

# Ralston Middle School

## School Setting

**Address:**

2675 Ralston Avenue

**City:**

Belmont

**School District:**

Belmont-Redwood  
Shores School District

**School Day Start:**

8:20 am

**School Day End:**

12:29 pm (Weds)

3:09 pm (Mo, Tu, Th, Fr)

**Attendance:**

(2022-23): 1,117

**Grade Range:**

6-8

**School Walk  
Audit Date:**

April 25, 2023



Map I. School Study Area

# School Walk Audit Process

## Walk Audit Process

San Mateo County Office of Education (SMCOE) staff worked with school administrators to schedule the walk audit and distribute information to school families and stakeholders. Once the walk audit was scheduled, the project team completed an existing conditions analysis and prepared walk audit materials.

A walk audit was conducted at Ralston Middle in Belmont during the morning arrival on Tuesday, April 25, 2023. Walk audit participants identified important locations to observe near the school, made observations during the morning arrival period, and reconvened to discuss their observations and identify challenges related to traffic circulation near the school.

After the walk audit, an interactive webmap provided another opportunity for the wider school community to identify challenges and opportunities related to walking and biking routes and specific locations.

## Walk Audit Attendees

The assessment was attended by representatives from the City of Belmont, San Mateo County Office of Education staff, and Ralston Middle staff and parents.

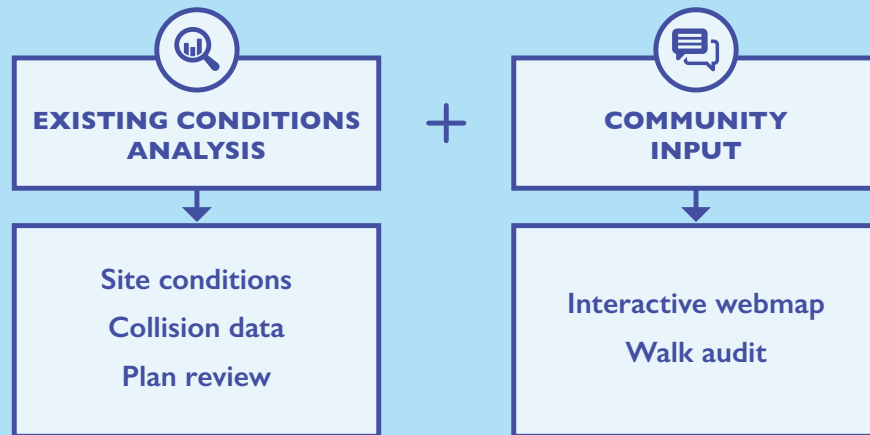
### Participants included:

- ▶ Matt Hoang, City of Belmont
- ▶ Nima Mazhari, City of Belmont
- ▶ Danielle Giuliani, City of Belmont
- ▶ Michael Moran, City of Belmont
- ▶ Patrick Wilson, Assistant Principal, Ralston Middle School
- ▶ Kristen Sevilla, Belmont-Redwood Shores School District
- ▶ Theresa Vallez-Kelly, San Mateo County Office of Education
- ▶ Carlene Foldenauer, San Mateo County Office of Education
- ▶ Martin Reyes, San Mateo County Transportation Authority
- ▶ Liliana Price, San Mateo County Transit District (SAMTRANS)
- ▶ Eric Gonzales, Belmont Police Department
- ▶ Charlie Simpson, Planner, Alta Planning + Design
- ▶ Ben Frazier, Planner, Alta Planning + Design
- ▶ George Foster, Planner, Alta Planning + Design
- ▶ Joseph Paull, Engineer, Alta Planning + Design

# Recommendation Development Process

The walk audit observations, combined with data analysis and input from stakeholders who observe and travel through the area regularly, directly inform the infrastructure and non-infrastructure recommendations.

The recommendation development process is outlined below:



# Community Input

## Summary of Walk Audit Engagement Methods and Participant Comments

### Engagement Methods

Community engagement methods included the walk audit and the interactive webmap. Parents/caregivers, school staff, students, and community members provided observations and comments during and after the walk audit and through the interactive webmap.

### Summary of Walk Audit Comments

#### Tahoe Dr

- ▶ The timing of the pedestrian signal at Ralston Ave is short. Pedestrians feel they do not have adequate time to cross and sometimes walk as cars are trying to turn.
- ▶ Parents use Yosemite Dr and Tahoe Dr as an alternate to the school parking lot and driveway; students cross mid-block and vehicles block driveways.
- ▶ Some students use the dead end street with single house adjacent to intersection with Ralston Ave as an access point rather than walking along Ralston Ave.

