



City of San Carlos

LOCAL ROADWAY SAFETY PLAN

FINAL DRAFT

MAY 2024

ACKNOWLEDGMENTS

C/CAG Project Management Team

Jeff Lacap

Eva Gaye

Advisory Group Members

LOCAL JURISDICTION REPRESENTATIVES

Robert Ovadia, Town of Atherton

Matt Hoang, City of Belmont

Tracy Scramaglia, City of Belmont

Karen Kinser, City of Brisbane

Tomas Santoyo, City of Brisbane

Andrew Wong, City of Burlingame

Abdulkader Hashem, Town of Colma

Richard Chiu, Jr., City of Daly City

Irene Chiu, City of East Palo Alto

Humza Javed, City of East Palo Alto

Anwar Mirza, City of East Palo Alto

Justin Lai, City of Foster City

Francine Magno, City of Foster City

Amy Zhou, City of Foster City

Maz Bozorginia, City of Half Moon Bay

Jonathan Woo, City of Half Moon Bay

Paul Willis, Town of Hillsborough

Matthew Hui, City of Menlo Park

Sam Bautista, City of Millbrae

Lisa Peterson, City of Pacifica

Howard Young, Town of Portola Valley

Malahat Owrang, City of Redwood City

Hae Won, City of San Bruno

Harry Yip, City of San Bruno

Hanieh Houshmandi, City of San Carlos

Steven Machida, City of San Carlos

Bethany Lopez, City of San Mateo

Azalea Mitch, City of San Mateo

Jeff Chou, City of South San Francisco

Matthew Ruble, City of South San Francisco

Yazdan Emrani, Town of Woodside

Sindhi Mekala, Town of Woodside

Diana Shu, County of San Mateo

PARTNER AGENCY REPRESENTATIVES

Mackenzie Crouch, California Highway Patrol

Greg Currey, Caltrans

Joel Slavit, County of San Mateo Sustainability
Department

Bryan Redmond, Metropolitan Transportation
Commission

Jessica Manzi, SamTrans

Theresa Vallez-Kelly, San Mateo County Office of
Education

Liz Sanchez, San Mateo County Health

Anthony Montes, Silicon Valley Bicycle Commission

Consultant Team

KITTELSON & ASSOCIATES, INC.

Mike Alston

Matt Braughton

Laurence Lewis

Grace Carsky

Michael Ruiz-Leon

Doreen Gui

SAFE STREETS RESEARCH & CONSULTING

Rebecca Sanders

Brian Almdale

CIRCLEPOINT

Stacey Miller

Ivy Morrison

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 San Carlos. 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 San Mateo City and County Association of Governments (C/CAG) will revisit and update this LRSP at least every five years.

The City of San Carlos has a 2023 population of 29,496 per California Department of Finance. The city has 89 total centerline miles per Caltrans 2022 California Public Road Data. From 2018 through 2022, there were 281 reported crashes on surface streets in the City and 32 fatal/severe injury crashes. In that time period, pedestrians were involved in 14 percent of all reported crashes and 28 percent of all fatal/severe injury crashes. Bicyclists were involved in 14 percent of all reported crashes and 13 percent of all fatal/severe injury crashes. The LRSP provides Safe System-aligned strategies tailored to San Carlos'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 C/CAG Board and San Carlos City Council adoption and affirmation of the plan's vision and goals in 2024, this plan will be posted online by the City for public viewing.

VISION & GOALS

The City of San Carlos's vision for roadway safety is:

- Eliminate all traffic fatalities and reduce the number of non-fatal crashes by 50 percent by 2050.
- Promote a culture of roadway safety in San Carlos's departments, businesses, and residents.

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. Implement safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities.
3. Promote plan recommendations with identified safety partners to incorporate roadway safety through safety projects and educational campaigns in San Carlos.
4. Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
5. Embrace the Safe System approach to promote engineering and non-engineering strategies in the community.
6. Identify opportunities to incorporate social equity into safety improvements.
7. Monitor implementation of the San Carlos LRSP to track progress towards goals.

PLAN DEVELOPMENT

Existing Safety Efforts

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

Table 1. City of San Carlos 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. The City's audits are included on its Bicycle and Pedestrian Master Plan website .	Safe Roads Safe Speeds Safe Road Users
Bicycle and Pedestrian Master Plan	The 2020 Bicycle and Pedestrian Master Plan establishes a long-term vision for improving walking and bicycling in San Carlos and provides a strategy to develop a comprehensive bicycling and	

Program Name	Program Description	Safe System Elements
2017 Neighborhood Traffic Management Program (NTMP)	<p>walking network that provides access to transit, schools, and downtown.</p> <p>The City's 2017 NTMP helps the City achieve an efficient multi-modal transportation system and maintain safe streets by providing a process for identifying traffic-calming and speed reduction measures to reduce speeds, improve pedestrian safety, reduce cut-through traffic, and reduce collisions and noise and air pollution.</p>	

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 San Carlos'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:



Figure 1. A Phase 1 pop-up event held at the San Carlos Block Party.

- 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
- San Mateo County Sheriff's Office

