



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday March 25, 2024 Time: 3:00 p.m. Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403 Remote: 2405 Kalanianaʻole Ave. PH-11 Hilo, HI 96720	Join by Zoom Webinar: https://us02web.zoom.us/j/85229951343?pwd=czVIK1F6MW1MeTBWMlVNa2lvUU9XZz09 Join By Phone: +1 669 900 6833 Zoom Webinar ID: 852 2995 1343 Passcode: 269693
---	--

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG CMEQ will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1.	Call to Order/Roll Call	Action (Papan)	No Materials
2.	Public comment on items not on the agenda	Presentations are limited to 3 mins	No Materials
3.	Issues from the March 11, 2024 C/CAG Board meeting: <ul style="list-style-type: none">• Approval of Reso 24-12 approving the FY2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund• Election of C/CAG Chairperson and C/CAG Vice Chairperson• Receive presentation on C/CAG's Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program.	Information (Lacap)	No Materials
4.	Approval of minutes of the November 27, 2023 and February 26, 2024 meetings.	Action (Papan)	Pages 1- 4
5.	Nomination/Election of the CMEQ Committee Chair and Vice Chair	Action (Lacap)	Page 5
6.	Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP)	Action (Gaye)	Pages 6 - 10
7.	Executive Director Report	Information (Charpentier)	No Materials



*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

- | | | | |
|----|---|-------------------|--------------|
| 8. | Adjournment and establishment of next meeting date:
April 29, 2024 | Action
(Papan) | No Materials |
|----|---|-------------------|--------------|

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to jlacap@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

In-person participation:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

Remote Participation:

1. The C/CAG CMEQ meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
 2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
 3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
 4. When C/CAG staff or CMEQ Chair call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
 5. When called, please limit your remarks to the time allotted.
- If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, jlacap@smcgov.org

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF February 26, 2024**

The meeting was called to order by Member Brown at 3:05 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:05 pm by Member Brown.

2. Public comment on items not on the agenda

Executive Director Charpentier, introduced Member Herhold, Assistant General Manager of the Bay Area Rapid Transit to the CMEQ Committee

Mike Swire urged the committee to examine the efficacy of highway widening in San Mateo County. Mike noted that the SM 101 Express lanes Project (from Santa Clara County line to San Mateo County line) has not been effective in reducing greenhouse gas emissions or traffic congestion.

3. Issues from the December 14, 2023 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

4. Approval of minutes of the November 27, 2023. (Action)

Motion – To approve the minutes of the November 27, 2023 CMEQ meeting.

Committee could not take an action as quorum was not met.

5. Receive a presentation on the Regional Collaborative Program Interim MOU-based Program Summary Report. (Information)

C/CAG staff, Reid Bogert presented on the Regional Collaborative Program Interim MOU-based Program Summary Report.

Member Hedges noted that the City of San Mateo has a stormwater measure to address flooding on the 19TH Ave Channel and Laurel Creek. He further stated that the city needs assistance from various agencies to expand the existing culverts under US 101. Reid responded that there is a significant need for local drainage improvement, issues that address water quality, permit compliance, climate resilience effort, and a need for regional collaboration on larger flooding issues.

6. Receive the draft 2024 and 2025 C/CAG Agency Work Plan. (Information)

C/CAG Executive Director, Sean Charpentier presented on the Draft 2024 and 2025 C/CAG Agency Work Plan.

Member Hedges suggested that C/CAG utilize undersubscribed funds from grant programs to support bicycle and pedestrian safety projects in equity priority communities.

Member Jimenez inquired about C/CAG's role in addressing pot holes along US 101. Sean responded that Caltrans is currently working on addressing the pavement conditions of the highway.

7. Review and recommend approval of the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund (Action)

C/CAG staff, Kim Wever presented on the FY 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. C/CAG staff, Eva Gaye presented two possible strategies to be potentially funded by the program. One possibility is to leverage the TFCA funds as local match for a USDOT Safe Streets for All (SS4A) grant application in order to implement safety countermeasure projects and strategies identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP). Another concept is to use the TFCA funds to deliver the top two to three eligible projects identified in the LRSP. Staff would prepare detailed project scope(s) in the next couple months and bring back to the Committee for approval.