#### Davis Dr

- ▶ Ralston Ave is downhill graded from west to east where Davis Dr intersects it. The downhill grade is perceived to contribute to speeding.
- ▶ Crossing guard at Davis Dr and Ralston Ave
  - The guard noted they have had to pull kids out of the intersection to save them from drivers running red lights on Ralston Ave.
  - The guard noted there is not enough room at the corners for gathering pedestrian groups.
- ▶ With a long light cycle, there is a backup of pedestrians at peak times.
- ▶ Drivers make right turns on red when pedestrians are present.
- ▶ Parents use Davis Dr as an alternate to the school parking lot and driveway.
- ▶ SAMTRANS buses need to be able to turn right onto Davis Dr.

#### Cipriani Blvd

- ▶ This is the only significant residential access point to Ralston Ave and Ralston Middle School within a mile to the east.
- ▶ Signalized intersection with Ralston Ave with higher speed slip lanes on all four corners near multifamily housing.

## Parking Lot and Driveway

- ▶ No bicycle facilities on Ralston Ave—4-5 lane road is only access point to school.
- ▶ Left turn into lot from Ralston only allows 4-5 cars per cycle, which can result in a vehicular back-up during peak hours; some drivers observed blocking intersection by making left turn without adequate space in the driveway.
- ▶ Peak backup at drop-off between 8:05-8:15 am.
- ▶ Substantial ridership on SAMTRANS buses
  - Served by Routes 60, 67, 68, and 260.
- ▶ Low visibility from the left-most lane entering Ralston Ave.
- ▶ Left lane has time-limited left turns to reduce conflicts during pick-up and drop-off; some violations were observed during morning drop-off, though there are reportedly more in the afternoon pick-up.
- ▶ Eight bicycles and e-scooters parked in bike parking area, with less-secure grid-style racks.

## After School Pick-up Notes from Prior Observations

- ▶ Longer wait times creates overflowing traffic on nearby streets.
- ▶ Buses arrivals and departures are staggered.
- ▶ Larger pedestrian groups overflow from corners onto the street, particularly east of the school on Ralston Ave.

## Summary of Webmap Comments

- ▶ The intersections of Ralston Ave with Hallmark Dr, Lassen Dr, and Belmont Canyon Rd feel unsafe for pedestrians due to fast turning vehicles.
- ▶ Ralston Ave feels unsafe for pedestrians and bicyclists due to fast drivers and inadequate infrastructure.

## Primary Challenges and Opportunities

### Challenges

- ▶ School on a major roadway with one access point, which consolidates traffic and increases travel time.
- ▶ Uncomfortable pedestrian infrastructure on Ralston Ave.
- ▶ No bicycle facilities available on Ralston Ave to access the school.
- ▶ Aggressive driving behavior (i.e., perceived speeding, failure to stop at red lights, right turns into active crosswalks).
- ▶ Motor vehicle congestion getting on and off Ralston Ave with the school's driveway.

### Opportunities

- ▶ A crossing guard is located at Davis Dr and Ralston Ave.
- ▶ Ralston Ave is wide enough to accommodate safe, comfortable bicycle facilities and more comfortable pedestrian infrastructure.

# Existing Conditions

## Collision Data

### Collision Data Overview

Collision data is drawn from the Transportation Injury Mapping System (TIMS), which pulls data from the Statewide Integrated Traffic Records System (SWITRS), a California State database that contains information on crash attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. The collision characteristics are shown in **Table I** below.

