

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum

November 2023

Itlliong-Vera Cruz Middle School



31604 Alvarado Blvd, Union City, CA 94587 | New Haven Unified School District



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions

Itliong-Vera Cruz Middle School



School Information

Location & Enrollment



Address:

31604 Alvarado Blvd,
Union City, CA
94587



Morning Bell(s):

08:15 a.m.



Grade Levels:

6 – 8



Enrollment:

1,102



Afternoon Bell(s):

02:44 p.m.



**School Type
(neighborhood/
magnet/charter):**

Neighborhood

01:26 p.m.
(Wednesday)

11:35 a.m.
(Minimum Day)

Itliong-Vera Cruz Middle School (NHUSD)

Bicycle Collisions (2017-2021)

Minor Injury

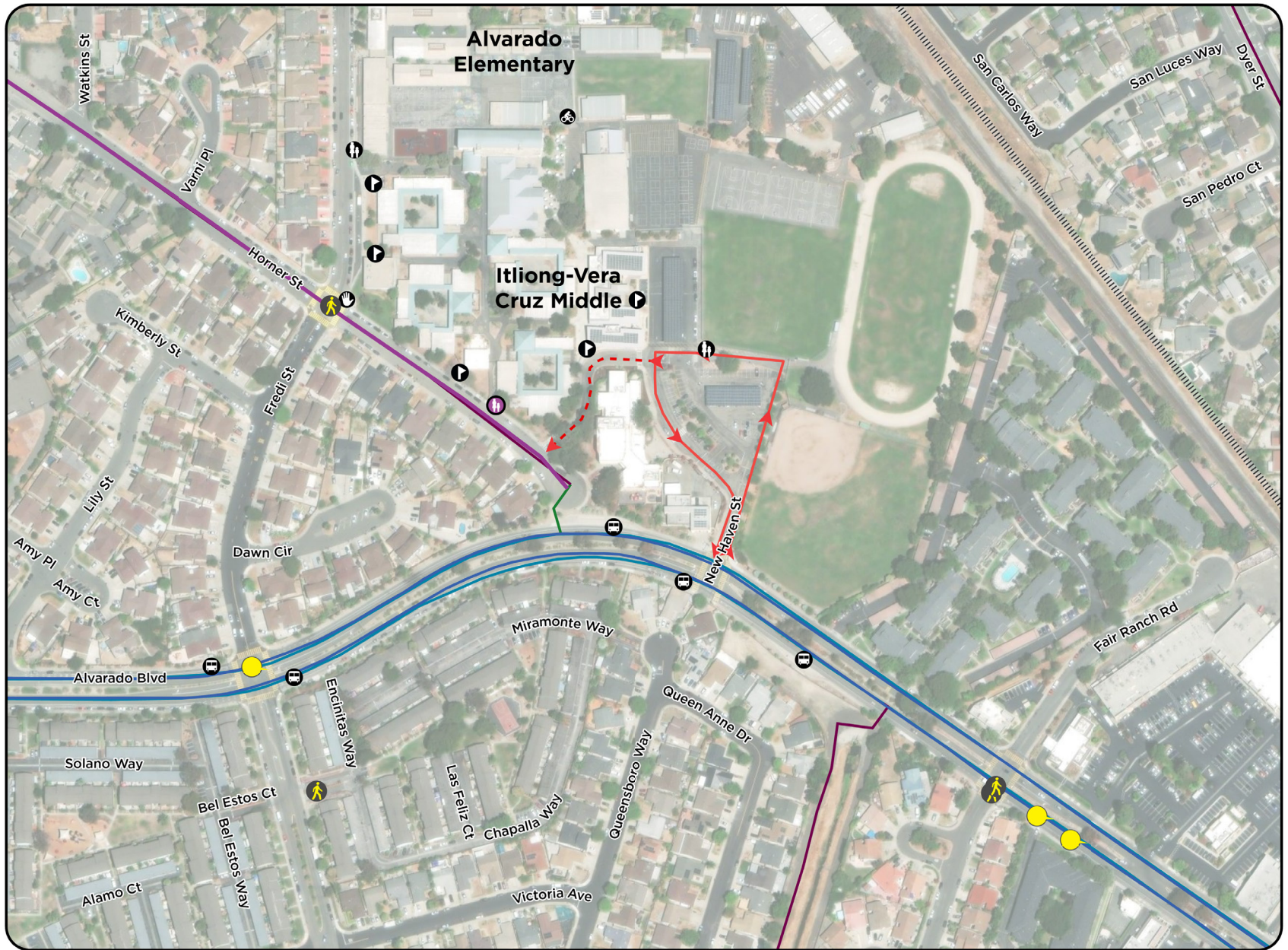
Pedestrian Collisions (2017-2021)

