

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

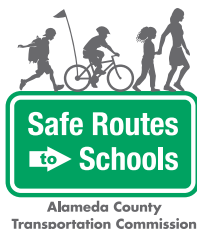
Technical Memorandum

April 2024

Eldridge Elementary



26825 Eldridge Ave, Hayward, CA 94544 | Hayward Valley Joint Unified School District



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions

Eldridge Elementary



School Information

Location & Enrollment



Address:

26825 Eldridge Ave,
Hayward, CA 94544



Enrollment:

301



Morning Bell(s):

8:15 a.m.
Kindergarten: 8 a.m.



Afternoon Bell(s):

1:55 p.m. (early birds)
2:45 p.m. (late birds)
Wednesday (all grades)
1:15 p.m.
Kindergarten: 11:00 a.m.



Grade Levels:

TK – 5



School Type (neighborhood/ magnet/charter):

Neighborhood



Eldridge Elementary School (NUSD)

Bicycle Collisions (2017-2021)

- Minor Injury

Existing Infrastructure

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



0 100 200 Feet





Existing Conditions

Location and Transportation Overview

Eldridge Elementary School is located in a residential neighborhood in central Hayward. Interstate 880 runs along the western edge of the school campus. A bicycle and pedestrian bridge provides access over the freeway between Peterman Avenue and Eldridge Avenue.

Eldridge Avenue runs along the northern side of the school and is the school's only street frontage. Eldridge Avenue is a Class III bike route (Table 1), and is identified for an upgrade to a Class IIIB Bike Boulevard in the 2020 Hayward Bicycle & Pedestrian Master Plan. West of the school, Eldridge Avenue continues north and connects to the Eden

Greenway Path approximately 1/3 of a mile away. Underwood Avenue, two blocks east of the school, runs north-south and serves as an AC Transit bus route for the 56 line.

The school visitor parking lot on Eldridge Avenue serves as a drop-off and pick-up loop for both parents and special needs bus service. A crossing guard is stationed at the crosswalk across Eldridge Avenue in front of the school parking lot. Caregivers also drop off and pick up students at the white curb in front of the school to the west of the crosswalk. Wednesday afternoons are busier because all grades are released at the same time.

Table 1. Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Traffic Volumes	Notes
Eldridge Ave	40 feet	2 lanes	15 mph	N/A	Class III Bike Route
Jennings Way	32 feet	2 lanes	25 mph	N/A	
Underwood Ave	40 feet	2 lanes	15 mph	N/A	Bus Route

Collisions

Between 2017 and 2021, 18 collisions involving bicyclists and pedestrians occurred within a half mile of the school. One of these collisions occurred within a quarter mile of the school when, in 2017, a 13-year-old was struck by a right-turning vehicle while riding a bicycle in the opposite direction of travel heading north at Eldridge Avenue and Jennings Way. South of the school along Tennyson Road near the I-880 on- and off-ramps, two bicyclists and five pedestrians were involved in collisions between 2019 and 2021. Two of these pedestrians were killed. Moreover, in 2018 and 2019, two pedestrians suffered minor injuries on Patrick Avenue at Westwood Street and Gomer Street. Additionally, a bicyclist also suffered minor injuries along Patrick Avenue at Roosevelt Avenue.

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 59th percentile of the CalEnviroScreen 4.0 ranking. This area experiences significant pollution, mainly from traffic. However, the area is not considered to be 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.

