PUBLIC WORKS DEPARTMENT 955 MORRO ST. 93401-3208

2004 annual traffic safety report

Traffic Engineering Division
Department of Public Works
October 2005

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A message from the Deputy Director

Welcome to the 4th edition of the City of San Luis Obispo, Traffic Safety Report prepared by the Public Works Department with cooperation from the Police Department. The Annual Traffic Safety Report began in 2002 in an attempt to identify high collision locations within the City and actively pursue mitigation improvements that may reduce our collision rates and improve safety for our citizens.

After a year of decreased collision totals, we again saw an increase in total collisions in 2004 that was about 10% above recorded collisions in 2003. That number was still down, about -4%, from collision totals recorded in the first year (2002) of the traffic safety program. While total collisions were up, injury collisions (what we use as our benchmark) remained roughly the same with a 2.16% increase (or 315 collisions annually) over previous years experience. The number of fatality collisions in any given year is usually very random and this was the case in 2004 when the City experienced a sharp increase in the total fatalities (4) in 2004 over the 2003 total of zero (0) fatalities.

The 2004 Traffic Safety Report again looks at bicycle and pedestrian collisions and tracks there occurrences to identify potential high profile locations. Similar to fatal collisions, bicycle and pedestrian collision rates are normally sporadic from a location and occurrence perspective. This continued to be the case for the City with pedestrian collisions up 52% from 2003 totals and bicycle collisions down by 7.4%.

As in previous Traffic Safety Reports, staff reviewed the high collision rate intersection and segment locations in the City and recommends mitigation as contained in this report. It's through programs such as this report as well as programs like the Police Department's traffic safety enforcement program that we hope to curb these unacceptable trends and improve the safety of our motoring, walking and bicycling public.

I would like to thank Jake Hudson, Dario Senor, Peggy Mandeville, Chris Overby, Lynn Grosz and members of the City Police Department for their tireless work in compiling the necessary information that has gone into this report, the many hours disseminating that data to make recommendations for appropriate improvements and for all the future work that will be necessary to complete our tasks, meet our objectives, and make our streets as safe as possible.

Sincerely

Timothy Scott Bochum, P.E.

Deputy Director of Public Works

executive summary

Annual Traffic Safety Report - 2004

In January 2002, the City initiated its first comprehensive Traffic Safety Program aimed at reducing collisions at the highest collision locations in the City. This program concentrates on identifying all intersections and roadway segments which have experienced three or more collisions in a one-year period and then prioritizes these locations based upon collision rates as compared to similar locations within the City. Collision patterns at the highest collision rate locations are then analyzed using collision diagrams that are produced using state of the art computer software. Each of the locations is then reviewed by staff to determine if mitigation measures can be implemented to reduce the likelihood of occurrence for the identified collision patterns.

Mitigation measures for high collision rate locations for calendar year 2004 have been identified and are summarized in this report. The Annual Traffic Safety Report will be prepared each year to review and report on City traffic safety benchmarks, improve traffic safety performance and maintain high levels of service for our City residents, business owners and visitors.

Although traffic collisions have historically been on an upward trend in San Luis Obispo, in 2003 the number of reported collisions actually dropped and was the lowest in the four years of the safety program. Although we recorded a 10% increase in collisions in 2004 from 2003, there were still 4% less collisions since the beginning of the traffic safety report despite significant interruption to traffic due to increased construction activity in 2004, namely the Foothill Bridge closure and construction in the downtown.

After a year of these decreased collision totals, we again saw an increase in total collisions (1,206) in 2004 that was about 10% above recorded collisions in 2003. That number was still down, about -4%, from collision totals recorded in the first year (2002) of the traffic safety program.

Injury collisions were also up by a small percentage (2%) in 2004 (315) as compared to 2003 (307). Injury collisions as a percentage of all collisions have historically been on the rise by about 5 to 6% per year.

The number of fatality collisions in any given year is usually very random and this was the case in 2004 when the City experienced a sharp increase in the total fatalities (4) in 2004 over the 2003 total of zero (0) fatalities. In previous years there have been between 1 and 2 fatalities per year except in 2003 when there were no fatalities.

Intersection collisions declined from 2001 to 2003 although in 2004, intersection collisions had increased by 9% over previous year totals. This amount still remained below the 2001 calendar year total.

The 2004 Traffic Safety Report again looks at bicycle and pedestrian collisions and tracks there occurrences to identify potential high profile locations. Similar to fatal collisions, bicycle and pedestrian collision rates are normally sporadic from a location and occurrence perspective. This continued to be the case for the City with pedestrian collisions up 52% from 2003 totals and bicycle collisions down by 7.4%.

introduction

How to Use This Report

Every year the City of San Luis Obispo will prepare a Traffic Safety Report for the previous twelve month period in order to: **1)** determine the locations within the City that have the highest collision rates in comparison to like locations, **2)** identify the predominant pedestrian and bicycle collision types and high collision locations, **3)** evaluate the effectiveness of mitigation measures implemented in the previous twelve month period, **4)** identify if new locations should be mitigated, and **5)** determine if the types of collisions and previous collision trends have changed. This report identifies locations that may require special attention or mitigation in order to the number of collisions or severity of future collisions. The report will normally be prepared after City collision statistics become available in April or May of the following year.

The locations mentioned in this report should not be interpreted as a list of dangerous or "least safe" intersections within the City of San Luis Obispo. The specific total of collisions for any location for any year is a function of various factors such as weather patterns, construction, roadway conditions and driver habits. Many of these factors are often difficult to identify and are most often beyond the ability of the engineer to change or control. However, the City's mitigation program attempts to identify roadway elements that can be modified so as to make the transportation infrastructure more driver friendly, reduce driver confusion, promote bicycle and pedestrian safety and limit impact severity.

It is natural to expect that any location in the City will experience years above or below the expected value of collision rates that might be common to similar locations City-wide. Traffic volumes play an important role in determining the likelihood of collision totals (The more pedestrians and vehicles that use a location…the more likely a collision will occur). This report looks to identify locations that fall above the expected rate of similar City locations and propose mitigation measures, if necessary to reduce collision potential and limit collision severity.

section 2

Background

2.1 Study Objectives

The objective of the Annual Traffic Safety Report is essentially to identify the high collision locations in the City and track collision reductions through the various City safety programs and projects that the City administers each year. The specific objectives of the 2004 Traffic Safety Report are:

- Identify the intersections and segments within the City associated with the highest collision rates, and thoroughly analyze collision diagrams so as to suggest remedial mitigation measures for the five highest locations that will reduce the potential for collisions, and;

- Identify other significant signalized and non-signalized intersections which meet State warrants for traffic control upgrades, and;

- Identify the predominant pedestrian and bicycle collision types and high collision locations, and thoroughly analyze collision diagrams and police reports so as to determine remedial mitigation measures for the five highest pedestrian and bicycle collision locations that may reduce the potential for collisions and;

- Report on engineering safety analysis conducted in the previous 12-month period that the City and general public have identified as areas of concern regarding appropriate traffic control.

2.2 Study Methodology

Collision Data

It is important to note that the data contained within the Public Works Traffic Collision Database will vary from other sources of collision data such as the California - Statewide Integrated Traffic Records System (SWITRS) or the City's Emergency Dispatch Records System.

While SWITRS data is similarly derived from official police collision reports, many times the reports are coded incorrectly due to jurisdictional boundary issues and/or agency reporting inaccuracies. An example of this might be a collision occurring on Highway 101 – because the facility is under Caltrans jurisdiction, this collision record and its potential remediation would not be included in this report. However, because the CHP report may state the collision occurred within the City of San Luis Obispo, the SWITRS database might contain this as a collision under our jurisdiction. Likewise, City emergency dispatch may receive a call regarding a traffic collision but when the dispatched officer arrives, the vehicles have been moved on or there is no evidence of occurrence. Therefore, statistics derived from this data may be inaccurate for engineering purposes because no official proof or record exists of the actual collision type.

Reported traffic collisions obtained by the City Police Department are the basis used by the City Traffic Engineering Section to determine traffic safety. Report totals were obtained for

each intersection and roadway segment within the City and entered into the City's traffic collision database. These locations were then grouped by street characteristic and collision type. Collision diagrams were then generated using this data and interpretations of collision patterns were formulated. The number of collisions reported by the Police Department annually is approximately 100 to 150 higher than the number reported in this Public Works report. The primary reason for this discrepancy is that the Police Department report includes collisions that may have occurred on private property, such as a parking lot, while the Public Works department does not track collisions on private property because it is outside of the department's jurisdiction.

Based on the collision patterns for the five highest ranked collision locations for each location and roadway segment sub-category, mitigation measures are formulated where a collision pattern can be identified.

Traffic Volumes

Vehicle and pedestrian volumes play an important role in establishing collision rates for selected locations within the City. Vehicle volume counts were collected in 2001, 2002, & 2005 as a basis to establish actual conditions in the field environment. Where volume counts were not available, volumes were estimated based on previous experience and engineering judgment. Volume counts were then used for the majority of the locations to establish isolated and average collision rates for each intersection.

Collision Rate Calculations

Collision rates were calculated using the following formulas:

Intersections:

$$RI = \frac{N \times 1{,}000{,}000}{V \times 365}$$

Segments:

$$RS = \frac{N \times 1{,}000{,}000}{365 \times V \times L}$$

Where:

RI = Intersection Collision Rate = Collision frequency per million vehicles entering the intersection.
RS = Segment Collision Rate = Collision frequency per million vehicle miles traveled along the segment.
N = Number of collisions (collision frequency) of the location.
V = Average daily vehicular volume using the street segment or intersection.
L = Length of street segment (in miles) being analyzed.

Pedestrians:

$$PREV = \frac{5 \times N \times PHVV}{PHPV}$$

Bicycles:

$$BREV = \frac{5 \times N \times PHVV}{PHBV}$$

Where:

PREV = Pedestrian risk exposure value.
BREV = Bicycle risk exposure value.
N = Number of collisions (collision frequency) of the location.
PHVV = Average peak hour vehicular volume.
PHPV = Average peak hour pedestrian volume.
PHBV = Average peak hour bicycle volume.

The pedestrian and bicycle risk exposure value formula is derived from the traditional collision rate calculation, however it factors the volume of either bicycle or pedestrian traffic with that of motor vehicle traffic at a given location.

city-wide collision statistics

3.1 City-wide Collision Trends

Reportable collision statistics for the City are contained in Tables 3.1 and 3.2. Any reported collision within the public right-of-way that involved a fatality, personal injury or property damage was recorded as a collision. Collisions that occurred on private property, out of the public right of way, outside of City limits, or were not reported to the police department are not entered into the City's database.

While reported collisions are not a total indicator of transportation collisions that occur within the City, they remain the basis with which the City determines both collision trends and effectiveness of City programs. The number of reported traffic collisions varies due to many social factors. Often minor traffic collisions, non-injury collisions and private property collisions go unreported and as such are highly unreliable in determining "high profile" collision locations or areas of concern. Table 3.1 indicates the reported traffic collision history of the City.

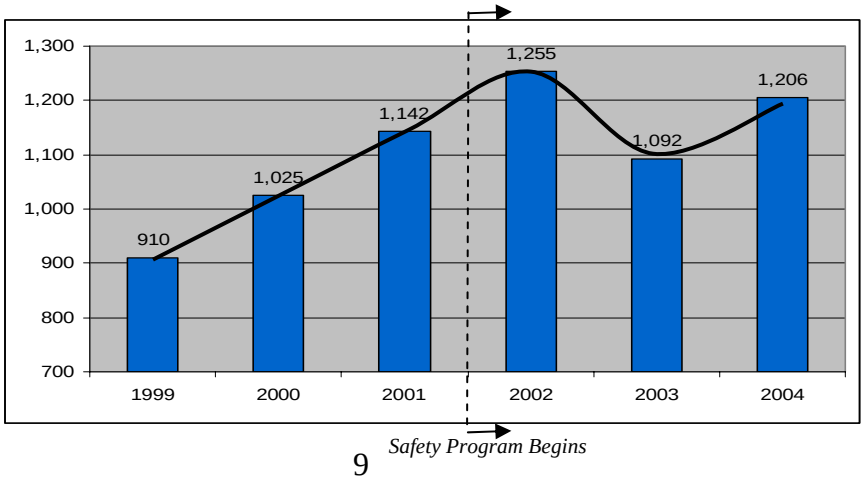
Table 3.1 - City-wide Annual Collision Data

Year	Total Reported Collisions on Public Streets			
	Intersections	% Change	Total	% Change
1999	587	-	910	-
2000	646	+10.05	1,025	+11.22
2001	768	+18.58	1,142	+10.24
2002	751	- 2.13	1,255	+9.10
2003	670	-12.08	1,097	-12.58
2004	731	+9.10	1,206	+9.94

Source: City of San Luis Traffic Collision Database

Variations in yearly collisions are to be expected. While total collisions are a good indicator of the overall collision performance of the City, injury collisions are better indicators of changes in collision trends and are the most reliable collision indicators when monitoring the safety of a transportation system.

Figure 3.1 - Six Year Collision Trend



After a year of decreased collision totals, we again saw an increase in total collisions in 2004 that was about 10% above recorded collisions in 2003. That number was still down, about -4%, from collision totals recorded in the first year (2002) of the traffic safety program. In general, collisions in San Luis Obispo have been increasing over the last few years. In general, total collisions have increased approximately 11 % per year for the three year period from 1999 to 2002. In 2003 total collisions were down by 14%.

Calendar year 2004 also saw a year of significant roadway construction resulting in traffic disruptions. The Foothill Bridge closure was in place for most of the year and collisions and congestion levels along adjacent streets including Santa Rosa, Murray and Casa caused many vehicles to divert to other travel corridors such as California and Los Osos Valley Road. At the same time, many Downtown streets had construction activities and detours resulting from the County Administration Building, Court Street Project, 919 Palm Street construction and the seismic retrofit program.

3.2 Injury and Fatal Collision Trends

Injury Collisions

The Traffic Engineering Division tracks injury and fatal collisions as part the current Traffic Safety Program. Table & Figure 3.2 depicts the injury collision information as recorded by the City.

Table 3.2 - City-wide Annual Injury and Fatal Collisions

Year	Total Injury Collisions	% Change	% of Total Collisions	Fatal Collisions	% Change
1999	240	-	26.37	2	-
2000	269	+12.08	26.24	2	0
2001	265	-1.5	23.26	1	- 50
2002	309	+16.60	24.66	1	0
2003	307	-0.6	28.11	0	- 100
2004	315	+2.06	26.12	4	+400

Although total collisions were marginally up in 2004, injury collisions were only slightly up by 2% in 2004 (315) as compared to 2003 (307). This number was also consistent with the three year period from 2002 through 2004. Injury collisions as a percentage of total collisions (as seen in Figure 3.3) was actually lower than the previous 12 month period due largely in fact that the total number of injury collision remained somewhat static while total collisions increased by 10%. While total number of injury collisions are above the average period of 1999 through 2001, the number of injury collision during 2002 thorough 2004 has remained consistent near the 310/year mark.

Figure 3.2 - Six Year Injury Collision

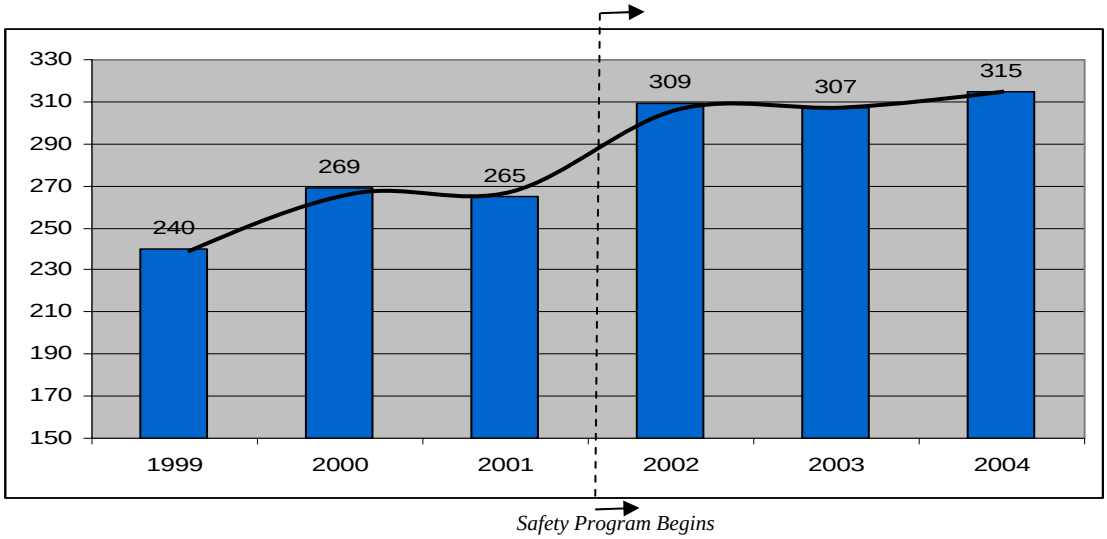
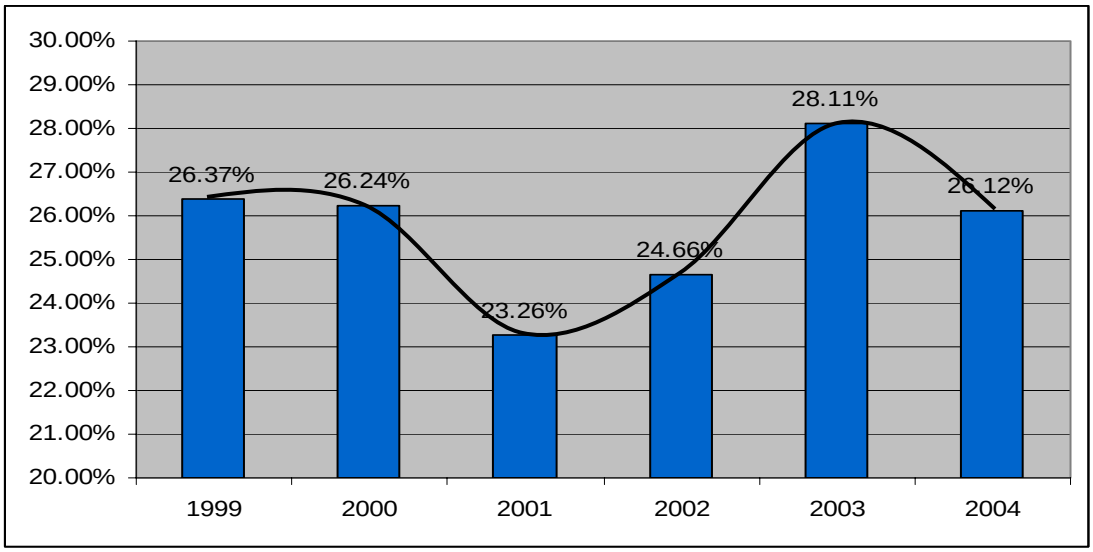


Figure 3.3 - Injury Collisions as Percent of Total Collisions



Fatal Collisions

Annual traffic fatalities have a tendency to fluctuate from year to year. This variation is due to many factors that are often beyond the control of engineering professionals or law enforcement officers. However, the City's Traffic Safety program attempts to reduce fatal collisions by removing conflicting vehicular and pedestrian movements at appropriate locations, limiting collision severity through improvements to roadway design features, and promoting traffic safety through a community outreach program.

As mentioned above, fatality collisions in any given year is usually very random and this was the case in 2004 when the City experienced a sharp increase in the total fatalities (4) in 2004 over the 2003 total of zero (0) fatalities. In previous years there have been between one and two fatalities per year except in 2003 when there were no fatalities.

Four fatalities were reported in 2004 within City limits. Of the 4 fatalities, 2 occurred on Hwy 227 (Broad Street) which is under State (Caltrans) jurisdiction, one of which was related to "driving while under the influence" (DUI). Of the 2 fatalities that occurred within the City's jurisdiction, one was an exhibition of speed violation and the final was a left turn violation attributed to "driving while under the influence".

3.3 Comparison with National, State and County Rates

Author's Note: All national and state statistics and cost estimates contained in this section are the most up to date figures available at the time of this publication.

Table 3.3 demonstrates the significant difference between City death and injury rates and the National statistics. The numbers in this table represent the actual number of injuries or fatalities resulting from traffic collisions, not the number of collisions that involved injuries or fatalities.

Table 3.3 - Comparison of Injury & Death Rates

2004 Fatalities			
	Fatalities	**Population (Thousands)**	**Rate Per 100,000 Population**
Nationally*	42,643	290,810	14.66
State Wide	4215	36,271	11.62
City of San Luis Obispo	4	45	8.89
2004 Injuries			
	Injuries	**Population (Thousands)**	**Rate Per 100,000 Population**
Nationally*	2,889,000	290,810	993
State Wide*	307,166	35,934	854
City of San Luis Obispo	376	45	835

* National and State Statistics are from 2003 because 2004 information was not available at the time this report was being produced.

3.3 Benefit/Cost Analysis

The National Safety Council has provided the following information and estimates.

There are two methods currently used to measure the costs of motor-vehicle collisions. One is the economic cost framework and the other is the comprehensive cost framework.

Economic costs may be used by a community or state to estimate the economic impact of motor-vehicle collisions that occurred within its jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the collisions. Economic costs, however, should not be used for cost-benefit analysis because they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

There are five economic cost components: (a) wage and productivity losses, which include wages, fringe benefits, household production, and travel delay; (b) medical expenses including emergency service costs; (c) administrative expenses, which include the administrative cost of private and public insurance plus police and legal costs; (d) motor-vehicle damage including the value of damage to property; and (e) employer costs for collisions to workers.

The information in table 3.4 shows the average economic costs in 2005 per death (not per fatal collision), per injury (not per injury collision), and per property damage collision. These cost estimates are based upon 2002 actual collision cost calculations.

Table 3.4 - Economic Costs, 2004

Collision Type	Dollar Loss
Death	$1,090,000
Nonfatal disabling injury	$39,900
Incapacitating injury	$52,100
Non-incapacitating evident injury	$17,200
Possible injury	$9,800
Property damage collision (including minor injuries)	$6,200

Source: National Highway Traffic Safety Administration (Traffic Safety Facts 2002)

Comprehensive costs include not only the economic cost components, but also a measure of the value of lost quality of life associated with the deaths and injuries, that is, what society is willing to pay to prevent them. The values of lost quality of life were obtained through empirical studies of what people actually pay to reduce their safety and health risks, such as through the purchase of air bags or smoke detectors.

Comprehensive costs should be used for cost-benefit analysis, but because the lost quality of life represents only a dollar equivalence of intangible qualities, they do not represent real economic losses and should not be used to determine the economic impact of past collisions. The information below in table 3.5 shows the average comprehensive costs in 2004 on a per person basis. These cost estimates are based upon 2002 actual collision cost calculations. Which are the latest at the time of this publication.

Currently, the City's collision reports indicate injury collisions only if reported at the collision scene and no determinations are made regarding the injury type as shown in the above tables. Therefore, comprehensive cost estimates for this analysis will assume that all injury types fall into the category of "Non-incapacitating evident injury" as shown above. Table 3.6 shows the 2004 economic costs in collisions for the City using annual cost estimates.

Table 3.5 - Comprehensive Costs, 2004

Collision Type	Dollar Loss
Death	$3,470,000
Incapacitating injury (a)	$172,000
Non-incapacitating evident injury (a)	$44,200
Possible injury (a)	$21,000
No injury	$2,000

Source: National Highway Traffic Safety Administration (Traffic Safety Facts 2002)

Table 3.6 - City of San Luis Obispo Economic Costs, 2001-2004 Traffic Collisions

Year	Collision Type						Total Dollar Loss
	Death		Non-incapacitating Injury		Property Damage Only		
		Cost[(a)]		Cost[(a)]		Cost[(a)]	
2001	1	$1,000,000	335	$5,762,000	877	$5,700,500	$12,462,500
2002	1	$1,000,000	396	$6,811,200	946	$6,149,000	$13,960,200
2003	0	$0.00	400	$6,880,000	794	$4,922,800	$11,802,800
2004	4	$4,360,000	315	$5,418,000	887	$5,499,400	$15,277,400

(a) Economic costs are based upon 2002 cost estimates.

While the dollar amounts depicted in Table 3.6 do not equate to tangible monetary costs, it is evident that the annualized costs to city motorists, insurance companies and medical providers, depend on the number (and type) of traffic collisions that occur within the City. The total cost amount depends highly on the collision type and is proportional to the severity of each type of collision type.

Bicycle & Pedestrian Transportation Safety

4.1 Pedestrian Collisions

In January 2000 a City-wide pedestrian crossing policy was adopted by the City Council. This policy is designed to ultimately bring all of the pedestrian crossings in the City to a consistent standard. As the policy continues to be implemented over the next several years it is anticipated that pedestrian collisions will decline City-wide.

In general the number of annual pedestrian collisions has fluxuated up and down over the past six years. There were 39 total pedestrian related collisions reported in 2004, 52% higher than the previous 12 month period. Table 4.1 indicates the reported pedestrian related collision history of the City.

Table 4.1 – 1999-2004 Pedestrian Collisions

Year	Total Reported Pedestrian Collisions on Public Streets	
	Pedestrian	% Change
1999	24	-
2000	37	+54%
2001	19	-49%
2002	41	+54%
2003	24	-41%
2004	41	+41%

Source: City of San Luis Traffic Collision Database

The study's method of evaluation follows the recommendations of the U.S. Federal Highway Administration (FHWA) as pertaining to bicycle collisions, by which pedestrian collisions are classified according to their collision type. In general the two primary factors contributing to pedestrian collisions in 2003 were pedestrians crossing outside of a crosswalk at a mid-block location, and motorists watching on-coming traffic while turning left against a pedestrian. The following tables lists the various types of pedestrian related collisions as detailed in Police Reports.

Table 4.2 – 2004 Pedestrian Collisions by Type, Location, & Fault

Pedestrian Collision Type	# Cases	% of Total	Severity		
			Injury	Fatal	PDO
In Road - Crossing Midblock	9	21.95%	8	1	0
In X-Walk - Motorist Left Turn in Front of Ped.	8	19.51%	7	0	1
In Sidewalk - At Driveway	5	12.19%	4	0	1
In X-Walk - Motorist Right of Way Violation	4	9.75%	4	0	0
Other - Non Classifiable	4	9.75%	3	0	1
In X-Walk - Motorist Right Turn in Front of Ped.	4	9.75%	3	0	1
In Road - At Parked Vehicle	3	7.31%	2	0	1
In X-Walk - On Don't Walk Indication	1	2.43%	1	0	0
In X-Walk - Motorist Right Turn Facing Ped.	1	2.43%	1	0	0
In X-Walk - Failed to Cross in Time	1	2.43%	1	0	0
In Sidewalk - At Intersection	1	2.43%	0	0	1
Total:	**41**	**100**	**34**	**1**	**6**

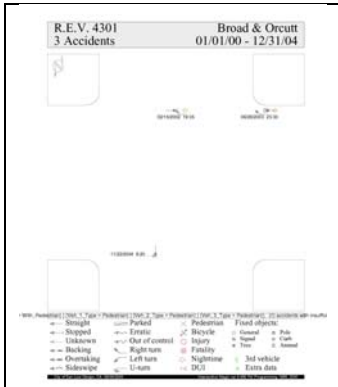
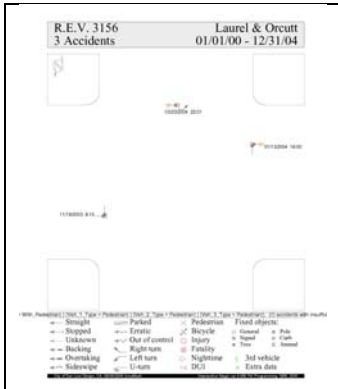
Pedestrian Collision Location	2001		2002		2003		2004	
	#	**%**	#	**%**	#	**%**	#	**%**
Signal	8	42%	14	34%	6	25%	13	32%
Out of Crosswalk - Midblock	3	16%	13	32%	7	29%	9	22%
Uncontrolled - Unmarked Crosswalk Major/Collector	0	0%	0	0%	0	0%	1	2%
Uncontrolled - Unmarked Crosswalk Local	0	0%	0	0%	0	0%	0	0%
Uncontrolled - Marked	1	5%	3	7%	0	0%	1	2%
Not in Road (Sidewalk)	0	0%	2	5%	0	0%	5	12%
In Road (not crossing)	2	11%	2	5%	3	12%	7	18%
Stop - Marked Crosswalk	1	5%	3	7%	4	17%	3	7%
Stop - Unmarked Crosswalk	4	21%	4	10%	4	17%	2	5%
Total:	**19**	**100%**	**41**	**100%**	**24**	**100%**	**41**	**100%**

Party at Fault	2001		2002		2003		2004	
Pedestrian	5	26%	12	29%	8	33%	15	37%
Driver	14	74%	29	71%	16	67%	26	63%
Total:	**19**	**100%**	**41**	**100%**	**24**	**100%**	**41**	**100%**

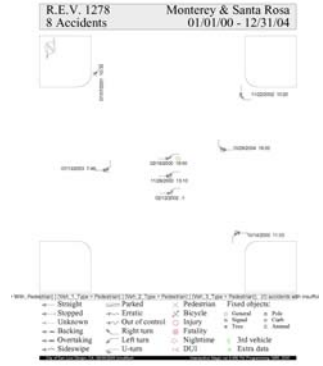
Source: City of San Luis Traffic Collision Database

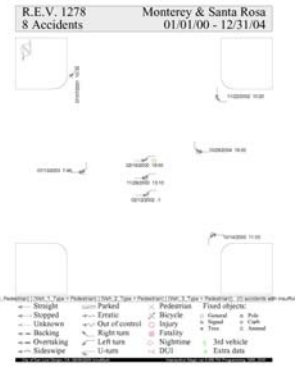
Variations in yearly pedestrian related collisions are to be expected. While this report is intended to evaluate and analyze collision trends in 2004, the number of annual pedestrian related collisions typically reported in the City is too few to identify collision patterns and establish mitigation measures. The method for evaluating pedestrian collision locations identifies all locations where at least one pedestrian collision has occurred in 2004 and ranks those locations based on a "risk exposure value" (REV) for the previous five year pedestrian collision history, with three or more pedestrian related collisions.

Table 4.3 – Top Five Pedestrian Collision Locations

	Location Ranking: **1** **Broad Street at Orcutt Road** **REV: 4301**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Intersection under Caltrans Jurisdiction, Intersection reconfigured in 2003. **ACTION:** Continue to monitor in 2005
	Location Ranking: **2** **Laurel Lane at Orcutt Road** **REV: 3156**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Turn pocket was extended and stop control installed on WB approach in March 2005. **ACTION:** Continue to monitor in 2005. Signalize and realign intersection as funding becomes available.

	Location Ranking: **3** **Olive Street at Santa Rosa Street** **REV: 1720**	**PATTERN:** Right Turn in front of Pedestrian **RECOMMENDATION:** Intersection under Caltrans Jurisdiction, Improve pedestrian visibility. **ACTION:** Work with Caltrans to investigate implementation of a leading pedestrian interval.

	Location Ranking: **4** **Monterey Street at Santa Rosa Street** **REV: 4301**	**PATTERN:** Left Turn in front of Pedestrian **RECOMMENDATION:** Construction Adjacent to intersection throughout 2004. Collision pattern exclusive to 2000. **ACTION:** Install NB/SB left turn protected/permissive phasing. Continue to monitor in 2005.

	Location Ranking: **4** **Marsh Street at Santa Rosa Street** **REV: 4301**	**PATTERN:** No discernable pattern. **RECOMMENDATION:** Construction Adjacent to intersection throughout 2004. Traffic signal modification plans completed, construction scheduled to begin in winter of 2006. **ACTION:** Continue to monitor in 2005.

4.2 Bicycle Collisions

In general bicycle collisions have been on an upward trend over the past six years, however in 2004 bicycle collisions were down. There were 50 total bicycle related collisions reported in 2004, 7.4% lower than the previous 12 month period and 4% lower than collisions reported in 2002.

Table 4.4 – 1999-2004 Bicycle Collisions

Year	Total Reported Bicycle Collisions on Public Streets	
	Bicycle	% Change
1999	52	-
2000	46	-12%
2001	45	-2%
2002	52	+13%
2003	54	+ 3.7%
2004	50	-7.4%

Source: City of San Luis Traffic Collision Database

The study's method of evaluation follows the recommendations of the U.S. Federal Highway Administration (FHWA) by which bicycle collisions are classified according to their collision type. The FHWA's Classification system includes 38 different collision types of which only 16 occurred on City streets in 2004. In general the majority of factors contributing to bicycle collisions in 2004 were driver error or cyclist error.

