



Safe Trips to BART: An Action Plan for Safer Roadways

February 19, 2026

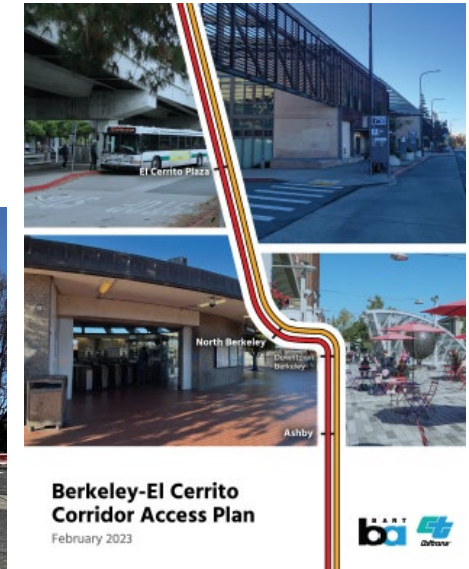
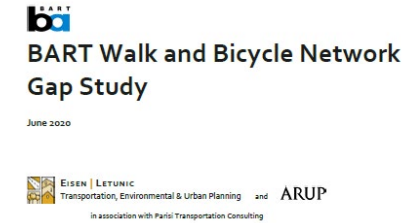
MTC Vision Zero Working Group



TWO TIMES MORE LIFE-ALTERING ROADWAY CRASHES

Rider Safety Accessing BART Stations

- BART cares deeply about safe rider access
 - Capital Projects
 - Ashby bicycle access project (2024)
 - MacArthur 40th Street underpass (in progress)
 - Programs
 - Safe Routes to BART grant program (Since 2020)
 - Plans and Guidance
 - Berkeley-El Cerrito Corridor Access Plan (2023)
 - Walk and Bicycle Network Gap Study (2020)
 - North Concord to Antioch Access Study (2018)
 - Multimodal Access Design Guidelines (2017)



Project Overview

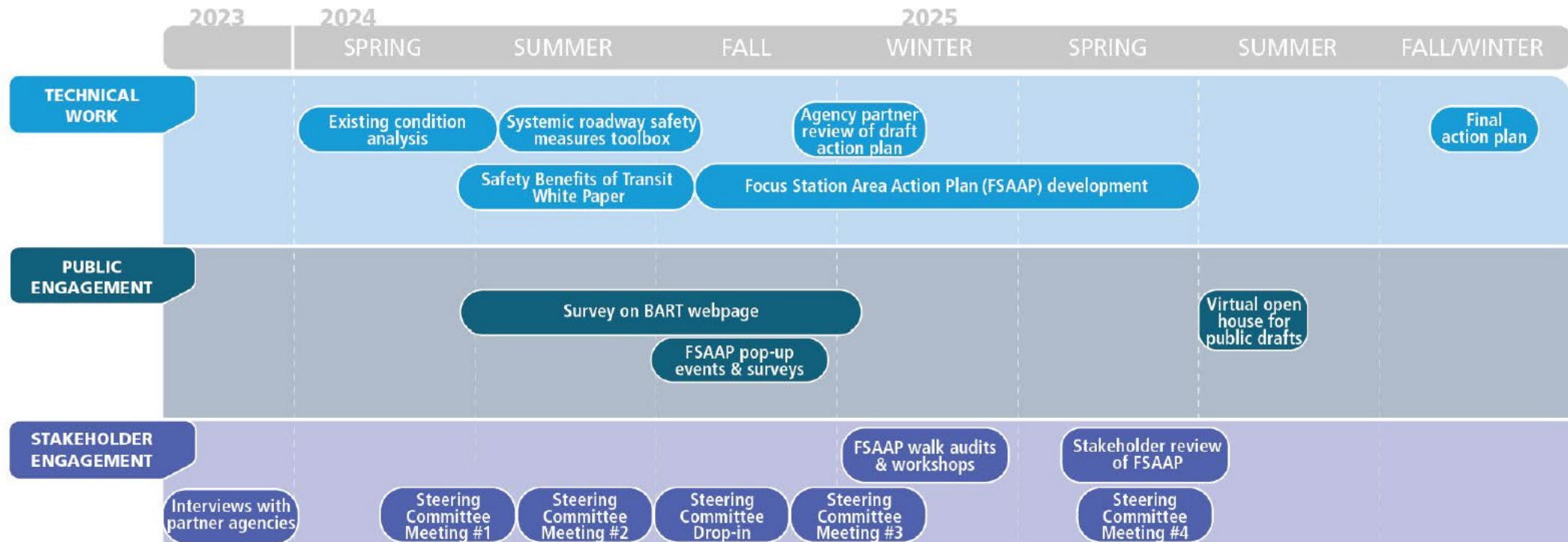
- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
 - Safer, healthier, greener
 - Ensure safe access for all users of the BART system...
 - Better experience
 - Collaborate with local jurisdictions to improve station access...
- Focus on improving traffic safety using Safe System Approach



