

Ocean Shore School

School Setting

**Address:**

411 Oceana Boulevard

**City:**

Pacifica

**School District:**

Pacifica School District

**School Day Start:**

8:22 AM

**School Day End:**

3 PM

**Attendance:**

(2022-23): 412

**Grade Range:**

K - 8

**School Walk Audit Date:**

October 12, 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 Ocean Shore School in Pacifica during the morning arrival on October 12, 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 Pacifica, San Mateo County Office of Education (SMCOE) staff, and Ocean Shore staff and parents.

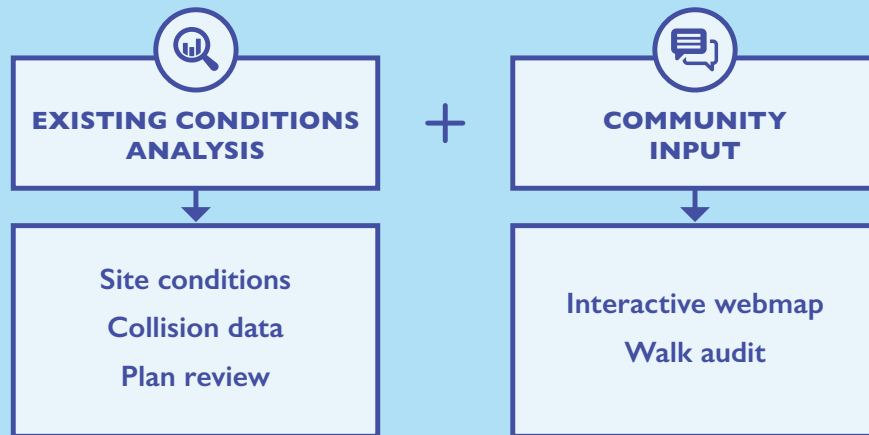
Participants included:

- ▶ Roland Yip, Deputy Director/City Engineer, City of Pacifica Public Works
- ▶ Bryan Bautista, Assistant Civil Engineer, City of Pacifica Public Works
- ▶ Carolyn Mamaradlo, Senior Project Manager, San Mateo County Transportation Authority
- ▶ Carlene Foldenauer, SRTS Coordinator, San Mateo County Coastside
- ▶ Nina Garde, SRTS Project Specialist, San Mateo County Office of Education
- ▶ Liz Sanchez, Community Program Specialist, San Mateo County Health
- ▶ Chris Clements, Division Commander, Pacifica Police Department
- ▶ Jeanne Bellinger, Principal, Ocean Shore School
- ▶ Jorge Machado, Facilities Manager, Pacifica School District
- ▶ Tarra Knotts, PTO, Ocean Shore School
- ▶ Charlie Simpson, 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 speeding down the hill on Monterey Road, Nelson Avenue, and Manor Drive
- ▶ Most students are dropped-off at Edgemar Avenue at the dead-end
- ▶ Secondary drop-off location at Johnson Avenue and Nelson Avenue
- ▶ Adjacent childcare businesses on Edgemar Avenue increase traffic congestion during drop-off
- ▶ Heavy traffic on Oceana Boulevard and Manor Drive is a major obstacle for students walking to school
- ▶ Nelson Avenue does not have any crosswalks
- ▶ No stop signs or crossings exist along Nelson Ave leading to the school. The rolled curbs also leave minimal room to walk on the sidewalk
- ▶ The intersection of Manor Dr and Edgemar Ave is really busy and feels unsafe to cross. Cars frequently do not stop for pedestrians.
- ▶ Crossing Highway 1 along Manor Dr feels dangerous due to motor vehicle speeds, lack of yielding or stopping, and minimal space to walk or bike

Summary of Webmap Comments

- ▶ Incomplete sidewalks along Fremont Ave
- ▶ Cars speed along Manor and often roll through the intersections of Fremont Ave and Perry Ave
- ▶ Oceana Blvd is treated like a highway on-ramp with cars perceived to be speeding