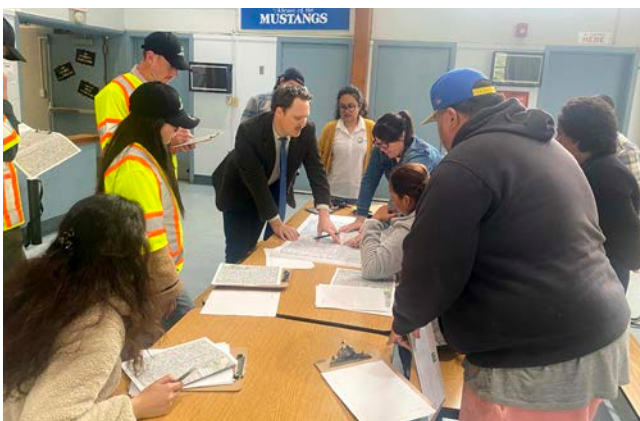
The school is located in a census tract that scored in the 46th percentile for the Healthy Places Index. Therefore, the census tract has healthier conditions than 46 percent of other California census tracts.



Drop-off loop in the school parking lot



Crossing guard in front of the school



SSA team identifying key locations prior to making observations

School Transportation Policies

The school parking lot is used as a drop-off and pick-up loop. Caregivers are expected to circulate counterclockwise continuously without leaving their vehicles unattended. Special needs buses also perform pick-up and drop-off in this loop. Usually, there is one school staff monitoring the loop. A crossing guard is stationed at the crosswalk across Eldridge Avenue in front of the school. School staff place orange cones in the centerline of Eldridge Avenue during pick-up and drop-off to deter parents from making left turns into the school parking lot.

School Travel Data

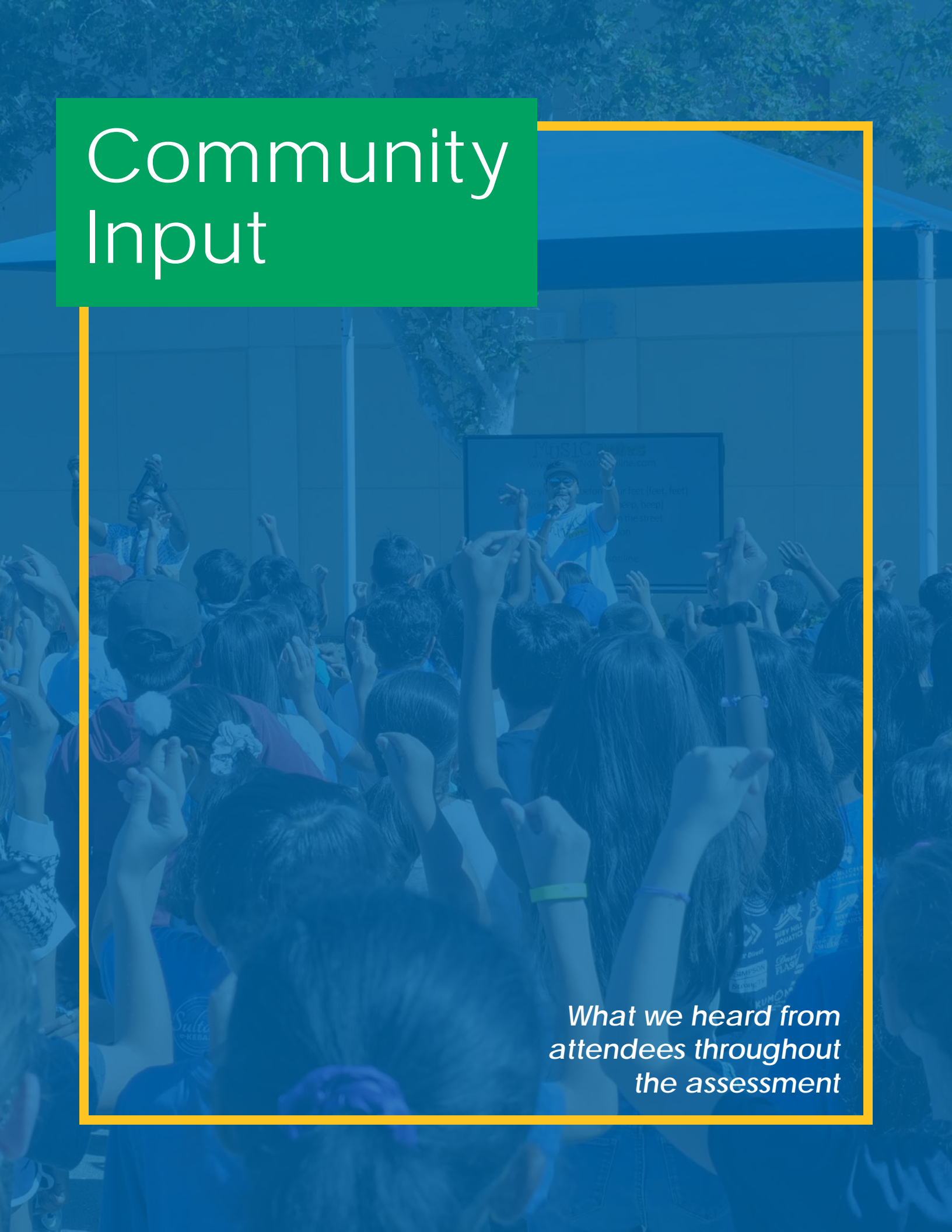
The most recent hand tally was conducted during the 2022-2023 school year. The results show that 90 percent of students arrive to school via motor vehicle and 10 percent take active modes.

