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Introduction

This report details the process and outcomes of a youth-based high injury network (HIN) analysis. The HIN identifies segments in a road network where many pedestrian and bicycle collisions have occurred, as a means for prioritizing future infrastructure improvements. This analysis considers historic collisions in San Mateo County, prioritizing those with greater severity and those involving youth or active-mode victims.

This report includes the following sections:

1. Project Overview
2. Youth-Based High Injury Network Methodology
3. Countywide Analysis of Data Trends and Crash Causes
4. Overview of City-Level Data
5. Countermeasures to Reduce Injuries and Fatalities

In the context of a Safe Routes to School (SRTS) program, the HIN can be used to identify segments near schools where students traveling to or from school may face increased safety challenges. Agencies such as the San Mateo County Office of Education (SMCOE), City/County Association of Governments (C/CAG) of San Mateo County, San Mateo County Health, and San Mateo County cities can use this information to expand educational safety programs that address safe walking and biking practice, redesign student access to schools to minimize their exposure to vehicular traffic, and demonstrate need when applying for grants to improve infrastructure.



Project Overview

The HIN development is a project of the San Mateo County SRTS Program and is a part of its overall evaluation and strategic plan update. SMCOE, the lead agency for the San Mateo County SRTS Program, included the HIN in the update to support local jurisdictions in identifying the roadways near schools with the highest frequencies of pedestrian and bicycle collisions. SMCOE included an equity lens to this analysis by specifically identifying those schools along the HIN with 75% or more students eligible for free or reduced priced meals (FRPM). FRPM eligibility is an indicator frequently used to designate the poverty level of the school community.¹ Additionally, the City Safety Analysis Infographic maps provided in Figure 5 and Appendix C show the Metropolitan Transportation Commission-designated Equity Priority Communities (formerly referred to as Communities of Concern or disadvantaged communities), which identify areas that are or have historically been underserved to direct funding toward projects that enable more equitable access to transportation, housing, and services.

Youth-Based High Injury Network Methodology

An HIN is designed to identify a manageable subset of the roadway network where the majority of severe collisions occur to aid prioritization of future safety infrastructure investments. This requires two data sources:

- **Road centerline network** representing all roads in San Mateo County, provided by [San Mateo County GIS Enterprise Database](#). Map 1 shows the location of interstates, freeways, and other limited-access roads that were excluded from consideration in the network, including portions of Highway 1 in north San Mateo County. The rest of Highway 1 is included where it functions as an at-grade arterial that is accessible to active modes. Road segments were aggregated by name and split into roughly ½-mile corridors to reduce the amount of fragmentation in the final HIN.
- **Collision data** for all collisions occurring from 2014 through 2020² were downloaded from the [Transportation Injury Mapping System](#), which has all injury and higher severity collisions from the Statewide Integrated Traffic Records System, and filtered to remove collisions that occurred on roadways excluded from the network or outside the county.

¹ Note that during the COVID-19 pandemic, schools began offering free meals for all students and no longer tracked the FRPM eligibility. This analysis uses data from the 2019–20 school year, prior to that shift. Future studies may need to use different poverty data.

² 2020 data were provisional at the time of download.



SMCOE SRTS

ELEMENT

- Excluded Roadway
- San Mateo County

EXCLUDED ROADWAYS

Map 1. Limited-Access Roadways That Were Excluded from Consideration in the High Injury Network



The HIN synthesizes information about collision characteristics, crash patterns, and user types to identify roadway segments that account for the highest number of specific types of collisions (Figure 1). In this analysis, the HIN not only considers the intensity of all collisions, but it also provides specific emphasis on Killed and Severely Injured (KSI) collisions, those that involve youth, or those that involve an active mode. Specifically, the analysis assigns a higher weight to these collision types:

- **Severe Collisions:** (10x weight) Any victim is killed or severely injured (Map 2).
- **Youth-Involved Collisions:** (10x weight) Any victim is under the age of 18 (Map 3).
- **Active Mode-Involved Collisions:** (10x weight) Any victim is a bicyclist or pedestrian (Map 4).

Through this weighting process, each segment in the road network is assigned a Combined Safety Priority Index (CSPI) score based on three underlying weighted collision densities, one for each collision type (Map 5). The CSPI is produced from a weighted sum that combines severe (20%), youth-involved (40%), and active mode-involved (40%) collision densities to assign an index that indicates the number and weight of collisions occurring around a corridor.

To translate the CSPI to an HIN, corridors are added to the HIN starting with the highest CSPI score until 55% of severe collisions are captured on included roadways (Maps 5 and 6). This minimizes the total number of roadway miles while maximizing the number of collisions of concern to be addressed.

Alta Civic Analytics Explainer

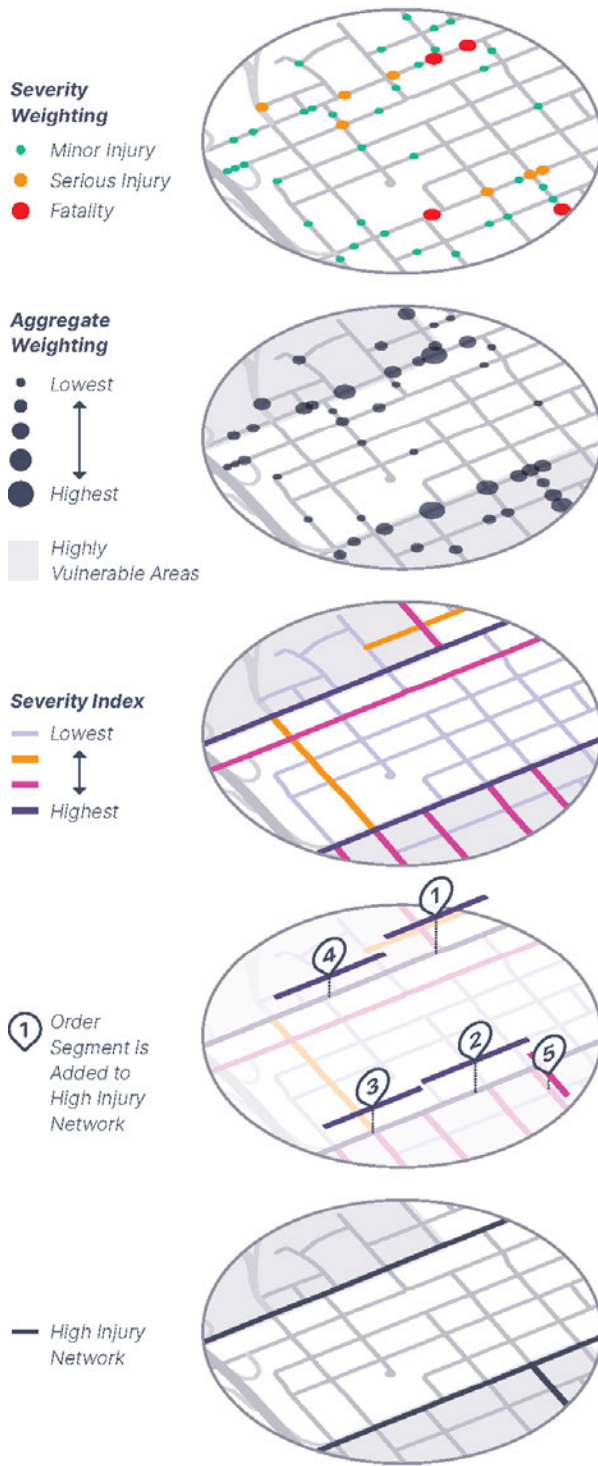


Figure 1. Process for Generating High Injury Networks

Determining the High Injury Network

Severity Weighting

One goal of a High Injury Network (HIN) is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into the weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

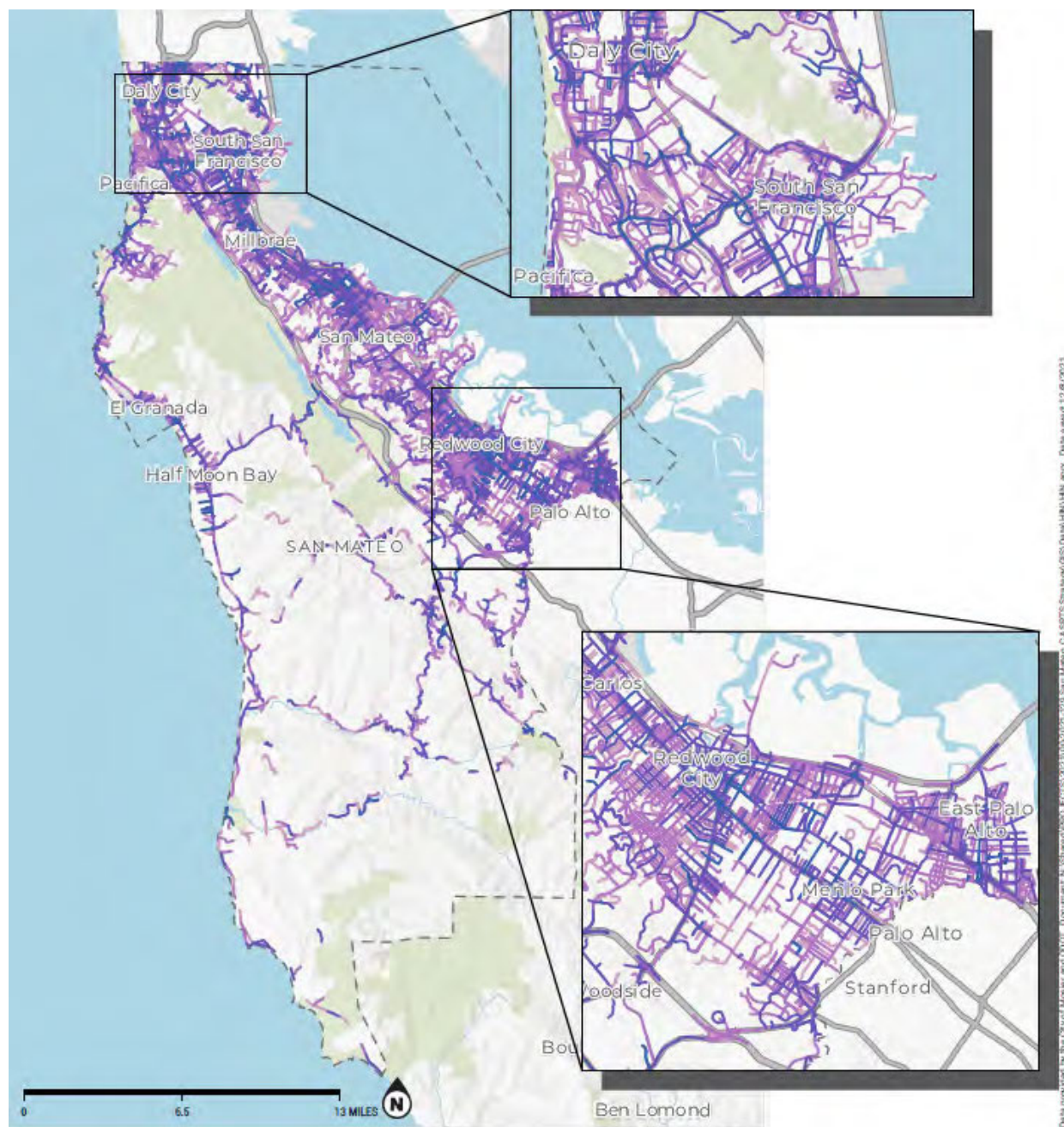
Accumulated Collisions by Severity Index

Once an index is created, we progressively add segments to the HIN in the order indicated by the Severity index. As more segments are added to the network, we look at KSI (or other collisions of interest) directly on the network, and track the percentage of collisions on the network relative to the percentage of its length.

High Injury Network

At some point, a final High Injury Network determination is found based on stakeholder feedback and a qualitative review of when each additional mile added to the HIN starts to see a decreasing rate of severe collisions being added.

*There are many methods available develop a final index including kernel density estimation (euclidean or network based), rolling window analysis, or aggregations to a segment normalized by network miles.



SMCOE SRTS SEVERITY WEIGHTED COLLISION DENSITY

SEVERITY WEIGHTED
COLLISION DENSITY

— High Collision Density

—

— Low Collision Density

Map 2. Severity Weighted Collision Density



YOUTH WEIGHTED
COLLISION DENSITY

— High Collision Density

— Low Collision Density

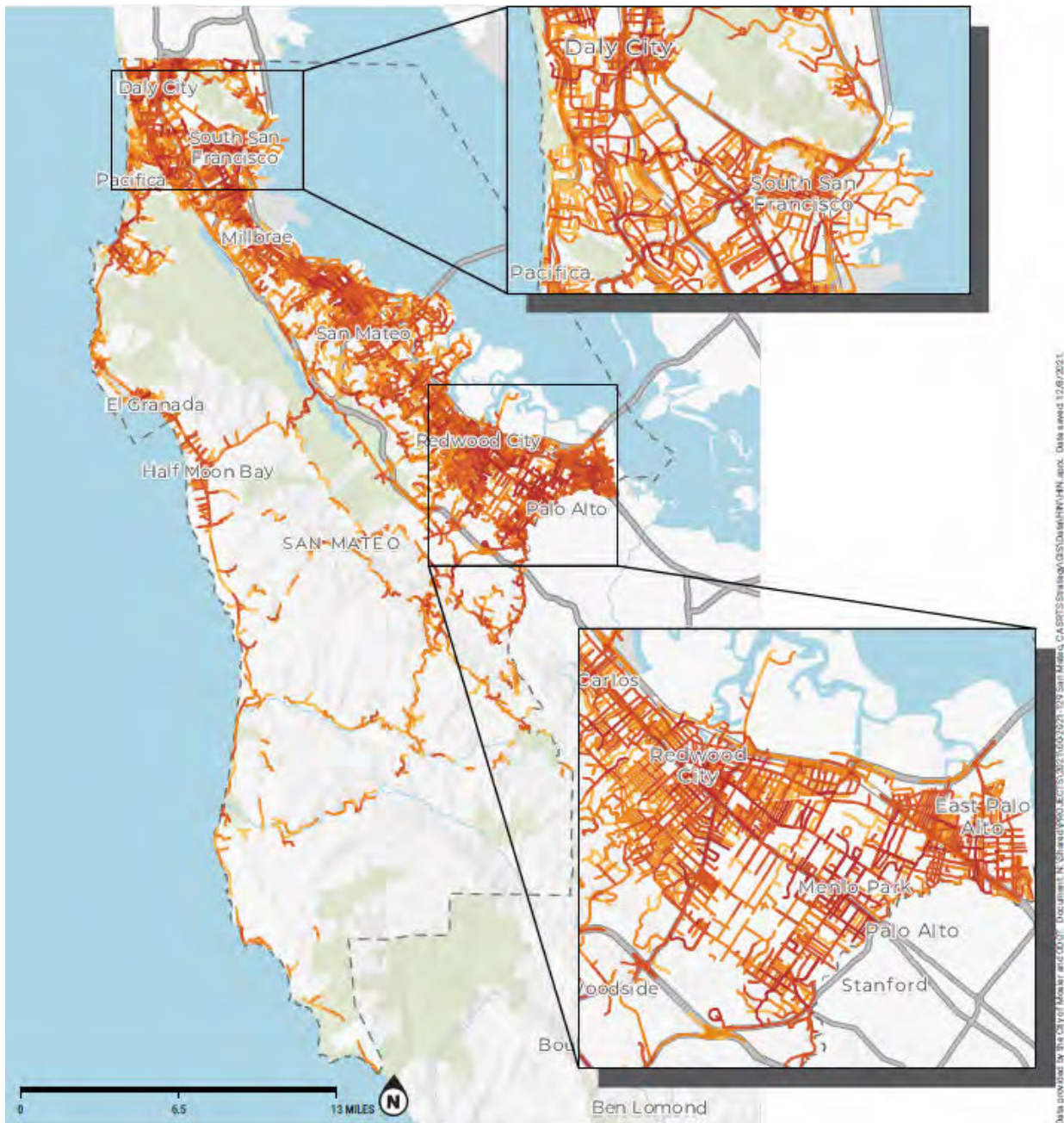
Map 3. Youth Weighted Collision Density



ACTIVE MODE WEIGHTED COLLISION DENSITY

— High Collision Density
— Low Collision Density

Map 4. Active Mode Weighted Collision Density

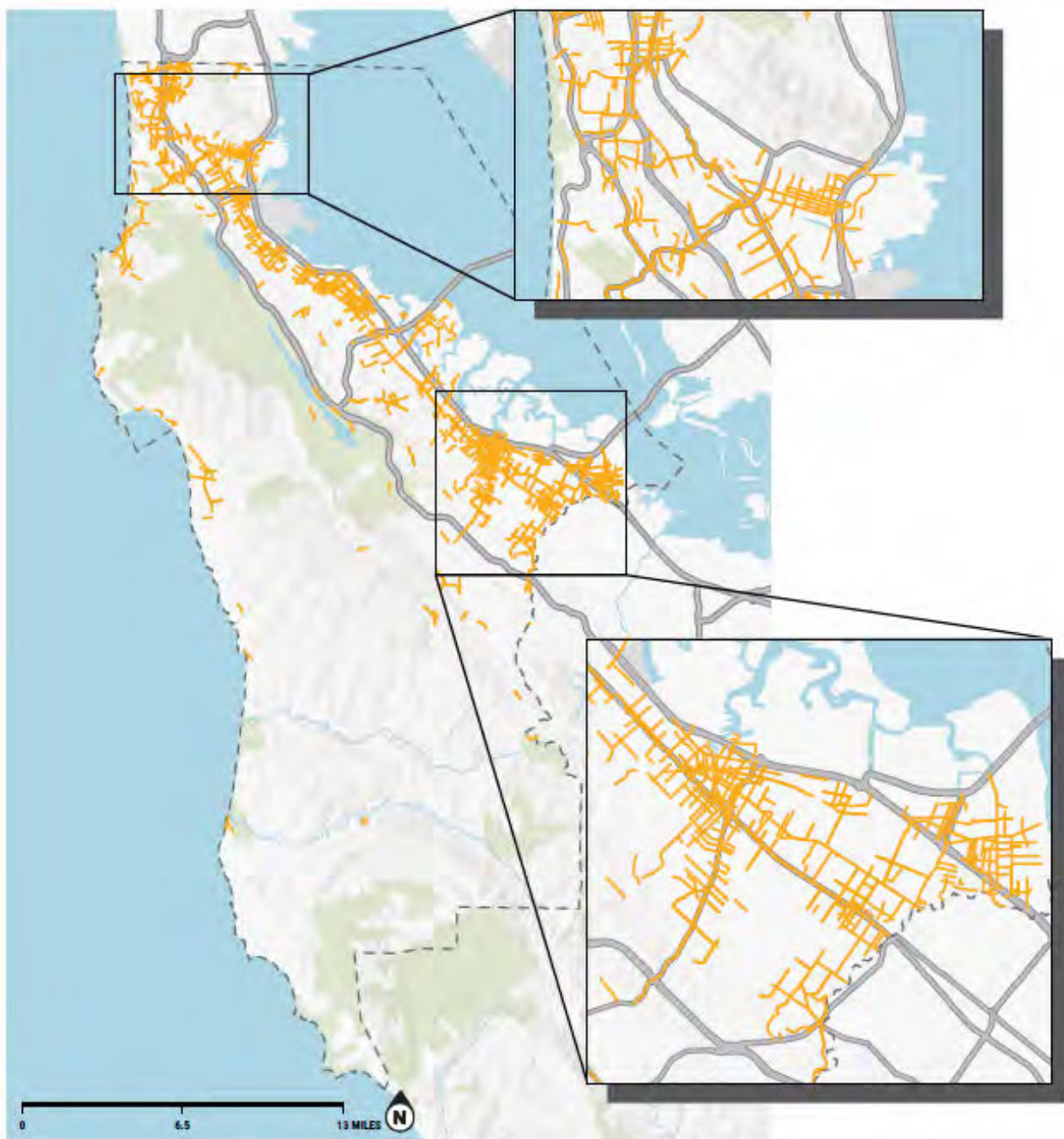


SMCOE SRTS COMBINED SAFETY PRIORITY INDEX

COMBINED SAFETY
PRIORITY INDEX

- High Index Score
- Medium Index Score
- Low Index Score

Map 5. Combined Safety Priority Index



SMCOE SRTS YOUTH-BASED HIGH INJURY NETWORK

ELEMENT
— Youth-Based High Injury Network Corridor

Map 6. San Mateo County Youth-Based High Injury Network

Countywide Analysis of Data Trends and Crash Causes

The SRTS HIN analysis found that the percentage of collisions involving youth increases near schools, particularly schools with a higher proportion of students receiving FRPM (Figure 2).

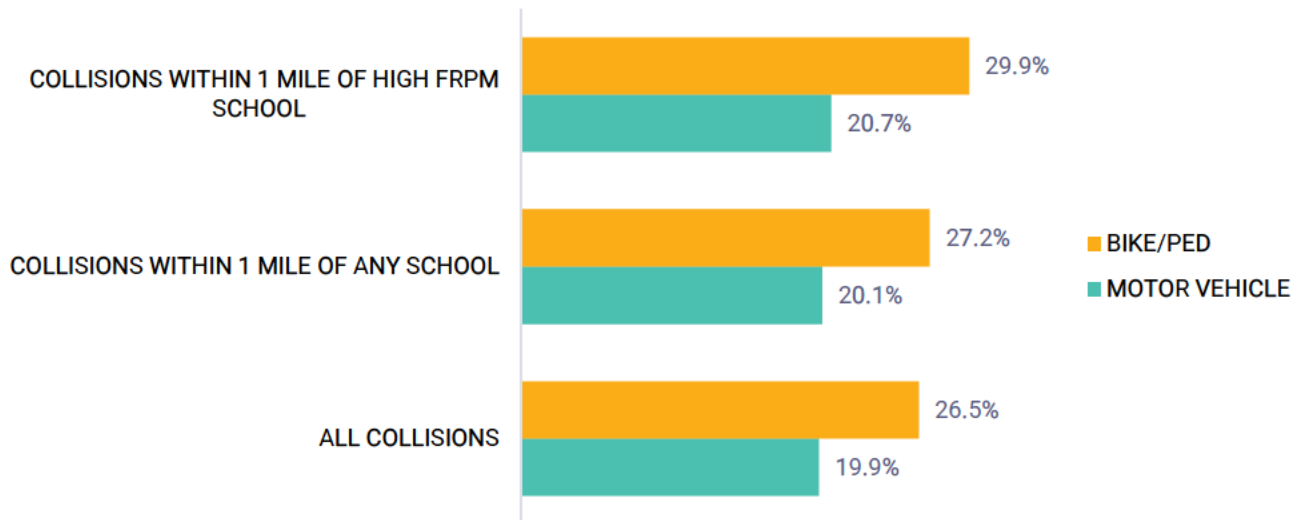


Figure 2. Youth-Involved Collisions as a Percentage of Total Collisions

The majority of the SRTS HIN is concentrated in population centers. In addition, 37% of all collisions and 43% of bike/pedestrian collisions occur in areas in the top 20th percentile of equity scores.

San Mateo County SRTS High Injury Network Statistics

- 325.8 total miles designated HIN (10.4% of total network)
- 96% of the HIN is within 1 mile of a school
- 28% of the HIN is within 1 mile of a FRPM school
- 50% of the HIN is in a top 20th percentile equity score district
- 42% of the HIN is in a top 20th percentile pedestrian walk priority score district

Three crash factors account for 55% of all collisions: unsafe speeds, improper turning, and vehicle failure to yield to right-of-way (Figure 3). An *unsafe speed* is defined as “a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.” *Improper turning* is a driver’s violation and is a failure to turn reasonably safely after signaling and thus affecting another vehicle by this movement. *Failure to yield to right-of-way* pertains to a vehicle operator disobeying traffic laws based on the traffic code. Appendix A provides other definitions of primary crash causes.

For both youth and adult pedestrians, most collisions occur while crossing in a crosswalk at an intersection (Figure 4). The *Crossing in crosswalk at intersection* code is used anytime a pedestrian is crossing at an intersection unless the pedestrian crossing is prohibited. In California, the crosswalk does not have to be physically painted on the ground at an intersection for it to be considered in place. Regardless if the crosswalk is marked or not, a pedestrian crossing at an intersection is considered within a crosswalk. A separate *Crossing in crosswalk not at intersection* is used when the pedestrian was crossing at a mid-block marked crosswalk, which is included in *Other* in the below figure.

Youth pedestrians are more likely than adults to be hit while crossing outside a crosswalk. The *Crossing not in crosswalk* code is used for both legal mid-block crossings (between intersections) and when “J-Walking.” “J-Walking” in California is defined as crossing a street between two controlled intersections.

There were no major differences in crash causation within equity areas compared to all collisions. The crash data show dangerous actions on the part of drivers accounting for the majority of crashes. While pedestrian education and correct crossing behaviors are important, the data support designing streets to reduce speeds, provide good visibility, and account for human error, from people driving and walking.

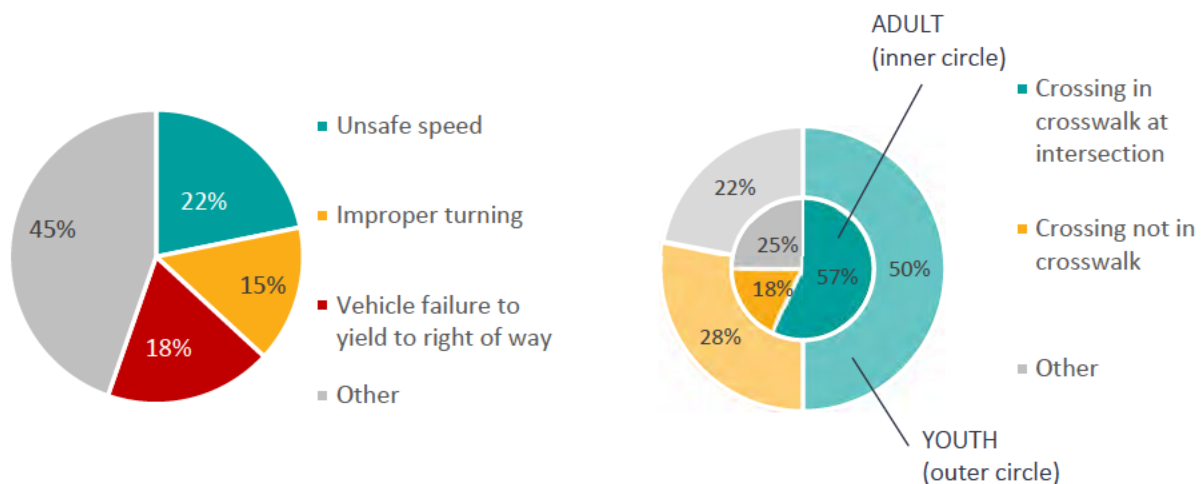


Figure 3. Primary Crash Factor, All Collisions

Figure 4. Pedestrian Action in all Pedestrian Collisions

Caregivers' Barriers to Walking and Biking by School District

Table 1 shows the annual SRTS Parent/Caregiver survey results for the top barriers to walking and biking to school by district. Across all districts, speeding traffic along the route is among the top two barriers. Other common responses include unsafe intersections and too much traffic along the route.

Table 1. Caregivers' Barriers to Walking and Biking, by School District

School District	School Year	Too far from school	Child's before/after school activities	Speeding traffic along route	Too much traffic along route	No adults to walk/bike with	Lack of sidewalks and/or paths	Lack of bikeways	Unsafe intersections	No crossing guards	Lack of bike parking at school	Stranger danger	Violence/crime in neighborhood	Don't know best route to school	Total Responses
Belmont-Redwood															
Shores ESD	19–20	9%	5%	22%	15%	5%	11%	5%	11%	3%	1%	13%	1%	1%	685
Brisbane ESD	19–20	10%	3%	24%	10%	3%	14%	0%	17%	3%	0%	14%	0%	0%	29
Burlingame ESD	19–20	7%	8%	22%	16%	3%	6%	4%	18%	5%	1%	9%	1%	1%	298
Cabrillo Unified ESD	19–20	15%	0%	18%	15%	1%	18%	13%	9%	5%	0%	7%	0%	0%	88
Jefferson ESD	19–20	5%	3%	16%	13%	8%	2%	3%	13%	7%	1%	24%	4%	4%	410
Jefferson Union High	18–19	20%	12%	14%	8%	0%	4%	8%	8%	8%	2%	10%	4%	4%	49
Las Lomas ESD	19–20	9%	2%	22%	22%	1%	14%	6%	14%	5%	0%	5%	0%	0%	115
Menlo Park City ESD	19–20	4%	6%	29%	28%	1%	1%	8%	18%	1%	0%	1%	3%	3%	80
Millbrae ESD	18–19	6%	1%	23%	17%	3%	3%	5%	24%	5%	1%	10%	2%	2%	117
Pacifica ESD	18–19	15%	2%	17%	13%	5%	9%	5%	14%	4%	1%	13%	1%	1%	1547
Redwood City ESD	19–20	13%	1%	24%	14%	3%	8%	6%	18%	5%	0%	6%	1%	1%	174
San Carlos ESD	19–20	5%	3%	24%	17%	2%	13%	7%	17%	4%	1%	6%	0%	0%	1095
San Mateo Union High	18–19	15%	4%	27%	15%	0%	8%	8%	19%	2%	0%	2%	0%	0%	48
San Mateo-Foster City	18–19	15%	4%	18%	14%	4%	4%	3%	15%	7%	1%	13%	2%	2%	1161
Sequoia Union High	19–20	11%	4%	23%	21%	1%	8%	8%	16%	2%	0%	4%	0%	0%	498
South San Francisco Unified	18–19	8%	4%	18%	15%	7%	4%	0%	15%	6%	0%	18%	4%	4%	211

Note:

Dark teal shading in each row indicates the most common response given by caregivers in that district, with medium and light shading indicating secondary and tertiary responses.

Overview of City-Level Data

City safety analysis infographics detailing local segments of the countywide HIN and jurisdiction-level safety priority corridors (see Appendix B), along with tabulations of collision attributes, were developed for each of the 20 cities in San Mateo County as well as unincorporated county areas. The countywide HIN provides a method for prioritizing improvements across the entire county, but the distribution of HIN-designated streets is uneven across the county. Table 2 summarizes the percentage of the HIN located in each jurisdiction. Higher Combined Safety Priority Index (CSPI) percentile rank indicates that historically more collisions, particularly active-mode or youth-involved collisions, have occurred on that road segment.

Table 2. Percentage of San Mateo County Youth-Based High Injury Network in Each Jurisdiction

City	Percent of HIN	City	Percent of HIN
Unincorporated San Mateo County	13%	Belmont	3%
Redwood City	13%	San Carlos	3%
Daly City	11%	Millbrae	3%
San Mateo	10%	Woodside	3%
Menlo Park	9%	Foster City	2%
South San Francisco	9%	Half Moon Bay	2%
San Bruno	5%	Hillsborough	2%
Burlingame	5%	Colma	1%
East Palo Alto	5%	Portola Valley	1%
Atherton	4%	Brisbane	1%
Pacifica	4%		

Note:

Table percentage may not add to 100% due to rounding.

An example infographic for Menlo Park is presented in Figure 5. City safety analysis infographics for all cities are located in Appendix C. These city infographics will be stored by SMCOE and C/CAG and provided to jurisdictions as relevant planning or prioritization opportunities arise. They can be updated every 2 to 3 years as conditions change. Due to the global pandemic and widespread school and business closures impacting travel for students and families, data from 2020 and 2021 may not be as useful for identifying trends and prioritizing needs.

It is important to note that El Camino Real or Highway 82 is owned by Caltrans, not local jurisdictions. Local jurisdictions should work with Caltrans to identify and implement safety improvements along Highway 82.

In addition, this analysis uses provided data. Some jurisdictions may have implemented safety countermeasures that are not reflected on the maps.

MENLO PARK **SCHOOL SAFETY ANALYSIS** YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	All Collisions	Fatal or Severe Injury	Person-injured	Bicyclist Injured	Youth Injured
Baywood Ave	0	1	0	0	0
Ayer Ave	12	1	0	7	2
State Highway 82	39	2	3	8	14
Loma St	25	3	1	6	0
Clarendon Ave	0	1	0	0	0

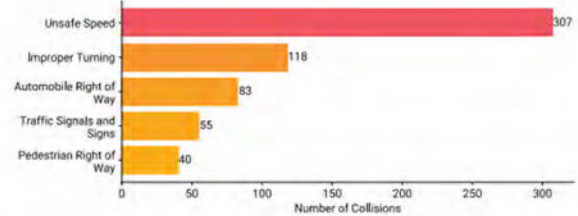
Methodology and definitions provided in accompanying San Mateo County SRT's High Injury Network (HIN) Report. Segment are listed by their Combined Safety Priority Index scores. Reprinted 2/1/2022 1:08 PM

Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

COLLISION TYPES BY LOCATION IN MENLO PARK

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	786	34	198	258	111	4	36	45	69	1	24	31
Alcohol Involved	53	8	9	19	12	1	3	5	8	0	2	4
Speeding Involved	307	11	69	39	47	2	15	9	26	0	9	3
Mid-block Collision	403	21	103	101	59	3	20	19	37	1	12	11

TOP 5 COLLISION FACTORS IN MENLO PARK



ALL COLLISIONS BY TIME OF DAY IN MENLO PARK

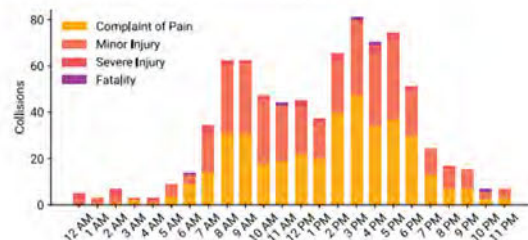


Figure 5. Example City Safety Analysis Infographic for Menlo Park

The map on the left shows the CSPI for each road segment, percentile ranked relative to all road segments in the city. This provides a localized “hot-spot” analysis to identify top safety priority corridors in each city, particularly for those cities that may not have multiple road segments represented on the countywide youth-based HIN.

The map also shows the locations of public schools within the city, including a designation of schools that meet the 75%+ FRPM eligibility priority threshold. Finally, the map highlights areas designated by Metropolitan Transportation Commission as Equity Priority Communities.

Beneath the map, a table highlights the top five safety priority corridors for the city, ranked in descending order by CSPI, and lists the number of key collision types that occurred along that corridor. Note that the columns may sum to greater than the total number of collisions because a collision may be counted in multiple columns.

On the right side of the graphic, collision types are first summarized by location to compare collisions occurring near schools to conditions within the city at large. Again, note that columns and rows may not add up because collisions may be counted in multiple columns.

The first bar graph presents the top five collision factors for all collisions occurring within the city, which may be mapped to common countermeasures presented in the following section. Finally, the graphic illustrates the time of day at which all collisions occurred, broken out by severity.

Countermeasures to Reduce Injuries and Fatalities

This section identifies key collision trends and high-priority locations for future investments given the distribution of severe, active-mode, and youth-involved collisions. To move from understanding to action, this report features strategies and countermeasures that can be advanced by the County and member jurisdictions to improve safety in San Mateo County. Planners, designers, and engineers should consider the following countermeasures, strategies, and actions to aid efforts to enable safer streets in San Mateo County for users of all ages, abilities, modes, and income levels.

While different jurisdictions have different primary causes of collisions, there are many commonalities across San Mateo County, as illustrated in Figure 6 and Table 3. Figure 6 shows the causes of both KSI and non-KSI crashes countywide.

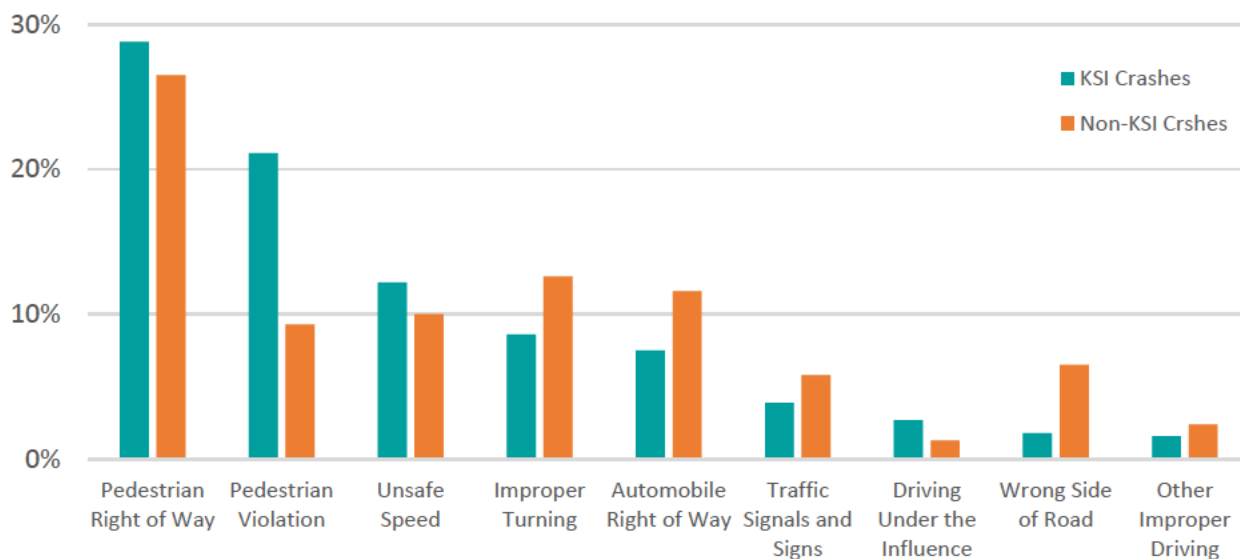


Figure 6. Causes of Active Killed or Severely Injured (KSI) Collisions Countywide

Table 3 identifies the top collision causes as a percentage of the total within the subsets of KSI collisions and vulnerable road users (collisions involving bicyclists or pedestrians, or “active” modes). For example, when considering all collisions countywide, approximately 85% of collisions were caused by unsafe speeds (25%), automobile right-of-way (16.9%), improper turning (14.8%), traffic signal and signs (7.6%), driving under the influence (7.4%), and pedestrian right-of-way violations (6.8%), with the remainder being attributed to other causes. This picture changes when focusing on the top causes of collisions involving severe and fatal injuries, with 77% being associated with unsafe speeds (17.2%), driving under the influence (13.8%), improper turning (13.7%), pedestrian right-of-way (12.2%), automobile right-of-way (11.4%), and pedestrian violations generally (9%). Across multiple subsets of the collision data, a clear takeaway is that unsafe speeds are consistently one of the top five collision causes. Further analysis of speeding near schools by city is available in Appendix D.

A pedestrian right-of-way crash occurs when the driver of a vehicle fails to yield the right-of-way to a pedestrian in the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection. Conversely, a pedestrian violation includes “jaywalking,” or a pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection who is not yielding the right-of-way to all vehicles upon the roadway. Note that the classification of violation and crash cause is based on officer discretion.

Table 3. Collision Causes by Severity and Vulnerable Road Users

Primary Collision Causes	KSI (%) ¹			Non-KSI (%) ¹			Grand Total (%) ²
	Active	Motor Vehicle	Total	Active	Motor Vehicle	Total	
Unsafe Speed	12.2%	20.9%	17.2%	10.0%	30.7%	25.7%	25.0%
Automobile Right-of-Way ³	7.5%	14.2%	11.4%	11.6%	19.3%	17.4%	16.9%
Improper Turning	8.6%	17.4%	13.7%	12.6%	15.6%	14.9%	14.8%
Traffic Signals and Signs	3.9%	6.5%	5.4%	5.8%	8.5%	7.8%	7.6%
Driving Under the Influence	2.7%	21.9%	13.8%	1.3%	8.5%	6.8%	7.4%
Pedestrian Right-of-Way ^{3,4}	28.8%	0.0%	12.2%	26.5%	0.0%	6.3%	6.8%
Wrong Side of Road	1.8%	6.0%	4.2%	6.5%	2.0%	3.1%	3.2%
Following Too Closely	0.0%	0.8%	0.5%	0.5%	4.1%	3.2%	3.0%
Other Improper Driving	1.6%	2.2%	1.9%	2.4%	3.2%	3.0%	2.9%
Pedestrian Violation	21.1%	0.0%	9.0%	9.3%	0.0%	2.2%	2.8%
Unknown	4.3%	2.3%	3.2%	4.3%	2.2%	2.7%	2.8%
Other Hazardous Violation	3.6%	0.0%	1.5%	3.7%	0.9%	1.6%	1.6%
Not Stated	1.6%	2.2%	1.9%	2.2%	1.2%	1.5%	1.5%
Other Than Driver (or Pedestrian)	0.7%	2.5%	1.7%	0.7%	1.3%	1.2%	1.2%
Unsafe Lane Change	0.5%	0.5%	0.5%	0.5%	1.4%	1.2%	1.2%
Improper Passing	0.7%	1.3%	1.1%	1.5%	0.8%	0.9%	0.9%
Hazardous Parking	0.2%	0.8%	0.6%	0.1%	0.1%	0.1%	0.2%
Impeding Traffic	0.0%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%
Other Equipment	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%
Lights	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%
Brakes	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%

Notes:

1. Percentages will add up to approximately 100% within each column. They indicate the relative propensity for common collision types with respect to severity and whether vulnerable road users are involved.
2. Table is sorted by the percentage of all collisions (grand total) attributed to each primary collision cause. Darker shading indicates higher percentage, while lighter shading indicates lower percentage.
3. Right-of-way collisions typically refer to collision causes that result from improper yielding by the appropriate party.
4. Pedestrian collisions make up most of the active collisions observed, and the Transportation Injury Mapping System does not have categories for bicycle right-of-way violations.

