

# Cunha Intermediate School

## School Setting

**Address:**

600 Church St

**City:**

Half Moon Bay

**School District:**

Cabrillo Unified  
School District

**School Day Start:**

8:40 am

**School Day End:**

Mon, Tues, Wed, Fri:

3:15 pm

Thur: 1:50 pm

**Attendance:**

(2024-25): 542

**Grade Range:**

6-8

**School Walk****Audit Date:**

September 09, 2025



**Map 1.** School Study Area

# School Walk Audit Process

## Walk Audit Process

The San Mateo County Office of Education (SMCOE) Safe Routes to School Team 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 Cunha Intermediate School in Half Moon Bay during the morning arrival on September 09, 2025. 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.

## Walk Audit Attendees

The Walk Audit was attended by representatives from the City of Half Moon Bay, San Mateo County Office of Education staff and Cunha Intermediate School staff.

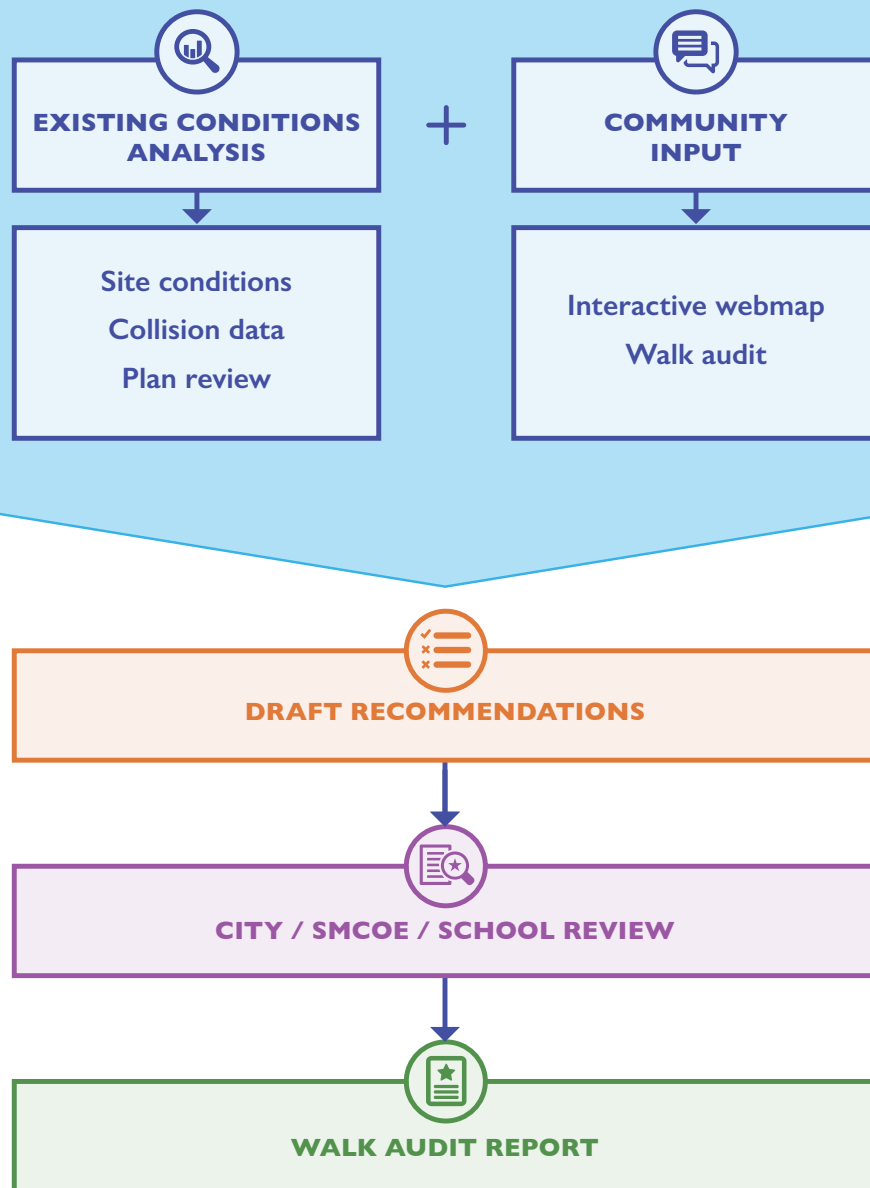
### Participants included:

