

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

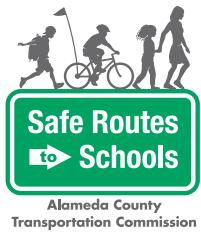
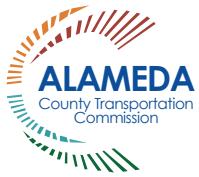
Technical Memorandum

October 2024

Alameda High School



2200 Central Avenue, Alameda, CA 94501 | Alameda Unified School District



Alameda County
Transportation Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions



Alameda High School



School Information

Location & Enrollment



Address:
2200 Central Avenue,
Alameda, CA
94501



Morning Bell(s):
7:30 a.m.



Grade Levels:
9 – 12



Enrollment:
1,802



Afternoon Bell(s):
3:30 p.m.



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

Existing Conditions

Location and Transportation Overview

In the City of Alameda, Alameda High School occupies one city block, bounded by Central Avenue, Oak Street, Walnut Street and Encinal Avenue. The school's main entrance is located on Central Avenue. The south side of the school fronts Encinal Avenue, a roadway managed by Caltrans. Two-lane streets on the western and eastern sides of campus are used as dismissal locations (Table 1).

The school has two staff parking lots located along Walnut Street and Oak Street. There are two bus stops located along Encinal Avenue, serving AC Transit Route 631. In addition, there are Class II Bike Lanes on Central Avenue, Encinal Avenue, Park Street and Santa Clara Avenue near the school campus.

Table 1. Street Profiles

Street Name	Width	Lanes	Notes
Central Avenue	48 feet	2 lanes	Class II Bike Lane
Oak Street	34 feet	2 lanes	Staff Parking Access
Walnut Street	40 feet	2 lanes	Staff Parking Access
Encinal Avenue	56 feet	3 lanes	Class II Bike Lane



Intersection of Walnut Street and Central Avenue.

Collisions

Between 2018 and 2022, there were 60 collisions involving people walking and biking within a half-mile radius of the school. Fourteen of these collisions occurred within a quarter-mile radius. Eight of the total collisions occurred along Central Avenue, and eight occurred along Encinal Avenue. In addition, there were ten collisions along Oak Street.

During the walk audit discussion, a participant shared that a fatal collision involving a pedestrian occurred at Walnut Street and Encinal Avenue in 2020.

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 56th percentile of the CalEnviroScreen 4.0 ranking. Although this

area has neighboring census tracts with higher scores, this area is not 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 65th percentile for the Healthy Places Index. This means the census tract has healthier conditions than 65 percent of others in California. Students coming from the neighboring census tract, which is within the school's enrollment area, live in an area that ranks over the 75th percentile.



Student health and active lifestyles are interconnected.



Crowd of students waiting at the AC Transit bus stop on Encinal Avenue and Walnut Street.



Double-parking drivers picking up students on Walnut Street.



Accessible bike parking along Central Avenue.

School Transportation Policies

All student arrival and dismissal activities at Alameda High School take place on surrounding city streets. There are no on-campus locations where student arrival and dismissal are allowed. The parking lots on Oak Street and Walnut Street are reserved for staff. Two bus stops are located on Encinal Avenue, serving AC Transit Route 631.

School Travel Data

In the 2022-23 school year, the parent/caregiver survey asked Alameda County families why they walk or bike to school. The survey indicated over 40 percent of survey respondents feel that walking and biking encourages an active, healthy lifestyle. About 20 percent of survey respondents feel that walking and biking is fun for their family or household. About 12 percent of survey respondents stated that reducing driving minimizes crashes and congestion.

In addition to the top reasons to walk or bike, parents or caregivers stated some barriers to walking or biking to school. About 27 percent of survey respondents expressed that there is poor driving behavior on streets near school (distracted driving, speeding, not yielding at crosswalks). About 20 percent of survey respondents stated bad weather is a barrier to active transportation, and 11 percent of survey respondents declared it takes too long to walk or bike to school. The remaining survey respondents indicated their student has school activities before and after, preventing active transportation to school.

School Engagement Activities

Between 2022 and 2023, Alameda High School participated in the following activities: Alameda County BikeMobile and Ongoing Walk and Roll Days. In 2024, Alameda High students started a Safe Routes club that works with the Alameda County SR2S program.

Map 1. Existing Conditions Map

Alameda High School (AUSD)

Bicycle Collisions (2018-2022)

Minor Injury

Pedestrian Collisions (2018-2022)

Minor Injury

Existing Infrastructure

Existing Bike Parking

Existing Bus Stop

Existing Crosswalk

Existing School Access Point

Existing Traffic Signal

Class II Bike Lane

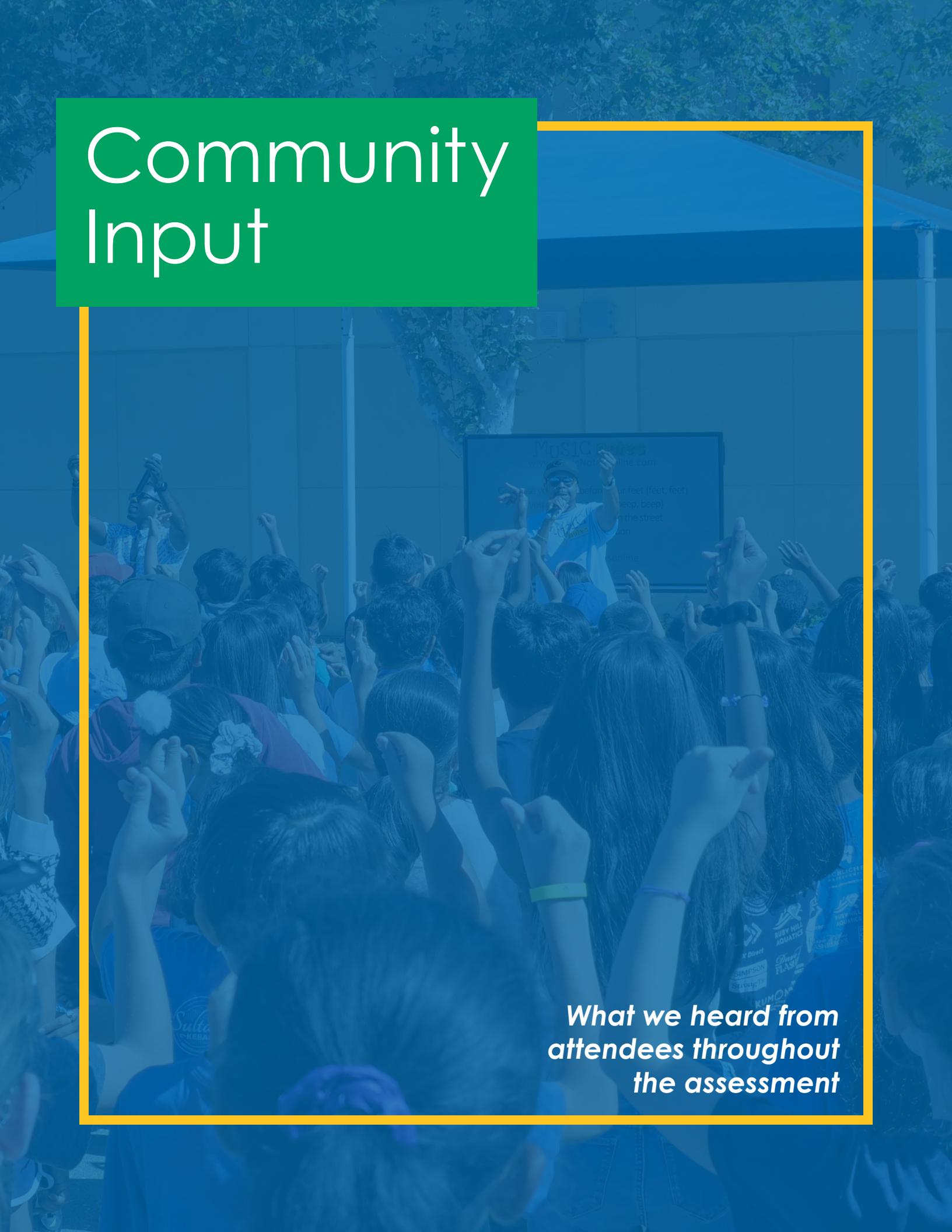
Class III Bike Route

Existing Vehicular Circulation

0 100 200 Feet



Community Input

A large crowd of people is gathered at an outdoor event. In the center, a person wearing a blue shirt and a cap is speaking into a microphone. Behind them is a whiteboard with the word "MUSIC" and some text. The crowd is cheering and raising their hands. The background shows a building and trees.

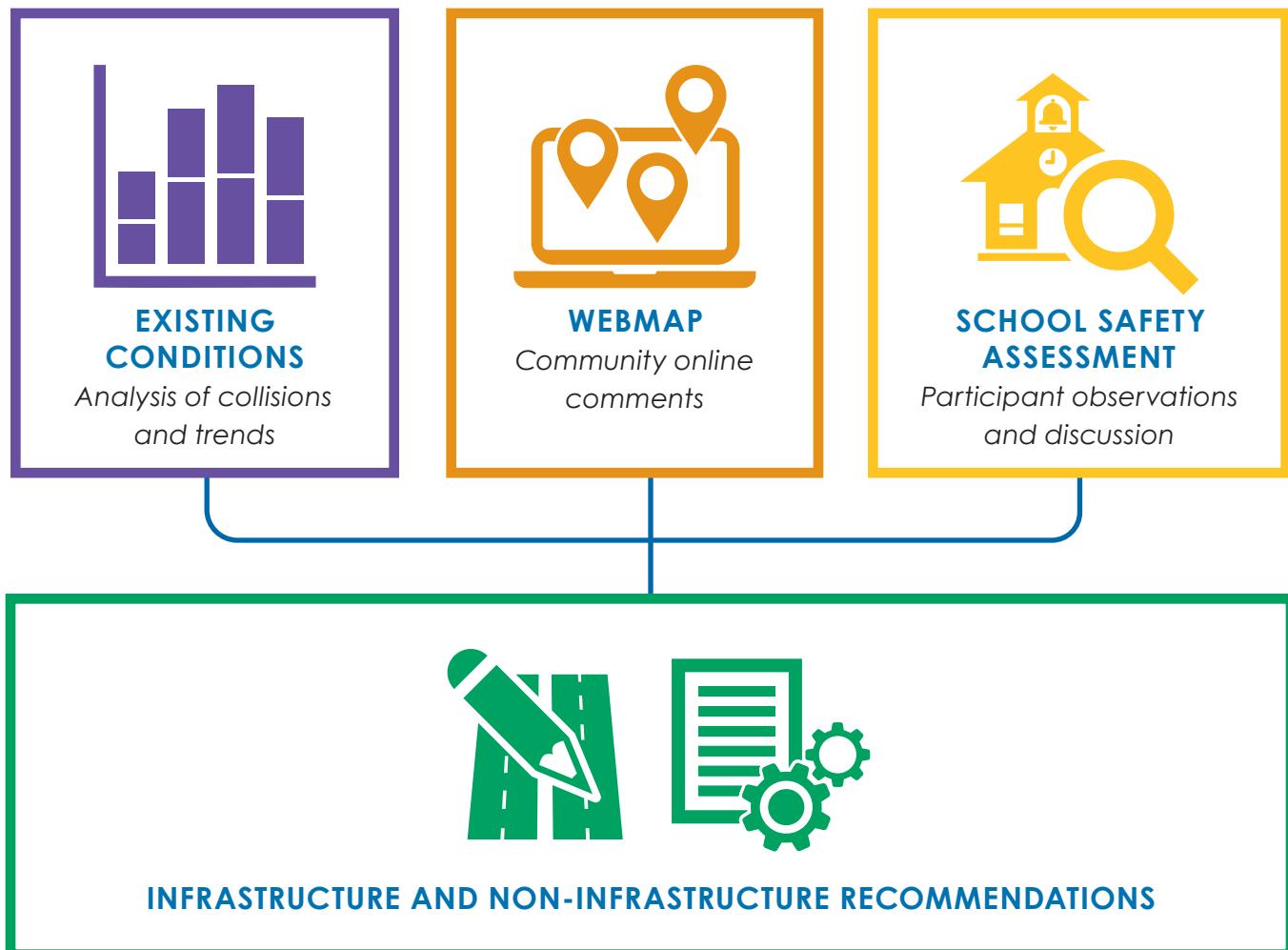
*What we heard from
attendees throughout
the assessment*

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 and/or school district staff. Once schools are selected, the Safe Routes team contacts the school principal to schedule a date, 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 arrival or dismissal 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.





Tell us about walking and biking to school

Use the buttons below to provide feedback on locations or routes where you have a concern or face a challenge walking or biking to school.

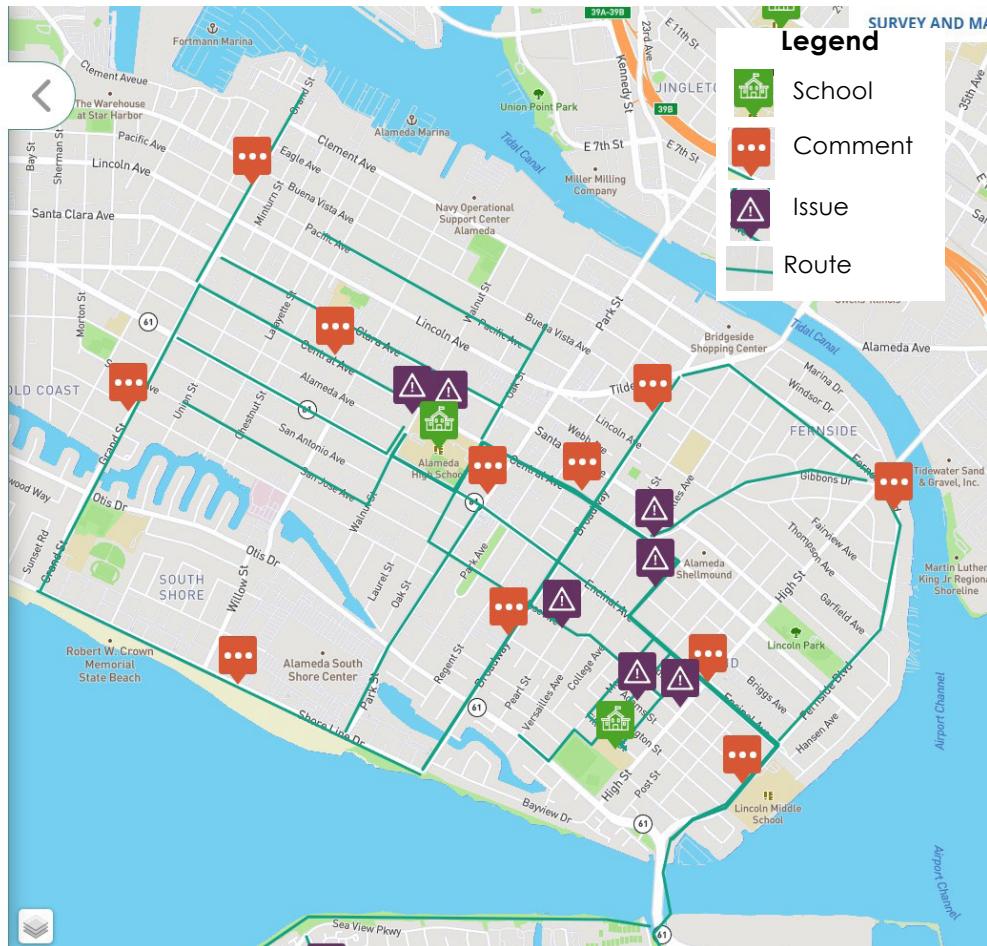
Use the "Add a route" button to draw all or part of your walking or rolling route to school. You will have an opportunity to leave a comment in addition to drawing the route.

Add a route

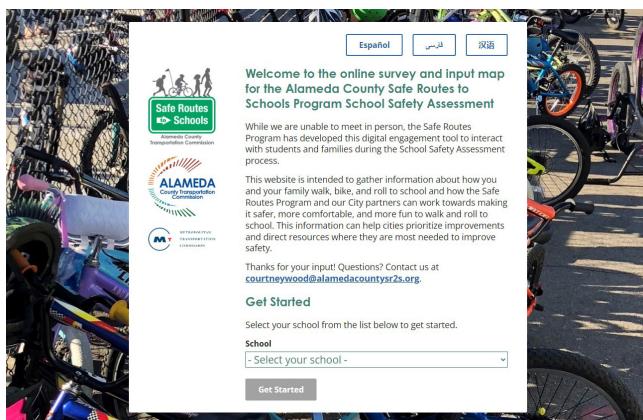
Use the "Add a point" button to drop a pin at locations that you have a concern about or where you face a challenge. Leave a description describing the issue. You can drop multiple points on the map. Examples might include challenging crossings, vehicles traveling at unsafe speeds, or lack of yielding.

Add a point

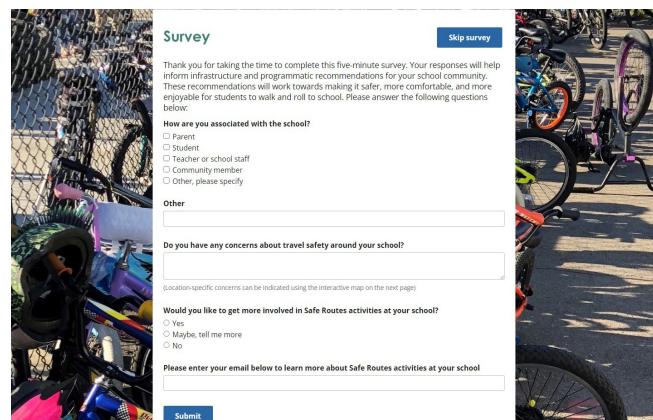
Use the “Additional comment” button to leave any additional infrastructure-



Online input map for Alameda High School. Approximately 40 participants provided input.



Alameda Safe Routes to Schools online survey intro.



Alameda Safe Routes to Schools online survey.

Key Themes

Some of the most common themes:

Inadequate Pavement Markings	Faded or missing crosswalks, advance markings, lane lines and other markings.
Aggressive Driving	Drivers creeping into intersections, going into opposing traffic to avoid congestion and blocking intersections.
Perceived Speeding	Drivers traveling too fast in school zones, failing to yield and failing to stop at stop signs.
Poor Pedestrian Visibility	Limited sightlines; drivers not stopping for pedestrians, stopping too close to crosswalks or parking too close to corners.
Wide Corner Radii	Wide corners facilitate faster turns and make it easier for drivers to park at/near corners, blocking visibility.
Bike-Vehicle Conflicts and Parking Access	Unmarked mixing zones, lack of wayfinding to bike parking areas on campus, and lack of protected and low-stress bikeways.
Turning Conflicts	Drivers failing to yield while turning, drivers blocking intersections and driveways, and aggressive driving.
Drop-Off Area Conflicts	Drivers do not pull forward or to the curb, bikes and pedestrians cross the area freely or don't have adequate paths, internal congestion, and drivers double-parking in bike lanes.

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 them to a recommendation for improving the safety of students traveling to/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.	Over 100 students waiting for the AC Transit Bus Route 631 at the Encinal Avenue and Walnut Street intersection.	Install bus stop shelters for the two bus stops along Encinal Avenue between Walnut Street and Oak Street. Evaluate potential for additional bus service near student arrival and dismissal times to accommodate mass student boardings.	City of Alameda, AC Transit & Caltrans
1b.	Bus stop locations are not apparent due to lack of bus shelters and signage.	Consider installing wayfinding signage directing to bus stops on surrounding streets.	City of Alameda
1c.	Vehicles parked at the intersection corner obstruct the visibility of pedestrians crossing at Walnut Street and Encinal Avenue.	In compliance with section 22500 of the California Vehicle Code, restrict parking and install red curbs 20 feet from all marked crosswalks at Walnut Street and Encinal Avenue.	City of Alameda, Caltrans
1d.	There is a closed-access bike parking option on the corner of Walnut Street and Encinal Avenue, but no wayfinding signage.	Install wayfinding signage on school (not city) property directing to the bike parking locations at the Encinal Avenue school entrance.	Alameda High School
2a.	There is a standard crosswalk along the east leg of the Oak Street and Alameda Avenue intersection, while the north and south legs have high-visibility crosswalks.	Consider upgrading the existing crosswalk along the eastern leg of Oak Street and Alameda Avenue intersection to a high-visibility crosswalk.	City of Alameda
2b.	Missing curb domes on the eastern corners of the Oak Street and Alameda Avenue intersection.	Install curb domes on the eastern corners of the Oak Street and Alameda Avenue intersection.	City of Alameda

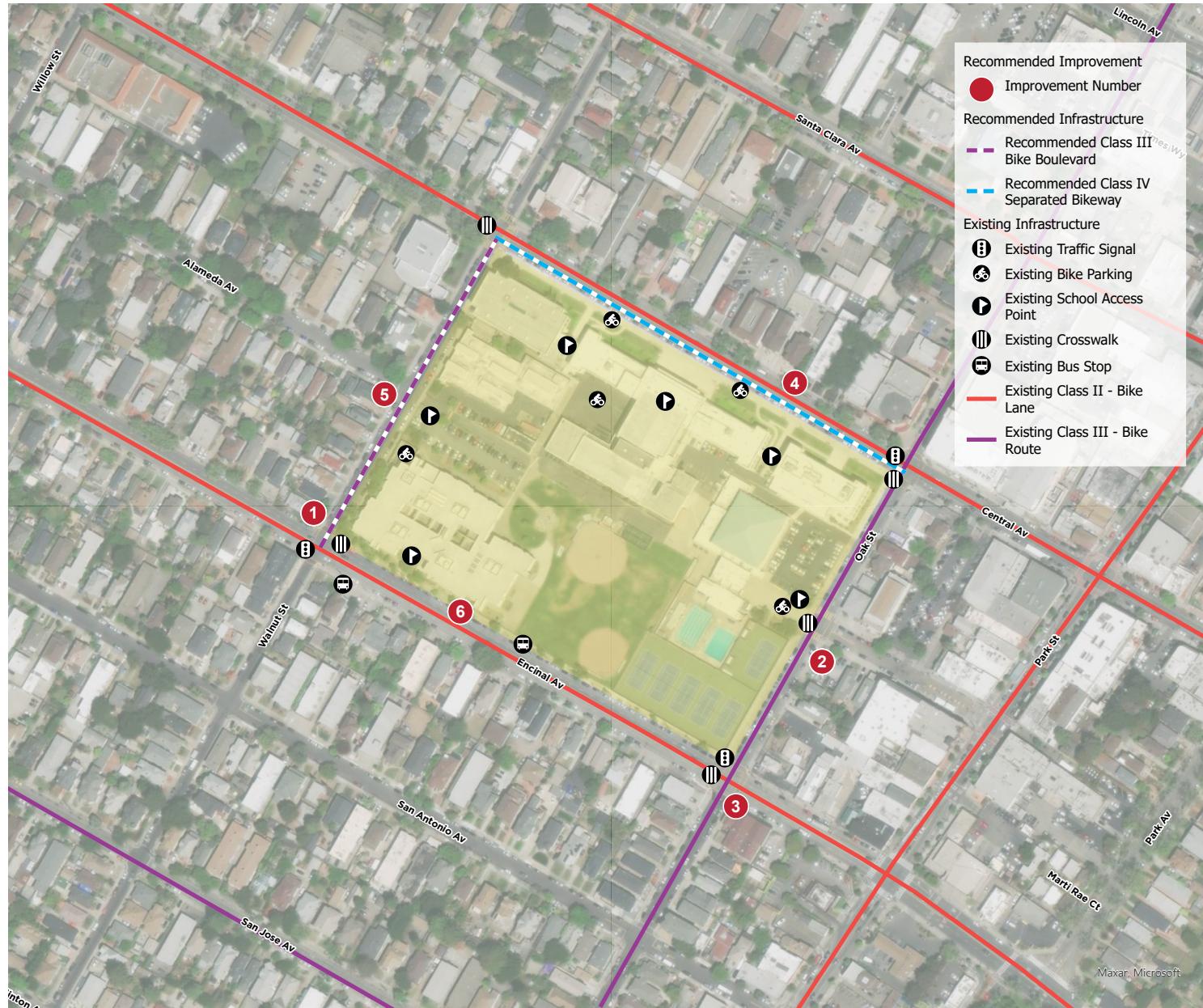
Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
2c.	Pedestrians and bicyclists weaving through double parked cars along Oak Street adjacent to Alameda Avenue.	Consider temporarily closing Oak Street between Central Avenue and Encinal Avenue to through traffic during student arrival and dismissal.	City of Alameda and Alameda High School
2d.	The bike parking facility at Oak Street and Alameda Avenue is not enclosed, which makes it less secure.	Upgrade existing bike parking at Oak Street and Alameda Avenue to closed-access bike parking.	Alameda High School
2e.	There is on-campus bike parking near the Oak Street entrance, but no wayfinding signage.	Install wayfinding signage on school (not city) property to bike parking locations at the Oak Street school entrance.	Alameda High School
3a.	At Oak Street and Encinal Avenue, the new traffic signal has a longer cycle length and delays the traffic flow which is heavier during school start/release times.	Evaluate potential for a faster traffic signal turning cycle to quicken the traffic flow during school start/release times for southbound traffic on Oak Street.	City of Alameda
4a.	Bicyclists are using the sidewalks instead of the existing Class II Bike Lane along Central Avenue. Observed double parking in the bike lane and illegal U-turns.	Consider enhancing the Class II Bike Lanes to Class IV Separated Bikeway on the south side of the street only along school frontage (between Walnut Street and Oak Street) to reduce modal conflict and increase safety.	City of Alameda
5a.	Many students cross at the Walnut Street and Alameda Avenue intersection without any crosswalks. There is low pedestrian visibility from the east side of the street.	Install curb extensions with curb ramps on the east side of Walnut Street, fronting the driveway to the school staff parking. Install high-visibility crosswalks on all legs of the Walnut Street and Alameda Avenue intersection.	City of Alameda

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
5b.	Bicyclists are riding on the sidewalks along Walnut Street.	Install Class III - bike route with pavement markings ("sharrows") on Walnut Street from Encinal Avenue to Central Avenue.	City of Alameda
6a.	Existing ADA parking space on Encinal Ave in front of the Alameda Adult School may not meet the 2024 PROWAG standards.	Evaluate the ADA parking space to check if it meets 2024 PROWAG standards. If standards are not met, upgrade the ADA parking space accordingly.	City of Alameda
6b.	Colored curbs in front of the Alameda Adult School change between white red, blue, and yellow. This may be the cause of noncompliance with curb regulations from drivers.	Review and re-organize existing colored curbs to use space more efficiently.	City of Alameda

Map 2. Improvement Map



Safe Routes to Schools Improvement Plan

Alameda High School
Alameda

School Safety Assessment held October 2024

Improvement Detail

- 1a. Install bus stop shelters for the two bus stops along Encinal Avenue between Walnut Street and Oak Street. Evaluate potential for additional bus service near student arrival and dismissal times to accommodate mass student boardings.
- 1b. Consider installing wayfinding signage directing to the bus stops at Encinal Ave and Walnut St on the surrounding streets.
- 1c. In compliance with section 22500 of the California Vehicle Code, restrict parking and install red curbs 20 feet from all marked crosswalks at Walnut Street and Encinal Avenue.
- 1d. Install wayfinding signage on school property directing to the bike parking locations at the Encinal Avenue school entrance.
- 2a. Consider upgrading the existing crosswalk along the eastern leg of Oak Street and Alameda Avenue intersection to a high-visibility crosswalk.
- 2b. Install curb domes on the eastern corners of the Oak Street and Alameda Avenue intersection.
- 2c. Consider temporarily closing Oak Street between Central Avenue and Encinal Avenue to through traffic and unauthorized vehicle drop-off during student arrival and dismissal.
- 2d. Upgrade existing bike parking at Oak Street and Alameda Avenue to closed-access bike parking.
- 2e. Install wayfinding signage to bike parking locations at the Oak Street school entrance.
- 2f. Evaluate potential for a faster traffic signal turning cycle to quicken the traffic flow for southbound traffic on Oak Street.
- 4a. Consider enhancing the Class II Bike Lanes to Class IV Separated Bikeway on the south side of the street only along school frontage (between Walnut Street and Oak Street) to reduce modal conflict and increase safety.
- 5a. Install curb extensions with curb ramps on the east side of Walnut Street, fronting the driveway to the school staff parking. Install high-visibility crosswalks on all legs of the Walnut Street and Alameda Avenue intersection.
- 5b. Install Class III - bike route with pavement markings ("sharrows") on Walnut Street from Encinal Avenue to Central Avenue.
- 6a. Evaluate the ADA parking space in front of the Alameda Adult School to check if it meets 2024 PROWAG standards. If standards are not met, upgrade the ADA parking space accordingly.
- 6b. Review and re-organize existing colored curbs to use space more efficiently.



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

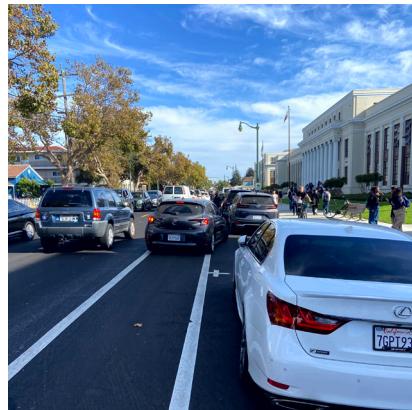
The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

**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.



Driver conducting an illegal U-turn on Central Avenue between Walnut Street and Oak Street.



Driver double parking on Central Avenue between Walnut Street and Oak Street.



Driver parking in a red zone on Central Avenue between Walnut Street and Oak Street.



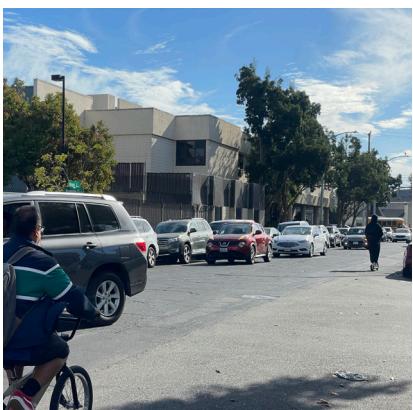
Undesignated bike parking on Central Avenue between Oak Street and Walnut Street.



No marked crosswalks on the Alameda Avenue and Walnut Street intersection.



No daylighting on the Alameda Avenue and Walnut Street intersection.



No designated bike facilities on Walnut Street, adjacent to Alameda Avenue.



Unenclosed bike parking near the east entrance along Oak Street, adjacent to Alameda Avenue.



Students waiting for the bus at Encinal Avenue/Walnut Street.

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 Alameda High School.