Primary Challenges and Opportunities

Challenges

- ▶ School is located adjacent to Highway 1
- ▶ Manor Drive is identified by the county as a youth-based high injury corridor according to the San Mateo County Safe Routes to School High Injury Network Report (2022)
- ▶ Motor vehicle congestion at Manor Drive and Oceana Boulevard

Opportunities

- ▶ The school has two access points, which distributes traffic and reduces travel time
- ▶ Adjacent childcare businesses pick up students after school
- ▶ Staggered release times help distribute traffic during release times
- ▶ There is a bus stop right in front of the school

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 reported collision attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. Collision characteristics are shown in **Table I** below. .

Collision Data Summary

Manor Drive, which is 250 feet from the school, is identified as a Youth-Based High-Injury Corridor according to the San Mateo County Safe Routes to School High Injury Network Report (2022). Most collisions near the school have occurred near the Highway overpass at Manor Drive and Oceana Boulevard and also at Manor Drive and Palmetto Avenue (**Map 2**). Since 2018, there have been five pedestrian-involved collisions on Manor Drive – two of these occurring at the intersections of Oceana Boulevard and Edgemar Avenue. Additionally, the school campus is adjacent to Highway I; Oceana Boulevard and Monterey Road both lead to a Highway I on-ramp. In 2021, a cyclist was involved in a collision at Monterey Road and Fremont Avenue.

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 | 8 | 0 | 1 | 6 | 1 | 6 | 2 |
| 1/4 - 1/2 Mile | 3 | 0 | 0 | 2 | 1 | 1 | 2 |
| Total | 11 | 0 | 1 | 8 | 2 | 7 | 4 |

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 San Mateo County Safe Routes to School High Injury Network Report (2022) identified Manor Drive as part of the Youth-Based-High-Injury-Network. To improve road safety, the City of Pacifica has developed the Local Road and Safety Plan (LRSP) and adopted the Bicycle and Pedestrian Master Plan (2020) to identify bicycle and pedestrian improvements around the city. Specific to Ocean Shore School, the campus falls within the Equity Priority Area that is identified in the LRSP. Additionally, Oceana Blvd and Manor Dr are identified as high-injury corridors. The Bicycle and Pedestrian Master Plan recommends a network of Class III B Bicycle Boulevards around Ocean Shore School on Nelson Avenue, Fremont Avenue, Channing Way, Monterey Road, Edgemar Avenue, and Johnson Avenue. Additionally, the plan recommends a Class II Bike Lane on Manor Drive over Highway 1 (Caltrans Right-of-Way) and on Palmetto Avenue.

The Bicycle and Pedestrian Master Plan also recommends a series of pedestrian infrastructure improvements near the school. These improvements include improved pedestrian crossing infrastructure around Ocean Shore School; a Rectangular Rapid Flashing Beacon (RRFB) and curb extensions at the mid-block crossing across Monterey Road; crossing improvements along Manor Drive at Esplanade Avenue, Manor Plaza, and Palmetto Avenue; and a new sidewalk on Oceana Boulevard between Avalon Drive and Milagra Drive.

The City has also developed the Highway 1/ Manor Drive Overcrossing Improvement Project to reconstruct the overpassing at Manor Drive and Highway 1 and install two traffic signals along Manor Drive, one at Palmetto Avenue and another at Oceana Boulevard. Additionally, the improvement project will widen the sidewalks on the overpass to meet ADA standards and install a Class II Bike Lane approaching the overpass and Class IV Separated Bikeway over the bridge.

