



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: August 25, 2017

TO: Linda Marabian, Deputy Director, Transportation Engineering Operations

FROM: Julio Fuentes, Senior Traffic Engineer, Safety and Information Section

SUBJECT: July 2017 Update on Audit Recommendation #2

This memo is an update on Audit Recommendation #2 from the Performance Audit of the City's Programs Responsible for Improving Pedestrian Safety. The Audit recommendation is included first, and is then followed by the two previously submitted staff updates. Finally, the most recent update describes the location selection method, the locations, the recommended improvements, and their status.

Audit Recommendation #2:

The Transportation and Storm Water Department (TSW) should establish a goal of proactively evaluating a minimum number of the highest-pedestrian collision locations each year, based on the methodology developed as part of Recommendation #1, and should program and request funding for warranted pedestrian safety infrastructure improvements at each location in accordance with Council Policy 800-14. Performance towards meeting this goal should be publicly reported on an annual basis, such as on the City's Open Data Portal or a future Vision Zero San Diego website (see Recommendation #18). At each high-pedestrian collision location, TSW should identify and program all improvements, including those warranted under the Pedestrian Crosswalk Guidelines, as well as other improvements that are necessary to increase pedestrian safety, based on TSW's professional judgment.

If any of the warranted improvements cannot be funded in a given year, these improvements should be placed on the Transportation Unfunded Needs List and considered for funding in future years in accordance with Council Policy 800-14.

January 2017 staff update:

Based on the method indicated in response to recommendation 1, TSW will evaluate and program a minimum of five locations from the highest pedestrian collision locations each year. This response is complete. No additional work is needed for the completion of this recommendation. The Pedestrian Audit identified 43 signalized intersections that experienced seven or more pedestrian injuries and fatalities between 2001 and 2010. TEO has reviewed each of these intersections and is in the process of writing work orders for high

visibility crosswalks, and pedestrian countdown timers for each location. The Pedestrian Audit also implied that 15 of those locations had not received any “basic, low-cost pedestrian safety infrastructure improvements that have already been installed in numerous other less hazardous locations around the City.” TEO conducted an in depth analysis at each of the 15 locations and identified improvements to each location, including the installation of high visibility crosswalks, and pedestrian countdown timers.

May 2017 update from the Office of the City Auditor (OCA):

TSW has established a goal of proactively evaluating, programming, and seeking funding for comprehensive pedestrian safety improvements at 5 high-pedestrian collisions per year, based on the methodology developed per Recommendation #1. TSW is in the process of developing a procedure to achieve this goal. In addition, TSW is evaluating the other high-collision intersections identified in the audit and installing 'quick and easy' pedestrian safety improvements such as pedestrian countdown timers, audible pedestrian signals, and high-visibility crosswalks at these locations. OCA will continue to follow up on this recommendation as TSW finalizes the procedure to evaluate, program, and seek funding for comprehensive improvements at high-pedestrian collision intersections, and begins reporting progress on the City's Vision Zero website.

July 2017 staff update:

The Transportation Engineering Operations (TEO) Division identified five high pedestrian crash locations by ranking all intersections in the City of San Diego by the number of Severe Injury or Fatal pedestrian collisions reported (from highest to lowest). If there was a tie in the ranking, then the total number of pedestrian collisions reported (from highest to lowest) in calendar years 2011 – 2015 was used to break the tie. TEO staff proactively evaluated the top five high-pedestrian crash locations. The following is a summary of the five highest pedestrian crash locations and safety improvements for each location. There are three categories of improvements: improvements that have been recently completed, improvements that have been programmed (funded) and are expected to be completed in the current Fiscal Year, and improvements that are not yet funded and have been placed on the unfunded needs list, with the intent to seek funding as it becomes available.

1) *Intersection of Paradise Valley Road & Deep Dell Road*

Recently Completed Improvements:

- Upgraded four crosswalks to high visibility crosswalks
- Installed Pedestrian Countdown Timers
- Installed ADA-compliant pedestrian ramps
- Increased Pedestrian Flashing Don't Walk times and yellow signal timing
- Installed Northbound/Southbound LEFT TURN YIELD ON GREEN BALL signs
- Installed red curb on the northeast corner to improve driver visibility
- Implemented Lead Pedestrian Interval (LPI) timing to cross Paradise Valley Road

Funded in FY2018:

- Audible pedestrian signal pushbuttons
- Additional vehicle signal heads on the NW and SE corners to improve signal visibility
- New vehicle detection on the southbound approach
- Four street light upgrades to LED

2) Intersection of University Avenue & Swift Avenue

Recently Completed Improvements:

- Installed Pedestrian Countdown Timers
- Increased Pedestrian Flashing Don't Walk times
- Installed LEFT TURN YIELD ON GREEN BALL signs for all directions
- Implemented Lead Pedestrian Interval (LPI) timing to cross University Avenue
- Installed limit lines in advance of the crosswalk on all four legs

Funded in FY2018:

- Audible pedestrian signal pushbuttons
- Four street light upgrades to LED

Placed on the Unfunded Needs List:

- Relocate the southeast corner pole

3) Intersection of Euclid Avenue & Federal Boulevard

Recently Completed Improvements:

- Installed Pedestrian Countdown Timers
- Increased Pedestrian Flashing Don't Walk times and yellow signal timing

Funded in FY2018:

- Audible pedestrian signal pushbuttons
- Flashing Yellow Right Turn Arrows on each approach
- Four street light upgrades to LED

4) Intersection of El Cajon Boulevard & Altadena Avenue

Recently Completed Improvements:

- Installed Rectangular Rapid Flashing Beacons
- Installed Continental-style crosswalk
- Installed "Ped Xing" pavement markings in advance of the crosswalk
- Installed yield lines in advance of the crosswalk
- Installed "Yield to Pedestrian" traffic signs in advance of the crosswalk

Placed on the Unfunded Needs List:

- Pedestrian Hybrid Beacon crossing El Cajon Blvd.

5) Intersection of Garnet Avenue & Everts Street

Recently Completed Improvements:

- Installed Rectangular Rapid Flashing Beacons
- Installed a high-visibility crosswalk
- Installed "Ped Xing" pavement markings in advance of the crosswalk
- Installed pedestrian warning signs in advance of the crosswalk

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Linda Marabian, Deputy Director, Transportation Engineering Operations
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Placed on the Unfunded Needs List:

- Curb extensions at both ends of the marked crosswalk
- Street light upgrades to LED

We will seek funds from all sources this Fiscal Year for the unfunded improvements described above, and we will monitor and report the safety performance of each location on the Vision Zero website.

Sincerely

A handwritten signature in black ink, appearing to read "Julio Fuentes", with a stylized, cursive script.

Julio Fuentes

Cc: Andy Hanau, Supervising Senior Performance Auditor
Kris McFadden, Director, Transportation and Storm Water Department
Vic BIANES, Assistant Director, Transportation and Storm Water Department