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

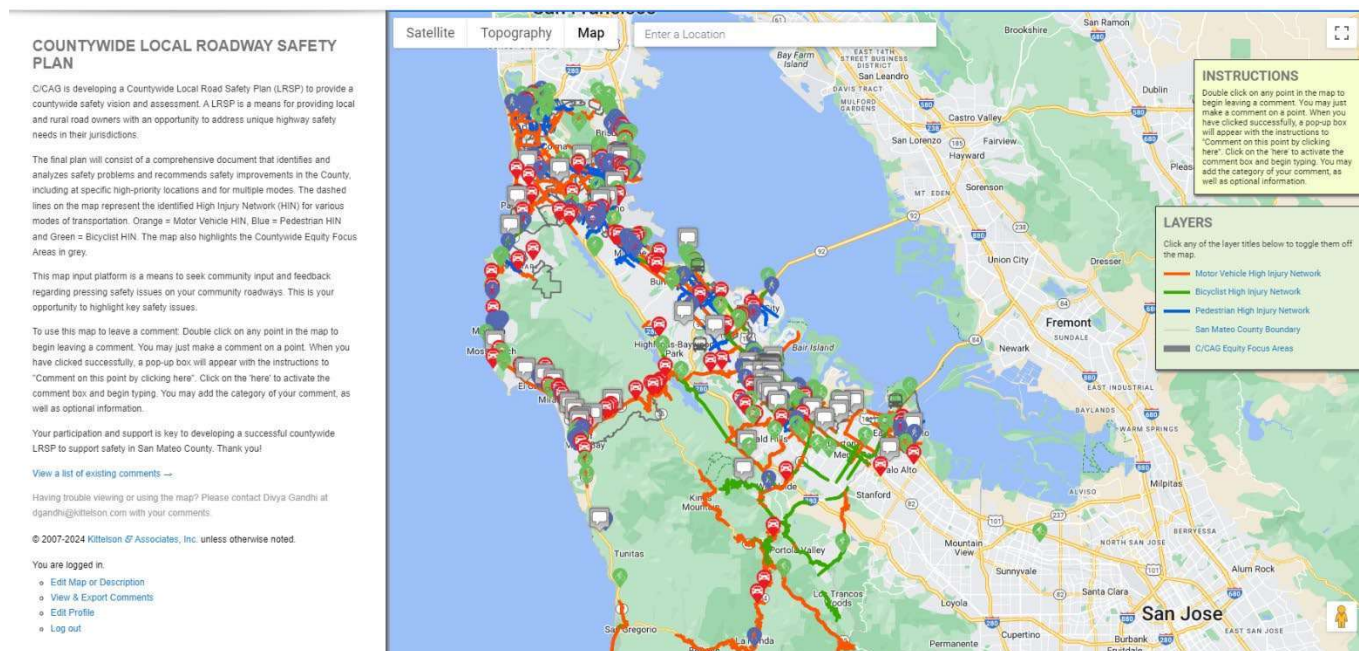
Various

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

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. There were 69 comments made within the City of San Carlos in addition to the conversations and feedback recorded at the Phase 1 event in August. The comments received are provided in Appendix A. The comments included the following:

COMMUNITY ENGAGEMENT FEEDBACK**Biking Concerns/Requests**

- Add new bike infrastructure such as protected bike lanes, separated bike lanes, road diets and bike paths on overpasses/underpasses.
- Requests for maintenance of existing bike infrastructure such as repaving bike lanes.
- Requests for a more connected bike network.
- Concerns regarding conflicts with motor vehicles including high traffic volumes and congestion, vehicle speeds, right of way issues, and turning conflicts at intersections.
- 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, raised pedestrian crossing, pedestrian refuge islands, and high visibility crosswalks.
- Support for additional pedestrian signals and signage to enhance pedestrian safety.
- Concerns regarding conflicts with motor vehicles including right of way issues, speeding, and running STOP signs.
- Concerns regarding curb ramps being insufficient for wheelchair or other mobility challenged roadway users.

Traffic Enforcement Concerns

- Multiple concerns regarding running STOP signs.
- Concerns regarding speeding observed at multiple locations.
- Concerns regarding illegal parking along roadways and on sidewalks.

Roadway Infrastructure/ Traffic Operations Concerns

- Concerns regarding narrow lanes and steep slopes in the city.
- Support for additional signals and signs to reduce vehicle conflict points at intersections.
- Requests to convert two-way streets to one-way streets.
- Clear sight triangles to improve visibility on intersection approaches.
- Request to provide more parking downtown.

The location and modal emphasis of comments in San Carlos is presented in Figure 70. 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. During the Belmont Farmers' Market outreach, community members shared feedback on locations specific to San Carlos. The following themes were identified for locations in the City of San Carlos:

General Comments

- Concerns that some roadways are too narrow for traveling
- Concerns that some three- or four-way intersections are confusing to navigate

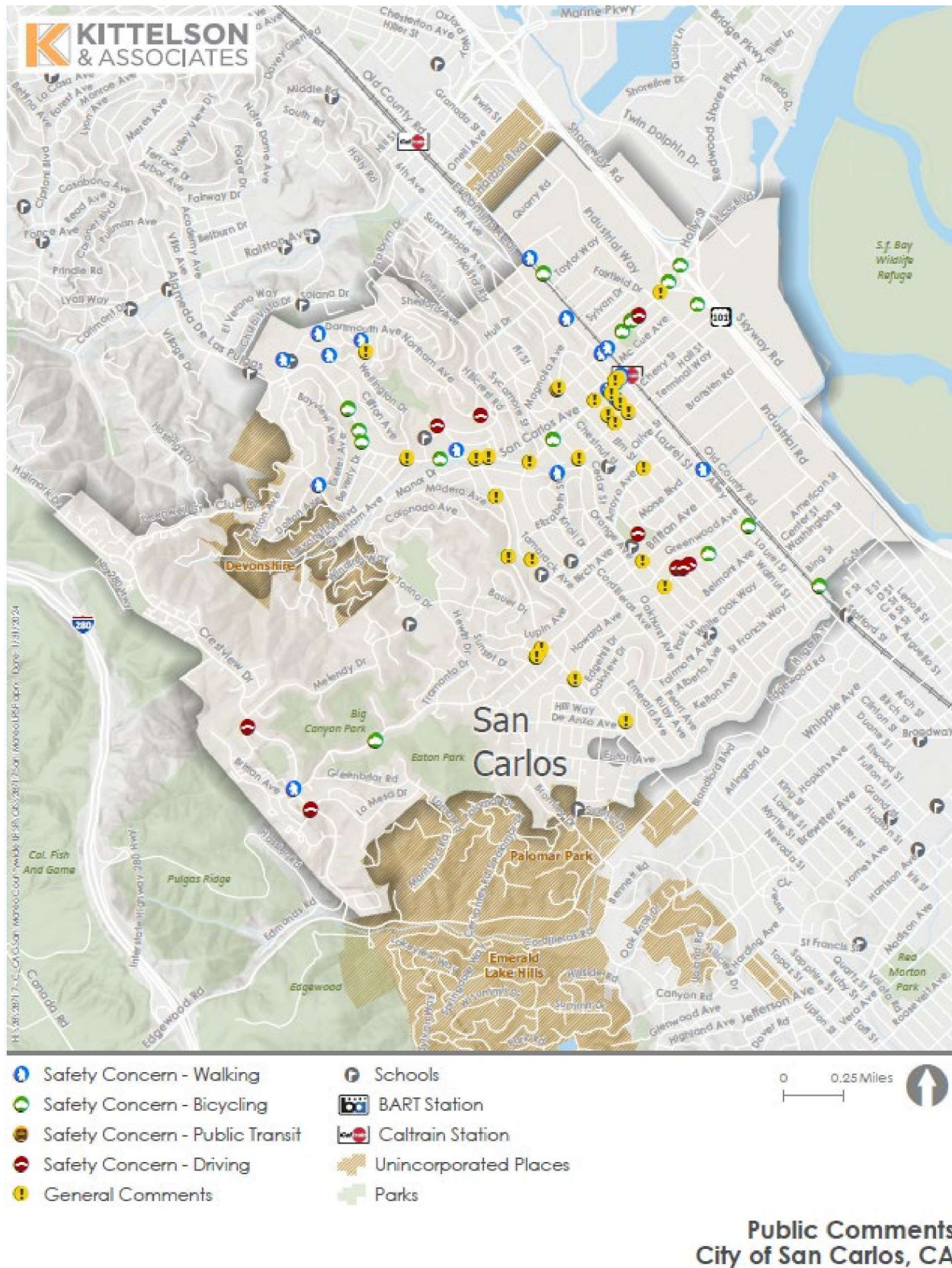
Bicycle Comments

- Desire for separated bike lanes, specifically on hilly street like Brittan Avenue

Motor Vehicle Comments

- Concerns about congestion on roadways that connect to highways, such as Windsor Drive
- Concerns about speeding on roadways, such as Industrial Road

Figure 3. Webmap Comments in San Carlos



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 freeway 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. Near-miss data could serve as a good surrogate measure for safety but are very difficult to accurately define and record systematically. 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.² 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 B.

