City of Brisbane

LOCAL ROAD SAFETY PLAN

DRAFT

MARCH 2024

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GLOSSARY OF TERMS

Countermeasures are engineering infrastructure improvements that can be implemented to reduce the risk of collisions.

Emphasis Areas represent types of roadway users, locations, or collisions with safety issues identified based on local trends that merit special focus in the City's approach to reducing fatal and severe injury collisions.

Local Roadway Safety Plans, or LRSPs, are documents that provide local-level assessments of roadway safety and identify locations and strategies to improve safety on local roadways.

Crash Severity is defined by the guidelines established by the Model Minimum Uniform Crash Criteria (MMUCC, Fifth Edition) and is a functional measure of the injury severity for any person involved in the crash.

- **Fatal Collision [K]** is death because of an injury sustained in a collision or an injury resulting in death within 30 days of the collision.
- **Severe Injury [A]** is an injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor laceration.
- **Other Visible Injury [B]** includes bruises (discolored or swollen); places where the body has received a blow (black eyes and bloody noses); and abrasions (areas of the skin where the surface is roughened or blotchy by scratching or rubbing which includes skinned shins, knuckles, knees, and elbows).
- **Complaint of Pain [C]** classification could contain authentic internal or other non-visible injuries and fraudulent claims of injury. This includes: 1. Persons who seem dazed, confused, or incoherent (unless such behavior can be attributed to intoxication, extreme age, illness, or mental infirmities). 2. Persons who are limping but do not have visible injuries; 3. Any person who is known to have been unconscious because of the collision, although it appears he/she has recovered; 4. People who say they want to be listed as injured do not appear to be so.
- **Property Damage Only [O]** Collision is a noninjury motor vehicle traffic collision which results in property damage.

Highway Safety Improvement Program (HSIP) is one of the nation's core federal-aid programs. Caltrans administers HSIP funds in the state of California and splits the state share of HSIP funds between State HSIP (for state highways) and local HSIP (for local roads). The latter is administered through a call for projects biennially.

Primary Collision Factors (PCFs) convey the violation or underlying causal factor for a collision. Although there are often multiple causal factors, a reporting officer at the scene of a collision indicates a single relevant PCF related to a California Vehicle Code violation.

Safe Streets for All (SS4A) is a federal discretionary grant program created by the 2021 Bipartisan Infrastructure Law with $5 billion in appropriated funds for 2022 through 2026.

Safe System Approach is a layered method for roadway safety promoted by the FHWA. This approach uses redundancies to anticipate mistakes and minimize injury. For more, visit https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf.

Safety Partners are agencies, government bodies, businesses, and community groups that the City can work with to plan, promote, and implement safety projects.

Strategies are non-engineering tools that can help address road user behavior, improve emergency services, and build a culture of safety.

Systemic safety defines an analysis and improvement approach based on roadway and environmental factors correlated with crash risk (rather than targeting locations solely on documented crash history). The approach takes a broad view to evaluate risk across an entire roadway system.

INTRODUCTION

This chapter serves as a standalone local roadway safety plan (LRSP) for the City of Brisbane. It was developed concurrently with the Countywide LRSP; therefore, some discussion will refer back to the Countywide LRSP to avoid redundancy.

However, because every community has unique safety challenges, this LRSP includes individually tailored emphasis areas, crash trends, prioritized project lists, project scope recommendations, Safe System-aligned recommendations, and implementation/monitoring recommendations. A living document, this LRSP is designed to be flexible and responsive to evolving community needs. The City will revisit and update this LRSP at least every five years.

The City of Brisbane has a 2023 population of 4,648 per California Department of Finance. The city has 26 total centerline miles per Caltrans 2022 California Public Road Data. From 2018 through 2022, there were 69 reported crashes on surface streets in the City and 12 fatal/severe injury crashes. In that time period, pedestrians were involved in 12 percent of all reported crashes and 50 percent of fatal/severe injury crashes. Bicyclists were involved in 7 percent of all reported crashes and 17 percent of fatal/severe injury crashes. The LRSP provides Safe System-aligned strategies tailored to Brisbane's crash history and local priorities, as well as performance measures to evaluate progress.

This LRSP was informed by technical analysis as well as from input from key stakeholders and the general public. The following sections describe the plan development and recommendations.

Contents

This LRSP provides the following:

A vision and associated goals	Policies, plans, guidelines and standards
Crash data and trends	Safe System – aligned recommendations
Engagement and coordination activities	Implementation and tracking
Prioritized projects and social equity considerations	

Upon Council adoption and affirmation of the plan's vision and goals in 2024, this plan will be posted online by the City for public viewing.

VISION & GOALS

The City of Brisbane's vision for roadway safety is:

- Reduce fatal and severe injury crashes to zero by 2040.
- Promote a culture of roadway safety in Brisbane's departments, businesses, and residents.

To support this vision, the City has established the following goals:

1. Work with Brisbane Police Department to review crash history and community needs on a semi-annual basis to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.
2. Utilize existing plans, such as the Brisbane Bicycle and Pedestrian Master Plan, to implement safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities
3. Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
4. Embrace the Safe System approach to promote engineering and non-engineering strategies in the community.
5. Identify opportunities to incorporate social equity into safety improvements.
6. Monitor implementation of the Brisbane LRSP to track progress towards goals.

PLAN DEVELOPMENT

Existing Safety Efforts

This LRSP relies on Brisbane's solid foundation of plans, policies, and programs that support safe, equitable mobility in the city. For a list of the City of Brisbane's existing initiatives and ongoing efforts to build a Safe System, see Table 1:

Table 1. City of Brisbane Safety Policies, Plans, Guidelines, Standards, and Programs

Program Name	Program Description	Safe System Elements
San Mateo C/CAG Safe Routes to School (SR2S) Program Guide	The SR2S program works to make it easier and safer for students to walk and bike to school. C/CAG partners with the County Office of Education to increase biking and walking and safe travel to school. Annual reports summarize schools' participation.	Safe Roads Safe Speeds Safe Road Users
2017 Bicycle Pedestrian Master Plan	The key goals of the plan are to support efforts to increase the rate of walking and bicycling, as well as to support adopted policies that are aimed at providing complete streets.	Safe Roads, Safe Speeds, Safe Road Users

Program Name	Program Description	Safe System Elements
Complete Streets Safety Committee	This citizen council advises the City Council on issues of roadway safety and Complete Streets development.	Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles
Complete Streets Policy	The City's commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel for all users.	Safe Roads, Safe Road Users, Safe Speeds, Post-Crash Care, Safe Vehicles
SafeTREC Complete Streets Safety Assessment	The Complete Streets Safety Assessment, offered through the National Highway Traffic Safety Administration, saw a team of safety experts conduct a study for roadway safety in the City. The assessment included a phone consultation and field study, and concluded with a summary of findings and suggestions for roadway focus areas.	Safe Roads, Safe Road Users, Safe Speeds, Post-Crash Care, Safe Vehicles

Safety Partners

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City of Brisbane's effort to create a culture of roadway safety. While additional partners may be identified in the future, those involved in development of the LRSP include:

- City/County Association of Governments of San Mateo County (C/CAG)
- County Public Health
- Office of Sustainability
- San Mateo County Office of Education (SMCOE)
- San Mateo County Transportation Authority (SMCTA)

- California Highway Patrol
- Metropolitan Transportation Commission (MTC)
- Silicon Valley Bicycle Coalition
- Caltrans
- Brisbane Police Department

Figure 1. A pop-up event held at the Brisbane Farmers' Market

Community Engagement and Input

This LRSP includes community members' experiences and concerns gathered from project team hosted pop-up events and an interactive webmap.

ENGAGEMENT TIMELINE AND EVENTS

The project team hosted a series of public engagement events countywide to support the concurrent development of the Countywide LRSP and of the City's plan. These events focus on jurisdiction-specific issues and on countywide concerns. The table below lists the events, organized by themed engagement phases, and is followed by the community input themes we heard.

Table 2. C/CAG Public Engagement Events

Date	Event	Location
August 10, 2023	**Countywide Virtual Kickoff Meeting:** Shared the purpose and timing of the plan	Virtual meeting (recorded and posted to plan website)
August 16, 2023		East Palo Alto

Date	Event	Location
August 19, 2023	**Phase 1 Pop-up/Tabling Event:** Shared crash data analysis; received input on locations and safety concerns	Half Moon Bay Farmers Market
August 20, 2023		Foster City Summer Days
August 27, 2023		San Carlos Block Party
August – September, 2023	**Phase 1 Concurrent Online Input**	Online webmap (countywide input)
December 17, 2023	**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	Belmont Farmers' Market
December 20, 2023		Woodside Public Library
January 9, 2024		Colma BART Station
January 16, 2024		Atherton Library
January 18, 2024		Brisbane Farmers' Market
February 7, 2024		Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee
March – April 2024	**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.	Various

ONLINE MAP SURVEY

The project team made an online countywide webmap tool and survey available during August and September 2023 for the public to provide comments and respond to questions to guide the plan's development (see Figure 2). Respondents were able to record location-specific feedback, associate a travel mode, and leave a detailed comment pertaining to a safety concern.

Countywide, there were a total of 528 comments recorded by 352 respondents. There were 14 comments made within the City of Brisbane. The comments included the following:

Biking Concerns/Requests
- Add new bike infrastructure such as protected bike lanes and separated bike lanes.
- Provide a more connected bike network: continuous bike lanes (especially through intersections) and the Bay Trail.
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, vehicle speeds, right of way issues, parking, and turning conflicts at intersections.
- Requests to install leading bicycle intervals at signalized intersections.