Minor Injury

Existing Bikeways

- Existing School Access Point
- Existing Bike Parking
- Existing Crossing Guard
- Existing Drop-off Location
- Existing Alternative Drop-Off Location
- Existing Bus Stop
- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route
- Existing Class II Bike Lane
- Existing Class III Bike Route
- Existing Vehicular Circulation
- Alternative Vehicular Circulation
- Existing Rail Line

0 100 200 Feet





Existing Conditions

Location and Transportation Overview

Itliong-Vera Cruz Middle School is located on the western edge of Union City along Alvarado Boulevard, a four-lane arterial with a Class II Bike Lane and a bus stop near the school that serves the 5 Union City Transit line and 97 AC Transit line (Table 1). The school campus is adjacent to Holly Community Center to the south, and Alvarado Elementary School to the north. Itliong-Vera Cruz Middle and the Holly Community Center share a driveway entrance to their respective parking lots. The school parking lot off Alvarado Boulevard is the main drop-off and pick-up location.

Fredi Street and Horner Street, two local streets on the west and southwest sides of campus,

are used as alternative drop-off and pick-up locations (Table 1). There is a school bus drop-off zone on Fredi Street for students of Itliong-Vera Cruz Middle. Alvarado Elementary School uses the northern half of Fredi Street as a drop-off and pick-up location. Itliong-Vera Cruz Middle and Alvarado Middle Schools have similar drop-off schedules; therefore, Fredi Street is heavily used in the morning. Horner Street east of Fredi Street is not a through street and experiences less activity. Additionally, Horner Street is designated a Class III Bike Route.

Itliong-Vera Cruz Middle has one bike parking facility located behind the staff parking lot along the northern edge.

Table I. Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
Alvarado Boulevard	80 feet	4 lanes	35/25 mph	N/A	Bus stop, 25 mph in front of the school
Horner Street	43 feet	2 lanes	25 mph	N/A	Dead-end
Fredi Street	42 feet	2 lanes	25 mph	N/A	Alternative drop-off

Collisions

Between 2017 and 2021, 11 collisions involving cyclists and pedestrians occurred within a half mile of the school. Three pedestrians and one cyclist were involved in collisions within a quarter mile of the school. Six out of the eleven collisions occurred on Alvarado Boulevard with three of them occurring at the Fair Ranch Road intersection.

Community Health and Pollution

CalEnviroScreen 4.0

CalEnviroScreen 4.0 examines census tracts based on the combined indicators of pollution burden (e.g., exposures and environmental effects) and population characteristics (e.g., sensitive populations and socioeconomic factors). Pollution burden and population characteristics consist of a total of 21 statewide indicators ranging from low educational attainment to existing ozone levels (more information on each indicator is available from the Office of Environmental Health Hazard Assessment). Census tracts that score in the top 25th percentile are typically considered the most disadvantaged at the statewide level and have been targeted for greenhouse gas reduction funding through

Senate Bill 535.

The census tract in which the school campus is located is in the 45th percentile of the CalEnviroScreen 4.0 ranking. This means the area is not disproportionately burdened by pollutants and, therefore, not considered a disadvantaged area.

Healthy Places Index

The Healthy Places Index, developed by the Public Health Alliance of Southern California, provides valuable insights into specific public policy and health considerations. The overall index is a composite of 25 individual metrics, which cover economics, education, social, transportation, healthcare access, neighborhood composition, housing and environmental factors.

