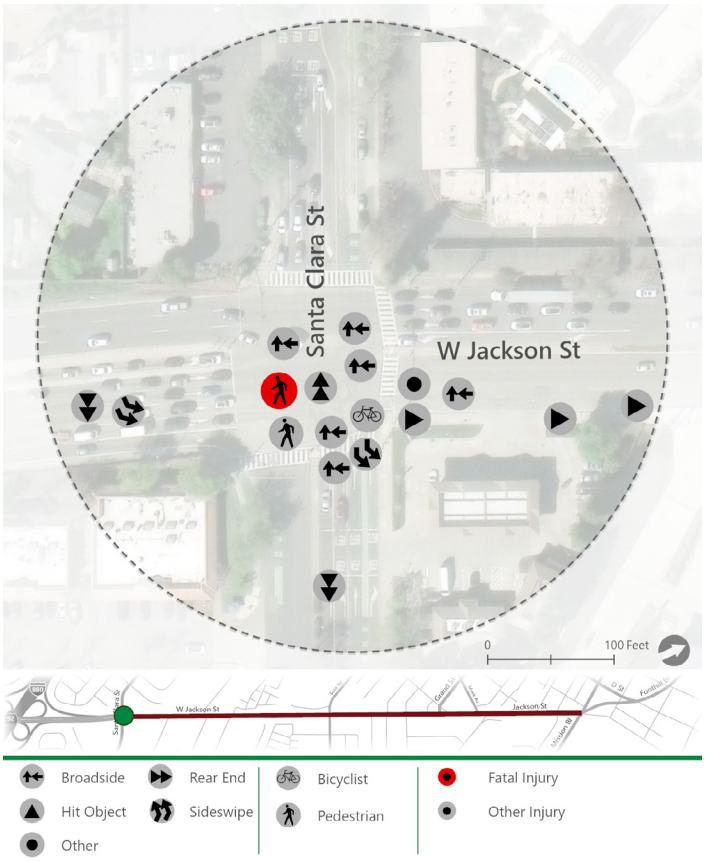
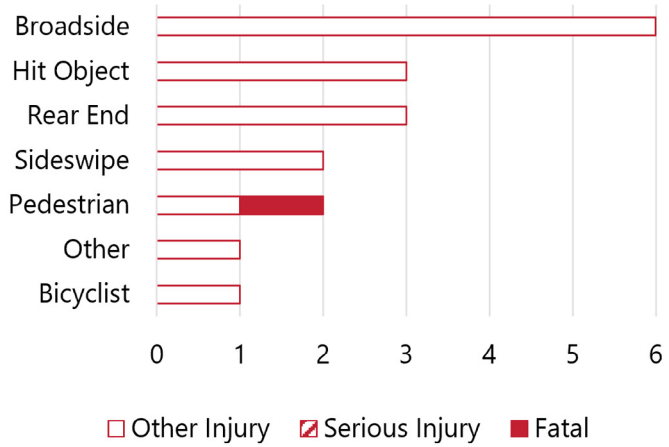


Exhibit 8. *Reported Crashes by Type and Severity*



Patterns

1. The fatal pedestrian crash occurred in dark, rainy conditions. A northbound pedestrian was struck by an eastbound-through driver.
2. Crashes most often occurred with eastbound-through drivers.
3. Broadside collisions were the most predominant crash type.

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

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Proceeding Straight	1	1	7(1)	2	0	11
Making Left Turn	0	0	1	1	0	2
Stopped	0	0	0	1	1	2
Making Right Turn	0	1	1	0	0	2
Other/Not Stated	0	0	1	0	0	1
Total	**1**	**2**	**10**	**4**	**1**	**18**

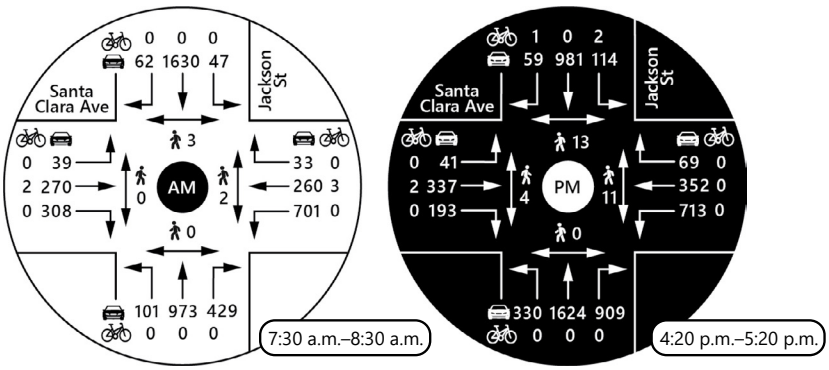
(#) Number of FSI crashes

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.*

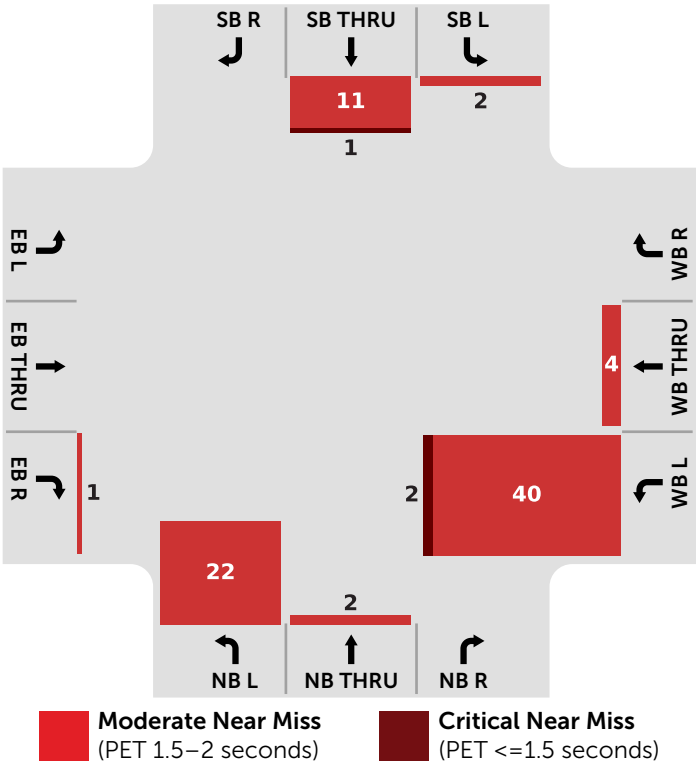
Peak Hour Traffic

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



Near-Miss Events

Exhibit 10. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 11. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