Pedestrian Concerns/Requests
- Add new pedestrian infrastructure or upgrade existing infrastructure such as building new sidewalks, widening existing sidewalks, and high visibility crosswalks.
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, speeding, and running STOP signs.

Traffic Enforcement Concerns
- Multiple concerns regarding running STOP signs and red lights.
- Concerns regarding speeding observed especially on Bayshore Boulevard.

Roadway Infrastructure/ Traffic Operations Concerns
- Clear sight triangles to improve visibility on intersection approaches.
- Requests to design roadway infrastructure for large vehicles (safe turning places at intersections).

The location and modal emphasis of comments in Brisbane is presented in Figure 3. The comments received are provided in Appendix A. The project team also identified common themes in the responses made countywide which may be relevant to the City. Those are presented in the Community Engagement section of the Countywide LRSP.

Figure 2. Online Map Survey Tool
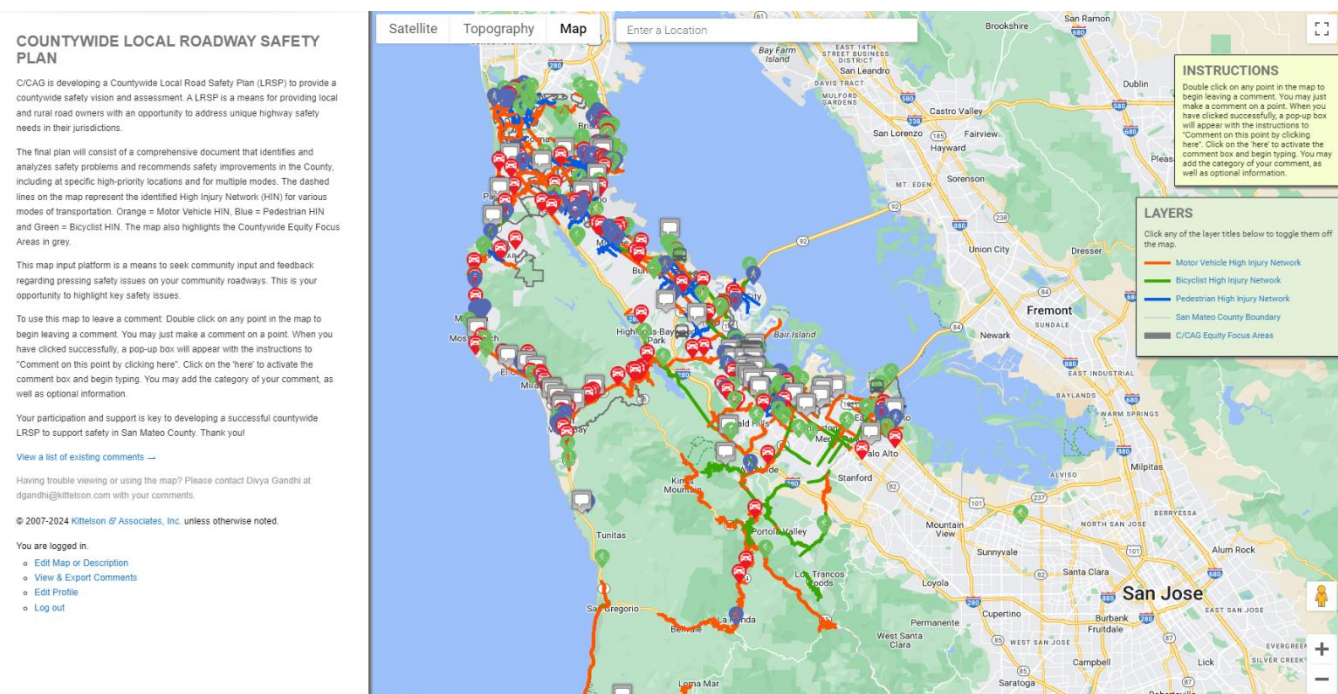
PHASE 2 COMMUNITY ENGAGEMENT FEEDBACK

The project team held an event at the Brisbane's Farmers' Market in January as part of Phase 2, which provided the project team with input on specific location concerns, general traffic safety/behavioral concerns, and opinions on specific engineering treatments or strategies. The comments received are provided in Appendix B. The following themes were identified:

Pedestrian Comments
- Desire for sidewalks, especially in school zones
- Desire for larger or additional signage to mark pedestrian crossings, especially in school zones

- Concerns that areas are not pedestrian friendly due to drivers speeding and running stop signs, specifically on San Benito Road, San Bruno Avenue, Sierra Point Road, Kings Road, Bayshore Boulevard, and the intersections of San Bruno Avenue / Mendocino Street, Humboldt Road / Placer Way, and Visitacion Avenue / Monterey Street

Bicycle Comments

- Desire for separated bicycle facilities throughout the City, especially on Bayshore Boulevard, Valley Drive, and Tunnel Road

Motor Vehicle Comments

- Desire to lower speed limits on narrow roads, especially in the hills
- Desire for traffic calming treatments, such as speed bumps and stop signs, to encourage slower speeds, especially along Glen Park Way and Alvarado Street
- Desire for additional lighting to increase visibility along roadways and at intersections, specially at Valley Drive, Bayshore Boulevard, the Sierra Point Road / San Benito Road intersection, and the Old Country Road / San Francisco Avenue / Visitacion Avenue / San Bruno Avenue intersection
- Concerns about sign visibility and site distance issues due to tree cover, parked cars, and curved roadways, specifically along US-101, San Bruno Avenue, Tunnel Road, and the Old Country Road / San Francisco Avenue / Visitacion Avenue / San Bruno Avenue intersection
- Concerns that curb bulbouts make turning difficult, specifically along Visitacion Avenue and Mariposa Street

Countermeasure Comments

- Desire for signs that encourage slower speeds on roadways
- Desire for additional stop signs
- Desire for additional lighting / flashing lights at intersections, especially for pedestrian crossings
- No desire for curb extensions or pedestrian refuge islands, especially on narrow roads

Brisbane

Legend
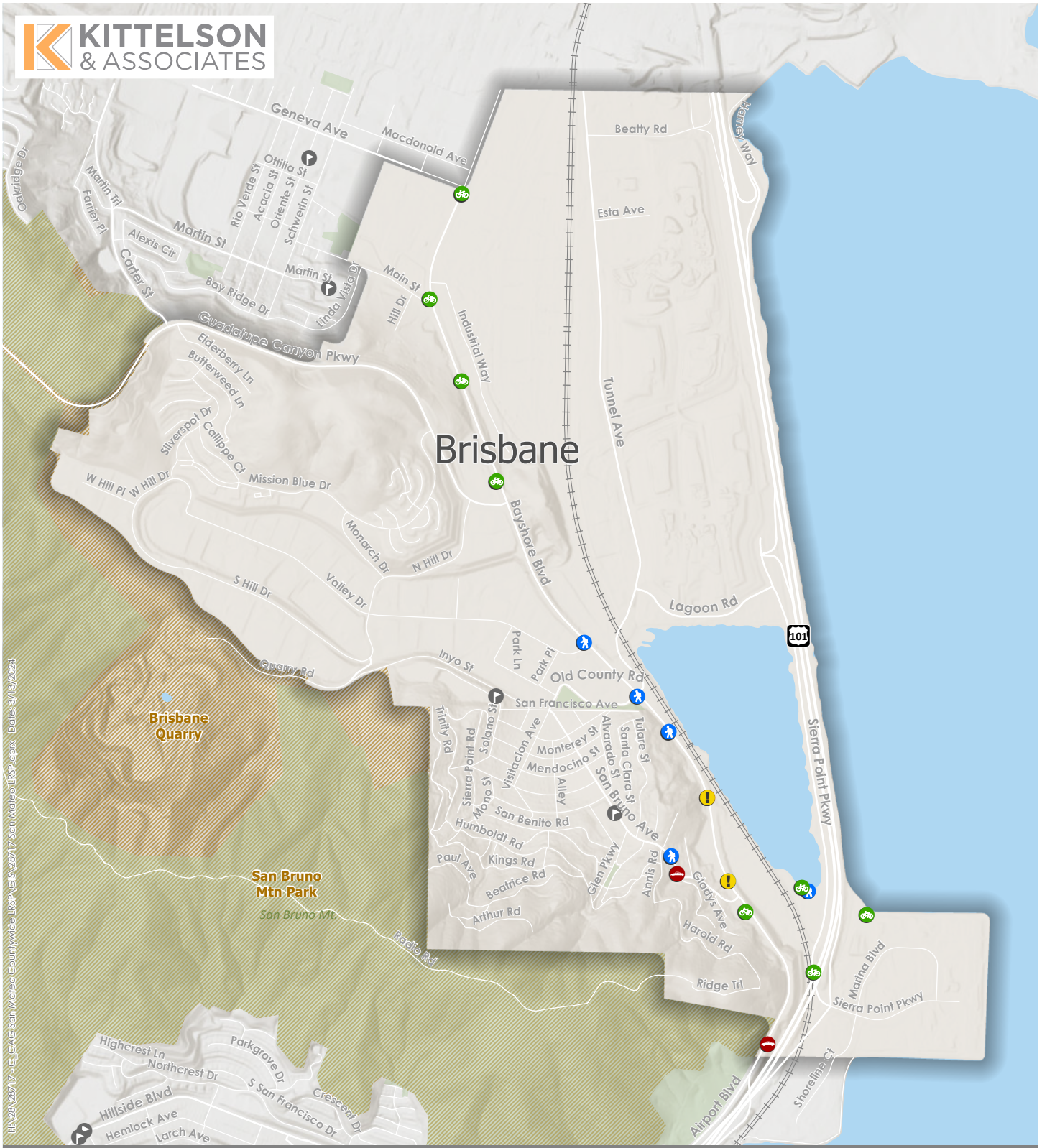
- Safety Concern - Walking
- Safety Concern - Bicycling
- Safety Concern - Public Transit
- Safety Concern - Driving
- General Comments
- Schools
- BART Station
- Caltrain Station
- Unincorporated Places
- Parks

