

2005 annual traffic safety report



Traffic Engineering Division, Department of Public Works
November 2006

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a message from the deputy director

Welcome to the 5th 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 increased collision totals, attributed largely to an influx of construction within City right-of-way, we have seen a reduction in total collisions in 2005 that was about 10% lower than recorded collisions in 2004. That number is still down, about 13%, from collision totals recorded in the first year (for calendar year 2001) of the traffic safety program. In addition to total collisions being down, injury collisions (what we use as our benchmark) also declined by approximately 10% from 2004. This number was approximately 8% down from collision totals recorded in the first year of the traffic safety program.

The total number of fatality collisions in any given year is usually very random and this was again the case in 2005 when the City experienced another high year in total fatalities (3). This was slightly above our annual average of two fatalities per year experienced between 1999 and 2004 but was less than the previous year when the City experienced four fatalities. A tragic fatality occurred on Halloween night in 2005 when a child was struck and killed while crossing South Street at King Street. The incident prompted the City, Caltrans and the community to form a special focus group to discuss the corridor and make recommendations to the Council and Caltrans for improvements.

The 2005 Traffic Safety Report again looks at bicycle and pedestrian collisions and tracks 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 continues to be the case for the City with pedestrian collisions down 36% from 2004 totals and bicycle collisions up by 10%.

As in previous Traffic Safety Reports, staff reviewed the high collision rate intersections and segment locations and recommends mitigation as contained in this report. It's through programs such as this as well as 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, Brian Wheeler 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.

I would also like to give special thanks to the men and women of our Police Department Traffic division who have spent significant time and energy in the last four years providing the necessary education, enforcement and reporting to help the City's efforts in improving traffic safety for our community.

Timothy Scott Bochum, P.E.

Deputy Director of Public Works

executive summary

Annual Traffic Safety Report - 2005

In January 2002, the City initiated its first comprehensive Traffic Safety Program aimed at reducing collisions at the highest collision locations in the City. The 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 2005 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.

Since the City initiated the Traffic Safety report in 2002, traffic collisions have been on a downward trend, with the exception of 2004 in which the City experienced a spike in accidents due in part to an influx of construction within the City right-of-way, namely the Foothill Bridge closure, substantial new construction in the downtown, and seismic retrofits in the downtown. In 2005, the number of reported collisions dropped and was the second lowest in the five years of the safety program.

Injury collisions were also down 10% in 2005 (285) as compared to 2004 (315). Injury collisions as a percentage of all collisions have historically been on the rise by about 5 to 6% per year. However in 2005 the City experienced the lowest number of injury collisions since the safety program was initiated in 2002.

The number of fatality collisions in any given year is usually very random and this was again the case in 2005. There were three (3) fatalities in 2005 which was one less than 2004 but three (3) more 2003 total of zero (0) fatalities.

Intersection collisions generally declined from 2001 thru 2005, however in 2004 intersection collisions increased primarily a due to an influx of construction within City right-of-way.

The 2005 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 sporadic from a location and occurrence perspective. This continued to be the case for the City with pedestrian collisions down -36% from 2004 totals and bicycle collisions up 10%.

section 1

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 2005 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. Mitigation measures for these sub-categories will be implemented in as projects are designed and funding becomes available.

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 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:

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

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 both the bicycle or pedestrian with that of vehicles at a given location.

section 3

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.

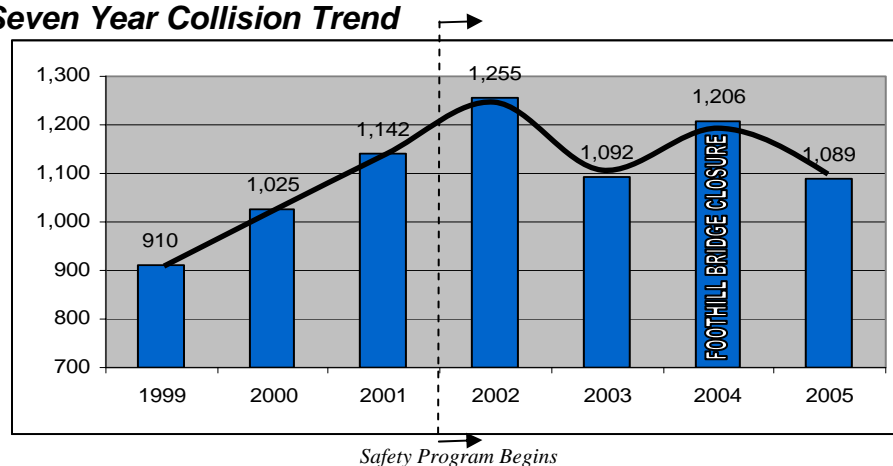
Table 3.1 - City-wide Annual Collision Data

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
2005	693	-5.20	1,089	-9.70

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 - Seven 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 -10%.

The previous calendar year, 2004, 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
2005	285	-9.52	26.17	3	-25

In addition to total collisions being down in 2005, injury collisions were also down by - 10% in 2005 (285) as compared to 2004 (315). This number is also lower than the previous three year period from 2002 through 2004. Injury collisions as a percentage of total collisions (as seen in Figure 3.3), has remained somewhat static since 2004. The total number of injury collisions in 2005 is lower than the average period (2002 through 2004). The number of injury collisions during 2002 thorough 2004 has remained consistently near the 310/year mark; however 2005 had the lowest number of injury collisions since the traffic safety program was initiated.

Figure 3.2 - Seven Year Injury Collision Trend

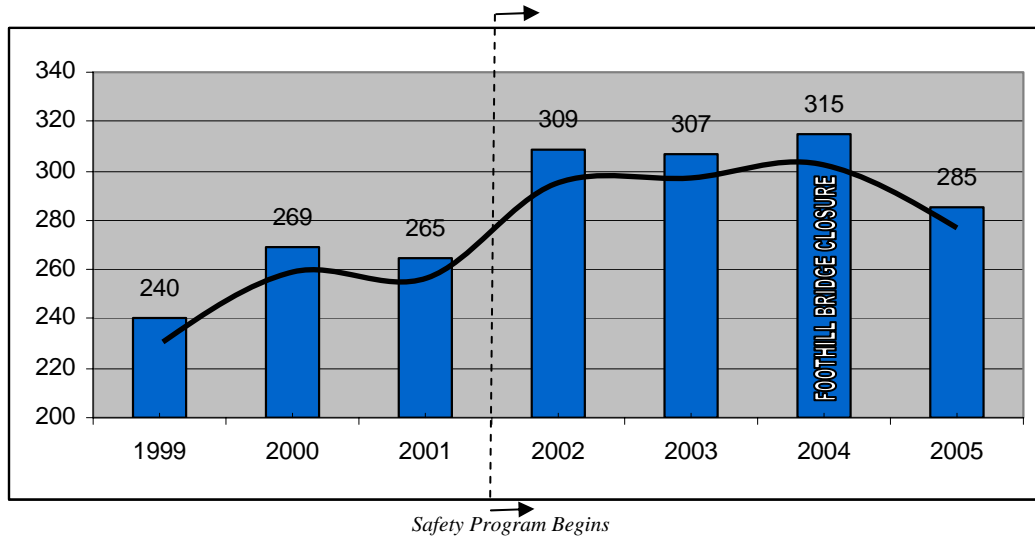
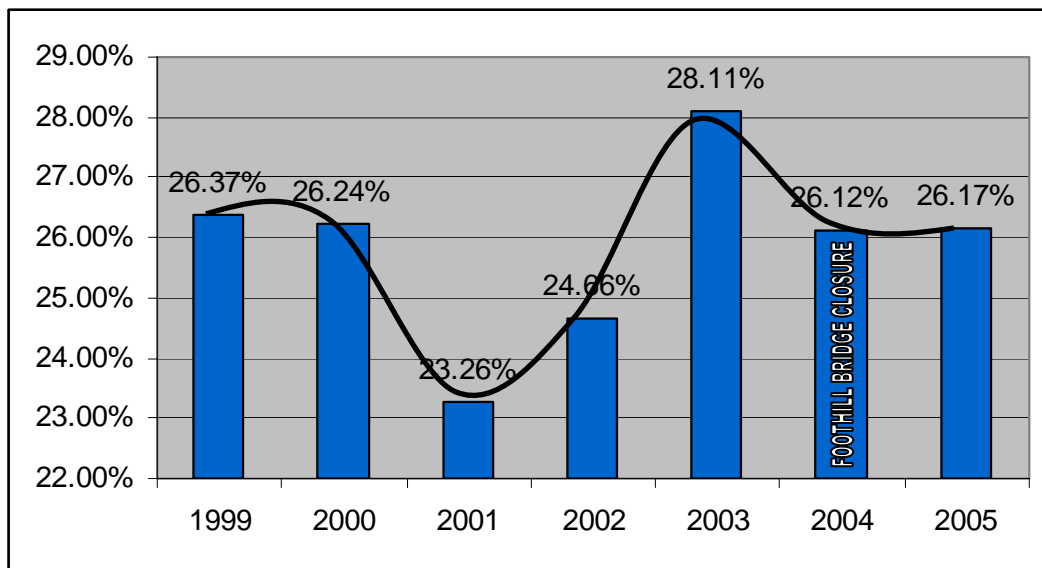


Figure 3.3 - Injury Collisions as Percent of Total Collisions



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 & 2005 when the City experienced a sharp increase in the total fatalities (4) in 2004 & (3) in 2005 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.

Three fatalities were reported in 2005 within City limits. Of the 3 fatalities, 2 occurred on State Highways which is under State (Caltrans) jurisdiction, one of which was related to not yielding the right-of-way from a stop and the other involved a child on Halloween night. The other fatality which occurred within the City's jurisdiction was related to "driving while under the influence" (DUI).

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

2005 Fatalities			
	Fatalities	Population (Thousands)	Rate Per 100,000 Population
Nationally*	33,134	296,410	11.18
State Wide	4,094	36,132	11.32
City of San Luis Obispo	3	44	6.82
2005 Injuries			
	Injuries	Population (Thousands)	Rate Per 100,000 Population
Nationally*	2,594,000	296,410	875.14
State Wide*	302,357	36,132	836.81
City of San Luis Obispo	362	44	822.72

* National and State Statistics are from 2004 because 2005 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, 2005

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 2005 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 2005 economic costs in collisions for the City using annual cost estimates.

Table 3.5 - Comprehensive Costs, 2005

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, 2001-2005 Traffic Collisions

Year	Collision Type						Total Dollar Loss
	Death Cost ^(a)	Non-incapacitating Injury Cost ^(a)	Property Damage Only 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
2005	3	\$3,270,000	285	\$4,902,000	804	\$4,984,800	\$13,156,800

(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 26 total pedestrian related collisions reported in 2005, 36% lower than the previous 12 month period. Table 4.1 indicates the reported pedestrian related collision history of the City.

Table 4.1 – 1999-2005 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%
2005	26	-36%

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 three primary factors contributing to pedestrian collisions in 2005 were motorist violating the right-of-way to pedestrians in a crosswalk, pedestrians crossing outside of a crosswalk at a mid-block location, and motorists watching on-coming traffic while turning right against a pedestrian. The following tables lists the various types of pedestrian related collisions as detailed in Police Reports.

Table 4.2 – 2005 Pedestrian Collisions by Type, Location, & Fault

Pedestrian Collision Type	# Cases	% of Total	Severity		
			Injury	Fatal	PDO
In X-Walk - Motorist Right of Way Violation	6	23%	5	1	0
In Road – Crossing Midblock	5	19%	5	0	0
In X-Walk - Motorist Right Turn in Front of Ped.	4	15%	4	0	0
In X-Walk - Motorist Right Turn Facing Ped.	3	11%	3	0	0
In Road - Not Crossing	2	8%	2	0	0
In Road - At Parked Vehicle	2	8%	2	0	0
In X-Walk - Motorist Left Turn in Front of Ped.	2	8%	2	0	0
In X-Walk - Midblock	1	4%	1	0	0
Other	1	4%	1	0	0
Total:	26	100%	25	1	0

Pedestrian Collision Location	2002		2003		2004		2005	
	#	%	#	%	#	%	#	%
Signal	14	34%	6	25%	13	32%	8	31%
Out of Crosswalk - Midblock	13	32%	7	29%	9	22%	7	27%
Uncontrolled - Unmarked Crosswalk Major/Collector	0	0%	0	0%	1	2%	1	4%
Uncontrolled - Unmarked Crosswalk Local	0	0%	0	0%	0	0%	1	4%
Uncontrolled - Marked	3	7%	0	0%	1	2%	1	4%
Not in Road (Sidewalk)	2	5%	0	0%	5	12%	0	0%
In Road (not crossing)	2	5%	3	12%	7	18%	3	11%
Stop - Marked Crosswalk	3	7%	4	17%	3	7%	2	8%
Stop - Unmarked Crosswalk	4	10%	4	17%	2	5%	3	11%
Total:	41	100%	24	100%	41	100%	26	100%

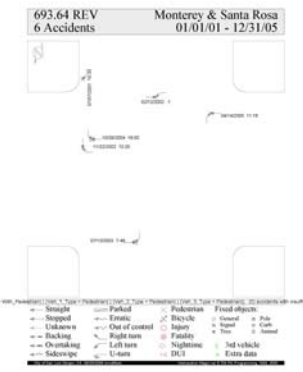
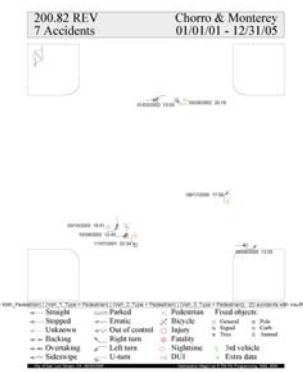
Party at Fault	2002		2003		2004		2005	
	#	%	#	%	#	%	#	%
Pedestrian	12	29%	8	33%	15	37%	11	42%
Driver	29	71%	16	67%	26	63%	15	58%
Total:	41	100%	24	100%	41	100%	26	100%

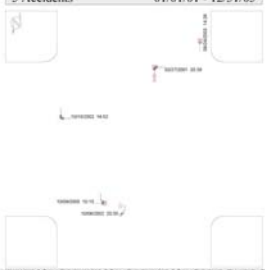
Source: City of San Luis Traffic Collision Database

Variations in yearly pedestrian related collisions are to be expected. While this report is intended to evaluate and analyze collision trends in 2006, 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 2006 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

**Only three intersections in 2005 had 3 or more collisions for a previous five year collision history*

 <p>693.64 REV 6 Accidents Monterey & Santa Rosa 01/01/01 - 12/31/05</p>	<p>Location Ranking: 1</p> <p>Monterey Street at Santa Rosa Street</p> <p>REV: 693.64</p>	<p>PATTERN: Pedestrian Vs. Auto</p> <p>RECOMMENDATION: Permissive / protected Left turn phasing installed Fall 2006. Investigate installing Pedestrian countdown heads and increased enforcement.</p> <p>ACTION: Continue to monitor in 2006</p>
 <p>200.82 REV 7 Accidents Chorro & Monterey 01/01/01 - 12/31/05</p>	<p>Location Ranking: 2</p> <p>Monterey Street at Chorro Street</p> <p>REV: 200.82</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Pedestrian signal indications installed Fall 2006.</p> <p>ACTION: Continue to monitor in 2006.</p>

<p>53.02 REV 5 Accidents</p> <p>Chorro & Higuera 01/01/01 - 12/31/05</p>  <p>REV: 53.02</p>	<p>Location Ranking: 3</p> <p>Higuera Street at Chorro Street</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: High volume of pedestrian activity, Improve pedestrian crossing delineation.</p> <p>ACTION: Install painted crosswalks at intersection, Continue to monitor in 2006.</p>
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4.2 Bicycle Collisions

In general bicycle collisions have been on an upward trend over the past six years, in 2005 bicycle collisions were up. There were 55 total bicycle related collisions reported in 2005, 10% higher than the previous 12 month period and 2% higher than collisions reported in 2002.

Table 4.4 – 1999-2005 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%
2005	55	+10%

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 2005. In general the majority of factors contributing to bicycle collisions in 2005 were motorists turning right in front of cyclists and cyclists riding out from driveways.

Table 4.5 – 2005 Bicycle Collision by Type & Fault

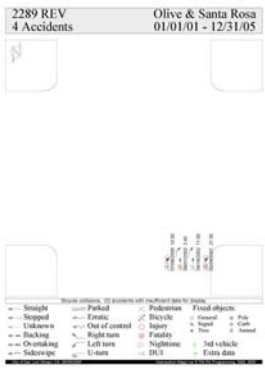
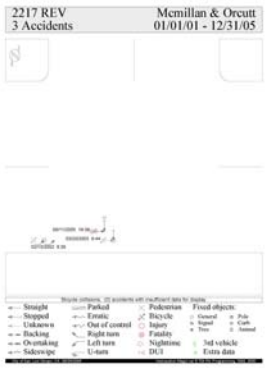
Collision Type	Number of Cases	% of Total	Cyclist's Position		Severity		
			Sidewalk	Road	Injury	Fatal	PDO
Motorist Right Turn - In Front of Cyclist	15	26%	0	15	15	0	0
Ride Out From Lane or Driveway	6	11%	6	0	6	0	0
Cyclist Lost Control	5	9%	0	5	4	0	1
Motorist Left Turn - Facing Cyclist	4	7%	0	4	4	0	0
Drive Out At Controlled Intersection	4	7%	0	4	4	0	0
Ride Out At Controlled Intersection	3	5%	3	0	3	0	0
Wrong Way Cyclist	3	5%	0	3	3	0	0
Cyclist Right Turn In Front Of Motorist	2	4%	0	2	2	0	0
Motorist Overtaking - Failed to Detect	2	4%	0	2	2	0	0
Motorist Left Turn - In Front of Cyclist	2	4%	0	2	2	0	0
Wrong Way Motorist	2	4%	0	2	2	0	0
Other (Not classifiable)	2	4%	0	2	2	0	0
Motorist Overtaking - Misjudged Passing Space	2	4%	0	2	2	0	0
Drive Out At Uncontrolled Intersection	1	2%	0	1	1	0	0
Ride Out At Uncontrolled Intersection	1	2%	0	1	1	0	0
Motorist Overtaking – Bike Lane Obstruction	1	2%	0	1	1	0	0
	55	100%	9	46	54	0	1

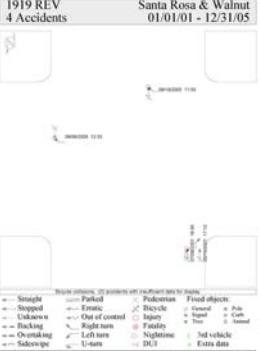
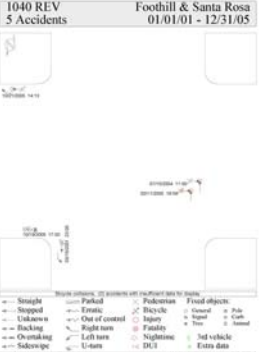
Source: City of San Luis Traffic Collision Database

Party at Fault	2002		2003		2004		2005	
	Cyclist	12	29%	8	33%	15	37%	28
Driver	29	71%	16	67%	26	63%	27	49%
Total:	41	100%	24	100%	24	100%	55	100%

The method for evaluating for bicycle collision locations identifies all locations where at least one bicycle collision has occurred in 2005 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

	<p>Location Ranking: 1</p> <p>Olive Street at Santa Rosa Street</p> <p>REV: 2289</p>	<p>PATTERN: Motorist Right Turn In Front of Cyclist</p> <p>RECOMMENDATION: Foothill bridge closure thru 3rd quarter 2005. Intersection under Caltrans Jurisdiction. Investigate Improving advance warning for motorists such as (R4-4) “Begin Right Turn Lane Yield to Bikes” warning sign.</p> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
	<p>Location Ranking: 2</p> <p>Mcmillan Avenue at Orcutt Road</p> <p>REV: 2217</p>	<p>PATTERN: EB Cyclists riding on north sidewalk</p> <p>RECOMMENDATION: Install bike lanes on south side of street to provide improved EB bicycle access.</p> <p>ACTION: Install Class II Bike lane on south side of Orcutt Road as part of Orcutt Road widening. Construction is tentatively scheduled for 4th Quarter of 2007.</p>

<p>1919 REV 4 Accidents Santa Rosa & Walnut 01/01/01 - 12/31/05</p>  <p>Legend: Straight, Stopped, Unknown, Backing, Overtaking, Subversive, Parked, Erratic, Out of control, Right turn, Left turn, U-turn, Pedestrian, Bicycle, General, Tractor, Nighttime, DUI, Fixed objects, Guard, Tree, Extra data</p>	<p>Location Ranking: 3</p> <p>Santa Rosa Street at Walnut Street</p> <p>REV: 1919</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Intersection under Caltrans Jurisdiction. None.</p> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
<p>1040 REV 5 Accidents Foothill & Santa Rosa 01/01/01 - 12/31/05</p>  <p>Legend: Straight, Stopped, Unknown, Backing, Overtaking, Subversive, Parked, Erratic, Out of control, Right turn, Left turn, U-turn, Pedestrian, Bicycle, General, Tractor, Nighttime, DUI, Fixed objects, Guard, Tree, Extra data</p>	<p>Location Ranking: 4</p> <p>Foothill Boulevard at Santa Rosa Street</p> <p>REV: 1040</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Intersection under Caltrans Jurisdiction. None. Bike lane & right turn lane reconfigured 2nd quarter 2006.</p> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>

<p>1026 REV 3 Accidents</p> <p>Montalban & Santa Rosa 01/01/01 - 12/31/05</p> <p>Montalban St Santa Rosa St</p> <p>Right turn Left turn</p> <p>Legend:</p> <ul style="list-style-type: none"> — Straight — Stopped — Unknown — Backing — Overtaking — Submerge — Parked — Frontal — Out of control — Left turn — U-turn — Pedestrian — Bicycle — Fatality — Nighttime — Hit vehicle — Extra data 	<p>Location Ranking: 5</p> <p>Montalban Street at Santa Rosa Street</p> <p>REV: 1026</p>	<p>PATTERN: Motorist Right Turn in front of cyclist at Union 76 Driveway</p> <p>RECOMMENDATION: Intersection under Caltrans jurisdiction. Investigate motorist and bicyclist warning devices.</p> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
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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.

As of December 2005 seventeen streets had entered into the Neighborhood Traffic Management Program. Because so many streets are requesting NTM projects for their neighborhoods the City Traffic Engineer developed a method for prioritizing NTM projects. The criteria includes traffic speeds, volume, presence or absence of continuous sidewalks, bicycle facilities, collisions, and presence of schools or other activity centers. The table below outlines the NTM actions implemented in 2005.

Table 5.1 - 2005 NTM Requests and Status

Street	Status
Del Rio Avenue @ Diablo Drive	All-way stop sign installed by neighborhood petition.
Augusta Street	Additional school signage was installed. Traffic counts were conducted. Speed trailer was placed on the street to display vehicle speeds.
Madonna Road	Two speed tables were installed. Before and after traffic counts demonstrated an average 6 mph speed reduction.
Chorro	Traffic counts were conducted in 10 locations after centerline and edge lines were installed and during the Foothill bridge closure. Additional traffic counts were taken after Foothill bridge was completed. Speed trailer was placed on the street to display vehicle speeds.
Oceanaire Drive Neighborhood	A cut through traffic study was performed. Speed trailer was placed on the street to display vehicle speeds.
Ella Street	Speed trailer was placed on the street to display vehicle speeds.
Johnson Avenue	Design for traffic signal at Ella Street began. Speed trailer was placed on the street to display vehicle speeds.
Pismo Street	Speed trailer was placed on the street to display vehicle speeds.
Grove Street Neighborhood	Traffic counts were taken on Grove. Stop signs were installed at 3 intersections that did not have stop control: Grove/Hillcrest, Hillcrest/Park, Park/Wilson. Speed trailer was placed on the street to display vehicle speeds.
Islay Street	Traffic counts were conducted.
Patricia Drive	After curb extensions and a centerline stripe were added through a 2004 NTM project, traffic counts demonstrated a speed reduction of 3 mph.

