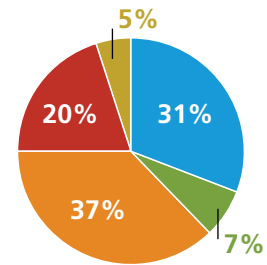


Station at a Glance

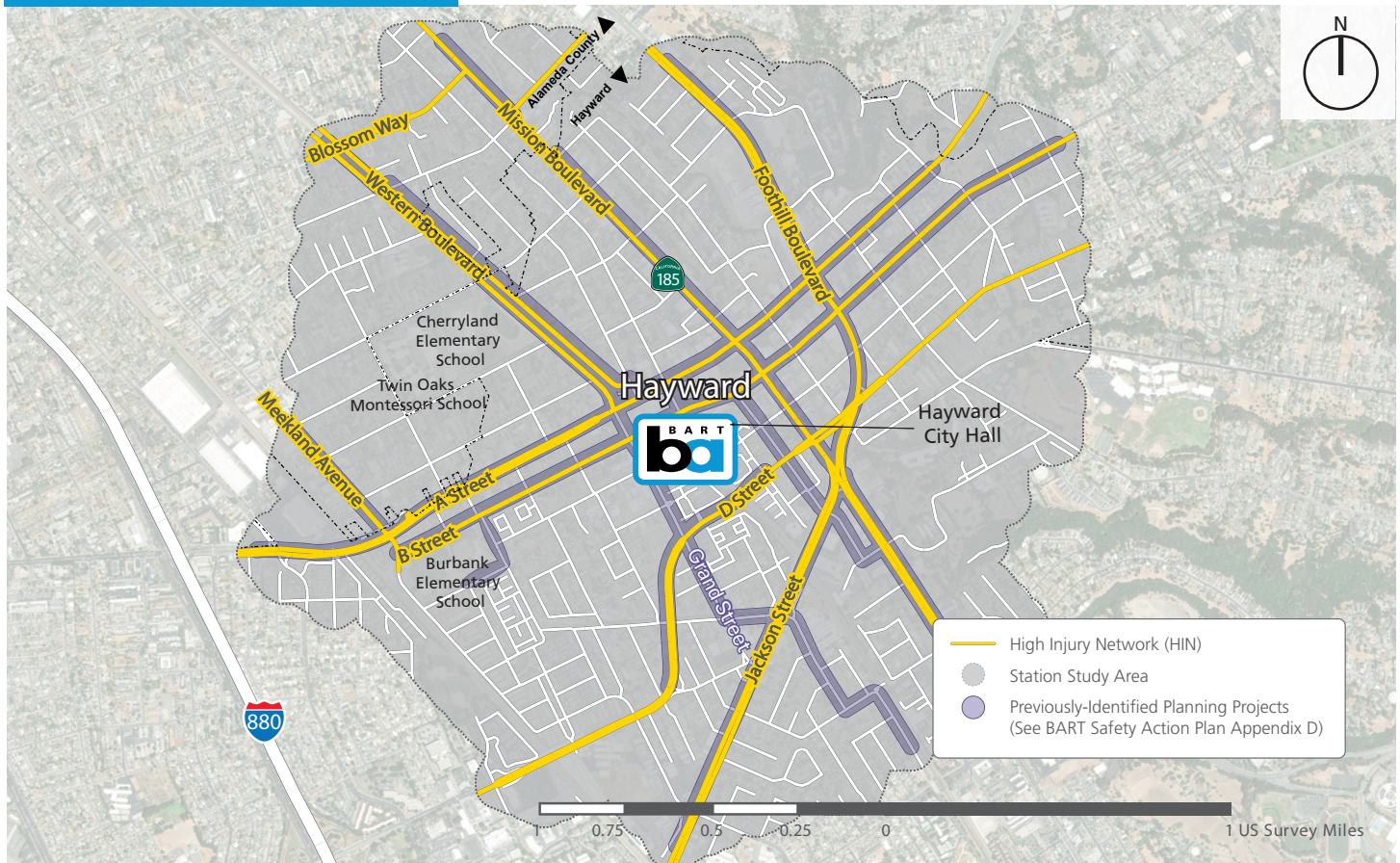
Station Access Type: Balanced Intermodal

