

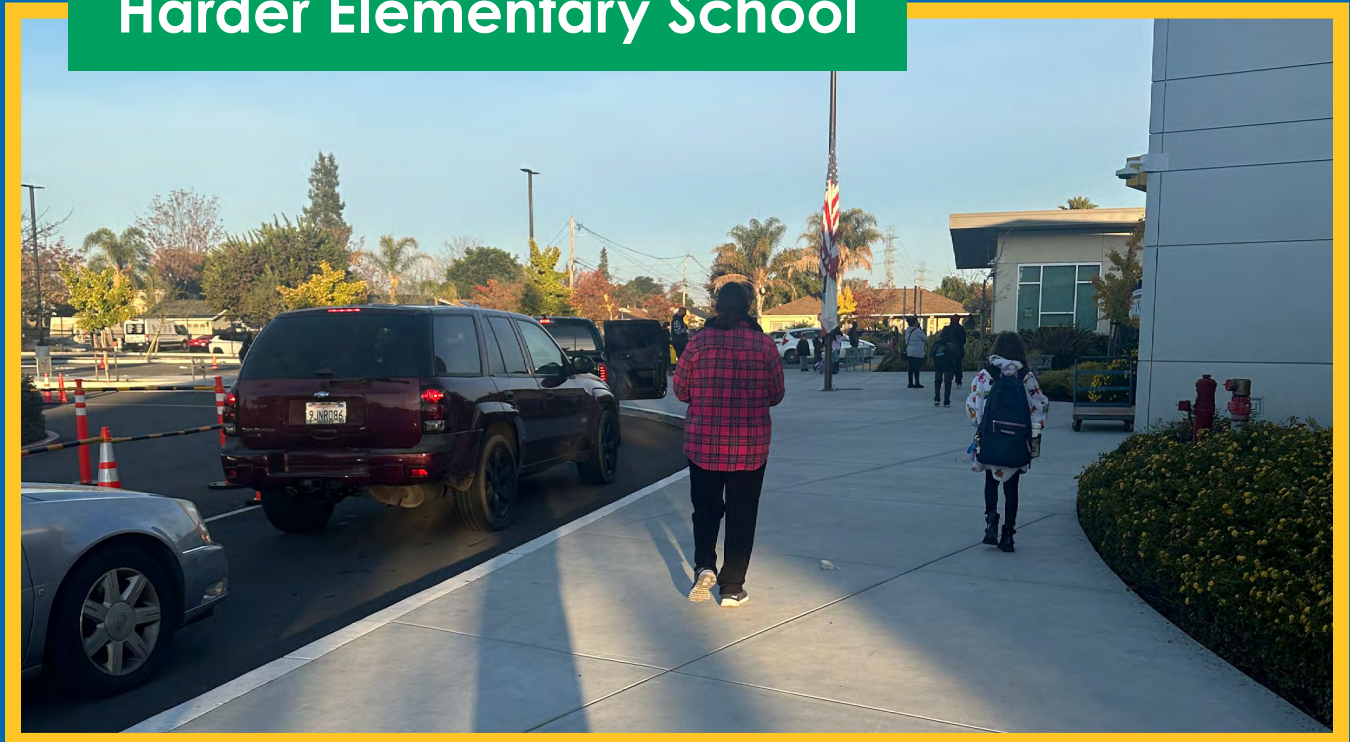
ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

# School Safety Assessment

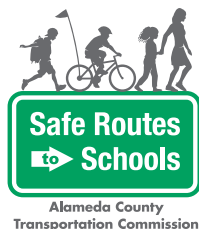
## Technical Memorandum

December 2023

### Harder Elementary School



352 Harder Road, Hayward, CA 94544 | Hayward Unified School District



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# School Information and Existing Conditions

**Harder Elementary School**





# School Information

## Location & Enrollment



### Address:

352 Harder Road,  
Hayward, CA  
94544



### Morning Bell(s):

8:15 a.m.