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 2005:

Sight Distance Improvements	
Jeffrey & Highland	Removed parking per sight distance survey
LOVR near BMW dealership	Removed parking per sight distance survey
Buena Vista @ Garfield & Monterey	Trimmed tree per sight distance survey
Ramona & Broad	Trimmed tree per sight distance survey
Tank Farm & Poinsettia	Trimmed tree per sight distance survey
Mill & Pepper	Trimmed tree per sight distance survey
Chorro & Pismo	Installed "X-Traffic Does Not Stop" signing & extended no parking zone
Morro & Pacific	Installed "X-Traffic Does Not Stop" signing & trimmed tree per sight distance survey
Santa Rosa & Pacific	Trimmed tree per sight distance survey
Long St.	Removed parking per sight distance survey
Elks Ln.	Removed parking per sight distance survey
Osos St. & Amtrak Station	Removed parking per sight distance survey
Signing & Striping Configuration Improvements	
Johnson & San Luis Dr.	Installed advance curve warning signs & relocated stop bar location
Grove & Hillcrest	Installed stop control
Hillcrest & Park	Installed stop control
Park & Wilson	Installed stop control
Diablo & Del Rio	Installed stop control
Henderson & Abbot	Installed centerline striping
LOVR & Madonna	Installed left turn lane extensions thru intersection
Laurel & Orcutt	Installed modified stop control
Roadway Improvements	
LOVR & Garcia	Installed median for left turn restrictions exiting Garcia & Duvall Rnch. road
Madonna & Tonini	Installed speed tables / raised crosswalks
LOVR Frontage Rd. & Froom Ranch.	Extended Frontage road to Froom Rnch. Signal.
Pedestrian & Bicycle Improvements	
Ramona & Broad	Installed In-Roadway Crosswalk Lighting
Santa Rosa & Marsh	Bike Lane Striping Reconfiguration
Augusta & San Marcos	Installed advance school warning signing
Traffic Signal Improvements	
LOVR & Froom Ranch.	Upgraded and modified signal timing and operations

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

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

	<p>Intersection Ranking: 1</p> <p>Monterey Street at Santa Rosa Street</p> <p>Rate: 1.41 / MEV</p>	<p>PATTERN: Intersection Left Turns, Red Light Violations</p> <hr/> <p>RECOMMENDATION: Protected / permissive left turn phasing, timing and coordination update installed April 2006.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
	<p>Intersection Ranking: 2</p> <p>Marsh Street at Santa Rosa Street</p> <p>Rate: 1.32 / MEV</p>	<p>PATTERN: EB & SB Red Light Violations</p> <hr/> <p>RECOMMENDATION: Improve traffic signal indications visibility. Interim signal head upgrades to be installed October 2006.</p> <hr/> <p>ACTION: Install mast arm and additional indications. Construction was originally bid with Broad & Pacific signal installation, however due to lack of funding; improvements are on hold until additional funding is identified. Continue to monitor in 2006.</p>

<p>1.25 / MEV 8 Accidents Chorro & Higuera 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 3</p> <p>Chorro Street at Higuera Street</p> <p>Rate: 1.25 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
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<p>1.04 / MEV 6 Accidents 101 N/b Off Ramp & Grand 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 4</p> <p>Hwy 101 NB Off at Grand Avenue</p> <p>Rate: 1.04 / MEV</p>	<p>PATTERN: Intersection Left Turns</p> <hr/> <p>RECOMMENDATION: Intersection under Caltrans Jurisdiction. All Way Stop control currently being evaluated by CalTrans.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
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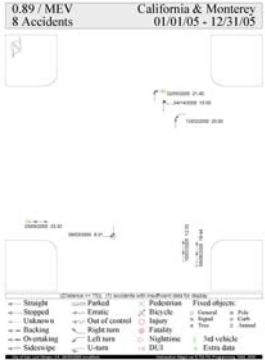
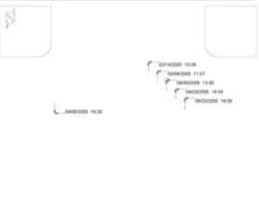

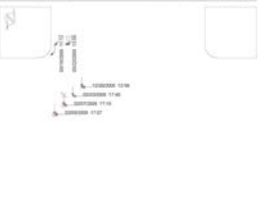
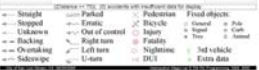
 <p>0.89 / MEV 8 Accidents</p> <p>California & Monterey 01/01/05 - 12/31/05</p> <p>California Boulevard at Monterey Street</p> <p>Rate: 0.89 / MEV</p> <p>Legend:</p> <ul style="list-style-type: none"> — Straight — Stopped — Unknown — Backing — Overtaking — Subscript — Failed — Out of control — Right turn — Left turn — U-turn — Pedestrian — Bicycle — Injury — Fatality — Nighttime — DUI — Entry data — Fixed objects — Guard — Sign — Canal — 3rd vehicle — Extra data 	<p>Intersection Ranking: 5</p> <p>California Boulevard at Monterey Street</p> <p>Rate: 0.89 / MEV</p>	<p>PATTERN: Red Light Violations</p> <p>RECOMMENDATION: Reviewed signal head visibility and clearance interval timing. Increased traffic possibly from splash café renovation.</p> <p>ACTION: Signal head visibility and clearance timing adequate, continue to monitor in 2006.</p>
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Table 6.2 - Recommendations for Intersections Involving Arterial/Collector Streets

<p>2.59 / MEV 6 Accidents Chorro & Pismo 01/01/05 - 12/31/05</p>  	<p>Intersection Ranking: 1</p> <p>Chorro Street at Pismo Street</p> <p>Rate: 2.59 / MEV</p>	<p>PATTERN: NB Vs. WB Thru, Right Angles</p> <hr/> <p>RECOMMENDATION: All-way stop warrant conducted, Collision warrants met.</p> <hr/> <p>ACTION: Install all-way stop control. Continue to monitor in 2006.</p>
<p>1.23 / MEV 6 Accidents Pismo & Santa Rosa 01/01/05 - 12/31/05</p>  	<p>Intersection Ranking: 2</p> <p>Pismo Street at Santa Rosa Street</p> <p>Rate: 1.23 / MEV</p>	<p>PATTERN: SB Right Vs. SB Right, & SB Thru Vs. WB Thru</p> <hr/> <p>RECOMMENDATION: Improve delineation for right turn movements.</p> <hr/> <p>ACTION: Remove additional parking space. Install right turn signing and striping as per MUTCD. Continue to monitor in 2006.</p>

<p>0.88 / MEV 8 Accidents Palm & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 3</p> <p>Palm Street & Santa Rosa Street</p> <p>Rate: 0.88 / MEV</p>	<p>PATTERN: Intersection Rear ends</p> <hr/> <p>RECOMMENDATION: Construction during first quarter of 2005. Permissive left turn operations upgraded to protected/permissive left turn phasing & corridor coordination upgraded in April of 2006</p> <hr/> <p>ACTION: Upgrade complete. Continue to monitor in 2006.</p>
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<p>0.85 / MEV 3 Accidents Grand & Mill 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 4</p> <p>Grand Avenue & Mill Street</p> <p>Rate: 0.85 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
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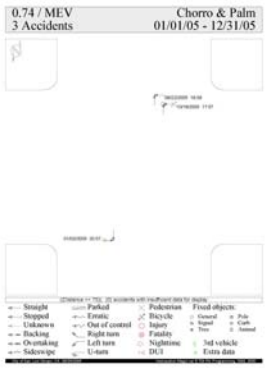

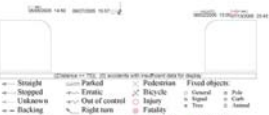


<p>0.74 / MEV 3 Accidents</p> <p>Chorro & Palm 01.01.05 - 12/31/05</p>  <p>Legend:</p> <ul style="list-style-type: none"> — Straight — Slipped — Backing — Overtaking — Subversion — Parked — Traffic — Out of control — Right turn — Left turn — U-turn — Pedestrian — Bicycle — Injury — Fatality — Nighttime — DUI — Fixed object — Animal — Van — Truck — 3rd vehicle — Extra Data 	<p>Intersection Ranking: 5</p> <p>Chorro Street at Palm Street</p> <p>Estimated Rate: 0.74 / MEV</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Ah Louis store corner under construction during 2005.</p> <p>ACTION: Continue to monitor in 2006.</p>
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Table 6.3 - Recommendations for Intersections Involving Arterial/Local Streets

<p>2.76 / MEV 9 Accidents Monterey & Osos 01/01/05 - 12/31/05</p>   <p>Legend: <input type="checkbox"/> Straight <input type="checkbox"/> Strapped <input type="checkbox"/> Unknown <input type="checkbox"/> Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Subversive <input type="checkbox"/> Parked <input type="checkbox"/> Driveway <input type="checkbox"/> Out of control <input type="checkbox"/> Right turn <input type="checkbox"/> Left turn <input type="checkbox"/> U-turn <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bicycle <input type="checkbox"/> Injury <input type="checkbox"/> Fatality <input type="checkbox"/> Nighttime <input type="checkbox"/> DUI <input type="checkbox"/> Extra data <input type="checkbox"/> Fixed object <input type="checkbox"/> Other <input type="checkbox"/> Tree <input type="checkbox"/> Animal</p>	<p>Intersection Ranking: 1</p> <p>Monterey Street at Osos Street</p> <p>Rate: 2.67 / MEV</p>	<p>PATTERN: Parking Maneuvers</p> <p>RECOMMENDATION: Construction for Court Street. Parking stalls lengths are smaller than City Standards. Increase parking stall lengths on SEC.</p> <p>ACTION: Increase length of parking stalls on SE corner per SLO City Engr. Std. 7410. Continue to monitor in 2006.</p>
<p>2.02 / MEV 5 Accidents Higuera & Toro 01/01/05 - 12/31/05</p>   <p>Legend: <input type="checkbox"/> Straight <input type="checkbox"/> Strapped <input type="checkbox"/> Unknown <input type="checkbox"/> Backing <input type="checkbox"/> Overtaking <input type="checkbox"/> Subversive <input type="checkbox"/> Parked <input type="checkbox"/> Driveway <input type="checkbox"/> Out of control <input type="checkbox"/> Right turn <input type="checkbox"/> Left turn <input type="checkbox"/> U-turn <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bicycle <input type="checkbox"/> Injury <input type="checkbox"/> Fatality <input type="checkbox"/> Nighttime <input type="checkbox"/> DUI <input type="checkbox"/> Extra data <input type="checkbox"/> Fixed object <input type="checkbox"/> Other <input type="checkbox"/> Tree <input type="checkbox"/> Animal</p>	<p>Intersection Ranking: 2</p> <p>Higuera Street at Toro Street</p> <p>Rate: 2.02 / MEV</p>	<p>PATTERN: NB & SB Thru Vs. WB Thru</p> <p>RECOMMENDATION: Adequate stopping sight distance constrained by on street parking.</p> <p>ACTION: Extend restricted parking zone on Higuera. Continue to monitor in 2006.</p>

	<p>Intersection Ranking: 3</p> <p>Osos Street & Pacific Street</p> <p>Estimated Rate: 1.68 / MEV</p>	<p>PATTERN: Right Angle</p> <hr/> <p>RECOMMENDATION: Pavement texture bulbouts installed and stop bars moved forward in June of 2006.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
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	<p>Intersection Ranking: 4</p> <p>Marsh Street & Nipomo Street</p> <p>Estimated Rate: 1.01 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None</p> <hr/> <p>ACTION: Continue to Monitor in 2006.</p>
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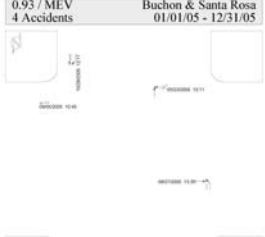
<p>0.93 / MEV 4 Accidents Buchon & Santa Rosa 01/01/05 - 12/31/05</p>  <p>Legend:</p> <table border="0"> <tr> <td>— Straight</td> <td>— Parked</td> <td>— Pedestrian</td> <td>— Fixed object</td> </tr> <tr> <td>— Slipped</td> <td>— Tractor</td> <td>— Bicycle</td> <td>— Animal</td> </tr> <tr> <td>— Unknown</td> <td>— Out of control</td> <td>— Injury</td> <td>— Car</td> </tr> <tr> <td>— Backing</td> <td>— Right turn</td> <td>— Fatality</td> <td>— Truck</td> </tr> <tr> <td>— Overtaking</td> <td>— Left turn</td> <td>— Nighttime</td> <td>— 3rd vehicle</td> </tr> <tr> <td>— Subsequent</td> <td>— U-turn</td> <td>— DUI</td> <td>— Extra Data</td> </tr> </table>	— Straight	— Parked	— Pedestrian	— Fixed object	— Slipped	— Tractor	— Bicycle	— Animal	— Unknown	— Out of control	— Injury	— Car	— Backing	— Right turn	— Fatality	— Truck	— Overtaking	— Left turn	— Nighttime	— 3rd vehicle	— Subsequent	— U-turn	— DUI	— Extra Data	<p>Intersection Ranking: 5</p> <p>Buchon Street & Santa Rosa Street</p> <p>Rate: .93 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
— Straight	— Parked	— Pedestrian	— Fixed object																							
— Slipped	— Tractor	— Bicycle	— Animal																							
— Unknown	— Out of control	— Injury	— Car																							
— Backing	— Right turn	— Fatality	— Truck																							
— Overtaking	— Left turn	— Nighttime	— 3rd vehicle																							
— Subsequent	— U-turn	— DUI	— Extra Data																							

Table 6.4 - Recommendations for Intersections Involving Collector/Collector Streets

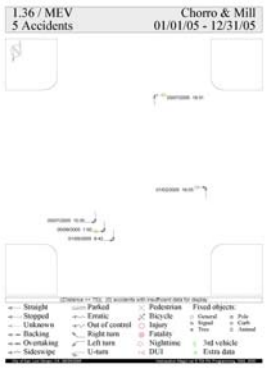
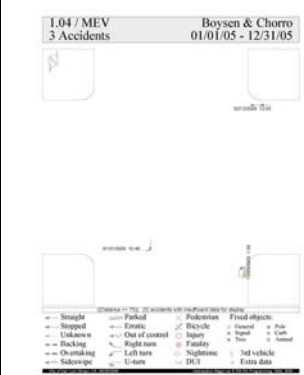
	<p>Intersection Ranking: 1</p> <p>Chorro Street at Mill Street</p> <p>Estimated Rate: 1.36 / MEV</p>	<p>PATTERN: Right Angle</p> <hr/> <p>RECOMMENDATION: Improve intersection control signing.</p> <hr/> <p>ACTION: Install W4-4p “Cross Traffic Does Not Stop” signing. Continue to monitor in 2006.</p>
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Table 6.5 - Recommendations for Intersections Involving Collector/Local Streets

<p>4 Accidents Pismo & Walker 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 1</p> <p>Pismo Street at Walker Street</p> <p>Estimated Rate: 3.57 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
<p>3.56 / MEV 6 Accidents Morro & Pismo 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 2</p> <p>Morro Street at Pismo Street</p> <p>Estimated Rate: 3.56 / MEV</p>	<p>PATTERN: Right Angle From #1 Lane</p> <hr/> <p>RECOMMENDATION: Adequate stopping sight distance constrained by on street parking, improve intersection sight distance.</p> <hr/> <p>ACTION: Extend restricted parking zone on Pismo Street. Continue to monitor in 2006.</p>

	<p>Intersection Ranking: 3</p> <p>Mill Street at Toro Street</p> <p>Estimated Rate: 2.21 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <p>RECOMMENDATION: None.</p> <p>ACTION: Continue to monitor in 2006.</p>
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	<p>Intersection Ranking: 2</p> <p>Chorro Street at Peach Street</p> <p>Estimated Rate: 1.50 / MEV</p>	<p>PATTERN: Right Angle</p> <p>RECOMMENDATION: Sight distance constraint by adjacent trees/shrubbery & power pole. Collision warrant satisfied for all-way stop control. Improve intersection stopping sight distance, if collision pattern persists pursues relocation of power pole.</p> <p>ACTION: Issue order to have adjacent trees and shrubbery trimmed back. Continue to monitor in 2006.</p>
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Intersection Ranking: 2

Boysen Street at Chorro Street

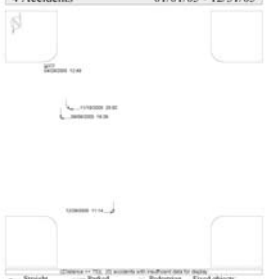
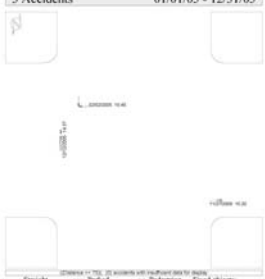
**Estimated Rate:
1.04 / MEV**

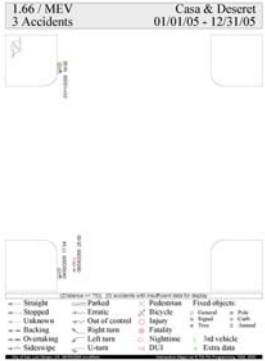
PATTERN: No Discernable Pattern

RECOMMENDATION: None.

ACTION: Continue to monitor in 2006.

Table 6.6 - Recommendations for Intersections Involving Local/Local Streets

<p>5.48 / MEV 4 Accidents Beach & Pacific 01/01/05 - 12/31/05</p>  <p>Legend: Straight, Strapped, Unknown, Backing, Overtaking, Salvage, Parked, Erratic, Out of control, Right turn, Left turn, Turn, Pedestrian, Bicycle, Injury, Fatality, Nighttime, DUI, Fixed object, Other, Van, Truck, Other</p>	<p>Intersection Ranking: 1</p> <p>Beach Street at Pacific Street</p> <p>Estimated Rate: 5.48 / MEV</p>	<p>PATTERN: Right Angle</p> <p>RECOMMENDATION: Adequate stopping sight distance constrained by on street parking, improve intersection sight distance. All-way stop control warrants not satisfied.</p> <p>ACTION: Extend restricted parking zone on Pacific Street. Continue to monitor in 2006.</p>
<p>2.17 / MEV 3 Accidents Broad & Peach 01/01/05 - 12/31/05</p>  <p>Legend: Straight, Strapped, Unknown, Backing, Overtaking, Salvage, Parked, Erratic, Out of control, Right turn, Left turn, Turn, Pedestrian, Bicycle, Injury, Fatality, Nighttime, DUI, Fixed object, Other, Van, Truck, Other</p>	<p>Intersection Ranking: 2</p> <p>Broad Street at Peach Street</p> <p>Estimated Rate: 2.17 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <p>RECOMMENDATION: None</p> <p>ACTION: Continue to monitor in 2006.</p>

 <p>1.66 / MEV 3 Accidents</p> <p>Casa & Deseret 01/01/05 - 12/31/05</p> <p>Estimated Rate: 1.66 / MEV</p>	<p>Intersection Ranking: 3</p> <p>Casa Street at Deseret Street</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
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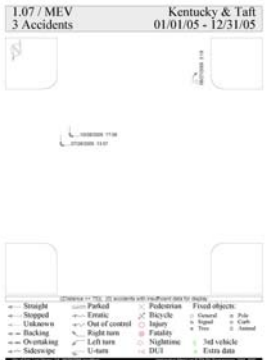



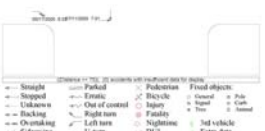
 <p>1.07 / MEV 3 Accidents</p> <p>Kentucky & Taft 01/01/05 - 12/31/05</p> <p>Estimated Rate: 1.07 / MEV</p>	<p>Intersection Ranking: 4</p> <p>Kentucky Street at Taft Street</p>	<p>PATTERN: Right Angle</p> <hr/> <p>RECOMMENDATION: Physical sight distance restriction of vehicles exiting Hwy 101 SB, pattern may be exclusive to 2005.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
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Table 6.7 - Recommendations for Other Significant Intersections: 5+ Left Turn Collisions at Signalized Intersections

<p>0.89 / MEV 16 Accidents Foothill & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 1</p> <p>Foothill Boulevard at Santa Rosa Street</p> <p>Estimated Rate: .89 / MEV</p>	<p>PATTERN: SB Red Light Violation</p> <hr/> <p>RECOMMENDATION: Intersection under CalTrans Jurisdiction. Review signal head visibility, & advance warning signing.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
<p>0.77 / MEV 6 Accidents Broad & Marsh 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 2</p> <p>Broad Street at Marsh Street</p> <p>Estimated Rate: .77 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: None.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>

<p>0.75 / MEV 10 Accidents</p> <p>Broad & Tank Farm 01/01/05 - 12/31/05</p>   <p>Legend:</p> <ul style="list-style-type: none"> — Straight — Stopped — Unknown — Backing — Oncoming — Sidewalk — Parked — Erratic — Out of control — Right turn — Left turn — U-turn — Pedestrian — Bicycle — Injury — Fatality — Nighttime — DUI — Fixed object — Guard — Pole — Tree — Animal — Hit vehicle — Extra data 	<p>Intersection Ranking: 3</p> <p>Broad Street & Tank Farm Boulevard</p> <p>Estimated Rate: .75 / MEV</p>	<p>PATTERN: EB & WB Rearends</p> <p>RECOMMENDATION: Intersection under CalTrans jurisdiction. Review signal head visibility and advance warning signing.</p> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
<p>0.73 / MEV 5 Accidents</p> <p>Johnson & Marsh 01/01/05 - 12/31/05</p>   <p>Legend:</p> <ul style="list-style-type: none"> — Straight — Stopped — Unknown — Backing — Oncoming — Sidewalk — Parked — Erratic — Out of control — Right turn — Left turn — U-turn — Pedestrian — Bicycle — Injury — Fatality — Nighttime — DUI — Fixed object — Guard — Pole — Tree — Animal — Hit vehicle — Extra data 	<p>Intersection Ranking: 4</p> <p>Johnson Avenue & Marsh Street</p> <p>Estimated Rate: .73 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <p>RECOMMENDATION: Revise bicycle & edge line striping to be consistent with no right turn restriction.</p> <p>ACTION: Remove and re-stripe bicycle lane on EB approach. Continue to monitor in 2006.</p>

<p>0.73 / MEV 6 Accidents</p> <p>Johnson & San Luis 01/01/05 - 12/31/05</p> <p>Legend:</p> <table border="0"> <tr> <td>- Straight</td> <td>- Parked</td> <td>- Pedestrian</td> <td>- Fixed objects</td> </tr> <tr> <td>- Stopped</td> <td>- Evade</td> <td>- Driveway</td> <td>- Clear</td> </tr> <tr> <td>- Unknown</td> <td>- Out of control</td> <td>- Injury</td> <td>- Fatal</td> </tr> <tr> <td>- Backing</td> <td>- Right turn</td> <td>- Fatality</td> <td>- Fire</td> </tr> <tr> <td>- Overaking</td> <td>- Left turn</td> <td>- Nighttime</td> <td>- Mid-vehicle</td> </tr> <tr> <td>- Subways</td> <td>- U-turn</td> <td>- DUI</td> <td>- Data date</td> </tr> </table>	- Straight	- Parked	- Pedestrian	- Fixed objects	- Stopped	- Evade	- Driveway	- Clear	- Unknown	- Out of control	- Injury	- Fatal	- Backing	- Right turn	- Fatality	- Fire	- Overaking	- Left turn	- Nighttime	- Mid-vehicle	- Subways	- U-turn	- DUI	- Data date	<p>Intersection Ranking: 5</p> <p>Johnson Avenue & San Luis Drive</p> <p>Estimated Rate: .73 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: EB San Luis Dr. stop bars moved back for improved Johnson Ave. turning clearance in the first quarter of 2005. None.</p> <hr/> <p>ACTION: Continue to monitor in 2006.</p>
- Straight	- Parked	- Pedestrian	- Fixed objects																							
- Stopped	- Evade	- Driveway	- Clear																							
- Unknown	- Out of control	- Injury	- Fatal																							
- Backing	- Right turn	- Fatality	- Fire																							
- Overaking	- Left turn	- Nighttime	- Mid-vehicle																							
- Subways	- U-turn	- DUI	- Data date																							





