

# Roy Cloud School

## School Setting

**Address:**

3790 Red Oak Way

**City:**

Redwood City

**School District:**

Redwood City School District

**School Day Start:**

8:15 am

**School Day End:**

2:50 pm

**Attendance:**

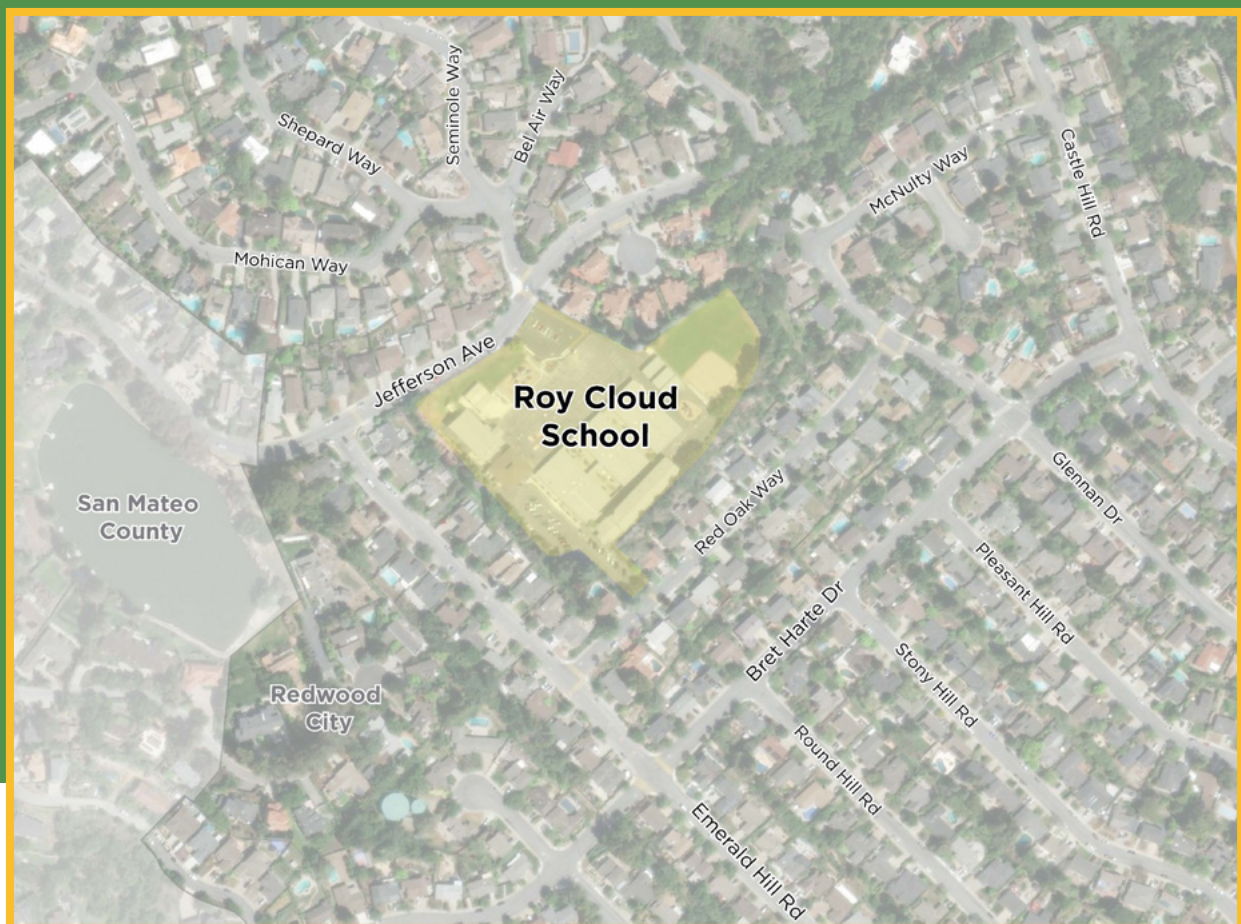
(2022-23): 633

**Grade Range:**

K-8

**School Walk Audit Date:**

November 14, 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 Roy Cloud School in Redwood during the afternoon drop-off on November 14, 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 Redwood City, San Mateo County Office of Education (SMCOE) staff, and Roy Cloud School staff and parents.

