

## **HIGH CRASH LOCATIONS FOR CALENDAR YEAR 2024**

### **Response from Traffic Engineering Staff**

#### **Crash Rate**

- **8th Avenue & Broadway**
  - Previous appearances on annual HCL
    - none
  - Previous actions recommended, completed
    - Upgrade four sets of traffic signal heads from 8" diameter to 12" diameter, May 8, 2025
  - Previous actions recommended, pending
    - Upgrade streetlights on northeast and southwest corners, preliminary estimated cost \$2,000; placed on transportation unfunded needs list
  - Comments
    - Signalized, type 170 controller, McCain 223 program, fixed-time, no detection, communicating to Transparity (signal communication software)
    - In coordination plan 6 (70 second cycle length) 3:00am to 2:00pm, plan 7 (70") 2:00pm to 6:30pm, plan 6 6:30pm to 10:00pm, plan 7 10:00pm to 3:00am; on weekends plan 6 3:00am to 10:00pm and plan 7 10:00pm to 3:00am
    - 8th Av has three lanes one-way southbound, one closed for construction, right and left turns permitted
    - Broadway has two through-only lanes westbound, right and left turns are prohibited; and eastbound a through and a through-right, left turns are prohibited, double -yellow centerline
    - No bus stops or bike lanes
    - Pedestrian signals in all directions, no ped buttons, peds are on recall
    - Crosswalks are gray concrete pavement without transverse lines
    - Cobra-head streetlights over both 8th Av legs; Broadway has cobra-head over the west leg and two post-top streetlights on the northwest corner, two post-top streetlights with no cobra-head on the southeast corner
    - Broadway has three signal heads, including on mast arm, facing both directions of traffic
    - 8th Av has two post-top signal heads facing southbound with no mast arm
    - Southbound traffic on 8th Av has traffic signal heads on mast arms before (at C Street) and after (at E Street) this intersection

- Large construction project on northeast corner
- **Recommendations**
  - **Install a mast arm facing southbound traffic on 8th Av, preliminary estimated cost \$145,000; placed on transportation unfunded needs list for major traffic signal modifications.**
- **8th Avenue & University Avenue**
  - Previous appearances on annual HCL
    - none
  - Previous actions recommended, completed
    - Installed accessible pedestrian system (APS), July 3, 2024
    - Installed R13A “NO TURN ON RED” signs facing eastbound and westbound traffic on University Av, April 19, 2023
    - Installed continental crosswalk across north and south approaches of 8th Avenue, June 14, 2022
    - Installed 70 feet of double-yellow centerline on northbound approach of 8th Avenue, March 29, 2022
  - Previous actions recommended, pending
    - Install R3-5R “RIGHT TURN ONLY” signs facing southbound traffic exiting driveways
    - Upgrade streetlighting to City standard, placed on transportation unfunded needs list.
  - Comments
    - Signalized, type 170 controller, McCain 223 program, semi-actuated, communicating to Transparency
    - In coordination plan 1 (116”) 6:45am to 9:30am, plan 2 (114”) 9:30am to 3:00pm, plan 3 (112”) 3:00pm to 8:00pm; on weekends on plan 6 (100”) 9:30am to 8:00pm
    - 8th Av has staggered approaches, with the northbound centerline approximately 65 feet east of the southbound centerline; the staggered approaches are on split phased with southbound lagging, pedestrians are served on both of the split phases
    - University Av has a through-left, a through-right, and a protected bike lane in each direction; no turn lanes; double-yellow centerline; left turns are permissive; U-turns are prohibited; one signal phase controls both directions; R10-12 “LEFT TURN YIELD ON GREEN – NO U TURN” signs facing both directions
    - On the northside there are two driveways serving the Jack in the Box property, both two-way and both controlled by a flashing red beacon, the property also takes access from the alley to the north