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 | Youth-Based High Injury Network (y-HIN) <ul style="list-style-type: none"> ▶ Includes Manor Dr |
| Pacifica Local Roadway Safety Plan (Under Development) | The City of Pacifica | <ul style="list-style-type: none"> ▶ Ocean Shore School within Equity Priority Area ▶ Manor Dr and Oceana Blvd are identified as high-injury corridors |
| Bicycle and Pedestrian Master Plan (2020) | City of Pacifica | <ul style="list-style-type: none"> ▶ Class IIIB Bicycle Boulevard on Nelson Ave, Monterey Rd between Waterford St and Fremont Ave, Fremont Ave between Nelson Ave and Channing Way, Channing Way, Beaumont Blvd, Johnson Ave between Nelson Ave and Manor Dr, Manor Dr between Esplanade Ave and Palmetto Ave, Edgemar Ave between Milagra Dr and the Ocean Shore School. ▶ Class II Bike Lane on Manor Dr between Edgemar Ave and Palmetto Ave, Palmetto Ave, Esplanade Ave between W Avalon Dr and Bill Drake Way, Oceana Blvd south of Avalon Dr. ▶ Enhanced pedestrian infrastructure at Oceana Blvd/Milagra Dr ▶ Monterey Rd mid-block crossing with RRFB and curb extensions east of Waterford St ▶ RRFB at Manor Dr/Manor Plaza ▶ Sidewalk construction on Oceana Blvd between Milagra Dr and Avalon Dr ▶ High-visibility crosswalks and RRFB at Manor Dr and Palmetto Ave |
| Highway I/Manor Drive Overcrossing Improvement Project (Preliminary Study Complete) | City of Pacifica | <ul style="list-style-type: none"> ▶ Recommendations are still not finalized ▶ Traffic signals along Manor Dr at Oceana Blvd and Palmetto Ave ▶ Overpass widening ▶ Class II Bike Lane on Manor Dr between Edgemar Ave and Palmetto Ave, with potential Class IV Separated Bikeway across the bridge ▶ Wider sidewalks across the overpass to meet ADA requirements |