Access Mode Share

- Walk
- Transit
- Bicycle
- Drive Alone / Carpool
- Drop Off / Taxi / Other



Station Area Map



Jurisdiction(s) with roads on HIN: City of Hayward, County of Alameda

Safety by the Numbers

5-year Collision Data: 2019-2023

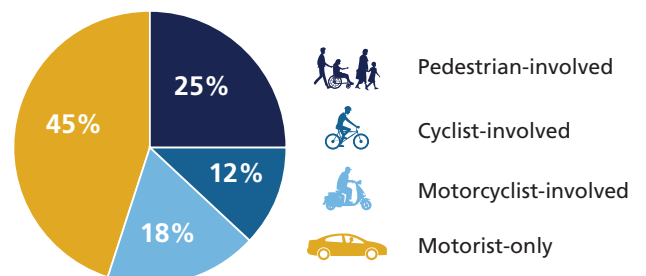
23% Percent of Station study area street miles on the HIN

49 Number of people killed or severely injured (KSI)

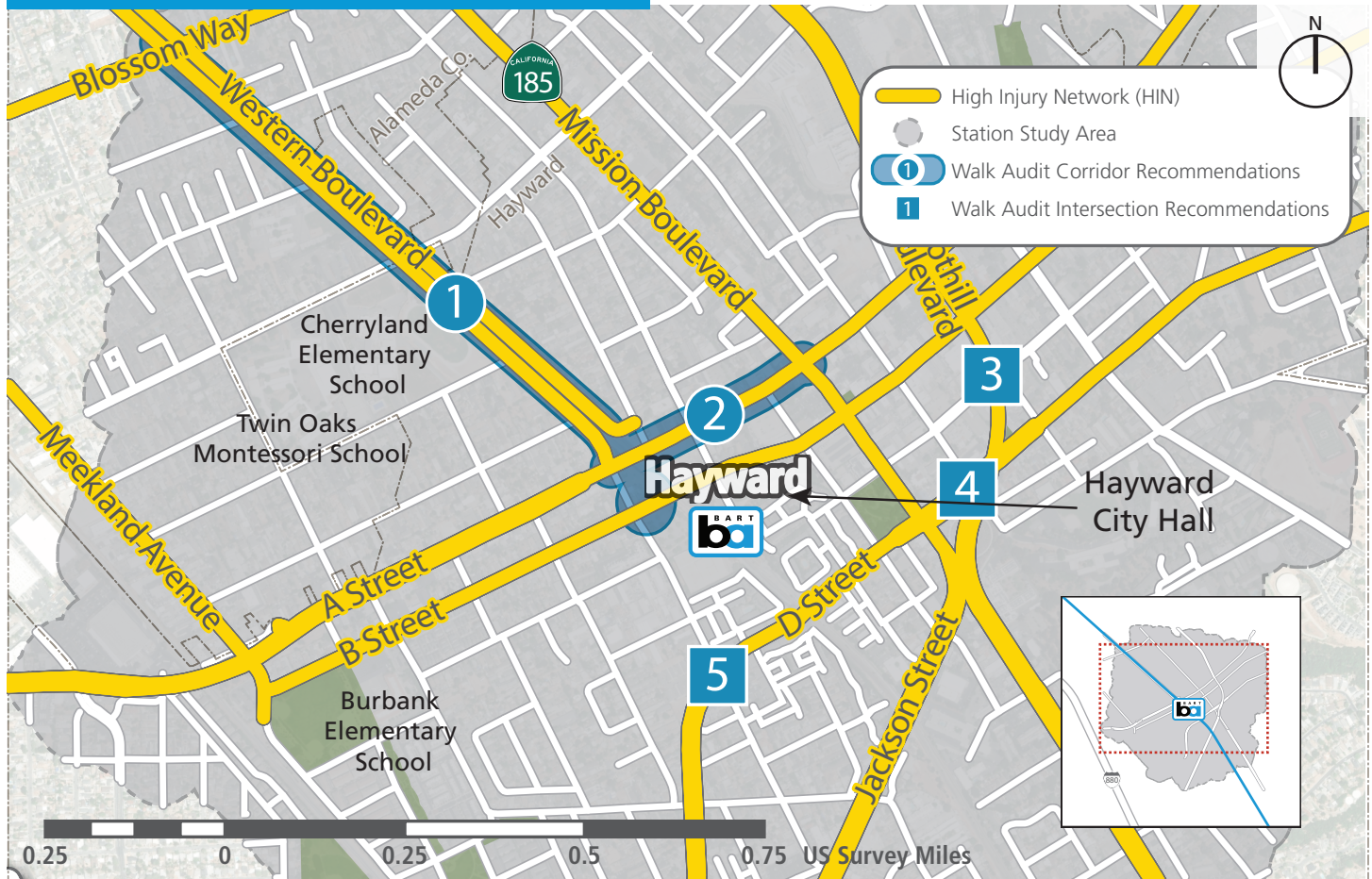
10% Percent of crashes that resulted in KSI

