

Clifford School

School Setting



Address:

225 Clifford Avenue



City:

Redwood City and
Unincorporated San
Mateo County



School District:

Redwood City School
District



School Day Start:

8:15 am



School Day End:

2:50 pm



Attendance:

(2022-23): 682



Grade Range:

K-8



School Walk

Audit Date:

October 26, 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 Clifford School in unincorporated San Mateo County during the morning arrival on October 26, 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 San Carlos, San Mateo County Office of Education (SMCOE) staff, County of San Mateo Public Works, and Clifford School staff and parents.

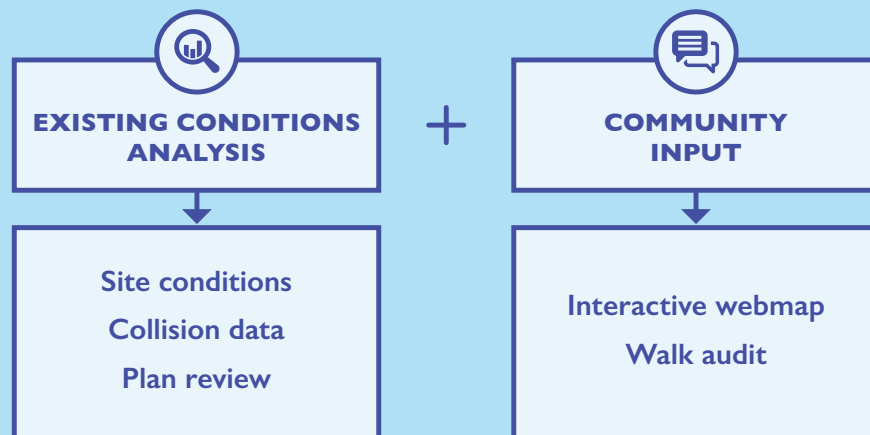
Participants included:

- ▶ Patrinia Xedd, Director of Health and Wellness, San Mateo County
- ▶ Lisa Chan, San Mateo County Transit District
- ▶ Hanieh Houshmandi, Senior Traffic Engineer, City of San Carlos
- ▶ Jana Cadiz, Associate Engineer, City of San Carlos
- ▶ Jessica Lee, Civil Engineering Assistant, City of San Carlos
- ▶ Martin Reyes, San Mateo County Transit District
- ▶ Theresa Vallez-Kelly, SRTS, San Mateo County Office of Education
- ▶ Lena Yasui, SRTS, San Mateo County Office of Education
- ▶ Diana Shu, County of San Mateo Public Works
- ▶ Martin Cervantes, Redwood City School District
- ▶ Marle Walolap, Parent, Clifford Elementary School
- ▶ Charlie Simpson, Planner, Alta Planning + Design
- ▶ George Foster, 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 Comments and Engagement Themes

Eaton Ave and Clifford Ave

- ▶ Transverse crosswalks with faded paint across Eaton Ave west of Clifford Ave and across Clifford Ave south of Eaton Ave.
- ▶ No curb ramps present at any crosswalk. Families observed needing to lift strollers when crossing.
- ▶ Crosswalk ends in landscaping strip on north side of Eaton Ave.
- ▶ No red curb at crosswalk. Parked vehicles reduce sight lines.
- ▶ Wide curb radii and long crossing distances.
- ▶ Encroachment on sidewalk pedestrian space by private landscaping creates issues for families walking to school.
- ▶ People driving don't come to a complete stop at intersection.

- ▶ Many people driving cars make a left turn from Eaton Ave onto Clifford Ave and continue after drop-off by turning left onto Eaton Ave from Clifford Ave.
- ▶ Low early morning sun creates visibility issues for people walking and driving eastbound.
- ▶ To cross this intersection by foot, there is a crossing guard at Eaton Ave and Alameda de las Pulgas.