### Collision Data Summary

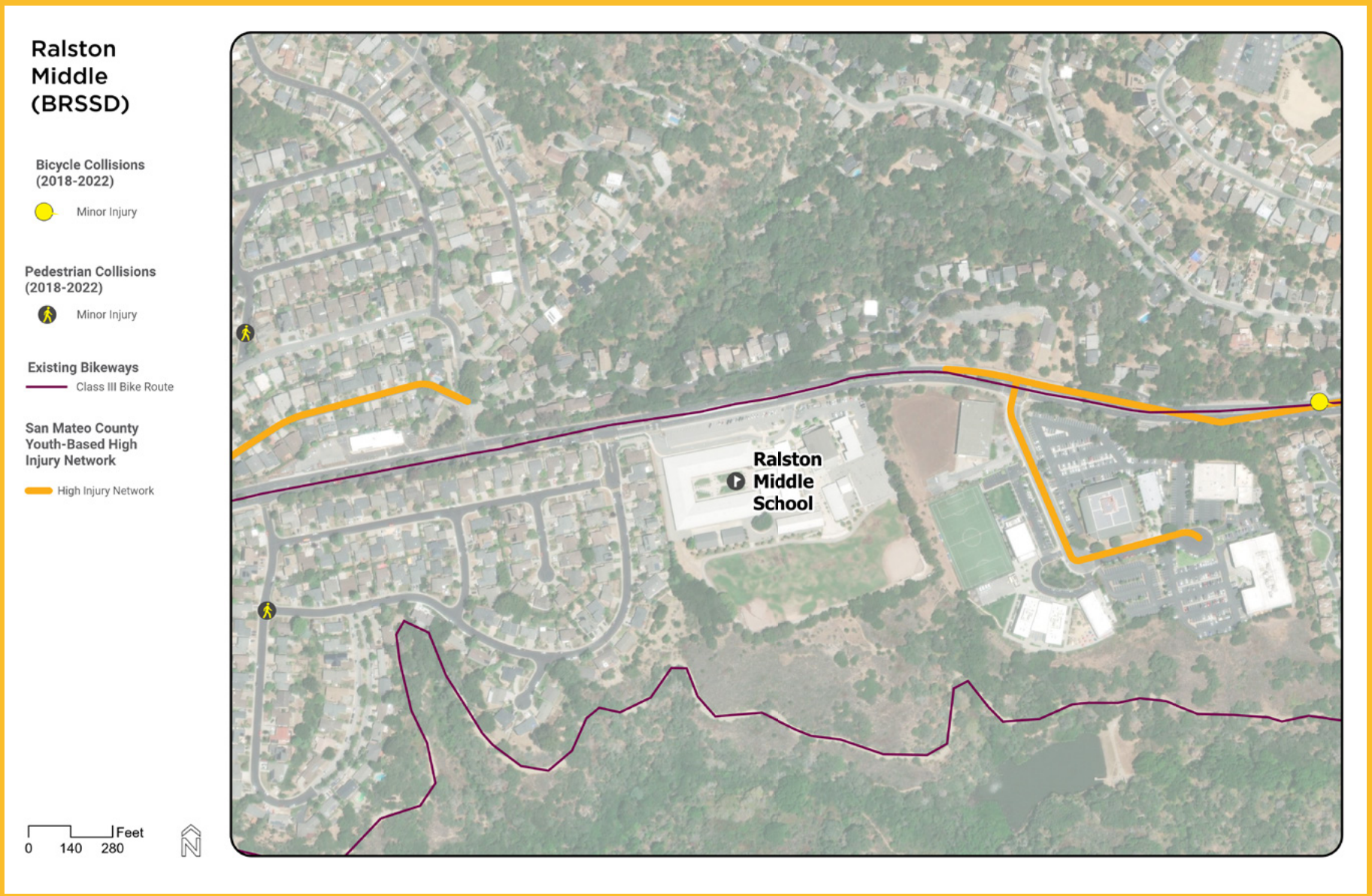
Ralston Ave, Davis Dr, and Belmont Canyon Rd are all identified as a Youth-Based High-Injury Corridors by San Mateo County. Between 2018 and 2022, 5 collisions occurred within a ¼-½ mile radius of the school. Those involving youth were walking or biking between the ages of 8-13, and were all found at fault by the responding police force.

**Table I.** Pedestrian and Bicycle-Involved Collisions

RADIUS FROM SCHOOL	TOTAL COLLISIONS	FATAL COLLISIONS	SEVERE INJURY COLLISIONS	VISIBLE INJURY COLLISIONS	COMPLAINT OF PAIN COLLISIONS	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS
<1/4 Miles	0	0	0	0	0	0	0
1/4 - 1/2 Mile	5	0	0	5	0	4	2
<b>Total</b>	5	0	0	5	0	4	2

Source: UC Berkeley - Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2023.

Map 2. Collision Map



# Plan Review

## Summary of Relevant Plans

Primary documents consulted were the City of Belmont Ralston Avenue Corridor Study and Improvements Plan (2014), specifically in reference to Ralston Ave Segment 4: Alameda de las Pulgas to SR 92, which contains Ralston Middle School.

Additionally, the San Mateo County Safe Routes to School High Injury Network Report (2022) identified Ralston Ave, Davis Dr, and Belmont Canyon Dr as part of the Youth-Based High Injury Network near the school. See **Table 2** on the following page.

**Table 2.** Plans with Relevant Recommendations

PLAN NAME (YEAR)	JURISDICTION	RELEVANT RECOMMENDATIONS
San Mateo County Safe Routes to School High Injury Network Report (2022)	San Mateo County	<p>Youth-Based High Injury Network (y-HIN)</p> <ul style="list-style-type: none"> <li>▶ Includes Ralston Ave, Davis Dr, and Belmont Canyon Rd.</li> <li>▶ Intersections near the school include Ralston Ave and Davis Dr and Ralston Ave and Belmont Canyon Dr..</li> </ul>
Ralston Avenue Corridor Study and Improvements Plan (2014)	City of Belmont	<p>Segment 4: Alameda de las Pulgas to SR 92 (which includes Ralston Middle School)</p> <ul style="list-style-type: none"> <li>▶ Most profound elevation changes of the Ralston Ave segments.</li> <li>▶ Least-complete pedestrian network within study area.</li> <li>▶ No bicycle network at the time.</li> </ul> <p>Recommended Pedestrian Improvements</p> <ul style="list-style-type: none"> <li>▶ Ralston Avenue between Cipriani Boulevard and Ralston Middle School Driveway: recommended that a landscape strip be installed on the south side to provide a buffer between the sidewalk and the moving vehicles. This recommendation has not been completed.</li> <li>▶ Ralston Avenue at Davis Drive: Replace existing raised median in the crosswalk across Ralston Avenue with a standard pedestrian refuge island. Consideration of a dedicated eastbound right turn lane should be considered as part of the Crystal Springs Uplands School analysis. This recommendation has not been completed. <ul style="list-style-type: none"> <li>• Additional recommendations included curb ramp installation at Ralston Avenue/Davis Drive. This recommendation has been completed.</li> </ul> </li> <li>▶ Ralston Avenue between Davis Drive and Tahoe Drive: Complete sidewalk on the north side of Ralston Avenue all the way to Tahoe Drive. This recommendation has not been completed.</li> <li>▶ Ralston Avenue at Ralston Middle School Parking Loop: Install sidewalk on the south side of the roadway between the entrance and exit to the parking loop. This recommendation has been completed.</li> <li>▶ Ralston Avenue at Tahoe Drive: Remove median from the existing crosswalk to ensure ADA compliance. This recommendation has been completed.</li> <li>▶ Ralston Avenue between Tahoe Drive and Hallmark Drive: Move existing sidewalk away from the travel lanes to the fence line, to provide a buffer from the moving vehicles. This recommendation has not been completed.</li> </ul>