### Grade Levels:

Kindergarten – 6



### Enrollment:

517



### Afternoon Bell(s):

2:40 p.m.



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

Neighborhood





## Harder Elementary School (HUSD)

### Bicycle Collisions (2017-2021)

- Severe Injury
- Minor Injury

### Pedestrian Collisions (2017-2021)

- Fatality
- Minor Injury

### Existing Bikeways

- Existing School Access Point
- 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
- Existing Rail Line

0 100 200 Feet







# Existing Conditions

## Location and Transportation Overview

Harder Elementary School is located along Harder Road adjacent to the BART tracks to the east and the Union Pacific railroad tracks to the west. The south side of the school fronts Harder Road, a four-lane minor arterial identified by the City of Hayward as a Pedestrian High-Injury Corridor. The north side of the school fronts a cul-de-sac of residential streets (Table 1). Whitman Street and the BART railroad tracks run along the eastern edge of the school (Table 1). A bus stop adjacent to the school at Whitman Street and Jane Avenue serves the 41 AC Transit bus line.

The school has three parking lots; the one off Harder Road is used as a drop-off loop, the one off of Wyeth Road is reserved for staff, and the one off Whitman St is also reserved for staff. Wyeth Road is used as an alternative drop-off location (Map 1). Most caregivers use the drop-off loop in the Harder Road school parking lot. There is only one school entrance at the front of campus near the main office. There is a Class II Bike Lane on Harder Road and a Class III Bike Route on Whitman Street.

**Table 1. Street Profiles**

| Street Name    | Width   | Lanes   | Posted Speed Limit | Traffic Volumes | Notes                |
|----------------|---------|---------|--------------------|-----------------|----------------------|
| Harder Road    | 86 feet | 4 lanes | 35 mph             | N/A             | Class II Bike Lane   |
| Whitman Street | 35 feet | 2 lanes | 25 mph             | N/A             | Class III Bike Route |
| Wyeth Road     | 30 feet | 2 lanes | 25 mph             | N/A             | Alternative drop-off |

## Collisions

Between 2017 and 2021, there were 22 collisions involving pedestrian and cyclists within a half-mile radius of the school. Five of these collisions occurred within a quarter-mile radius. Nine of the total collisions occurred along Harder Road with four occurring at the Soto Road intersection and two resulting in fatalities. In 2020, a pedestrian was killed around 9:40 a.m. by a right-turning vehicle while crossing Harder Road at Soto Road. In 2019, another pedestrian was killed while crossing Harder Road at Franklin Road.

## 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 62nd percentile of the CalEnviroScreen 4.0 ranking. Although the area is more polluted than 50 percent of similar census tracts, it is not disproportionately polluted. Therefore, the area 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 located in a census tract that scored in the 53rd percentile for the Healthy Places Index. This means the census tract has healthier conditions than 53 percent of other California census tracts. The school, therefore, is located in a community with relatively healthy conditions. However, the neighboring census tracts, which are within the school's enrollment area, rank in the 36th and 44th percentile. Students from these areas live in less healthy environments.



*Drop-off loop in the school parking lot off Harder Road*

## School Transportation Policies

School staff places cones to designate a drop-off/pick-up loop in the school parking lot off Harder Road. The parking lot off Wyeth Road is reserved for staff and closed during school start and release times. Wyeth Road is used as an unofficial drop-off/pick-up location.

A bus stop on Whitman Street services the AC Transit 41 bus line, which continues onto Harder Road.



*Parking lot off Wyeth Road reserved for staff*

## School Travel Data

In 2021, the parent/caregiver survey asked Alameda County families about active travel to school. Caregivers reported the primary reason they encouraged walking and biking to school was to promote an active and healthy lifestyle. Additionally, the primary barrier to walking and biking to school was poor driving behavior on streets near the school, followed by speeding cars. The last hand tally for how students get to school was collected during the 2014-2015 school year and indicated that about 35% of students reach the school using active modes. However, the results are outdated and provide little insight into current condition.