Killed/Severe Injury (KSI) Crashes

Total KSI: 49



Key Corridors and Intersections



Jurisdiction(s) with roads on HIN: City of Hayward, County of Alameda

- 1 Western Boulevard from Blossom Way to A Street**
- 2 A St from Western Blvd to Mission Blvd; B St and Grand St**
- 3 C Street & Foothill Boulevard**
- 4 D Street & Foothill Street**
- 5 D Street & Grand Street**

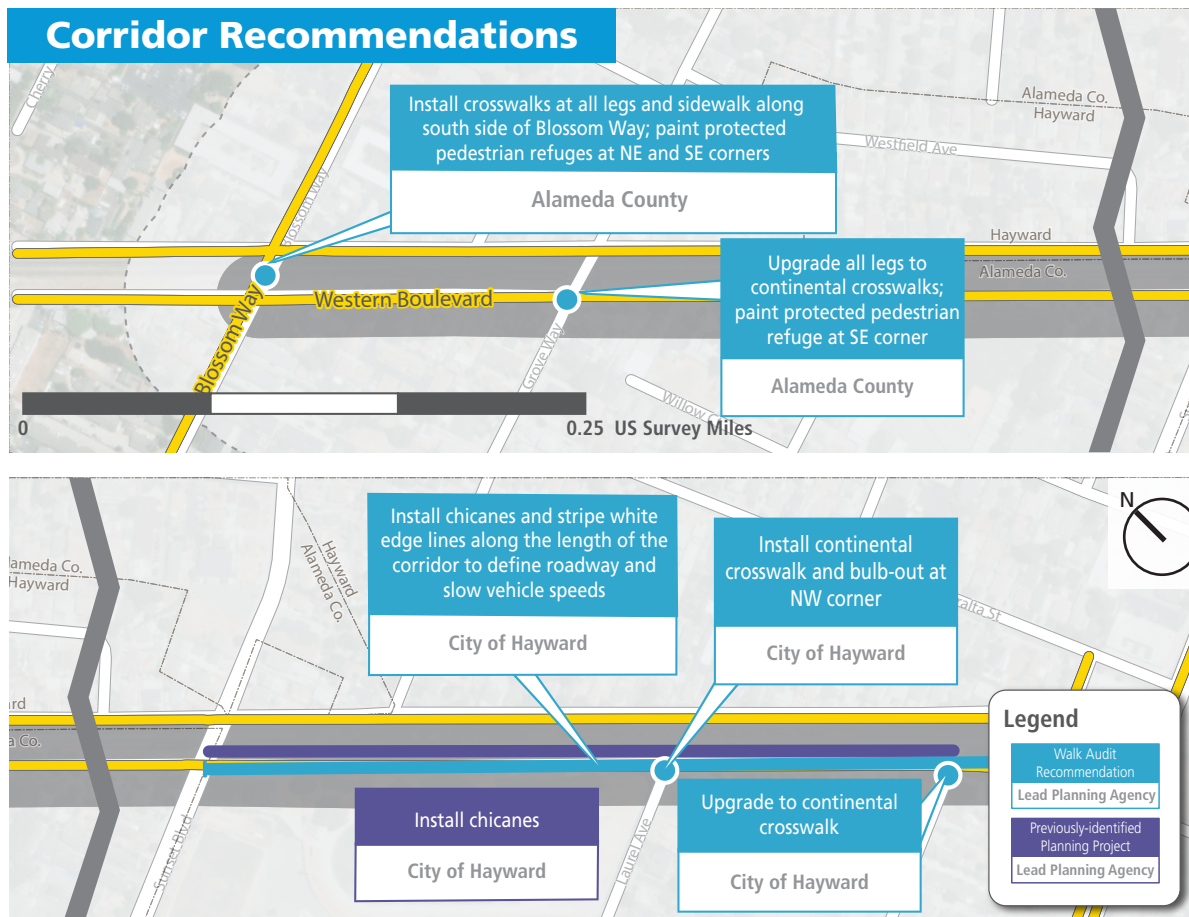
Focus Station Area Action Plan

1 Western Boulevard from Blossom Way to A Street

Corridor Context

- Western Boulevard extends northwest along the BART corridor beyond Hayward's city limits. The study segment is located to the west of the BART corridor and contains one vehicle lane in each direction with sharrows and a parking lane on the west side of the street.
- This corridor has seen 19 collisions between 2019-2023; around 25% of these involved a bicyclist or pedestrian. All pedestrian collisions occurred at a legal crossing.
- During the walk audit, high vehicle speeds were observed along the corridor.

Corridor Recommendations



Safety Benefits

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Traffic calming measures will encourage slower speeds throughout the entire corridor.
- Reductions in turning radii will reduce vehicle speeds around turns where pedestrians may be present.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- High-visibility crosswalks and other crossing enhancements make crossing pedestrians more visible to drivers.