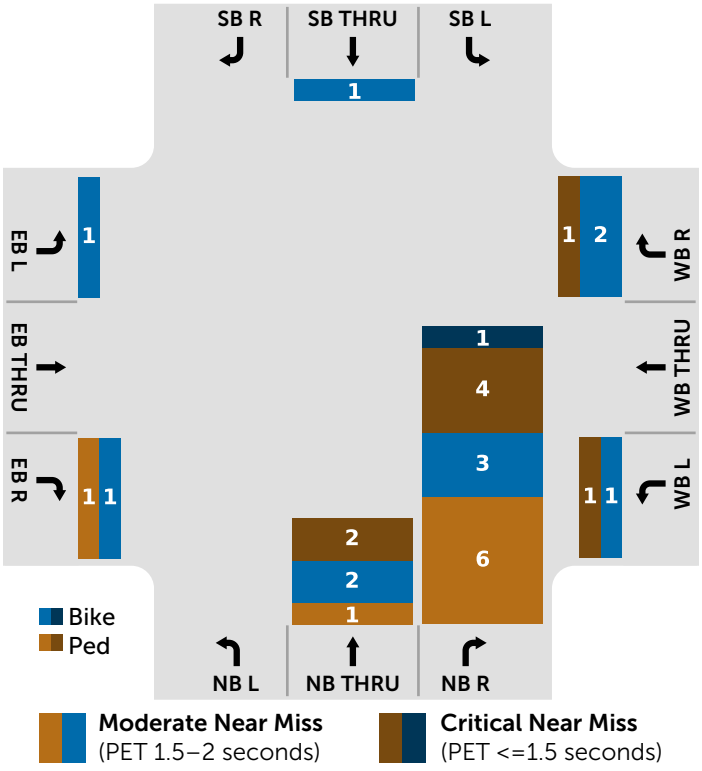


Exhibit 12. *Weekday Bicyclist Travel Paths*

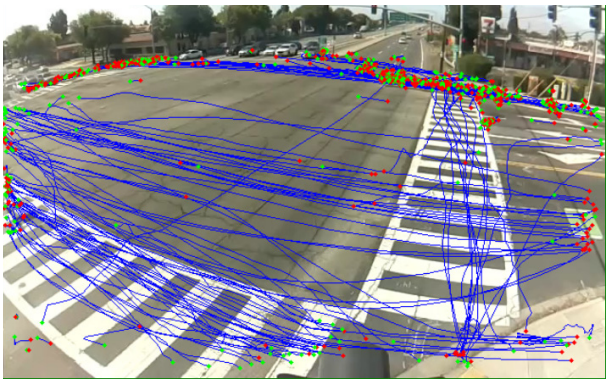


Exhibit 13. *Weekday Pedestrian Travel Paths*

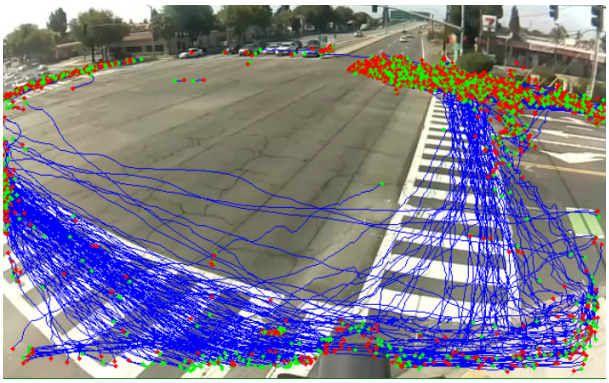


Exhibit 14. *Weekend Bicyclist Travel Paths*

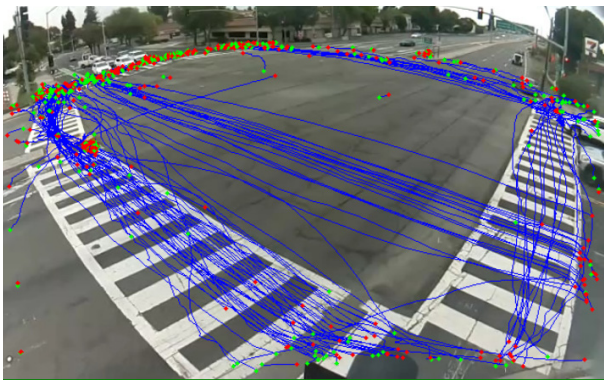
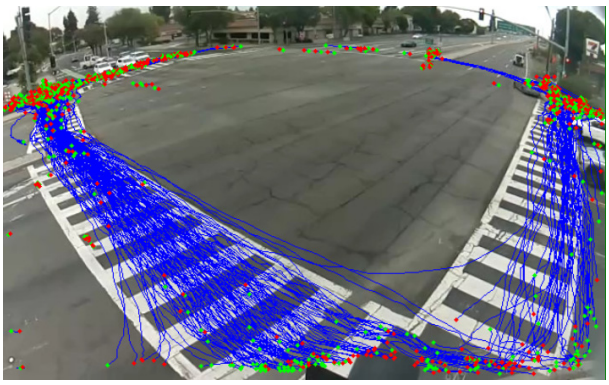


Exhibit 15. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 16. *Red Light Running by Time of Day (48 hours)*

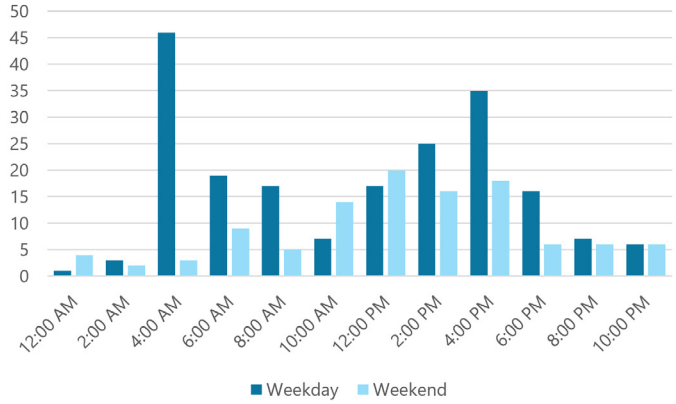
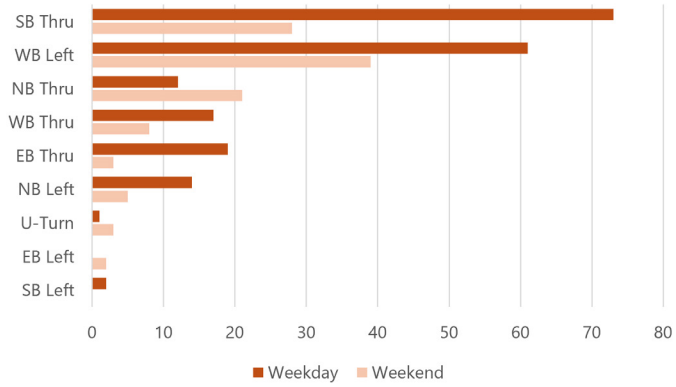


Exhibit 17. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 2. *Right-Turn-on-Red Conflicts*

Value	NB	SB	EB	WB	Total
RTOR Movements	10,179	290	3,339	1,446	15,254
RTOR Conflicts	5	0	0	2	7
RTOR Conflict Rate (x1,000)	0.49	0.00	0.00	1.38	0.46

(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: City of Hayward

Tarman Avenue Intersection (J2)

Reported Crash History Overview

Exhibit 18. *Crash Diagram*



Exhibit 19. *Reported Crashes by Type and Severity*



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

Preceding Movement*	Travel Direction				Total
	N	S	E	W	
Proceeding Straight	0	0	0	1 (1)	1
Total	**0**	**0**	**0**	**1**	**1**

(#) Number of FSI crashes

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

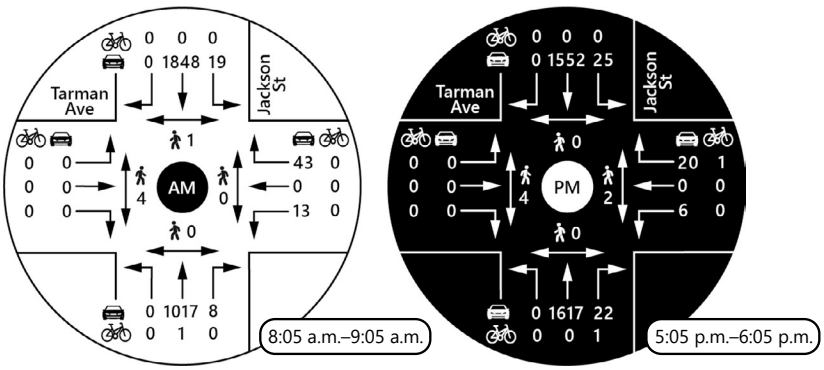
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The only collision—a fatal pedestrian crash—occurred at 6:28 a.m. prior to sunrise. It involved a pedestrian moving westbound across an unmarked crossing and a southbound-through driver.

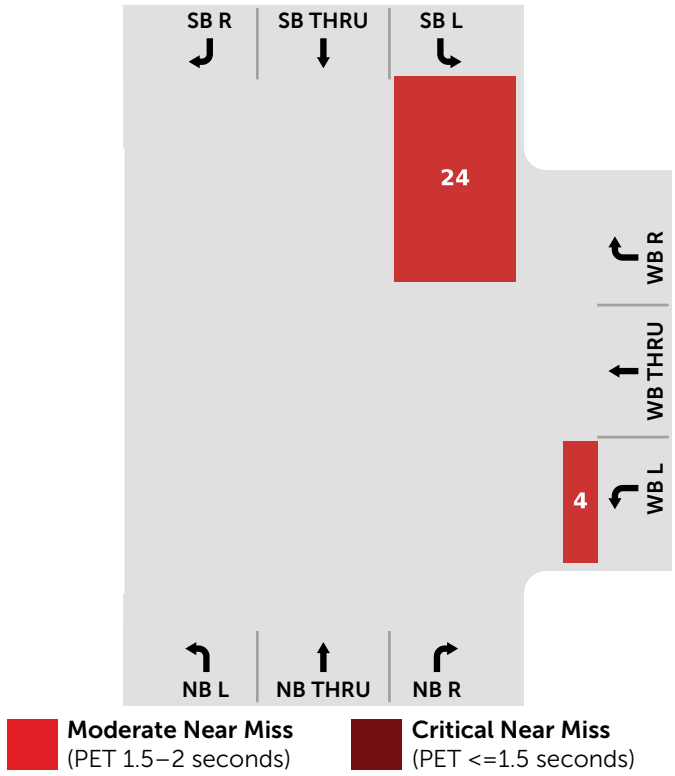
Peak Hour Traffic

Exhibit 20. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Near-Miss Events

Exhibit 21. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 22. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

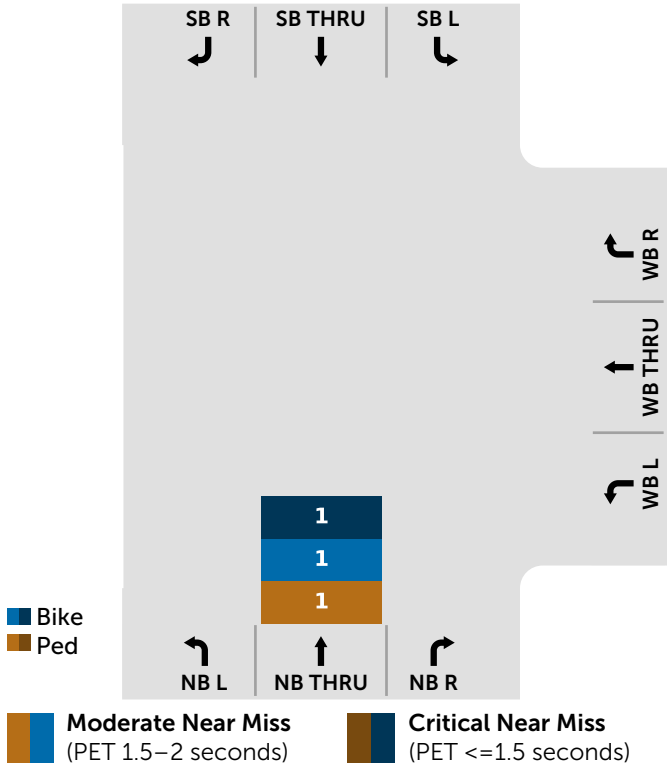


Exhibit 23. *Weekday Bicyclist Travel Paths*

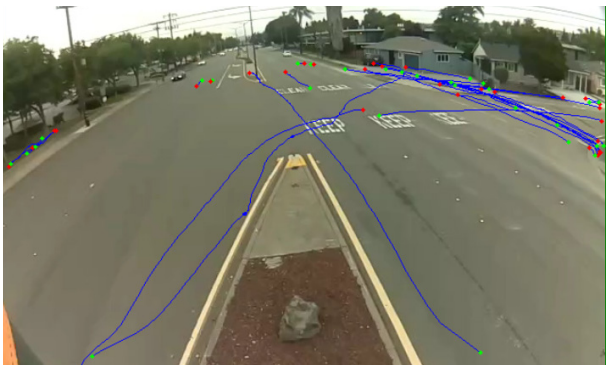


Exhibit 24. *Weekday Pedestrian Travel Paths*



Exhibit 25. *Weekend Bicyclist Travel Paths*

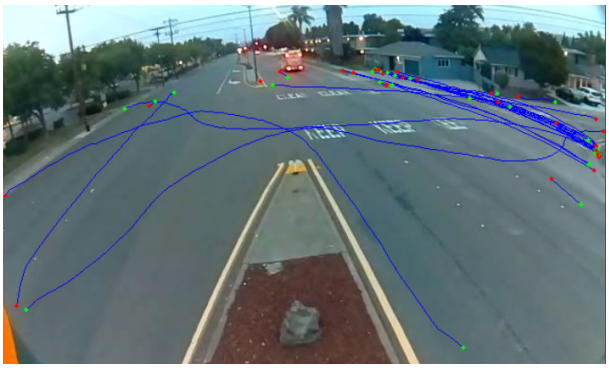
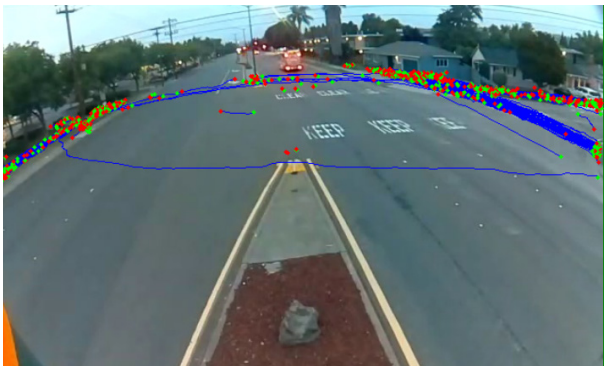