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

<p>0.67 / MEV 7 Accidents Boysen & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 1</p> <p>Boysen Street & Santa Rosa Street</p> <p>Estimated Rate: .67 / MEV</p>	<p>PATTERN: WB Left Vs. SB Thru</p> <hr/> <p>RECOMMENDATION: Intersection under CalTrans jurisdiction. Investigate WB left turn restrictions.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
<p>0.57 / MEV 5 Accidents Oak & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 2</p> <p>Oak Street & Santa Rosa Street</p> <p>Estimated Rate: .57 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: Intersection under CalTrans jurisdiction. None.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>

<p>0.55 / MEV 8 Accidents Montalban & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 3</p> <p>Montalban Street & Santa Rosa Street</p> <p>Estimated Rate: .55 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: Intersection under CalTrans jurisdiction. None.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
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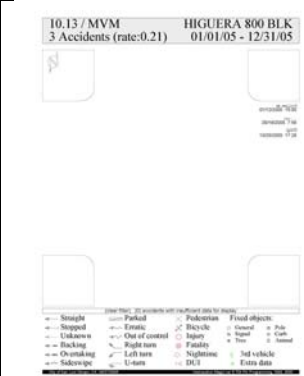
<p>0.41 / MEV 6 Accidents Meinecke & Santa Rosa 01/01/05 - 12/31/05</p>	<p>Intersection Ranking: 3</p> <p>Meinecke Street & Santa Rosa Street</p> <p>Estimated Rate: .41 / MEV</p>	<p>PATTERN: No Discernable Pattern</p> <hr/> <p>RECOMMENDATION: Intersection under CalTrans jurisdiction. None.</p> <hr/> <p>ACTION: Forward findings to State Dept. of Transportation, work with Caltrans to correct collision pattern, and continue to monitor in 2006.</p>
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Table 6.9 - Recommendations for Arterial Segments

<p>18.65 / MVM 4 Accidents (rate:0.31) BROAD 1200 BLK 01/01/05 - 12/31/05</p>   <p>Legend: <input type="checkbox"/> Straight <input type="checkbox"/> Parked <input type="checkbox"/> Pedestrian <input type="checkbox"/> Fixed objects <input type="checkbox"/> Stopped <input type="checkbox"/> Emerge <input checked="" type="checkbox"/> Bicycle <input type="checkbox"/> General <input type="checkbox"/> Fire <input type="checkbox"/> Unknown <input type="checkbox"/> Out of control <input type="checkbox"/> Injury <input type="checkbox"/> Head <input type="checkbox"/> Fall <input type="checkbox"/> Backing <input type="checkbox"/> Right turn <input type="checkbox"/> Fatality <input type="checkbox"/> Trip <input type="checkbox"/> Oncoming <input type="checkbox"/> Left turn <input type="checkbox"/> Nighttime <input type="checkbox"/> Mid vehicle <input type="checkbox"/> Subways <input type="checkbox"/> U-turn <input type="checkbox"/> DUI <input type="checkbox"/> Entry date</p>	<p>Segment Ranking: 1</p> <p>Broad St. 1200 Block (Marsh – Pacific)</p> <p>Estimated Rate: 18.65 / MVM</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: Adjacent intersections to be signalized 4th Quarter 2006 / 1st Quarter 2007</p> <p>ACTION: Continue to monitor in 2006.</p>
<p>16.07 / MVM 7 Accidents (rate:0.33) HIGUERA 700 BLK 01/01/05 - 12/31/05</p>   <p>Legend: <input type="checkbox"/> Straight <input type="checkbox"/> Parked <input type="checkbox"/> Pedestrian <input type="checkbox"/> Fixed objects <input type="checkbox"/> Stopped <input type="checkbox"/> Emerge <input checked="" type="checkbox"/> Bicycle <input type="checkbox"/> General <input type="checkbox"/> Fire <input type="checkbox"/> Unknown <input type="checkbox"/> Out of control <input type="checkbox"/> Injury <input type="checkbox"/> Head <input type="checkbox"/> Fall <input type="checkbox"/> Backing <input type="checkbox"/> Right turn <input type="checkbox"/> Fatality <input type="checkbox"/> Trip <input type="checkbox"/> Oncoming <input type="checkbox"/> Left turn <input type="checkbox"/> Nighttime <input type="checkbox"/> Mid vehicle <input type="checkbox"/> Subways <input type="checkbox"/> U-turn <input type="checkbox"/> DUI <input type="checkbox"/> Entry date</p>	<p>Segment Ranking: 2</p> <p>Higuera St. 700 Block (Broad – Chorro)</p> <p>Estimated Rate: 16.07 / MVM</p>	<p>PATTERN: No discernable pattern</p> <p>RECOMMENDATION: None.</p> <p>ACTION: Continue to monitor in 2006.</p>

	Segment Ranking: 3	PATTERN: No discernable pattern
	California St. 1000 Block (Monterey – Higuera)	RECOMMENDATION: None.
	Estimated Rate: 11.96 / MVM	ACTION: Continue to monitor in 2006.

	Segment Ranking: 4	PATTERN: Parking Maneuvers
	Higuera St. 1000 Block (Osos – Santa Rosa)	RECOMMENDATION: Parking stall lengths per City Standards, None.
	Estimated Rate: 10.24 / MVM	ACTION: Continue to monitor in 2006.



Segment Ranking: 5

Higuera St. 800 Block
(Chorro – Morro)

Estimated Rate:
10.13 / MVM

PATTERN: Parking Maneuvers

RECOMMENDATION: Parking stalls lengths are smaller than City Standards. None.

ACTION: Increase length of parking stalls per SLO City Engr. Std. 7410. Continue to monitor in 2006.

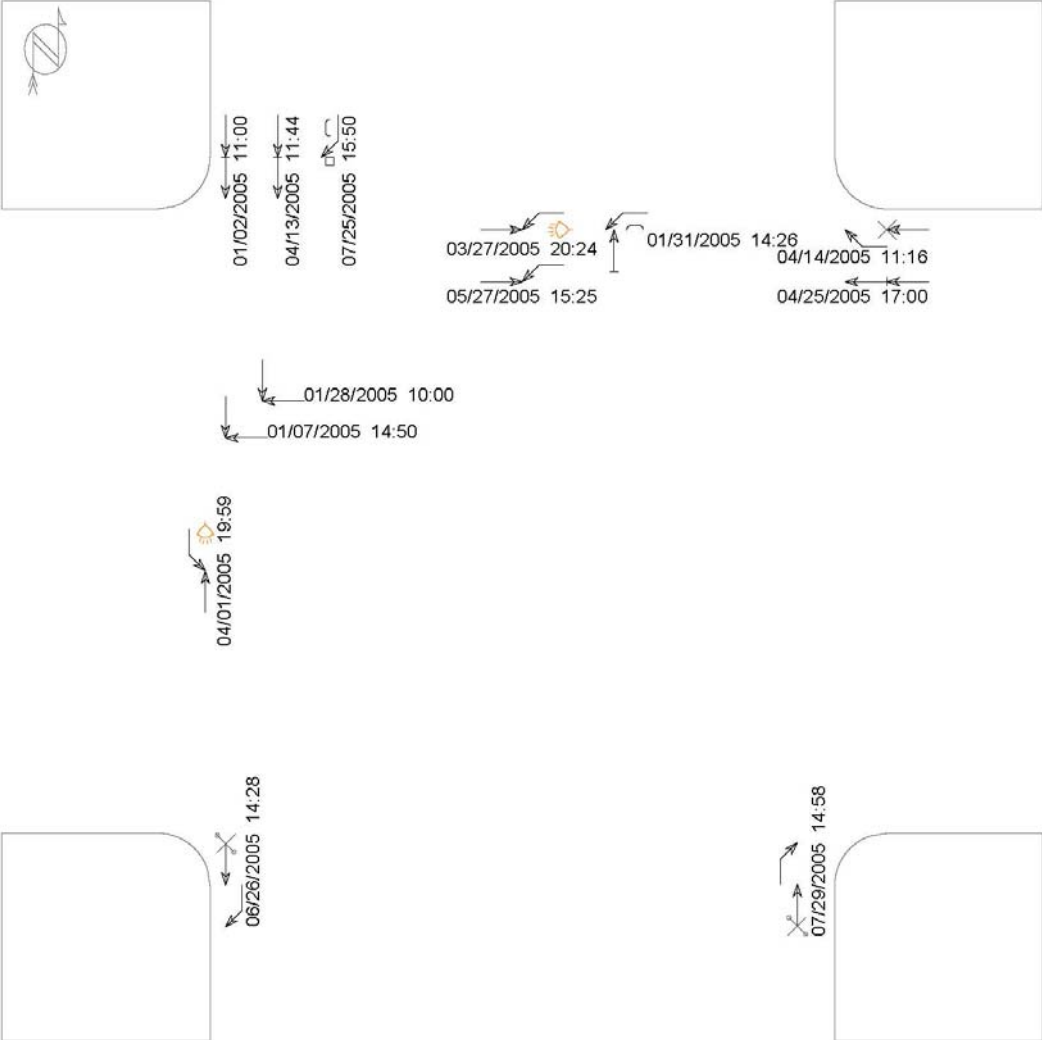
appendix 1

Arterial / Arterial Intersections

Arterial / Arterial Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	3	Monterey & Santa Rosa	14	27,280	1.41	SIG	2,673	3,219	11,117	10,271
2	1	Marsh & Santa Rosa	11	22,891	1.32	SIG	12,609	NA	3,203	7,079
3	4	Chorro & Higuera	8	17,534	1.25	SIG	NA	9,518	4,001	4,015
4	Not Ranked	Hwy 101 NB Off Ramp & Grand	6	15,804	1.04	1-STOP	3,450	<u>500</u>	4,478	7,376
5	7	California & Monterey	8	24,500	0.89	SIG	6,381	7,370	6,413	4,336
6	18	Foothill & Santa Rosa	16	49,484	0.89	SIG	9,857	10,065	14,005	15,557
7	19	Broad & Marsh	6	21,444	0.77	SIG	12,273	NA	5,350	3,821
8	22	Broad & Tank Farm	10	36,464	0.75	SIG	9,651	5,358	9,932	11,523
9	Not Ranked	Johnson & Marsh	5	18,672	0.73	SIG	7,476	1,385	5,202	4,609
10	12	Johnson & San Luis	6	22,598	0.73	SIG	7,088	9,524	NA	5,986
11	16	Los Osos Valley & Madonna	10	39,165	0.70	SIG	14,496	12,151	2,778	9,740
12	Not Ranked	Chorro & Monterey	3	12,565	0.65	SIG	1,330	3,219	4,001	4,015
13	Not Ranked	Johnson & Monterey	5	21,038	0.65	SIG	4,923	7,404	6,928	1,783
14	11	Chorro & Marsh	4	17,962	0.61	SIG	13,033	NA	1,909	3,020
15	6	Broad & Orcutt	8	36,617	0.60	SIG	<u>500</u>	7,319	14,952	13,846
16	13	Higuera & Madonna	8	36,675	0.60	SIG	14,177	<u>500</u>	7,518	14,480
17	10	Higuera & Los Osos Valley	5	23,041	0.59	SIG	11,005	NA	2,770	9,266
18	14	Higuera & Marsh	5	25,426	0.54	SIG	NA	8,800	6,521	10,105
19	Not Ranked	Grand & Monterey	3	16,931	0.49	SIG	7,499	4,975	<u>100</u>	4,357
20	Not Ranked	Higuera & Prado	3	20,640	0.40	SIG	2,022	1,563	8,574	8,481
21	Not Ranked	Broad & South	5	36,925	0.37	SIG	6,128	8,445	15,206	7,146
22	8	Hwy 101 NB Off Ramp & LOVR	4	30,615	0.36	SIG	11,818	12,247	6,550	NA
23	21	Higuera & South	4	34,433	0.32	SIG	<u>1,500</u>	9,015	15,107	8,811

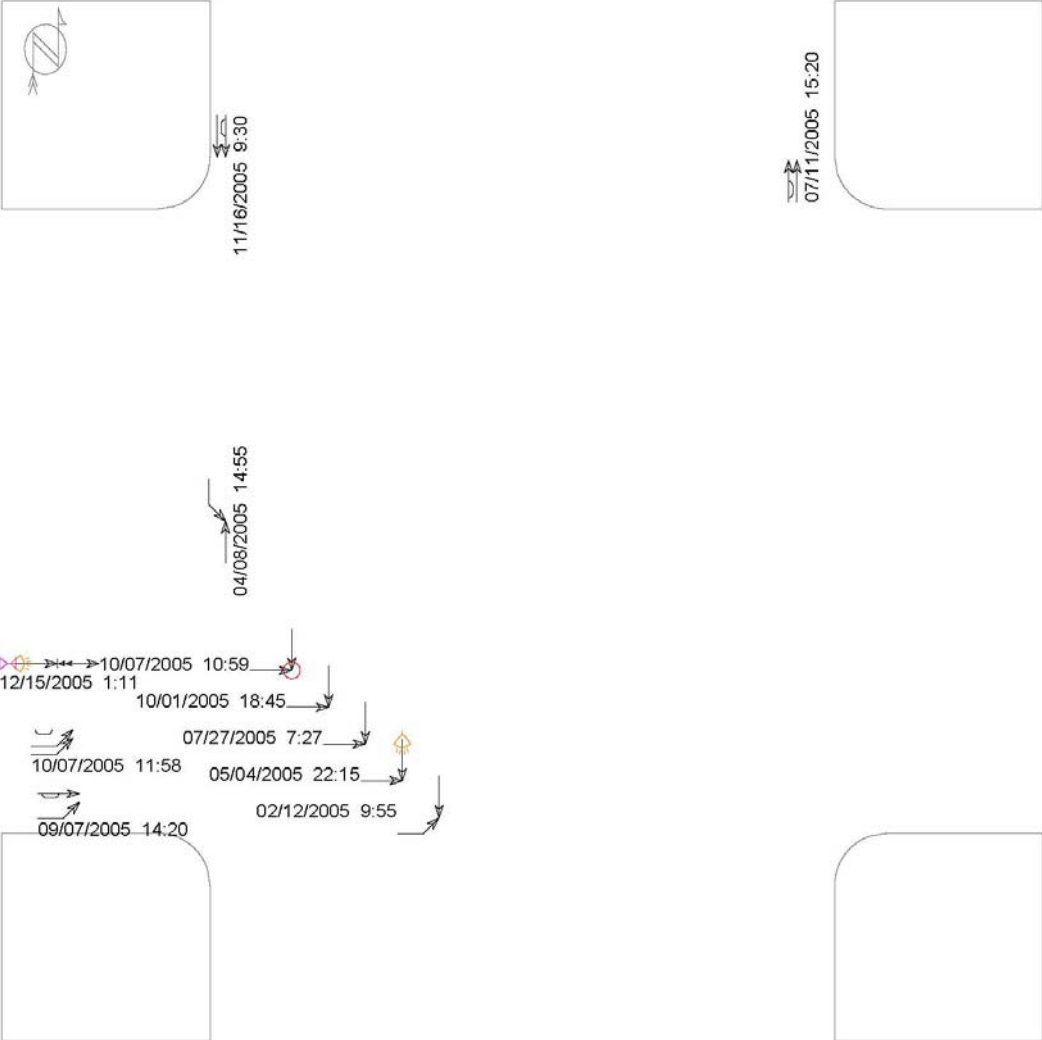
1.41 / MEV 14 Accidents	Monterey & Santa Rosa 01/01/05 - 12/31/05
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Within 75' of Intersection, (1) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|----------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: |
| ← Stopped | ↪ Erratic | ⊗ Bicycle | □ General |
| ← Unknown | ↪ Out of control | ○ Injury | ▣ Signal |
| ↔ Backing | ↪ Right turn | ⊙ Fatality | ▣ Tree |
| ↔ Overtaking | ↪ Left turn | ⚡ Nighttime | ◁ 3rd vehicle |
| ↔ Sideswipe | ↪ U-turn | ⚠ DUI | * Extra data |
| | | | ▣ Pole |
| | | | ▣ Curb |
| | | | ⊗ Animal |

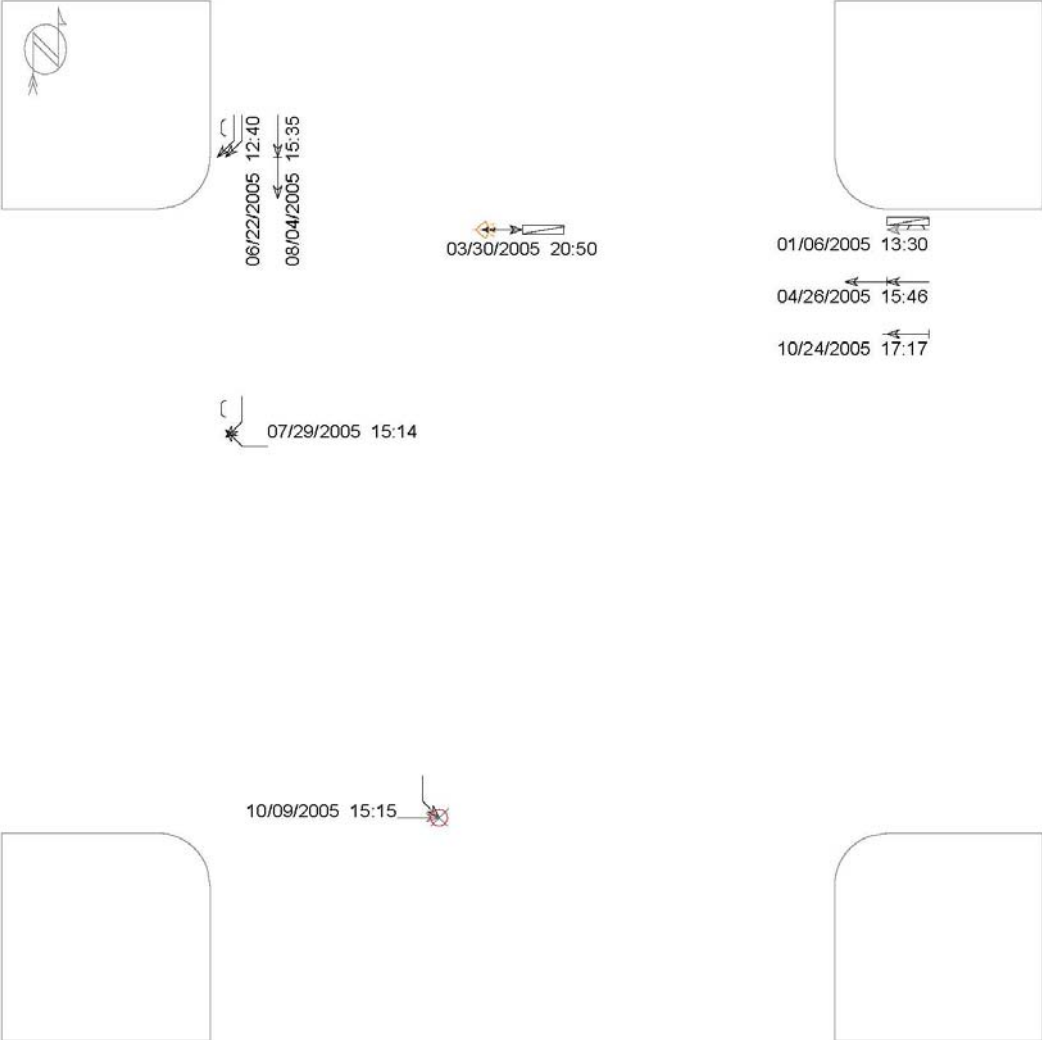
1.32 / MEV 11 Accidents	Marsh & Santa Rosa 01/01/05 - 12/31/05
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Within 75' of Intersection, (0) accidents with insufficient data for display

- | | | | |
|--------------|-------------------|--------------|---------------------|
| ← 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 |

1.25 / MEV 8 Accidents	Chorro & Higuera 01/01/05 - 12/31/05
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Within 75' of Intersection, (0) accidents with insufficient data for display

- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> ← Straight ← Stopped ← Unknown ↔ Backing ↔ Overtaking ↔ Sideswipe | <ul style="list-style-type: none"> ▭ Parked ↔ Erratic ↔ Out of control ↗ Right turn ↖ Left turn ↪ U-turn | <ul style="list-style-type: none"> × Pedestrian ⊗ Bicycle ○ Injury ⊙ Fatality ⚡ Nighttime ⚠ DUI | Fixed objects: <ul style="list-style-type: none"> □ General ▣ Signal ▣ Tree □ Pole ▣ Curb ▣ Animal ◁ 3rd vehicle * Extra data |
|--|--|---|--|

1.04 / MEV 6 Accidents	101 N/b Off Ramp & Grand 01/01/05 - 12/31/05
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10/18/2005 18:05

10/21/2005 8:01
 11/14/2005 11:59

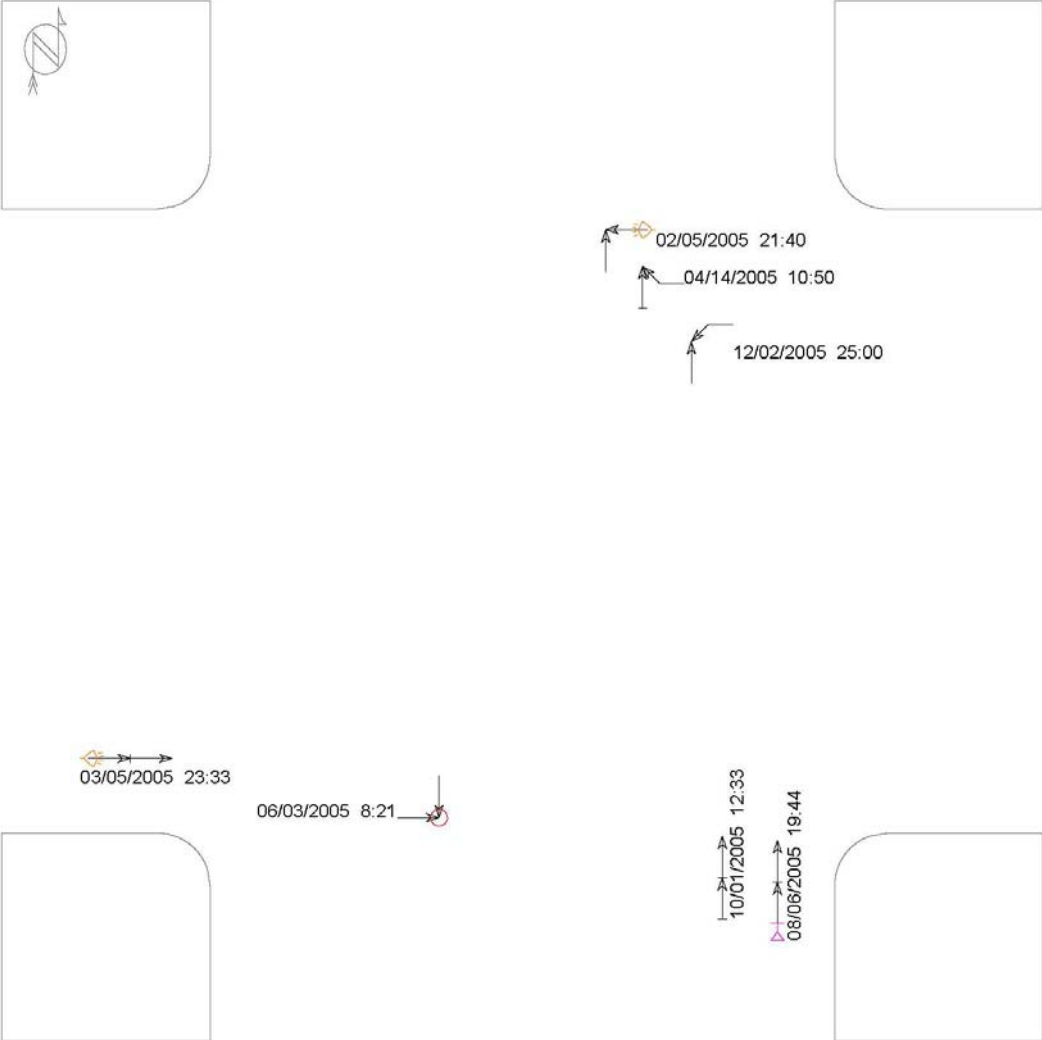
10/14/2005 12:50
 05/31/2005 13:05



((Distance <= 75)), (1) 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 | |

