

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS

School Safety Assessment

Technical Memorandum

October 2024

Thousand Oaks Elementary



840 Colusa Ave, Berkeley, CA 94707 | Berkeley Unified School District



METROPOLITAN
TRANSPORTATION
COMMISSION

School Information and Existing Conditions

A group of students and an adult are gathered on a school playground. Several students are standing with their bicycles, while one student is sitting on a bicycle. An adult, possibly a teacher or coach, is standing and talking to the group. The background shows a school building and a fence. The entire image is overlaid with a blue tint and a yellow border.

Thousand Oaks Elementary



School Information

Location & Enrollment



Address:

840 Colusa Ave,
Berkeley, CA
94707



Morning Bell(s):

8:00 a.m.



Grade Levels:

TK – 5



Enrollment:

363



Afternoon Bell(s):

Kindergarten

1:20 p.m.

Grades 1-5

2:10 p.m.



School Type

(neighborhood/
magnet/charter):

Neighborhood



Existing Conditions

Overview

Thousand Oaks Elementary is located along the northern Berkeley city limit bordering the City of Albany. All three streets adjacent to the school campus have school zone speed limits of 15 MPH (Table 1). However, Solano Avenue, a major commercial corridor with posted speed limits of 25 MPH, is 200 feet south of the school's main entrance. Solano Avenue experiences higher traffic activity, which may impact the experience of students and families walking, biking, and rolling to school.

There is an AC Transit bus stop in front of the school on Colusa Avenue that is served by the 27 and G lines. The G line runs four buses from 7 AM to 9 AM and from 5 PM to 3:30 PM that connect to Downtown San Francisco. The 27 line runs buses every 30 minutes connecting El Cerrito, Kensington, Berkeley, and Emeryville to the Amtrak station.

There are few bike connections to the campus. On Colusa Avenue south of Solano Avenue, there is a Class II Bike Lane that

continues north as a Class III Bike Route in front of the school. Colusa Avenue connects to the Class II Bike Lane on Marin Avenue. The school's bike bus uses bike facilities on Colusa Avenue and the entrance on Tacoma Avenue, which has bike parking facilities nearby.

As part of the previous Safe Routes to School project, the sidewalk on Tacoma Avenue was widened to serve as a Class I Path. Additionally, the crossing at Solano Avenue and Colusa Avenue was improved with curb extensions and high-visibility crosswalks. Berkeley's draft bike plan update recommends a complete streets study for a Class IV cycletrack on Solano Avenue and Colusa Avenue. However, Albany's [Solano Avenue Complete Streets and Corridor Revitalization Study](#) does not recommend a Class IV cycletrack on Solano Avenue.

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- 2024. The collision characteristics are shown in **Table 1** below.

Between 2020 and 2024, there were 32 collisions involving people walking and biking within a half-mile radius of the school, five of which resulted in severe injuries. Nine of the 39 collisions occurred within a quarter-mile of the school, eight of which resulted in a visible injury and one in a severe injury.

Seventeen collisions occurred along Solano Avenue, where two resulted in a severe injury. Additionally, eight collisions occurred on Marin Avenue, where one resulted in a severe injury.

Closer to the school, two elders were minorly injured while biking on and walking across Solano Avenue near Colusa Avenue. At Colusa Avenue and Marin Avenue a 14-year-old suffered minor injuries after being struck by a left-turning vehicle while crossing Solano Avenue. These two intersections are along the route used by the school's bike bus.

Table 1. Street Profiles

Street Name	Width	Lanes	Posted Speed Limit	Notes
Tacoma Ave	25 feet	2 lanes	15 mph	
Colusa Ave	40 feet	2 lanes	15 mph	Bus Stop/Route
Ensenada Ave	25 feet	2 lanes	15 mph	

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 2nd percentile of the CalEnviroScreen 4.0 ranking. This means the school area is not disproportionately burdened by pollutants and, therefore, not 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 99.7th percentile for the Healthy Places Index. This means the census tract has healthier conditions than 99.7 percent of other California census tracts. The school, therefore, is located in a community with relatively healthy conditions that is not prioritized for improvements based on health concerns.