Exhibit 26. *Weekend Pedestrian Travel Paths*



Unsignalized intersection, no red light running or RTOR conflict data

Amador Street Intersection (J3)

Reported Crash History Overview

Exhibit 27. *Crash Diagram*

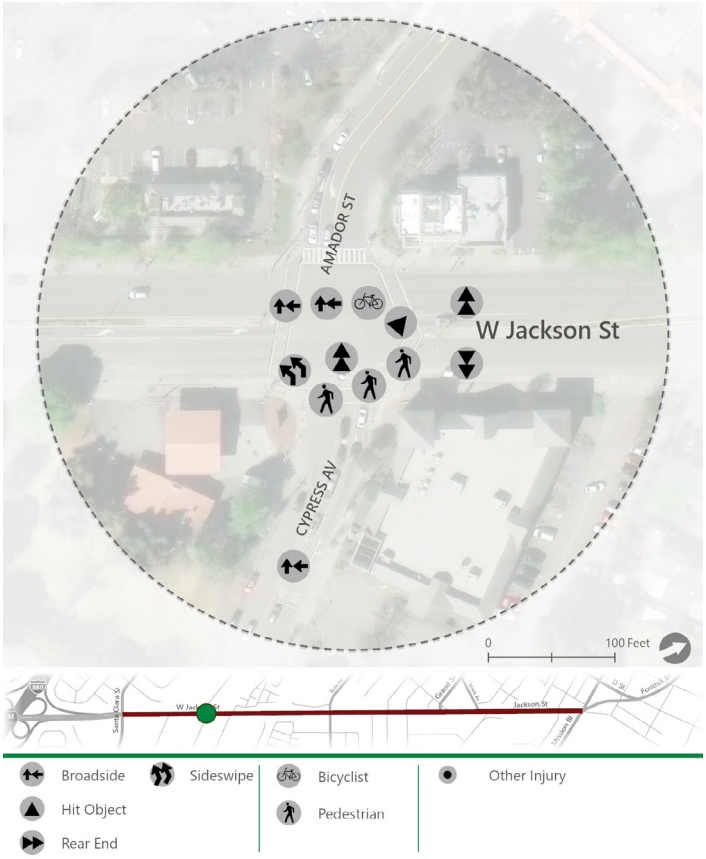
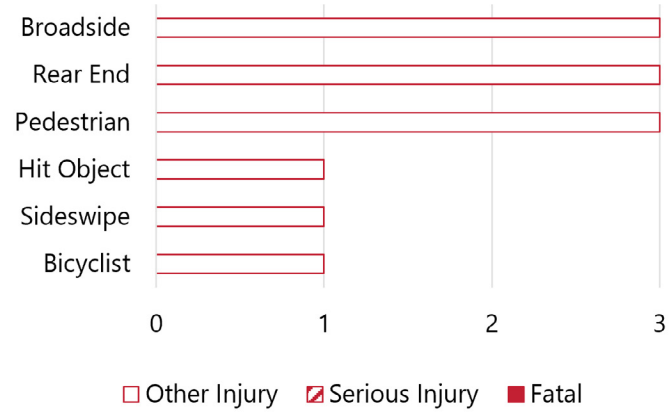


Exhibit 28. *Reported Crashes by Type and Severity*



Patterns

1. All three pedestrian collisions occurred with eastbound-turning drivers.

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

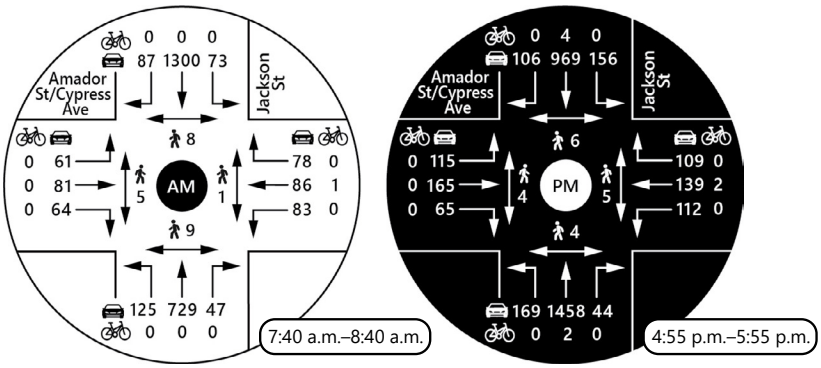
Preceding Movement*	Travel Direction				Total
	N	S	E	W	
Proceeding Straight	0	1	1	4	6
Making Left Turn	0	1	2	0	3
Making Right Turn	0	0	1	1	2
Entering Traffic	0	0	0	1	1
Total	**0**	**2**	**4**	**6**	**12**

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.*

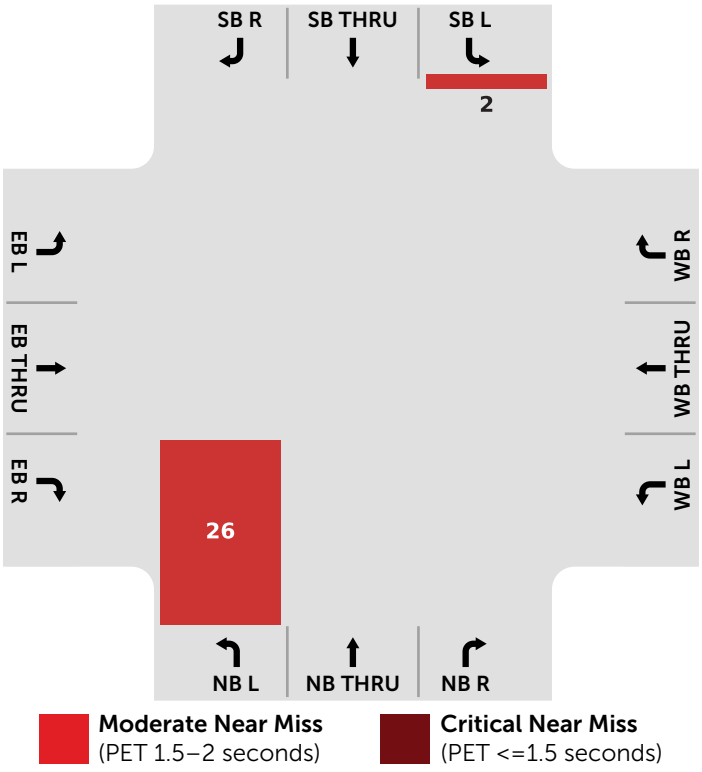
Peak Hour Traffic

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



Near-Miss Events

Exhibit 30. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 31. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