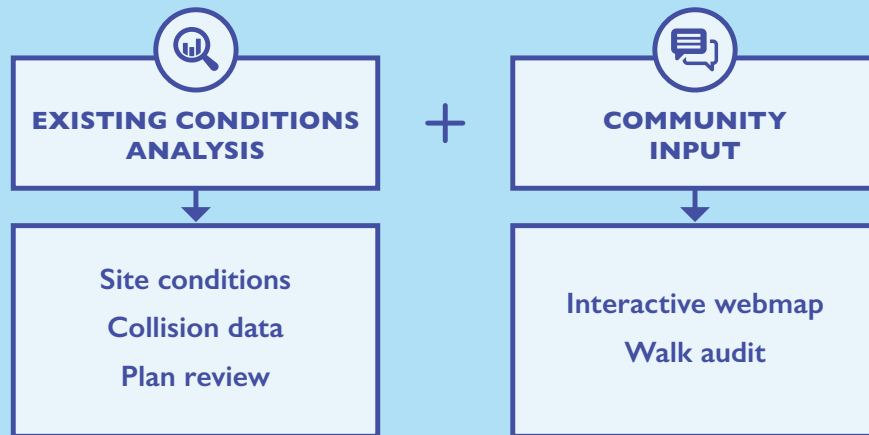
### Participants included:

- ▶ Nina Garde, SRTS Coordinator, San Mateo County Office of Education
- ▶ Theresa Vallez-Kelly, San Manteo County Office of Education
- ▶ Miranda Marcela, San Mateo County Office of Education
- ▶ Nai Le, San Mateo County Health Department
- ▶ Liz Sanchez, San Mateo County Health Department
- ▶ Lili Price, San Mateo County Transit Authority
- ▶ Kevin Obrien, Parent, Roy Cloud Elementary
- ▶ Lisa Webb, Parent, Roy Cloud Elementary
- ▶ 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

- ▶ Drivers are perceived to be speeding on Emerald Hill, Red Oak Way and Jefferson Ave. Each of these streets have steep grades
- ▶ Cars idle in the school main parking lot on Red Oak Way.
- ▶ Traffic backs up at the parking lot driveway exit onto Red Oak Way and drivers fail to make a complete stop
- ▶ Traffic congestion at Jefferson Ave and Seminole Way where the secondary school parking lot serves as an alternative pick-up location
- ▶ Missing sidewalks on streets north of the school: Jefferson Ave & Seminole Way

### Summary of Webmap Comments

- ▶ Jefferson Avenue is difficult to walk along due to lack of sidewalks and marked crossings.
- ▶ Cars are perceived to speed along Emerald Hill Rd, making it feel dangerous to cross for pedestrians.

## Primary Challenges and Opportunities

### Challenges

- ▶ Aggressive driving behavior (i.e. perceived speeding, dangerous turning movements, failure to yield to pedestrians and fully stop at stop signs).
- ▶ Steep grades on streets near the school contribute to fast speeds
- ▶ Missing sidewalks near the school

### Opportunities

- ▶ School location is not on a major roadway
- ▶ A crossing guard is located at Red Oak Way and Emerald Hill Rd, and another at Jefferson Ave and Seminole Way
- ▶ The school has two parking lots that serve as pick-up locations and distribute traffic
- ▶ A school parent facilitates a walking school bus

# Existing Conditions

## Collision Data

### Collision Data Overview

Collision data is drawn from the Transportation Injury Mapping System (TIMS), which pulls data from the Statewide Integrated Traffic Records System (SWITRS), a California State database that contains information on crash attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. The collision characteristics are shown in **Table 1** below.