PLAN NAME (YEAR)	JURISDICTION	RELEVANT RECOMMENDATIONS
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Ralston Avenue Corridor Study and Improvements Plan (2014)

City of Belmont

- Recommended Bicycle Improvements
- ▶ The community decided that installation of bicycle facilities, which would require removal of travel lanes, was unacceptable in their review of alternatives.
  - ▶ Recommended Vehicle Improvements
  - ▶ Ralston Avenue at Tahoe Drive: Install a traffic signal to alleviate the current delay drivers experience while trying to turn northbound from Tahoe Drive onto Ralston Avenue. This recommendation has been completed.
  - ▶ Ralston Avenue at Ralston Middle School Access: If the intersection of Ralston Avenue/Tahoe Drive were signalized, access to the adjacent Ralston Middle School could also be modified to prohibit left-turns from Ralston Ave into the parking lot, and instead direct drivers to complete a U-turn movement at the Ralston Avenue/Tahoe Drive intersection. Both intersections are now signalized.

# Infrastructure Issues and Recommendations

**Table 3.** Ralston Middle School Infrastructure Recommendations

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
1. Bicycle Racks	Less-secure storage	Replace grid-style bike racks with a more secure bicycle parking facility such as an enclosed area with inverted-U racks that provide two points of contact with the bicycle.	Belmont-Redwood Shores School District
2. Ralston Ave/ Davis Dr	The roadway median obstructs the crosswalk on the western approach	Replace the existing raised median in the crosswalk at the western approach with a standard pedestrian refuge island and a high-visibility crosswalk.	City of Belmont
	Long crossing distances and large turning radii at the southern approach	Install curb extensions and widen the sidewalk where feasible on the south side.	City of Belmont
	Narrow sidewalk on the south side of Ralston Ave between Cipriani Blvd and the school driveway exit	Install a landscape strip on the south side to provide a buffer between the sidewalk and the travel lanes.	City of Belmont
3. Belmont Canyon Rd and Ralston Ave	Long crossing distance across Belmont Canyon Rd without a crosswalk	Install a high-visibility crosswalk with curb extensions across Belmont Canyon Rd.	City of Belmont
4. Ralston Ave between Tahoe Dr and Hallmark Dr	Narrow sidewalk on the south side of Ralston Ave	Move the existing sidewalk away from the travel lanes to the fence line, to provide a landscaped buffer between the travel lanes.	City of Belmont
5. Ralston Ave between Cipriani Blvd and Hallmark Dr	Inadequate bicycle infrastructure along Ralston Ave	Upgrade the bicycle facilities along Ralston Ave in accordance with the City of Belmont's Comprehensive Bicycle and Pedestrian Plan and Ralston Avenue Corridor Study.	City of Belmont



**Figure 1.** Uncomfortable sidewalk on Ralston Ave, west of school's driveway entrance.



**Figure 2.** Dead end street between Tahoe Dr and school's driveway entrance



**Figure 3.** Ample public bus and private vehicle drop-off space in school's driveway remains congested.



**Figure 4.** Unenclosed, grid-style bicycle and scooter parking.



**Figure 5.** School's driveway exit onto Ralston Ave, with high speeds and low visibility.



**Figure 6.** Blind turn from school's driveway onto Ralston Ave.



**Figure 7.** Steep grade of Ralston Ave as it approaches Davis Dr.



**Figure 8.** Overcrowded corner for pedestrians waiting to cross Davis Dr.



**Figure 9.** Noncompliant median in crosswalk presenting an opportunity for a pedestrian refuge island.



**Figure 10.** Many students cross Davis Dr, approaching from Cipriani Blvd.

### Map 3. Improvement Plan Recommendations



**DRAFT**  
**Safe Routes to Schools Improvement Plan**  
**Ralston Middle School, Belmont**  
*School Safety Assessment held April 2023*