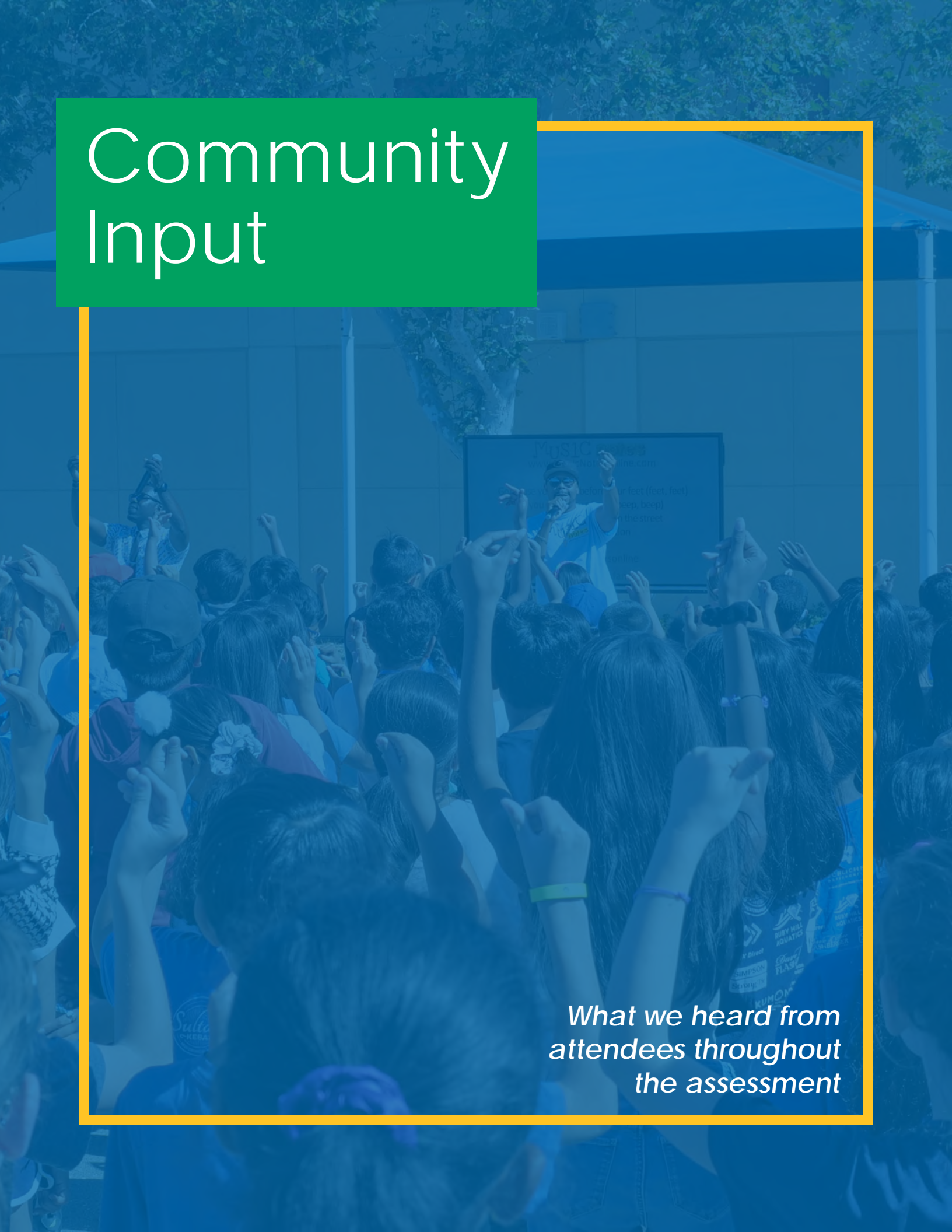
*Alternative drop-off at Wyeth Road and Lewis Drive*

## School Engagement Activities

Between 2019 and 2020, Harder Elementary participated in a Pedestrian Rodeo.