### Collision Data Summary

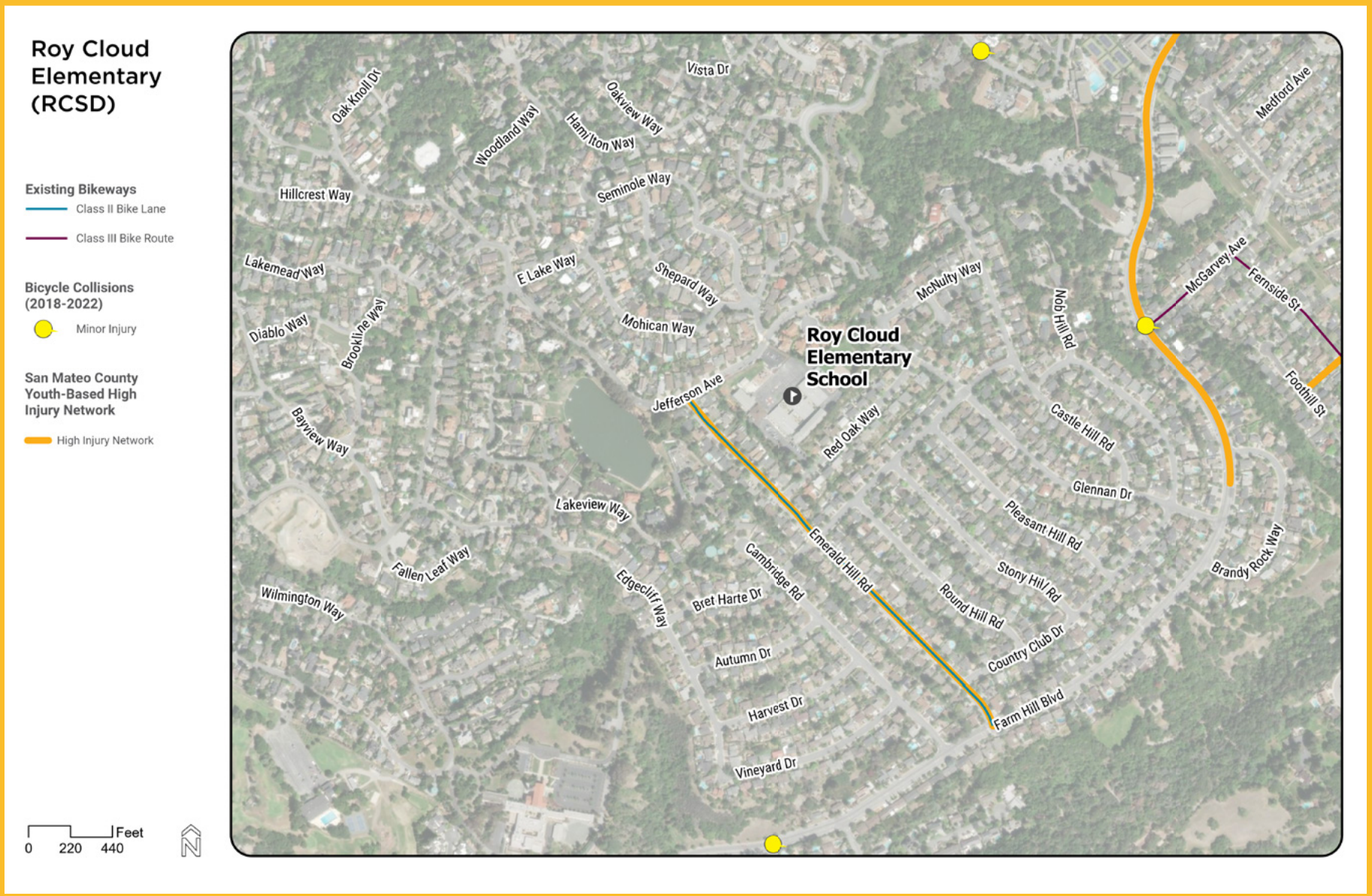
Between 2018 and 2022, there were a total of three collisions within a ½-mile radius of Roy Cloud School. All the collisions occurred within ¼- to ½-mile radius of the school - two on Farm Hill Blvd and one on Jefferson Ave (**Map 2**). Each collision involved a bicyclist and resulted in a minor injury. Two of those bicyclists were below 18 years of age.