Victoria Manor and Clifford Ave

- ▶ By 8:05 AM, there are no parking spots left on Victoria Manor (about 2/3 full).
- ▶ Many people driving turned into this cul-de-sac to find parking unsuccessfully or use as a U-turn.
- ▶ The crossing across Victoria Manor west of Clifford Ave, has longitudinal cracks, an uneven surface, and the gutter creates a rough transition from road to crosswalk with no curb ramps.
- ▶ Keep Clear Zone on Clifford Ave blocked by people driving.
- ▶ Mid-block, transverse crosswalk on Clifford Ave south of Victoria Manor heavily used.
- ▶ People driving use the white curb (loading zones) and red curb zones to park and walk child to school.

- ▶ Bus loading zone is undersized, and currently overlaps with driveway landscaping, fire hydrant, and white curb zone. The bus loading zone is often used for parking illegally.
- ▶ Narrow sidewalks have many utility poles and signs that obstruct travel.
- ▶ Neighbors have expressed concern that vehicles are blocking or using driveways to drop off students on Victoria Manor. In the past, staff and law enforcement presence have helped for about a week, then behavior resumes.

Driveway Circle

- ▶ People driving often use the staff parking lot to drop off students instead of the drop-off lanes.
- ▶ People driving drop off students onto the grassy hill at the beginning of the driveway, where there is no sidewalk.
- ▶ Crosswalk paint is faded.
- ▶ Students were observed exiting their vehicles into moving traffic.
- ▶ Librarian is only staff member helping with opening doors and unloading.
- ▶ Students cross driveway at exit, rather than following protected crosswalk through parking lot to crossing guard in driveway.
- ▶ Parked bus is an obstacle to pedestrians on southern side of driveway.
- ▶ There are two turn lanes at the driveway exit with a protected pedestrian path down the middle. No right turns are allowed from the left lane coming from the staff parking area, and no left turns are allowed from the right lane coming from the pick-up/drop-off area. People driving do not comply with turning

restrictions, creating conflict with families and students in the crosswalk across Clifford Ave.

- ▶ People driving use parking lot to the south and walk their students to the entrance along the edge of a paved driveway connector, without clearly designated pedestrian space.
- ▶ Neighbors have expressed concern with teachers using the street for parking, rather than the staff lot.

Lemoore Dr and Clifford Ave

- ▶ No stop signs or crossing guard at this intersection.
- ▶ Transverse crosswalk north of the intersection, across Clifford Ave, is heavily used.
- ▶ Existing curb ramps are not ADA compliant at this intersection. Alligator cracking was noted in the pavement condition.
- ▶ Crosswalk paint is faded.
- ▶ Sidewalk continues down Lemoore Dr to Timothy Dr and then stops.
- ▶ Sidewalk is in disrepair just north of Lemoore Dr on the east side of Clifford Ave.
- ▶ People parked cars and unloaded in red curb zone adjacent to crosswalks and fire hydrants.

Scenic Dr and Clifford Ave

- ▶ Sidewalk in disrepair on east side of Clifford Ave between Lemoore Dr and Scenic Dr.
- ▶ Crosswalk across Clifford Ave has sightline and driver behavior issues.
- ▶ No curb ramps at high-visibility crosswalk on north side of intersection across Clifford Ave.
- ▶ Sidewalk connection absent on Scenic Dr. Asphalt shoulder is used by students walking.

- ▶ Speed humps and traffic slowdowns appear to control some perceived speeding.
- ▶ Parking lot west of Clifford Ave is heavily used for drop-off.
- ▶ This location is closer to the Middle School part of campus, and so many older students are dropped off here.
- ▶ To access this intersection by foot, there is a crosswalk at the signalized intersection of Edgewood Rd and Scenic Dr.

Dismissal

- ▶ Staggered dismissal in afternoon has less congestion.
- ▶ People are in more of a rush in the mornings, with notably more unsafe driver behavior.

Summary of Webmap Comments

- ▶ Many of the crossings along Clifford Ave have no curb ramps.
- ▶ Clifford Ave is difficult to walk along and cross.

Primary Challenges and Opportunities

Challenges

- ▶ Non-compliance with red and white curb zones by people driving.
- ▶ Many crosswalks have faded paint and are not high-visibility crosswalks.
- ▶ Inadequate or missing infrastructure, particularly curb ramps for those with strollers or wheelchairs and narrow sidewalks with obstructions.
- ▶ Observed aggressive driving behavior (i.e., dangerous turning movements, failure to yield to pedestrians and fully stop at stop signs).