Source: FHWA.

Project Overview

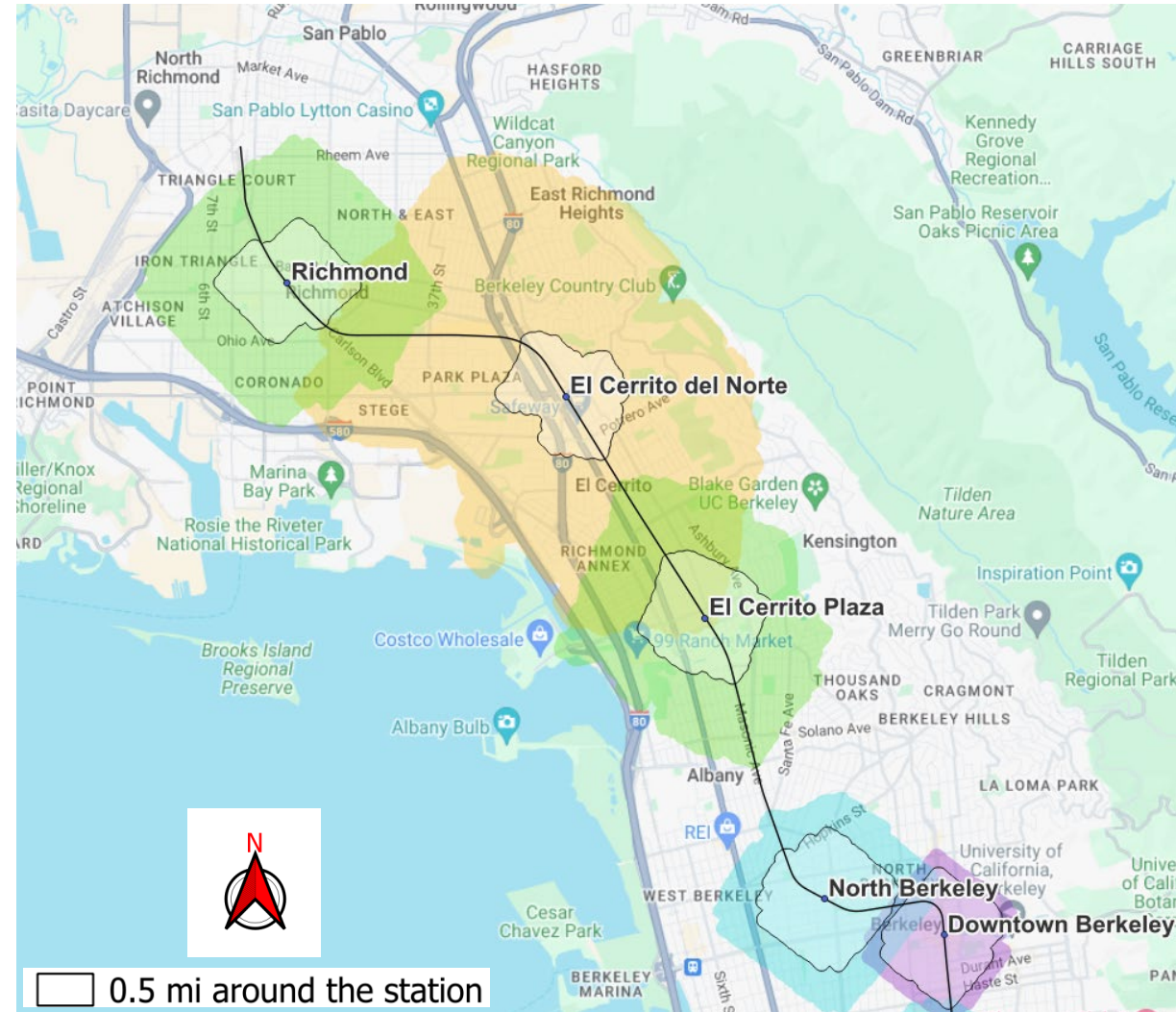
- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?



