

High Crash Locations for Calendar Year 2023

Response from Traffic Engineering Staff

Crash Rate

Art Street & El Cajon Boulevard (*Signalized*)

- Previous appearances on annual HCL
 - none
- Previous actions recommended, completed
 - PPB upgrade completed 2021
- Previous actions recommended, pending
 - none
- Comments
 - Staggered intersection with split phasing on Art St, peds on east leg go with southbound traffic, standard 3-section vehicular heads
 - Driveway within intersection has flashing red beacon and “RIGHT TURN ONLY” sign
 - MTS bus stop on eastbound El Cajon Bl
 - Protected left turn phasing on El Cajon Bl
 - Crosswalk closed on west leg
 - 170E controller with McCain 223 program
 - Coordination plans weekday: 0700-0900 (120”), 1100-1530 (130”), 1530-1830 (120”), 1830-2000 (130”)
 - Coordination plans weekends: 1100-2000 (130”)
 - Not communicating to Transparency
 - Detection working
- Recommendations
 - Work orders to be prepared for installation by Street Division:
 - “STOP HERE ON RED” R10-6 facing eastbound traffic at limit line
 - “SIGNAL AHEAD” W3-3 facing eastbound traffic in advance of curve
 - Leading pedestrian interval (LPI) for north & southbound pedestrians on east leg crosswalk
 - Blank out “NO RIGHT TURN” R3-1 sign facing northbound traffic to be activated when southbound traffic is served
 - Accessible pedestrian system (APS)
 - Continental crosswalk on south leg
 - Upgrade programmed visibility (PV) signal heads for phase 1
 - Coordinate with MTS regarding buses stopping in eastbound bus stop blocking left most traffic signal head facing southbound traffic

Kurtz Street & Rosecrans Street (Signalized)

- Previous appearances on annual HCL
 - 2004
- Previous actions recommended, completed
 - Protected-permissive left turn phasing facing southbound traffic, installed 2005
- Previous actions recommended, pending
 - none
- Comments
 - On adaptive signal system, Rhythm In|Sync
 - 170E controller with McCain 233 program
 - Protected-permissive left turn (PPLT) for southbound traffic
 - Split phasing on Kurtz St, west leg is one-way approach into the intersection
 - North crosswalk closed
 - Video detection working
 - Timing of yellow change intervals and flashing “DONT WALK” intervals do not meet current City practices
- Recommendations
 - Request capital improvement funding in FY 2026 Annual Allocation AIL00005 “Traffic Signal Modify & Modernize”
 - Major, four-corner traffic signal modification project, including rebuilding NE corner to remove corner drain inlet and install ped ramp that lines-up with crosswalk, cost estimate \$1,804,000
 - Work orders to be prepared for installation by Street Division:
 - “NO RIGHT TURN ON RED” sign for northwest bound traffic (SN 40300920413)
 - Upgrade 8” signal heads to 12” signal heads and install three section head with upward arrows to reinforce no right turn for southwest bound traffic on west corner (SN 40300920414)
 - Replace graffitied speed limit sign and replace missing transit station guidance sign for northeast bound traffic (Get-it-Done 04960513)
 - Pedestrian countdown timers (CDT) (SN 40300920462)
 - Accessible pedestrian system (APS) (SN 40300920463)
 - Replace missing ped crossing restriction on north corner for northeast leg (SN 40300920464)
 - Traffic signal timing changes
 - Program yellow change intervals and flashing “DONT WALK” intervals to meet current City practices

Crash Frequency

Miramar Road & Nobel Drive (Signalized)

