

July 29, 2025

Sue-Ellen Atkinson
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Support for the South San Francisco Advanced Signal Priority Transportation Demand Management Project

Dear Ms. Atkinson:

I am writing to express my strong support for the City of South San Francisco's proposed citywide deployment of advanced traffic signal priority systems to improve emergency response times and transit service performance. These improvements are urgently needed to improve emergency response times and enhance the reliability and efficiency of public transit.

This project addresses critical needs in both public safety and sustainable transportation. Delays at signalized intersections can significantly impact emergency response times, and the consequences can be fatal. Per a national study across 2,268 counties titled "Association Between Emergency Medical Service Response Time and Motor Vehicle Crash Mortality in the United States" (Bryne, James P, et al, 2019), longer EMS response times are associated with substantially higher motor vehicle crash mortality rates—up to 46% higher when response times exceed 12 minutes compared to under 7 minutes. In urban and suburban areas, more than 14% of crash-related deaths were attributable to prolonged response times. In Fremont, California, the City deployed similar emergency vehicle preemption (EVP) technologies and achieved dramatic improvements—reducing emergency response times through a key corridor from 47 minutes to just 13 minutes. These results show what's possible when modern signal operations are aligned with life-saving services.

Transit signal priority (TSP) is also essential to making public transit more competitive with driving. Intersection delay is a major contributor to unreliable bus service and longer travel times, which in turn discourages ridership and increases reliance on single-occupancy vehicles. Studies show that advanced signal priority systems can reduce average bus delay by more than 25 seconds

per major intersection. This translates into improved on-time performance, faster travel times, and lower operating costs—creating the conditions necessary for a meaningful shift toward transit use.

This project represents a high-impact, cost-effective strategy to achieve several of South San Francisco's transportation goals: improving emergency response, reducing transit delay, shifting trips away from single-occupancy vehicles, and supporting equitable access to mobility. By enhancing reliability and performance for transit and public safety vehicles, the City is investing in a smarter, safer, and more sustainable transportation system. We urge support for this important initiative.

Sincerely,


Dylan Hingey (Jul 29, 2025 16:27:07 PDT)

Dylan Hingey, Chair
South San Francisco Bicycle & Pedestrian Advisory Committee






BPAC_Engineering Letter of Support SMCTA Grant_v2_BPAC

Final Audit Report

2025-07-29

Created:	2025-07-29
By:	Cynthia Fregoso (cynthia.fregoso@ssf.net)
Status:	Signed
Transaction ID:	CBJCHBCAABAA9py51VQIXGYNp7ujAVQAunrPNLebCBol

"BPAC_Engineering Letter of Support SMCTA Grant_v2_BPAC" History

-  Document created by Cynthia Fregoso (cynthia.fregoso@ssf.net)
2025-07-29 - 10:15:39 PM GMT
-  Document emailed to Dylan Hingey (dylan.hingey@gmail.com) for signature
2025-07-29 - 10:17:22 PM GMT
-  Email viewed by Dylan Hingey (dylan.hingey@gmail.com)
2025-07-29 - 11:26:13 PM GMT
-  Document e-signed by Dylan Hingey (dylan.hingey@gmail.com)
Signature Date: 2025-07-29 - 11:27:07 PM GMT - Time Source: server
-  Agreement completed.
2025-07-29 - 11:27:07 PM GMT