Opportunities

- ▶ School location is not on a major roadway.
- ▶ The school drop-off/pick-up loop is utilized.
- ▶ Many people park a couple blocks away to walk students in their care to 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 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

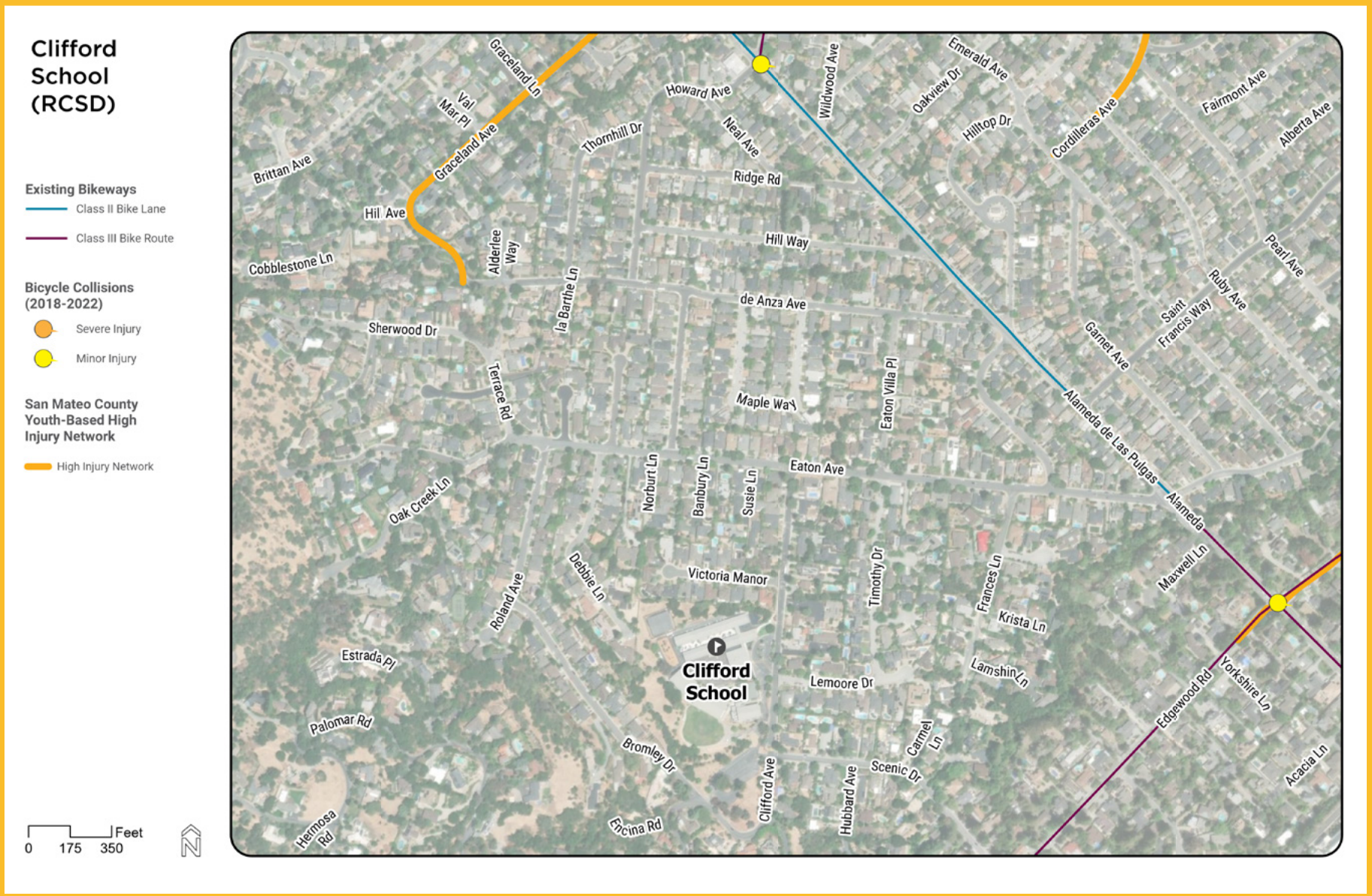
Between 2018 and 2022, there were a total of two collisions within a ½-mile radius of Clifford School. Both the collisions occurred between ¼- ½ mile of the school at the intersection of Alameda De Las Pulgas and Edgewood Rd (**Map 2**). The incidents occurred in 2020, one involving a pedestrian older adult and the other involving a teen bicyclist. In both cases, there were suspected minor injuries to the pedestrian and bicyclist.