Table 4.5 – 2004 Bicycle Collision by Type & Fault

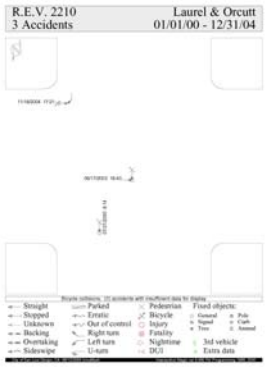
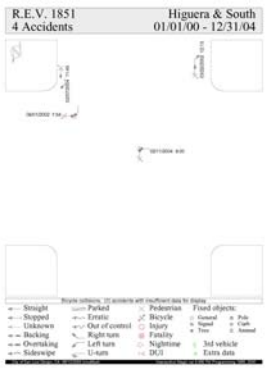
Collision Type	Number of Cases	% of Total	Cyclist's Position		Severity		
			Sidewalk	Road	Injury	Fatal	PDO
Motorist Right Turn - In Front of Cyclist	6	12.00%	0	6	5	0	1
Motorist Left Turn - Facing Cyclist	6	12.00%	0	6	6	0	0
Cyclist Lost Control	6	12.00%	0	6	5	0	1
Other (Not classifiable)	6	12.00%	0	6	6	0	0
Drive Out At Controlled Intersection	5	10.00%	0	5	5	0	0
Motorist Opens Vehicle Door	5	10.00%	0	5	3	0	2
Wrong Way Cyclist	4	8.00%	0	4	4	0	0
Drive Out From Lane or Driveway	2	4.00%	0	2	2	0	0
Ride Out At Controlled Intersection	2	4.00%	0	2	2	0	0
Cycling While Under the Influence	2	4.00%	0	2	1	0	1
Motorist Left Turn - In Front of Cyclist	1	2.00%	0	1	1	0	0
Motorist Overtaking - Bike Path Obstructed	1	2.00%	0	1	1	0	0
Motorist Overtaking - Failed to Detect	1	2.00%	0	1	1	0	0
Motorist Overtaking - Misjudged Passing Space	1	2.00%	0	1	1	0	0
Cyclist Right Turn In Front Of Motorist	1	2.00%	0	1	0	0	1
Ride Out From Lane or Driveway	1	2.00%	1	0	1	0	0
	50	100.00%	1	49	44	0	6

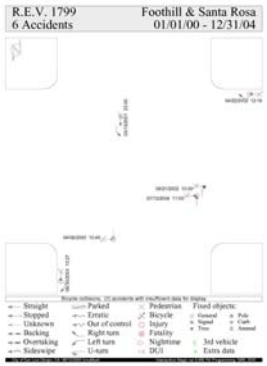
Source: City of San Luis Traffic Collision Database

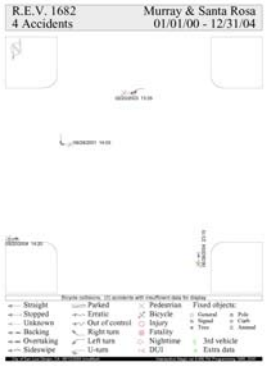
Party at Fault	2001			2002			2003			2004	
Bicyclist	25	56%		31	60%		31	57%		21	42%
Driver	20	44%		21	40%		23	43%		29	58%
Total:	**45**	**100%**		**52**	**100%**		**54**	**100%**		**50**	**100%**

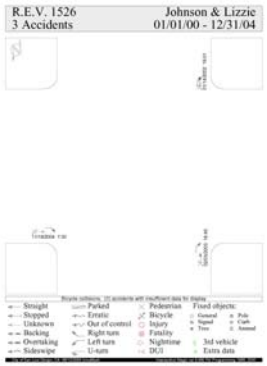
The method for evaluating for bicycle collision locations identifies all locations where at least one bicycle collision has occurred in 2004 and ranks those locations based on a "risk exposure value" (REV) for the previous five year bicycle collision history, with three or more bicycle related collisions. This method of evaluation is often chosen over pure numbers because the number of collisions generally increases within proportion to bicycle volumes. These values are used to identify locations where more collisions are occurring than would be expected.

Table 4.6 – Top Five Bicycle Collision Locations

	Location Ranking: **1** **Laurel Street at Orcutt Road** **REV: 2210**	**PATTERN:** No discernable pattern **RECOMMENDATION:** WB stop control installed Mach 7th, 2005. Intersection should be signalized as funding becomes available. **ACTION:** City is currently seeking funding for signalization of this intersection and widening Orcutt Road. Continue to monitor in 2005
	Location Ranking: **2** **Higuera Street at South Boulevard** **REV: 1851**	**PATTERN:** No discernable pattern **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005

	Location Ranking: **3** **Foothill Boulevard at Santa Rosa Street** **REV: 1799**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Construction adjacent to intersection throughout 2004. **ACTION:** Complete Foothill bridge construction project and reopen foothill Blvd. Continue to monitor in 2005.

	Location Ranking: **4** **Murray Street at Santa Rosa Street** **REV: 1682**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Construction adjacent to intersection throughout 2004. **ACTION:** Complete Foothill bridge construction project and reopen foothill Blvd. Continue to monitor in 2005.

	Location Ranking: **5** **Johnson Avenue at Lizzie Street** **REV: 1526**	**PATTERN:** NB Right Vehicles Vs. NB Thru Bicycles **RECOMMENDATION:** Improve motorist and bicyclist warning devices. **ACTION:** Install “Begin right turn lane, yield to bikes” signing and extend bike lane intersection line.

safety investigations

5.1 Neighborhood Traffic Management and Calming Program

In June 1998, the City Council adopted a Comprehensive Neighborhood Traffic Management (NTM) Program aimed at reducing traffic volumes and speeds on residential streets. The program offers different options to citizens wanting to implement traffic calming measures on their streets. The program identifies the petition process and neighborhood surveys that are used to demonstrate majority support for implementation of specific options. Table 5.1 outlines the NTM actions implemented in 2004.

Table 5.1 - 2004 NTM Requests and Status

Street	Status
Patricia Drive	The section of roadway north of Highland Drive was reclassified as a local residential street and the speed limit was reduced from 30 mph to 25 mph.
Rockview Drive*	Traffic counts were conducted.
Flora Street*	Speed trailer was placed on the street to display vehicle speeds.
Broad/Chorro*	Traffic counts were conducted on Broad and Chorro. Speed trailer was placed on the street to display vehicle speeds. As part of the City's paving program, Chorro Street 's striping was changed to provide a centerline stripe and edge striping limiting the widths of the travel lanes to lower speeds and improve intersection visibility.
Oceanaire Drive*	Traffic counts were conducted on Oceanaire, Atascadero, Balboa, Coral, Galleon and Royal. Speed trailer was placed on the street to display vehicle speeds.
Ella Street*	Traffic counts were conducted. Speed trailer was placed on the street to display vehicle speeds.
Johnson Avenue	Traffic counts were conducted. Speed trailer was placed on the street to display vehicle speeds.
Pismo Street	Traffic counts were conducted. Speed trailer was placed on the street to display vehicle speeds.

* Due to reduced staffing in the Transportation Division, minimal progress was made in 2004.

5.2 Completed Traffic Safety Improvements

Each year the Traffic Engineering Section implements traffic safety improvement projects through a variety of programs and projects. These improvements are usually stand-alone projects but are often times included in other City CIP projects or as part of individual land development projects. The following notable traffic safety improvements were completed in 2004:

Sight Distance Improvements	
Madonna & Pereria	Trimmed Vegetation at North Eastern Driveway
Capitolio & Sacramento	Removed Parking per Sight Distance Survey
Patricia & Cerro Romauldo	Removed Parking per Sight Distance Survey

Signing & Striping Configuration Improvements	
City Wide	Removed, Installed, & Upgraded Speed Limit Signs
Chorro St. Neighborhood Area	Upgraded Striping at various locations as part of Street Resurfacing Project
Chorro, Foothill to Highland	Upgraded Striping as part of Street Resurfacing Project
Patricia, Highland to Foothill	Installed Final Signing & Striping per NTM & Street Resurfacing Project
Diablo & Vista Brista	Installed Curve Delineation
Pepper & Phillips	Installed Curve Delineation
Walnut & Osos	Installed X-Traffic Does Not Stop Signing

Roadway Improvements	
Osos, Marsh to Monterey	Restored parking on Osos to help prohibit two-way traffic on this one-way section
Laguna, Madonna to La Virada	Widened road, reconfigured pedestrian crossing & traffic signal

Pedestrian & Bicycle Improvements	
Johnson & Sydney	Implemented In-Roadway School Crossing Signing
Chorro & Mill	Upgraded School X-Walk Warning Signing
TankFarm & Poinsettia	Upgraded X-Walk Warning Signing
Morro/Upham & Santa Barbara	Installed Bicycle Traffic Signal

Traffic Signal Improvements	
Higuera & Suburban	All-Red Clearance Interval Improved
Johnson, San Luis to Laurel	All-Red & Amber Clearance Intervals Improved
Los Osos Valley, Descanso to Higuera	All-Red & Amber Clearance Intervals Improved
Madonna, El Mercado to Oceanaire	All-Red & Amber Clearance Intervals Improved
TankFarm & Higuera	Relocated "No Right on Red" Signing

2004 High Collision Rate Locations

6.1 Intersections and Segments

Prioritization by Collision Rate

The evaluation of intersections using collision rates (number of collisions per million entering vehicles for intersections and million vehicle miles for segments) is standard practice in traffic engineering. This method of evaluation is often chosen over pure numbers because the number of collisions generally increases within proportion to traffic volumes. This relationship does not mean that there is an engineering deficiency where the number of collisions is highest. Traffic engineers use collision rates to determine locations where more collisions are occurring than would be expected to occur. These locations are then further evaluated to determine what is causing this higher than normal occurrence. In contrast, the Police Department utilizes the number of collisions to evaluate what intersections need to be patrolled. This method of evaluation puts the Police Officers at the locations where they can have the greatest effect on the largest number of road users. There may not be an engineering deficiency at a very busy intersection, however Police presence and enforcement at such locations ensures that drivers continue to drive prudently. Because of the difference in evaluation methods, the ranking of intersections in this report differs from the ranking of intersections in the Police report. Both methodologies are appropriate for their intended purposes, but would be likely to produce inappropriate and ineffective results if an attempt were made to use the same methodology for both the Police and Public Works reports. To address safety concerns at all types of locations, intersections & segments were broken down into the following subgroups:

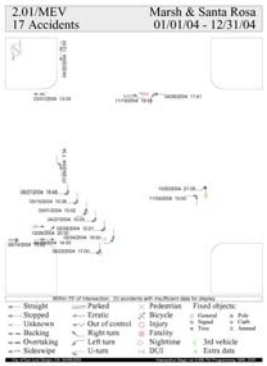
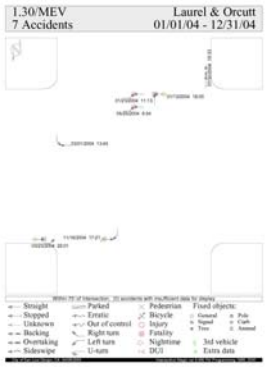
TYPE OF INTERSECTION OR SEGMENT	APPENDIX
Arterial/Arterial Intersections	Appendix 1
Arterial/Collector Intersections	Appendix 2
Arterial/Local Intersections	Appendix 3
Collector/Collector Intersections	Appendix 4
Collector/Local Intersections	Appendix 5
Local/Local Intersections	Appendix 6
Other Significant Intersections	Appendix 7
Arterial Segments	Appendix 8
Collector Segments	Appendix 9
Local Segments	Appendix 10

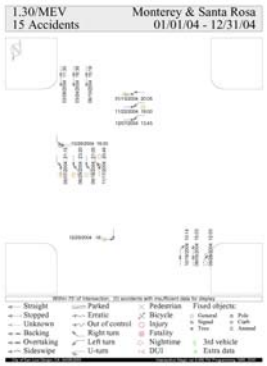
Collision rates per million vehicles entering an intersection & million vehicle miles traveled on a segment were calculated for all locations within the City with three or more collisions. These collision rates were then used to prioritize the top five intersections & segments in each category so that locations with the highest rates were ranked at the top of the list. Mitigation measures, including potential future CIP's were then identified based upon the perceived collision patterns for each location.

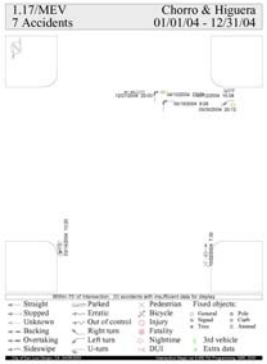
Safety Analysis

Collision diagrams were developed for the top five intersections based on collision rates in Tables 6.1 through 6.8 and these intersections were then analyzed using collision diagram interpretation techniques. Collision diagrams were also developed for the three segment classifications based on collision rates and are shown in Tables 6.9 through 6.11 and these intersections were then analyzed using collision diagram interpretation techniques. Based upon collision patterns as identified in each diagram, mitigation measures and safety improvement recommendations were proposed for each location as outlined in each intersection category. A thumbnail sketch of each intersection's collision diagram has been provided in the tables. Complete collision diagrams that include additional collision information for each of these locations are included in Appendices 1 through 10.

Table 6.1 - Recommendations for Intersections Involving Two Arterial Streets

	Intersection Ranking: **1** **Marsh Street at Santa Rosa Street** **Rate: 2.01 / MEV**	**PATTERN: SB Vs. EB, Red Light Violations** **RECOMMENDATION:** Improve signal head visibility. Traffic signal modification plans completed, construction scheduled to begin in winter of 2006. County office construction throughout 2004. **ACTION:** Traffic signal project modification project underway.
	Intersection Ranking: **2** **Laurel Avenue at Orcutt Road** **Rate: 1.30 / MEV**	**PATTERN: EB & SB Left Vs. WB Thru** **RECOMMENDATION:** Turn pocket was extended and stop control installed on WB approach in March 2005. **ACTION:** Continue to monitor in 2005. Signalize and realign intersection as funding becomes available.

	Intersection Ranking: **3** **Monterey Street at Santa Rosa Street** **Rate: 1.30 / MEV**	**PATTERN: NB & SB Permissive Lefts, Rear ends** **RECOMMENDATION:** Significant Construction in vicinity of intersection throughout 2004. Left turn phasing to be installed as part of Court Street Mitigation. Left turn phase being installed as part of Court St. & 919 Palm projects. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **4** **Chorro Street at Higuera Street** **Rate: 1.17 / MEV**	**PATTERN: WB Thru Vs. NB Thru, Red Light Violations** **RECOMMENDATION:** Collision patter maybe exclusive to 2004. Investigate Improvements to signal indication visibility. **ACTION:** Continue to monitor in 2005.

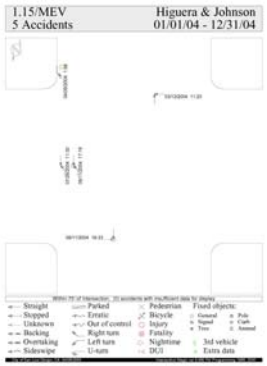
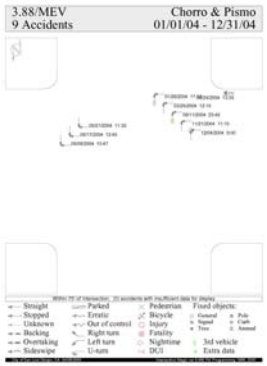
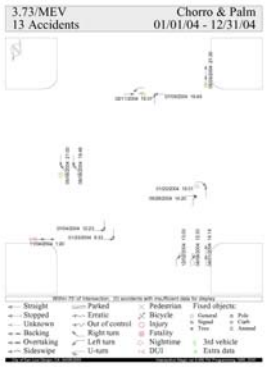
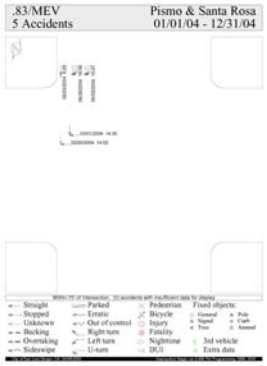
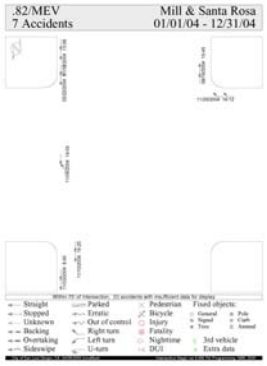
	Intersection Ranking: **5** **Higuera Street at Johnson Avenue** **Rate: 1.15 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.

Table 6.2 - Recommendations for Intersections Involving Arterial/Collector Streets

	Intersection Ranking: **1** **Chorro Street at Pismo Street** **Rate: 3.88 / MEV**	**PATTERN: NB & SB Vs. WB Thru, Right Angles** **RECOMMENDATION:** All-way stop warrant conducted, Collision warrant met. Improve sight distance, if pattern persists install all-way stop control. **ACTION:** Install "Cross Traffic Does Not Stop" signs on Chorro St. approach. As part of redevelopment of adjacent property, install bulbouts for WB flow and move NB & SB stop bars forward. Continue to monitor in 2005.
	Intersection Ranking: **2** **Chorro Street at Palm Street** **Rate: 3.73 / MEV**	**PATTERN: Right Angles & Permissive Lefts, Red Light Violations** **RECOMMENDATION:** Intersection adjacent to downtown construction and street closures. Collision pattern maybe exclusive to 2004. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **3** **Pismo Street at Santa Rosa Street** **Rate: .83 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **4** **Mill Street at Santa Rosa Street** **Rate: 0.82 / MEV**	**PATTERN: SB Rear Ends** **RECOMMENDATION:** None, Construction in vicinity of intersection throughout 2004. **ACTION:** Continue to monitor in 2005.

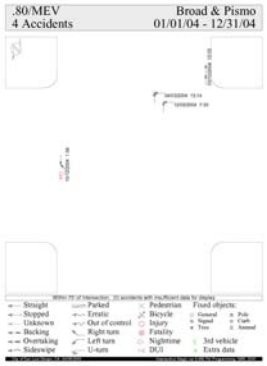
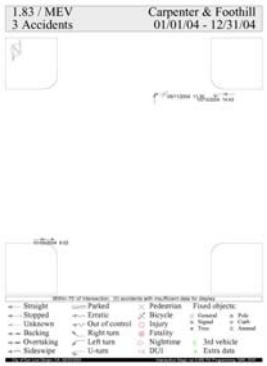
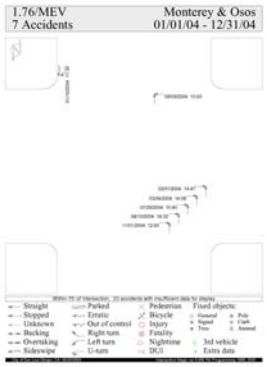
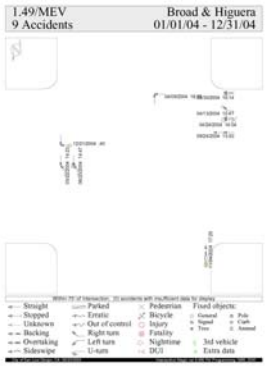
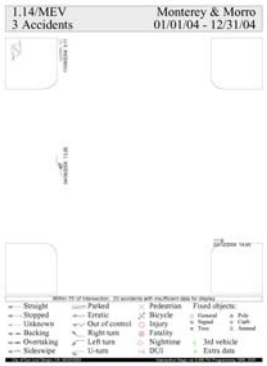
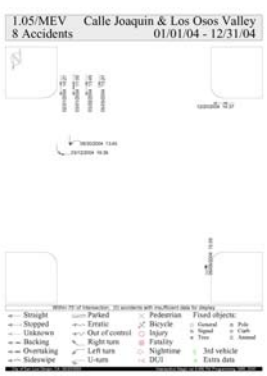
	Intersection Ranking: **5** **Broad Street at Pismo Street** **Estimated Rate: 0.80 / MEV**	**PATTERN: No discernable pattern** **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

Table 6.3 - Recommendations for Intersections Involving Arterial/Local Streets

	Intersection Ranking: **1** **Carpenter Street at Foothill Blvd.** **Rate: 1.37 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.
	Intersection Ranking: **2** **Monterey Street at Osos Street** **Rate: 1.51 / MEV**	**PATTERN: EB Vs. NB Red Light Violations** **RECOMMENDATION:** Court St. Construction throughout 2004, SB Osos closed during construction. All collisions attributed to construction activities. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **3** **Broad Street at Higuera Street** **Estimated Rate: 1.49 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **4** **Monterey Street at Morro Street** **Estimated Rate: 1.14 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** 919 Palm construction throughout 2004. **ACTION:** Continue to Monitor in 2005.

	Intersection Ranking: **5** **Calle Joaquin Road at Los Osos Valley Road** **Rate: 1.05 / MEV**	**PATTERN: SB & WB Rear ends** **RECOMMENDATION:** Non-Correctable Collisions attributed to driver inattention, Construction adjacent to intersection throughout 2004. Intersection is to be signalized and South Calle Joaquin is to be relocated by Costco. **ACTION:** Continue to monitor in 2005.

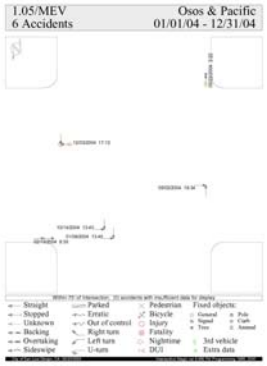
	Intersection Ranking: **6** **Osos Street at Pacific Street** **Rate: 1.05 / MEV**	**PATTERN: Right Angle** **RECOMMENDATION:** Improve sight distance constraints. **ACTION:** Install textured pavement curb extensions at intersection & move stop bars forward.

Table 6.4 - Recommendations for Intersections Involving Collector/Collector Streets

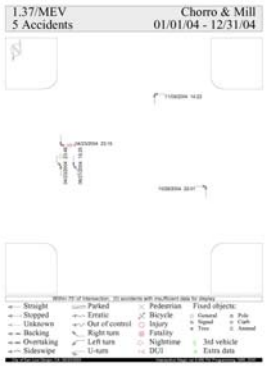
	Intersection Ranking: **1** **Chorro Street at Mill Street** **Estimated Rate: 1.37 / MEV**	**PATTERN: No Discernable Pattern.** **RECOMMENDATION:** Reviewed visibility from side street approaches, visibility is adequate. **ACTION:** Continue to monitor in 2005.

Table 6.5 - Recommendations for Intersections Involving Collector/Local Streets

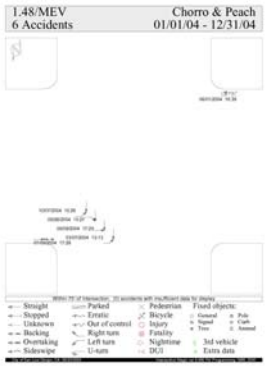
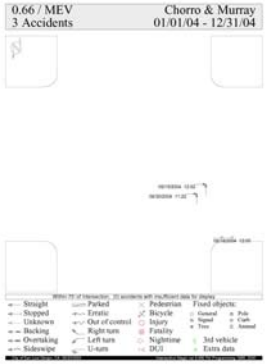
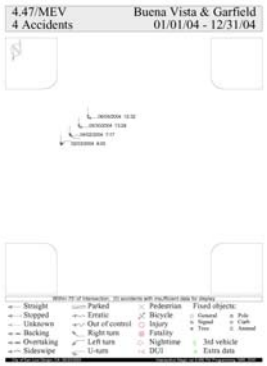
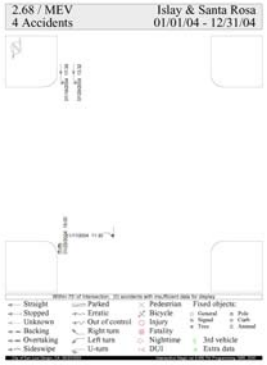
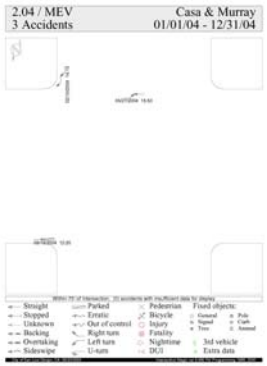
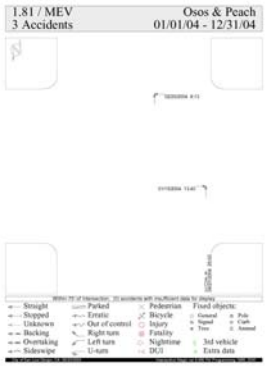
	Intersection Ranking: **1** **Chorro Street at Peach Street** **Estimated Rate: 1.48 / MEV**	**PATTERN: EB Vs. SB** **RECOMMENDATION:** Pattern frequency exclusive to 2004. Physical sight distance constraint from Utility Pole on NE corner. **ACTION:** Investigate measures to mitigate sight distance constraint. Continue to monitor in 2005.
	Intersection Ranking: **2** **Chorro Street at Murray Street** **Estimated Rate: 0.66 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005

Table 6.6 - Recommendations for Intersections Involving Local/Local Streets

	Intersection Ranking: **1** **Buena Vista Street at Garfield Street** **Estimated Rate: 4.47 / MEV**	**PATTERN: SB Thru Vs. WB Thru, Broadside** **RECOMMENDATION:** Intersection temporarily realigned April 21st, 2005 for 5 month trial period. No reported collisions during trial period. Remove temporary delineation and investigate other mitigation strategies. **ACTION:** Remove temporary delineation and reconfigure intersection with curb gutter & sidewalk, signing & striping.
	Intersection Ranking: **2** **Islay Street at Santa Rosa Street** **Estimated Rate: 2.68 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **3** **Casa Street at Murray Street** **Estimated Rate: 2.04 / MEV**	**PATTERN: No Discernable Pattern** **RECOMMENDATION:** None, Foothill bridge construction throughout 2004. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **4** **Osos Street at Peach Street** **Estimated Rate: 1.81 / MEV**	**PATTERN: NB Vs. EB & WB, Broadside** **RECOMMENDATION:** Sight distance survey conducted, on-street parking constrains stopping sight distance. Improve stopping sight distance. **ACTION:** Remove parking.

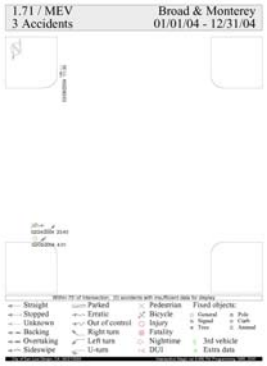
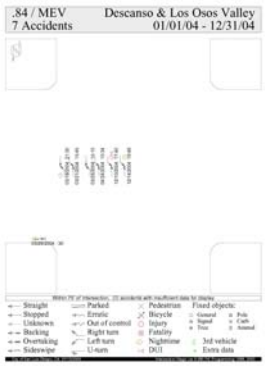
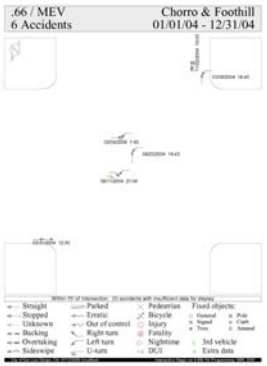
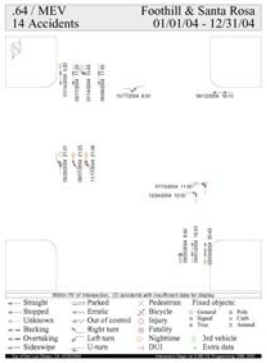
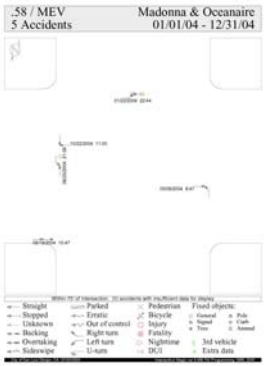
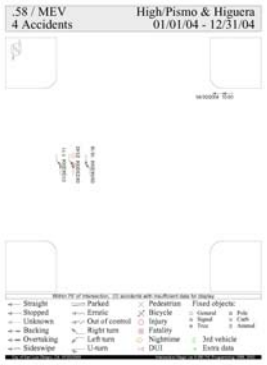
	Intersection Ranking: **5** **Broad Street at Monterey Street** **Estimated Rate: 1.71 / MEV**	**PATTERN: No discernable pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.

Table 6.7 - Recommendations for Other Significant Intersections: 5+ Left Turn Collisions at Signalized Intersections

	Intersection Ranking: **1** **Descanso at LOVR** **Estimated Rate:** **.84 / MEV**	**PATTERN: SB Left Vs. NB Thru** **RECOMMENDATION:** Collision criteria met for protected Lt. phasing. Pattern may be exclusive to 2004. **ACTION:** Continue to monitor in 2005.
	Intersection Ranking: **2** **Chorro at Foothill** **Estimated Rate:** **.66 / MEV**	**PATTERN:** None **RECOMMENDATION:** Foothill bridge construction adjacent to intersection throughout 2004, None. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **3** **Foothill & Santa Rosa** **Estimated Rate:** **.64 / MEV**	**PATTERN:** NB Vs. EB Through & Rearends **RECOMMENDATION:** Construction adjacent to intersection throughout 2004, None. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **4** **Madonna & Oceanaire** **Estimated Rate:** **.58 / MEV**	**PATTERN:** Red Light Violations, All Directions **RECOMMENDATION:** Amber and all-read clearance phases updated in December of 2004. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **5** **High/Pismo & Higuera** **Estimated Rate: .58 / MEV**	**PATTERN:** NB & SB Left Vs. Through **RECOMMENDATION:** Collisions attributed to driver inattention and negligence, Higuera widening project in advance development stage. None. **ACTION:** Continue to monitor in 2005

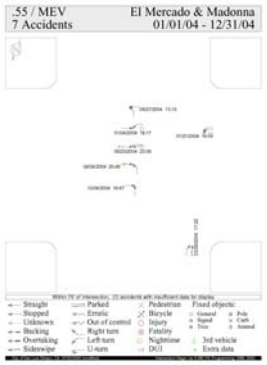
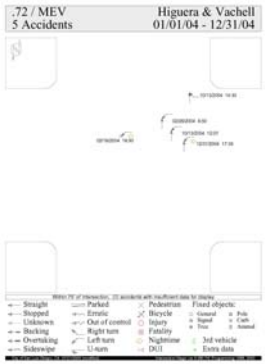
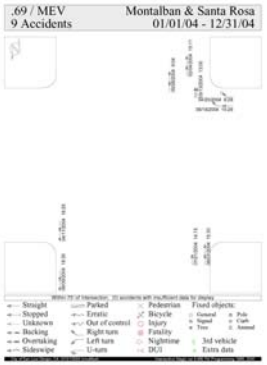
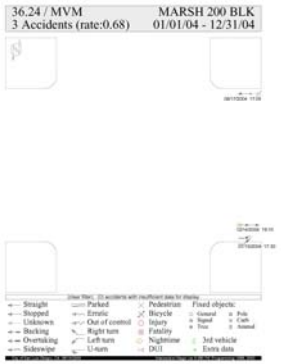
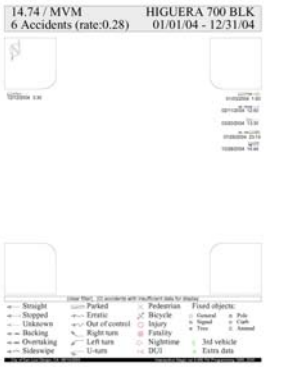
	Intersection Ranking: **6** **El Mercado & Madonna** **Estimated Rate: .55 / MEV**	**PATTERN:** WB Red Light Violations **RECOMMENDATION:** Improve Signal Head Visibility for WB Traffic. **ACTION:** Relocate WB Lt. signal head onto new overhead mast arm and signal pole. Modifications are currently in design.

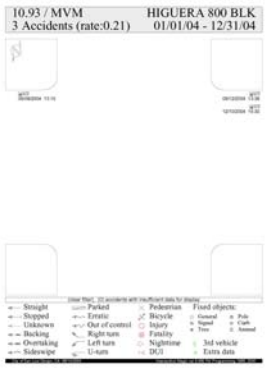
Table 6.8 - Recommendations for Other Significant Intersections: 5+ Collisions at Intersections Without All-way Control

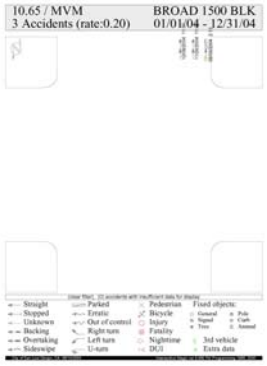
	Intersection Ranking: **1** **Higuera & Vachell** **Estimated Rate:** **.72 / MEV**	**PATTERN:** WB Left & Right Vs. Thru **RECOMMENDATION:** SLO County has temporarily removed left turn egress to Tank Farm, thus making Vachell WB exit for airport area. **ACTION:** County project to mitigate Santa Fe & Tank Farm roads under design. City is to review potential interim improvements including sight distance improvements. Continue to monitor in 2005.
	Intersection Ranking: **2** **Montalban & Santa Rosa** **Estimated Rate:** **.69/ MEV**	**PATTERN:** NB & SB Rear ends **RECOMMENDATION:** State controlled intersection. Construction adjacent to intersection thought 2004, None. **ACTION:** Continue to monitor in 2005.

	Intersection Ranking: **3** **Meinecke & Santa Rosa** **Estimated Rate: .55 / MEV**	**PATTERN:** SB Rear ends & NB Lefts **RECOMMENDATION:** State controlled intersection. Construction adjacent to intersection throughout 2004, None. **ACTION:** Work with CalTrans for median improvements including left turn restrictions. Continue to monitor in 2005.