In the spring of 2023, the parent/caregiver survey asked Alameda County families about active travel to school. Caregivers reported the primary barriers to walking or biking to school to be long travel times and poor driving behavior.

School Engagement Activities

Between 2022 and 2023, Eldridge Elementary participated in Transportation Storytime, Alameda County Bikemobile, and Go Green. In prior years, the school was not enrolled in the Alameda County Safe Routes to School Program.

Community Input

A photograph of a community event, possibly a school assembly or a public meeting. A man in a blue shirt and glasses is speaking at a podium in the background. The podium has a sign that reads "Music" and "www.musicline.com". The crowd in the foreground is diverse, with many people raising their hands, suggesting an interactive session. The image is overlaid with a blue tint and a yellow border.

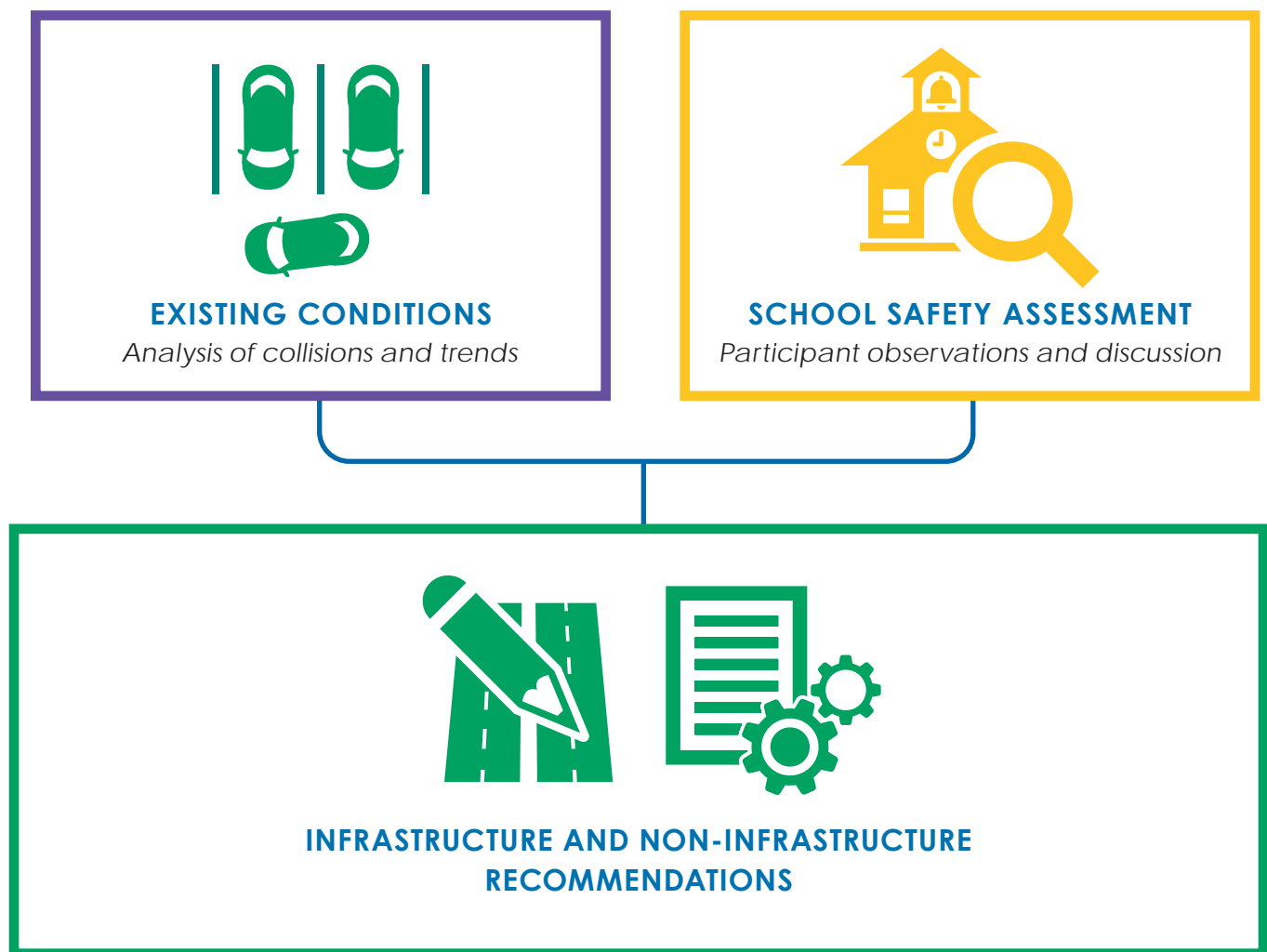
*What we heard from
attendees throughout
the assessment*

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.



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.
Poor Pedestrian Visibility	Limited sight lines; drivers do not stop for pedestrians, stop too close to crosswalks or park too close to corners.
Inadequate Pavement Markings	Faded or missing crosswalks, advance markings, lane lines and other markings.
Outdated Street Signs	Street signs are not up to date with current design standards.

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 caregivers leave vehicles unattended in the drop-off loop, which causes drivers to swerve around them and creates vehicle back-up onto Eldridge Ave. Caregivers concerned with safety of students running/playing in the grass patch adjacent to the parking lot.	Short-term: Use cones and/or cross-hatched markings to narrow the drop-off loop. Consider implementing a valet program to assist students in and out of vehicles. Long-term: Widen the sidewalk to 20 feet on the east side of the drop-off loop while still ensuring bus access.	School District
1b.	Drivers were perceived to be speeding through the drop-off loop.	Install speed humps in the drop-off loop.	School District
1c.	No bike parking facilities on campus.	Install secure bike parking facilities on campus.	School District
2a.	Drivers were perceived to be speeding along Eldridge Ave.	Prioritize the safety and comfort of people rolling on Eldridge Ave by installing new speed humps, shared lane markings, wayfinding signage, school speed limit signs between Underwood Ave and Eldridge Ave. Install the Class IIIB Bike Boulevard on Eldridge Ave and Underwood Ave connecting to the proposed Class II Bike Lanes on Gomer St as outlined in the 2020 Bicycle and Pedestrian Master Plan.	City of Hayward

