

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

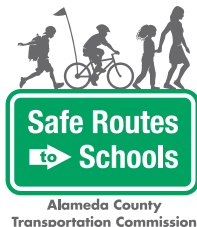
Technical Memorandum

March 2024

Altamont Creek Elementary



6500 Garaventa Ranch Rd, Livermore, CA 94551 | Livermore Valley Joint Unified School District



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions



Altamont Creek Elementary



School Information

Location & Enrollment



Address:
6500 Garaventa Ranch
Rd,
Livermore, CA
94551



Enrollment:
635



Morning Bell(s):
8:27 a.m.



Afternoon Bell(s):
TK & Kindergarten
1:30 p.m.

Grades 1 – 5
2:50 p.m.

Wednesday
1:30 p.m.



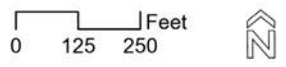
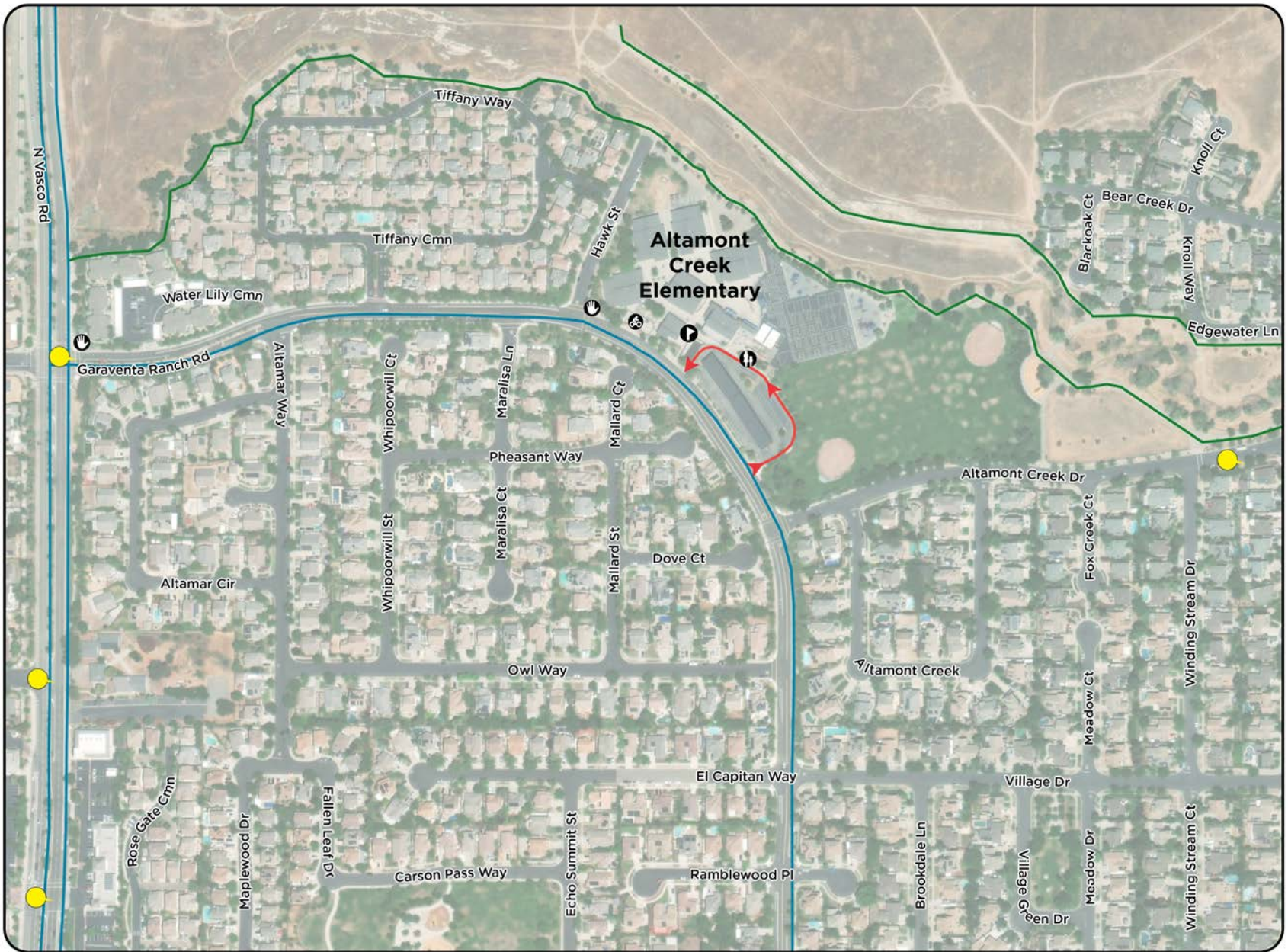
Grade Levels:
TK – 5



School Type
(neighborhood/
magnet/charter):
Neighborhood

Altamont Creek Elementary (LVJUSD)

- Bicycle Collisions (2018-2022)**
- Minor Injury
- Existing Infrastructure**
- 🚲 Existing Bike Parking
 - 🚶 Existing Crossing Guard
 - 🚗 Existing Drop-off Location
 - 🚗 Existing School Access Point
 - ➡ Existing Vehicular Circulation
 - 🟢 Existing Class I Shared-Use Path
 - 🟡 Existing Class IIB Buffered Bike Lane





Existing Conditions

Location and Transportation Overview

Altamont Creek Elementary School is located in a residential neighborhood in northeast Livermore. There are three parks within a half mile of the school—Altamont Creek Park and Field, Summit Park and Village Green. The school is surrounded by mostly local streets with posted speed limits of 25 mph (Table 1). Garaventa Ranch Road fronts the school and provides direct access in and out of the neighborhood. N. Vasco Road, a five-lane arterial, serves as an access barrier for students and caregivers walking and biking to school. A multi-use path runs behind the school providing an off-street connection between N. Vasco Road and Laughlin

Road. There are two crossing guards along Garaventa Ranch Road: one at N. Vasco Road and another one at Hawk Street.

The school parking lot is used as a drop-off and pick-up loop. Caregivers are expected to circulate counter clockwise along the edge of the parking lot when picking up or dropping off students.

The school has a gated bike parking area near the corner of Hawk Street and Geraventa Ranch Road. The bike parking area can fit approximately 30 bikes.

Table I. Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
Garaventa Ranch Road	50 feet	2 lanes	25 mph	N/A	Class IIB Buffered Bike Lane
Hawk Street	37 feet	2 lanes	25 mph	N/A	
Altamont Creek Drive	37 feet	2 lanes	25 mph	N/A	

Collisions

Between 2018 and 2022, there were five collisions involving people walking and biking that occurred within a quarter- to half-mile radius of the school. Two bicyclists and one pedestrian were injured in three collisions on N. Vasco Road south of Garaventa Ranch Road. Additionally, a bicyclist and a pedestrian suffered minor injuries in two separate collisions on Altamont Creek Drive east of Winding Stream Drive. In 2022, a student was injured in a collision while riding their bike across N. Vasco Road at Garaventa Ranch Road. As a result, a crossing guard is now stationed at that 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 29th percentile of the CalEnviroScreen 4.0 ranking. This area experiences very little pollution and is not considered disadvantaged.

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 in a census tract that scored in the 86th percentile for the Healthy Places Index. This means the tract has healthier conditions than 86 percent of other California census tracts. Therefore, the school is located in a community with relatively healthy conditions and is not prioritized for improvements based on health concerns.



Drop-off loop in the school parking lot

School Transportation Policies

The school parking lot is used as a drop-off and pick-up loop. Caregivers are expected to circulate counter-clockwise along the outer edge of the parking lot. The school uses fifth graders to guide drop-off activities in the loop. There is a gated bike parking area in front of the school. Two crossing guards are stationed at Garaventa Ranch Road, one at Hawk Street and the other at N. Vasco Road.



Gated bike parking

School Travel Data

Travel data was last recorded during the 2014-15 school year. During that time, 10 percent of students reported using active travel to get to school.

In the spring of 2023, the parent/caregiver survey asked Alameda County families about active travel to school. Caregivers said the primary reason they encouraged walking and biking to school was to promote an active and healthy lifestyle. Only 12 percent said they were not interested in walking and biking to school. Additionally, caregivers reported the primary barriers to walking or biking to school to be long travel times, poor driving behavior and the convenience of driving.

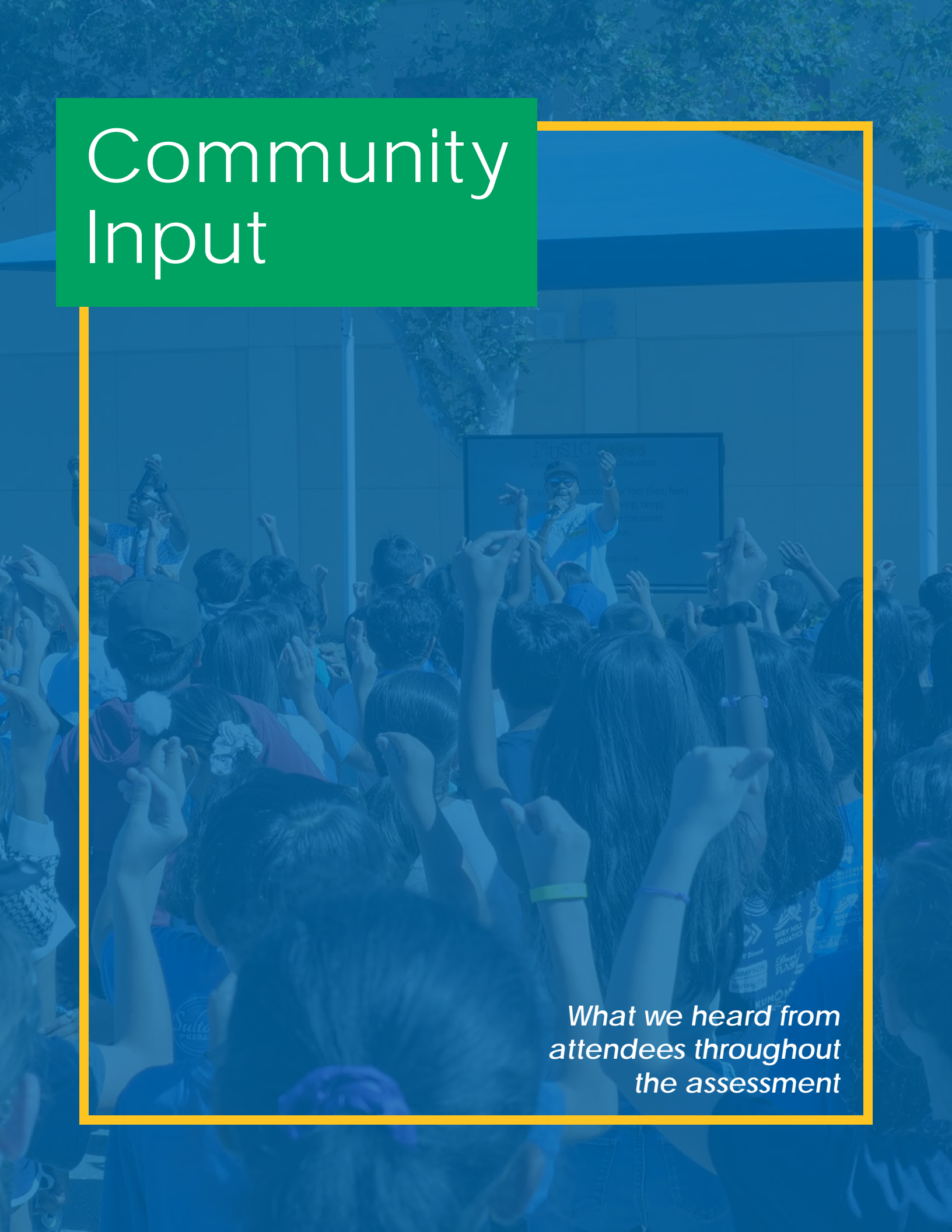


Crossing guard stopping traffic for students crossing Garaventa Ranch Road at Hawk Street

School Engagement Activities

Between 2022 and 2023, Altamont Creek Elementary participated in Bike to School Day, International Walk and Roll Day, the Golden Sneaker Contest, Transportation Storytime, Walk and Roll Concert, and hosted the Alameda County BikeMobile. This was a significant increase from the prior year in which the school participated in four events.

Community Input

A large crowd of people is gathered outdoors, many with their hands raised in the air, suggesting a concert or community event. In the background, a stage features a large screen displaying a man performing. 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 including collision data, Free and Reduced Price Meal data, and input from City staff or school district staff. Once schools are selected, the Safe Routes team contacts the school principal to schedule a date, and then 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.
Perceived Speeding	Drivers traveling too fast in school zones, failing to yield and failing to stop at stop signs.
Drop-Off Area Conflicts	Drivers do not pull forward or to the curb, and bikes and pedestrians cross the area freely or don't have adequate paths; internal congestion and unattended vehicles.

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.	Some drivers drop off students before the loading zone, creating a vehicle backup that extends into the bike lane on Garaventa Ranch Dr.	Place a sign to inform drivers to pull all the way forward in the drop-off loop.	Altamont Creek Elementary
1b.	Some drivers leave vehicles unattended in the drop-off loop and disregard student valets.	Circulate information to caregivers that vehicles cannot be left unattended in the drop-off loop.	Altamont Creek Elementary
1c.	Some drivers failed to yield to pedestrians crossing the drop-off loop.	Upgrade the existing crosswalk in the drop-off loop to a raised crosswalk. Station a crossing guard provided by school staff.	School District
2a.	Some vehicles parked directly adjacent to crossings, obstructing visibility between drivers and pedestrians at Garaventa Ranch Rd and Altamont Creek Dr.	Construct curb extensions at all intersection corners and crosswalk ends at Garaventa Ranch Rd and Altamont Creek Dr. Upgrade existing crosswalks to high-visibility crosswalks. Install red curbs at all intersection approaches.	City of Livermore
2b.	Some drivers fail to make complete stops at Altamont Creek Dr and Garaventa Ranch Dr.	Enlarge the stop sign and install an advanced warning sign and an advanced stop bar.	City of Livermore
3a.	Some drivers exiting the drop-off loop make illegal left turns onto Garaventa Ranch Dr.	Install a mini island at the school parking lot exit.	School District

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
4a.	Some drivers dropped off students along the red curb at the Hawk St approach to Garaventa Ranch Rd. Drivers queuing in the bike lane at the intersection.	Station school staff and a police officer at the intersection to ensure caregivers don't obstruct the bike lane or crosswalks when dropping-off students.	City of Livermore & Altamont Creek Elementary
4b.	Some drivers were perceived to be speeding on Garaventa Ranch Dr.	Conduct a study to implement traffic calming measures along Garaventa Ranch Road and Hawk Street.	City of Livermore
4c.	Some drivers drop off students in the bike lane on Garaventa Ranch Dr. Many students ride their bikes on the sidewalk.	Upgrade the Class IIB Buffered Bike Lane on Garaventa Ranch Dr to a Class IV Separated Bikeway in accordance with Alameda CTC's All Ages and Abilities Bikeway Selection Guide .	City of Livermore
5a.	Trail users access the school via Hawk St.	Consider opening the school gate at the back of campus that connects to the trail.	Altamont Creek Elementary
6a.	Many families reported N. Vasco Rd as a barrier for active travel to school.	Implement the High-Intensity Crossing Improvements at N. Vasco Rd/Garaventa Ranch Dr and Altamar Way/Garaventa Ranch Dr as outlined in the 2018 Active Transportation Plan.	City of Livermore
7a.	There are no pedestrian paths through Altamont Creek Park and Field.	Install a pedestrian path between Altamont Creek Dr and the school parking lot.	Livermore Area Parks and Recreation District



Safe Routes to Schools Improvement Plan Altamont Creek Elementary Livermore

School Safety Assessment held March, 2024

Improvement Detail

- 1a. Place sign informing drivers to pull all the way forward in the drop-off loop.
- 1b. Circulate information to caregivers that vehicles cannot be left unattended in the drop-off loop.
- 1c. Upgrade the existing crosswalk in the drop-off loop to a raised crosswalk. Station a crossing guard provided by school staff.
- 2a. Construct curb extensions at all intersection corners and crosswalk ends at Altamont Creek Dr/Garaventa Ranch Rd. Upgrade existing crosswalks to high-visibility crosswalks. Install red curbs at all intersection approaches.
- 2b. Enlarge the stop sign and install advanced warning signs and advanced stop bars at Altamont Creek Dr and Garaventa Ranch Dr.
- 3a. Install a mini island at the school parking lot exit to deter driver from making left-turns.
- 4a. Station school staff and a police officer at the Garaventa Ranch Rd and Hawk St intersection to ensure caregivers don't obstruct the bike lane or the crosswalks when dropping-off students.
- 4b. Conduct a study to implement traffic calming measures along Hawk Street and Garaventa Ranch Rd.
- 4c. Upgrade the Class IIB Buffered Bike Lane on Garaventa Ranch Rd to a Class IV Separated Bikeway in accordance with Alameda CTC's All Ages and Abilities Bikeway Selection Guide.
- 5a. Consider opening the school gate behind the campus connecting to the trail.
- 6a. Implement the High-Intensity Crossing Improvements at N Vasco Rd/Garaventa Ranch Rd and Altamar Way/Garaventa Ranch Rd as outlined in the 2018 Active Transportation Plan.
- 7a. Install a pedestrian path from Altamont Creek Dr to the school parking lot.



0 90 180 ft Improvements not to scale

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 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.



Vehicle backs up to enter the drop-off loop in the school parking lot.



Drivers parking in the bike lane on Garaventa Ranch Rd near Maralisa Ln while dropping off students.



No Left Turn sign at school parking lot exit.



Drivers queuing in the bike lane on Garaventa Ranch Rd approaching Hawk St.



Crossing guard and rectangular rapid flashing beacon (RRFB) at Garaventa Ranch Rd and Hawk St.

Non-Infrastructure Recommendations

In addition to engineering improvements, the Alameda County Safe Routes to Schools (SR2S) Program has many encouragement and educational activities that can benefit students and the campus community at Altamont Creek Elementary School.

The school site coordinator for Altamont Creek Elementary 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>Altamont Creek Elementary School</p>
<p>Encourage and Facilitate Carpooling</p> <p>The SR2S Program can assist schools in connecting families with 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>Altamont Creek Elementary School</p>
<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>	<p>Altamont Creek Elementary School</p>

Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
<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 students and families to bike to school.</p> <p>Source: alamedacountysr2s.org</p>	<p>Altamont Creek Elementary School</p>
<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. 150 minute programs for 5th graders are available to some schools.</p> <p>Source: alamedacountysr2s.org</p>	<p>Altamont Creek Elementary School</p>
<p>School Zone Speed Limits</p> <p>California State Law AB 43 authorizes Cities by ordinance or resolution to reduce speed limits to 15 mph around school zones on all two-lane residential streets under the City's jurisdiction within 500 feet of the school upon the basis of an engineering and traffic survey.</p>	<p>City of Livermore</p>
<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>	<p>City of Livermore</p>

Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
Repaving Plan Prioritize SR2S infrastructure improvements with the City and County repaving plan.	City of Livermore
Tree Canopy Prioritize adding street trees and other pedestrian-scale greening within school zones. Caltrans recognized street trees as traffic calming elements because they help visually narrow the street, which helps reduce vehicles travel speeds.	City of Livermore
No Idling in School Zone School and district staff can improve air quality around schools by promoting comprehensive "no idling" policies around schools.	City of Livermore

Implementation

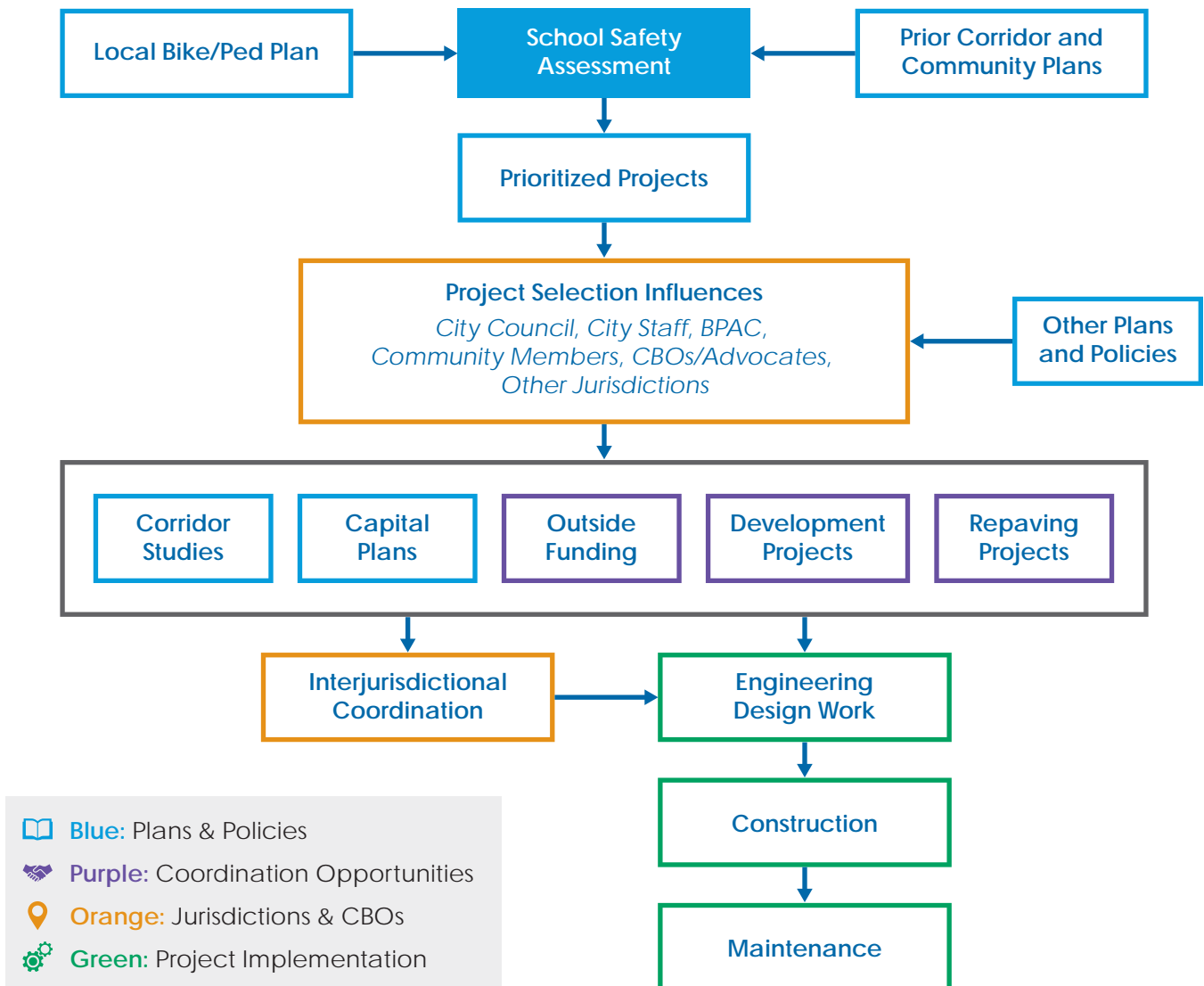
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

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 Livermore has numerous avenues to implement the proposed 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, the City of Livermore 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 City of Livermore's 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 the City of Livermore 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 & 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 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.

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 City of Livermore 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

The City of Livermore 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 Livermore Valley Joint Unified School District. The City of Livermore 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.

Altamont Creek Elementary 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.