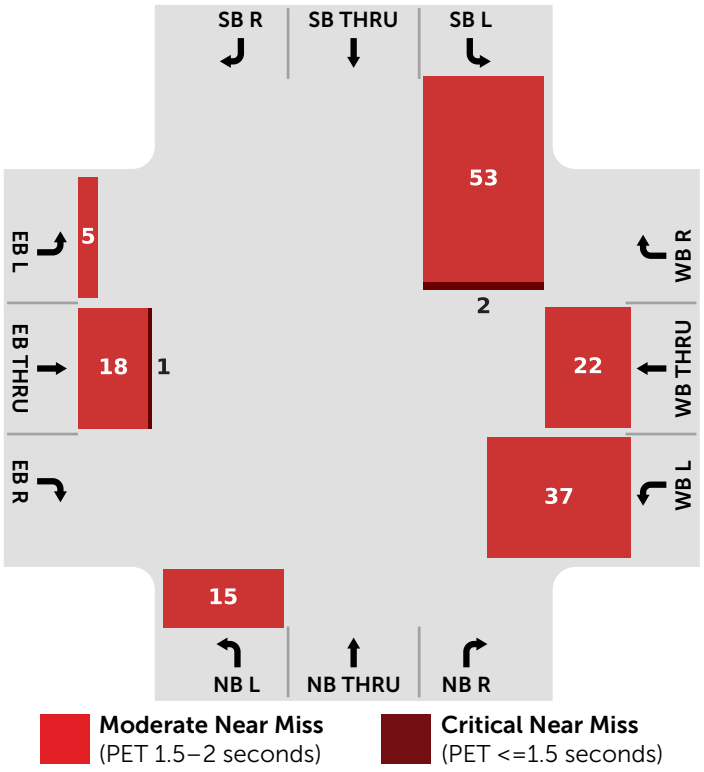


Exhibit 32. *Weekday Bicyclist Travel Paths*

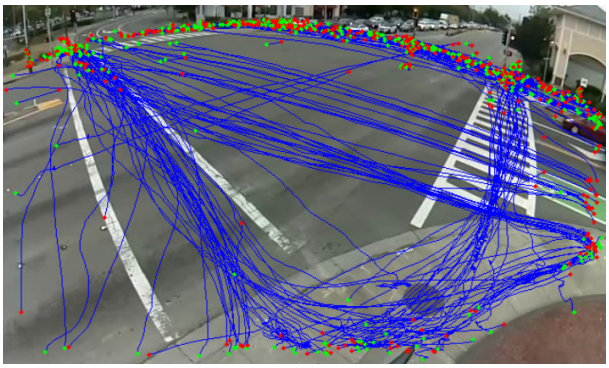


Exhibit 33. *Weekday Pedestrian Travel Paths*

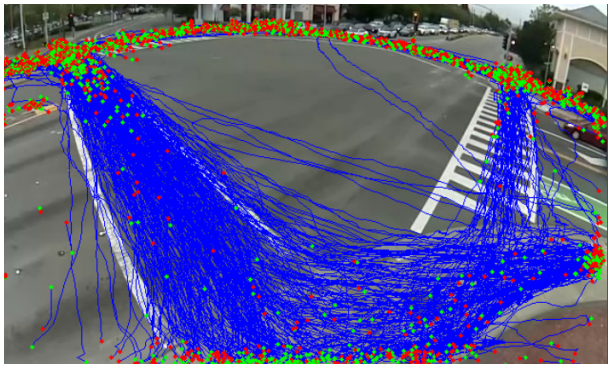
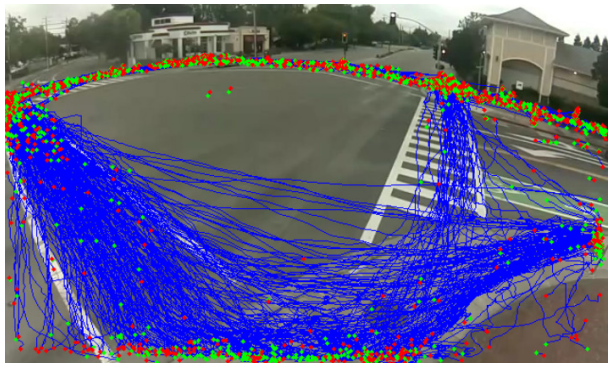


Exhibit 34. *Weekend Bicyclist Travel Paths*



Exhibit 35. *Weekend Pedestrian Travel Paths*



Red Light Running

Exhibit 36. *Red Light Running by Time of Day (48 hours)*

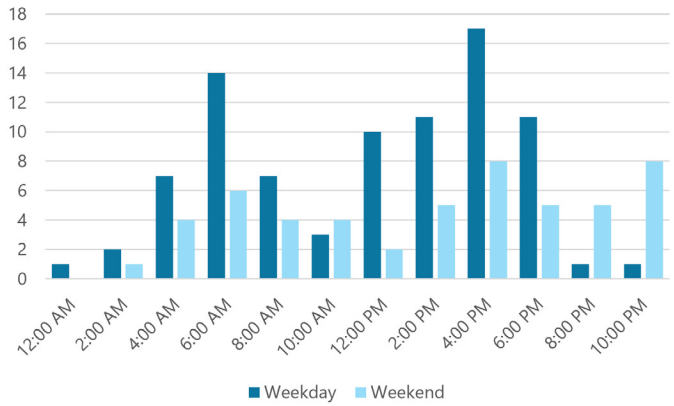
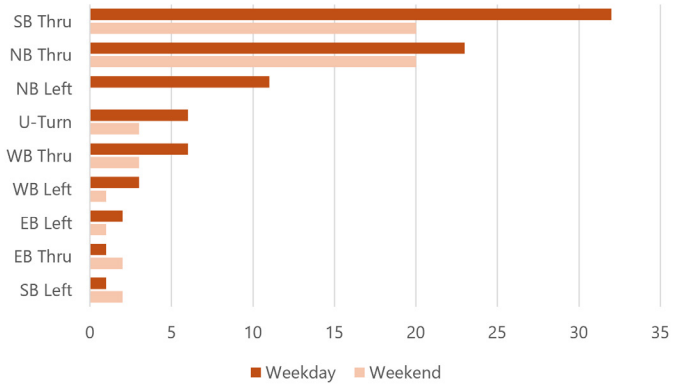


Exhibit 37. *Red Light Running by Approach (48 hours)*



Right-Turn-On-Red Conflicts

Table 5. *Right-Turn-on-Red Conflicts*

Value	NB	SB	EB	WB	Total
RTOR Movements	350	437	833	1,280	2,900
RTOR Conflicts	0	0	1	1	2
RTOR Conflict Rate (x1,000)	0.00	0.00	1.20	0.78	0.69

(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.

Soto Road Intersection (J4)

Reported Crash History Overview

Exhibit 38. *Crash Diagram*

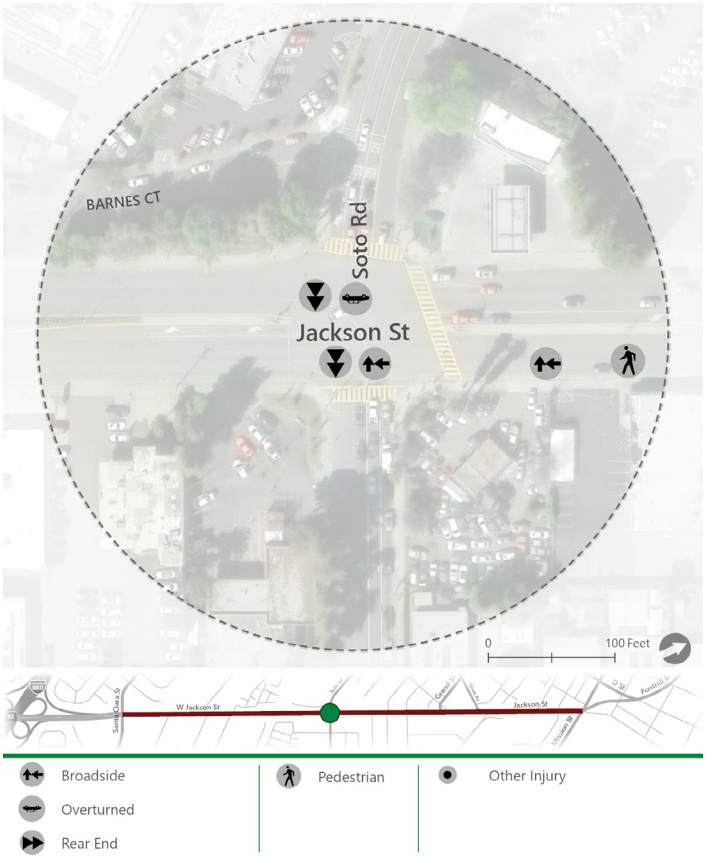


Exhibit 40. *Reported Crashes by Type and Severity*

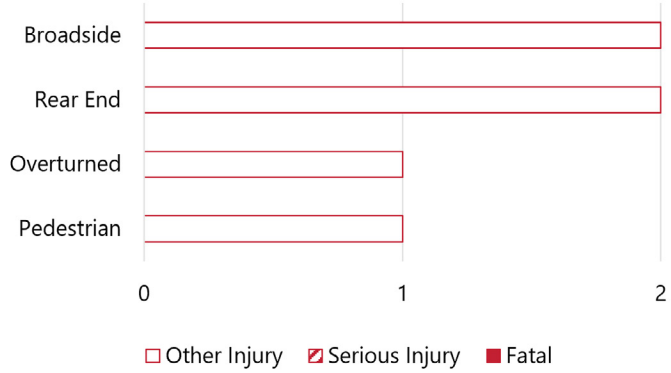


Exhibit 41. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	Travel Direction					Total
	N	S	E	W	NA	
Proceeding Straight	0	1	2	0	0	3
Stopped	0	0	0	0	1	1
Entering Traffic	0	0	0	1	0	1
Making Left Turn	0	0	0	1	0	1
Total	**0**	**1**	**2**	**2**	**1**	**6**

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

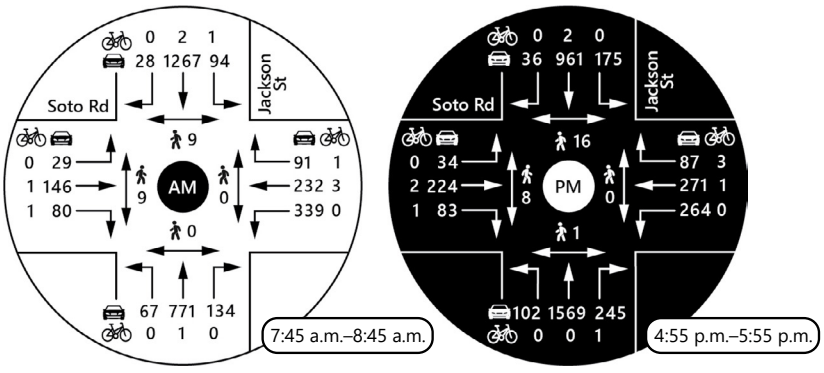
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Broadside and rear-end collisions were the most predominant crash types.
2. The pedestrian collision occurred with a driver traveling southbound and a pedestrian traveling eastbound.