Emphasis Areas

The project team analyzed crash data in San Carlos 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 San Carlos:

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 San Carlos, pedestrians and bicyclists were involved in 28 percent and 13 percent of the 32 reported F/SI crashes. The pedestrian share is higher than their overall share of all injury crashes (14 percent).
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 San Carlos, 28 percent of the two 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.

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

² 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>

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 San Carlos, 21 crashes or 7 percent of all reported injury crashes involve at fault drivers who are under 30 years old.
5. **Motor vehicle speed related roadway segment crashes.** Countywide, motor vehicle crashes were more severe along roadway segments than at any other location type; unsafe speed was the most commonly cited the primary crash factor (27 percent of injury crashes and 23 percent of fatal/severe injury crashes). In San Carlos, “Too fast for conditions” was the top-cited violation among motor vehicle crashes (in 30 percent of injury crashes).
6. **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 San Carlos, 7percent of all reported injury crashes involve impaired driving.

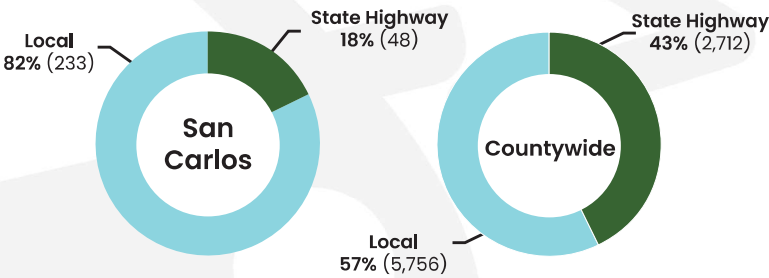
The next pages present summary findings from a crash data review that compares the City of San Carlos to countywide trends in these emphasis areas. It includes summary statistics related to the above-cited emphasis areas but also shows:

- 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.

San Carlos—Crash History

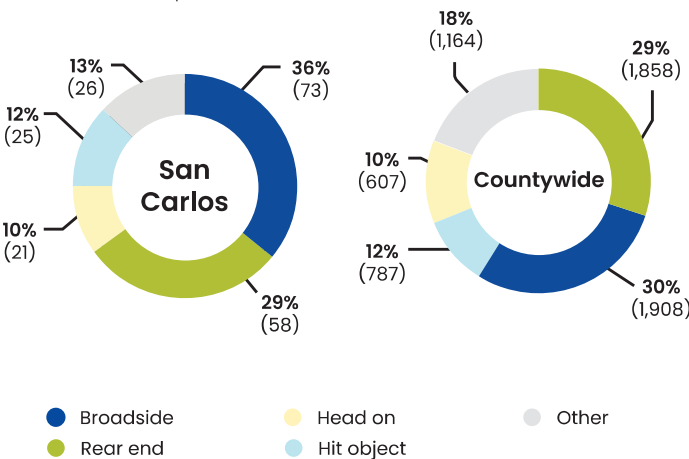
Total Crashes

In San Carlos, 281 fatal and injury crashes were reported on at-grade facilities between 2018 – 2022, where:



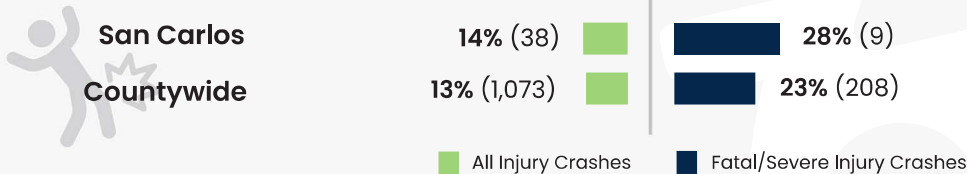
Most Frequent Collision Types

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

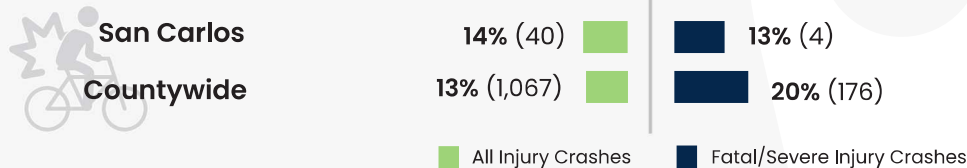


Mode Involvement

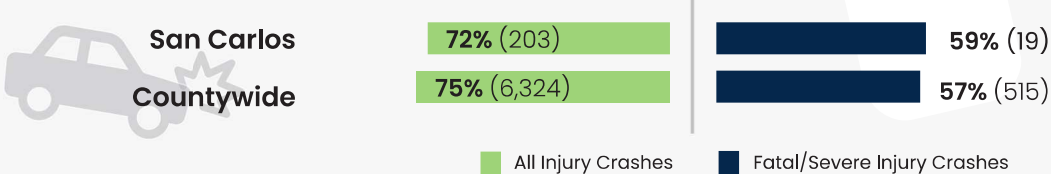
Pedestrian Crashes (38)



Bicycle Crashes (40)



Motor Vehicle¹ Crashes (203)



7% (21)

of reported collisions in San Carlos involved drugs or alcohol



8% (625)

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



5% (15)

of reported collisions in San Carlos involved young drivers¹



5% (472)

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

1. Motor crashes include motor vehicles and motorcyclists.

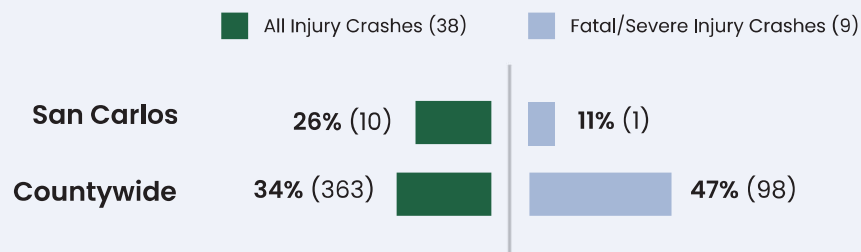
2. Young driver crashes are crashes that involve at fault drivers who are under 30 years old.

