

Cycle 9

Highway Safety Improvement Program (HSIP)

Pedestrian Signal Improvements at Various Locations Citywide



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**APPLICATION FORM FOR
CYCLE 9 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**Application ID 11-San Diego-2

LAPG 9-A (REV 11/2017)

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APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Application ID 11-San Diego-2

Important: Review and follow the [Application Form Instructions](#) step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Submitted By (Agency)

San Diego

Application Category

Set-aside for Pedestrian Crossing Enhancements

Caltrans District

11

Application Number

2

Out of

3

Project Location

215 intersections through out the City of San Diego

Project Description

Install pedestrian countdown insert indications and pedestrian signal heads

Total Project Cost

\$249,500

HSIP Funds Requested

\$249,500

Countermeasure No. 1

S19: Install pedestrian countdown signal heads

Countermeasure No. 2

Countermeasure No. 3

Project Benefit**Benefit Cost Ratio (BCR)****ADA Notice**

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I. Basic Project InformationDate: Aug 31, 2018Caltrans District: 11MPO: SANDAGAgency: San DiegoCounty: San Diego CountyTotal number of applications being submitted by your agency: 3Application Number (each application must have a unique number): 2**Contact Person Information**Name (Last, First): Fuentes, JulioPosition/Title of Contact Person: Senior EngineerEmail: JFuentes@sandiego.govTelephone: (619) 533-3092Extension: Address: 8050 Othello AvenueCity: San DiegoZip Code: CA 92111

(Enter only a 5-digit number)

Application Category: Set-aside for Pedestrian Crossing Enhancements**Project Information**

Project Location:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)215 intersections through out the City of San Diego

Project Description:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)Install pedestrian countdown insert indications and pedestrian signal headsFunctional Classification: Minor Arterial

(For Functional Classification and CRS Maps,

Visit: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)CRS Map ID (e.g. 08E14): 15Y13, 15Y14, 15Y23,15Y24,15Y34,15Y55Urban/Rural Area: UrbanHigh-Risk-Rural-Roads (HR3) Eligibility: NoIf this project is not entirely HR3 eligible, what is the approximate total cost percentage that is HR3 eligible? %**Work on the State Highway System**Does the project include improvements on the State Highway System? No**ADA Notice**

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Warrant Studies

- Check if the project includes new installation of certain traffic control devices (e.g., traffic signals, pedestrian signals, etc.). If yes, Traffic Signal Warrant 4, 5 and/or 7 must be met (CA MUTCD Chapter 4C). Please provide the warrants as Attachment #8 in Section V.

Additional Information

- Is the project focused primarily on "spot location(s)" or "systemic" improvements?
The primary type of the "systemic" improvements:
- Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily? (For more information on the SHSP and its Challenge Areas, see: <http://www.dot.ca.gov/SHSP/>)
- How were the safety needs and potential countermeasures for this project first identified?
- California established [Systemic Safety Analysis Report Program](#) (SSARP) in 2016. Was this project identified through the SSARP program?
- What is the primary mode of travel intended to be benefited by this project?
- Approximate percentage of project cost going to improvements related to motorized travel: %
- Approximate percentage of project cost going to improvements related to non-motorized travel: %
- Provide the number of intersections and the length of roadways included in the project (enter 0 if not applicable):
Number of Intersections: Miles of Roadway:
- Posted Speed Limit (mph):
- Annual Average Daily Traffic (See [Application Form Instructions](#))

AADT (Major Road)	AADT (Minor Road)	Year Collected/Estimated
<input type="text" value="52,790"/>	<input type="text" value="3,120"/>	<input type="text" value="2015"/>

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II. Narrative Questions (See [Application Form Instructions](#))

These narrative questions are intended to provide additional project details for the application reviewers and project files. The reviewers will use the information in their "fatal flaw" assessment of the applications. Please make sure that:

- 1) The project scope is eligible for HSIP funding;
- 2) The countermeasures used in the Benefit Cost Ratio (BCR) calculation are appropriately applied based on the scope of the project;
- 3) The crash data used in the BCR calculation is appropriately applied based on the scope of the project and countermeasures used; and
- 4) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles.

If significant inconsistencies or errors are found in the application information, the reviewers may conclude that the application includes "fatal flaws" and the application will be dropped from further funding considerations. The applicant will not be notified of findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations?

(Limited to 5,000 characters)

The City of San Diego will install pedestrian countdown timers at every signalized intersection in the City over the next several years. This grant would accelerate those efforts at locations with more pedestrian activity and higher vehicle speeds. This is expected to significantly reduce pedestrian injuries and fatalities. The City of San Diego found that although pedestrian crashes happen less frequently than vehicle crashes, they are more likely to result in serious injury or fatality. Pedestrian crashes can also result in substantial economic cost including medical expenses, lost workplace productivity, emergency response cost, and legal expenses, in addition to reduced quality of life resulting from disabling injuries and fatalities. The City Auditor found that pedestrian crashes cost \$134 million between 2013-2015. As part of the City of San Diego's Vision Zero program, this grant would accelerate our effort to eliminate fatal and severe pedestrian crashes at locations where the likelihood of crashes is higher.

2. Potential for Proposed Improvements to Address the Safety Issues

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the BCR calculations. Depending on the nature of the project, explain why the agency chooses to pursue "Spot location(s)" or "Systemic" improvements.

(Limited to 5,000 characters)

Note: *Safety improvements that do not have countermeasures and crash reduction factors identified in the HSIP Analyzer can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's BCR shown in the application.*

BCR's are not required as part of the set-aside application.

The primary cause of the collisions is failure to yield to pedestrians. The typical crash pattern involves a pedestrian crossing during the walk phase at an intersection, while a driver attempts to make a permissive left or right-turn movement. When the pedestrian signal head flashes the don't walk, pedestrians do not know how much time they have to cross. A countdown head displays the remaining time to cross helping pedestrians make a better decision whether or not to cross. This relatively low-cost upgrade will improve decisions made by pedestrians, reducing pedestrian injuries and fatalities.

Research shows that pedestrian countdown timers effectively reduce pedestrian crashes. Several major cities made it their goal to convert all pedestrian signals to countdown timer indications. For example, the City of San Francisco has upgraded the city's pedestrian signal network to include countdown timer indications at every signalized intersection. Their studies show a 25 percent reduction in pedestrian injury crashes. The City of Detroit is another example where the City installed pedestrian countdown timers and found a 70 percent reduction in pedestrian injury crashes.

We chose a systemic improvement approach because countdown heads are a quick, low-cost way to reduce pedestrian crashes at traffic signals.

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3. Crash Data Evaluation

What is the source of the crash data? For each countermeasure, describe how the influence areas and the limits of the crash data were established to ensure only appropriate crashes were included in the Collision Diagrams, Collision Lists and used in the BCR calculation. (Limited to 5,000 characters)

Note: *If the project includes multiple locations and multiple countermeasures, group the locations so that within each group, the same countermeasures apply to all locations and their crash data. Describe the location groups. These location groups must be consistent with the grouping in using the HSIP Analyzer.*

Crash diagrams, lists, and BCR's are not required as part of the set-aside grant application.

City-wide crash data shows that pedestrian crashes at signalized intersections are a systemic problem, and the City is committed to installing countdown timers at all traffic signals prioritizing based on a systemic approach. Because pedestrian crashes are less frequent than vehicle vs. vehicle, predicting risk based on crash history alone would not be reasonable approach to find a solution. Systemic factors such as pedestrian demand and vehicle speed help us to quickly focus on higher risk locations, and allow us to prevent future crashes where none may have occurred recently.

4. Prior Attempts to Address the Safety Issue

List all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all federal funds that have been used or approved within or directly adjacent to the proposed project limits within the last 5 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 5 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes)

For projects proposing high cost improvements/countermeasures such as shoulder widening and horizontal/vertical realignments, applicants must document that they have installed and monitored low-cost improvements which have not adequately addressed the safety issue ("**incremental approach**"). (Limited to 5,000 characters)

The City is committed to the installation of countdown timers at all signalized intersections to improve pedestrian safety to all communities. City staff have established several specific performance measures and goals related to pedestrian safety, this includes the programming and funding of pedestrian countdown timers at a minimum of 50 intersections per year. However, the City has a large inventory of 1,600 signalized intersections, and has limited resources to address them all. At the current rate of 50 per year, the remaining intersections are likely to continue to experience pedestrian injuries and fatalities at a high rate within the City. The City will greatly benefit from HSIP set-aside grant, adding many more countdown heads to the City's annual rate of installation. This will accelerate our implementation of Vision Zero. Countdown heads are a quick, low-cost measure that we are adding systemically. We also add high visibility crosswalks at all traffic signals as they are resurfaced. This is the case for many of these locations.

5. Other Comments

Explain here if this project requests any exceptions to the rules (such as "PE no more than 25%", "ROW no more than 10%" and "CE no more than 15%" rules), or if you have any other comments. (Limited to 5,000 characters)

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III. Project Cost, Safety Countermeasures and Benefit Cost Ratio (BCR)

Please transfer the below from the HSIP Analyzer. Please make sure you have reviewed the HSIP Analyzer instructions and completed the HSIP Analyzer correctly.

For some funding set-asides, only the project cost information is required. Please review the [Application Form Instructions](#) for details.

