THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: March 24, 2025

TO: Steve Celniker, Senior Traffic Engineer, Transportation Department
Joseph Jimenez, Senior Traffic Engineer, Transportation Department
Gary Pence, Senior Traffic Engineer, Transportation Department

FROM: Phil Rust, Senior Traffic Engineer, Safety, Information, and Analysis

SUBJECT: High Crash Locations for Calendar Year 2024

This High Crash Location analysis uses injury and fatal crashes, excluding property-damage-only crashes, that occurred within the 2024 calendar year. This helps to focus staff time and City funds toward eliminating more severe crashes, which provides a much greater societal benefit.

Genesee Av at SR-52 EB, a CALTRANS owned intersection, appeared on the Crash Rate, Crash Pattern, Crash Frequency - Intersection Crashes and Crash Frequency - Signalized Left Turn Crashes lists. This location has been under construction for several years. CALTRANS will be informed of our findings for this intersection.

Crash Rate

5 intersections were identified with high injury crash rates (1 standard deviation or more above average).

INTERSECTIONS WITH HIGH CRASH RATES[1]

	INTERSECTION	CRASH RATE[2]	CRASHES	ENTERING TRAFFIC[3]	ACCESS TO OPPORTUNITY[4]
1.	15th St at F St	1.50	5	9,127	Low
2.	8th Av at Broadway (Signalized)	1.15	5	11,875	Moderate
3.	Bayard St at Grand Av (Signalized)	1.09	6	15,140	Very High
4.	8th Av at University Av (Signalized)	0.91	5	15,095	High, Very High
5.	Kettner Bl at Sassafras St (Signalized)	0.86	10	31,939	High

[1] High crash rate intersections have a crash rate equal to or greater than one standard deviation (0.31) above the average crash rate (0.51). The crash rate was calculated for 38 intersections that show 5 or more reported crashes in 2024. 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.

[4] Climate Equity: https://www.sandiego.gov/sustainability-mobility/climate-action/climate-equity

Crash Pattern

2 intersections were identified as having a pattern of injury crashes (5 or more crashes in the same direction).

INTERSECTIONS WITH A CRASH PATTERN

	INTERSECTION	CRASH PATTERN	CRASHES	ACCESS TO OPPORTUNITY
1.	Kettner Bl at Sassafras St (Signalized)	Broadside (WB vs. SB)	10	High
2.	10th Av at A St (Signalized)	Broadside (WB vs. SB)	8	Low

Crash Frequency

Pedestrian Crashes

1 intersection was identified to have the most pedestrian crashes.

INTERSECTION WITH THE MOST PEDESTRIAN CRASHES

	INTERSECTION	CRASHES	ACCESS TO OPPORTUNITY
1.	Otay Center Dr at Siempre Viva Rd (Signalized)	3	Low

Intersection Crashes

1 intersection was identified with the most injury crashes.

INTERSECTIONS WITH THE MOST INJURY CRASHES

	INTERSECTION	CRASHES	ACCESS TO OPPORTUNITY
1.	Kettner Bl at Sassafras St (Signalized)	10	High

Signalized Left Turn Crashes

1 signalized intersection was identified with the most left turn related crashes.

SIGNALIZED INTERSECTIONS WITH THE MOST LEFT TURN CRASHES

	INTERSECTION	CRASHES	ACCESS TO OPPORTUNITY
1.	Garnet Av at Mission Bay Dr (Signalized)	8	High

Segment Crashes

5 segments were identified to have the most injury crashes.

SEGMENTS WITH THE MOST INJURY CRASHES

	SEGMENT	CRASHES	ACCESS TO OPPORTUNITY
1.	Fairmount Av (Montezuma Rd EB on Ramp - Talmadge Canyon Rw)	3	High
2.	Imperial Av (53rd St - Jacinto Dr)	3	Moderate
3.	Main St (I-5 SB Off Ramp - Woden St)	3	Low
4.	Midway Dr (Kemper St - Duke St)	3	Low, High
5.	Mission Gorge Rd (Twain Av - Mission Gorge Pl)	3	High

Please review the above locations to determine what traffic engineering measures, if any, are expected to improve safety. Crash diagrams are below to assist you. Any measures that are identified but not funded will be compiled to assist during the next budget development cycle. To ensure this is prepared in time, please respond by September 30th with a report listing the findings from the safety analysis for each location, the proposed improvements for each location, and cost estimates for each improvement. If you have any questions, please contact Matthew Balan at (619) 533-3168.

Sincerely,

Philip Rust Digitally signed by Philip Rust
Date: 2025.03.24 15:37:33 -07'00'

Phil Rust

CC: Maggie McCormick, Deputy Director, Transportation Department
Alex Ubaldo, Assistant Deputy Director, Transportation Department
Everett Hauser, Program Manager, Transportation Department
Gary Chui, Senior Traffic Engineer, Transportation Department
Brian Genovese, Senior Traffic Engineer, Transportation Department
Donald Pornan, Senior Traffic Engineer, Transportation Department