Technical Memorandum

TO:	Lacy Brown, PhD, PE, RSP2, DKS Associates
FROM:	Darryl DePencier, AICP, GISP, RSP2B, Kimley-Horn Frederik Venter, PE, Kimley-Horn Ali Mustafa, PTP, RSP1, Kimley-Horn Shahrzad Rahgozar, Kimley-Horn Julio Camacho, Kimley-Horn
PROJECT:	Monterey County Regional Vision Zero Action Plan (RVZP)
DATE:	Monday, June 30, 2025
SUBJECT:	Technical Memorandum – Monterey County Safety Analysis and Trends

TABLE OF CONTENTS

EXECUTIVE SUMMARY

This memorandum summarizes the crash data collected as part of the Monterey County Regional Vision Zero Plan (RVZP) development process. It outlines the analysis methods and provides statistical summaries of the outcomes. This information will lead to the identification of locations of interest that will be used in the outreach process and where site visits may be conducted. Ultimately, this information will be used to identify systemic countermeasures that will be included in the RVZP. The County is divided into four zones for presentation purposes:

- North Monterey County (North County)
- Greater Salinas
- Monterey Peninsula
- South Monterey County (South County)

1 – REGIONAL CRASH NETWORK SCREENING AND HIGH INJURY NETWORK

This report analyzes crash data from January 1, 2019, to December 31, 2023, in Monterey County, based on TIMS analytics data as of February 26, 2025. During this period, 8,145 crashes were recorded, with the most common types being rear-end (28%), broadside (22%), and hit object (16%). The study recorded 203 fatal crashes and 843 severe injury crashes. Injury levels indicated that 52.02% of crashes resulted in complaints of pain, 12.8% were severe injuries or fatalities, and 35.2% involved other visible injuries. The primary causes were unsafe speed (28%), improper turning (17%), and automobile right-of-way violations (16%).

Pedestrian-involved crashes totaled 577, resulting in 159 severe injuries or fatalities, while 381 bicyclist-involved crashes resulted in 57 severe injuries or fatalities. Most crashes (66%) occurred in the afternoon and evening. October was the peak month for crashes, with a steady rise from January to October followed by a decline. Key behavioral factors included aggressive driving (35.1%) and impaired driving (13%). Refer to **Figure 18** to **Figure 21** for High Injury Network Maps for North County, Monterey Peninsula, Greater Salinas and South County.

2 – CARMEL-BY-THE-SEA

Based on the analysis in section During the study period, 58 crashes occurred within the city of Carmel-by-the-Sea, with the most common types being rear-ends (24%) and broadsides (14%). No fatal crashes were recorded, but there were 4 severe injuries. Most crashes (55.2%) resulted in complaints of pain, while 37.9% involved other visible injuries, and 6.9% were severe. Unsafe speed was the leading cause of crashes (29%), followed by pedestrian right-of-way violations (24%) and improper turning (14%). Pedestrian-involved crashes totaled 24, constituting 50% of severe injuries, while bicyclist-involved crashes numbered 5, with no severe injuries. Crashes were more frequent in the afternoons and evenings (66%) than mornings (34%). Aggressive driving behaviors contributed to 32.8% of crashes, while no crashes were directly linked to impaired driving within the study period. Junipero Street, Carpenter Street, and Ocean Avenue saw frequent crashes, appearing on the City's high injury network. Refer to Figure 28 for Carmel High Injury Network Map.

3 – DEL REY OAKS

During the study period, 16 crashes were recorded within the city of Del Rey Oaks, with broadside crashes (44%) and rear-ends (19%) being the most common. There was 1 fatal crash and 2 severe injury crashes. Of the reported crashes, 18.8% resulted in complaints of pain, 18.8% involved fatal or severe injuries, and 62.5% had other visible injuries. The leading causes of crashes were Automobile Right of Way violations (44%), unsafe speed, and driving under the

influence (13% each). There was 1 pedestrian-involved crash and 1 bicyclist-involved crash, neither resulting in severe injury. Crashes occurred more frequently in the morning (56%) compared to the afternoon and evening (44%). Aggressive driving behaviors accounted for 12.5% of crashes, and impaired driving contributed to another 12.5% of crashes. Canyon del Rey Boulevard, General Jim Boulevard, and Monterey-Salinas Highway saw all the City's crashes and therefore were designated as the City's high injury network. Refer to **Figure 35** for High Injury Network Map.

4 – PACIFIC GROVE

During the study period, 114 crashes were recorded within the city of Pacific Grove, predominantly broadside (30%) and rear-end (10%) types. There was 1 fatal crash and 6 severe injury crashes. Injuries were mainly complaints of pain (56.1%), with 6.1% being severe or fatal injuries, and 37.7% involving other visible injuries. The primary causes of crashes were automobile right-of-way violations (19%) and unsafe speed (18%). Aggressive driving behaviors, including speeding and improper turning, contributed to 46.5% of crashes, while impaired driving accounted for 0.9%. Pedestrian-involved crashes totaled 15, with none resulting in severe injuries, whereas 23 bicyclist-involved crashes included 3 fatalities or severe injuries, representing 43% of all severe crashes. Most crashes (68%) occurred in the afternoon and evening hours. Overall, aggressive driving behaviors contributed to 30.7% of crashes, with a minimal impact from impaired driving. Frequent crashes were reported on Ocean View Boulevard, Lighthouse Avenue, Sunset Drive, appearing on the City's high injury network among other roads. Refer to **Figure 42** for High Injury Network Map.

5 – SAND CITY

During the study period, 4 crashes occurred within Sand City, with 75% being rear-end collisions and 25% involving pedestrians. Three crashes resulted in complaints of pain only, while one caused visible injury. All crashes were attributed to unsafe speed. The sole pedestrian-involved crash did not result in severe injury. Aggressive driving behaviors, primarily speeding, contributed to all reported crashes. Given the limited number of crashes within the City, no high injury network was identified.

6 - MARINA

During the study period, there were 289 crashes recorded during this period within the city of Marina, with rear-end (40%) and broadside (19%) being the most common types. The study period saw 2 fatal crashes and 18 severe injury crashes. Of the crashes, 64.0% resulted in complaints of pain only, 6.9% were fatal or severe, and 29.1% involved visible injuries. Unsafe speed (34%) and automobile right-of-way violations (11%) were the leading causes. Aggressive driving behaviors contributed to 43.6% of crashes, while impaired driving accounted for 9.7%. Vulnerable road users included 23 pedestrian-involved crashes, resulting in 4 severe or fatal injuries, and 26 bicyclist-involved crashes, resulting in 3 severe or fatal injuries. Crashes occurred more frequently in the afternoon and evening (66%) compared to mornings (34%). Overall, pedestrian-involved crashes represented 20% of all fatalities and severe injuries, with 17% of such crashes resulting in severe outcomes. Bicyclist-involved crashes accounted for 15% of fatalities and severe injuries, with 12% resulting in severe outcomes. Imjin Parkway, Reservation Road, and Del Monte Boulevard saw frequent crashes, appearing on the City's high injury network. Refer to **Figure 52** for High Injury Network Map.

7 - GREENFIELD

During the study period, 85 crashes were recorded within the city of Greenfield, with hit object (16%) and rear-end (14%) being the most common types. No fatal crashes occurred, but there were 10 severe injury crashes. Of the total crashes, 58.8% resulted in complaints of pain, 11.8% were severe injuries, and 29.4% involved other visible injuries. The leading causes of crashes were unknown (21%) and driving under the influence (16%). Pedestrian-involved crashes totaled 22, with 4 resulting in severe injuries, accounting for 40% of all severe injuries. Nine bicyclist-involved crashes were recorded, with 1 resulting in severe injury, contributing to 10% of severe crash outcomes. Most crashes (73%) occurred in the afternoon and evening hours. Aggressive driving behaviors and impaired driving each contributed to 16.5% of crashes in the study period. Elm Avenue, Maple Avenue, Oak Avenue, and El Camino Real saw frequent crashes, appearing on the City's high injury network. Refer to **Figure 59** for High Injury Network Map.

8 - GONZALES

During the study period, 37 crashes were recorded within the city of Gonzales, with broadside (22%) being the most common type, followed by rear-end and hit object crashes (both 16%). The study period saw 1 fatal crash and 5 severe injury crashes. Of the reported crashes, 56.8% resulted in complaints of pain, 16.2% were severe injuries or fatalities, and 27.0% involved other visible injuries. The leading causes of crashes were improper turning (24%) and unsafe speed (22%). Pedestrian-involved crashes totaled 11, with 3 resulting in severe or fatal injuries, accounting for 50% of all severe injuries. No bicyclist-involved crashes were reported. Most crashes (68%) occurred in the afternoon and evening hours. Aggressive driving behaviors contributed to 24.3% of crashes, while impaired driving accounted for 8.1%. Herold Parkway, Alta Street, and 5th Street saw frequent crashes, appearing on the City's high injury network. Refer to **Figure 66** for Gonzales High Injury Network Map. Refer to **Figure 66** for High Injury Network Map.

9 – KING CITY

During the study period, 99 crashes occurred within King City, with the most common types being broadside (37%) and rear-end (19%). The study recorded 1 fatal crash and 11 severe injury crashes. In terms of injury levels, 44.4% of crashes resulted in complaints of pain, 12.1% were severe or fatal injuries, and 43.4% involved other visible injuries. The leading causes of crashes were automobile right-of-way violations (27%) and unsafe speed (23%). Pedestrian-involved crashes totaled 15, resulting in 6 severe injuries or fatalities, making up 50% of all severe outcomes. Five bicycle-related crashes occurred, with no severe injuries. Most crashes (70%) happened in the afternoon and evening. Aggressive driving, including speeding and improper turning, accounted for 34.3% of crashes, while impaired driving was involved in 4.0%. The report underlines the significant impact of aggressive and impaired driving behaviors on crash trends in San Antonio Drive, Broadway Street, and South 1st Street saw frequent crashes, appearing on the City's high injury network among other roads. Refer to **Figure 73** for King City High Injury Network Map.

10 - SOLEDAD

During the study period, 90 crashes were recorded within the city of Soledad, with the most common types being broadside (32%) and rear-end (14%). No fatal crashes occurred, but there were 4 severe injury crashes. Of the total crashes, 62.2% resulted in complaints of pain, 4.4% were severe injuries, and 33.3% involved other visible injuries. The primary causes of crashes were automobile right-of-way violations (16%), pedestrian right-of-way violations (14%), and unsafe speed (14%). Pedestrian-involved crashes totaled 22, resulting in 4 severe injuries, representing 18% of pedestrian crashes. Seven bicycle-related crashes were reported. Most

crashes (68%) occurred in the afternoon and evening hours. Aggressive driving behaviors contributed to 31.1% of crashes, while impaired driving was involved in 2.2%. Front Street, Monterey Street, Metz Road, and Oak Street saw frequent crashes, appearing on the City's high injury network. Refer to **Figure 80** for High Injury Network Map.

11 – UNINCORPORATED NORTH COUNTY

During the study period, 784 crashes were recorded on county roads within North County, with the most common types being broadside (25.4%) and hit object (25.4%). There were 26 fatal crashes and 93 severe injury crashes. Of the total crashes, 48.6% resulted in complaints of pain, 15.2% were severe injuries or fatalities, and 36.2% involved other visible injuries. The primary causes of crashes were automobile right-of-way violations (23%), unsafe speed (22.5%), and pedestrian right-of-way violations (22.5%). Aggressive driving, including speeding and improper turning, accounted for 25.3% of crashes, while impaired driving was involved in 21.8%. Pedestrian-involved crashes totaled 16, resulting in 7 severe injuries or fatalities, accounting for 6% of pedestrian crashes. Additionally, 15 bicycle-related crashes were reported. Most crashes (65%) occurred in the afternoon and evening hours. San Juan Road, San Miguel Canyon Road, and Hall Road saw frequent crashes, appearing on the County's high injury network among other roads. Refer to **Figure 87 for** Unincorporated North County High Injury Network Map.

12 – UNINCORPORATED GREATER SALINAS

During the study period, 502 crashes were recorded on county roads within Greater Salinas, with the most common types being hit object (29.3%) and rear-end (22.5%). The study period saw 25 fatal crashes and 67 severe injury crashes. In terms of injury levels, 46.0% of crashes resulted in complaints of pain, 18.3% were severe injuries or fatalities, and 35.7% involved other visible injuries. The leading causes of crashes were unsafe speed (27.3%) and improper turning (24.1%). Pedestrian-involved crashes totaled 7, resulting in 6 severe injuries or fatalities, making up 7% of pedestrian crashes. Four bicycle-related crashes were reported. Most crashes (60%) occurred in the afternoon and evening hours. Aggressive driving behaviors accounted for 30.5% of crashes, while impaired driving contributed to 21.5%. Alisal Road, Blanco Road, Old Stage Road, and Espinosa Road saw frequent crashes, appearing on the County's high injury network among other roads. Refer to **Figure 94** for Unincorporated Greater Salinas High Injury Network Map.

13 – UNINCORPORATED MONTEREY PENINSULA

During the study period, 241 crashes were recorded on county roads within the Monterey Peninsula, with the most common types being hit object (30.3%) and broadside (19.5%). There were 13 fatal crashes and 27 severe injury crashes. In terms of injury levels, 47.3% of crashes resulted in complaints of pain, 16.6% were severe injuries or fatalities, and 36.1% involved other visible injuries. The leading causes of crashes were improper turning (23.7%) and unsafe speed (21.6%). Pedestrian-involved crashes totaled 7, resulting in 2 severe injuries or fatalities, making up 5% of pedestrian crashes. Thirteen bicycle-related crashes were reported. Most crashes (69%) occurred in the afternoon and evening hours. Aggressive driving behaviors contributed to 24.5% of crashes, while impaired driving was involved in 17.0% of crashes. Carmel Valley Road, Laureles Grade Road, Reservation Road, and Blanco Road, saw frequent crashes, appearing on the County's high injury network. Refer to **Figure 101** for Unincorporated Monterey Peninsula High Injury Network Map.

14 – UNINCORPORATED SOUTH COUNTY

During the study period, 301 crashes were recorded on county roads within South County, with the most common types being hit object (47.8%) and overturned (22.3%). The study period saw

17 fatal crashes and 62 severe injury crashes. In terms of injury levels, 32.2% of crashes resulted in complaints of pain, 26.3% were severe injuries or fatalities, and 41.5% involved other visible injuries. The leading causes of crashes were improper turning (44.2%) and unsafe speed (11.6%). Pedestrian-involved crashes totaled 7, resulting in 6 severe injuries or fatalities, making up 8% of pedestrian crashes. Three bicycle-related crashes were reported. Most crashes (59%) occurred in the afternoon and evening hours. Aggressive driving behaviors contributed to 12.6% of crashes, while impaired driving was involved in 25.9%. The report underlines the significant impact of aggressive and impaired driving behaviors on crash trends in Unincorporated South County. Jolon Road, Arroyo Seco Road, River Road, and Metz Road saw frequent crashes, appearing on the County's high injury network among other roads. Refer to **Figure 108** for Unincorporated South County High Injury Network Map.

15 – TAMC REGIONAL SYSTEM

During the study period, 3,073 crashes were recorded on the regional roadway network managed by TAMC. The most common crash types were rear-end (38%) and hit object (22%), exhibiting consistent trends over the years. There were 124 fatal crashes and 332 severe injury crashes. Injury levels showed that 52.9% of crashes resulted in complaints of pain, 14.8% were severe injuries or fatalities, and 32.3% involved other visible injuries. The primary causes of crashes were unsafe speed (39%) and improper turning (20%). There were 46 pedestrian-involved crashes, with 63% resulting in fatal or severe injuries, and 32 bicycle-related crashes, with 34% resulting in fatal or severe injuries. Most crashes (63%) occurred in the afternoon and evening hours. Aggressive driving behaviors, defined by speeding, tailgating, and running stop signs, contributed to 41% of crashes, while impaired driving—due to alcohol, drugs, or medication—influenced 15% of crashes on the regional system. SR-1, SR-68, SR-156, and SR-183 saw frequent crashes, appearing on the regional system's high injury network among other roads. Refer to **Figure 115** for TAMC Regional System High Injury Network Map.

1 – REGIONAL CRASH NETWORK SCREENING AND HIGH INJURY NETWORK

1 ANALYSIS DATA

This memorandum summarizes the crash data collected as part of the Monterey County Regional Vision Zero Plan (RVZP) development process. It outlines the analysis methods and provides statistical summaries of the outcomes. This information will lead to the identification of locations of interest that will be used in the outreach process and where site visits may be conducted. Ultimately, this information will be used to identify systemic countermeasures that will be included in the RVZP. The County is divided into four zones for presentation purposes.

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 1 - Figure 4** illustrate the roadway network and intersections for each of the four sub-counties (North County, Greater Salinas, Monterey Peninsula, South County) within Monterey County as classified for this study. City of Monterey, City of Seaside, and City of Salinas will not be studied as part of this technical memorandum as they have conducted or are in the process of conducting safety plans. However, the roadways of these cities are part of the entire roadway network for regional level Safety analysis within Monterey County. The following local agencies are included and separated out in the analysis.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for each sub-county in **Figure 1 - Figure 4**. Neither Monterey Peninsula nor South County have intersections located below the inset of their respective figures.

1.3 ROUNDABOUTS

Within Monterey County, there are 17 existing roundabouts. Eight of those are outside jurisdictions that were not studied for this analysis. During the study period, a total of 22 crashes were reported at all roundabout locations. Total entering volume at these study locations for the study period was 259,671 vehicles, resulting in a crash rate of 0.046 crashes per million entering vehicles compared to a total crash rate of 0.18 crashes per million entering vehicles for signalized intersections throughout the county.

1.4 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.5 CRASH DATA

Crash data was collected from the most recent Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the County. The location of fatal and severe injury crashes within each sub-county are displayed in **Figure 5 - Figure 8**.The crash data is based on police reports compiled at the time of the crashes.

Figure 1: North County Functional Classification & Signalized Intersections

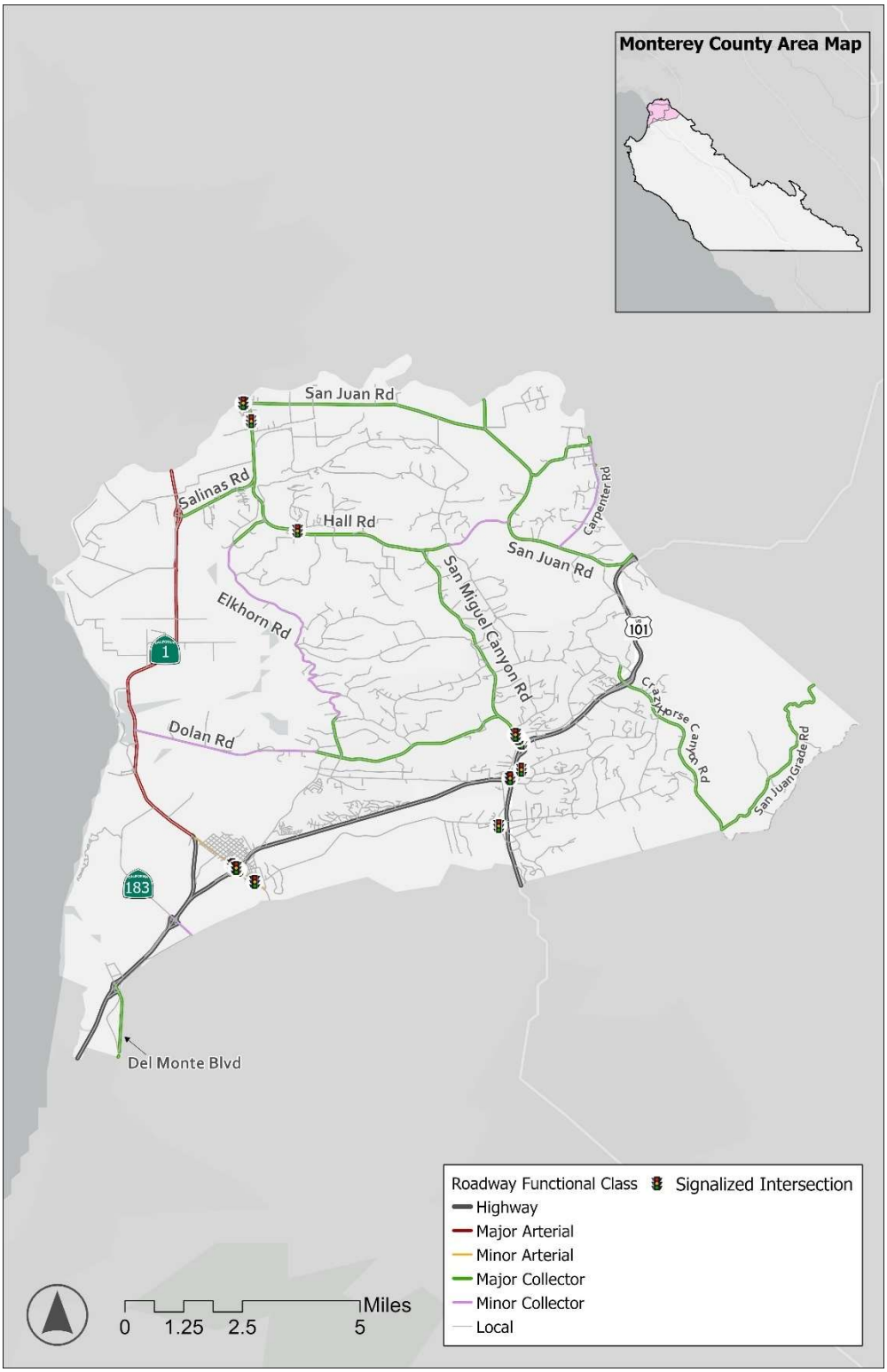


Figure 2: Greater Salinas Functional Classification & Signalized Intersections

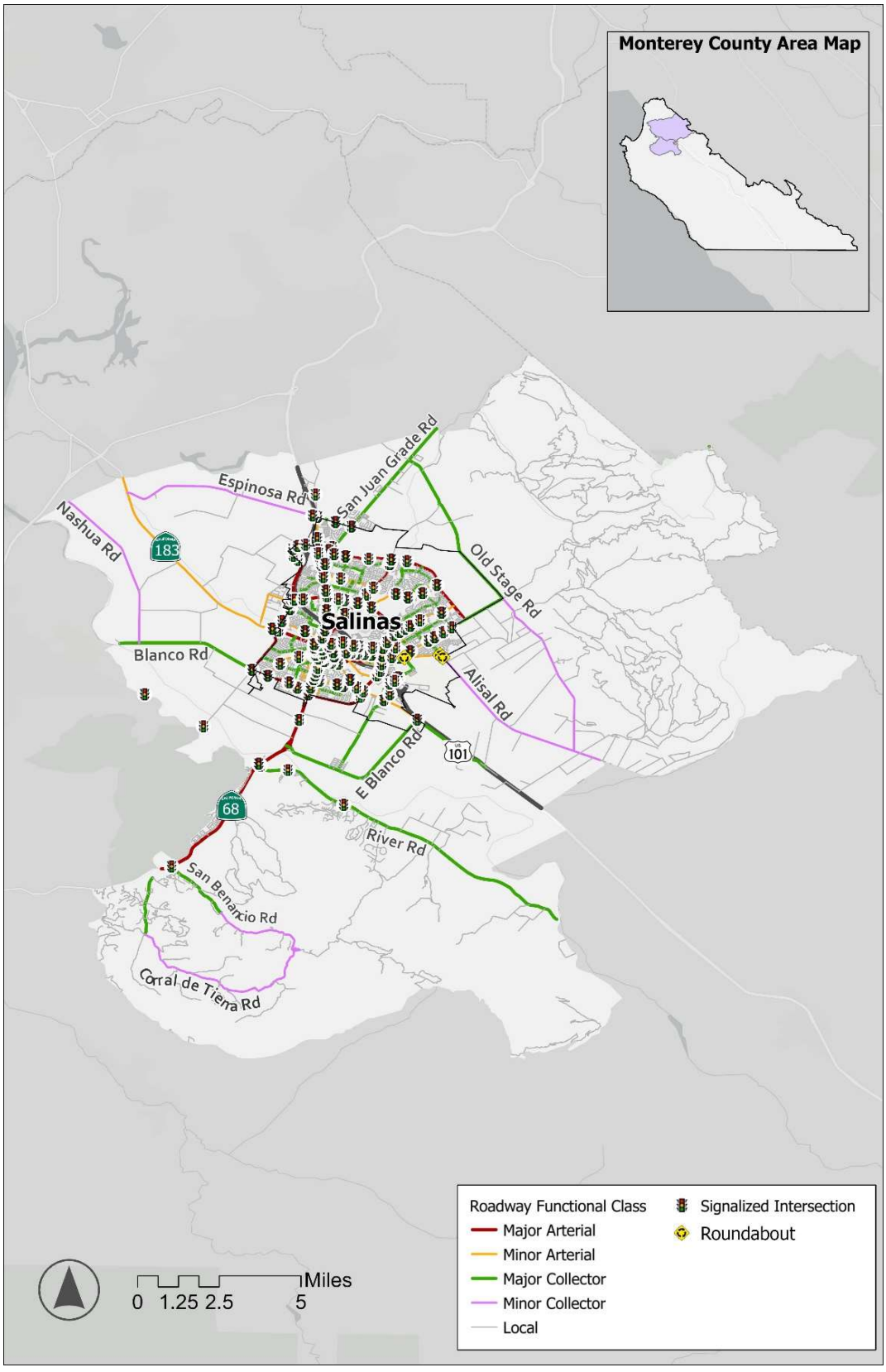


Figure 3: Monterey Peninsula Functional Classification & Signalized Intersections

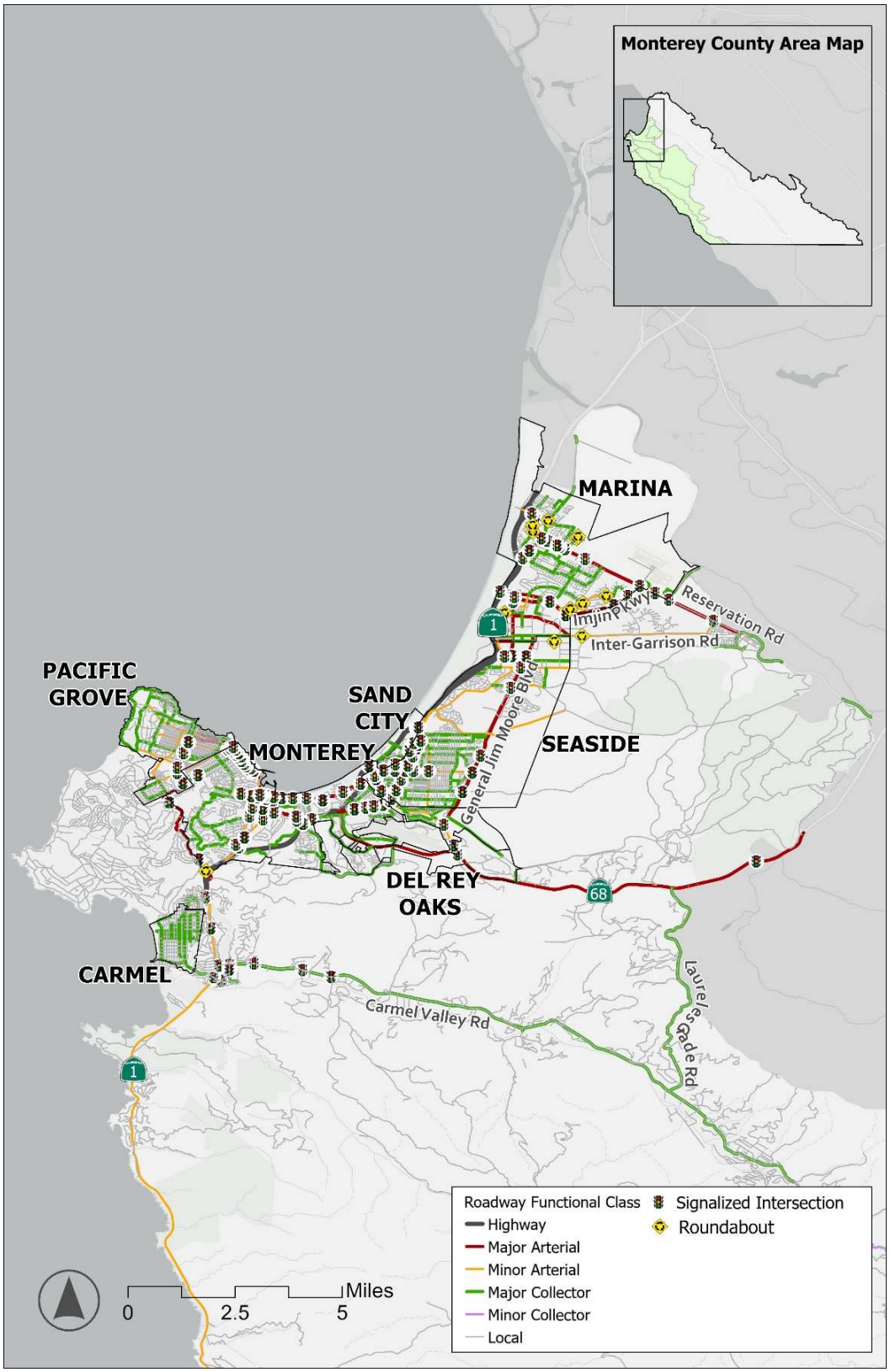


Figure 4: South County Functional Classification & Signalized Intersections

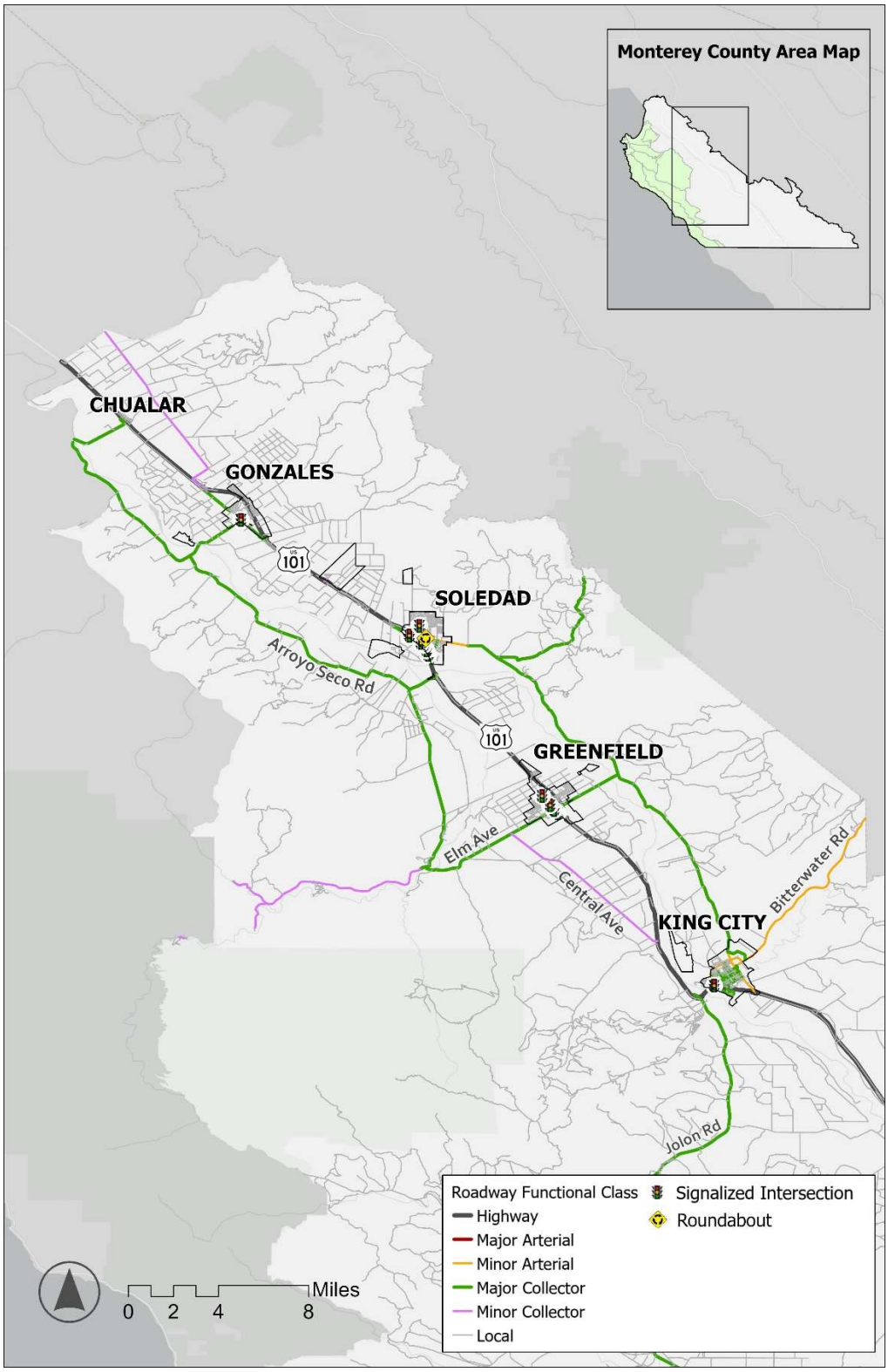


Figure 5: North County Fatal & Severe Injury Crashes (2019-2023)

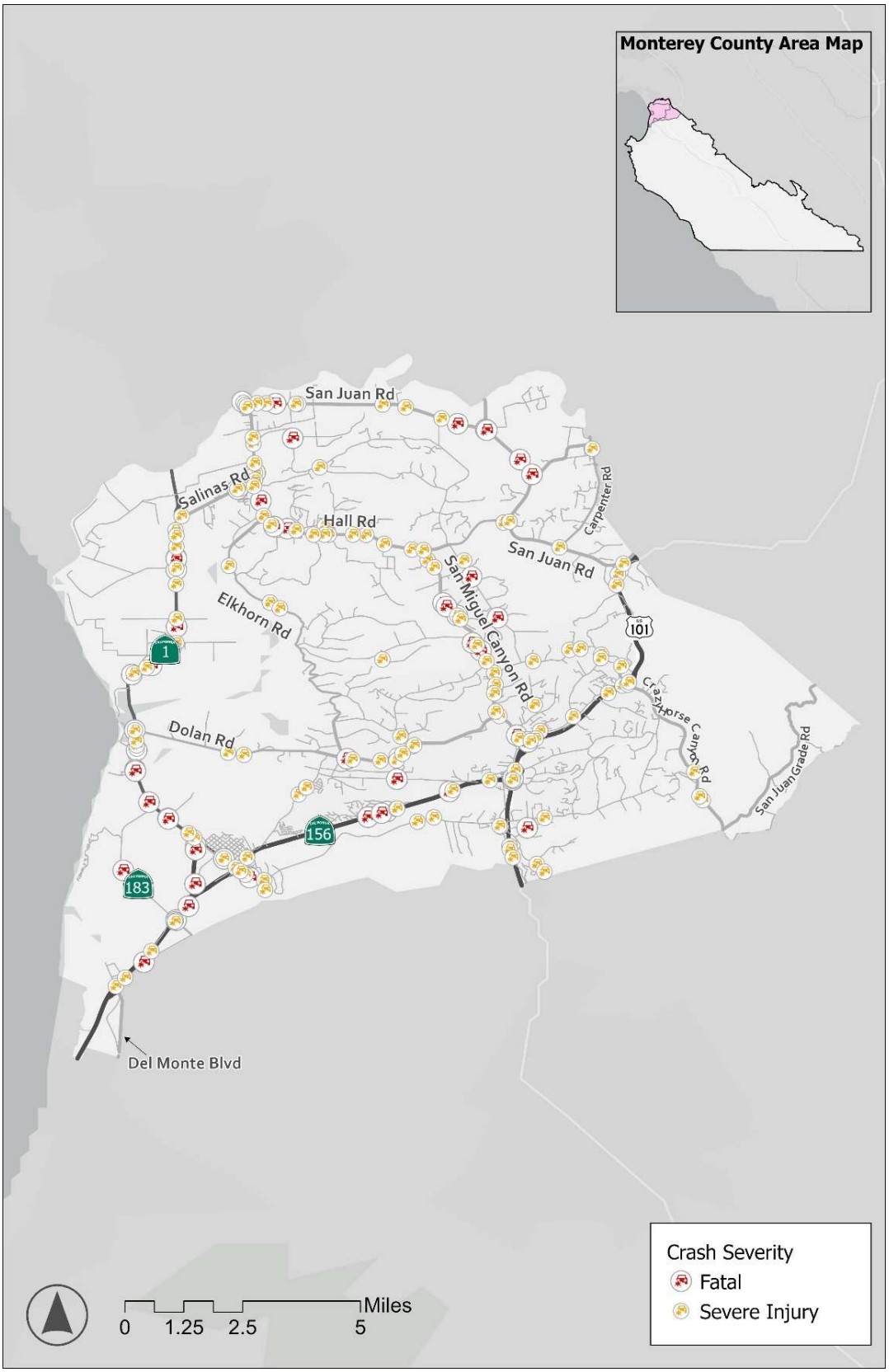


Figure 6: Greater Salinas Fatal & Severe Injury Crashes (2019-2023)

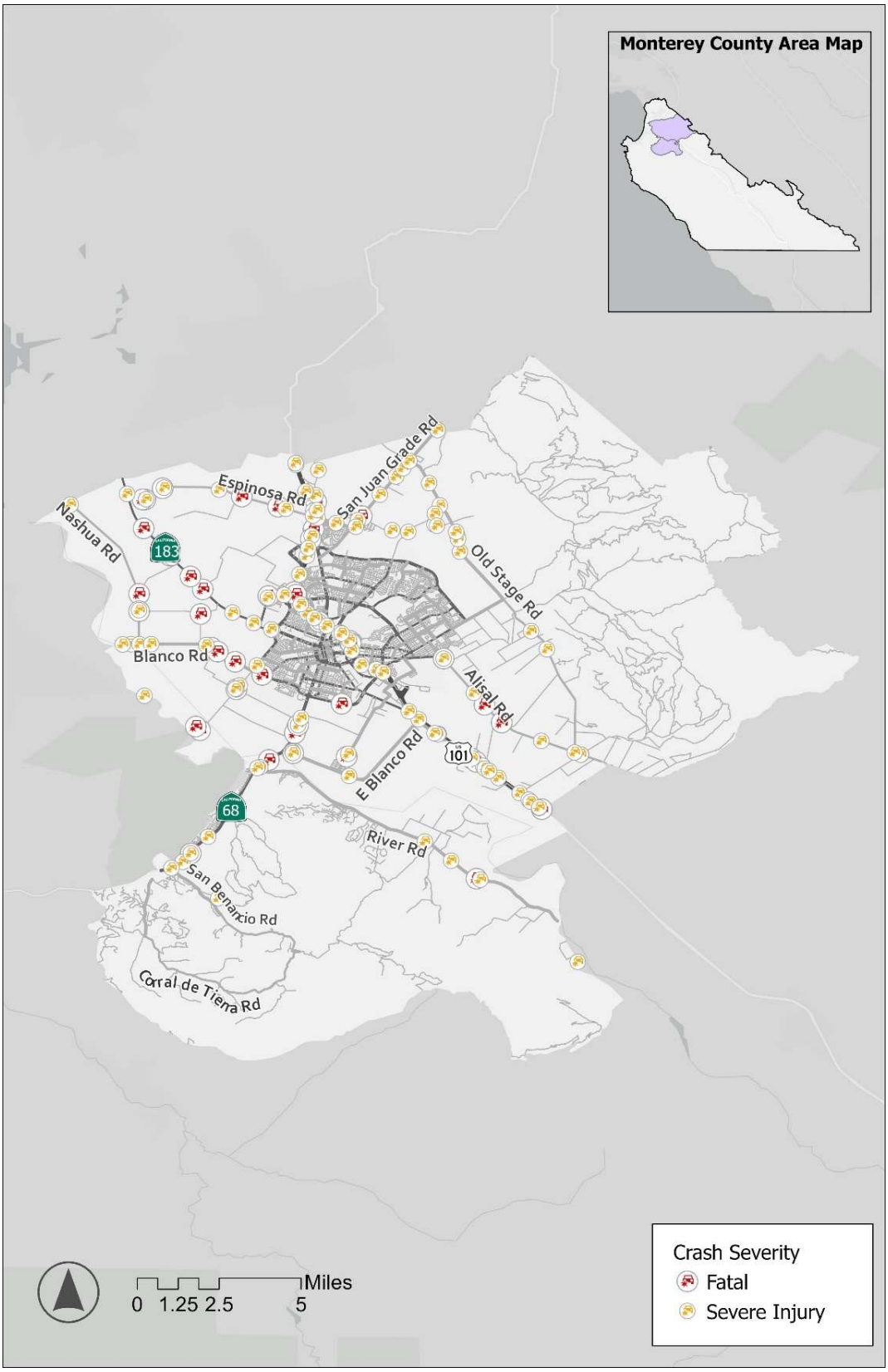


Figure 7a: Monterey Peninsula Fatal & Severe Injury Crashes (2019-2023)

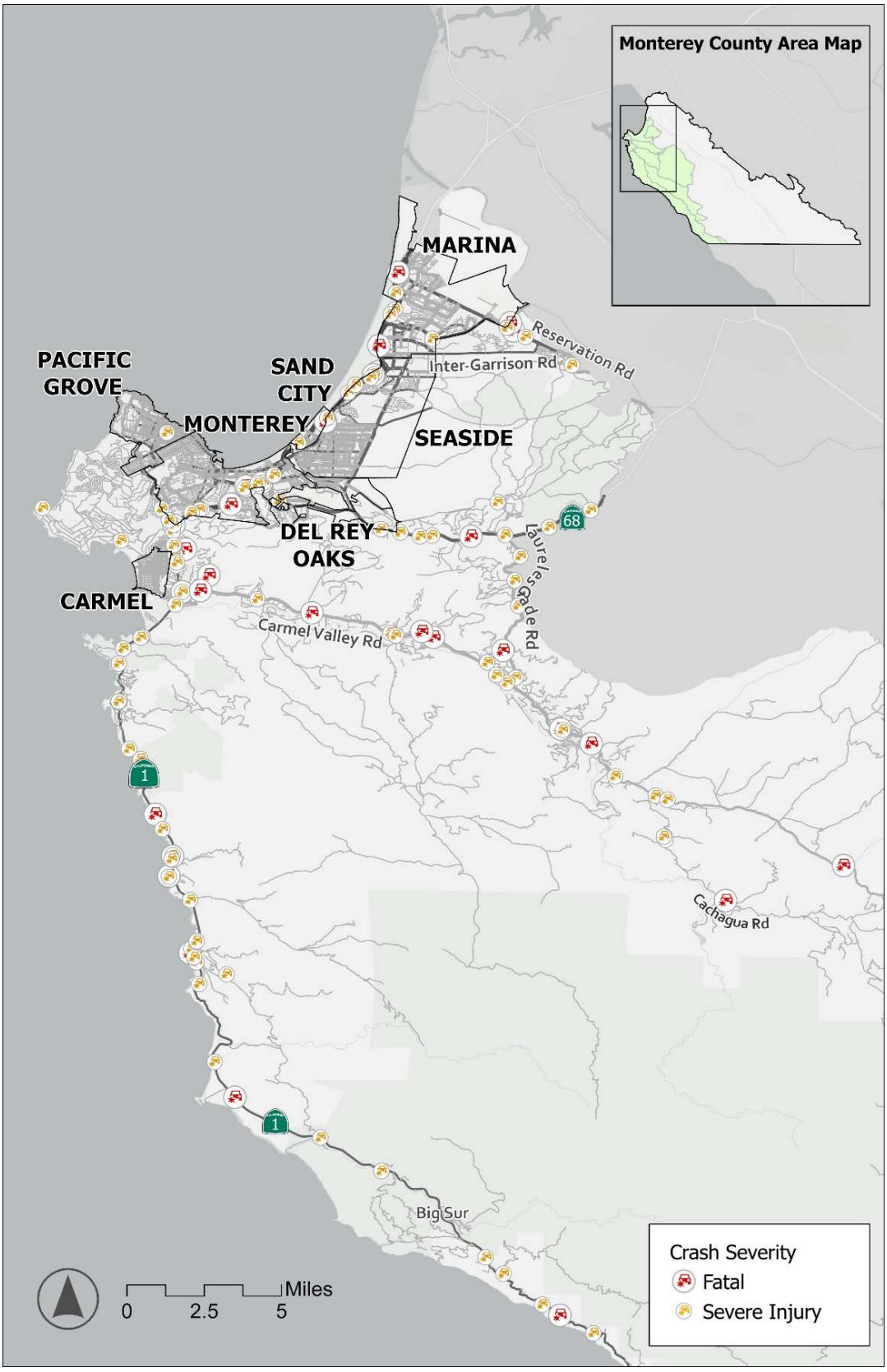


Figure 7b: Monterey Peninsula Fatal & Severe Injury Crashes (2019-2023)

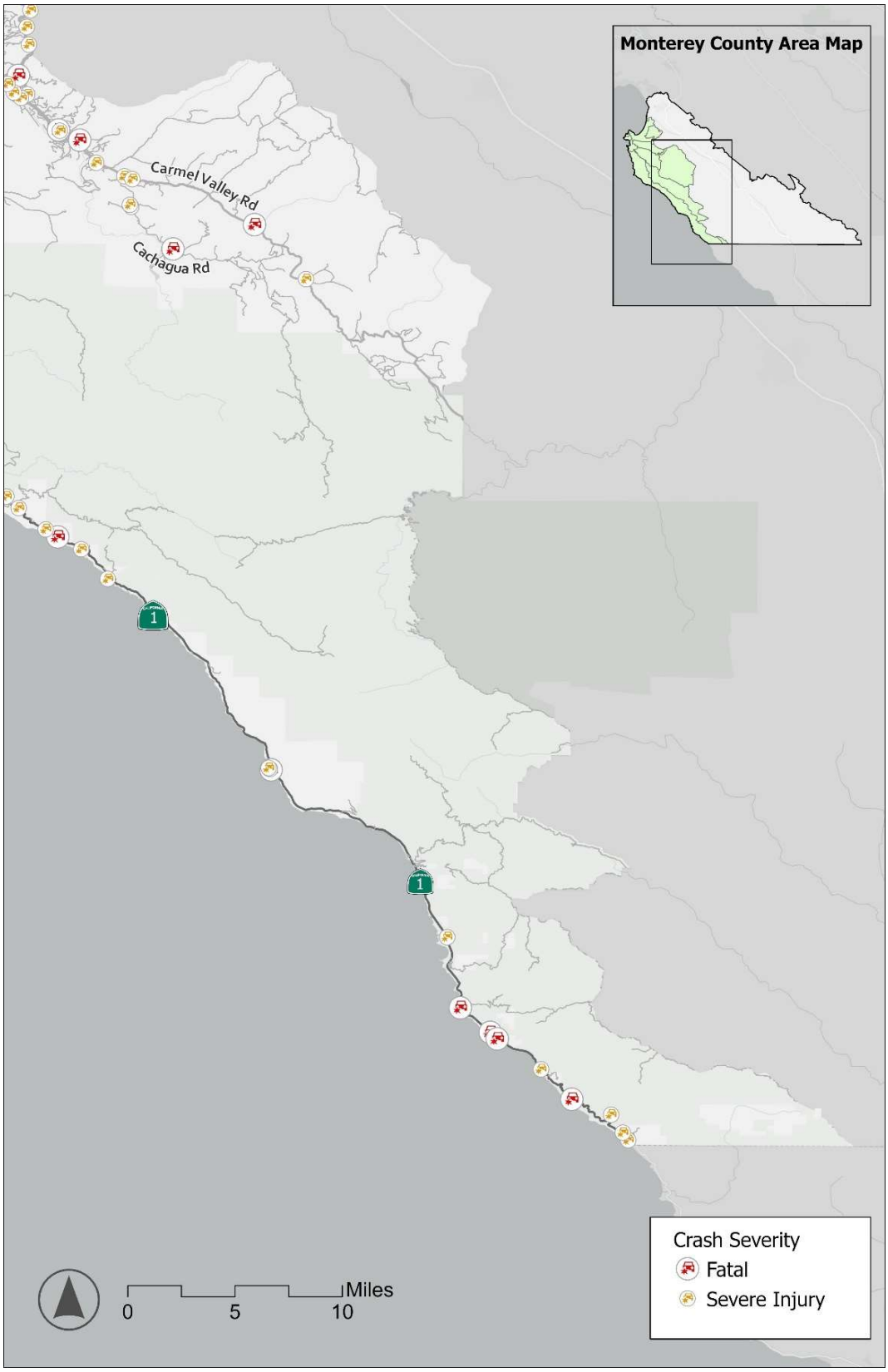
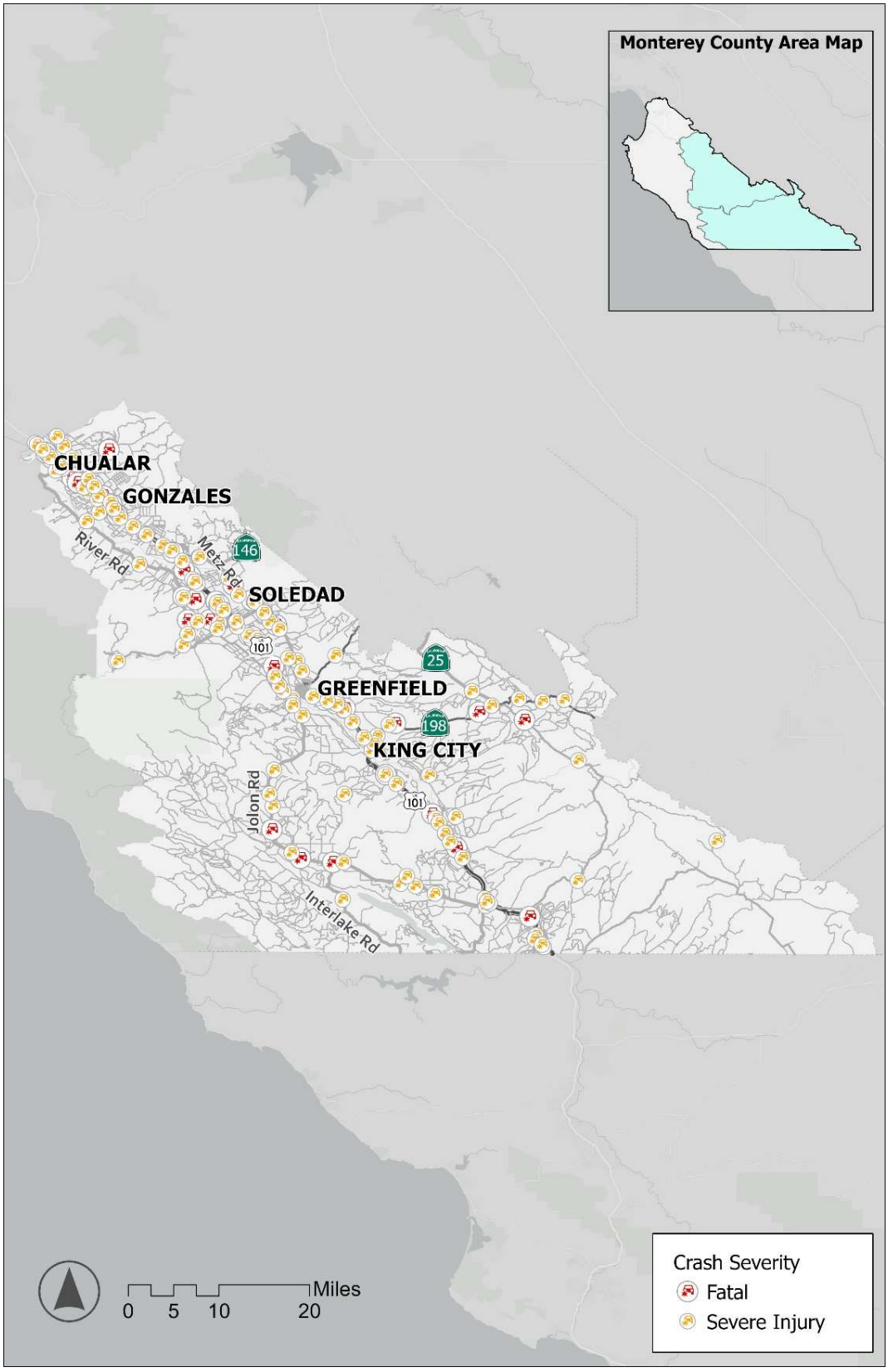


Figure 8: South County Fatal & Severe Injury Crashes (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the County and individual jurisdictions.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on County streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were total **8,145 crashes** recorded within Monterey County.

During the study period, the most common occurring crash types were Rear-Ends (28%), Broadside (22%), and Hit-Object (16%). In total, 2,288 Rear-End crashes occurred throughout the County during the study period, including 107 fatal or severe-injury crashes. Crash types for each year are shown in **Figure 9a** and fatal or severe injury rear-end crashes are shown in **Figure 9b**. The number of total crashes has decreased since 2019, dipped in 2020 due to COVID, and generally stabilized for 2021, 2022 and 2023.

Figure 10 shows the injury crashes over the study period. Similar to the crash type by year the number of injury crashes followed a similar trend from 2019 to 2023. The number of complaints of pain has increased and injury crashes decreased slightly. Fatal crashes remained about the same, with a decrease in 2023.

Figure 9a: Crashes Type by Year (2019-2023)

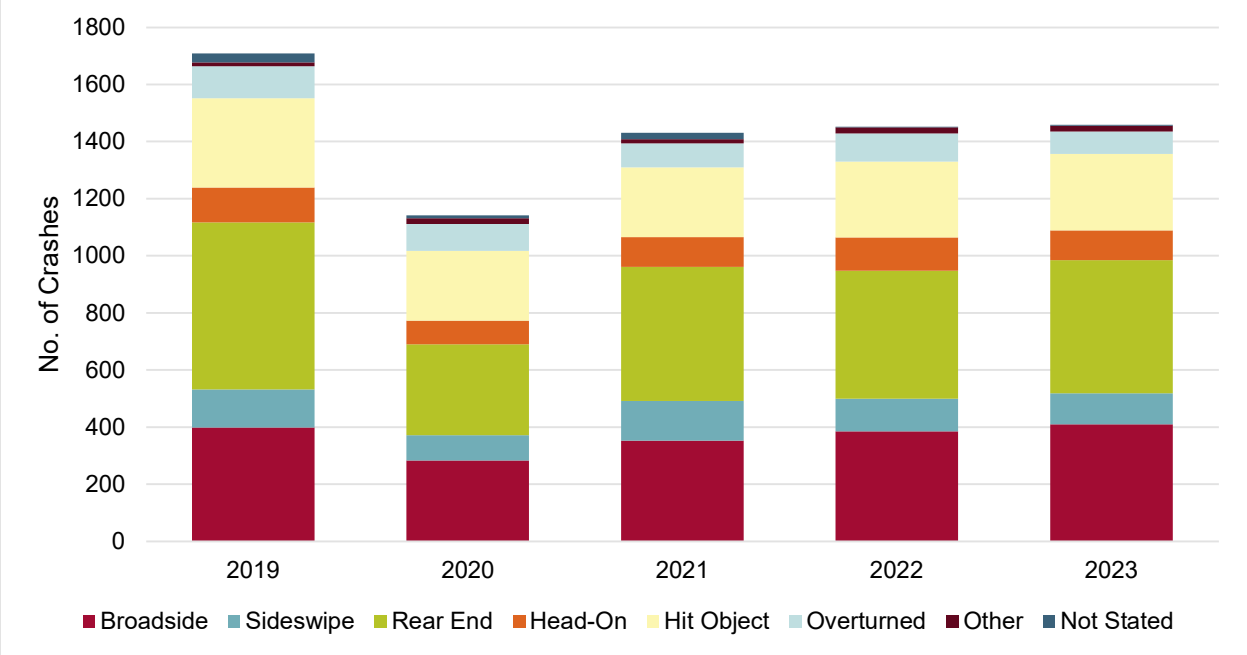


Figure 9b: Rear-End KSI Crashes (2019-2023)

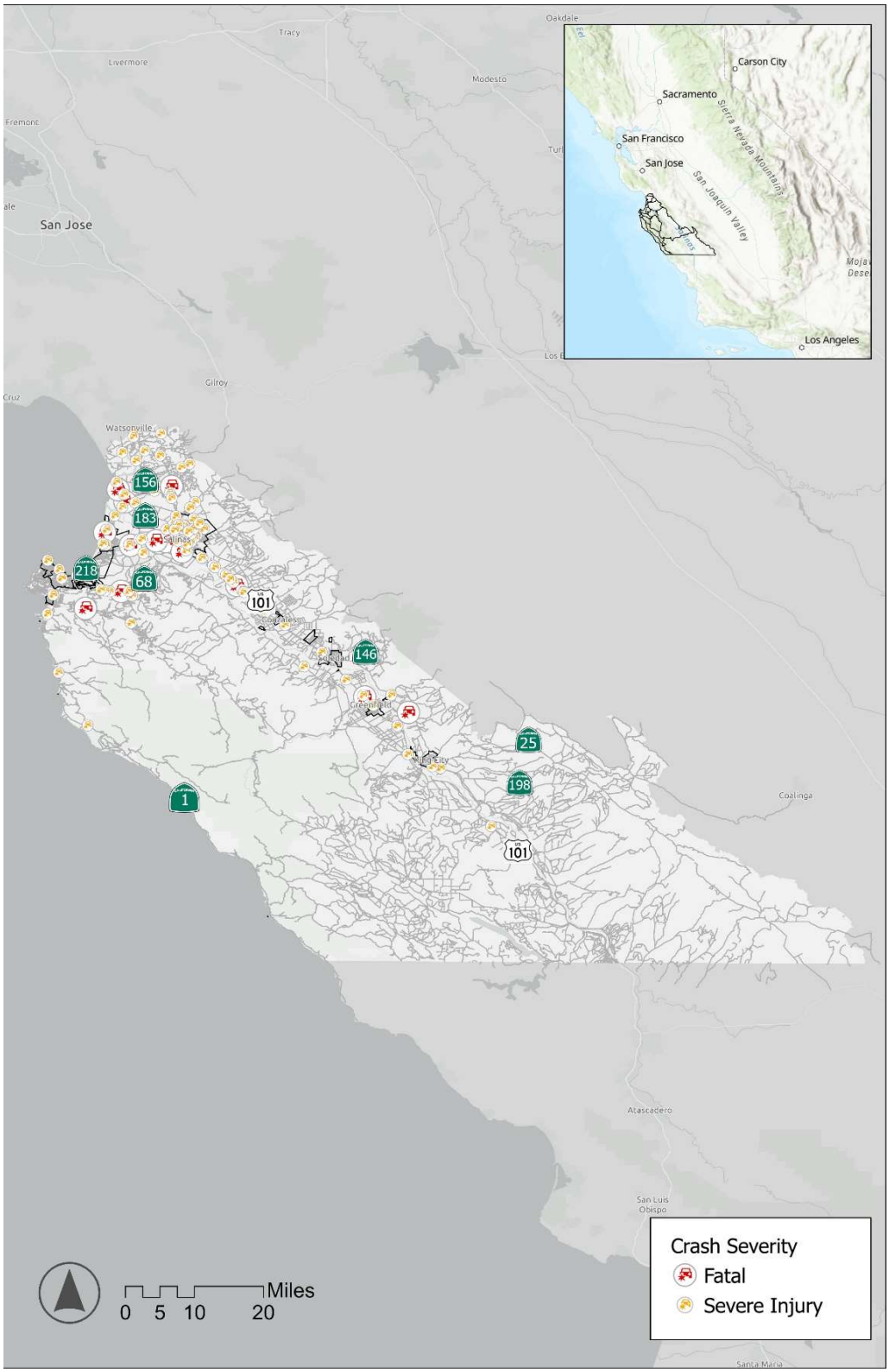
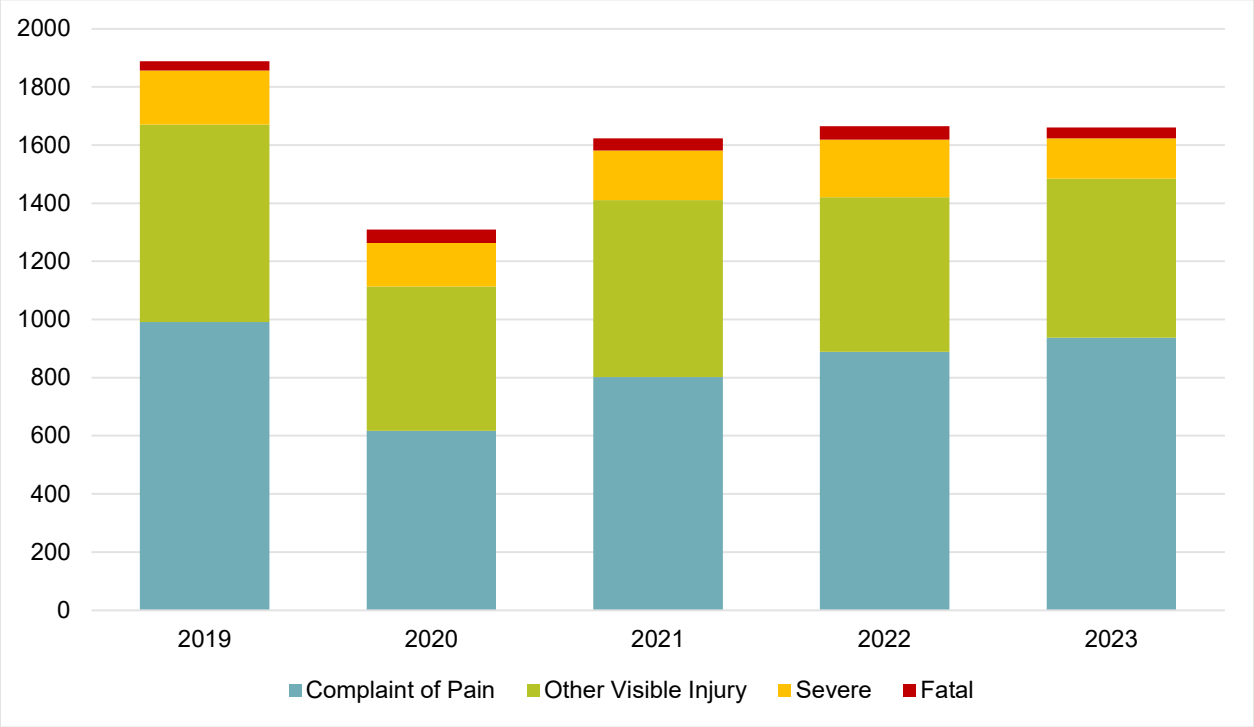


Figure 10: Injury Crashes (2019-2023)



2.2 FATALITIES & SEVERE INJURIES

During the study period, 203 fatal crashes and 843 severe injury crashes occurred within the County**. Table 1** outlines the fatal and severe injury crashes categorized by modes involved.

Figure 11: Fatal and Severe Injury Crashes (2019-2023)

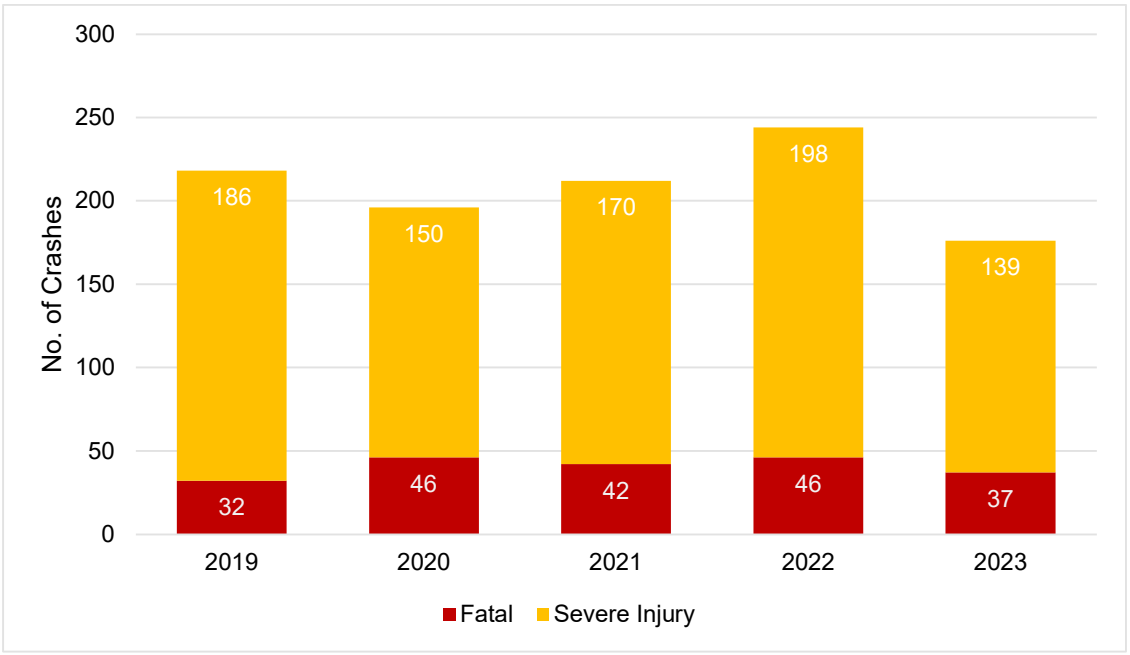


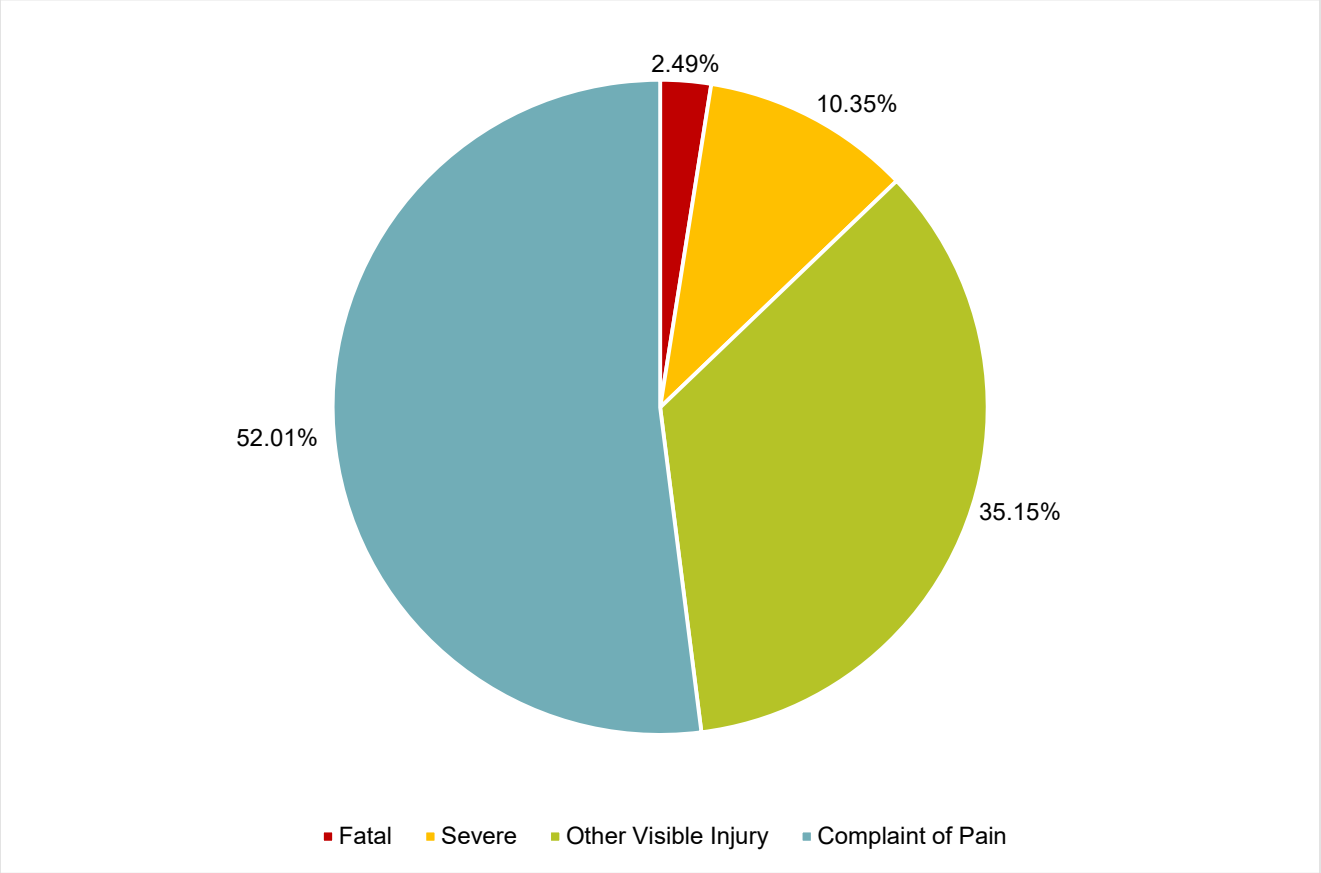
Table 1: Fatal and Severe Injury Crashes Categorized by Modes Involved (2019-2023)

Involved with	# of Fatal Crashes	% of Fatal Crashes	# of Severe Injury Crashes	% of Severe Injury Crashes
Other Vehicle/Object	113	55.7%	499	59.2%
Pedestrian	46	22.7%	113	13.4%
Motorcycle	23	11.3%	127	15.1%
Truck	17	8.4%	51	6.0%
Bicycle	4	2.0%	53	6.3%
Total	**203**	**100%**	**843**	**100%**

2.3 INJURY LEVELS

52.02% of the crashes reported during the time period resulted in complaint of pain only. Fatalities and severe injuries totaled 12.8% of all crashes. Other visible injuries made up 35.2% of crashes.

Figure 12: Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Monterey County during this time period is Unsafe Speed at 28%, followed by Improper Turning at 17% and Automobile Right of Way at 16%.

Table 2: Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%	KSI Crashes	% KSI Crashes
Aggressive	Unsafe Speed	2,269	27.9%	170	16.3%
	Improper Turning	1,401	17.2%	208	19.9%
	Traffic Signals and Signs	467	5.7%	37	3.5%
	Following Too Closely	122	1.5%	4	0.4%
	Subtotal	**4,259**	**52.3%**	**419**	**40.1%**
Judgmental	Auto R/W Violation	1,336	16.4%	100	9.6%
	Unsafe Lane Change	174	2.1%	12	1.2%
	Improper Passing	66	0.8%	14	1.3%
	Subtotal	**1,576**	**19.4%**	**126**	**12.0%**
Driving Under the Influence	**Subtotal**	**1,059**	**13.0%**	**277**	**26.5%**
Negligence	Wrong Side of Road	240	3.0%	50	4.8%
	Unsafe Starting or Backing	142	1.7%	6	0.6%
	Other Hazardous Movement	57	0.7%	5	0.5%
	Hazardous Parking	5	0.06%	1	0.2%
	Subtotal	**444**	**5.5%**	**62**	**5.9%**
Pedestrian	Pedestrian R/W	242	3.0%	37	3.5%
	Pedestrian Violation	177	2.2%	72	6.9%
	Subtotal	**419**	**5.2%**	**109**	**10.4%**
Others	Other Than Driver	173	2.1%	25	2.4%
	Unknown	132	1.7%	15	1.4%
	Other Improper Driving	49	0.6%	5	0.5%
	Not Stated	25	0.3%	5	0.5%
	Other Equipment	6	0.07%	2	0.2%
	Lights	2	0.02%	1	0.1%
	Impeding Traffic	1	0.01%	-	-
	Subtotal	**388**	**4.8%**	**53**	**5.1%**
	Grand Total	**8,145**	**100%**	**1,046**	**100%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 577 pedestrian-involved crashes were recorded within the County. These incidents led to 159 fatal and severe injury crashes. Notably, 28% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 15% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, a total of 381 bicyclist-involved crashes were recorded within the County. These incidents led to 57 fatal and severe injury crashes. Notably, 15% of all bicyclist-involved crashes resulted in either a fatality or severe injury. Furthermore, bicyclist involved crashes accounted for 5% of all fatalities and severe injuries during the same timeframe.

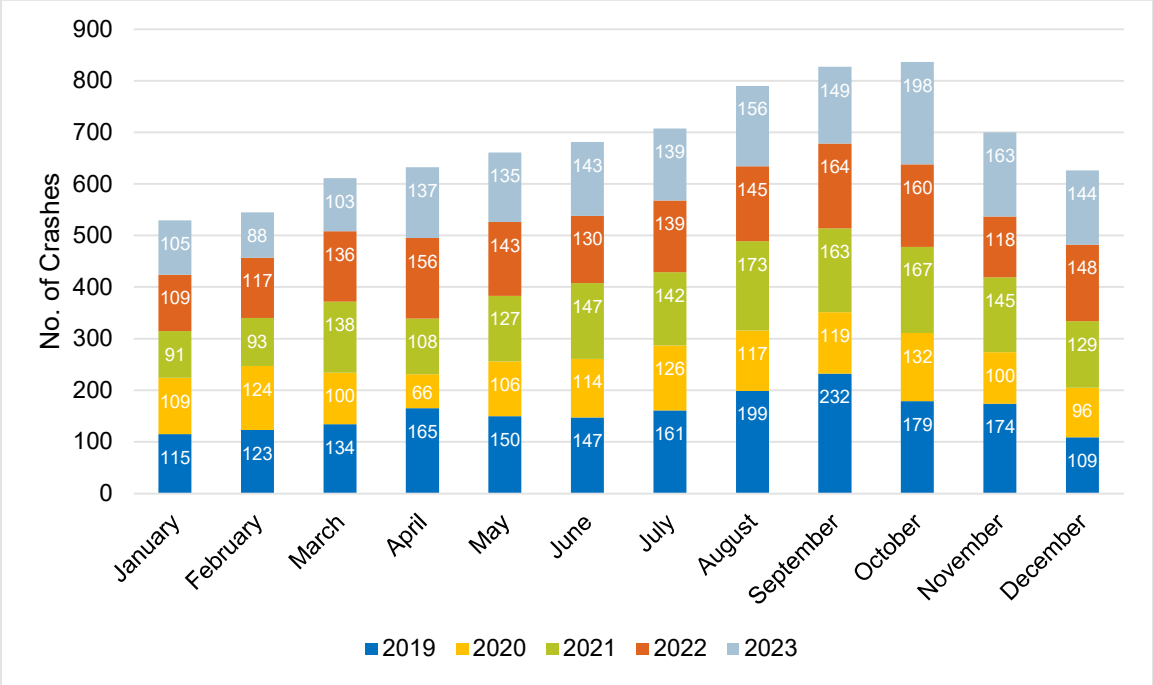
2.6 TIME OF DAY

Crashes in Monterey County occurred more in the afternoon and evening hours versus the morning hours, with 66% of crashes occurring in the afternoon and evening hours, and 34% occurring in the morning hours.