Total Project Cost

\$249,500

HSIP Funds Requested

\$249,500

**Project's Maximum Federal Reimbursement Ratio
(e.g. enter 90 for 90%)**

100%

Countermeasures

Number of Countermeasures Utilized (Max 3):

Countermeasure No. 1 **Project Benefit****Benefit Cost Ratio (BCR)**

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IV. Implementation Schedule (See [Application Form Instructions](#))

The local agency is expected to deliver the project per Caltrans Local Assistance [Safety Program Delivery requirements](#). In order for the milestones to be calculated correctly, all fields need to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:	<input type="text" value="01/01/2019"/>
Time for agency to internally staff project and request PE authorization:	<input type="text" value="0"/> Month(s)
Typical time for Caltrans and FHWA to process and approve PE authorization:	<input type="text" value="2"/> Month(s)
Proposed PE Authorization Date:	<input type="text" value="03/01/2019"/> (PE Authorization Delivery Milestone)
Will external consultants be required to complete the PE phase of this project?	<input type="text" value="No"/>
Time to prepare environmental studies request:	<input type="text" value="0"/> Month(s)
Time to complete CEQA/NEPA studies/approvals:	<input type="text" value="0"/> Month(s)
<i>See PES Form in the LAPM for Typical studies and permits</i>	
Time to complete the Right of Way Acquisition (federal process):	<input type="text" value="0"/> Month(s)
<i>Plan on 18 months minimum for federal process including a condemnation</i>	
Time to complete final PS&E documentation:	<input type="text" value="0"/> Month(s)
Other:	<input type="text" value="6"/> Month(s)
Expected Completion Date for the PE Phase:	<input type="text" value="09/01/2019"/>
Time for agency to request CON authorization:	<input type="text" value="2"/> Month(s)
Typical time for Caltrans and FHWA to process and approve CON authorization:	<input type="text" value="3"/> Month(s)
Proposed CON Authorization Date:	<input type="text" value="02/01/2020"/> (CON Authorization Delivery Milestone)
Time included for the agency's workload-leveling or construction-window needs:	<input type="text" value="0"/> Month(s)
Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize):	<input type="text" value="0"/> Month(s)
Time to complete construction:	<input type="text" value="24"/> Month(s)
Time included for closing the CON contract:	<input type="text" value="0"/> Month(s)
Other:	<input type="text" value="2"/> Month(s)
Expected Completion Date for the CON Phase:	<input type="text" value="04/01/2022"/>
Time to complete the project close-out process:	<input type="text" value="3"/> Month(s)
Typical time for Caltrans and FHWA to process and approve project close-out:	<input type="text" value="3"/> Month(s)
Expected Completion Date for the project Close-Out:	<input type="text" value="10/01/2022"/> (Close-Out Delivery Milestone)

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V. Application Attachments (See [Application Form Instructions](#))Please attach all files as needed. **Note: files may not be attachable if file is open. Close before attach.**

1. Engineer's Checklist (Required for all projects)
2. Vicinity map/Location map (Required for all projects)
3. Project maps/plans showing existing and proposed conditions (Required for all projects)
4. Pictures of Existing Condition (Required for all projects)
5. HSIP Analyzer (Required for all projects)
6. Collision diagram(s) (Not required for this project)
7. Collision List(s) (Not required for this project)
8. Warrant Studies (Not required for this project)
9. Letter/email of Support from Caltrans (No SHS involved - not required for this project)
10. Additional narration, documentation, letters of support, etc. (Optional)

HSIP Cycle 9 Application – Engineer's Checklist (For applications that BCR is NOT required)

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application, based on the final application and application attachments as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application has been finalized.

The purpose of this checklist is to ensure all of the primary elements of the application are included and the application is free of errors. Applications with errors in the supporting data will not be considered in the project selection process.

Special Considerations for Engineers before signing and stamping this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculations or reports be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

1. Vicinity map /Location map

Engineer's Initials: h

- a. The project limits must be clearly depicted in relation to the overall agency boundary

2. Project layout-plan showing existing and proposed conditions must:

Engineer's Initials: h

- a. Be to a scale which allows the visual verification of the overall project limits
- b. Show the full scope of the proposed project, including any non-safety construction items

3. Scope of Work:

Engineer's Initials: h

- a. The scope of work must be consistent with the application category (or the funding set-aside) that the application targets at

4. Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections I & II)

Engineer's Initials: h

- a. All likely construction costs associated with the project are identified and included in Section I (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. For each construction item, "Safety-Related" and "Non-Safety-Related" components must be properly identified and accounted for
- d. The Total Construction Cost in Section I must match the "Construction Items – Total Cost" in Section II (Project Cost Estimate) (automatic in the HSIP Analyzer)
- e. The project costs of all phases must be properly accounted for in Section II

5. Additional narration, documentation, letters of support:

Engineer's Initials: h

- a. The answers to the "Narrative Questions" in the application form are consistent with and support the engineering logic

Signature and Stamp Page

Licensed Engineer:

Name:

Title:

Engineer License Number:

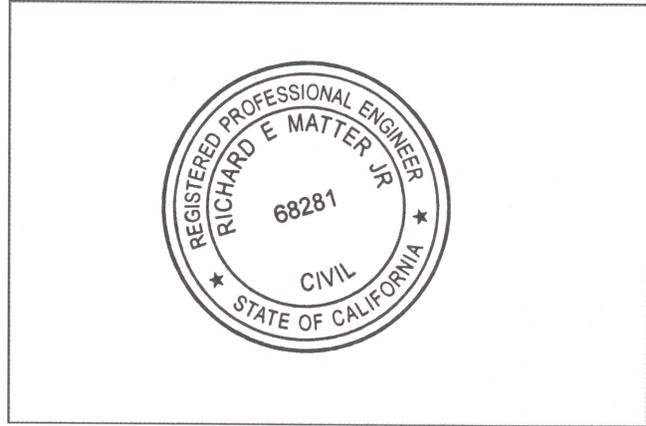
Signature:

Date:

Email:

Phone:

Engineer's Stamp:



To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

Transportation Manager:

Name:

Title:

Signature:

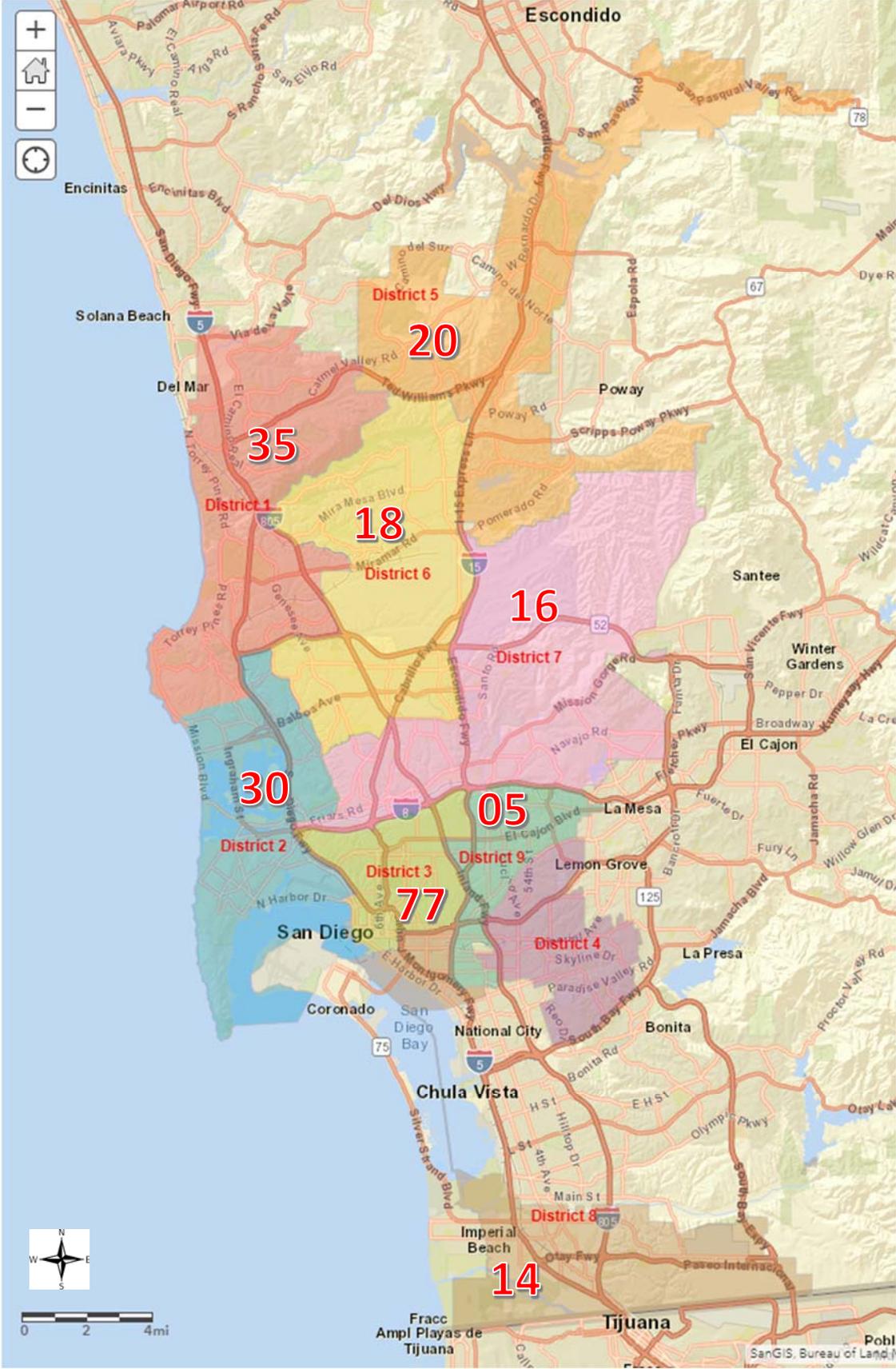
Date:

Vicinity Map/Location Map



VICINITY MAP

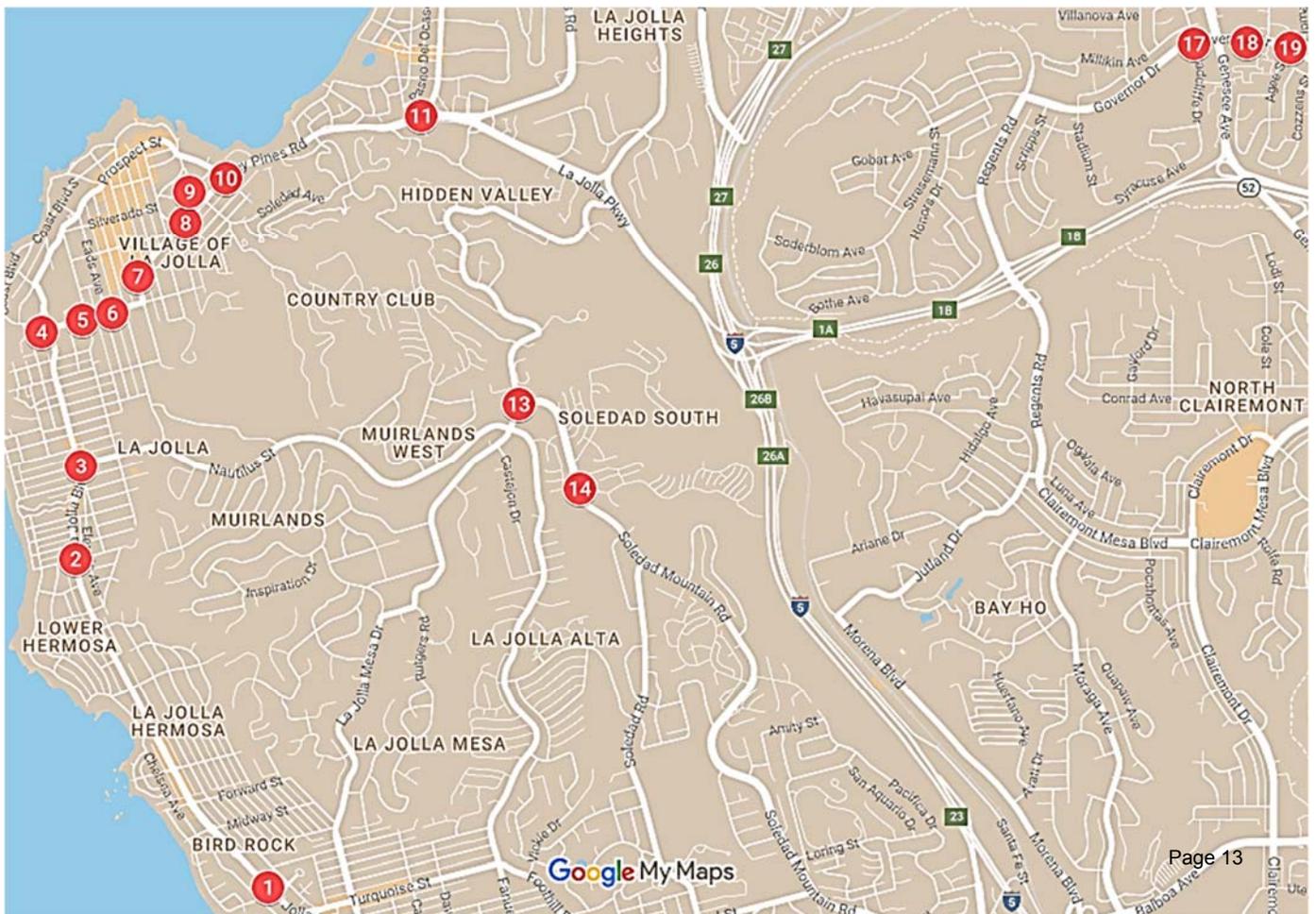
215 INTERSECTIONS THROUGHOUT THE CITY



LEGEND

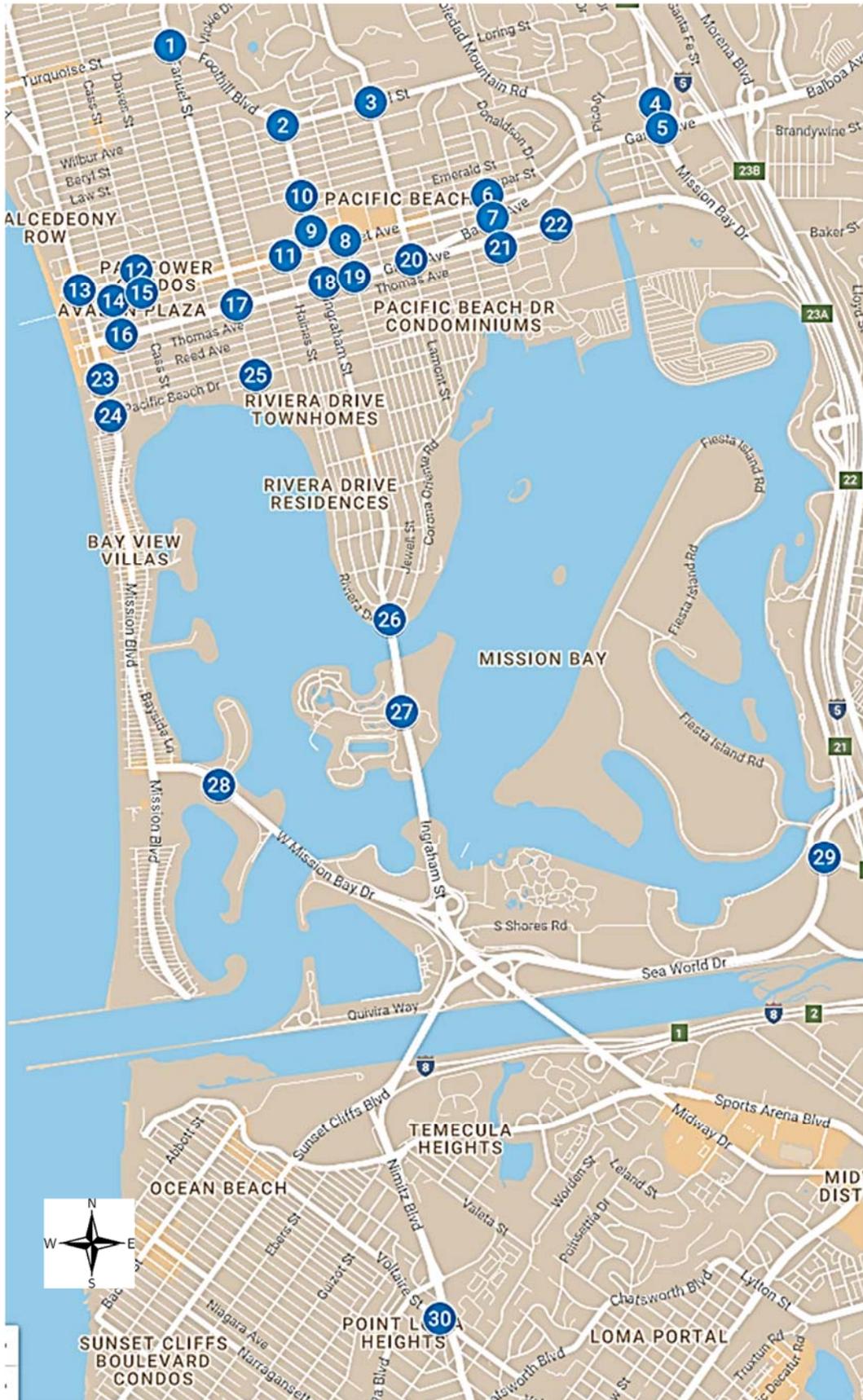
of Intersections per Council District

Council District 1 HSIP Project Intersections



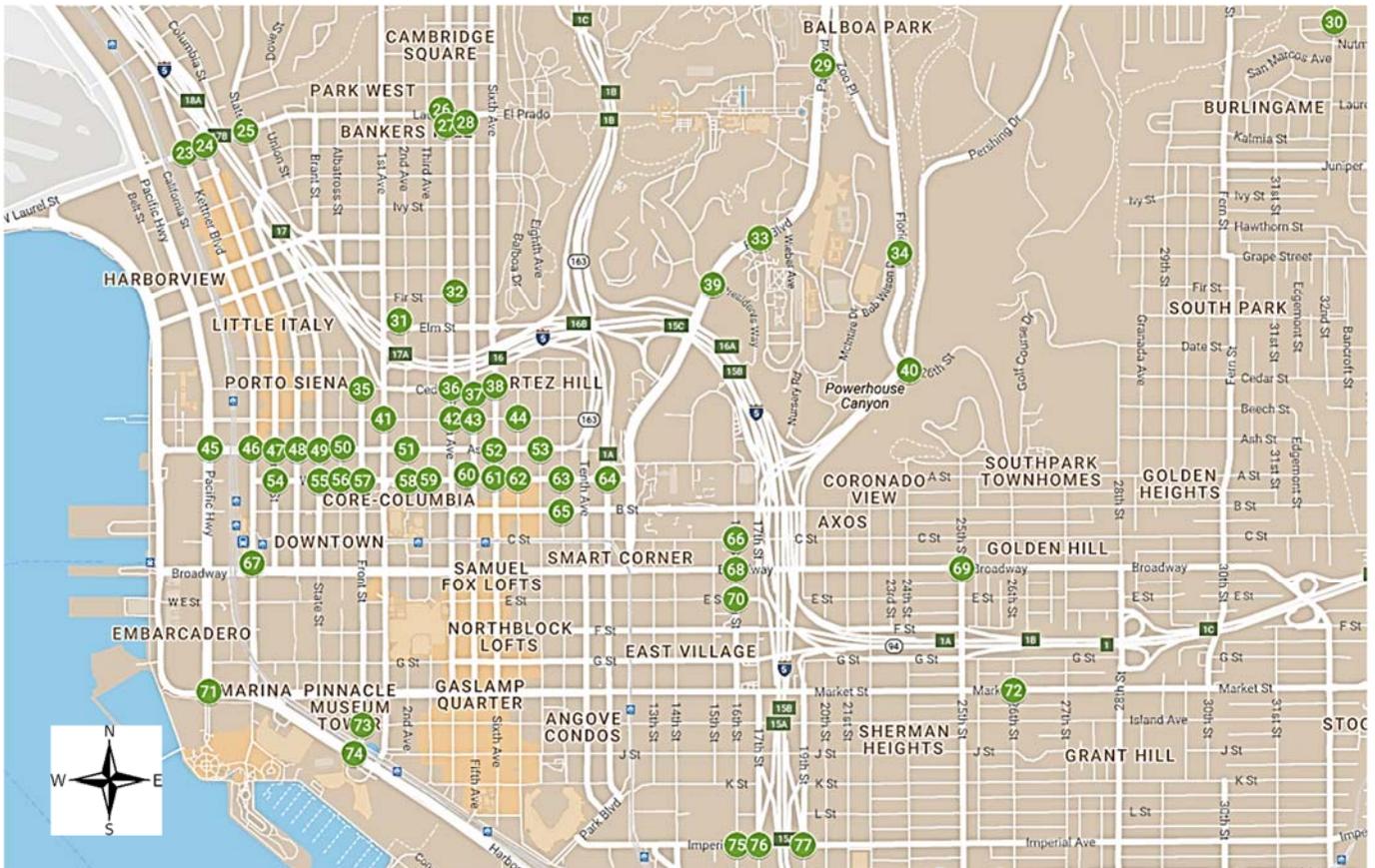
Council District 1 HSIP Project Intersection		
11-San Diego-2		
INT ID	Community	Intersection
1	La Jolla	Sea Ridge Dr and La Jolla Bl
2	La Jolla	Palomar Ave and La Jolla Bl
3	La Jolla	Nautilus St and La Jolla Bl
4	La Jolla	Pearl St and La Jolla Bl
5	La Jolla	Draper St and Pearl St
6	La Jolla	Eades Ave and Pearl St
7	La Jolla	Girard Ave and Torrey Pines Rd
8	La Jolla	Ivanhoe Ave E and Torrey Pines Rd
9	La Jolla	Pottery Park Dwy and Torrey Pines Rd
10	La Jolla	Prospect Pl and Torrey Pines Rd
11	La Jolla	Torrey Pines Rd and La Jolla Shores Dr
12	La Jolla	El Paseo Grande and La Jolla Shores Dr
13	La Jolla	Soledad Mountain Rd and La Jolla Scenic Dr
14	La Jolla	Ridgegate Row and Soledad Mountain Rd
15	UTC	Regents Rd and Berino Ct
16	UTC	Genesee Ave and Decoro St
17	UTC	Govenor Dr and Radcliff Dr
18	UTC	Governor Dr and Edmonton Ave
19	UTC	Governor Dr and Agee St
20	UTC	Nobel Dr and Shoreline Dr
21	UTC	Renaissance Ave and Town Center Dr
22	UTC	Executive Dr and Town Center Drive
23	UTC	Judicial Dr and Sydney Ct
24	UTC	Golden Haven Dr and Town Center Dr
25	UTC	Judicial Dr and Sydney Ct
26	UTC	Genesee Ave and Science Center Dr
27	Torrey Pines	John J Hopkins Dr and N Torrey Pines Rd
28	Torrey Pines	Sorrento Valley Rd and Carmel Mountain Rd
29	Carmel Valley	Carmel Country Rd and Stone Haven Wy
30	Carmel Valley	Carmel Country Rd and Grand Del Mar Wy
