



**CITY COUNCIL AGENDA
REGULAR MEETING
CITY OF HALF MOON BAY**

TUESDAY, AUGUST 20, 2024

**HYBRID MEETING (SEE NEXT PAGE)
ADCOCK COMMUNITY CENTER
535 KELLY AVENUE
HALF MOON BAY, CA 94019**

**Joaquin Jimenez, Mayor
Harvey Rarback, Vice Mayor
Robert Brownstone, Councilmember
Deborah Penrose, Councilmember
Debbie Ruddock, Councilmember**

7:00 PM

This agenda contains a brief description of each item to be considered. Those wishing to address the City Council on any matter not listed on the agenda, but within the jurisdiction of the City Council to resolve, may come forward to the podium during the Public Forum portion of the agenda and will have a maximum of three minutes to discuss their item. Comments on City Manager Updates and Consent Calendar items should be made during the Public Forum section of the agenda. Those wishing to speak on a Business or Public Hearing matter will be called forward at the appropriate time during that item's consideration.

Please Note: Anyone wishing to present materials to the City Council, please submit seven copies to the City Clerk.

Copies of written documentation relating to each item of business on the agenda are on file in the Office of the City Clerk at City Hall where they are available for public inspection. If requested, the agenda shall be available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132.) Information may be obtained by calling 650-726-8271.

In compliance with the Americans with Disabilities Act, special assistance for participation in this meeting can be obtained by contacting the City Clerk's Office at 650-726-8271. A 48-hour notification will enable the City to make reasonable accommodations to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II).

<http://hmbcity.com/>

**Wi-Fi: HMB Public
Password: Recreation1**

HYBRID MEETING PARTICIPATION PROTOCOLS

*This meeting will be held in-person and via Zoom for public participation. Remote participation is provided as a supplemental way to provide public comment, but this method does not always work. The public is encouraged to attend in person to ensure full participation. Public comments may be made in-person or remotely via Zoom, and interpretation will be available. All Councilmembers and staff will participate in person. During any public comment portions, attendees may use the “raise your hand” feature and will be called upon and unmuted when it is their turn to speak. The meeting will also be streamed on Channel 27, on pacificcoast.tv, and on Facebook at www.facebook.com/cityofhalfmoonbay. Please click to join the webinar: <https://us06web.zoom.us/j/87674804231> or join by phone at 669-900-9128, using Webinar ID 876-7480-4231. If joining by phone, use *9 to raise your hand, *6 to mute and unmute.*

ROLL CALL / PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PROCLAMATIONS AND PRESENTATIONS

INTRODUCTION TO CAPTAIN CHEECHOV
PENINSULA CLEAN ENERGY PRESENTATION
MIDCOAST COMMUNITY COUNCIL UPDATE

MAYOR'S ANNOUNCEMENTS OF COMMUNITY ACTIVITIES AND COMMUNITY SERVICE

REPORT OUT FROM RECENT CLOSED SESSION MEETINGS

CITY MANAGER UPDATES TO COUNCIL

NATIONAL NIGHT OUT RECAP

PUBLIC FORUM

1. CONSENT CALENDAR

1.A WAIVE READING OF RESOLUTIONS AND ORDINANCES

1.B WARRANTS FOR THE MONTH OF APRIL 2024

Staff Recommendation: Accept the warrants list for the month of April 2024.

[STAFF REPORT](#)

[ATTACHMENT](#)

1.C WARRANTS FOR THE MONTH OF MAY 2024

Staff Recommendation: Accept the warrants list for the month of May 2024.

[STAFF REPORT](#)

[ATTACHMENT](#)

1.D WARRANTS FOR THE MONTH OF JUNE 2024

Staff Recommendation: Accept the warrants list for the month of June 2024.

[STAFF REPORT](#)

[ATTACHMENT](#)

1.E TREASURER’S REPORT FOR THE QUARTER ENDING JUNE 30, 2024

Staff Recommendation: By motion, accept the Treasurer’s Report for the quarter ending June 30, 2024.

[STAFF REPORT](#)

[ATTACHMENT](#)

1.F MAYOR’S AMENDED LIST OF CITY COUNCIL REPRESENTATIVES AND DESIGNATED ASSIGNMENTS FOR 2024

Staff Recommendation: Accept Mayor Jimenez’s Amended List of City Council Representatives and Designated Assignments for 2024, to appoint Vice Mayor Rarback to the Sewer Authority Mid-Coastside.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

1.G RECEIPT OF LEGISLATIVE POSITION LETTER

Staff Recommendation: Receive and file Letter in Opposition to Assembly Bill 2560.

[STAFF REPORT](#)

[ATTACHMENT](#)

1.H RESOLUTIONS OF SUPPORT FOR TWO GRANT APPLICATIONS TO THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR THE CYCLE 7 PEDESTRIAN AND BICYCLE GRANT PROGRAM

Staff Recommendation: Adopt a resolution:

1. Directing staff to submit two separate grant applications to the San Mateo County Transportation Authority for Measures A and W Pedestrian and Bicycle Program funds for the following projects:
 1. \$780,000 for the Pedestrian/Bicycle Connection to Hatch Elementary School Project; and

2. \$250,000 for the FY 24-25 Bicycle Pedestrian Small-Scale Project ;
2. Authorizing the City Manager, or their designee, to execute a funding agreement or memorandum of understanding and any amendments with the TA to encumber Measures A and W Pedestrian and Bicycle Program funds should the application be successful;
3. Committing to the completion of the Projects, including the required local funding contributions of \$78,000 for the Ped/Bike Connection to Hatch Project and \$25,000 for the FY 24-25 Bicycle Pedestrian Small-Scale Project, should the application be successful;
4. Certifying that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
5. Authorizing the City Manager, or their designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

[ATTACHMENT 2](#)

[ATTACHMENT 3](#)

1.I CITIZEN’S OPTION FOR PUBLIC SAFETY (COPS) GRANT PROGRAM FY 2024-25

Staff Recommendation: Adopt a resolution authorizing the Administrative Services Director to accept the State of California Citizen’s Option for Public Safety Grant Funds for Fiscal Year 2024-25, in the amount of \$100,000, and approve using those funds on projects, support, and equipment that meet the conditions of the grant.

[STAFF REPORT](#)

[RESOLUTION](#)

2. ORDINANCES AND PUBLIC HEARINGS

3. RESOLUTIONS AND STAFF REPORTS

3.A RESOLUTION ADOPTING THE COUNTYWIDE AND CITY OF HALF MOON BAY LOCAL ROADWAY SAFETY PLAN AND ACCOMPANYING VISION ZERO GOALS

Staff Recommendation: Adopt a resolution approving the Countywide and the City of Half Moon Bay Local Roadway Safety Plan and accompanying Vision Zero Goals.

[STAFF REPORT](#)

[ATTACHMENT 1](#)

[ATTACHMENT 2](#)

[ATTACHMENT 3](#)

3.B AMENDMENT TO AGREEMENT WITH SWCA ENVIRONMENTAL CONSULTANTS FOR STONE PINE COVE – BIOLOGICAL MONITORING

Staff Recommendation: Adopt a resolution authorizing the City Manager to execute Amendment No. 1 to the Professional Services Agreement with SWCA Environmental Consultants in the total amount of \$205,652.31 to provide biological monitoring during construction activities at the Stone Pine Cove Affordable Housing Project located on a portion of 880 Stone Pine Road.

[STAFF REPORT](#)

[RESOLUTION](#)

FOR FUTURE DISCUSSION / POSSIBLE AGENDA ITEMS

COMMISSION / COMMITTEE UPDATES

CITY COUNCIL REPORTS

ADJOURNMENT

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council
VIA: Matthew Chidester, City Manager
From: Lisa Rossi, Administrative Services Director
TITLE: **WARRANTS FOR THE MONTH OF APRIL 2024**

RECOMMENDATION:

Accept the warrants list for the month of April 2024.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

DISCUSSION:

During this month, the City processed 5 check runs. The table below outlines each check run and their individual totals:

| Check Run Date | Amount |
|----------------|------------------|
| April 04 | 207,014 |
| April 05 | 34,104 |
| April 25 | 606,290 |
| April 11 | 1,394,602 |
| April 18 | 885,382 |
| Total | 3,127,392 |

The City processed payments related to 14 capital improvement projects, in a total amount of \$517,874. These include Highway 1 Safety - North, Neighborhood Traffic Safety Program, Carter Park, Eastside Parallel Trail Expansion, Climate Action And Adaptation, 555 Kelly Affordable Housing, Downtown Streetscape Master Plan, Smith Field Site Assessment, Train Depot And Johnston House, Sidewalk Replace/Repair Program, Green Infrastructure And Stormwater, Sewer Maintenance Program, Pump Station And Force Main, and Ocean Colony Pump Station.

Staff is also including a list of all payments above \$30,000 processed during this reporting period, as listed in the table below.

| OVER \$30,000 | | | | |
|---------------|--------------------------------------|------------|-------------|---|
| Check # | Payee | Check Date | Amount | Description |
| 54464 | TOOLE DESIGN | 4/4/2024 | \$84,257 | DOWNTOWN STREETScape |
| 54503 | SAN MATEO COUNTY SHERIFF'S OFFICE | 4/11/2024 | \$1,260,304 | FY 23-24 SHERIFF PATROL SERVICES |
| 54525 | HMB COASTSIDE CHAMBER | 4/18/2024 | \$40,000 | FY 23-24 HOTEL BID CHAMBER AGREEMENT |
| 54536 | SEWER AUTHORITY MID-COASTSIDE | 4/18/2024 | \$675,749 | FY 23/24 MAINTENANCE & OPERATIONS |
| 54569 | SHUTE MIHALY & WEINBERGER LLP | 4/25/2024 | \$272,351 | CITY WIDE GENERAL MATTERS & LITIGATION |
| 54572 | WICKMAN DEVELOPMENT AND CONSTRUCTION | 4/25/2024 | \$257,082 | CARTER PARK IMPROVEMENTS |
| 54684 | WELLS FARGO | 4/5/2024 | \$34,104 | CITY WIDE SMALL PURCHASES ON CREDIT CARDS |

ATTACHMENTS:

Check Disbursement List by Check Date

Report Criteria:

Report type: Summary

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|-------------------------------------|------------------|-----------|--|
| 54431 | 4LEAF INC. | 04/04/2024 | 4,727.20 | New PSA for Public Works inspection services, FY 23-24 |
| 54432 | Adriana Manriquez | 04/04/2024 | 500.00 | DEPOSIT REFUND TRAIN DEPOT 3/30/24 |
| 54433 | AMERICAN PORTABLES | 04/04/2024 | 14,223.24 | FY 23-24 PORTABLE TOLIETS |
| 54434 | ARAMARK | 04/04/2024 | 326.52 | MAR'24 MAINT SUPPLIES PUBLIC LIBRARY |
| 54435 | BAIRD & DRISKELL COMMUNITY PLANNING | 04/04/2024 | 4,700.00 | CITY CONTRIBUTION FOR FUNDING 21 ELEMENTS FOR FY 2 |
| 54436 | BECKER GRAPHICS | 04/04/2024 | 1,024.50 | INSTRUCTOR PAYMENT- ZUMBA MAR'24 |
| 54437 | BIG CREEK LUMBER | 04/04/2024 | 255.96 | MAINT SUPPLIES |
| 54438 | BLACK & VEATCH CORPORATION | 04/04/2024 | 7,480.64 | NPDES STORMWATER SERVICES |
| 54439 | BOUCHER LAW PC | 04/04/2024 | 2,343.00 | DEC'23, EMPLOYEMENT MATTERS |
| 54440 | CAPIO | 04/04/2024 | 275.00 | ANNUAL MEMBERSHIP RENEWAL |
| 54441 | CAPITAL ONE TRADE CREDIT | 04/04/2024 | 1,732.35 | MAINT SUPPLIES MAR'24 |
| 54442 | CARTWRIGHT DESIGN STUDIO | 04/04/2024 | 2,340.00 | DESIGN SERVICE |
| 54443 | CITY OF BURLINGAME | 04/04/2024 | 138.60 | JAN'24 BID |
| 54444 | COLANTUONO HIGHSMITH WHATLEY PC | 04/04/2024 | 16,605.25 | FEB'24 LEGAL SERVICES -SAM |
| 54445 | FlowBird America Inc | 04/04/2024 | 66.15 | FEB'24 MAINT SERVICE |
| 54446 | FREYER & LAURETA INC. | 04/04/2024 | 5,755.00 | CHANGE ORDER 2. SMITH FIELD PARK |
| 54447 | GRANICUS | 04/04/2024 | 1,564.85 | APR'24, GRANICUS SERVICE |
| 54448 | HALF MOON BAY BUILDING & GARDEN | 04/04/2024 | 793.46 | MAR'24 MAINTENANCE SUPPLIES |
| 54449 | HMB COASTSIDE CHAMBER | 04/04/2024 | 9,094.00 | JAN'24 BID (OOC) |
| 54450 | IGLESIA DEL MAR | 04/04/2024 | 160.00 | DEPOSIT REFUND TRAIN DEPOT 4/6/24 |
| 54451 | INTEGRAL CONSULTING INC. | 04/04/2024 | 18,204.34 | PREPARATION OF THE CLIMATE ADAPTION PLAN(CIP 1002) |
| 54452 | Karen Allanson | 04/04/2024 | 100.00 | DEPOSIT REFUND SOUTH DAY ROOM 3/30/24 |
| 54453 | KONICA MINOLTA | 04/04/2024 | 2,275.21 | MAR'24 COPIER AND LEASE |
| 54454 | LAURA CAMODECA | 04/04/2024 | 84.00 | INTO TO NOSE WORK WORKSHOP |
| 54455 | LISA POPE | 04/04/2024 | 1,156.25 | OCT'23 MEETING MINUTES |
| 54456 | Marianna Stark | 04/25/2024 | .00 | REFUND RESERVATION:CANCELED 4/21/24 |
| 54457 | Mark Hofmann | 04/04/2024 | 960.00 | 3/23/24 PICKLEBALL LESSONS & SOFT GAME |
| 54458 | PETERSON | 04/04/2024 | 1,125.00 | FEB'24, CONTINUED BACK-UP GENERATOR SERVICES |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|------------------------------------|------------------|-----------|---|
| 54459 | Roxanne Velez | 04/04/2024 | 326.75 | REFUND-MUSIC TOGETHER CLASS CANCELED |
| 54460 | SAN MATEO DAILY JOURNAL | 04/04/2024 | 2,448.00 | MAR'24 ADVERTISING SERVICE PDP-23-084 |
| 54461 | Sarah Kremer | 04/04/2024 | 300.00 | REFUND DEPOSIT COMMUNITY ROOM B 3/24/24 |
| 54462 | SWCA INCORPORATED | 04/04/2024 | 985.75 | CARTER PARK IMPROVEMENTS PROJECT |
| 54463 | THE CITIES GROUP | 04/04/2024 | 17,317.30 | Group Life / ADD 01/24-06/24 |
| 54464 | TOOLE DESIGN | 04/04/2024 | 84,257.40 | Invoice paid outside PO: 00AK0178 |
| 54465 | VICTOR HERNANDEZ | 04/04/2024 | 3,227.94 | MAR'24 TRANSLATION SERVICES |
| 54466 | 4LEAF INC. | 04/11/2024 | 24,992.49 | On-Call Services |
| 54467 | ACC BUSINESS | 04/11/2024 | 780.91 | MAR'24 PHONE SERVICE |
| 54468 | ALTA LANGUAGE SERVICES, INC | 04/11/2024 | 187.00 | NOV'23 BILINGUAL TESTING |
| 54469 | Anthony Alan Gemanis | 04/11/2024 | 154.27 | INTEREST PAYOUT |
| 54470 | ARAMARK | 04/11/2024 | 326.52 | MAR'24 MAINT SUPPLIES PUBLIC LIBRARY |
| 54471 | AT&T | 04/11/2024 | 992.07 | APR'24 PHONE SERVICE |
| 54472 | BLEYLE ELEVATOR, INC | 04/11/2024 | 190.00 | MAINT SERVICE #179638 |
| 54473 | CASELLE INC. | 04/11/2024 | 3,695.00 | MAY'24 SUPPORT & MAINTENANCE |
| 54474 | Claudia Gulasch | 04/11/2024 | 154.27 | INTEREST PAYOUT |
| 54475 | COASTSIDE COUNTY WATER DISTRICT | 04/11/2024 | 3,456.17 | HYDRANT METER |
| 54476 | COASTSIDE FIRE PROTECTION DISTRICT | 04/11/2024 | 464.00 | 880 STONE PINE PRELIMINARY REVIEW |
| 54477 | CORA | 04/11/2024 | 2,490.00 | CORA CONTRIBUTION |
| 54478 | CORODATA RECORDS MANAGEMENT INC | 04/11/2024 | 364.19 | MAR'24 RECORDS MANAGEMENT |
| 54479 | CRUZIO INTERNET | 04/11/2024 | 14.95 | INTERNET SERVICE |
| 54480 | Elijah Brasesco | 04/11/2024 | 189.00 | REFUND-CHALLENGER CLASS CANCELED |
| 54481 | Elise Cabilatazan | 04/11/2024 | 189.00 | REFUND-CHALLENGER CLASS CANCELED |
| 54482 | FlowBird America Inc | 04/11/2024 | 112.00 | MAR'24 MAINT SERVICE |
| 54483 | FLYERS ENERGY, LLC | 04/11/2024 | 1,204.12 | MAR'24 FUEL |
| 54484 | Frances Cooke | 04/11/2024 | 189.00 | REFUND-CHALLENGER CLASS CANCELED |
| 54485 | HDL SOFTWARE LLC | 04/11/2024 | 1,522.41 | TOT AND BUSINESS LICENSE MANAGEMENT |
| 54486 | HMB COASTSIDE CHAMBER | 04/11/2024 | 13,353.32 | Provide daily operation and facility oversight via Opportunit |
| 54487 | IMPEC GROUP INC. | 04/11/2024 | 780.00 | Provide custodial services for the OCC |
| 54488 | INFINITY TECHNOLOGIES | 04/11/2024 | 14,122.00 | I.T. NETWORKING AND SUPPORT SERVICES |
| 54489 | LAUTZENHISER'S STATIONERY INC. | 04/11/2024 | 887.71 | MINUTE BOOKS |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|-------------------------------------|------------------|--------------|---|
| 54490 | Leo Ollarzaba | 04/11/2024 | 189.00 | REFUND-CHALLENGER CLASS CANCELED |
| 54491 | LOCKWORKS UNLIMITED INC | 04/11/2024 | 570.00 | Galaxy Cloud Concierge Service/Badging Client Licensing |
| 54492 | LORAL LANDSCAPING INC. | 04/11/2024 | 4,160.00 | FY 23-24 MEDIAN MAINTENANCE WORK |
| 54493 | Mark Hofmann | 04/11/2024 | 84.00 | TRANSITION CLASS 4/4/24 |
| 54494 | M-GROUP | 04/11/2024 | 1,485.00 | NEW PO REQUEST FOR M-GROUP |
| 54495 | ODP BUSINESS SOLUTIONS, LLC | 04/11/2024 | 23.61 | OFFICE SUPPLIES |
| 54496 | Peter Smith | 04/11/2024 | 120.00 | REFUND-K9 NOSE CLASS CANCELED |
| 54497 | PLAN JPA | 04/11/2024 | 11,659.40 | MAR'24 GENERAL LIABILITY CLAIMS |
| 54498 | QUADIENT FINANCE USA, INC | 04/11/2024 | 714.04 | POSTAGE |
| 54499 | QUADIENT LEASING USA, INC. | 04/11/2024 | 493.65 | LEASE PMT 29-JAN-24 to 28-APR-24 |
| 54500 | Renaissance Entrepreneurship Center | 04/11/2024 | 19,978.97 | Consultant to provide small business development and entr |
| 54501 | REPUBLIC SERVICES #925 | 04/11/2024 | 351.48 | WASTE REMOVAL |
| 54502 | Rowan Salstrom | 04/11/2024 | 189.00 | REFUND-CHALLENGER CLASS CANCELED |
| 54503 | SAN MATEO COUNTY SHERIFF'S OFFICE | 04/11/2024 | 1,260,304.00 | FY 23-24 UAAL CREDIT |
| 54504 | SCL NORTH | 04/11/2024 | 6,265.87 | MAIN ST FIXTURES |
| 54505 | SWCA INCORPORATED | 04/11/2024 | 9,326.25 | PREPARE INITIAL STUDY/MITIGATED NEGATIVE DECLARATIO |
| 54506 | TOWNSEND PUBLIC AFFAIRS, INC | 04/11/2024 | 5,000.00 | MAR'24 CONSULTING SERVICES |
| 54507 | TURBO DATA SYSTEMS | 04/11/2024 | 806.21 | CITATION PROCESSING |
| 54508 | UNITED RENTALS (NORTH AMERICA) INC. | 04/11/2024 | 545.68 | BOOM LIFT |
| 54509 | WESTERN EXTERMINATOR COMPANY | 04/11/2024 | 1,520.00 | MAR'24 EXTERMINATOR SERVICES |
| 54510 | ZONES, LLC | 04/11/2024 | 5.65 | CLOUD SUBSCRIPTIONS 04-08-24 to 05-08-24 |
| 54511 | 4LEAF INC. | 04/18/2024 | 4,963.56 | New PSA for Public Works inspection services, FY 23-24 |
| 54512 | ABBEY PARTY RENTS | 04/18/2024 | 3,262.50 | BLEACHERS RENTAL |
| 54513 | AMERICAN PORTABLES | 04/18/2024 | 4,476.68 | FY 23-24 PORTABLE TOLIETS |
| 54514 | ARAMARK | 04/18/2024 | 653.04 | APR'24 MAINT SUPPLIES PUBLIC LIBRARY |
| 54515 | ASSOCIATION OF BAY AREA GOVERNMENTS | 04/18/2024 | 818.51 | FY'23 True-Up |
| 54516 | BLACK & VEATCH CORPORATION | 04/18/2024 | 5,508.75 | STORMWATER (NPDES) SERVICES 2024 |
| 54517 | Chris Schlesinger | 04/18/2024 | 720.00 | CPR COURSE 4/10/24 |
| 54518 | COASTSIDE FIRE PROTECTION DISTRICT | 04/18/2024 | 464.00 | SUBDIVISION PRELIMINARY REVIEW |
| 54519 | COLANTUONO HIGHSMITH WHATLEY PC | 04/18/2024 | 6,040.30 | MAR'24 LEGAL SERVICES -SAM |
| 54520 | COUNTY OF SAN MATEO | 04/18/2024 | 82.25 | MAR'24 MICROWAVE MUX DSO |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|--------------------------------------|------------------|------------|---|
| 54521 | ELECTRIC MD | 04/18/2024 | 7,750.00 | SEWER LIFT STATION, PELICAN POINT |
| 54522 | ELS ARCHITECTURE & URBAN DESIGN | 04/18/2024 | 5,954.58 | CHANGE ORDER 2 AMANDMENT 6 TO PSA FOR DESIGN SER |
| 54523 | GRIFFIN STRUCTURES INC. | 04/18/2024 | 12,942.72 | CARTER PARK RENOVATION PROJECT |
| 54524 | HALF MOON BAY GRADING & PAVING INC. | 04/18/2024 | 27,946.20 | MINOR CONTRACT FOR 2024 SIDEWALK REPLACEMENT PR |
| 54525 | HMB COASTSIDE CHAMBER | 04/18/2024 | 40,000.00 | HOTEL BID CHAMBER AGREEMENT & PO 2023-24 |
| 54526 | HUE & CRY SECURITY SYSTEMS INC. | 04/18/2024 | 301.77 | MAY'24 SECURITY SERVICE |
| 54527 | IMPEC GROUP INC. | 04/18/2024 | 18,085.00 | FY 23-24 JANITORIAL CONTRACT |
| 54528 | LAURA CAMODECA | 04/18/2024 | 1,267.00 | CONTINUING ODOR |
| 54529 | MARIAN ELIZABETH POTT | 04/18/2024 | 2,100.00 | CANINE LIFE SKILLS |
| 54530 | Mark Hofmann | 04/18/2024 | 2,290.00 | PICKLEBALL LESSONS-DANETTE PUGLIESE |
| 54531 | PACIFICA COMMUNITY TELEVISION | 04/18/2024 | 11,300.00 | Q3, FY23/24 RECORDING SERVICE |
| 54532 | PENINSULA MUNICIPAL ENGINEERING INC. | 04/18/2024 | 16,200.00 | EASTSIDE PARALLEL TRAIL |
| 54533 | PETERSON | 04/18/2024 | 27,409.97 | Back-Up Generator Services |
| 54534 | PRINCETON WELDING | 04/18/2024 | 540.00 | 2 - LIGHT FIXTURE REPAIRS |
| 54535 | SAN MATEO DAILY JOURNAL | 04/18/2024 | 720.00 | APR'24 ADVERTISING SERVICE PDP-23-034 |
| 54536 | SEWER AUTHORITY MID-COASTSIDE | 04/18/2024 | 675,748.91 | FY2023-2024 MID-YEAR BUDGET ADJUSTMENT |
| 54537 | STERICYCLE, INC. | 04/18/2024 | 210.72 | PAPER SHREDDING |
| 54538 | William Duff Architects Inc | 04/18/2024 | 7,625.67 | PROVIDE ARCHITECTURAL SERVICES FOR OOC |
| 54539 | ABUNDANT GRACE COASTSIDE WORKER | 04/25/2024 | 9,427.00 | Provide coastal clean-up support services |
| 54540 | CA DEPT OF TRANSPORTATION | 04/25/2024 | 5,279.75 | JAN-MAR'24 SIGNALS & LIGHTING |
| 54541 | CITY OF BRISBANE | 04/25/2024 | 1,580.00 | 2024 SPRING ACADEMY FEES - B. LOPEZ |
| 54542 | COASTSIDE FARMERS' MARKETS | 04/25/2024 | 1,950.00 | COMMUNITY PROMOTIONS PARTNER |
| 54543 | COASTSIDE PRINTERS | 04/25/2024 | 426.56 | DOOR HANGERS - NOTICE |
| 54544 | FREYER & LAURETA INC. | 04/25/2024 | 705.00 | CHANGE ORDER 2. SMITH FIELD PARK |
| 54545 | HMB COASTSIDE CHAMBER | 04/25/2024 | 7,560.00 | FEB'24 BID (OOC) |
| 54546 | Howard E. Lee | 04/25/2024 | 1,638.00 | INSTRUCTOR PAYMENT - ORCHESTRA WINTER 23/24 |
| 54547 | JANET E STONE | 04/25/2024 | 4,100.00 | CONSULTANT SUPPORT FOR AFFORDABLE HOUSING AT 555/ |
| 54548 | JESSICA BLAIR | 04/25/2024 | 3,000.00 | STUDENT LOAN REIMBURSEMENT 2024 |
| 54549 | Jesus Villasenor | 04/25/2024 | 100.00 | DEPOSIT REFUND 7/13/24 |
| 54550 | JULISSA ACOSTA | 04/25/2024 | 141.40 | PARKING REIMBURSEMENT: NAEH CONFERENCE |
| 54551 | KATHY OLER | 04/25/2024 | 2,293.47 | MAY'24 TEMPORARY CITY PARKING LOT RENTAL |

| Check Number | Payee | Check Issue Date | Amount | Description |
|---------------|---|------------------|--------------|---|
| 54552 | KONICA MINOLTA | 04/25/2024 | 2,275.21 | APR'24 COPIER AND LEASE |
| 54553 | Luis Sanchez Godinez | 04/25/2024 | 500.00 | REFUND DEPOSIT - TRAIN DEPOT 4/16/24 |
| 54554 | MAKE IT MAIN STREET | 04/25/2024 | 10,000.00 | 2024 MAKE IT MAIN STREET EVENT |
| 54555 | MALCOLM C SMITH | 04/25/2024 | 825.00 | COMMUNICATIONS CONSULTANT SERVICE |
| 54556 | MARIAN ELIZABETH POTT | 04/25/2024 | 700.00 | INSTRUCTOR PAYMENT-PUPPY KINDERGARDEN |
| 54557 | Marianna Stark | 04/25/2024 | 140.00 | REFUND RESERVATION:CANCELED 4/21/24 |
| 54558 | Mark Hofmann | 04/25/2024 | 2,004.00 | PICKLEBALL 4/20/24 SERVE RETURN |
| 54559 | MARK THOMAS & CO, INC | 04/25/2024 | 12,492.94 | CHANGE ORDER 2,HWY 1 N SAFETY & OP IMPROVEMENTS |
| 54560 | NICHOLAS TRANSLATIONS & INTERPRETATIONS | 04/25/2024 | 855.00 | APR'24 TRANSLATION SERVICE |
| 54561 | Ocoee Wilson | 04/25/2024 | 48.37 | RICAP MEETING MILEAGE REIMBURSEMENT |
| 54562 | ODP BUSINESS SOLUTIONS, LLC | 04/25/2024 | 20.77 | OFFICE SUPPLIES |
| 54563 | PRINT INNOVATIONS, INC. | 04/25/2024 | 171.33 | PRINT SERVICE |
| 54564 | QUADIENT FINANCE USA, INC | 04/25/2024 | 778.69 | POSTAGE |
| 54565 | QUADIENT LEASING USA, INC. | 04/25/2024 | 855.96 | LEASE PMT 11-MAY-24 TO 10-AUG-24 |
| 54566 | REPUBLIC SERVICES #925 | 04/25/2024 | 351.46 | APR'24 WASTE REMOVAL |
| 54567 | SCOTT MCVICKER | 04/25/2024 | 3,360.00 | FY 23/24 ANNEX RENT |
| 54568 | SERVICE PRESS INC. | 04/25/2024 | 55.95 | BUSINESS CARDS |
| 54569 | SHUTE MIHALY & WEINBERGER LLP | 04/25/2024 | 272,350.92 | HMB.GEMANIS |
| 54570 | SWCA INCORPORATED | 04/25/2024 | 1,230.75 | CARTER PARK IMPROVEMENTS PROJECT |
| 54571 | WATERWAYS CONSULTING INC | 04/25/2024 | 1,020.00 | ON-CALL GEMORPHOLOGY SERVICES |
| 54572 | WICKMAN DEVELOPMENT AND CONSTRUCTIO | 04/25/2024 | 257,082.11 | CATER PARK |
| 54573 | ZONES, LLC | 04/25/2024 | 1,110.23 | CLOUD SUBSCRIPTIONS 04-19-24 to 05-19-24 |
| 54684 | WELLS FARGO | 04/05/2024 | 34,104.39 | TRAINING EXPENSE |
| Grand Totals: | | | | |
| 144 | | | 3,127,392.26 | |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|-------|------------------|--------|-------------|
|--------------|-------|------------------|--------|-------------|

Report Criteria:
Report type: Summary

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

From: Lisa Rossi, Administrative Services Director

TITLE: **WARRANTS FOR THE MONTH OF MAY 2024**

RECOMMENDATION:

Accept the warrants list for the month of May 2024.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

DISCUSSION:

During this month, the City processed 6 check runs. The table below outlines each check run and their individual totals:

| Check Run Date | Amount |
|----------------|------------------|
| May 02 | 226,903 |
| May 04 | 32,846 |
| May 08 | 158,732 |
| May 16 | 1,050,672 |
| May 23 | 239,276 |
| May 30 | 118,472 |
| Total | 1,826,901 |

The City processed payments related to 14 capital improvement projects, in a total amount of \$493,025. These include Highway 1 Safety - North, Carter Park, Eastside Parallel Trail Expansion, Corporate Yard Improvements, LCP Implementation Project, Climate Action And Adaptation, Downtown Streetscape Master Plan, Smith Field Site Assessment, Sidewalk Replace/Repair Program, Urban Forest Management Program, Green Infrastructure And Stormwater, Seymour Ditch Erosion And Coast, Kehoe/Pilarcitos Outfall Repair, and the Sewer Maintenance Program.

Staff is also including a list of all payments above \$30,000 processed during this reporting period, as listed in the table below.

| OVER \$30,000 | | | | |
|---------------|--------------------------------------|------------|-----------|--|
| Check # | Payee | Check Date | Amount | Description |
| 54582 | EL CENTRO DE LIBERTAD | 5/2/2024 | \$38,064 | CARES PROGRAM OPERATOR |
| 54591 | Mercy Housing California 110, LP | 5/2/2024 | \$45,065 | 555 KELLY DEVELOPMENT ARPA PASS THROUGH |
| 54595 | OpportunitySpace Inc | 5/2/2024 | \$30,000 | RENTAL REGISTRY PORTAL |
| 54674 | SEWER AUTHORITY MID-COASTSIDE | 5/16/2024 | \$672,249 | FY 23/24 OPERATIONS AND MAINTENANCE |
| 54681 | WICKMAN DEVELOPMENT AND CONSTRUCTION | 5/16/2024 | \$220,912 | CARTER PARK |
| 54696 | HALF MOON BAY GRADING & PAVING INC. | 5/23/2024 | \$69,195 | SIDEWALK REPLACEMENT PROJECT |
| 54701 | Jobtrain Inc | 5/23/2024 | \$33,350 | OCC WORKFORCE DEVELOPMENT PROGRAM |
| 54719 | EL CENTRO DE LIBERTAD | 5/30/2024 | \$41,842 | CARES PROGRAM OPERATOR |
| 54760 | WELLS FARGO | 5/4/2024 | \$32,846 | CITY WIDE SMALL PURCHASES MADE ON CITY CARDS |

ATTACHMENTS:

Check Disbursement List by Check Date

Report Criteria:
 Report type: Summary

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|--------------------------------------|------------------|-----------|---|
| 54501 | REPUBLIC SERVICES #925 | 05/23/2024 | 351.48- | WASTE REMOVAL |
| 54518 | COASTSIDE FIRE PROTECTION DISTRICT | 05/02/2024 | 464.00- | SUBDIVISION PRELIMINARY REVIEW |
| 54574 | ACC BUSINESS | 05/02/2024 | 780.91 | MAR'24 INTERNET SERVICE |
| 54575 | AMERICAN ENERGY SOCIETY | 05/02/2024 | 25,500.00 | TO LAUNCH & OPERATE COASTSIDE VENTURE STUDIO (CSVS |
| 54576 | AT&T MOBILITY | 05/02/2024 | 694.91 | MAR'24 PHONE SERVICE |
| 54577 | CIRCLEPOINT | 05/02/2024 | 1,755.00 | CO AMENDMENT 7 HYATT PLACE PDP-072-13 |
| 54578 | COLUMN SOFTWARE PBC | 05/02/2024 | 423.50 | FOG NOTICE |
| 54579 | COUNTY OF SAN MATEO | 05/02/2024 | 130.00 | COUNCIL OF CITIES DINNER: RARBACK/PENROSE |
| 54580 | Daniel Castro | 05/02/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 4/27/24 |
| 54581 | DKS ASSOCIATES | 05/02/2024 | 1,080.00 | 555 Kelly Ave. Intersection Warrant and Queuing Analysis |
| 54582 | EL CENTRO DE LIBERTAD | 05/02/2024 | 38,064.00 | CARES PROGRAM |
| 54583 | EUFROSINA ARANGO | 05/02/2024 | 500.00 | DEPOSIT REFUND - CANCELED EVENT 5/25/24 |
| 54584 | Fish Wife Sweets LLC | 05/02/2024 | 202.00 | FOOD FOR MEETING |
| 54585 | Gerardo Vega | 05/02/2024 | 500.00 | DEPOSIT REFUND-TRAIN DEPOT 4/20/24 |
| 54586 | HDL SOFTWARE LLC | 05/02/2024 | 2,213.94 | TOT MGMT SERVICES |
| 54587 | LAURA CAMODECA | 05/02/2024 | 1,176.00 | K9 NOSE |
| 54588 | LISA POPE | 05/02/2024 | 343.75 | MEETING MINUTES |
| 54589 | Mary Huerta | 05/02/2024 | 61.02 | CARLO GOING AWAY CAKE |
| 54590 | MATTHEW CHIDESTER | 05/02/2024 | 5,052.07 | OCC OFFICE DIVIDERS |
| 54591 | Mercy Housing California 110, LP | 05/02/2024 | 45,064.96 | 555 Kelly ARPA Draw #4 |
| 54592 | M-GROUP | 05/02/2024 | 12,165.00 | NEW PO REQUEST FOR M-GROUP |
| 54593 | Miramar Farms Inc | 05/02/2024 | 3,800.00 | CSFA RETREAT |
| 54594 | Nivardo Martinez | 05/02/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 4/21/24 |
| 54595 | OpportunitySpace Inc | 05/02/2024 | 30,000.00 | CREATION & MAINTENANCE OF RESIDENTIAL RENTAL PORT |
| 54596 | PACIFIC GAS & ELECTRIC | 05/02/2024 | 19,611.83 | 401 SEYMOUR ST |
| 54597 | PENINSULA CONFLICT RESOLUTION CENTER | 05/02/2024 | 2,300.00 | COMMUNITY MEDIATION FY '23/24 |
| 54598 | PUENTE DE LA COSTA SUR | 05/02/2024 | 1,000.00 | FARMWORKER CONVENTION 3/17/24 |
| 54599 | Renaissance Entrepreneurship Center | 05/02/2024 | 21,448.00 | Consultant to provide small business development and entr |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|---|------------------|-----------|---|
| 54600 | RINGCENTRAL INC. | 05/02/2024 | 4,748.42 | PHONE SERVICES |
| 54601 | SAN MATEO COUNTY CLERK/ASSESSOR | 05/02/2024 | 305.00 | RECORDS FOR TOLEMI RENTAL REGISTRY |
| 54602 | SOL ECOLOGY INC | 05/02/2024 | 975.50 | PDP-22-069 BIOLOGICAL ASSESSMENT |
| 54603 | SWCA INCORPORATED | 05/02/2024 | 6,398.50 | for the preparation of a Notification of Lake or Streambed A |
| 54604 | T-MOBILE | 05/02/2024 | 72.63 | ACCT 997385192 APR '24 |
| 54606 | 4LEAF INC. | 05/08/2024 | 21,573.46 | On-Call Services |
| 54607 | Ambrosio Cruz Merino | 05/08/2024 | 200.00 | 2024 LEADERSHIP AWARDS |
| 54608 | ARAMARK | 05/08/2024 | 198.99 | APR'24 MAINT SUPPLIES CITY HALL |
| 54609 | AT&T | 05/08/2024 | 984.13 | MAY'24 PHONE SERVICE |
| 54610 | BAY AREA GEOTECHNICAL GROUP INC | 05/08/2024 | 29,525.00 | CARTER PARK IMPROVEMENTS PROJECT |
| 54611 | BECKER GRAPHICS | 05/08/2024 | 481.50 | INSTRUCTOR PAYMENT- ZUMBA APR'24 |
| 54612 | BIG CREEK LUMBER | 05/08/2024 | 339.17 | MAINT SUPPLIES |
| 54613 | C.C.O.I. GATE & FENCE | 05/08/2024 | 718.98 | MAINT SERVICE |
| 54614 | CA DEPARTMENT OF CONSERVATION | 05/08/2024 | 829.99 | FEES SEISMIC EDUCATION (UP TO 5%) |
| 54615 | CALIFORNIA BUILDING STANDARDS COMMISSIO | 05/08/2024 | 246.60 | BSASRF Q2 FY23/24 RETAINER |
| 54616 | CAPITAL ONE TRADE CREDIT | 05/08/2024 | 2,637.19 | MAINT SUPPLIES APR'24 |
| 54617 | CASELLE INC. | 05/08/2024 | 3,695.00 | JUNE'24 SUPPORT & MAINTENANCE |
| 54618 | CIRCLEPOINT | 05/08/2024 | 3,723.25 | CO AMENDMENT 7 HYATT PLACE PDP-072-13 |
| 54619 | FlowBird America Inc | 05/08/2024 | 99.75 | APR'24 MAINT SERVICE |
| 54620 | GATES AND ASSOCIATES | 05/08/2024 | 992.50 | SMITH FIELD FACILITIES MASTER PLAN |
| 54621 | Ginger Sullivan | 05/08/2024 | 100.00 | 2024 LEADERSHIP AWARDS |
| 54622 | Gregory Owen | 05/08/2024 | 1,000.00 | 2024 LEADERSHIP AWARDS |
| 54623 | HALF MOON BAY BUILDING & GARDEN | 05/08/2024 | 491.92 | APR'24 MAINTENANCE SUPPLIES |
| 54624 | HALF MOON BAY GRADING & PAVING INC. | 05/08/2024 | 1,240.25 | CLASS 2 BASE ROCK |
| 54625 | HMB COASTSIDE CHAMBER | 05/08/2024 | 12,878.77 | Provide daily operation and facility oversight via Opportunit |
| 54626 | HOME DEPOT CREDIT SERVICES | 05/08/2024 | 65.60 | MAINT SUPPLIES |
| 54627 | IMPEC GROUP INC. | 05/08/2024 | 18,865.00 | Provide custodial services for the OCC |
| 54628 | Luca Frediani | 05/08/2024 | 100.00 | 2024 LEADERSHIP AWARDS |
| 54629 | Lyrik Holsman | 05/08/2024 | 100.00 | 2024 LEADERSHIP AWARDS |
| 54630 | MARK THOMAS & CO, INC | 05/08/2024 | 995.38 | PO for Amendment 5 to the PSA for sewer collections syste |
| 54631 | Michele Summa | 05/08/2024 | 300.00 | DEPOSIT REFUND - COMMUNITY ROOM B 4/28/24 |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|-------------------------------------|------------------|-----------|---|
| 54632 | ODP BUSINESS SOLUTIONS, LLC | 05/08/2024 | 201.37 | OFFICE SUPPLIES |
| 54633 | Perla Ruiz | 05/08/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 5/5/24 |
| 54634 | PETERSON | 05/08/2024 | 17,679.63 | CONTINUED BACK-UP GENERATOR SERVICES |
| 54635 | PUBLIC PARKING ASSOCIATES INC | 05/08/2024 | 395.00 | MAINTENANCE SERVICE |
| 54636 | Rebekah Rayher | 05/08/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 4/28/24 |
| 54637 | REPUBLIC SERVICES #925 | 05/08/2024 | 351.46 | WASTE REMOVAL |
| 54638 | SCHAAF & WHEELER | 05/08/2024 | 3,600.19 | PILARCITOS AVENUE/KEHOE WATERCOURSE OUTFALL |
| 54639 | SERVICE PRESS INC. | 05/08/2024 | 69.96 | MAKE IT MAIN ST POSTCARDS |
| 54640 | Sherry Goodwin | 05/08/2024 | 500.00 | DEPOSIT REFUND - GRAND OAK 5/4/24 |
| 54641 | SWCA INCORPORATED | 05/08/2024 | 2,866.00 | CHANGE ORDER 1, CORP YARD IMPROVEMENTS |
| 54642 | THE GRAPHIC WORKS | 05/08/2024 | 71.05 | PRINTING SERVICE |
| 54643 | TURBO DATA SYSTEMS | 05/08/2024 | 939.92 | CITATION PROCESSING |
| 54644 | V. W. HOUSEN & ASSOCIATES INC. | 05/08/2024 | 9,715.00 | FY 23-24 WASTERWATER COLLECTION |
| 54645 | VESTIS | 05/08/2024 | 326.52 | MAINT SUPPLIES CITY HALL |
| 54646 | WEST COAST ARBORISTS INC | 05/08/2024 | 15,658.35 | WEST COAST ARBORISTS FY 23-24 CONTRACT |
| 54647 | WHELEN CONSTRUCTION | 05/08/2024 | 2,975.00 | DRAINAGE ROCK WALLS CORP YARD |
| 54648 | ALTA PLANNING & DESIGN | 05/16/2024 | 20,942.50 | AMENDMENT 4 BIKEWAY NORTH ADDITIONAL COSTS |
| 54649 | AMERICAN ENERGY SOCIETY | 05/16/2024 | 25,675.00 | TENANT IMPROVEMENTS |
| 54650 | ASSOCIATION OF BAY AREA GOVERNMENTS | 05/16/2024 | 818.51 | FY'23 True-Up |
| 54651 | AVENU INSIGHTS & ANALYTICS LLC | 05/16/2024 | 625.00 | STARS Q4 2023 |
| 54652 | BLEYLE ELEVATOR, INC | 05/16/2024 | 190.00 | MAINT SERVICE #179638 |
| 54653 | CAZADORO CONSTRUCTION INC. | 05/16/2024 | 13,995.64 | RETENTION 5/09/2024 |
| 54654 | COASTSIDE COUNTY WATER DISTRICT | 05/16/2024 | 3,578.76 | 501 MAIN ST |
| 54655 | CORODATA RECORDS MANAGEMENT INC | 05/16/2024 | 605.48 | APR'24 RECORDS MANAGEMENT |
| 54656 | CRUZIO INTERNET | 05/16/2024 | 14.95 | INTERNET SERVICE |
| 54657 | FlowBird America Inc | 05/16/2024 | 112.00 | APR'24 MAINT SERVICE |
| 54658 | FLYERS ENERGY, LLC | 05/16/2024 | 2,336.68 | APR'24 FUEL |
| 54659 | GAYTON ARRIGOTTI | 05/16/2024 | 462.00 | INSTRUCTOR PAYMENT 5/04/24 JEWELRY CLASS |
| 54660 | Ginger Sullivan | 05/16/2024 | 500.00 | HMB STUDENT AWARDS : SUSTAINABILITY |
| 54661 | GRANICUS | 05/16/2024 | 1,564.85 | MAY'24, GRANICUS SERVICE |
| 54662 | HD SUPPLY FORMERLY HOME DEPOT PRO | 05/16/2024 | 1,998.07 | MAINT SUPPLIES |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|--------------------------------------|------------------|------------|--|
| 54663 | HUE & CRY SECURITY SYSTEMS INC. | 05/16/2024 | 4,286.62 | PANIC BUTTON SYSTEM |
| 54664 | INFINITY TECHNOLOGIES | 05/16/2024 | 14,122.00 | I.T. NETWORKING AND SUPPORT SERVICES |
| 54665 | JULIEN KOVAN | 05/16/2024 | 500.00 | HMB STUDENT AWARDS : SUSTAINABILITY |
| 54666 | JULISSA ACOSTA | 05/16/2024 | 103.00 | REIMBURSEMENT-LEADERSHIP COUNCIL APPLICATION |
| 54667 | LORAL LANDSCAPING INC. | 05/16/2024 | 4,160.00 | FY 23-24 MEDIAN MAINTENANCE WORK |
| 54668 | MARK THOMAS & CO, INC | 05/16/2024 | 4,124.47 | CHANGE ORDER 2,HWY 1 N SAFETY & OP IMPROVEMENTS |
| 54669 | MAZE & ASSOCIATES | 05/16/2024 | 3,500.00 | AUDIT SERVICES year end 06/30/23 |
| 54670 | Miramar Farms Inc | 05/16/2024 | 930.00 | CSFA RETREAT |
| 54671 | PENINSULA MUNICIPAL ENGINEERING INC. | 05/16/2024 | 15,300.00 | EASTSIDE PARALLEL TRAIL |
| 54672 | PUBLIC PARKING ASSOCIATES INC | 05/16/2024 | 395.00 | MAINTENANCE SERVICE |
| 54673 | RICE TRUCKING-SOIL FARM INC. | 05/16/2024 | 1,605.19 | MAINT SUPPLIES |
| 54674 | SEWER AUTHORITY MID-COASTSIDE | 05/16/2024 | 672,248.91 | FY2023-2024 MID-YEAR BUDGET ADJUSTMENT |
| 54675 | TOOLE DESIGN | 05/16/2024 | 14,791.00 | HMB DOWNTOWN STREETScape PLAN INV #6 |
| 54676 | TOWNSEND PUBLIC AFFAIRS, INC | 05/16/2024 | 5,000.00 | APR'24 CONSULTING SERVICES |
| 54677 | VESTIS | 05/16/2024 | 326.52 | MAINT SUPPLIES PUBLIC LIBRARY |
| 54678 | VICTOR HERNANDEZ | 05/16/2024 | 4,838.95 | APR'24 TRANSLATION SERVICES |
| 54679 | WEST COAST ARBORISTS INC | 05/16/2024 | 6,083.10 | WEST COAST ARBORISTS FY 23-24 CONTRACT |
| 54680 | WESTERN EXTERMINATOR COMPANY | 05/16/2024 | 1,520.00 | APR'24 EXTERMINATOR SERVICES |
| 54681 | WICKMAN DEVELOPMENT AND CONSTRUCTIO | 05/16/2024 | 220,912.35 | RETENTION, CARTER PARK IMPROVEMENTS PROJECT |
| 54682 | William Duff Architects Inc | 05/16/2024 | 2,500.00 | PROVIDE ARCHITECTURAL SERVICES FOR OOC |
| 54683 | ZONES, LLC | 05/16/2024 | 5.65 | CLOUD SUBSCRIPTIONS 05-08-24 to 06-08-24 |
| 54685 | 4LEAF INC. | 05/23/2024 | 25,832.47 | On-Call Services |
| 54686 | AMERICAN PORTABLES | 05/23/2024 | 8,491.50 | FY 23-24 PORTABLE TOLIETS |
| 54687 | AT&T MOBILITY | 05/23/2024 | 694.91 | MAY'24 PHONE SERVICE |
| 54688 | CALED | 05/23/2024 | 500.00 | MEMBERSHIP DUES |
| 54689 | CIRCLEPOINT | 05/23/2024 | 320.00 | CO AMENDMENT 7 HYATT PLACE PDP-072-13 |
| 54690 | COASTSIDE PRINTERS | 05/23/2024 | 809.38 | NO PARKING SIGNS |
| 54691 | COLANTUONO HIGHSMITH WHATLEY PC | 05/23/2024 | 9,240.35 | APR'24 LEGAL SERVICES -SAM |
| 54692 | DKS ASSOCIATES | 05/23/2024 | 2,632.50 | 555 Kelly Ave. Intersection Warrant and Queuing Analysis |
| 54693 | ELS ARCHITECTURE & URBAN DESIGN | 05/23/2024 | 4,217.50 | CHANGE ORDER 1, CARTER PARK IMPROVEMENTS |
| 54694 | GRIFFIN STRUCTURES INC. | 05/23/2024 | 15,301.44 | CARTER PARK RENOVATION PROJECT |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|---|------------------|-----------|---|
| 54695 | HALF MOON BAY BUILDING & GARDEN | 05/23/2024 | 64.79 | MAY'24 MAINTENANCE SUPPLIES |
| 54696 | HALF MOON BAY GRADING & PAVING INC. | 05/23/2024 | 69,195.20 | MINOR CONTRACT FOR 2024 SIDEWALK REPLACEMENT PR |
| 54697 | HMB COASTSIDE CHAMBER | 05/23/2024 | 11,958.46 | Provide daily operation and facility oversight via Opportunit |
| 54698 | HUFFMAN-BROADWAY GROUP, INC. | 05/23/2024 | 2,345.00 | APR'24, POPLAR BEACH GATEWAYS PLAN- PDP-21-082 |
| 54699 | INTEGRAL CONSULTING INC. | 05/23/2024 | 11,232.63 | PREPARATION OF THE CLIMATE ADAPTION PLAN(CIP 1002) |
| 54700 | JAMES FORD INC. | 05/23/2024 | 809.38 | VEHICLE SERVICE |
| 54701 | Jobtrain Inc | 05/23/2024 | 33,349.71 | TO PROVIDE JOB SEEKER WORKFORCE DEVELOPMENT PRO |
| 54702 | KONICA MINOLTA | 05/23/2024 | 2,275.21 | MAY'24 COPIER AND LEASE |
| 54703 | LAURA CAMODECA | 05/23/2024 | 756.00 | INTO TO NOSE PRIVATE CLASS |
| 54704 | Mark Hofmann | 05/23/2024 | 80.00 | PICKLEBALL LESSON-TESS WIGGINTON |
| 54705 | MARK THOMAS & CO, INC | 05/23/2024 | 3,785.75 | PO for Amendment 5 to the PSA for sewer collections syste |
| 54706 | Mary O'Hara | 05/23/2024 | 100.00 | DEPOSIT REFUND - SOUTH DAY ROOM 5/16/24 |
| 54707 | M-GROUP | 05/23/2024 | 17,350.00 | NEW PO REQUEST FOR M-GROUP |
| 54708 | NBS GOVERNMENT FINANCE GROUP | 05/23/2024 | 8,862.25 | COST ALLOCATION PLAN AND CITYWIDE FEE STUDY |
| 54709 | REPUBLIC SERVICES #925 | 05/23/2024 | 351.48 | WASTE REMOVAL |
| 54710 | RINCON CONSULTANTS INC. | 05/23/2024 | 2,337.00 | RE-OPEN |
| 54711 | SAN MATEO CO. PLANNING AND BUILDING DIV | 05/23/2024 | 1,500.00 | FY23/24 AIRPORT ROUNDTABLE MEMBERSHIP FEE |
| 54712 | SAN MATEO COUNTY ENVIRONMENTAL HEALTH | 05/23/2024 | 83.64 | HEALTH INSPECTION/SHERIFF SUBSTATION |
| 54713 | SAN MATEO RESOURCE CONSERVATION DISTRIC | 05/23/2024 | 421.00 | CLIMATE ACTION AND ADAPTATION |
| 54714 | STERICYCLE, INC. | 05/23/2024 | 210.72 | PAPER SHREDDING |
| 54715 | SUBURBAN PROPANE LP | 05/23/2024 | 1,863.97 | PROPANE |
| 54716 | THE GRAPHIC WORKS | 05/23/2024 | 1,232.12 | OCC DECALS |
| 54717 | VESTIS | 05/23/2024 | 326.52 | MAINT SUPPLIES PUBLIC LIBRARY |
| 54718 | ZONES, LLC | 05/23/2024 | 1,096.94 | CLOUD SUBSCRIPTIONS 05-19-24 to 06-19-24 |
| 54719 | EL CENTRO DE LIBERTAD | 05/30/2024 | 41,842.00 | CARES PROGRAM |
| 54720 | ERICK PEREZ | 05/30/2024 | 500.00 | DEPOSIT REFUND TRAIN DEPOT 5/18/24 |
| 54721 | FREYER & LAURETA INC. | 05/30/2024 | 2,027.50 | CHANGE ORDER 2. SMITH FIELD PARK |
| 54722 | HMB COASTSIDE CHAMBER | 05/30/2024 | 10,618.00 | MAR'24 BID (OOC) |
| 54723 | KATHY OLER | 05/30/2024 | 2,293.47 | JUNE'24 TEMPORARY CITY PARKING LOT RENTAL |
| 54724 | National Charity League | 05/30/2024 | 100.00 | DEPOSIT REFUND-LIBRARY ROOM B 5/19/24 |
| 54725 | PACIFIC GAS & ELECTRIC | 05/30/2024 | 18,881.39 | 401 SEYMOUR ST |

| Check Number | Payee | Check Issue Date | Amount | Description |
|---------------|--------------------------------------|------------------|--------------|---|
| 54726 | PENINSULA MUNICIPAL ENGINEERING INC. | 05/30/2024 | 16,650.00 | EASTSIDE PARALLEL TRAIL |
| 54727 | PLAN JPA | 05/30/2024 | 959.50 | APR'24 GENERAL LIABILITY CLAIMS |
| 54728 | RINGCENTRAL INC. | 05/30/2024 | 2,370.60 | PHONE SERVICES |
| 54729 | SCOTT MCVICKER | 05/30/2024 | 3,360.00 | FY 23/24 ANNEX RENT |
| 54730 | SWCA INCORPORATED | 05/30/2024 | 1,689.75 | HWY 1 NORTH SAFETY AND OPERATIONS IMPROVEMENTS |
| 54731 | THE CITIES GROUP | 05/30/2024 | 1,876.08 | 4/1/24 to 6/30/24 WORKERS COMP & SAFETY/COMPLIANC |
| 54732 | T-MOBILE | 05/30/2024 | 93.45 | ACCT 997385192 MAY '24 |
| 54733 | WOOD CONSULTING SERVICES | 05/30/2024 | 15,210.00 | PHASE 1 OF DOWNTOWN STREETScape CONSULTANT |
| 54760 | WELLS FARGO | 05/04/2024 | 32,845.60 | RECONCILING CREDITS NEXT STATEMENT |
| Grand Totals: | | | | |
| 161 | | | 1,826,900.70 | |

Report Criteria:
 Report type: Summary

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council
VIA: Matthew Chidester, City Manager
From: Lisa Rossi, Administrative Services Director
TITLE: **WARRANTS FOR THE MONTH OF JUNE 2024**

RECOMMENDATION:

Accept the warrants list for the month of June 2024.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

DISCUSSION:

During this month, the City processed 5 check runs. The table below outlines each check run and their individual totals:

| Check Run Date | Amount |
|----------------|------------------|
| June 04 | 41,846 |
| June 06 | 148,687 |
| June 13 | 282,682 |
| June 19 | 578,174 |
| June 27 | 1,475,176 |
| Total | 2,526,565 |

The City processed payments related to 13 capital improvement projects, in a total amount of \$835,178. These include Highway 1 Safety - North, Poplar Complete Street, Carter Park, Eastside Parallel Trail Expansion, Emergency Response Program, Pilarcitos Creek Restoration, Urban Forest Management Program, Green Infrastructure And Stormwater, Seymour Ditch Erosion And Coast, Kehoe/Pilarcitos Outfall Repair, Sewer Maintenance Program, Pump Station And Force Main, and the Inflow And Infiltration Program.

Staff is also including a list of all payments above \$30,000 processed during this reporting period, as listed in the table below.

| OVER \$30,000 | | | | |
|---------------|--|------------|-----------|---|
| Check # | Payee | Check Date | Amount | Description |
| 55036 | WELLS FARGO | 6/4/2024 | \$41,846 | CITY WIDE SMALL PURCHASES ON CREDIT CARDS |
| 54745 | HALF MOON BAY GRADING & PAVING INC. | 6/6/2024 | \$90,825 | POPLAR STREET CALMING |
| 54777 | SAN MATEO COUNTY PUBLIC SAFETY COMMUNICA | 6/13/2024 | \$193,448 | FY 23/24 DISPATCH SERVICES |
| 54817 | COASTSIDE COUNTY WATER DISTRICT | 6/19/2024 | \$480,900 | SEWER CONNECTIONS FOR STONE PINE COVE |
| 54844 | SEWER AUTHORITY MID-COASTSIDE | 6/27/2024 | \$672,247 | FY 23/24 OPERATIONS AND MAINTENANCE (SAM) |
| 54852 | WICKMAN DEVELOPMENT AND CONSTRUCTION | 6/27/2024 | \$634,772 | CARTER PARK |

ATTACHMENTS:

Check Disbursement List by Check Date

Report Criteria:
 Report type: Summary

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|---|------------------|-----------|--|
| 54631 | Michele Summa | 06/11/2024 | 300.00 | DEPOSIT REFUND - COMMUNITY ROOM B 4/28/24 |
| 54734 | ACC BUSINESS | 06/06/2024 | 780.91 | INTERNET SERVICE |
| 54735 | ALTA LANGUAGE SERVICES, INC | 06/06/2024 | 121.00 | BILINGUAL TESTING |
| 54736 | BIG CREEK LUMBER | 06/06/2024 | 269.83 | MAINT SUPPLIES |
| 54737 | CAPITAL ONE TRADE CREDIT | 06/06/2024 | 1,898.00 | MAINT SUPPLIES MAY'24 |
| 54738 | COASTSIDE HOPE | 06/06/2024 | 400.00 | WORKSHOP FOR PARENTING CLASS |
| 54739 | COASTSIDE PRINTERS | 06/06/2024 | 721.88 | NO PARKING SIGNS |
| 54740 | David Gorn | 06/06/2024 | 400.00 | DEPOSIT REFUND-OAK ROOM & KITCHEN 5/25/2024 |
| 54741 | FlowBird America Inc | 06/06/2024 | 207.55 | MAY'24 MAINT SERVICE |
| 54742 | GRANICUS | 06/06/2024 | 1,564.85 | JUNE'24, GRANICUS SERVICE |
| 54743 | GRASSROOTSLAB LLC | 06/06/2024 | 5,000.00 | CONSULTING - MAY 2024 |
| 54744 | HALF MOON BAY BUILDING & GARDEN | 06/06/2024 | 222.96 | MAY'24 MAINTENANCE SUPPLIES |
| 54745 | HALF MOON BAY GRADING & PAVING INC. | 06/06/2024 | 90,825.48 | RETENTION 5/29/24 |
| 54746 | HDL SOFTWARE LLC | 06/06/2024 | 3,762.82 | TOT AND BUSINESS LICENSE MANAGEMENT |
| 54747 | IMPEC GROUP INC. | 06/06/2024 | 780.00 | Provide custodial services for the OCC |
| 54748 | INFINITY TECHNOLOGIES | 06/06/2024 | 14,122.00 | DATTO BACKUP O365 |
| 54749 | Liz Obando | 06/06/2024 | 450.00 | DEPOSIT REFUND-GRAND OAK & KITCHEN 5/25/24 |
| 54750 | MALCOLM C SMITH | 06/06/2024 | 990.00 | COMMUNICATIONS CONSULTANT SERVICE |
| 54751 | MAZE & ASSOCIATES | 06/06/2024 | 14,925.00 | FY23/24, AUDIT SERVICES AND CAFR PREPARATION |
| 54752 | NICHOLAS TRANSLATIONS & INTERPRETATIONS | 06/06/2024 | 666.00 | MAY'24 TRANSLATION SERVICES |
| 54753 | PHIL'S TIRE & AUTO CARE | 06/06/2024 | 114.09 | VEHICLE REPAIR |
| 54754 | RICE TRUCKING-SOIL FARM INC. | 06/06/2024 | 1,167.03 | MAY'24 MAINT SUPPLIES |
| 54755 | SWCA INCORPORATED | 06/06/2024 | 4,361.00 | TREE MAINT |
| 54756 | TURBO DATA SYSTEMS | 06/06/2024 | 995.92 | CITATION PROCESSING |
| 54757 | VESTIS | 06/06/2024 | 653.04 | MAINT SUPPLIES PUBLIC LIBRARY |
| 54758 | VICTOR HERNANDEZ | 06/06/2024 | 3,274.75 | MAY'24 TRANSLATION SERVICES |
| 54759 | ZONES, LLC | 06/06/2024 | 13.29 | CLOUD SUBSCRIPTIONS 05-12-24 to 06-12-24 |
| 54761 | AMERICAN ENERGY SOCIETY | 06/13/2024 | 11,786.71 | PROVIDE TENANT IMPROVEMENTS & FURNISHINGS FOR OC |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|---------------------------------------|------------------|------------|---|
| 54762 | ANDREW GOMEZ | 06/13/2024 | 2,058.52 | INSTRUCTOR PAYMENT-MUSIC TOGETHER |
| 54763 | Barbara Shenson | 06/13/2024 | 40.00 | REFUND - CLASS CANCELLED SERVE RETURN 6/10/24 |
| 54764 | BECKER GRAPHICS | 06/13/2024 | 486.00 | INSTRUCTOR PAYMENT- ZUMBA MAY'24 |
| 54765 | CASELLE INC. | 06/13/2024 | 3,843.00 | JULY'24 SUPPORT & MAINTENANCE |
| 54766 | CIRCLEPOINT | 06/13/2024 | 390.00 | CO AMENDMENT 7 HYATT PLACE PDP-072-13 |
| 54767 | CRUZIO INTERNET | 06/13/2024 | 14.95 | INTERNET SERVICE |
| 54768 | GREEN HALO SYSTEMS INC | 06/13/2024 | 1,716.00 | WASTE TRACKING SERVICES |
| 54769 | HIP HOUSING | 06/13/2024 | 1,000.00 | HIP HOUSING ANNUAL GRANT |
| 54770 | HMBAY PARTNERS II, LLC | 06/13/2024 | 26,912.45 | 637 MAIN TENANT IMPROVEMENTS FOR OCC |
| 54771 | Jennifer Bertsch | 06/13/2024 | 50.00 | REFUND - CANCELLED CLASS PICKLEBALL 6/10/24 |
| 54772 | Judy Graham | 06/13/2024 | 160.00 | CLASS REFUND - PICKLEBALL #6 |
| 54773 | JULIETA CORREA | 06/13/2024 | 500.00 | DEPOSIT REFUND - DEPOT 6/1/24 |
| 54774 | La Petite Baleen | 06/13/2024 | 300.00 | DEPOSIT REFUND - COMMUNITY ROOM B 4/28/24 |
| 54775 | Mark Hofmann | 06/13/2024 | 382.50 | PICKLEBALL LESSONS-JOLENE CARLEVARIS |
| 54776 | Renaissance Entrepreneurship Center | 06/13/2024 | 17,937.03 | Consultant to provide small business development and entr |
| 54777 | SAN MATEO COUNTY PUBLIC SAFETY COMMUN | 06/13/2024 | 193,448.25 | FY 23-24 DISPATCH SERVICES |
| 54778 | SAN MATEO DAILY JOURNAL | 06/13/2024 | 3,456.00 | MAY'24 ADVERTISING SERVICE |
| 54779 | Shelly Smith | 06/13/2024 | 40.00 | CLASS REFUND - CANCELLED PICKLEBALL 6/10/24 |
| 54780 | STRAIGHT WHEEL CYCLING LLC | 06/13/2024 | 454.66 | #2013 PEDAL FOR PURPOSE REPAIR |
| 54781 | TOOLE DESIGN | 06/13/2024 | 17,582.00 | HMB DOWNTOWN STREETSCAPE PLAN |
| 54782 | Yumiko Okita | 06/13/2024 | 418.00 | REFUND FOR CANCELLED CHALLENGER CLASSES |
| 54783 | ZONES, LLC | 06/13/2024 | 5.65 | CLOUD SUBSCRIPTIONS 06-08-24 to 07-08-24 |
| 54784 | ANDREW GOMEZ | 06/19/2024 | 2,007.24 | INSTRUCTOR PAYMENT-MUSIC TOGETHER |
| 54785 | ASUNCION GIJON | 06/19/2024 | 5,410.00 | CITY YARD DIRT FENCE |
| 54786 | AUTOMATIC DOOR SYSTEMS INC. | 06/19/2024 | 470.00 | 2/13/24 LIBRARY DOOR SERVICE |
| 54787 | BLACK & VEATCH CORPORATION | 06/19/2024 | 10,828.75 | STORMWATER (NPDES) SERVICES 2024 |
| 54788 | BLEYLE ELEVATOR, INC | 06/19/2024 | 190.00 | MAINT SERVICE #179638 |
| 54789 | CA DEPT OF JUSTICE | 06/19/2024 | 64.00 | MAY 2024 FINGERPRINT APPS |
| 54790 | CA STATE CONTROLLER'S OFFICE | 06/19/2024 | 150.00 | FY23/24 AUDIT REQUEST |
| 54791 | CHALLENGER SPORTS CORP | 06/19/2024 | 4,029.20 | INSTRUCTOR PAYMENT,CHALLENGER CORE CAMP |
| 54792 | COASTSIDE COUNTY WATER DISTRICT | 06/19/2024 | 3,756.85 | 501 MAIN ST |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|-----------------------------------|------------------|------------|---|
| 54793 | COASTSIDE PRINTERS | 06/19/2024 | 500.39 | NO PARKING SIGNS |
| 54794 | ELS ARCHITECTURE & URBAN DESIGN | 06/19/2024 | 2,689.35 | CHANGE ORDER 1, CARTER PARK IMPROVEMENTS |
| 54795 | EWING IRRIGATION PRODUCTS INC. | 06/19/2024 | 599.99 | MAINT SUPPLIES |
| 54796 | FLYERS ENERGY, LLC | 06/19/2024 | 2,693.24 | MAY'24 FUEL |
| 54797 | HALF MOON BAY BUILDING & GARDEN | 06/19/2024 | 70.54 | APR'24 MAINTENANCE SUPPLIES |
| 54798 | HD SUPPLY FORMERLY HOME DEPOT PRO | 06/19/2024 | 2,096.39 | MAINT SUPPLIES |
| 54799 | HUE & CRY SECURITY SYSTEMS INC. | 06/19/2024 | 693.48 | JUL'24 SECURITY SERVICE |
| 54800 | IMPEC GROUP INC. | 06/19/2024 | 18,085.00 | FY 23-24 JANITORIAL CONTRACT |
| 54801 | LORAL LANDSCAPING INC. | 06/19/2024 | 4,160.00 | FY 23-24 MEDIAN MAINTENANCE WORK |
| 54802 | MARK THOMAS & CO, INC | 06/19/2024 | 6,188.20 | CHANGE ORDER 2,HWY 1 N SAFETY & OP IMPROVEMENTS |
| 54803 | Melani Perez | 06/19/2024 | 500.00 | DEPOSIT REFUND-TRAIN DEPOT 6/8/24 |
| 54804 | NBS GOVERNMENT FINANCE GROUP | 06/19/2024 | 1,445.25 | COST ALLOCATION PLAN AND CITYWIDE FEE STUDY |
| 54805 | NICHOLS CONSULTING ENGINEERS CHTD | 06/19/2024 | 7,197.50 | SEYMOUR DITCH EROSION STABILIZATION |
| 54806 | PACIFIC COAST TRANE | 06/19/2024 | 2,142.00 | MAY'24, LIBRARY BUILDING MANAGEMENT SYSTEMS SUPP |
| 54807 | PETERSON | 06/19/2024 | 3,539.69 | Back-Up Generator Services |
| 54808 | PUBLIC PARKING ASSOCIATES INC | 06/19/2024 | 395.00 | MAINT SERVICE |
| 54809 | RICE TRUCKING-SOIL FARM INC. | 06/19/2024 | 467.58 | MAINT SUPPLIES |
| 54810 | SAN MATEO DAILY JOURNAL | 06/19/2024 | 3,456.00 | JUN'24 ADVERTISING SERVICE PDP-24-035 |
| 54811 | SEWER AUTHORITY MID-COASTSIDE | 06/19/2024 | 9,592.58 | FY 23-24 OPERATIONS AND MAINTENANCE BUDGET |
| 54812 | SHARON WEIGHT | 06/19/2024 | 100.00 | DEPOSIT REFUND - SOUTH DAY ROOM 6/6/24 |
| 54813 | SUBURBAN PROPANE LP | 06/19/2024 | 1,243.07 | PROPANE ACCT 1601-064098 |
| 54814 | VESTIS | 06/19/2024 | 979.56 | MAINT SUPPLIES PUBLIC LIBRARY |
| 54815 | WESTERN EXTERMINATOR COMPANY | 06/19/2024 | 1,520.00 | MAY'24 EXTERMINATOR SERVICES |
| 54816 | ZONES, LLC | 06/19/2024 | 13.29 | CLOUD SUBSCRIPTIONS 06-12-24 to 07-12-24 |
| 54817 | COASTSIDE COUNTY WATER DISTRICT | 06/19/2024 | 480,900.00 | PO FOR (30) - 5/8" x 3/4" SERVICE CONNECTIONS @ \$16,03 |
| 54818 | 4LEAF INC. | 06/27/2024 | 3,663.58 | New PSA for Public Works inspection services, FY 23-24 |
| 54819 | ALTA PLANNING & DESIGN | 06/27/2024 | 1,772.50 | CHANGE ORDER 3, PACIFIC COAST BIKEWAY CONNECTIVITY |
| 54820 | AMERICAN ENERGY SOCIETY | 06/27/2024 | 3,146.87 | PROVIDE TENANT IMPROVEMENTS & FURNISHINGS FOR OC |
| 54821 | AMERICAN PORTABLES | 06/27/2024 | 195.65 | FY 23-24 PORTABLE TOLIETS |
| 54822 | ANDREINI BROTHERS INC. | 06/27/2024 | 10,695.35 | POPLAR BEACH TRAIL EROSION REPAIR |
| 54823 | AT&T MOBILITY | 06/27/2024 | 694.91 | JUNE'24 PHONE SERVICE |

| Check Number | Payee | Check Issue Date | Amount | Description |
|--------------|---|------------------|------------|--|
| 54824 | Cindy Gabaldon | 06/27/2024 | 40.00 | REFUND - PICKLEBALL BANGERS 6/20/24 |
| 54825 | ECS IMAGING INC. | 06/27/2024 | 20,340.00 | BACKFILE SCANNING |
| 54826 | ELECTRIC MD | 06/27/2024 | 1,750.00 | ELECTRICAL PROBLEM HMB LIBRARY |
| 54827 | ENVIRONMENTAL SYSTEMS RESEARCH INSTITUT | 06/27/2024 | 16,000.00 | PURCHASE OF SMALL LOCAL GOV. CLOUD-BASED ENTERPRI |
| 54828 | Finney Murphy-Velez | 06/27/2024 | 278.25 | REFUND-MUSIC TOGETHER |
| 54829 | Jobtrain Inc | 06/27/2024 | 22,070.87 | TO PROVIDE JOB SEEKER WORKFORCE DEVELOPMENT PRO |
| 54830 | Judith Cortes | 06/27/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 8/03/24 |
| 54831 | KATHY OLER | 06/27/2024 | 2,293.47 | JULY'24 TEMPORARY CITY PARKING LOT RENTAL |
| 54832 | Leilani Huerta | 06/27/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 6/22/24 |
| 54833 | LIGHTBOX | 06/27/2024 | 15,506.92 | GOVCLARITY ENTERPRISE 3/15/24-3/14/25 |
| 54834 | MTA PARTS INC. | 06/27/2024 | 15.30 | VEHICLE PARTS |
| 54835 | PACIFIC GAS & ELECTRIC | 06/27/2024 | 16,290.99 | 401 SEYMOUR |
| 54836 | PENINSULA MUNICIPAL ENGINEERING INC. | 06/27/2024 | 17,100.00 | EASTSIDE PARALLEL TRAIL |
| 54837 | Roberto Quezada | 06/27/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 6/15/24 |
| 54838 | ROSA PALMA ALONSO | 06/27/2024 | 500.00 | DEPOSIT REFUND - GRAND OAK 6/15/24 |
| 54839 | SABRO COMMUNICATIONS, INC. | 06/27/2024 | 7,770.00 | REMOVAL OF EXISTING CABLE CONNECTIONS & RELOCATE T |
| 54840 | SAN MATEO DAILY JOURNAL | 06/27/2024 | 2,736.00 | JUN'24 ADVERTISING SERVICE PDP-23-087 |
| 54841 | Satchel Forrester | 06/27/2024 | 100.00 | DEPOSIT REFUND - TRAIN DEPOT 6/21/24 |
| 54842 | SCHAAF & WHEELER | 06/27/2024 | 1,185.19 | PILARCITOS AVENUE/KEHOE WATERCOURSE OUTFALL |
| 54843 | SCOTT MCVICKER | 06/27/2024 | 3,360.00 | FY '24 ANNEX RENT - JULY, AUG, SEPT |
| 54844 | SEWER AUTHORITY MID-COASTSIDE | 06/27/2024 | 672,246.91 | FY2023-2024 MID-YEAR BUDGET ADJUSTMENT - FINAL BILLI |
| 54845 | Susan Boyer | 06/27/2024 | 6,714.56 | FY '22 SEWER REFUND |
| 54846 | SWCA INCORPORATED | 06/27/2024 | 3,467.25 | HWY 1 NORTH SAFETY AND OPERATIONS IMPROVEMENTS |
| 54847 | Terry Giorgetti | 06/27/2024 | 40.00 | REFUND - PICKLEBALL BANGERS 6/20/24 |
| 54848 | THE GRAPHIC WORKS | 06/27/2024 | 450.48 | OCC DECALS |
| 54849 | TOWNSEND PUBLIC AFFAIRS, INC | 06/27/2024 | 5,000.00 | MAY'24 CONSULTING SERVICES |
| 54850 | TULLY CONSULTING GROUP | 06/27/2024 | 1,555.00 | SWPPP SERVICES FOR POPLAR STREET TRAFFIC CALMING & |
| 54851 | VESTIS | 06/27/2024 | 326.52 | MAINT SUPPLIES PUBLIC LIBRARY |
| 54852 | WICKMAN DEVELOPMENT AND CONSTRUCTIO | 06/27/2024 | 634,772.28 | RETENTION, CARTER PARK IMPROVEMENTS PROJECT |
| 54853 | Yesica Cacho | 06/27/2024 | 500.00 | DEPOSIT REFUND - TRAIN DEPOT 6/23/24 |
| 54854 | ZONES, LLC | 06/27/2024 | 1,096.94 | CLOUD SUBSCRIPTIONS 06-19-24 to 07-19-24 |

| Check Number | Payee | Check Issue Date | Amount | Description |
|---------------|-------------|------------------|--------------|--|
| 55036 | WELLS FARGO | 06/04/2024 | 41,846.25 | RECONCILING ITEMS 6/04/2024 NEXT STATEMENT |
| Grand Totals: | | | | |
| 122 | | | 2,526,565.30 | |

Report Criteria:
Report type: Summary

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Lisa Rossi, Administrative Services Director
Kenneth Stiles, Finance Manager

TITLE: **TREASURER’S REPORT FOR THE QUARTER ENDING JUNE 30, 2024**

RECOMMENDATION:

By motion, accept the Treasurer’s Report for the quarter ending June 30, 2024.

FISCAL IMPACT:

There is no fiscal impact associated with the acceptance of this report.

STRATEGIC ELEMENT:

This recommendation supports the *Fiscal Sustainability* and *Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

In accordance with Government Code Section 53600 et seq., the City’s Treasurer is to provide the City Council with a report on investments on a quarterly basis. As shown in the Treasurer’s Report (Attachment 1), the City’s investments are in external investment pools listed at cost, as well as its fair value, not amortized cost, in compliance with Governmental Accounting Standard. The City’s investment practices strictly follow Government Code Section 53600 et seq., the City’s investment policy, and a prudent person’s rule.

DISCUSSION:

The City’s cash and investment portfolio, at fair market value as of June 30, 2024, is \$51.4 million of which \$42.2 million is placed with the San Mateo County Treasurer’s Investment Pool, \$8.2 million is placed with the State Controller’s Local Agency Investment Fund (LAIF), and \$1 million is in operating accounts with Wells Fargo Bank. The average weighted yield for the City’s cash and investments is 3.93 % for the quarter ending June 30, 2024.

ATTACHMENT:

Treasurer’s Report for the quarter ending June 30, 2024

**City of Half Moon Bay
Treasurer's Report
June 30, 2024**

1. Cash and investments were comprised of the following instruments as of June 30, 2024, shown with the carrying amount, fair value, and corresponding yields on investment and interest earnings:

| | City Treasury | Fiscal Agents | Carrying Amount | Fair Value | Quarterly Yield | Quarterly Interest Earnings | FYTD Interest Earnings |
|------------------------------------|-------------------|---------------|-------------------|-------------------|-----------------|-----------------------------|------------------------|
| <u>Petty Cash</u> | 292 | - | 292 | 292 | | - | - |
| <u>Wells Fargo Bank:</u> | | | | | | | |
| Checking | 1,032,999 | - | 1,032,999 | 1,032,999 | | - | - |
| Payroll | 3,631 | - | 3,631 | 3,631 | | - | - |
| <u>California State Treasurer:</u> | | | | | | | |
| LAIF - General Fund | 8,201,298 | - | 8,201,298 | 8,171,085 | 4.36% | 86,702 | 331,746 |
| <u>San Mateo County Treasurer</u> | | | | | | | |
| SMC Pool - General Fund | 42,604,840 | - | 42,604,840 | 42,234,178 | 3.94% | 384,685 | 1,431,071 |
| TOTAL CASH AND INVESTMENTS | 51,843,062 | - | 51,843,062 | 51,442,186 | | 471,388 | 1,762,817 |

*Fair Value (GASB 31) includes investment returns which are not yet realized and at amortized costs. Information is obtained from individual institutions' portfolio statements.