0   0.25 Miles

Figure 3

**Public Comments
City of Brisbane, CA**

CRASH DATA & TRENDS

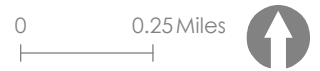This section provides an overview of the five years of crash data used for this analysis. The data were downloaded from the Transportation Injury Mapping System[1] (TIMS) Crash database representing the full years 2018 through 2022. TIMS is a commonly used data source for safety plans. This analysis includes only crashes for which some level of injury is reported and excludes property damage only (PDO) crashes. We removed crashes along grade-separated freeways from the dataset, but we retained crashes that occur along at-grade State Highway facilities and those that occurred within the influence area of freeway ramp terminal intersections.

The crash records used provide the best available data for analysis but do not account for crashes that go unreported or for near-miss events. This plan includes recommendations that would improve jurisdictions' ability to capture one or both of those elements and enhance future crash analyses.

The discussion that follows provides a high-level overview of crash trends that informed the plan recommendations. For a more complete description of trends and findings, refer to Appendix C.

Emphasis Areas

The project team analyzed crash data in Brisbane and compared countywide trends to establish emphasis areas. Emphasis areas are crash dynamic, behavioral, or road user characteristics that the City can focus on to maximize fatal and severe injury reduction on local roads.

A review of crash data and input led to the development of the following emphasis areas for the City of Brisbane:

1. **Pedestrian and bicyclist safety.** Countywide, pedestrians were involved in 13 percent of injury crashes but 23 percent of fatal/severe injury crashes, showing a disproportionate involvement in the most severe outcomes. Similarly, bicyclists were involved in 13 percent of injury crashes but 20 percent of fatal/severe injury crashes. In Brisbane, pedestrians and bicyclists were involved in 50 percent and 17 percent of the 12 reported F/SI—higher than their overall share of all injury crashes (12 percent and 7 percent, total).

2. **Nighttime/low light safety.** Countywide, crashes occurring in dark conditions—especially in dark, unlit conditions--are more severe than those that occur in daylight. Motor vehicle crashes in dark, unlit conditions have about double the average severity when they occur compared to crashes in daylight. In Brisbane, four of the six fatal/severe injury pedestrian crashes (67 percent) and two of the four fatal/severe injury motor vehicle crashes (50 percent) occurred in dark conditions.

3. **Unsignalized intersections on arterials/collectors.** Countywide, crashes for all modes most frequently occurred at the intersection of higher order and lower order roadways – most commonly along arterial and collector roadways. Pedestrian and bicyclist crashes most frequently occur at unsignalized intersections.

4. **Vulnerable age groups (youth and aging).** Countywide across all modes, crash victims between the 15 to 34 years old are more likely to be injured including F/SI as a result of traffic safety than other groups. Victims between the ages 50 – 69 and 75 to 84 are also more likely to be severely injured than other groups. In Brisbane, 3 or 4 percent of all reported injury crashes involve at fault drivers who are under 30 years old.

5. **Motor vehicle speed related roadway segment crashes.** Countywide, motor vehicle crashes were more severe along roadway segments than at any other location type; unsafe speed was the most commonly

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[1] Transportation Injury Mapping System, http://tims.berkeley.edu

cited primary crash factor (27 percent of injury crashes and 23 percent of fatal/severe injury crashes). In Brisbane, "Too fast for conditions" was the top-cited violation among motor vehicle crashes (in 20 percent of injury crashes).

6. **High speed roadways (35+mph).** Countywide, crashes on roadways with posted speeds 40mph or higher had an average crash severity per mile 13 times higher than along roadways with posted speeds of 25 mph or less.

7. **Alcohol involvement.** Countywide, one in ten (10 percent) of motor vehicle injury crashes and one in five F/SI motor vehicle crashes (19 percent) involved alcohol. In Brisbane, 14 percent of all reported injury crashes involve impaired driving.

The next pages present summary findings from a crash data review that compares the City of Brisbane to countywide trends in these emphasis areas. It includes summary statistics related to the above-cited emphasis areas but also shows:

- The share of local crashes that occurred on or at a State Highway facility compared to Countywide levels.
- The most frequently reported local crash types compared to Countywide levels.
- The share of bicyclist and motor vehicle crashes among all injury crashes and among F/SI crashes. Countywide and locally, bicyclist crashes account for a higher share of F/SI crashes than among all injury levels.
- The share of local and Countywide crashes occurring in dark conditions for crashes of all injury levels and for F/SI crashes (organized by mode).
- Reported pedestrian and bicyclist crashes summarized by the most common preceding movements countywide, with a comparison of those movements' share of local crashes to Countywide shares.
- The local and Countywide share of crashes involving drugs or alcohol and involving drivers under the age of 30.

Brisbane—Crash History

Total Crashes

In Brisbane, 69 fatal and injury crashes were reported on at-grade facilities between 2018 – 2022, where:

Local 100% (69) — **Brisbane**

State Highway 43% (2,712) — Local 57% (5,756) — **Countywide**
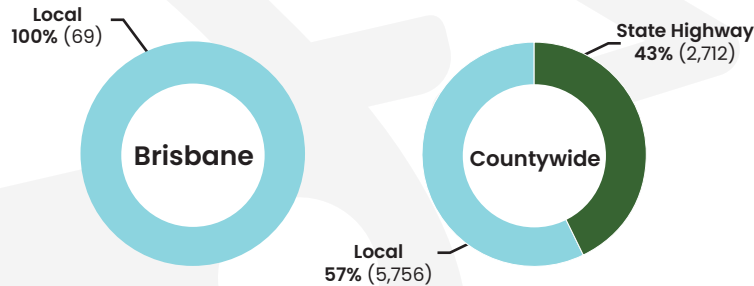
Most Frequent Collision Types

Broadside, rear-end, head-on, and hit-object crashes were the most common crash types in the region. Here is how Brisbane compares:

Brisbane
- 16% (9)
- 29% (16)
- 21% (12)
- 25% (14)
- 9% (5)

Countywide
- 29% (1,858)
- 10% (607)
- 30% (1,908)
- 12% (787)

- ● Broadside
- ● Rear end
- ● Head on
- ● Hit object
- ● Other
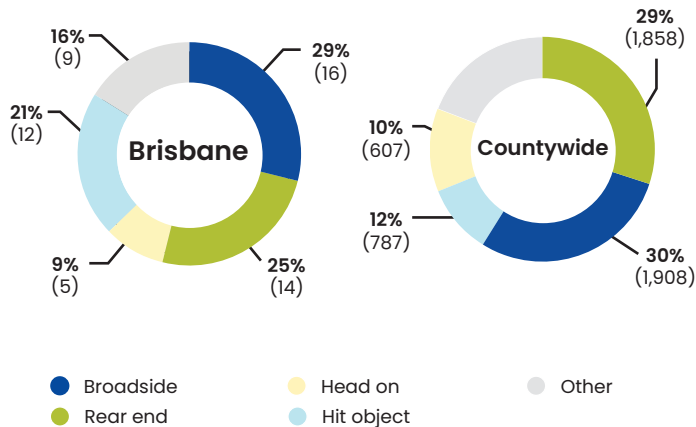
Mode Involvement

Pedestrian Crashes (8)

	Fatal/all injury crashes	Fatal/severe injury crashes
Brisbane	12% (8)	50% (6)
Countywide	13% (1,073)	23% (208)

■ Fatal/all injury crashes   ■ Fatal/severe injury crashes

Bicycle Crashes (5)

	Fatal/all injury crashes	Fatal/severe injury crashes
Brisbane	7% (5)	17% (2)
Countywide	13% (1,067)	20% (176)

■ Fatal/all injury crashes   ■ Fatal/severe injury crashes
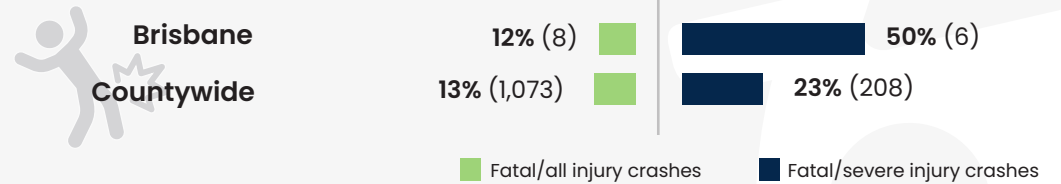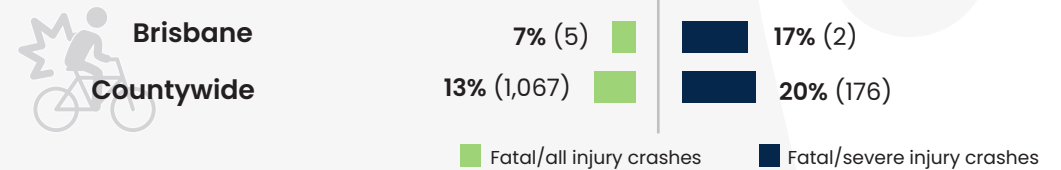
Motor Vehicle[1] Crashes (56)