# Community Input

A large crowd of people, mostly young adults, is gathered outdoors for a community event. In the background, a man wearing a blue t-shirt and a cap is speaking at a podium. The podium has a sign that reads "Music" and "www.musicline.com". The crowd is diverse, with many people raising their hands in the air. The scene is set in front of a modern building with large glass windows. The overall atmosphere is one of active participation and community engagement.

*What we heard from  
attendees throughout  
the assessment*

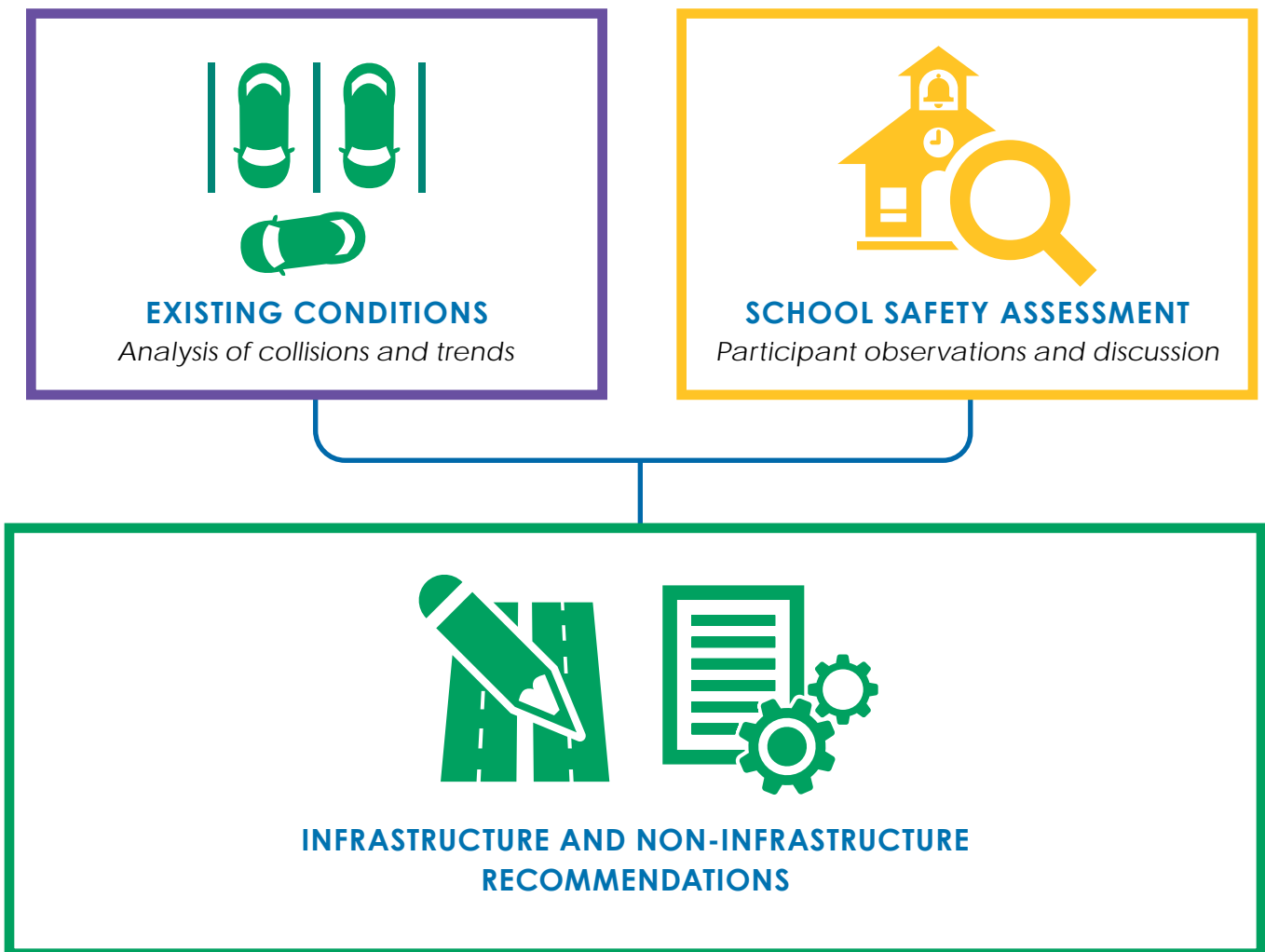


# Summary of Process

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.