The school is located in a census tract that scored in the 67th percentile for the Healthy Places Index. This means the census tract has healthier conditions than 67 percent of other California census tracts. The school, therefore, is located in a community with relatively healthy conditions that is not prioritized for improvements based on health concerns.



School bus loading zone



Pedestrian zone in the school parking lot



Bus stop on Alvarado Boulevard

School Transportation Policies

Caregivers dropping off or picking up in the school parking lot are expected to stay on the outside travel lanes and travel in a counter-clockwise circulation. Caregivers are also instructed not to use the Holly Community Center parking spots. On the west side of campus, there is a bus loading zone on Fredi Street for the school bus. Private vehicles are not allowed to access this area. Students arriving on bikes, scooters or skateboards are expected to walk their device and lock them up at the racks on the north side of the staff lot. A bus stop along Alvarado Boulevard serves local and regional routes.

School Travel Data

Hand tally data was collected between 2021 and 2022. About 20 percent of students got to and from school via active travel modes. The primary reason caregivers encourage their students take active modes to school is to support an active and healthy lifestyle. The top three barriers to taking active travel modes to school by families are long travel times, needing to drop off other siblings and the lack of facilities.

School Engagement Activities

Between 2021 and 2022, Itliong-Vera Cruz Middle participated in the following Safe Routes to School Activities: Pedestrian Rodeo, Drive Your Bike, Alameda County BikeMobile Visit, Travel Training, and Ongoing Walk and Roll Events. Having only participated in two events each of the prior two years, the school increased its participation in Safe Routes to School events.

Community Input

A large crowd of people is gathered outdoors, many with their hands raised in the air. In the background, a performer is on stage, and a screen displays the word "MUSIC" and some lyrics. The scene is overlaid with a blue tint and a yellow border.

*What we heard from
attendees throughout
the assessment*

Summary of Process

Schools are selected for school safety assessments (SSAs) based on a number of selection criteria that includes collision data, Free and Reduced Price Meal data, and input from City staff or school district staff. Once schools are selected, the Alameda CTC Safe Routes team contacts the school principal to schedule a date for the SSA. School staff invite parents and distribute the online webmap.

Once the SSA is scheduled, the project team completes an existing conditions analysis and prepares SSA materials. During the SSA, participants make observations of travel behavior during the pick-up or drop-off period and discuss challenges and opportunities related to school travel.

The SSA observations, combined with the existing conditions analysis and community input, directly inform the infrastructure and non-infrastructure recommendations.



EXISTING CONDITIONS

Analysis of collisions and trends



SCHOOL SAFETY ASSESSMENT

Participant observations and discussion



INFRASTRUCTURE AND NON-INFRASTRUCTURE RECOMMENDATIONS

Key Themes

Some of the most common themes:

Failure to Yield	Drivers do not stop for pedestrians or stop too close to the crosswalk.
Aggressive Driving	Drivers creeping into intersections; drivers going into opposing traffic to avoid congestion and blocking intersections.
Perceived Speeding	Drivers traveling too fast in school zones, failing to yield and failing to stop at stop signs.
Poor Pedestrian Visibility	Limited sightlines; drivers do not stop for pedestrians, stop too close to crosswalks or park too close to corners.
Bike-Vehicle Conflicts and Parking Access	Unmarked mixing zones, lack of dedicated bike paths to bike parking areas on campus and lack of on-street bikeways.

Recommendations



*Infrastructure and non-infrastructure
recommendations near the school*

Infrastructure Recommendations

The following table describes the observations that were made during the SSA and ties each to a recommendation for improving the safety of students traveling to and from school. Agencies responsible for carrying out the recommendations are identified as the implementing agency or agencies.