Existing Conditions Analysis

- Define Station Study Areas
 - Non-airport stations
 - Access to BART on local public streets
 - Average travel distance for walking and driving by station access type

BART's Station Access Type	Auto Mode Share	Average Travel Distance (miles)
Urban	Less	0.66
Urban with parking	↕	0.81
Balanced intermodal		1.16
Intermodal - Auto reliant		1.96
Auto dependent	More	1.96



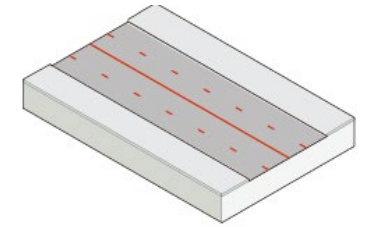
Existing Conditions Analysis

KSI Crashes on Public Streets in BART-served Counties

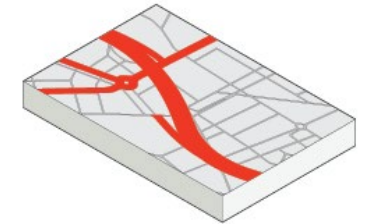
A KSI crash is a collision that resulted in at least one person being killed or seriously injured

	BART Station Study Areas	
	In	Out
Public Roadway Miles	14% (2,801)	86% (17,928)
KSI Crashes	24% (1,873)	76% (5,929)
KSI Crashes Per 100 miles Of roadway	67	33

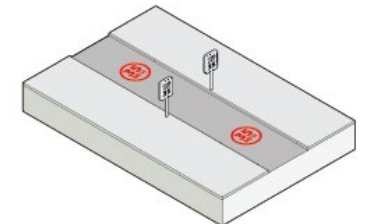
Roadway Characteristics



4+ Lanes



Arterial Roadways



Speed > 35mph

BART-served counties are Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
 Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

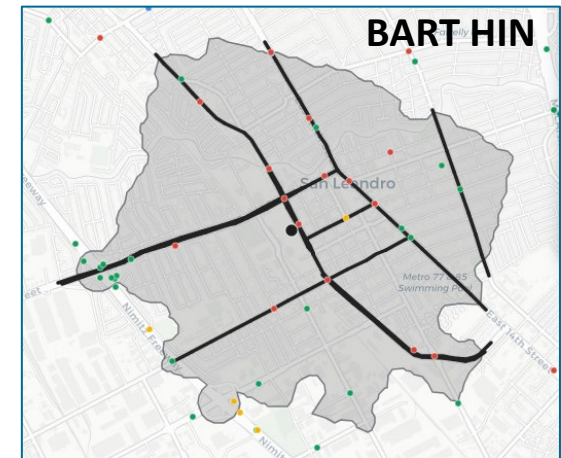
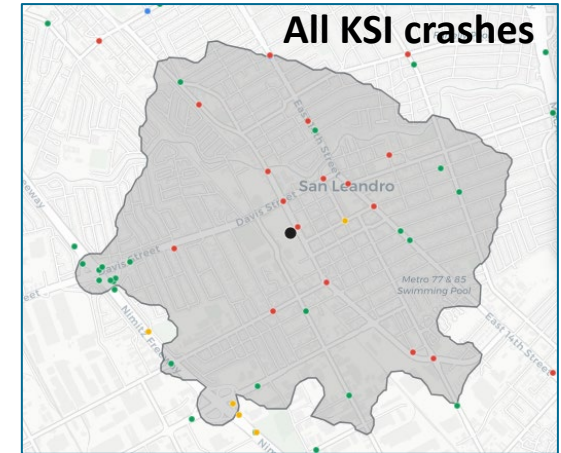
Existing Conditions Analysis