	Fatal/all injury crashes	Fatal/severe injury crashes
Brisbane	81% (56)	33% (4)
Countywide	75% (6,324)	57% (515)

■ Fatal/all injury crashes   ■ Fatal/severe injury crashes
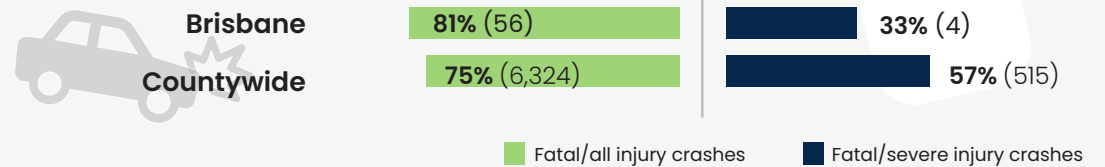
14% (10) of reported collisions in Brisbane involved drugs or alcohol

8% (625) Compared to the countywide total, where 8% (625) of reported collisions involved drugs or alcohol

4% (3) of reported collisions in Brisbane involved young drivers[1]

5% (472) Compared to the countywide total, where 5% (472) of reported collisions involved young drivers[2]

1. Motor crashes include motor vehicles and motorcyclists.
2. Young driver crashes are crashes that involve at fault drivers who are under 30 years old.

Brisbane—Crash History

Dark Conditions

Crashes reported in nighttime conditions were found to be more severe—especially in dark, unlit conditions. Here is how Brisbane compares to Countywide crashes:

Share of Pedestrian Crashes in Dark Conditions (4)

■ All Injury Crashes (8)   ■ Fatal/Severe Injury Crashes (6)

Brisbane	50% (4)	67% (4)
Countywide	34% (363)	47% (98)
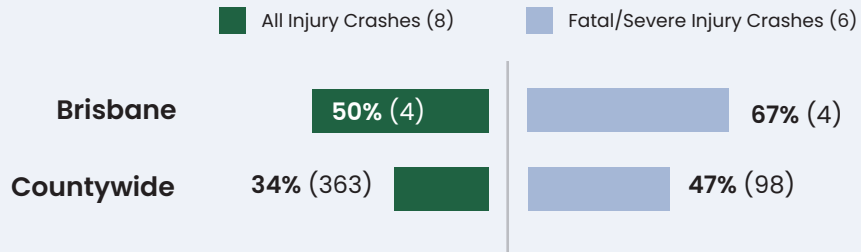
Share of Motor Vehicle Crashes in Dark Conditions (14)

■ All Injury Crashes (56)   ■ Fatal/Severe Injury Crashes (4)

Brisbane	25% (14)	50% (2)
Countywide	26% (1,674)	34% (173)
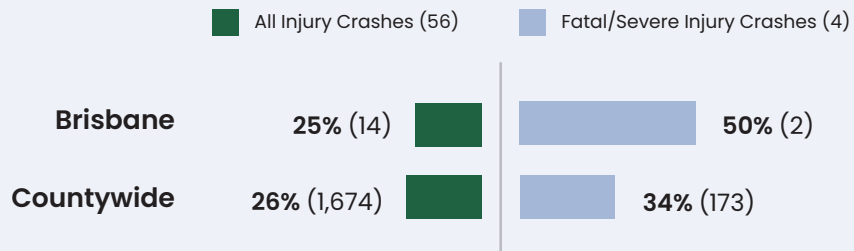
Reported Pedestrian Crashes (8)

Pedestrian Crossing at Intersection

Motorist proceeding straight

13% (1)   15% (163)
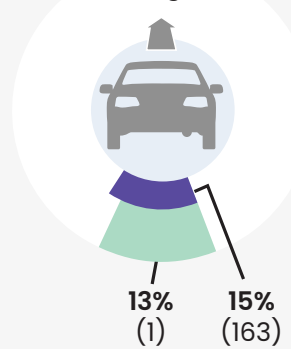
Predestrian Crossing Not at a Crosswalk

Motorist proceeding straight

25% (2)   25% (2)
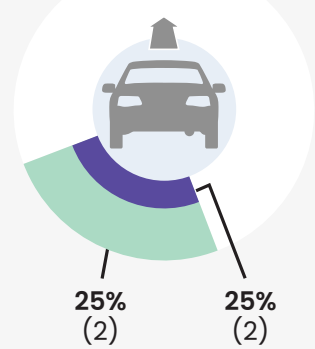
● Agency   ● Countywide

Countywide High Injury Network

In addition to the systemic analysis findings, the analysis included countywide spatial analysis to identify a countywide high injury network for each travel mode (pedestrians, bicyclists, and motor vehicles). The countywide HIN results were folded into the subsequent regional and local prioritization (described in the next section). Additionally, the characteristics of the HIN and crashes along them were identified as risk factors and incorporated into emphasis areas and into a systemic portion of the prioritization process. Table 3 and Figure 4 show the HIN segments identified within the City.

Table 3. Countywide HIN Segments in Brisbane

Roadway name	All County Jurisdiction(s) including this HIN Roadway	Total Length, all jurisdictions included (mi)	Motor Vehicle HIN	Bicyclist HIN	Pedestrian HIN
Sierra Point Pkwy	Brisbane	1.4	**X**		
Guadalupe Canyon Pkwy	Daly City, Brisbane, Unincorporated	2.5	**X**		
Bayshore Blvd	South San Francisco, Daly City, Brisbane	2.9	**X**		**X**
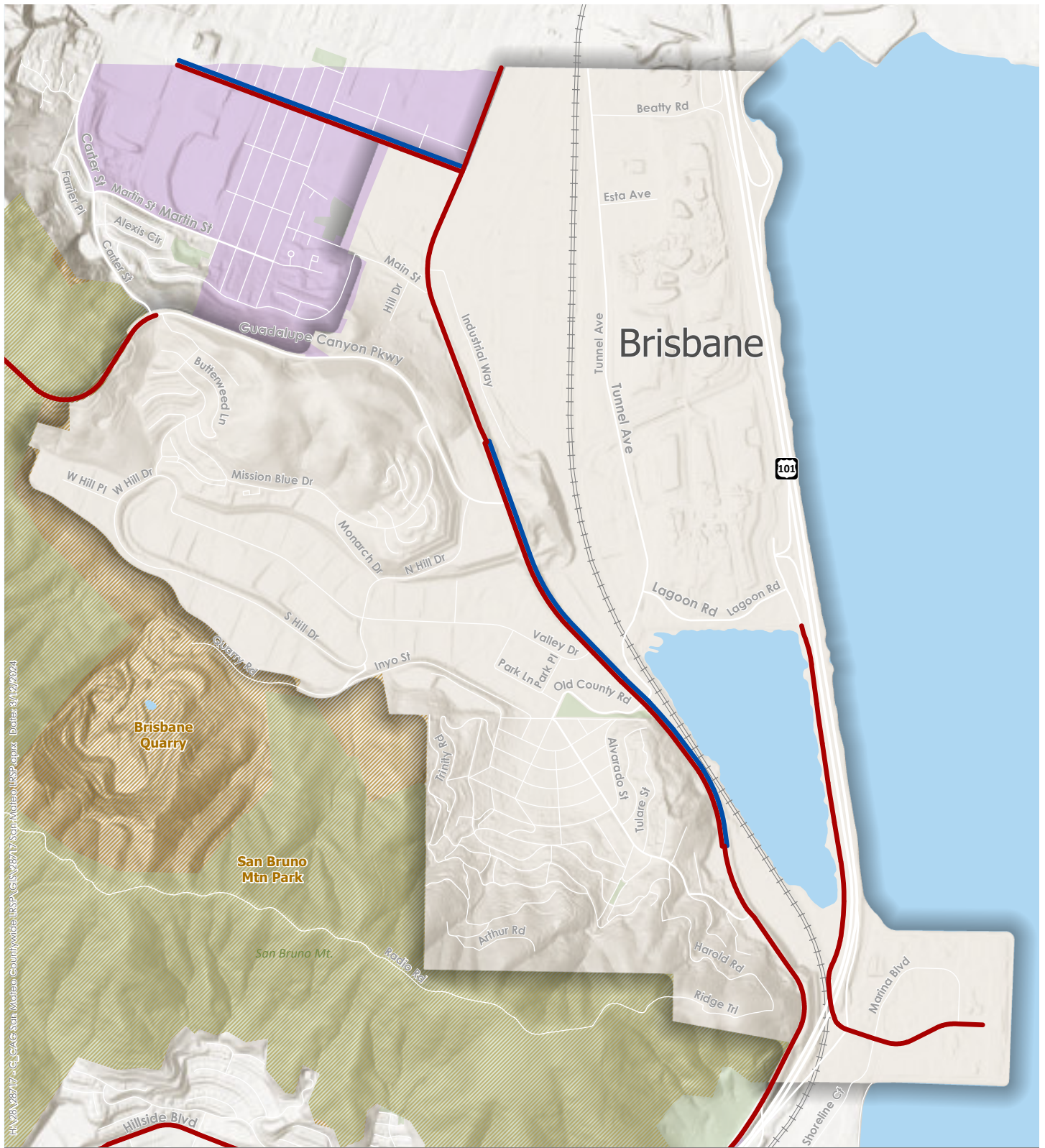
Legend

Schools

BART Station

Caltrain Station

Unincorporated Places

Parks

Local HIN
- Motor Vehicle
- Bicycle
- Pedestrian
- C/CAG Equity Focus Aeas

Highway HIN
- Motor Vehicle
- Bicycle
- Pedestrian

0   0.5 Miles

KITTELSON & ASSOCIATES

Figure 4

**Pedestrian + Bicyclist + Motor Vehicle Combined High Injury Network (HIN)
City of Brisbane, CA**

PROJECT IDENTIFICATION & PRIORITIZATION

Methodology

Using the results of the crash data analysis and adding a focus on social equity, the project team identified priority locations for the City to target for future safety improvements. The prioritization used three equally weighted factors to prioritize locations for safety projects:

- **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. Each factor was weighted relative to the other factors based on the average severity of relevant crashes (for example, if pedestrian crashes on arterials/collectors were overall twice as severe as pedestrian crashes at unsignalized intersections overall, then the former would be weighted twice the latter).