Table 2. Infrastructure Recommendations

No.	Observation	Recommendation	Implementing Agency
1a.	Inadequate pedestrian infrastructure in the school parking lot.	Upgrade the loading zone in the parking lot to a sidewalk that extends to the school with raised crosswalks across the staff parking lot driveways.	New Haven Unified School District
1b.	Caregivers cutting through the parking lot to bypass traffic and use the Holly Center parking for pick-up.	Place cones to close cut through travel lanes in the school parking lot and inform caregivers they cannot use the Holly Center parking spots for pick-up.	New Haven Unified School District
1c.	Limited bicycle access through the school parking lot.	As part of the redesign of New Haven St, consider including a Class IV Separated Bikeway or a Class I Shared-Use Path along the eastern side of New Haven St and continuing along the edge of the parking lot to the bike parking facility on the northern end. Consider installing a Class IV Separated Bikeway along the fire lane exit onto Horner St.	New Haven Unified School District & City of Union City
1d.	Many students access the school from Alvarado Blvd to Horner St and use the crosswalk across the fire lane exit.	Upgrade the crosswalk across the fire lane exit to a high-visibility crosswalk.	New Haven Unified School District

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
2a.	Caregivers parking along the dividing median adjacent to the bus loop along Fredi Street to drop off students.	<p>Short-term: Inform caregivers they cannot park along the median and to use the drop-off curb just north instead. Install bollards/flex-post with hatched line markings along the travel lane side of the dividing median on Fredi St in front of the school bus loading zone. Inform caregivers they cannot park along the median and to use the drop-off curb just north instead.</p> <p>Long-term: Extend the sidewalk to the dividing median and install a bus loading zone.</p>	New Haven Unified School District & City of Union City
2b.	Caregivers made illegal U-turns on Fredi St.	Install "No U-Turn" (R3-4P) signs along Fredi St near the school.	City of Union City
3a.	The wide intersection at Horner St and Fredi St allowed through and right-turning vehicles to double up at the stop signs and continue through the intersection at the same time. Vehicles parked near the intersection corners obstructed pedestrian visibility.	Construct curb extensions and restrict parking at each intersection approach at Horner St and Fredi St.	City of Union City
3b.	Drivers were failing to make a complete stop at Fredi St and Horner St.	Install a raised intersection at Horner St and Fredi St.	City of Union City
3c.	The Class III Bike Route has no traffic calming infrastructure. Many caregivers drop off or pick up students on Horner St southeast of Fredi St.	<p>Short-term: Upgrade the Class III Bike Route along Horner St to a Class IIIB Bicycle Boulevard including best practices such as traffic calming.</p> <p>Long-term: Restrict motor vehicle traffic, except for buses and private residents, along the dead-end block of Horner St. Consider implementing a "School Street" along this block during drop-off and pick-up hours.</p>	City of Union City

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
4a.	Caregivers dropped off students at the bus stop on Alvarado Blvd, and sometimes the vehicles backing up obstructs the bike lane.	Implement the Class IV Separated Bike Lane along Alvarado Blvd that is planned in the City's 2021 Bicycle and Pedestrian Master Plan. Improve the Class I Multi-Use Path connection between Alvarado Blvd and Horner St with a wider path and better connection to the Alvarado Blvd bike facility.	City of Union City
5a.	Caregivers made drop-offs on Fredi St south of Horner St.	Install high-visibility crosswalks where the following streets approach Fredi St: Kimberly St and Dawn Cir.	City of Union City