# Key Themes

## Some of the most common themes:

### In-Street Drop-Offs

Drivers dropping off students in the travel lanes.

### Mid-Block Crossings

Caregivers and their students crossing streets outside marked crosswalks.

### Perceived Speeding

Drivers traveling too fast in front of the school.

### 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 on Harder Road.



# Recommendations



*Infrastructure and non-infrastructure  
recommendations near the school*

# Infrastructure Recommendations

The following table describes the observations 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.     | Caregivers reported the 5-foot sidewalk along the northern edge of the drop-off loop is too narrow.  | Consider widening the sidewalk along the northeast side and narrowing the northern travel lane in the drop-off loop.   | Harder Elementary School & Hayward Unified School District |
| 1b.     | A caregiver and their student were seen riding an electric scooter through the drop-off loop travel lane opposite the flow of traffic.             | Implement a school policy requiring scooters, skateboards and bikes to be walked when on school property. Install signage to reinforce the policy.   | Harder Elementary School                                   |
| 2a.     | There is a path leading to a school gate along the school parking lot on Whitman St.   | Consider activating the gate entrance adjacent to the staff parking lot off Whitman St to provide school access through the future Class IV Separated Bike Lane on Whitman St.   | Harder Elementary School                                   |
| 3a.     | Drivers exiting the drop-off loop onto Harder Rd obstructed the sidewalk as they looked for oncoming traffic.                                      | Extend the red curb along Harder Rd east of the driveway exit another 10 feet and construct a curb extension.  | City of Hayward  |
| 4a./4b. | Caregivers dropped off students in the travel lanes along Wyeth Rd and Lander Ave, and students had to weave through traffic to get to the school. | Install a white curb along the south side of Wyeth Rd between Lander Ave and Lewis Dr. During school drop-off and pick-up, implement a counterclockwise traffic circulation pattern along Sublett Dr, Custer Rd, Lander Ave and Wyeth Rd, install curb extensions at Lewis Dr and Custer Rd, install speed humps along Lander Ave and Wyeth Rd, and install a sign restricting left turns during school start/release times at the eastern approach to Cody Rd and Sublett Dr. | City of Hayward & Harder Elementary School                 |



## Infrastructure Recommendations, cont'd.

| No. | Observation  | Recommendation   | Implementing Agency |
|-----|--|--|---------------------|
| 4c. | Caregivers and students cross at Lander Ave and Wyeth Rd where there is no crosswalk.          | Install a crosswalk across Wyeth Rd at the corner of Lander Ave and Wyeth Rd.  | City of Hayward     |
| 5a. | Uneven sidewalk on the west side of Jane Ave between Whitman St and Harder Rd.                 | Repair the uneven sidewalk on the west side of Jane Ave between Whitman St and Harder Rd.  | City of Hayward     |
| 5b. | Drivers heading south on Jane St make fast right turns at Harder Rd.                           | Construct curb extensions at the northern corners of Jane Ave and Harder Rd. Ensure the curb extensions accommodate right-turning buses.   | City of Hayward     |
| 5c. | Drivers entering the school parking lot on Harder St obstruct the bike lane on the north side. | Implement the Class IV Separated Bikeway along Harder Rd and Whitman St, as outlined in the City of Hayward 2020 Bike and Pedestrian Master Plan. Consider installing a Class IV Separated Bikeway along Jane Ave between Harder Rd and Whitman St.  | City of Hayward     |
| 5d. | Right-turning drivers fail to yield to pedestrians at Jane Ave and Harder Rd.                  | Consider operational changes to the Jane Ave and Harder Rd intersection, including longer pedestrian crossing times, leading pedestrian intervals, a left-turn phase for all left turns, and preventing right turns on red. Consider conducting a study to square off the intersection and removing a travel lane on Jane Ave. | City of Hayward     |