Each factor is comprised of multiple criteria and overlaid on jurisdictions' roadway data to identify locations for future safety projects. The prioritization process was conducted three times, one for each travel mode. The weighting scheme for each mode is presented in the three figures below (Figure 5, Figure 6, and Figure 7).

Figure 5. Pedestrian Prioritization Factor/Criteria Weighting (Sum to 100 Percent)
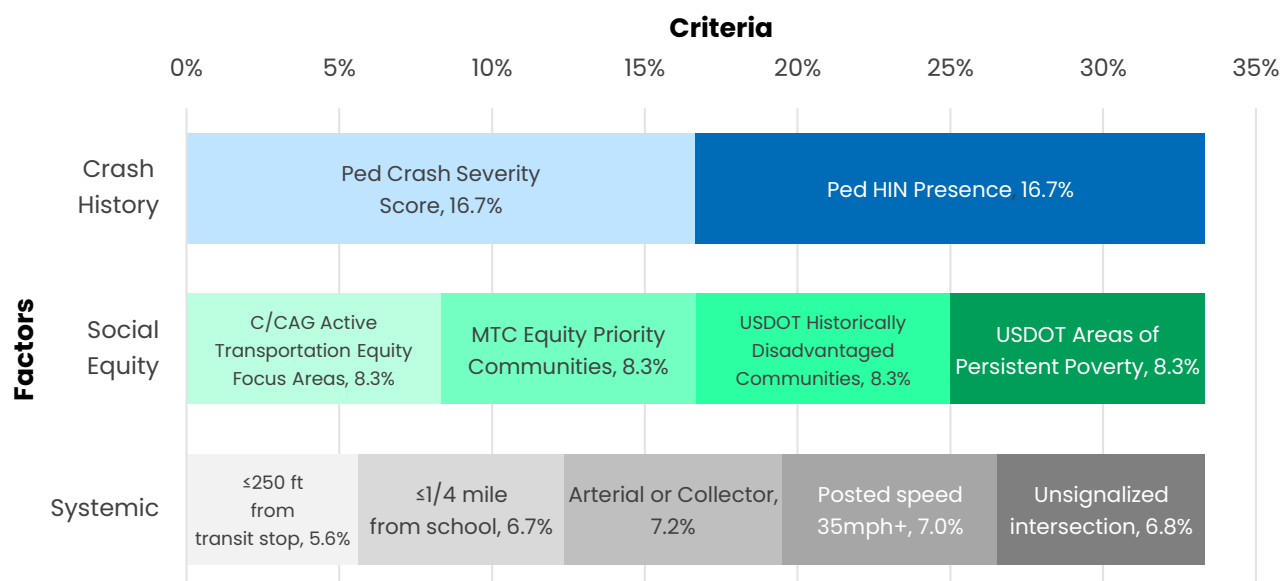
Figure 6. Bicycle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)
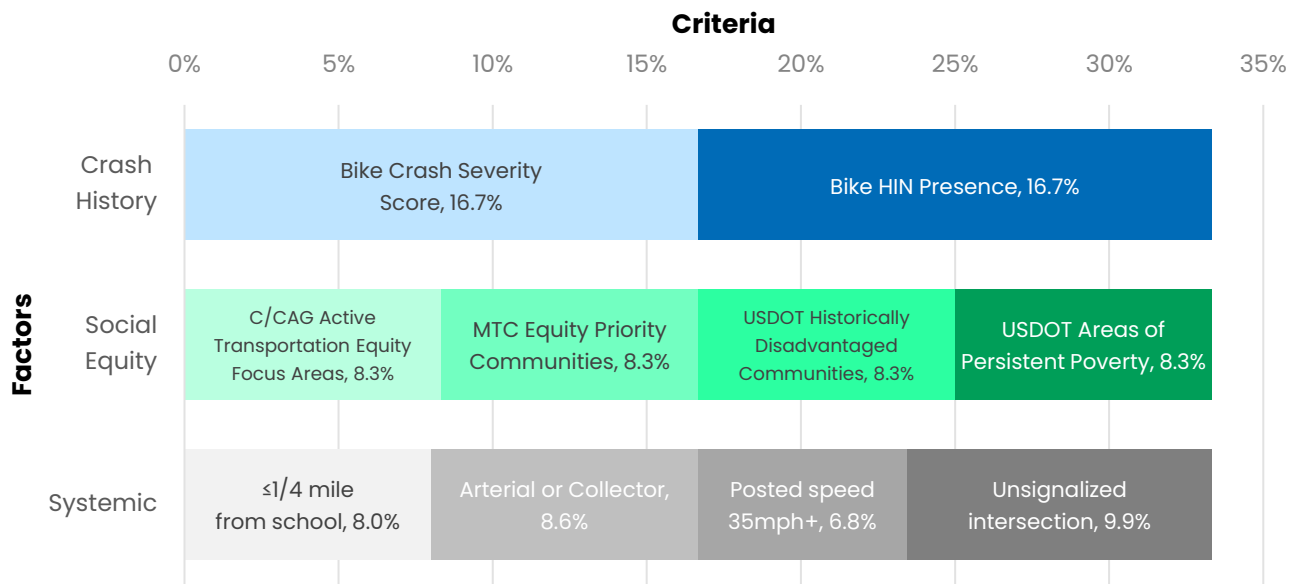
Figure 7. Motor Vehicle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)
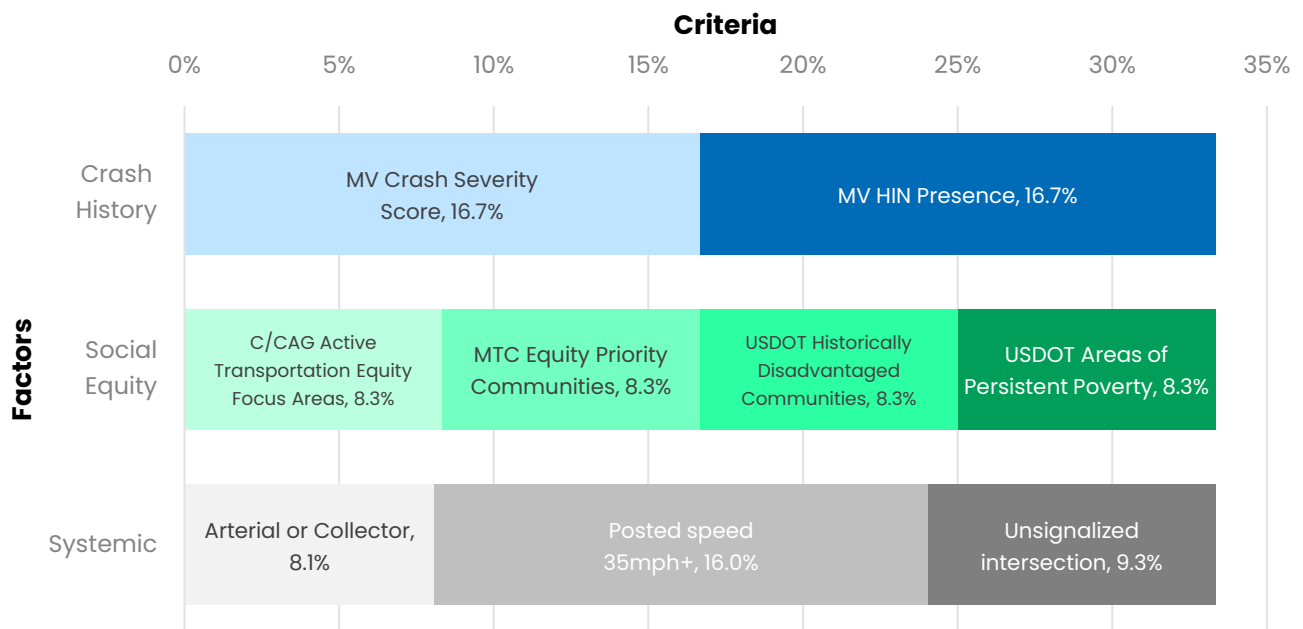
Social Equity

Social equity is a critical factor for project prioritization, and emphasizing social equity within a project prioritization process helps to promote infrastructure spending and improvements in disadvantaged and/or disinvested neighborhoods. We considered and included multiple local, regional, and national datasets for social equity prioritization to reflect different measures available and because available funding opportunities use different indicators. The prioritization included measures accounting for all of the following indicators:

- C/CAG Active Transportation Equity Focus Areas
- MTC Equity Priority Communities
- USDOT Historically Disadvantaged Communities
- USDOT Areas of Persistent Poverty

Layering in these four indicators allows the prioritization to identify more locations that may meet the criteria for just one of these indicators while still elevating locations that show up in multiple or all indicators. The raw scoring data also equips the City to understand which locations meet which measures.