San Carlos—Crash History

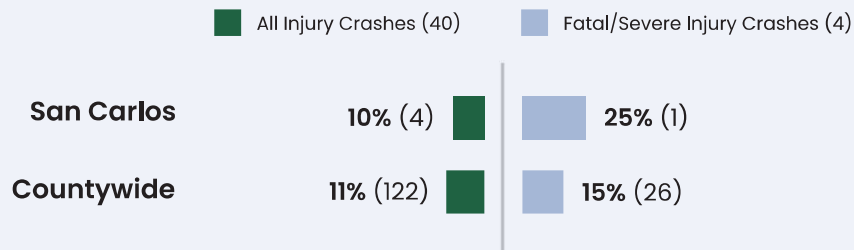
Dark Conditions

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

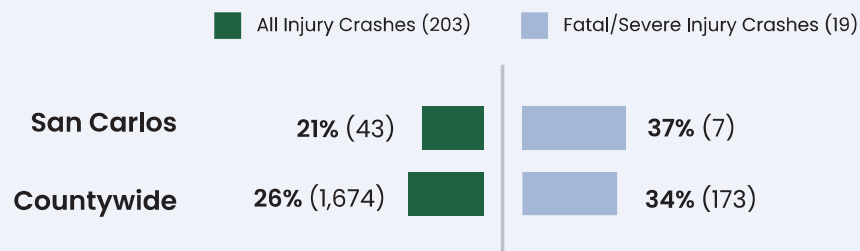
Share of Pedestrian Crashes in Dark Conditions (10)



Share of Bicyclist Crashes in Dark Conditions (4)

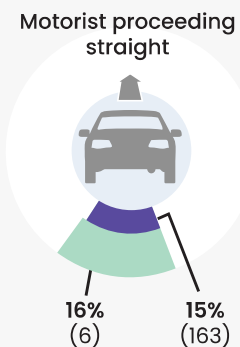


Share of Motor Vehicle Crashes in Dark Conditions (43)

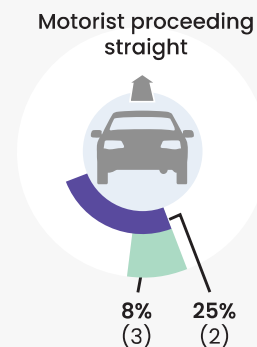


Reported Pedestrian Crashes (38)

Pedestrian Crossing at Intersection



Pedestrian Crossing Not at a Crosswalk

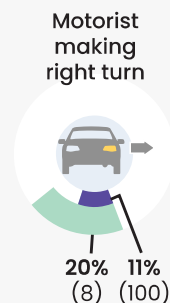


● Agency ● Countywide

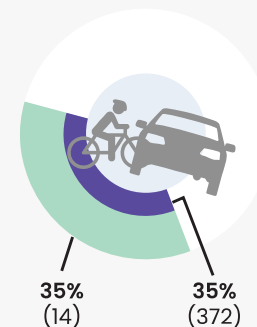


Reported Bicycle Crashes (40)

