



Safe Trips to BART: An Action Plan for Safer Roadways

May 21, 2026

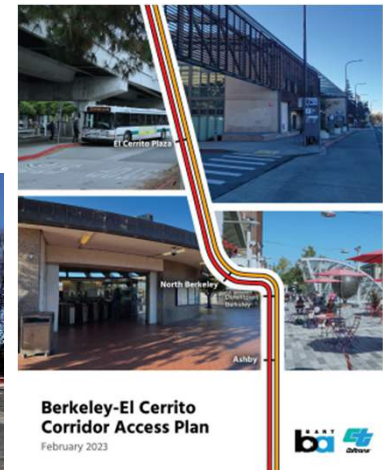
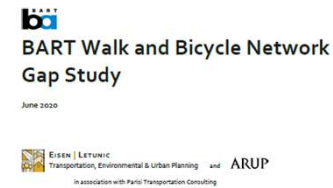
C/CAG Technical Advisory Committee



TWO TIMES MORE LIFE-ALTERING ROADWAY CRASHES

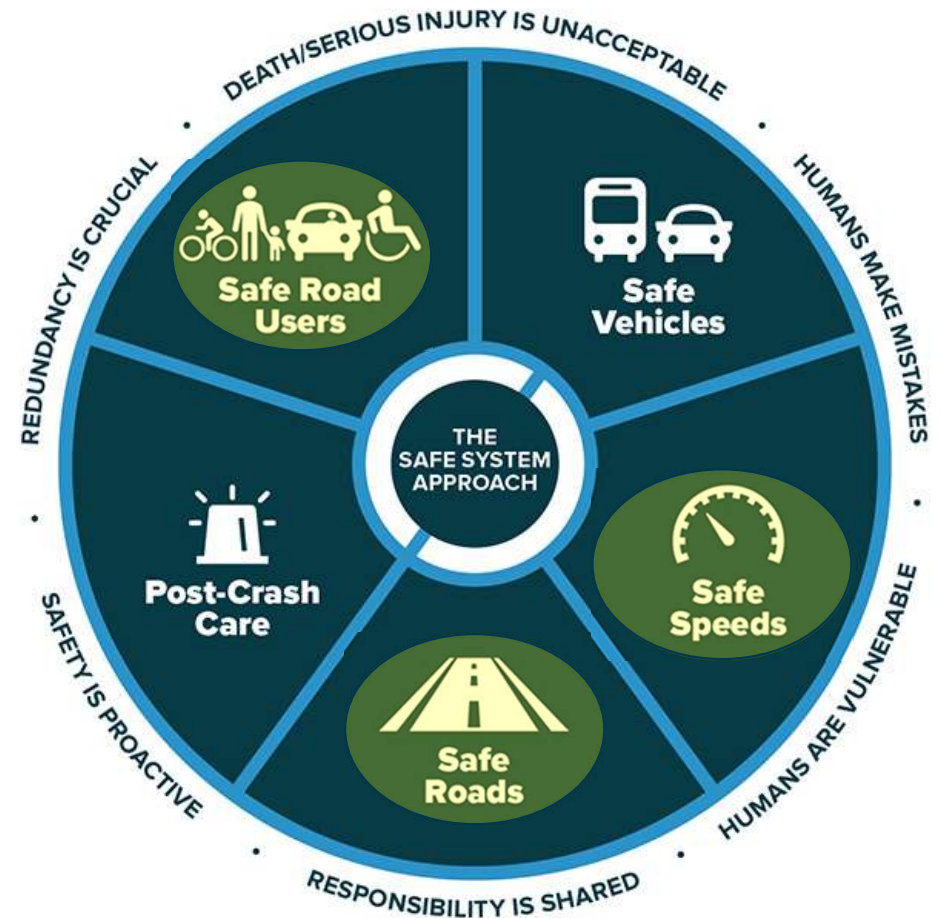
Rider Safety Accessing BART Stations

- 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

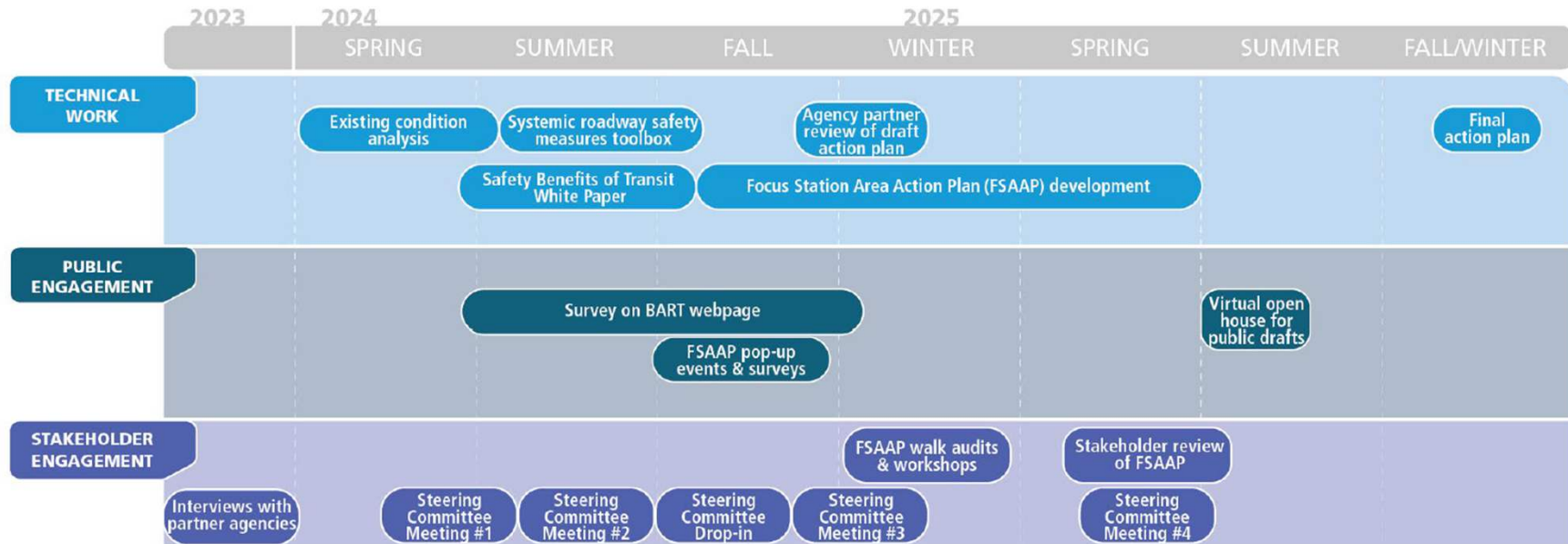
- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
 - Safer, healthier, greener
 - Ensure safe access for all users of the BART system...
 - Better experience
 - Collaborate with local jurisdictions to improve station access...
- Focus on improving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



Source: FHWA.

Project Overview

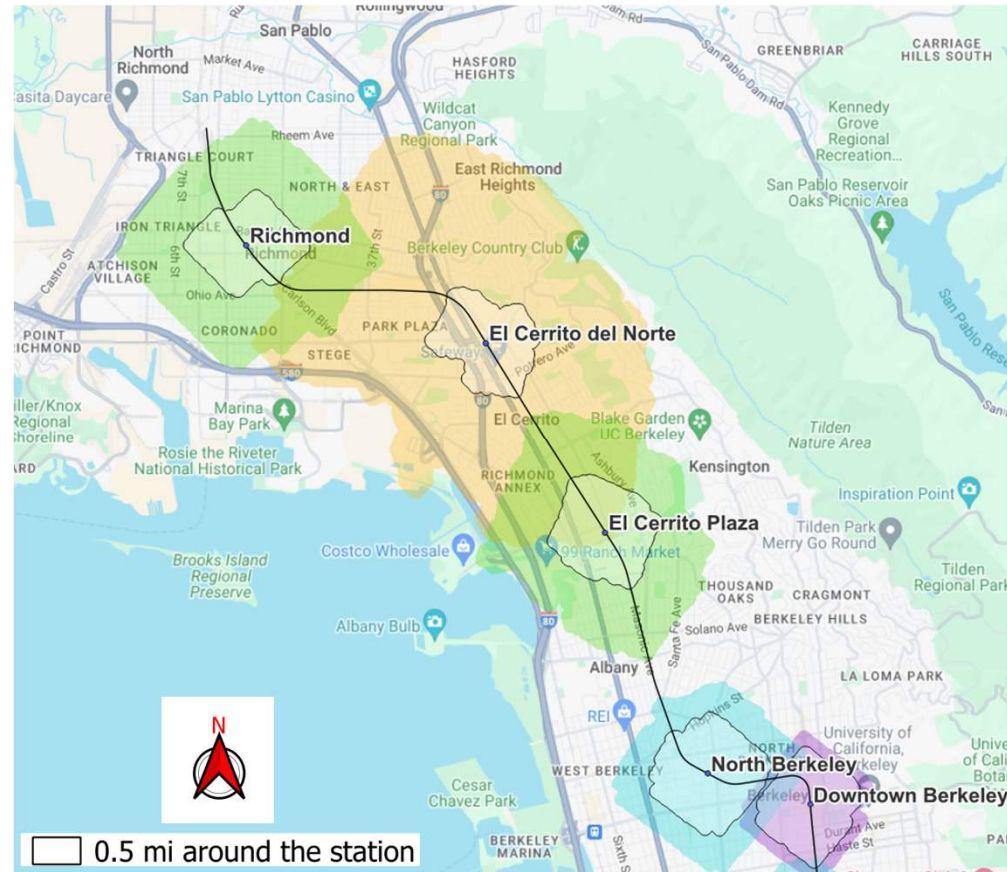
- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?