Results

The prioritization resulted in the following top locations. For more details (including the scores of each location), consult Appendix D. Figure 8 also shows the locations.

Table 4. Priority Locations

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
1	Bayshore Blvd and Main St	Intersection	No	X	X	X
2	Bayshore Blvd and San Bruno Ave	Intersection	No	X	XX	X
3	Bayshore Blvd and Tunnel Ave	Intersection	No	X		X
4	Sierra Point Pkwy and Lagoon Rd	Intersection	No	X		
5	Beatty Rd and Tunnel Ave	Intersection	No	X		
6	Alana Way and Beatty Rd	Intersection	Yes	X		
7	Sierra Point Pkwy 101 NB Hwy and NB 101 Sierra Point Pkwy Hwy	Intersection	Yes	X		
8	Tunnel Ave and Lagoon Rd	Intersection	No	X		
9	Bayshore Blvd and Valley Dr	Intersection	No	X		X

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
10	Guadalupe Canyon Pkwy and Hill Dr	Intersection	No	X		
11	Bayshore Blvd and Industrial Way	Intersection	No	X		X
12	Guadalupe Canyon Pkwy and Bayshore Blvd	Intersection	No			X
13	Valley Dr and Park Ln	Intersection	No		X	X
14	Park Pl and Valley Dr	Intersection	No		X	X
15	San Bruno Ave and Mendocino St	Intersection	No		X	X
16	Cypress Ln and Valley Dr	Intersection	No		X	X
17	Hill Dr and Silverspot Dr	Intersection	No		X	
18	San Francisco Ave and Old County Rd	Intersection	No		X	
19	San Bruno Ave and Mariposa St	Intersection	No		X	
20	Old County Rd and Park Ln	Intersection	No		X	
21	Klamath St and Visitacion Ave	Intersection	No		X	
22	Santa Clara St and San Bruno Ave	Intersection	No		X	
23	San Bruno Ave and Alvarado St	Intersection	No		X	
24	Glen Pkwy and San Bruno Ave	Intersection	No		X	
25	Lake St and San Bruno Ave	Intersection	No		X	
26	San Bruno Ave and Tulare St	Intersection	No		X	
27	Monterey St and San Bruno Ave	Intersection	No		X	
28	Ross Way and Glen Pkwy	Intersection	No		X	
29	San Francisco Ave and Plumas St	Intersection	No		X	

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
30	Park Pl and Park Ln	Intersection	No		X	
31	San Francisco Ave and Inyo St	Intersection	No		X	
32	Mariposa St and Visitacion Ave	Intersection	No		X	
33	Visitacion Ave and Monterey St	Intersection	No		X	
34	Mariposa St and Inyo St	Intersection	No		X	
35	Sierra Point Rd and Humboldt Rd	Intersection	No		X	
36	Solano St and Mendocino St	Intersection	No		X	
37	Solano St and San Francisco Ave	Intersection	No		X	
38	Mariposa St and Solano St	Intersection	No		X	
39	Sierra Point Rd and Lassen St	Intersection	No		X	
40	Mono St and Klamath St	Intersection	No		X	
41	Visitacion Ave and Mendocino St	Intersection	No		X	
42	Humboldt Rd and Lassen St	Intersection	No		X	
43	Humboldt Rd and Lake St	Intersection	No		X	
44	Solano St and Humboldt Rd	Intersection	No		X	
45	Main St and Hill Dr	Intersection	No		X	
46	Gladys Ave and San Bruno Ave	Intersection	No		X	
47	Klamath St and San Bruno Ave	Intersection	No		X	
48	San Bruno Ave and Thomas Ave	Intersection	No		X	
49	Sierra Point Rd and Ross Way	Intersection	No		X	

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
50	Humboldt Rd and Glen Pkwy	Intersection	No		X	
51	Sierra Point Rd and Glen Pkwy	Intersection	No		X	
52	Humboldt Rd and Kings Rd	Intersection	No		X	
53	Humboldt Rd and Sierra Point Rd	Intersection	No		X	
54	Humboldt Rd and San Diego Ct	Intersection	No		X	
55	Mariposa St and Plumas St	Intersection	No		X	
56	Alvarado St and Visitacion Ave	Intersection	No		X	
57	Alvarado St and Monterey St	Intersection	No		X	
58	Alvarado St and Mendocino St	Intersection	No		X	
59	William Ave and San Bruno Ave	Intersection	No		X	
60	Humboldt Rd and Annis Rd	Intersection	No		X	
61	Lake St and Glen Park Way	Intersection	No		X	
62	Bayshore Blvd, Geneva Ave to S city limits	Corridor	No	X	X	X
63	Valley Dr, Bayshore Blvd to Hills Dr	Corridor	No	X	X	X
64	Tunnel, N city limit to Bayshore Blvd	Corridor	No	X		X

KITTELSON & ASSOCIATES

Geneva Ave
Macdonald Ave
Oakridge Dr
Martin Trl
Farrier Pl
Carter St
Alexis Cir
Rio Verde St
Ottilia St
Acacia St
Oriente St
Schwerin St
Martin St
Bay Ridge Dr
Linda Vista Dr
Martin St
Main St
Hill Dr
Guadalupe Canyon Pkwy
Elderberry Ln
Butterweed Ln
Silverspot Dr
Callippe Ct
Mission Blue Dr
W Hill Pl
W Hill Dr
Industrial Way
Bayshore Blvd
Beatty Rd
Esta Ave
Tunnel Ave
Harney Way
Monarch Dr
N Hill Dr
S Hill Dr
Valley Dr
Quarry Rd
Brisbane Quarry
Brisbane
Lagoon Rd
Inyo St
Park Ln
Park Pl
Old County Rd
San Francisco Ave
101
Sierra Point Pkwy
Trinity Rd
Solano St
Sierra Point Rd
Mono St
Visitacion Ave
Mariposa St
Monterey St
Mendocino St
Klamath St
Alvarado St
Santa Clara St
Tulare St
San Benito Rd
Glen Pkwy
Annis Rd
San Bruno Ave
Gladys Ave
Mendin Rd
Humboldt Rd
Paul Ave
Kings Rd
Beatrice Rd
Alley
Arthur Rd
San Bruno Mtn Park
San Bruno Mt.
Radio Rd
Harold Rd
Ridge Trl
Marina Blvd
Sierra Point Pkwy
Marina Ct
Shoreline Ct
Airport Blvd
Highcrest Ln
Northcrest Dr
Parkgrove Dr
S San Francisco Dr
Crescent Dr
Hillside Blvd
Hemlock Ave
Larch Ave

Local Priority Locations
- ● Pedestrian Intersections
- ◯ Bicycle Intersections
- ◉ Motor Vehicle Intersections
- ▬ Non-Highway Priority Segments

Highway Priority Locations
- ● Pedestrian Intersections
- ◯ Bicycle Intersections
- ◉ Motor Vehicle Intersections
- ▬ Highway Priority Segments