0.89 / MEV 8 Accidents	California & Monterey 01/01/05 - 12/31/05
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((Distance <= 75)), (1) 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 | |

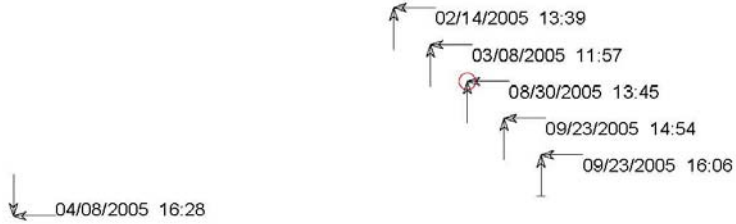
appendix 2

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	6	6,355	2.59	2-STOP	NA	3,747	1,209	1,399
2	3	Pismo & Santa Rosa	6	13,371	1.23	3-STOP	NA	6,181	2,410	4,780
3	11	Palm & Santa Rosa	8	24,896	0.88	SIG	1,204	1,324	11,117	11,251
4	Not Ranked	Grand & Mill	3	9,651	0.85	1-STOP	826	NA	3,957	4,868
5	2	Chorro & Palm	3	11,077	0.74	SIG	2,312	791	3,993	3,981
6	9	High/Pismo & Higuera	5	20,046	0.68	SIG	NA	3,722	7,468	8,856
7	10	El Mercado & Madonna	7	28,519	0.67	SIG	12,880	12,139	<u>3,500</u>	NA
8	Not Ranked	Bishop & Johnson	4	16,694	0.66	SIG	433	462	7,565	8,234
9	Not Ranked	Osos & Pismo	4	16,961	0.65	SIG	NA	6,181	7,844	2,936
10	4	Mill & Santa Rosa	5	24,049	0.57	SIG	1,217	1,752	9,829	11,251
11	Not Ranked	Foothill & La Entrada	3	15,065	0.55	1-STOP	5,938	5,761	<u>1,500</u>	1,866
12	8	Madonna & Oceanaire	4	27,152	0.40	SIG	12,880	12,643	403	1,226
13	6	Chorro & Foothill	3	27,198	0.30	SIG	9,857	9,736	3,956	3,649
14	Not Ranked	Broad & Capitolio	3	31,087	0.26	1-STOP	NA	1,782	13,708	15,597

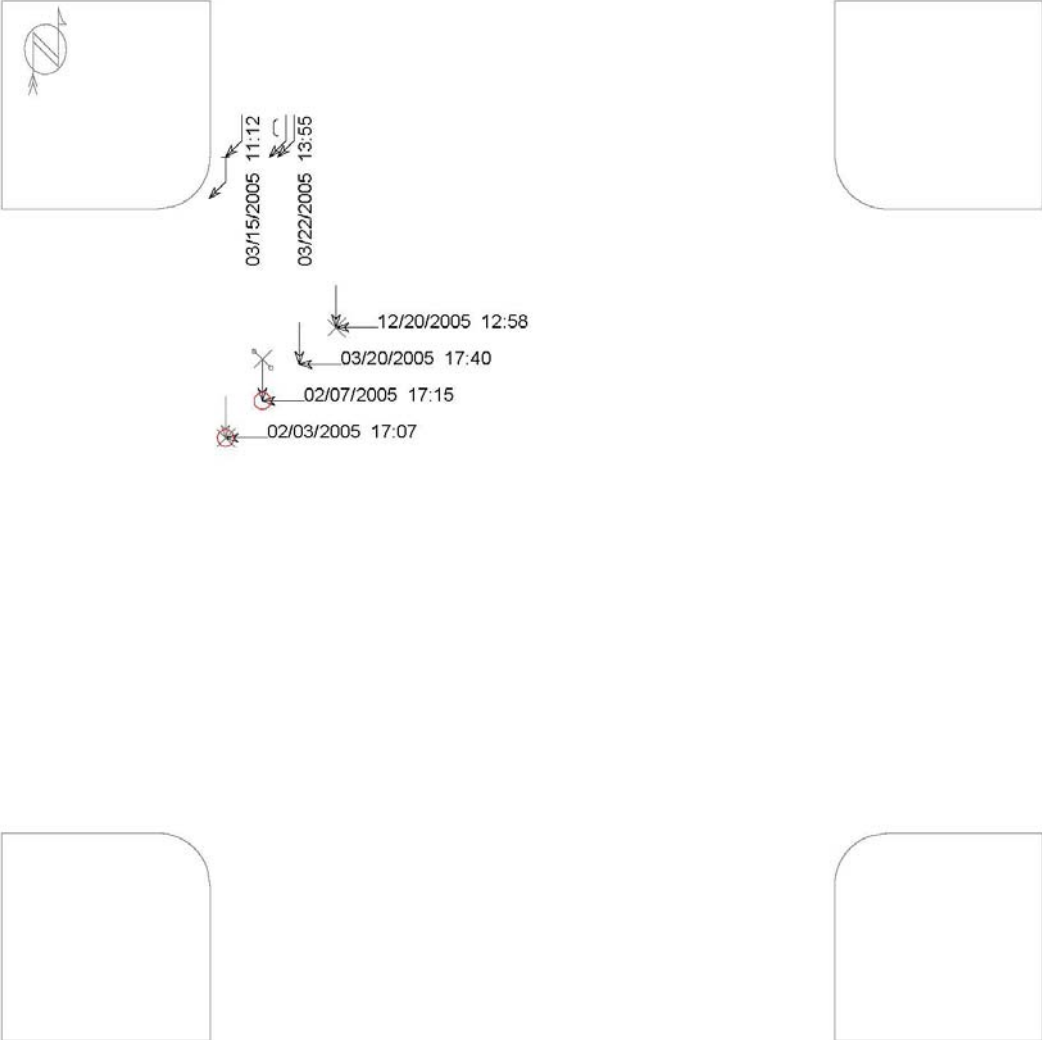
2.59 / MEV 6 Accidents	Chorro & Pismo 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← 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 | |

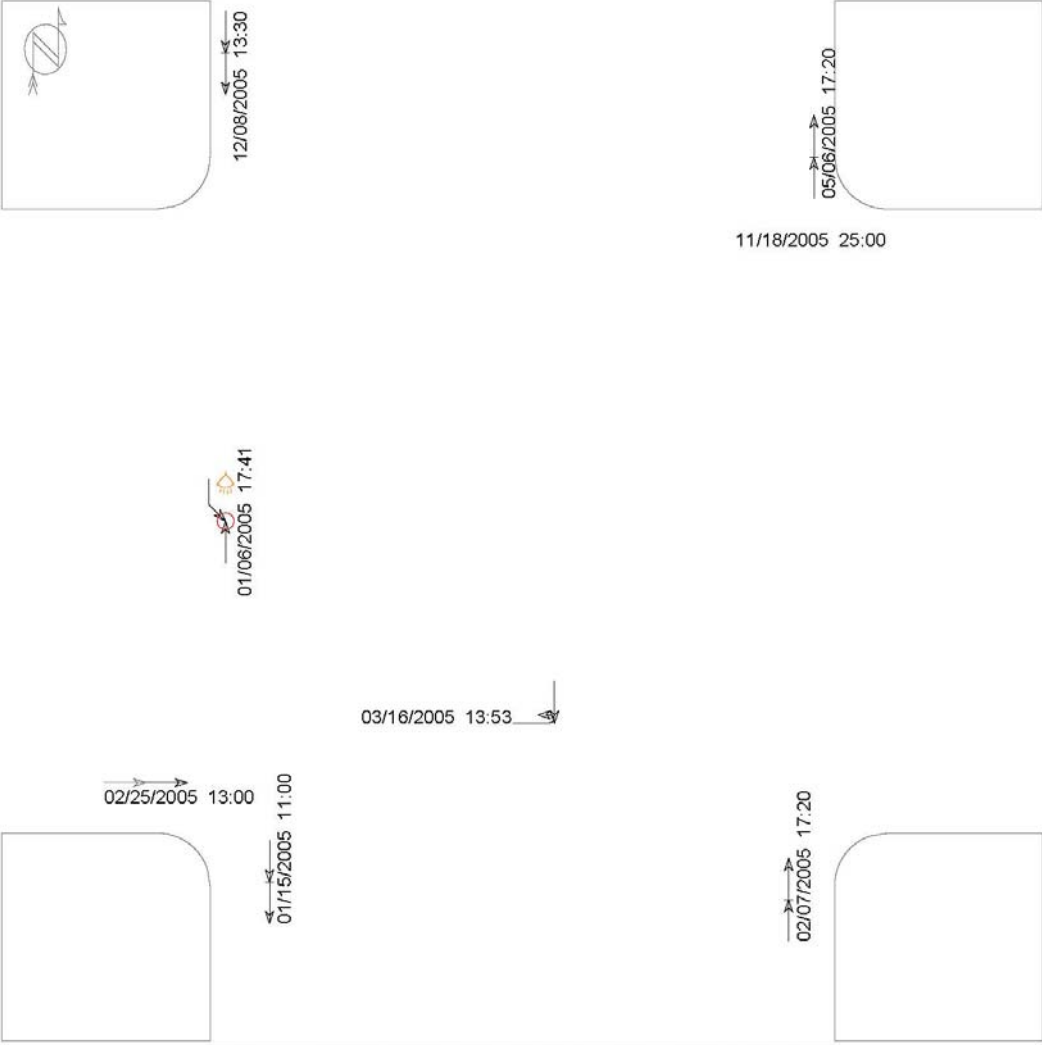
1.23 / MEV 6 Accidents	Pismo & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← 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 | |

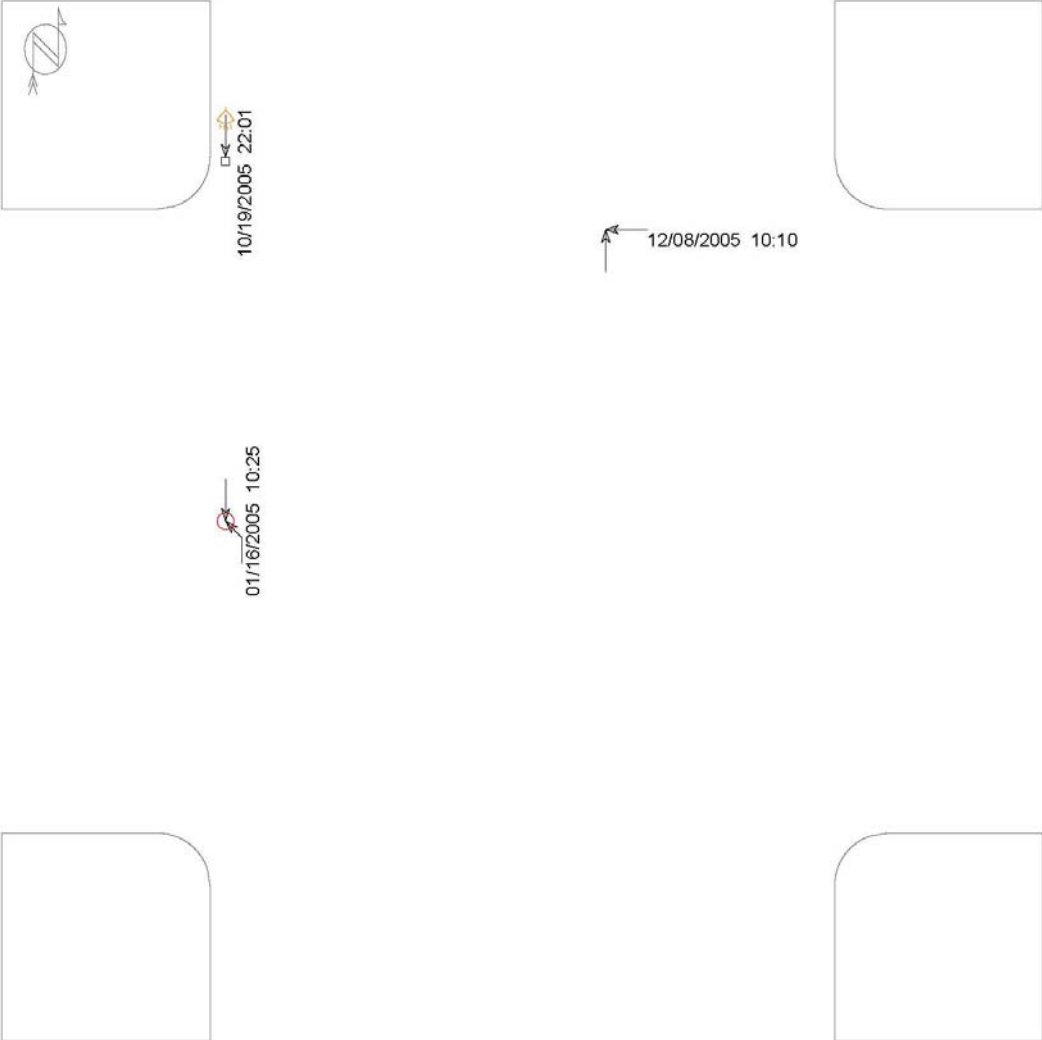
0.88 / MEV 8 Accidents	Palm & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← 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 | |

0.85 / MEV 3 Accidents	Grand & Mill 01/01/05 - 12/31/05
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((Distance <= 75)), (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 |

0.74 / MEV 3 Accidents	Chorro & Palm 01/01/05 - 12/31/05
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09/22/2005 16:08
 10/16/2005 17:07

01/02/2005 20:57



((Distance <= 75)), (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 | |

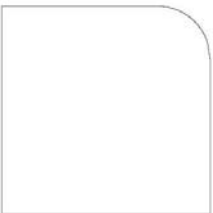
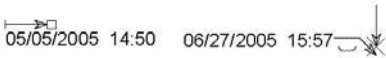
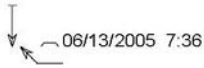
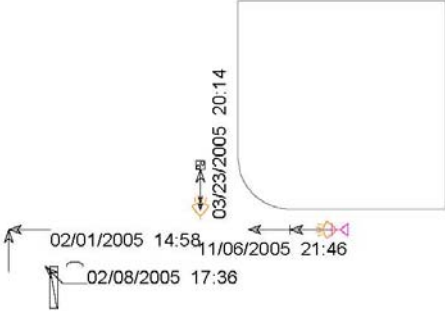
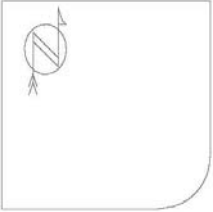
appendix 3

Arterial / Local Intersections

Arterial / Local Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	2	Monterey & Osos	9	8,921	2.76	SIG	2,673	3,038	2,008	1,202
2	Not Ranked	Higuera & Toro	5	6,794	2.02	2-STOP	NA	3,794	<u>1,500</u>	<u>1,500</u>
3	6	Osos & Pacific	7	11,398	1.68	2-STOP	<u>1,500</u>	<u>1,500</u>	5,462	2,936
4	8	Marsh & Nipomo	6	16,273	1.01	SIG	12,273	NA	<u>2,000</u>	<u>2,000</u>
5	Not Ranked	Buchon & Santa Rosa	4	11,721	0.93	4-STOP	5,988	1,871	1,138	2,724
6	Not Ranked	California & Palm	4	12,292	0.89	2-STOP	<u>1,500</u>	<u>1,500</u>	4,956	4,336
7	21	Los Osos Valley & Royal	10	31,010	0.88	SIG	13,003	15,007	<u>2,000</u>	<u>1,000</u>
8	5	Calle Joaquin & Los Osos Valley	8	26,065	0.84	1-STOP	11,818	12,247	NA	<u>2,000</u>
9	Not Ranked	Pacific & Santa Rosa	3	9,983	0.82	2-STOP	<u>1,000</u>	<u>1,000</u>	3,203	4,780
10	Not Ranked	Garden & Higuera	3	10,931	0.75	1-STOP	NA	10,331	<u>600</u>	NA
11	Not Ranked	Broad & Pacific	3	11,002	0.75	2-STOP	<u>800</u>	<u>800</u>	5,350	4,052
12	30	Boysen & Santa Rosa	7	28,624	0.67	1-STOP	<u>1,000</u>	NA	14,005	13,619
13	31	Leff & Osos	3	12,532	0.66	2-STOP	<u>650</u>	<u>650</u>	7,788	3,444
14	Not Ranked	Broad & Higuera	4	17,230	0.64	SIG	NA	10,019	3,711	<u>3,500</u>
15	13	Higuera & Nipomo	3	13,019	0.63	SIG	NA	10,019	<u>1,500</u>	<u>1,500</u>
16	Not Ranked	Ella & Johnson	5	21,896	0.63	SIG	10,470	8,800	1326	<u>1,300</u>
17	16	Elks & Higuera	4	17,784	0.62	1-STOP	<u>1,500</u>	NA	7,158	9,126
18	18	Marsh & Osos	4	18,667	0.59	SIG	11,515	NA	5,462	1,690
19	32	Santa Rosa & Walnut	7	32,910	0.58	SIG	2,183	7,279	9,829	13,619
20	Not Ranked	Beebee & South	4	18,991	0.58	2-STOP	8,443	9,150	<u>750</u>	648
21	24	Olive & Santa Rosa	9	42,931	0.57	SIG	11,398	<u>2,500</u>	10,146	18,887
22	34	Oak & Santa Rosa	5	24,148	0.57	2-STOP	NA	<u>700</u>	9,829	13,619
23	15	Montalban & Santa Rosa	8	40,197	0.55	2-STOP	<u>500</u>	<u>1,500</u>	19,310	18,887
24	Not Ranked	Higuera & Walker	3	15,877	0.52	1-STOP	NA	<u>500</u>	6,521	8,856
25	Not Ranked	Buchon & Johnson	4	21,248	0.52	2-STOP	7,088	8,022	5,988	<u>150</u>
26	7	Murray & Santa Rosa	5	27,448	0.50	SIG	<u>2,000</u>	<u>2,000</u>	9,829	13,619
27	Not Ranked	Peach & Santa Rosa	4	22,280	0.49	2-STOP	<u>600</u>	<u>600</u>	9,829	11,251
28	11	Garcia & Los Osos Valley	4	24,089	0.45	1-STOP	11,438	12,151	NA	<u>500</u>
29	Not Ranked	Lawton & South	3	18,258	0.45	1-STOP	8,443	9,015	<u>800</u>	NA
30	Not Ranked	Meadow & South	3	18,531	0.44	1-STOP	8,443	9,015	1,073	NA
31	29	Grand & Loomis	3	18,681	0.44	1-STOP	NA	<u>4,000</u>	7,305	7,376
32	Not Ranked	Granada & Higuera	3	19,601	0.42	SIG	NA	<u>2,000</u>	8,860	8,741
33	20	Meinecke & Santa Rosa	6	39,697	0.41	2-STOP	<u>1,500</u>	NA	19,310	18,887
34	19	Higuera & Suburban	4	26,608	0.41	SIG	<u>5,000</u>	NA	12,016	9,592
35	Not Ranked	Los Osos Valley & Los Palos	3	21,132	0.39	2-STOP	11,005	9,127	<u>500</u>	<u>500</u>
36	Not Ranked	Long & Tank Farm	3	21,325	0.39	2-STOP	9,655	10,170	<u>1,000</u>	<u>500</u>
37	Not Ranked	Foothill & Mustang	3	22,545	0.36	1-STOP	9,480	10,065	NA	<u>3,000</u>
38	Not Ranked	Devaul Ranch & Los Osos Valley	3	23,789	0.35	SIG	11,438	12,151	<u>200</u>	NA
39	25	Madonna & Pereira	3	24,994	0.33	2-STOP	10,197	10,797	<u>1,000</u>	<u>3,000</u>
40	9	Descanso & Los Osos Valley	3	26,470	0.31	SIG	11,238	13,832	<u>700</u>	<u>700</u>

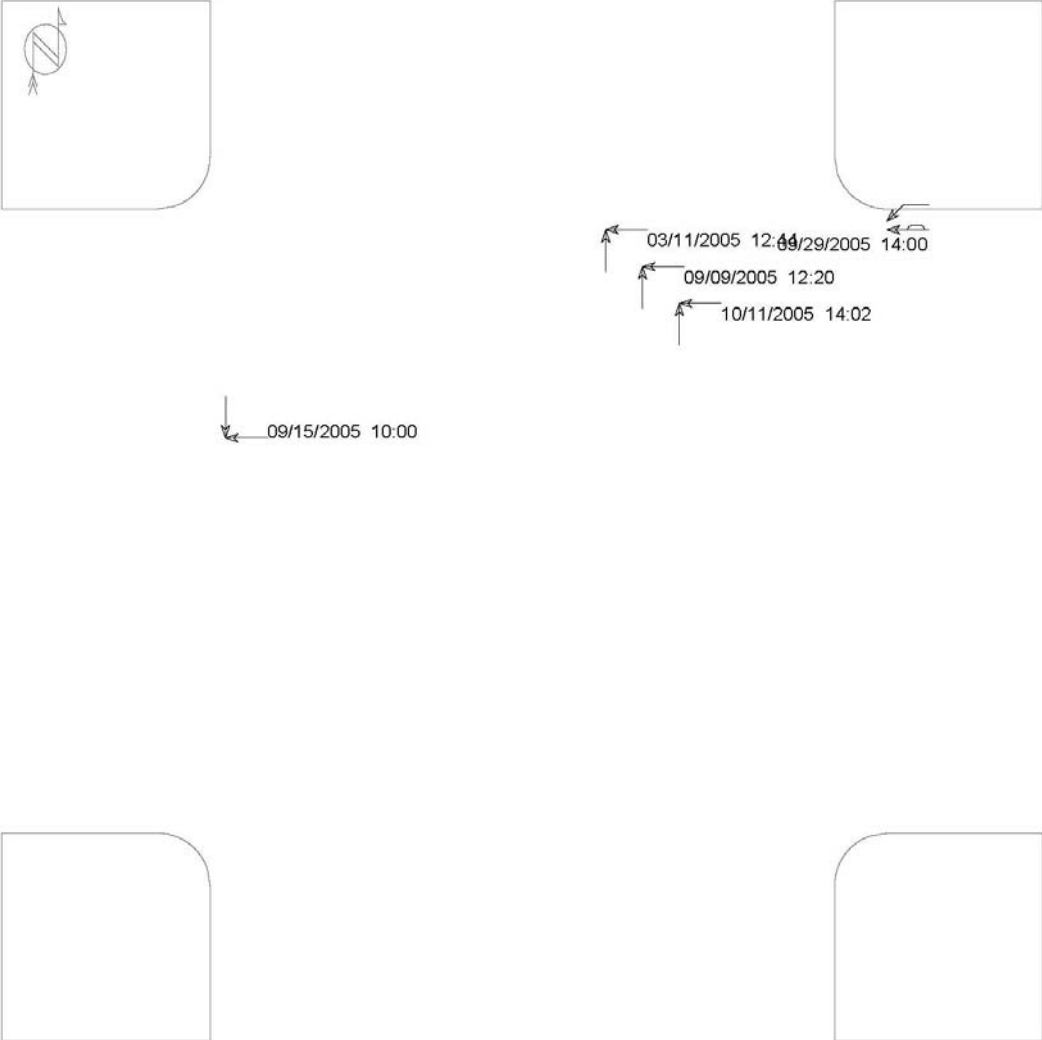
2.76 / MEV 9 Accidents	Monterey & Osos 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|------------------|--------------|----------------|----------|
| ← 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 | |