Table 6.9 - Recommendations for Arterial Segments

	Segment Ranking: **1** **Marsh St. 200 Block (Higuera – Archer)** **Estimated Rate: 36.24 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.
	Segment Ranking: **2** **Higuera St. 700 Block (Broad – Chorro)** **Estimated Rate: 14.74 / MVM**	**PATTERN:** Parking Maneuvers **RECOMMENDATION:** Construction Adjacent to Segment Throughout 2004, None. **ACTION:** Continue to monitor in 2005.

	Segment Ranking: **3** **Higuera St. 800 Block (Chorro – Morro)** **Estimated Rate: 10.93 / MVM**	**PATTERN:** Parked Vehicle Opens Door Into Traffic **RECOMMENDATION:** Construction adjacent to segment Thru Out 2004. Pattern may be exclusive to 2004. **ACTION:** Continue to monitor in 2005.

	Segment Ranking: **4** **Broad St. 1500 Block (Buchon – Islay)** **Estimated Rate: 10.65 / MVM**	**PATTERN: No discernable pattern** **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

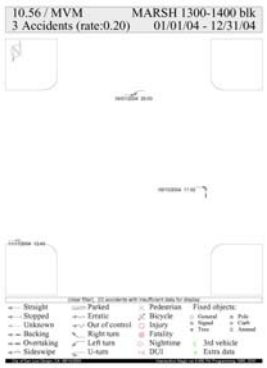
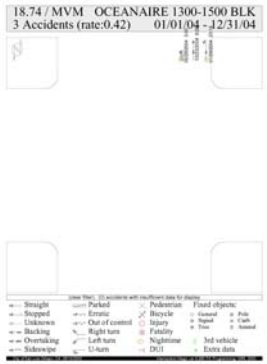
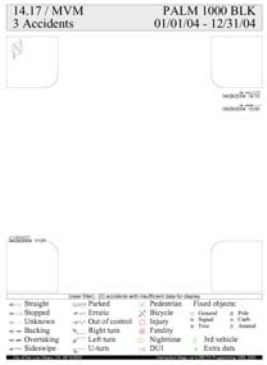
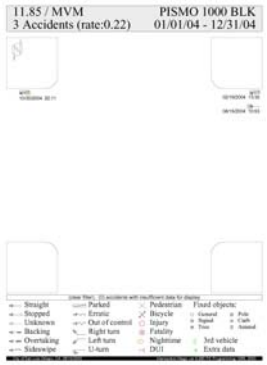
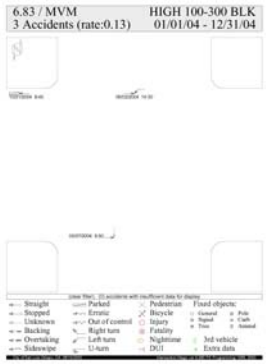
	Segment Ranking: **5** **Marsh St. 1300-1400 Block (Johnson – California)** **Estimated Rate: 10.56 / MVM**	**PATTERN: No discernable pattern** **RECOMMENDATION:** None. **ACTION:** Continue to monitor in 2005.

Table 6.10 - Recommendations for Collector Segments

	Segment Ranking: **1** **Oceanaire St. 1300-1500 Block (Avalon – Madonna)** **Estimated Rate: 18.74 / MVM**	**PATTERN:** No discernable pattern, “hit and run” **RECOMMENDATION:** None. Active NTM program. **ACTION:** Continue to monitor in 2005.
	Segment Ranking: **2** **Palm St. 1000 Block (Osos – Santa Rosa)** **Estimated Rate: 14.17 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

	Segment Ranking: **3** **Pismo St. 1000 Block (Osos – Santa Rosa)** **Estimated Rate: 11.85 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

	Segment Ranking: **4** **High St. 100-300 Block (Higuera – Leff)** **Estimated Rate: 6.83 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Noned **ACTION:** Continue to monitor in 2005.

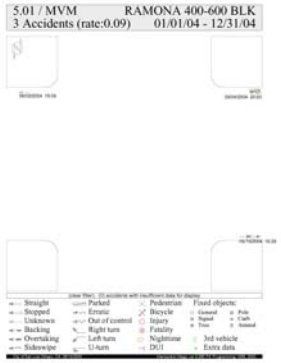
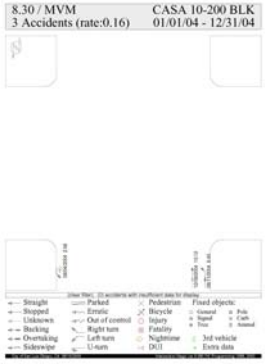
	Segment Ranking: **5** **Ramona St. 400-600 Block (Tassajara – Broad)** **Estimated Rate: 5.01 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** None **ACTION:** Continue to monitor in 2005.

Table 6.11 - Recommendations for Local Segments

	Segment Ranking: **1** **Casa St. 10-200 Block (Foothill – Chorro)** **Estimated Rate: 8.30 / MVM**	**PATTERN:** No discernable pattern **RECOMMENDATION:** Significant construction adjacent to segment throughout 2004, None. **ACTION:** Continue to monitor in 2005.

appendix 1

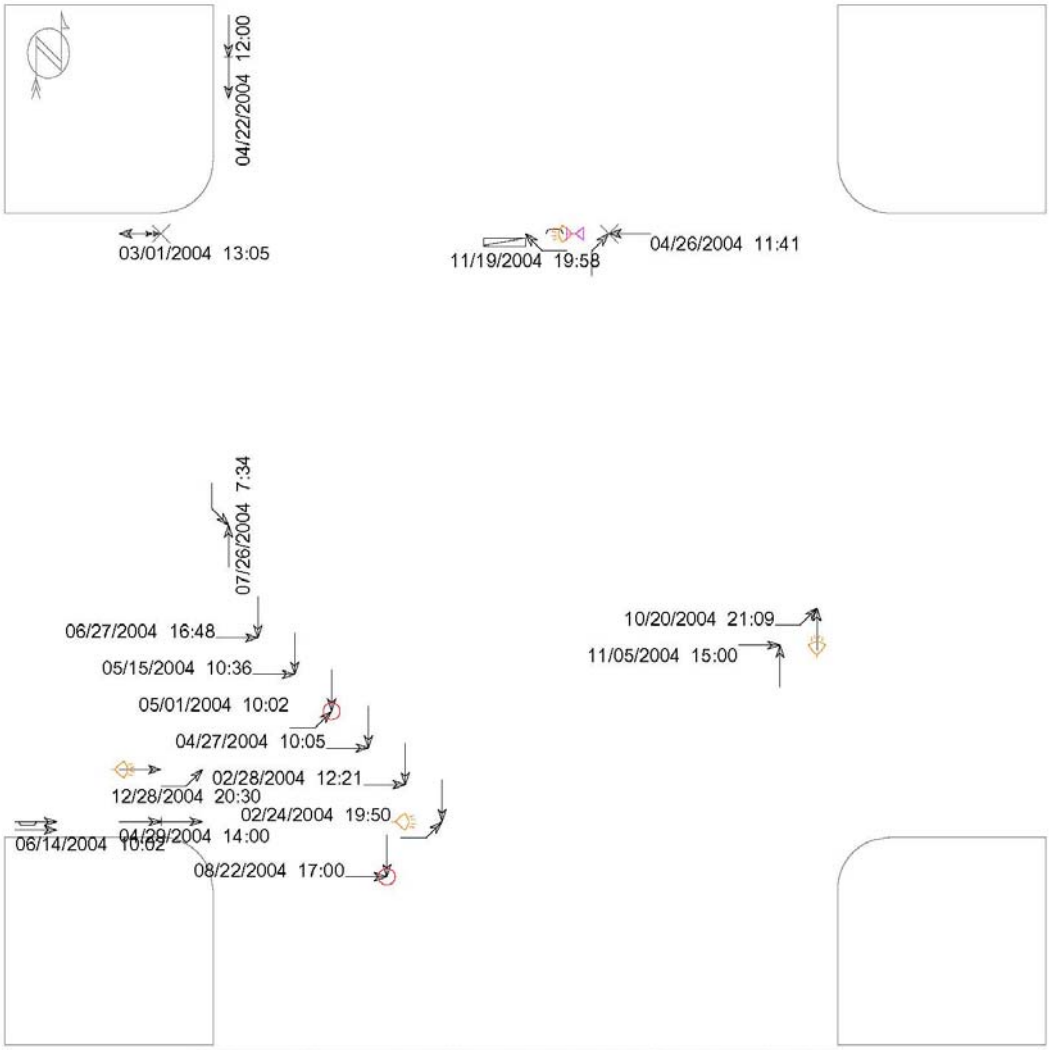
Arterial / Arterial Intersections

Arterial / Arterial Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	3	Marsh & Santa Rosa	17	23,157	2.01	SIG		12,928	NA	2,818	7,411
2	1	Laurel & Orcutt	7	14,734	1.30	1-STOP		7,671	1,274	NA	5,789
3	6	Monterey & Santa Rosa	15	31,621	1.30	SIG		2,612	6,385	10,211	12,413
4	Not Ranked	Chorro & Higuera	7	16,453	1.17	SIG		NA	8,826	3,058	4,569
5	Not Ranked	Higuera & Johnson	5	11,918	1.15	1-STOP		NA	311	7,488	4,119
6	8	Broad & Orcutt	9	21,985	1.12	SIG		NA	7,735	12,750	1,500
7	21	California & Monterey	12	33,666	0.98	SIG		6,305	8,530	13,362	5,469
8	22	Hwy 101 NB & Los Osos Valley	7	20,039	0.96	SIG		3,340	NA	7,704	8,995
9	5	Higuera & Santa Rosa	9	25,954	0.95	SIG		NA	4,566	9,245	12,143
10	15	Higuera & Los Osos Valley	6	21,030	0.78	SIG		8,995	NA	2,879	9,156
11	18	Chorro & Marsh	5	17,861	0.77	SIG		12,932	NA	1,909	3,020
12	Not Ranked	Johnson & San Luis	7	25,579	0.75	SIG		9,313	NA	10,352	5,914
13	13	Higuera & Madonna	8	29,375	0.75	SIG		11,250	NA	6,875	11,250
14	19	Higuera & Marsh	8	29,879	0.73	SIG		5,648	NA	15,385	8,846
15	25	Hwy 101 NB & Madonna	7	26,638	0.72	SIG		11,250	11,250	4,138	NA
16	11	Los Osos Valley & Madonna	8	31,648	0.69	SIG		10,956	10,422	1,500	8,770
17	22	Hwy 101 SB & Los Osos Valley Rd.	6	24,220	0.68	SIG		8,838	10,268	NA	5,114
18	20	Foothill & Santa Rosa	14	59,960	0.64	SIG		19,837	8,373	16,750	15,000
19	2	Broad & Marsh	5	22,907	0.60	SIG		13,305	NA	5,266	4,336
20	Not Ranked	Broad & Santa Barbara	6	32,088	0.51	SIG		6,650	6,081	15,000	4,357
21	7	Higuera & South	5	27,767	0.49	SIG		50	6,650	11,250	9,817
22	14	Broad & Tank Farm	6	36,001	0.46	SIG		9,847	5,754	7,650	12,750
23	12	Higuera & Tank Farm	3	24,814	0.33	SIG		NA	9,377	8,302	7,135
24	Not Ranked	Broad & Capitolio	3	27,188	0.30	1-STOP		NA	1,688	12,750	12,750
25	25	Hwy 101 SB & Madonna	3	37,942	0.22	SIG		15,294	12,395	10,253	NA

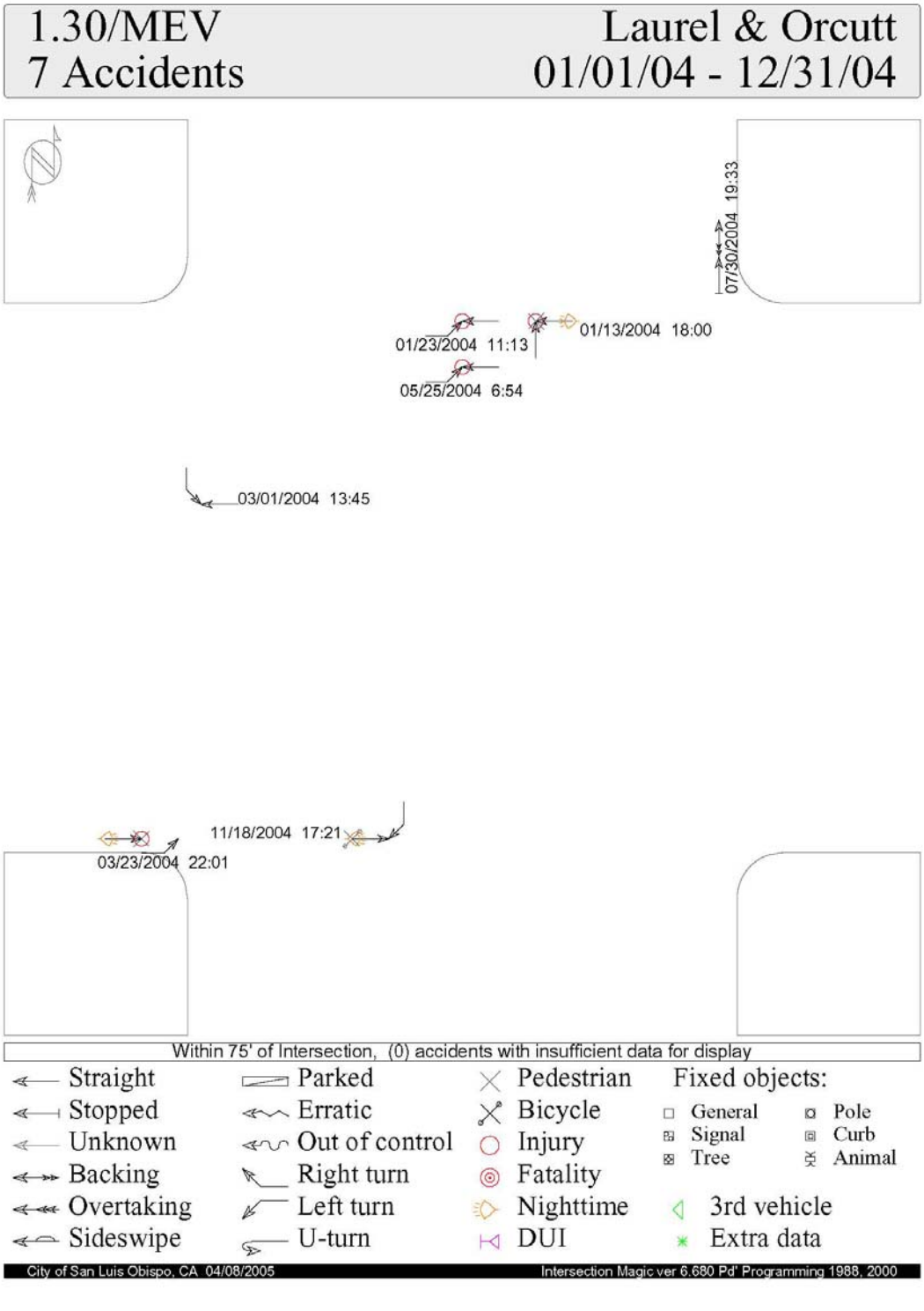
2.01/MEV
17 Accidents

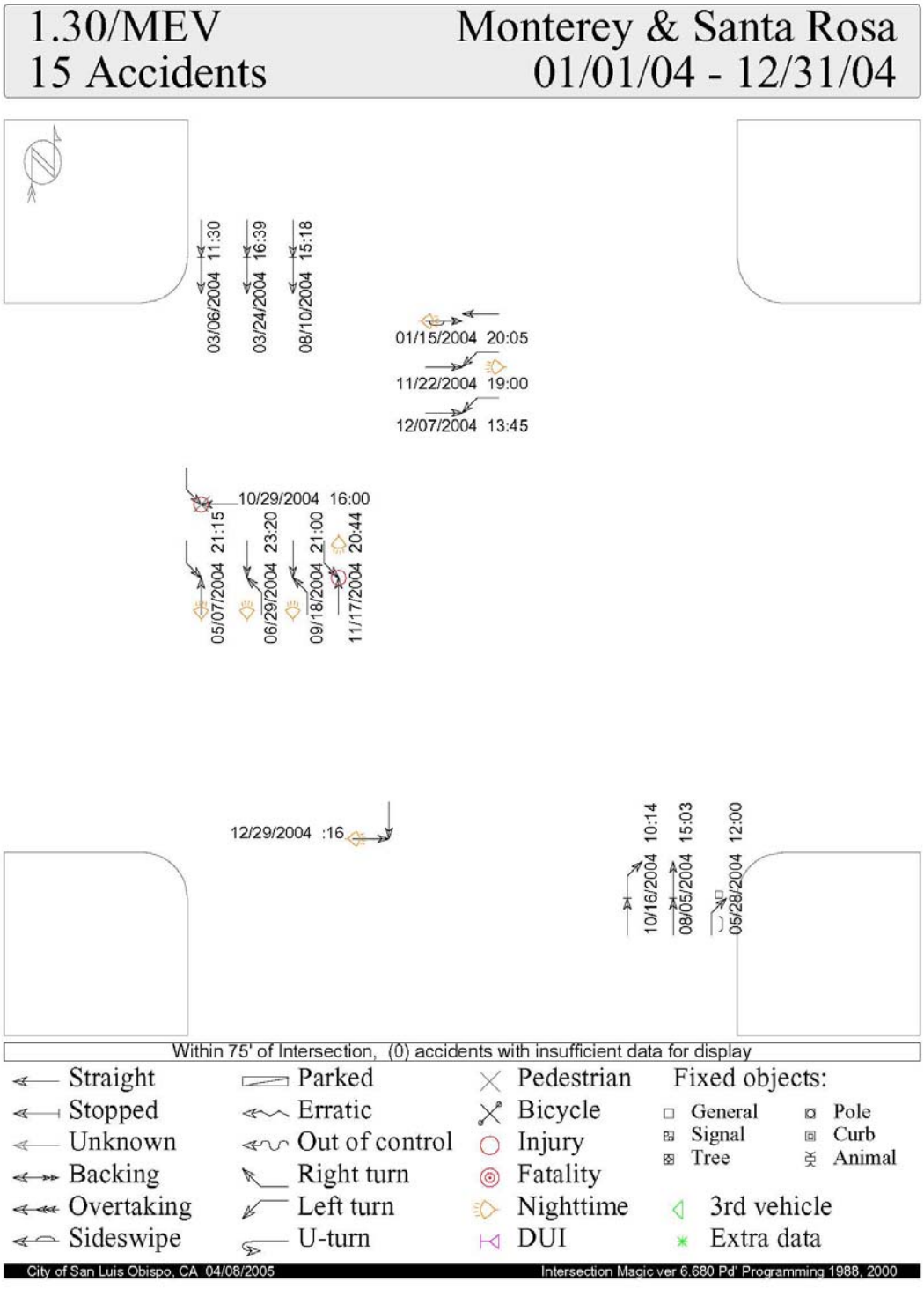
Marsh & Santa Rosa
01/01/04 - 12:31/04

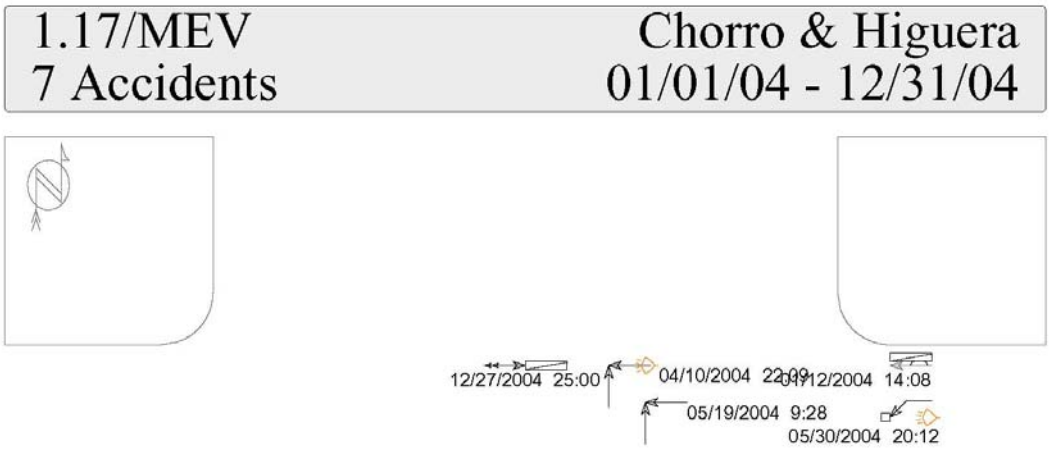


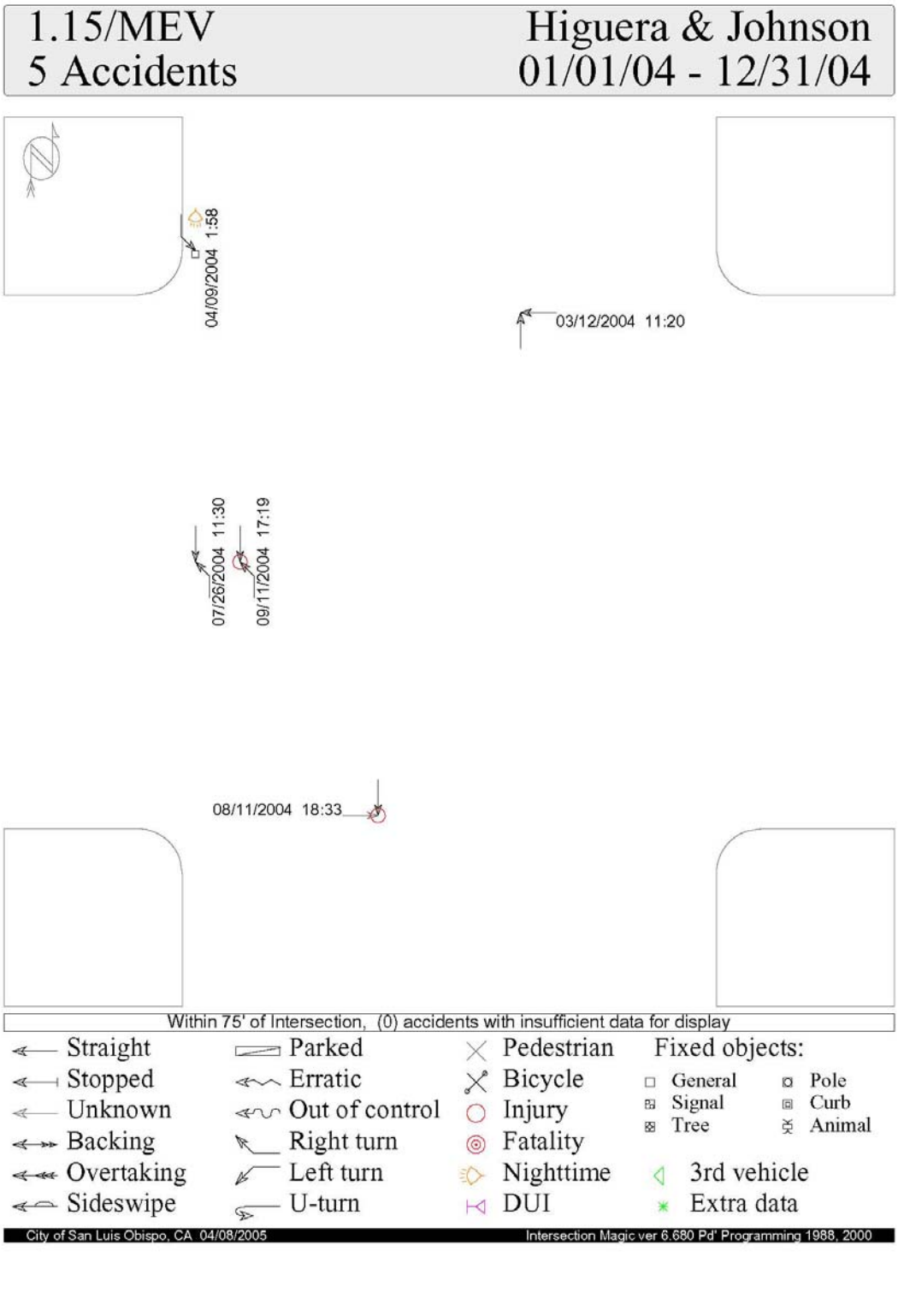
Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Signal, Tree, Pole, Curb, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data


1.30/MEV
7 Accidents
Laurel & Orcutt
01/01/04 - 12/31/04
07/30/2004 19:33
01/13/2004 18:00
01/23/2004 11:13
05/25/2004 6:54
03/01/2004 13:45
11/18/2004 17:21
03/23/2004 22:01
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.30/MEV
15 Accidents
Monterey & Santa Rosa
01/01/04 - 12/31/04
03/06/2004 11:30
03/24/2004 16:39
08/10/2004 15:18
01/15/2004 20:05
11/22/2004 19:00
12/07/2004 13:45
10/29/2004 16:00
05/07/2004 21:15
06/29/2004 23:20
09/18/2004 21:00
11/17/2004 20:44
12/29/2004 :16
10/16/2004 10:14
08/05/2004 15:03
05/28/2004 12:00
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.17/MEV
7 Accidents
Chorro & Higuera
01/01/04 - 12/31/04
12/27/2004 25:00
04/10/2004 22:09
04/12/2004 14:08
05/19/2004 9:28
05/30/2004 20:12
03/14/2004 10:20
10/22/2004 7:30
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

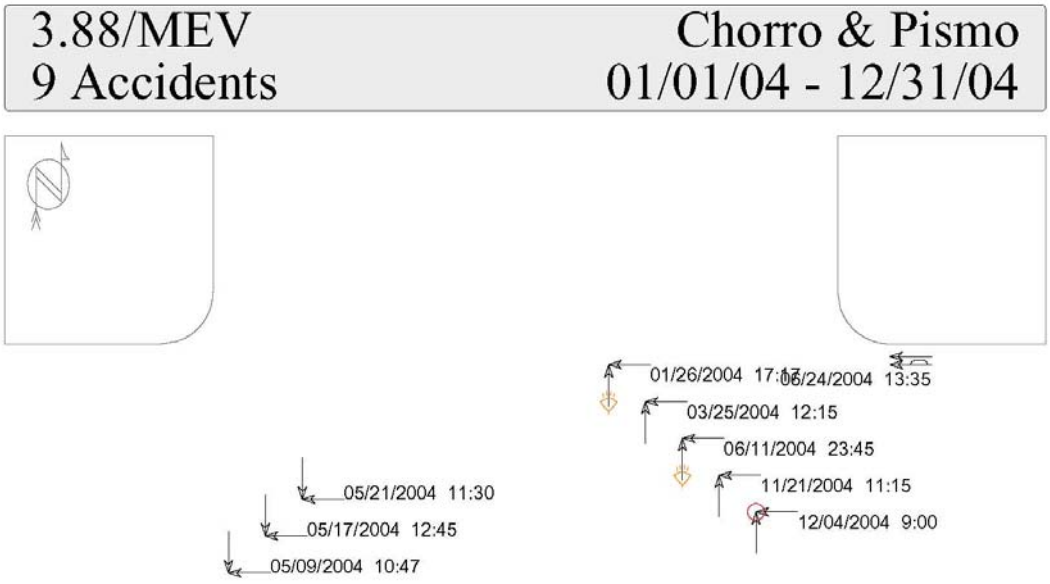

1.15/MEV
5 Accidents
Higuera & Johnson
01/01/04 - 12/31/04
04/09/2004 1:58
03/12/2004 11:20
07/26/2004 11:30
09/11/2004 17:19
08/11/2004 18:33
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

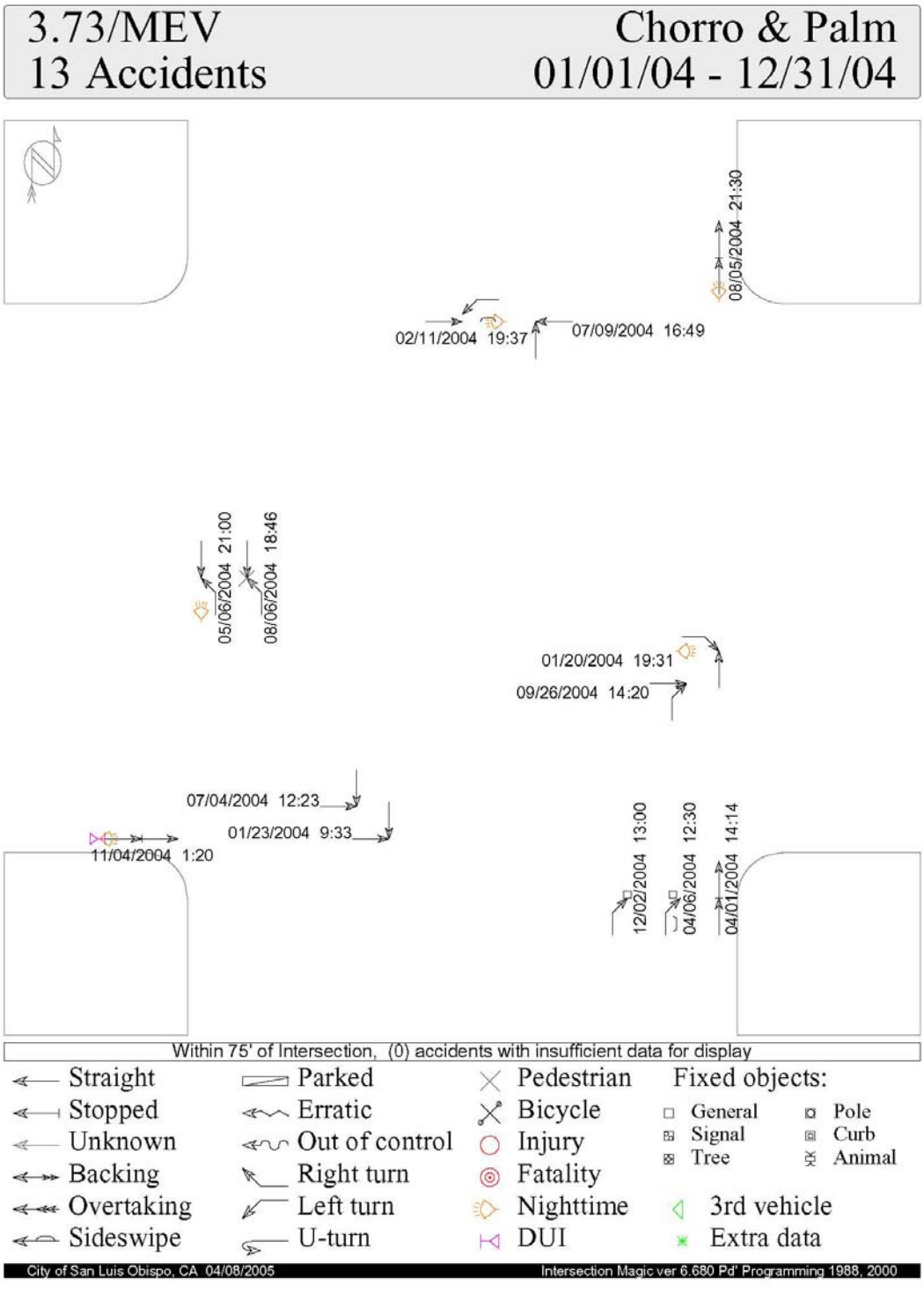
appendix 2

Arterial / Collector Intersections

Arterial / Collector Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	1	Chorro & Pismo	9	6,355	3.88	2-STOP		NA	3,747	1,209	1,399
2	Not Ranked	Chorro & Palm	13	9,544	3.73	SIG		1,000	1,000	3,258	4,286
3	12	Pismo & Santa Rosa	5	16,579	0.83	3-STOP		NA	5,830	4,919	5,830
4	7	Mill & Santa Rosa	7	23,396	0.82	SIG		2,232	1,566	8,097	11,501
5	2	Broad & Pismo	4	13,617	0.80	SIG		NA	2,902	5,263	5,452
6	10	Chorro & Foothill	6	24,772	0.66	SIG		8,420	9,923	4,448	1,981
7	3	Broad & Buchon	3	13,555	0.61	SIG		1,085	825	5,263	6,382
8	Not Ranked	Madonna & Oceanaire	5	23,487	0.58	SIG		11,888	8,073	3,166	360
9	Not Ranked	High/Pismo & Higuera	4	18,963	0.58	SIG		NA	2,608	6,170	10,185
10	14	El Mercado & Madonna	7	34,954	0.55	SIG		15,254	16,200	3,500	NA
11	9	Palm & Santa Rosa	5	26,917	0.51	SIG		2,602	2,603	10,211	11,501
12	Not Ranked	Buchon & Osos	5	30,438	0.45	SIG		1,663	4,596	8,681	15,498
13	4	Broad & Foothill	3	21,398	0.38	SIG		8,420	10,675	2,303	NA
14	Not Ranked	Los Osos Valley & Oceanaire	3	23,487	0.35	SIG		8,073	11,888	1,763	1,763
15	Not Ranked	Buchon & Johnson	3	27,129	0.30	2-STOP		5,988	50	14,178	6,913
16	Not Ranked	Broad & Industrial	3	27,188	0.30	1-STOP		NA	1,688	12,750	12,750