Map 2. Improvement Map



Safe Routes to Schools Improvement Plan Itliong-Vera Cruz Middle Union City

School Safety Assessment held November 2022

Improvement Detail

- 1a. Upgrade the loading zone in the northeastern end of the parking lot to a sidewalk with raised crosswalks across the staff parking lot driveways.
- 1b. Place cones to close cut through travel lanes in the parking lot. Inform caregivers they are not allowed to use the Holly Center parking lot to pick-up or drop-off students.
- 1c. As part of the redesign of New Haven St, consider including a Class IV Separated Bikeway or Class I Shared-Use Path along the eastern side of New Haven St and continuing along the edge of the parking lot to the bike parking facility on the northern end. Consider installing a Class IV Separated Bikeway along the fire lane exit onto Horner St.
- 1d. Upgrade the crosswalk across the fire lane exit to a high-visibility crosswalk.
- 2a. Short-term: Inform caregivers they cannot park along the median and to use the drop-off curb just north instead. Install bollards/flex-post with hatched line markings along the travel lane side of the dividing median on Fredi St in front of the school bus loading zone. Long-term: Extend the sidewalk to the dividing median and install a bus loading zone.
- 2b. Install "No U-Turn" (R3-4P) signs along Fredi St near the school.
- 3a. Construct curb extensions and restrict parking at each intersection approach at Horner St/Fredi St.
- 3b. Install a raised intersection at Horner St/Fredi St.
- 3c. Upgrade the Class III Bike Route along Horner St to a Class IIIB Bicycle Boulevard including best practices such as traffic calming. Restrict motor vehicle traffic, except for buses and private residents, along the dead-end block of Horner St. Consider implementing a "School Street" along this block during drop-off and pick-up hours.
- 4a. Implement the Class IV Separated Bike Lane along Alvarado Blvd that is planned in the City's 2021 Bicycle and Pedestrian Master Plan. Improve the Class I Multi-Use Path connection between Alvarado Boulevard and Horner Street with a wider path and a better connection to the Alvarado Blvd bike facility.
- 5a. Install high-visibility crosswalks where the following streets approach Fredi St: Kimberly St and Dawn Cir.



0 120 240 ft
Improvements not to scale

The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (alameda.ctc.org) and is funded with Alameda County's local Measure 8B sales tax, and regional, state, and federal funds.

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.



Student dropped off at the loading zone along the northeastern edge of the parking lot.



Drivers obstructing bike lane as they drop off students at the bus stop on Alvarado Boulevard.



Drivers doubling up at the intersection approach at Horner Street/Fredi Street.



Crossing guard at Horner Street/Fredi Street stopping all traffic to allow pedestrians to cross at all crossings.



Student drop-offs along the dividing median on Fredi Street and at the entrance to the bus loading zone.



Drivers dropping off students at the bus loading zone exit.



Driver making an illegal U-turn on Fredi Street.



Driver driving through the bus loading zone.

Non-Infrastructure Recommendations

In addition to engineering improvements, the Alameda County Safe Routes to School (SR2S) Program has many encouragement and educational activities that can benefit students and the campus community at Itliong-Vera Cruz Middle School.

The school site coordinator for Itliong-Vera Cruz Middle School is Emilio Elenes. The site

coordinator can help schedule, organize, and promote many of the program offerings of the Alameda County SR2S Program. The contact information for the site coordinator is below:

Emilio Elenes, eelenes@alamedacountysr2s.org

Please do not hesitate to reach out to the site coordinator if you have any questions or concerns or if you wish to move forward with additional programming activities.

Table 3. Non-Infrastructure Recommendations

Recommendation	Implementing Agency
<p>Develop Walk and Bicycle Route Maps</p> <p>The SR2S Program can create recommended Walk and Bicycle Route Maps. These maps illustrate preferred routes to school for walking and biking and provide safety tips to encourage better travel behavior. 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.</p> <p>Source: alamedacountysr2s.org</p>	<p>Itliong-Vera Cruz Middle School</p>
<p>Encourage and Facilitate Carpooling</p> <p>The SR2S Program can assist families in connecting them others who live nearby to increase the number of students carpooling. This can reduce congestion by reducing the number of vehicles coming to campus.</p> <p>Source: alamedacountysr2s.org</p>	<p>Itliong-Vera Cruz Middle School</p>

Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
<p>Facilitate Walking School Buses and Bike Trains</p> <p>Walking School Buses and Bike Trains are groups of students, led by parent or adult chaperones, that meet at designated locations and times to gather and walk or bike to school together. Walking School Buses and Bike Trains 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 Contest. SR2S staff can assist schools with the planning, coordination and execution of the Walking School Buses and Bike Trains. 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.</p> <p>Source: alamedacountysr2s.org</p>	Itliong-Vera Cruz Middle School
<p>Schedule Drive Your Bike</p> <p>These interactive workshops are great educational opportunities to teach and refresh safe walking and bicycling behavior. These workshops cover many relevant topics, from understanding traffic signals and signs to bicycle hand signals to how to safely cross the street. The Drive Your Bike workshop has both a middle and high school version.</p> <p>Source: alamedacountysr2s.org</p>	Itliong-Vera Cruz Middle School
<p>Participate in International Walk and Roll to School Day, Ruby Bridges Walk to School Day, the Golden Sneaker Contest and Bike to School Day</p> <p>These are the four main countywide encouragement events that occur throughout the academic year. All schools can participate in International Walk and Roll to School Day, held in October every year. Schools can participate in the Ruby Bridges Walk to School Day which is held on November 14 each year. The Golden Sneaker Contest, held in spring, is for elementary and middle schools and is a two-week contest both within schools and across the county challenging classrooms to travel to and from school using active and shared modes. All schools can also participate in Bike to School Day, held in tandem with Bike to Work Day, which encourages schools to sponsor Energizer Stations and families to bike to school.</p> <p>Source: alamedacountysr2s.org</p>	Itliong-Vera Cruz Middle School

Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
<p>Vision Zero</p> <p>Adopt Vision Zero—a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, health and equitable mobility for all as identified in the 2019 General Plan Update.</p>	Union City
<p>School Zone Speed Limits</p> <p>California State Law AB 43 authorizes Cities to reduce speed limits to 15 mph around school zones on all two-way residential streets under the City's jurisdiction within 500 feet of the school.</p>	Union City
<p>Daylighting</p> <p>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 or signage.</p>	Union City
<p>Tree Canopy</p> <p>Prioritize adding street trees and other pedestrian-scale greening within school zones.</p>	Union City
<p>No Idling in School Zone</p> <p>School and district staff can improve air quality around schools by promoting comprehensive "no idling" policies around schools.</p>	Union City
<p>Repaving Plan</p> <p>Prioritize SR2S infrastructure improvements with the City and County repaving plan.</p>	Union City

Implementation

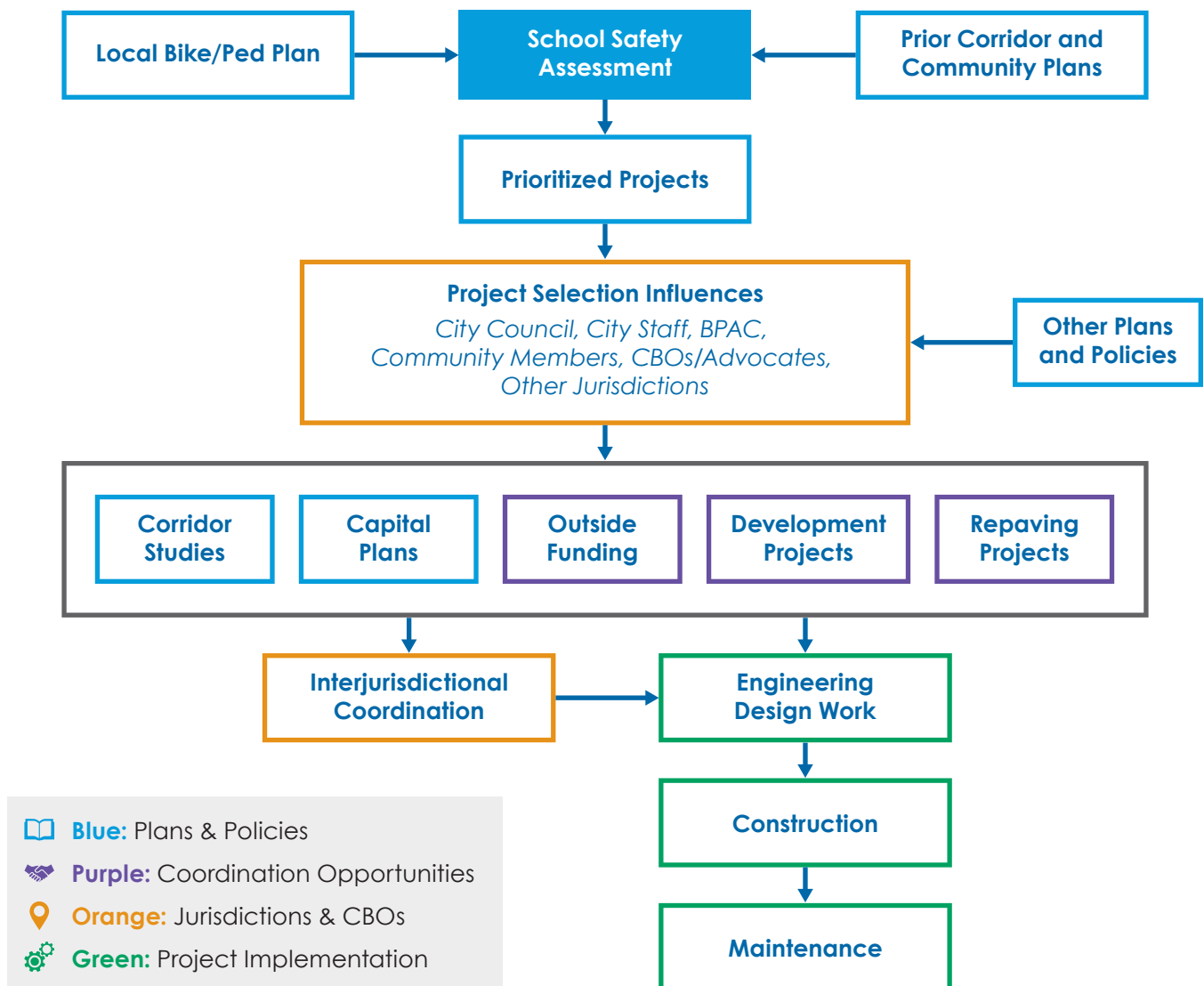
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