**Table 1.** 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	3	0	0	3	0	0	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>

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 Redwood City (RWC) Walk Bike Thrive Plan (2022) includes bicycle and pedestrian recommendations near Roy Cloud School including a Class III bike route on Jefferson Ave abutting the school, complete street improvements on Farm Hill Blvd, and crossing

enhancements at Farm Hill Blvd and Emerald Hill Rd. Additionally, the San Mateo County Safe Routes to School High Injury Network Report (2022) identified Emerald Hill Rd and Farm Hill Blvd north of Glennan Dr as part of the Youth-Based High Injury Network near the school.

**Table 2.** Plans with Relevant Recommendations

PLAN NAME (YEAR)	JURISDICTION	RELEVANT RECOMMENDATIONS
<b>RWC Walk Bike Thrive Plan (2022)</b>	City of Redwood City	<ul style="list-style-type: none"> <li>▶ Corridor-level complete streets improvements on Farm Hill Blvd</li> <li>▶ Street crossing enhancements at Farm Hill Blvd/Emerald Hill Rd</li> <li>▶ Proposed Class III Bike Route on Jefferson Ave running adjacent to the school</li> <li>▶ Roy Cloud Elementary Focus Area – a pedestrian focus area around the school</li> </ul>
<b>San Mateo County Safe Routes to School High Injury Network Report (2022)</b>	San Mateo County	<p><b>Youth-Based High Injury Network (y-HIN)</b></p> <ul style="list-style-type: none"> <li>▶ Includes Emerald Hill Rd and Farm Hill Blvd north of Glennan Dr</li> </ul>

# Infrastructure Issues and Recommendations

**Table 3.** Roy Cloud School Infrastructure Recommendations

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
1. School Parking Lot on Red Oak Way	Cars idling in the parking lot before school release	Inform caregivers that they need to turn off vehicles if they choose to park in the parking lot because the exhaust fumes are toxic for students.	Redwood City School District
	Drivers picking up students are not pulling forward up in the loading zone, causing a back-up in the parking lot. Some drivers don't pull over in the loading zone and students enter cars in the travel lane.	Monitor the loading zone to ensure drivers are pulling forward. Place a sign informing drivers to pull forward and keep the loading zone moving.	Redwood City School District
	Drivers park along red curbs	Inform caregivers that they cannot park along the red curbs.	Redwood City School District
2. Parking Lot Driveway/Red Oak Way	Vehicle back-up at the parking lot driveway obstructs the sidewalk and students walk between vehicles. Drivers fail to come to a complete stop at the stop sign.	Repaint the stop bar at the driveway exit and install a speed bump/raised crossing at the driveway exit.	City of Redwood City & Redwood City School District
	Drivers park along the red curb near the crosswalk on the northern side of Red Oak Way	Construct curb extensions at both ends of the midblock crosswalk. Upgrade the crosswalk to a raised crosswalk.	City of Redwood City
	The pedestrian crossing sign for the midblock crossing is obstructed by a street tree	Work with the property owner to trim the street tree to clear the visibility of pedestrian crossing signage.	City of Redwood City
	The pedestrian path to access the school has an offset fence that obstructs bikes and strollers	Remove the entire fence across the pedestrian path.	Redwood City School District