2. Investment maturities:

The City limits market risk by limiting the types and maturities of its investments and by not borrowing against those investments. Investment maturities may not exceed five years with the exception of investments as specified in bond debt covenants. Investment yield is ranked after safety and liquidity in making investment decisions. Investments at June 30, 2024 mature as follows:

| | City Treasury | Fiscal Agents | Total |
|---------------------------------|-------------------|---------------|-------------------|
| Available immediately | 51,843,062 | - | 51,843,062 |
| Maturities less than one year | - | - | - |
| Maturities of one to five years | - | - | - |
| Greater than five years | - | - | - |
| Total | 51,843,062 | - | 51,843,062 |

3. Investments Sectors, as a percentage of total portfolio and also with investment performance comparisons:

| Investment sectors as a % of total portfolio | | Investment performance comparisons | | | |
|--|---------|------------------------------------|------------|-------|-----------|
| | | Date | Total | Yield | Interest |
| Demand Deposits and Money | | | | | |
| Market | 2.00% | 6/30/2022 | 47,977,763 | 0.98% | 375,815 |
| Local Agency Investment Fund | 15.82% | 6/30/2023 | 50,084,807 | 2.88% | 658,575 |
| San Mateo Co. Investment Pool | 82.18% | 6/30/2024 | 51,442,186 | 3.93% | 1,762,817 |
| Fiscal Agent | 0 | | | | |
| | 100.00% | | | | |

I certify that this reports all Government Agency pooled investments and is in conformity with the investment policy of the City of Half Moon Bay as stated in resolution number C-2019-107 dated December 17th, 2019. A copy of this Resolution is available at the office of the City Clerk and on the cities website <http://www.hmbcity.com>. The Investment Program provides sufficient cash flow liquidity to meet the estimated expenditures of the next six months, as required by Code Section 53646.

Kenneth Stiles
Finance Manager

8/12/2024
Date

[Signature]
Administrative Services Director

8/12/2024
Date

**CITY OF HALF MOON BAY
CASH AND INVESTMENTS REPORT
FOR QUARTER ENDING 06/30/2024**

GENERAL FUND **14,087,721.07**

RESTRICTED FUNDS

| | |
|-----------------------------|--------------|
| STORM DRAIN OPERATING FUND | 269,275.40 |
| TRAFFIC MITIGATION FUND | 4,554,804.51 |
| LIBRARY | 16,924.00 |
| MAIN STREET BRIDGE | 56,670.18 |
| GAS TAX | 1,844,759.55 |
| STREET AND ROAD FUND | 3,110,328.23 |
| MEASURE A FUND | 1,686,227.38 |
| PARK FACILITY DEVELOPMENT | 1,354,214.98 |
| AFFORDABLE HOUSING | 5,900,430.50 |
| PUBLIC FACILITIES | 1,126,208.47 |
| POLICE SPECIAL REVENUE | 1,076,578.62 |
| JOB-BOND PROCEED FD | 0.96 |
| MEASURE W FUND | 839,999.28 |
| LOT ACQUISITION/DEVELOPMENT | 1,442,714.20 |
| CZI GRANTS | 221,639.19 |
| OCC GRANT | (39,764.61) |
| JOB - DEBT SERVICE FD | 6,588.13 |
| GEN FD CAPITAL PROJECTS | 2,516,473.26 |
| DRAINAGE FUND | 1,408,157.35 |
| LIBRARY CAPITAL | 463,626.58 |
| GENERAL LONG TERM DEBT | - |
| SEWER FUNDS | 3,437,555.73 |
| VEHICLE REPLACEMENT | 181,229.54 |
| FURN/FIXT & EQUIP FUND | 913,160.36 |
| RISK MANAGEMENT | 3,863,480.94 |
| RETIREMENT STABILIZATION | 1,504,057.94 |

TOTAL RESTRICTED FUNDS **37,755,340.67**

| | |
|------------------------------------|----------------------|
| GENERAL LEDGER (BOOK) TOTAL | 51,843,061.74 |
|------------------------------------|----------------------|

BANK BALANCES ON 06/30/2024

| | |
|-------------------------------------|------------|
| WELLS FARGO GENERAL CHECKING | 3,080,621 |
| WELLS FARGO PAYROLL CHECKING | 3,631 |
| LOCAL AGENCY INVESTMENT FUND (LAIF) | 8,201,298 |
| SAN MATEO COUNTY INVESTMENT POOL | 42,604,840 |

| | |
|---------------------------|----------------|
| Add: PETTY CASH ACCOUNTS | 292.49 |
| RECONCILING ITEMS | - |
| Less: OUTSTANDING CHECKS | (2,056,120.66) |
| Plus: DEPOSITS IN TRANSIT | 8,499.20 |
| Plus: VOID CHECKS | - |

| | |
|----------------------------------|----------------------|
| BANK RECONCILIATION TOTAL | 51,843,061.74 |
|----------------------------------|----------------------|

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Jessica Blair, Communications Director / City Clerk

TITLE: **MAYOR’S AMENDED LIST OF CITY COUNCIL REPRESENTATIVES AND DESIGNATED ASSIGNMENTS FOR 2024**

RECOMMENDATION:

Accept Mayor Jimenez’s Amended List of City Council Representatives and Designated Assignments for 2024, to appoint Vice Mayor Rarback to the Sewer Authority Mid-Coastside.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

STRATEGIC ELEMENT:

This recommendation supports the Inclusive Governance Element of the Strategic Plan.

ATTACHMENTS:

Mayor’s Amended List of City Council Representatives and Designated Assignments for 2024

**CITY COUNCIL ASSIGNMENTS
2024**

A. Council Subcommittees

| Subcommittee | Designated Representative | Meeting Schedule |
|------------------------|----------------------------------|-------------------------|
| CSFA Grant Selection | Brownstone/Penrose | As designated |
| Education | Jimenez/Ruddock | As designated |
| Emergency Preparedness | Penrose /Rarback | As designated |
| Finance | Jimenez/Brownstone | As designated |
| Human Resources | Jimenez/Brownstone | As designated |
| Legislative Affairs | Jimenez/Ruddock | As designated |
| Mobility | Brownstone/Penrose | As designated |
| Public Safety | Jimenez/Penrose | As designated |

B. City and Interagency

| Organization | Designated Representative | Meeting Schedule |
|---|----------------------------------|-------------------------------------|
| ABAG (Association of Bay Area Governments) | Jimenez/Brownstone | Annual, 1 day |
| C/CAG (County/City Assoc. of Governments) | Ruddock/Brownstone | 2 nd Thursday evenings |
| Chamber Government Affairs Committee | Rarback/Jimenez | 3 rd Thursdays 4:00 p.m. |
| Council of Cities Selection Committee | Jimenez/Rarback | 4 th Friday evenings |
| League of CA Cities – Coastal Cities Issue Group | Rarback/Brownstone | Quarterly, as designated |
| League of CA Cities – Coastal Cities Group – Leadership Committee | Jimenez/Rarback | As designated |
| League of CA Cities – Peninsula Division | Brownstone/Penrose | Quarterly, as designated |
| Peninsula Clean Energy Authority | Rarback/Jimenez | 4 th Thursday |
| Peninsula Congestion Relief Alliance | Jimenez/Rarback | Quarterly, as designated |

| | | |
|-------------------------------------|-----------------------------------|---|
| SAM (Sewer Authority Mid-Coastside) | Rarback / Ruddock Alt: Penrose | 4 th Monday 7pm |
| SMCo Airport Community Roundtable | Jimenez/Brownstone | 1 st alt Wednesday 7 p.m. |
| SMCo Airport Land Use Committee | Jimenez/Brownstone | Quarterly, 4 th Wednesday 4:00 pm |
| SMCo Council of Cities | All | 4 th Friday evenings |
| SMCo Library JPA | Penrose/Rarback | Quarterly, Monday evening |
| SMCo Office of Emergency Services | Jimenez/Rarback | Quarterly, 4 th Thursday evening |

C. Council Liaisons

| Organization / Ad Hoc Committee | Designated Representative | Meeting Schedule |
|--|----------------------------------|--|
| Arts, Culture, and Events | Penrose/Jimenez | As designated |
| Beaches, Trails, and Parks | Jimenez/Penrose | As designated |
| Board of Supervisors | Rarback/Jimenez | 2 nd /4 th Tuesdays, 9:00 am |
| Cannabis | Rarback/Brownstone | As designated |
| Chamber of Commerce / BID | Penrose/Ruddock | As designated |
| Homeless | Jimenez/Penrose | As designated |
| Housing and Human Services | Penrose/Rarback | As designated |
| Mid-Coast Community Council | Rarback/Brownstone | 2 nd /4 th Wednesdays |
| Permit Streamline Process | Penrose/Rarback | As designated |
| Schools, Boys & Girls Club | Jimenez/Brownstone | As designated |
| Technology and Economic Develop. | Rarback/Brownstone | As designated |

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council
VIA: Matthew Chidester, City Manager
FROM: Jessica Blair, Communications Director / City Clerk
TITLE: **RECEIPT OF LEGISLATIVE POSITION LETTER**

RECOMMENDATION:

Receive and file Letter in Opposition to Assembly Bill 2560.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

STRATEGIC ELEMENT:

This action supports the *Inclusive Governance* element of the Strategic Plan.

DISCUSSION:

Annually, the City adopts a Legislative Platform allowing staff to send position letters regarding various bills / issues of interest to the City. The 2024 Legislative Platform was adopted by the City Council on March 5, 2024. The Platform provides City staff, on the Council's behalf, to respond in support of or opposition to bills and other legislative and administrative actions. The City Council has delegated its authority to the Mayor and / or City Manager to sign position letters consistent with the Legislative Platform. Townsend Public Affairs, the City's legislative advocate, monitors legislation for the City and communicates frequently with staff on pending legislation. Occasionally, the League of California Cities sends action alerts for bills affecting municipalities. Staff reviews those alerts as well and takes action on any that align with the City's Legislative Platform.

When position letters are sent, staff includes a copy of the letter in a subsequent City Council agenda packet for viewing by the Council and the community.

ATTACHMENTS:

Letter in Opposition to Assembly Bill 2560



July 15, 2024

The Honorable David Alvarez
California State Assembly
1021 O Street, Room 5320
Sacramento, CA 95814

RE: AB 2560 (Alvarez): Density Bonus Law: California Coastal Act of 1976 Coastal City of Half Moon Bay – Notice of Opposition

Dear Assembly Member Alvarez,

On behalf of the City of Half Moon Bay, I write to express our regretful opposition to your AB 2560 which proposes amendments to the Density Bonus Law (DBL) as it pertains to the California Coastal Act of 1976. Current amendments present a significant shift in housing oversight and state authority that are extremely problematic for local governments. We recognize that these amendments were proposed by the Senate Natural Resources Committee and may not be entirely reflective of your intentions with this measure.

AB 2560 proposes to eliminate Section 30500.1 from the Public Resources Code, a provision that has been part of Coastal Act law since the 1980s and stipulates that "No local coastal program shall be required to include housing policies and programs." The removal of this provision could have extensive implications. The original intent of this language was to limit the Commission's authority from mandating the inclusion of housing policies and conditions in the LCP process. Without this safeguard, the Commission may gain additional authority to impose various housing conditions outside the scope of the DBL. This could include requiring new housing projects to adhere to additional inclusionary zoning percentages beyond those already established by local jurisdictions.

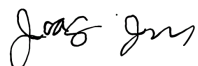
Additionally, the latest amendments set a deadline on July 1, 2026, for all local governments within the coastal zone to submit an amendment to their LCP certification and that it is comprehensively updated to incorporate the applicable provisions of DBL. Requiring all coastal cities and counties to update their LCPs by July 1, 2026, is an unfunded mandate that will inundate the Commission and delay the certification of LCPs to move forward with affordable housing projects that incorporate Density Bonus Law. LCP amendments are costly and time-consuming, for example, each amendment can range anywhere from several hundred thousand dollars to over a million dollars of local government staff time, local resources, and support.

While the City supports the goal of increasing affordable housing, we believe that the current

amendments to AB 2560 create an extremely challenging situation, entangling local governments in planning approvals and hindering the actual development of affordable housing in the coastal zone.

For these reasons, the City of Half Moon Bay respectfully opposes AB 2560.

Sincerely,



Joaquin Jimenez
Mayor
City of Half Moon Bay

cc: Senator Josh Becker
Assembly Member Marc Berman

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia, Public Works Director/City Engineer
Matthew Nichols, Management Analyst
Jonathan Woo, Assistant Engineer

TITLE: RESOLUTIONS OF SUPPORT FOR TWO (2) GRANT APPLICATIONS TO THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR THE CYCLE 7 PEDESTRIAN AND BICYCLE GRANT PROGRAM

RECOMMENDATION:

Adopt a resolution:

1. Directing staff to submit two (2) separate grant applications to the San Mateo County Transportation Authority (TA) for Measures A and W Pedestrian and Bicycle Program funds for the following projects:
 - a. \$780,000 for the Pedestrian/Bicycle Connection to Hatch Elementary School Project; and
 - b. \$250,000 for the FY 24-25 Bicycle Pedestrian Small-Scale Project;
2. Authorizing the City Manager, or their designee, to execute a funding agreement or memorandum of understanding and any amendments with the TA to encumber Measures A and W Pedestrian and Bicycle Program funds should the application be successful;
3. Committing to the completion of the Projects, including the required local funding contributions of \$78,000 for the Ped/Bike Connection to Hatch Project and \$25,000 for the FY 24-25 Bicycle Pedestrian Small-Scale Project, should the application be successful;
4. Certifying that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
5. Authorizing the City Manager, or their designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

FISCAL IMPACT:

There is minimal fiscal impact with submitting both grant applications, including staff time to prepare the applications and exhibits, which are captured through the operating budget. If the City is awarded either or both grants, a 10% local match would be required.

If the City is awarded the grant for the Bicycle/Pedestrian Connection to Hatch Elementary Project, there are sufficient funds in the Capital Improvement Program Project No. 9010 and the Streets and Roads Fund (123) for the required local funding match of \$78,000.

If the City is awarded the grant for the FY 2024-25 Bicycle and Pedestrian Small-Scale Projects, there are sufficient funds in the Streets and Roads Fund (123) for the required local funding match of \$25,000.

The Streets and Roads Fund is a restricted fund, accounting for the expenditures made for city streets and roads improvements and maintenance. This restricted fund is comprised of primarily California Gas Tax, SMCTA Measure A and W, Development Impact Fees and some general fund dollars.

STRATEGIC ELEMENT:

This recommendation supports the *Infrastructure and Environment*, and *Healthy Communities, and Public Safety* Elements of the Strategic Plan.

BACKGROUND:

The San Mateo County Transportation Authority (TA) announced their call for projects for their Pedestrian and Bicycle (Ped/Bike) Program. The goal of the Ped/Bike Program is to fund projects that improve bicycling and walking accessibility and safety in San Mateo County, helping to encourage more residents to participate in active transportation. Bicycling and walking are sustainable forms of transportation that help meet local mobility needs.

The Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plan provide funding for mobility programs in San Mateo County. The San Mateo County Transportation Authority administers the proceeds of Measure A and Measure W sales tax revenue. While some programs are directly provided funding allocations (like the Local Streets and Transportation category), other programs must hold a competitive selection process known as a "Call for Projects" to fund projects. The Call for Projects for the 2024 round of Measure A/W Highway Program funding was issued on June 10, 2024.

City Staff is preparing to submit two (2) grant applications prior to the due date of August 30, 2024. A funding breakdown of the amount requested for each respective application and the required local match funding are provided below.

- 1) The Pedestrian/Bicycle Connection to Hatch Elementary Project requested a total of \$780,000 with \$78,000 of local matching funds as required by the funding program;

- 2) The FY 24-25 Bicycle Pedestrian Small-Scale Project requested a total of \$250,000 with \$25,000 of local matching funds as required by the funding program.

Overall, the City is requesting a total amount of \$1,030,000, of which there would be a \$103,000 local match (\$927,000 in Measure A and W funds). A requirement of the grant application is the adoption of resolutions supporting each project, authorizing their submittals and commitment of the required local matching funds. For a map of the locations of these referenced improvements, please see Attachment 3.

DISCUSSION:

Pedestrian/Bicycle Connection to Hatch Elementary Project

City Staff is requesting grant funding to support the Environmental, Design, and Construction stages of the Pedestrian and Bicycle Connection to Hatch Elementary Project. This project proposes to improve ped/bike access along Second Avenue between Myrtle Street to Central Avenue. Proposed improvements include permeable pathways, crossing improvements, Americans with Disabilities Act (ADA) upgrades, among others. This project promotes walking and biking, which reduces vehicular congestion while also improving safety. This project is also identified in various Safe Routes to School audits.

FY 2024-25 Bicycle Pedestrian Small-Scale Project

City Staff is requesting grant funding to support the Design and Construction stages of the FY 2024-25 Bicycle Pedestrian Small-Scale Project. This project proposes to add and upgrade existing standard crosswalks to high visibility crosswalks, upgrade class 2 bike lane striping to include modern high visibility elements at potential conflict points and install additional bike racks at parks and other locations as recommended in the adopted City of Half Moon Bay Bicycle/Pedestrian Master Plan.

CONCLUSION:

City staff recommends the City Council adopt a resolution authorizing the submittal of the applications, authorizing the City Manager (or their designee) to execute funding agreements and memorandums of understanding with the TA to encumber the Measures A and W funds, committing the required local matching funds, certifying that awarded funds will supplement existing funding commitments and authorizing the City Manager (or their designee) to take any other actions necessary to give effect to this resolution and execute applicable amendments.

ATTACHMENT:

1. Resolution – Pedestrian/Bicycle Connection to Hatch Elementary Project
2. Resolution – FY 24-25 Bicycle Pedestrian Small-Scale Project
3. Project Location Map

RESOLUTION NO. C-2024-__

A RESOLUTION SUPPORTING THE PEDESTRIAN/BICYCLE CONNECTION TO HATCH ELEMENTARY PROJECT AND SUBMITTING AN APPLICATION TO THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR CYCLE 7 PEDESTRIAN AND BICYCLE PROGRAM FUNDING

WHEREAS, the City of Half Moon Bay (Sponsor) has identified the need for an ADA compliant pathway that connects residents of the Arleta Park Subdivision to Hatch Elementary; and

WHEREAS, the Sponsor has developed the Pedestrian/Bicycle Connection to Hatch Elementary Project (Project) to rehabilitate and create a permeable ADA compliant pathway that promotes walking, biking, and/or the use of other micromobility; and

WHEREAS, it will cost \$780,000 to implement the Project for the Environmental, Design and Construction phases; and

WHEREAS, the Sponsor seeks \$780,000 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (TA) issued a Call for Projects for the Cycle 7 Measures A and W Pedestrian and Bicycle Program on June 10, 2024, and

WHEREAS, the TA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for \$780,000 in TA Measures A and W Pedestrian and Bicycle Program funds for Project;
2. Committing the Sponsor to the completion of the Project, including the commitment of matching funds in the amount of \$78,000 needed for implementation;
3. Certifying that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. If funds are awarded, authorizing the Sponsor's City Manager, or designee, to sign a funding agreement or memorandum of understanding (MOU) with the TA for TA Measures A and W Pedestrian and Bicycle Program funding for the Project and to take any other actions necessary to give effect to this resolution and execute applicable amendments.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Half Moon Bay:

1. Directs staff to submit an application to the San Mateo County Transportation Authority for Measures A and W Pedestrian and Bicycle Program funds for \$780,000 for the Pedestrian/Bicycle Connection to Hatch Elementary Project;
2. Authorizes the City Manager, or designee, to execute a funding agreement or MOU and any amendments with the San Mateo County Transportation Authority to encumber TA Measures A and W Pedestrian and Bicycle Program funds;
3. Commits to the completing the Project, including contributing \$78,000 of matching funds needed for Project implementation, if the requested TA funds are awarded;

4. Certifies that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
5. Authorizes the City Manager, or designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 20th day of August 2024, by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers:

Noes, Councilmembers:

Absent, Councilmembers:

Abstain, Councilmembers:

ATTEST:

APPROVED:

Jessica Blair, City Clerk

Joaquin Jimenez, Mayor

RESOLUTION NO. C-2024-___

A RESOLUTION SUPPORTING THE FY 2024-25 BICYCLE PEDESTRIAN SMALL-SCALE PROJECTS AND SUBMITTING AN APPLICATION TO THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR CYCLE 7 PEDESTRIAN AND BICYCLE PROGRAM FUNDING

WHEREAS, the City of Half Moon Bay (Sponsor) has identified the need for pedestrian and bicycle improvements as stated in the City of Half Moon Bay’s 2019 Bicycle Pedestrian Master Plan, and

WHEREAS, the Sponsor has developed the FY 2024-25 Bicycle Pedestrian Small-scale Project (Project) to fill the needs and deficiencies found in our Bicycle Pedestrian Master Plan through quick build projects, and

WHEREAS, it will cost \$250,000 to implement the Project, and

WHEREAS, the Sponsor seeks \$250,000 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (TA) issued a Call for Projects for the Cycle 7 Measures A and W Pedestrian and Bicycle Program on June 10, 2024, and

WHEREAS, the TA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for \$250,000 in TA Measures A and W Pedestrian and Bicycle Program funds for Project;
2. Committing the Sponsor to the completion of the Project, including the commitment of matching funds in the amount of \$25,000 needed for implementation;
3. Certifying that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. If funds are awarded, authorizing the Sponsor's City Manager, or designee, to sign a funding agreement or memorandum of understanding (MOU) with the TA for TA Measures A and W Pedestrian and Bicycle Program funding for the Project and to take any other actions necessary to give effect to this resolution and execute applicable amendments.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Half Moon Bay:

1. Directs staff to submit an application to the San Mateo County Transportation Authority for Measures A and W Pedestrian and Bicycle Program funds for \$250,000 for the FY 2024-25 Half Moon Bay Bicycle Pedestrian Project;
2. Authorizes the City Manager, or designee, to execute a funding agreement or MOU and any amendments with the San Mateo County Transportation Authority to encumber TA Measures A and W Pedestrian and Bicycle Program funds;
3. Commits to the completing the Project, including contributing \$25,000 of matching funds needed for Project implementation, if the requested TA funds are awarded;

- 4. Certifies that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
- 5. Authorizes the City Manager, or designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 20th day of August 2024, by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers: _____

Noes, Councilmembers: _____

Absent, Councilmembers: _____

Abstain, Councilmembers: _____

ATTEST:

APPROVED:

Jessica Blair, City Clerk


Joaquin Jimenez, Mayor



San Mateo County Transportation Authority Cycle 7 Pedestrian and Bicycle Grant Program

Pedestrian/Bicycle Connection to Hatch Elementary

FY 24-25 Bicycle Pedestrian Small-Scale Project


 Permeable ADA Pathway

 Hi-Vis Ladder Crosswalk

 New Sidewalk

 Hi-Vis Class 2 Bike Path

 Rectangular Rapid Flashing Beacons

 Additional Bike Parking

**BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY
AGENDA REPORT**

For meeting of: **August 20, 2024**

TO: The Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: John Doughty, Assistant City Manager

TITLE: CITIZEN’S OPTION FOR PUBLIC SAFETY (COPS) GRANT PROGRAM FY 2024-25

RECOMMENDATION:

Adopt a resolution authorizing the Administrative Services Director to accept the State of California Citizen’s Option for Public Safety Grant Funds for Fiscal Year 2024-25, in the amount of \$100,000, and approve using those funds on projects, support, and equipment that meet the conditions of the grant.

FISCAL IMPACT:

There is no fiscal impact associated with the action. The Citizen’s Option for Public Safety (COPS) Grant program provides \$100,000 in supplemental law enforcement funding annually. The grant cannot be used to supplant the adopted budget and does not have a matching fund requirement. Therefore, there is no budget impact associated with this action.

STRATEGIC ELEMENT:

This action supports the *Healthy Communities and Public Safety* and *Fiscal Sustainability* elements of the Strategic Plan.

BACKGROUND:

In 1996, the California State Legislature enacted Chapter 134 (AB3229 Brulte) creating the Citizen’s Option for Public Safety (COPS) Program. Under this program, cities and counties receive state funds to augment public safety expenditures. The City has participated in this program for over a decade. The provisions of the COPS grant require that the funding be placed into a Supplemental Law Enforcement Services Fund (SLESF).

The funds must be used to supplement, not supplant, the delivery of front-line law enforcement services through projects, programs, and/or equipment that meet the conditions of the grant. Upon receipt of a signed City Council Resolution authorizing the disbursement of the funds, the County will release the funds to the City, which will then be deposited in the City’s SLESF account. COPS funds may accrue, and this year’s allocation may be combined with prior year grants for qualifying projects, programs and/or equipment.

DISCUSSION:

As noted above, the COPS grant funds are to be used for projects, programs, and/or equipment intended to enhance the delivery of front-line public safety services benefiting residents, businesses, and visitors alike. Over the years, the funds have been used for focused traffic enforcement, enhanced coverage at Poplar Beach during holidays and the summer months, additional law enforcement support at special events, and community outreach.

On April 16, 2024, the City Council conceptually approved the Automated License Plate Reader (ALPR) Pilot Program calling for an initial placement at sixteen locations. A formal request for budget allocation and ALPR Pilot Program is scheduled for City Council consideration in September. The cost of installation and operation of the pilot program is approximately \$110,000 over two years, and COPS grant funding has been identified as the source of funding for the pilot. Approval of the resolution does not obligate the City Council to the ALPR Pilot Program, it only provides the opportunity to return in September for further discussion and if approved, utilize COPS grant funding for this purpose.

Staff is recommending these funds be authorized by the City Council to enhance the level of law enforcement services currently provided under contract by the San Mateo County Sheriff. Projects/Programs funding by the COPS Grant includes the following:

| Project/Program | Description |
|---|---|
| ALPR (Automated License Plate Reader) Pilot Program | Provides funding for the installation and operation of up to sixteen (16) ALPR in the City under a two-year pilot program. |
| Augment Patrol / Special Events | Supplement patrol and/or CSO staffing levels with the intent of enhancing downtown presence, coordination of special events, parking enforcement, and traffic enforcement. |
| Augment Patrol / Summer Beach Season | Supplement patrol and/or CSO staffing levels with the intent of managing heavy weekend and late-night activities at Poplar and other City beaches. |
| Community engagement and outreach | Host several events throughout the City for the residents of Half Moon Bay: Meet and Greet with Deputies, Community events, Training, Diversion Workshop Programs, etc. Evaluate ways to augment business safety, security, and monitoring. |
| Emergency Response Special Equipment and Tools | Acquisition of specialized equipment to be utilized by the City and Sheriff’s Department during emergency and catastrophe response. |

| Project/Program | Description |
|----------------------------------|--|
| Parking Enforcement | Personnel will also assist with other special assignments as needed throughout the year. |
| Small Business Support | Evaluate ways to augment business safety, security, and monitoring. |
| Traffic Enforcement (Motorcycle) | Supplement patrol with the intent of addressing traffic control and enforcement during peak hours on weekends, holidays, and special events/details. |

ATTACHMENT
Resolution

Resolution No. C-2024-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY AUTHORIZING EXPENDITURES IN SUPPLEMENTAL LAW ENFORCEMENT SPECIAL FUND (SLESF) FOR CITIZEN’S OPTION FOR PUBLIC SAFETY GRANT PROGRAM IN FY 2024-25

WHEREAS, in 1996 the California State Legislature enacted Chapter 134 (AB3229 Brulte) creating a City’s Option for Public Safety (COPS) Program; and

WHEREAS, under the COPS Program the City annually receives State funding to augment public safety expenditures; and

WHEREAS, the City is eligible to receive \$100,000 in COPS Program funding in Fiscal Year 2024-25; and

WHEREAS, the City of Half Moon Bay is choosing to participate in this grant program and is proposing to identify general areas of focus for the grant funds including the potential purchase and operation of automated license plate readers (ALPR), business support, patrol augmentation, traffic and parking enforcement, and assistance with special events.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby authorizes the Administrative Services Director to accept the State of California Citizen’s Option for Public Safety Grant Funds for Fiscal Year 2024-25 in the amount of \$100,000.

I, the undersigned, hereby certify that the foregoing resolution was duly passed and adopted on the 20th day of August 2024, by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:

ABSTAIN, Councilmembers:

ATTEST:

APPROVED:

Jessica Blair, City Clerk

Joaquin Jimenez, Mayor

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: Maz Bozorginia, Public Works Director/City Engineer
Jonathan Woo, Assistant Engineer

TITLE: RESOLUTION ADOPTING THE COUNTYWIDE LOCAL ROADWAY SAFETY PLAN FOR HALF MOON BAY AND ACCOMPANYING VISION ZERO GOALS

RECOMMENDATION:

Adopt a resolution approving the Countywide and the City of Half Moon Bay Local Roadway Safety Plan and accompanying Vision Zero Goals.

FISCAL IMPACT:

There is no fiscal impact with the adoption of the Local Roadway Safety Plan. Adopting the plan will allow the City of Half Moon Bay to be eligible for future grant funding, as some grants require the adoption/implementation of a LRSP.

STRATEGIC ELEMENT:

This recommendation supports the *Infrastructure and Environment*, and *Healthy Communities, and Public Safety* Elements of the Strategic Plan.

BACKGROUND:

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

The City/County Association of Governments (C/CAG) established and adopted a countywide LRSP which includes a standalone chapter for local jurisdictions such as the City of Half Moon Bay, that have yet to adopt an individual plan. The LRSP is divided into two parts, the first contains the Countywide LRSP, and the second contains specialized chapters for ten participating agencies. C/CAG engaged its 21 members, including the County of San Mateo and cities, to inquire about a countywide safety plan for jurisdictions that have yet to develop one. In total, 10 jurisdictions, including the City of Half Moon Bay, did not adopt an individual

LRSP and have a dedicated chapter in the countywide plan. Adopting the Countywide LRSP allows the City to be eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, as well as other future grant programs from the State and Federal levels.

In Spring 2023, the Countywide LRSP commenced with the assembly of an advisory group comprised of various local agency staff, including public health and safety, as well as other community partners. The advisory group met three times throughout the course of the plan's development, playing an integral part in identifying priorities, providing local context, and reviewing existing conditions analysis. In addition, the project team held various public engagement events across the county between August 2023 and January 2024 to receive feedback from the public, including on August 19, 2023, at the Half Moon Bay Farmer's Market.

DISCUSSION:

According to data from the California Strategic Highway Safety Plan, 17,317 people have been killed in traffic collisions in California from 2013 through 2017, averaging about 9.5 people per day. From 2018 through 2022, a reported 17 crashes resulted in deaths or severe, life-changing injuries on non-freeway roadways in the City of Half Moon Bay jurisdiction, averaging approximately 3 per year. It goes without saying, one death on City streets is too many and the City is dedicated to strategies that aim to reduce and eliminate deaths and serious injuries. Seniors, children, people of color, people with disabilities, people in low-income communities, people walking, and people bicycling face a disproportionate risk of traffic injuries and fatalities.

The LRSP identifies the following emphasis areas for safety improvement:

- Pedestrian and bicyclist safety
- Nighttime/low light safety
- Unsignalized intersections on arterial/collector roadways
- Safety for youth and aging populations
- Speed-related roadway crashes
- Roadways with posted speeds 35 mph or higher
- Impaired driving

Vision Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data-driven, multi-disciplinary, and Safe System approach that also increases safe, healthy, equitable mobility for all. The Safe System Approach recognizes that while human error will always occur, a system of redundant engineering and non-engineering solutions can reduce crashes and can prevent crashes from causing death or severe injuries. The Federal Highway Administration has made a commitment to eliminating fatalities and serious injuries on the nation's roadways using a Safe System approach to achieve the goals of Vision Zero. Caltrans has adopted the goal of moving "toward zero deaths" by incorporating the Safe System Approach and using proven effective strategies and countermeasures. The Metropolitan Transportation Commission (MTC) passed a Vision Zero policy in 2020 that identified actions to support agencies like the City of Half Moon Bay.

Approval of the Countywide LRSP including the City of Half Moon Bay Chapter (Attachments 2 and 3) are critical to be eligible for grant funding cycles currently available to local agencies, such as the Highway Safety Improvement Program (HSIP), One Bay Area Grant (OBAG) Cycle 3, among others. City staff continue to seek funding from these sources for critical transportation projects, including Kelly Avenue and Poplar Street Phase 2 among others.

The Countywide LRSP and chapter dedicated to Half Moon Bay are foundational to realizing the goals of Vision Zero. Additionally, the City received a \$150,000 grant (which includes a \$30,000 local match) from the US Department of Transportation to prepare a more comprehensive LRSP. This standalone document will build off the framework established through the C/CAG LRSP and allows for more robust and targeted public outreach from the diverse population of Half Moon Bay and the San Mateo County coast. Funding agreements are being finalized, which allows for the City's LRSP to commence in FY 2024-25. Additional information will be brought back to Council as that project moves forward.

Given the need of an LRSP for active grant programs, Staff recommends the Council adopt a resolution adopting the Countywide and the City of Half Moon Bay Local Roadway Safety Plan (LRSP) and accompanying Vision Zero Goals.

ATTACHMENT:

1. Resolution
2. C/CAG County Wide LRSP
3. City Half Moon Bay LRSP Chapter

Resolution No. C-2024-___

RESOLUTION ADOPTING THE COUNTYWIDE AND CITY OF HALF MOON BAY LOCAL ROADWAY SAFETY PLAN AND ACCOMPANYING VISION ZERO GOAL

WHEREAS, according to data from the California Strategic Highway Safety Plan, 17,317 people have been killed in traffic collisions in California from 2013 through 2017, for an average of 9.5 people per day; and

WHEREAS, from 2018 to 2022, a reported 17 crashes resulted in deaths or severe, life-changing injuries on non-freeway roadways in the City of Half Moon Bay, an average of 3 per year; and

WHEREAS, one death on City streets is too many, and the City is dedicated to strategies that aim to reduce and eliminate deaths and serious injuries on streets in all jurisdictions countywide; and

WHEREAS, seniors, children, people of color, people with disabilities, people in low-income communities, people walking, and people bicycling face a disproportionate risk of traffic injuries and fatalities; and

WHEREAS, the City Local Roadway Safety Plan (LRSP) identifies pedestrian and bicyclist safety, nighttime/low light safety, unsignalized intersections on arterial/collector roadways, safety for youth and aging populations, speed-related roadway crashes, roadways with posted speeds 35mph or higher, and impaired driving as emphasis areas for safety improvement; and

WHEREAS, Vision Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data-driven, multi-disciplinary, and Safe System approach that also increases safe, healthy, equitable mobility for all; and

WHEREAS, the Safe System Approach recognizes that while human error will always occur, a system of redundant engineering and non-engineering solutions can reduce crashes and can prevent crashes from causing death or severe injuries; and

WHEREAS, the Federal Highway Administration has made a commitment to eliminating fatalities and serious injuries on the nation's roadways using a Safe System approach to achieve the goals of Vision Zero; and

WHEREAS, Caltrans has adopted the goal of moving “toward zero deaths” by incorporating the Safe System Approach and using proven effective strategies and countermeasures; and

WHEREAS, the Metropolitan Transportation Commission (MTC) passed a Vision Zero policy in 2020 that identified actions to support agencies like the City; and

WHEREAS, the Federal Highway Administration and State Department of Transportation (Caltrans) grant funding for improving safety requires the preparation and implementation of a systematic approach to improve safety as presented in the Countywide and City LRSP; and

NOW, THEREFORE, BE IT RESOLVED THAT, that the City adopts Vision Zero is its guiding principle for transportation planning, in conjunction with C/CAG adopting this vision at the County level; and

BE IT FURTHER RESOLVED THAT, that the City shall pursue the recommended near-and long-term policy, program, and guidelines recommendations identified in the LRSP, with the overriding goal of eliminating traffic-related fatalities and serious injuries; and

BE IT FURTHER RESOLVED THAT, that the City shall refer to the prioritized locations in the Countywide and City LRSP sections when considering safety improvements, which locations were prioritized including considerations of social equity; and

BE IT FURTHER RESOLVED THAT, that the City shall participate in an inter-jurisdictional Transportation Safety Advisory Committee (TSAC) led by C/CAG, to include staff from constituent jurisdictions along with partner agencies identified in the LRSP; and which will be used to implement the LRSP and integrate the Safe System approach into all aspects of transportation planning and engineering; and

BE IT FURTHER RESOLVED THAT, that the City adopts the Countywide Local Roadway Safety Plan and the City Local Roadway Safety Plan that summarizes specific recommendations and action items to be taken by the City and partner agencies that will address the listed emphasis areas; and

BE IT FURTHER RESOLVED THAT, that the LRSP will be implemented in an equitable manner, accounting for historic inequities in transportation and safety investments across the county; and

BE IT FURTHER RESOLVED THAT, that the City shall develop an independent LRSP and present progress toward the Vision Zero goals, tracking process and outcome metrics, and shall present these updates to the City Council.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 20th day of August 2024 by the City Council of Half Moon Bay by the following vote:

AYES, Councilmembers:

NOES, Councilmembers:

ABSENT, Councilmembers:


ABSTAIN, Councilmembers:

ATTEST:

APPROVED:

Jessica Blair, City Clerk

Joaquin Jimenez, Mayor



San Mateo C/CAG Countywide LRSP

FINAL DRAFT

MAY 2024

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Executive Summary

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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:

- 

Identify safety improvements, strategies, and programs using the Safe System Approach to eliminate fatalities and severe injuries on local roads.
- 

Enhance the existing roadway network in a cost-effective manner that promotes traffic safety and social equity, meets the needs of the community, and enriches the lives of residents.
- 

Promote a culture across agencies and communities that puts roadway safety first in all actions.

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 Partner with other local agencies to incorporate roadway safety into all actions.
- 3 Implement context-appropriate safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities.
- 4 Support agencies in providing opportunities for citizen engagement to identify issues and inform Countywide safety solutions.
- 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 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)

Countywide Virtual Kickoff Meeting

Sharing the purpose and timing of the plan

AUG 16

East Palo Alto

AUG 19

Half Moon Bay Farmers Market

AUG 20

Foster City Summer Days

AUG 27

San Carlos Block Party

Phase 1 Pop-up/Tabling Event

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

AUG - SEP

Online webmap (countywide input)

Phase 1 Concurrent Online 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

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

FEB 7

Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee

MAR - APR

Various

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



Motor vehicle speed related roadway segment crashes



Nighttime/low light safety



High-speed roadways (35+ mph)



Unsignalized intersections on arterials/collectors



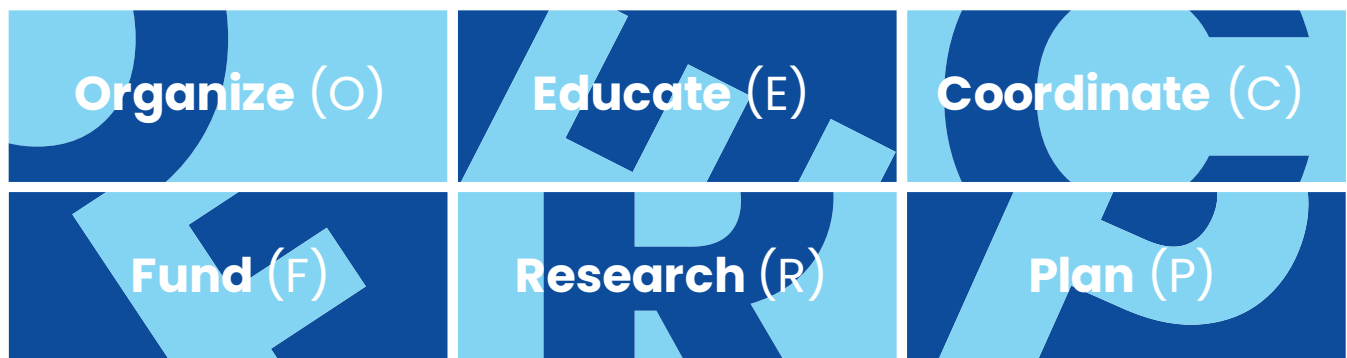
Alcohol involvement



Vulnerable age groups (youth and aging)

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:



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:



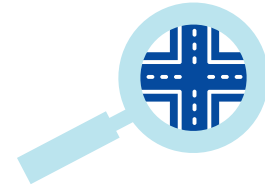
Crash History

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.