## Infrastructure Recommendations, cont'd.

| No. | Observation   | Recommendation  | Implementing Agency |
|-----|---|---|---------------------|
| 6a. | Southbound drivers on Donald Ave encroach the sidewalk as they look for oncoming traffic on Harder Rd and roll through the stop sign.   | Construct curb extensions at the northern intersection corners and install an advanced stop bar at the northern approach at Harder Rd and Donald Ave.   | City of Hayward     |
| 7a. | Southbound drivers on Franklin Ave encroach the sidewalk as they look for oncoming traffic on Harder Rd and roll through the stop sign. | Construct curb extensions at the northern intersection corners and install an advanced stop bar at the northern approach at Franklin Ave and Harder Rd. Construct a curb ramp at the southern end of the crosswalk across Harder Rd. Consider constructing a median refuge island across Harder Rd. | City of Hayward     |





## Safe Routes to Schools Improvement Plan

### Harder Elementary School

Hayward

School Safety Assessment held December 2021

#### Improvement Detail

- 1a. Consider widening the sidewalk along the northeast side and narrowing the northern travel lane in the drop-off loop.
- 1b. Implement a school policy requiring scooters, skateboards, and bikes to be walked when on school property. Install signage to reinforce the policy.
- 2a. Consider activating the gate entrance adjacent to the staff parking lot off Whitman St to provide school access through the future Class IV Separated Bike Lane on Whitman St.
- 3a. Extend the red curb along Harder Rd east of the school driveway exit another 10 feet and construct a curb extension.
- 4a. Install a white curb along the south side of Wyeth Rd between Lander Ave and Lewis Dr.
- 4b. During school drop-off and pick-up, implement a counter-clockwise traffic circulation around Sublett Dr, Custer Rd, Lander Ave, and Wyeth Rd. To accomplish this, construct curb extensions at Custer Rd and Lewis Dr, install speed humps along Lander Ave and Wyeth Rd, and install a permanent sign restricting left turns at the eastern approach to Cody Rd/Sublett Dr.
- 4c. Install a crosswalk across Wyeth Rd at the corner of Lander Ave and Wyeth Rd.
- 5a. Repair the uneven sidewalk on the west side of Jane Ave between Whitman St and Harder Rd.
- 5b. Construct curb extensions at the northern corners of Jane Ave/Harder Rd. Ensure the curb extension accommodates right-turning buses.
- 5c. Implement the Class IV Separated Bikeway along Harder Rd and Whitman St, as outlined in the City of Hayward 2020 Bike and Pedestrian Master Plan. Consider installing a Class IV Separated Bikeway along Jane Ave between Harder Rd and Whitman St.
- 5d. Consider operational changes to the traffic signal at Jane Ave and Harder Rd intersection, including longer pedestrian crossing times, leading pedestrian intervals, a left-turn phase for all left turns, and preventing right turns on red. Consider conducting a study to square off the intersection and removing a travel lane on Jane Ave.
- 6a. Construct curb extensions at the northern intersection corners and install an advanced stop bar at the northern approach at Harder Rd/Donald Ave.
- 7a. Construct curb extensions at the northern intersection corners and install an advanced stop bar at the northern approach at Franklin Ave/Harder Rd. Construct a curb ramp at the southern end of the crosswalk across Harder Rd. Consider constructing a median refuge island across Harder Rd.



0 80 160 ft

Improvements not to scale

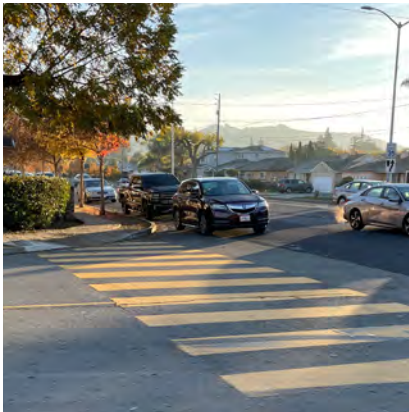
The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (attn: Safe Routes to Schools) and is funded with Alameda County's local Measure 5B sales tax and regional, state, and federal funds.