Bicyclist Proceeding Straight



Perpendicular Bicyclist Crashes



● Agency ● Countywide

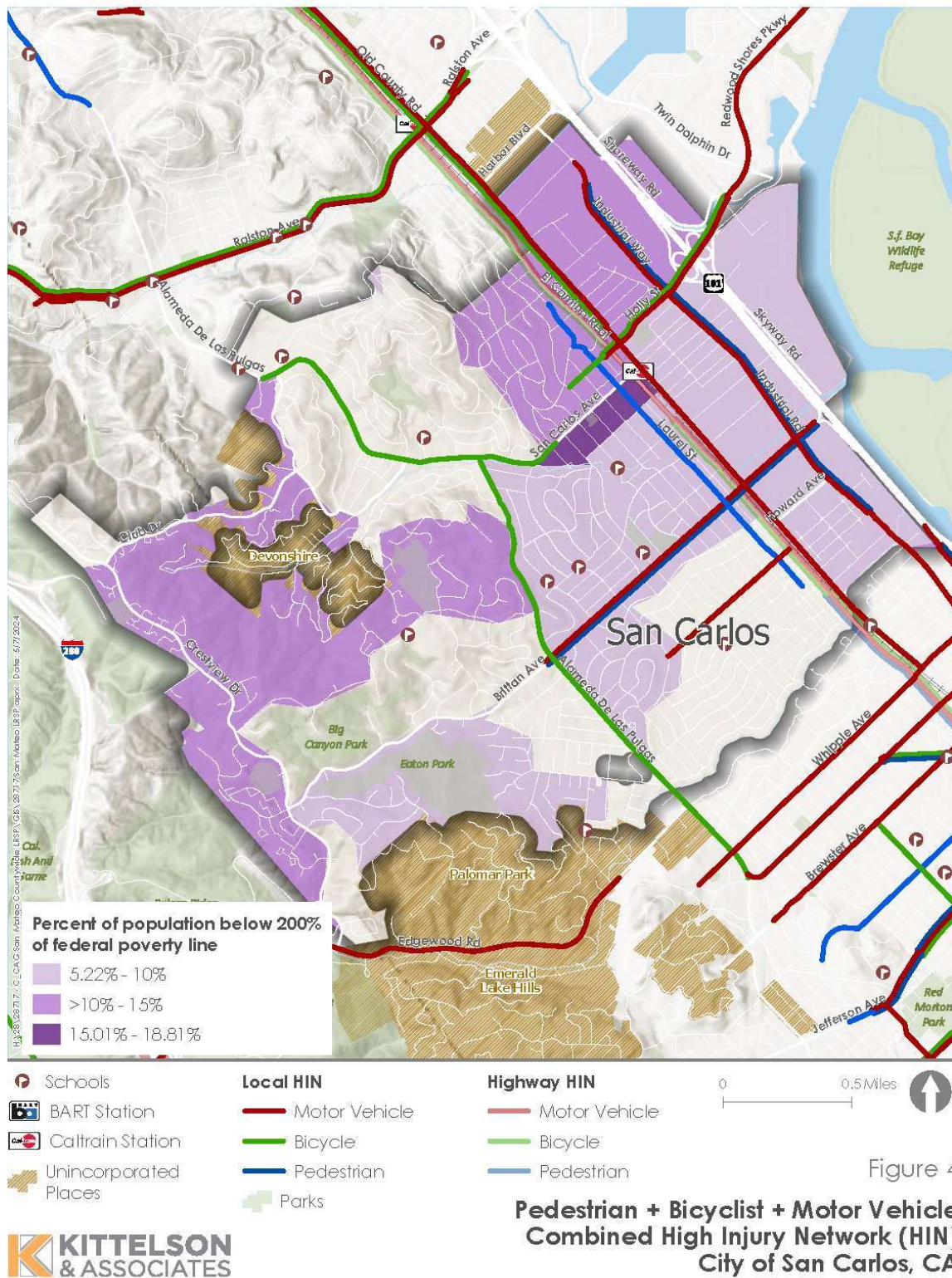
Countywide High Injury Network

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

Table 3. Countywide HIN Segments in San Carlos

Roadway name	All County Jurisdiction(s) including this HIN Roadway	Total Length, all jurisdictions included (mi)	Motor Vehicle HIN	Bicyclist HIN	Pedestrian HIN
Belmont Ave	San Carlos	0.6	X		
Brittan Ave	San Carlos	1.4	X		X
Laurel St	San Carlos	1.5			X
San Carlos Ave	San Carlos	1.4		X	
El Camino Real	San Carlos, Atherton, Menlo Park, Redwood City, Millbrae, San Bruno, Belmont, San Mateo, Burlingame, South San Francisco, Colma, Unincorporated	23.5	X	X	X
Alameda de las Pulgas	San Carlos, Atherton, Redwood City, Belmont, San Mateo, Unincorporated	6.7	X	X	X
Old County Rd	San Carlos, Belmont, Harbor/Industrial	3.4	X	X	
Holly St	San Carlos, Redwood City	1.0	X	X	
Industrial Rd	San Carlos, Redwood City	2.4	X		X

Figure 4. Countywide HIN within the City of San Carlos



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)

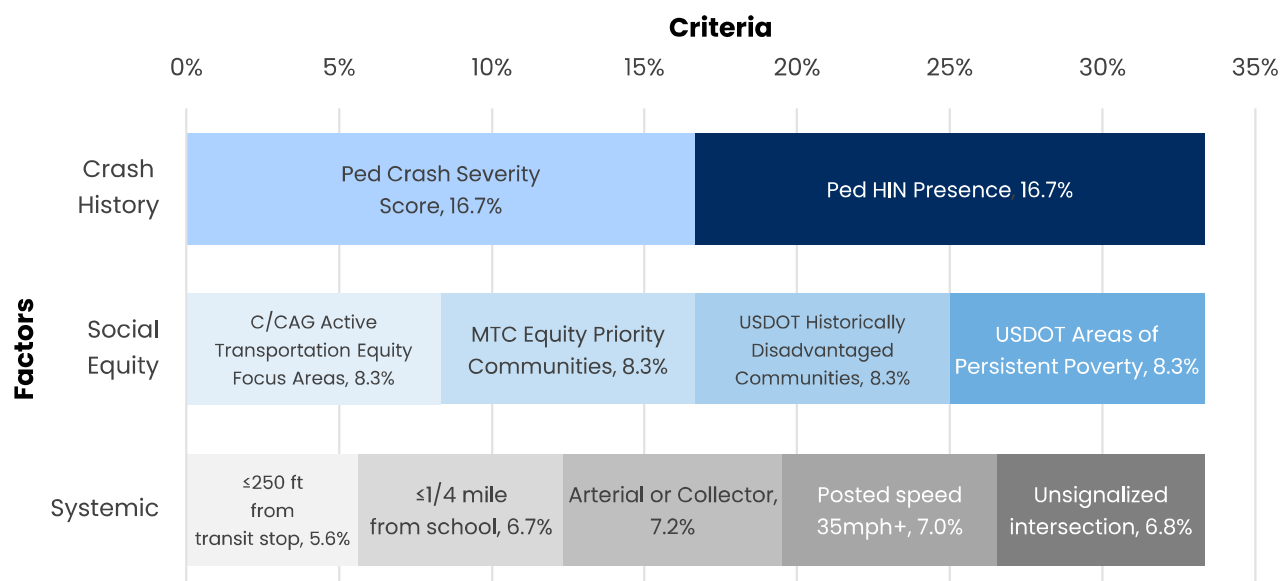


Figure 6. Bicycle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)