The school site coordinator for Alameda High School is Michele Walker. 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:

Michele Walker, mwalker@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.

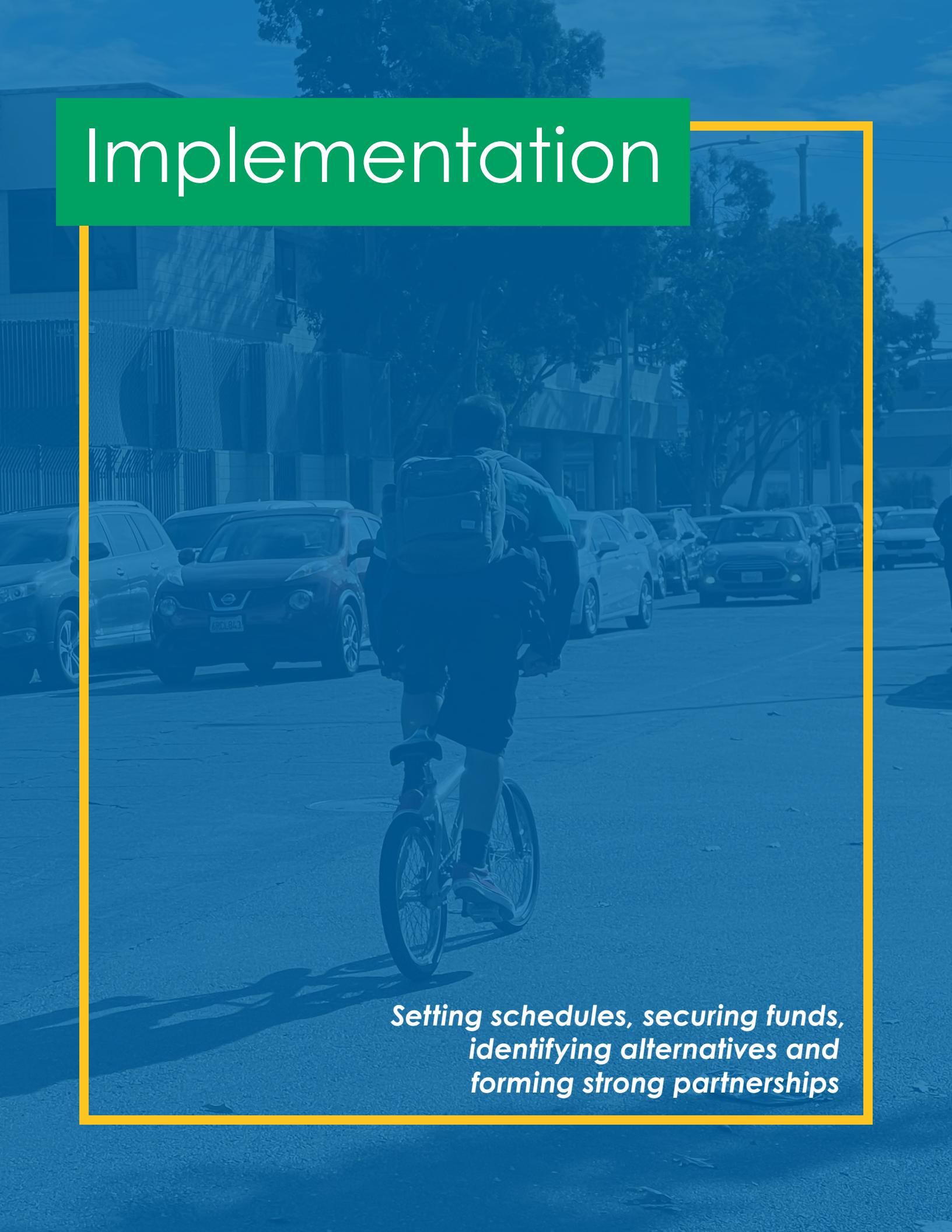
Table 3. Non-Infrastructure Recommendations

Implementing Agency	Recommendation
Alameda High School	Use Walk and Bicycle Route Maps The SR2S Program created a recommended Walk and Bicycle Route Map for Alameda High School. This map illustrates preferred routes to school for walking and biking and provide safety tips to encourage better travel behavior. This map can also be used as a part of organizing groups to walk/bike or other Walk and Roll to School activities. Source: alamedacountysr2s.org
Alameda High 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
Alameda High School	Schedule Drive Your Bike The SR2S Program offers these interactive workshops that 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. Source: alamedacountysr2s.org

Non-Infrastructure Recommendations, cont'd.

Implementing Agency	Recommendation
Alameda High School, Alameda Unified School District, and City of Alameda	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 Alameda	Daylighting In compliance with section 22500 of the California Vehicle Code, adopt a policy 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 enforce this policy by installing a red painted curb, curb extensions or signage.
City of Alameda	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. The City should adopt a School Zone Speed Limit policy to reduce speed limits on streets surrounding schools.

Implementation

A person wearing a backpack is riding a bicycle on a city street. There are several parked cars on the side of the road, and trees and buildings are visible in the background.