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
2b.	Some drivers disregard the directions of the crossing guard in front of the school.	<p>Short-term: Install pedestrian crossing signs (SW24-2) at both approaches to the mid-block crosswalk across Eldridge Ave to alert people driving of crosswalk. Upgrade existing crosswalk at the parking lot exit to high-visibility and install truncated domes at all curb ramps. Extend the red curb paint to 20 feet in advance of the crosswalk at Eldridge Ave and the school parking lot entrance.</p> <p>Long-term: Construct a raised crosswalk across Eldridge Ave. Construct curb extensions at crosswalk ends for daylighting at Eldridge Ave and the school parking lot entrance.</p>	City of Hayward
2c.	School staff places cones along the centerline on Eldridge Ave east of the crosswalk to deter left turns into the school parking lot.	Consider installing hardened centerlines using vertical delineators to prevent left turns into the school parking lot.	City of Hayward
2d.	Drivers made U-turns along Eldridge Ave to make drop-offs along the loading zone.	<p>Install hardened centerlines using cross-hatched Botts dots along Eldridge Ave west of the crosswalk, deterring U-turn movements while still allowing eastbound left turns into residential driveways.</p> <p>Consider implementing a valet program to assist students in and out of vehicles at the loading zone on Eldridge Ave west of the crosswalk.</p>	<p>City of Hayward</p> <p>School District</p>
2e.	White curb paint on the south side of Eldridge Ave is fading.	Repaint 160 feet of white curb on the south side of Eldridge Ave to replace fading paint.	City of Hayward

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
3a & 3b.	Middle schoolers on bikes and scooters ride down the I-880 bike/ped overcrossing at fast speeds and enter straight into the travel lanes.	Install a "Walk your bike/scooter" sign on the bike/ped bridge approach to Eldridge Ave. Consider installing a sidewalk-level Class IV Separated Bike Lane between the ramp and the school.	City of Hayward
		Long-term: Consider redesigning the ramp to allow people rolling to reduce their speed and turn more gradually onto Eldridge Ave. Ramp may need to extend into the school property.	Eldridge Elementary
4a.	Westbound drivers on Eldridge Ave make fast right turns onto McFarlane Ln.	<p>Short-term: Add red curb and no parking signage 20 feet in advance of the crosswalk across Eldridge Ave at McFarlane Ln.</p> <p>Long-Term: Construct a curb extension at the southeast corner of Eldridge Ave/McFarlane Ln. Install hardened centerlines using Botts dots along the street bend on Eldridge Ave. Install high-visibility crosswalks at the southern approach to McFarlane Ln.</p>	City of Hayward
5a.	Drivers park close to the crosswalk across Jennings Way and obstruct pedestrian visibility.	<p>Short-Term: Install a red curb and no parking signage to daylight the intersection.</p> <p>Long-Term: Construct curb extensions to daylight the intersection. Upgrade the crosswalk to high-visibility. Install truncated domes at the curb ramps.</p>	City of Hayward
5b.	A caregiver and their student were involved in a collision in 2023 while crossing Jennings Way at Eldridge Ave.	Consider conducting a warrant study for a stop sign at the southern approach at Jennings Way/Eldridge Ave.	City of Hayward

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
6a.	Many northbound and southbound drivers ran the stop sign at Eldridge Ave and Underwood Ave.	Install hardened centerlines using flex-posts. Repaint all crosswalks and install advanced stop bars.	City of Hayward
6b.	Poor pedestrian visibility at Eldridge Ave and Underwood Ave.	Construct curb extensions at intersection corners and crosswalk ends. Install truncated domes at curb ramps.	City of Hayward
7a.	Missing bike connection between Eldridge Elementary and Weekes Community Park	Install a Class III Bike Blvd on Underwood Ave from Eldridge Ave to Gomer St. Install a Class II Bike Lane on Gomer St from Underwood Ave to Patrick Ave. Both recommendations are featured in Hayward's 2020 Bike and Pedestrian Master Plan.	City of Hayward



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.