- 1 Area 1**  
1a. Perform a traffic analysis at the intersection to assess the impact of lengthening the left turn phase time.
- 2 Area 2**  
2a. Replace grid-style bike racks with a more secure bicycle parking facility such as an enclosed area with inverted-U racks that provide two points of contact with the bicycle.
- 3 Area 3**  
3a. Remove the left exit lane and prohibit left turns at all times from the school driveway exit.  
3b. Install curb extensions at school driveway exit.  
3c. Construct a new sidewalk on the north side of Ralston Ave between Tahoe Dr and Davis Dr
- 4 Area 4**  
4a. Replace the existing raised median in the crosswalk at the western approach to Ralston Ave/Davis Dr with a standard pedestrian refuge island and a high-visibility crosswalk.  
4b. Install curb extensions at the southern approach to Ralston Ave/Davis Dr and widen the sidewalk where feasible on the south side of Ralston Ave.  
4c. Install a landscape strip on the south side of Ralston Ave between Cipriani Blvd and the school driveway to provide a buffer between the sidewalk and the travel lanes.
- 5 Area 5**  
5a. Install a high-visibility crosswalk with curb extensions across Belmont Canyon Rd at Ralston Ave.
- 6 Area 6**  
6a. Move existing sidewalk on the south side of Ralston Ave between Tahoe Dr and Hallmark Dr away from the travel lanes to the fence line, to provide a landscaped buffer between the travel lanes.
- 7 Area 7**  
7a. Install a Class II Bike Lane on Ralston Ave as outlined in the City of Belmont's Comprehensive Pedestrian and Bicycle Plan and in the Ralston Avenue Corridor Study and Improvements Plan.

**Existing Conditions**

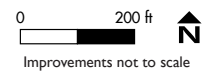
- School Access Point
- Existing Bike Parking
- Drop-off Loop Circulation

**Recommendations**

- Class II Bike Lane
- No Left Turn
- Pedestrian Refuge Island
- Curb Extension

**Implementing Agency**

- City of Belmont
- Belmont-Redwood Shores Unified School District



\*The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.  
 \*\*Red curb and/or parking restriction signage should be provided between advance stop/yield markings and the crosswalk. Exact red curb distance should be determined in accordance with the CA-MUTCD and City policies/standards. Red curb not symbolized on map.  
 This figure is intended only for reference, conceptual planning, and informational purposes. This figure should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction or any other purpose when engineered plans are required.



# Non-Infrastructure Recommendations

## Policy Recommendations

**Table 4.** Ralston Middle School Policy Recommendations

POLICY RECOMMENDATION	IMPLEMENTING JURISDICTION
<p><b>Vision Zero</b></p> <ul style="list-style-type: none"> <li>▶ Adopt Vision Zero—a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, health, and equitable mobility for all.</li> </ul>	City of Belmont
<p><b>School Zone Speed Limits</b></p> <ul style="list-style-type: none"> <li>▶ Speed limits around School Zones should be 15 mph on all two-way residential streets under the City’s jurisdiction within 500 feet of the school.</li> </ul>	City of Belmont
<p><b>Daylighting</b></p> <ul style="list-style-type: none"> <li>▶ In compliance with section 22500 of the California Vehicle Code, prohibit people from parking, stopping, or leaving a motor vehicle unattended within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present. The City can prohibit this behavior by installing a red painted curb, curb extensions, and/or signage.</li> </ul>	City of Belmont
<p><b>Tree Canopy</b></p> <ul style="list-style-type: none"> <li>▶ Prioritize adding street trees and other pedestrian-scale greening within school zones.</li> </ul>	City of Belmont
<p><b>No Idling in School Zone</b></p> <ul style="list-style-type: none"> <li>▶ School and district staff can improve air quality around schools by promoting comprehensive ‘no idling’ policies around schools.</li> </ul>	City of Belmont
<p><b>Repaving Plan</b></p> <ul style="list-style-type: none"> <li>▶ Prioritize SRTS infrastructure improvements with the City of Belmont’s repaving plan</li> </ul>	City of Belmont
<p><b>E-Bikes</b></p> <ul style="list-style-type: none"> <li>▶ Explicitly permit e-bikes on City roads and trails as a City policy.</li> <li>▶ Explicitly permit e-bikes for use to access campuses as a school and/or district policy.</li> <li>▶ Explicitly permit Class 1 and 2 e-bikes for use by students as a school and/or district policy.</li> </ul>	City of Belmont / District / School