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 parked at the intersection corner at Harder Road/Donald Avenue



School bus unloading in the drop-off loop



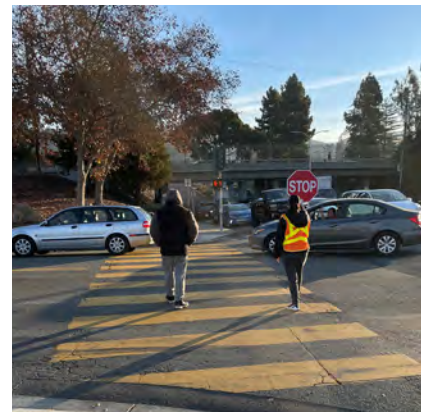
Vehicle parked along the red curb at the intersection corner at Wyeth Road/Lewis Drive



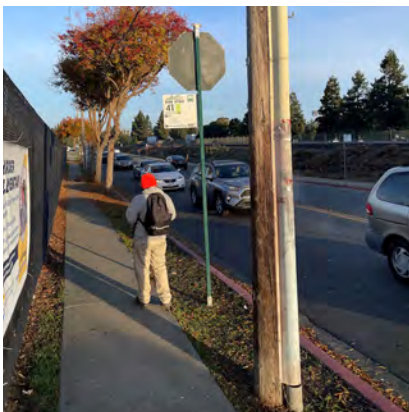
Driver making U-turns at Wyeth Road/Lewis Drive



Caregiver and their students crossing Wyeth Road outside the crosswalks



Crossing guard at Harder Road/Jane Avenue



Bus stop at Whitman Street/Jane Avenue



Vehicles circulating through the drop-off loop



Driver encroaching the crosswalk at the northern approach to Donald Avenue/Harder Road

# 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 Harder Elementary students and campus community.

The school site coordinator for Harder 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:

Emilio Elenes, [eelenes@alamedacountysr2s.org](mailto: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><b>Develop Walk and Bicycle Route Maps</b></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: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p>  | Harder Elementary School |
| <p><b>Encourage and Facilitate Carpooling</b></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: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p>   | Harder Elementary School |
| <p><b>Facilitate Walking School Buses and Bike Trains</b></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: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p> | Harder Elementary School |




# Non-Infrastructure Recommendations, cont'd.

| Recommendation  | Implementing Agency      |
|---|--------------------------|
| <p><b>Participate in International Walk and Roll to School Day, Ruby Bridges Walk to School Day, the Golden Sneaker Contest and Bike to School Day</b></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 students 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: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p> | Harder Elementary School |
| <p><b>Schedule Drive Your Bike</b></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: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p>  | Harder Elementary School |
| <p><b>School Zone Speed Limits</b></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> <p>Source: <a href="http://alamedacountysr2s.org">alamedacountysr2s.org</a></p>   | City of Hayward          |
| <p><b>Daylighting</b></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>   | City of Hayward          |

## Non-Infrastructure Recommendations, cont'd.

| Recommendation  | Implementing Agency |
|---|---------------------|
| <b>No Idling in School Zone</b><br>School and district staff can improve air quality around schools by promoting comprehensive "no idling" policies around schools. | City of Hayward     |
| <b>Repaving Plan</b><br>Prioritize SR2S infrastructure improvements with the City and County repaving plan.   | City of Hayward     |
| <b>Tree Canopy</b><br>Prioritize adding street trees and other pedestrian-scale greening within school zones.   | City of Hayward     |

# 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 them are standing next to their bicycles, which are parked in a row. The background shows a paved area, some trees, and a building with a covered walkway. 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*

