

# Meadows Elementary School

## School Setting



**Address:**

1101 Helen Drive



**City:**

Millbrae



**School District:**

Millbrae School District



**School Day Start:**

8:15 AM



**School Day End:**

2:30 PM



**Attendance:**

(2022-23): 355



**Grade Range:**

K - 5



**School Walk Audit Date:**

April 21, 2023



Map I. School Area Map

# 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 Meadows Elementary School in Millbrae during the morning arrival on April 21, 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. The post-walk audit discussion was held as part of the regularly scheduled parent/principal coffee meeting, which encouraged greater parent participation.

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

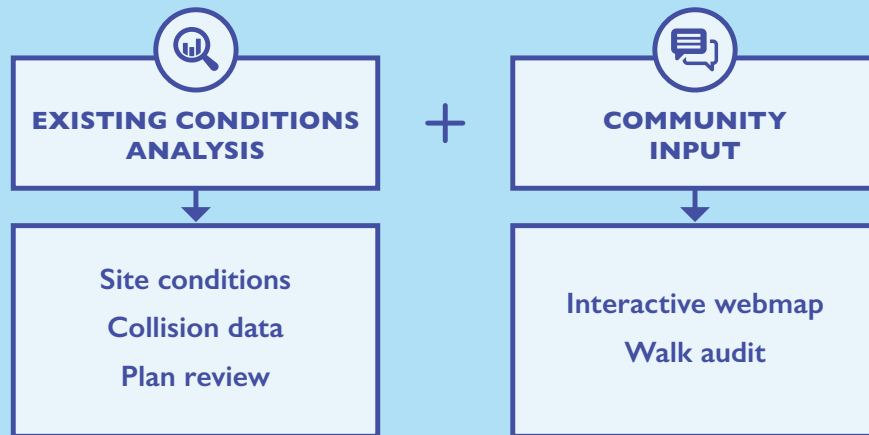
The assessment was attended by representatives from the City of Millbrae, San Mateo County Office of Education (SMCOE) staff, and Meadows Elementary staff and parents.

- ▶ Andrea Pappajohn, Environmental Program Manager, City of Millbrae
- ▶ Jennifer Lim, City of Millbrae
- ▶ Eamonn Allen, Captain, San Mateo County Sheriff's Office
- ▶ Gordon Currie, Sergeant, San Mateo County Sheriff's Office
- ▶ Carolyn Mamaradlo, Senior Project Manager, SMCTA
- ▶ Catherine Waslif, Principal, Meadows Elementary School
- ▶ Nina Garde, SRTS Coordinator, San Mateo County Office of Education
- ▶ John Keefer, Parks and Recreation Commission, City of Millbrae
- ▶ Janice Joy, Parent, Meadows Elementary School
- ▶ Angela Hui, Parent, Meadows Elementary School
- ▶ Catherine Au, Parent, Meadows Elementary School
- ▶ Sin Lee, Parent, Meadows Elementary School
- ▶ Kris Brewer, Parent, Meadows Elementary School
- ▶ Emma Katz, Engineer, Alta Planning + Design
- ▶ Charlie Simpson, Planner, Alta Planning + Design
- ▶ Ben Frazier, Planner, Alta Planning + Design
- ▶ Jesús Contreras, Planner, 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

- ▶ Drivers are perceived to be speeding southbound on Helen Drive
- ▶ Caregivers turn onto Lynnwood Lane to drop-off students. Drivers turning onto Lynnwood Lane make three-point turns to exit the dead-end street
- ▶ Drop-offs in the travel lane on Helen Drive in front of the school
- ▶ Drivers heading east on Helen Drive roll through the stop on Banbury Lane
- ▶ Helen Drive is on a steep grade which results in fast travel speeds
- ▶ Right-turning drivers double up at the all-way stop at Larkspur Drive and Helen Drive and roll through the stop on the shoulder lane - There is heavy vehicle traffic at this intersection

### Summary of Webmap Comments

- ▶ Drivers seem to speed down Larkspur Dr and roll through the stop signs at the intersection of Helen Dr.
- ▶ Drivers roll through the stop sign, are perceived to be speeding, and park in the red zone along Helen Dr at Banbury Ln.

## Primary Challenges and Opportunities

### Challenges

- ▶ Aggressive driving behavior (i.e. perceived speeding, dangerous turning movements, failure to yield to pedestrians and fully stop at stop signs).
- ▶ Traffic congestion in front of the school at Helen Drive and Mosswood Lane
- ▶ Inadequate or missing infrastructure

### Opportunities

- ▶ School location is not on a major roadway
- ▶ A crossing guard is located at Helen Drive and Mosswood Lane
- ▶ Pedestrian crossing flags on Helen Drive and Banbury Lane
- ▶ The school parking lot at Helen Drive and Mosswood Lane is used as a drop-off/pick-up loop
- ▶ There is strong parent enthusiasm and participation regarding traffic safety

# 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 1** below.

### Collision Data Summary

Between 2018 and 2022, there were a total of 3 collisions within a ½ mile radius of Meadows Elementary School. Two of the three collisions occurred within a ¼ mile of the school on Larkspur Drive – a street that runs on a steep grade on the south side of the school (**Map 2**). In 2020 a cyclist was involved in a fatal collision that occurred on Larkspur Dr south of Pinehurst Ct. In 2019, a pedestrian suffered a minor injury from a collision at Larkspur Dr and Pinehurst Ct.