Peak Hour Traffic

Exhibit 39. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*

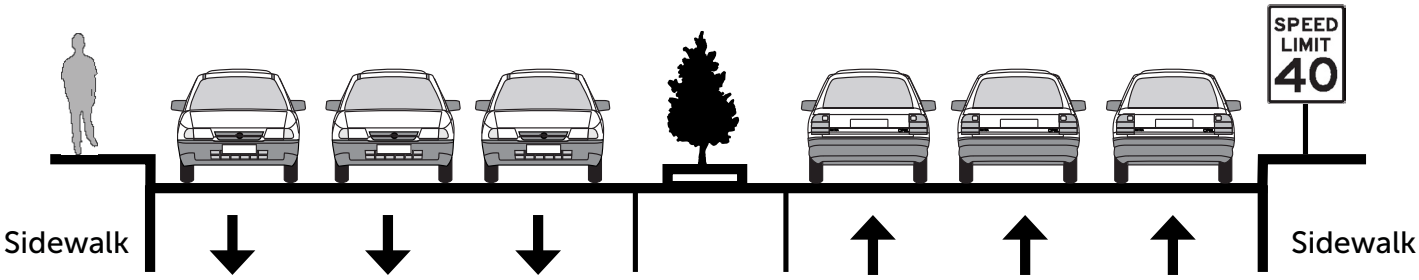




JACKSON STREET: SOTO ROAD TO FOOT

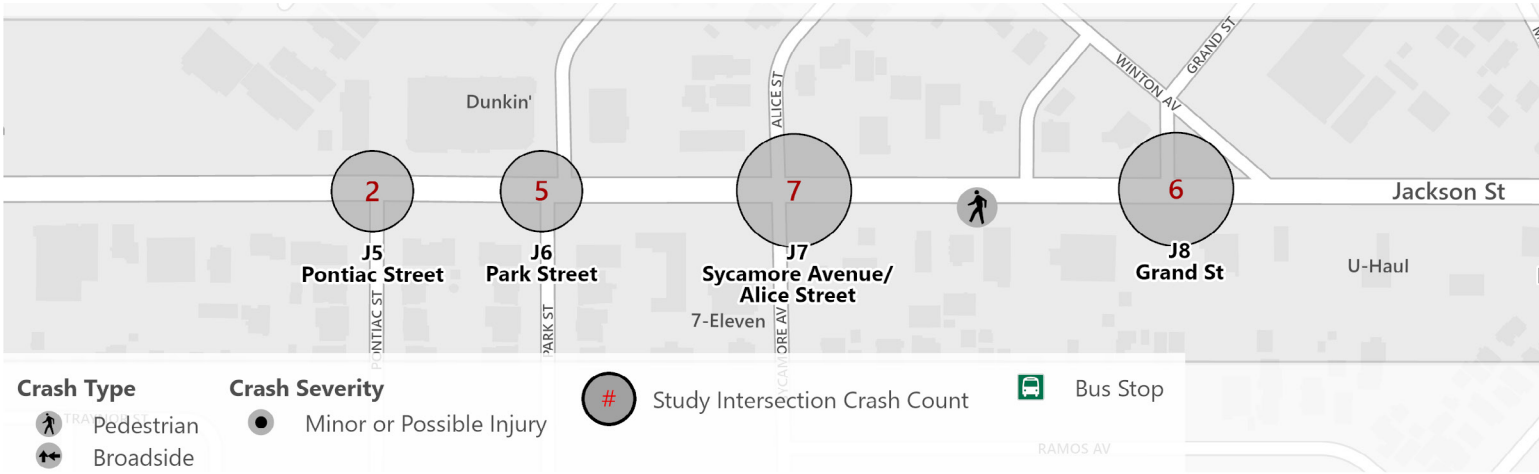
Segment Characteristics

Exhibit 42. *Cross Section*



- **Distance:** 0.80 Miles
- **Functional Classification:** Principal arterial
- **Street Lighting Presence:**
  - In center median along the corridor
  - Average spacing of approximately 125 feet
  - Intersection lighting present on Watkins St
- **Transit Service:**
  - AC Transit Line 41 (crosses Jackson St at Meek Ave/Silva Ave)
  - Daily buses arriving every 60 minutes
- **Average Daily Traffic Volume:** 31,393
- **Driver Travel Speed:**
  - 85th-percentile speed: 41 mph
  - 1.0% traveled 10 mph or faster over the posted speed
- **Average Driveway Spacing:**
  - 145 feet on the east side of the street
  - 235 feet on the west side of the street
- **Average Intersection Spacing:**
  - Four signalized intersections and three unsignalized intersections generally spaced 500 feet apart south of BART tracks
  - 1,315 feet between Meek Ave and Watkins St
  - 435 feet between Watkins St and Mission Blvd/ Foothill Blvd
- **Major Land Uses:**
  - Single-family residential on both sides of corridor, with commercial businesses fronting the corridor
  - Key destinations include:
    - Hayward DMV
    - El Super Mercado grocery store
  - BART rail underpass between Meek Ave and Watkins St

Exhibit 43. *Reported Crashes by Type and Severity (2021-2025)*





HILL BOULEVARD/MISSION BOULEVARD

Segment Crash History

52 Reported Crashes (2021-2025)

- There were 39 driver crashes, including three fatal and six serious injury crashes and seven involving motorcyclists.
- Eight pedestrian crashes occurred, including one fatal crash.
- Five minor injury bicycle crashes occurred.
- 96% of crashes occurred at intersections, including all four fatal and all six serious injury crashes.
- All but one of the pedestrian and bicycle crashes occurred at intersections, including the fatal pedestrian crash.

Exhibit 44. *Crash Types, All Injury Levels*

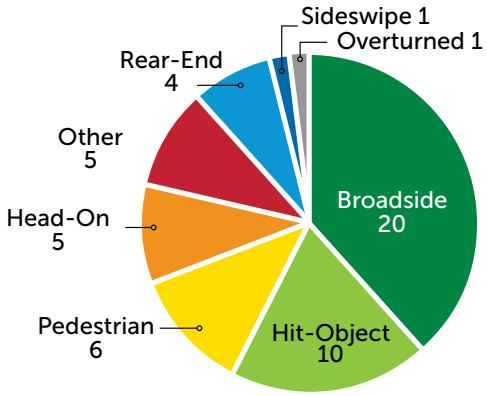
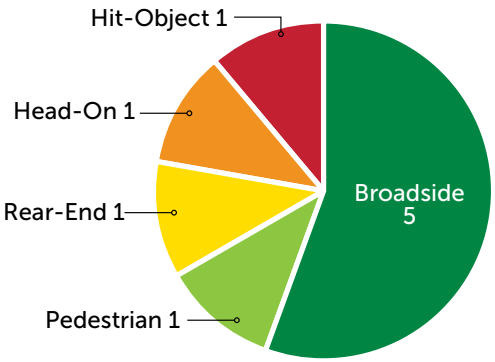


Exhibit 45. *Crash Types, Fatalities/Serious Injuries*



Intersection Findings

- Pontiac Street (J5) P13
- Park Street (J6) P14
- Alice Street (J7) P15
- Grand Street (J8) P17
- Meek Avenue (J9) P18
- Watkins Street (J10) P19

Legend

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



Pontiac Street Intersection (J5)

Reported Crash History Overview

Exhibit 46. *Crash Diagram*

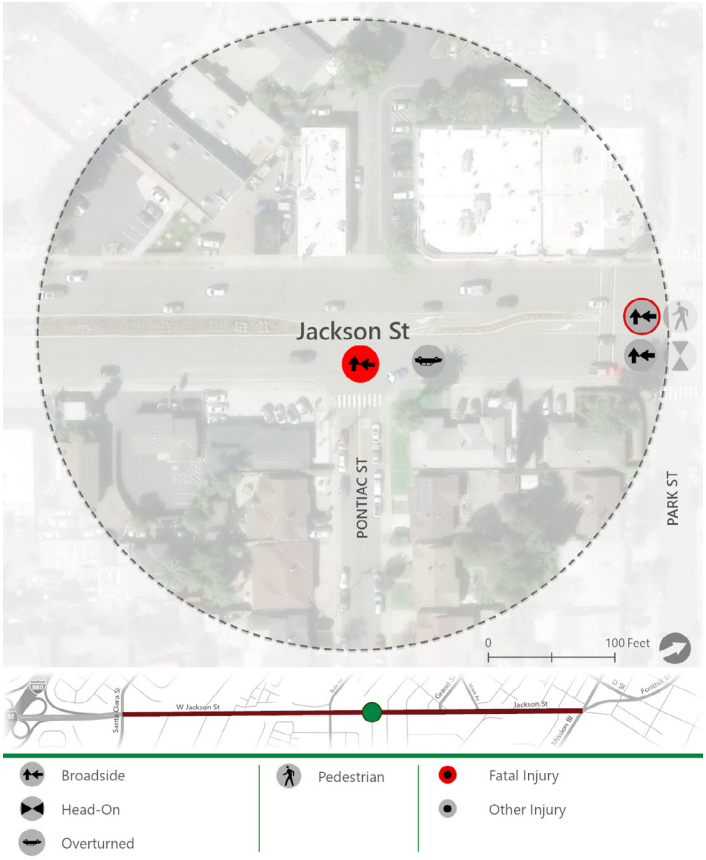


Exhibit 48. *Reported Crashes by Type and Severity*

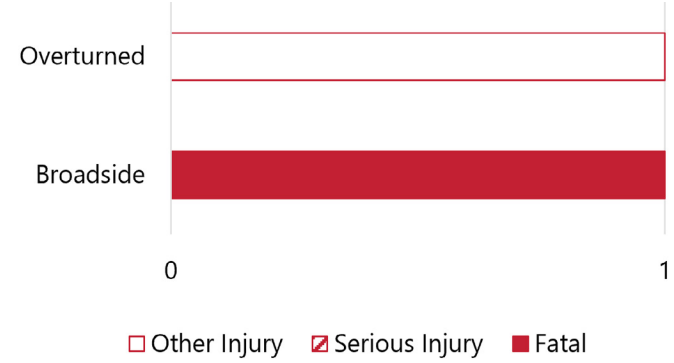


Table 6. *Reported Crashes by Preceding Driver Movement and Travel Direction*

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

(#) Number of FSI crashes

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

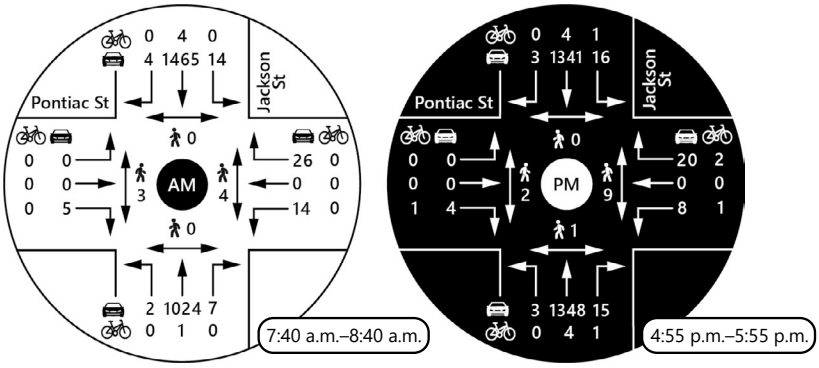
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. The fatal crash at this intersection involved a motorcyclist proceeding straight and a driver turning left. The motorcyclist was killed in the crash.