These tabulations and the city-level infographics point to common trends that can be used to inform general countermeasures for San Mateo County. A more detailed collision analysis as part of a school walk audit or a road safety audit should evaluate detailed geometric characteristics such as collisions at horizontal curves that might be good candidates for rumble strips or related road design improvements (Albee and Bobitz, 2021). Given the high-level understanding of countywide collision trends, and the jurisdiction-level understanding of trends, the countermeasures selected focus on speed management, pedestrian safety improvements, intersection improvements, and programmatic strategies that have proven safety benefits. Table 4 presents key countermeasures appropriate for San Mateo County and aligned with providing programs and infrastructure that support SRTS.

Table 4. Recommended Countermeasures

Countermeasures	Description	Cost Efficiency ¹	Effectiveness ²	Co-Benefits ³
Actuated Beacons (RRFBs/PHBs)	Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHBs) are actuated traffic control devices designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections (Zegeer et al., 2013). Both countermeasures have demonstrated the ability to increase pedestrian yield rates dramatically and reduce pedestrian and total collisions (Albee and Bobitz, 2021). PHBs are more suited to high-volume roads with an annual average daily traffic in excess of 9,000 and with speed limits exceeding 35 miles per hour. RRFBs are more appropriate on multilane roads with speed limits less than 40 miles per hour (Albee and Bobitz, 2021).	★ ★ ★	★ ★ ★	★
Speed Humps and Tables	Speed humps are raised portions of street surface with height tapering near the drain gutter to allow unimpeded bicycle travel, while speed tables are typically long and flat raised surfaces used to provide enhanced pedestrian crossings. These vertical speed control measures have predictable impacts on speeds but are often a traffic calming measure of last result. Design considerations include impacts to emergency access and to drainage that require evaluation (Zegeer et al., 2013).	★ ★	★ ★	★
Markings and Crosswalk Enhancements	Marked crosswalks indicate preferred locations for pedestrians to cross and can help designate right-of-way for motorists to yield to pedestrians. Enhancements to crosswalks including advanced yield lines (stop bars, shark teeth, etc.), high-visibility continental crosswalk designs, and signage have demonstrated safety benefits at relatively low cost (Zegeer et al., 2013).	★ ★ ★ ★	★ ★	★

Countermeasures	Description	Cost Efficiency ¹	Effectiveness ²	Co-Benefits ³
Chicanes and Horizontal Deflection Strategies	Chicanes and other horizontal deflection strategies such as traffic circles are intended to facilitate slower speeds by diverting the path of travel horizontally. Multiple studies evaluating traffic calming measures have found reductions in speeds and total collisions attributable to traffic circles and chicanes (Zegeer et al., 2013, Mead et al., 2014). Both can provide opportunities for vegetation planting and placemaking.	★★	★★	★★
Slow Speed School Zones	The consensus among roadway safety experts is increasingly pointing toward speed control being one of the most important approaches to reducing fatalities and injuries on community streets (Albee and Bobitz, 2021). School zones can have their zones of influence expanded and speed limits lowered to reduce the risk of fatality and injury in these sensitive locations. These speed management strategies should be accompanied by appropriate signage and design treatments appropriate to the school zone in question (Albee and Bobitz, 2021; Venkatraman et al., 2021).	★★	★★	★
Leading Pedestrian Intervals	A leading pedestrian interval gives pedestrians the opportunity to enter the crosswalk at an intersection three to seven seconds before vehicles are given a green light. This helps to increase their visibility and reduces conflicts between pedestrians and vehicles (Albee and Bobitz, 2021).	★★	★★	★
Curb Extensions	Also known as bulb-outs, these intersection improvements extend the sidewalk out into the parking lane and reduce the effective street width. They can improve pedestrian visibility and reduce crossing distances (Zegeer et al., 2013).	★★★	★ ²	★
Road Diets and Narrowing	A road diet typically refers to converting an existing four-lane undivided roadway into a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (Albee and Bobitz, 2021).	★★	★★	★★
Placemaking and Landscaping	Urban design and landscaping can be leveraged to facilitate a visual narrowing of the roadway. These changes enhance the bicycle and pedestrian realm, but they have maintenance and design considerations (Zegeer et al., 2013). On their own, there is limited research evaluating their effectiveness, but as part of a suite of traffic calming changes, they have more support (Mead et al., 2014). These strategies have the potential to have strong co-benefits with regard to advancing green infrastructure to reduce the heat island effect, manage stormwater, and enhance the pedestrian experience (Fabry, 2017; Zegeer et al., 2013).	★★	★★	★★★★

Countermeasures	Description	Cost Efficiency ¹	Effectiveness ²	Co-Benefits ³
Safety Campaign	A mass media campaign combining targeted online advertising and intensive communications to publicize deterrence of specific behaviors (driving under the influence [DUI], for example) or prevention measures regarding road safety. Effective campaigns identify specific audiences, delivery methods, and goals for safety promotion (Venkatraman et al., 2021).	★	★★	★★
School Walk Audits⁴	Guiding walking audits with families, teachers, law enforcement representatives, city staff (including public works), traffic engineers, planners, and other stakeholders to identify existing safety issues and inventory existing bicycle and pedestrian facilities can help build buy-in for safety improvements while engaging community members about their concerns (Venkatraman et al., 2021; Brookshire et al., 2016).	★★	★ ²	★★
Road Safety Audits	Multidisciplinary teams provide independent evaluations of specific corridors and consider all road users, human factors, and user capabilities to inform possible improvements. These findings and recommendations are documented in a report to the road owner (Albee and Bobitz, 2021; Brookshire et al., 2016).	★★	★★	★
Youth Outreach and Education Programs	Bicycle and pedestrian safety programs teach children everything from traffic laws to how to use a helmet correctly. Programs (such as bicycle rodeos, assemblies, and encouragement events) and information resources (such as route maps) provide opportunities to engage children and parents about key safety issues in their communities and about how to walk and roll to school safely (Venkatraman et al., 2021). Relationship building between cities and schools is critical to a successful youth outreach and education program.	★★	★ ²	★★

Notes:

1. Cost efficiency represents how low-cost the measure typically is per application or another unit appropriate for a major project relative to other measures. A higher number of black stars represents lower cost countermeasures, but sometimes this is reflective of the scale of the improvement.
2. Effectiveness represents a rough measure of the impact each measure provides per application. One star generally represents rough reductions of less than 5% of total collisions, and four star more than 50%. Rough estimates are projected for the study area for improvements that only improve certain classes of collisions (lighting for nighttime collisions, for example). Hollow stars indicate the literature available for this evaluation category is sparse or inconclusive.
3. The co-benefits column identifies whether the measure has other co-benefits such as improving community engagement in safety issues, improving the quality of tree canopy or green space, mode shift potential, or other qualitative improvements to the public realm.
4. SRTS has documented benefits in reducing collisions involving youth and vulnerable road users, but the degree varies by region and study. Miami Dade County, for example, recorded a 60% decrease in pedestrian-involved car crashes following the implementation of an SRTS program (Venkatraman et al., 2021). While difficult to find literature supporting walk audits alone, they are an important part of an SRTS program.

Countermeasure Resources Cited and Consulted

The following resources were consulted to inform the countermeasure selection based on San Mateo County's collision trends.

1. Albee, M., Bobitz, P. (2021). *Making Our Roads Safer One Countermeasure at a Time: 28 Proven Safety Countermeasures That Offer Significant and Measurable Impacts to Improving Safety*. FHWA. Report No: FHWA-SA-21-071. Retrieved from https://safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet_508.pdf.
2. FHWA (U.S. Department of Transportation Federal Highway Administration). (2022). Proven Safety Countermeasures (PSC) Tools. Retrieved from <https://safety.fhwa.dot.gov/provencountermeasures/>.
3. Brookshire, K., Sandt, L., Sundstrom, C., Thomas, L., Blomberg, R. (2016) *Advancing Pedestrian and Bicyclist Safety: A Primer for Highway Safety Professionals*. National Highway Traffic Safety Administration. Report No. DOT HS 812 258.
4. Fabry, M. (2017). *Safe Routes to School & Green Streets Infrastructure Pilot Program*. San Mateo Countywide Water Pollution Prevention Program. June 26, 2017. Retrieved from https://ccag.ca.gov/wp-content/uploads/2017/06/SR2S_SW_CMEQ_062617.pdf.
5. Gelinne, D., Kirley, B., Sundstrom, D., Srinivansan, R., Carter, D. (2017) Road Safety Fundamentals. Report No. FHWA-SA-18-003.
6. Mead, J., Zegeer, C., Bushell, M. (2014) *Evaluation of Pedestrian-Related Roadway Measures: A Summary of Available Research*. FHWA. Report No. DTFH61-11-H-00024.
7. Sundstrom, C., Nabors, D. (2013). Bicycle Safety Guide and Countermeasure Selection System. BIKESAFE. Retrieved from <http://pedbikesafe.org/BIKESAFE/countermeasures.cfm>.
8. Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). *Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*, 10th Edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.
9. Zegeer, C., Nabors, D., Lagerway, P. (2013). *Pedestrian Safety Guide and Countermeasure Selection System*. PEDSAFE. Retrieved from <http://pedbikesafe.org/PEDSAFE/countermeasures.cfm>.

Appendix A Primary Crash Factor Definitions

The California Vehicle Code outlines the Primary Crash Factors that officers use to designate crash causes. The California Highway Patrol training guide lists violations and provides definitions.

A Primary Crash Factor is the one element or driving action which, in the investigating officer's opinion, best describes the primary or main cause of the crash. When writing a ticket, the officer is encouraged to pick a main violation that is the MOST responsible. This is the **primary risk factor**. There is only one primary factor, but there can be multiple associated factors. For example, when the involved party considered most at fault is driving a vehicle while under the influence of alcohol or drugs, the primary collision factor shall be a DUI regardless of any other violation. Other violations are entered under "other associated factors."

More information is available at: https://post.ca.gov/portals/0/post_docs/basic_course_resources/workbooks/LD_29_V-3.1.pdf

Pedestrian Right of Way

Pedestrians' right-of-way at crosswalks 21950

- (a) The driver of a vehicle shall yield the right-of-way to a pedestrian in the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.
- (b) This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.
- (c) The driver of a vehicle approaching a pedestrian within any marked or unmarked crosswalk shall exercise all due care and shall reduce the speed of the vehicle or take any other action relating to the operation of the vehicle as necessary to safeguard the safety of the pedestrian.
- (d) Subdivision (b) does not relieve a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within any marked crosswalk or within any unmarked crosswalk at an intersection.

Pedestrian Violation

Pedestrian on roadway 21956

- (a) No pedestrian may walk upon any roadway outside of a business or residence district otherwise than close to his or her left-hand edge of the roadway.
- (b) A pedestrian may walk close to his or her right-hand edge of the roadway if a crosswalk or other means of safely crossing the roadway is not available or if existing traffic or other conditions would compromise the safety of a pedestrian attempting to cross the road.

Pedestrians outside crosswalks 21954

- (a) Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.
- (b) The provisions of this section shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of any pedestrian upon a roadway

Unsafe Speed

Basic speed law Speed 22350

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Minimum speed law 22400

- (a) No person shall drive upon a highway at such a slow speed as to impede or block the normal and reasonable movement of traffic unless the reduced speed is necessary for safe operation, because of a grade, or in compliance with law.
No person shall bring a vehicle to a complete stop upon a highway so as to impede or block the normal and reasonable movement of traffic unless the stop is necessary for safe operation or in compliance with law.
- (b) Whenever the Department of Transportation determines on the basis of an engineering and traffic survey that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, the department may determine and declare a minimum speed limit below which no person shall drive a vehicle, except when necessary for safe operation or in compliance with law, when appropriate signs giving notice thereof are erected along the part of the highway for which a minimum speed limit is established.

Subdivision (b) of this section shall apply only to vehicles subject to registration.

Automobile Right of Way

Two-way left turn lanes 21460.5

- (a) The Department of Transportation and local authorities in their respective jurisdictions may designate a two-way left-turn lane on a highway. A two-way left-turn lane is a lane near the center of the highway set aside for use by vehicles making left turns in both directions from or into the highway.
- (b) Two-way left-turn lanes shall be designated by distinctive roadway markings consisting of parallel double yellow lines, interior line dashed and exterior line solid, on each side of the lane. The Department of Transportation may determine and prescribe standards and specifications governing length, width, and positioning of the distinctive pavement markings. All pavement markings designating a two-way left-turn lane shall conform to the Department of Transportation's standards and specifications.
- (c) A vehicle shall not be driven in a designated two-way left-turn lane except when preparing for or making a left turn from or into a highway or when preparing for or making a U-turn when otherwise permitted by law, and shall not be driven in that lane for more than 200 feet while preparing for and making the turn or while preparing to merge into the adjacent lanes of travel. A left turn or U-turn shall not be made from any other lane where a two-way left-turn lane has been designated.
- (d) This section does not prohibit driving across a two-way left-turn lane.
- (e) Raised pavement markers may be used to simulate the painted lines described in this section when those markers are placed in accordance with standards established by the Department of Transportation.

Uncontrolled intersection 21800

- (a) The driver of a vehicle approaching an intersection shall yield the right-of-way to any vehicle which has entered the intersection from a different highway.
- (b)

- a. When two vehicles enter an intersection from different highways at the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on his or her immediate right, except that the driver of any vehicle on a terminating highway shall yield the right-of-way to any vehicle on the intersecting continuing highway.
 - b. For the purposes of this section, “terminating highway” means a highway which intersects, but does not continue beyond the intersection, with another highway which does continue beyond the intersection.
- (c) When two vehicles enter an intersection from different highways at the same time and the intersection is controlled from all directions by stop signs, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on his or her immediate right.
- (d)
 - a. The driver of any vehicle approaching an intersection which has official traffic control signals that are inoperative shall stop at the intersection, and may proceed with caution when it is safe to do so.
 - b. When two vehicles enter an intersection from different highways at the same time, and the official traffic control signals for the intersection are inoperative, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on his or her immediate right, except that the driver of any vehicle on a terminating highway shall yield the right-of-way to any vehicle on the intersecting continuing highway.
- (e) This section does not apply to any of the following:
 - a. Any intersection controlled by an official traffic control signal or yield right-of-way sign.
 - b. Any intersection controlled by stop signs from less than all directions.
 - c. When vehicles are approaching each other from opposite directions and the driver of one of the vehicles intends to make, or is making, a left turn.

Left turn right-of-way 21801

- (a) The driver of a vehicle intending to turn to the left or to complete a U-turn upon a highway, or to turn left into public or private property, or an alley, shall yield the right-of-way to all vehicles approaching from the opposite direction which are close enough to constitute a hazard at any time during the turning movement, and shall continue to yield the right-of-way to the approaching vehicles until the left turn or U-turn can be made with reasonable safety.
- (b) A driver having yielded as prescribed in subdivision (a), and having given a signal when and as required by this code, may turn left or complete a U-turn, and the drivers of vehicles approaching the intersection or the entrance to the property or alley from the opposite direction shall yield the right-of-way to the turning vehicle.

Approaching intersection entrance 21802

- (a) The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection shall stop as required by Section 22450. The driver shall then yield the right-of-way to any vehicles which have approached from another highway, or which are approaching so closely as to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until he or she can proceed with reasonable safety.
- (b) A driver having yielded as prescribed in subdivision (a) may proceed to enter the intersection, and the drivers of all other approaching vehicles shall yield the right-of-way to the vehicle entering or crossing the intersection.
- (c) This section does not apply where stop signs are erected upon all approaches to an intersection.

Yield right-of-way 21803

- (a) The driver of any vehicle approaching any intersection which is controlled by a yield right-of-way sign shall, upon arriving at the sign, yield the right-of-way to any vehicles which have entered the intersection, or which are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until he or she can proceed with reasonable safety.
- (b) A driver having yielded as prescribed in subdivision (a) may proceed to enter the intersection, and the drivers of all other approaching vehicles shall yield the right-of-way to the vehicle entering or crossing the intersection.

Entry onto highway; public, private property, alley 21804

- (a) The driver of any vehicle about to enter or cross a highway from any public or private property, or from an alley, shall yield the right-of-way

Traffic Signal and Sign

Laned roadways 21658

Whenever any roadway has been divided into two or more clearly marked lanes for traffic in one direction, the following rules apply: (a) A vehicle shall be driven as nearly as practical entirely within a single lane and shall not be moved from the lane until such movement can be made with reasonable safety.

Turning upon a highway 22100

Except as provided in Section 22100.5 or 22101, the driver of any vehicle intending to turn upon a highway shall do so as follows:

- (a) Right Turns. Both the approach for a right-hand turn and a right-hand turn shall be made as close as practicable to the right-hand curb or edge of the roadway except:
 - a. Upon a highway having three marked lanes for traffic moving in one direction that terminates at an intersecting highway accommodating traffic in both directions, the driver of a vehicle in the middle lane may turn right into any lane lawfully available to traffic moving in that direction upon the roadway being entered.
 - b. If a right-hand turn is made from a one-way highway at an intersection, a driver shall approach the turn as provided in this subdivision and shall complete the turn in any lane lawfully available to traffic moving in that direction upon the roadway being entered.
 - c. Upon a highway having an additional lane or lanes marked for a right turn by appropriate signs or markings, the driver of a vehicle may turn right from any lane designated and marked for that turning movement.
- (b) Left Turns. The approach for a left turn shall be made as close as practicable to the left-hand edge of the extreme left-hand lane or portion of the roadway lawfully available to traffic moving in the direction of travel of the vehicle and, when turning at an intersection, the left turn shall not be made before entering the intersection. After entering the intersection, the left turn shall be made so as to leave the intersection in a lane lawfully available to traffic moving in that direction upon the roadway being entered, except that upon a highway having three marked lanes for traffic moving in one direction that terminates at an intersecting highway accommodating traffic in both directions, the driver of a vehicle in the middle lane may turn left into any lane lawfully available to traffic moving in that direction upon the roadway being entered.

Starting parked vehicle or backing up 22106

- (a) No person shall start a vehicle stopped, standing, or parked on a highway, nor shall any person back a vehicle on a highway until such movement can be made with reasonable safety."

Turning movements and required signals 22107

No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.

Wrong Side of the Road

21651b BC. When no specific vehicle code section violation is applicable, officers may determine that “improper driving” alone is the primary collision factor. “Improper driving” should not be used as a catch-all to relieve officers of their responsibility to identify the appropriate vehicle code violation as the primary collision factor.

Other Improper Driving

When no specific vehicle code section violation is applicable, officers may determine that “improper driving” alone is the primary collision factor. For example, a collision that takes place on private property where a vehicle code does not apply might be considered improper driving.

Appendix B: Countywide Top Combined Safety Priority Corridors

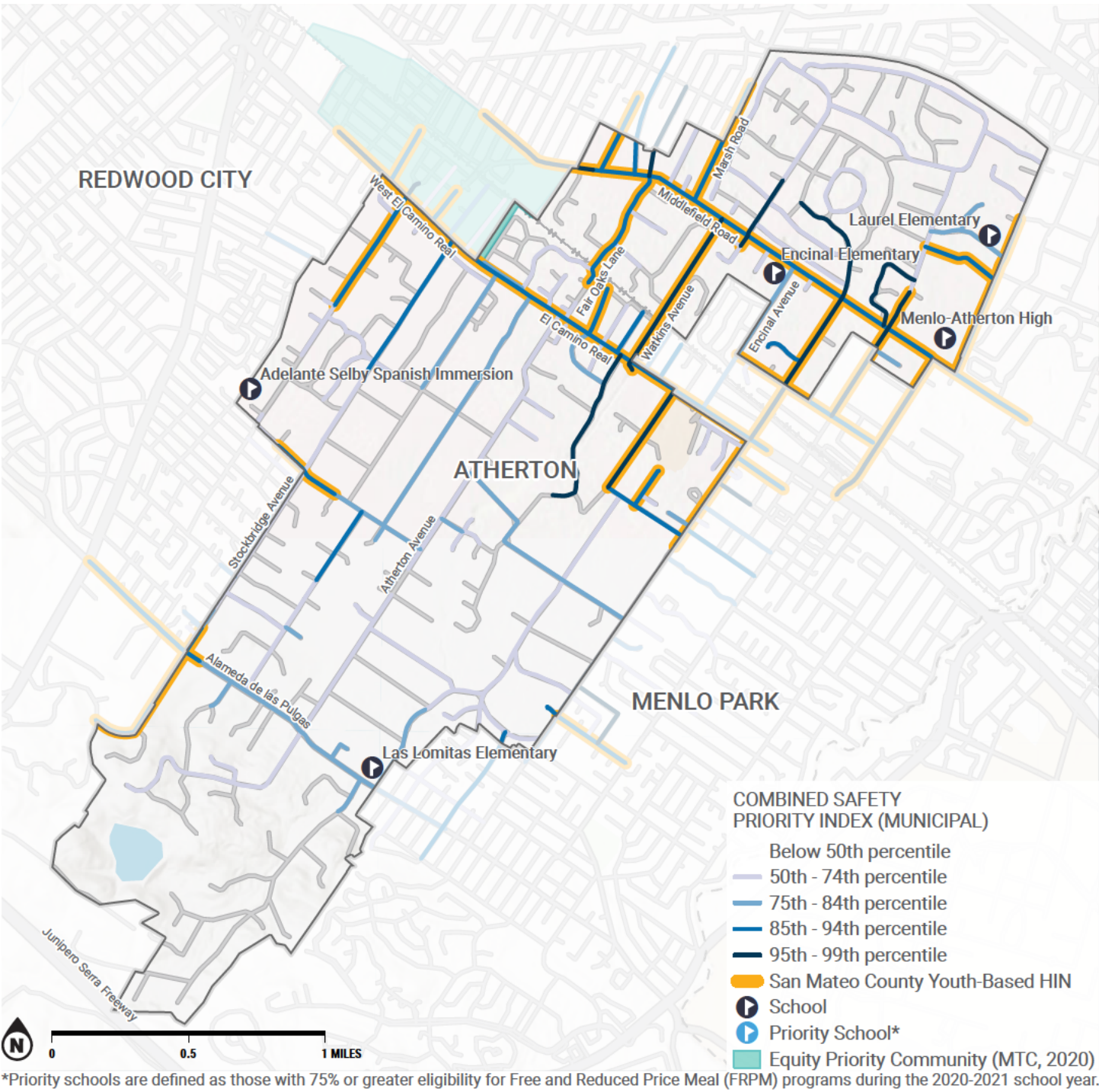
Road Name	Extent	Jurisdiction	Length (mi)	Total Collisions	KSI Collisions	Bike Collisions	Pedestrian Collisions	Youth Collisions
Middlefield Road	Douglas Avenue to Woodside Road	Redwood City	0.47	58	4	11	3	11
West El Camino Real	Broadway to Madison Avenue	Redwood City	0.49	50	2	8	9	12
Grand Avenue	Airport Boulevard to Spruce Avenue	South San Francisco	0.45	23	5	5	9	3
State Highway 1	North of Fassler Avenue	Pacifica	0.45	41	5	0	0	12
El Camino Real	Madison Avenue to Woodside Road	Redwood City	0.49	63	3	11	5	12
Whipple Avenue	Industrial Way to E Bayshore Road	Redwood City	0.34	33	1	1	1	8
West El Camino Real	Woodside Road to Buckingham Avenue	Redwood City	0.49	58	5	5	8	5
Ravenswood Avenue	El Camino Real to Middlefield Road	Atherton/Menlo Park	0.62	22	1	6	3	6
El Camino Real	Citation Avenue to Interstate 380 on-ramp	San Bruno	0.5	70	5	1	7	15
El Camino Real	Taylor Boulevard to Millbrae Avenue	Millbrae	0.5	51	4	5	12	7

Appendix C: City Safety Analysis Infographics

ATHERTON

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ravenswood Ave	22	1	3	6	6
Glenwood Ave	6	1	0	3	2
Middlefield Rd	32	3	5	4	7
State Highway 82	31	5	4	4	4
Oak Grove Ave	8	1	2	3	5

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

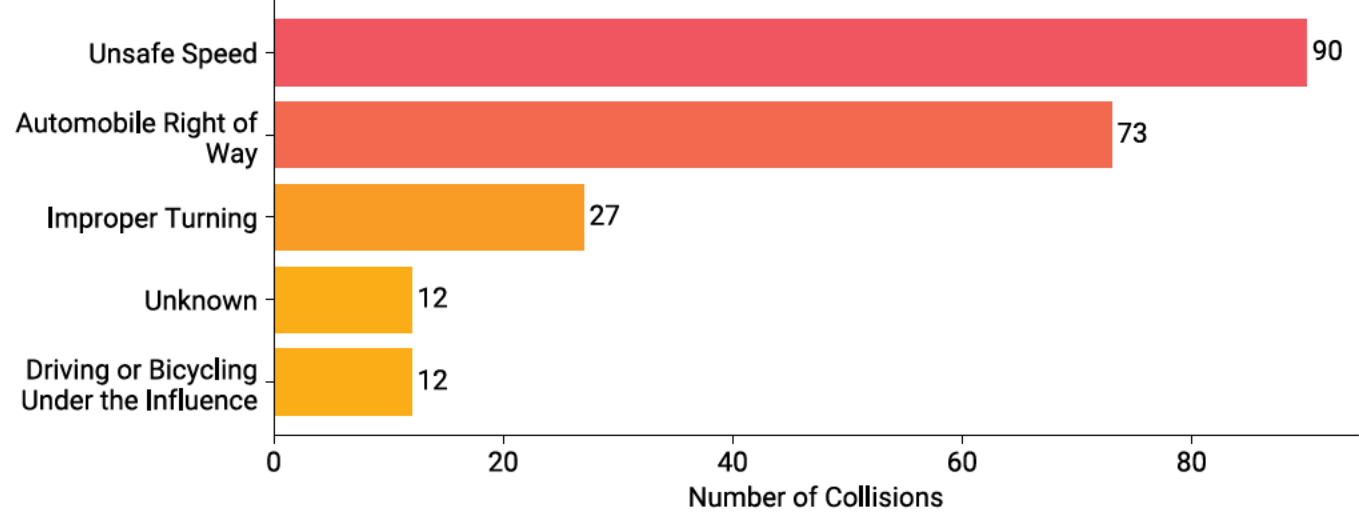
COLLISION STATISTICS FOR ATHERTON, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

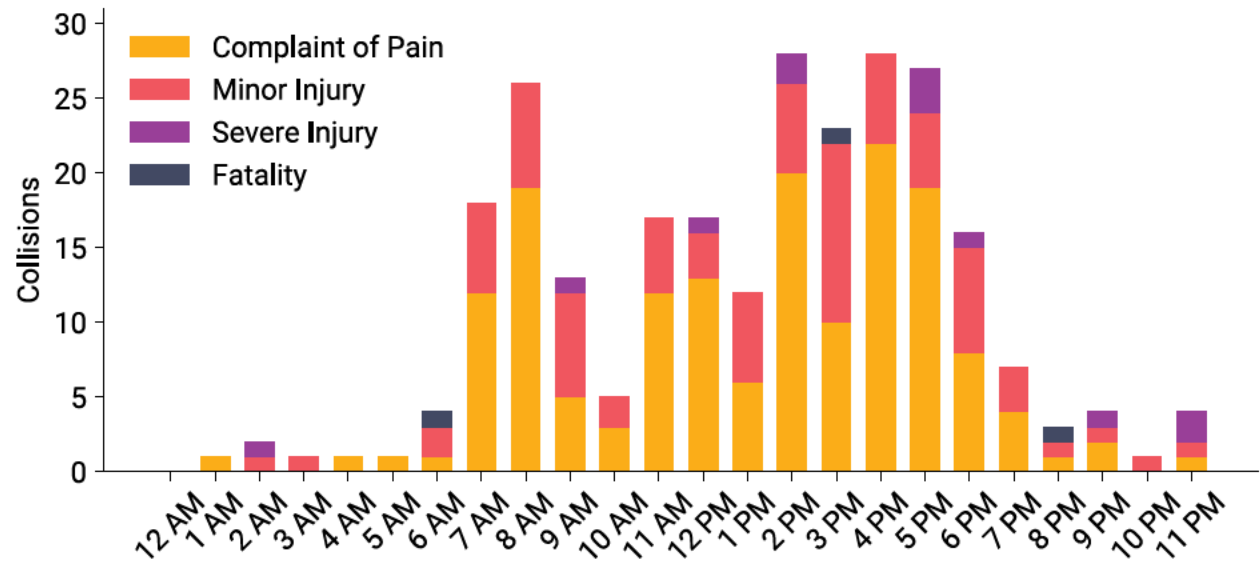
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	259	15	63	79	60	4	18	23
Alcohol Involved	17	6	4	2	2	2	1	0
Speeding Involved	90	0	24	5	23	0	7	1
Mid-Block Collision	135	9	38	24	36	2	13	6

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

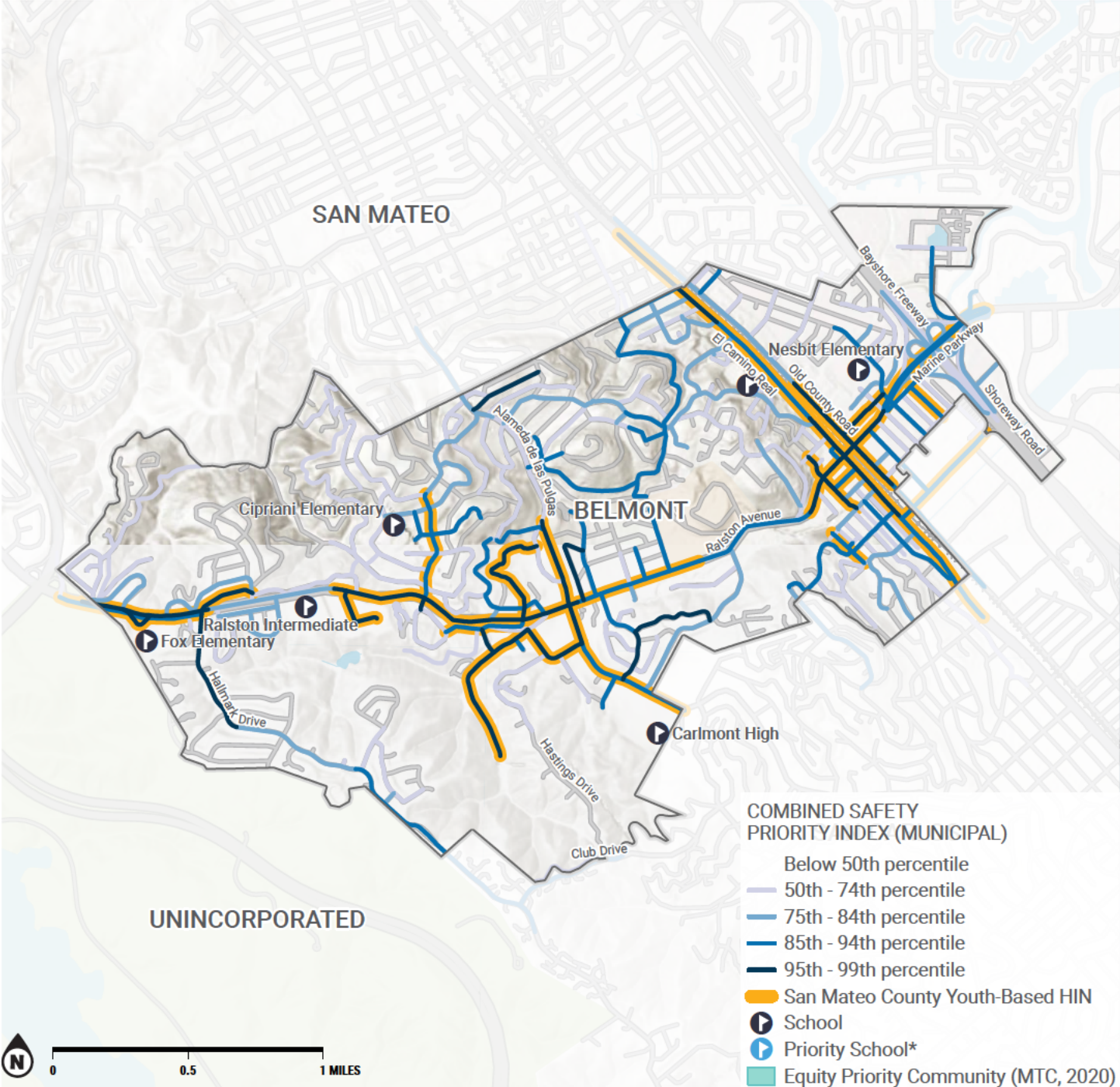


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BELMONT

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ralston Ave	14	1	0	1	6
Carlmont Dr	2	1	0	1	1
Belmont Canyon Rd	4	1	0	0	3
Claremont Dr	11	2	3	3	3
Davis Dr	5	1	2	1	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



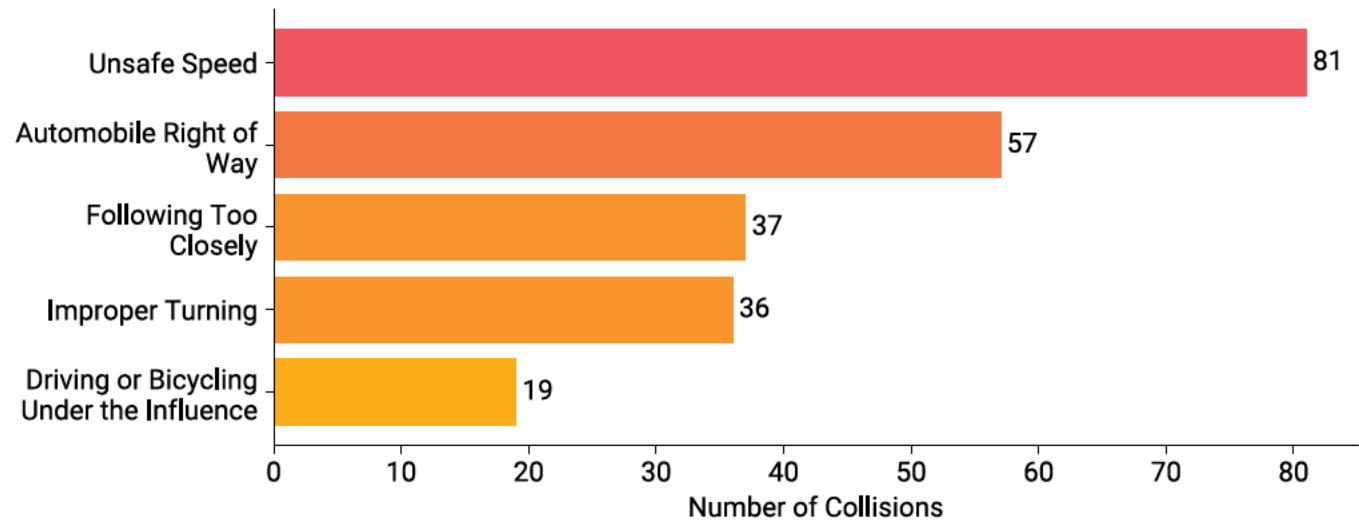
COLLISION STATISTICS FOR BELMONT, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

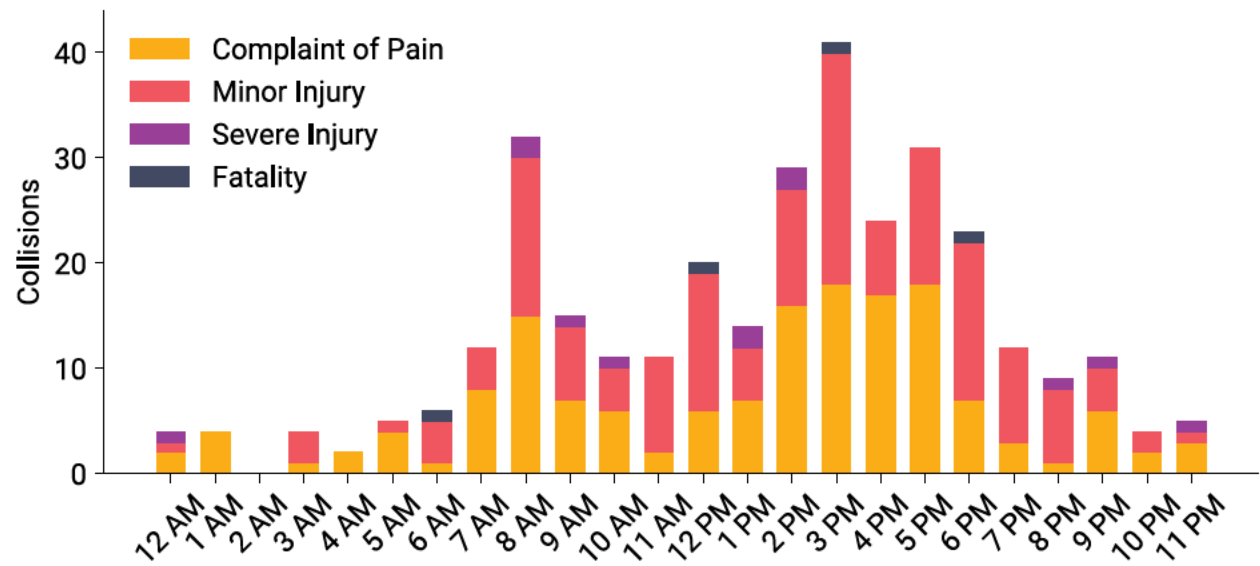
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	331	16	85	77	106	6	33	20
Alcohol Involved	28	1	2	4	16	1	1	1
Speeding Involved	81	2	28	6	24	1	12	1
Mid-Block Collision	242	9	64	47	87	3	27	17

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

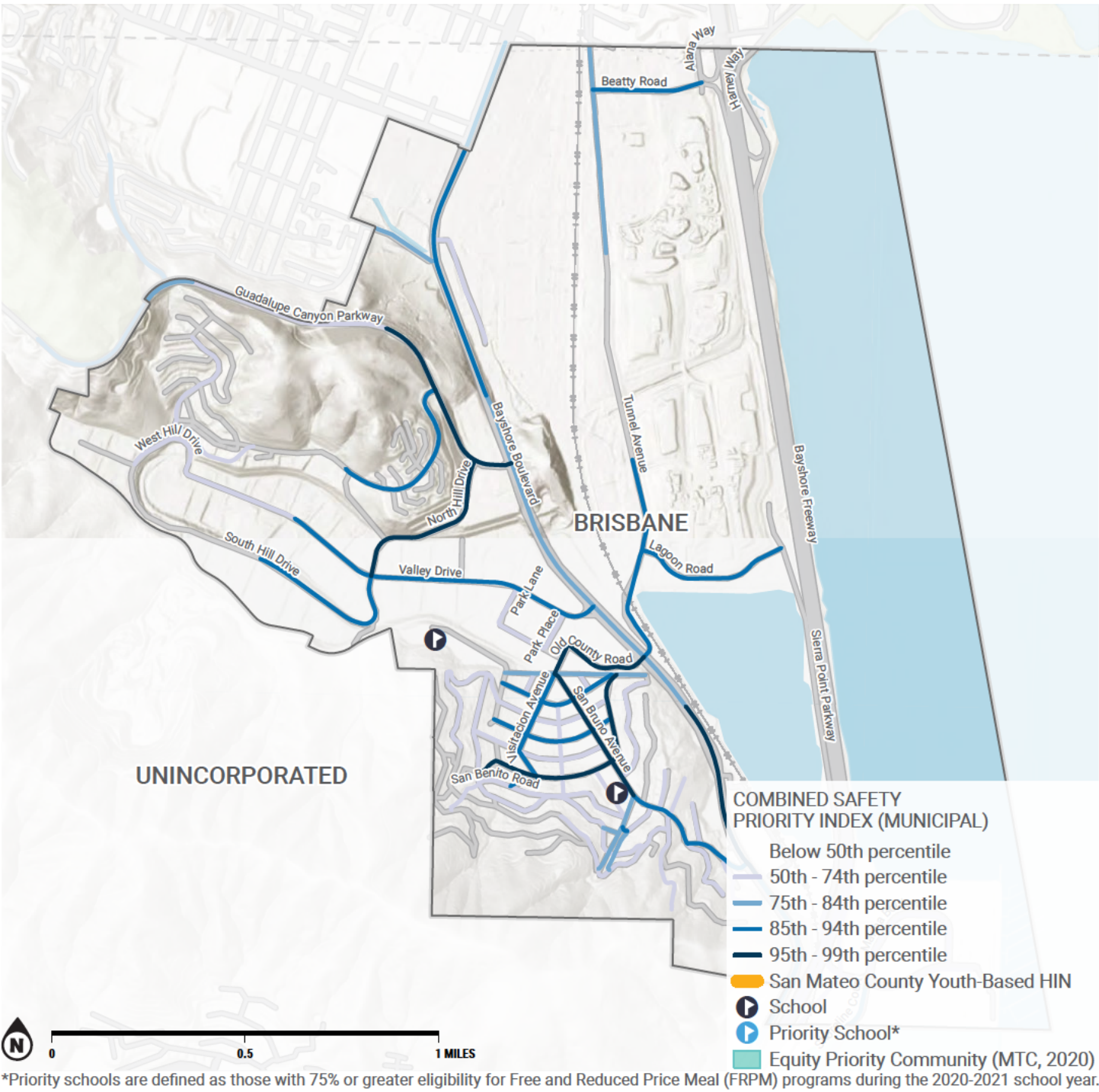


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BRISBANE

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Bayshore Blvd	14	4	1	1	3
Alvarado St	2	1	1	0	0
N Hill Dr	2	1	0	0	0
San Bruno Ave	2	1	1	0	1
Guadalupe Canyon Pkwy	8	1	0	1	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