31	Carmel Valley	Carmel Country Rd and Caminito Classica
32	Carmel Valley	Carmel Country Rd and Carmel Mission Rd
33	Carmel Valley	Town Center Getaway and Town Center Dr
34	Carmel Valley	San Dieguito Rd and Derby Farms Rd
35	Carmel Valley	San Andreas Dr and Via De La Valle

Council District 2 HSIP Project Intersections



Council District 2 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersections
1	Pacific Beach	Foothill Bl and Fanuel St
2	Pacific Beach	Beryl St and Ingraham St
3	Pacific Beach	Beryl St and Lamont St
4	Pacific Beach	Damon Ave and Mission Bay Dr
5	Pacific Beach	Mission Bay and Garnet Ave
6	Pacific Beach	Olney St and Garnet Ave
7	Pacific Beach	Balboa Ave and Olney St
8	Pacific Beach	Jewel St and Grand Ave
9	Pacific Beach	Felspar St and Ingraham St
10	Mission Beach	Diamond St and Ingraham St
11	Pacific Beach	Haines St and Garnet Ave
12	Pacific Beach	Cass St and Garnet Ave
13	Pacific Beach	Felspar St and Mission Blvd
14	Pacific Beach	Bayard St and Grand Ave
15	Pacific Beach	Cass St and Garnet Ave
16	Pacific Beach	Bayard St and Garnet Ave
17	Pacific Beach	Fanuel St and Grand Ave
18	Pacific Beach	Grand Ave and Ingraham St
19	Pacific Beach	Jewel St and Grand Ave
20	Pacific Beach	Lamont St and Grand Ave
21	Pacific Beach	Olney St and Grand Ave
22	Pacific Beach	Culver St and Grand Ave
23	Pacific Beach	Reed Ave and Mission Bl
24	Pacific Beach	Pacific Beach Dr and Mission Bl
25	Pacific Beach	Pacific Beach Dr and Fanuel St
26	Pacific Beach	Crown Point and Ingraham St
27	Mission Beach	Vacation St and Ingraham St
28	Mission Beach	Gleason Rd and West Mission Bay
29	Mission Beach	East Mission Bay and Sea World Drive
30	Peninsula	Voltaire St and Wabaska Dr