Peak Hour Traffic

Exhibit 47. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Park Street Intersection (J6)

Reported Crash History Overview

Exhibit 49. *Crash Diagram*

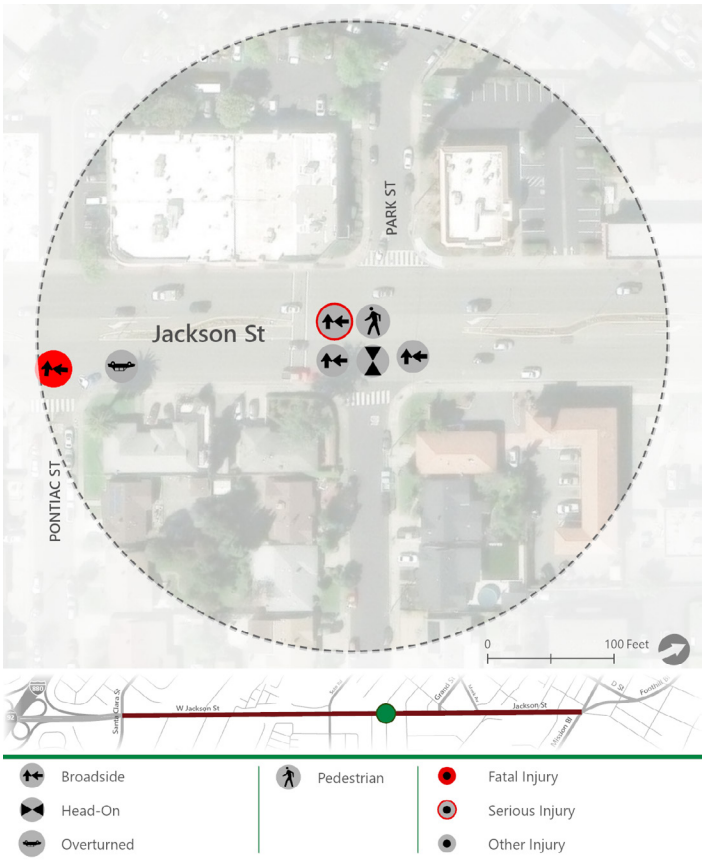


Exhibit 51. *Reported Crashes by Type and Severity*

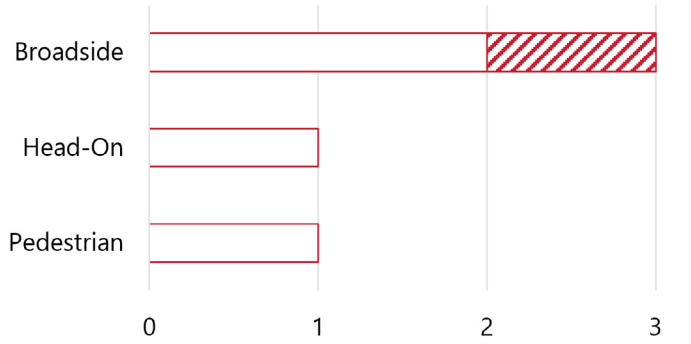


Table 7. *Reported Crashes by Preceding Driver Movement and Travel Direction*

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

(#) Number of FSI crashes

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

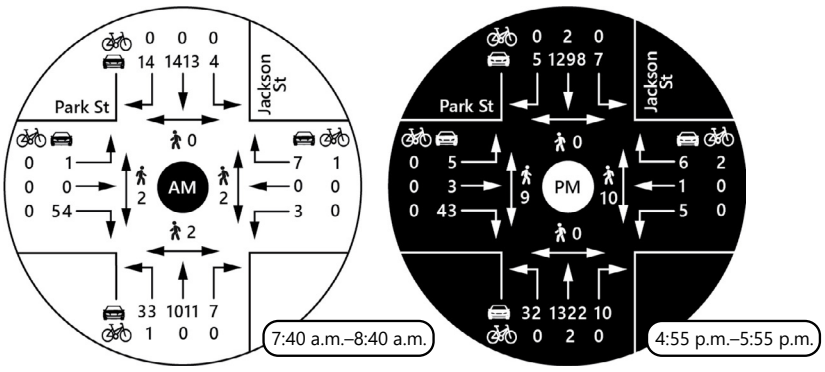
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

2. Broadside crashes made up the majority of crash types, including the serious injury crash.
3. The pedestrian crash involved a pedestrian traveling southbound and a driver traveling westbound.

Peak Hour Traffic

Exhibit 50. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Alice Street Intersection (J7)

Reported Crash History Overview

Exhibit 52. *Crash Diagram*

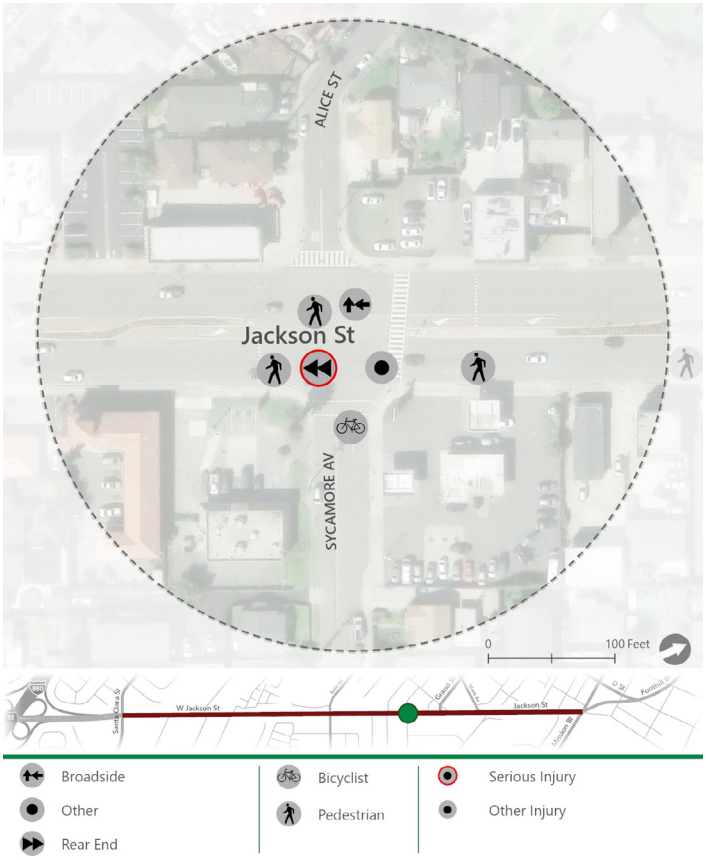
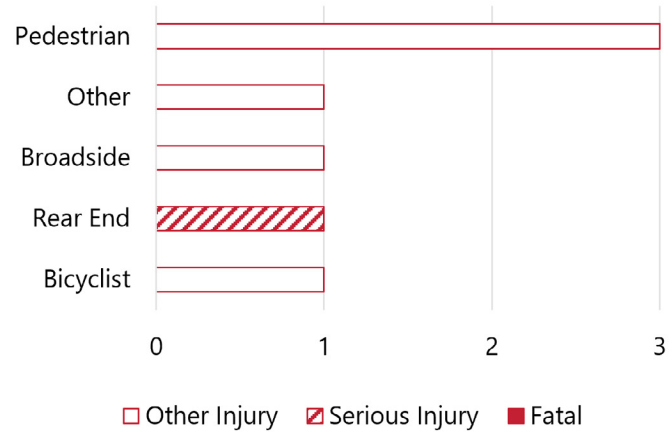


Exhibit 54. *Reported Crashes by Type and Severity*



Patterns

1. There is a high rate of pedestrians collisions, all of which involved pedestrians traveling north.
2. The highest incidence of driver crashes were westbound-through movements, including the serious injury crash.
3. Four of the seven crashes occurred in dark conditions with or without streetlights, and one occurred at dawn.

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

Preceding Movement*	Travel Direction				Total
	N	S	E	W	
Proceeding Straight	0	1	1	**3(1)**	5
Making Right Turn	0	0	1	0	1
Other Unsafe Turning	0	**0**	0	1	1
Total	**0**	**1**	**2**	**4**	**7**