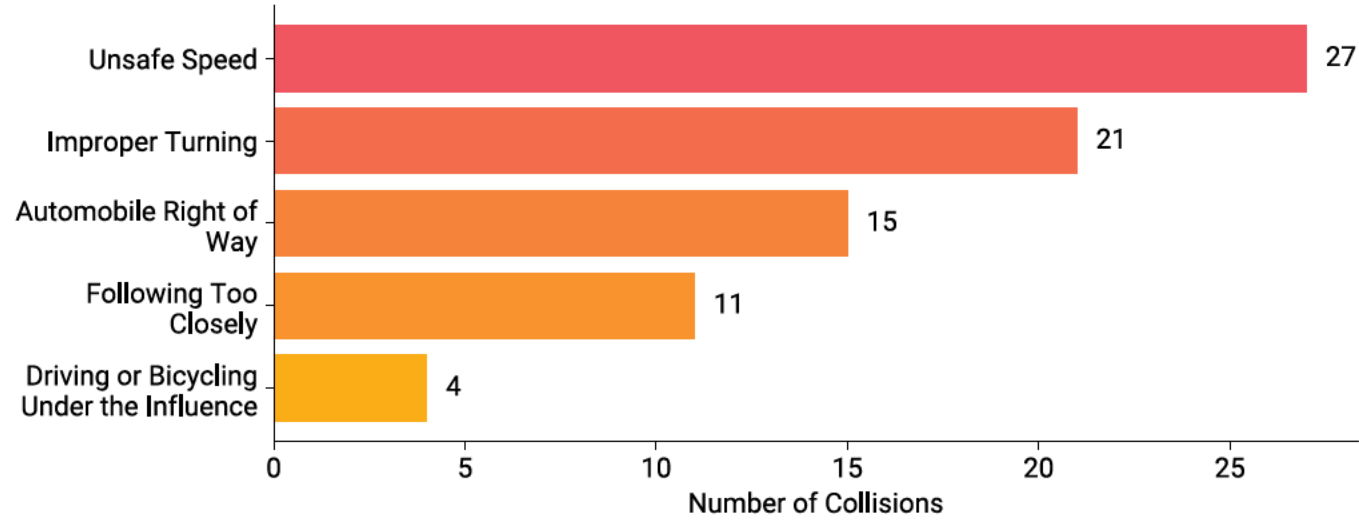
COLLISION STATISTICS FOR BRISBANE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

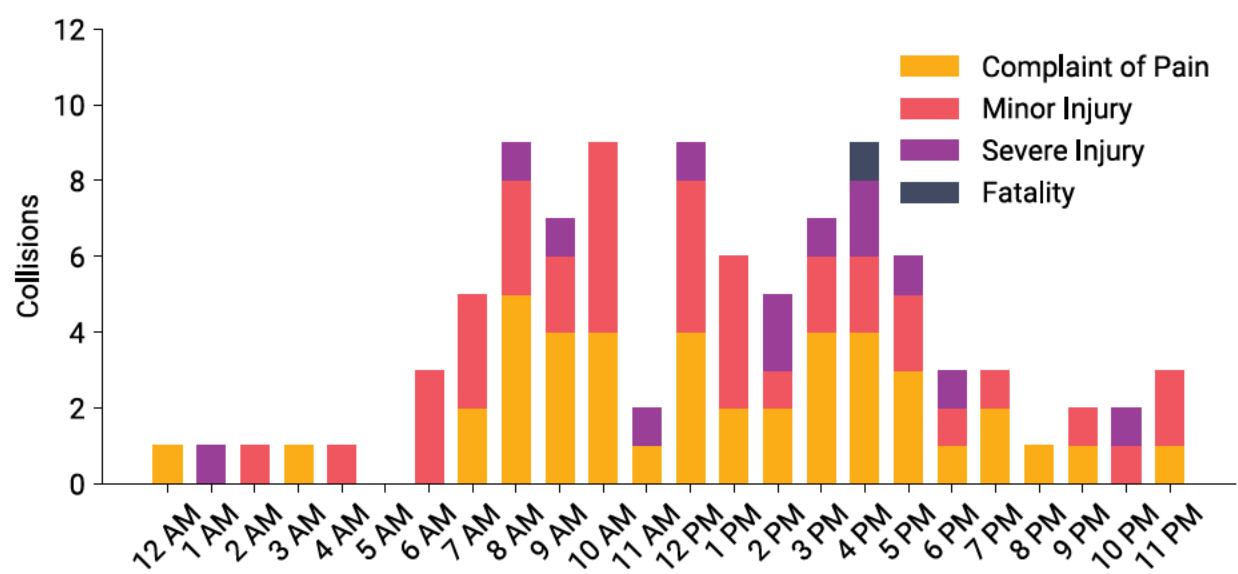
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	96	14	6	12	11	4	0	2
Alcohol Involved	7	3	1	1	1	0	0	0
Speeding Involved	27	4	1	0	3	1	0	0
Mid-Block Collision	56	8	3	8	5	2	0	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

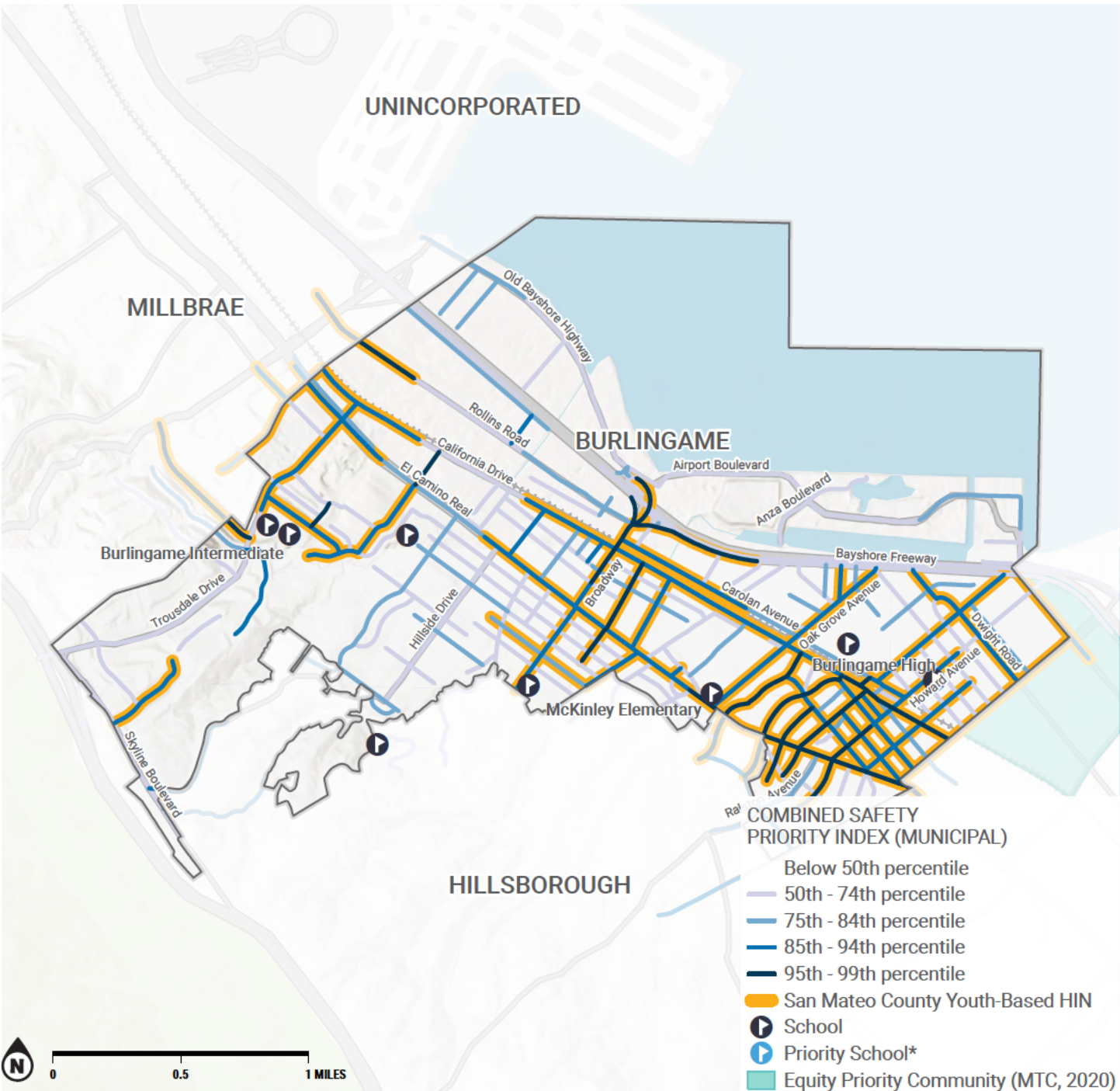


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BURLINGAME

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
California Dr	31	5	8	5	4
State Highway 82 (Burlingame Ave To Willow Ave)	38	5	4	2	12
State Highway 82 (Warren Rd To Burlingame Ave)	24	2	1	1	5
Burlingame Ave	4	1	2	0	1
Rollins Rd	10	2	4	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



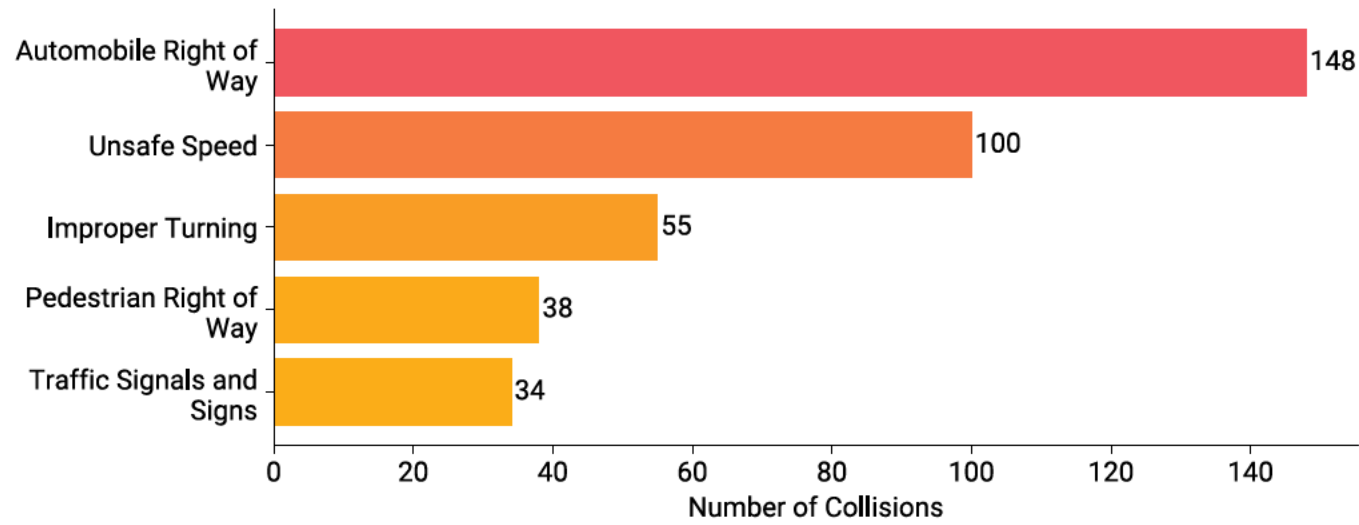
COLLISION STATISTICS FOR BURLINGAME, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

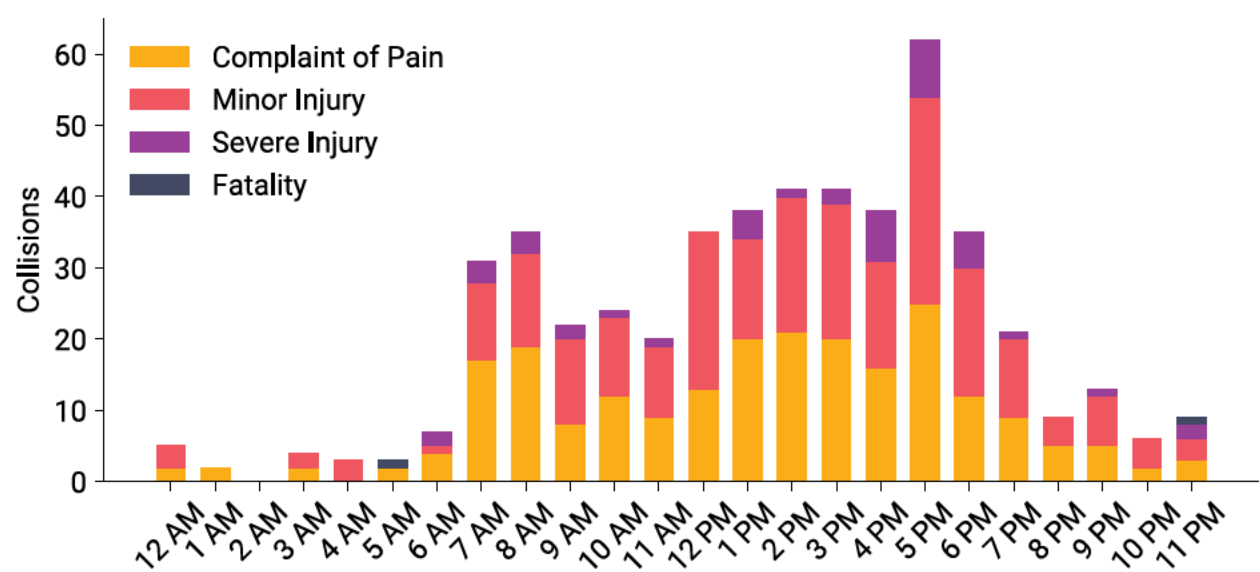
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	504	45	119	138	129	9	29	43
Alcohol Involved	25	2	1	7	3	0	1	2
Speeding Involved	100	7	25	6	26	3	5	2
Mid-Block Collision	230	24	51	61	49	5	11	18

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

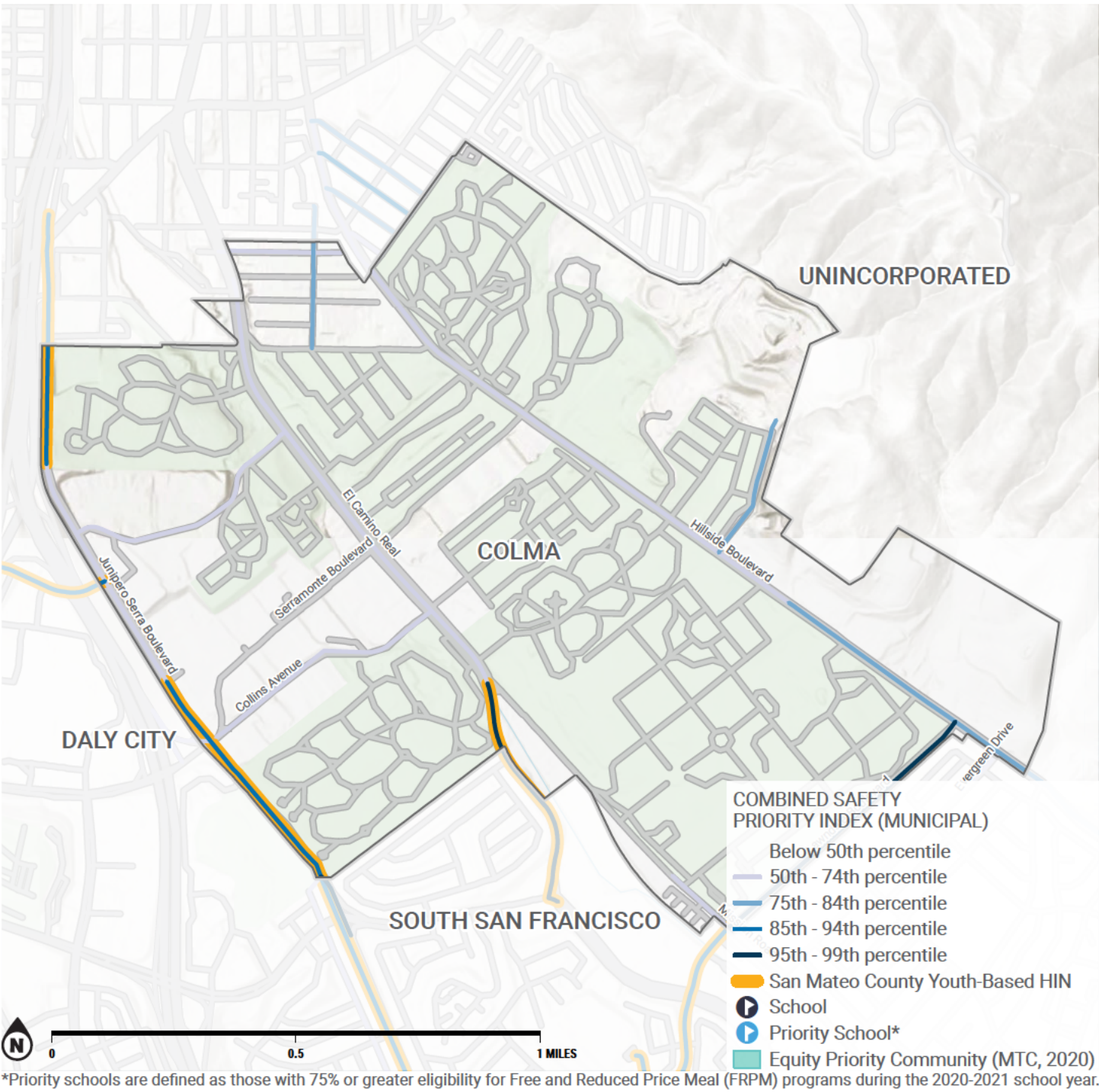


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

COLMA

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	22	1	3	0	5
Junipero Serra Blvd	18	3	1	1	2
Southgate Ave	11	3	3	0	3
Villa St	2	1	0	0	1
Hillside Blvd	2	1	0	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



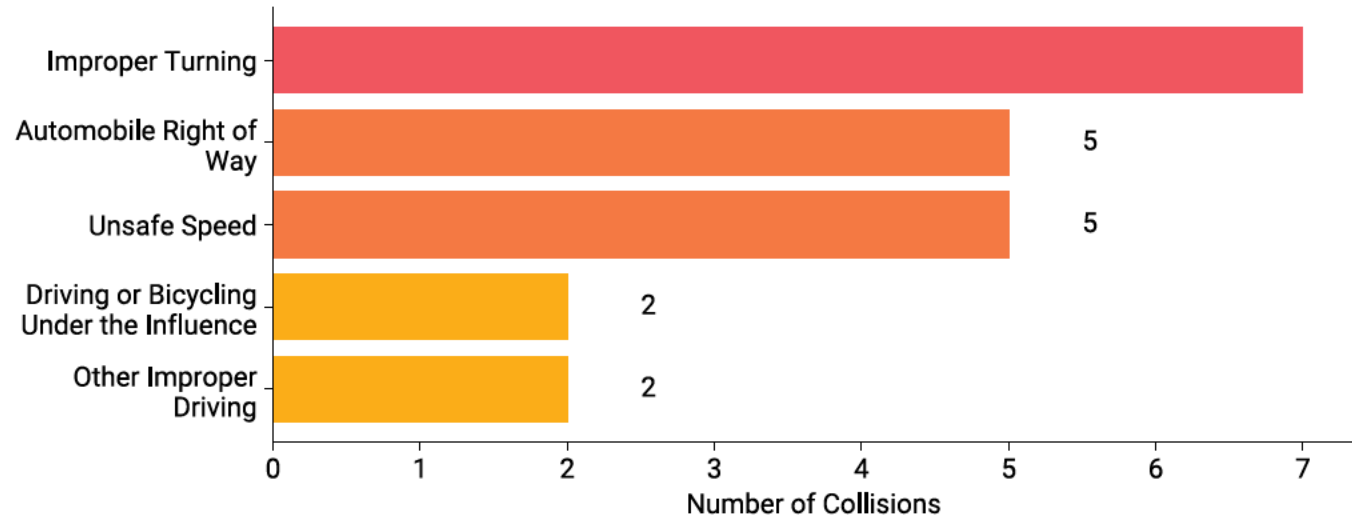
COLLISION STATISTICS FOR COLMA, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

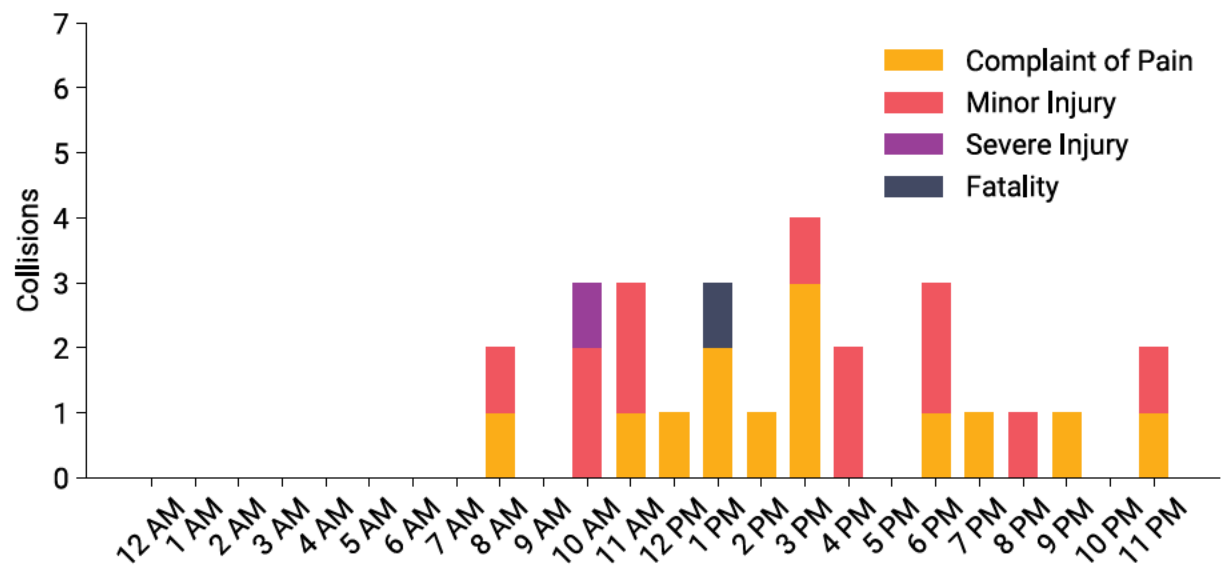
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	28	2	7	5	6	0	1	1
Alcohol Involved	3	0	0	1	1	0	0	0
Speeding Involved	5	1	2	0	0	0	0	0
Mid-Block Collision	15	1	3	4	3	0	1	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



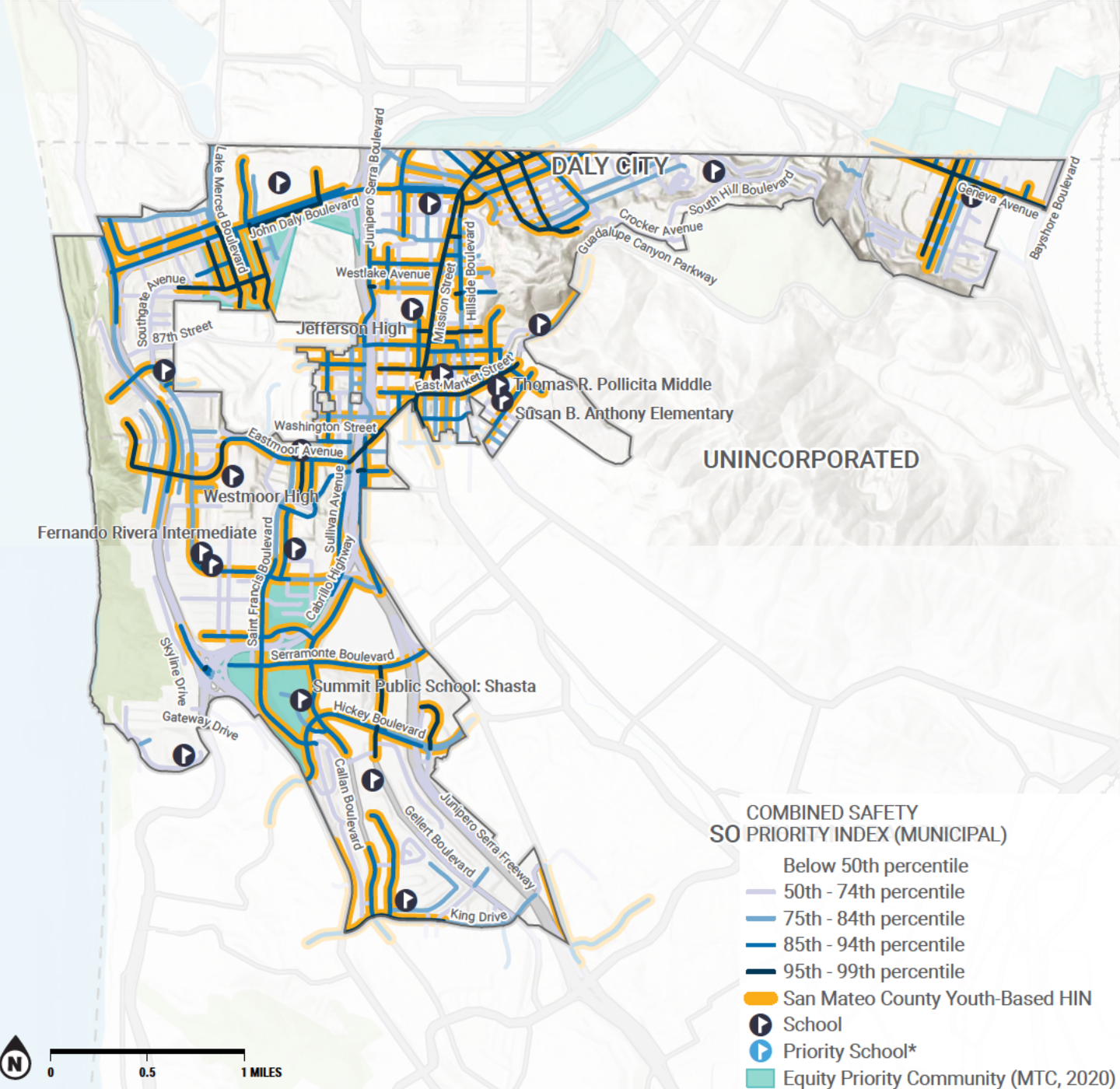
Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

DALY CITY

SCHOOL SAFETY ANALYSIS



YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Hillside Blvd	4	1	1	0	0
Vale St	4	1	2	1	0
Crocker Ave	23	2	9	0	6
State Highway 82 (C St To Vale St)	24	3	5	2	4
Mission St	23	3	12	3	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

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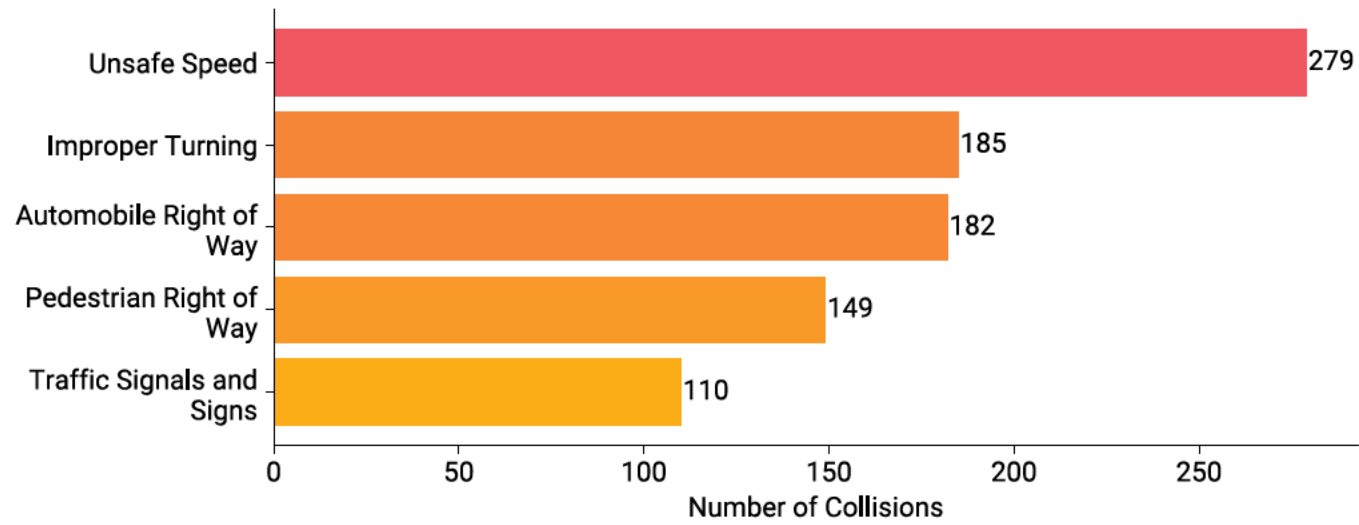
COLLISION STATISTICS FOR DALY CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

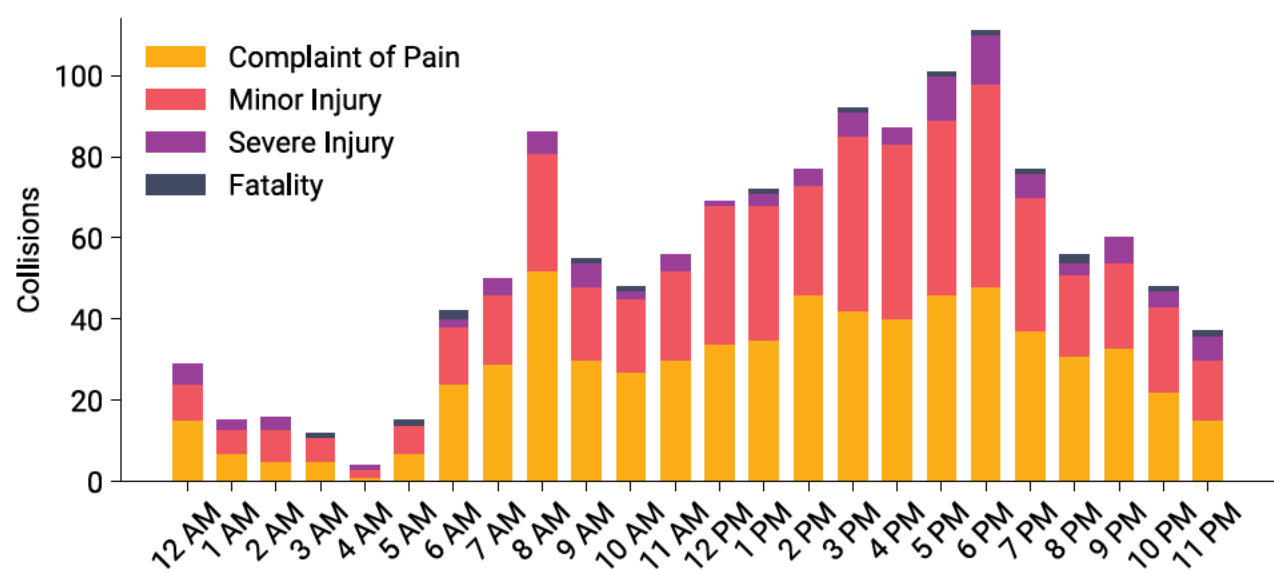
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1318	116	252	357	592	64	124	188
Alcohol Involved	148	20	19	34	64	14	9	21
Speeding Involved	279	15	48	32	117	10	19	12
Mid-Block Collision	747	61	133	188	313	30	59	88

TOP 5 COLLISION FACTORS, ALL COLLISIONS



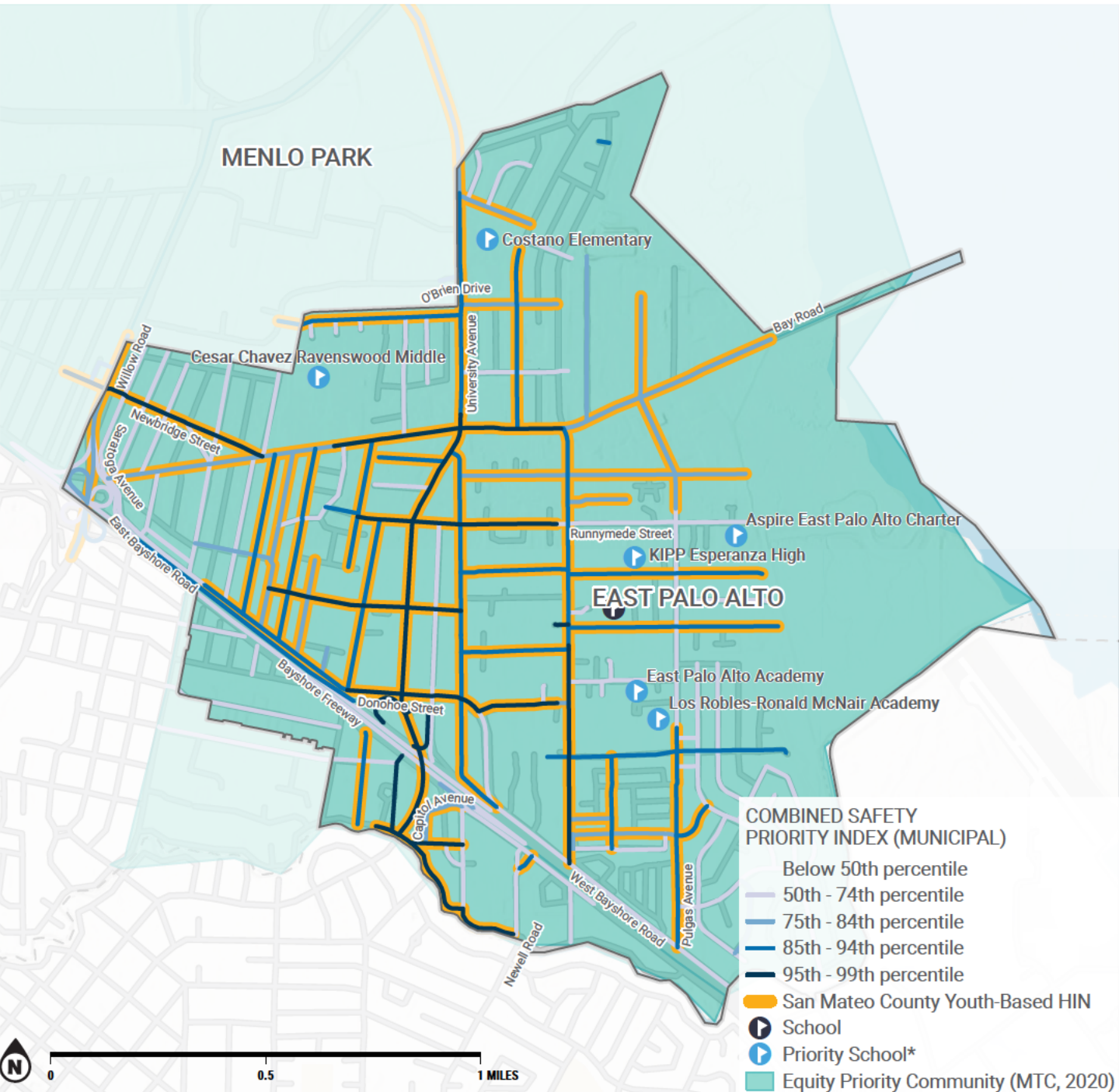
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

EAST PALO ALTO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 109	62	5	9	13	10
Woodland Ave	13	1	2	5	4
Donohoe St	38	2	2	9	11
Runnymede St	5	1	1	0	3
Scofield St	5	1	1	2	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



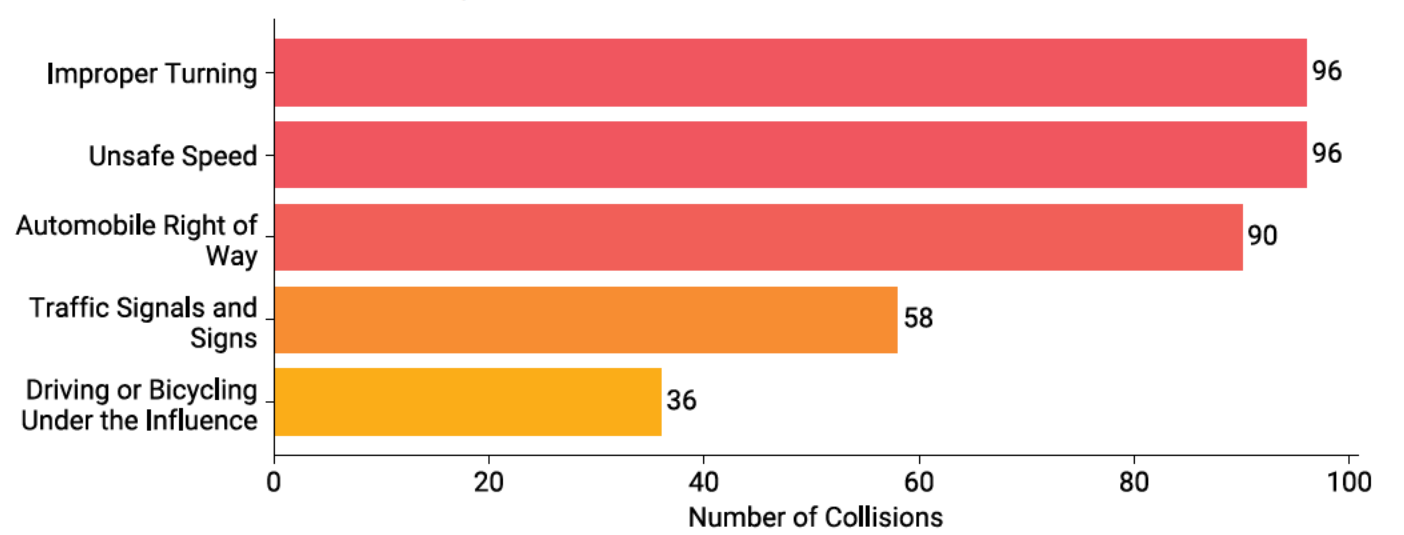
COLLISION STATISTICS FOR EAST PALO ALTO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

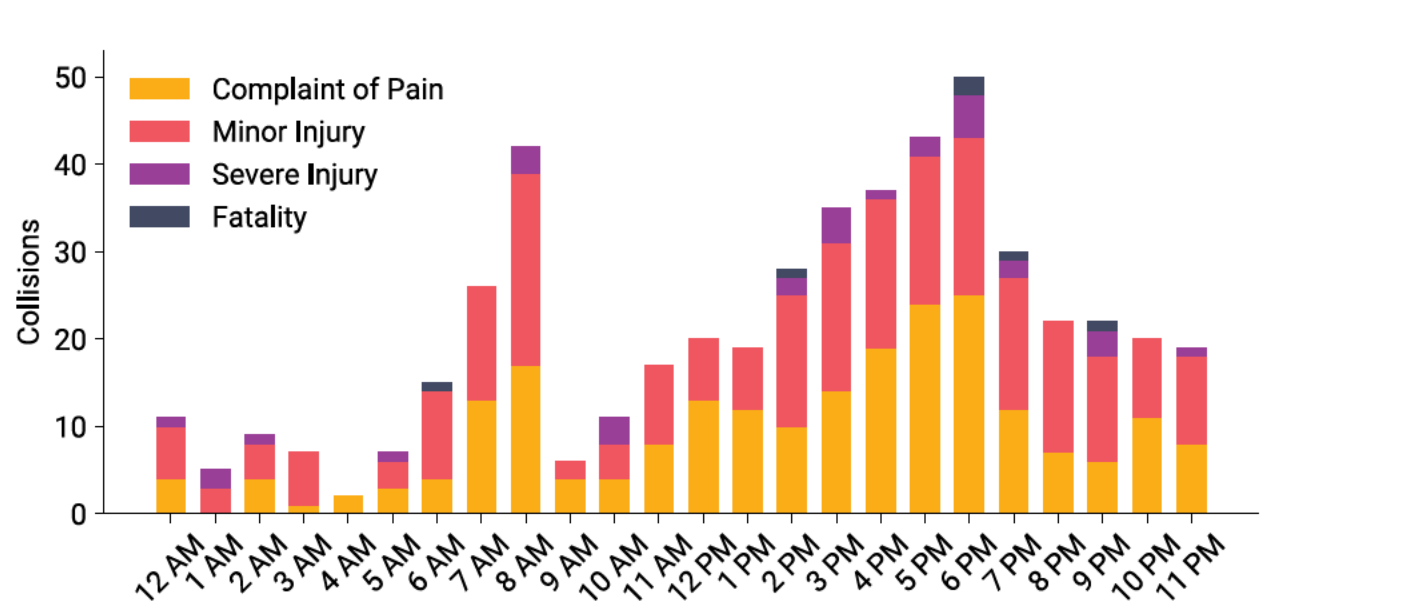
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	506	37	145	163	150	12	42	51	150	12	42	51
Alcohol Involved	69	9	18	13	19	3	5	5	19	3	5	5
Speeding Involved	96	6	25	13	30	1	5	4	30	1	5	4
Mid-Block Collision	286	26	67	83	80	9	25	27	80	9	25	27