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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 take a broad view to evaluate risk across an entire roadway system.

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INTRODUCTION

This countywide Local Roadway Safety Plan (LRSP) was initiated by the City/County Association of Governments of San Mateo County (C/CAG) with funding provided by the Metropolitan Transportation Commission (MTC). The plan development team was C/CAG with a consultant team of Kittelson & Associates, Inc. (Kittelson), Safe Streets Research & Consulting (SSRC), and Circlepoint to provide a countywide vision for and assessment of transportation safety.

The plan is divided into two parts. The first part contains the Countywide LRSP, and the second part contains individual agency LRSPs for 10 participating agencies. C/CAG engaged its 21 constituent jurisdictions with the goal of providing an updated safety plan for those without one. The remaining 11 jurisdictions without a separate chapter in this plan already have or, at the time of this writing, are developing their own safety plans. Therefore, those agencies are not included individually in this plan. Links to their current safety plans are provided in a subsequent section. 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

The completion of the LRSP will render jurisdictions in the County eligible for grant funding from the MTC OBAG 3 County & Local Program, future funding for Caltrans Highway Safety Improvement Program, and USDOT Safe Streets for All (SS4A) funding cycles.

What is an LRSP?

An LRSP is a systematic plan that assesses and identifies locations and strategies to improve local road safety. LRSPs take an interdisciplinary approach to traffic safety and rely on interagency and community collaboration to implement recommendations.

A Federal Highway Administration (FHWA) [proven safety countermeasure](#), LRSPs provide crosscutting efforts to prioritize investments.¹ FHWA provides more than \$2 billion each year in Highway Safety Improvement Program (HSIP) funds for States to address road safety challenges on all public roads.

In California, to pursue HSIP grant funds (estimated at \$210 million for Cycle 11 in 2022), a local agency must have an LRSP or equivalent planning document. This LRSP helps C/CAG and participating agencies qualify for HSIP funds and gets the city one step closer to eliminating traffic deaths and severe injuries on its roads.

At the national level, USDOT requires a current LRSP that meets certain criteria in order for an agency to be eligible for implementation funding grant opportunities.² This plan has been structured to meet those criteria for C/CAG at the countywide level and for each of the 11 participating jurisdictions.

¹ FHWA maintains a list of Proven safety countermeasures with documented effectiveness in reducing roadway fatalities and severe injuries (totaling 28 at present). More information is available online at <https://highways.dot.gov/safety/proven-safety-countermeasures>.

² The most recently published eligibility information is available online at <https://www.transportation.gov/sites/dot.gov/files/2023-03/SS4A-Self-Certification-Eligibility-Worksheet-FY23.pdf>.

Safe System Approach

In January 2022, the U.S. Department of Transportation (USDOT) released its National Roadway Safety Strategy (NRSS). In addition to setting the vision for the USDOT, the NRSS adopts the Safe System Approach (SSA) to safety planning, analyses, and project prioritization and implementation.^{3, 4, 5, 6, 7, 8}

The SSA aims to eliminate fatal and severe injuries for all road users.³ The SSA views crashes as systematic events that can be mitigated (or avoided completely) through a holistic approach to infrastructure, enforcement, programs, and policies. A core assumption of this approach is that roadway users make mistakes while traveling and that the price of these mistakes should not be death or severe injury.

The SSA has five core elements³:

- **Safe road users:** This element reflects that the SSA prioritizes the safety of all road users traveling in the system. It also encompasses the human behavior and human factors issues that lead to crashes, injuries, and death.
- **Safe vehicles:** Vehicle regulations and vehicle design should be designed to mitigate the safety impacts of vehicle-involved crashes.
- **Safe speeds:** Because speed is the method of energy transfer to the human body, the SSA identifies it as a core element that should be considered in infrastructure design and policy-making.
- **Safe roads:** Roadways are the context in which crashes occur. They should be designed to accommodate user error and mitigate the consequences when crashes occur. The SSA emphasizes that engineers and planners must rely on better design of roadways and speed management – rather than the traditional approach of relying on enforcement – to improve safety outcomes^{5,7}.
- **Post-crash care:** The final element acknowledges the importance of people receiving medical care after crashes occur, as well as post-crash analysis to understand contributing factors.

The large role speed plays in determining crash severity suggests the need to design a roadway safety strategy that slows speeds, thereby lessening the kinetic energy transferred to the human body in a crash.³ Recent Federal Highway Administration (FHWA) guidance, which highlights key alignments between the SSA, the Highway Safety Improvement Program (HSIP), and a State's Strategic Highway Safety Plan (SHSP), focuses on

Figure 1: Safe System Approach Principles and Elements



³ Elissa Goughnour, Kara Peach, Michael Dunn, Meghan Mitman, and Dan Gelinne. *Primer on Safe Systems Approach for Pedestrians and Bicyclists*. Federal Highway Administration. Washington, DC, 2021.

⁴ The Safe System Approach. Washington, DC, 2022.

⁵ Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: <https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>.

⁶ Institute of Transportation Engineers. Recommendations of the Safe System Consortium. 2022.

⁷ National Roadway Safety Strategy. Washington, DC, 2022.

⁸ Core Elements for Vision Zero Communities. Washington, DC, 2022.

roadway speed—not just speeding behavior—as a general risk factor.⁹ Similarly, international authorities focus on a **systemic approach**—using risk factors to inform a rating system that helps to identify problematic roadways and prioritize projects for addressing safety concerns.^{10,11}

C/CAG and its 21 jurisdictions do not have full control over all Safe System elements. For example, the agencies cannot directly affect safe vehicle design and regulation. A Safe System would require State and Federal policy—like legislation to allow automated speed enforcement and continued regulation of vehicle safety standards—will be essential to build a system that is truly safe.

HOW DO AUTONOMOUS VEHICLES AFFECT A SAFE SYSTEM?

The presence of autonomous vehicles (AVs) is expanding in the Bay Area, including San Mateo County. Potential benefits of AVs could include improvements to safety, quality of life, access, and mobility for all citizens.¹² Ongoing research on AV technology helps clarify the potential benefits and risks to understand the impacts AVs have on safety of roadway users.

C/CAG and the 21 partnering agencies do not have the authority to regulate the presence of AVs on the roadways. Currently, USDOT's National Highway Traffic Safety Administration (NHTSA) develops and regulates vehicle safety standards for automated vehicles, including issuing recalls for vehicles that do not meet them. In California, the California Public Utilities Commission (CPUC) and Department of Motor Vehicles (DMV) oversee and issue permits for AV pilots.

Local governments have a role in helping create safer roads and safer speeds for all travelers today. For example, local agencies can update design guidelines to include roadway and curbside signs and markings that consider new technologies like AVs.

C/CAG is partnered with the San Mateo County Transportation Authority (SMCTA) to develop a [Countywide Automated Vehicles Strategic Plan](#). SMCTA and C/CAG are currently working with stakeholders to develop a framework for AV pilot programs, projects, and activities that align with County policies, plans, and funding opportunities.

This issue is of keen local interest. The proposed Transportation Safety Advisory Committee (see *OT: Transportation Safety Advisory Committee* on page 55) may include this topic in future meetings for discussion and local coordination.

⁹ Emily Finkel, Cullen McCormick, Meghan Mitman, Sarah Abel, Jackie Clark. 2020. *Integrating the Safe System Approach with the Highway Safety Improvement Program*. Federal Highway Administration. Washington, DC.

¹⁰ PIARC Road Safety Manual. 2019. Accessed April 17, 2023: <https://roadsafety.piarc.org/en>

¹¹ New Zealand Ministry of Transport. 2010. *Safer Journeys - A National Strategy to Improve Road Safety*.

¹² National Science & Technology Council and USDOT. 2020. *Ensuring American Leadership in Automated Vehicle Technology*. <https://www.transportation.gov/sites/dot.gov/files/2020-02/EnsuringAmericanLeadershipAVTech4.pdf>

Safety and Social Equity

We know that nationwide and statewide, safety impacts and fatal/severe injury crashes affect the population unevenly. The burdens of inequitable infrastructure investments result in more death and severe injury among marginalized populations. The

The 2022 USDOT *National Roadway Safety Strategy*¹³ notes the following impacts:

- Nationally, the 40 percent of counties with the highest poverty rates in 2019 experienced a fatality rate 35 percent higher than the national average on a per population basis.¹⁴
- From 2019 to 2020, traffic-related fatalities among Black people increased by over three times higher than the overall nationwide increase of 7.2 percent.¹⁵
- People who are American Indian and Alaska Native have more than double the national fatality rate per population on a per population basis.

Within California, the American Indian/Alaskan Native, Black, and Hispanic population have per population fatality rates 16, 9, and 7 percent higher, respectively, than among the White population. Pedestrian fatality rates are 50, 65, and 37 percent higher, respectively.¹⁶

Within San Mateo County, Black and Hispanic travelers are victims in crashes at rates 2.2 and 1.2 times their share of the population, respectively.

Because of the continual disproportionate impact of crashes and the burden on disadvantaged communities, this plan incorporates social equity into the analysis, project prioritization, and plan recommendations. Social equity will be used to guide future investments and focus areas for non-engineering strategies that can improve safety in line with the Safe System approach.

Alignment with the SHSP

The [2020–2024 California Strategic Highway Safety Plan](#) (SHSP) sets out California’s vision, goals, and objectives for reducing fatal and severe injury crashes on public roads (local roads and State Highways). To draw this roadmap, the California Department of Transportation (Caltrans) analyzed crash data and collaborated with traffic safety partners across the state. As a result, the SHSP identified 16 challenge areas, or areas with the most potential to improve roadway safety. Of the challenge areas, six were identified as high-priority areas, or areas with the greatest opportunity to reduce fatality and severe injury.

Whereas the SHSP has historically used the five “Es” (education, enforcement, engineering, emergency response, and emerging technologies) to organize its strategies, as of 2021 State transportation officials shifted

¹³ <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

¹⁴ 1 FARS 2019 data publication, 1st release; Poverty rates and Population data by County, U.S. Census. The fatality rate for the top 40 percent of counties by poverty rate was 14.9 per 100,000 population versus 11.0 for the country.

¹⁵ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813118>

¹⁶ <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/combined-shsp-fact-sheets-april-2022-a11y.pdf>

focus toward principles that integrate social equity, take a Safe System Approach, and encourage proven countermeasures and emerging technologies. This plan is aligned with the SHSP's updated guidance.

SHSP challenge areas include (with high-priority challenge areas presented in **bold font**):

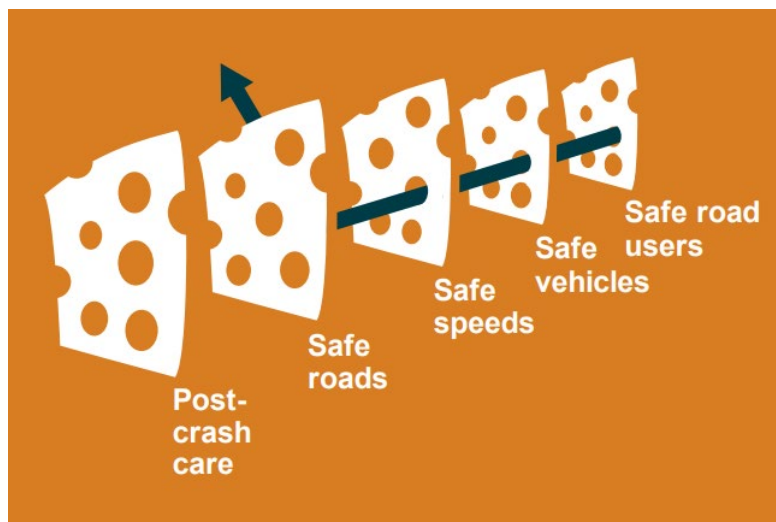
- Aging Drivers (65 and older)
- **Bicyclists**
- Commercial Vehicles
- Distracted Driving
- **Impaired Driving**
- **Intersections**
- **Lane Departures**
- Motorcyclists
- Occupant Protection
- **Pedestrians**
- **Speed Management/Aggressive Driving**
- Work Zones
- Young Drivers (15–20 years old)

Incorporating Vision Zero

Vision Zero is a local, national, and international movement to eliminate all traffic-related deaths and severe injuries. The traditional approach to traffic safety views deaths and severe injuries as the cost of getting around; Vision Zero rejects this inevitability and instead understands that traffic fatalities and severe injuries are preventable.

By using the principles of the Safe System Approach, Vision Zero initiatives build layers of protection and redundancy into the transportation system to protect all roadway users—even when they make mistakes. The layers of overlapping redundancy are sometimes referred to as the “Swiss Cheese” Model (see Figure 1)— death and severe injury would only occur when all layers fail.

Figure 1. “Swiss Cheese” Model Demonstrating Layers of Redundancy



Source: FHWA (<https://cdn-wordpress.webspec.cloud/intrans.iastate.edu/uploads/sites/10/2021/11/SSA-lowa-FHWA.pdf>)

This plan is aligned with a Vision Zero approach. Although C/CAG does not own local or State roads within San Mateo County, its vision for this plan represents an aggregate of all 21 communities' visions and would result in significant near-term declines in fatal and severe injuries, with an eventual goal of zero.

MTC passed a Vision Zero policy in 2020 that identified actions to support cities like those in San Mateo County to pursue a Vision Zero commitment. Such a commitment means building a safer transportation system and creating and sustaining a culture where residents, workers, and visitors prioritize traffic safety and minimize the lethality of traffic mistakes. This plan will be implemented through coordination with identified safety partners, including both city agencies and external parties.

What's in the Plan

This LSRP includes the following:

- **Vision and Goals:** Countywide vision, accompanying local agency goals, and associated C/CAG goals
- **Plan Development:** A summary of the collaborative process for developing the LRSP.
- **Countywide Data Analysis Findings:** A description of major systemic and spatial findings from a countywide existing conditions analysis.
- **State Highways in San Mateo County:** A snapshot of the influence of Caltrans facilities on safety in the county and a commitment to work with Caltrans to improve safety on its network.
- **Safe System Aligned Recommendations:** Engineering, policy, and program recommendations for C/CAG and member agencies to realize the plan's vision and goals.
- **Projects:** A summary of identified countywide locations to consider for implementing safety projects.
- **Implementation and Monitoring:** Actions and performance measures to evaluate progress on plan goals.

VISION AND GOALS

Vision

This Countywide Plan vision establishes a desired future condition for San Mateo County, one which is achievable only with collaborative efforts from all relevant agencies.

As the lead agency in developing this plan, C/CAG envisions a County of diverse partners sharing resources and responsibility for maintaining a safe and equitable transportation system, with all actors consistently working together to eliminate death and severe injury on roads countywide.

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

- Identify safety improvements, strategies, and programs using the Safe System Approach to eliminate fatalities and severe injuries on local roads.
- Enhance the existing roadway network in a cost-effective manner that promotes traffic safety and social equity, meets the needs of the community, and enriches the lives of residents.
- Promote a culture across agencies and communities that puts roadway safety first in all actions.

C/CAG will lead, coordinate, and support its 21 local jurisdictions in achieving their vision to reduce or eliminate fatalities and severe injury crashes across all public roadways. The desired quantitative reductions from each jurisdiction's plan is summarized below (with links to the current published plans):

- **Atherton:** Reduce fatal and severe injury crashes to zero by 2050.
- **Belmont:** Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2040.

- **Brisbane:** Reduce fatal and severe injury crashes to zero by 2050; establish and promote a Safe System culture to build overlapping layers of safety.
- **Burlingame:** Reduce fatal and severe injury crashes to zero by 2050.
- **Colma:** Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2040.
- **Daly City (published 2020)**¹⁷: Eliminate fatalities and serious injuries by 2035.
- **East Palo Alto:** Eliminate all traffic fatalities and reduce the number of non-fatal injury crashes by 50 percent by 2050.
- **Foster City:** Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2050 as part of a broader effort to promote roadway safety in Foster City's departments, businesses, and residents.
- **Half Moon Bay:** Eliminate all traffic fatalities and reduce non-fatal crashes by 50 percent by 2050.
- **Hillsborough:** Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2050.
- **Menlo Park (updated 2024)**¹⁸: Eliminate all traffic fatalities and serious injuries by 2040.
- **Millbrae (adopted 2022)**¹⁹: Systemically identify and analyze roadway safety problems and recommend improvements.
- **Pacifica (adopted 2023)**²⁰: Residents and visitors to Pacifica are able to safely travel by car, foot, bicycle, transit, and other modes of transportation to access daily needs and recreational opportunities.
- **Redwood City (adopted 2022)**²¹: Eliminate traffic fatalities and severe injuries for all modes by 2030.
- **San Bruno (adopted 2023)**²²: Identify and analyze road safety issues from a systemic perspective and recommend improvements.
- **San Carlos:** Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2050.
- **San Mateo (ongoing):** The City is committed to reaching its goal of eliminating all preventable traffic fatalities and severe injuries by 2050.
- **South San Francisco (published 2022)**²³: Support the California vision of moving towards significantly reducing fatalities and serious injuries for all road users.
- **Unincorporated County (published 2021)**²⁴: Reduce the number of fatal crashes to zero by 2035.
- **Woodside:** Achieve 50 percent reduction in fatal and severe injury crashes by 2050.

Plan Goals

This plan acts in the service of achieving several Countywide safety goals. These goals have guided the creation of this plan and serve as markers C/CAG can use to measure the plan's success moving forward.

The goals include the following:

- Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.

¹⁷ <https://www.dalycity.org/DocumentCenter/View/3369/Vision-Zero-Action-Plan-2020-PDF>

¹⁸ <https://menlopark.gov/Government/Departments/Public-Works/Capital-improvement-projects/Vision-Zero-Action-Plan>

¹⁹ <https://portal.laserfiche.com/Portal/DocView.aspx?id=15854&repo=r-c2783ec8&searchid=81b66911-b352-477f-ab4f-4a776cf7f808>

²⁰ <https://www.cityofpacific.org/home/showpublisheddocument/15778/638278612505239698>

²¹ <https://www.redwoodcity.org/home/showpublisheddocument/25615/638016840641870000>

²² <https://www.sanbruno.ca.gov/436/Projects>

²³ <https://www.ssf.net/home/showpublisheddocument/30166/638245818532000000>

²⁴ <https://www.smcsustainability.org/wp-content/uploads/San-Mateo-County-LRSP3-1.pdf>

- Partner with local agencies to incorporate roadway safety into all actions.
- Implement context-appropriate safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities.
- Support agencies in providing opportunities for citizen engagement to identify issues and inform Countywide safety solutions.
- Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.
- Work with agencies to monitor safety projects and implementation to track progress towards goals.

PLAN DEVELOPMENT

Existing Safety Efforts

This plan, in addition to outlining a countywide vision for roadway safety, concludes with 11 tailored safety plans for various towns and cities within San Mateo County. The remaining 10 jurisdictions within San Mateo County already have or are developing their own safety plans and therefore are not included individually in this plan (links provided where available):

- [Burlingame \(2023\)](#)
- [Daly City \(2020\)](#)
- [Menlo Park \(2024\)](#)
- [Millbrae \(2022\)](#)
- [Pacifica \(2023\)](#)
- [Portola Valley \(2019\)](#)
- [Redwood City \(2022\)](#)
- [San Bruno \(2023\)](#)
- San Mateo (ongoing)
- [South San Francisco \(2022\)](#)
- [Unincorporated County \(2021\)](#)

Project Advisory Group

The project team convened an advisory group to review and guide the plan’s progress. Throughout the plan’s development, the project team engaged the advisory group regularly and in different ways, including whole-group meetings, specific break-out meetings, and one-on-one conversations.

The advisory group consisted of the following individuals and organizations:

Table 1. C/CAG Constituent Jurisdictions and Partner Agencies

| Agency | Representative(s) | Agency | Representative(s) |
|--------------------|--------------------------------|-----------------------------|---|
| Town of Atherton | Robert Ovadia | City of San Bruno | Hae Won Harry Yip |
| City of Belmont | Matt Hoang Tracy Scramaglia | City of San Carlos | Hanieh Houshmandi Steven Machida |
| City of Brisbane | Tomas Santoyo Karen Kinser | City of San Mateo | Bethany Lopez Azalea Mitch |
| City of Burlingame | Andrew Wong | City of South San Francisco | Jeff Chou Matthew Ruble |
| Town of Colma | Abdulkader Hashem | Town of Woodside | Yazdan Emrani Sindhi Mekala Sean Rose |

| Agency | Representative(s) | Agency | Representative(s) |
|------------------------|--|---|--|
| City of Daly City | Richard Chiu, Jr. | County of San Mateo | San Mateo County Fire Marshal; Diana Shu |
| City of East Palo Alto | Irene Chiu Humza Javed Anwar Mirza | California Highway Patrol | Mackenzie Crouch |
| City of Foster City | Justin Lai Francine Magno Amy Zhou | Caltrans | Greg Currey Jake Freedman Sergio Ruiz; |
| City of Half Moon Bay | Maz Bozorginia Jonathan Woo | County of San Mateo Sustainability Department | Joel Slavitt |
| Town of Hillsborough | Paul Willis | Metropolitan Transportation Commission | Bryan Redmond |
| City of Menlo Park | Matthew Hui | SamTrans | Martin Reyes |
| City of Millbrae | Sam Bautista | San Mateo County Office of Education | Theresa Vallez-Kelly |
| City of Pacifica | Lisa Peterson | San Mateo County Health | Liz Sanchez |
| Town of Portola Valley | Howard Young | Silicon Valley Bicycle Commission | Anthony Montes |
| City of Redwood City | Malahat Owrang | | |

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 to create a culture of roadway safety. Additional partners may be identified in the future, but the advisory group shown above represents a group of invested parties that can be leveraged for plan implementation.

COMMUNITY ENGAGEMENT AND INPUT

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



Pop-up Events Conducted as Part of Public Engagement at Woodside Public Library (top) and at Brisbane Farmers' Market (bottom).

Events

The project team hosted a series of public engagement events countywide to support the concurrent development of the Countywide LRSP and each participating jurisdiction’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.

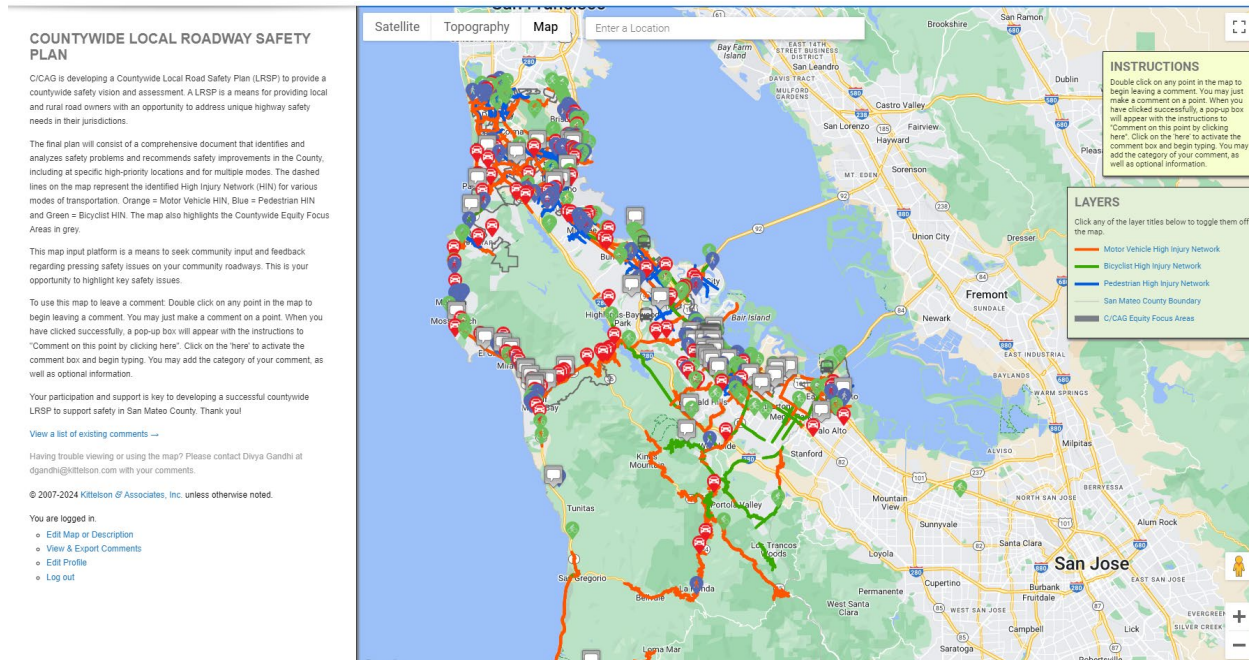
Table 2. Calendar of C/CAG Public Engagement Events

| Date | Event | Location |
|--------------------------|---|--|
| August 10, 2023 | Countywide Virtual Kickoff meeting – Sharing the purpose and timing of the plan | Virtual meeting (recorded and posted to plan website) |
| August 16, 2023 | Phase 1 Pop-up/Tabling Event Shared crash data analysis; received input on locations and safety concerns | East Palo Alto |
| August 19, 2023 | | 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.

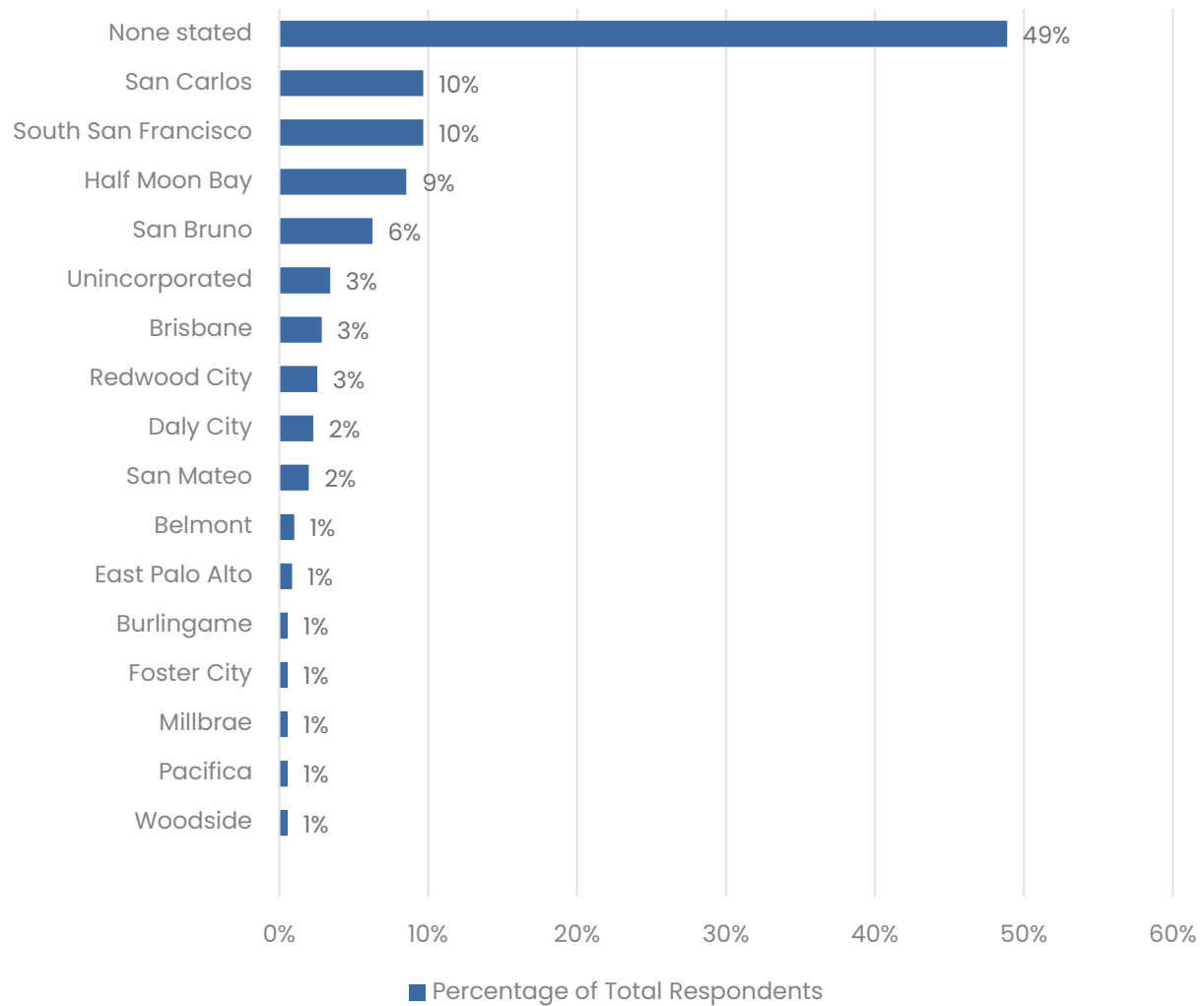
Figure 2. Online Map Survey Tool



Countywide, there were a total of 528 comments recorded by 352 respondents. Those comments are included in Appendix A, organized by local jurisdiction. Of the 352 respondents:

- 180 respondents mentioned their city of residence. Among the respondents who shared their city of residence, the top three were South San Francisco (19 percent), San Carlos (19 percent) and Half Moon Bay (17 percent). Figure 3 shows the percentage of total respondents by city of residence. (In many cases, respondents would leave a comment within a jurisdiction but not identify their city or town of residence. We have recorded those responses as “none stated.”)
- 140 respondents identified their age group. Among the respondents who identified their age group, the top three categories were 35–39 years (26 percent), 30–34 years (24 percent), and 45–49 years (11 percent).
- 116 respondents identified their race/ethnicity. Among the respondents who identified their race/ethnicity, 83 percent were White, 7 percent were Asian, 6 percent were Hispanic, and 4 percent belonged to Other race/ethnicity groups.
- 106 respondents responded to whether they lived in a C/CAG Equity Focus Area. Of these respondents, 55 percent responded as “Yes”, and 45 percent responded as “No”.

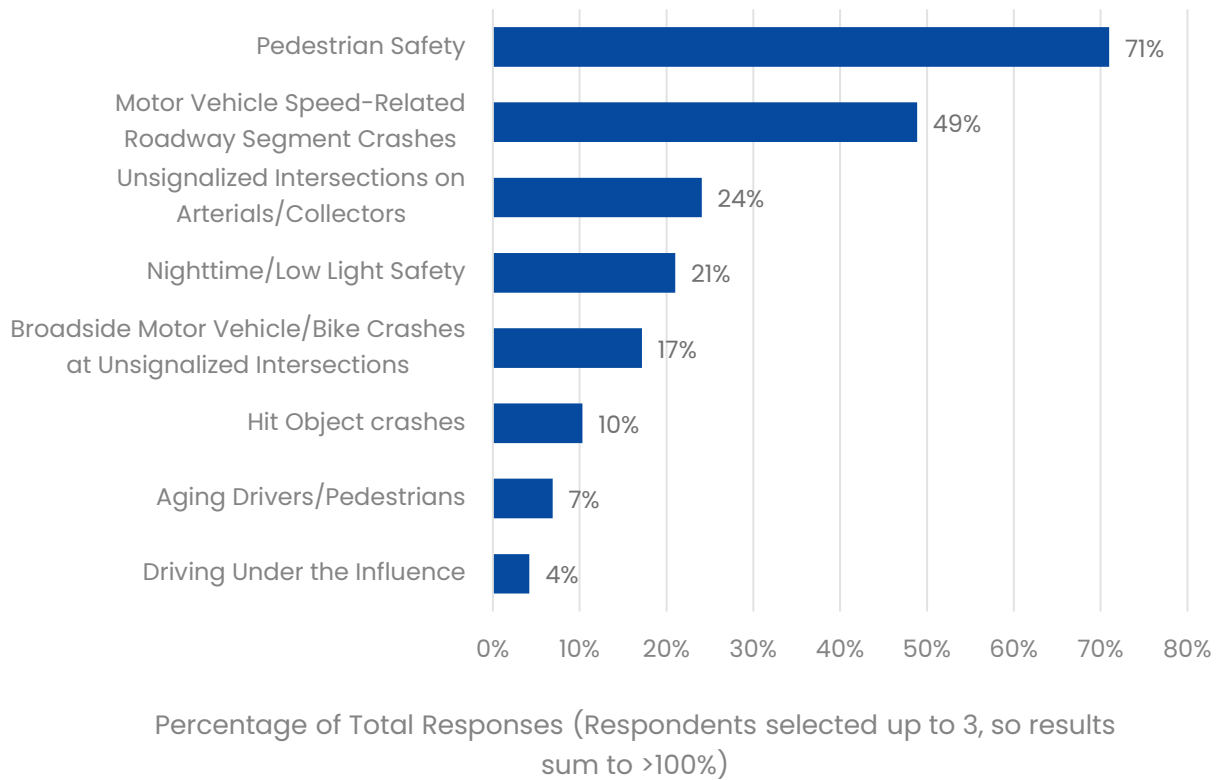
Figure 3. Percentage of Total Respondents by City of Residence



Of the 528 responses, the following trends emerged:

- Respondents were asked to identify the travel mode for their comment and safety concern. The most frequent travel modes identified were biking (26 percent), driving (22 percent) and walking (20 percent).
- Respondents were asked to pick their top three emphasis areas for the plan to focus on. The most frequently selected emphasis areas were pedestrian safety (71 percent of respondents), motor vehicle speed related roadway safety (49 percent), and unsignalized intersections on arterials/collectors (24 percent). Figure 4 shows the percentage of total responses by emphasis areas selected. (Because respondents could select multiple, the responses sum to more than 100 percent).

Figure 4. Percentage of Total Responses by Emphasis Areas Selected



Respondents were also asked which Safe System elements were most important for the plan to focus on (Safer People, Safer Roads, Safer Vehicles, Safer Speeds, or Post-Crash Care). Of those who responded to the question, the top three safe system elements selected were safer roads (70 percent), safer people (46 percent), and safer speeds (34 percent). Some respondents selected more than one, so results sum to more than 100 percent.

Phase 1 Feedback

This section describes the general themes/concerns gathered from community feedback. Additionally, maps of comment locations are included in the local jurisdiction chapters.

Biking Concerns/Requests

- Provide a more connected bike network: continuous bike lanes (especially through intersections) and install bike lanes to transit connections (Caltrain) and biotechnology business parks in South San Francisco.
- Upgrade or general maintenance concerns of existing bike infrastructure including widening and restriping bike lanes, installing raised barriers on overpasses, installing bike wayfinding signs, installing street lighting to increase visibility of bicyclists, removing speed humps, repairing potholes, and removing debris along bike lanes.
- Add new bike infrastructure such as protected bike lanes, separated bike lanes, road diets, bike tunnels, and bike bridges.
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, vehicle speeds, right of way issues, and turning conflicts at intersections.
- Upgrade signal timing to provide a leading bicycle interval.
- Remove on-street parking to make more way for bikes along the roadway.
- Request to provide modal filters: to allow only bicycles and pedestrians on certain streets.

Pedestrian Concerns/Requests

- Add new pedestrian infrastructure or upgrade existing infrastructure such as building new sidewalks, widening existing sidewalks, providing midblock crossings, and high visibility crosswalks.
- Requests for sidewalk maintenance and trimming low hanging trees.
- Support for additional pedestrian infrastructure including Rectangular Rapid Flashing Beacons, push buttons for WALK signs and pedestrian hybrid beacons (HAWK), increasing pedestrian walk times and modifying signals to include a leading pedestrian interval (especially at intersections near transit connections and schools).
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, speeding, and running STOP signs.
- Concerns related to sharing sidewalks with micromobility devices such as bicycles, electric scooters, skateboards, etc.
- Pedestrian visibility concerns: street lighting is absent or insufficient.
- Concerns regarding curb ramps being insufficient for wheelchairs or other mobility challenged roadway users.

Traffic Enforcement Concerns

- Multiple concerns regarding running STOP signs and red lights.
- Concerns regarding speeding observed at multiple locations – requests for traffic calming.
- Concerns regarding illegal on-street parking, double parking, parking on sidewalks and bike lanes and large vehicles parking on roadways or curves.

Roadway Infrastructure/ Traffic Operations Concerns

- Primary concerns include traffic congestion, the number of lanes not being sufficient for the traffic volumes during peak hours and poor signal timing design (signals show red when there are no vehicles at an approach)
- Concerns regarding maintenance of roadway infrastructure including friction of the roadway surfaces, potholes, lack of proper roadway markings, wayfinding signage and improving visibility at intersections.
- Requests to reduce vehicle conflict points at intersections through design.
- Requests to install barriers to separate two-way traffic, lengthening passing lanes and adding high occupancy vehicle lanes.

Public Transit Concerns

- Improve biking and walking connections to transit stations.
- Provide more public transportation options.
- Ensure reliable bus services and routes serving locations such as schools, parks and seniors.

Phase 2 Feedback

Phase 2 outreach included more detailed discussion of the Countywide High Injury Network and draft priority locations within communities. Participants were also asked to weigh in on potential engineering solutions. The project team received over 200 comments on priority locations and proposed countermeasures. The locations and themes of Phase 2 comments are presented in the individual plan chapters included in this plan document. Comments received, organized by event, are included in Appendix B. Themes from this feedback varied between communities but are summarized as follows:

General Comments

- Desire for better enforcement of motor vehicles speeding and stopping at stop signs.

Pedestrian Comments

- Concerns of pedestrian safety on major roadways and desire for pedestrian enhancements, such as sidewalks and pedestrian signals, to enhance safety,

Bicycle Comments

- Desire to improve bicycle facilities, specifically clearly marked and separated bike lanes.
- Concerns of poor visibility for bicyclists, especially where bicyclists and drivers share the road.

Motor Vehicle Comments

- Desire for traffic calming measures, such as speed bumps, stop signs, and traffic lights.
- Concerns of vehicles speeding, especially in areas with lots of pedestrians

COUNTYWIDE DATA ANALYSIS FINDINGS

A **systemic descriptive analysis** was conducted to identify patterns, trends, and potential risk factors based on five-year County crash data. The descriptive analysis identifies environmental, design, and user characteristics most associated with fatal and severe injury (F/SI) outcomes. The data were downloaded from the Transportation Injury Mapping System.²⁵ (TIMS) Crash database representing injury and fatal crashes for the full years 2018 through 2022.

The analysis was limited to roadways and crashes that occur on locally owned roadways and along at-grade State Highway facilities. The analysis excluded all Caltrans-owned grade-separated freeways and ramps, with the exception of crashes occurring within the influence area of ramp terminal intersections (which typically include Caltrans and locally owned roadways).

The subsequent State Highways in San Mateo County Section beginning on page 42 describes at-grade State Highway trends in the county and provides recommendations for working with Caltrans to improve safety on State Highway roads in the County.

Table 3 shows an overview of crashes and share of local/State Highway locations for the data analyzed.