- Eastbound near-side bus stop
  - Pedestrian signals and pushbuttons in all directions, pedestrians crossing 8th Av are on recall
  - Marked continental crosswalks in all directions
  - Three cobra-head streetlights
  - Mast arms facing traffic in all directions
  - **Recommendations**
    - **Fully fund and complete previous pending actions.**
- **15th Street & F Street**
  - Previous appearances on annual HCL
    - none
  - Previous actions recommended, completed
    - none
  - Previous actions recommended, pending
    - Programmed for traffic signal in CIP project B-22111, expected to go to construction in 2025
  - Comments
    - Unsignalized intersection has STOP signs facing northbound and southbound traffic on 15th St, traffic on F Street has the right-of-way
    - F Street has three lanes one-way westbound, with a fourth westbound lane along the north curb lane during the morning peak period 7:00am to 8:30am
    - 15th Street has one through-left lane northbound and one through-right lane southbound; divided by a double-yellow centerline
    - Cobra-head streetlights on all four corners
    - Unmarked crosswalks
  - **Recommendations**
    - **Fully fund and complete traffic signal CIP project B-22111.**
- **Bayard Street & Grand Avenue**
  - Previous appearances on annual HCL
    - none
  - Previous actions recommended, completed
    - Installed yellow marking on median noses on Bayard St, July 18, 2022

- Previous actions recommended, pending
  - Install accessible pedestrian system (APS)
  - Upgrade controller to type 2070 with MAXTIME program, install interconnect, and provide communication to Kinetic Signals, CIP project B-15065
- Comments
  - Signalized, type 170 controller, McCain 223 program, fully actuated, not communicating to Transparity
  - In coordination plan 1 (114") 7:00am to 9:00am, plan 2 (110") 9:00am to 3:00pm, plan 3 (120") 3:00pm to 6:00pm, plan 5 (90") 6:00pm to 8:00pm, plan 5 again on weekends 8:00am to 8:00pm
  - Bayard St northbound has one left-through-right lane, southbound has a left-through lane and a right turn lane; permissive left turns; double-yellow centerline
  - Grand Av eastbound has a left turn lane, two through lanes, and a right turn/bike lane with a far side bus stop; westbound has a left turn lane, two through lanes, and a right turn/bus/bike lane with a near-side bus stop
  - Eastbound and westbound left turns have protected-permissive phasing with doghouse signal head configuration; R10-12 "LEFT TURN YIELD ON GREEN" sign facing westbound but not eastbound
  - Pedestrian signals and pushbuttons in all four directions
  - Marked continental crosswalks in all four directions
  - Cobra-head streetlights on all four corners
  - Mast arms in all four directions
- **Recommendations**
  - **Complete controller upgrade and interconnect in project B-15065.**
  - **Fully fund and install previous pending APS.**
  - **Restripe crosswalks.**
  - **Activate leading pedestrian interval (LPI) for pedestrians crossing Grand Avenue.**
  - **Upgrade protected-permissive left turn signal heads from doghouse configuration to four-section flashing-left-yellow configuration per CAMUTCD Figure 4D-12; placed on transportation unfunded needs list for minor traffic signal modifications.**
  - **Upgrade streetlights to LED, placed on transportation unfunded needs list.**