- ⚑ Schools
- C/CAG Equity Focus Aeas
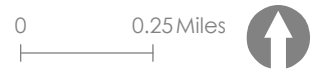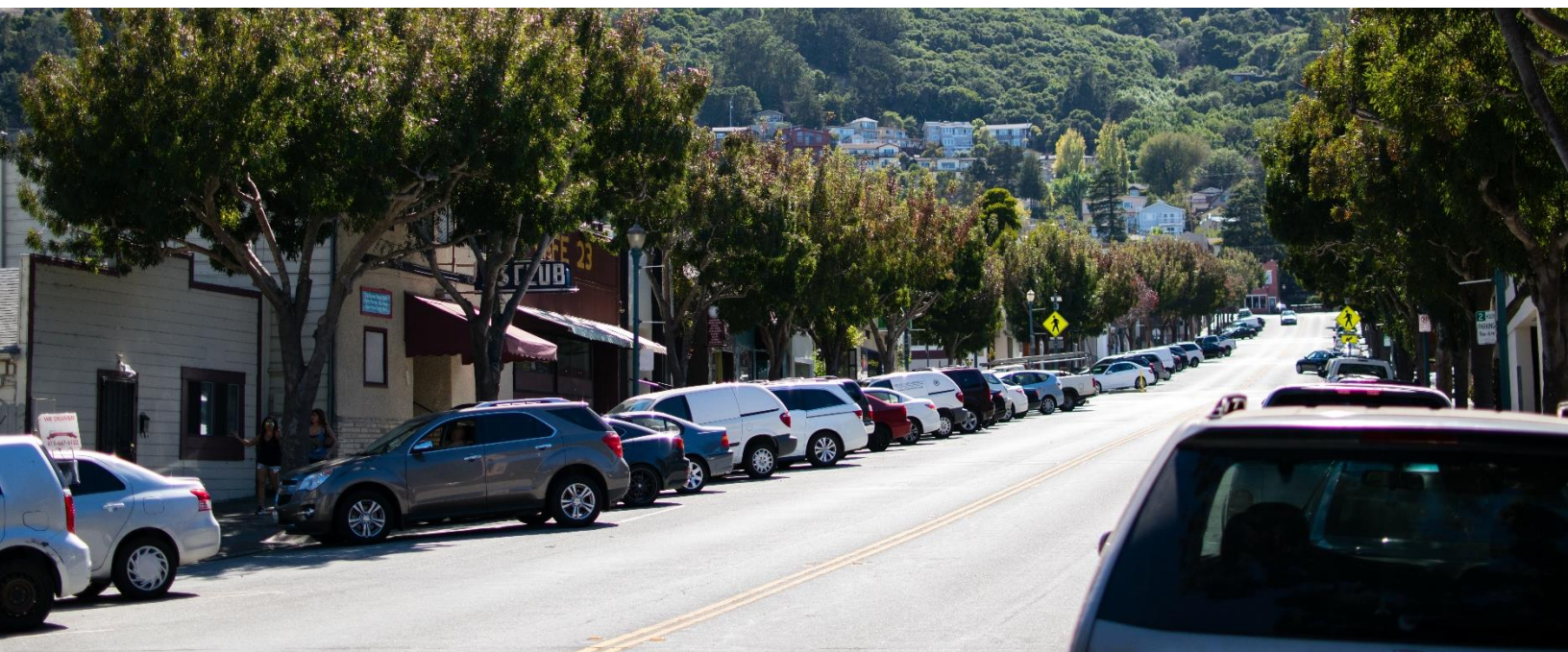
0   0.25 Miles

Figure 8

Priority Intersections and Segments City of Brisbane, CA

IMPROVEMENTS – ENGINEERING, POLICY & PROGRAMS

This section presents Safe System-aligned recommendations that can create levels of redundancy for traffic safety in the City of Brisbane. First is a table of engineering countermeasures proven to reduce fatal and severe injury crashes. The countermeasures align to the crash types as listed in the table. Complementing those countermeasures is a holistic set of policy and programmatic recommendations that will help align City departments and partners in pursuit of the plan's vision and goals.

Project Scopes

With the development of this plan the project team worked with the City to identify two project locations or two groups of project locations to apply safety treatments. We worked from the list of priority project locations and used potential benefit-to-cost ratio to identify a suite of treatments the City could consider at these locations. The City can move forward with further project development and community engagement to advance solutions at these locations. They may also consider bundling some of the treatments identified with the same treatments at other, similar locations identified in this plan, for a systemic approach.

The project scopes were developed exclusively from a list of City-approved engineering countermeasures, which are presented as an engineering toolbox in the next section. The team prepared a suite of treatments to reduce crashes at the project locations. For each treatment, the list presents a planning-level cost of the treatments as recommended and the crash reduction benefit.

The scoped project locations include:

- Bayshore Blvd to Guadalupe Canyon Pkwy. Recommended improvements include:
  - Improvements to signal hardware (lenses, backplates with retroreflective borders, mounting, size, and number)

- o   Installation of advance stop bar before crosswalk (bicycle box)
  - o   Modified signal phasing with a leading pedestrian interval
- ■ Bayshore Blvd and Main St. Recommended improvements include:
  - o   Installation and/or upgrading of larger stop signs and other intersection warning or regulatory signs
  - o   Pavement markings
  - o   Dynamic/variable speed warning signs

For more information on the location, cost, and crash diagnostics of these project scopes, see Appendix E.

Engineering Countermeasure Toolbox

Table 5. City of Brisbane Countermeasure Toolbox

Countermeasure Name	Applicable Location(s)[1]	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available)[2]	Systemic Opportunity?
Lighting*	All	Nighttime	0.4		Medium
Improve signal hardware: lenses, back plates with retroreflective borders, mounting, size, and number*	SI	Signalized local/arterial intersections	0.15	$	Very High
Install left-turn lane and add turn phase*	SI	Signalized local/arterial intersections	0.55	$-$$$	Low
Convert signal to mast arm (from pedestal mounted)*	SI	Signalized local/arterial intersections	0.3	$-$$$	Medium
Install raised median on approaches*	SI	Signalized local/arterial intersections	0.25	$-$$$	Medium
Create directional median openings to allow (and restrict left turns and U-turns (signalized intersection)*	SI	Signalized local/arterial intersections	0.5	$-$$	Medium
Install raised pavement markers and striping*	SI	Wet, night, all	0.1	$	High

Countermeasure Name	Applicable Location(s)[1]	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available)[2]	Systemic Opportunity?
Install flashing beacons as advance warning (SI)*	SI	Rear end, broadside	0.3	$-$$	Medium
Centerline hardening or continuous raised median	SI	All crashes	0.46	$	Medium
Install pedestrian countdown signal heads*	SI	Pedestrian crashes, signalized local/arterial intersections	0.25	$	High
Install pedestrian crossing*	SI	Pedestrian crashes, signalized local/arterial intersections	0.25	$	High
Install advance stop bar before crosswalk (bicycle box)*	SI	Pedestrian crashes, signalized local/arterial intersections	0.15	$	High
Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI	Pedestrian crashes, signalized local/arterial intersections	0.6	$	High
Install painted safety zone	SI	Pedestrian crashes, signalized local/arterial intersections	N/A	$	High
Install Protected Intersection Elements	SI	Pedestrian crashes, signalized local/arterial intersections	N/A	$-$$$	Low

Countermeasure Name	Applicable Location(s)[1]	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available)[2]	Systemic Opportunity?
Convert to all-way STOP control (from two-way or Yield control)*	UI	All crashes	0.5	$	Low
Install signals*	UI	All crashes	0.3	$$$	Low
Convert intersection to roundabout (from all-way stop)*	UI	All crashes	Varies	$$$	Low
Convert intersection to roundabout (from stop or yield control on minor road)*	UI	All crashes	Varies	$$$	Low
Covert intersection to mini-roundabout*	UI	All crashes	0.3	$$	Low
Create directional median openings to allow (and restrict) left turns and U-turns (unsignalized intersections)*	UI	All crashes	0.5	$-$$	Medium
Install raised medians (refuge islands)*	UI	Pedestrians and bicycle	0.45	$	Medium
Install pedestrian crossings (signs and markings only)*	UI	Pedestrians and bicycle	0.25	$-$$$	High
Install pedestrian crossings (with enhanced safety features)*	UI	Pedestrians and bicycle	0.35	$-$$$	Medium
Install/upgrade larger or additional STOP signs or other intersection warning or regulatory signs*	UI	Turning crashes related to lack of driver awareness	0.15	$	High

Countermeasure Name	Applicable Location(s)[1]	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available)[2]	Systemic Opportunity?
Upgrade intersection pavement markings*	UI	Turning crashes related to lack of driver awareness	0.25	$	High
Install flashing beacons at stop-controlled intersection*	UI	Broadside, rear end	0.15	$$$	High
Install pedestrian signal or pedestrian hybrid beacon*	UI	Pedestrian and bicycle	0.3	$$$	High
Install splitter islands on the minor road approaches*	UI	All crashes	0.4	$	Medium
Road diet (Reduce travel lanes from four to three, and add a two-way, left-turn lane and bike lanes)*	R	All crashes	0.35	$	Medium
Install edge line rumble strips/stripes*	R	All crashes	0.15	$-$$$	High
Install separated bike lanes*	R	Pedestrian and bicycle	0.45	$-$$	High
Install/upgrade pedestrian crossing (with enhanced safety features)*	R	Pedestrian and bicycle	0.35	$$-$$$	Medium
Install raised pedestrian crossing*	R	Pedestrian and bicycle	0.35	$	Medium
Remove or relocate fixed objects outside of clear recovery zone*	R	Hit object	035	$-$$	High
Install delineators, reflectors, and/or object marker*	R	All crashes	0.15	$	High

Countermeasure Name	Applicable Location(s)[1]	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available)[2]	Systemic Opportunity?
Install/upgrade signs with new fluorescent sheeting (regulatory or warning)*	R	All crashes	0.15	$	High
Install dynamic/variable speed warning signs*	R	Driver behavior	0.3	$	High
Extend pedestrian crossing time	SI	Pedestrian	N/A	$	High
Pedestrian phase recall	SI	Pedestrian	N/A	$	High
Extend green time for bikes	SI	Bicycle	N/A	$	High
Extend yellow and all-red time	SI	All crashes	N/A	$	High
Lane narrowing	R	All crashes	N/A	$-$$	Low
Bicycle crossing (solid green paint)	UI	Bicycle	N/A	$	Medium
Bicycle signal/exclusive bike phase	SI	Bicycle	N/A	$-$$	Low
Curb extensions	UI	All crashes	N/A	$-$$	Low
ADA-compliant directional curb ramps and audible push buttons	SI	Pedestrian	N/A	$-$$	Low
Splitter islands	UI, SI	All crashes	N/A	$$	Medium
Roadside design features	All	All crashes	N/A	$-$$$	Low

*Indicates countermeasure is eligible for California HSIP funding as of the most recent funding cycle

1: UI = Unsignalized Intersection; SI = Signalized Intersection; R = Roadway segments; All = All of the above
2: $ = ≤$50,000; $$ = $50,000 - $200,000; $$$ = > $200,000

Proposed Policy, Program, and Guidelines Recommendations

POLICY CATEGORIES

In addition to the engineering countermeasures and projects recommended above, the City aims to promote policies, programs, and standards that foster a culture of safety. The table below defines several policy and program recommendations organized into thematic categories. Implemented in cooperation with partners, these recommendations will deepen the dedication to safety shared throughout the community and round out the City's Safe System Approach.