Council District 3 HSIP Project Intersections

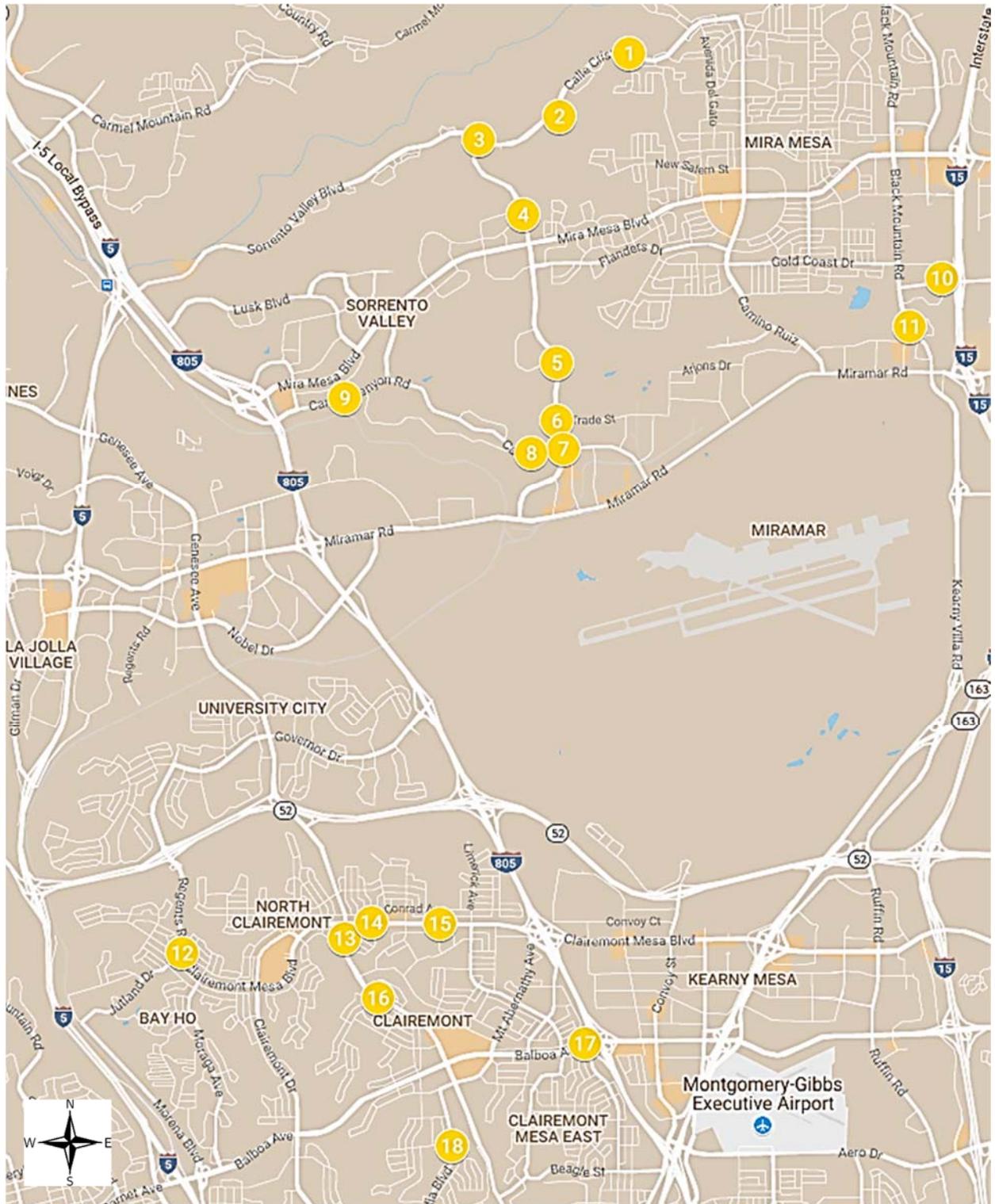


Council District 3 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersection 1
1	North Park	Texas St and Meade Ave
2	North Park	Boundary St and Meade Ave
3	North Park	Fairmount Ave and Orange Ave
4	Hillcrest	08th Ave and University Ave
5	North Park	Lincoln Ave and 32nd St
6	North Park	Lincoln Ave and 30th St
7	North Park	Lincoln Ave and Utah St
8	NorthPark	Texas St and University Ave
9	NorthPark	Mississippi St and University Ave
10	Hillcrest	03rd Ave and University Ave
11	Hillcrest	09th Ave and University Ave
12	Hillcrest	07th Ave and Robinson Ave
13	Hillcrest	06th Ave and University Ave
14	Hillcrest	Dove St and Washington Ave
15	Hillcrest	01st Ave and University Ave
16	Hillcrest	01st Ave and Robinson Ave
17	Hillcrest	Richmond St and Robinson Ave
18	Hillcrest	06th Ave and Upas St
19	Hillcrest	05th Ave and Pennsylvania Ave
20	Hillcrest	05th Ave and Upas St
21	Hillcrest	Park Bl and Upas St
22	Balboa Park	Morley Field and Park Blvd
23	Little Italy	Kettner Bl and Laurel St
24	Little Italy	India St and Laurel St
25	Little Italy	State St and Laurel St
26	Banker's Hill	04th Ave and Laurel St
27	Banker's Hill	01st Ave and Laurel St
28	Banker's Hill	05th Ave and Laurel St
29	Balboa Park	Village Pl and Park Blvd
30	North Park	32nd St and North Park
31	Banker's Hill	01st Ave and Elm St
32	Banker's Hill	04th Ave and Grape St
33	Balboa Park	Inspiration Point Wy and Park Bl
34	Balboa Park	Bob Wilson Dr and Florida Dr
35	Downtown	Front St and Cedar St
36	Downtown	04th Ave and Cedar St
37	Downtown	05th Ave and Cedar St
38	Downtown	06th Ave and Cedar St
39	Balboa Park	President's Wy and Park Bl
40	Balboa Park	Florida St and 26th St
41	Downtown	01st Ave and Beech St
42	Downtown	04th Ave and Beech St
43	Downtown	05th Ave and Beech St
44	Downtown	06th Ave and Beech St

Council District 3 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersection 1
45	Downtown	Pacific Highway and Ash St
46	Downtown	Kettner Blvd and Ash St
47	Downtown	India St and Ash St
48	Downtown	Columbia St and Ash St
49	Downtown	State St and Ash St
50	Downtown	Union St and Ash St
51	Downtown	2nd Ave and Ash St
52	Downtown	06th Ave and Ash St
53	Downtown	08th Ave and Ash St
54	Downtown	India St and A St
55	Downtown	State St and A St
56	Downtown	Union St and A St
57	Downtown	Front St and A St
58	Downtown	2nd Ave and A St
59	Downtown	03rd Ave and A St
60	Downtown	05th Ave and A St
61	Downtown	6th Ave and A St
62	Downtown	7th Ave and A St
63	Downtown	09th Ave and A St
64	Downtown	11th Ave and A St
65	Downtown	09th Ave and B St
66	Downtown	16th St and C St
67	Little Italy	Kettner Bl and American Plaza
68	Downtown	16th St and Broadway
69	Golden Hill	25th St and Broadway
70	Downtown	16th St and E St
71	Downtown	Harbor and Pacific Highway
72	Golden Hill	26th St and Market St
73	Downtown	Front St and Island Ave
74	Downtown	Harbor and Front St
75	Downtown	16th St and Imperial Ave
76	Downtown	17th St and Imperial Ave
77	Downtown	19th St and Imperial Ave

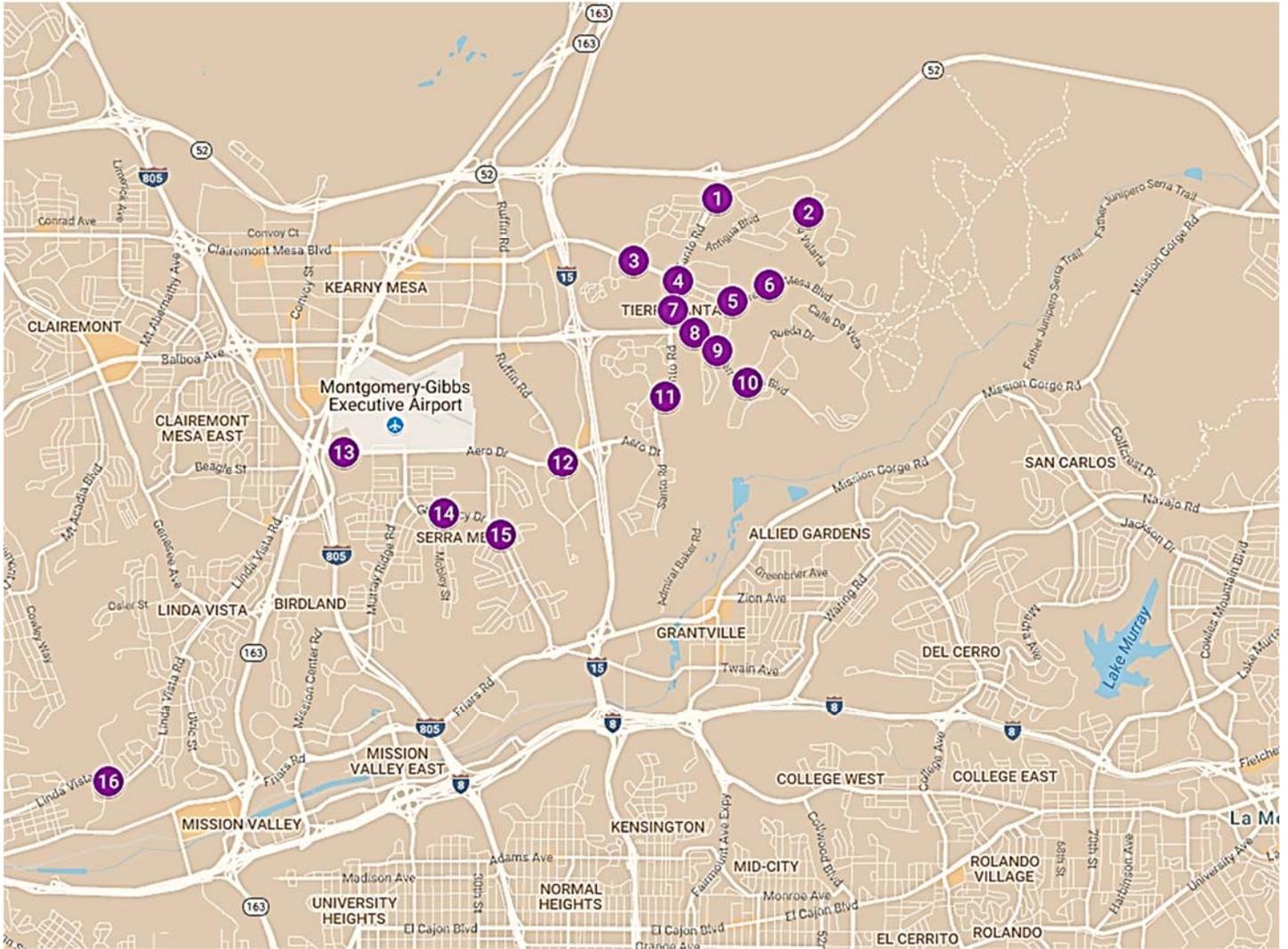
Council District 5 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersections
1	Black Mountain	Matinal Rd and W Bernardo Dr
2	Black Mountain	Oaks North Dr and Pomerado Rd
3	Black Mountain	Rancho Bernardo Dr and W Bernardo Dr
4	Black Mountain	Rancho Bernardo Dr and Bernardo Ctr Dr
5	Black Mountain	Rancho Bernardo Dr and Pomerado Rd
6	Black Mountain	Higa Pl and Pomerado Rd
7	Black Mountain	Stone Canyon Rd and Pomerado Rd
8	Black Mountain	Bernardo Heights Pkwy and Pomerado Rd
9	Black Mountain	Bernado Heights Pkwy and Bernardo Ctr Dr
10	Black Mountain	Via Del Campo and W Bernardo Dr
11	Carmel Mountain	Del Sur Ridge and Lone Quail
12	Black Mountain	Del Norte High School Dwy and Potomac Ridge Rd
13	Carmel Mountain	Rancho Carmel Rd and Innovation Dr
14	Black Mountain	Camino Del Norte and World Trade Dr
15	Carmel Mountain	Carmel Mountain Rd and Ambeglades Ln
16	Carmel Mountain	Highland Ranch Rd and World Trade Dr
17	Carmel Mountain	Carmel Mountain Rd and Stoney Peak Dr
18	Carmel Mountain	Highland Ranch Rd and Carmel Ranch Rd
19	Black Mountain	Rancho Carmel Dr and Shoal Creek Dr
20	Carmel Mountain	Ted Williams Pkwy and Shoal Creek Dr