Infrastructure Issues and Recommendations

Table 3. Ocean Shore School Infrastructure Recommendations

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| 1. School Parking Lot Off Oceana Blvd | Pavement markings are faded in the school parking lot and drivers seem to drive a little too fast given that pedestrians cross the parking lot. (See Figure 2 on pg. 13) | Repaint the pavement markings and install speed bumps in the school parking lot. | Pacifica School District |
| 2. Edgemar Ave Dead-End | Fading crosswalk on the western side of the dead-end roundabout. (See Figure 5 on pg. 13) | Repaint high-visibility crosswalk. | Pacifica School District |
| | Serves as the primary access point and most students are dropped off at this entrance. Exacerbated vehicle congestion in the morning due to coinciding drop-off at the adjacent daycare facilities. | Consider closing the school parking lot exit onto Edgemar Ave during drop-off and pick-up times. This would require converting parking from diagonal to either parallel or perpendicular. | Pacifica School District |
| | Some caregivers double park and drop-off students in the travel lane or park along the red curb. | Inform caregivers they cannot park or leave their cars idling on red curbs as it inhibits pedestrian visibility. Consider installing signage that prohibits parking and idling. | Ocean Shore School & City of Pacifica |
| | Narrow sidewalks and students cut through the dead-end roundabout. | Inform students and caregivers that pedestrian traffic must stay on the sidewalk for safety. | Ocean Shore School |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| 3. Manor Dr/ Oceana Blvd | Heavy traffic congestion on Manor Dr east and west of Oceana Blvd and on Oceana Blvd south of Manor Dr. Drivers getting through the queue make fast left turns. | Long-Term: Continue implementing the Highway 1/Manor Drive Overcrossing Improvement Project. Install leading pedestrian intervals on future traffic signals. Install a raised crosswalk across Oceana Blvd at the northern approach. | City of Pacifica |
| | Right-turning vehicles heading west on Manor Dr, double up at the stop and turn through the angled parking lane (See Figure 4 on pg. 13). | Short-Term: Construct curb extensions at the northeast and southeast corners. Install hardened center lines and advanced stop bars at all approaches. | City of Pacifica |
| | Students taking the bus and getting off on Oceana Blvd on the west side of the street at the northern approach, sometimes cross Oceana Blvd mid-block behind the bus (See Figure 11 on pg. 14). | Install a pedestrian railing on the western side of Oceana Blvd north of the bus stop to encourage people exiting the bus to use the crosswalk. | City of Pacifica/ SamTrans |
| 4. Nelson Ave/ Johnson Ave | This serves as the secondary school access point. Some caregivers pull into the dead-end on Nelson St and make 3-point turns to exit. | Inform caregivers they cannot make drop-offs at the dead end. Install signage to prevent drop-offs. Consider occasional police presence to deter illegal driving behavior. | Pacifica School District & City of Pacifica |
| | There are no marked crosswalks and students who are dropped-off before the intersection are forced to cross Johnson Ave. Caregivers park on block corners and obstruct pedestrian visibility. | Install high-visibility crosswalks across Johnson Ave and Nelson Ave with curb extensions at block corners. | City of Pacifica |
| | Rolled curbs allow cars to park on the curb and obstruct the pedestrian right-of-way (See Figure 8 on pg. 14). | Long-term: Replace rolled curbs with barrier curbs. | City of Pacifica |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 5. Edgemar Ave/Manor Dr | Westbound vehicle congestion extends through this intersection. Eastbound drivers make fast left turns. | Construct curb extensions at all intersection corners and hardened center lines at both approaches to Edgemar Ave. | City of Pacifica |
| | There are only two crosswalks at the intersection – one at the eastern approach and another at the northern approach. The curb ramp at the northeastern corners is misaligned with the crosswalk. | Install high-visibility crosswalks with advanced stop bars at all approaches. | City of Pacifica |
| | Offset bicycle boulevard connection between Edgemar Ave and Johnson Ave. | Conduct a study for an all-way stop at Johnson Ave/Manor Dr and construct curb extensions and high-visibility crosswalks at all approaches. | |
| 6. Fremont Ave/ Monterey Rd | Heavy traffic on Monterey Rd heading west to the Highway 1 on-ramp. Westbound drivers pick up speed due to the downhill slope. Drivers roll through the stop. | Construct curb extensions at all intersection corners and high-visibility crosswalks at the northern approach. Install hardened center lines at the eastern and western approaches. | City of Pacifica |
| | Rolled curbs allow drivers to park vehicles on the sidewalk and obstruct the pedestrian right-of-way. | Replace rolled curbs with barrier curbs. | City of Pacifica |
| | There is an incomplete sidewalk on the west side of Fremont Ave between Monterey Rd and Nelson Ave (See Figure 6 on pg. 13) There are narrow sidewalks approaching the intersection. (See Figure 7 on pg. 13). | Complete sidewalk to ADA standards. | City of Pacifica |
| 7. Fremont Ave/Bancroft Way | Drivers fail to stop at the intersection. | Conduct a study for an all-way stop with high-visibility crosswalks at all approaches. | City of Pacifica |
| 8. Nelson Ave | No crosswalks at the northern and southern approaches. | Install high-visibility crosswalks at all northern and southern approaches. | City of Pacifica |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 9. Manor Drive East of Edgemar Ave | No crosswalks at the northern and southern approaches. | Install high-visibility crosswalks at all northern and southern approaches. Construct curb extensions at the northeast and southwest corners at Manor Dr/Perry Ave. | City of Pacifica |
| 10. Palmetto Ave/W Manor Dr | Heavy vehicle traffic through the intersection. | <p>Short-Term: Where feasible, construct curb extensions at all intersection corners. Install advanced stop bars at all approaches.</p> <p>Long-Term: Continue implementing the Highway 1/Manor Drive Overcrossing Improvement Project.</p> | City of Pacifica |



Figure 1. No crosswalks across the school parking lot driveways.



Figure 2. Fading pavement markings inside school parking lot.



Figure 3. Traffic backup through the intersection at Oceana Blvd/Manor Dr



Figure 4. Angled parking on Manor Dr at the Oceana Blvd approach.