Estimated Cost

\$XXX,XXX - \$YYY,YYY

Estimate of capital costs

2025

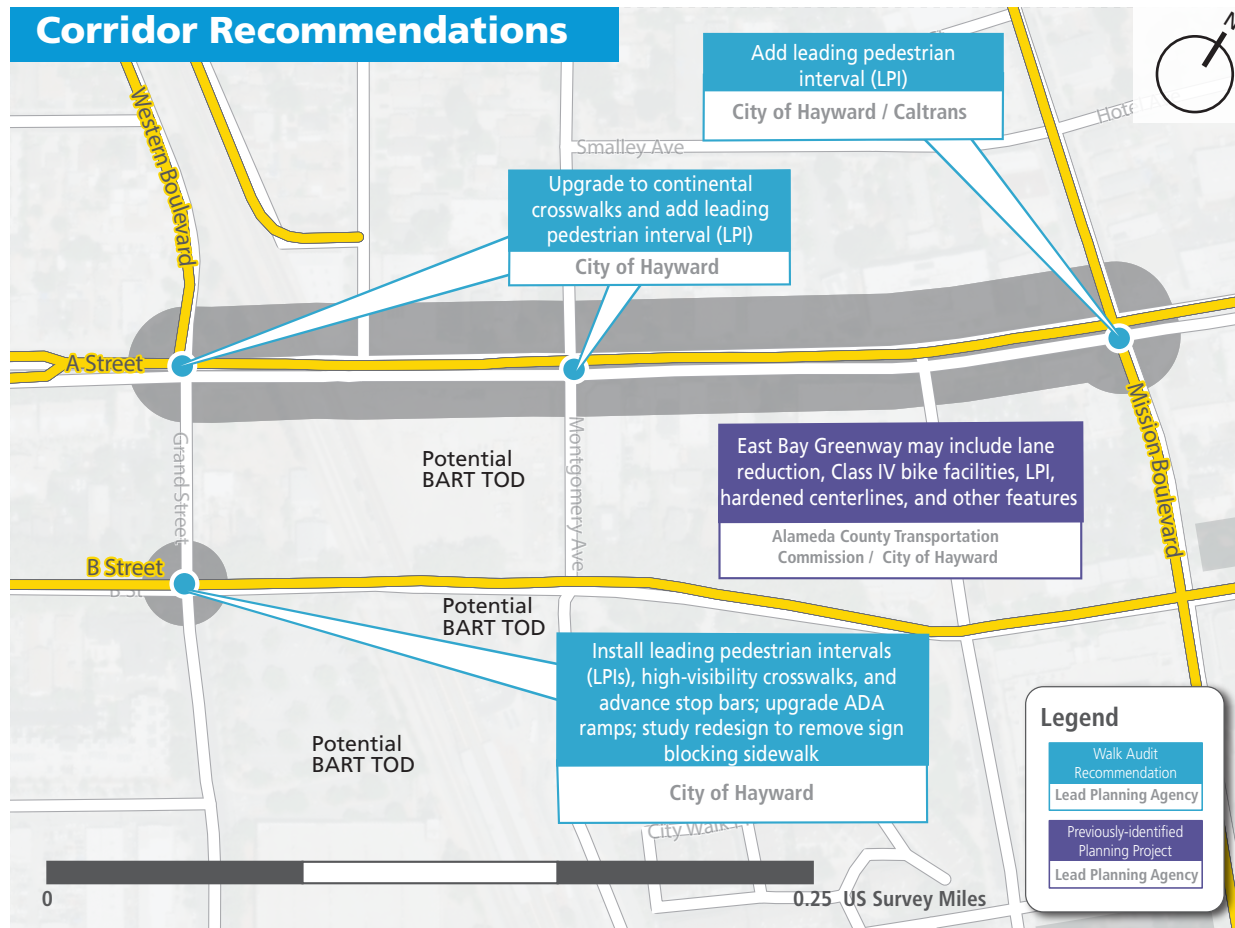
Focus Station Area Action Plan

2 A St from Western Blvd to Mission Blvd; B St and Grand St

Corridor Context

- A Street is an east-west connector on the Safe Trips to BART HIN with significant retail activity. There is one development site nearly completed and another future development along this stretch.
- This corridor segment recorded 18 collisions between 2019-2023, and 8 of these involved a pedestrian.
- High-incident locations include A Street at Western Boulevard, A Street at Mission Boulevard, and near A Street and Montgomery Street.
- The East Bay Greenway proposed conceptual alignment follows Montgomery, B, and Grand Streets.

Corridor Recommendations



Safety Benefits

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Coordinated signal timing encourages slower speeds along a corridor.

FHWA Tier 3 Safety Countermeasures to Manage Conflicts in Time:

- Leading Pedestrian Intervals (LPIs) improve pedestrian visibility and extend the length of the pedestrian phase allowing for safer, more comfortable crossings.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness

- High-visibility crosswalks make crossing pedestrians more visible to drivers.