- ▶ Carlene Foldenauer, SRTS, San Mateo County Coastside
- ▶ Kaili Hutchins, SRTS, San Mateo Office of Education
- ▶ Andrea Dion, San Mateo County Sheriff's Office
- ▶ David Dominguez, San Mateo County Sheriff's Office
- ▶ Angeles Ramirez, San Mateo County Library
- ▶ Dale Leda, City of Half Moon Bay
- ▶ Paul Nagengast, City of Half Moon Bay
- ▶ Amy Thompson, Straight Wheel Cycling, Coastside on Bikes Board Member
- ▶ James Carniglia, Coastside on Bikes
- ▶ David Aliamus, Boys & Girls Club
- ▶ Drew Gamet, Cabrillo Unified School District
- ▶ Victor Guzman, Principal, Cunha Intermediate School
- ▶ Four Parents, Cunha Intermediate 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.

### Summary of Comments and Engagement Themes

- ▶ The school drop-off operates along the curb in front of the school on Church Street.
- ▶ Highway 1 is a major barrier for students walking and biking along Kelly Avenue.
- ▶ Caregivers double park and drop off students in the travel lane along Church Street and Miramontes Street.
- ▶ Incomplete sidewalks along streets, such as Church Street and Miramontes Street, leading to the school from the east.
- ▶ Caltrans begins construction for crossing improvements across Highway 1 at Kelly Avenue in fall 2025.
- ▶ The City of Half Moon Bay applied for County funds to implement pedestrian improvements at Church Street and Miramontes Street.

## Primary Challenges and Opportunities

### Challenges

- ▶ Missing sidewalks and unmarked crosswalks along Miramontes Street.
- ▶ Caregivers double park and drop off students in the travel lane along Church Street and Miramontes Street.
- ▶ Students ride bikes on the sidewalk along Kelly Avenue.
- ▶ The crosswalk configuration across Highway 1 at Kelly Avenue creates visibility issues for students crossing and conflicts with right-turning vehicles.
- ▶ Many of the roadways near the school, such as Kelly Avenue and Miramontes Street, are wide and create long crossing distances at intersections.
- ▶ The school only has one access point for students.

### Opportunities

- ▶ Many students walk and bike to school.
- ▶ The City is actively working with the school to improve safety for students walking and biking to campus.
- ▶ The school is located near multiple after-school programs for youth such as the Library and the Boys & Girls Club.

# 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 2020-2024. The collision characteristics are shown in **Table 1** below.

### Collision Data Summary

Between 2020 and 2024, there were 15 collisions that occurred within a ½-mile radius of Cunha Intermediate School. Eight collisions occurred within a 1/4-mile of the school. There were a total of four bicycle- and pedestrian-involved collisions along Main Street and Highway 1. Three bicyclists and one pedestrian were involved in collisions along the streets that front the school - two on Kelly Avenue, one on Church Street, and one at the intersection. In 2023, a 75 year-old man was killed while riding his bike along Kelly Avenue near the mid-block crossing.

Many of the streets surrounding the school are identified in the SMCOE SRTS Youth-Based High-Injury Network Analysis (Highway 1, Kelly Avenue, and N Main Street)(**Map 2**). The Youth-Based High-Injury Network was identified using a weighted sum that combines severe or fatal, youth-involved, and active mode-involved collisions.

**Table 1.** Pedestrian and Bicycle-Involved Collisions, 2020-2024

| 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                | 1                | 0                        | 6                         | 1                            | 2                     | 6                  |
| 1/4 - 1/2 Mile     | 7                | 0                | 1                        | 6                         | 0                            | 3                     | 4                  |
| Total              | 15               | 1                | 1                        | 12                        | 1                            | 5                     | 10                 |

Source: UC Berkeley - Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2025.

Map 2. Collision Map, 2020-2024



# Plan Review

## Summary of Relevant Plans

The C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021) proposes a Class I Shared-Use Path along Highway I connecting to Kelly Avenue.

The City of Half Moon Bay’s Bicycle and Pedestrian Master Plan (2019) expands on the County’s proposed bike facilities and recommends Class II Bike Lanes along Kelly Avenue and Main Street, as well as Class III Bike Routes on Purissima Street and Johnston Street. The plan also recommends crossing improvements at Kelly Avenue and Church Street.