Figure 5. Fading crosswalk at the dead-end on Edgemar Ave.



Figure 6. Missing sidewalk on Fremont Ave between Monterey Rd and Nelson Ave.



Figure 7. Narrow sidewalk at Fremont Ave and Monterey Rd.



Figure 8. Vehicles parked on rolled curb along Nelson Ave.



Figure 9. Long crossing across Manor Dr at Edgemar Ave.



Figure 10. Missing crosswalk across Johnson Ave at Manor Dr.



Figure 11. Bus stop at the northwestern corner of Oceana Blvd/Manor Dr where students sometimes cross Oceana Blvd without using the crosswalk.



Figure 12. Student exiting vehicle on the side of the travel lane at the dead-end on Edgemar Ave.



Figure 13. An example of a hardened centerline (see recommendation 3b).

Map 3. Improvement Plan Recommendations



DRAFT
Safe Routes to Schools Improvement Plan
Ocean Shore School
Pacifica

School Safety Assessment held October 2023

- 1 Area 1
1. Repaint the pavement markings and install speed bumps in the school parking lot.
- 2 Area 2
2a. Repair the crosswalk on the western side of the dead-end roundabout on Edgemar Ave.
2b. Consider closing the school parking lot exit onto Edgemar Ave during drop-off/pick-up times. This would require converting parking from diagonal to either parallel or perpendicular.
2c. Inform caregivers they cannot park or leave their cars idling on red curbs as it inhibits pedestrian visibility.
- 3 Area 3
3a. Long-Term: Continue implementing the Highway 1/Manor Drive Overcrossing Improvement Project. Install leading pedestrian intervals on future traffic signals. Install a raised crosswalk across Oceana Blvd on the northern approach to Manor Dr.
3b. Construct curb extensions at the northeast and southeast corners of Manor Dr/Oceana Blvd and install hardened center lines at all approaches.
3c. Install a pedestrian railing on the western side of Oceana Blvd north of the bus stop to encourage people exiting the bus to use the crosswalk.
- 4 Area 4
4a. Install high-visibility crosswalks across Johnson Ave and Nelson Ave with curb extensions at block corners.
4b. Long-term: Replace rolled curbs with barrier curbs along Johnson Ave and Nelson Ave.
4c. Inform caregivers they cannot make drop-offs in the dead-end on Nelson Ave. Consider installing signage that prohibits parking and idling. Consider occasional police presence to deter illegal driving behavior.
- 5 Area 5
5a. Construct curb extensions at all intersection corners and hardened center lines at both approaches to Edgemar Ave. Install high-visibility crosswalks with advanced stop bars at all approaches.
5b. Conduct a study for an all-way stop at Manor Dr/Johnson Ave and construct curb extensions and high-visibility crosswalks at all approaches.
5c. Long-term: Replace rolled curbs with barrier curbs along Edgemar Ave from Arroyo Dr to Manor Dr.
- 6 Area 6
6a. Construct curb extensions at all intersection corners and high-visibility crosswalks at the northern approach. Install hardened center lines at the eastern and western approaches.
6b. Replace the rolled curbs on Fremont Ave near Nelson Ave to barrier curbs.
6c. Complete sidewalk to ADA standards on Fremont Ave.
- 7 Area 7
7a. Conduct a study for an all-way stop with high-visibility crosswalks at all approaches at Fremont Ave/Bancroft Way.
- 8 Area 8
8a. Install high-visibility crosswalks at all northern and southern approaches to Nelson Ave.
- 9 Area 9
9a. Install high-visibility crosswalks at all northern and southern approaches to Manor Dr east of Edgemar Ave.
9b. Construct curb extensions at the northeast and southwest corners at Manor Dr/Perry Ave.
- 10 Area 10
10a. Where feasible, construct curb extensions at all intersection corners at Palmetto Ave/Manor Dr. Install advanced stop bars at all approaches.
10b. Continue implementing the Highway 1/Manor Drive Overcrossing Improvement Project.