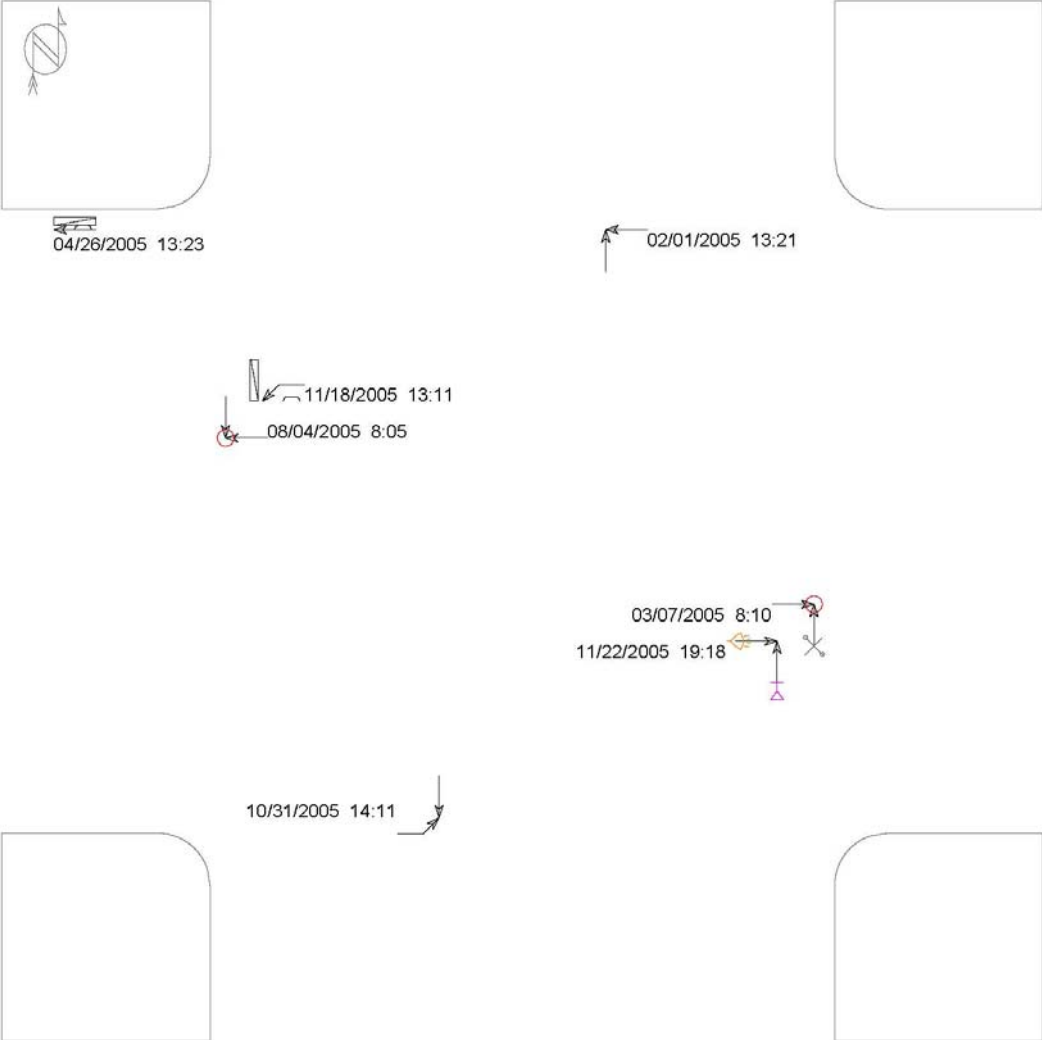
2.02 / MEV 5 Accidents	Higuera & Toro 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|---------------|-------------------|--------------|----------------|----------|
| ← 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 | |

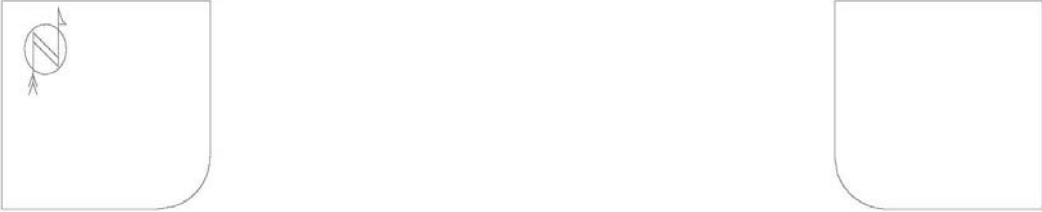
1.68 / MEV 7 Accidents	Osos & Pacific 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← 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 | |

1.01 / MEV 6 Accidents	Marsh & Nipomo 01/01/05 - 12/31/05
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01/07/2005 16:57

12/06/2005 8:30

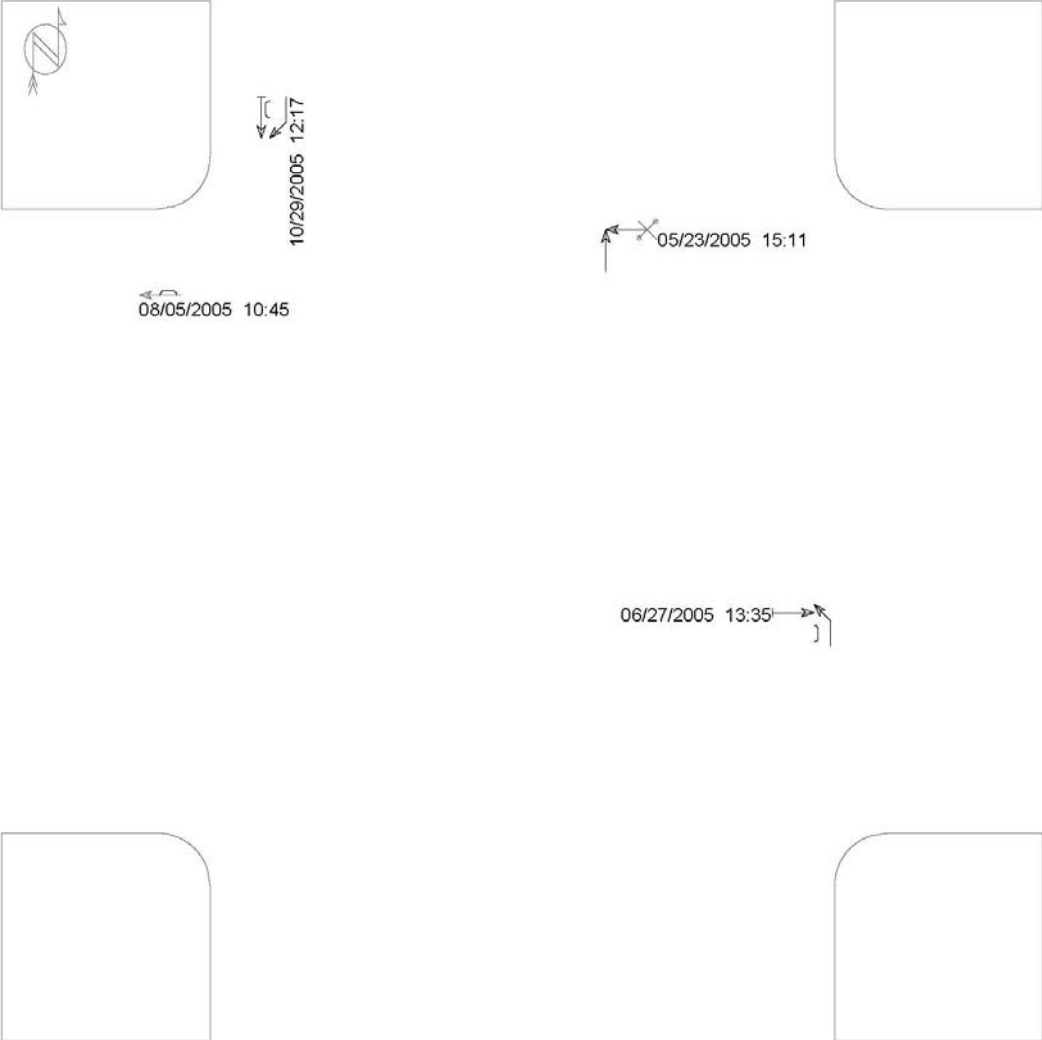
04/17/2005 13:35
05/29/2005 19:01
02/12/2005 10:30



((Distance <= 75)), (1) 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 | |

0.93 / MEV 4 Accidents	Buchon & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (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 |

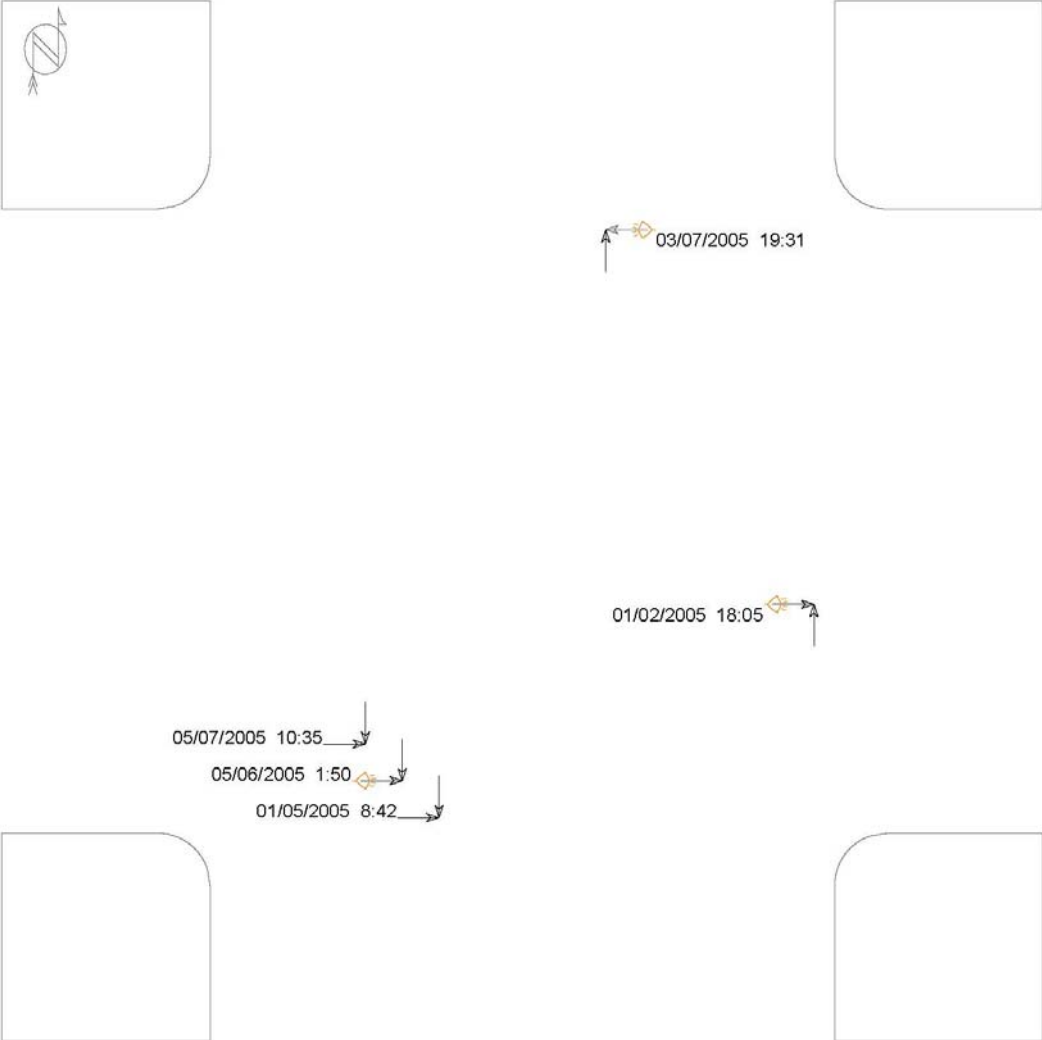
appendix 4

Collector / Collector Intersections

Collector / Collector Intersection Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	1	Chorro & Mill	5	10,065	1.36	2-STOP		1,339	1,498	3,956	3,272

1.36 / MEV 5 Accidents	Chorro & Mill 01/01/05 - 12/31/05
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((Distance <= 75)), (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 |

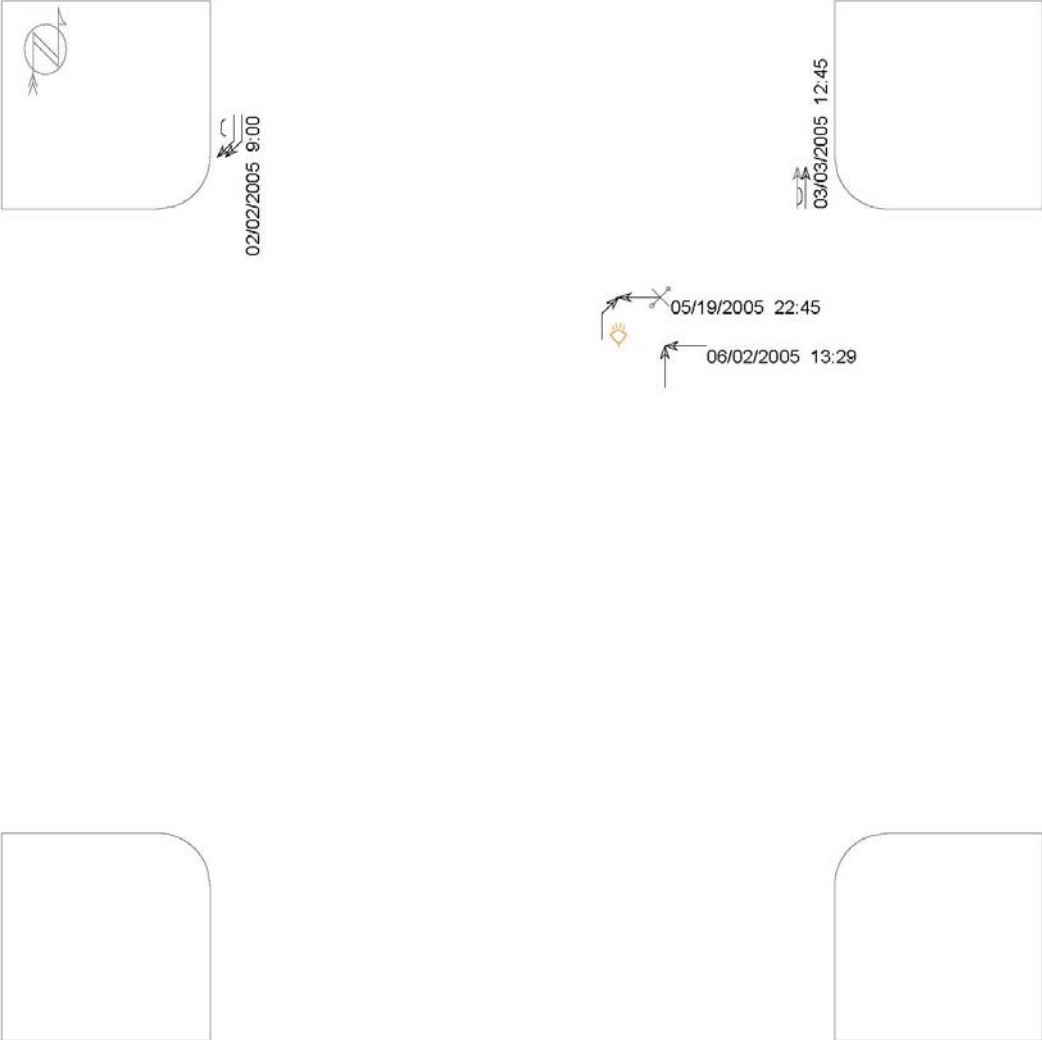
appendix 5

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	Pismo & Walker	4	3,069	3.57	2-STOP		NA	2,669	<u>200</u>	<u>200</u>
2	Not Ranked	Morro & Pismo	6	4,622	3.56	2-STOP		NA	3,622	<u>500</u>	<u>500</u>
3	Not Ranked	Mill & Toro	3	3,715	2.21	2-STOP		1,217	1,498	<u>500</u>	<u>500</u>
4	1	Chorro & Peach	6	10,974	1.50	2-STOP		<u>1,500</u>	<u>1,500</u>	3,993	3,981
5	Not Ranked	Boysen & Chorro	3	7,913	1.04	1-STOP		NA	<u>1,000</u>	3,264	3,649
6	Not Ranked	Breck & Johnson	3	20,514	0.40	1-STOP		10,740	9,524	<u>250</u>	NA

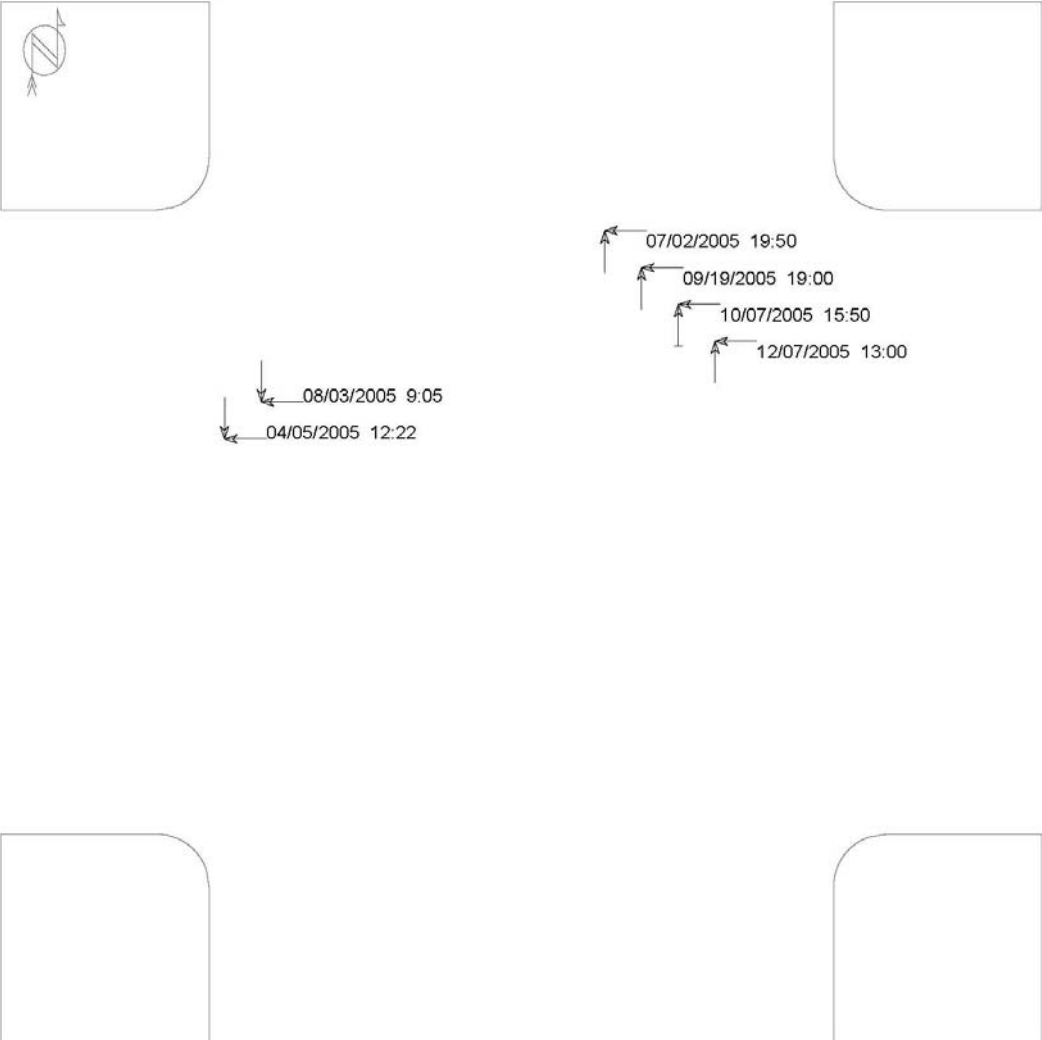
Pismo & Walker 01/01/05 - 12/31/05



((Distance <= 75)), (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 | |

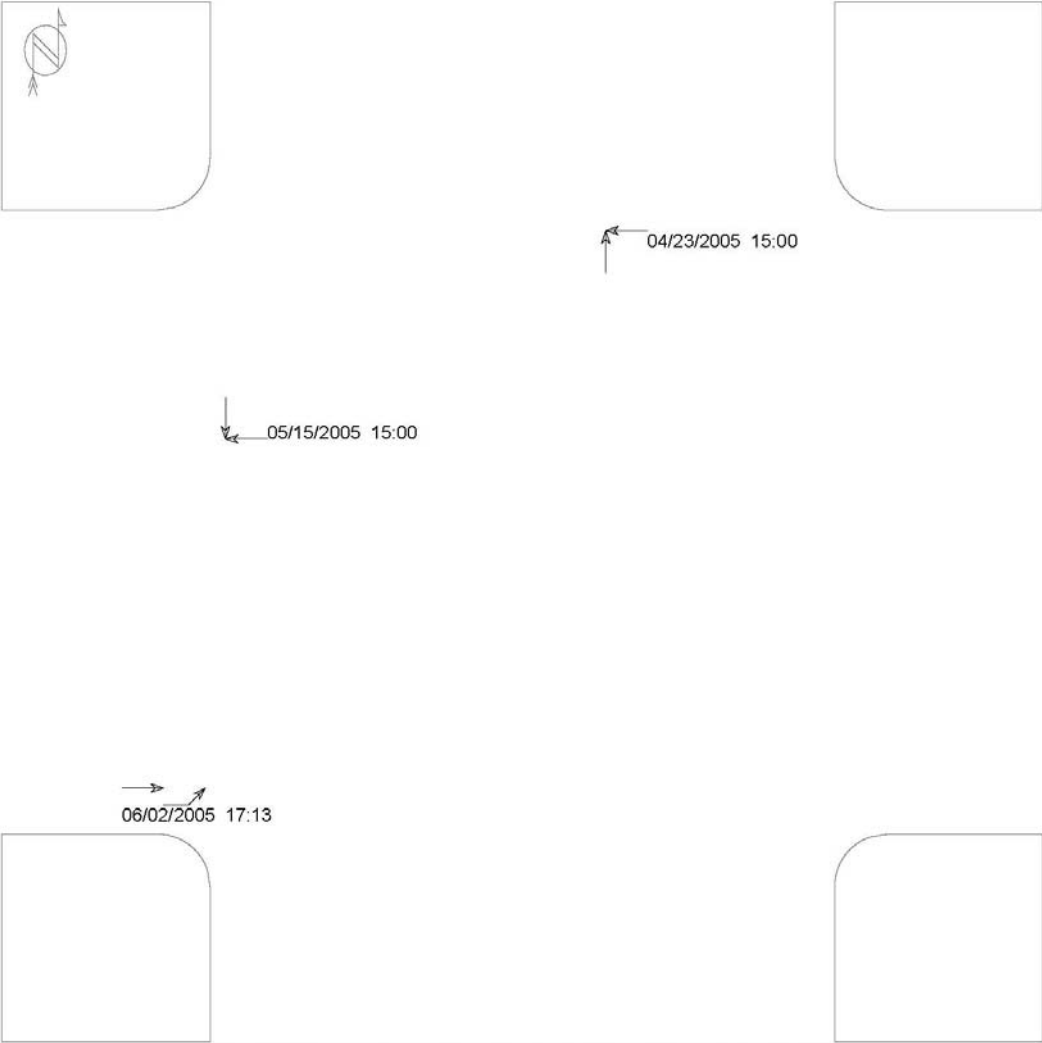
3.56 / MEV 6 Accidents	Morro & Pismo 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> ← Straight ← Stopped ← Unknown ↔ Backing ↔ Overtaking ↔ Sideswipe | <ul style="list-style-type: none"> ▭ Parked ↔ Erratic ↔ Out of control ↔ Right turn ↔ Left turn ↔ U-turn | <ul style="list-style-type: none"> × Pedestrian ⊗ Bicycle ○ Injury ⊙ Fatality ⚡ Nighttime ▽ DUI | <p>Fixed objects:</p> <ul style="list-style-type: none"> □ General ▣ Signal ⊠ Tree □ Pole ▣ Curb ⊠ Animal <ul style="list-style-type: none"> ◁ 3rd vehicle ★ Extra data |
|--|--|---|--|