The City of Half Moon Bay’s Local Roadway Safety Plan (2024) identifies a scoped project on Kelly Avenue which recommends separated bike

lanes, enhanced mid-block crossings, and dynamic speed warning signs. The plan also identifies two intersections along Kelly Avenue as local priorities - Highway I and Church Street.

In fall 2025, Caltrans will begin constructing crossing improvements across Highway I at Kelly Avenue that will feature a bike lane, flashing pedestrian crossing beacons, and a median refuge island.

Kelly Avenue, Highway I and Main Street are identified in the SMCOE SRTS Youth-Based High-Injury Network Analysis.

**Table 2.** Plans with Relevant Recommendations

| PLAN NAME (YEAR)                                                 | JURISDICTION | RELEVANT RECOMMENDATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State Route I: Multi-Asset Roadway Rehabilitation Project (2025) | Caltrans     | <div><div>►</div>Identifies the following improvements for the crossing across Highway I at Kelly Avenue (Begin construction in fall 2025):<ul style="list-style-type: none"><li>• Pedestrian refuge island.</li><li>• New crossing signs with flashing beacon for the crosswalk between the pork-chop island and eastern corner. Install additional signage on Highway I alerting drivers of the crosswalk.</li><li>• Painted bike lane on Highway I.</li><li>• Upgrade all crosswalks to high-visibility (installed).</li><li>• New advanced stop bars.</li></ul></div> |

# Plan Review

| PLAN NAME (YEAR)                                                 | JURISDICTION           | RELEVANT RECOMMENDATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City of Half Moon Bay Local Roadway and Safety Plan (2024)       | City of Half Moon Bay  | <ul style="list-style-type: none"> <li>▶ The plan identifies two scoped projects, one on Kelly Ave and one on Main St.</li> <li>• Recommended improvements on Kelly Ave include: Separated bike lanes, midblock pedestrian crossing with enhanced safety features (flashing beacons, curb extensions, advanced yield lines), and dynamic/variable speed warning signs.</li> <li>• Recommended improvements on Main St include: Separated bike lanes, pedestrian crossing with enhanced safety features (Rectangular Rapid Flashing Beacons, curb extensions, advanced yield lines), raised pedestrian crossings at three locations, and dynamic/variable speed warning signs.</li> <li>▶ The plan identifies Kelly Avenue &amp; Highway 1 as a local priority bicycle intersections and Kelly Ave &amp; Church St as a local priority pedestrian intersection.</li> <li>▶ The plan also recommends policy and programmatic interventions which include Car-Free Zones, Roadway Safety Education in Schools, Safe Routes to School, and a Speed Limit/Speed Management Plan.</li> </ul> |
| San Mateo County Safe Routes to School High-Injury Report (2022) | San Mateo County       | <ul style="list-style-type: none"> <li>▶ Identifies Kelly Ave, Highway 1, and N Main St as Youth-Based High-Injury Corridors.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Bicycle and Pedestrian Master Plan (2019)                        | City of Half Moon Bay  | <ul style="list-style-type: none"> <li>▶ Class I Shared-Use Path on the east side of Highway 1 and along Pilarcitos Creek.</li> <li>▶ Class II Bike Lanes on Kelly Ave and N Main St.</li> <li>▶ Class III Bike Route/Bike Boulevard on Purissima St and Johnston St.</li> <li>▶ Study Corridor on Main St, Church St, and Highway 1.</li> <li>▶ Recommended crossing improvements at Highway 1/San Mateo Rd, Kelly Ave/Church St, Filbert St/Main St, Filbert St/Highway 1</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Comprehensive Bicycle and Pedestrian Plan (2021)                 | C/CAG San Mateo County | <ul style="list-style-type: none"> <li>▶ Class I Path along Highway 1.</li> <li>▶ Class IV Separated Bicycle Lane on Highway 92.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