Project Timing

Projects can take a long time to get from “a line on a map” to being fully constructed. Limited staff time and resources may constrict how many projects can move forward at a given time and how fast those projects move. In some cases, funding for project phases (e.g., planning, engineering design and construction) is obtained separately, sometimes with years between phases.

What Projects Move Forward Next?

Given the limited amount of staff time and budget for new projects, several factors will impact which projects move forward and when. The figure below shows the generalized development and implementation process for infrastructure projects.



Implementation Strategies

The City of Union City has numerous avenues to implement the proposed Safe Routes to Schools (SR2S) 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 SSA helps to identify the proposed improvements, Union City is responsible for prioritizing and programming projects into existing programs or obtaining grant funding for larger-scale improvements. The following descriptions highlight options for implementation that can be used based on the scale, scope and priority of the recommended improvement.

Pavement Preservation and Rehabilitation Programs

Cities and counties regularly repave and maintain the roadway pavement. This presents a major opportunity to implement improvements at a lower overall cost due to project efficiencies. Improvements such as striping crosswalks, installing signs, painting red curbs and adding quick-build curb extensions may be combined with roadway resurfacing projects.

Programmed Projects

High-priority improvements may be programmed directly as standalone projects into the Union City budget. This strategy would rely on existing funding streams and may be augmented by regional, state or federal grant funding. Collaboration with regional and local partners will be most focused on these projects.

Development-Funded Improvements

Private developers help to construct the transportation network based on the existing standard roadway typologies. Adjusting the facilities that developers are required to construct in connection with a specific development will help address system gaps across Union City as development occurs. This strategy may be applied to high- or medium-priority projects if there is a nexus between the nearby development and improvements in and around the school site.

External Funding

The proposed improvements included in this document will require funding for design (e.g., detailed engineering work) and construction. Funding for SR2S and safety infrastructure projects is available at all levels of government (local, regional, state and federal) and from private sources. Project funding can take the form of competitive grants, formula-based allocations, tax measure-based funding, funds from private development and others. It may take one to two years to secure and access funding for implementing projects around the school. Project prioritization, therefore, is important for guiding City staff in selecting projects that will provide the most significant safety and overall community benefits.