3.88/MEV
9 Accidents
Chorro & Pismo
01/01/04 - 12/31/04
01/26/2004 17:17
06/24/2004 13:35
03/25/2004 12:15
06/11/2004 23:45
11/21/2004 11:15
12/04/2004 9:00
05/21/2004 11:30
05/17/2004 12:45
05/09/2004 10:47
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

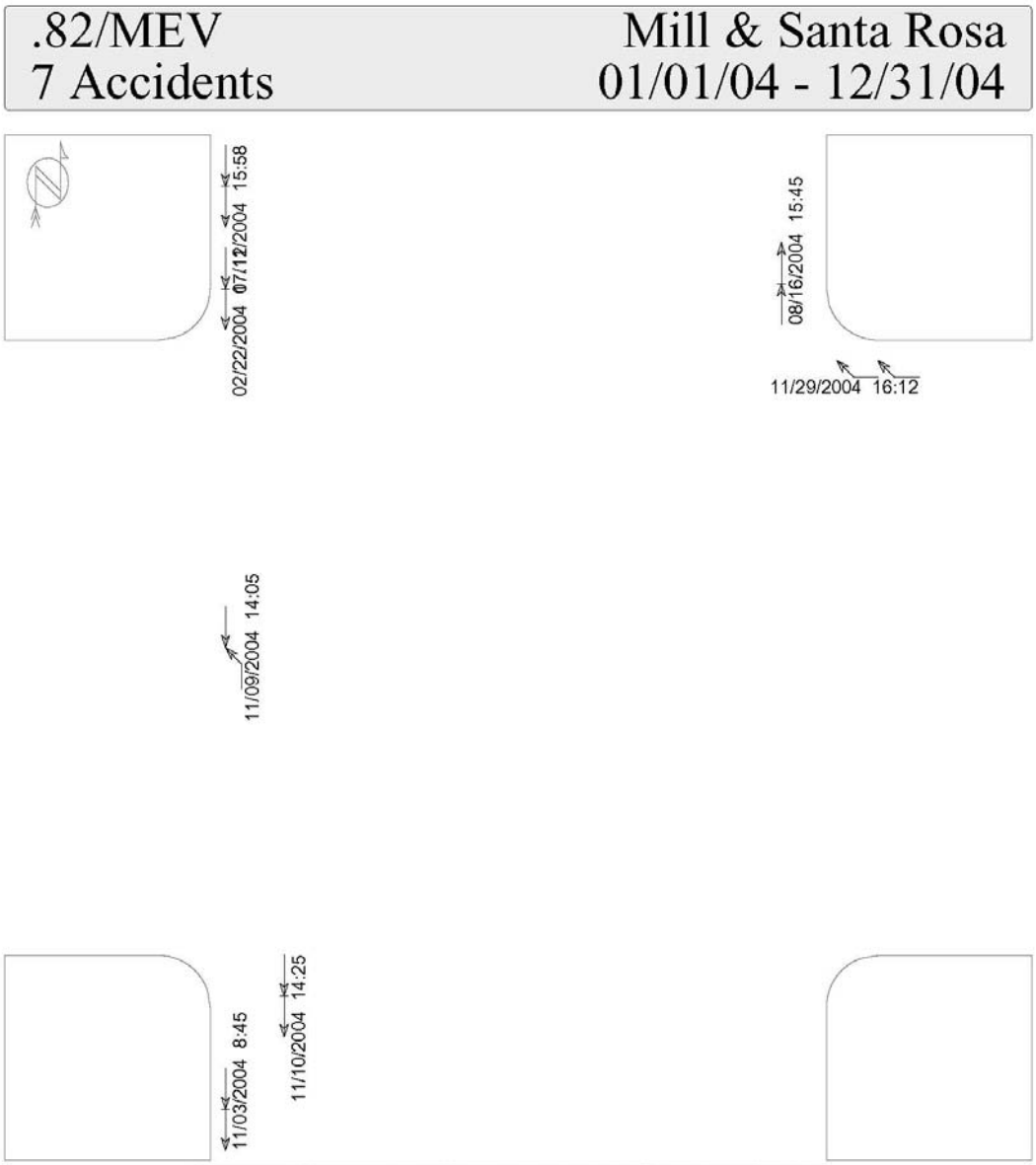

3.73/MEV
13 Accidents
Chorro & Palm
01/01/04 - 12/31/04
08/05/2004 21:30
02/11/2004 19:37
07/09/2004 16:49
05/06/2004 21:00
08/06/2004 18:46
01/20/2004 19:31
09/26/2004 14:20
07/04/2004 12:23
01/23/2004 9:33
11/04/2004 1:20
12/02/2004 13:00
04/06/2004 12:30
04/01/2004 14:14
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

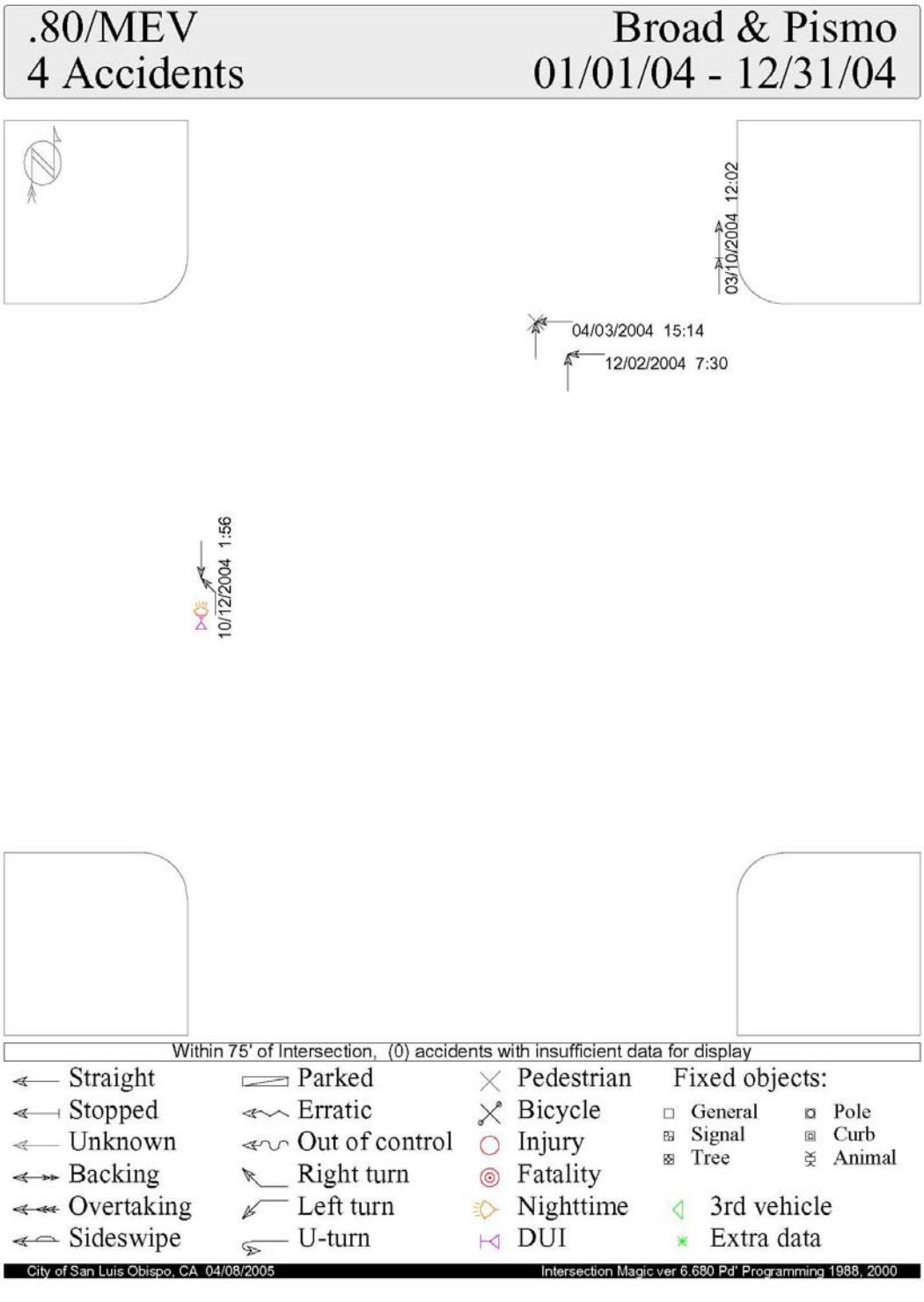
.83/MEV	Pismo & Santa Rosa
5 Accidents	01/01/04 - 12/31/04

Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:	
Stopped	Erratic	Bicycle	General	Pole
Unknown	Out of control	Injury	Signal	Curb
Backing	Right turn	Fatality	Tree	Animal
Overtaking	Left turn	Nighttime	3rd vehicle	
Sideswipe	U-turn	DUI	Extra data	

City of San Luis Obispo, CA 04/08/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000


.82/MEV
7 Accidents
Mill & Santa Rosa
01/01/04 - 12/31/04
02/22/2004 15:58
07/12/2004
08/16/2004 15:45
11/29/2004 16:12
11/09/2004 14:05
11/03/2004 8:45
11/10/2004 14:25
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005 (modified)
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


.80/MEV
4 Accidents
Broad & Pismo
01/01/04 - 12/31/04
03/10/2004 12:02
04/03/2004 15:14
12/02/2004 7:30
10/12/2004 1:56
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 04/08/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

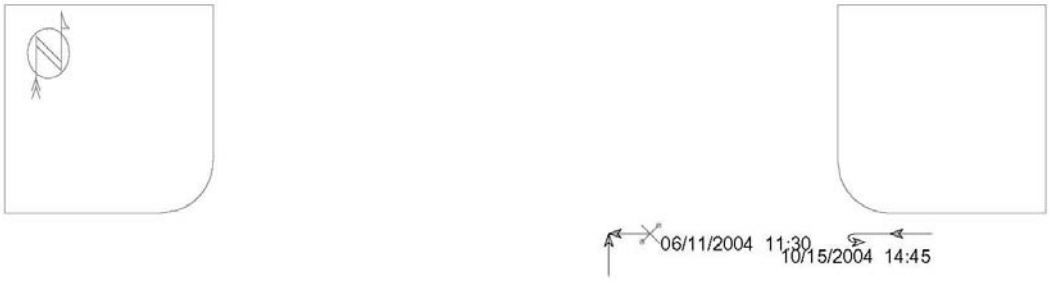
appendix 3

Arterial / Local Intersections

Arterial / Local Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	Not Ranked	Foothill & Carpenter	3	4,500	1.83	1-STOP	NA	2,000	1,250	1,250
2	2	Monterey & Osos	7	10,897	1.76	SIG	2,612	3,093	3,137	2,055
3	Not Ranked	Broad & Higuera	9	16,567	1.49	SIG	NA	9,650	3,417	3,500
4	5	Monterey & Morro	3	7,204	1.14	SIG	1,347	3,093	1,382	1,382
5	17	Calle Joaquin & Los Osos Valley	8	20,916	1.05	1-STOP	8,838	10,268	NA	1,810
6	11	Osos & Pacific	6	15,714	1.05	2-STOP	1,395	1,395	9,580	3,344
7	25	Murray & Santa Rosa	12	37,844	0.87	SIG	2,172	2,172	16,750	16,750
8	Not Ranked	Marsh & Nipomo	4	12,846	0.85	SIG	NA	8,846	2,000	2,000
9	37	Descanso & Los Osos Valley	7	22,896	0.84	SIG	8,963	12,533	700	700
10	Not Ranked	Marsh & Morro	5	16,435	0.83	SIG	12,939	NA	1,748	1,748
11	31	Garcia & Los Osos Valley	3	10,822	0.76	1-STOP	9,329	10,422	NA	400
12	Not Ranked	Higuera & Osos	4	14,548	0.75	SIG	NA	7,295	4,489	2,764
13	15	Higuera & Nipomo	4	14,622	0.75	SIG	NA	8,846	2,888	2,888
14	21	Higuera & Vachell	5	19,043	0.72	1-STOP	NA	1,576	8,302	9,165
15	23	Montalban & Santa Rosa	9	35,593	0.69	2-STOP	500	1,593	16,750	16,750
16	Not Ranked	Elks & Higuera	4	16,604	0.66	1-STOP	1,500	NA	6,875	8,229
17	Not Ranked	Bullock & Orcutt	4	16,624	0.66	1-STOP	7,671	7,753	1,200	NA
18	Not Ranked	Marsh & Osos	6	25,215	0.65	SIG	12,939	NA	9,580	2,696
19	35	Higuera & Suburban	5	22,482	0.61	SIG	5,015	NA	8,302	9,165
20	22	Meinecke & Santa Rosa	7	35,077	0.55	2-STOP	1,577	NA	16,750	16,750
21	33	Los Osos Valley & Royal	5	27,752	0.49	SIG	11,816	12,899	2,037	1,000
22	39	Higuera & Pacific	4	23,668	0.46	1-STOP	NA	1,000	15,385	7,283
23	Not Ranked	Los Osos Valley & Los Verdes	3	17,799	0.46	2-STOP	8,995	7,704	500	600
24	42	Olive & Santa Rosa	8	47,568	0.46	SIG	11,113	3,000	16,705	16,750
25	1	Madonna & Pereira	3	17,905	0.46	2-STOP	8,073	8,770	1,062	NA
26	19	California & Taft	3	18,284	0.45	1-STOP	3,000	NA	7,234	8,050
27	Not Ranked	Cuesta & Foothill	3	18,459	0.45	1-STOP	8,893	8,066	NA	1,500
28	Not Ranked	Diablo & Los Osos Valley	3	19,392	0.42	2-STOP	8,963	9,745	353	331
29	29	Grand & Loomis	4	29,257	0.37	1-STOP	NA	3,925	12,666	12,666
30	44	Boysen & Santa Rosa	4	31,000	0.35	1-STOP	NA	1,000	15,000	15,000
31	40	Leff & Osos	3	24,831	0.33	2-STOP	650	650	8,033	15,498
32	36	Santa Rosa & Walnut	3	30,389	0.27	SIG	2,232	8,559	8,097	11,501
33	Not Ranked	Abbott & Grand	3	31,011	0.27	2-STOP	3,929	1,750	12,666	12,666
34	32	Oak & Santa Rosa	3	34,200	0.24	2-STOP	NA	700	16,750	16,750

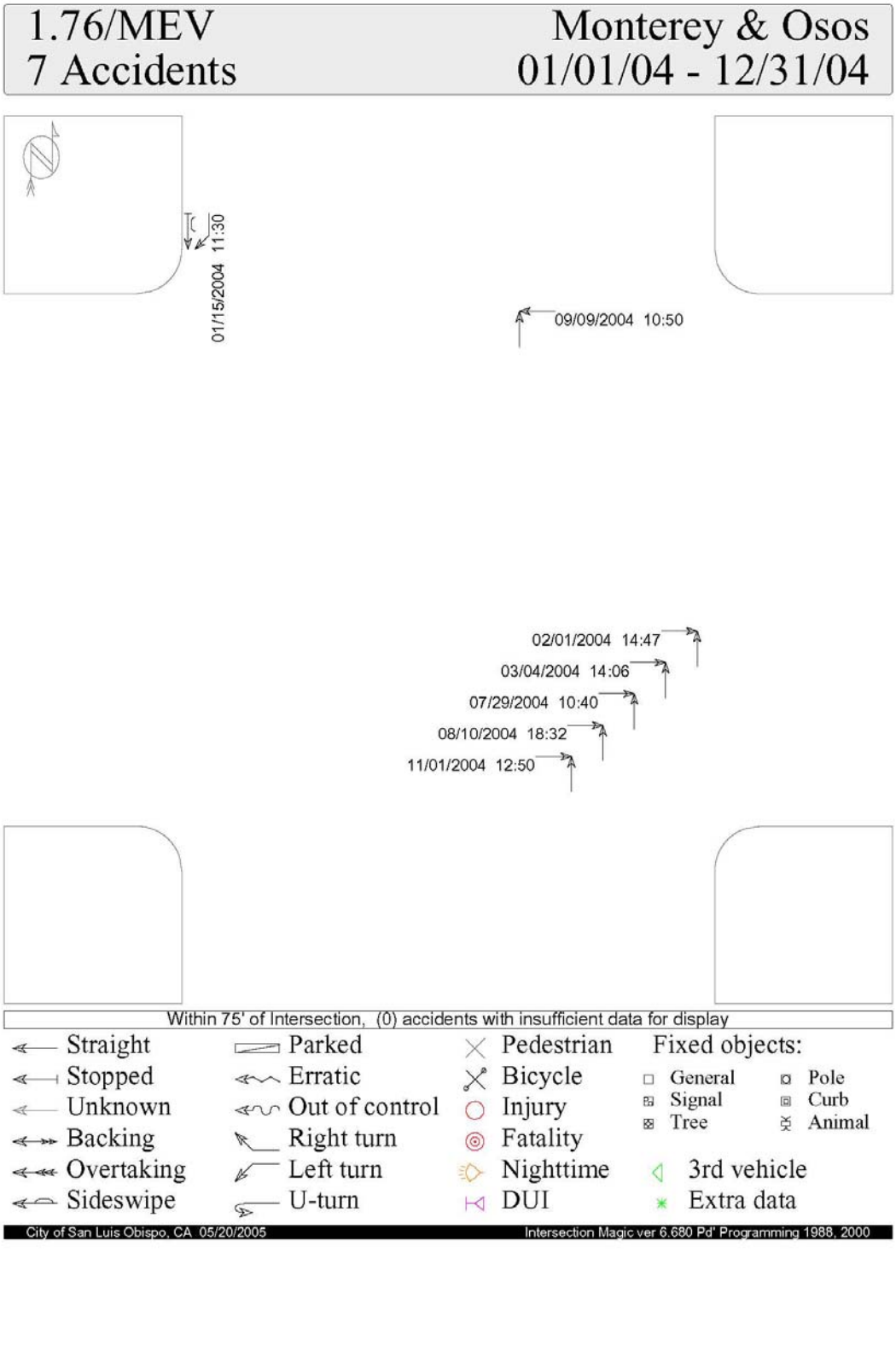
1.83 / MEV 3 Accidents	Carpenter & Foothill 01/01/04 - 12/31/04

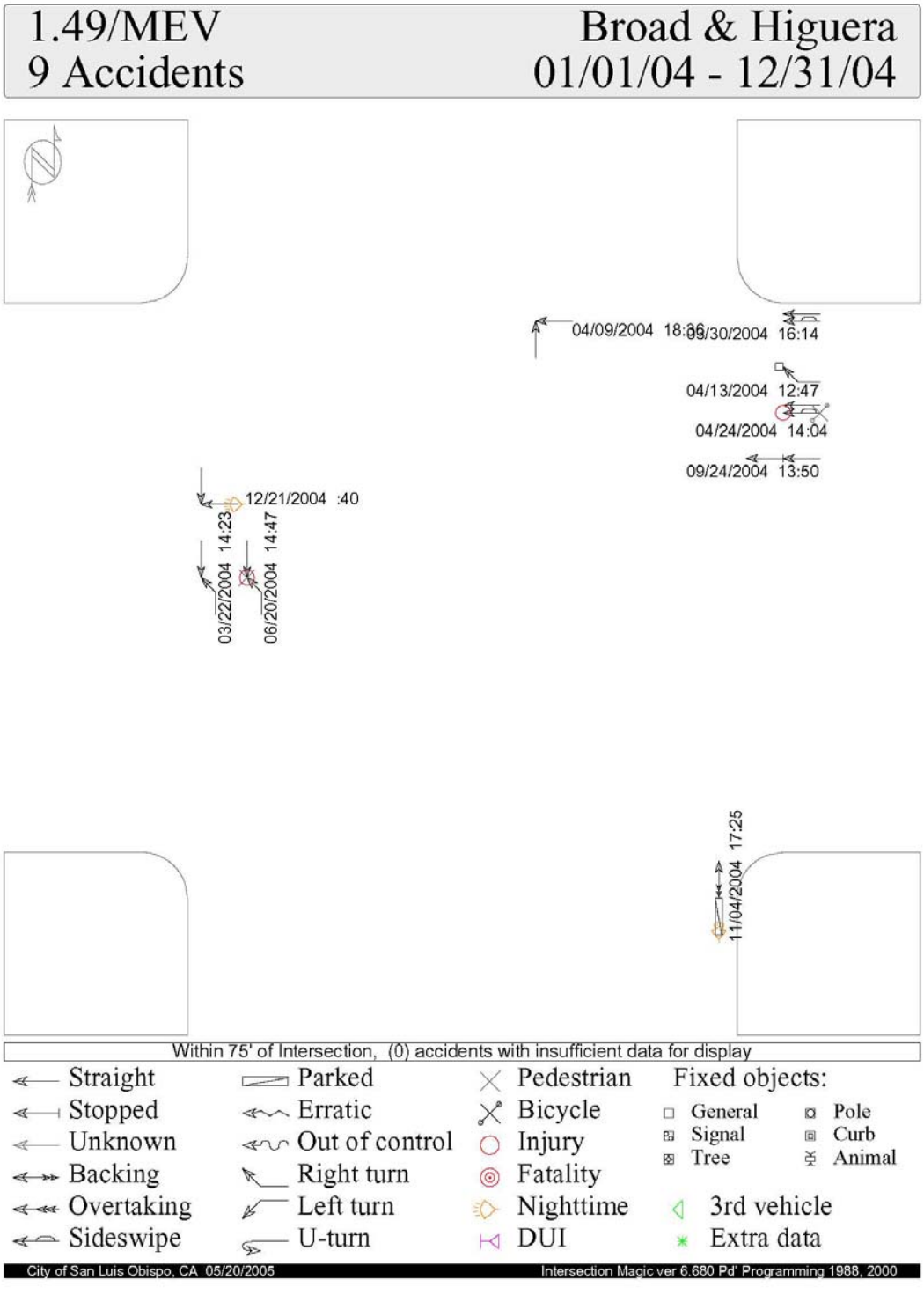


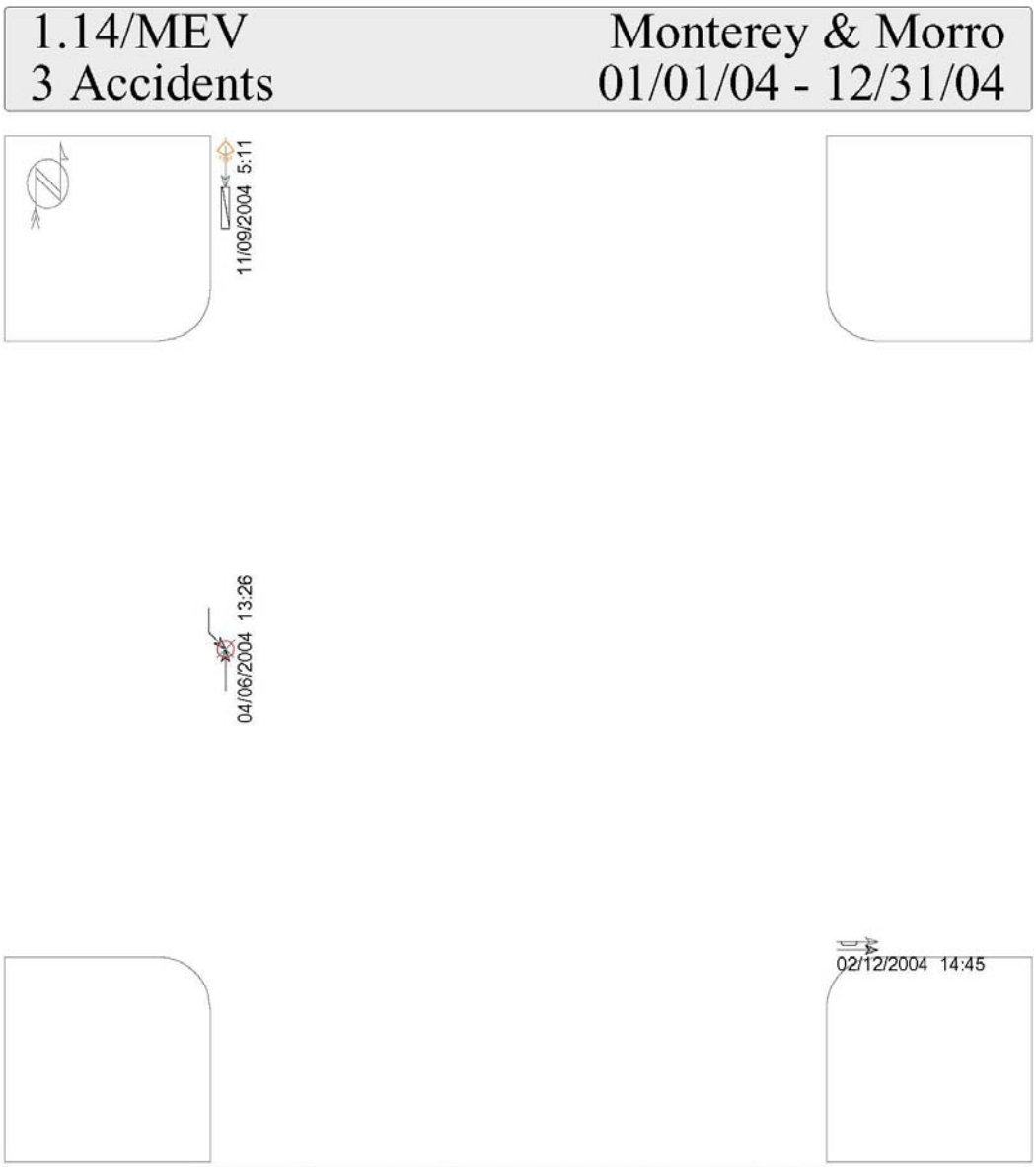
Within 75' of Intersection, (0) accidents with insufficient data for display

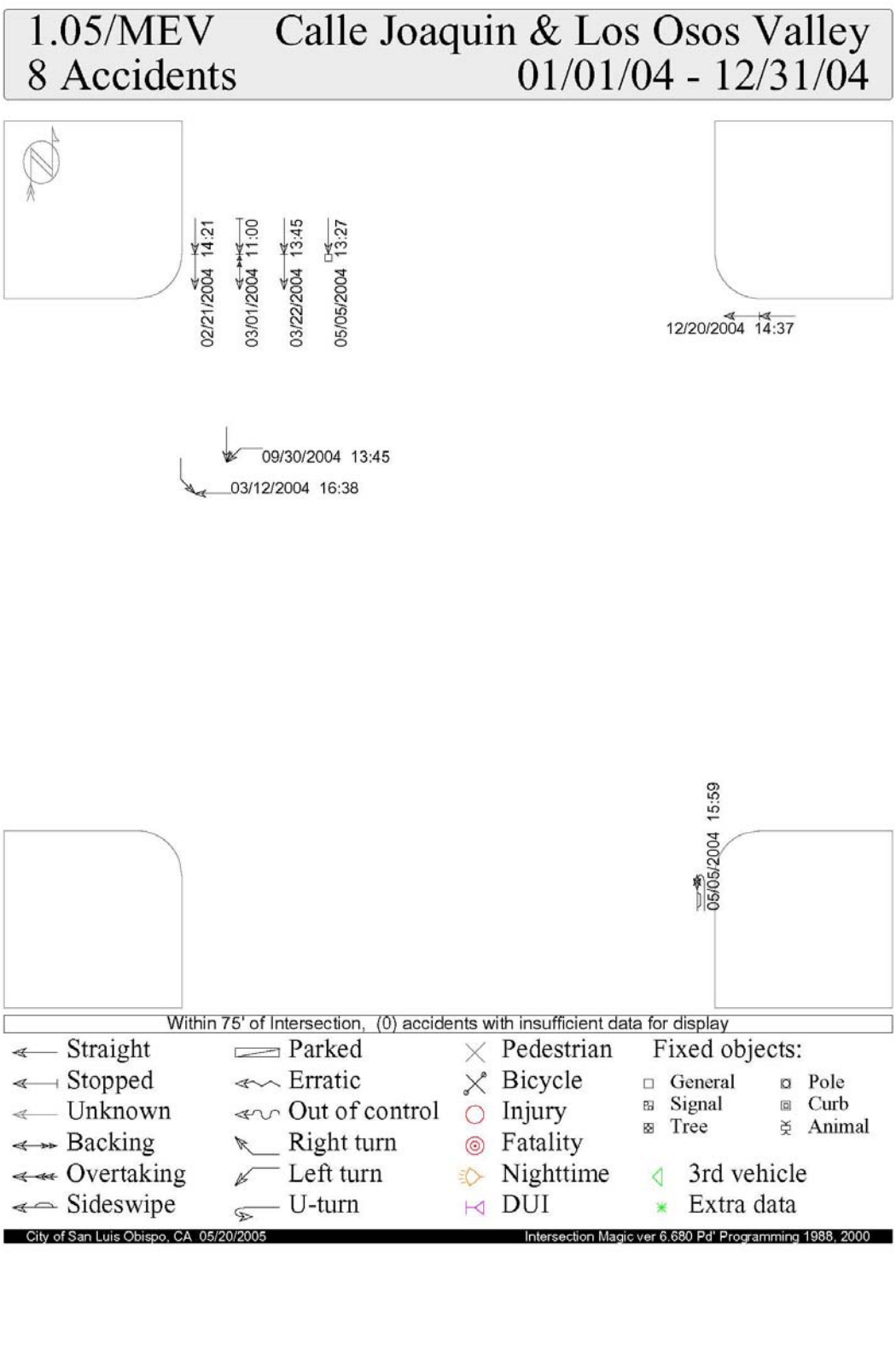
Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

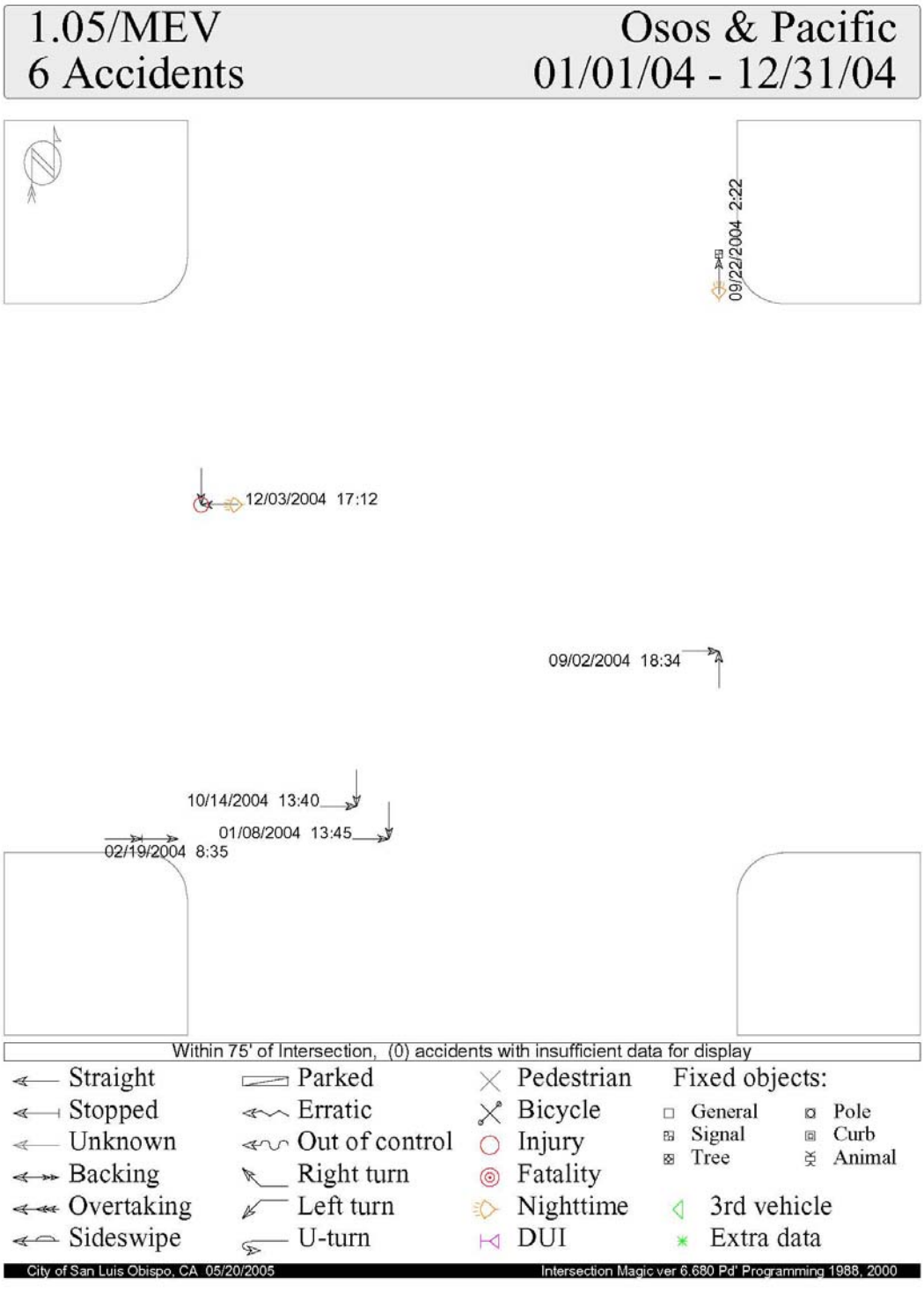
City of San Luis Obispo, CA 09/20/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.76/MEV
7 Accidents
Monterey & Osos
01/01/04 - 12/31/04
01/15/2004 11:30
09/09/2004 10:50
02/01/2004 14:47
03/04/2004 14:06
07/29/2004 10:40
08/10/2004 18:32
11/01/2004 12:50
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.49/MEV
9 Accidents
Broad & Higuera
01/01/04 - 12/31/04
04/09/2004 18:36
09/30/2004 16:14
04/13/2004 12:47
04/24/2004 14:04
09/24/2004 13:50
12/21/2004 :40
03/22/2004 14:23
06/20/2004 14:47
11/04/2004 17:25
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.14/MEV
3 Accidents
Monterey & Morro
01/01/04 - 12/31/04
11/09/2004 5:11
04/06/2004 13:26
02/12/2004 14:45
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.05/MEV Calle Joaquin & Los Osos Valley
8 Accidents 01/01/04 - 12/31/04
02/21/2004 14:21
03/01/2004 11:00
03/22/2004 13:45
05/05/2004 13:27
12/20/2004 14:37
09/30/2004 13:45
03/12/2004 16:38
05/05/2004 15:59
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