Table I. Pedestrian and Bicycle-Involved Collisions, 2018-2022

| 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 | 2 | 0 | 0 | 2 | 0 | 1 | 1 |
| Total | 2 | 0 | 0 | 2 | 0 | 1 | 1 |

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

Map 2. Collision Map, 2018-2022



Plan Review

Summary of Relevant Plans

The C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021) proposed new bike lanes and upgrades to existing biking facilities on Alameda De Las Pulgas near Clifford school. Additionally, the Redwood City Walk Bike

Thrive Plan (2022) proposes a street crossing improvement at the intersection of Alameda de las Pulgas and Edgewood Rd where both traffic collisions from 2018 and 2022 occurred.

Table 2. Plans with Relevant Recommendations

| PLAN NAME (YEAR) | JURISDICTION | RELEVANT RECOMMENDATIONS |
|--|------------------------|--|
| Comprehensive Bicycle and Pedestrian Plan (2021) | C/CAG San Mateo County | <ul style="list-style-type: none"> ▶ Class 2b Buffered Bicycle Lane upgrades on Alameda de las Pulgas from Cranfield Ave to Whipple Ave ▶ New Class 2 Bicycle Lane on Alameda de las Pulgas from Whipple Ave to Stanley St |
| RWC Walk Bike Thrive Plan (2022) | City of Redwood City | <ul style="list-style-type: none"> ▶ Complete streets improvements on Alameda de las Pulgas (Edgewood Rd to Maxwell Ln) ▶ Pedestrian Focus Areas on Alameda de las Pulgas (Edgewood Rd to Brewster Ave) ▶ Street crossing enhancements at Alameda de las Pulgas/ Edgewood and Alameda de las Pulgas/Whipple |

Infrastructure Issues and Recommendations

Table 3. Clifford School Infrastructure Recommendations

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|------------------------------------|--|--|------------------------------|
| 1. Eaton Ave and Clifford Ave | Wide curb radii and long crossing distances | Construct curb extensions with curb ramps at intersection corners and crosswalks. | City of San Carlos |
| | Crosswalk paint faded | Upgrade transverse crosswalks to high-visibility crosswalks. | City of San Carlos |
| | Encroachment of landscaping on sidewalk pedestrian space | Conduct outreach with residents to reduce encroachment of landscaping into the sidewalk pedestrian space. | City of San Carlos |
| 2. Victoria Manor and Clifford Ave | Crosswalk paint faded at the intersection corner | Upgrade the transverse crosswalk to high-visibility crosswalk and construct curb extensions at Victoria Manor and Clifford Ave. | City of San Carlos |
| | Midblock crosswalk is heavily used, and crosswalk paint is faded | Construct curb extensions a raised crosswalk, and Rectangular Rapid Flashing Beacon (RRFB) at the mid-block crosswalk on Clifford Ave south of Victoria Manor. Short term: Extend the red curb to daylight the crosswalk. | City of San Carlos |
| | The bus loading zone is undersized | Extend the red curb on the west side of Clifford Ave south of Victoria Manor to provide more space for bus loading. | City of San Carlos |
| | Drivers making U-turns and blocking driveways on Victoria Manor and Lemoore Dr | Inform caregivers to avoid blocking driveways or use Victoria Manor and Lemoore Dr to park or turn around. | Redwood City School District |
| 3. Driveway Circle | No clear pedestrian space in connection to the southern parking lot | On the paved connection between the driveway to the parking lot to the south, clearly designate a pedestrian area along the edge with a painted line. | Redwood City School District |
| | The crosswalk ends between parallel driveway exit lanes | Upgrade the existing crosswalk in the parking lot to a raised crosswalk. Extend the protective barriers along the pedestrian path all the way to the street and widen the entrance to discourage right turns from vehicles exiting the school. | Redwood City School District |