Table 3. Injury/Fatal Crash Data Overview, All Modes Aggregated (2018-2022), Non-Freeway Crashes

| Year | Total Count | Crashes on Non-Freeway Roadways | Non-Freeway Injury/Fatal Crash Breakdown | | | |
|-----------|-------------|---------------------------------|--|-------------------------------|-----------------------|-------------------------------|
| | | | State Highway Crashes | State Highway Share (percent) | Local Roadway Crashes | Local Roadway Share (percent) |
| 2018-2022 | 12,526 | 8,468 | 2,712 | 43% | 5,756 | 57% |

Source: TIMS 2023

²⁵ Transportation Injury Mapping System, <http://tims.berkeley.edu>

Pre-Pandemic versus Pandemic Comparison

The COVID-19 pandemic has had a significant effect on travel patterns, behaviors, and traffic volumes. The analysis considered crashes that occurred before the pandemic (2017-2019) and during the pandemic years (2020-2022) to observe changes in safety due to the COVID-19 pandemic.

Based on the findings as listed in Table 4, the total number of crashes has decreased, but the number of F/Sl crashes before versus after is quite similar (52 compared to 48 percent of the six-year total). This is also evident in the EPDO score per crash, which indicates that in the pandemic era the average severity has been about 20 percent higher compared to 2017-2019.

Table 4. Injury/Fatal Crashes by Year, All Modes Aggregated (2017-2022), Non-Freeway Crashes

| Year | Count | percent of 6-year Total Crashes | F/Sl Count | percent of Total F/Sl Crashes | EPDO Score | percent of Total EPDO Score | Average EPDO Score |
|--------------|---------------|---------------------------------|--------------|-------------------------------|----------------|-----------------------------|--------------------|
| 2017-2019 | 6,109 | 58% | 555 | 52% | 139,258 | 54% | 22.8 |
| 2020-2022 | 4,436 | 42% | 518 | 48% | 120,774 | 46% | 27.2 |
| Total | 10,545 | 100% | 1,073 | 100% | 260,032 | 100% | 24.7 |

Source: TIMS 2023

The project team consulted Caltrans Traffic Census data and found that traffic volumes have decreased along State Highway routes in the San Mateo County area with the exception of the Route 35 San Mateo County and Santa Clara County line traffic census location which has stayed the same from 2017 to 2021. Largest reductions in traffic volume were recorded along Route 82 in Colma and Daly City, where traffic volumes have decreased by 37.9 percent from 2017 to 2021.

Table 5 shows the total number of crashes has decreased from pre-pandemic to pandemic era in most jurisdictions with the exception of East Palo Alto, Half Moon Bay, and Woodside. The Cities of Atherton, Burlingame, Daly City, East Palo Alto, Foster City, Millbrae, Pacifica, Portola Valley, Redwood City, San Carlos, Woodside, and Unincorporated San Mateo County (64 percent of total jurisdictions) all recorded higher F/Sl crashes in the pandemic era.

Table 5. Injury/Fatal Crashes by Year/Jurisdiction, All Modes Aggregated (2017-2022), Non-Freeway Crashes

| Jurisdiction | Year | F/SI | Other Crashes | Total |
|----------------|-----------|------|---------------|-------|
| Atherton | 2017-2019 | 2 | 116 | 118 |
| | 2020-2022 | 3 | 41 | 44 |
| Belmont | 2017-2019 | 5 | 164 | 169 |
| | 2020-2022 | 5 | 130 | 135 |
| Brisbane | 2017-2019 | 8 | 53 | 61 |
| | 2020-2022 | 8 | 23 | 31 |
| Burlingame | 2017-2019 | 3 | 212 | 215 |
| | 2020-2022 | 11 | 116 | 127 |
| Colma | 2017-2019 | 22 | 9 | 31 |
| | 2020-2022 | 0 | 1 | 1 |
| Daly City | 2017-2019 | 4 | 544 | 548 |
| | 2020-2022 | 39 | 434 | 473 |
| East Palo Alto | 2017-2019 | 10 | 250 | 260 |
| | 2020-2022 | 33 | 229 | 262 |
| Foster City | 2017-2019 | 4 | 106 | 110 |
| | 2020-2022 | 10 | 74 | 84 |
| Half Moon Bay | 2017-2019 | 10 | 77 | 87 |
| | 2020-2022 | 9 | 82 | 91 |
| Hillsborough | 2017-2019 | 4 | 30 | 34 |
| | 2020-2022 | 2 | 13 | 15 |
| Menlo Park | 2017-2019 | 23 | 430 | 453 |
| | 2020-2022 | 15 | 252 | 267 |
| Millbrae | 2017-2019 | 11 | 142 | 153 |

| Jurisdiction | Year | F/SI | Other Crashes | Total |
|---------------------|-----------|------|---------------|-------|
| | 2020-2022 | 24 | 107 | 131 |
| Pacifica | 2017-2019 | 21 | 249 | 270 |
| | 2020-2022 | 24 | 167 | 191 |
| Portola Valley | 2017-2019 | 2 | 25 | 27 |
| | 2020-2022 | 10 | 11 | 21 |
| Redwood City | 2017-2019 | 41 | 783 | 824 |
| | 2020-2022 | 50 | 546 | 596 |
| San Bruno | 2017-2019 | 56 | 266 | 322 |
| | 2020-2022 | 23 | 187 | 210 |
| San Carlos | 2017-2019 | 15 | 155 | 170 |
| | 2020-2022 | 19 | 139 | 158 |
| San Mateo | 2017-2019 | 58 | 715 | 773 |
| | 2020-2022 | 23 | 326 | 349 |
| South San Francisco | 2017-2019 | 66 | 530 | 596 |
| | 2020-2022 | 43 | 424 | 467 |
| Unincorporated | 2017-2019 | 113 | 625 | 738 |
| | 2020-2022 | 137 | 529 | 666 |
| Woodside | 2017-2019 | 14 | 73 | 87 |
| | 2020-2022 | 30 | 87 | 117 |

Source: TIMS 2023

Hot Spot analysis/ High Injury Network Identification

A hot spot analysis involves analyzing historic crash data for the County and within each local jurisdiction. Hot spot analysis is a valuable method to identify locations with disproportionate histories of crashes, but it is not intended to reveal roadway factors that contribute to high crash risk. To identify the modal High Injury Networks (HINs) for pedestrians, bicyclists, and motor vehicles, a sliding window analysis was conducted as described in Appendix C

Dynamic maps of all local jurisdiction HINs, as well as of the combined Countywide HIN, can be viewed at [this link](#). Static maps are contained in the body and as part of Appendix C of this plan. On these maps, routes labeled as “Non-Highway” are not part of the State’s highway network.

- The pedestrian HIN is represented by 98 miles of the street network that had the highest concentration of weighted crashes on a per-mile basis. The minimum weighted crash threshold was substantially higher along State routes (i.e., Caltrans roadways) compared to local roads. This differential scoring was used to keep State routes from dominating the HIN and precluding insights about locally controlled roadways. The Pedestrian HIN covers just 3.4 percent of the street network for the County but accounts for half of all pedestrian crashes and 69 percent of fatal and severe injury pedestrian crashes from 2018 to 2022. Roughly 12 percent of the pedestrian HIN is along a State route, and 10 percent of the pedestrian HIN is along El Camino Real (SR 82).
- The bicyclist HIN was produced using the same approach as the pedestrian HIN (i.e., evaluating State routes separately from local streets and using the same relative scoring). The bicyclist HIN represents 96 miles of the street network and accounts for 3.3 percent of the street network. Twenty-seven percent of the network is along a State route, with El Camino Real comprising nearly 10 percent of the bicyclist HIN mileage. Most crashes along the bicyclist HIN involved both a bicyclist and a motorist (82 percent of total crashes; 67 percent of F/SI crashes), while the remaining crashes were solo bicyclist crashes.
- The Motor Vehicle HIN was developed using the same per-mile weighted analysis as the pedestrian and bicyclist HIN but the crash thresholds for State highways and local roadways. The motor vehicle HIN represents 283 miles of the street network and accounts for about 10 percent of the street network, 63 percent of all injury motor vehicle crashes, and 44 percent of F/SI motor vehicle crashes. Forty-two (42) percent of the network is along a State route.

To consolidate a network of high injury segments for San Mateo County and its specific jurisdictions, motor vehicle HIN, pedestrian HIN and bicycle HIN were combined to identify, for every roadway segment in the County, whether it is part of zero, one, two, or all three of the modal HINs.

Figure 5. Countywide Pedestrian High Injury Network



Figure 6. Countywide Bicyclist High Injury Network

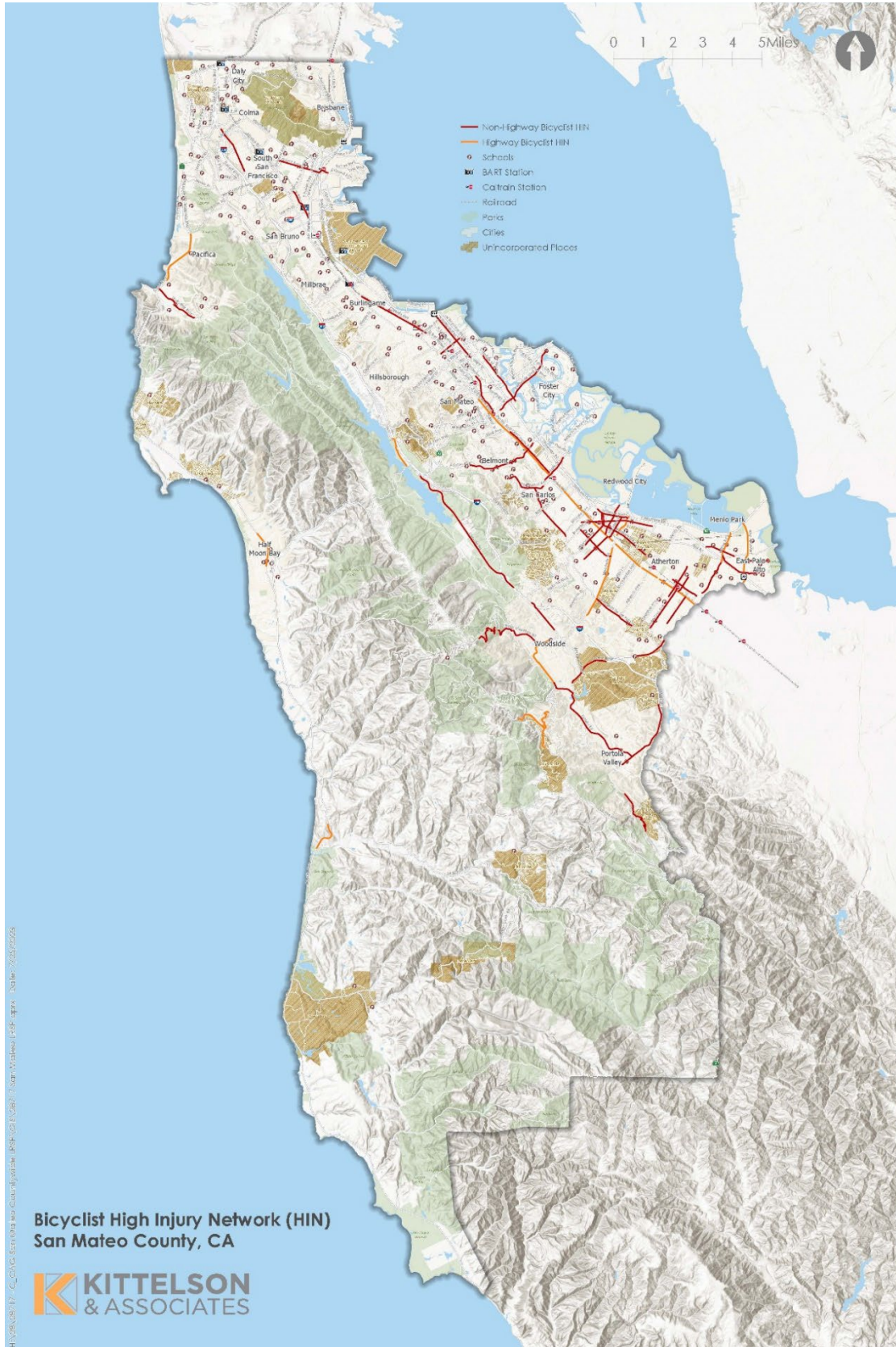
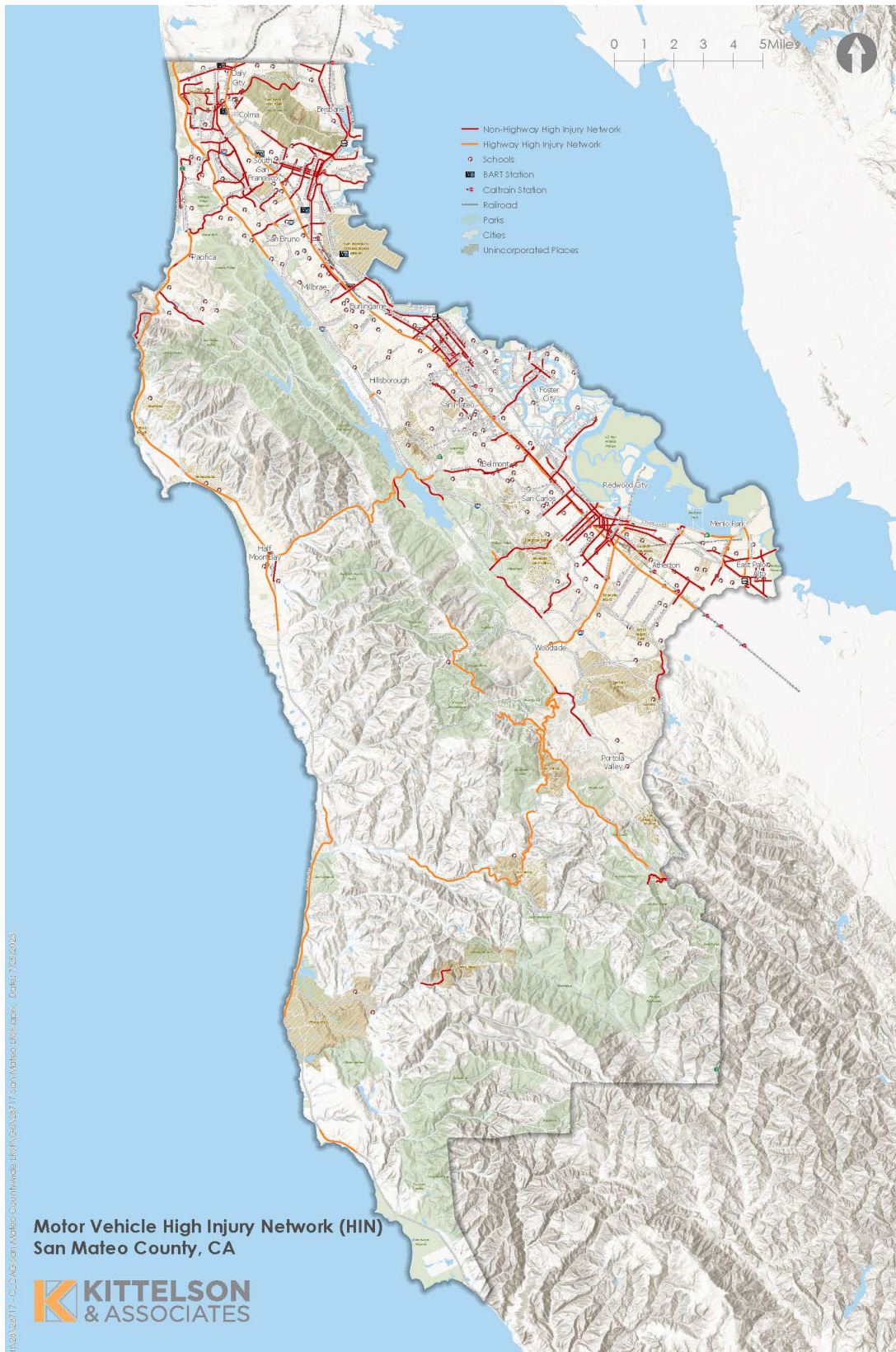


Figure 7. Countywide Motor Vehicle High Injury Network



\\1\3\23717 - C:\CAG\San Mateo Countywide LRSP\CAG\23717 San Mateo LRSP\Mapk - Data\7/25/2023

Figure 8. Countywide Combined High Injury Network



SYSTEMIC DESCRIPTIVE FINDINGS

In addition to the spatial and location-based findings, the analysis analyzed the crash data for systemic findings. Those are organized by mode (pedestrian, bicyclist, and motor vehicles). An overview of crashes by mode for the 5-year period is provided in Table 6. The following pages describe high-level Countywide systemic crash findings. Pages 40-41 show countywide findings in relation to the County emphasis areas.

Table 6: Injury/Fatal Crashes by Mode, Countywide (2018-2022), Non-Freeway Crashes

| Mode | Count | % of 5-year Total Crashes | F/SI Count | % of Total F/SI Crashes |
|---------------------|--------------|---------------------------|------------|-------------------------|
| Pedestrians | 1,064 | 13% | 208 | 23% |
| Bicyclists | 1,058 | 13% | 175 | 20% |
| Motor Vehicle Alone | 6,328 | 75% | 515 | 57% |
| Total | 8,450 | 100% | 898 | 100% |

Source: TIMS 2023

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 fatal and severe injury reduction on local roads. Countywide emphasis areas are listed below.

1. **Pedestrian and bicyclist safety.** Countywide, pedestrians were involved in 13 percent of all 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 all injury crashes but 20 percent of fatal/severe injury crashes.
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.
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 and 69 and between 75 and 84 are more likely to be severely injured than other groups.
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 cited the primary crash factor (27 percent of all injury crashes and 23 percent of fatal/severe 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 all motor vehicle injury crashes and one in five F/SI motor vehicle crashes (19 percent) involved alcohol.

SYSTEMIC FINDINGS BY MODE

The systemic findings highlight the following topics for modes as appropriate. More detail is provided in a detailed analysis memo provided as Appendix C.

- | | | |
|-----------------------------|----------------------------------|-----------------------|
| • Crashes by Year | • Functional Classification | • Pre-Crash Movements |
| • Lighting Conditions | • Intersection Control | • Violation Types |
| • Weather Conditions | • Number of Legs at Intersection | • Alcohol Usage |
| • Roadway Conditions | • Posted Speed Limit | • Violation Types |
| • Proximity to Transit Stop | • Functional Classification | • Victim Age |
| • Crash Locations | | |

Pedestrian Findings

Crashes by Year

- There was a sharp reduction in crashes at the start of the pandemic; however, crashes appear to have slightly increased in severity during the core pandemic years, from 18–20 percent of total EPDO scores in 2018–2019 to 22–23 percent of total EPDO scores in 2020–2021.
- Pedestrian crash frequencies increased in 2022 as pandemic-related restrictions eased and travel and activities begin to increase, although the overall share of severe and fatal crashes dropped back to about 16 percent.

Lighting Conditions

- Lighting condition has a strong correlation with F/SI outcomes. Crashes that occurred in darkness or low-light (i.e., dusk or dawn) conditions were much more likely to result in a F/SI outcome (27 percent) compared to those that occurred during daylight (15 percent), and this disproportionality was even stronger in dark, unlit conditions (32 percent F/SI).

Proximity to Transit Stop

- Intersections within 250 feet of a transit stop had a crash rate of 20 crashes per 100 intersections, compared to just four crashes per 100 intersections for those intersections further away.

Crash Locations

- Most crashes occurred at an intersection (76 percent of injury/fatal crashes; 68 percent of F/SI crashes), with the remainder coded to segment locations (24 percent of injury/fatal crashes; 32 percent of F/SI crashes).
- Segment and unsignalized intersection pedestrian crashes tended to be more severe, with average EPDO scores of 51 and 40.5, respectively, compared to crashes at signalized intersections, which have an average EPDO score of 30.5. Motorist speeds may be higher midblock than at intersections, resulting in higher kinetic energy and limited reaction time, both of which may contribute to greater injury severity from segment crashes.

Functional Classification

- Primary streets had the highest rate of crashes per 100 miles (340 crashes per 100 miles) and F/SI crashes (81 F/SI crashes per 100 miles), followed by secondary streets (137 crashes per 100 miles; 29 F/SI crashes per 100 miles). This finding supports research showing consistent pedestrian crash risk along major arterials, which generally have higher vehicle speeds, higher vehicle volumes, and greater crossing widths.
- At intersections, crashes occurred most frequently at:
 - Secondary and residential streets (23 percent of injury/fatal crashes; 28 percent of F/SI crashes),
 - Primary and residential streets (20 percent of injury/fatal crashes; 23 percent of F/SI crashes), and
 - Residential and residential streets (19 percent of injury/fatal crashes; 13 percent of F/SI crashes).

Intersection Control

- A majority of intersection crashes occurred at unsignalized intersections (63 percent of injury/fatal and 61 percent of F/SI crashes).
- Crashes were concentrated at signalized intersections (51 crashes per 100 intersections; 9 F/SI crashes per 100 intersections).
- Crashes that involved a pedestrian crossing in a crosswalk at a signalized intersection with a motorist going straight accounted for the second largest share of F/SI crashes (23 percent); these crashes were also disproportionately severe when they occurred, with 42 percent resulting in a F/SI outcome.

Posted Speed Limit

- Roadways with 25 mph speed limits are underrepresented in F/SI crashes even though they accounted for the largest share of pedestrian crashes. They accounted for 38 percent of pedestrian crashes and 34 percent of F/SI crashes, but 80 percent of the street network has a speed limit of 25mph or less.
- Streets with a posted speed limit of 45 mph had the second largest share of crashes (27 percent) and F/SI crashes (29 percent), followed by 35 mph streets (23 percent of injury/fatal crashes; 27 percent of F/SI crashes). These higher speed streets had some of the highest percentages of crashes resulting in an F/SI outcome, average EPDO scores, and EPDO scores per 100 miles. These findings support the current understanding that higher speed roads have serious safety implications for vulnerable road users.

Pre-Crash Movements

- Most pedestrian crashes involved the following:
 - A pedestrian crossing at an intersection with a motorist turning left (24 percent). These crashes most frequently occurred at a signalized intersection (45 percent), but most of the F/SI crashes with this crash type occurred at unsignalized intersections.
 - A pedestrian crossing at an intersection with a motorist proceeding straight (15 percent). These crashes most frequently occurred at unsignalized intersections for overall crashes (77 percent) and F/SI crashes (59 percent).
 - A pedestrian crossing not in a crosswalk with a motorist proceeding straight (13 percent). These crashes most often occurred at segment locations (46 percent of injury/fatal crashes; 53 percent of F/SI crashes), followed by unsignalized intersections (39 percent of injury/fatal crashes; 31 percent of F/SI crashes).
- Of those three crash types, those that involved a motorist proceeding straight had a higher share of crashes that resulted in a F/SI outcome and a higher average EPDO score.

Alcohol Usage

- The vast majority of crashes did not have any road user found to be under the influence of alcohol (96 percent of injury/fatal crashes; 94 percent of F/SI crashes).

Victim Age

- Pedestrian victims aged between 15 and 29 years of age and between 55 and 59 years of age accounted for the largest share of victims for all injury severities. However, pedestrian victims aged from 40 to 44 and from 55 to 74 years of age had the largest share of F/SI victims.

Bicyclist Findings

Crashes by Year

- Bicyclist crash frequencies were highest during the first two years of the five-year study period and lowest during the core period of the COVID-19 pandemic (2020-2021).
- Crash severity appears to be getting worse. Bicyclist injury trends showed that 20-23 percent of crashes resulted in a F/SI outcome in 2021-2022, compared to 11-15 percent of crashes in 2018-2020.

Lighting Conditions

- The vast majority of bicyclist crashes occurred during daylight conditions (84 percent), which fits with when most bicyclist trips occur.
- Bicyclist crashes were more likely to result in an F/SI outcome during dark lighting conditions (21 percent) compared to daylight conditions (16 percent).

Weather Conditions

- More than 90 percent of total crashes and F/SI bicyclist crashes occurred during clear weather conditions.

Roadway Conditions

- Most crashes occurred at locations with no unusual conditions (95 percent of crashes).
- Though a comparatively small sample, the majority of F/SI bicyclist crashes that occurred with any type of non-typical roadway condition (n=17) were solo bicyclist crashes (n=13), underscoring the vulnerability of bicyclists and the need for well-maintained roads.

Crash Locations

- Most bicyclist crashes (43 percent) occurred at unsignalized intersections, but most F/SI crashes occurred at segment locations (43 percent). Roughly one-third of the F/SI crashes at unsignalized intersections were solo bicyclist crashes.
- Among the crashes at unsignalized intersections, and excluding solo bicyclist crashes, it was most common for both parties to be traveling in the same direction (e.g., an overtaking or dooring crash) in both overall crashes (45 percent) and F/SI crashes (58 percent).
- Among the unsignalized same-direction crashes, most involved both the bicyclist and motorist going straight (17 percent).
- Most F/SI crashes at unsignalized intersections involved both parties traveling in perpendicular directions, either both going straight (n=7) or the bicyclist going straight and the motorist making a left turn (n=4).

Functional Classification

- Most bicyclist crashes occurred along:
 - Secondary streets (39 percent),
 - Residential streets (20 percent), and

- Primary streets (20 percent).
- At intersections, crashes occurred most frequently at:
 - Secondary-residential intersections (28 percent of injury/fatal crashes; 24 percent of F/SI crashes),
 - Residential-residential intersections (18 percent of injury/fatal crashes; 13 percent of F/SI crashes),
 - Primary-residential intersections (17 percent of injury/fatal crashes; 16 percent of F/SI crashes), and
 - Tertiary-residential intersections (16 percent of injury/fatal crashes; 18 percent of F/SI crashes).

Intersection Control

- Most crashes occurred at unsignalized intersections, accounting for 67 percent of injury/fatal crashes and 70 percent of F/SI crashes. When looking at crashes per 100 intersections, crashes were concentrated at signalized intersections (38 crashes per 100 intersections; 5 F/SI crashes per 100 intersections). The percentage of crashes that resulted in a F/SI outcome was comparable between location types, with 15 percent of crashes resulting in a F/SI outcome at unsignalized intersections compared to 13 percent at signalized intersections.

Posted Speed Limit

- Higher-speed streets tend to have very high EPDO scores per 100 miles. Most crashes and F/SI crashes occurred along 45 mph roadways (32 percent of injury/fatal crashes; 31 percent of F/SI crashes), while only 8 percent of the network is made up of 45 mph streets.
- Streets with a posted speed limit of 40 mph had the largest rate of crashes per 100 miles (n=166) and F/SI crashes per 100 miles (n=138). Given that these streets comprise less than 1 percent of the network, these statistics indicate that a disproportionate share of overall crashes and F/SI crashes occur on these roads.

Pre-Crash Movements

- Most bicyclist crashes involved:
 - Both roadway users proceeding straight at the time of the crash (21 percent of injury/fatal crashes; 18 percent of F/SI crashes). These crashes occurred most frequently at unsignalized intersections (53 percent), whereas F/SI crashes occurred most frequently at signalized intersections (43 percent).
 - A bicyclist proceeding straight and a motorist turning left (12 percent of injury/fatal crashes; 9 percent of F/SI crashes). Most of these crashes occurred at unsignalized intersections (25 percent of injury/fatal crashes; 46 percent of F/SI crashes).
 - A bicyclist proceeding straight and a motorist turning right (11 percent of injury/fatal crashes; 6 percent of F/SI crashes). Most of these crashes occurred at unsignalized intersections (43 percent of injury/fatal crashes; 29 percent of F/SI crashes) and signalized intersections (32 percent of crashes; 53 percent of F/SI crashes).

Violation Types

The most frequent violation types included:

- Automobile right-of-way (19 percent of crashes; 15 percent of F/SI crashes),
- Unsafe speed (18 percent of crashes; 28 percent of F/SI crashes), and
- Improper turning (17 percent of crashes; 12 percent of F/SI crashes).

Alcohol Usage

- Few reported crashes identified either the motorist or bicyclist as being under the influence of alcohol (less than 2 percent of injury/fatal crashes; less than 5 percent of F/SI crashes).

Motor Vehicle Findings

Crashes by Year

- Motor Vehicle crash frequencies were highest during the first two years of the five-year period and lowest during the core period of the COVID-19 pandemic (2020-2021).
- Crash severity has decreased, with the highest crash severity observed in 2018 which then decreased during the pandemic years (2020-2021).

Lighting Conditions

- About 26 percent of motor vehicle crashes were observed to have occurred in the dark—22 percent under street lights and 5 without street lights. Crashes with no streetlights had approximately double the per-crash EPDO score of daylight crashes and 70 percent higher average score than crashes under street lights.

Crash Locations

- About 39 percent of motor vehicle crashes and 52 of F/SI motor vehicle crashes occurred at a segment or midblock location. Unsignalized intersection and roadway segment crashes are both more severe on average than signalized intersection crashes.

Functional Classifications

- Secondary roadways are overrepresented in in F/SI share (36 percent) compared to total share (29 percent).
- Intersection crashes along primary and secondary roads account for the majority of intersection crashes (36 and 29 percent each) and similarly large shares of F/SI crashes (35 and 29 percent). The highest average EPDO scores were at intersections along the trunk and primary roadway system where they intersect with lower-order intersections. When looking at the signalized versus unsignalized breakdown of these combinations, the unsignalized intersections all have higher average EPDO scores—indicating that unsignalized minor-street intersections along arterial roadways have a disproportionate severity burden in the county.

Intersection Control

- The majority of motor vehicle crashes occurred at unsignalized intersections, but signalized intersections have a much higher crash rate per 100 intersections.

Posted Speed Limit

- Higher-speed streets tend to have very high EPDO scores. Most crashes and F/SI crashes occurred along roadways with speed greater than 40 mph roadways (56 percent of all crashes; 70 percent of F/SI crashes).
- Notably, almost 47 percent of the 40 mph+ unsignalized intersection crashes occurred along secondary roadways. A majority of crashes at 45 mph or higher intersections were at unsignalized intersections (56 percent)
- Roadways with posted speed limits of 40 mph or higher consist of 12 percent of County roadways but make up 44 percent total crashes and the majority (55 percent) of total F/SI crashes. Crashes that occurred on roadways with a posted speed limit of 40 mph or higher had an average EPDO per mile that was more than thirteen times that of crashes occurring on roadways with a posted speed limit of 25 mph or less.

Crash Types

- At intersections, the most frequent and severe motor vehicle crashes were the following types and locations:
 - Broadside: 61 percent occurred unsignalized intersections (66 percent of EPDO score),

- Rear-end: 55 percent at occurred at signalized intersections (51 percent of EPDO score), and
 - Head-on: 51 percent occurred at signalized intersections (59 percent of EPDO score).
- On roadway segments, the predominant crash types are rear-end (29 percent), hit-object (21 percent), and broadside (18 percent). Hit-object crashes account for disproportionately large (35 percent of F/SI crashes and 30 percent of EPDO score, compared to 21 percent overall).

Violation Types

The most frequent violation types included:

- Unsafe speed (27 percent of injury/fatal crashes, 23 percent of F/SI crashes),
- Automobile right-of-way (19 percent of crashes; 12 percent of F/SI crashes), and
- Improper turning (18 percent of crashes; 19 percent of F/SI crashes).

Alcohol Usage

About 10 percent of the motor vehicle crashes included a driver under the influence, but those accounted for 19 percent of F/SI crashes and had an average EPDO about 1.5 times as high as other motor vehicle crashes.

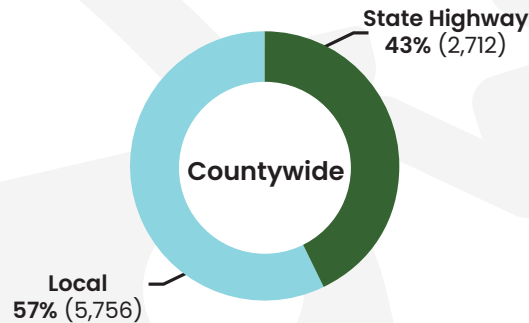
- Victims between the ages of 10 and 29 are more likely to be injured, including F/SI as result of traffic safety issues on average than other groups. Victims between the ages 15 to 24 are especially overrepresented with victims and F/SI ratios over 2.
- Victims ranging from ages 0 to 14 (children) account for 18 percent of the countywide population and 14 percent of total crashes and 8 percent of F/SI motor vehicle crash victims.
- Victims ranging from ages 15 to 24 (young adult) account for 11 percent of the countywide population but account for 22 percent of total crashes and 26 percent of F/SI motor vehicle crash victims.

Victims ranging from ages 65 and up account for 16 percent of the countywide population but account for 10 percent of total crashes and 14 percent of F/SI motor vehicle crash victims.

San Mateo County—Crash History

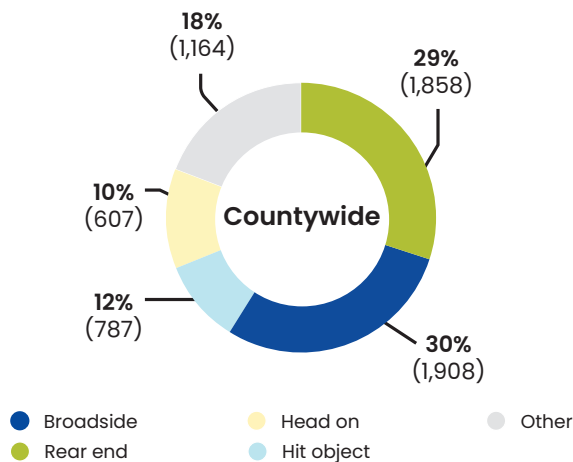
Total Crashes

In San Mateo County, 8,464 fatal and injury crashes were reported on at-grade facilities between 2018 – 2022, where:



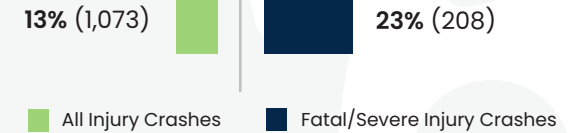
Most Frequent Collision Types

Broadside, rear-end, head-on, and hit-object crashes were the most common crash types in San Mateo County.

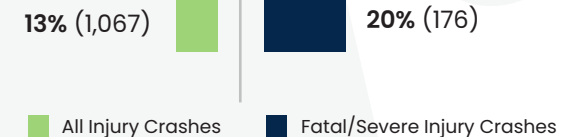


Mode Involvement

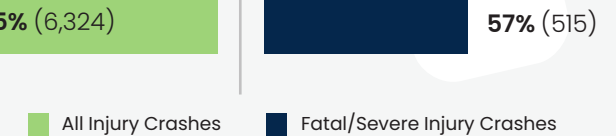
Pedestrian Crashes (1,073)



Bicycle Crashes (1,067)



Motor Vehicle¹ Crashes (6,324)



8% (625)

of reported collisions in the Countywide total involved drugs or alcohol



5% (472)

of reported collisions in the Countywide total involved young drivers²

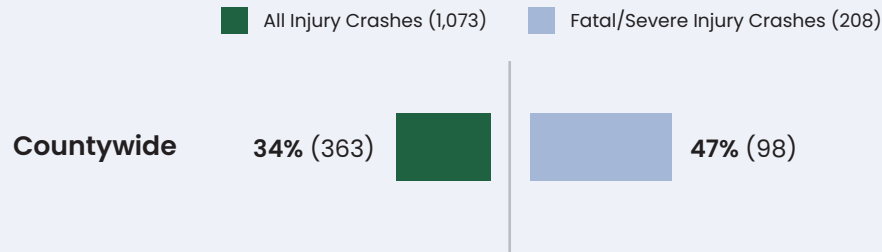
1. Motor crashes include motor vehicles and motorcyclists.
2. Young driver crashes are crashes that involve at fault drivers who are under 30 years old.

San Mateo County—Crash History

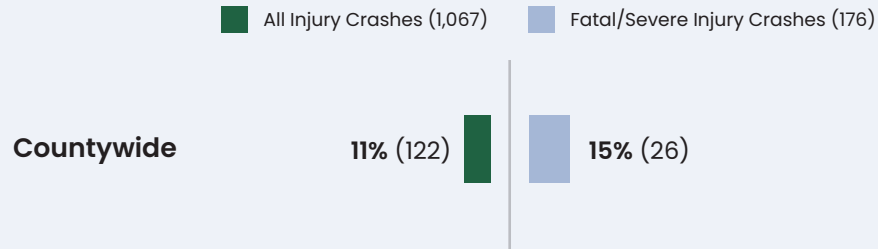
Dark Conditions

Crashes reported in nighttime conditions were found to be more severe—especially in dark, unlit conditions. Here are the Countywide crashes in dark conditions:

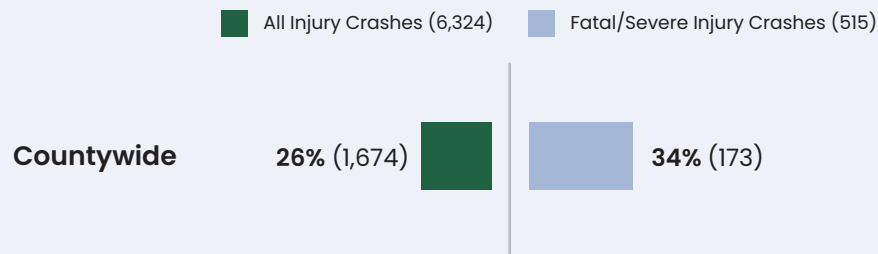
Share of Pedestrian Crashes in Dark Conditions (363)



Share of Bicyclist Crashes in Dark Conditions (122)

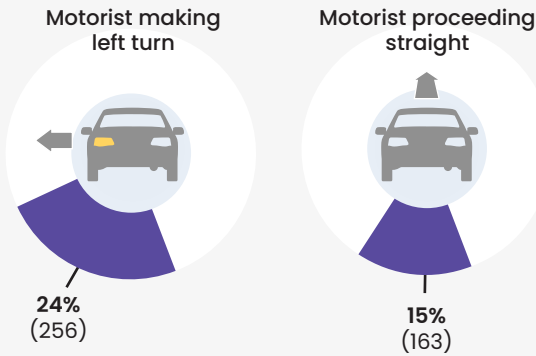


Share of Motor Vehicle Crashes in Dark Conditions (1,674)

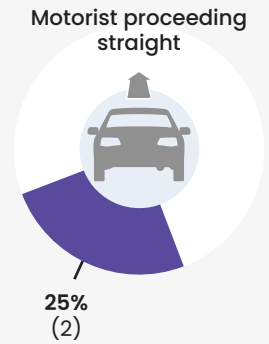


Reported Pedestrian Crashes (1,073)

Pedestrian Crossing at Intersection



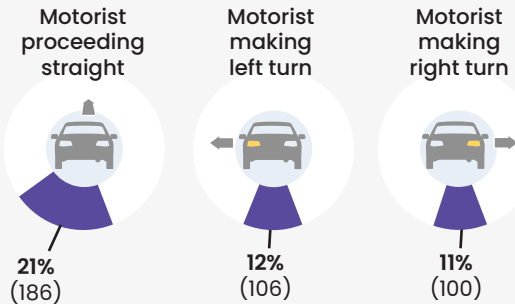
Pedestrian Crossing Not at a Crosswalk



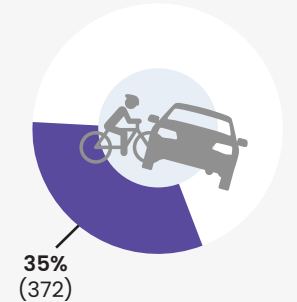
● Countywide

Reported Bicycle Crashes (1,067)

Bicyclist Proceeding Straight



Perpendicular Bicyclist Crashes



● Countywide

STATE HIGHWAYS IN SAN MATEO COUNTY

State Highways are some of the most critical interjurisdictional facilities across the C/CAG region. They connect multiple jurisdictions; move high volumes of people across many travel modes; serve critical freight needs; and in some communities serve as high-activity walking, biking, and commercial corridors.