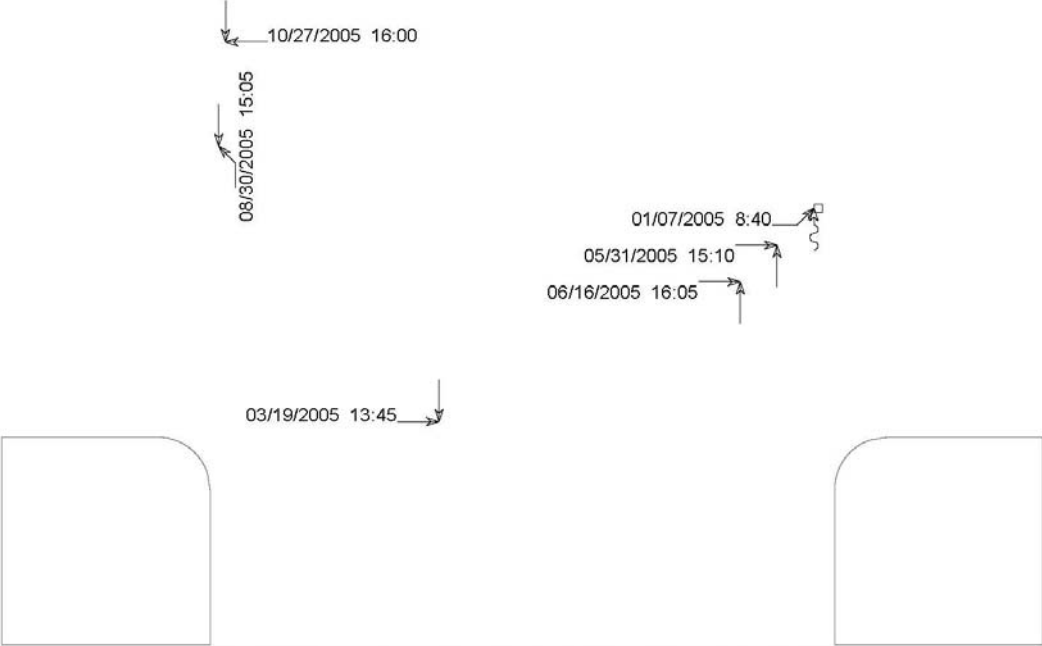
2.21 / MEV 3 Accidents	Mill & Toro 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> ← Straight ← Stopped ← Unknown ↔ Backing ↔ Overtaking ↔ Sideswipe | <ul style="list-style-type: none"> ▭ Parked ↔ Erratic ↔ Out of control ↔ Right turn ↔ Left turn ↔ U-turn | <ul style="list-style-type: none"> × Pedestrian × Bicycle ○ Injury ⊙ Fatality ⚡ Nighttime ⚡ DUI |
| Fixed objects: | | |
| <ul style="list-style-type: none"> □ General ▣ Signal ▣ Tree | <ul style="list-style-type: none"> □ Pole ▣ Curb ⊗ Animal | <ul style="list-style-type: none"> ◁ 3rd vehicle * Extra data |

1.50 / MEV 6 Accidents	Chorro & Peach 01/01/05 - 12/31/05
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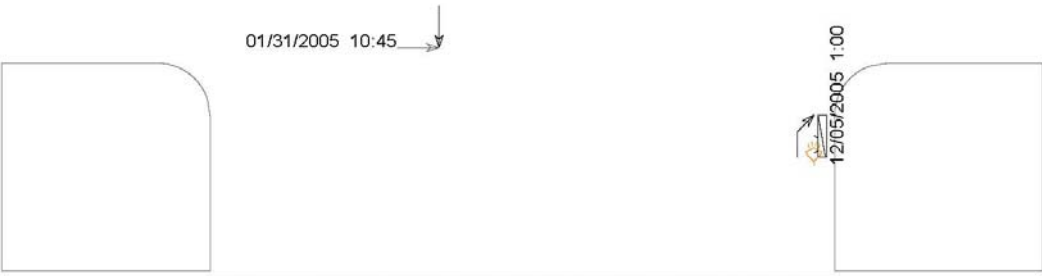
((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← 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 | |

1.04 / MEV 3 Accidents	Boysen & Chorro 01/01/05 - 12/31/05
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←→ 02/12/2005 12:00



((Distance <= 75)), (0) accidents with insufficient data for display

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ← Straight ← Stopped ← Unknown ↔ Backing ↔↔ Overtaking ↔↔ Sideswipe | <ul style="list-style-type: none"> ▭ Parked ↔ Erratic ↔ Out of control ↔ Right turn ↔ Left turn ↔ U-turn | <ul style="list-style-type: none"> × Pedestrian × Bicycle ○ Injury ⊙ Fatality ⚡ Nighttime ⚡ DUI |
| Fixed objects: | | |
| <ul style="list-style-type: none"> □ General ▣ Signal ▣ Tree | <ul style="list-style-type: none"> □ Pole ▣ Curb ⊗ Animal | <ul style="list-style-type: none"> ◁ 3rd vehicle * Extra data |

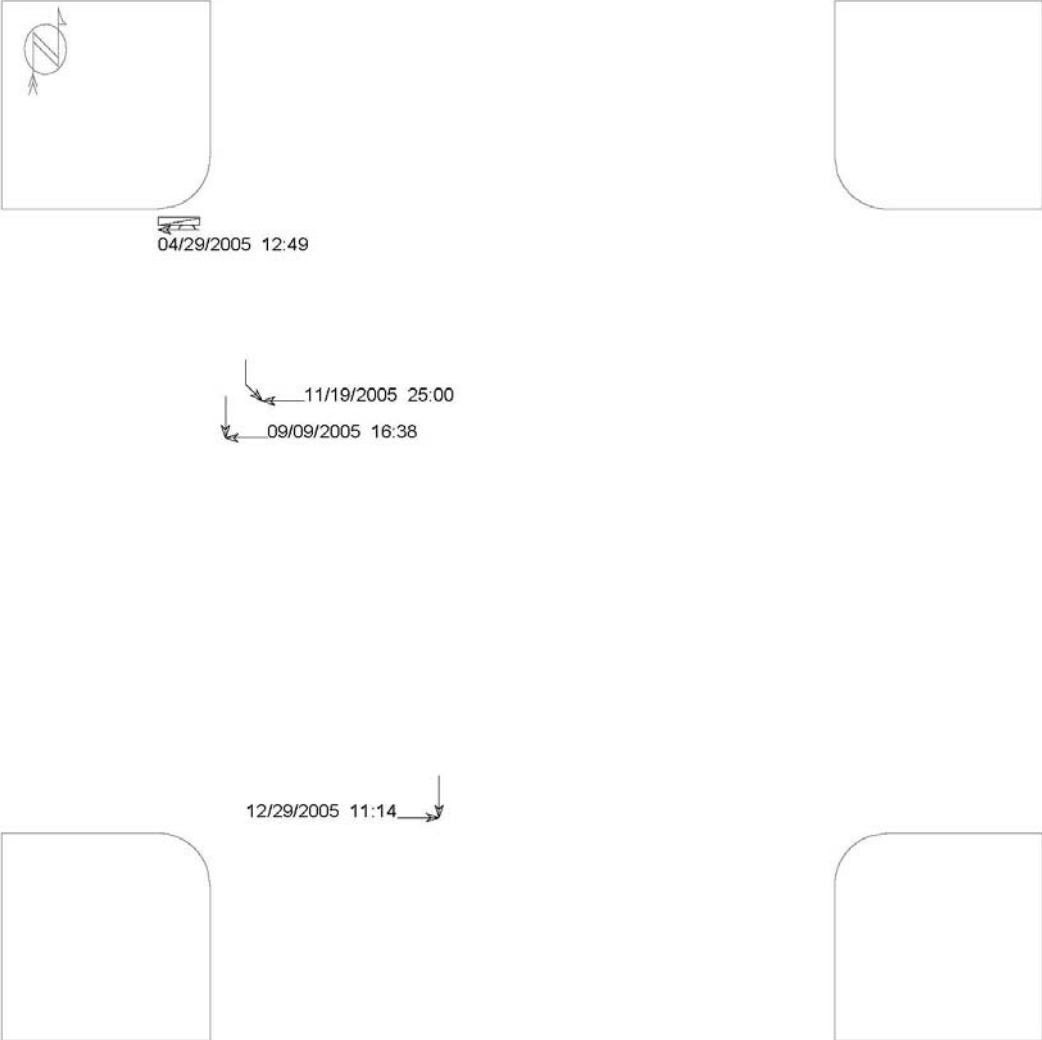
appendix 6

Local / Local Intersections

Local / Local Intersections Prioritized by Accident Rate

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	Not Ranked	Beach & Pacific	4	2,000	5.48	2-STOP		<u>700</u>	<u>700</u>	<u>300</u>	<u>300</u>
2	Not Ranked	Broad & Peach	3	3,783	2.17	3-STOP		<u>600</u>	<u>600</u>	886	1,697
3	6	Casa & Deseret	3	4,963	1.66	1-STOP		<u>1,000</u>	NA	2,040	1,923
4	Not Ranked	Kentucky & Taft	3	7,702	1.07	1-STOP		4,599	2,603	NA	<u>500</u>

5.48 / MEV 4 Accidents	Beach & Pacific 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|---------------|-------------------|--------------|----------------------------------|---------------------------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: | |
| ← Stopped | ←~ Erratic | ⊗ Bicycle | <input type="checkbox"/> General | <input type="checkbox"/> Pole |
| ← Unknown | ←~ Out of control | ○ Injury | <input type="checkbox"/> Signal | <input type="checkbox"/> Curb |
| ↔ Backing | ↗ Right turn | ⊙ Fatality | <input type="checkbox"/> Tree | <input type="checkbox"/> Animal |
| ←← Overtaking | ↙ Left turn | ⚡ Nighttime | ◁ 3rd vehicle | |
| ↔ Sideswipe | ↘ U-turn | ⚠ DUI | * Extra data | |

2.17 / MEV 3 Accidents	Broad & Peach 01/01/05 - 12/31/05
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↓
02/02/2005 15:45

↑
12/12/2005 14:37

→
11/27/2005 15:20



((Distance <= 75)), (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 | |

1.66 / MEV 3 Accidents	Casa & Deseret 01/01/05 - 12/31/05
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((Distance <= 75)), (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 | |

1.07 / MEV 3 Accidents	Kentucky & Taft 01/01/05 - 12/31/05
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10/26/2005 17:06
 07/28/2005 13:57



((Distance <= 75)), (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 |

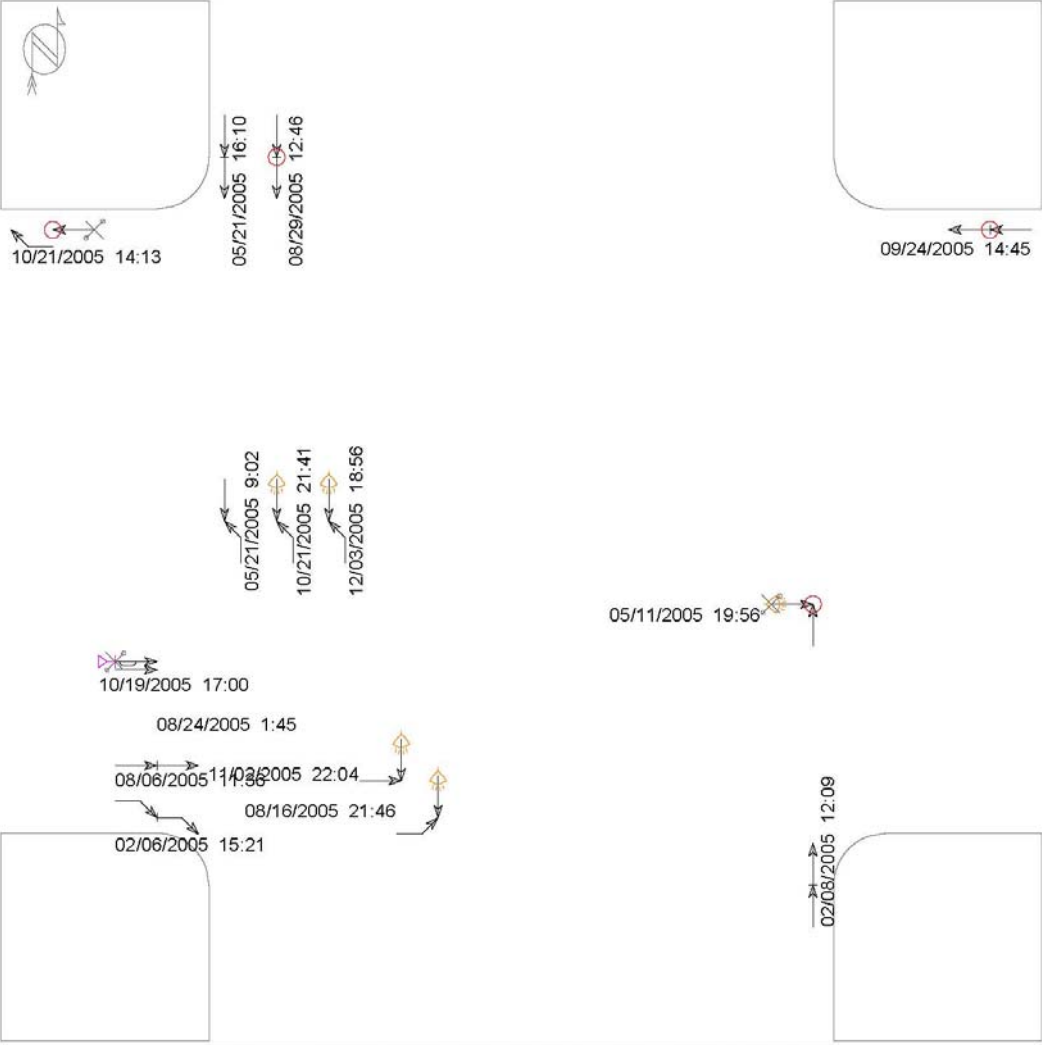
appendix 7

Other Significant Intersections

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

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control	EB	WB	NB	SB
1	3	Foothill & Santa Rosa	16	49,484	0.89	SIG	9,857	10,065	14,005	15,557
2	Not Ranked	Broad & Marsh	6	21,444	0.77	SIG	12,273	NA	5,350	3,821
3	Not Ranked	Broad & Tank Farm	10	36,464	0.75	SIG	9,651	5,358	9,932	11,523
4	Not Ranked	Johnson & Marsh	5	18,672	0.73	SIG	7,476	1,385	5,202	4,609
5	Not Ranked	Johnson & San Luis	6	22,598	0.73	SIG	7,088	9,524	NA	5,986
6	Not Ranked	Los Osos Valley & Madonna	10	39,165	0.70	SIG	14,496	12,151	2,778	9,740
7	5	High/Pismo & Higuera	5	20,046	0.68	SIG	NA	3,722	7,468	8,856
8	6	El Mercado & Madonna	7	28,519	0.67	SIG	12,880	12,139	<u>3,500</u>	NA
9	Not Ranked	Johnson & Monterey	5	21,038	0.65	SIG	4,923	7,404	6,928	1,783
10	Not Ranked	Broad & Orcutt	8	36,617	0.60	SIG	<u>500</u>	7,319	14,952	13,846
11	Not Ranked	Higuera & Madonna	8	36,675	0.60	SIG	14,177	<u>500</u>	7,518	14,480
12	Not Ranked	Higuera & Los Osos Valley	5	23,041	0.59	SIG	11,005	NA	2,770	9,266
13	Not Ranked	Mill & Santa Rosa	5	24,049	0.57	SIG	1,217	1,752	9,829	11,251
14	Not Ranked	Higuera & Marsh	5	25,426	0.54	SIG	NA	8,800	6,521	10,105
15	Not Ranked	Broad & South	5	36,925	0.37	SIG	6,128	8,445	15,206	7,146

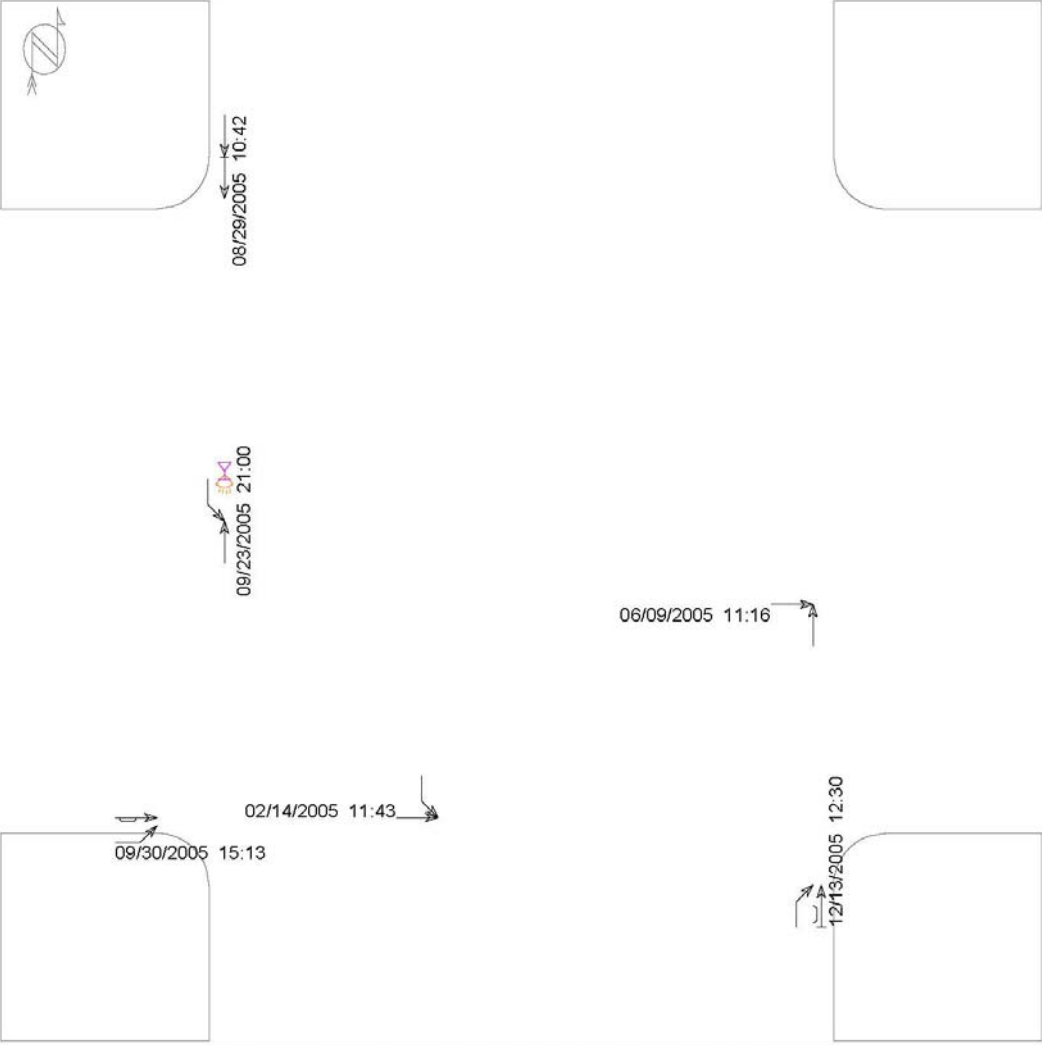
0.89 / MEV 16 Accidents	Foothill & Santa Rosa 01/01/05 - 12/31/05
--	--



((Distance <= 75)), (1) 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 |

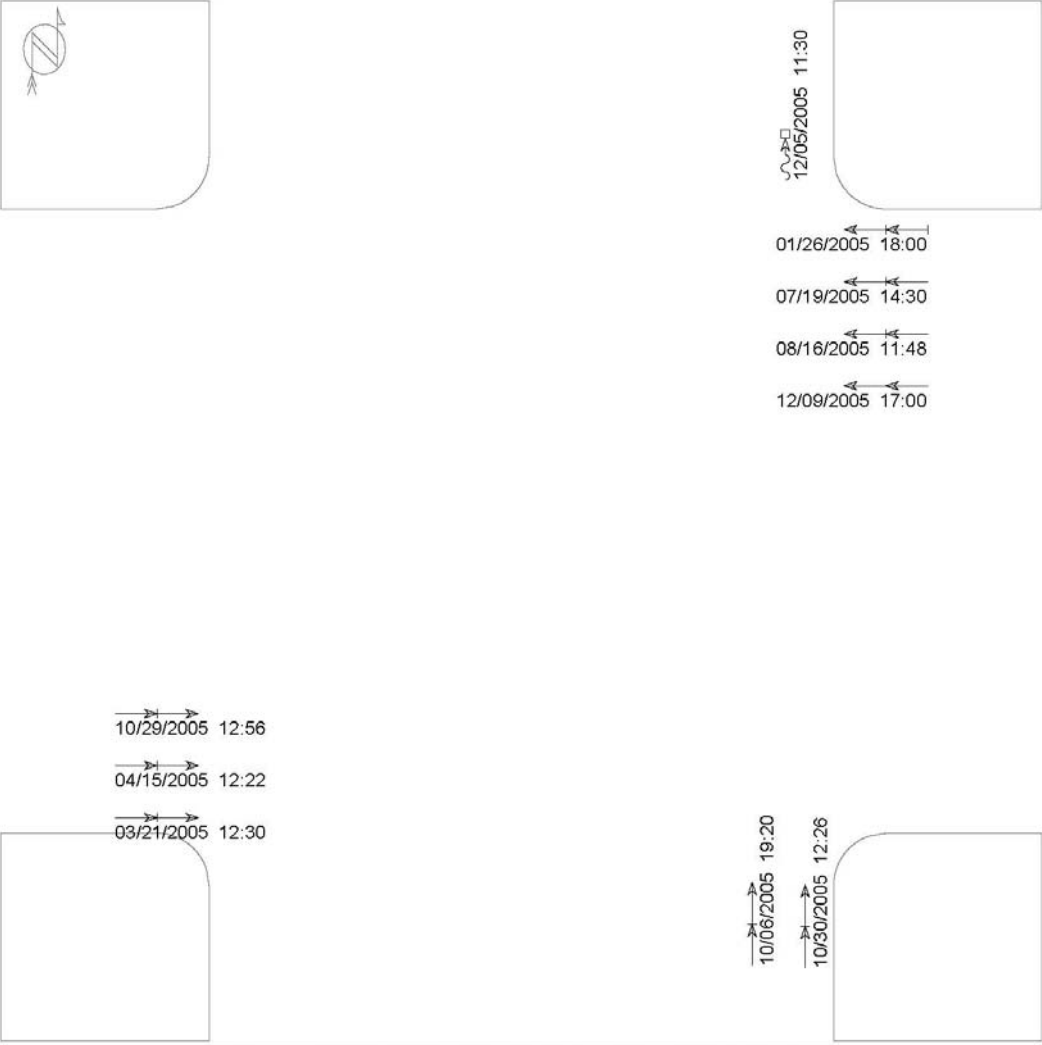
0.77 / MEV 6 Accidents	Broad & Marsh 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|------------------|--------------|-----------------------|----------|
| ← 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 | |