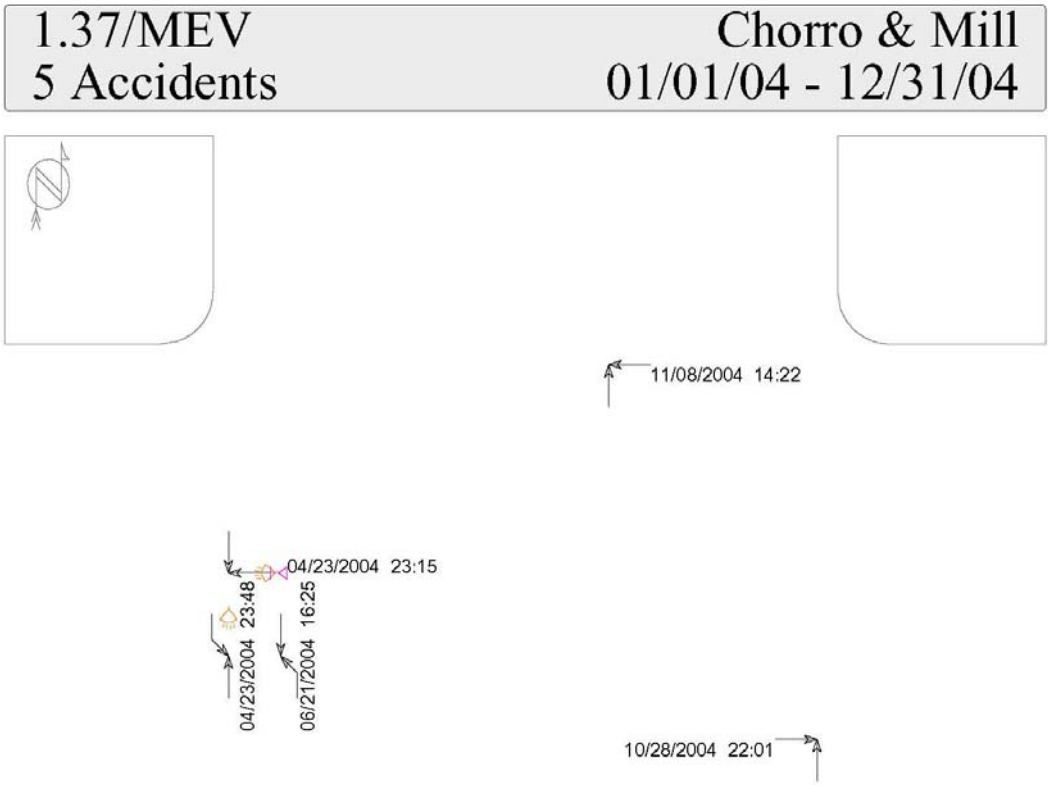

1.05/MEV
6 Accidents
Osos & Pacific
01/01/04 - 12/31/04
09/22/2004 2:22
12/03/2004 17:12
09/02/2004 18:34
10/14/2004 13:40
01/08/2004 13:45
02/19/2004 8:35
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

appendix 4

Collector / Collector Intersections

Collector / Collector Intersection Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Count	Volume	Rate	Control		EB	WB	NB	SB
1	1	Chorro & Mill	5	9,963	1.37	2-STOP		862	965	3,850	4,286


1.37/MEV
5 Accidents
Chorro & Mill
01/01/04 - 12/31/04
11/08/2004 14:22
04/23/2004 23:15
04/23/2004 23:48
06/21/2004 16:25
10/28/2004 22:01
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 05/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

appendix 5

Collector / Local Intersections

Collector / Local Intersections prioritized by Accident Rate

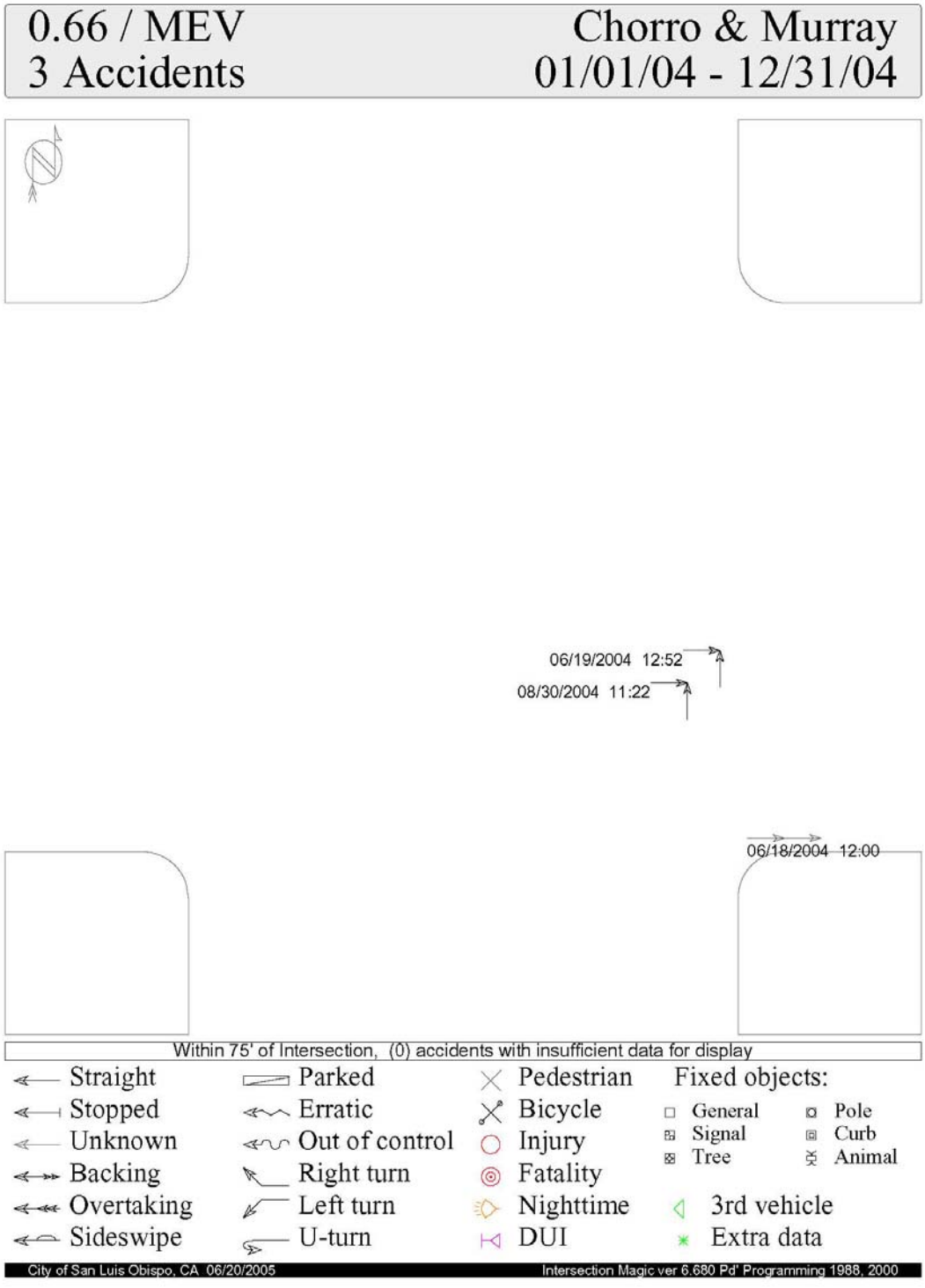
Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	Not Ranked	Chorro & Peach	6	11,136	1.48	2-STOP		1,500	1,500	3,850	4,286
2	Not Ranked	Chorro & Murray	3	12,530	0.66	4-STOP		2,172	2,172	4,649	3,537

1.48/MEV	Chorro & Peach
6 Accidents	01/01/04 - 12/31/04

Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:	
Stopped	Erratic	Bicycle	General	Pole
Unknown	Out of control	Injury	Signal	Curb
Backing	Right turn	Fatality	Tree	Animal
Overtaking	Left turn	Nighttime	3rd vehicle	
Sideswipe	U-turn	DUI	Extra data	

City of San Luis Obispo, CA 06/20/2005 Intersection Magic ver 6.680 Pd' Programming 1988, 2000


0.66 / MEV
3 Accidents
Chorro & Murray
01/01/04 - 12:31/04
06/19/2004 12:52
08/30/2004 11:22
06/18/2004 12:00
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 06/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

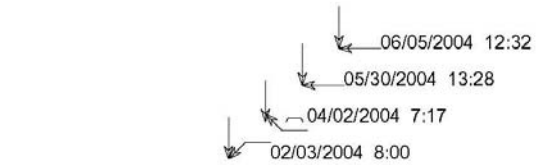
appendix 6

Local / Local Intersections

Local / Local Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	1	Buena Vista & Garfield	4	2,450	4.47	2-STOP	1,000	500	950	NA
2	5	Islay & Santa Rosa	4	4,085	2.68	2-STOP	600	600	1,824	1,061
3	4	Casa & Murray	3	4,020	2.04	2-STOP	1,050	1,450	20	1,500
4	Not Ranked	Osos & Peach	3	4,537	1.81	2-STOP	586	503	1,791	1,657
5	Not Ranked	Broad & Monterey	3	4,820	1.71	3-STOP	570	2,360	1,890	NA
6	Not Ranked	Casa & Deseret	3	4,963	1.66	1-STOP	1,000	NA	2,040	1,923
7	3	Morro & Pacific	3	5,200	1.58	2-STOP	850	850	1,750	1,750
8	Not Ranked	Osos & Palm	4	9,576	1.14	4-STOP	2,500	2,500	2,521	2,055

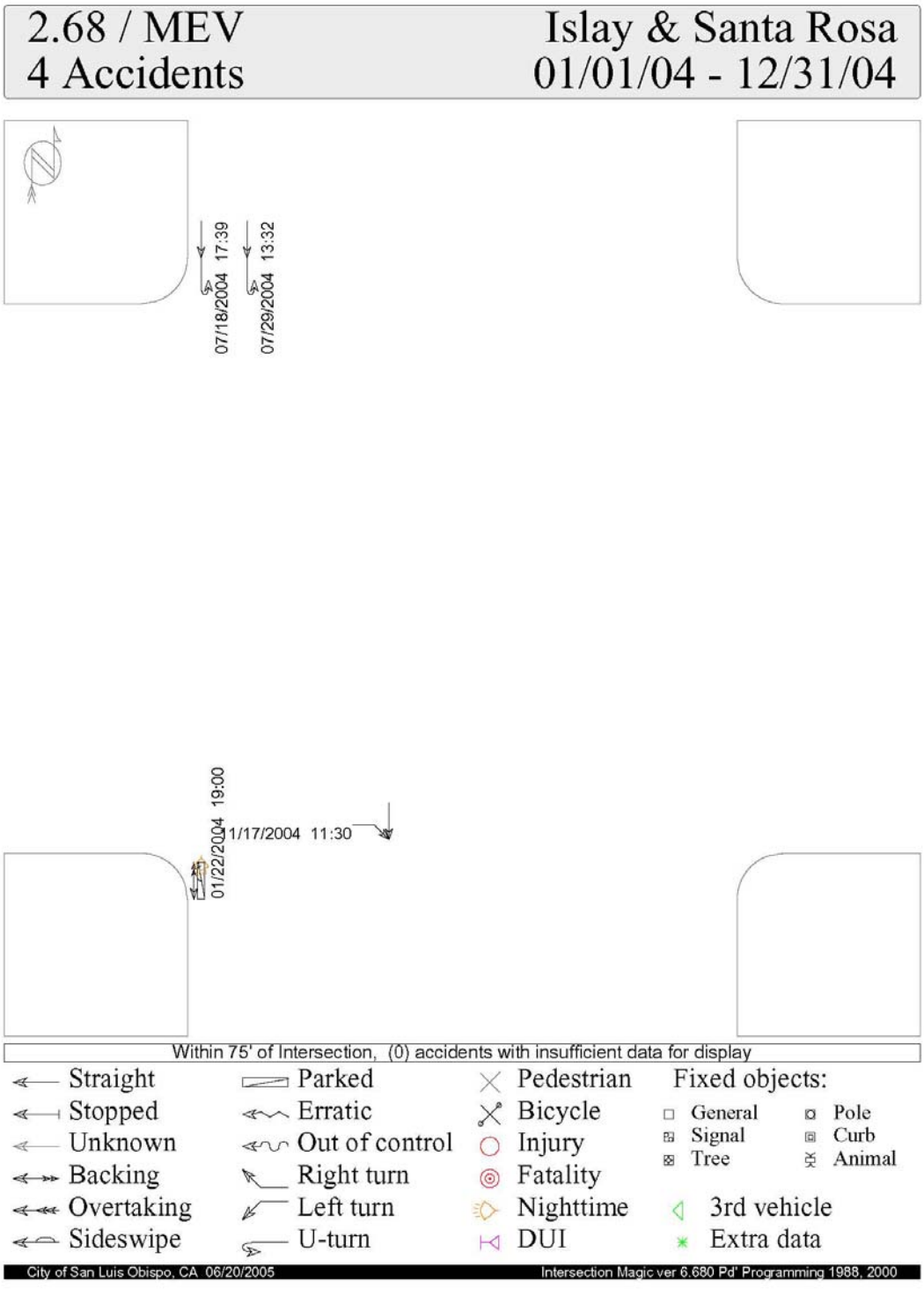
4.47/MEV	Buena Vista & Garfield
4 Accidents	01/01/04 - 12/31/04



Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

City of San Luis Obispo, CA 06/20/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000

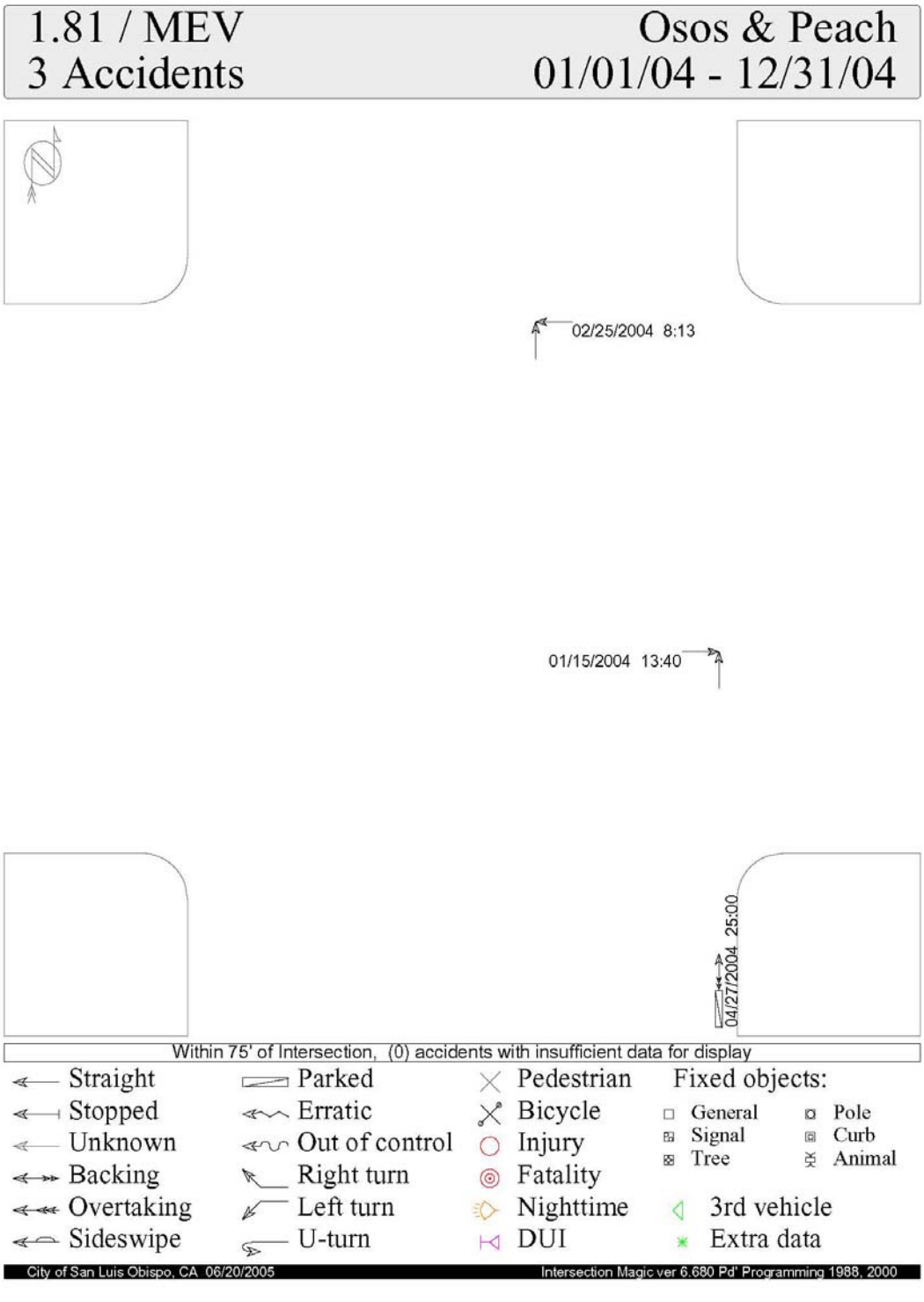

2.68 / MEV
4 Accidents
Islay & Santa Rosa
01/01/04 - 12/31/04
07/18/2004 17:39
07/29/2004 13:32
01/22/2004 19:00
01/17/2004 11:30
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 06/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

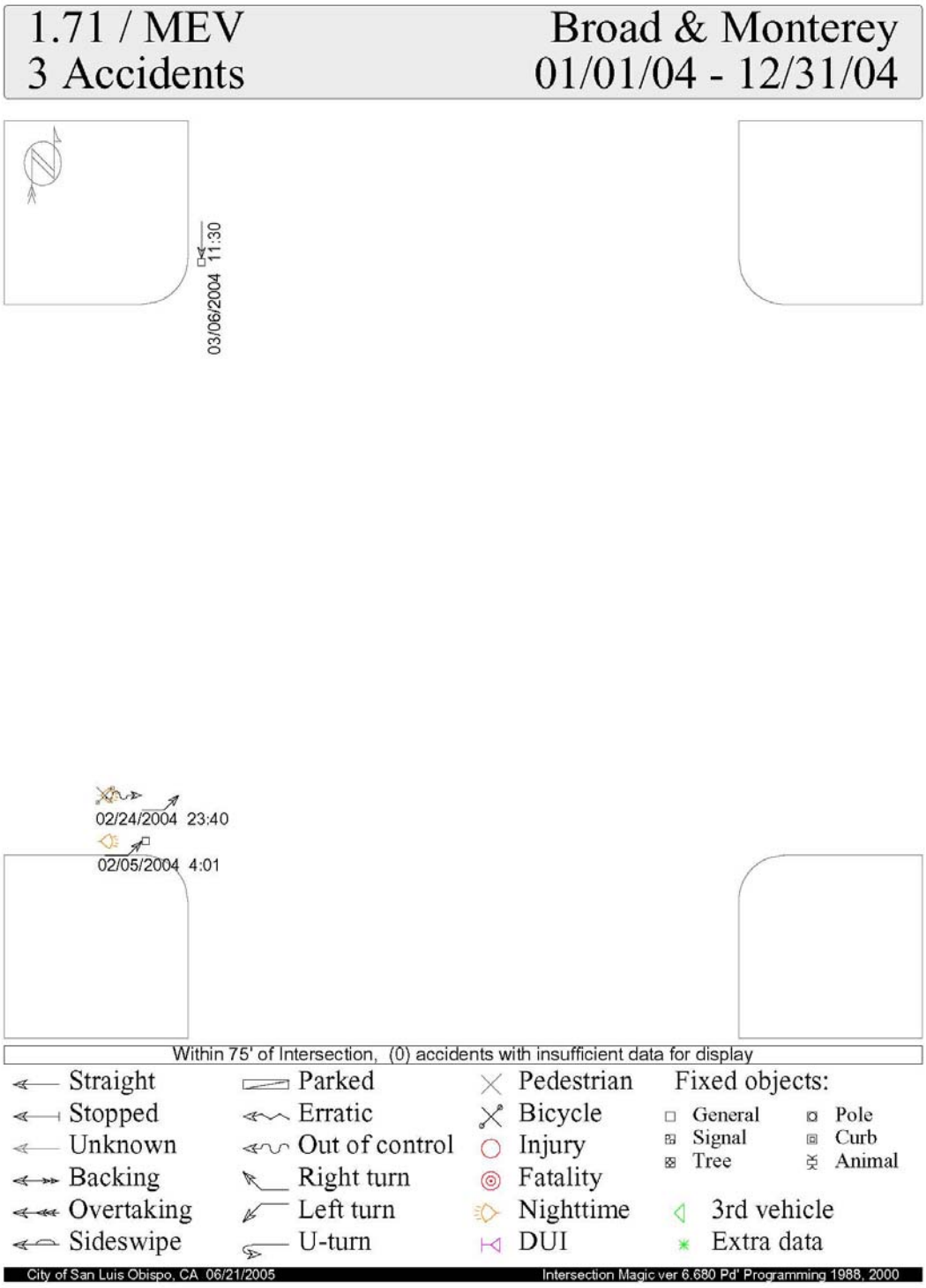
2.04 / MEV	Casa & Murray
3 Accidents	01/01/04 - 12/31/04

Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

City of San Luis Obispo, CA 06/20/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.81 / MEV
3 Accidents
Osos & Peach
01/01/04 - 12/31/04
02/25/2004 8:13
01/15/2004 13:40
04/27/2004 25:00
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 06/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


1.71 / MEV
3 Accidents
Broad & Monterey
01/01/04 - 12/31/04
03/06/2004 11:30
02/24/2004 23:40
02/05/2004 4:01
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 06/21/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

appendix 7

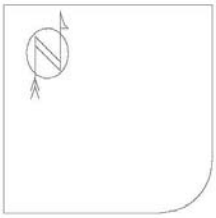
Other Significant Intersections

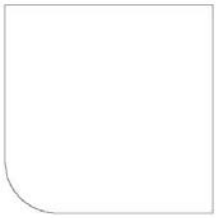
Other Significant Intersections Prioritized by Accident Rate
5+ Left turn collisions at signalized intersections

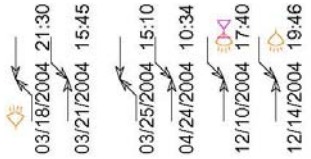
Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	Not Ranked	Descanso & Los Osos Valley	7	22,896	0.84	SIG	8,963	12,533	700	700
2	Not Ranked	Chorro & Foothill	6	24,772	0.66	SIG	8,420	9,923	4,448	1,981
3	Not Ranked	Foothill & Santa Rosa	14	59,960	0.64	SIG	19,837	8,373	16,750	15,000
4	Not Ranked	Madonna & Oceanaire	5	23,487	0.58	SIG	11,888	8,073	3,166	360
5	Not Ranked	High/Pismo & Higuera	4	18,963	0.58	SIG	NA	2,608	6,170	10,185
6	3	El Mercado & Madonna	7	34,954	0.55	SIG	15,254	16,200	3,500	NA

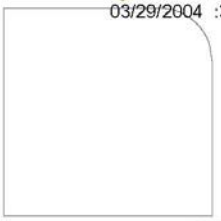
.84 / MEV
7 Accidents

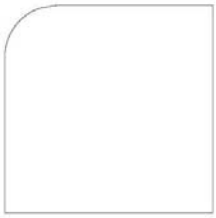
Descanso & Los Osos Valley
01/01/04 - 12/31/04







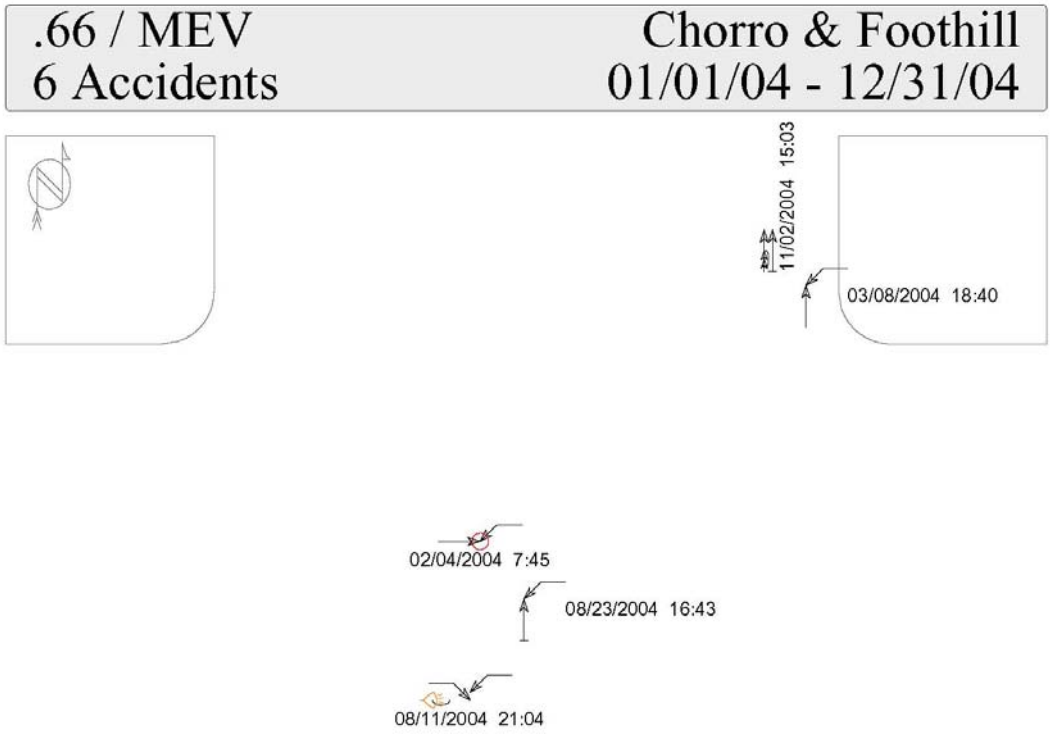


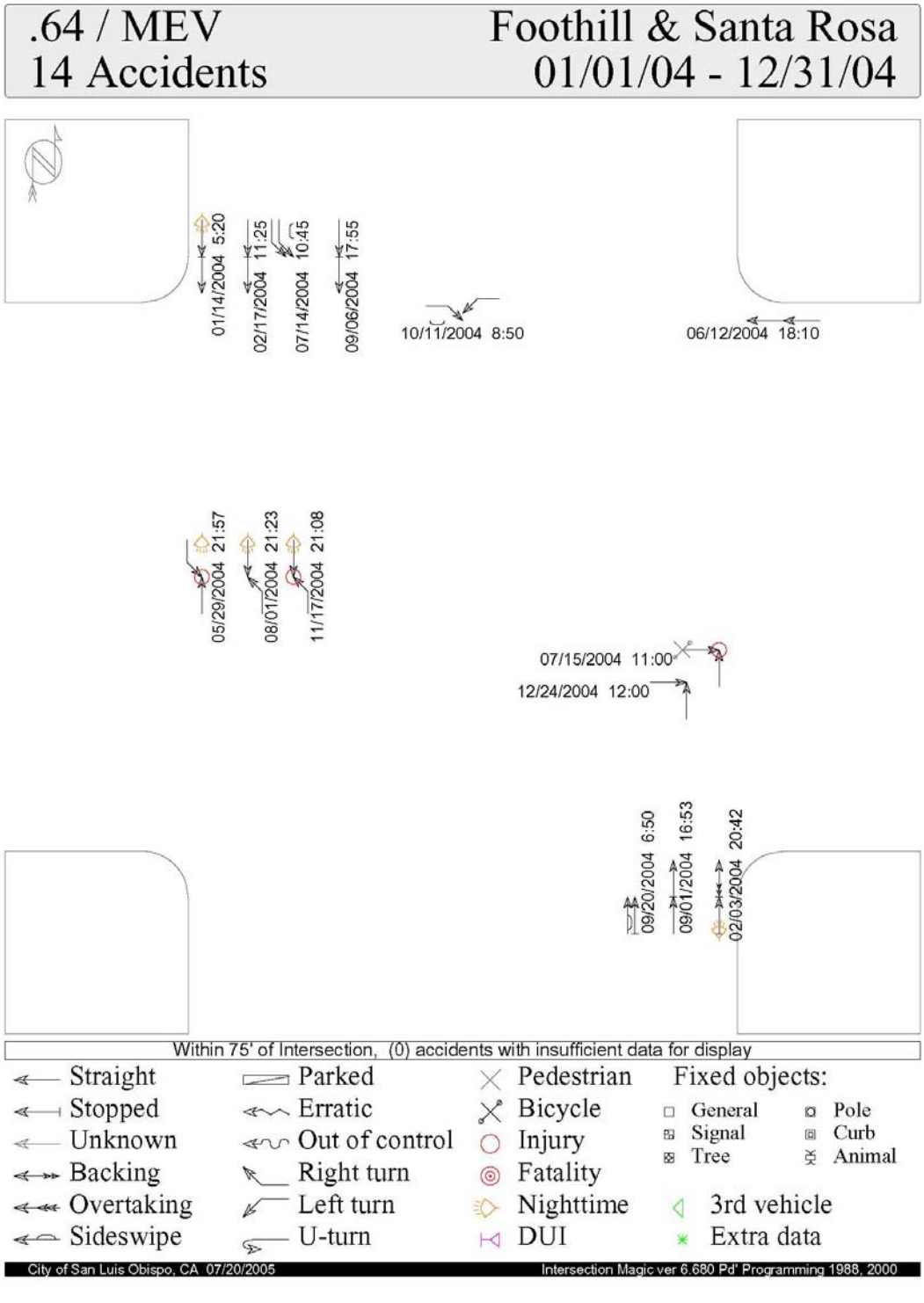


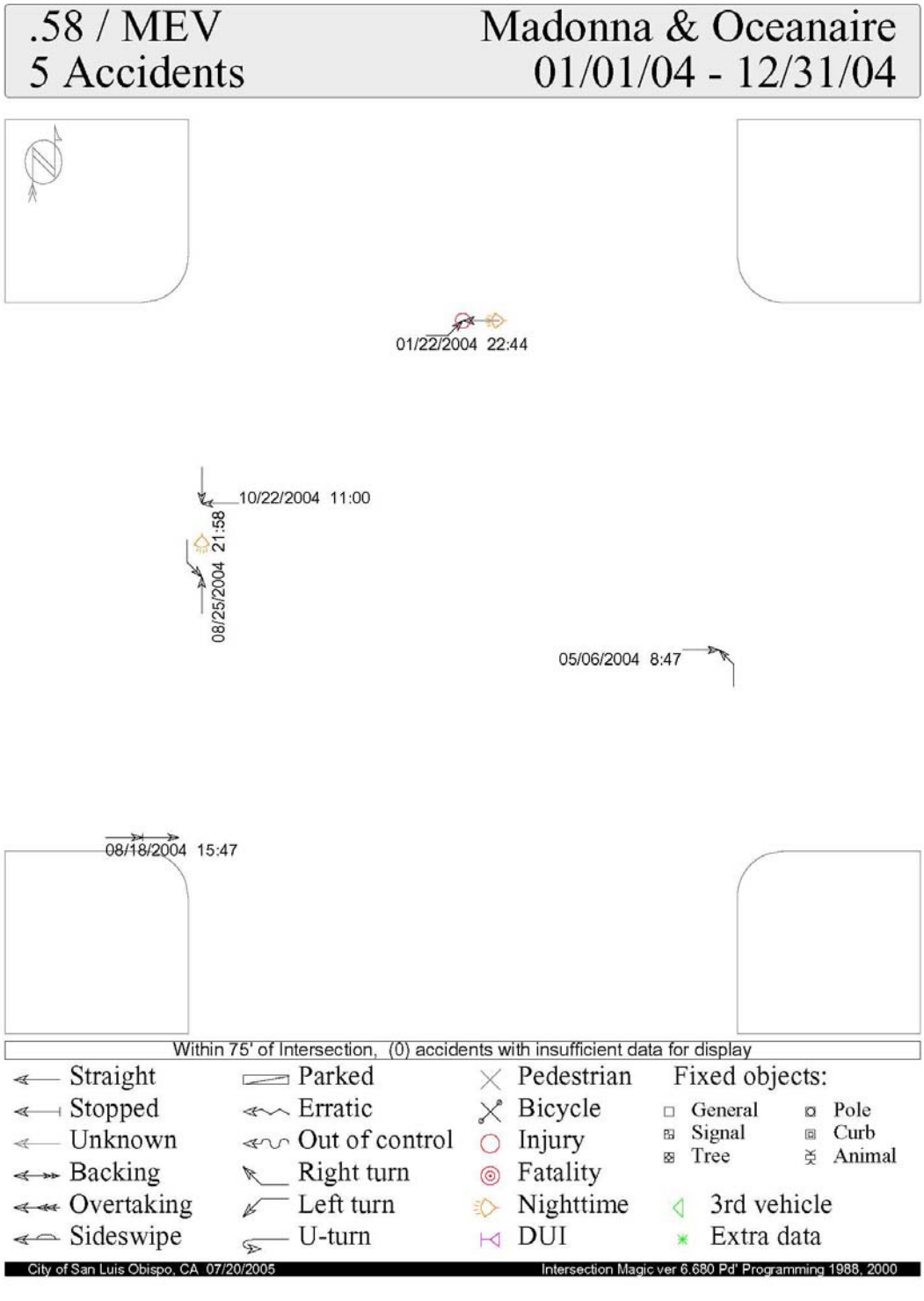
Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