Any planning and project development requires cross-jurisdictional coordination.

The County includes the at-grade State Highways which run through the jurisdictions shown in Table 7.

Table 7. San Mateo County State Highways and Local Jurisdictions

| Local Jurisdictions | At-Grade State Routes | | | | | | Freeways | | | |
|---------------------|-----------------------|-------------------|---------------------|----|-----------------------|----------------------|-----------------|--------|-------|-------|
| | 1 | 35 (Skyline Blvd) | 82 (El Camino Real) | 84 | 92 (Half Moon Bay Rd) | 109 (University Ave) | 114 (Willow Rd) | US 101 | I-280 | I-380 |
| Atherton | | | X | | | | | | | |
| Belmont | | | X | | | | | X | | |
| Brisbane | | | | | | | | X | | |
| Burlingame | | | X | | | | | X | X | |
| Colma | | | X | | | | | | X | |
| Daly City | X | X | X | | | | | | X | |
| East Palo Alto | | | | | | X | X | X | | |
| Foster City | | | | | X | | | | | |
| Half Moon Bay | X | | X | | X | | | | | |
| Hillsborough | | X | | | | | | | | |
| Menlo Park | | | X | X | | X | X | X | X | |
| Millbrae | | | X | | | | | X | X | |
| Pacifica | X | X | | | | | | | | |
| Portola Valley | | | | | | | | | | |
| Redwood City | | | X | X | | | | X | X | |
| San Bruno | | X | X | X | | | | X | X | X |
| San Carlos | | | X | | | | | X | X | |
| San Mateo | | | X | | X | | | X | | |

| Local Jurisdictions | At-Grade State Routes | | | | | | Freeways | | | |
|---------------------|-----------------------|-------------------|---------------------|----------|-----------------------|----------------------|-----------------|-----------|-----------|----------|
| | 1 | 35 (Skyline Blvd) | 82 (El Camino Real) | 84 | 92 (Half Moon Bay Rd) | 109 (University Ave) | 114 (Willow Rd) | US 101 | I-280 | I-380 |
| South San Francisco | | | X | X | | | | X | X | |
| Woodside | | X | | | X | | | | X | |
| Total | 3 | 4 | 13 | 5 | 3 | 2 | 2 | 12 | 11 | 1 |

Safety on At-Grade State Highways

At-grade State Highways serve a high volume of traffic to, through, and within San Mateo County. As a result, they account for a considerable share of countywide crashes.

Table 8 provides a breakdown of reported non-freeway crashes from 2018 to 2022 in the County and a share occurring within each jurisdiction on the State Highway network. Overall, the State Highway network accounted for 43 percent of at-grade crashes within the County and was as high as 77 percent within any jurisdiction.

The following jurisdictions showed the highest variation from that share:

- Brisbane (contains no at-grade State Highways): 100 percent local
- Portola Valley (SR 35 defines the southwestern boundary, but otherwise contains no at-grade State Highways): 100 percent local
- Hillsborough: 100 percent local
- Half Moon Bay: 23 percent local
- Unincorporated: 37 percent local
- Woodside: 39 percent local

Table 8. Injury/Fatal Crashes by Jurisdiction, All Modes Aggregated (2018-2022), Non-Freeway Crashes

| Jurisdiction | Count | State Highway Crashes | Percent (%) State Highway Crashes | Local Roadway Crashes | Percent (%) Local Roadway Crashes |
|---------------------|--------------|-----------------------|-----------------------------------|-----------------------|-----------------------------------|
| Atherton | 121 | 36 | 30% | 85 | 70% |
| Belmont | 244 | 66 | 29% | 178 | 71% |
| Brisbane | 69 | - | 0% | 69 | 100% |
| Burlingame | 267 | 90 | 30% | 177 | 70% |
| Colma | 11 | 3 | 59% | 8 | 41% |
| Daly City | 863 | 143 | 29% | 720 | 71% |
| East Palo Alto | 458 | 150 | 33% | 308 | 67% |
| Foster City | 150 | 7 | 29% | 143 | 71% |
| Half Moon Bay | 145 | 116 | 77% | 29 | 23% |
| Hillsborough | 38 | - | 0% | 38 | 100% |
| Menlo Park | 542 | 188 | 33% | 354 | 67% |
| Millbrae | 230 | 94 | 38% | 136 | 62% |
| Pacifica | 394 | 141 | 56% | 253 | 44% |
| Portola Valley | 39 | - | 0% | 39 | 100% |
| Redwood City | 1,137 | 295 | 26% | 842 | 74% |
| San Bruno | 412 | 171 | 36% | 241 | 64% |
| San Carlos | 281 | 48 | 18% | 233 | 82% |
| San Mateo | 869 | 176 | 29% | 693 | 71% |
| South San Francisco | 866 | 168 | 17% | 698 | 83% |
| Unincorporated | 1,147 | 704 | 61% | 443 | 39% |
| Woodside | 185 | 111 | 61% | 74 | 39% |
| Total | 8,468 | 2,712 | 43% | 5,756 | 57% |

Source: TIMS 2023

Existing Plans and Directives to Improve Safety

Caltrans has already taken steps to address safety on at-grade State Highways in San Mateo County, as included in the following documents, discussed in more detail below:

- Director’s Policy 36: Road Safety
- Road Safety Action Plan 2023–24
- District 4 Bike Plan
- District 4 Pedestrian Plan

CALTRANS DIRECTOR’S POLICY 36: ROAD SAFETY – ESTABLISHES THE VZ COMMITMENT

Director’s Policy 36, issued in February 2022, establishes a vision for Caltrans to eliminate fatalities and severe injuries (F+SIs) on California’s roadways by 2050.²⁶ The statement includes the following intended results:

- “...to establish a corporate expectation to prioritize safety in order to achieve its goal of zero fatalities and severe injuries by 2050.”
- “All Divisions shall align their programs, plans, policies, procedures, and practices with the Safe System Approach as appropriate to their division.”
- This statement includes a commitment to:
 - A safety first mindset
 - Prioritize eliminating F+SIs through existing programs and the development of new programs.
 - Eliminate race-, age-, ability- and mode-based disparities in road safety outcomes.

The policy statement also formally adopts the Safe System Approach, which aligns with this Countywide Local Roadway Safety Plan.

CALTRANS ROAD SAFETY ACTION PLAN 2023–24

The Caltrans Road Safety Action Plan 2023–24 lays out a coordinated plan to support Caltrans’ goal of eliminating fatal and severe injury crashes by 2050.²⁷ Importantly, the Plan includes the following actions relevant to this Countywide LRSP.

²⁶ Available online at https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-ally.pdf

²⁷ Available online at <https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/safety/road-safety-action-plan-2023-24-ally.pdf>

Table 9. Caltrans SAP Actions Related to LRSP

| Action | Relevance to this Plan |
|---|--|
| 1.5 Propose to extend Caltrans’ delegation to approve proactive safety projects in addition to reactive projects. | This plan includes countywide and jurisdiction-specific priority locations identified through a combination of reactive and proactive measures. C/CAG and local jurisdictions will look for opportunities to coordinate with Caltrans to identify proactive safety projects (i.e., the locations may not have risen to the top of Caltrans’ own prioritization process). |
| 2.1 Develop best-practice guidance to improve the safety of pedestrians and bicyclists on the State Highway System. | This plan includes a list of context-appropriate recommended countermeasures, including for pedestrians and bicyclists, for each jurisdiction to improve safety. This list of countermeasures aligns with the Caltrans <i>Local Roadway Safety Manual</i> , and jurisdictions may cross check available countermeasures against forthcoming Caltrans best-practice guidance to identify alignment and, therefore, opportunities to coordinate on projects. |
| 3.1 Develop a statewide inventory of safety devices to support proactive safety initiatives and create a framework to extend the database to include additional roadside safety features. | |

DISTRICT 4 BIKE PLAN

The 2018 District 4 Bike Plan includes a list of top tier bicyclist/pedestrian projects on Caltrans facilities.²⁸ The plan includes over 100 bicycle/pedestrian projects on Caltrans facilities based on how they address safety, mobility, and/or equity. Many of these projects are located on at-grade State Highways. Those are included as an attachment. For those that have not yet been implemented, Caltrans and the relevant jurisdictions will use the advisory group to be formed as a recommendation from this plan to coordinate and bring forward pathways to implementation.

DISTRICT 4 PEDESTRIAN PLAN

The 2021 District 4 Pedestrian Plan includes an assessment of walking conditions and a tiered ranking of priority highway segments and crossings for pedestrian improvements.²⁹ The plan also includes recommendations for local coordination to advance pedestrian projects.

Improvements to Date in the County

Local jurisdictions have successfully partnered with Caltrans to bring forward safety projects on State Highways in the County. The following projects can serve as a model for cross-jurisdictional coordination in the name of safety improvements:

- Town of Colma – El Camino Real

²⁸ Available online at https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf

²⁹ Available online at <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district4-finalreport-ally.pdf>

The Town of Colma worked closely with Caltrans to develop the 2021 *El Camino Real Bicycle and Pedestrian Improvement Plan* which proposes a series of projects along the corridor along with potential funding sources.³⁰ The Town has successfully received SMCTA and OBAG funding to improve the El Camino Real/Mission Road intersection as a result of this plan. The Town is continuing to look for funding and implementation opportunities.

■ South San Francisco El Camino Real

The City of South San Francisco has teamed with the San Mateo County Transportation Authority, the San Mateo County Office of Education, and the Silicon Valley Bike Coalition to install a demonstration project along a 0.3-mile stretch of El Camino Real. The project includes a class IV separated bike lane, a newly striped crosswalk, and a boarding platform for SamTrans buses. The project proceeded with Caltrans coordination.

Caltrans Recommendations and Actions

Given the nature and scale of crash history along at-grade State Highways, and in light of C/CAG's and Caltrans' Vision Zero commitment, Caltrans will participate in the recommended County Safety Advisory Group and will work with the group to achieve the following outcomes:

- Consult the Caltrans District 4 Bike Plan and Pedestrian Plan Project list to further advance projects not yet funded.
- Develop a list of safety treatments or project types meeting each of the following three criteria:
 - "Caltrans maintained" – Local jurisdictions would be able to install these treatments provided they reach agreement with Caltrans for Caltrans to maintain the treatments.
 - "Locally maintained" – Local jurisdictions would be able to install these treatments and would be required to maintain on at-grade State Highways without the need for a maintenance agreement.
 - "Coordination required" – Caltrans would be generally supportive of such a project, but some maintenance details would need to be negotiated.
- Develop a template or exemplar for a maintenance agreement that agencies can use in an "off-the-shelf" fashion to more easily advance safety projects in partnership with Caltrans.
- Caltrans will proactively identify when projects are moving into certain project development phases or project streams, to provide the opportunity for local jurisdiction input and coordination to improve safety.
- Caltrans will listen to input and help shape areas of need and project opportunity countywide, including proactive safety projects.

³⁰ Available online at <https://www.colma.ca.gov/documents/ecr-improvement-plan/>

SAFE SYSTEM-ALIGNED RECOMMENDATIONS

This section offers engineering recommendations, which include physical countermeasures to be implemented onto roadways, as well as policy and program recommendations, which work to increase safe travel behavior in roadway users through action-based outreach, strategic funding, and equitable prioritization of resources.

Each individual recommendation is designed to bring the Countywide roadway network and its users into better alignment with the values and practices of the Safe System Approach. When implemented in tandem, however, these twin tracks of recommendations will create the holistic, layered protection in the Countywide roadway network that the Safe System Approach requires.

Engineering

C/CAG does not own any local roadways and therefore will not design, implement, or maintain engineering countermeasures. However, through this project it has coordinated with the participating jurisdictions to develop lists of city- or town-approved countermeasures. The following table presents the cumulative list of countermeasures developed among agencies

Table 10: Engineering Countermeasures

| Location Type [1] | Countermeasure | Crash Types | Cost |
|-------------------|---|---|---------|
| All | Lighting [2] | Nighttime | \$\$ |
| All | Roadside Design Features [4] | All | Varies |
| SI | Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number [2] | Signalized Local/Arterial Intersections | \$ |
| SI | Install left-turn lane and add turn phase [2] | Signalized Local/Arterial Intersections | \$-\$\$ |
| SI | Convert signal to mast arm (from pedestal-mounted) [2] | Signalized Local/Arterial Intersections | \$\$\$ |
| SI | Install raised median on approaches [2] | Signalized Local/Arterial Intersections | \$ |
| SI | Create directional median openings to allow (and restrict) left-turns and U-turns (signalized intersection) [2] | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Install raised pavement markers and striping [2] | Wet, Night, all | \$ |
| SI | Install flashing beacons as advance warning (S.I.) [2] | read-end, broadside | \$\$\$ |
| SI | No Right Turn on Red (RTOR) | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Centerline Hardening or Continuous Raised Median [3] | All crashes | \$ |
| SI | Convert intersection to roundabout (from signal) [2] | Signalized Local/Arterial Intersections | \$\$\$ |
| SI | Install pedestrian countdown signal heads [2] | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Install pedestrian crossing [2] | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |

| Location Type [1] | Countermeasure | Crash Types | Cost |
|-------------------|--|---|---------|
| SI | Install pedestrian scramble [2] | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Install Bicycle Box [2] | Bicyclist Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Modify signal phasing to implement a Leading Pedestrian Interval (LPI) [2] | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Install painted safety zone | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Install Protected Intersection Elements | Pedestrian Crashes, Signalized Local/Arterial Intersections | \$ |
| SI | Extend pedestrian crossing time | Pedestrian | \$ |
| SI | Pedestrian Phase Recall | Pedestrian | \$ |
| SI | Extend green time for bikes | Bikes | \$ |
| SI | Extend Yellow and All Red Time | All | \$ |
| SI | Bicycle Crossing (Solid Green Paint) | Bikes | \$ |
| SI | Bicycle Signal/Exclusive Bike Phase | Bikes | \$ |
| SI | ADA-compliant directional curb ramps and audible push buttons | Pedestrian | \$ |
| SI,UI | Splitter Islands [4] | All | \$ |
| SI,UI | Approach Curvature [4] | All | Varies |
| SI,UI | Curb Radius Reduction [3] | All | \$-\$\$ |

| Location Type [1] | Countermeasure | Crash Types | Cost |
|-------------------|--|---|--------|
| UI | Convert intersection to roundabout (from all way stop) [2] | All | \$\$\$ |
| UI | Convert intersection to roundabout (from stop or yield control on minor road) [2] | All | \$\$\$ |
| UI | Convert intersection to mini-roundabout [2] | All | \$\$\$ |
| UI | Create directional median openings to allow (and restrict) left-turns and u-turns (unsignalized intersections) [2] | All | \$ |
| UI | Install raised medians (refuge islands) [2] | Pedestrian and Bicyclists | \$ |
| UI | Install pedestrian crossings (signs and markings only) [2] | Pedestrian and Bicyclists | \$ |
| UI | Install pedestrian crossings (with enhanced safety features) [2] | Pedestrian and Bicyclists | \$\$\$ |
| UI | Install/upgrade larger or additional stop signs or other intersection warning or regulatory signs [2] | Rear-end, right-angle, or turning crashes related to lack of driver awareness | \$ |
| UI | Install flashing beacons at stop-controlled intersection [2] | Broadside, Rear-end | \$\$\$ |
| UI | Install Pedestrian Signal, Pedestrian Hybrid Beacon, or Rectangular Rapid Flashing Beacon [2] | Pedestrian and Bicycle | \$\$\$ |
| UI | Install transverse rumble strips on approaches [2] | All | \$ |
| UI | Install splitter islands on the minor road approaches [2] | All | \$ |
| UI | Curb Extensions | All | \$ |
| UI,SI | Splitter Islands [4] | All | \$ |
| UI,SI | Approach Curvature [4] | All | Varies |

| Location Type [1] | Countermeasure | Crash Types | Cost |
|-------------------|--|---------------------------|---------|
| UI,SI | Curb Radius Reduction [3] | All | \$-\$\$ |
| R | Road diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes) [2] | All | Varies |
| R | Corridor access management [2] | | Varies |
| R | Install edgeline rumble strips/stripes [2] | All | Varies |
| R | Install separated bike lanes [2] | Pedestrian and Bicyclists | \$\$\$ |
| R | Install/upgrade pedestrian crossing (with enhanced safety features) [2] | Pedestrian and Bicyclists | \$\$\$ |
| R | Install raised pedestrian crossing [2] | Pedestrian and Bicyclists | \$ |
| R | Remove or relocate fixed objects outside of Clear Recovery Zone [2] | Hit Object | Varies |
| R | Install delineators, reflectors and/or object marker [2] | All | \$ |
| R | Install/upgrade signs with new fluorescent sheeting (regulatory or warning) [2] | All | \$ |
| R | Install dynamic/variable speed warning signs [2] | Driver Behavior | Varies |
| R | Lane Narrowing | All | \$ |

1: UI = Unsignalized Intersection; SI = Signalized Intersection; R = Roadway segments; All = All of the above

Sources: [2] [Caltrans Local Roadway Safety Manual \(2022\)](#); [3] [NCHRP Report 926](#); [4] [NCHRP Report 613](#)

\$ = ≤\$50,000; \$\$ = \$50,000 - \$200,000; \$\$\$ = > \$200,000

Policy and Program

Based on the goals, existing conditions, and opportunities identified in the development of this plan, this section identifies categories of actions C/CAG and identified partners can take to support LRSP implementation. The recommendations fall into a few categories, as shown in Table 11.

The recommendations are described in more detail following the table, and Table 12 on page 61 provides a list of recommendations and partner roles.

Table 11. Recommendations and Categories

| Category | Near-Term Recommendations | Ongoing Recommendations | Long-Term or Ongoing Recommendations |
|----------------|--|---|--|
| Organize (O) | O1: Transportation Safety Advisory Committee | | |
| | | O2: High-Visibility Media Campaign | |
| Educate (E) | | E1: Best Practices Training E2: Law Enforcement Training E3: Technical Assistance for Safety Education in Schools | |
| | | | E4: Communication Protocol |
| Coordinate (C) | C1: AB413 Implementation | | C2: Safe System Enabling Legislation C3: Graduated Traffic Fine Structure |
| | | | |
| Fund (F) | F1: Dedicated Funding | F2: Equitable Investment F3: Prioritize Investments F4: Identify Targeted Enforcement Funding | |
| | | | |
| Research (R) | | | R1: Safety and Equity Impacts Evaluation R2: Data Quality Improvements R3: Crash Data Enhancements R4: Big Data |
| | | | |
| Plan (P) | | P1: Safe Routes to School P2: Annual Review | |
| | | | P3: Plan Update |

ORGANIZE

O1: Transportation Safety Advisory Committee

Convene the Plan's Advisory Group Form as the newly-established San Mateo County Transportation Safety Advisory Committee (TSAC) to coordinate on safety plan implementation and discuss relevant safety topics in the region, like enforcement coordination and AVs. The TSAC will include seats for the agencies listed in this table and will identify additional seats dedicated to representatives of equity priority communities, vulnerable road users, youth, older adults, parents of school-age children, local businesses, traffic violence victim families, etc.

The TSAC will include representation from Caltrans to allow coordination on State Highway locations in the County. As a member of the TSAC, Caltrans will proactively identify when projects are moving into certain project development phases or project streams, to provide the opportunity for local jurisdiction input and coordination to improve safety. Caltrans will also listen to input and help shape areas of need and project opportunity countywide, including proactive safety projects.

Convene meetings quarterly. Expected agenda topics include (but are not limited to):

- Scheduling and developing and approach for interim evaluations and updated plans (at the jurisdiction and county level)
- Tracking and coordinating funding opportunities, especially where cross-jurisdiction collaboration is desirable
 - Keeping agencies apprised of Caltrans, MTC, USDOT, SMCTA, and other funding guidelines and requirements
 - Prioritizing items among the remaining recommendations within this plan

Lead agency: C/CAG

Coordinating partners: Constituent jurisdictions, County Public Health, Sustainability Department, County Office of Education, SMCTA, California Highway Patrol, MTC, SVBC, Caltrans, County Sheriff's Office, BART

O2: High-Visibility Media Campaign

Conduct a safety media campaign. This may be exclusively a media campaign to raise awareness about the emphasis areas identified in this plan, or this may be a high-visibility enforcement campaign. If the latter, the campaign includes 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, Sustainability Department, San Mateo County Office of Education

EDUCATE

E1: Best Practices Training

Through the TSAC, convene best practices training to keep local jurisdictions informed of state-of-the-art practices related to safety planning and implementation. Example education session topics may include: (1) support for developing competitive grant applications, (2) share safety best practices including updated safety countermeasure recommendations, (3) training on available data sources.

C/CAG will organize and schedule the workshops and will seek assistance from MTC and Caltrans in identifying relevant topics and training resources (especially related to grant-related topics).

Lead agency: C/CAG

Coordinating partners: MTC, Caltrans, constituent jurisdictions

E2: Law Enforcement Training

Integrate safety into training for new officers (e.g., NHTSA’s pedestrian training for law enforcement).

Lead agency: County Sheriff’s Office

Coordinating partners: California Highway Patrol

E3: Technical Assistance for Safety Education in Schools

Continue to fund School Travel Fellowship Program to provide the following:

- technical assistance to schools and planners to implement roadway safety 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: San Mateo County Office of Education

Coordinating partners: C/CAG, County Public Health, Sustainability Department, SVBC

E4: 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 to emphasize shared responsibility.

Lead agency: C/CAG

Coordinating partners: Constituent jurisdictions

COORDINATE

C1: AB413 Implementation

Coordinate among jurisdictions through the TSAC to provide an implementation pathway for [Assembly Bill 413](#), which prohibits the stopping, standing, or parking of a vehicle within 20 feet of the approach of any marked or unmarked crosswalk, or 15 feet where a curb extension is present. Prior to January 1, 2025, jurisdictions may only issue warnings unless the violation occurred where red paint or signage prohibits the stopping, standing, or parking.

Communicating and enforcing AB413 presents logistical challenges for local jurisdictions, but through the TSAC they may prepare common and individualized implementation pathways.

Lead agency: C/CAG

Coordinating partners: Constituent jurisdictions

C2: Safe System Enabling Legislation

Consider advocating for legislation that could support the Safe System Approach—for example, authorization to implement automated enforcement. Include public engagement and input from constituent jurisdictions while the implementation of Assembly Bill 645 brings speed cameras to Glendale, Long Beach, Los Angeles, Oakland, San Jose, and San Francisco.

Lead agency: C/CAG

Coordinating partners: MTC, Caltrans, California Transportation Commission (CTC)

C3: Graduated Traffic Fine Structure

Through legislative agenda, consider advocating for an income-based graduated traffic fine structure at the state level, so fines do not disproportionately impact people with lower incomes. Such a change would allow traffic enforcement to occur where necessary while tempering disproportionate burdens.

Lead agency: C/CAG

Coordinating partners: TSAC members

FUND

F1: Dedicated Funding

Propose ongoing, dedicated funding and staffing for implementation and monitoring of the safety plan, including presiding over the TSAC. This role may be fulfilled by a partial FTE or through staff augmentation.

Lead agency: C/CAG

Coordinating partners: SMCTA, MTC, Caltrans, CTC

F2: Equitable Investment

Prioritize investments in disadvantaged communities. Include social equity criteria in scoring when making funding available. Consider using a combination of indices in allowing local agencies to identify disadvantaged communities. For example, consider including C/CAG Equity Focus Areas, MTC Equity Priority Communities, USDOT Historically Disadvantaged Communities, USDOT Areas of Persistent Poverty, and other relevant indices subsequently developed locally, regionally, or federally.

Lead agency: C/CAG

F3: Prioritize Investments

Incorporate the regional High Injury Network and local jurisdictions' prioritized locations when allocating and scoring funding opportunities for local jurisdictions. (This includes identified locations for the 11 jurisdictions with safety plan updates as part of the regional LRSP and for the ten jurisdictions not included in this plan document.) Award points or a similar priority mechanism for projects that improve conditions in these identified locations. Stipulate community engagement requirements for projects receiving funding.

Lead agencies: C/CAG, SMCTA

F4: Identify Targeted Enforcement Funding

Identify grant opportunities to expand targeted traffic enforcement of emphasis areas or other targeted behaviors associated with fatal/severe injury outcomes. Local jurisdictions lack discretion over law enforcement priorities and some cities who contract with the County Sheriff's Office would benefit from additional resource allocation dedicated specifically to target behaviors. One such funding opportunity would be through the California Office of Traffic Safety, which has a [grant program](#) related to priority program areas provided documented crash data are available: alcohol impaired driving, distracted driving, drug-impaired driving, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, and police traffic services.

Lead agency: C/CAG, SMCTA

Coordinating partners: County Sheriff's Office

RESEARCH

R1: Safety and Equity Impacts Evaluation

Conduct 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 burdens related to homelessness, race/ethnicity, language, income, and immigration status, citations by demographics, citation type, and location.

Lead agency: C/CAG

Coordinating partners: MTC, County Sheriff's Office

R2: Data Quality Improvements

Conduct one or more studies and/or convene working groups to address the following challenges:

- Integrating hospital and police data
- Providing a means to collect and incorporate near-miss data into safety analysis
- Collecting and incorporating crash data where AVs are involved
- Developing a consistent countywide crash database that would prevent the time lag present in SWITRS, provide accurate and timely monitoring of crashes and allow monitoring of injury trends over time.

Some agencies have successfully used video-based conflict monitoring algorithms to capture near-miss information at select locations. The techniques show promise for identifying conflicts that correlate to crashes, but the ability to scale the technology is still unclear.³¹ Funding may be available through the [California Office of Traffic Safety grant program](#), which lists *Roadway Safety and Traffic Records* as a category among its priority program areas.

Lead agency: C/CAG

Coordinating partners: County Public Health, County Sheriff's Office, constituent jurisdictions, local police departments

R3: Crash Data Enhancements

Study integrating crash data with Police Department's tracking system for timely, efficient reporting and sharing of injury crashes, including geolocated data. Review current crash data form and study existing best practices. Consider adding select visible disability statuses to the crash data form. If feasible and prudent, add this field to the crash data form.

Lead agency: County Sheriff's Office

Coordinating partners: California Highway Patrol, C/CAG, MTC

R4: Big Data

Identify a pathway for obtaining and incorporating integrated curb-level activity data including volumes, paths, speeds, and behaviors of pedestrians, bicycles, vehicles, etc. These data are available from a number of big data sources on the market. The goal would be to enable improved data availability for safety planning.

Lead agency: C/CAG

Coordinating partners: MTC, SMCTA, Town of Hillsborough

³¹ For example, the Pennsylvania Department of Transportation evaluated the technology as part of its SMART intersections project. More information is available online at <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Documents/Smart%20Intersections.pdf>

PLAN

P1: Safe Routes to School

Continue to conduct school safety assessments at all public and private schools, develop implementation plans for improvements up to one quarter mile from the schools.

Lead agency: San Mateo County Office of Education

P2: Annual review

Provide an annual review of plan implementation progress. This review includes an update and presentation to the C/CAG board and information posted on the C/CAG website.

Lead agency: C/CAG

P3: Plan Update

Update the plan within five years of publication and approximately every subsequent five years. The plan update will revise actions to reflect current crash trends and will integrate technological advancements and changes in best practices as needed.

Alternately, coordinate with all 21 jurisdictions to see that local plans are pursued and updated consistent with best practices within the five-year timeframe.

Lead agency: C/CAG

Coordinating partners: Constituent jurisdictions

Table 12: Policy/Program Recommendations and Partner Roles

| Recommendation | Agency Involvement (L = Lead; P = Participate) | | | | | | | | | | |
|--|--|---------------------------|----------|---------------------------|----------------------------|----------------------|-------------------------|---------------------------|-----|-------|------|
| | C/CAG | California Highway Patrol | Caltrans | Constituent Jurisdictions | County Office of Education | County Public Health | County Sheriff's Office | Sustainability Department | MTC | SMCTA | SVBC |
| O1: Transportation Safety Advisory Committee | L | P | P | P | P | P | P | P | P | P | P |
| O2: High-Visibility Media Campaign | | P | | | P | L | P | P | | | |
| E1: Best Practices Training | L | | P | P | | | | | P | | |
| E2: Law Enforcement Training | | P | | | | | L | | | | |
| E3: Technical Assistance for Safety Education in Schools | | | | | L | P | | P | | | P |
| E4: Communication Protocol | L | | | P | | | | | | | |
| C1: AB413 Implementation | | | | | | | | | | | |
| C2: Safe System Enabling Legislation | L | | P | | | | | | P | | |
| C3: Graduated Traffic Fine Structure | L | P | P | P | P | P | P | P | P | P | P |
| F1: Dedicated Funding | L | | P | | | | | | P | P | |
| F2: Prioritize Investments | L | | | | | | | | | P | |
| F3: Equitable Investment | L | | | | | | | | | | |
| F4: Identify Targeted Enforcement Funding | L | | | | | | | | | L | |
| R1: Safety and Equity Impacts Evaluation | L | | | | | | | | P | | |
| R2: Data Quality Improvements | L | | | P | | P | P | | | | |
| R3: Crash Data Enhancements | P | P | | | | | L | | P | | |
| R4: Big Data | L | | | | | | | | P | P | |
| PI: Safe Routes to School | | | | P | L | | | | | | |
| P2: Annual Review | L | | | P | | | | | | | |
| P3: Plan Update | L | | | P | | | | | | | |

PROJECT PRIORITIZATION

The spatial HIN analysis identified the regionally highest-crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team worked with participating jurisdictions to identify priority project locations. The methodology and jurisdiction-specific results are included as Appendix D.

For those jurisdictions, the 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. 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).

In line with this plan's goals, C/CAG supports the development of safety projects and solutions along countywide HIN corridors or along subsequently identified project priority locations. For the 11 participating jurisdictions, those remaining priority locations are included in subsequent chapters. For the 10 jurisdictions with existing or developing plans, refer to those plans documents for identified priority project locations.

This plan places particular emphasis on locations where projects could provide safety benefits to disadvantaged neighborhoods. Accordingly, Table 13 and Table 14 provide summary statistics on the mileage of the Countywide HIN by modal emphasis and by the jurisdictions they are located within. The tables also provide the percentage of each HIN corridor that passes through identified social equity areas:

- **C/CAG Equity Focus Areas**, as defined in the C/CAG Comprehensive Bicycle and Pedestrian Plan.
- **MTC Equity Priority Communities** (formerly called "Communities of Concern") as guided by MTC's Equity Platform.
- **USDOT Areas of Persistent Poverty**, as defined by the Climate and Economic Justice Screening Tool (CEJST) developed by the Council on Environmental Quality.
- **USDOT Historically Disadvantaged Communities**, as defined by the CEJST.

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

1. **Pedestrian and bicyclist safety**
2. **Nighttime/low light safety**
3. **Unsignalized intersections on arterials/collectors**
4. **Vulnerable age groups (youth and aging)**
5. **Motor vehicle speed related roadway segment crashes**
6. **High speed roadways (35+mph)**
7. **Alcohol involvement**

Table 13: Local HIN Segments by Mode, Jurisdiction, and Social Equity Neighborhoods

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | |
|-----------------------|--|---------------|-------------------|-----------------------------|-----------------------------------|------------|------------|------------|------------|------------|-------------|----------------|-------------|---------------|--------------|-------------|------------|------------|----------------|--------------|-------------|-------------|-------------|---|----------------|------------|-----------|-----------|---------|--------------------------|--|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas | |
| Total | 87.7 | 70.8 | 167.7 | 231.7 | | 3.4 | 5.4 | 4.2 | 9.1 | 2.2 | 24.4 | 8.5 | 5.5 | 2.2 | 0.0 | 11.5 | 5.4 | 6.7 | 5.7 | 27.2 | 10.0 | 11.6 | 25.4 | 30.9 | 36.4 | 5.6 | | | | | |
| 2nd | 0.6 | 0.0 | 0.6 | 0.6 | 554 | | | | | | | | | | | | | | | | | | 0.6 | | | | | 89% | 29% | | |
| 3rd | 1.8 | 0.0 | 0.7 | 1.8 | 569 | | | | | | | | | | | | | | | | 0.7 | | 1.1 | | | | | 28% | 18% | | |
| 42nd | 0.0 | 0.0 | 0.7 | 0.7 | 339 | | | | | | | | | | | | | | | | | | 0.7 | | | | | 100% | | | |
| 4th | 0.0 | 0.0 | 0.4 | 0.4 | 384 | | | | | | | | | | | | | | | | | | 0.4 | | | | | 100% | | | |
| 5th | 1.1 | 0.0 | 0.0 | 1.1 | 571 | | | | | | | | | | | | | | | | | | 1.1 | | | | 45% | 29% | | | |
| 87th | 0.0 | 0.0 | 1.2 | 1.2 | 352 | | | | | | 0.3 | | | | | | | | | | | | | | 1.0 | | | 87% | | 78% | |
| 9th | 0.8 | 0.0 | 0.0 | 0.8 | 389 | | | | | | | | | | | | | | | | | | 0.8 | | | | | 64% | | | |
| Adams | 0.0 | 0.0 | 0.1 | 0.1 | 499 | | | | | | | | | | | | | | | 0.1 | | | | | | | | | 100% | 100% | |
| Airport | 2.6 | 0.0 | 2.9 | 3.0 | 991 | | | | | | | | | | | | | | | | | | | 3.0 | | | | 93% | 97% | 57% | |
| Alameda De Las Pulgas | 2.0 | 3.5 | 1.7 | 6.7 | 732 | 1.0 | 0.3 | | | | | | | | | | | | | 0.5 | 1.6 | 3.0 | | 0.7 | | | | | | | |
| Alpine | 0.0 | 4.5 | 3.0 | 7.5 | 628 | | | | | | | | | | | 0.5 | | | 3.3 | | | | | 4.1 | | | | 15% | | | |
| Amphlett | 0.0 | 0.0 | 1.5 | 1.5 | 572 | | | | 0.1 | | | | | | | | | | | | | | | 1.5 | | | | 100% | 20% | | |
| Avalon | 0.0 | 0.0 | 1.0 | 1.0 | 264 | | | | | | | | | | | | | | | | 0.1 | | | 1.0 | | | | | | 74% | |
| Baden | 1.3 | 0.0 | 1.3 | 1.3 | 1,075 | | | | | | | | | | | | | | | | | | | 1.3 | | | 8% | 100% | 100% | | |
| Bay | 1.8 | 0.0 | 3.3 | 3.3 | 1,051 | | | | | | 1.8 | | | | | | | | | 0.7 | | | | 1.2 | | 27% | 55% | 100% | 70% | | |
| Bayshore | 2.0 | 0.8 | 4.7 | 4.7 | 1,177 | | | 2.7 | | 0.3 | 1.7 | | | | | | | | | | | | | 0.1 | | | 9% | 37% | 31% | | |
| Beech | 0.0 | 0.0 | 0.2 | 0.2 | 601 | | | | | | | | | | | | | | | 0.2 | | | | | | | | 100% | 100% | | |
| Belmont | 0.0 | 0.0 | 0.6 | 0.6 | 268 | | | | | | | | | | | | | | | | | | | | | 0.6 | | | | | |
| Brewster | 0.0 | 0.0 | 1.5 | 1.5 | 527 | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | | |

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | | | | | |
|-----------------|--|---------------|-------------------|-----------------------------|-----------------------------------|----------|---------|----------|------------|-------|-----------|----------------|-------------|---------------|--------------|------------|----------|----------|----------------|---|-----------|------------|-----------|---------------------|----------------|----------|-----------|-----------|---------|--------------------------|--|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas | |
| Brittan | 1.4 | 0.0 | 1.4 | 1.4 | 1,383 | | | | | | | | | | | | | | | | | 1.4 | | | | | | | | | |
| Broadway | 3.3 | 2.4 | 3.2 | 3.8 | 1,647 | | | | | | | | | | | 1.3 | | | 2.5 | | | | | | | | 37% | 8% | 42% | 34% | |
| California | 0.0 | 2.5 | 1.3 | 2.5 | 789 | | | | 2.5 | | | | | | | | | | | | | | 0.1 | | | | | | 48% | | |
| Canada | 0.0 | 6.3 | 3.2 | 7.1 | 554 | | | | | | | | | | | | | | | | | | | 5.5 | 1.7 | | | | | | |
| Capitol | 0.0 | 0.0 | 0.2 | 0.2 | 506 | | | | | | 0.2 | | | | | | | | | | | | | | | | | 100% | 100% | | |
| Carlos | 0.0 | 0.0 | 0.0 | 0.0 | 352 | | | | | | | | | | | | | | | | | | | 0.0 | | | | | | | |
| Chester | 0.0 | 0.0 | 0.4 | 0.4 | 407 | | | | | 0.4 | | | | | | | | | | | | | | | 0.1 | | | | | 68% | |
| Chestnut | 0.9 | 0.8 | 1.4 | 1.8 | 714 | | | | | | | | | | | | | | 0.8 | | | | 0.9 | 0.0 | | 35% | | 63% | 65% | | |
| Claremont | 1.2 | 0.0 | 0.0 | 1.2 | 275 | | | | | | | | | | | | | | | | | 1.2 | | | | | 58% | 33% | 17% | | |
| Clarke | 0.0 | 0.0 | 0.3 | 0.3 | 286 | | | | | | 0.3 | | | | | | | | | | | | | | | | | 100% | 100% | | |
| Coast | 0.0 | 0.0 | 1.4 | 1.4 | 1,067 | | | | | | | | | | | | | | | | | | | 1.4 | | | | | | | |
| Commercial | 1.3 | 0.0 | 0.0 | 1.3 | 686 | | | | | | | | | | | | | | | | | | | 1.3 | | | | 94% | 94% | | |
| Crocker | 1.1 | 0.0 | 0.0 | 1.1 | 418 | | | | | 1.1 | | | | | | | | | | | | | | | | | | | | 61% | |
| Crystal Springs | 1.1 | 0.0 | 0.0 | 1.1 | 400 | | | | | | | | | | | | | | | | 1.1 | | | | | | | 9% | 9% | | |
| Cypress | 0.0 | 0.0 | 0.5 | 0.5 | 231 | | | | | | | | | | | | | | | | | | | 0.5 | | | 43% | 100% | 100% | | |
| Delaware | 2.3 | 1.4 | 1.1 | 3.6 | 569 | | | | | | | | | | | | | | | | | | 3.6 | | | | 11% | 39% | 9% | | |
| Donohoe | 0.0 | 0.5 | 0.5 | 0.5 | 888 | | | | | | 0.5 | | | | | | | | | | | | | | | | | 100% | 100% | | |
| Dwight | 0.0 | 0.0 | 0.6 | 0.6 | 448 | | | | 0.6 | | | | | | | | | | | | | | 0.1 | | | | | | | | |
| Eastmoor | 0.0 | 0.0 | 0.7 | 0.7 | 737 | | | | | 0.7 | | | | | | | | | | | | | | | | | 85% | | 85% | | |
| Edgewood | 0.0 | 0.0 | 2.5 | 2.5 | 635 | | | | | | | | | | | | | | | | | | | 2.5 | | | | | | | |
| Eucalyptus | 0.5 | 0.0 | 0.0 | 0.5 | 488 | | | | | | | | | | | | | | | | | | | 0.5 | | | | 55% | 82% | | |