2.7 TIME OF YEAR

The total number of crashes varies by month of the year. The most common month for crashes was October, with 836 crashes between 2019 and 2023. Crashes tended to follow a yearly pattern, rising steadily from January through October before showing a decline in the final months of the year.

Figure 13: Number of Crashes by Month (2019-2023)



2.8 NUMBER OF PEOPLE INJURED

Table 3 below shows the total number of people injured during the study period per jurisdiction.

Table 3: Total Number of Injuries

	Total # of Crashes	Total # of People Injured (KSI + Other Visible Injury + Complaint of Pain)	# of Fatalities	# of People Severely Injured	Total # of Miles
CALTRANS	2,608	3,701	104	373	286.0
County Roads	1,828	2,467	81	249	4,869.4
Carmel	58	72	0	4	28.1
Del Rey Oaks	16	19	1	2	10.3
Pacific Grove	114	150	1	6	73.3
Sand City	4	5	0	0	5.5
Marina	289	400	2	18	73.8
Greenfield	85	110	0	12	38.3
Gonzales	37	46	1	6	23.6
King City	99	148	1	12	35.0
Soledad	90	111	0	4	50.2
TOTAL	5,228	7,229	191	686	5,493.5

2.9 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 35.1% of the crashes in Monterey County during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. Of all the crashes in Monterey County during the study period (2019-2023), 13% were directly related to impairment.

2.10 DRIVER AGE

Two groups of drivers have unique needs and behaviors that should be considered. Young drivers (age 25 and younger) have limited driving experience and tend to engage in more risky behaviors than other drivers. Aging drivers (age 65 and up) are more experienced and more risk-averse but can have physical limitations that hamper their ability to drive safely. Aging drivers are also prone to higher severity injuries when a crash does occur. The crash data for the 2019-2023 period indicated that 17% of the crashes within Monterey County involved Aging Drivers and 24% involved Young Drivers.

2.11 STATEWIDE COMPARISON

A comparison of fatal & severe injury crash data to the State averages was conducted for data from 2013-2022 (the most recent statewide data available). These numbers may vary slightly from those mentioned previously, due to the differences in the years of the study period. The following are areas where Monterey County's crash rates are higher or lower than those of the State. These

numbers specifically compare the proportion of fatal and serious injury crashes that have the characteristics listed in **Table 4**. In general, young pedestrians and youth driving impaired have low scores based on the OTS ranking.

Table 4: Comparison of Statewide and Monterey County Fatal (K) & Severe Injury (SI) Crashes (2013-2022)

Challenge Areas	Comparison	Percent of Fatal and Severe Injury Crashes (2013-2022)		% Point Difference
		Monterey County	Statewide	
Lane Departure	**Higher**	**52.0%**	**42.1%**	**9.9%**
Impaired Driving	**Higher**	**28.2%**	**23.9%**	**4.3%**
Young Drivers	**Higher**	**14.2%**	**12.1%**	**2.0%**
Occupant Protection	**Higher**	**14.0%**	**13.1%**	**0.9%**
Aging Drivers	**Higher**	**13.5%**	**12.8%**	**0.8%**
Distracted Driving	**Higher**	**4.9%**	**4.4%**	**0.5%**
Work Zones	-	1.6%	1.6%	0.0%
Commercial Vehicles	Lower	6.5%	6.7%	-0.2%
Bicyclists	Lower	6.5%	7.3%	-0.8%
Intersections	Lower	21.2%	24.3%	-3.1%
Pedestrians	Lower	15.1%	18.9%	-3.7%
Motorcyclists	Lower	14.5%	20.8%	-6.3%
Aggressive Driving	Lower	25.8%	33.4%	-7.6%

2.12 OFFICE OF TRAFFIC SAFETY RANKINGS

The Office of Traffic Safety (OTS) is another platform used to measure individual counties and compare the county's traffic safety statistics to the sum of all counties in California. The rankings can help identify areas that require additional improvements or those that are demonstrating significant progress. OTS uses a ranking system that assigns a value based on Monterey Counties performance across the identified category. Areas with higher scores are ranked more favorably indicating better traffic safety performance. **Table 5** presents the OTS rankings for Monterey County for every year between 2017 and 2022 as recorded by OTS.

Table 5: Monterey County OTS Rankings

Type of Crash	2017	2018	2019	2020	2021	2022	Average OTS Ranking
Total Fatal and Injury	29/58	21/58	17/58	34/58	31/58	26/58	**26/58**
Alcohol Involved	29/58	11/58	16/58	22/58	32/58	26/58	**23/58**
Had Been Drinking Driver < 21	2/58	6/58	1/58	3/58	23/58	16/58	**9/58**
Had Been Drinking Driver 21 – 34	24/58	7/58	7/58	22/58	23/58	23/58	**18/58**
Motorcycles	49/58	35/58	49/58	39/58	50/58	52/58	**46/58**
Pedestrians	10/58	10/58	42/58	22/58	9/58	13/58	**18/58**
Pedestrians < 15	1/58	1/58	7/58	16/58	1/58	2/58	**5/58**
Pedestrians 65+	19/58	10/58	47/58	33/58	9/58	17/58	**23/58**
Bicycle	34/58	21/58	39/58	27/58	22/58	22/58	**28/58**
Bicyclist < 15	15/58	24/58	43/58	22/58	45/58	55/58	**34/58**
Type of Crash							
Speed Related	25/58	22/58	24/58	45/58	27/58	30/58	**29/58**
Nighttime (9:00pm – 2:59am)	36/58	28/58	21/58	48/58	50/58	44/58	**39/58**
Hit and Run	22/58	11/58	17/58	35/58	16/58	17/58	**20/58**

1. Yellow highlighted rows indicate categories in which Monterey County, on average, performs worse than 50% of all counties in California.

3 ANALYSIS METHODOLOGY

This section describes the analysis process undertaken to evaluate safety within Monterey County at a systemic level. Using a network screening process, locations within Monterey County that will most likely benefit from safety enhancements will be identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes with active transportation users. Detailed methodology is provided in **Appendix A**.

4 STATISTICAL PERFORMANCE MEASURES

This section outlines statistical measures for evaluating roadway safety. The Critical Crash Rate (CCR) method compares observed crash rates to expected rates based on facility types and traffic volumes, identifying locations with higher than typical crash rates to suggest systemic issues. A 95% confidence level threshold was used, requiring data on traffic volumes, intersection types, roadway classifications, and crash records, with strengths in reducing low volume exaggeration, considering variance, and establishing comparison thresholds. The process involves calculating county-wide crash rates, setting significance thresholds, and ranking locations based on their excess crash rates. The Equivalent Property Damage Only

(EPDO) method assigns weights to crashes based on severity to calculate a score, facilitating injury cost comparisons across locations. Finally, the Probability of Specific Crash Types Exceeding Threshold Proportion method identifies locations likely to experience specific crash types by comparing observed proportions to county-wide data, helping to diagnose and address specific crash risks using location and crash data while considering variance and mitigating selection bias. A detailed description of performance measures is provided in **Appendix B**.

5 COUNTYWIDE CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 14 – Figure 17 below show the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 14: North County Crash Network Screening Analysis Results (2019-2023)

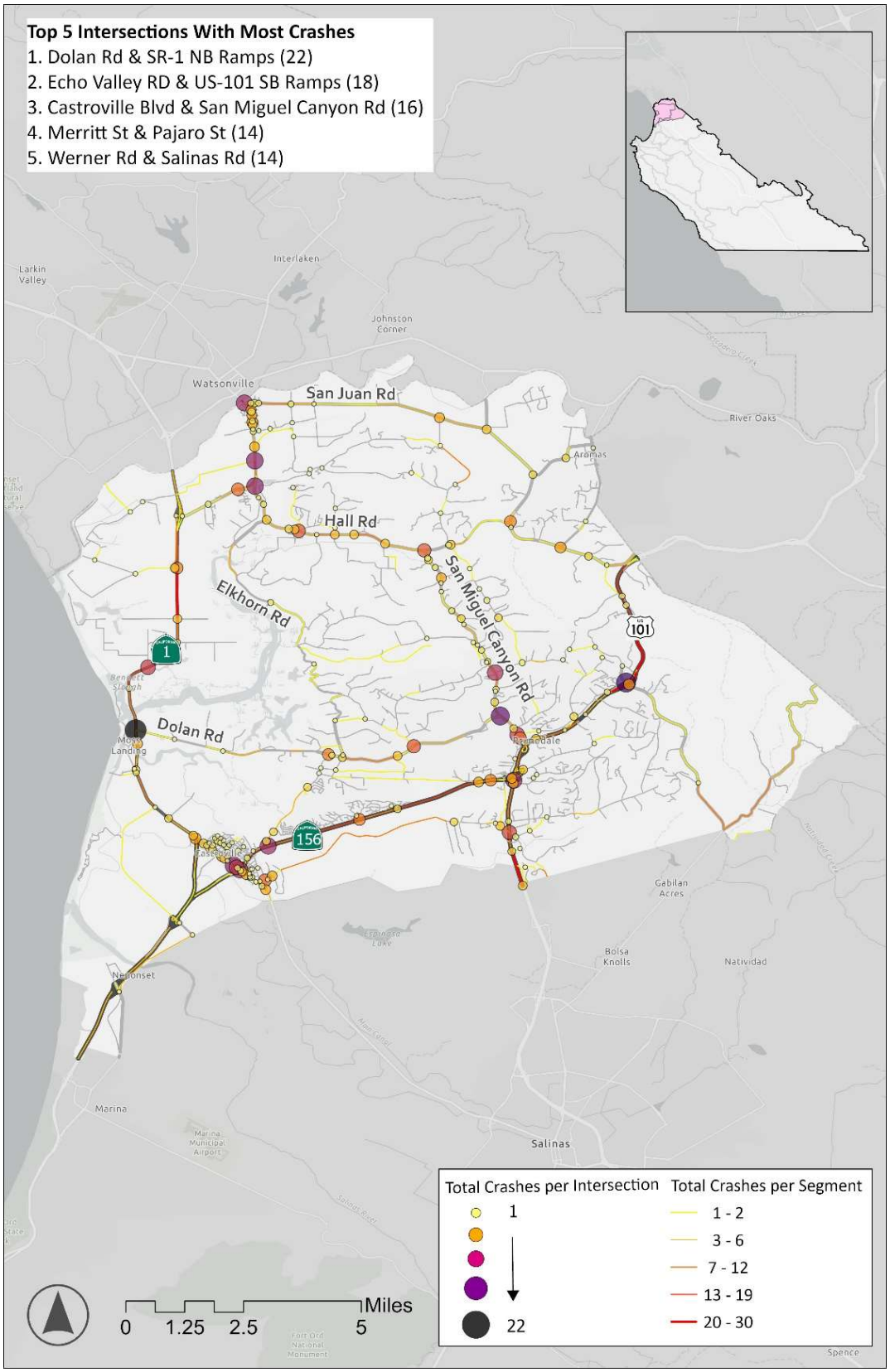


Figure 15: Greater Salinas Crash Network Screening Analysis Results (2019-2023)

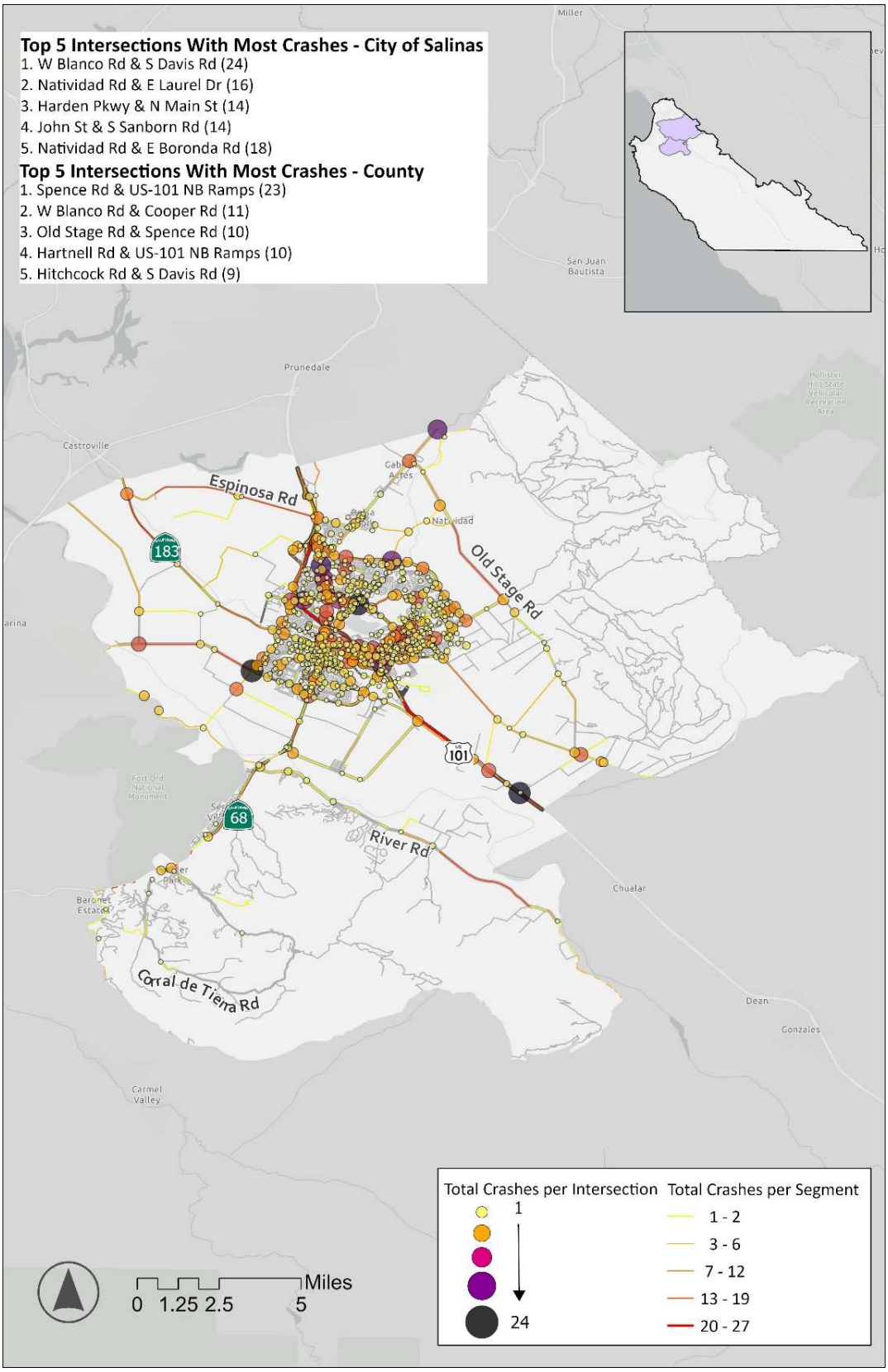


Figure 16: Monterey Peninsula Crash Network Screening Analysis Results (2019-2023)

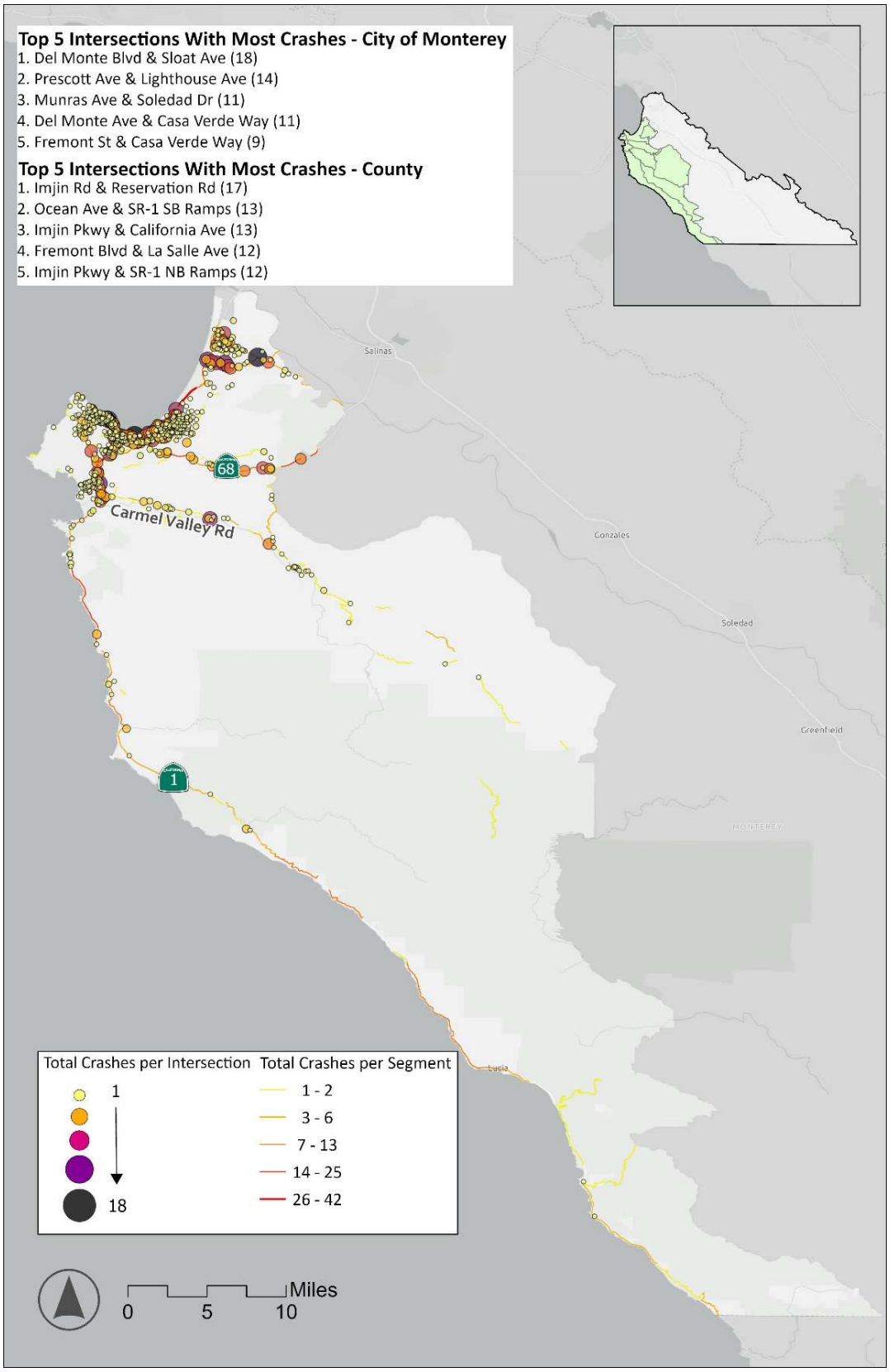


Figure 17: South County Crash Network Screening Analysis Results (2019-2023)

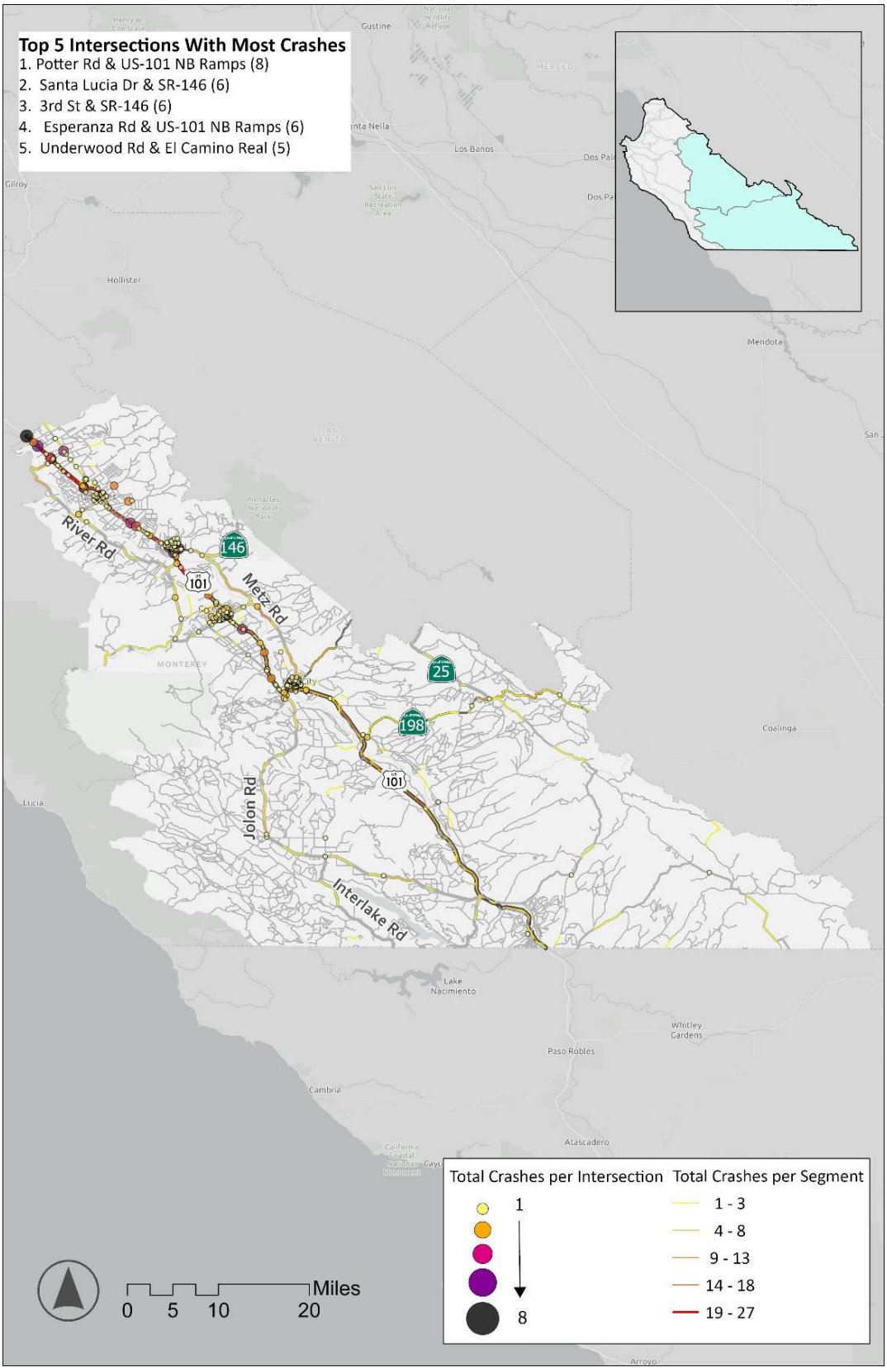


Table 6 and **Table 7** show the number of crashes occurring at locations in Monterey County by crash type for the locations that will be studied further in the Report, and highlights locations in which the probability of those crash types exceeding the threshold proportion is greater than 33%.

The tables are ordered by the number of crashes that occurred at that segment or intersection. In order to be statistically significant, only locations where more than three crashes occurred are represented. At locations with two or less crashes, random chance can account for crash history as much or more than specific roadway characteristics.

The tables are separated into sub-sections visible by the blue gradient. The first two columns, Crashes and CCR, represent the level of crash activity in absolute terms, and as relative to other similar locations, respectively.

1. **Tan:** >50% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations within Monterey County Although these locations have a slightly higher probability of this crash type than their counterparts, they are not necessarily highly significant.
2. **Brown:** >75% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations within Monterey County. These locations are highly significant regarding the number of crashes occurring here and should be further investigated.

Table 6: Crash Analysis Results – Intersections

Intersection	Traffic Control	Jurisdiction	Crashes	Local CCR Differential	EPDO	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain
Top 10 State Highway									
CA-156 SB RAMPS AND HWY 101.	Unsignalized	CALTRANS	9	0.4	423	2	1	0	10
DOLAN RD AND HWY 001.	Unsignalized	CALTRANS	12	0.3	405	1	1	9	11
EL CAMINO REAL AND HARTNELL RD	Unsignalized	CALTRANS	6	0.0	403	0	3	0	7
US 101 AND SPENCE RD	Unsignalized	CALTRANS	18	0.7	310	0	1	12	10
US-101 AND POTTER RD	Unsignalized	CALTRANS	3	0.0	292	1	1	3	3
CARMEL VALLEY RD AND HWY 001.	Signalized	CALTRANS	8	0.0	284	1	1	0	7
CA-1 AND HANDLEY DR	Unsignalized	CALTRANS	11	0.1	275	0	2	1	4
JENSEN RD AND HWY 001.	Unsignalized	CALTRANS	6	0.0	272	1	1	0	5
ESPERANZA RD AND US-101	Unsignalized	CALTRANS	7	0.1	270	1	1	1	3
CA-183 AND MARKET CIR	Signalized	CALTRANS	4	-0.1	262	0	2	2	0
RICO ST AND MERRITT ST	Unsignalized	CALTRANS	6	0.2	258	1	1	1	1
Top 20 Signalized Intersections on County/Local Roads									
E LAUREL DR AND MATIVIDAD RD	Signalized	SALINAS	18	0.1	533	0	3	11	9
E BORONDA RD AND NATIVIDAD RD	Signalized	SALINAS	11	0.1	494	0	3	9	6

W ROMIE LN AND CA-68	Signalized	SALINAS	11	0.0	493	0	4	0	2
MONRESCOTT AVE AND LIGHTHOUSE AVE	Signalized	MONTEREY	11	0.0	455	0	3	6	5
W CURTIS ST AND N MAIN ST	Signalized	SALINAS	7	-0.1	435	0	3	3	7
N SANBORN RD AND ACOSTA PLZ	Signalized	SALINAS	12	0.1	418	0	3	2	6
E LAUREL DR AND CONSTITUTION BLVD	Signalized	SALINAS	9	0.0	388	0	3	2	1
HARDEN PKWY/MADRID ST AND N MAIN ST	Signalized	SALINAS	6	-0.1	387	0	2	8	10
W ALVIN DR AND N MAIN ST	Signalized	SALINAS	16	0.0	363	0	2	8	6
N SANBORN RD AND GARNER AVE	Signalized	SALINAS	12	0.0	318	0	2	5	4
COAN JUAN RD AND COORTER DR	Signalized	COUNTY	6	-0.1	318	1	1	2	9
E MARKET ST AND SHERWOOD DR	Signalized	SALINAS	10	0.0	308	0	2	4	4
DEL MONTE AVE AND WILLIAMS RD	Signalized	SALINAS	10	-0.1	303	0	2	3	5
E ALISAL ST AND N HEBBRON AVE	Signalized	SALINAS	11	0.4	298	0	2	2	6
N SANBORN RD AND E LAUREL DR	Signalized	SALINAS	13	0.2	295	0	2	0	9
MRNAALM AVE AND MRNA_DEL MONTE BLVD	Signalized	MARINA	5	-0.1	286	0	2	2	4
W BLANCO RD AND RESERVATION RD	Signalized	COUNTY	5	-0.1	275	0	2	1	4
WORK ST AND E ALISAIL ST	Signalized	SALINAS	7	-0.1	268	0	2	2	1
N MAIN ST AND SAN JUAN GRADE RD	Signalized	SALINAS	6	0.0	265	0	2	0	4
BLACKIE RD AND CO PRUNEDALE RD	Signalized	COUNTY	4	-0.1	252	0	2	0	2
Top 20 Unsignalized Intersections on County/Local Roads									
CRAZY HORSE CANYON RD AND SAN JUAN GRADE RD	Unsignalized	COUNTY	10	0.1	603	0	4	8	6
E LAMAR ST AND N MAIN ST	Unsignalized	SALINAS	10	0.5	539	0	4	2	6
IMJIN PKWY AND 3RD AVE	Unsignalized	MARINA	7	0.1	527	1	3	2	4
COPRECKELS BLVD AND SPRECKELS BLVD	Unsignalized	COUNTY	6	0.0	498	1	3	1	1
HITCHCOCK RD AND S DAVIS RD	Unsignalized	COUNTY	5	0.0	407	1	2	2	4
ABBOTT ST AND MERRILL ST	Unsignalized	SALINAS	5	0.1	371	0	3	1	0
CONSTITUTION BLVD AND LAS CASITAS DR	Unsignalized	SALINAS	8	0.1	314	0	2	4	5
CASTROVILLE BLVD AND COARADISE RD	Unsignalized	COUNTY	4	0.1	311	0	2	6	1
BLANCO RD AND COOPER RD	Unsignalized	COUNTY	8	0.0	309	0	2	3	6
COPENCE RD AND OLD STAGE RD	Unsignalized	COUNTY	7	0.0	308	0	2	4	4
SNDC_MONTEREY RD AND DEL MONTE BLVD	Unsignalized	SEASIDE	9	0.1	304	0	2	2	7
COALINAS RD AND FRUITLAND AVE	Unsignalized	COUNTY	12	0.3	296	1	1	4	2
DEL MONTE BLVD AND ROBERTS AVE	Unsignalized	MONTEREY	6	0.0	292	0	2	2	5
CLL CEBU AND SHERWOOD DR	Unsignalized	SALINAS	4	0.0	292	0	2	2	5
HEMINGWAY DR AND E BORONDA RD	Unsignalized	SALINAS	3	0.0	291	0	2	3	3
HWY 068. AND WORK ST	Unsignalized	SALINAS	4	0.1	288	0	2	1	6
BLACKIE RD AND DEL MONTE AVE	Unsignalized	COUNTY	14	0.6	286	0	2	2	4
N SANBORN RD AND BUCKHORN DR	Unsignalized	SALINAS	8	0.0	285	0	2	3	2
DEL MONTE AVE AND HANNON AVE	Unsignalized	MONTEREY	12	0.1	271	0	2	0	5
AMBROSE DR AND DAVIS RD	Unsignalized	SALINAS	6	0.0	270	1	1	1	3

Table 7: Crash Analysis Results – Segments

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*
Top 20 State Highway Segment									
HWY 101.	GOULD RD - HARRIS RD	CALTRANS	27	0	1294	1	6	3	17
HWY 101.	UNNAMED - ESPERANZA RD	CALTRANS	22	0	809	1	3	8	10
HWY 101.	RAMP TO N MAIN ST - RAMP TO LAUREL DR	CALTRANS	21	0.1	789	1	3	5	12
HWY 101.	RAMP TO MOBRAY WAY - SHERWOOD DR	CALTRANS	15	0.2	747	1	3	4	7
HWY 101.	RAMP - BORONDA RD/RAMP_132999	CALTRANS	15	0.1	743	0	4	3	8
HWY 101.	ECKHART RD - HARTNELL RD	CALTRANS	7	-0.1	685	3	1	1	2
HWY 156.	OAK HILLS DR - MERIDIAN RD	CALTRANS	19	0	617	0	3	5	11
HWY 101.	COOTTER RD - SPENCE RD	CALTRANS	15	0.1	597	1	2	6	6
HWY 156.	MONTE DEL LAGO - CATHEDRAL OAK RD	CALTRANS	17	0	455	1	1	7	8
HWY 156.	CASTROVILLE BLVD - MONTE DEL LAGO	CALTRANS	10	1.4	398	0	2	4	4
HWY 101.	RAMP - RAMP	CALTRANS	6	0.9	365	1	1	2	2
Top 20 State Highway Segment									
E LAUREL DR	NATIVIDAD RD - MEDICAL CENTER DR	SALINAS	11	0.2	887	1	4	5	1
E BORONDA RD	NATIVIDAD RD - INDEPENDENCE BLVD	SALINAS	9	0.2	556	1	2	5	1
N DAVIS RD	BORONDA CROSSING PL - BORONDA CROSSING PL	SALINAS	8	1	532	0	3	1	4
IMJIN PKWY	SEA_2ND AVE - 3RD AVE	MARINA	4	0.2	507	1	2	1	0
NATIVIDAD RD	SORRENTINI DR - E LAUREL DR	SALINAS	4	0	502	2	1	0	1
RESERVATION RD	MRNA_IMJIN PKWY/MRNA_IMJIN RD - W BLANCO RD	MARINA	16	0.3	426	1	1	2	12
IMJIN PKWY	3RD AVE - ABRAMS DR	SALINAS	4	-0.1	352	0	2	2	0
N MAIN ST	W BERNAL DR - IRIS DR	SALINAS	4	0.3	343	0	2	0	2
HWY 068.	PORTOLA DR - RIVER RD	COUNTY	3	1.7	342	0	2	1	0
N FREMONT BLVD	CASA VERDE WAY - AIRPORT RD/DELA VINA AVE	MONTEREY	3	0	342	0	2	1	0
IMJIN PKWY	ABRAMS DR - MRNARESTON DR	MARINA	3	0.1	337	1	1	0	1
N DAVIS RD	WESTRIDGE PKWY - AUTO CENTER CIR	SALINAS	7	0	216	1	0	3	3
DEL MONTE AVE	CAMINO EL ESTERO - CAMINO AGUAJITO	MARINA	7	0.3	216	0	1	3	3
DEL MONTE BLVD	MORTIMERS LN - RESERVATION RD	MARINA	6	0.2	214	0	1	4	1
IMJIN PKWY	ABRAMS DR - IMJIN RD	MARINA	5	0	204	0	1	3	1
N MAIN ST	IRIS DR - W LAUREL DR	SALINAS	6	0.2	196	0	1	0	5
DEL MONTE AVE	SLOAT AVE - CUNNINGHAM RD	MONTEREY	4	-0.1	193	0	1	2	1
HWY 183.	CLARK ST - RAMP	SALINAS	4	-0.1	188	1	0	1	2
E BLANCO RD	LA MESA WAY - BLANCO CIR	SALINAS	4	-0.1	188	0	1	1	2
NATIVIDAD RD	MEDICAL CENTER DR/SALACHECO ST - CHAPARRAL ST/MCSO JAIL DY	SALINAS	4	0.1	188	1	0	1	2

6 COUNTYWIDE HIGH INJURY NETWORK

The High Injury Network (HIN) identifies the corridors with the highest level of fatal and severe injury crashes to help focalize safety improvements. The following section describes the process and outcomes of the HIN within Monterey County.

6.1 DEVELOPING THE HIGH INJURY NETWORK

The data analysis process begins with the development of an ArcGIS base map containing the following information: 1) the existing roadway network containing functional classification and 2) the TIMS crash data from January 2019 – December 2023. Roadway segments between major intersections were merged into single corridors ranging from 0.5 – 1 mile in length. For this analysis Highways, Major Arterials, and Minor Arterials were grouped as one, and Major Collector, Minor Collector, and Local Roads were studied together. Crash data was then joined with the corridor. A cost was assigned to each crash based on Caltrans' Local Roadway Safety Manual 2024 Appendix D. Equivalent property damage only was calculated for each of the crashes and a cost per mile was calculated for each segment.

6.2 DEFINING THRESHOLDS

Thresholds were defined to indicate what designates a "high crash" segment. Thresholds commonly used by several agencies include designating the corridors with the Top 30% or the Top 50% of crashes as "high-injury" corridors. For this analysis, due to its scale, the Top 60% of corridors with the most crashes will be indicated as the HIN.

6.3 COUNTY HIN RESULTS

6.3.1 North County:

The network for high injury crashes accounts for 59% of the total crashes in the County (899 crashes / 1,533 total crashes), and accounts for 57% of all fatalities and severe injuries (115 fatal or severe injury-causing crashes / 202 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 11% of the County's entire transportation network (38.9 HIN miles / 359.0 total miles). These segments also carry some of the highest traffic volumes in the County, making them poor candidates for countermeasures that would reduce roadway capacity.

6.3.2 Greater Salinas:

The network for high injury crashes accounts for 66% of the total crashes in the County (2,074 crashes / 3,158 total crashes), and accounts for 67% of all fatalities and severe injuries (270 fatal or severe injury-causing crashes / 405 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 12% of the County's entire transportation network (90.5 HIN miles / 780.7 total miles). These segments also carry some of the highest traffic volumes in the County, making them poor candidates for countermeasures that would reduce roadway capacity.

6.3.3 Monterey Peninsula:

The network for high injury crashes accounts for 65% of the total crashes in the County (1,506 crashes / 2,313 total crashes), and accounts for 56% of all fatalities and severe injuries (132 fatal or severe injury-causing crashes / 235 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 6% of the County's entire transportation network (87.0 HIN miles / 1,475.3 total miles). These segments also carry some of the highest traffic volumes in the County, making them poor candidates for countermeasures that would reduce roadway capacity.

6.3.4 South County:

The network for high injury crashes accounts for just 40% of the total crashes in the County (467 crashes / 1,178 total crashes), but accounts for 61% of all fatalities and severe injuries (134 fatal or severe injury-causing crashes / 218 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 4% of the County's entire transportation network (142.6 HIN miles / 3,496.8 total miles). These segments also carry some of the highest traffic volumes in the County, making them poor candidates for countermeasures that would reduce roadway capacity.

Figure 18: North County High Injury Network (2019-2023)

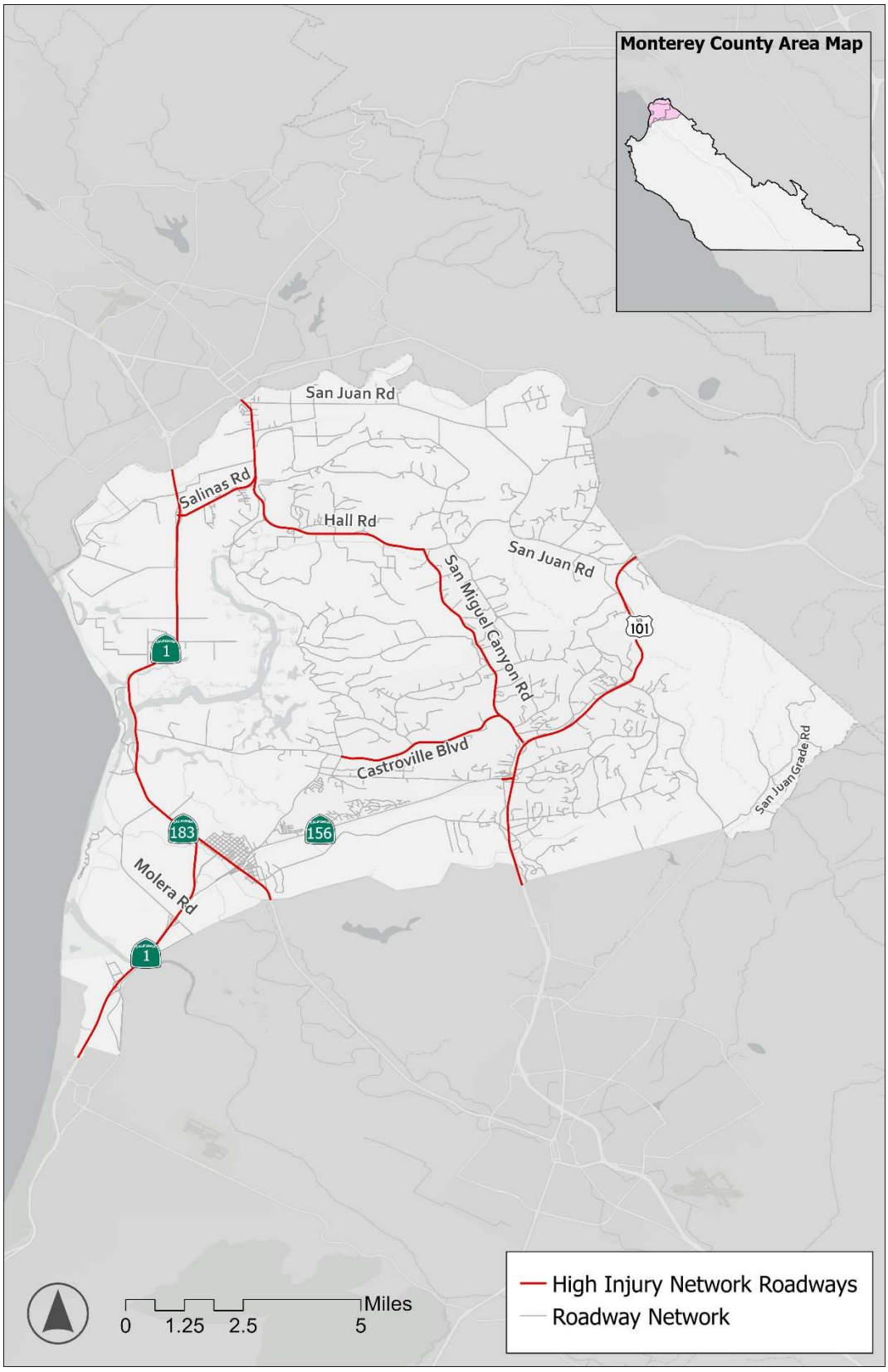


Figure 19: Greater Salinas High Injury Network (2019-2023)

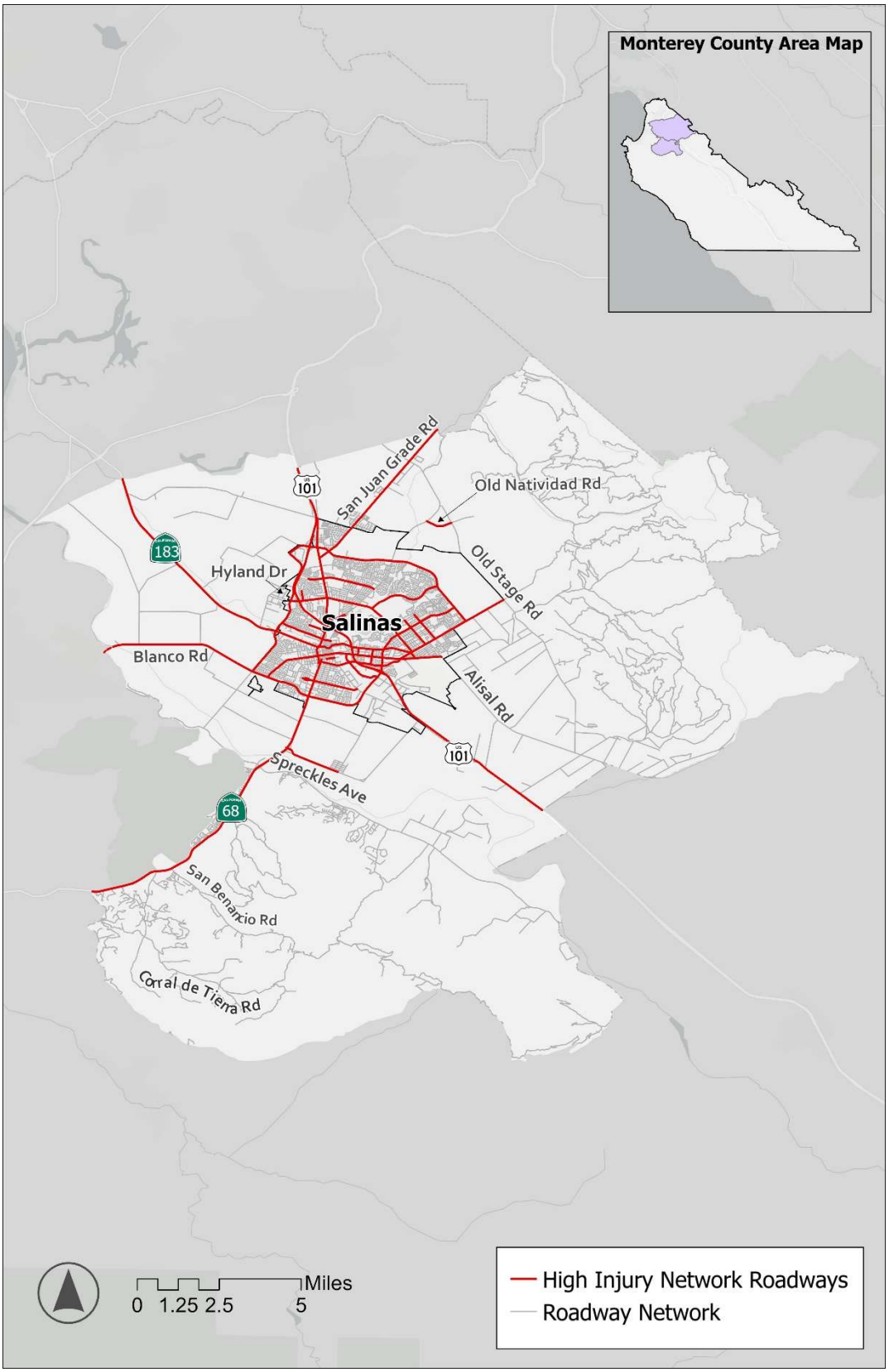


Figure 20: Monterey Peninsula High Injury Network (2019-2023)

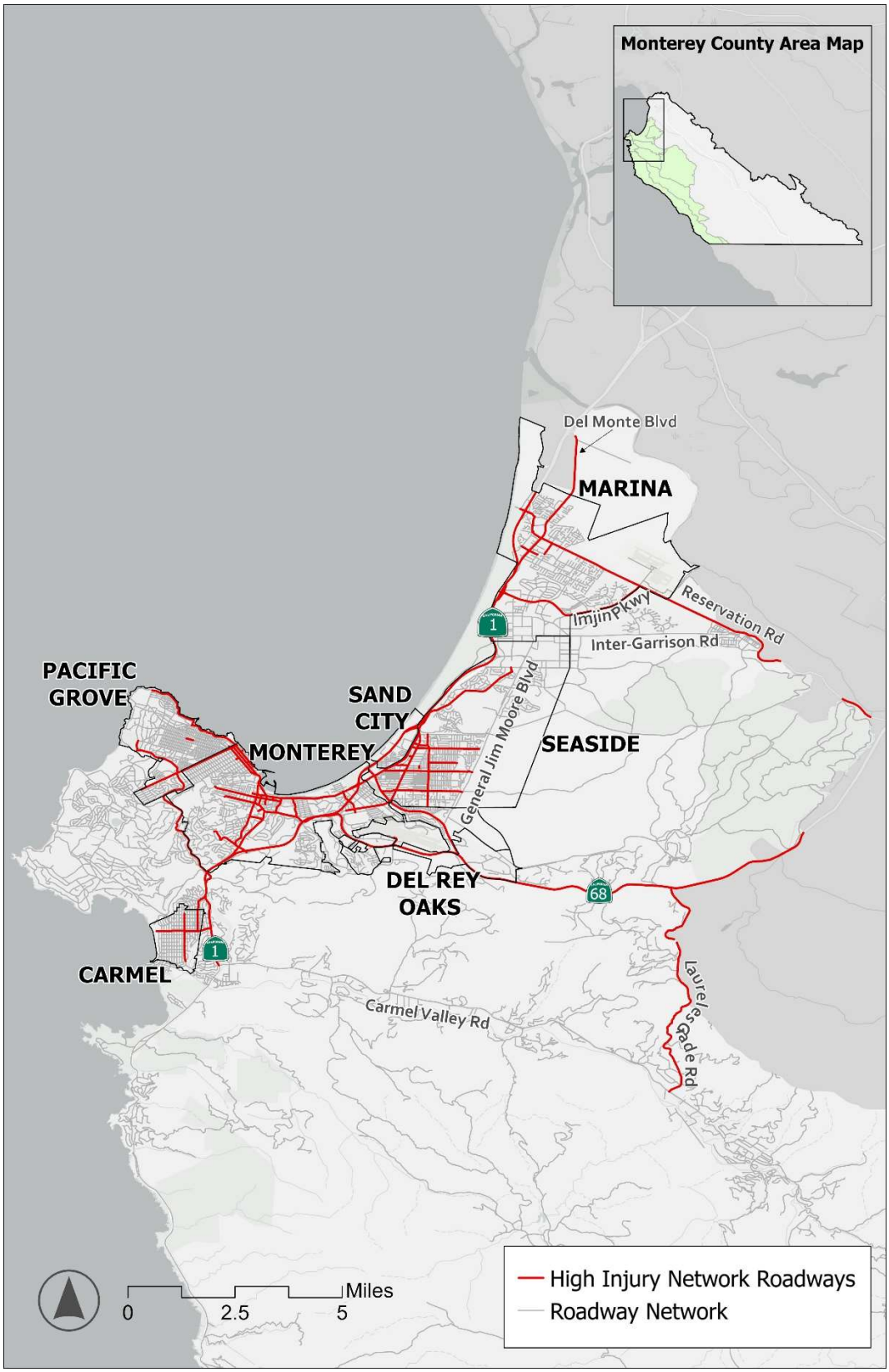
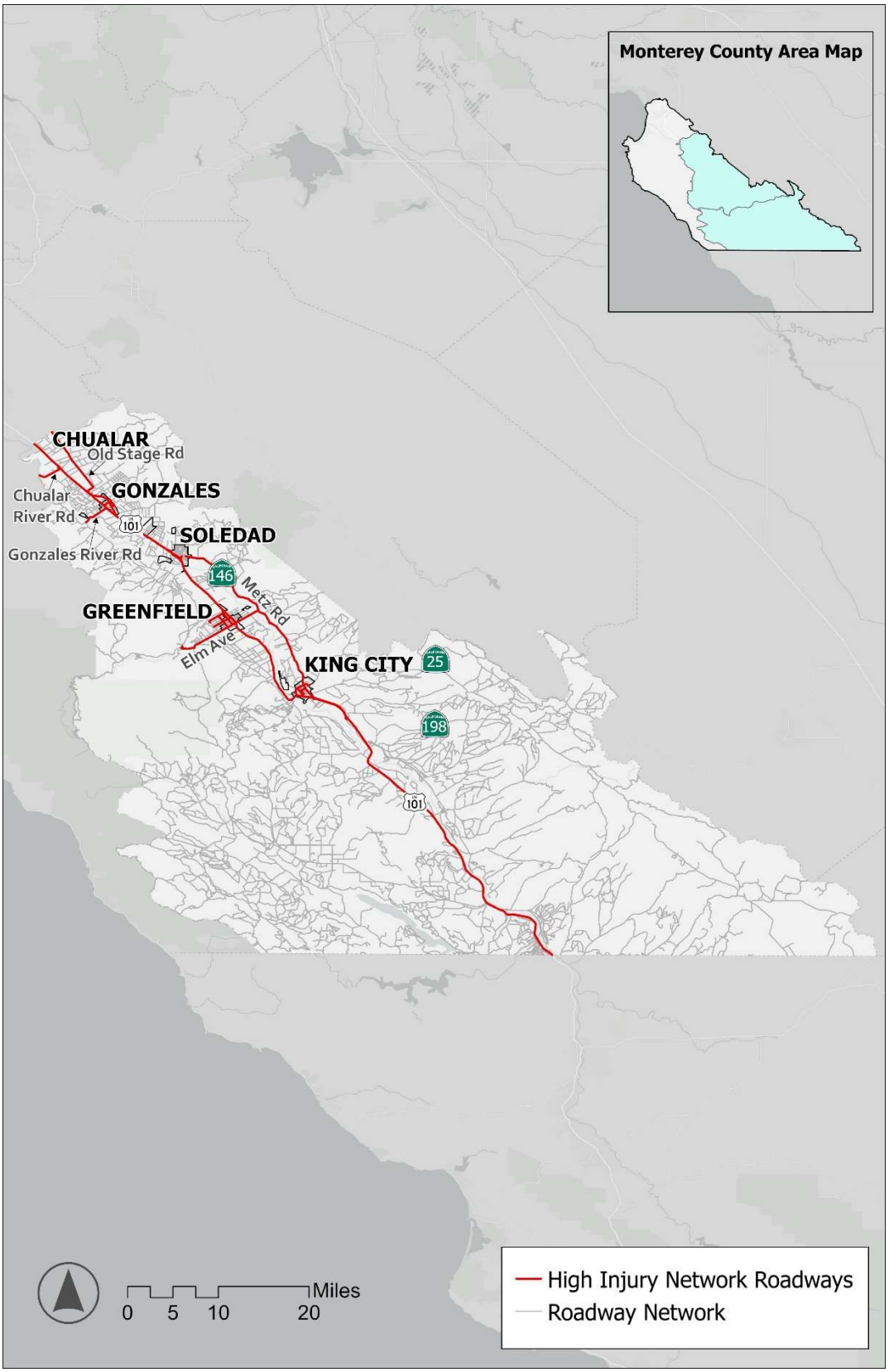


Figure 21: South County High Injury Network (2019-2023)



LOCAL CRASH NETWORK SCREENING AND HIGH INJURY NETWORK

2 – CARMEL-BY-THE-SEA

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 22** illustrates the roadway network and intersections for the city of Carmel as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. However, there are no signalized intersections within the city limits of Carmel.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for the most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Carmel are illustrated in **Figure 23.** The crash data is based on police reports compiled at the time of the crashes.

Figure 22: Carmel Functional Classification & Signalized Intersections

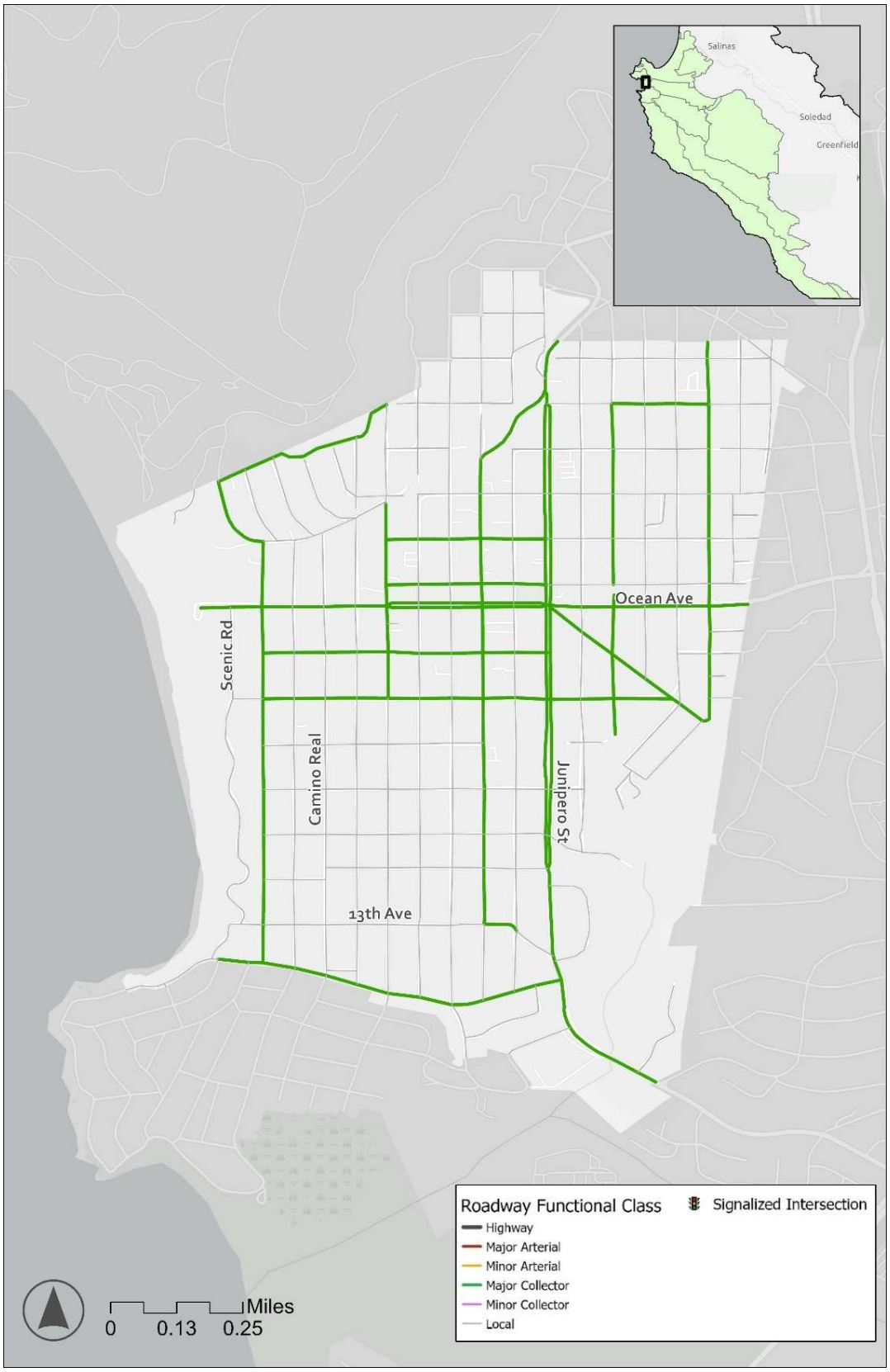
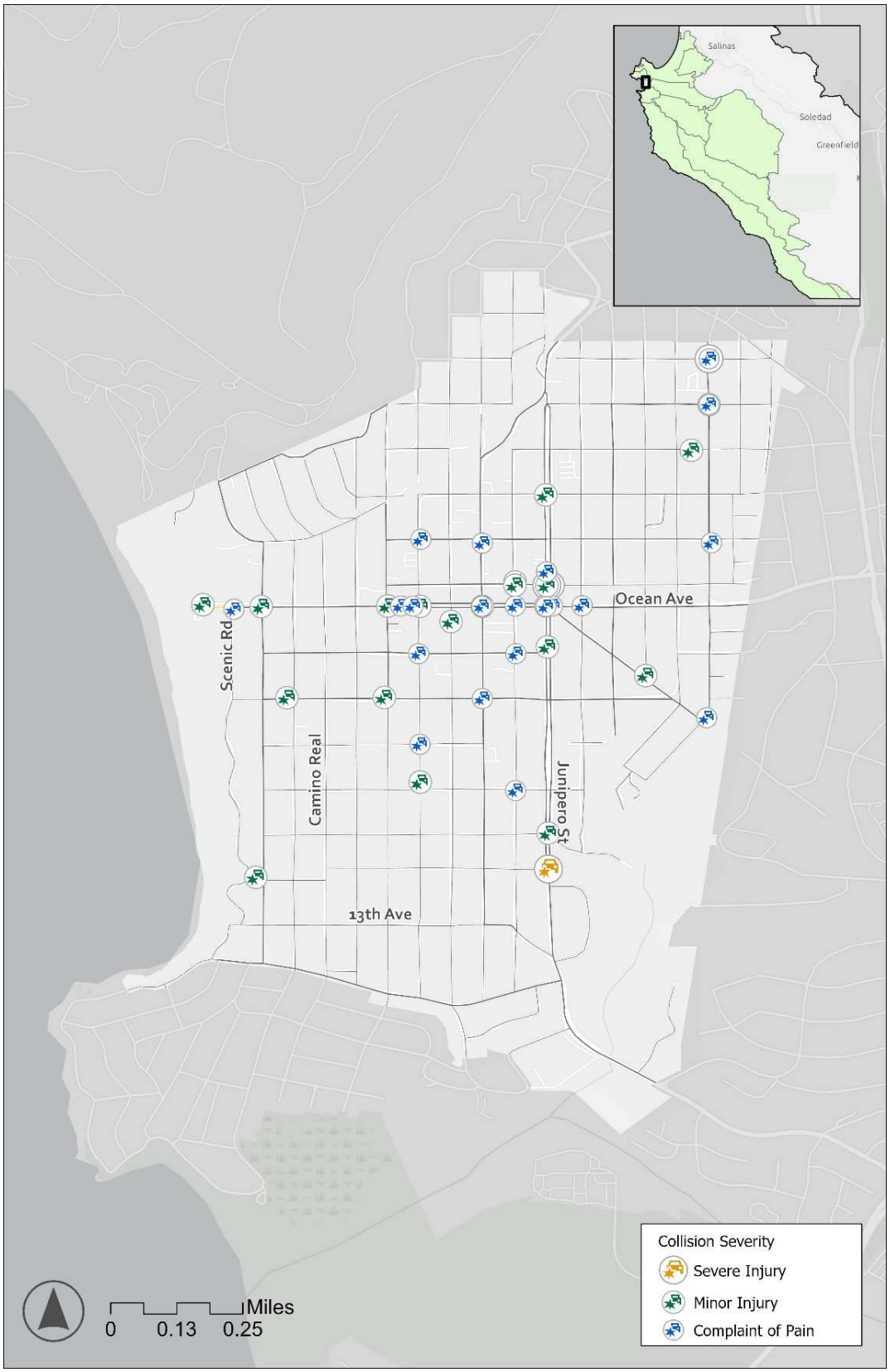


Figure 23: Carmel Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were total **58 crashes** recorded within the city of Carmel.

During the study period, the most common occurring crash types were Rear-Ends (24%), and Broadside (14%). Crash types for each year are shown in **Figure 24**.

Figure 26 shows the injury crashes over the study period. Similar to the crash type by year figure, the number of injury crashes figure followed a similar trend between 2019 and 2023.

Figure 24: Carmel Crash Types by Year (2019-2023)

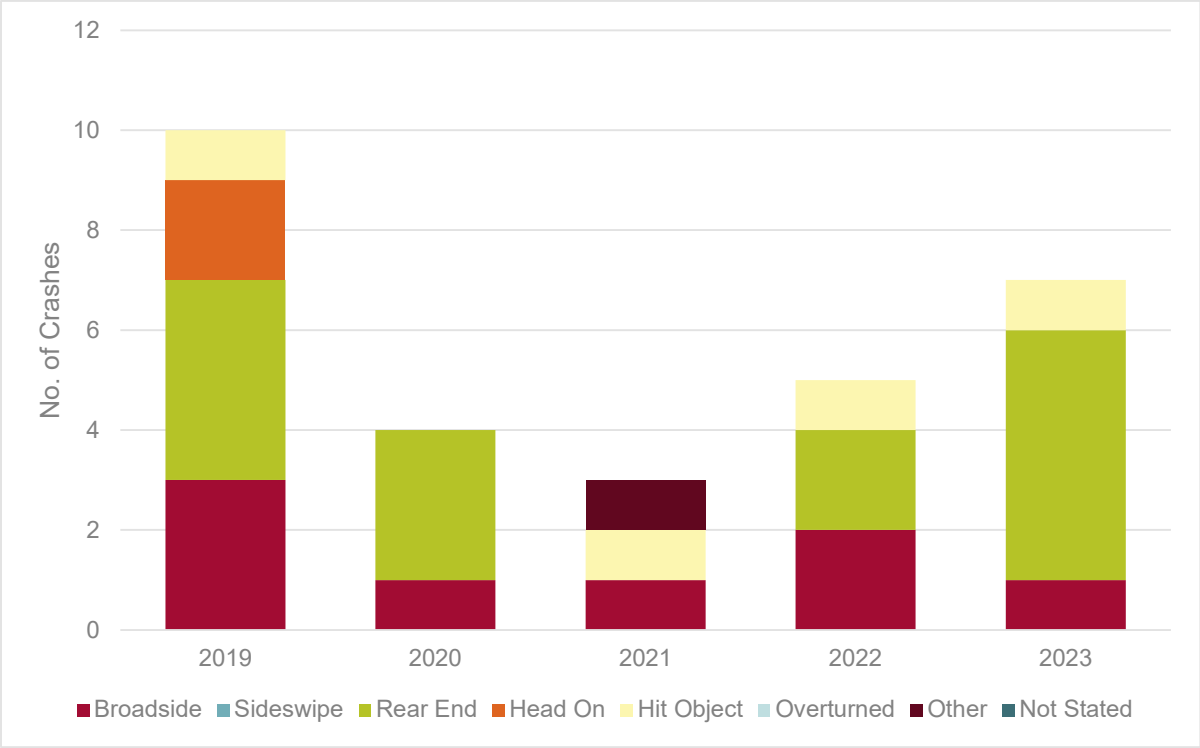
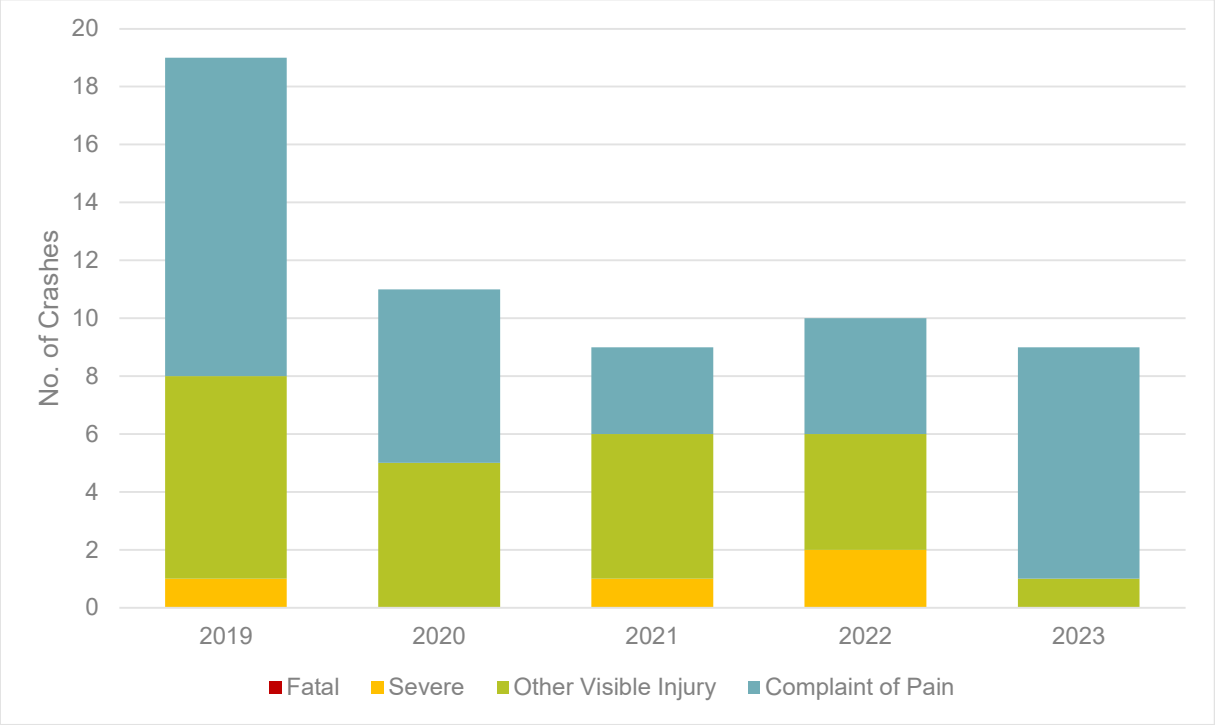


Figure 25: Carmel Injury Crashes (2019-2023)



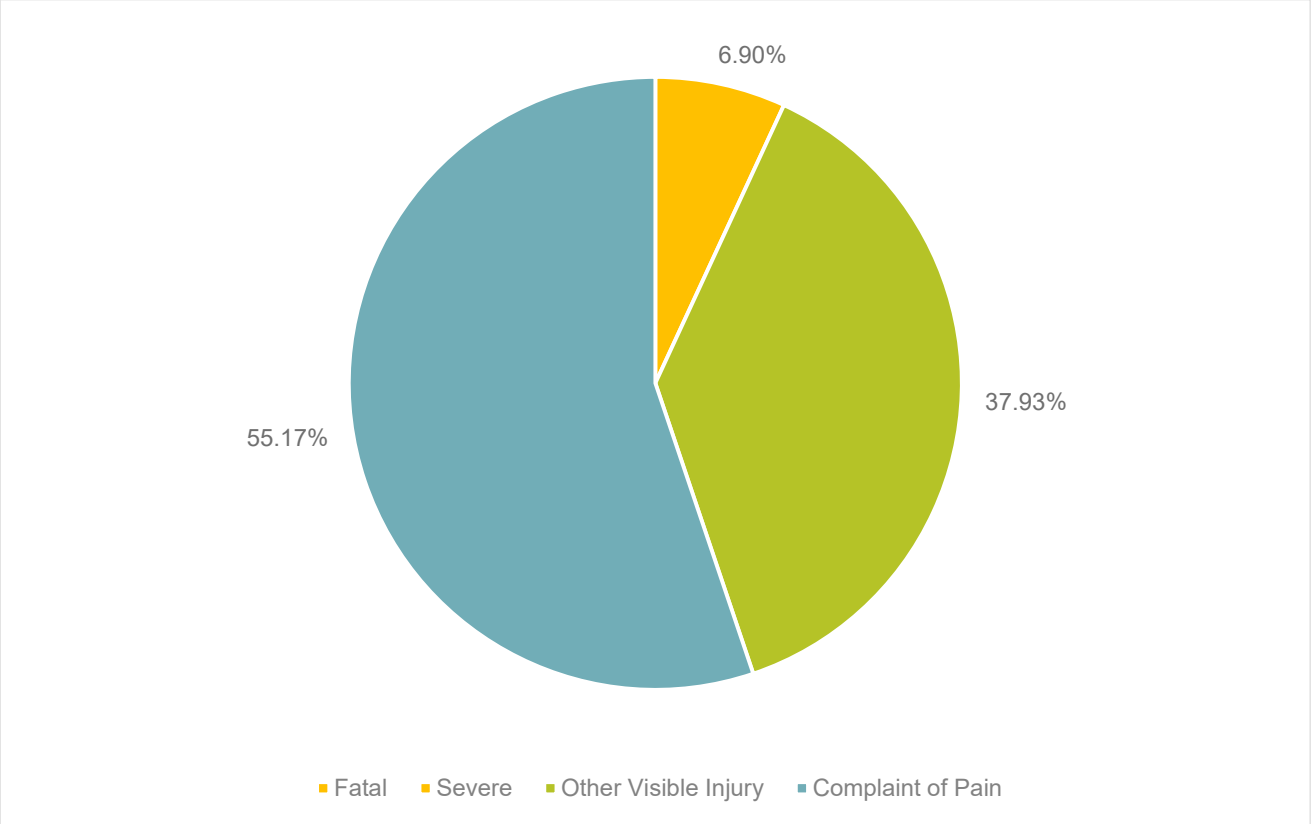
2.2 FATALITIES & SEVERE INJURIES

During the study period, no fatal crashes occurred and 4 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

In the city of Carmel, 55.2% of the crashes reported during the time period resulted in complaint of pain only. Severe injuries totaled 6.9% of all crashes. Other visible injuries made up 37.9% of crashes.

Figure 26: Carmel Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Carmel during this time period are Unsafe Speed at 29%, followed by Pedestrian Right of Way Violation at 24% and Improper Turning at 14%.

Table 8: Carmel Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	17	29.3%
	Improper Turning	8	13.8%
	Traffic Signals and Signs	2	3.5%
	Subtotal	**27**	**46.6%**
Judgmental	Auto R/W Violation	5	8.6%
	Subtotal	**5**	**8.6%**
Negligence	Wrong Side of Road	1	1.7%
	Unsafe Starting or Backing	6	10.3%
	Hazardous Parking	1	1.7%
	Subtotal	**8**	**13.8%**
Pedestrian	Pedestrian R/W	14	24.1%
	Pedestrian Violation	1	1.7%

Group	Primary Crash Factor	No. of Crashes	%
	Subtotal	**15**	**25.9%**
Others	Other Than Driver	2	3.5%
	Unknown	1	1.7%
	Subtotal	**3**	**5.2%**
	Grand Total	**58**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 24 pedestrian-involved crashes were recorded within the City. These incidents led to 2 severe injury crashes. Notably, 8% of all pedestrian-involved crashes in the City resulted in a severe injury. Furthermore, pedestrian involved crashes accounted for 50% of all severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, a total of 5 bicyclist-involved crashes were recorded within the City. None of these incidents led to a fatal or severe injury crash.

2.6 TIME OF DAY

Crashes in Carmel occurred more in the afternoon and evening hours versus the morning hours, with 66% of crashes occurring in the afternoon and evening hours, and 34% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

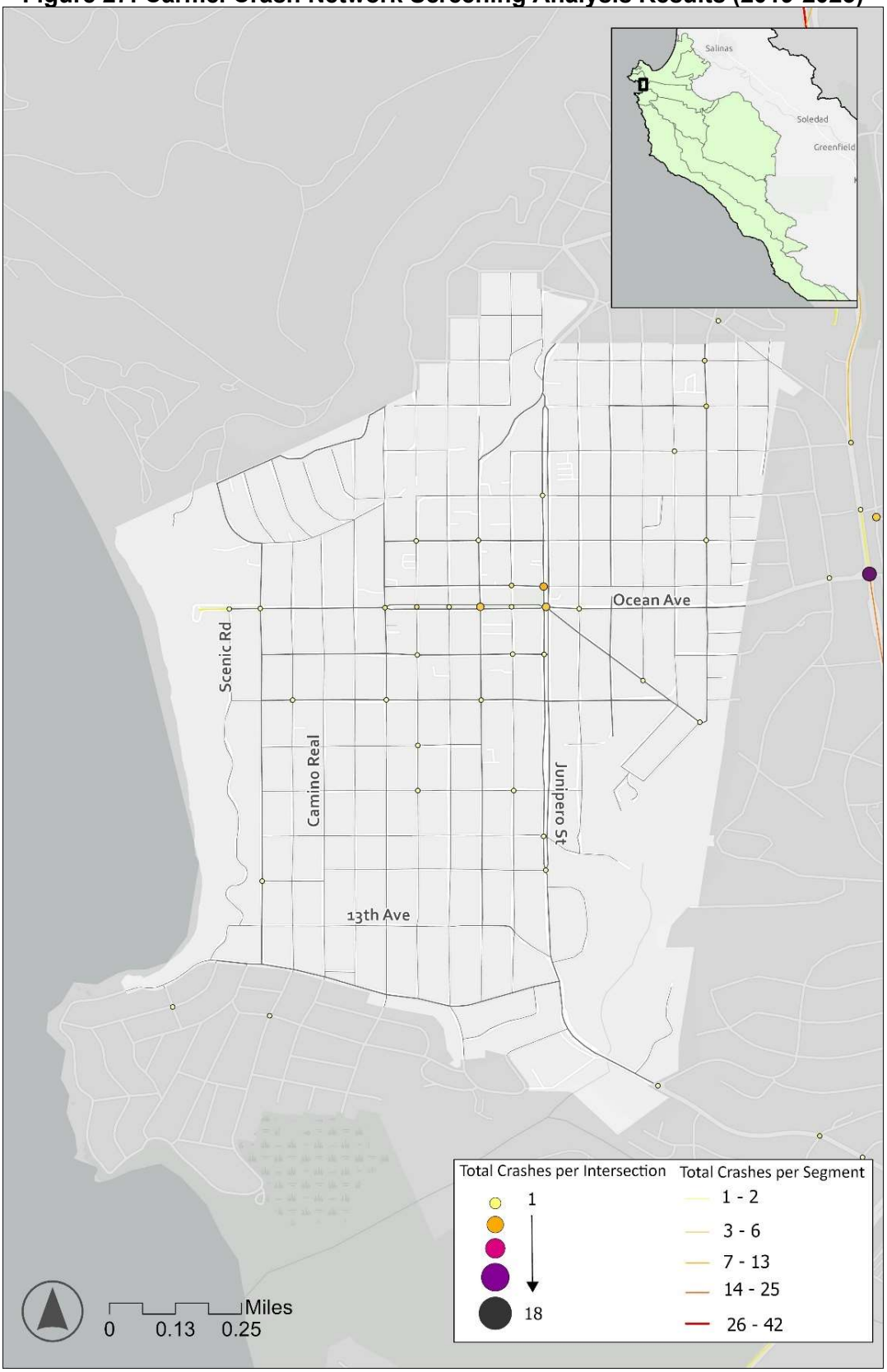
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 32.8% of the crashes in Carmel during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. No crashes in Carmel during the study period (2019-2023) were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 27 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 27: Carmel Crash Network Screening Analysis Results (2019-2023)



4 CARMEL HIN RESULTS

The network for high injury crashes accounts for 47% of the total crashes in the city of Carmel (27 crashes / 58 total crashes), and accounts for 100% of all fatalities and severe injuries (4 fatal or severe injury-causing crashes / 4 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 9% of Carmel's entire transportation network (2.4 HIN miles / 28.1 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 28** below shows the high injury network for all modes identified within the City.