Safe Routes to Schools Improvement Plan

Eldridge Elementary School, Hayward

School Safety Assessment held April 2024

Improvement Detail

- 1a. Short-term: Use cones and/or crosshatched markings to narrow the drop-off loop. Consider implementing a valet program to assist students in and out of vehicles in the drop-off loop. Long-term: Widen the sidewalk to 20 feet on the west side of the drop-off loop while ensuring bus access.
- 1b. Install speed humps in the drop-off loop.
- 1c. Install secure bike parking facilities on campus.
- 2a. Prioritize the safety and comfort of people rolling on Eldridge Ave by installing new speed humps, shared lane markings, wayfinding signage, school speed limit signs between Underwood Ave and Eldridge Ave. Install the Class IIIB Bike Boulevard on Eldridge Ave and Underwood Ave connecting to the proposed Class II Bike Lanes on Gomer St as outlined in the 2020 Bicycle and Pedestrian Master Plan.
- 2b. Short-term: Install pedestrian crossing signs (SW24-2) at both approaches to the mid-block crosswalk across Eldridge Ave to alert people driving of crosswalk. Upgrade existing crosswalk at the parking lot exit to high-visibility and install truncated domes at all curb ramps. Extend the red curb paint to 20 feet in advance of the crosswalk at Eldridge Ave and the school parking lot entrance. Long-term: Construct a raised crosswalk across Eldridge Ave. Construct curb extensions at crosswalk ends for daylighting at Eldridge Ave and the school parking lot entrance.
- 2c. Consider installing hardened center lines using vertical delineators on Eldridge Ave east of the crosswalk to prevent left turns into the school parking lot.
- 2d. Install hardened center lines using cross-hatched bottle's dots along Eldridge Ave west of the crosswalk, deterring U-turn movements while still allowing eastbound left turns into residential driveways. Consider implementing a valet program to assist students in and out of vehicles at the loading zone on Eldridge Ave west of the crosswalk.
- 2e. Repaint 160 feet of white curb on the south side of Eldridge Ave to replace fading paint.
- 3a. Install a "Walk your bike/scooter" sign on the bike/ped bridge approach to Eldridge Ave. Consider installing a sidewalk-level Class IV Separated Bike Lane between the ramp and the school.
- 3b. Long-term: Consider redesigning the ramp to allow people rolling to reduce their speed and turn more gradually onto Eldridge Ave. Ramp may need to extend into the school property.
- 4a. Short-term: Install a red curb and no parking signage 20 feet in advance of the crosswalk across Eldridge Ave at McFarlane Ln. Long-Term: Construct a curb extension at the southeast corner of Eldridge Ave/McFarlane Ln. Install hardened centerlines using Botts dots along the street bend on Eldridge Ave. Install high-visibility crosswalks at the southern approach to McFarlane Ln.
- 5a. Short-Term: Install a red curb and no parking signage 20 feet in advance of the crosswalk. Long-Term: Construct curb extensions to daylight the intersection. Upgrade the crosswalk to high-visibility. Install truncated domes at the curb ramps.
- 5b. Consider conducting a warrant study for a stop sign at the southern approach at Jennings Way/Eldridge Ave.
- 6a. Install hardened centerlines using flex-posts. Repaint all crosswalks and install advanced stop bars.
- 6b. Construct curb extensions at intersection corners and crosswalk ends. Install truncated domes at curb ramps.
- 7a. Install a Class III Bicycle Blvd on Underwood Ave from Eldridge Ave to Gomer St. Install a Class II Bike Lane on Gomer St from Underwood Ave to Patrick Ave. Both recommendations are featured in Hayward's 2020 Bike and Pedestrian Master Plan.



0 90 180 ft
Improvements not to scale

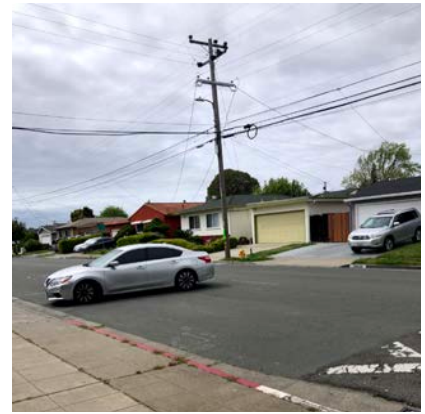
The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (alamedactc.org) and is funded with Alameda County's local Measure 5B sales tax, and regional, state, and federal funds.