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

FOSTER CITY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
E Hillsdale Blvd (Portal Ln To Pilgrim Dr)	15	1	1	3	1
Metro Center Blvd	24	1	2	1	4
Edgewater Blvd	5	1	3	0	3
E Hillsdale Blvd (Sea Spray Ln To Portal Ln)	25	2	3	4	3
Triton Dr	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



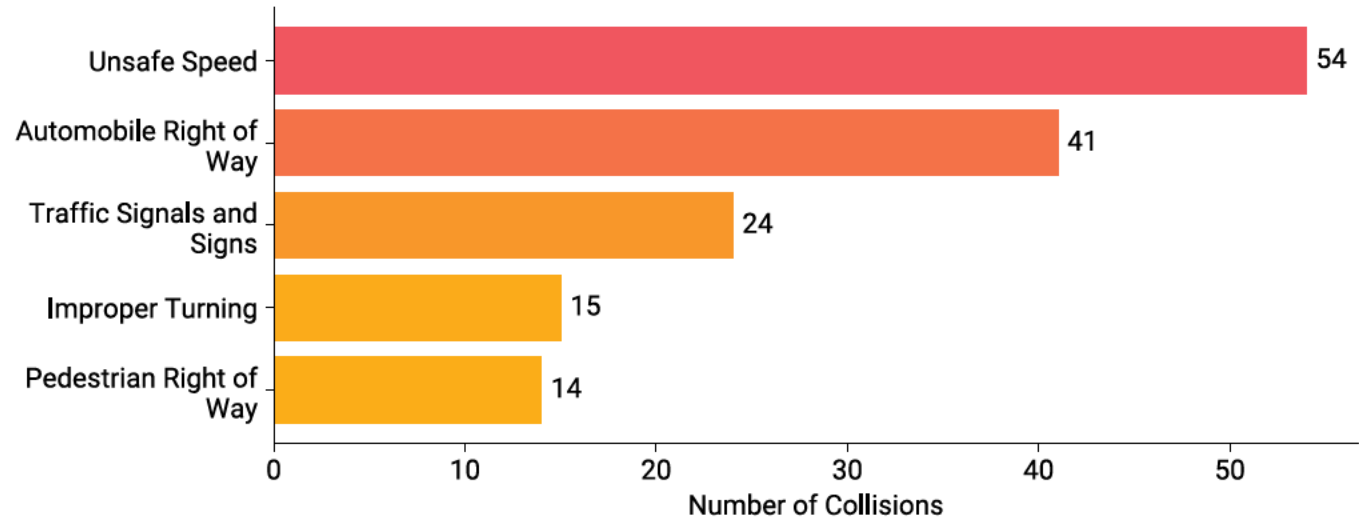
COLLISION STATISTICS FOR FOSTER CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

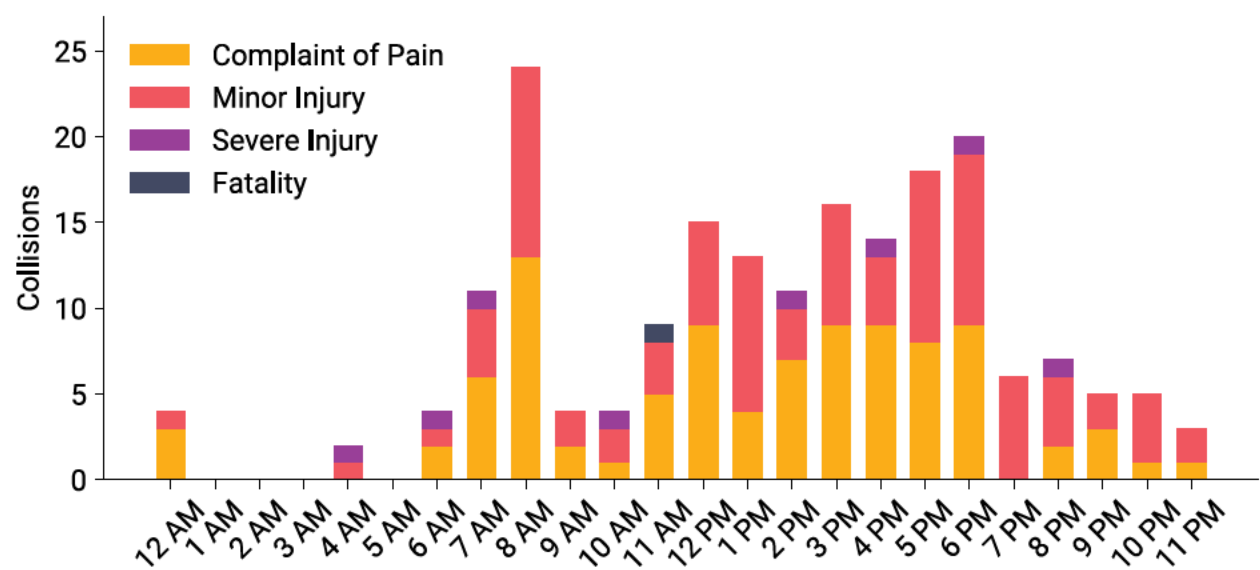
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	197	9	47	48	27	2	10	10
Alcohol Involved	6	0	1	1	1	0	0	0
Speeding Involved	54	3	11	1	7	1	2	1
Mid-Block Collision	71	3	17	15	12	2	5	5

TOP 5 COLLISION FACTORS, ALL COLLISIONS



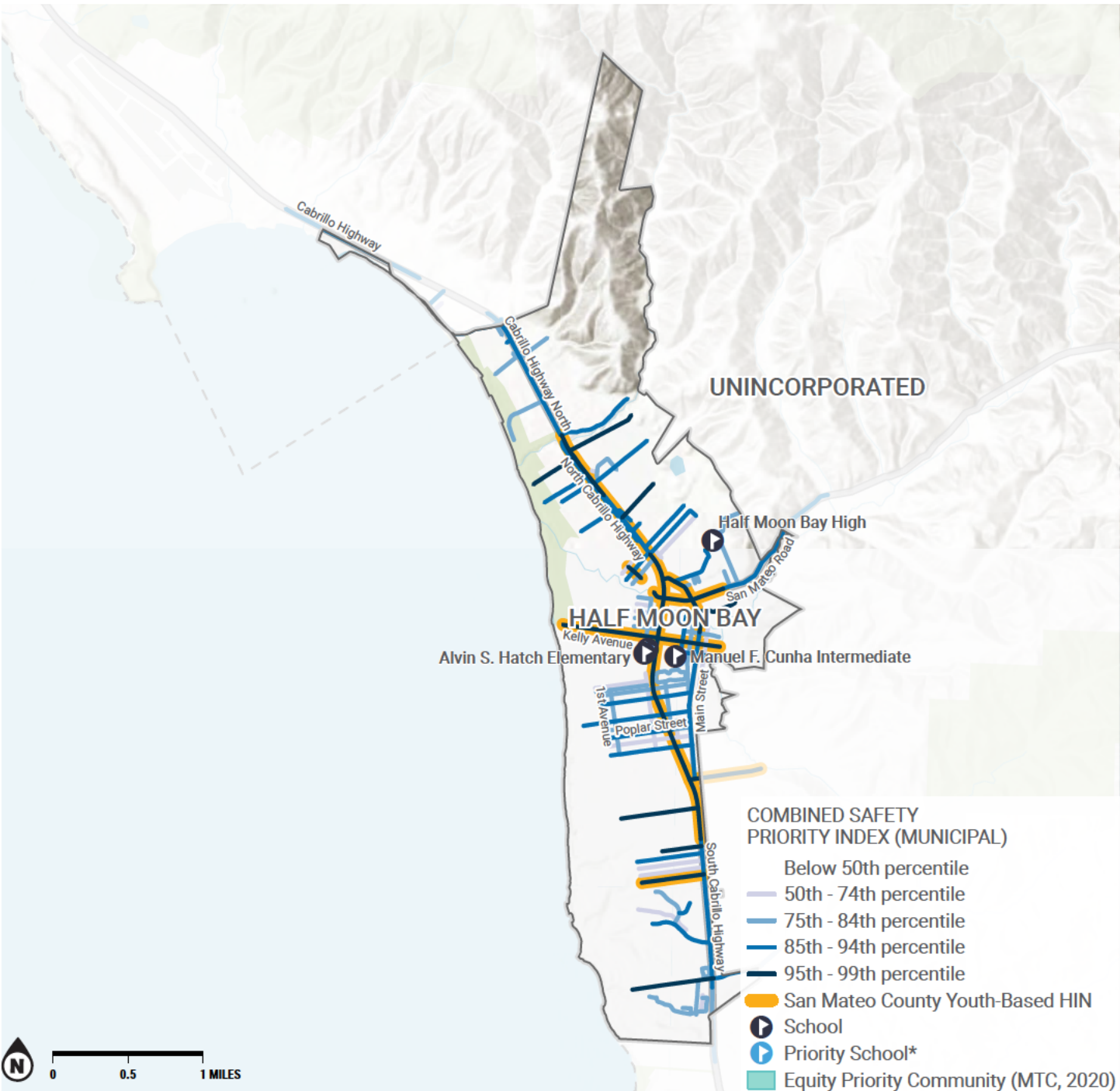
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

HALF MOON BAY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 1 (Filbert St To Pine Ave)	14	1	2	4	5
Redondo Beach Rd	2	1	0	0	2
State Highway 1 (Pine Ave To Grand Blvd)	28	1	0	3	7
State Highway 1 (Higgins Canyon Rd To Van Ness Ave)	10	2	1	2	0
Higgins Canyon Rd	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

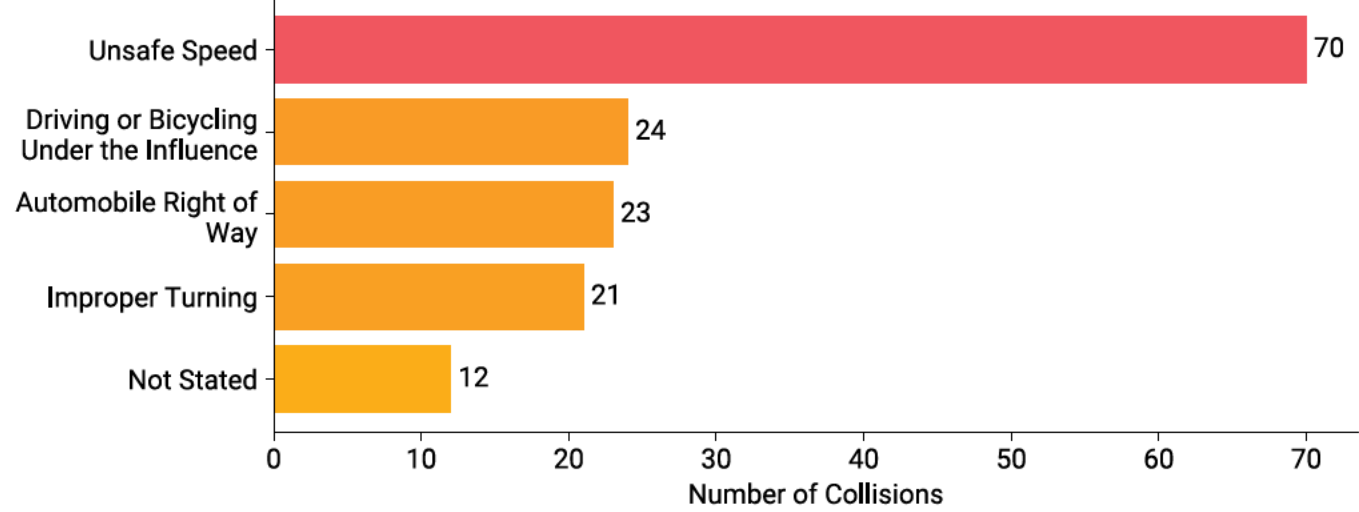
COLLISION STATISTICS FOR HALF MOON BAY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

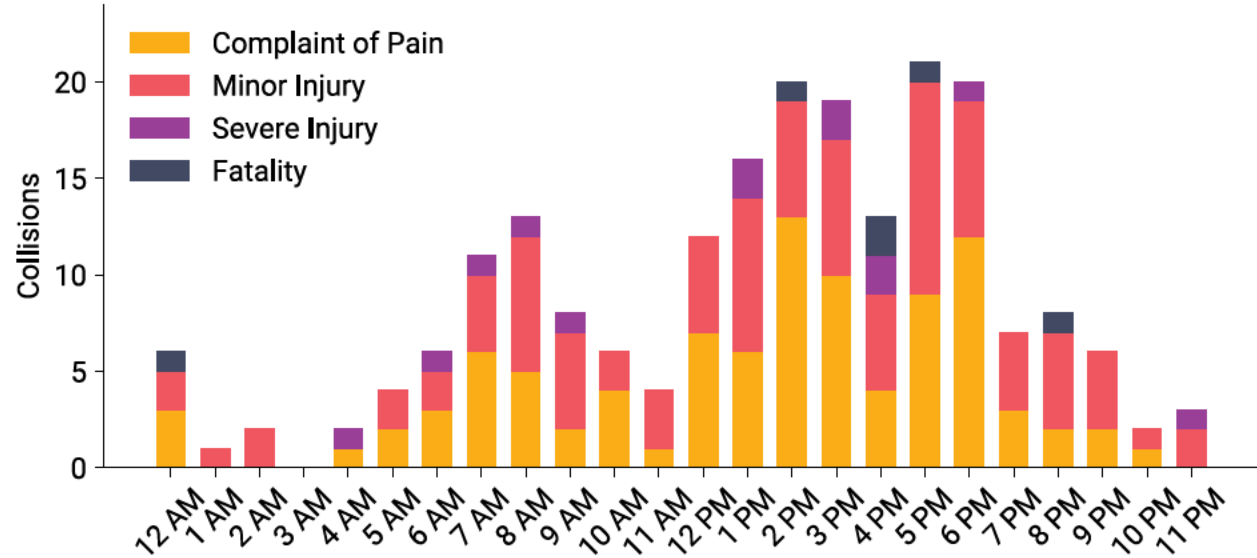
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	210	19	47	39	32	3	9	14
Alcohol Involved	28	6	4	4	8	0	2	3
Speeding Involved	70	1	16	0	4	0	1	0
Mid-Block Collision	134	14	28	22	22	2	7	9

TOP 5 COLLISION FACTORS, ALL COLLISIONS



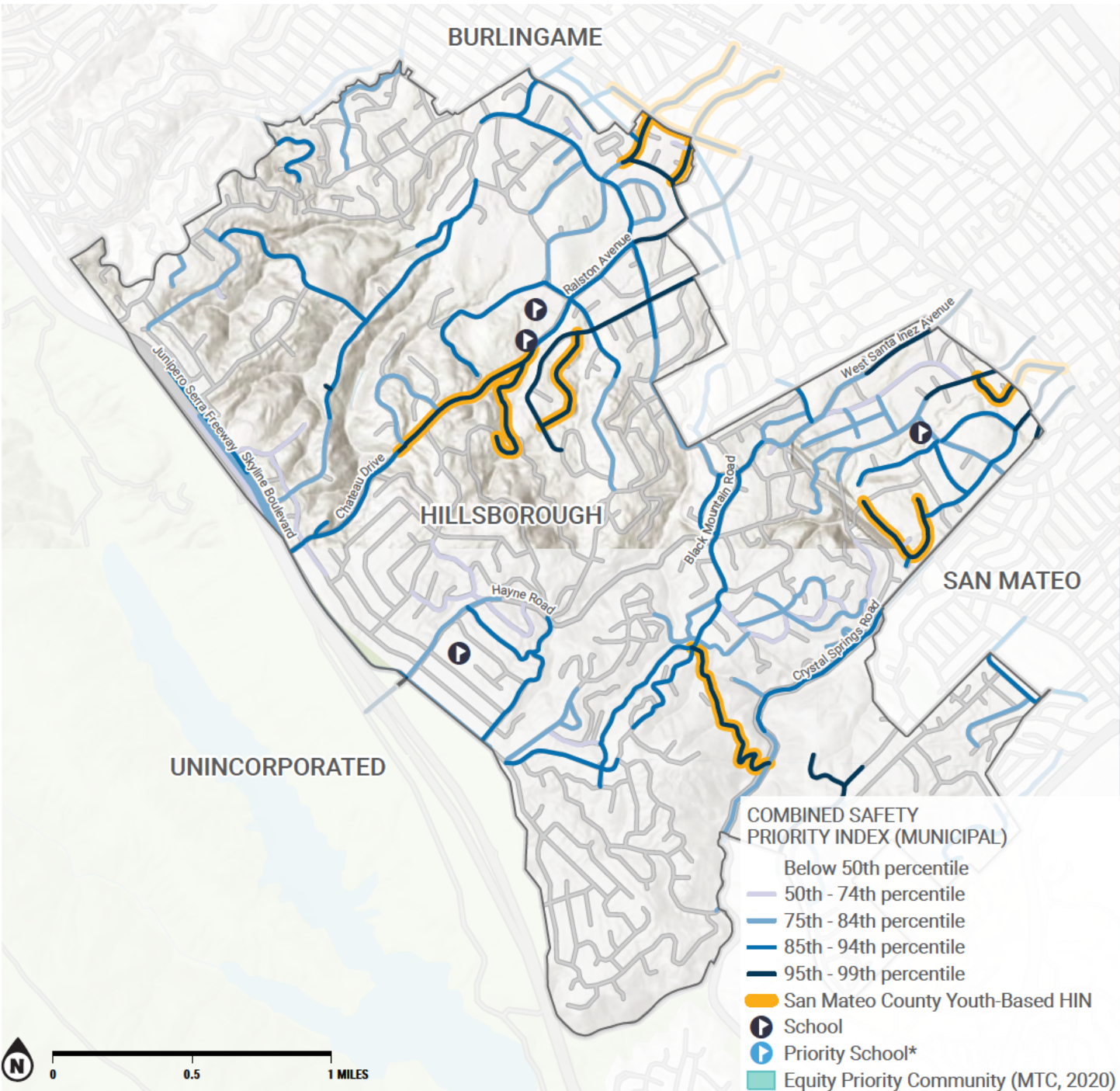
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

HILLSBOROUGH SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	38	5	4	2	12
Floribunda Ave	7	2	0	1	2
Woodbridge Rd	1	1	0	1	0
Golf Course Dr	5	1	0	0	2
Summit Dr	1	1	0	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



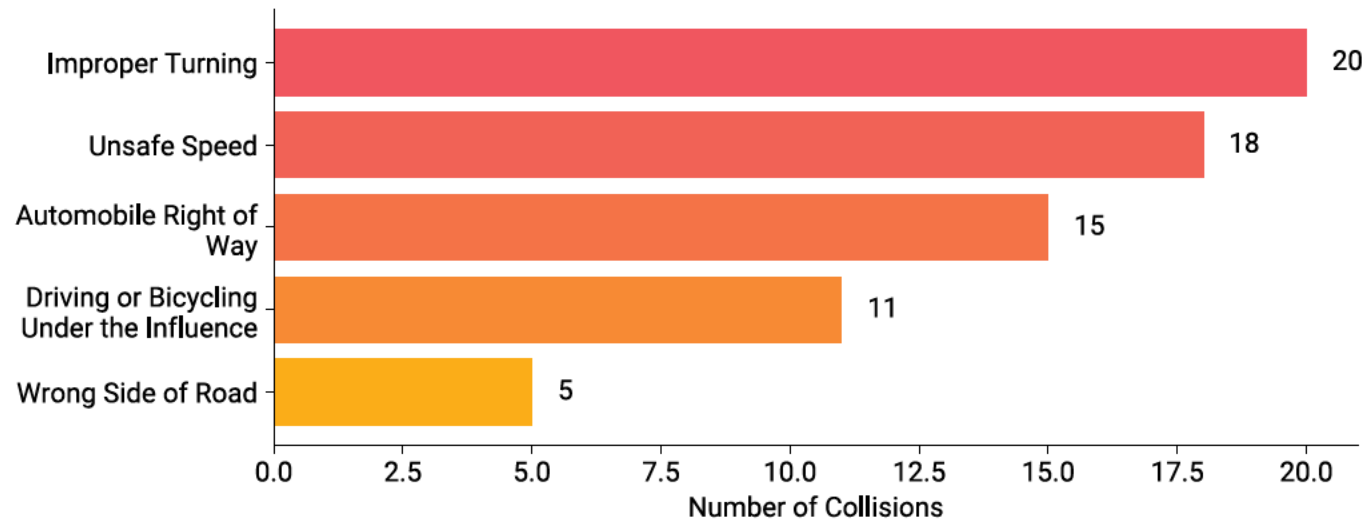
COLLISION STATISTICS FOR HILLSBOROUGH, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

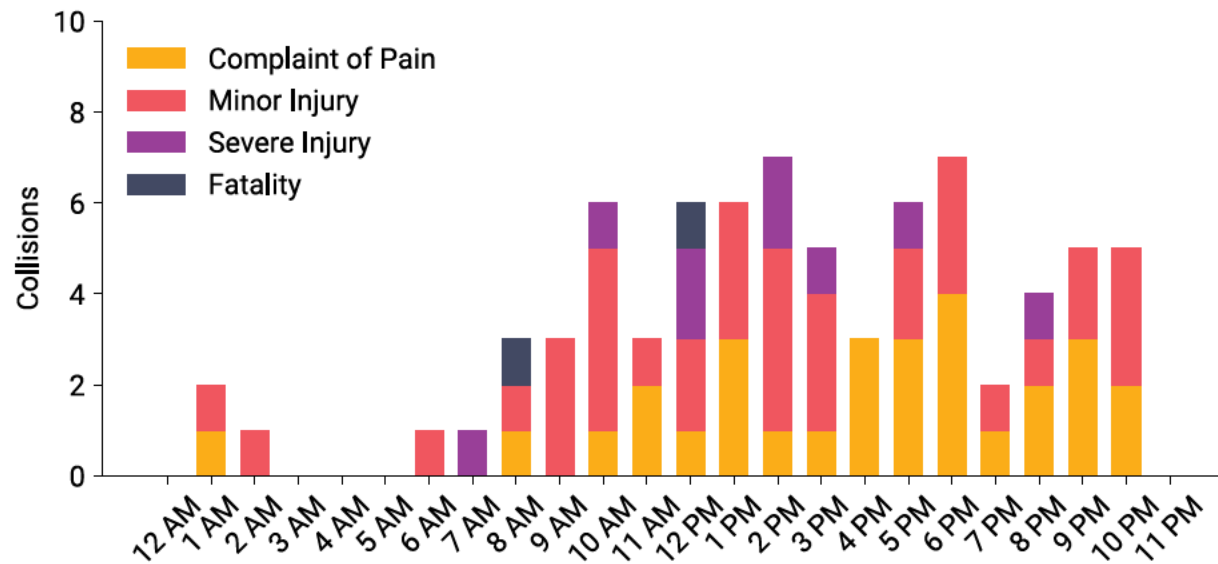
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	76	11	21	14	23	6	7	3
Alcohol Involved	12	1	3	0	2	1	0	0
Speeding Involved	18	3	9	4	11	2	6	1
Mid-Block Collision	57	7	16	12	15	4	5	3

TOP 5 COLLISION FACTORS, ALL COLLISIONS



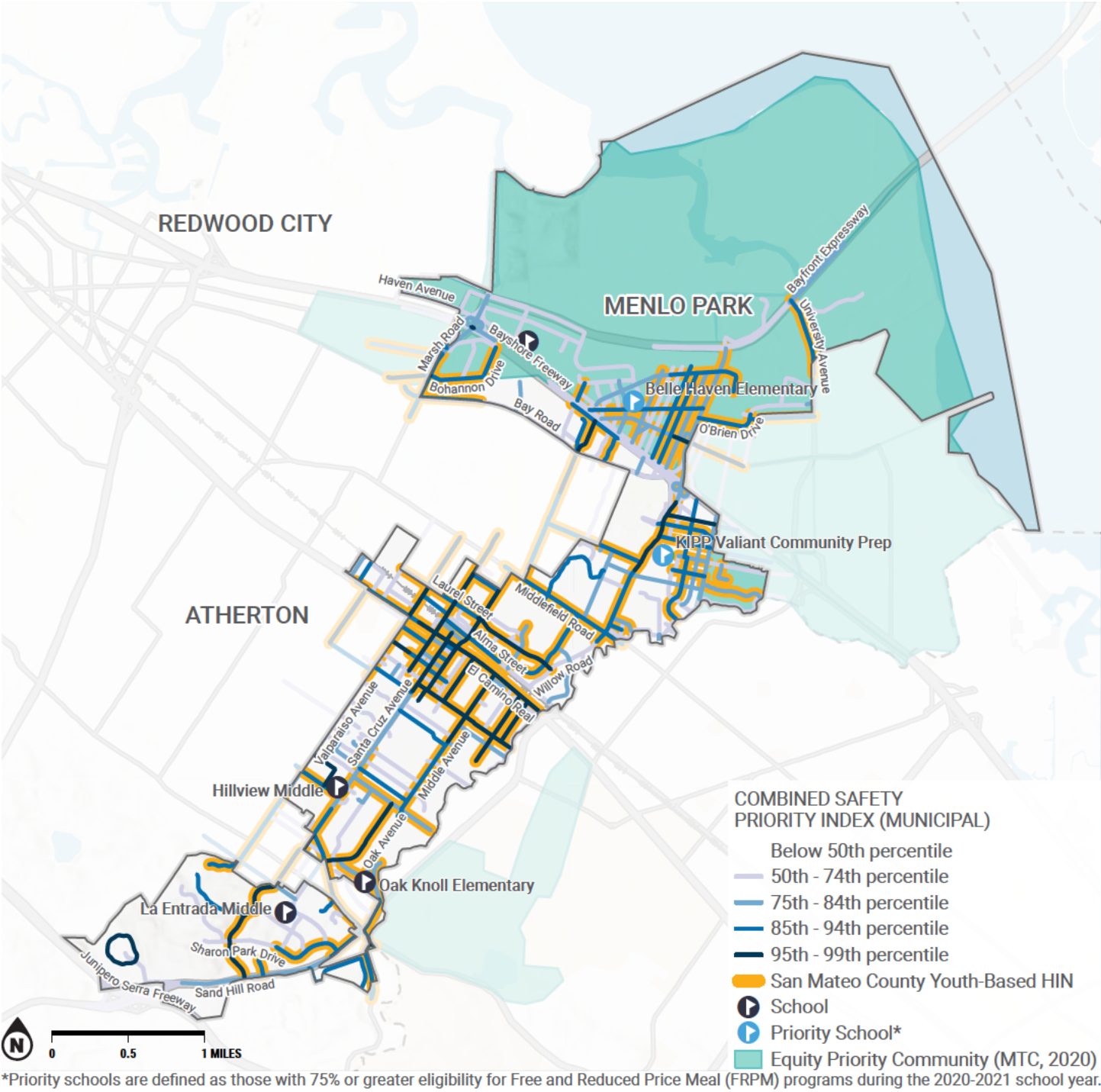
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

MENLO PARK SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ravenswood Ave	22	1	3	6	6
Avy Ave	12	1	0	7	2
State Highway 82	59	2	3	8	14
Laurel St	20	3	1	6	9
Glenwood Ave	6	1	0	3	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



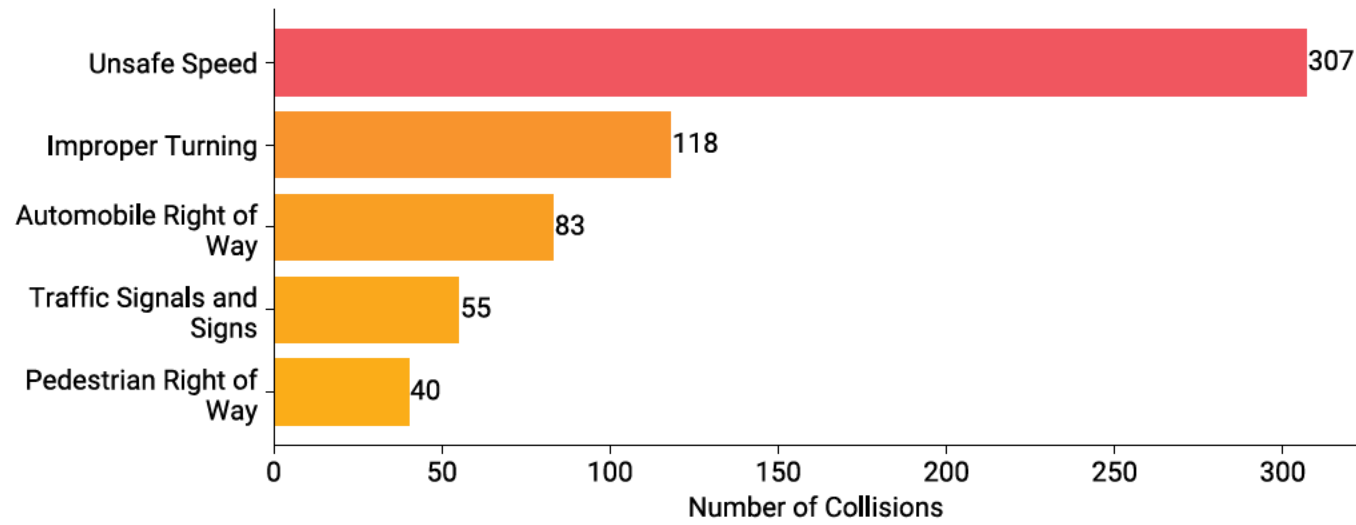
COLLISION STATISTICS FOR MENLO PARK, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

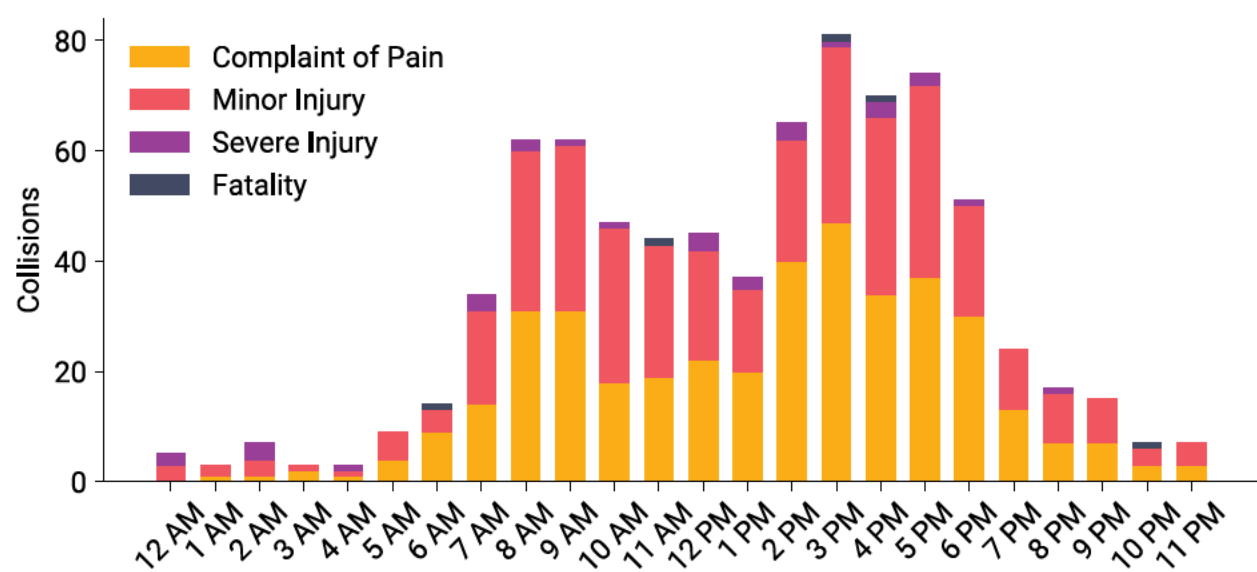
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	786	34	198	258	111	4	36	45	69	1	24	31
Alcohol Involved	53	8	9	19	12	1	3	5	8	0	2	4
Speeding Involved	307	11	69	39	47	2	15	9	26	0	9	3
Mid-Block Collision	403	21	103	101	59	3	20	19	37	1	12	11

TOP 5 COLLISION FACTORS, ALL COLLISIONS



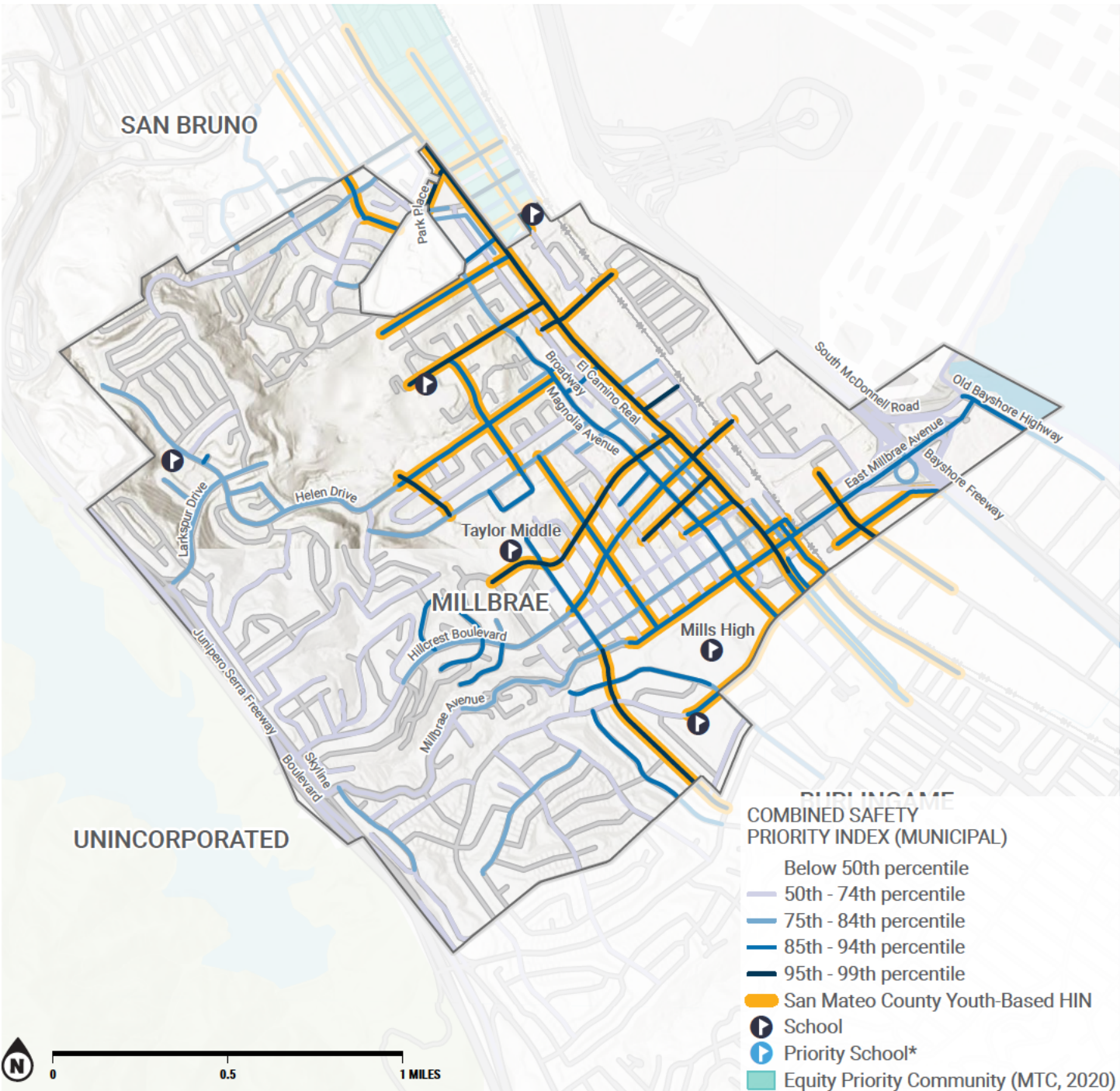
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

MILLBRAE SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82 (Taylor Blvd To Millbrae Ave)	51	4	12	5	7
State Highway 82 (Park Place To Center St)	40	8	15	2	5
State Highway 82 (Center St To Taylor Blvd)	33	7	12	2	7
Rollins Rd	10	2	4	1	0
State Highway 82 (Chapman Ave To Park Place)	31	4	10	0	9

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



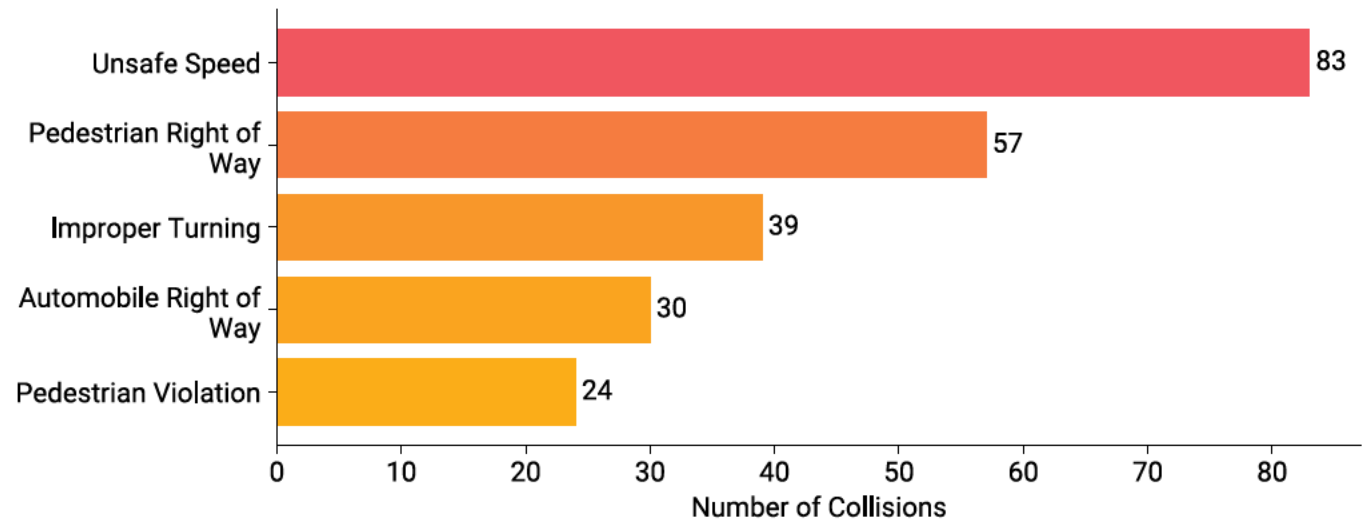
COLLISION STATISTICS FOR MILLBRAE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

