

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum

March 2026

Hoover Elementary School



890 Brockhurst St, Oakland, CA 94608 | Oakland Unified School District



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions

A group of students and adults are gathered in a schoolyard, many with bicycles. The scene is overlaid with a blue tint. The students are wearing helmets and casual clothing. An adult in a light-colored shirt and hat is also present. The background shows a school building and a fence.

Hoover Elementary



School Information

Location & Enrollment



Address:
890 Brockhurst St,
Oakland, CA 94608



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



Grade Levels:
K-5



Enrollment:
268



Afternoon Bell(s):
2:45 p.m.
Minimum Days:
1:15 p.m.



School Type
(neighborhood/
magnet/charter):
Neighborhood





Existing Conditions

Overview

Hoover Elementary School is located in West Oakland near the Interstate 580 and Highway 24 interchange. The school campus fronts both 33rd Street and Brockhurst Street and is accessible through both streets. There are existing loading zones in front of the school on both 33rd Street and Brockhurst Street, which are also used as school arrival and dismissal locations.

During the morning start time, Hoover Elementary students and parents operate a school safety patrol on Brockhurst Street. Here, the safety patrol team meter vehicles through the loading zone and help students get out of their vehicles to maintain a consistent flow of traffic.

There are two crossing guards that serve the school. One is stationed at Brockhurst

Street and Market Street and the other is at Brockhurst Street and West Street. The AC Transit bus route 88 stops at Market Street and 33rd Street connecting the school to Berkeley, Lake Merritt and Piedmont.

The school has six U-racks that can accommodate up to 12 parked bicycles. The U-racks are located near the main office.

The collision analysis in the following section shows the area within a quarter mile of the school to be uncomfortable for people walking and biking. Between 2020 and 2024, there were 12 collisions involving people walking or biking within a quarter mile of the school. Additionally, the State of California identifies the census tract the school is in as a disadvantaged area.

Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Notes
Brockhurst Street	35 feet	2 lanes	25 mph	Street sweeping Thursdays 12:30 p.m.-3:30 p.m.
Market Street	48 feet	2 lanes	30 mph	Buffered Bike Lanes
33rd Street	32 feet	2 lanes	25 mph	Street sweeping Fridays 12:30 p.m.-3:30 p.m.
West Street	56 feet	2 lanes	30 mph	Buffered Bike Lanes

Collisions

Collision data is drawn from the Transportation Injury Mapping System (TIMS), which pulls data from the Statewide Integrated Traffic Records System (SWITRS), a California State database that contains information on crash attributes and locations. The data includes collisions from the most recent five-year period, from 2020 to 2024. The collisions are shown on the map on page 8.

Between 2020 and 2024, there were a total of 89 collisions involving people walking and biking within a half mile of the school. Of these collisions, 22 collisions occurred along San Pablo Avenue, 14 along Martin Luther King Jr. Way and 13 along Market Street.

Within a quarter mile of the school, there were 12 collisions involving people walking and nine involving people biking, two of which resulted in a fatality. In 2020, a pedestrian was killed by a motorist while crossing San Pablo Avenue at Brockhurst Street. The collision nearest the school occurred in 2020 and involved a bicyclist crossing Market Street at Brockhurst Street.

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 82nd percentile of the CalEnviroScreen 4.0 ranking. This means the school area is disproportionately burdened by pollutants and, therefore, considered a disadvantaged area.

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.

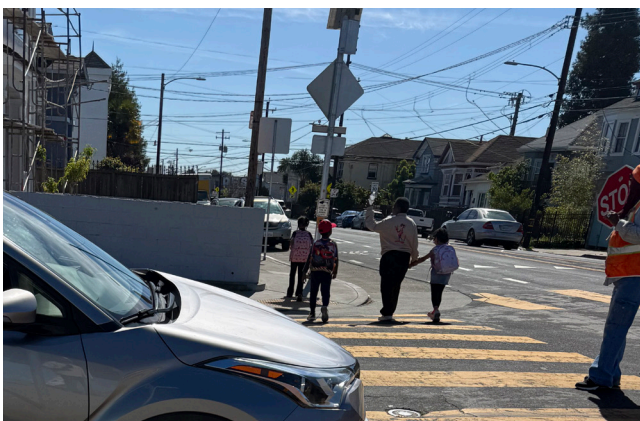
The school is located in a census tract that scored in the 33.4th percentile for the Healthy Places Index. This means the census tract has healthier conditions than 33.4 percent of other California census tracts. The school, therefore, is located in a community with relatively unhealthy conditions and should be prioritized for improvements based on health concerns.



Loading zone on Brockhurst Street in front of the school.



Bus stop for the 88 route on Market Street and 33rd Street.



Crossing guard at Brockhurst Street and Market Street.

School Transportation Policies

Hoover Elementary has two access points on Brockhurst Street and 33rd Street. The curbs in front of both school access points are painted white and serve as loading zones during school start and release times. Hoover Elementary operates a school safety patrol on Brockhurst Street where parent volunteers and students help students get out of their cars as they go through the loading zone. There are two crossing guards during start and release times at Brockhurst Street and Market Street and at Brockhurst Street and West Street.

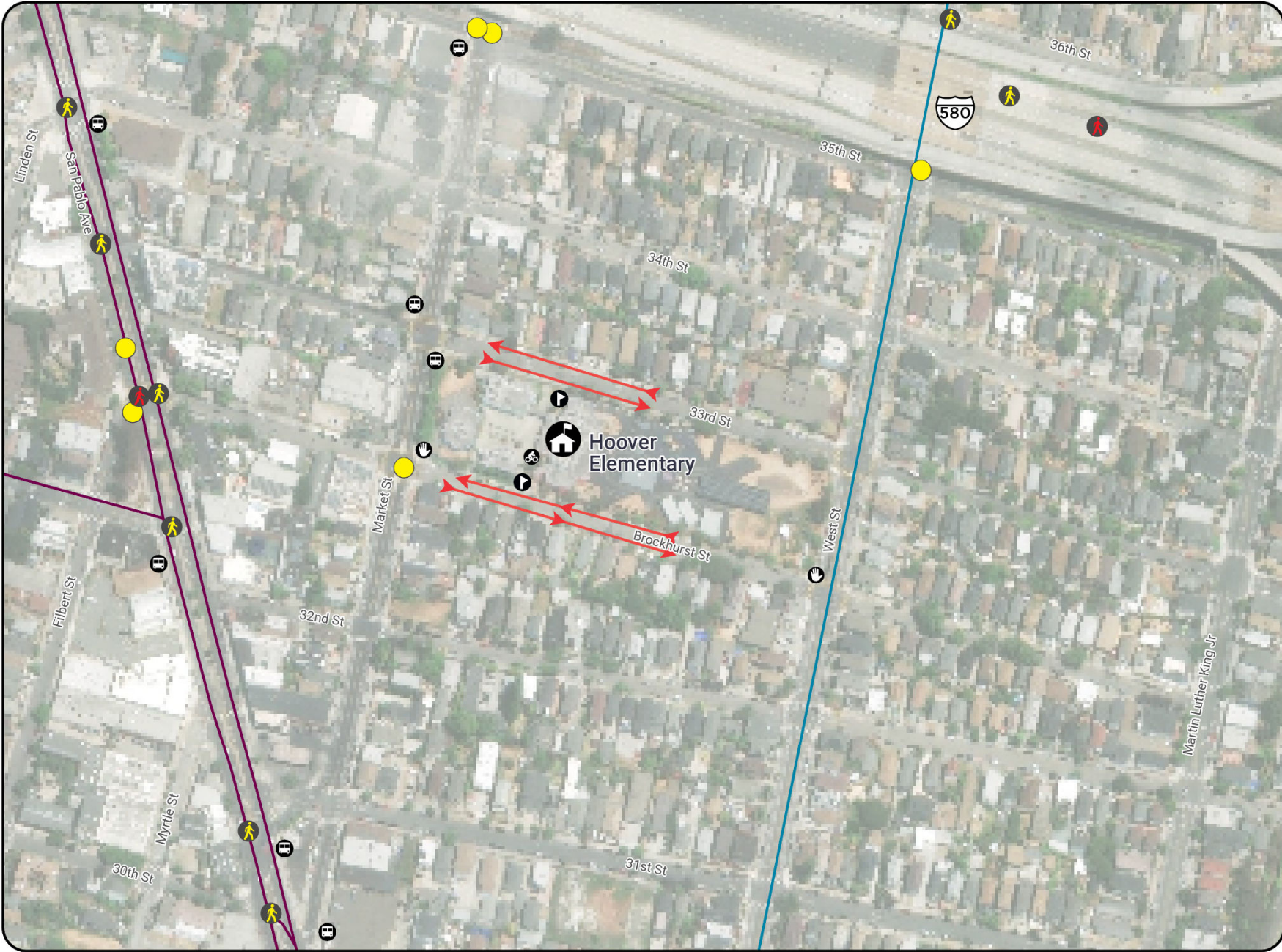
The AC Transit bus route 88 has a stop on Market Street and 33rd Street. The 88 route connects the school community to Berkeley, Lake Merritt, and Piedmont.

Engagement Activities

During the 2023-24 school year, Hoover Elementary participated in one Walk and Roll event. The spring 2023 parent/caregiver survey reveals that poor driving behavior is the main barrier to active travel. Concerns about personal safety and long walking and biking distances to school are the second and third most common barriers to active travel to school.

Hoover Elementary School (OUSD)

- Bicycle Collisions (2020-2024)**
- Severe Injury
 - Minor Injury
- Pedestrian Collisions (2020-2024)**
- Fatality
 - Minor Injury
- Existing Infrastructure**
- School Access Point
 - Existing Bike Parking
 - Crossing Guard
 - Bus Stop
 - Existing Vehicular Circulation
 - Bike Lane
 - Bike Route



Community Input

A large crowd of people is gathered outdoors, many with their hands raised in the air. In the background, a man in a blue shirt and sunglasses stands at a podium, speaking into a microphone. Behind him is a large screen displaying the word "Music" and some lyrics. The scene is set in front of a modern building with large glass windows. The entire image is overlaid with a blue tint and a yellow border.

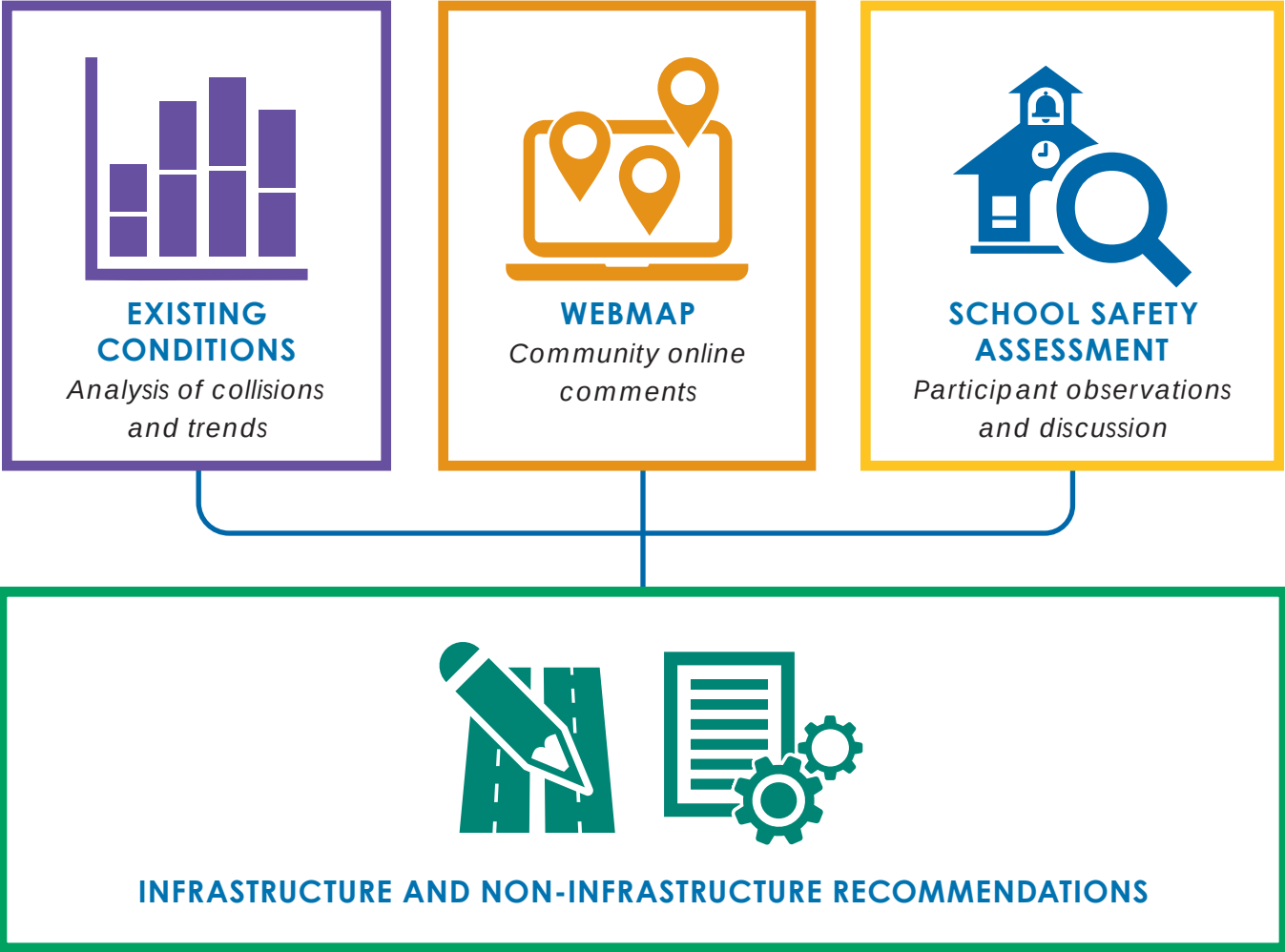
***What we heard from
attendees throughout
the assessment***

Summary of Process

Schools are selected for school safety assessments (SSAs) based on a number of selection criteria including collision data, Free and Reduced Price Meal data, and input from City 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 and 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.



Key Themes

Some of the most common themes:

Failure to Yield	Drivers often 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 sometimes blocked the intersections, and sometimes drove into opposing traffic to avoid congestion.
Perceived Speeding	Drivers were perceived to be speeding in school zones and were observed failing to yield and failing to stop at stop signs.
Poor Pedestrian Visibility	Limited sight lines; drivers often do not stop for pedestrians and park too close to crosswalks.
Drop-Off Area Conflicts	Drivers often leave vehicles unattended in the loading zone and double park in front of the school access points.

Existing Conditions



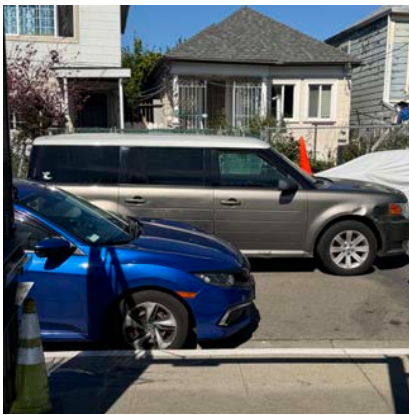
Car parked in the passenger loading zone on Brockhurst Street.



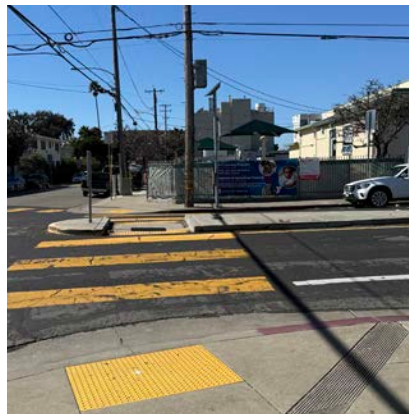
Car double parked in front of the school on Brockhurst Street.



Drivers double parking on Brockhurst Street during school the release time.



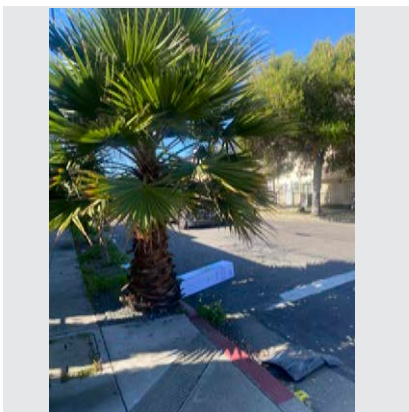
One car parked in the loading zone and another double parked on 33rd Street in front of the school.



Missing RRFB sign at the northern approach to Brockhurst Street and Market Street.



One car parked along the red curb and another encroaching the crosswalk at Brockhurst Street/Market Street.



Street tree at the southwest corner of Market Street and 33rd Street obstructing pedestrian visibility.



Car parked along the red curb at 33rd Street and West Street.



Street sweeping sign on West Street, listing no parking during street sweeping times, which conflict with school release time.

Recommendations

A group of children wearing helmets and safety vests riding bicycles on a street. The image is overlaid with a blue tint and a yellow border.

*Findings and recommendations to
improve upon infrastructure and
non-infrastructure school surroundings*

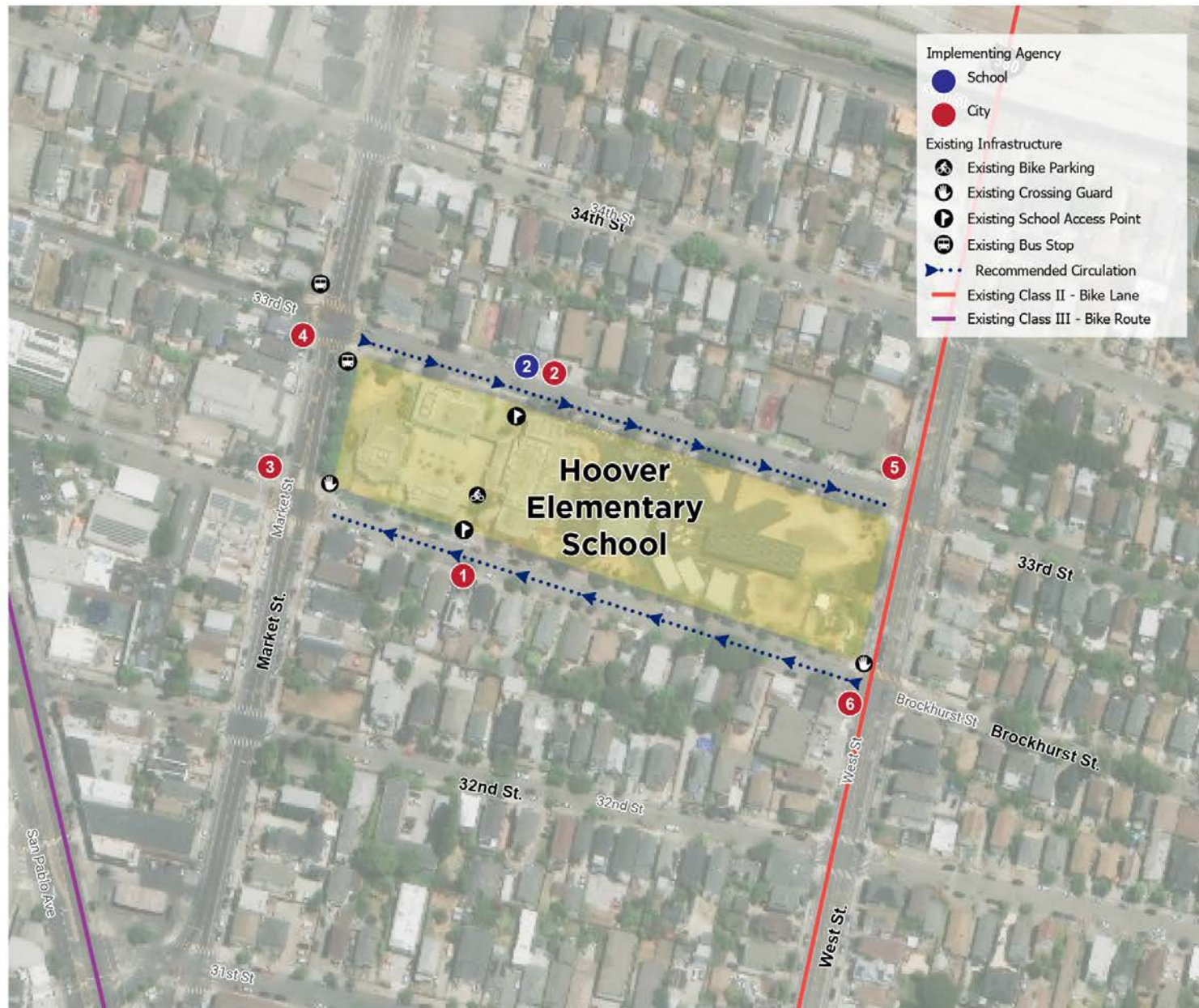
Infrastructure Recommendations

No.	Observation	Recommendation	Implementing Agency
1a	Drivers often leave vehicles unattended in the loading zone and were observed double parking on Brockhurst Street. Students were observed crossing Brockhurst Street midblock to get to and from double parked vehicles.	Conduct a traffic analysis to consider converting Brockhurst Street to a one-way street in the westbound direction from West Street to Market Street. The City may consider piloting the one-way street during school start and release times with cones and temporary signage.	City of Oakland
1b	Street sweeping on Brockhurst Street and school release times coincide. Drivers picking up students often obstruct the street sweeper.	Change the street sweeping schedule so that street sweeping on Brockhurst Street occurs outside school operating hours.	City of Oakland
2a	Drivers were observed leaving vehicles unattended in the loading zone and double parking on 33rd Street. Students were observed crossing 33rd Street midblock to get to and from double parked vehicles.	Consider permanently converting the school frontage of 33rd Street into a school loading zone and encourage cars to pull all the way up and through the loading zone with support from volunteer parents and teachers.	City of Oakland, Hoover Elementary
2b	Street sweeping on 33rd Street and school release times coincide. Drivers picking up students often obstruct the street sweeper.	Change the street sweeping schedule so that street sweeping on 33rd Street occurs outside school operating hours.	City of Oakland

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
3a	Drivers were observed parking along the red curb at the Brockhurst Street and Market Street intersection and obstructing the view of crossing pedestrians. Drivers often encroach the crosswalk to look for oncoming traffic on Market Street.	Consider using paint and flex-posts to reinforce daylighting at the Brockhurst Street and Market Street intersection.	City of Oakland
3b	One of the Rectangular Rapid Flashing Beacon (RRFB) signs at Brockhurst Street and Market Street was missing.	Replace the missing RRFB sign at the northern approach to Brockhurst Street/ Market Street.	City of Oakland
4a	The tree on the southwest corner of 33rd Street and Market Street obstructs pedestrian visibility.	Trim vegetation at the southwest corner of 33rd Street and Market Street.	City of Oakland
4b	Drivers often park along the red curb at the 33rd Street and Market Street intersection.	Consider using paint and flex-posts to reinforce daylighting at the 33rd Street and Market Street intersection.	City of Oakland
5a	Drivers on 33rd Street often do not yield to traffic on West Street.	Install "Cross Traffic Does Not Stop" (W4-4P) signs on 33rd Street at both approaches to West Street.	City of Oakland
5b	Drivers often fail to yield to pedestrians crossing West Street at 33rd Street.	Install a RRFB at the 33rd Street crossing across West Street. Consider upgrading the crosswalk to a raised crosswalk.	City of Oakland

No.	Observation	Recommendation	Implementing Agency
5c	Drivers often park along the red curb at the 33rd Street and West Street intersection and obstruct the view of crossing pedestrians. Drivers were observed encroaching the crosswalk to look for oncoming traffic on West Street.	Consider installing curb extensions to reinforce daylighting at the intersection.	City of Oakland
5d	Southbound drivers were perceived to be speeding on West Street.	Install speed humps along West Street between 35th Street and 33rd Street.	City of Oakland
6a	Drivers on all approaches were observed failing to make complete stops at the all-way stop-controlled intersection at Brockhurst Street and West Street.	Construct a raised crosswalk at Brockhurst Street and West Street intersection.	City of Oakland
6b	Drivers often park along the red curb at the Brockhurst Street and West Street intersection, obstructing pedestrian visibility.	Consider installing curb extensions to reinforce daylighting at the intersection.	City of Oakland
6c	Long crossing distance across West Street at Brockhurst Street.	Construct a pedestrian refuge island on Brockhurst Street at the crossing of West Street.	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

Hoover Elementary School Oakland

School Safety Assessment held March 2026

Improvement Detail

- 1a. Conduct a traffic analysis to consider converting Brockhurst Street to a one-way street in the westbound direction from West Street to Market Street. The City may consider piloting the one-way street during school start and release times with cones and temporary signage.
- 1b. Change the street sweeping schedule so that street sweeping on Brockhurst Street occurs outside school operating hours.
- 2a. Consider permanently converting the school frontage of 33rd Street into a school loading zone and encourage cars to pull all the way up and through the loading zone with support from volunteer parents and teachers.
- 2b. Change the street sweeping schedule so that street sweeping on 33rd Street occurs outside school operating hours.
- 3a. Consider using paint and flex-posts to reinforce daylighting at the Brockhurst Street and Market Street intersection.
- 3b. Replace the missing RRFB sign at the northern approach to Brockhurst Street/Market Street.
- 4a. Trim vegetation at the southwest corner of 33rd St and Market Street.
- 4b. Consider using point and flex-posts to reinforce daylighting at the 33rd Street and Market Street intersection.
- 5a. Install "Cross Traffic Does Not Stop" (W4-4P) signs on 33rd Street at both approaches to West Street.
- 5b. Install a RRFB at the 33rd Street crossing across West Street. Consider upgrading the crosswalk to a raised crosswalk.
- 5c. Consider installing curb extensions to reinforce daylighting at the intersection.
- 5d. Install speed humps along West Street between 35th Street and 33rd Street.
- 6a. Construct a raised crosswalk at Brockhurst Street and West Street intersection.
- 6b. Consider installing curb extensions to reinforce daylighting at the intersection.
- 6c. Construct a pedestrian refuge island on Brockhurst Street at the crossing of West Street.



0 55 110 ft
 Improvements not to scale

The Alameda County Safe Routes to Schools Program is a program of the Alameda County Transportation Commission (alamedaetc.org) and is funded with Alameda County's local measure 8B sales tax, and regional, state, and federal funds.

Proposed Improvement Examples

Raised Crosswalk



This treatment makes pedestrians more visible to approaching motorists and also slows vehicles.

Curb Colors



Curb colors indicate parking/loading restrictions along segments of curbs.

Speed Bump/Hump



Speed bumps, also called speed humps, provide traffic calming by reducing vehicle speeds.

RRFB



Rectangular Rapid Flashing Beacons (RRFBs) are user-activated flashing lights used at unsignalized intersections or mid-block crossings.

Curb Extensions



Curb extensions extend the curb into the street. Curb extensions or bulb-outs can provide several important traffic calming and safety benefits.

Pedestrian Refuge Island



A pedestrian refuge island is part of the road's median and is designed to be a waiting spot for pedestrians who cannot or choose not to cross the entire roadway at once; completing the crossing in segments.

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 Hoover Elementary School.

The SR2S Site Coordinator for Hoover Elementary is Sheila Islam. 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:

Sheila Islam, sislam@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.

Implementing Agency	Recommendation
Hoover Elementary 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 (WSBs), Bicycle Trains (BTs), or other Walk and Roll to School activities. Park and Walk, WSB and BT meeting locations are also shown on these maps where appropriate. Source: alamedacountysr2s.org

Non-Infrastructure Recommendations, cont'd.

Implementing Agency	Recommendation
Hoover Elementary School	Participate in International Walk and Roll to School Day, Ruby Bridges Walk to School Day, the Golden Sneaker Contest and Bike to School Day These are the four main 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 also participate in the Ruby Bridges Walk to School Day, which is held on November 14 each year. The Golden Sneaker Contest, held in spring, is for elementary and middle schools and is a two-week contest both within schools and across the county challenging classrooms to travel to and from school using active and shared modes. All schools can also participate in Bike to School Day, held in tandem with Bike to Work Day, which encourages schools to sponsor Energizer Stations and students and families to bike to school. Source: alamedacountysr2s.org
Hoover Elementary School	Schedule Drive Your Bike The Drive Your Bike 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. These 150-minute programs for fifth graders are available to some schools. Source: alamedacountysr2s.org
Hoover Elementary School	Encourage and Facilitate Carpooling The SR2S Program can assist schools in connecting families with others who live nearby to increase the number of students carpooling. This can reduce congestion by reducing the number of vehicles coming to campus. Source: alamedacountysr2s.org
City of Oakland	Repaving Plan Prioritize SR2S infrastructure improvements with the City and County repaving plan.