**Table 1.** 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	2	1	0	1	0	1	1
1/4 - 1/2 Mile	1	0	0	1	0	0	1
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>

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

The City of Millbrae's Active Transportation Plan (2021) recommends Improving the bike network by implementing low-stress bike routes on Helen Dr and Larkspur Dr and connecting the Spur trail with on-street and off-street facilities. The plan also recommends high-visibility crosswalks at Helen Dr and Mosswood Ln, Banbury Ln, and Larkspur Dr. The City has made these improvements, as these intersections already have high-visibility crosswalks.

**Table 2.** Plans with Relevant Recommendations

PLAN NAME (YEAR )	JURISDICTION	RELEVANT RECOMMENDATIONS
Active Transportation Plan (2021)	City of Millbrae	<ul style="list-style-type: none"><li>▶ Low-Stress Bike Route on Helen Dr and Larkspur Dr.</li><li>▶ High-visibility crosswalks at Helen Dr/Mosswood Ln, Helen Dr/Banbury Ln, and Helen Dr/Larkspur Dr.</li><li>▶ Connect Spur Trail through on-street and off-street facilities.</li></ul>

# Infrastructure Issues and Recommendations

**Table 3.** Meadows Elementary School Infrastructure Recommendations

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
1. Helen Dr/ Mosswood Ln	No curb ramps at intersection corners. Lots of foot traffic at this intersection. Drop-offs in the travel lane on Mosswood Ln.	Install curb extensions with curb ramps at all intersection corners.  Install a hardened center line at the southeastern approach.	City of Millbrae
	Drivers heading southbound on Helen Dr were perceived to be traveling at high speeds.	Upgrade the existing crosswalk across Helen Dr to a raised crosswalk and install “School Zone Ahead” signs on Helen Dr northwest of the intersection. Install advanced yield markings at both approaches to the crosswalk across Helen Dr. Install a RRFB at the existing crosswalk across Helen Dr.	City of Millbrae
2. Helen Dr/ Banbury Ln	No curb ramps at intersection corners. Drivers fail to make complete stops. Drop-offs in the travel lane on Banbury Ln.	Install curb extensions with curb ramps at all intersection corners. Install hardened center lines at the northern and southern approaches.	City of Millbrae
3. Helen Dr/ Lynnwood Ln	Caregivers use Lynnwood Ln as an alternative drop-off/pick-up location to avoid traffic congestion in front of the school on Helen Dr. Drivers park on Lynnwood Ln and walk students to campus. Some drop-offs at block corners. Sidewalks are narrow. Many drivers make 3-point turns to exit. Many students walk to and from the dead end on Lynnwood Ln.	Install curb extensions with curb ramps at both intersection corners and a high-visibility crosswalk across Lynnwood Ln. Conduct a stop warrant analysis for a stop sign at Lynnwood Ln approaching Helen Dr	City of Millbrae
		Inform caregivers that they need to park their vehicles if they choose to drop-off or pick-up students on Lynnwood Ln.	School

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
4. Helen Dr/ Larkspur Dr	Heavy traffic at this intersection with drivers speeding through and failing to make complete stops. Drivers turning right onto Larkspur Dr squeeze by stopped vehicles on the parking lane and roll through the stop.	Install curb extensions at all intersection corners. Install advanced stop bars at all intersection approaches. Install “School Zone Ahead” signs northwest of the intersection.	City of Millbrae
	Vegetation on the southwest corner obstructs the visibility of crossing pedestrians.	Contact the property owner to trim vegetation on the southwest corner.	School
5. Larkspur Dr/ Ridgewood Dr	All-way stop missing crosswalks.	Install high-visibility crosswalks at all approaches. Install curb ramps at all intersection corners.	City of Millbrae
6. Larkspur Dr/ Pinehurst Ct	All-way stop missing crosswalks.	Install high-visibility crosswalks at all approaches. Consider installing hardened center lines at the northern and southern approaches. Install speed cushions on Larkspur Dr on both sides of Pinehurst Ct.	City of Millbrae



**Figure 1.** Missing curb ramps at Helen Dr/Mosswood Ln



**Figure 2.** Drivers parked at intersection corner obstruct crossing pedestrians at Helen Dr/ Lynnwood Ln



**Figure 3.** Right-turning drivers rolling through the stop on the shoulder lane at Larkspur Dr/Helen Dr



**Figure 4.** Drop-off loop in staff parking lot on the north side of campus



**Figure 5.** Vegetation on the southwest corner of Helen Dr/ Larkspur Dr obstructs pedestrian visibility



**Figure 6.** Vehicle back-up on the northbound side of Helen Dr between Lynnwood Ln and Banbury Ln



**Figure 7.** No stop sign or crosswalk across Lynnwood Ln



**Figure 8.** Missing curb ramps at Helen Dr/Banbury Ln



**Figure 9.** Student dropped off in the westbound travel lane at the northwestern corner of Lynnwood Ln/Helen Dr

**Map 3. Improvement Plan Recommendations**



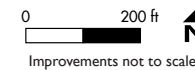
**DRAFT**  
**Safe Routes to Schools**  
**Improvement Plan**  
**Meadows Elementary School, Millbrae**  
*School Safety Assessment held April 2023*