# Infrastructure Issues and Recommendations

**Table 3.** Cunha Intermediate School Infrastructure Recommendations

| LOCATION                      | OBSERVATIONS & COMMENTS                                                                                                                    | RECOMMENDATION                                                                                                                                                                                                                                                  | IMPLEMENTING AGENCY                               |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| 1. Drop-off curb on Church St | Once caregivers pull into the drop-off curb, they have trouble re-entering the travel lane.                                                | <b>1a. Near-term:</b> Consider delineating the drop-off curb with cones and implementing a rolling drop off system.                                                                                                                                             | Cunha Intermediate School & City of Half Moon Bay |
|                               | Caregivers drop-off students in the northbound travel lane on Church St and students cross mid-block.                                      | <b>1b. Near-term:</b> Inform caregivers that students must be dropped off at a curb and they must cross at the intersections. Develop materials to educate caregivers of the rolling drop-off procedure. Recruit volunteers and/or school staff to place cones. | Cunha Intermediate School                         |
| 2. Church St & Miramontes St  | Caregivers drop students off in the travel lane and park illegally at the intersection obstructing the visibility of pedestrians crossing. | <b>2a. Medium-term:</b> Consider constructing curb extensions <sup>1</sup> at the two eastern intersection corners and at the western crosswalk landing across Church St.                                                                                       | City of Half Moon Bay                             |
|                               | Missing sidewalk on the east side of Church St south of Miramontes St.                                                                     | <b>2b. Long-term:</b> Construct a new sidewalk on the east side of Church St south of Miramontes St.                                                                                                                                                            | City of Half Moon Bay                             |
|                               | Missing sidewalk on both sides of Miramontes St. Perpendicular parking on the north side creates                                           | <b>2c. Long-term:</b> Construct new sidewalks to complete the sidewalks gaps on both sides of Miramontes St.                                                                                                                                                    | City of Half Moon Bay                             |
|                               | ADA accessibility issues when vehicles park against the wheel stop.                                                                        | <b>2d. Long-term:</b> Consider replacing the perpendicular parking on the north side with parallel parking and widening the sidewalk.                                                                                                                           | City of Half Moon Bay                             |
|                               | Only one marked crosswalk at the intersection.                                                                                             | <b>2e. Medium-term:</b> Consider installing a new high-visibility crosswalk across Miramontes St with a curb ramp at the southeast corner.                                                                                                                      | City of Half Moon Bay                             |

<sup>1</sup> Most infrastructure recommendations, such as curb extensions, can be implemented on a shorter timeline when using quick-build materials.

| LOCATION                 | OBSERVATIONS & COMMENTS                                                                                                                                         | RECOMMENDATION                                                                                                                                        | IMPLEMENTING AGENCY              |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| 3. Church St & Kelly Ave | Drivers going straight or making right-turns double up at the intersection and proceed at the same time. Wide roads create long crossing distances.             | <b>3a. Medium-term:</b> Consider installing curb extensions at all intersection corners. Re-stripe all high-visibility crosswalks.                    | City of Half Moon Bay            |
|                          | Students taking transit to school board/unboard the bus at the stops at the intersection.                                                                       | <b>3b. Long-term:</b> Consider implementing a bus boarding island for both bus stops at the intersection.                                             | City of Half Moon Bay & SamTrans |
| 4. Kelly Ave             | Students ride bikes on the southern sidewalk.                                                                                                                   | <b>4a. Medium-term:</b> Consider installing a Class IV two-way separated bikeway along the south side of Kelly Ave from Balboa Blvd to San Benito St. | City of Half Moon Bay            |
|                          |                                                                                                                                                                 | <b>4b. Long-term:</b> Consider upgrading recommendation 4a (above) to a Class I shared-use path.                                                      |                                  |
|                          | Drivers park along the red curbs that serves as daylighting for the mid-block crosswalk.                                                                        | <b>4c. Near-term:</b> Consider installing a quick-build curb extension to reinforce the daylighting area on either side of the crossing.              | City of Half Moon Bay            |
|                          | The mid-block crosswalk only has RRFBs on one side of the crosswalk for both the east and west approaches.                                                      | <b>4d. Long-term:</b> Consider relocating the mid-block crosswalk further up the block away from the existing driveways.                              | City of Half Moon Bay            |
| 5. Highway I & Kelly Ave | Vegetation at the southeast corner obstructs visibility for pedestrians.                                                                                        | <b>5a. Near-term:</b> Work with property owner to trim back vegetation at the southeast corner.                                                       | City of Half Moon Bay            |
|                          | Pork-chop island at the southeast corner does not provide enough waiting space. The pedestrian push button is on the island and not at the intersection corner. | <b>5b. Long-term:</b> Consider reconfiguring the intersection to remove the slip lane and pork-chop island at the southeast corner.                   | Caltrans                         |
|                          | Long crossing distance across Highway I.                                                                                                                        | <b>5c. Medium-term:</b> Consider implementing a median refuge island.                                                                                 | Caltrans                         |