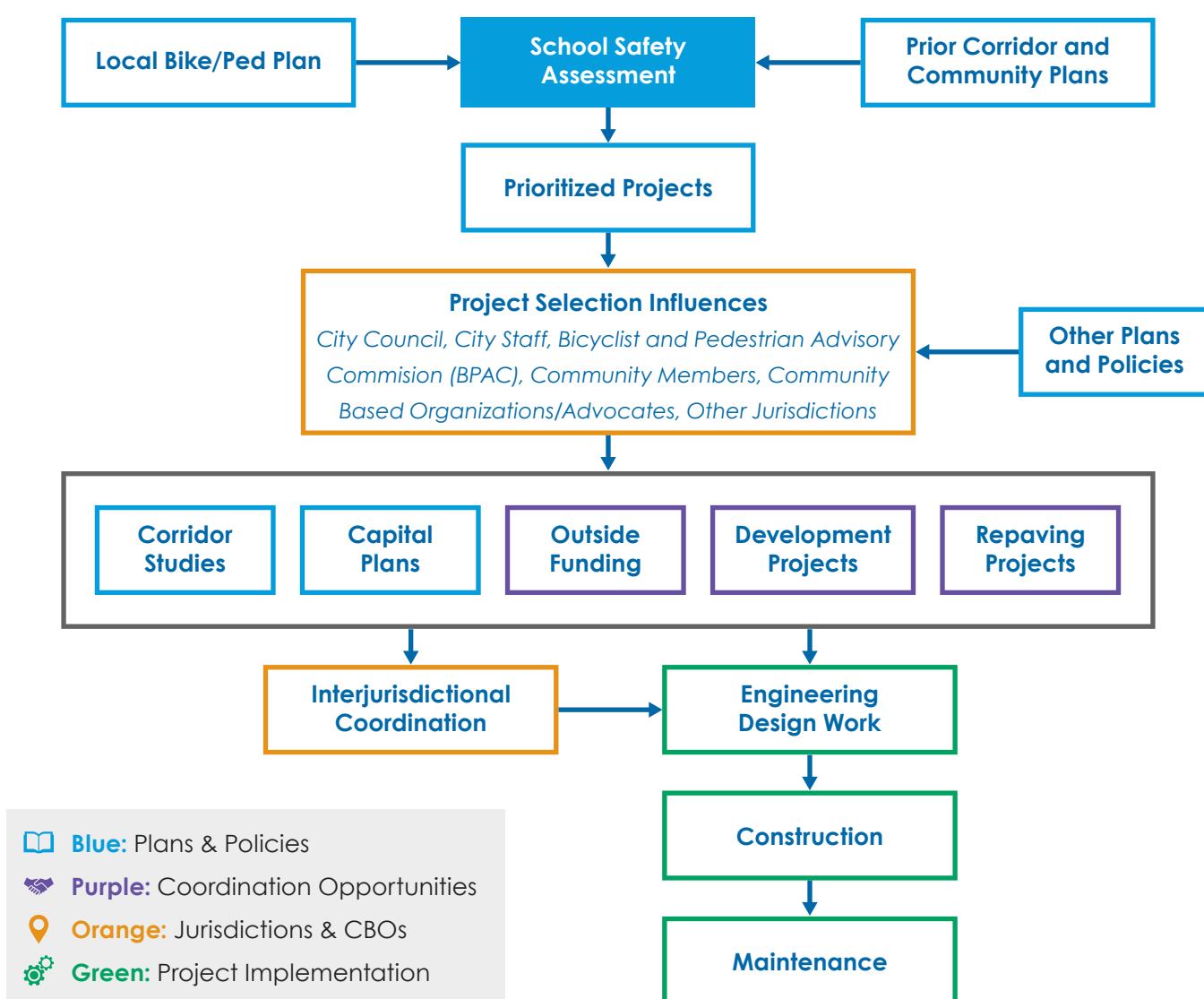
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

Project Timing

Infrastructure projects can take a long time to get from “a line on a map” to being fully constructed. Limited city 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 (i.e., planning, engineering design and construction) is obtained separately, sometimes with years between phases.

What Projects Move Forward Next?

Given the limited amount of city 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 Alameda 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 Alameda 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 quick-build curb extensions may be able to be combined with roadway resurfacing projects.

Programmed Projects

High-priority improvements may be programmed directly as standalone projects into the City of Alameda 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 Alameda 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 (i.e., 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 BB

Measure 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 allocated by the Alameda County Transportation Commission and programmed by the City.

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 and Pedestrian Advisory Committee, and several jurisdictions in Alameda County use the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for this purpose.

Funds are allocated by the MTC and programmed by the City.

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 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 transpiration 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 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.

Safe Streets and Roads for All (SS4A) Grant Program

Established by the 2021 Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure, including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to \$1 billion is available each year of the program.

Funds are programmed by the United States Department of Transportation.

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% 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, 5% 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.

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 project, or rural innovation projects. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs. Typically, an affordable housing developer will partner with a city to select and include specific transportation improvements.

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

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.

Funds are programmed by the United States Department of Transportation.

Congressionally Directed Spending (CDS)

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

Funds are programmed by the United States Federal Budget.

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 a jurisdiction 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 Alameda 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 Alameda Unified School District. The City of Alameda will therefore need to coordinate with the appropriate

agencies 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 the City of Alameda. It will also be important to consider how to continue engagement with the students, school, parent-teacher association and volunteers as they will be essential partners for the successful implementation of the proposed improvements.

Alameda High School

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum



METROPOLITAN
TRANSPORTATION
COMMISSION

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.