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
3. Emerald Hill Rd/ Red Oak Way	Vehicle back-up at the stop sign	Construct curb extensions at intersection corners. Upgrade existing crosswalks to raised crosswalks.	City of Redwood City
	Drivers on Emerald Hill Rd don't stop for pedestrians		
	Vehicles parked along red curb		
	Students and caregivers are crossing Emerald Hill midblock north of Red Oak Way near the speed cushion.	Inform caregivers to cross Emerald Hill Rd at Red Oak Way with the crossing guard.	Redwood City School District
4. School access path on Emerald Hill Rd	Drivers speeding on Emerald Hill Rd and going over the center lane markings	Install hardened center lines and additional speed cushions along Emerald Hill Rd. Study the feasibility of upgrading the bike facility on Emerald Hill Rd to a lower-stress facility.	City of Redwood City
	Students and caregivers crossing Emerald Hill Rd midblock		
	Drivers make illegal U-turns midblock on Emerald Hill Rd	Inform caregivers and students to cross Emerald Hill Rd at crosswalks and not to park in residential driveways. Inform caregivers not to make U-turns on Emerald Hill Rd.	Redwood City School District
5. Emerald Hill Rd/ Jefferson Ave	Drivers are encroaching on the crosswalk and failing to come to a complete stop.	Construct curb extensions at intersection corners and at crosswalks. Upgrade the crosswalk at the southern approach to a high-visibility crosswalk.	City of Redwood City
	No sidewalks west of the intersection	Construct sidewalks.  Long Term: Once sidewalks are complete, install high visibility crossings along and across Jefferson Ave at E Lake Way, Edgecliff Way, Bayview Way, and Fallen Leaf Way.	City of Redwood City / San Mateo County
	Drivers are perceived to be speeding on Jefferson Ave.	Install speed cushions on Jefferson Ave.	City of Redwood City / San Mateo County

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
6. Jefferson Ave/ Seminole Way	Drivers park along red curbs at intersection corners.	Widen the sidewalk along existing red curbs and construct a curb extension at the northeastern intersection corner.	City of Redwood City
	Drivers turning into the school parking lot or Seminole Way block the traffic flow through the intersection and cause a vehicle back-up	Conduct an all-way stop study.	City of Redwood City
	Vehicles exiting the school parking lot fail to stop and obstruct the sidewalk as they wait to enter the travel lane.	Install a stop sign and a speed bump at the school parking lot exit.	City of Redwood City & Redwood City School District
	Missing sidewalks north of the intersection on Seminole Way, Mohican Way, Shepard Way and Bel Air Way.	Construct sidewalks.	City of Redwood City
	The Jefferson Ave crossing is difficult to see from the eastern approach due to the street bend on Jefferson Ave east of the intersection	Install speed cushions on Jefferson Ave east of the intersection.	City of Redwood City
	Vehicles are idling in the parking lot as they wait for students.	Inform caregivers to turn off vehicles when waiting in the school parking lots.	Redwood City School District
7. Red Oak Way/ Glennan Dr	Drivers are perceived to be speeding on Red Oak Way	Install speed cushions along Red Oak Way.	City of Redwood City
	Drivers make fast left turns onto Red Oak Way.	Construct curb extensions at intersection corners and crosswalks. Install hardened center lines at all approaches. Conduct a study for an all-way stop.	City of Redwood City
	Drivers failing to yield to pedestrians at Glennan Dr and Bret Harte Dr.	Conduct an all-way stop study at Glennan Dr/Bret Harte Dr. Construct curb extensions at all intersection corners and upgrade existing crosswalks to high-visibility.	City of Redwood City

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	IMPLEMENTING AGENCY
8. Emerald Hill Rd/ Bret Harte Dr	Drivers encroach the crosswalks to look for on-coming traffic. Vegetation on the southwest corner obstructs the visibility of on-coming traffic.	Conduct a study for an all-way stop.	City of Redwood City
	Drivers are perceived to be speeding on Emerald Hill Rd.	Install speed cushions along Emerald Hill Rd.	City of Redwood City
	Drivers park on intersection corners and obstruct pedestrian visibility.	Construct curb extensions at intersection corners.	City of Redwood City