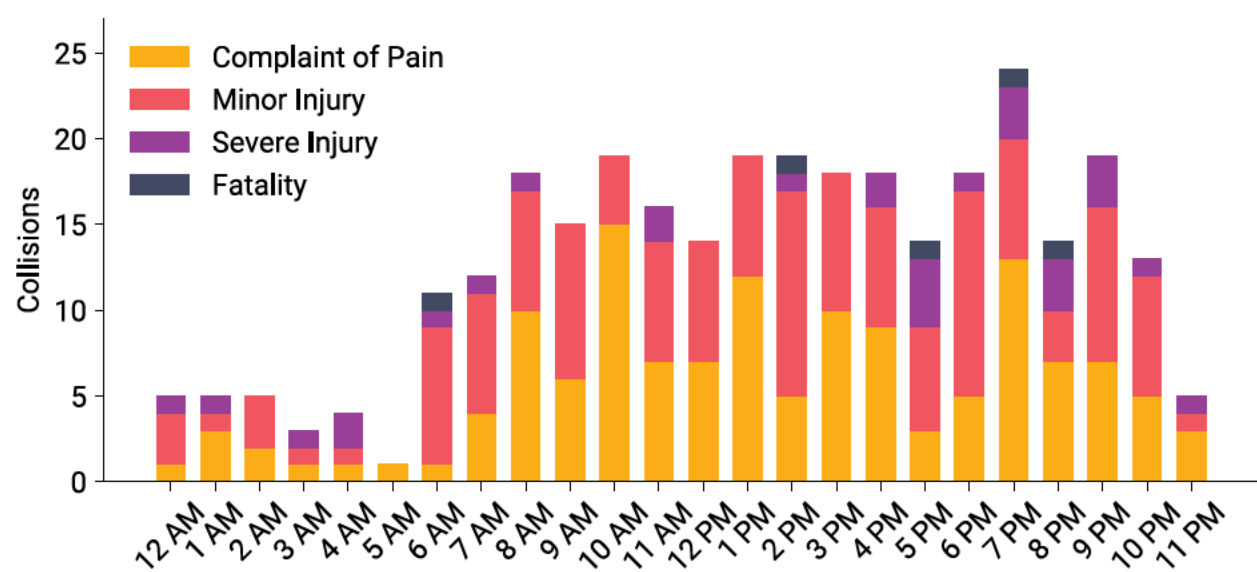
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	311	35	52	118	74	9	13	32
Alcohol Involved	27	6	0	14	10	1	0	6
Speeding Involved	83	5	18	9	13	1	4	4
Mid-Block Collision	168	17	28	50	40	3	8	13

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

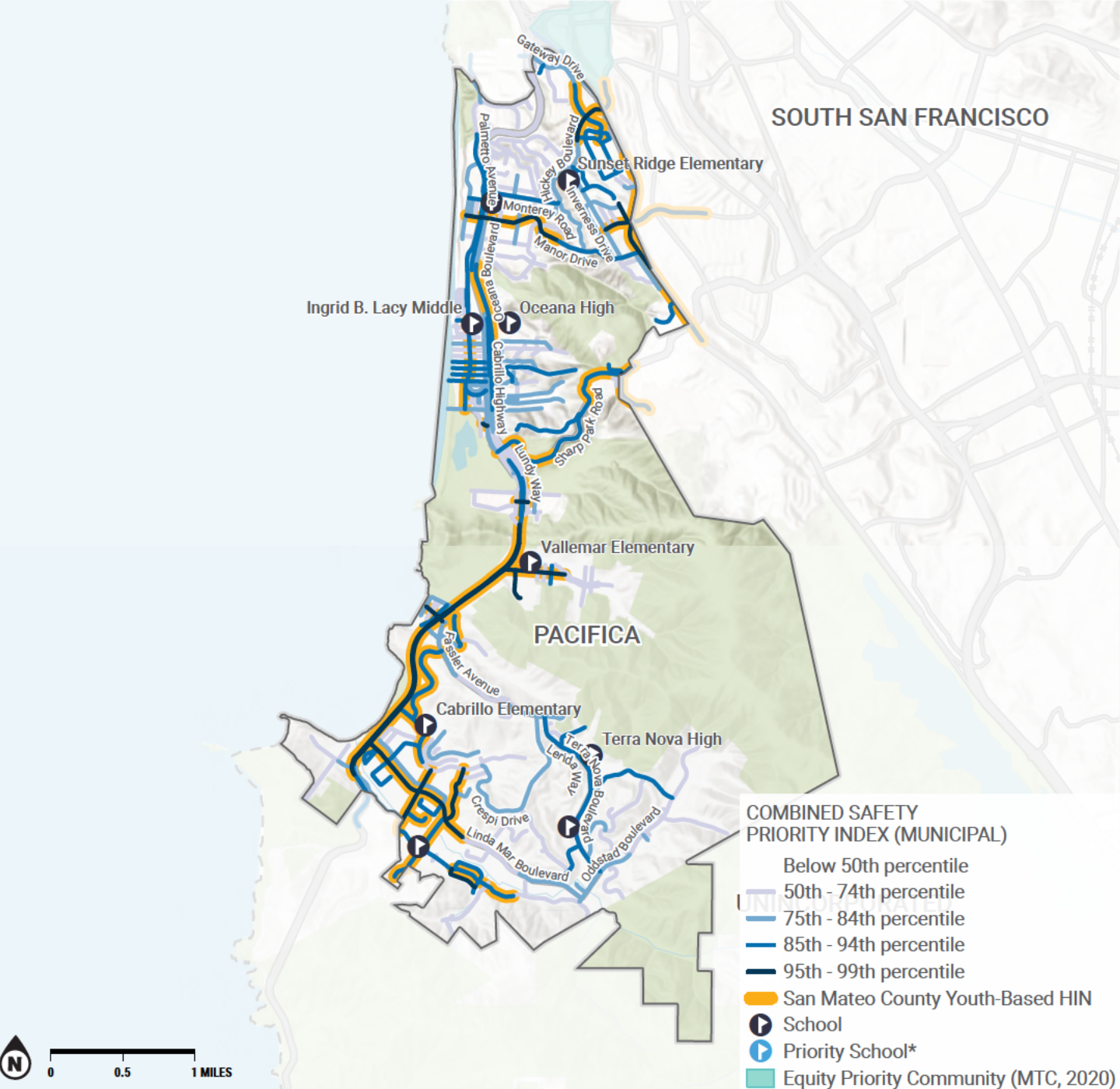


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

PACIFICA

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Hwy 1 (Rockaway Beach Ave To Reina Del Mar Ave)	41	5	0	0	12
State Highway 1 (San Pedro Terrace To Crespi Dr)	14	1	3	2	4
King Dr	14	2	7	1	2
Skyline Blvd	25	3	1	0	4
Linda Mar Blvd	13	2	6	0	3

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

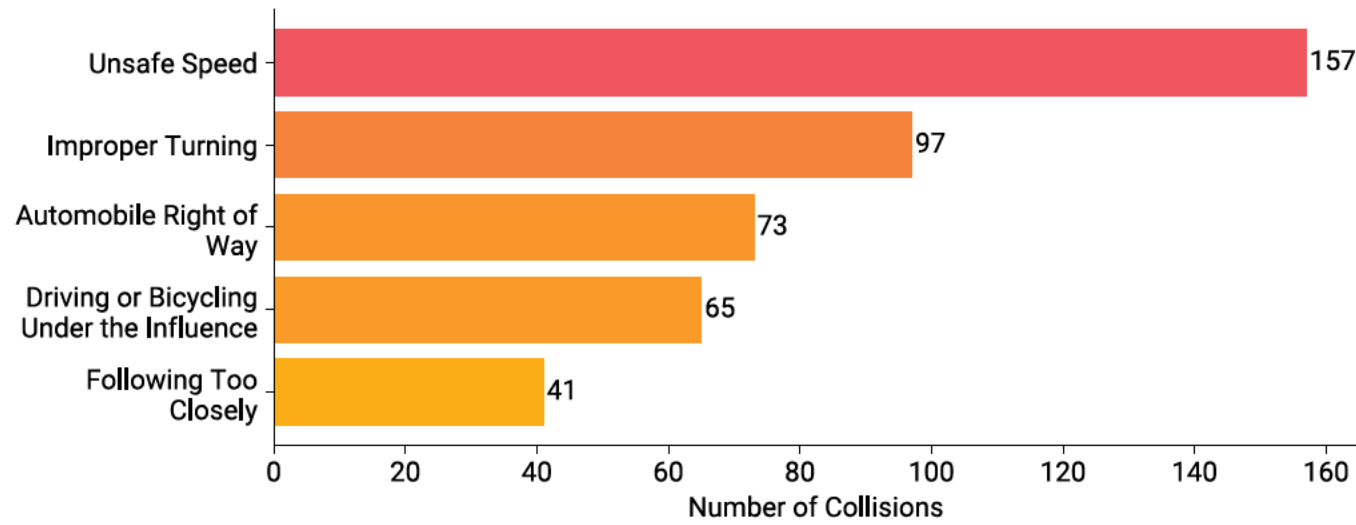
COLLISION STATISTICS FOR PACIFICA, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

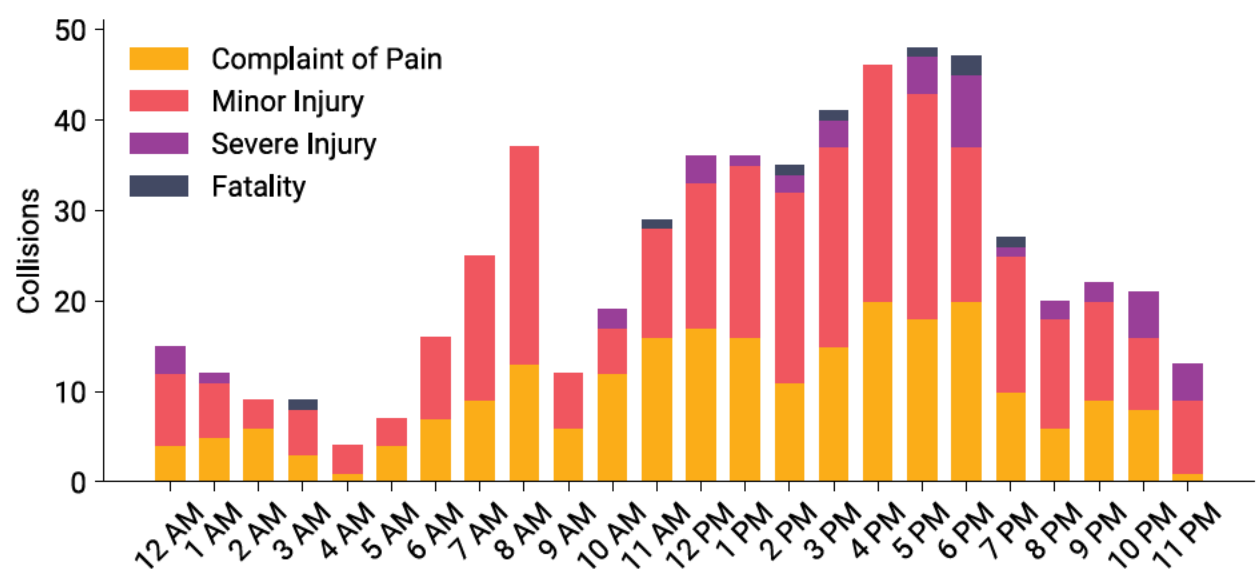
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	591	49	120	100	131	5	28	33
Alcohol Involved	91	14	8	12	20	2	1	6
Speeding Involved	157	11	38	10	30	1	7	3
Mid-Block Collision	505	40	100	86	114	4	23	29

TOP 5 COLLISION FACTORS, ALL COLLISIONS



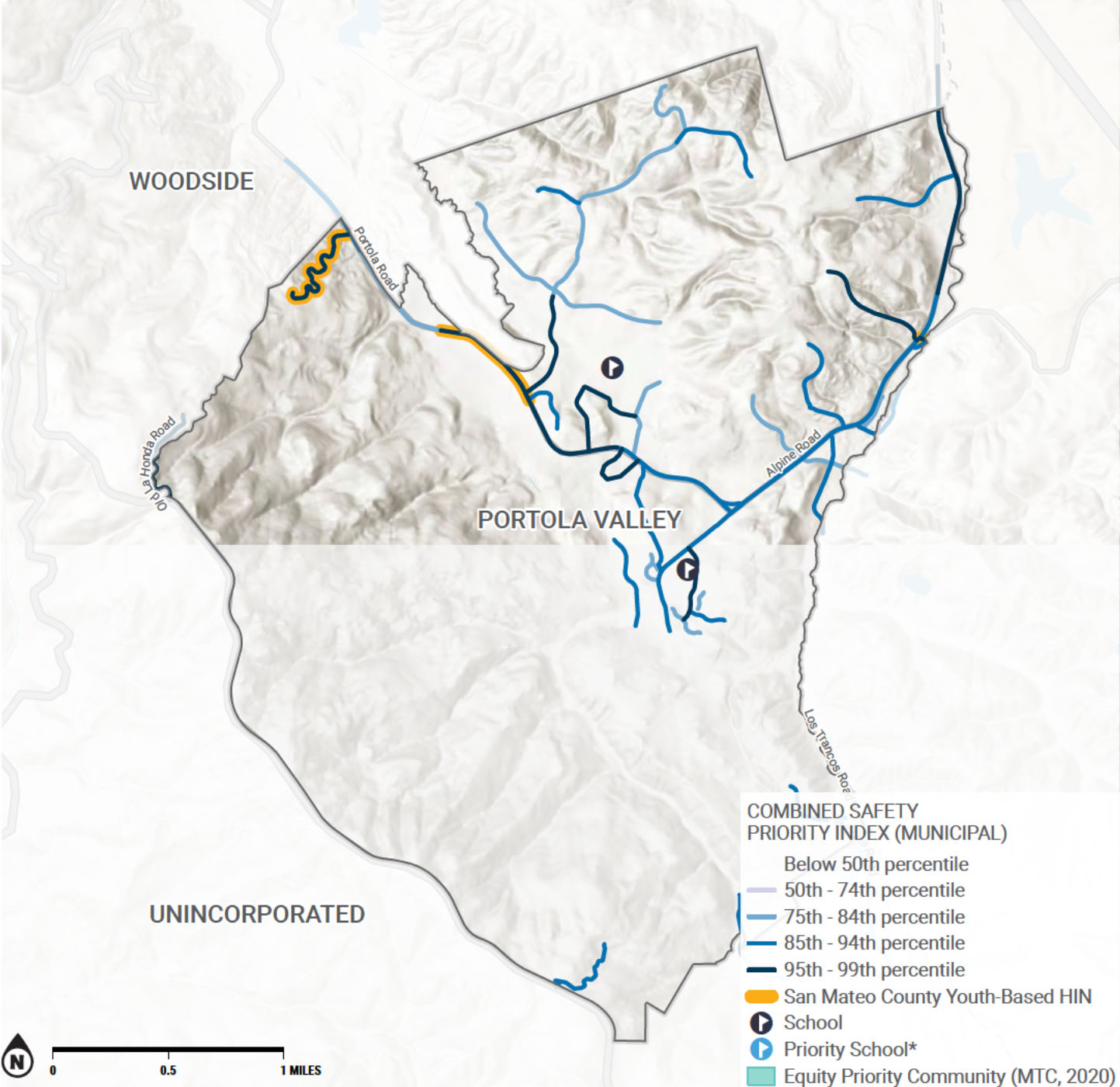
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

PORTOLA VALLEY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Portola Rd	10	1	0	9	2
Alpine Rd	1	1	0	0	0
Brookside Dr	1	1	0	1	0
Longspur St	1	1	0	1	0
Westridge Dr	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

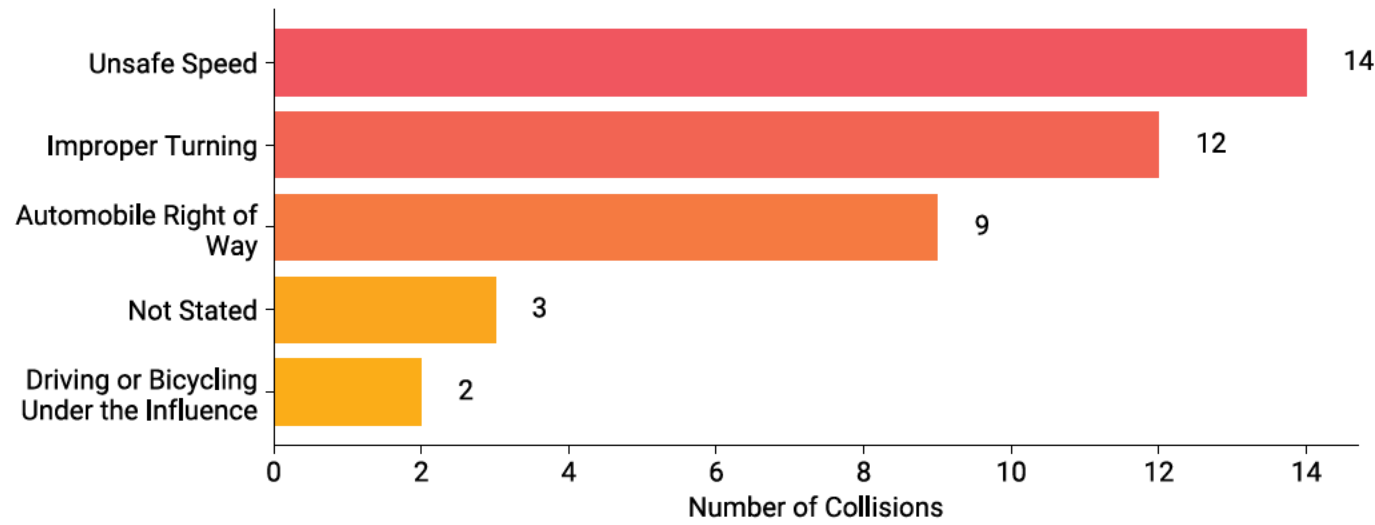
COLLISION STATISTICS FOR PORTOLA VALLEY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

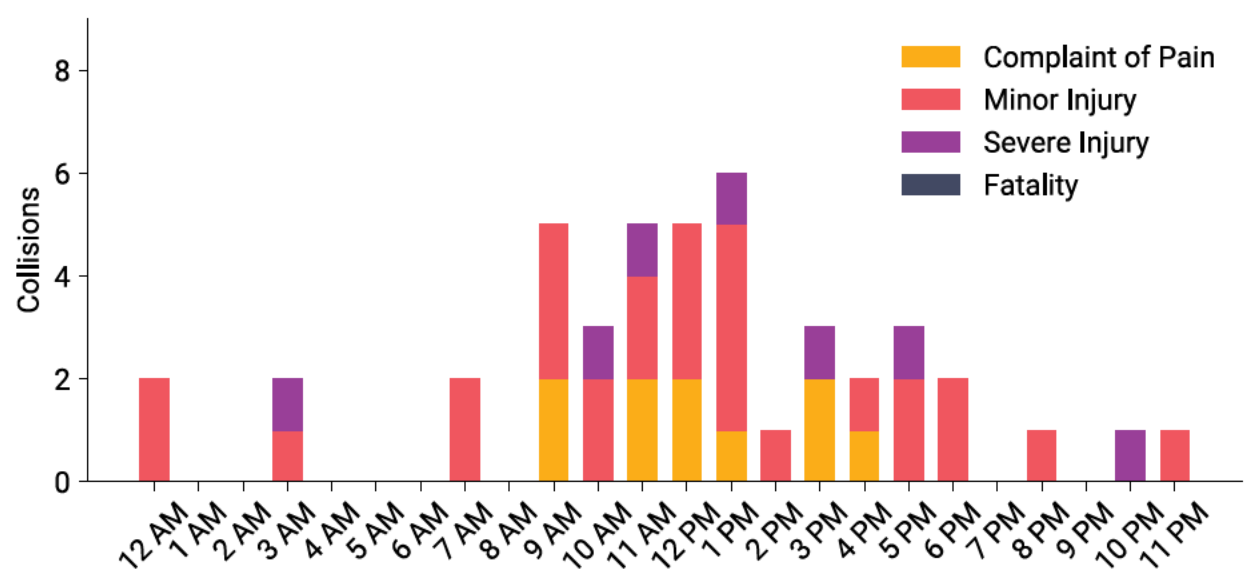
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	44	7	4	26	4	2	0	2
Alcohol Involved	4	1	0	0	1	0	0	0
Speeding Involved	14	2	1	7	3	1	0	2
Mid-Block Collision	25	4	3	14	1	0	0	0

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

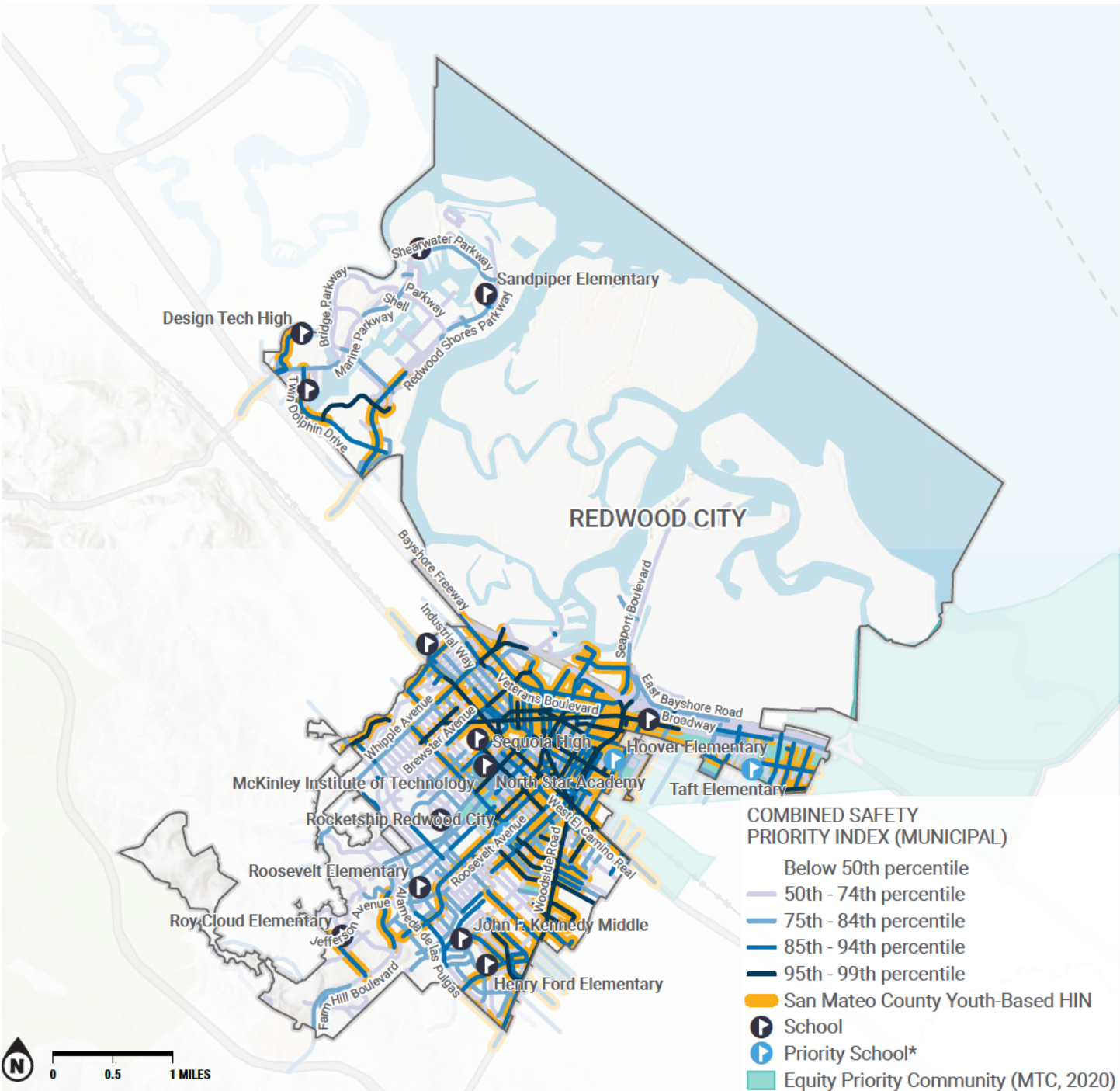


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

REDWOOD CITY

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Middlefield Rd	58	4	3	11	11
Kentfield Ave	4	1	1	1	2
State Highway 82 (Broadway To Madison Ave)	50	2	9	8	12
State Highway 82 (Madison Ave To Woodside Rd)	63	3	5	11	12
Whipple Ave	33	1	1	1	8

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



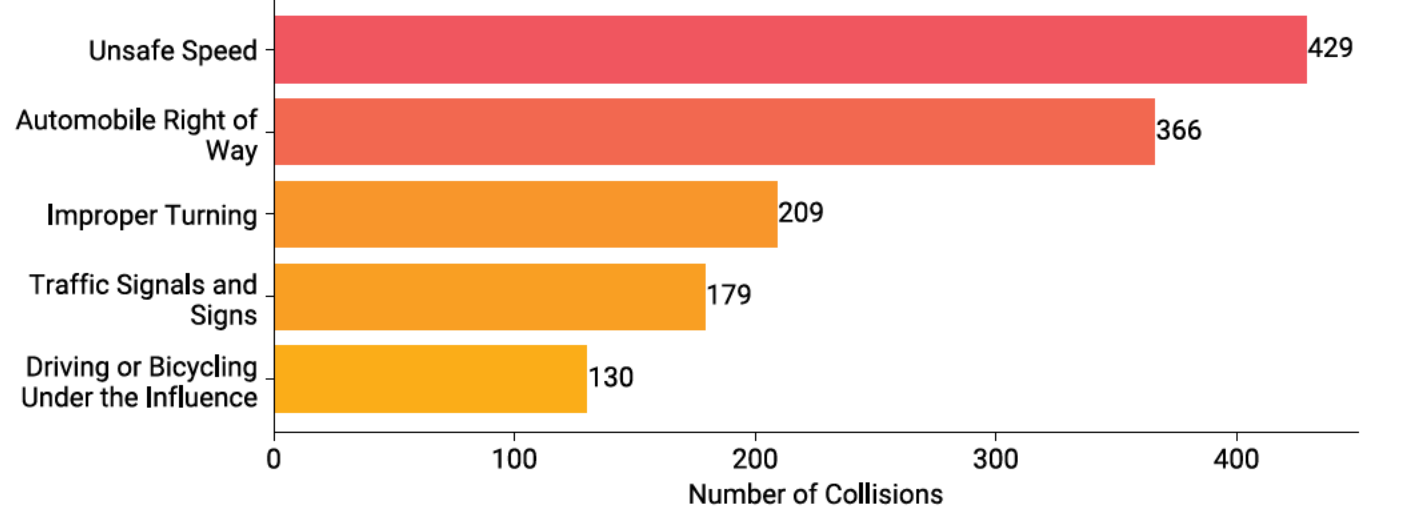
COLLISION STATISTICS FOR REDWOOD CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

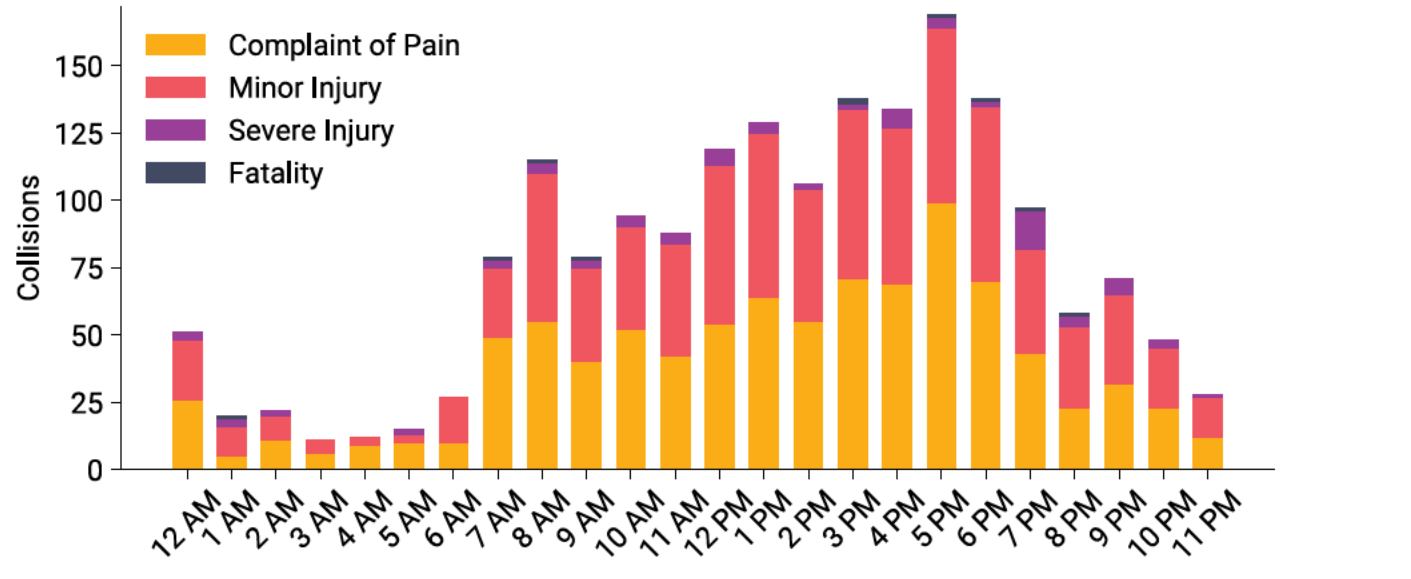
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1855	93	384	479	498	28	122	140	250	14	65	70
Alcohol Involved	201	23	22	34	55	7	7	6	32	3	3	5
Speeding Involved	429	9	93	36	105	4	23	12	54	2	11	5
Mid-Block Collision	842	42	171	203	235	13	57	67	110	4	34	36

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

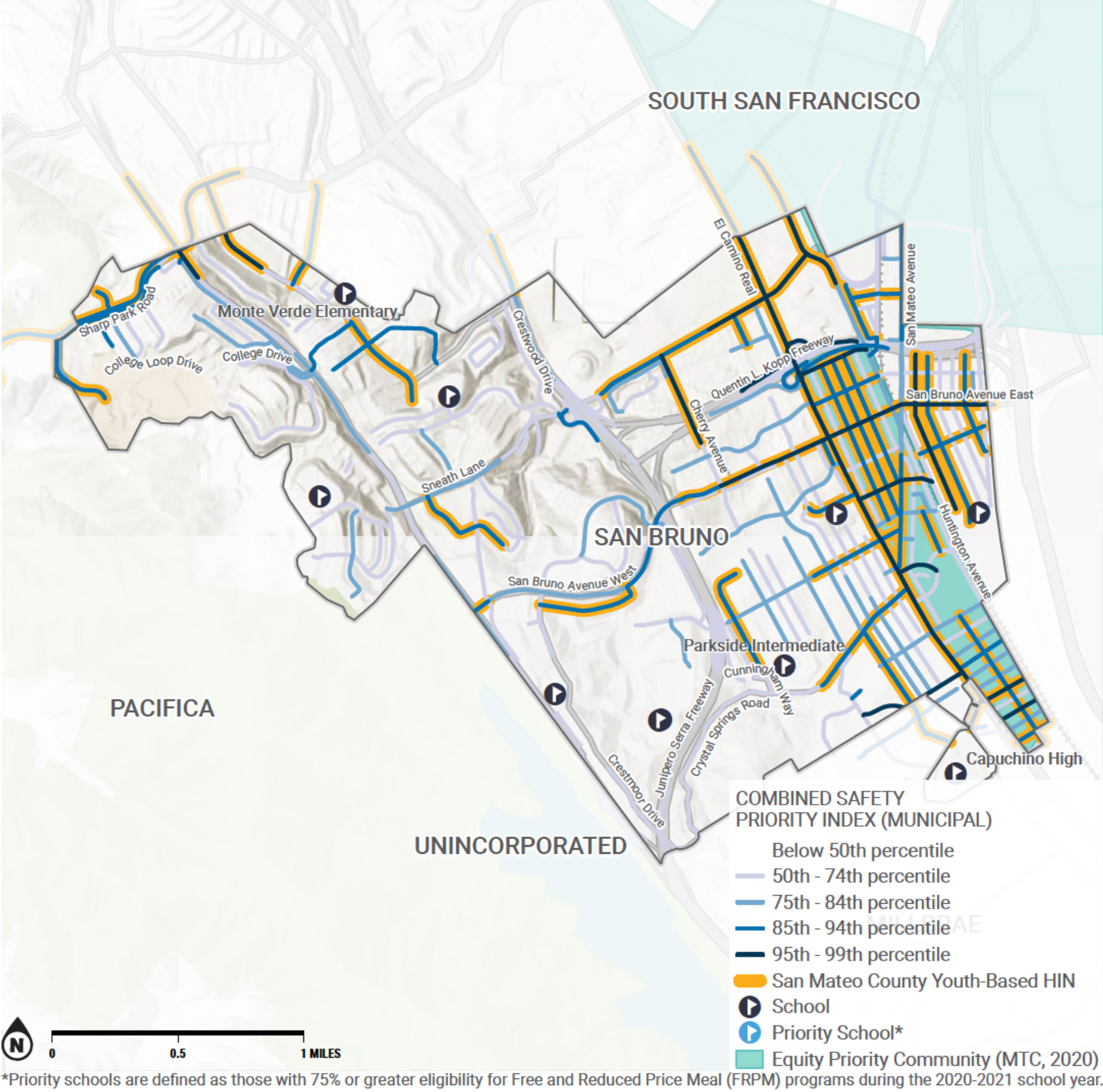


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN BRUNO

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82 (Citation Ave To I-380 On-Ramp)	70	5	7	1	15
Sneath Ln	30	2	6	4	8
E San Bruno Ave	22	5	5	1	2
State Highway 82 (Country Club Dr To Citation Ave)	42	5	11	2	11
2Nd Ave	7	1	3	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

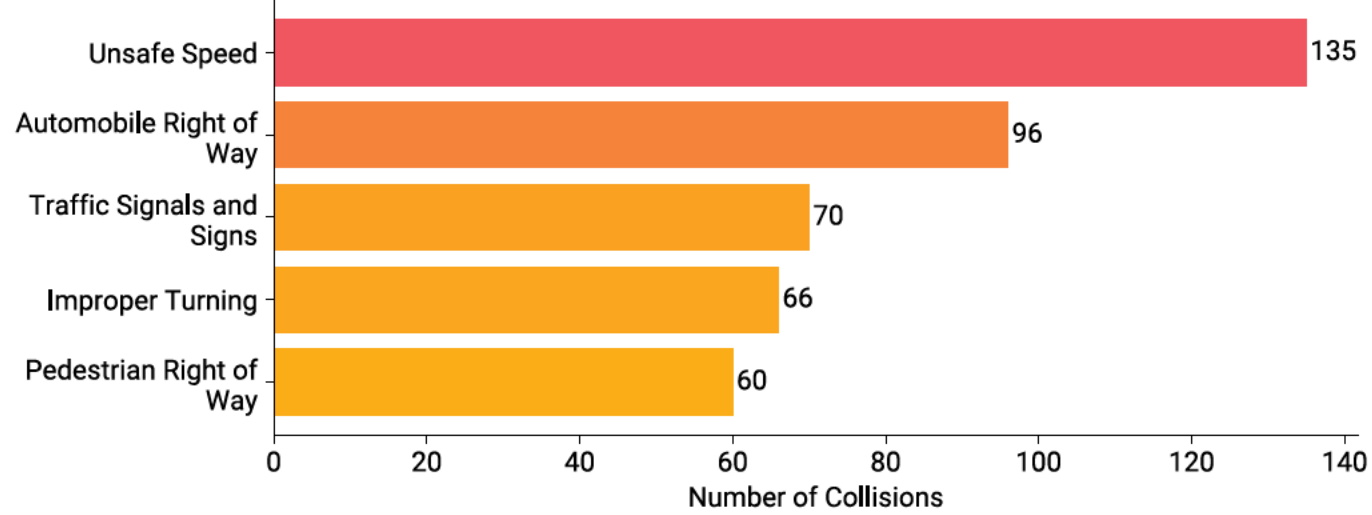
COLLISION STATISTICS FOR SAN BRUNO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

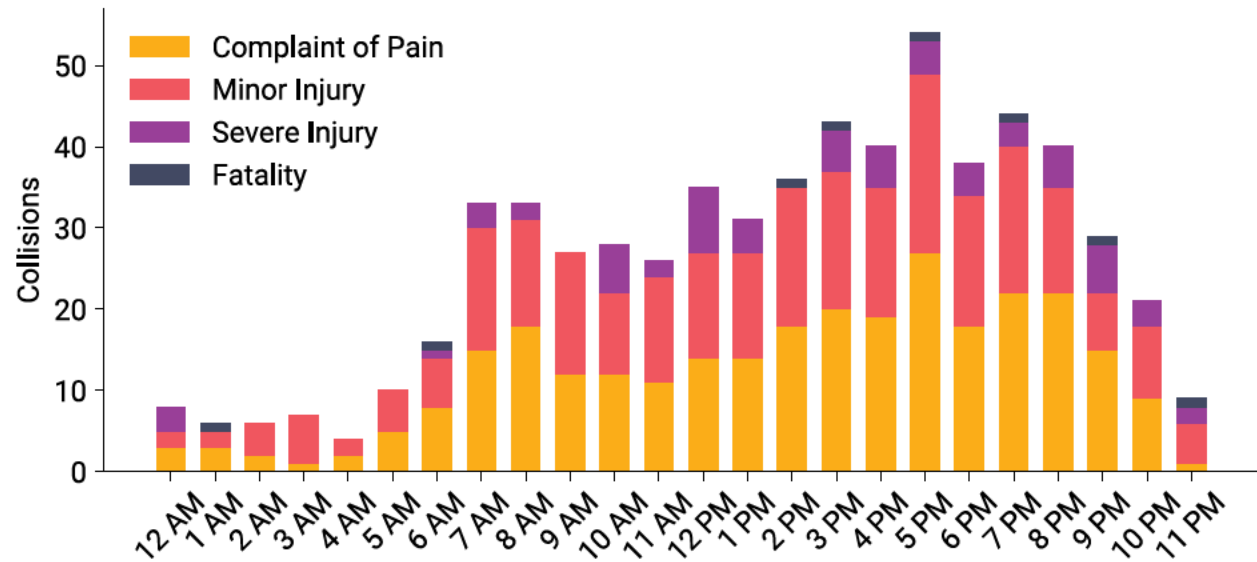
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	625	74	140	153	81	9	24	19
Alcohol Involved	57	10	4	10	9	1	2	1
Speeding Involved	135	16	36	14	13	1	6	2
Mid-Block Collision	342	49	73	72	50	6	14	10

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

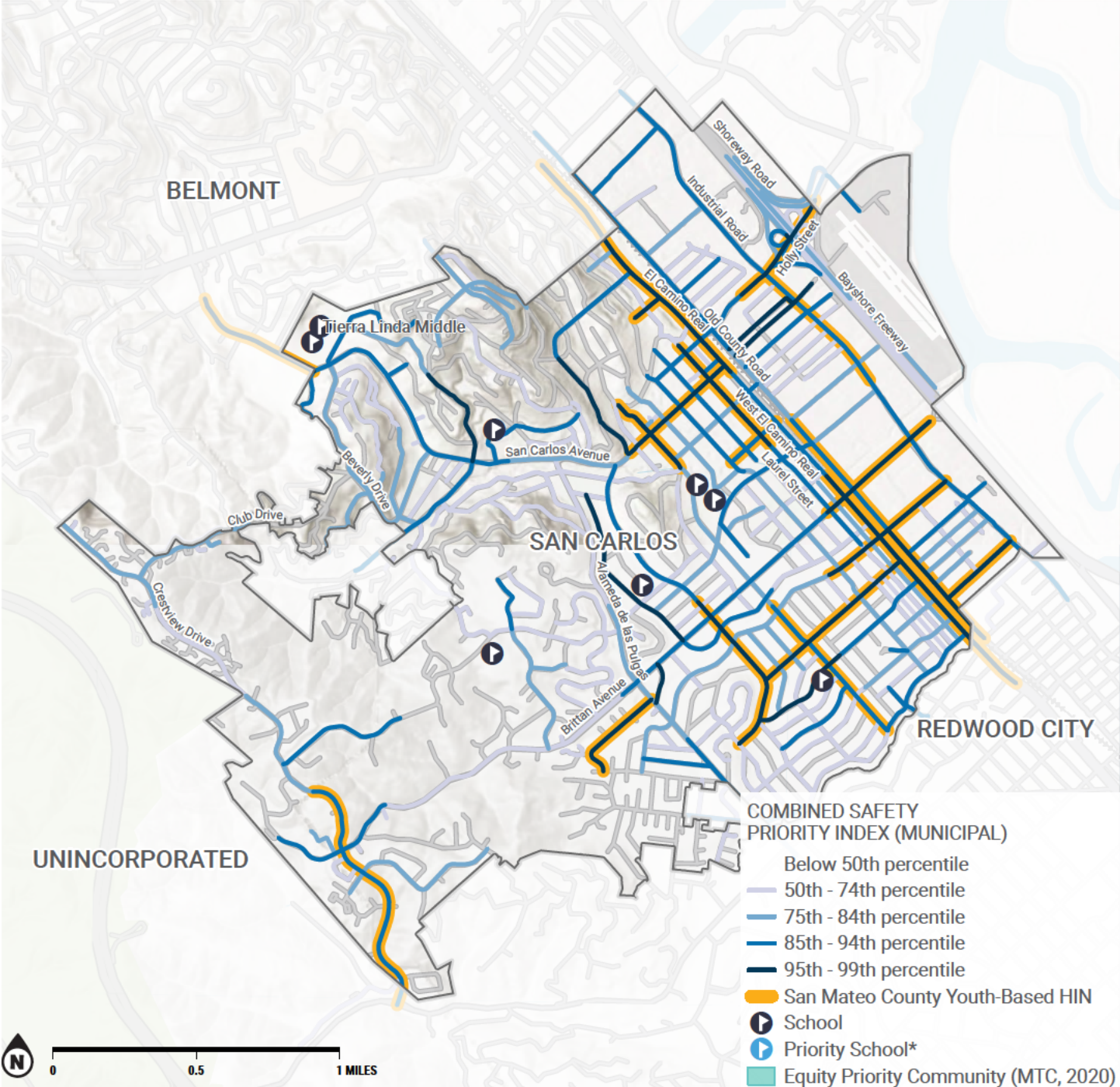


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN CARLOS

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Belmont Ave	3	1	0	0	0
State Highway 82 (Morse Blvd To White Oak Way)	47	1	2	2	7
Brittan Ave	12	2	0	1	2
State Highway 82 (White Oak Way To Edgewood Rd)	14	1	2	2	4
State Highway 82 (Hull Dr To San Carlos Ave)	18	1	5	1	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