Figure 28: Carmel High Injury Network (2019-2023)

3 – DEL REY OAKS

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 29** illustrates the roadway network and intersections for the city of Del Rey Oaks as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 29**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for the most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Del Rey Oaks are illustrated in **Figure 30**. The crash data is based on police reports compiled at the time of the crashes.

Figure 29: Del Rey Oaks Functional Classification & Signalized Intersections

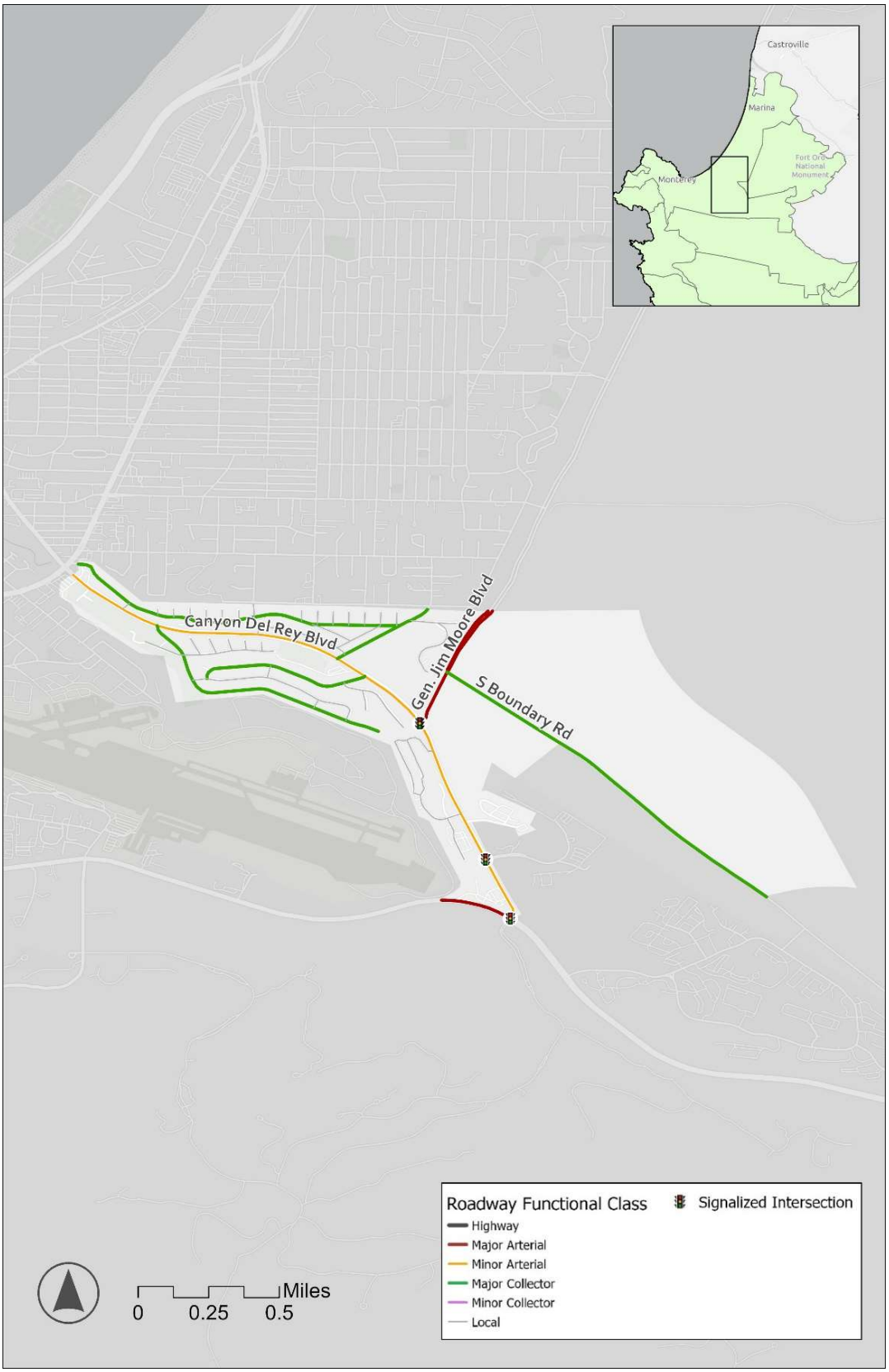
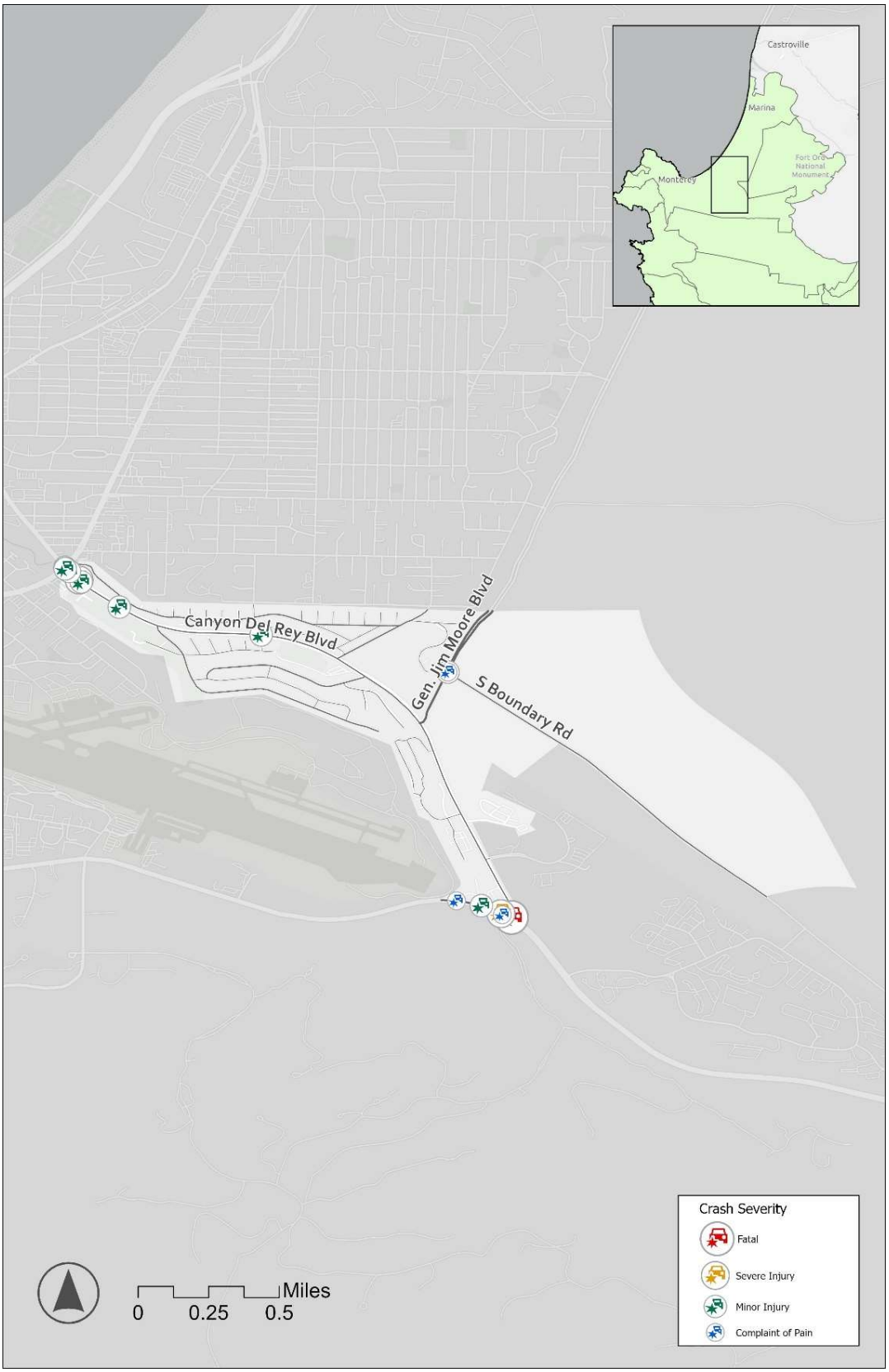


Figure 30: Del Rey Oaks Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on County streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **16 crashes** recorded within the city of Del Rey Oaks.

During the study period, the most common occurring crash types were Broadside (44%) and Rear-End (19%). Crash types for each year are shown in **Figure 31**.

Figure 32 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 31: Del Rey Oaks Crash Types by Year (2019-2023)

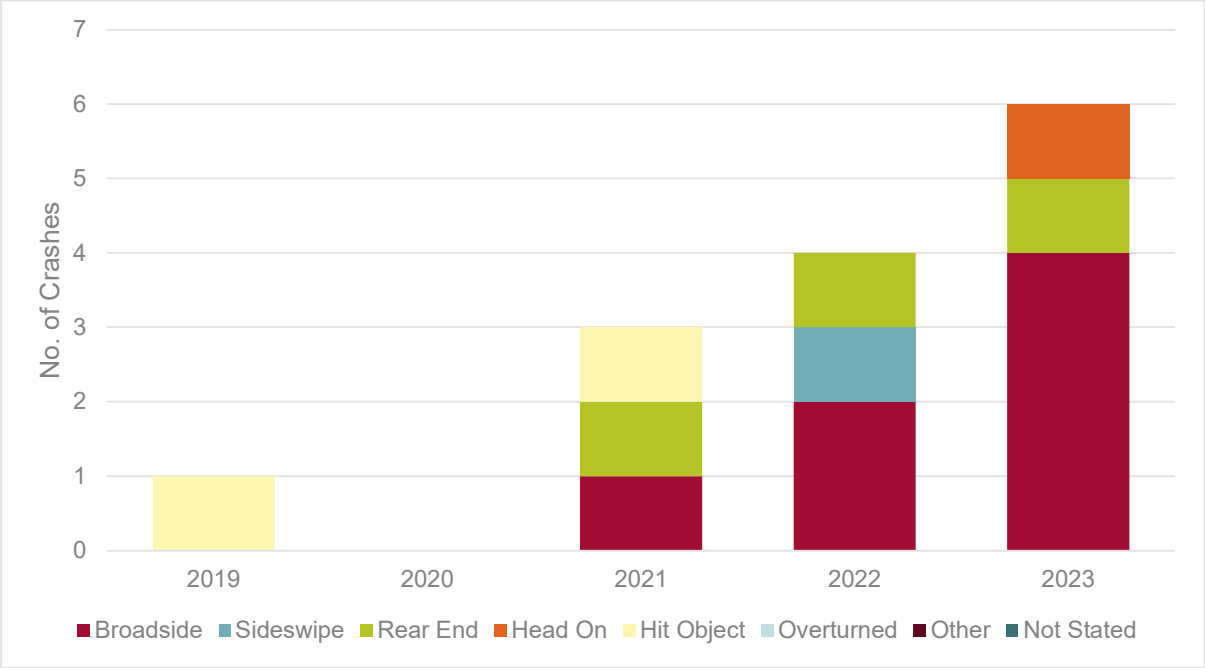
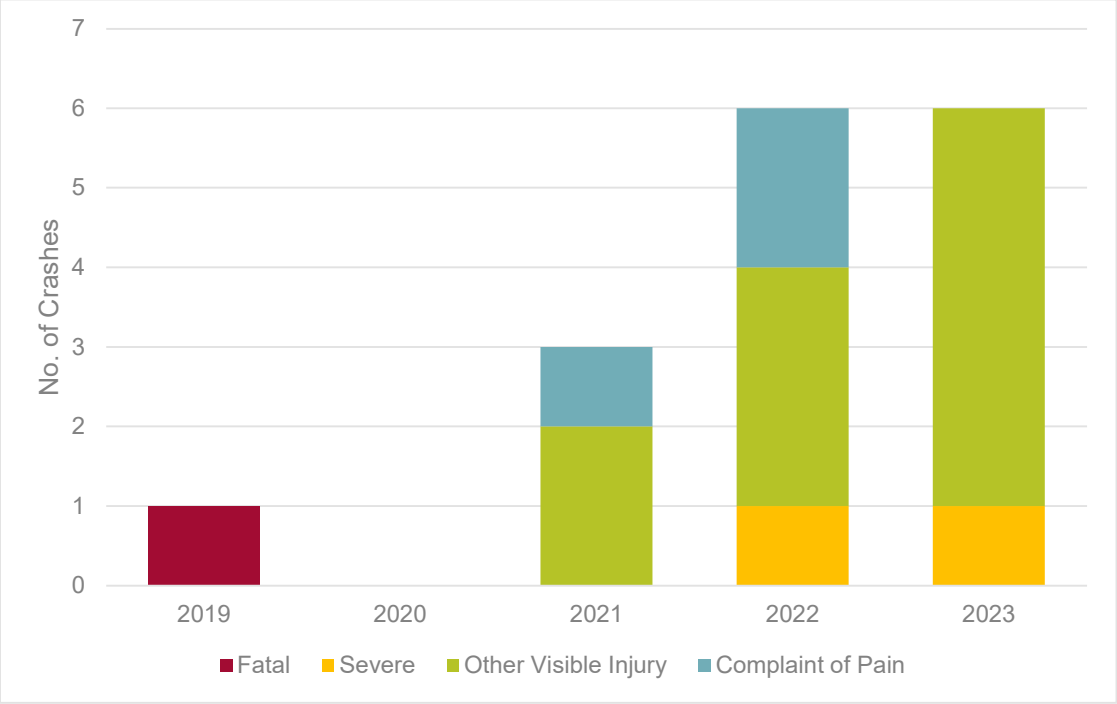


Figure 32: Del Rey Oaks Injury Crashes (2019-2023)



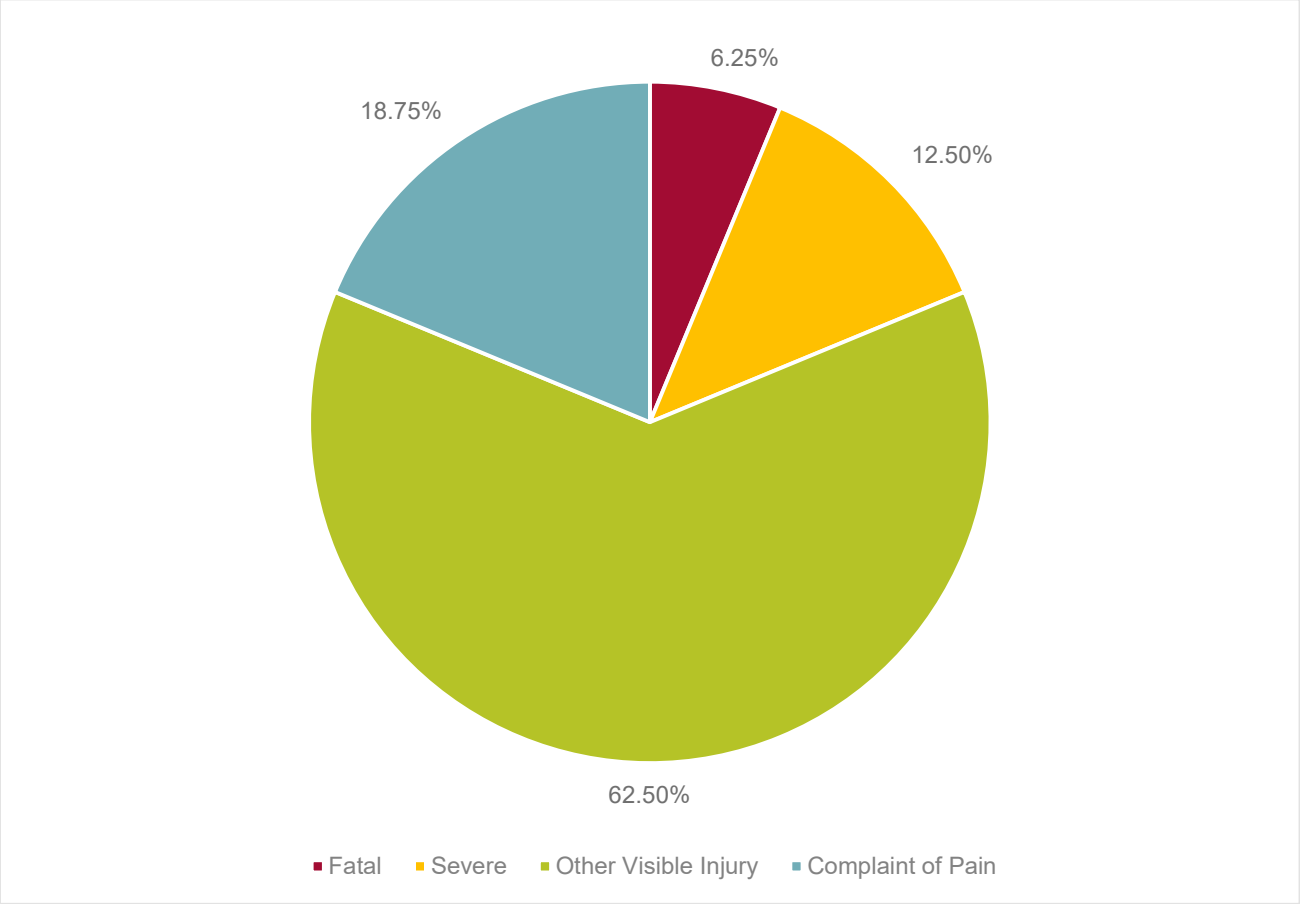
2.2 FATALITIES & SEVERE INJURIES

During the study period, 1 fatal crash and 2 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

Within the City, 18.8% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 18.8% of all crashes. Other visible injuries made up 62.5% of crashes.

Figure 33: Del Rey Oaks Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Del Rey Oaks during this time period is Automobile Right of Way at 44%, followed by Unsafe Speed and Driving Under the Influence at 13%.

Table 9: Del Rey Oaks Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	2	12.5%
	Improper Turning	1	6.3%
	Subtotal	**3**	**18.8%**
Judgmental	Auto R/W Violation	7	43.8%
	Subtotal	**7**	**43.8%**
Driving Under the Influence	**Subtotal**	**2**	**12.5%**
Negligence	Unsafe Starting or Backing	1	6.3%
	Subtotal	1	**6.3%**

Group	Primary Crash Factor	No. of Crashes	%
Pedestrian	Pedestrian R/W	1	6.3%
	Subtotal	**1**	**6.3%**
	Unknown	2	12.5%
	Subtotal	**2**	**12.5%**
	Grand Total	**16**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

Within the City, 1 pedestrian involved crash occurred during the study period, resulting in no fatal or severe injuries.

2.5.2 Bicycle

During the study period, 1 crash involving bicyclists was reported. The incident did not lead to a fatal or severe injury crashes.

2.6 TIME OF DAY

Crashes in Del Rey Oaks occurred more in the morning hours versus the afternoon and evening hours, with 56% of crashes occurring in the morning hours, and 44% occurring in the afternoon and evening hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

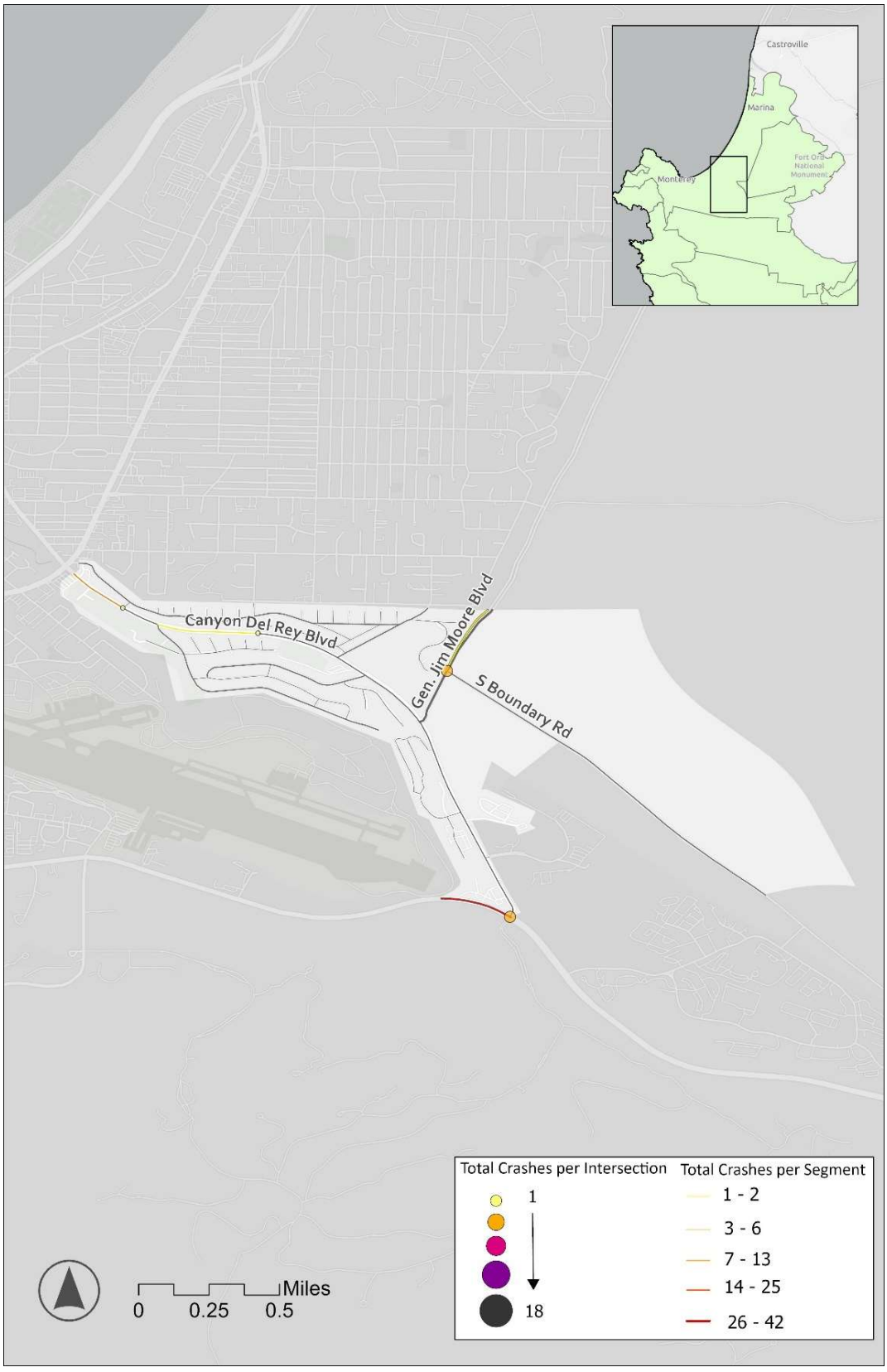
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 12.5% of the crashes in Del Rey Oaks during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 12.5% of the crashes in Del Rey Oaks were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 34 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

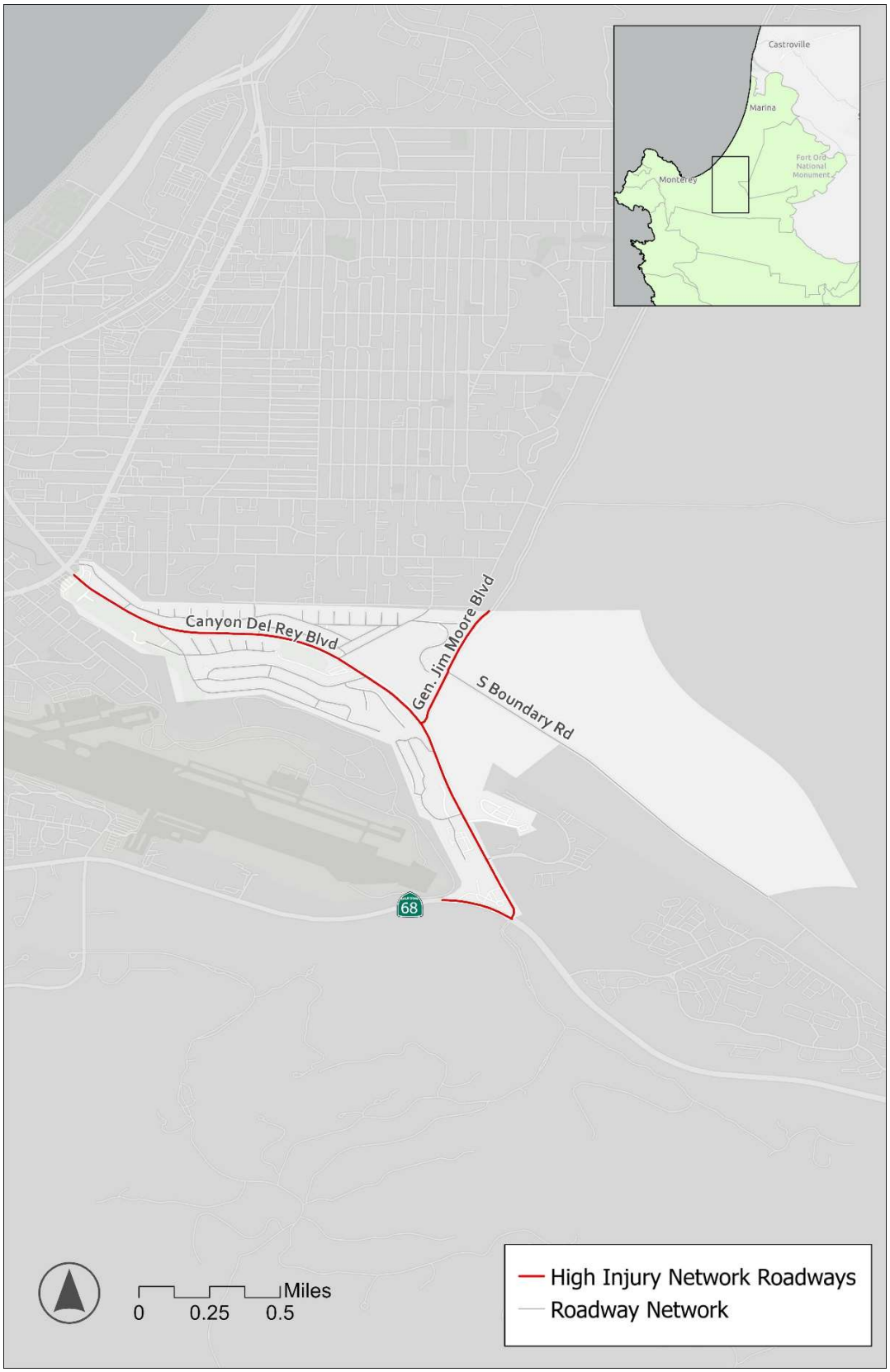
Figure 34: Del Rey Oaks Crash Network Screening Analysis Results (2019-2023)



4 DEL REY OAKS HIN RESULTS

The network for high injury crashes accounts for 25% of the City's entire transportation network (2.6 HIN miles / 10.3 total miles), however 94% of the crashes within the City occurred on these roads during the study period (15 HIN crashes / 16 totals crashes). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 35** below shows the high injury network for all modes identified within the City.

Figure 35: Del Rey Oaks High Injury Network (2019-2023)



4 – PACIFIC GROVE

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 36** illustrates the roadway network and intersections for the city of Pacific Grove as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 36**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Pacific Grove are illustrated in **Figure 37**. The crash data is based on police reports compiled at the time of the crashes.

Figure 36: Pacific Grove Functional Classification & Signalized Intersections

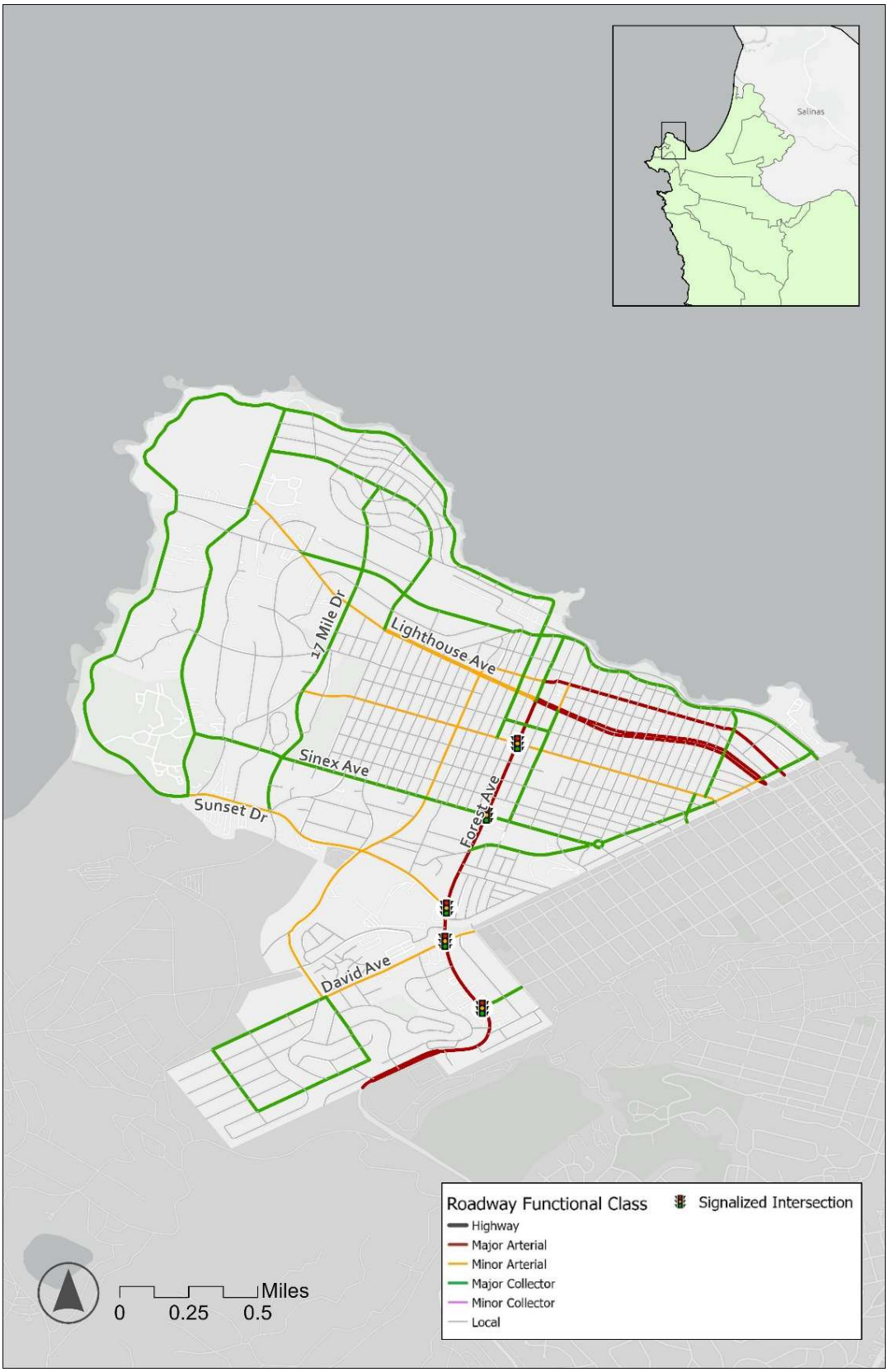
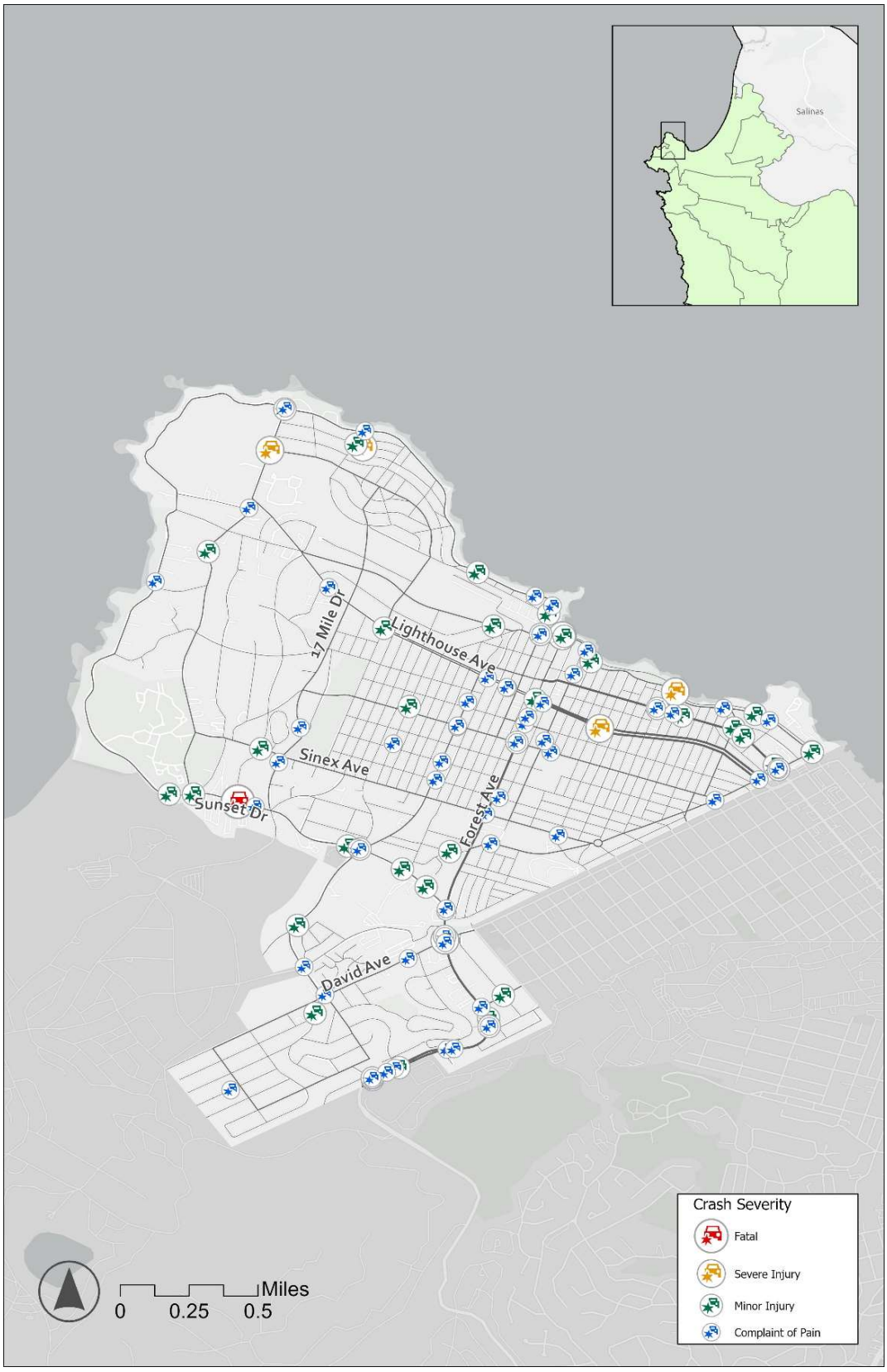


Figure 37: Pacific Grove Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **114 crashes** recorded within the city of Pacific Grove.

During the study period, the most common occurring crash types were Broadside (30%) and Rear-End (10%). Crash types for each year are shown in **Figure 38.**

Figure 39 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 38: Pacific Grove Crash Types by Year (2019-2023)

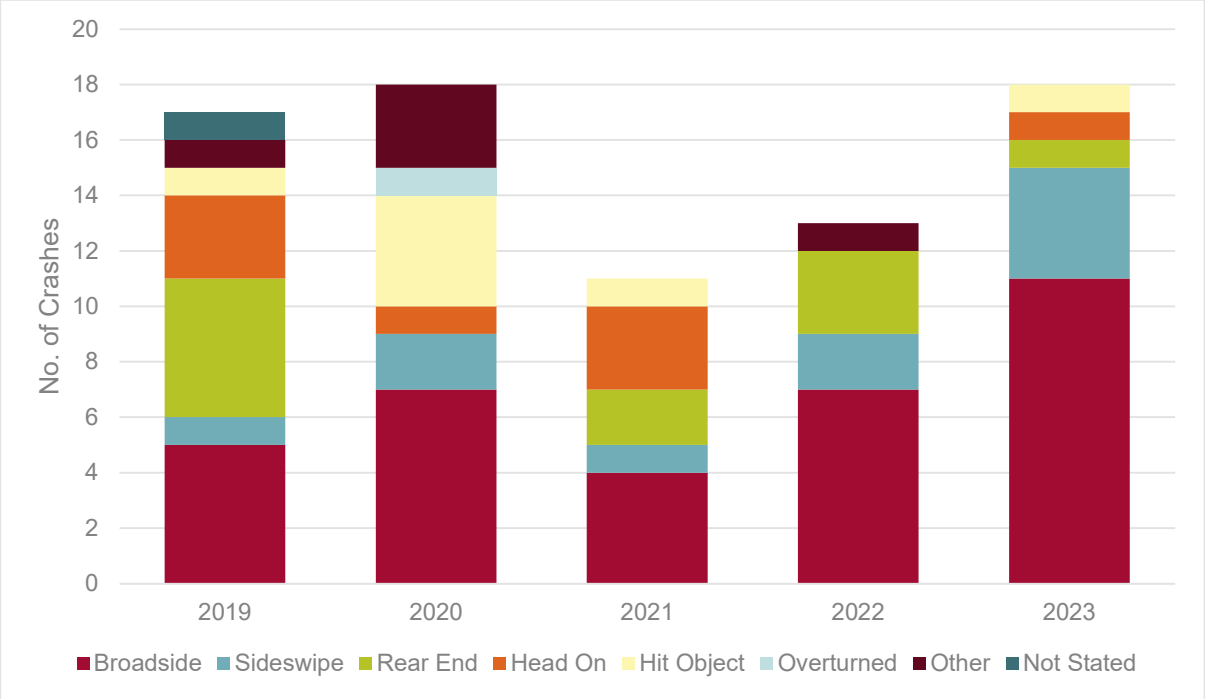
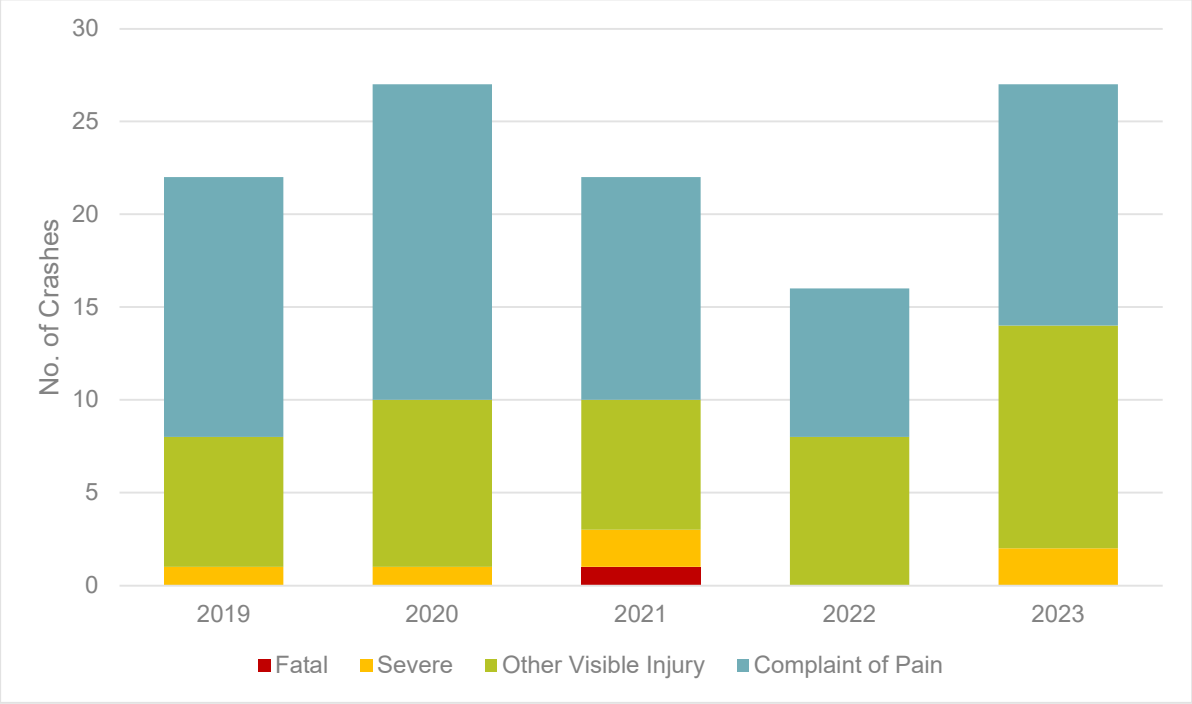


Figure 39: Pacific Grove Injury Crashes (2019-2023)



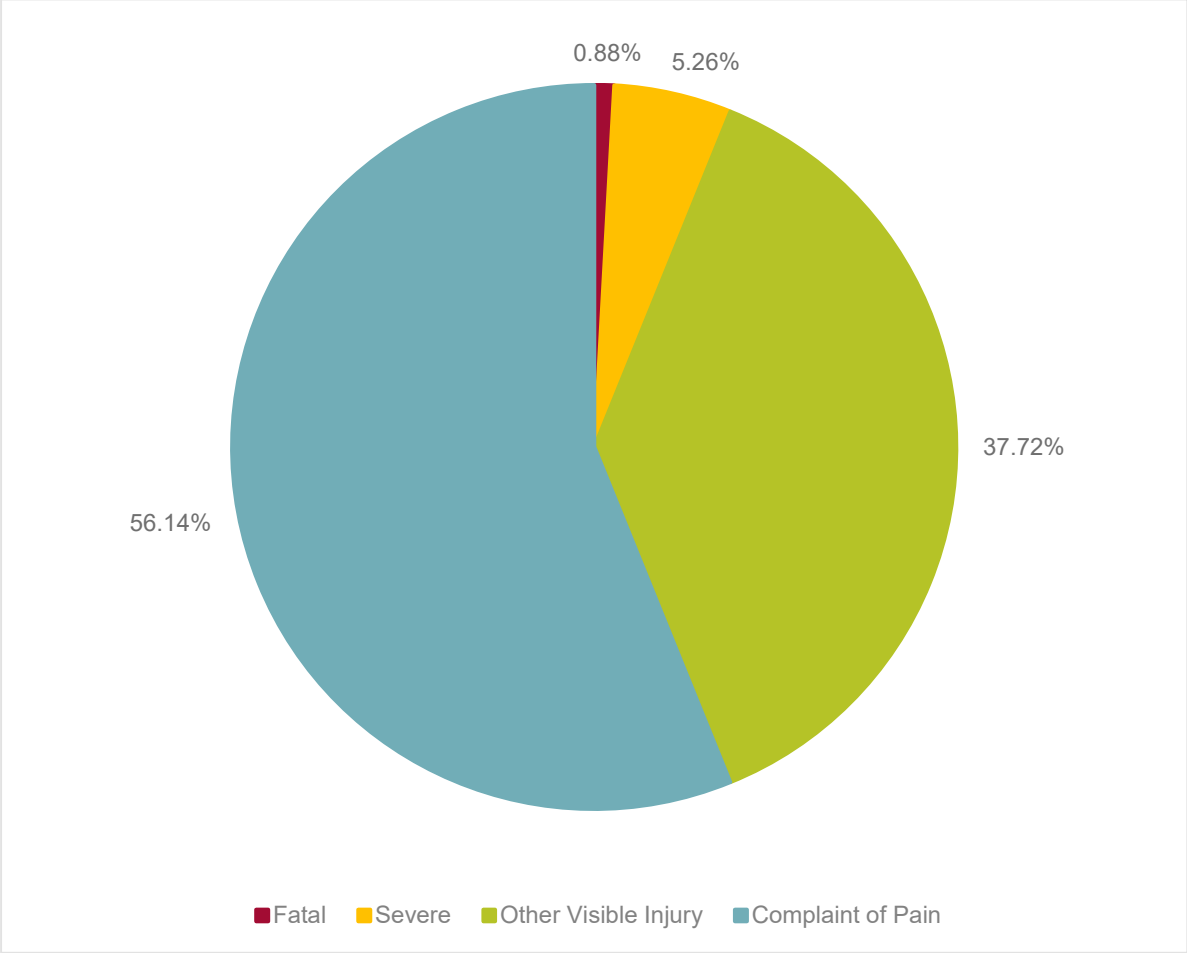
2.2 FATALITIES & SEVERE INJURIES

During the study period, 1 fatal crash and 6 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

56.1% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 6.1% of all crashes. Other visible injuries made up 37.7% of crashes.

Figure 40: Pacific Grove Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Carmel during this time period is Automobile Right of Way Violation at 19% and Unsafe Speed at 18%.

Table 10: Pacific Grove Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	20	17.5%
	Improper Turning	18	15.8%
	Traffic Signals and Signs	10	8.8%
	Following Too Closely	5	4.4%
	Subtotal	**63**	**46.5%**
Judgmental	Auto R/W Violation	22	19.3%
	Unsafe Lane Change	1	0.9%
	Subtotal	**23**	**20.2%**

Group	Primary Crash Factor	No. of Crashes	%
Driving Under the Influence	**Subtotal**	**1**	**0.9%**
Negligence	Wrong Side of Road	2	1.8%
	Unsafe Starting or Backing	7	6.1%
	Other Hazardous Movement	2	1.8%
	Subtotal	**11**	**9.6%**
Pedestrian	Pedestrian R/W	9	7.9%
	Pedestrian Violation	5	4.4%
	Subtotal	**14**	**12.3%**
Others	Other Than Driver	2	1.8%
	Unknown	8	7.02%
	Other Improper Driving	1	0.9%
	Not Stated	1	0.9%
	Subtotal	**12**	**10.5%**
	Grand Total	**114**	**100.0%**

2.5 VULNERABLE USERS

2.5.1 Pedestrians

Within Pacific Grove, 15 pedestrian involved crashes occurred during the study period, resulting in no fatal or severe injury crashes.

2.5.1 Bicycle

During the study period, 23 crashes involving bicycles were reported. Of these, 3 were fatal or severe injury crashes. Notably, 13% of all bicyclist-involved crashes resulted in either a fatality or severe injury. Furthermore, bicyclist involved crashes accounted for 43% of all fatalities and severe injuries during the same timeframe

2.6 TIME OF DAY

Crashes in Pacific Grove occurred more in the PM hours (12:00 pm – 11:59 pm) versus the AM hours, with 68% of crashes occurring in the PM hours, and 32% occurring in the AM hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

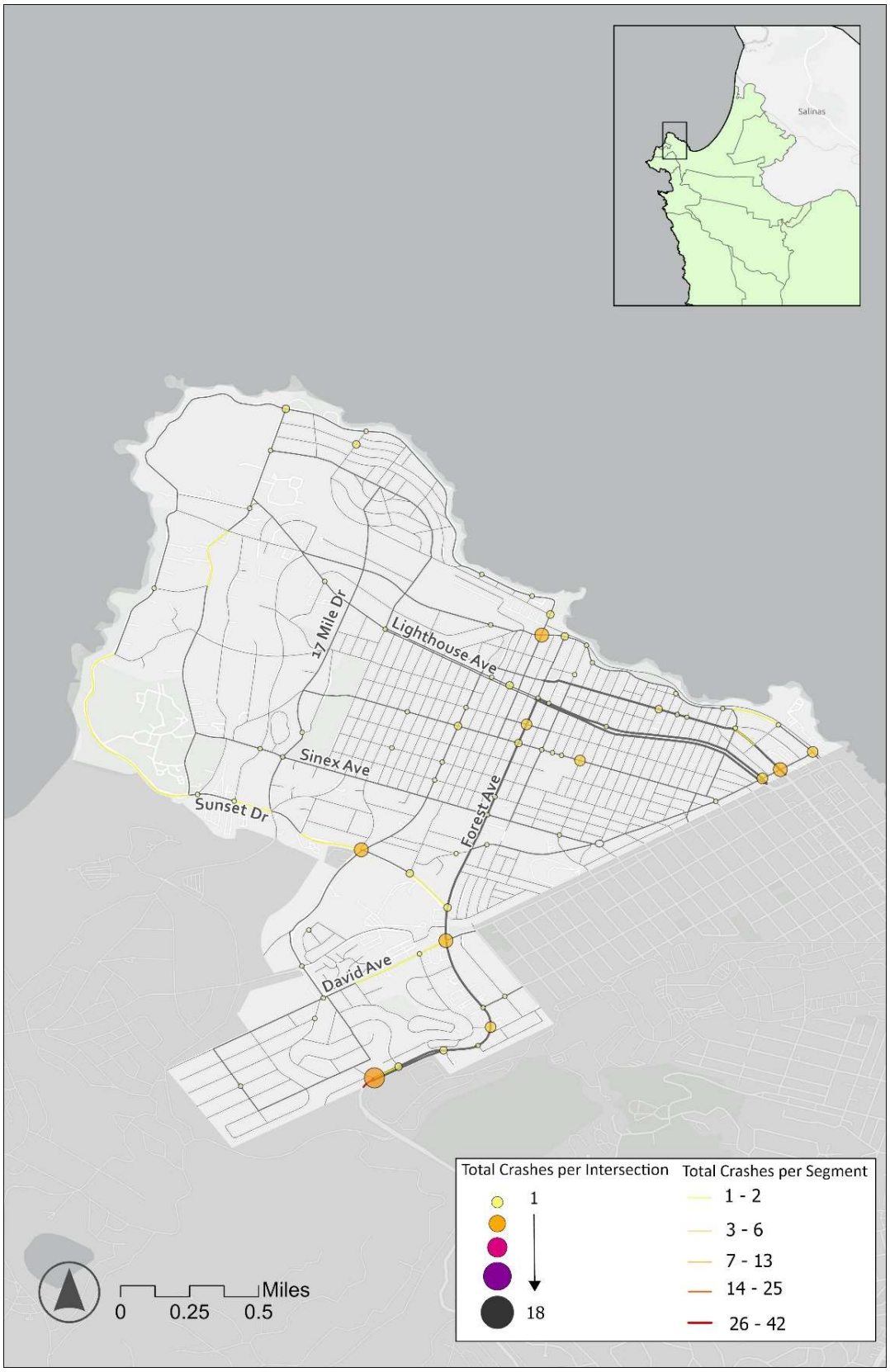
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 30.7% of the crashes in Pacific Grove during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 0.9% of crashes in Pacific Grove were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 41 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

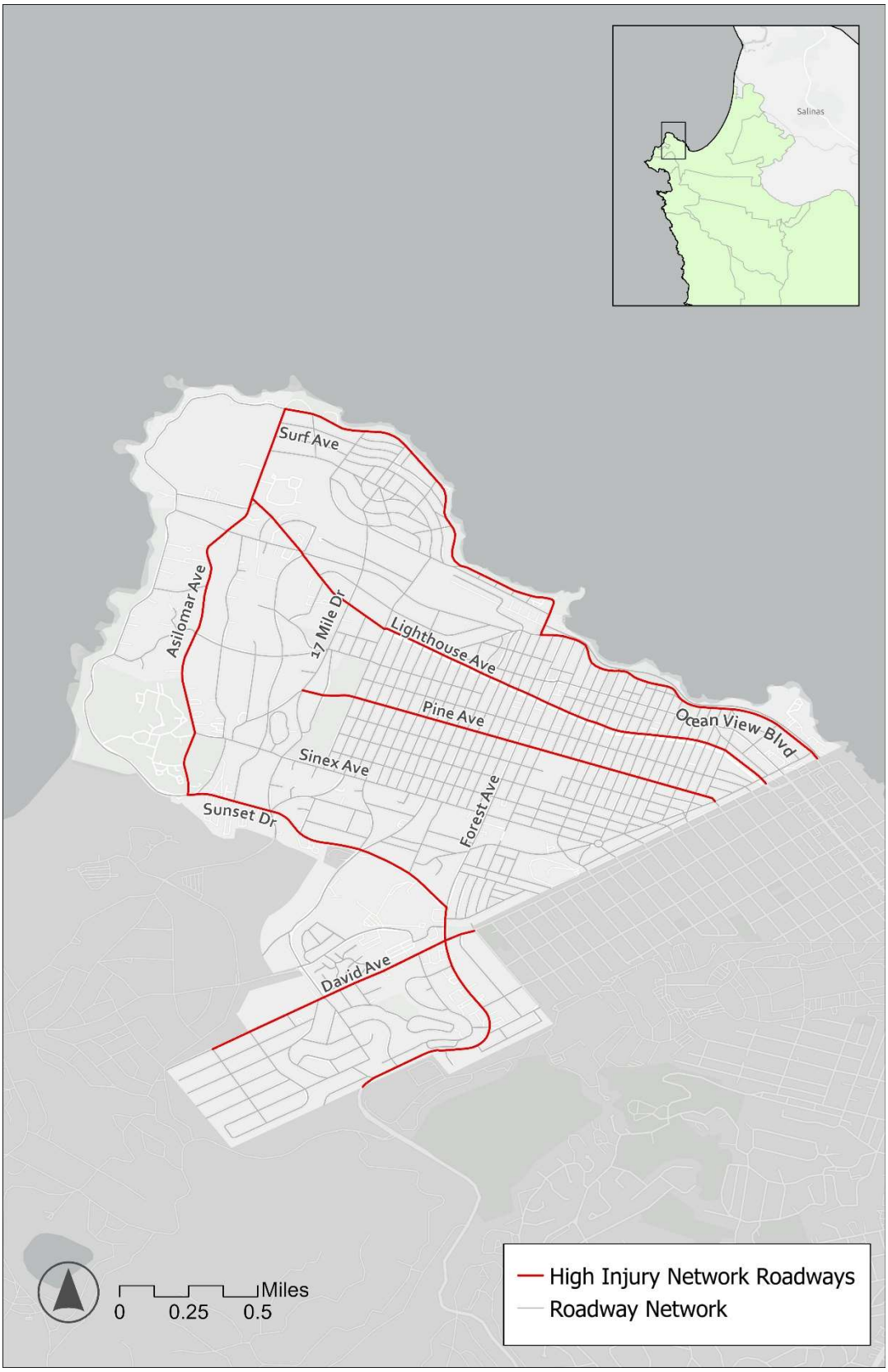
Figure 41: Pacific Grove Crash Network Screening Analysis Results (2019-2023)



4 PACIFIC GROVE HIN RESULTS

The network for high injury crashes accounts for 62% of the total crashes in the city of Pacific Grove (71 crashes / 114 total crashes), and accounts for 88% of all fatalities and severe injuries (7 fatal or severe injury-causing crashes / 8 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 13% of Pacific Grove's entire transportation network (9.6 HIN miles / 73.3 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 42** below shows the high injury network for all modes identified within the City.

Figure 42: Pacific Grove High Injury Network (2019-2023)



5 – SAND CITY

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 43** illustrates the roadway network and intersections for Sand City as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 43**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for the most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within Sand City are illustrated in **Figure 44**. The crash data is based on police reports compiled at the time of the crashes.

Figure 43: Sand City Functional Classification & Signalized Intersections

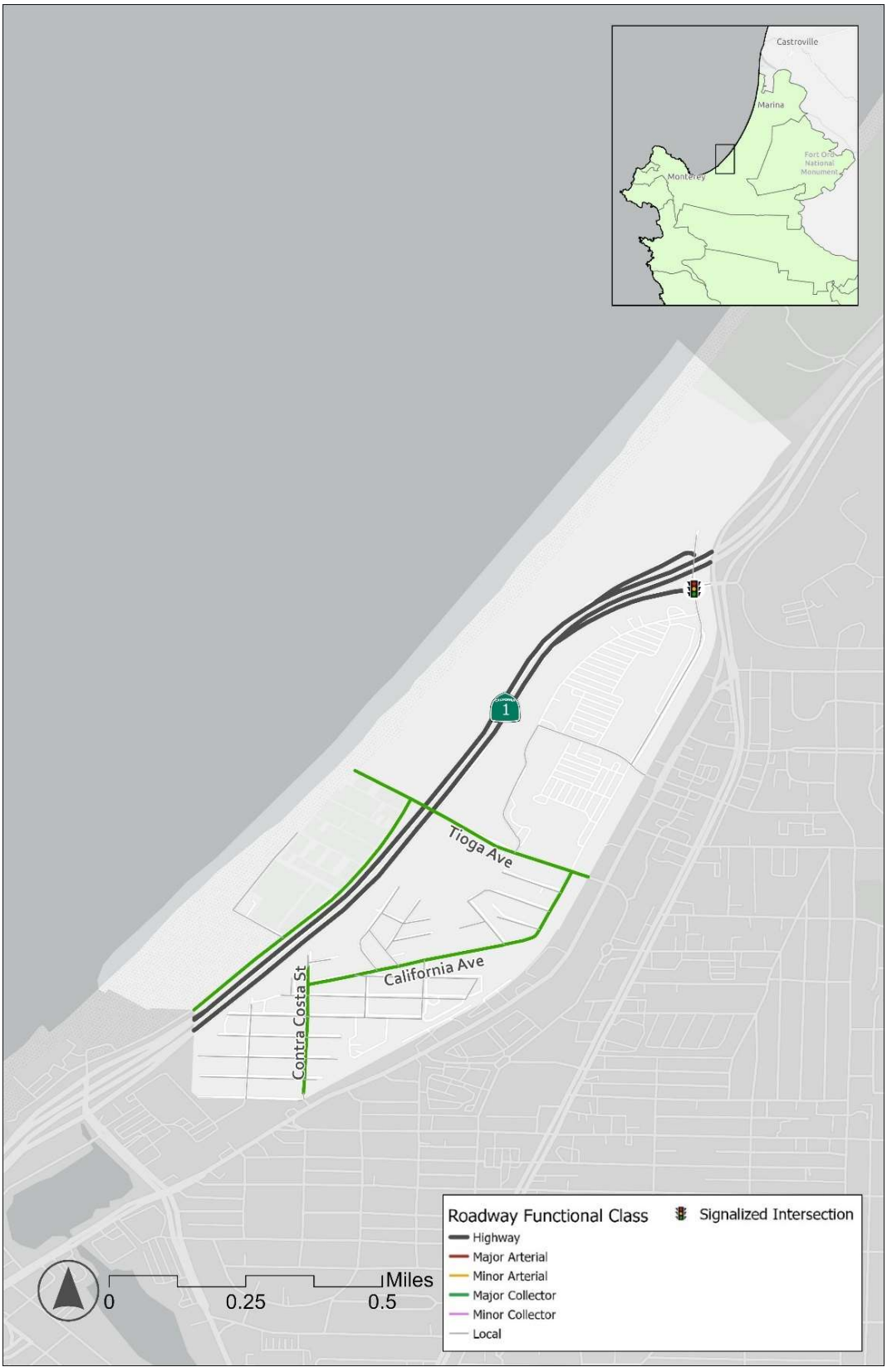
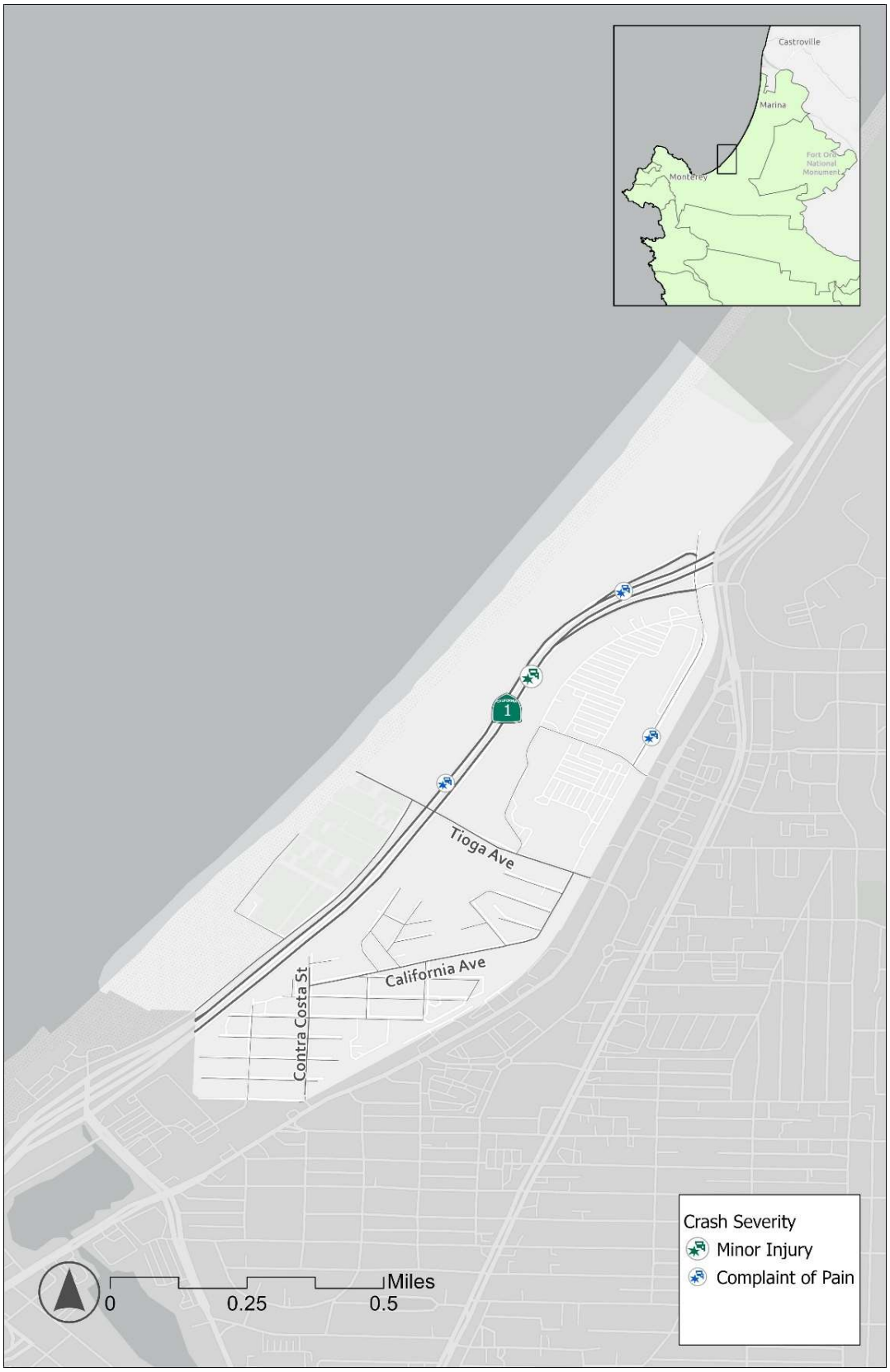


Figure 44: Sand City Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **4 crashes** recorded within Sand City.

During the study period, the most common occurring crash type was Rear-End at 75%, the other 25% being a Pedestrian-involved accident. There was one accident occurring each year from 2019-2022.

2.2 INJURY LEVELS

Of the 4 crashes in Sand City, 3 of them resulted in complaint of pain only, the other resulting in a visible injury.

2.3 CAUSE OF CRASHES

The cause of all crashes recorded in Sand City resulted from Unsafe Speed.

2.4 VULNERABLE ROAD USERS

Of the 4 crashes within the Sand City limits, 1 pedestrian was involved and did not result in a fatal or severe injury crash.

2.5 TIME OF DAY

A third of the crashes in Sand City were in the morning hours between 7:00 am and 11:00 am, while the fourth was in the afternoon and evening hours occurring between 6:00 pm and 7:00 pm.

2.6 BEHAVIORAL DRIVING

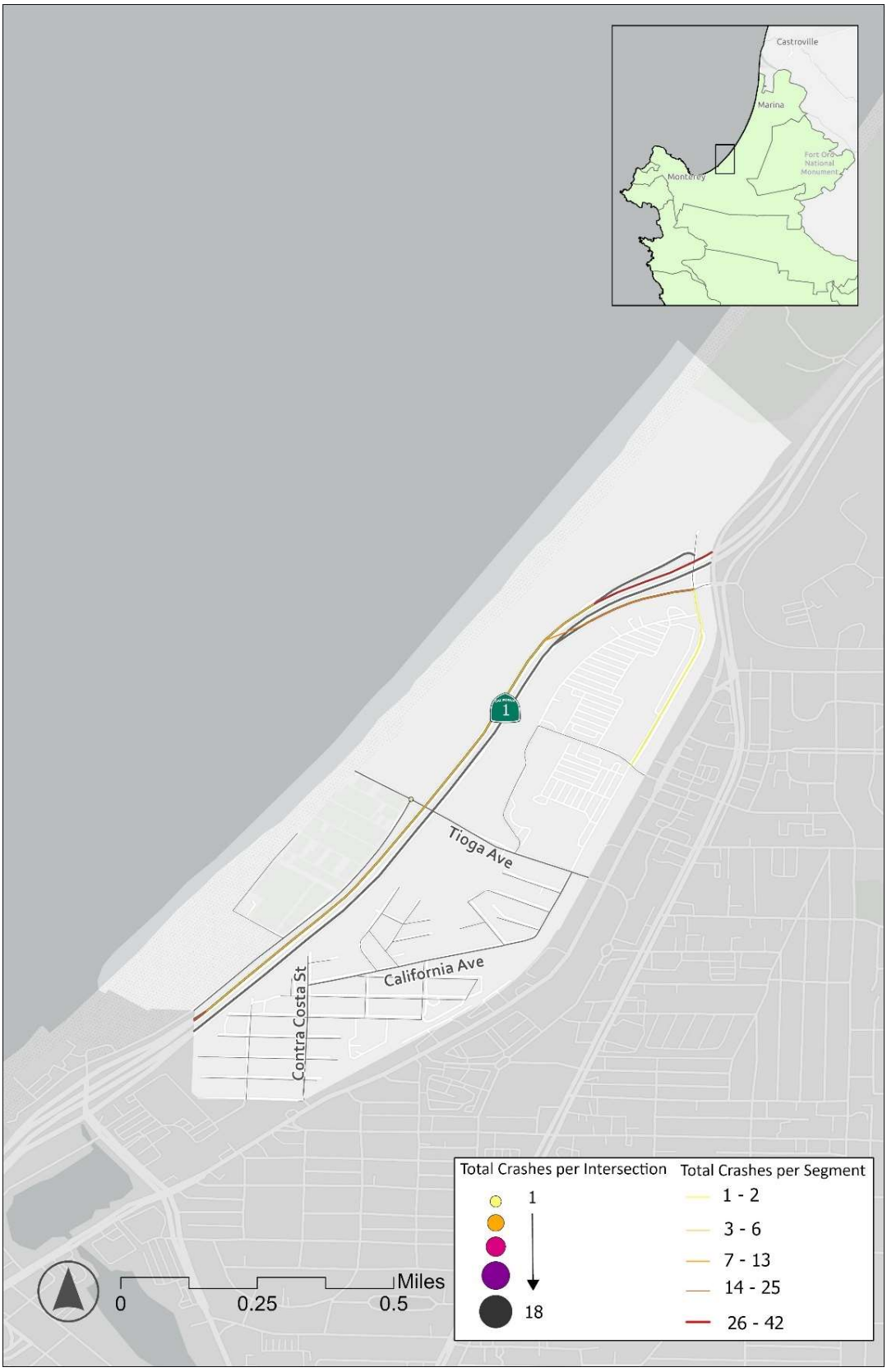
Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 100% of the crashes in Sand City during the study period (2019-2023).

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 45 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 45: Sand City Crash Network Screening Analysis Results (2019-2023)



4 SAND CITY HIN RESULTS

Due to the low number of crashes within the boundaries of Sand City, no HIN network was identified.

6 - MARINA

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 46** illustrates the roadway network and intersections for the city of Marina as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 46**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for the most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Marina are illustrated in **Figure 47**. The crash data is based on police reports compiled at the time of the crashes.

Figure 46: Marina Functional Classification & Signalized Intersections

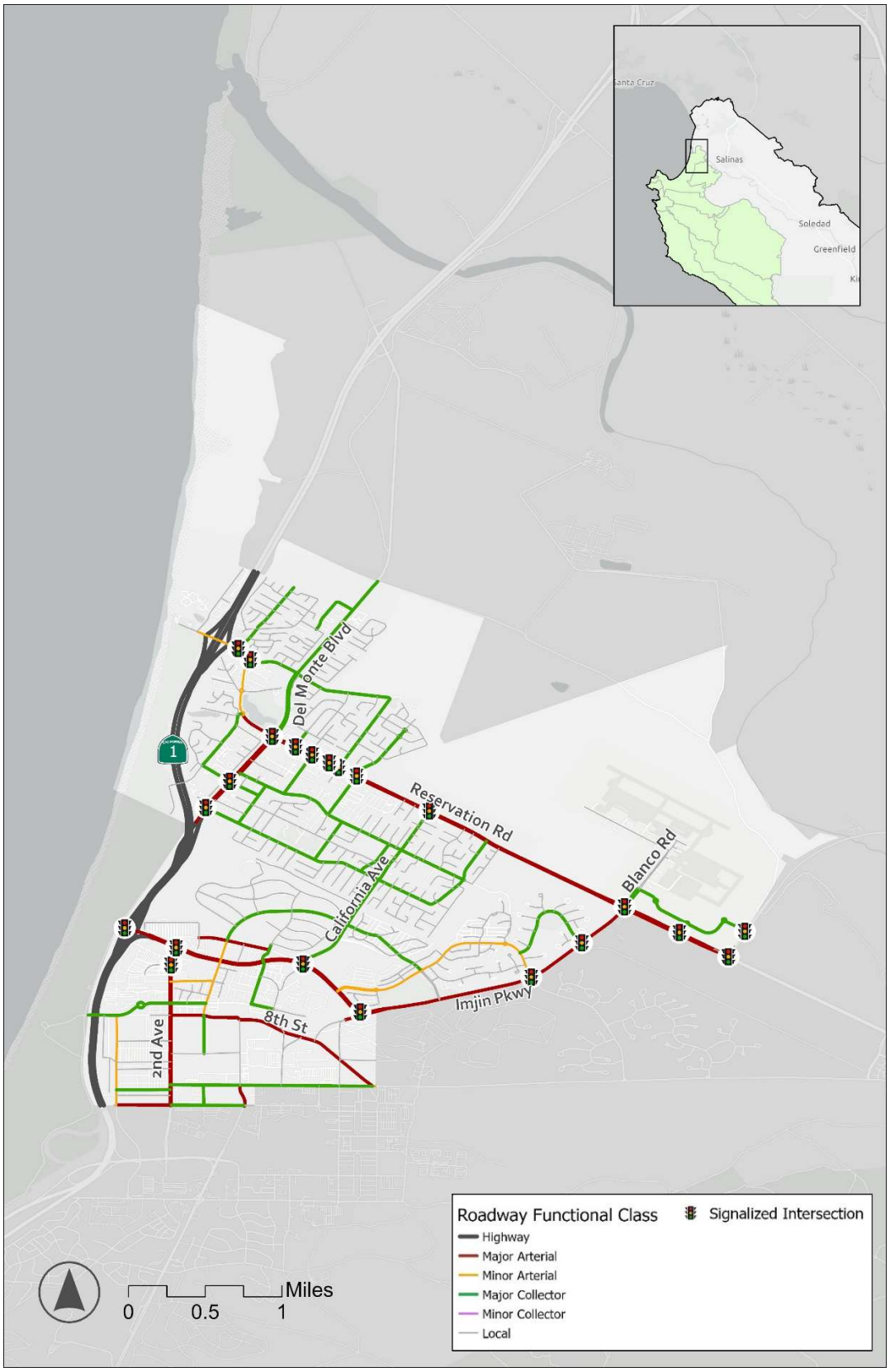


Figure 47: Marina Crash Severity (2019-2023)

2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **289 crashes** recorded within the city of Marina.

During the study period, the most common occurring crash types were Rear-End (40%) and Broadside (19%). Crash types for each year are shown in **Figure 48**.