- Previous appearances on annual HCL
 - none
- Previous actions recommended, completed
 - Pedestrian countdown timers (CDT) installed February 2024
 - Lead pedestrian interval activated (LPI) activated July 2024
 - “NO RIGHT TURN ON RED 7 – 9AM MON-FRI” R33A signs installed facing northbound traffic 2019
- Previous actions recommended, pending
 - none
- Comments
 - 170E Controller, McCain 233 program
 - Tee intersection
 - Protected dual left turn facing westbound traffic
 - Coordination plans weekday: 0630-1100 (160”), 1100-1400 (150”), 1400-1900 (150”), 1900-2100 (150”)
 - Coordination plans weekends: 1000-1800 (150”)
 - East leg crosswalk closed
 - 1,920 feet east of I-805 NB offramp
 - 1,350 feet west of Eastgate Mall & Miramar Rd traffic signal
 - On Transparency but not communicating due to Pure Water project or previous breaks
 - Detection working
- Recommendations
 - Request capital improvement funding in FY 2026 Annual Allocation AIL00005 “Traffic Signal Modify & Modernize”
 - Overhead flashing beacon with “SIGNAL AHEAD” W3-3 signs facing eastbound traffic on Miramar Rd approaching intersection, cost estimate \$243,000
 - Work orders to be prepared for installation by Street Division:
 - Post-top solar-powered flashing beacon with “SIGNAL AHEAD” W3-3 signs facing eastbound traffic on Miramar Rd approaching intersection as interim measure
 - Additional vehicular traffic signal heads facing eastbound and westbound traffic

Crash Frequency - Pedestrian

Briarwood Road & Paradise Valley Road (Signalized)

- Previous appearances on annual HCL
 - 2005, 2007
- Previous actions recommended, completed
 - Install mast arms facing north and southbound traffic, completed 2013
 - Upgrade all signal heads to 12", completed
 - Adjusted yellow times 2007
 - Leading pedestrian interval (LPI) activated July 2024
 - Blank-out "NO RIGHT TURN" R3-1 signs facing northbound and southbound traffic activated September 2024
- Previous actions recommended, pending
 - None
- Comments
 - Protected left turns facing eastbound and westbound traffic
 - Permissive left turns facing northbound and southbound traffic
 - 170E controller with McCain 233 program
 - No coordination timing
 - Fire station on NW corner
 - Middle school on Briarwood Rd 840 feet south of intersection
 - Far-side bus stops in both directions on Paradise Valley Rd
 - On Paradise Valley Rd, 3,000 feet to nearest signal to the west (Woodman St) and 2,500 feet to nearest to the east (Deep Dell Rd)
 - "SIGNAL AHEAD" W3-3 warning signs facing approaching traffic facing eastbound and westbound traffic on Paradise Valley Rd
 - Not on Transparency; no interconnect
 - Detection working
- Recommendations
 - Work orders to be prepared for installation by Street Division:
 - Near-side signal head facing northbound traffic
 - Solar-powered flashing beacons with "SIGNAL AHEAD" W3-3 signs facing eastbound and westbound traffic on Paradise Valley Rd approaching intersection

Pacific Highway & Rosecrans Street/Taylor Street (Signalized)

- Previous appearances on annual HCL
 - none
- Previous actions recommended, completed
 - Major modification completed by Sandag's Mid-Coast Trolley project 2016
- Previous actions recommended, pending
 - Median nose marker on north leg, SN 40300636906 issued October 18, 2022
- Comments
 - Preempted by adjacent railroad tracks
 - Transit phase activates during railroad preemption
 - Old Town Transit Center on SE corner
 - Protected left turns in all directions
 - Right-turn overlaps for northbound and eastbound traffic
 - Pedestrian phases in all directions
 - 2070 controller with MAXTIME program
 - No coordination timing
 - Bike lanes northbound and southbound on Pacific Highway
 - 7 streetlights at intersection
 - Accessible pedestrian system (APS)
 - County Psychiatric Hospital 700 feet west of intersection on Rosecrans St
 - Old Town State Park 500 feet east of intersection on Taylor St
 - On Transparency, communicating
 - Detection working
- Recommendations
 - Work orders to be prepared for installation by Street Division:
 - "TURNING TRAFFIC YIELD TO PEDS" R10-15 signs facing traffic on all approaches (SN 40300920411)
 - Coordinate with MTS and NCTD to have advanced pedestrian preemption time provided as part of railroad preemption

Crash Frequency - Segment

El Cajon Bl from 63rd to Choctaw Dr

- Previous appearances on annual HCL:
 - none
- Previous actions recommended, completed:
 - n/a
- Previous actions recommended, pending:
 - n/a
- Recommendations:
 - Add more speed limit signs on El Cajon Bl
 - Add red curb for visibility of El Cajon Bl from Choctaw Dr

Market St from 26th St to 27th St

- Previous appearances on annual HCL:
 - none
- Previous actions recommended, completed:
 - n/a
- Previous actions recommended, pending:
 - n/a
- Recommendations:
 - Install red curb for visibility of Market St from 2 private driveways