Drop-off loop in the parking lot.



Cones being used to prevent left turns into the parking lot.



Driver making a U-turn on Eldridge Ave to drop off student along loading zone.



Pedestrian bridge connection to Eldridge Ave.



Crosswalk across Eldridge Ave at McFarlane Ln.



Faded crosswalk across Jennings Way. Vehicle parked at the corner obstructs pedestrian visibility.



No stop sign or daylighting at Jennings Way approach to Eldridge Ave.



Faded crosswalks at Eldridge Ave and Underwood Ave.



Parked vehicle obstructing pedestrian visibility at eastern end of the crosswalk across Underwood Ave at Eldridge Ave.

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 Eldridge Elementary School.

The school site coordinator for Eldridge Elementary is Stephanie Jim. 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:

Stephanie Jim, sjim@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
Develop Walk and Bicycle Route Maps 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. Source: alamedacountysr2s.org	Eldridge Elementary School
Encourage and Facilitate Carpooling 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. Source: alamedacountysr2s.org	Eldridge Elementary School
Schedule Drive Your Bike 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 fifth graders are available to some schools. Source: alamedacountysr2s.org	Eldridge Elementary School


Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
Participate in International Walk and Roll to School Day, Ruby Bridges Walk to School Day, the Golden Sneaker Contest and Bike to School Day 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. Source: alamedacountysr2s.org	Eldridge Elementary School
Facilitate Walking School Buses and Bike Trains 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. Source: alamedacountysr2s.org	Eldridge Elementary School
School Zone Speed Limits California State Law AB 43 authorizes cities to reduce speed limits to 15 mph around school zones on all two-way residential streets under a city's jurisdiction within 500 feet of the school.	City of Hayward
Daylighting 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.	City of Hayward

Non-Infrastructure Recommendations, cont'd.

Recommendation	Implementing Agency
<p>Assistant to Help Students in and out of Vehicles</p> <p>Providing curbside assistants in drop-off and pick-up zones to help students exit and enter motor vehicles can provide order to the process and decrease its time.</p> <p>Parents, school personnel, safety patrol or older students can serve as valets opening curbside doors for students to enter and exit vehicles and remove bags or other items. This speeds up the drop-off and pick-up process by eliminating the need for the parents to get out of the vehicle and ensures students are directly accessing designated locations. These assistants should wear safety vests or belts, and the loading area should be designated by signs or paint and be located at the far end of the lane. It is best to have enough assistants to help load three or four vehicles at a time to speed up the process in a safe manner.</p>	<p>City of Hayward, School District, Eldridge Elementary School</p>
<p>Repaving Plan</p> <p>Prioritize SR2S infrastructure improvements with the City and County repaving plan.</p>	<p>City of Hayward</p>
<p>Tree Canopy</p> <p>Prioritize adding street trees and other pedestrian-scale greening within school zones.</p>	<p>City of Hayward</p>
<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>	<p>City of Hayward</p>

Implementation

A group of children, mostly of elementary school age, are gathered in a park-like setting. They are all wearing bicycle helmets and face masks. Several of the children are standing next to their bicycles, which are parked in a row. The background shows a building with a series of covered walkways or picnic shelters, and trees. The entire image has a blue tint, and there is a yellow border on the right side.