Crashes on Public Streets in BART Station Study Area

A High Injury Network (HIN) is a tool to identify the most collisions on the least amount of roadway miles

	BART High Injury Network	
	In	Out
Public Roadway Miles	18% (508)	82% (2,293)
KSI Crashes	76% (1,416)	24% (457)
KSI Crashes Per 100 miles Of roadway	279	20

Example



Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

Toolbox of Roadway Safety Measures

High
impact



Low
impact

Tier 1:
Remove Severe Conflicts

Tier 2:
Reduce Vehicle Speeds

Tier 3:
Manage Conflicts in Time

Tier 4:
Increase Attentiveness and Awareness

EXAMPLES



Source: NCHRP

Protected Intersections



Source: NCHRP

Curb Extensions



Source: NCHRP

Pedestrian Hybrid Beacons



Source: NCHRP

Rectangular Rapid
Flashing Beacons

Focus Station Area Action Plans

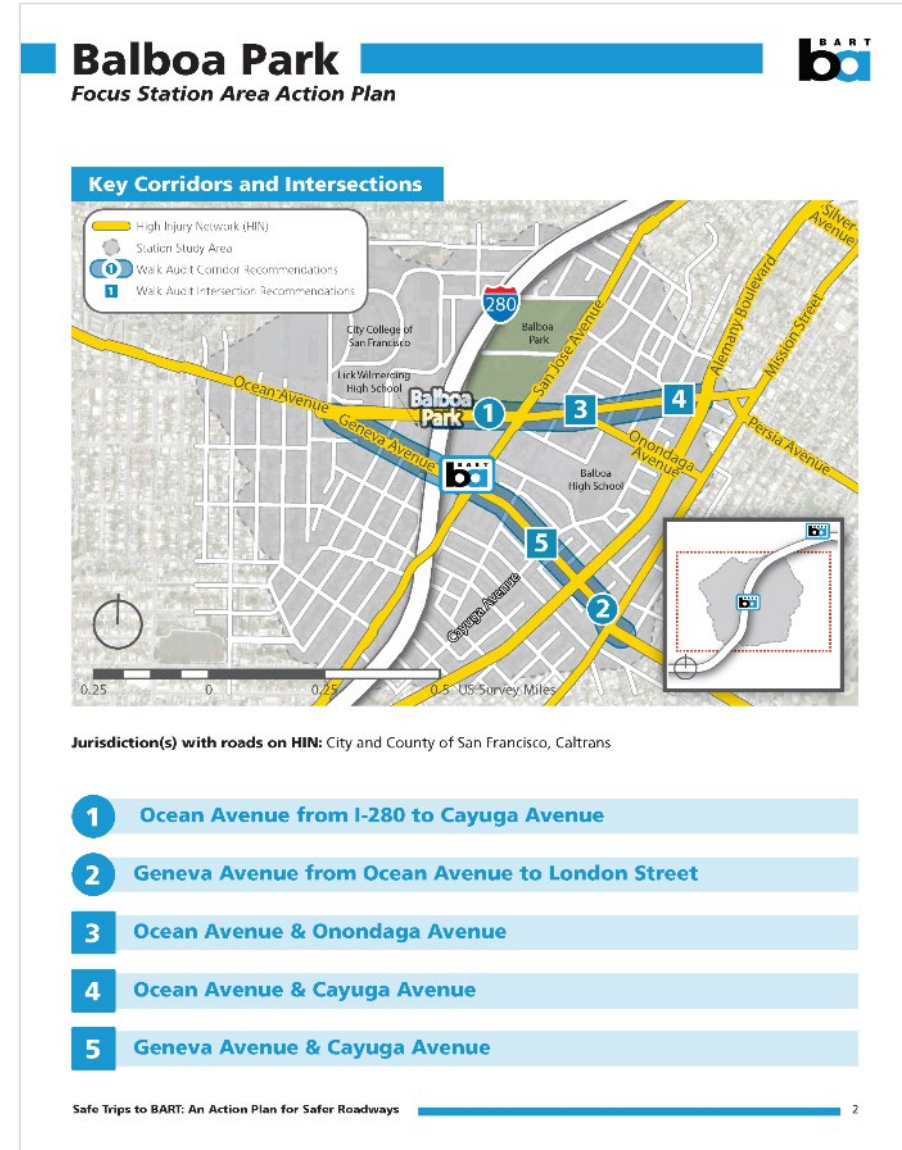
- Seven FSAAPs

- Balboa Park
- Coliseum
- Colma
- Concord
- Hayward
- Milpitas
- Richmond

- Demonstrates using the Plan

- FSAAP elements

- Identifies safety measures, implementing agencies
- Calculates planning-level cost estimates
- Specifies safety benefits
- Captures key information, planned projects