Figure 49 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 48: Marina Crash Types by Year (2019-2023)

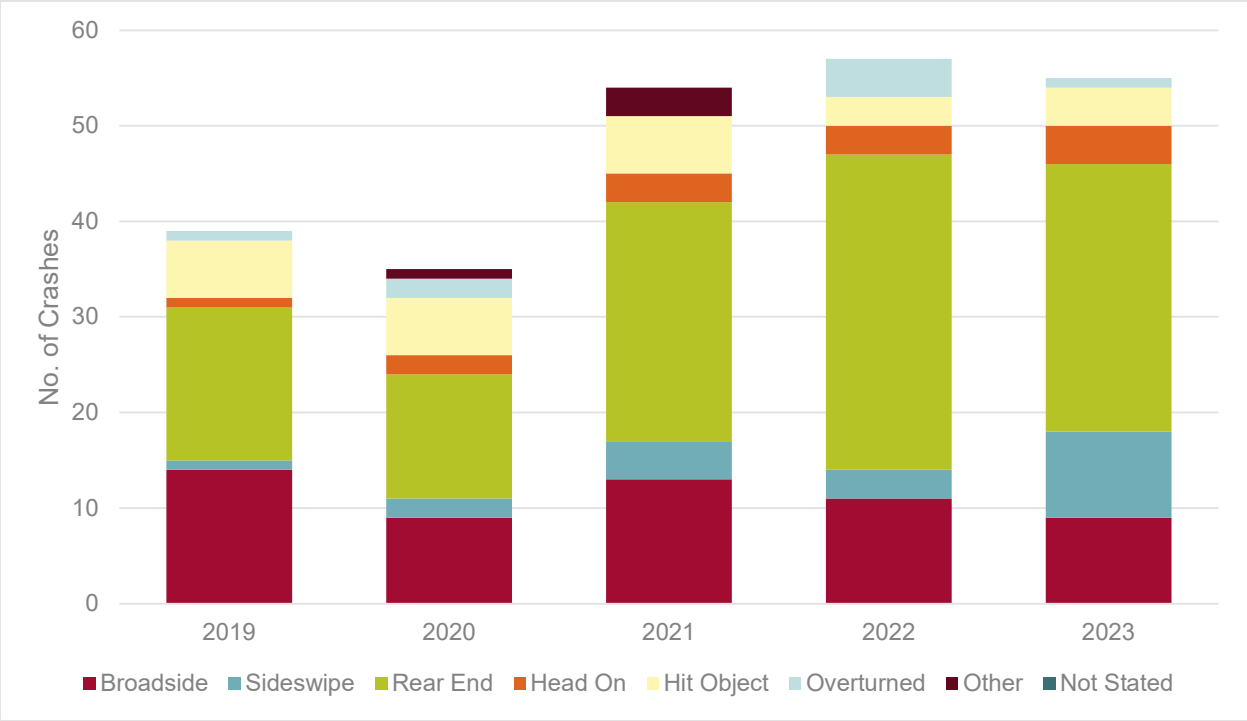
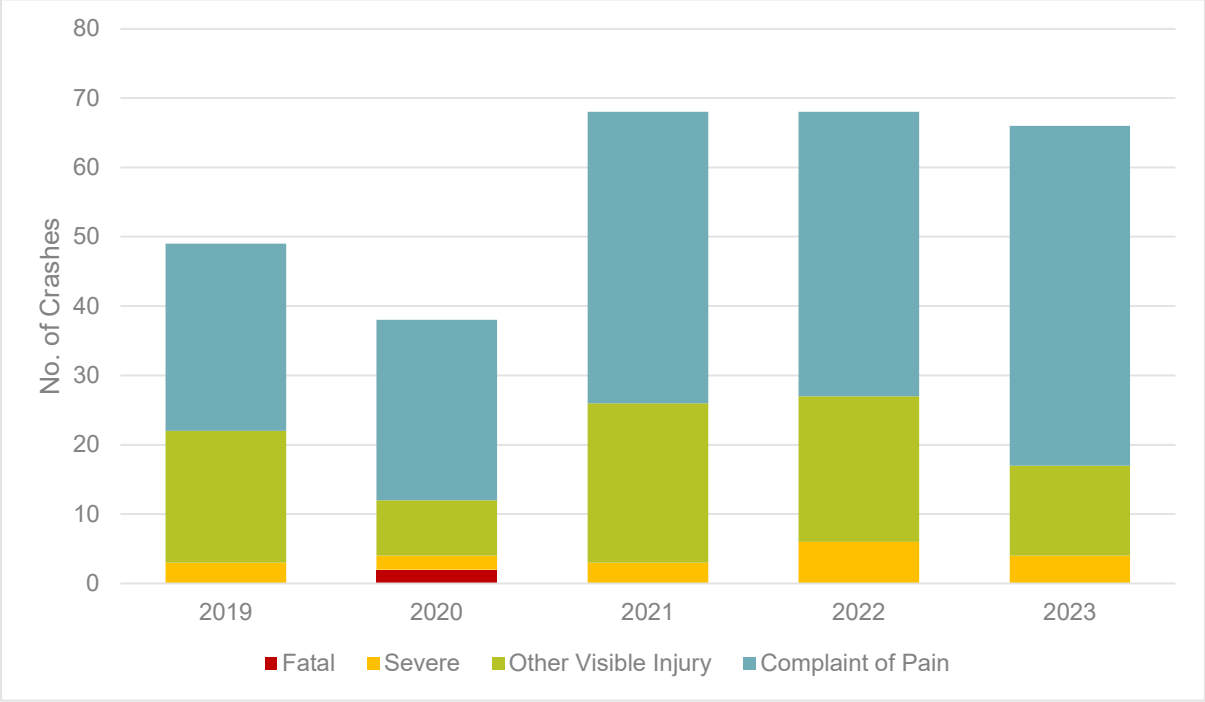


Figure 49: Marina Injury Crashes (2019-2023)



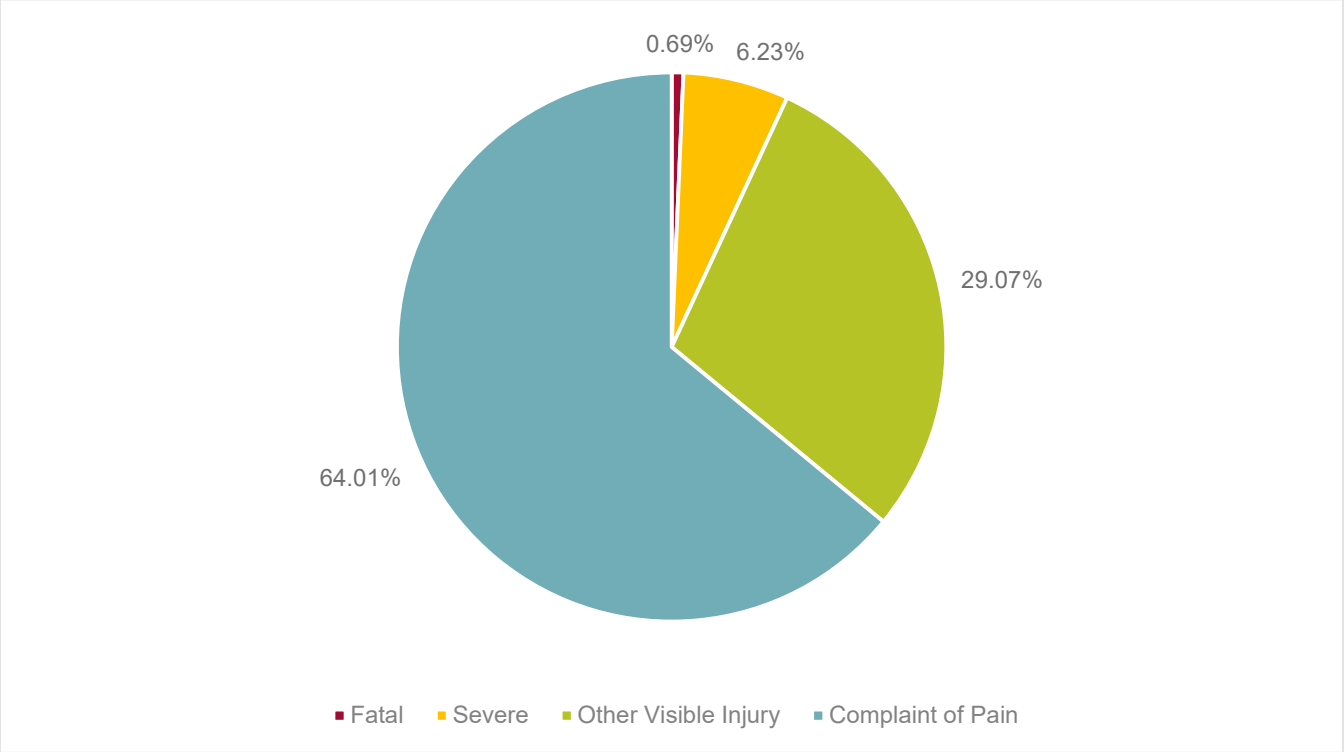
2.2 FATALITIES & SEVERE INJURIES

During the study period, 2 fatal crashes and 18 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

Within City boundaries, 64.0% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 6.9% of all crashes. Other visible injuries made up 29.1% of crashes.

Figure 50: Marina Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Marina during this time period is Unsafe Speed at 34% and Automobile Right of Way at 11%.

Table 11: Marina Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	99	34.3%
	Improper Turning	31	10.7%
	Traffic Signals and Signs	15	5.2%
	Following Too Closely	12	4.2%
	Subtotal	**157**	**54.3%**
Judgmental	Auto R/W Violation	31	10.7%
	Improper Passing	3	1.0%
	Unsafe Lane Change	4	1.4%
	Subtotal	**38**	**13.1%**
Driving Under the Influence	**Subtotal**	**28**	**9.7%**
Negligence	Wrong Side of Road	4	1.4%
	Unsafe Starting or Backing	7	2.4%

Group	Primary Crash Factor	No. of Crashes	%
	Other Hazardous Movement	4	1.4%
	Subtotal	**15**	**5.2%**
Pedestrian	Pedestrian R/W	8	2.8%
	Pedestrian Violation	4	1.4%
	Subtotal	**12**	**4.2%**
Others	Other Than Driver	7	2.4%
	Unknown	14	4.8%
	Other Improper Driving	17	5.9%
	Not Stated	1	0.4%
	Subtotal	**39**	**13.5%**
	Grand Total	**284**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 23 pedestrian-involved crashes were recorded within the City. These incidents led to 4 fatal and severe injury crashes. Notably, 17% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 20% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, a total of 26 bicyclist-involved crashes were recorded within the City. These incidents led to 3 fatal and severe injury crashes. Notably, 12% of all bicyclist-involved crashes resulted in either a fatality or severe injury. Furthermore, bicyclist involved crashes accounted for 15% of all fatalities and severe injuries during the same timeframe

2.6 TIME OF DAY

Crashes in Marina occurred more in the afternoon and evening hours versus the morning hours, with 66% of crashes occurring in the afternoon and evening hours, and 34% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 43.6% of the crashes in Marina during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 9.7% of crashes in Marina were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 51 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 51: Marina Crash Network Screening Analysis Results (2019-2023)

4 MARINA HIN RESULTS

The network for high injury crashes accounts for 74% of the total crashes in the city of Marina (214 crashes / 289 total crashes), and accounts for 80% of all fatalities and severe injuries (16 fatal or severe injury-causing crashes / 20 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 12% of Marina's entire transportation network (9.2 HIN miles / 73.8 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 52** below shows the high injury network for all modes identified within the City.

Figure 52: Marina High Injury Network (2019-2023)

7 - GREENFIELD

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 53** illustrates the roadway network and intersections for the city of Greenfield as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 53**.

1.3 COUNT DATA

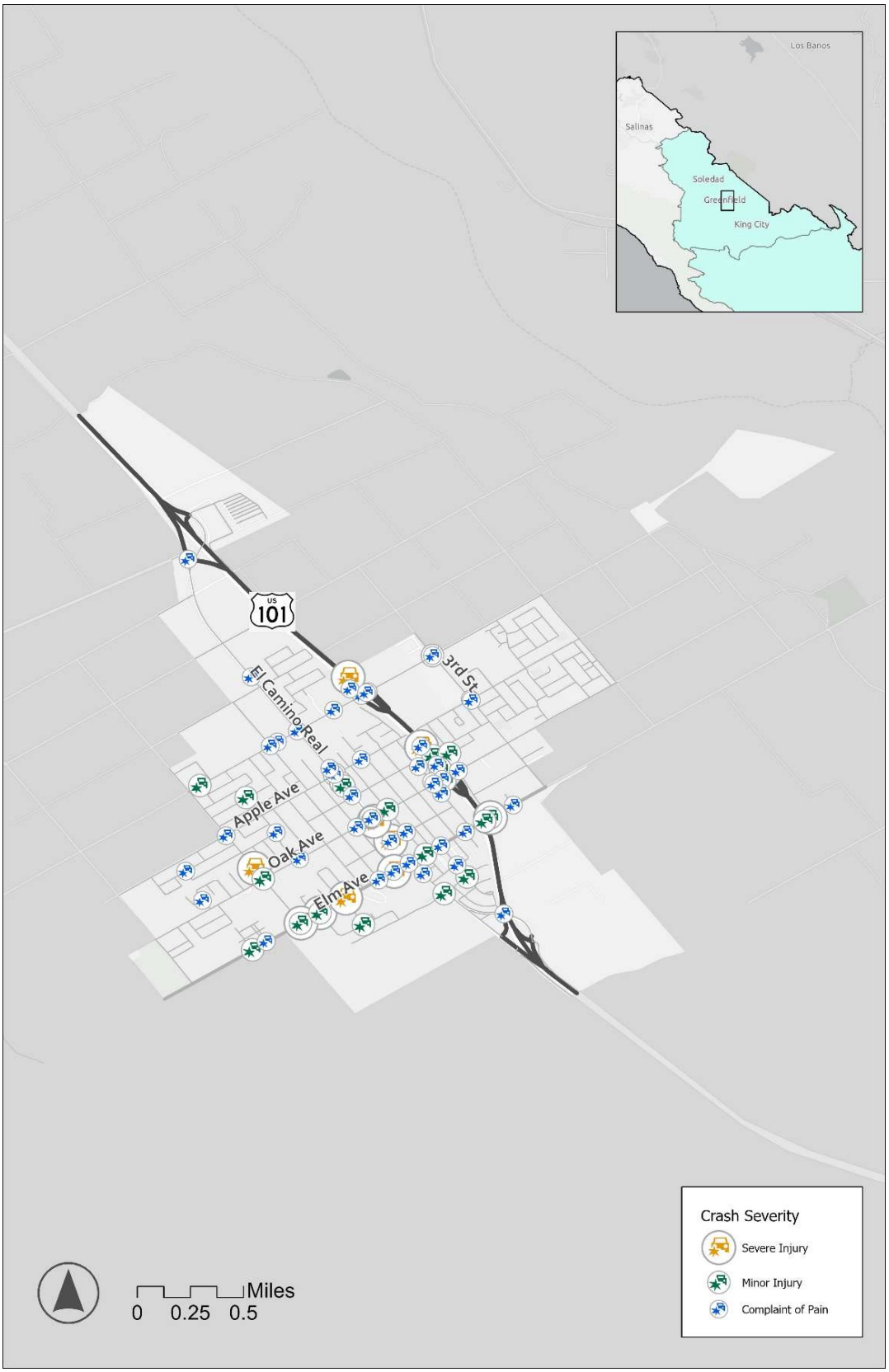
Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Greenfield are illustrated in **Figure 54**. The crash data is based on police reports compiled at the time of the crashes.

Figure 53: Greenfield Functional Classification & Signalized Intersections

Figure 54: Greenfield Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **85 crashes** recorded within the city of Greenfield.

During the study period, the most common occurring crash types were Rear-End (14%) and Hit Object (16%). Crash types for each year are shown in **Figure 55**.

Figure 56 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 55: Greenfield Crash Types by Year (2019-2023)

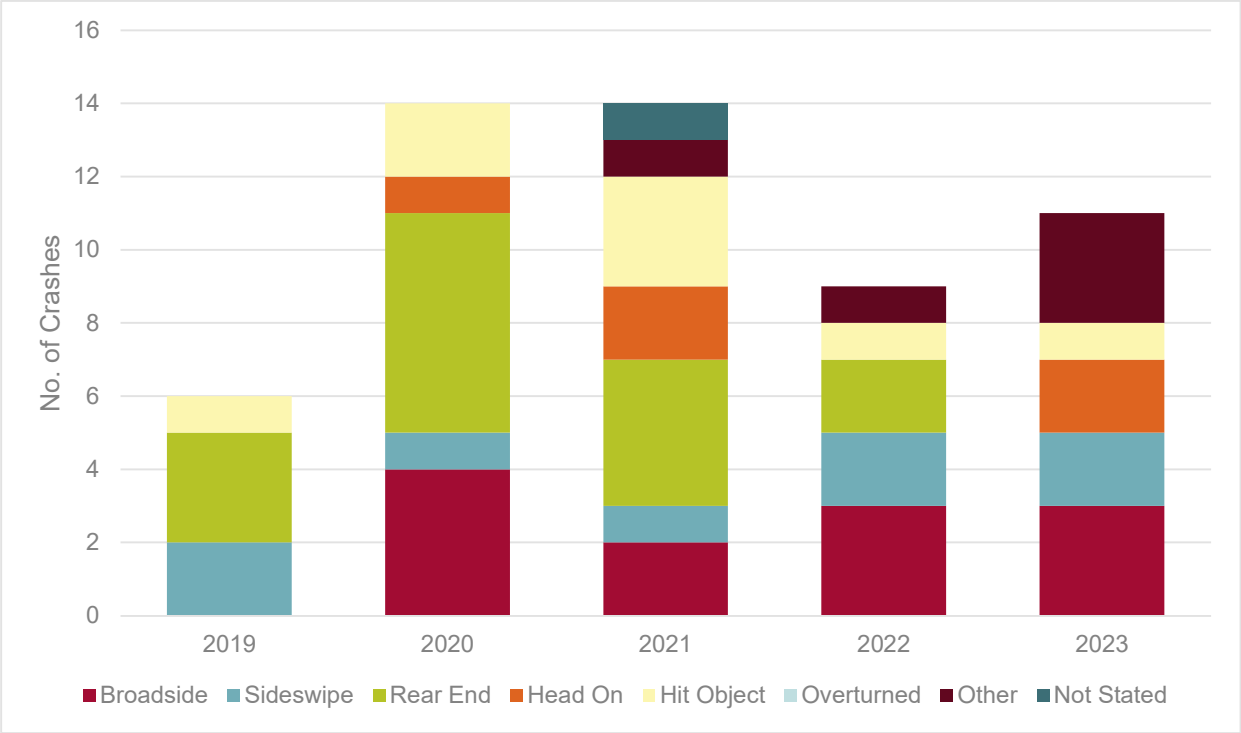
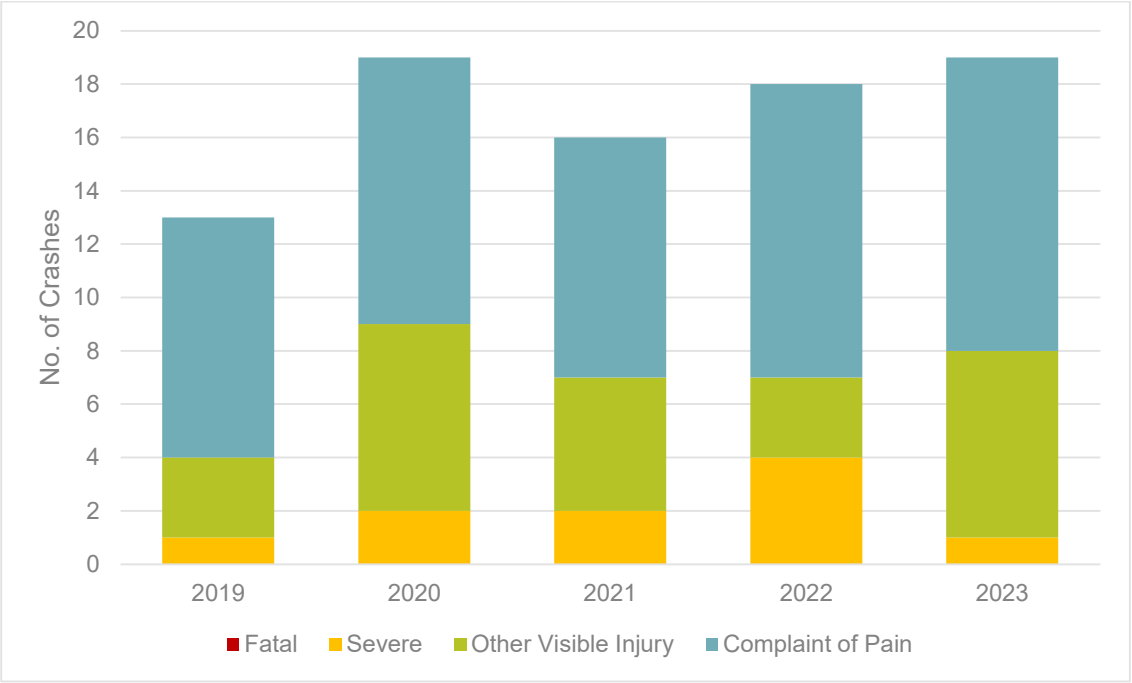


Figure 56: Greenfeld Injury Crashes (2019-2023)



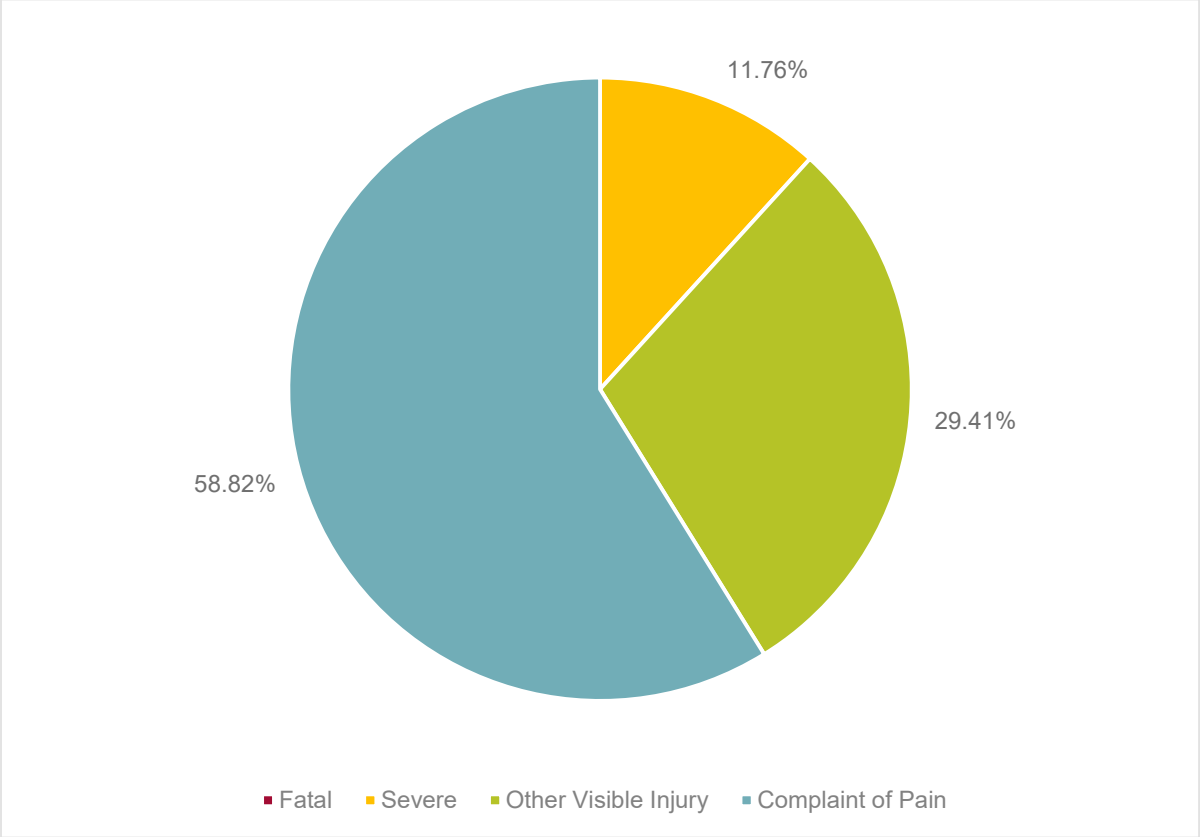
2.2 FATALITIES & SEVERE INJURIES

During the study period, no fatal crashes and 10 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

During the study period, 58.8% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 11.8% of all crashes. Other visible injuries made up 29.4% of crashes.

Figure 57: Greenfield Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Greenfield during this time period is Unknown at 21% and Driving Under the Influence at 16%.

Table 12: Greenfield Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	9	10.6%
	Following Too Closely	1	1.2%
	Improper Turning	1	1.2%
	Traffic Signals and Signs	4	4.7%
	Subtotal	**15**	**17.7%**
Judgmental	Auto R/W Violation	8	9.4%
	Unsafe Lane Change	2	2.4%
	Improper Passig	1	1.2%
	Subtotal	**811**	**12.9%**
Driving Under the Influence	**Subtotal**	**14**	**16.5%**

Group	Primary Crash Factor	No. of Crashes	%
Negligence	Unsafe Starting or Backing	3	3.5%
	Wrong Side of Road	1	1.2%
	Subtotal	**4**	**4.7%**
Pedestrian	Pedestrian R/W	6	7.06%
	Pedestrian Violation	3	3.5%
	Subtotal	**9**	**10.6%**
Others	Other Than Driver	3	3.5%
	Other Improper Driving	8	9.4%
	Unknown	18	21.2%
	Not Stated	3	3.5%
	Subtotal	**32**	**37.7%**
	Grand Total	**85**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 22 pedestrian-involved crashes were recorded within the City. These incidents led to 4 fatal and severe injury crashes. Notably, 18% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 40% of all fatalities and severe injuries during the same timeframe

2.5.2 Bicycle

During the study period, a total of 9 bicyclist-involved crashes were recorded within the City. These incidents led to 1 fatal and severe injury crashes. Notably, 11% of all bicyclist-involved crashes resulted in either a fatality or severe injury. Furthermore, bicyclist involved crashes accounted for 10% of all fatalities and severe injuries during the same timeframe

2.6 TIME OF DAY

Crashes in Greenfield occurred more in the afternoon and evening hours versus the morning hours, with 73% of crashes occurring in the afternoon and evening hours, and 27% occurring in the morning hours.2

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

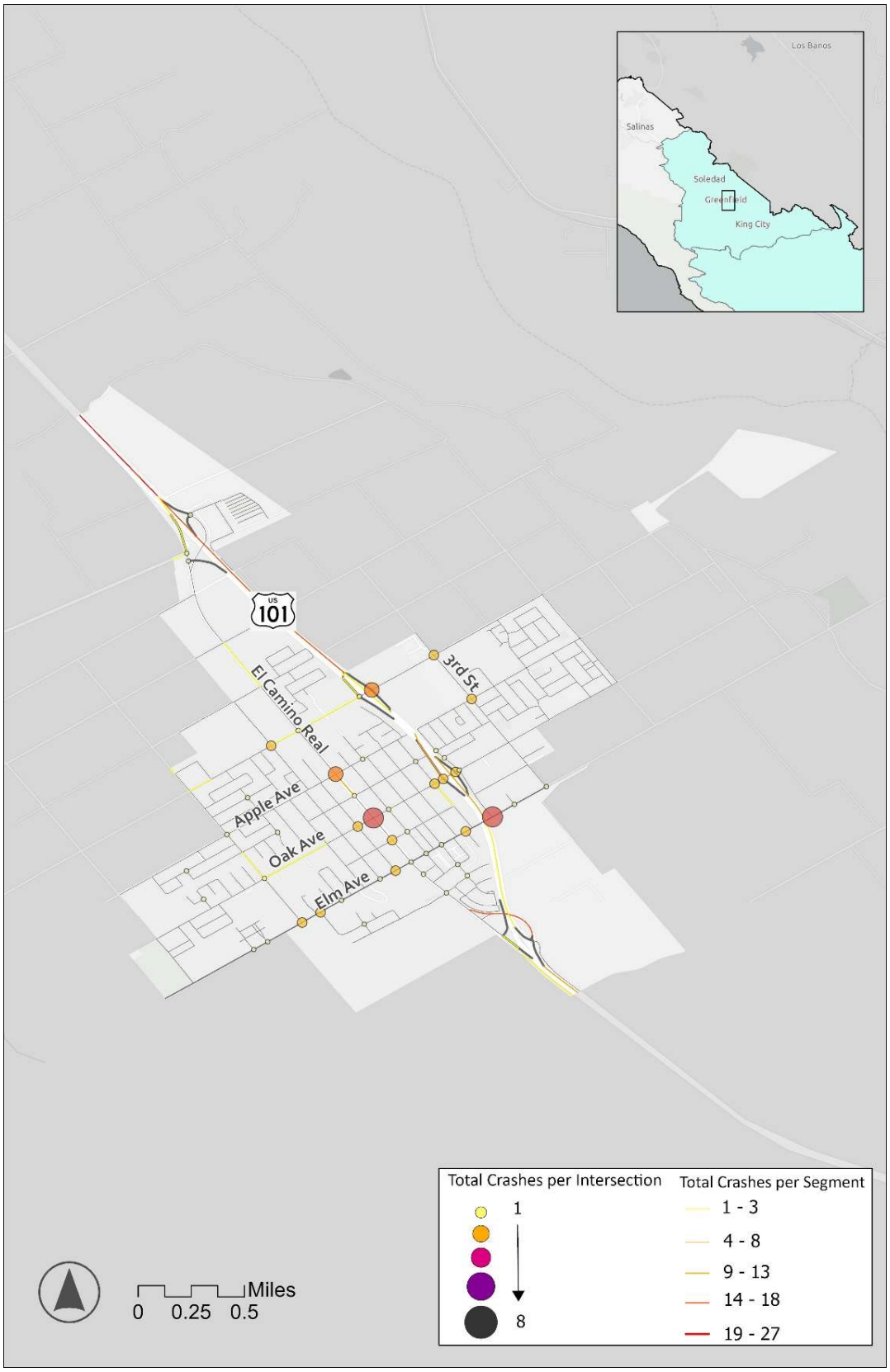
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 16.5% of the crashes in Greenfield during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 16.5% of crashes in Greenfield were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 58 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

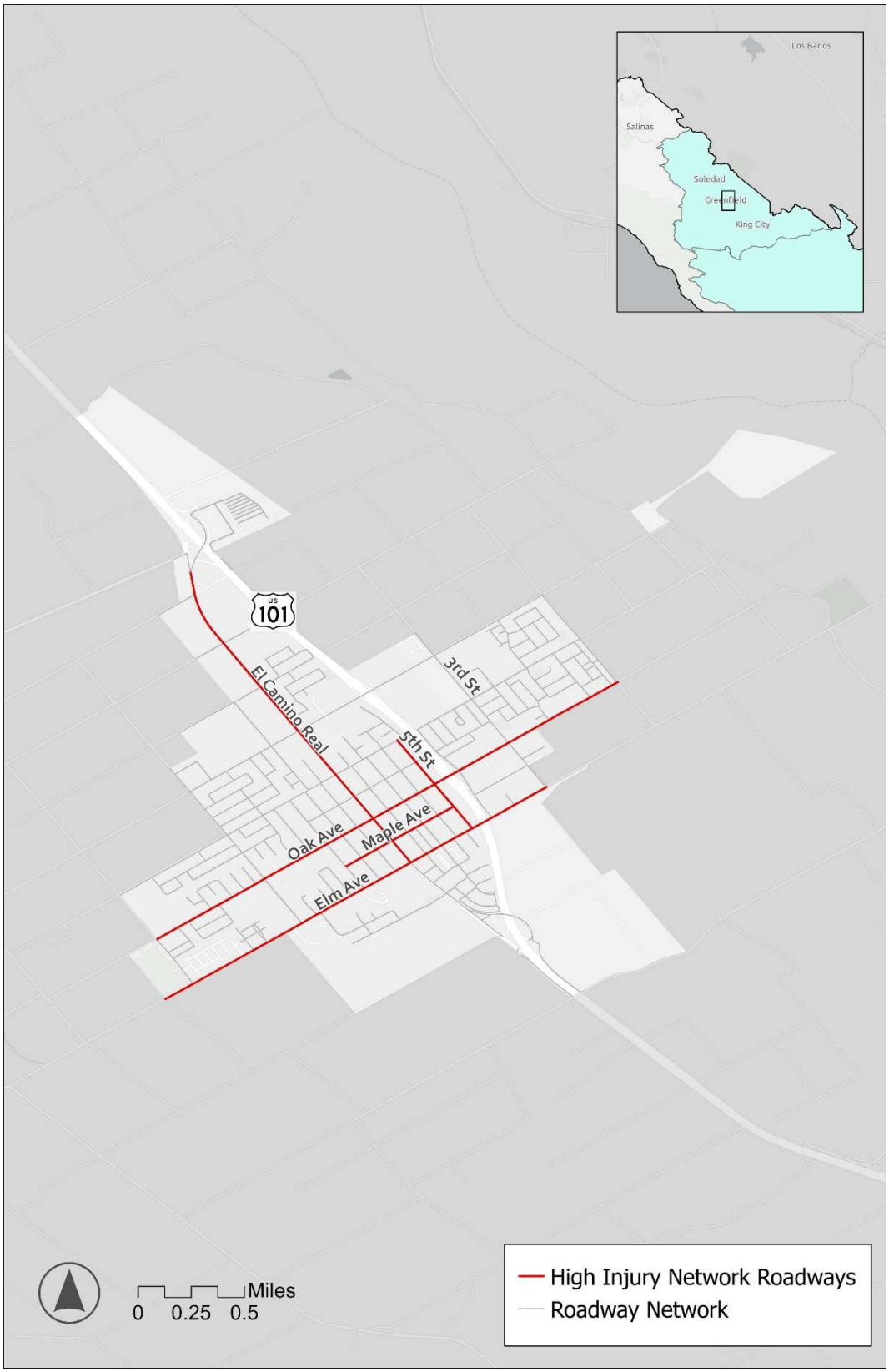
Figure 58: Greenfield Crash Network Screening Analysis Results (2019-2023)



4 GREENFIELD HIN RESULTS

The network for high injury crashes accounts for 58% of the total crashes in the city of Greenfield (49 crashes / 85 total crashes), and accounts for 70% of all fatalities and severe injuries (7 fatal or severe injury-causing crashes / 10 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 17% of Greenfield's entire transportation network (6.5 HIN miles / 38.3 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 59** below shows the high injury network for all modes identified within the City.

Figure 59: Greenfield High Injury Network (2019-2023)



8 - GONZALES

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 60** illustrates the roadway network and intersections for the city of Gonzales as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 60**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within the city of Gonzales are illustrated in **Figure 61**. The crash data is based on police reports compiled at the time of the crashes.

Figure 60: Gonzales Functional Classification & Signalized Intersections

Figure 61: Gonzales Crash Severity (2019-2023)

2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **37 crashes** recorded within the city of Gonzales.

During the study period, the most common occurring crash types were Broadside (22%) followed by Rear-End and Hit Object both at 16%. Crash types for each year are shown in **Figure 62**.

Figure 63 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 62: Gonzales Crash Types by Year (2019-2023)

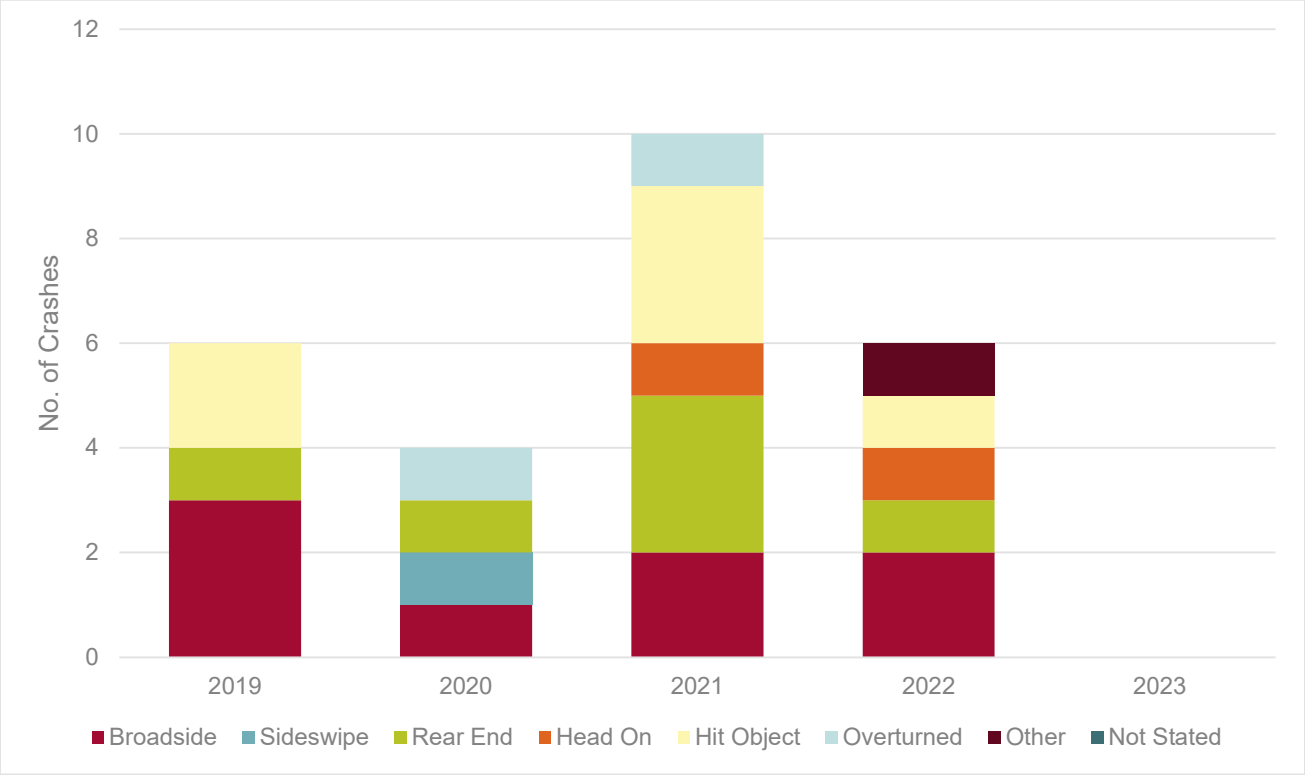
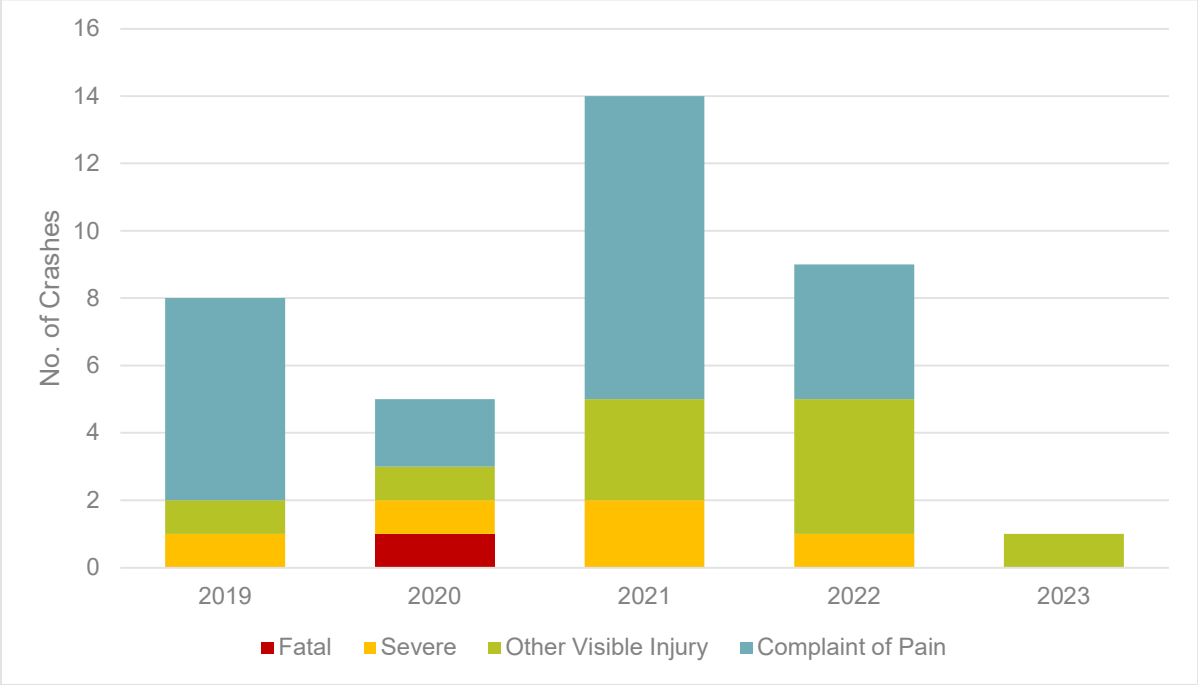


Figure 63: Gonzales Injury Crashes (2019-2023)



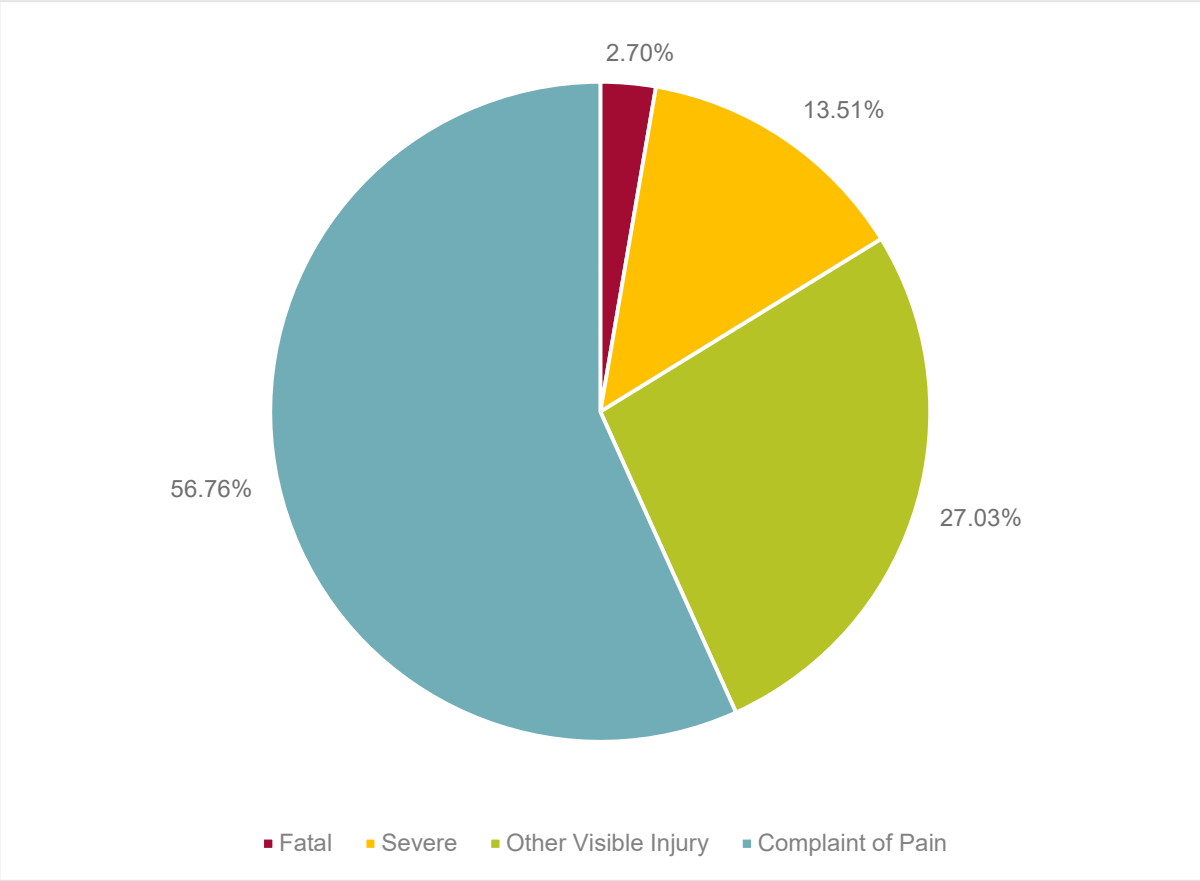
2.2 FATALITIES & SEVERE INJURIES

During the study period, 1 fatal crash and 5 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

Within City limits, 56.8% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 16.2% of all crashes. Other visible injuries made up 27.0% of crashes.

Figure 64: Gonzales Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Gonzales during this time period is Improper Turning at 24% and Unsafe Speed at 22%.

Table 13: Gonzales Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	8	21.6%
	Improper Turning	9	24.3%
	Traffic Signals and Signs	1	2.7%
	Subtotal	**18**	**48.6%**
Judgmental	Auto R/W Violation	2	5.4%
	Subtotal	**2**	**5.4%**
Driving Under the Influence	**Subtotal**	**3**	**8.1%**
Negligence	Unsafe Starting or Backing	2	5.4%

Group	Primary Crash Factor	No. of Crashes	%
	Subtotal	**2**	**5.4%**
Pedestrian	Pedestrian R/W	1	2.7%
	Pedestrian Violation	2	5.4%
	Subtotal	**3**	**8.1%**
Others	Other Than Driver	1	2.7%
	Other Improper Driving	2	5.4%
	Unknown	4	10.8%
	Not Stated	2	5.4%
	Subtotal	**9**	**24.3%**
	Grand Total	**37**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 11 pedestrian-involved crashes were recorded within the City. These incidents led to 3 fatal and severe injury crashes. Notably, 27% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 50% of all fatalities and severe injuries during the same timeframe

2.5.2 Bicycle

During the study period, no crashes involving bicycles were reported.

2.6 TIME OF DAY

Crashes in Gonzales occurred more in the afternoon and evening hours versus the morning hours, with 68% of crashes occurring in the afternoon and evening hours, and 32% occurring in the morning hours.2

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 24.3% of the crashes in Gonzales during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 8.1% of crashes in Gonzales were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 65 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 65: Gonzales Crash Network Screening Analysis Results (2019-2023)

4 GONZALES HIN RESULTS

The network for high injury crashes accounts for 59% of the total crashes in the city of Gonzales (22 crashes / 37 total crashes), and accounts for 83% of all fatalities and severe injuries (5 fatal or severe injury-causing crashes / 6 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 15% of Gonzales' entire transportation network (3.5 HIN miles / 23.6 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 66** below shows the high injury network for all modes identified within the City.

Figure 66: Gonzales High Injury Network

9 – KING CITY

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 67** illustrates the roadway network and intersections for the city of King City as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 67**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within King City are illustrated in **Figure 68**. The crash data is based on police reports compiled at the time of the crashes.

Figure 67: King City Functional Classification & Signalized Intersections

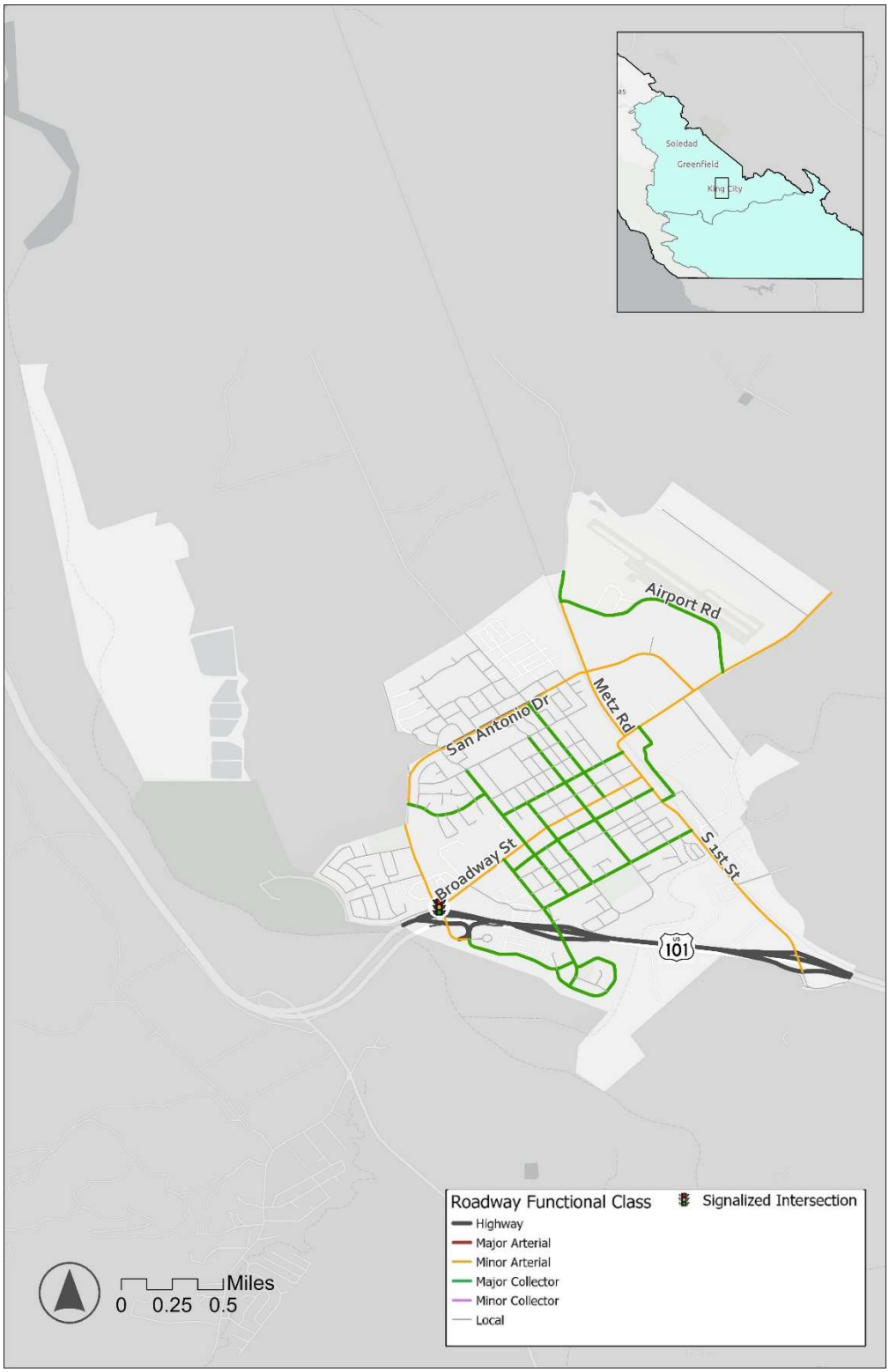
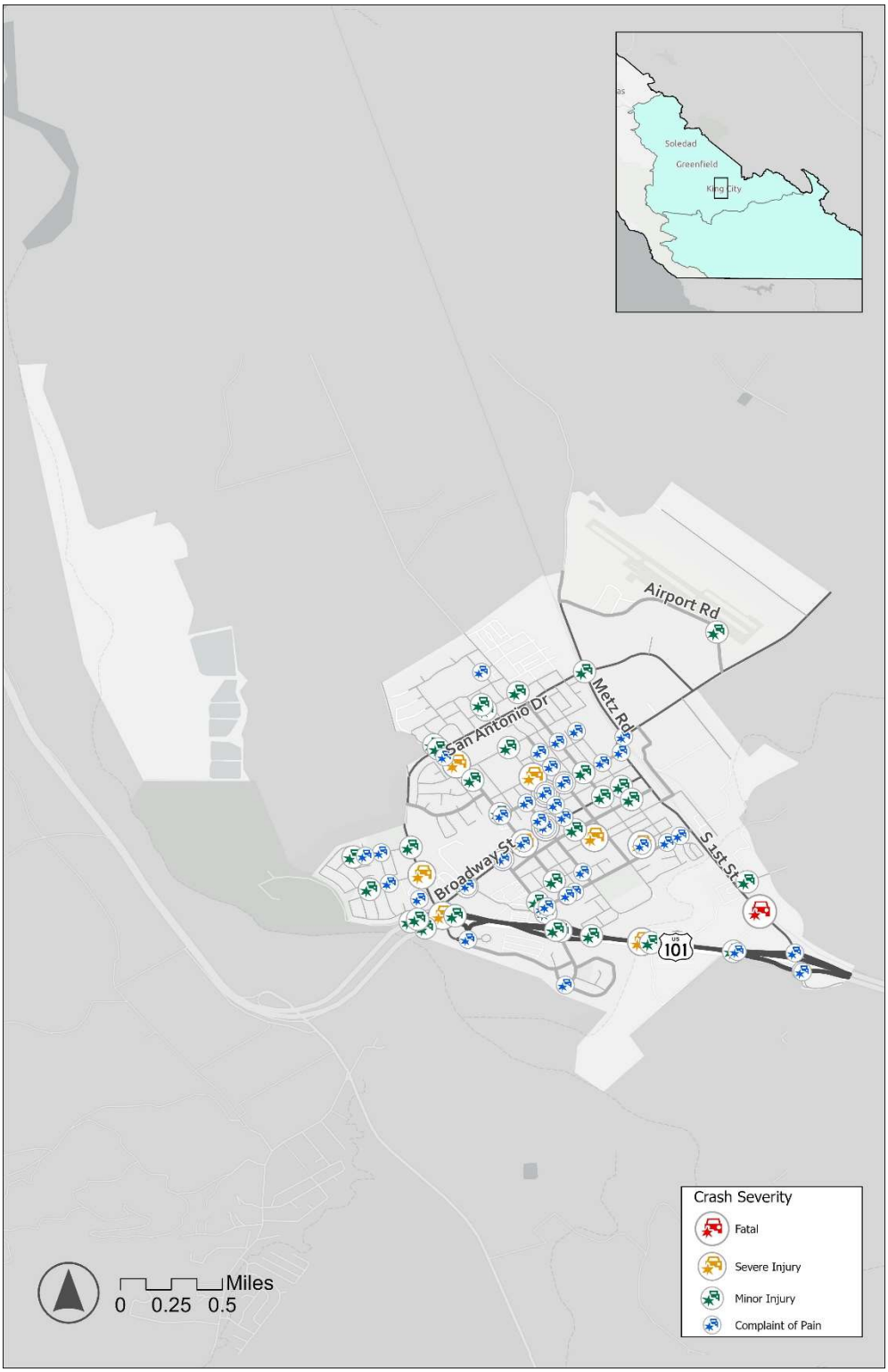


Figure 68: King City Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **99 crashes** recorded within King City.

During the study period, the most common occurring crash types were Broadside (37%) followed by Rear-End (19%). Crash types for each year are shown in **Figure 69**.

Figure 70 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 69: King City Crash Types by Year (2019-2023)

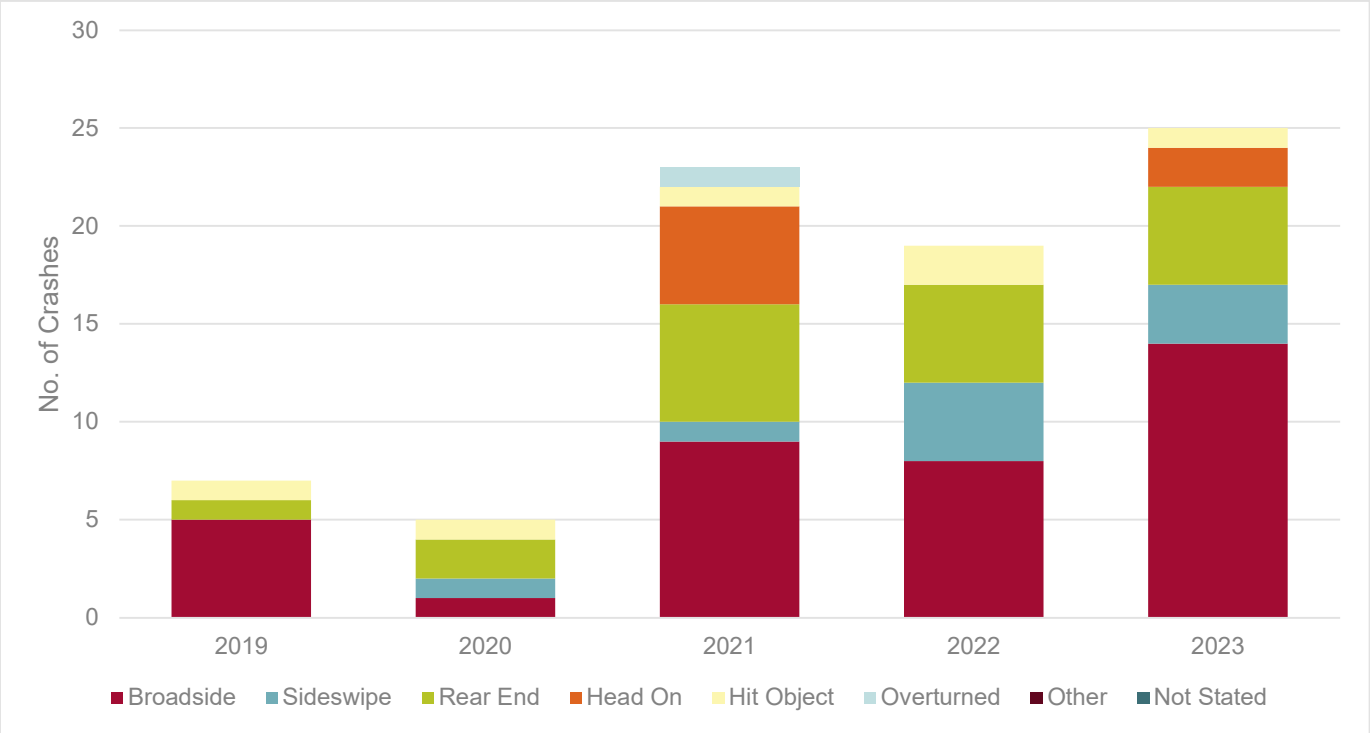
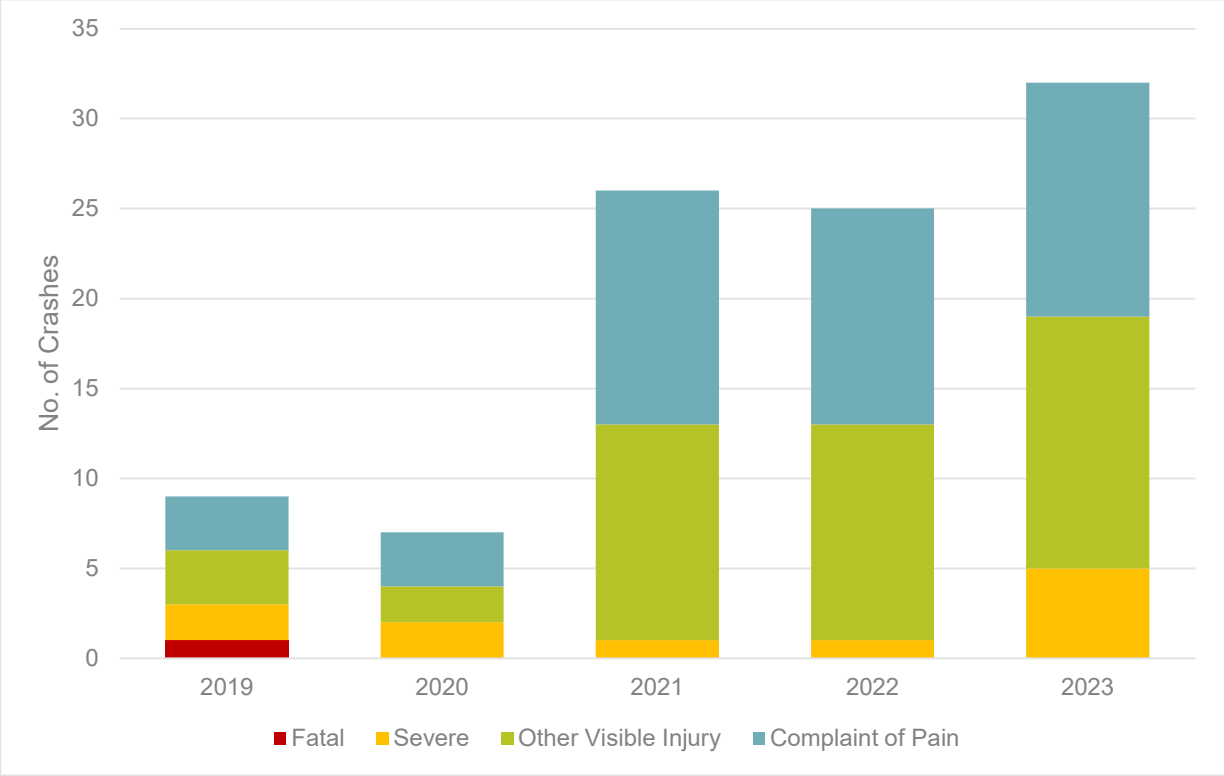


Figure 70: King City Injury Crashes (2019-2023)



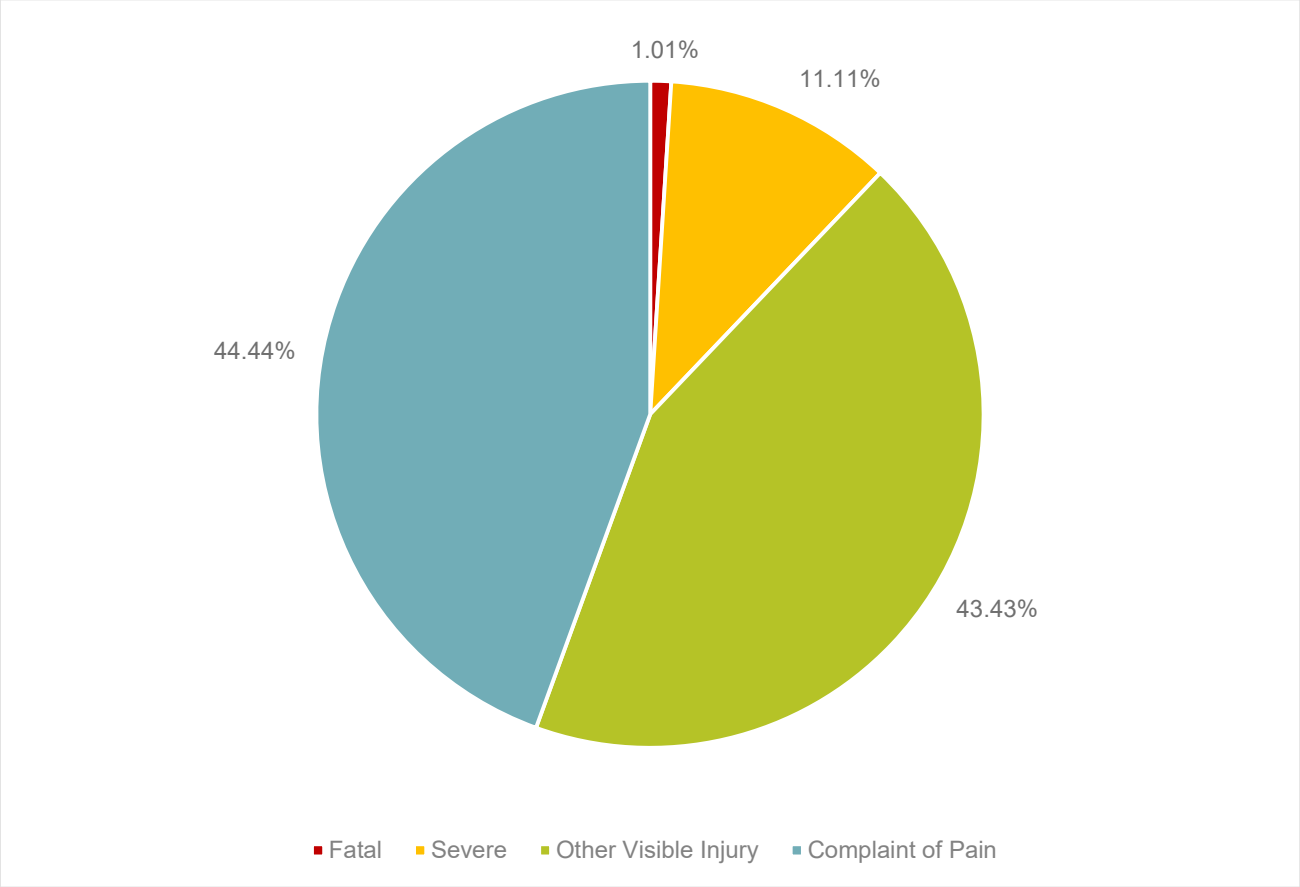
2.2 FATALITIES & SEVERE INJURIES

During the study period, 1 fatal crash and 11 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

Within City limits, 44.4% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 12.1% of all crashes. Other visible injuries made up 43.4% of crashes.

Figure 71: King City Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in King City during this time period are Automobile Right of Way at 27% and Unsafe Speed at 23%.

Table 14: King City Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	23	23.2%
	Following Too Closely	1	1.0%
	Improper Turning	14	14.1%
	Traffic Signals and Signs	10	10.1%
	Subtotal	**48**	**48.5%**
Judgmental	Auto R/W Violation	27	27.3%
	Subtotal	**27**	**27.3%**
Driving Under the Influence	**Subtotal**	**4**	**4.0%**

Group	Primary Crash Factor	No. of Crashes	%
Negligence	Unsafe Starting or Backing	1	1.0%
	Wrong Side of the Road	6	6.0%
	Subtotal	**17**	**7.0%**
Pedestrian	Pedestrian R/W	9	9.0%
	Pedestrian Violation	2	2.0%
	Subtotal	**11**	**11.11%**
Others	Other Than Driver	1	1.0%
	Other Improper Driving	1	1.0%
	Subtotal	**2**	**2.0%**
	Grand Total	**99**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 15 pedestrian-involved crashes were recorded within the City. These incidents led to 6 fatal and severe injury crashes. Notably, 40% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 50% of all fatalities and severe injuries during the same timeframe

2.5.2 Bicycle

During the study period, 5 crashes involving bicycles were reported resulting in no fatalities or severe injuries.

2.6 TIME OF DAY

Crashes in King City occurred more in the afternoon and evening hours versus the morning hours, with 70% of crashes occurring in the afternoon and evening hours, and 30% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 34.3% of the crashes in King City during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 4.0% of crashes in King City were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

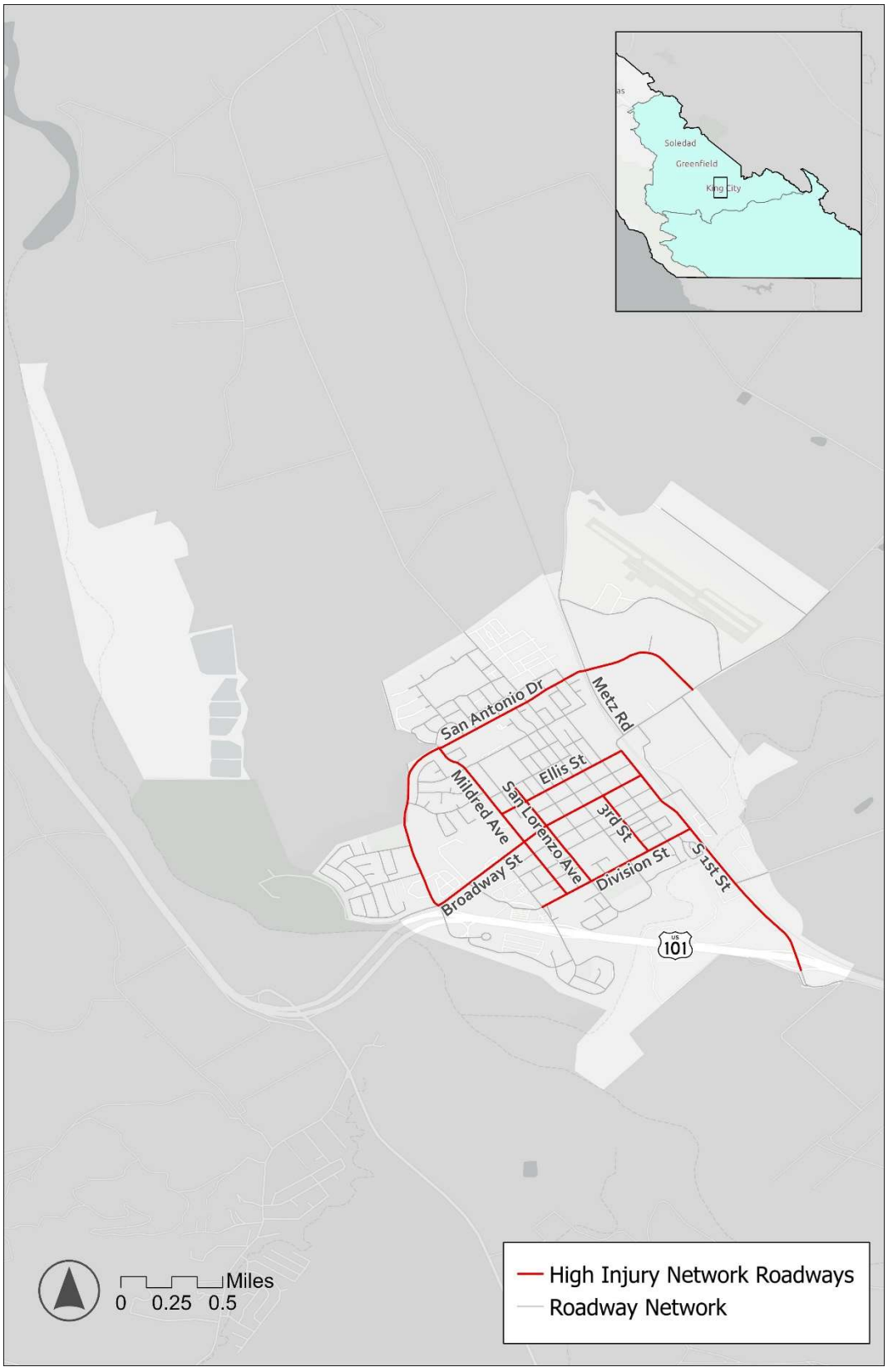
Figure 72 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 72: King City Crash Network Screening Analysis Results (2019-2023)

4 KING CITY HIN RESULTS

The network for high injury crashes accounts for 54% of the total crashes in King City (53 crashes / 99 total crashes), and accounts for 67% of all fatalities and severe injuries (8 fatal or severe injury-causing crashes / 12 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 21% of King City's entire transportation network (7.3 HIN miles / 35.0 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 73** below shows the high injury network for all modes identified within the City.

Figure 73: King City High Injury Network (2019-2023)



10 - SOLEDAD

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 74** illustrates the roadway network and intersections for the city of Soledad as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 74**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the City. The location of all crashes within Soledad are illustrated in **Figure 75**. The crash data is based on police reports compiled at the time of the crashes.