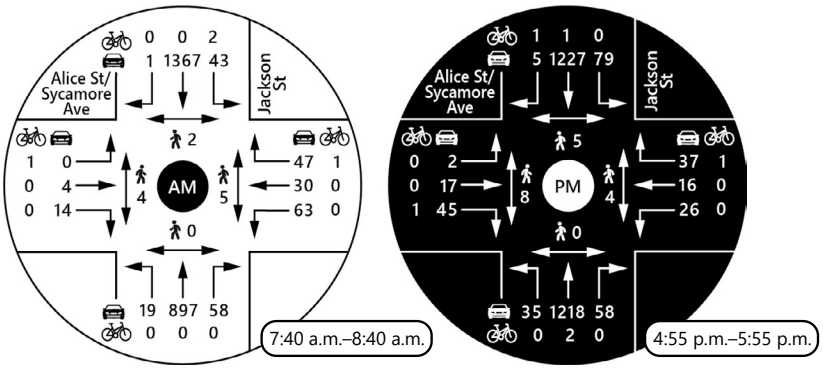
(#) Number of FSI crashes

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.*

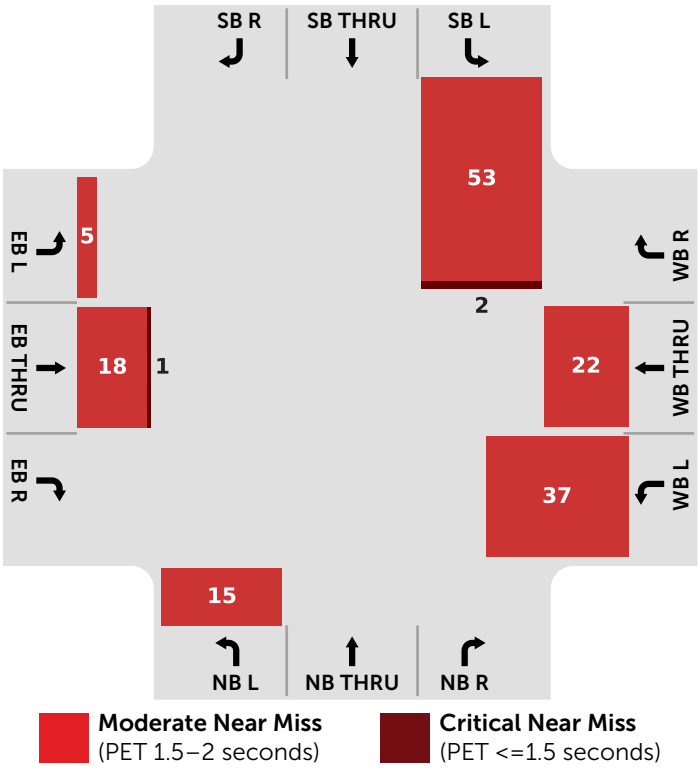
Peak Hour Traffic

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



Near-Miss Events

Exhibit 64. *Observed Vehicle Near Misses (48 hours)*



PET is Post-Encroachment Time

Exhibit 65. *Observed Pedestrian and Bicycle Near Misses (48 hours)*

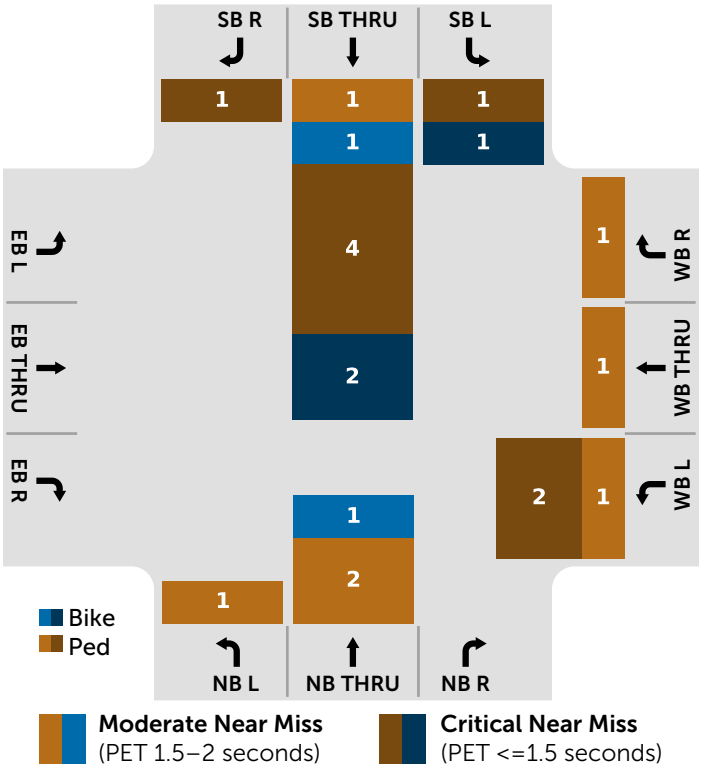


Exhibit 66. *Weekday Bicyclist Travel Paths*



Exhibit 67. *Weekend Bicyclist Travel Paths*

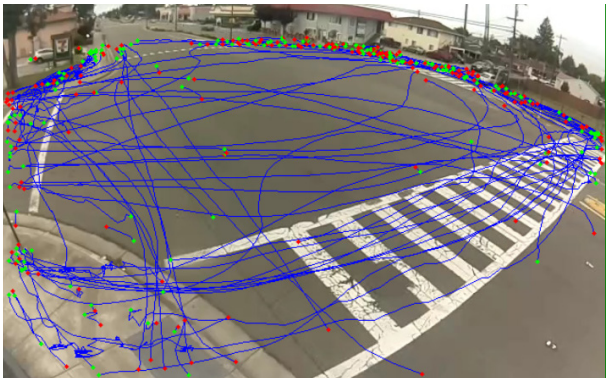


Exhibit 68. *Weekday Pedestrian Travel Paths*

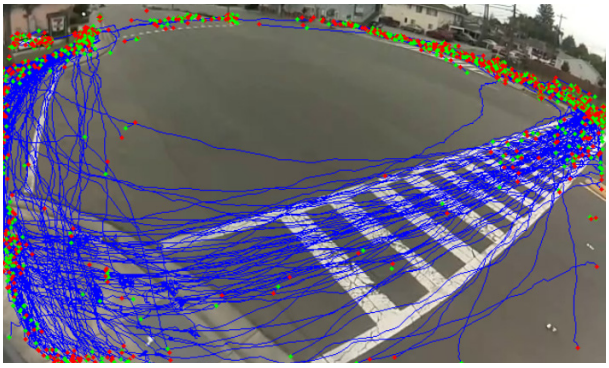
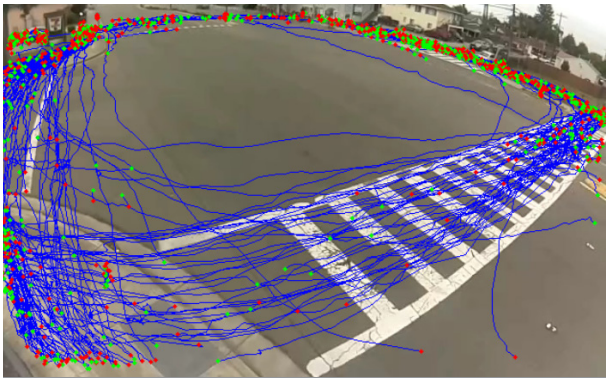


Exhibit 69. *Weekend Pedestrian Travel Paths*



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

Grant Street Intersection (J8)

Reported Crash History Overview

Exhibit 55. *Crash Diagram*

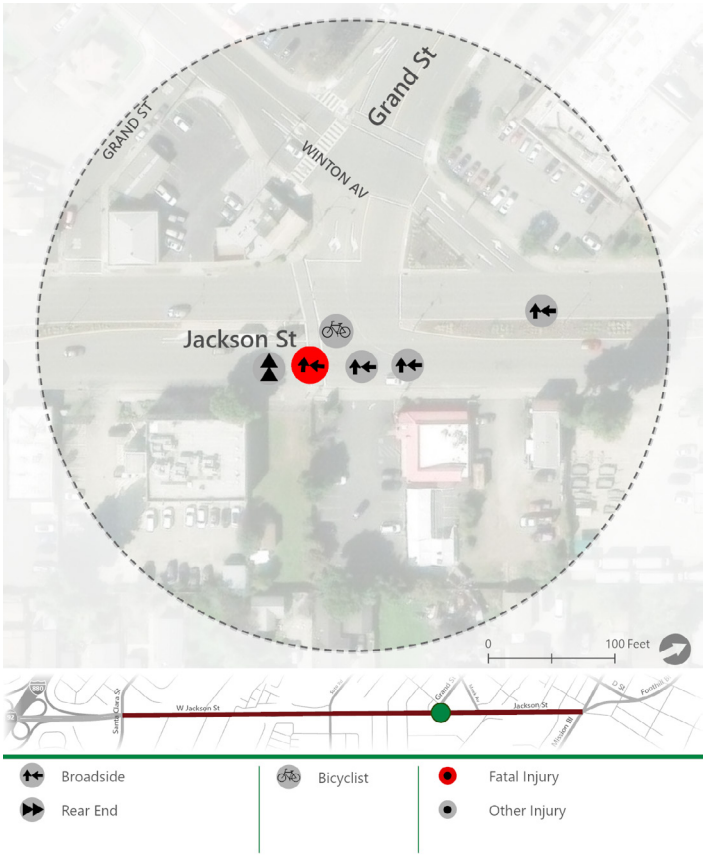


Exhibit 57. *Reported Crashes by Type and Severity*

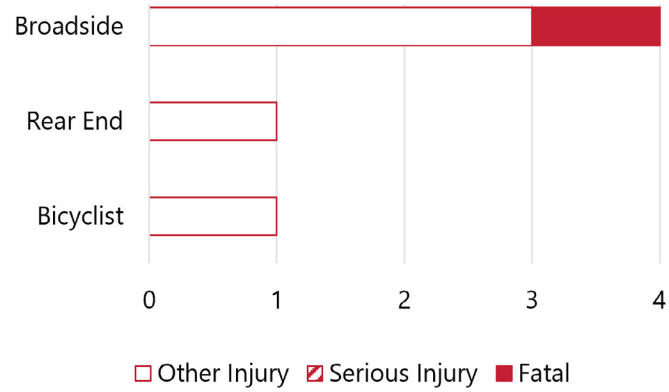


Table 9. *Reported Crashes by Preceding Movement and Travel Direction*

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

(#) Number of FSI crashes

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

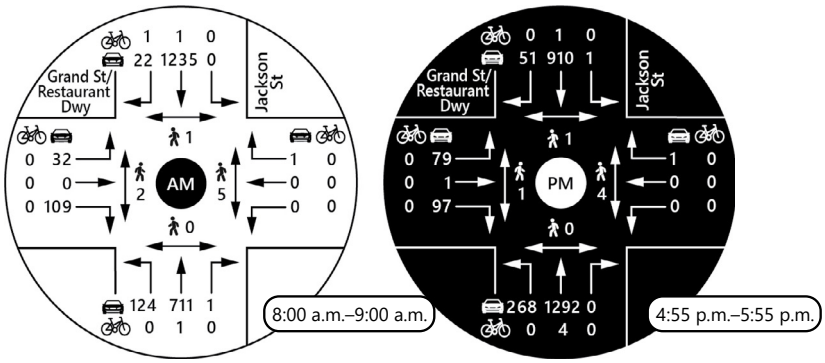
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. A majority of crashes at this intersection were broadside crashes.
2. A person on motorcycle/scooter traveling westbound was killed in the fatal broadside crash, and the driver involved was making a northbound left turn.
3. The bicycle crash—also reported as a broadside crash—involved a northbound left-turning bicyclist and an eastbound-through driver.