Bus stop and loading zone on Colusa Avenue.



Caregivers and students walking to the school entrance on Tacoma Avenue.



School entrance on Ensenada Avenue.

Transportation Procedures

The school campus has three entrances: on Colusa Avenue, Tacoma Avenue and Ensenada Avenue. The main entrance is on Colusa Avenue, where there is an AC Transit bus stop, a school bus stop and a loading zone in front of the school. A crossing guard is stationed at Colusa Avenue and Catalina Avenue. Further north, near Tacoma Avenue, there is the T-K and Kindergarten entrance. The entrance on Tacoma Avenue is used by the bike bus as it leads to the bike parking facilities on campus. Many caregivers also use Tacoma Avenue for vehicle drop-offs, however, it does not operate as a drop-off loop. The Ensenada Avenue entrance is used the least and provides access through the Thousand Oaks School Park.

School Travel Data

Hand tally data was collected in classrooms via students raising their hands on how they got to school that day. Results from 2017 to 2018 indicate that 20 percent of students got to school via active modes and another 20 percent took shared modes such as transit or carpool.

School Engagement Activities

Between 2022 and 2023, Thousand Oaks Elementary participated in the following Safe Routes to School Activities: Alameda County BikeMobile, Bike to School Day, Golden Sneaker Contest, Walk and Roll Concert, and Walk and Roll Days. Additionally, caregivers organize a bike bus for the morning drop-off. The school's participation has significantly increased from previous years in which the school only participated in one or two events all year.

Thousand Oaks Elementary School (BUSD)

Bicycle Collisions (2020-2024)

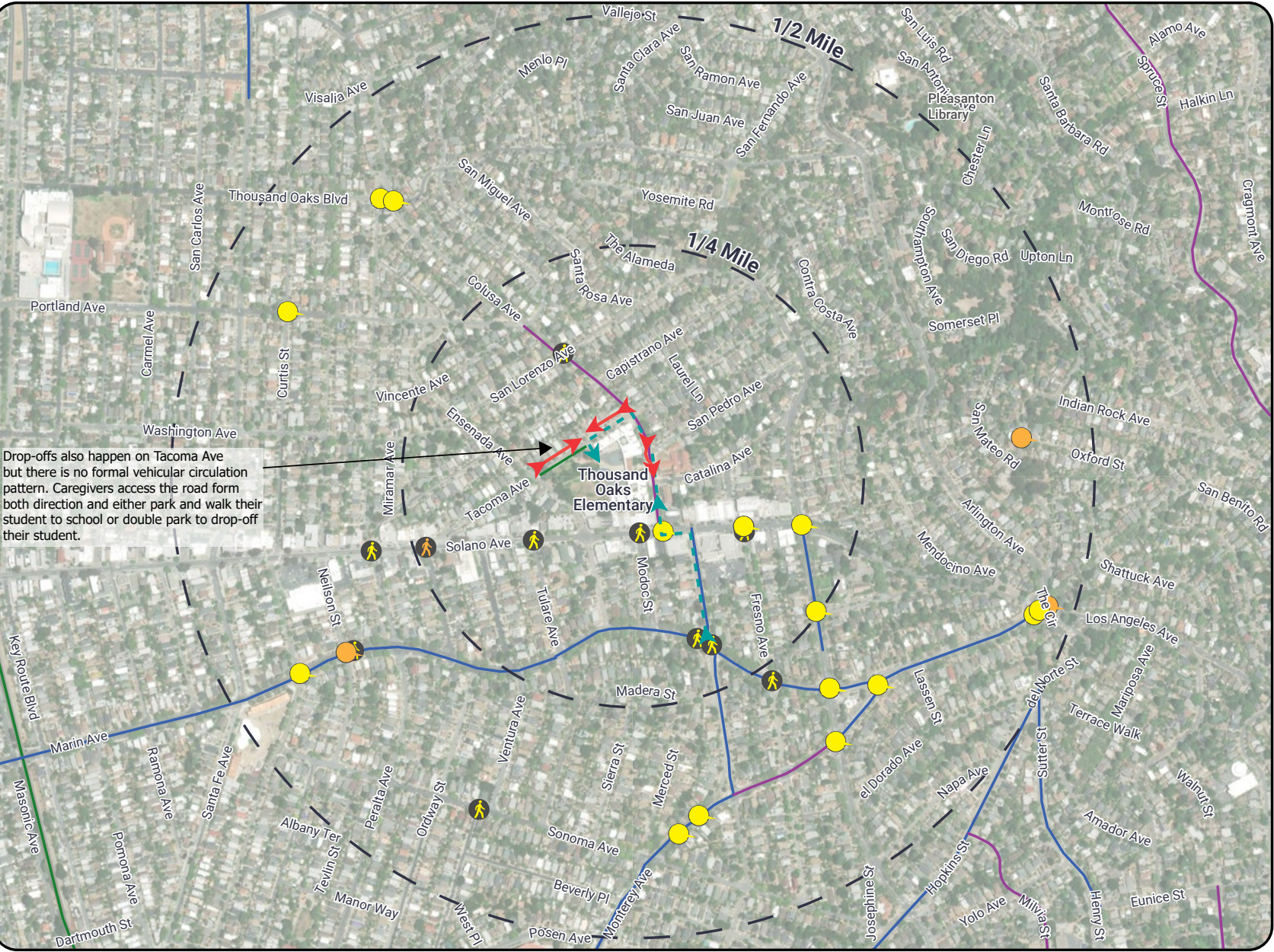
- Severe Injury
- Minor Injury

Pedestrian Collisions (2020-2024)

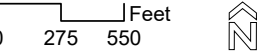
- Severe Injury
- Minor Injury

Existing Infrastructure

- Existing Vehicular Circulation
- Bike Bus Route
- Shared-Use Path
- Bike Lane
- Bike Route



The map only shows collisions that are within a 1/2 mile radius of the school.



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. The podium has a sign that reads "Music" and "www.musicline.com". 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

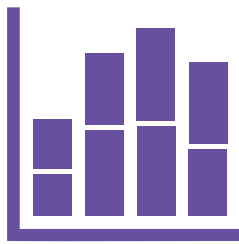
Schools are selected for school safety assessments (SSAs) based on a number of selection criteria including collision data, Free and Reduced Price Meal data, and input from City or school district staff. Once schools are selected, the Safe Routes team contacts the school principal to schedule a date, then school staff invite parents and distribute the online webmap. The Safe Routes to School team invites City staff to attend the assessment.

The Thousand Oaks Elementary Safety Assessment was held on the morning arrival time of October 15, 2024 and was attended by

school staff (1), parents (4), and Berkeley Public Works staff (2).

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.



EXISTING CONDITIONS

Analysis of collisions and trends



SCHOOL SAFETY ASSESSMENT

Participant observations and discussion



INFRASTRUCTURE AND NON-INFRASTRUCTURE RECOMMENDATIONS

Key Themes

Some of the most common themes:

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.
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.
Turning Conflicts	Drivers failing to yield while turning, drivers blocking intersections and driveways, and aggressive driving.
Drop-Off Area Conflicts	Drivers park along the red curb that serves as a bus stop for transit and the school bus causing buses to stop in the travel lane and hold up traffic.

Recommendations



***Infrastructure and non-infrastructure
recommendations near the school***

Infrastructure Recommendations

Table 2 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.	Drivers drop off students at the bus stop that is used by both AC Transit and the school district buses. This causes the buses to wait in the travel lane and hold up traffic.	Short-term: Consider implementing a student valet program to assist with unloading students from vehicles along the loading zone in front of the school. Long-term: Consider moving the AC Transit bus stop further south along Colusa Avenue closer to Solano Avenue.	Thousand Oaks Elementary AC Transit City of Berkeley
1b.	Caregivers and their students cross at the unmarked crossing at San Pedro Ave and Colusa Ave.	Short-term: Inform caregivers to use the crossings at Catalina Ave or Tacoma Ave when crossing Colusa Ave. Consider installing pedestrian detour signs to direct people to cross at Catalina Ave. Long-term: Consider installing a new crosswalk across Colusa Ave at San Pedro Ave with curb extensions.	Thousand Oaks Elementary City of Berkeley
1c.	Caregivers have requested additional bike parking at the school entrance near Colusa Ave. Many caregivers on bikes access the school through Colusa Ave.	Consider installing a bike parking facility at the school entrance on Colusa Ave.	Thousand Oaks Elementary
2a.	Curb paint along the west side of Colusa Ave north of the existing bus stop is fading.	Repaint 180 feet of green curb on the west side of Colusa Ave in front of the school north of the bus stop.	City of Berkeley

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
2b.	Crossing guard has trouble finding gaps in traffic on Colusa Ave at Catalina Ave.	Consider constructing a raised crosswalk and/or a rectangular rapid-flashing beacon across Colusa Ave at Catalina Ave. Install advance yield markings. If a raised crosswalk is not feasible, consider installing speed tables along Colusa Ave.	City of Berkeley & Berkeley Fire Department
3a.	Drivers make quick right turns on red at Colusa Ave and Tacoma Ave.	Consider prohibiting right turns on red at Colusa Ave and Tacoma Ave at all approaches during school hours.	City of Berkeley
3b.	The "pedestrian push buttons" on Colusa Ave and Tacoma Ave do not meet ADA standards because they do not have audible messages or a tactile arrow on the button.	Consider upgrading the "pedestrian push buttons" with an audible message and a tactile arrow on the button to meet PROWAG guidelines. Upgrade the signal timing to include a leading pedestrian interval on Colusa Ave and Tacoma Ave. Pedestrian signal phases should align with peak pick-up and drop-off times.	City of Berkeley
4a.	Caregivers park along the red curb on Tacoma Ave near the school entrance to drop students off.	Place cones along the red curb on Tacoma Ave during school start and release times to discourage drivers from parking there.	Thousand Oaks Elementary
4b.	The curb ramps at Tacoma Ave and Ensenada Ave do not meet PROWAG requirements because they lack tactile surfaces or appropriate grading.	Upgrade curb ramps with tactile surfaces and appropriate grading to meet PROWAG guidelines. Upgrade crosswalks to high-visibility.	City of Berkeley
5a.	Long crossing distance across Solano Ave at Ensenada Ave.	Consider constructing curb extensions at Solano Ave and Ensenada Ave and upgrading all crosswalks to high-visibility. Consider installing a Rectangular Rapid Flashing Beacon (RRFB) across Solano Ave at Ensenada Ave.	City of Berkeley

Infrastructure Recommendations, cont'd.

No.	Observation	Recommendation	Implementing Agency
6a.	Drivers made right turns on red, which created conflicts with crossing pedestrians at Solano Ave and Colusa Ave.	Consider prohibiting right turns on red at Colusa Ave and Solano Ave. Install a leading pedestrian interval. Pedestrian signal phases should align with peak pick-up and drop-off times.	City of Berkeley
6b.	Center line delineators are missing/damaged on the southern approach to Colusa Ave and Solano Ave.	Replace the centerline delineators at the southern approach to Colusa Ave and Solano Ave with a more robust hardened center line.	City of Berkeley
6c.	Drivers fail to yield to pedestrians crossing Solano Ave at the eastern Colusa Ave crossing.	Consider constructing a raised intersection at Solano Ave and Colusa Ave.	City of Berkeley & Berkeley Fire Department
6d.	Observed conflicts between bicyclists and vehicles sharing the roadways surrounding the school.	Short-term: Ask caregivers on bikes to access the school from Tacoma Ave and Ensenada Ave. Long-term: As proposed in the Draft City of Berkeley Bike Plan, conduct a Complete Streets Study for a Class IV cycletrack on Colusa Ave between San Pedro Ave and Solano Ave, and Solano Ave between The Alameda and Ventura Ave. The City of Albany's Solano Avenue Complete Streets and Corridor Revitalization Study does not recommend a Class IV cycletrack on Solano Ave.	Thousand Oaks Elementary, City of Berkeley & AC Transit



Safe Routes to Schools Improvement Plan

Thousand Oaks Elementary, Berkeley

School Safety Assessment held October 2024

Improvement Detail

- 1a. Short-term: Consider implementing a student valet program to assist with unloading students from vehicles along the loading zone in front of the school on Colusa Ave. Long-term: Consider moving the AC Transit bus stop further south along Colusa Ave, closer to Solano Ave.
- 1b. Short-term: Inform caregivers to use the crossings at Catalina Ave or Tacoma Ave when crossing Colusa Ave. Consider installing pedestrian detour signs to direct people to cross at Catalina Ave. Long-term: Consider installing a new crosswalk across Colusa Ave with curb extensions at San Pedro Ave.
- 1c. Consider installing a bike parking facility at the school entrance on Colusa Ave.
- 2a. Repaint 180 feet of green curb paint on the west side of Colusa Ave in front of the school north of the bus stop.
- 2b. Consider constructing a raised crosswalk and/or a rectangular rapid-flashing beacon across Colusa Ave at Catalina Ave. Install advance yield markings for the crosswalk across Colusa Ave. If a raise crosswalk is not feasible, consider installing speed tables along Colusa Ave.
- 3a. Consider prohibiting right turns on red at Colusa Ave and Tacoma Ave at all approaches during school hours.
- 3b. Consider upgrading the "pedestrian push buttons" with an audible message and a tactile arrow on the button to meet PROWAG guidelines. Upgrade the signal timing to include a leading pedestrian interval on Colusa Ave and Tacoma Ave and adding a video detection system for bicycles. Pedestrian signal phases should align with peak pick-up and drop-off times.
- 4a. Place cones along the red curb on Tacoma Ave near the school entrance during school start/release times.
- 4b. Upgrade curb ramps at Tacoma Ave/Ensenada Ave with tactile surfaces and appropriate grading to meet PROWAG guidelines. Upgrade crosswalks to high-visibility.
- 5a. Consider constructing curb extensions at Solano Ave and Ensenada Ave and upgrading all crosswalks to high-visibility. Consider installing a RRFB across Solano Ave at Ensenada Ave.
- 6a. Consider prohibiting right-turns on red at Colusa Ave and Solano Ave. Install a leading pedestrian interval. Pedestrian signal phases should align with peak pick-up and drop-off times.
- 6b. Replace the centerline delineators at the southern approach to Colusa Ave and Solano Ave with a more robust hardened centerline.
- 6c. Consider constructing a raised intersection at Solano Ave and Colusa Ave.
- 6d. Short-term: Ask caregivers on bikes to access the school from Tacoma Ave or Ensenada Ave. As proposed in the Draft City of Berkeley Bike Plan, conduct a Complete Streets Study for a Class IV cycletrack on Colusa Ave between San Pedro Ave and Solano Ave, and Solano Ave between The Alameda and Ventura Ave

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.

0 75 150 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.



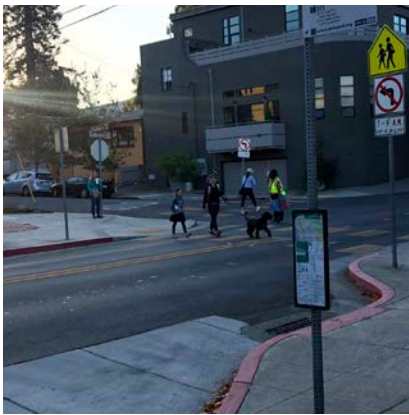
Caregiver parks along the red curb on Colusa Ave causing the school bus to stop in the travel lane.



Caregiver parking along the red curb to drop off their student in front of the AC Transit bus stop.



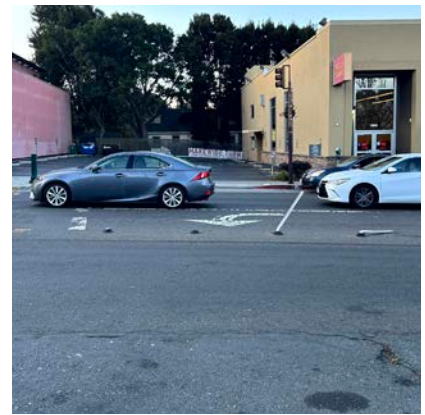
Driver making a three-point turn on Colusa Ave in front of the school.



Crossing guard facilitating the crosswalks on Colusa Ave and Catalina Ave.



Long crossing distance across Solano Ave at Ensenada Ave.



Missing delineators at the western approach to Colusa Ave/Solano Ave.

Non-Infrastructure Recommendations

In addition to engineering improvements, the Alameda County Safe Routes to Schools (SR2S) Program has many encouragement and educational activities that can benefit students and the campus community at Thousand Oaks Elementary.

The school site coordinator for Thousand Oaks 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.

Table 3. Non-Infrastructure Recommendations

Implementing Agency	Recommendation
Thousand Oaks 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
Thousand Oaks 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

Non-Infrastructure Recommendations, cont'd.

Implementing Agency	Recommendation
Thousand Oaks Elementary School	Facilitate Walking School Buses and Bike Trains WSBs and BTs 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. WSBs and BTs 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 WSBs and BTs. 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
Thousand Oaks 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
Thousand Oaks 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 5th graders are available to some schools. Source: alamedacountysr2s.org

Implementing Agency	Recommendation
City of Berkeley	Repaving Plan Prioritize SR2S infrastructure improvements with the City and County repaving plan.
Berkeley 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.

Implementation

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

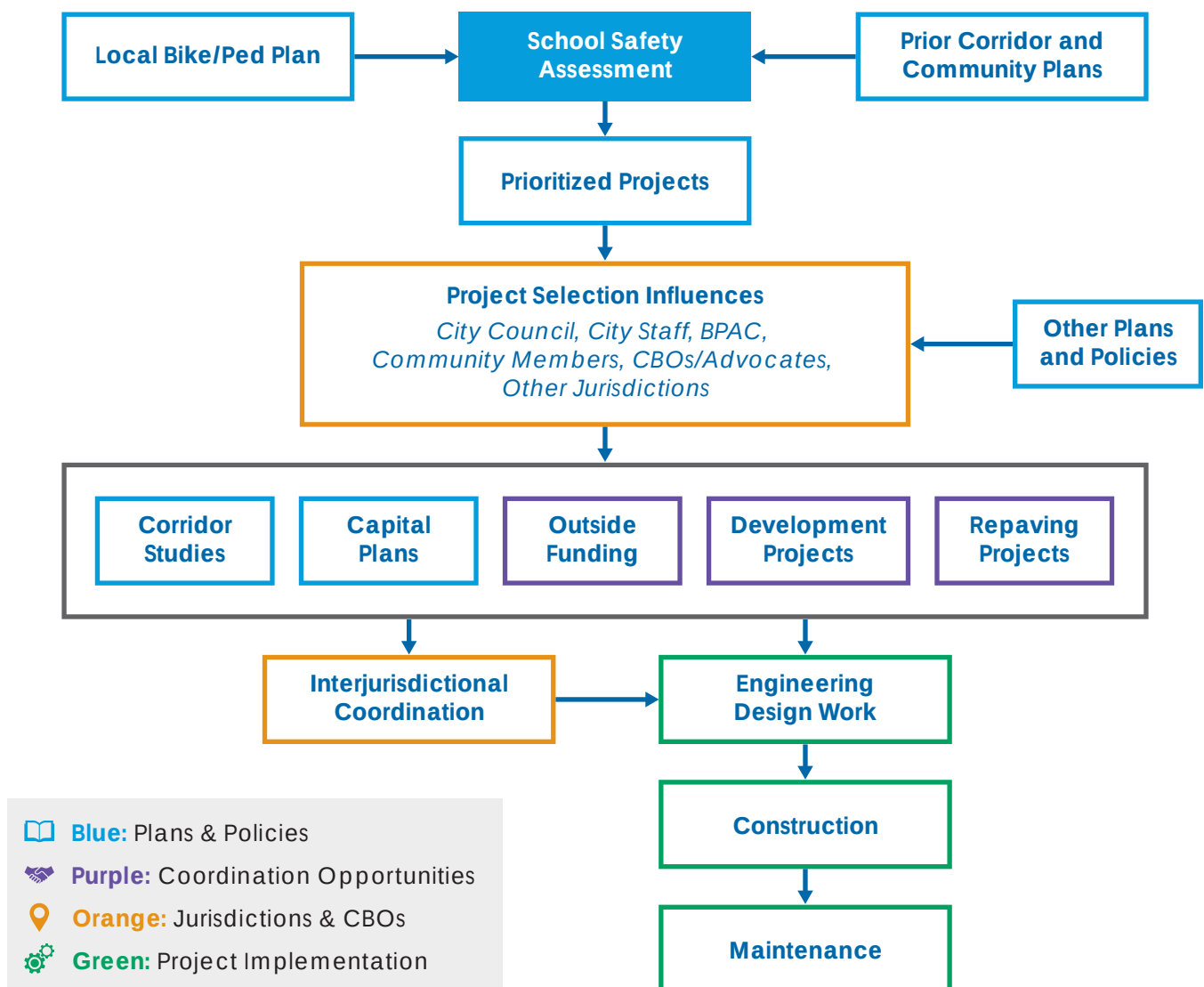
*Setting schedules, securing funds,
identifying alternatives and
forming strong partnerships*

Project Timing

Multiple factors impact the timeline for project implementation. The range of recommendations, from infrastructure improvements to program-based initiatives, allows for both short-term and long-term improvements, ensuring sustained efforts to improve safety over time. 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 Berkeley 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 Berkeley 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 Berkeley 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 Berkeley as development occurs. This strategy may be applied to high- or medium-priority projects if there is a nexus between the nearby development and improvements in and around the school site.

External Funding

The proposed improvements included in this document will require funding for design (e.g., detailed engineering work) and construction. Funding for SR2S and safety infrastructure projects is available at all levels of government (local, regional, state and federal) and from private sources. Project funding can take the form of competitive grants, formula-based allocations, tax measure-based funding, funds from private development and others. It may take one to two years to secure and access funding for implementing projects around the school. Project prioritization, therefore, is important for guiding City staff in selecting projects that will provide the most significant safety and overall community benefits.

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

Local and Regional Funding Sources

Measures B & BB

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

Funds are programmed by the Alameda County Transportation Commission.

Transportation Development Act Article 3

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

Funds are programmed by the MTC.

Transportation Fund for Clean Air, County Program Manager Fund

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

Funds are programmed by the Alameda County Transportation Commission.

One Bay Area Grant

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

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

Funds are programmed by the Alameda County Transportation Commission.

Bicycle Facilities Grant Program

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

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

Climate Initiatives Innovative Grants Fund

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

Funds are programmed by the MTC.

Impact Fees

Developer impact fees, typically tied to trip generation and traffic impacts from proposed projects, are another potential local source of funding. A developer may be required to help mitigate the overall impact of vehicular

trips by paying an impact fee; the City should ensure that planning policies consider bicycle and pedestrian planning, design and construction costs to be an eligible use of these fees.

Funds are programmed by participating cities.

Safe Routes to Schools Mini-Grant Program

In 2021, the Alameda County Transportation Commission (Alameda CTC) announced available funds for infrastructure improvements that were recommended through the Safe Routes to Schools School Safety Assessments process. The program was funded through measure B local transportation sales tax program and Congestion Management Agency Transportation Improvement Program funds.

Funds are programmed by the Alameda County Transportation Commission.

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 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.

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.

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 the City of Berkeley 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 Berkeley 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 Berkeley Unified School District. The City of Berkeley will therefore need to coordinate with the appropriate

parties 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.

Thousand Oaks Elementary

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.