Table 5. City of Brisbane Policy and Program Recommendations

Category	Near-Term Recommendations	Long-Term or Ongoing Recommendations
Local Culture Shift (LCS)	LCS1: Transportation Safety Advisory Committee participation	LCS2: High-Visibility Media Campaign LCS3: Communication Protocol LCS4: Implement Car-Free Zones
Local Enforcement Coordination (LEC)		LEC2: Speed Monitoring Awareness Radar Trailer
Local Funding (LF)		LF2: Equitable Investment LF3: Prioritize Investments
Local Education / Outreach (LEO)		LEO1: Roadway Safety Education in Schools LEO2: Engagement Accessibility LEO3: Educational Materials for New Facilities LEO4: Transportation Safety Campaign LEO5: Safe City Fleets
Local Planning/ Evaluation (LPE)		LPE1: Annual Update LPE2: Plan Update LPE3: Safety and Equity Impacts Evaluation LPE4: Safe Routes to School

NEAR-TERM ACTIONS

LCS1: Transportation Safety Advisory Committee Participation

Actively participate in the newly-formed County Transportation Safety Advisory Committee (TSAC). Bring agenda items as relevant, including but not limited to:

- Safety project updates with every step along the project development process (studies initiated / under way /complete, funding identified, design phases initiated / under way / complete)
- Annual updates to the TSAC regarding implementation progress that may be relevant for C/CAG annual monitoring reporting (e.g., projects on identified priority locations and/or the regional High Injury Network, community engagement efforts and summaries, safety funding applied for / received)
- Opportunities for cross-jurisdiction coordination (e.g., roadways or intersections shared with adjacent jurisdictions or Caltrans)

- Requests for trainings / best practices that could be provided through the TSAC

Lead agency: City of Brisbane Public Works

LONG-TERM OR ONGOING ACTIONS

LCS2: High-Visibility Media Campaign

Coordinate with County Public Health and the Brisbane Police Department to implement a local high-visibility media campaign pertaining to one or more emphasis areas identified in this plan. Dedicated law enforcement with media supporting the enforcement activity to ensure public awareness. Potential communication tools:

- Bus ads
- Social media
- Text messages

Lead agency: County Public Health

Coordinating partners: County Sheriff's Office, California Highway Patrol, Office of Sustainability, SMCOE, City of Brisbane Police Department, City of Brisbane Public WorksLCS3: Communication

LCS3: Communication Protocol

Adopt and develop safety-related communication protocols in coordination with the TSAC. The protocols will promote consistent public communication regarding language usage and statements related to transportation safety. Encourage language in line with Vision Zero and Safe System principles that acknowledges mistakes are inevitable but death and severe injury are preventable. For example, promote use of the word crash rather than accident.

Lead agency: C/CAG

Coordinating partners: City of Brisbane Public Works

LCS4: Implement Car-Free Zones

More effectively target resources to pedestrian crash problems in a limited geographic area. Realizing these zones requires upfront analysis and planning, countermeasure development, and implementation. Implementation can focus on addressing particular problems or on increasing general safety in specific areas during windows of peak pedestrian activity. (For example: Friday nights in commercial districts, Sundays on recreational routes/areas, etc.)
Lead agency: City of Brisbane Public Works

LEC2: Speed Monitoring Awareness Radar Trailer

Coordinate with Brisbane PD to deploy a trailer to monitor speeds on streets and to raise awareness of speeding. It can be deployed long term along HIN and other arterials, or short term in neighborhoods. Use the priority locations and data in this plan to identify locations and schedule for deployment.
Lead agency: City of Brisbane Police Department
Coordinating partners: City of Brisbane Public Works

LF2: Equitable Investment

Prioritize citywide safety investments in disadvantaged communities. Use the presence of disadvantaged communities (as identified with C/CAG Equity Focus Areas, MTC Equity Priority Communities, USDOT Historically Disadvantaged Communities, and/or USDOT Areas of Persistent Poverty) as a factor to elevate funding for certain projects or other safety-related programs.
Lead agency: City of Brisbane Public Works

LF3: Prioritize Investments

Use the priority locations identified in this plan to determine safety project opportunities to advance for further project development and to identify funding. Identify pathways for improvement for the locations on the list. Continue to engage the community to refine the priorities within the list of identified sites.
Lead agency: City of Brisbane Public Works

LEO1: Roadway Safety Education in Schools

Continue School Travel Fellowship Program to provide the following:
- Technical assistance to schools and planners to implement demonstration projects
- ATP Project Specialist to work with educators to provide technical assistance (bike rodeos, parent engagement workshops and resources, walk and bike audits, and additional support for walk/bike to school encouragement events) to schools in EPCs

Lead agency: SMCOE
Coordinating partners: County Public Health, Office of Sustainability, SVBC

LEO2: Engagement Accessibility

Plan community engagement efforts to be tailored for vulnerable road users and all travel modes. Make outreach materials available in accessible formats and multiple languages.
Lead agency: City of Brisbane Public Works

LEO3: Educational Materials for New Facilities

Develop and distribute educational materials and/or videos demonstrating how to navigate and interact with newer active transportation facilities (e.g., bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.) Include information about the purpose and goals of this infrastructure.
Lead agency: City of Brisbane Public Works

LEO4: Transportation Safety Campaign

Run education campaigns and outreach to foster community awareness of a shared responsibility for road safety. Use the emphasis areas highlighted in this plan as focus areas and target groups for a campaign.
Lead agency: City of Brisbane
Coordinating partners: C/CAG, County Public Health

LEO5: Safe City Fleets

Provide educational materials for City staff who drive City vehicles and integrate safety awareness training into contracting process with vendors who provide City services. Other measures include installing safety features (such as pedestrian/obstacle detection and speed tracking) on City vehicles and reporting on correction plans against unsafe driving.
Lead agency: City of Brisbane Public Works

LPE1: Annual Review

Provide an annual review of plan implementation progress. This review includes an update and presentation to City Council as well as a written update to the TSAC so that C/CAG may compile county plan implementation status.
Lead agency: City of Brisbane Public Works

LPE2: Plan Update

Update the plan within five years of publication. The plan update will revise actions to reflect current crash trends and will integrate technological advancements and changes in best practices as needed.
Lead agency: City of Brisbane Public Works

LPE3: Safety and Equity Impacts Evaluation

Fund a study to address traffic injury and enforcement inequities to inform policies, projects, programs, and needed data quality improvements. Solicit feedback on the report's equity analysis from groups representing equity priority communities. Topics for the study may include injury related to homelessness, race/ethnicity, language, income, and immigration status, citations by demographics, citation type, and location. Alternately, coordinate with the TSAC to participate in a countywide version of the same that can include the City as part of its scope.
Lead agency: C/CAG

LPE4: Safe Routes to School

Continue to participate in school safety assessments at all public and private schools, develop implementation plans for improvements up to one quarter mile from the schools.
Develop a plan and timeline to include all schools in the City.
Lead agency: SMCOE
Coordinating partners: City of Brisbane Public Works

IMPLEMENTATION & MONITORING

A key part of achieving Brisbane's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The City of Brisbane will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

Implementation actions are organized by plan goals and grouped by time: near-term actions, which Brisbane can initiate immediately, and longer-term actions, which may require coordination and additional staff time.

This section identifies recommendations for Brisbane and other county-level safety partners to implement the plan. These are aligned with the Safe System Approach and include a framework to measure plan progress over time.

Table 6. City of Brisbane Goals and Measures of Success

GOAL	MEASURE OF SUCCESS
1. Work with Brisbane Police Department to review crash history and community needs on a semi-annual basis to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities. 2. Utilize existing plans, such as the Brisbane Bicycle and Pedestrian Master Plan, to implement safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities	• Number of LRSP project locations advanced through project development, reported at the agency level • Annual and three-year total reported crashes, fatal/severe injury crashes, crashes by mode, and crashes by emphasis areas identified
3. Identify opportunities to incorporate social equity into safety improvements. 4. Provide opportunities for community engagement in roadway capital improvement projects to identify safety solutions.	• Community engagement included as part of all C/CAG-funded safety project development activities • Number of engagement touchpoints and number of community member interactions citywide for safety plans or projects. • Report-backs to the City Council and TSAC regarding community engagement, including information about outreach to disadvantaged communities where applicable • Distribution at the jurisdiction level for safety projects within equity focus areas (C/CAG EFAs or MTC EPCs) versus outside these areas • Expansion of SRTS and Roadway Safety Education in Schools programs to more schools within the City • Implementation of a high-visibility media campaign

GOAL	MEASURE OF SUCCESS
5. Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.	• Percent of school district participation in SRTS and roadway safety education opportunities • Number of trainings city staff have participated in regarding Safe System elements, available tools, or practices • Improved data availability or maintenance to enhance safety analysis and practice
6. Monitor implementation of the Brisbane LRSP to track progress towards goals.	• See above in this table

City of Brisbane

San Mateo C/CAG Countywide LRSP