POLICY RECOMMENDATION	IMPLEMENTING JURISDICTION
<p><b>Inter-City Collaboration</b></p> <ul style="list-style-type: none"> <li>▶ Collaborate with neighboring cities (San Mateo, San Carlos, Redwood City, and Foster City) on initiatives related to SRTS.</li> </ul>	City of Belmont
<p><b>Crossing Guards</b></p> <ul style="list-style-type: none"> <li>▶ Increase funding for crossing guards.</li> </ul>	District, School, City of Belmont
<p><b>Connections to Transit</b></p> <ul style="list-style-type: none"> <li>▶ Expand coordination with SAMTRANS for specialized policies around access on school properties.</li> </ul>	District
<p><b>School Champion</b></p> <ul style="list-style-type: none"> <li>▶ Encourage each school to create a “School Champion” position and ensure the role is filled at the beginning of each school year (by a parent, caregiver, teacher, or staff member). Support, train, and reward that Champion in exchange for their efforts organizing and promoting SRTS activities at their school.</li> </ul>	District

# Program Recommendations

**Table 5.** Ralston Middle School Program Recommendations

PROGRAM RECOMMENDATION	IMPLEMENTING JURISDICTION
<p><b>Encourage Carpooling</b></p> <ul style="list-style-type: none"> <li>Promote carpooling through school communications. This can reduce congestion by reducing the number of vehicles coming to campus.</li> </ul>	School
<p><b>Facilitate Walking School Buses and Bicycle Trains</b></p> <ul style="list-style-type: none"> <li>Walking School Buses (WSBs) and Bicycle Trains (BTs) are groups of students, led by parent/adult chaperone(s), that meet at designated locations and times to gather and walk and/or bike to school together. WSBs and BTs can be regular events, occurring daily, weekly, monthly, or in coordination with other events like International Walk and Roll to School Day or the Golden Sneaker Events. Walking and biking in groups with parental supervision can increase the visibility of these road users and reduce barriers to walking or biking for some families while making it fun and exciting for the students.</li> </ul>	School
<p><b>Caregiver Engagement and Outreach</b></p> <ul style="list-style-type: none"> <li>Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes (Flyers, newsletters, posts, etc.)</li> <li>School staff direct caregivers to San Mateo County’s <a href="#">Parent and Community Empowerment Toolkit</a> for more information on organizing SRTS programs and events.</li> <li>Connect with the San Mateo County SRTS program or join the SRTS Community Advisory Committee Meeting.</li> <li>Complete the annual SRTS Parent/Caregiver Survey. The data collected can help cities and school districts fund SRTS services.</li> </ul>	School
<p><b>School Safety Patrol</b></p> <ul style="list-style-type: none"> <li>Middle and middle school youth volunteers can sign up to become certified <a href="#">School Safety Patrollers</a>. With support and leadership from school faculty and parents, student patrollers can help fellow students develop a better understanding of pedestrian and vehicular traffic hazards.</li> </ul>	School

**PROGRAM RECOMMENDATION**

**IMPLEMENTING JURISDICTION**

**Walk and Roll Event Days/Weeks**

- ▶ International Walk to School Day
- ▶ Ruby Bridges Walk to School Day
- ▶ Golden Sneaker
- ▶ Earth Day
- ▶ National Bike to School Day
- ▶ Crossing Guard Appreciation Week

School and County

**Weekly/Monthly Events**

- ▶ Wednesday Walk to School Day
- ▶ Walk and Roll Friday

**Bicycle and Pedestrian Education**

- ▶ Implement a curriculum at the school or district to help educate students about traffic safety. Connect with SMCOE for support with educational services and traffic safety and bike and pedestrian safety materials.
- ▶ See the City of Menlo Park’s [Middle School Pedestrian Curriculum](#) for reference.
- ▶ Schools can apply for safety education services through San Mateo County Office of Education SRTS.

School or District

**Host a Drive Your Bike Workshop**

- ▶ This interactive workshop is a great educational opportunity to teach and refresh safe walking and bicycling behavior. This workshop covers many relevant topics, including understanding traffic signals and signs, bicycle hand signals, and how to safely cross the street. The Drive Your Bike workshop has both a middle and high school version.

School or District

**Develop Walk and Bicycle Route Maps**

- ▶ If you’re interested in walking and biking route maps for your schools, contact SMCOE SRTS to learn more.
- ▶ These maps can also be used as a part of Walking School Buses (WSBs), Bicycle Trains (BTs), or other Walk and Roll to School activities. Park and Walk, WSB, and BT meeting locations are also shown on these maps where appropriate.

SMCOE and/or City

**Coordinate For School Transit Routes**

- ▶ School or district staff should participate in the annual meeting with SamTrans representatives to coordinate bus routes with school arrival and dismissal times.
- ▶ School district and school staff can also promote the use of public transit by providing information about relevant bus routes to school at the start of the school year.

School or District

# Implementation

## Quick-Build Projects

Many infrastructure improvements (especially pedestrian projects and intersection geometry changes) can be completed using signage, striping, and other quick-build strategies. Facilities like curb extensions, medians, and separated bikeways are examples of treatments that can be built with quick-build materials. These improvements can be left installed for several years with quick-build materials or used as a short-term improvement until additional funding for design and construction can be secured for permanent, more expensive design installations. Constructing improvements with quick-build materials can result in more immediate safety and comfort enhancements at lower costs. Using quick-build materials also allows the City of Belmont to trial design changes before committing to long-term investments.