| LOCATION                        | OBSERVATIONS & COMMENTS                                          | RECOMMENDATION                                                                                                                                                  | IMPLEMENTING AGENCY   |
|---------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 6. Purissima St & Miramontes St | Missing sidewalks along Purissima St.                            | <b>6a. Long-term:</b> Construct new sidewalks where they are missing.                                                                                           | City of Half Moon Bay |
|                                 | Parked vehicles obstruct the visibility of pedestrians crossing. | <b>6b. Medium-term:</b> Consider constructing curb extensions at all intersection corners and install high-visibility crosswalks at all crossings. <sup>2</sup> | City of Half Moon Bay |

\*While outside of the area observed during the walk audit, please consider implementing the recommendations from the Our Voice project with Main Street Park Apartment residents. These include pedestrian improvements along and near Purissima Street, Filbert Street and Main Street.

<sup>2</sup> Consider installing improvements along Miramontes St that are similar to Correas St between Church St and Purissima St.



**Figure 1.** Drop-off curb on Church St.



**Figure 2.** Student dropped off in the travel lane at Church St/ Miramontes St.



**Figure 3.** ADA accessibility issues behind the perpendicular parking on Miramontes St.



**Figure 4.** Driver stopping after the stop bar at Church St/Kelly Ave.



**Figure 5.** Mid-block crosswalk on Kelly Ave.



**Figure 6.** Student riding a bike on the southern sidewalk along Kelly Ave.



**Figure 7.** Visibility issues and limited waiting space at Kelly Ave/ Highway I.



**Figure 8.** Missing sidewalk on Purissima St.



**Figure 9.** Missing curb ramp at the southeast corner of Church St/ Miramontes St.

### Map 3. Improvement Plan Recommendations



\*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.

### DRAFT Safe Routes to Schools Improvement Plan

#### Cunha Intermediate School Half Moon Bay

School Safety Assessment held September 2025

#### Area 1 - Drop-off curb on Church St

- Near-term: Consider delineating the drop-off curb with cones and implementing a rolling drop-off system.
- Near-term: Inform caregivers that students must be dropped off at a curb and they must cross at the intersections. Develop materials to educate caregivers of the rolling drop-off procedure. Recruit volunteers and/or school staff to place cones.

#### Area 2 - Church St & Miramontes St

- Medium-term: Consider constructing curb extensions at the two eastern intersection corners and at the western crosswalk landing across Church St.
- Long-term: Construct a new sidewalk on the east side of Church St south of Miramontes St.
- Long-term: Construct new sidewalks to complete the gaps on both sides of Miramontes St.
- Long-term: Consider replacing the perpendicular parking with parallel parking and widening the sidewalk.
- Medium-term: Consider installing a new high-visibility crosswalk across Miramontes St with a curb ramp at the southeast corner.

#### Area 3 - Church St & Kelly Ave

- Medium-term: Consider installing curb extensions at all intersection corners at Church St/Kelly Ave. Restripe all high-visibility crosswalks.
- Long-term: Consider implementing bus boarding islands for both bus stops at Church St/Kelly Ave.

#### Area 4 - Kelly Ave

- Medium-term: Consider installing a Class IV 2-way separated bikeway on the south side of Kelly Ave from San Benito St to Balboa Blvd.
- Long-term: Consider upgrading recommendation 4a (above) to a Class I shared-use path.
- Near-term: Consider installing a quick-build curb extension to reinforce the daylighting area for the mid-block crosswalk on Kelly Ave.
- Long-term: Consider relocating the mid-block crosswalk on Kelly Ave further up the block away from the existing driveways.

#### Area 5 - Highway 1 & Kelly Ave

- Near-term: Work with adjacent property owners to trim back vegetation on the southeast corner at Kelly Ave/Hwy 1
- Long-term: Consider reconfiguring the intersection to remove the slip lane and pork-chop island at the southeast corner of Kelly Ave/Hwy 1.
- Medium-term: Consider implementing a median refuge island across Hwy 1 at Kelly Ave.