**Figure 1.** Vehicle parked along red curb in school parking lot while waiting for student



**Figure 2.** Vehicle parked along red curb adjacent to mid-block crosswalk on Red Oak Way



**Figure 3.** Vehicle parked along red curb adjacent to crosswalk on Emerald Hill Rd/Bret Harte Dr



**Figure 4.** Student biking in the parking lane southbound on Emerald Hill Rd



**Figure 5.** Fence obstructing pedestrian path school access on Red Oak Way



**Figure 6.** Vehicle parked over painted curb extension at Emerald Hill Rd/Jefferson Ave

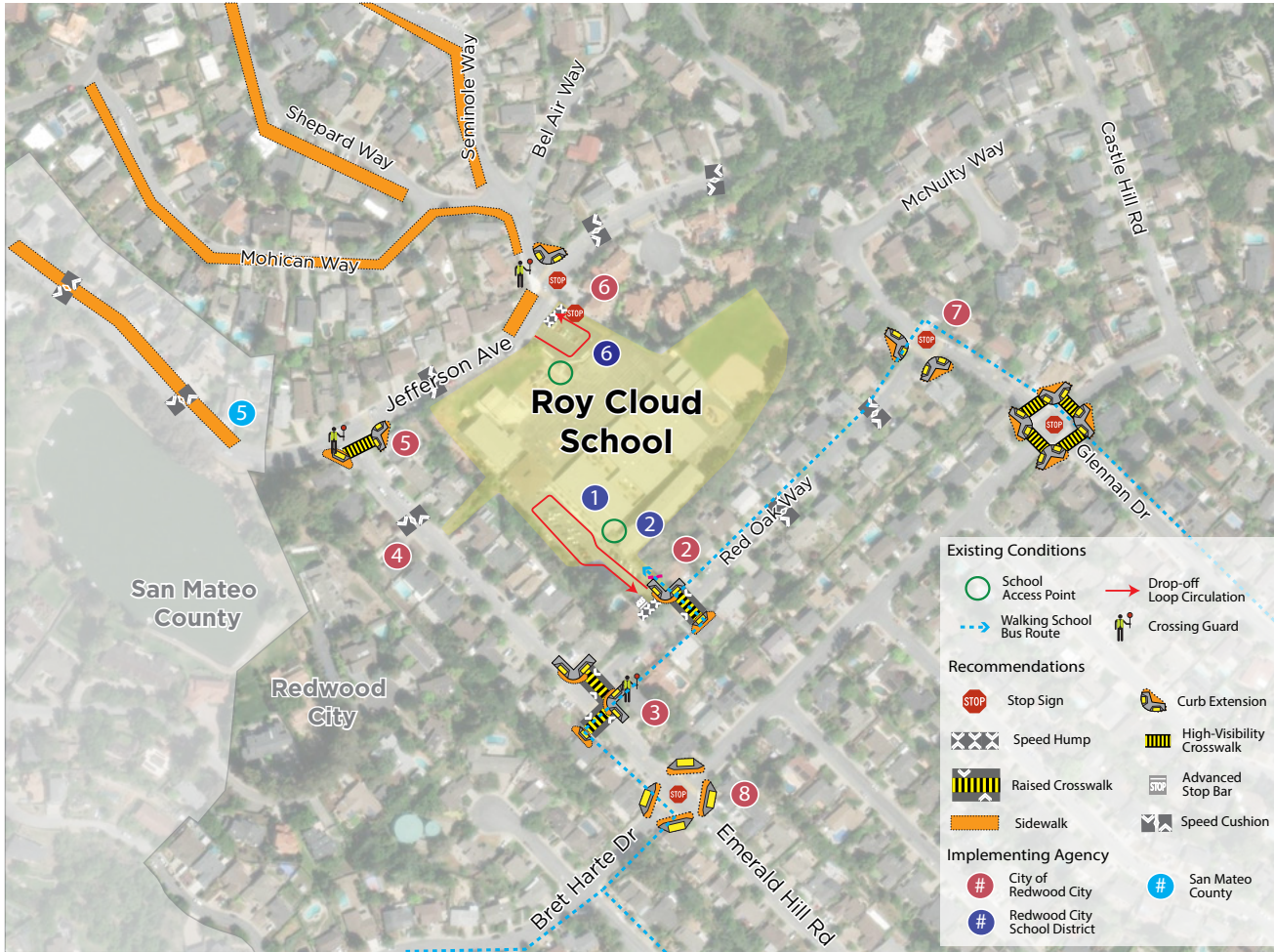


**Figure 7.** Missing sidewalk at Mohican Way/Seminole Way



**Figure 8.** Obstructed pedestrian crossing sign at midblock crossing on Red Oak Way

**Map 3. Improvement Plan Recommendations**



**DRAFT**  
**Safe Routes to Schools Improvement Plan**  
**Roy Cloud School**  
**Redwood City**

School Safety Assessment held November 2023

- 1 Area 1**
  - 1a. Inform caregivers that vehicles need to be turned off when waiting in the school parking lot and that they cannot park along red curbs.
  - 1b. Monitor the loading zone in the school parking lot to ensure drivers pull all the way forward. Place a sign informing drivers to pull forward.
- 2 Area 2**
  - 2a. Repaint the stop bar and install a speed bump/raised crossing at the school parking lot driveway exit on Red Oak Way.
  - 2b. Construct curb extensions at both ends of the midblock crosswalk and upgrade the crosswalk to a raised crosswalk.
  - 2c. Work with the property owner adjacent to the school to trim the street trees on Red Oak Way to clear the visibility of the pedestrian crossing sign for the midblock crossing.
  - 2d. Remove the entire fence across the pedestrian path access to the school on Red Oak Way.
- 3 Area 3**
  - 3a. Construct curb extensions at intersection corners and upgrade the crosswalks to raised crosswalks at Emerald Hill Rd/Red Oak Way.
  - 3b. Inform caregivers and students to cross Emerald Hill Rd at the crosswalk with the crossing guard.
- 4 Area 4**
  - 4a. Install hardened center lines and additional speed cushions along Emerald Hill Rd.
  - 4b. Long-term: Study the feasibility of upgrading the bike facility on Emerald Hill Rd to a lower-stress facility.
  - 4d. Inform caregivers and students to cross Emerald Hill Rd at marked crosswalks. Inform caregivers to not park in residential driveways or make U-turns on Emerald Hill Rd.
- 5 Area 5**
  - 5a. Construct curb extensions at intersection corners and at crosswalks at Emerald Hill /Jefferson Ave. Upgrade the crosswalk at the southern approach to high-visibility.