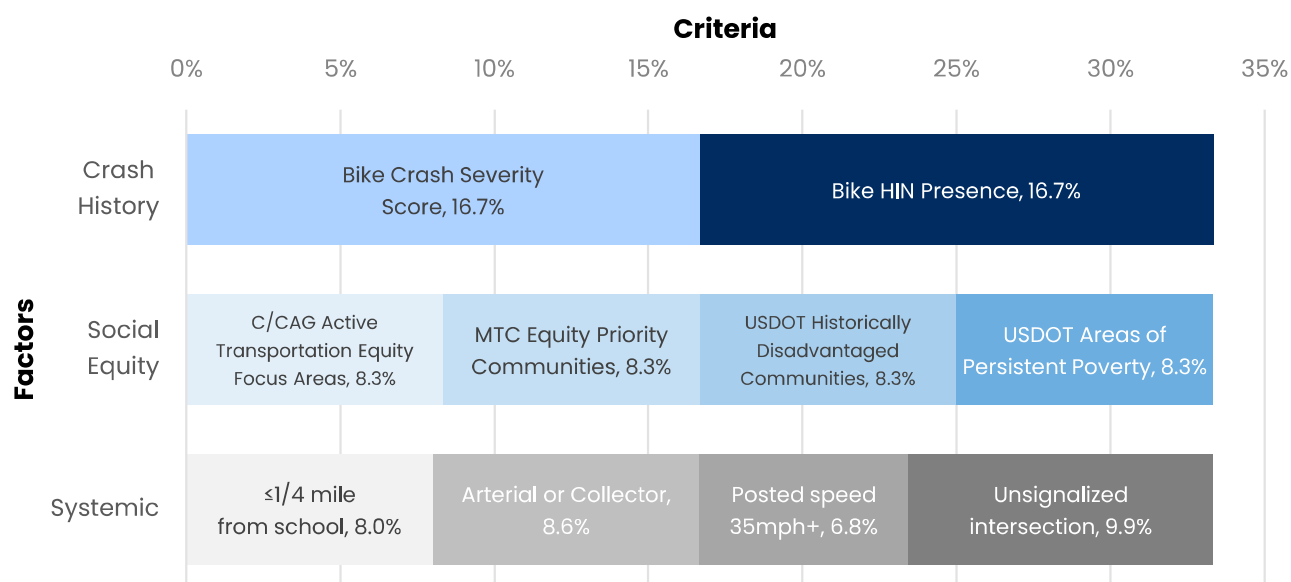
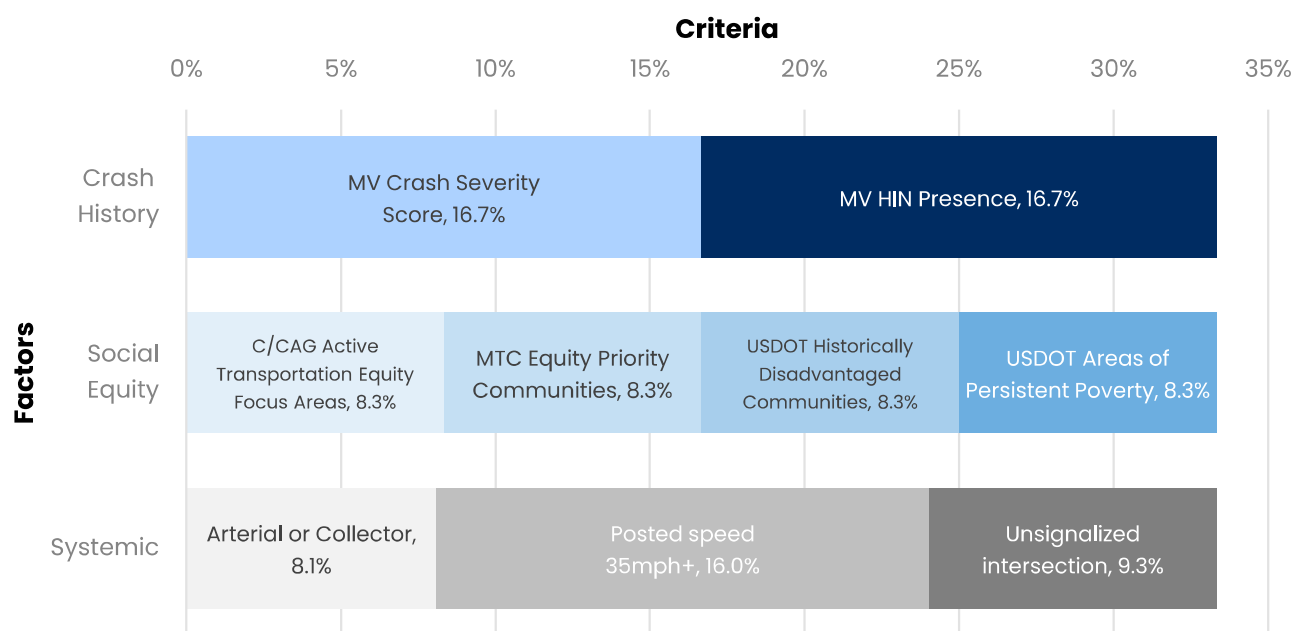


Figure 7. Motor Vehicle Prioritization Factor/Criteria Weighting (Sum to 100 Percent)



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 C. Figure 8 also shows the locations.

Table 4. Priority Locations

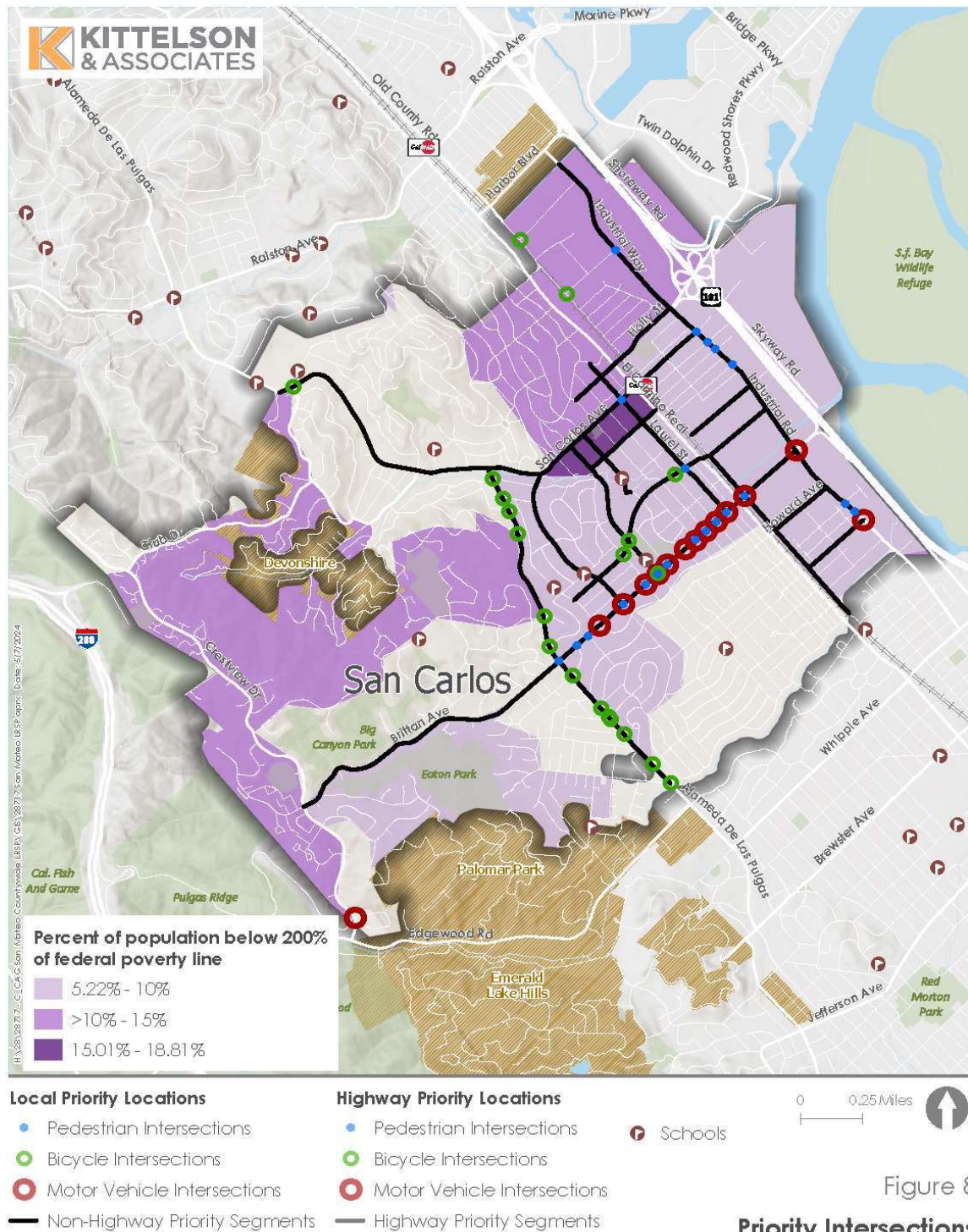
ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
1	Brittan Ave and Cordilleras Ave	Intersection	No	X		X
2	Brittan Ave and Cedar St	Intersection	No	X	X	X
3	Brittan Ave and Elm St	Intersection	No	X		X
4	Greenwood Ave and Tamarack Ave	Intersection	No	X		
5	Brittan Ave and Rosewood Ave	Intersection	No	X		X
6	Woodland Ave and Brittan Ave	Intersection	No	X		
7	Brittan Ave and Chestnut St	Intersection	No	X		
8	Brittan Ave and Orange Ave	Intersection	No	X		X
9	Walnut St and Brittan Ave	Intersection	No	X		X
10	Brittan Ave and Old County Rd	Intersection	No	X		X