Council District 6 HSIP Project Intersections



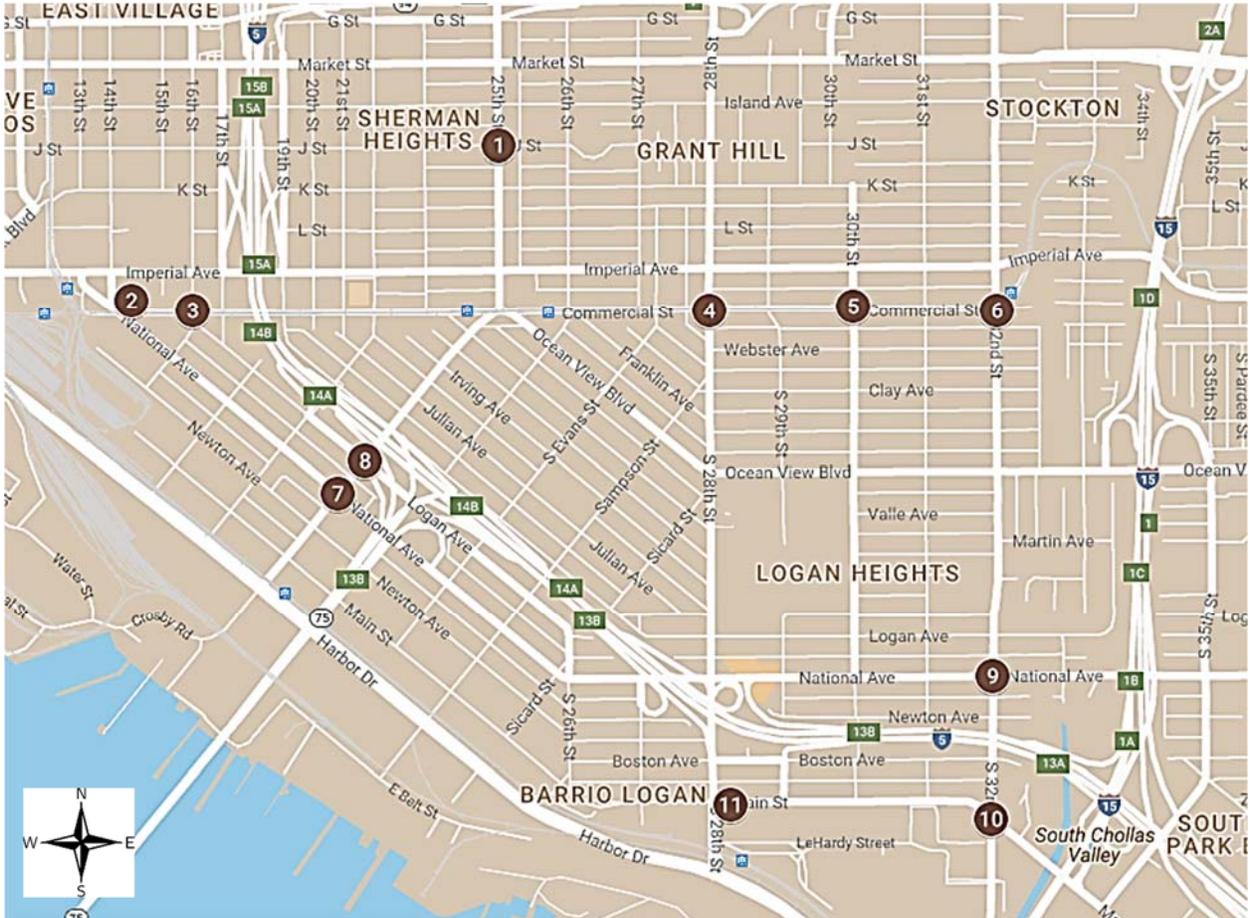
Council District 6 HSIP Project Locations		
11-San Diego-2		
INT ID	Community	Intersections
1	Mira Mesa	Calle Cristobal and Windy Ridge Rd
2	Mira Mesa	Calle Cristobal and Lopez Park
3	Mira Mesa	Calle Cristobal and Camino Santa Fe
4	Carrroll Canyon	Camino Santa Fe and Top Gun St
5	Carrroll Canyon	Camino Santa Fe and Summer Ridge Rd
6	Carrroll Canyon	Camino Santa Fe and Trade St
7	Carrroll Canyon	Camino Santa Fe and Carroll Rd
8	Carrroll Canyon	Carroll Rd and Rehco
9	Carrroll Canyon	Carroll Canyon Rd and Youngstown Wy
10	Carrroll Canyon	Carroll Canyon Rd and Maya Linda Rd
11	Carrroll Canyon	Black Mtn Rd and Kearny Villa Rd
12	Clairemont	Clairemont Mesa Bl and Regents Rd
13	Clairemont	Genesee Ave and Bannock Ave
14	Clairemont	Clairemont Mesa Bl and Frink Av
15	Clairemont	Clairemont Mesa Bl and Longford St
16	Clairemont	Genesee Ave and Mt Herbert Ave
17	Clairemont	Balboa Ave and Gerald Griffin Dwy
18	Clairemont	Mt Acadia Bld and Mt Ararat Dr

Council District 7 HSIP Project Intersections



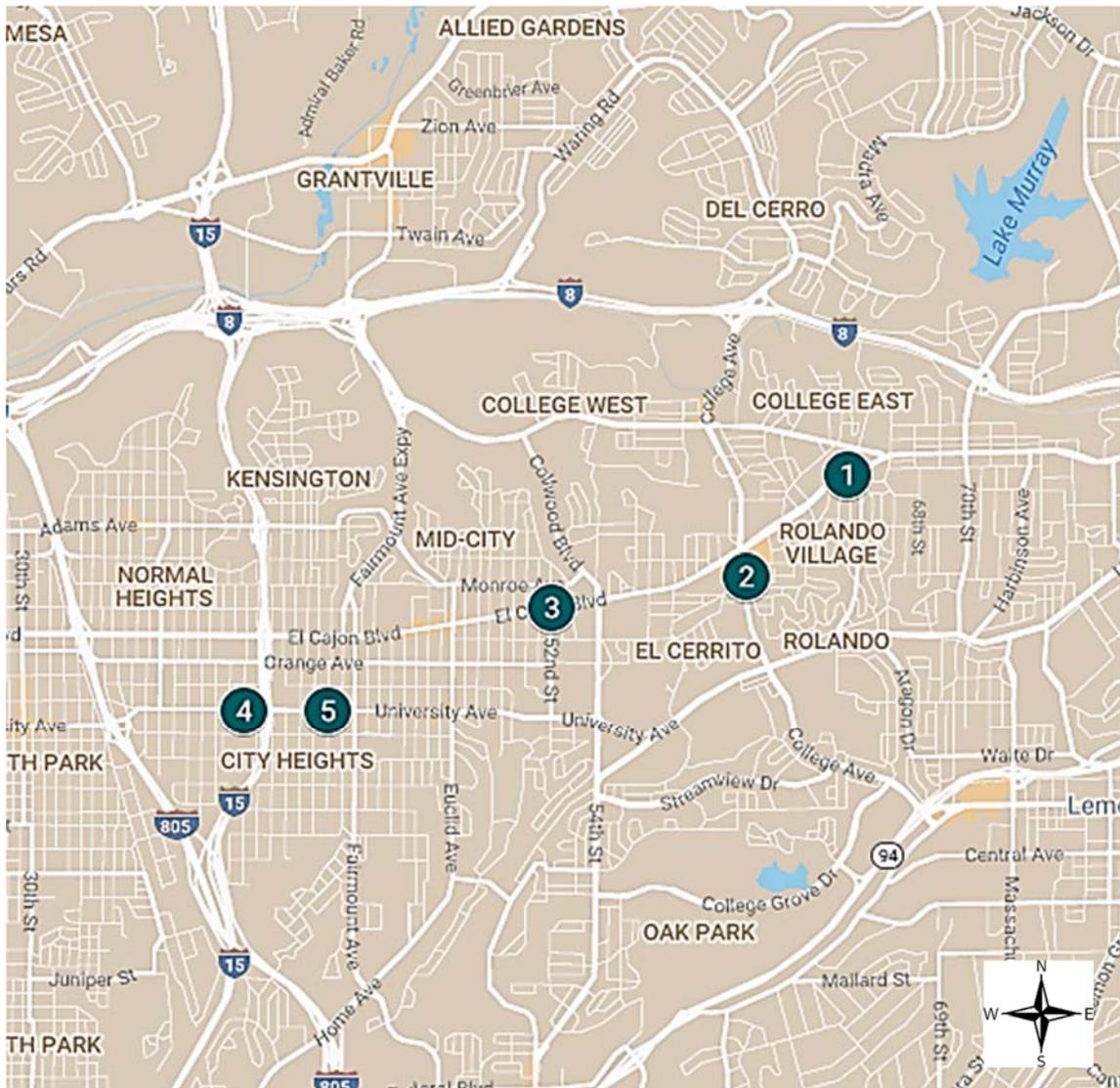
Council District 7 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersections
1	Mission Gorge	Portobelo Dr and Santo Rd
2	Mission Gorge	Antigua Blvd and Via Valarta
3	Tierrasanta	Clairemont Mesa Bl and Antigua Bl
4	Tierrasanta	Clairemont Mesa Bl and Santo Rd
5	Tierrasanta	Clairemont Mesa Bl and La Cuenta Rd
6	Tierrasanta	Clairemont Mesa Bl and De Portola School Dwy
7	Tierrasanta	Porto Ct and Santo Rd
8	Tierrasanta	Tierrasanta Bl and Esplendente Bl
9	Tierrasanta	Tierrasanta Bl and La Cuenta Dr
10	Tierrasanta	Tierrasanta Bl and Rueda Dr
11	Tierrasanta	Santo Rd and Shields St
12	Serra Mesa	Aero Dr and Ruffin Rd
13	Serra Mesa	Aero Dr and Aero Ct
14	Mission Valley	Gramercy Dr and Mobley St
15	Mission Valley	Fermi Av and Mission Village Dr
16	Mission Valley	Linda Vista Rd and Via las Cumbres

Council District 8 HSIP Project Intersections



Council District 8 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersections
1	Sherman Heights	25th St and J St
2	Sherman Heights	14th St and Commercial
3	Sherman Heights	16th St and Commercial
4	Logan Heights	28th St and Commercial
5	Logan Heights	30th St and Commercial
6	Logan Heights	32nd St and Commercial
7	Logan Heights	Cesar Chavez Pkwy and National Ave
8	Logan Heights	Cesar Chavez Pkwy and Logan Ave
9	Logan Heights	32nd St and National Ave
10	Barrio Logan	32nd St and Main St
11	Barrio Logan	28th St and Boston Ave
12	Otay Mesa	Palm Ave and Picard
13	Otay Mesa	Palm Ave and Denary
14	Otay Mesa	Dairy Mart Rd and W San Ysidro Bl

Council District 9 HSIP Project Intersections



Council District 9 HSIP Project Intersections		
11-San Diego-2		
INT ID	Community	Intersections
1	Rolando Village	El Cajon Bl and Rolando Ct
2	College Heights	Acorn St and College Ave
3	Mid City	El Cajoln Bl and 52nd St
4	City Heights	University Ave and 39th St
5	City Heights	University Ave and Van Dyke Ave

Project Layout-Plan



Project Layout-Plan

The following exhibits represent the typical project layout-plans showing existing and proposed conditions.

