



THE CITY OF SAN DIEGO

MEMORANDUM

DATE: December 6, 2021

TO: Steve Celniker, Senior Traffic Engineer, Traffic Signals Section, TED

FROM: Julio Fuentes, Senior Traffic Engineer, Safety Section, TED

SUBJECT: High Crash Rate and Pattern Intersections for Calendar Year 2020

For calendar year 2020, two (2) intersections with high injury crash rates (1 standard deviation or more above average) were identified. No intersection was identified as a pattern crash.

Segments were evaluated but did not produce significant results. This is consistent with the Systemic Safety Analysis Reporting Program (SSARP), which shows that most serious collisions happen at intersections, not segments. In place of segment analysis, the primary focus will remain on intersections and systemic analysis, particularly for pedestrians.

This year the High Crash Location analysis used only injury crashes instead of all crashes, excluding property-damage-only crashes. This helps to focus staff time and City funds toward eliminating more severe crashes, which provides a much greater societal benefit. Due to this change, there are fewer intersections than in previous years. This is compensated for by the many locations that are identified and improved using systemic analysis and countermeasures, especially pedestrian crash locations.

Since the start of SSARP, we have applied for 2 systemic grants and were approved by Caltrans. The intersections in each of those grants were identified using systemic analysis, and propose systemic countermeasures.

- GRANT 1 - 66 intersections Lead Pedestrian Interval Systemic Safety
 - o STATUS: IN CONSTRUCTION. Expected completion before end of May 2022.
 - o Total Project Cost of \$1,206,100
 - o Countermeasures:
 - Blank-out signs and controllers to support Leading Pedestrian Intervals
 - Pedestrian countdown signal heads
 - High-visibility marked crosswalks
- GRANT 2 - 215 intersections Pedestrian Signal Improvements
 - o STATUS: IN CONSTRUCTION. Expected completion before end of May 2022.
 - o Total Project Cost of \$249,500
 - o Countermeasures:
 - Pedestrian countdown signal heads

Please review the attached list of intersections to determine what traffic engineering measures, if any, are expected to improve safety. Crash summaries and crash location diagrams have been prepared to assist you. If you have any questions, please contact Phil Rust at (619) 533-3714.



Julio Fuentes
Senior Traffic Engineer
PR/am

Attachment: CY 2020 High Crash Rate List

CC: Duncan Hughes, Deputy Director, TED
Everett Hauser, Program Manager, TED
Gary Chui, Senior Traffic Engineer, Systems Oversight Section, TED
Brian Genovese, Senior Traffic Engineer, Bike Program Section, TED
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Joseph Jimenez, Senior Traffic Engineer, Operations Section, TED
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INTERSECTIONS WITH HIGH CRASH RATES¹
CALENDAR YEAR 2020

INTERSECTION	CRASH RATE²	TOTAL INJURY CRASHES	ENTERING TRAFFIC³
1. Fairmount Ave & El Cajon Bl (S)	0.55	7	34,926
2. University Ave & Marlborough Ave (S)	0.55	6	29,715

¹ High crash rate intersections have a crash rate equal to or greater than one standard deviation (0.12) above the average crash rate (0.39). The crash rate was calculated for twenty-nine (29) intersections that had five (5) or more reported crashes in 2020. Property damage only crashes are not included.

² The crash rate equals: (number of reported crashes x 1 million) divided by (daily entering traffic x 365 days).

³ Entering traffic is the number of vehicles entering the intersection on an average weekday.

(S): Signalized intersection.