| LOCATION | OBSERVATIONS & COMMENTS | RECOMMENDATION | IMPLEMENTING AGENCY |
|--------------------------------|---|--|---|
| 4. Lemoore Dr and Clifford Ave | The crosswalk to access the school is at an uncontrolled intersection | Upgrade crosswalk across Clifford Ave at Lemoore Dr with a RRFB and a high-visibility crosswalk. Upgrade existing crosswalk across Lemoore Dr at Clifford Ave to high-visibility and construct curb extensions on either end of the crosswalk. | City of San Carlos |
| | Crosswalk paint faded | | |
| | Sidewalk in disrepair | Repair the sidewalk on the east side of Clifford Ave north of Lemoore Dr. | City of San Carlos |
| 5. Scenic Dr and Clifford Ave | Sidewalk in disrepair | Expand the sidewalk on the east side of Clifford Ave between Lemoore Dr and Scenic Dr. | City of Redwood City |
| | No curb ramps | Construct curb ramps on both sides of the crosswalk across Clifford Ave. The school walkway will likely need to be adjusted to obtain the proper slope. Construct curb extensions on the northeast corner of Clifford Ave and Scenic Dr. | San Mateo County, School |
| | No sidewalk | - | San Mateo County |
| 6. Eaton Ave | No crosswalks across the approaching streets | Construct curb extensions and/or install high-visibility crosswalks across street approaches to Eaton Ave. | City of San Carlos & City of Redwood City |
| | | Install speed cushions along Eaton Ave. | City of San Carlos & City of Redwood City |



Figure 1. Car parked close to the stop sign at Eaton Ave and Clifford Ave intersection, limiting the visibility of the crosswalk.

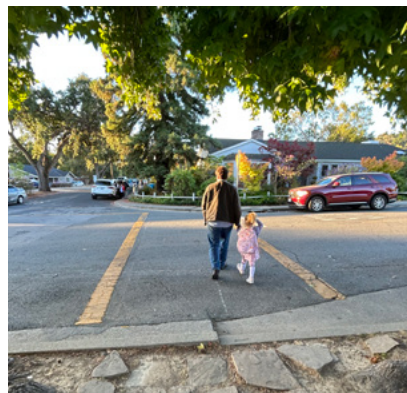


Figure 2. Pedestrians walking to school across the crosswalk at Eaton Ave and Clifford Ave without a curb ramp.



Figure 3. Inadequate space reserved for bus on Clifford Ave.



Figure 4. Heavily used, long mid-block crossing on Clifford Ave with vehicular visibility challenges.



Figure 5. Heavily used, long mid-block crossing on Clifford Ave with vehicular visibility challenges.



Figure 6. People parking and standing vehicles in red curb zones, blocking sightlines to crosswalks.



Figure 7. Crosswalk that ends in the driveway between two lanes of vehicles is a high conflict crossing.



Figure 8. Protected path in the middle of the driveway is a high conflict zone.



Figure 9. Parking lot to the south of the driveway does not have clear pedestrian space beyond the metal fencing shown.



Figure 10. Narrow, obstructed sidewalk and vehicles parked illegally challenge access for families walking.