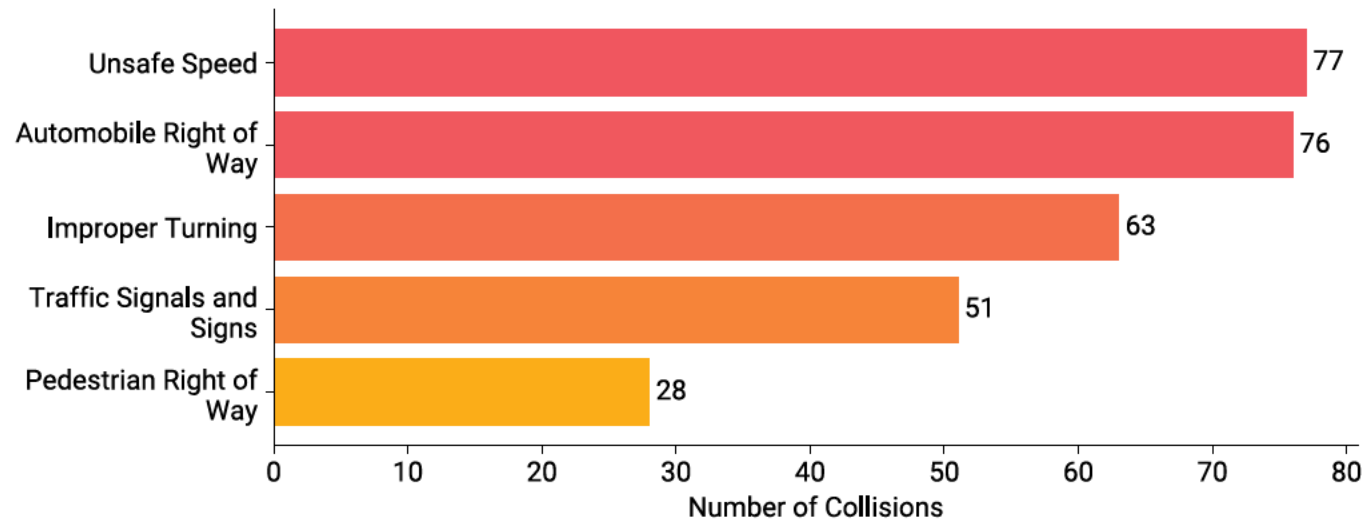
COLLISION STATISTICS FOR SAN CARLOS, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

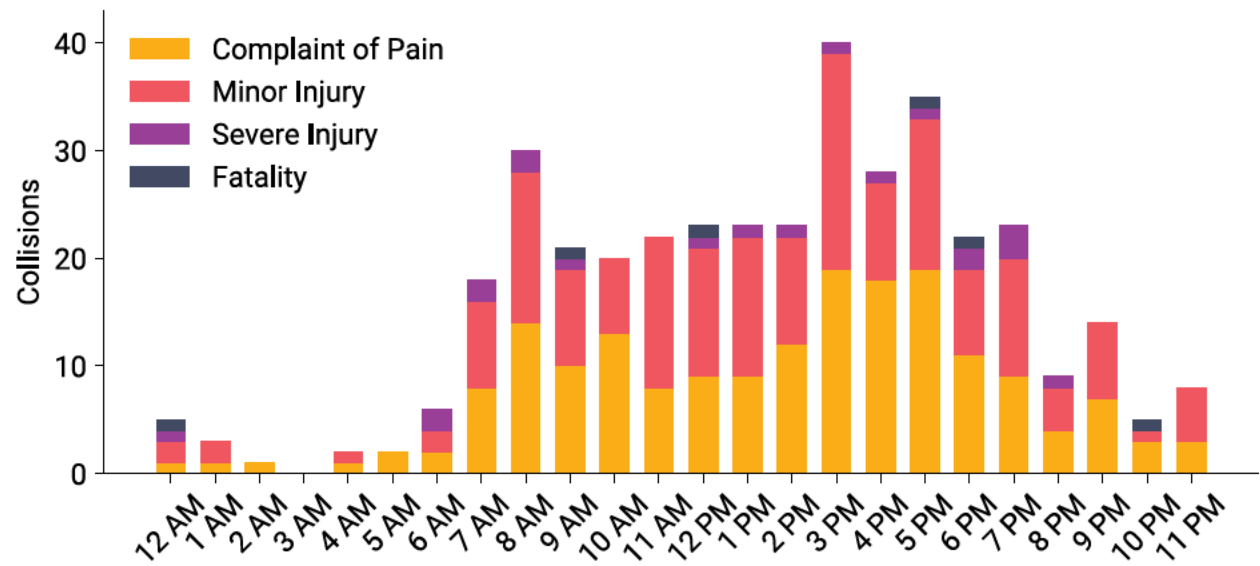
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	385	26	70	102	62	5	18	29
Alcohol Involved	34	5	4	9	2	1	0	2
Speeding Involved	77	4	14	8	8	0	1	2
Mid-Block Collision	220	17	42	56	33	4	10	14

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

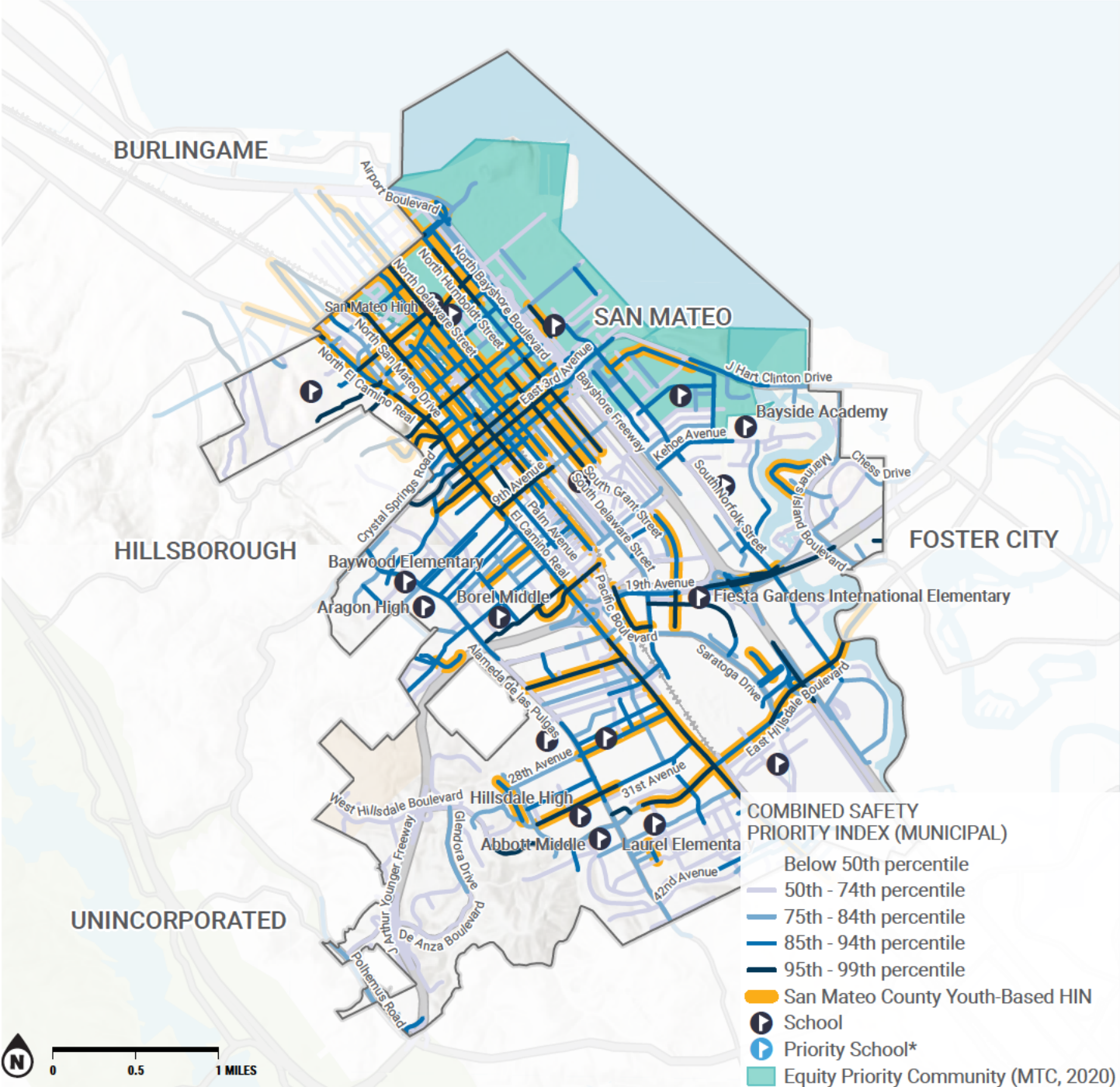


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN MATEO

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	37	2	15	3	10
N Delaware St	18	4	9	2	7
N San Mateo Dr	29	1	5	3	7
E Hillsdale Blvd	19	2	1	6	3
N Humboldt St	10	1	0	0	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



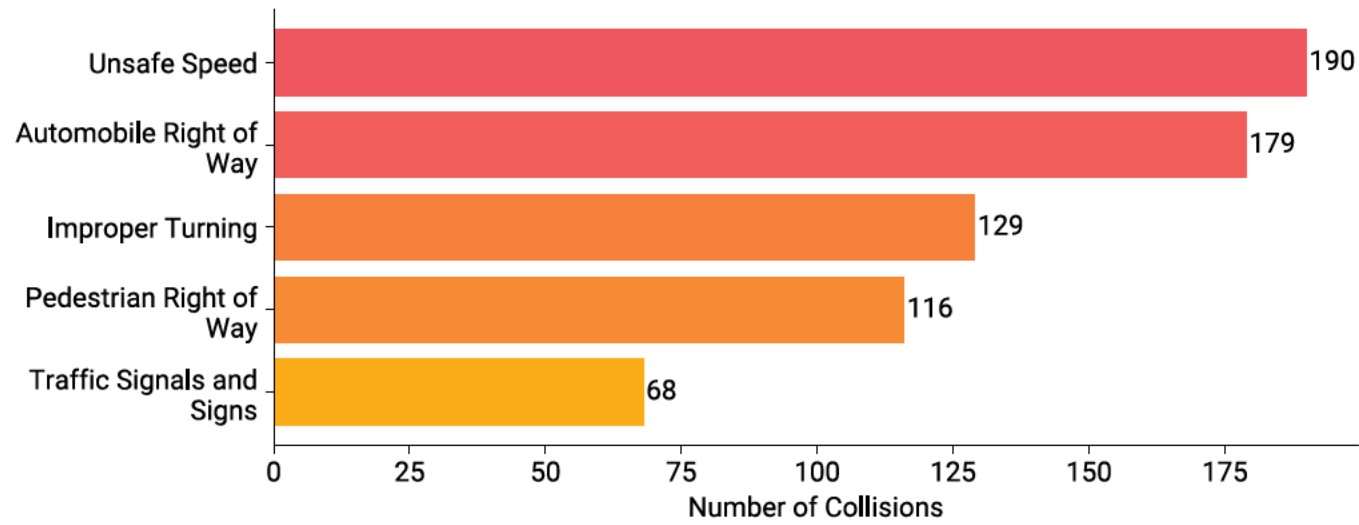
COLLISION STATISTICS FOR SAN MATEO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

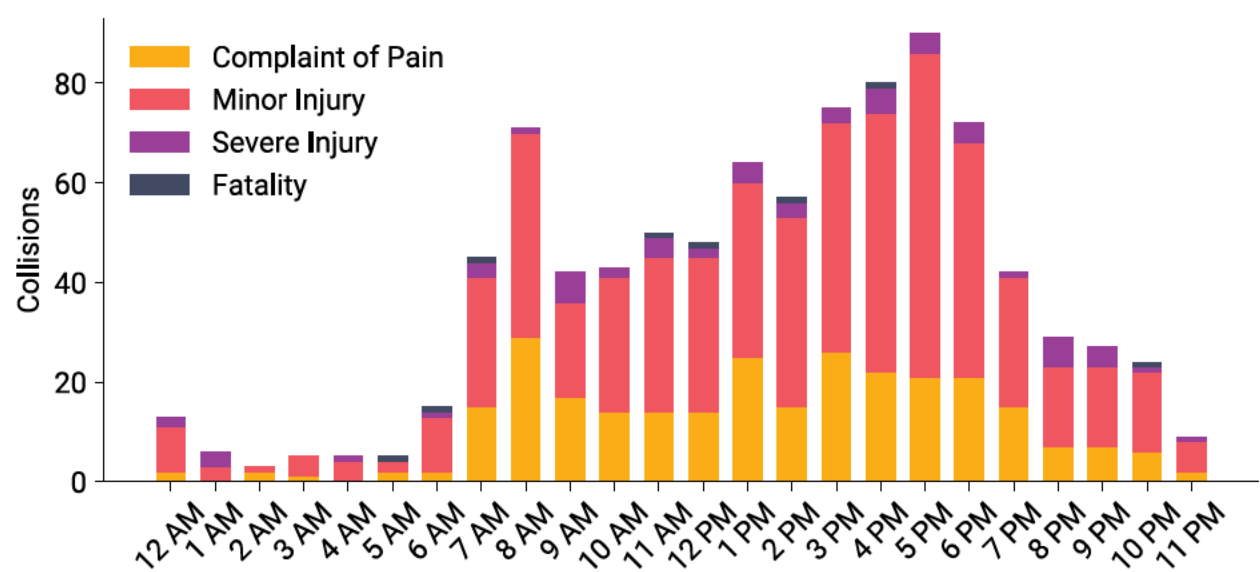
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	925	69	203	279	175	18	51	49
Alcohol Involved	95	10	16	23	18	2	3	0
Speeding Involved	190	8	40	19	30	1	7	4
Mid-Block Collision	454	34	93	130	85	10	23	19

TOP 5 COLLISION FACTORS, ALL COLLISIONS



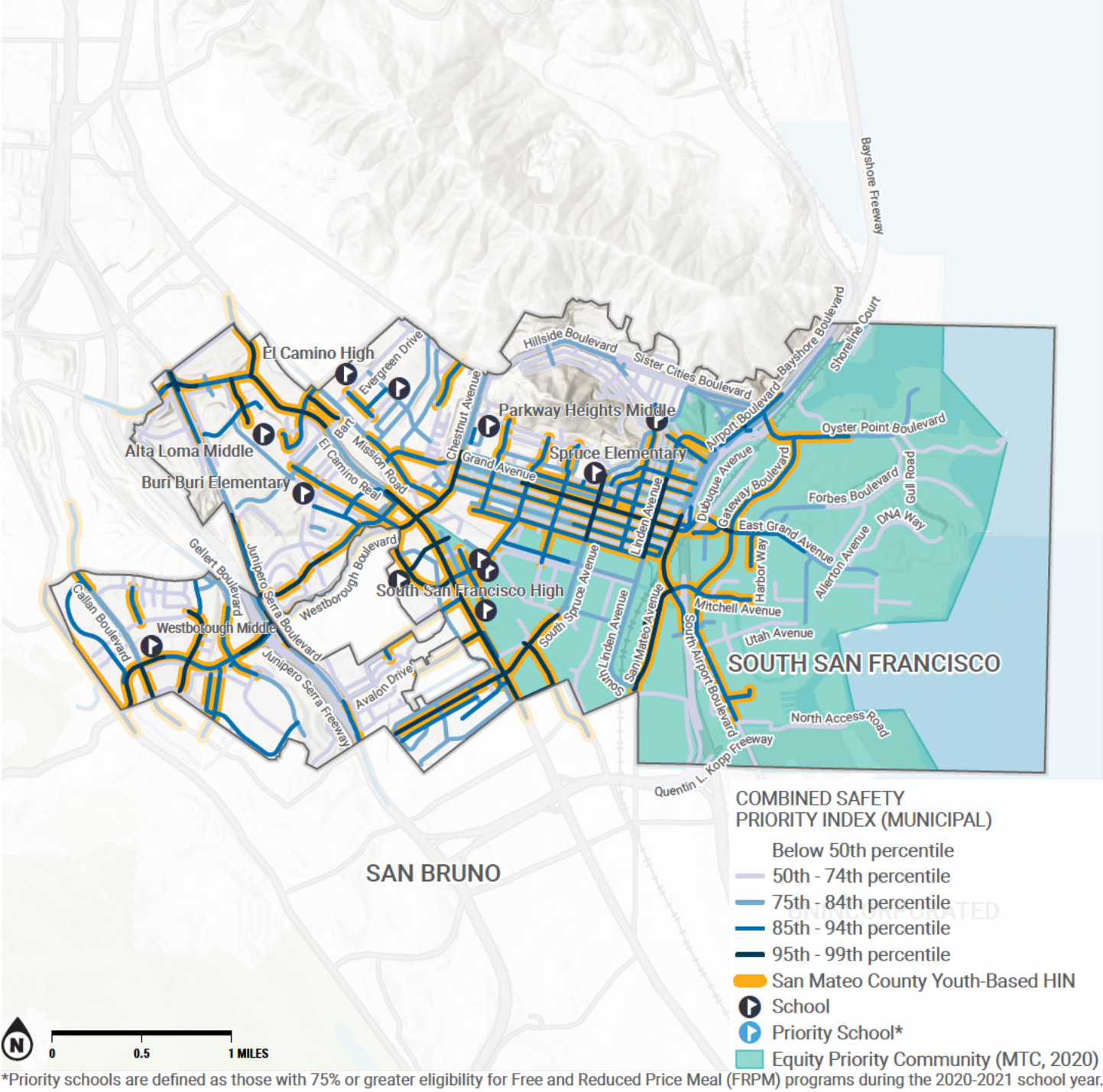
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SOUTH SAN FRANCISCO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Grand Ave	23	5	9	5	3
Spruce Ave	9	1	1	1	4
San Mateo Ave	14	2	0	1	2
Galway Pl	6	1	2	0	1
Skyline Blvd	25	3	1	0	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



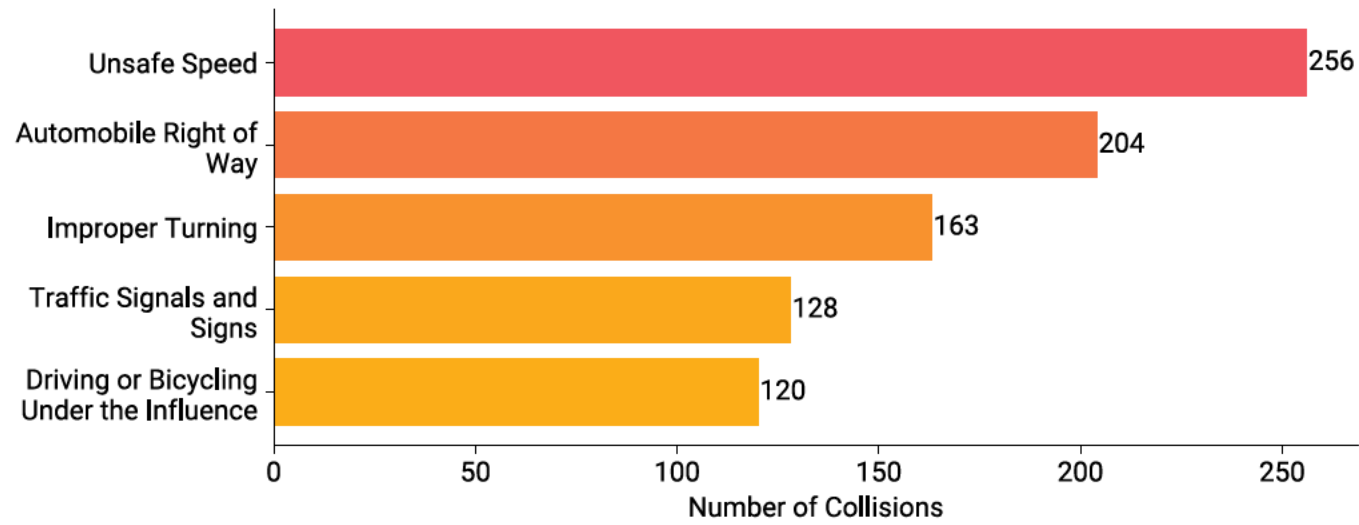
COLLISION STATISTICS FOR SOUTH SAN FRANCISCO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

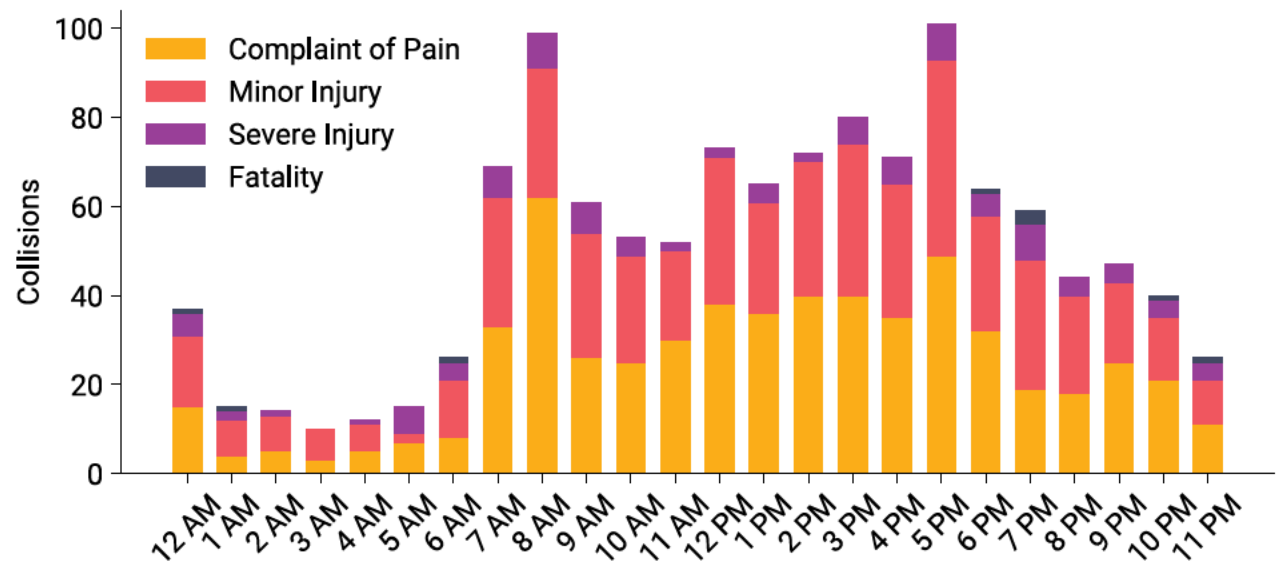
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1212	113	258	254	261	24	70	71
Alcohol Involved	148	24	18	26	29	5	4	5
Speeding Involved	256	8	55	5	49	1	12	2
Mid-Block Collision	736	74	154	123	152	14	33	30

TOP 5 COLLISION FACTORS, ALL COLLISIONS



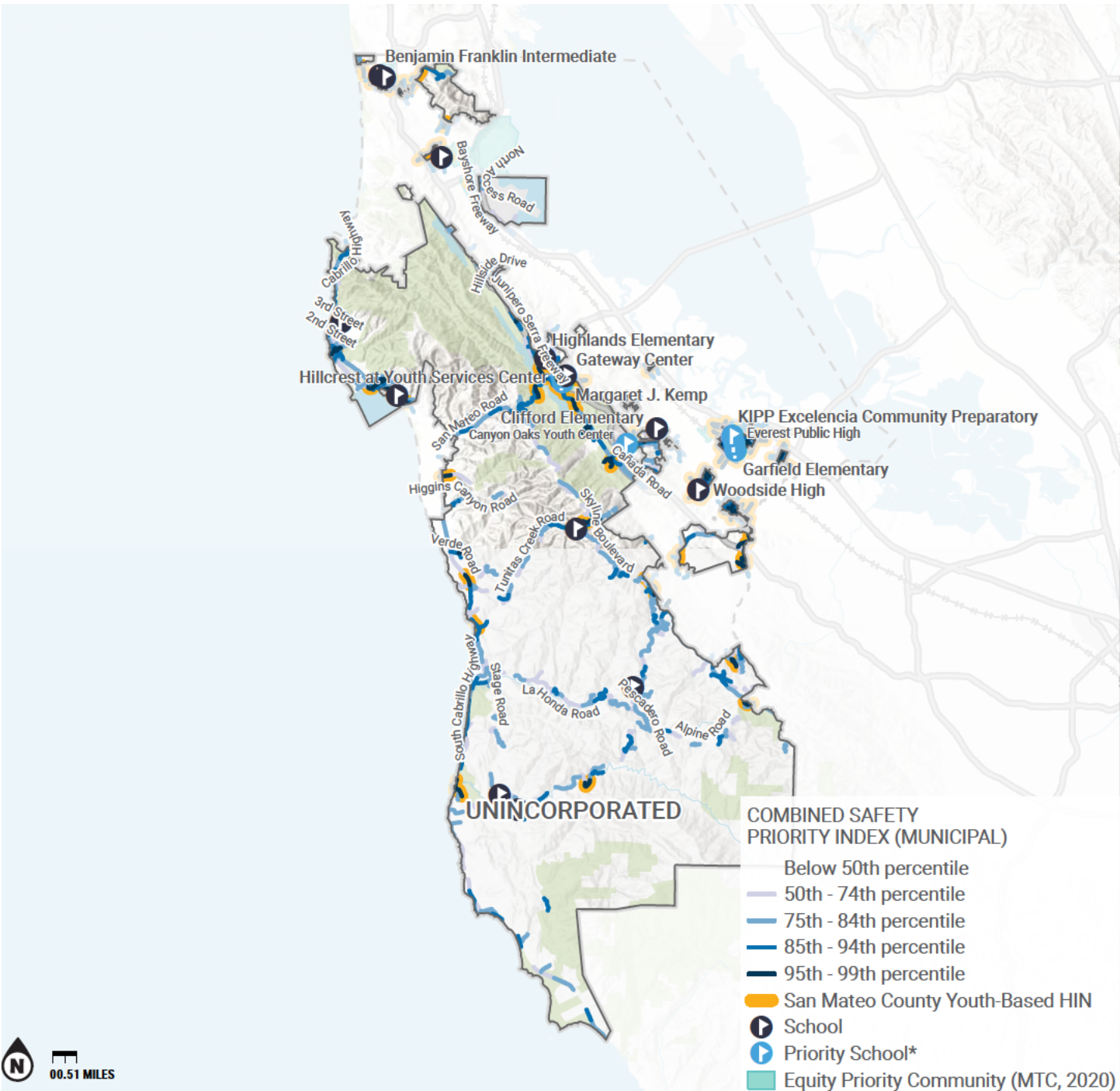
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

UNINCORPORATED SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Middlefield Rd (Buckey St To Douglas Ave)	58	4	3	11	11
Avy Ave	12	1	0	7	2
Sand Hill Rd	1	1	0	1	0
Middlefield Rd (Douglas Ave To Macarthur Ave)	7	1	2	0	1
State Highway 82	24	3	5	2	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



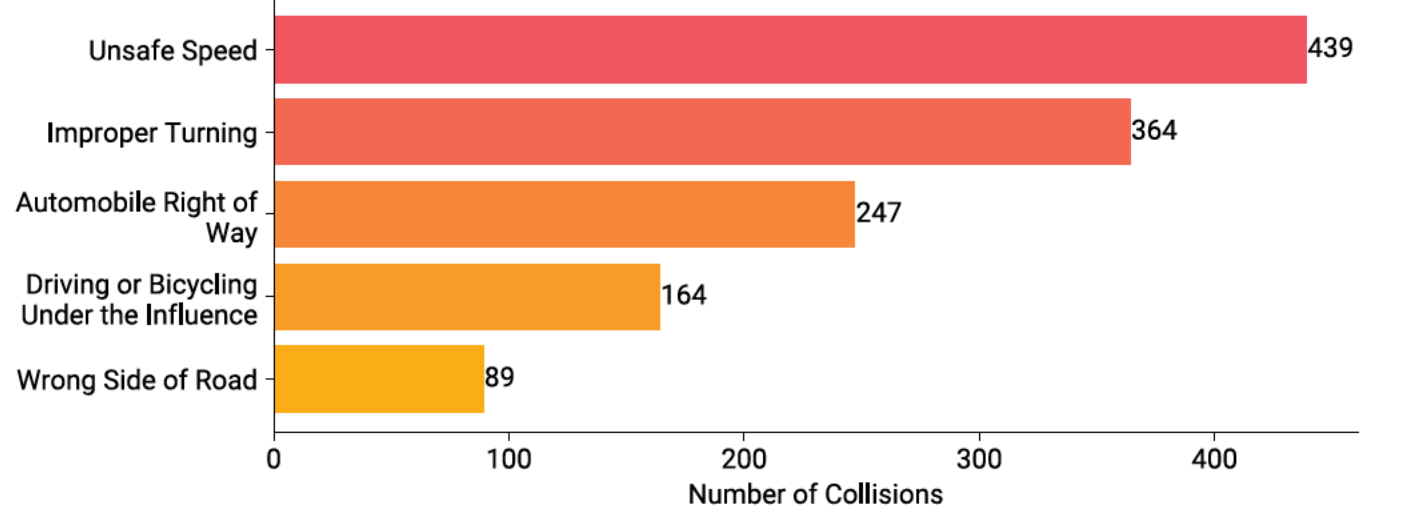
COLLISION STATISTICS FOR UNINCORPORATED, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

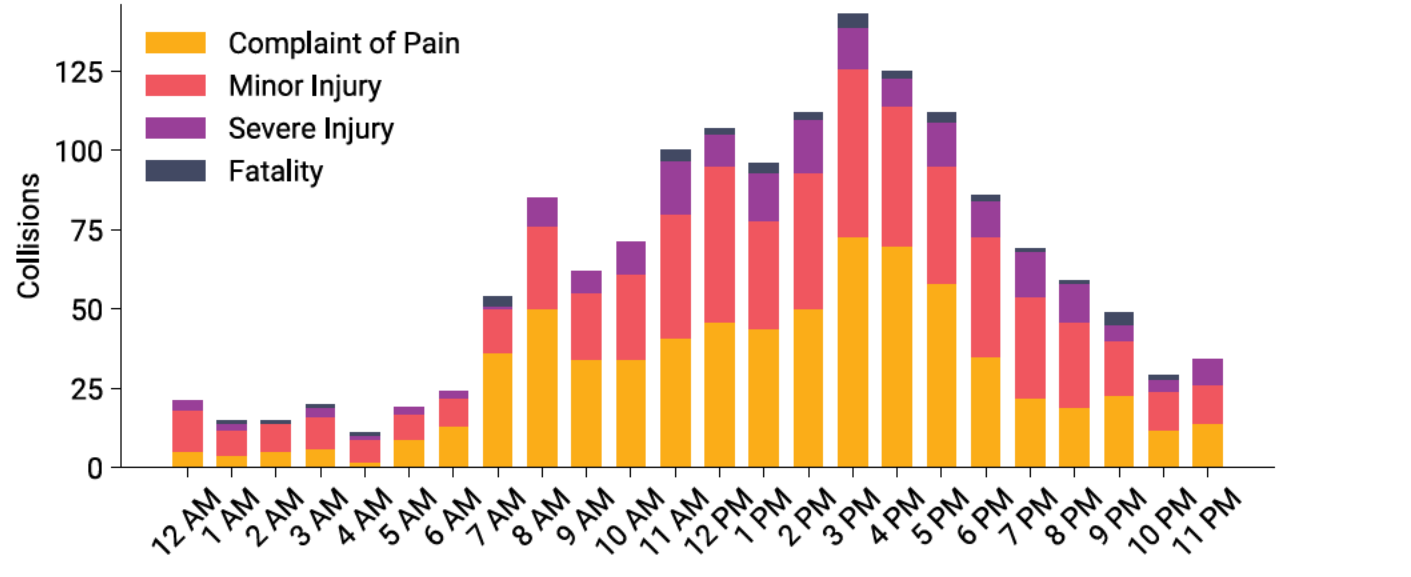
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1526	230	223	285	219	13	48	52	121	8	26	28
Alcohol Involved	206	47	19	21	24	5	3	5	18	4	2	5
Speeding Involved	439	53	64	75	52	2	12	7	17	1	4	3
Mid-Block Collision	1215	198	166	223	136	9	30	32	79	7	18	20

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY

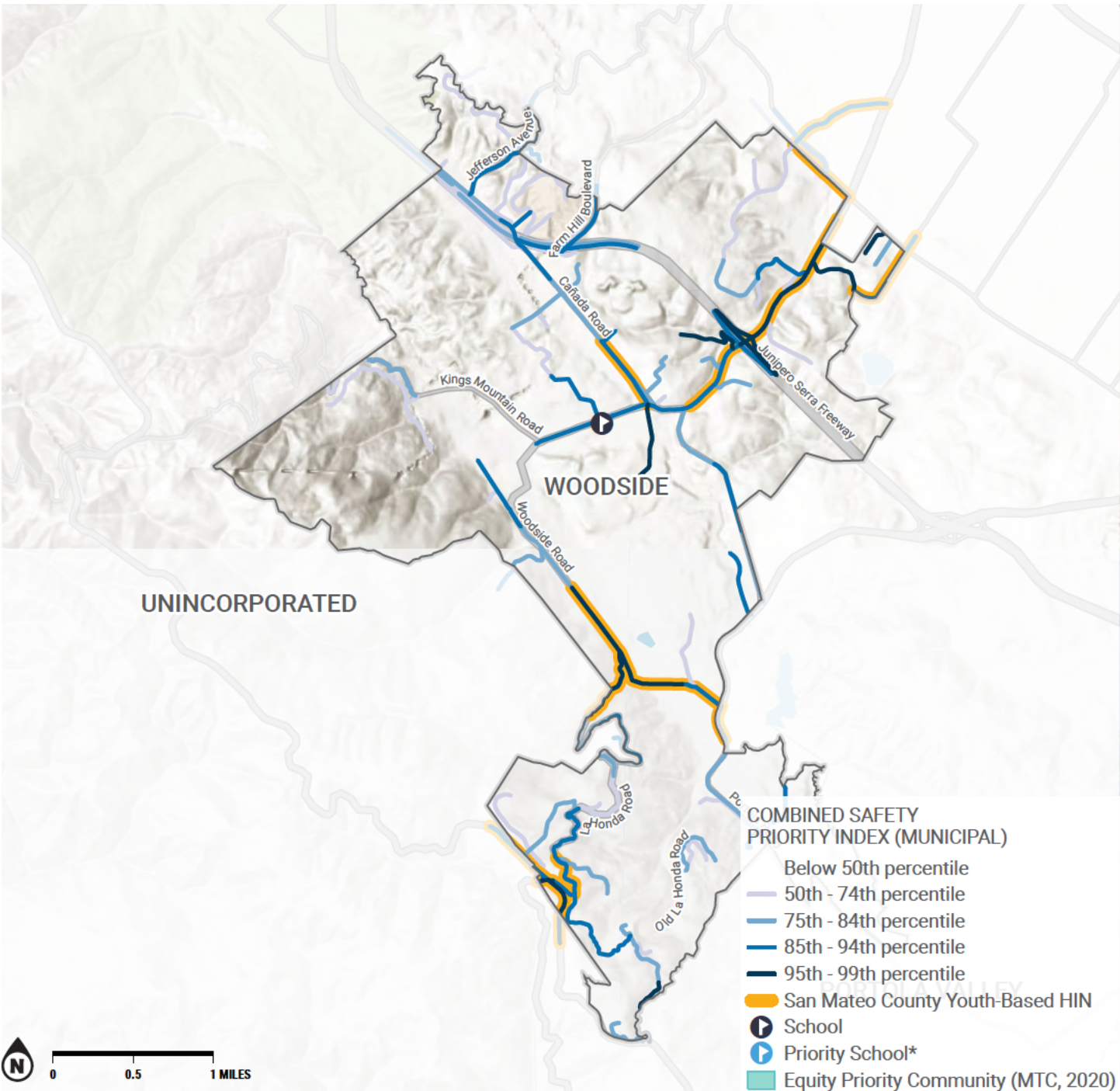


Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

WOODSIDE

SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Tripp Rd	13	1	0	5	1
La Honda Rd	5	1	0	1	2
Skyline Blvd	5	1	0	2	1
Woodside Rd	15	1	1	4	5
Canada Rd	2	1	1	2	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.