#### Area 6 - Purissima St & Miramontes St

- Long-term: Construct new sidewalk along Purissima St where they are missing.
- Medium-term: Consider constructing curb extensions at all intersection corners and installing high-visibility crosswalks at all crossings at Purissima St/Miramontes St.



# Non-Infrastructure Recommendations

## Policy Recommendations

**Table 4.** Cunha Intermediate School Policy Recommendations

| POLICY RECOMMENDATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | IMPLEMENTING JURISDICTION                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| <p><b>Speed Limits/Speed Management Plan</b></p> <ul style="list-style-type: none"> <li>▶ Per California Assembly Bill 43 (passed in 2021), identify business activity districts, safety corridors, and in areas with high ped/bike activities to implement reduced speeds. To the extent possible, complement the speed reduction with design treatments like those identified in this plan to effect reduced speeds by the desired amount.</li> <li>▶ Consider reducing speed limits around School Zones to 15 mph on all two-way residential streets under the City’s jurisdiction within 500 feet of the school.</li> </ul> | City of Half Moon Bay                                          |
| <p><b>School Champion</b></p> <ul style="list-style-type: none"> <li>▶ Encourage each school to create a “School Champion” position and ensure the role is filled at the beginning of each school year (by a parent, caregiver, teacher, or staff member). Support, train, and reward that Champion in exchange for their efforts organizing and promoting SRTS activities at their school.</li> </ul>                                                                                                                                                                                                                          | Cunha Intermediate School and Cabrillo Unified School District |
| <p><b>Repaving Plan</b></p> <ul style="list-style-type: none"> <li>▶ Prioritize SRTS infrastructure with the City and/or County’s repaving plan.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | City of Half Moon Bay                                          |
| <p><b>Implement Car-Free Zones</b></p> <ul style="list-style-type: none"> <li>▶ Consider closing streets that front schools to vehicle traffic during school start and release times.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                | City of Half Moon Bay                                          |
| <p><b>Safe Routes to School</b></p> <ul style="list-style-type: none"> <li>▶ Continue to participate in school safety assessments at all public and private schools and develop implementation plans or improvements up to one quarter mile from the schools.</li> </ul>                                                                                                                                                                                                                                                                                                                                                        | City of Half Moon Bay and Cabrillo Unified School District     |

# Program Recommendations

**Table 5.** Cunha Intermediate 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. Schools can also host “transportation socials” at the beginning of the school year to help connect families and build carpool networks. Utilize the San Mateo County Office of Education’s <a href="#">Carpool Toolkit</a> for assistance.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                         | Cunha Intermediate School and Cabrillo Unified School District                                        |
| <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 active transportation modes (Flyers, newsletters, posts, etc.)</li> <li>School staff direct caregivers to San Mateo County Office of Education’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 Office of Education SRTS program</a> or join the SRTS Community Advisory Committee Meeting.</li> <li>Complete the annual SRTS Student Travel Tallies and SRTS Parent/Caregiver Survey. The data collected can help cities and school districts fund SRTS services.</li> </ul> | Cunha Intermediate School, Cabrillo Unified School District, and San Mateo County Office of Education |
| <p><b>Walk and Roll Event Days/Weeks</b></p> <ul style="list-style-type: none"> <li>International Walk to School Day</li> <li>Ruby Bridges Walk to School Day</li> <li>Golden Sneaker</li> <li>Earth Day</li> <li>National Bike to School Day</li> <li>Crossing Guard Appreciation Week</li> </ul> <p><b>Weekly/Monthly Events</b></p> <ul style="list-style-type: none"> <li>Wednesday Walk to School Day</li> <li>Walk and Roll Friday</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                       | Cunha Intermediate School, Cabrillo Unified School District, and San Mateo County Office of Education |

## PROGRAM RECOMMENDATION

## IMPLEMENTING JURISDICTION

### Bicycle and Pedestrian Education

- ▶ Implement a curriculum at the school or district to educate students about traffic safety. Connect with SMCOE SRTS 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.

Cunha  
Intermediate  
School, Cabrillo  
Unified School  
District, and  
San Mateo  
County Office of  
Education

### Host a Drive Your Bike Workshop

- ▶ This interactive workshop, hosted by the school, 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.