*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. Ocean Shore School Policy Recommendations

| POLICY RECOMMENDATION | IMPLEMENTING JURISDICTION |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <p>Vision Zero</p> <ul style="list-style-type: none"> ▶ Adopt Vision Zero—a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, health, and equitable mobility for all. | City of Pacifica |
| <p>School Zone Speed Limits</p> <ul style="list-style-type: none"> ▶ 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. | City of Pacifica |
| <p>Speed Humps / Speed Cushions</p> <ul style="list-style-type: none"> ▶ Consider adopting a policy and/or street design standards that allow the implementation of traffic calming measures such as speed humps and speed cushions. | City of Pacifica |
| <p>Daylighting</p> <ul style="list-style-type: none"> ▶ 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. | City of Pacifica |
| <p>Tree Canopy</p> <ul style="list-style-type: none"> ▶ Prioritize adding street trees and other pedestrian-scale greening within school zones. | City of Pacifica |
| <p>No Idling in School Zone</p> <ul style="list-style-type: none"> ▶ School and district staff can improve air quality around schools by promoting comprehensive ‘no idling’ policies around schools. | City of Pacifica |

| POLICY RECOMMENDATION | IMPLEMENTING JURISDICTION |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| <p>Repaving Plan</p> <ul style="list-style-type: none"> ▶ Prioritize SRTS infrastructure improvements with the City’s repaving plan | City of Pacifica |
| <p>E-Bikes</p> <ul style="list-style-type: none"> ▶ Explicitly permit e-bikes on City roads and trails as a City policy. ▶ Explicitly permit e-bikes for use to access campuses as a school and/or district policy. ▶ Explicitly permit Class 1 and 2 e-bikes for use by students as a school and/or district policy. | City of Pacifica / District / School |
| <p>Crossing Guards</p> <ul style="list-style-type: none"> ▶ Increase funding for crossing guards. | District / School / City of Pacifica |
| <p>School Champion</p> <ul style="list-style-type: none"> ▶ 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. | District |

Program Recommendations

Table 5. Ocean Shore School Program Recommendations

| PROGRAM RECOMMENDATION | IMPLEMENTING JURISDICTION |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <p>Encourage Carpooling</p> <ul style="list-style-type: none"> Promote carpooling through school communications. This can reduce congestion by reducing the number of vehicles coming to campus. | School |
| <p>Facilitate Walking School Buses and Bicycle Trains</p> <ul style="list-style-type: none"> 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. | School |
| <p>Caregiver engagement and outreach</p> <ul style="list-style-type: none"> 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. | School |
| <p>School Safety Patrol</p> <ul style="list-style-type: none"> Middle school youth volunteers can sign up to become certified School Safety Patrollers. 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. | School |
| <p>Walk and Roll Event Days/Weeks</p> <ul style="list-style-type: none"> International Walk to School Day Ruby Bridges Walk to School Day Golden Sneaker Earth Day National Bike to School Day Crossing Guard Appreciation Week <p>Weekly/Monthly Events</p> <ul style="list-style-type: none"> Wednesday Walk to School Day Walk and Roll Friday | School, District, or County |

PROGRAM RECOMMENDATION**IMPLEMENTING JURISDICTION****Bicycle and Pedestrian Education**

School or District

- ▶ Implement a curriculum at the school or district to help educate students about traffic safety.
- ▶ See the City of Menlo Park's [Elementary School Pedestrian Curriculum](#) for reference.
- ▶ Schools can apply for safety education services through San Mateo County Office of Education SRTS.

Host a Drive Your Bike Workshop

School or District

- ▶ 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.

Develop Walk and Bicycle Route Maps

City or County

- ▶ 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.

Coordinate For School Transit Routes

School or District

- ▶ 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.

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 Pacifica 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 Pacifica 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 Walk Audit helps to identify the proposed improvements, the City of Pacifica and the Pacifica 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 Pacifica 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.