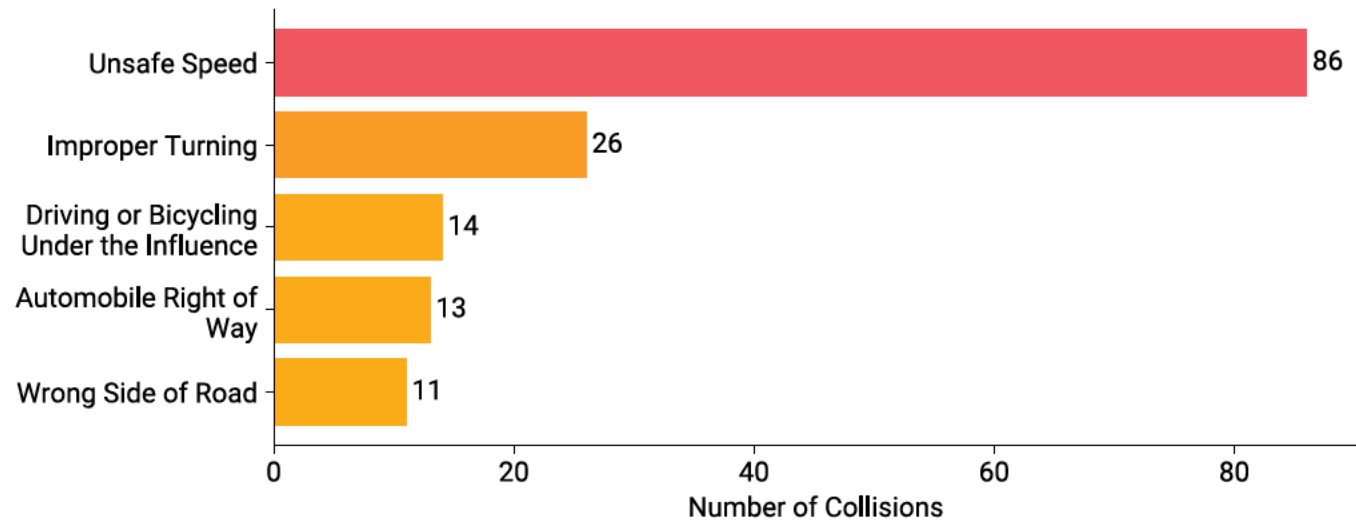
COLLISION STATISTICS FOR WOODSIDE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

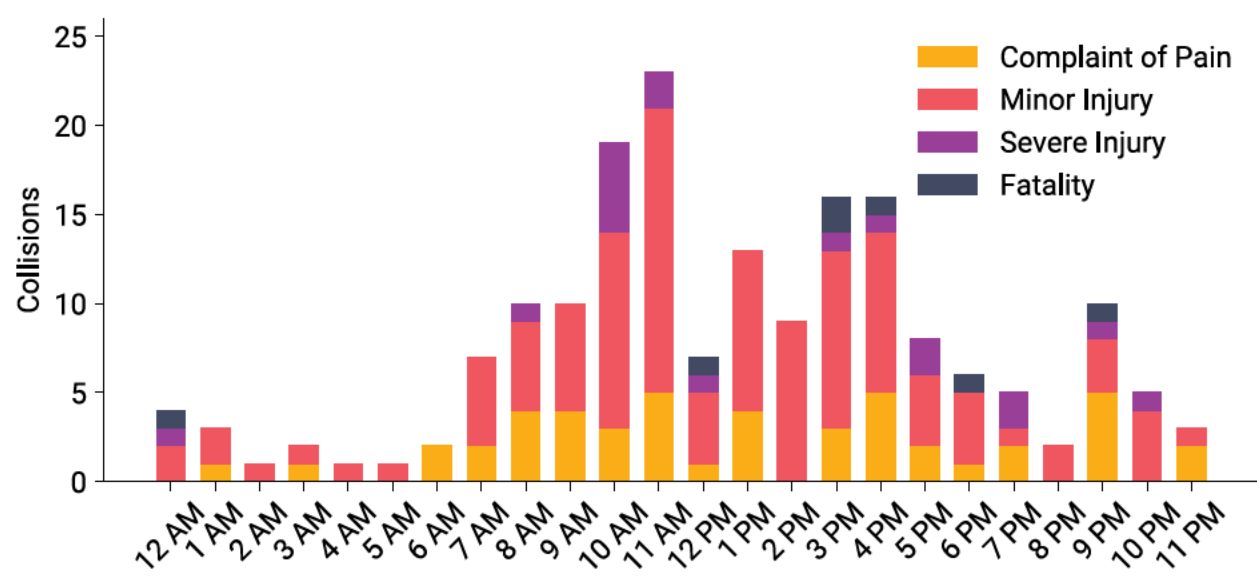
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	184	25	28	56	5	2	0	2
Alcohol Involved	17	4	2	1	0	0	0	0
Speeding Involved	86	10	14	26	2	1	0	0
Mid-Block Collision	141	21	20	44	4	2	0	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



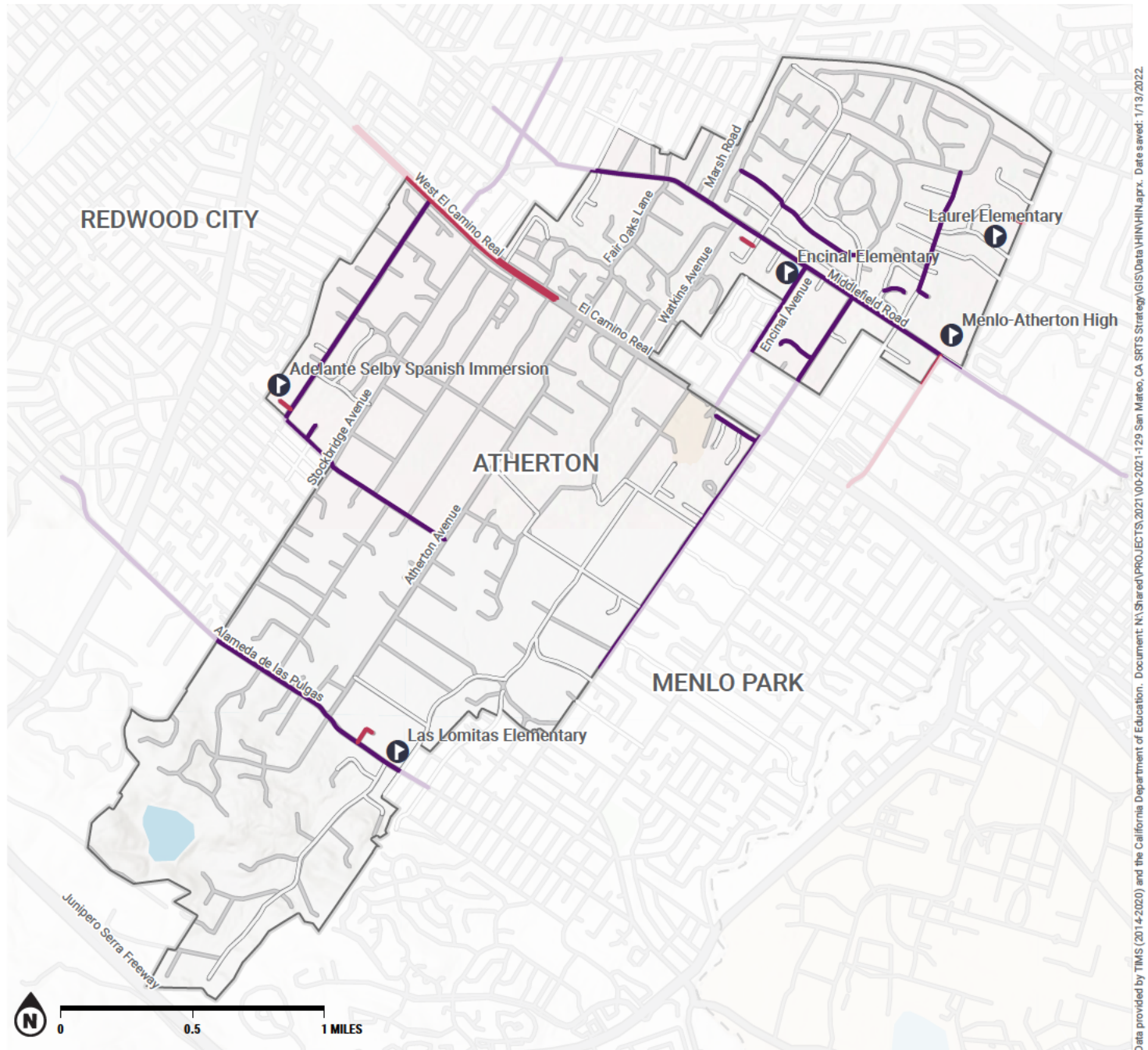
Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

Appendix D: City Speeding Analysis Near Schools

ATHERTON

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

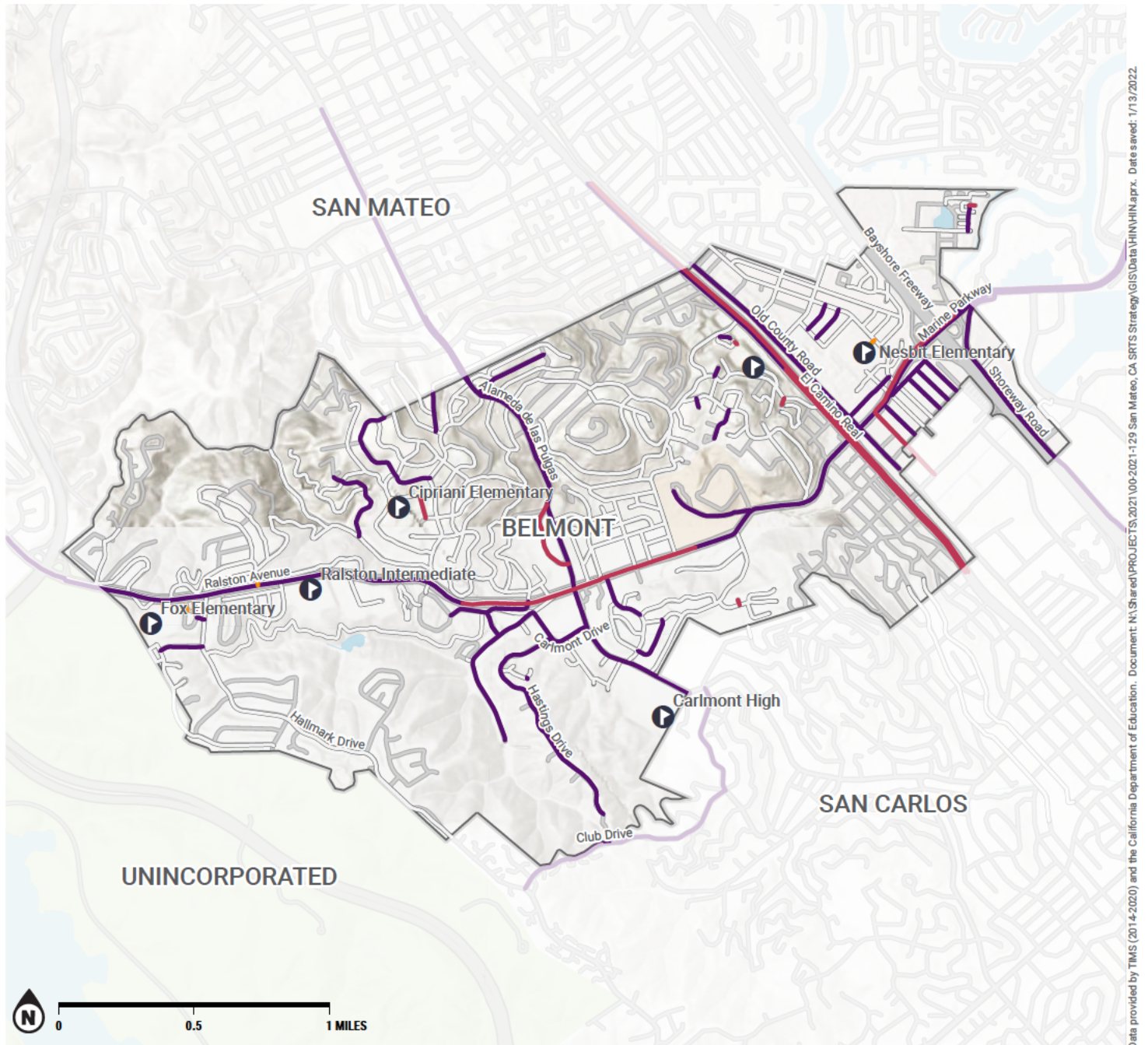
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

BELMONT SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

- School
- Priority School*

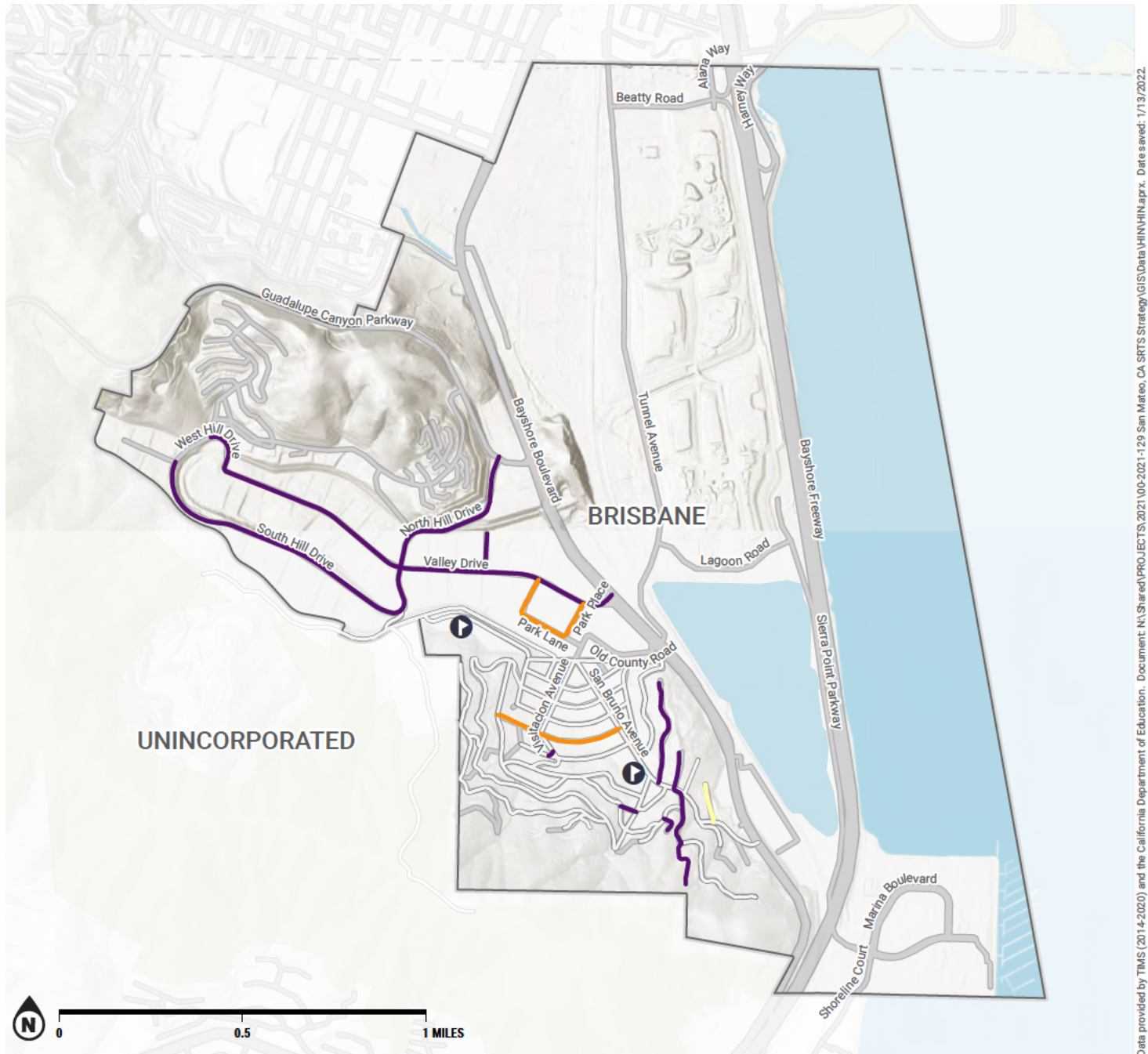
*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

BRISBANE

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

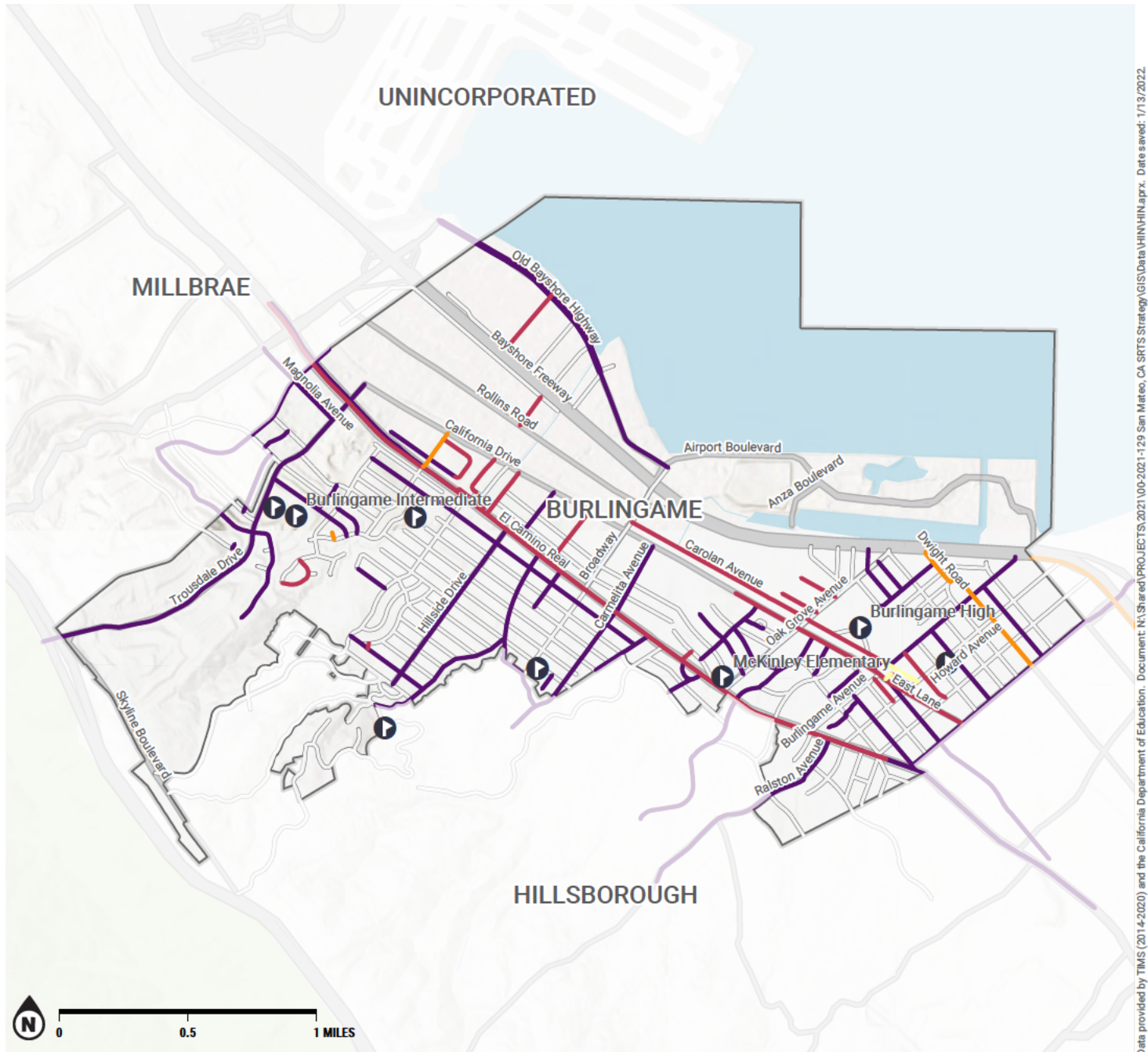
- School
- Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

BURLINGAME SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

- School
- Priority School*

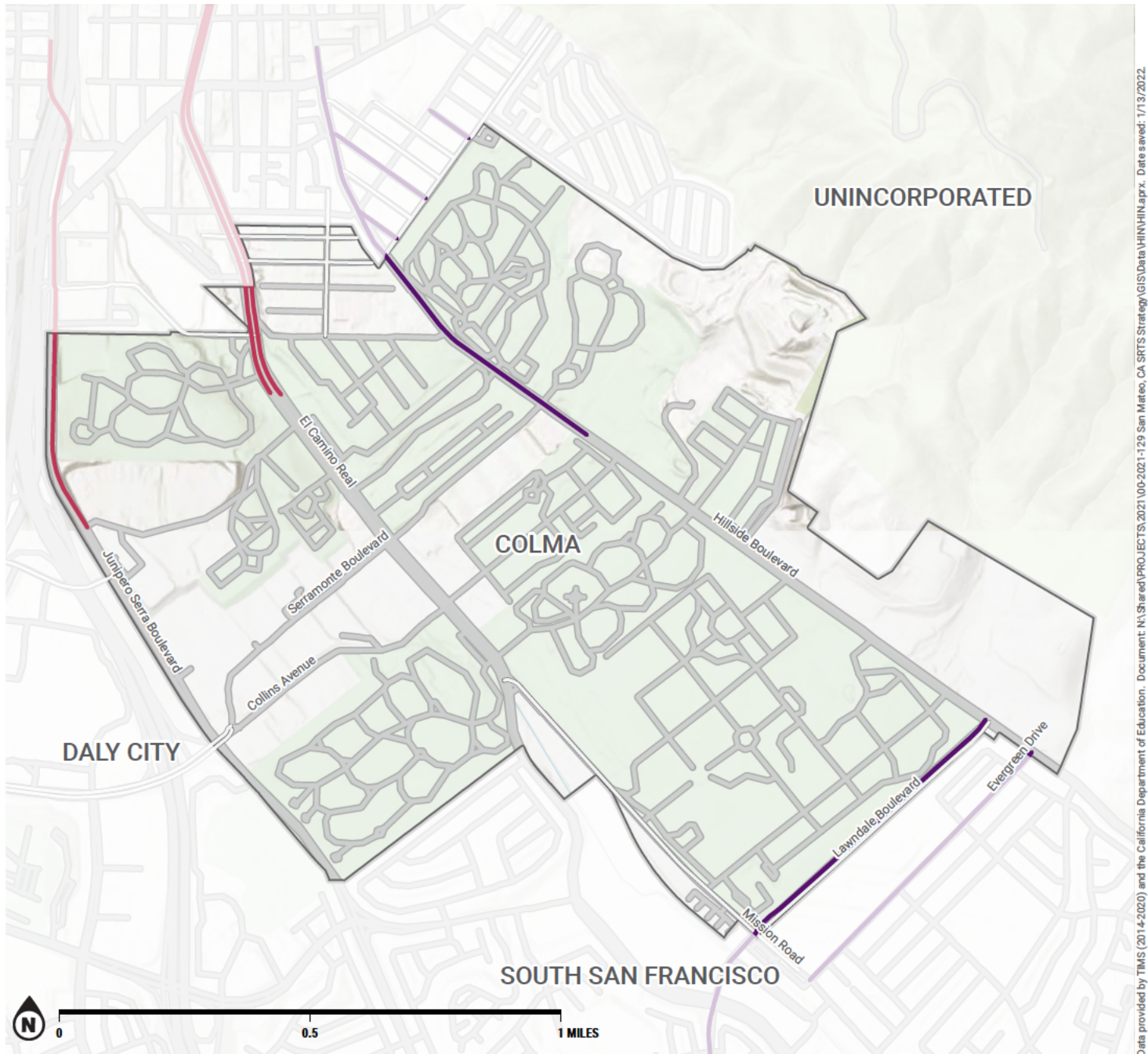
*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

COLMA

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

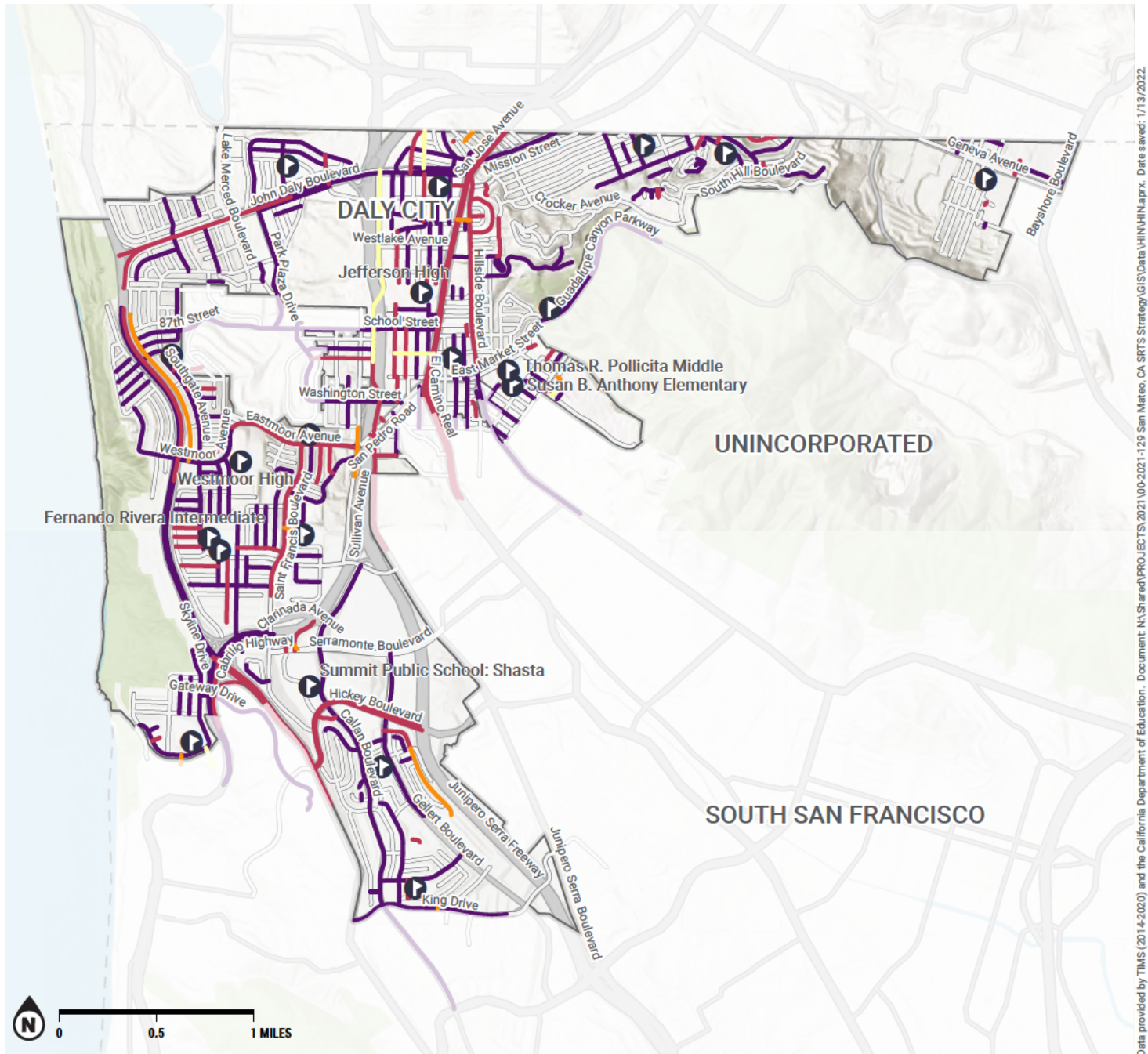
- School
- Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

DALY CITY SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

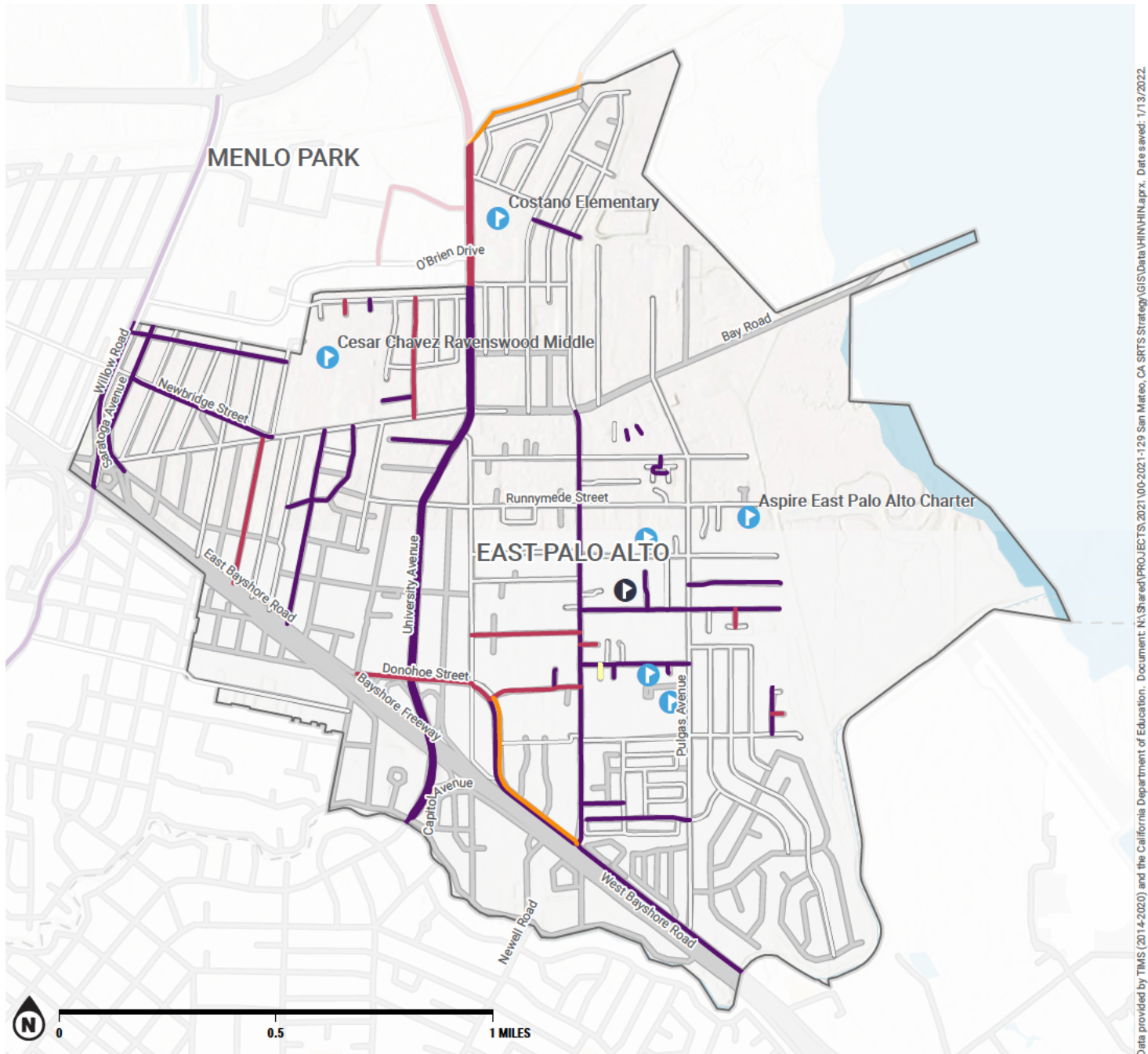
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

EAST PALO ALTO SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

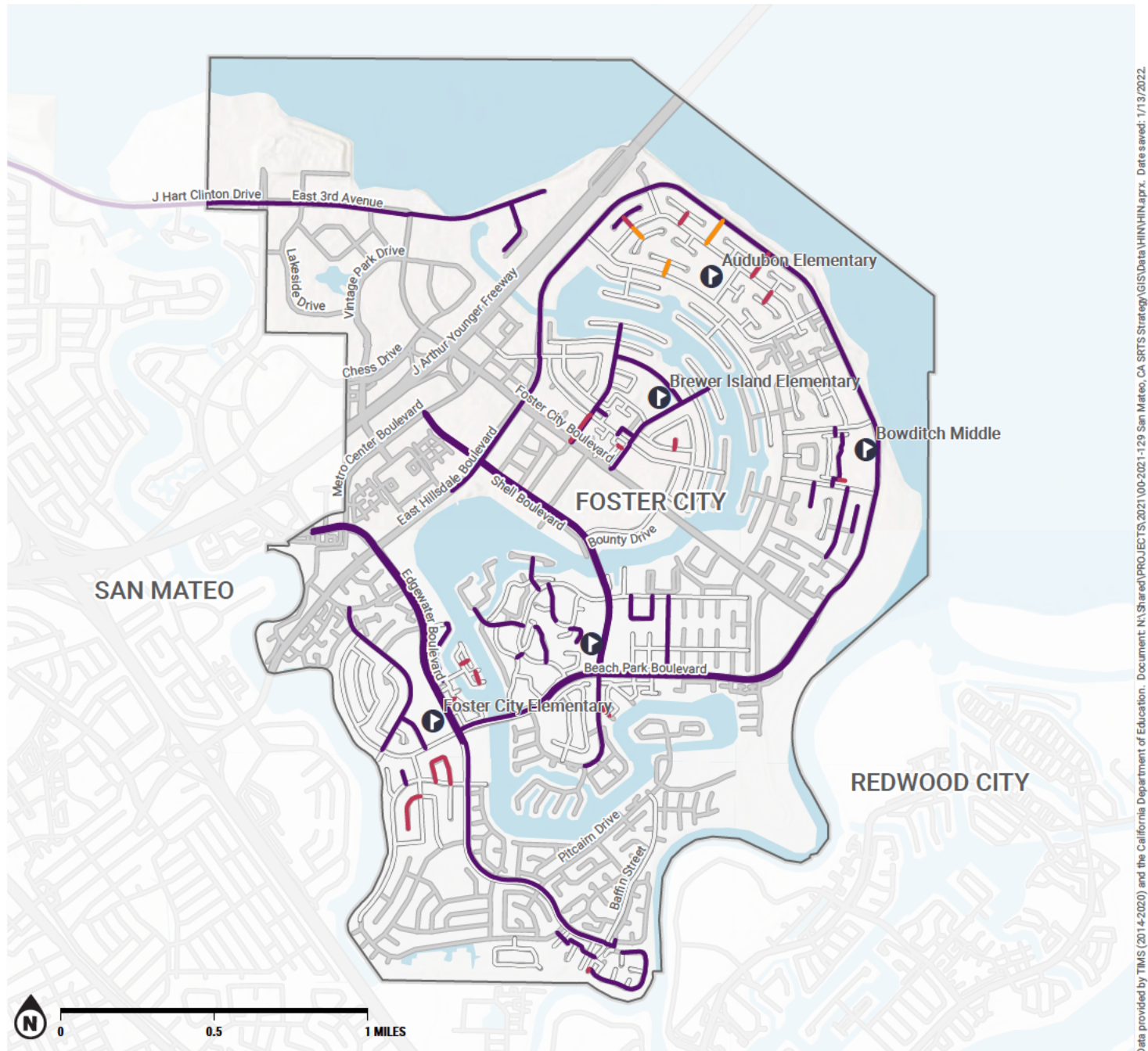
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

FOSTER CITY SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

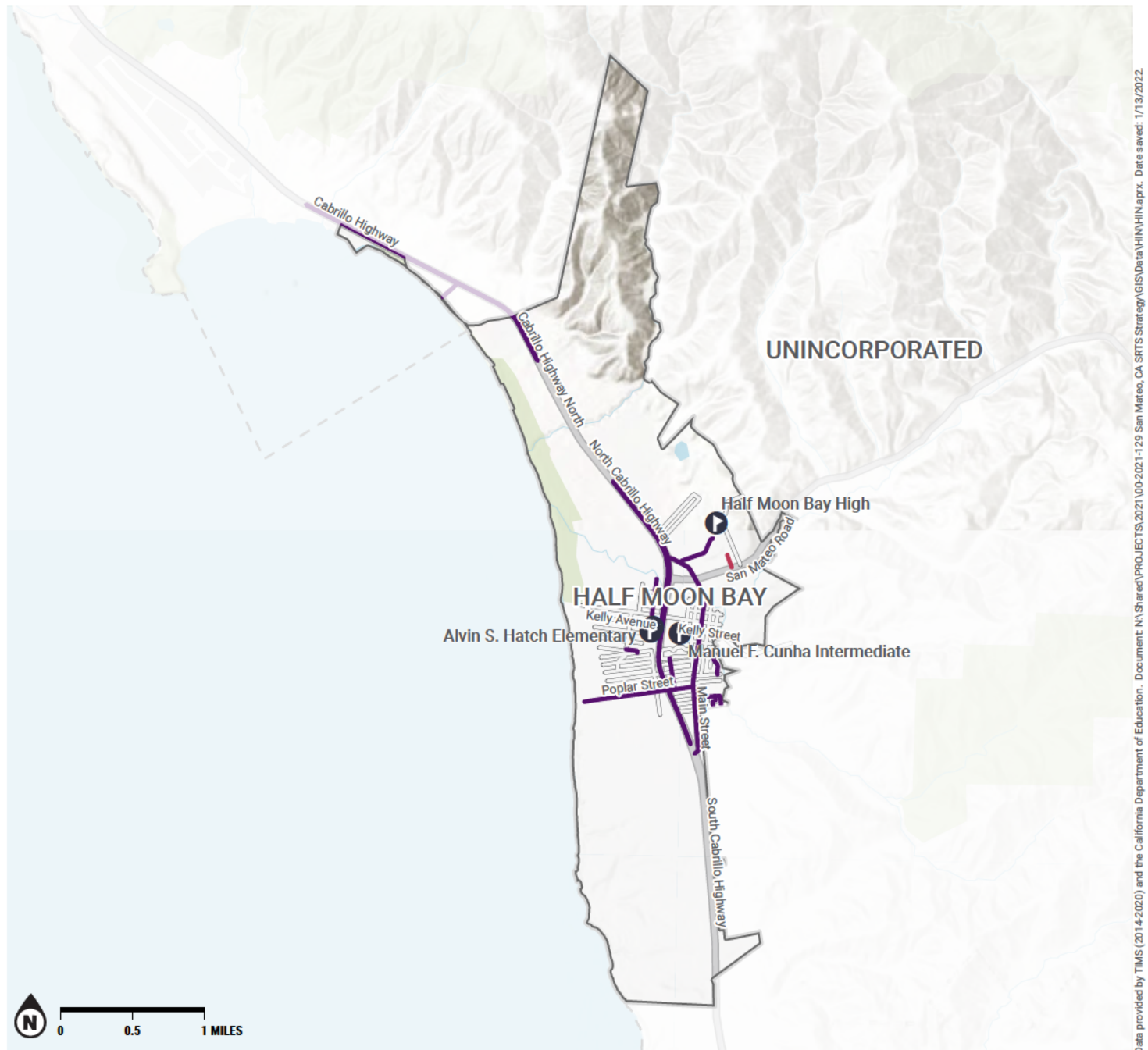
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

HALF MOON BAY SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HMH\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

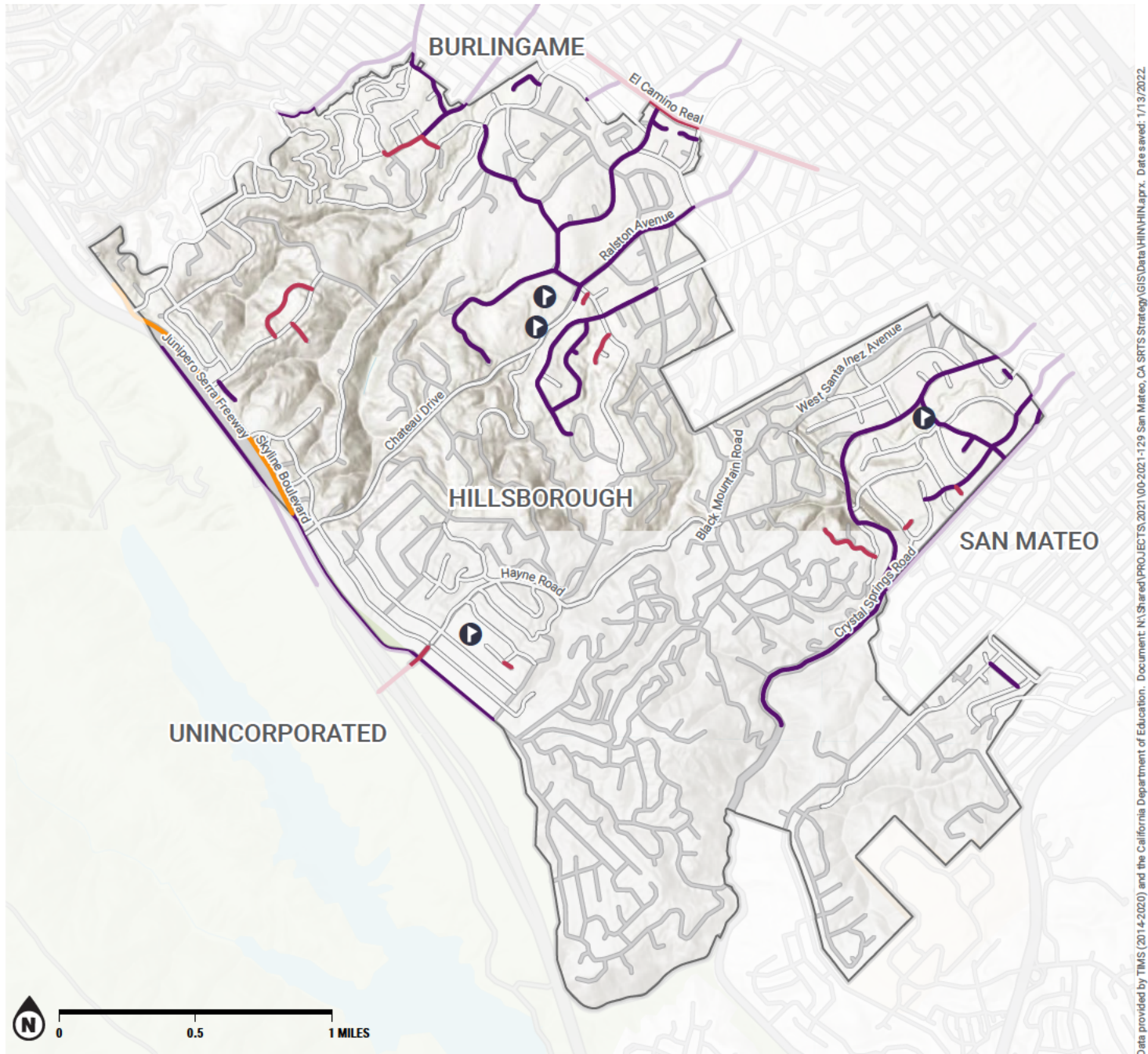
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