- **Kettner Boulevard & Sassafras Street**

- Previous appearances on annual HCL
  - none
- Previous actions recommended, completed
  - San Diego County Regional Airport Authority completed a project in 2024 that installed a queue cutter traffic signal at the highway-rail crossing on Sassafras St 180 feet west of the intersection with Kettner Bl
- Previous actions recommended, pending
  - none
- Comments
  - Signalized, type 2070 controller, MAXTIME program, preempted by railroad tracks, fully actuated, communicating to Kinetic Signals as of May 13, 2025
  - Sassafras St crosses railroad tracks 180 feet west of intersection; approaching the intersection it has two eastbound lanes, right turn only and a through; two westbound lanes, through-left and a through, double-yellow centerline
  - Kettner Bl is one-way southbound with four lanes: left turn only, two throughs, and a through-right
  - Traffic across the railroad tracks is controlled by a queue cutter traffic signal, named as California St & Sassafras St
  - No bus stops or bike lanes
  - Pedestrians are prohibited on east leg, pedestrian signal heads and pushbuttons are provided on the other three legs
  - Three cobra-head streetlights
  - Mast arm facing southbound traffic on Kettner Bl and eastbound traffic on Sassafras St, post top signals facing westbound
  - Westbound Sassafras St passes underneath Interstate 5 and has a downward grade of 18.5% on approach to the intersection
  - Intersection was in construction throughout much of 2024 with long periods of flashing operation
- **Recommendations**
  - **Install W3-3 “SIGNAL AHEAD” signs facing westbound traffic on Sassafras St. (completed Sept 8, 2025)**
  - **Install two near-side traffic signal heads facing westbound traffic on Sassafras St, one on the mast arm back-to-back with the existing traffic signal head, and one on the signal poles on the southeast corner; placed on transportation unfunded needs list for minor traffic signal modifications.**

## **Crash Pattern**

- **10th Avenue & A Street**

- Previous appearances on annual HCL
  - 2004, 2006, 2007, 2008, 2011, 2013, 2014, 2015, 2016, 2018, 2019, 2021, 2022
- Previous actions recommended, completed
  - Installed near-side signal on northwest corner facing eastbound traffic on A St, February 7, 2024
  - Installed W3-4 “BE PREPARED TO STOP” advance warning signs facing southbound traffic on 10th Av, November 22, 2023
  - Installed R10-6 “STOP HERE ON RED” signs facing southbound traffic on 10th Av at limit line, November 22, 2023
  - Trimmed vegetation on north side of A St, 2022
- Previous actions recommended, pending
  - none
- Comments
  - Signalized, type 170 controller, McCain 233 program, fixed time, no detection, communicating to Transparency
  - In coordination plan 6 (70 second cycle length) 3:00am to 2:00pm, plan 7 (70”) 2:00pm to 6:30pm, plan 6 6:30pm to 10:00pm, plan 7 10:00pm to 3:00am; on weekends plan 6 3:00am to 10:00pm and plan 7 10:00pm to 3:00am
  - 10th Av is one-way southbound with three lanes, a through-left, and two throughs; right turns are prohibited
  - A St is one-way eastbound with four lanes, three throughs and through-right; left turns are prohibited
  - No bus stop or bike lanes
  - Four cobra-head streetlights
  - Pedestrian signals, APS, and pedestrian pushbuttons in all directions
  - Continental crosswalks in all directions
  - Leading pedestrian interval (LPI) for pedestrians crossing A Street
  - Blank-out R3-2 “NO LEFT TURN” sign facing southbound traffic on 10th Av, activated during leading pedestrian interval
  - This intersection is the first traffic signal entering downtown from two freeways: 1) traffic continuing past the terminus of southbound State Route 163, and 2) traffic taking the 10th Av exit from southbound Interstate 5
  - Entrance to northbound State Route 163 freeway from A St is 130 feet past the intersection

- There are two W3-3 “SIGNAL AHEAD” signs in Caltrans right-of-way facing traffic on southbound State Route 163 ramp exit onto 10th Av and on Interstate 5 southbound exit ramp onto 10th Av
  - Vegetation has grown back on the north side of A St, limiting the view of post-top traffic signal heads facing eastbound traffic
- **Recommendations**
  - **Upgrade W3-4 “BE PREPARED TO STOP” signs facing southbound traffic on 10th Av to larger size (36” x 36”), post them with flashing beacons.**
  - **Upgrade R10-6 “STOP HERE ON RED” signs facing southbound traffic on 10th Av at limit line to larger size (24” x 36”).**
  - **Further trim or remove trees on north side of A St that were previously trimmed and have regrown and are again limiting view of traffic signal heads for eastbound traffic on A St.**
  - **Install new traffic signal backplates with yellow retroreflective borders facing traffic in both directions; placed on transportation unfunded needs list for minor traffic signal modifications.**
- **Kettner Boulevard & Sassafras Street**
  - Refer to Crash Rate section for information and recommendations