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | | | | |
|------------------|--|---------------|-------------------|-----------------------------|-----------------------------------|----------|---------|----------|------------|-------|-----------|----------------|-------------|---------------|--------------|------------|----------|----------|----------------|---|-----------|------------|-----------|---------------------|----------------|----------|-----------|-----------|---------|--------------------------|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas |
| Farm Hill | 0.0 | 0.0 | 1.8 | 1.8 | 565 | | | | | | | | | | | | | | 1.4 | | | | | | 0.5 | | | | | |
| Foster City | 1.7 | 0.0 | 1.2 | 1.7 | 678 | | | | | | | 1.7 | | | | | | | | | | | | | | | | | | |
| Gellert | 1.2 | 0.0 | 2.7 | 2.7 | 527 | | | | | | 1.7 | | | | | | | | | | | | | 1.1 | | | | | | 33% |
| Geneva | 0.8 | 0.0 | 0.8 | 0.8 | 1,241 | | | | | | 0.8 | | | | | | | | | | | | | | | | 100% | 13% | 100% | |
| Grand | 1.9 | 1.8 | 3.4 | 3.4 | 1,347 | | | | | | | | | | | | | | | | | | | 3.4 | | 50% | 89% | 48% | | |
| Grant | 0.0 | 0.0 | 0.6 | 0.6 | 356 | | | | | | | | | | | | | | | | | | 0.6 | | | 71% | 35% | | | |
| Guadalupe Canyon | 0.0 | 0.0 | 2.5 | 2.5 | 719 | | | 0.1 | | 0.4 | | | | | | | | | | | | | | 2.2 | | | | | 8% | |
| Harvey | 0.0 | 0.0 | 0.1 | 0.1 | 829 | | | | | | | | | | | | 0.1 | | | | | | | | | | | | | |
| Haven | 0.0 | 0.0 | 0.3 | 0.3 | 275 | | | | | | | 0.3 | | | | | | | | | | | | | | | 100% | 100% | | |
| Hickey | 1.3 | 0.0 | 2.8 | 2.8 | 759 | | | | | | 1.9 | | | | | | 0.9 | | | | | | | 0.2 | | 18% | 18% | 25% | | |
| Hillcrest | 0.0 | 0.0 | 0.4 | 0.4 | 329 | | | | | | 0.4 | | | | | | | | | | | | | | | | | | 100% | |
| Hillsdale | 3.1 | 2.6 | 2.4 | 3.9 | 953 | | | | | | | 1.9 | | | | | | | | | | | 2.1 | | | 13% | | 18% | | |
| Hillside | 1.4 | 0.0 | 1.9 | 3.3 | 531 | | | | | 0.7 | 1.2 | | | | | | | | | | | | | 1.1 | 0.5 | | 14% | 46% | | |
| Holly | 0.0 | 1.0 | 0.8 | 1.0 | 713 | | | | | | | | | | | | | | 0.2 | | 0.9 | | | | | | | | 20% | |
| Hopkins | 0.0 | 0.0 | 1.3 | 1.3 | 461 | | | | | | | | | | | | | | 1.3 | | | | | | | | | | | |
| Howard | 0.0 | 0.0 | 1.1 | 1.1 | 536 | | | | 1.1 | | | | | | | | | | | | | | | | | | | 9% | | |
| Hudson | 0.0 | 1.4 | 0.0 | 1.4 | 385 | | | | | | | | | | | | | | 1.4 | | | | | | | | 71% | 43% | | |
| Humboldt | 2.0 | 1.8 | 2.0 | 2.0 | 2,172 | | | | 0.4 | | | | | | | | | | | | | | | 1.7 | | 20% | 85% | 15% | | |
| Huntington | 1.1 | 1.0 | 0.0 | 1.2 | 758 | | | | | | | | | | | | | | | 1.0 | | | | 0.3 | | 28% | 60% | 60% | | |
| Industrial | 1.7 | 0.0 | 2.4 | 2.4 | 881 | | | | | | | | | | | | | | 0.5 | | 2.0 | | | | | | | | | |
| James | 1.2 | 0.0 | 0.0 | 1.2 | 361 | | | | | | | | | | | | | | 1.2 | | | | | | | | | | | |

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | | | | | | | |
|----------------|--|---------------|-------------------|-----------------------------|-----------------------------------|----------|---------|----------|------------|-------|-----------|----------------|-------------|---------------|--------------|------------|----------|---|----------------|--------------|-----------|------------|-----------|---------------------|----------------|----------|-----------|-----------|---------|--------------------------|-----|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas | |
| Jefferson | 1.7 | 1.3 | 1.6 | 1.7 | 942 | | | | | | | | | | | | | | | 1.7 | | | | | | | | | 35% | 24% | |
| Jenevein | 0.8 | 0.0 | 0.0 | 0.8 | 494 | | | | | | | | | | | | | | | | 0.8 | | | | | | | | | 13% | 49% |
| John Daly | 1.8 | 0.0 | 1.9 | 1.9 | 1,152 | | | | | | 1.9 | | | | | | | | | | | | | | | | 32% | 32% | 11% | 32% | |
| Junipero Serra | 2.0 | 1.6 | 5.4 | 5.8 | 935 | | | | | 1.3 | 1.7 | | | | | | | | | | | | | 3.1 | | | | 9% | | 27% | |
| King | 0.0 | 0.0 | 1.3 | 1.3 | 785 | | | | | | 1.3 | | | | | | | 0.0 | | | | | | 0.1 | | | | | | 82% | |
| Kings Mountain | 0.0 | 3.5 | 0.0 | 3.5 | 528 | | | | | | | | | | | | | | | | | | | | 2.1 | 1.7 | | | | | |
| Laurel | 1.5 | 1.0 | 0.0 | 2.5 | 406 | 0.2 | | | | | | | | | | 1.0 | | | | | | | | | | | | 1.5 | | | |
| Lincoln | 0.0 | 0.0 | 0.5 | 0.5 | 668 | | | | | | | | | | | | | | | 0.5 | | | | | | | | | 100% | 76% | |
| Linda Mar | 1.1 | 1.6 | 1.9 | 1.9 | 880 | | | | | | | | | | | | | 1.9 | | | | | | | | | | | | 21% | |
| Linden | 1.6 | 0.0 | 1.8 | 1.8 | 1,195 | | | | | | | | | | | | | | | | 0.1 | | | 1.8 | | | | 83% | 100% | 100% | |
| Lyll | 0.0 | 0.0 | 0.3 | 0.3 | 246 | | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | |
| Magnolia | 1.5 | 0.0 | 0.0 | 1.5 | 454 | | | | 0.3 | | | | | | | 1.3 | | | | | | | | | | | | | 13% | | 47% |
| Main | 0.0 | 0.0 | 2.0 | 2.0 | 451 | | | | | | | | 1.1 | | | | | | | 0.9 | | | | | | | | | 31% | 75% | |
| Maple | 0.7 | 1.1 | 1.2 | 1.9 | 889 | | | | | | | | | | | | | | | 1.2 | | | | 0.7 | | 26% | 16% | 79% | 74% | | |
| Market | 0.8 | 0.0 | 0.0 | 0.8 | 356 | | | | | | 0.8 | | | | | | | | | | | | | | | | | | | 91% | |
| Marsh | 0.0 | 0.0 | 1.3 | 1.3 | 543 | 0.4 | | | | | | | | | 0.7 | | | | | | | | | 0.5 | | | 47% | 47% | 38% | | |
| Menlo | 0.0 | 0.0 | 0.3 | 0.3 | 449 | | | | | | | | | | | 0.3 | | | | | | | | | | | | | | | |
| Metro Center | 0.0 | 0.0 | 0.7 | 0.7 | 361 | | | | | | | 0.7 | | | | | | | | | | | | | | | | | | | |
| Middle | 0.0 | 1.1 | 0.0 | 1.1 | 416 | | | | | | | | | | | 1.1 | | | | | | | | | | | | | | | |
| Middlefield | 2.2 | 2.2 | 3.8 | 3.8 | 2,166 | 1.2 | | | | | | | | | | 0.6 | | | | 1.5 | | | | 1.0 | | 26% | 8% | 39% | 24% | | |
| Millbrae | 1.5 | 0.0 | 1.5 | 1.5 | 878 | | | | | | | | | | | | 1.5 | | | | | | | | | | | 39% | 20% | | |

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | | | | |
|-----------------|--|---------------|-------------------|-----------------------------|-----------------------------------|----------|---------|----------|------------|-------|-----------|----------------|-------------|---------------|--------------|------------|----------|----------|----------------|---|-----------|------------|-----------|---------------------|----------------|----------|-----------|-----------|---------|--------------------------|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas |
| Miller | 1.3 | 0.0 | 1.1 | 1.3 | 682 | | | | | | | | | | | | | | | | | | 1.3 | | | | | 23% | 45% | |
| Mission | 1.9 | 0.0 | 1.9 | 1.9 | 1,062 | | | | | 1.8 | | | | | | | | | | | | | | 0.2 | | | | | 5% | 68% |
| Newbridge | 0.0 | 1.0 | 1.0 | 1.0 | 1,089 | | | | | | 0.4 | | 0.7 | | | | | | | | | | | | | | 70% | 100% | 100% | |
| Norfolk | 0.0 | 1.9 | 0.0 | 1.9 | 384 | | | | | | | | | | | | | | | | | | 1.9 | | | | | | 9% | |
| Oak Grove | 1.1 | 1.2 | 0.0 | 1.2 | 527 | 0.4 | | | | | | | 0.9 | | | | | | | | | | | | | | | | | |
| O'Connor | 0.0 | 0.0 | 0.6 | 0.6 | 319 | | | | | | 0.6 | | | | | | | | | | | | | | | | | 100% | 72% | |
| Old Bayshore | 1.3 | 0.0 | 1.4 | 1.4 | 815 | | | 1.2 | | | | | | | 0.3 | | | | | | | | | | | | 85% | | | |
| Old Canada | 0.0 | 0.0 | 1.1 | 1.1 | 606 | | | | | | | | | | | | | | | | | | 1.1 | | | | | | | |
| Old County | 0.0 | 1.9 | 3.4 | 3.4 | 884 | 1.2 | | | | | | | | | | | | 0.1 | 2.2 | | | | 0.3 | | | | | | | |
| Old Page Mill | 0.0 | 0.0 | 0.5 | 0.5 | 393 | | | | | | | | | | | | | | | | | | 0.5 | | | 100% | | | | |
| Orange | 0.0 | 0.0 | 1.0 | 1.0 | 330 | | | | | | | | | | | | | | | | | | 1.0 | | | 60% | 80% | 70% | | |
| Oyster Point | 0.0 | 0.0 | 1.1 | 1.1 | 482 | | | | | | | | | | | | | | | | | | 1.1 | | | 100% | 100% | 9% | | |
| Palmetto | 0.0 | 0.0 | 2.1 | 2.1 | 635 | | | | | | | | | | | | 2.1 | | | | | | | | | | | | | |
| Park Plaza | 0.4 | 0.0 | 0.0 | 0.4 | 362 | | | | | 0.4 | | | | | | | | | | | | | | | | 100% | 100% | 100% | 100% | |
| Peninsula | 1.0 | 0.0 | 0.0 | 1.0 | 1,101 | | | 0.1 | | | | | | | | | | | | | | | 1.0 | | | | | 10% | | |
| Pescadero Creek | 0.0 | 0.0 | 1.4 | 1.4 | 341 | | | | | | | | | | | | | | | | | | 1.4 | | | 100% | | | | |
| Poplar | 1.4 | 0.0 | 0.9 | 1.4 | 1,361 | | | | | | | | | | | | | | | | | | 1.4 | | | | | 37% | | |
| Portola | 0.0 | 4.2 | 2.4 | 4.2 | 1,277 | | | | | | | | | | 2.4 | | | | | | | | 0.4 | 1.7 | | | | | | |
| Price | 0.0 | 0.0 | 0.8 | 0.8 | 264 | | | | | 0.8 | | | | | | | | | | | | | | 0.1 | | | | | 93% | |
| Pulgas | 1.3 | 0.0 | 1.5 | 1.5 | 862 | | | | | | 1.5 | | | | | | | | | | | | | | | | 13% | 100% | 20% | |
| Railroad | 0.0 | 0.0 | 0.7 | 0.7 | 253 | | | | | | | | | | | | | | | | | | 0.7 | | | 41% | 100% | 100% | | |

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | | | | | | | |
|---------------|--|---------------|-------------------|-----------------------------|-----------------------------------|----------|---------|----------|------------|-------|-----------|----------------|-------------|---------------|--------------|------------|----------|----------|----------------|---|-----------|------------|-----------|---------------------|----------------|----------|-----------|-----------|---------|--------------------------|----|--|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas | | |
| Shell | 1.1 | 0.0 | 0.0 | 1.1 | 641 | | | | | | | 1.1 | | | | | | | | | | | | | | | | | | | | |
| Sierra Point | 0.0 | 0.0 | 1.4 | 1.4 | 352 | | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sister Cities | 0.0 | 0.0 | 0.9 | 0.9 | 570 | | | | | | | | | | | | | | | | | | 0.9 | | | | | | 11% | | | |
| Sneath | 1.0 | 0.0 | 1.3 | 1.8 | 418 | | | | | | | | | | | | | | | 1.8 | | | | | | | | | | | 5% | |
| Southgate | 3.1 | 0.0 | 2.7 | 3.1 | 792 | | | | 0.1 | 3.1 | | | | | | | | | | | | | | | | 10% | 52% | 26% | 61% | | | |
| Spruce | 1.7 | 0.0 | 1.7 | 1.7 | 817 | | | | | | | | | | | | | | | | | | 1.7 | | | | | 60% | 72% | 84% | | |
| Stafford | 0.0 | 0.0 | 0.4 | 0.4 | 11 | | | | | | | | | | | | | | 0.4 | | 0.1 | | | | | | | | | | | |
| Sullivan | 0.5 | 0.0 | 1.3 | 1.3 | 781 | | | | | 1.2 | | | | | | | | | | | | | | 0.2 | | | 100% | 1% | 100% | | | |
| Tilton | 0.8 | 0.8 | 0.0 | 0.8 | 758 | | | | | | | | | | | | | | | | | 0.8 | | | | | 43% | 69% | | | | |
| Valota | 0.0 | 0.0 | 1.2 | 1.2 | 395 | | | | | | | | | | | | | | 1.2 | | | | | | | | | | | | | |
| Veterans | 1.2 | 1.1 | 1.7 | 1.7 | 877 | | | | | | | | | | | | | | | 1.7 | | | | | | 17% | | 17% | | | | |
| Walnut | 0.3 | 0.0 | 0.0 | 0.3 | 235 | | | | | | | | | | | | | | | | | | 0.3 | | | | 25% | 63% | 63% | | | |
| Washington | 0.9 | 0.0 | 0.9 | 0.9 | 758 | | | | | 0.4 | | | | | | | | | | | | | | 0.6 | | | 89% | | 43% | | | |
| Westborough | 1.8 | 0.0 | 2.7 | 2.7 | 1,501 | | | | | | | | | | | | | | | 0.1 | | 2.3 | 1.2 | | | | | | | 64% | | |
| Westmoor | 0.0 | 0.0 | 0.4 | 0.4 | 396 | | | | | 0.4 | | | | | | | | | | | | | | | | | 75% | | 100% | | | |
| Whipple | 0.0 | 0.0 | 1.8 | 1.8 | 1,057 | | | | | | | | | | | | | | 1.8 | | | | | | | | | | | | | |
| Willow | 0.0 | 2.3 | 1.8 | 2.3 | 504 | | | | | | 0.5 | | | 2.1 | | | | | | | | | | | | | 25% | 43% | 43% | | | |
| Winslow | 0.0 | 0.0 | 0.8 | 0.8 | 330 | | | | | | | | | | | | | | 0.8 | | | | | | | | | | | | | |

Table 14: State Highway HIN Segments by Mode, Jurisdiction, and Social Equity Neighborhoods

| Road name | Length (mi) of applicable criterion / location | | | | | | | | | | | | | | | | | | | | | | | Percent of Corridor in Social Equity Area | | | | | | |
|------------------|--|---------------|-------------------|-----------------------------|-----------------------------------|------------|------------|------------|------------|------------|-------------|----------------|-------------|---------------|--------------|-------------|------------|------------|----------------|--------------|-------------|-------------|-------------|---|----------------|------------|-----------|-----------|---------|--------------------------|
| | Pedestrian HIN | Bicyclist HIN | Motor Vehicle HIN | Total HIN Length, Any Modes | Max 1/2 Mile Crash Severity Score | 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 | SOUTH SAN FRANCISCO | UNINCORPORATED | WOODSIDE | USDOT APP | USDOT HDC | MTC EPC | C/CAG Equity Focus Areas |
| Total | 15.2 | 27.1 | 120.1 | 122.6 | | 3.4 | 5.4 | 4.2 | 9.1 | 2.2 | 24.4 | 8.5 | 5.5 | 2.2 | 0.0 | 11.5 | 5.4 | 6.7 | 5.7 | 27.2 | 10.0 | 11.6 | 25.4 | 30.9 | 36.2 | 5.6 | | | | |
| El Camino Real | 10.2 | 9.3 | 23.2 | 23.5 | 2,670 | 1.5 | 1.6 | | 3.0 | 1.2 | | | | | | 1.5 | 1.8 | | | 2.5 | 2.1 | 2.0 | 4.3 | 2.9 | 0.8 | | | 17% | 13% | 18% |
| Golf Course | 0.0 | 0.0 | 0.2 | 0.2 | 246 | | | | | | | | | | | | | | | | | | | 0.2 | | | | | | |
| John Daly | 1.8 | 0.0 | 1.9 | 1.9 | 1,152 | | | | | 1.9 | | | | | | | | | | | | | | | | | 32% | 32% | 11% | 32% |
| La Honda | 0.0 | 1.1 | 13.7 | 14.0 | 1,874 | | | | | | | | | | | | | | | | | | | 10.5 | 3.5 | | 59% | | | |
| Marsh | 0.0 | 0.0 | 1.3 | 1.3 | 543 | 0.4 | | | | | | | | | 0.7 | | | | | | | | | 0.5 | | | 47% | 47% | 38% | |
| Mission | 1.9 | 0.0 | 1.9 | 1.9 | 1,062 | | | | | 1.8 | | | | | | | | | | | | | | 0.2 | | | | 5% | 68% | |
| San Jose | 0.0 | 0.0 | 0.2 | 0.2 | 279 | | | | | 0.2 | | | | | | | | | | | | | | | | | | | 100% | |
| San Mateo | 1.4 | 0.0 | 9.8 | 9.8 | 1,101 | | | | | | | | 1.1 | | | | | | | 1.4 | | 1.2 | 0.6 | 5.6 | | | 10% | 13% | 34% | |
| Skyline | 0.0 | 3.0 | 24.2 | 25.3 | 1,160 | | | | | 7.0 | | | | | | | 2.5 | | | 2.3 | | | 0.6 | 14.8 | 0.5 | | 24% | 6% | 15% | |
| State Highway 1 | 0.0 | 4.2 | 26.7 | 26.7 | 1,511 | | | | | | | | 5.3 | | | | 5.4 | | | | | | | 16.8 | | | 34% | | 16% | |
| State Highway 84 | 0.0 | 0.0 | 2.6 | 2.6 | 658 | | | | | | | | 2.2 | | | | | | | | | | | | 0.4 | | 83% | 83% | 4% | |
| State Highway 92 | 0.0 | 0.0 | 1.8 | 1.8 | 844 | | | | | | | | | | | | | | | | | 0.1 | 1.7 | | | | | | | |
| Tom Lanos Tunnel | 0.0 | 0.0 | 2.2 | 2.2 | 407 | | | | | | | | | | | | | | | | | | | 2.2 | | | | | | |
| University | 0.0 | 2.1 | 1.8 | 2.1 | 2,597 | | | | | | 1.7 | | 0.5 | | | | | | | | | | | | | | 56% | 100% | 100% | |
| Willow | 0.0 | 2.3 | 1.8 | 2.3 | 504 | | | | | | 0.5 | | 2.1 | | | | | | | | | | | | | | 25% | 43% | 43% | |
| Woodside | 0.0 | 5.2 | 6.9 | 7.0 | 1,666 | | | | | | | | | | | | | | 3.1 | | | | 0.5 | 3.6 | 11% | | 23% | 8% | | |

SamTrans Bus Stop Prioritization

The plan development team analyzed bus stop data provided by SamTrans to identify correlation of roadway and intersection risk factors with crash history around high-ridership bus stops. Systemic roadway and intersection characteristics were identified and used to develop a priority list of bus stops for SamTrans. The detailed methodology and results are included in Appendix E. Table 15 presents the priority bus stop locations as they relate to pedestrian and bicycle crash history, equity, and systemic risk factors.

Table 15. Priority Bus Stop Locations for Pedestrian and Bicycle Improvements

| RANK | STOP ID | STOP LOCATION | JURISDICTION | CRASH HISTORY | | | EQUITY | | SYSTEMIC CHARACTERISTICS | | | | TOTAL SCORE (0-1) |
|------|---------|---|---------------------|---|---------|----------|---|--------------------|-----------------------------|----------------------------|----------------|------------------------------|-------------------|
| | | | | Ped & Bike Crash Severity Score (0-432) | Ped HIN | Bike HIN | Ped & Bike Crash History Score (Normalized 0-1) | Equity Score (0-1) | Uncontrolled Location (0-1) | Absence of Sidewalks (0-1) | > 35 MPH (0-1) | Char. Score (Normalized 0-1) | |
| 1 | 351002 | 3745 Bayshore Blvd-Andrys Trailer Park | Brisbane | 165 | 1 | 0 | 0.69 | 1 | 1 | 1 | 1 | 1.00 | 0.89 |
| 2 | 336039 | El Camino Real & Silva Ave | Millbrae | 371 | 1 | 0 | 0.93 | 1 | 1 | 0 | 1 | 0.67 | 0.86 |
| 3 | 344900 | El Camino Real & Dumbarton Ave | North Fair Oaks | 0 | 0 | 1 | 0.50 | 1 | 1 | 1 | 1 | 1.00 | 0.83 |
| 4 | 332221 | Mission St & Evergreen Ave-Daly City | Daly City | 241 | 1 | 0 | 0.79 | 1 | 1 | 0 | 1 | 0.67 | 0.81 |
| 5 | 344658 | Jefferson Ave at Adams St | Redwood City | 224 | 1 | 1 | 0.77 | 1 | 1 | 0 | 1 | 0.67 | 0.80 |
| 6 | 344657 | Jefferson Ave at Adams St | Redwood City | 213 | 1 | 1 | 0.76 | 1 | 1 | 0 | 1 | 0.67 | 0.80 |
| 7 | 344086 | El Camino Real & Lincoln Ave | Redwood City | 202 | 1 | 1 | 0.75 | 1 | 1 | 0 | 1 | 0.67 | 0.80 |
| 8 | 344095 | El Camino Real & Winklebleck St | Redwood City | 11 | 1 | 1 | 0.73 | 1 | 1 | 0 | 1 | 0.67 | 0.79 |
| 9 | 336027 | El Camino Real & Center St-Millbrae | Millbrae | 393 | 1 | 0 | 0.97 | 1 | 0 | 0 | 1 | 0.33 | 0.76 |
| 10 | 336028 | El Camino Real & Center St-Millbrae | Millbrae | 393 | 1 | 0 | 0.97 | 1 | 0 | 0 | 1 | 0.33 | 0.76 |
| 11 | 344203 | Middlefield Rd & Dumbarton Ave | North Fair Oaks | 208 | 1 | 1 | 0.96 | 1 | 1 | 0 | 0 | 0.33 | 0.76 |
| 12 | 344204 | Middlefield Rd & Dumbarton Ave | North Fair Oaks | 208 | 1 | 1 | 0.96 | 1 | 1 | 0 | 0 | 0.33 | 0.76 |
| 13 | 336038 | El Camino Real & Silva Ave | Millbrae | 371 | 1 | 0 | 0.93 | 1 | 0 | 0 | 1 | 0.33 | 0.75 |
| 14 | 334246 | S Spruce Ave & Railroad Ave | South San Francisco | 356 | 1 | 0 | 0.91 | 1 | 0 | 0 | 1 | 0.33 | 0.74 |
| 15 | 332154 | Hillside Blvd & Brunswick St | Daly City | 334 | 1 | 0 | 0.89 | 1 | 1 | 0 | 0 | 0.33 | 0.73 |
| 16 | 332233 | Mission St & Price St | Daly City | 44 | 1 | 0 | 0.55 | 1 | 1 | 0 | 1 | 0.67 | 0.73 |
| 17 | 335612 | Jenevein Ave & El Camino Real | San Bruno | 322 | 1 | 0 | 0.88 | 1 | 0 | 0 | 1 | 0.33 | 0.73 |
| 18 | 332129 | Geneva Ave & Schwerin St | Daly City | 34 | 1 | 0 | 0.54 | 1 | 0 | 1 | 1 | 0.67 | 0.73 |
| 19 | 344448 | Woodside Rd & Bonita Ave | Redwood City | 33 | 0 | 1 | 0.54 | 1 | 1 | 0 | 1 | 0.67 | 0.73 |
| 20 | 344207 | Middlefield Rd & Flynn Ave | Redwood City | 0 | 1 | 1 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.73 |
| 21 | 363602 | Bay Rd & Pulgas Ave | East Palo Alto | 11 | 1 | 0 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.73 |
| 22 | 363605 | Bay Rd & Pulgas Ave | East Palo Alto | 11 | 1 | 0 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.73 |
| 23 | 334078 | El Camino Real & Brentwood Dr | South San Francisco | 6 | 1 | 0 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 24 | 341111 | N Delaware St & Tilton Ave | San Mateo | 11 | 1 | 1 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 25 | 344087 | El Camino Real & Main St | Redwood City | 11 | 1 | 1 | 0.53 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 26 | 351001 | 3800 Bayshore Blvd-Andrys Trailer Park | Brisbane | 165 | 0 | 0 | 0.19 | 1 | 1 | 1 | 1 | 1.00 | 0.72 |
| 27 | 332232 | Mission St & Parkview Ave | Daly City | 17 | 1 | 0 | 0.52 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 28 | 341109 | N Delaware St & E Bellevue Ave | San Mateo | 11 | 1 | 0 | 0.52 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 29 | 334500 | 264 S Airport Blvd-Four Points Sheraton Hotel | South San Francisco | 0 | 1 | 0 | 0.51 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |
| 30 | 363041 | Bay Rd & Oakwood Dr | East Palo Alto | 11 | 1 | 0 | 0.51 | 1 | 1 | 0 | 1 | 0.67 | 0.72 |

IMPLEMENTATION AND MONITORING

A key part of achieving C/CAG's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. C/CAG 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 C/CAG can initiate immediately, and longer-term actions, which may require coordination and additional staff time.

This section identifies recommendations for C/CAG 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 16. Implementation Goals and Measures of Success

| Goal | Measure of Success |
|--|--|
| <ul style="list-style-type: none"> ■ Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities. ■ Partner with local agencies to incorporate roadway safety into all actions. | <ul style="list-style-type: none"> ■ Convene TSAC meetings 2-4 times per year. ■ Number of project locations identified in this plan advanced through project development, reported at the agency level, and aggregated regionally. ■ Annual and three-year total reported crashes, fatal/severe injury crashes, crashes by mode, and crashes by emphasis areas identified. ■ Improved data availability or maintenance to enhance safety analysis and practice. ■ Amount of grant funding money awarded for safety projects. |
| <ul style="list-style-type: none"> ■ Implement context-appropriate safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities. | <ul style="list-style-type: none"> ■ Share of project locations identified in this plan advanced through project development by presence within equity focus areas, reported at the agency level, and aggregated regionally. |
| <ul style="list-style-type: none"> ■ Support agencies in providing opportunities for citizen engagement to identify issues and inform Countywide safety solutions. | <ul style="list-style-type: none"> ■ Implementation of a high-visibility media campaign ■ Percent of school district participation in SRTS and roadway safety education opportunities. ■ Quantification of education campaigns, through number of participants reached, events held, and similar measures. ■ Number or percent C/CAG-funded safety project development activities that include community engagement. ■ Number of engagement touchpoints and number of community member interactions countywide for safety plans or projects. ■ Report-backs from local jurisdictions to the TSAC regarding community engagement, including information about outreach to disadvantaged communities where applicable. |
| <ul style="list-style-type: none"> ■ Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community. | <ul style="list-style-type: none"> ■ Number of trainings conducted regarding Safe System elements, available tools, or practices. |

San Mateo C/CAG Countywide LRSP

Kittelson & Associates, Inc.



City of Half Moon Bay

LOCAL ROADWAY SAFETY PLAN

FINAL DRAFT

MAY 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.

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INTRODUCTION

This chapter serves as a standalone local roadway safety plan (LRSP) for the City of Half Moon Bay. 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 Half Moon Bay has a 2023 population of 11,226 per California Department of Finance. The city has 30 total centerline miles per Caltrans 2022 California Public Road Data. From 2018 through 2022, there were 145 reported crashes on surface streets in the City and 17 fatal/severe injury crashes. In that time period, pedestrians were involved in 9 percent of all reported crashes and 18 percent of fatal/severe injury crashes. Bicyclists were involved in 10 percent of all reported crashes and 12 percent of fatal/severe injury crashes. LRSP provides Safe System-aligned strategies tailored to Half Moon Bay'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 AND GOALS

The City of Half Moon Bay vision for roadway safety is:

- Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2050.

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

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. Embrace the Safe System approach to promote engineering and non-engineering strategies in the community.
3. Monitor implementation of the City of Half Moon Bay LRSP to track progress towards goals.

PLAN DEVELOPMENT

Existing Safety Efforts

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

Table 1. City of Foster City 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 |
| City of Half Moon Bay Bicycle and Pedestrian Master Plan | This plan identifies needs and prioritizes improvements to the City of Half Moon Bay's pedestrian and bicycle facilities and programs. Informed by existing infrastructure and current safety issues, this plan recommends improvements to address current and future bike/ped demand based on current conditions and anticipated infill development. This plan also provides a blueprint for the City to implement a complete bicycle and pedestrian network over time. Finally, the plan provides the City with the necessary tools to apply for a grant funding for implementation. The plan should be revised over time as new conditions and opportunities arise. | Safe Roads, Safe Road Users, Safe Speeds |
| Capital Improvement Project—Neighborhood Traffic Safety Program | This program involves the implementation of a neighborhood traffic-calming and safety program and will provide a source of funding to address neighborhood concerns. | Safe Roads, Safe Road Users, Safe Speeds |

| Program Name | Program Description | Safe System Elements |
|---|--|--|
| Capital Improvement Project—Bicycle and Pedestrian Connectivity and Safety Program | This program is intended to fund bicycle and pedestrian improvements identified in the Bicycle and Pedestrian Master Plan as part of other defined projects. Funds may also be used as a matching source for potential grant opportunities. Examples of elements funded through this program include bike lane striping and regulatory/wayfinding signage. | Safe Roads, Safe Road Users, Safe Speeds |

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 Foster City'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
- Sustainability Department
- San Mateo County Office of Education (SMCOE)
- San Mateo County Transportation Authority (SMCTA)
- California Highway Patrol
- Metropolitan Transportation Commission (MTC)
- Silicon Valley Bicycle Coalition (SVBC)
- Caltrans
- Foster City Police Department

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. Community Engagement Phases and 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 | Phase 1 Pop-up/Tabling Event: Shared crash data analysis; received input on locations and safety concerns | East Palo Alto |
| August 19, 2023 | | 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 | Various |
| | Share the draft plan publicly on the project website, through electronic distribution channels, and with presentations to C/CAG Committees and the Board. | |

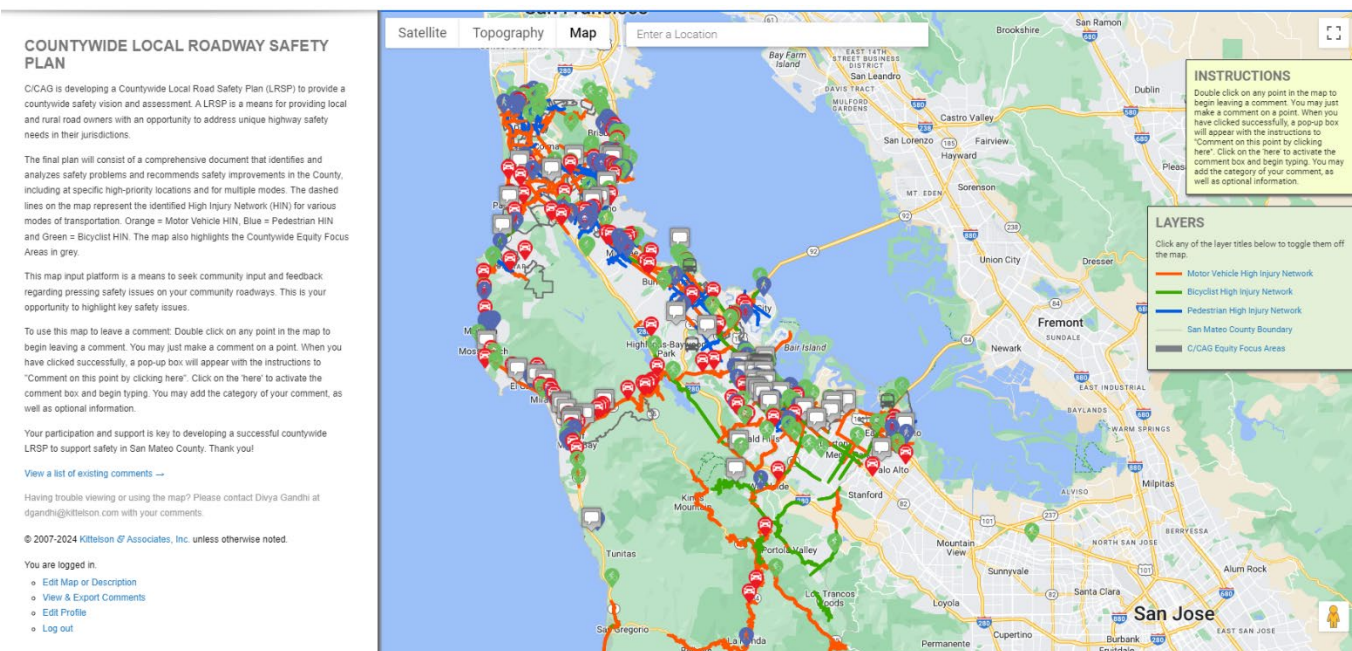
Figure 1. A pop-up event at the Half Moon Bay Farmers Market



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 50). Respondents were able to record location-specific feedback, associate a travel mode, and leave a detailed comment pertaining to a safety concern.

Figure 2. Online Map Survey Tool



Countywide, there were a total of 528 comments recorded by 352 respondents. There were 44 comments made within the City of Foster City in addition to the conversations and feedback recorded at the Phase I event in August. The comments included the following:

Biking Concerns/Requests

- Add new bike infrastructure such as protected bike lanes, separated bike lanes, road diets, bike tunnels, and bike bridges.
- Upgrade or general maintenance concerns of existing bike infrastructure including restriping bike lanes and removing debris along bike paths.
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, vehicle speeds, right of way issues, and turning conflicts at intersections.

Pedestrian Concerns/Requests

- Add new pedestrian infrastructure or upgrade existing infrastructure such as building new and/or continuous sidewalks, widening existing sidewalks, providing pedestrian refuge islands, midblock crossings, and high visibility crosswalks.
- Requests to provide safe crossing paths across highways.
- Signage requests including installing STOP signs at unsignalized intersections, installing rectangular rapid flashing beacons, push buttons for WALK signs and increasing pedestrian walk times and modifying signals to include a leading pedestrian interval (especially at schools).
- Concerns regarding conflicts with motor vehicles including speeding, running STOP signs and conflicts at intersections.
- Pedestrian visibility concerns: street lighting is absent or insufficient.
- Concerns regarding speeding bikes, creating potential conflicts with pedestrians.

Traffic Enforcement Concerns

- Multiple concerns regarding running STOP signs, red lights, and illegal turning movements.
- Concerns regarding speeding observed at multiple locations – requests for traffic calming especially in school zones.

Roadway Infrastructure/ Traffic Operations Concerns

- Primary concerns include traffic congestion, and narrow lanes.
- Concerns regarding maintenance of roadway infrastructure including high friction of the roadway surfaces, potholes, improving visibility at intersections, repairing roadways from storm damage.
- Requests to separate traffic in opposing directions to prevent head-on crashes.
- Requests to improve emergency vehicle access and to make the roadway infrastructure in the city ADA compliant.
- Install street lighting to increase visibility along roadways.

The location and modal emphasis of comments in Half Moon Bay is presented in Figure 51. 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.

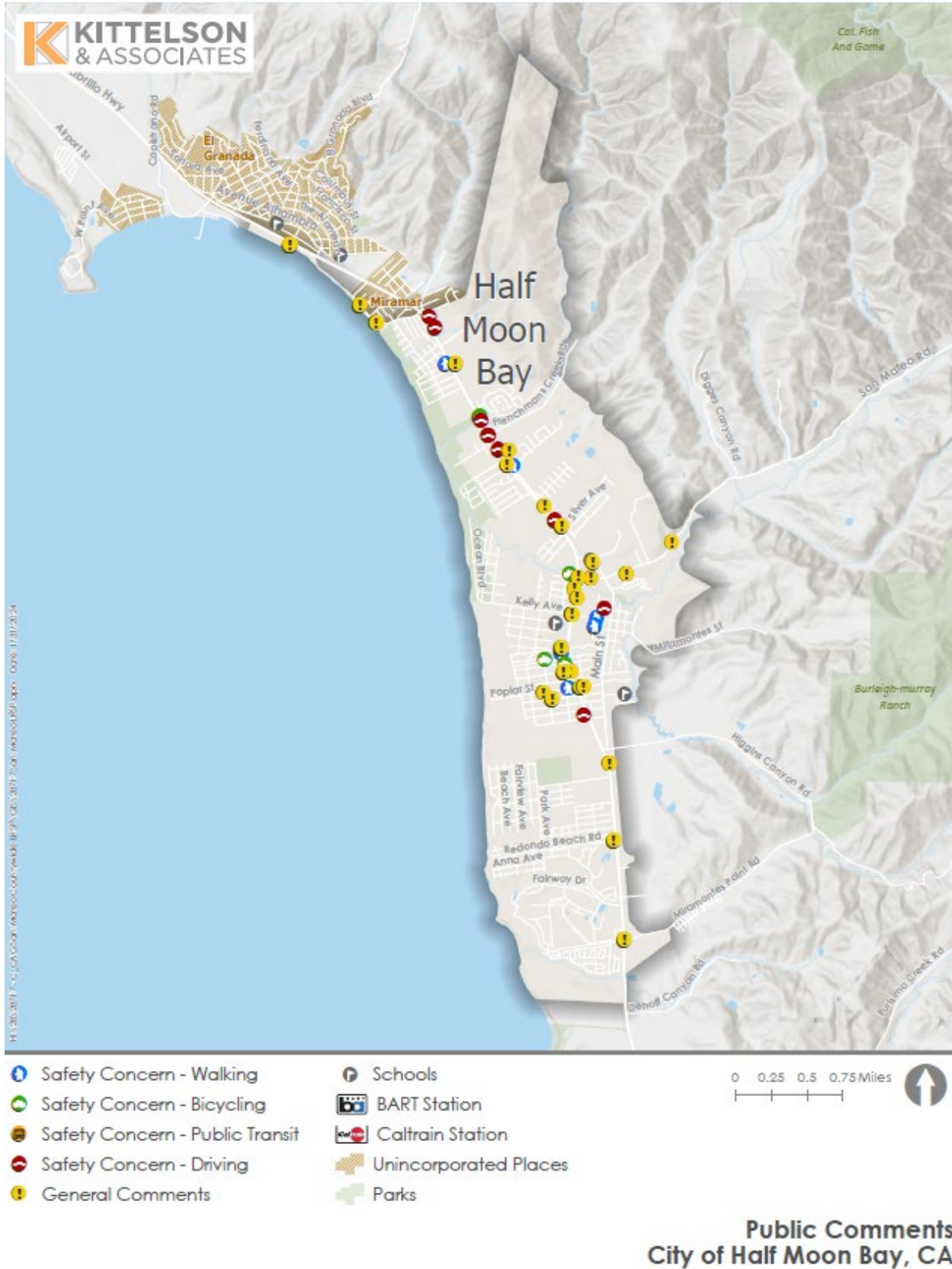
PHASE 2 COMMUNITY ENGAGEMENT FEEDBACK

The project team held an event at the Belmont 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 for locations in the City of Half Moon Bay:

Motor Vehicle Comments

- Concerns about speeding on roadways, specifically between Highway 1 and Main Street
- Desire for improvements to encourage slower speeds

Figure 3. Webmap Comments in Half Moon Bay



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 System¹ (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 Half Moon Bay 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 Half Moon Bay:

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 Half Moon Bay, pedestrians and bicyclists were involved in 18 percent and 12 percent of the 17 reported F/SI crashes—higher than their overall share of all injury crashes (9 percent and 10 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 Half Moon Bay, two of the three fatal/severe injury pedestrian crashes (67 percent) occurred in dark conditions. Among crashes of all modes, 24 percent of fatal/severe injury crashes 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 Half Moon Bay, 8 crashes or 6 percent of all reported injury crashes involve at fault drivers who are under 30 years old.