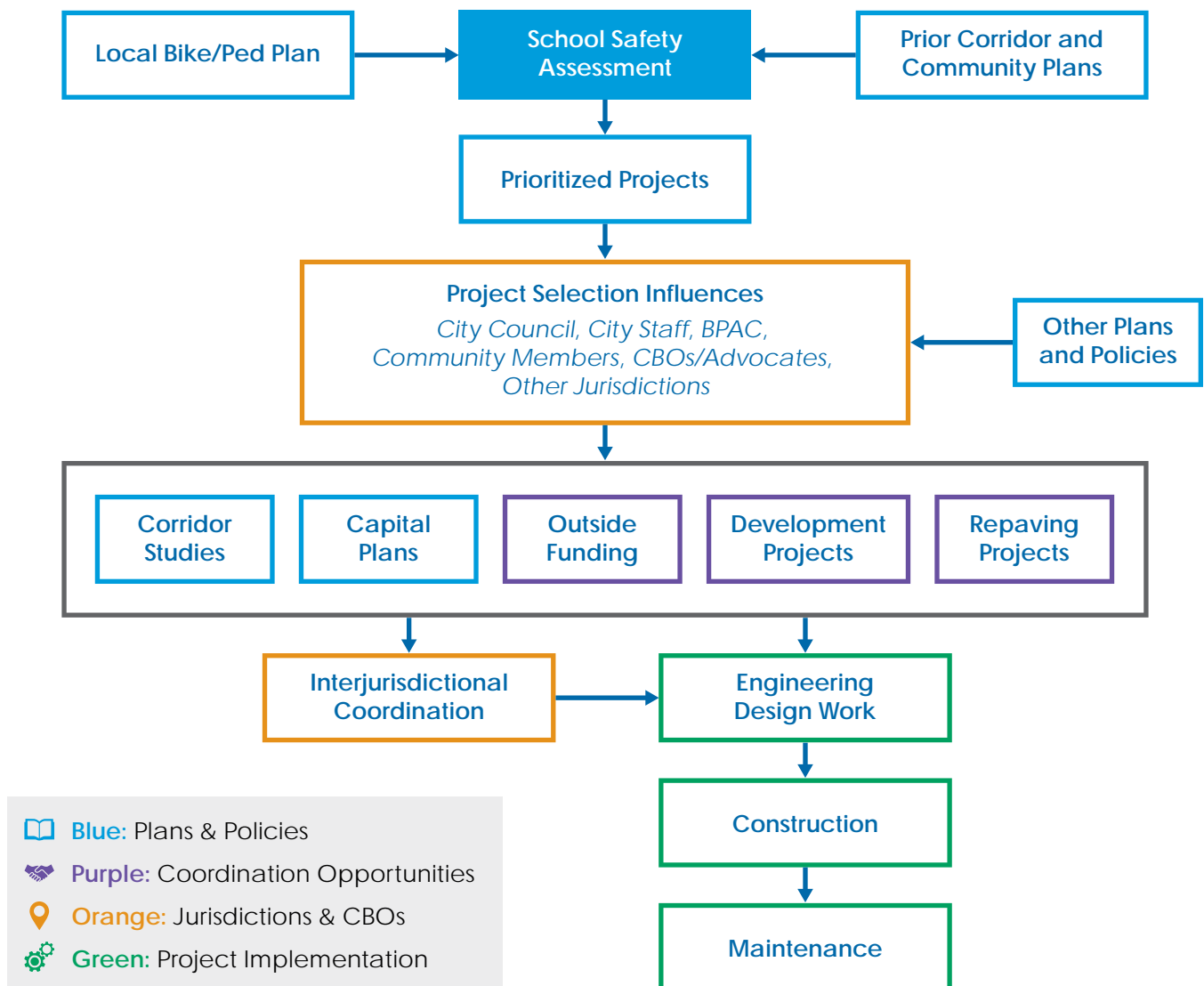


# Project Timing

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, 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 Hayward 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 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 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 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 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 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 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.

## Harder 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](http://alamedactc.org)) and is funded with Alameda County's local Measure BB sales tax, and regional, state and federal funds.