There are many resources available online that describe quick-build projects in more detail. The California Bicycle Coalition has a [guide with details](#) on how to move forward with these low-cost, high-impact project types.

## Implementation Strategies

The City of Belmont has numerous avenues to implement the proposed SRTS improvements. Based on the size, scope, and priority of the recommended improvement, some may be implemented as part of regularly scheduled maintenance programs or dedicated annual funding streams, while others will require additional regional, state, and federal funding.

While this School Safety Audit helps to identify the proposed improvements, the City of Belmont and Belmont-Redwood Shores School District are responsible for prioritizing and programming projects into existing programs or obtaining grant funding for larger-scale improvements. The descriptions below highlight options for implementation that Belmont can use based on the scale, scope, and priority of the recommended improvement.

### Pavement Preservation and Rehabilitation Programs

Cities and counties regularly repave and maintain roadway pavement. This presents an opportunity to implement improvements at a lower overall cost due to project efficiencies. Improvements such as striping crosswalks, installing signs, painting curbs, and quick-build projects (e.g., curb extensions) are some examples of improvements that may be able to be combined with roadway resurfacing projects.

## Programmed Projects

More expensive or complex high-priority improvements may be programmed directly as standalone projects into the City budget. This strategy would rely on existing funding streams and may be augmented by regional, state, or federal grant funding.

## Development Funded Improvements

Private developers can pay or help to construct the transportation network based on current development standards/standards from adopted plans. This strategy may be applied to projects if there is a nexus between the nearby development and improvements in/around the school site.

## Grant Funding

Grants can be utilized to fund projects that are not included in the City's budget or where the City's funding can be used as a match to leverage external funds. The next section identifies local, regional, state, and federal funding sources the City could apply for to implement the projects identified in this plan.

# Funding Sources

## Local and Regional Funding Sources

### SCHOOL TRAVEL FELLOWSHIP & SRTS GRANT

The San Mateo County Office of Education (SMCOE) Safe Routes to School (SRTS) program offers funding to local jurisdictions through their School Travel Fellowship Program and Small Capital Infrastructure Grant. The School Travel Fellowship Program provides technical assistance throughout the school year to Cities and schools to support SRTS. Participants could receive suggested route maps, walk audits, demonstration projects, bicycle and pedestrian education, etc. The application deadline is typically at the end of January.

The SRTS grant provides funding (typically up to \$20,000) to cities for small capital infrastructure and special projects near schools.

Funds are administered by the San Mateo County Office of Education.

### ONE BAY AREA GRANT CYCLE 3

Metropolitan Transportation Commission (MTC)'s One Bay Area Grant Cycle 3 (OBAG3), which is federally funded by the Federal Congestion Mitigation and Air Quality Improvement Program, funds projects and programs to help the Bay Area meet climate change and air quality improvement goals. The 2023–2026 cycle includes funding from the Federal 2021 Bipartisan Infrastructure Law. The City/County Association of Governments of San Mateo County (C/CAG) has set-aside funding for the SRTS program under MTC's OBAG3 program.

SRTS funds are administered by the San Mateo County Office of Education.

## **TRANSPORTATION FUND FOR CLEAN AIR**

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, lockers, and racks. The Bay Area Air Quality Management District administers funds to the San Mateo County Transportation Authority for projects that reduce vehicle emissions including bicycle projects. These funds come from a \$4 vehicle registration surcharge in Bay Area counties and can be used as a match for competitive state or federal programs.

Funds are programmed by the San Mateo County Transportation Authority.

## **TRANSPORTATION DEVELOPMENT ACT ARTICLE 3**

C/CAG administers the Transportation Development Act, Article 3 program (delegated by MTC for San Mateo County). This program funds planning and infrastructure within the county; each jurisdiction is eligible to apply for one planning project (up to \$100,000, requiring 50% cash match) and one capital project (up to \$400,000). The planning project must be a comprehensive bicycle or pedestrian plan.

Funds are administered by C/CAG.

## **SPARE THE AIR YOUTH**

Spare the Air Youth is a regional program that aims to educate, inspire, and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A partnership between the MTC and the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers.

Spare the Air Youth supports SRTS programs throughout the Bay Area with free mobile bike repair, family biking clinics, and additional programs to expand high school SRTS programs. Services are available on an ongoing basis; high school funding is sporadic. (Limited free programs are allocated by county; all schools are eligible.) This program is likely an option to fund a few annual SRTS events.

Funds are administered by MTC.

## **SUSTAINABLE TRANSPORTATION EQUITY PROJECT**

The Sustainable Transportation Equity Project is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. Project applicants can apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation Grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

## **MEASURE M**

Through Measure M, C/CAG collects and administers an annual fee of \$10 on motor vehicles registered in San Mateo County. Half of the net proceeds are allocated for local streets and roads, while the remaining 50% funds countywide transportation programs, including SRTS (6% of the countywide program funds). The SRTS funds from Measure M are used to fund non-infrastructure activities through the San Mateo County Office of Education SRTS

program. While Measure M SRTS funds are not a viable source to fund City projects, as the funding goes directly to the San Mateo County Office of Education, local jurisdictions may use funds from the Measure M local streets and roads program to fund SRTS projects.