¹ Transportation Injury Mapping System, <http://tims.berkeley.edu>

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 cited the primary crash factor (27 percent of injury crashes and 23 percent of fatal/severe injury crashes). In Half Moon Bay, “Too fast for conditions” was the top-cited violation among motor vehicle crashes (in 37 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 Half Moon Bay, 13 percent of all reported injury crashes involve impaired driving.

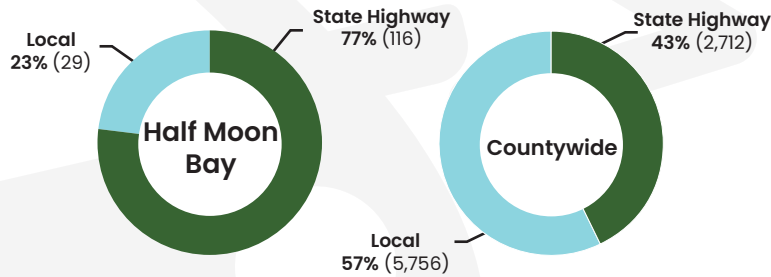
The next pages present summary findings from a crash data review that compares the City of Half Moon Bay to countywide trends in these emphasis areas. It includes summary statistics related to the above-cited emphasis areas but also shows:

- 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 age 30.

Half Moon Bay—Crash History

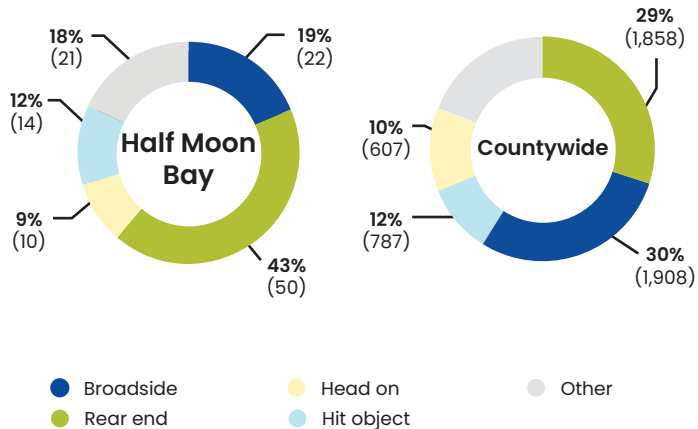
Total Crashes

In Half Moon Bay, 145 fatal and injury crashes were reported on at-grade facilities between 2018 – 2022, where:



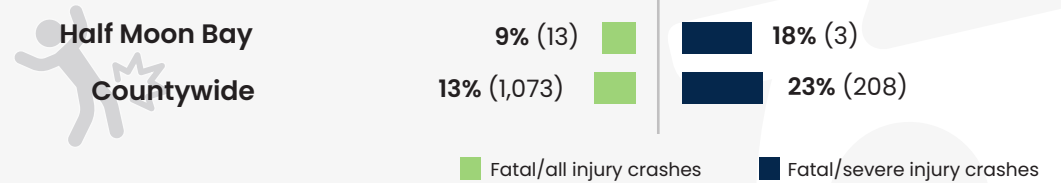
Most Frequent Collision Types

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

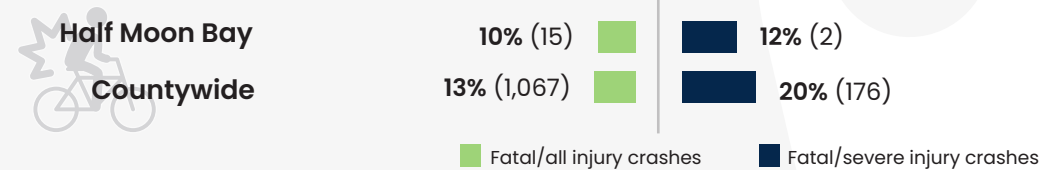


Mode Involvement

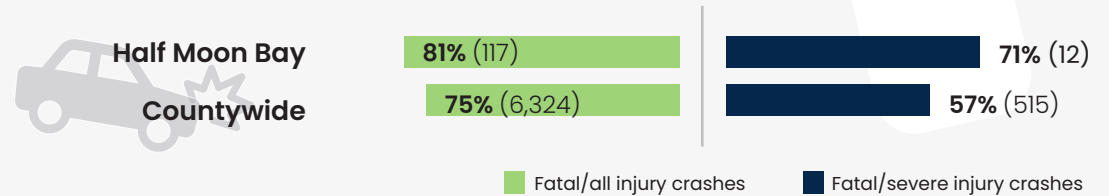
Pedestrian Crashes (8)



Bicycle Crashes (5)



Motor Vehicle¹ Crashes (56)



13% (19)

of reported collisions in Half Moon Bay involved drugs or alcohol



6% (8)

of reported collisions in Half Moon Bay involved young drivers¹

8% (625)

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

5% (472)

Compared to the countywide total, where 5% (472) of reported collisions involved young drivers²

1. Motor crashes include motor vehicles and motorcyclists.

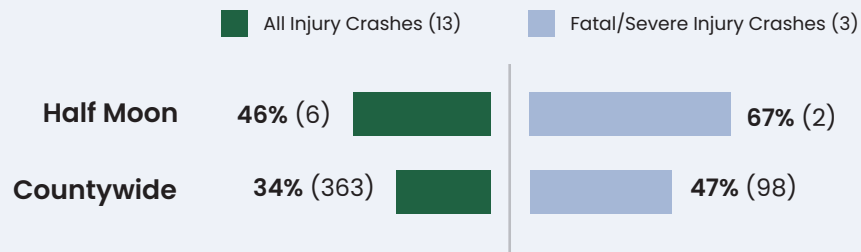
2. Young driver crashes are crashes that involve at fault drivers who are under 30 years old.

Half Moon Bay—Crash History

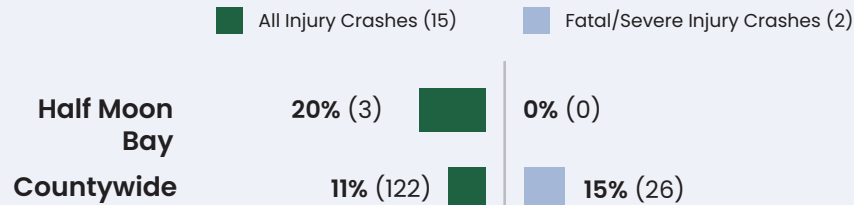
Dark Conditions

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

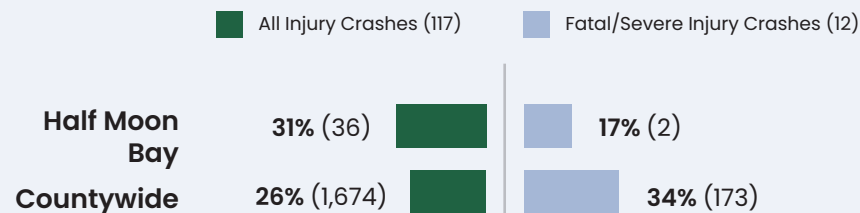
Share of Pedestrian Crashes in Dark Conditions (6)



Share of Bicyclist Crashes in Dark Conditions (3)

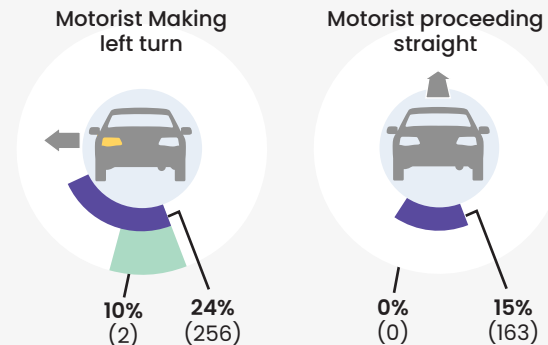


Share of Motor Vehicle Crashes in Dark Conditions (36)

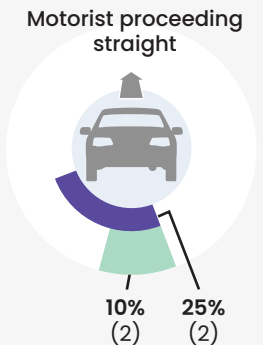


Reported Pedestrian Crashes (3)

Pedestrian Crossing at Intersection

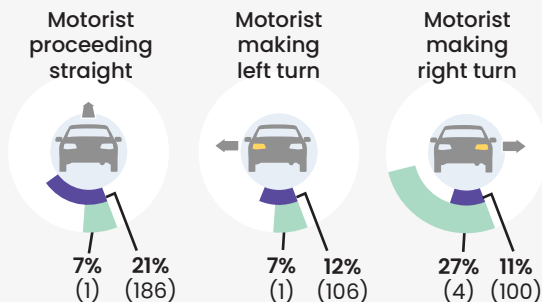


Pedestrian Crossing Not at a Crosswalk

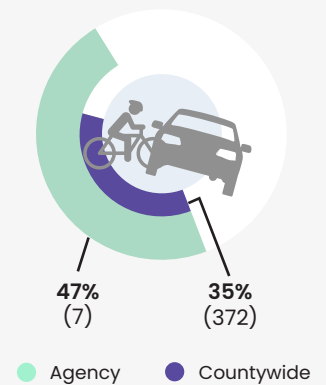


Reported Bicycle Crashes (2)

Bicyclist Proceeding Straight



Perpendicular Bicyclist Crashes





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 Half Moon Bay

| Roadway name | All County Jurisdiction(s) including this HIN Roadway | Total Length, all jurisdictions included (mi) | Motor Vehicle HIN | Bicyclist HIN | Pedestrian HIN |
|--------------|---|---|-------------------|---------------|----------------|
| SR 1 | Half Moon Bay, Pacifica, Unincorporated | 30.4 | X | X | |
| San Mateo Rd | Half Moon Bay, Unincorporated | 6.6 | X | | |
| Main St | Redwood City, Half Moon Bay | 2.0 | X | | |

Figure 4. Countywide HIN within the City of Half Moon Bay



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)

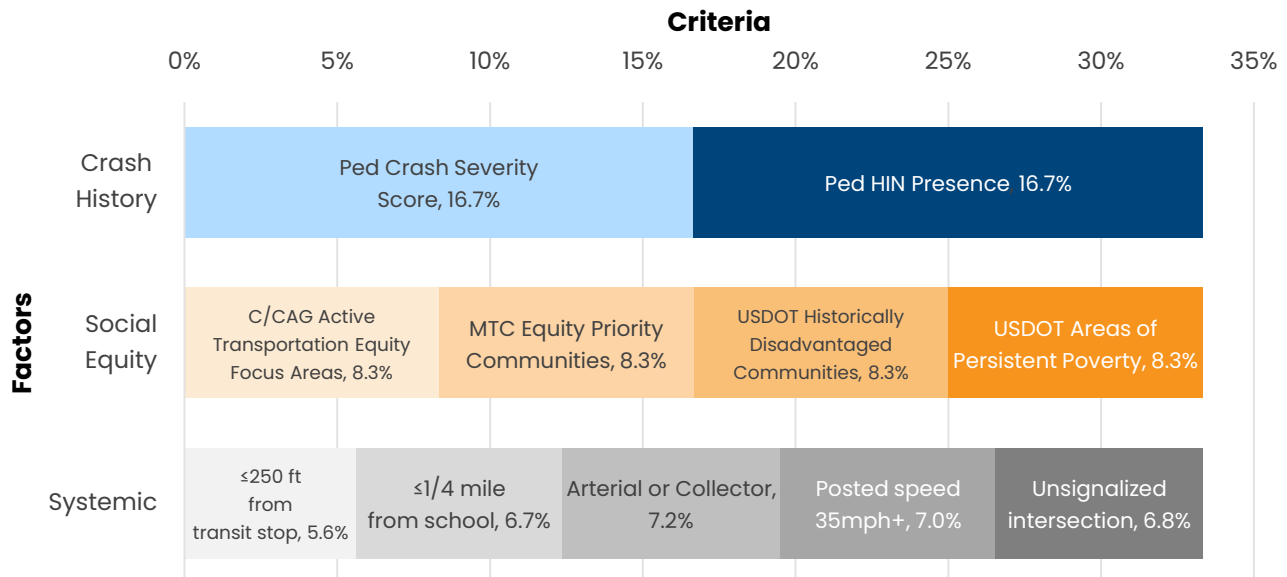


Figure 6. Bicycle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)

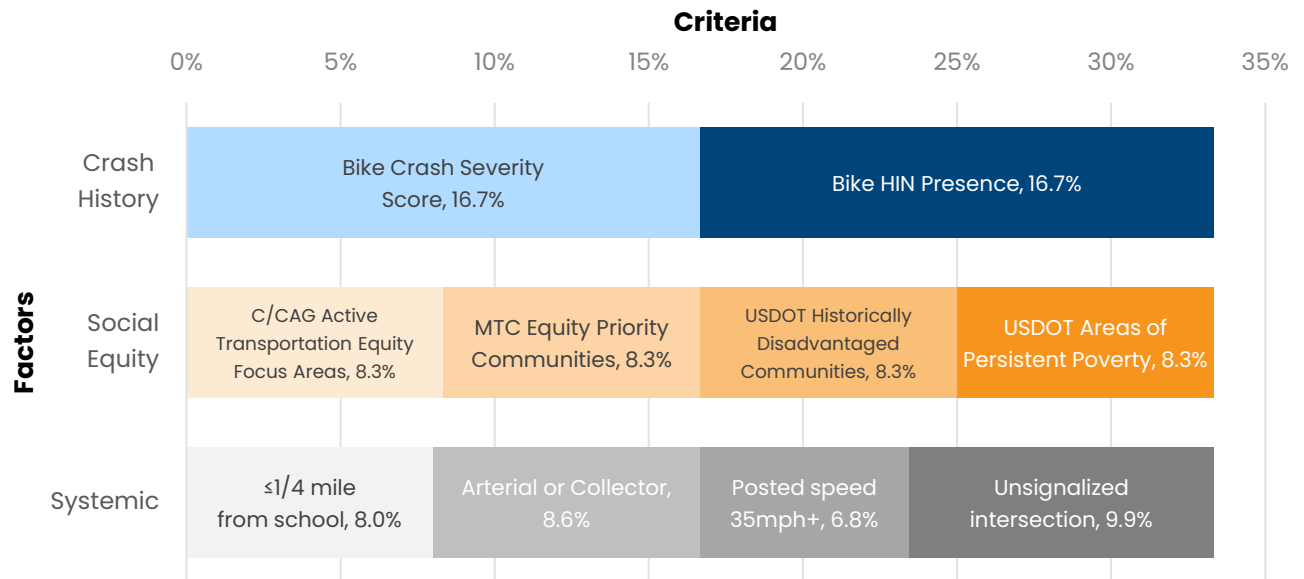
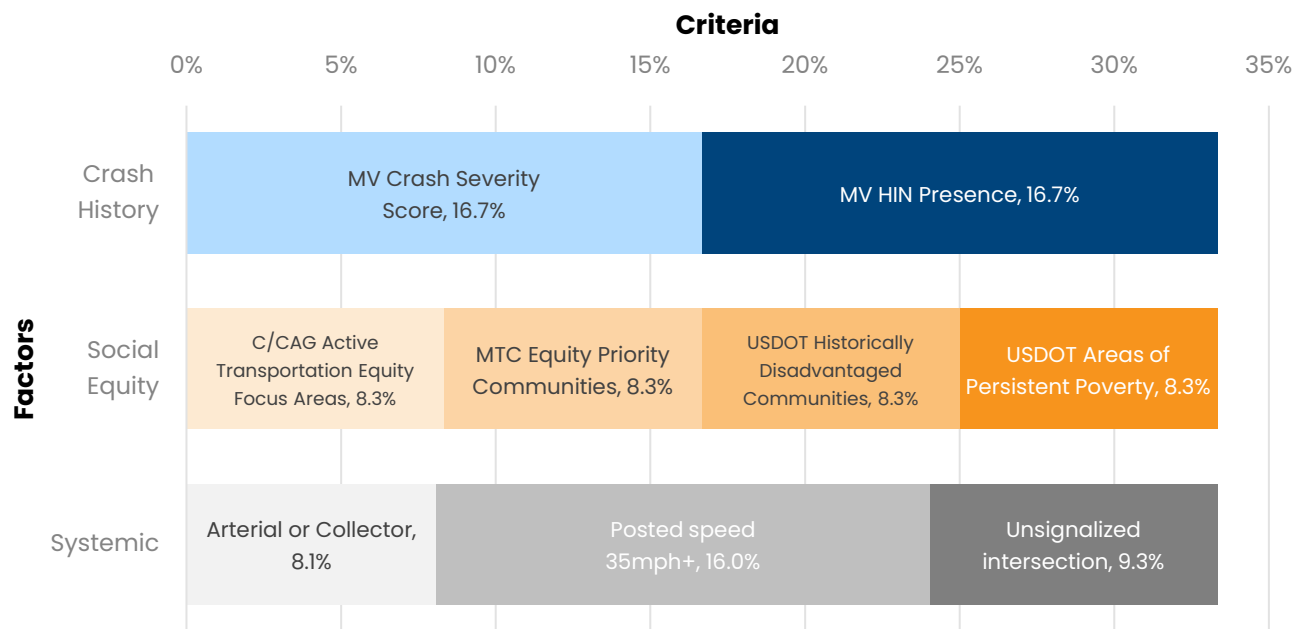


Figure 7. Motor Vehicle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)



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

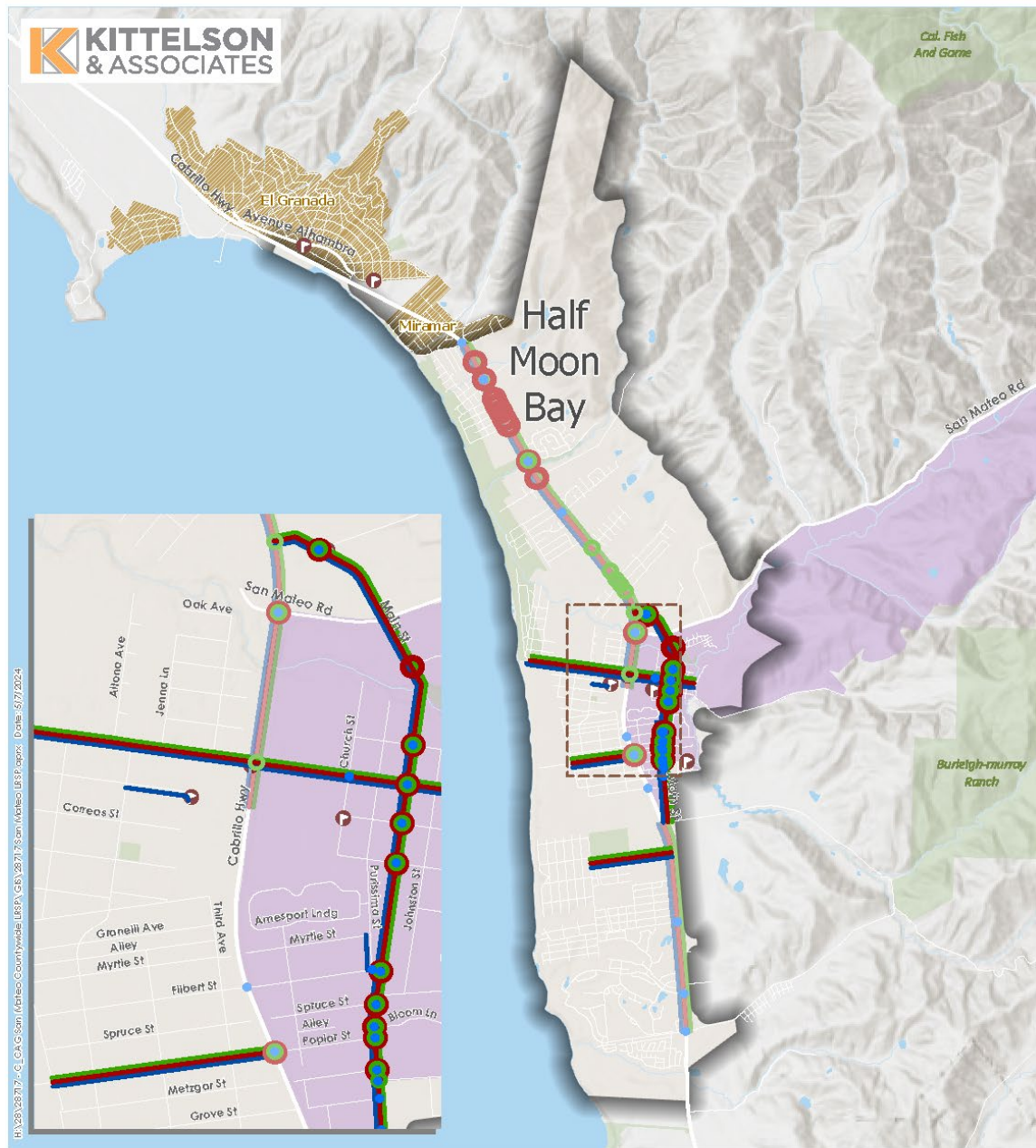
The prioritization resulted in the following top locations. For more details (including the scores of each location), consult Appendix D. Figure 8 also shows the locations.

Table 4. Priority Locations

| ID | Location | Corridor/ Intersection | State Highway? | Motor Vehicle Emphasis | Bicycle Emphasis | Pedestrian Emphasis |
|----|--|---------------------------|-------------------|---------------------------|---------------------|------------------------|
| 1 | Highway 1 and Poplar St | Intersection | Yes | X | X | X |
| 2 | Highway 1 and Ruisseau Francais Ave | Intersection | Yes | X | X | X |
| 3 | Main St and Lewis Foster Dr | Intersection | No | X | X | X |
| 4 | Highway 1 and Miramontes Point Rd | Intersection | Yes | | | X |
| 5 | Highway 1 and Fairway Dr | Intersection | Yes | | | X |
| 6 | Highway 1 and Mirada Rd | Intersection | Yes | | | X |
| 7 | Highway 1 and Redondo Beach | Intersection | Yes | | | X |
| 8 | Highway 1 and Roosevelt Blvd | Intersection | Yes | | | X |
| 9 | Highway 1 and Filbert St | Intersection | Yes | | | X |
| 10 | Highway 1 and Spindrift Way | Intersection | Yes | | | X |
| 11 | Filbert St and Purissima St and Main St | Intersection | No | | | X |

| ID | Location | Corridor/ Intersection | State Highway? | Motor Vehicle Emphasis | Bicycle Emphasis | Pedestrian Emphasis |
|-----------|--|-----------------------------------|---------------------------|-----------------------------------|-----------------------------|--------------------------------|
| 12 | Highway 1 and Seymour St | Intersection | Yes | | | X |
| 13 | Church St and Kelly Ave | Intersection | No | | | X |
| 14 | Highway 1 and Highway 92 | Intersection | Yes | X | X | X |
| 15 | Kelly Ave | Corridor | No | X | X | X |
| 16 | Main St | Corridor | No | X | X | X |
| 17 | Poplar St, from Highway 1 to Railroad Ave | Corridor | No | X | X | X |
| 18 | Highway 1, from Miramontes Point Rd to Main St South | Corridor | Yes | X | X | X |
| 19 | Highway 1, from Main Spindrift Way to Rousseau Francais Ave | Corridor | Yes | X | X | X |
| 20 | Wavecrest Rd, from Highway 1 to the Coastal Trail | Corridor | No | X | X | X |
| 21 | Miramontes Ave, from Alsace Lorraine to east end | Corridor | No | | | X |

Figure 8: Half Moon Bay Priority Locations



Local Priority Locations

- Pedestrian Intersections
- Bicycle Intersections
- ⊙ Motor Vehicle Intersections
- Pedestrian Segments
- Bicycle Segments
- Motor Vehicle Segments

Highway Priority Locations

- Pedestrian Intersections
- Bicycle Intersections
- ⊙ Motor Vehicle Intersections
- Pedestrian Segments
- Bicycle Segments
- Motor Vehicle Segments

- Schools
- C/CAG Equity Focus Areas

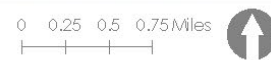


Figure 8

**Priority Intersections and Segments
City of Half Moon Bay, 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 Half Moon Bay. First are engineering recommendations: identified project scopes and 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:

- Kelly Ave E to W City limit. Recommended improvements include:
 - Separated bike lanes

- Midblock pedestrian crossing with enhanced safety features (flashing beacons, curb extensions, advance “yield” lines)
- Dynamic/variable speed warning signs
- Main St N to City limit. Recommended improvements include:
 - Separated bike lanes
 - Pedestrian crossing with enhanced safety features (Rectangular Rapid Flashing Beacon, curb extensions, advance “yield” lines) at Main St/Spruce St
 - Raised pedestrian crossings at three locations
 - 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

This section presents Safe System-aligned engineering recommendations that can create levels of redundancy for traffic safety in the City of Half Moon Bay. 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.

Table 5. City of Half Moon Bay 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 |
| 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 |
| Install flashing beacons as advance warning (SI)* | SI | Rear end, broadside | 0.3 | \$-\$\$ | Medium |
| No right turn on red | SI | Pedestrian crashes, signalized local/arterial intersections | N/A | \$ | Medium |

| Countermeasure Name | Applicable Location(s) ¹ | Crash Types Applicable | Crash Reduction Factor (if Available) | Cost (if available) ² | Systemic Opportunity? |
|--|-------------------------------------|---|---------------------------------------|----------------------------------|-----------------------|
| 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 pedestrian scramble* | SI | Pedestrian crashes, signalized local/arterial intersections | 0.4 | \$ | 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 |
| Upgrade intersection pavement markings* | UI | Turning crashes related to lack of driver awareness | 0.25 | \$ | High |

| Countermeasure Name | Applicable Location(s) ¹ | Crash Types Applicable | Crash Reduction Factor (if Available) | Cost (if available) ² | Systemic Opportunity? |
|--|-------------------------------------|------------------------|---------------------------------------|----------------------------------|-----------------------|
| 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 transverse rumble strips on approaches* | UI | All crashes | 0.2 | \$ | High |
| Install splitter islands on the minor road approaches* | UI | All crashes | 0.4 | \$ | Medium |
| Corridor access management | R | N/A | 0.35 | \$ | Medium |
| Install edgeline 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 | 0.35 | \$-\$\$ | High |
| Install delineators, reflectors, and/or object marker* | R | All crashes | 0.15 | \$ | High |
| 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 |

| Countermeasure Name | Applicable Location(s) ¹ | Crash Types Applicable | Crash Reduction Factor (if Available) | Cost (if available) ² | Systemic Opportunity? |
|---|-------------------------------------|------------------------|---------------------------------------|----------------------------------|-----------------------|
| 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 |
| Curb extensions | UI | All crashes | N/A | \$-\$\$ | Low |
| ADA-compliant directional curb ramps and audible push buttons | SI | Pedestrian | N/A | \$-\$\$ | Low |
| Curb radius reduction | SI, UI | All crashes | N/A | \$\$ | Low |
| Splitter islands | UI, SI | All crashes | N/A | \$\$ | Medium |
| Approach curvature | UI, SI | All crashes | N/A | \$\$\$ | Low |
| 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

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 6. City of Half Moon Bay Policy and Program Recommendations

| Category | Near-Term Recommendations | Long-Term or Ongoing Recommendations |
|--------------------------------------|---------------------------|---|
| Local Culture Shift (LCS) | | LCS2: High-Visibility Media Campaign LCS4: Implement Car-Free Zones |
| Local Enforcement Coordination (LEC) | | LEC2: Speed Monitoring Awareness Radar Trailer |
| Local Funding (LF) | LF1: Dedicated Funding | 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 Review LPE2: Plan Update LPE3: Safety and Equity Impacts Evaluation LPE4: Safe Routes to School LPE8: Speed Limits/Speed Management Plan |

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 Half Moon Bay Public Works

LF1: Dedicated Funding

Propose ongoing, dedicated funding and staffing for implementation and monitoring of the safety plan, including presiding over the TSAC. This role may be fulfilled by a partial FTE or through staff augmentation.

Lead agency: City of Half Moon Bay Public Works

LONG-TERM OR ONGOING ACTIONS

LCS2: High-Visibility Media Campaign

Coordinate with County Public Health and the San Matteo County Sheriff's Office 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, Sustainability Department, SMCOE, City of Half Moon Bay 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 Half Moon Bay Public Works

LEC2: Speed Monitoring Awareness Trailer

Coordinate with the San Matteo County Sheriff's Office 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: County Sheriff's Office

Coordinating partners: City of Half Moon Bay 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 Half Moon Bay 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 Half Moon Bay 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, Sustainability Department, 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 Half Moon Bay 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 Half Moon Bay 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 Half Moon Bay Public Works

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 Half Moon Bay 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 Half Moon Bay 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 Half Moon Bay 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 Half Moon Bay Public Works

LPE8: Speed Limits/Speed Management Plan

Per California Assembly Bill 43 (passed in 2021), identify business activity districts, safety corridors, and in areas with high ped/bike activities to implement reduced speeds.

To the extent possible, complement the speed reduction with design treatments like those identified in this plan to effect reduced speeds by the desired amount.

Lead agency: City of Half Moon Bay Public Works

IMPLEMENTATION & MONITORING

A key part of achieving Half Moon Bay's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The City of Half Moon Bay 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 Half Moon Bay can initiate immediately, and longer-term actions, which may require coordination and additional staff time.

This section identifies recommendations for Half Moon Bay 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 7. City of Half Moon Bay Goals and Measures of Success

| GOAL | MEASURE OF SUCCESS |
|--|---|
| 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. | <ul style="list-style-type: none"> • 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 |
| 2. Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community. | <ul style="list-style-type: none"> • 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 |
| 3. Monitor implementation of the Half Moon Bay LRSP to track progress towards goals. | <ul style="list-style-type: none"> • See above in this table |

City of Half Moon Bay

San Mateo C/CAG Countywide LRSP

BUSINESS OF THE COUNCIL OF THE CITY OF HALF MOON BAY

AGENDA REPORT

For meeting of: **August 20, 2024**

TO: Honorable Mayor and City Council

VIA: Matthew Chidester, City Manager

FROM: John Doughty, Assistant City Manager
Ocoee Wilson, Associate Planner

TITLE: STONE PINE COVE—BIOLOGICAL MONITORING

RECOMMENDATION:

Adopt a resolution authorizing the City Manager to execute Amendment No. 1 to the Professional Services Agreement with SWCA Environmental Consultants in the total amount of \$205,652.31 to provide biological monitoring during construction activities at the Stone Pine Cove Affordable Housing Project located on a portion of 880 Stone Pine Road.

FISCAL IMPACT:

Funding for the proposed work is available through State grant funds made available to the City specifically for the Stone Pine Cove affordable housing project and will have no impact on the City's General Fund.

STRATEGIC ELEMENT:

This action supports the *Healthy Communities and Public Safety, and Inclusive Governance* Elements of the Strategic Plan.

BACKGROUND:

On December 11, 2023, the Half Moon Bay Community Development Director issued an Emergency Coastal Development Permit (PDP-23-090) jointly to the County of San Mateo and the City of Half Moon Bay. The Emergency Coastal Development Permit (ECDP) conditionally permits the development of a new neighborhood (presently referred to as "Stone Pine Cove") comprised of manufactured homes for low-income households located at 880 Stone Pine Road. The neighborhood includes a total of 47 manufactured homes with 46 designated for purchase by low and lower-income farmworker households and one additional unit for an on-site manager along with associated neighborhood infrastructure (e.g., access drives and utilities). Site amenities include public open space, two shared parking areas, and landscaping. The project includes the development of 28 units under the Joe Serna Farmworker Grant Program which will be made available to qualified (very low-income) farmworkers, including the households displaced by the January 23, 2023, shooting incident.

The emergency farmworker housing development was deemed to be statutorily exempt pursuant to CEQA Statute Section 21080(b)(4) and CEQA Guidelines Section 15269 in that it consists of specific actions necessary to prevent or mitigate an emergency. The existing mitigation measures were applied to the Stone Pine Cove project as well as other standard conditions that address environmental conditions including protection of Pilarcitos Creek and reduce potential impacts to neighboring properties (e.g. hours of operation and other noise and dust control measures).

SWCA Environmental Consultants previously oversaw the preparation of the Initial Study/Mitigated Negative Declaration and related special studies (including biological and cultural resources) associated with the City Corporation Yard project and the 880 Stone Pine Road property as a whole. SWCA also provided environmental monitoring during construction of that project. SWCA is currently preparing the IS/MND for the Stone Pine Cove project.

On April 1, 2024, the City Manager executed a Professional Services Agreement with SWCA to provide biological monitoring services for the Stone Pine Cove project construction. SWCA staff have been on-site monitoring activities since commencement of construction on May 23rd.

DISCUSSION:

The City and County worked with SWCA to develop a scope of work and cost proposal which we both felt would be adequate. Over the course of the project construction, it has become obvious that additional biological monitoring and project oversight is necessary given the contractor, the number of subcontractors working on the site, and proximity to Environmentally Sensitive Habitat (ESHA), etc.

Recently, SWCA observed two California red-legged frog, a listed species, trapped in a remnant underground vault (from former nursery operation) on the edge of the project site. SWCA has reached out to California Department of Fish and Wildlife (CDFW) for guidance and is now authorized to relocate the frogs to the Pilarcitos Creek. The work is required to be completed by a biologist certified for a 10(a)1(A) recovery permit. In the meantime, SWCA has been providing additional oversight and working with the contractor on a program allowing hand work near the CRLF to protect the frogs and to protect the City/County from a claim for a taking of a listed species. The scope of work includes the cost of relocation under federal permit.

The purpose of the requested Amendment No. 1 to the Professional Services Agreement with SWCA is to modify the scope of services to reflect current and anticipated needs to finish construction. The scope includes optional (additional) on-site monitoring which may or may not be necessary. Staff is recommending including the additional monitoring time but will only authorize the work only if necessary. The total cost of services is increasing to a maximum of \$205,652.31 which includes 300 plus hours of on-site monitoring and oversight and the relocation of two California red-legged frogs under 10(a)1(A) permit.

ATTACHMENTS:

1. Resolution

RESOLUTION NO. C-2024-

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HALF MOON BAY
AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO 1 TO THE PROFESSIONAL
SERVICES AGREEMENT WITH SWCA, INC, IN THE TOTAL AMOUNT OF \$205,652.31, FOR
BIOLOGICAL MONITORING AND RELATED SERVICES FOR THE STONE PINE COVE AFFORDABLE
HOUSING PROJECT ON A PORTION OF 880 STONE PINE ROAD**

WHEREAS, on January 23, 2023, a horrific shooting incident occurred on two farms located in and adjacent to the City limits; and

WHEREAS, nineteen households were displaced as a result of the incident. These households have and will continue to be temporarily housed pending completion of new affordable housing; and

WHEREAS, soon after the shooting incident, the City and County began discussions on possible locations for permanent affordable farmworker housing to assist those families displaced; and

WHEREAS, on December 4, 2023, a joint application was filed by the County of San Mateo and the City of Half Moon Bay seeking approval of an Emergency Coastal Development Permit (ECDP) for the Stone Pine Cove affordable housing project located on approximately 5 acres of land owned by the City; and

WHEREAS, on December 11, 2023, the Community Development Director issued an Emergency Coastal Development Permit for 47 affordable single-family manufactured homes including 1 designated for in-site manager (referred to as Stone Pine Cove); and

WHEREAS, on May 2, 2024, the City entered into a Professional Services Agreement with SWCA, Inc. for biological monitoring during construction of Stone Pine Cove in the amount of \$29,924; and

WHEREAS, on May 23, 2024, construction commenced on-site;

WHEREAS, SWCA has been providing biological monitoring services for Stone Pine Cove since commencement of construction; and

WHEREAS, based on the complexity of the project combined with the unpredictability of wildlife, there is a need for a substantial change in scope of services and increase in costs.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Half Moon Bay hereby authorizes the City Manager to execute Amendment No. 1 to the Professional Services

Agreement with SWCA, Inc., for biological monitoring at Stone Pine Cove in the maximum total amount of \$205,562.31.

I, the undersigned, hereby certify that the foregoing Resolution was duly passed and adopted on the 20th day of August 2024, by the City Council of Half Moon Bay by the following vote:

Ayes, Councilmembers: _____
Noes, Councilmembers: _____
Absent, Councilmembers: _____
Abstain, Councilmembers: _____

ATTEST:

APPROVED:

Jessica Blair, City Clerk

Joaquin Jimenez, Mayor



July 15, 2024

The Honorable David Alvarez
California State Assembly
1021 O Street, Room 5320
Sacramento, CA 95814

RE: AB 2560 (Alvarez): Density Bonus Law: California Coastal Act of 1976 Coastal City of Half Moon Bay – Notice of Opposition

Dear Assembly Member Alvarez,

On behalf of the City of Half Moon Bay, I write to express our regretful opposition to your AB 2560 which proposes amendments to the Density Bonus Law (DBL) as it pertains to the California Coastal Act of 1976. Current amendments present a significant shift in housing oversight and state authority that are extremely problematic for local governments. We recognize that these amendments were proposed by the Senate Natural Resources Committee and may not be entirely reflective of your intentions with this measure.

AB 2560 proposes to eliminate Section 30500.1 from the Public Resources Code, a provision that has been part of Coastal Act law since the 1980s and stipulates that "No local coastal program shall be required to include housing policies and programs." The removal of this provision could have extensive implications. The original intent of this language was to limit the Commission's authority from mandating the inclusion of housing policies and conditions in the LCP process. Without this safeguard, the Commission may gain additional authority to impose various housing conditions outside the scope of the DBL. This could include requiring new housing projects to adhere to additional inclusionary zoning percentages beyond those already established by local jurisdictions.

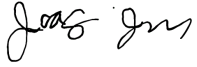
Additionally, the latest amendments set a deadline on July 1, 2026, for all local governments within the coastal zone to submit an amendment to their LCP certification and that it is comprehensively updated to incorporate the applicable provisions of DBL. Requiring all coastal cities and counties to update their LCPs by July 1, 2026, is an unfunded mandate that will inundate the Commission and delay the certification of LCPs to move forward with affordable housing projects that incorporate Density Bonus Law. LCP amendments are costly and time-consuming, for example, each amendment can range anywhere from several hundred thousand dollars to over a million dollars of local government staff time, local resources, and support.

While the City supports the goal of increasing affordable housing, we believe that the current

amendments to AB 2560 create an extremely challenging situation, entangling local governments in planning approvals and hindering the actual development of affordable housing in the coastal zone.

For these reasons, the City of Half Moon Bay respectfully opposes AB 2560.

Sincerely,



Joaquin Jimenez
Mayor
City of Half Moon Bay

cc: Senator Josh Becker
Assembly Member Marc Berman