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



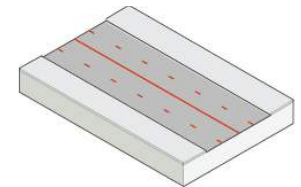
Existing Conditions Analysis

KSI Crashes on Public Streets in BART-served Counties

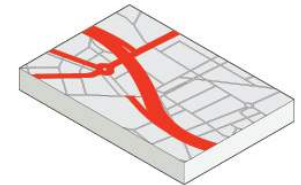
*A **KSI crash** is a collision that resulted in at least one person being **killed** or **seriously injured***

	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

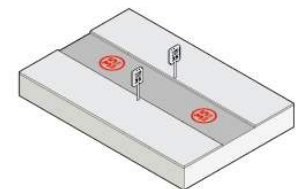
Roadway Characteristics



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

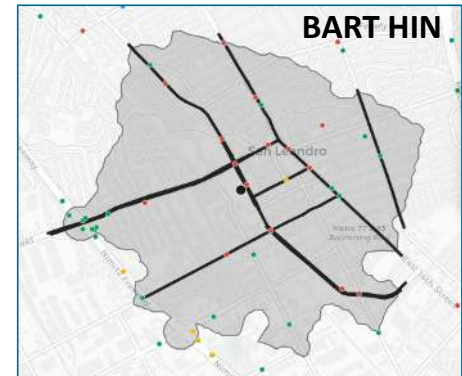
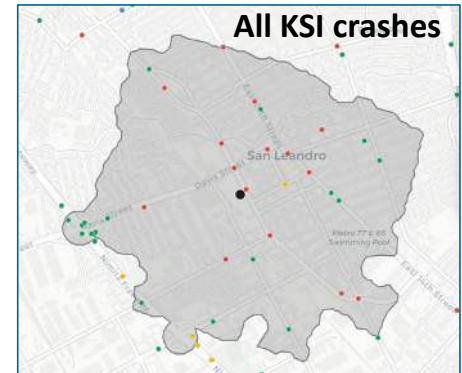
Crashes on Public Streets in BART Station Study Area