Estimated Cost

\$XXX,XXX - \$YYY,YYY

Estimate of capital costs

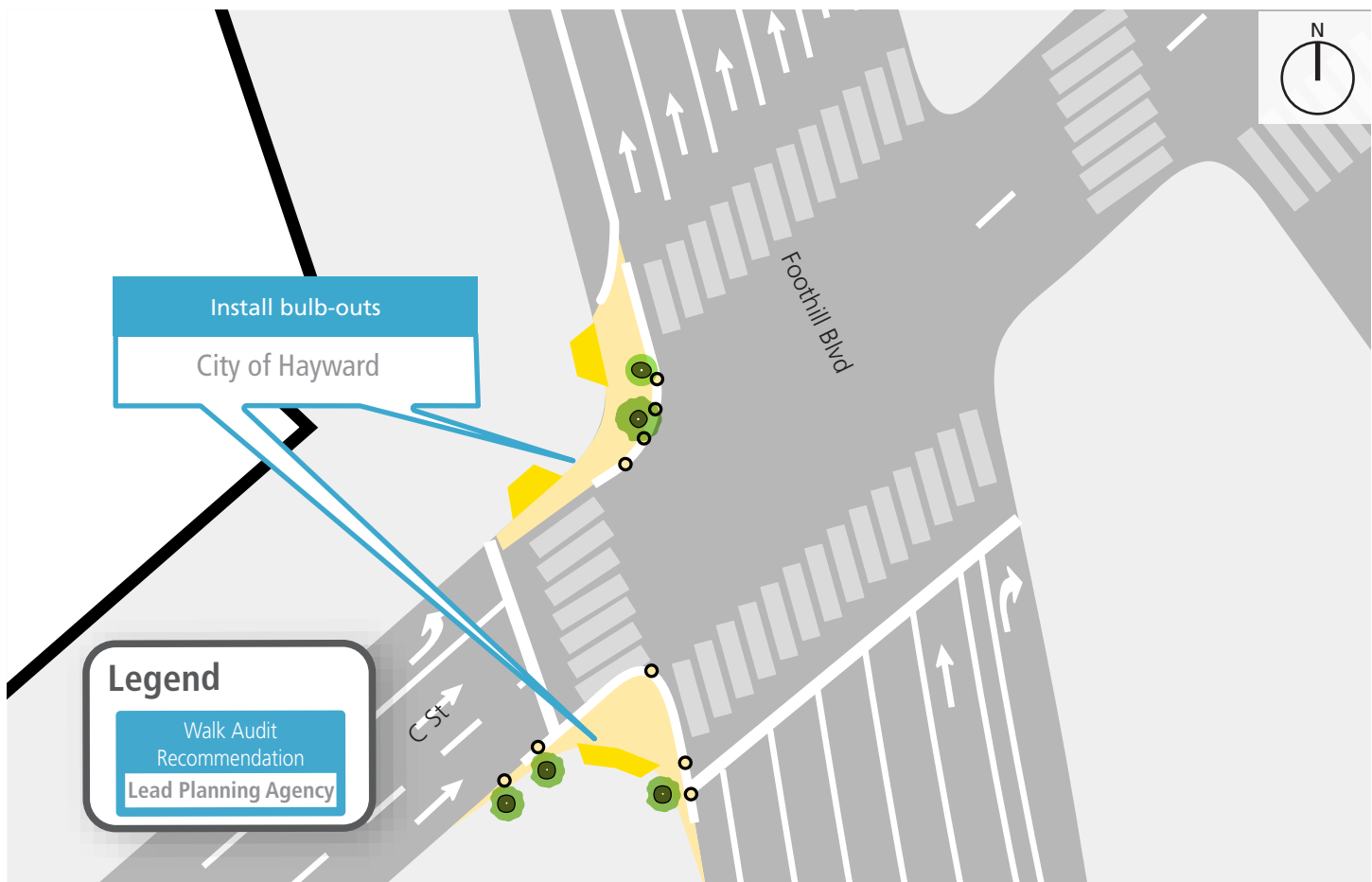
2025

Focus Station Area Action Plan

3 C Street & Foothill Boulevard

Corridor Context

- This intersection was selected on the walk audit due to high vehicle volumes and high speeds. Five collisions occurred here between 2019 and 2023.
- The intersection is located along a high-speed, one-way arterial that loops around downtown Hayward. While the City is studying ways to redesign Foothill Boulevard, there are interim measures that can improve safety during the planning and design stage.



Safety Benefits

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Installing a quick-build treatment with paint and bollards at the intersection will reduce vehicle speeds around the turn in the short term.
- Bulb-outs reduce the width of the roadway, reduce pedestrian crossing distance, and encourage drivers to reduce speed.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- This intervention also allows pedestrians to be more visible as they can enter the crosswalk while maintaining a level of protection from vehicles.