Figure 74: Soledad Functional Classification & Signalized Intersections

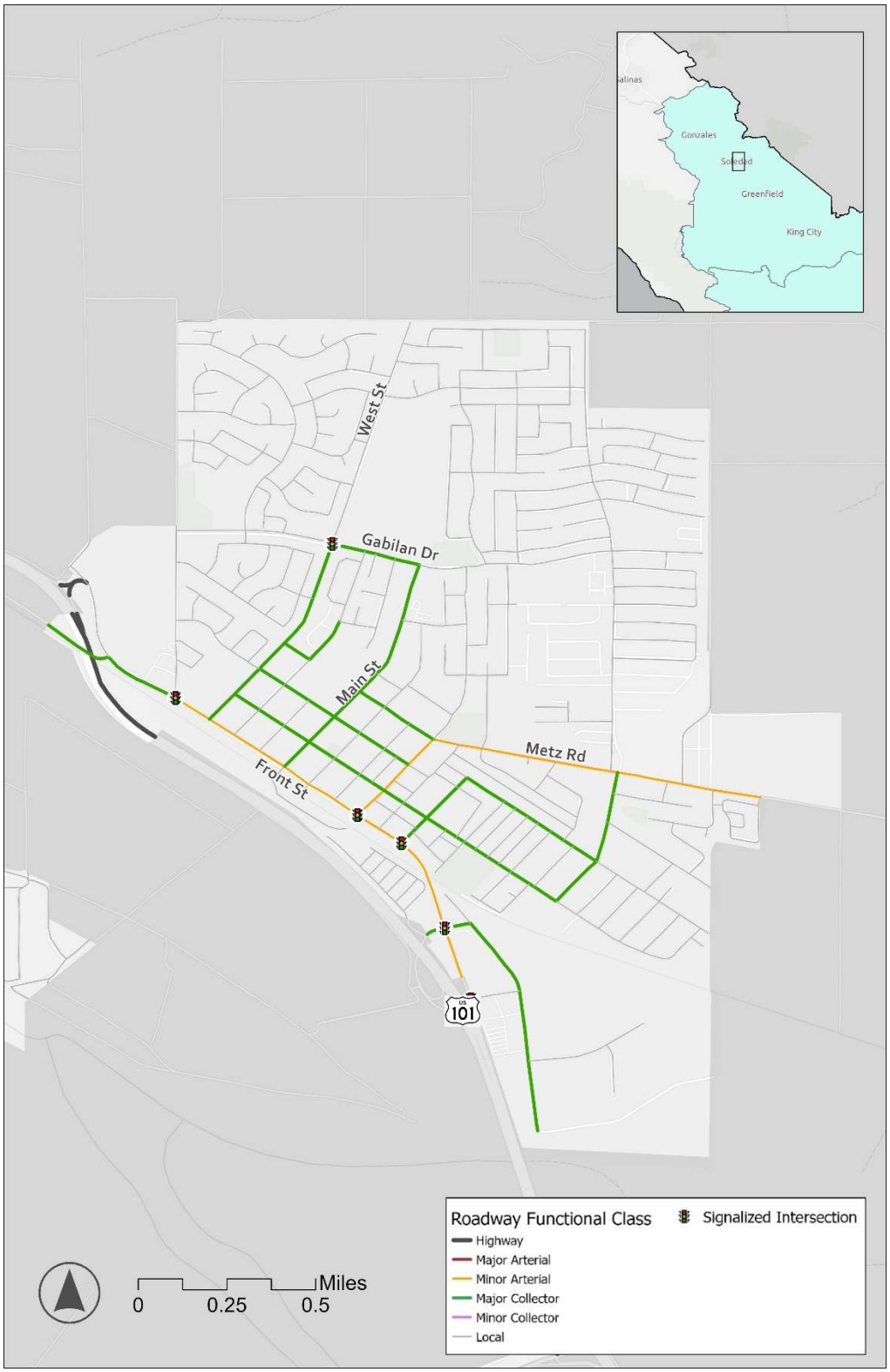
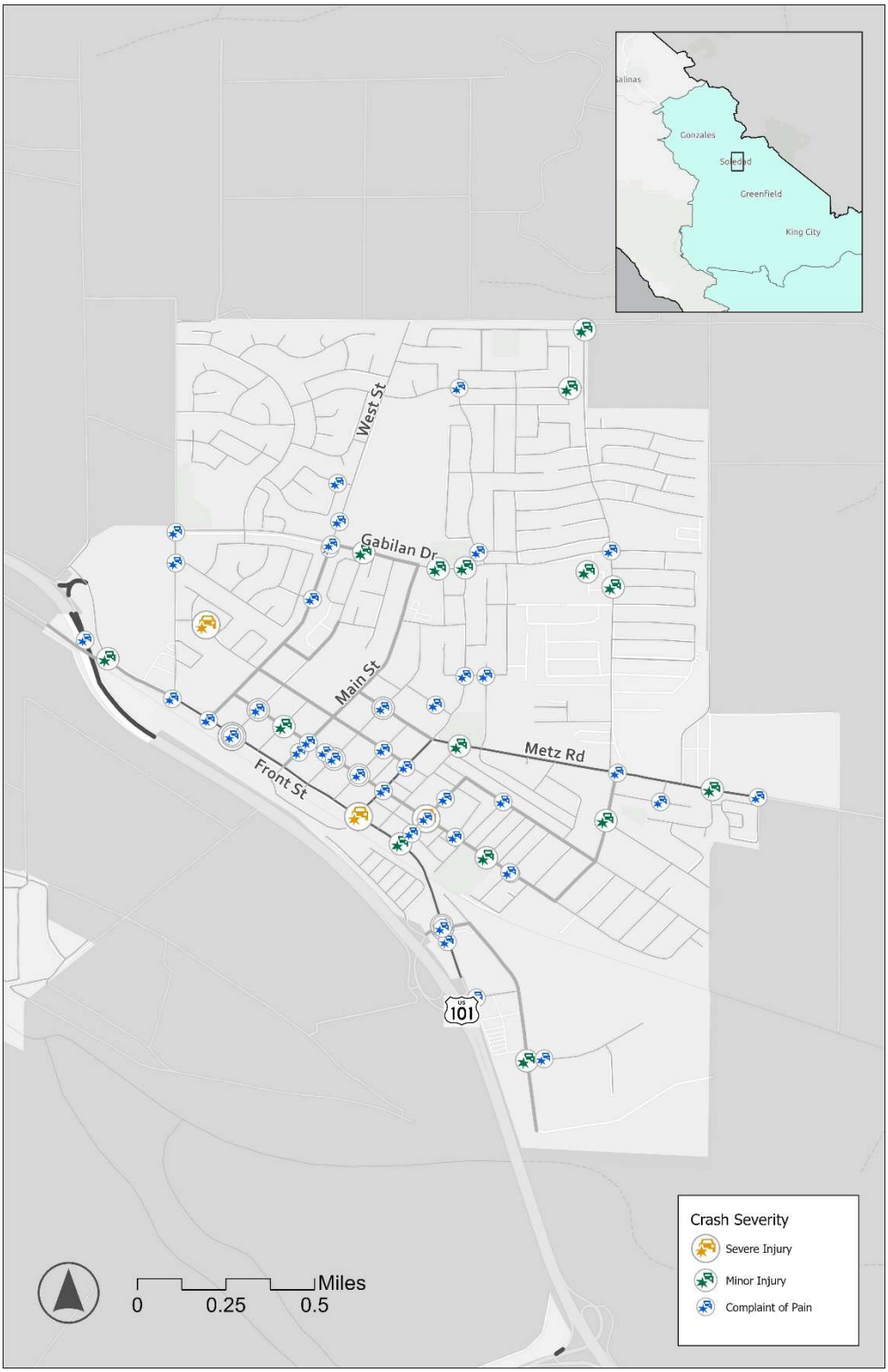


Figure 75: Soledad Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the City.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **90 crashes** recorded within Soledad.

During the study period, the most common occurring crash types were Broadside (32%) followed by Rear-End (14%). Crash types for each year are shown in **Figure 76**.

Figure 77 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 76: Soledad Crash Types by Year (2019-2023)

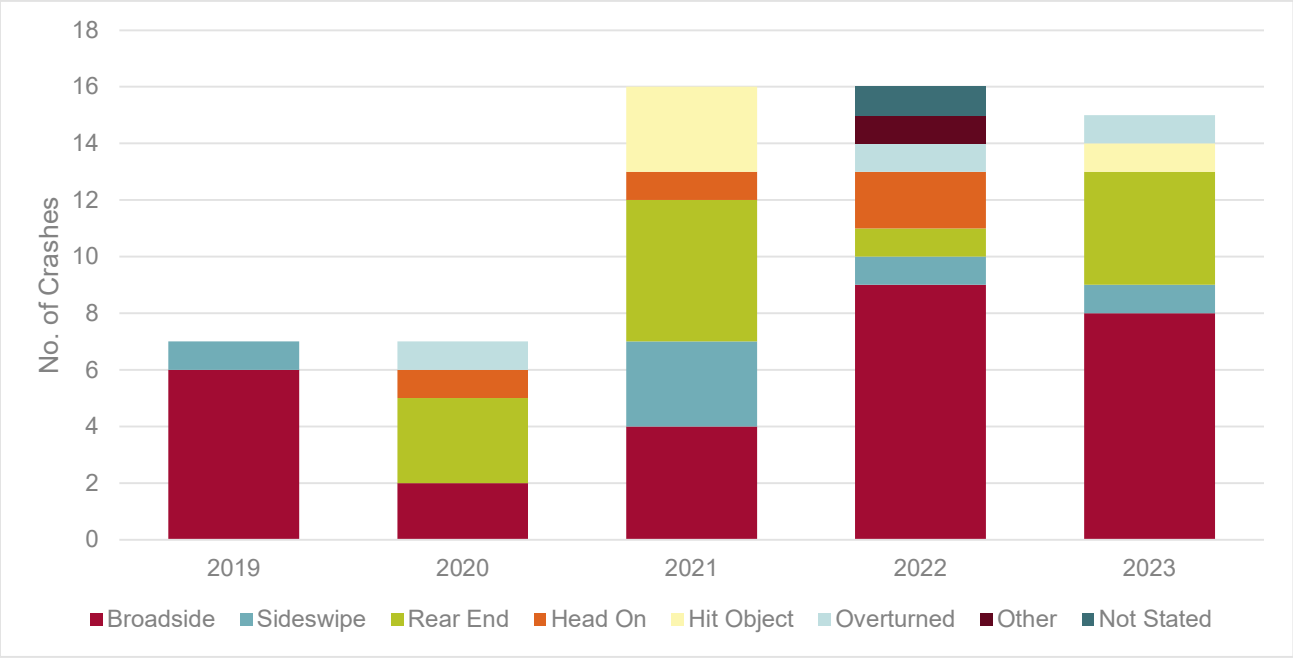
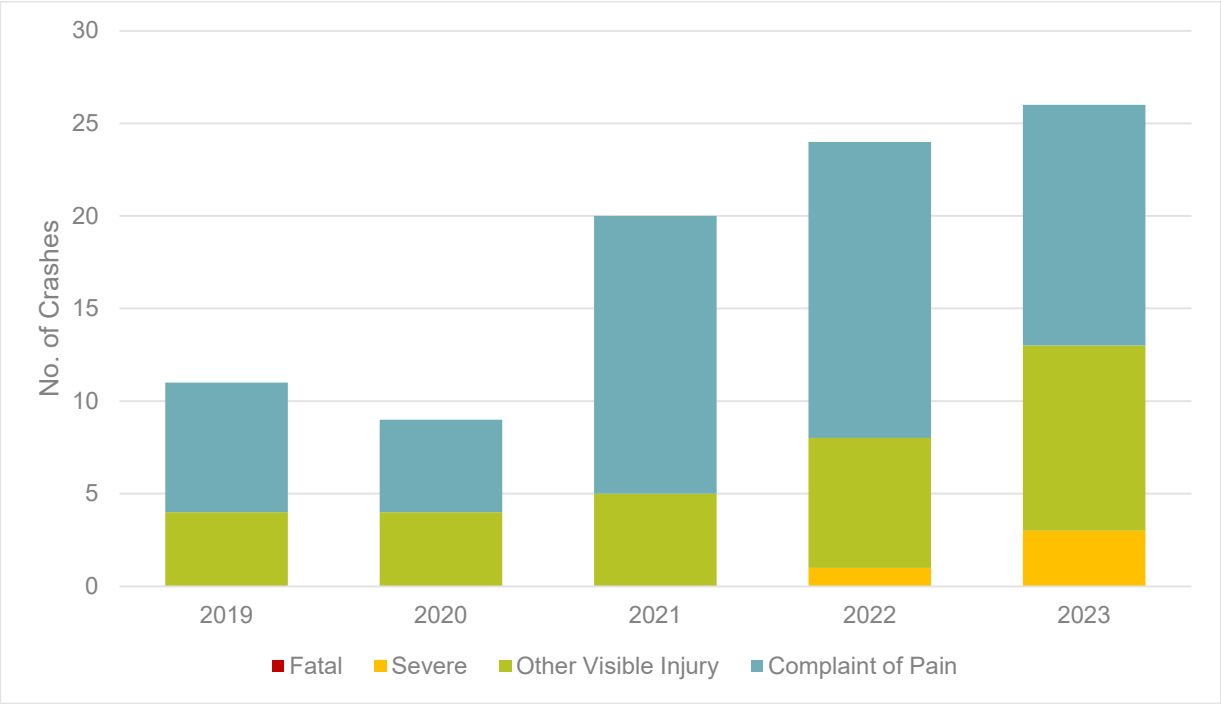


Figure 77: Soledad Injury Crashes (2019-2023)



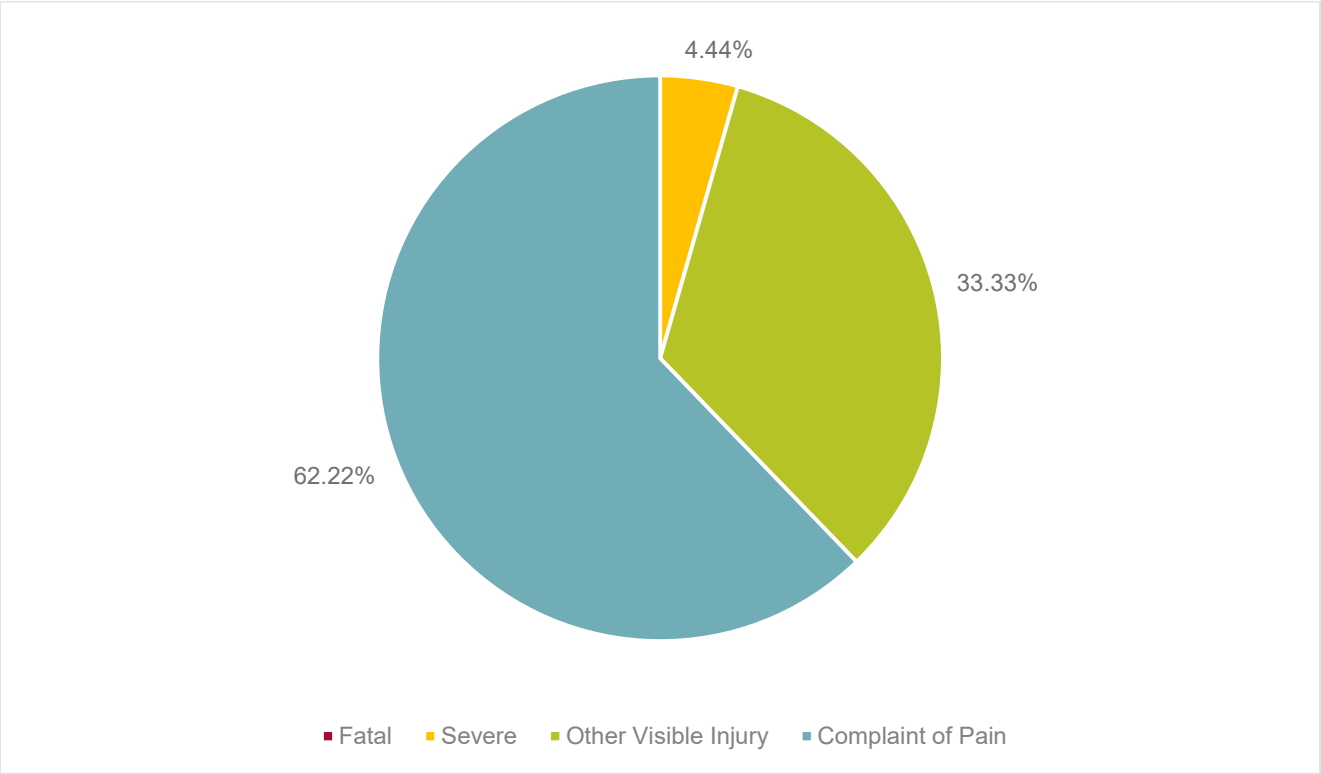
2.2 FATALITIES & SEVERE INJURIES

During the study period, no fatal crashes and 4 severe injury crashes occurred within the City.

2.3 INJURY LEVELS

Within City limits, 62.2% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 4.4% of all crashes. Other visible injuries made up 33.3% of crashes.

Figure 78: Soledad Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Soledad during this time period are Automobile Right of Way at 16% followed by Pedestrian Right of Way and Unsafe Speed both at 14%.

Table 15: Soledad Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	13	14.4%
	Improper Turning	9	10.0%
	Traffic Signals and Signs	12	13.3%
	Following Too Closely	3	3.3%
	Subtotal	**37**	**41.1%**
Judgmental	Auto R/W Violation	14	15.6%
	Unsafe Lane Change	2	2.2%
	Subtotal	**16**	**17.8%**
Driving Under the Influence	**Subtotal**	**2**	**2.2%**
Negligence	Wrong Side of Road	4	4.4%

Group	Primary Crash Factor	No. of Crashes	%
	Unsafe Starting or Backing	4	4.4%
	Other Hazardous Movement	1	1.1%
	Subtotal	9	**10.0%**
Pedestrian	Pedestrian R/W	13	14.4%
	Pedestrian Violation	4	4.4%
	Subtotal	**17**	**18.9%**
Others	Other Than Driver	1	1.1%
	Unknown	5	5.6%
	Other Improper Driving	2	2.2%
	Not Stated	1	1.1%
	Subtotal	**9**	**10.0%**
	Grand Total	**90**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 22 pedestrian-involved crashes were recorded within the City. These incidents led to 4 fatal and severe injury crashes. Notably, 18% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 100% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, 7 crashes involving bicycles were reported resulting in no fatalities or severe injuries.

2.6 TIME OF DAY

Crashes in Soledad occurred more in the afternoon and evening hours versus the morning hours, with 68% of crashes occurring in the afternoon and evening hours, and 32% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 31.1% of the crashes in Soledad during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 2.2% of crashes in Soledad were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 79 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 79: Soledad Crash Network Screening Analysis Results (2019-2023)

4 SOLEDAD HIN RESULTS

The network for high injury crashes accounts for 43% of the total crashes in the city of Soledad (39 crashes / 90 total crashes), and accounts for 75% of all fatalities and severe injuries (3 fatal or severe injury-causing crashes / 4 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 7% of Soledad's entire transportation network (3.6 HIN miles / 50.2 total miles). These segments also carry some of the highest traffic volumes in the City, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 80** below shows the high injury network for all modes identified within the City.

Figure 80: Soledad High Injury Network

UNINCORPORTATED COUNTY CRASH NETWORK SCREENING AND HIGH INJURY NETWORK

11 – UNINORPORATED NORTH COUNTY

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 81** illustrates the roadway network and intersections for Unincorporated North County only including Unincorporated County roads and intersections as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the Unincorporated North County in **Figure 81**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the Unincorporated North County. The location of all crashes within Unincorporated North County are illustrated in **Figure 82**. The crash data is based on police reports compiled at the time of the crashes.

Figure 81: Unincorporated North County Functional Classification & Signalized Intersections

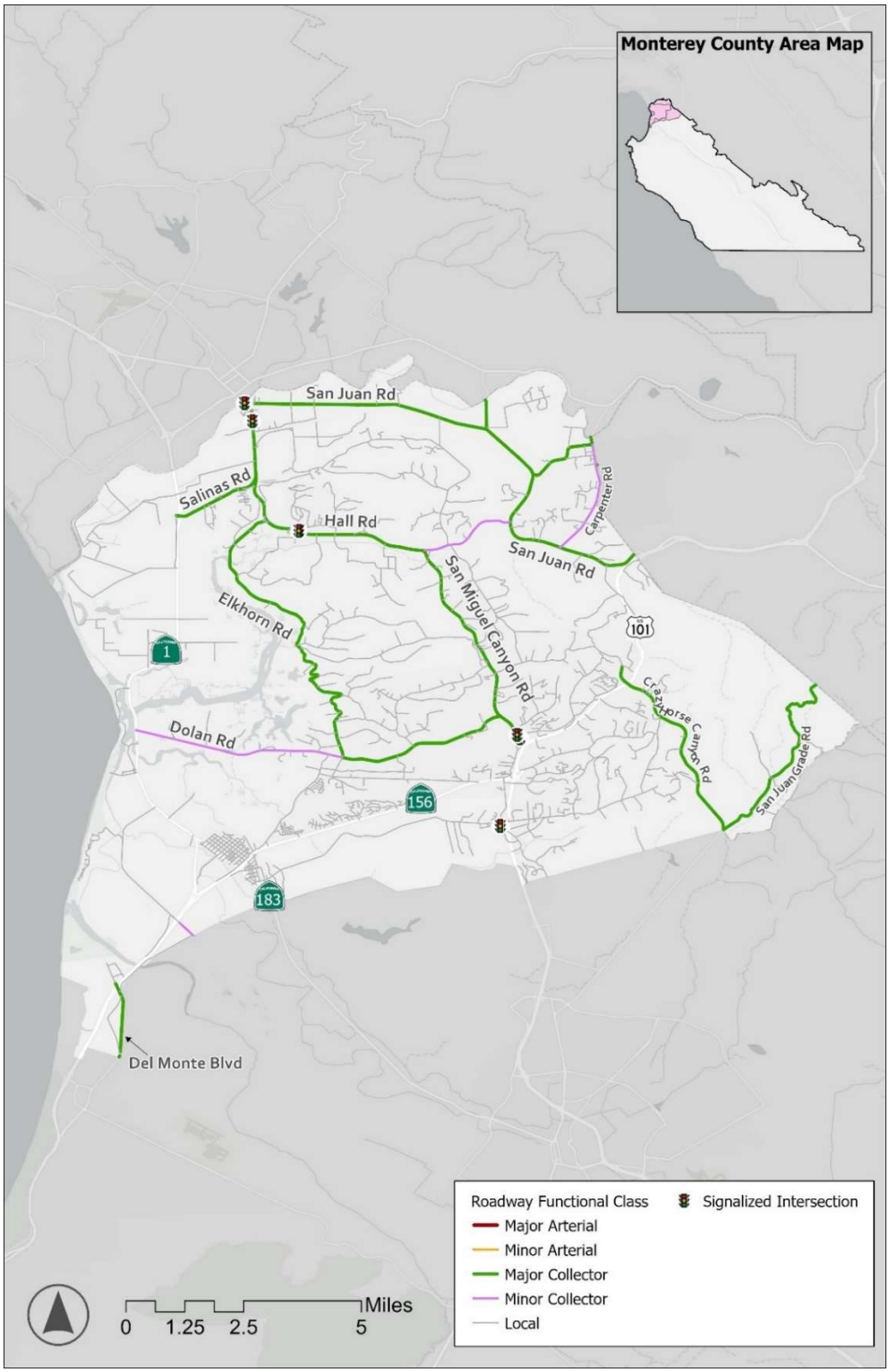
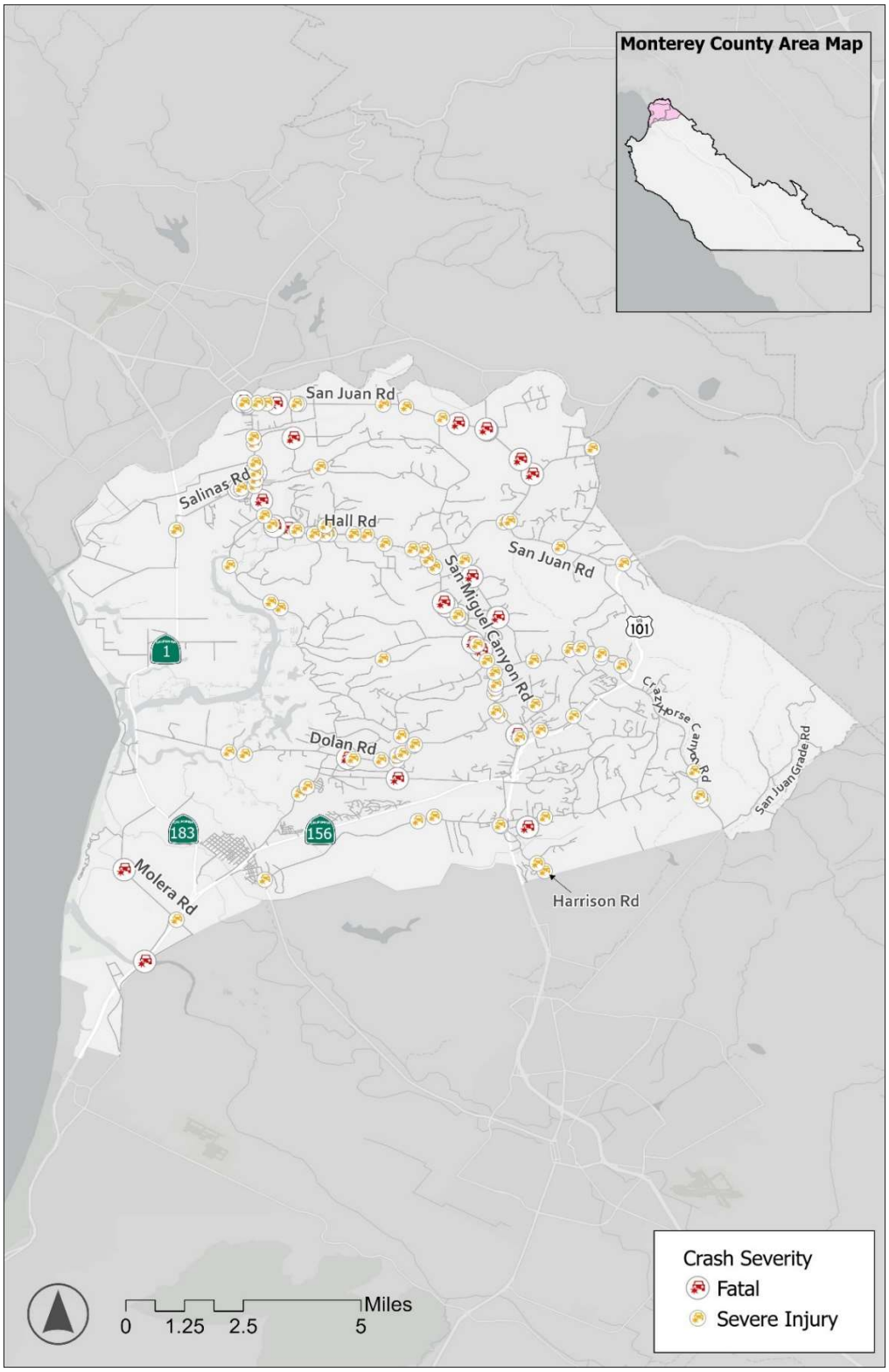


Figure 82: Unincorporated North County Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the Unincorporated North County.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on Unincorporated North County streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **784 crashes** recorded within Unincorporated North County.

During the study period, the most common occurring crash types were Broadside (25.4%) and Hit Object (25.4%). Crash types for each year are shown in **Figure 83**.

Figure 84 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 83: Unincorporated North County Crash Types by Year (2019-2023)

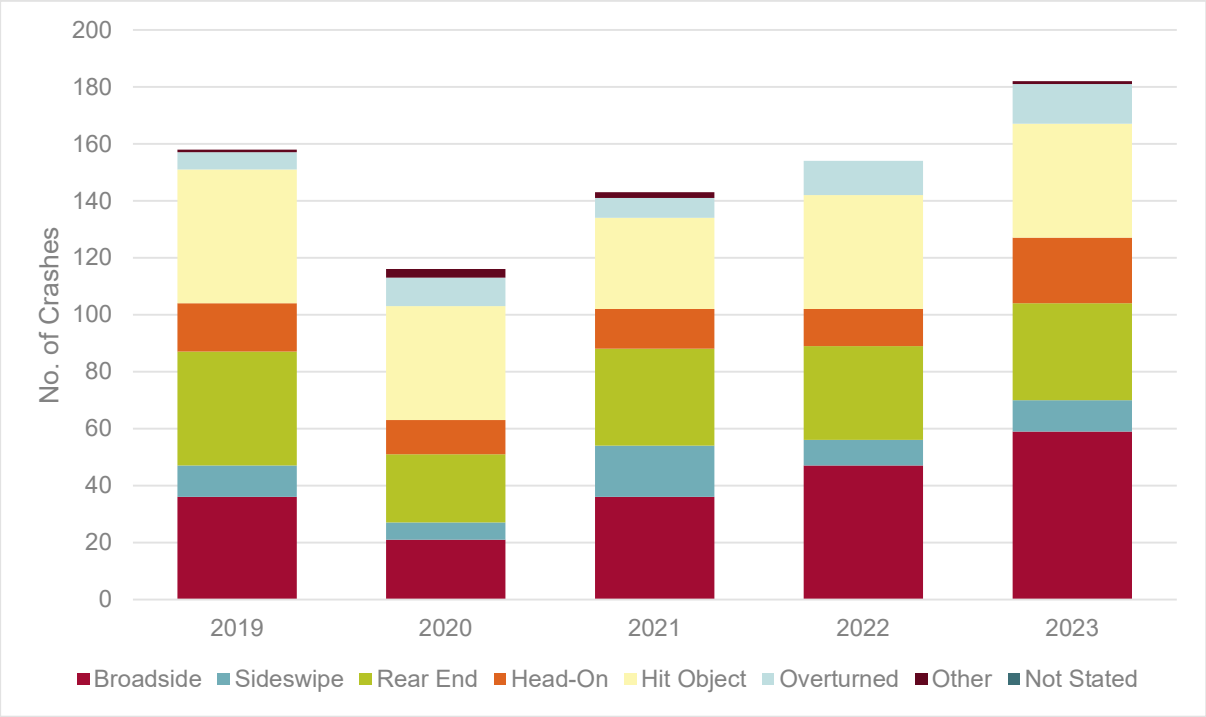
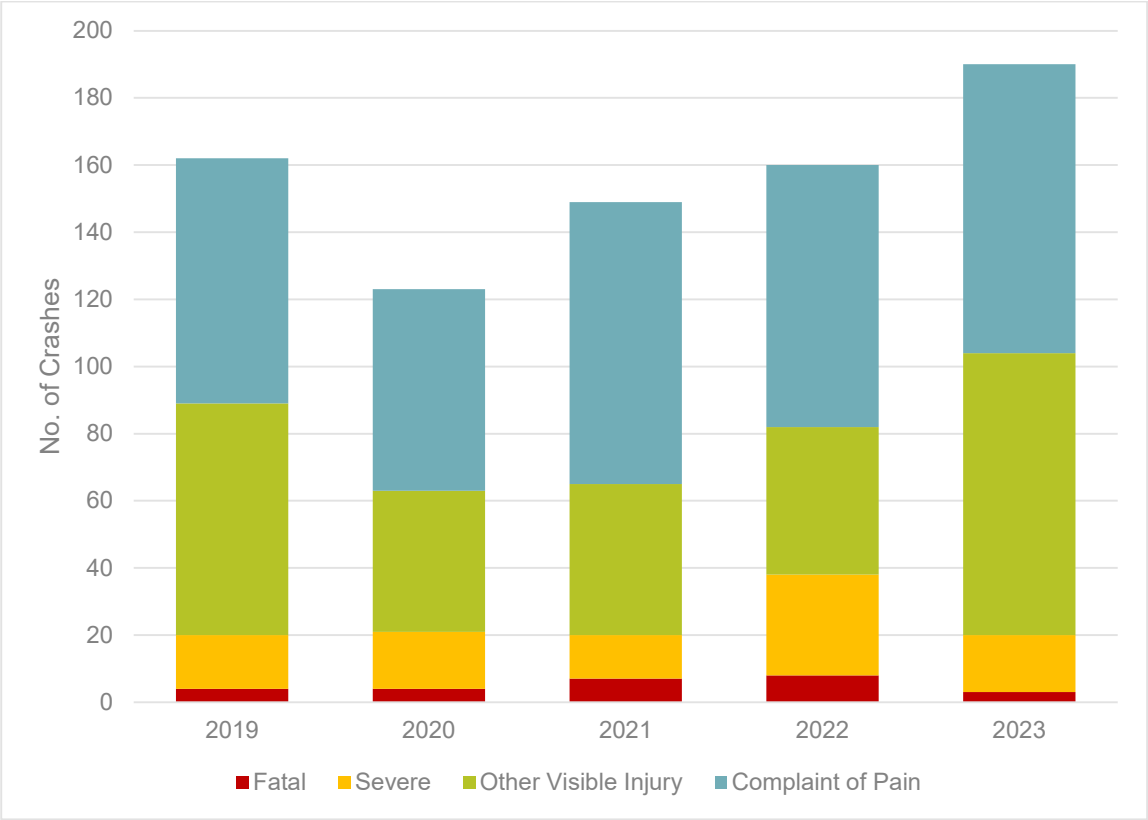


Figure 84: Unincorporated North County Injury Crashes (2019-2023)



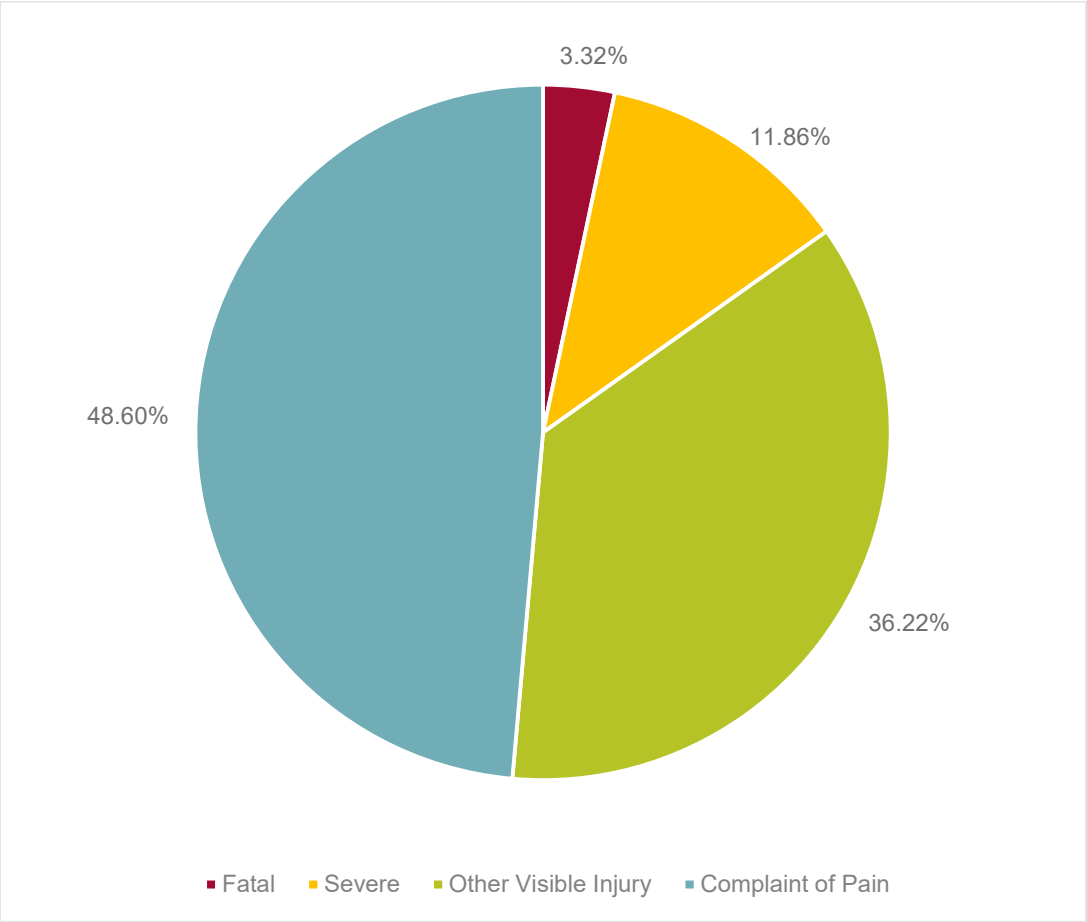
2.2 FATALITIES & SEVERE INJURIES

During the study period, 26 fatal crashes and 93 severe injury crashes occurred within the Unincorporated North County.

2.3 INJURY LEVELS

Within Unincorporated North County limits, 48.6% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 15.2% of all crashes. Other visible injuries made up 36.2% of crashes.

Figure 85: Unincorporated North County Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Unincorporated North County during this time period are Automobile Right of Way at 23.0% followed by Pedestrian Right of Way and Unsafe Speed both at 22.5%.

Table 16: Unincorporated North County Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	176	22.5%
	Improper Turning	152	19.4%
	Traffic Signals and Signs	21	2.7%
	Following Too Closely	1	0.1%
	Subtotal	**350**	**44.6%**
Judgmental	Auto R/W Violation	180	23.0%
	Unsafe Lane Change	2	0.3%

Group	Primary Crash Factor	No. of Crashes	%
	Improper Passing	2	0.3%
	Subtotal	**184**	**23.2%**
Driving Under the Influence	**Subtotal**	**171**	**21.8%**
Negligence	Wrong Side of Road	37	4.7%
	Unsafe Starting or Backing	11	1.4%
	Other Hazardous Movement	3	0.4%
	Subtotal	**51**	**6.8%**
Pedestrian	Pedestrian R/W	1	0.1%
	Pedestrian Violation	9	1.2%
	Subtotal	**10**	**1.3%**
Others	Other Than Driver	14	1.8%
	Unknown	3	0.4%
	Other Equipment	1	0.1%
	Subtotal	**18**	**2.3%**
	Grand Total	**784**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 16 pedestrian-involved crashes were recorded within North County. These incidents led to 7 fatal and severe injury crashes. Notably, 6% of all pedestrian-involved crashes resulted in either a fatality or severe injury.

2.5.2 Bicycle

During the study period, 15 crashes involving bicycles were reported, resulting in no fatal or severe injuries.

2.6 TIME OF DAY

Crashes in Unincorporated North County occurred more in the afternoon and evening hours versus the morning hours, with 65% of crashes occurring in the afternoon and evening hours, and 35% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 25.3% of the crashes in Unincorporated North County during the study period (2019-2023).

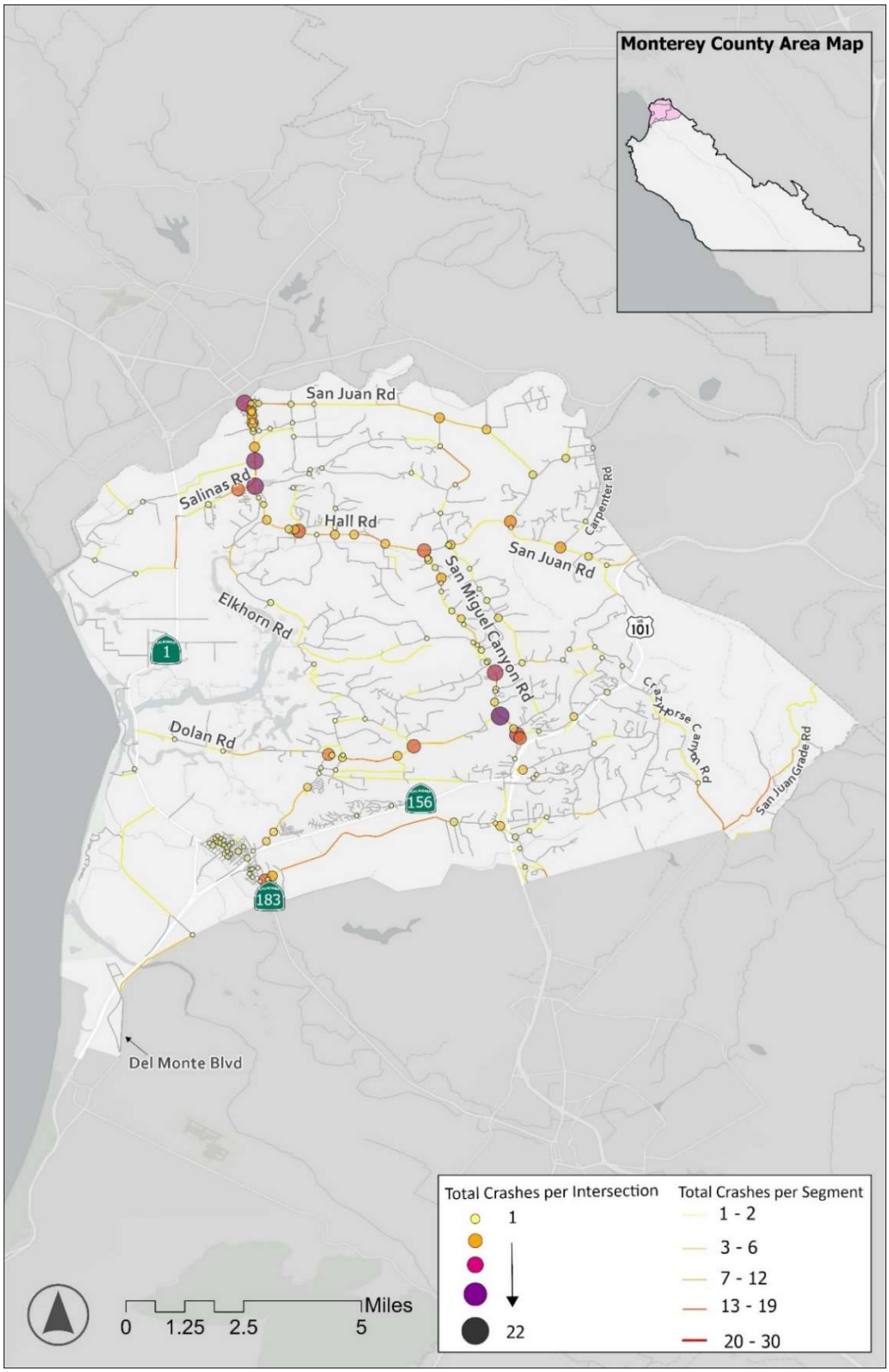
Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter

medication. During the study period, 21.8% of crashes in Unincorporated North County were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 86 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

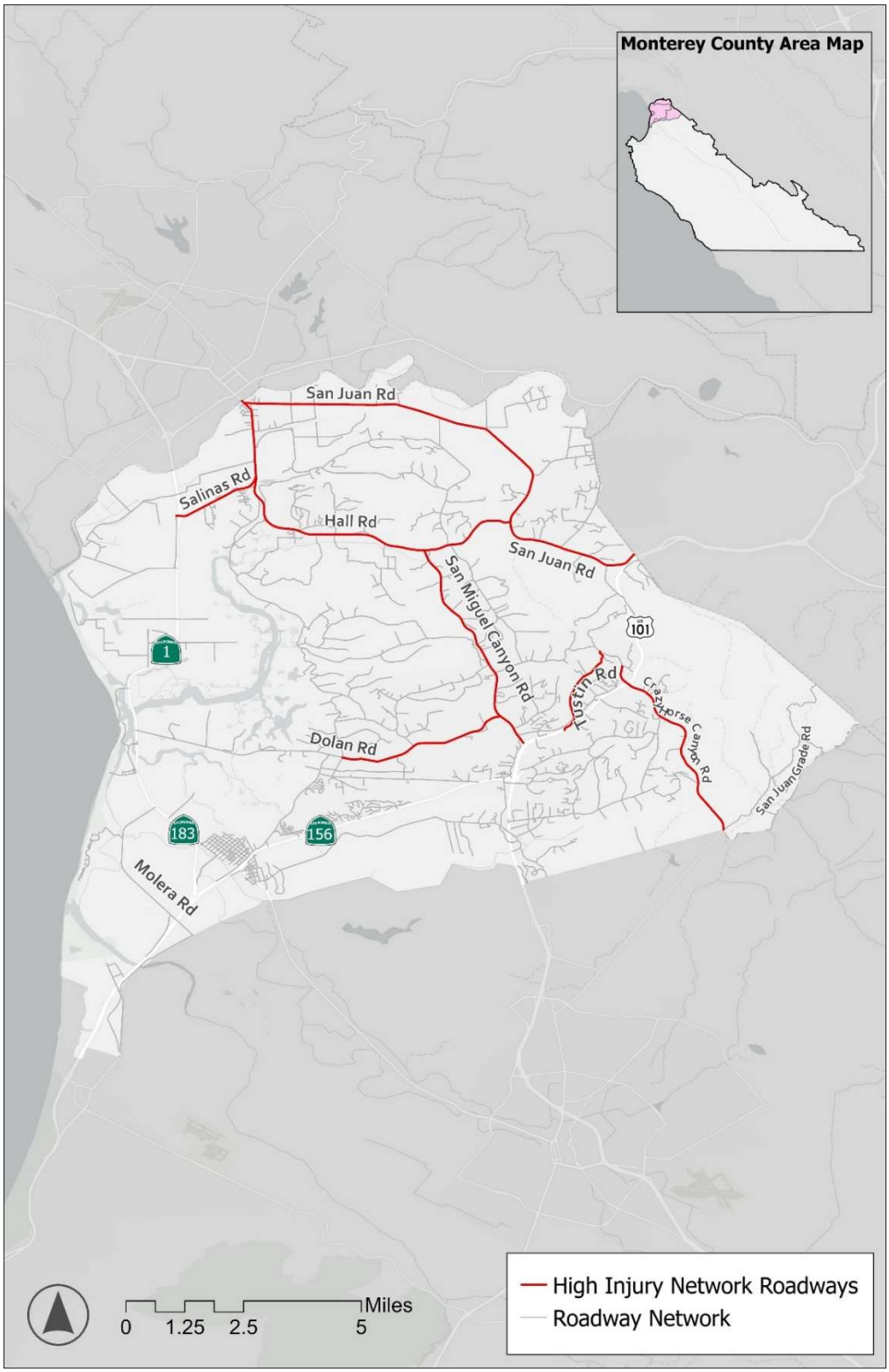
Figure 86: Unincorporated North County Crash Network Screening Analysis Results (2019-2023)



4 UNINCORPORATED NORTH COUNTY HIN RESULTS

The network for high injury crashes accounts for 65.8% of the total crashes in the Unincorporated North County (516 crashes / 784 total crashes), and accounts for 71.4% of all fatalities and severe injuries (85 fatal or severe injury-causing crashes / 119 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 10% of Unincorporated North County's entire transportation network (31.8 HIN miles / 320.7 total miles). These segments also carry some of the highest traffic volumes in the Unincorporated North County, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 87** below shows the high injury network for all modes identified within the Unincorporated North County.

Figure 87: Unincorporated North County High Injury Network



12 – UNINCORPORATED GREATER SALINAS

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 88** illustrates the roadway network and intersections for the Unincorporated Greater Salinas as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the Unincorporated Greater Salinas in **Figure 88.**

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the Unincorporated Greater Salinas. The location of all crashes within Unincorporated Greater Salinas are illustrated in **Figure 89**. The crash data is based on police reports compiled at the time of the crashes.

Figure 88: Unincorporated Greater Salinas Functional Classification & Signalized Intersections

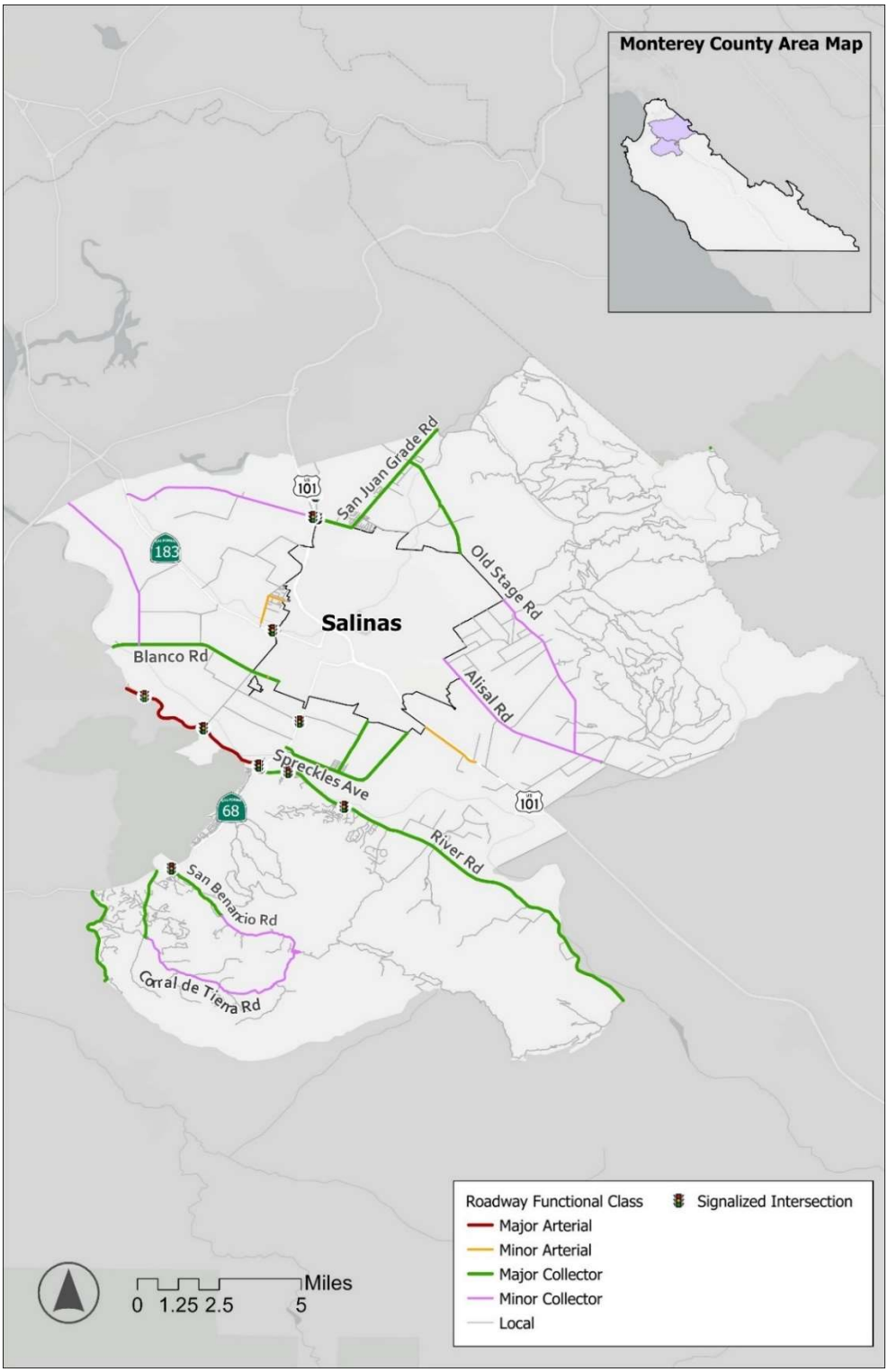
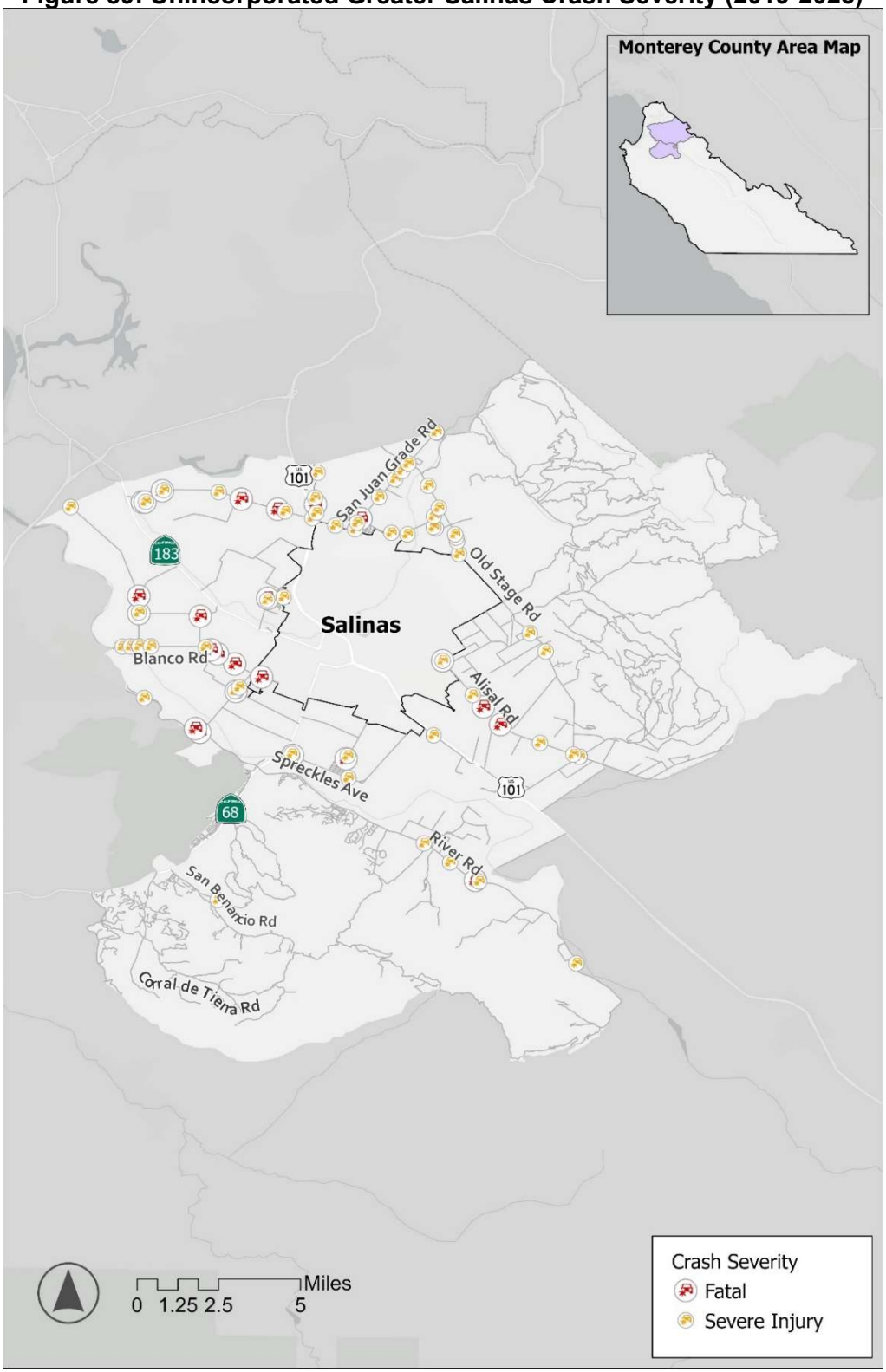


Figure 89: Unincorporated Greater Salinas Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the Unincorporated Greater Salinas.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on Unincorporated Greater Salinas streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **502 crashes** recorded within Unincorporated Greater Salinas.

During the study period, the most common occurring crash types were Hit Object (29.3%) followed by Rear-End (22.5%). Crash types for each year are shown in **Figure 90**.

Figure 91 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 90: Unincorporated Greater Salinas Crash Types by Year (2019-2023)

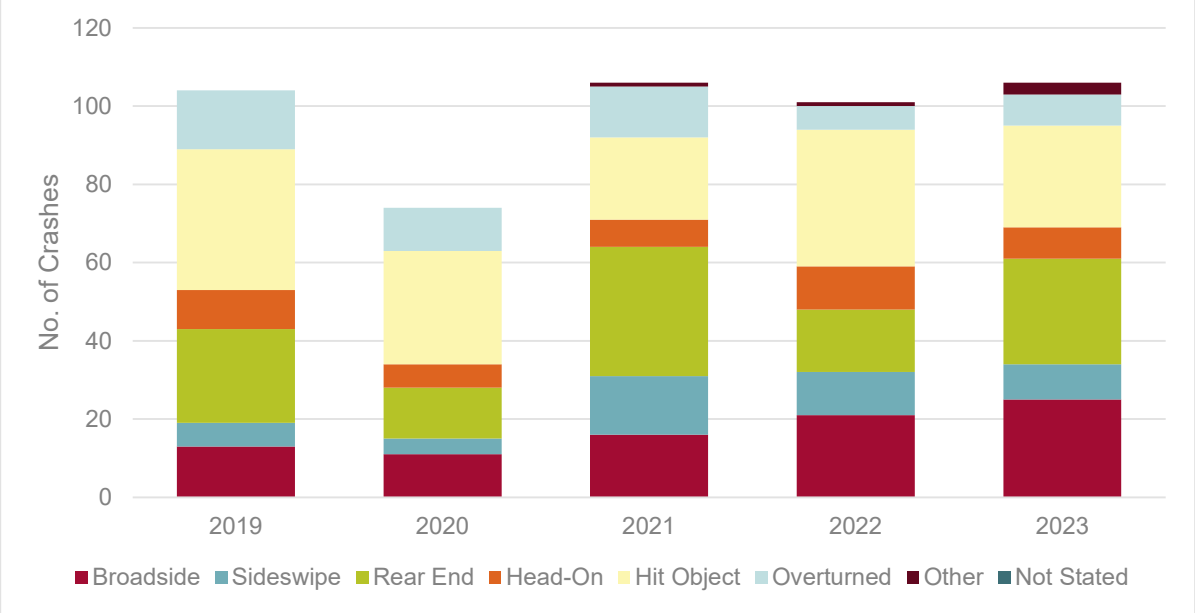
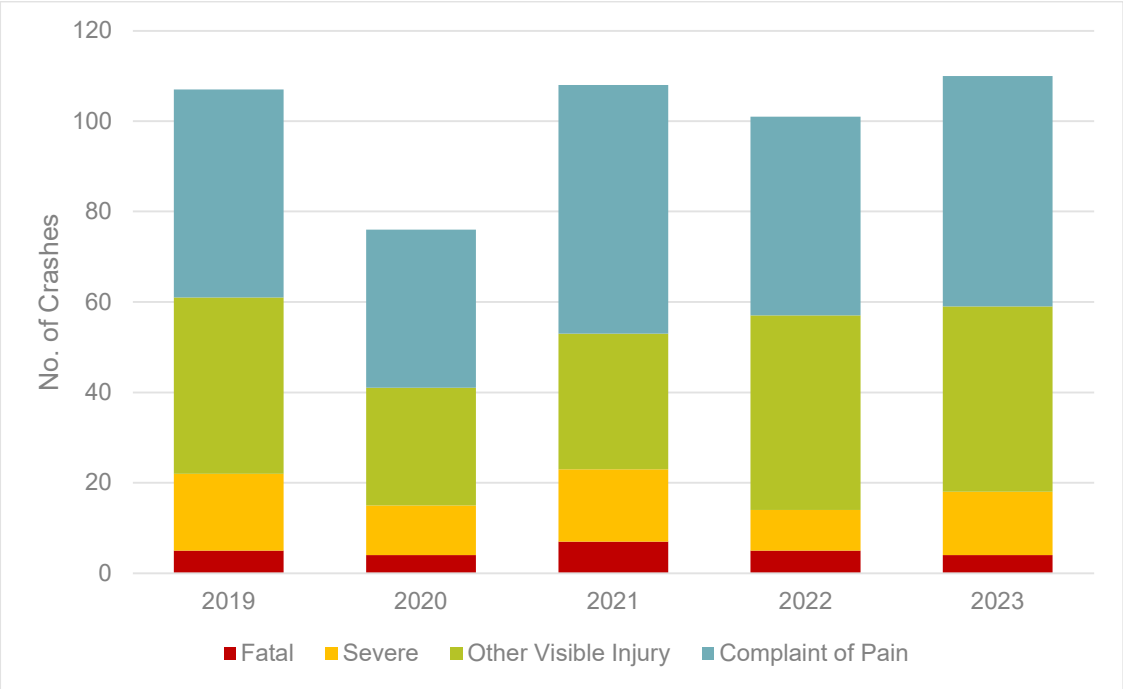


Figure 91: Unincorporated Greater Salinas Injury Crashes (2019-2023)



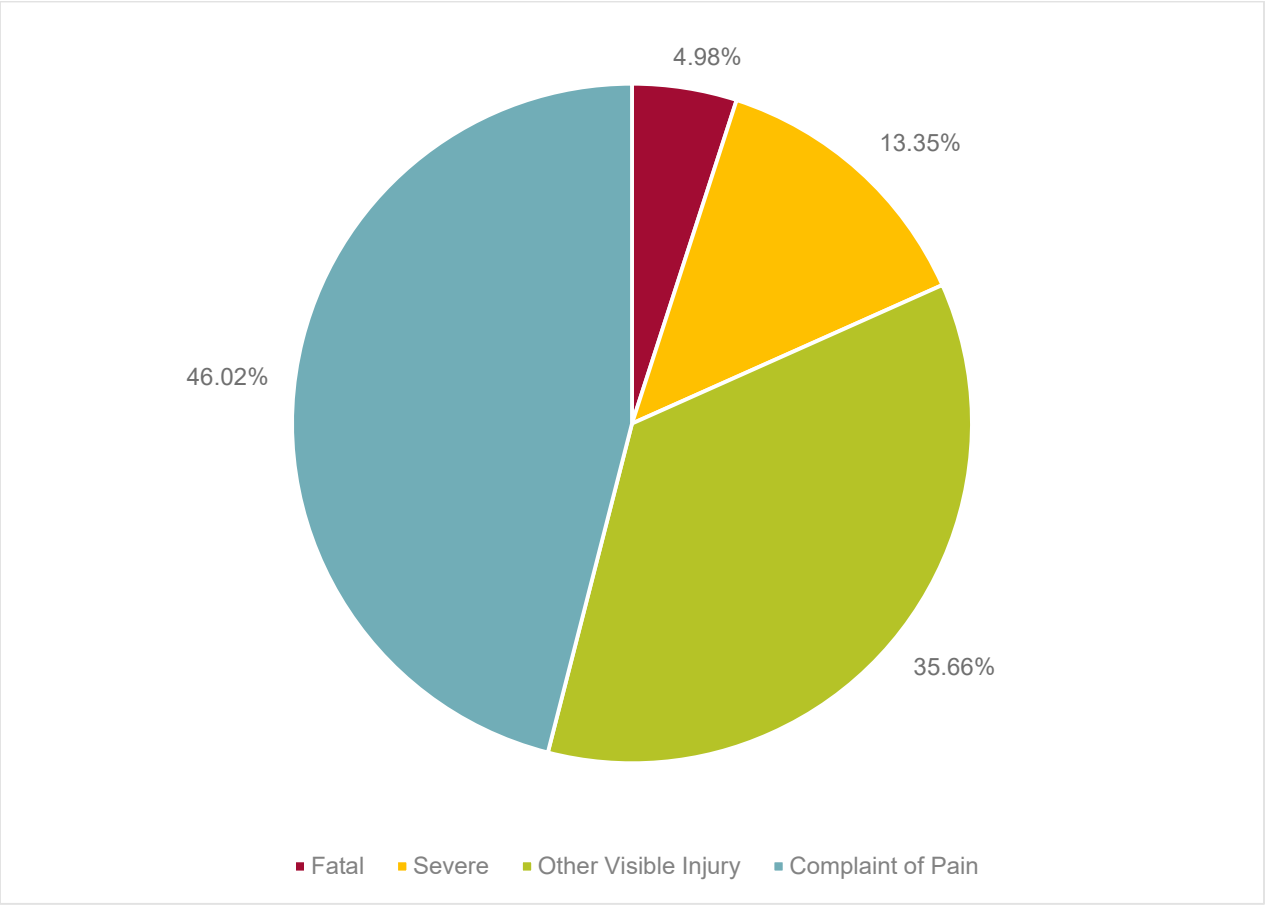
2.2 FATALITIES & SEVERE INJURIES

During the study period, 25 fatal crashes and 67 severe injury crashes occurred within the Unincorporated Greater Salinas.

2.3 INJURY LEVELS

Within Unincorporated Greater Salinas limits, 46.0% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 18.3% of all crashes. Other visible injuries made up 35.7% of crashes.

Figure 92: Unincorporated Greater Salinas Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Unincorporated Greater Salinas during this time period are Unsafe Speed Way at 27.3% followed by Improper Turning at 24.1%.

Table 17: Unincorporated Greater Salinas Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	137	27.3%
	Improper Turning	121	24.1%
	Traffic Signals and Signs	15	3.0%
	Following Too Closely	1	0.2%
	Subtotal	**274**	**54.6%**
Judgmental	Auto R/W Violation	70	13.9%

Group	Primary Crash Factor	No. of Crashes	%
	Unsafe Lane Change	2	0.4%
	Improper Passing	7	1.4%
	Subtotal	**79**	**14.3%**
Driving Under the Influence	**Subtotal**	**108**	**21.5%**
Negligence	Wrong Side of Road	14	2.8%
	Unsafe Starting or Backing	6	1.2%
	Other Hazardous Movement	2	0.4%
	Subtotal	**22**	**5.8%**
Pedestrian	Pedestrian R/W	1	0.2%
	Pedestrian Violation	2	0.4%
	Subtotal	**3**	**0.6%**
Others	Other Than Driver	12	2.4%
	Unknown	3	0.6%
	Other Improper Driving	1	0.2%
	Subtotal	**16**	**3.2%**
	Grand Total	**502**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 7 pedestrian-involved crashes were recorded within Greater Salians. These incidents led to 6 fatal and severe injury crashes. Notably, 7% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 100% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, 4 crashes involving bicycles were reported, resulting in no fatal or severe injuries.

2.6 TIME OF DAY

Crashes in Unincorporated Greater Salinas occurred more in the afternoon and evening hours versus the morning hours, with 60% of crashes occurring in the afternoon and evening hours, and 40% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

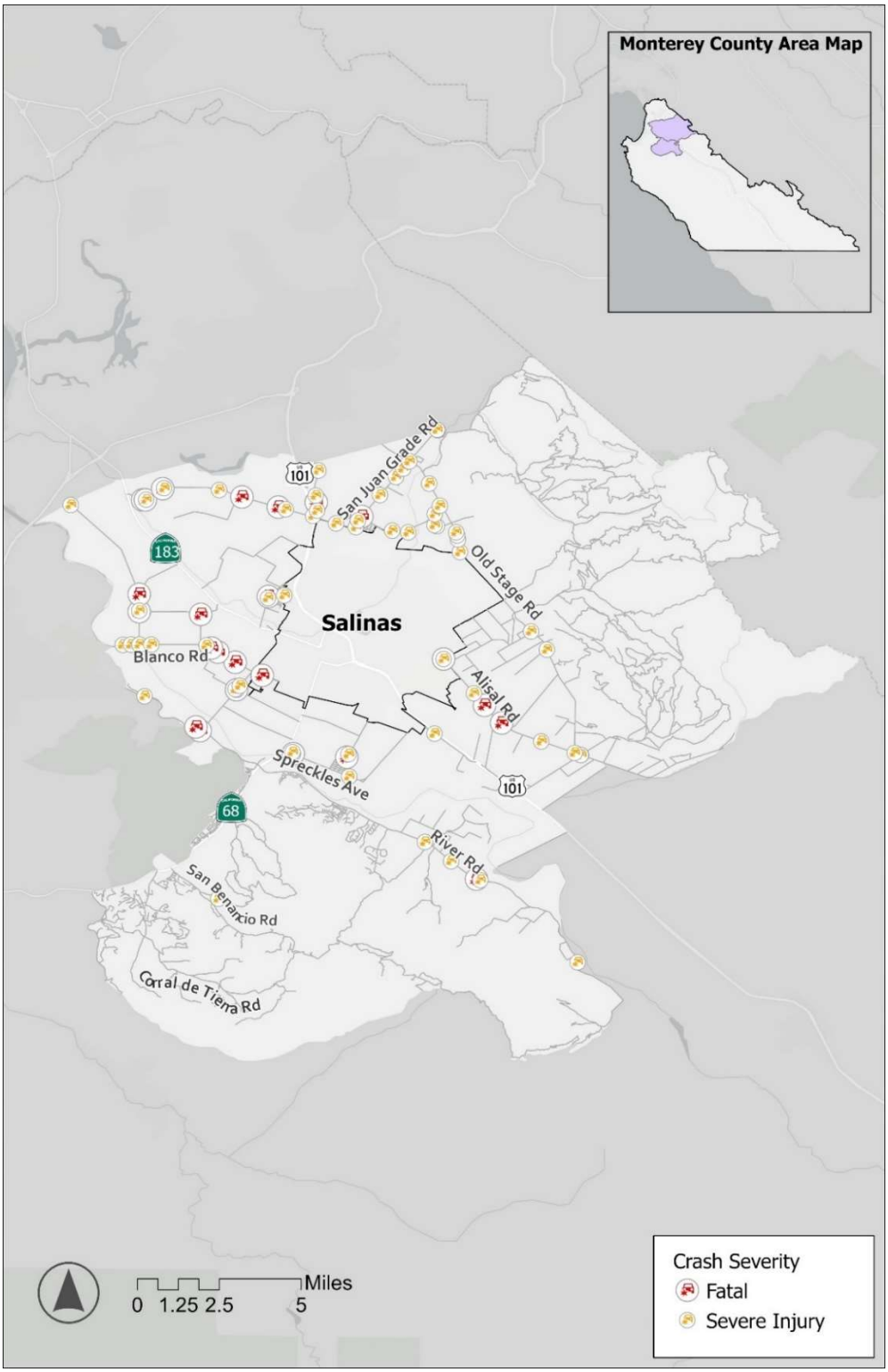
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 30.5% of the crashes in Unincorporated Greater Salinas during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 21.5% of crashes in Unincorporated Greater Salinas were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 93 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

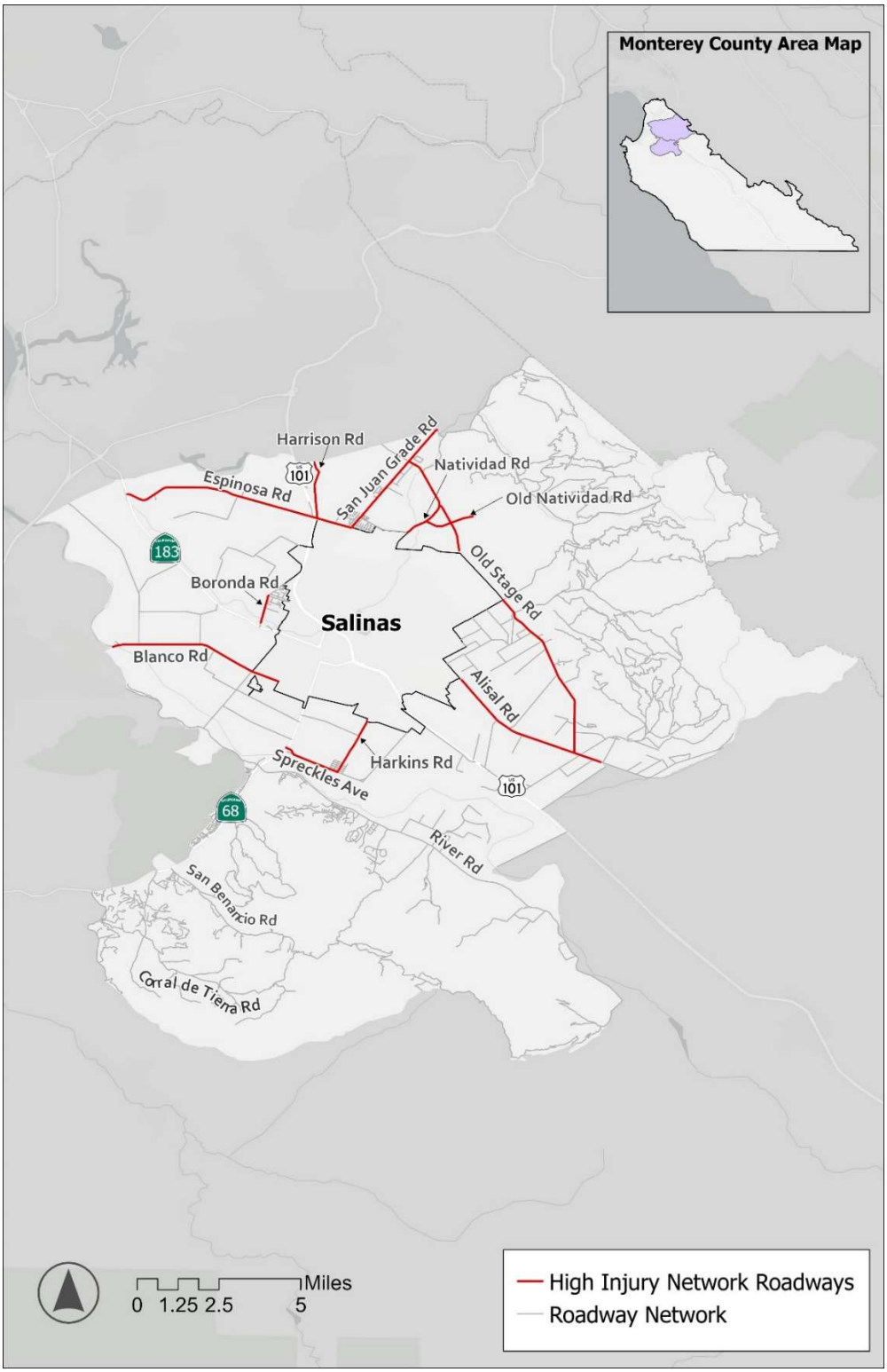
Figure 93: Unincorporated Greater Salinas Crash Network Screening Analysis Results (2019-2023)



4 UNINCORPORATED GREATER SALINAS HIN RESULTS

The network for high injury crashes accounts for 74.1% of the total crashes in the Unincorporated Greater Salinas (372 crashes / 502 total crashes), and accounts for 83.7% of all fatalities and severe injuries (77 fatal or severe injury-causing crashes / 92 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 8.2% of Unincorporated Greater Salinas' entire transportation network (36.7 HIN miles / 447.0 total miles). These segments also carry some of the highest traffic volumes in the Unincorporated Greater Salinas, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 94** below shows the high injury network for all modes identified within the Unincorporated Greater Salinas.

Figure 94: Unincorporated Greater Salinas High Injury Network



13 – UNINCORPORATED MONTEREY PENINSULA

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 95** illustrates the roadway network and intersections for the Unincorporated Monterey Peninsula as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the Unincorporated Monterey Peninsula in **Figure 95**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the Unincorporated Monterey Peninsula. The location of all crashes within Unincorporated Monterey Peninsula are illustrated in **Figure 96a** and **Figure 96b**. The crash data is based on police reports compiled at the time of the crashes.