City of San Luis Obispo, CA 07/13/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000

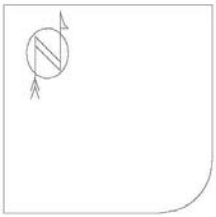

.66 / MEV
6 Accidents
Chorro & Foothill
01/01/04 - 12/31/04
11/02/2004 15:03
03/08/2004 18:40
02/04/2004 7:45
08/23/2004 16:43
08/11/2004 21:04
03/31/2004 12:50
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/13/2005 (modified)
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

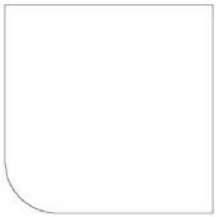

.64 / MEV
14 Accidents
Foothill & Santa Rosa
01/01/04 - 12/31/04
01/14/2004 5:20
02/17/2004 11:25
07/14/2004 10:45
09/06/2004 17:55
10/11/2004 8:50
06/12/2004 18:10
05/29/2004 21:57
08/01/2004 21:23
11/17/2004 21:08
07/15/2004 11:00
12/24/2004 12:00
09/20/2004 6:50
09/01/2004 16:53
02/03/2004 20:42
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

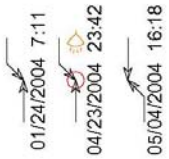

.58 / MEV
5 Accidents
Madonna & Oceanaire
01/01/04 - 12/31/04
01/22/2004 22:44
10/22/2004 11:00
08/25/2004 21:58
05/06/2004 8:47
08/18/2004 15:47
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/20/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

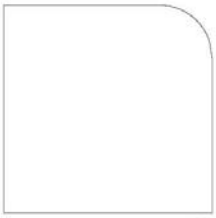
.58 / MEV
4 Accidents

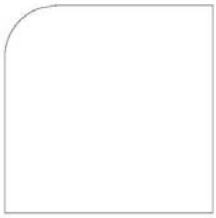
High/Pismo & Higuera
01/01/04 - 12/31/04









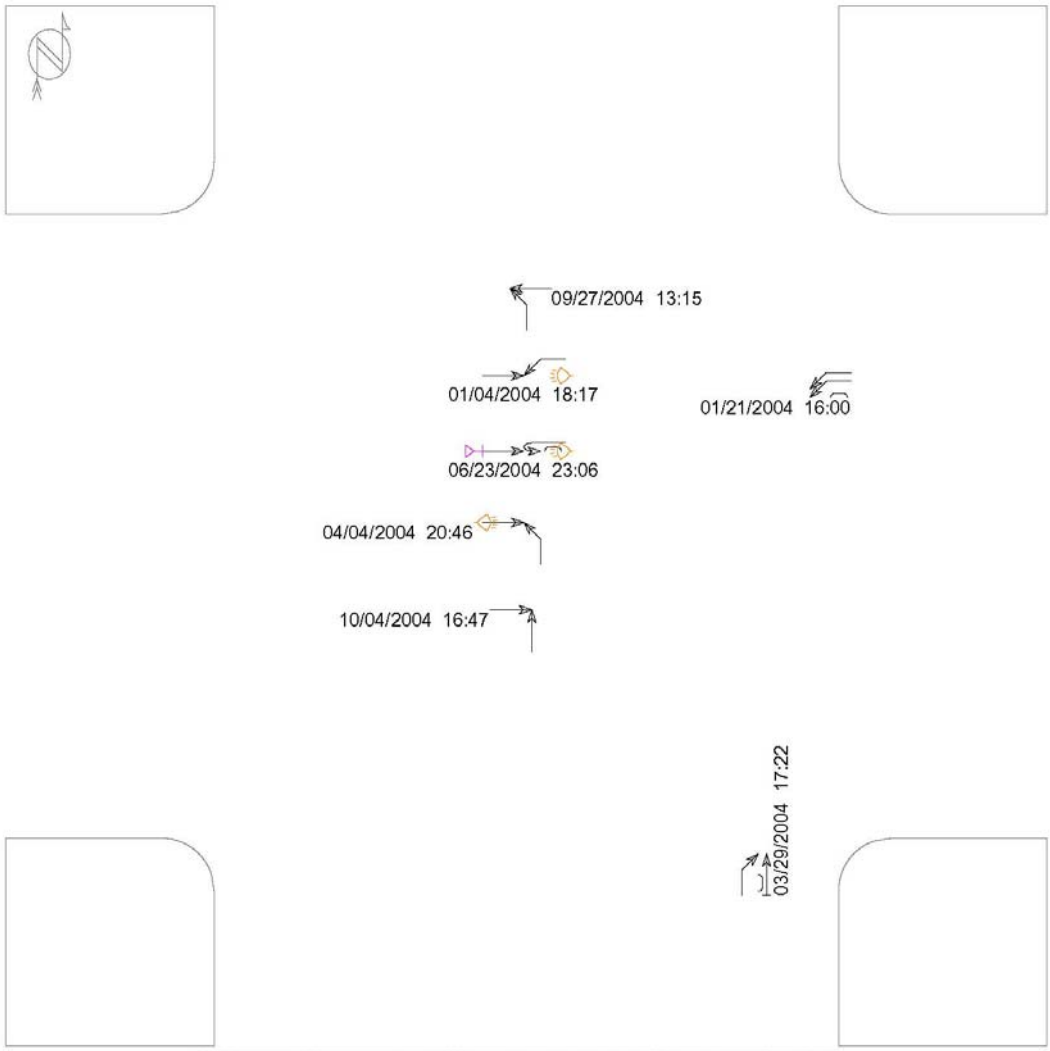


Within 75' of Intersection, (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

City of San Luis Obispo, CA 07/20/2005 — Intersection Magic ver 6.680 Pd' Programming 1988, 2000

.55 / MEV	El Mercado & Madonna
7 Accidents	01/01/04 - 12/31/04



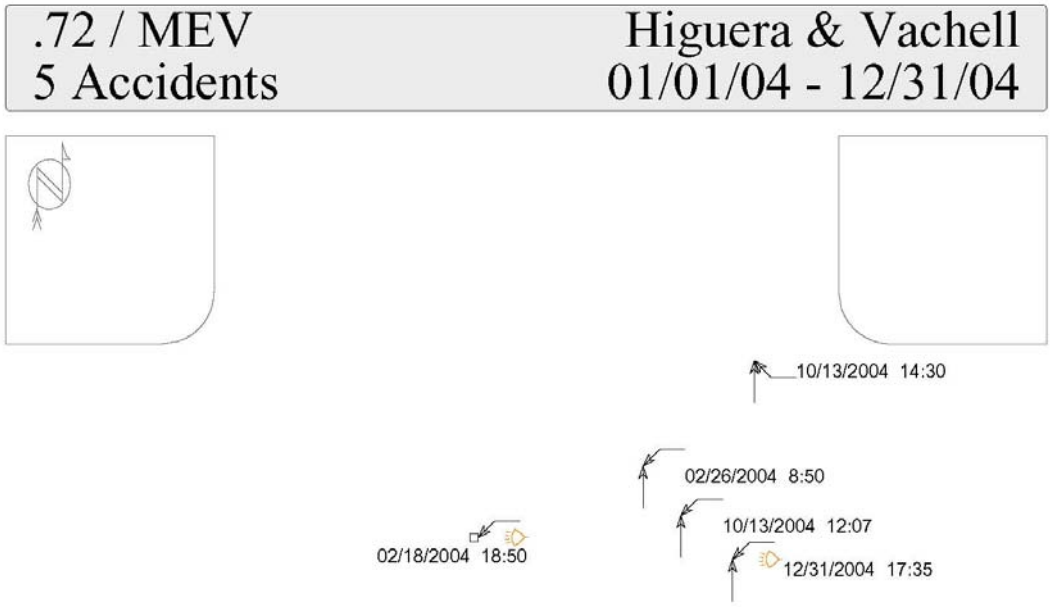
Within 75' of Intersection, (0) accidents with insufficient data for display

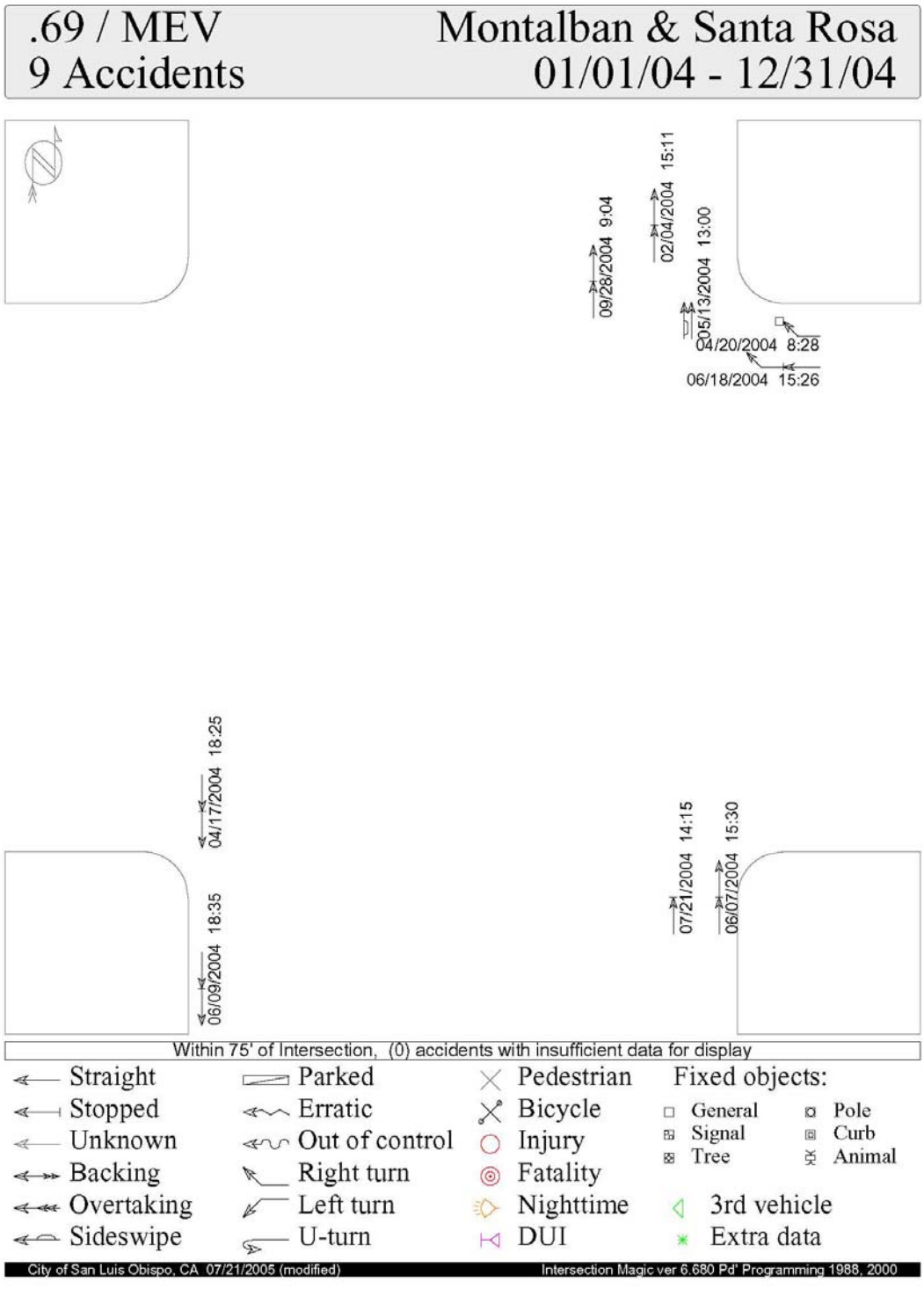
Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole, Signal, Curb, Tree, Animal
Unknown	Out of control	Injury	
Backing	Right turn	Fatality	
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

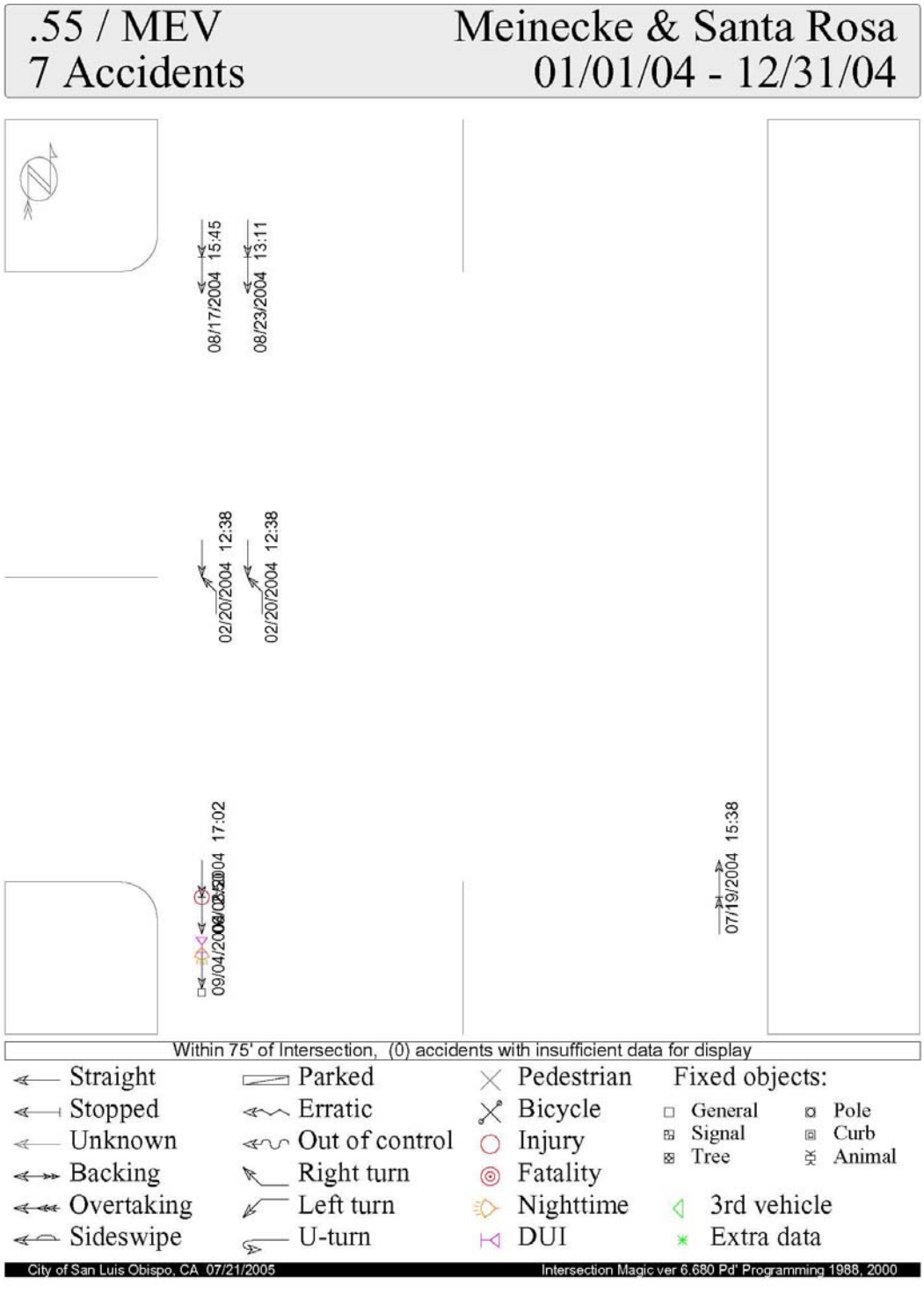
City of San Luis Obispo, CA 07/20/2005 (modified) — Intersection Magic ver 6.680 Pd' Programming 1988, 2000

Other Significant Intersections Prioritized by Accident Rate
5+ Collision at intersections without all-way control

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	Not Ranked	Higuera & Vachell	5	19,043	0.72	1-STOP		NA	1,576	8,302	9,165
2	7	Montalban & Santa Rosa	9	35,593	0.69	2-STOP		500	1,593	16,750	16,750
3	6	Meinecke & Santa Rosa	7	35,077	0.55	2-STOP		1,577	NA	16,750	16,750


.72 / MEV
5 Accidents
Higuera & Vachell
01/01/04 - 12/31/04
10/13/2004 14:30
02/26/2004 8:50
10/13/2004 12:07
12/31/2004 17:35
02/18/2004 18:50
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/21/2005 (modified)
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

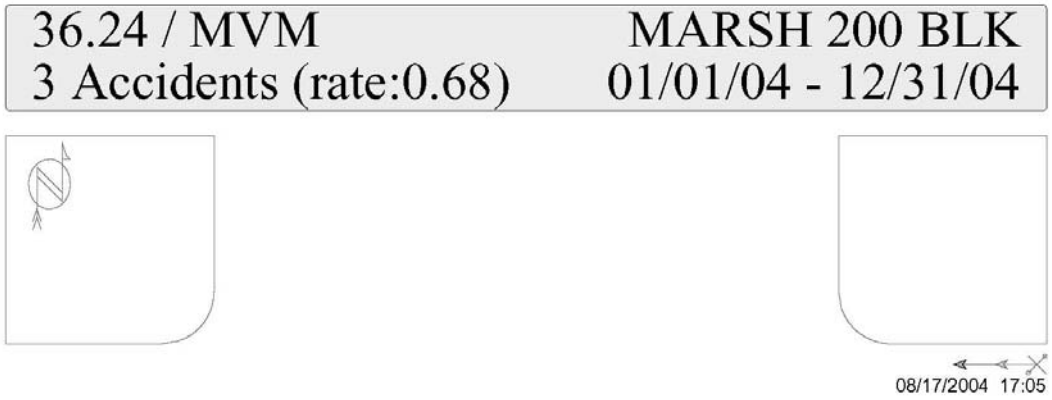

.69 / MEV
9 Accidents
Montalban & Santa Rosa
01/01/04 - 12/31/04
09/28/2004 9:04
02/04/2004 15:11
05/13/2004 13:00
04/20/2004 8:28
06/18/2004 15:26
04/17/2004 18:25
06/09/2004 18:35
07/21/2004 14:15
06/07/2004 15:30
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/21/2005 (modified)
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


.55 / MEV
7 Accidents
Meinecke & Santa Rosa
01/01/04 - 12:31/04
08/17/2004 15:45
08/23/2004 13:11
02/20/2004 12:38
02/20/2004 12:38
09/04/2004 17:02
07/19/2004 15:38
Within 75' of Intersection, (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 07/21/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

appendix 8
Arterial Segments

Arterial Segments Prioritized by Accident Rate

Rank	Prev. Rank	Segment	Collisions	Volume	Seg. Len.	Rate
1	Not Ranked	MARSH 200 BLK	3	13305	0.02	36.24
3	7	HIGUERA 700 BLK	6	9650	0.12	14.74
4	Not Ranked	HIGUERA 800 BLK	3	8826	0.09	10.93
5	Not Ranked	BROAD 1500 BLK	3	11645	0.07	10.65
6	Not Ranked	MARSH 1300-1400 BLK	3	4108	0.19	10.56
7	3	HIGUERA 4000 BLK	4	6737	0.16	10.35
8	12	TANKFARM 700 BLK	6	11057	0.16	9.23
9	6	MARSH 800 BLK	3	12939	0.09	7.45
10	Not Ranked	CALIFORNIA 800 BLK	3	16683	0.07	7.13
2	Not Ranked	DALIDIO 1600-2000 BLK	2	3000	0.28	6.52
11	Not Ranked	ORCUTT 800 BLK	4	15406	0.11	6.26
12	Not Ranked	JOHNSON 1400 BLK	3	21091	0.06	6.05
13	18	LOS OSOS VALLEY 12200-12400 BLK	12	19106	0.30	5.64
14	Not Ranked	CALIFORNIA 500 BLK	4	25184	0.09	4.94
15	Not Ranked	HIGUERA 3000-3100 BLK	4	15104	0.16	4.62
16	13	FOOTHILL 300 BLK	3	13710	0.13	4.59
17	22	JOHNSON 2800-3000 BLK	5	14510	0.22	4.33
18	Not Ranked	FOOTHILL 700 BLK	5	19095	0.17	4.23
19	Not Ranked	MONTEREY 1800-1900 BLK	3	8481	0.23	4.19
20	8	FOOTHILL 1100 BLK	3	19233	0.12	3.53
21	11	CALIFORNIA 200-400 BLK	8	25184	0.25	3.43
22	Not Ranked	JOHNSON 1500 BLK	3	21091	0.12	3.32
23	17	SANTA BARBARA 2000-2100 BLK	3	14678	0.17	3.30
24	Not Ranked	JOHNSON 1600-1700 BLK	3	20048	0.13	3.26
25	24	MADONNA 400-100 BLK	11	31454	0.32	3.03
26	4	BROAD 3000 BLK	3	30000	0.09	3.01
27	Not Ranked	HIGUERA 3800 BLK	3	15201	0.19	2.91
28	5	HIGUERA 200	3	15987	0.18	2.80
29	21	MONTEREY 1600-1700 BLK	3	20905	0.15	2.66
30	15	FOOTHILL 800-900 BLK	5	29760	0.17	2.64
31	26	HIGUERA 10 BLK	4	15104	0.31	2.38
32	Not Ranked	SAN LUIS DR 1400-1500 BLK	3	11431	0.32	2.23
33	16	LOS OSOS VALLEY 11400-11500 BLK	3	23855	0.17	2.02
34	25	LOS OSOS VALLEY 11600-11800 BLK	3	19751	0.23	1.83
35	29	BROAD 3200-3400 BLK	3	25500	0.20	1.58
36	Not Ranked	MADONNA 1300-1100 BLK	4	17198	0.42	1.53
37	Not Ranked	LOS OSOS VALLEY 11900-12100 BLK	3	19751	0.34	1.22
38	Not Ranked	SANTA ROSA 100-300 BLK	17	33500	3.15	0.44
39	31	BROAD 2200 BLK	3	30000	0.79	0.35
40	Not Ranked	N. SANTA ROSA 100-300BLK	14	35000	4.15	0.26
41	Not Ranked	LOS OSOS VALLEY 12500 BLK	3	17636	2.15	0.22
42	Not Ranked	SANTA ROSA 10 BLK	7	33500	5.15	0.11


36.24 / MVM
MARSH 200 BLK
3 Accidents (rate:0.68)
01/01/04 - 12/31/04
08/17/2004 17:05
12/14/2004 19:10
07/15/2004 17:30
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/15/2005
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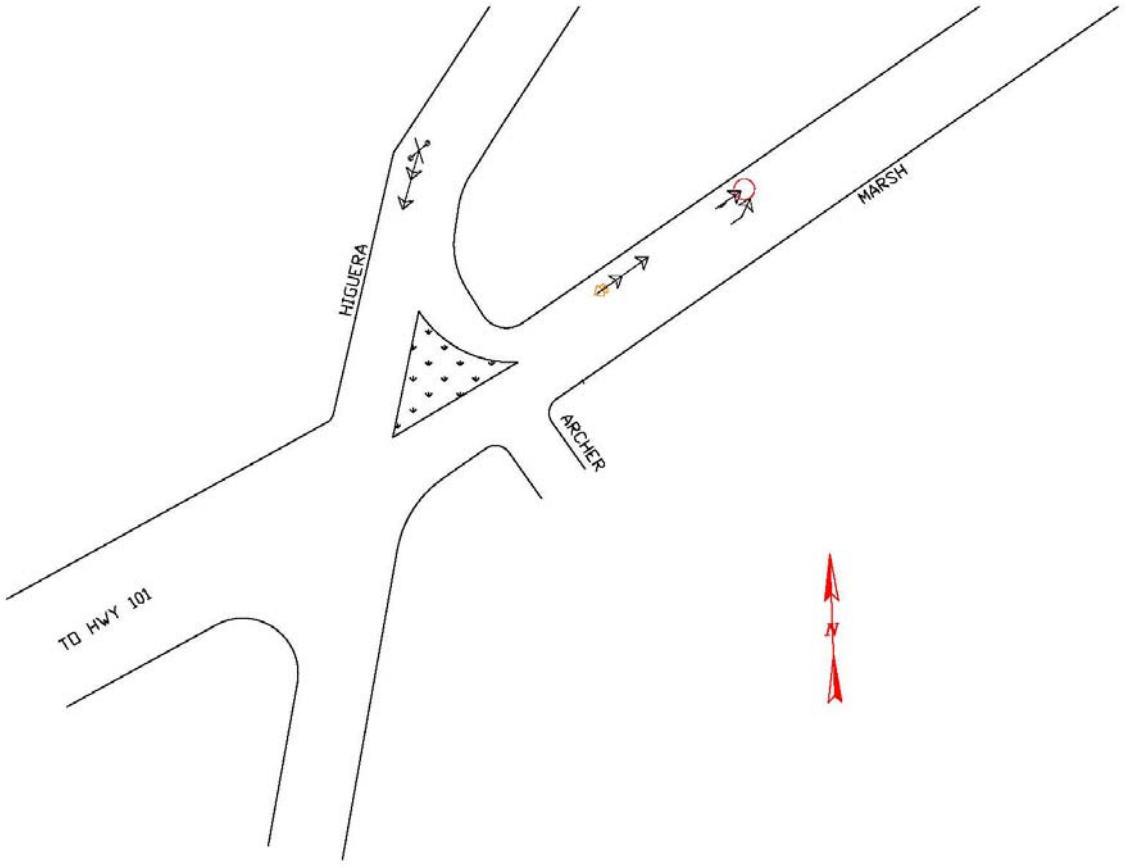
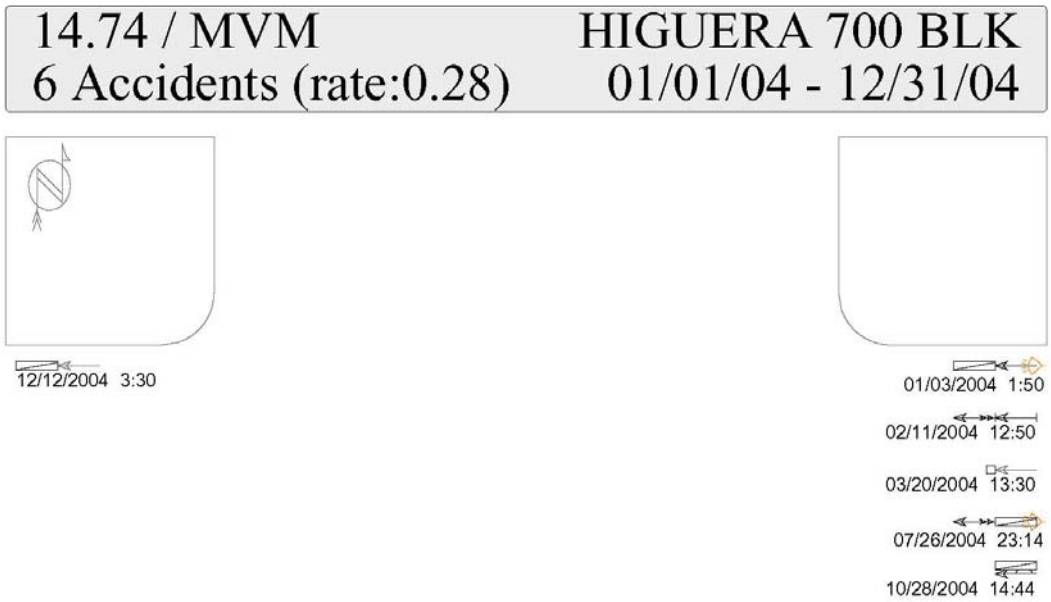
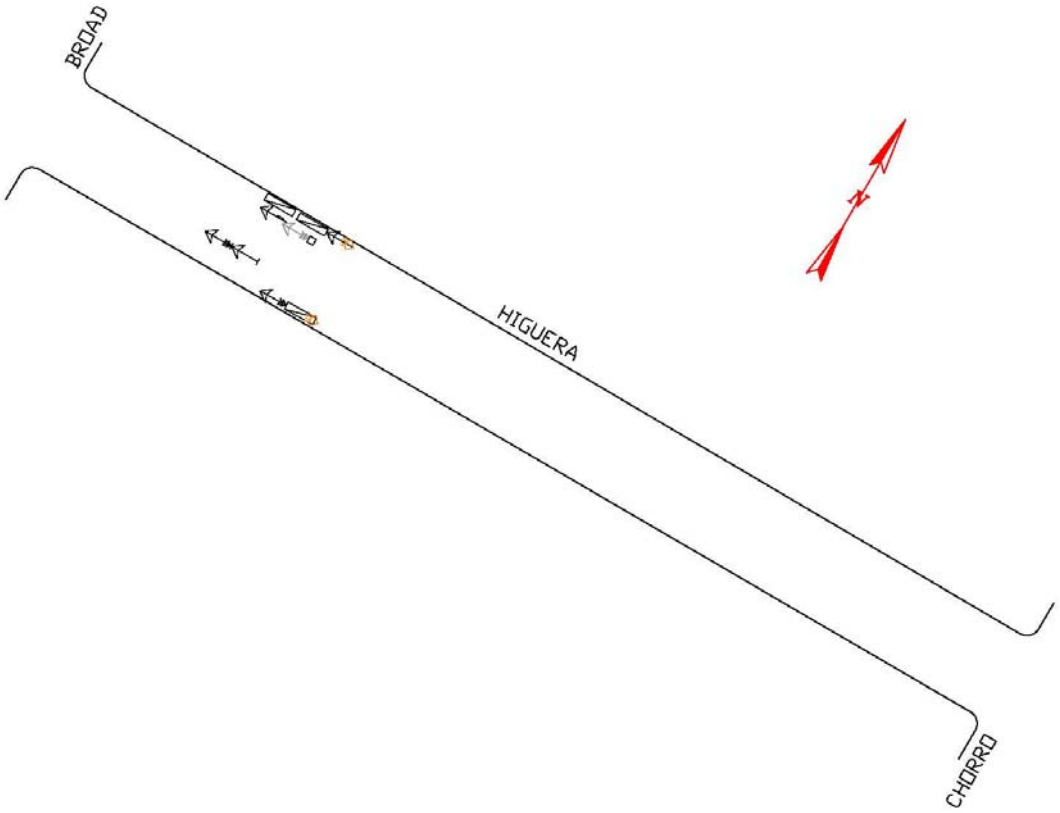
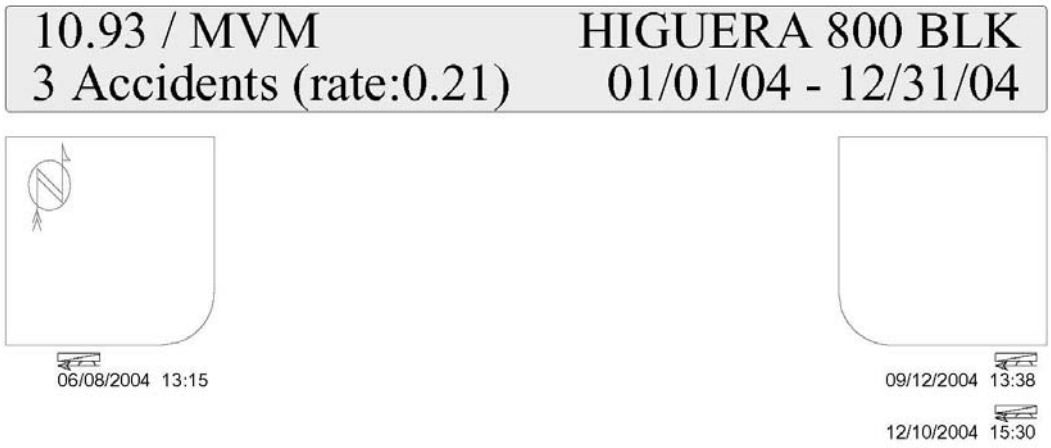
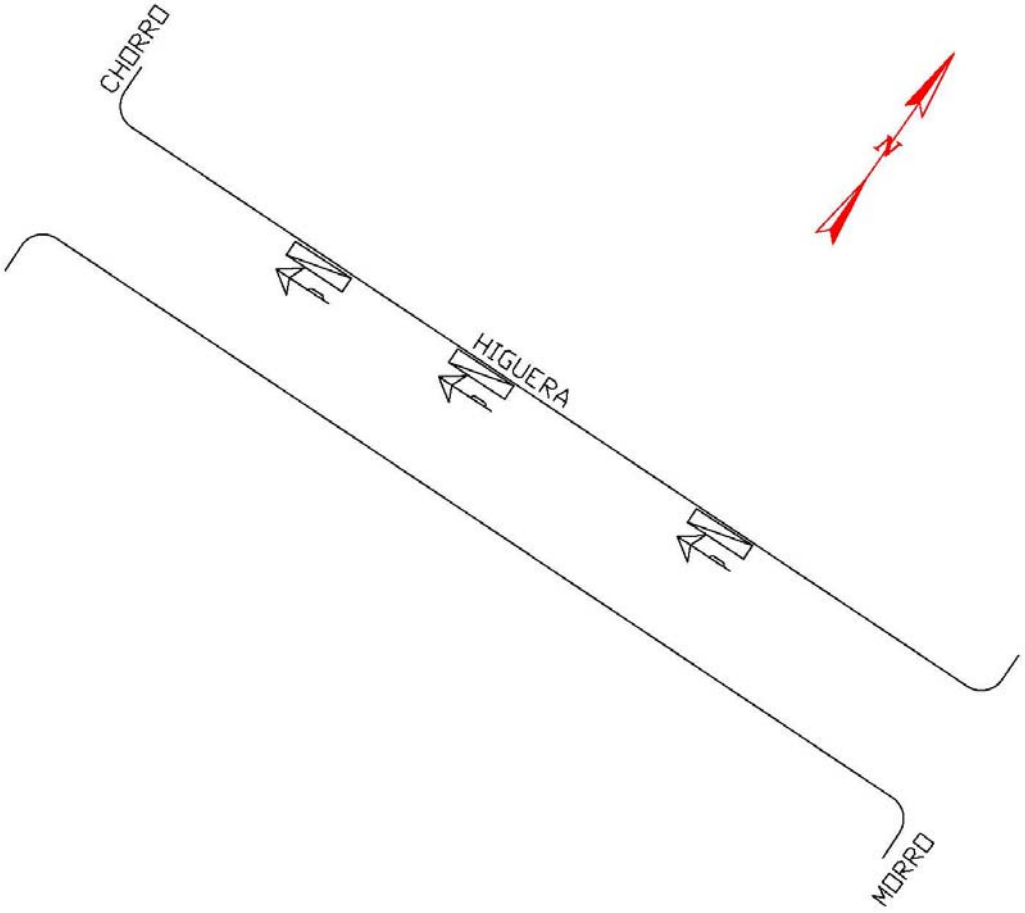
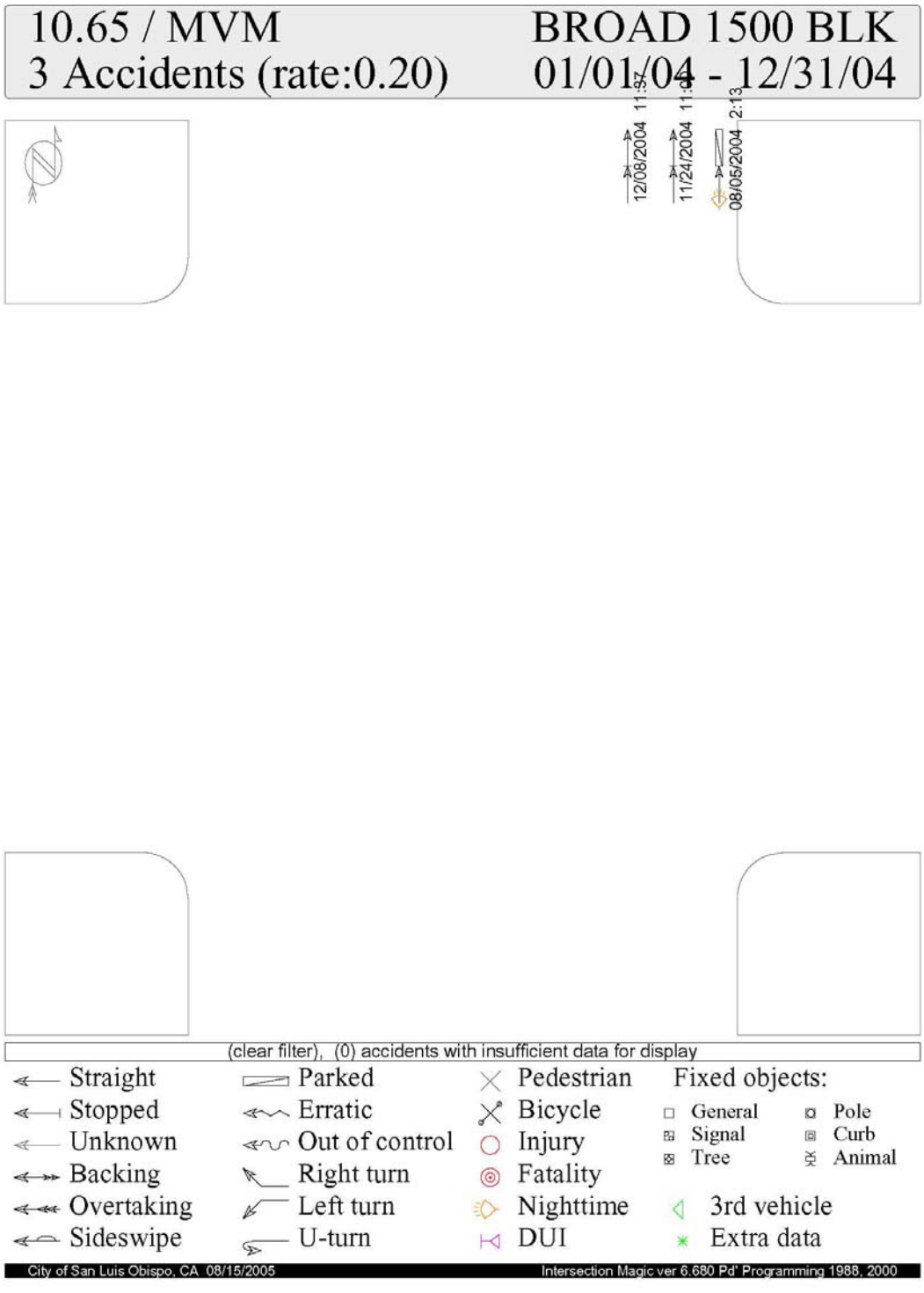