Member Brown expressed concern over \$1 million dollars of TFCA funding that is proposed for "Other Projects to be determined". C/CAG staff, Kim Wever confirmed that this item is only recommending the allocation between program administration and projects, since the expenditure plan is due to the Air District in March. The Committee will have the chance to provide input on the "Other Projects to be determined" at later Committee Meeting since projects scopes are due to the Air District in November.

Committee Members did not have issues on the recommended Fiscal Year 2024/25 Expenditure Plan.

Committee could not take an action as quorum was not met.

8. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier provided the following updates:

- Kick-off for EBX Bus Route between EPA, San Bruno, and limited service to SF
- C/CAG is continuing to support legislation that would allow Advisory Committees to meet remotely.
- C/CAG Board nominated Adam Rak as Chair and Michael Salazar as Vice-Chair of the Board.

9. Member comments and announcements (Information)

No member comments.

10. Adjournment and establishment of next meeting date

The meeting adjourned at 4:12 p.m. The next regular meeting is scheduled for March 25, 2024 at San Mateo City Hall.

2024 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Name	Representing	Jan (No Mtg.)	Feb	Mar	Apr	May	Jun (No Mtg.)	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X										
Tom McCune (Belmont City Council Member)	Elected Official		X										
Richard Hedges (San Mateo City Council Member)	Elected Official		AB 2449										
Stacy Jimenez (Foster City Council Member)	Elected Official		X										
Stacy Miles Holland (Atherton Council Member)	Elected Official		R										
Juslyn Manalo (Daly City Council Member)	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)												
Vacant	Environmental Community												
Vacant	Public Member												
Juan Salazar	Business Community		R										
Deborah Penrose	Agencies with Transportation Interests		R										
Peter Ratto	San Mateo County Transit District (SamTrans)		X										
Pamela Herhold	Bay Area Rapid Transit (BART)		X										
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)												
Staff and Guests in attendance for the February 26, 2024 Meeting Sean Charpentier and Jeff Lacap, Kaki Cheung, Eva Gaye, Reid Bogert, Kim Weaver- C/CAG Staff X - In person attendance AB 2449 – Remote attendance via AB 2449 R - Remote attendance Blank - Absent Brown Act - Remote attendance via Publicly Accessible Teleconference Location													
Remote attendance: Kaki Cheung and Mike Swire													

C/CAG AGENDA REPORT

Date: March 25, 2024

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Nomination/Election of the CMEQ Committee Chair and Vice Chair

(For further information or response to questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG CMEQ Committee nominate and elect a CMEQ Chair and a Vice Chair to serve for the 2024 calendar year.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

Each year, the C/CAG CMEQ Committee selects a Chair and a Vice Chair to lead the committee for the year. Currently, Member Gina Papan serves as the Vice Chair and the Chair position was vacated by Jessica Alba as she resigned from the committee in late 2023. Member Papan is eligible to continue serving in her respective role if elected by the Committee. Staff recommends that the C/CAG CMEQ Committee elect a Chair and Vice Chair for 2024.

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration/operations of C/CAG and the CMEQ Committee.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: March 25, 2024

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP)

(For further information, contact Eva Gaye at egaye@smcgov.org)

Recommendation

That the Congestion Management & Environmental Quality (CMEQ) Committee review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and discuss potential USDOT Safe Streets and Roads for All (SS4A) Grant Program application.

Fiscal Impact

At the March 9, 2023 meeting, the C/CAG Board approved a consultant contract (Reso 23-22) with Kittelson & Associates in the amount of \$338,150 for the preparation of the San Mateo Countywide Local Roadway Safety Plan. A subsequent contract amendment (Reso 24-3) was approved by the C/CAG Board on February 8, 2024 to add \$38,172 to expand the project scope of work, for a new total amount not to exceed \$376,322, and to extend the contract term.

Source of Funds

Funding for the project comes from federal Surface Transportation funds and local Congestion Relief Plan funds. The Congestion Relief Plan funds are used to fulfill the 11.47% local match requirement.

Background

A Local Roadway Safety Plans (LRSP) identifies and systematically analyzes roadway safety needs and develops a prioritized list of safety countermeasures. A LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges through local agency partnerships and collaboration.