Figure 95: Unincorporated Monterey Peninsula Functional Classification & Signalized Intersections

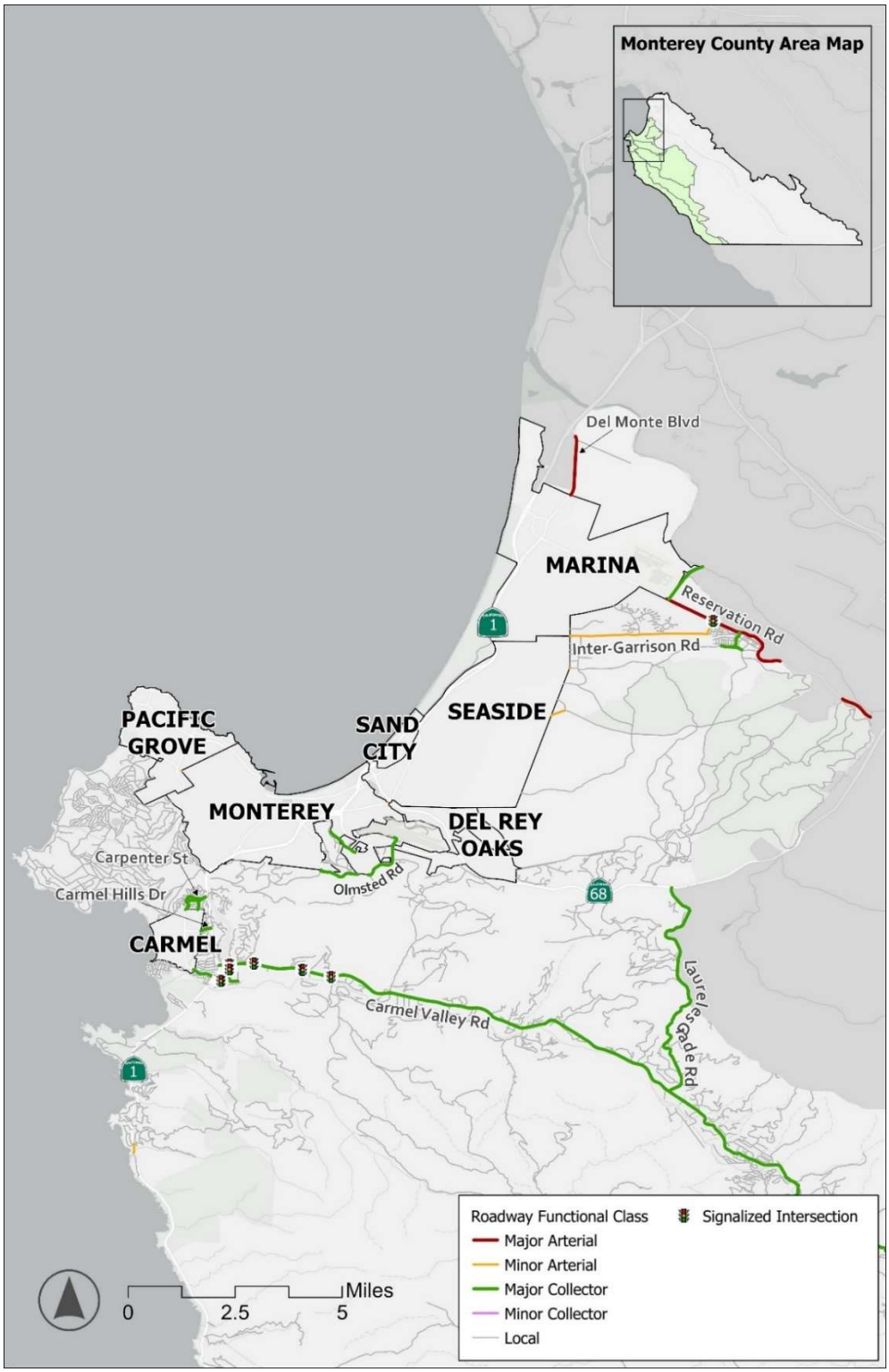


Figure 96a: Unincorporated Monterey Peninsula Crash Severity (2019-2023)

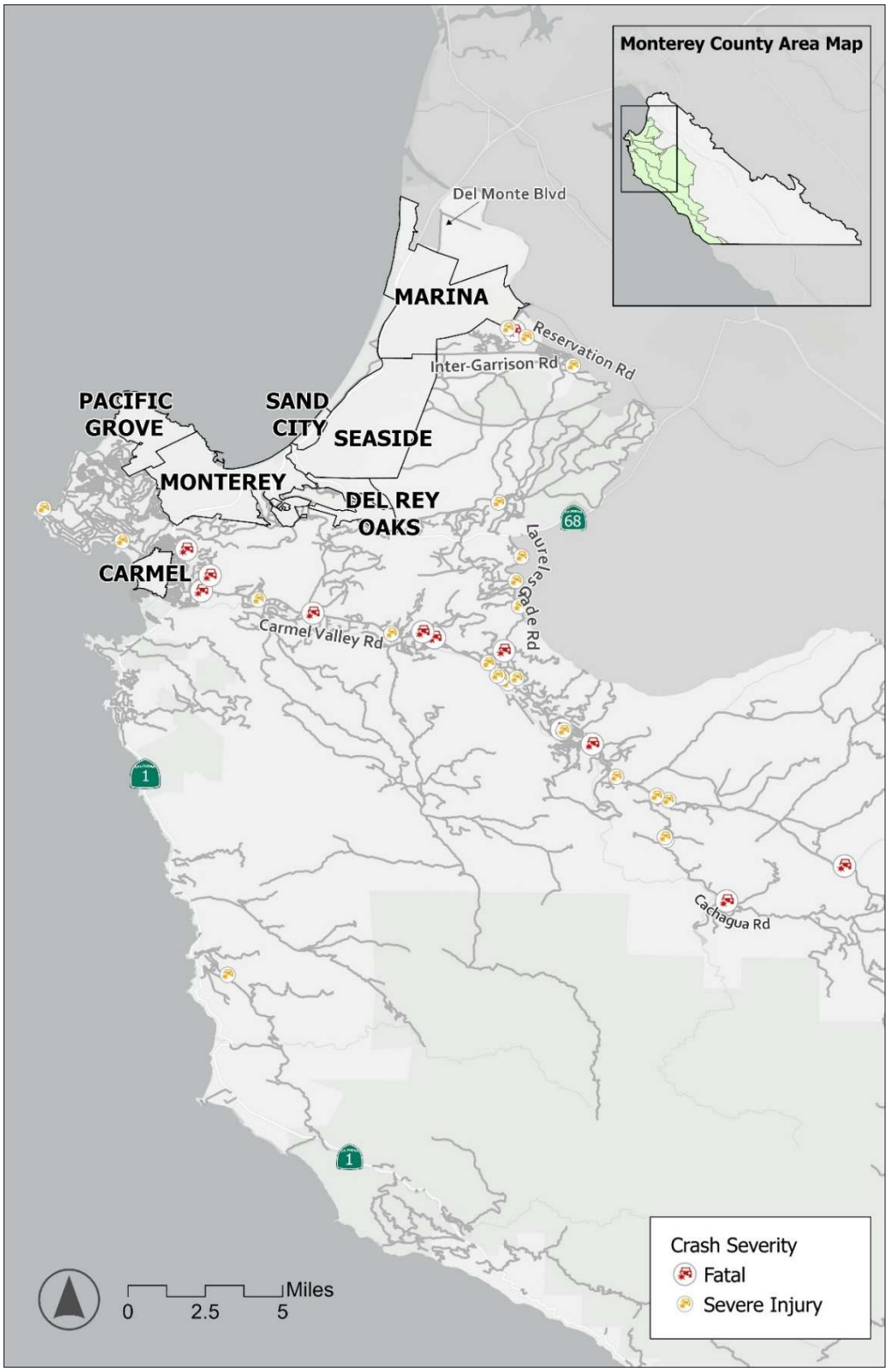
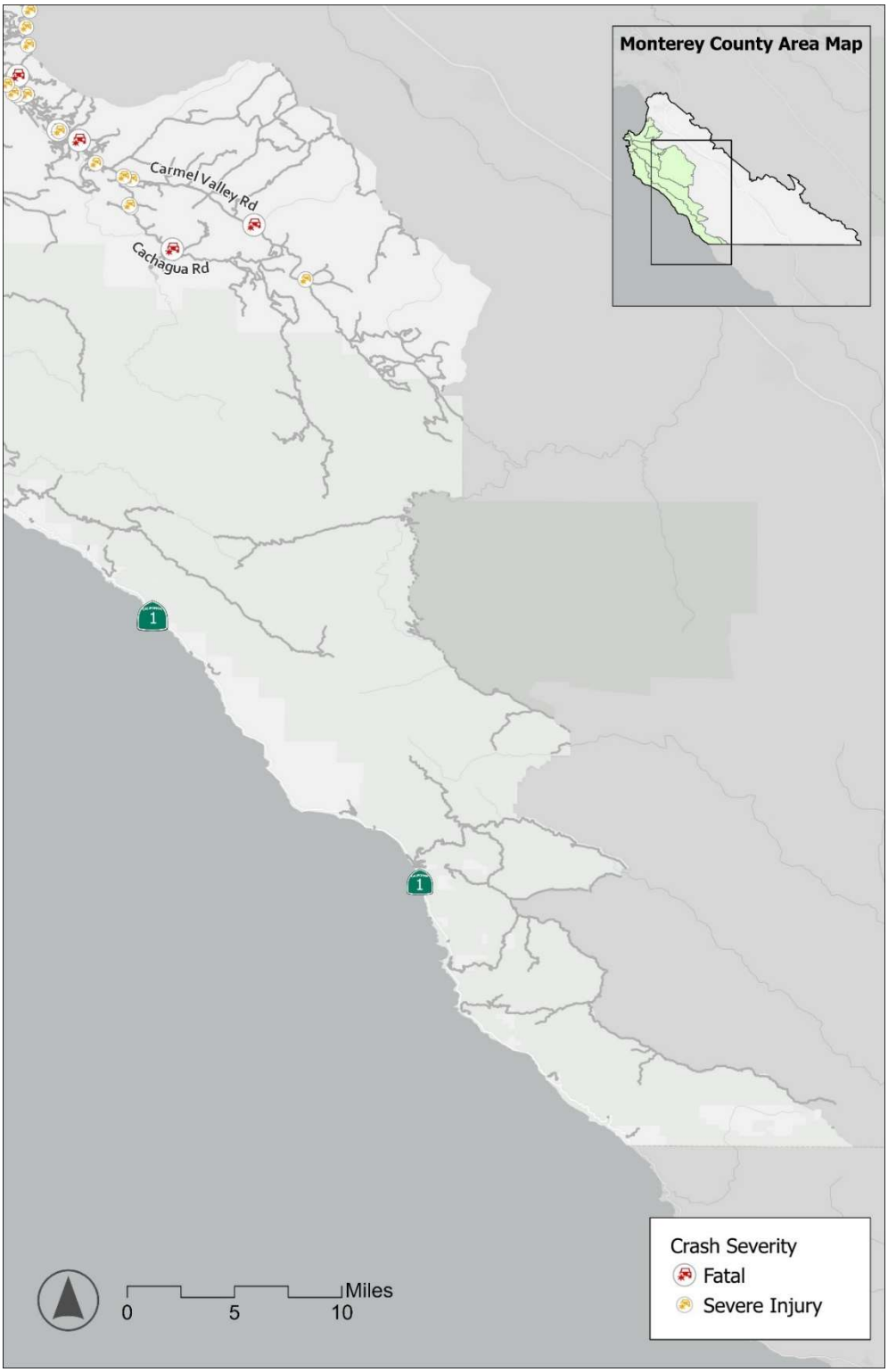


Figure 96b: Unincorporated Monterey Peninsula Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the Unincorporated Monterey Peninsula.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on Unincorporated Monterey Peninsula streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **241 crashes** recorded within Unincorporated Monterey Peninsula.

During the study period, the most common occurring crash types were Hit Object (30.3%) followed by Broadside (19.5%). Crash types for each year are shown in **Figure 97**.

Figure 98 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 97: Unincorporated Monterey Peninsula Crash Types by Year (2019-2023)

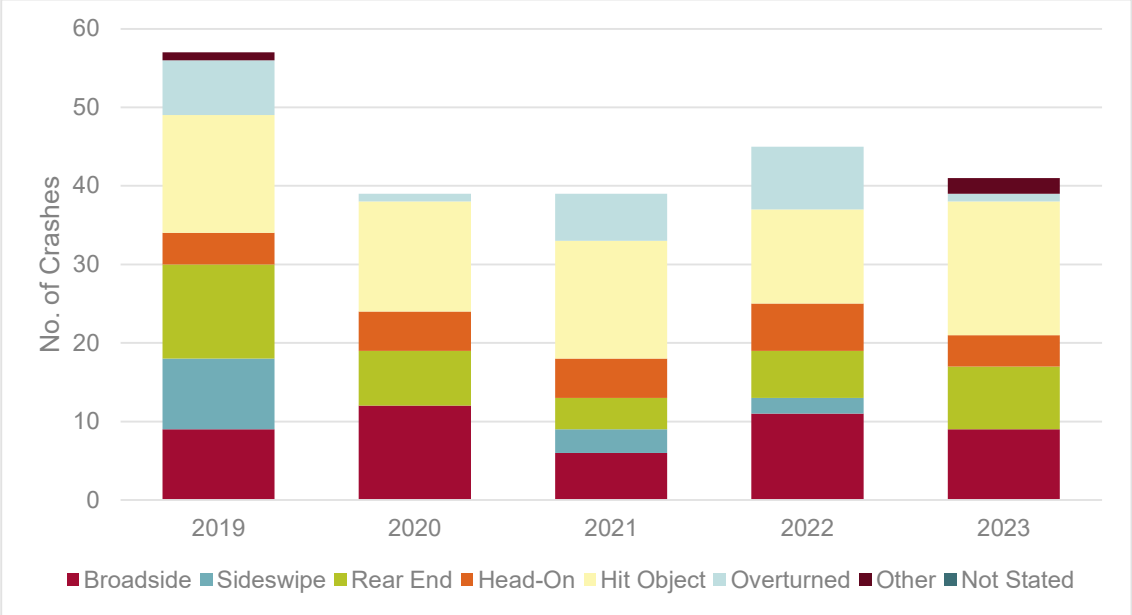
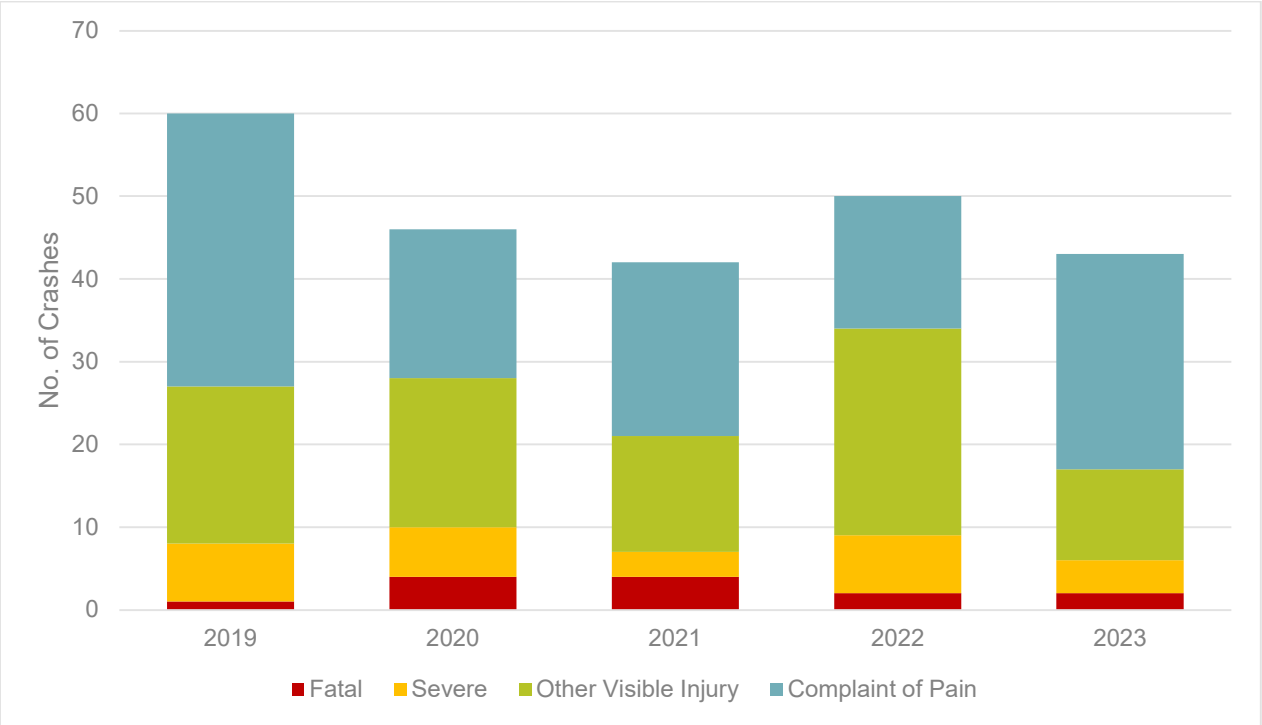


Figure 98: Unincorporated Monterey Peninsula Injury Crashes (2019-2023)



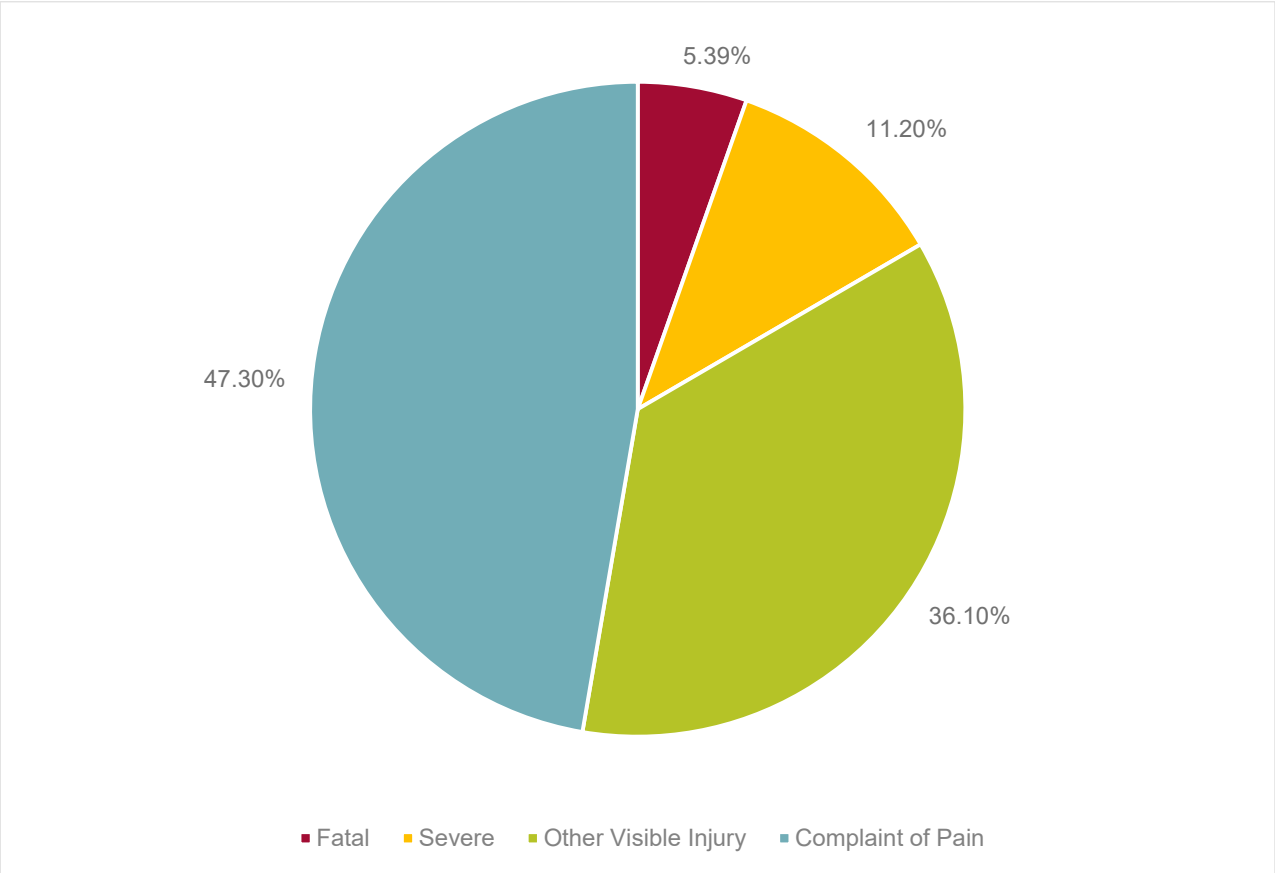
2.2 FATALITIES & SEVERE INJURIES

During the study period, 13 fatal crashes and 27 severe injury crashes occurred within the Unincorporated Monterey Peninsula.

2.3 INJURY LEVELS

Within Unincorporated Monterey Peninsula limits, 47.3% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 16.6% of all crashes. Other visible injuries made up 36.1% of crashes.

Figure 99: Unincorporated Monterey Peninsula Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Unincorporated Monterey Peninsula during this time period are Improper Turning at 23.7% followed by Unsafe Speed at 21.6%.

Table 18: Unincorporated Monterey Peninsula Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	52	21.6%
	Improper Turning	57	23.7%
	Traffic Signals and Signs	7	2.9%
	Subtotal	**116**	**48.1%**
	Auto R/W Violation	42	17.4%
	Unsafe Lane Change	2	0.8%

Group	Primary Crash Factor	No. of Crashes	%
Judgmental	Improper Passing	2	0.8%
	Subtotal	**46**	**18.3%**
Driving Under the Influence	**Subtotal**	**41**	**17.0%**
Negligence	Wrong Side of Road	15	6.2%
	Unsafe Starting or Backing	6	2.5%
	Other Hazardous Movement	1	0.4%
	Subtotal	**22**	**10.0%**
Pedestrian	Pedestrian R/W	1	0.4%
	Pedestrian Violation	2	0.8%
	Subtotal	**3**	**1.2%**
Others	Other Than Driver	9	3.7%
	Unknown	2	0.8%
	Other Improper Driving	1	0.4%
	Other Hazardous Violation	1	0.4%
	Subtotal	**13**	**5.4%**
	Grand Total	**241**	**100.0%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 7 pedestrian-involved crashes were recorded on Monterey Peninsula roads. These incidents led to 2 fatal and severe injury crashes. Notably, 18% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 5% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, 13 crashes involving bicycles were reported.

TIME OF DAY

Crashes in Unincorporated Monterey Peninsula occurred more in the afternoon and evening hours versus the morning hours, with 69% of crashes occurring in the afternoon and evening hours, and 31% occurring in the morning hours.

2.6 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 24.5% of the crashes in Unincorporated Monterey Peninsula during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 17.0% of crashes in Unincorporated Monterey Peninsula were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 100a below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

Figure 100a: Unincorporated Monterey Peninsula Crash Network Screening Analysis Results (2019-2023)

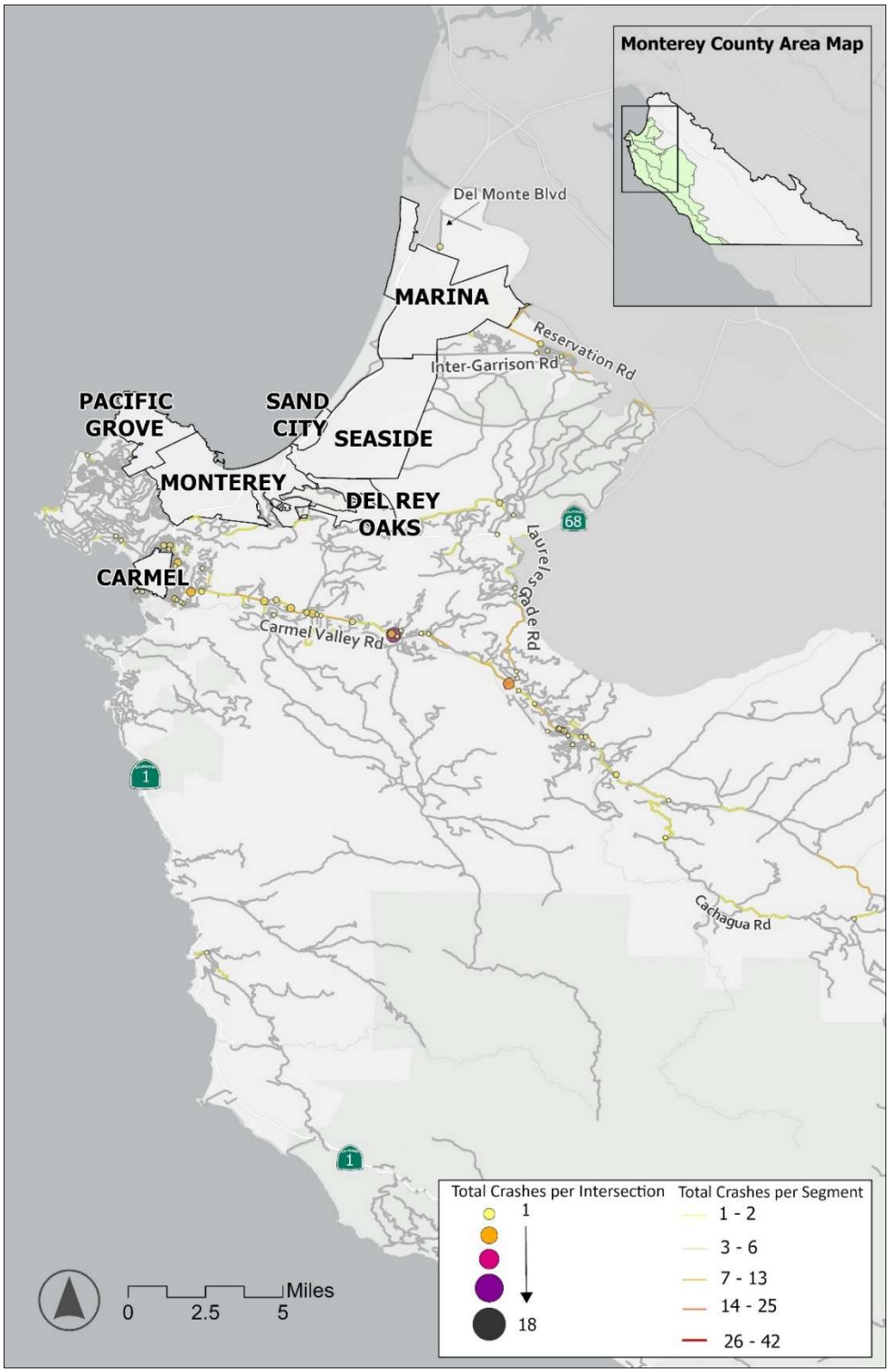
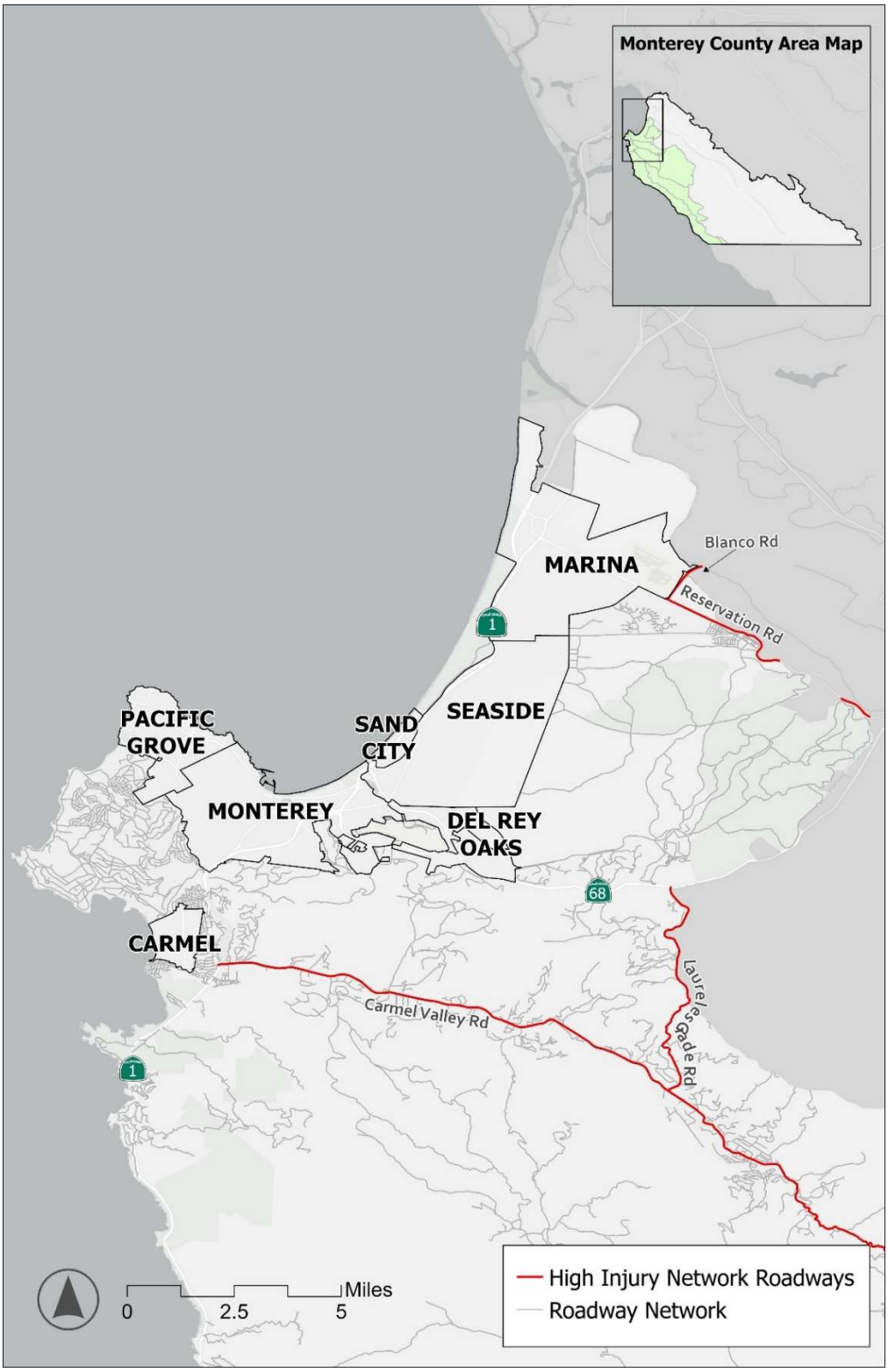


Figure 100b: Unincorporated Monterey Peninsula Crash Network Screening Analysis Results (2019-2023)

4 UNINCORPORATED MONTEREY PENINSULA HIN RESULTS

The network for high injury crashes accounts for 78.0% of the total crashes in the Unincorporated Monterey Peninsula (188 crashes / 241 total crashes), and accounts for 82.5% of all fatalities and severe injuries (33 fatal or severe injury-causing crashes / 40 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 5.0% of Unincorporated Monterey Peninsula's entire transportation network (47.8 HIN miles / 948.0 total miles). These segments also carry some of the highest traffic volumes in the Unincorporated Monterey Peninsula, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 101** below shows the high injury network for all modes identified within the Unincorporated Monterey Peninsula.

Figure 101: Unincorporated Monterey Peninsula High Injury Network



14 – UNINCORPORATED SOUTH COUNTY

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 102** illustrates the roadway network and intersections for Unincorporated South County as classified for this study.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for Unincorporated South County in Figure 102**Figure 102**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the Unincorporated South County. The location of all crashes within Unincorporated South County are illustrated in **Figure 103**. The crash data is based on police reports compiled at the time of the crashes.

Figure 102: Unincorporated South County Functional Classification & Signalized Intersections

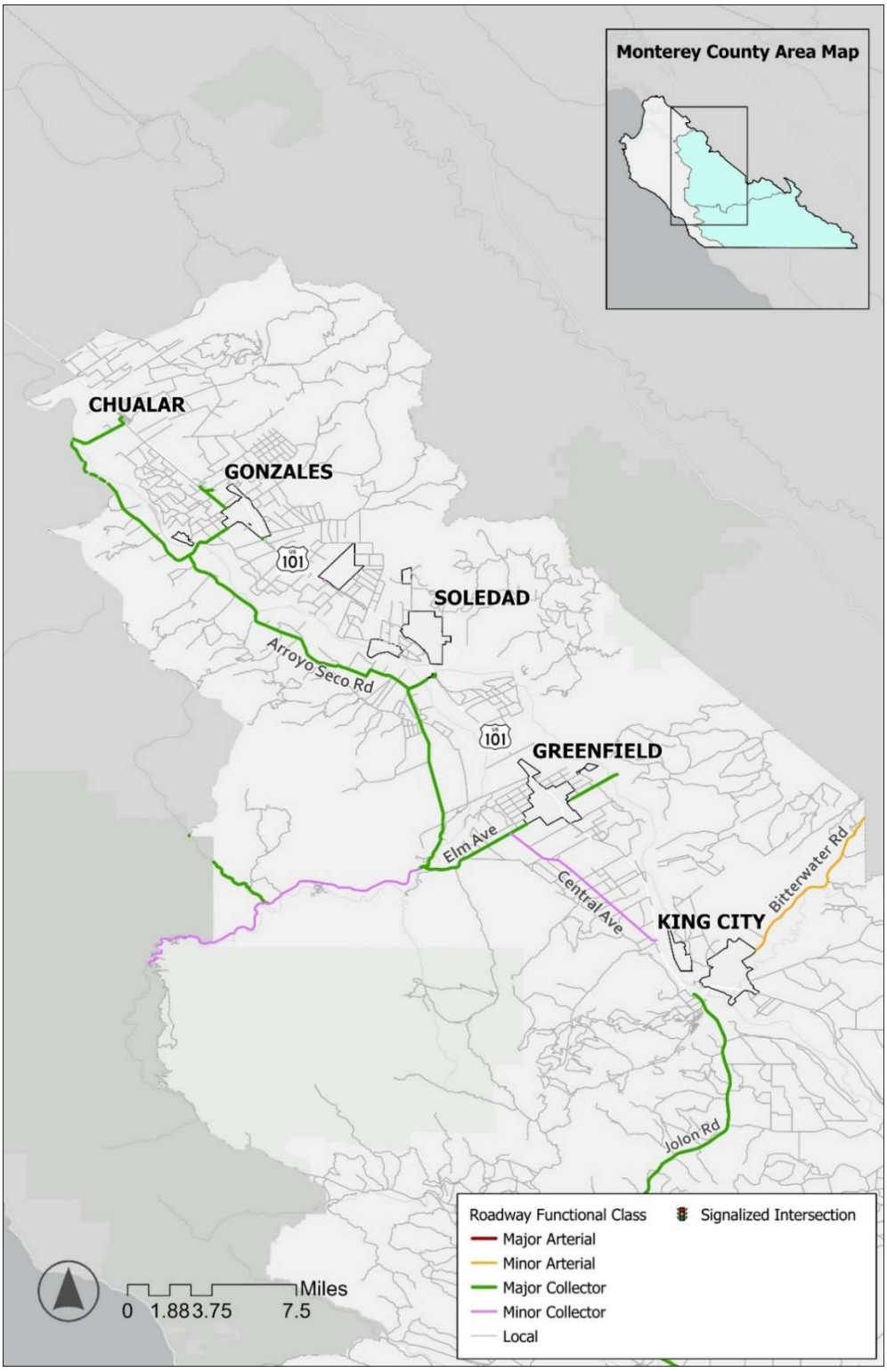
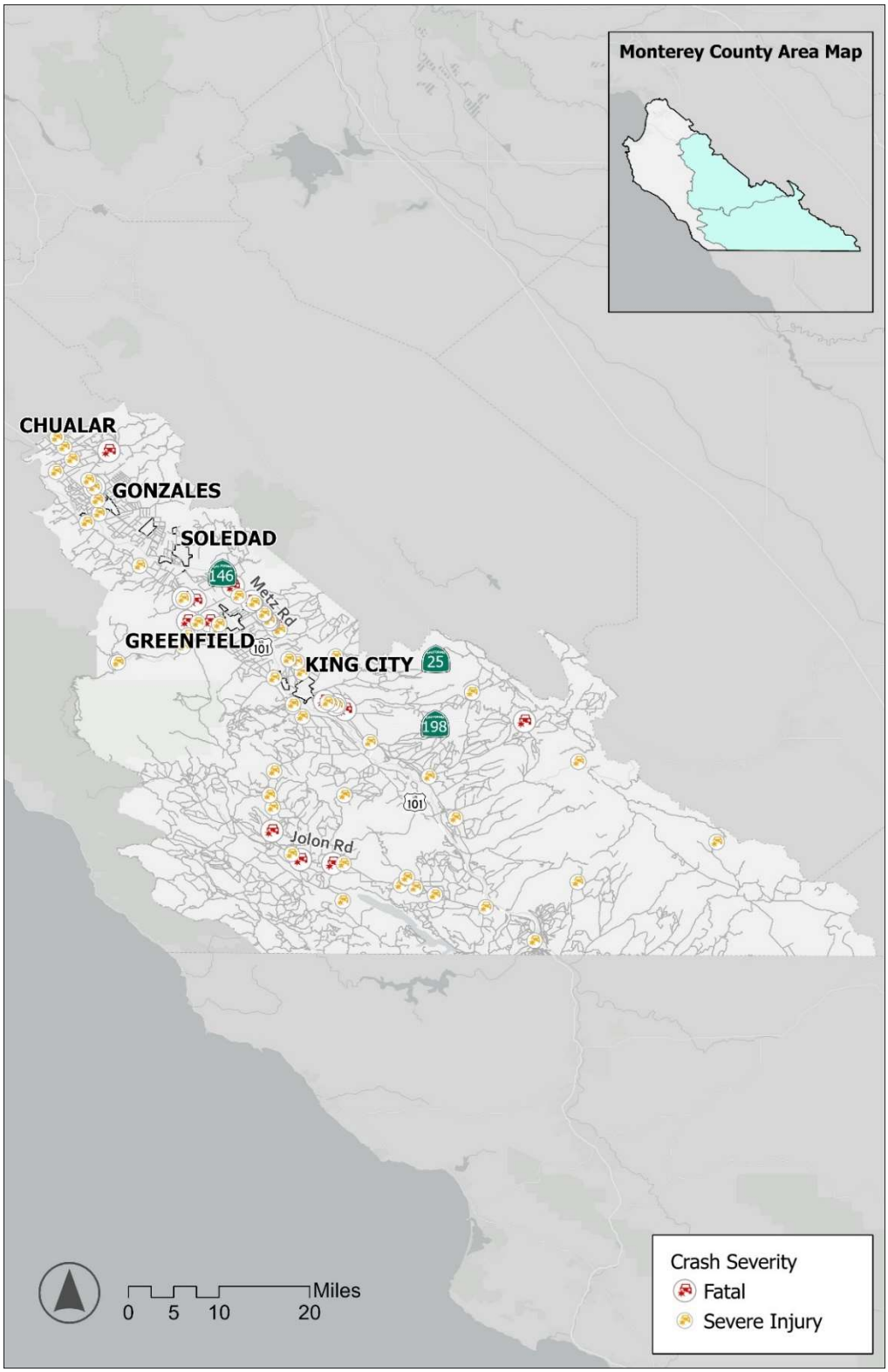


Figure 103: Unincorporated South County Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the Unincorporated South County.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on Unincorporated South County streets and highways. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **301 crashes** recorded within Unincorporated South County.

During the study period, the most common occurring crash types were Hit Object (47.8%) followed by Overturned (22.3%). Crash types for each year are shown in **Figure 104**.

Figure 105 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 104: Unincorporated South County Crash Types by Year (2019-2023)

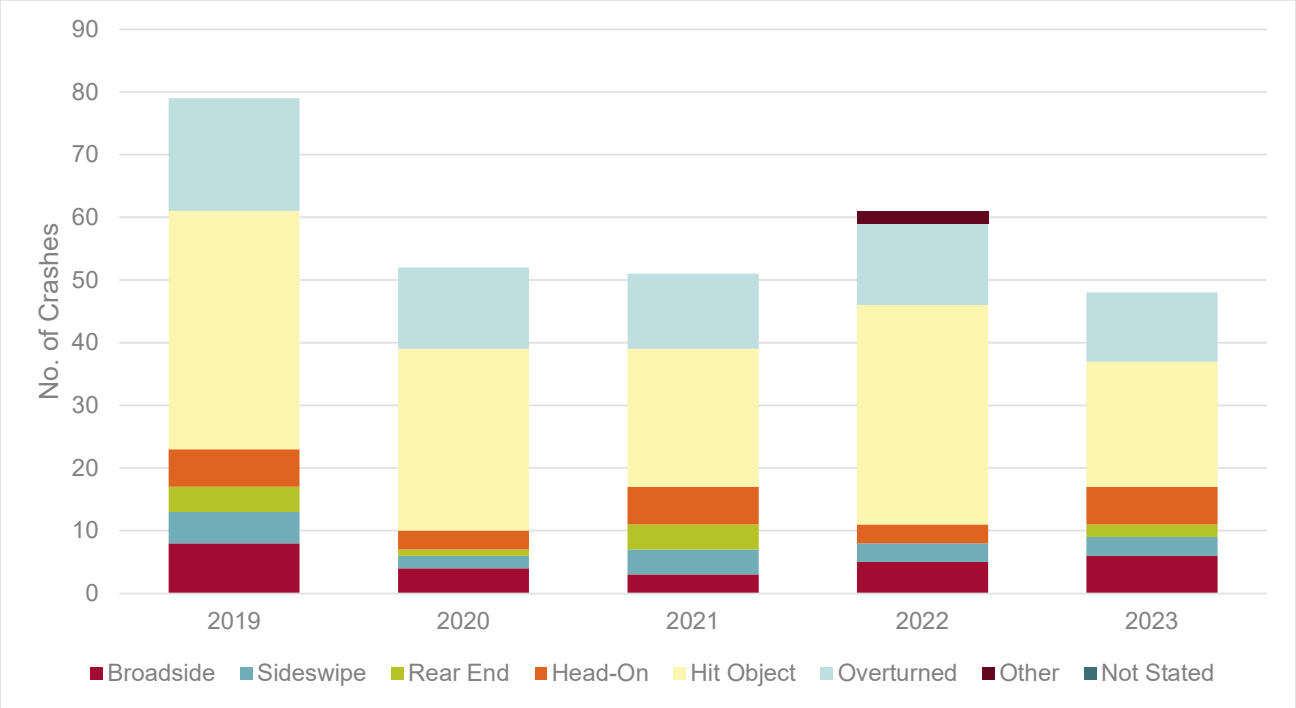
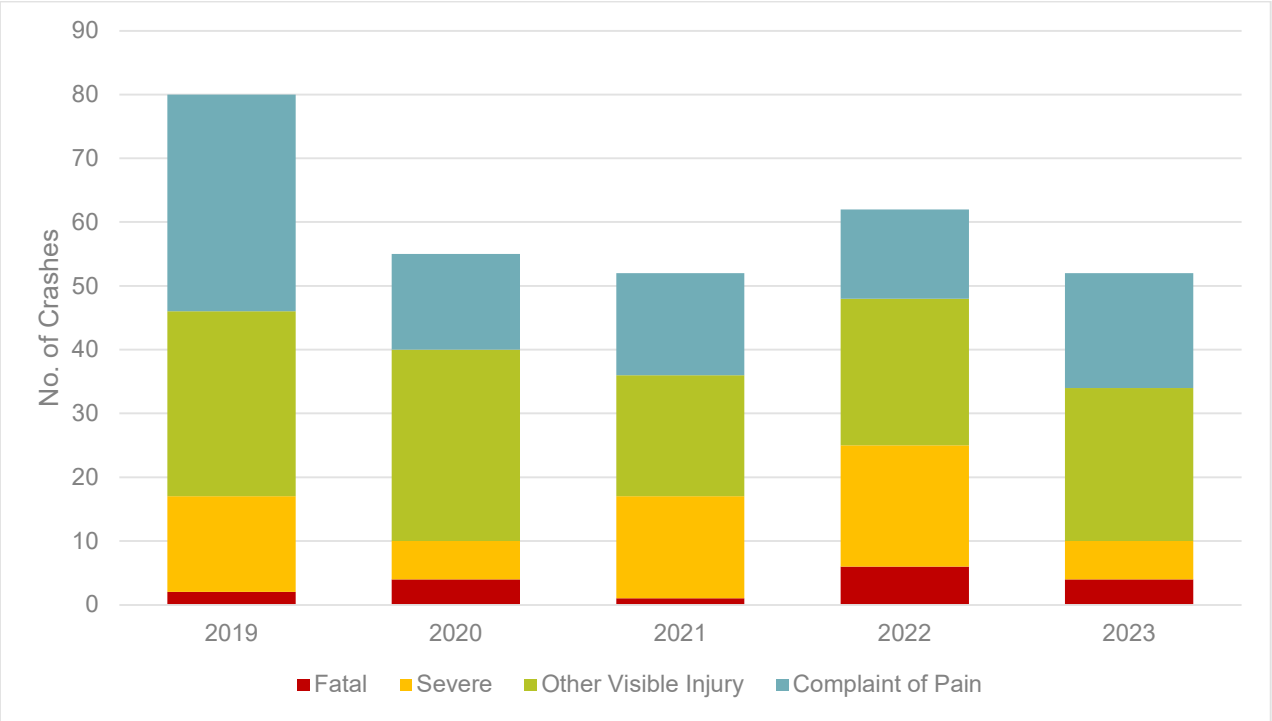


Figure 105: Unincorporated South County Injury Crashes (2019-2023)



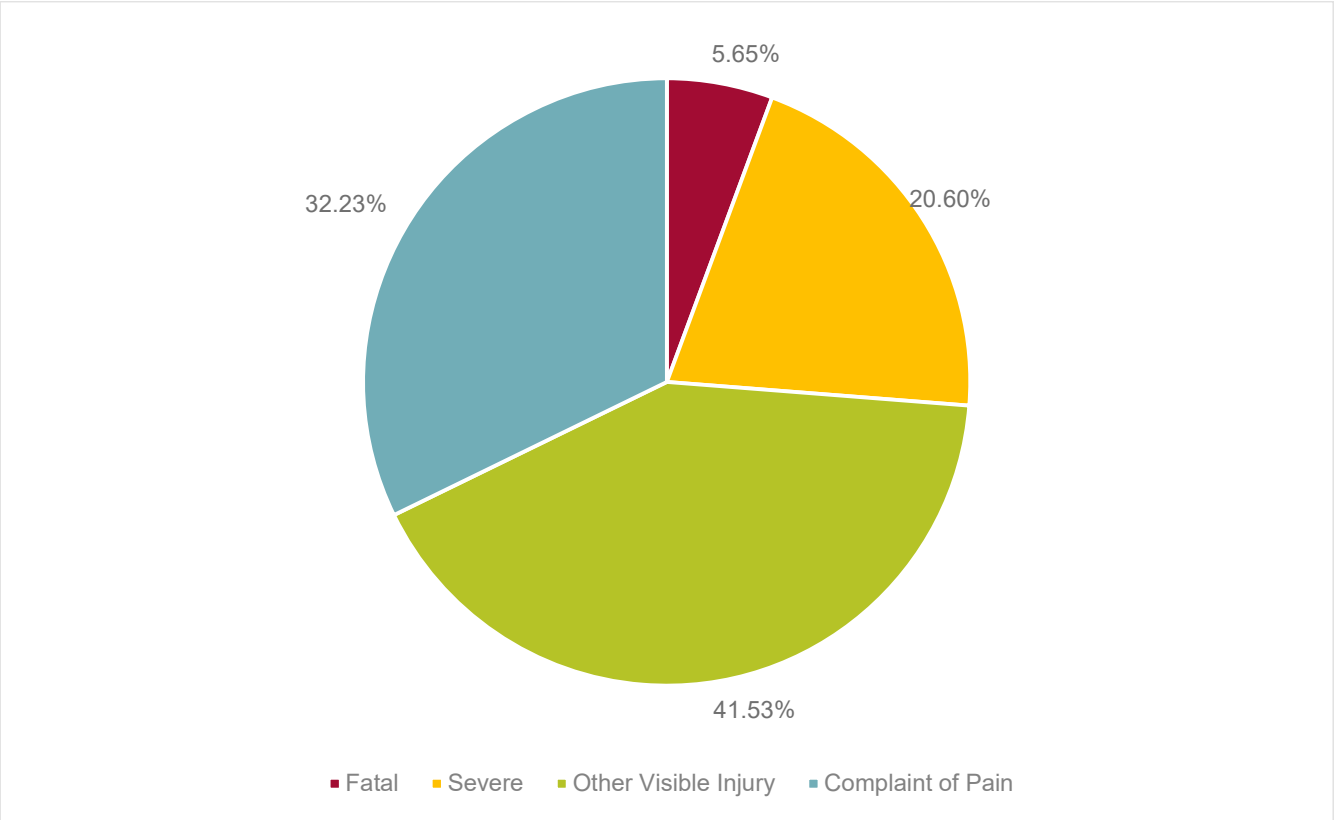
2.2 FATALITIES & SEVERE INJURIES

During the study period, 17 fatal crashes and 62 severe injury crashes occurred within the Unincorporated South County.

2.3 INJURY LEVELS

Within Unincorporated South County, 32.2% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 26.3% of all crashes. Other visible injuries made up 41.5% of crashes.

Figure 106: Unincorporated South County Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in Unincorporated South County during this time period are Automobile Right of Way at 16% followed by Pedestrian Right of Way and Unsafe Speed both at 14%.

Table 19: Unincorporated South County Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	35	11.6%
	Improper Turning	133	44.2%
	Traffic Signals and Signs	3	1.0%
	Subtotal	**171**	**56.8%**
Judgmental	Auto R/W Violation	13	4.3%

Group	Primary Crash Factor	No. of Crashes	%
	Improper Passing	5	1.7%
	Subtotal	**18**	**6.0 %**
Driving Under the Influence	**Subtotal**	**78**	**25.9%**
Negligence	Wrong Side of Road	17	5.7%
	Unsafe Starting or Backing	1	0.3%
	Other Hazardous Movement	1	0.3%
	Subtotal	19	**6.3%**
	Pedestrian Violation	4	1.3%
	Subtotal	**4**	**1.3%**
Others	Other Than Driver	9	3.0%
	Unknown	1	0.3%
	Other Hazardous Violattion	1	0.3%
	Subtotal	**11**	**3.7%**
	Grand Total	**301**	**100%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 7 pedestrian-involved crashes were recorded on South County roads. These incidents led to 6 fatal and severe injury crashes. Notably, 18% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 100% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, 3 crashes involving bicycles were reported.

2.6 TIME OF DAY

Crashes in Unincorporated South County occurred more in the afternoon and evening hours versus the morning hours, with 59% of crashes occurring in the afternoon and evening hours, and 41% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

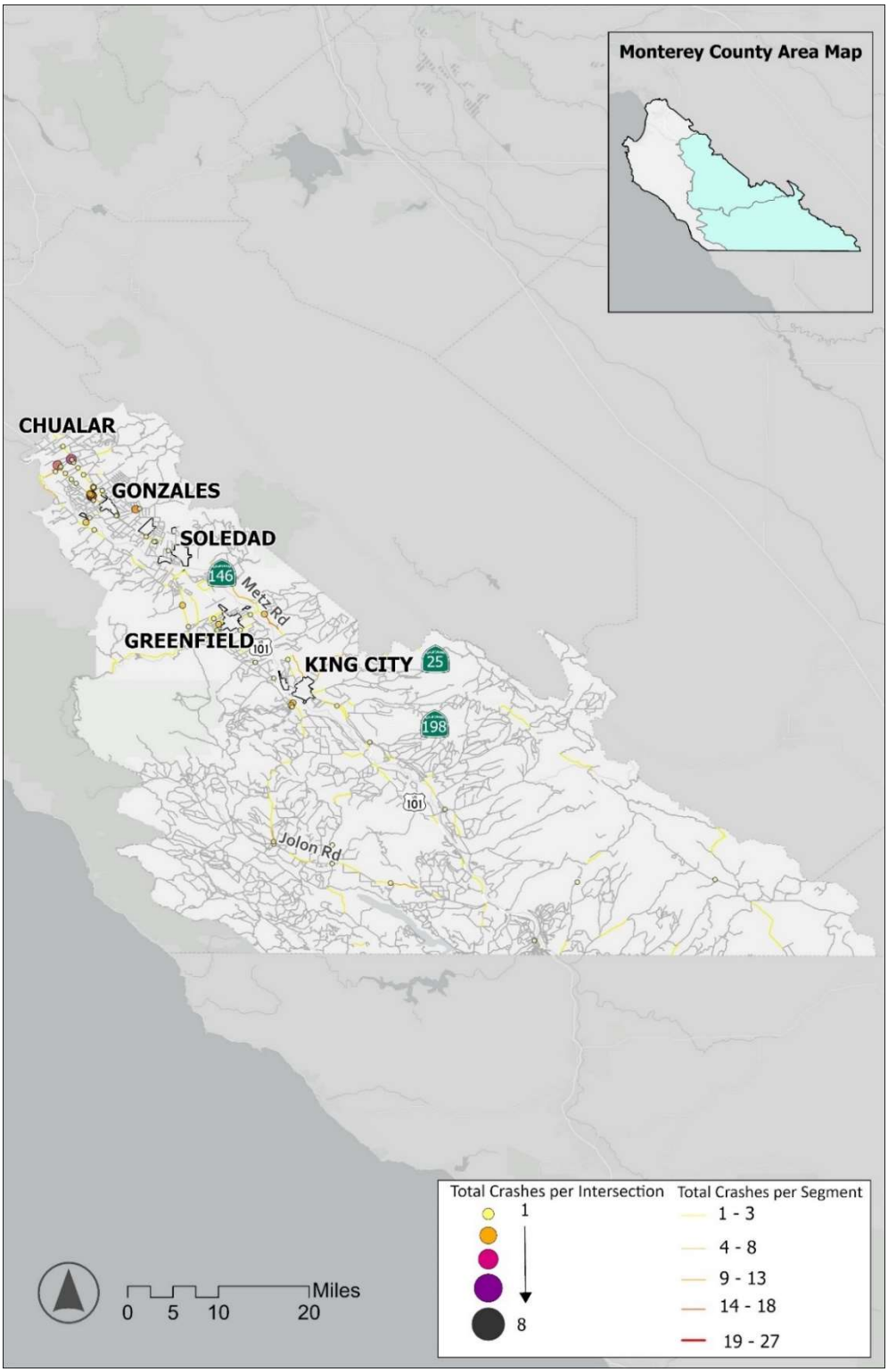
Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 12.6% of the crashes in Unincorporated South County during the study period (2019-2023).

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. During the study period, 25.9% of crashes in Unincorporated South County were directly related to impairment.

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 107 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

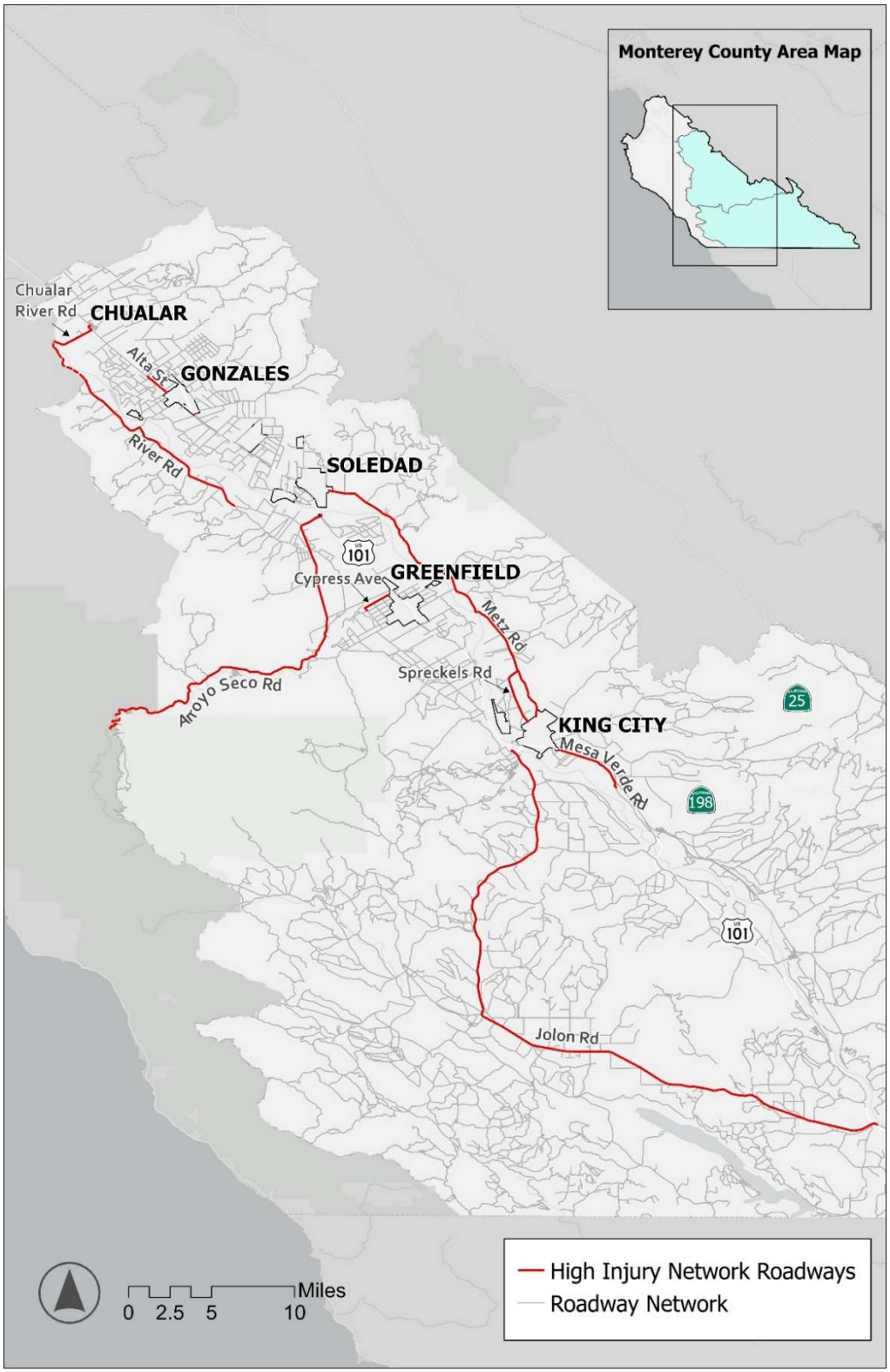
Figure 107: Unincorporated South County Crash Network Screening Analysis Results (2019-2023)



4 UNINCORPORATED SOUTH COUNTY HIN RESULTS

The network for high injury crashes accounts for 59.5% of the total crashes in the Unincorporated South County (179 crashes / 301 total crashes), and accounts for 64.6% of all fatalities and severe injuries (51 fatal or severe injury-causing crashes / 79 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 3.3% of Unincorporated South County's entire transportation network (106.0 HIN miles / 3,160.0 total miles). These segments also carry some of the highest traffic volumes in the Unincorporated South County, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 108** below shows the high injury network for all modes identified within the Unincorporated South County.

Figure 108: Unincorporated South County High Injury Network



15 – TAMC REGIONAL SYSTEM

The following section presents crash data and results from the network screening and high injury network for the TAMC regional roadway system. The regionally significant roadways come directly from TAMC and include the following:

1. US-101
2. SR-1
3. SR-68
4. SR-146
5. SR-156
6. SR-183
7. SR-198
8. SR-25
9. SR-218
10. County Road G11 - San Juan Rd
11. County Road G12 - Salinas Rd/Hall Rd/San Miguel Canyon Rd
12. County Road G16 - Carmel Valley Rd/Arroyo Seco Rd/Elm Ave
13. Marina-Salinas Corridor - Imjin Parkway/12th St/Reservation Rd/Davis Rd
14. Del Monte Boulevard - Seaside/Monterey City limit to Fremont Boulevard
15. Fremont Boulevard - Del Monte Boulevard to SR 1
16. Del Monte Boulevard - SR 1 to Reservation Road
17. Blanco Road - Reservation Road to Abbott Street (City of Salinas and Monterey County unincorporated areas)
18. Salinas Road - SR 1 to Elkhorn Road (Monterey County unincorporated areas)

1 ANALYSIS DATA

1.1 ROADWAY NETWORK

The County's roadway database was used to build the base roadway network used for this analysis, and functional classifications were taken from the California Department of Transportation (Caltrans). The analysis network incorporated traffic volumes sourced from Caltrans, the Transportation Agency for Monterey County (TAMC), and member jurisdictions when available, with estimates from Replica (big data aggregator) used as needed. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 109** illustrates the roadway network and intersections for the regional system.

1.2 INTERSECTIONS

The crash analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed for the City in **Figure 109**.

1.3 COUNT DATA

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from TAMC, Caltrans, and Replica data. For locations without volume or count data, reasonable assumptions and calibrations were made based on classification types for each fee

program's benefit zones. The traffic volume information allowed the team to assess locations for most recent potential crash risk on a given roadway user as well as reviewing locations with the highest number of crashes.

1.4 CRASH DATA

Crash data was collected from the Transportation Injury Mapping System (TIMS) database for the period from January 1, 2019 through December 31, 2023. Five years of data was utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw crash data is the first step in understanding the specific and systemic challenges faced throughout the County. The location of all crashes on the regional network are illustrated in **Figure 110**. The crash data is based on police reports compiled at the time of the crashes.

Figure 109: TAMC Regional System Functional Classification & Signalized Intersections

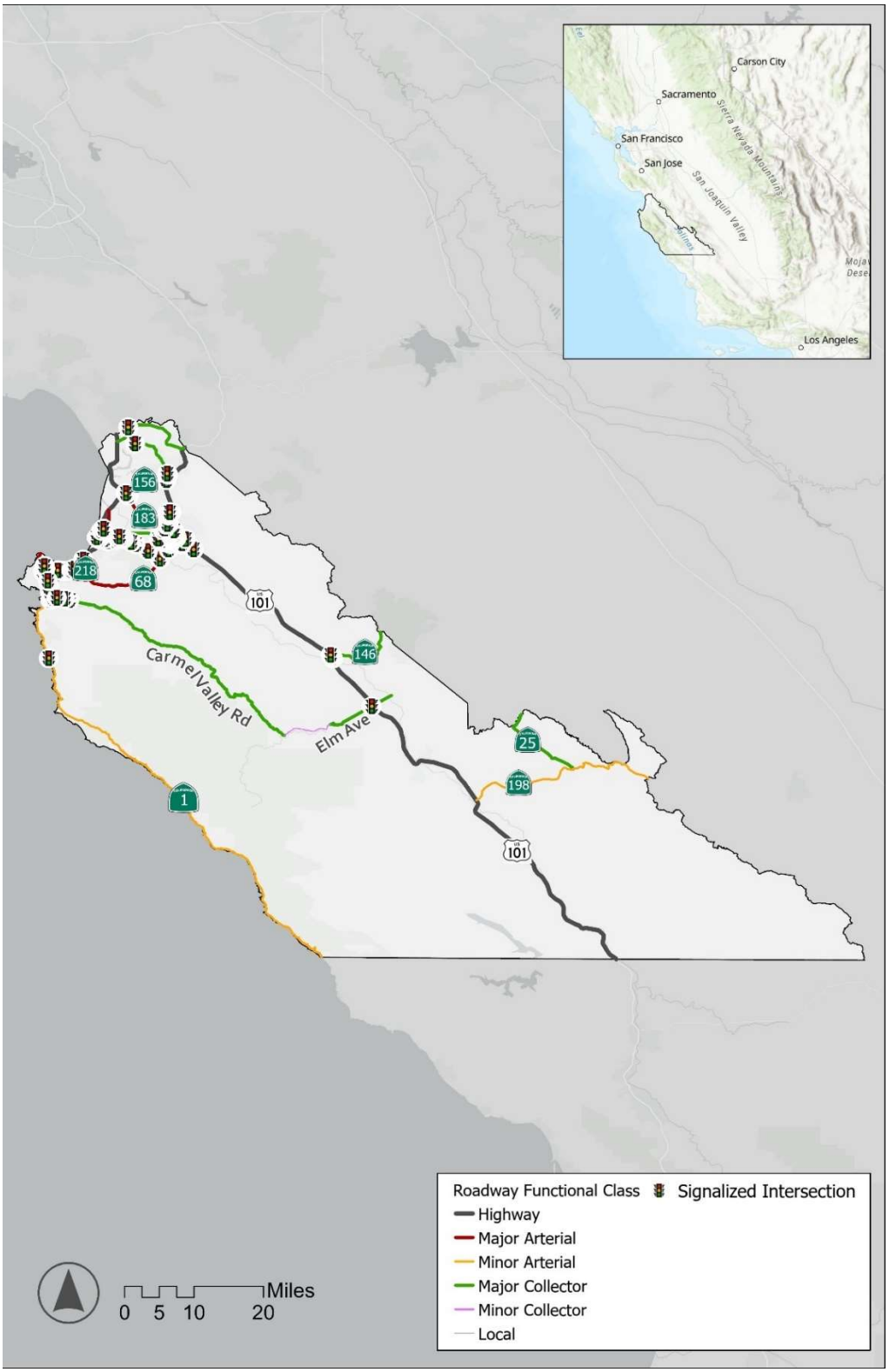
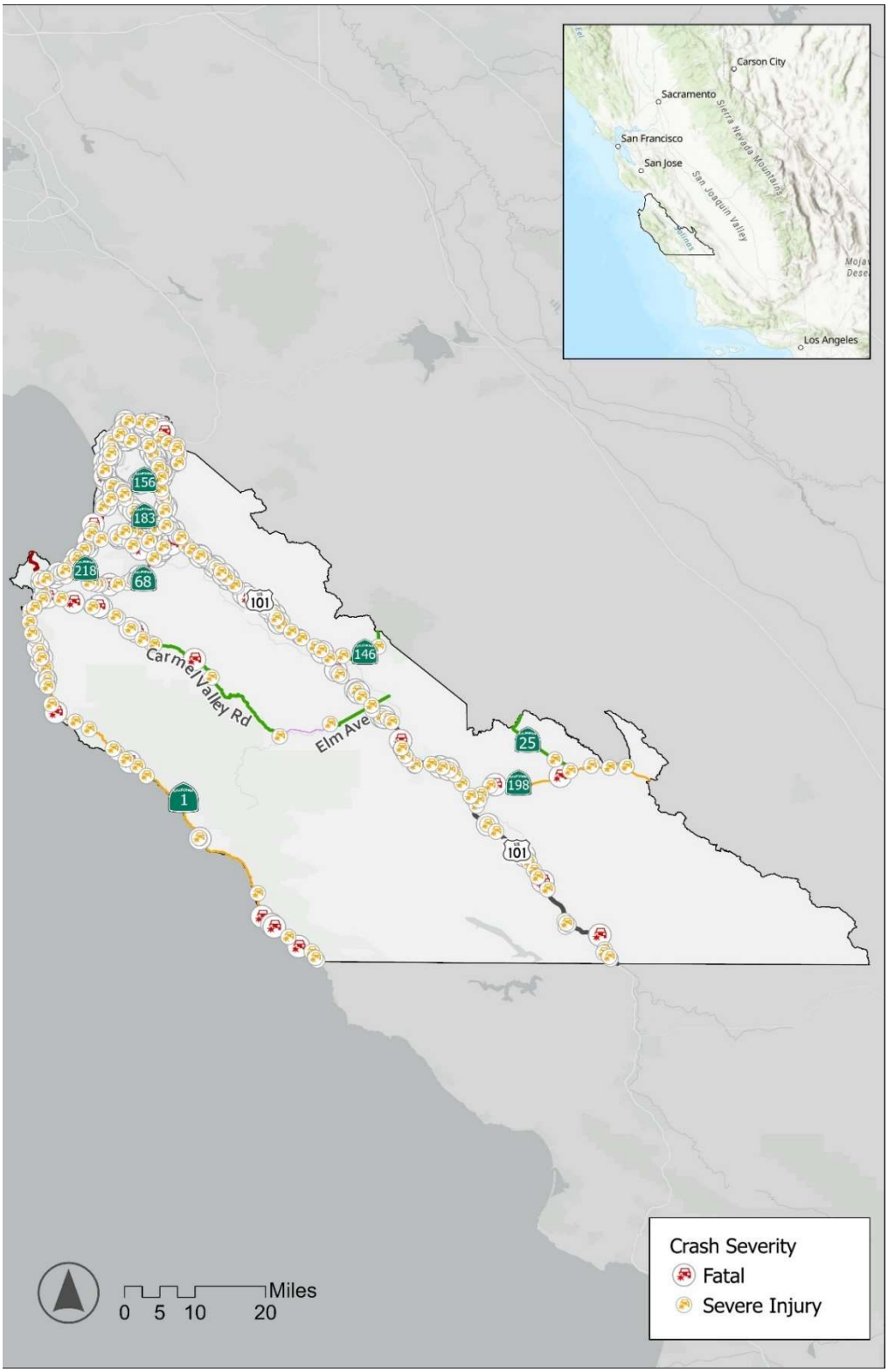


Figure 110: TAMC Regional System Crash Severity (2019-2023)



2 CRASH SAFETY TRENDS

The following section breaks down the crash data by a variety of input factors and user types. This information will be used to highlight areas of concern for the County.

2.1 ALL CRASHES

This report utilized crash data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on the TAMC regional network. Data used for this report was extracted from TIMS analytics on February 26, 2025, and was current as of that date. Crash data from January 1, 2019, through December 31, 2023, indicated that during this time there were **3,073 crashes** recorded on the regional roadway network.

During the study period, the most common occurring crash types were Rear-End (38%) followed by Hit Object (22%). Crash types for each year are shown in **Figure 111**.

Figure 114 shows the injury crashes over the study period. Similar to the crashes type by year figure, the number of injury crashes followed a similar trend from 2019 to 2023.

Figure 111: TAMC Regional System Crash Types by Year (2019-2023)

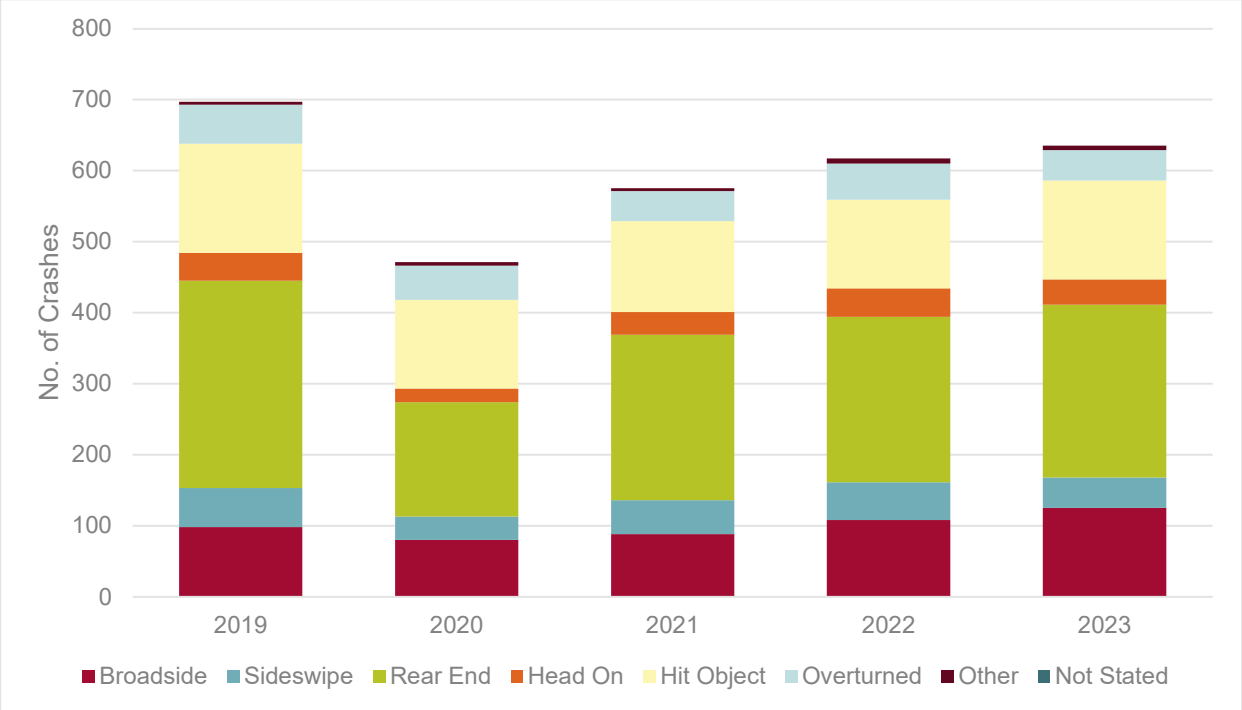
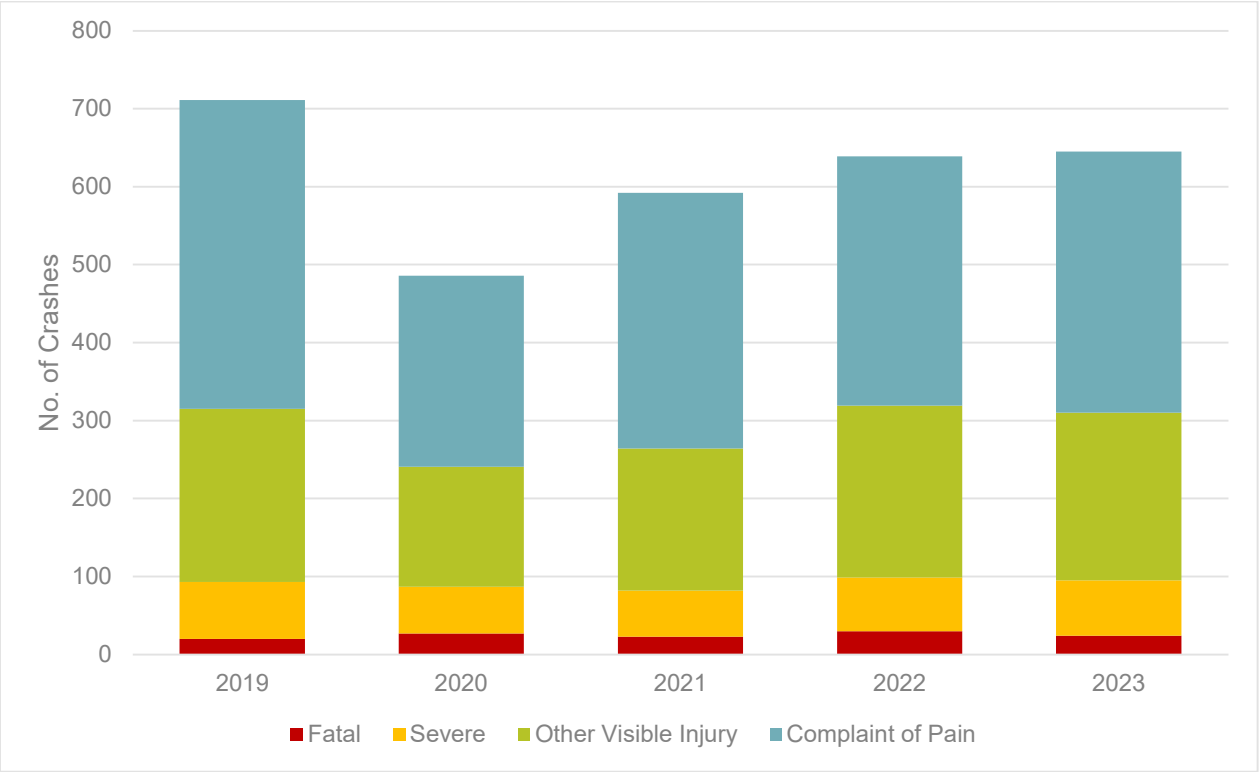


Figure 112: TAMC Regional System Injury Crashes (2019-2023)



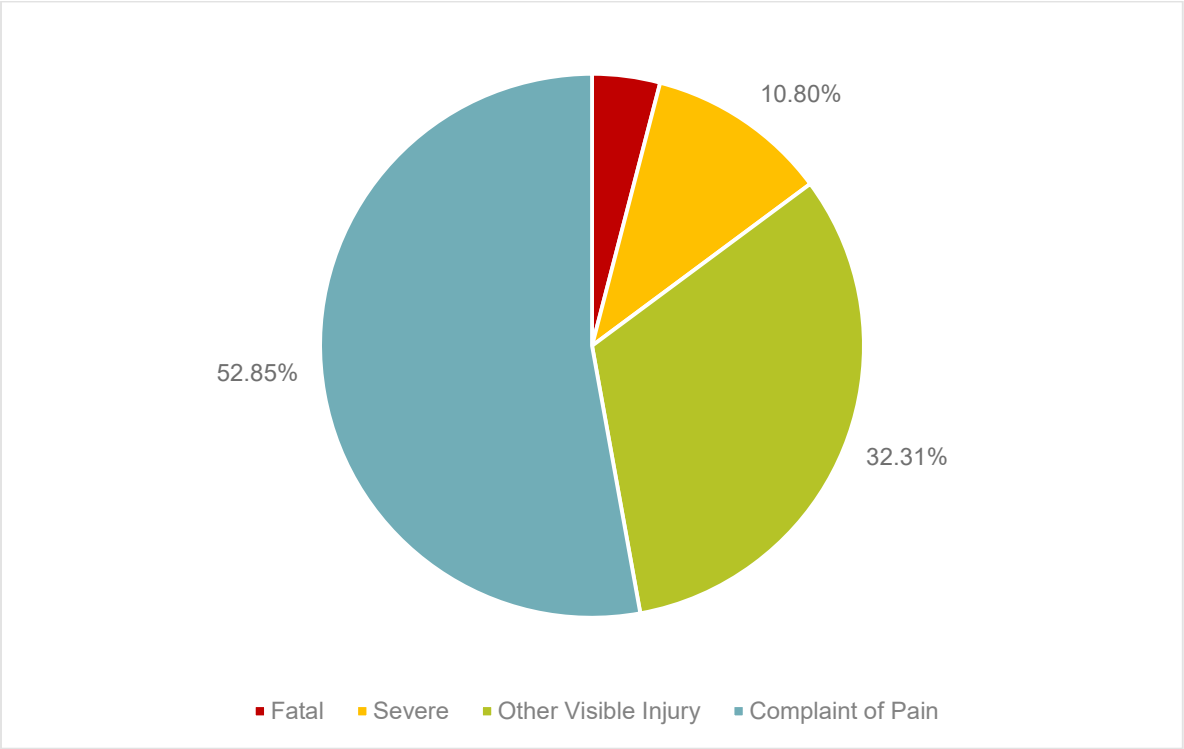
2.2 FATALITIES & SEVERE INJURIES

During the study period, 124 fatal crashes and 332 severe injury crashes occurred on the TAMC regional system.