HIGUERA
MARSH
ARCHER
TO HWY 101
N

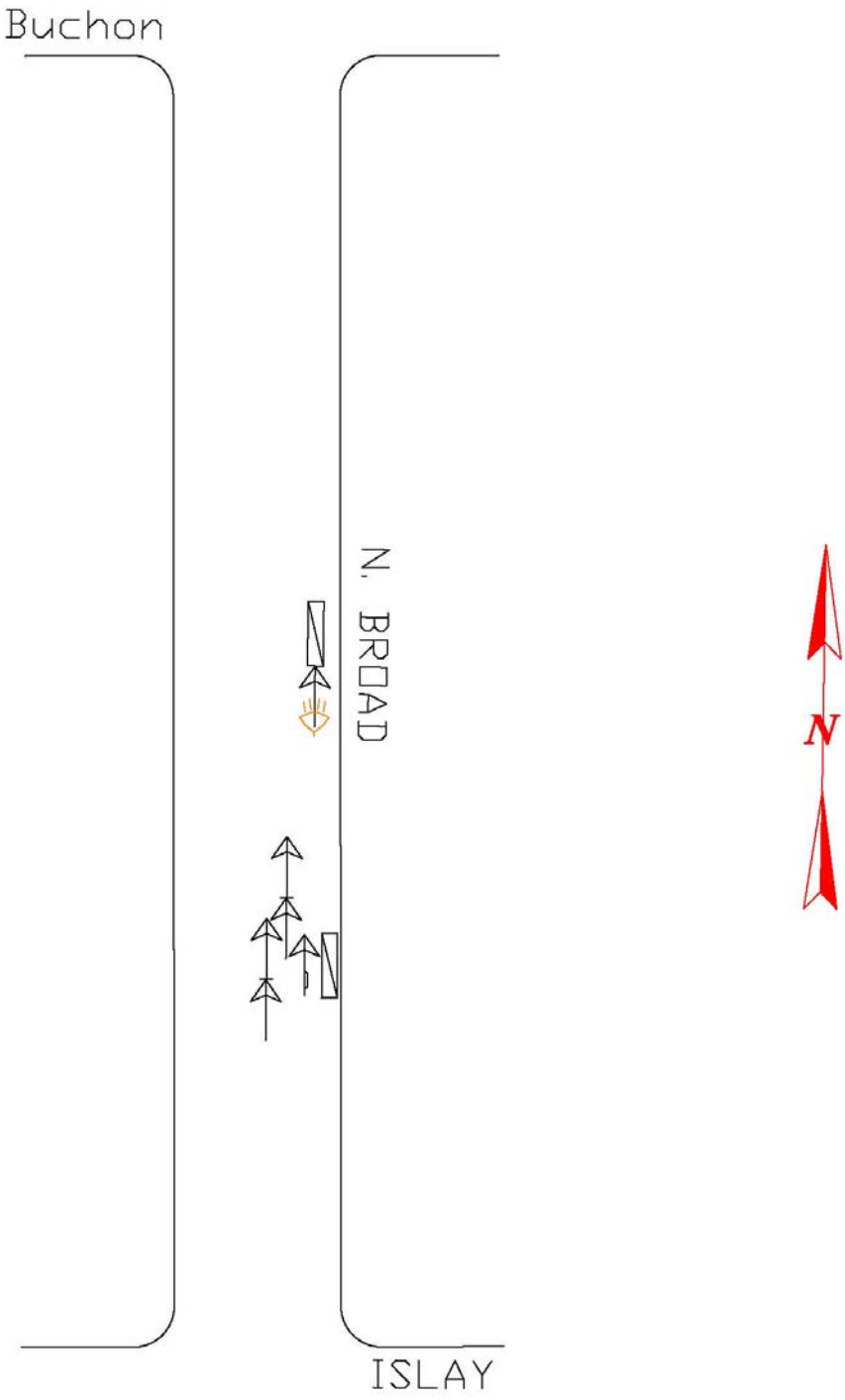

14.74 / MVM
6 Accidents (rate:0.28)
HIGUERA 700 BLK
01/01/04 - 12/31/04
12/12/2004 3:30
01/03/2004 1:50
02/11/2004 12:50
03/20/2004 13:30
07/26/2004 23:14
10/28/2004 14:44
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/15/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

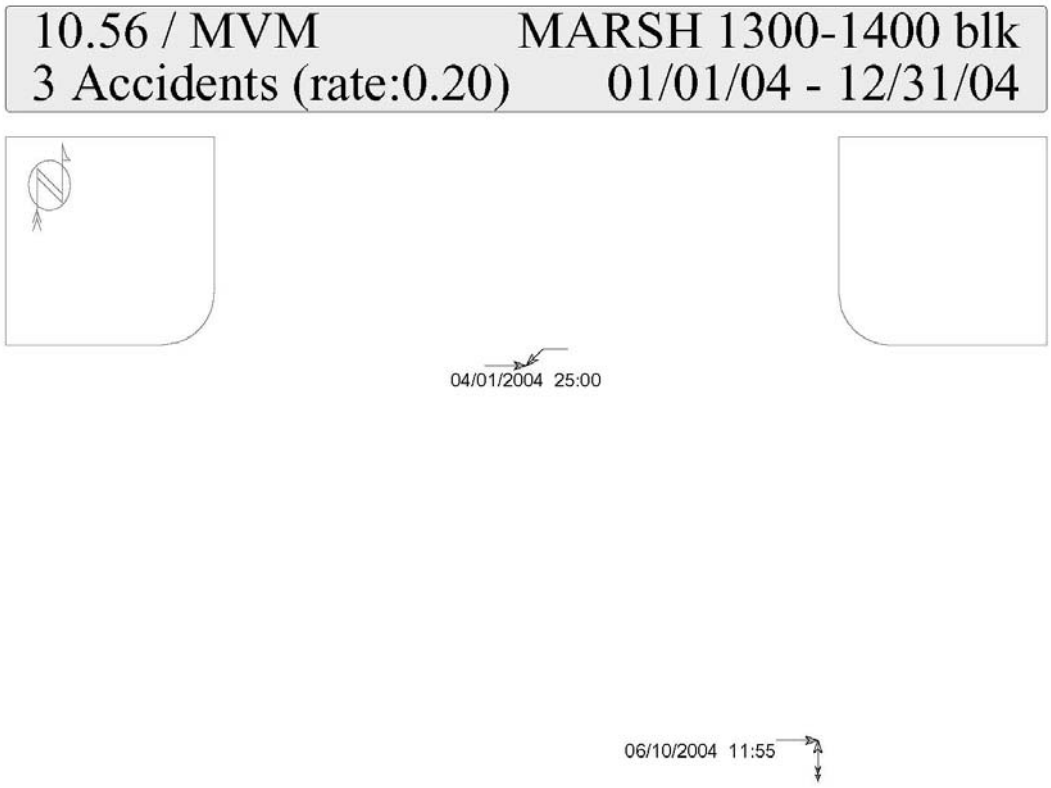

BROAD
HIGUERA
CHORRO

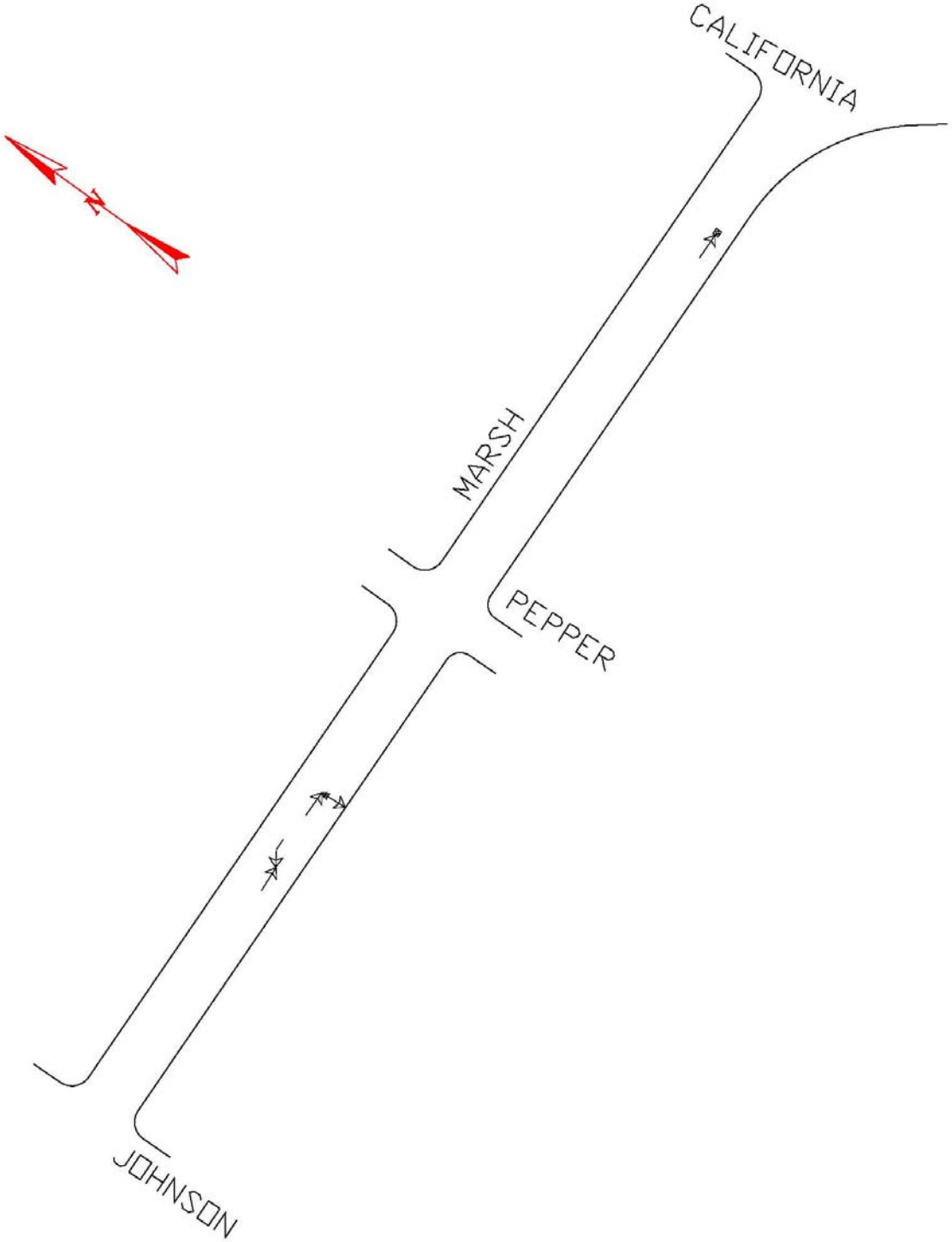

10.93 / MVM
3 Accidents (rate:0.21)
HIGUERA 800 BLK
01/01/04 - 12/31/04
06/08/2004 13:15
09/12/2004 13:38
12/10/2004 15:30
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/15/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


CHORRO
HIGUERA
MORRO
N


10.65 / MVM
3 Accidents (rate:0.20)
BROAD 1500 BLK
01/01/04 - 12/31/04
12/08/2004 11:37
11/24/2004 11:4
08/05/2004 2:13
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/15/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


Buchon
N. BROAD
N
ISLAY


10.56 / MVM
MARSH 1300-1400 blk
3 Accidents (rate:0.20)
01/01/04 - 12/31/04
04/01/2004 25:00
06/10/2004 11:55
11/17/2004 12:45
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/15/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000

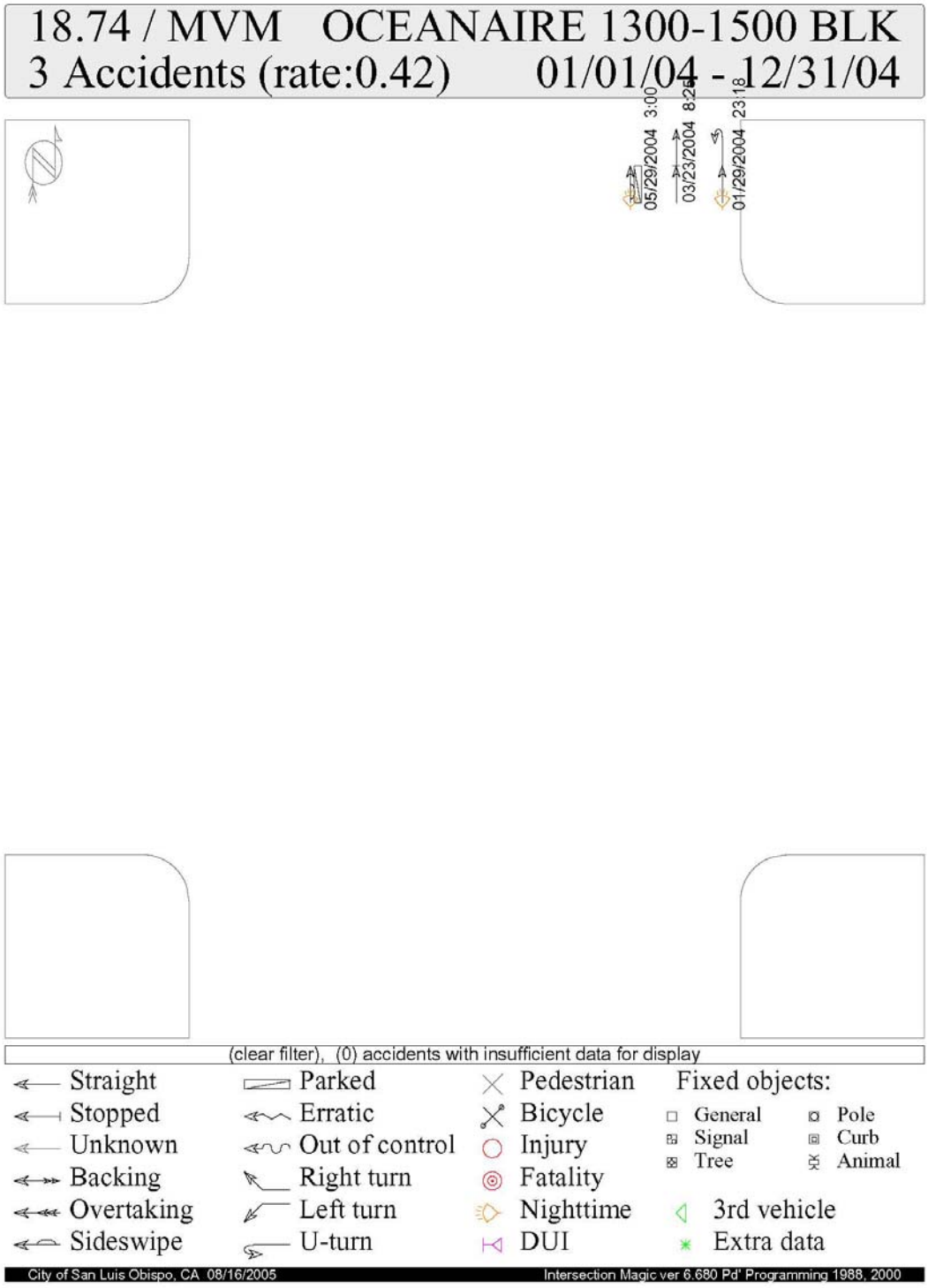

CALIFORNIA
MARSH
PEPPER
JOHNSON

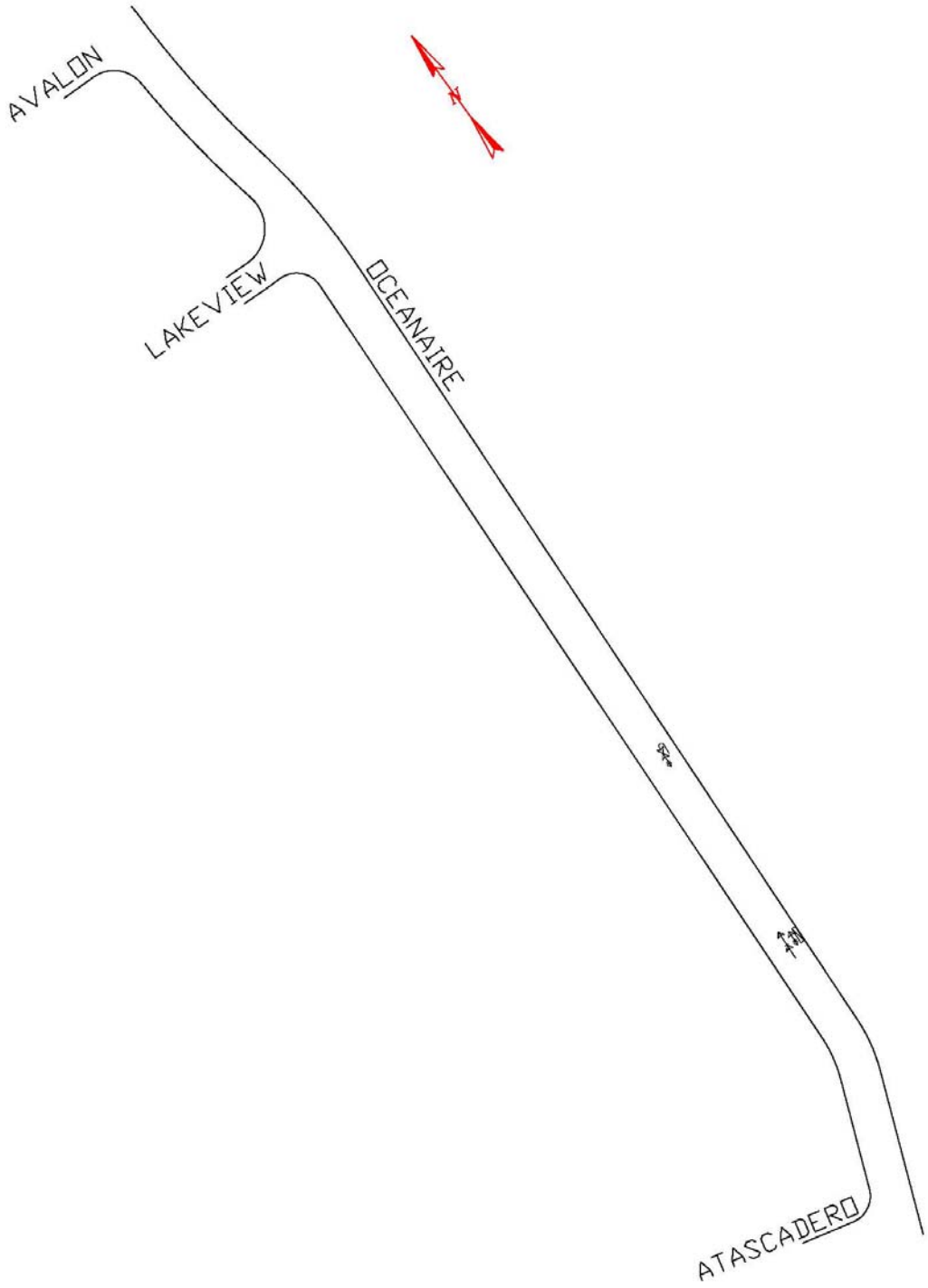
appendix 9

Collector Segments

Collector Segments Prioritized by Accident Rate

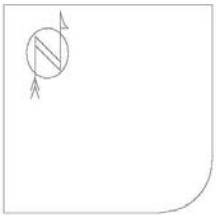
Rank	Prev. Rank	Segment	Collisions	Volume	Seg. Len.	Rate
1	Not Ranked	OCEANAIRE 1300-1500 BLK	3	837	0.52	18.74
2	Not Ranked	PALM 1000 BLK	3	6000	0.09	14.47
3	Not Ranked	PISMO 1000 BLK	3	7322	0.09	11.85
4	Not Ranked	HIGH 100-300 BLK	3	2744	0.44	6.83
5	Not Ranked	RAMONA 400-600 BLK	3	6225	0.26	5.01

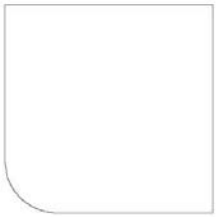

18.74 / MVM OCEANAIRE 1300-1500 BLK
3 Accidents (rate:0.42) 01/01/04 - 12/31/04
05/29/2004 3:00
03/23/2004 8:26
01/29/2004 23:18
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/16/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


AVALON
LAKEVIEW
OCEANAIRE
ATASCADERO

14.47 / MVM
3 Accidents

PALM 1000 BLK
01/01/04 - 12/31/04

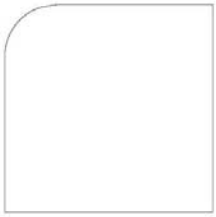




04/26/2004 14:10

09/29/2004 10:00

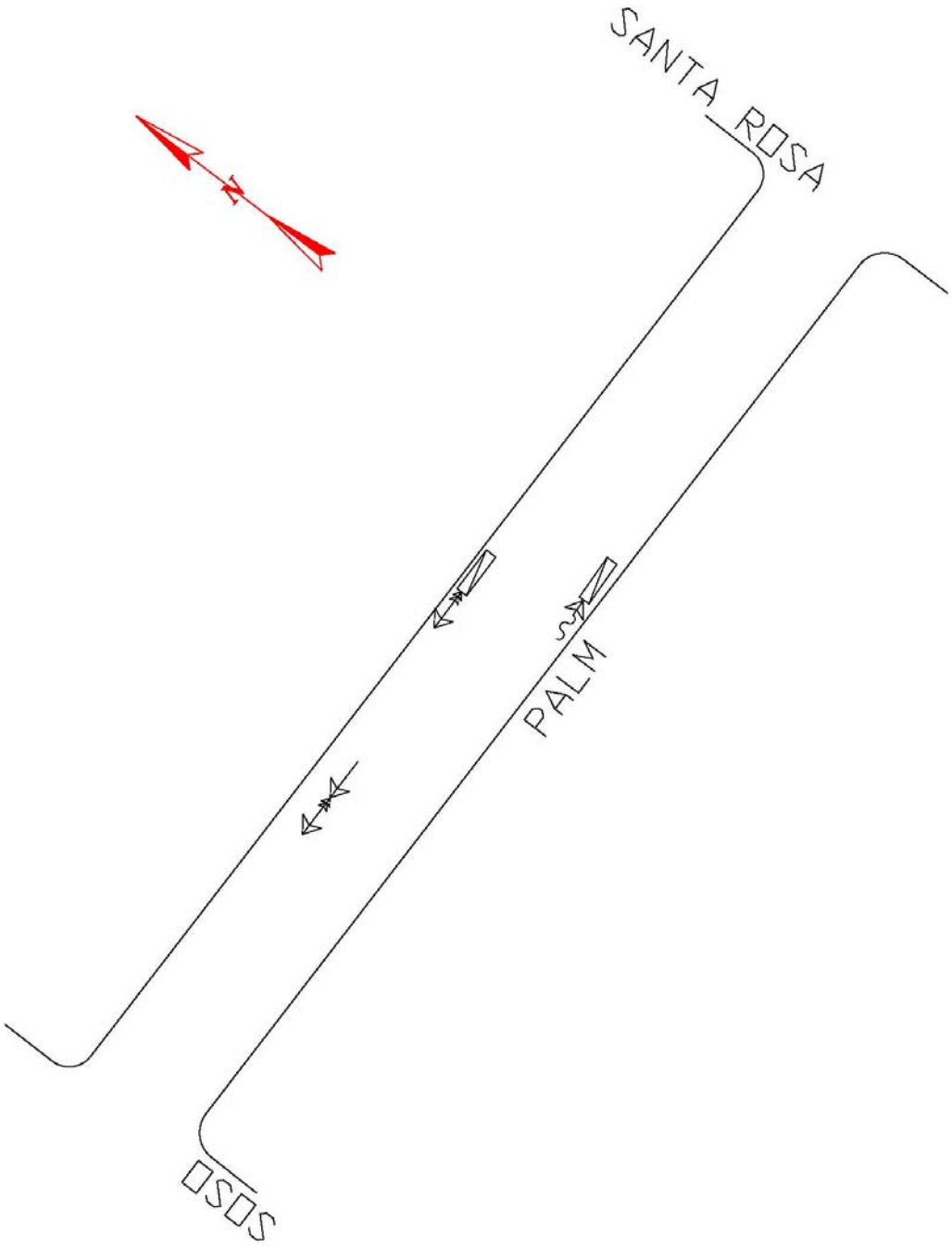
04/25/2004 11:07

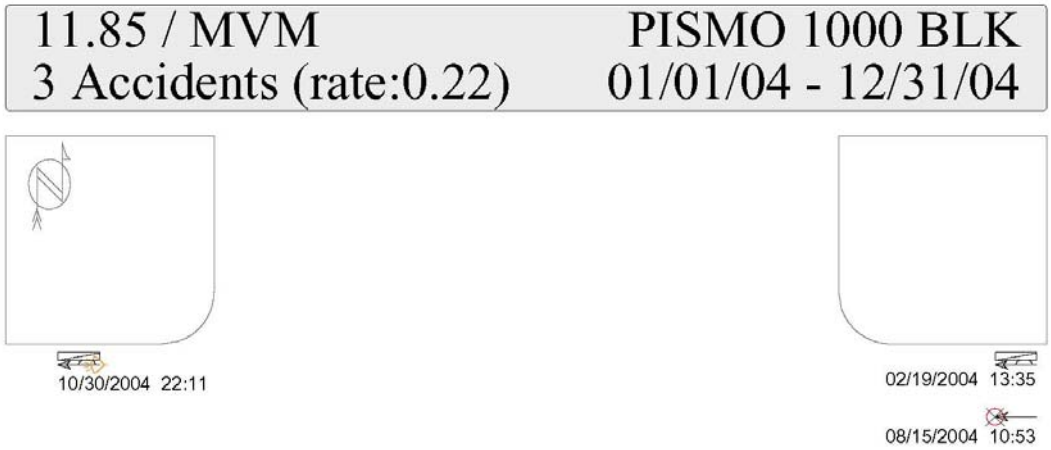


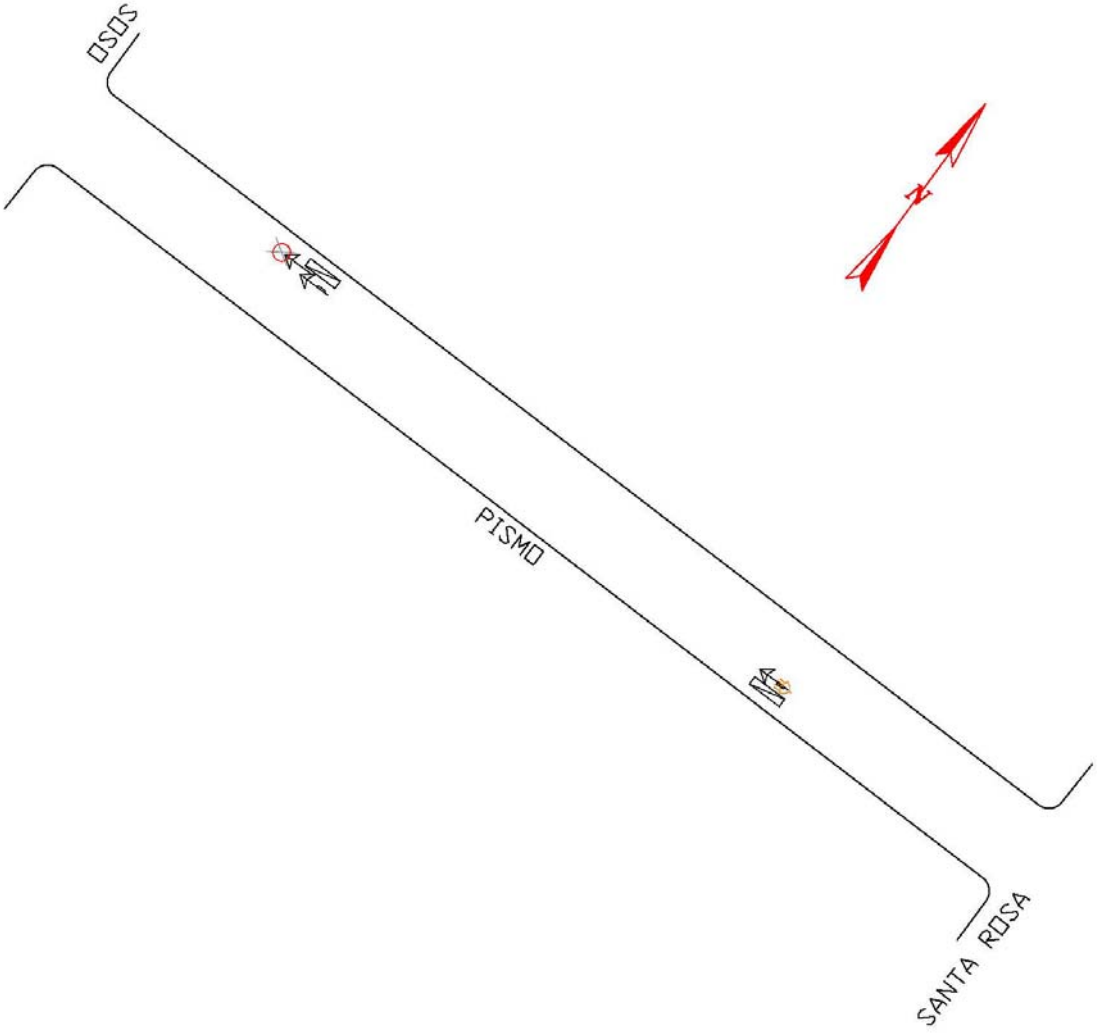
(clear filter), (0) accidents with insufficient data for display