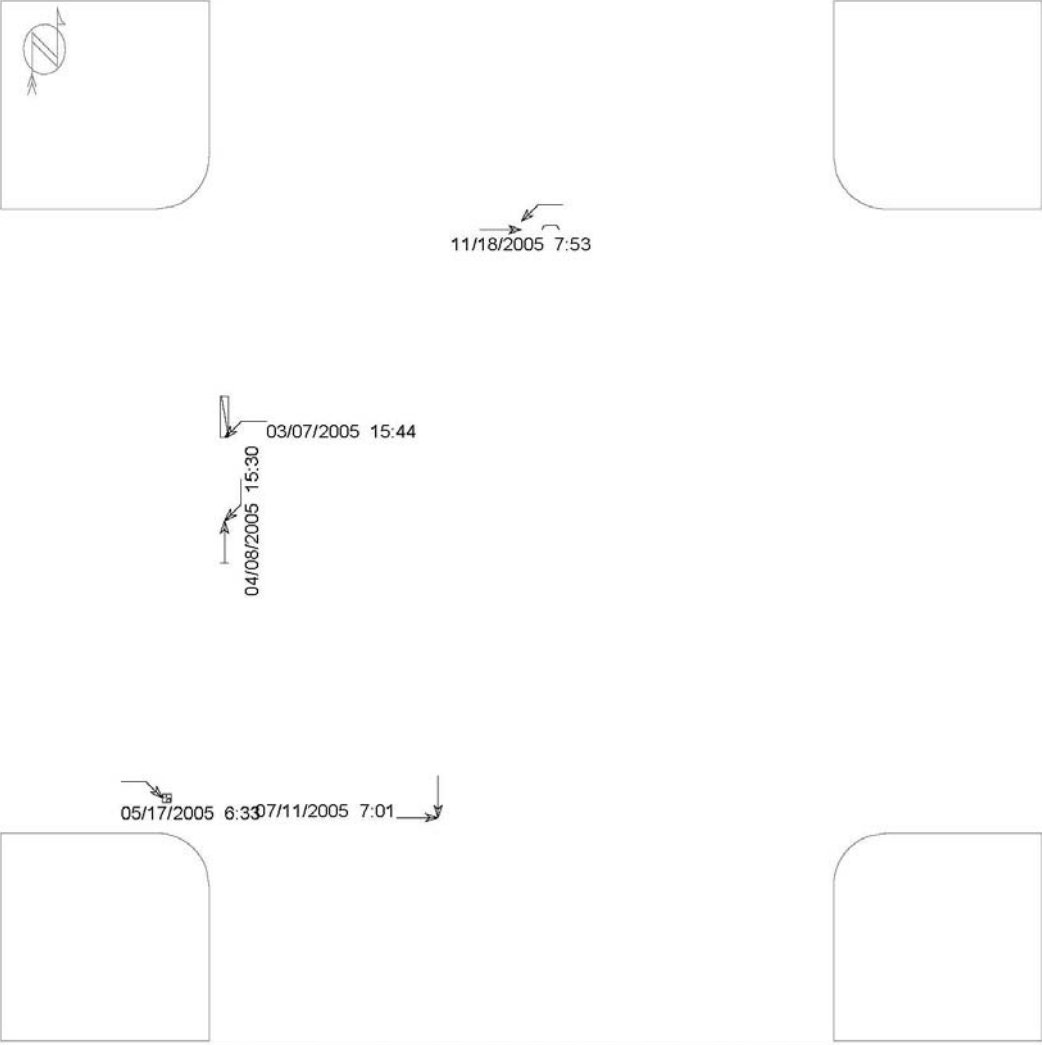
0.75 / MEV 10 Accidents	Broad & Tank Farm 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|---------------------|
| ← 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 |

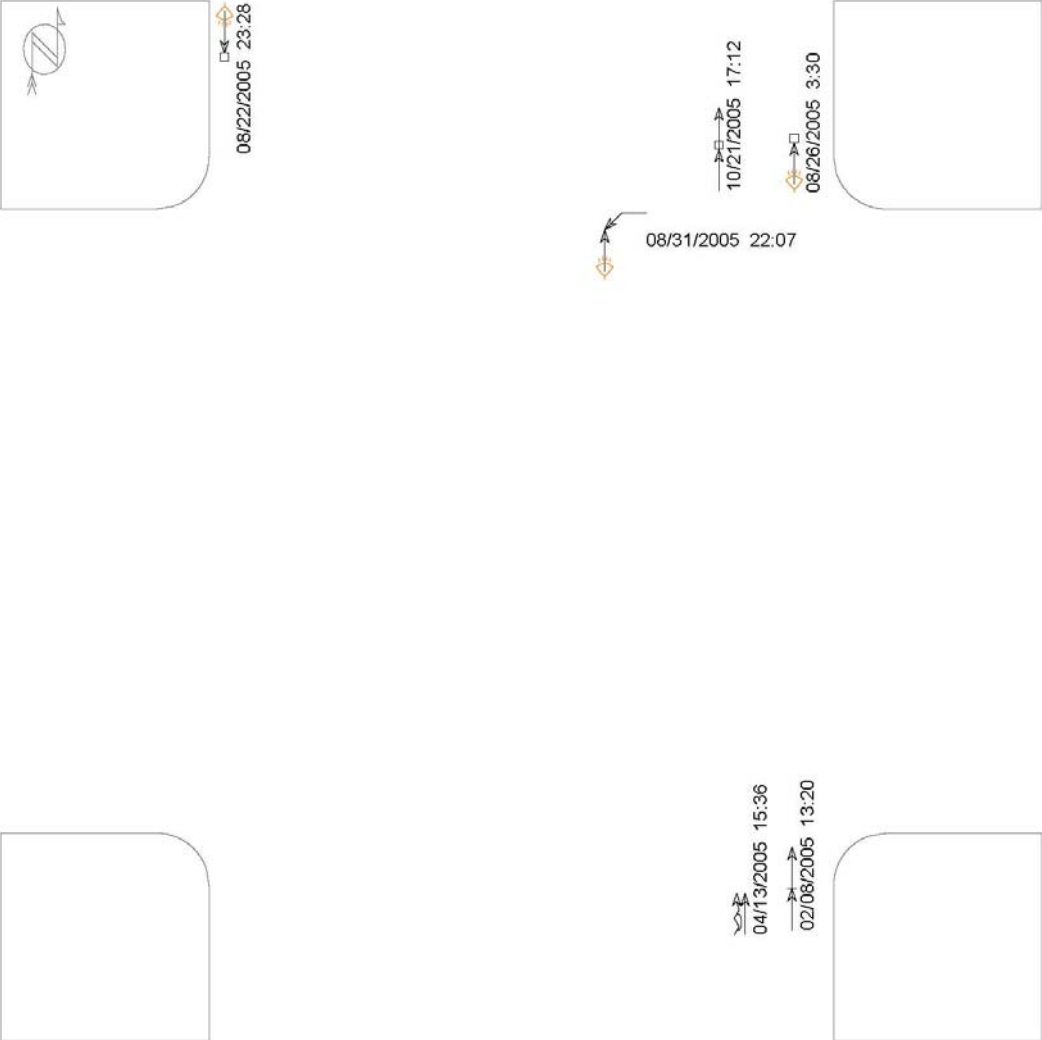
0.73 / MEV 5 Accidents	Johnson & Marsh 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|---------------------|
| ← 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 |

0.73 / MEV 6 Accidents	Johnson & San Luis 01/01/05 - 12/31/05
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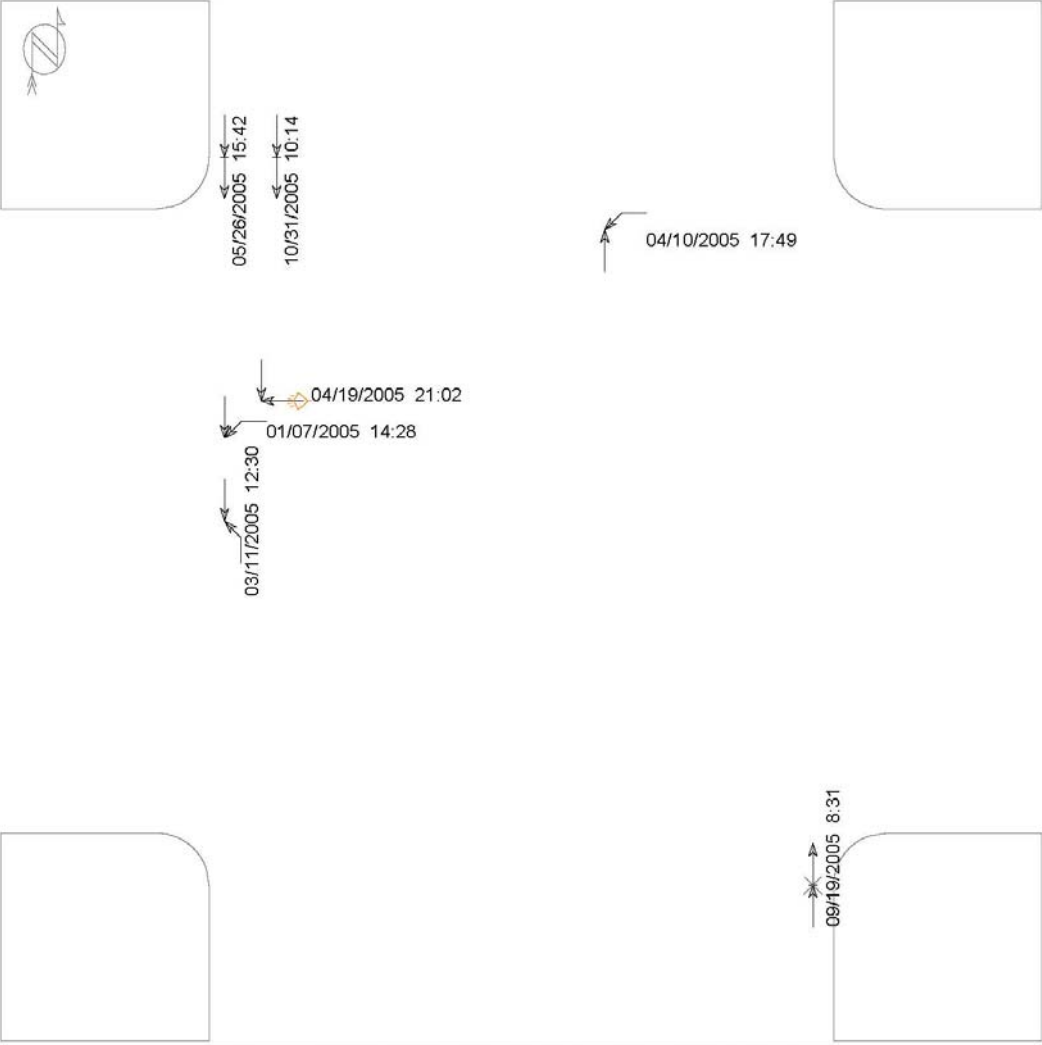
((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|---------------------|
| ← 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 |

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

Rank	Prev. Rank	Intersection	Collisions	Volume	Rate	Control		EB	WB	NB	SB
1	Not Ranked	Boysen & Santa Rosa	7	28,624	0.67	1-STOP		<u>1,000</u>	NA	14,005	13,619
2	Not Ranked	Oak & Santa Rosa	5	24,148	0.57	2-STOP		NA	<u>700</u>	9,829	13,619
3	2	Montalban & Santa Rosa	8	40,197	0.55	2-STOP		<u>500</u>	<u>1,500</u>	19,310	18,887
4	3	Meinecke & Santa Rosa	6	39,697	0.41	2-STOP		<u>1,500</u>	NA	19,310	18,887

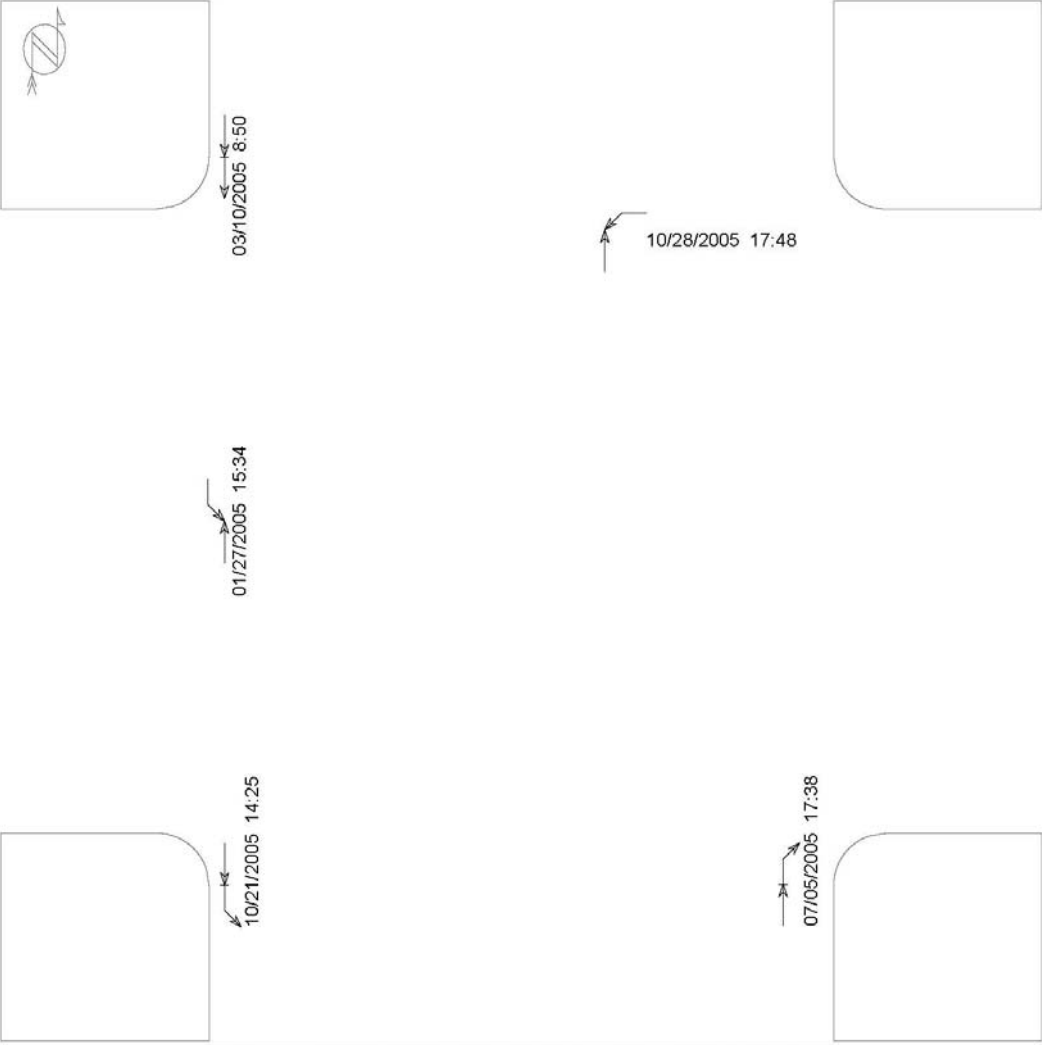
0.67 / MEV 7 Accidents	Boysen & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|------------------|--------------|----------------|----------|
| ← 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 | |

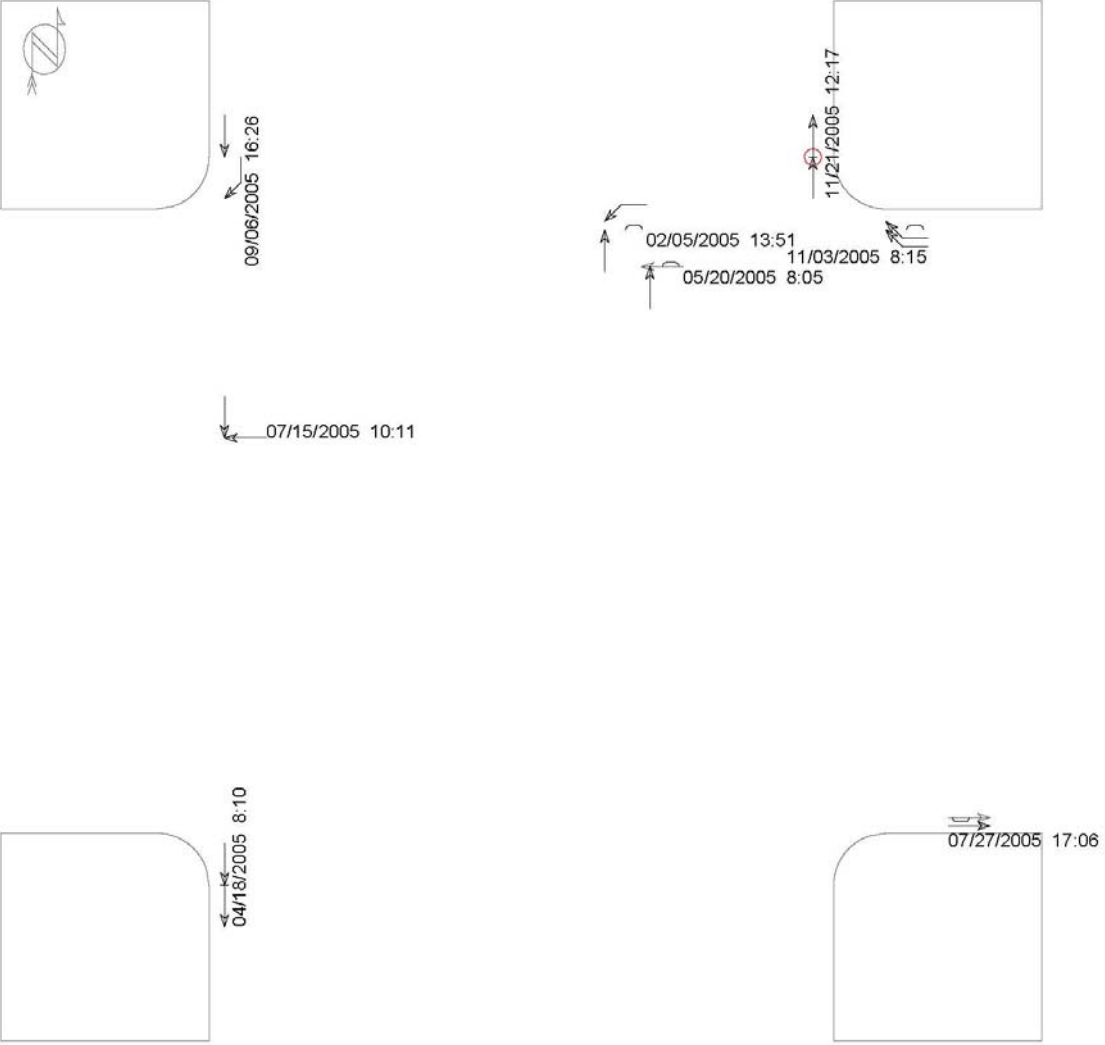
0.57 / MEV 5 Accidents	Oak & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> ← Straight ← Stopped ← Unknown ↔ Backing ↔ Overtaking ↔ Sideswipe | <ul style="list-style-type: none"> ▭ Parked ↔ Erratic ↔ Out of control ↔ Right turn ↔ Left turn ↔ U-turn | <ul style="list-style-type: none"> × Pedestrian ⊗ Bicycle ○ Injury ⊙ Fatality ⚡ Nighttime ⚡ DUI | <p>Fixed objects:</p> <ul style="list-style-type: none"> □ General ▣ Signal ▣ Tree □ Pole ▣ Curb ▣ Animal <ul style="list-style-type: none"> ◁ 3rd vehicle * Extra data |
|--|--|---|--|

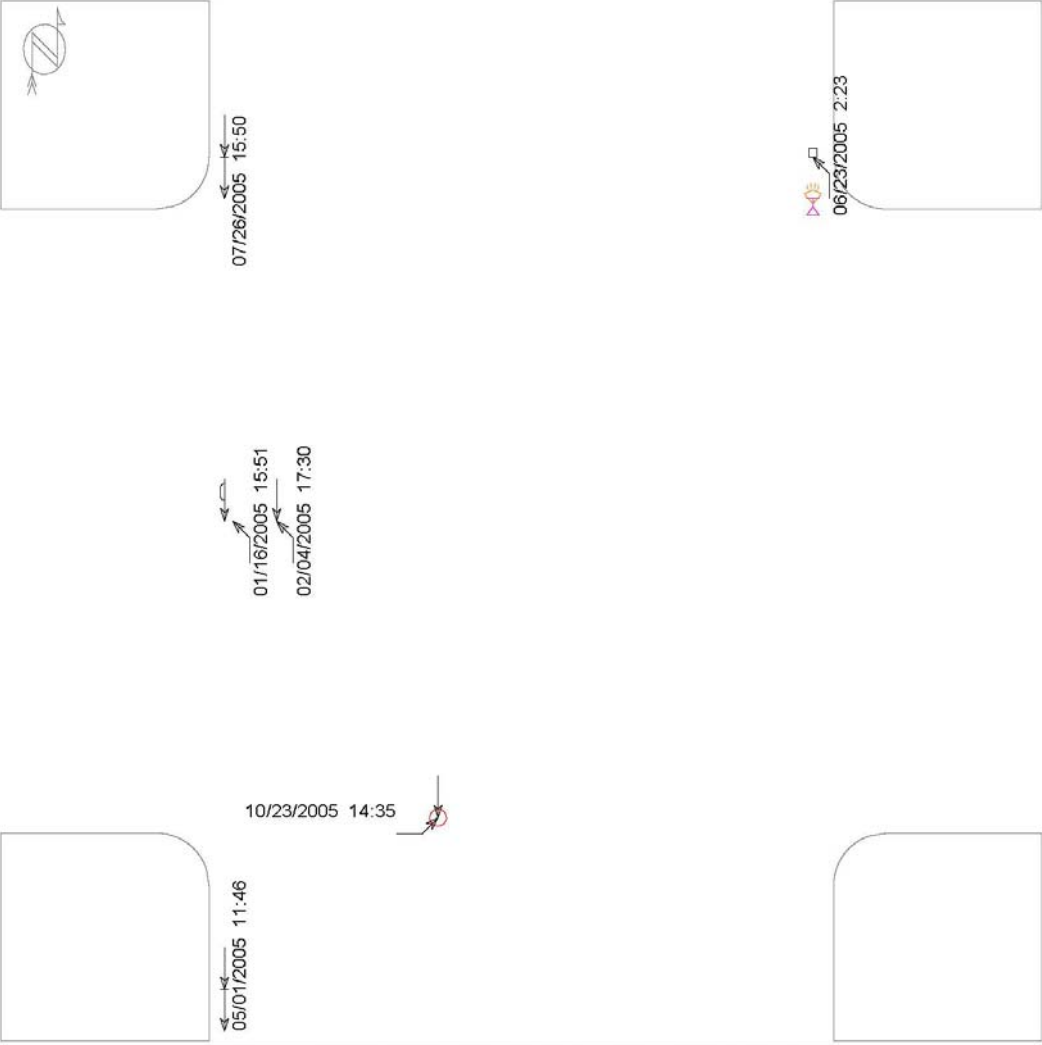
0.55 / MEV 8 Accidents	Montalban & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

- | | | | | |
|--------------|------------------|--------------|----------------|----------|
| ← 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 | |

0.41 / MEV 6 Accidents	Meinecke & Santa Rosa 01/01/05 - 12/31/05
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((Distance <= 75)), (0) accidents with insufficient data for display