*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

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

Example



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

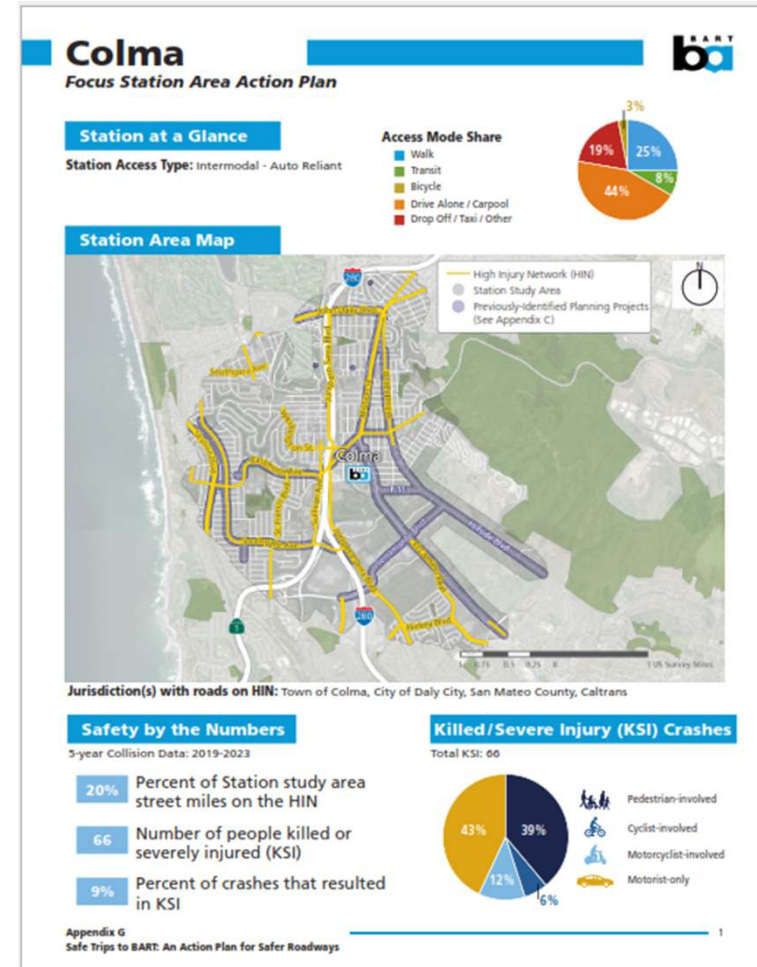
- Seven FSAAPs

- 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



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Focus Station Area Action Plans

Colma
Focus Station Area Action Plan

Key Corridors and Intersections

- High Injury Network (HIN)
- Station Study Area
- Walk Audit Corridor Recommendations
- Walk Audit Intersection Recommendations

Jurisdiction(s) with roads on HIN: Town of Colma, City of Daly City, San Mateo County, Caltrans

- 1** Albert M Teglia Boulevard at Colma BART to El Camino Real & A Street
- 2** San Pedro Road at Mission St to Washington St at Sullivan Ave
- 3** San Pedro Road & Mission Street
- 4** D Street & Hill Street

Appendix G
Safe Trips to BART: An Action Plan for Safer Roadways 2



Colma
Focus Station Area Action Plan

3 San Pedro Road & Mission Street

Intersection Context

- San Pedro Road and Mission Street intersect with Market Street to form a complex 3-way intersection with wide pedestrian crossings. There is limited visibility on the approach from Mission Street to San Pedro Road due to the road geometry and the placement of a utility box on Mission Street before the curve.
- Sixteen collisions occurred at this intersection between 2019-2023, with three involving a pedestrian. The two primary violations were unsafe speeds and improper turning.

Intersection Recommendations

- Install bulb-out on San Pedro Road to improve visibility and reduce the crossing distance; shift bus stop to provide enough space for bulb-out
Caltrans / City of Daly City
- Enlarge island, extend sidewalk, and study opportunity to activate plaza space, as shown in the Daly City Bicycle and Pedestrian Master Plan
Caltrans / City of Daly City

Legend

- Walk Audit Recommendation (Lead Planning Agency)
- Previously-Identified Planning Project (Lead Planning Agency)

Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Closing the slip lane eliminates conflicts between vehicles and pedestrians.
- Bulb-outs result in shorter crossing distances which reduce pedestrian exposure time in the intersection.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Closing the slip lane requires a slower right turn onto Mission Street.
- Bulb-outs reduce the width of the roadway and encourage drivers to reduce speed.

FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:

- High-visibility crosswalks improve pedestrian visibility and alert drivers to crossing pedestrians.

Estimated Capital Cost

\$10,000 (Quick Build) - \$50,000
In US Dollars 2025

*All recommendations should be coordinated with Daly City, SamTrans, and Caltrans to maintain alignment with the Mission Street Corridor Study and the Daly City Bicycle and Pedestrian Master Plan.

Appendix G
Safe Trips to BART: An Action Plan for Safer Roadways 5



Engagement

- Stakeholders
 - Interviews with 38 agency partners
 - 4 project steering committee meetings
 - FSAAP walk audits and improvement concepts
- Community
 - 2 BART Bicycle Advisory Task Force meetings
 - 3 online surveys
 - 750 public comments
 - Pop-up events at 7 focus stations
 - Virtual open house for the draft Plan and FSAAPs



What does safe trips to BART mean to you?

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

Safe Trips to BART: An Action Plan for Safer Roadways

Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov