ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum

December 2024

Think College Now/International Community

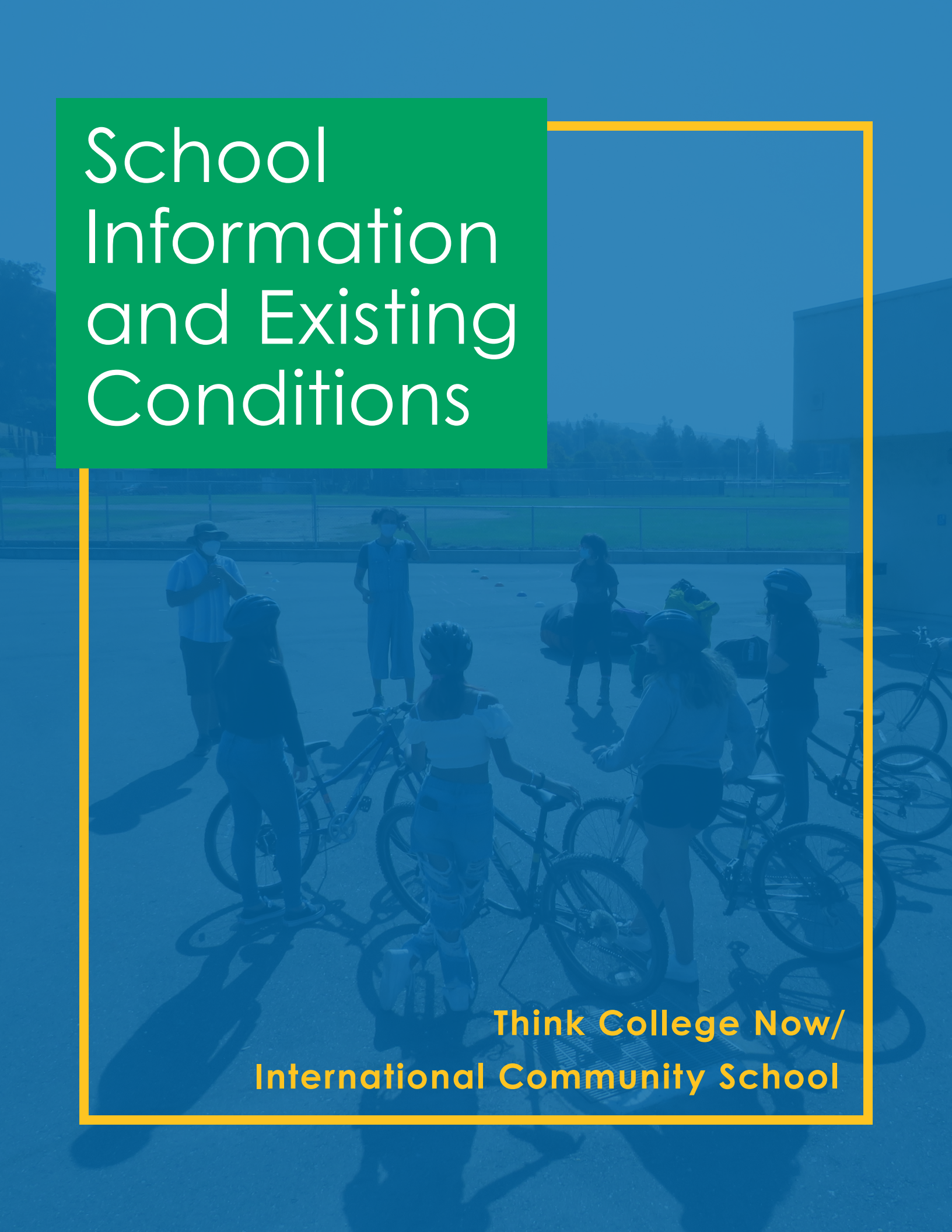
2825 International Blvd, Oakland, CA 94601 | Oakland Unified School District

ALAMEDA County Transportation Commission

Safe Routes to Schools
Alameda County Transportation Commission

METROPOLITAN TRANSPORTATION COMMISSION

School Information and Existing Conditions



Think College Now/
International Community School

School Information

THINK COLLEGE NOW

Location & Enrollment

Address:
2825 International Blvd, Oakland, CA 94601

Morning Bell(s):
8:30 a.m. - 8:45 a.m.

Grade Levels:
TK - 5

Enrollment:
532

Afternoon Bell(s):
2:45 p.m.

School Type (neighborhood/ magnet/charter):
Neighborhood

Existing Conditions

Location and Transportation Overview

In the City of Oakland, Think College Now and International Community School share a campus located on International Boulevard and 29th Avenue. The schools' main entrance is located on International Boulevard and 28th Avenue. Additional school entrances can be found along International Boulevard near 27th Avenue, East 12th Street and 29th Avenue.

The schools have a one-way vehicular drop-off route and parking available along 29th Avenue, exiting onto East 12th Street. East 12th Street is the south side of campus, where an alternative vehicular drop-off route and parking is located. There is one bus stop located by the schools' main entrance, serving AC Transit Route 1T. In addition, there are Class II Bike Lanes on East 12th Street.

Table 1. Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Notes
International Boulevard	71 feet	4 lanes	25 mph (School Zone)	School Main Entrance
29th Avenue	46 feet	2 lanes	15 mph (School Zone)	Main Vehicular Drop-Off Entry
East 12th Street	91 feet	4 lanes	25 mph (School zone)	Class II Bike Lane

Collisions

Between 2018 and 2022, there were 105 reported collisions involving people walking and biking within a half-mile radius of the schools. Fifteen of these collisions occurred within a quarter-mile radius of the schools. Twenty-four of the total collisions occurred along International Boulevard, five along 29th Avenue, and four along East 12th Street. In 2019, a six-year-old and his mother were both struck and killed by a driver on Foothill Boulevard.

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 schools are located in are ranked in the 94th percentile of the CalEnviroScreen 4.0 ranking. This area is identified as disadvantaged, ranking in the top 25 percent most disadvantaged communities.

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 schools are located in a census tract that scored in the 26th percentile for the Healthy Places Index. This means the census tract has healthier conditions than 26 percent of other California census tracts. The schools, therefore, are located in a community with less than average health-related conditions. On the northern side of campus, the neighboring census tract, which is within the schools' enrollment area, ranks less than 20th percent. However, students from the southern neighboring census tracts live in healthier environments, ranking in the 80th percentile.

Students and guardians offboarding at the AC Transit Bus Stop on International Boulevard and 28th Avenue.

School Transportation Policies

All drop-off and pick-up activities at Think College Now and International Community School take place on surrounding city streets. There are no official on-campus locations where pick-up and drop-off is allowed. The parking lots on 29th Avenue and East 12th Street are used as unofficial drop-off locations. A bus stop is located on International Boulevard, serving AC Transit Route 1T. Additional bus stops are located along 29th Avenue near East 12th Avenue, serving AC Transit Routes 20, 21 and 62.

School Travel Data

In the 2022-23 school year, the parent/caregiver survey asked Oakland Unified School District families why they walk or bike to school. The survey indicated over 35 percent of survey respondents felt that walking and biking encourages an active, healthy lifestyle. About 11 percent of survey respondents enjoy walking and biking with their family or household, and about 9 percent of survey respondents choose to walk and bike to reduce vehicle emissions.

When asked about barriers to walking or biking, about 21 percent of survey respondents identified poor driving behavior on streets near school campus (distracted driving, speeding, not yielding at crosswalks). About 15 percent of survey respondents expressed concern about personal safety (stranger danger, gangs, violence or dogs), and 14 percent of survey respondents believe it takes too long to walk or bike to school. The remaining survey respondents indicated driving is more convenient.

School Engagement Activities

Between 2020 and 2022, Think College Now and International Community School participated in the International Walk and Roll Week, Bike to School Day, and Golden Sneaker Contest.

Student Travel Mode Info	Share Estimate
Walking	25%
Biking/Scootering	7%
Riding School Bus	3%
Riding Public Transit	4%
Carpooling	3%
Riding in Family Vehicle	52%
Other	6%

Think College/ Now International Community School (OUSD)

Bicycle Collisions (2018-2022)

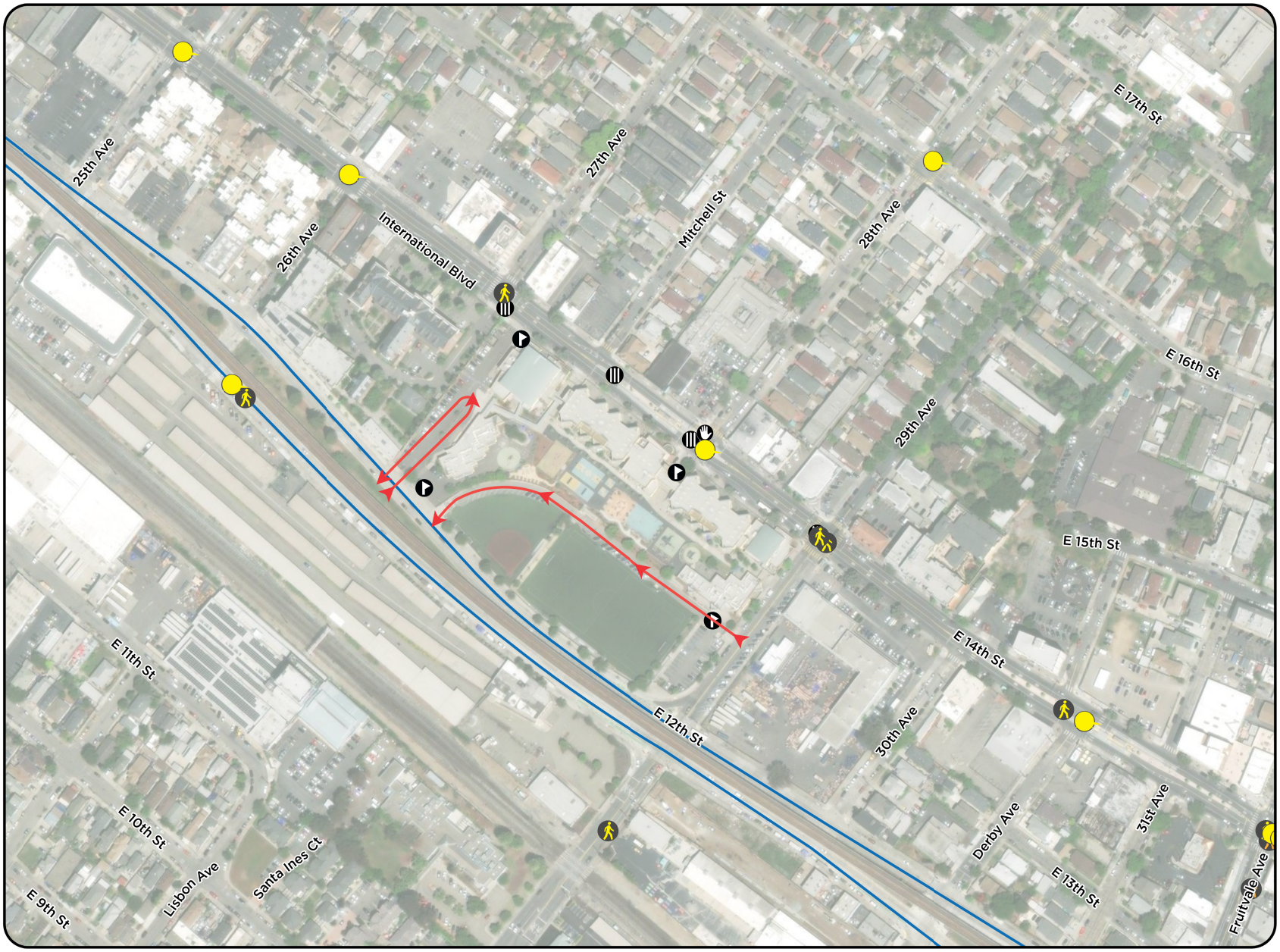
- Minor Injury

Pedestrian Collisions (2018-2022)

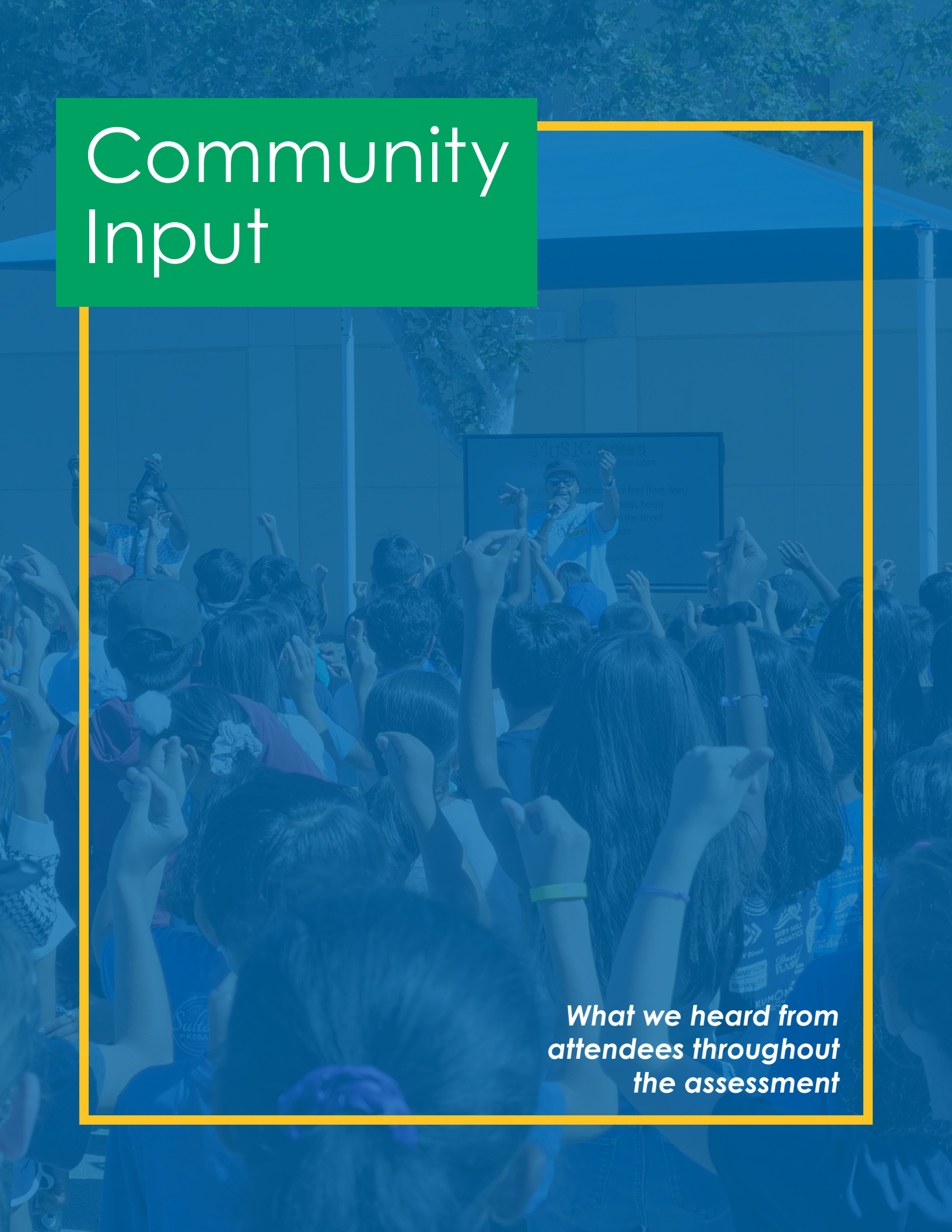
- Severe Injury
- Minor Injury

Existing Infrastructure

- Existing Crossing Guard
- Existing Crosswalk
- Existing School Access Point
- Existing Vehicular Circulation
- Class II Bike Lane



Community Input



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 or school district staff. Once schools are selected, the Safe Routes team contacts the school principals 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 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.
Inadequate Pavement Markings	Faded or missing crosswalks, advance markings, lane lines, and other markings.
Aggressive Driving	Drivers creeping into intersections, drivers going into opposing traffic to avoid congestion, and blocking intersections.
Perceived Speeding	Drivers traveling too fast in school zones, failing to yield, and failing to stop at stop signs.
Poor Pedestrian Visibility	Limited sight lines; drivers do not stop for pedestrians, stop too close to crosswalks, or park too close to corners.
Wide Corner Radii	Wide corners facilitate faster turns and make it easier for drivers to park at or near corners, blocking visibility.
Bike-Vehicle Conflicts and Parking Access	Unmarked mixing zones, lack of dedicated bike paths to bike parking areas on campus, and lack of on-street bikeways.
Accessibility	Broken or missing sidewalks, missing curb ramps, and rolled curbs (which allow cars to park on the sidewalk).
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 unattended vehicles.

Recommendations

Infrastructure and non-infrastructure recommendations near the school

Infrastructure Recommendations

The following table describes the observations that were made during the SSA and ties 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.	Existing tree blocking visibility on the northern side of International Boulevard and 27th Avenue.	Trim vegetation on the northern side of International Boulevard and 27th Avenue.	City of Oakland
1b.	There is conflict between turning vehicles and people crossing the street at International Boulevard and 27th Avenue.	Consider installing a curb extension at intersection corners and traffic signal timing changes such as a Leading Pedestrian Interval or added time for pedestrians to cross.	City of Oakland
2a.	Vehicles often fail to yield to pedestrians waiting to cross the uncontrolled marked crosswalk across International Boulevard at 26th Avenue.	Install a Pedestrian Hybrid Beacon (PHB) across International Boulevard at 26th Avenue.	City of Oakland
3a.	Vehicles often fail to yield to pedestrians waiting to cross the uncontrolled marked crosswalk across International Boulevard at 30th Avenue.	Install a Rectangular Rapid Flashing Beacon (RRFB) across International Boulevard at 30th Avenue.	City of Oakland
4a.	Curb ramps do not appear ADA accessible at the intersection of E 16th Street and 27th Avenue. Families with young children use this intersection.	Upgrade curb ramps at each intersection corner at E 16th Street and 27th Avenue. Upgrade existing crosswalks at all approaches to high-visibility crosswalks.	City of Oakland

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
5a.	About six drivers were double parked in front of the schools at International Boulevard and Mitchell Street.	Install wayfinding signage directing vehicles to designated drop-off locations.	City of Oakland
5b.	The red curb paint is fading along International Boulevard, fronting the school entrance.	Repaint the faded red curb on the south side of International Boulevard, fronting the school entrance.	City of Oakland & Think College Now/International Community School
5c.	Drivers drive onto the bus lane to speed past traffic along International Boulevard.	Coordinate with AC Transit to discourage drivers from driving in the bus lane along International Boulevard.	City of Oakland
5d.	Drivers were not always yielding to pedestrians trying to cross the street at the existing crosswalk across International Boulevard at Mitchell Street.	Install Rectangular Rapid Flashing Beacon (RRFB) across International Boulevard at Mitchell Street.	City of Oakland
6a.	Low pedestrian and bicyclist visibility at International Boulevard and 29th Avenue.	Consider installing curb extensions at each intersection corner at International Boulevard and 29th Avenue.	City of Oakland
6b.	Drivers are not waiting for pedestrians to cross at International Boulevard and 29th Avenue.	Consider signal timing changes (such as a Leading Pedestrian Interval or added time for pedestrians to cross) at International Boulevard and 29th Avenue.	City of Oakland
6c.	Drivers use the right-turn lane to speed past traffic at International Boulevard and 29th Avenue.	Conduct a traffic analysis to consider the removal of the eastbound right-turn lane at International Boulevard and 29th Avenue.	City of Oakland

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
7a.	The pavement quality along 29th Avenue between International Boulevard and E 12th Street is poor. There is limited visibility between drivers and pedestrians along this block of 29th Avenue. Drivers were perceived to be speeding along this block.	Extend the red curb along both sides of the school entrance to increase pedestrian visibility. Repave 29th Avenue. Consider traffic calming measures (such as speed humps, rumble strips, travel lane narrowing, etc.) to reduce vehicle speeds. Consider altering the existing angle parking to parallel parking. Consider making this entrance the official drop-off location.	City of Oakland & Think College Now/International Community School
7b.	Uneven sidewalks along 29th Avenue between International Boulevard and East 12th Street.	Install new sidewalk and curb ramps along the western side of 29th Avenue between International Boulevard and East 12th Street.	City of Oakland
7c.	Lack of signage on 29th Avenue to school entry access.	Install wayfinding signage to school entry access and drop-off route.	Think College Now/International Community School
8a.	Faded and unmaintained bike lanes along East 12th Street.	As recommended in the City of Oakland Bike Plan, install Protected Bike Lanes along East 12th Street.	City of Oakland
8b.	Lack of signage on East 12th Street to alternative school entry access.	Install wayfinding signage to alternate school entry access and drop-off route. Consider making East 12th Street the official alternate drop-off location.	Think College Now/International Community School
9a.	Drivers are perceived to be speeding as they approach and cross through the intersection of East 12th Street and 29th Avenue.	Conduct a study to consider eliminating the slip lane at East 12th Street and 29th Avenue. Install high-visibility crosswalks.	City of Oakland
9b.	Pedestrians have very long crossing distances across East 12th Street at 29th Avenue.	Consider constructing a median refuge island at both crossings across East 12th Street at 29th Avenue. Consider traffic signal timing changes such as Leading Pedestrian Intervals or increased time for pedestrians to cross.	City of Oakland

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.

DRAFT

Safe Routes to Schools Improvement Plan

Think College Now/ International Community School, Oakland

School Safety Assessment held October 2024

Improvement Detail

1a. Trim vegetation on the northern side of International Boulevard and 27th Avenue.

1b. Consider installing a curb extension at intersection corners and traffic signal timing changes such as a Leading Pedestrian Interval or added time for pedestrians to cross.

2a. Install a Rectangular Rapid Flashing Beacon (RRFB) across International Blvd at 26th Ave.

3a. Install a Rectangular Rapid Flashing Beacon (RRFB) across International Blvd at 30th Ave.

4a. Upgrade curb ramps at each intersection corner at E 16th St and 27th Ave. Upgrade existing crosswalks at all approaches to high-visibility crosswalks.

5a. Install wayfinding signage directing vehicles to designated drop-off locations.

5b. Repaint the faded red curb on the south side of International Boulevard, fronting the school entrance.

5c. Coordinate with AC Transit to discourage drivers from driving in the bus lane along International Boulevard.

5d. Install Rectangular Rapid Flashing Beacon (RRFB) across International Boulevard at Mitchell Street.

6a. Consider installing curb extensions at each intersection corner at International Boulevard and 29th Avenue.

6b. Consider signal timing changes (such as a Leading Pedestrian Interval or added time for pedestrians to cross) at International Boulevard and 29th Avenue.

6c. Conduct a traffic analysis to consider the removal of the east bound right-turn lane at International Boulevard and 29th Avenue.

7a. Extend the red curb along both sides of the school entrance to increase pedestrian visibility. Repave 29th Avenue. Consider traffic calming measures (such as speed humps, rumble strips, travel lane narrowing, etc.) to reduce vehicle speeds. Consider altering the existing angle parking to parallel parking. Consider making this entrance the official drop-off location.

7b. Install new sidewalk and curb ramps along the western side of 29th Avenue between International Boulevard and East 12th Street.

7c. Install wayfinding signage to school entry access and drop-off route.

8a. As recommended in the City of Oakland Bike Plan, install Protected Bike Lanes along East 12th Street.

8b. Install wayfinding signage to alternate school entry access and drop-off route. Consider making East 12th Street the official alternate drop-off location.

9a. Conduct a study to consider eliminating the slip lane at East 12th Street and 29th Avenue. Install high visibility crosswalks.

9b. Consider constructing a median refuge island at both crossings across East 12th Street at 29th Avenue. Consider traffic signal timing changes such as Leading Pedestrian Intervals or increased time for pedestrians to cross.

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 (alamedactc.org) and is funded with Alameda County's local Measure BB sales tax, and regional, state, and federal funds.

AC Transit Bus Platform on International Boulevard and 28th Avenue.

Unpaved sidewalks along 29th Avenue, eastern side of school campus.

Narrow one-way vehicular route, facing 29th Avenue.

Faded crosswalk striping on the school entrance along 29th Avenue.

Bike parking located near the schools' main office.

Encampments and RVs located along East 12th Street, south of school campus.

Undesignated drop-off location on western side of school campus.

Faded Class II Bike Lanes along East 12th Street, south of school campus.

Wayfinding signage near pedestrian school entrance on 27th Avenue and International Boulevard.

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 Think College Now/International Community School.

The school site coordinator for Think College Now/International Community School is Qianning Tang. 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:

Qianning Tang, qtang@transformca.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.

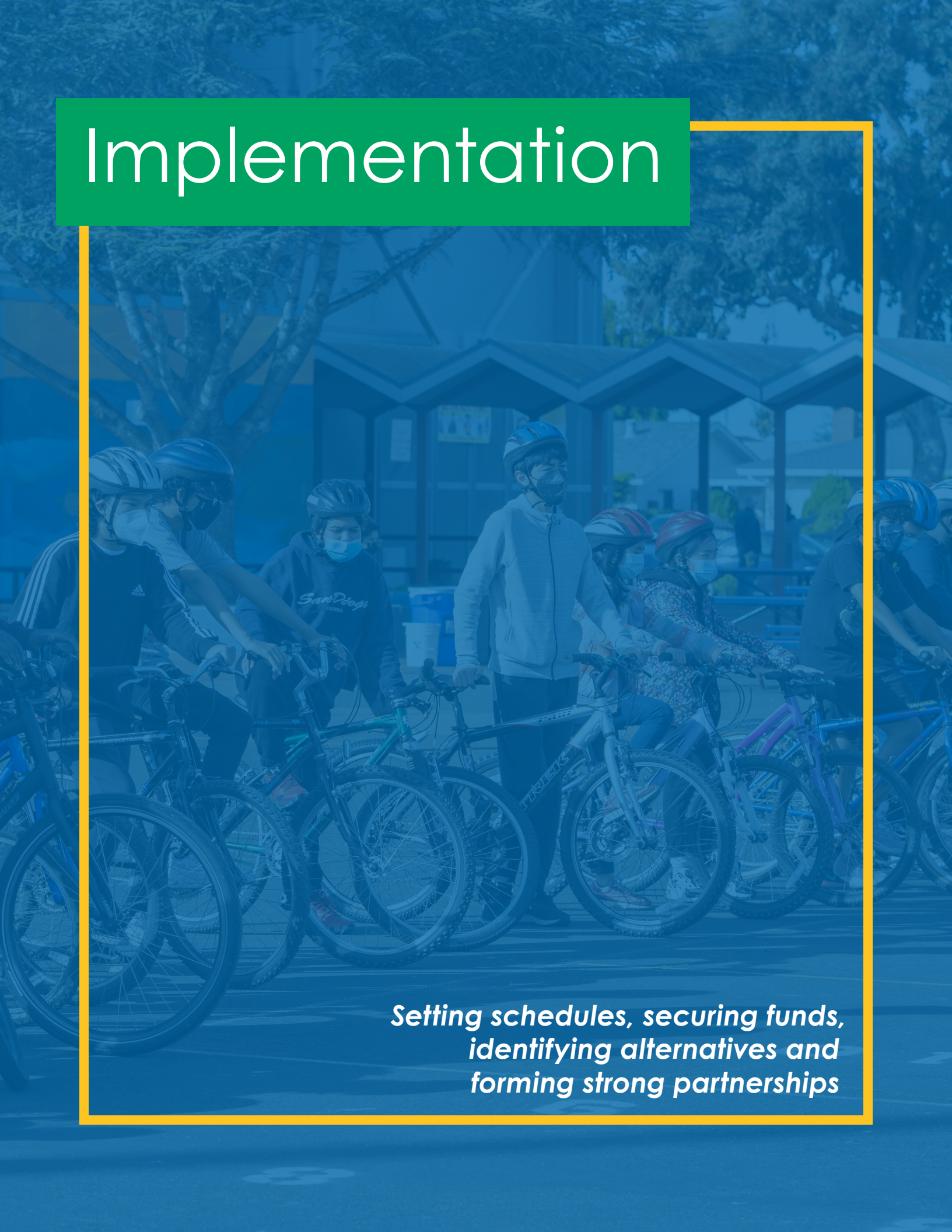
Table 3. Non-Infrastructure Recommendations

Implementing Agency	Recommendation
Think College Now/ International Community School	**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, Bicycle Trains, or other Walk and Roll to School activities. Park and Walk, Walking School Bus and Bicycle Train meeting locations are also shown on these maps where appropriate. Source: alamedacountysr2s.org
City of Oakland	**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.
Think College Now/ International Community School & Oakland Unified School District	**No Idling in School Zone** School and district staff can improve air quality around schools by promoting comprehensive "no idling" policies around schools.

Non-Infrastructure Recommendations, cont'd.

Implementing Agency	Recommendation
Think College Now/ International Community 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
Think College Now/ International Community 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. For elementary schools, a one-day, 150-minute program is available to fifth graders. Source: alamedacountysr2s.org
Think College Now/ International Community 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
City of Oakland	**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.

Implementation



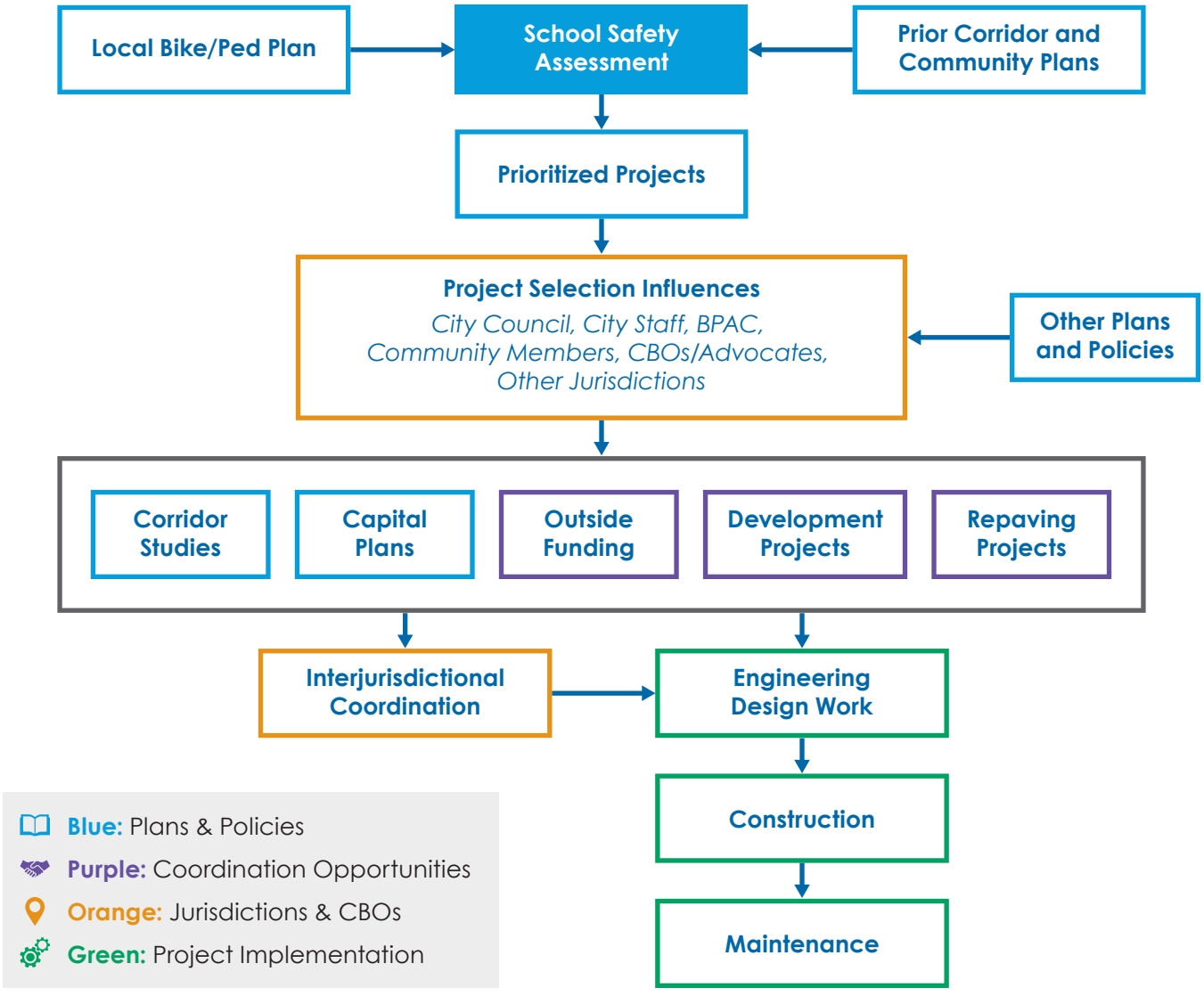
Setting schedules, securing funds, identifying alternatives and forming strong partnerships

Project Timing

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

What Projects Move Forward Next?

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



Implementation Strategies

The City of Oakland 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 Oakland 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 Oakland 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 Oakland 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 schools. Project prioritization, therefore, is important for guiding City staff in selecting projects that will provide the most significant safety and overall community benefits.

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

Local and Regional Funding Sources

Measures B & BB

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

Funds are programmed by the Alameda County Transportation Commission.

Transportation Development Act Article 3

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

Funds are programmed by the MTC.

Transportation Fund for Clean Air, County Program Manager Fund

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

Funds are programmed by the Alameda County Transportation Commission.

One Bay Area Grant

The One Bay Area Grant program emphasizes funding for projects within Priority

Development Areas in the region that are in line with housing and land use goals. Projects that are within or provide access to these Priority Development Areas could qualify for One Bay Area Grants.

Funds are programmed by the Alameda County Transportation Commission.

Bicycle Facilities Grant Program

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

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

Climate Initiatives Innovative Grants Fund

MTC's Climate Initiatives Program promotes innovative ways to reduce greenhouse gas emissions in the Bay Area and taps federal funding for a pair of competitive grant programs. Innovative grants of $1 million and up are used to support high-impact projects that can be replicated around the region.

Funds are programmed by the MTC.

Impact Fees

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

Funds are programmed by participating cities.

Safe Routes to Schools Mini-Grant Program

In 2021, the Alameda County Transportation Commission (Alameda CTC) announced available funds for infrastructure improvements that were recommended through the Safe Routes to Schools 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.

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.

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 Solutions for 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 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.

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.

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.

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 City of Oakland 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 Oakland 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 Oakland Unified School District. The City of Oakland 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 schools' parent-teacher association and volunteers as they will be essential partners for the successful implementation of the proposed improvements.

Think College Now/International Community School

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum

ALAMEDA County Transportation Commission

Safe Routes to Schools
Alameda County Transportation Commission

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.