  - 5b. Construct sidewalks and install speed cushions along Jefferson Ave west of Emerald Hill Rd. Long-term: Once sidewalks are complete, install high-visibility crossings along and across Jefferson Ave at E Lake Way, Edgecliff Way, Bayview Way, and Fallen Leaf Way.
- 6 Area 6**
  - 6a. Widen the sidewalk along existing red curbs on Jefferson Ave at Seminole Way and construct a curb extension at the northeast corner.
  - 6b. Conduct an all-way stop study at Jefferson Ave/Seminole Way.
  - 6c. Construct sidewalks north of Jefferson Ave and Seminole Way.
  - 6d. Install speed cushions on Jefferson Ave east of Seminole Way.
  - 6e. Install a stop sign and speed bump at the school parking lot exit. Inform caregivers to turn off vehicles when in the school parking lot.
- 7 Area 7**
  - 7a. Install speed cushions along Red Oak Way.
  - 7b. Construct curb extensions at intersection corners and crosswalks at Red Oak Way/Glennan Dr. Install hardened center lines at all approaches. Conduct an all-way stop study.
  - 7c. Conduct an all-way stop study at Glennan Dr/Bret Harte Dr. Construct curb extensions at all intersection corners and upgrade crosswalks to high-visibility.
- 8 Area 8**
  - 8a. Conduct an all-way stop study at Emerald Hill Rd/Bret Harte Dr. Construct curb extensions at intersection corners.
  - 8b. Install speed cushions along Emerald Hill Rd.

0 200 ft  
 Improvements not to scale



\*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.** Roy Cloud School Policy Recommendations

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

**POLICY RECOMMENDATION**

**IMPLEMENTING JURISDICTION**

**Inter-City Collaboration**

- ▶ Collaborate with neighboring cities on initiatives related to SRTS.

San Mateo, San Carlos, Redwood City, and Foster City

**Crossing Guards**

- ▶ Increase funding for crossing guards.

District, School, San Mateo County, Redwood City

**School Champion**

- ▶ 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.** Roy Cloud Middle School Program Recommendations

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

**PROGRAM RECOMMENDATION**

**IMPLEMENTING JURISDICTION**

**Walk and Roll Event Days/Weeks**

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

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

While this School Safety Audit helps to identify the proposed improvements, the City of Redwood City 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 Redwood City 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.