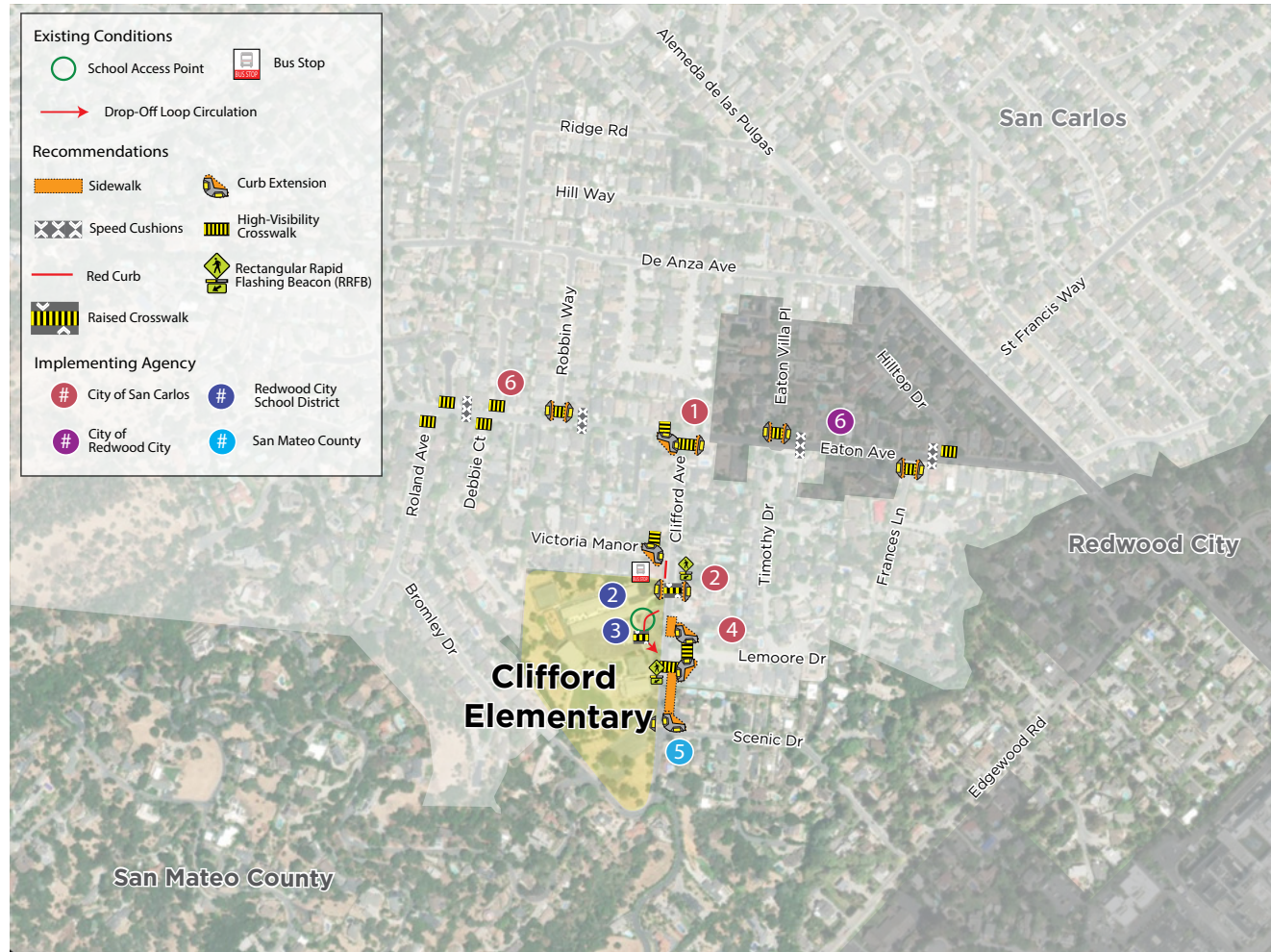


Figure 11. Sidewalk in disrepair on Clifford Ave.



Figure 12. Scenic Dr has no designated sidewalks and parking areas along the shoulder of the road.