The completion of the countywide LRSP will render jurisdictions in the County eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and future funding for Caltrans Highway Safety Improvement Program and US Department of Transportation Safe Streets for All (SS4A). As part of the initial development of the plan, the Technical Advisory Committee reviewed and provided input on the scope of work

in November 2022. Through a competitive procurement process, Kittelson & Associates was selected to prepare the countywide LRSP.

The plan is divided into two parts. The first part contains the Countywide LRSP, and the second part contains individual LRSPs from ten participating agencies. C/CAG engaged its 21 constituent jurisdictions to ensure an updated safety plan for those lacking one. The remaining 10 jurisdictions without an individual chapter in this plan either possess or are in the process of developing their respective safety plans, thus they are not individually included herein. The jurisdictions with plans developed through this process include the following:

- Atherton
- Belmont
- Brisbane
- Colma
- East Palo Alto
- Foster City
- Half Moon Bay
- Hillsborough
- San Carlos
- Woodside

As part of the development of the Countywide Plan that kicked off in Spring 2023, the project development team assembled an advisory group comprising of city staff, public health staff, public safety, and other community partners to inform the development of the plan. The advisory group met three times throughout the course of the plan's development. The group played an integral part in identifying priorities, provided a local context, and reviewed existing conditions analysis. In addition, the project team held various public engagement events across the county in August 2023, December 2023, and January 2024 to receive robust feedback on the areas of safety concern.

Countywide Crash Analysis Findings

A comprehensive descriptive analysis was undertaken to discern patterns, trends, and potential risk factors using five years' worth of crash data. The data utilized were extracted from the Transportation Injury Mapping System (TIMS) Crash database, covering injury and fatal crashes spanning from 2018 to 2022. This analysis aimed to pinpoint environmental, design, and user characteristics most closely associated with fatal and severe injury (F/SI) outcomes. This study focused solely on roadways and crashes transpiring on locally owned roads and at-grade State Highway facilities. Notably, crashes transpiring on the State Highway System owned and operated by Caltrans was excluded from the analysis, with the exception of those occurring within the influence area of ramp terminal intersections. These typically encompass both Caltrans and locally owned roadways.

The data showed that there were approximately 12,526 accidents in the County. Among these, 8,468 (57%) transpired on local roadways, while 2,712 (43%) were reported on state-owned roadways. Comparison of data pre-pandemic (2017-2019) and post- pandemic (2020-2022)

shows that the number of traffic collisions had decreased. However, the severity of these crashes is 20% higher post-pandemic.

Crash Findings by Mode

Pedestrian Findings

A notable decline in crashes was observed at the onset of the pandemic. However, there seems to have been a slight rise in severity during the main pandemic years, with the proportion of total equivalent property damage only (EPDO) scores increasing from 18-20% in 2018-2019 to 22-23% in 2020-2021. Additionally, pedestrian crash frequencies rose in 2022 as pandemic-related restrictions eased, and travel and activities resumed. Nonetheless, the overall percentage of severe and fatal crashes decreased to approximately 16%. The primary leading causes for pedestrian related injuries was due to nighttime/ low light safety, unsignalized intersections, motor vehicle speed, alcohol involvement.

Bicyclist Findings

During the initial two years of the five-year research period (2018-2020), bicyclist crash frequencies peaked, while they were at their lowest during the primary period of the COVID-19 pandemic (2020-2021). The data indicates worsening crash severity. Analysis of bicyclist injury trends further revealed that in 2021-2022, approximately 20-23% of crashes led to a fatal/severe injury outcome, compared to 11-15% of crashes in the years between 2018-2020. The primary leading causes for bicyclist related injuries was due to lighting conditions, weather conditions, and roadway conditions.

Motor Vehicle Findings

Motor vehicle crash frequencies peaked during the initial two years of the five-year span and reached their lowest point during the core period of the COVID-19 pandemic (2020-2021). There has been a decrease in crash severity, with the highest observed in 2018 and a subsequent decline during the pandemic years (2020-2021).

Using the results from the data analysis, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in an online [interactive map](#).