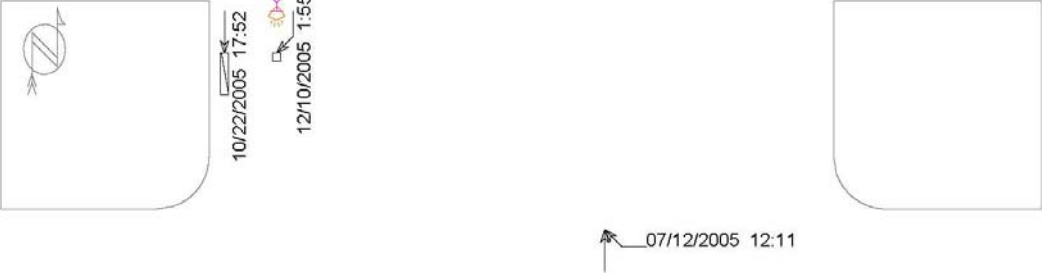
- | | | | |
|--------------|------------------|--------------|---------------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: |
| ← Stopped | ↪ Erratic | ⊗ Bicycle | □ General □ Pole |
| ← Unknown | ↪ Out of control | ○ Injury | ▣ Signal □ Curb |
| ↔ Backing | ↪ Right turn | ⊙ Fatality | ▣ Tree □ Animal |
| ↔ Overtaking | ↪ Left turn | ⚡ Nighttime | ◁ 3rd vehicle |
| ↔ Sideswipe | ↪ U-turn | ⚡ DUI | * Extra data |

appendix 8
Arterial Segments

Arterial Segments Prioritized by Accident Rate

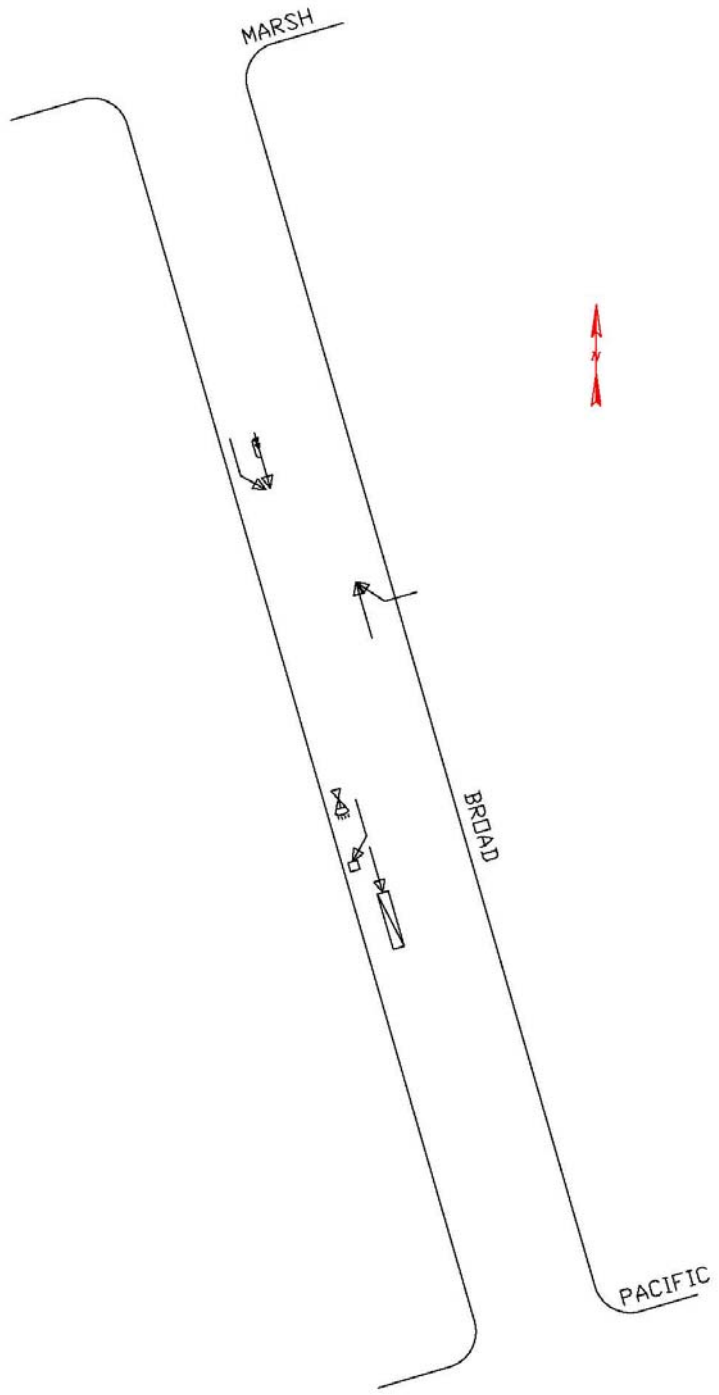
Rank	Prev. Rank	Segment	Collisions	Volume	Seg. Len.	Rate
1	Not Ranked	BROAD 1200 BLK	4	9,402	0.06	18.65
2	Not Ranked	HIGUERA 700 BLK	7	10,331	0.12	16.07
3	Not Ranked	CALIFORNIA 1000 BLK	3	11,343	0.06	11.96
4	Not Ranked	HIGUERA 1000 BLK	3	8,306	0.10	10.24
5	3	HIGUERA 800 BLK	3	9,518	0.09	10.13
6	Not Ranked	FOOTHILL 1000 BLK	6	19,545	0.12	6.83
7	7	TANKFARM 700 BLK	4	10,306	0.16	6.61
8	15	HIGUERA 3000-3100 BLK	4	15,047	0.16	4.63
9	Not Ranked	HIGUERA 3900 BLK	7	20,257	0.22	4.37
10	30	FOOTHILL 800-900 BLK	5	18,562	0.17	4.24
11	Not Ranked	SOUTH 200-300 BLK	5	17,458	0.19	4.18
12	Not Ranked	JOHNSON 2200-2400 BLK	5	15,789	0.23	3.71
13	Not Ranked	FOOTHILL 400-600 BLK	5	16,629	0.23	3.55
14	21	CALIFORNIA 200-400 BLK	3	9,617	0.25	3.37
15	25	MADONNA 400-100 BLK	9	25,199	0.32	3.09
16	13	LOS OSOS VALLEY 12200-12400 BLK	8	23,589	0.30	3.05
17	Not Ranked	JOHNSON 1800-1900 BLK	3	19,994	0.14	3.01
18	18	FOOTHILL 700 BLK	3	17,072	0.17	2.84
19	Not Ranked	LOS OSOS VALLEY 11300 BLK	3	26,606	0.12	2.47
20	Not Ranked	HIGUERA 3400-3500 BLK	4	17,315	0.27	2.39
21	31	HIGUERA 10 BLK	4	16,644	0.31	2.16
22	34	LOS OSOS VALLEY 11600-11800 BLK	4	23,589	0.23	2.04
23	Not Ranked	JOHNSON 2000-2100 BLK	3	17,034	0.27	1.82
24	Not Ranked	BROAD 3800-3900 BLK	3	21,700	0.21	1.82
25	35	BROAD 3200-3400 BLK	4	30,549	0.20	1.76
26	Not Ranked	HIGUERA 2800-2900 BLK	3	15,047	0.33	1.67
27	36	MADONNA 1300-1100 BLK	5	21,651	0.42	1.52
28	39	LOS OSOS VALLEY 12500 BLK	3	24,065	2.15	0.16

18.65 / MVM	BROAD 1200 BLK
4 Accidents (rate:0.31)	01/01/05 - 12/31/05

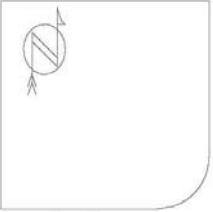


(clear filter), (0) accidents with insufficient data for display

- | | | | |
|--------------|------------------|--------------|----------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: |
| ← Stopped | ↪ Erratic | ⊗ Bicycle | □ General |
| ← Unknown | ↪ Out of control | ○ Injury | ▣ Signal |
| ↔ Backing | ↪ Right turn | ⊙ Fatality | ▣ Tree |
| ↔ Overtaking | ↪ Left turn | ⚡ Nighttime | ◁ 3rd vehicle |
| ↔ Sideswipe | ↪ U-turn | ⚡ DUI | * Extra data |
| | | | ▣ Pole |
| | | | ▣ Curb |
| | | | ▣ Animal |



16.07 / MVM **HIGUERA 700 BLK**
7 Accidents (rate:0.33) **01/01/05 - 12/31/05**



04/24/2005 11:58

10/17/2005 15:06

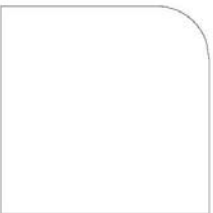


05/14/2005 12:15

07/06/2005 15:26

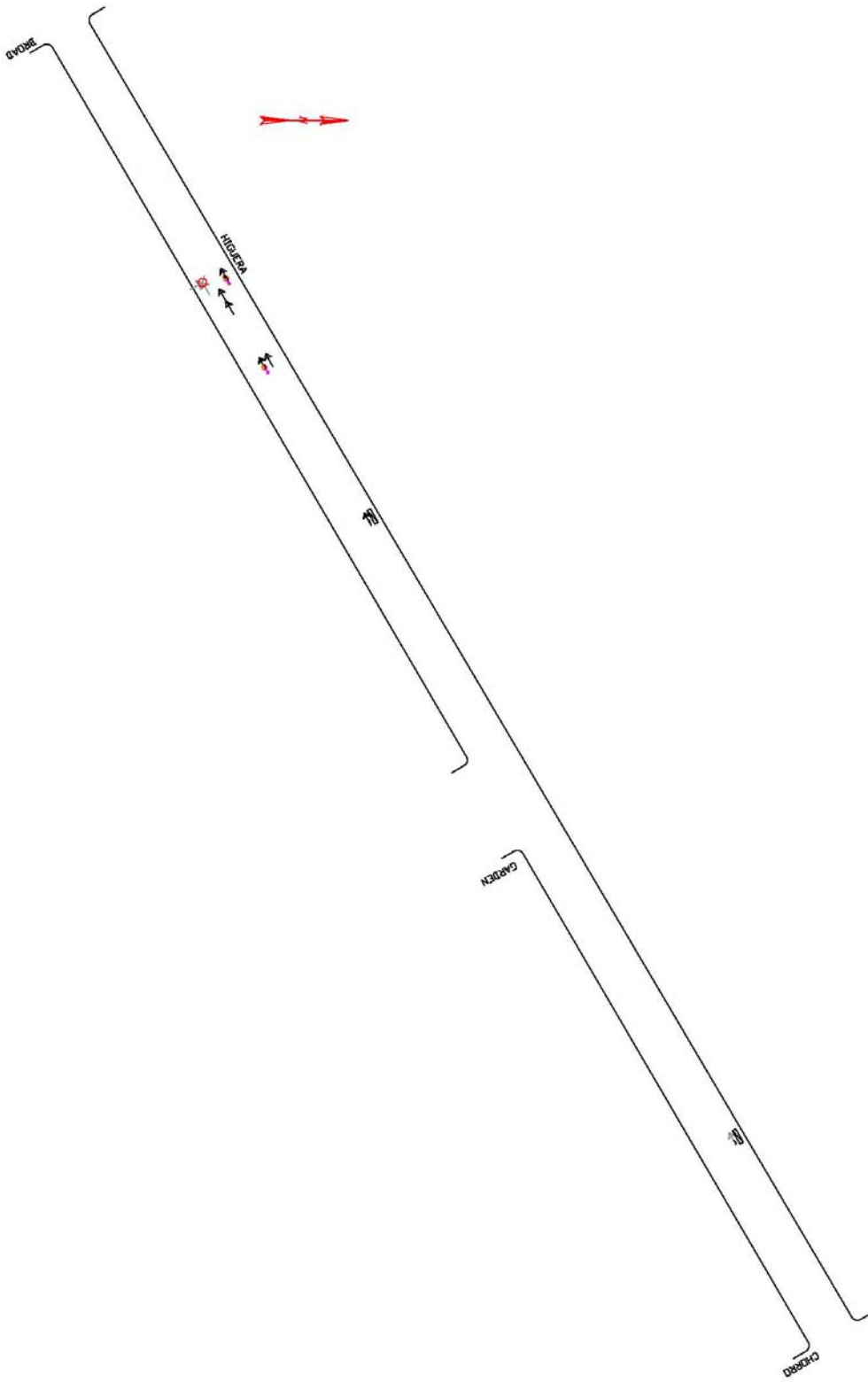
07/27/2005 1:39

10/31/2005 20:50

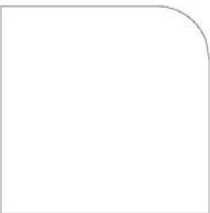
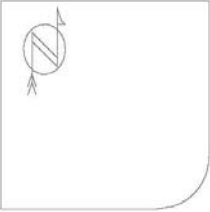


(clear filter), (1) accidents with insufficient data for display

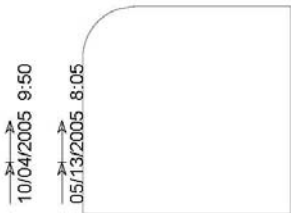
- | | | | | |
|--------------|-------------------|--------------|----------------|----------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: | |
| ← Stopped | ←~ Erratic | ⊗ Bicycle | □ General | □ Pole |
| ← Unknown | ←~ Out of control | ○ Injury | ▣ Signal | ▣ Curb |
| ↔ Backing | ↗ Right turn | ⊙ Fatality | ▣ Tree | ▣ Animal |
| ↔ Overtaking | ↙ Left turn | ⚡ Nighttime | ◁ 3rd vehicle | |
| ↔ Sideswipe | ↺ U-turn | ⚡ DUI | * Extra data | |



11.96 / MVM CALIFORNIA 1000 BLK
 3 Accidents (rate:0.13) 01/01/05 - 12/31/05



04/21/2005 11:17

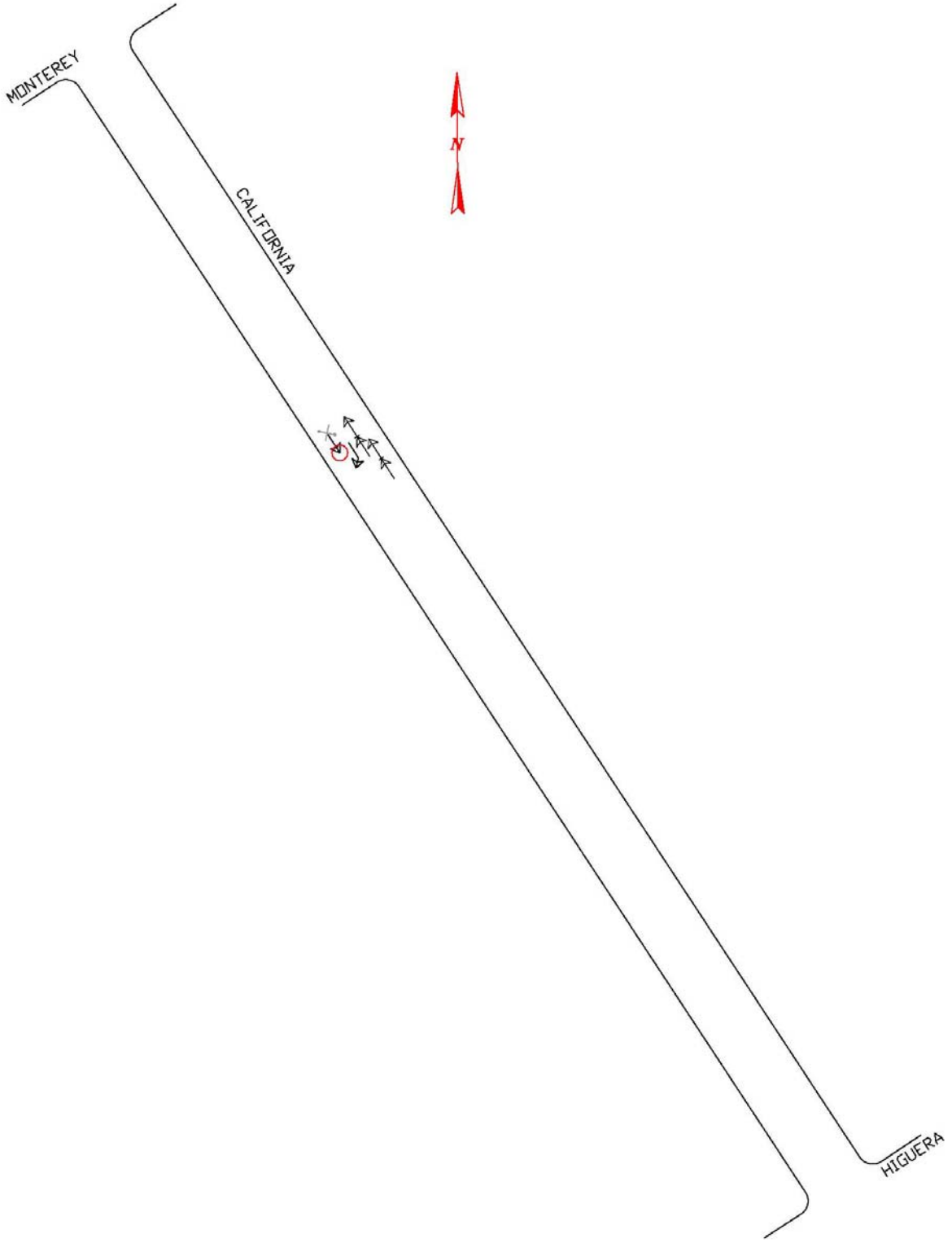


10/04/2005 9:50

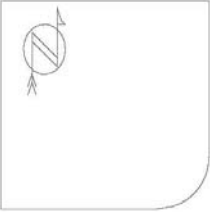
05/13/2005 8:05

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

- | | | | |
|--------------|------------------|--------------|----------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: |
| ← Stopped | ↪ Erratic | ⊗ Bicycle | □ General |
| ← Unknown | ↪ Out of control | ○ Injury | ▣ Signal |
| ↔ Backing | ↪ Right turn | ⊙ Fatality | ▣ Tree |
| ↔ Overtaking | ↪ Left turn | ⚡ Nighttime | ◁ 3rd vehicle |
| ↔ Sideswipe | ↪ U-turn | ⚠ DUI | * Extra data |
| | | | ▣ Pole |
| | | | ▣ Curb |
| | | | ▣ Animal |



10.24 / MVM HIGUERA 1000 BLK
 3 Accidents (rate:0.22) 01/01/05 - 12/31/05



10/06/2005 12:50



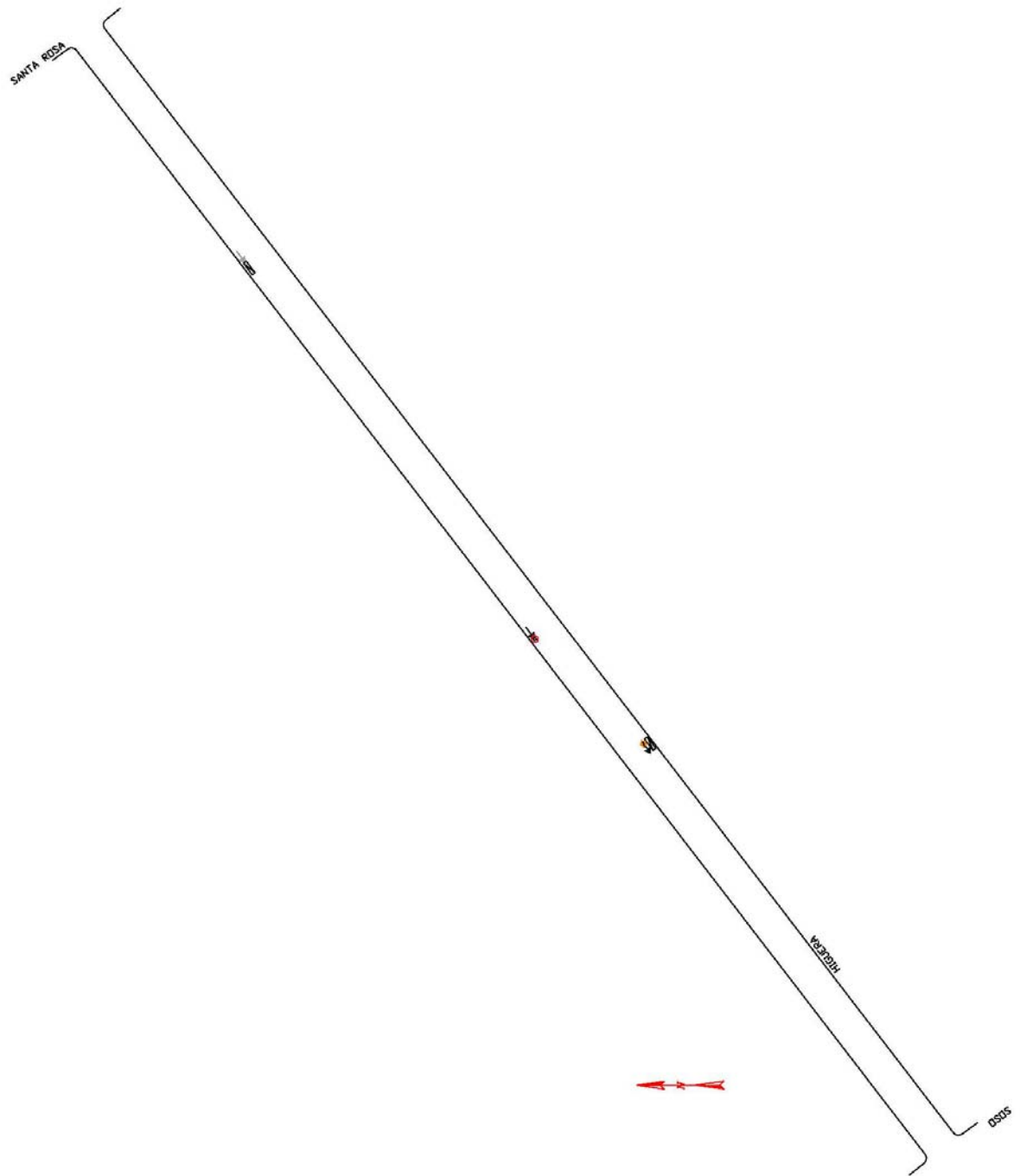
02/01/2005 17:21

09/20/2005 13:03

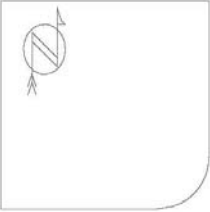


(clear filter), (0) accidents with insufficient data for display

- | | | | | |
|---------------|-------------------|--------------|----------------------------------|---------------------------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: | |
| ← Stopped | ←~ Erratic | ⊗ Bicycle | <input type="checkbox"/> General | <input type="checkbox"/> Pole |
| ← Unknown | ←~ Out of control | ○ Injury | <input type="checkbox"/> Signal | <input type="checkbox"/> Curb |
| ↔ Backing | ↗ Right turn | ⊙ Fatality | <input type="checkbox"/> Tree | <input type="checkbox"/> Animal |
| ←← Overtaking | ↙ Left turn | ⚡ Nighttime | ◁ 3rd vehicle | |
| ←↔ Sideswipe | ↺ U-turn | ⚠ DUI | * Extra data | |



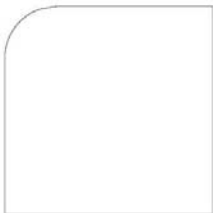
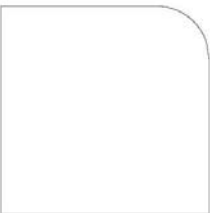
10.13 / MVM 3 Accidents (rate:0.21)	HIGUERA 800 BLK 01/01/05 - 12/31/05
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01/12/2005 15:00

05/16/2005 7:56

10/25/2005 17:28



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

- | | | | | |
|--------------|-------------------|--------------|----------------------------------|---------------------------------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: | |
| ← Stopped | ←~ Erratic | ⊗ Bicycle | <input type="checkbox"/> General | <input type="checkbox"/> Pole |
| ← Unknown | ←~ Out of control | ○ Injury | <input type="checkbox"/> Signal | <input type="checkbox"/> Curb |
| ↔ Backing | ↗ Right turn | ⊙ Fatality | <input type="checkbox"/> Tree | <input type="checkbox"/> Animal |
| ↔ Overtaking | ↙ Left turn | ⚡ Nighttime | ◁ 3rd vehicle | |
| ↔ Sideswipe | ↺ U-turn | ⚠ DUI | * Extra data | |