Estimated Cost

\$XXX,XXX - \$YYY,YYY

Estimate of capital costs

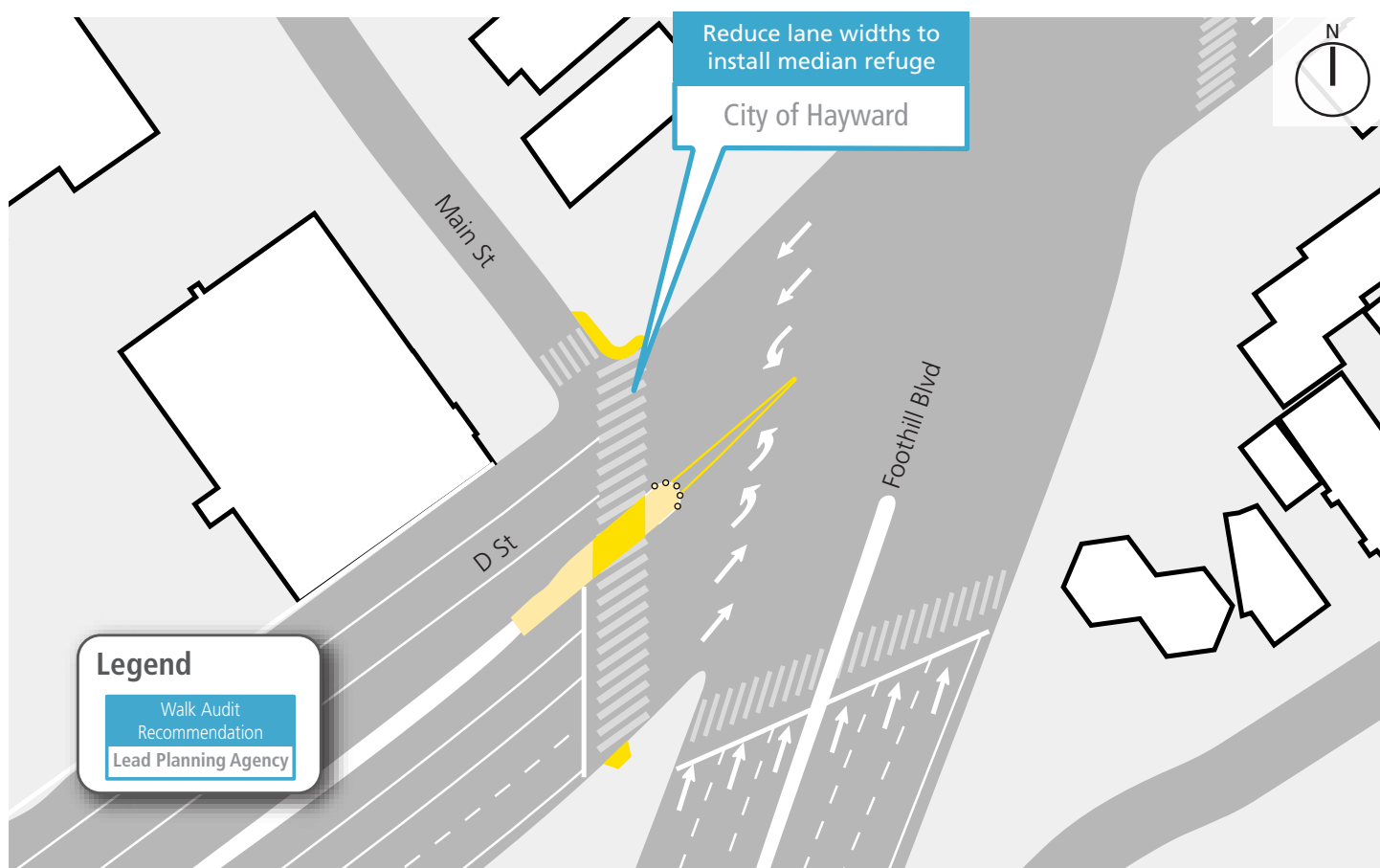
2025

Focus Station Area Action Plan

4 D Street & Foothill Boulevard

Corridor Context

- The intersection contains a crossing distance of over 120 feet with no pedestrian refuge. The pedestrian phase may not be long enough to comfortably serve those with mobility challenges who may move slower than the average design pace.
- While only one collision occurred at this location between 2019-2023, 12 collisions were recorded on D Street at Foothill Boulevard, just 200 feet east of this location. This intersection will be addressed as part of the City's redesign of Foothill Boulevard.



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- A median refuge offers a designated pedestrian space in the middle of a long crossing and provides separation between modes.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speed:

- Lane widths will need to be reduced by 1-1.5' to provide space for a median refuge. This change will encourage slower speeds as vehicles approach the intersection.