Project Prioritization

The HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Three factors were used for the prioritization:

- Crash History: Used to identify the locations with the highest reported five-year crash frequency and severity.

- Social Equity: Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.
- Systemic Factors: Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

This plan identifies the following emphasis areas which local agencies may use to define systemic treatments for safety problems town- or city-wide, to further prioritize locations among those on the Countywide HIN or on their respective priority project lists.

The Countywide emphasis areas are:

- Pedestrian and bicyclist safety
- Nighttime/low light safety
- Unsignalized intersections on arterials/collectors
- Vulnerable age groups (youth and aging)
- Motor vehicle speed related roadway segment crashes
- High-speed roadways (35+ mph)
- Alcohol involvement

For the 10 participating jurisdictions, priority locations are identified in their own respective chapter of the plan. Additionally, with the development of individual plans in the Countywide LRSP, the project team worked with each of the 10 jurisdictions to identify two project locations or two groups of project locations to apply safety treatments. The project team worked from the list of priority project locations and used potential benefit-to-cost ratio to identify a suite of treatments the jurisdictions could consider at these locations.

Recommendation

Staff requests that the Congestion Management & Environmental Quality (CMEQ) Committee reviews and provides input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP).

The tentative schedule leading to the Plan adoption is shown below:

<u>Date</u>	<u>Activity</u>
March 21, 2024	Draft LRSP to TAC
March 25, 2024	Draft LRSP to CMEQ
March 28, 2024	Draft LRSP to BPAC
April 11, 2024	Draft LRSP to C/CAG Board
May 16, 2024	Final LRSP to TAC
May 20, 2024	Final LRSP to CMEQ
May 23, 2024	Final LRSP to BPAC
June 13, 2024	C/CAG Board Adoption

Following adoption of the Countywide LRSP by the C/CAG Board, each of the participating jurisdictions will also need to locally adopt each of their respective plans. As part of the scope of work, there is a task to assist jurisdictions for local adoption that includes presentation templates and speaking notes when presenting to their governing bodies.

Equity Impacts and Considerations

The San Mateo Countywide LRSP is a countywide Plan that will include each of the jurisdictions in the county. As part of the Plan development led by C/CAG for the ten jurisdictions, locations within a MTC Equity Priority Community and the C/CAG Equity Focus Areas was used as a metric in the prioritization process.

Attachments

1. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Executive Summary

The following documents are available on the C/CAG website (*See “Additional Agenda Materials”*) at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>):

2. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Countywide Chapter
3. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Individual Jurisdiction Chapters



Executive Summary

TABLE OF CONTENTS

Safe Systems Approach 3

Vision & Goals..... 3

Public Engagement 4

High Injury Network 4

Emphasis Areas..... 5

Recommendations 5

Project Prioritization 6

Implementation & Monitoring..... 6

The City/County Association of Governments (C/CAG) created this Local Road Safety Plan (LRSP) with the following safety partners:



SAFE SYSTEM APPROACH

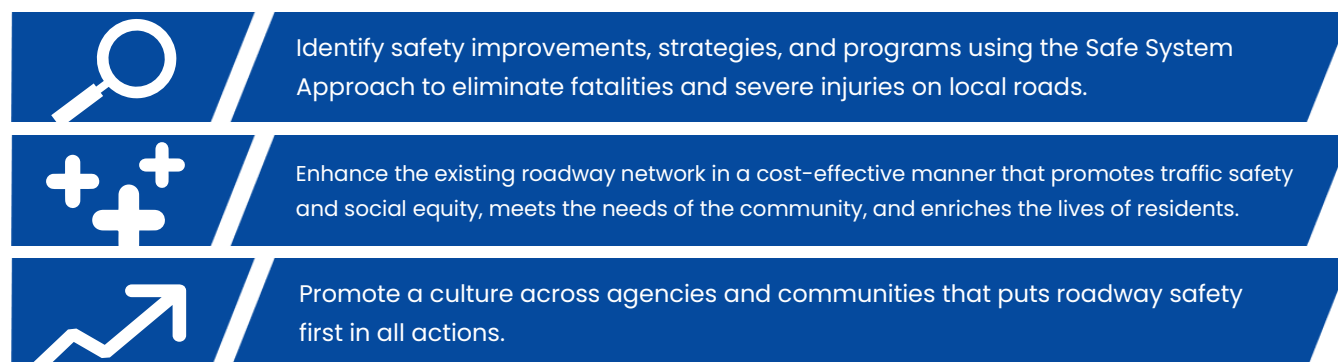
The recommendations and policies contained within this plan align with the principles of the Safe System Approach, which aims to eliminate fatal and severe injuries for all road users.