Many competitive grants include collision history as a score factor. Some grants, including the Highway Safety Improvement Program and those from the Office of Traffic Safety, focus on responding to collision locations and other safety concerns. The following is a list of potential sources of funding for implementing SR2S projects:

Local and Regional Funding Sources

Measures B and BB

Measures B and BB are county transportation sales tax measures that provide monthly direct local distributions to local jurisdictions and transit agencies. Some of these funds are dedicated to pedestrian and bicycle projects.

Funds are programmed by the Alameda County Transportation Commission.

Transportation Development Act Article 3

Transportation Development Act Article 3, or TDA 3, provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected in the county are used for TDA 3. Metropolitan Transportation Commission (MTC) allows each county to determine how to use funds in their county. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee, and several jurisdictions in Alameda County use the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for this purpose.

Funds are programmed by the MTC.

Transportation Fund for Clean Air, County Program Manager Fund

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

Funds are programmed by the Alameda County Transportation Commission.

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 programmed by the Alameda County Transportation Commission.

Bicycle Facilities Grant Program

Throughout the nine-county Bay Area, the Bicycle Facilities Grant program strives to reduce emissions from on-road vehicles and improve air quality by helping residents and commuters shift to bicycling and walking as alternatives to driving for short distances and first- and-last mile trips. The Bay Area Air Quality Management District has grant programs that fund both on-street facilities and bicycle parking facilities. Funding comes from the district's Transportation Fund for Clean Air.

Funds are programmed by the Bay Area Air Quality Management District.

Climate Initiatives Innovative Grants Fund

MTC'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 MTC.

Impact Fees

Developer impact fees, typically tied to trip generation and traffic impacts from proposed projects, are another potential local source of funding. A developer may be required to help mitigate the overall impact of vehicular trips by paying an impact fee; the City should ensure that planning policies consider bicycle and pedestrian planning, design and construction costs to be an eligible use of these fees.

Funds are programmed by participating cities.

Safe Routes to Schools Mini-Grant Program

In 2021, the Alameda County Transportation Commission (Alameda CTC) announced available funds for infrastructure improvements that were recommended through the Safe Routes to Schools School Safety Assessments process. The program was funded through measure B local transportation sales tax program and Congestion Management Agency Transportation Improvement Program funds.

Funds are programmed by the Alameda County Transportation Commission.

State and Federal Grant Programs

California Active Transportation Program

California's Active Transportation Program funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programmed by the California Transportation Commission and MTC.

Sustainable Transportation Planning 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. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

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. The program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

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.

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing non-motorized safety. These funds may be used for law enforcement training related to

pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

Recreational Trails Program

The Recreational Trails Program helps provide recreational trails for both motorized and nonmotorized trail use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction and more.

Funds are programmed by the California Department of Parks and Recreation.

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 to reduce 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.

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.

Funds are programmed by the California Natural Resources Agency.

RAISE Grants

The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program supports projects that improve transportation system safety, accessibility and 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. The program requires a 20 percent local match except in rural areas. Cities should combine several Safe Routes to School improvements into one grant application.

Funds are programmed by the United States Department of Transportation.

CMAQ Program

Congestion Mitigation and Air Quality Improvement (CMAQ) funding supports projects that reduce congestion and help jurisdictions meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. Projects must be included in the local Metropolitan Planning Organization's transportation improvement plan.

Funds are programmed by Caltrans and the MTC.

Quick-Build Project Alternatives

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 short-term improvements 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 Union 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.

Partners

Union City is the primary, but not only, entity responsible for planning, designing and constructing walking, bicycling and rolling improvements around schools. Some of the recommended improvements included in this report may be located within the rights-of-way of other agencies, jurisdictions or private owners, such as Caltrans, East Bay Regional Park District or New Haven Unified School District. Union City will therefore need to coordinate with the appropriate stakeholders

for planning, designing and securing funding before the implementation of these improvements begins. These partner agencies may require final approval on these projects, even if they are located within Alameda County. It will also be important to consider how to continue engagement with the school parent-teacher association and volunteers as they will be essential partners for the successful implementation of the proposed improvements.

Iltiong-Vera Cruz Middle School

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum



The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (alamedactc.org) and is funded with Alameda County's local Measure BB sales tax, and regional, state and federal funds.