Estimated Cost

\$XXX,XXX - \$YYY,YYY

Estimate of capital costs

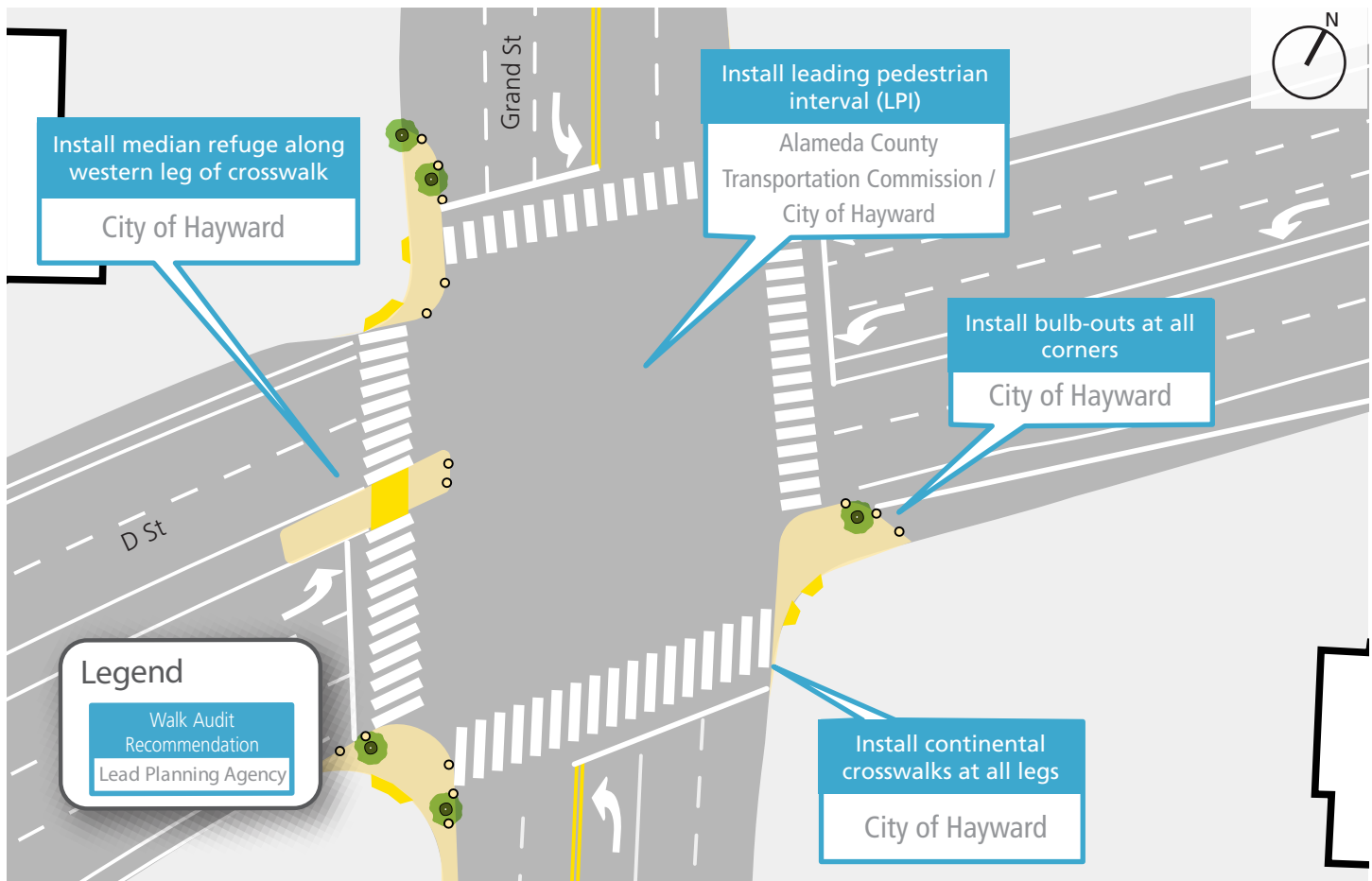
2025

Focus Station Area Action Plan

5 D Street & Grand Street

Intersection Context

- D Street meets Grand Street at a 60-degree angle. Ideally, intersections should meet at 90-degrees and at no less than 75-degrees to enable sufficient visibility.
- The East Bay Greenway is planned to continue through Hayward on Grand Street in the future.



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Raised medians can also serve as crossing islands, which reduce crossing distance.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Bulb-outs reduce the width of the roadway, reduce pedestrian crossing distance, and encourage drivers to reduce speed.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- The proposed bulb-outs improve the angle of intersection to maximize visibility.
- High-visibility crosswalks increase driver attentiveness to crossing pedestrians

Estimated Cost

\$XXX,XXX - \$YYY,YYY

Estimate of capital costs

2025