2.3 INJURY LEVELS

Within the TAMC regional system, 52.9% of the crashes reported during the time period resulted in complaint of pain only. Fatal and severe injuries totaled 14.8% of all crashes. Other visible injuries made up 32.3% of crashes.

Figure 113: TAMC Regional System Crashes by Injury Levels (2019-2023)



2.4 CAUSE OF CRASHES

The highest recorded cause of crashes in the TAMC Regional System during this time period are Automobile Right of Way at 16% followed by Pedestrian Right of Way and Unsafe Speed both at 14%.

Table 19: TAMC Regional System Cause of Crashes (2019-2023)

Group	Primary Crash Factor	No. of Crashes	%
Aggressive	Unsafe Speed	1,187	38.6%
	Improper Turning	607	20.0%
	Traffic Signals and Signs	50	1.6%
	Following Too Closely	8	0.3%
	Subtotal	**1,852**	**60.3%**
Judgmental	Auto R/W Violation	372	12.1%
	Unsafe Lane Change	100	3.3%
	Improper Passing	23	0.8%
	Subtotal	**495**	**16.1 %**
Driving Under the Influence	**Subtotal**	**451**	**14.7%**

Group	Primary Crash Factor	No. of Crashes	%
Negligence	Wrong Side of Road	73	2.4%
	Unsafe Starting or Backing	41	1.3%
	Other Hazardous Movement	18	0.6%
	Hazardous Parking	2	0.07%
	Subtotal	**134**	**4.4%**
	Pedestrian R/W	6	0.2%
Pedestrian	Pedestrian Violation	25	0.8%
	Subtotal	**31**	**1.0%**
Others	Other Than Driver	83	2.7%
	Unknown	18	0.6%
	Other Improper Driving	3	0.1%
	Other Equipment	5	0.2%
	Lights	1	0.03%
	Subtotal	**110**	**3.6%**
	Grand Total	**3,073**	**100%**

2.5 VULNERABLE ROAD USERS

2.5.1 Pedestrians

During the study period, a total of 46 pedestrian-involved crashes were recorded within the City. These incidents led to 29 fatal and severe injury crashes. Notably, 63% of all pedestrian-involved crashes resulted in either a fatality or severe injury. Furthermore, pedestrian involved crashes accounted for 6% of all fatalities and severe injuries during the same timeframe.

2.5.2 Bicycle

During the study period, 32 crashes involving bicycles were reported resulting in 11 fatal or severe injury crashes. Fatalities and severe injuries totaled 34% of total pedestrian involved crashes.

2.6 TIME OF DAY

Crashes on the TAMC regional system occurred more in the afternoon and evening hours versus the morning hours, with 63% of crashes occurring in the afternoon and evening hours, and 37% occurring in the morning hours.

2.7 BEHAVIORAL DRIVING

Aggressive driving and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. These areas are studied in the analysis.

Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. These behaviors contributed to 41% of the crashes on the TAMC regional system during the study period (2019-2023).

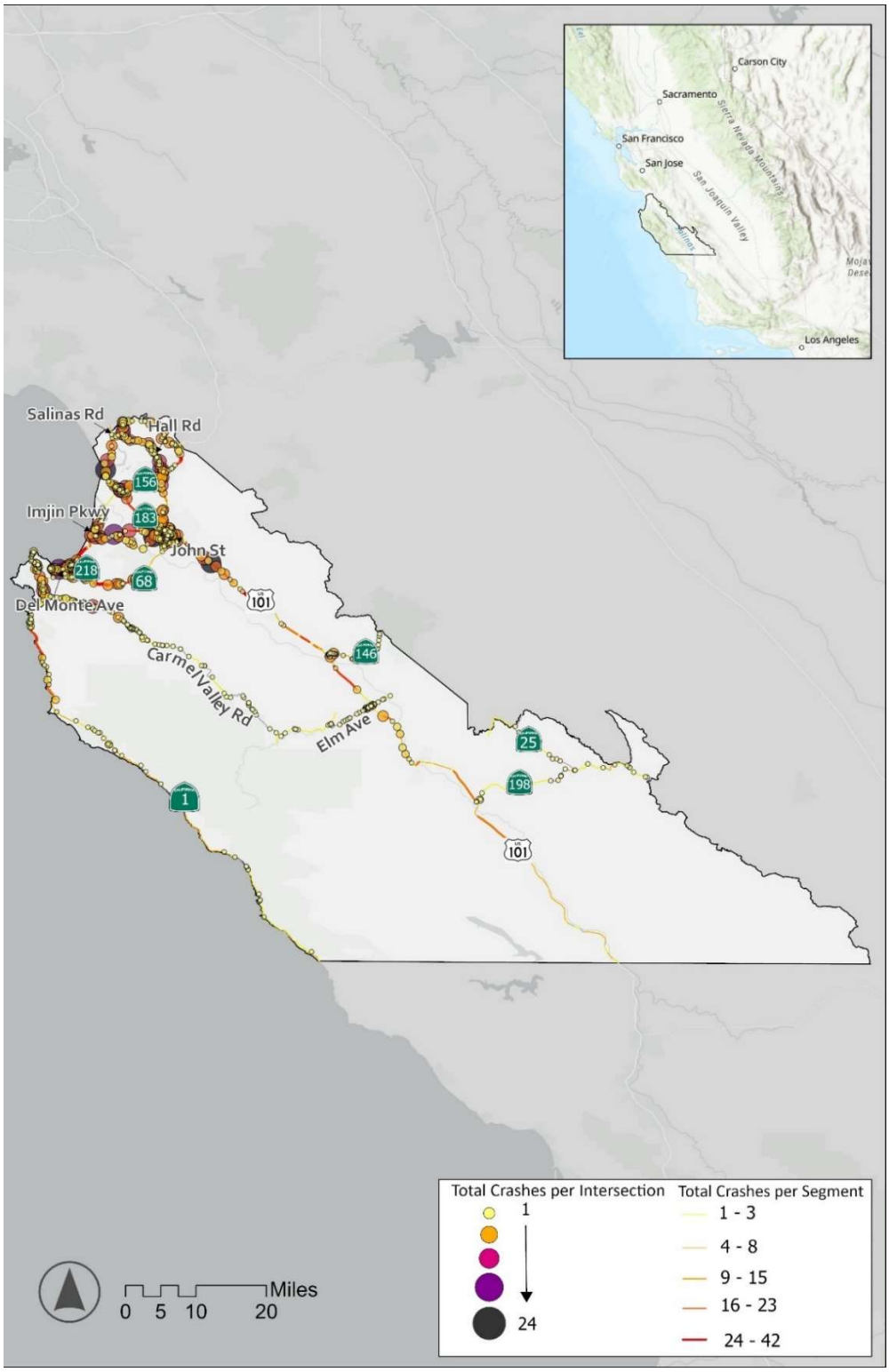
Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclists, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter

medication. During the study period, 15% of crashes on the regional system were directly related to impairment

3 CRASH NETWORK SCREENING ANALYSIS RESULTS

Figure 114 below shows the results of the crash network screening analysis, with the number of crashes at both intersection and mid-block roadway segments.

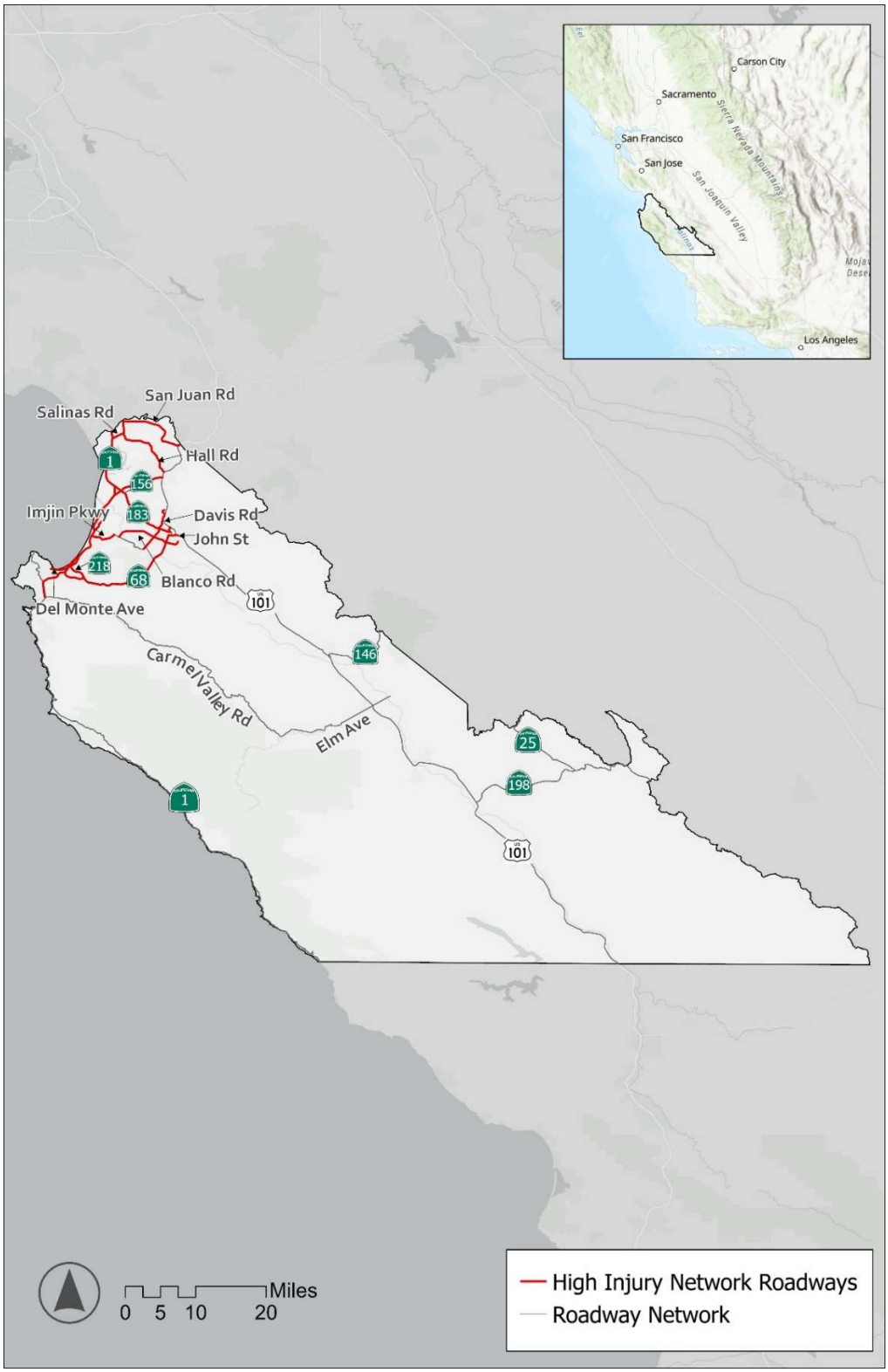
Figure 114: TAMC Regional System Crash Network Screening Analysis Results (2019-2023)



4 TAMC REGIONAL NETWORK HIN RESULTS

The network for high injury crashes accounts for 56% of the total crashes in the regional system (2,209 crashes / 3,926 total crashes), and accounts for 51% of all fatalities and severe injuries (260 fatal or severe injury-causing crashes / 512 total fatal or severe injury-causing crashes). The HIN for all modes accounts for 28% of the regional system's entire transportation network (110.5 HIN miles / 399.8 total miles). These segments also carry some of the highest traffic volumes in the County, making them poor candidates for countermeasures that would reduce roadway capacity. **Figure 115** below shows the high injury network for all modes identified within the regional network.

Figure 115: TAMC Regional System High Injury Network



APPENDICES

A. **CCR Methodology**
B. **Statistical Performance Measures**
C. **CCR Tables**

APPENDIX A

1 ANALYSIS METHODOLOGY

The following section describes the analysis process undertaken to evaluate safety within Monterey County at a systemic level. Using a network screening process, locations within Monterey County that will most likely benefit from safety enhancements will be identified. Using historic crash data, crash risk factors for the entire network are derived. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes with active transportation users.

1.1 EXISTING GUIDANCE

This process uses the latest National and State best practices for statistical roadway analysis described as follows.

1.1.1 Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.6, April 2022) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.[1]

According to the *Local Roadway Safety Manual* (LRSM), "The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements."

To provide the most benefit and to be competitive for funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

[1] Local Roadway Safety Manual (Version 1.5) 2020. Page 5.

1.1.2 Highway Safety Manual

"The AASHTO *Highway Safety Manual* (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations."[2] This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that (based on the implementation of a countermeasure) are most likely to least likely to realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:[3]

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this study uses a method referred to as Critical Crash Rate to analyze the data.

1.2 ANALYSIS TECHNIQUE

1.2.1 Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

1. Number of Crashes
2. Critical Crash Rate (HSM Ch. 4)
3. Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
4. Equivalent Property Damage Only (HSM Ch. 4)

---

[2] AASHTO, Highway Safety Manual, 2010, Washington D.C., http://www.highwaysafetymanual.org/Pages/About.aspx

[3] AASHTO. *Highway Safety Manual.* 2010. Washington, DC. Page 4-2.

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this study, intersections were grouped by their control type (Signalized or Unsignalized) and segments by their roadway category (Major Arterial, Primary Arterial, Secondary Arterial, Collector Arterial, Local). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are seen.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period and then identifies areas that had more of a given type of crash than would be expected for that type of location. These crash type factors were 1) crash injury (fatal, serious injury, other visible injury, complaint of pain, property damage only), 2) crash type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other), 3) environmental factors (lighting, wet roads), 4) driver behavior (aggressive), and 5) driver impairment. With these additional factors, the locations were further analyzed and assigned a new rank.

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, crash severity, crash patterns, location type, and area of Monterey County to provide the greatest variety of locations covering the widest range of safety opportunities for safety toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the county. Five case study sites per Emphasis Area (up to 25 total) will ultimately be selected for mitigation analysis.

APPENDIX B

1 STATISTICAL PERFORMANCE MEASURES

1.1 CRITICAL CRASH RATE (CCR)

Reviewing the number of crashes at a location is a method used to understand the cost to society incurred at the local level; however, it does not give a complete indication of the level of risk for those who use that intersection or roadway segment daily. The Highway Safety Manual describes the Critical Crash Rate method which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The Critical Crash Rate compares the observed crash rate to the expected crash rate at a location based on facility type and volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted countywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities.

Figure 118 – Critical Crash Rate Formula

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

Source: Highway Safety Manual

Data Needs

CCR can be calculated using:

Daily entering volume for intersections, or VMT for roadway segments.

Intersection control types to separate them into like populations.

Roadway functional classification to separate them into like populations.

Crash records in GIS or tabular form including coordinates or linear measures.

Strengths

1. Reduces low volume exaggeration
2. Considers variance
3. Establishes comparison threshold

1.2 CRITICAL CRASH RATE (CCR) METHODOLOGY

The Process of analyzing the CCR and comparing locations (separately by intersections and segments) is a multi-step process. The following is a high-level description of the process undertaken to develop the initial ranking of locations.

The first step in the process was to establish a county-wide crash rate for each facility population. These populations are broken into two categories with sub-categories:

1. Intersection:
2. Signalized
3. Unsignalized
4. Roundabout
5. Roadway Classification:
6. Highways
7. Other Principal Arterial
8. Minor Arterial
9. Major Collector
10. Minor Collector
11. Local

The individual crash rate for each location was then calculated based on the associated traffic volume. This volume was either collected through data count resources or calculated based on the roadway classification. The next step was to establish a Significance Threshold. This Threshold was used to determine what level of exceedance (how much the crash rate exceeded the critical crash rate) a location must have based on traffic volume to provide a high level of confidence that the crash occurring at the location is not random. For this study, a confidence level of 95% was used. The local crash rates were then compared to Significance Threshold to see if each location exceeded the expected CCR and if so, by how much. After this analysis was completed, the locations were ranked by their categories according to that level of exceedance.

1.3 EQUIVALENT PROPERTY DAMAGE ONLY (EPDO)

The equivalent property damage only (EPDO) method is described in the Highway Safety Manual. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This figure is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This figure allows all locations to be compared based on injury crash costs. (Highway Safety Manual, Chapter 4).

1.4 PROBABILITY

The Highway Safety Manual describes the methodology for determining the probability that crash type is greater than an identified threshold proportion. This helps to identify locations where a crash type is more likely to occur.

Data Needs

The probability of a specific crash type can be determined using crashes records with location data, and classifications of the locations (intersections or segments) studied.

Strengths

1. Can be used as a diagnostic tool
2. Considers variance in data
3. Not affected by selection bias

The HSM methodology first determines the frequency of a specific crash type at an individual location, then determines the observed proportion of that crash type relative to all crash types at that location. A threshold proportion is then determined for the specific crash type; HSM suggests utilizing the proportion of the crash type observed in the entire reference population (e.g. throughout the entire Monterey County).

These proportions are then utilized to determine the probability that the proportion of a specific crash type is greater than the long-term expected proportion of that crash type.

Figure 119 – Probability of Specific Crash Types Exceeding Threshold Proportion

$$P\left(p_i > \overline{p^*}_i \,/\, N_{observed\,i}, N_{observed\,i(TOTAL)}\right) = 1 - betadist\left(\overline{p^*}_i, \alpha + N_{observed\,i}, \beta + N_{observed\,i(TOTAL)} - N_{observed\,i}\right)$$

Where:

$\overline{p^*}_i$ = Threshold proportion

p_i = Observed proportion

$N_{observed,i}$ = Observed target crashes for a site i

$N_{observed,i(TOTAL)}$ = Total number of crashes for a site i

Source: Highway Safety Manual

The tables are ordered by the number of crashes that occurred at that segment or intersection. In order to be statistically significant, only locations where more than three crashes occurred are represented. At locations with two or less crashes, random chance can account for crash history as much or more than specific roadway characteristics.

The tables are separated into sub-sections visible by the blue gradient. The first two columns, Crashes and CCR, represent the level of crash activity in absolute terms, and as relative to other similar locations, respectively.

Per guidance from the Local Roadway Safety Manual (LRSM) each sub-population of locations was ranked according to the number of crashes. The second column shows the CCR, which highlights whether the crash activity was higher or lower than the average for the sub-population based on the individual segment or intersection volume. This volume was either collected through data count resources or calculated based on the roadway classification. All averages used in the CCR calculation were established based on Monterey County crash data to determine what locations might be best to prioritize at the local level. This process highlights locations of crashes that are unusual to determine Monterey County's challenge areas, and not problems faced by peer cities that do not apply in Monterey County. The remaining columns total crashes by type, to evaluate each sub-population and understand what proportion of crashes in the County are of a particular type. The countywide proportion was compared with the local intersection or segment specific proportion to determine which locations have more of a given crash type than would be expected when considering the County average. A confidence level of 95% was used for the CCR Calculations. For this study, two categories of ranges were highlighted:

1. **Tan:** >50% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations within Monterey County Although these locations have a slightly higher probability of this crash type than their counterparts, they are not necessarily highly significant.
2. **Brown:** >75% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations within Monterey County. These locations are highly significant in regard to the number of crashes occurring here and should be further investigated.

After this analysis was completed, the locations were ranked against other similar locations within the County by their categories according to the expected proportion of that crash type within Monterey County. Locations with higher-than-expected crashes of that type were identified by the probability that random chance would not account for exceedances.

Additionally, it should be noted that the columns for Crash Severity, Type, Involved With, and Behavior are additional characteristics of the crashes and should not be counted as a separate crash.

APPENDIX C

Monterey County Crash Summary - Intersections

Intersection	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
Signalized Intersections																								
BLANCO RD AND DAVIS RD	COUNTY	24	0.1	179	0	0	7	17	0	7	5	12	0	0	0	0	0	1	14	0	2	7	3	
E LAUREL DR AND MATIVIDAD RD	SALINAS	23	0.0	533	0	3	11	9	0	5	0	0	0	0	0	0	0	0	0	0	0	7	1	
HARDEN PKWY/MADRID ST AND N MAIN ST	SALINAS	20	0.2	387	0	2	8	10	0	6	0	0	0	0	0	0	0	0	1	0	0	6	4	
DEL MONTE AVE AND SLOAT AVE	MONTEREY	18	0.1	247	0	1	5	12	0	7	2	7	0	1	1	0	0	0	8	0	1	3	0	
JOHN ST AND S SANBORN RD	SALINAS	18	0.0	147	0	0	8	10	0	7	2	7	0	0	0	0	3	0	10	0	3	7	1	
E BORONDA RD AND NATIVIDAD RD	SALINAS	18	0.1	494	0	3	9	6	0	2	0	0	1	0	0	0	0	0	0	0	0	9	0	
IMJIN PKWY AND RESERVATION RD	MARINA	17	0.1	109	0	0	1	16	0	6	1	9	0	1	0	0	0	0	10	0	3	6	1	
W LAUREL DR AND ADAMS ST	SALINAS	16	0.1	239	0	1	6	9	0	7	0	0	0	0	0	0	0	0	0	0	0	8	1	
W ALVIN DR AND N MAIN ST	SALINAS	16	0.0	363	0	2	8	6	0	3	0	0	0	0	0	0	0	0	0	0	0	7	2	
MONRESCOTT AVE AND LIGHTHOUSE AVE	MONTEREY	14	0.0	455	0	3	6	5	0	11	1	1	0	0	0	0	1	3	7	0	0	1	1	
E ALISAL ST AND N SANBORN RD	SALINAS	14	0.0	223	0	1	5	8	0	4	0	0	0	0	0	0	0	0	1	0	0	5	1	
E ALISAL ST AND N WOODS ST	SALINAS	14	0.2	228	1	0	6	7	1	8	1	2	1	0	0	0	3	2	4	1	1	3	1	
E LAUREL DR AND MARYAL DR	SALINAS	14	0.0	113	0	0	6	8	0	8	0	0	0	0	0	0	0	0	0	0	0	5	2	
HWY 183. AND PAJARO ST	CALTRANS	14	0.1	99	0	0	3	11	0	8	0	5	0	0	0	0	0	0	6	0	1	5	0	
CARMEL HILLS DR AND HWY 001.	CALTRANS	13	0.0	207	0	1	3	9	0	0	0	11	1	0	0	0	1	0	10	0	1	3	1	
MRNA_CALIFORNIA AVE AND IMJIN PKWY	MARINA	13	0.1	93	0	0	3	10	0	4	2	6	0	1	0	0	0	1	6	0	1	3	1	
E MARKET ST AND N MADEIRA AVE	SALINAS	13	0.2	221	0	1	6	6	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	
W CURTIS ST AND N MAIN ST	SALINAS	13	0.1	435	0	3	3	7	0	2	0	0	0	0	0	0	0	0	0	0	0	8	1	
CA-183 AND CA-156 NB RAMPS	CALTRANS	13	-0.1	107	0	0	6	7	0	11	0	0	0	0	0	0	0	0	0	0	0	3	2	
COAN JUAN RD AND COORTER DR	COUNTY	13	0.1	318	1	1	2	9	1	1	0	0	0	0	0	0	0	0	0	1	0	5	4	
E MARKET ST AND N HEBBRON AVE	SALINAS	12	0.1	215	0	1	6	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6	4	
CALLE DEL ADOBE AND N DAVIS RD	SALINAS	12	0.0	210	0	1	5	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
SOLEDAD DR AND MUNRAS AVE	MONTEREY	11	0.0	72	0	0	1	10	0	4	0	6	0	1	0	0	0	0	8	0	0	2	0	
DEL MONTE AVE AND CASA VERDE WAY	MONTEREY	11	0.0	81	0	0	3	8	0	4	1	5	0	0	0	0	1	3	5	0	0	1	0	
CA-68 AND BLANCO RD	SALINAS	11	0.0	76	0	0	2	9	0	4	1	5	0	0	0	0	1	0	3	0	1	2	0	
E ALISAL ST AND GRIFFIN ST	SALINAS	11	-0.1	95	0	0	6	5	0	4	0	1	0	0	0	0	1	1	1	0	1	6	1	
E ROSSI ST AND HWY 183.	SALINAS	11	0.0	90	0	0	5	6	0	4	0	0	0	1	0	0	0	0	1	0	0	6	0	
N SANBORN RD AND E LAUREL DR	SALINAS	11	0.0	295	0	2	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	4	2	
N SANBORN RD AND ACOSTA PLZ	SALINAS	11	0.1	418	0	3	2	6	0	4	0	1	0	0	0	0	0	0	1	0	0	6	0	
N SANBORN RD AND GARNER AVE	SALINAS	11	0.0	318	0	2	5	4	0	6	0	0	0	0	0	0	0	0	0	0	0	4	1	

Kimley»Horn

W BERNAL DR AND N MAIN ST	SALINAS	11	0.0	95	0	0	6	5	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	
MORO RD AND COAN MIGUEL CANYON RD	COUNTY	11	0.4	196	1	0	3	7	1	3	0	0	0	0	0	0	0	0	0	1	0	7	2	
E ALISAL ST AND N HEBBRON AVE	SALINAS	10	0.0	298	0	2	2	6	0	3	0	1	0	0	0	0	1	1	0	0	1	2	0	
E MARKET ST AND SHERWOOD DR	SALINAS	10	0.0	308	0	2	4	4	0	4	0	1	0	0	0	0	0	0	1	0	0	3	1	
E MARKET ST AND GRIFFIN ST	SALINAS	10	0.0	189	0	1	3	6	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	
DEL MONTE AVE AND WILLIAMS RD	SALINAS	10	0.1	303	0	2	3	5	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	
IRIS DR AND N MAIN ST	SALINAS	10	0.0	89	0	0	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	
W LAUREL DR AND N MAIN ST	SALINAS	10	-0.1	184	0	1	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
E BORONDA RD AND MCKINNON ST	SALINAS	10	0.0	84	0	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
CARMEL VALLEY RD AND HWY 001.	CALTRANS	9	0.0	284	1	1	0	7	1	3	0	4	0	2	0	0	0	0	6	1	2	4	2	
FREMONT ST AND CASA VERDE WAY	MONTEREY	9	0.0	178	0	1	2	6	0	2	1	3	3	0	0	0	1	0	5	0	0	3	2	
2ND AVE AND IMJIN PKWY	MARINA	9	0.0	64	0	0	2	7	0	3	0	4	0	2	0	0	0	2	4	0	0	1	2	
W SAN LUIS ST AND SALINAS ST	SALINAS	9	0.0	69	0	0	3	6	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	
E MARKET ST AND N SANBORN RD	SALINAS	9	-0.1	187	0	1	4	4	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	
E LAUREL DR AND LINWOOD DR	SALINAS	9	0.0	197	0	1	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	
HALL RD AND LAS LOMAS DR	COUNTY	9	0.2	183	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
CARPENTER ST AND HWY 001.	CALTRANS	8	-0.1	58	0	0	2	6	0	0	0	7	0	1	0	0	0	0	5	0	0	0	1	
MADISON ST AND MONACIFIC ST	MONTEREY	8	0.0	178	1	0	3	4	1	2	2	0	2	0	0	0	1	0	2	1	0	1	0	
DEL MONTE AVE AND LIGHTHOUSE AVE	MONTEREY	8	-0.1	54	0	0	1	7	0	3	0	1	0	3	1	0	0	2	5	0	1	4	2	
MCCLELLAN AVE AND LIGHTHOUSE AVE	MONTEREY	8	-0.1	63	0	0	3	5	0	1	1	1	0	0	0	0	5	0	1	0	0	1	0	
HOFFMAN AVE AND LIGHTHOUSE AVE	MONTEREY	8	-0.1	177	0	1	3	4	0	1	4	1	0	0	0	0	2	0	2	0	0	1	0	
DAVID AVE AND MONGR_CENTRAL AVE	MONTEREY	8	0.0	63	0	0	3	5	0	2	1	4	0	1	0	0	1	1	4	0	0	3	1	
E ACACIA ST AND CA-68	SALINAS	8	0.0	63	0	0	3	5	0	2	0	3	1	0	0	0	1	1	3	0	1	0	0	
CIRCLE DR AND N SANBORN RD	SALINAS	8	0.0	67	0	0	4	4	0	4	0	0	0	0	0	0	0	0	1	0	0	2	1	
WILLIAMS RD AND BARDIN RD	SALINAS	8	0.0	63	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	
MRNAALM AVE AND MRNA_DEL MONTE BLVD	MARINA	8	0.0	286	0	2	2	4	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1	
N SANBORN RD AND MADEIRA AVE	SALINAS	8	0.0	54	0	0	1	7	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
CASENTINI ST AND HWY 183.	SALINAS	8	-0.1	177	0	1	3	4	0	4	0	0	0	0	0	0	1	0	0	0	0	3	0	
SAN JUAN GRADE RD AND E BORONDA RD	SALINAS	8	0.0	172	0	1	2	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	
W BOLIVAR ST AND N MAIN ST	SALINAS	8	0.0	72	0	0	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
ESPINOSA RD AND HARRISON RD	SALINAS	8	0.0	168	0	1	1	6	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	
SAN MIGUEL CANYON RD AND N PRUNEDALE RD	COUNTY	8	0.2	172	0	1	2	5	0	4	0	1	0	1	0	0	0	0	1	0	1	2	0	
DEL MONTE AVE AND CAMINO AGUAJITO	MONTEREY	7	0.0	157	0	1	0	6	0	3	1	1	2	0	0	0	0	0	2	0	0	2	1	
FIGUEROA ST AND MUNICIPAL WHARF 2	MONTEREY	7	-0.1	52	0	0	2	5	0	3	0	3	0	0	0	0	1	1	7	0	0	1	0	
REESIDE AVE AND LIGHTHOUSE AVE	MONTEREY	7	-0.1	52	0	0	2	5	0	5	1	1	0	0	0	0	0	0	3	0	1	4	3	

DRAKE AVE AND LIGHTHOUSE AVE	MONTEREY	7	-0.1	43	0	0	0	7	0	1	1	3	0	0	0	0	2	0	5	0	0	2	1	
IMJIN PKWY AND IMJIN RD	MARINA	7	0.0	171	0	1	3	3	0	2	0	4	0	0	1	0	0	0	4	0	0	1	0	
W BLANCO RD AND RESERVATION RD	COUNTY	7	-0.1	275	0	2	1	4	0	1	0	2	1	3	0	0	0	0	3	0	2	3	1	
JOHN ST AND S MAIN ST	SALINAS	7	0.0	57	0	0	3	4	0	1	2	1	0	0	0	0	0	2	1	0	0	2	0	
E ALISAL ST AND SALAJARO ST	SALINAS	7	-0.1	66	0	0	5	2	0	6	1	0	0	0	0	0	0	0	0	0	1	2	0	
W MARKET ST AND N MAIN ST	SALINAS	7	0.0	52	0	0	2	5	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	
E MARKET ST AND KERN ST	SALINAS	7	0.0	171	0	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	
DEL MONTE BLVD AND RESERVATION RD	MARINA	7	0.0	157	0	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
W ROSSI ST AND N DAVIS RD	SALINAS	7	-0.1	61	0	0	4	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	
BORONDA RD AND N MAIN ST	SALINAS	7	-0.1	57	0	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	
NESTLES RD AND FRONT ST	SOLEDAD	6	0.1	51	0	0	3	3	0	2	0	3	1	0	0	0	0	0	4	0	0	1	0	
CML_RIO RD AND HWY 001.	CALTRANS	6	-0.1	41	0	0	1	5	0	2	1	3	0	0	0	0	0	1	1	0	0	0	0	
CA-68 AND CORRAL DE TIERRA RD	CALTRANS	6	-0.1	51	0	0	3	3	0	0	0	6	0	0	0	0	0	0	5	0	1	1	2	
MARK THOMAS DR AND SLOAT AVE	MONTEREY	6	-0.1	41	0	0	1	5	0	3	0	3	0	0	0	0	0	0	2	0	1	4	0	
CASANOVA AVE AND FREMONT ST	MONTEREY	6	-0.1	41	0	0	1	5	0	0	1	4	1	0	0	0	0	0	2	0	0	1	0	
DEL MONTE AVE AND CAMINO EL ESTERO	MONTEREY	6	-0.1	46	0	0	2	4	0	3	0	3	0	0	0	0	0	2	3	0	0	1	0	
REESIDE AVE AND FOAM ST	MONTEREY	6	0.0	151	0	1	0	5	0	1	3	0	0	2	0	0	0	0	0	0	1	2	3	
DICKMAN AVE AND LIGHTHOUSE AVE	MONTEREY	6	-0.1	41	0	0	1	5	0	0	2	2	0	0	0	0	2	0	2	0	0	1	0	
ABBOTT ST AND HARRIS RD	SALINAS	6	0.0	51	0	0	3	3	0	0	0	4	1	0	0	1	0	0	5	0	1	5	1	
RIKER ST AND W BLANCO RD	SALINAS	6	0.0	46	0	0	2	4	0	6	0	0	0	0	0	0	0	0	6	0	0	1	1	
W ROMIE LN AND CA-68	SALINAS	6	-0.1	493	0	4	0	2	0	3	0	1	0	0	0	0	2	0	4	0	0	2	0	
S SANBORD RD AND WORK ST	SALINAS	6	-0.1	160	0	1	2	3	0	1	1	3	0	0	0	0	2	0	3	0	0	3	0	
W ACACIA ST AND W ALISAL ST	SALINAS	6	0.0	64	0	0	6	0	0	5	0	1	0	0	0	0	0	1	4	0	0	1	1	
HWY 068. AND MONTEREY ST	SALINAS	6	0.0	64	0	0	6	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	
E ALISAL ST AND JOHN ST	SALINAS	6	-0.1	46	0	0	2	4	0	3	0	1	0	0	0	0	0	0	1	0	0	2	0	
E ALISAL ST AND N MADEIRA AVE	SALINAS	6	0.0	46	0	0	2	4	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	
WILLIAMS RD AND FREEDOM BLVD	SALINAS	6	0.0	51	0	0	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	
E LAUREL DR AND CONSTITUTION BLVD	SALINAS	6	-0.1	388	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
INDEPENDENT BLVD AND CONSTITUTION BLVD	SALINAS	6	0.0	169	0	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
E ALVIN DR AND MCKINNON ST	SALINAS	6	0.0	155	0	1	1	4	0	0	2	8	1	0	0	0	2	1	8	0	3	2	0	
N MAIN ST AND SAN JUAN GRADE RD	SALINAS	6	-0.1	265	0	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
N DAVIS RD AND AUTO CENTER CIR	SALINAS	6	0.0	46	0	0	2	4	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	
HWY 068. AND COAN BENANCIO RD	CALTRANS	5	-0.1	149	0	1	1	3	0	1	1	2	1	0	0	0	0	0	4	0	1	1	0	
FREMONT ST AND CAMINO AGUALITO	MONTEREY	5	-0.1	49	0	0	4	1	0	2	1	2	0	0	0	0	0	0	3	0	0	0	0	

DEL MONTE AVE AND ENGLISH ST	MONTEREY	5	-0.1	35	0	0	1	4	0	0	1	2	0	0	0	1	0	0	2	0	1	0	0	
HOFFMAN AVE AND FOAM ST	MONTEREY	5	0.0	40	0	0	2	3	0	5	0	0	0	0	0	0	0	0	3	0	1	1	0	
MRNA_RESERVATION RD AND E GARRISON DR	COUNTY	5	-0.1	154	0	1	2	2	0	3	0	0	0	2	0	0	0	0	1	0	1	2	0	
ABBOTT ST AND E BLANCO RD/S SANBORN RD	SALINAS	5	-0.1	35	0	0	1	4	0	1	0	3	0	0	0	0	0	1	4	0	0	0	1	
MALARIN ST AND ABBOTT ST	SALINAS	5	-0.1	40	0	0	2	3	0	4	0	0	0	0	0	0	1	0	1	0	0	1	0	
CA-68 AND ABBOTT ST	SALINAS	5	-0.1	44	0	0	3	2	0	0	0	3	2	0	0	0	1	0	3	0	0	1	0	
W ALISAL ST AND HOMESTEAD AVE	SALINAS	5	0.0	40	0	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
W ALISAL ST AND LINCOLN AVE	SALINAS	5	-0.1	35	0	0	1	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	2	
E ALISAL ST AND MONTEREY ST	SALINAS	5	-0.1	145	0	1	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
E ALISAL ST AND E FRONT ST	SALINAS	5	-0.1	145	0	1	0	4	0	3	0	2	0	0	0	0	0	0	2	0	0	2	0	
WORK ST AND E ALISAIL ST	SALINAS	5	-0.1	268	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	
E MARKET ST AND MONTEREY ST	SALINAS	5	-0.1	145	0	1	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	
CRESCENT AVE AND RESERVATION RD	MARINA	5	-0.1	31	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	
N SANBORN RD AND KIMMEL ST	SALINAS	5	0.0	159	1	0	3	1	1	3	0	0	0	0	0	0	0	0	0	1	0	0	1	
N DAVIS RD AND LARKIN ST	SALINAS	5	-0.1	163	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
N SANBORN RD AND DEL MONTE AVE	SALINAS	5	-0.1	35	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
POST DR AND N DAVIS RD	SALINAS	5	-0.1	40	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
CONSTITUTION BLVD AND E BORONDA RD	SALINAS	5	-0.1	150	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	
E BORONDA RD AND INDEPENDENCE BLVD	SALINAS	5	-0.1	40	0	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
ARCADIA WAY AND NATIVIDAD RD	SALINAS	5	-0.1	49	0	0	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	
E BORONDA RD AND EL DORADO DR	SALINAS	5	-0.1	149	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	
E BORONDA RD AND DARTMOUTH WAY	SALINAS	5	-0.1	158	0	1	3	1	0	2	0	1	0	0	0	0	0	0	0	0	1	3	1	
BORONDA CROSSING PL AND N DAVIS RD	SALINAS	5	0.0	49	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
HWY 156. AND N PRUNEDALE RDPUR_1	CALTRANS	5	-0.1	150	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	
OAK AVE AND EL CAMINO REAL	GREENFIELD	4	0.6	143	0	1	1	2	0	0	0	1	0	2	0	0	1	0	0	0	2	3	0	
CARMEL VALLEY RD AND CARMEL KNOLLS DR	COUNTY	4	-0.1	34	0	0	2	2	0	0	1	1	2	0	0	0	0	0	1	0	0	3	0	
EL DORADO ST AND ABREGO ST	MONTEREY	4	-0.1	138	0	1	0	3	0	2	0	1	0	0	0	1	1	0	3	0	0	2	0	
RAMONA AVE AND FREMONT ST	MONTEREY	4	-0.1	143	0	1	1	2	0	0	0	1	0	3	0	0	0	0	1	0	1	1	1	
E FRANKLIN ST AND FIGUEROA ST	MONTEREY	4	-0.1	29	0	0	1	3	0	2	0	0	0	0	0	0	2	0	2	0	0	1	1	
E FRANKLIN ST AND TYLER ST	MONTEREY	4	-0.1	29	0	0	1	3	0	3	0	1	0	0	0	0	0	0	3	0	0	0	0	
E FRANKLIN ST AND ALVARADO ST	MONTEREY	4	-0.1	34	0	0	2	2	0	1	0	0	0	0	0	1	2	2	2	0	0	2	0	
W FRANKLIN ST AND MONACIFIC ST	MONTEREY	4	-0.1	29	0	0	1	3	0	0	1	2	1	0	0	0	0	1	2	0	0	0	1	
DAVID AVE AND HWY 068.	PACIFIC GROVE	4	-0.1	143	0	1	1	2	0	2	0	0	1	0	0	1	0	0	3	0	0	0	0	
IRVING AVE AND LIGHTHOUSE AVE	MONTEREY	4	-0.1	34	0	0	2	2	0	3	0	0	0	0	0	0	1	1	0	0	0	0	1	
MONGR_LIGHTHOUSE AVE AND HAWTHORNE ST	MONTEREY	4	-0.1	24	0	0	0	4	0	2	0	0	1	0	0	0	1	0	2	0	0	1	0	
RIVER RD AND RIVER RD	COUNTY	4	0.0	143	0	1	1	2	0	0	0	2	0	2	0	0	0	0	3	0	1	1	0	

REINDOLLAR AVE AND DEL MONTE BLVD	MARINA	4	-0.1	24	0	0	0	4	0	1	0	2	0	0	0	0	1	0	3	0	0	1	0	
GENERAL STILWELL DR AND 2ND AVE	MARINA	4	0.0	29	0	0	1	3	0	2	0	0	1	0	0	1	0	2	1	0	1	1	1	
W BLANCO RD AND W ALISAL ST	SALINAS	4	-0.1	29	0	0	1	3	0	0	0	3	0	0	1	0	0	0	4	0	0	0	1	
SALINE ST AND CA-68	SALINAS	4	-0.1	34	0	0	2	2	0	0	1	2	0	0	0	0	1	1	2	0	0	0	0	
MRNA_IMJIN PKWY AND CA-1 SB RAMPS	MARINA	4	-0.1	34	0	0	2	2	0	0	0	2	0	2	0	0	0	0	4	0	0	2	1	
W ALISAL ST AND SALINAS ST	SALINAS	4	-0.1	29	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
W GABILAN ST AND SALINAS ST	SALINAS	4	0.0	148	0	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	
CA-183 AND MARKET CIR	CALTRANS	4	-0.1	262	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
RESERVATION RD AND SEACREST AVE	MARINA	4	-0.1	34	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
ST EDWARDS DR AND E LAUREL DR	SALINAS	4	-0.1	148	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
RESERVATION RD AND VISTA DEL CAMINO	MARINA	4	-0.1	29	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	
N SANBORN RD AND FREEDOM PKWY	SALINAS	4	-0.1	148	0	1	2	1	0	2	1	2	0	1	1	0	1	0	3	0	4	1	0	
MRNA_BEACH RD AND MRNA_RESERVATION RD	MARINA	4	-0.1	29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
CONSTITUTION BLVD AND BEACON HILL DR	SALINAS	4	-0.1	34	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
FREEDOM PKWY AND CONSTITUTION BLVD	SALINAS	4	-0.1	148	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
RUSSELL RD AND VAN BUREN AVE	COUNTY	4	0.0	143	0	1	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
BLACKIE RD AND CO PRUNEDALE RD	COUNTY	4	0.6	252	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
HWY 156. AND VIERRA CANYON RD	COUNTY	4	-0.1	34	0	0	2	2	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	
CARMEL VALLEY RD AND RANCHO SAN CARLOS RD	COUNTY	3	-0.1	18	0	0	0	3	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	
MARK THOMAS DR AND AGUAJITO RD	MONTEREY	3	-0.1	23	0	0	1	2	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	
WEBSTER ST AND MUNRAS AVE	MONTEREY	3	-0.1	28	0	0	2	1	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	
MORSE DR AND HWY 068.	CALTRANS	3	-0.1	23	0	0	1	2	0	1	0	2	0	0	0	0	0	0	3	0	0	1	0	
DEL MONTE AVE AND TYLER ST	MONTEREY	3	-0.1	28	0	0	2	1	0	2	0	0	0	0	0	0	1	0	2	0	0	1	1	
W FRANKLIN ST AND VAN BUREN ST	MONTEREY	3	-0.1	23	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3	0	0	1	0	
RIVER RD AND LAS PALMAS RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	
E ROMIE LN AND LOS PALOS DR	SALINAS	3	-0.1	142	0	1	2	0	0	1	0	1	1	0	0	0	0	0	2	0	0	0	0	
TERVEN AVE AND AIRPORT BLVD	SALINAS	3	-0.1	23	0	0	1	2	0	0	0	2	1	0	0	0	0	0	1	0	0	1	0	
W BLANCO RD AND IVERSON ST	SALINAS	3	-0.1	18	0	0	0	3	0	1	1	1	0	0	0	0	0	0	3	0	0	1	0	
E ROMIE LN AND SALAJARO ST	SALINAS	3	-0.1	23	0	0	1	2	0	2	0	0	0	0	0	0	1	0	2	0	0	1	0	
US-101 AND S SANBORN RD	SALINAS	3	-0.1	28	0	0	2	1	0	0	0	2	0	1	0	0	0	0	2	0	0	0	0	
CHESTNUT ST AND HWY 068.	SALINAS	3	-0.1	246	0	2	0	1	0	1	0	0	0	1	0	0	1	1	1	0	0	0	0	
HWY 068. AND CALIFORNIA ST	SALINAS	3	-0.1	18	0	0	0	3	0	2	0	0	0	0	0	0	1	0	1	0	0	1	0	
E MARKET ST AND E MARKET ST	SALINAS	3	-0.1	18	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	
E MARKET ST AND TOWT ST	SALINAS	3	-0.1	18	0	0	0	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	
W MARKET ST AND LINCOLN AVE	SALINAS	3	-0.1	137	0	1	1	1	0	1	0	2	0	0	0	0	0	0	2	0	1	1	0	
RESERVATION RD AND DE FOREST RD	MARINA	3	-0.1	18	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
W LAUREL DR AND RAMP	SALINAS	3	-0.1	28	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
SAN JUAN GRADE RD AND NORTHRIDGE WAY	SALINAS	3	-0.1	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RUSSELL RD AND SAN JUAN GRADE RD	SALINAS	3	-0.1	132	0	1	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	1	
HOSPITAL ENTRANCE AND CA-68	CALTRANS	3	-0.1	18	0	0	0	3	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1	
RESERVATION RD AND SHOPPING ENTRANCE	MARINA	3	-0.1	28	0	0	2	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	

Unsignalized Intersections																								
US 101 AND SPENCE RD	CALTRANS	23	0.2	310	0	1	12	10	0	23	0	0	0	0	0	0	0	0	1	0	2	8	1	
DOLAN RD AND HWY 001.	CALTRANS	22	0.3	405	1	1	9	11	1	10	0	0	0	0	0	0	0	0	0	1	0	4	1	
CRAZY HORSE CANYON RD AND SAN JUAN GRADE RD	COUNTY	18	0.7	603	0	4	8	6	0	3	0	0	0	0	0	0	0	0	0	0	0	15	5	
ECHO VALLEY RD AND US-101 RAMPS	COUNTY	18	0.8	147	0	0	8	10	0	12	0	0	0	0	0	0	0	0	0	0	0	1	1	
CASTROVILLE BLVD AND SAN MIGUEL CANYON RD	COUNTY	16	0.5	221	0	1	2	13	0	9	0	0	0	0	0	0	0	0	0	0	0	3	1	
TOWT ST AND E LAUREL DR	SALINAS	14	0.3	122	0	0	8	6	0	7	0	0	0	1	0	0	0	0	0	0	1	2	1	
WERNER RD AND ELKHORN RD	COUNTY	14	0.6	218	0	1	4	9	0	4	0	0	0	0	0	0	0	0	0	0	0	3	2	
TRAFTON RD AND SALINAS RD	COUNTY	14	0.6	104	0	0	4	10	0	8	0	1	0	0	0	0	0	0	1	0	0	3	2	
NAVAJO DR AND N MAIN ST	SALINAS	13	0.1	116	0	0	8	5	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	
CASTORVILLE BLVD AND CA-156	CALTRANS	13	0.2	103	0	0	5	8	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	
CA-156 SB RAMPS AND HWY 101.	CALTRANS	13	0.0	423	2	1	0	10	2	2	0	0	0	0	0	0	0	0	0	2	0	6	4	
FREEDOM BLVD AND LA SELLE AVE	SEASIDE	12	0.1	192	0	1	1	10	0	3	2	2	1	0	0	0	4	0	4	0	0	1	1	
IMJIN PKWY AND CA-1 NB RAMPS	MARINA	12	0.1	83	0	0	2	10	0	4	0	6	1	0	1	0	0	0	9	0	0	2	1	
E LAMAR ST AND N MAIN ST	SALINAS	12	0.3	539	0	4	2	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	
ECHO VALLEY RD AND SAN MIGUEL CANYON RD	COUNTY	12	0.3	215	0	1	6	5	0	7	0	0	0	0	0	0	0	0	0	0	0	3	1	
CARMEL VALLEY RD AND DORRIS DR	COUNTY	11	0.4	95	0	0	6	5	0	8	0	0	2	1	0	0	0	1	0	0	1	1	0	
DEL MONTE BLVD AND CA-218	SEASIDE	11	0.0	81	0	0	3	8	0	3	2	4	1	0	0	0	0	3	5	0	1	6	0	
SNDC_MONTEREY RD AND DEL MONTE BLVD	SEASIDE	11	0.0	304	0	2	2	7	0	6	0	2	0	2	0	0	1	0	3	0	1	1	1	
BLANCO RD AND COOPER RD	COUNTY	11	0.3	309	0	2	3	6	0	6	0	3	1	1	0	0	0	0	4	0	0	3	2	
CONSTITUTION BLVD AND LAS CASITAS DR	SALINAS	11	0.3	314	0	2	4	5	0	10	0	0	0	0	0	0	0	0	0	0	0	4	0	
HARDEN PKWY AND MCKINNON ST	SALINAS	11	0.2	90	0	0	5	6	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	
COALINAS ST AND CA-183	CALTRANS	11	0.0	195	0	1	3	7	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	
HWY 001. AND STUVE RD	CALTRANS	11	0.1	200	0	1	4	6	0	2	0	0	0	0	0	0	0	0	0	0	0	3	2	
COPENCE RD AND OLD STAGE RD	COUNTY	10	0.5	308	0	2	4	4	0	4	1	2	1	2	0	0	0	0	2	0	2	4	1	
IMJIN PKWY AND 3RD AVE	MARINA	10	0.1	527	1	3	2	4	1	5	1	2	0	0	0	0	2	1	2	1	0	2	1	
US-101 AND REESE CIR	CALTRANS	10	0.0	80	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	
EL CAMINO REAL AND HARTNELL RD	CALTRANS	10	0.1	403	0	3	0	7	0	4	0	4	0	0	1	1	0	1	4	0	1	4	0	
DEL MONTE BLVD AND ROBERTS AVE	MONTEREY	9	0.1	292	0	2	2	5	0	4	1	2	2	0	0	0	0	1	3	0	0	3	0	
HITCHCOCK RD AND S DAVIS RD	COUNTY	9	0.5	407	1	2	2	4	1	3	1	2	2	1	0	0	0	0	3	1	2	2	1	
IMJIN PKWY AND ABRAMS DR	MARINA	9	0.1	64	0	0	2	7	0	2	1	5	1	0	0	0	0	1	5	0	0	3	0	
HWY 068. AND WORK ST	SALINAS	9	0.1	288	0	2	1	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	
E MARKET ST AND PAJRO ST	SALINAS	9	0.1	178	0	1	2	6	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	
CLL CEBU AND SHERWOOD DR	SALINAS	9	0.1	292	0	2	2	5	0	6	1	0	0	0	0	0	1	0	0	0	1	3	2	
HEBERT RD AND SAN JUAN GRADE RD	COUNTY	9	0.2	183	0	1	3	5	0	6	0	0	0	0	0	0	0	0	0	0	0	4	0	
CASTROVILLE BLVD AND COARADISE RD	COUNTY	9	0.4	311	0	2	6	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
HALL RD AND SAN MIGUEL CANYON RD	COUNTY	9	0.2	183	0	1	3	5	0	1	0	0	1	1	0	0	0	0	0	0	2	6	1	
HWY 068. AND B RD	CALTRANS	8	0.1	67	0	0	4	4	0	5	0	2	0	1	0	0	0	0	2	0	2	0	0	
HWY 068. AND SKYLINE FOREST DR	CALTRANS	8	0.1	58	0	0	2	6	0	4	0	1	1	1	1	0	0	1	0	0	1	2	1	
CA-218 AND FREMONT ST	DEL REY OAKS	8	0.0	181	0	1	4	3	0	2	1	1	0	1	0	1	2	3	1	0	0	3	1	
US-101 AND POTTER RD	CALTRANS	8	0.0	292	1	1	3	3	1	5	0	2	0	0	1	0	0	0	0	1	0	1	0	

HILBY AVE AND FREMONT BLVD	DEL REY OAKS	8	0.0	163	0	1	0	7	0	4	0	2	0	0	0	0	2	0	4	0	0	1	0	
DAVIS RD AND ACACIA ST	COUNTY	8	0.0	63	0	0	3	5	0	2	0	1	0	0	0	0	0	0	2	0	0	1	0	
ROOSEVELT ST AND N MADEIRA AVE	SALINAS	8	1.9	177	0	1	3	4	0	3	0	0	0	0	0	0	0	0	1	0	0	4	0	
WILLIAMS RD AND E BORONDA RD	SALINAS	8	0.0	177	0	1	3	4	0	2	0	0	0	0	0	0	0	0	0	0	0	6	2	
HEMINGWAY DR AND E BORONDA RD	SALINAS	8	0.1	291	0	2	3	3	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	
CASTRO ST AND N MAIN ST	SALINAS	8	0.1	58	0	0	2	6	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	
ESPINOSA RD AND HWY 183.	CALTRANS	8	0.1	181	0	1	4	3	0	2	2	0	0	1	0	0	0	0	2	0	1	4	0	
BLACKIE RD AND DEL MONTE AVE	COUNTY	8	1.9	286	0	2	2	4	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	
COALINAS RD AND FRUITLAND AVE	COUNTY	8	0.3	296	1	1	4	2	1	4	0	0	0	0	0	0	0	0	0	1	0	3	0	
CA-1 AND HANDLEY DR	CALTRANS	7	0.0	275	0	2	1	4	0	1	0	3	1	2	0	0	0	0	2	0	0	3	0	
3RD ST AND CAMINO AGUAJITO	MONTEREY	7	0.2	47	0	0	1	6	0	3	0	2	0	0	0	0	2	3	3	0	0	1	0	
DEL MONTE AVE AND HANNON AVE	MONTEREY	7	0.1	271	0	2	0	5	0	5	2	0	0	0	0	0	0	0	2	0	0	0	0	
FREEDOM BLVD AND CROADWAY AVE	SEASIDE	7	0.0	57	0	0	3	4	0	2	0	2	0	1	0	0	1	2	4	0	0	4	0	
SNDCLAYA AVE AND DEL MONTE AVE	SEASIDE	7	0.4	47	0	0	1	6	0	3	3	0	0	0	0	0	1	2	2	0	0	1	1	
JOHN ST AND S WOOD ST	SALINAS	7	0.1	175	0	1	4	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
WILLIAMS RD AND QUILLA ST	SALINAS	7	0.2	57	0	0	3	4	0	5	0	3	2	0	0	0	1	2	6	0	2	0	1	
E LAKE ST AND HWY 183.	SALINAS	7	0.1	171	0	1	3	3	0	2	0	0	0	0	0	0	1	0	0	0	0	4	0	
CA-183 AND CLARK ST	SALINAS	7	0.2	171	0	1	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	
N SANBORN RD AND BUCKHORN DR	SALINAS	7	0.1	285	0	2	3	2	0	4	0	2	0	0	0	0	0	1	1	0	0	1	1	
N SANBORN RD AND E BORONDA RD	SALINAS	7	0.0	52	0	0	2	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	
CONSTITUTION BLVD AND RAMPS TO E LAUREL DR	SALINAS	7	0.1	161	0	1	1	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	
HWY 156. AND CATHEDRAL OAK RD	CALTRANS	7	0.1	61	0	0	4	3	0	3	1	1	0	1	0	0	0	0	1	0	0	1	0	
HWY 156. AND MC GUFFIE RD	CALTRANS	7	0.1	171	0	1	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	
CASTROVILLE BLVD AND CASTROVILLE BLVD	MONTEREY	7	0.2	57	0	0	3	4	0	5	1	1	0	0	0	0	0	0	1	0	0	1	1	
JENSEN RD AND HWY 001.	CALTRANS	7	0.1	272	1	1	0	5	1	1	0	0	0	0	0	0	0	0	0	1	0	4	3	
TARPEY RD AND SAN JUAN RD	COUNTY	7	0.2	171	0	1	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	4	1	
METZ RD AND SOL_3RD ST	SOLEDAD	6	0.2	37	0	0	0	6	0	3	1	0	0	0	0	1	2	1	0	0	0	2	0	
CARMEL VALLEY RD AND LAURELES GRADE	COUNTY	6	0.1	155	0	1	1	4	0	2	0	3	0	1	0	0	0	0	1	0	1	1	1	
BOOTS RD AND COASADERA DR	CALTRANS	6	0.1	46	0	0	2	4	0	2	0	3	0	0	0	0	1	0	5	0	0	0	0	
HWY 068. AND LAURELES GRADE RD	CALTRANS	6	0.0	41	0	0	1	5	0	2	0	4	0	0	0	0	0	0	5	0	0	1	0	
ESPERANZA RD AND US-101	CALTRANS	6	0.0	270	1	1	1	3	1	4	0	0	0	1	1	0	0	0	2	1	1	4	1	
MARK THOMAS DR AND OLD GOLF COURSE RD	MONTEREY	6	0.0	51	0	0	3	3	0	0	0	3	0	2	1	0	0	0	2	0	0	1	0	
MORSE DR AND UNIVERSITY WAY	MONTEREY	6	0.0	41	0	0	1	5	0	0	3	2	1	0	0	0	0	0	3	0	0	1	0	
DEL MONTE AVE AND PALO VERDE AVE	MONTEREY	6	0.0	160	0	1	2	3	0	3	0	1	1	0	1	0	0	1	1	0	1	2	0	
DELA VINA AVE AND DEL MONTE AVE	MONTEREY	6	0.0	155	0	1	1	4	0	2	0	3	0	0	1	0	0	0	4	0	0	1	0	
CLEMENTINA AVE AND AUTO CENTER PKWY	SEASIDE	6	1.4	51	0	0	3	3	0	3	2	0	1	0	0	0	0	5	0	0	0	2	0	
PLAYA AVE AND FREMONT BLVD	SEASIDE	6	0.0	60	0	0	5	1	0	2	0	1	0	0	0	1	1	1	4	0	0	2	0	
COPRECKELS BLVD AND SPRECKELS BLVD	COUNTY	6	0.2	498	1	3	1	1	1	1	1	0	0	2	2	0	0	0	2	1	2	1	0	
AMBROSE DR AND DAVIS RD	SALINAS	6	0.0	270	1	1	1	3	1	2	0	3	0	1	0	0	0	0	3	1	0	0	0	
CA-68 AND GRIFFIN ST	SALINAS	6	0.0	170	1	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0	3	1	
E ALISAL ST AND KERN ST	SALINAS	6	0.0	51	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	

N SANBORN RD AND N SANBORN RD	SALINAS	6	0.0	55	0	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
SHERWOOD PL AND SHERWOOD DR	SALINAS	6	0.0	51	0	0	3	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	
WILLIAMS RD AND OLD STAGE RD	SALINAS	6	0.1	165	0	1	3	2	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	
W LAUREL DR AND MONROE ST	SALINAS	6	0.0	160	0	1	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	
E LAUREL DR AND TAPADERO ST	SALINAS	6	0.0	51	0	0	3	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	
E LAUREL DR AND NOICE DR	SALINAS	6	0.0	51	0	0	3	3	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	
CHAPARRAL ST AND N MAIN ST	SALINAS	6	0.0	41	0	0	1	5	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
NATIVIDAD RD AND OLD STAGE RD	COUNTY	6	0.2	165	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
HWY 183. AND HWY 001.	CALTRANS	6	0.0	155	0	1	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
CRAZY HORSE CANYON RD AND RAMPS TO NB CA-101	COUNTY	6	0.0	160	0	1	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	
CARPENTERIA RD AND SAN JUAN RD	COUNTY	6	0.1	165	0	1	3	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	
FREMONT ST AND SALINAS RD	COUNTY	6	0.2	37	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
CA-1 EB RAMPS AND CA-218	SEASIDE	6	0.0	151	0	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	
US-101 AND UNDERWOOD RD	CALTRANS	5	0.0	35	0	0	1	4	0	2	2	0	0	1	0	0	0	0	3	0	0	4	0	
MCCOY RD AND CA-101	GONZALES	5	0.0	31	0	0	0	5	0	1	0	1	0	2	1	0	0	0	5	0	0	3	4	
ALTA ST AND US-101 EB OFF-RAMP	COUNTY	5	0.3	44	0	0	3	2	0	2	0	1	0	2	0	0	0	0	0	0	1	1	0	
CO CARMEL HILLS DR AND HWY 001.	CALTRANS	5	0.1	44	0	0	3	2	0	3	0	2	0	0	0	0	0	0	1	0	0	1	1	
MESA DR AND HWY 001.	CARMEL	5	0.1	40	0	0	2	3	0	0	0	5	0	0	0	0	0	0	5	0	0	1	0	
GRANT ST AND MAIN ST	COUNTY	5	0.0	40	0	0	2	3	0	0	0	2	1	1	0	0	1	0	2	0	0	2	0	
HWY 068. AND OLMSTED RD	MONTEREY	5	0.0	35	0	0	1	4	0	0	0	5	0	0	0	0	0	0	5	0	0	0	1	
CHUALAR RD AND OLD STAGE RD	COUNTY	5	0.7	154	0	1	2	2	0	2	0	0	0	3	0	0	0	0	1	0	2	2	0	
EL DORADO ST AND CASS ST	MONTEREY	5	0.1	35	0	0	1	4	0	3	0	1	0	0	0	0	1	2	2	0	0	0	0	
FREMONT ST AND ABREGO ST	MONTEREY	5	0.0	35	0	0	1	4	0	3	0	2	0	0	0	0	0	0	3	0	0	2	0	
PRESIDIO BLVD AND CA-68	PACIFIC GROVE	5	0.1	40	0	0	2	3	0	2	1	1	0	0	0	1	0	0	2	0	0	0	0	
JEFFERSON ST AND LARKIN ST	MONTEREY	5	0.0	31	0	0	0	5	0	4	0	0	0	0	0	0	0	1	3	0	0	0	1	
SCOTT ST AND MONACIFIC ST	MONTEREY	5	0.1	35	0	0	1	4	0	2	0	1	1	0	0	0	2	0	1	0	0	0	0	
RAMONA AVE AND DEL MONTE AVE	MONTEREY	5	0.0	35	0	0	1	4	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	
MONVT BOLIO RD AND LIGHTHOUSE AVE	MONTEREY	5	0.0	145	0	1	0	4	0	0	0	4	0	0	1	0	0	0	4	0	0	1	0	
DRAKE AVE AND WAVE ST	MONTEREY	5	0.1	31	0	0	0	5	0	4	0	0	0	0	0	0	1	3	1	0	0	2	0	
SEAAN PABLO AVE AND SEA_NOCHE BUENA ST	SEASIDE	5	0.0	40	0	0	2	3	0	3	1	0	0	0	0	0	2	0	1	0	1	1	0	
OLD GROVE AVE AND FREMONT BLVD	SEASIDE	5	0.0	40	0	0	2	3	0	2	1	0	0	0	0	0	2	0	2	0	0	2	0	
HWY 101. AND GOULD RD	CALTRANS	5	0.0	40	0	0	2	3	0	3	0	1	0	1	0	0	0	0	1	0	1	2	1	
OLD STAGE RD AND ENCINAL RD	COUNTY	5	0.4	44	0	0	3	2	0	0	0	1	1	1	2	0	0	0	1	0	2	2	0	
ALISAL RD AND OLD STAGE RD	COUNTY	5	0.1	149	0	1	1	3	0	1	0	1	1	1	0	1	0	0	1	0	2	1	0	
CA-68 AND PLAZA CIR	SALINAS	5	0.0	158	0	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
E ALISAL ST AND E MARKET ST	SALINAS	5	0.1	145	0	1	0	4	0	2	0	1	0	0	0	0	1	0	1	0	0	1	1	
CLAY ST AND CA-68	SALINAS	5	0.1	44	0	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
WILLIAMS RD AND GRANDHAVEN ST	SALINAS	5	0.1	163	0	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
E MARKET ST AND N PEARL ST	SALINAS	5	0.1	44	0	0	3	2	0	2	0	1	0	0	0	0	0	0	1	0	0	1	1	
TOWT ST AND GARNER AVE	SALINAS	5	0.1	40	0	0	2	3	0	3	1	3	0	1	0	0	0	1	5	0	2	1	0	
CA-183 AND BRIDGE ST	SALINAS	5	0.0	40	0	0	2	3	0	2	0	1	0	0	0	0	1	0	2	0	0	0	0	

E BERNAL DR AND ROSARITA DR	SALINAS	5	0.0	40	0	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
RIDER AVE AND E BORONDA RD	SALINAS	5	0.0	259	0	2	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
ROCHEX AVE AND N MAIN ST	SALINAS	5	0.0	35	0	0	1	4	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
WESTRIDGE PKWY AND N DAVIS RD	SALINAS	5	0.0	35	0	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	
COENZANCE ST AND SAN JUAN GRADE RD	COUNTY	5	0.1	40	0	0	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	
DEL MONTE AVE AND HWY 183.	CALTRANS	5	0.0	149	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
COMMERCIAL PKWY AND OCEAN MIST PKWY	COUNTY	5	1.1	40	0	0	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	
CA-183 AND WALSH ST	CALTRANS	5	0.0	149	0	1	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	
HWY 156. AND MONTE DEL LAGO	CALTRANS	5	0.0	44	0	0	3	2	0	1	0	1	0	1	0	0	0	0	4	0	1	0	0	
CA-183 AND CRANE ST	CALTRANS	5	0.0	35	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
CA-156 AND MERIDIAN RD	CALTRANS	5	0.0	35	0	0	1	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	
BERTA CANYON RD AND US-101	CALTRANS	5	0.0	35	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
MOSS LANDING RD AND HWY 001.	CALTRANS	5	0.0	158	0	1	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	
CHARLES SCHELL LN AND SAN MIGUEL CANYON RD	COUNTY	5	0.2	35	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
LEWIS RD AND SALINAS RD	COUNTY	5	0.2	49	0	0	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
COAN JUAN RD AND SAN MIGUEL CANYON RD	COUNTY	5	0.2	40	0	0	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
JONATHAN ST AND SALINAS RD	COUNTY	5	0.1	35	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
COTENDER AVE AND SALINAS RD	COUNTY	5	0.1	40	0	0	2	3	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	
ELM AVE AND GNFD_4TH ST	GREENFIELD	4	0.0	152	0	1	3	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	
GARRAPATA TROUT FARM RD AND HWY 001.	CALTRANS	4	0.1	252	0	2	0	2	0	2	0	1	1	0	0	0	0	0	2	0	0	0	0	
MONTEREY ST AND SOL_SOLEDAD ST	SOLEDAD	4	0.2	34	0	0	2	2	0	2	0	1	1	0	0	0	1	0	2	0	0	0	0	
BENITO ST AND FRONT ST	SOLEDAD	4	0.2	143	0	1	1	2	0	1	0	0	0	0	0	0	3	0	0	0	0	2	0	
FRONT AVE AND MCCOY RD	SOLEDAD	4	0.0	143	0	1	1	2	0	0	1	1	0	1	1	0	0	0	1	0	0	1	0	
GNZ_5TH ST AND GABILAN CT	GONZALES	4	1.1	148	0	1	2	1	0	0	0	1	1	0	0	0	2	0	1	0	0	0	0	
ALTA ST AND FOLETTA RD	COUNTY	4	0.2	29	0	0	1	3	0	0	1	1	0	2	0	0	0	0	0	0	3	3	0	
ATHERTON DR AND HWY 001.	CALTRANS	4	0.0	29	0	0	1	3	0	0	0	3	0	1	0	0	0	0	3	0	1	1	0	
6TH AVE AND JUNIPERO AVE	CARMEL	4	0.0	257	0	2	1	1	0	1	0	0	0	0	0	1	4	0	1	0	0	1	0	
CHUALAR RIVER RD AND US-101 SB RAMPS	COUNTY	4	0.0	38	0	0	3	1	0	0	0	3	0	1	0	0	0	0	2	0	0	1	0	
HWY 068. AND YORK RD	MONTEREY	4	0.0	29	0	0	1	3	0	1	0	3	0	0	0	0	0	0	3	0	0	3	0	
GRANT ST AND PAYSON ST	CALTRANS	4	0.0	138	0	1	0	3	0	0	0	3	0	1	0	0	0	0	3	0	0	1	0	
RAGSDALE DR AND HWY 068._S	MONTEREY	4	0.0	34	0	0	2	2	0	2	1	0	1	0	0	0	0	1	3	0	0	0	0	
HWY 068. AND CYPRESS CHURCH DR	CALTRANS	4	0.0	24	0	0	0	4	0	0	0	4	0	0	0	0	0	0	3	0	0	1	0	
HWY 068. AND MONTERRA RD	DEL REY OAKS	4	0.0	258	1	1	1	1	1	0	0	2	1	1	0	0	0	0	2	1	2	2	0	
HWY 068. AND HAMMOND RD	MONTEREY	4	0.0	29	0	0	1	3	0	1	0	3	0	0	0	0	0	0	2	0	0	0	0	
CO BOUNDARY RD AND DRO_GENERAL JIM MOORE BLVD_S	DEL REY OAKS	4	0.1	38	0	0	3	1	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	
VIA BUENA VIS AND MUNRAS AVE_S	MONTEREY	4	0.0	24	0	0	0	4	0	2	1	0	0	0	0	1	0	0	2	0	0	1	0	
MUNRAS AVE AND DON DAHVEE LN	MONTEREY	4	0.0	29	0	0	1	3	0	2	0	2	0	0	0	0	0	0	3	0	0	0	1	
TORERO DR AND HWY 068._S	CALTRANS	4	0.0	152	0	1	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
DEL MONTE AVE AND OCEAN AVE	MONTEREY	4	0.0	29	0	0	1	3	0	0	2	2	0	0	0	0	0	0	2	0	0	0	1	
HAMILTON AVE AND FREMONT BLVD	SEASIDE	4	0.0	152	0	1	3	0	0	1	0	0	0	0	0	0	2	1	0	0	0	1	0	
SONOMA AVE AND FREMONT BLVD	SEASIDE	4	0.0	34	0	0	2	2	0	1	0	0	2	0	0	0	1	2	1	0	0	1	0	

HWY 068. AND CONGRESS AVE	PACIFIC GROVE	4	0.0	29	0	0	1	3	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	
SEA_NOCHE BUENA AND SEA_NOCHE BUENA ST	SEASIDE	4	0.2	143	0	1	1	2	0	0	0	1	2	0	0	0	2	0	1	0	0	1	0	
CLEMENTINA AVE AND FREMONT BLVD	SEASIDE	4	0.0	29	0	0	1	3	0	2	0	1	1	0	0	0	0	0	2	0	0	1	0	
SAN PABLO AVE AND FREMONT BLVD	SEASIDE	4	0.0	29	0	0	1	3	0	3	0	1	0	0	0	0	0	1	0	0	0	3	1	
MONGR_CENTRAL AVE AND MONGR_CENTRAL AVE	PACIFIC GROVE	4	0.0	34	0	0	2	2	0	2	0	0	0	1	0	0	1	0	0	0	0	1	0	
ENCINAL RD AND STREET-UNNAMED_111808	COUNTY	4	1.1	34	0	0	2	2	0	1	1	0	1	1	0	0	0	0	0	0	0	1	0	
MONGR_OCEAN VIEW BLVD AND MONGR_OCEAN VIEW BLVD	PACIFIC GROVE	4	0.0	34	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	
WATKINS GATE RD AND MRNA_RESERVATION RD	COUNTY	4	0.1	143	0	1	1	2	0	0	0	1	0	2	1	0	0	0	2	0	1	2	0	
ABBOTT ST AND MERRILL ST	SALINAS	4	0.0	371	0	3	1	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	
W BLANCO RD AND SALADRE DR	SALINAS	4	0.0	38	0	0	3	1	0	3	0	1	0	0	0	0	0	0	1	0	0	0	0	
E ROMIE LN AND ALAMEDA AVE	SALINAS	4	0.1	148	0	1	2	1	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	
ELEVE ST AND S SANBORN RD	SALINAS	4	0.0	29	0	0	1	3	0	0	1	1	0	1	0	0	1	0	1	0	0	2	0	
IMJIN PKWY AND 4TH AVE	MARINA	4	0.0	138	0	1	0	3	0	1	0	0	2	1	0	0	0	0	0	0	2	2	2	
SPICER ST AND ABBOTT ST	SALINAS	4	0.0	29	0	0	1	3	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	
MAPLE ST AND HWY 068._S	SALINAS	4	0.0	34	0	0	2	2	0	2	0	0	0	0	0	0	2	2	0	0	0	3	0	
E ALISAL ST AND SMITH ST	SALINAS	4	0.0	143	0	1	1	2	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	
CENTRAL AVE AND DAVIS RD	COUNTY	4	0.0	24	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	
E MARKET ST AND RAGSDALE CT	SALINAS	4	0.0	38	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
WILLIAMS RD AND GARNER AVE	SALINAS	4	0.0	38	0	0	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	
E MARKET ST AND SUN ST	SALINAS	4	0.0	143	0	1	1	2	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	
MCFADDEN RD AND COOPER RD	COUNTY	4	0.1	258	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	2	
MRNA_CARMEL AVE AND MRNA_CRESCENT AVE	MARINA	4	0.1	29	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
E MENKE ST AND HWY 183.	SALINAS	4	0.0	38	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
N SANBORN RD AND ALMA AVE	SALINAS	4	0.0	34	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
SALACIFIC AVE AND ACOSTA PLZ	SALINAS	4	0.1	152	0	1	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
STREET-UNNAMED_112683 AND OLD STAGE RD	SALINAS	4	0.1	29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
FALCON DR AND E BORONDA RD	SALINAS	4	0.0	29	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
E LAUREL DR AND GRANADA AVE	SALINAS	4	0.0	258	1	1	1	1	1	3	1	2	0	1	0	0	0	0	2	1	0	2	1	
CONSTITUTION BLVD AND MANCHESTER CIR	SALINAS	4	0.1	34	0	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	
E ALVIN DR AND MODOC AVE	SALINAS	4	0.0	29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
E ALVIN DR AND EL DORADO DR	SALINAS	4	0.0	38	0	0	3	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	1	
CHEROKEE DR AND N MAIN ST	SALINAS	4	0.0	34	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	
MASSA ST AND N MAIN ST	SALINAS	4	0.0	138	0	1	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	
ROGGE RD AND SAN JUAN GRADE RD	COUNTY	4	0.0	34	0	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	
RALPH LN AND HWY 101.	CALTRANS	4	0.0	29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
HWY 183. AND WOOD ST	CALTRANS	4	0.0	138	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
RICO ST AND MERRITT ST	CALTRANS	4	0.0	258	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	2	0	
MERRITT ST AND WASHINGTON ST	CALTRANS	4	0.0	24	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
COOPER ST AND TEMBLADERA ST	CALTRANS	4	0.0	34	0	0	2	2	0	1	1	2	0	0	0	0	0	0	3	0	0	1	0	
HWY 001. AND WATSONVILLE RD	CALTRANS	4	0.0	38	0	0	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
CASTROVILLE BLVD AND ARCHER RD	COUNTY	4	0.1	152	0	1	3	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2	0	