Implementation

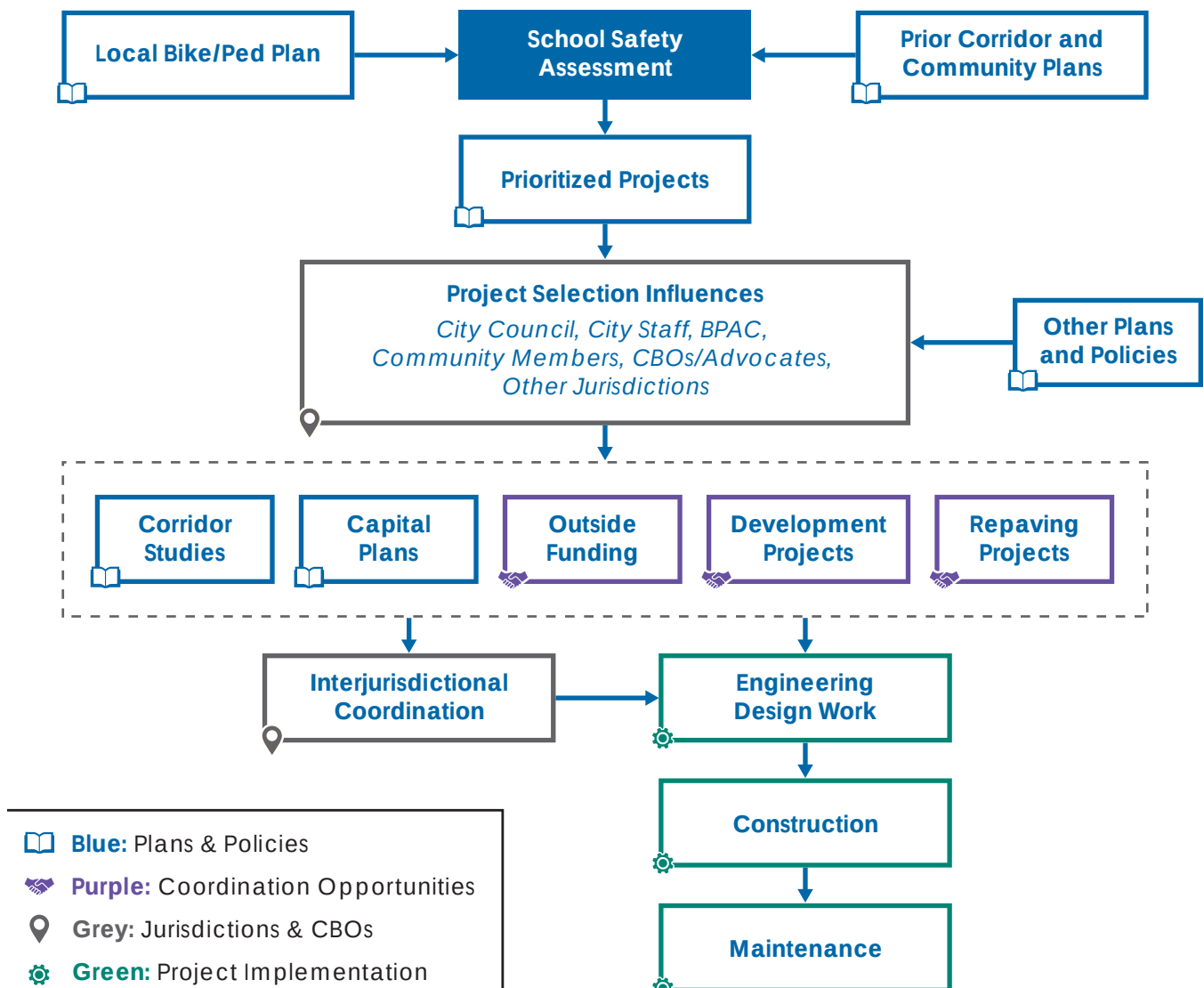
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

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 installing 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 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

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

Metropolitan Transportation Commission's (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 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.

Funds are programmed by participating cities.

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 (Alameda CTC).

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 CTC.

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 transportation sales tax and Congestion Management Agency Transportation Improvement Program funds.

Funds are programmed by the Alameda CTC.

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. 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 CTC 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 CTC.

State and Federal Grant Programs

Affordable Housing and Sustainable Communities Program

This program funds land use, housing, transportation and land preservation projects that support infill and compact development that reduce greenhouse gas emissions. There are three project areas: transit-oriented development, integrated connectivity projects or rural innovation projects. Funds can 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.

BUILD Grants

The Better Utilizing Investment to Leverage Development (BUILD) grant 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.

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.

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.

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.

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.

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.

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.

Safe Streets and Roads for All (SS4A) Grant Program

Established in 2021, this program funds initiatives that prevent roadway deaths and serious injuries, and can be used to support creating Safety Action Plans, like Vision Zero, and implement 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.

Funds are programmed by the United States Department of Transportation.

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.

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.

Urban Greening Grants

Urban Greening Grants support development of infrastructure projects that reduce greenhouse gas emissions with multiple benefits. Projects must meet one of three criteria, most relevantly: reduce commute vehicle miles traveled by building bicycle or pedestrian facilities that provide safe routes between home, work, businesses and schools. Eligible projects include green streets and alleyways and nonmotorized urban trails.

Funds are programmed by the California Natural Resources Agency.

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 school parent-teacher association and volunteers as they will be essential partners for the successful implementation of the proposed improvements.