- 1 Area 1**
  - 1a. Install curb extensions with curb ramps at all intersection corners at Helen Dr/Mosswood Ln. Consider installing a hardened center line at the southeastern approach.
  - 1b. Upgrade the existing crosswalk across Helen Dr to a raised crosswalk and installing "School Zone Ahead" signs on Helen Dr northwest of the intersection. Install advanced yield markings at both approaches to the crosswalk across Helen Dr.
  - 1c. Install a RRFB at the existing crosswalk across Helen Dr.
- 2 Area 2**
  - 2a. Install curb extensions with curb ramps at all intersection corners at Helen Dr/Banbury Ln.
  - 2b. Install hardened center lines at the northern and southern approaches.
- 3 Area 3**
  - 3a. Install curb extensions with curb ramps at both intersection corners and a high-visibility crosswalk across Lynnwood Ln. Conduct a stop warrant analysis for a stop sign at Lynnwood Ln approaching Helen Dr.
  - 3b. Inform caregivers that they need to park their vehicles if they choose to drop-off or pick-up students on Lynnwood Ln.
- 4 Area 4**
  - 4a. Install curb extensions at all intersection corners at Helen Dr/Larkspur Dr. Install advanced stop bars at all approaches. Install "School Zone Ahead" signs northwest of the intersection.
  - 4b. Contact the property owner to trim vegetation on the southwest corner.
- 5 Area 5**
  - 5a. Install high-visibility crosswalks across all approaches at Larkspur Dr/Ridgewood Dr. Install curb ramps at all intersection corners.
- 6 Area 6**
  - 6a. Install high-visibility crosswalks across all approaches at Larkspur Dr/Pinehurst Ct. Consider installing hardened center lines at the southern and northern approaches.
  - 6b. Install speed cushions on Larkspur Dr on both sides of Pinehurst Ct.



\*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.** Meadows Elementary 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 Millbrae
<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 Millbrae
<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 Millbrae
<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 Millbrae
<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 Millbrae

# Program Recommendations

**Table 5.** Meadows Elementary School Program Recommendations

PROGRAM RECOMMENDATION	IMPLEMENTING JURISDICTION
<p><b>Bicycle and Pedestrian Education</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ See the City of Menlo Park’s <a href="#">Elementary School Pedestrian Curriculum</a> for reference.</li> <li>▶ Schools can apply for safety education services through San Mateo County Office of Education SRTS.</li> </ul>	<p>School/district</p>
<p><b>Coordinate For School Transit Routes</b></p> <ul style="list-style-type: none"> <li>▶ School or district staff should participate in the annual meeting with SamTrans representatives to coordinate bus routes with school arrival and dismissal times.</li> <li>▶ 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.</li> </ul>	<p>School/district</p>
<p><b>Develop Walk and Bicycle Route Maps</b></p> <ul style="list-style-type: none"> <li>▶ If you’re interested in walking and biking route maps for your schools, contact SMCOE SRTS to learn more.</li> <li>▶ 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.</li> </ul>	<p>SMCOE and/or City</p>
<p><b>School Safety Patrol</b></p> <ul style="list-style-type: none"> <li>▶ Elementary 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>	<p>School</p>

**PROGRAM RECOMMENDATION****IMPLEMENTING JURISDICTION****Encourage Carpooling**

School

- ▶ Promote carpooling through school communications. This can reduce congestion by reducing the number of vehicles coming to campus.

**Facilitate Walking School Buses and Bicycle Trains**

School

- ▶ 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.

**Walk and Roll Event Days/Weeks**

School and County

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

**Weekly/Monthly Events**

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

**PROGRAM RECOMMENDATION**

**IMPLEMENTING JURISDICTION**

**Caregiver engagement and outreach**

School

- ▶ 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.)
- ▶ School staff direct caregivers to San Mateo County’s [Parent and Community Empowerment Toolkit](#) for more information on organizing SRTS programs and events.
- ▶ Connect with the San Mateo County SRTS program or join the SRTS Community Advisory Committee Meeting.
- ▶ Complete the annual SRTS Parent/Caregiver Survey. The data collected can help cities and school districts fund SRTS services.

**Encourage Park and Walk Locations**

School

- ▶ Encourage families to Park and Walk a few blocks from campus to reduce congestion at the primary access points.

**Traffic Calming Program**

School / District / City

- ▶ As part of the City of Millbrae’s Neighborhood Traffic Calming Program, the school community can submit petitions for neighborhood traffic calming improvements around the school campus.

# 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 Millbrae 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 Millbrae 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 Millbrae and Millbrae 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 Millbrae 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 SMCOE.

### 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.