Cunha  
Intermediate  
School, Cabrillo  
Unified School  
District, and  
San Mateo  
County Office of  
Education

### 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.

Cabrillo Unified  
School District  
and San Mateo  
County Office of  
Education

### 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 where school-timed routes are available.
- ▶ 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 and provide information about Youth Unlimited Passes for Socioeconomically Disadvantaged students.

Cunha  
Intermediate  
School and  
Cabrillo Unified  
School 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.

The school, in partnership with the City, can apply to the SMCOE School Travel Fellowship to receive technical assistance for the implementation of demonstration and/or quick-build projects. See more information about the School Travel Fellowship in the next section.

## Implementation Strategies

The City of Half Moon Bay and SMCOE 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 Walk Audit helps to identify the proposed improvements, the City of Half Moon Bay, San Mateo County Office of Education, and Cabrillo Unified 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.

Additionally, the City, school, and school district can collaborate with the San Mateo County Office of Education SRTS program for continued support on pedestrian and bicycling safety and to advocate for improved infrastructure and viable safety solutions through community outreach and engagement. The SMCOE SRTS program also offers various curriculum catered around students being agents of change in their community as it pertains to traffic safety and congestion issues.

## 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 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 SMCTA-funded grant provides funding (typically up to \$30,000) to cities for small capital infrastructure and special projects near schools. Applications are typically due in late spring.

The Safe Routes to School grant provides funding (typically up to \$30,000) to schools/school districts. Funds are administered by SMCOE SRTS and provided by SMCTA through Measure W.

### ONE BAY AREA GRANT

The One Bay Area Grant program emphasizes funding for projects within Priority Development Areas in the region that are in line with housing and land use goals. Projects that are within or provide access to these Priority Development Areas could qualify for One Bay Area Grants.

Funds are administered by the Metropolitan Transportation Commission (MTC).

## **CLIMATE INITIATIVES INNOVATIONS GRANTS FUND**

The Metropolitan Transportation Commission's Climate Initiatives Program promotes innovative ways to reduce greenhouse gas emissions in the Bay Area and taps federal funding for a pair of competitive grant programs. Innovative grants of \$1 million and up are used to support high-impact projects that can be replicated around the region.

Funds are programmed by the Metropolitan Transportation Commission.

## **TRANSPORTATION FUND FOR CLEAN AIR**

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, and lockers. 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.

The City/County Association of Governments of San Mateo County (C/CAG) is the designated agency that receives and administers the 40% county fund from the Bay Area Air Quality Management District (BAAQMD). C/CAG distributes these funds through a competitive grant process for projects that reduce motor vehicle emissions and improve air quality in San Mateo County.

## **TRANSPORTATION DEVELOPMENT ACT ARTICLE 3**

C/CAG administers the Transportation Development Act, Article 3 program (delegated by the Metropolitan Transportation Commission 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.

## **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.

## **BUILD GRANTS**

The Better Utilizing Investments to Leverage Development (BUILD) program, formerly known as RAISE, provides grants for surface transportation infrastructure projects with significant local or regional impact.

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.

## **SOLUTIONS FOR CONGESTED CORRIDORS PROGRAMS**

Funded by Senate Bill 1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested roads through performance improvements that balance transportation improvements, community impacts and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the California Transportation Commission.

## **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.

## **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

The Affordable Housing and Sustainable Communities Program funds land use, housing, transportation and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity projects or rural innovation projects. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

## **CONGRESSIONALLY DIRECTED SPENDING (CDS)**

Congressionally Directed Spending (CDS), also known as Community Project Funding (CPF) in the House or more commonly as “earmarks,” allows Members of Congress to request that federal funds be set aside for specific projects in their states. This is an opportunity for state, local, and tribal governments and nonprofit organizations to receive funding for one year. Earmark requests are submitted by eligible organizations and governments to their Members of Congress, then recommended by individual Members of Congress in the House and Senate to each chamber’s Appropriations Committee, and then each committee selects final requests to be included in annual federal spending bills (appropriations). This means that earmarks are selected based on individual Members’ understanding of their own state’s or district’s needs, rather than awarded solely based on Federal agency priorities.

Funds are programmed by the United States Federal Budget.