Focus Station Area Action Plans

Hayward

Focus Station Area Action Plan

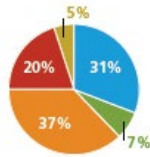


Station at a Glance

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

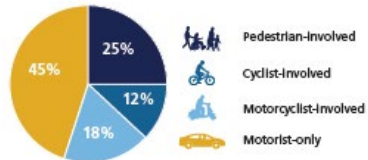
Safety by the Numbers

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



Coliseum

Focus Station Area Action Plan

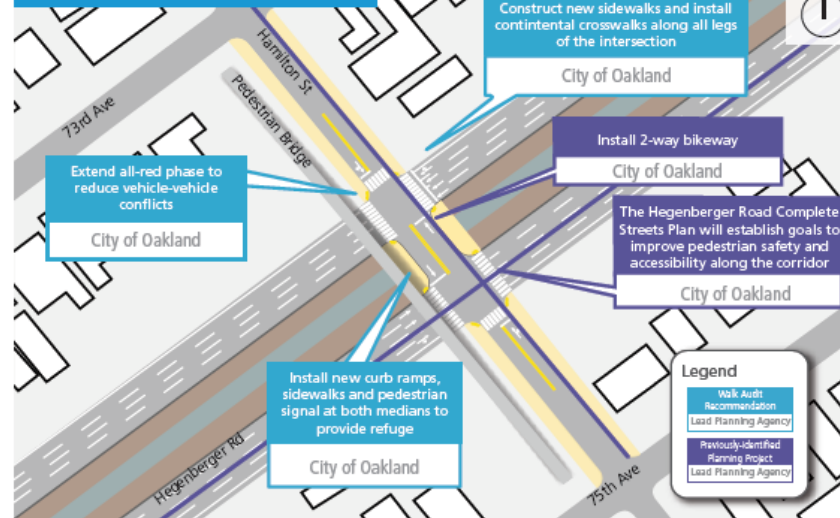


4 Hegenberger Road & Hamilton Street

Intersection Context

- Hegenberger Road is an 8-lane roadway running east-west through the station area. The pedestrian overcrossing at Hamilton Street features a steep grade (as observed during the walk audit) and does not adequately address the safety challenges at this intersection.
- 24 collisions were recorded at this intersection from 2019 to 2023 resulting in three fatal and severe injuries. Over 60% were broadside collisions, and the majority of collisions were attributed to violations of traffic signs and signals or improper turning.
- Recommendations should be coordinated with AC Transit to minimize operational impacts.

Intersection Recommendations



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Constructing sidewalks and installing an at-grade crossing with a median refuge and high-visibility continental crosswalks at this intersection will enable safer crossings for those who cannot or choose not to use the pedestrian bridge. This will provide additional safety benefits to children, seniors, and people with disabilities.

FHWA Tier 3 Safety Countermeasures to Manage Conflicts in Time:

- Increasing the all-red phase at this signalized intersection may reduce conflicts between opposing vehicle movements.

Estimated Capital Cost

\$400,000
in US Dollars 2025



BART Service Levels and Roadway Safety

- Could improving BART service levels lead to better roadway safety?
 - A scenario
 - An agency reallocates roadway space designed to accommodate peak hour traffic for prioritizing safety
 - BART absorbs a portion of peak-hour car trips
- Right-sizing roadways could happen now
 - Candidates
 - Non-freeway roadways parallel to the BART system
 - 4+through lanes & 20,000 or fewer vehicles per day
 - Linear miles: 307
 - KSI crashes avoided annually: 127



Source: Strong Towns

Information and Questions

- Questions?
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