MESSICK RD AND US-101	CALTRANS	4	0.0	138	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
COPRINGFIELD RD AND HWY 001.	CALTRANS	4	0.0	148	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
HALL RD AND SILL RD	COUNTY	4	0.0	24	0	0	0	4	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	
JENSEN RD AND HILLTOP RD	COUNTY	4	0.5	34	0	0	2	2	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	
HALL RD AND JOHNSON RD	COUNTY	4	0.1	138	0	1	0	3	0	3	1	1	0	0	0	0	0	0	0	0	1	1	0	
TARPEY RD AND MAHER RD	COUNTY	4	0.2	29	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
HALL RD AND PINI RD	COUNTY	4	0.1	138	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
HALL RD AND WILLOW RD	COUNTY	4	0.1	29	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	
ELKHORN RD AND ELKHORN RD	COUNTY	4	0.0	24	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	
COAN JUAN RD AND MURPHY RD	COUNTY	4	0.1	254	2	0	0	2	2	2	0	0	0	0	0	0	0	0	0	2	0	1	0	
ASSOCIATED LN AND SALINAS RD	COUNTY	4	0.1	29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
YIELD AND US-101	KING CITY	3	0.0	246	0	2	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2	1	0	
KNC_FRANCISCAN WAY AND KNC_CANAL ST	KING CITY	3	0.0	28	0	0	2	1	0	0	1	1	1	0	0	0	0	1	0	0	0	1	0	
US-101 NB RAMPS AND KNC_BROADWAY CIR	KING CITY	3	0.0	132	0	1	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	
KNC_BEDFORD AVE AND KNC_E SAN ANTONIO DR	KING CITY	3	0.3	32	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
BROADWAY ST AND KNC_N SAN LORENZO AVE	KING CITY	3	0.1	137	0	1	1	1	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	
KNC_ELLIS ST AND KNC_N RUSS AVE	KING CITY	3	0.1	137	0	1	1	1	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	
KNC_ELLIS ST AND KNC_N VANDERHURST AVE	KING CITY	3	0.0	28	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
COYCAMORE CANYON RD AND CA-1	CALTRANS	3	0.2	23	0	0	1	2	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	
TEAGUE AVE AND US-101	CALTRANS	3	0.0	28	0	0	2	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	0	
APPLE AVE AND GNFD_EL CAMINO REAL	GREENFIELD	3	0.5	23	0	0	1	2	0	0	1	1	0	0	0	0	2	0	1	0	0	0	0	
WALNUT AVE AND US-101 NB RAMPS	GREENFIELD	3	0.0	18	0	0	0	3	0	1	0	0	1	0	0	1	0	0	2	0	0	1	0	
HUDSON RD AND US-101	GREENFIELD	3	0.0	138	1	0	1	1	1	1	1	0	1	0	0	0	0	0	0	1	1	1	1	
IVERSON RD AND GLORIA RD	COUNTY	3	0.4	23	0	0	1	2	0	1	0	0	0	2	0	0	0	0	1	0	1	1	0	
GNZ_5TH ST AND IVERSON RD	COUNTY	3	0.4	18	0	0	0	3	0	1	0	0	0	1	1	0	0	0	1	0	0	1	1	
CARMEL VALLEY RD AND MERCURIO RD	COUNTY	3	0.0	142	0	1	2	0	0	2	0	1	0	0	0	0	0	0	1	0	1	1	1	
BROOKDALE DR AND CARMEL VALLEY RD	COUNTY	3	0.0	23	0	0	1	2	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	
CARMEL VALLEY RD AND WILLIAMS RANCH RD	COUNTY	3	0.0	138	1	0	1	1	1	1	0	2	0	0	0	0	0	1	1	1	0	0	0	
CML_OCEAN AVE AND JUNIPERO AVE	CARMEL	3	0.0	23	0	0	1	2	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	
OCEAN AVE AND CML_SAN CARLOS ST	CARMEL	3	0.0	23	0	0	1	2	0	0	0	0	0	0	0	1	3	0	0	0	0	2	1	
N CARMEL HILLS DR AND STEWART PL	COUNTY	3	0.0	137	0	1	1	1	0	0	2	1	0	0	0	0	1	0	1	0	0	1	1	
HWY 068. AND SECA PL	CALTRANS	3	0.0	23	0	0	1	2	0	1	0	2	0	0	0	0	0	0	2	0	1	1	1	
S SAN LUIS AVE AND CA-1	CALTRANS	3	0.0	18	0	0	0	3	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	
GARDEN RD AND OLMSTED RD	MONTEREY	3	0.0	142	0	1	2	0	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	
CA-1 AND SOLEDAD DR	MONTEREY	3	0.0	132	0	1	0	2	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	
ESPERANZA RD AND US-101	CALTRANS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	1	0	0	0	0	0	1	2	0	
UNIVERSITY WAY AND EAST RD	MONTEREY	3	0.0	137	0	1	1	1	0	1	0	1	0	1	0	0	0	0	1	0	1	3	0	
FREMONT ST AND ALCALDE AVE	MONTEREY	3	0.0	23	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	
FREMONT ST AND MUNRAS AVE	MONTEREY	3	0.0	32	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	
MONEARL ST AND ALVARADO ST	MONTEREY	3	0.0	137	0	1	1	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	
MONALO VERDE AVE AND DEL ROBLES AVE	MONTEREY	3	0.0	246	0	2	0	1	0	0	0	1	0	0	2	0	0	0	1	0	0	0	0	

RAMONA AVE AND RAMONA CT	MONTEREY	3	0.4	28	0	0	2	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	
JEFFERSON ST AND MONACIFIC ST	MONTEREY	3	0.0	18	0	0	0	3	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	
CASA VERDE WAY AND CA-1 NB RAMPS	MONTEREY	3	0.0	18	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	0	2	1	
E FRANKLIN ST AND CORTES ST	MONTEREY	3	0.0	23	0	0	1	2	0	1	0	2	0	0	0	0	0	0	0	0	1	3	1	
KIMBALL AVE AND FREMONT BLVD	DEL REY OAKS	3	0.0	28	0	0	2	1	0	0	0	1	0	0	0	0	2	0	1	0	0	1	0	
DEL MONTE AVE AND MONARK AVE	MONTEREY	3	0.0	23	0	0	1	2	0	1	1	1	0	0	0	0	0	1	1	0	0	0	0	
MONGRIEDMONT AVE AND HWY 068.	PACIFIC GROVE	3	0.0	28	0	0	2	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	
TRINITY AVE AND FREMONT BLVD	DEL REY OAKS	3	0.0	23	0	0	1	2	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	
VIRGIN ST AND DEL MONTE AVE	MONTEREY	3	0.0	28	0	0	2	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	
SEA_BROADWAY AVE AND SEA_NOCHE BUENA ST	SEASIDE	3	0.0	28	0	0	2	1	0	1	0	1	0	0	0	0	1	0	0	0	1	2	0	
SEA_BROADWAY AVE AND SEA_SAN LUCAS ST	SEASIDE	3	0.0	18	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	
SEA_CLEMENTINA AVE AND DEL MONTE BLVD	SEASIDE	3	0.0	18	0	0	0	3	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	
MCCLELLAN AVE AND HAWTHORNE ST	MONTEREY	3	0.0	23	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
HOFFMAN AVE AND WAVE ST	MONTEREY	3	0.0	23	0	0	1	2	0	0	1	0	0	0	0	0	2	1	0	0	0	2	0	
MONRESCOTT AVE AND WAVE ST	MONTEREY	3	0.0	137	0	1	1	1	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	
SEA_LA SALLE AVE AND SEA_NOCHE BUENA ST	SEASIDE	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	1	0	1	0	1	1	0	
EARDLEY AVE AND LIGHTHOUSE AVE	MONTEREY	3	0.0	18	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
MONGR_OCEAN VIEW BLVD AND WAVE ST	PACIFIC GROVE	3	0.0	32	0	0	3	0	0	2	1	0	0	0	0	0	0	3	1	0	0	0	0	
MONGRINE AVE AND MONGR_12TH ST	COUNTY	3	0.0	137	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	1	2	1	
MONGR_LAUREL AVE AND MONGR_FOREST AVE	PACIFIC GROVE	3	0.0	18	0	0	0	3	0	1	0	0	1	0	0	1	1	1	2	0	0	1	0	
ALISAL RD AND ALISAL RD	COUNTY	3	0.1	28	0	0	2	1	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	
IMJIN RD AND MARINA HEIGHTS DR	MARINA	3	0.0	23	0	0	1	2	0	1	0	1	0	1	0	0	0	0	2	0	0	2	0	
ORANGE DR AND HWY 068._S	SALINAS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	
ACACIA ST AND SALAJARO ST	SALINAS	3	0.1	23	0	0	1	2	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	
OAK ST AND CA-68	SALINAS	3	0.0	132	0	1	0	2	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	
MAYFAIR DR AND S SANBORN RD	SALINAS	3	0.0	28	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
MCGOWAN DR AND S SANBORN RD	SALINAS	3	0.0	132	0	1	0	2	0	2	0	1	0	0	0	0	0	1	1	0	0	0	1	
COLLEGE DR AND W ALISAL ST	SALINAS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
E SAN LUIS ST AND CALIFORNIA ST	SALINAS	3	0.2	23	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
E ALISAL ST AND HOLADAY AVE	SALINAS	3	0.0	137	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
W ALISAL ST AND LORIMER ST	SALINAS	3	0.0	23	0	0	1	2	0	3	1	0	0	0	0	0	1	1	0	0	0	0	0	
W ALISAL ST AND CAPITOL ST	SALINAS	3	0.0	132	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
EAST ST AND N SANBORN RD	SALINAS	3	0.0	132	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
E ALISAL ST AND N FILICE ST	SALINAS	3	0.0	251	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
E ALISAL ST AND N PEARL ST	SALINAS	3	0.0	28	0	0	2	1	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	
ROOSEVELT ST AND KINGS ST	SALINAS	3	0.5	142	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
STREET-UNNAMED_113285 AND FREEDOM PKWY	SALINAS	3	0.7	246	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
WILLIAMS RD AND FAIRHAVEN ST	SALINAS	3	0.0	137	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
E MARKET ST AND KINGS ST	SALINAS	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	1	0	1	0	0	0	3	0	
E MARKET ST AND CEDAR ST	SALINAS	3	0.0	28	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOWT ST AND OREGON ST	SALINAS	3	0.0	28	0	0	2	1	0	1	0	1	0	2	0	0	0	0	4	0	2	1	0	

1ST AVE AND E LAUREL DR	SALINAS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
BLANCO RD AND ARMSTRONG RD	COUNTY	3	0.0	28	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
E MARKET ST AND CARR AVE	SALINAS	3	0.0	18	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	
E MARKET ST AND MERCED ST	SALINAS	3	0.0	28	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
E MARKET ST AND SALEACH DR	SALINAS	3	0.0	18	0	0	0	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	
MARKET WAY AND CALIFORNIA ST	SALINAS	3	0.2	23	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	
CROSS AVE AND BARDIN RD	SALINAS	3	0.0	18	0	0	0	3	0	3	0	1	0	0	0	0	0	0	1	0	0	1	0	
TOWT ST AND ACOSTA ST	SALINAS	3	0.0	132	0	1	0	2	0	1	0	2	0	0	0	0	0	0	2	0	0	0	1	
W MARKET ST AND CAPITOL ST	SALINAS	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0	2	1	
W MARKET ST AND VILLA ST	SALINAS	3	0.0	28	0	0	2	1	0	1	1	1	0	0	0	0	1	3	6	0	0	1	0	
W MARKET ST AND VALE ST	SALINAS	3	0.0	28	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
W MARKET ST AND WEST ST	SALINAS	3	0.0	18	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	
TUSCANY BLVD AND CANNELI CT	SALINAS	3	0.4	28	0	0	2	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	
W ROSSI ST AND MARTELLA ST	SALINAS	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
TOWT ST AND ALMA AVE	SALINAS	3	0.0	23	0	0	1	2	0	3	0	4	0	3	0	0	1	0	5	0	3	0	1	
E BERNAL DR AND MARYAL DR	SALINAS	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
MRNA_CARMEL AVE AND DEL MONTE BLVD	MARINA	3	0.0	18	0	0	0	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	
TOWT ST AND DEL MONTE AVE	SALINAS	3	0.0	28	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
GARNER ALY AND GARNER AVE	SALINAS	3	0.0	32	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
TORONA WAY AND COUGAR DR	SALINAS	3	0.0	28	0	0	2	1	0	2	1	2	2	0	0	0	2	1	6	0	4	3	0	
GARNER AVE AND SIEBER AVE	SALINAS	3	0.0	32	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
E LAUREL DR AND YIELD_959656	SALINAS	3	0.0	28	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
NATIVIDAD RD AND LUNSFORD DR	SALINAS	3	0.0	132	0	1	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	1	0	
SALACHECO ST AND NATIVIDAD RD	SALINAS	3	0.0	18	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
W LAUREL DR AND TYLER ST	SALINAS	3	0.0	142	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
CONSTITUTION BLVD AND HUGHES WAY	SALINAS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
E LAUREL DR AND SANTA TERESA WAY	SALINAS	3	0.0	23	0	0	1	2	0	2	1	5	2	0	0	0	1	0	4	0	2	1	0	
RAINIER DR AND LINWOOD DR_S	SALINAS	3	0.0	18	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
E ALVIN DR AND LINWOOD DR	SALINAS	3	0.0	28	0	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	
ROGGE RD AND NATIVIDAD RD	COUNTY	3	0.1	132	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
ARCADIA WAY AND ARCADIA CT	SALINAS	3	0.0	142	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
SALESCADERO DR AND GLENDORA WAY	SALINAS	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
E BOLIVAR ST AND SALEREZ ST	SALINAS	3	0.5	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
COALA RD AND US-101 NB RAMPS	SALINAS	3	0.1	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
ESPINOSA RD AND RODGERS RD	COUNTY	3	0.1	28	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
REESE CIR AND HWY 101.	CALTRANS	3	0.0	23	0	0	1	2	0	0	1	1	3	0	0	0	2	0	4	0	0	1	2	
COANCHEZ ST AND CA-183	CALTRANS	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
COLLINS RD AND CASTROVILLE BLVD	COUNTY	3	0.2	28	0	0	2	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	
GEIL ST AND COOPER ST	COUNTY	3	0.5	18	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
HWY 001. AND WATSONVILLE RD	CALTRANS	3	0.0	253	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
CIELO AZUL AND CASTROVILLE BLVD	COUNTY	3	0.2	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

BLACKIE RD AND ROLLING MEADOWS LN	COUNTY	3	0.7	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
HWY 156. AND OAK HILLS DR	CALTRANS	3	0.0	251	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	
LOS NINOS PL AND CASTROVILLE BLVD	COUNTY	3	0.4	251	0	2	1	0	0	2	1	3	0	0	0	0	0	0	3	0	0	2	0	
CASTROVILLE BLVD AND ELKHORN RD	COUNTY	3	0.0	23	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
COIERI CT AND HWY 001.	CALTRANS	3	0.0	253	2	0	1	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	
LANGLEY CANYON RD AND SAN MIGUEL CANYON RD	COUNTY	3	0.0	28	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	
MORO RD AND TUSTIN RD	COUNTY	3	0.4	251	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
NORTHWOOD PL AND SAN MIGUEL CANYON RD	COUNTY	3	0.0	23	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
HAMBEY LN AND SAN MIGUEL CANYON RD	COUNTY	3	0.0	251	0	2	1	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1	1	
MAHER RD AND MAHER RD	COUNTY	3	0.5	143	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
CHARMI LN AND SAN MIGUEL CANYON RD	COUNTY	3	0.0	137	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
COAN JUAN RD AND EL CERRITO WAY	COUNTY	3	0.0	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
HALL RD AND STREET-UNNAMED_149578	COUNTY	3	0.0	133	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
AROMAS RD AND SAN JUAN RD	COUNTY	3	0.0	143	1	0	2	0	1	2	1	6	2	0	1	0	0	0	2	1	3	0	0	
AROMAS RD AND AROMAS RD	COUNTY	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	
BISHOP ST AND SALINAS RD	COUNTY	3	0.0	28	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
SAN JUAN RD AND GONDA ST	COUNTY	3	0.0	23	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
CA-1 AND CANYON DEL REY BLVD	SEASIDE	3	0.0	23	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
CA-1 AND COAST RD	CALTRANS	3	0.1	28	0	0	2	1	0	0	2	3	0	1	0	0	0	0	1	0	2	0	0	

1. Local Critical Crash Rate Differential
2. Equivalent Property Damage Only Crashes

Monterey County Crash Summary - Segments

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
Highways																									
HWY 101.	GOULD RD - HARRIS RD	CALTRANS	27	0.0	1294	1	6	3	17	0	3	0	14	0	9	1	0	0	0	14	0	5	13	5	
HWY 101.	UNNAMED - ESPERANZA RD	CALTRANS	22	0.0	809	1	3	8	10	0	2	1	15	0	3	1	0	0	0	16	0	3	7	0	
HWY 101.	RAMP TO N MAIN ST - RAMP TO LAUREL DR	CALTRANS	21	0.1	789	1	3	5	12	0	1	0	15	0	3	1	0	1	0	12	0	5	8	2	
HWY 156.	OAK HILLS DR - MERIDIAN RD	CALTRANS	19	0.0	617	0	3	5	11	0	1	1	6	0	8	2	0	1	0	9	0	4	7	4	
HWY 101.	RAMP TO W LAUREL DR - RAMP TO E BORONDA RD	CALTRANS	17	0.0	286	0	1	5	11	0	2	0	12	3	0	0	0	0	0	12	0	1	3	3	
HWY 156.	MONTE DEL LAGO - CATHEDRAL OAK RD	CALTRANS	17	0.0	455	1	1	7	8	0	0	1	7	0	4	4	0	1	0	6	0	4	7	3	
HWY 101.	COOTTER RD - SPENCE RD	CALTRANS	15	0.1	597	1	2	6	6	0	0	4	7	1	1	0	1	1	0	6	0	2	3	2	
HWY 101.	RAMP TO MOBRAY WAY - SHERWOOD DR	CALTRANS	15	0.2	747	1	3	4	7	0	1	1	12	0	0	0	0	1	0	13	0	0	2	1	
HWY 101.	RAMP - BORONDA RD/RAMP_132999	CALTRANS	15	0.1	743	0	4	3	8	0	1	0	12	1	1	0	0	0	0	10	0	2	4	2	
HWY 101.	HWY 101 OFF-RAMP TO MOBRAY WAY - HWY 101 ON-RAMP FROM MOBRAY WAY	CALTRANS	12	0.8	260	0	1	6	5	0	8	1	2	0	0	0	0	0	1	2	0	0	4	2	
HWY 156.	CATHEDRAL OAK RD - OAK HILLS DR	CALTRANS	12	-0.1	96	0	0	5	7	0	1	2	6	0	1	2	0	0	0	5	0	1	7	2	
HWY 101.	CHUALAR RD - UNNAMED	CALTRANS	12	0.0	87	0	0	3	9	0	2	4	3	0	2	1	0	0	0	4	0	0	4	2	
HWY 101.	ESPERANZA RD/SOMAVIA RD - COOTTER RD	CALTRANS	11	0.1	95	0	0	6	5	0	0	0	7	0	3	1	0	0	0	6	0	2	5	1	
HWY 156.	CASTROVILLE BLVD - MONTE DEL LAGO	CALTRANS	10	1.4	398	0	2	4	4	0	1	0	0	2	4	3	0	0	0	1	0	2	4	0	
HWY 001.	TIOGA AVE - RAMP	CALTRANS	9	0.0	64	0	0	2	7	0	0	0	9	0	0	0	0	0	0	8	0	0	0	0	
HWY 101.	RAMP - W LAUREL DR	CALTRANS	8	0.9	217	0	1	2	5	0	4	1	2	0	1	0	0	0	0	2	0	1	2	1	
HWY 001.	RAMP - TIOGA AVE	CALTRANS	8	-0.1	54	0	0	1	7	0	1	0	5	0	1	1	0	0	0	5	0	0	3	1	
HWY 101.	ECKHART RD - HARTNELL RD	CALTRANS	7	-0.1	685	3	1	1	2	0	2	1	0	1	1	1	0	1	0	0	0	2	2	1	
HWY 101.	ESPERANZA RD - SOMAVIA RD	CALTRANS	7	0.0	211	0	1	2	4	0	0	3	3	0	1	0	0	0	0	5	0	1	3	1	
HWY 101.	E ALISAL ST - E MARKET ST	CALTRANS	6	0.6	51	0	0	3	3	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	
HWY 101.	RAMP - RAMP	CALTRANS	6	0.3	210	1	0	3	2	0	0	0	4	1	0	0	0	1	0	4	0	0	2	0	
HWY 101.	RAMP - RAMP	CALTRANS	6	0.9	365	1	1	2	2	0	0	0	0	0	6	0	0	0	0	0	0	4	3	0	
HWY 101.	E MARKET ST - RAMP	CALTRANS	5	0.0	195	0	1	1	3	0	3	0	0	1	0	0	0	0	1	0	0	0	2	1	
HWY 101.	RAMP - RAMP	CALTRANS	5	-0.1	44	0	0	3	2	0	0	0	0	0	3	2	0	0	0	5	0	0	2	5	
RAMP	W LAUREL DR - HWY 101.	CALTRANS	5	-0.1	199	0	1	2	2	0	0	0	4	1	0	0	0	0	0	4	0	1	1	0	
RAMP	HWY 101. - S SANBORN RD	CALTRANS	5	0.4	35	0	0	1	4	0	0	0	4	1	0	0	0	0	0	4	0	0	2	1	
HWY 101.	HWY 101 OFF-RAMP TO S WOOD ST - HWY 101 ON-RAMP FROM S WOOD ST	CALTRANS	5	0.3	195	0	1	1	3	0	1	1	0	1	1	1	0	0	1	1	0	0	1	0	
HWY 101.	S SANBORN RD - ELEVE ST	CALTRANS	4	0.2	343	1	1	0	2	0	0	0	1	2	0	0	1	0	0	1	0	2	3	0	
HWY 001.	RAMP - RAMP	CALTRANS	4	1.1	198	0	1	3	0	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	
HWY 101.	SPENCE RD - ECKHART RD	CALTRANS	3	-0.1	23	0	0	1	2	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	
HWY 101.	RAMP - RAMP	CALTRANS	3	0.9	187	0	1	2	0	0	1	0	0	0	0	2	0	0	0	0	0	1	1	0	
RAMP	AIRPORT BLVD/TERVEN AVE - HWY 101.	CALTRANS	3	1.4	23	0	0	1	2	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	
HWY 101.	S SANBORN RD - JOHN ST	CALTRANS	3	-0.2	178	0	1	0	2	0	0	0	3	0	0	0	0	0	0	2	0	1	1	1	
RAMP	RAMP - HWY 101.	CALTRANS	3	1.2	23	0	0	1	2	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	
HWY 101.	RAMP - UNNAMED	CALTRANS	3	0.5	28	0	0	2	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	
HWY 101.	ABBOTT ST - HARTNELL RD	CALTRANS	3	0.1	32	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	2	1	1	
HWY 101.	E ALISAL ST - RAMP	CALTRANS	3	0.1	178	0	1	0	2	0	0	0	0	0	1	2	0	0	0	0	0	2	1	0	
HWY 101.	RAMP - E ALISAL ST	CALTRANS	3	0.5	23	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0	1	2	0	
HWY 156.	MC GUFFIE RD - PRUNEDALE NORTH RD	CALTRANS	3	0.1	23	0	0	1	2	0	0	0	2	0	0	1	0	0	1	3	0	0	1	0	
Major Arterials																									
HWY 068.	YORK RD - BOOTS RD/COASADERA DR	CALTRANS	25	0.1	654	0	3	5	17	0	0	2	17	0	4	1	1	0	0	13	0	4	5	0	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
HWY 001.	SPRINGFIELD RD - JENSEN RD	CALTRANS	23	0.2	332	0	1	7	15	0	2	0	16	2	2	1	0	0	0	17	0	1	5	1	
HWY 068.	QUAIL RIDGE LN - CORRAL DE TIERRA RD	CALTRANS	19	0.0	453	1	1	4	13	0	1	2	13	0	3	0	0	0	0	13	0	3	3	2	
HWY 001.	JETTY RD - STRUVE RD	CALTRANS	18	0.0	939	3	2	7	6	0	2	1	6	3	3	1	0	2	0	6	0	3	8	5	
HWY 068.	OLMSTED RD - MONTERRA RD/HWY 218.	CALTRANS	17	0.1	127	0	0	5	12	0	0	1	14	0	2	0	0	0	0	14	0	1	6	3	
HWY 001.	JENSEN RD - RAMP TO SALINAS RD	CALTRANS	16	0.3	125	0	0	6	10	0	0	2	13	0	1	0	0	0	1	13	0	0	1	0	
RESERVATION RD	MRNA_IMJIN PKWY/MRNA_IMJIN RD - W BLANCO RD	MARINA	16	0.3	426	1	1	2	12	0	4	0	6	2	4	0	0	0	0	7	0	1	7	1	
HWY 001.	STRUVE RD - STRUVE RD	CALTRANS	15	0.2	420	0	2	2	11	0	0	0	10	0	3	1	0	1	0	5	0	4	8	1	
HWY 068.	SAN BENANCIO RD - FTORD 19044 TORO CREEK RDPUR	CALTRANS	15	0.1	106	0	0	3	12	0	0	0	13	0	2	0	0	0	0	13	0	1	1	0	
E LAUREL DR	NATIVIDAD RD - MEDICAL CENTER DR	SALINAS	11	0.2	887	1	4	5	1	0	0	0	1	3	2	5	0	0	0	1	0	4	1	0	
HWY 068.	B RD - LAURELES GRADE RD	CALTRANS	11	0.2	227	0	1	0	10	0	1	1	8	0	1	0	0	0	0	8	0	0	2	2	
HWY 068.	SKYLINE FOREST DR - SCENIC DR	CALTRANS	11	0.1	250	1	0	5	5	0	2	0	5	0	2	1	0	0	1	7	0	1	5	1	
E BORONDA RD	NATIVIDAD RD - INDEPENDENCE BLVD	SALINAS	9	0.2	556	1	2	5	1	0	2	0	1	0	3	2	0	1	0	3	0	2	4	0	
HWY 068.	BOOTS RD/COASADERA DR - B RD	CALTRANS	9	0.0	69	0	0	3	6	0	0	2	5	0	1	1	0	0	0	5	0	1	4	1	
N DAVIS RD	BORONDA CROSSING PL - BORONDA CROSSING PL	SALINAS	8	1.0	532	0	3	1	4	0	0	0	6	1	1	0	0	0	0	5	0	2	2	1	
HWY 068.	SPRING ST - WORK ST	CALTRANS	8	0.4	222	0	1	3	4	0	1	1	2	2	2	0	0	0	0	1	0	3	2	0	
HWY 001.	STRUVE RD - SPRINGFIELD RD	CALTRANS	8	0.5	381	1	1	3	3	0	2	0	2	0	2	2	0	0	0	3	0	2	3	1	
HWY 068.	FOSTER RD - HITCHCOCK RD	CALTRANS	7	1.5	57	0	0	3	4	0	0	0	1	1	4	1	0	0	0	1	0	4	3	1	
N DAVIS RD	WESTRIDGE PKWY - AUTO CENTER CIR	SALINAS	7	0.0	216	1	0	3	3	0	5	0	0	1	1	0	0	0	0	0	0	2	2	0	
E BORONDA RD	MCKINNON ST - EL DORADO DR	SALINAS	7	-0.1	61	0	0	4	3	0	1	2	1	2	1	0	0	0	1	1	0	2	2	1	
HWY 001.	DOLAN RD - JETTY RD	CALTRANS	7	0.2	211	1	0	2	4	0	1	1	5	0	0	0	0	0	0	3	0	1	0	0	
HWY 001.	MOLERA RD - COOTRERO RD	CALTRANS	7	0.5	47	0	0	1	6	0	5	1	0	0	0	0	0	0	0	0	0	0	3	1	
IMJIN PKWY	MRNARESTON DR - MRNA_IMJIN RD/MRNA_RESERVATION RD	MARINA	7	0.2	47	0	0	1	6	0	1	0	6	0	0	0	0	0	0	5	0	0	0	0	
DEL MONTE AVE	CAMINO EL ESTERO - CAMINO AGUAJITO	MARINA	7	0.3	216	0	1	3	3	0	0	1	0	0	5	1	0	0	0	3	0	0	4	0	
HWY 068.	TORERO DR - RAMP	CALTRANS	6	0.3	210	0	1	3	2	0	2	0	2	0	1	1	0	0	0	2	0	1	2	0	
E BORONDA RD	EL DORADO DR - NATIVIDAD RD	SALINAS	6	0.1	51	0	0	3	3	0	1	0	0	2	3	0	0	0	0	2	0	1	1	3	
N MAIN ST	IRIS DR - W LAUREL DR	SALINAS	6	0.2	196	0	1	0	5	0	2	0	2	1	0	0	1	0	1	2	0	0	3	1	
DEL MONTE BLVD	MORTIMERS LN - RESERVATION RD	MARINA	6	0.2	214	0	1	4	1	0	0	0	0	1	4	1	0	0	0	1	0	3	3	2	
HWY 068.	HAUL RD - EL BOSQUE DR/SCENIC DR	CALTRANS	6	0.2	674	1	3	0	2	0	1	0	2	0	3	0	0	0	0	3	0	1	4	1	
HWY 068.	MORSE DR - HAUL RD	CALTRANS	6	0.9	51	0	0	3	3	0	0	0	5	0	1	0	0	0	0	5	0	0	2	1	
HWY 068.	CORRAL DE TIERRA RD - SAN BENANCIO RD	CALTRANS	5	0.3	44	0	0	3	2	0	0	1	3	1	0	0	0	0	0	3	0	0	2	0	
HWY 183.	N DAVIS RD - MARKET CIR	CALTRANS	5	1.9	827	2	3	0	0	0	0	1	0	1	1	0	0	2	0	0	0	2	2	0	
N DAVIS RD	CALLE DEL ADOBE/W LAUREL DR - WESTRIDGE PKWY	COUNTY	5	0.1	44	0	0	3	2	0	0	0	4	0	0	0	1	0	1	3	0	0	1	2	
E BORONDA RD	SAN JUAN GRADE RD/SAN JUAN GRADE RD - DARTMOUTH WAY	SALINAS	5	0.2	49	0	0	4	1	0	3	0	1	1	0	0	0	0	0	0	0	0	1	0	
HWY 001.	TRAFTON RD - LEE RD	CALTRANS	5	0.4	40	0	0	2	3	0	0	2	1	1	1	0	0	0	0	1	0	2	1	0	
HWY 001.	WATSONVILLE RD - WATSONVILLE RD	CALTRANS	5	0.3	208	0	1	4	0	0	1	0	1	0	3	0	0	0	0	0	0	2	4	0	
IMJIN PKWY	ABRAMS DR - IMJIN RD	MARINA	5	0.0	204	0	1	3	1	0	0	1	2	0	0	1	0	1	0	2	0	2	3	0	
IMJIN PKWY	HWY 101 - 2ND AVE	MARINA	5	0.3	40	0	0	2	3	0	1	1	2	0	0	0	0	0	0	4	0	0	2	1	
HWY 068.	SCENIC DR - HWY 1	CALTRANS	5	-0.1	49	0	0	4	1	0	0	0	1	0	2	1	0	1	0	2	0	0	3	3	
HWY 068.	SPRECKLES BLVD - RIVER RD	CALTRANS	4	1.7	348	0	2	1	1	0	0	0	2	1	0	0	1	0	1	1	0	1	2	1	
HWY 068.	RAMP - COORTOLA DRPUR	CALTRANS	4	0.6	24	0	0	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	2	0	
N DAVIS RD	HWY 183. - W ROSSI ST	SALINAS	4	1.5	34	0	0	2	2	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	
HWY 183.	CLARK ST - RAMP	SALINAS	4	-0.1	188	1	0	1	2	0	0	1	1	1	1	0	0	0	0	1	0	0	0	1	
E BLANCO RD	LA MESA WAY - BLANCO CIR	SALINAS	4	-0.1	188	0	1	1	2	0	0	1	1	0	0	2	0	0	0	1	0	2	2	0	
NATIVIDAD RD	MEDICAL CENTER DR/SALACHECO ST - CHAPARRAL ST/MCSO JAIL DY	SALINAS	4	0.1	188	1	0	1	2	0	1	1	0	0	2	0	0	0	0	0	0	2	2	0	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
NATIVIDAD RD	SORRENTINI DR - E LAUREL DR	SALINAS	4	0.0	502	2	1	0	1	0	0	0	0	3	1	0	0	0	0	1	0	2	1	0	
N MAIN ST	W BERNAL DR - IRIS DR	SALINAS	4	0.3	343	0	2	0	2	0	0	1	0	0	2	1	0	0	0	1	0	1	1	3	
IMJIN PKWY	3RD AVE - ABRAMS DR	SALINAS	4	-0.1	352	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	0	
IMJIN PKWY	SEA_2ND AVE - 3RD AVE	MARINA	4	0.2	507	1	2	1	0	0	0	0	1	2	1	0	0	0	0	1	0	2	3	0	
RESERVATION RD	CRESCENT AVE - OCEAN TERR	MARINA	4	0.4	34	0	0	2	2	0	3	0	0	0	0	1	0	0	0	1	0	0	1	0	
HWY 068.	EL BOSQUE DR/SCENIC DR - SKYLINE FOREST DR	MONTEREY	4	-0.1	188	0	1	1	2	0	1	0	0	0	2	1	0	0	0	0	0	2	3	1	
DEL MONTE AVE	SLOAT AVE - CUNNINGHAM RD	MONTEREY	4	-0.1	193	0	1	2	1	0	0	0	0	1	2	1	0	0	0	1	0	0	1	0	
HWY 068.	PORTOLA DR - RIVER RD	COUNTY	3	1.7	342	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	
S DAVIS RD	AMBROSE DR - W ACACIA ST	SALINAS	3	-0.1	182	0	1	1	1	0	0	0	2	0	0	0	0	1	1	0	0	0	1	0	
E BORONDA RD	DARTMOUTH WAY - MCKINNON ST	SALINAS	3	-0.1	23	0	0	1	2	0	0	0	3	0	0	0	0	0	0	3	0	0	1	0	
E BORONDA RD	N MAIN ST - SAN JUAN GRADE RD/SAN JUAN GRADE RD	SALINAS	3	0.0	18	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	
E LAUREL DR	ST EDWARDS DR - RANCH VIEW LN	SALINAS	3	0.6	23	0	0	1	2	0	0	0	1	0	1	0	0	1	0	1	0	1	1	0	
N SANBORN RD	EUCALYPTUS DR - MADEIRA AVE/OREGON ST	SALINAS	3	-0.1	18	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
N DAVIS RD	SLOAT DR - LARKIN DR	SALINAS	3	2.1	187	0	1	2	0	0	0	0	0	1	2	0	0	0	0	1	0	0	1	1	
N MAIN ST	CHAPARRAL ST - NAVAJO DR	CALTRANS	3	0.6	178	1	0	0	2	0	0	1	0	0	1	1	0	0	1	0	0	1	1	0	
HWY 001.	COIERI CT - MOSS LANDING RD	CALTRANS	3	1.1	23	0	0	1	2	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	
RAMP_133282	Salinas RD - HWY 001.	CALTRANS	3	0.1	18	0	0	0	3	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	
HWY 001.	MOSS LANDING RD - DOLAN RD	COUNTY	3	-0.1	182	0	1	1	1	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	
RESERVATION RD	BLANCO RD - INTER GARRISON RD	MARINA	3	-0.1	178	1	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	2	2	1	
IMJIN PKWY	ABRAMS DR - MRNARESTON DR	MARINA	3	0.1	337	1	1	0	1	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	
HWY 068.	SECA PL - LAGUNA PL	CALTRANS	3	-0.1	23	0	0	1	2	0	0	0	2	0	1	0	0	0	0	2	0	0	1	0	
HWY 068.	RAMP - JOSSELYN CANYON RD	CALTRANS	3	0.1	28	0	0	2	1	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	
N FREMONT BLVD	CASA VERDE WAY - AIRPORT RD/DELA VINA AVE	MONTEREY	3	0.0	342	0	2	1	0	0	0	0	1	0	1	1	0	0	0	1	0	2	1	0	
N FREMONT BLVD	CASANOVA AVE - HWY 218.	MONTEREY	3	-0.1	182	0	1	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	
HWY 068.	RAGSDALE DR - YORK RD	CALTRANS	3	-0.1	23	0	0	1	2	0	0	2	1	0	0	0	0	0	0	1	0	0	1	0	
HWY 068.	OLMSTED RD - OXTON RD	CALTRANS	3	-0.2	28	0	0	2	1	0	0	1	0	0	2	0	0	0	0	0	0	1	0	2	
HWY 183.	RAMP - HWY 101.	CALTRANS	2	-0.1	17	0	0	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	
Minor Arterials																									
HWY 001.	DOUD CREEK - AURORA DEL MAR	CALTRANS	20	0.1	937	1	4	4	11	0	5	2	4	1	5	3	0	0	1	8	0	5	5	1	
HWY 183.	COOPER RD - ESPINOSA RD	CALTRANS	18	-2.1	288	0	1	4	13	0	0	2	11	1	4	0	0	0	0	9	0	3	6	2	
N SANBORN RD	GARNER AVE - DEL MONTE AVE	SALINAS	12	-4.6	279	0	1	10	1	0	1	0	0	1	7	3	0	0	1	4	0	5	5	0	
HWY 001.	COAST RDPUR - COAST RD	CALTRANS	12	-1.0	561	3	0	2	7	0	1	0	6	1	2	2	0	0	0	6	0	0	8	1	
HWY 001.	RILEY RANCH RD - SAN JOSE CREEK CANYON RD	CALTRANS	11	-10.2	240	0	1	3	7	0	5	2	4	0	0	0	0	0	0	4	0	0	0	0	
HWY 183.	OLD CEMETERY RD - MCFADDEN RD	CALTRANS	9	-17.0	92	0	0	8	1	0	0	1	0	2	5	1	0	0	0	0	0	5	6	1	
HWY 001.	MORSE DR - OCEAN AVE/CARMEL HILLS DR	CALTRANS	9	-3.7	69	0	0	3	6	0	0	0	8	0	1	0	0	0	0	9	0	0	1	3	
HWY 001.	TORRES CANYON RD - CASTRO ARROYO CANYON RD	CALTRANS	8	-2.3	54	0	0	1	7	0	0	1	7	0	0	0	0	0	0	5	0	2	2	0	
HWY 001.	COFEIFFER BURNS STATE PK - COARTINGTON RIDGE RD	CALTRANS	8	-1.1	222	0	1	3	4	0	2	1	3	0	1	1	0	0	0	4	0	0	1	2	
HWY 001.	WESTON RIDGE RD - GARRAPATA TROUT FARM/COALO COLORADO RD	CALTRANS	8	-1.1	213	0	1	1	6	0	0	1	7	0	0	0	0	0	0	7	0	0	1	0	
N SANBORN RD	BUCKHORN DR - E BORONDA RD	SALINAS	7	-1.1	47	0	0	1	6	0	0	0	5	0	1	0	0	0	0	7	0	0	0	0	
HWY 001.	COAST RD - ROCKY CREEK	CALTRANS	7	-3.1	530	1	2	2	2	0	1	0	0	1	3	2	0	0	0	1	0	4	4	0	
HWY 001.	SAN JOSE CREEK CANYON RD - RIBERA RD	CALTRANS	7	-5.3	539	1	2	4	0	0	1	1	0	2	3	0	0	0	0	1	0	1	2	1	
HWY 001.	WEST FORK - DOLAN RIDGE	CALTRANS	7	-2.1	849	1	4	2	0	0	1	0	0	1	4	1	0	0	0	1	0	2	1	0	
HWY 198.	UNNAMED - HWY 025.	CALTRANS	7	-3.5	530	0	3	2	2	0	0	1	3	0	2	1	0	0	0	3	0	0	3	0	
E LAUREL DR	N SANBORN RD - TOWT ST	SALINAS	6	-8.3	37	0	0	0	6	0	0	1	3	0	1	1	0	0	0	3	0	2	2	2	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
HWY 001.	COAST RD - COAST RD	CALTRANS	6	-3.1	683	0	4	2	0	0	1	1	2	0	0	0	0	1	0	1	0	1	3	1	
HWY 001.	FORTHUNTER LIGGETT TRL - 24S05 SALMON CREEK STA RD	CALTRANS	5	-8.2	204	1	0	3	1	0	2	1	0	1	1	0	0	0	0	0	0	2	3	0	
HWY 001.	BIKEPED_545702 - COT SUR NAVAL FAC	CALTRANS	5	-0.3	354	0	2	1	2	0	3	0	0	0	2	0	0	0	0	0	0	1	1	1	
HWY 001.	CLEAR RIDGE RD - UNNAMED	CALTRANS	5	-0.4	208	0	1	4	0	0	0	0	0	0	4	1	0	0	0	0	0	1	2	0	
HWY 001.	VALLEY WAY - HANDLEY DR	CALTRANS	5	-5.1	31	0	0	0	5	0	0	0	3	0	2	0	0	0	0	3	0	1	2	1	
HWY 001.	ROCKY CREEK - PALO COLORADO RD	CALTRANS	5	-1.0	509	1	2	0	2	0	0	0	3	0	1	0	0	1	0	4	0	0	1	0	
BITTERWATER RD	INDUSTRIAL WAY - SAN LORENXZO CREEK	COUNTY	5	-0.6	195	1	0	1	3	0	0	1	2	0	1	1	0	0	0	2	0	2	1	0	
HWY 183.	ESPINOSA RD - DEL MONTE AVE	CALTRANS	4	-6.3	24	0	0	0	4	0	2	1	1	0	0	0	0	0	0	1	0	0	1	0	
N MAIN ST	BIRDVALE DR - ESPINOSA RD/HARRISON RD/RUSSELL RD	SALINAS	4	-5.6	29	0	0	1	3	0	0	0	2	1	1	0	0	0	0	2	0	0	1	0	
E ALISAL ST	N SANBORN RD/S SANBORN RD - EUCALYPTUS DR	SALINAS	4	-2.0	38	0	0	3	1	0	0	0	0	0	3	1	0	0	0	1	0	0	2	0	
HWY 001.	CASTRO ARROYO CANYON RD - COASTLANDS RD	CALTRANS	4	-0.9	43	0	0	4	0	0	0	0	0	1	3	0	0	0	0	0	0	1	2	0	
HWY 001.	COAST RIDGE RD - RANCHO RICO P RD	CALTRANS	4	-4.5	184	1	0	0	3	0	0	0	1	0	2	1	0	0	0	2	0	0	1	0	
HWY 001.	GORDA MT RD - VILLA CREEK	CALTRANS	4	-2.1	24	0	0	0	4	0	1	0	2	0	0	1	0	0	0	2	0	0	1	0	
HWY 001.	COFEIFFER BIG SUR - COFEIFFER RD	CALTRANS	4	-2.7	188	0	1	1	2	0	1	0	0	0	1	2	0	0	0	0	0	1	1	0	
HWY 001.	Highway 1 - COAST RDPUR_1	CALTRANS	4	-6.7	34	0	0	2	2	0	0	0	2	0	2	0	0	0	0	2	0	1	3	0	
HWY 198.	STREET-UNNAMED_123795 - UNNAMED	CALTRANS	4	-3.7	38	0	0	3	1	0	0	1	0	0	3	0	0	0	0	0	0	2	2	0	
HWY 183.	MARKET CIR/RAMP_LOCAL_956051 - OLD CEMETERY RD	CALTRANS	3	#N/A	32	0	0	3	0	0	0	2	0	0	1	0	0	0	0	1	0	1	0	0	
HWY 183.	SAN JON RD - COOPER RD	SALINAS	3	-4.0	32	0	0	3	0	0	0	0	1	1	1	0	0	0	0	2	0	0	2	1	
WILLIAMS RD	DEL MONTE AVE - MONTE BELLA BLVD	SALINAS	3	-7.3	18	0	0	0	3	0	0	1	1	0	1	0	0	0	0	1	0	0	1	0	
E ALISAL ST	N HEBBRON AVE/S HEBBRON AVE - N FILICE ST/S FILICE ST	SALINAS	3	-2.7	178	0	1	0	2	0	1	0	1	1	0	0	0	0	0	0	0	1	1	0	
JOHN ST	S SANBORN RD - MCGOWAN DR	SALINAS	3	-5.2	18	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	
WILLIAMS RD	QUILLA ST - E MARKET ST	SALINAS	3	-2.7	182	1	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	
E MARKET ST	MERCED ST/RAMP_118890 - KERN ST	CALTRANS	3	-1.4	23	0	0	1	2	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	
HWY 001.	CORONA RD/FERN CANYON RD - ALLAN RD	CALTRANS	3	-2.2	178	1	0	0	2	0	0	0	1	0	1	0	0	1	0	1	0	1	3	0	
HWY 001.	GARRAPATA TROUT FARM/COALO COLORADO RD - UNNAMED	CALTRANS	3	-1.3	187	0	1	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	1	
HWY 001.	HIGHLAND DR - CORONA RD/FERN CANYON RD	CALTRANS	3	-4.0	178	0	1	0	2	0	1	0	1	0	1	0	0	0	0	1	0	1	1	0	
HWY 001.	KYLE PERINE - CLEAR RIDGE RD	CALTRANS	3	-0.7	178	1	0	0	2	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	
HWY 001.	COT LOBOS STATE RESERVE - RILEY RANCH RD	CALTRANS	3	-1.6	187	0	1	2	0	0	2	1	0	0	0	0	0	0	1	0	0	1	0	0	
HWY 001.	WILLOW CREEK RD - COLASKETT RIDGE RD	CALTRANS	3	-1.2	182	0	1	1	1	0	0	0	0	0	3	0	0	0	0	1	0	2	1	2	
HWY 001.	BEACH LOWER CREEK AND REDWOOD LOOPS - UNNAMED	CALTRANS	3	-2.2	182	0	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	2	2	0	
HWY 001.	PHENGER CREEK - ANDREW MOLERA/COAST RD	CALTRANS	3	-0.3	342	2	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	
HWY 001.	FORT HUNTER LIGGETT - WILLOW CREEK RD	CALTRANS	3	-0.7	182	0	1	1	1	0	0	0	0	0	3	0	0	0	0	2	0	0	1	0	
HWY 001.	COUNTY LIMITS - BIKEPED_FORTHUNTER LIGGETT TRL	CALTRANS	3	-1.4	187	0	1	2	0	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	
HWY 198.	FREEMAN FLAT RD - UNNAMED	CALTRANS	3	-0.7	182	0	1	1	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	
HWY 198.	COW CREEK - UNNAMED	CALTRANS	3	-3.4	18	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	
Major Collectors																									
BLANCO RD	COOPER RD - ARMSTRONG RD	COUNTY	18	0.3	447	1	1	4	12	0	2	0	8	2	4	2	0	0	1	9	0	4	3	0	
BLANCO RD	HITCHCOCK RD - DAVIS RD	COUNTY	17	0.3	614	1	2	7	7	0	1	0	5	0	7	4	0	0	0	9	0	3	5	0	
OLD STAGE RD	WILLIAMS RD - OLD NATIVIDAD RD	SALINAS	13	0.1	895	0	5	4	4	0	2	1	0	1	4	5	0	0	0	3	0	4	3	0	
RIVER RD	RIVER RD - PARKER RD	COUNTY	13	0.0	581	1	2	5	5	0	1	1	0	2	7	1	0	0	0	0	0	4	4	0	
METZ RD	UNNAMED - UNNAMED	COUNTY	11	-0.1	245	0	1	4	6	0	0	3	4	0	3	1	0	0	0	3	0	0	3	1	
SAN JUAN GRADE RD	CRAZY HORSE CANYON RD - UNNAMED	COUNTY	9	0.0	547	0	3	3	3	0	1	2	0	2	3	1	0	0	1	0	0	2	5	0	
CASTROVILLE BLVD	ELKHORN RD/ORMART RD - ARCHER RD	COUNTY	9	0.2	69	0	0	3	6	0	0	0	8	0	0	1	0	0	1	9	0	0	1	2	
ABBOTT ST	HARTNELL RD - HWY 101.	COUNTY	8	0.3	372	1	1	1	5	0	1	0	0	1	6	0	0	0	0	2	0	1	2	0	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
HALL RD	UNNAMED - SILL RD	COUNTY	8	0.6	222	0	1	3	4	0	3	1	3	0	0	0	0	1	1	5	0	0	1	0	
HALL RD	COINI RD - JOHNSON RD	COUNTY	8	0.0	222	1	0	3	4	0	1	0	4	1	1	0	0	1	0	4	0	0	3	1	
SAN MIGUEL CANYON RD	COOND DEROSA LN - GARLEN LN	COUNTY	8	0.9	541	1	2	3	2	0	0	2	1	4	1	0	0	1	0	2	0	3	4	0	
SALINAS RD	ELKHORN RD - TRAFTON RD	COUNTY	8	0.1	222	0	1	3	4	0	2	1	2	0	1	2	0	0	0	2	0	0	1	0	
CRAZY HORSE CANYON RD	SAN JUAN GRADE RD - HIDDEN CANYON RD	COUNTY	7	0.2	52	0	0	2	5	0	1	1	4	0	1	0	0	0	0	3	0	2	3	1	
COORTER DR	SALINAS RD/STENDER AVE - SAN JUAN RD/SCR_WAT_MAIN ST	COUNTY	7	1.5	371	0	2	2	3	0	2	2	1	0	1	0	0	1	1	1	0	1	2	1	
SAN JUAN RD	SUSAN ST - ALLISON RD/STREET-UNNAMED_140678	COUNTY	7	0.4	371	1	1	2	3	0	1	1	1	0	4	0	0	0	0	0	0	1	2	0	
CHUALAR RIVER RD	CHUALAR DUMP RD - UNNAMED	COUNTY	7	-0.1	216	0	1	3	3	0	0	1	5	0	1	0	0	0	0	2	0	3	3	0	
HWY 146.	STONEWALL CANYON RD - METZ RD	CALTRANS	7	0.0	361	1	1	0	5	0	0	2	2	0	3	0	0	0	0	2	0	0	2	1	
METZ RD	TOPO RD - UNNAMED	COUNTY	7	0.0	52	0	0	2	5	0	0	2	5	0	0	0	0	0	0	3	0	0	3	1	
RIVER RD	CHUALAR RIVER RD - UNNAMED	COUNTY	6	0.3	210	0	1	3	2	0	1	0	1	1	2	0	0	1	0	1	0	1	3	2	
SAN JUAN GRADE RD	VAN BUREN AVE - RUSSELL RD	SALINAS	6	0.3	51	0	0	3	3	0	0	0	0	0	4	2	0	0	0	2	0	1	3	0	
HALL RD	JOHNSON RD - SAN MIGUEL CANYON RD	COUNTY	6	0.6	365	0	2	2	2	0	4	1	1	0	0	0	0	0	0	2	0	0	3	2	
SAN MIGUEL CANYON RD	HAMBEY LN - MARK RYAN ESTS	COUNTY	6	0.1	205	0	1	2	3	0	0	0	3	1	2	0	0	0	0	3	0	1	1	2	
SALINAS RD	LEWIS RD - RAILROAD AVE	COUNTY	6	0.1	51	0	0	3	3	0	0	0	0	0	4	2	0	0	0	2	0	1	3	0	
SAN JUAN RD	UNNAMED - SAN MIGUEL CANYON RD	COUNTY	6	0.0	214	0	1	4	1	0	0	2	0	0	1	3	0	0	0	2	0	0	3	1	
SAN JUAN GRADE RD	UNNAMED - UNNAMED	COUNTY	6	-0.1	365	0	2	2	2	0	0	1	0	0	3	2	0	0	0	0	0	1	1	0	
RIVER RD	LIMEKILN RD - RIVER RD	COUNTY	6	0.1	46	0	0	2	4	0	0	2	3	1	0	0	0	0	0	4	0	0	2	0	
METZ RD	AIRPORT RD - KNCPRECKELS RD	COUNTY	6	0.0	201	0	1	1	4	0	0	0	5	0	1	0	0	0	0	6	0	0	0	1	
SALINAS RD	FRUITLAND AVE - WERNER RD	COUNTY	6	-0.1	524	2	1	2	1	0	1	1	2	1	1	0	0	0	0	1	0	0	2	0	
HATTON AVE	5TH ST - HARKINS RD/HUNTER LN	COUNTY	5	1.2	358	1	1	2	1	0	1	0	1	1	0	1	1	0	0	2	0	1	2	0	
SAN MIGUEL CANYON RD	CASTROVILLE BLVD - NORTHWOOD PL	COUNTY	5	0.4	195	0	1	1	3	0	1	2	0	1	1	0	0	0	0	0	0	1	1	0	
CASTROVILLE BLVD	COARADISE RD - MANZANITA PARK LN	COUNTY	5	-0.1	35	0	0	1	4	0	0	0	0	0	2	2	1	0	0	0	0	0	2	1	
SAN JUAN RD	DUNBARTON RD - RAMP	COUNTY	5	0.0	49	0	0	4	1	0	0	2	0	0	2	0	1	0	1	0	0	1	2	0	
SALINAS RD	FAIR WAY - FRUITLAND AVE	COUNTY	5	0.4	363	0	2	3	0	0	0	3	0	0	1	1	0	0	1	2	0	0	0	0	
SAN JUAN RD	UNNAMED - UNNAMED	COUNTY	5	0.2	199	0	1	2	2	0	0	1	0	0	3	1	0	0	0	0	0	3	3	1	
SAN MIGUEL CANYON RD	STRAWBERRY RD - STRONG CIR	COUNTY	5	0.1	199	0	1	2	2	0	3	2	0	0	0	0	0	0	0	0	0	0	2	0	
CARMEL VALLEY RD	SCARLETT RD - SCARLETT RD	COUNTY	5	0.1	199	0	1	2	2	0	1	2	0	0	1	1	0	0	0	0	0	0	0	1	
CARMEL VALLEY RD	MIRAMONTE RD - COINETREE LN	COUNTY	5	-0.1	190	0	1	0	4	0	1	1	3	0	0	0	0	0	0	3	0	0	1	0	
LAURELES GRADE RD	UNNAMED - CAMINO ESCONDIDO RD/RINCONADA DR	COUNTY	5	-0.1	35	0	0	1	4	0	1	1	1	0	1	0	1	0	0	1	0	0	0	1	
BLANCO RD	ARMSTRONG RD - HITCHCOCK RD	COUNTY	4	0.0	29	0	0	1	3	0	0	0	4	0	0	0	0	0	0	4	0	0	1	1	
ABBOTT ST	HARRIS RD - UNNAMED	COUNTY	4	0.0	34	0	0	2	2	0	1	0	2	0	0	0	0	1	1	2	0	0	0	0	
OLD STAGE RD	NATIVIDAD RD - HEBERT RD	COUNTY	4	-0.1	34	0	0	2	2	0	0	0	3	0	1	0	0	0	0	3	0	0	2	0	
RUSSSELL RD	BAHIA AVE - HEBERT RD	COUNTY	4	0.0	38	0	0	3	1	0	0	0	2	0	2	0	0	0	0	2	0	0	2	1	
RIVER RD	COREY RD - LAGUNA RD	COUNTY	4	0.0	34	0	0	2	2	0	1	0	2	0	1	0	0	0	0	0	0	1	3	0	
SAN MIGUEL CANYON RD	ECHO VALLEY RD - COARADISE RD	COUNTY	4	0.3	24	0	0	0	4	0	1	1	2	0	0	0	0	1	0	1	0	0	1	0	
ELKHORN RD	GARIN RD - HUDSON LANDING RD	COUNTY	4	-0.1	34	0	0	2	2	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	
HALL RD	ELKHORN RD - WILLOW RD	COUNTY	4	0.0	193	0	1	2	1	0	0	1	1	0	2	0	0	0	0	0	0	1	1	0	
HALL RD	LAS LOMAS DR - UNNAMED	COUNTY	4	0.0	34	0	0	2	2	0	2	0	0	0	1	0	0	1	0	0	0	2	2	0	
SAN MIGUEL CANYON RD	LANGLEY CANYON RD - CASTROVILLE BLVD	COUNTY	4	0.7	198	1	0	3	0	0	0	0	0	0	4	0	0	0	0	0	0	2	2	1	
SAN JUAN RD	SAN MIGUEL CANYON RD - MURPHY RD	COUNTY	4	0.2	29	0	0	1	3	0	2	0	1	1	0	0	0	0	0	1	0	0	2	1	
BLANCO RD	BLANCO LN - SALINAS RIVER	COUNTY	4	0.0	29	0	0	1	3	0	0	1	2	0	1	0	0	0	0	2	0	0	0	0	
CARMEL VALLEY RD	COUNTRY CLUB DR - COANETTA RD	COUNTY	4	0.0	24	0	0	0	4	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	
GARDEN RD	FAIRGROUND RD/MARK THOMAS DR - SKY PARK WAY	MONTEREY	4	-0.1	188	1	0	1	2	0	0	2	0	1	1	0	0	0	0	1	0	0	2	0	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
RESERVATION RD	WATKINS GATE RD - S DAVIS RD	COUNTY	4	0.0	193	0	1	2	1	0	1	0	1	0	0	2	0	0	1	2	0	0	0	1	
RESERVATION RD	ENGINEER CANYON RD - HILLTOWN RD/COORTOLA DR/RIVER RD	COUNTY	4	0.1	193	0	1	2	1	0	1	0	1	0	1	1	0	0	0	2	0	1	2	0	
ALTA ST	CORDA RD - UNNAMED	COUNTY	4	0.0	29	0	0	1	3	0	0	0	2	1	1	0	0	0	0	1	0	1	1	0	
JOLON RD	LOCKWOOD JOLON RD/STREET-UNNAMED_107588 - UNNAMED	COUNTY	4	-0.1	43	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	0	1	2	0	
JOLON RD	UNNAMED - NEW PLEYTO RD	COUNTY	4	-0.1	352	0	2	2	0	0	0	0	2	0	0	2	0	0	0	3	0	0	1	0	
METZ RD	UNNAMED - TOPO RD	COUNTY	4	-0.1	38	0	0	3	1	0	0	0	0	0	2	2	0	0	0	0	0	1	3	0	
BLANCO RD	UNNAMED - COOPER RD	COUNTY	3	0.1	23	0	0	1	2	0	0	0	1	0	2	0	0	0	0	0	0	0	0	1	
HEBERT RD	OLD STAGE RD - MIDDLEFIELD RD	COUNTY	3	-0.1	18	0	0	0	3	0	1	0	2	0	0	0	0	0	0	1	0	0	1	1	
SAN JUAN GRADE RD	STIRLING RD - LAGUNITA RD	COUNTY	3	0.0	23	0	0	1	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
SAN JUAN GRADE RD	VALLE SAN JUAN DR - CRAZY HORSE CANYON RD	COUNTY	3	-0.2	342	1	1	1	0	0	1	0	2	0	0	0	0	0	0	2	0	0	0	1	
ADAMS ST	W LAUREL DR - TULANE ST	SALINAS	3	4.5	28	0	0	2	1	0	0	0	1	1	1	0	0	0	0	1	0	1	1	0	
CASENTINI ST	RICO ST - HWY 183.	SALINAS	3	-0.2	337	1	1	0	1	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	
SAN JUAN RD	ALLISON RD/STREET-UNNAMED_140678 - SAN JUAN GRADE RD	COUNTY	3	-0.1	182	1	0	1	1	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	
ELKHORN RD	HUDSON LANDING RD - WERNER RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	
ELKHORN RD	ELKHORN RD - GARIN RD	COUNTY	3	0.3	28	0	0	2	1	0	1	0	1	0	1	0	0	0	0	2	0	0	2	0	
HALL RD	SILL RD - COINI RD	COUNTY	3	0.0	342	0	2	1	0	0	1	1	0	1	0	0	0	0	0	0	0	2	2	0	
SAN MIGUEL CANYON RD	MORO RD - LANGLEY CANYON RD	COUNTY	3	0.5	18	0	0	0	3	0	2	0	1	0	0	0	0	0	0	1	0	0	1	0	
SALINAS RD	TRAFTON RD - LEWIS RD	COUNTY	3	0.1	23	0	0	1	2	0	1	0	1	1	0	0	0	0	0	1	0	0	1	0	
SALINAS RD	WERNER RD - ELKHORN RD	COUNTY	3	0.0	28	0	0	2	1	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	
SAN MIGUEL CANYON RD	RAMP_126946 - N PRUNEDALE RD	COUNTY	3	0.3	28	0	0	2	1	0	0	1	1	1	0	0	0	0	0	1	0	0	1	0	
CARMEL VALLEY RD	BROOKDALE DR - TEHAMA/VALLEY GREENS DR	COUNTY	3	-0.1	23	0	0	1	2	0	1	1	1	0	0	0	0	0	0	2	0	0	1	0	
CARMEL VALLEY RD	COACIFIC MEADOW LN - DEL MESA DR/VIA MALLORCA/VIA PETRA	COUNTY	3	0.3	18	0	0	0	3	0	0	1	0	0	1	1	0	0	0	1	0	1	1	0	
CARMEL VALLEY RD	DEL MESA DR/VIA MALLORCA/VIA PETRA - RANCHO SAN CARLOS RD	COUNTY	3	0.0	23	0	0	1	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	
CARMEL VALLEY RD	HWY 001. - CARMEL KNOLLS DR/CARMEL RANCHO BLVD	COUNTY	3	-0.1	342	1	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	2	1	0	
CARMEL VALLEY RD	MEADOWS RD - SCHULTE RD	COUNTY	3	-0.1	187	0	1	2	0	0	0	0	0	1	2	0	0	0	0	0	0	3	2	0	
CARMEL VALLEY RD	FORD RD - COILOT RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	0	0	2	1	0	0	0	1	0	0	1	0	
CARMEL VALLEY RD	VALLE VIS - CAMP STEFFANI RD	COUNTY	3	-0.1	32	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	
LAURELES GRADE RD	UNNAMED - UNNAMED	COUNTY	3	0.0	182	1	0	1	1	0	1	0	1	0	0	0	0	1	0	2	0	0	2	0	
LAURELES GRADE RD	UNNAMED - SOUTHVIEW LN	COUNTY	3	0.2	18	0	0	0	3	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0	
MRNA_RESERVATION RD	ORD AVE - COANZIERA RD	COUNTY	3	0.0	18	0	0	0	3	0	0	1	1	0	0	0	0	0	0	2	0	0	1	0	
MRNA_RESERVATION RD	S DAVIS RD - ENGINEER CANYON RD	COUNTY	3	0.1	28	0	0	2	1	0	0	0	3	0	0	0	0	0	0	2	0	1	1	0	
CHUALAR RIVER RD	FOLETTA RD - RAMP	COUNTY	3	-0.2	342	1	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	1	2	0	
CHUALAR RIVER RD	RIVER RD - CHUALAR DUMP RD	COUNTY	3	-0.1	182	0	1	1	1	0	0	0	2	0	0	1	0	0	0	2	0	0	1	0	
ARROYO SECO RD	CLARK RD - UNNAMED	COUNTY	3	0.1	178	0	1	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	
ARROYO SECO RD	ELM AVE - CEDAR AVE	COUNTY	3	1.3	23	0	0	1	2	0	0	0	0	1	1	1	0	0	0	0	0	1	1	0	
RIVER RD	FOOTHILL RD/FORT ROMIE RD - CAMPHORA RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	1	1	0	1	0	0	0	0	2	0	0	1	1	
ARROYO SECO RD	FORT ROMIE RD - RAMP	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	2	0	1	0	0	0	0	2	0	0	1	0	
ARROYO SECO RD	THORNE RD - CLARK RD	COUNTY	3	-0.1	18	0	0	0	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	
RAMP_118856	GNZ_LANINI RD - HWY 101.	CALTRANS	3	-0.1	28	0	0	2	1	0	0	0	0	0	2	1	0	0	0	2	0	1	2	0	
Minor Collectors																									
ESPINOSA RD	COINSKI LN - RODGERS RD	COUNTY	17	0.6	446	2	0	5	10	0	1	0	16	0	0	0	0	0	0	15	0	2	3	2	
ESPINOSA RD	FOXWOOD LN - CHRISTENSEN RD	COUNTY	16	0.1	740	2	2	1	11	0	0	1	11	3	1	0	0	0	0	11	0	2	2	2	
ALISAL RD	ALISAL CREEK - HARTNELL RD	COUNTY	8	0.8	217	0	1	2	5	0	2	2	1	3	0	0	0	0	0	1	0	0	1	0	
ALISAL RD	FUJI LN - OLD STAGE RD	COUNTY	6	-0.1	46	0	0	2	4	0	1	1	3	1	0	0	0	0	0	4	0	0	1	1	

Facility	Limits	Jurisdiction	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Priority Location
OLD STAGE RD	CLL EL ROSARIO - BLOSSOM HILL WAY	COUNTY	4	-0.1	24	0	0	0	4	0	1	0	2	0	0	1	0	0	0	3	0	0	1	0	
NASHUA RD	COOPER RD - MONTE RD	COUNTY	4	0.7	352	0	2	2	0	0	2	0	0	1	0	0	0	1	0	0	0	1	2	0	
COOPER RD	MCFADDEN RD - COOPER RD	COUNTY	4	-0.1	507	1	2	1	0	0	0	0	1	3	0	0	0	0	0	1	0	1	2	1	
ESPINOSA RD	HWY 183. - COINSKI LN	CALTRANS	4	0.2	38	0	0	3	1	0	1	2	1	0	0	0	0	0	0	1	0	0	0	1	
DOLAN RD	VIA TANQUES - AVILA RD	COUNTY	4	0.3	34	0	0	2	2	0	0	0	1	0	2	0	0	1	0	1	0	1	1	0	
OLD STAGE RD	UNNAMED - ZABALA RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	1	0	1	0	0	0	0	1	0	1	2	1	
ALISAL RD	ZABALA RD - FUJI LN	COUNTY	3	-0.2	23	0	0	1	2	0	0	0	1	0	2	0	0	0	0	1	0	0	1	0	
ELKHORN RD	UNNAMED - WAUGH RD	COUNTY	3	0.0	182	0	1	1	1	0	0	0	2	0	0	0	0	1	0	2	0	0	1	0	
DOLAN RD	DOLAN PL - DOLAN PL	COUNTY	3	0.1	23	0	0	1	2	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	
TARPEY RD	MAHER RD - GRANGER LN	COUNTY	3	0.2	23	0	0	1	2	0	0	0	3	0	0	0	0	0	0	3	0	0	1	0	
CARMEL VALLEY RD	TASSAJARA RD - UNNAMED	COUNTY	3	-0.1	182	1	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	0	2	1	
OLD STAGE RD	CHUALAR CANYON RD - CHUALAR RD	COUNTY	3	0.6	18	0	0	0	3	0	2	1	0	0	0	0	0	0	0	1	0	1	1	1	
OLD STAGE RD	UNNAMED - IVERSON RD	COUNTY	3	-0.1	23	0	0	1	2	0	0	0	2	0	1	0	0	0	0	2	0	0	0	0	
COEACH TREE RD	PEACH TREE RD - STREET-UNNAMED_103963	COUNTY	3	0.2	28	0	0	2	1	0	0	2	1	0	0	0	0	0	0	1	0	0	1	0	
Local Roads																									
BLACKIE RD	COMMERCIAL PKWY/COMMERICAL PKWY - MORO TERR	SALINAS	10	0.1	75	0	0	3	7	0	0	0	8	0	2	0	0	0	0	9	0	0	1	0	
HARRISON RD	MARTINES RD - COUNTRY MEADOWS RD	COUNTY	8	0.5	381	0	2	3	3	0	0	0	0	1	5	2	0	0	0	1	0	6	6	0	
HARRISON RD	ESPINOSA RD/RUSSELL RD/N MAIN ST - SALA RD	COUNTY	8	0.5	372	1	1	1	5	0	2	3	2	0	1	0	0	0	1	4	0	0	2	0	
HILLTOP RD	JENSEN RD - RAMP	COUNTY	8	0.0	536	1	2	2	3	0	0	0	0	0	7	1	0	0	0	1	0	3	2	0	
SAN MIGUEL CANYON RD	LAGUNA VISTA DR - COAJARO HILLS DR	COUNTY	7	0.2	380	0	2	4	1	0	0	2	0	0	5	0	0	0	0	1	0	1	2	1	
S DAVIS RD	HITCHCOCK RD - BLANCO RD/BLANCO RD	COUNTY	6	0.0	41	0	0	1	5	0	2	1	2	1	0	0	0	0	0	2	0	0	0	0	
ROGGE RD	JADE DR - NATIVIDAD RD	COUNTY	6	0.0	41	0	0	1	5	0	2	0	3	0	0	0	0	1	2	1	0	1	1	0	
NATIVIDAD RD	ROGGE RD - OLD NATIVIDAD RD	COUNTY	5	0.0	35	0	0	1	4	0	0	0	5	0	0	0	0	0	0	5	0	0	0	1	
KNC_MESA VERDE RD	WILD HORSE RD - UNNAMED	COUNTY	5	-0.1	354	1	1	1	2	0	0	0	1	1	3	0	0	0	0	2	0	2	3	0	
SAN JON RD	HWY 183. - BORONDA RD	COUNTY	4	0.0	29	0	0	1	3	0	0	0	1	0	3	0	0	0	0	2	0	0	4	1	
NATIVIDAD RD	E BORONDA RD - ROGGE RD	COUNTY	4	-0.1	188	0	1	1	2	0	0	1	2	0	1	0	0	0	0	1	0	1	2	0	
FOLETTA RD	BROOME RD - CHUALAR RIVER RD	COUNTY	4	-0.1	29	0	0	1	3	0	0	0	3	0	1	0	0	0	0	4	0	0	0	1	
OLD NATIVIDAD RD	NATIVIDAD RD - OLD STAGE RD	COUNTY	3	-0.1	28	0	0	2	1	0	0	0	2	0	1	0	0	0	0	2	0	0	1	0	
ZABALA RD	ALISAL RD - OLD STAGE RD	COUNTY	3	-0.1	178	0	1	0	2	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	
BLACKIE RD	CAMINO DEL SOL - BORROMEO DR	COUNTY	3	-0.1	342	0	2	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	
CASTROVILLE BLVD	CIELO AZUL - LOS NINOS PL	COUNTY	3	0.0	178	0	1	0	2	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	
COESANTE RD	COKER RD/SAM HILL WAY - HOLLY HILL DR	COUNTY	3	0.1	23	0	0	1	2	0	0	0	0	0	1	1	1	0	0	1	0	1	2	1	
CASTROVILLE BLVD	COLLINS RD - CIELO AZUL	COUNTY	3	0.0	337	0	2	0	1	0	0	0	1	0	0	2	0	0	0	1	0	1	2	0	
ECHO VALLEY RD	GLENN AVE - TRIGO LN	COUNTY	3	0.0	187	0	1	2	0	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	
MONTE RD	NEPONSET RD/MRNA_DEL MONTE BLVD/RAMP_109144 - NASHUA RD	COUNTY	3	0.1	23	0	0	1	2	0	0	1	2	0	0	0	0	0	0	2	0	0	2	1	
CATTLEMEN RD	BUNTE RD/STREET-UNNAMED_129003 - WILDHORSE RD	COUNTY	3	-0.1	28	0	0	2	1	0	0	1	1	0	0	1	0	0	0	1	0	0	1	0	
SILLIMAN RD	CAMPHORA RD - RAMP_118851	COUNTY	3	0.0	23	0	0	1	2	0	1	0	2	0	0	0	0	0	0	2	0	0	1	1	
CATTLEMEN RD	RED HEAD CANYON RD - PINE VALLEY RD	COUNTY	3	-0.1	18	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	1	0	
ESPINOSA RD	CEDAR AVE/THORNE RD - UNNAMED	COUNTY	3	-0.2	182	0	1	1	1	0	0	0	1	0	1	1	0	0	0	1	0	1	2	1	

1. Local Critical Crash Rate Differential
2. Equivalent Property Damage Only Crashes