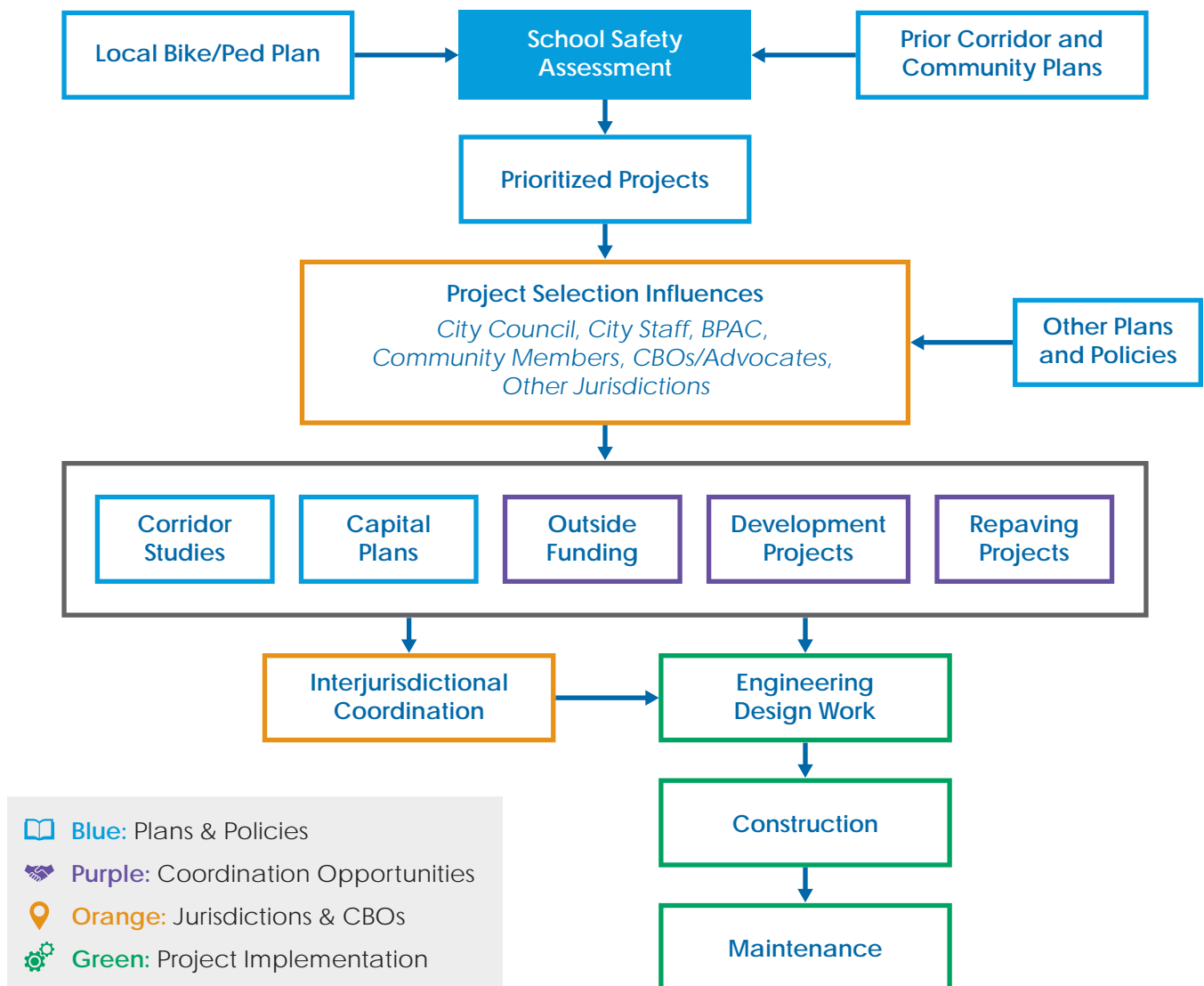
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

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 Hayward 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 Hayward 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 Hayward'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 Hayward 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 SSA 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 nonmotorized 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% 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 the City of Hayward 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 Hayward 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 Hayward Valley Joint Unified School District. The City of Hayward 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.

Eldridge 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.