- Exhibit A- Pedestrian Countdown Insert Indications
- Exhibit B- Countdown Pedestrian Signal Heads (SP-1-T)
- Exhibit C – Countdown Pedestrian Signal Heads (SP-2-T)

Through a citywide assessment of City’s traffic signal inventory, a total of 215 intersections were identified requiring pedestrian countdown insert indications. This section includes 6 locations that require new heads (countdown inserts don’t fit).

Council District 3

Intersection ID – Intersection Name

- 36- Fourth Ave and Cedar St
- 37- Fifth Ave and Cedar St
- 48- Columbia St and Ash St
- 57- Front St and A St
- 66- 16th St and C St
- 77- 19th St and Imperial Av



1. REMOVE
NON-COUNTDOWN
INSERTS

2. INSTALL
PEDESTRIAN
COUNTDOWN
INSERT
INDICATIONS
(TYPICAL)



EXHIBIT A

TYPICAL EXISTING CONDITIONS & PROPOSED IMPROVEMENTS
COUNTERMEASURE S19 (COUNTDOWN TIMERS)



SP-1-T



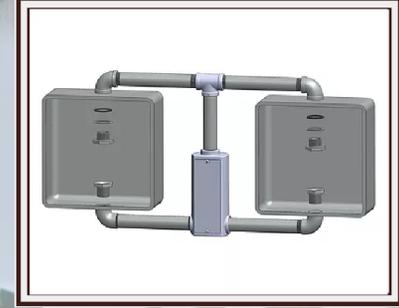
1. REMOVE EXISTING HEADS

2. INSTALL COUNTDOWN SIGNAL HEADS (SP-1-T)



EXHIBIT B

TYPICAL EXISTING CONDITIONS & PROPOSED IMPROVEMENTS
COUNTERMEASURE S19 (COUNTDOWN TIMERS)



1. REMOVE EXISTING HEADS

2. INSTALL COUNTDOWN SIGNAL HEADS (SP-2-T)

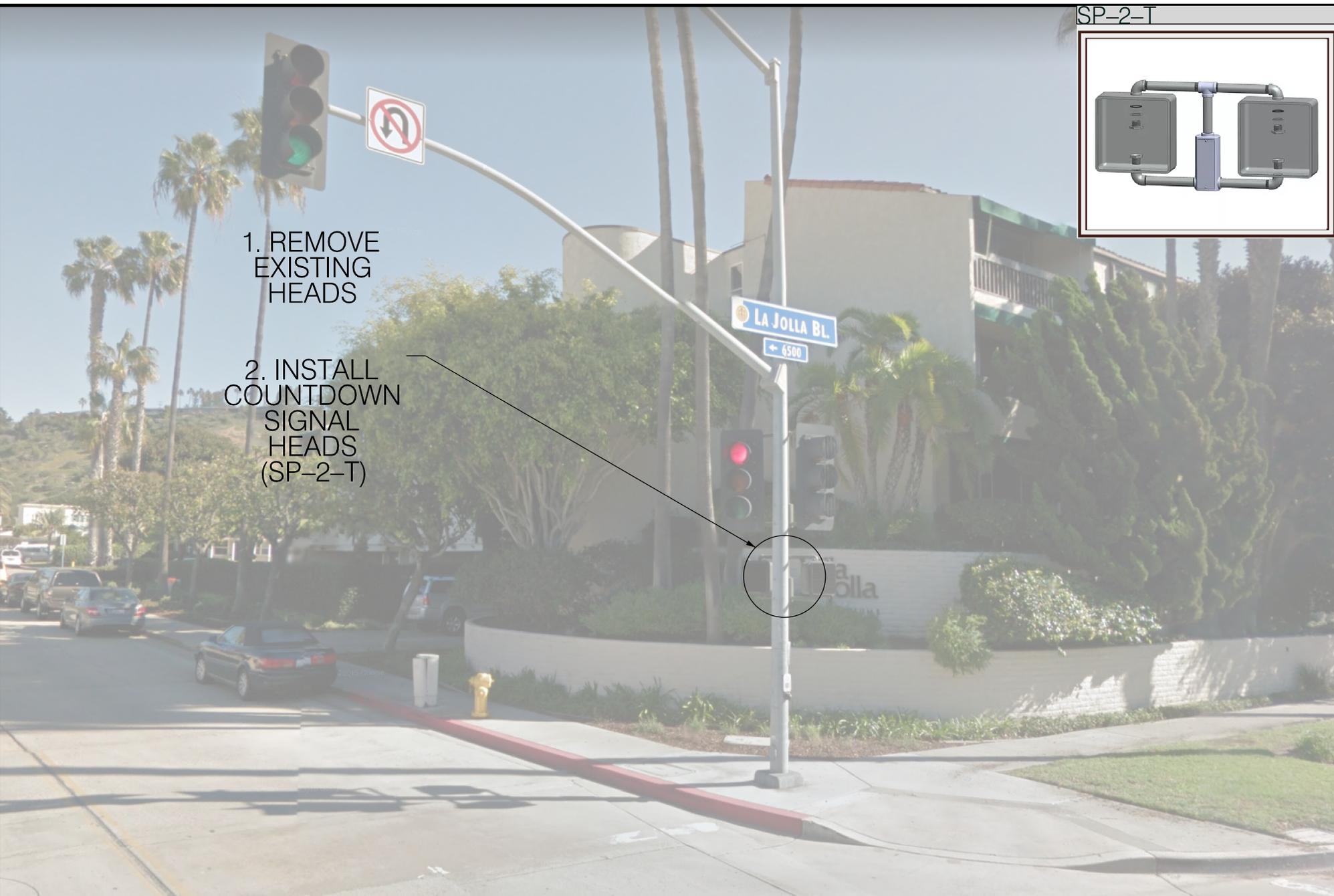
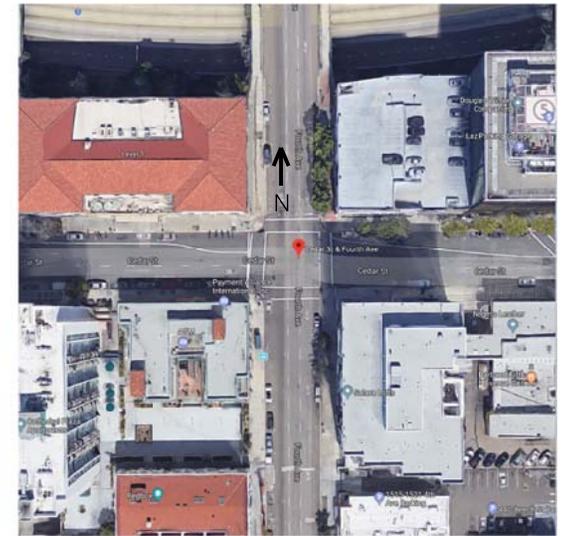


EXHIBIT C

TYPICAL EXISTING CONDITIONS & PROPOSED IMPROVEMENTS
COUNTERMEASURE S19 (COUNTDOWN TIMERS)



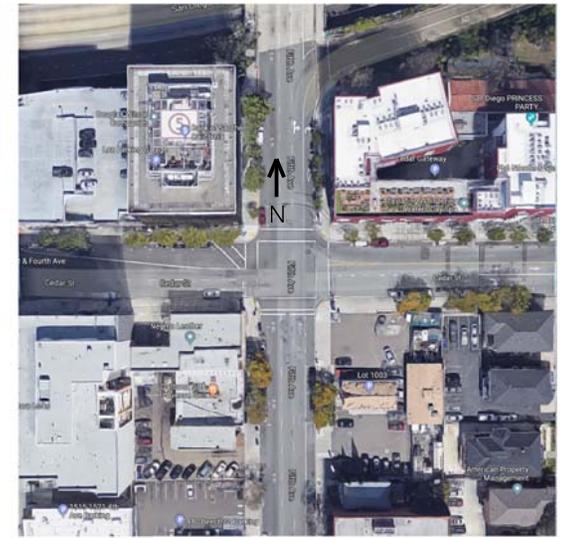
IMPROVEMENTS

- ③ -Install pedestrian signal heads (SP-2-T) with countdown timer indication (EXHIBIT C)



COUNCIL DISTRICT 3
INT ID 36

FOURTH AVENUE AND CEDAR STREET
EXISTING CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)