The Safe System Approach works by taking a holistic approach to roadway safety: by layering safe policy, design, and behavior initiatives atop one another, it maximally reduces the chance that a crash will occur and, if it does, that its outcome will be severe.



VISION & GOALS

C/CAG, its 21 local jurisdictions, and its partner agencies will work together to:



The goals of this plan include the following:

- 1 Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.
- 2 Reduce the number of annual fatal and severe injury crashes across all local roadways.
- 3 Partner with other local agencies to incorporate roadway safety into all actions.
- 4 Support agencies in providing opportunities for citizen engagement in identifying issues and inform solutions for roadway safety across the community.
- 5 Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.
- 6 Work with agencies to monitor safety projects and policy implementation to track progress towards goals.

See the individualized jurisdiction LRSP chapters for each jurisdiction's specific goals.

PUBLIC ENGAGEMENT

C/CAG hosted multiple events throughout the development of this plan to hear from residents throughout the County. The timeline below offers an overview of the breadth of event types and locations.

AUG 10

Virtual meeting (recorded and posted to plan website)

AUG 16

East Palo Alto

AUG 19

Half Moon Bay Farmers Market

AUG 20

Foster City Summer Days

AUG 27

San Carlos Block Party

AUG - SEP

Online webmap (countywide input)

DEC 17

Belmont Farmers Market

DEC 20

Woodside Public Library

JAN 9

Colma BART Station

JAN 16

Atherton Library

JAN 18

Brisbane Farmers' Market

FEB 7

Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee

MAR - APR

Various

Countywide Virtual Kickoff Meeting

Sharing the purpose and timing of the plan

Phase 1 Pop-up/Tabling Event

Shared crash data analysis; received input on locations and safety concerns

Phase 1 Concurrent Online Input

Phase 2 Pop-up/Tabling Event

Shared draft prioritized locations and types of engineering recommendations; received comments on locations and votes/input on types of treatments and desired locations

Phase 3 Draft Plan

Share the draft plan publicly on the project website, through electronic distribution channels, and with presentations to C/CAG Committees and the Board.

HIGH INJURY NETWORK

To create a comprehensive network of high injury segments for San Mateo County and its local jurisdictions, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in [an interactive map online](#). Users can toggle the data by travel mode.

EMPHASIS AREAS

The project team analyzed crash data countywide to establish emphasis areas. Emphasis areas are crash dynamic, behavioral, or road user characteristics that agencies can focus on to maximize their reduction of fatalities and severe injuries on local roads. The Countywide emphasis areas are:



Pedestrian and bicyclist safety



Nighttime/low light safety



Unsignalized intersections on arterials/collectors



Vulnerable age groups (youth and aging)



Motor vehicle speed related roadway segment crashes



High-speed roadways (35+ mph)



Alcohol involvement

RECOMMENDATIONS

Because C/CAG doesn't own local roadways and instead provides support and coordination to County agencies, the plan identifies 18 plan and program recommendations organized into the following categories:

Organize (O)

Educate (E)

Coordinate (C)

Fund (F)

Research (R)

Plan (P)

PROJECT PRIORITIZATION

The spatial HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Prioritization used the following three factors:



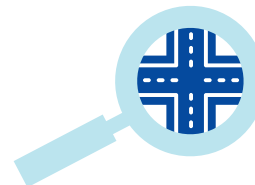
Crash History

Used to identify the locations with the highest reported five-year crash frequency and severity.



Social Equity

Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.



Systemic Factors

Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

IMPLEMENTATION & MONITORING

A key part of achieving C/CAG's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The Plan includes monitoring strategies that will track the progress of this plan's implementation.

San Mateo C/CAG Countywide LRSP

Kittelson & Associates, Inc.