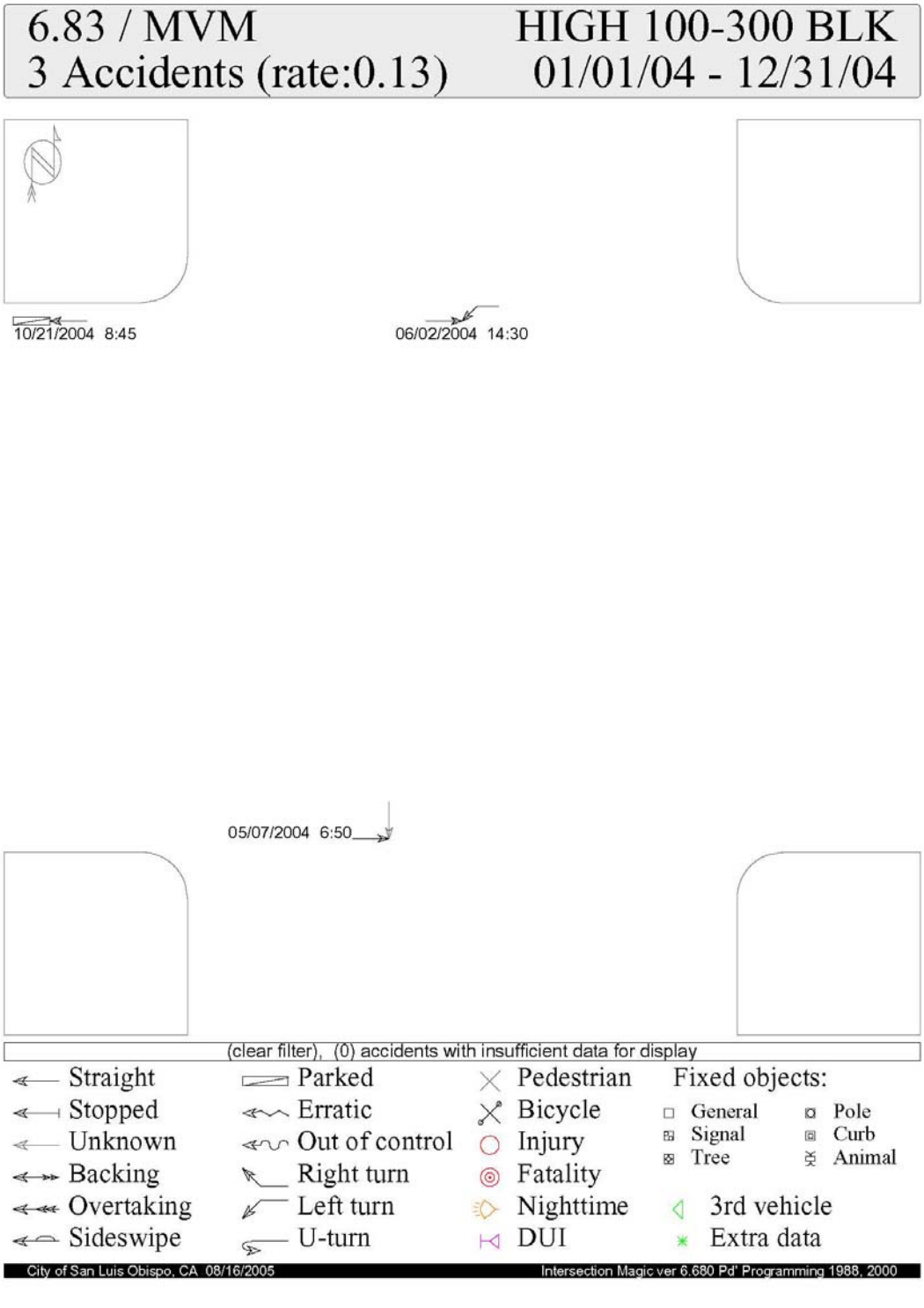
Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

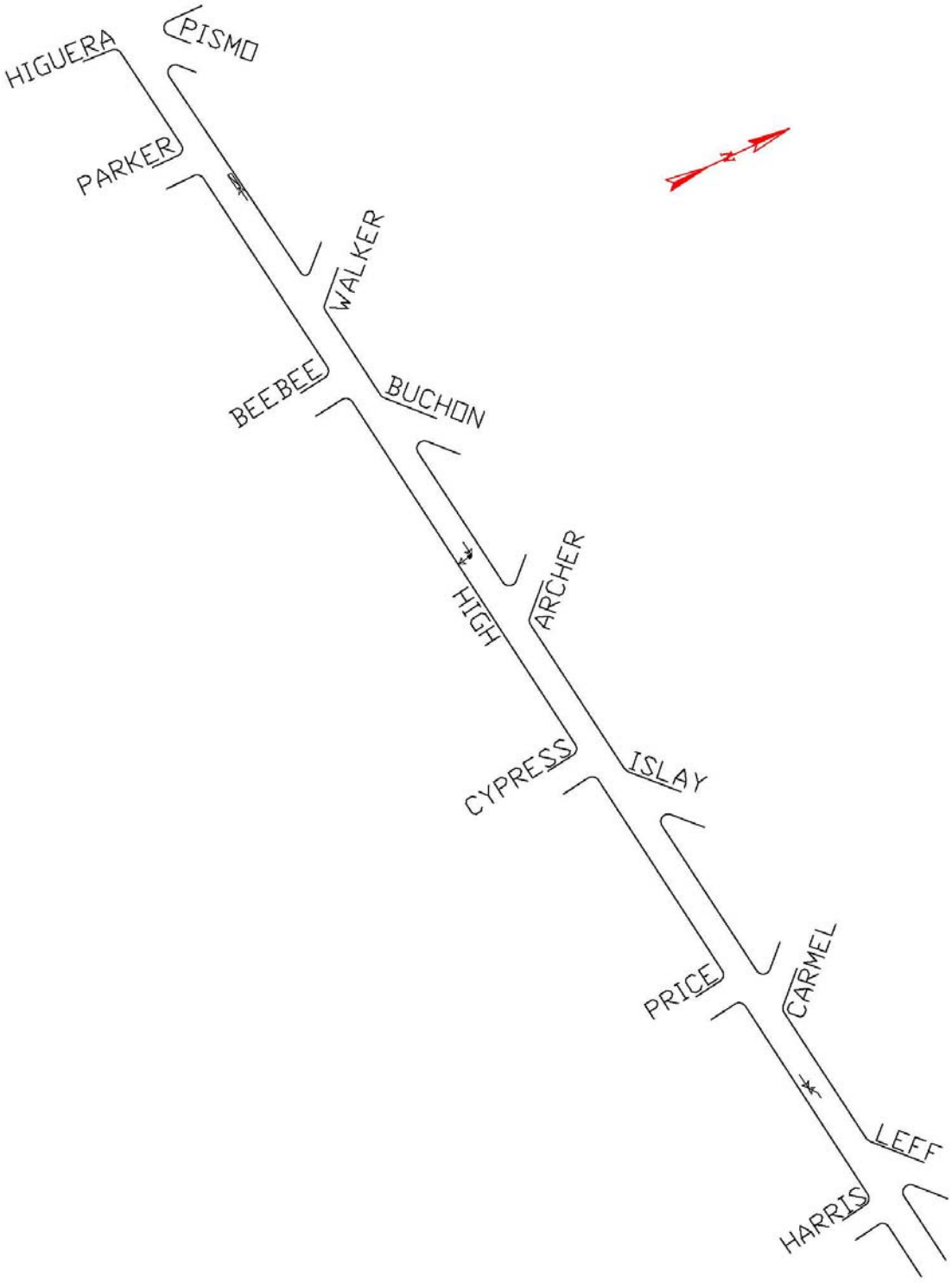
City of San Luis Obispo, CA 09/23/2005 Intersection Magic ver 6.680 Pd' Programming 1988, 2000

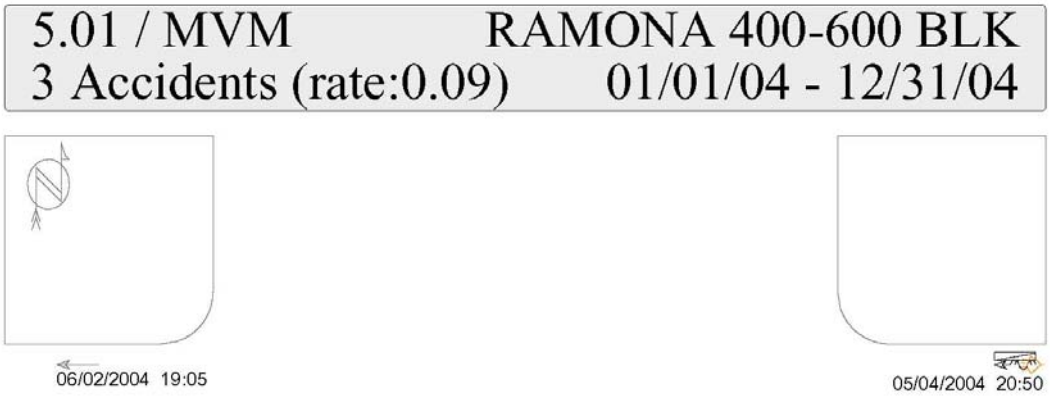

SANTA ROSA
N
PALM
OSOS

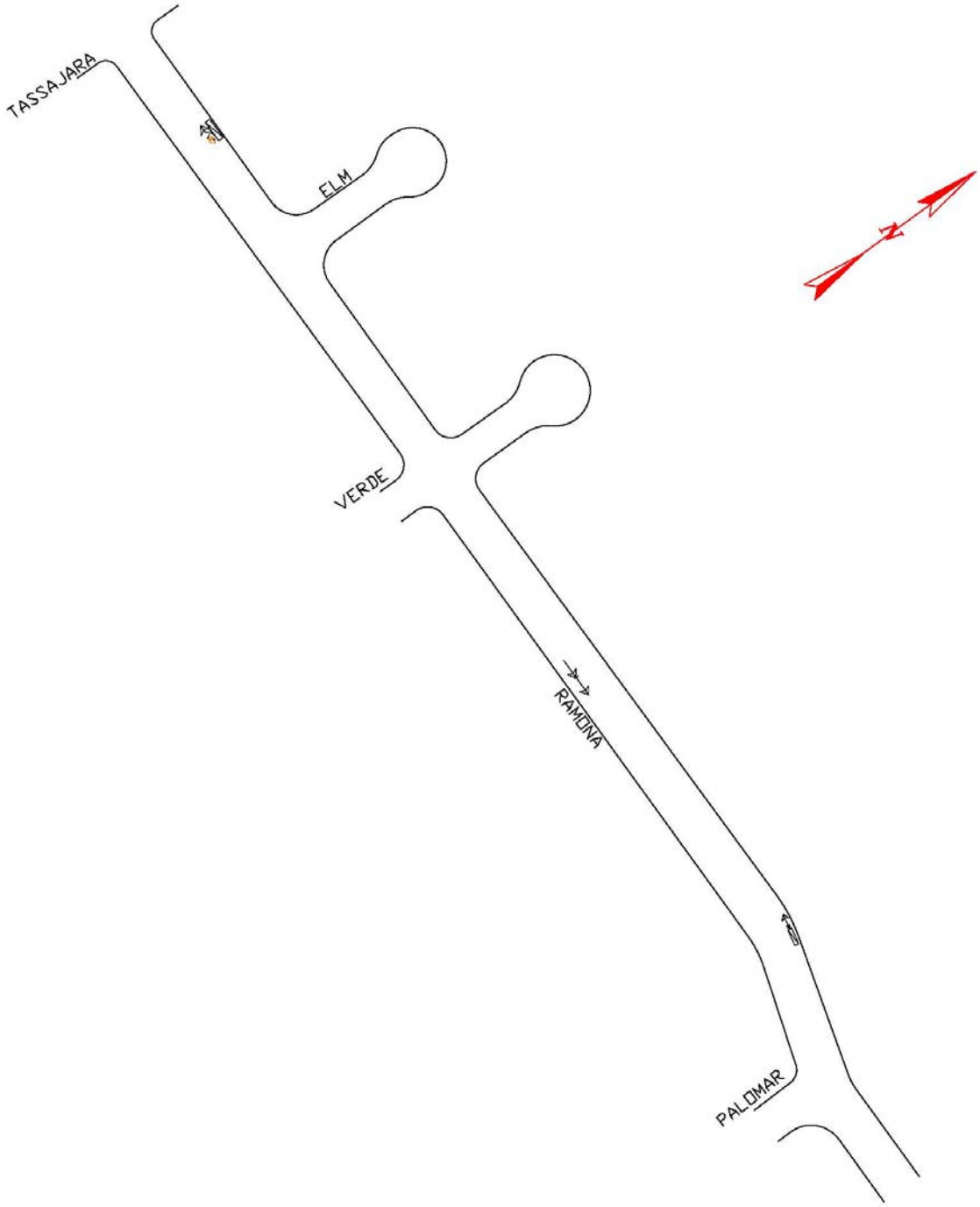

11.85 / MVM
3 Accidents (rate:0.22)
PISMO 1000 BLK
01/01/04 - 12/31/04
10/30/2004 22:11
02/19/2004 13:35
08/15/2004 10:53
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/16/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


OSOS
PISMO
SANTA ROSA


6.83 / MVM
3 Accidents (rate:0.13)
HIGH 100-300 BLK
01/01/04 - 12/31/04
10/21/2004 8:45
06/02/2004 14:30
05/07/2004 6:50
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/16/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


HIGUERA
PISMO
PARKER
WALKER
BEE
BUCHON
HIGH
ARCHER
CYPRESS
ISLAY
PRICE
CARMEL
LEFF
HARRIS


5.01 / MVM
RAMONA 400-600 BLK
3 Accidents (rate:0.09)
01/01/04 - 12/31/04
06/02/2004 19:05
05/04/2004 20:50
05/15/2004 16:25
(clear filter), (0) accidents with insufficient data for display
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI
Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data
City of San Luis Obispo, CA 08/16/2005
Intersection Magic ver 6.680 Pd' Programming 1988, 2000


TASSAJARA
ELM
VERDE
RAMONA
PALOMAR

appendix 10

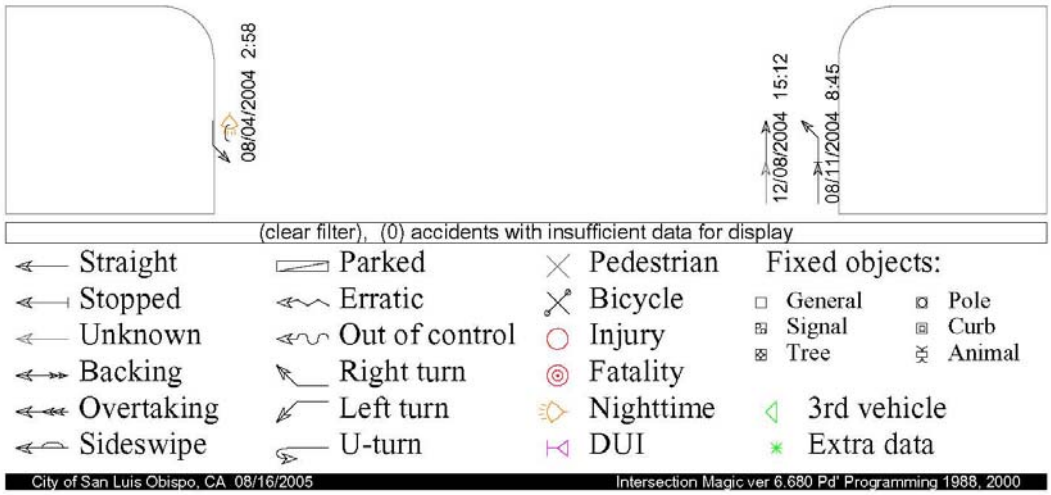
Local Segments

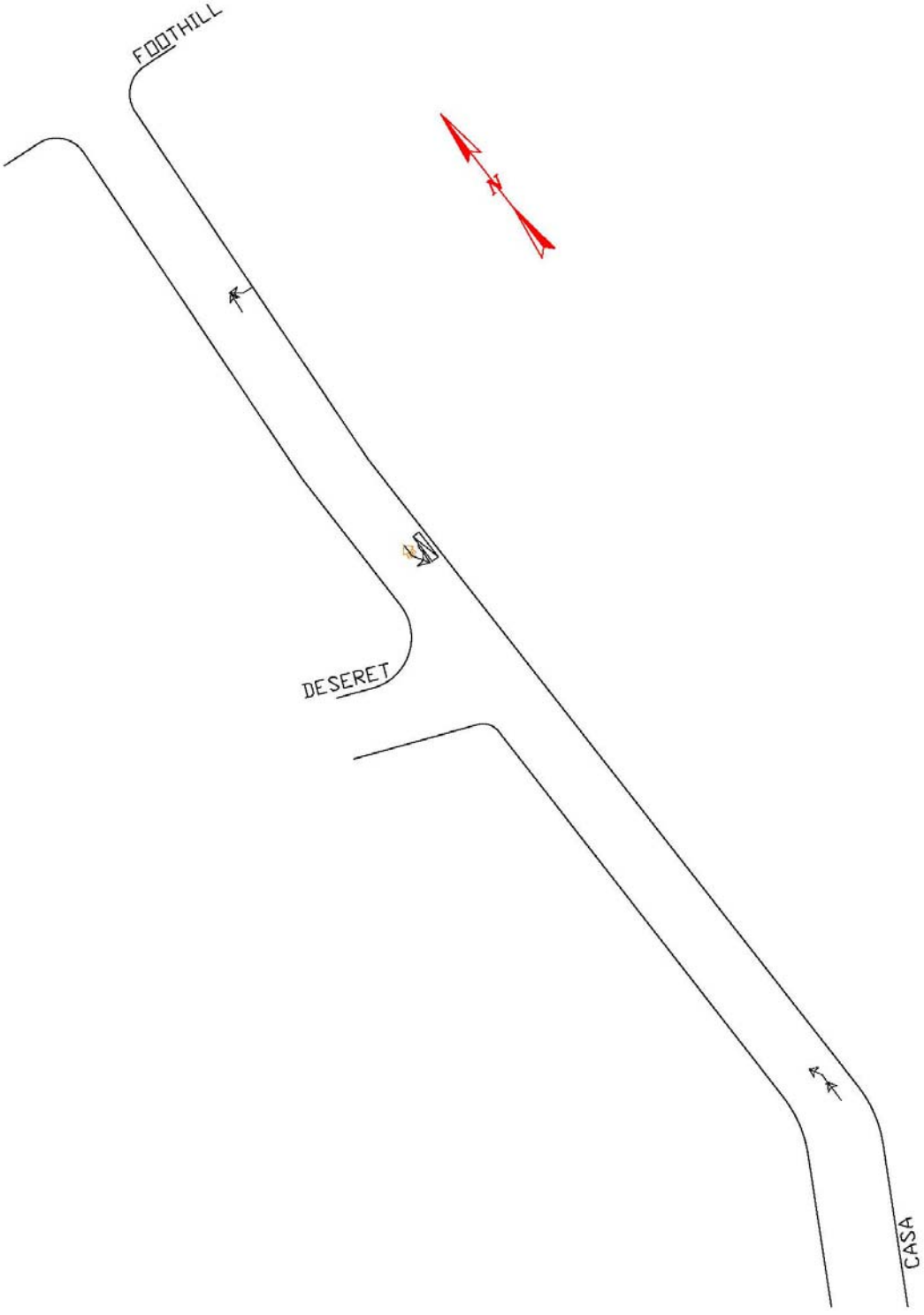
Local Segments Prioritized by Accident Rate

Rank	Prev. Rank	Class	Segment	Collisions	Volume	SegLen	Rate
1	1	L	CASA 10-200 BLK	3	3963	0.25	8.30

8.30 / MVM
3 Accidents (rate:0.16)

CASA 10-200 BLK
01/01/04 - 12/31/04




FOOTHILL
DESERET
CASA

appendix 11

2004 Police Department Traffic Safety Unit Operations Report

2004 Traffic Safety Unit Report.

city of san luis obispo
Police department
1042 Walnut Street
San Luis Obispo CA 93401

"Service, Pride, Integrity"

2004 SUMMARY

The San Luis Obispo Police Department Traffic Safety Unit had another busy year. During 2004 officers from the Traffic Unit were assigned to supplement the Patrol Division due to personnel shortages. The staffing of the Traffic Unit was reduced from four officers to three upon Officer Owen's retirement in October. Manpower shortages in the department resulted in less time for enforcement activities by patrol officers and traffic officers. The traffic officers who were assigned to the Traffic Unit were extremely busy investigating collisions and handling special events such as the Christmas Parade, the Bicycle Rodeo, etc.

There were four fatal traffic collisions in 2004.

The number of collisions increased slightly from 1,230 in 2003 to 1,310 in 2004, representing a 6.5% increase.

Pedestrian collisions increased from 29 in 2003 to 34 in 2004, representing a 17.2% increase.

Bicycle collisions decreased significantly from 53 in 2003 to 41 in 2004, representing a 22.6% reduction.

Traffic Unit Personnel

The following personnel were assigned to the Traffic Unit:

Sergeant Hubbard supervised the Traffic Unit.

Officer Owen was certified in child safety seat inspections and was a certified collision reconstructionist. He was certified in basic, intermediate, and advanced collision investigation. He was assigned to the Traffic Unit until his retirement in October 2004.

Officer Kevany is certified in basic, intermediate, and advanced collision investigation and is a certified collision reconstructionist with a specialty in occupant kinematics. Additionally, she is a certified police motorcycle trainer.

Officer Booth is certified in basic, intermediate, and advanced collision investigation. Additionally, he is a certified police motorcycle trainer.

Officer Gallo is certified in basic, intermediate, and advanced collision investigation. Additionally, he is certified in child safety seat inspections and is a certified RADAR/LIDAR instructor.

PROGRAMS

San Luis Obispo Traffic Committee

City Traffic Engineering and the Police Department Traffic Safety Unit continued to work together on traffic-related issues. The two groups met on a quarterly basis to discuss and resolve collision and enforcement related issues.

In 2004 a new procedure was enacted wherein Traffic Engineering is contacted after major injury and fatal collisions. Members of Traffic Engineering meet with members of the Traffic Safety Unit at the collision scene to discuss the specifics of the collision. In this way, the members of the Traffic Safety Unit benefit from the opinions and expertise of the members of Traffic Engineering and the members of Traffic Engineering benefit from the opinions and expertise of members of the Traffic Safety Unit.

DUI Enforcement

The number of DUI arrests for 2004 was 25.4% less than in 2003. The number of DUI-related collisions for 2004 was 31.3% more than in 2003.

Officer Booth continues to be the department's representative at the monthly DUI Task Force meetings.

Officer Kevany participated in an educational presentation during the Cal Poly Week of Welcome regarding the dangers of driving under the influence.

The Traffic Unit coordinated one DUI checkpoint with the California Highway Patrol, the Cal Poly State University Police Department, and the Cuesta College Police Department. During the checkpoint, 434 drivers were screened, 10 drivers were arrested for DUI, and four drivers were cited for being unlicensed or for having suspended licenses. All the drivers who had drivers' license problems had their cars towed and impounded for 30 days.

Vehicle Impound Program

Enforcement of vehicle laws related to individuals who drive cars while their licenses are suspended continues to be a strong focus of the Traffic Safety Unit and the entire Patrol Division. In 2004, officers impounded 137 vehicles for 30 days from drivers who had suspended licenses or were never licensed.

Bicycle Safety Rodeo

For the seventh year in a row, the San Luis Obispo Police Department and the Parks and Recreation Department conducted a very successful bicycle rodeo. The event was held at the Madonna Plaza and approximately 200 youths participated in the event--approximately 50 more than the previous year. Each participant received a lunch, a tee shirt, and a prize bag containing bicycle safety-related items. Each participant's helmet and bicycle were inspected by technicians from local bicycle shops. As needed, technicians completed minor repairs on bicycles and flagged damaged or defective helmets for replacement. New bicycle helmets were given to underprivileged children and children with damaged or defective helmets.

As part of the bicycle safety program, a professional bicycle stunt group performed at the bicycle rodeo, at four schools, and during the Thursday night Farmer's Market.

American Association of Retired Persons (AARP) "55 Alive"

Sergeant Hubbard addressed groups of seniors attending AARP-sponsored classes on four occasions. Issues relating to traffic safety and safe driving were covered.

Special Events

Officers from the Traffic Unit assisted in the following city-sponsored events:

- Mardi Gras
- MS Walk and Run
- SLO Triathlon
- Wheels of SLO
- City to Sea Marathon
- Cal Poly Homecoming Parade
- San Luis High School Homecoming Parade
- SLO Holiday Parade

Officers from the Traffic Unit assisted the following agencies with special events:

- The Elks Parade, Santa Maria
- Fourth of July events in Pismo Beach and Cayucos
- Car show in Paso Robles

Traffic Index

The traffic index--the ratio of hazardous citations issued divided by the number of injury and fatal collisions--is a gauge of how effective a traffic safety program is. The Office of Traffic Safety considers an enforcement index of 25 to be the minimum effective rate. In cities where there is high tourism, the rate is expected to be between 25-35, as

tourists are not aware of traffic issues and problem areas and are therefore more likely to commit violations. The current index for the City of San Luis Obispo is 5.2. The index is determined by dividing the 1,708 hazardous citations by 325 injury and four fatal collisions.

During 2004 the Traffic Unit and Patrol Division traffic enforcement were hampered by the manpower shortage that was created by a budget shortfall and by several employees retiring during the year. In order to meet staffing and workload requirements, traffic officers were assigned to Patrol. This resulted in a higher workload for the remaining traffic officers and less time was available for enforcement efforts--not only for traffic officers but also for patrol officers.

TRAFFIC SAFETY UNIT COMPLETED GOALS FOR 2004

- Officer Booth was certified as a Motorcycle Training Officer.
- Officer Gallo was certified in intermediate and advanced traffic collision investigation.

TRAFFIC SAFETY UNIT GOALS FOR 2005

- Have an additional officer certified as a collision reconstructionist.
- Once Patrol and Traffic are fully staffed, take the lead to improve the traffic index to above 20.
- Finish the major injury/fatal collision call-out protocol and policy.

2004 STATISTICS

COLLISIONS

Collision Type	1998	1999	2000	2001	2002	2003	2004	CHANGE
Fatal	1	2	2	1	1	0	*4	400%
Injury	192	195	280	278	327	327	**325	-0.6%
Non-Injury	981	990	925	981	1060	903	***980	8.5%
Total	1174	1187	1207	1260	1388	1230	1310	6.5%
Bicycle Involved	43	36	36	42	54	53	41	-22.6%
Pedestrian Involved	18	28	29	25	43	29	****34	17.2%
Hit and Run						140	*****368	162.9%

* 1 fatal collision involved a pedestrian.
** 12 injury collisions occurred on private property.
*** 103 non-injury collisions occurred on private property.
**** 3 pedestrian collisions occurred on private property.
***** 286 hit and run collisions occurred on public roadways, of which 9 resulted in minor injuries. 82 hit and run collisions were on private property, none of which resulted in any injuries.

TRAFFIC ENFORCEMENT

Citation Type	1998	1999	2000	2001	2002	2003	2004	CHANGE
Non Hazardous	2335	2635	2335	2049	2051	2603	1308	-49.8%
Hazardous	3153	3480	4526	5191	4837	2414	1708	-29.2%
Total	7083	5478	6115	6861	7240	5017	3016	-39.9%

DUI ENFORCEMENT

DUI Enforcement	1998	1999	2000	2001	2002	2003	2004	CHANGE
DUI Arrests	393	450	487	392	493	405	302	-25.4%
SLOCOPS	56	43	68	33	N/A	N/A	N/A	N/A
DUI Collisions	38	31	47	49	53	48	63	31.3%

COST RECOVERY

DUI Cost Recovery	Billed	Received	% Recovered
2004	$26,784	$6,897*	26%
2003	$18,986	$8,185	43%
2002	$21,332	$10,000	47%
2001	$18,761	$5,667	30%
2000	$17,374	$5,640	32%
1999	$7,448	$3,226	43%
1998	$12,295	$4,751	39%

***** $19,887 was sent to collections. On average, the collection agency collects 47% of the amount that is sent to them.

TOP COLLISION INTERSECTIONS 2004

Rank	Location	Number of Collisions
1	Marsh at Santa Rosa	17
2	Monterey at Santa Rosa	15
3	Foothill at Santa Rosa	14
4	Chorro at Palm	13
5	California at Monterey	12
5	Murray at Santa Rosa	12
6	Broad at Higuera	9
6	Broad at Orcutt	9
6	Chorro at Pismo	9
6	Higuera at Santa Rosa	9
6	Montalban at Santa Rosa	9

TOP COLLISION INTERSECTIONS 2003

Rank	Location	Number of Collisions
1	Broad at Marsh	11
1	Madonna at Pereira	11
2	Broad at Orcutt	10
2	Foothill at Santa Rosa	10
2	Monterey at Santa Rosa	10
3	Higuera at Santa Rosa	9
4	Higuera at South	8
4	Laurel at Orcutt	8
4	Los Osos Valley at Madonna	8
4	Marsh at Santa Rosa	8

CAUSE OF INJURY COLLISIONS 2004

Number of Collisions	Cause	% of Total
117	Failure to Yield	35.6%
52	Unsafe Speed	15.8%
23	Stop Sign / Signal Light	7%
22	Improper Turning	6.7%
21	Other Improper Driving	6.4%
19	DUI	5.8%
15	Unknown	4.6%
14	Following Too Closely	4.3%
10	Unsafe Starting	3%
7	Wrong side of the road	2.1%

CAUSE OF INJURY COLLISIONS 2003

Number of Collisions	Cause	% of Total
115	Failure to yield	41.3%
65	Unsafe Speed	23.3%
22	Improper Turning	7.9%
17	DUI	6.1%
15	Other Improper Driving	5.3%
13	Wrong side of the road	4.6%
9	Pedestrian Right-of-way	3.2%
8	Unsafe Lane Change	2.8%
7	Following Too Closely	2.5%
7	Unsafe Backing	2.5%