Peak Hour Traffic

Exhibit 56. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*



Meek Avenue Intersection (J9)

Reported Crash History Overview

Exhibit 58. *Crash Diagram*

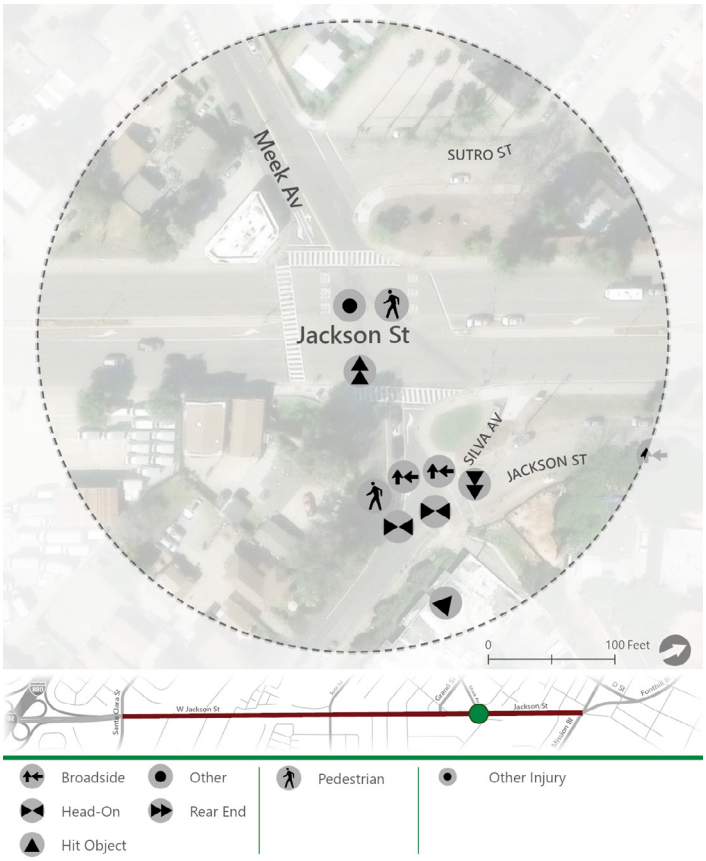


Exhibit 60. *Reported Crashes by Type and Severity*

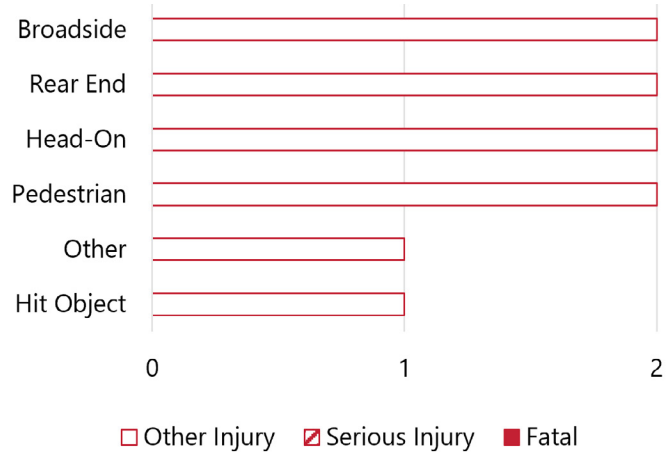


Table 10. *Reported Crashes by Preceding Movement and Travel Direction*

Preceding Movement*	Travel Direction				Total
	N	S	E	W	
Proceeding Straight	1	0	**4**	1	5
Making Left Turn	0	1	1	3	5
Total	**0**	**1**	**5**	**4**	**10**

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

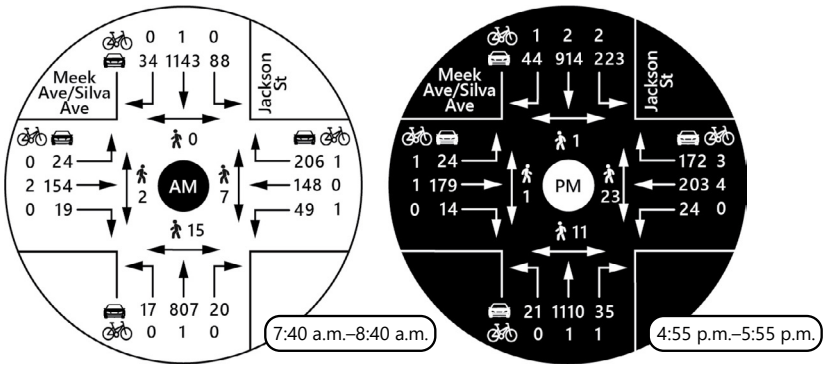
**Preceding vehicle direction for party at fault, most severely injured party, or first listed party.*

Patterns

1. Half of crashes were caused by drivers traveling eastbound, most of whom were proceeding straight.
2. Many of the crashes occurred farther east on Silva Ave at the frontage road turnout.
3. Both pedestrian crashes involved a westbound left-turning driver.

Peak Hour Traffic

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



Watkins Street Intersection (J10)

Reported Crash History Overview

Exhibit 61. *Crash Diagram*

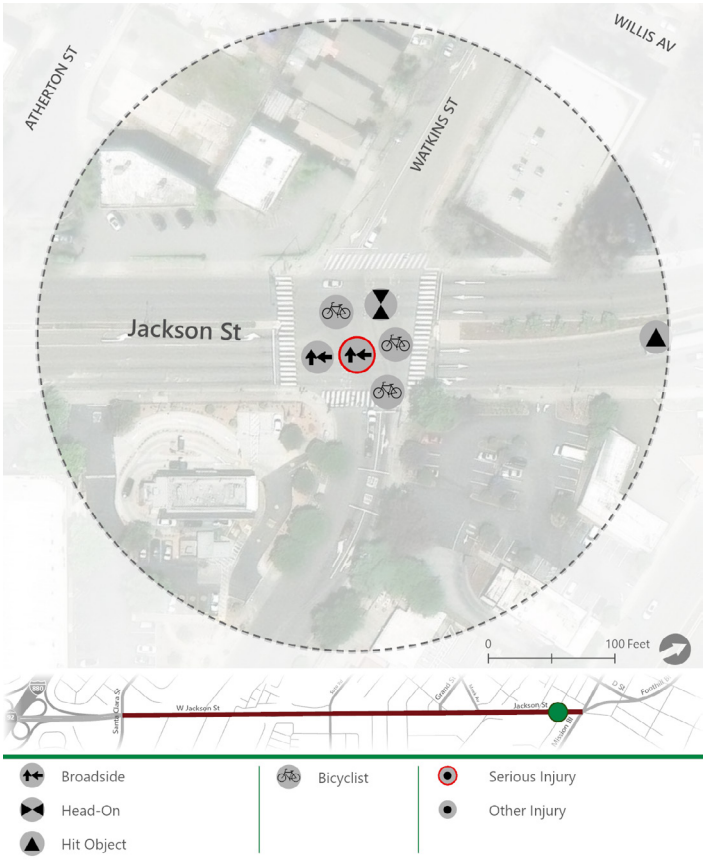
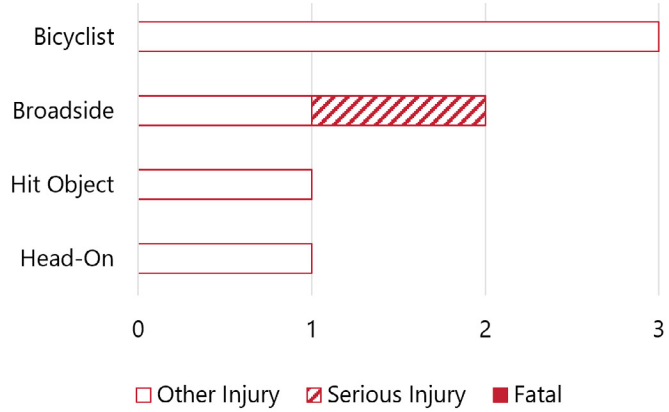


Exhibit 63. *Reported Crashes by Type and Severity*



Patterns

1. More than half of crashes involved southbound drivers either proceeding straight or turning, including the serious injury crash.
2. Three crashes involved bicyclists.

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

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

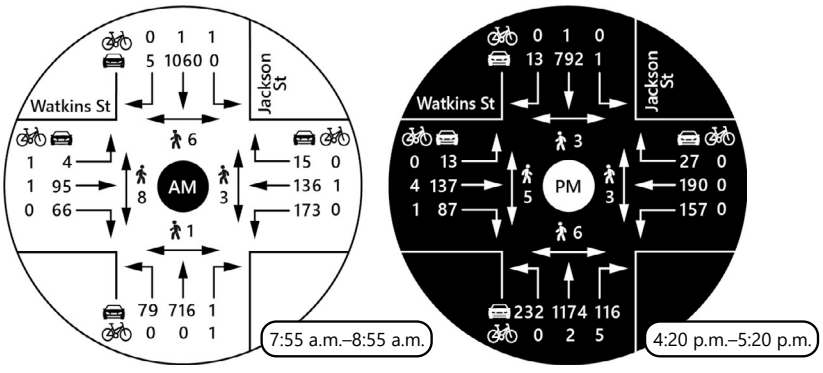
(#) Number of FSI crashes

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.

Peak Hour Traffic

Exhibit 62. *Morning (Left) and Evening (Right) Peak Hour Intersection Volumes*





Source: Kittelson
Location: BART Undercrossing