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
11	Industrial Rd and Brittan Ave	Intersection	No	X		
12	Laurel St and Brittan Ave	Intersection	No	X		X
13	Industrial Rd and Washington St	Intersection	No	X		X
14	Edmonds Rd and Edmond Dr	Intersection	No	X		
15	Alameda De Las Pulgas and San Carlos Ave	Intersection	No	X		
16	Tanklage Rd and Industrial Rd	Intersection	No	X		
17	Cambridge St and San Carlos Ave	Intersection	No	X		
18	Circle Star Way and G St	Intersection	No	X		
19	Brittan Ave and Hudson Ct	Intersection	No	X		
20	Upland Ave and San Carlos Ave	Intersection	No	X		
21	Brittan Ave and Dayton Ave	Intersection	No			X
22	Brittan Ave and Brook St	Intersection	No			X
23	Industrial Rd and San Carlos Ave	Intersection	No			X
24	American St and Industrial Rd	Intersection	No			X
24	Industrial Rd and Montgomery Ln	Intersection	No			X
25	Terminal Way and Industrial Rd	Intersection	No			X
26	Center St and Industrial Rd	Intersection	No			X
27	Industrial Way and Taylor Way	Intersection	No			X
28	Industrial Rd and Cherry Ln	Intersection	No			X
29	San Carlos Ave and Laurel St	Intersection	No			X
30	Brittan Ave and Alameda De Las Pulgas	Intersection	No			X

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
31	Rockridge Rd and Alameda De Las Pulgas	Intersection	No		X	
32	Lupin Ave and Alameda De Las Pulgas	Intersection	No		X	
33	San Carlos Ave and Club Dr	Intersection	No		X	
34	Alameda De Las Pulgas and Alma St	Intersection	No		X	
35	Alameda De Las Pulgas and Graceland Ave	Intersection	No		X	
36	Old Country Rd and Taylor Way	Intersection	No		X	
37	Alameda De Las Pulgas and Carmelita Ave	Intersection	No		X	
38	Alameda De Las Pulgas and St Francis Way	Intersection	No		X	
39	Alameda De Las Pulgas and Pine Ave	Intersection	No		X	
40	Quarry Rd and Old Country Rd	Intersection	No		X	
41	Alameda De Las Pulgas and Madera Ave	Intersection	No		X	
42	Eaton Ave and Alameda De Las Pulgas	Intersection	No		X	
43	Alameda De Las Pulgas and Oakview Dr	Intersection	No		X	
44	Hill Way and Alameda De Las Pulgas	Intersection	No		X	
45	Alameda De Las Pulgas and Wildwood Ave	Intersection	No		X	
46	Ridge Rd and Alameda De Las Pulgas	Intersection	No		X	
47	Orange Ave and Arroyo Ave	Intersection	No		X	
48	Arroyo Ave and Walnut St	Intersection	No		X	
49	Cedar St and Arroyo Ave	Intersection	No		X	
50	Brittan Ave, from Industrial Rd to Crestview Dr	Corridor	Yes	X	X	X

ID	Location	Corridor/ Intersection	State Highway?	Motor Vehicle Emphasis	Bicycle Emphasis	Pedestrian Emphasis
51	San Carlos Ave, from city limits W of Cranfield to E of Industrial Rd	Corridor	No		X	X
52	Industrial Rd, from city limits N of Quarry to Center St	Corridor	No	X		X
53	Alameda De Las Pulgas, from San Carlos Ave to Eaton Ave	Corridor	No		X	X
54	Old County Rd, from Commercial St to city limit S of Bing St	Corridor	No	X		X
55	Arroyo Ave, from Tamarack Ave to Industrial Rd	Corridor	No		X	X
56	Cedar St, from San Carlos Ave to Brittan Ave	Corridor	No	X	X	X
57	Laurel St, from Bush St to Brittan Ave	Corridor	No	X		X
58	Holly St, from Magnolia Ave to Industrial Rd	Corridor	No			
59	Cherry St, from Cedar St to El Camino Real	Corridor	No			
60	Cordilleras Ave, from San Carlos Ave to Brittan Ave	Corridor	No	X		X
61	Howard Ave, from Old County Rd to Industrial Ave	Corridor	No			
62	Chestnut St, from San Carlos Ave to Woodland Ave	Corridor	No			
63	Bransten St, from Old County Rd to Industrial Rd	Corridor	No			
64	Commercial Ave, from Old County Rd to Industrial Rd	Corridor	No			
65	Washington St, from Old County Rd to Industrial Rd	Corridor	No	X		

Figure 8: San Carlos Priority Locations





IMPROVEMENTS – ENGINEERING, POLICY & PROGRAMS

This section presents Safe System-aligned recommendations that can create levels of redundancy for traffic safety in the City of San Carlos. 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:

- Brittan Ave—Crestview Dr to Industrial Rd. Recommended improvements include:
 - Pedestrian crossing signs and markings
 - Signs with fluorescent sheeting (regulatory or warning)
 - Dynamic/variable speed warning signs
 - Edgeline rumble strips/stripes (outside of residential areas)
 - Separated bike lanes
 - Improved signal hardware (lenses, backplates with retroreflective borders, mounting, size, and number)
 - Installation of advance stop bar before crosswalk (bicycle box)
 - Modified signal phasing to include leading pedestrian interval
 - Reduction in travel lanes
- San Carlos Ave—city limits to Industrial Rd. Recommended improvements include:
 - Improved signal hardware (lenses, backplates with retroreflective borders, mounting, size, and number)
 - Installation of advance stop bar before crosswalk (bicycle box)
 - Modified signal phasing to include a leading pedestrian interval
 - Dynamic/variable speed warning signs
 - Separated bike lanes

Another corridor of interest for City concept advancement is Alameda de las Pulgas. Development of that project scope is beyond the scope of this plan but represents a next step for the City. For more information on the location, cost, and crash diagnostics of these project scopes, see Appendix D.