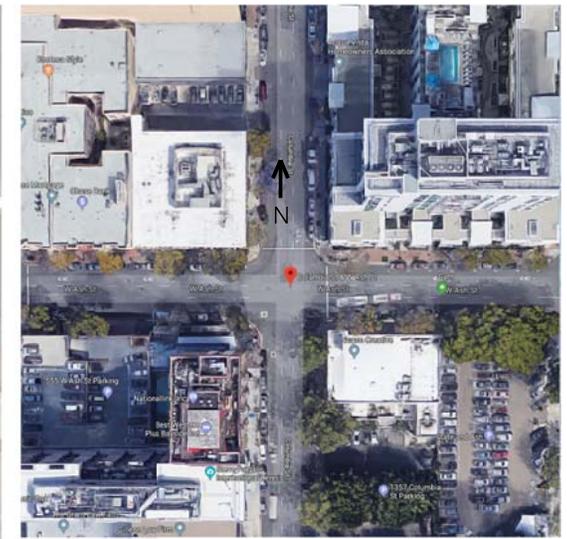
IMPROVEMENTS

- ① – Install pedestrian countdown insert indication (EXHIBIT A)
- ② – Install pedestrian signal head (SP-1-T) with countdown timer insert indication (EXHIBIT B)
- ③ – Install pedestrian signal head (SP-2-T) with countdown timer insert indication (EXHIBIT C)



COUNCIL DISTRICT 3
INT ID 37

FIFTH AVENUE AND CEDAR STREET
EXISTING CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)

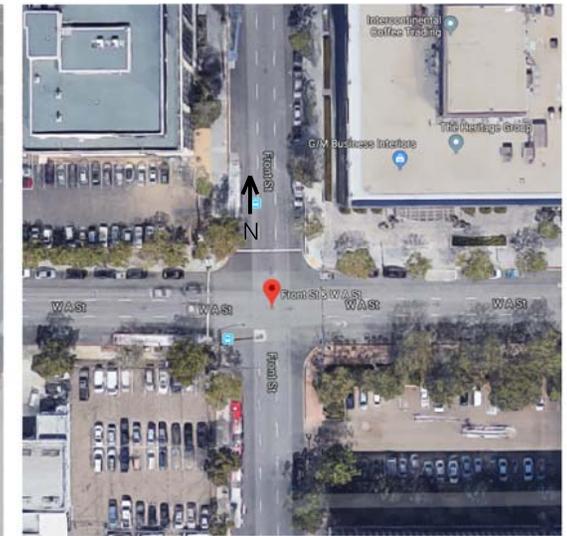


IMPROVEMENTS

- ② – Install pedestrian signal head (SP-1-T) with countdown timer insert indication (EXHIBIT B)
- ③ – Install pedestrian signal head (SP-2-T) with countdown timer insert indication (EXHIBIT C)

COUNCIL DISTRICT 3
INT ID 48

COLUMBIA STREET AND ASH STREET
EXISTING CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)



IMPROVEMENTS

- ② – Install Install pedestrian signal head (SP-1-T) with countdown timer insert indication (EXHIBIT B)
- ③ – Install pedestrian signal head (SP-2-T) with countdown timer insert indication (EXHIBIT C)



COUNCIL DISTRICT 3
INT ID 57

EXISTING FRONT STREET AND A STREET
CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)



- IMPROVEMENTS**
- ① – Install pedestrian countdown insert indication (EXHIBIT A)
 - ② – Install pedestrian signal head (SP-1-T) with countdown timer insert indication (EXHIBIT B)
 - ③ – Install pedestrian signal head (SP-2-T) with countdown timer insert indication (EXHIBIT C)

COUNCIL DISTRICT 3
INT ID 66

16TH STREET AND C STREET
EXISTING CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)



IMPROVEMENTS

- ③ -Install pedestrian signal head (SP-2-T) with countdown timer indication (EXHIBIT C)

COUNCIL DISTRICT 3
INT ID 77

19TH STREET AND IMPERIAL AVENUE
EXISTING CONDITIONS FOR COUNTERMEASURE S19
(COUNTDOWN TIMERS)

HSIP Analyzer-Section I & II



HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

11-San Diego-02

Save this file using the Application ID plus "Calc" as the file name (e.g. "07-Los Angeles-01Calc.pdf").

Project Location:

(limited to 250 characters)

215 intersections through out the City of San Diego

Project Description:

(limited to 250 characters)

Install pedestrian countdown insert indications and pedestrian signal heads

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
- Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

- If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is NOT required for this application. This tool will only be used for the purpose of cost estimate.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II. And
- o Separate the costs for 'Safety-Related' and 'Non-Safety-Related' components and determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1. Detailed Engineer's Estimate for Construction Items:

Cost breakdown:

For each item, enter a cost % for "Safety-Related" components (e.g. enter 10 for 10%). The % for Non-Safety-Related components is calculated.

Construction items						Safety-Related components		Non-Safety-Related components		
No.	Item Description	Unit	Quantity	Unit Cost	Total	%	\$	%	\$	
+ -	1	Pedestrian Countdown Timer Module	EA	1,522	\$ 137.00	\$ 208,514	100%	\$ 208,514	0%	\$ 0
+ -	2	Side Mounted Pedestrian Signal-1 Face Terminal Compartment (SP-1-T)	EA	9	\$ 507.00	\$ 4,563	100%	\$ 4,563	0%	\$ 0
+ -	3	Side Mounted Pedestrian Signal-2 Face Terminal Compartment (SP-2-T)	EA	18	\$ 761.00	\$ 13,698	100%	\$ 13,698	0%	\$ 0
+ -	4			\$	\$	%	\$ 0	100%	\$ 0	
Weighted Average (%)						100%				
Total (\$)						\$226,775		\$226,775		\$0

Contingencies, as % of the above "Total" of the construction items (e.g. enter 10 for 10%):

10%	\$22,678
-----	----------

Total Construction Cost (Con Items & Contingencies)

\$249,500

(Rounded up to the nearest hundreds):

I.2 Project's Maximum Federal Reimbursement Ratio

Project's Maximum Federal Reimbursement Ratio: 100.0%

Calculated as (100%-the percentage of the non-safety related costs in excess of 10%). This is the maximum value allowed to be entered in "HSIP/Total(%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. "**Total Cost**": Round all costs up to the nearest hundred dollars.
- ii. "**HSIP/Total (%)**": The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. "**HSIP Funds**" and "**Local/Other Funds**" are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer) %

To set all "HSIP/Total (%)" in the below table
to the above maximum FRR, click "Set":

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$0	100 %	\$0	\$0
PS&E	\$0	100 %	\$0	\$0
Subtotal - PE	\$0	0 %	\$0	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$0	100 %	\$0	\$0
Construction Items	\$249,500 <small>(Read only - from Section I)</small>	100 %	\$249,500	\$0
Subtotal - Construction	\$249,500	100 %	\$249,500	\$0
PROJECT TOTAL	\$249,500	100 %	\$249,500	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Project Cost, HSIP Funds Requested and Maximum Federal Reimbursement Ratio:

Total Project Cost:	\$249,500
HSIP Funds Requested:	\$249,500
Max. Federal Reimbursement Ratio:	100%

Additional Attachments



Letters of Support





KEVIN L. FAULCONER

MAYOR

August 17, 2018

Caltrans District 11
Division of Planning and Local Assistance
4050 Taylor Street
Bldg. 1, 2nd Fl. MS 240
San Diego, CA 92110-2737

RE: Local Highway Safety Improvement Program (HSIP) Cycle 9: Pedestrian Signal Improvements at Various Locations Citywide

To Whom It May Concern:

On behalf of the City of San Diego, I am pleased to offer my support for the Pedestrian Signal Improvements at Various Locations Citywide submission to the California Department of Transportation for funding consideration under the Local Highway Safety Improvement Program (HSIP) Cycle 9.

The grant allocation will be used to install pedestrian countdown signals at various locations throughout the City. The goal of this project is to enhance pedestrian and bicycle safety at signalized intersections consistent with the California's Strategic Highway Safety Plan (SHSP) objectives.

Countdown timers have been shown to significantly improve pedestrian safety, and our City is making every effort to provide this improvement to all our traffic signals. This grant allocation will provide much needed funds to make advances towards this goal, and we look forward to enhancing the safety and mobility for all our residents citywide.

I appreciate your consideration.

Sincerely,

Kevin L. Faulconer
Mayor

KLF:ag



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

August 20, 2018

California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Local Highway Safety Improvement Program (HSIP) Cycle 9: Pedestrian Signal Improvements at Various Locations Citywide

To whom it may concern,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, we are writing to express our support for the City of San Diego's HSIP grant application for pedestrian improvements. The City of San Diego is committed to supporting pedestrian-friendly streets for the community. City Staff have recognized pedestrian countdown timers as an effective way to reduce pedestrian crashes at signalized intersections. The City is making every effort to install pedestrian countdown timers at all 1,600 plus traffic signals over the next several years. The goal of this program is to enhance pedestrian and bicycle safety consistent with the California's Strategic Highway Safety Plan (SHSP) objectives.

In order to accelerate these efforts, the City is preparing for this year Highway Safety Improvement Program (HSIP) set-aside grant application to install more countdown timers at various locations citywide. The proposed project will install countdown timers at identified intersections having high pedestrian demand and/or high vehicle speeds.

Circulate San Diego is very pleased to support the City of San Diego's "HSIP Cycle 9: Pedestrian Signal Improvements at Various Locations Citywide" grant application. This will help with City's Vision Zero's efforts to eliminate fatal and severe pedestrian crashes by 2025 and enhance the safety and comfort of pedestrians of all different ages as they cross the roadway.

Sincerely,

Colin Parent
Executive Director and General Counsel