Funds are administered by C/CAG.

### **MEASURE A AND MEASURE W**

Measure A is a half-cent sales tax first passed in 1988 to fund and leverage additional funding for transportation projects and programs in San Mateo County. It was reauthorized in 2004 to run through December 2033. Measure W is a half-cent sales tax passed in 2018 for the same purpose. It will run through June 2038. Measure A is fully administered by the San Mateo County Transportation Authority, while Measure W is administered by both the San Mateo County Transportation Authority and the San Mateo County Transit District (each administers 50% of the funds).

Generally this program supports infrastructure projects, however non-infrastructure programs have been funded through this source.

Additionally, SRTS and school-related congestion projects are eligible for funding through the Alternative Congestion Relief and Transportation Demand Management Program.

Funds are programmed by the San Mateo County Transportation Authority, with SRTS funds administered by the San Mateo County Office of Education.

## **State and Federal Grant Programs**

### **SAFE STREETS AND ROADS FOR ALL (SS4A)**

Funded by the Bipartisan Infrastructure Law, the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and carry out projects to implement the Action Plan. These action plans can include SRTS activities and projects.

Funds are programmed by the U.S. Department of Transportation.

### **COMMUNITY MOBILITY DESIGN CHALLENGE GRANT**

The National Center for Mobility Management provides up to \$25,000 to communities to generate ideas to improve mobility for those who face transportation-related barriers. This program is the first in a series of three grants. The second grant opportunity, Learning Launch grants, provides \$20,000 to refine and test solutions generated from the first grant. The third grant opportunity, Ready to Launch grants, provides \$75,000 to implement the solutions as a pilot. Active transportation projects, including SRTS-related projects, could be awarded funds through this series of grants.

Funds are administered by the National Center for Mobility Management.

## **RAISE GRANTS**

The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program supports projects that improve transportation system safety, improve accessibility, and improve sustainability. Eligible projects must have quantifiable environmental benefits, serve disadvantaged communities, and address equity concerns in the project's design. Eligible projects range between \$5 million and \$25 million. RAISE grants can fund both planning and capital projects. A 20% local match is required except in rural areas.

Funds are programmed by the United States Department of Transportation.

## **CALIFORNIA ACTIVE TRANSPORTATION PROGRAM**

Approximately every two years (typically in the spring or early summer), Caltrans offers grant funding for active transportation infrastructure, programmatic projects to encourage walking and biking, or a combination of infrastructure and non-infrastructure components. Non-infrastructure (programmatic) projects can include SRTS activities, such as conducting walk audits, developing and implementing walking school buses, and providing "train the trainer" classes. Funding is highly competitive and mainly focuses on communities of concern. The City will need to work directly with school districts and schools to be eligible for this grant application. Typically no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission.

## **HIGHWAY SAFETY IMPROVEMENT PROGRAM**

Caltrans offers Highway Safety Improvement Program grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. This program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness. Infrastructure and non-infrastructure projects are eligible for funds, including SRTS infrastructure and programs.

Funds are programmed by Caltrans.

## **URBAN GREENING GRANTS**

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: "reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools." Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between these key community destinations.

Funds are programmed by the California Natural Resources Agency.

## **SUSTAINABLE COMMUNITIES GRANTS**

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Eligible projects are transit-focused planning projects that address multimodal transportation deficiencies, which could include funding for SRTS planning efforts.

Funds are programmed by Caltrans.

## **CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANTS**

The California Office of Traffic Safety solicits grant applications for priority project areas that, supported by crash data, demonstrate a need for funding. One priority program area is Pedestrian and Bicycle Safety, which funds activities associated with SRTS such as traffic safety rodeos, in-school presentations, safety trainings, bike helmets, and traffic safety campaigns, among other activities.

Funds are programmed by the California Office of Traffic Safety. SRTS funds received from the California Office of Traffic Safety are administered by the San Mateo County Office of Education.

## **TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM**

The Transformative Climate Communities Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The program prioritizes neighborhoods that score in the top 25% by CalEnviroScreen—a tool created by the California Office of Environmental Health Hazard Assessment to help identify communities in California that are disproportionately burdened from pollution.

Funds are programmed by the California Strategic Growth Council/California Department of Conservation.

## **SENATE BILL I: LOCAL PARTNERSHIP PROGRAM**

The Local Partnership Program provides funding for local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to support road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes, including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by the California Transportation Commission.

## **SENATE BILL I: ROAD MAINTENANCE AND REHABILITATION PROGRAM**

Senate Bill I created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

## **SUSTAINABLE TRANSPORTATION EQUITY PROJECT**

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