Engineering Countermeasure Toolbox

This section presents Safe System-aligned engineering recommendations that can create levels of redundancy for traffic safety in the City of San Carlos. 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 San Carlos Countermeasure Toolbox

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
Lighting*	All	Nighttime	0.4		Medium
Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number*	SI	Signalized local/arterial intersections	0.15	\$	Very high

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
Install left-turn lane and add turn phase*	SI	Signalized local/arterial intersections	0.55	\$-\$\$\$	Low
Convert signal to mast arm (from pedestal-mounted)*	SI	Signalized local/arterial intersections	0.3	\$-\$\$\$	Medium
Install raised median on approaches*	SI	Signalized local/arterial intersections	0.25	\$-\$\$\$	Medium
Create directional median openings to allow (and restrict left turns and U-turns (signalized intersection)*)	SI	Signalized local/arterial intersections	0.5	\$-\$\$	Medium
Install raised pavement markers and striping*	SI	All crashes	0.1	\$	High
Install flashing beacons as advance warning*	SI	Rear-end, broadside	0.3	\$-\$\$	Medium
No right turn on red	SI	Pedestrian crashes, signalized local/arterial intersections	N/A	\$	Medium
Centerline hardening or continuous raised median	SI	All crashes	0.46	\$	Medium
Convert intersection to roundabout (from signal)*	SI	Signalized local/arterial intersections	Varies	\$-\$\$\$	Low
Install pedestrian countdown signal heads*	SI	Pedestrian crashes, signalized local/arterial intersections	0.25	\$	High
Install pedestrian crossing*	SI	Pedestrian crashes,	0.25	\$	High

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
		signalized local/arterial intersections			
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
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

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
Convert intersection to roundabout (from STOP or yield control on minor road)*	UI	All crashes	Varies	\$\$\$	Low
Convert 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
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

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
(outside of residential areas)*					
Install splitter islands on the minor road approaches*	UI	All crashes	0.4	\$	Medium
Road diet (Reduce travel lanes from four to three, and add a two-way, left-turn lane and bike lanes)*	R	All crashes	0.35	\$	Medium
Corridor access management	R	N/A	0.35	\$	Medium
Install edgeline rumble strips/stripes (outside of residential areas)*	R	All crashes	0.15	\$-\$\$\$	High
Install separated bike lanes*	R	Pedestrian and bicycle	0.45	\$-\$\$	Low
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 relocated 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
Extend pedestrian crossing time	SI	Pedestrian	N/A	\$	High

Countermeasure Name	Applicable Location(s) ¹	Crash Types Applicable	Crash Reduction Factor (If Available)	Cost (if available) ²	Systemic Opportunity?
Pedestrian phase recall	SI	Pedestrian	N/A	\$	High
Extend green time for bikes	SI	Bicycle	N/A	\$	High
Extend yellow and all-red time	SI	All crashes	N/A	\$	High
Lane narrowing	R	All crashes	N/A	\$-\$	Low
Bicycle crossing (solid green paint)	UI	Bicycle	N/A	\$	Medium
Bicycle signal/exclusive bike phase	SI	Bicycle	N/A	\$-\$	Low
Curb extensions	UI	All crashes	N/A	\$-\$	Low
ADA-compliant directional curb ramps and audible push buttons	SI	Pedestrian	N/A	\$-\$	Low
Curb radius reduction	SI, UI	All crashes	N/A	\$	Low
Splitter islands	UI, SI	All crashes	N/A	\$	Medium
Approach curvature	US, 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 San Carlos Policy and Program Recommendations

Category	Near-Term Recommendations	Long-Term or Ongoing Recommendations
Local Culture Shift (LCS)	LCS1: Transportation Safety Advisory Committee Participation	LCS2: High-Visibility Media Campaign LCS3: Communication Protocol LCS4: Implement Car-Free Zones
Local Enforcement Coordination (LEC)		LEC2: Speed Monitoring Awareness Radar Trailer
Local Funding (LF)	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 Fleet
Local Planning/ Evaluation (LPE)		LPE1: Biennial Review LPE2: Plan Update 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)
- 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 San Carlos 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 San Carlos Public Works

LONG-TERM OR ONGOING ACTIONS

LCS2: High-Visibility Media Campaign

Coordinate with County Public Health and the San Mateo 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 San Carlos Public Works

LCS3: Communication Protocol

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

Lead agency: C/CAG

Coordinating partners: City of San Carlos 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 San Carlos Public Works

LEC2: Speed Monitoring Awareness Trailer

Coordinate with 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 San Carlos 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 San Carlos 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 San Carlos 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 San Carlos 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 San Carlos 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 San Carlos 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 San Carlos Public Works

LPE1: Biennial Review

Provide a biennial 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 San Carlos Public Works

LPE2: Plan Update

Update the plan, likely as part of a Countywide plan update, 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: 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 San Carlos 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 San Carlos Public Works

IMPLEMENTATION & MONITORING

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

This section identifies recommendations for San Carlos 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 San Carlos Goals and Measures of Success

GOAL	MEASURE OF SUCCESS
<ol style="list-style-type: none"> 1. Regularly monitor crashes to respond to safety problems and changing conditions. Prioritize locations with high crash rates for safety improvements. 2. Review proposed improvement plans to ensure that roadway projects, retrofits, and maintenance projects incorporate complete streets that support multiple modes of travel. 	<ul style="list-style-type: none"> • Number of LRSP project locations advanced through project development, reported at the agency level • Three-year total reported crashes, fatal/severe injury crashes, crashes by mode, and crashes by emphasis areas identified
<ol style="list-style-type: none"> 3. Advance the active transportation efforts of the City and regional agencies to achieve the greenhouse gas (GHG) reduction. 	<ul style="list-style-type: none"> • Distribution at the jurisdiction level for safety projects within equity focus areas (C/CAG EFAs or MTC EPCs) versus outside these areas • Report-backs to the City Council and TSAC regarding community engagement, including information about outreach to disadvantaged communities where applicable. • Implementation of a high-visibility media campaign • Expansion of SRTS and Roadway Safety Education in Schools programs to more schools within the City
<ol style="list-style-type: none"> 4. Implement safety countermeasures systemically and as part of all projects to target emphasis areas and underserved communities. 5. Provide opportunities for community engagement in roadway capital improvement projects to identify safety solutions. 	<ul style="list-style-type: none"> • Community engagement included as part of all C/CAG-funded safety project development activities • Number of engagement touchpoints and number of community member interactions citywide for safety plans or projects. • Report-backs to the City Council and TSAC regarding community engagement, including information about outreach to disadvantaged communities where applicable

GOAL	MEASURE OF SUCCESS
6. 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
7. Monitor implementation of the San Carlos LRSP to track progress towards goals.	<ul style="list-style-type: none">• See above in this table

City of San Carlos

San Mateo C/CAG Countywide LRSP