HILLSBOROUGH SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

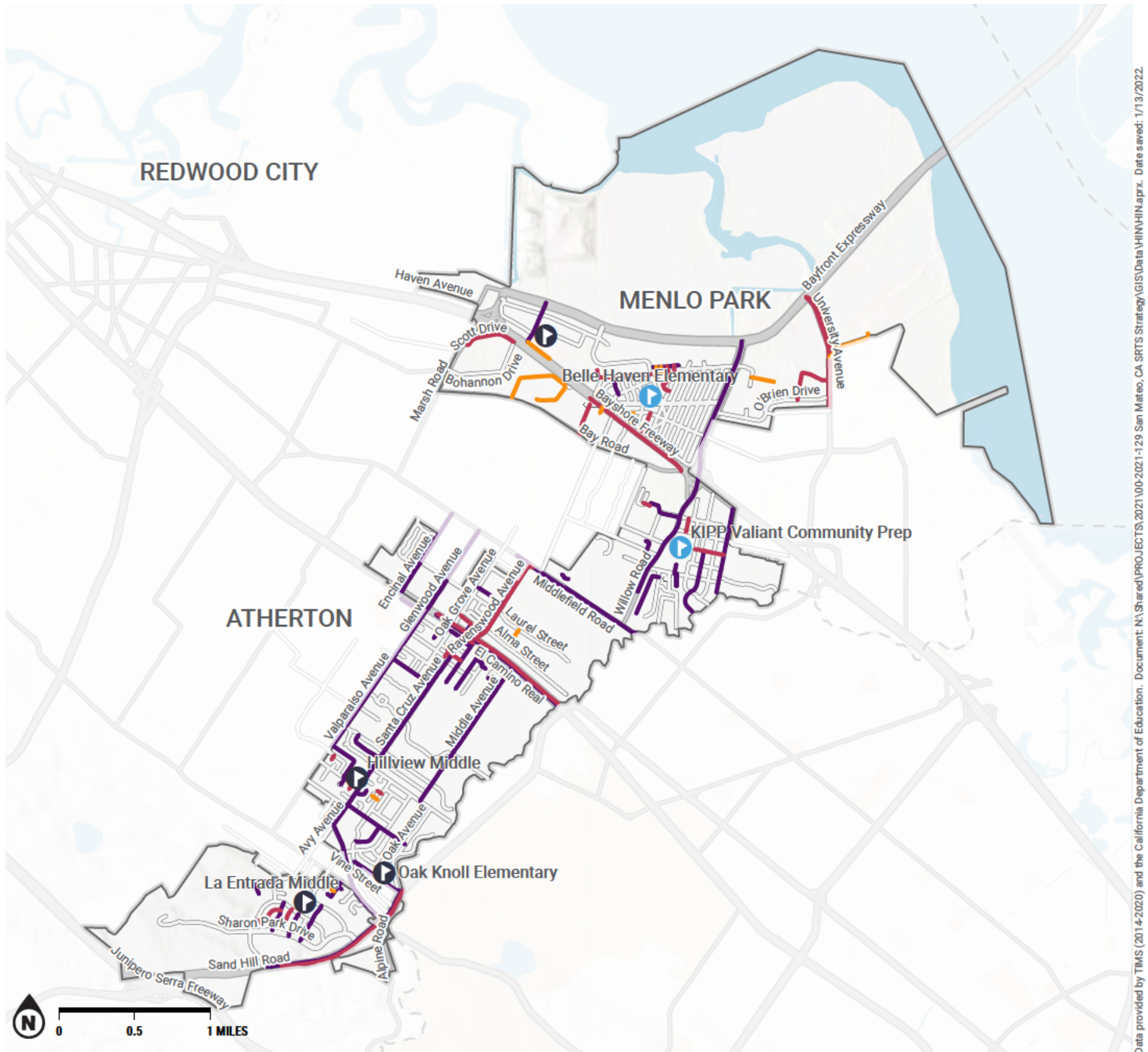
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

MENLO PARK SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

- School
- Priority School*

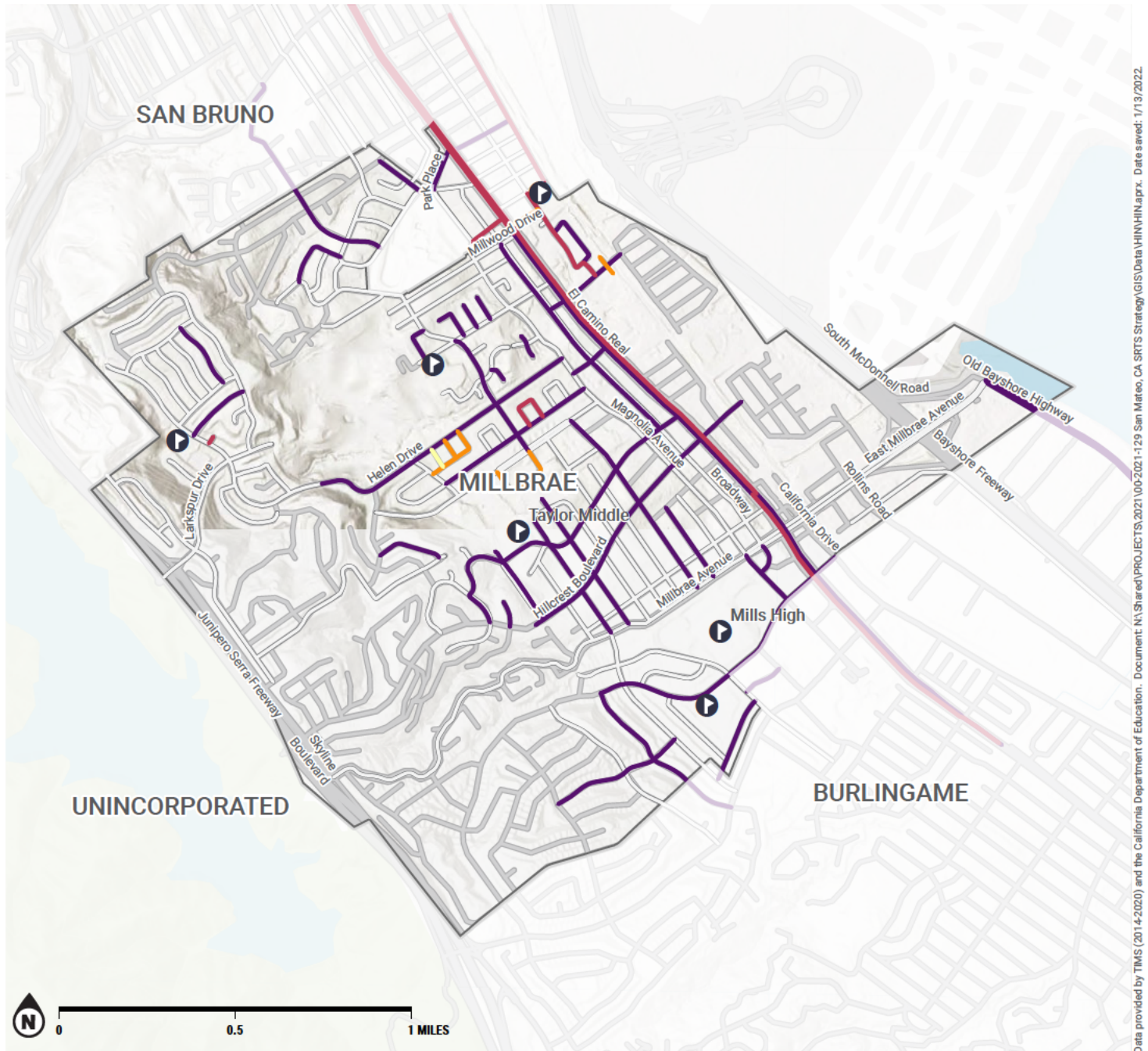
*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

MILLBRAE

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

-  School
-  Priority School*

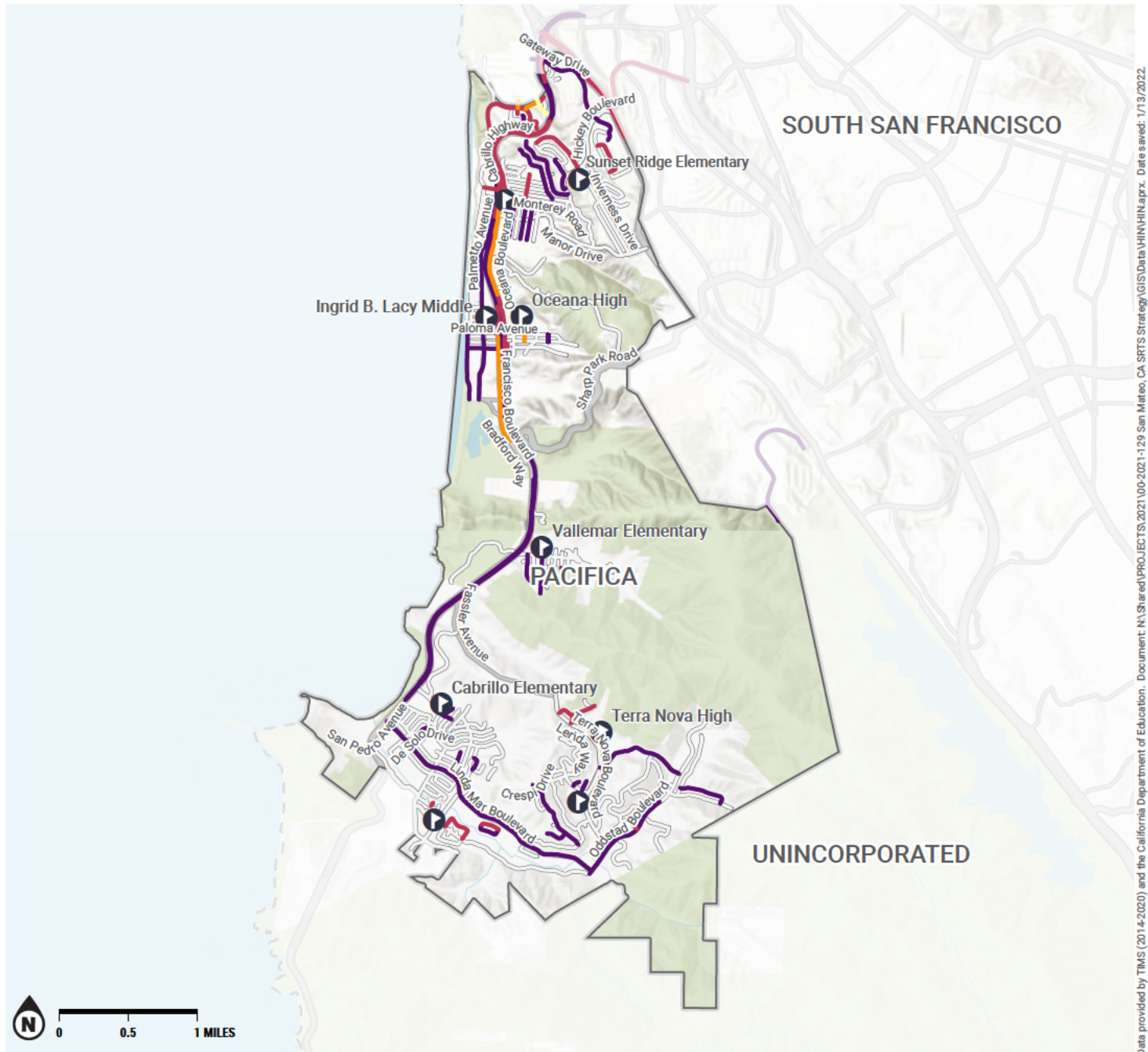
*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

PACIFICA

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

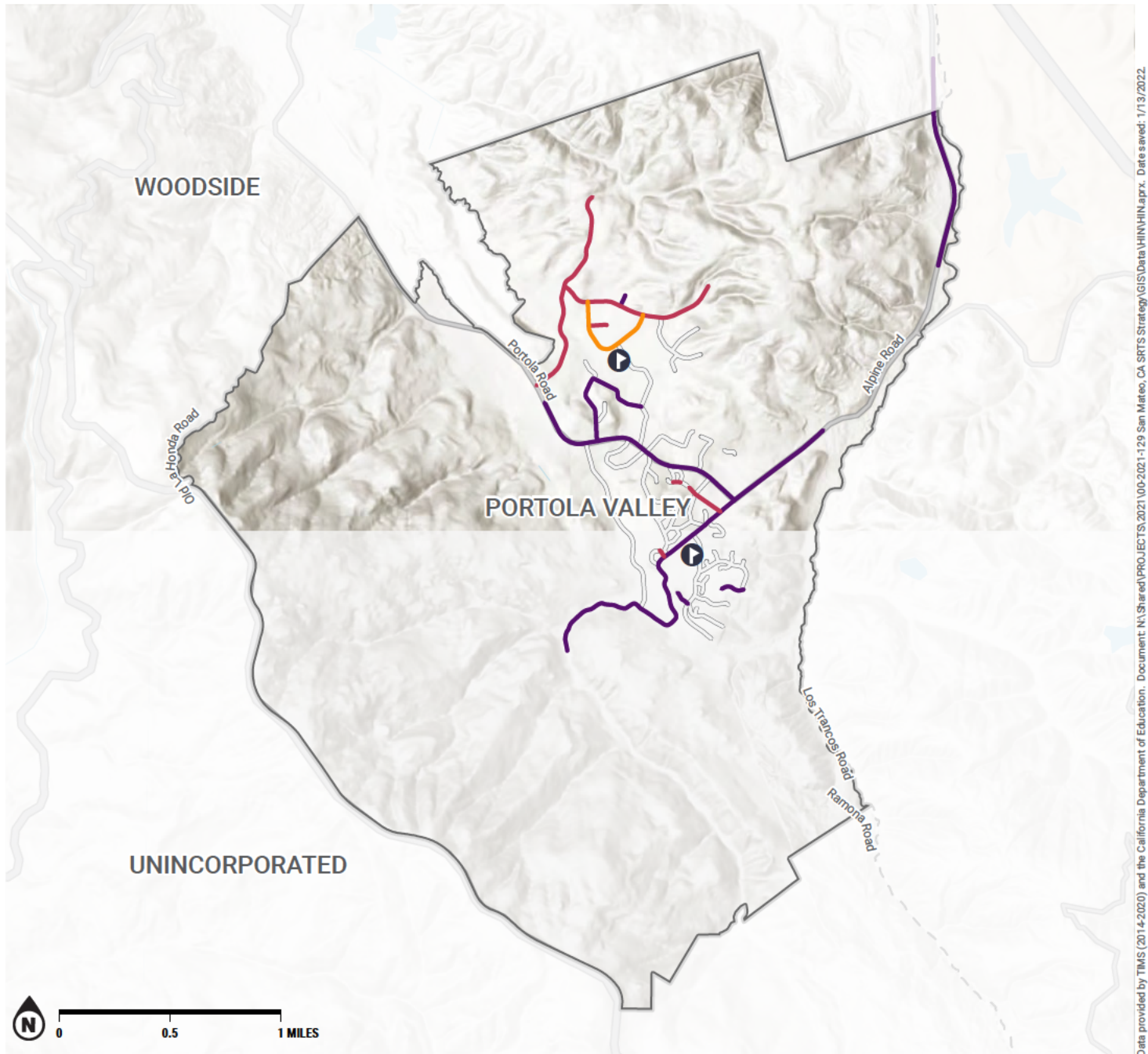
- 📍 School
- 🚦 Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

PORTOLA VALLEY SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

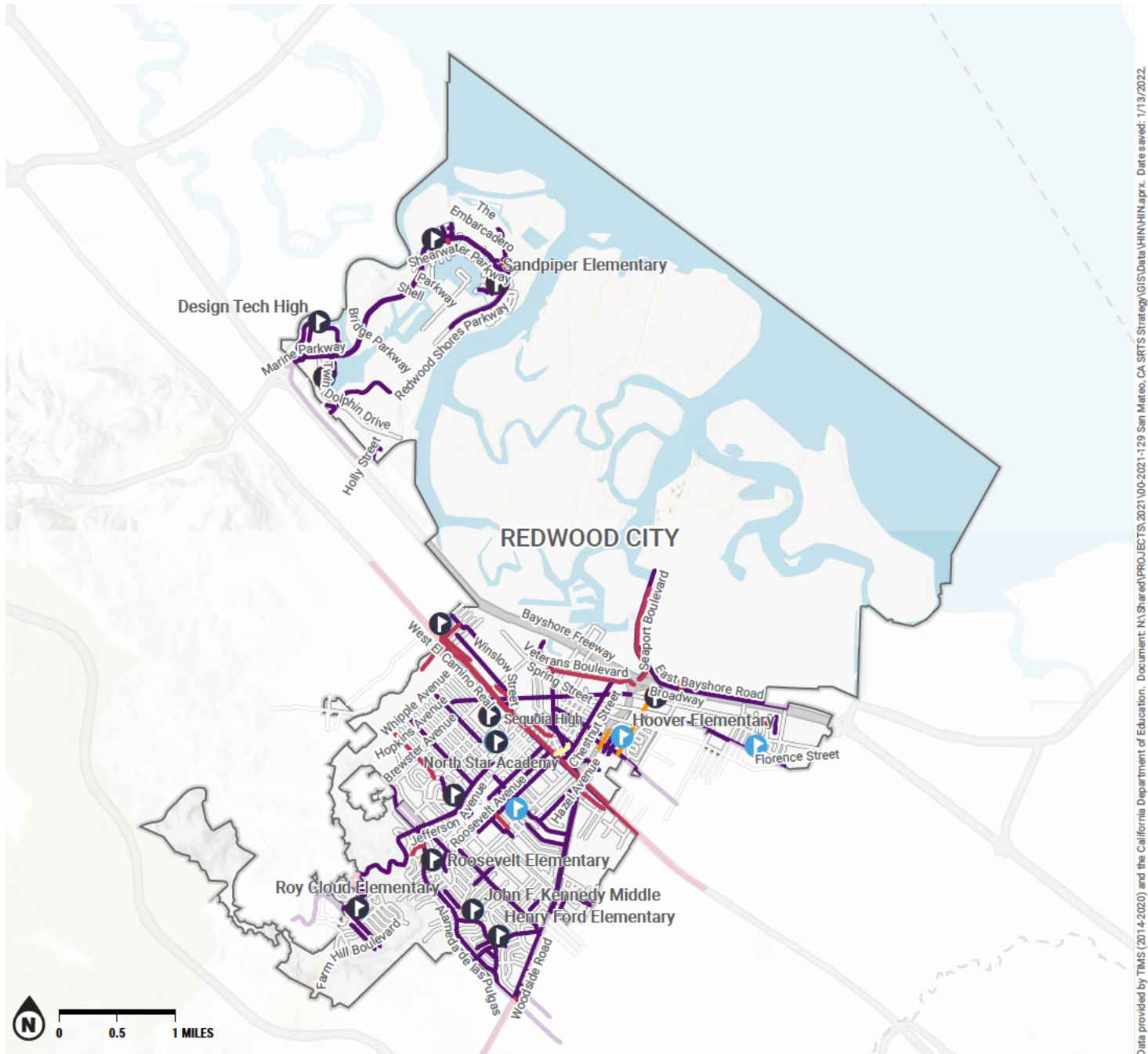
- Ⓟ School
- Ⓟ Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

REDWOOD CITY SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

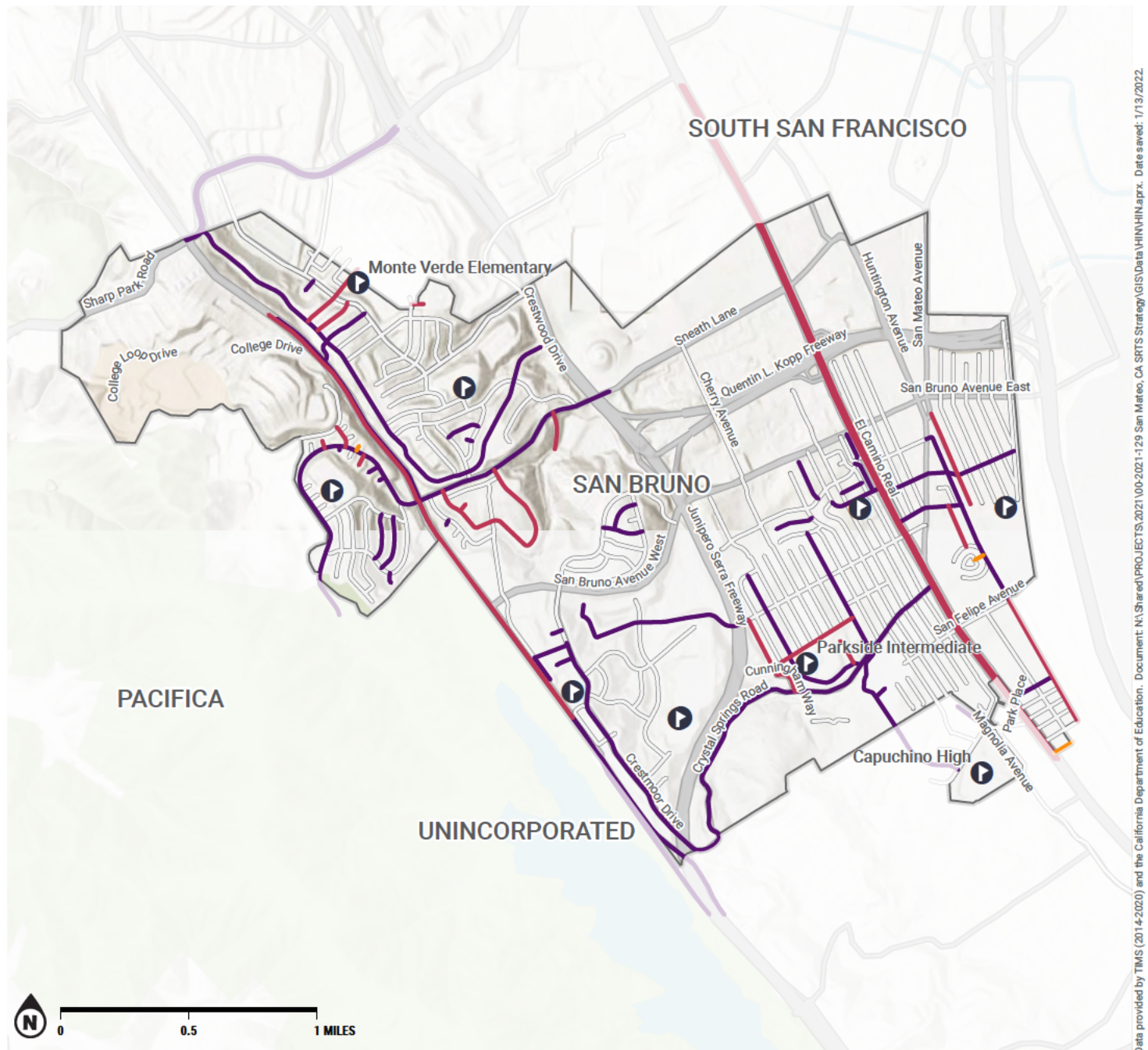
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

SAN BRUNO SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

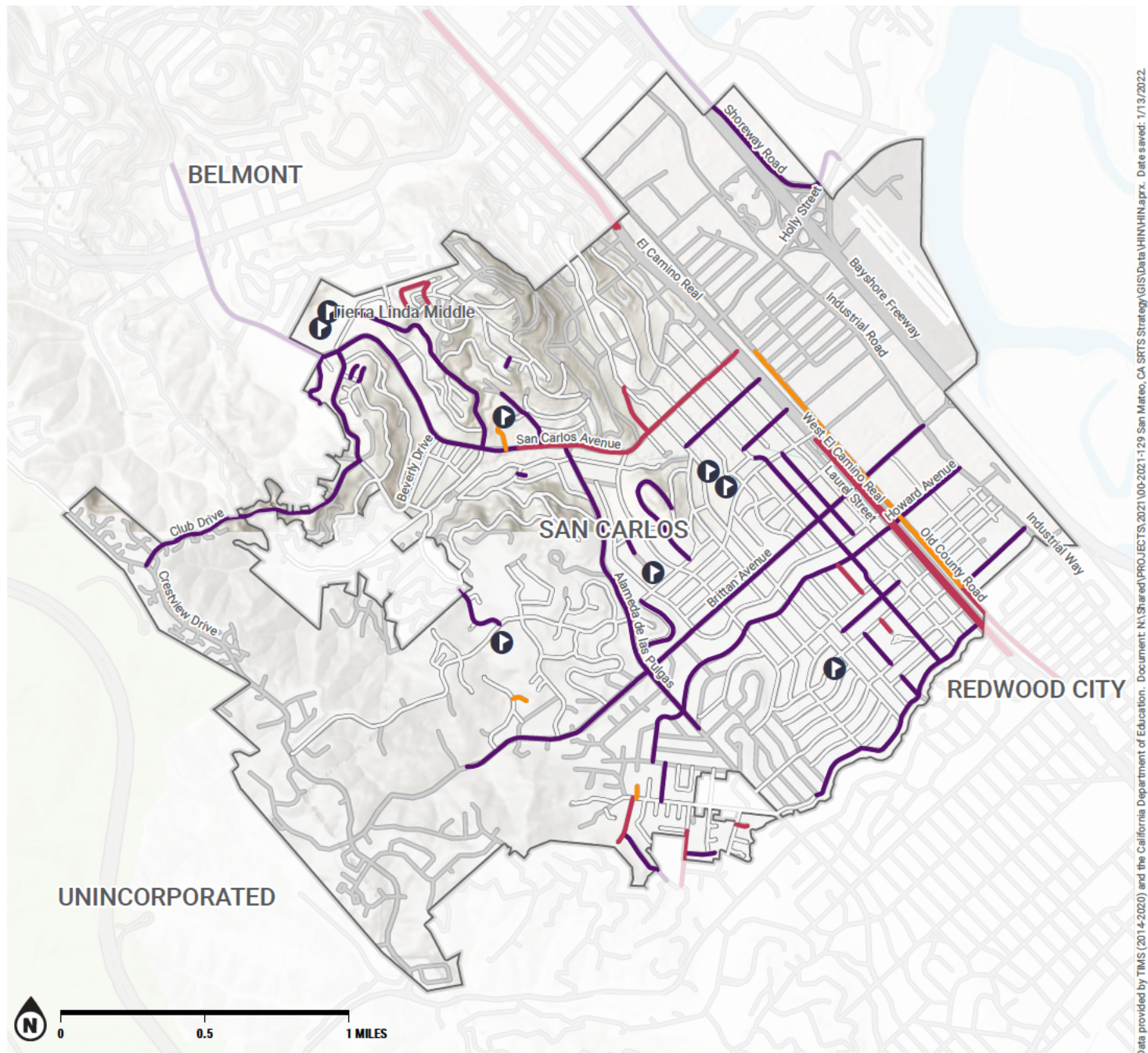
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

SAN CARLOS SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

-  School
-  Priority School*

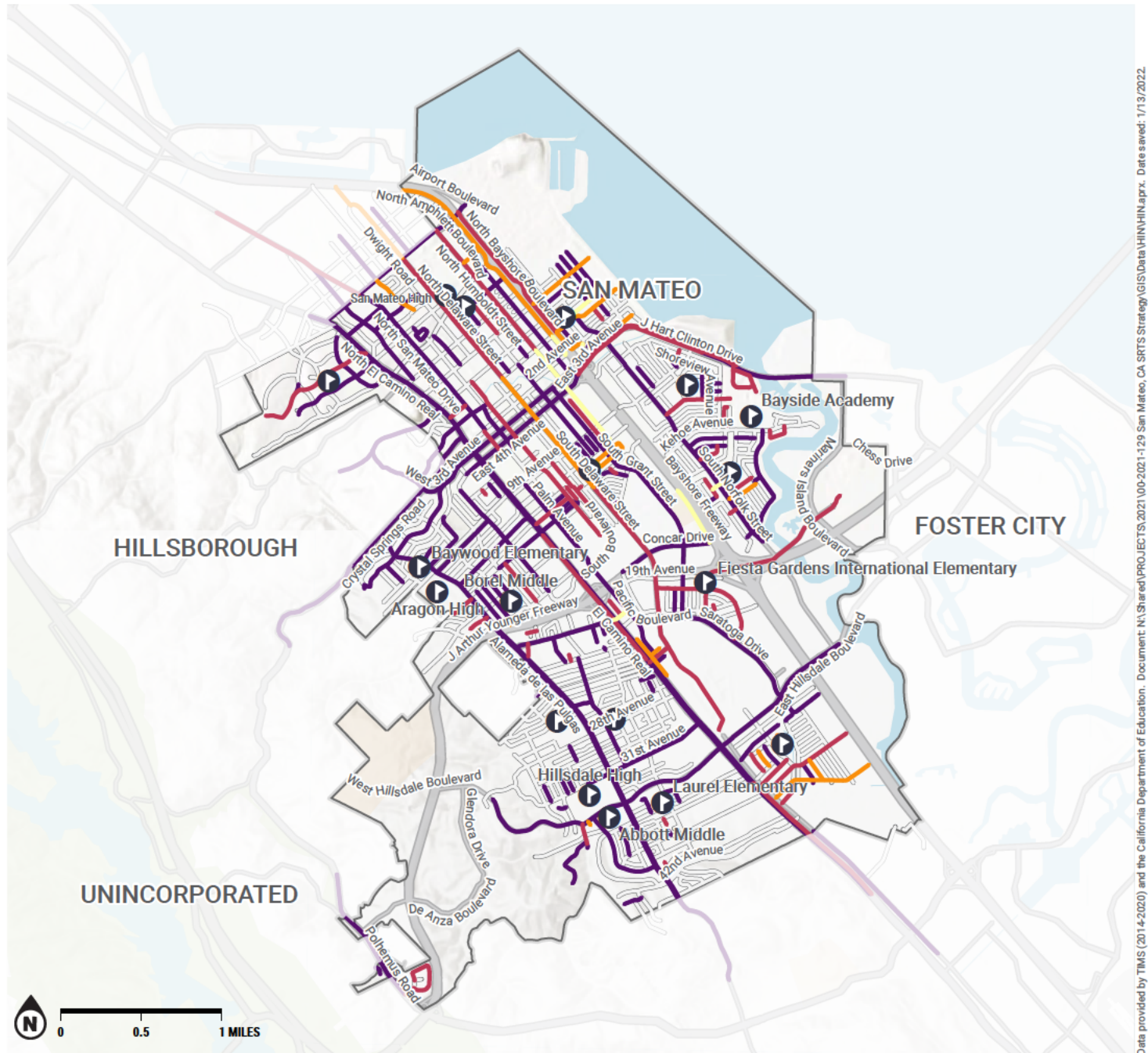
*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

SAN MATEO

SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

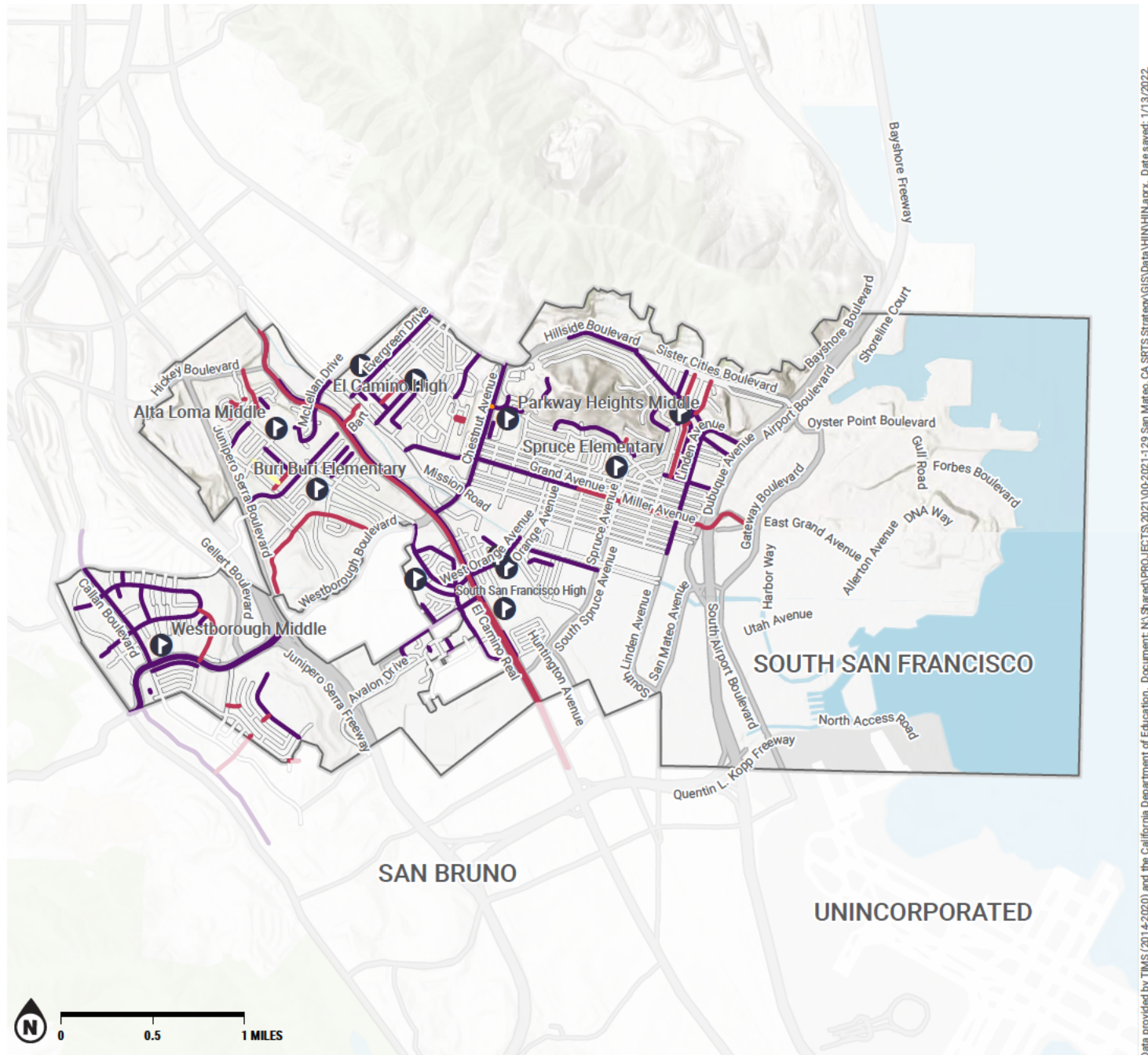
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

SOUTH SAN FRANCISCO SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

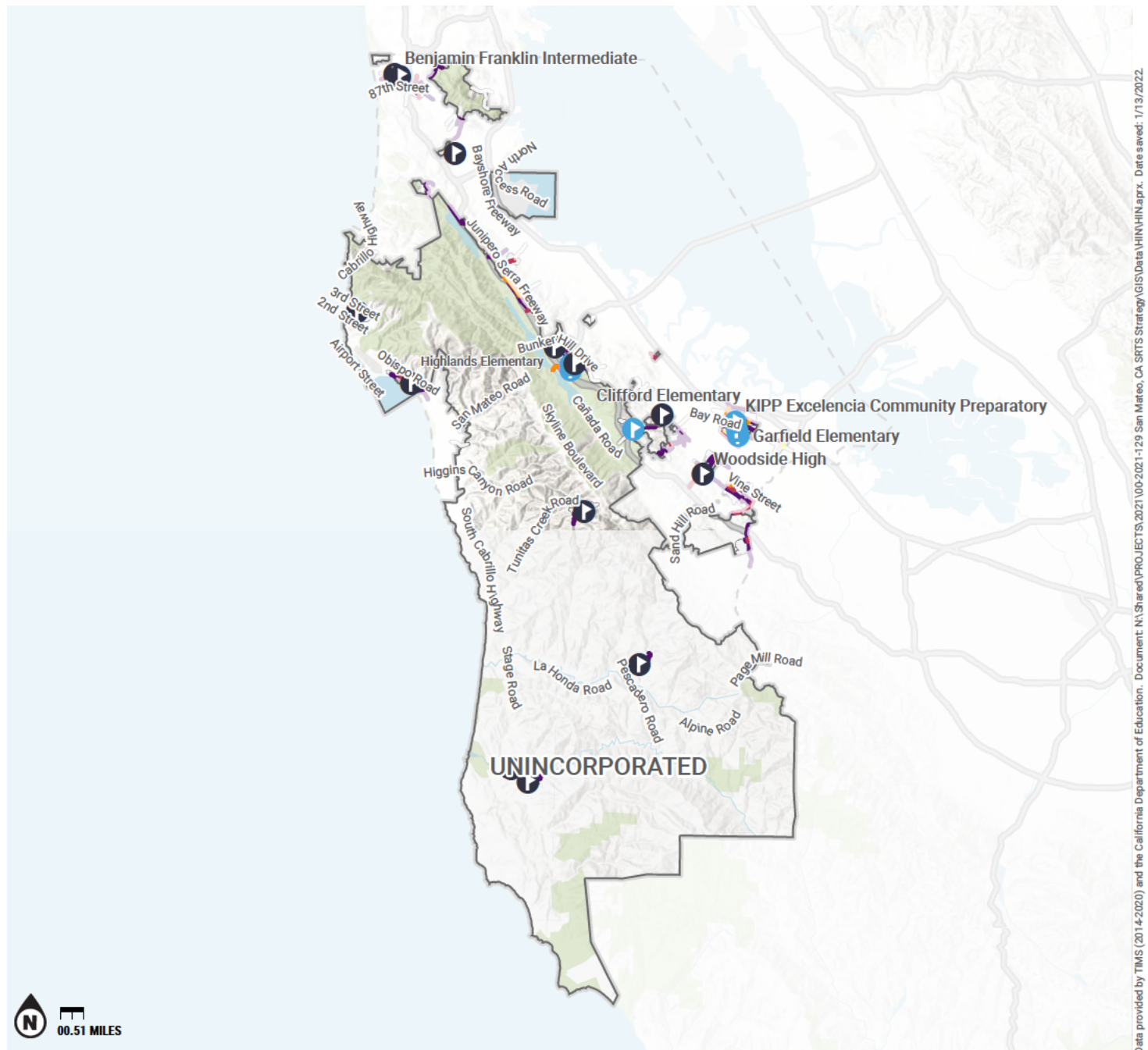
- School
- Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

UNINCORPORATED SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



REPORTED SPEEDING*

-  No Speeding Measured
-  1-5 MPH
-  6 - 10 MPH
-  11 - 15 MPH
-  More than 15 MPH
-  No Streetlight Data Available

SCHOOLS

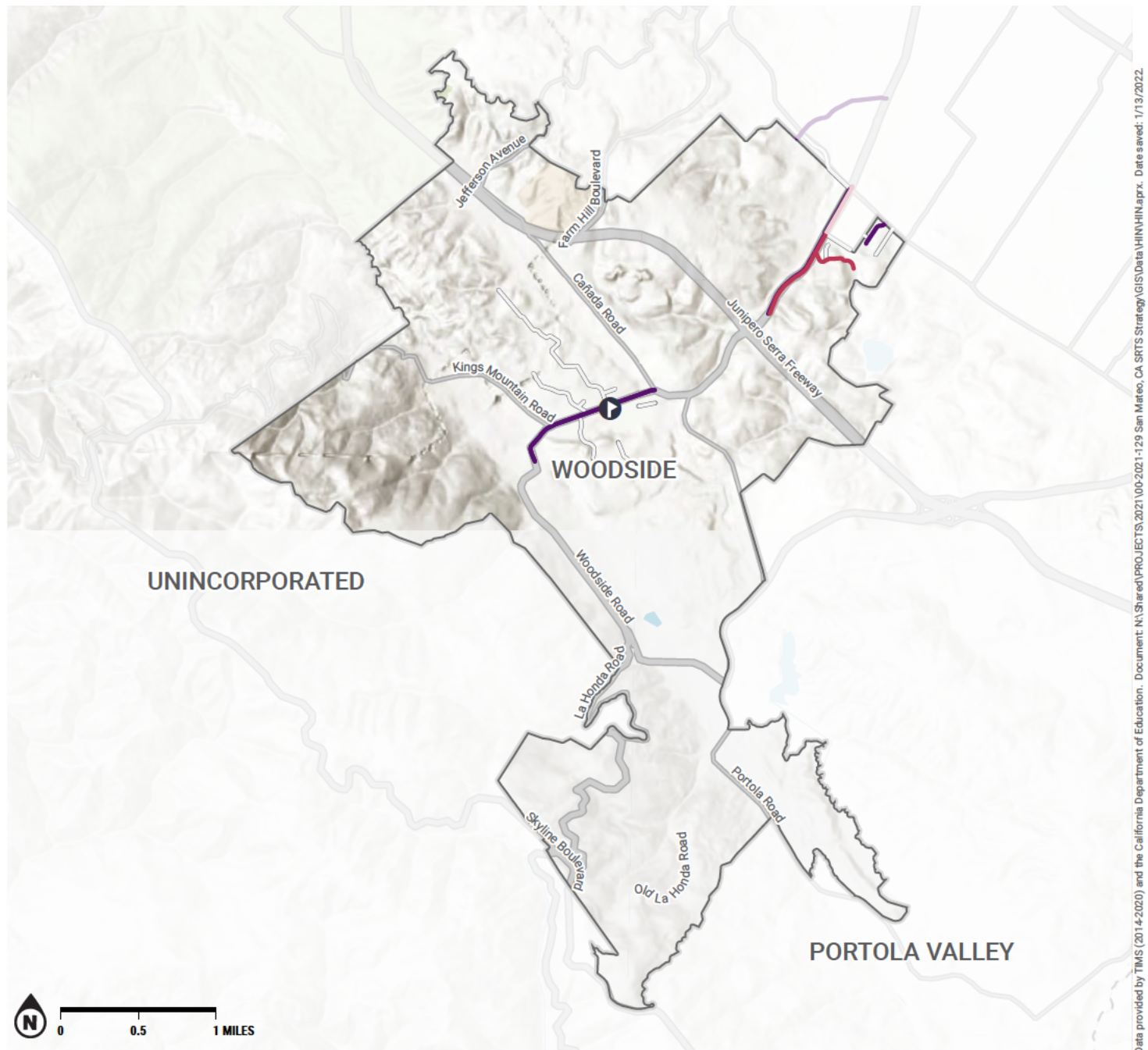
-  School
-  Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

WOODSIDE SPEEDING ANALYSIS

SPEEDING ANALYSIS NEAR SCHOOLS



Data provided by TMS (2014-2020) and the California Department of Education. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 1/13/2022.

REPORTED SPEEDING*

- No Speeding Measured
- 1-5 MPH
- 6 - 10 MPH
- 11 - 15 MPH
- More than 15 MPH
- No Streetlight Data Available

SCHOOLS

- School
- Priority School*

*Speeding is reported as the difference between the 95th and 85th percentile vehicle speeds per Streetlight data, where the 85th percentile is a proxy for the posted speed limit.

*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.