## **Crash Frequency - Intersections**

- **Garnet Avenue & Mission Bay Drive**
  - Previous appearances on annual HCL
    - 2004, 2006, 2007, 2013
  - Previous actions recommended, completed
    - Install R10-15 “TURNING VEHICLES YIELD TO PEDS” sign facing southbound traffic on Mission Bay Dr
  - Previous actions recommended, pending
    - Upgrade controller to type 2070 with MAXTIME program, install interconnect, and provide communication to Kinetic Signals, CIP project B-15065
    - Install “EXCEPT BUSES” sign below R3-7 “RIGHT LANE MUST TURN RIGHT” sign facing northbound traffic on Mission Bay Dr
    - Install channelizers on double-yellow centerline on Mission Bay Dr for 200 feet north of intersection
    - Install accessible pedestrian system (APS)

- Comments
  - Signalized, type 170 controller, McCain 233 software, fully actuated, not communicating to Transparency
  - In coordination plan 1 (150") 6:30am to 10:00am, plan 2 (150") 10:00am to 3:00pm, plan 4 (170") 3:00pm to 6:00pm; weekends plan 2 9:00am to 6:00pm
  - Garnet Av has four westbound lanes; a left turn only, two throughs, and a right turn only; eastbound has two left turn only lanes, two throughs, and a right turn only; left turns are protected; U-turns are prohibited; right turns have right turn arrow overlaps; both sides are divided by medians
  - Mission Bay Drive has five southbound lanes; two left turn only, a through, and two right turn only; northbound has a left turn only, two throughs, and a right turn only; left turns are protected; U-turns are prohibited; right turns have right turn arrow overlaps; the south leg is divided by a median and the north leg is divided by a double-yellow centerline
  - Pedestrian signals and pedestrian pushbuttons in all directions
  - Marked continental crosswalks in all directions
  - No bus stops or bike lanes
  - Four cobra-head streetlights
- Recommendations
  - **Reprogram traffic signal controller to provide restricted lead-lag phasing for north & southbound left turn phases, completed May 1, 2025.**
  - **Complete controller upgrade and interconnect in project B-15065.**
  - **Fully fund and complete previous pending actions.**
  - **Repaint turn arcs.**
  - **Pull back median nose on east leg by a few feet, added to transportation unfunded needs list.**
- **Kettner Boulevard & Sassafras Street**
  - Refer to Crash Rate section for information and recommendations
- **Otay Center Drive & Siempre Viva Road**
  - Previous appearances on annual HCL
    - none
  - Previous actions recommended, completed
    - none
  - Previous actions recommended, pending
    - none



- Comments

- Signalized, type 170 controller, McCain 223 program, fully actuated, not communicating with Transparency
- No coordination plans
- Otay Center Dr has two southbound lanes, a through-left and a through-right; and two north bound lanes, a through-left and a right turn only; left turns are permissive; divided by double-yellow centerline
- Siempre Viva westbound has a bike lane and four traffic lanes, a left turn only, two throughs, and a through-right; eastbound has the same configuration; left turns are protected; divided by raised median
- Pedestrian signals and pushbuttons in all directions
- Continental crosswalks on west, north, and east legs; transverse crosswalk on south leg; all crosswalks faded
- MTS bus stops on eastbound Siempre Viva near-side and on westbound Siempre Viva far-side
- Bus-only entrance/exit to MTS Mesa de Otay Transit Center is on Siempre Viva 310 feet east of the intersection
- Interchange with State Route 905 is on Siempre Viva 360 feet east of the intersection