Map 3. Improvement Plan Recommendations



DRAFT
Safe Routes to Schools Improvement Plan
Clifford Elementary
San Carlos

School Safety Assessment held October 2023

- 1** Area 1
 - 1a. Construct curb extensions with curb ramps at the intersection corners and crosswalks at Eaton Ave and Clifford Ave. Upgrade existing crosswalks to high-visibility.
 - 1b. Short-term: Install red curbs to daylight the intersection.
 - 1c. Conduct outreach with residents to reduce encroachment of landscaping into the sidewalk pedestrian space.
- 2** Area 2
 - 2a. Upgrade existing crosswalk to high-visibility and construct curb extensions at Victoria Manor and Clifford Ave intersection corner.
 - 2b. Construct curb extensions and a raised crosswalk, and a rectangular rapid flashing beacon at the mid-block crosswalk on Clifford Ave south of Victoria Manor. Short term: Extend red curb on the eastern side of Clifford Ave to daylight crosswalk.
 - 2c. Extend red curb on west side of Clifford Ave south of Victoria Manor to provide more space for bus loading.
 - 2d. Inform caregivers to avoid blocking driveways or use Victoria Manor and Lemoore Dr to park or turn around.
- 3** Area 3
 - 3a. On the paved connection between the driveway to the parking lot to the south, clearly designate pedestrian area along the edge with a painted line.
 - 3b. Upgrade the existing crosswalk in the parking lot to a raised crosswalk. Extend the protective barriers along the pedestrian path all the way to the street and widen the entrance to discourage right turns from vehicles exiting the school.
- 4** Area 4
 - 4a. Upgrade crosswalk across Clifford Ave at Lemoore Dr with a RRFB and a high-visibility crosswalk.
 - 4b. Upgrade existing crosswalk across Lemoore Dr at Clifford Ave to high-visibility and construct curb extensions on either end of the crosswalk.
 - 4c. Repair the sidewalk on the east side of Clifford Ave north of Lemoore Dr.
- 5** Area 5
 - 5a. Expand sidewalk on east side of Clifford Ave between Lemoore Dr and Scenic Dr.
 - 5b. Construct curb ramps at the crosswalk across Clifford Ave at Scenic Dr. Construct a curb extension on the northeast corner of Clifford Ave and Scenic Dr.
- 6** Area 6
 - 6a. Construct curb extensions and/or install high-visibility crosswalks across street approaches to Eaton Ave. This includes Eaton Ave and Eaton Villa Pl, Timothy Dr, Frances Ln, and Hilltop Dr.
 - 6b. Install speed cushions along Eaton Ave.

*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.

0 200 ft
 Improvements not to scale

Non-Infrastructure Recommendations

Policy Recommendations

Table 4. Clifford 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. | <p>City of San Carlos and San Mateo County</p> |
| <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. | <p>City of Redwood City, City of San Carlos, and San Mateo County</p> |
| <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. | <p>City of Redwood City, City of San Carlos, and San Mateo County</p> |
| <p>Tree Canopy</p> <ul style="list-style-type: none"> ▶ Prioritize adding street trees and other pedestrian-scale greening within school zones. | <p>City of Redwood City, City of San Carlos, and San Mateo County</p> |
| <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. | <p>City of Redwood City, City of San Carlos, and San Mateo County</p> |
| <p>Repaving Plan</p> <ul style="list-style-type: none"> ▶ Prioritize SRTS infrastructure improvements with the City and/or County’s repaving plan | <p>City of Redwood City, City of San Carlos, and San Mateo County</p> |

| POLICY RECOMMENDATION | IMPLEMENTING JURISDICTION |
|--|---|
| <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. | <p>City of Redwood City, City of San Carlos, San Mateo County, Redwood City School District, and School</p> |
| <p>Inter-City Collaboration</p> <ul style="list-style-type: none"> ▶ Collaborate with neighboring cities on initiatives related to SRTS. | <p>City of San Carlos, City of Redwood City</p> |
| <p>Crossing Guards</p> <ul style="list-style-type: none"> ▶ Increase funding for crossing guards (San Mateo County) and apply for additional crossing guards (School). | <p>District, School, City of Redwood City, City of San Carlos, San Mateo County</p> |
| <p>Connections to Transit</p> <ul style="list-style-type: none"> ▶ Expand coordination with SAMTRANS for specialized policies around access on school properties. | <p>Redwood City School District</p> |
| <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. | <p>Redwood City School District</p> |
| <p>Staff Parking</p> <ul style="list-style-type: none"> ▶ Ensure staff park in the staff parking lot to reduce the number of street parking spaces occupied by staff. If parking lot has capacity, consider opening up staff parking lot to parents for use to park and walk their kids. | <p>School</p> |

Program Recommendations

Table 5. Clifford 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. 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. | School |
| <p>School Safety Patrol</p> <ul style="list-style-type: none"> Middle and 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 |

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, District, or 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 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.

City or County

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 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 Redwood City, City of San Carlos, and San Mateo County have 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 Redwood City, City of San Carlos, San Mateo County, and Redwood City 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 the local jurisdictions 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.