- Recommendations

- **Increase pedestrian crossing time (completed April 22, 2025)**
- **Repaint crosswalks and limit lines.**
- **Install R10-15 “TURNING TRAFFIC YIELD TO PEDS” signs facing northbound and southbound traffic. (completed July 31, 2025)**
- **Install improvements by minor traffic signal modification, placed on transportation unfunded needs list:**
  - **Upgrade controller to type 2070 with MAXTIME software; install a leading pedestrian interval (LPI) and blank-out R3-1 “NO RIGHT TURN” signs facing northbound and southbound traffic to be activated during the LPI**
  - **Install accessible pedestrian system (APS) and pedestrian countdown timers (PDT).**
  - **Add near side signal head on southwest corner for eastbound traffic due to curve in roadway.**
- **Upgrade streetlights to LED, added to transportation unfunded needs list.**

## **Crash Frequency – Segments**

- **Fairmount Avenue between Montezuma Road, EB On Ramp to Talmadge Canyon Row**
  - Previous appearance on annual HCL
    - None
  - Previous actions recommended, completed
    - none
  - Previous actions recommended, pending
    - none
  - Comments
    - This segment has 2 lanes in the northbound and southbound direction of traffic with unimproved center median
    - This segment has buffered bike lanes for both directions of traffic
    - On-street parking is prohibited because of existing bike lanes
    - The posted speed limit is 55 miles per hour for the northbound direction of traffic and 50 miles per hour for the southbound direction of traffic
    - The existing roadway striping, and signage are in good condition and clearly visible to traffic
  - **Recommendations**
    - **Replace the existing speed limit signs with oversized speed limit signs for both directions of traffic**
    - **Requesting periodic enforcement from SDPD**
  
- **Main Street between I-5 Southbound Off Ramp and Jacinto Drive**
  - Previous appearance on annual HCL
    - None
  - Previous actions recommended, completed
    - none
  - Previous actions recommended, pending
    - none
  - Comments
    - The accidents that occurred on these two segments were not of any particular pattern and were not determined to be preventable by any change to the existing traffic control.

- Each segment had three accidents and none of the accidents were severe injury accidents.
  - **Recommendations**
    - **Determined that no changes to the existing traffic control is warranted.**
- 
- **Midway Drive between Kemper Drive and Duke Street**
    - Previous appearance on annual HCL
      - None
    - Previous actions recommended, completed
      - none
    - Previous actions recommended, pending
      - none
    - Comments
      - The accidents that occurred on these two segments were not of any particular pattern and were not determined to be preventable by any change to the existing traffic control.
      - Each segment had three accidents and none of the accidents were severe injury accidents.
    - **Recommendations**
      - **Determined that no changes to the existing traffic control is warranted.**
- 
- **Imperial Avenue between 53rd Street and San Jacinto Drive**
    - Previous appearance on annual HCL
      - None
    - Previous actions recommended, completed
      - Issued traffic sign work order to install school warning signs for both directions of traffic
    - Previous actions recommended, pending
      - none
    - Comments
      - This segment has one lane in the eastbound and westbound direction of traffic with concrete center median
      - This segment has class II bike lanes for both directions of traffic
      - This segment has on-street parking on both sides of the street

- The posted speed limit is 35 miles per hour for the eastbound direction and the westbound direction of traffic
  - The existing roadway striping, and signage are in good condition and clearly visible to traffic
- **Recommendations**
  - **Issued traffic sign work order to install new CHEVRON warning sign on the existing flashing beacon in the westbound direction of traffic**
  - **Requesting periodic enforcement from SDPD**
- **Mission Gorge Road between Twain Avenue and Mission Gorge Pl**
  - Previous appearance on annual HCL
    - None
  - Previous actions recommended, completed
    - none
  - Previous actions recommended, pending
    - none
  - Comments
    - This segment has 2 lanes in the northbound and southbound direction of traffic with two way left turn pocket
    - This segment has scattered on-street parking on both sides of the street
    - The posted speed limit is 25 miles per hour for the northbound direction of traffic and 30 miles per hour for the southbound direction of traffic
    - The existing roadway striping and signage are in good condition and clearly visible to traffic
  - **Recommendations**
    - **Install 24 feet of new red curb fronting 6011 Mission Gorge Road (gas station) to improve visibility for motorists exiting the gas station (completed June 18, 2025)**
    - **Requesting periodic enforcement from SDPD**